# COMPRESSION CHECK

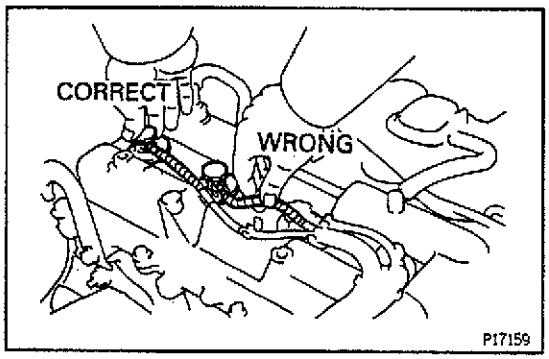
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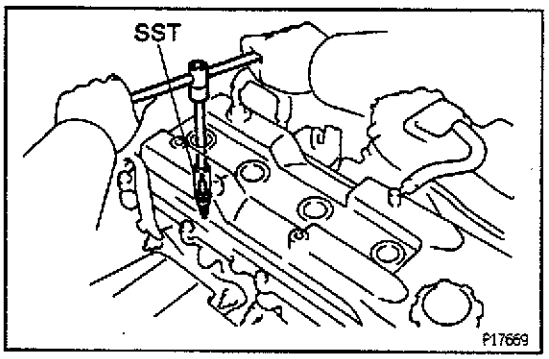
HINT: If there is lack of power, excessive oil consumption or poor fuel economy, measure the compression pressure.

1. **WARM UP AND STOP ENGINE**
Allow the engine to warm up to normal operating temperature.

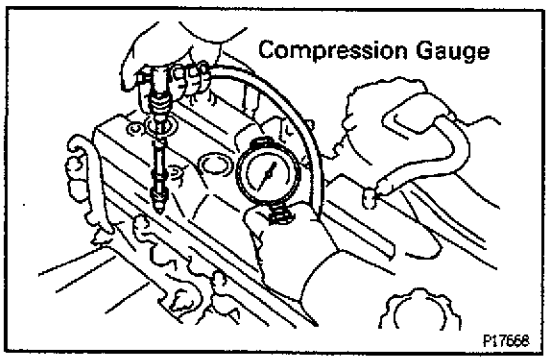
2. **DISCONNECT DISTRIBUTOR CONNECTORS**

3. **DISCONNECT HIGH—TENSION CORDS FROM SPARK PLUGS**
Disconnect the high — tension cords at the rubber boot.
DO NOT pull on the cords.
**NOTICE: Pulling on or bending the cords may damage the conductor inside.**




4. **REMOVE SPARK PLUGS**
Using SST, remove the spark plug.
SST 09155—16100




5. **CHECK CYLINDER COMPRESSION PRESSURE**

(a) Insert a compression gauge into the spark plug hole.

(b) Fully open the throttle.

(c) While cranking the engine, measure the compression pressure.
HINT: Always use a fully charged battery to obtain engine speed of 250 rpm or more.

(d) Repeat steps (a) through (c) for each cylinder.
**NOTICE: This measurement must be done in as short a time as possible.**

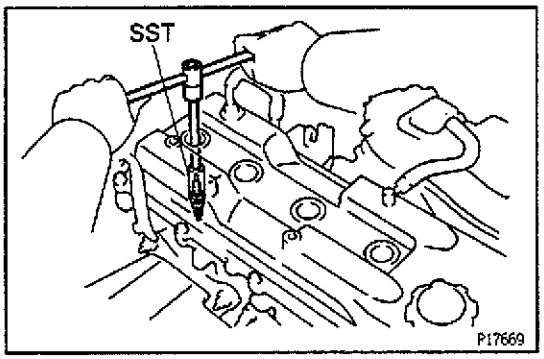
**Compression pressure:**
**1,127 kPa (11.5 kgf/cm², 164 psi) or more**

**Minimum pressure:**
**880 kPa (9.0 kgf/cm², 127 psi)**

**Difference between each cylinder:**
**98 kPa (1.0 kgf/cm², 14 psi) or less**

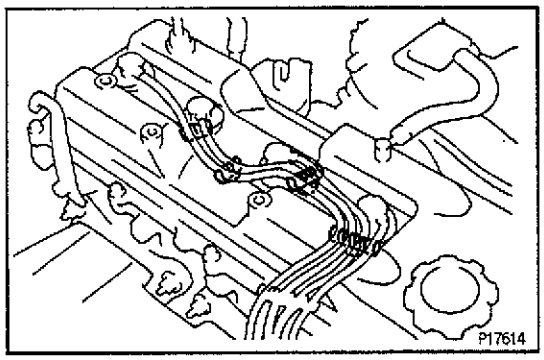
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(e) If the cylinder compression in one or more cylinders is low, pour a small amount of engine oil into the cylinder through the spark plug hole and repeat steps (a) through (c) for cylinders with low compression.
- If adding oil helps the compression, chances are that the piston rings and/or cylinder bore are worn or damaged.
- If pressure stays low, a valve may be sticking or seating is improper, or there may be leakage past the gasket.




**6. REINSTALL SPARK PLUGS**

Using SST, install the spark plug.
SST 09155–16100
**Torque: 20 N·m (200 kgf·cm, 14 ft·lbf)**




**7. REINSTALL HIGH – TENSION CORDS TO SPARK PLUGS**

Secure the high–tension cords with the clamps as shown in the illustration.

**8. RECONNECT DISTRIBUTOR CONNECTOR**