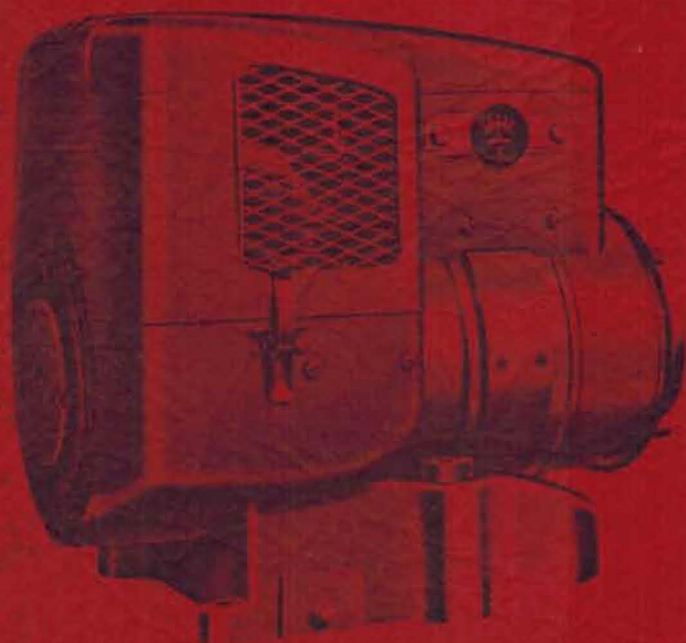


INSTRUCTION MANUAL

ONAN ELECTRIC GENERATING PLANTS

BH *Series*

Alternating Current & Direct Current



Specifications A-N

D. W. ONAN & SONS INC.

MINNEAPOLIS 14, MINNESOTA

909-17 • • • •

Price \$1.00

Printed in U. S. A.



GENERAL INFORMATION

THE PURPOSE OF THIS BOOK. This instruction book is furnished so that the operator may learn of the characteristics of the plant. A thorough study of the book will help the operator to keep the plant in good operating condition so that it will give efficient service. An understanding of the plant will also assist the operator in determining the cause of trouble if it occurs.

KEEP THIS BOOK HANDY. Such simple mistakes as the use of improper oil, improper fuel, or the neglect of routine servicing may result in failure of the plant at a time when it is urgently needed. It is suggested that this book be kept near the plant so that it may be referred to when necessary.

SERVICE. If trouble occurs and the operator is unable to determine the cause after a thorough study of this book, or if he is unable to determine what repair parts are required, needed information will be furnished upon request. **WHEN ASKING FOR INFORMATION, BE SURE TO STATE THE MODEL, SPEC., AND SERIAL NUMBERS OF THE PLANT. THIS INFORMATION IS ABSOLUTELY NECESSARY AND MAY BE OBTAINED FROM THE NAMEPLATE ON THE PLANT.**

MANUFACTURER'S WARRANTY

The manufacturer warrants each new engine or electric plant to be free from defects in material and workmanship. Under normal use and service our obligation under this warranty is limited to the furnishing of any part without charge which, within ninety (90) days after delivery to the original user shall be returned to us or our authorized service station with transportation charges prepaid and which our examination shall disclose to have been defective.

Our liability in case of defective workmanship, material or any costs incurred in remedying any claimed defective condition in any unit or such unit having been repaired, altered or which installation and service recommendations have not been complied with, is limited strictly to the proper adjustment authorized by the factory.

This warranty does not include or cover standard accessories used, such as carburetors, magnetos, fuel pumps, etc., made by other manufacturers. Such accessories have separate warranties made by the respective manufacturers. Repair or exchange of such accessories will be made by us on the basis of such warranties.

This warranty is in lieu of all other warranties expressed or implied.

D. W. ONAN & SONS INC. • MINNEAPOLIS 14, MINN.

RETURN WARRANTY CARD ATTACHED TO UNIT.

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PLANT RUNNING HOURS COMPARED TO AUTOMOBILE RUNNING MILES

The engine of your generating plant makes as many revolutions in one hour, as the average automobile engine does when the car travels a distance of 41 miles.

100 running hours time on a generating plant engine is equivalent in total RPM's to approximately 4100 running miles on an automobile.

However, do not conclude that the wear on the generating plant engine and the wear on the automobile engine would be the same. The generating plant engine is built much more ruggedly, (having larger main bearings, bigger oil capacity and has a heavier crankshaft proportionately per horsepower) than most automobile engines. Given the proper care and periodic servicing the generating plant engine will continue to give many more hours of efficient service than an automobile engine will after having been run the equivalent number of running miles.

Compare the running time of your generating plant engine with the number of miles traveled by an automobile. The oil in an auto is checked every one or two hundred miles (3 to 5 hrs. running time) and changed every 1000 to 1500 miles (28 to 42 hrs.) whereas in a generating plant or stationary power engine, the oil should be checked every 6 to 8 running hours (250 to 350 miles) and changed every 50 to 100 operating hours (2000 to 4000 miles) depending on operating conditions.

About every 5,000 to 10,000 miles (120 to 250 hours), services have to be performed on an auto, such as checking ignition points, replacing spark plugs, condensers, etc. Similarly on your generating plant engine, these same services have to be performed periodically except the change period is reckoned in hours. 10,000 miles on an auto is equivalent to about 250 running hours on your plant engine.

To arrive at an approximate figure of comparative generating plant running hours as against automobile engine running miles, multiply the total number of running hours by 41 to find the equivalent of running miles on an automobile.

Your generating plant engine can "take it" and will give many hours of efficient performance provided it is serviced regularly.

Below is a chart showing the comparison between a generating plant engine running hours and an automobile running miles.

GENERATING PLANT RUNNING HOURS		AUTOMOBILE RUNNING MILES	GENERATING PLANT RUNNING HOURS		AUTOMOBILE RUNNING MILES
DAILY	1 Hr.	41 Miles	MONTHLY	30 Hrs.	1,230 Miles
	4 Hrs.	164 "		120 "	4,920 "
	6 "	246 "		180 "	7,380 "
	8 "	328 "		240 "	9,840 "
WEEKLY	7 "	287 "	YEARLY	365 "	14,965 "
	28 "	1,148 "		1,460 "	59,860 "
	42 "	1,722 "		2,190 "	89,790 "
	56 "	2,296 "		2,920 "	119,720 "

NOTE: Electric generating plants do not operate economically when used to power electric refrigerators and will add from 4 to 8 operating hours per day in addition to the regular lighting load.

The 1500 watt a-c and the 2000 watt d-c electric generating plants described in this manual are powered by a two-cylinder opposed, air-cooled, gasoline driven engine. Each plant is carefully inspected and given a thorough test run before shipment to assure that each plant will produce its rated output and that all parts are in good condition.

Basically the engine is the same for all models with the exception of accessories required for the different types of starting. Differences are in the generator and controls. The type of current, the method of connecting the load, controls for manual start or remote start plants are a few of the main differences. The TABLE OF RATINGS lists the various plants covered in this manual. There are three distinct types - portable, remote control and battery charging. The portable units may be either alternating current or direct current plants. The remote control plants produce alternating current, and direct current for keeping the starting battery charged. The battery charging plants produce direct current only. Where differences in installing, servicing, connecting, operating, adjusting and repairing occur, each will be treated separately. Unless otherwise noted all information given applies to all plants in the table.

*TABLE OF RATINGS

TYPE PLANT	PLANT WATTAGE	PLANT VOLTAGE	FREQUENCY	CURRENT
PORTABLE	1500	115	60 Cycle	AC
PORTABLE	1500	115	50 Cycle	AC
PORTABLE	1500	230	60 Cycle	AC
PORTABLE	1500	230	50 Cycle	AC
REMOTE	1500	115	60 Cycle	AC
REMOTE	1500	115	50 Cycle	AC
REMOTE	1500	230	60 Cycle	AC
REMOTE	1500	230	50 Cycle	AC
PORTABLE	2000	115		DC
PORTABLE	2000	230		DC
BATTERY CHARGER	2000	32-40		DC

* - NOTE: Military Models Not included.

ENGINE

The engine is a horizontally opposed, two cylinder, L-head, 4 cycle, air-cooled, internal combustion type. The cylinder bore is 2-1/2"; the stroke, 2-1/4"; piston displacement, 22.1 cubic inches; compression ratio, 6.1 to 1. Basic engine constructed of aluminum. Cylinders and crankcase cast as one piece with cast in liners in cylinders. Connecting rods and pistons, aluminum alloy. Three ring pistons with full floating pins. Counterbalanced crankshaft. Extra large aluminum alloy sleeve type main bearings, flanged to take crankshaft endplay. Steel backed babbitt lined sleeve type camshaft bearings. Full pressure lubrication to main and connecting rod bearings provided by gear type oil pump. Other internal working parts are spray lubricated. Valves are of special alloy steel with replaceable insert seats. Efficient cooling is assured by a large blower wheel, cooling air being forced at high speed over and around the cooling fins of the cylinders and heads. Ignition current is generated by a low-tension flywheel type magneto and two 6-volt coils.

GENERATOR

GENERAL. - All generators are of the four pole, self-excited type.

The pole shoes and field coils mount in a machined steel ring which serves as the frame. The armature is directly connected to the engine crankshaft and turns at engine speed. A ball bearing serves as a turning center for the outboard end of the armature shaft.

PORTABLE A.C. PLANTS. - Field windings - shunt wound, saturated field. The armature contains both a-c and d-c windings. The d-c output is used for excitation and the windings connect to the commutator. The a-c windings connect to the collector rings and supply the main current.

REMOTE CONTROL PLANTS. - Field windings- shunt wound, saturated field with a series field in addition for cranking purposes. The armature contains both a-c and d-c windings. The d-c output is used for excitation and battery charging purposes, the windings connect to the commutator. The a-c windings connect to the collector rings and supply the main current.

PORTABLE D.C. PLANTS. - Field windings - compound wound with two interpoles for sparkless commutation. Armature contains d-c windings only, the windings connecting to the commutator.

BATTERY CHARGING PLANTS. - Field windings - shunt wound with a series field in addition for cranking purposes. Armature contains d-c windings only, the windings connecting to the commutator.

CONTROLS

PORTABLE A.C. - D.C. - Starting is by manual cranking with pull rope. Manual choke provided for starting purposes. Stop button grounds out the ignition system to stop the plant. Receptacles provided for plug-in of electrical load.

REMOTE CONTROL PLANTS. - Starting and stopping is by push button at the plant or by remote control switches connected in parallel with the starting and stopping circuits of the plant. Carburetor choking is automatic. The control box contains a charge rate ammeter, start solenoid, reverse current relay, charge rate voltage regulator, start and stop buttons, battery and load terminals.

BATTERY CHARGING PLANTS. - Starting and stopping is by push button at the plant or at remote control stations connected in parallel with the starting and stopping circuits of the plant. Carburetor choking is automatic. The control box contains a charge rate ammeter, start solenoid, reverse current relay, start-stop buttons and battery terminals.

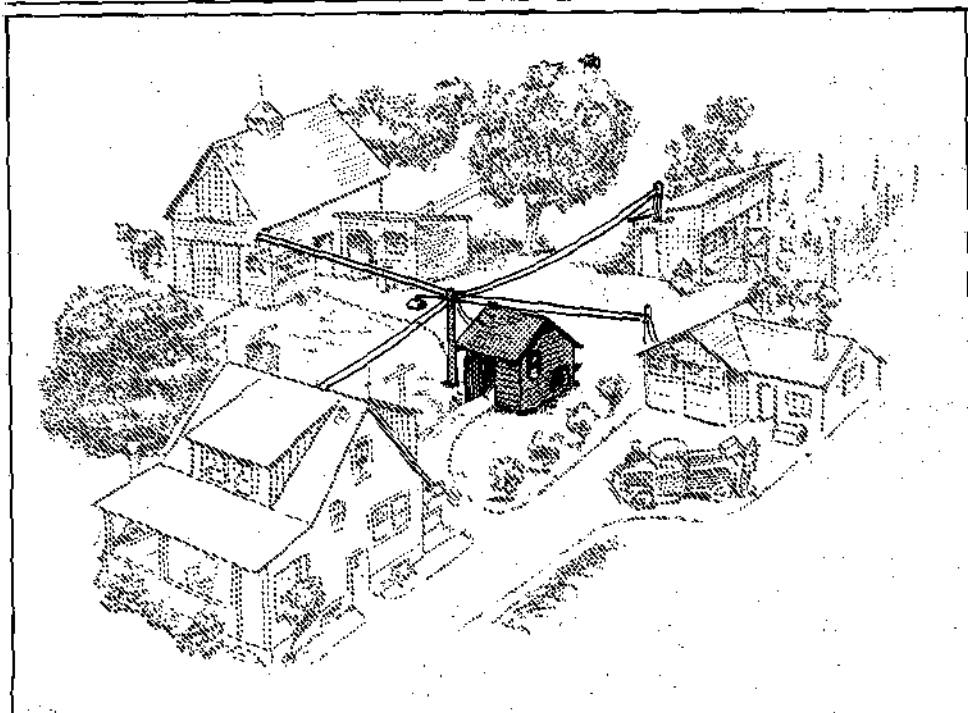


FIG. 1-LOCATION

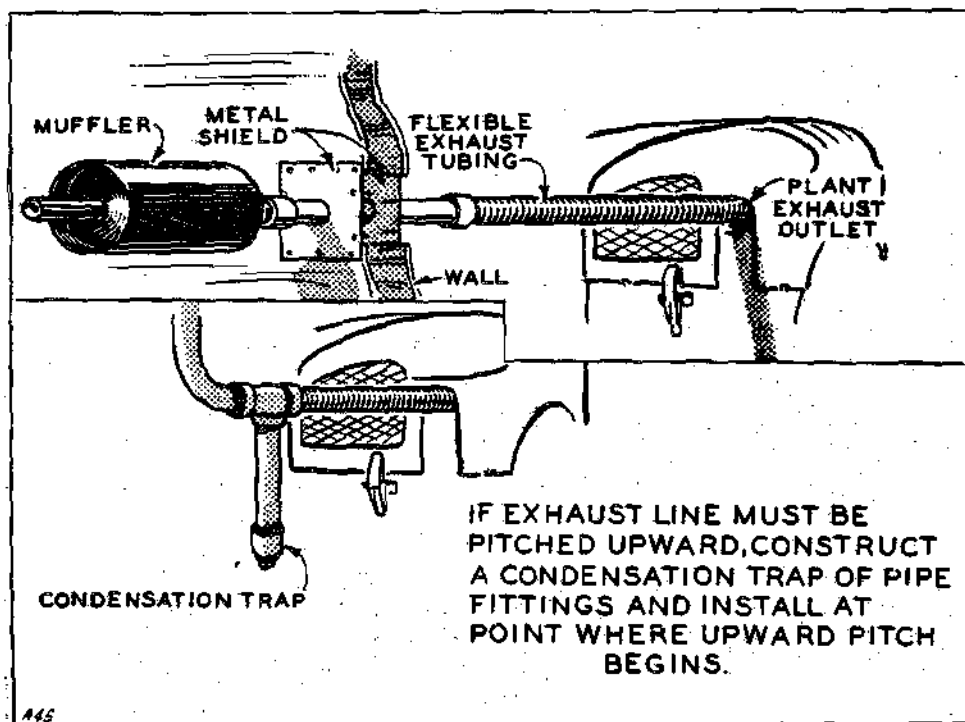


FIG. 2-EXHAUST LINE INSTALLATION

IMPORTANCE OF PROPER INSTALLATION. - It is important that your plant be properly installed to give good service. Poor ventilation, vibration, dust, dirt, grit, rain and snow are some of the main points contributing to unsatisfactory operation.

The instructions given in the following paragraphs are necessarily of a general nature due to the various locations and conditions under which these plants may be installed and operated. Where the instructions cannot be followed as given, use them as a guide and make the best installation that circumstances permit.

PORTABLE INSTALLATION. - Portable plants have a carrying frame that provides for easy portability of the plant. Electricity is thus made available at many remote points that could not otherwise be serviced without running power lines which in most cases is not practicable.

Even though your plant is not equipped with a carrying frame it can be used as a portable unit. All of these plants have magneto ignition and can be started manually. Battery charging plants are not recommended for portable service as the batteries must always be connected when operating the plant.

Portable plants may be operated out of doors without an exhaust extension. Exhaust gases must always be piped out of doors when operating the unit inside an enclosure. Exhaust gases are poisonous and excessive inhalation will cause severe sickness or death. Install a short length of flexible exhaust tubing between the exhaust outlet on the plant and any rigid exhaust pipe to absorb vibration.

When any unit is used in portable service always be sure that the unit sets about level when running. The unit should be securely fastened when moved from place to place in mobile equipment. Articles within such equipment that might fall on the unit and cause damage should be secured or removed.

STATIONARY INSTALLATION

LOCATION. - Select a site for the plant which will be clean, dry, well ventilated and with provisions for heating in very cold weather. The location should also be as near to the center of the electrical load as possible. A damp or dusty location requires more frequent servicing. An unheated location may result in damage to the plant when starting during extremely cold weather as the oil may be too congealed to circulate properly. A poorly ventilated location may cause overheating.

When several buildings are to be serviced with electricity it is much better and costs less to run lines from a central point to each building than to run lines from one building to another. Not only will the voltage drop from plant to load be less, but smaller wire can be used to carry the same current without much voltage loss between the plant and the point of service.

VENTILATION. - An air cooled engine is cooled entirely by air and requires a large volume of air to provide adequate cooling. Usually normal air circulation is not enough. Additional openings should be provided for incoming cool air and outgoing heated air. These openings should be at least 18" x 18" and should be adjustable to control the volume of cool air for cold weather operation. Openings should be located in such a manner that recirculation of heated air within the enclosure is prevented. Installation of air outlets near the ceiling or in the roof are also helpful in preventing recirculation of heated air.

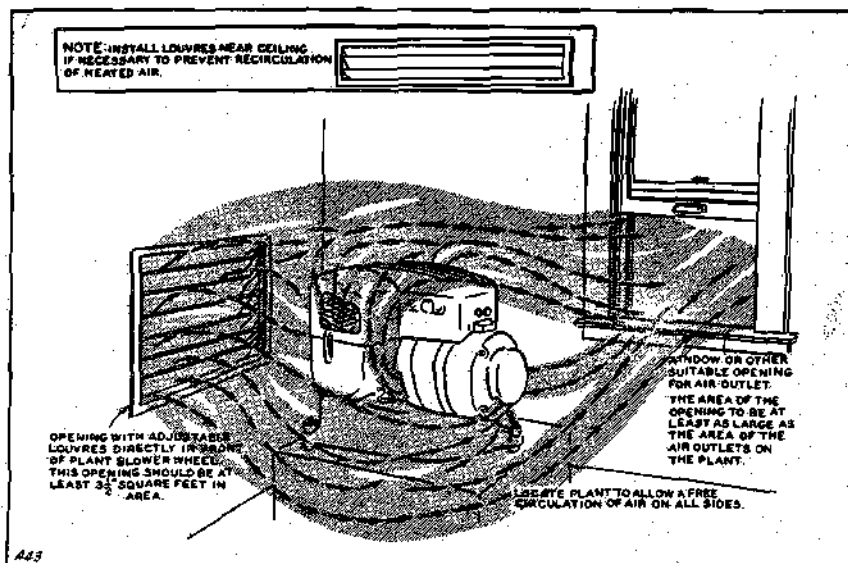


FIG. 3-VENTILATION

MOUNTING BASE. - A mounting base of the approximate dimensions shown in Fig. 4 will provide a good substantial foundation for your plant. This base may be either timber or concrete. Locate the mounting base within the enclosure to allow ample space for servicing, and reasonably close to the opening provided for incoming cool air.

The base should be a minimum of 12" high x 23" long x 18-3/4" wide. Bolts for mounting the plant should be imbedded, in a concrete base. Lag screws may be used with a timber base. Mounting hole centers in the oil base are shown in Figure 4.

