GENERAC®
POWER SYSTEMS, INC.

PRODUCT INFORMATION BULLETIN

DATE:	January 2001
SUBJECT:	Fuel regulator adjustment.
MODELS AFFECTED:	4164-0, 4077-0,1, 587-4
PROBLEM:	Hard starting GV410 gaseous fuel product.
SYMPTOM:	The generator cranks over for an excessive amount of time before starting, or does not start at all.
CORRECTIVE ACTION:	Check for proper spark using a spark tester. Check for the proper fuel supply to the regulator,11 inches of water column should be available to the generators regulator. Also check the valve lash for proper adjustment, valves should be set between .002-.004. A sticking regulator can also cause a no start, verify that the regulator is not stuck (manually choke the unit to start, then retry) If all this checks out an adjustment of the regulator can be made. The regulator is fitted with a freeze plug located directly above the inlet. This freeze plug must be removed. Under the plug is a threaded adjuster, which applies a spring pressure to the inlet seal. Unscrew the adjuster to achieve a dimension of 5mm from the top of the adjuster screw to the top of the threaded casting. Under no circumstances should this adjuster be completely removed. Start the generator a number of times until you are satisfied that the condition is fixed. A new freeze plug part # D2529 MUST be reinstalled in to the regulator to retain the tamperproof status of the regulator. As an identification that the regulator has been adjusted put an X across the freeze plug with a permanent marker.

Warranty: 1 hour will be allowed for adjustment of the regulator.

Reference PIB01-1-M,S on warranty claim form.

GENERAC®
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PRODUCT INFORMATION BULLETIN

DATE: February 2001

SUBJECT: Battery Connection Procedure

MODELS AFFECTED: All

It's always been common practice that when connecting cables to a battery, for safety reasons, the positive (+) cable is connected first, then the negative (-) cable.

This is important not only to avoid an arcing hazard, but also to avoid possible damage to control panel components, particularly the newer option D and E Panels.

Always follow these procedures when connecting and disconnecting batteries:

Connecting: Positive (+) cable first, negative (-) second.
Disconnecting: Negative (-) first, positive (+) second.

NOTE: "Jump starting" is not recommended for units with D or E Option Control Panels. Pre-charge the battery (ies), then install on unit following the proper connection procedure.

This PIB is informational only and is not a warranty item.

GENERAC®
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PRODUCT INFORMATION BULLETIN

DATE: March 2001

SUBJECT: Carburetor Cleaning Procedure

MODELS AFFECTED: All models

PROBLEM: Carburetors being returned under warranty for no failure.

CORRECTIVE ACTION:

1. Determine first of all that you have a fuel problem.
2. Check to make sure that the fuel inlet is turned on for an adequate fuel supply to the carburetor.
3. Remove fuel line ar carburetor and ensure that there is an adequate amount of fuel entering the carburetor.
4. Remove the float bowl and check to see if there is any foreign matter in bottom of carburetor bow..
5. The float is plastic and can be removed for access to the needle so it can be cleaned.
6. With all this removed you can use carburetor cleaner to clean the rest of the carburetor before reassembly.
7. After cleaning carburetor with an approved carburetor cleaner blow dry with compressed air and reassemble.

Shelf life on gasoline is 30 days. Proper procedures need to be taken for carburetors so that the fuel doesn't varnish over time. You **must** use a fuel stabilizer at **all times** in order to ensure that the fuel is fresh at all times.

WARRANTY: There is no warranty coverage for carburetors due to poor maintenance or dirt in the fuel systems.

GENERAC®
POWER SYSTEMS, INC.

PRODUCT INFORMATION BULLETIN

DATE: May 2001

SUBJECT: UL-2200 listed 10 amp Battery Chargers

The new 12-volt battery charger will be standard on new units effective May 1, 2001 and may be ordered under P/N 0D3489. The UL listing of the new battery chargers is for its use as a component on UL-2200 compliant gensets and is not an individual certification. Therefore, there is no obvious benefit to the end user to justify the added cost of changing to the UL listed battery charger on older units and the old style non-UL listed battery chargers will continue to be available under their existing part numbers.

