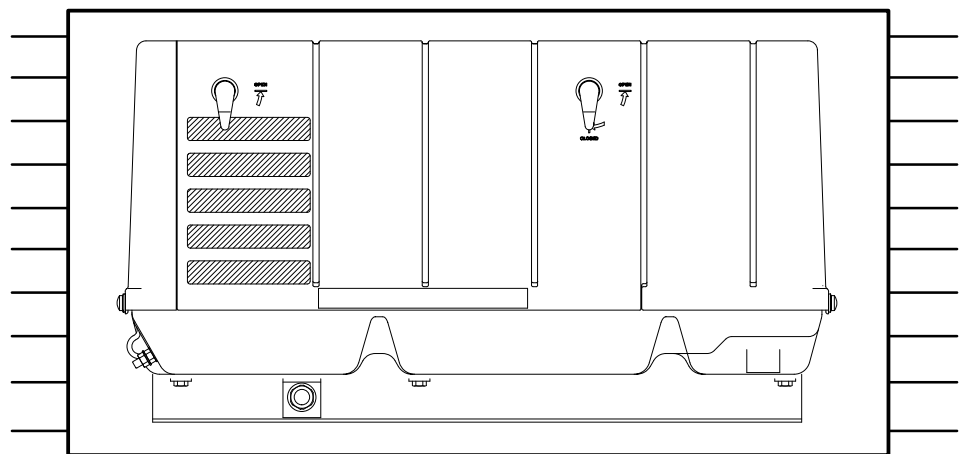


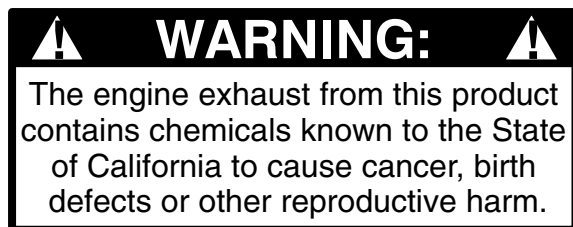


# PONTOON GENSET

## Operator's Manual

**MKY**





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# Safety Precautions

Thoroughly read the **OPERATOR'S MANUAL** before operating the genset. Safe operation and top performance can be obtained only when equipment is operated and maintained properly.

The following symbols in this manual alert you to potential hazards to the operator, service person and equipment.

**⚠ DANGER** alerts you to an immediate hazard which will result in severe personal injury or death.

**⚠ WARNING** alerts you to a hazard or unsafe practice which can result in severe personal injury or death.

**⚠ CAUTION** alerts you to a hazard or unsafe practice which can result in personal injury or equipment damage.

Electricity, fuel, exhaust, moving parts and batteries present hazards which can result in severe personal injury or death.

## GENERAL PRECAUTIONS

- Keep ABC fire extinguishers handy.
- Keep children away from the genset.
- Make sure all fasteners are secure and torqued properly.
- Keep the genset and its compartment clean. Excess oil and oily rags can catch fire. Dirt and gear stowed in the compartment can restrict cooling air.
- Before working on the genset, disconnect the negative (–) battery cable at the battery to prevent starting.
- Use caution when making adjustments while the genset is running—hot, moving or electrically live parts can cause severe personal injury or death.
- Used engine oil has been identified by some state and federal agencies as causing cancer or reproductive toxicity. Do not ingest, inhale, or contact used oil or its vapors.

- Benzene and lead in some gasolines have been identified by some state and federal agencies as causing cancer or reproductive toxicity. Do not ingest, inhale or contact gasoline or its vapors.
- Do not work on the genset when mentally or physically fatigued or after consuming alcohol or drugs.
- Carefully follow all applicable local, state and federal codes.

## GENERATOR VOLTAGE IS DEADLY!

- Generator output connections must be made by a qualified electrician in accordance with applicable codes.
- The genset must not be connected to the public utility or any other source of electrical power. Connection could lead to electrocution of utility workers and damage to equipment. An approved switching device must be used to prevent interconnections.
- Use caution when working on live electrical equipment. Remove jewelry, make sure clothing and shoes are dry and stand on a dry wooden platform.

## ENGINE EXHAUST IS DEADLY!

- Learn the symptoms of carbon monoxide poisoning in this manual and never sleep in the boat while the genset is running unless the boat is equipped with a working carbon monoxide detector.
- The exhaust system must be installed in accordance with the genset Installation Manual. Engine cooling air must not be used for heating a cabin or other compartment.
- Inspect for exhaust leaks at every startup and after every eight hours of running.
- Make sure there is ample fresh air when operating the genset in a confined area.
- See *The Hazards of Carbon Monoxide* (Page 4).

## **FUEL IS FLAMMABLE AND EXPLOSIVE**

- Do not smoke or turn electrical switches ON or OFF where fuel fumes are present or in areas sharing ventilation with fuel tanks or equipment. Keep flame, sparks, pilot lights, arc-producing equipment and all other sources of ignition well away.
- Fuel lines must be secured, free of leaks and separated or shielded from electrical wiring.

## **BATTERY GAS IS EXPLOSIVE**

- Wear safety glasses and do not smoke while servicing batteries.

- When disconnecting or reconnecting battery cables, always disconnect the negative (–) battery cable first and reconnect it last to reduce arcing.

## **MOVING PARTS CAN CAUSE SEVERE PERSONAL INJURY OR DEATH**

- Do not wear loose clothing or jewelry near moving parts such as PTO shafts, fans, belts and pulleys.
- Keep hands away from moving parts.
- Keep guards in place over fans, belts, pulleys, etc.

# The Hazards of Carbon Monoxide

Most people know not to run a car in the garage. Many people know about the threat of carbon monoxide poisoning in the house. But few people are aware that this invisible killer is even more dangerous aboard a boat.

Engine-driven generators can produce harmful levels of carbon monoxide that can injure or kill you. The nature of boating is such that you can be harmed by this poisonous gas despite good generator set maintenance and proper ventilation.

## WHAT IS CARBON MONOXIDE POISONING?

Carbon Monoxide (CO) is an odorless and colorless gas. You cannot see it or smell it. Red blood cells, however, have a greater affinity for CO than for Oxygen. Therefore, exposure even to low levels of CO for a prolonged period can lead to asphyxiation (lack of oxygen) resulting in death. Mild effects of CO poisoning include eye irritation, dizziness, headaches, fatigue and the inability to think clearly. More extreme symptoms include vomiting, seizures and collapse.

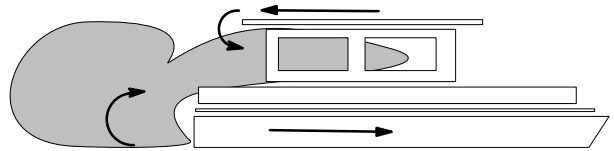
## WHAT ARE THE SPECIAL RISKS OF CO ON PONTOON BOATS?

Depending on air temperature and wind, CO can accumulate between the pontoons, under an overhanging deck or rear swimming platform and in and around the boat. A swimmer can be exposed to lethal levels of CO when the genset is running. Passengers on deck and in the living quarters can also be exposed, especially when the boat is docked, beached or tied to a neighboring boat.

The risk of exposure to CO can be multiplied greatly by the “station wagon” effect, obstructions that block exhaust dissipation, and infiltration from neighboring boats. To protect against all three situations,

Onan recommends that reliable CO detectors be installed on your boat.

- **The Station Wagon Effect** – A boat pushes aside the air through which it is moving, causing a zone of low pressure in the back of the boat and cabins into which exhaust gases can be drawn (see figure). A breeze across an anchored boat can have the same effect. Opening doors and windows so that air can flow through the boat can reduce the effect.



- **Obstructions** – Anchoring near a large object such as a boat house or sea wall or in a confined space such as a canyon can cause exhaust gases to accumulate in and around the boat despite good generator set maintenance and proper ventilation. Don't run the generator set when anchored in such places.
- **Exhaust from Neighboring Boats** – When boats are anchored in close quarters exhaust from neighboring boats can accumulate in and around yours.

## ONLY YOU CAN PROTECT YOURSELF FROM CO POISONING!

- Watch constantly for swimmers when the generator set is running.
- Make sure exhaust cannot get under the deck, between pontoons or enter the living quarters through a window, vent or door.
- Make sure all CO detectors are working.
- Pay attention to the signs of CO poisoning.
- Check the exhaust system for corrosion, obstruction and leaks each time you start the generator set and every eight hours if you run it continuously.

# Introduction

## ABOUT THIS MANUAL

This manual covers the operation and maintenance of the MKY Series of generator sets (gensets) for pontoon boats. Each operator should study this manual carefully and observe all of its instructions and safety precautions. Keep this manual and the Installation Manual with the other boat manuals.

**⚠WARNING** *This genset may be used only on a pontoon boat and must be installed strictly in accordance with the Installation Manual.*

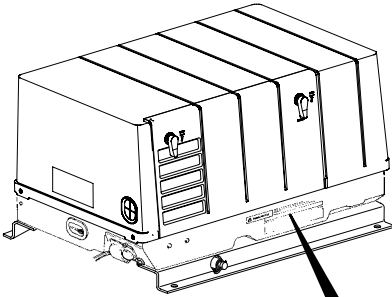
Operation, Periodic Maintenance and Troubleshooting provide the instructions necessary for operating the genset and maintaining top performance. The owner is responsible for maintenance in accordance with the PERIODIC MAINTENANCE SCHEDULE (Page 15). This manual also includes genset specifications, information on how to obtain service and information for California users.