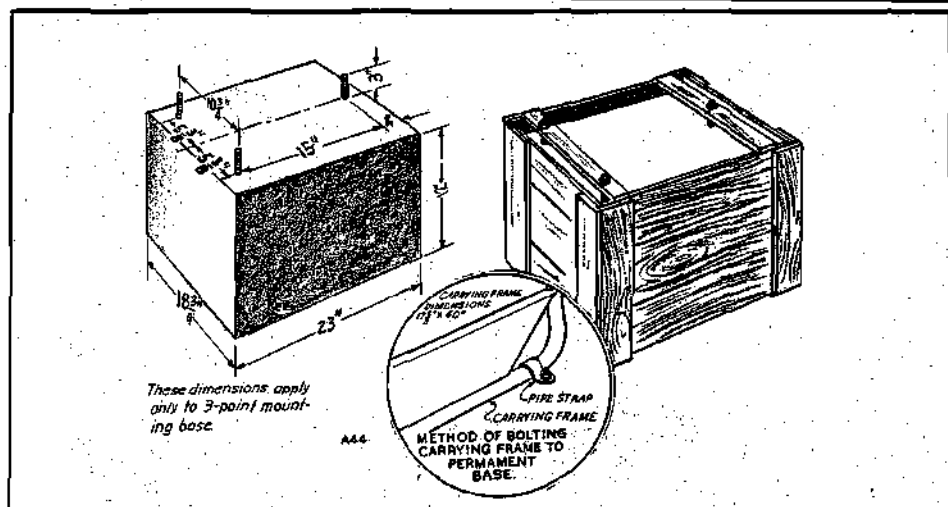


FIGURE 4 - MOUNTING BASE

MOUNTING THE PLANT ON A BASE. - Use pipe clamps to secure a portable plant to a permanent base and secure as shown in Figure 4. Check the mounting cushions for correct assembly as shown in Figure 5.

When installing a remote control or battery charging plant on a permanent base, be sure that the lower shock mounting (3) cushions are in place in the plant base before setting the plant on the studs. Assemble the upper mounting cushions and secure as shown in Figure 5.

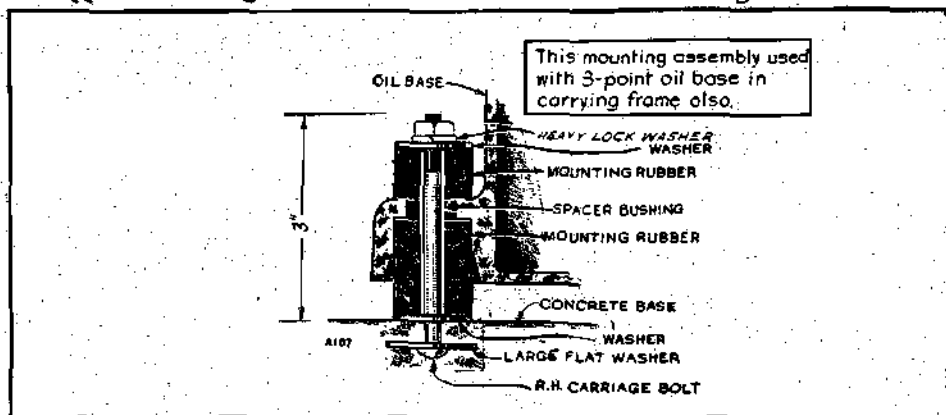
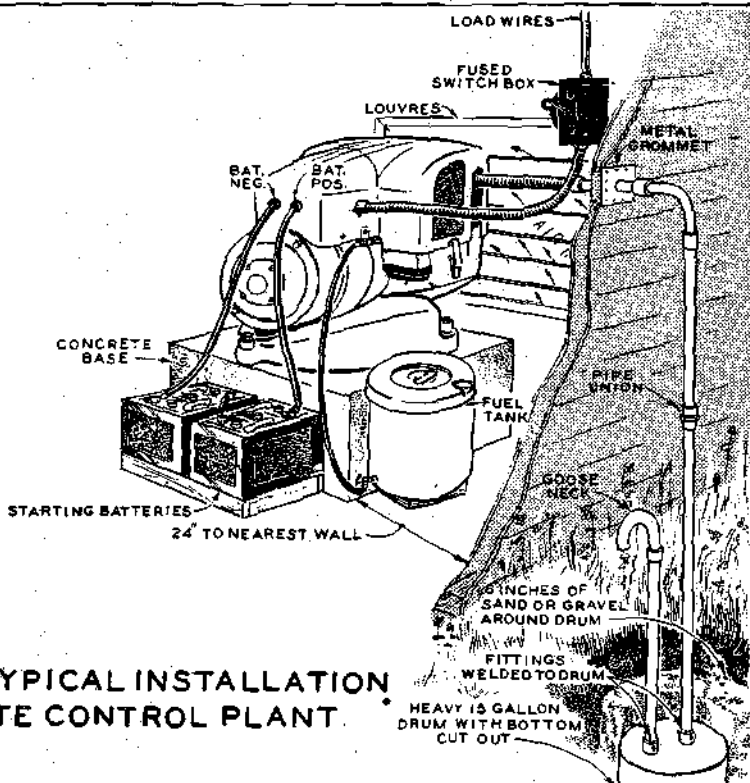


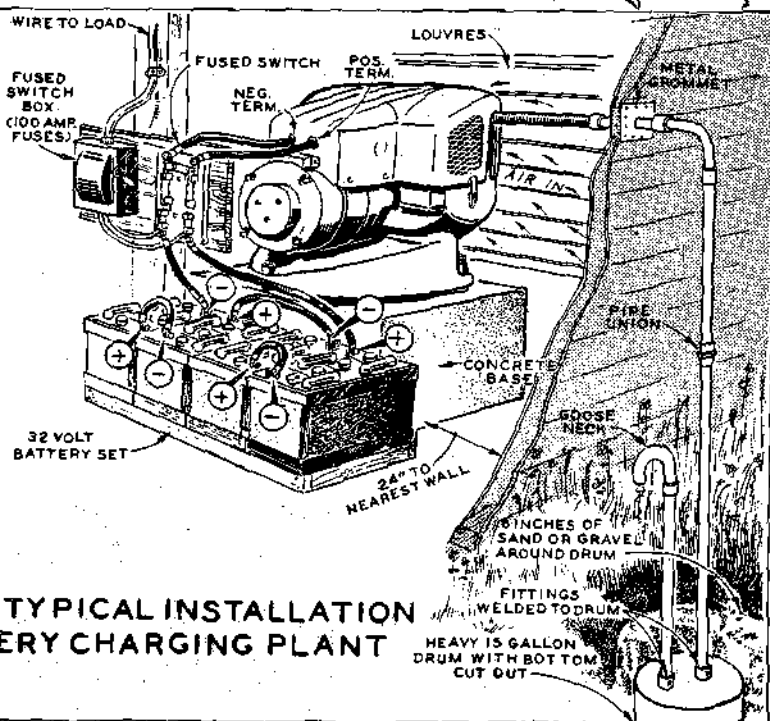
FIGURE 5 - SHOCK MOUNTING ASSEMBLY

MUFFLER INSTALLATION FOR OUTDOOR OPERATION

PORTABLE PLANTS. - The muffler is mounted directly on the engine and an exhaust extension is not required.



**FIG. 5A-TYPICAL INSTALLATION
REMOTE CONTROL PLANT**



**FIG. 5B-TYPICAL INSTALLATION
BATTERY CHARGING PLANT**

OTHER PLANTS. - Attach a length of flexible tubing to the exhaust outlet on the plant and attach the muffler to the tubing. Support the muffler in some manner so that it does not make contact with inflammable material.

MUFFLER INSTALLATION FOR INDOOR OPERATION

All exhaust gases must be piped out of doors. Use 1 inch pipe from the exhaust outlet on the plant for the first 10 feet. Increase the pipe size one size for each additional 10 feet needed. Install a length of flexible exhaust tubing between the plant and any solid exhaust line or connection. Keep the exhaust pipe several inches away from inflammable material. Provide shields for the exhaust line whenever it passes through a wall or partition, the opening for the shields being at least 2" larger on all sides than the exhaust line. Follow suggestions given in Figure 2.

The muffler of the portable plant is mounted directly on the plant. The muffler shown in Figure 2 is not required in addition for these plants.

CONDENSATION TRAP. - If the exhaust line must be pitched upward at any point, construct a condensation trap of suitable pipe fittings and install at the point where the upward pitch begins. The trap must be drained from time to time to serve its intended purpose. See Figure 2.

UNDERGROUND EXHAUST MUFFLER. - An underground exhaust muffler may be installed with a permanent installation. However, if there is danger of the muffler filling with water at any time it cannot be used. A 15 gallon drum with the bottom removed is suitable for the muffler. Do not use a drum that formerly contained gasoline, turpentine or other inflammable liquids. See Figures 5A and 5B for typical installations.

BATTERY CONNECTIONS. - When starting batteries are shipped ready for use, these batteries are in a well charged condition when shipped from the factory. However, if they are not placed in service within 30 to 40 days, they may have become partly discharged. If such is the case, the batteries should be given a freshening charge before being placed in service. Batteries shipped "dry charged" must be prepared for use according to the instructions given on the tag attached to the batteries.

Batteries should always be set on a wooden or metal rack to afford a free circulation of air around the battery.

Cables for making connections between the plant and the battery are supplied with all remote control plants even though the starting batteries are not. Neither batteries nor cables are supplied with battery charging plants.

When making cable connections at the battery it may be necessary to spread the cable lug open slightly before it will fit properly over the terminal post. Do not use a hammer to drive cable lugs onto battery terminal posts, the battery may be damaged. Cable lugs should have full contact on battery terminal posts to prevent loss of current at this point. Be sure contact surfaces of lug and terminal post are clean before making connections. Coat lugs and terminal posts with vaseline to help prevent corrosion.

REMOTE CONTROL PLANTS. - Connect the short jumper cable from the negative (—) post of one battery to the positive (+) post of the second battery. Connect one of the long cables from the remaining positive (+) post of the battery to the POSITIVE terminal in the plant control box. Connect the other long cable from the remaining negative (—) post on the battery to the NEGATIVE terminal in the plant control box. Be sure connections are tight at all points.

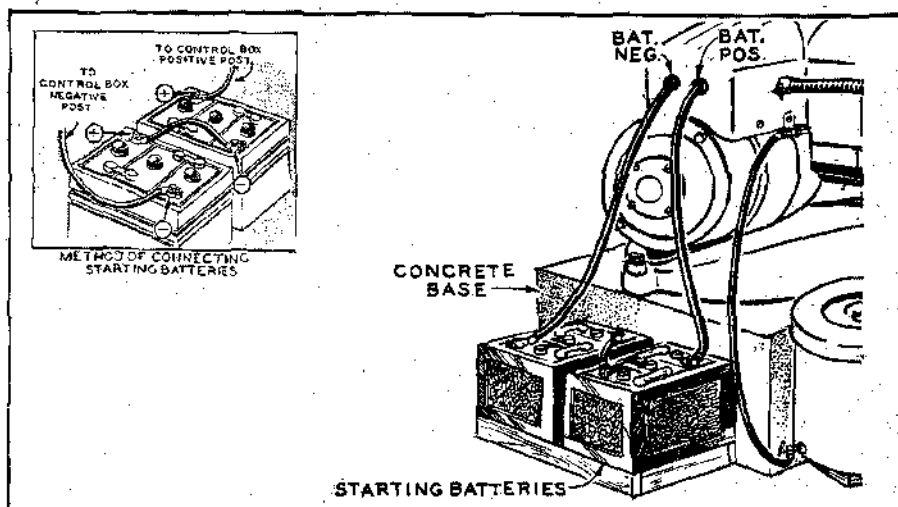


FIG. 6- STARTING BATTERY CONNECTIONS

BATTERY CHARGING PLANTS. - Batteries for these plants should be prepared for use according to the instructions supplied by the battery manufacturer. Several makes of automotive or glass jar type are available on the market. Your dealer can recommend the type best suited for your installation.

Battery cables are not supplied for these plants. Your dealer should be able to supply you with correct size and length of cable needed for your installation. Cables should be of the same size and length and the length should be held to a minimum.

A single throw, double pole, fused switch should be installed in the cable line between the plant and the battery. See Figure 7. The switch must

have 100 ampere capacity. Be sure 100 ampere fuses are used in the switch. See your dealer. If he cannot supply you with a proper switch, they are available at most electrical supply houses.

Connect a short length of cable from the battery positive (+) post to the HOT side of the fused switch. Connect a second length of cable from the HOT side of the switch to the POSITIVE terminal in the plant control box.

Connect a short length of cable from the battery negative (-) post to the ground side of the fused switch. Connect a second length of cable from the ground side of the switch to the NEGATIVE terminal in the plant box.

Keep the switch closed at all times unless making connections or working on the plant.

REMOTE CONTROL CONNECTIONS

BATTERY CHARGING AND REMOTE CONTROL PLANTS. - Remote start-stop stations may be installed at various points within 1000 feet of the plant. These stations permit starting and stopping the plant from various locations saving many steps when current is required from other buildings. Use No. 18 wire up to 250 feet, No. 16 wire up to 400 feet and No. 14 wire up to 630 feet.

Refer to Figure 8. Note that the remote control terminal block is marked "REMOTE CONTROL" B+, 1, 2 and 3. Terminal No. 1 is a common ground. Terminal No. 2 is in the stopping circuit. Terminal No. 3 is in the starting circuit. Terminal marked B+ is used only with automatic control equipment.

Examine the remote control switch supplied with your plant. Note that the switch may have terminals marked 1, 2 and 3. Make connections between the plant and the switch as shown in Figure 8, using one lead wire between each numbered terminal (a lead from 1 to 1, 2 to 2, and 3 to 3). Additional switches may be connected in parallel.

GROUNDING THE PLANT. - If grounding is called for in local codes or radio interference can be reduced by grounding, drive a 1/2 inch pipe into the ground as close to the plant as practicable. This pipe must penetrate moist earth. Connect a suitable ground clamp to this pipe and run a No. 10 or No. 12 wire to either the NEGATIVE battery terminal or to the grounded main line wire at the plant. Never connect this wire to a water pipe or to a ground used by a radio system.

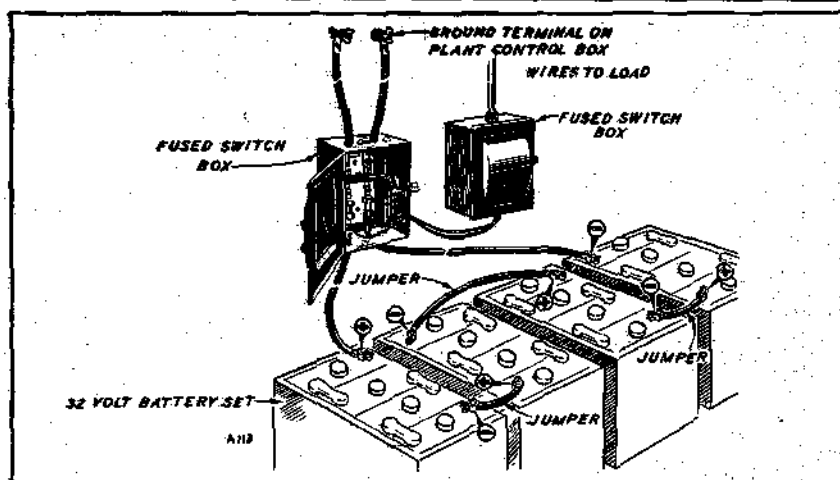


FIG. 7 - BATTERY CONNECTIONS - BATTERY CHARGING PLANTS

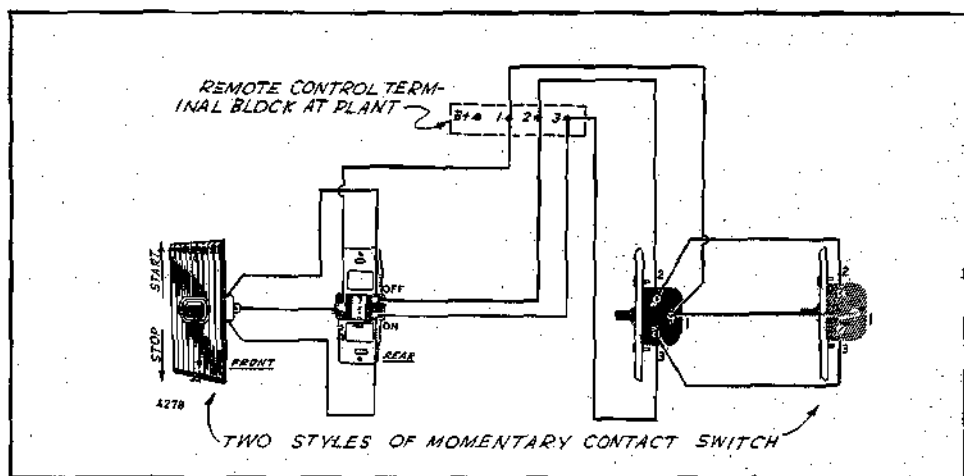


FIG. 8 - REMOTE CONTROL CONNECTIONS

WIRING. - Use insulated wire of the correct size to connect the load to the plant. The wire size will depend largely on the distance and permissible voltage drop between the plant and the load, and the amount and kind of load. Consult your dealer for advice. If necessary see a competent electrician. Check national and local codes before installing. Install a fused switch or circuit breaker in the line between the load and the plant at a point near the plant.

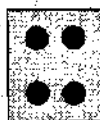
Leads that must be joined together should be connected with solderless connectors and thoroughly taped with two layers of half-lapped electricians' tape and two layers of half-lapped friction tape, extending both well beyond the ends of the connection. Leads that connect directly to terminals do not require taping.

Protect each branch circuit of the system with a fuse of the proper amperage according to the carrying capacity of the wire, regardless of the total load that may be connected to the branch circuit. Such fuses are in addition to the main fuse that protects the entire system.

CONNECTING THE LOAD

PORTABLE A-C PLANTS. - These plants are equipped

with an outlet box which has several receptacles in it. The load connects directly at these receptacles. Install a suitable plug on the load wires or appliance and plug into a receptacle on the plant. All receptacles may be used at the same time but the amperage output from these receptacles must not exceed the rated output of the generator, whether one or all receptacles are used at the same time. Amperage output is as follows.



ON A 115 VOLT PLANT, 115 VOLT SINGLE PHASE CURRENT MAY BE OBTAINED FROM ANY RECEPTACLE.

ON A 230 VOLT PLANT, 230 VOLT SINGLE PHASE CURRENT MAY BE OBTAINED FROM ANY RECEPTACLE.

FIG.9-LOAD CONNECTIONS -PORTABLE A.C. PLANTS

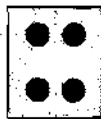
1500 Watts at 115 Volts - About 13 Amperes.

1500 Watts at 230 Volts - About 6-1/2 Amperes.

CAUTION. - All electrical equipment operated from your plant must carry the same current voltage, phase and frequency rating as the plant. Universal equipment as a rule will operate from either a-c or d-c if the voltage is the same.

PORTABLE D-C PLANTS. - These plants are equipped

with an outlet box which has several receptacles in it. The load connects directly at these receptacles. Install a suitable plug on the load wires or appliance and plug into a receptacle on the plant. All receptacles may be used at the same time but the amperage output from any one receptacle must not exceed 15 amperes and the total demand in watts must not exceed the rated output of the generator, whether one or all receptacles are used at the same time. Amperage output is as follows:



ON A 115 VOLT PLANT, 115 VOLT CURRENT MAY BE OBTAINED FROM ANY RECEPTACLE.

ON A 230 VOLT PLANT, 230 VOLT CURRENT MAY BE OBTAINED FROM ANY RECEPTACLE.

FIG.10-LOAD CONNECTIONS -PORTABLE D.C. PLANTS

2000 Watts at 115 Volts - About 17 Amperes.

2000 Watts at 230 Volts - About 9 Amperes.

CAUTION. - All electrical equipment operated from your plant must carry the same current and voltage rating as the plant. Universal equipment as a rule will operate from either a-c or d-c if the voltage is the same.

