

See HP5000/A

WIRING DIAGRAM 62627

GEN UNASSEMBLED 56998-2

COMPLETE UNIT 62436

REPAIR
PARTS LIST
#752

Kawasaki

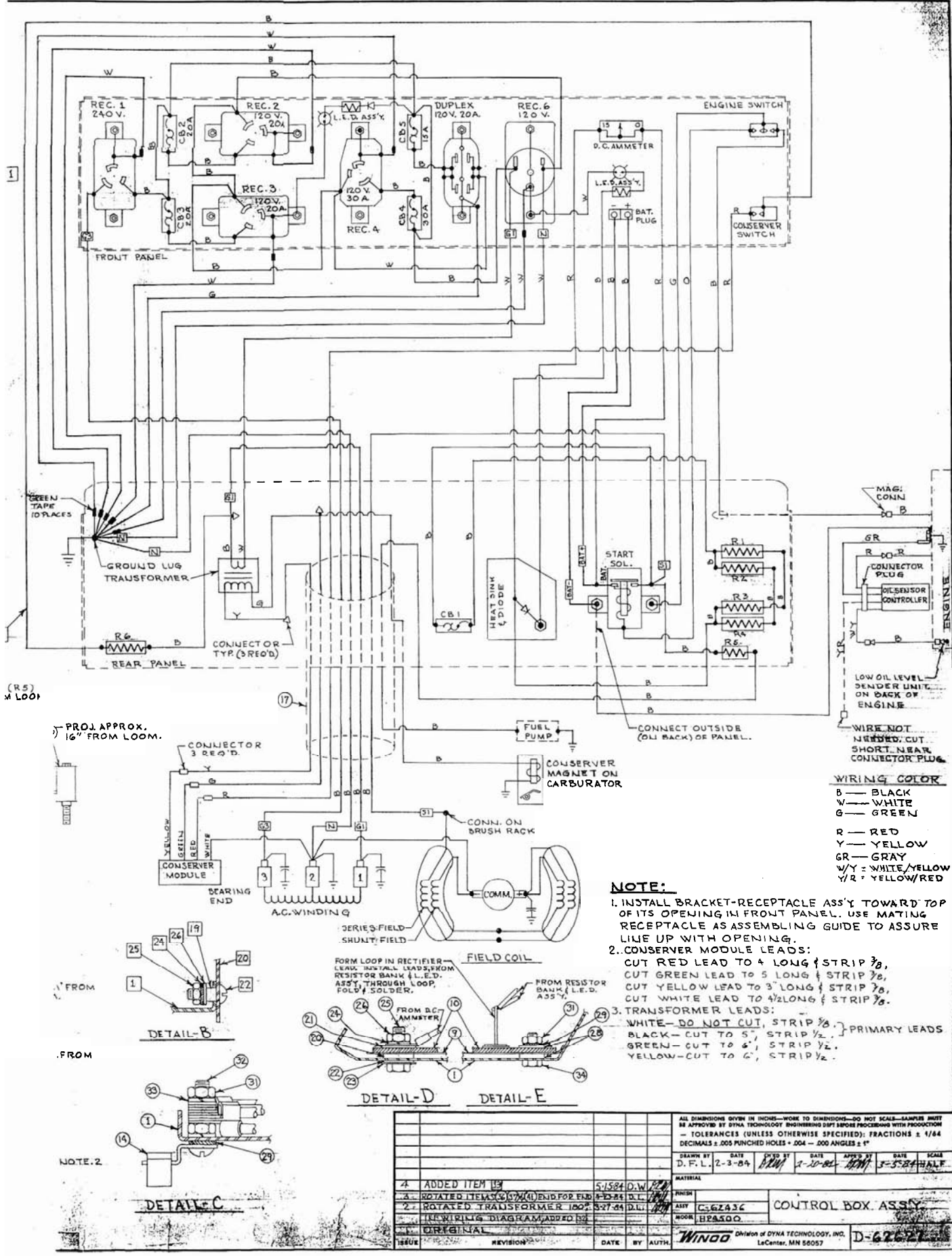
SIZE 4500 WATTS
DRIVE DIRECT
TYPE TWO POLE

