GM 2.5

NG: MAS (3/8) 9.5mm,	**ZPR** (9/16) 14mm	24°
LP: MAS (5/16) 8mm,	**ZPR** (9/16) 14mm	18°
Dual Fuel		**21°**

GM 3.0

NG: MAS (7/16) 11mm	**ZPR** (5/8) 16mm	36°
LP: MAS (3/8) 9.5mm	**ZPR** (9/19) 14mm	26°
Dual Fuel		**30°**

GM 4.3

NG: MAS (11/16) 17mm	**ZPR** (5/8) 16mm	36°
LP: MAS (19/32) 15mm	**ZPR** (9/16) 14mm	26°
Dual Fuel		**30°**

GM 5.0°

NG: MAS (3/4) 19mm	**ZPR** (5/8) 16mm	36°
LP: MAS (5/8) 16mm	**ZPR** (9/16) 14mm	26°
Dual Fuel		**30°**

GM 5.7

NG: MAS (3/4) 19mm	**ZPR** (5/8) 16mm	36°
LP: MAS (5/8) 16mm	**ZPR** (9/16) 14mm	26°
Dual Fuel		**30°**

Nissan H25

NG: MAS (3/8) 9.5mm,	**ZPR** (9/16) 14.5mm	17°
LP: MAS (5/16) 8mm,	**ZPR** (9/16)14.5mm	12°
Dual Fuel		**15°**

MAS – LOAD ADJUST
ZPR – START ADJUST

LC50 INITIAL ADJUSTMENTS:

THE MAIN ADJUSTMENT SCREW (MAS) SETTINGS ARE MEASURED FROM THE MAS VALVE BODY (NOT THE JAM NUT) TO THE EXTERIOR END OF THE MAS SCREW. THE ZERO-PRESSURE REGULATOR SETTINGS ARE MEASURED FROM THE TOP OF THE SPRING ADJUSTMENT SCREW TO THE TOP OF THE SPRING TOWER.

THESE INITIAL SETTINGS SHOULD GET THE GENSETS UP AND RUNNING FOR THE FINAL ADJUSTMENTS WITH AN OXYGEN SENSOR OR EXHAUST ANALYZER. THE MAS SHOULD BE ADJUSTED FIRST WITH SIGNIFICANT (75-95') LOAD ON THE ENGINE. THE ZPR SHOULD THEN BE ADUSTED AT NO-LOAD. ONE OR TWO MORE ITERATIONS AT FULL LOAD FOR THE MAS AND NO LOAD FOR THE ZPR SHOULD PROVIDE THE CORRECT AIR/FUEL RATIO OVER THE ENTIRE OPERATING RANGE.

FOR DUAL-FUEL CONFIGURATIONS, THE STANDARD NG FUEL SET UP SHOULD HAVE A TEE ADDED BETWEEN THE ZPR AND MAS. THE SIDE-LEG OF THE TEE SHOULD THEN HAVE THE MAS AND ZPR FOR THE LP FUEL. THE INITIAL SETTINGS FOR THE DUAL-FUEL NG AND LP ARE THE SAME AS THE SINGLE-FUEL SETTINGS BELOW. THE FINAL AIR/FUEL RATIO ADJUSTMENTS SHOULD BE DONE ON NG FIRST, THEN LP, USING THE PROCEDURE ABOVE FOR EACH FUEL.

50MM LC50 (5.7 GM)
NG: MAS (3/4") 19MM, ZPR (MAXITROL R600Z) (5/8) 16MM
LP (VAP): MAS (5/8") 16MM, ZPR (MAXITROL R500Z) (9/16) 14MM

43MM LC50 (4.3 GM)
NG: MAS (11/16") 17MM, ZPR (MAXITROL R600Z) (5/8) 16MM
LP (VAP): MAS (19/32") 15MM, ZPR (MAXITROL R500Z) (9/16) 14MM

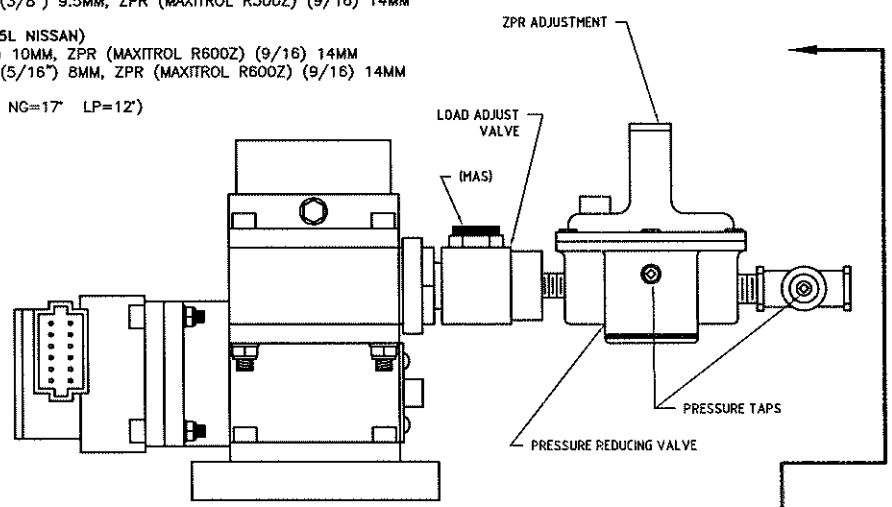
36MM LC50 (3.0 GM)
NG: MAS (7/16") 11MM, ZPR (MAXITROL R500Z) (5/8) 16MM
LP (VAP): MAS (3/8") 9.5MM, ZPR (MAXITROL R500Z) (9/16) 14MM