**⚠WARNING** *This genset is not a life support system. It can stop without warning. Children, persons with physical or mental limitations, and pets could suffer severe personal injury or death. A personal attendant, redundant power or an alarm system must be used if genset operation is critical.*

## NAMEPLATE

**Model and Serial Numbers:** Have the model and serial numbers handy (gray boxes, Figure 1) when contacting an Onan dealer for parts, service or product information. Each character is significant. (The last character of the model number is the specification letter, which is important for obtaining the right parts.) Record these numbers in the boxes in Figure 1 so that they are handy when you need them.

**Federal Emissions Compliance Period:** The Federal Emissions Compliance Period referred to on the nameplate indicates the number of operating hours for which the engine has been shown to meet Federal emissions requirements. Category C = 250 hrs, B = 500 hrs, A = 1000 hrs.



**IMPORTANT ENGINE INFORMATION**

**Onan** CUMMINS POWER GENERATION  
1400 73rd Ave. NE  
Minneapolis, MN 55432  
Made in U.S.A.

Model No:   
S/N:  PH:  
AC Volts: kVA: kW:  
Amps: Pf: RPM:  
Fuel: Hz: Bat:  
Options: Wiring Diagram:

Insulation - NEMA Class Ambient

[The engine family designation, engine displacement, statement of compliance with the applicable EPA and / or California emissions regulations, including the compliance period or category, appear in this block on the actual nameplate on the genset.]

RECORD NUMBERS HERE

MODEL NUMBER:

SERIAL NUMBER:

FIGURE 1. TYPICAL NAMEPLATE

## TYPICAL GENSET

Figure 2 illustrates a typical genset. **To remove the access cover**, turn the two latches counterclockwise to OPEN and pull the top outward. **To secure the access cover**, catch the top edge of the base tray with the bottom lip of the cover and then rotate

the cover in towards the genset. Turn the latches clockwise to CLOSED, making sure they catch.

**⚠ WARNING** *Operating the genset with the access cover off can lead to severe burns and engine damage due to overheating. Always secure the cover after starting the genset.*

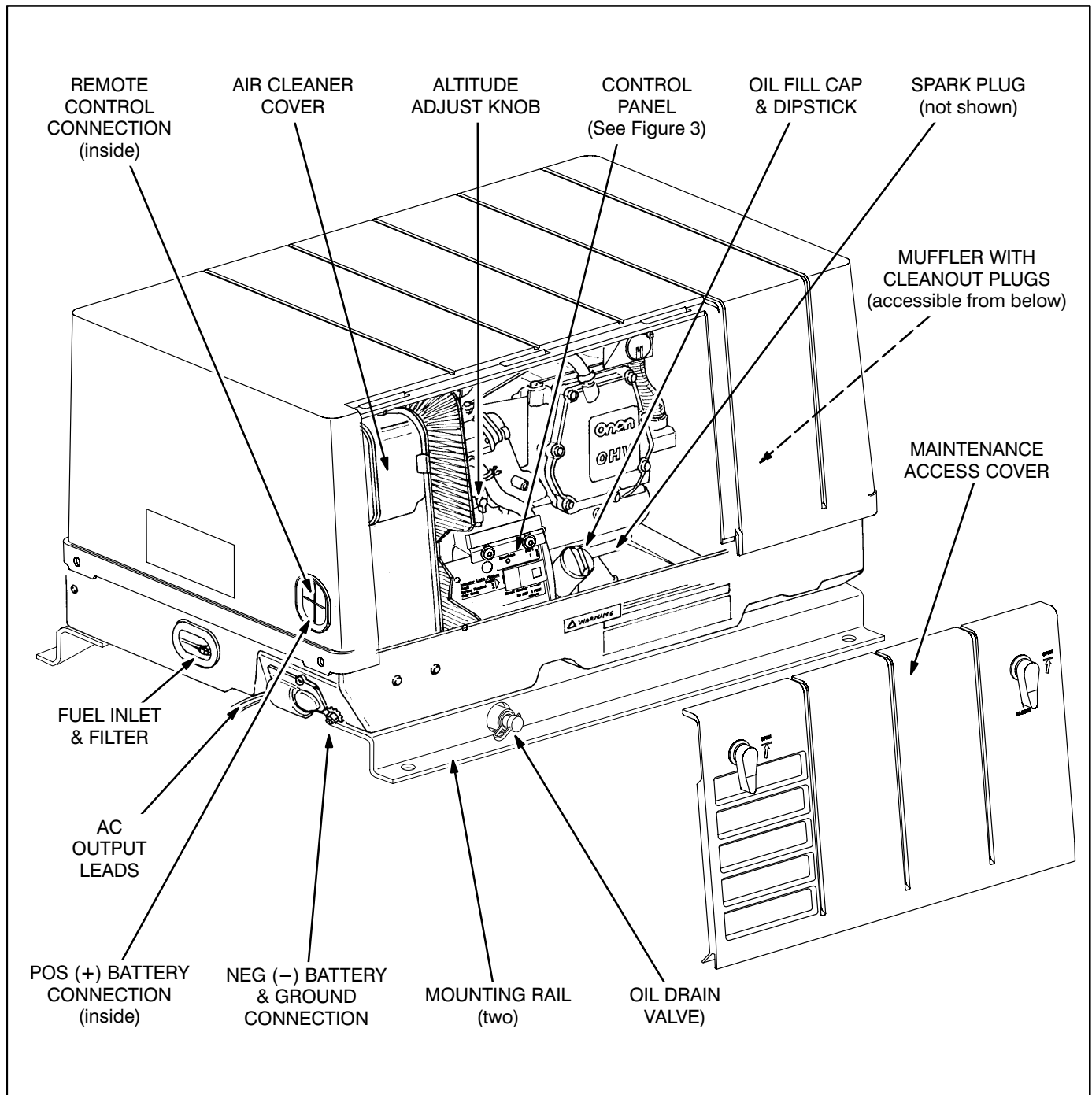


FIGURE 2. TYPICAL GENSET



## FUEL RECOMMENDATIONS

**⚠ WARNING** *Gasoline is highly flammable and explosive and can cause severe personal injury or death. Do not smoke or turn electrical switches ON or OFF where fuel fumes, tanks or equipment are present or in areas sharing ventilation. Keep flame, sparks, pilot lights, arc-producing equipment and switches and all other sources of ignition well away. Keep a type ABC fire extinguisher in the boat.*

Use clean, fresh unleaded gasoline having a minimum octane rating (Anti-Knock Index) of 87.

Leaded gasoline may be used but will result in the extra maintenance required for removing combustion chamber and spark plug deposits. Do not use gasoline or gasoline additives (de-icers) containing methanol because methanol can be corrosive to fuel system components.

**⚠ CAUTION** *Do not use gasoline or gasoline additives containing methanol because methanol can be corrosive to fuel system components.*

*Avoid using highly leaded gasolines and lead additives because of the extra engine maintenance that will be required.*

## ENGINE OIL RECOMMENDATIONS

Use API (American Petroleum Institute) performance Class **SJ**, **SH** or **SG** engine oil, which may be in combination with performance Class CH-4, CG-4 or CF-4 (for example: SJ/CH-4). Also look for the SAE (Society of Automotive Engineers) viscosity grade. Referring to Table 1, choose the viscosity

grade appropriate for the ambient temperatures expected until the next scheduled oil change.

Single-grade SAE 30 oil is preferable when temperatures are consistently above freezing. Multigrade oils are better when wide temperature variations are expected.

**TABLE 1. OIL VISCOSITY VS. TEMPERATURE**

EXPECTED AMBIENT TEMPERATURES	SAE VISCOSITY GRADE
32° F (0° C) and higher	30
10° F to 100° F (–12° C to 38° C)	15W-40 (OnaMax™)
0° F to 80° F (–18° C to 27° C)	10W-30 10W-40
–20° F to 50° F (–28° C to 10° C)	5W-30

## STARTING BATTERIES

The genset has a 12 volt, direct current (DC) engine cranking and control system. Usually the same set of batteries is used for all DC boat loads, including boat lighting and genset cranking. These batteries are recharged by an AC-powered DC converter/battery charger system in the boat. (50 Hz gensets have an integral 10 ampere battery charging system.)

See *Specifications* (Page 26) regarding minimum battery ratings for reliable genset cranking, especially in cold weather. Also see PERIODIC MAINTENANCE SCHEDULE (Page 15) and the battery manufacturer's instructions regarding maintenance. Reliable genset starting and starter service life depend upon adequate battery system capacity and proper maintenance.

OnaMax is a trademark of Onan Corporation.

## GENSET CONTROL PANEL

The genset control panel (Figure 3) is located behind the maintenance access cover (Figure 2) and has the following features:

**Control Switch** – This switch is used to prime the fuel system, start and stop the genset, and display the fault code. Hold the switch in its **START** position to crank and start the genset. Press the switch to its **STOP** position to stop the genset. Hold the switch in its **STOP/PRIME** position to prime the fuel system. See *Troubleshooting* (Page 21) about displaying fault codes.

**Status Indicator Light** – This light is an LED (light emitting diode) in the control switch which blinks rapidly during cranking and comes on solid when the starter disconnects, indicating that the genset is running. If the genset shuts down abnormally, the light will blink in coded fashion to indicate the cause of the shutdown. See *Troubleshooting* (Page 21).

**Line Circuit Breaker** – The line circuit breaker protects the AC power leads connected to the genset from overloads and equipment short circuits.

