

Engine Tune-up

Air Cleaner Element Inspection/Replacement

Inspection

1. Remove the air cleaner element.
2. Check the air cleaner element for fouling.

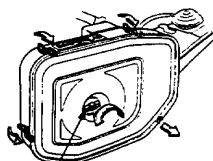
NOTE: No cleaning is necessary for the air cleaner element, because its filter takes in oil (: viscous type). Replace the air cleaner element every 40,000 km (24,000 miles) or 24 months, whichever comes first (more often in extremely dusty conditions).

- The air cleaner element should be replaced more frequently on cars normally used under severe driving conditions.

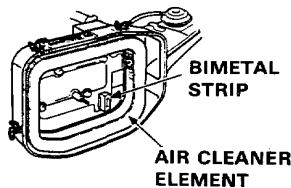
Replacement

Carbureted Engine:

To change the air cleaner element, unsnap the clips and remove the wing nut, then remove the air cleaner cover. Replace the air cleaner element.



WING NUT



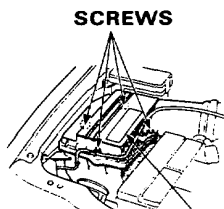
BIMETAL STRIP
AIR CLEANER ELEMENT

CAUTION: Care should be taken not to damage bimetal strip.

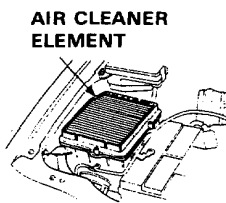
Fuel-Injected Engine:

Remove the four screws holding the air cleaner cover halves together.

Remove the top half of the air cleaner cover. Replace the air cleaner element.



SCREWS



AIR CLEANER ELEMENT

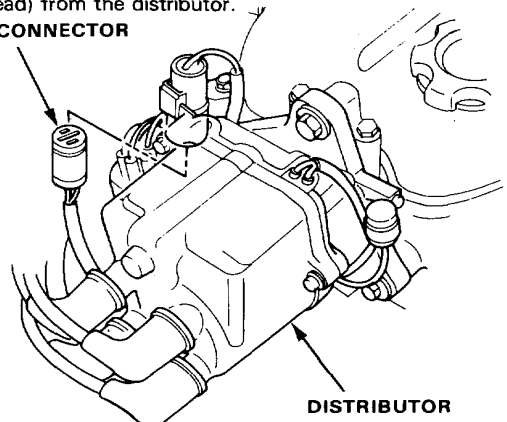
COVER

2. Install the air cleaner cover and tighten the clips, nut or bolts securely.

Compression Pressure Inspection

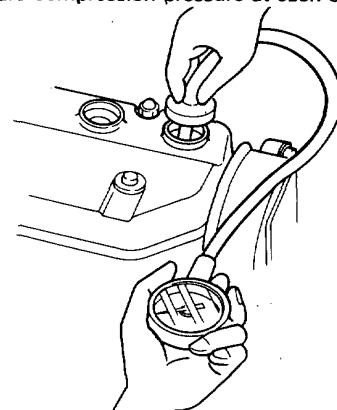
1. Before inspection, run the engine until it warms up (the cooling fan comes on).
2. Disconnect spark plugs (4).
3. Disconnect the 2-P connector (ignition coil primary lead) from the distributor.

2-P CONNECTOR



DISTRIBUTOR

4. Fit the compression gauge adapter into a plug hole.
5. Open the throttle valve fully, then run the engine with starter motor.
NOTE: Use a full charged battery.
6. Measure compression pressure at each cylinder.



Compression pressure :

SOHC : 1,275 kPa (13.0 kg/cm², 185 psi) at 250 min⁻¹(rpm)

DOHC : 1,324 kPa (13.5 kg/cm², 192 psi) at 250 min⁻¹(rpm)

Limit : 932 kPa (9.5 kg/cm², 135 psi) at 250 min⁻¹(rpm)

Difference between cylinders :

169 kPa (2.0 kg/cm², 28 psi)

5. If compression pressure is low, it is caused by wear or damage of piston rings or head gasket, and improper seated valves.
6. When the pressure is high, inspect the following items.
 - Accumulated carbon on the piston head and the cylinder head.