

CYLINDER HEAD/VALVES

CYLINDER COMPRESSION TEST

Warm up the engine to normal operating temperature.

Stop the engine and remove the spark plug cap and spark plug (page 4-8).

Install a compression gauge into the spark plug hole.

To avoid discharging the battery, do not operate the starter motor for more than 7 seconds.

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

COMPRESSION PRESSURE:

1,098 kPa (11.2 kg/cm², 159 psi) at 550 rpm

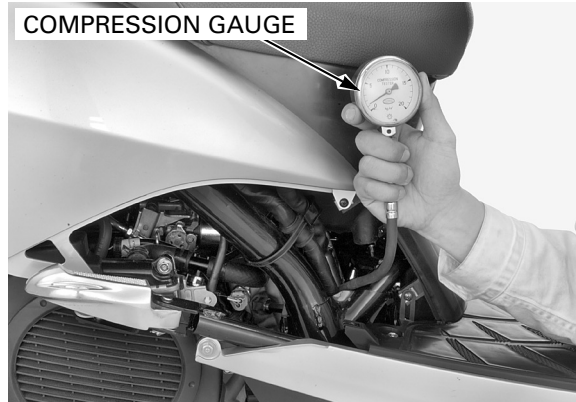
If compression is high, it indicates that auto decompression system problem or carbon deposits have accumulated on the combustion chamber and/or the piston crown.

If compression is low, pour 3 – 5 cc (0.1 – 0.2 oz) of clean engine oil into the cylinder through the spark plug hole and recheck the compression.

If the compression increases from the previous value, check the cylinder, piston and piston rings.

- Leaking cylinder head gasket
- Worn piston ring
- Worn cylinder and piston

If compression is the same as the previous value, check the valves for leakage.



CYLINDER HEAD COVER

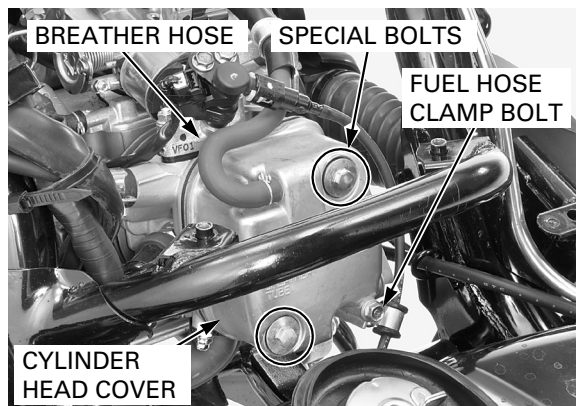
REMOVAL

Remove the front body cover (page 3-9).

Disconnect the crankcase breather hose from the cylinder head cover.

Remove the fuel hose clamp bolt.

Remove the special bolts and cylinder head cover.



INSTALLATION

Make sure the cylinder head cover rubber seal is in good condition and replace it if necessary.

Install the rubber seal into the grooves on the cylinder head cover.

