ENGINE TUNE-UP

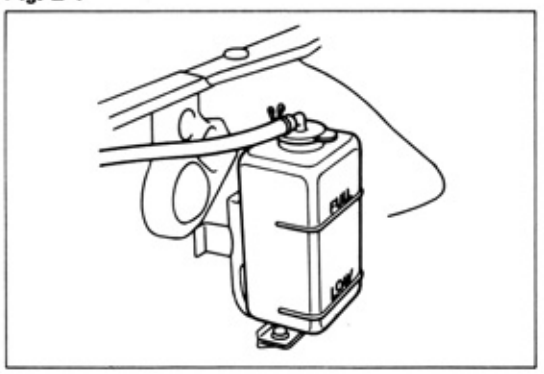
ENGINE TUNE-UP ITEMS

	ITEM		REMARKS		
1	COOLING SYSTEM	Coolant level check	Full line		
		Quality check			
		Leakage check			
		Radiator cap valve opening pressure STD	0.75 – 1.05 kg/cm² (10.7 – 14.9 psi)		
		Limit	0.6 kg/cm²	8.5 psi	
		Coolant capacity (w/Heater)			
		2K, 3K-C & 3K-H	5.6 liters	5.9 US qt	4.9 Imp.qt
		KE70 series (Europe & Sweden)	5.8 liters	6.1 US qt	5.1 Imp.qt
		KE70 series (ex. Europe & Sweden)	6.2 liters	6.6 US qt	5.5 Imp.qt
		KM20 series (4K RHD & 4K-C)	6.7 liters	7.1 US qt	5.9 Imp.qt
		KM20 series (4K LHD)	6.9 liters	7.3 US qt	6.1 Imp.qt
		USA & Canada 4K-C	5.7 liters	6.0 US qt	5.0 Imp.qt
2	DRIVE BELT	Deflection at 10 kg (22 lb) force (except USA & Canada)			
		Fan – Alternator	7 – 11 mm	0.28 – 0.43 in.	
		Crank - A/C compressor (USA & Canada)	11 – 14 mm	0.43 – 0.55 in.	
		For borroughs belt tension			
		No. BT-33-73F New belt	125 ± 25 lbs		
		Used belt	80 ± 20 lbs		
3	AIR CLEANER	Element cleaning			
4	BATTERY	Specific gravity	1.25 – 1.27 at 20°C (68°F)		
		Electrolyte level			
5	ENGINE OIL	Oil level check	Full line		
		Oil replenishment	API service SE or better		
		Oil capacity			
		2K, 3K-C & 3K-H			
		Dry refill w/ Oil filter	3.6 liters	3.8 US qt	3.2 Imp.qt
		Drain & refill w/ Oil filter change	3.4 liters	3.6 US qt	3.0 Imp.qt
		w/o Oil filter change	2.9 liters	3.1 US qt	2.6 Imp.qt
		4K & 4K-C			
		Dry refill w/ Oil filter	3.7 liters	3.9 US qt	3.3 Imp.qt
		Drain & refill w/ Oil filter change	3.5 liters	3.7 US qt	3.1 Imp.qt
		w/o Oil filter change	3.0 liters	3.2 US qt	2.6 Imp.qt
6	SPARK PLUG	Visual check			
		Cleaning			
		Gap USA (ex. Calif.) & Canada	1.1 mm	0.043 in.	
		General, Europe & Calif.	0.8 mm	0.031 in.	

	ITEM		REMARKS
7	HIGH TENSION CORD	Resistance	Less than 25 kΩ/cord
8	DISTRIBUTOR	Distributor cap	
		Rubbing block gap	0.45 mm 0.0177 in.
		Air gap	0.20 – 0.40 mm 0.0079 – 0.0157 in.
		Dwell angle	52° ± 6°
		Dwell angle variation	Within 3° (from idling to 2,000 rpm)
		Ignition timing	8° BTDC/idling
		Governor operation	
		Vacuum operation	
	(WARM UP ENGINE)		
9	VALVE CLEARANCE	IN	0.20 mm 0.0079 in.
		EX	0.30 mm 0.0118 in.
10	CARBURETOR	Throttle valve full open	
		Check the accelerating pump	
		Manual choke	
		Choke opener or Choke breaker	
11	IDLE SPEED	USA (ex. California) & Canada	650 rpm/cooling fan OFF
		California	700 rpm/cooling fan OFF
		2K, 3K-C, 3K-H, 4K M/T & Sweden 4K-C	750 rpm (w/cooling fan OFF)
		Australia 4K & 4K-C	800 rpm
		4K A/T	850 rpm
12	IDLE CO CONCENTRATION		
		2K (KP60 series), 3K-C, 3K-H & 4K	0.5 – 1.5% HIC system OFF
		2K (KP36 series)	0.5 – 3.5% HIC system OFF
		Sweden 4K-C	0.3 – 2.0% HIC system OFF
		Australia 4K-C	1.0% w/AI system OFF & HIC system OFF
		USA & Canada 4K-C	–
13	IDLE MIXTURE SPEED		
		USA (ex. California) & Canada	680 rpm/cooling fan OFF
		California	730 rpm/cooling fan OFF
		3K-C, 4K M/T & 4K-C	830 rpm (w/cooling fan OFF)
		Australia 4K-C	850 rpm
		4K A/T	930 rpm
14	FAST IDLE SPEED ADJUSTMENT		
		KM20 series (4K & 4K-C)	1,500 rpm
		Australia 4K	3,100 rpm
		USA & Canada	3,500 rpm
15	DASH POT	Setting speed Australia 4K	1,700 rpm
		Sweden 3K-C	2,000 rpm
		Sweden 4K-C	2,300 rpm
		Australia 4K-C & 4K (KM20 series)	2,100 rpm/AI system OFF
16	THROTTLE POSITIONER (USA & Canada)		2,000 rpm/EGR system OFF
17	COMPRESSION PRESSURE		at 250 rpm
		STD	11.0 kg/cm² 156 psi
		Limit	9.0 kg/cm² 128 psi
	Difference of pressure between cylinders		Less than 1.0 kg/cm² (14 psi)

COOLING SYSTEM

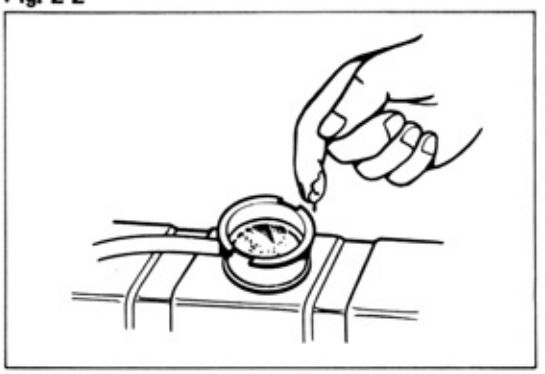
Fig. 2-1



CHECK COOLANT LEVEL

If coolant level is low, fill to FULL line of reservoir tank.

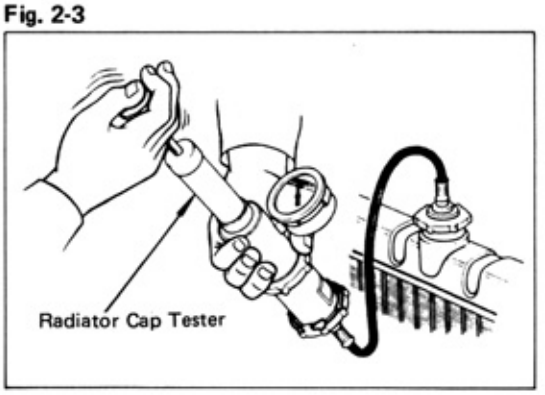
Fig. 2-2



CHECK COOLANT

Check for evidence of oil in coolant and rust or scale deposits.

Fig. 2-3

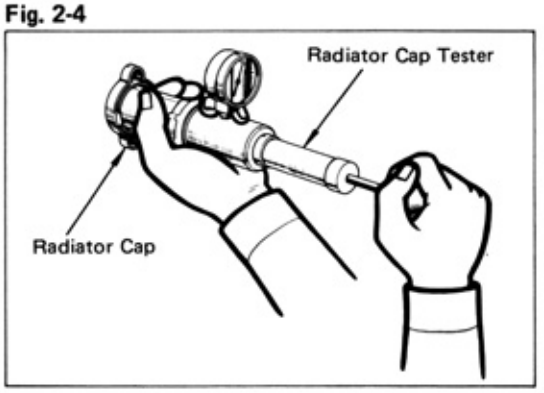


CHECK COOLING SYSTEM

Check for:

1. Damaged or deteriorated radiator and water hoses.
2. Loose hose clamps.
3. Damage or corrosion in the radiator core.
4. Leakage from the water pump, radiator core or a loose water drain cock.

Fig. 2-4



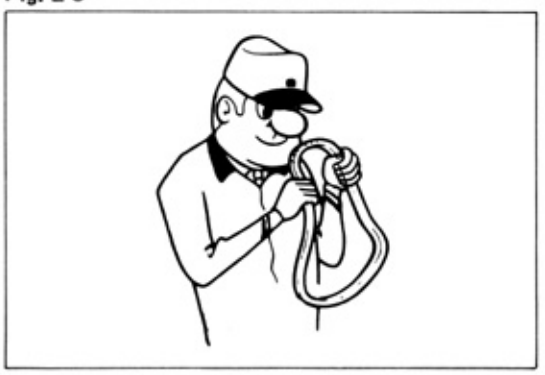
INSPECT RADIATOR CAP OPERATION

With a radiator cap tester inspect the spring tension and seating condition of the radiator cap vacuum valves. Replace the cap if the valve opens at a pressure below the specified or is otherwise defective.

Valve opening pressure:

STD	**0.75 – 1.05 kg/cm^2 (10.7 – 14.9 psi)**
Limit	**0.6 kg/cm^2 (8.5 psi)**

Fig. 2-5



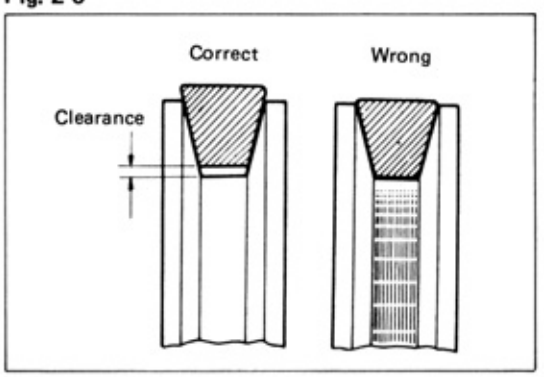
DRIVE BELT

VISUAL CHECK

Check the drive belt for:

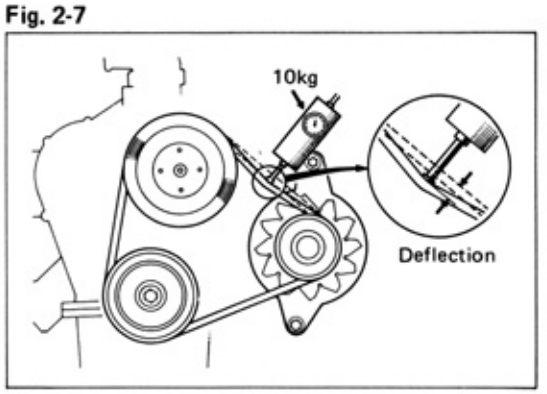
1. Cracks, deterioration, stretching or wear.
2. Adherence of oil or grease.

