

18R-G ENGINE TUNE-UP

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18R-G ENGINE TUNE-UP ITEM

| ITEM | | REMARK |
|------|------------------------|-----------------------------|
| 1 | ENGINE OIL | Oil level check |
| | | Oil replenishment |
| | | Oil capacity Total |
| | | Crankcase |
| | | Quality check |
| | | Oil filter replacement |
| 2 | COOLING SYSTEM | Coolant level check |
| | | Quality check |
| | | Coolant capacity (w/heater) |
| 3 | DRIVE BELT | Tension Fan — Alternator |
| | | A/C Compressor — |
| | | Crankshaft |
| 4 | AIR CLEANER | Element cleaning |
| 5 | BATTERY | Specific gravity |
| | | Electrolyte level |
| 6 | SPARK PLUG | Visual check |
| | | Cleaning |
| | | Plug gap |
| | | Resistance |
| 7 | HIGH TENSION CORD | Resistance |
| 8 | DISTRIBUTOR | Distributor cap |
| | | Point gap |
| | | Dwell angle |
| | | Dwell angle variation |
| | | Ignition timing |
| | | at Engine stop |
| | | Coolant 60°C below |
| | | Coolant 60°C above |
| | Governor operational | |
| | Vacuum operational | |
| 9 | NO.2 CHAIN TENSIONER | Back stroke |
| 10 | VALVE TIMING | |
| 11 | VALVE CLEARANCE (COLD) | Intake |
| | | Exhaust |

| ITEM | | REMARK |
|------|----------------------|---|
| 12 | CARBURETOR | Float level |
| | | SST [09240-27010] 16 – 18 mm 0.63 – 0.71 in |
| | ACCELERATION PUMP | Fuel discharging time |
| | | 0.8 – 1.1 second |
| | | Fuel injection direction |
| | | Starter wire |
| | | 50° (at rotally disc) |
| | | Throttle valve full open |
| | WARM UP ENGINE | |
| 13 | THROTTLE LINK | Idle speed |
| | (INITIAL IDLE SPEED) | 1000 ± 50 rpm |
| | | Manifold vacuum |
| | | 330 mm Hg 13.00 in Hg |
| | | Vacuum difference |
| | | below 10 mm Hg 0.39 in Hg |
| 14 | BEST IDLE ADJUSTMENT | Idle mixture adjusting |
| | | screw preset position |
| | | Screw out 1½ turn |
| | | Best idle speed |
| | | 1000 ± 50 rpm |
| | | Manifold vacuum |
| | | above 330 mm Hg 13.00 in Hg |
| 15 | CO CONCENTRATION | 0.5–0.9 % |
| 16 | ENGINE CONDITION | |
| 17 | COMPRESSION PRESSURE | Standard |
| | | 13.0 kg/cm ² 184.6 psi |
| | | Limit |
| | | 10.0 kg/cm ² 142.0 psi |
| | | Difference of pressure |
| | | between cylinders |
| | | Less than 1.0 kg/cm ² 14.2 psi |

Fig. 3-1

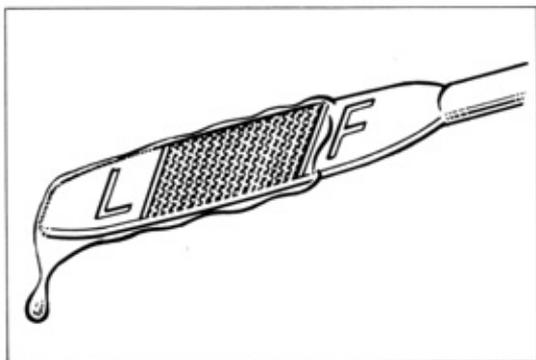


Fig. 3-2

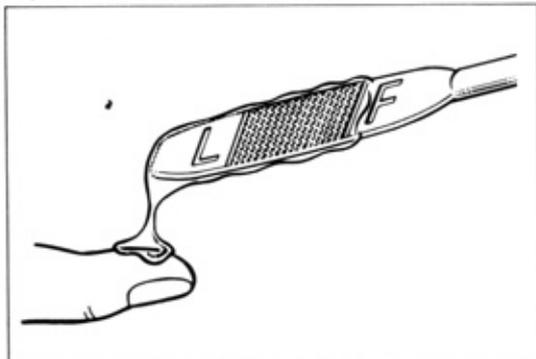


Fig. 3-3

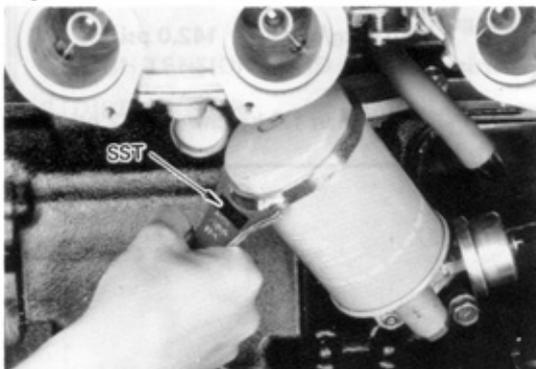


Fig. 3-4



ENGINE OIL



LEVEL CHECK and REPLENISHMENT

Oil level should be up to the F line on the level gauge. If low, add oil up to the F line. Use API service SE classification engine oil.



QUALITY CHECK

Pull out the oil level gauge and examine the oil adhering on the graduated part. The oil should not be discolored or thin.



OIL FILTER REPLACEMENT

1. Remove the oil filter by using SST [09228-34010].
2. For installation, tighten firmly the oil filter by hand.



3. After starting the engine, check for oil leak and recheck the oil level.

Fig. 3-5



Fig. 3-6



Fig. 3-7

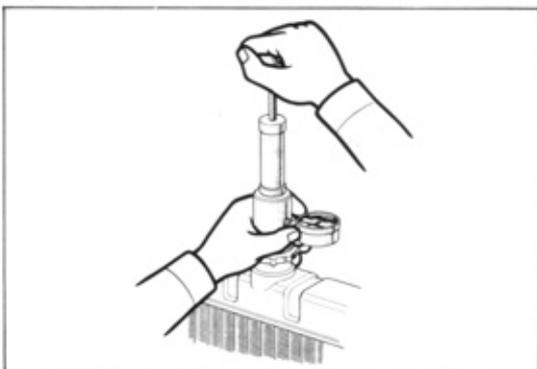
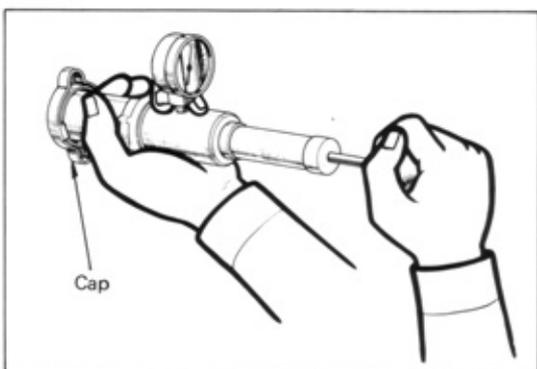


Fig. 3-8



COOLING SYSTEM COOLANT LEVEL CHECK and REPLENISHMENT



If coolant is low, fill reservoir tank up to "Full" line.

COOLANT QUALITY CHECK



There should not be any excessive deposit of rust or scales around the radiator cap or radiator filler hole, and the coolant should also be free from oil. Replace the coolant if excessively dirty.

INSPECTION of COOLING SYSTEM PARTS



There should be no defects such as listed below:

1. Damage, deterioration, or loose clamps in radiator hoses, water hoses.
2. Leakage due to corrosion or damage in radiator core.
3. Leakage due to loose water drain cock.
4. Leakage from water pump.



5. Faulty operation of radiator cap. Inspect the radiator cap pressure regulating and vacuum valves for spring tension and seating condition. If the valve opens at a pressure level below the specified value or is otherwise defective, replace the radiator cap.

Valve opening pressure limit

0.6 kg/cm² (8.5 psi)

Standard

0.9 kg/cm² (12.8 psi)

Fig. 3-9

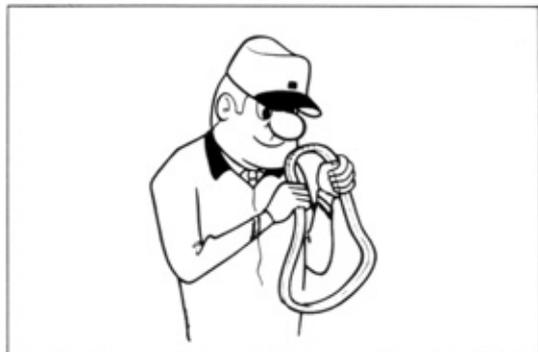


Fig. 3-10

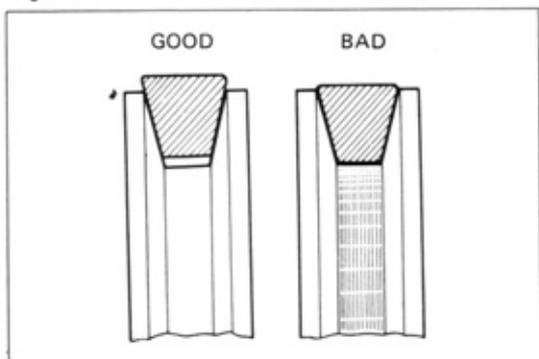


Fig. 3-11

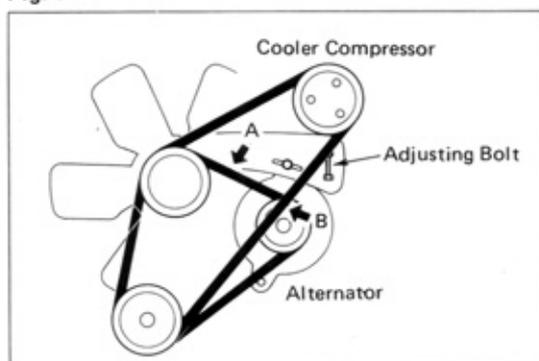


Fig. 3-12



DRIVE BELT VISUAL CHECK



There should be no defects such as listed below:

1. Cracked, deteriorated, stretched, or worn belt.
2. Adherence of oil or grease.



3. Improper contacting of belt against the pulley.

TENSION CHECK and ADJUSTMENT



When the belt is pressed down with 10 kg (22 lb) force, the belt should deflect the specified amount.

