

ON-CAR SERVICES

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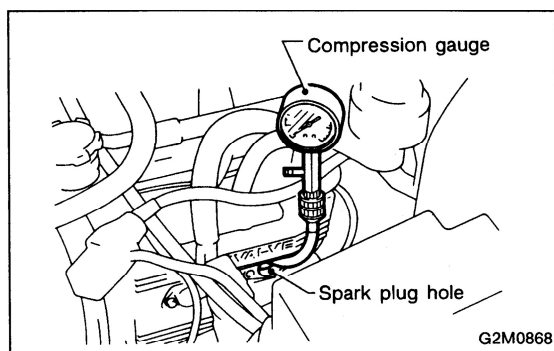
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- The descriptions in this section apply to the turbo model.

4. Engine Compression

A: MEASUREMENT

- 1) After warming-up the engine, turn ignition switch to OFF.
- 2) Make sure that the battery is fully charged.
- 3) Remove all the spark plugs.
- 4) Disconnect connectors from fuel injectors.
- 5) Fully open throttle valve.
- 6) Check the starter motor for satisfactory performance and operation.



- 7) Hold the compression gauge tight against the spark plug hole.
- 8) Crank the engine by means of the starter motor, and read the maximum value on the gauge when the pointer is steady.

- 9) Perform at least two measurements per cylinder, and make sure that the values are correct.

Compression (200 — 300 rpm and fully open throttle):

Standard

981 — 1,177 kPa

(10.0 — 12.0 kg/cm², 142 — 171 psi)

Limit

834 kPa (8.5 kg/cm², 121 psi)

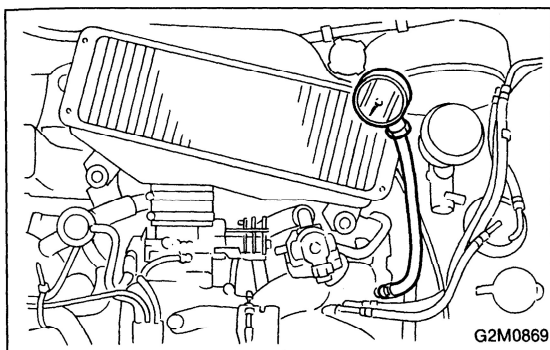
Difference between cylinders

196 kPa (2.0 kg/cm², 28 psi)

5. Intake Manifold Vacuum

A: MEASUREMENT

- 1) Warm-up the engine.
- 2) Disconnect the vacuum hose and install the vacuum gauge to the hose fitting on the manifold.



- 3) Keep the engine at the idle speed and read the vacuum gauge indication.
- By observing the gauge needle movement, the internal condition of the engine can be diagnosed as described below.

Vacuum pressure (at idling, A/C "OFF"):

**More than -60.0 kPa
(-450 mmHg, -17.72 inHg)**

Diagnosis of engine condition by measurement of manifold vacuum	
Vacuum gauge indication	Possible engine condition
1. Needle is steady but lower than normal position. This tendency becomes more evident as engine temperature rises.	Leakage around intake manifold gasket or throttle chamber gasket.
2. When engine speed is reduced slowly from higher speed, needle stops temporarily when it is lowering or becomes steady above normal position.	Back pressure too high, or exhaust muffler clogged.
3. Needle intermittently drops to position lower than normal position.	Leakage around cylinder.
4. Needle drops suddenly and intermittently from normal position.	Sticky valves.
5. When engine speed is gradually increased, needle begins to vibrate rapidly at certain speed, and then vibration increases as engine speed increases.	Weak or broken valve springs.
6. Needle vibrates above and below normal position in narrow range.	Defective ignition system or throttle chamber idle adjustment.