

MAINTENANCE

CARBURETOR IDLE SPEED

NOTE

- Inspect and adjust the idle speed after all other engine adjustments are within specifications.
- The engine must be warm for accurate idle inspection and adjustment. Ten minutes of stop and go riding is sufficient.

Warm up the engine, shift to NEUTRAL, and hold the motor-cycle upright. Connect a tachometer.

Turn the throttle stop screw to obtain the specified idle speed.

IDLE SPEED: $1,300 \pm 100 \text{ min}^{-1} \text{ (rpm)}$

CARBURETOR CHOKE

Check choke lever operation. If the choke lever moves stiffly, clean and lubricate the pivot. After cleaning, recheck the lever's movement.

CYLINDER COMPRESSION

Warm up the engine.

Stop the engine and remove the spark plug.

Connect a compression gauge.

Open the throttle grip all the way.

Operate the kick starter pedal several times and check the gauge reading.

NOTE

- Check that there is no leakage at the gauge connection.

TOOL:

COMPRESSION GAUGE ATTACHMENT 07908—KK60000

COMPRESSION (DECOMPRESSOR EFFECTED):

$500 \pm 100 \text{ kPa}$ ($5 \pm 1 \text{ kg/cm}^2$, $71.1 \pm 14.2 \text{ psi}$) at $20^\circ\text{C}/68^\circ\text{F}$

High compression can be caused by:

- Incorrect valve clearance
- Faulty decompressor

If the compression is below than the standard, loosen the right exhaust valve locknut and turn the adjusting screw with care so that the valve does not interfere with decompressor cam. Operate the kick starter pedal several times again.

NOTE

- Before measuring the compression, broaden the right exhaust valve clearance to at least 0.82 mm (correct clearance 0.12 mm + 0.7 mm) to release the half decompressor system.

COMPRESSION: $1,400 \pm 100 \text{ kPa}$

($14 \pm 1 \text{ kg/cm}^2$, $200 \pm 14.2 \text{ psi}$) at $20^\circ\text{C}/68^\circ\text{F}$

Low compression can be caused by:

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

Disconnect the compression gauge.

Adjust by loosening the lock nut and turning the adjusting screw until there is a slight drag on the feeler gauge.

Hold the adjusting screw and tighten the lock nut.