A : 8–12mm (0.32–0.47in)

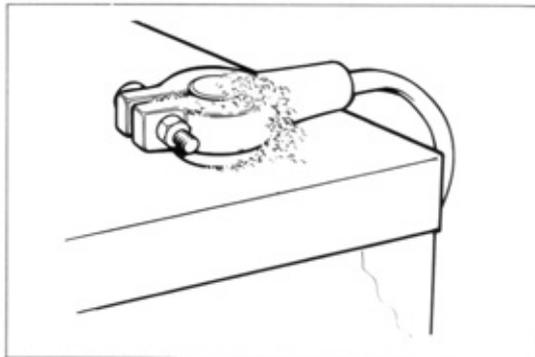
B : 16–19mm (0.63–0.75in)



AIR CLEANER ELEMENT CLEANING

1. In removing the air cleaner or element, and after removal, use care not to drop dirt and dust down into the carburetor.
2. In cleaning the element, blow air from the inner side.
3. In case the element is torn or excessively dirty, replace with new one.

Fig. 3-13

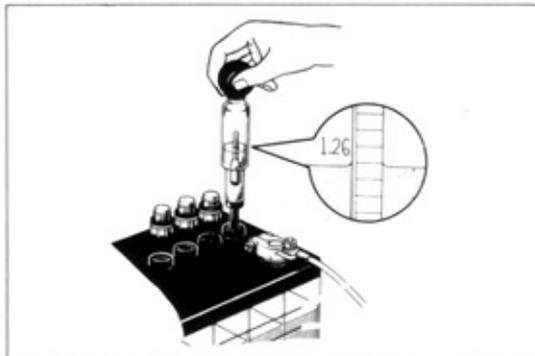


BATTERY VISUAL CHECK

If very dirty, remove and clean before checking. There should be no defects such as listed below:

1. Rusted battery mounting hardware.
2. Damage or leakage in battery.
3. Loose connection, rusting, deterioration or corrosion of battery terminals.

Fig. 3-14

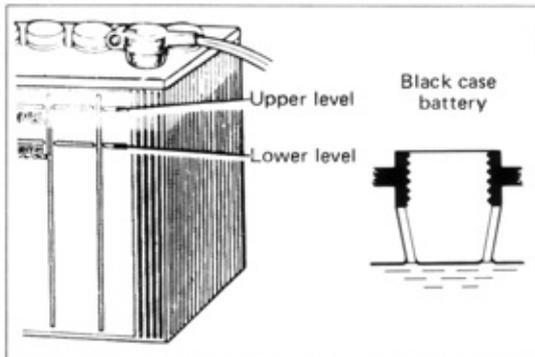


SPECIFIC GRAVITY MEASUREMENT

Hold the hydrometer so that the float will not contact against the cylinder wall and read the graduation.

Specific gravity 1.25–1.27
at 20°C (68°F)

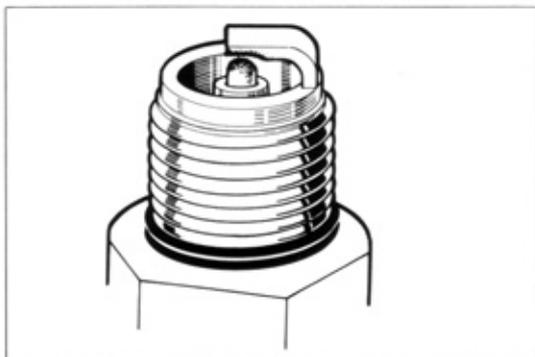
Fig. 3-15



ELECTROLYTE LEVEL CHECK and REPLENISHMENT

The electrolyte level should be up to the upper level. If low, add distilled water (or purified water).

Fig. 3-16



SPARK PLUG VISUAL CHECK

Condition is good if none of the following defects are present:

1. Cracks or damages in the threads or insulator.
2. Wear on the electrodes.
3. Damaged or deteriorated gaskets.
4. Burnt condition of electrode and undesirable carbon deposit.

Fig. 3-17

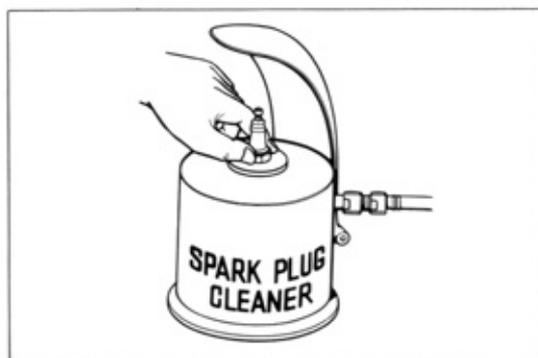


Fig. 3-18

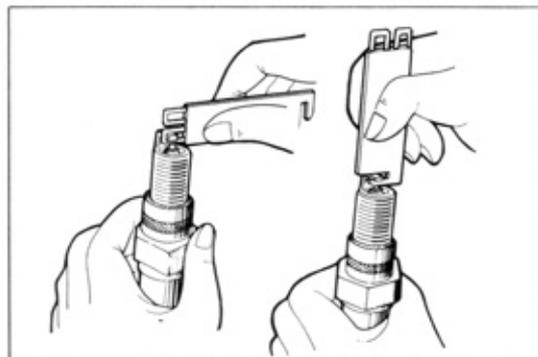


Fig. 3-19

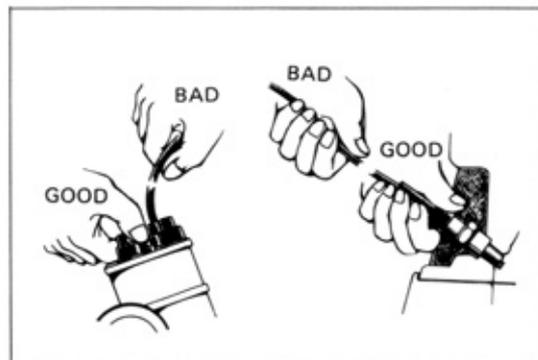
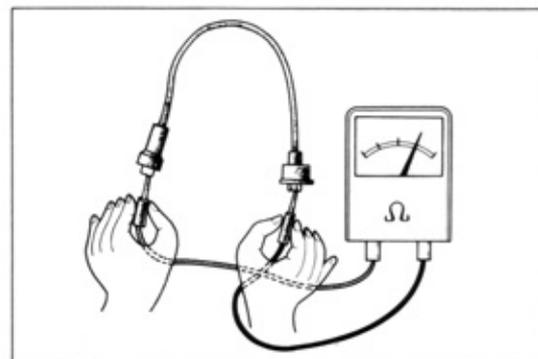


Fig. 3-20



CLEANING



1. Do not use spark plug cleaner longer than necessary.
2. Blow off cleaning compound and carbon on the threads thoroughly with air.
3. Clean off dirt from the outer surface of insulator and threads.

GAP ADJUSTMENT



Check the plug gap with plug gap gauge. If not to specified value, adjust by bending the ground (outer) electrode.

Plug gap **1.0 mm (0.039 in)**

HIGH TENSION CORD



— Note —

When pulling out the spark plug cord from the plug, always grip the end of plug cord.



Check the resistance of resistivity cord.

Resistance **Less than 25 kΩ per cord.**

Fig. 3-21

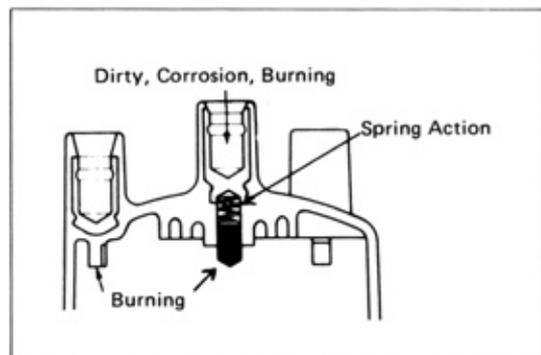


Fig. 3-22

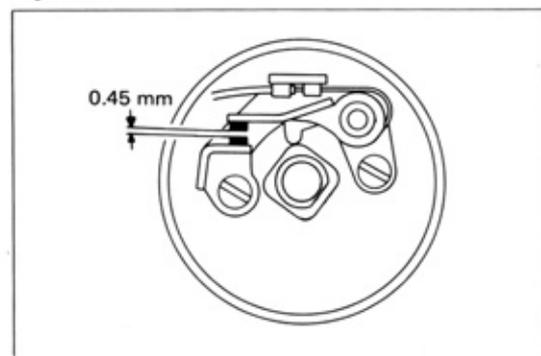


Fig. 3-23

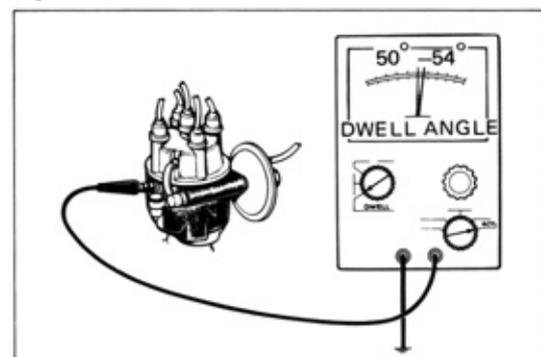
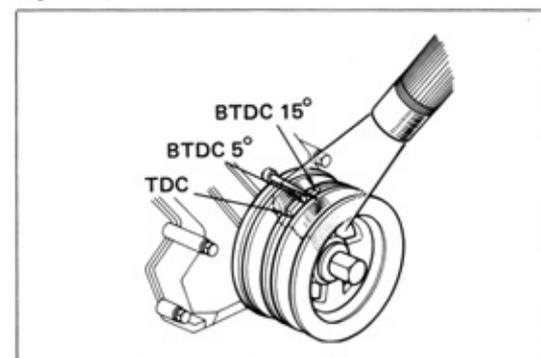


Fig. 3-24



DISTRIBUTOR



CAP INSPECTION

Clean the distributor cap and inspect the cap and rotor for:

1. Cracks, damage, dirty cord hole, corrosion, burning.
2. Center piece spring action.
3. Burnt electrode terminal.

POINT GAP ADJUSTMENT



1. If the points are excessively burnt or pitted, replace the breaker points.
2. Adjust point gap.

Point gap 0.45 mm (0.018 in)

DWELL ANGLE



Check if dwell angle is within the specified value.

Dwell angle 50–54°

Variation

Within 3° (at idling to 2000 rpm)

IGNITION TIMING



INSPECTION

Set the engine revolution at idle speed, the octane selector must be set at standard position.