REMOTE CONTROL PLANTS. - Load connections are made within the control box on the plant. The load terminals are located just in front of the grommet towards the rear of the control box. Solderless terminals are provided for this purpose. The terminal nearest the start solenoid is the HOT terminal, the other terminal is grounded. Connections described are for single phase, two wire plants only.

Thoroughly strip 3/8" of insulation from the end of each main line wire. Insert the black main line wire from the switch or circuit breaker into the HOT terminal and tighten the terminal screw securely. Insert the white wire into the grounded terminal and tighten the terminal screw securely. See Figure 11.

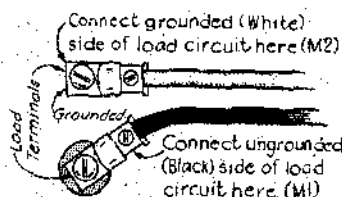


FIG. 11-SINGLE PHASE, 2 WIRE CONNECTIONS

BATTERY CHARGING PLANTS. - The 32-volt load may be connected directly to the battery switch terminals as shown in Figure 7. The load should never be connected to the battery terminals in the plant control box. Install a fused main switch between the battery switch and the 32 volt load, the switch to have 100 ampere fuses. Make sure the wire from the battery switch to the load switch is large enough to carry the entire output of the battery plus the output of the generator. Smaller wire may be used for branch circuits from the load switch, the size depending on the amount and kind of load. Make sure all appliances, motors, lights, etc. that may be operated from this plant are for operation on 32 volts. Clean all terminals and connectors before making the installation.

Connect the HOT side of the d-c circuit to the hot side of the battery switch as shown in Figure 7. Connect the grounded side of the circuit to the grounded battery switch terminal. Observe the same polarity for branch circuits at the load switch.

OIL DRAIN EXTENSION (Remote Control Plants). - Remove the oil drain plug from the oil base and install the pipe nipple and coupling supplied with the plant. Then install the oil drain plug in the coupling.

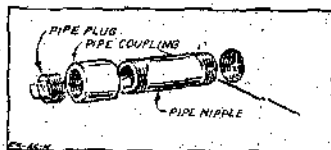


FIG. 12 - OIL DRAIN EXTENSION

FUEL TANK AND FUEL LINE INSTALLATION. - Install the fuel tank and fuel lines as shown in Figure 13. Be sure the top of tank is not less than 6" below the fuel pump inlet and the bottom of the tank not more than 4' below the fuel pump inlet. Portable plants have the fuel tank mounted in the carrying frame. Remote control plants have a separate 5 gallon tank. Install the shut-off valve assembly at the bottom opening in the tank. Connect the non-swivel end of the flexible line at the plant fuel connection (See Figure 13) and the swivel end at the tank shut-off valve.

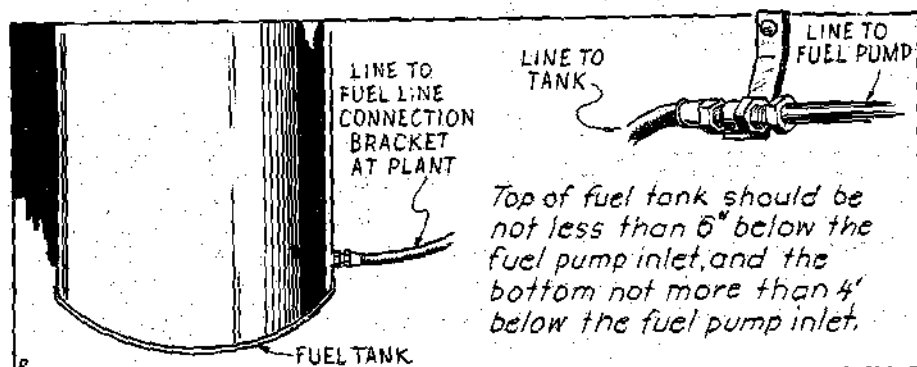


FIG.13-FUEL TANK INSTALLATION

GASEOUS FUEL CONNECTIONS. - If your plant is equipped to use gaseous fuel (Propane, Butane or Natural gas), a pressure regulator and flexible hose are supplied. The regulator inlet is threaded for 3/4" iron pipe. The gas line pressure entering the secondary regulator supplied with the plant must not exceed 6 ounces. If it exceeds this value, a primary regulator must be installed to reduce the line pressure to 6 ounces or less. Consult your fuel dealer if the line pressure is not known. Be sure the installation conforms to gas code specifications.

Connect the secondary regulator in an upright position as shown in Figure 16A. Connect the flexible hose to the regulator outlet and then to the fuel inlet pipe on the carburetor. Tighten the clamp at the carburetor end of the hose securely. The small idle adjusting screw on the regulator is inoperative but should not be removed.

FUEL RESERVOIR (DAY) TANK. - In standby service, the generating plant may stand unused for many days. In this period of shut-down sufficient gasoline may evaporate from the carburetor to lower the fuel level considerably. Prolonged cranking may then be necessary in order to pump enough gasoline into the carburetor for the engine to start. Install an auxiliary gravity feed (day) fuel tank on plants where automatic starts are necessary after extended shut-down periods. The day tank continuously replaces fuel

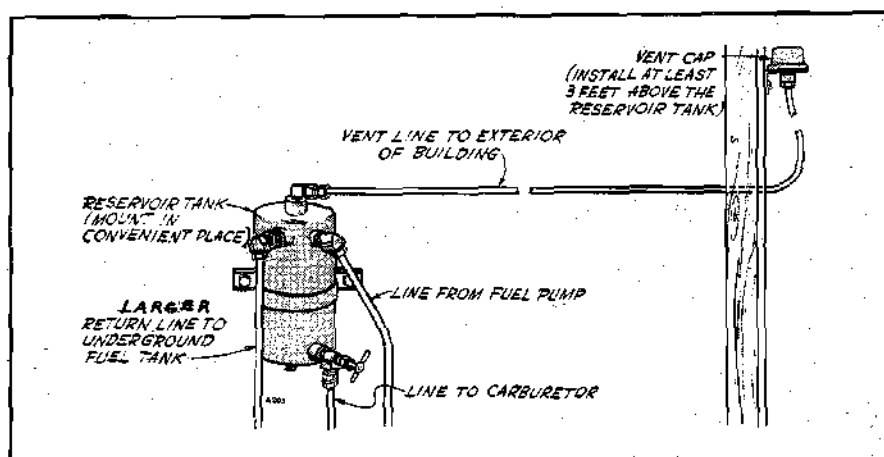


FIG. 14 - DAY TANK CONNECTIONS

lost through evaporation and promotes quick starts after long idle periods. Note that a large fuel return line must be installed between the gravity tank and main supply tank.

DO NOT OPERATE YOUR PLANT UNTIL IT HAS BEEN PROPERLY SERVICED WITH FUEL AND OIL AS RECOMMENDED IN THE FOLLOWING PARAGRAPHS.

CRANKCASE OIL. - Use a good detergent oil classified as "DG", or as marketed by many manufacturers, "MS/DG". The use of type "DS" is satisfactory, but its higher cost does not justify its use. Do not use multiviscosity oil such as 5W-20 or 10W-30.

CAUTION. - If a change is made to a detergent type oil after using a non-detergent type, allow only 1/3 the normal operating hours before changing oil for each of the next two change periods. Change oil at recommended intervals thereafter.

Crankcase oil capacity is 2 quarts (U. S. Measure). Fill with the correct SAE number oil according to the lowest temperature to which the plant will be exposed. See the table. Do not overfill. The connecting rods may strike the oil, causing it to foam, interfering with proper lubrication. The oil level indicator is mounted on the oil filler cap. The upper mark on the gauge indicates a safe high oil level. The lower mark on the gauge indicates that the oil level is at the danger mark and oil must be added.

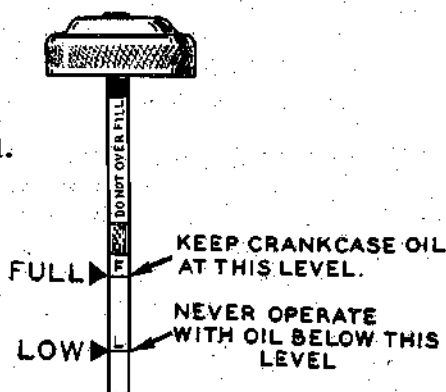


FIG. 15 - OIL LEVEL INDICATOR

**LOWEST TEMPERATURE
AT THE PLANT**

SAE NUMBER OIL

Above 90°F. (32°C.) for heavy
duty operation

No. 50

Between 30°F. and 90°F.
(-1°C. and 32°C.)

No. 30

Between 0°F. and 30°F.
(-18°C. and -1°C.)

No. 10W

Below 0°F. (-18°C.)

No. 5W

CAUTION: A partial vacuum is created in the crankcase when the plant is in operation. Should an air leak occur at the oil filler opening or should the check valve assembly in the breather tube fail to operate properly, oil leakage at the oil seals is likely to result, as the partial vacuum would be destroyed.

AIR CLEANER. - Fill the air cleaner cup to the level marked inside the cup with the same grade of oil used in the engine crankcase, except as noted for cold weather operation.

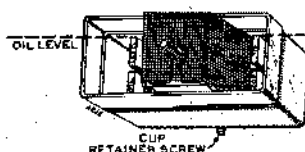


FIG. 16 - AIR CLEANER OIL LEVEL

GOVERNOR LINK. - Place some powdered graphite on the ball joint of the governor linkage. If graphite is not available, use light, non-gummy machine oil.

FUEL (GASOLINE). - Fill the fuel tank nearly full with clean, fresh "regular" gasoline. Do not use premium grade gasoline. Engine life will be greatest when fuel containing the smallest amount of lead is used. **NEVER FILL THE FUEL TANK WITH THE ENGINE RUNNING AND DO NOT FILL THE TANK ENTIRELY FULL.** The gasoline may expand and overflow, causing a fire hazard.

GASEOUS FUEL. - Follow national and local codes when installing fuel pipes and fuel containers according to the type of fuel being used. A secondary regulator is supplied with each plant ordered for gaseous fuel operation, also with the conversion kit. If the line pressure exceeds 4 to 6 ounces per square inch, a primary regulator is required to reduce the pressure before it enters the secondary regulator.

Adjust the spark plug gap to 0.018" if the plant is to be operated on gaseous fuel.

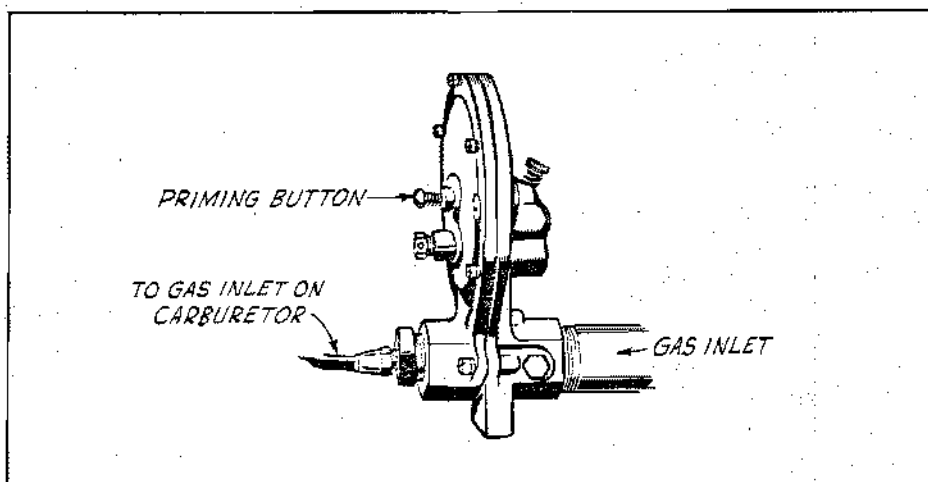


FIG. 16A - GASEOUS FUEL CONNECTIONS

PRELIMINARY. - Before starting your plant make a final check to see that the plant has been installed as recommended and that it has been serviced properly with fuel and oil. If your plant has been prepared for cold weather operation, refer to the section on **ABNORMAL OPERATION CONDITIONS** to see that all necessary precautions have been taken.

STARTING REMOTE CONTROL AND BATTERY CHARGING

PLANTS. - Before starting a new plant or a plant that has run out of fuel, quite a few revolutions of the crankshaft will be necessary to fill the carburetor with gasoline. Open the fuel line shut-off valve at the fuel tank until it backseats. Then press the **START** button in firmly. Hold the start button in for about five seconds, then release it if the engine has not started. Wait about five seconds and repeat if necessary. Choking is automatic and the engine should start as soon as gasoline reaches the cylinders. If the plant does not start after a few attempts, check the fuel and ignition systems and repeat the starting procedure after correcting any trouble found. After the initial start, the engine should start at the first attempt.

If the charged condition of the starting batteries is so low that they do not have power enough to crank the plant, start it manually as follows:

Wind the starting rope in a clockwise direction around the rope sheave and give a strong steady pull the full length of the rope. Choking is automatic and the plant should start at the first attempt. Repeat if necessary. If the plant does not start readily, check the fuel and ignition systems and repeat the cranking after correcting any trouble found.

NOTICE - ALL PLANTS

Oil was placed in the cylinders before the plant was shipped and it may be necessary to remove the spark plugs and clean them in gasoline before the plant will start the first time. Heavy exhaust may occur during the first few minutes of operation. This is a normal condition resulting from burn out of the preservative oil.

STARTING PORTABLE PLANTS. - Before starting a new plant or a plant that has run out of fuel, quite a few revolutions of the crankshaft will be necessary to fill the fuel system with gasoline. Open the fuel line shut off valve at the tank. Then pull the choke control knob out $\frac{3}{4}$ of the way. Wind the starting rope in a clockwise direction around the rope sheave. Then give a strong steady pull the full length of the rope. Repeat until the engine starts. As the engine begins to warm up, slowly push the choke control knob in until it is all the way in with the engine running smoothly. After the initial starting of the engine, it will usually start at the first attempt.

If it does not, push the choke control knob part way in before cranking the engine again. If the engine does not start readily after the initial start, check the fuel and ignition systems and correct any trouble found.

WHEN TO OPERATE THE PLANT

BATTERY CHARGING PLANTS. - The plant must be operated whenever it becomes necessary to recharge the batteries. Electricity may be used while the plant is running, or as limited by the capacity and charge of the battery, while the plant is not running. The total electrical load may be double the plant capacity, or even more, for the period of time that the battery remains in a well charged condition. To avoid possible damage to the generator, **NEVER OPERATE THE PLANT WITHOUT HAVING THE BATTERY CONNECTED TO THE PLANT.**

OTHER TYPE PLANTS. - All plants other than the battery charging type deliver current directly to the load and must be operated whenever electricity is required. The plant may be operated at no load if electrical load demand is intermittent.

CAUTION: Continuous overloading of any generator will cause the generator temperature to rise to a dangerous point and may result in serious damage to the windings. The generator will safely handle an overload temporarily, but for continuous operation keep the load within the rating given on the plant nameplate.

BATTERY CHARGING RATE

BATTERY CHARGING PLANTS. - Best results will be obtained if the charging rate is held to a minimum until the plant has thoroughly warmed up. The battery charge rate is in proportion to engine speed and both are regulated by the tension applied to the governor spring. A knurled nut attached to the speed adjusting stud permits a quick adjustment. See Figure 24. Turn the nut in to increase engine speed and charge rate. Turn the nut out to decrease engine speed and charge rate. The charge rate is indicated on the ammeter. Follow the recommendations of the battery manufacturer as to the correct rate of charge. Do not overcharge the battery nor charge at an excessive rate.

Most battery manufacturers recommend "cycling" the battery. This means that a fully charged battery should be used until at least 85% discharged, then recharged fully. Repeat through complete cycles of charge and discharge for maximum battery life. Keeping a battery at a full state of charge without cycling may shorten its life as much as 75%.

REMOTE CONTROL PLANTS. - Battery charge rate is controlled by a two step voltage regulator which automatically controls the charge rate. Do not attempt to adjust the regulator.

INSTRUCTIONS FOR OPERATING PLANTS EQUIPPED FOR GASEOUS FUEL

CAUTION: The secondary pressure regulator is designed to operate on a gas line pressure not to exceed 4 to 6 ounces per square inch. If the line pressure exceeds this value it will be necessary to install a primary regulator to reduce the pressure.

STARTING. - The carburetor choke must be left in the wide open position. No choking is necessary when gaseous fuel is used. The carburetor on battery charging and remote control plants is equipped with a locking device to lock the carburetor choke fly in the wide open position. Slide the choke lock sleeve from the carburetor as far as possible, turn the choke shaft knob to completely open the carburetor choke, and tighten the locking screw to hold the choke knob in position.

See that no gasoline is in the carburetor. Turn the carburetor float lock screw in to the limit of its travel. See Figure 22.

The secondary type pressure regulator is provided with a priming button which may have to be pressed momentarily to start the engine. Do not hold the priming button in, just press for an instant. Avoid overpriming.

For manually starting a plant equipped for gas fuel, the gas should have a BTU rating above 800 BTU per cu. ft. The temperature should be above 30°F. (-1°C.) to permit sufficient cranking speed to be developed to create and maintain sufficient intake vacuum for starting. Load should be disconnected.

Unless the gas to be used is of approximately the same BTU rating as used by the manufacturer, it will be necessary to readjust the carburetor. See Figure 22. If 1100 BTU gas is to be used, close the main gas adjustment to approximately 3-1/2 turns open. If Propane gas is to be used, close the adjustment to approximately 3 turns open. A power loss of 15% to 20% from the rated power may be expected when using 800 BTU gas. No power loss may be expected when using a gas of 1100 BTU or higher. Make a final adjustment of the carburetor after the engine becomes warmed up.

Adjust the carburetor with the full load on the plant. Turn the main gas adjustment screw in until the engine begins to lose speed from lack of fuel. Slowly turn the adjusting screw out until the engine will carry the full load smoothly. Remove all load and adjust the idle adjustment screw in the same manner.

GASOLINE CHANGE-OVER. - The gas equipped plant may be operated on gasoline fuel if it becomes necessary or desirable. Turn off the gas fuel supply. If the gas fuel supply line is disconnected, install a pipe plug in the regulator inlet. If the gas fuel line is disconnected between the regulator and the carburetor, close both the main and idle gas adjustment screws. Failure to do this will result in improper carburetion.

On the battery charging and remote control type plants, release the electric choke locking device, checking to be sure that the choke will operate properly.

Back out the carburetor float lock screw until it backseats firmly. The screw must backseat properly to prevent leakage of gasoline at this point. Fill the fuel tank, open the gasoline shut-off valve and check carefully for leaks.

The plant may then be started and operated as a standard gasoline burning plant, keeping in mind that the carburetor bowl must become filled with gasoline before the plant will start the first time. Make any necessary carburetor adjustments after the plant warms up.

If returning to gas operation after operating on gasoline fuel, turn off the gasoline supply and permit the plant to run until the gasoline remaining in the carburetor is exhausted.

STOPPING THE PLANT. - Disconnect the load from the plant if practicable.

Stop battery charging or remote control plants by firmly pressing the STOP button at the control box or remote stop station until the plant comes to a complete stop.

Stop portable plants by firmly pressing the STOP button on the blower housing until the plant comes to a complete stop.

These plants have magneto ignition systems which fire at very low rpm. If the stop button is released too soon, the plant will pick up speed and continue to run.

LOW TEMPERATURES

LUBRICATION. - When operating your plant at temperatures of 0°F. (-18°C.) and below and the crankcase oil has not previously been prepared for operation at these temperatures, proceed as follows:

1. Remove the drain plug from the oil drain fitting and drain the old oil from the crankcase while the engine is warm. Then replace the drain plug.

CAUTION: Starting your engine at low temperatures with heavy oil in the crankcase may cause serious damage through lack of lubrication. If the oil in the crankcase is heavier than SAE No. 10 and the plant has been standing idle in an unheated location, place the plant in a heated room or heat the space in which the plant is located. Allow the engine to warm up until the oil will flow freely from the oil drain before attempting to start the plant. Then start the plant and run it for several minutes to warm it up before draining the oil. **NEVER ADD KEROSENE ALONE TO THE CRANKCASE TO DILUTE THE OIL.**

2. Refill the crankcase to the high mark on the oil level indicator with SAE No. 5 oil. Then start the plant immediately and run for at least 10 minutes to thoroughly circulate the oil. If SAE No. 5W oil is not available, dilute SAE No. 10W with 10% of kerosene, mixing well before pouring into the engine.