The new chargers may be used as direct replacements of the old style battery chargers if the customer desires, but requires minor mounting hardware changes for them to fit in the space available. The 1 inch vibration mounts currently installed on non-UL listed battery chargers must be replaced with 1/2 inch vibration mounts to avoid possible interference with the outside air ducts on Gen2000 Sound Attenuated Enclosures. Standard Gen2000 compartments and pre-Gen2000 style compartments do not have this interference issue. The new 1/2 inch vibration mounts and all mounting hardware should be ordered from the parts list below with the new UL listed battery charger when it is being installed to replace a non-UL listed battery charger.

There will be no warranty allowance for replacement of existing non-UL listed battery chargers with the new UL listed battery chargers.

Battery Charger Mounting Hardware Parts List

Old Style (Non-UL Listed) Battery Charger			New Style (UL Listed) Battery Charger		
Qty.	P/N	Description	Qty.	P/N	Description
4	40479	Mount. Vibr. 1.00 x 1.00 x 1/4-20	4	027831	Mount. Vibr. 1.00 x .50 x 1/4-20
4	022097	Washer Lock M6-1/4	8	022097	Washer Lock M6-1/4
4	022473	Washer Flat 1/4 Zinc	8	022473	Washer Flat 1/4 Zinc
4	022507	Screw HHC 1/4-20 x 1/2 G5	8	022127	Nut, Hex 1/4-20 Steel
Old Style Battery Chargers			**New Style Battery Chargers**		
1	079535	Assy. Bat. Chgr. 10A12V*	1	0D3490	Assy. Battery Charger 12V 10Amp
1	079525	Bat. Chgr. Assy. 10A24V*	1	0D3489	Assy. Battery Charger 24V 10Amp

GENERAC®
POWER SYSTEMS, INC.

PRODUCT INFORMATION BULLETIN

DATE: September 2001

SUBJECT: Fuel Pump (Part # 90475)

MODELS AFFECTED: All Gasoline fueled RV generators

PROBLEM: Fuel Pumps being returned under warranty that have not failed.

SYMPTOM: Generator will not start, fuel pump is inoperative.

CORRECTIVE ACTION: Two wires are brought out from the fuel pump. The black wire is grounded to the frame by connecting it with a bolt and either a star or pyramidal washer (special lock washer). The red wire is identified as wire #14A. The pump should operate when 12vdc is delivered to wire 14A from activation of the fuel prime switch, or from circuit board action energizing wire #14.

1. Check wire #14A (red wire on fuel pump) for 12vdc when fuel prime switch is activated, or circuit board action energizes wire #14 during cranking/running. If 12vdc is not present follow diagnostic manuals to find the fault.

2. Check wire # 0 (black wire on fuel pump) for proper grounding. With the black wire connected to the frame by the mounting bolt measure for a proper ground. Set VOM to ohms, connect one test lead to the terminal of the black wire of the fuel pump at the bolt. Connect the other test lead to your battery ground location on the generator.

   The reading on the meter should be continuity (approximately zero resistance). If a higher reading is observed there is an insufficient ground. Clean grounding surface at the black wire connection point. If a star washer was used for grounding replace with the following pyramidal (special lock washer).

   For the single cylinder models use part # A8475 special lock washer. For the twin cylinder models use part # A1658 special lock washer.

3. Test for an open fuel pump coil. Disconnect the red wire at its bullet connector. Set a VOM to ohms and measure between the red and black wire. The VOM should indicate fuel pump coil resistance about 29.5K ohm. (Current draw of the pump at nominal voltage is approximately 1.4 amperes maximum)

4. Test for a shorted fuel pump. Set a VOM to ohms. Connect one test lead to the red lead the other test lead to the pump body. The meter should read infinity.

Warranty: Informative only. Operating fuel pumps will not be covered under warranty.

GENERAC®
POWER SYSTEMS, INC.

