

# COMPRESSION INSPECTION

EMOD1-09

## 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.

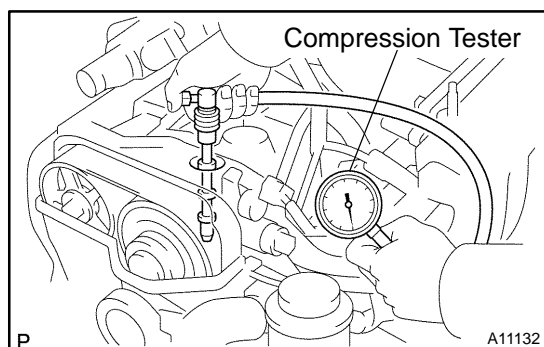
### 2. REMOVE ENGINE COVER

Remove the 4 nuts and engine cover.

### 3. DISCONNECT IGNITION COILS AND HIGH-TENSION CORD SET ASSEMBLY (See page IG-7 )

### 4. REMOVE SPARK PLUGS

### 5. DISCONNECT INJECTOR CONNECTORS



### 6. CHECK CYLINDER COMPRESSION

- Insert a compression tester into the spark plug hole.
- While cranking the engine, measure the compression pressure.

## HINT:

Always use a fully charged battery to obtain engine revolutions of 250 rpm or more.

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

## NOTICE:

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

### Compression:

**1,324 kPa (13.5 kgf/cm<sup>2</sup>, 192 psi) or more**

**Minimum pressure: 1,079 kPa (11.0 kgf/cm<sup>2</sup>, 156 psi)**

### Difference between each cylinder:

**98 kPa (1.0 kgf/cm<sup>2</sup>, 14 psi) or less**

- If the cylinder compression in 1 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 (b) for the cylinder with low compression.
  - If adding oil helps the compression, it is likely that the piston rings and/or cylinder bore are probably worn or damaged.
  - If pressure stays low, a valve may be sticking or seating improper, or there may be leakage past the gasket.

### 7. RECONNECT INJECTOR CONNECTORS

## HINT:

The Nos. 1, 3, 5 injector connectors are dark gray, and the Nos. 2, 4, 6 injector connectors are brown.

8. REINSTALL SPARK PLUGS
9. RECONNECT IGNITION COILS AND HIGH-TENSION CORD SET ASSEMBLY (See page [IG-9](#) )
10. INSTALL ENGINE COVER

Install the engine cover with the 4 nuts.