Ignition timing

at Engine Stop 5° BTDC

Coolant 60°C below 20° BTDC (Reference only)

Coolant 60°C above 5° BTDC/1000rpm

Fig. 3-25

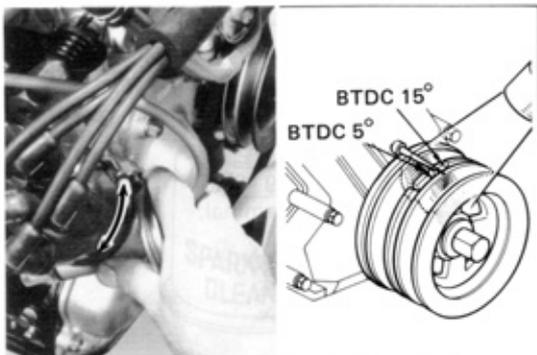


Fig. 3-26

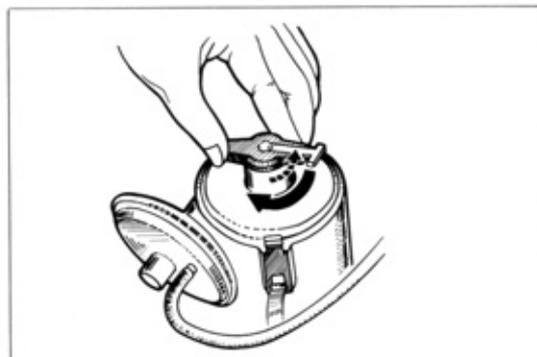


Fig. 3-27

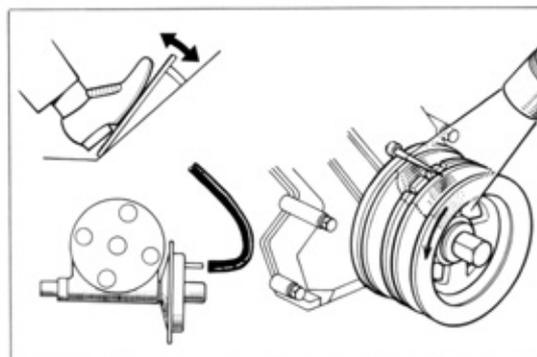
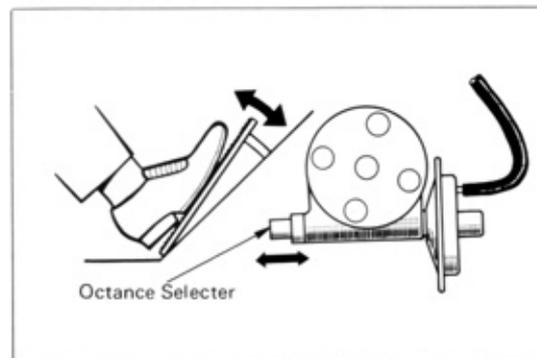


Fig. 3-28

**ADJUSTMENT**

Align the timing marks by turning distributor body.

Ignition timing

Coolant above 60°C

5° BTDC/1000 rpm

Coolant below 60°C

20° BTDC (Reference only)

GOVERNOR OPERATIONAL INSPECTION

1. Rotor should return quickly when turned clockwise by hand and released.
2. Rotor should not be excessively loose.

3. Start the engine and disconnect the vacuum hose from the distributor. The timing mark should vary in accordance with the opening and closing of throttle valve.

VACUUM ADVANCE OPERATIONAL INSPECTION

Connect the distributor vacuum hose.

The octane selector should vary in accordance with the opening and closing of throttle valve.

Fig. 3-29

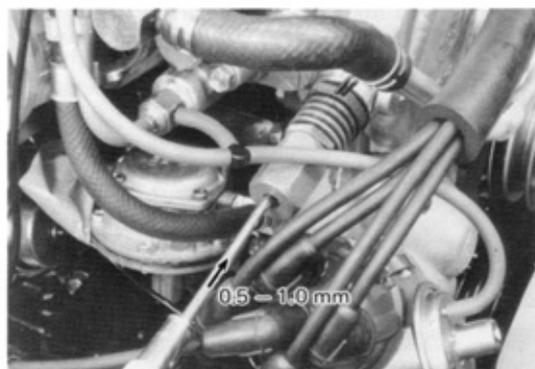


Fig. 3-30

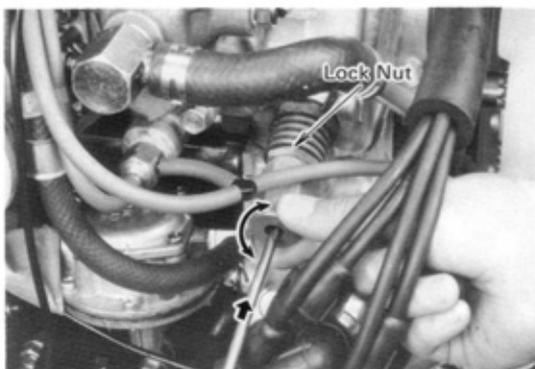


Fig. 3-31

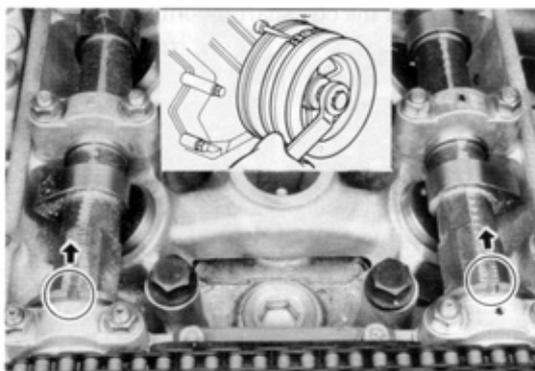
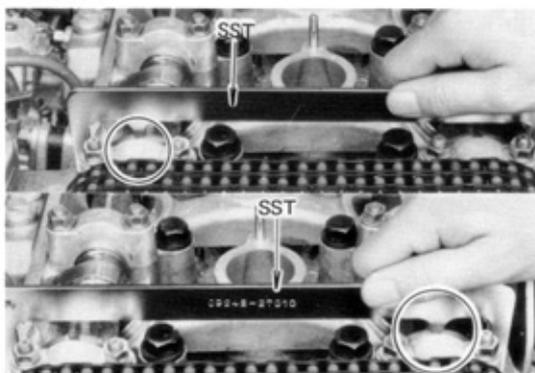


Fig. 3-32



NO.2 CHAIN TENSIONER CHECK THE BACK STROKE



Press down the plunger with 3–5kg (6.6–11.0lb) force and measure the stroke.

Stroke 0.5–1.0mm (0.02–0.04in)

ADJUSTMENT

1. Loosen the lock nut.
2. Press the plunger with 3 ~ 5kg (6.6 ~ 11.0 lbs) force and screw in the adjust nut until it rests on the plunger.
3. Unscrew the adjust nut 1/3~2/3 turns and secure it with lock nut.
4. Check the stroke to see that it is within the specified value.

VALVE TIMING INSPECTION

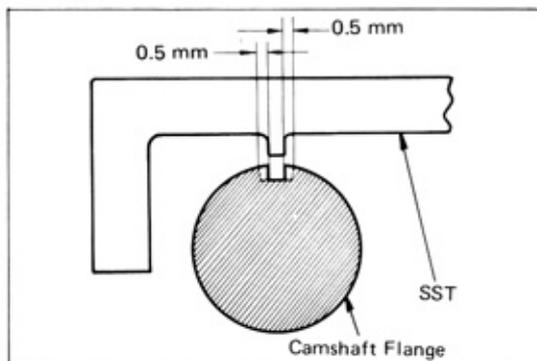


1. Remove the engine cylinder head cover.
2. Set No. 1 cylinder to TDC/compression. At TDC compression position, timing check slits in the flange of camshafts are positioned upward.



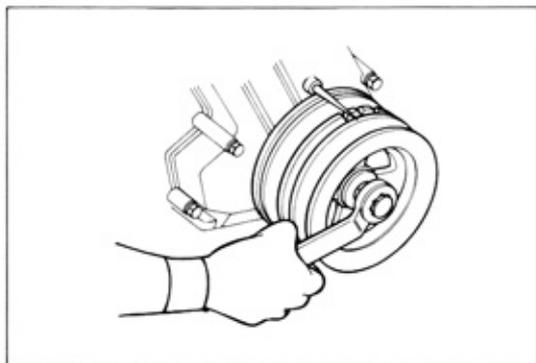
3. Check the positions of camshaft No. 1 and No. 2.
Use SST [09248-27010].

Fig. 3-33



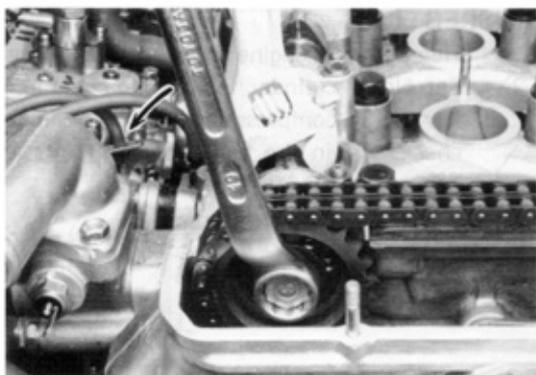
4. Valve timing permissible error
 - $\pm 2^\circ$ Camshaft rotation angle.
 - $\pm 0.5\text{mm}$ (0.020in) Camshaft flange outer perimeter.

Fig. 3-34

**ADJUSTMENT**

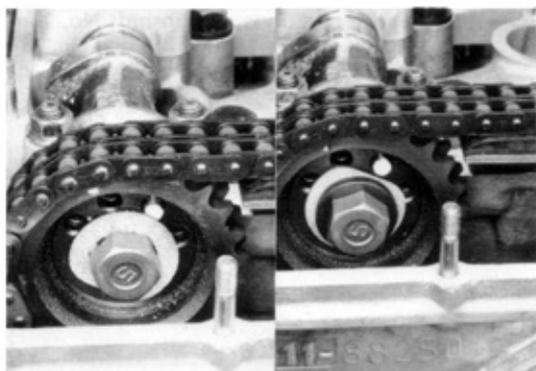
1. Reset No. 1 cylinder TDC/compression.

Fig. 3-35



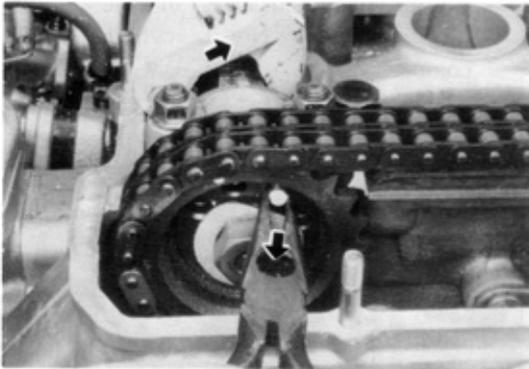
2. Loosen the camshaft mounting bolt.