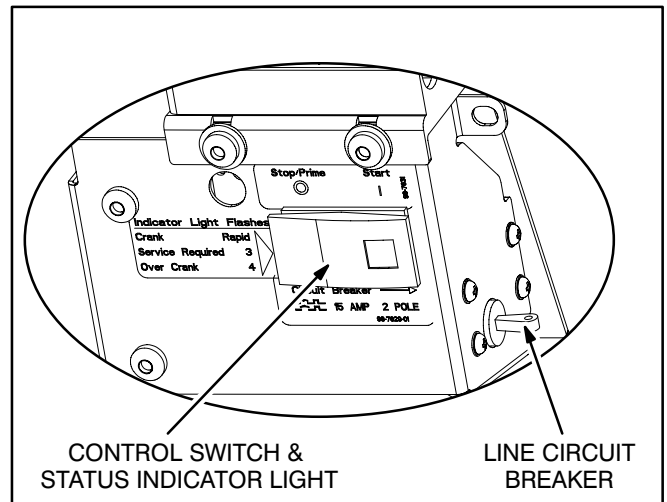


FIGURE 3. GENSET CONTROL PANEL

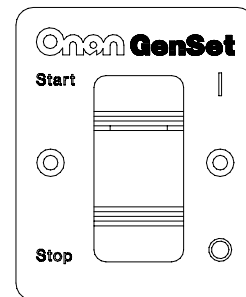


FIGURE 4. REMOTE SWITCH

## REMOTE CONTROL PANEL

The pontoon boat probably has a control panel inside the cabin for remote control of the genset. Onan offers three remote control kits as follows:

- Remote switch with status indicator light only (Figure 4).
- Remote switch with status indicator light and hour meter (Figure 5).
- Remote switch with status indicator light and DC voltmeter (Figure 6).

The hour meter (time totalizing meter) records genset operating time in hours. It cannot be reset. See the PERIODIC MAINTENANCE SCHEDULE (Page 15).

The DC voltmeter indicates whether voltage across the 12 VDC control system and battery is normal. If the indicator consistently stays above or below the normal zone, see MAINTAINING THE BATTERY AND BATTERY CONNECTIONS (Page 19).

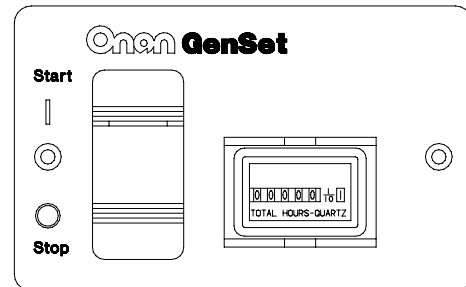


FIGURE 5. REMOTE SWITCH / HOUR METER

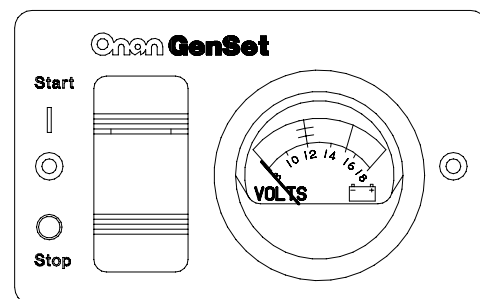


FIGURE 6. REMOTE SWITCH / DC VOLTMETER

# Operation

## **⚠️WARNING** EXHAUST GAS IS DEADLY!

*Exhaust gases contain carbon monoxide, an odorless, colorless gas. Carbon monoxide is poisonous and can cause unconsciousness and death. Symptoms of carbon monoxide poisoning include:*

- *Dizziness*
- *Throbbing in Temples*
- *Nausea*
- *Muscular Twitching*
- *Headache*
- *Vomiting*
- *Weakness and Sleepiness*
- *Inability to Think Clearly*

**IF YOU OR ANYONE ELSE EXPERIENCE ANY OF THESE SYMPTOMS, GET OUT INTO THE FRESH AIR IMMEDIATELY. If symptoms persist, seek medical attention. Shut down the genset and do not operate it until it has been inspected and repaired.**

**Never sleep in the boat with the genset running unless the boat is equipped with a working carbon monoxide detector. Primary protection against inhaling carbon monoxide, however, is proper installation of the exhaust system, daily (every eight hour) inspection for visible and audible exhaust system leaks and keeping swimmers away from areas where exhaust can accumulate.**

## CONDUCTING THE PRE-START CHECKS

Before the first start of the day and after every eight hours of operation, inspect the genset as instructed under CONDUCTING GENERAL INSPECTIONS (Page 16). Keep a log of maintenance and the hours run and perform any maintenance that may be due. See Returning the Genset to Service (Page 14) if the boat has been in storage.

Before each start:

1. Review *The Hazards of Carbon Monoxide* (Page 4).
2. Make sure all boat CO detectors are working.
3. Check for signs of fuel and exhaust leaks and for damage to the exhaust system.
4. Turn off the air conditioner and other large appliances.
5. Check for Swimmers.

## PRIMING THE FUEL SYSTEM

If the genset ran out of fuel, prime the fuel system by holding the control switch at **STOP/PRIME** for 30 seconds. (The status indicator light will stay on solid while the pump is on.)

## STARTING THE GENSET

**⚠️WARNING** *An operating genset can ignite flammable vapors causing severe personal injury or death. NEVER start or run the genset when fueling.*

Start the genset from the genset control panel or remote control panel inside the boat cabin (Page 8).

1. Push and hold the switch at **START** until the genset starts. The status indicator light on the switch flashes while cranking. It will come on solid when the starter disconnects, indicating that the genset is running.
2. The genset will shut down in 15 to 20 seconds if it does not start, and the status indicator light will blink Fault Code No. 4. See *Troubleshooting* (Page 21). Wait 5 seconds for the control to reset before trying again. After five tries let the starter motor cool down for 30 seconds before trying again.

**⚠️CAUTION** *The starter motor can be damaged by overheating if not allowed to cool down for at least 30 seconds after every fifth crank.*

3. For top performance and engine life, especially in colder weather, let the engine warm up for two minutes before connecting appliances.

4. Check for fuel and exhaust leaks. Stop the genset immediately if there is a fuel or exhaust leak and have it repaired.
5. See *Troubleshooting* (Page 21) if the engine shuts down and the status indicator light blinks.
6. Always secure the access cover after starting the genset at the genset control panel.

**⚠WARNING** *Operating the genset with the access cover off can lead to severe burns and engine damage due to overheating. Always secure the cover after starting the genset.*

## STOPPING THE GENSET

Turn off the air conditioner and other large appliances and let the genset run for two minutes to cool down. This reduces backfiring and run-on. Then press the switch to **STOP** to stop the genset.

## RESTARTING THE GENSET

See *Troubleshooting* (Page 21) if the genset shuts down abnormally.

## LOADING THE GENSET

The genset can power AC motors, air conditioners, AC/DC converters and other appliances. How much appliance load\* can be powered depends upon the genset power rating. The genset will shut down or its circuit breakers will trip if the sum of the loads exceeds genset power.

To avoid overloading the genset and causing shutdowns, compare the sum of the loads of the appliances that are likely to be used at the same time to the power rating of the genset. Use Table 2 or the ratings on the appliances themselves (if so marked) to obtain the individual appliance loads. ***It may be necessary to run fewer appliances at the same time—the sum of the loads must not be greater than genset rating.***

Note that the genset may shut down due to overload—even though the sum of the loads is less than genset rating—when a large motor or air conditioner

is started last or cycles off and then on again. The reason for this is that a motor's startup load is much larger than its running load. ***It may be necessary to run fewer appliances when large motors and air conditioners are cycling on and off.***

**TABLE 2. TYPICAL APPLIANCE LOADS**

Appliance	Load (watts)
Air Conditioner	1400-2000
Battery Charger	Up to 800
DC Converter	300-500
Refrigerator	600-1000
Microwave Oven	1000-1500
Electric Frying Pan or Wok	1000-1500
Electric Stove Element	350-1000
Electric Water Heater	1000-1500
Electric Iron	500-1200
Electric Hair Dryer	800-1500
Coffee Percolator	550-750
Television	200-600
Radio	50-200
Electric Drill	250-750
Electric Broom	200-500
Electric Blanket	50-200

Note also that air density decreases as altitude increases, causing genset engine power to decrease.\*\* Power decreases approximately 3.5 percent of rated power each 1000 feet (305 m) of increase in elevation. See Table 3 for typical calculations. ***It may be necessary to run fewer appliances at higher altitudes.***

**TABLE 3. POWER VS. ALTITUDE**

Elevation above Mean Sea Level	Maximum Genset Power*
up to 500 ft (152 m)	4000 watts (rated)
2500 ft (762 m)	3720 watts
5500 ft (1676 m)	3300 watts
above 5500 ft (1676 m)	3300 watts minus 140 watts each 1000 ft (305 m)

\* This table does not take into account the effect circuit breakers may have in limiting maximum power.

\* Appliance load and genset power are measured in terms of watts (W) or kilowatts (kW), where 1 kilowatt (kW) = 1000 watts (W).

\*\* Power decreases even though the altitude adjust knob is set correctly (Page 12).

## RESETTING CIRCUIT BREAKERS

If a circuit breaker in the main power distribution panel of the boat or on the genset (Figure 7) trips, either a circuit shorted or too many appliances were running. Note that the genset will continue to run after a circuit breaker trips.

If a circuit breaker trips, disconnect or turn off as many loads as possible and reset the circuit breaker. (Push the circuit breaker to **OFF** to reset it and then to **ON** to reconnect the circuit.) If the circuit breaker trips right away, either the electrical distribution system has a short or the circuit breaker is faulty. Call a qualified electrician.

