

# Top 10 Scooter Problems & How to Solve Them!

Posted October 28, 2009

The following information is for informational purposes only. Your Flyscooter should be looked at by an authorized Flyscooter dealership. Performing maintenance on your scooter will make your warranty null and void.

1. Scooter does not turn over.
  - a. Questions to ask yourself!
    - i. Battery dead?
    - ii. Kill Switch on/off?
    - iii. Brake lever not pulled in?
      1. Brake lever pulled in but still does not turn over?
        - a. Pull in both brake levers, one may not have a starter interrupt switch on the brake or one may have become disconnected.
        - iv. Key not in run position?
        - v. Fuse blown?
          1. Check the fuse. The fuse is located on a harness just off the battery. Typically the battery is under the seat or under the floorboards.
2. Scooter turns over but does not want to start.
  - a. Out of gas?
  - b. When was the last time you have ridden the scooter? If it has been over a week, there is a good chance you have clogged jets.
  - c. Has the problem gotten progressively worse?
    - i. Solution: Clean the carburetor – pay close attention to the idle jet and the electronic choke.
  - d. Try a different CDI.
3. Scooter idles and dies.
  - a. Check idle screw:
    - i. The scooter may cut out because the idle screw is not turned in far enough. The idle screw can be accessed through the opening in the seat. You will see a philips head screw on the carburetor that you will want to turn to the right. You will see this idle speed adjustment screw from the top. Look for the gold screw that has a spring around it. What you would want to do is turn the idle screw in to the point right before the back wheel starts spinning when on the center stand.
4. Scooter starts when warm, otherwise is very difficult to start.
  - a. Make sure the electronic choke has a solid connection to the wiring harness.
  - b. Clean the carburetor – pay close attention to the electronic choke area.
5. Scooter starts and idles fine but falls on its face when accelerating / scooter does not have good top end.
  - a. The scooter could have one of a couple of potential problems.
    - i. Clogged carburetor – check the jets! They are probably dirty. The fuel / air mixture screw should not be adjusted unless you are in a high elevation.
    - ii. Vacuum lines: The vacuum lines are very important to the overall operation of the scooter engine. The vacuum lines pull fuel, provide air, and operate emission control devices. Make sure that all your vacuum lines are as short as possible, have no kinks or sharp bends and are firmly connected to all end points. Pay special attention to the vacuum lines coming off the intake manifold and the transmission breather hose (the hose that is in the back of the engine going into the air box).
      - iii. Cracked/loose intake manifold: Make sure that the clamps going from the carburetor into the intake manifold are secure. Also make sure that the hex wrench bolts securing the intake manifold to the engine head are secure.
      - iv. Incorrectly set valves.
        1. The intake and exhaust valves on 50/150cc scooters should be set at a loose 0.004 or very tight 0.005.
6. Tire is losing air.
  - a. There are a couple of reasons you can have a flat tire. The first and most common is the tire may have a nail, screw, a piece of glass, etc in it. If this is the case, you will need a new tire. The other common cause is a loose Schrader valve. This is the valve that is located in the valve where you inflate your tire. On the back of some of the valve caps you will see a notched head. This head can be used to tighten down the Schrader valve. Take a sponge and drop soap foam on the valve to see if it is leaking. If it is leaking and if you have one of these caps turn your Schrader valve in (turn towards the right) to tighten it. Then re-inflate your tire.
7. Oil is leaking from the engine.
  - a. What kind of oil do you use? If it is anything BUT motorcycle oil, this is bad for the engine. The oil needs to be drained and replace with motorcycle oil. Car oil is not built the same way engine oil is. Scooter oil bathes the transmission, gears, valves, etc. and is much less in volume. The car oil can become frothy and over heat in a scooter engine.
  - b. Check the overflow tube on the air box.
  - c. If the overflow tube on the air box is full, drain the tube. This can be a sign of worn piston rings, a clogged transmission breather hose or other hose, incorrectly set valves, or a malfunctioning pressure breather plate in the valve cover. The hose coming off the valve cover vents the entire engine of any vapor

that occurs in the engine - either gases from the engine oil or any blow by past the rings. There are supposed to be baffles in the valve cover to help stop the flow of oil into this tube. Before EPA, this tube would be vented into the atmosphere. Now the tube vents into the air box so the vapor can be burned in the engine. If oil is getting into the air box it is either being pushed by too much pressure in the crankcase (blow by) or being sucked there by the vacuum created in the air box by the carburetor. Sometimes it could be a combination of both. You could remove the hose from the air box and let it vent into the atmosphere for testing. If this stops the oil from flowing out the vent, we know it was being sucked out. If the oil runs out the hose then we know that too much pressure in the crankcase is pushing it out. If this is the case, check and make sure the baffle plate is in the valve cover.

d. Replace the valve cover gasket; use a sealant like "Indian Head" gasket sealer. Make sure to check that the pressure breather plate is not clogged.

8. Steering lock does not work.

a. The steering lock mechanism works in the following manner – when you turn the key the locking mechanism pushes a rod into two holes in the steering stem. When the rod is in place, the handlebars cannot be turned. If the lock mechanism does not work, most likely, the bar is not lined up with the two holes. Try putting the scooter on its side stand and push the scooter to its left side taking pressure off the front tire. While doing this, turn the key into the locked position. This usually will align the rod and the holes. To properly fix the problem, the locking mechanisms bolts need to be adjusted.

9. Rust is covering my scooter.

a. Use a high quality aluminum/chrome cleaner/polish on a regular basis. A good one to use is "CLR" (calcium, lime, rust) remover.

10. My brakes are "grabby" or do not work well.

a. The brakes need to be bled and filled with clean dot 3 or dot 4 brake fluid. If the rear brake does not work well (on drum brakes) the brakes need to be adjusted/tightened.