When using No. 5 oil, change oil every 50 operating hours and check the crankcase oil level at least once every 8 operating hours.

AIR CLEANER. - If SAE No. 10 or No. 5 oil is being used and it thickens or if frost forms inside the air cleaner and holds back the flow of air, remove the air cleaner and clean it. Reassemble the air cleaner and use it without oil until the weather warms up enough to allow using oil in the air cleaner again.

FUEL. - Give special attention to fuel. Fresh winter grade fuel aids starting. Never fill the fuel tank entirely full with gasoline as it may expand and overflow creating a fire hazard. **NOTE:** A vapor lock may occur when using winter grade fuel if the plant is operated in an enclosed room where the temperature exceeds 70°F. When the plant is running the blower will cool the pump sufficiently. After the engine has been stopped for 10 to 20 minutes the fuel pump reaches its highest temperature and vapor lock is most likely to occur. If vapor lock occurs, the ambient temperature at the plant is too high. Open existing ventilators more or provide additional ventilation.

HEATING. - If the plant is operated under extremely cold operating conditions, it may be necessary to provide some means for heating the space in which the plant is located.

ELECTRIC CHOKE. - It may be necessary to adjust the electric choke for easy starting during cold temperatures. Refer to the **ACCESSORY SERVICE** section for instructions on adjusting.

BATTERY. - Keep the battery well charged at temperatures below 32°F. (-1°C.) to avoid any possibility of its freezing and to assure ample power for cranking the plant electrically. Cold temperatures lower the capacity of the battery and may, if the battery is in a discharged condition, cause the water in the battery to freeze, damaging the battery. At a specific gravity reading of 1.100, the electrolyte will freeze at about 19°F., while with a specific gravity reading of 1.250 it will withstand a temperature of -62°F. The effect of cold temperatures on the battery may be more readily appreciated if it is known that the cranking power of a battery at 0°F. is reduced to only 2/5 of its normal power and that the cranking load is increased 2-1/2 times the warm weather load due to stiff oil. If the plant is to remain idle for any length of time during cold weather, it is well to disconnect the battery and store it in a warm place. If this period extends beyond 30 days, the battery should be given a freshening charge every 30 to 40 days.

HIGH TEMPERATURES

Extremely warm operating conditions require:

1. Ample ventilation.
2. Oil level in the crankcase must be at or near the high mark on the gauge at all times.
3. The plant must be kept free of dust, dirt, grease, and oil.
4. Proper grade of oil must be used in accordance with the ambient temperature and the chart under **PREPARATION**.
5. Change crankcase oil each 100 operating hours.
6. If the battery will be used in equatorial areas or in locations such as hot boiler rooms, reduce the specific gravity of the battery in the following manner:
 - a. Charge the battery fully. After the battery is a little more than 80% charged a fairly large amount of gassing occurs in the cells; keep open flames, cigarettes, or sparks away while the batteries are on charge.
 - b. Leave the battery on charge and syphon off all the electrolyte above the plates. Use a hydrometer to remove the acid solution, do not pour the solution off by tipping the battery. Dispose of the solution by mixing it with large quantities of water and pouring it down a drain. Rinse the containers thoroughly to remove all traces of the acid.

- c. Use distilled water to replace the solution removed.
 - d. Charge the battery for 1 hour at a 4 to 6 ampere rate.
 - e. Test each cell with a reliable hydrometer. Repeat steps b, c, d, until the highest reading is 1.225. Most batteries require repetition of the steps at least two times before the reading is brought down to the proper level.
7. Keep the ignition system properly balanced by holding the spark plug and breaker gaps to the recommended tolerances. See that the ignition timing is correct.

NOTE: When the battery is moved from hot locations to cooler areas, increase the specific gravity by fully charging, siphoning off solution, adding battery acid, and then recharging until the hydrometer reads 1.250.

DUSTY OR DIRTY CONDITIONS

Plants may sometimes be located in areas where dust, dirt, or sand is blown around in large quantities. Clean the outside of the plant and its accessories as often as required to keep the plant clean. Service the air cleaner as often as required to keep the oil clean. Keep the generator commutator, slip rings, and brushes clean. See that the brushes ride freely in the brush rig guides. Keep supplies of fuel and oil in airtight containers.

GENERAL. - A set schedule of inspection and service will help you to keep your plant in good running order at all times and cut down on running expenses. Service periods given are for normal operation. For extreme conditions of load, temperature, frequent starts, dust and dirt, service the plant more often.

DAILY SERVICE

If your plant is operated more than 8 hours daily, perform the following services at the end of each 8 hours of operation.

FUEL. - The amount of fuel used will vary between plants. Check the fuel supply often for a few days until you become familiar with the amount of fuel used and how long a tankful will last before it needs refilling. Refill the tank often enough to assure having fuel in the tank at all times. Use clean, fresh, "regular" gasoline. Do not use "premium" grade gasoline. **NEVER FILL THE FUEL TANK WITH THE ENGINE RUNNING.**

CRANKCASE OIL LEVEL. - Check the crankcase oil level often during the break in period, the rings may not be completely seated and the plant may use some oil until they do become seated. Check the oil at least once each 8 hours of running time afterward. If necessary, add proper oil to bring the oil level to the full mark on the gauge. Do not overfill as the connecting rods may strike the oil, causing it to foam, interfering with proper lubrication. Never allow your plant to run with the oil level below the low mark on the gauge.

NOTE: Always be sure the oil filler cap is replaced tightly on the oil fill opening and that the gasket is in good order. Air leaking into the oil base from this point may cause loss of power or excessive oil consumption. If there is light blue, smoky exhaust coming from the exhaust outlet of the plant, check the oil fill cap for air leaks before making any additional checks.

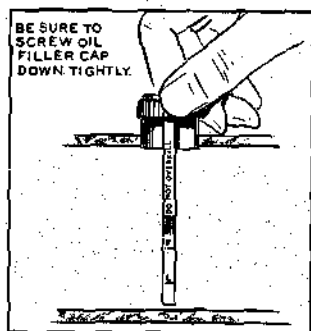


FIG.17-REPLACING OIL FILLER CAP

AIR CLEANER. - Turn the thumb screw, located at the bottom center of the air cleaner cup, out as far as it will go and remove the cup. Check the oil level. If necessary refill the cup to the indicated level with oil of the same SAE number as used in the engine crankcase, except as noted under **ABNORMAL OPERATING CONDITIONS**.

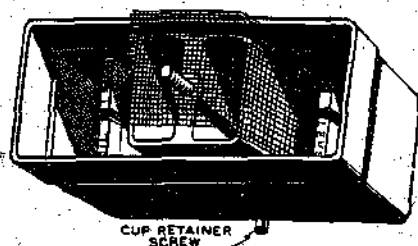


FIG. 18-AIR CLEANER CUP AND SCREEN

GENERAL. - Keep your plant as clean as you can by wiping it off with a rag each time you service it. Do not leave oil rags laying around as they are a fire hazard. Keep them in a metal container.

WEEKLY SERVICE

If your plant is operated more than 50 hours weekly, perform the following services at the end of each 50 hours of operation.

LUBRICATION. - The oil should be changed every 100 hours of running time, unless it has been necessary to use highly leaded fuel or oil diluted with kerosene, then change oil every 50 hours of running time. Be sure to replace the oil fill cap securely to avoid air and oil leakage.

SPARK PLUGS. - Your plant will use less fuel and start easier if the spark plugs are removed and cleaned at least once each week. If highly leaded fuels are used, it may be necessary to clean the plugs more often. Use Champion No. H-9 Com (Type A) or a comparable type made by another manufacturer when necessary to replace spark plugs.

BATTERY. - Check the level of the fluid in the battery. If necessary, add clean distilled water to bring the level to $\frac{3}{8}$ inch above the separators. If the battery manufacturer specifies a different level, follow his recommendations. Do not overfill the battery. Be sure to cycle the batteries of the Battery Charging plants according to the battery manufacturers instructions.

AIR CLEANER. - Remove the air cleaner from the engine. Separate the cup from the air cleaner and thoroughly clean them in gasoline or other suitable solvent. Allow the air cleaner to dry or dry out by using compressed air before replacing it to the engine. Refill the cup to the level shown in the cup with oil of the same grade used in the engine crankcase, except as noted under **ABNORMAL OPERATING CONDITIONS**.

GENERAL. - Place some powdered graphite on the joints of the governor arm to throttle linkage. If not available, use a light non-gumming oil.

MONTHLY SERVICE

If your plant is operated more than 200 hours monthly, perform the following services at the end of each 200 hours of operation.

FUEL SEDIMENT BOWL. - Close the fuel line shut-off valve and remove the bowl and screen. Clean them thoroughly in gasoline or other suitable solvent. Inspect the gasket. If it is not in good order, replace it. Replace the bowl and screen, open the fuel line shut-off valve, and inspect for leaks. Correct any found. The Battery Charging and Remote Start plants have a separate fuel tank. Remove the shut-off valve from the tank once in a while and clean the screen.

CARBON. - Remove the cylinder heads and scrape the heads, pistons, and valves clean of any carbon formation. Use a putty knife or similar tool. Remove carbon every 250 operating hours unless you find from experience that your plant needs it more often. Inspect the cylinder head gaskets before installing them. Replace the gaskets if they are not in good condition.

BREAKER POINTS. - Remove the cover from the breaker box and inspect the breaker points. If the points appear to be burnt or pitted and are not too bad, they can be dressed with a

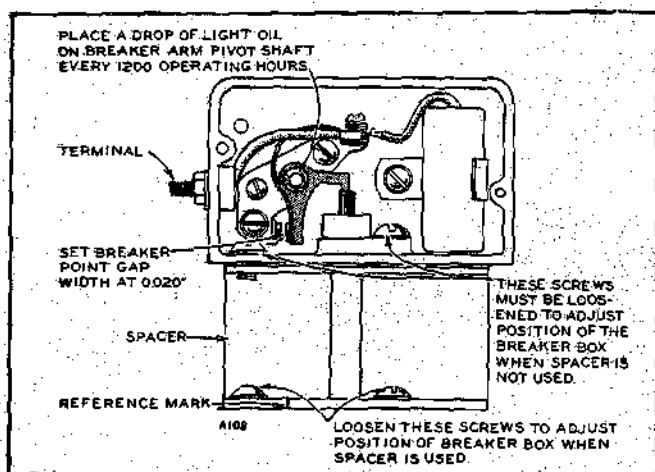


FIG. 19 - SERVICING BREAKER POINTS

fine stone and continued in service. If the points do not look serviceable, install a new set. Adjust the breaker point gap to 0.020 inch at full separation after dressing the points or changing them. Place a drop of light lubricating oil on the breaker arm pivot after installing new points. For further instructions see **TIMING THE IGNITION** in the **MAINTENANCE** and **REPAIR** section.

If excessive arcing occurs at the breaker points or the breaker points continually burn over or the spark at the points is a yellowish color, it is a fairly good indication that the ignition condenser is faulty and it should be replaced.

GENERAL CHECKUP. - Check your plant for loose bolts, nuts, screw, electrical connections, etc. Tighten or replace as needed.

VALVE GRINDING. - Valve grinding is a service that should be done if your plant is to continue running efficiently. There is no set period for grinding the valves. However, it is recommended that you make the following tests at the end of each 250 hours of running time or whenever your plant begins to lose power or to use more fuel or oil than it normally does.

Check the compression of each cylinder with a reliable compression gauge while the engine is still warm and as soon after stopping the engine as you can. The compression of each cylinder in a new engine at sea level is about 85 lbs. at hand cranking (95 lbs. elec. cranking) speed. Compression readings of the cylinders should be within 10 lbs. of each other and high enough to assure no loss of power. A low compression reading may point to either a poor valve condition or to worn or sticking piston rings, worn piston ring grooves or worn cylinder walls. An excessively high compression reading may point to a heavy carbon formation within the cylinders.

After the first readings have been taken, remove the spark plugs and pour only enough SAE number 50 oil into each cylinder to seal the rings. Then take the compression readings again. If the readings remain about the same, the valves probably need servicing. However, if the readings have increased quite a bit, the valves are probably in good condition and loss of compression may be due to worn or sticking piston rings, worn piston ring grooves or worn cylinder walls. Follow instructions given in the **MAINTENANCE** and **REPAIR** Section when making repairs.

GENERATOR. - Examine the collector rings, commutator and brushes.

The brush surfaces of the collector rings and commutator must be smooth and cylindrical to assure good brush contact.

Brushes worn to 5/8 inch in length should be replaced. Rapid brush wear may be caused by excessive arcing, due to the brushes not being in the neutral position. Instructions for servicing are given under the heading

GENERATOR in the MAINTENANCE and REPAIR section.

SEMI-YEARLY SERVICE

If your plant is operated more than 1200 hours semi-yearly, perform the following services at the end of each 1200 hours of operation.

BREAKER ARM PIVOT SHAFT. - Remove the breaker box cover and place a drop of light lubricating oil on the breaker arm pivot shaft to prevent the arm from sticking. See Figure 19.

NEUTRAL BRUSH POSITION. - Check the generator brush rig to see that it has not moved from its original position, changing the neutral position of the brushes, resulting in excessive arcing of the brushes and rapid brush wear.

Markings were made at the factory to indicate the "neutral brush position". These markings are shown in Figure 20. Two different methods of mounting the brush rig on these plants are used and both are shown in the illustration. Select the one that applies to your plant and proceed as follows:

If the brush rig is mounted as shown in Figure 20A, the location of the "neutral brush position" mark is indicated by yellow paint on the brush rig ring near one of the mounting screws. This mark should be in the position shown in the illustration. If it is not, loosen the brush rig ring mounting screws and shift the whole brush rig assembly as needed to align the mark. Tighten the mounting screws securely.

If the brush rig is mounted as shown in Figure 20B, the "neutral brush position" markings are located on the bearing hub and the end bell. These marks should be in alignment. If they are not, loosen the four screws in the hub and shift the hub and brush rig as needed to align the marks. Tighten the mounting screws securely.

CAUTION

If a new armature or brush rig is installed, the "neutral brush position" must be relocated and remarked. Neutral brush position is that point at which no arcing of the brushes occurs. If a voltmeter is available, the brush rig should be set at the point where highest voltage is generated. If a voltmeter is not available, set the brush rig at the point where the brushes show the least arcing.

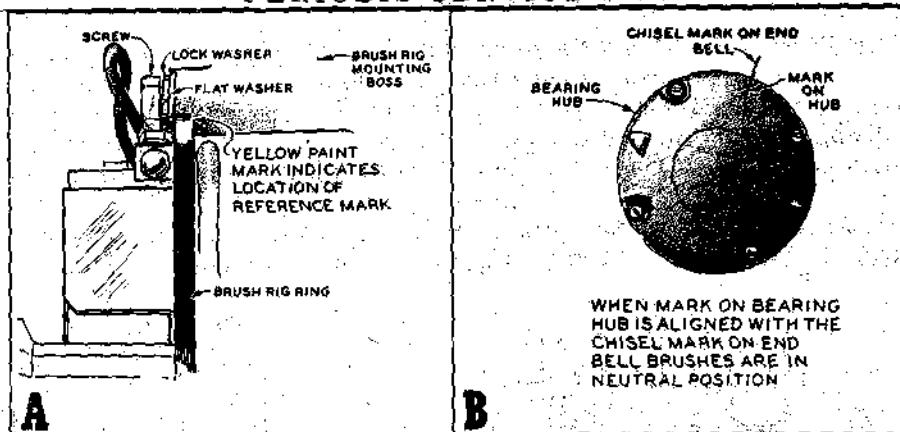


FIG. 20-NEUTRAL BRUSH POSITION

GENERATOR BEARING. - With lithium base grease (used by the factory); service the generator ball bearing each 5,000 operating hours or each 2 years. With a clean finger, remove as much as possible of the old grease. Force fresh grease into a $1/4$ section of the bearing. **DO NOT** fill the entire bearing, and do not put a reserve of grease in the bearing recess nor in the bearing cover.

If ordinary commercial ball bearing grease is used, service the bearing each 2,000 hours or each 6 months. After removing as much as possible of the old grease, work a small quantity of new grease into the bearing. Again clean out the bearing, then refill about $1/2$ full, packing well into the lower half of the bearing.

Take extreme care to avoid getting any dirt into the bearing. Replace the bearing cover securely.

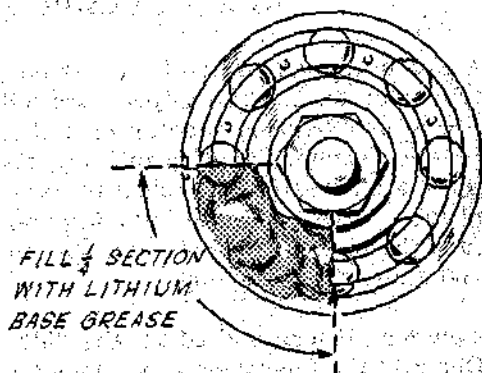


FIG. 21 BEARING SERVICE

CARBURETOR. - The carburetor is simple in construction and normally needs little attention. Do not unnecessarily disturb the factory adjustments. However, extremes in temperature conditions, or changes in fuel may require slight readjustment. Final adjustment should be made only after the engine has become thoroughly warmed up.

See that the float level is correct, as shown. Note that the standard setting is $5/16$ inch; $7/32$ inch if a "DAY" reservoir tank is used.

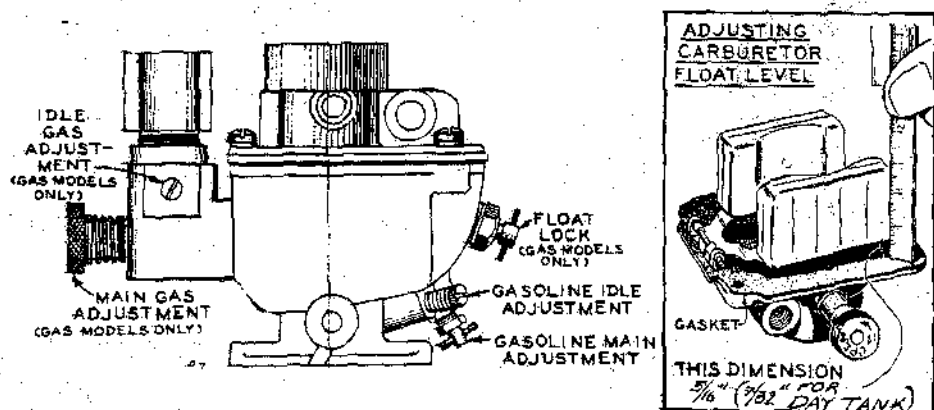


FIG. 22-CARBURETOR ADJUSTMENTS

A preliminary setting of 2 turns open for the main adjustment and 1-1/2 turn open for the idle adjustment will permit starting the engine. Never force the adjusting needles in to their seats. When operating temperature is reached, apply a full load and adjust the main adjustment. Turn the main adjustment in until the engine begins to lose power from lack of fuel. Use a voltmeter to determine a drop in engine power. Slowly turn the main adjustment out until the engine power returns to normal and operation is steady.

Remove all load and adjust the "idle" adjustment in the same manner. Observe the operation at various loads. If there is a tendency for the engine to surge, or voltage is unsteady at any load, try correcting by a slightly richer main adjustment. However, do not turn the main adjustment out more than 1/2 turn beyond the point of maximum voltage or power.

For models equipped to run on gas fuel, follow the same adjustment procedure, using the gas adjusting screws.

GOVERNOR ADJUSTMENT. - Proper governor adjustment is one of the most important factors in maintaining the proper frequency of current under different load conditions. The governor of the a-c plants is set at the factory for a maximum no-load engine speed of 1890 rpm for the 60 cycle plants and 1590 rpm for the

50 cycle plants. This setting should be maintained at all times. Before making any adjustments on the governor, carefully study the following paragraphs and then check each point in the order given.

