

CYLINDER HEAD/VALVES

<p>Interior cutter, 26 mm (60° IN) 07780-0014500</p>  <p>or equivalent commercially available in U.S.A.</p>	<p>Interior cutter, 22 mm (60° EX) 07780-0014202</p>  <p>or equivalent commercially available in U.S.A.</p>	<p>Cutter holder, 4.0 mm 07781-0010500</p>  <p>or equivalent commercially available in U.S.A.</p>
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TROUBLESHOOTING

- Engine top-end problems usually affect engine performance. These problem can be diagnosed by a compression test or by tracing engine noises to the top-end with a sounding rod stethoscope.
- If the performance is poor at low speeds, check for white smoke in the crankcase breather hose. If the hose is smoky, check for a seized piston ring (page 13-15).

Compression too low, hard starting or poor performance at low speed

- Valves:
 - Incorrect valve adjustment
 - Burned or bent valve
 - Incorrect valve timing
 - Broken valve spring
 - Uneven valve seating
- Cylinder head:
 - Leaking or damaged head gasket
 - Warped or cracked cylinder head
- Worn cylinder, piston or piston rings (page 13-15)

Compression too high, overheating or knocking

- Excessive carbon build-up on piston crown or on combustion chamber

Excessive smoke

- Cylinder head:
 - Worn valve stem or valve guide
 - Damaged stem seal
- Worn cylinder, piston or piston rings (page 13-15)

Excessive noise

- Cylinder head:
 - Incorrect valve adjustment
 - Sticking valve or broken valve spring
 - Damaged or worn camshaft
 - Loose or worn cam chain
 - Worn or damaged cam chain
 - Worn or damaged cam chain tensioner
 - Worn cam sprocket teeth
- Worn cylinder, piston or piston rings (page 13-15)

Rough idle

- Low cylinder compression