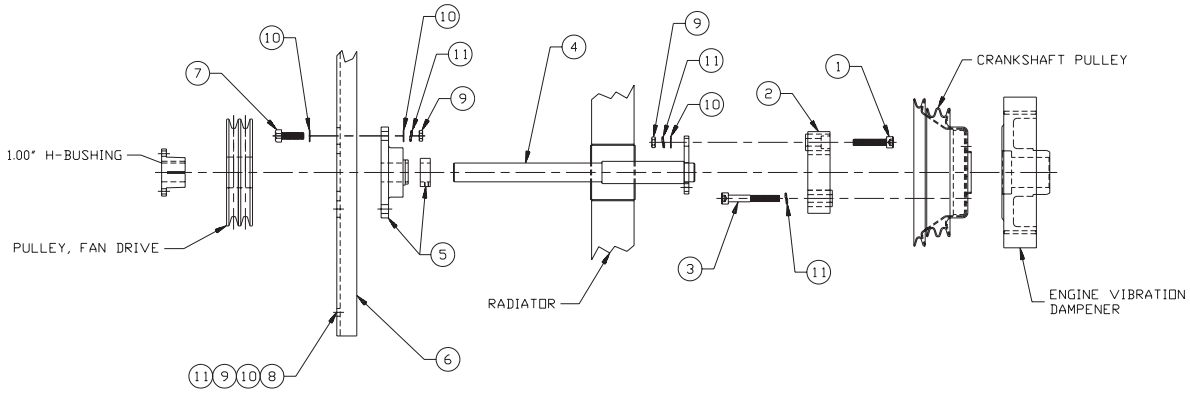
PRODUCT INFORMATION BULLETIN

DATE: June 2001

SUBJECT: 7.4L Flange, Flex Drive Coupling Replacement

MODELS AFFECTED: 85 & 100 kW gearbox driven units with 7.4L engines (pre April 2001).

CORRECTIVE ACTION: When replacing the coupling assembly use kit number #**D4328**. This kit should be used on product built prior to April 2001.



ITEM	QTY.	DESCRIPTION
1	3	SCREW SHC 3/8-16 X 1.75 G8.8 NZ
2	1	COUPLING FAN DRIVE
3	3	SCREW SHC 3/8-24 X 2.75 G8.8 NZ
4	1	ASSEMBLY FAN DRIVE
5	1	FLANGE BEARING Ø1.00
6	1	FAN SUPPORT ASSEMBLY
7	1	SCREW HHC 3/8-16 X 1-1/4" G5
8	4	SCREW HHC 3/8-16 X 1 G5
9	9	HEX NUT 3/8-16 STEEL
10	9	WASHER FLAT 3/8-M10 ZINC
11	12	WASHER LOCK 3/8"

WARRANTY: Informative only.

GENERAC®
POWER SYSTEMS, INC.

PRODUCT INFORMATION BULLETIN

DATE: September 2001

SUBJECT: GN 480 & GN 570 Starter and Flywheel Assemblies

MODELS AFFECTED: 9592-3, 9735-3, 9600-3, 9734-3, 595-0

PROBLEM: Mismatch of flywheel ring gear, and starter pinion. Damage to flywheel ring gear and or starter bendix gear. There are two types of flywheels made one is an aluminum ring gear and the other is a steel ring gear. There are two types of starters nylon bendix gear and steel bendix gear. The proper matching is aluminum flywheel ring gear with nylon starter bendix gear, or steel flywheel gear with steel starter bendix gear.

CORRECTIVE ACTION: If damage is seen on the nylon starter bendix gear matched to a steel flywheel ring gear replace starter with **P/N C2881** (steel starter pinion).

If damage is seen to an aluminum flywheel ring gear matched with a steel starter bendix replace flywheel with **P/N A7782A** (steel flywheel ring gear).

If unit has original steel starter bendix gear, check original starter bracket, if it has a raised portion between the mounting holes of the starter bracket it must be ground off, or binding of the new flywheel may occur.

WARRANTY: 1.0 hours will be allowed for the replacement of the starter.
0.5 hours will be allowed for the replacement of the flywheel.
This Product Information Bulletin is effective for the original warranty period of the generator.

Reference PIB01-7-M,S on warranty claim form.

GENERAC®
POWER SYSTEMS, INC.

PRODUCT INFORMATION BULLETIN

DATE: September 2001

SUBJECT: GV410 Starters

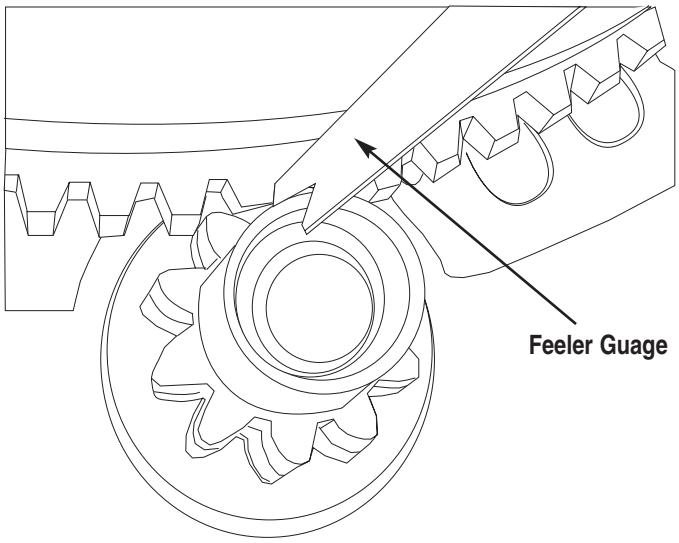
MODELS AFFECTED: 916-0,1, 919-0,1, 2010-0, 4164-0, 862-0,1, 587-4, 4077-2, 4176-0
All models with a date code higher than 03220 are not affected.

PROBLEM: Starter pinion jammed into flywheel on initial cranking.

CORRECTIVE ACTION: Measure the voltage at the terminal of the starter contactor and verify 11-12 volts DC is available to the generator during cranking. If voltage is below 11 volts DC, measure at the battery terminals during cranking. If battery voltage is below 11 volts DC, recharge/replace battery. If battery voltage is above 11 volts DC, check for proper battery cable sizing, see owners manual.

Manually engage the starter pinion into to ring gear on the flywheel and check for .020-.035 inch backlash. When checking backlash, measure at eight equally spaced locations and make sure the gear teeth are in contact in the direction of rotation. Shim or remove shims as necessary, use shim kit part number 0D4791. Visually check that the starter motor is perpendicular to the ring gear. Replace the starter motor if the starter motor mounting bracket is bent.

Check for proper position of rectangular rubber bumper part number 0C3794. Older units used rubber dimples, they should be replaced if jamming is occurring. New rubber bumper gets placed at base of block right above sump cover, and on the centerline of the starter.



WARRANTY: 1.0 hours will be allowed for this procedure. Reference PIB01-8-M,S on warranty claim form. This Product Information Bulletin is effective for the original warranty period of the generator.

GENERAC®
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PRODUCT INFORMATION BULLETIN

DATE: September 2001

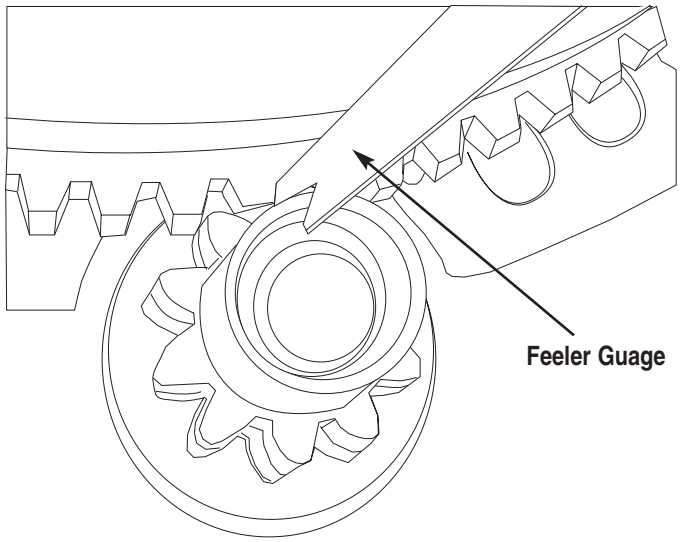
SUBJECT: GV220 Starters

MODELS AFFECTED: 802-3, 803-4, 940-0, 940-1, 941-0, 941-1, 463-3, 498-1, 584-3
All models with a date code higher than 03220 are not affected.

PROBLEM: Starter pinion jammed into flywheel on initial cranking.