Fig. 2-6



3. Improper belt-to-pulley contact.

Fig. 2-7



CHECK & ADJUST BELT TENSION

Except USA & Canada

With 10 kg (22 lb) of force, press on the belts at the points indicated in the figure. The belts should deflect the amount specified.

Drive belt deflection at 10 kg (22 lb):

Fan – Alternator

7 – 11 mm

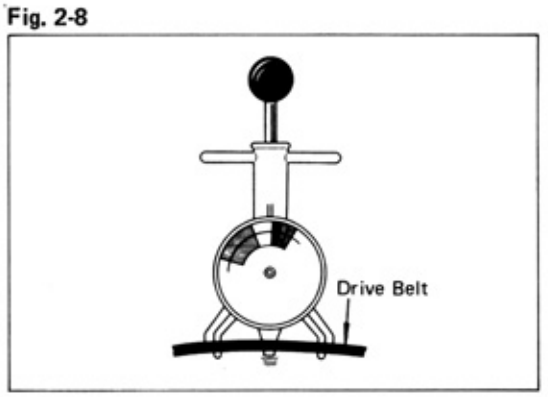
(0.28 – 0.43 in.)

Crank – A/C compressor

11 – 14 mm

(0.43 – 0.55 in.)

Fig. 2-8



USA & Canada

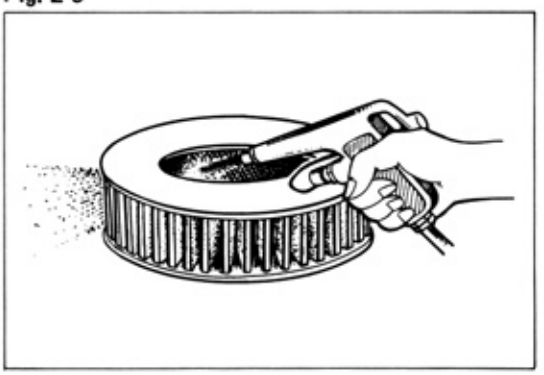
Using a time borroughts tension gauge BT-33-73F, adjust the following value.

Drive belt deflection:

New belt 125 ± 25 lbs

Used belt 80 ± 20 lbs

Fig. 2-9



AIR CLEANER

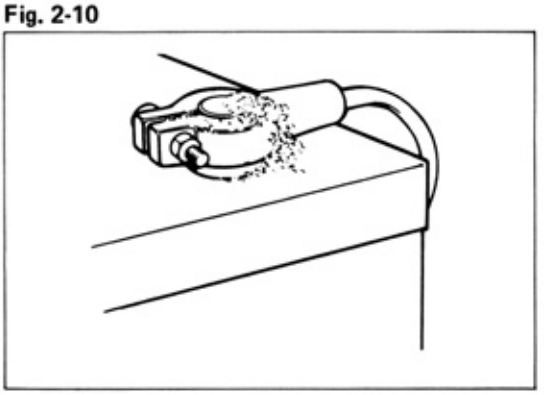
CLEAN ELEMENT

1. Remove the air cleaner element.

– Note –
Use care to prevent dirt or other foreign matter from entering into the carburetor.

2. To clean the element, blow compressed air from inside.
3. If element is torn or excessively dirty, replace it with a new one.

Fig. 2-10

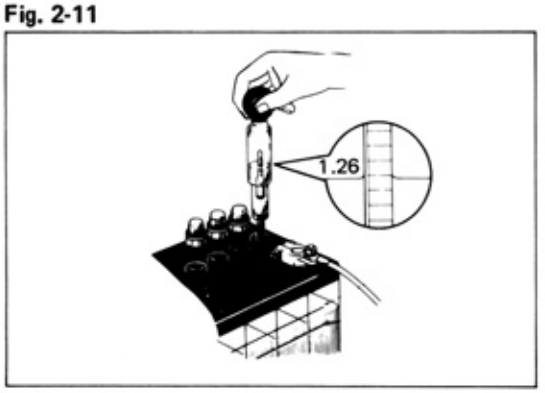


BATTERY

VISUAL CHECK

Check the battery for the following:
1. Rusted battery support.
2. Loose terminal connections.
3. Rusted or deteriorated terminals.
4. Damaged or leaking battery.

Fig. 2-11

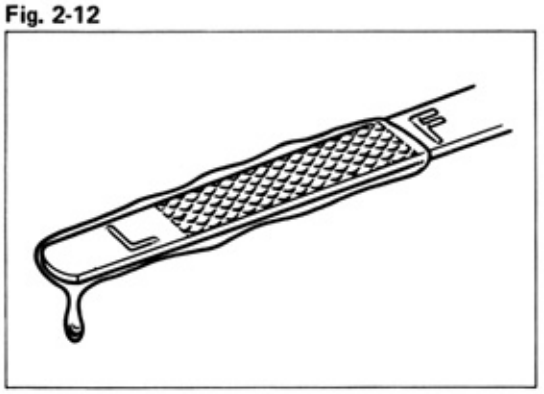


MEASURE SPECIFIC GRAVITY

1. Check the specific gravity of electrolyte with a hydrometer.
   Specific gravity:
   1.25 – 1.27 at 20°C (68°F)

2. Check the electrolyte quantity of each cell. If not at the proper level, fill with distilled water.

Fig. 2-12

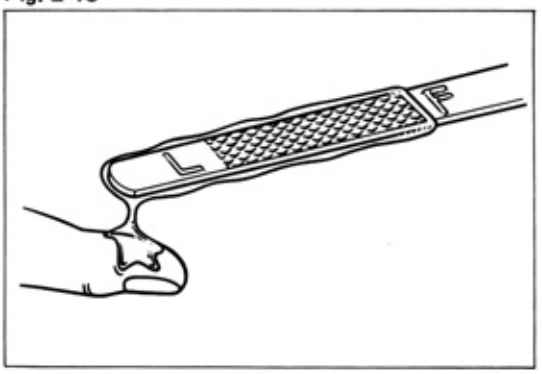


ENGINE OIL

CHECK OIL LEVEL

The oil level should be between the L and F marks. If low, check for leakage and add oil up to the F mark. Use API service SE classification oil.

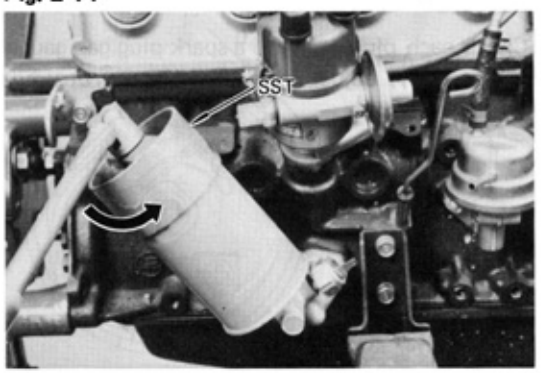
Fig. 2-13



CHECK OIL QUALITY

Check the oil for deterioration, entry of water, discoloring or thinning.

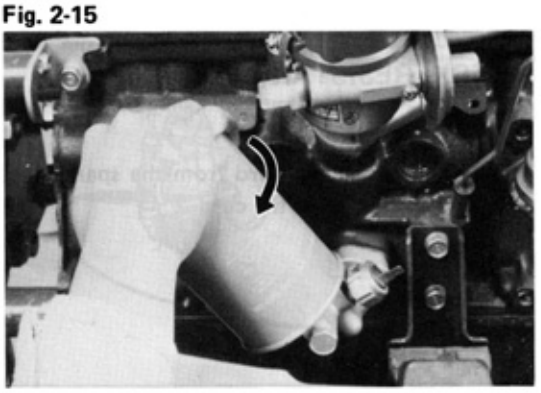
Fig. 2-14



REPLACE OIL FILTER

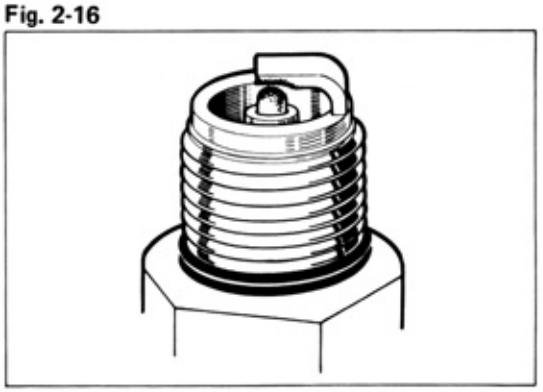
1. Remove the oil filter with SST.
   SST [09228-22020]

Fig. 2-15



2. To install, hand-tighten the oil filter firmly.
3. After starting the engine, check for oil leaks and recheck the oil level.

Fig. 2-16



SPARK PLUG

VISUAL CHECK

Check the spark plugs for the following:

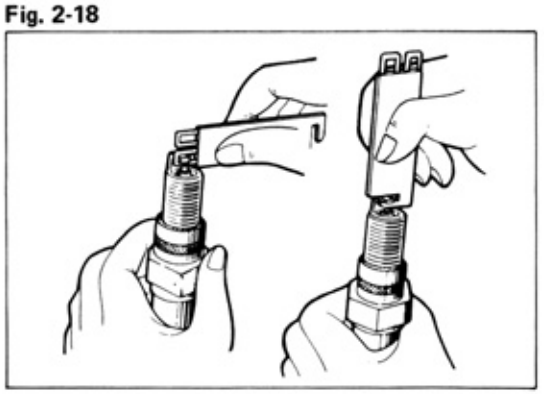
1. Cracks or other damage on the threads and insulator.
2. Electrode wear.
3. Damaged or deteriorated gaskets.
4. Burnt electrode or excess carbon deposits.

Fig. 2-17

CLEAN SPARK PLUG

1. Do not use the spark plug cleaner longer than necessary.
2. Thoroughly blow off the cleaning compound and carbon with compressed air.
3. Clean the threads and outer insulator surface.

