



RYKER 2019-20-21-22-23 Incorrect Camshaft Timing - 136437

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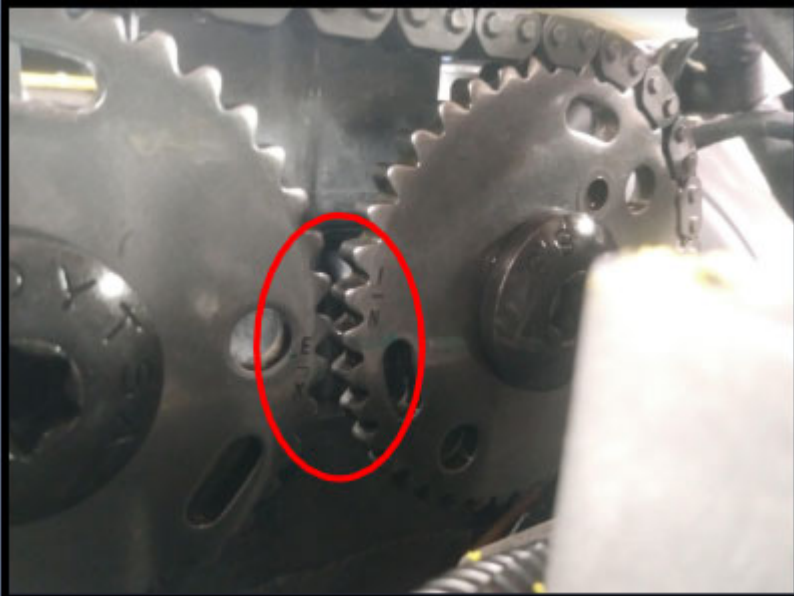
We have Rykers 900 engines that may have the incorrect camshaft timing

Type:

General

TST Detail:**Problem:**

At PDI or low miles, the Ryker equipped with the 900 engine may start well when cold but then can have a rough idle or even dies at idle when the engine is warmed up. It is possible that the camshaft timing is off by one or two teeth.

**Solution:**

If the unit has an idle problem when warmed up, please do the following.

- Hook BUDS2 and check fault code(s)
- Check the basics like fuel level and condition, battery connection, fuses, connectors well plugged, visual inspection and look for any terminal pushed out of the connectors, good grounds, harness well routed and not pinched from production, etc.

When the camshaft timing is not correct, these fault codes are often triggered;

- P0030
- P0130
- P0106
- P0107
- P0301 and/or P0302 and/or P0303
- P2279

Inspection Procedure:

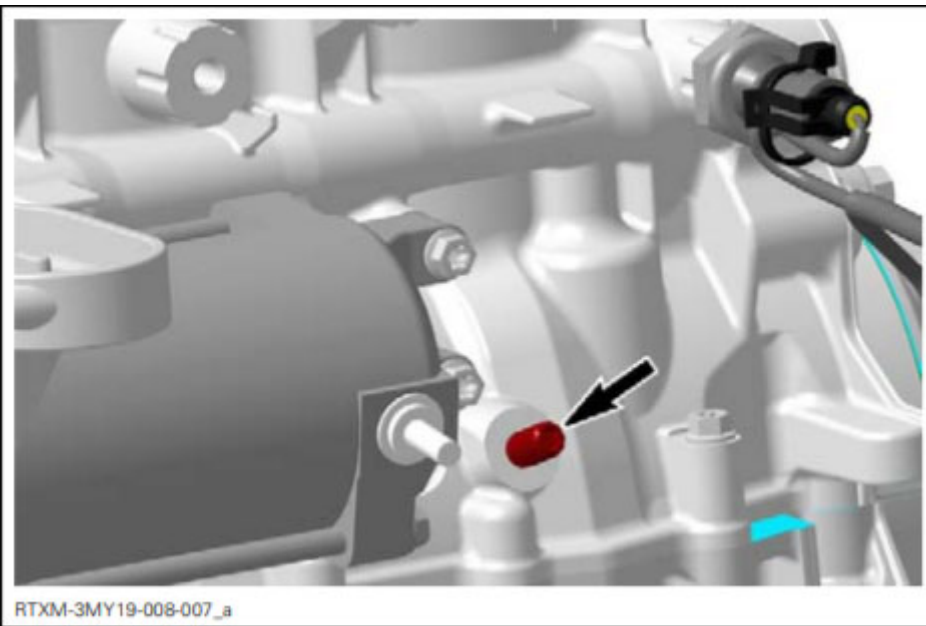
Inspect the camshaft timing as per the following;