DC Plants Are Set for Rated Voltage.

1. Governor Arm and Linkage - Throttle Shaft and Lever

With the engine stopped, check the governor arm and linkage, and the throttle shaft and lever for a binding condition or for excessive slack or wear at connecting points. A binding condition at any point will cause the governor to act slowly and regulation will be poor. Excessive looseness will cause a hunting condition and regulation will be erratic. Work the arm back and forth several times by hand while the plant is idle. If either of the described conditions exist, find out at which point the trouble lies and adjust or replace parts as needed.

a. Governor arm and linkage

The linkage and position of the governor arm must synchronize the travel of the governor and the throttle plate so that the governor is at its wide open position when the throttle plate is at the wide open position. The governor should also be at closed position when the throttle plate is at its closed position. See Figure 24. With the tension of the governor speed adjusting spring holding the arm at the wide open position, adjust the governor arm linkage to hold the throttle lever at the wide open position. Be sure there is no looseness or binding at any point.

- b. The carburetor idle stop screw should be adjusted with the plant operating at no load, after all other carburetor and governor adjustments are properly made. Turn the idle stop screw in until it just touches the carburetor body projection, but do not turn in far enough to increase the no load speed. Then back out the screw approximately one turn, so that the screw end clears the carburetor stop projection by $1/32"$.

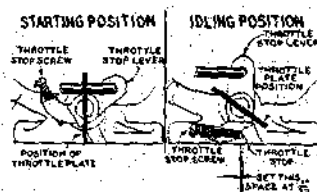


FIG. 23 - THROTTLE STOP LEVER POSITION

If the plant runs with the throttle held in the wide open position, either the governor is not properly adjusted or the capacity of the plant is being exceeded and proper current frequency and voltage cannot be maintained.

2. Governor Spring

Because governor springs become fatigued and lose their original tension from long usage, it may be necessary to replace the governor spring to get proper regulation. It is hard to determine whether or not a spring is fatigued. Usually if all other adjustments have been properly made and regulation is still erratic, replacing the governor spring and resetting the sensitivity and speed adjusting screws will correct the trouble.

3. Sensitivity Adjustment

The position of the sensitivity adjusting screw (See Figure 24) controls the travel and leverage of the governor spring and determines the speed drop between no load and full load. The maximum difference should be about 90 rpm. Check with a tachometer. To increase the rpm between no load and full load turn the sensitivity screw in. To decrease the rpm between no load and full load, turn the sensitivity screw out. See Figure 24. Engine speed should always be checked after making a sensitivity adjustment. See paragraph 4.

a. Hunting Condition

A hunting condition (engine alternately increasing and decreasing speed) may result if sensitivity is too close. Should this condition exist, turn the sensitivity screw in until the condition is corrected. A more likely cause will be a lean fuel mixture. Check the carburetor to see that it is in good operating condition.

4. Speed Adjustment

The speed at which the engine runs is determined by the tension applied to the governor spring. Increasing spring tension increases engine speed and generator voltage. Decreasing spring tension decreases engine speed and generator voltage. Nominal engine speed and voltage should be as follows (Does not apply to battery charging plants).

Speed tests and voltage tests should be made when the plant is warm, running for at least one hour before the test is made.

AC PLANTS

Maximum no load engine speed should not be more than 1890 rpm for 60 cycle plants nor more than 1590 rpm for 50 cycle plants.

Maximum no load voltage should not be more than 126 volts for 115 volt circuits nor more than 252 volts for 230 volt circuits.

Minimum engine speed at full rated generator capacity should not be less than 1710 rpm for 60 cycle plants nor less than 1410 rpm for 50 cycle plants.

Minimum voltage at full rated generator capacity should not be less than 109 volts for 115 volt circuits nor less than 218 volts for 230 volt circuits.

Maximum speed drop from no load to full load should not be more than 90 rpm.

DC PLANTS

To adjust the governor on a d-c portable plant, use an accurate voltmeter across the output leads, in parallel connection with the electrical load. Start the plant and with no load connected adjust the speed adjusting nut, Figure 24, to the point where the voltmeter shows approximately 118 volts for a 115 volt plant. Apply a full load to the plant and again observe the voltmeter reading, which should be approximately 113 volts. Voltages will of course be correspondingly higher for a 230 volt plant. If the voltage drop between no load and full load is much more than 5 volts, adjust the sensitivity adjusting stud to move the end of the spring a little closer to the center of the governor arm shaft. If the plant tends to hunt (alternately increase and decrease speed) at any load or if the voltage increases when a load is applied, decrease the sensitivity by turning the sensitivity stud out to move the spring farther from the governor arm shaft. Any change in the sensitivity adjustment will require a compensating change in the speed adjustment.

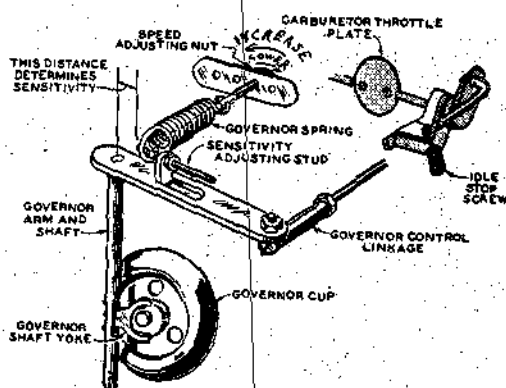


FIG. 24-GOVERNOR ADJUSTMENT

If an adjustment is needed, turn the speed adjusting screw nut in to increase engine speed and generator voltage or out to decrease them. See Figure 24. Be sure the knife edges of the nut fit into the slots in the governor spring bracket. **NEVER INCREASE ENGINE SPEED TO INCREASE THE CHARGING RATE TO THE BATTERY OF REMOTE CONTROL PLANTS.** These are basically alternating current plants and must be operated at the right speed to get proper current frequency.

GENERAL. - Certain new engines when leaving the factory have an oversize cylinder bore. This oversize is indicated by the addition of a letter to the plant serial number. For example: Serial No. 48.382425E, the letter E indicating .005" oversize. Also the oversize is stamped on a flat metal surface near the left hand valve box. The piston oversize is stamped on top of the piston. If oversize valve seat inserts have been used, the actual oversize will be stamped on the cylinder block bevel just above the insert.

Pistons and rings are available in various oversizes for rebore jobs. See the parts list. Piston pins and valve seat inserts are also available in the oversizes shown in the parts list. Before ordering any repair parts that may be needed in an oversize, check the serial number of your plant and the positions of the oversize stampings as noted above.

CRANKCASE BREATHER VALVE. - A partial vacuum is created in the engine whenever the engine is running. The function of the crankcase breather valve is to help maintain this partial vacuum and prevent oil leakage. If your engine begins to leak oil, the check valve in the breather tube may be sticking. Loosen the carburetor air inlet mounting screw and remove the air inlet from

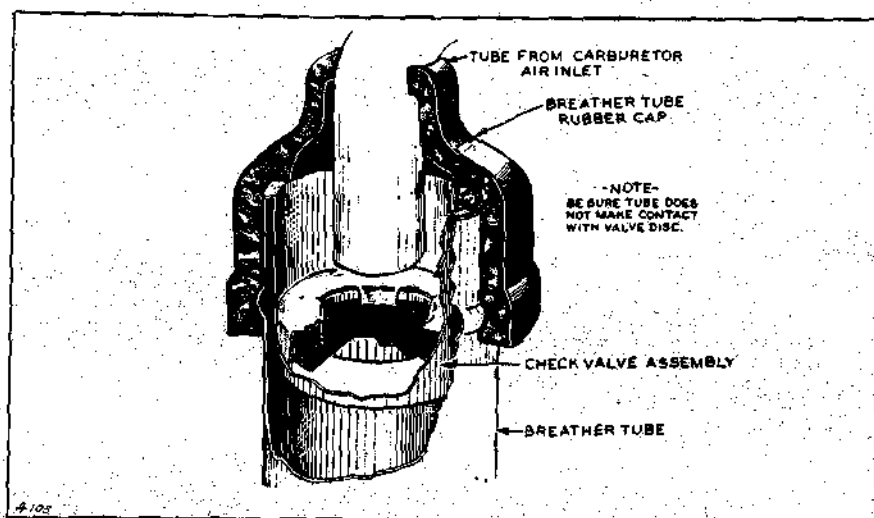


FIG.25- BREATHER VALVE

the carburetor and breather tube cap. Then remove the rubber cap and the check valve from the breather tube. Inspect the check valve carefully. If the disc is stuck or does not work freely, put it in a small amount of kerosene or other suitable solvent and let it soak a few minutes. Work the disc back and forth with your fingers a few times to allow the solvent to reach all points. Then place the valve in the breather tube, hold it in place with your fingers, and start the engine. If the action of the valve is free and easy, continue to use it. Otherwise, put in a new check valve. Be sure you replace all parts that were removed.

OIL PRESSURE. - The oil pressure relief valve adjusting screw should ordinarily not be disturbed. See Figure 26. However, if the engine suddenly develops low or high oil pressure, the relief valve may have become stuck open or closed. Remove the adjusting screw, spring and plunger and clean thoroughly in a good solvent. The oil pressure may be checked by connecting an accurate oil pressure gauge to the side of the crankcase after first removing the 1/8" pipe plug shown in Figure 26. The oil pressure should register within a range of 15 lbs. to 25 lbs. when the engine is running at normal speed and at operating temperature. Oil pressure may be increased by turning the adjusting screw farther into the crankcase. Turning the adjusting screw outward will decrease the oil pressure. Be sure the lock nut is tightened after making any adjustment. Do not change the setting until first checking for loose bearings, incorrect oil, dirty oil pump screen, obstructed passages, etc.

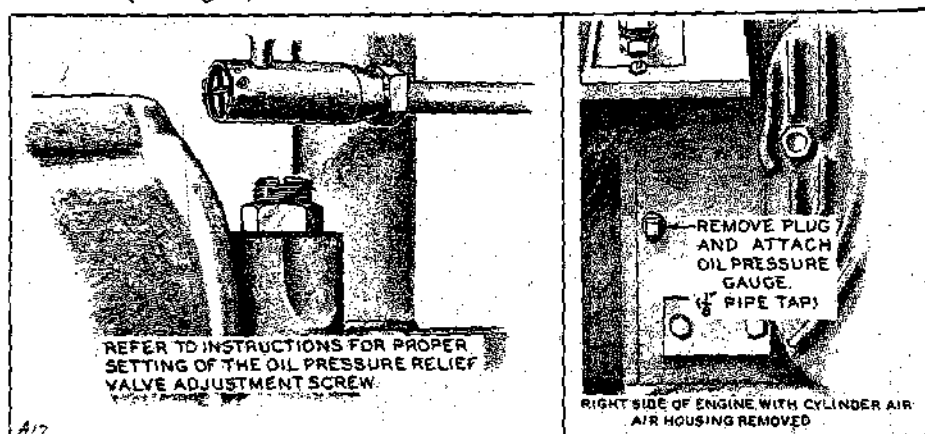


FIG. 26-OIL PRESSURE RELIEF VALVE ADJUSTMENT

FUEL PUMP. - A fuel pump of the diaphragm type is used to transfer fuel from the fuel tank to the carburetor. If fuel does not reach the carburetor, make the following checks before removing the fuel pump. Check the fuel tank to see that there is enough fuel in it and the shut-off valve is open. Disconnect the fuel line at the carburetor and turn the engine over slowly by hand. Fuel should spurt out of the line at the carburetor. Disconnect the line at the fuel pump inlet and see that this line is not plugged. If there is enough fuel in the tank, the shut-off valve open, and the line between the tank and pump is clear but gas does not spurt out of the line at the carburetor, repair or replace the pump. Fuel pump failure is usually due to a leaking diaphragm, a valve or valve gasket; a weak or broken spring; or wear in the driving linkage. See the Parts List for an illustration of the pump. Should a new driving link be needed, install it as shown.

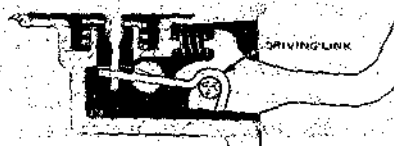


FIG. 27 - FUEL PUMP DRIVE LINK INSTALLATION

ELECTRIC CHOKE ADJUSTMENT. - Remote Control and Battery Charging plants are equipped with an electric choke which consists mainly of a nichrome heating element and a bi-metal thermostat. This bi-metal thermostat is attached to the choke shaft and works the choke plate. If the choke is operating OK, do not change the adjustment in any way. Once the choke is properly adjusted it should not need changing except under extremely wide temperature ranges.

The bi-metal thermostat opens and closes with temperature changes. The heat from the heating element tends to open the choke plate until it is fully open. The heat from the element then tends to keep it in the open position as long as the plant is running. After the plant is stopped the bi-metal thermostat cools off and gradually closes the choke plate. The choke plate will not close entirely when the plant is stopped unless the temperature at the thermostat drops to 58°F . or below. At 58°F . the choke plate should be fully closed. At 72°F . the choke plate should be about half way open. At 82°F . the choke plate should be fully open.

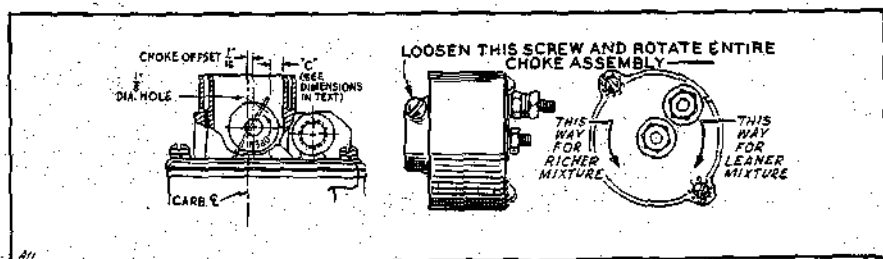


FIG. 28-ELECTRIC CHOKE INSTALLATION

If your plant is hard to start or runs poorly when temperatures at the plant drop to 32°F . or below, it may help to change the choke setting. Check engine starting time before making any changes. The engine should be cold when making the test; not run for several hours. Proceed as follows:

1. Press the START button. If the engine fires and begins to run in not less than 6 seconds and not more than 15 seconds, the choke is properly adjusted.
2. If the engine fires in less than 6 seconds, the choke is set too rich. This will cause the plant to run rough after a minute or two of operation.
3. If the engine does not fire within 15 seconds, the choke setting is too lean. This will cause hard starting and the engine will sputter and spit until it warms up or it may quit entirely after a few seconds of running.

The choke adjustment is easily and simply changed. Just loosen the choke bracket mounting screw and turn the entire choke assembly clockwise on the shaft for a leaner fuel mixture or counterclockwise for a richer fuel mixture. Be sure to tighten the mounting screw securely after making an adjustment.

For best results the choke should be set according to the figures given in the following table.

TEMP °F.	OPENING "C" (Fig. 28)
58	Closed
66	1/4 Open
72	1/2 Open
76	3/4 Open
82	Wide Open

For a choke setting at temperatures below 32°F., a "cut and try" method must be used. Turn the choke assembly clockwise until the choke plate just starts to move away from its fully closed position and there is no tension on the thermostat. Then secure the choke to the shaft and try starting the engine. Check starting time as described in a preceding paragraph. Change the choke adjustment as necessary to get proper operation.

Once the choke is properly set no further adjustment is required nor should any be made, the exception being for cold weather operation.

CYLINDERS. - When making major repairs to your plant, it is well to have the cylinders measured for wear. This requires the use of a micrometer. Your dealer should be able to help you. The cylinder bore of a new engine is 2-1/2 inches plus or minus .005 inch. If the new engine was bored to oversize originally, the bore will be .005 inch over. If the cylinder bore measures more than .005 inch out of true, the cylinders should be refinished to use the next available oversize pistons.

If the cylinder walls do not need refinishing, it is advisable to remove the ridge from the top of the cylinder sleeve before replacing the pistons and rings. Also read the following paragraph on PISTON and PISTON RING SERVICE.

PISTON AND PISTON RING SERVICE. - Each piston has two compression rings and one oil control ring. Inspect the rings carefully for fit in grooves, for tension, and for seating on cylinder walls. If there is any doubt about the condition of the old piston rings, install new rings.

Inspect each piston. If the pistons are badly scored, very loose in the cylinders, have badly worn ring grooves, or otherwise are not in good condition, install new pistons. Install new pistons if the old ones are loose on the piston pins and .005 inch oversize piston pins will not correct it. Handle pistons carefully to avoid nicking the walls. Any raised surface of this type must be dressed down carefully. Piston to cylinder clearance is .003" to .0045".

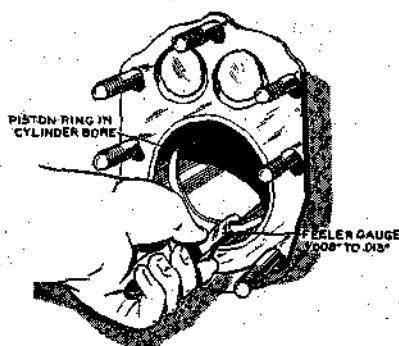


FIG. 29 - FITTING PISTON RINGS TO THE CYLINDER

When installing piston rings, fit each ring singly to its cylinder from the top. See Figure 29. The correct ring gap while in the cylinder is between .008 and .013 inch. Rings usually need some filing at the ends to obtain the right gap. Do not use rings that need a lot of filing as they will not seat properly on the cylinder walls. Install the rings on the pistons. Rings of the tapered type will be marked "TOP", or identified in some other manner, and this identifying mark must be placed nearer the top of the piston. Space each ring gap 1/3 of the way around the piston from each other, being sure no ring gap is directly in line with the piston pin.

CONNECTING RODS. - Should it become necessary to re-

move the connecting rods for any reason, the numbers on the connecting rod and cap must face the oil base when reassembling. Install the bearing cap and rod numbered "1" on the crankshaft journal nearest the flywheel. The clearance between the connecting rod bearing surface and the crankshaft bearing surface should be between .0015" and .0035 inch. If necessary the clearance can be reduced by carefully dressing the connecting rod cap. Use a suitable abrasive placed on a smooth flat surface. Be sure to remove all abrasive from the cap before installing it.

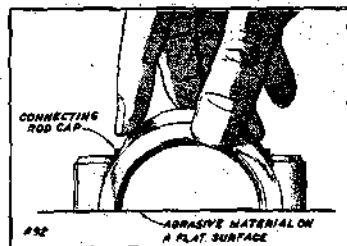


FIG. 30 - REDUCING CONNECTING ROD CLEARANCE

VALVE SERVICE. - The cylinder heads must be removed from the plant whenever servicing the valves. When removing the cylinder heads, rap sharply with a soft hammer to loosen. Do not use a pry. Remove the valves, valve springs, retainer washers, and valve guides. See Figure 31.

Clean all carbon from the cylinders, cylinder heads, valves, valve seats, valve stems, valve faces, and valve guides. Check the valves carefully. Any valves that are burned must be replaced. Grind valve seats at a 45° angle, and the valve faces at 44° angle to allow positive seating of the valve face at the top of the valve seat. The finished seat must be between $3/64$ and $5/64$ of an inch wide. Locate each valve in its proper place when reassembling. The larger valves are the intake valves.

VALVE ADJUSTMENT. - To make a valve adjustment, remove the valve covers. Then crank the engine over slowly by hand until the left hand intake valve, when facing the flywheel, opens and closes and continue until the "TC" mark on the flywheel and the mark on the gear cover are in line. This should place the left hand piston at the top of its compression stroke, the position it must be in to get proper valve adjustment for the left hand cylinder. Clearances given are for room temperature, (72°F. , 22°C.). Use .006 and .008 inch feeler gauges. In each case the thinner gauge should pass freely between the valve stem and valve tappet but the thicker gauge should not.

