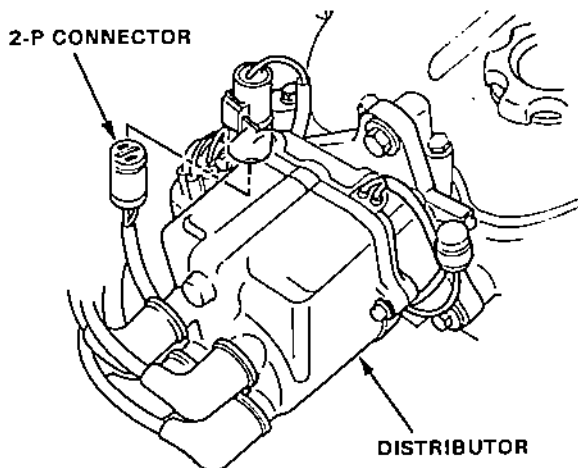


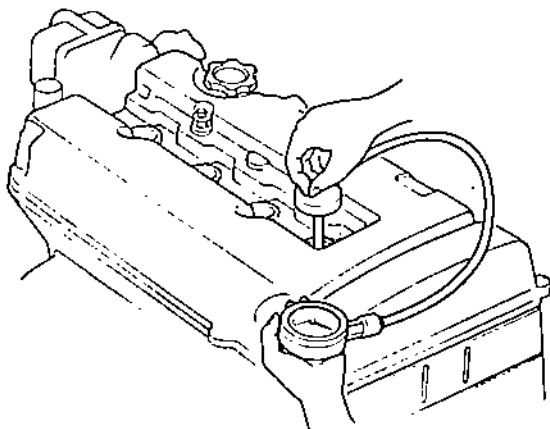


Compression Pressure Inspection

1. Before inspection, run the engine until it warms up (radiator fan comes on).
2. Remove the plug wires (page 5-17).
3. Disconnect spark plugs (4).
4. Disconnect the 2-P connector (ignition coil primary lead) from the distributor.



5. Fit the compression gauge adapter into a plug hole.
 - Measure compression pressure at each cylinder.



Compression pressure:

Standard (new): 1,275 kPa (13.0 kg/cm², 185 psi)
at 250 min⁻¹ (rpm)

Limit: 932 kPa (9.5 kg/cm², 135 psi)
at 250 min⁻¹ (rpm)

Difference between cylinders:
169 kPa (2.0 kg/cm², 28 psi)

NOTE: Use a full charged battery.

6. If compression pressure is low, it is caused by wear or damage of piston rings or head gasket, and improper seated valves.
7. When the pressure is high, inspect the following item.
 - Accumulated carbon on the piston and the cylinder head.

Drive Belts Inspection

Drive Belts Deflection:

(When applying a force of 98 N (10 kg, 22 lb))

	Used Belt	New Belt
① Alternator Belt	8.5—10.5 mm (0.33—0.41 in.)	5.5—7.5 mm (0.22—0.30 in.)
② A/C Compressor Belt	7.0—9.0 mm (0.28—0.35 in.)	4.5—6.5 mm (0.18—0.26 in.)

Measure with the belt tension gauge:

	Used Belt	New Belt
Ⓐ Alternator Belt	343—490 N (35—50 kg) (77—110 lb)	588—785 N (60—80 kg) (132—176 lb)
Ⓑ A/C Compressor Belt	343—490 N (35—50 kg) (77—110 lb)	539—735 N (55—75 kg) (121—165 lb)