1. Remove the CVT cover to rotate the engine
2. remove the spark plugs and the valve cover.
3. Remove cyl. # 2 spark plug, Turn the CVT drive pulley counterclockwise to bring the crankshaft to position (TDC) compression. A TDC indicator tool or a long thin screwdriver can be used in the spark plug hole to help you identify the TDC. **Don't use the camshaft marks as a reference for TDC**
4. Use a Phillips screwdriver in the crankcase access hole while rotating the crank (may need 2 people); When the crankshaft locking V-groove shows up, the screwdriver will dig in and lock. A little bit of wiggle to make it center and then the locking screw can be fully installed.

5. Lock crankshaft. Make sure to lock the crank with the REQUIRED TOOL CRANKSHAFT LOCKING BOLT (P/N 529 035 617)

6. NOTE that the tip of the BRP locking screw can be modified a little for ease of use. You can grind the tip a little to have a V-shaped.



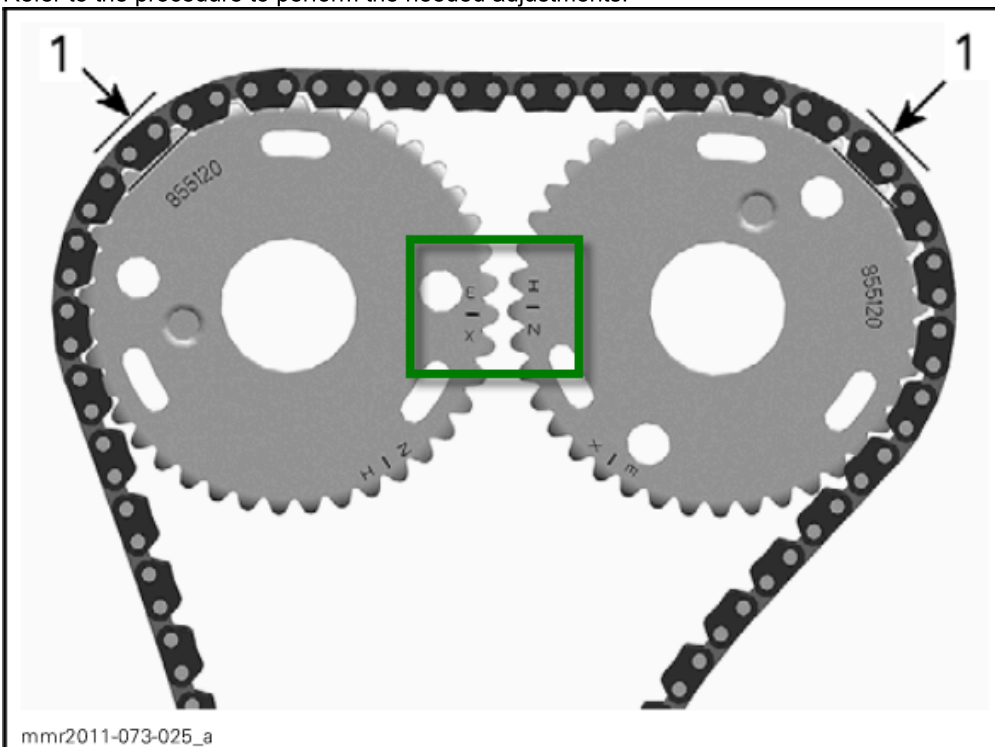


7. RTX-3MY19-008-007_a



8. Once the crankshaft is locked properly on the reference TDC, these two settings should be checked and corrected as needed:
- 1- the marks should be aligned between the intake and the exhaust sprockets
 - 2- the camshaft locking tool should fall into place easily without pushing

Refer to the procedure to perform the needed adjustments.



9. mmr2011-073-025_a

Warranty:

PDI or Normal warranty applies

Attachment: