

# RD/250/A, RD350/A

## SPARK PLUG FOULING CHECKLIST

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RD250/A and RD350/A models, being highly tuned machines, are susceptible to spark plug fouling. This is especially true if they are operated for long intervals at slow or moderate speeds. Therefore when considering probable areas for investigation when troubleshooting chronic plug fouling problems, rider habits and education are very important.

Listed below are some probable areas of consideration when troubleshooting chronic plug fouling problems.

- 1. Rider education - minimum RPM range in higher gears:
  - 3rd gear - 4500 RPM
  - 4th gear - 4500 RPM
  - 5th gear - 5000 RPM
  - 6th gear - 5000 RPM
- 2. Restricted air intake due to:
  - a. rider equipment stored under seat (gloves, rags, etc.)
  - b. dirty air filter
  - c. battery strap restricting air flow (see Technical Bulletin M4-004)
- 3. Autolube pump condition and adjustment (see Technical Bulletin M4-007).
- 4. Carburetor specifications (see applicable service data or service manual).
- 5. Jetting for local conditions.
- 6. Carburetor synchronization. (Important: set cable freeplay at 1/16" to sync. carbs & oil pur
- 7. Fuel tank and petcock residue and/or petcock leakage.
- 8. Float needle and seat leakage.
- 9. Choke lever 'off' position not positive (see SNB 303A).
- 10. Improper ignition timing.
- 11. Weak spark due to:
  - a. poor battery connections and ground (see SNB 303A)
  - b. battery condition and regulator adjustment
  - c. oil residue on points
  - d. resistor caps or plug wire condition
- 12. Heavy carbon buildup in combustion chamber and/or exhaust system.
- 13. Primary drive gear keyway leakage (see Technical Bulletin M4-038).

For more in depth reference to these areas see bulletins previously mentioned and applicable service manuals.