Fig. 3-36



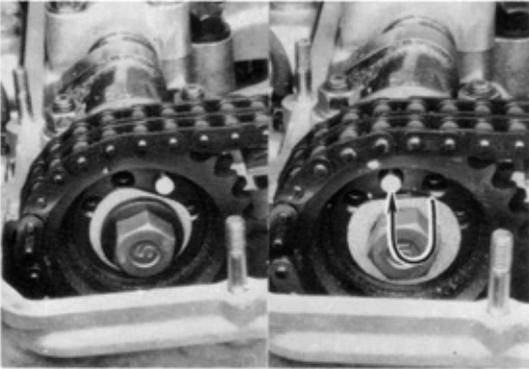
3. Shift the washer.

Fig. 3-37



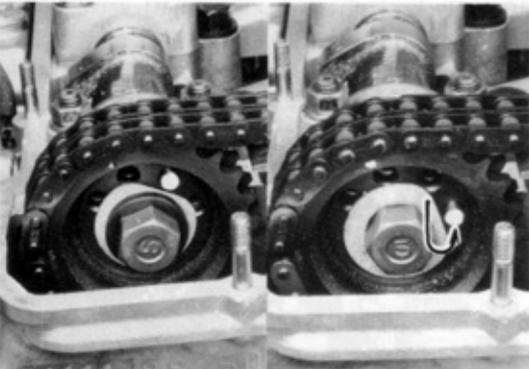
4. It will be easier to pull out the pin if the camshaft is turned slightly in the forward direction so as to provide play.

Fig. 3-38



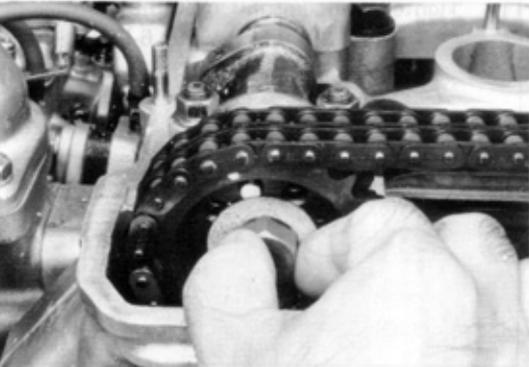
5. When valve timing is advanced.
- (1) Align with pin hole in counterclock wise direction.
 - (2) Turn the camshaft so that its slit will be lined up with the adjust gauge and reinsert the pin.

Fig. 3-39



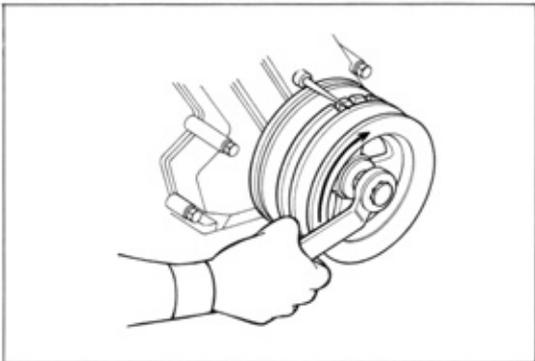
6. When valve timing is retarded
- (1) Align with hole pin in clock wise direction.
 - (2) Turn the camshaft so that its slit will be lined up with the adjust gauge and reinsert the pin.

Fig. 3-40



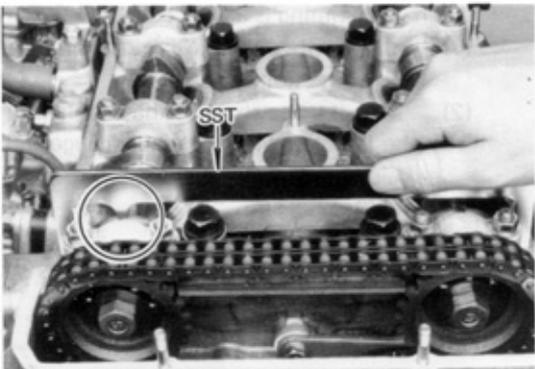
7. Hold the pin with the washer and tighten the bolt.

Fig. 3-41



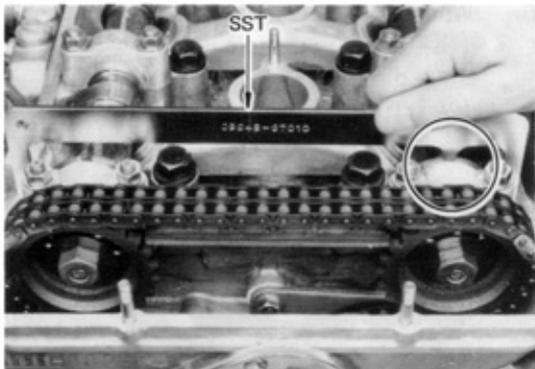
8. Rotate the crankshaft in the normal direction until No. 1 cylinder TDC/compression.

Fig. 3-42



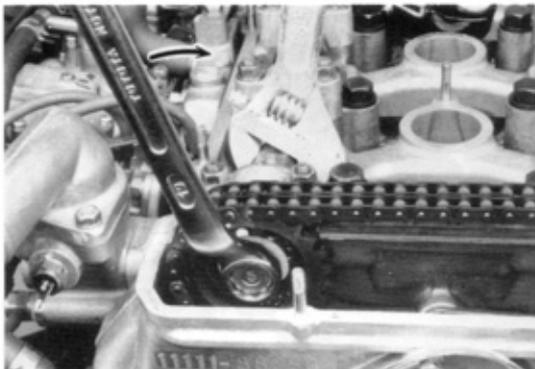
9. Recheck the No. 1 camshaft valve timing with SST [09248-27010]. Camshaft slit and SST protrusion should match up.

Fig. 3-43



10. Recheck the No. 2 camshaft valve timing with SST [09248-27010]. Camshaft slit and SST protrusion should match up.

Fig. 3-44



11. Tighten the camshaft mounting bolt.
Torque 7.0-8.0kg-m (50.6-57.9ft-lb)

Fig. 3-45

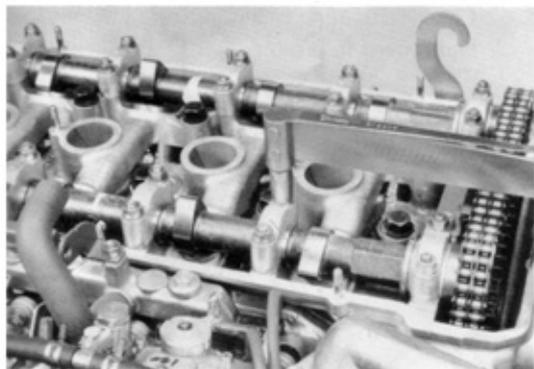


Fig. 3-46

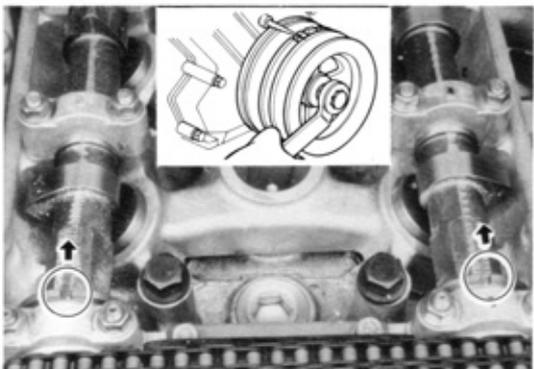


Fig. 3-47

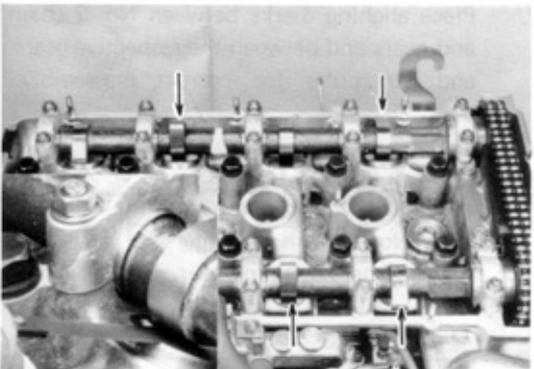
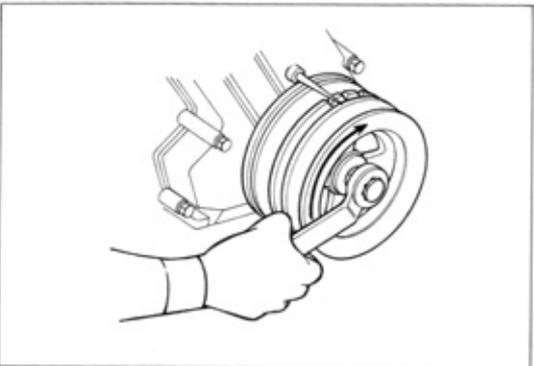


Fig. 3-48



VALVE CLEARANCE

(THE ENGINE SHOULD BE IN COLD CONDITION)

INSPECTION



1. Make sure of the following.

- (1) Camshaft bearing cap. 1.2-1.8kg-m (8.7-13.0ft-lb)
- (2) Valve timing. Use SST [09248-27010].



2. Set No. 1 cylinder to TDC/compression. In this condition, timing check slits in the flange of camshafts are positioned upward.



3. Measure only valve clearance indicated by arrows and record the results.

Clearance

Intake 0.26-0.32 mm (0.010-0.013 in)

Exhaust 0.31-0.37 mm (0.012-0.015 in)



4. Rotate crankshaft 360° in the normal direction until No. 4 cylinder TDC/compression.

Fig. 3-49

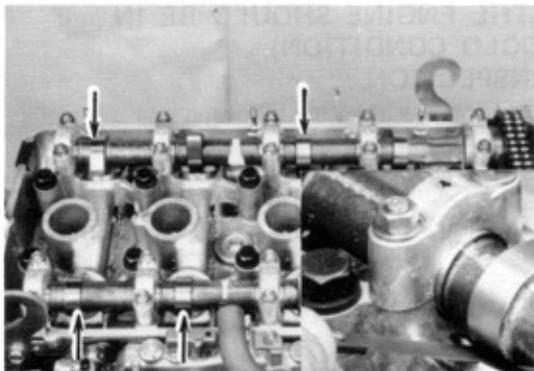


Fig. 3-50

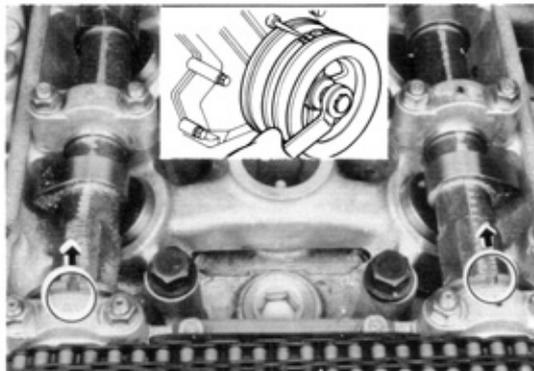


Fig. 3-51

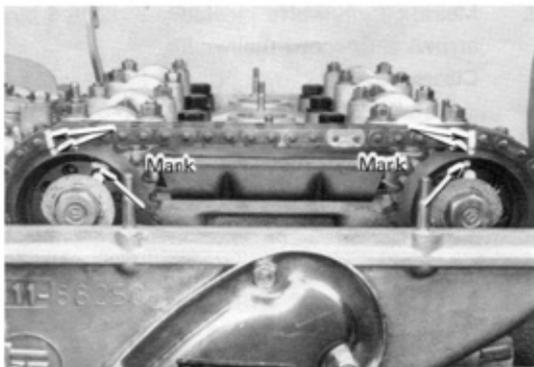
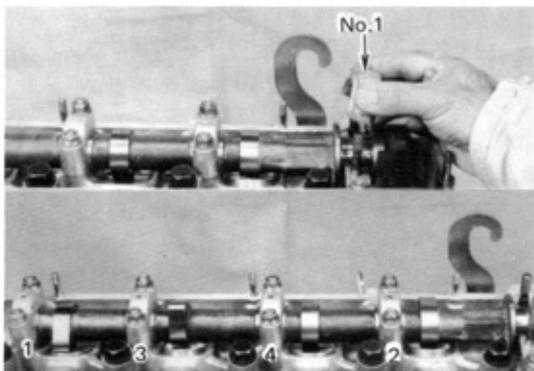


Fig. 3-52



5. Check remaining valves indicated by arrows and record the results.

ADJUSTMENT



In case any of the measured valves are not within the specified values.

