


(9) Remove the timing light.


(10) Install the No. 2 cylinder head cover .

7. INSPECT ENGINE IDLE SPEED

(a) Put the engine in inspection mode .

(b) Warm up and stop the engine.

(c) Connect the Techstream to the DLC3.

(d) Put the engine in inspection mode .

(e) Turn the Techstream on.

(f) Enter the following menus: Powertrain / Engine and ECT / Data List / Engine Speed.

HINT:

Refer to the Techstream operator's manual for further details.

(g) Inspect the engine idle speed.

Standard idle speed:

950 to 1050 rpm

NOTICE:


- Turn all electrical systems and the A/C off.
- Inspect the idle speed with the cooling fans off.
- When checking the idle speed, the transaxle should be in neutral or park.

(h) Turn the power switch off.

(i) Turn the Techstream off.

(j) Disconnect the Techstream from the DLC3.

8. INSPECT COMPRESSION

(a) Put the engine in inspection mode .

(b) Warm up and stop the engine.

(c) Remove the 4 spark plugs .

(d) Inspect the cylinder compression pressure.

(1) Insert a compression gauge into the spark plug hole.

(2) Connect the Techstream to the DLC3.

(3) Turn the power switch on (IG).

(4) Turn the Techstream on.

(5) Enter the following menus: Powertrain / Hybrid Control / Active Test / Compression Test / ON.

(6) Fully depress the acceleration pedal.

(7) Depress and hold the brake pedal, and turn the power switch on (READY).

NOTICE:

The measurement must be done as quickly as possible.

- Noise may emit from the transmission. However, this is not a malfunction.
- Always use a fully charged battery to obtain an engine speed of 200 rpm or more.

Standard compression pressure:

1373 kPa (14.0 kgf/cm², 199 psi) or more

Minimum pressure:

1079 kPa (11.0 kgf/cm², 157 psi)

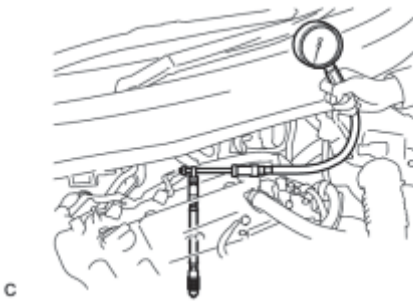
Pressure difference between each cylinder:

98 kPa (1.0 kgf/cm², 14.2 psi) or less

- Inspect the other cylinders in the same way.
- Measure the compression as quickly as possible.

(8) If the cylinder compression is low, pour a small amount of engine oil into the cylinder through the spark plug hole, then inspect it again.

- If adding oil increases the compression, the piston rings and/or cylinder bore may be worn or damaged.
- If the pressure stays low, the valve may be stuck or seated improperly, or there may be leaks from the gasket.



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