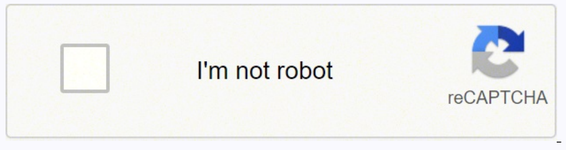
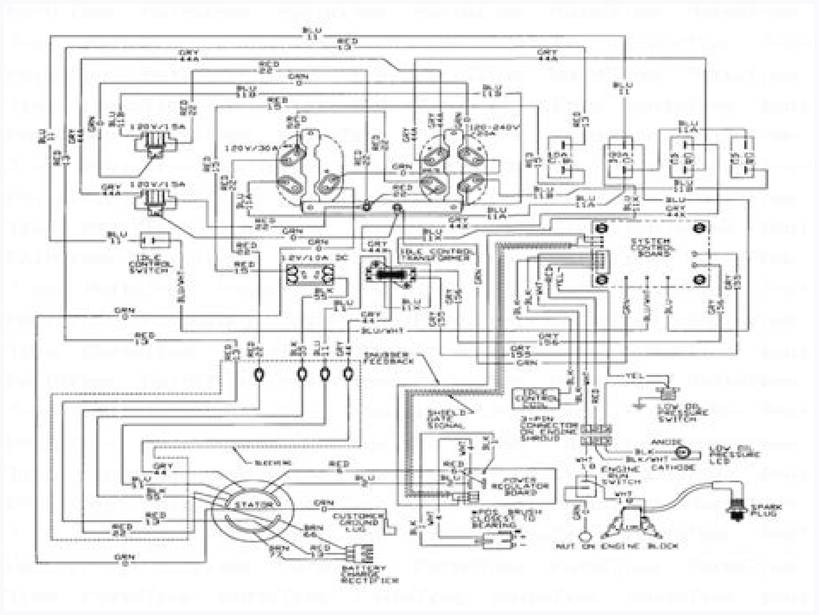


Open

Onan emerald 1 genset carburetor adjustment



3. Remove the four phillips head screws on the top of the carburetor and lift it off.
4. Invert the carburetor and check the float setting (see Figure 13). The float should have a 0.07 ± 0.02 inch (1.8 ± 0.5 mm) clearance from the machined mating surface (without gasket). Bend the float tab as required.
5. If it is necessary to reset the float level, loosen the screw near float valve axle (pin) and bend the float arm near float valve axle (pin) to position float flush with top edge of carburetor float bowl. See Figure 13.

CAUTION **If float adjustment is necessary, be careful not to lose the buoyancy spring or the tension spring on the viton tip float needle and seat assembly.**

6. Reassemble carburetor and reinstall carburetor on intake manifold assembly and then replace complete assembly on the engine.
7. Check carburetor for proper operation.

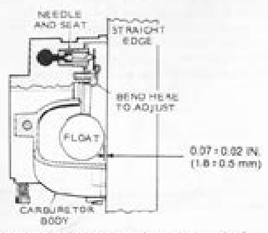


FIGURE 13. CARBURETOR FLOAT SETTING

GOVERNOR ADJUSTMENTS

If carburetor and the following governor adjustments have already been made and the governor action is still erratic, replace the governor spring (Figure 14) with a new one and readjust the governor. Springs lose their calibrated tension through fatigue after long usage.

Before making governor adjustments, run the unit about 15 minutes under light load to reach normal operating temperature. (If governor is completely out of adjustment, make a preliminary adjustment at no load to first attain a safe voltage operating range).

Engine speed determines the output voltage and current frequency of the generator. By increasing the engine speed, generator voltage and frequency are increased, and by decreasing the engine speed, generator voltage and frequency are decreased. An accurate voltmeter or frequency meter (preferably both) should be connected to the generator output in order to correctly adjust the governor. A small speed drop not noticeable without instruments will result in an objectionable voltage drop. The engine speed can be checked with a tachometer.

A binding in the bearings of the governor shaft, in the ball joint, or in the carburetor throttle assembly will cause erratic governor action or alternate increase and decrease in speed (hunting). A lean carburetor adjustment may also cause hunting. Springs of all kinds have a tendency to lose their calibrated tension through fatigue after long usage. If all governor and carburetor adjustments are properly made, and the governor action is still erratic, replacing the spring with a new one and resetting the adjustments will usually correct the trouble.

1. Adjust the carburetor idle needle with no load connected.
2. Adjust the carburetor main jet for the best fuel mixture while operating the set with a full rated load connected.
3. Adjust the length of the governor linkage and check linkage and throttle shaft for binding or excessive looseness.
4. Adjust the governor spring tension for rated speed at no load operation.
5. Adjust the governor sensitivity.
6. Recheck the speed adjustment.
7. Set the carburetor throttle stop screw.

Linkage: The engine starts at wide open throttle. The length of the linkage connecting the governor arm to the throttle shaft assembly is adjusted by rotating the ball joint. Adjust this length so that with the engine stopped and tension on the governor spring, the stop on the throttle shaft assembly almost touches the throttle stop screw housing on side of carburetor (one more turn of governor ball joint would allow throttle shaft linkage to rest against stop screw housing). See Figure 12.