1. Set No. 1 cylinder to TDC/compression.



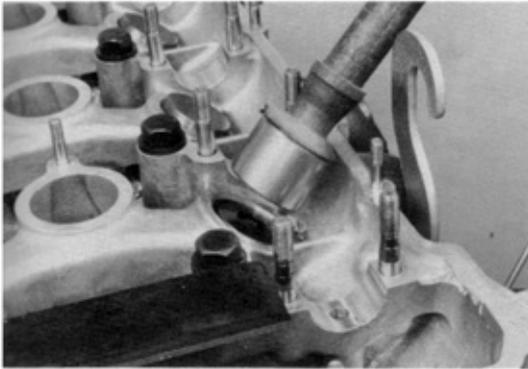
2. Place aligning marks between No. 2 chain and gears and between the respective gears and pin holes for correct reassembly.

3. Remove parts as follows.
 - (1) No. 2 chain damper.
 - (2) No. 2 chain tensioner.
 - (3) Camshaft timing gear.



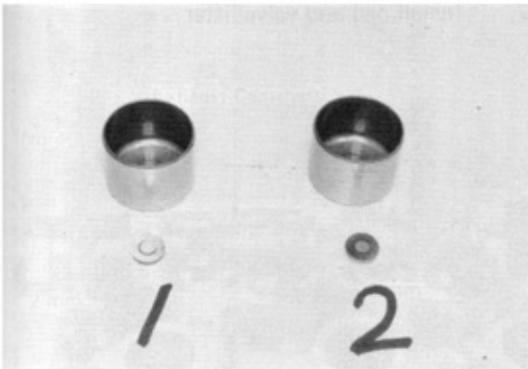
- (4) Camshaft No. 1 bearing cap.
- (5) Gradually loosen No. 2 to No. 5 bearing cap nuts in 2 to 3 stages in the sequence as shown.
- (6) Camshaft.

Fig. 3-53



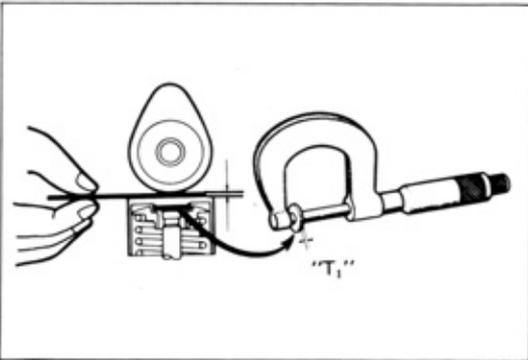
4. Remove valve lifter when valve clearance is not within specified valve.

Fig. 3-54



5. Keep valves and adjusting pads in order.

Fig. 3-55



6. Select a new pad that will give the specified valve clearance as follows.
 (1) Measure the pad that was off with a micrometer.

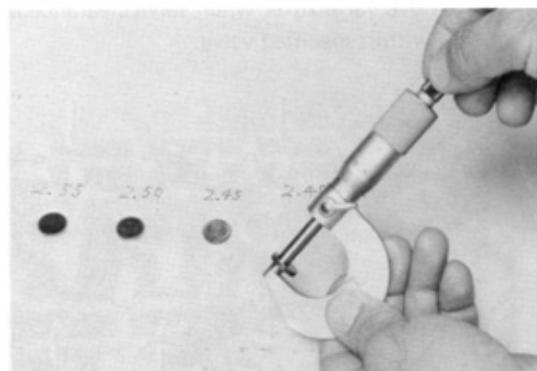
Intake Side
 New Pad Thickness
 = $T_1 + (A - 0.29\text{mm})$

Exhaust Side
 New Pad Thickness
 = $T_1 + (A - 0.34\text{mm})$



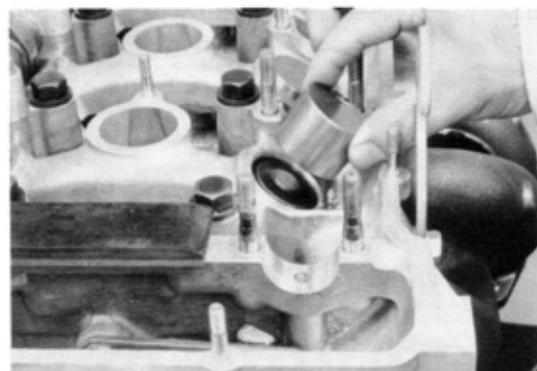
- (2) Calculate thickness of new pad so valve clearance comes within specified valve.
 T_1 Thickness of pad used
 A Valve clearance measured

Fig. 3-56



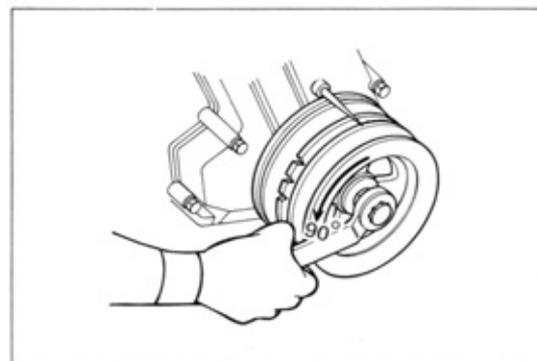
- (3) Select a pad with a thickness as close as possible to the valve calculated. Pads are available in 41 sizes, in increments of 0.05 mm (0.002 in), from 1.00 mm (0.039 in) to 3.00 mm (0.118 in).

Fig. 3-57



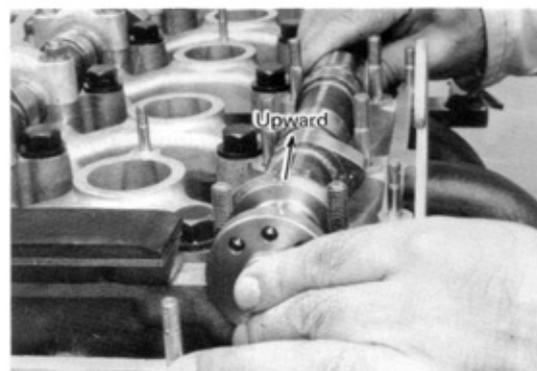
7. Install pad and valve lifter

Fig. 3-58



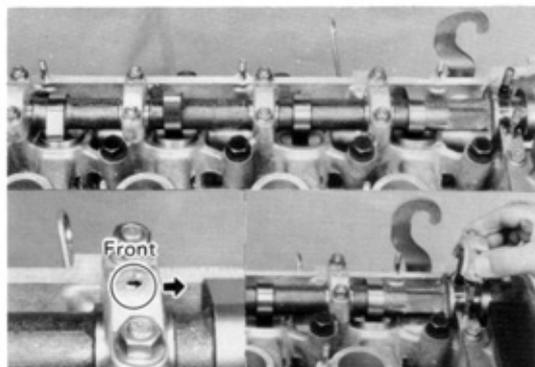
8. Install the camshaft
 (1) Rotate the crankshaft about 90° the reverse direction.
 — Caution —
Lower piston to prevent interference of piston head and valve.

Fig. 3-59



- (2) Position slit of camshaft upward as shown.

Fig. 3-60



- (3) Install the No. 2 to No. 5 camshaft bearing caps.

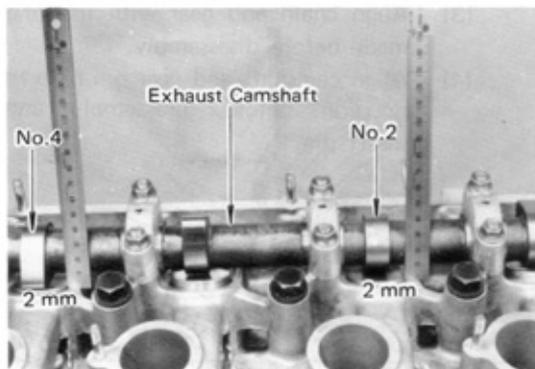
Face the arrow mark toward front.

- (4) Gradually tighten bearing cap nuts in 3 to 4 stages in the sequence as shown.

Torque 1.7-2.3 kg-m (12.3-16.6 ft-lb)

- (5) Then tighten No. 1 bearing cap to 1.2-1.8kg-m (8.7-13.0ft-lb).

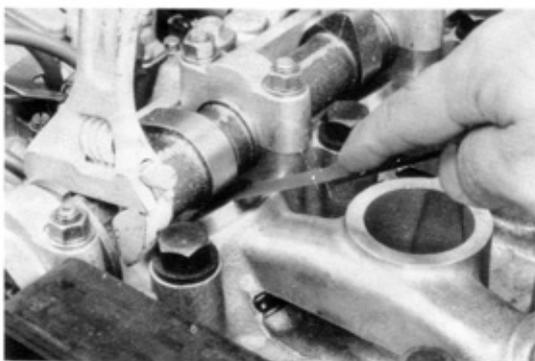
Fig. 3-61



9. Recheck intake side valve clearance.

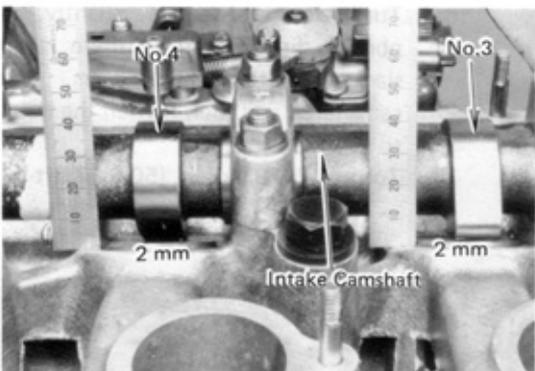
- (1) Exhaust side valve lifter No. 2 and No. 4 should protrude the same amount (approx. 2 mm)

Fig. 3-62



- (2) Measure intake side valve clearance. If outside the specified valve, choose another pad.