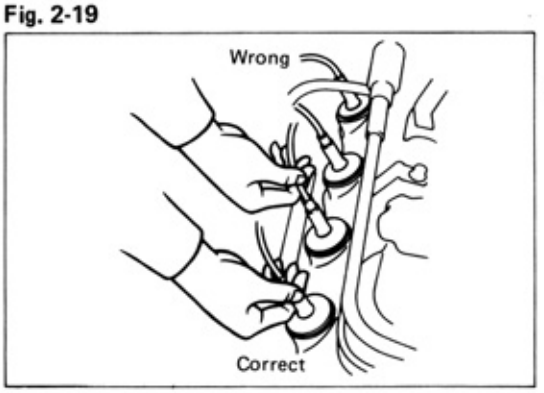
Fig. 2-18



ADJUST GAP

Check each plug gap with a spark plug gap gauge. If necessary, adjust by bending the protruding (outer) electrode.

Fig. 2-19



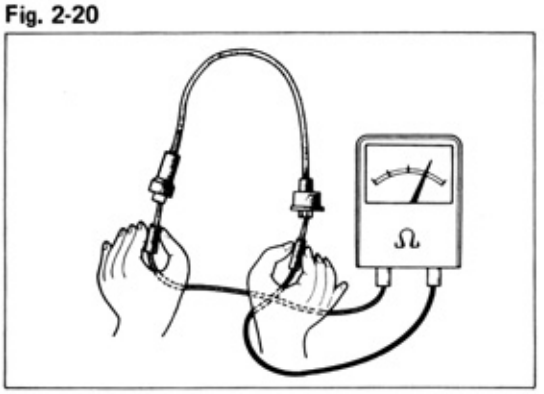
HIGH TENSION CORD

CHECK RESISTANCE

– Note –

When pulling out the cord from the spark plug, always grip the end of the cord.

Fig. 2-20

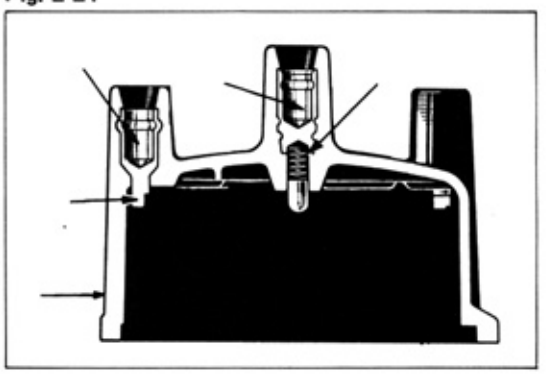


Check the cord resistance.

Resistance: Less than 25 kΩ per cord

DISTRIBUTOR

Fig. 2-21

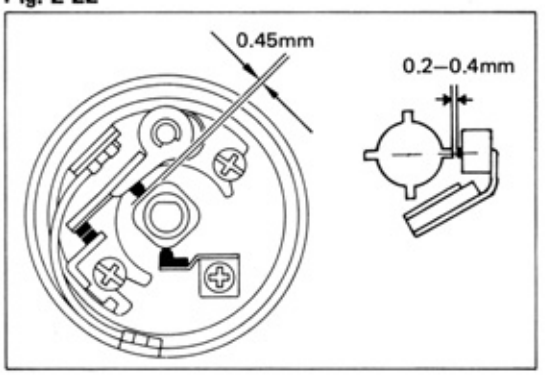


CHECK DISTRIBUTOR CAP

Check the cap and rotor.

1. Cracks, damage, corrosion, burning and dirty cord hole.
2. Burnt electrode terminal.
3. Weak center piece spring action.

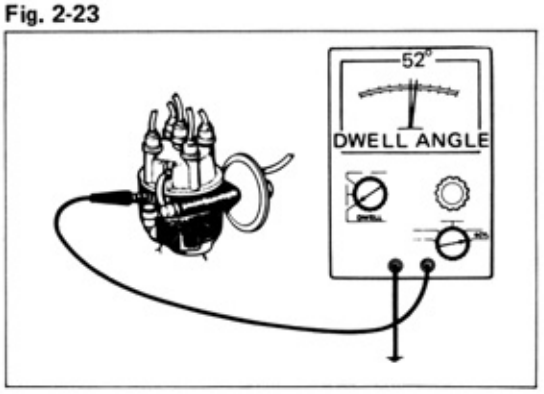
Fig. 2-22



CHECK & ADJUST POINT GAP OR AIR GAP

1. If the points are excessively burnt or pitted, replace the breaker points.
2. Adjust point gap and damping spring.
   Rubbing block gap: 0.45 mm (0.0177 in.)
3. Adjust the air gap between the rotor and pick up coil projection.
   Air gap: 0.2 – 0.4 mm (0.008 – 0.016 in.)

Fig. 2-23

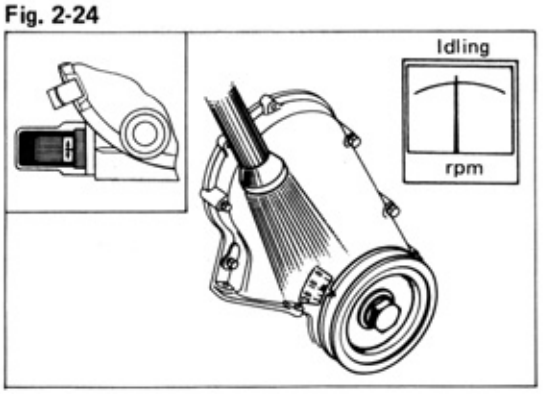


CHECK DWELL ANGLE

Check the dwell angle with a dwell angle tester.

Dwell angle: 52° ± 6°

Fig. 2-24

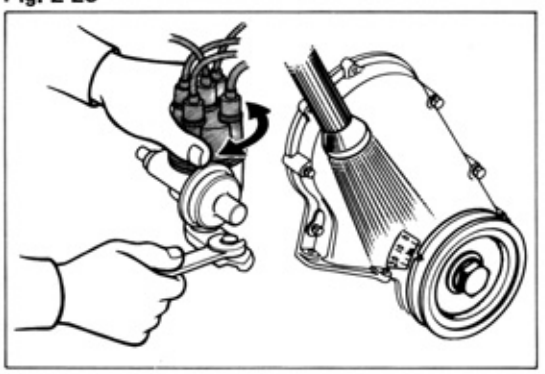


INSPECT IGNITION TIMING

Set the engine revolution at idle speed.
The octane selector must be set at standard position.

Ignition timing: 8° BTDC/idling

Fig. 2-25



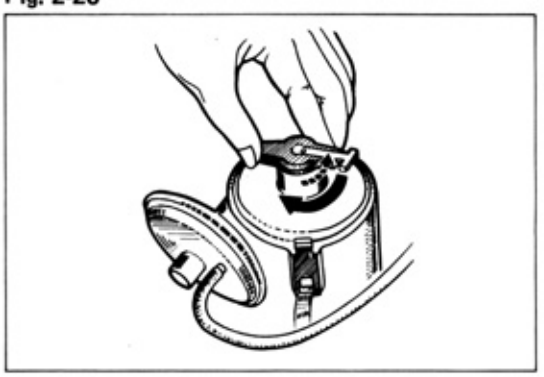
ADJUST IGNITION TIMING

Align the timing marks by turning distributor body.

Ignition timing: 8° BTDC/idling

– Caution –
Do not adjust by the octane selector.

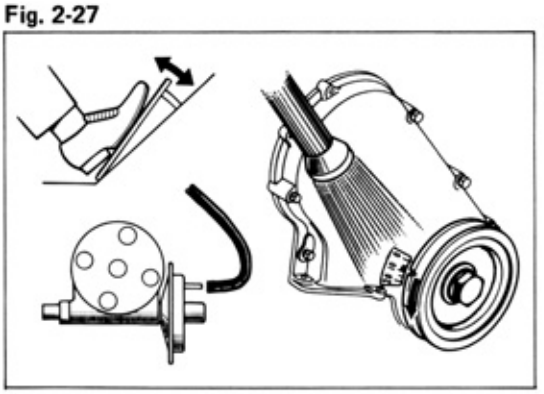
Fig. 2-26



CHECK GOVERNOR OPERATION

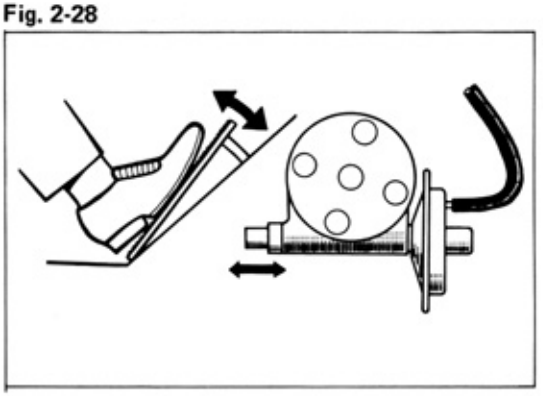
1. Rotor should return quickly when turned clockwise by hand and released.
2. Rotor should not be excessively loose.

Fig. 2-27



3. Start the engine and disconnect the vacuum hose from the distributor. The timing mark should vary in accordance with the engine speed.

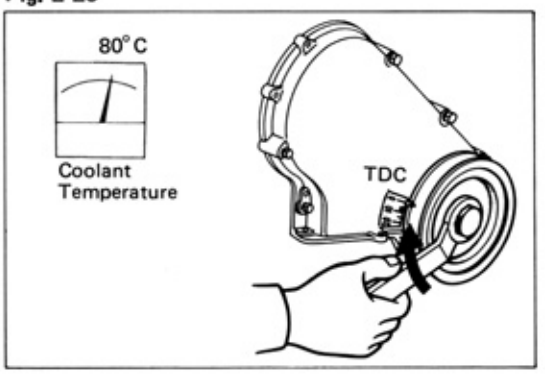
Fig. 2-28



CHECK VACUUM ADVANCE OPERATION

Connect the distributor vacuum hose.
The octane selector should vary in accordance with the opening and closing of the throttle valve.

