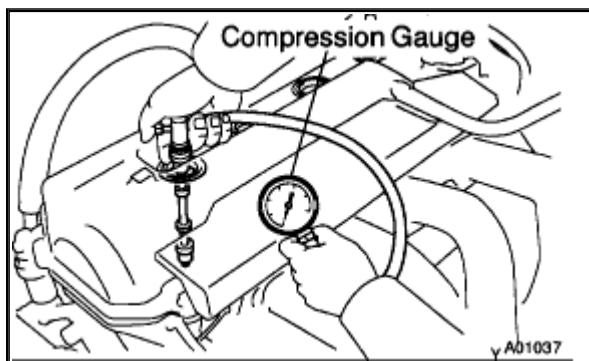


## INSPECTION

**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 COIL
3. REMOVE SPARK PLUGS



ZOOM

SIZED FOR PRINT

#### 4. 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: 1ZZ-FE: **1,500 kPa (15.3 kgf/cm<sup>2</sup>, 218 psi)** 2ZZ-GE: **1,400 kPa (14.3 kgf/cm<sup>2</sup>, 203 psi)**  
Minimum pressure: 1ZZ-FE: **1,000 kPa (10.2 kgf/cm<sup>2</sup>, 145 psi)** 2ZZ-GE: **1,000 kPa (10.2 kgf/cm<sup>2</sup>, 145 psi)**  
Difference between each cylinder: 1ZZ-FE: **100 kPa (1.0 kgf/cm<sup>2</sup>, 15 psi)** or less 2ZZ-GE: **110 kPa (1.1 kgf/cm<sup>2</sup>, 16 psi)** or less
- e. If the cylinder compression in one 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.
  - o If adding oil helps the compression, it is likely that the piston rings and/or cylinder bore are worn or damaged.
  - o If pressure stays low, a valve may be sticking or seating is improper, or there may be leakage past the gasket.

#### 5. REINSTALL SPARK PLUGS

#### 6. INSTALL IGNITION COIL