

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 ADJUSTED 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.

BOSCH (8.1 GM)

NG:
LP (VAP): TURN REGULATOR UPSIDE DOWN AND REMOVE SPRING. ADD HARNESS 71360 FOR TIMING CHANGE

50MM LC50 (5.0 AND 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
TIMING: NG=34° LP=32°

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
TIMING: NG=35° LP=26°

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
TIMING: NG=33° LP=26°

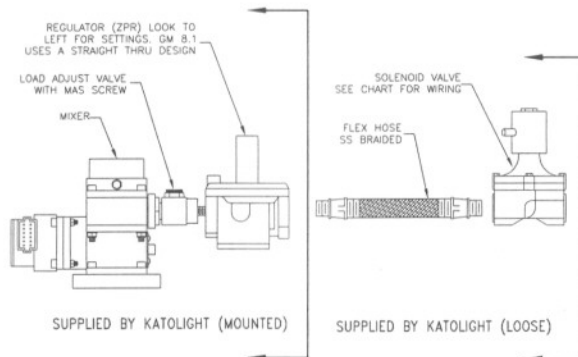
36MM LC50 (2.5L NISSAN)

NG: MAS (3/8") 10MM, ZPR (MAXITROL R500Z) (9/16) 14MM
LP (VAP): MAS (5/16") 8MM, ZPR (MAXITROL R500Z) (9/16) 14MM
TIMING: NG=17° LP=12°

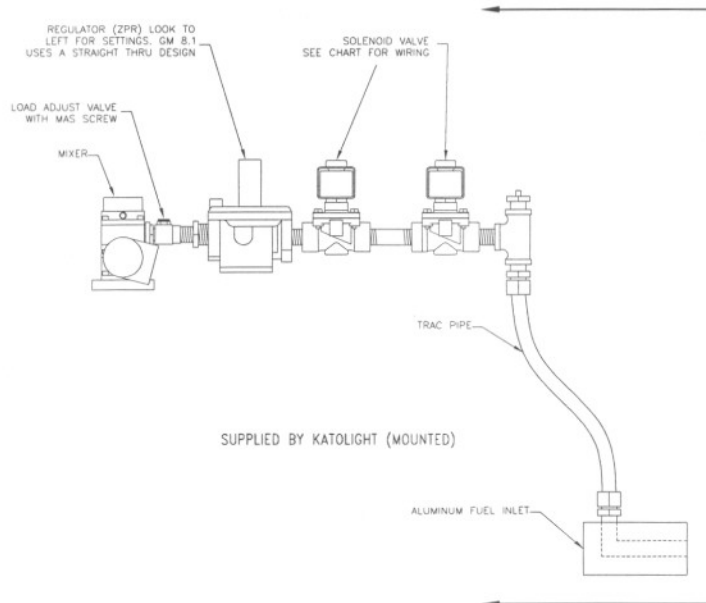
NOTES:

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

CUSTOM PRODUCT LINE (CP)



STANDARD PRODUCT LINE (SP)



ENERGIZE TO RUN GROUND

CONTROL PANEL	+ TERMINAL #	- TERMINAL #
All	2	9

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

THIS DRAWING IS PROPERTY OF KATOLIGHT CORPORATION AND IS INTENDED FOR USE WITH OUR VENDERS AND CUSTOMERS. ANY CHANGES/MODIFICATIONS BY OTHERS MAY VOID DRAWING. DRAWING CHANGES MUST BE DONE BY KATOLIGHT AND MAY BE DONE SO AT ANYTIME.