Fig. 2-29

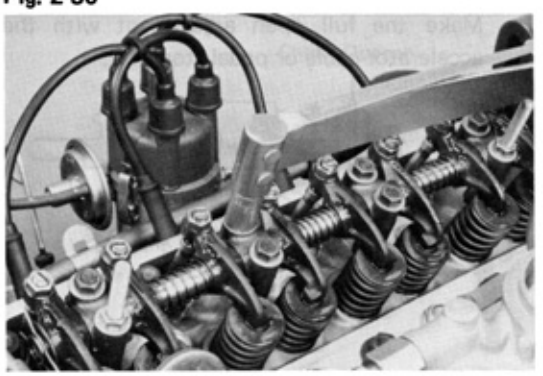


VALVE CLEARANCE

ADJUSTMENT

1. Warm up engine and turn it off.
2. Set No. 1 cylinder to TDC/compression.

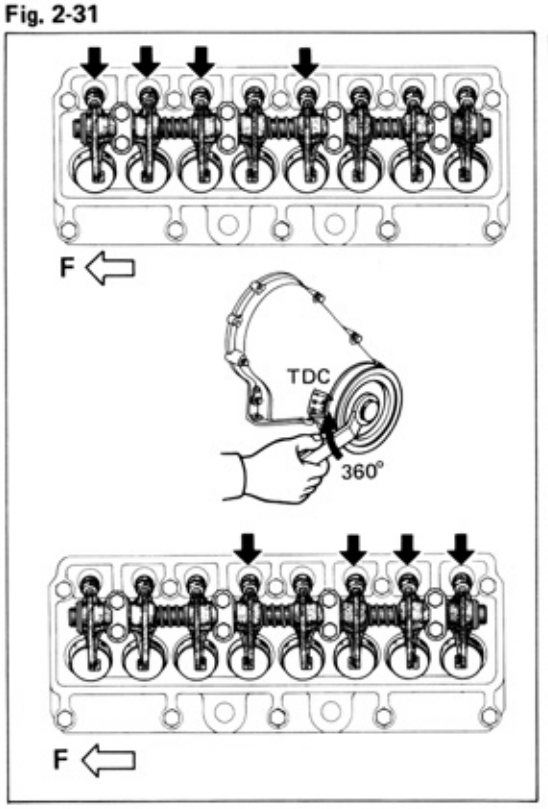
Fig. 2-30



3. Retighten the head bolts and rocker support bolts.

Tightening torque: 1.8 – 2.4 kg-m (14 – 17 ft-lb)

Fig. 2-31



4. Adjust valve clearance.
   Valve clearance is measured between valve stem and rocker arm.
   Adjust the valves indicated by arrows only.

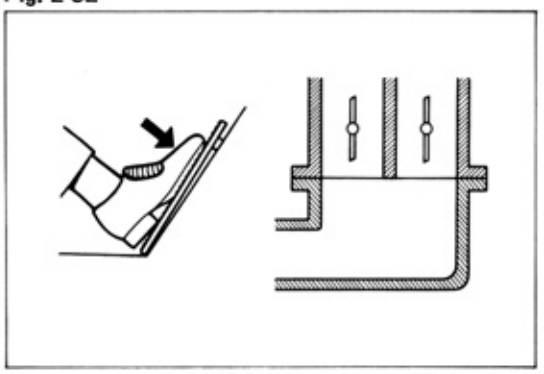
   Valve clearance:

IN	**0.20 mm (0.0079 in.)**
EX	**0.30 mm (0.0118 in.)**

5. Rotate the crankshaft 360°.
6. Adjust remaining valves indicated by arrows.

– Note –
Use the SST oil tray when the adjustment is performed with engine running.
SST [09229-22010]

Fig. 2-32



CARBURETOR

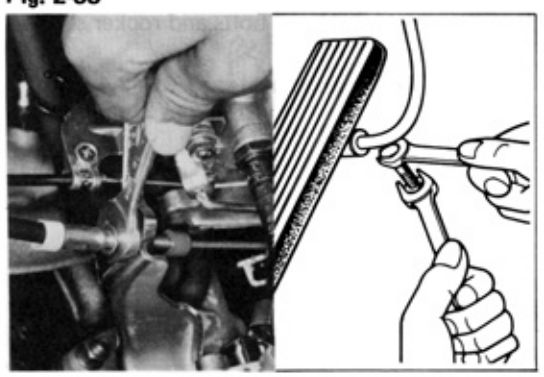
CHECK OPERATION

– Note –
For adjustment, refer to carburetor section.

Throttle Valve

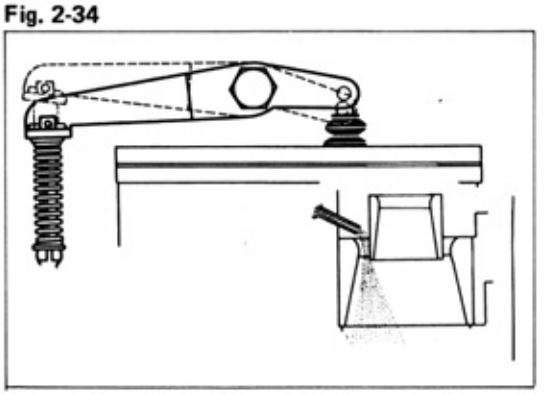
1. The throttle valve should open fully when the accelerator pedal is fully depressed.

Fig. 2-33



2. Make the full open adjustment with the accelerator cable or pedal stop bolt.

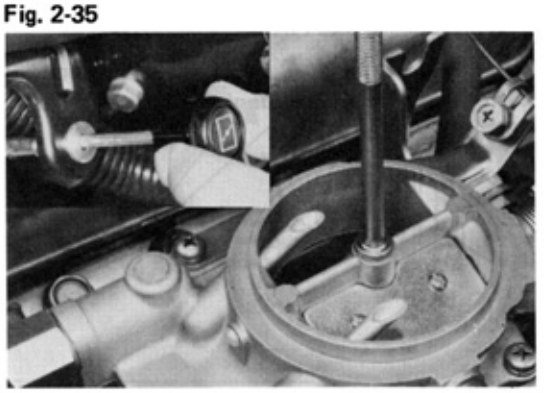
Fig. 2-34



Acceleration Pump

Gasoline should shoot out with force from the jet when the throttle valve is opened.

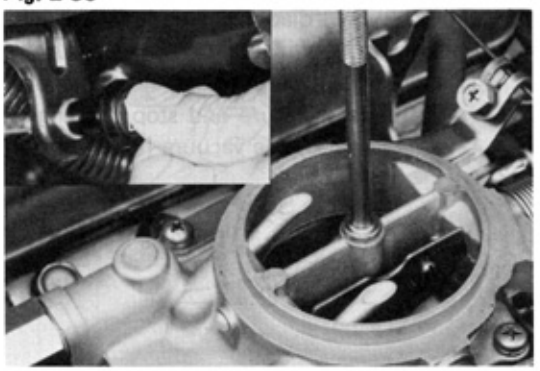
Fig. 2-35



Manual Choke

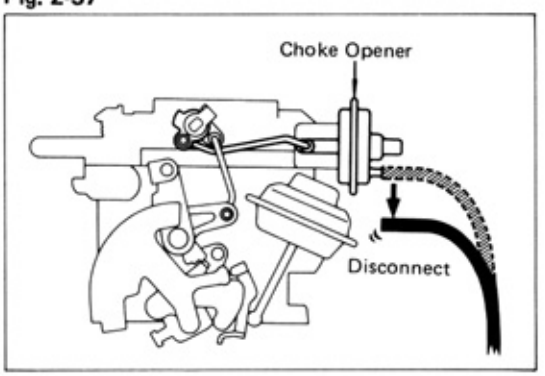
1. Choke valve should be fully closed when the choke knob is pulled all the way out.

Fig. 2-36



2. Choke valve should be fully open when the choke knob is fully returned.

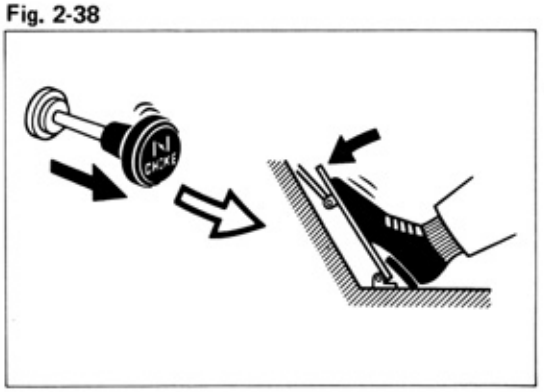
Fig. 2-37



Choke Opener (USA & Canada)

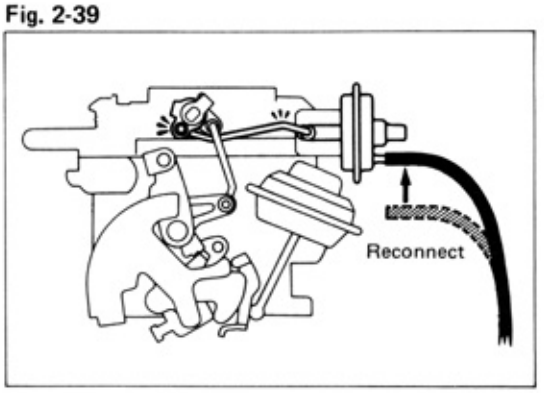
1. Check BVSV with cold engine.
   (1) The coolant temperature should be below 30°C (86°F).
   (2) Disconnect the vacuum hose from the choke opener.

Fig. 2-38



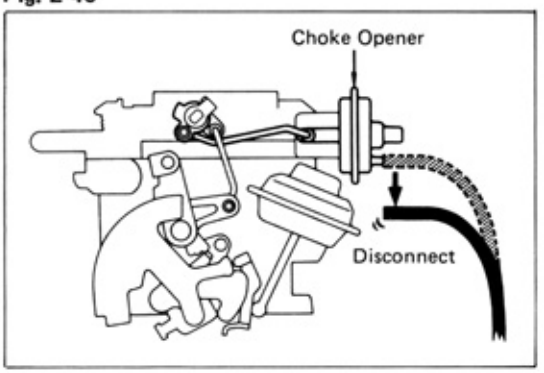
(3) Fully pull out the choke knob, depress the accelerator pedal once, and start the engine.

Fig. 2-39



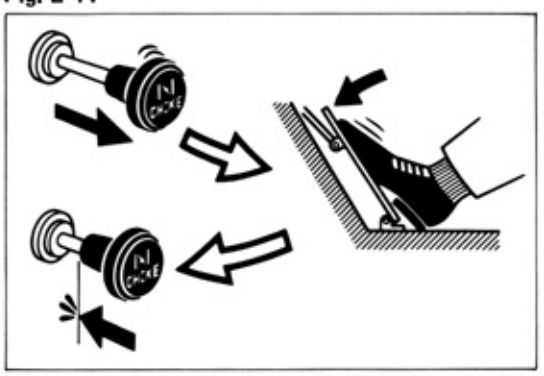
(4) Reconnect the vacuum hose to the choke opener and check that the choke linkage does not move.

