

2. 2500 cc MODEL

CAUTION:

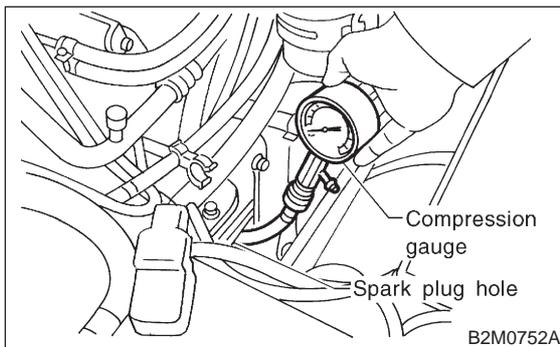
After warming-up, engine becomes very hot. Be careful not to burn yourself during measurement.

- 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. <Ref. to 6-1 [W3B0].>
- 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.

CAUTION:

When using a screw-in type compression gauge, the screw (put into cylinder head spark plug hole) should be less than 18 mm (0.71 in) long.

- 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 (350 rpm and fully open throttle):

Standard;

1,216 kPa (12.4 kg/cm², 176 psi)

Limit;

941 kPa (9.6 kg/cm², 137 psi)

Difference between cylinders;

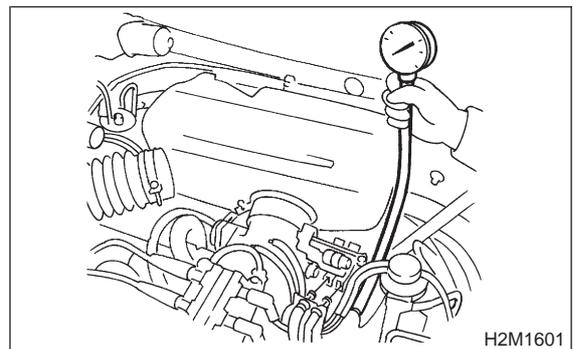
49 kPa (0.5 kg/cm², 7 psi), or less

5. Intake Manifold Vacuum

A: MEASUREMENT

- 1) Warm-up the engine.
- 2) Disconnect the brake 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.



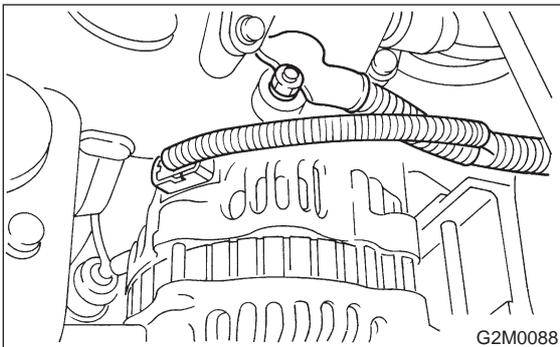
Vacuum pressure (at idling, A/C "OFF"):
Less than -60.0 kPa (-450 mmHg, -17.72 inHg)

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 disconnection or damaged vacuum hose
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 system 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

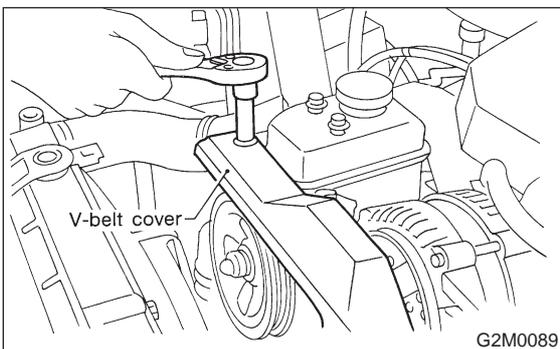
6. Engine Oil Pressure

A: MEASUREMENT

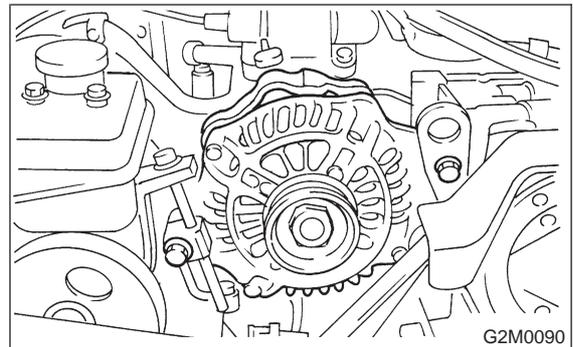
- 1) Disconnect battery ground cable.
- 2) Remove generator from bracket.
 - (1) Disconnect connector and terminal from generator.



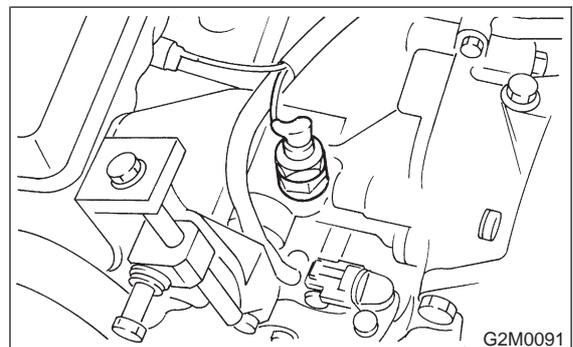
- (2) Remove V-belt cover



- (3) Loosen lock bolt and slider bolt, and remove V-belt for generator.
- (4) Remove generator lock bolt.
- (5) Remove bolt which install generator on bracket.



- 3) Disconnect connector from oil pressure switch.
- 4) Remove oil pressure switch from engine cylinder block.



- 5) Connect oil pressure gauge hose to cylinder block.
- 6) Connect battery ground cable.
- 7) Start the engine, and measure oil pressure.