Fig. 3-63

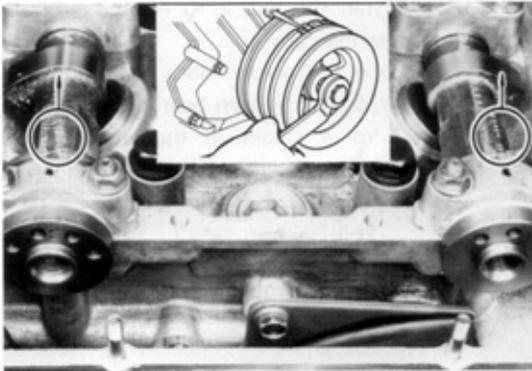


10. Recheck exhaust side valve clearance.

- (1) Intake side valve lifter No. 3 and No. 4 should protrude the same amount.

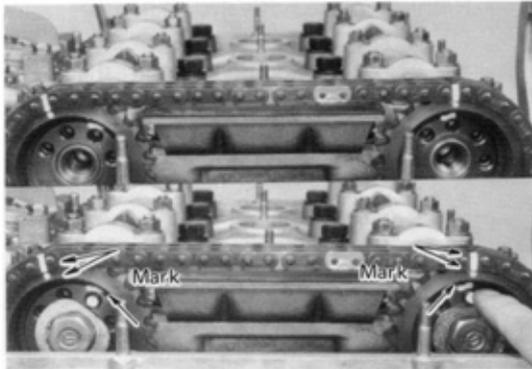
- (2) Measure exhaust side clearance. If outside the specified value, choose another pad.

Fig. 3-64



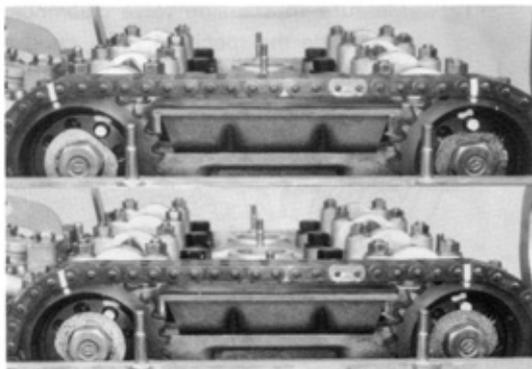
11. Install the No. 2 chain and camshaft gears.
 - (1) Position the No. 1 and No. 2 camshaft slit vertically upward with SST [09248-27010].
 - (2) Set the No. 1 cylinder to TDC/compression.

Fig. 3-65



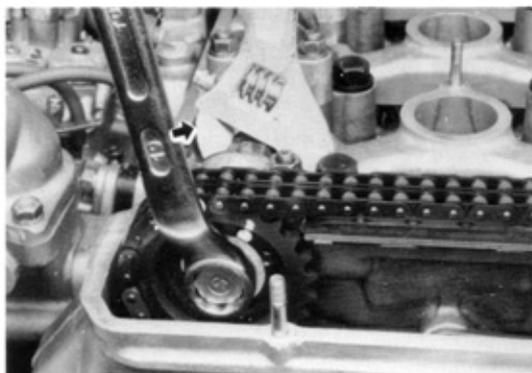
- (3) Align chain and gear with marking made before disassembly.
- (4) Align camshaft and gear pin hole to position before disassembly and insert pin.

Fig. 3-66



- (5) Hold the pin with the washer.

Fig. 3-67



- (6) Turn the crankshaft slightly in normal direction, until there is no slack in the pins, gears, and camshafts, and then tighten the bolts to specified torques.

Torque 7.0-8.0kg-m (50.6-57.8ft-lb)

Fig. 3-68

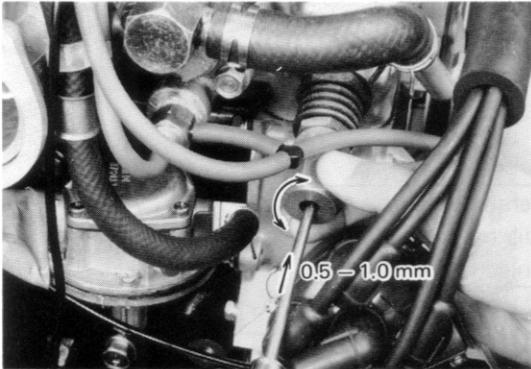


Fig. 3-69

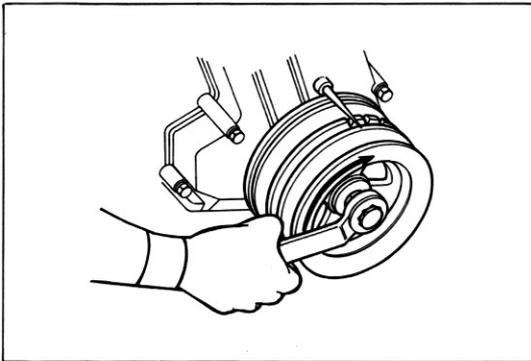
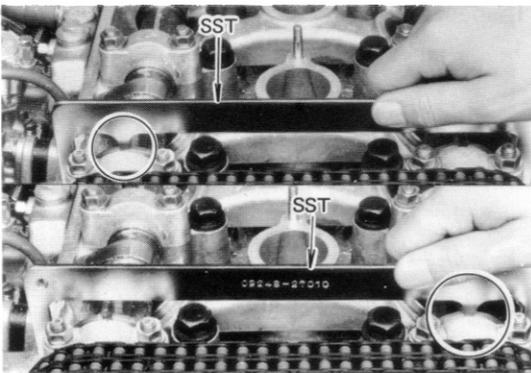


Fig. 3-70



- (7) Adjust the No. 2 chain tensioner.
Back stroke 0.5-1.0mm (0.02-0.04in)
at 3-5kg (6.6-11lb)



- 12. Recheck valve timing.
 - (1) Rotate the crankshaft two turn in normal direction until No. 1 cylinder TDC/compression.



- (3) Recheck valve timing with SST [09248-27010].

CARBURATOR

CARBURATOR ADJUSTMENT PROCEDURES

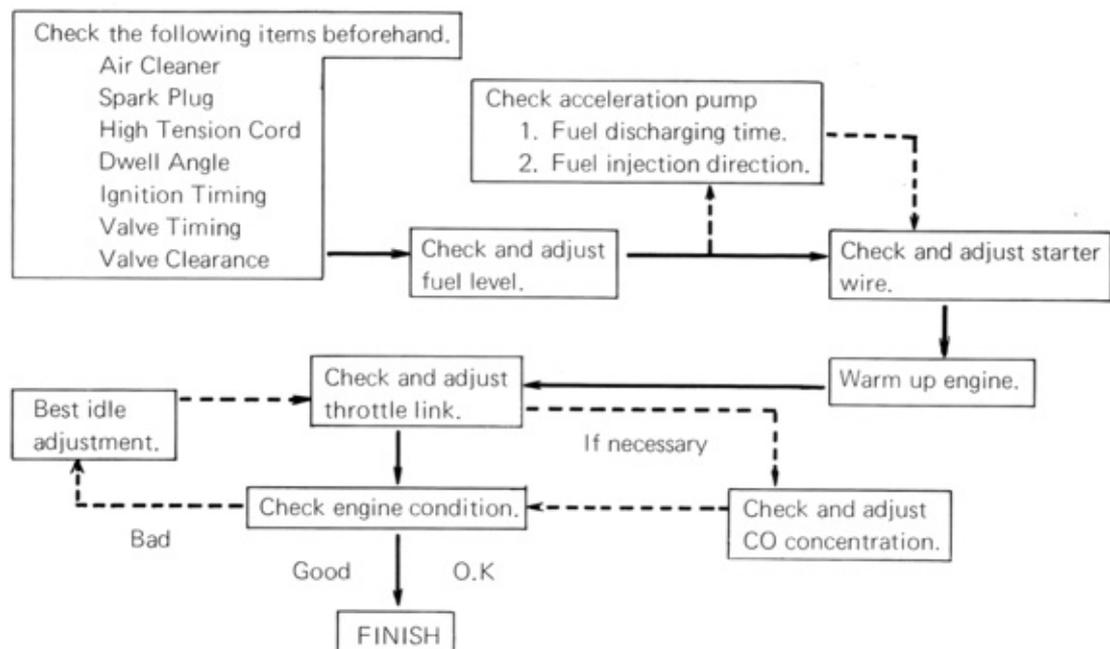


Fig. 3-71

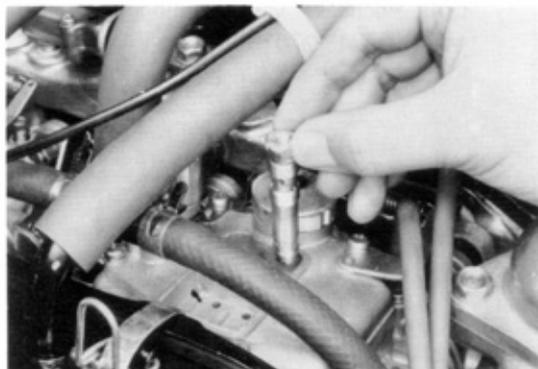
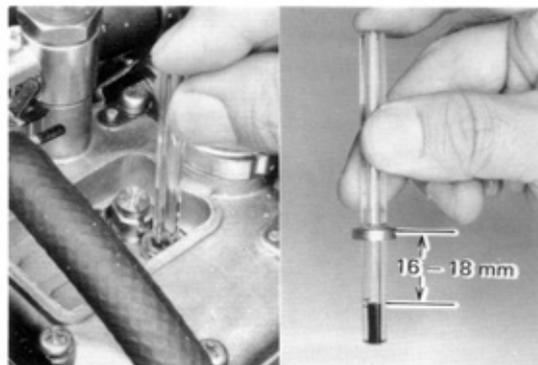


Fig. 3-72



FLOAT LEVEL

Inspection



1. Start the engine and idle.
About 1000rpm
2. Take out one of the main jet holders in assembled form.



3. Insert SST [09240-27010] in the hole from which the main jet holder was removed.
4. Check the gasoline level inside the gauge to see if within the limit.

