## CHECKING THE IGNITION TIMING/ MEASURING THE COMPRESSION PRESSURE



- installed shift rod length
- Refer to "ADJUSTING THE SHIFT PEDAL".

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### MEASURING THE COMPRESSION PRESSURE

The following procedure applies to all of the cylinders.

### NOTE: \_

Insufficient compression pressure will result in a loss of performance.

- 1. Measure:
- valve clearance Out of specification  $\rightarrow$  Adjust. Refer to "ADJUSTING THE VALVE CLEARANCE".
- 2. Start the engine, warm it up for several minutes, and then turn it off.
- 3. Remove:
- rider seat
- fuel tank Refer to "SEATS AND SIDE COVERS" and "FUEL TANK".
- 4. Remove:
- camshaft sprocket cover Refer to "ROCKER ARMS, PUSH RODS AND VALVE LIFTERS".
- decompression solenoid Refer to "CAMSHAFTS".
- 5. Install:
  - camshaft sprocket cover Refer to "ROCKER ARMS, PUSH RODS AND VALVE LIFTERS".
- 6. Disconnect:
- spark plug cap
- 7. Remove:
- spark plug

### CAUTION:

Before removing the spark plugs, use compressed air to blow away any dirt accumulated in the spark plug wells to prevent it from falling into the cylinders.

# MEASURING THE COMPRESSION PRESSURE



- 8. Install:
- compression gauge ①
- compression gauge adapter (2)



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- 9. Measure:
- compression pressure Out of specification  $\rightarrow$  Refer to steps (c) and (d).



a. Set the main switch to "ON".

b. With the throttle wide open, crank the engine until the reading on the compression gauge stabilizes.

### A WARNING

To prevent sparking, ground all spark plug leads before cranking the engine.

#### NOTE: \_

The difference in compression pressure between cylinders should not exceed 100 kPa (1 kg/cm<sup>2</sup>, 14 psi).

- c. If the compression pressure is above the maximum specification, check the cylinder head, valve surfaces, and piston crown for carbon deposits.
- d. Carbon deposits  $\rightarrow$  Eliminate.
- e. If the compression pressure is below the minimum specification, squirt a few drops of oil into the cylinder and measure again.