Oil Pressure Test

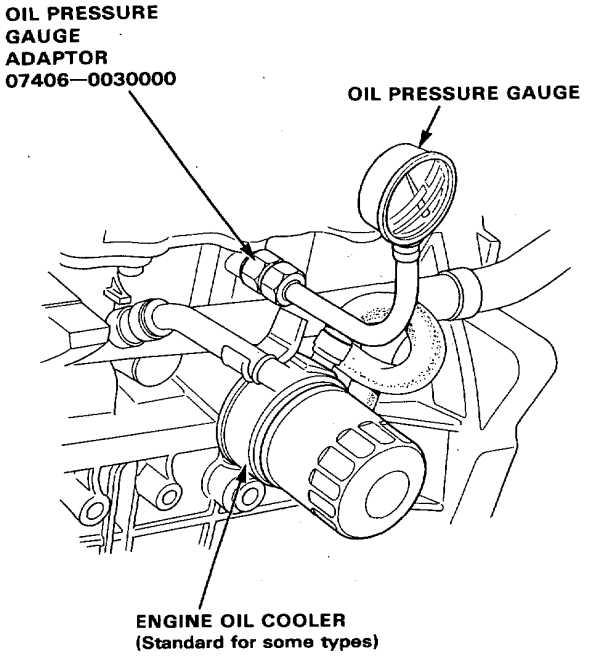
If the oil pressure warning light stays on with the engine running, check the engine oil level. If the oil level is correct:

1. Connect a tachometer.
2. Remove the oil pressure sender and install an oil pressure gauge.
3. Start the engine and allow it to reach operating temperature (the cooling fan comes on at least twice).
4. Pressure should be:

Engine Oil Pressure: 80°C (176°F)

At Idle:	**69 kPa (0.7 kg/cm², 10 psi) minimum**
At 3,000 min⁻¹ (rpm):	**343 kPa (3.5 kg/cm², 50 psi) minimum**

- If oil pressure is within specifications, replace the oil pressure sender and recheck.
- If oil pressure is NOT within specifications, inspect the oil pump.



Air Cleaner Element Inspection/ Replacement

Inspection

1. Remove the air cleaner element.
2. Check the air cleaner element for fouling.

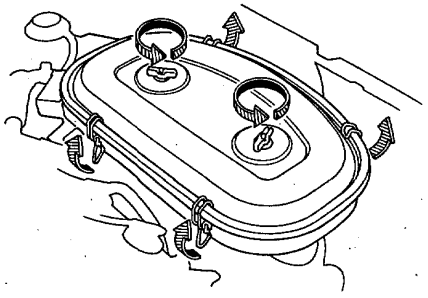
NOTE : No cleaning is necessary for the air cleaner element, because its filter takes in oil (: viscous type).

- The air cleaner element should be replaced more frequently on cars normally used under severe driving conditions.

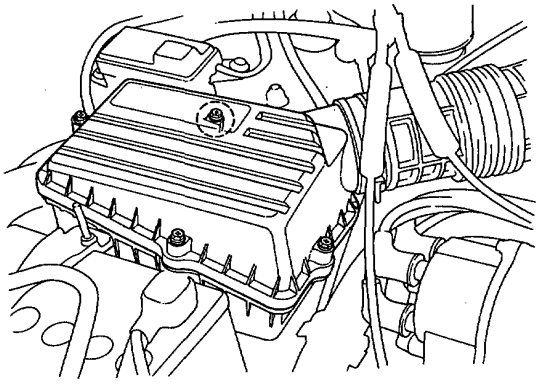
Replacement

1. Remove the air cleaner cover.

Carbureted Engine:



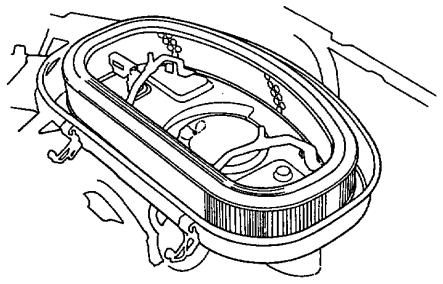
Fuel-Injected Engine:



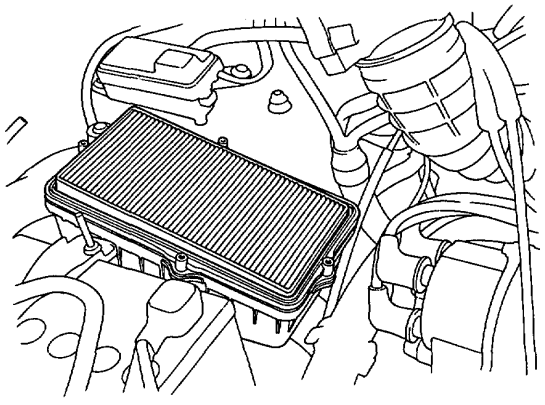
(cont'd)

Air Cleaner Element Inspection/ Replacement (cont'd)

Carbureted Engine:



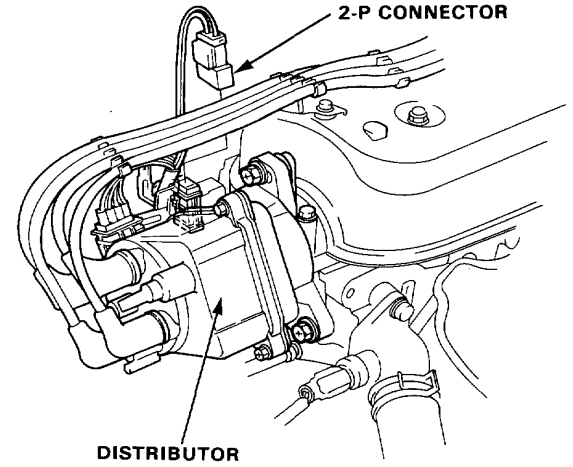
Fuel-Injected Engine:



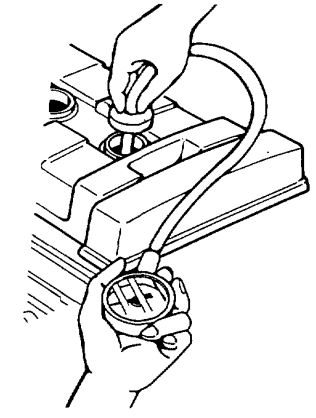
2. Replace the element, install the air cleaner cover and tighten the nuts or clips securely.

Compression Pressure Inspection

1. Before inspection, run the engine until it warms up (the cooling fan comes on at least twice).
2. Disconnect spark plugs (4).
3. Disconnect the 2-P connector (ignition coil primary lead) from the distributor.



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



Compression pressure :
1.8ℓ : 1,177 kPa (12.0 kg/cm², 171 psi) at 250 min⁻¹(rpm)
2.0ℓ, 2.2ℓ : 1,226 kPa (12.5 kg/cm², 178 psi) at 250 min⁻¹(rpm)
Limit : 932 kPa (9.5 kg/cm², 135 psi) at 250 min⁻¹(rpm)
Difference between cylinders : 196 kPa (2.0 kg/cm², 28 psi)
NOTE : Use a full charged battery.

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