

# COMPRESSION INSPECTION

EMODR-02

## HINT:

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

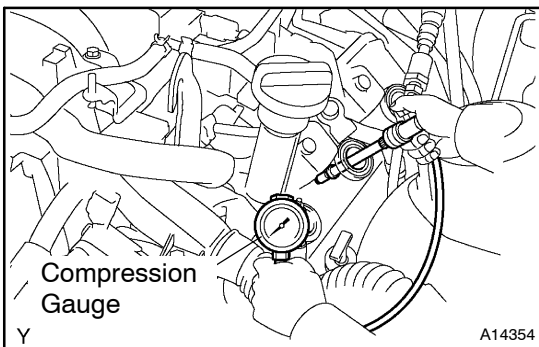
### 1. WARM UP AND STOP ENGINE

Allow the engine to warm up to normal operating temperature.

### 2. REMOVE IGNITION COILS

### 3. REMOVE SPARK PLUGS

### 4. DISCONNECT INJECTOR CONNECTORS



### 5. INSPECT 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:

**1,226 kPa (12.5 kgf/cm<sup>2</sup>, 178 psi) or more**

**Minimum pressure: 981 kPa (10.0 kgf/cm<sup>2</sup>, 142 psi)**

### Difference between each cylinder:

**98 kPa (1.0 kgf/cm<sup>2</sup>, 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 cylinder through the spark plug hole and repeat steps (a) through (c) for cylinders with low compression.
  - If adding oil helps the compression, it is likely that the piston rings and/or cylinder bore are worn or damaged.
  - If pressure stays low, a valve may be sticking or seating is improper, or there may be leakage past the gasket.

### 6. RECONNECT INJECTOR CONNECTORS

### 7. REINSTALL SPARK PLUGS

### 8. RECONNECT IGNITION COIL CONNECTORS