

CYLINDER COMPRESSION TEST

Warm up the engine to normal operating temperature.
Stop the engine and remove all direct ignition coil/spark plug caps and spark plugs (page 3-6).
Open and support the front end of fuel tank (page 3-4).

Disconnect the fuel pump/reserve sensor 3P connector.

Install a compression gauge into the spark plug hole.

TOOL:

Compression gauge attachment 07RMJ-MY50100
(Equivalent commercially available)

Open the throttle all the way and crank the engine with the starter motor until the gauge reading stops rising.
The maximum reading is usually reached within 4 – 7 seconds.

To avoid discharging the battery, do not operate the starter motor for more than seven seconds.

Compression pressure:

1,275 kPa (13.0 kgf/cm², 185 psi) at 350 min⁻¹ (rpm)

Low compression can be caused by:

- Blown cylinder head gasket
- Improper valve adjustment
- Valve leakage
- Worn piston ring or cylinder

High compression can be caused by:

- Carbon deposits in combustion chamber or on piston head



CYLINDER HEAD COVER REMOVAL

Remove the following:

- Ignition coil (page 5-62)
- Spark plug cap (page 3-6)

Remove the crankcase breather tube.

Disconnect the PAIR air suction tubes from the PAIR reed valve covers.