Fig. 2-40



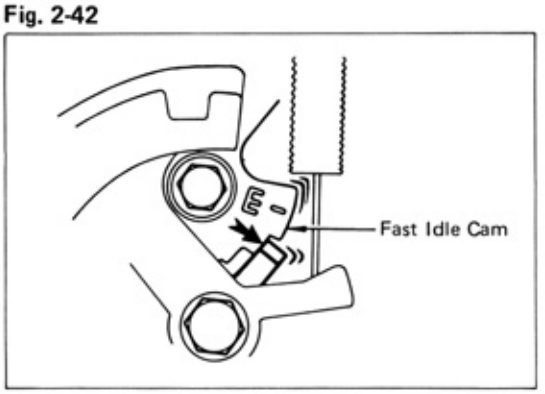
2. Check BVSV, diaphragm and linkage with hot engine.
   (1) Warm-up the engine to normal operating temperature and stop the engine.
   (2) Disconnect the vacuum hose from the choke opener.

Fig. 2-41



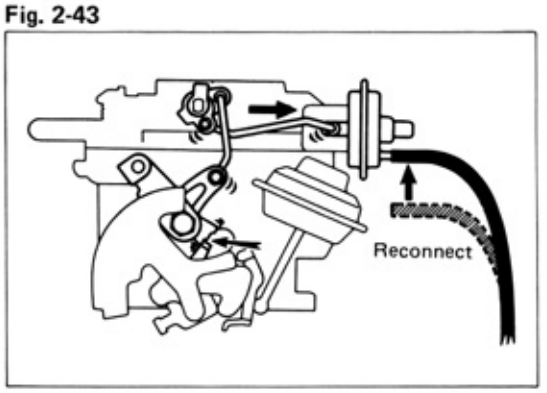
(3) Fully pull out the choke knob, depress the accelerator pedal once, and return the choke knob about half way.

Fig. 2-42



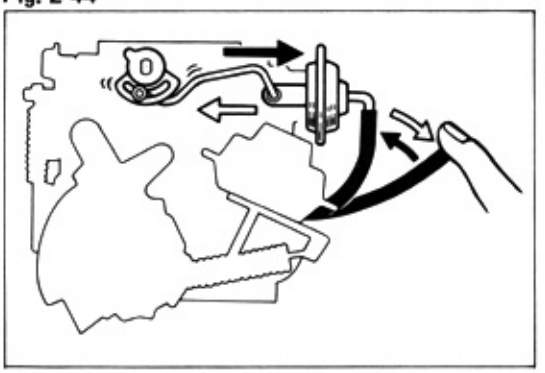
(4) Check that the fast idle cam is at the second step.
(5) Start the engine.

Fig. 2-43



(6) Reconnect the vacuum hose and check that the choke linkage moves, and that the fast idle cam is released to the third step.
(7) When the choke knob is pushed in all the way, check that the engine speed returns to idle.

Fig. 2-44



Choke Breaker (4K A/T & Australia 4K-C)

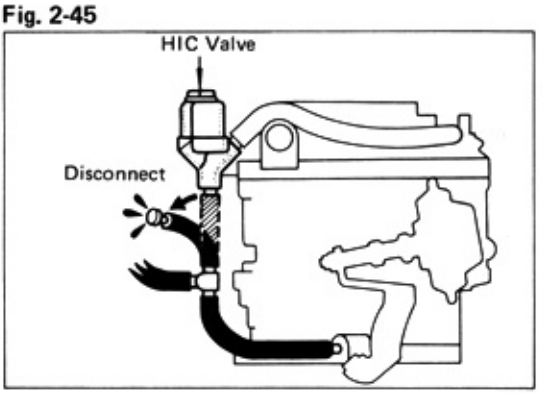
1. With the engine idling, disconnect the vacuum hose from the choke breaker. Check to see that the choke linkage has returned.
2. Reconnect the vacuum hose and check to see that the choke linkage is pulled in by the diaphragm.
   If defective, replace the diaphragm.

IDLE SPEED & IDLE MIXTURE ADJUSTMENT

2K, 3K-C, 3K-H, 4K & 4K-C

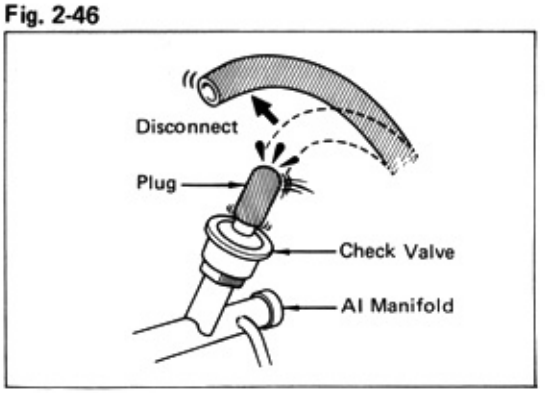
1. The adjusting and measuring conditions should be as follows:
   (1) Air cleaner installed
   (2) Normal operating coolant temperature
   (3) Choke fully open
   (4) All accessories switched off
   (5) All vacuum lines connected
   (6) Transmission in N range
   (7) Ignition timing set
   (8) Tachometer & vacuum gauge attached
   (9) Zero setting of CO meter warmed up

Fig. 2-45



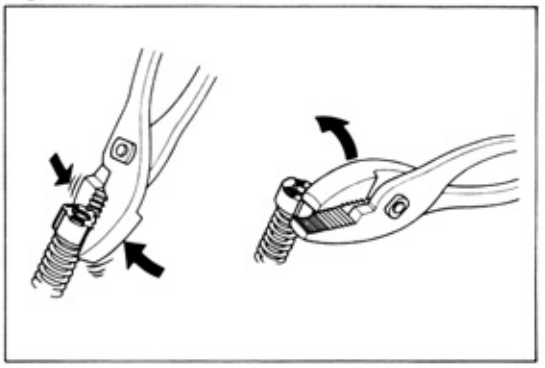
2. Disconnect the HIC hose and plug the hose end.

Fig. 2-46



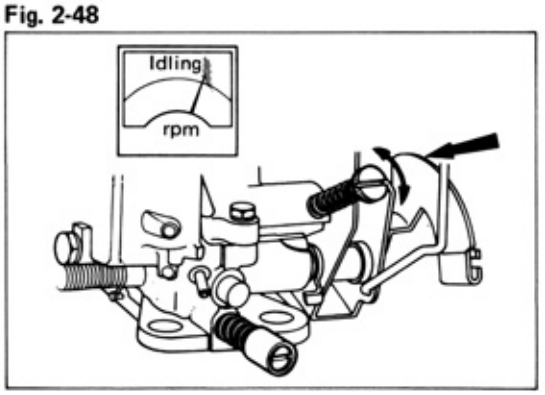
3. Australia N.S.W & Victoria only:
   Disconnect the air injection hose from the AI check valve and plug the check valve.

Fig. 2-47



4. Break the idle limiter cap on the idle mixture adjusting screw if installed.

Fig. 2-48

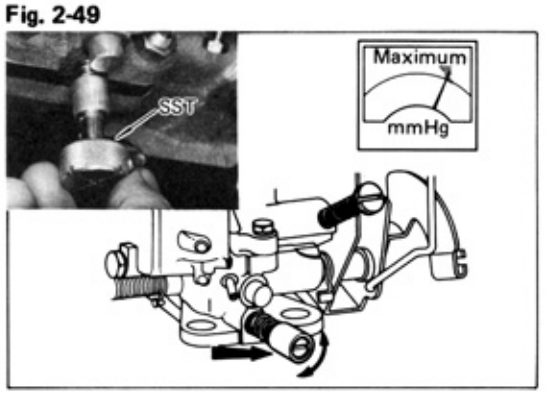


5. Set the idle speed to specified rpm by turning the idle speed adjusting screw.

Idle speed:

2K, 3K-C, 3K-H, 4K M/T & Sweden 4K-C	**750 rpm**
Australia 4K & 4K-C	**800 rpm**
4K A/T	**850 rpm**

Fig. 2-49



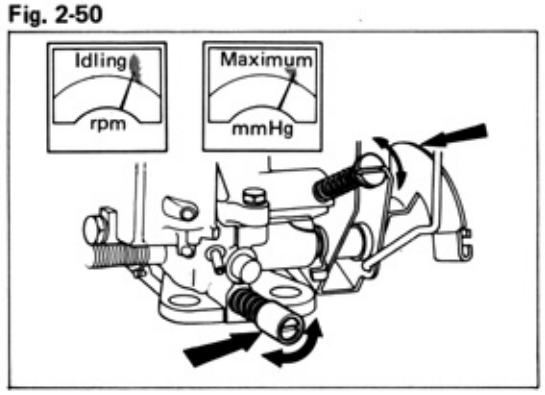
6. Set to the maximum vacuum by turning the idle mixture adjusting screw.

– Note –

It is necessary to use SST for Europe specification engine adjustment.

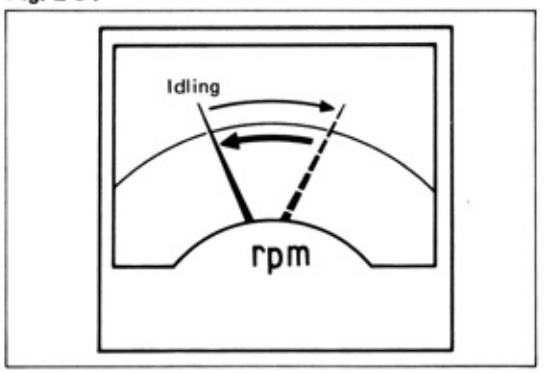
SST [09243-00010] or [09243-00020]

Fig. 2-50



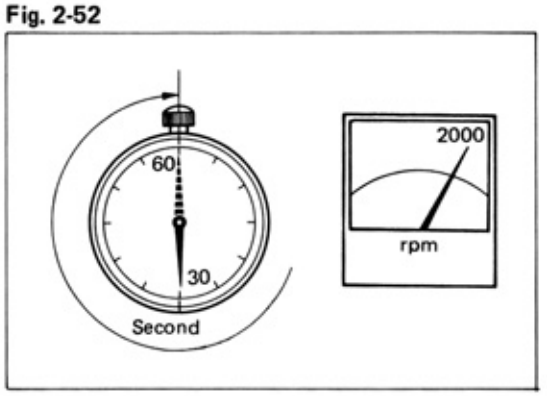
7. Repeat adjustments 5 and 6 above until the maximum vacuum reading at the specified idle speed is obtained.

Fig. 2-51



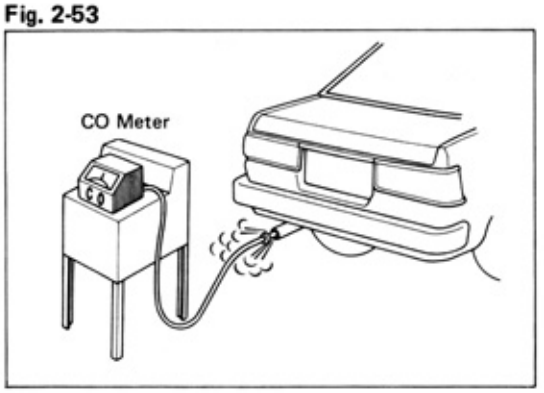
8. Race the engine momentarily with the accelerator link to verify that the engine returns to specified rpm when released.

