

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.

Warm up the engine to normal operating temperature.

Stop the engine and remove the all spark plug caps and spark plugs (page 3-5).

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.

NOTE:

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

Compression pressure:

1,275–1,314 kPa (13.0–13.4 kgf/cm²,
185–191 psi) at 300 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 17-6)
- Spark plug caps (page 3-5)

Disconnect the crankcase breather tube.

Remove the bolts, mounting rubbers and cylinder head cover.

