

COMPRESSION CHECK

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

1. WARM UP AND STOP ENGINE

Allow the engine to reach normal operating temperature.

2. DISCONNECT DISTRIBUTOR CONNECTOR

3. REMOVE SPARK PLUGS (See page IG-7)

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 with the starter motor, measure the compression pressure.

HINT: Always use a fully charged battery to obtain an engine revolution of 250 rpm 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:

12.0 kg/cm² (171 psi, 1,177 kPa) or more

Minimum pressure:

9.0 kg/cm² (128 psi, 883 kPa)

Difference between each cylinder:

1.0 kg /cm² (14 psi, 98 kPa) or less

- (e) If 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 the cylinder 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 improperly, or there may be leakage past the gasket.

5. REINSTALL SPARK PLUGS (See page IG-7)

Torque: 180 kg-cm (13 ft-lb, 18 N-m)

6. RECONNECT DISTRIBUTOR CONNECTOR