Fig. 2-52



9. Measure the CO concentration in the exhaust gases with a CO meter.
   (1) Be sure to race the engine at about 2,000 rpm for 30 – 60 seconds.

Fig. 2-53



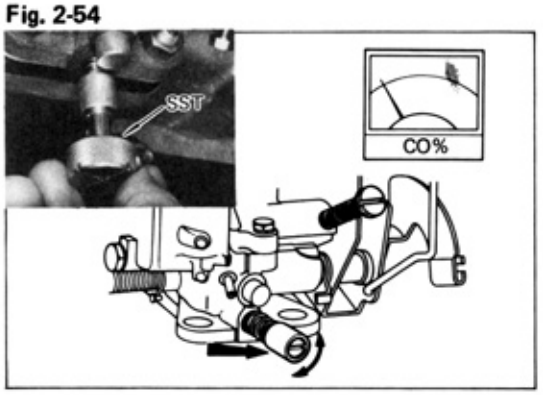
   (2) To allow the concentration to stabilize, wait at least one minute before measuring but complete the measuring within three minutes.

CO concentration

Engine model	%
2K (KP60 series), 3K-C, 3K-H & 4K	0.5 – 1.5
2K (KP36 series)	0.5 – 3.5
Australia 4K-C	1.0
Sweden 4K-C	0.3 – 2.0

   (3) If the concentration exceeds the specified value, tighten the idle mixture adjusting screw little by little until the concentration is within the specified value.

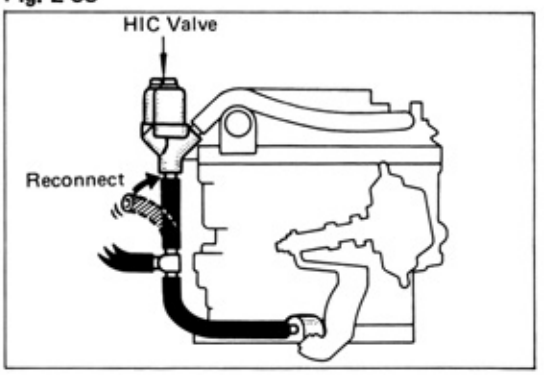
Fig. 2-54



– Note –

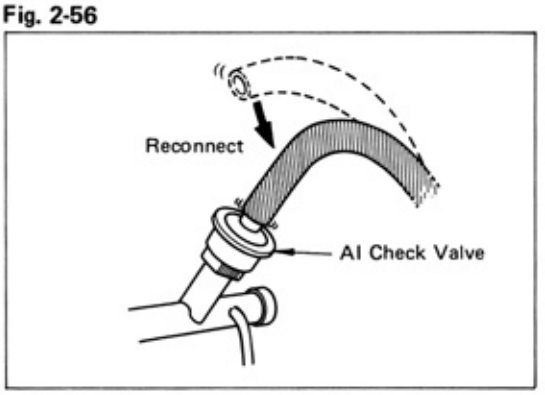
1. **When the idle mixture adjusting screw is tightened, there will be a point where the engine speed drops rapidly. Further adjustment must not be attempted by screwing in beyond this point.**
2. **Allowable engine idle speed is ± 50 rpm of the specified speed.**

Fig. 2-55



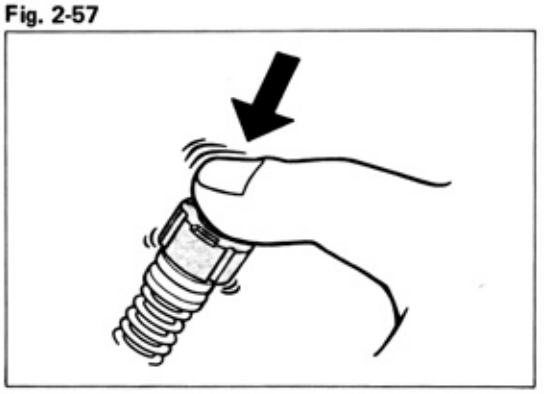
10. Reconnect the hose to the HIC valve.

Fig. 2-56



11. Australia N.S.W. & Victoria only:
Reconnect the air injection hose to the AI check valve.

Fig. 2-57

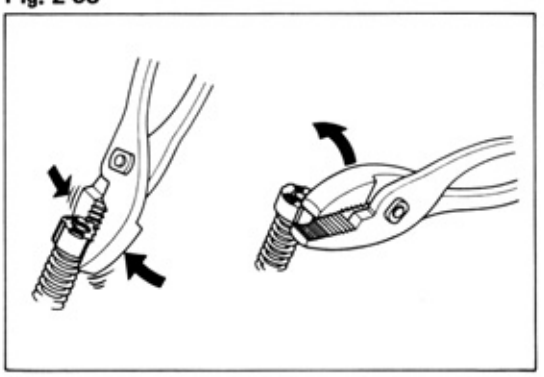


12. Install the new idle limiter cap on the idle mixture adjusting screw.

CANADA 4K-C (LEAN DROP METHOD)

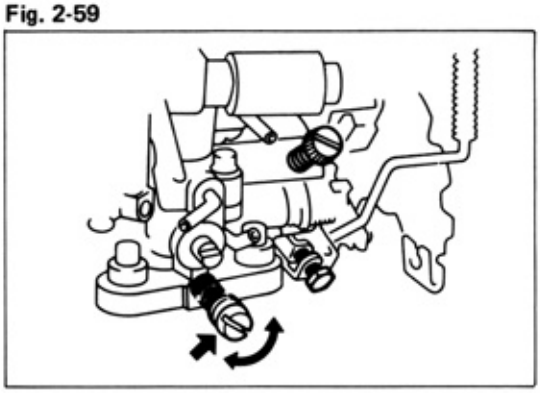
1. The adjusting and measuring conditions should be as follows:
   (1) Air cleaner installed
   (2) Normal operating coolant temperature
   (3) Choke fully open
   (4) All accessories switched off
   (5) All vacuum lines connected
   (6) Transmission in N range
   (7) Ignition timing set

Fig. 2-58



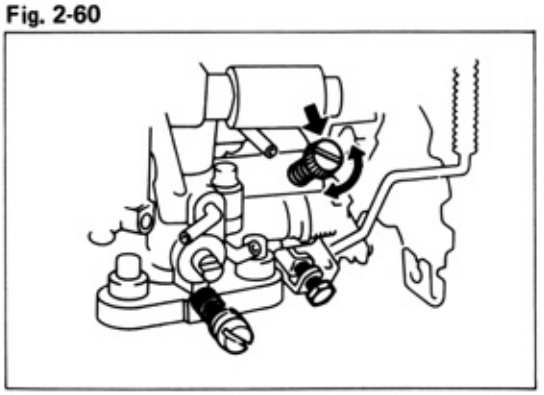
2. Break the idle limiter cap on the idle mixture adjusting screw if installed.

Fig. 2-59



3. Adjust idle speed and idle mixture.
   (1) Start the engine.
   (2) Set to the maximum speed by turning the idle mixture adjusting screw.

Fig. 2-60

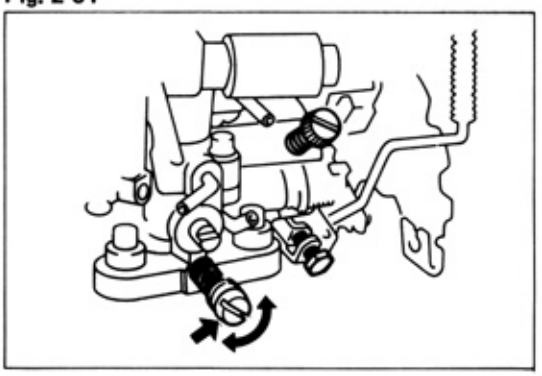


   (3) Set the idle mixture speed by turning the idle speed adjusting screw.
   Idle mixture speed: 680 rpm

– Note –
Make adjustment with the cooling fan OFF.

   (4) Before moving to the next step, continue adjustments 2 and 3 until the maximum speed will not rise any further no matter how much the idle mixture adjusting screw is adjusted.

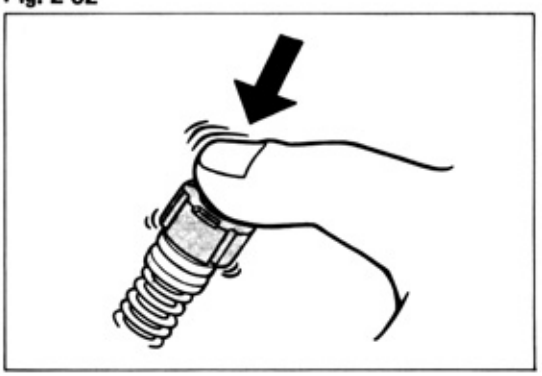
Fig. 2-61



(5) Set to the idle speed by screwing in the idle mixture adjusting screw.
Idle speed: 650 rpm

– Note –
1. **Make adjustment with the cooling fan OFF.**
2. **This is the Lean Drop Method for setting idle speed and mixture.**

Fig. 2-62

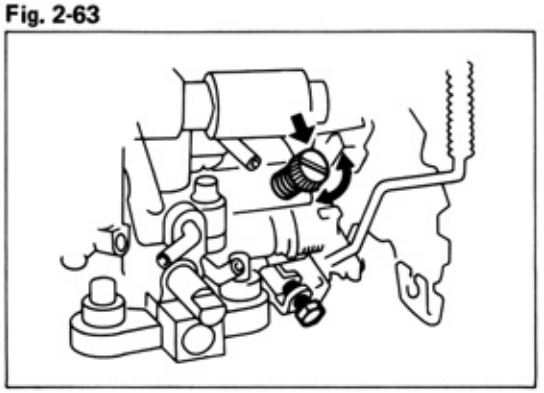


4. Install a new limiter cap on the idle mixture adjusting screw, if one was installed.

USA 4K-C (IDLE SPEED)

1. The adjusting and measuring conditions should be as follows:
   (1) Air cleaner installed
   (2) Normal operating coolant temperature
   (3) Choke fully open
   (4) All accessories switched off
   (5) All vacuum lines connected
   (6) Transmission in N range
   (7) Ignition timing set

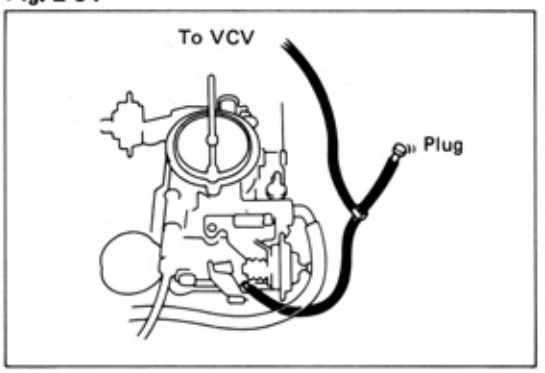
Fig. 2-63



2. Adjust the idle speed by turning the idle speed adjusting screw.
   Idle speed:
   Federal 650 rpm
   California 700 rpm

– Note –
Make adjustment with the cooling fan OFF.