MODEL HP4500/A
Tank Below

REF#	DESCRIPTION	PART#	QTY	REF#	DESCRIPTION	PART#	QTY
110	BAT CABLE ASSY	62499	1	431	ARMATURE	57001-1	1
111	OIL DRAIN TUBE	62498	1	432	BEARING	55223	1
201	CONTOL BOX COVER	62057-2	1	441A	FIELD COIL	53989	1
212	BACK PANEL	62326	1	441B	FIELD COIL	53989-1	1
214	RESISTOR	40149	4	442	POLE SHOE	43972	2
218	START STOP SW	62393	1	443	POLE SHOE RETAIN	43973	2
230	START SOLENOID	24061	1	444	FIELD SHELL	62630	1
233A	L.E.D. ASSY D.C.	62489	1	445	STUD 5/16-18X2-3/8	23451	4
233B	L.E.D. ASSY A.C.	62490	1	446	D.C. BRUSH	41393	2
234	BAT CONNECTOR	56148	1	447	AC BRUSH	55536	10
241	ELECTROMAGNET	44889	1	460A	BRUSH RACK ASSY	62631	1
243	RESISTOR	48583	1	460B	BRUSH RACK ASSY	62631-1	1
244	TRANSFORMER	54196	1	461	BR HLD MTG PLT	41745	1
245	CONSERVER SWITCH	62392	1	462	A.C. BRUSH HOLDER	59690	10
246	RECPT NEMA L6-20R	56281	1	463	A.C. CAPACITOR	41221	2
247	RECP NEMA 5-50R	54545	1	465	BR HLD MTG PLT	61093	1
248	RECP NEMA L5-30R	56359	1	466	D.C. CAPACITOR	41180	1
249	FRONT PANEL BARE	62327	1	491	END COVER	55438-10	1
250	HEAT SINK & RECT	54776	1	601	CRADLE		
251	CONSERVER MODULE	48574	1		WRAP AROUND	62035	1
258	CIR BRK 15A	91598	1	604A	SHOCK MOUNT	20191	4
				604B	SHOCK MOUNT	23623	4
259	RECPT NEMA 5-15R	24749	1	614	FUEL TANK TRAY	62015	1
289	CIR BRK 10A-12V	91940	1	817	FUEL TANK	61934	1
292	CIR BRK 20A	91598-1	2	818	PRIMER	62391	1
293	RECPT NEMA L5-20R	56279	2				
295	CIR BRK 30A	91598-2	1	819	FUEL PUMP	81332-2	1
310	D.C. AMMETER	62394	1	820	CAP/	15482-000	1
				*	RESISTOR	80132-7	1
401	FAN	55101	1				
402	THRUBOLT	23197-15	1	*	Resistor used with 12v fuel pump.		
411	END BRACKET	62504	1	*	Not used with new 24v fuel pump.		

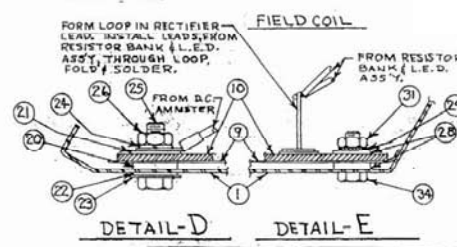
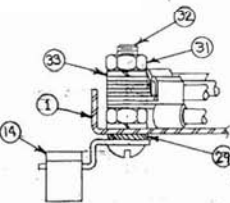
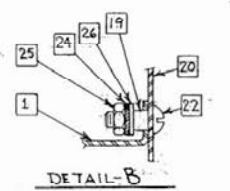


225 South Cordova Avenue
Le Center, MN 56057 • (612) 357-6821



(R5)
M. LOOP

PROJ. APPROX.
16" FROM LOOM.