Standard level 16-18mm (0.63-0.71in)

Fig. 3-73

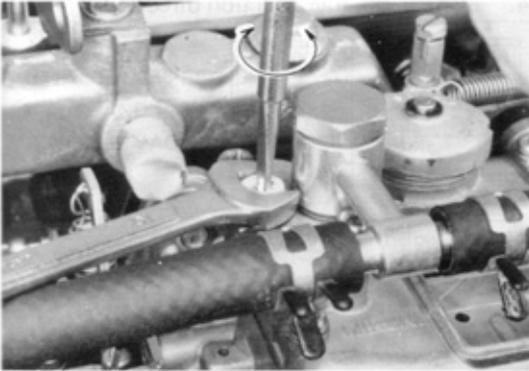


Fig. 3-74

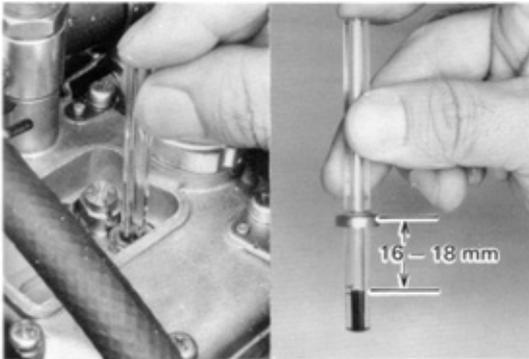


Fig. 3-75

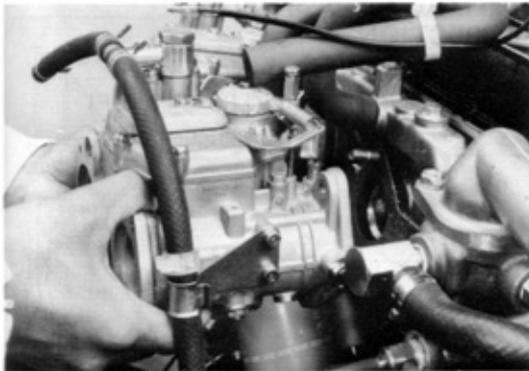
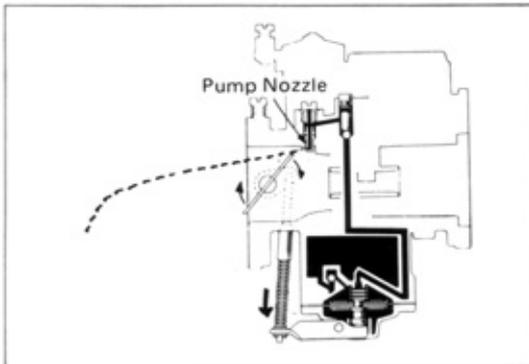


Fig. 3-76



ADJUSTMENT

1. Adjust by turning the float level adjusting screw.

One turn

Float level change to 1.8mm (0.07in)



2. Recheck the float level.
Condition where the fuel pump is operating and applying fuel pressure.

ACCELERATION PUMP INSPECTION

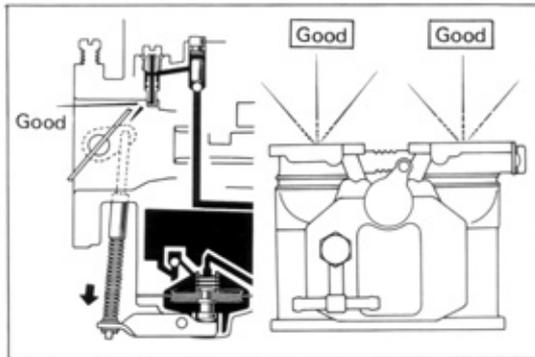


1. Remove the carburetor.
2. Check the fuel in the float chamber.



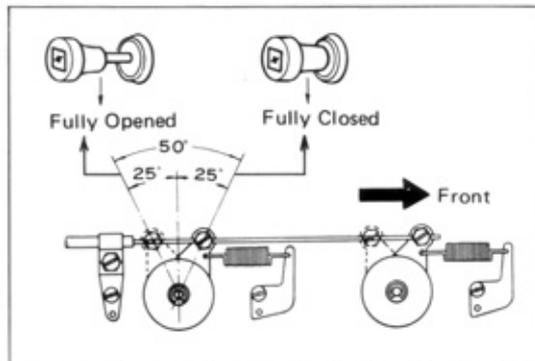
3. Check the fuel discharging time
0.8-1.1 second

Fig. 3-77



4. Check the fuel injection direction.

Fig. 3-78



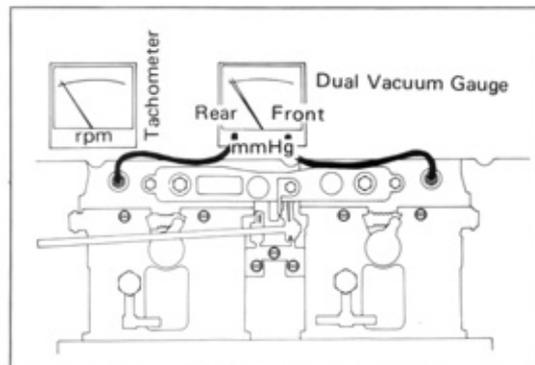
STARTER WIRE

THROTTLE LINK (INITIAL IDLE SPEED) INSPECTION

Check the following items beforehand.

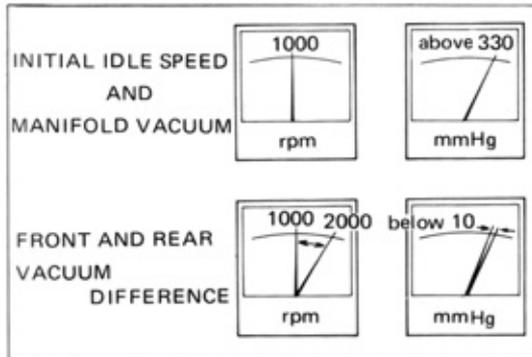
1. Coolant temperature 80°C (180°F)
2. Accessory parts All switched off.

Fig. 3-79



3. Mount the tachometer and the dual vacuum gauge to the vacuum take-off connection on the No. 1 and No. 4 intake manifolds.

Fig. 3-80



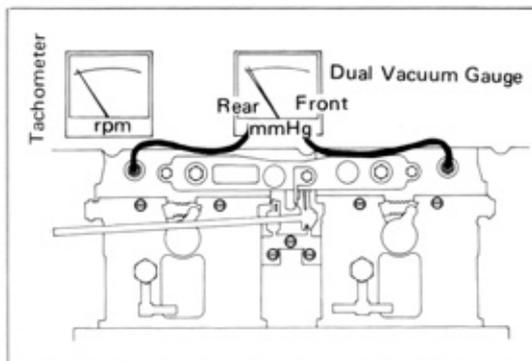
4. Check the idle speed and the difference between front and rear manifold vacuum.
- Idle speed** **1000 ± 50rpm**
- Manifold Vacuum** **330mmHg (13.00inHg)**
- Front and Rear Vacuum Difference (idle to 2000 rpm)** **below 10mmHg (0.39inHg)**

ADJUSTMENT

Check the following items beforehand.

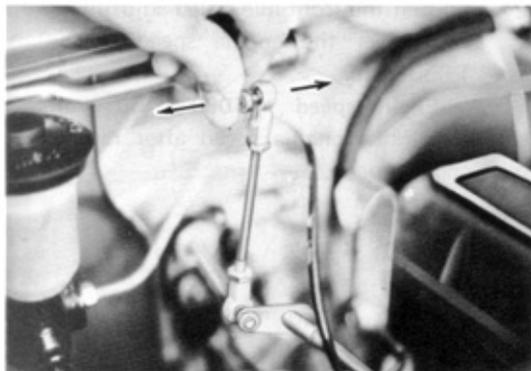
1. Coolant temperature 80°C (180°F)
2. Accessory parts All switched off.

Fig. 3-81



3. Mount the tachometer and the dual vacuum gauge to the vacuum take-off connection on the No. 1 and No. 4 intake manifolds.

Fig. 3-82



4. Disconnect the connecting rod at the body.

Fig. 3-83

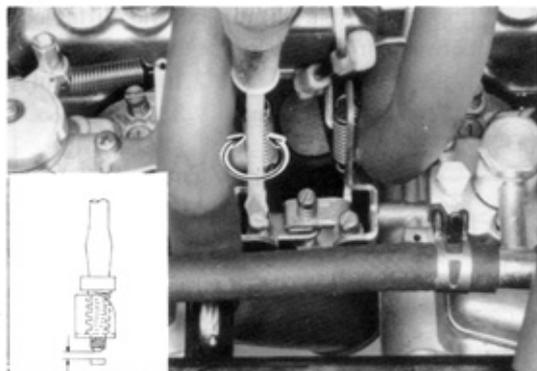


Fig. 3-84

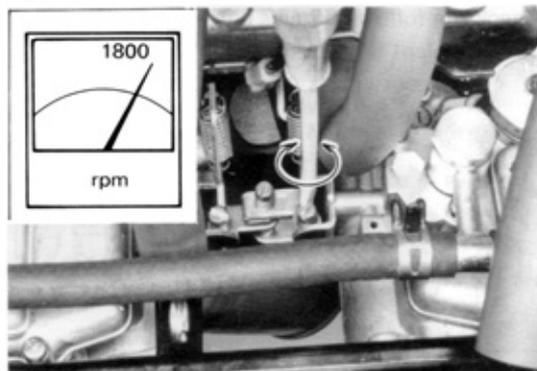


Fig. 3-85

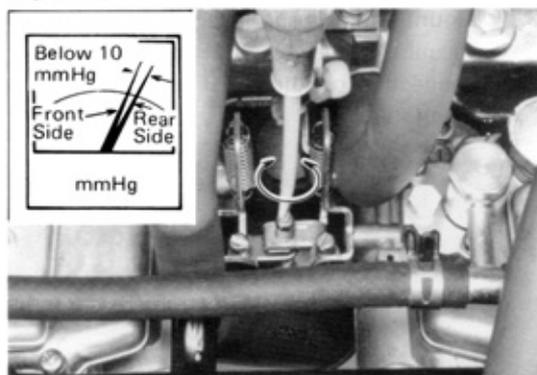
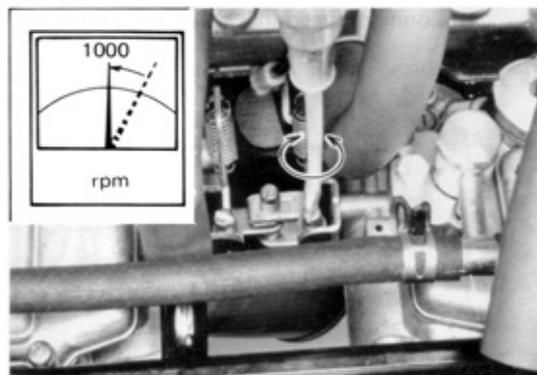


Fig. 3-86



- Loosen the rear idle speed adjusting screw until it is free from the lever.