Fig. 2-64

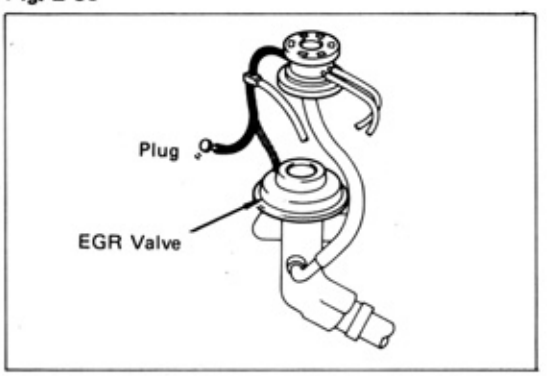


FAST IDLE SPEED

ADJUSTMENT

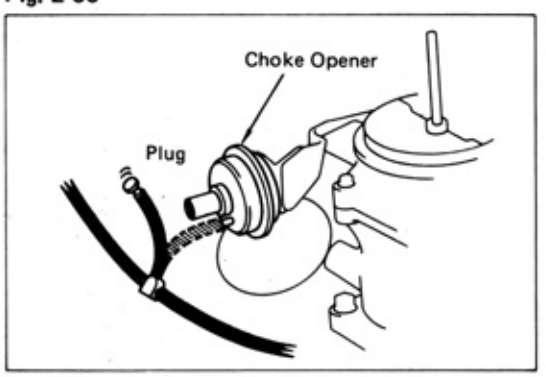
1. Remove the air cleaner and plug the hose end for the HIC system to prevent rough idling.
2. Warm up the engine and then turn it off.

Fig. 2-65



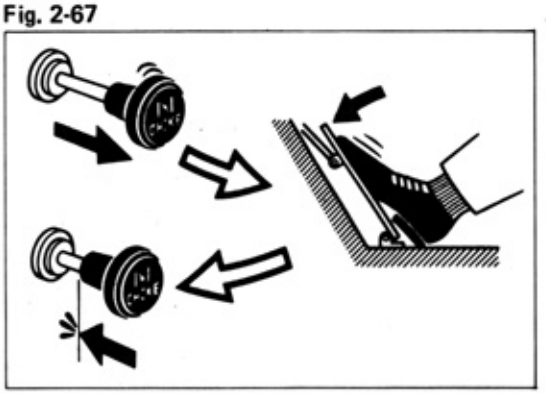
3. Disconnect the vacuum hose from the EGR valve and plug the hose end.

Fig. 2-66



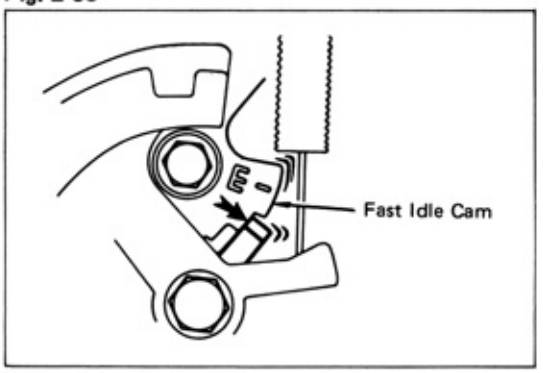
4. Disconnect the vacuum hose from the choke opener and plug the hose end.

Fig. 2-67



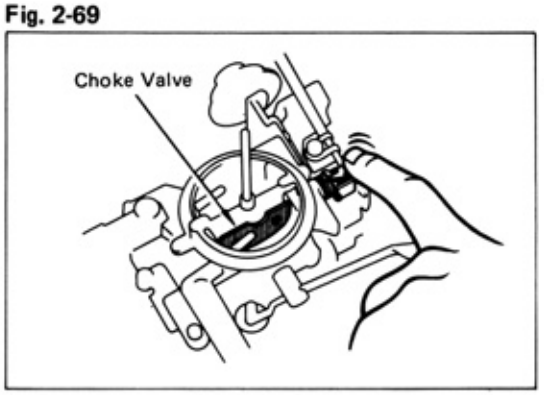
5. Fully pull out the choke knob, depress the accelerator pedal once, and return the choke knob about half way.

Fig. 2-68



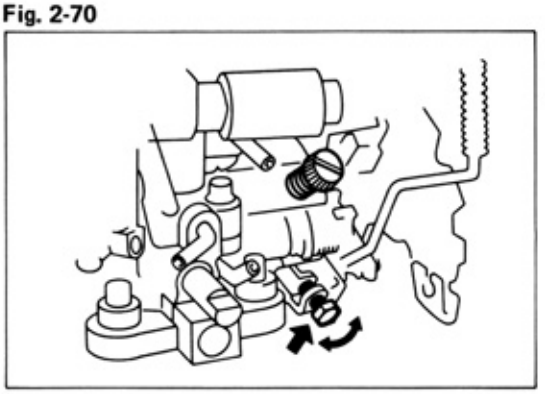
6. Check that the fast idle cam is at the second stop.

Fig. 2-69



7. Start the engine and fully open the choke valve.

Fig. 2-70



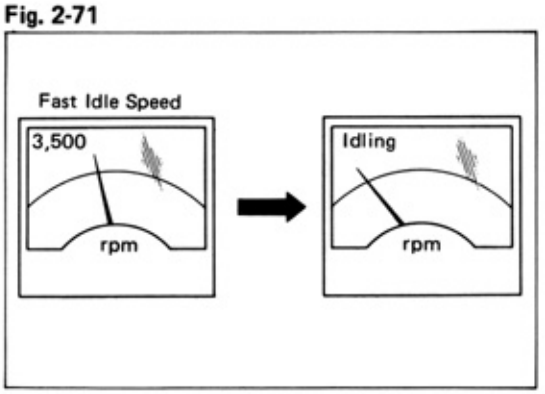
8. Adjust the fast idle speed by turning the fast idle adjusting screw.

Fast idle speed:

KM20 series (4K & 4K-C)	**1,500 rpm**
Australia 4K	**3,100 rpm**
USA & Canada	**3,500 rpm**

9. Reconnect the vacuum hoses to the proper locations.

Fig. 2-71



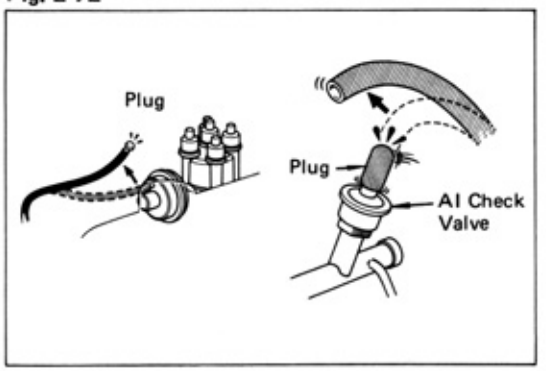
10. Make sure that the engine returns to the specified idle speed after racing the engine.

Idle speed:

USA (ex. California) & Canada	**650 rpm**
California	**700 rpm**
KM20 series (4K & 4K-C)	**800 rpm**

DASH POT (Australia & Sweden)

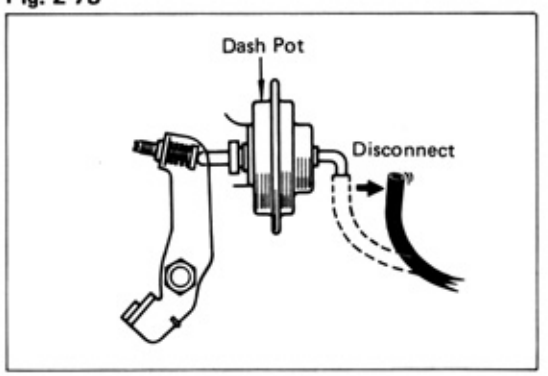
Fig. 2-72



ADJUSTMENT

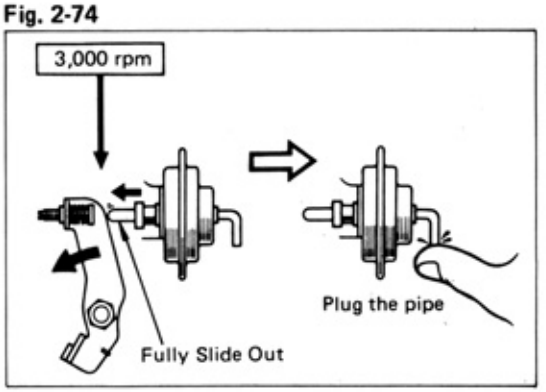
1. Warm up the engine and then turn it off.
2. Disconnect the vacuum hose from the distributor and plug the hose end.
3. Disconnect the air injection hose from the air injection check valve and plug the check valve (Australia only).

Fig. 2-73



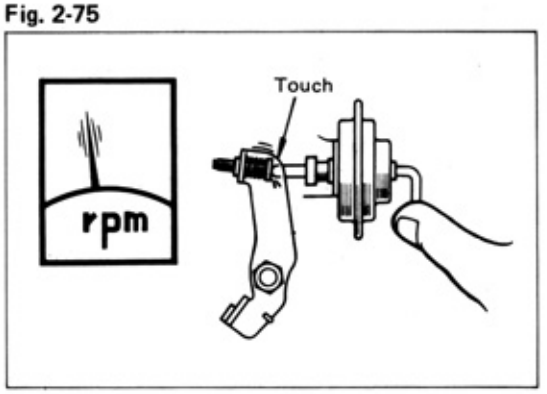
4. Disconnect the vacuum hose from the dash pot.