CORRECTIVE ACTION: Measure the voltage at the terminal of the starter contactor and verify 11-12 volts DC is available to the generator during cranking. If voltage is below 11 volts DC, measure at the battery terminals during cranking. If battery voltage is below 11 volts DC, recharge/replace battery. If battery voltage is above 11 volts DC, check for proper battery cable sizing, see owners manual.

Manually engage the starter pinion into to ring gear on the flywheel and check for .020-.035 inch backlash. When checking backlash, measure at eight equally spaced locations and make sure the gear teeth are in contact in the direction of rotation. Shim or remove shims as necessary, use shim kit part number 0D4983. Shim thickness is .202 inch, two or three shims should be ordered. Shims should be placed on the left side starter bolt hole, opposite of stepper motor bracket. Visually check that the starter motor is perpendicular to the ring gear. Replace the starter motor if the starter motor mounting bracket is bent.



CCRV STARTER MOTOR REMOVAL PROCEDURE

1. Disconnect battery supply to the generator.
2. Remove control box top cover.
3. Remove air cleaner support bracket from upper fan housing.
4. Remove control box panel screws.
5. Remove upper fan housing.
6. Remove left side wrapper end panel.
7. Remove screws from rear box wrapper, gently move sheet metal for greater access.
8. Using a 6mm ball end allan wrench remove two starter bolts.
9. Remove starter. Shim/washer is located behind left bolt. When reinstalling shim it is helpful to add a dab of grease to the shim to help hold in place while reassembling.
10. Reverse procedure to install new starter motor.

Note: When removing and installing starter it is helpful to engage the bendix gear to its extended position. If this is done while the bendix is protruding through the plate divider, additional clearance can be obtained. Removable loctite should be used on the starter bolts when being reinstalled.

WARRANTY: 1.5 hours will be allowed for this procedure. Reference PIB01-9-M on warranty claim form. This Product Information Bulletin is effective for the original warranty period of the generator.

GENERAC®
POWER SYSTEMS, INC.

PRODUCT INFORMATION BULLETIN

DATE: July 2001

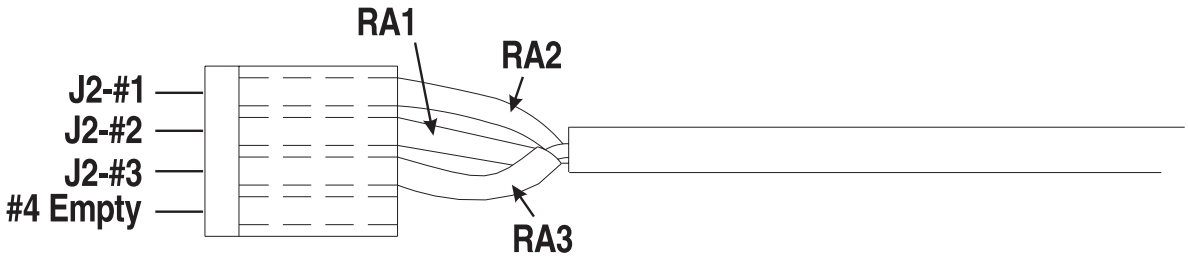
SUBJECT: D Panel Wiring

MODELS AFFECTED: D Panel, standby units with 20 Light Remote Annunciator or Remote Relay Panel (s)

PROBLEM: The 20 Light Remote Annunciator or Remote Relay Panel does not communicate with the D panel and the RS 485 connections and wiring is correct and tests O.K..

CORRECTIVE ACTION: Check that the J2 plug in the D panel is wired correctly.

1. Remove fuse.
2. Lift the top, and lower the face of the D panel.
3. Locate the J2 connection on the top right side of the panel.
4. Confirm that the wiring is correct (J2 - #1 starts at the “bottom”):
   a. Wire RA2 to J2 - #1
   b. Wire RA1 to J2 - #2
   c. Wire RA3 to J2 - #3
5. Rewire if incorrect.
6. Close and fasten panel.
7. Replace fuse.
8. Check operation of 20 Light Remote Annunciator or Remote Relay Panel(s).



WARRANTY: .5 hours will be allowed for this procedure and adjustment.

Reference PIB01-10-S on warranty claim form.

