

CRANK ADJUSTMENT

As the number of Katolight Automatic Solid State Engine Controls in the field increases, many service outlets have expressed an interest in learning to adjust the crank time or crank disconnect time for trouble shooting or hard starting.

The diagram below shows the relative position and the terminal identification numbers for each potentiometer.

R58

Mag Pickup Crank Disconnect

Clockwise increases disconnect frequency

R59

AC Crank Disconnect

Clockwise increases disconnect frequency

R60

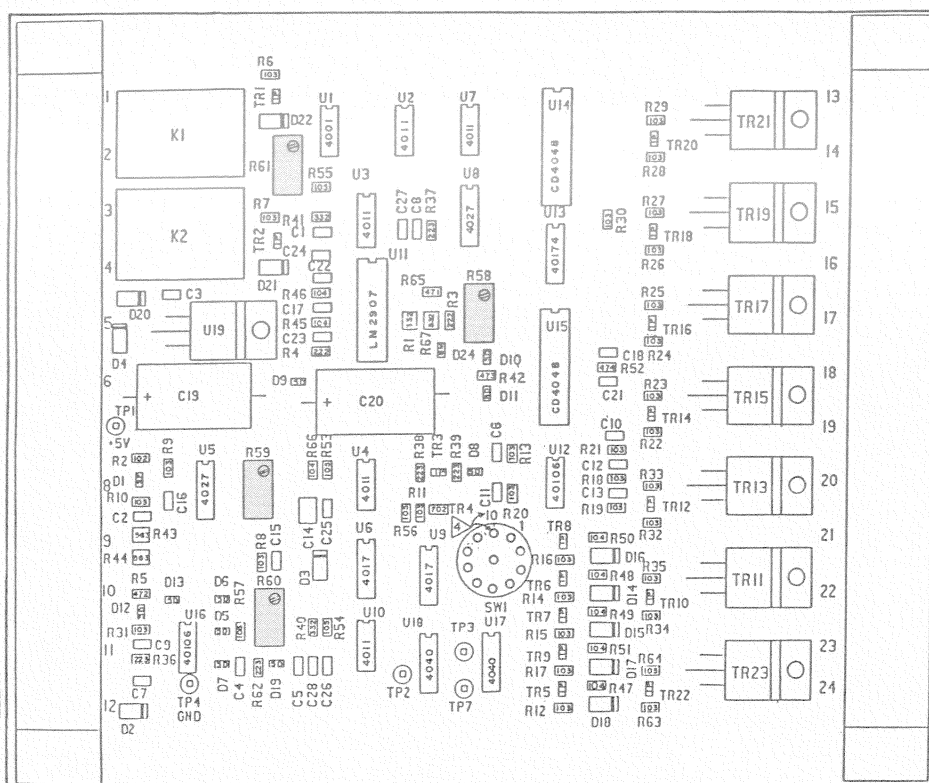
Oil Failure Time Set

Counter clockwise increases time before failure

R61

Crank Time Set

Counter clockwise increases length of crank time



NOTE ANY UNIT THAT IS STILL UNDER WARRANTY: FACTORY AUTHORIZATION MUST BE OBTAINED FOR EACH INDIVIDUAL UNIT BY SERIAL NUMBER BEFORE ANY ADJUSTMENTS ARE MADE.

BACK ISSUES . . .

While in the process of updating our mailing list, we have discovered that some factory representatives have not been receiving this service letter. Hopefully this situation has been rectified. If this is the first service letter you have seen, and would like back issues, please call the Parts and Service Department.

Be sure to watch your mail in the next three weeks for a TEAM EFFORT mailing introducing you to Katolight's Spare Parts Program.

IMPROPER LUBRICATION . . .

Katolight has recently been involved with two separate cases of engine failure caused by improper lubrication. One, the customer did not use the oil recommended by the engine manufacturer. The second case involved a customer not following the engine manufacturer's recommended service intervals with respect to oil changes.

To maximize engine life and avoid warranty conflicts, check the engine operator's manual supplied with every Katolight gen set or call the Parts and Service Department for any service related questions.