Speed Adjustment: With the warmed-up unit operating at no load, adjust the tension of the governor spring. Refer to the Voltage Chart and the Speed Chart. Turn the speed adjusting nut to obtain a voltage and speed reading within the limits shown.

Sensitivity Adjustment: Refer to the Governor Adjustment illustration, and to the Voltage and Speed Charts. Check the voltage and speed, first with no load connected and again with a full load. Adjust the sensitivity to give the closest regulation (least speed and voltage difference between no load and full load) without causing a hunting condition.

To increase sensitivity (closer regulation), shift the spring toward the governor shaft.

Onan emerald 1 genset won't start.

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For EJ Phase II engines, the thrust bearing of the elbow shaft has been moved to the back of the elbow shaft (previously the no. The cylinder block for the EJ251 and EJ252 engines had an open bridge design in Which walls of the cylinder were supported in the three and nine positions Â ™ 'clockâ €. 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The recommended replacement interval for the cam belt was 100,000 km or four years, whichever is the first. A self-regulation hydraulic tensioner maintained timing strap tension and valve clearance was only needed every 150,000 km. According to Subaru, the TD04L Turbocharger: It had an A/R ratio of 13.0: 1 for low rpm turbo rapid response; Provided the maximum sustained thrust pressure of 700 mm HG (i.e. 0,933 bar or 13,5 psi) at 4800 rpm under full load); And, it had a speed 190,000 rpm turbine maximum. The intake ports for the EJ251 and EJ252 engines have created a â¢ Â Â â â â¢ Moto for the air When Ã¨ entered the cylinder for a better blending of air/fuel, flame trips more uniform¹ and faster combustion. The EJ251 and EJ252 engines had a Hollow- Type Single Head Cam Shaft (SOHC) for cylinder bank. For the Subaru GD/GG Impreza WRX, the EJ205 engine had a Mitsubishi TD04L turbocharger. According to Subaru, the intake ports of Tumble Swirl allowed the maximum gas pressure (downward force) to be applied to the piston 10-15 degrees ATDC when the maximum turning moment occurred on the crankshaft, resulting in higher power. For the GD/GG Impreza WRX (October 2000) and SF.II Forester GT (December 2000), Chain Generator Valves (TGV) were introduced for exhaust emissions lower than low-speed engine conditions. The EJ205 engine had no oil jets in the cylinder walls for lubrication, instead relying on oil spray. Other characteristics of the pistons included solid piston piston skirts, flat top combustion surfaces and reduced soils superior to cylinder training. When the engine load is increased, the intake closure time is advanced by the intake air inertia to create a boost effect; E, maximum high speed power engine and loading: the timing of the induction valve Ã¨ was further advanced to maximize the overlap and use Drinking produced by exhaust gas pulsations to trace suction air in the cylinder. Pistons EJ251 and EJ252 engines had aluminum pistons. For silent operation, teeth on the toothed belt had a round profile. For PHASE II EJ engines, the larger and lower pistons have been introduced with the following properties:reduced offset of piston pin; Solid type piston skirts; Molybdenum coating; e, upper ground reduced to clearance cylinder. Because the induction valve Ã¨ was closed at the end of the intake run, the air intake efficiency Ã¨ was improved and the power increased. Cylinder head The EJ251 and EJ252 engines had a cylindrical head made of aluminum alloy with cross-flow cooling. Elbow shaft, connecting rods and pistons For the EJ205 engine, the elbow shaft was supported by five aluminum alloy bearings. Based on the input signals from the airflow sensor, the engine coolant temperature sensor, the accelerator position sensor, and the cam shaft position sensors, the unit engine control may use three computer maps to get the following values: optimal valve timing for a stable minimum: minimum overlap of inlet and exhaust valves); Higher fuel consumption at medium engine speeds and low loads: timing the induction valves Ã¨ has been advanced to reduce the intake air flow and improve fuel consumption. For the EJ252 engine, including modifications: According to Subaru Australia, 80% of the components of the Ã engine were redesigned; A lighter cylinder head and block¹ was obtained by "eliminating excessive reinforcement"; Thinner cylinders¹ and more lightweight cylinders with more roundness ; new-form intake manifold; Introduction of a 4-2-1 system with manifold tubes of equal length; e, electronic drive-by-wire. Beyond of these modifications, however, the EJ251 and EJ252 engines are considered to have the same general characteristics.Note that this article considers the EJ251 and EJ252 engines as they were supplied in the delivered to Australia; Specifications for other markets may vary. AVCS GD.II / GG.Ii Impreza WRX for the GD.II / GG.Ii Impreza WRX, the EJ205 engine had SubaruÃ ¢ â € ™ s Ã ¢ â € ¢active Valve Control System Ã ¢ â € ™ (AVCS) which adjusted the opening and closing timing of the suction valves by changing the pile of the pile of the camshaft compared to the camshaft; cams;)c .cc 7542 id Ãticapac anu rep mm 0,97 ad asroc anu e ÂÂ¢Ã occes a asihg ni acirdnilic amina noc ÂÂ¢Ã mm 5,99 ad irof noc oinimulla id agel ni occolb nu onaveva 252JE e 152JE urabuS irotom I . 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