If the circuit breaker does not trip, reconnect the appliances, one by one, up to a total load that does not overload the genset or cause the circuit breaker to trip. If a circuit breaker trips right away when an appliance is connected, the appliance probably has a short.

Electrical appliances and tools must be used and maintained properly and be properly grounded to cause the line circuit breakers to trip when short circuits occur.

**⚠WARNING** *Short circuits in electrical appliances and tools can cause fire and electrical shock leading to severe personal injury or death. Read and follow the equipment and tool manufacturer's instructions and warnings regarding use, maintenance and proper grounding.*

## CONNECTING TO UTILITY POWER

When the boat has provisions for connecting to utility power, such as a cord for plugging into a power outlet receptacle, it must also have an approved device to keep the genset and utility from being interconnected. See the genset Installation Manual for more information.

**⚠WARNING** *Interconnecting the genset and the public utility (or any other power source) can lead to the electrocution of personnel working on the utility lines, damage to equipment and fire. An approved switching device must be used to prevent interconnections.*

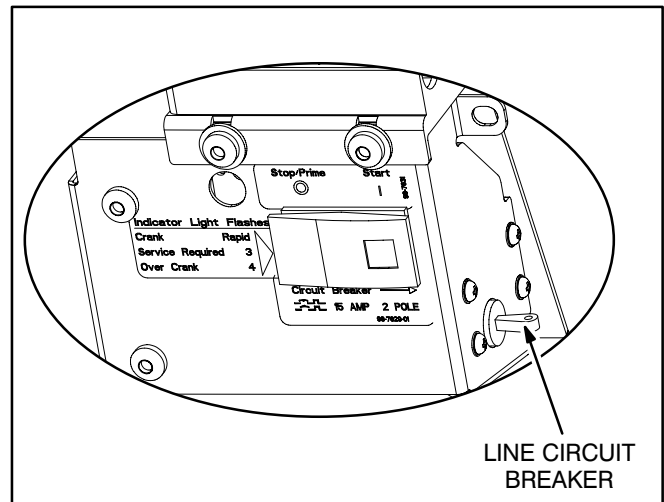


FIGURE 7. LINE CIRCUIT BREAKER

## OPERATING IN COLD WEATHER

Pay particular attention to the following items when operating the genset in cold weather:

1. Make sure engine oil viscosity is appropriate for the ambient temperatures. Change oil if there is a sudden drop in temperature. See ENGINE OIL RECOMMENDATIONS (Page 7).
2. Reset the carburetor for altitude (Figure 8).
3. Perform spark plug maintenance (Page 20).
4. Perform battery maintenance (Page 19).

## OPERATING IN HOT WEATHER

Pay particular attention to the following items when operating the genset in hot weather:

1. Make sure nothing blocks airflow to and from the genset.
2. Make sure engine oil viscosity is appropriate for the ambient temperatures. See ENGINE OIL RECOMMENDATIONS (Page 7).
3. Keep the genset clean.
4. Perform maintenance due. See PERIODIC MAINTENANCE SCHEDULE (Page 15).
5. Reset the carburetor for altitude (Figure 8).

## OPERATING AT HIGH ALTITUDE

For best fuel economy and genset operation reset the carburetor for the altitude of the lake or river (Figure 8). For the effect of altitude on maximum power, see LOADING THE GENSET (Page 10).

**⚠ CAUTION** *Operating the genset at low altitude with a high altitude setting can cause power loss, overheating and engine damage. Always reset when returning to lower altitudes.*

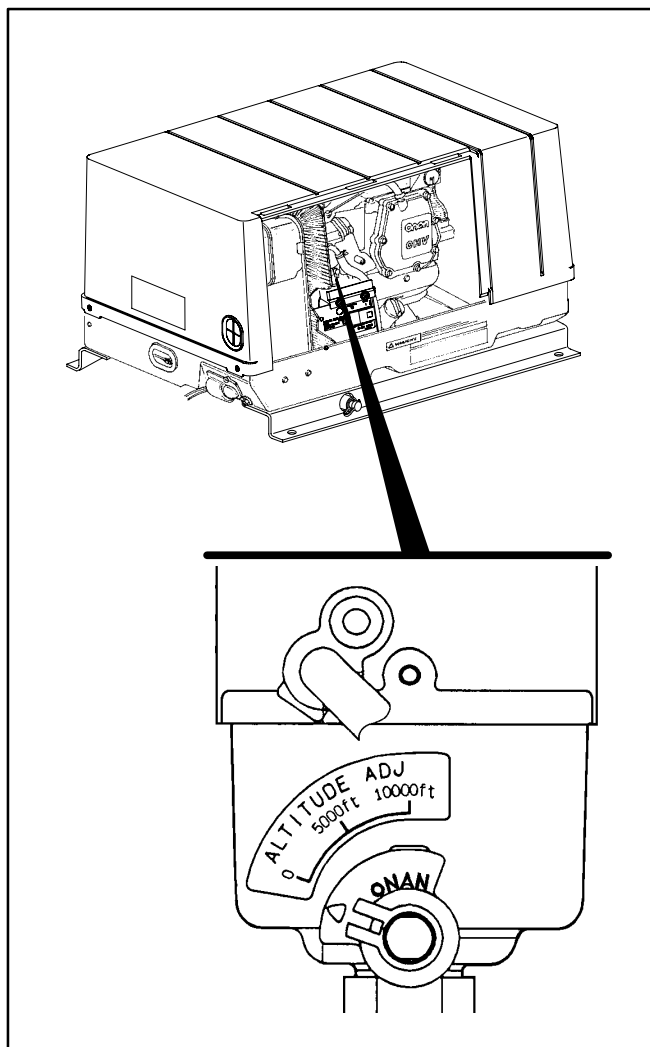


FIGURE 8. ALTITUDE ADJUST KNOB



## OPERATING IN DUSTY ENVIRONMENTS

Pay particular attention to the following items when operating the genset in dusty environments:

1. Do not let dirt and debris accumulate inside the genset compartment. Keep the genset clean.
2. Perform air cleaner maintenance more often (Page 19).
3. Change engine oil every 50 hours.
4. Keep containers of engine oil that have been opened tightly closed to keep out dust.

## BREAKING IN A NEW ENGINE

Proper engine break-in on a new genset or on one with a rebuilt engine is essential for top engine performance and acceptable oil consumption. Run the genset at approximately 1/2 rated power for the first 2 hours and then at 3/4 rated power for 2 more hours. See **LOADING THE GENSET** (Page 10).

Proper engine oil and oil level are especially critical during break-in because of the higher engine temperatures that can be expected. Change oil if not appropriate for the ambient temperatures during break-in. See **ENGINE OIL RECOMMENDATIONS** (Page 7). Check oil level twice a day or every 4 hours during the first 20 hours of operation and change the oil after the first 20 hours of operation.

## EXERCISING THE GENSET

Exercise the genset at least 2 hours each month if use is infrequent. Run the genset at approximately 1/2 rated power. See **LOADING THE GENSET** (Page 10). A single two hour exercise period is better than several shorter periods.

Exercising a genset drives off moisture, re-lubricates the engine, replaces stale fuel in fuel lines and carburetor and removes oxides from electrical contacts and generator slip rings. The result is better starting, more reliable operation and longer engine life.

## STORING THE GENSET

Proper storage is essential for preserving top genset performance and reliability when the genset

cannot be exercised regularly and will be idle for more than 120 days.

## Storing the Genset

1. Fill the fuel tank with fresh fuel and add a fuel preservative (OnaFresh™), following the instructions on the container label. Unless a preservative (stabilizer) is added, the gasoline in the fuel system will deteriorate causing fuel system corrosion, gum formation and varnish-like deposits which can lead to hard starting and rough operation.

**⚠WARNING** *Gasoline preservatives (stabilizers) are toxic. Follow the instructions on the container label. Avoid skin contact. Wash your hands with soap and water after dispensing the fluid.*

2. Run the genset for about 10 minutes at approximately 1/2 rated power to fill the fuel lines and carburetor with the fresh fuel and preservative and to bring the genset up to operating temperatures. See **LOADING THE GENSET** (Page 10). Then disconnect all appliances, push the genset line circuit breaker to OFF (Page 11) and stop the genset.
3. Remove the air filter and restart the genset. While the genset is running, spray an engine fogger (OnaGard™) into the carburetor, following the instructions on the container label, and then stop the genset. The fogger leaves a protective coat of oil on the internal surfaces of the engine.
4. Change the engine oil and attach a tag indicating oil viscosity. See **ENGINE OIL RECOMMENDATIONS** (Page 7).
5. Disconnect the battery cables (negative [-] cable first) from the starting battery and store the battery according to the battery manufacturer's recommendations. See **MAINTAINING THE BATTERY AND BATTERY CONNECTIONS** (Page 19).
6. Plug the exhaust tail pipe to keep out dirt, moisture, bugs, etc.
7. Shut off the fuel supply valve (if so equipped).

OnaFresh and OnaGard are trademarks of Onan Corporation.

