

ENGINE STOP SCREW ADJUSTMENT – 5KW TQGS

There are a number of 5kW TQ gen sets in the field which may have an incorrectly adjusted upper fuel stop screw. If incorrectly set, a stuck fuel rack condition could develop, which results in a failure to start and run.

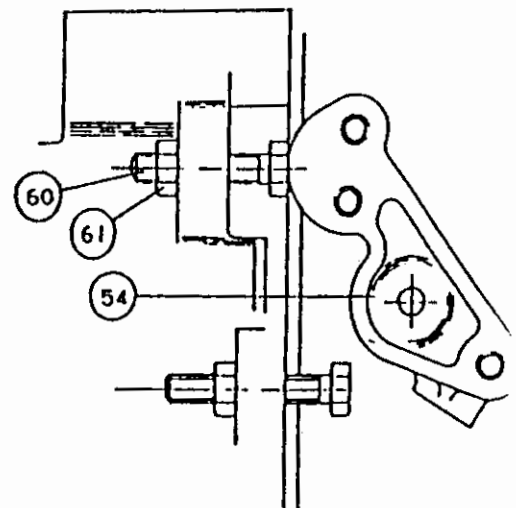
The upper stop screw must positively contact the engines stop/run lever, in the stop position.

If a 5kW gen set is a member of the suspect population, but has not yet developed a "stuck rack," the setting of the upper stop screw must be checked and adjusted and detailed in the following setting procedure.

LISTER-PETTER INC.

November 1, 1994

Set the stop/run lever (54) in the stop position by rotating the lever (54) anticlockwise until the fuel pump stop is just felt with gentle finger pressure. Adjust the screw (60) until it touches the lever (54), then back the screw (60) out a further 2 flats to ensure the lever (54) is positively stopped by the Stop Screw (60) and not the Fuel Pump Stops. Tighten the lock nut (61).



STOP/START LEVER IN STOP
POSITION

5 KW TQGS:

PROCEDURE FOR REPLACEMENT/ADJUSTMENT OF
FUEL PUMPS, GEAR END COVER IN-PLACE

1. Leave fuel control solenoid linkage connected, and de-energized (stop position).
2. Replace fuel pumps as detailed in workshop manual.. Do not rotate pump bodies counterclockwise at this time.
3. Detach fuel control solenoid linkage from the stop/run lever. Remove locking wire and sealing plug from adjusting screws.
4. Slacken lock nut on upper stop screw, and turn screw in (clockwise) one-half turn. Tighten lock nut.
5. Slacken each fuel pump clamp nut 1/4-1/2 turn, just enough to allow pump body to be rotated with a 17 mm open-end wrench. Then, rotate each pump body clockwise until resistance is felt.
6. Grasp the stop/run lever with the thumb and forefinger of the left hand. With the forefinger at the bottom, and the thumb at the top, pull the stop/run lever to the rear (generator end) while at the same time rotating the lever to the stop position. The lever will be resting against the upper stop screw. With a 17 mm wrench in the right hand, rotate No. 1 pump body counterclockwise until the stop/run lever is felt to pull away from the upper stop screw. Then, rotate the pump body clockwise until the stop/run lever contacts the upper stop screw. Tighten the fuel pump clamp to 25 lbf/ft.
7. Repeat this procedure for No. 2 pump.
8. Once both pumps are set correctly and locked in position, loosen the locknut on the upper stop screw, and turn screw out (counterclockwise) one-half turn. Secure locknut.

5KW and 10KW Injection Pump Timing

■ Guidance per Lister Petter, Richard Soper
1-800-888-3512

■ Shim pack average is :

Four each black shims = .040 ins or 1mm

■ Engine timing is 18 degrees before TDC
(Top Dead Center)