

CYLINDER COMPRESSION TEST

▲WARNING

If the engine must be running to do some work, make sure that the area is well-ventilated. Never run the engine in an enclosed area. The exhaust contains poisonous carbon monoxide gas that may cause loss of consciousness and may lead to death. Run the engine in an open area or with an exhaust evacuation system in an enclosed area.

Warm up the engine to normal operating temperature.

Stop the engine and remove the all spark plug caps and spark plugs (page 3-8).

Support the rear end of the fuel tank (page 5-55).

Disconnect the fuel pump 2P brown connector.

Install a compression gauge into the spark plug hole.

TOOL:

Compression gauge attachment 07RMJ-MY50100
(Equivalent commercially available in U.S.A.)

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.

NOTE:

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 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