## Returning the Genset to Service

1. Check the oil tag on the genset and change the oil if the viscosity indicated is not appropriate for the temperatures expected. See ENGINE OIL RECOMMENDATIONS (Page 7).
2. Reconnect the starting battery (negative [-] cable last). See MAINTAINING THE BATTERY AND BATTERY CONNECTIONS (Page 19).
3. Remove the plug from the exhaust tailpipe.
4. Change the air filter element if it is dirty (Page 19).
5. Open the fuel supply valve (if so equipped).
6. Inspect the genset. See CONDUCTING GENERAL INSPECTIONS (Page 16)
7. Start the genset. There may be smoke and rough operation for a few minutes until the oil from the fogger burns off. If the engine does not start, clean or replace the spark plug, which may have been fouled by the fogger.
8. Push the genset line circuit breaker ON (Page 11) when the genset is ready to power appliances.



# Periodic Maintenance

Periodic maintenance is essential for top performance and long genset life. Use Table 4 as a guide for normal periodic maintenance. In hot and dusty environments some maintenance procedures should be performed more frequently, as indicated by the footnotes in the table. Keeping a log of maintenance performed and hours run will help you keep

genset maintenance regular and provide a basis for supporting warranty claims (Page 29).

Maintenance, replacement or repair of emission control devices and systems may be performed by any engine repair establishment or individual. However, warranty work must be completed by an authorized Onan dealer.

**TABLE 4. PERIODIC MAINTENANCE SCHEDULE**

MAINTENANCE PROCEDURE	MAINTENANCE FREQUENCY								P a g e
	Every Day or Every 8 Hours	After First 20 Hours	Every Month	Every 50 Hours	Every 150 Hours	Every 250 Hours	Every 450 Hours		
General Inspections	X							16	
Check Engine Oil Level	X							17	
Clean and Check Battery			X <sup>3</sup>					19	
Clean Spark Arrestor				X				20	
Change Engine Oil		X <sup>1</sup>			X <sup>2, 3, 4</sup>			18	
Replace Air Filter Element					X <sup>2</sup>			19	
Clean Engine Cooling Fins						X <sup>2</sup>		–	
Replace Spark Plug							X <sup>5</sup>	20	
Replace Fuel Filter							X <sup>5, 6</sup>	–	
Adjust Valve Lash							X <sup>6</sup>	–	
Clean/Replace Cylinder Head							X <sup>6</sup>	–	
<div>1 – As a part of engine break-in, change the engine oil after the first 20 hours of operation.</div> <div>2 – Perform more often when operating in dusty environments.</div> <div>3 – Perform more often when operating in hot weather.</div> <div>4 – Perform at least once a year.</div> <div>5 – Perform sooner if engine performance deteriorates.</div> <div>6 – Must be performed by a qualified mechanic (authorized Onan dealer).</div>									

## CONDUCTING GENERAL INSPECTIONS

Inspect the genset before the first start of the day and after every eight hours of operation.

### Oil Level

Check engine oil level (Page 17).

### Exhaust System

Look and listen for exhaust leaks while the genset is running. Shut down the genset immediately if engine exhaust is noisier than usual or sounds different. There could be an exhaust leak or a part that has broken. Have the genset serviced before operating it again.

Replace dented, bent or severely rusted sections of the tailpipe and make sure that the tailpipe extends at least 1 inch (25.4 mm) beyond the perimeter of the deck and is protected from damage from piers and neighboring boats.

Look for openings or holes between the genset compartment and boat cabin or living space. Have all such openings or holes closed off or sealed to prevent exhaust gases from entering the boat.

Do not operate cabin (bathroom, kitchen, etc.) power ventilators or exhaust fans while the boat is docked or anchored and the genset is running. The ventilator or fan can draw exhaust gases into the boat cabin.

Do not operate the genset when the pontoon boat is docked inside a boat house. When the boat is docked at an open dock, make sure barriers such as walls cannot cause the exhaust gases to accumulate in and around the boat.

**⚠️WARNING** ***EXHAUST GAS IS DEADLY! Do not operate the genset if there is an exhaust leak or any danger of exhaust gases entering or being drawn into the pontoon boat or accumulating inside an enclosed space such as a boat house.***

### Fuel System

Check for leaks at the hose, tube and pipe fittings in the fuel supply system while the genset is running

and while it is stopped. Check flexible fuel hose sections for cuts, cracks, and abrasions. Make sure the fuel line is not rubbing against other parts. Replace worn or damaged fuel line parts before leaks occur.

**⚠️WARNING** ***Gasoline is highly flammable and explosive and can cause severe personal injury or death. Shut down the genset and repair leaks immediately.***

### Battery Connections

Check the battery terminals for clean, tight connections. Loose or corroded connections have high electrical resistance which makes starting harder. See MAINTAINING THE BATTERY AND BATTERY CONNECTIONS (Page 19).

**⚠️WARNING** ***Arcing at battery terminals or light switch or other equipment or flames and sparks can ignite battery gas causing severe personal injury—Ventilate battery area before working on or near battery—Wear safety glasses—Do not smoke—Switch trouble light ON / OFF away from battery—Do not disconnect battery cables while genset is running or vehicle battery charging system is on—Always disconnect negative (–) cable first and reconnect it last.***

### Mechanical

Look for mechanical damage. Start the genset and look, listen and feel for any unusual noises and vibrations.

Check the genset mounting bolts to make sure they are secure.

Check to see that the genset air inlet and outlet openings are not clogged with debris or blocked.

Clean accumulated dust and dirt from the genset. Do not clean the genset while it is running or still hot. Protect the generator, air cleaner, control panel, and electrical connections from water, soap and cleaning solvents.

**⚠️WARNING** ***Always wear safety glasses when using compressed air, a pressure washer or a steam cleaner to avoid severe eye injury.***

## CHECKING ENGINE OIL LEVEL

Stop the genset before checking engine oil level.

**⚠ WARNING** *Crankcase pressure can blow hot engine oil out the fill opening causing severe burns. Always stop the genset before removing the oil fill cap.*

1. Unscrew the oil fill cap and wipe oil off the dipstick (Figure 9). Screw the cap back on, remove it again and check the oil level on the dipstick.
2. Add or drain oil as necessary. See ENGINE OIL RECOMMENDATIONS (Page 7). Keep the oil level between the FULL and ADD marks.

**⚠ CAUTION** *Too much oil can cause high oil consumption. Too little oil can cause severe engine damage. Keep the oil level between the FULL and ADD marks.*

