

Two-Stroke Engine Runaway

Symptoms:

Occasionally, with engine at normal operating temperature, twist-grip closed and engine idling, the RPM suddenly rises to maximum. Stalling the engine usually stops it. **Note: Ensure brakes are held on when letting in the clutch; failure to do so could result in the bike leaping forward out of your grasp and falling on its side.** (As I know to my cost as my bike ended up with a broken mirror, dented fuel tank and headlight surround and a bent footrest). According to advice on the Internet, opening the twist-grip fully will flood the engine and cause it to stop.

Causes:

From what I've read, this can be due to either glowing carbon deposits or a very weak fuel/air mixture caused by a leaking manifold joint or worn crankcase oil seals. As these seals are probably the originals, I suspect that this is the problem especially as obtaining a steady idle speed has always been difficult and my exhaust has been excessively smoky.

Remedy:

De-coke the engine if required and replace the crankcase oil seals.