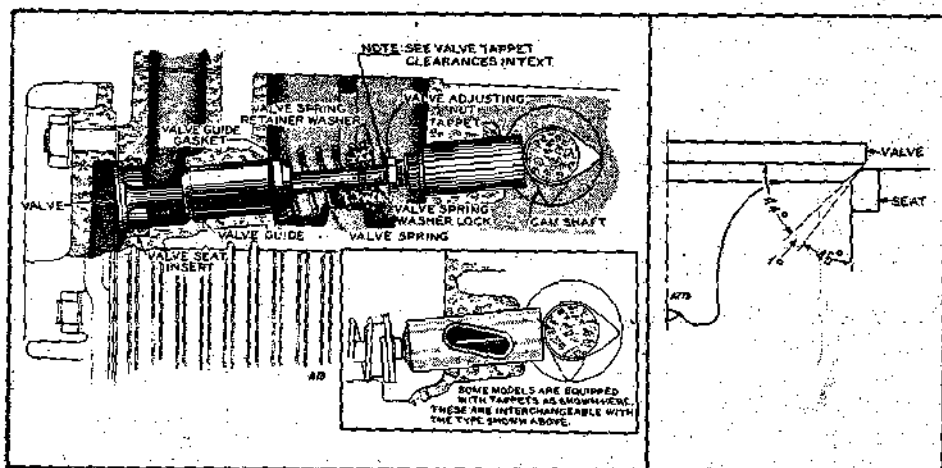


FIG. 31 - VALVE ASSEMBLY

FIG. 32 - CORRECT VALVE ANGLE

To correct the valve clearance, simply turn the adjusting screw as needed to obtain the right clearance. The screw is self-locking and will stay where set.

If valve clearance can no longer be held within given limits, replace the valve.

To adjust the valves of the right hand cylinder, crank the engine over one complete revolution and again line up the "TC" mark on the flywheel and the mark on the gear cover. Then follow the adjustment given for the valves of the left hand cylinder.

FLYWHEEL. - Before the flywheel can be removed, all parts necessary to expose the flywheel must be removed. Then turn the flywheel mounting screw out two full turns, insert a screwdriver between the flywheel and the gear cover to take up crankshaft end play and strike a sharp endwise blow on the head of the cap screw with a heavy soft hammer. Remove the flywheel carefully to avoid damaging the magneto stator assembly. Do not drop the flywheel. A suitable puller can easily be made from a piece of bar steel and the flywheel removed with the aid of the puller, if so desired.

When replacing the flywheel be sure the key is in place on the crankshaft. Then install the flywheel. Install the mounting capscrews and tighten to 45 to 55 pounds feet torque. Replace other parts removed, reversing the order in which they were removed.

GEAR COVER. - All parts necessary to remove the flywheel must be removed, including the flywheel, before the gear cover can be removed. Then disconnect the linkage and the spring from the governor arm, take out the gear cover mounting screws and remove the gear cover. Tap the gear cover gently with a soft hammer to loosen it.

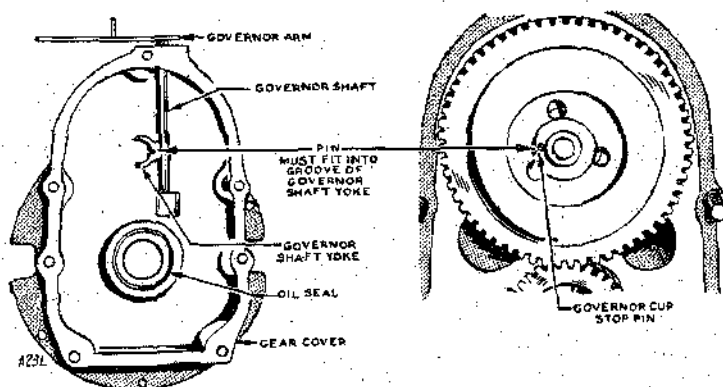


FIG. 33 - REPLACING GEAR COVER

When replacing the gear cover, turn the stop pin on the governor cup to the point where it agrees with the 9 o'clock position on the face of a clock. See Figure 33. Then turn the governor arm and shaft clockwise as far as it will go and hold it in this position until the gear cover is flush against the cylinder block. The governor cup stop pin must fit into the slot in the governor shaft yoke.

GOVERNOR CUP. - With the gear cover removed, the governor cup can be taken off by removing the snap ring from the camshaft center pin and sliding the cup off. Be sure to catch the flyballs as they will fall out when the cup is removed.

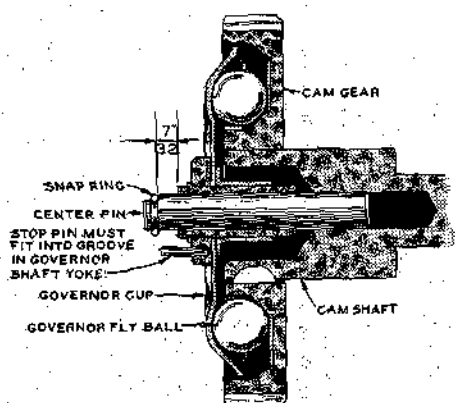


FIG. 34 - GOVERNOR CUP ASSEMBLY

When installing a new governor cup, tip the plant upward from the engine end, place the flyballs in their places, and install the governor cup on the center pin. Then install the snap ring on the camshaft center pin. The distance from the snap ring to the governor cup sleeve, when the cup is flush against the flyballs, must be exactly $7/32$ of an inch if the governor is to operate as it should. See Figure 34. If it is less than $7/32$ of an inch, remove the cup and carefully dress down the face of the sleeve until this clearance is obtained. If more than $7/32$ of an inch, the camshaft must be removed and the center pin carefully pressed in by means of an arbor press to allow $7/32$ of an inch clearance. See Figure 34. Leave the cup and snap ring on the pin to measure by. Be very careful not to damage the center pin as it is not replaceable in the field.

CRANKSHAFT GEAR. - With the gear cover removed, the crankshaft gear is easily removed. A suitable gear puller may be used or on certain plants the gear is drilled and tapped and the gear can be removed by using two number 10-32 screws and turning them in until they butt up against the crankshaft and push the gear off. If a puller is used and the gear is to be used again, apply the puller carefully to avoid damaging the teeth.

When replacing the camshaft gear, use a hollow pipe that will fit over the crankshaft but will not hit the teeth of the gear, and press the gear on to the shoulder on the shaft. Be sure the woodruff key is in place.

Should it be necessary to replace the crankshaft gear at any time, the camshaft gear must be replaced at the same time as the gears are matched and are sold only in sets.

CAMSHAFT AND GEAR ASSEMBLY. - The camshaft and gear should be removed from the plant as an assembly. Before this can be done the gear cover, lock ring and special washer on the crankshaft, the ignition breaker box and plunger, the fuel pump and the valve stem locks must be removed. Pull the valve tappets

into the box. Then slide the camshaft and gear out as an assembly.

If the gear is to be removed from the shaft, remove the snap ring from the center pin, the governor cup and the flyballs. Then place the camshaft and gear in an arbor press and remove the gear. Be very careful not to damage the center pin as it is not replaceable in the field.

If the camshaft gear is to be replaced, the crankshaft gear must also be replaced as they are sold only as a matched set. When pressing the camshaft gear into place on the shaft, be sure the key is in place and the gear is straight on the shaft.

When replacing the assembly in the block, be sure to use a thrust washer behind the gear. Be sure the timing mark on the camshaft gear is lined up with the timing mark on the crankshaft gear as shown in Figure 35.



FIG. 35-TIMING GEAR ASSEMBLY

CRANKSHAFT. - The plant must be completely disassembled to remove the crankshaft. Whenever making major repairs on the engine always inspect the drilled passages of the crankshaft and if necessary, clean them to assure proper lubrication of the connecting rods. Also the bearing journals should be inspected. If they are scored and cannot be smoothed out by dressing down, a new crankshaft should be installed.

When replacing the crankshaft, use gaskets as needed behind the bearing plate to assure end play of .006 to .012 inch.

BEARINGS. - Removal of the camshaft and crankshaft bearings requires complete disassembly of the engine. Use a press or a suitable drive plug to remove the bearings. Drive or press the crankshaft bearings from the outside toward the inside of the cylinder block. Drive or press the camshaft bearings from the inside toward the outside of the cylinder block. Be very careful not to damage the bearing boss when removing a bearing.

The crankshaft bearings must be installed from the inside of the cylinder block with the oil holes in the bearings aligned with the oil holes in the bearing boss. Use a press or suitable drive plug to install the bearings. Press or drive both bearings in until the flange is flush with the inner end of the bearing boss. Use oil on the outer bearing surface to reduce friction. Coat the inner surface of each bearing with oil before installing the crankshaft.

The oil groove of the front camshaft bearing must be centered at the top. The oil hole in the rear camshaft bearing must be aligned with the hole in the bearing boss. Install both bearings from the outside. Press or drive the front bearing in flush with the bearing boss and the rear bearing in flush with the welch plug groove. Replace the welch plug of the rear bearing.

NOTE: The crankshaft and camshaft bearings must be line bored or line reamed after being installed in the cylinder block. The crankshaft main bearing journals should be measured with a micrometer and the bearings line bored to allow a clearance of .002 to .003 inch. The camshaft bearings should be line bored to allow a clearance of .001 to .003 inch clearance. Any reliable machine shop should be able to perform this service. If equipment for line boring or reaming is not available locally, see the dealer from whom you purchased your engine or return it to the factory for repairs.

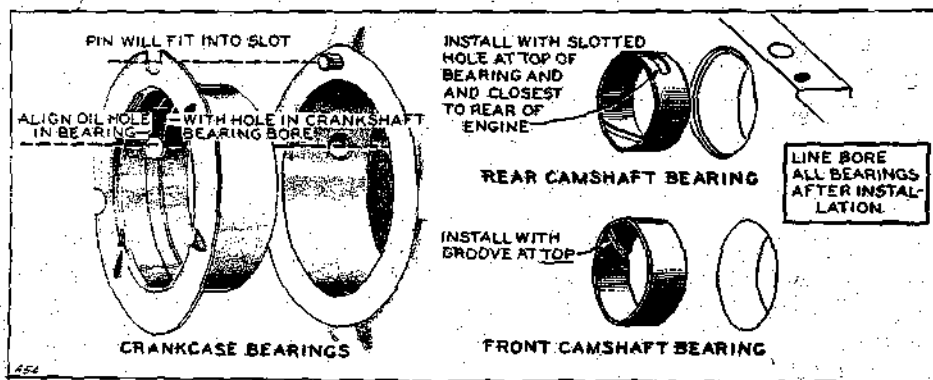


FIG. 36-BEARING INSTALLATION

OIL SEALS. - The gear cover must be removed to replace its oil seal. Drive the old seal out from the inside of the gear cover.

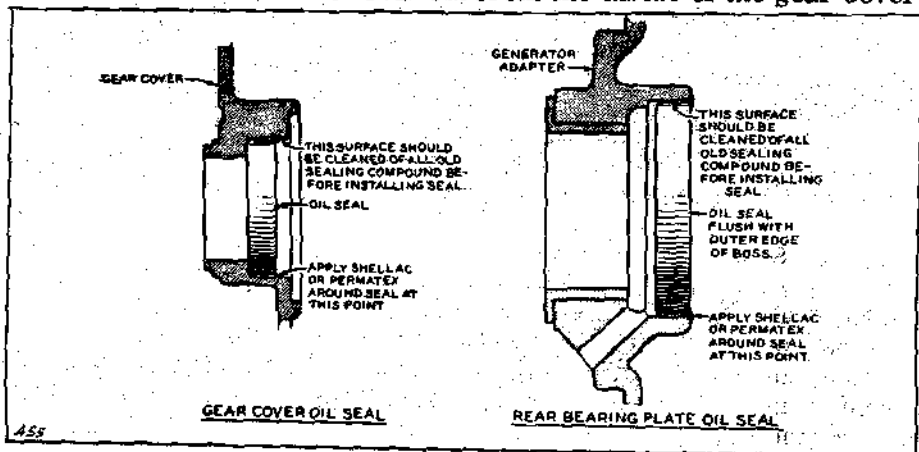


FIG. 37-OIL SEAL INSTALLATION

The bearing plate must be removed to replace its oil seal. Drive the old seal out from the inside.

When installing the gear cover oil seal, tap the seal in to the limit allowed by the recess.

When installing the bearing plate oil seal, tap the seal into the bearing plate until it is flush with the outer end of the boss. After the seal is in place, it is advisable to apply a thin coating of shellac or Permatex around the outer surface of the seal at the point where it comes in contact with the bearing plate boss. Place a piece of shim stock around the end of the crankshaft when replacing the bearing plate to avoid damaging the seal. Remove the shim stock as soon as the plate is in place.

OIL PUMP. - The plant must be completely disassembled to remove the oil pump. Remove the pump from the cylinder block as shown in Figure 38.

Check the oil pump thoroughly for worn parts. Should any part need replacing, replace the entire pump assembly as the oil pump is sold only as a complete unit.

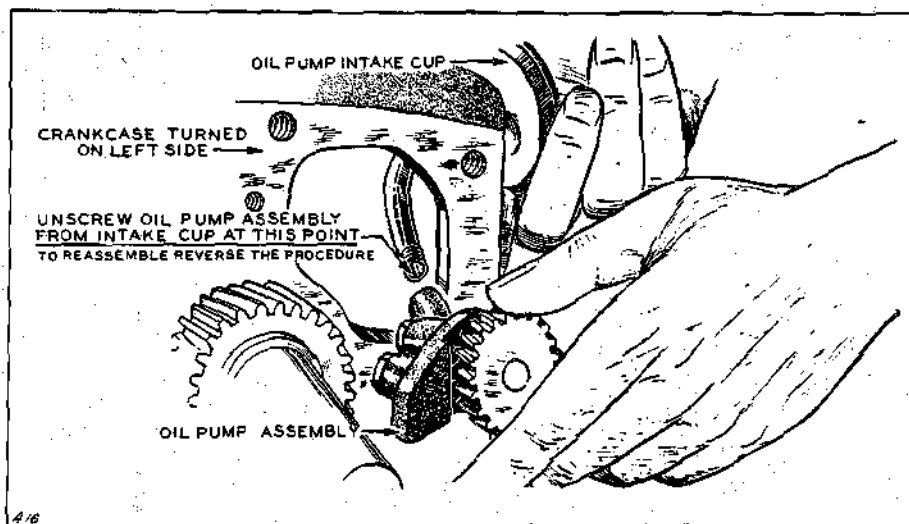


FIG. 38-OIL PUMP REMOVAL

MAGNETO STATOR INSTALLATION. - The magneto stator assembly is mounted on the gear cover and the flywheel must be removed to expose it. Figure 39 shows the stator assembly correctly installed on the gear cover. Note that there are inside and outside mounting holes. The inside mounting holes must be used to mount the stator assembly in the position shown for a 19° spark advance, the outside holes for a 25° spark advance. Connect the

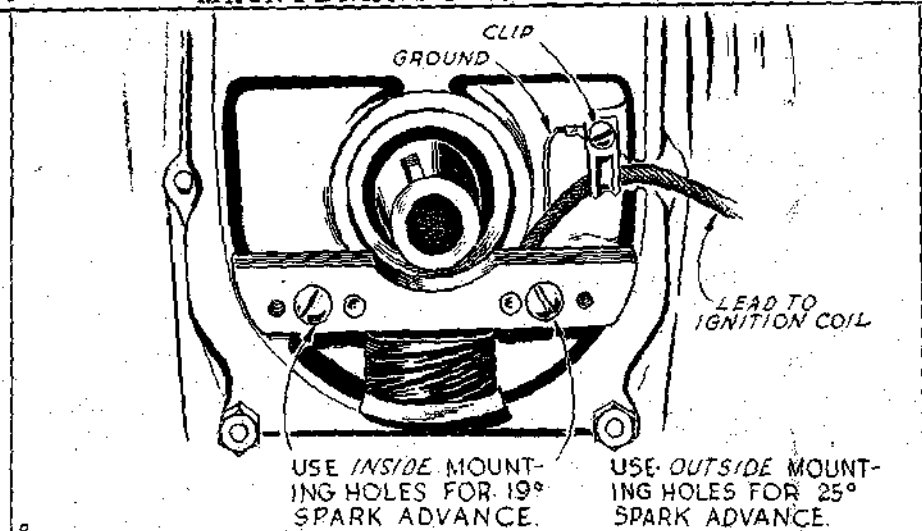


FIG. 39-MAGNETO STATOR ASSEMBLY

small coil lead to the cable clip terminal as shown. Connect the large lead to the breaker box terminal, being sure it is held in place by the clip as shown.

TIMING THE IGNITION. - The spark advance is 19° before top center for battery charging and all a-c plants, and 25° BTC for the d-c portable plants. Use the correct degree mark and the "TC" mark on the flywheel for your plant and proceed as follows:

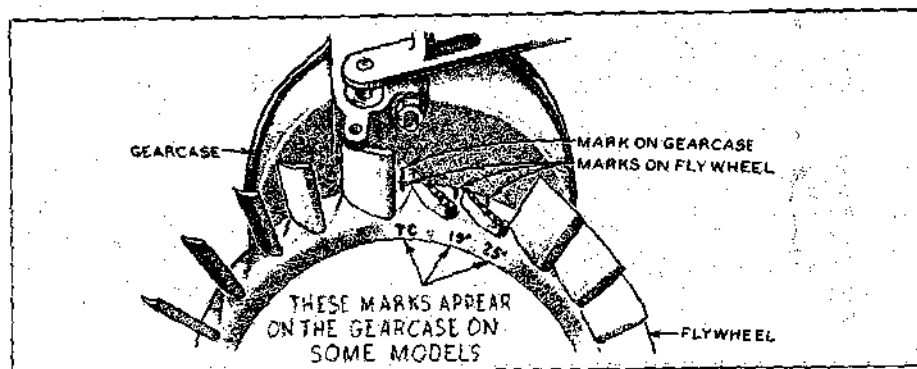


FIG. 40-IGNITION TIMING MARKS

1. Remove the cover from the breaker box and check the witness marks on the crankcase and breaker box (or spacer). If these marks are not in alignment, loosen the breaker box (or spacer) mounting screws and align these marks. See Figure 19. This will give a nearly correct setting of the breaker box.

