

SERVICE BULLETIN

Original Issue Date: 7/95
Model: 20-100 kW Ford-Powered Models
Market: Industrial
Subject: Gas-Fueled Carburetors using Barber-Colman Dyna 2000 and Dyna 2500 Electronic Governor

Do not use the idle adjustment screw on dry gas throttle body carburetors with a Barber-Colman electronic governor.

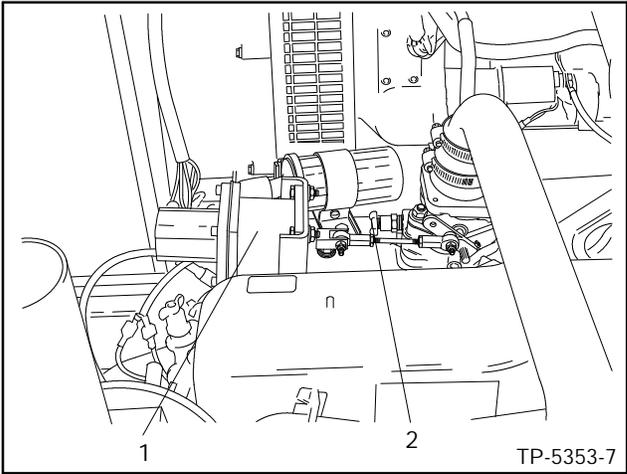
The idle screw stops the actuator's return stroke before the actuator stop preventing the actuator from completing its full stroke. The throttle plate can also strike the carburetor bore when returning to the low fuel position.

Obtain improved governor performance by installing the actuator so the fully retracted actuator shaft becomes the stop. The throttle plate does not strike the carburetor bore, and the idle screw does not strike its stop when set up correctly.

Perform the following calibration steps:

- 1. Back out the idle adjust screw.
2. Test the throttle actuator position. Hold the linkage in the full, open position. Release the linkage forcing the spring to snap it back to the idle position. Listen for a click as the linkage snaps back to the idle position.
3. Adjust governor linkage length by turning the threaded rod 1/2 turn at a time and listen for a dull click. See Figure 1. The dull click indicates the throttle plate is striking the carburetor bore.

- 4. Adjust governor linkage length by turning the threaded rod 1/2 turn at a time and listen for a sharp click. The sharp click indicates the actuator is stopping the throttle plate just short of striking the carburetor bore. Set the linkage at this point.
5. For maximum response, the actuator threaded rod must be about 90 degrees (perpendicular) to the throttle lever arm at no load rated RPM.



1. Actuator
2. Linkage

Figure 1. Throttle Actuator (Typical)

Routing table with columns for Service Manager, Sales Manager, Parts Manager, Technician No. 1, Technician No. 2, Technician No. 3, and Return This to. Includes an Initial Here row.