3. Screw the oil fill cap back on securely.

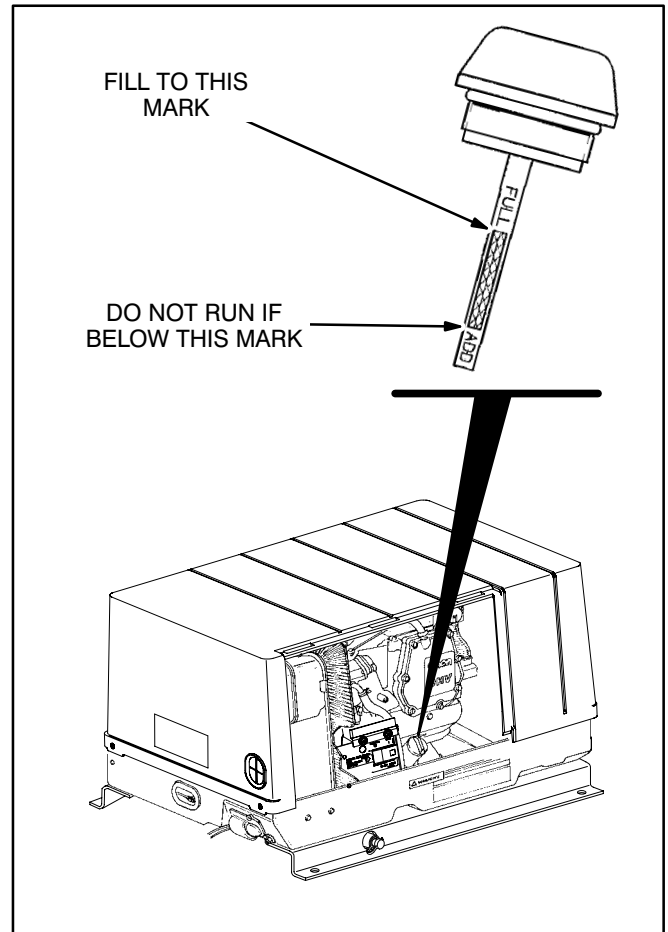


FIGURE 9. CHECKING ENGINE OIL LEVEL

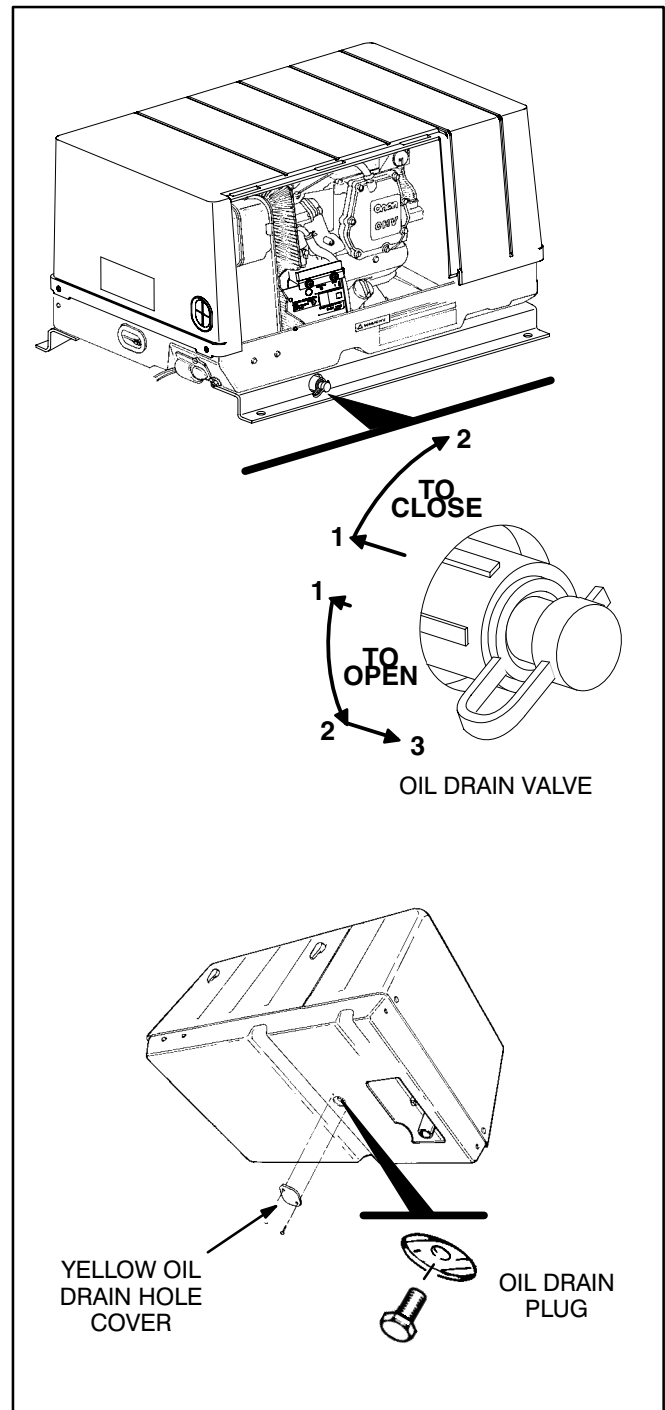
## CHANGING ENGINE OIL

**⚠WARNING** *State and federal agencies have determined that contact with used engine oil can cause cancer or reproductive toxicity. Try to avoid skin contact and breathing of vapors. Use rubber gloves and wash exposed skin.*

Refer to Table 4 for scheduled engine oil change. Change oil more often in hot and dusty environments.

**⚠WARNING** *Crankcase pressure can blow hot engine oil out the fill opening causing severe burns. Always stop the genset before removing the oil fill cap.*

1. Run the engine until warm, stop it and remove the oil fill cap (Figure 9).
2. **If the genset has an oil drain valve**, Figure 10, remove the nozzle cap, attach a 1/2 inch plastic or rubber hose to the nozzle and push the other end of the hose into a container (one gallon plastic milk carton). *Push* the drain valve in, *twist* it counterclockwise and *pull* it out as far as it will go. Let all oil drain from the engine. Then *push* the valve in and *twist* it clockwise until it catches so that you cannot twist it either way without first pushing it in. Secure the nozzle cap.
3. **If the genset does not have an oil drain valve**, Figure 10, remove the oil drain hole cover in the base, place a pan underneath and unscrew the plug. Let all oil drain from the engine and then secure the drain plug. Torque the plug to 21 lbs-ft (27 N-m) and secure the cover.
4. Refill with 1.6 quarts (1.5 l) of oil. See ENGINE OIL RECOMMENDATIONS (Page 7). Check the oil level and add or drain oil as necessary.
5. Screw the oil fill cap back on securely.
6. Dispose of the used oil in accordance with local environmental regulations.



**FIGURE 10. OIL DRAIN VALVE OR PLUG**

## MAINTAINING THE BATTERY AND BATTERY CONNECTIONS

**⚠ WARNING** Arcing at battery terminals or light switch or other equipment or flames and sparks can ignite battery gas causing severe personal injury—Ventilate battery area before working on or near battery—Wear safety glasses—Do not smoke—Switch trouble light ON / OFF away from battery—Do not disconnect battery cables while genset is running or vehicle battery charging system is on—Always disconnect negative (–) cable first and reconnect it last.

Refer to Table 4 for scheduled battery maintenance, and follow the battery manufacturer's instructions. Have the battery charging system serviced if DC system voltage is consistently low or high. Always:

1. Keep the battery case and terminals clean and dry and the terminals tight.
2. Remove battery cables with a battery terminal puller.

3. Make sure which terminal is positive (+) and which is negative (–) before making battery connections, always removing the negative (–) cable first and reconnecting it last to reduce arcing.

## REPLACING THE AIR FILTER ELEMENT

Refer to Table 4 for scheduled air filter element replacement. In dusty environments the air filter should be inspected and changed more frequently. To change the air filter element (Figure 11):

1. Remove the air filter housing cover and filter element cover plate, which are secured by separate wing nuts, and remove the filter element.
2. Reassemble the air filter with a new filter element. Make sure the filter element is centered around the carburetor air inlet. Do not tighten the wing nuts too tightly. Excessive tightening can distort the filter element and cause air leaks around the element.

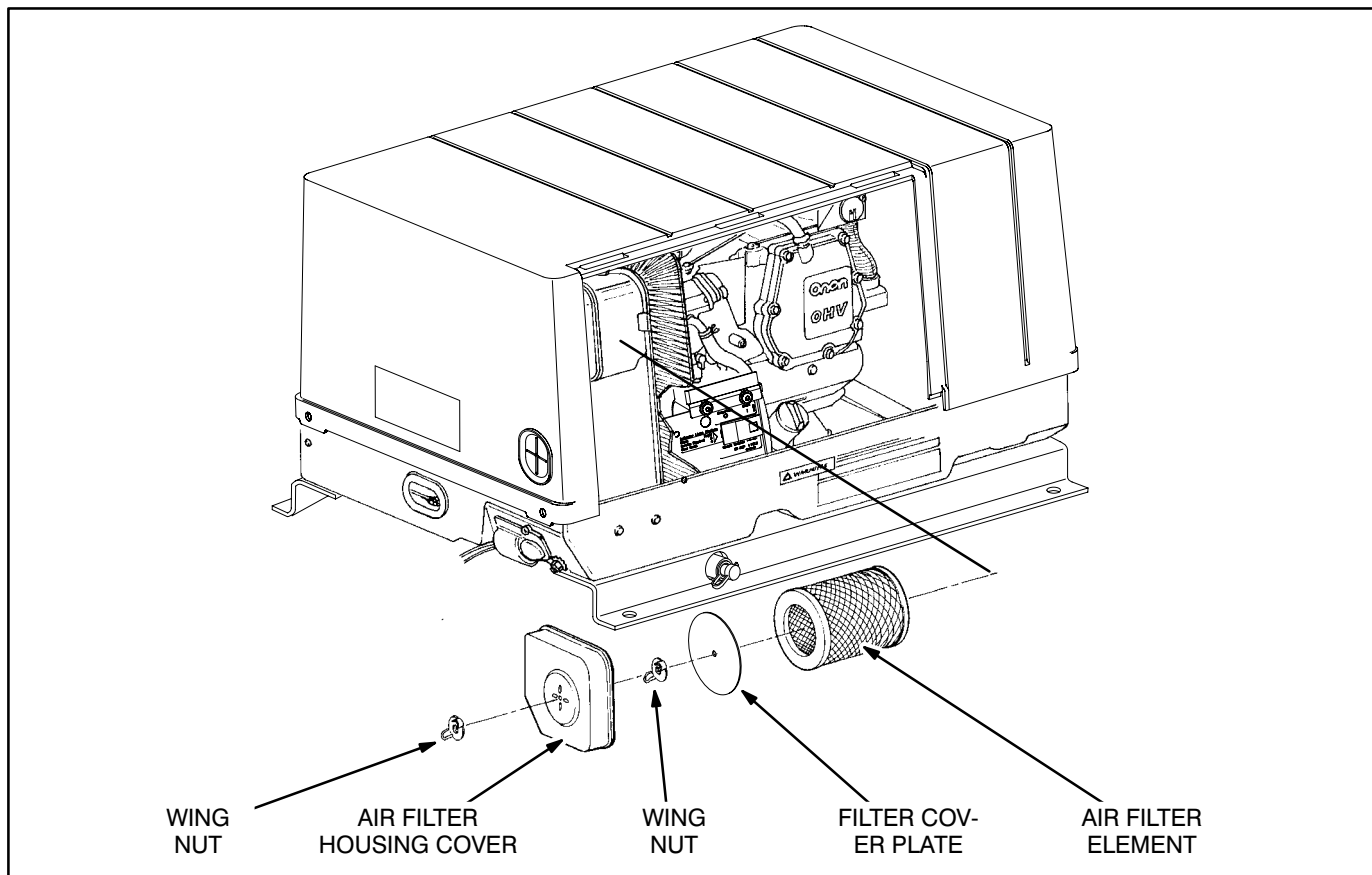


FIGURE 11. REPLACING THE AIR FILTER ELEMENT

## REPLACING THE SPARK PLUG

Refer to Table 4 for scheduled spark plug replacement. (The genset has one spark plug, Figure 12.) The spark plug must be in good condition for proper engine starting and performance. A spark plug that fouls frequently or has heavy soot deposits indicates the need for engine service. See *Troubleshooting* (Page 21).

Always thread the spark plug in by hand until it seats, to prevent crossthreading, and torque to 13 lbs-ft (17 N-m). If you don't have a torque wrench, turn the spark plug an additional 1/4 turn, if being reused, or 3/8 to 1/2 turns if new.

## CLEANING THE SPARK ARRESTOR

Refer to Table 4 for scheduled cleaning of the spark arrestor muffler (which meets U.S. Forest Service requirements). Cleaning is required for maximum genset performance.

