

Got a hard starting engine and think you need compression releases?

Well maybe not.....

Compression releases are an awesome addition when absolutely needed but installation does add 2 more items to your engine that require service and can fail. So prior to taking that path I recommend that you fully check of the health of your battery, starter and ignition wiring. A 2 -3 volt drop between the battery and your coils can cause your ignition to shut down (if only for a millisecond) which in turn releases the energy stored in your coils and prematurely firing the spark plugs. When you hit the starter button when your motor rolls up to the 1st compression cycle does your starter kick back and the motor just stop turning? This is a classic symptom of premature firing caused by a voltage drop and likely caused by a weak point in your wiring. If this sounds familiar to you, we have a great document available that covers all the possible causes and tests. Ask your rep for a copy of this document. If your motor requires compression releases, we have some of the best available. Check them out on page 8.76 of our 2013 catalog. See you on the road!

A 12-volt battery is not a 12-volt battery. Twelve volts is just a nominal, convenient term used to distinguish one battery from another. A fully-charged 12-volt battery, allowed to "rest" for a few hours (or days) with no load being drawn from it (or charge going to it), will balance out its charge and measure about 12.6 volts between terminals.

When a battery reads only 12 volts under the above conditions, it's almost fully depleted. Actually, if a battery's resting voltage is only 12.0 to 12.1 it means only 20 to 25% of its useful energy remains. It's either a goner or it has been deep-cycled, and a battery can only be deep-cycled a limited number of times before it is indeed dead.

Based on this information alone it should be obvious of the importance of keeping your battery on a high quality battery charger/maintainer anytime the bike is not being ridden.