Fig. 2-74



5. Set the engine speed at 3,000 rpm.
6. Plug the dash pot diaphragm pipe with your finger.
7. Release the accelerator.

Fig. 2-75



8. Check the dash pot setting speed.

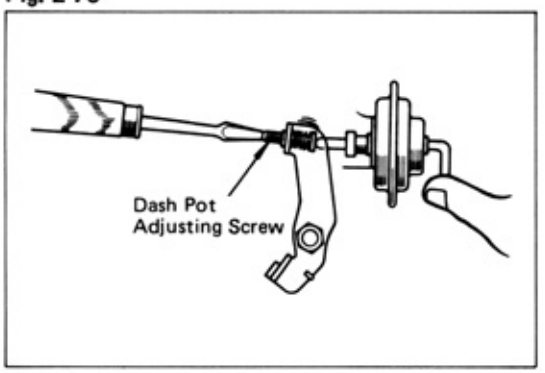
Dash pot setting speed:

Australia 4K	**1,700 rpm**
Sweden 3K-C	**2,000 rpm**
Sweden 4K-C	**2,300 rpm**
Australia 4KC & 4K (KM20 series)	**2,100 rpm**

– Note –

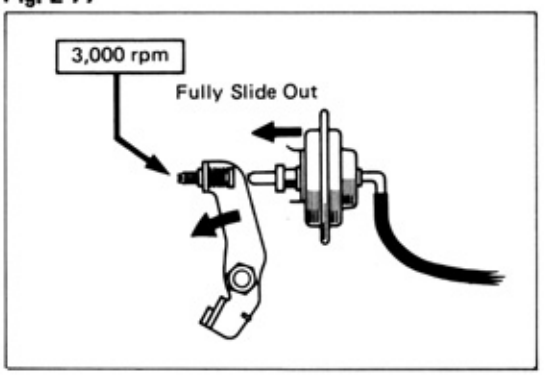
The diaphragm shaft should not move.

Fig. 2-76



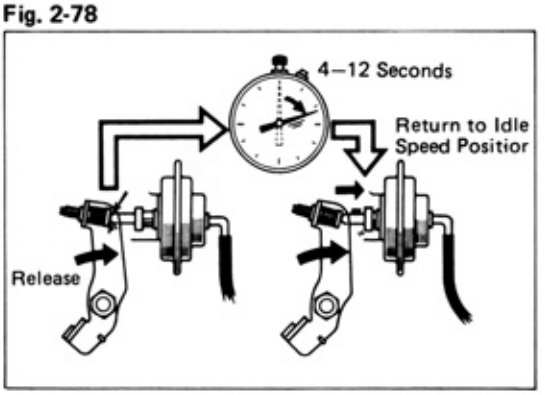
9. If not at dash pot setting speed, adjust the engine speed with the dash pot adjusting screw.

Fig. 2-77



10. Reconnect the vacuum hose to the dash pot.
11. Again set the engine speed at 3,000 rpm for about 10 seconds.
    Confirm that the diaphragm shaft fully slides out.

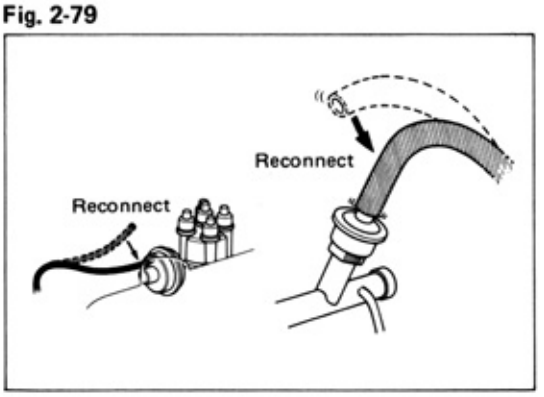
Fig. 2-78



12. Release the accelerator.
13. Check the operation time when the throttle arm returns to the idle speed position after it touches the dash pot diaphragm shaft.
    DP operation time: 4 – 12 seconds

    If the operation time is not within specification, inspect the dash pot diaphragm, jet and vacuum hose.

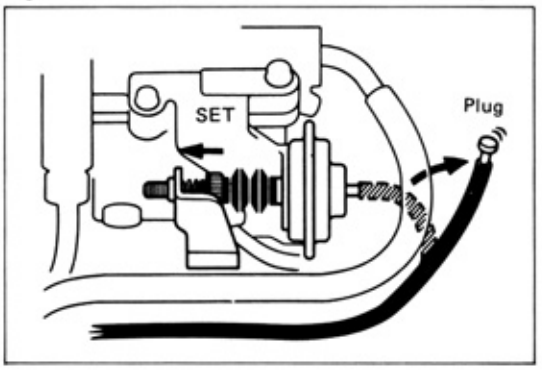
Fig. 2-79



14. Reconnect the hoses to the proper locations.

THROTTLE POSITIONER (USA & Canada)

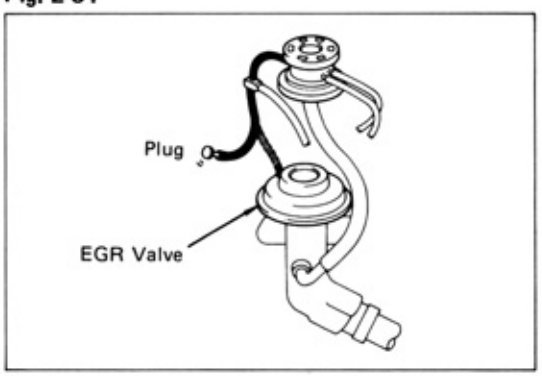
Fig. 2-80



ADJUSTMENT

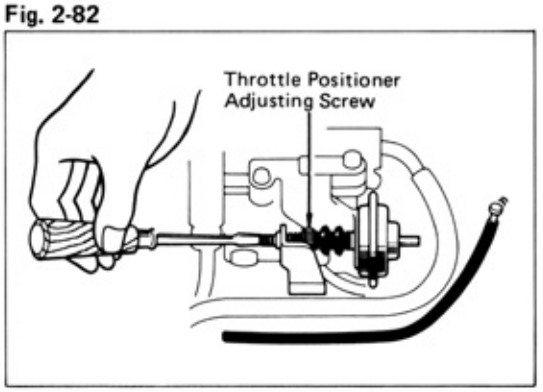
1. Warm up the engine.
2. Disconnect the vacuum hose from the throttle positioner and plug the hose end.

Fig. 2-81



3. Disconnect the vacuum hose from the EGR valve and plug the hose end.

Fig. 2-82



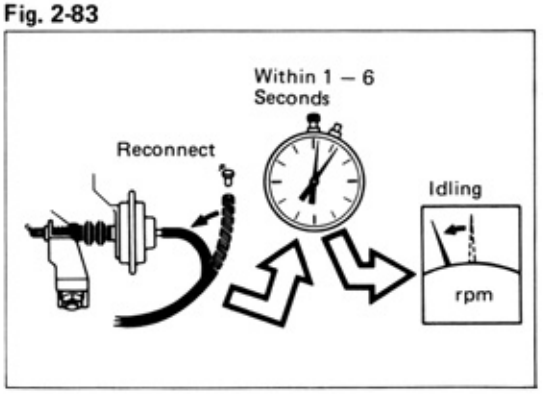
4. After the throttle positioner is set, check that the engine speed is correct.

   Throttle positioner setting speed:
   2,000 rpm

   If not at specified speed, adjust with the throttle positioner adjusting screw.

– Note –
Make adjustment with the cooling fan OFF.

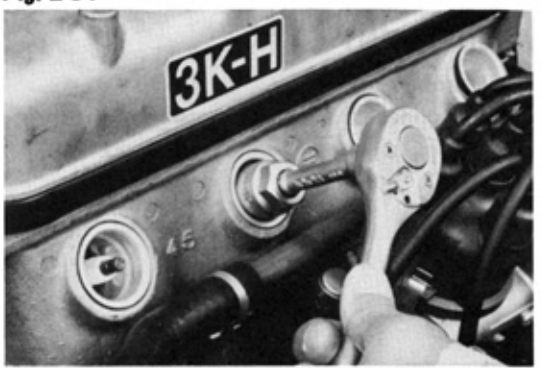
Fig. 2-83



5. Reconnect the vacuum hose to the throttle positioner, check that the engine returns to idle speed within 1–6 seconds.
6. Reconnect the vacuum hose to the EGR valve.

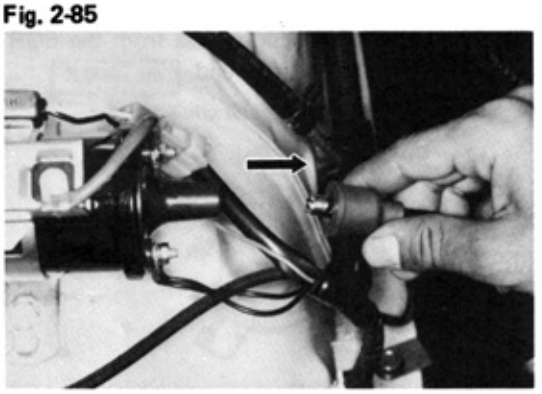
COMPRESSION PRESSURE

Fig. 2-84



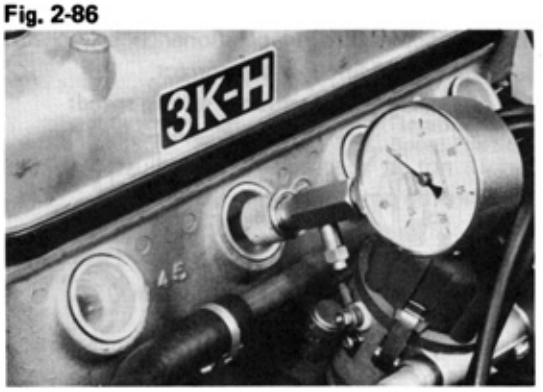
1. Warm up the engine.
2. Remove all spark plugs.

Fig. 2-85



3. Disconnect the high tension cord from the ignition coil to cut off the secondary circuit.

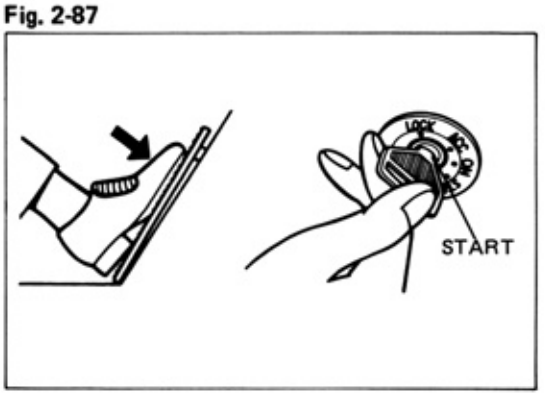
Fig. 2-86



4. Tightly insert a compression gauge into the spark plug hole.

5. Open the throttle valve fully and read the compression pressure while cranking the engine with the starter motor.

Fig. 2-87



– Note –

Keep pressure measuring time to a minimum.

Cranking speed: 250 rpm

Compression pressure:

STD	**11.0 kg/cm^2 (156 psi)**
Limit	**9.0 kg/cm^2 (128 psi)**

Difference between each cylinder:

1.0 kg/cm^2 (14 psi)

MEMO