

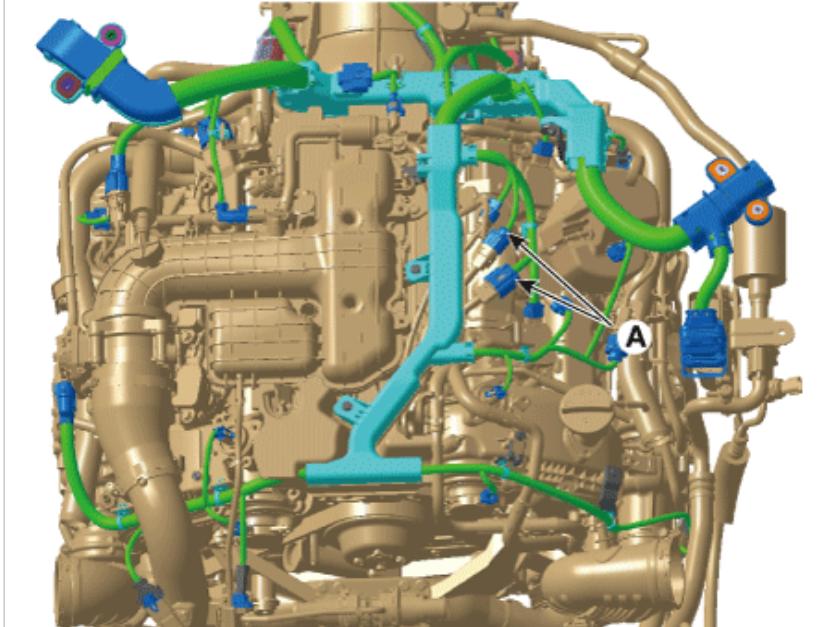


## Compression Pressure Inspection

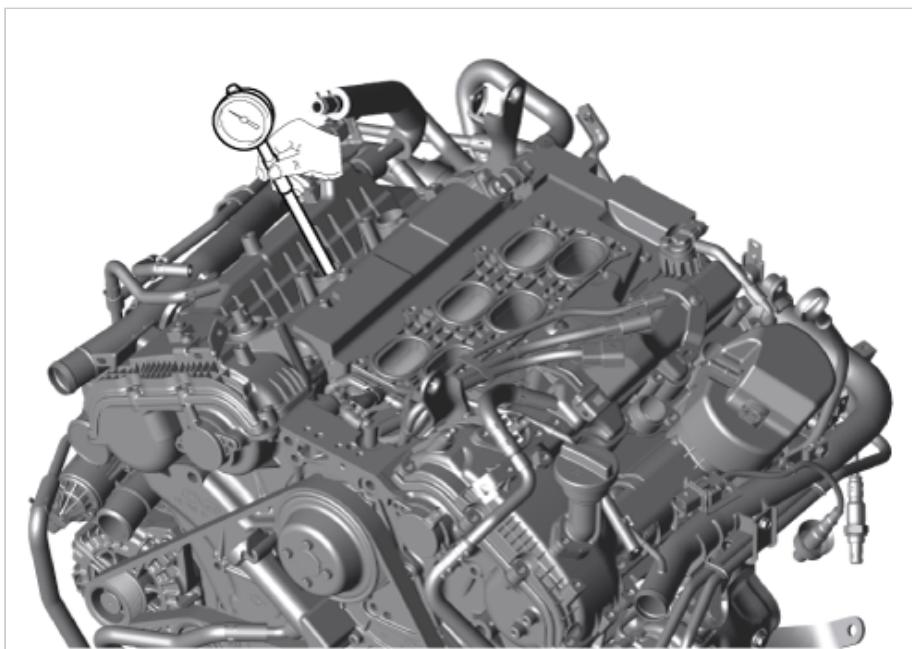
### NOTICE

If there is lack of power, excessive oil consumption or poor fuel economy, measure the compression pressure.

1. Warm up the engine to the normal operating temperature [80 to -95°C (176 to -203°F)].
2. Disconnect the injector extension connector (A).



3. Remove the surge tank.  
(Refer to Intake and Exhaust System - "Surge Tank")
4. Remove the ignition coils.  
(Refer to Engine Electrical System - "Ignition Coil")
5. Remove the spark plugs.  
(Refer to Engine Electrical System - "Spark Plug")
6. Check cylinder compression pressure.  
(1) Insert a compression gauge into the spark plug hole.



- (2) Crank the engine over 10 times to measure compression pressure.

**NOTICE**

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

(3) Repeat steps 1) to 3) for each cylinder.

**NOTICE**

This measurement should be taken as promptly as possible.

**Compression pressure :**

1,373 kPa (14.0 kgf/cm<sup>2</sup>, 199 psi) (250 - 400 rpm)

**Minimum pressure :**

1226 kPa (12.5 kgf/cm<sup>2</sup>, 178 psi)

**Difference between each cylinder :**

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

(4) 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 1) to 3) for cylinders with low compression.

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

7. Reinstall the spark plugs.

**(Refer to Engine Electrical System - "Spark Plug")**

8. Install the ignition coils.

**(Refer to Engine Electrical System - "Ignition Coil")**

9. Install the surge tank.

**(Refer to Intake and Exhaust System - "Surge Tank")**