GENERAC®
POWER SYSTEMS, INC.

PRODUCT INFORMATION BULLETIN

DATE: July 2001

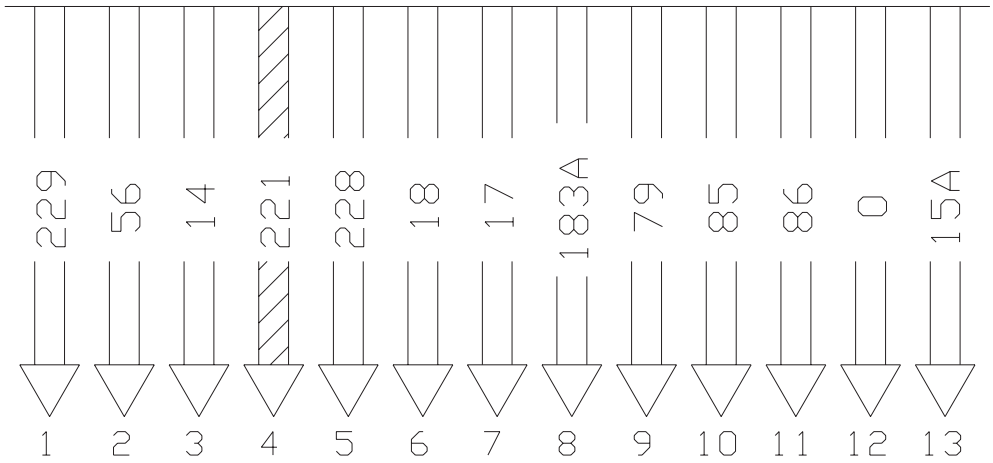
SUBJECT: Blocking Plugs on the C Option PCB Connector

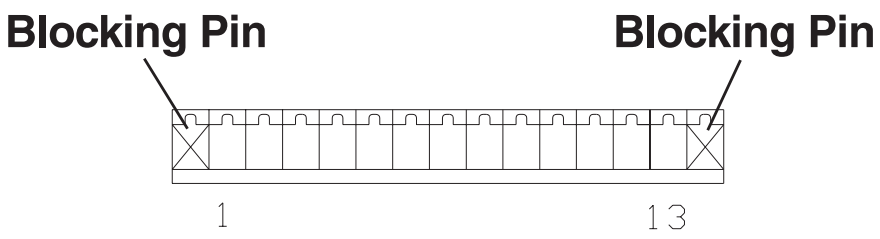
MODELS AFFECTED: Standby units with C Option Control Panels

PROBLEM: The J2 plug that connects to the #083089 C Option PCB may have the Blocking Pins (or Keys/Plugs) missing from the ends of the plug. The Blocking Pins prevent the connector plug from being misaligned with the PCB pins.

CORRECTIVE ACTION: Take care when removing and reinstalling the connector. Make sure the pins are properly aligned. When properly aligned, there will be and empty plug on each end. The part number for the Blocking Pin is #078696.

CAUTION! Failure to properly match up the plug can result in damage to the PCB.





WARRANTY: Informative only.

GENERAC®
POWER SYSTEMS, INC.

PRODUCT INFORMATION BULLETIN

DATE: September 2001

SUBJECT: “D” Panel Keypad

MODELS AFFECTED: Standby Units with “D” Control Panel

PROBLEM: There is a slotted hole where the “Ribbon Cable” runs from the “Keypad” to the CPU. If there is a “Burr” in this slot, it can cause a “Short” to the ribbon cable and the Keypad may not function correctly.

CORRECTIVE ACTION: Attach a strip of electrical tape on the area of the slot, covering the burr.

PROCEDURE:

1. Remove fuse.
2. Lower the face of the “D” panel.
3. Find the “Ribbon Connector” at the point where it runs from the “Keypad” (sticker on front) to the CPU board (inside bottom right of front panel).
4. Unplug the Ribbon Connector.
5. Attach strip of electrical tape on sheet metal slot in question.
6. Plug the Ribbon Connector back in.
7. Replace fuse.
8. Test operation of keypad.

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WARRANTY: .5 hours will be allowed for this procedure and adjustment.

Reference PIB01-12-S on warranty claim form.