

REMOVAL & INSTALLATION

◆ See Figures 116 thru 119



■ New technologies in spark plug and ignition system design have greatly extended spark plug life over the years. But, spark plug life will still vary greatly with engine tuning, condition and usage. In general, 2-stroke motors are a little tougher on plugs, especially if great care is not taken to maintain proper oil/fuel mixtures on pre-mix motors. On 4-stroke engines, it is not uncommon for plugs to last up to 100 hours of operation.

Typically spark plugs will require replacement once a season. The electrode on a new spark plug has a sharp edge but with use, this edge becomes rounded by wear, causing the plug gap to increase. As the gap increases, the plug's voltage requirement also increases. It requires a greater voltage to jump the wider gap and about two to three times as much voltage to fire a plug at high speeds than at idle.

■ Fouled plugs can cause hard-starting, engine mis-firing or other problems. You don't want that happening on the water. Take time, at least once a month to remove and inspect the spark plugs. Early signs of other tuning or mechanical problems may be found on the plugs that could save you from becoming stranded or even allow you to address a problem before it ruins the motor.

Tools needed for spark plug replacement include: a ratchet, short extension, spark plug socket (there are two types: either 13/16 inch or 5/8 inch, depending upon the type of plug), a combination spark plug gauge and gapping tool and a can of anti-seize type compound.



Fig. 116 On 2-stroke's the spark plugs are threaded into the center of the cylinder cover



Fig. 117 Gently grasp the boot and pull the wire from the plug



Fig. 117a Then unthread the plug using a ratchet and socket



Fig. 118 ALWAYS thread plugs by hand to prevent cross-threading...



Fig. 118a ... then use a torque wrench to tighten the plug to spec

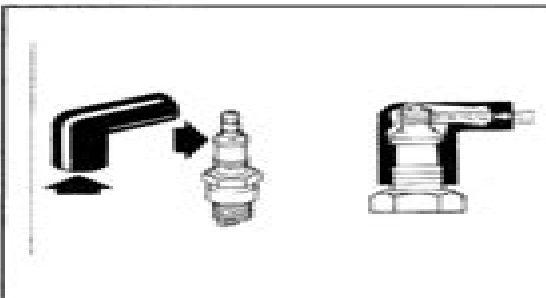


Fig. 119 To prevent corrosion, apply a small amount of grease to the plug and boot during installation

1. When removing spark plugs from multi-cylinder motors, work on one at a time. Don't start by removing the plug wires all at once, because unless you number them, they may become mixed up. Take a minute before you begin and number the wires with tape.

2. For safety, disconnect the negative battery cable or turn the battery switch OFF.

3. If the engine has been run recently, allow the engine to thoroughly cool (unless performing a compression check). Attempting to remove plugs from a hot cylinder head could cause the plugs to seize and damage the threads in the cylinder head, especially on aluminum heads!

■ To ensure an accurate reading during a compression check, the spark plugs must be removed from a hot engine. But, DO NOT force a plug if it feels like it is seized. Instead, wait until the engine has cooled, remove the plug and coat the threads lightly with anti-seize then reinstall and tighten the plug, then back off the tightened position a little less than 1/4 turn. With the plug(s) installed in this manner, re-warm the engine and conduct the compression check.

4. Carefully twist the spark plug wire boot to loosen it, then pull the boot using a twisting motion to remove it from the plug. Be sure to pull on the boot and not on the wire, otherwise the connector located inside the boot may become separated from the high-tension wire.

■ If removal is difficult (or on motors where the spark plug boot is hard to grip because of access) a spark plug wire removal tool is recommended as it will make removal easier and help prevent damage to the boot and wire assembly. Most tools have a wire loop that fits under the plug boot so the force of pulling upward is transmitted directly to the bottom of the boot.

Yamaha Outboards 2hp 250hp 1984 1996 Service Repair Manual

Seloc



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