COMPRESSION CHECK

HINT: If there is lack of power, excessive oil con– sumptiom or poor fuel economy, measure the com– pression pressure.

1. WARM UP AND STOP ENGINE

Allow the engine to warm up to normal operating temperature.

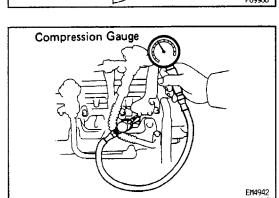
- 2. REMOVE AIR CLEANER HOSE
- 3. DISCONNECT COLD START INJECTOR CONNECTOR
- **4. DISCONNECT IGNITER CONNECTOR**
- 5. DISCONNECT HIGH-TENSION CORDS FROM SPARK PLUGS

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.

6. REMOVE SPARK PLUGS

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



7. 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:

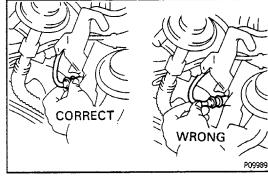
1,177 kPa (12.0 kg f/cm², 171 psi) .

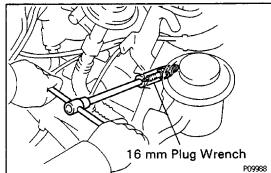
Minimum pressure:

981 kPa (10.0 kg f/cm², 142 psi)

Difference between each cylinder:

98 kPa (1.0 kg f/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 cylin– der 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.

8. REINSTALL SPARK PLUGS

Using a 16 mm plug wrench, install the six spark plugs.

Torque: 18 N-m (780 kgf-cm, 13 ft-lbf)

- 9. RECONNECT HIGH-TENSION CORDS TO SPARK PLUGS
- **10. CONNECT IGNITER CONNECTOR**
- **11. CONNECT COLD START INJECTOR CONNECTOR**
- 12. INSTALL AIR CLEANER HOSE

