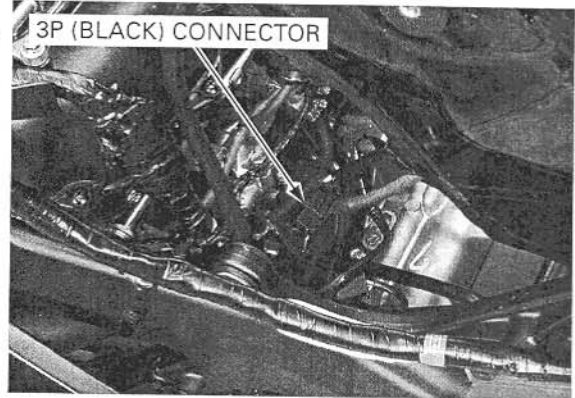


CYLINDER HEAD/VALVES

CYLINDER COMPRESSION TEST

Warm the engine to normal operating temperature. Stop the engine and remove the all direct ignition coil/spark plug caps and spark plugs (page 4-7). Lift and support the fuel tank (page 6-61).

Disconnect the fuel pump unit 3P (Black) connector.



Install a compression gauge into the spark plug hole.

TOOL:

Compression gauge attachment

07RMJ-MY50100 or 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.

Compression pressure:

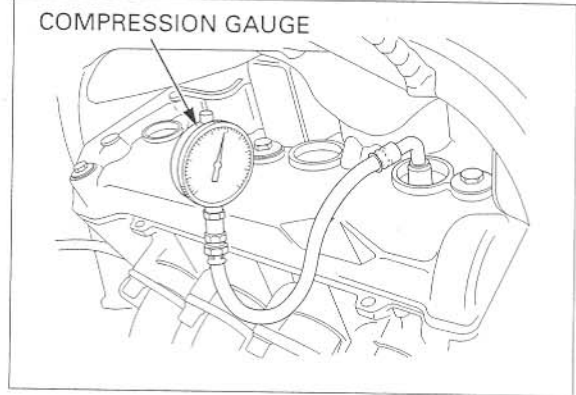
1,226 kPa (12.5 kgf/cm², 178 psi) at 350 rpm

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



CYLINDER HEAD COVER REMOVAL

Remove the throttle body (page 6-72).

Remove the crankcase breather hose.

Disconnect the PAIR control solenoid valve 2P (Black) connector.

Disconnect the PAIR air hoses from the cylinder head and remove the PAIR control solenoid valve.

Remove the heat guard rubber.

