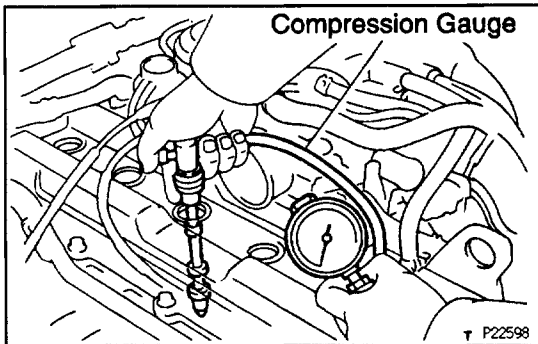


COMPRESSION CHECK



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 CONNECTOR

3. REMOVE SPARK PLUGS

(See steps 1 and 2 in spark plugs inspection in on-vehicle inspection in Ignition System)

4. 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:

1,176 kPa (12.0 kgf/cm², 171 psi) or more

Minimum pressure:

883 kPa (9.0 kgf/cm², 128 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, it is likely 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.

5. REINSTALL SPARK PLUGS

(See steps 6 and 7 in spark plugs inspection in on-vehicle inspection in Ignition System)

6. RECONNECT DISTRIBUTOR CONNECTOR