**⚠ WARNING** *A hot muffler can cause severe burns. Let the muffler cool down before removing or installing the cleanout plugs.*

The muffler is mounted inside the genset housing. The cleanout plugs are located on the bottom side of the muffler, accessible through the air outlet opening in the bottom of the genset. Clean out the spark arrestor muffler as follows:

1. Remove the cleanout plugs from the bottom of the muffler (Figure 13).
2. Restart the genset and load it nearly to full power. See **LOADING THE GENSET** (Page 10). Let the genset run for about five minutes to expel the soot in the muffler.
3. Stop the genset, allow the muffler to cool down and then reinstall the plugs.

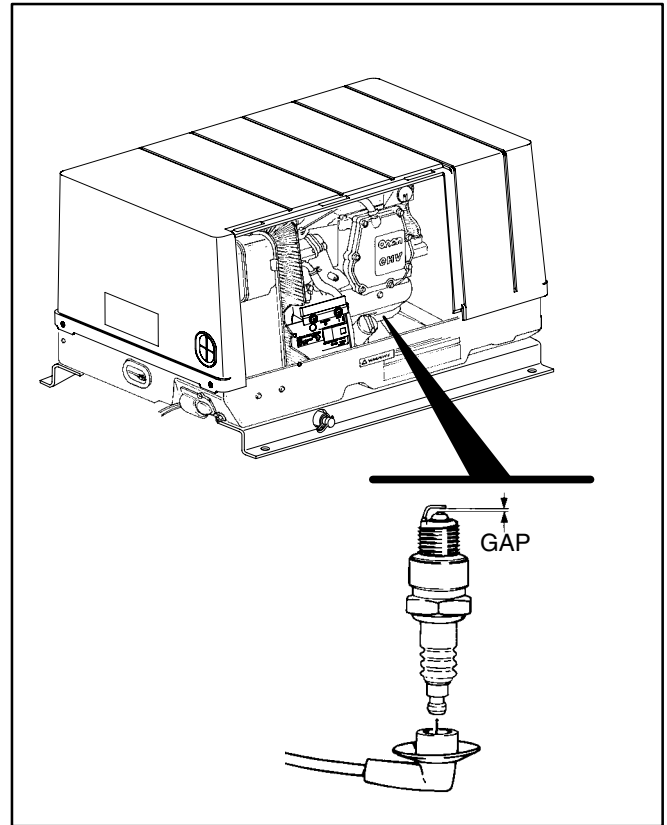


FIGURE 12. SETTING SPARK PLUG GAP

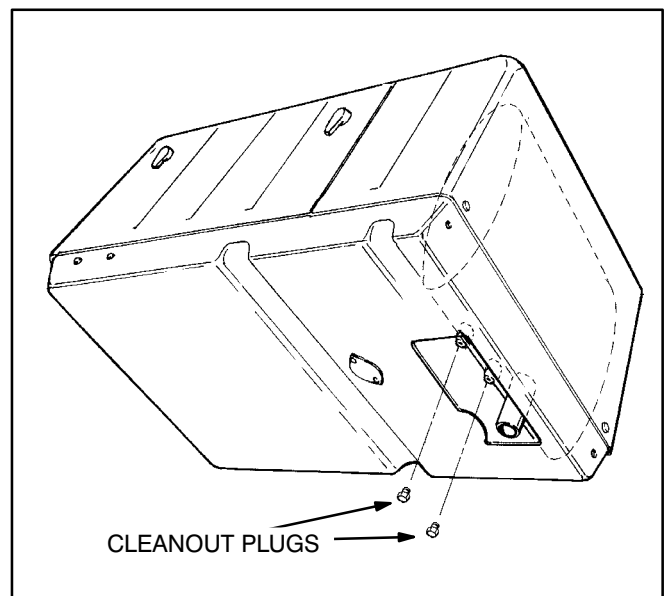


FIGURE 13. SPARK ARRESTOR CLEANOUT PLUGS



# Troubleshooting

**⚠ WARNING** *Hot engine parts can cause severe burns. Always allow the engine time to cool before performing any maintenance or service.*

TABLE 5. TROUBLESHOOTING lists the Fault Codes in numerical order along with step-by-step instructions for corrective action. If you fail to resolve the problem after taking the corrective actions suggested, contact an authorized Onan dealer. See *How to Obtain Service* (Page 28).

First note the following:

- Maintaining engine oil level, keeping battery connections clean and tight, watching the fuel gauge, not overloading the genset, etc. will prevent most shutdowns.
- When the genset and boat engine share a common fuel tank the fuel dip tubes are usually arranged so that the genset will run out of fuel first. Marking the genset empty point on the fuel gauge will make it easier to tell when to stop the genset before running it out of fuel.

## FAULT CODES

The genset controller provides extensive diagnostics by causing the status indicator light on the Control Switch to blink in a coded fashion. Following a

fault shutdown, the indicator light will repeatedly blink 3 or 4 blinks at a time.

- **Three blinks** indicates a service fault. Press **Stop** once to cause the two-digit, second-level fault code to blink. (Pressing **Stop** again will stop the blinking.) The two-digit code consists of 1, 2, 3 or 4 blinks, a brief pause, and then 1 to 9 blinks. The first set of blinks represents the tens digit and the second set of blinks the units digit of the fault code number. For example, **Fault Code No. 36** appears as:

blink-blink-blink—*pause*—blink-blink-blink-blink-blink-blink...

- **Four blinks** indicates that cranking exceeded 15 to 20 seconds without the engine starting.
- **Note: Fault Code Nos. 3 and 4 are first level faults. Avoid interpreting them as second-level Fault Code Nos. 33 and 44, which have not been assigned as fault codes.**

## RESTORING FAULT CODE BLINKING

The fault code stops blinking after five minutes. Press **Stop** three times within five seconds to restore blinking. **Note that the last fault logged will blink, even after the condition that caused the shutdown has been corrected.**

TABLE 5. TROUBLESHOOTING

**⚠ WARNING** *Some genset service procedures present hazards that can result in severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform genset service. See Safety Precautions.*

### STATUS INDICATOR LIGHT DEAD

(Faulty connections, no battery voltage)

#### Corrective Action:

1. Try the genset Start Switch if the remote Start Switch does not work, and vice versa.
2. Clean and tighten the positive (+) and negative (–) battery cable connections at the battery, boat frame and genset.
3. Recharge or replace the battery. Refer to the battery manufacturer's recommendations.

**TABLE 5. TROUBLESHOOTING (CONT.)**

**⚠ WARNING** *Some genset service procedures present hazards that can result in severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform genset service. See Safety Precautions.*

### **STARTING BATTERIES RUN DOWN**

(Marginal batteries, connections, or charging system or, parasitic loads)

**Corrective Action:**

1. Clean and tighten the positive (+) and negative (–) battery cable connections at the battery, boat frame and genset.
2. Recharge or replace the battery. Refer to the battery manufacturer's recommendations.
3. Have a battery charging system installed or serviced in the boat.

### **STARTER ENGAGES-DISENGAGES**

(Cranking voltage dips below 6 volts—low battery charge, poor connections, long cables)

**Corrective Action:**

1. Have the boat propulsion engine running while trying to start the genset—the battery charging alternator may be able to maintain starting voltage high enough to get the genset started.
2. Clean and tighten the positive (+) and negative (–) battery cable connections at the battery, boat frame and genset.
3. Recharge or replace the battery. Refer to the battery manufacturer's recommendations.
4. Increase battery cable size or run parallel cables.

### **STATUS INDICATOR LIGHT GOES OUT WHILE CRANKING—NO START**

(Internal short circuit caused automatic-reset circuit protective device to trip)

**Corrective Action:** Try starting again. See an authorized Onan dealer if the status indicator light flashes and then goes out again without the engine starting.

### **NO POWER—GENSET RUNNING, STATUS LIGHT ON**

(Line circuit breaker OFF, or tripped due to short circuit or overload)

**Corrective Action:**

1. Turn on or reset the line circuit breaker on the genset (Page 11).
2. Turn on or reset the line circuit breakers on the main distribution panel in the boat.

### **SERVICE CHECK FAULT—CODE NO. 3**

(First-level fault code—Indicates fault with second-level fault code)

**Corrective Action:** Check the second-level fault code by pressing **STOP** once. The second-level fault code will have two-digits. The faults are listed in numerical order in this table.



TABLE 5. TROUBLESHOOTING (CONT.)

**⚠ WARNING** *Some genset service procedures present hazards that can result in severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform genset service. See Safety Precautions.*

**OVERCRANK FAULT—CODE NO. 4**

(First-level fault code—Cranking exceeded 20 seconds without engine starting)

**Corrective Action:**

1. Check and fill the fuel tank, as necessary. (Note: The genset fuel pickup is probably higher than the boat engine pickup.)
2. Prime the engine fuel system by holding the control switch at **Stop/Prime** for 30 seconds.
3. Open any closed fuel valves.
4. Secure the spark plug lead on the spark plug (Page 20).
5. Replace the spark plug (Page 20).
6. Service the air cleaner (Page 19).

**OVERVOLTAGE FAULT—CODE NO. 12**

(Controller unable to maintain rated voltage)

**Corrective Action:** See an authorized Onan dealer.

**UNDERVOLTAGE FAULT—CODE NO. 13**

(Controller unable to maintain rated voltage)

**Corrective Action:** Reduce the number of connected appliances, especially when air conditioners and battery chargers are running.

