

- c. Twist the throttle grip so that the throttle is at maximum opening, and set the carburetor choke valves to full opened.
- d. Crank the engine with the starter motor and record the highest pressure indicated on the compression gauge. (Fig. 18-1)

Perform this test for each of the cylinders.

The normal compression pressure is 150 psi (10.5 kg/sq. cm)~170 psi (12 kg/sq. cm)

If the compression pressure varies by more than 10% between the highest and lowest cylinders or if the pressure of any cylinder is lower than normal, it is an indication that there is a probable defect in the engine, such as worn or broken piston rings, poor valve seating or leaking head gaskets. The defect must be corrected before attempt is made to tune-up.

Refer to page 33~35 for repair procedures.

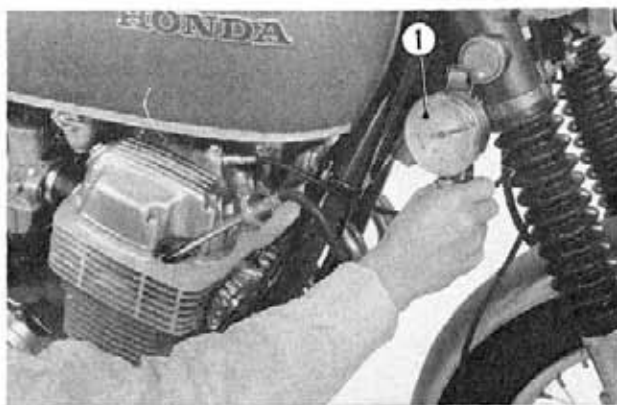


Fig. 18-1 ① Compression gauge

2. SERVICE SPARK PLUGS..... (Refer to page 179)
3. CHECK AND ADJUST IGNITION TIMING..... (Refer to page 180)
4. SERVICE BATTERY..... (Refer to page 184)
5. ADJUST VALVE TAPPET CLEARANCE..... (Refer to page 181)
6. ADJUST CAM CHAIN..... (Refer to page 181)
7. SERVICE AIR CLEANER..... (Refer to page 181)
8. CHECK AND SERVICE FUEL SYSTEM..... (Refer to page 181)
9. ADJUST CARBURETOR..... (Refer to page 182)
10. CHANGE OIL AND OIL FILTER..... (Refer to page 178)
11. ROAD TEST

After completing the initial series of the tune-up, start the engine in the normal manner. Ride the motorcycle and conduct the road test to check the starting, acceleration, and also for stable riding at low and intermediate speeds. If possible ride the motorcycle at high speed and also check for mis-fire during acceleration and deceleration and during rough riding; flat spot during acceleration. If the results of the test are not completely satisfactory, the trouble diagnosis of the engine, clutch and brake should also be performed.