KATOLIGHT

MANKATO, MINNESOTA

CP AND SP FUEL SYSTEM

SIZE B	DATE 3-14-05	DWG NO 450-000-1
DRAWN TO SCALE	PART NO 00000	DWN BY CAS SHEET 1 OF 1

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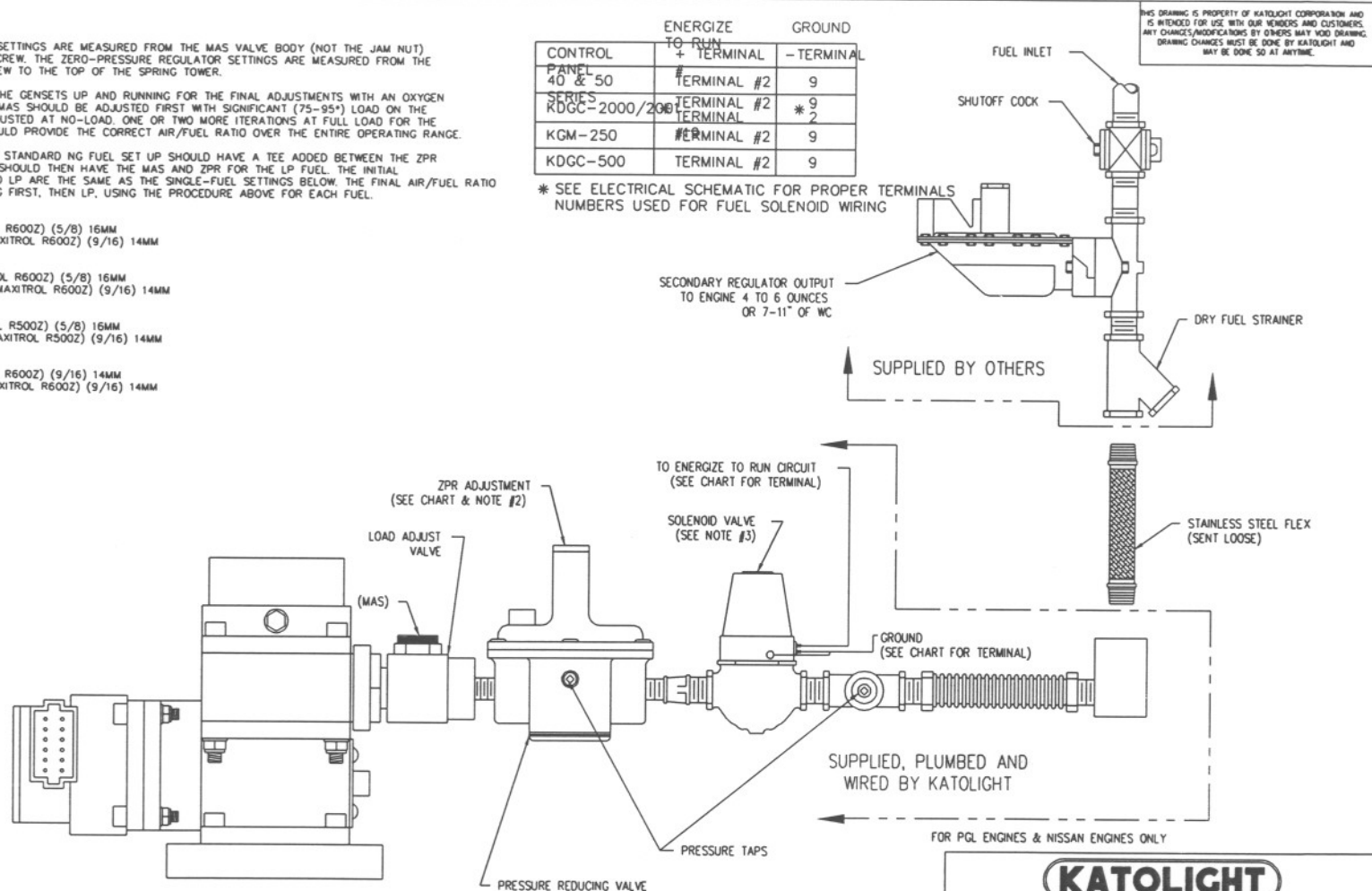
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(NISSAN TIMING: NG=17° LP=12°)

CONTROL	ENERGIZE	GROUND
	TO RUN	
PANEL	+ TERMINAL	- TERMINAL
40 & 50	TERMINAL #2	9
SERIES	TERMINAL #2	9
KDGC-2000/206	TERMINAL #2	* 2
KGM-250	TERMINAL #2	9
KDGC-500	TERMINAL #2	9

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



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2. FOR LP VAPOR FUEL DO NOT REMOVE REGULATOR SPRING THE REGULATOR DOES NOT NEED TO BE TURNED DOWN
3. DUAL SOLENOIDS REQUIRED ON UL2200 LISTED UNITS.

REVISIONS:

1. ADDED NISSAN ENGINE SETTINGS TO DRAWING. 1-19-04 MRL

KATOLIGHT

MANKATO, MINNESOTA

GM & NISSAN ENGINES NG AND LP FUEL SYSTEM

SIZE	DATE	DWG NO
B	1-15-02	204-206-26-2
SCALE	NONE	PART NO
		DWN BY JRD
		SHEET 1 OF 1