**OVERFREQUENCY FAULT—CODE NO. 14**

(Engine governor unable to maintain rated frequency)

**Corrective Action:** See an authorized Onan dealer.

**UNDERFREQUENCY FAULT—CODE NO. 15**

(Engine governor unable to maintain rated frequency)

**Corrective Action:** Reduce the number of connected appliances, especially when air conditioners and battery chargers are running.

**VOLTAGE SENSE FAULT—CODE NO. 27**

(Controller unable to sense output voltage)

**Corrective Action:** See an authorized Onan dealer.

**TABLE 5. TROUBLESHOOTING (CONT.)**

**⚠ WARNING** *Some genset service procedures present hazards that can result in severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform genset service. See Safety Precautions.*

**HIGH BATTERY VOLTAGE FAULT—CODE NO. 29**

(Voltage across battery system greater than 19 volts)

**Corrective Action:**

1. Check battery bank connections and reconnect if necessary so that the 12 volt batteries serving the genset are connected in parallel (12 volt) rather than in series (24 volt).
2. Select a lower battery boost charge rate.

**LOW CRANKING SPEED FAULT—CODE NO. 32**

(Cranking speed less than 180 rpm for more than 2 seconds)

**Corrective Action:**

1. Clean and tighten the positive (+) and negative (–) battery cable connections at the battery and at the genset.
2. Recharge or replace the battery. Refer to the battery manufacturer's recommendations.
3. Replace engine oil with oil of proper viscosity for ambient temperatures (Page 7). (High oil viscosity can slow down cranking speed.)

**CONTROL CARD FAILURE FAULT—CODE NO. 35**

(Microprocessor EEPROM error during self-test)

**Corrective Action:** See an authorized Onan dealer.

**ENGINE STOPPED FAULT—CODE NO. 36**

(Engine stopped without command by controller)

**Corrective Action:**

1. Check and fill the fuel tank, as necessary. (Note: The genset fuel pickup is probably higher than the boat engine pickup.)
2. Secure the spark plug lead on the spark plug (Page 20).
3. Replace the spark plug (Page 20).
4. Service the air cleaner (Page 19).
5. Check for mechanical damage.

**INVALID GENSET CONFIGURATION FAULT—CODE NO. 37**

(Genset configuration is preprogrammed at the factory)

**Corrective Action:** See an authorized Onan dealer.

**TABLE 5. TROUBLESHOOTING (CONT.)**

**⚠ WARNING** *Some genset service procedures present hazards that can result in severe personal injury or death. Only trained and experienced service personnel with knowledge of fuels, electricity, and machinery hazards should perform genset service. See Safety Precautions.*

**OVERCURRENT FAULT—CODE NO. 38**

(Low power factor loads)

**Corrective Action:**

1. Reduce the number of appliances running at the same time, especially those with high motor starting loads such as air conditioners.
2. Have air conditioners and other appliances checked for proper operation. (A locked compressor rotor can cause very low power factor.)

**GENERATOR ROTOR FAULT—CODE NO. 41**

(Controller unable to sense field or output voltage)

**Corrective Action:** See an authorized Onan dealer.

**PROCESSOR FAULT—CODE NO. 42**

(Microprocessor ROM error during self-test)

**Corrective Action:** See an authorized Onan dealer.

**PROCESSOR FAULT—CODE NO. 43**

(Microprocessor RAM error during self-test)

**Corrective Action:** See an authorized Onan dealer.

**SPEED SENSE FAULT—CODE NO. 45**

(Controller unable to sense quadrature frequency)

**Corrective Action:** See an authorized Onan dealer.

**IGNITION FAULT—CODE NO. 47**

(Controller unable to sense ignition)

**Corrective Action:** See an authorized Onan dealer.

**GENERATOR FIELD SENSE FAULT—CODE NO. 48**

(Controller unable to sense field voltage)

**Corrective Action:** See an authorized Onan dealer.

# Specifications

	4MKY	3.6MKY
<b>GENERATOR:</b> 2-Pole Revolving Field, Self-Excited, 1-Phase, Microprocessor Regulated		
Power	4000 watts	3600 watts
Frequency	60 Hertz	50 Hertz
Voltage	120 volts <sup>1</sup>	230 volts <sup>1, 2</sup>
Current	33.3 amperes	15.7 amperes
Speed	3600 rpm	3000 rpm
<b>FUEL CONSUMPTION:</b>		
No load	0.29 gph (1.1 l/h)	0.21 gph (0.79l/h)
Half load	0.48 gph (1.8 l/h)	0.37 gph (1.4 l/h)
Full load	0.71 gph (2.7 l/h)	0.58 gph (2.2 l/h)
<b>ENGINE:</b> 1-Cylinder, 4-Stroke Cycle, Spark-Ignited, OHV, Air Cooled, Mechanically Governed		
Bore	3.11 inch (79 mm)	
Stroke	2.44 inch (62 mm)	
Displacement	18.5 inch <sup>3</sup> (304 cc)	
Compression Ratio	8.5 : 1	
Oil Capacity**	1.6 quart (1.5 l)	
Intake Valve Lash (Cold)	0.002 inch (0.05 mm)	
Exhaust Valve Lash (Cold)	0.002 inch (0.05 mm)	
Spark Plug Tightening Torque	13 lbs-ft (17 N-m)	
Ignition Timing (magneto)	25° BTDC, non-adjustable	
Magneto Air Gap	0.009-0.015 inch (0.23-0.38 mm)	
Spark Plug Gap	0.025 inch (0.64 mm)	
<b>DC SYSTEM:</b>		
Nominal Battery Voltage	12 volts	
Minimum Battery Rating: Cold Cranking Amps (CCA) @ 0° F (–18° C)	450	
Battery Charging Current	–	10 amp, regulated voltage
<b>INSTALLATION:</b>		
Weight of Genset (with engine oil)	187 pounds (85 Kg)	
Minimum Compartment Size (H x D x W) <sup>3</sup>	16.4 inch x 20.6 inch x 30.5 inch (420 mm x 523 mm x 775 mm)	
Minimum Free Air Inlet Area	40 inch <sup>2</sup> (258 cm <sup>2</sup> )	
Muffler Outlet Collar O. D.	1.13 inch	
Fuel Connection	1/4 inch barb fitting for gasoline hose	
1. Also available for 100 volts, with grounded or isolated neutral. 2. Reconnectable. See the Installation Manual. 3. See the Installation Manual for additional considerations when sizing the genset compartment.		

# Information for California Genset Users

This genset meets the requirements of California's Exhaust Emissions Standards as stated on the nameplate. Figure 1 (Page 5) illustrates where this information appears on the nameplate.

As a California user of these gensets, please be aware that unauthorized modifications or replacement of fuel, exhaust, air intake, or speed control system components that affect engine emissions are prohibited. Unauthorized modification, removal or replacement of the genset label is prohibited.

You should carefully review Operator (Owner), Installation and other manuals and information you receive with your genset. If you are unsure that the installation, use, maintenance or service of your genset is authorized, you should seek assistance from an approved Onan dealer.

California genset users may use Table 6 as an aid in locating information related to the California Air Resources Board requirements for emissions control.

**TABLE 6. EMISSIONS CONTROL INFORMATION**

Genset Warranty Information	The California emissions control warranty statement is located in the same packet of information as this manual when the genset is shipped from the factory.
Engine Valve Lash	See <i>Specifications</i> (Page 26).
Engine Ignition Timing	See <i>Specifications</i> (Page 26).
Engine Fuel Requirements	The engine is certified to operate on unleaded gasoline. See Fuel Recommendations (Page 7).
Engine Lubricating Oil Requirements	See ENGINE OIL RECOMMENDATIONS (Page 7).
Engine Fuel Mixture Settings	These genset engines have precision-manufactured carburetors which are not adjustable.
Engine Adjustments	See Figure 8 (Page 12).
Engine Emission Control System	The engine emission control system consists of inherent engine design.

# How to Obtain Service

---

When you need service, parts, or product literature (such as the Service Manual) for your genset, contact the nearest authorized distributor. Onan has factory-trained representatives to handle your needs for genset parts and service.

Call 1-800-888-ONAN to contact the nearest Cummins/Onan or Onan-only distributor in the United States or Canada. (This automated service utilizes touch-tone phones only). Select OPTION 1 (press 1) to be automatically connected to the distributor nearest to you.

If you are unable to contact a distributor using the automated service, consult the Yellow Pages. Typically, our distributors are listed under:

GENERATORS – ELECTRIC,  
ENGINES – GASOLINE OR DIESEL, or  
RECREATIONAL VEHICLES – EQUIPMENT,  
PARTS AND SERVICE.

If you are outside North America, call Onan Corporation at 1-763-574-5000 from 7:30 AM to

4:00 PM, Central Standard Time, Monday through Friday, or fax 1-763-528-7229.

Before calling for service, have the following information available:

1. *The complete genset model number and serial number. See Model Identification (Page 4).*
2. *The date of purchase*
3. *The nature of the problem. See Troubleshooting (Page 21).*

If you have difficulty in arranging service or resolving a problem, please contact the Service Manager at the nearest Cummins/Onan distributor for assistance.

**⚠WARNING** *Improper service or replacement of parts can result in severe personal injury, death, and/or equipment damage. Service personnel must be trained and experienced in performing electrical and/or mechanical service.*

# Maintenance Record

Record all periodic and unscheduled maintenance and service. See *Periodic Maintenance* (Page 15).

[illegible]

Record the name, address, and phone number of your authorized Onan service center.




Cummins Power Generation  
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Minneapolis, MN 55432  
763-574-5000  
Fax: 763-528-7229

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