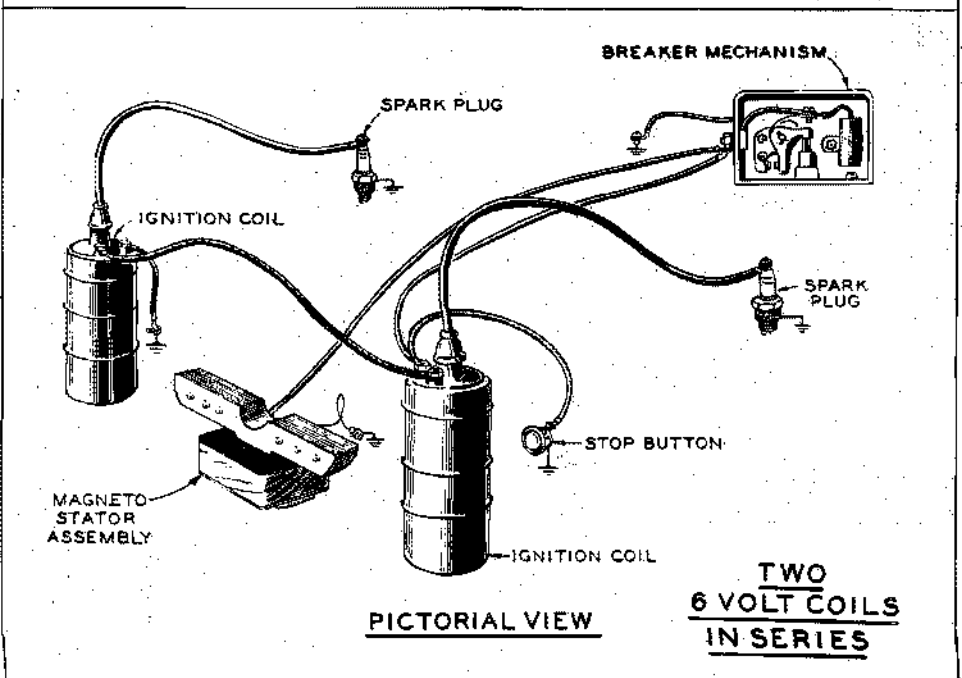
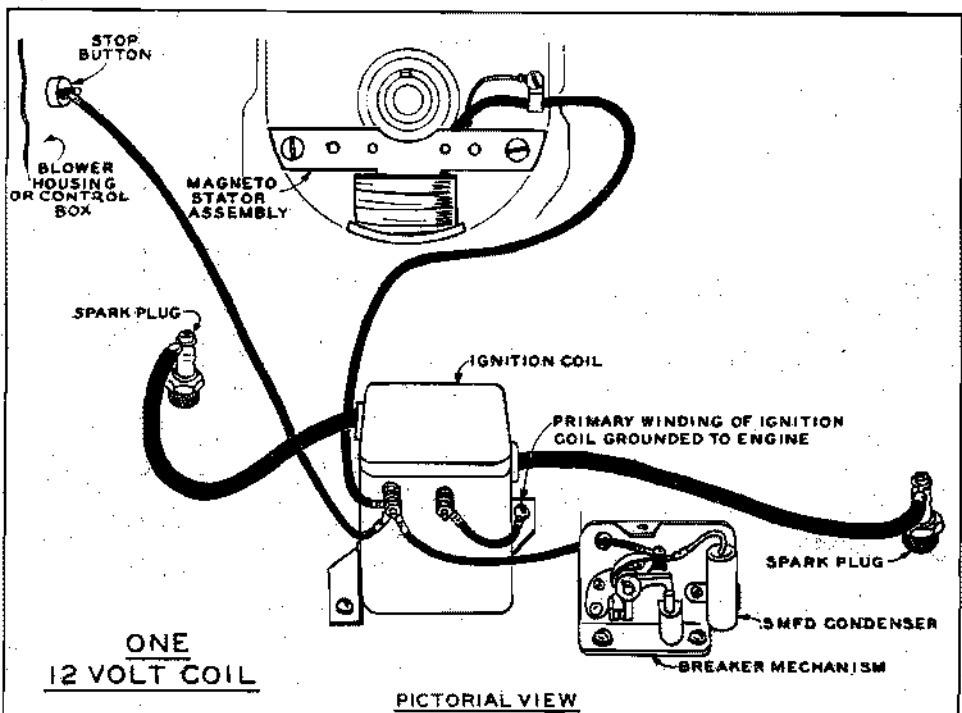


FIG.41 - MAGNETO IGNITION CIRCUIT

2. Crank the engine over slowly by hand in the direction of crankshaft rotation until the "TC" mark on the flywheel and the mark on the gear cover are exactly in line. See Figure 40.
3. Adjust the ignition breaker point gap width to .020 inch at full separation.
4. Turn the flywheel slowly to the right and note whether the ignition points just separate when the correct degree mark on the flywheel aligns with the mark on the gear cover. If the marks align as the points break, timing is correct. If they do not, loosen the breaker box (or spacer) mounting screws and shift the whole breaker box (and spacer) assembly to the right to advance the timing (points not breaking soon enough) or to the left to retard the timing (points breaking too soon). Tighten the breaker box (or spacer) mounting screws securely after making an adjustment.
5. Replace the breaker box cover.

GASKETS. - Always use new gaskets when replacing any part that requires a gasket. Thoroughly clean the surface that the gasket contacts before installing the gasket. Gaskets are listed singly in the Parts List and are also listed in kit form under SERVICE KITS.

ASSEMBLY TORQUES

Assembly torques as given here require the use of a torque wrench. These assembly torques will assure proper tightness without danger of stripping the threads. If a torque wrench is not available, estimate the degree of tightness necessary for the stud or nut being installed and tighten accordingly. Check all studs and nuts frequently. Tighten as needed to prevent their working loose.

CYLINDER HEAD STUD AND NUTS. - Tighten to 18 to 20 lb. ft. torque.

OTHER 5/16 INCH CYLINDER BLOCK STUDS AND NUTS. - Tighten to 10 to 12

lb. ft. torque. Tighten other studs and nuts just enough to assure tightness. Be careful not to strip the threads.

CONNECTING ROD BOLTS. - Tighten to 10 to 12 lb. ft. torque.

FLYWHEEL CAPSCREW. - Tighten to 45 to 55 lb. ft. torque.

ARMATURE THROUGH STUD AND NUT. - Tighten to 45 to 55 lb. ft. torque.

TABLE OF CLEARANCES

	MINIMUM	MAXIMUM
Valve Tappet, Intake & Exhaust - Cold	0.006"	0.008"
Intake Valve Stem Clearance in Guide	0.0015"	0.003"
Exhaust Valve Stem Clearance in Guide ...	0.003"	0.0045"
Valve Seat Width	3/64"	5/64"
Crankshaft Main Bearing Clearance	0.002"	0.003"
Crankshaft End Play	0.006"	0.012"
Camshaft Bearing Clearance	0.001"	0.003"
Camshaft End Play	0.003"	0.005"
Connecting Rod Bearing Clearance	0.0015"	0.0035"
Connecting Rod End Play	0.005"	0.007"
Timing Gear Backlash	0.003"	0.005"
Oil Pump Gear Backlash	0.003"	0.005"
Piston Clearance in Cylinder	0.003"	0.0045"
Piston Pin Clearance in Piston at 72°F. ...	Hand Push Fit	
Piston Pin Clearance in Rod at 72°F.	Thumb Push Fit	
Piston Ring Gap in Cylinder	0.008"	0.013"
Breaker Point Gap at Full Separation	0.020"	
Spark Plug Gap - Gasoline Operation	0.025"	
Spark Plug Gap - Gaseous Fuel Operation ..	0.018"	

GENERATOR

The generator normally needs little care other than proper lubrication of the armature ball bearing and a periodic check of the brushes, commutator and collector rings. If a major repair job on the generator should become necessary, have the equipment checked by a competent electrician, one who is thoroughly familiar with the operation of electric generating equipment.

GENERATOR DISASSEMBLY. - If disassembly of the generator becomes necessary, refer to the proper wiring diagram for the applicable plant and disconnect wires as necessary. Tag the wires to assure correct replacement. Lift all brushes high in their guides so that each brush is held away from contact with the commutator and collector rings by spring pressure against its side. Remove the end bell nuts from the two studs which pass through the generator frame. The frame and end bell may then be separated from the generator to engine adapter and carefully pulled off over the armature. Be careful not to allow the frame to rest or drag on the armature. Reverse the above procedure when reinstalling the frame assembly. See Figure 44. Note that a small spring clip on the armature bearing must fit into a slot of the bearing hub. Be sure the small pins on the edges of the generator frame and the adapter engage the corresponding notches in the end bell and frame. Do not retighten the stud nuts so tightly as

to distort the end bell.

If the armature is to be removed, the generator frame must be removed first. Loosen the nut at the outer end of the armature shaft so that the nut is even with the end of the stud. While prying or pulling outward on the armature to take up crankshaft end play, strike the stud a sharp endwise blow with a heavy soft faced hammer to loosen the armature from the crankshaft. Remove the nut and washer and the armature can then be slipped off over the through stud. Be careful not to bend the stud. When replacing the armature, make sure the taper surfaces of the armature and crankshaft are clean and free of nicks. Tighten the through stud nut securely.

BRUSHES. - Check the generator brushes. Brushes worn to $5/8$ of an inch should be replaced. If the brushes seem to wear rapidly, check the collector rings and commutator. If they become rough or pitted or if the mica between the commutator bars comes in contact with the brushes, brush wear will be rapid. An improperly adjusted brush rig will also cause rapid brush wear. Each of these causes of brush wear are treated in separate paragraphs.

BRUSH RIG POSITION. - Check the reference mark on the brush rig and if necessary align it with the boss in the end bell as shown in Figure 20. If the brush rig is not adjusted so that there is no arcing of the brushes (neutral brush position), brush wear will be rapid, voltage and current will not hold steady and the generator may overheat.

Whenever a new brush rig or armature is installed, the brush rig must be adjusted to the point where the brushes do not arc, regardless of where the reference mark falls. This is commonly known as the "neutral" brush position.

COLLECTOR RINGS. - If the collector rings become grooved or out of round, or the brush surface becomes pitted or rough so that good brush seating cannot be maintained, remove the armature and refinish the collector rings in a lathe. If the commutator appears to be in need of it, refinish it at the same time.

COMMUTATOR. - The commutator bars wear down with usage so that the mica between them must be undercut. This should be done as soon as the mica on any part of the commutator touches the brushes. Any electrical repair shop can perform this service. In an emergency, an undercutting tool can be made from an old hack saw blade. Use it as shown in Figure 42. Avoid injury to the surfaces of the copper bars. Leave no burrs along the edges of the bars. The mica must always be undercut whenever the commutator is refinished.

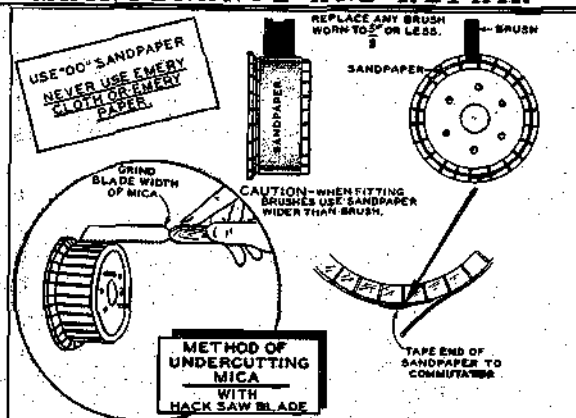


FIG. 42 - CARE OF COMMUTATOR AND BRUSHES

TESTING WINDINGS. - A test lamp set and an armature growler are required for the various tests. Before making any tests, lift all brushes into their holders and disconnect the load circuit wires from the plant. If the armature tests defective, the practical repair is to replace it. If a field coil tests defective, replace the entire coil assembly unless the trouble is in one of the external leads, which can be repaired as the nature of the trouble requires.

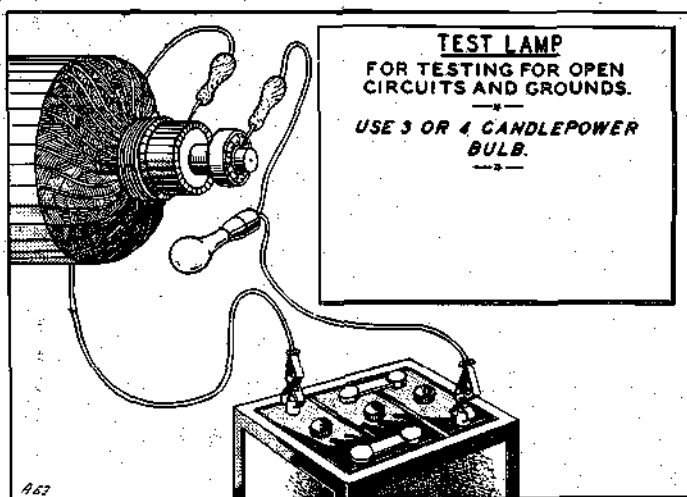


FIG. 43-TEST LAMP SET

TESTING ARMATURE WINDINGS FOR OPEN OR SHORT CIRCUITS. -

This

test requires the use of an armature growler. The armature assembly must be removed from the plant. Follow the instructions given by the manufacturer of the armature growler.

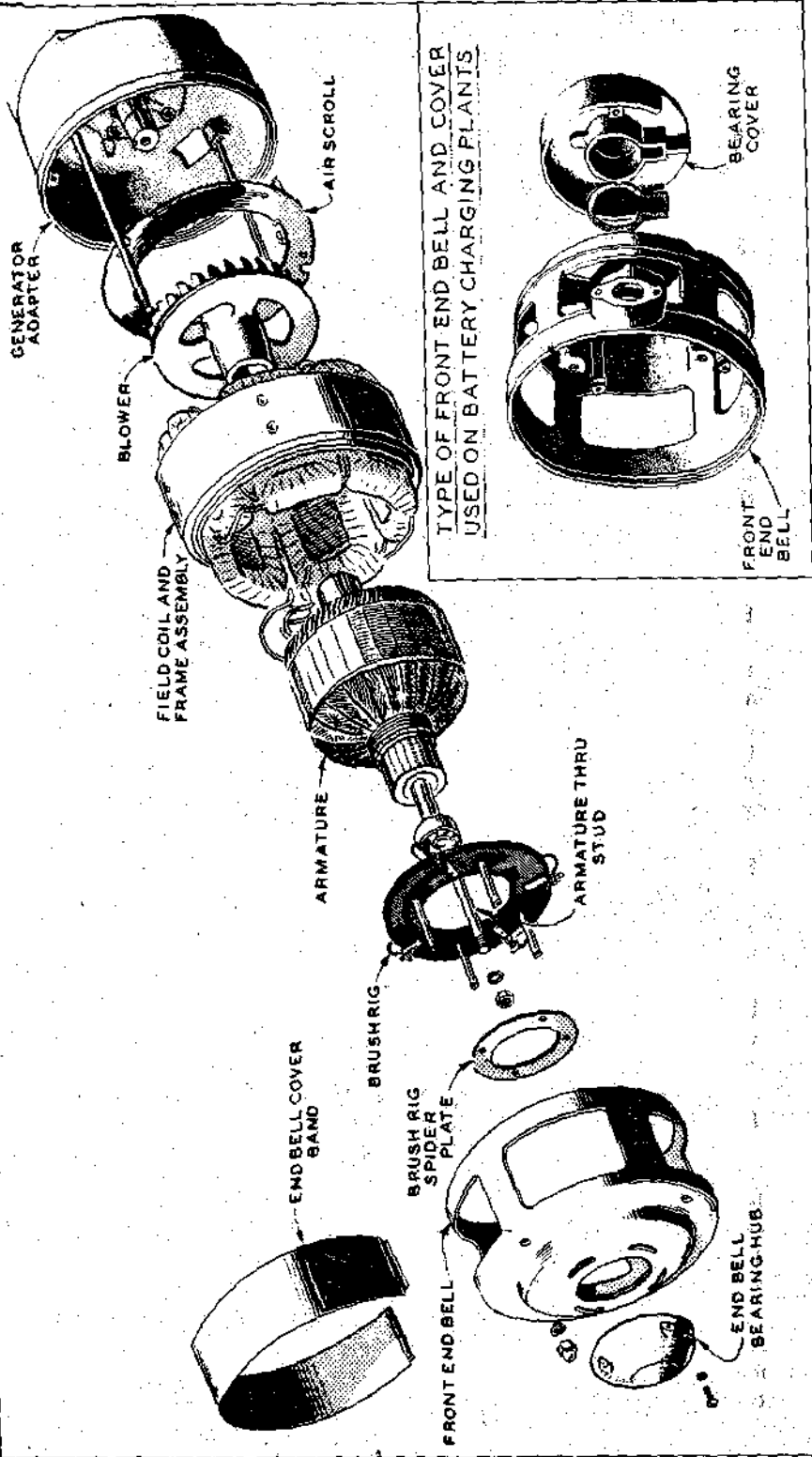


FIG. 4-4-GENERATOR ASSEMBLY

TESTING ARMATURE WINDINGS FOR GROUNDS. - Use a test lamp set. Touch one test prod to the armature shaft and the other to the commutator and then each collector ring. Be sure the test prods make good contact. If the lamp lights, the armature is grounded.

TESTING FIELD WINDINGS. - Use a test lamp set (See Figure 43) for all tests except a short circuit. When testing a field coil assembly, disconnect all of its external leads from their terminals. It is advisable to tag and mark each lead to assure proper connections when reassembling.

TESTING FIELD WINDINGS FOR GROUNDS. - To test a coil assembly for a ground, disconnect its external leads and touch one test prod to the terminal of one of its leads and the other test prod to the generator frame. If the lamp lights, the coil assembly being tested is grounded. The ground may be in a coil, coil connection or coil lead. Repair or replace as needed.

TESTING FIELD WINDINGS FOR OPEN CIRCUIT. - To test a coil assembly for an open circuit, disconnect its external leads and touch one test prod to the terminal of one coil lead winding and the other test prod to each of the other leads of that coil winding in turn. If the lamp does not light, the circuit being tested is open. If the fault lies in a connection between coils or in a coil lead, the trouble can be repaired. If it is inside the coil proper, replace the entire coil assembly.

TESTING FIELD WINDINGS FOR SHORT CIRCUIT. - If one coil is short circuited it will run cooler than the others and it may be possible to locate the short-circuited coil by placing your hand on the generator frame at each of the poleshoe positions and noting at which poleshoe position the frame is cooler than normal. A more definite test is a comparative resistance test or a comparative voltage drop test. If the coil windings are short-circuited replace the entire coil assembly.

FIELD COIL INSTALLATION. - The generator frame assembly must be removed from the plant before the field coils can be removed from the poleshoes. Tag and mark all external leads to assure correct connections when reassembling. When removing the poleshoes and coils be sure to keep the shims used under each poleshoe together to assure correct air gap when installing the coil assembly and poleshoe.

When installing the coil assembly, be sure the coil assembly is in the original position in the frame. If it is not the coil leads cannot be properly connected. Insert the poleshoe into the coil, be sure the poleshoe shims are in place and secure the poleshoe to the frame. Tighten the

poleshoe mounting screws securely. Install each of the other coils and poleshoes in the same manner. Connect the external leads as marked on the tags. If a new coil assembly is being installed, make the connections the same as marked for the old coil assembly.

POLESHOE INSTALLATION. - Follow the instructions given for **FIELD COIL INSTALLATION.**

CONTROLS

If any of the control equipment fails to function properly replace the defective part with a new part of the same kind rather than try to repair the old part. No attempt should be made to repair such parts as meters, fuses, switches, relays or receptacles. Check all electrical connections and contacts whenever servicing control equipment.

Always disconnect the battery of the Remote Control and Battery Charging plants whenever servicing controls to avoid accidentally starting the plant. When disassembling controls, tag each lead that has to be removed and mark the connection point of the lead on the tag to assure correct connections when reassembling.

POSSIBLE CAUSE

REMEDY

ENGINE CRANKS TOO STIFFLY

Too heavy oil in crankcase. Drain. Refill with lighter oil. See PREPARATION.

Engine stuck. Disassemble and repair.

ENGINE CRANKS TOO SLOWLY WHEN CRANKED ELECTRICALLY

Discharged or defective battery. Recharge or replace.

Loose connections. Tighten loose connections.

Corroded battery terminals. Clean corroded terminals. Replace cable if necessary.

Brushes worn excessively or making poor contact. Replace brushes or clean commutator.

Short circuit in generator or load circuit. Repair or replace parts necessary. Disconnect load.

Dirty or corroded points in start solenoid switch. Replace switch.

ENGINE WILL NOT START WHEN CRANKED

Faulty ignition. Clean, adjust, or replace breaker points, spark plugs, condenser, etc., or retune ignition.

Lack of fuel or faulty carburetion. Refill the tank. Check the fuel system. Clean, adjust, or replace parts necessary.

Clogged fuel filter. Clean.

Cylinders flooded. Ground spark plug cables. Crank engine with spark plugs removed.

Poor fuel. Drain. Refill with good fuel.

Poor compression. Tighten cylinder heads and spark plugs. If still not corrected, grind the valves. Replace piston rings if necessary.

POSSIBLE CAUSE

REMEDY

ENGINE WILL NOT START WHEN CRANKED (Cont.)

Wrong ignition timing.

Reset breaker points or retune ignition. See IGNITION.

ENGINE RUNS BUT VOLTAGE DOES NOT BUILD UP

Poor brush contact.

See that brushes seat well on commutator and collector rings, are free in holders, are not worn shorter than 5/8 inch, and have good spring tension.

Open circuit, short circuit, or ground in generator.

Refer to the GENERATOR section of MAINTENANCE and REPAIR.

VOLTAGE UNSTEADY BUT ENGINE NOT MISFIRING

Speed too low.

Adjust governor to correct speed.

Poor commutation or brush contact.

