

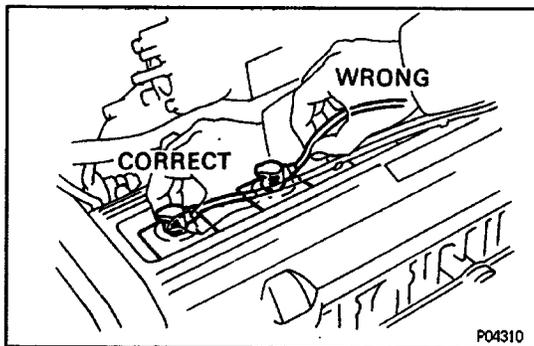
COMPRESSION CHECK

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.

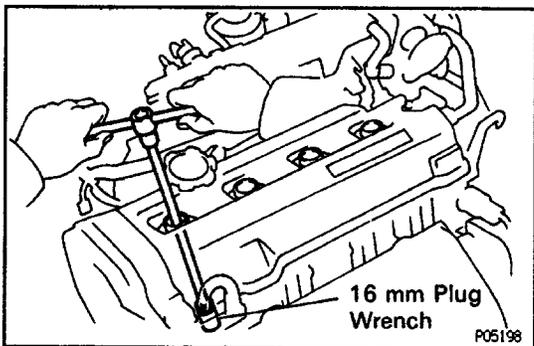
2. DISCONNECT DISTRIBUTOR CONNECTORS



3. DISCONNECT HIGH-TENSION CORDS FROM SPARK PLUGS

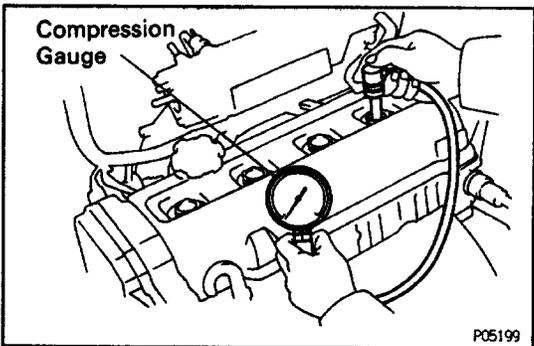
Disconnect the high – tension cords at the rubber boot. Do not pull on the cords.

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



4. REMOVE SPARK PLUGS

Using a 16 mm plug wrench, remove the four spark plugs.



5. CHECK CYLINDER COMPRESSION PRESSURE

- Insert a compression gauge into the spark plug hole.
- Fully open the throttle.
- While cranking the engine, measure the compression pressure.

HINT: Always use a fully charged battery to obtain engine speed of 250 rpm or more.

- Repeat steps (a) through (c) for each cylinder.

NOTICE: This measurement must be done in as short a time as possible.

Compression pressure:

1,226 kPa (12.5 kgf/cm², 178 psi) or more

Minimum pressure:

981 kPa (10.0 kgf/cm², 142 psi)

Difference between each cylinder:

98 kPa (1.0 kgf/cm², 14 psi) or less

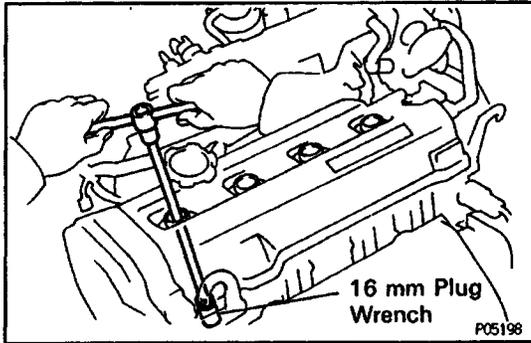
(e) If the cylinder compression in one or more cylinders is low, pour a small amount of engine oil into the cylinder through the spark plug hole and repeat steps (a) through (c) for cylinders with low compression.

- If adding oil helps the compression, chances are that the piston rings and/or cylinder bore are worn or 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 a 16 mm plug wrench, install the four spark plugs.

Torque: 18 N-m (180 kgf-cm, 13 ft-lbf)



7. RECONNECT HIGH-TENSION CORDS TO SPARK PLUGS

8. RECONNECT DISTRIBUTOR CONNECTORS