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In many cases, these two areas will over lap, because many times a minor or major tune-up will correct the malfunction and return the system to normal operation. The following list is a suggested se- quence of tasks to perform during the tune- up service work. The tasks are merely listed here. Generally procedures are given in subsequent sections of this chapter. For more detailed instructions, see the refer- enced chapter. 1- Perform a compression check of each cylinder. See Chapter 3. 2- Inspect the spark plugs to determine their condition. Test for adequate spark at the plug. See Chapter 5. 3- Start the engine in a body of water and check the water flow through the engine. See Chapter 8. 4- Check the gear oil in the lower unit. See Chapter 8. A boat and lower unit covered with marine growth. Such a condition is a serious hinderance to satisfactory performance. 29. 5- Check the carburetor adjustments and the need for an overhaul. See Chap- ter 4. 6- Check the fuel pump for adequate performance and delivery. See Chapter 4. 7- Make a general inspection of the igni- tion system. See Chapter 5. 8- Test the starter motor and the sole- noid. See Chapter 6. 9- Check the internal wiring. 10- Check the synchronization. See Chapter 5. 2-3 COMPRESSION CHECK A compression check is extremely im- portant, because an engine with low or un- even compression between cylinders CAN- NOT be tuned to operate satisfactorily. Therefore, it is essential that any compres- sion problem be corrected before proceeding with the tune-up procedure. See Chapter 3. If the powerhead shows any indication of overheating, such as discolored or scorched paint, especially in the area of the top (No. 1) cylinder, inspect the cylinders visually thru the transfer ports for possible scoring. A more thorough inspection can be made if the head is removed. It is For a cylinder with satisfactory compression to be marked slightly. Also, check the water pump. The overheating condition can be caused by a defective water pump. Remove the candles for the inspection. The worn thorns are one of the main factors that contribute to the scarce engine performance. Compression control 2-3 A condition of overheating can also be caused by leaving the engine from the water. For unknown reasons, many operaista have formed a bad habit to make a small engine work without the lower unit being submerged. This practice determines a condition of overheating in a few seconds. It is interesting to note that the same operator would never make it work or would allow anyone else to run a large horse engine without the water circulating through the lower unit for cooling. Keep in mind that the laws governing the oper- action and damage to a large unit all also apply to the small engine. Compression control Remove the candle cables. Always grasp the modeled cap and pull it with a twisting movement to avoid damage to the connection. Remove the candles and keep them in order by cylinder for a later evaluation. Put the candle on the ground leads to the engine to make the ignition system inoperative during compression control. Enter a compression indicator in opening no. 1, superior, of the candle. Tilt the engine with the starter motor, or pull the start- up cable, through at least 4 complete sections with the accelerator in a large opening position, or until you observe the maximum possible reading on the meter. Record reading. Repeat the test and record compression for each cylinder. A variation a compression control must be carried out in each Cylin-Dr before spending time e .erotom .erotom li oizivres ni erettomir id amirp assomir e atavort erness eved attor etrap al. artsinis anips allus ottor odortele! etatoN .etaiggennad enoisnecca id elednaC ENOIZAZZINOTNIS 4-2 .03 .itacerps onnardna erotom led inoizatserp el erarepucep rop irottes irtla ni izrofs ilg .noisserpmoc ataugeda'nu azneS .enoizazzimto id oival li rep cylinders are much more valuable! than actual readings. A variation of more than 5 psi between cylinders indicates that the lower compression cylinder may be de-fective. The problem can? be worn, broken, or attach piston rings, marked pistons or worn cylinders. These problems can only be determined after the A head has been removed-. Removing the head on an outboard engine is not a big deal and can? save many hours of frustration and the cost of buying unnecessary parts to correct a defective condition. 2-4 INSPECTION SPARK PLUG Inspect each candle for poorly worn electrodes, glazed, broken, with blisters or lead shell insulators. Replace all caps if one shows signs of excessive wear. An evaluation of the per-formance cylinder shall be made by comparing the spark condition with those in Chapter 5. Check each candle to make sure they are all from the same manufacturer and have the same heat output. FALSE ELECTRODES A spark foul plug. The condition of this plug indicates problems in the cylinder that need to be corrected. Inspect the wires in the head candle opening and clean the wires before installing the candle. If the wires are damaged, the head should be removed and a spiral insert installed. If an attempt is made to pierce the opening with the head in place, some of the leftovers may fall into the cylinder and cause damage to the cylinder wall during operation. Since the head A6 aluminum, the deposits cannot be removed with a magnet. When purchasing new candles, AL- WAYS asks the shipping dealer if there was a candle change for the engine under maintenance. Run the engine through several revo-dlutions to blow up any material that may have become detached during clean-mg use. Install the candles and tighten at a torque value of FT-LBS. Always use a new gasket and clean the seats in the block. The gasket must be fully compressed on clean seats to complete the heat transfer process and o provide a gas tight seal in the cy linder; If the torque value is too high, the heat will dissipate too rapidly. Conversely, if the torque value is too low, heat will not dissipate fast enough. 2- 5 IGNITION SYSTEM Only one ignition system, a flywheel- magneto, is used on outboard engines cover- ed in this manual. If the engine perfor- mance is less than expected, and the igni- tion is diagnosed as the problem area, refer to Chapter 5 for detailed service proce- dures. To properly synchronize the ignition system with the fuel system, see Chapter 5. Today, numerous type spark plugs are available for service. ALWAYS check with your local marine dealer to be sure you are purchasing the proper plugs for the engine being serviced. serviced.

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