36MM LC50 (2.5L NISSAN)
NG: MAS (3/8") 10MM, ZPR (MAXITROL R600Z) (9/16) 14MM
LP (VAP): MAS (5/16") 8MM, ZPR (MAXITROL R600Z) (9/16) 14MM

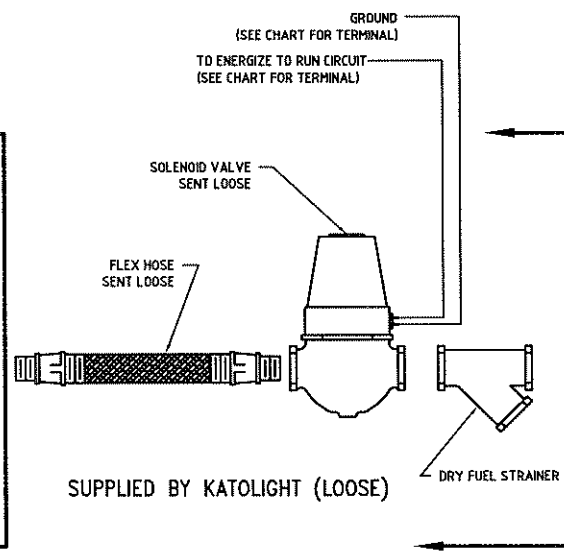
(NISSAN TIMING: NG=17° LP=12°)

	ENERGIZE TO RUN	GROUND
CONTROL PANEL	+ TERMINAL #	-TERMINAL
40 & 50 SERIES	TERMINAL #2	9
KDGC-2000/2001	✳ TERMINAL #2 TERMINAL #19	✳ 9 2
KGM-250	TERMINAL #2	9
KDGC-500	TERMINAL #2	9

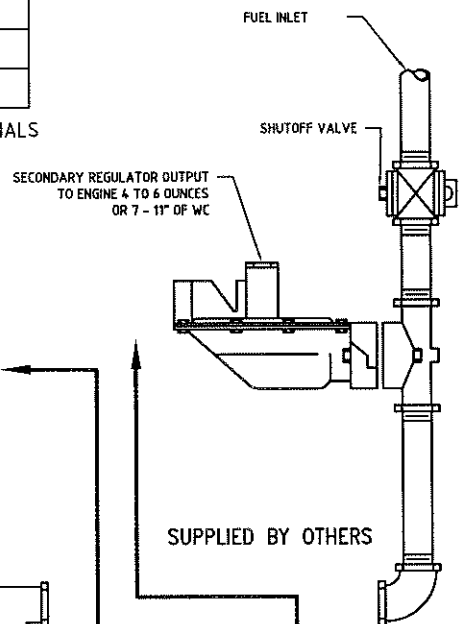
✳ SEE ELECTRICAL SCHEMATIC FOR PROPER TERMINALS NUMBERS USED FOR FUEL SOLENOID WIRING



SUPPLIED BY KATOLIGHT (MOUNTED)



SUPPLIED BY KATOLIGHT (LOOSE)



NOTES:
1. TYPICAL PIPING LAYOUT WHEN LINE REGULATOR IS MOUNTED NOT MORE THAN TEN FEET FROM CARBURATOR
2. FOR LP VAPOR FUEL DO NOT REMOVE REGULATOR SPRING THE REGULATOR DOES NOT NEED TO BE TURNED DOWN

REVISIONS:
1. ADDED MM CONVERSIONS TO INCHES, 6-14-01 GMG
2. ADDED NISSAN ENGINE SETTINGS TO DRAWING, 1-19-04 MRL

FOR PGL GM ENGINES & NISSAN ENGINES ONLY

KATOLIGHT
MANKATO, MINNESOTA

GM & NISSAN ENGINES NG AND LP FUEL SYSTEM

SIZE	DATE	DWG NO
B	4-18-01	204-206-26-1

SCALE	PART NO	DWN BY	SHEET
NONE		SAA	1 OF 1