- WIRING COLOR**
- B — BLACK
 - W — WHITE
 - G — GREEN
 - R — RED
 - Y — YELLOW
 - GR — GRAY
 - W/Y — WHITE/YELLOW
 - Y/R — YELLOW/RED

- NOTE:**
1. INSTALL BRACKET-RECEPTACLE ASS'Y TOWARD TOP OF ITS OPENING IN FRONT PANEL. USE MATING RECEPTACLE AS ASSEMBLING GUIDE TO ASSURE LINE UP WITH OPENING.
 2. CONSERVATOR MODULE LEADS:
CUT RED LEAD TO 4" LONG $\frac{1}{8}$ " STRIP $\frac{1}{8}$ "
CUT GREEN LEAD TO 5" LONG $\frac{1}{8}$ " STRIP $\frac{1}{8}$ "
CUT YELLOW LEAD TO 3" LONG $\frac{1}{8}$ " STRIP $\frac{1}{8}$ "
CUT WHITE LEAD TO 4 1/2" LONG $\frac{1}{8}$ " STRIP $\frac{1}{8}$ "
 3. TRANSFORMER LEADS:
WHITE — DO NOT CUT, STRIP $\frac{1}{8}$ " } PRIMARY LEADS
BLACK — CUT TO 5", STRIP $\frac{1}{2}$ " }
GREEN — CUT TO 6", STRIP $\frac{1}{2}$ " }
YELLOW — CUT TO 6", STRIP $\frac{1}{2}$ " }

4		ADDED ITEM 19	5-1584 D.W.	ALL DIMENSIONS GIVEN IN INCHES—WORK TO DIMENSIONS—DO NOT SCALE—DIMENSIONS MUST BE APPROVED BY DYNA TECHNOLOGY ENGINEERING DEPT BEFORE PROCEEDING WITH PRODUCTION	
5		ROTATED ITEM 19 (5) END FOR END	5-23-84 D.L.	— TOLERANCES (UNLESS OTHERWISE SPECIFIED): FRACTIONS $\pm 1/64$	
6		ROTATED TRANSFORMER 100	5-27-84 D.L.	DECIMALS $\pm .005$ PUNCHED HOLES $\pm .004$ — .000 ANGLES $\pm 1^\circ$	
7		REWIRING DIAGRAM ADDED TO ORIGINAL		DRAWN BY DATE DESIGNED BY DATE APPROVED BY DATE SCALE	
8				D. F. L. 2-3-84 [Signature] 2-10-84 [Signature] 3-5-84 [Signature] HALF	
9				MATERIAL	
10				ASSY C:62436 CONTROL BOX ASSY	
11				MOOR HPAS00	
12				FINISH	
13				WORK	
14				ORIGINAL	
15				ISSUE	
16				REVISION	
17				DATE BY AUTH.	

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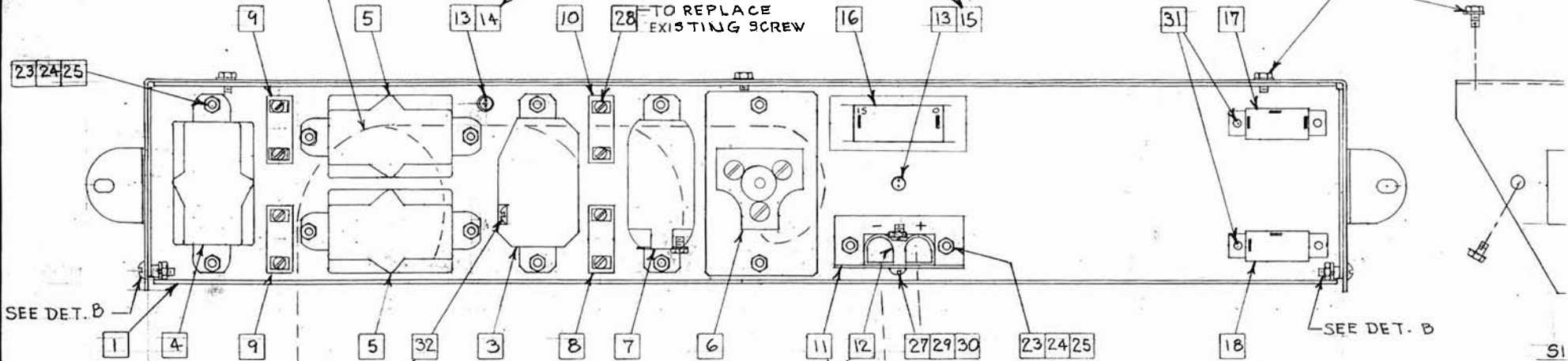
Division of DYNA TECHNOLOGY, INC.
LaCenter, MN 56057

