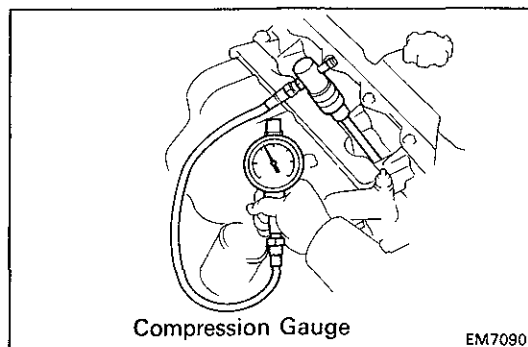


COMPRESSION CHECK

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

1. **WARM UP ENGINE**
2. **REMOVE SPARK PLUGS**
3. **DISCONNECT DISTRIBUTOR CONNECTOR**



4. **MEASURE CYLINDER COMPRESSION PRESSURE**
 - (a) Insert a compression gauge into the spark plug hole.
 - (b) Fully open the throttle valve.
 - (c) While cranking the engine with the starter motor, measure the compression pressure.

NOTICE (w/ TWC only): This test must be done for as short a time as possible to avoid overheating of the catalytic converter.

HINT: A fully charged battery is necessary to obtain engine revolution of more than 250 rpm.

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

Compression pressure: 12.5 kg/cm²
(178 psi, 1,226 kPa)

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. **CONNECT DISTRIBUTOR CONNECTOR**
6. **INSTALL SPARK PLUGS**