Some tips to help start your Quad or Mini Moto

Almost every time when people bring a bike to us saying "it won't start" and "I have tried everything" we can get it started in a few pulls and often on the first pull.

If you are have trouble starting your bike please try the following:

1 Check your fuel mix

The most common cause of bikes not starting is due to much or too little 2 stroke oil the fuel or the wrong type of oil.

The oil is added to the petrol for lubrication and is not as flammable as the fuel (petrol) itself. The more oil you use and less flammable the fuel becomes 25:1 is the best mix whilst running the bikes in and should be used for the first 2-3 tank fills of fuel, after this the mix can be reduced to 32:1. Too little or the wrong oil will affect the compression making starting difficult and cause premature ware to the engine. Use a good quality semi-synthetic 2-stroke oil, if you check the rating on the back of the bottle you fill find the oil's JASO rating. You are looking for a minimum spec of JASO FC if you are using an oil with the lower rating of JASO FB this is not good enough please change the fuel oil mix and try again

Most fully synthetic oils carry a JASO FD rating, this can be used, but is expensive and not necessary, JASO FC is ideal.

Mix the fuel before you put it into the tank, don't try to mix it in the tank, the oil can sink to the bottom and fill the carburettor, the bike will not start with a carburettor full of 2 stroke oil.

2   Drain the carb to refresh fuel

If you have changed the fuel in the tank you will also need to flush the fuel from the carburettor. To do this tip the bike on it side you will see, at the back of the engine, the carburettor is fitted, in the centre of the carburettor float bowl, with is a small Phillips head screw, remove this screw turn the bike upright and turn on the fuel to allow fuel to flow out of it. If you do not get any fuel flow, please check the fuel tap is on (fuel tap points to the ground in the on position) if the fuel is turned on and no fuel is flowing check for kinks or blockages in the fuel line

Once you have a flow of fresh fuel into the carburettor refit the drain screw.

3 Choke is not always necessary

On many small engined 2 stroke bikes using choke is not always necessary please try starting the bike with no choke then half choke then full choke.

Choke lever down is the choke off position.

Choke lever up is the on position.

Also try opening the throttle partly while trying to start.

4 Check for a spark at the spark plug, this will tell you if there is either a fault with a kill switch or ignition coil

Remove spark plug cap and spark plug from the engine. Place the spark plug back into the cap and rest the spark plug back on the engine so that it makes electrical contact with the threads of the plug and you can see the tip of the plug. Turn the ignition on and pull the pull start to turn the engine over, you should see a small spark at the tip of the spark plug. Do not hold the spark plug as you may get a small electrical shock.

If there is no spark at the spark plug tip please check the three ignition cut outs, which are, the ignition switch, the kill switch on the left handlebar and check the safety tether is set correctly.

5 Clearing a flooded engine

If you have been trying to start a bike for some time and it wont start the chances are that you have flooded the engine. A flooded engine is where there is too mush fuel in the engine for it to fire.

To get the excess fuel out of the engine first turn off the fuel and ignition.

Remove the spark plug from the engine leave the ignition off and pull the starter with the throttle fully open a few times, there may be fuel or fuel vapour expelled from the spark plug whole. Continue to do this until no fuel or vapour is being expelled.

Replace the spark plug, do not turn on the fuel and with the choke off try starting again with small amounts of throttle.

When the engine fires up it will soon cut out due to the fuel having been turned off. Turn the fuel back on and restart.