- Set to 1800rpm by turning the front idle speed adjusting screw.

Engine speed 1800 rpm

Check the engine speed after raising the engine speed.

- Set to front-rear vacuum difference to within 10mmHg (0.39inHg) by turning the synchronizing screw.

Front and rear vacuum difference below 10mmHg (0.39inHg)

Check the vacuum difference after raising the engine speed.

- Loosen the front idle speed adjusting screw and lower the engine speed to 950 ~ 1,050 rpm.

Engine speed 1000 ± 50 rpm

Check the engine speed after raising the engine speed.

Fig. 3-87

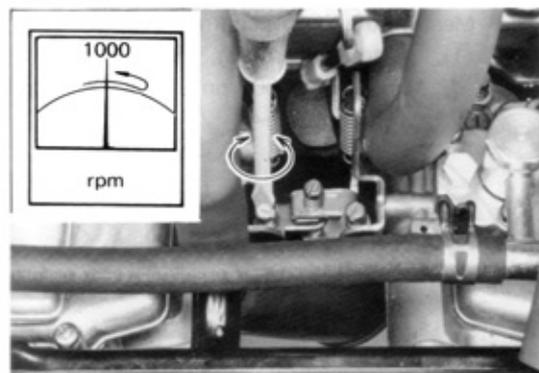


Fig. 3-88



Fig. 3-89

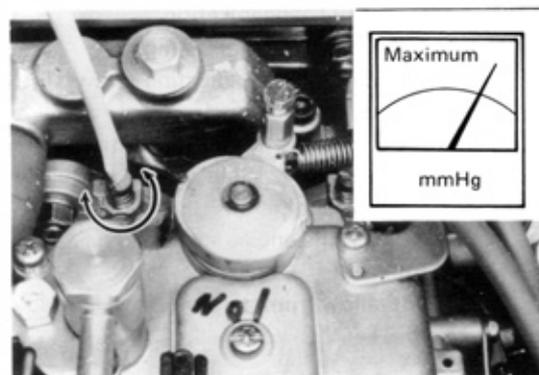
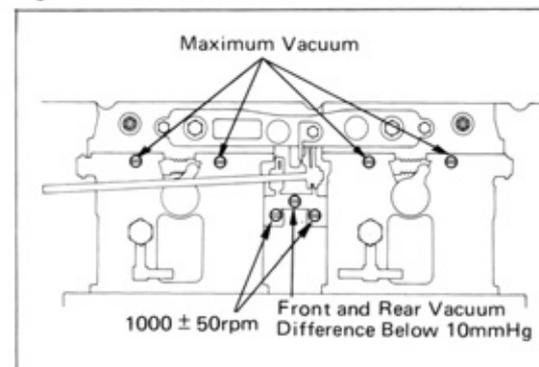


Fig. 3-90



9. Screw in the slightly the rear idle speed adjusting screw and raise the engine speed, then adjust the engine speed to 950 ~ 1050 rpm.

Engine speed 1000 ± 50rpm

Check the engine speed after raising the engine speed.

10. Readjust front-rear vacuum difference.

Below 10mmHg (0.39inHg)

BEST IDLE ADJUSTMENT

1. Screw out all of the idle mixture adjusting screws 1½ turn from fully closed position.

— Note —

Screw in gently until fully closed, taking care not to injure the carburetor idle port or the screw tapered point.

2. Set to the maximum vacuum reading by turning each idle mixture adjusting screw.

— Caution —

Repeat adjustment 2 or 3 times to obtain maximum vacuum setting.

Best idle speed 1000 rpm

Manifold vacuum Above 330mmHg (13.00inHg)

3. Readjust the following 2 or 3 times.

(1) Idle speed adjusting screw

Idle speed 1000 ± 50rpm

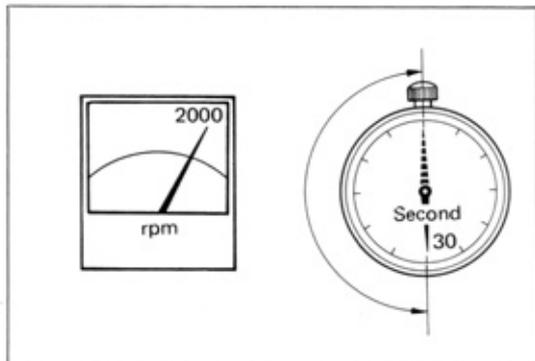
(2) Synchronizing screw (Idle to 2000rpm)

Front and rear vacuum difference
Below 10mmHg (0.39inHg)

(3) Idle mixture adjusting screw

Manifold vacuum
Above 330mmHg (13.00inHg)

Fig. 3-91

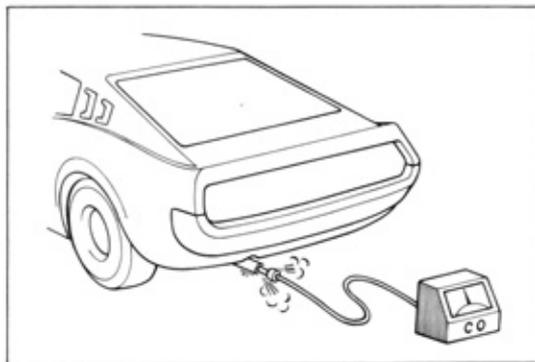


CO CONCENTRATION



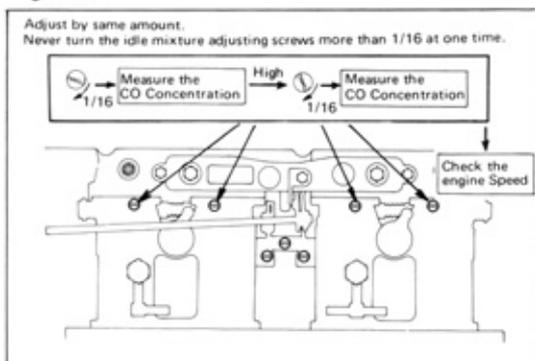
1. Measure the CO concentration
 - (1) Before measuring, race the engine at about 2,000 rpm for 30 – 60 seconds.

Fig. 3-92



- (2) Measure within 1 to 3 minutes after racing the engine to allow the concentration to stabilize.

Fig. 3-93

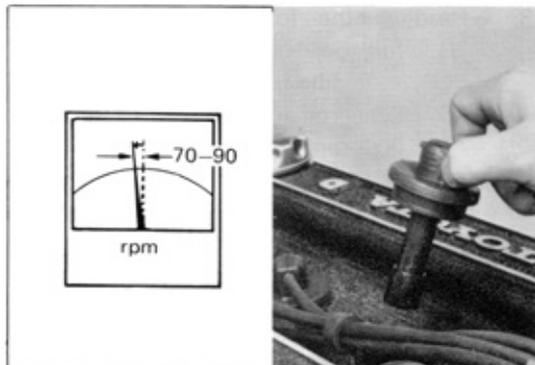


2. Adjust the CO concentration. When the concentration is high:
 - (1) 4 idle mixture adjusting screws 1/16 turn.
 - (2) Measure the CO concentration again.
 - (3) If still high, 4 idle mixture adjusting screws another 1/16 turn.
 - (4) Check the engine speed.

– Note –

Do not allow rpm to be below best idle speed.

Fig. 3-94



3. Check rpm of each cylinder when if misfires.

Decrease in rpm approx. 70 – 90 rpm
All four cylinders should show same decrease.

- (1) When one plug misfires, raise rpm and clean.
- (2) When decrease in rpm is not uniform, adjust with the idle mixture adjusting screw.

Fig. 3-95

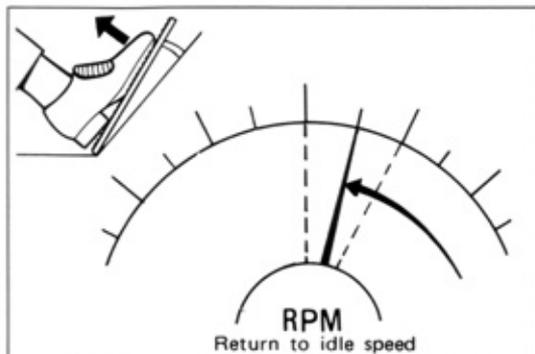


Fig. 3-96

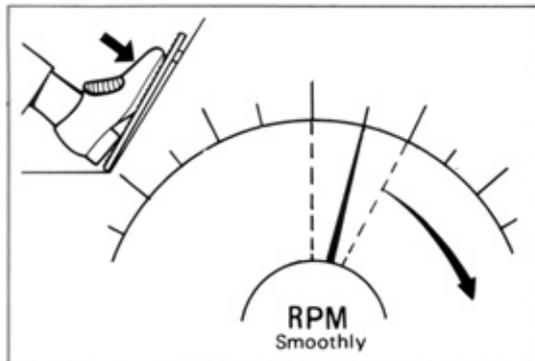
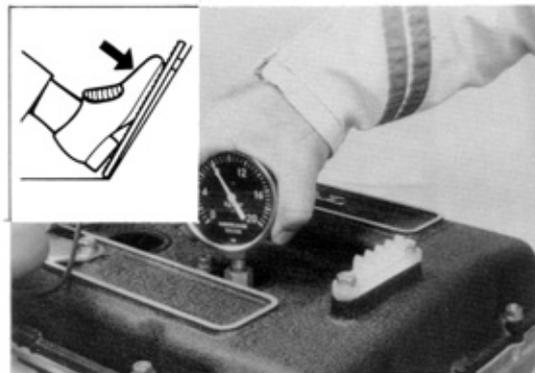


Fig. 3-97



Fig. 3-98



ENGINE CONDITION



1. Check if the engine returns to idle speed when both suddenly and slowly accelerated.



2. Opening throttle valve gradually should cause engine to speed up smoothly in relation to amount of valve opening.

COMPRESSION PRESSURE



1. Warm up the engine.
2. Remove all spark plugs.
3. Disconnect the high tension cord from ignition coil to cut-off the secondary circuit.



4. Insert a compression gauge into the spark plug hole, open the throttle valve fully, and measure the compression pressure while cranking the engine with starter motor.

Compression Pressure (at 200 rpm)

STD 13.0kg/cm² (184.6psi)

Limit 10.0kg/cm² (142.0psi)

Difference of pressure between cylinders Less than 1.0kg/cm² (14.2psi)