Refinish commutator or undercut mica if necessary. See that brushes seat well on commutator and collector rings, are free in holders, are not worn shorter than 5/8 inch, and have good spring tension.

Loose connections.

Tighten connections.

Fluctuating load.

Correct any abnormal load condition causing trouble.

GENERATOR OVERHEATING

Short in load circuit.

Correct short circuit.

Generator overloaded.

Reduce the load.

Improper brush rig position.

See BRUSHES, MAINTENANCE and REPAIR.

ENGINE OVERHEATING

Improper lubrication.

See Low Oil Pressure.

Poor ventilation.

Provide ample ventilation at all times.

Dirty or oily cooling surfaces.

Keep the engine clean.

POSSIBLE CAUSE

REMEDY

ENGINE OVERHEATING (Cont.)

Retarded ignition timing.	Retime ignition.
Generator overloaded.	Reduce load.

VOLTAGE DROPS UNDER HEAVY LOAD

Engine lacks power.	See remedies under "ENGINE MISFIRES AT HEAVY LOAD".
Poor compression.	Tighten cylinder heads and spark plugs. If still not corrected, grind the valves. Replace piston rings if necessary.
Faulty carburetion.	Check the fuel system. Clean, adjust or repair as needed.
Dirty carburetor air cleaner.	Clean. Refill with proper oil.
Choke.	Choke plate must be wide open at operating temperature.
Carbon in cylinders or in carburetor venturi.	Remove carbon.
Restricted exhaust line.	Clean or increase the size.

ENGINE MISFIRES AT LIGHT LOAD

Carburetor idle jet clogged or improperly adjusted.	Clean.
Spark plug gaps too narrow.	Adjust to correct gap
Intake air leak.	Tighten manifold and carburetor mounting screws. Replace gaskets if necessary.
Faulty ignition.	Clean, adjust, or replace breaker points, spark plugs, condenser, etc.
Poor compression.	Tighten cylinder heads and spark plugs. If still not corrected, grind the valves. Replace piston rings if necessary.

POSSIBLE CAUSE

REMEDY

ENGINE MISFIRES AT HEAVY LOAD

Defective spark plug.	Replace.
Faulty ignition.	Clean, adjust, or replace breaker points, spark plugs, condenser, etc., or retune ignition.
Clogged carburetor.	Clean carburetor.
Clogged fuel screen.	Clean.
Defective spark plug cable.	Replace.

ENGINE MISFIRES AT ALL LOADS

Fouled spark plug.	Clean and adjust.
Defective or wrong spark plug.	Replace.
Leaking valves.	See VALVE SERVICE.
Broken valve spring.	Replace.
Defective or improperly adjusted breaker points.	Adjust or replace breaker points.

LOW OIL PRESSURE

Oil too light.	Drain, refill with proper oil.
Oil badly diluted.	Drain, refill with proper oil.
Oil too low.	Add oil.
Oil relief valve not seating.	Remove and clean, or replace.
Badly worn bearings.	Replace.
Sludge on oil screen.	Remove and clean.
Badly worn oil pump.	Replace.
Defective oil pressure gauge.	Replace.

POSSIBLE CAUSE

REMEDY

HIGH OIL PRESSURE

Oil too heavy.	Drain, refill with proper oil.
Clogged oil passage.	Clean all lines and passages.
Oil relief valve stuck.	Remove and clean.
Defective oil pressure gauge.	Replace.

ENGINE BACKFIRES AT CARBURETOR

Lean fuel mixture.	Clean carburetor. Adjust jets.
Clogged fuel filter.	Clean.
Air leak at intake manifold or carburetor flange.	Tighten mounting screws. Replace gaskets if necessary.
Poor fuel.	Refill with good, fresh fuel. See PREPARATION.
Spark advanced too far.	Reset breaker points or retune ignition.
Intake valve leaking.	Reseat or replace.

EXCESSIVE OIL CONSUMPTION, LIGHT BLUE SMOKY EXHAUST

Poor compression. Usually due to worn pistons, rings, or cylinders.	Refinish cylinders. Install oversize pistons and rings.
Oil too light or diluted.	Drain, refill with proper oil.
Too large bearing clearance.	Replace bearings necessary.
Engine misfires.	Refer to "ENGINE MISFIRES AT ALL SPEEDS".
Faulty ignition.	Clean, adjust, or replace breaker points, spark plugs, condenser, etc., or retune the ignition.
Too much oil.	Drain excess oil.

POSSIBLE CAUSE

REMEDY

BLACK, SMOKY EXHAUST, EXCESSIVE FUEL CONSUMPTION, FOULING OF SPARK PLUGS WITH BLACK SOOT, POSSIBLE LACK OF POWER UNDER HEAVY LOAD

Fuel mixture too rich.

See that choke opens properly. Adjust jets properly. Adjust the float level.

Choke not fully open.

See that choke opens properly.

Dirty air cleaner.

Clean, refill with proper oil.

LIGHT POUNDING KNOCK

Loose connecting rod.

Adjust clearance or replace.

Low oil supply.

Add oil. Change if necessary.

Oil badly diluted.

Drain, refill with proper oil.

Low oil pressure.

See LOW PRESSURE for remedies.

ENGINE STOPS UNEXPECTEDLY

Empty fuel tank.

Refill.

Defective ignition system.

Check the ignition system. Repair or replace as needed. See that the STOP button lead is not grounded.

DULL METALLIC THUD, IF NOT BAD, MAY DISAPPEAR AFTER FEW MINUTES OPERATION, IF BAD, INCREASES WITH LOAD

Loose crankshaft bearing.

Replace, unless one of the next two remedies permanently corrects the trouble.

SHARP METALLIC THUD, ESPECIALLY WHEN COLD ENGINE FIRST STARTED

Low oil supply.

Add oil. Change if necessary.

Oil badly diluted.

Drain, refill with proper oil.

POSSIBLE CAUSE

REMEDY

PINGING SOUND WHEN ENGINE IS SUDDENLY OR HEAVILY LOADED

Carbon in cylinders.

Remove the carbon.

Spark advanced too far.

Reset breaker points or retune ignition.

Wrong spark plugs.

Install correct spark plugs, Champion H9 Com.

Spark plugs burned or carboned.

Clean. Install new plugs if necessary.

Valves hot.

Adjust tappet clearance. See VALVE SERVICE.

Fuel stale or low octane.

Use good, fresh fuel. See PREPARATION.

Lean fuel mixture.

Clean fuel system. Adjust carburetor jets properly.

TAPPING SOUND

Valve clearance too great.

Adjust to proper clearance. See VALVE SERVICE.

Broken valve spring.

Install new spring.

HOLLOW CLICKING SOUND WITH COOL ENGINE UNDER LOAD

Loose piston.

If noise is only slight and disappears when engine warms up, no immediate attention needed. Otherwise replace parts necessary.

VOLTAGE LOW AT FAR END OF LINE BUT NORMAL NEAR PLANT

Too small line wire used for load and distance.

Install larger or extra wires or reduce load.

MOTORS RUN TOO SLOWLY AND OVERHEAT AT FAR END OF LINE BUT OK NEAR PLANT

Too small line wire used for load and distance.

Install larger or extra wires or reduce load.

POSSIBLE CAUSE

REMEDY

NOISY BRUSHES

High mica between bars of commutator.

Undercut mica.

EXCESSIVE ARCING OF BRUSHES

Rough commutator or rings.

Turn down.

Dirty commutator or rings.

Clean.

Brushes not seating properly.

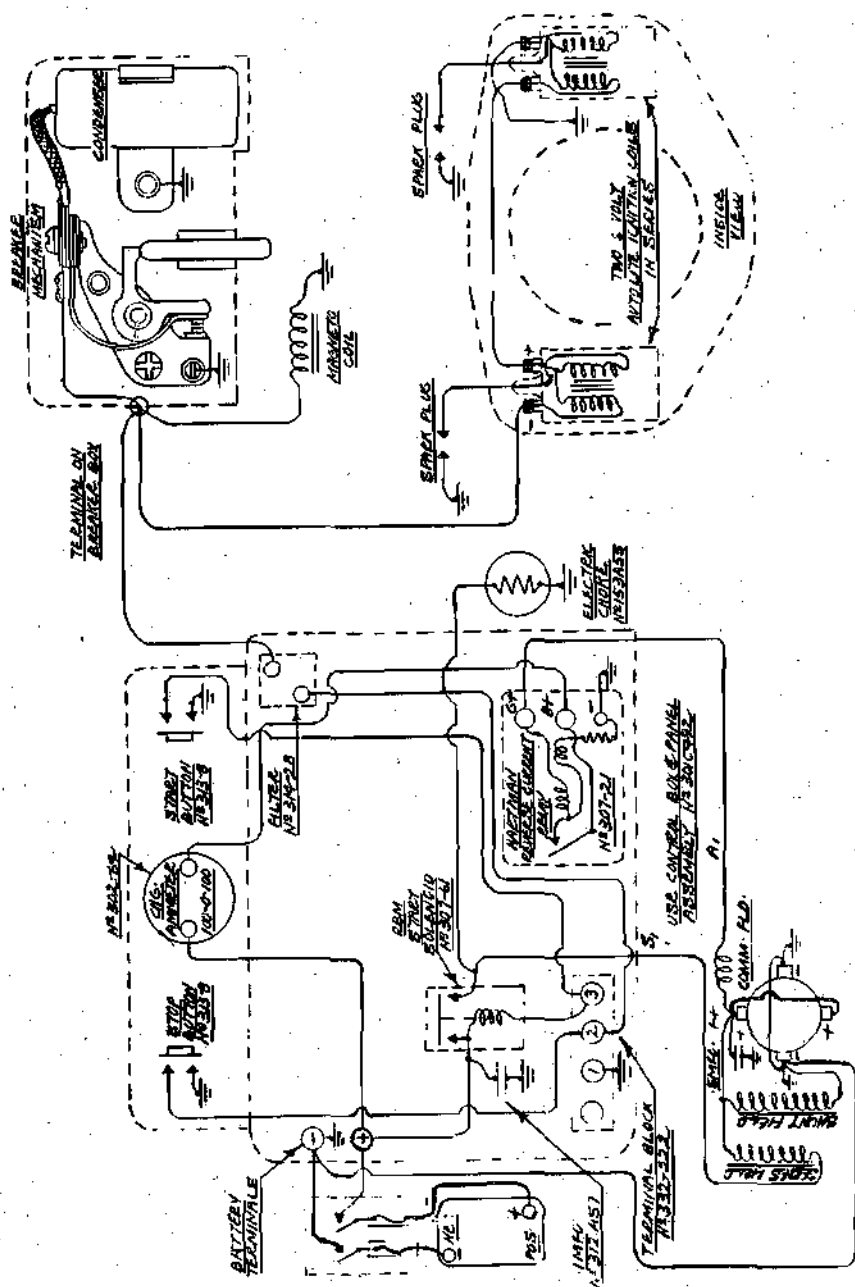
Sand to a good seat or reduce load until worn in.

Open circuit in armature.

Install a new armature.

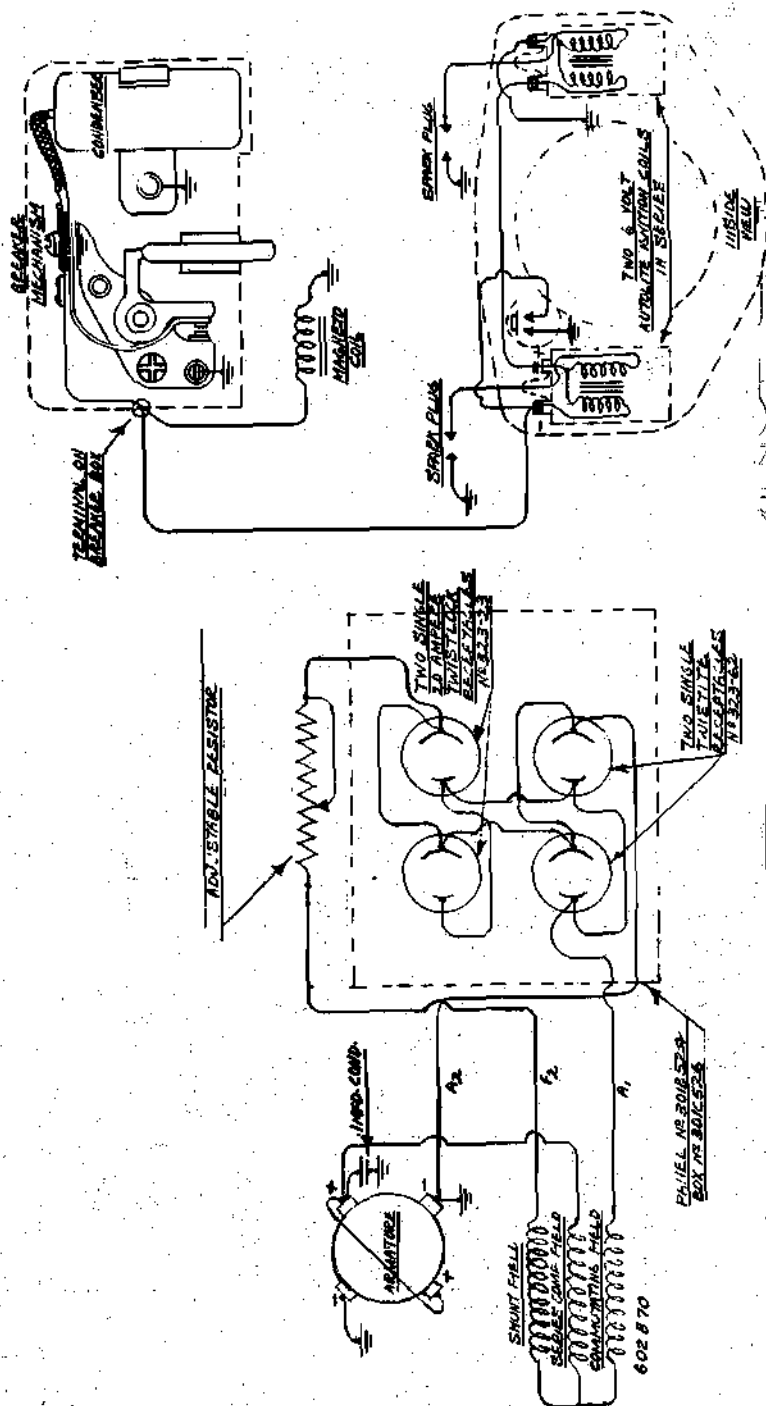
Brush rig out of position.

Line up properly.

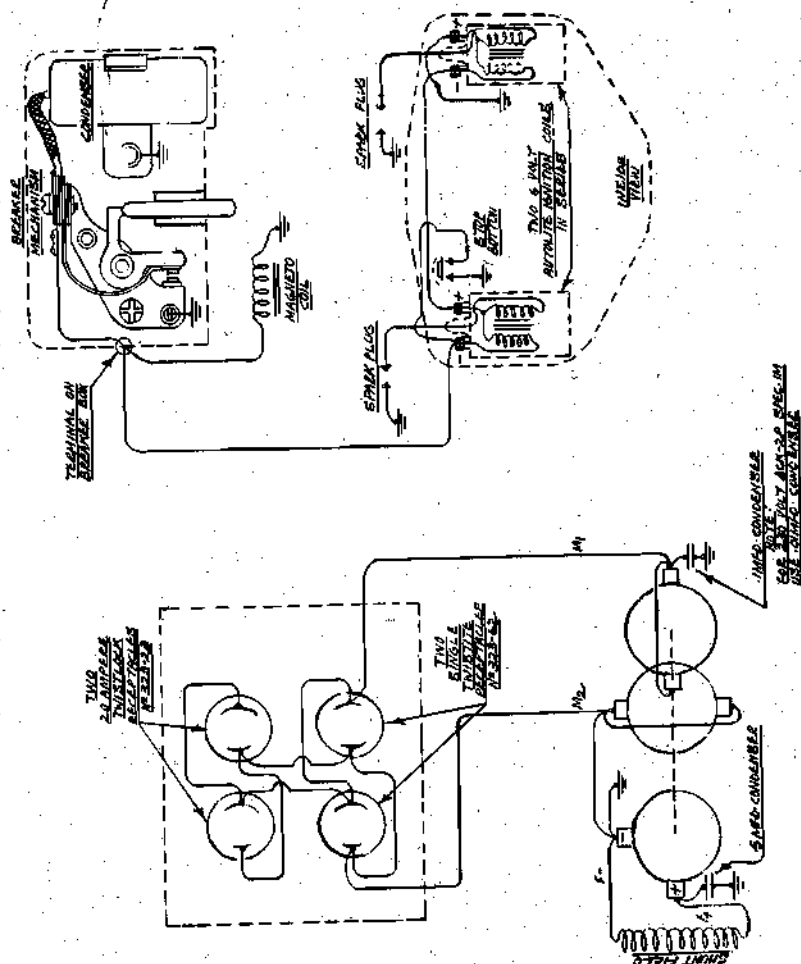


WIRING DIAGRAM-BATTERY CHARGING PLANT

611852



WIRING DIAGRAM-PORTABLE DIRECT SERVICE PLANT - D.C.

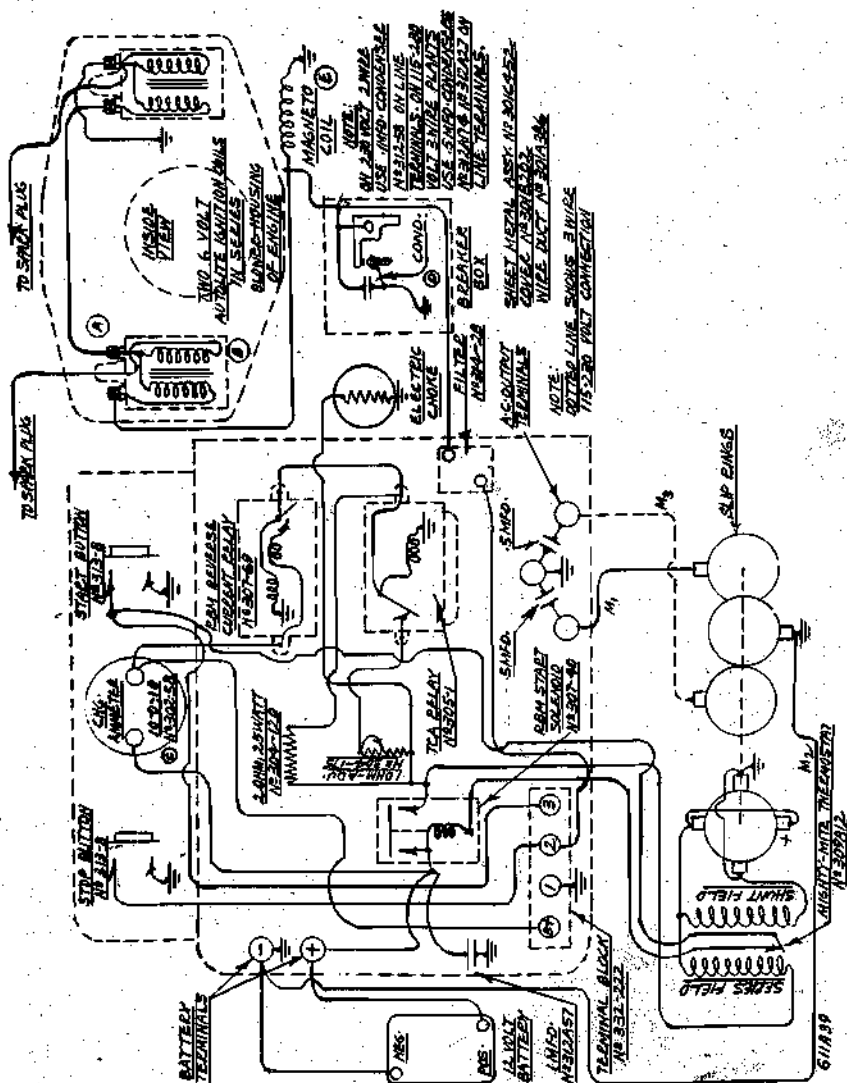


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