COMPRESSION

EM00Q–03

INSPECTION

HINT:

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

1. **WARM UP AND STOP ENGINE**
2. **REMOVE INTAKE AIR CONNECTOR**
   (See page EM–8)
3. **DISCONNECT HIGH–TENSION CORDS FROM SPARK PLUGS**

NOTICE:

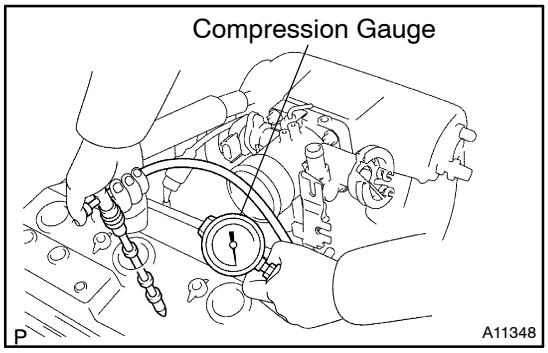
Pulling on or bending the cords may damage the conductor inside.

4. **REMOVE SPARK PLUGS**
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:
1,230 kPa (12.5 kgf/cm², 178 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

(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 damage.
- If pressure stays low, a valve may be sticking or seating is improper, or there may be leakage past the gasket.

6. **INSTALL SPARK PLUGS**
   Torque: 19 N·m (200 kgf·cm, 14 ft·lbf)
7. **INSTALL HIGH–TENSION CORDS TO SPARK PLUGS**
8. **INSTALL INTAKE AIR CONNECTOR**
   (See page EM–15)