

(1) CYLINDER COMPRESSION GAUGE

### Cylinder Compression

Warm up the engine to normal operating temperature.  
 Stop the engine and remove the spark plug.  
 Install a compression gauge.  
 Shift the transmission into neutral.  
 Open the throttle all the way and crank the engine with the kickstarter until the gauge reading stops rising.

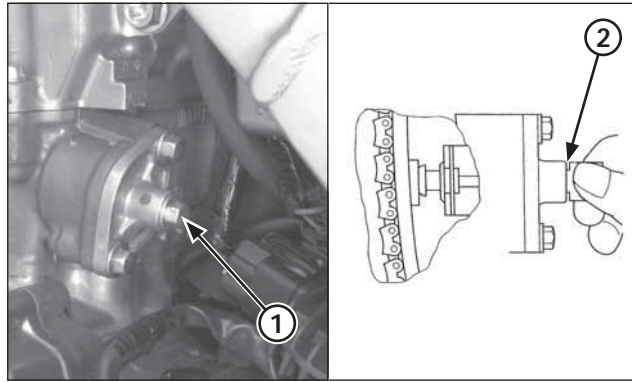
**Compression pressure:**  
 1,300 kPa (13.3 kgf/cm<sup>2</sup>, 188.5 psi)

Low compression can be caused by:

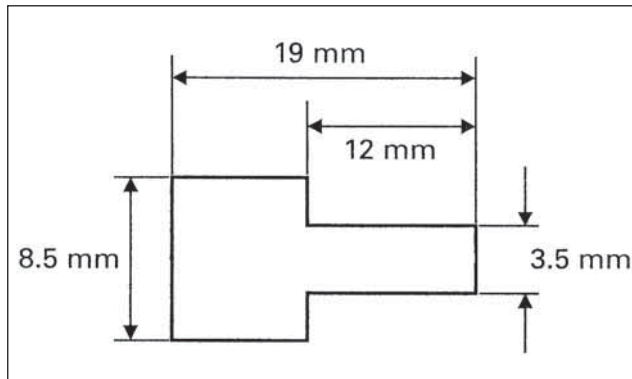
- Blown cylinder head gasket
- Improper valve adjustment
- Valve leakage
- Worn piston ring or cylinder

High compression can be caused by:

- Incorrect valves adjustment



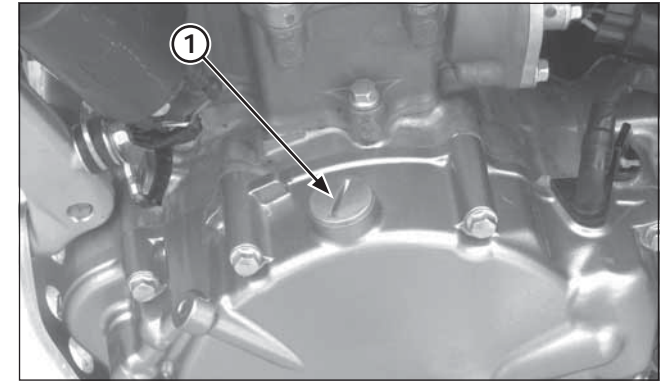
(1) SEALING BOLT/WASHER  
 (2) STOPPER TOOL



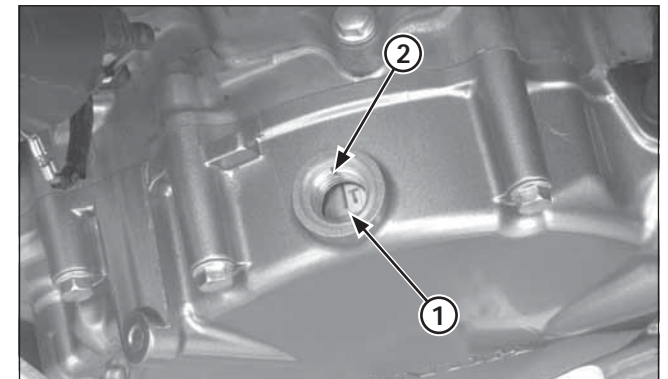
(1) CAM CHAIN TENSIONER LIFTER

**Cylinder Head Cover/Camshaft Removal**  
 Remove the cam chain tensioner lifter sealing bolt and sealing washer.

Turn the tensioner lifter clockwise fully and secure it with the stopper tool.  
 This tool can be easily be made from a thin (1 mm thick) piece of steel as shown.



(1) TIMING HOLE CAP



(1) "T" MARK  
 (2) INDEX MARK

Remove the fuel tank/injector.

Remove the timing hole cap and O-ring from the left crankcase cover.

Turn the crankshaft by operating the kickstarter and align the "T" mark on the flywheel with the index mark on the left crankcase cover.