



SERVICE BULLETIN

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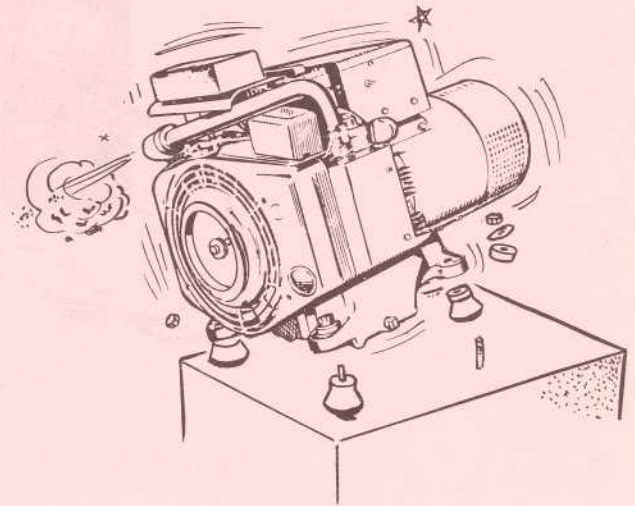
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ONAN TWO-CYLINDER OPPOSED ENGINE FIRING ON ONE CYLINDER

ONAN two-cylinder opposed engines (BF-CCK-NH) will run fairly well when firing on 1 cylinder, if no load or a minimum load is applied. However, loss of power is quickly noticed when a full load is put on the engine. If this should occur, check the following in this order:

1. Fuel Flow
2. Ignition
3. Compression



FUEL FLOW

A lean fuel mixture is the major cause of a two-cylinder opposed engine firing on only 1 cylinder. A lean mixture usually results from an improperly adjusted main fuel adjustment screw on the carburetor.

With the engine running, gradually turn the main fuel adjustment screw counterclockwise until the cylinder begins to fire. If, after two complete turns, the cylinder fails to fire, return the adjustment screw to its original position.

Check the intake manifold and connections for leaks. If uncertain, apply oil to the manifold gaskets (without disassembling) while the unit is running. Subsequent smoking or an increase in RPM indicates a leak. Repair or replace as required.

IGNITION

Check the ignition system even if the spark plugs seem to be working:

- Check the breaker points for correct gap.
- Check for a sticking breaker plunger.
- Check spark plugs for fouling, cracked insulation and the correct gap.

- Check spark plug wires for loose connections and possible shorts.
- Check the coil for continuity and shorts. Test the primary and secondary windings as follows:

1. Use a volt/ohm/ammeter or equivalent.
2. Place black lead on ground(-) terminal of coil and red lead to positive (+) terminal. Primary resistance should read 0.50 to 4.73 ohms.
3. Change resistance setting on meter. Place meter leads inside of spark plug cable holes (Figure 1). Secondary resistance should read 10,800 to 15,400 ohms.

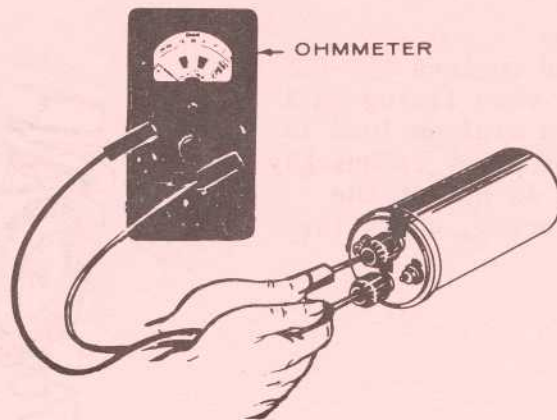


FIGURE 1. TESTING IGNITION COIL

COMPRESSION

Low compression can also cause a "dead" cylinder. Any one of the following will lower compression. Check and repair or replace as necessary:

1. Incorrect valve clearance.
2. Broken valve spring.
3. Warped or burned valve and/or valve seats.
4. Worn or broken piston rings.
5. Blown head gasket.