46918

ROUTE LEADS AS SHOWN TO AVOID CONTACT WITH RESISTOR & TRANSFORMER

TIE TO ADJACENT LEADS WITH (12)

TO REPLACE EXISTING SCREW



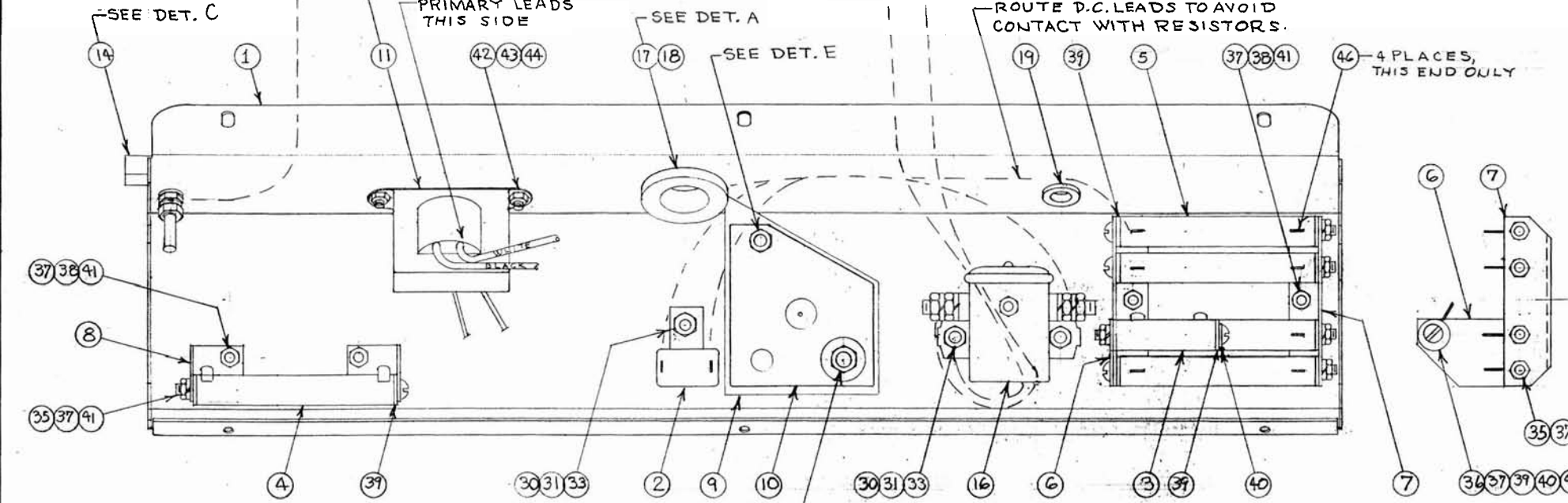
FRONT PANEL BACK (INSIDE VIEW)

TO REPLACE EXISTING SCREW

SEE NOTE 3. PRIMARY LEADS THIS SIDE

ROUTE BAT. PLUG LEADS UNDER ALL OTHER LEADS.

ROUTE D.C. LEADS TO AVOID CONTACT WITH RESISTORS.



46 A-46918 12" TAPE

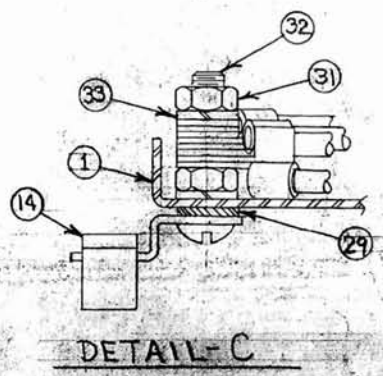
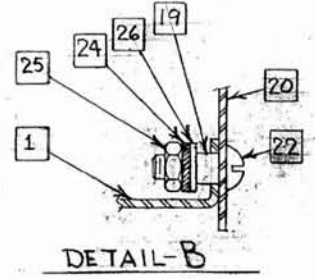
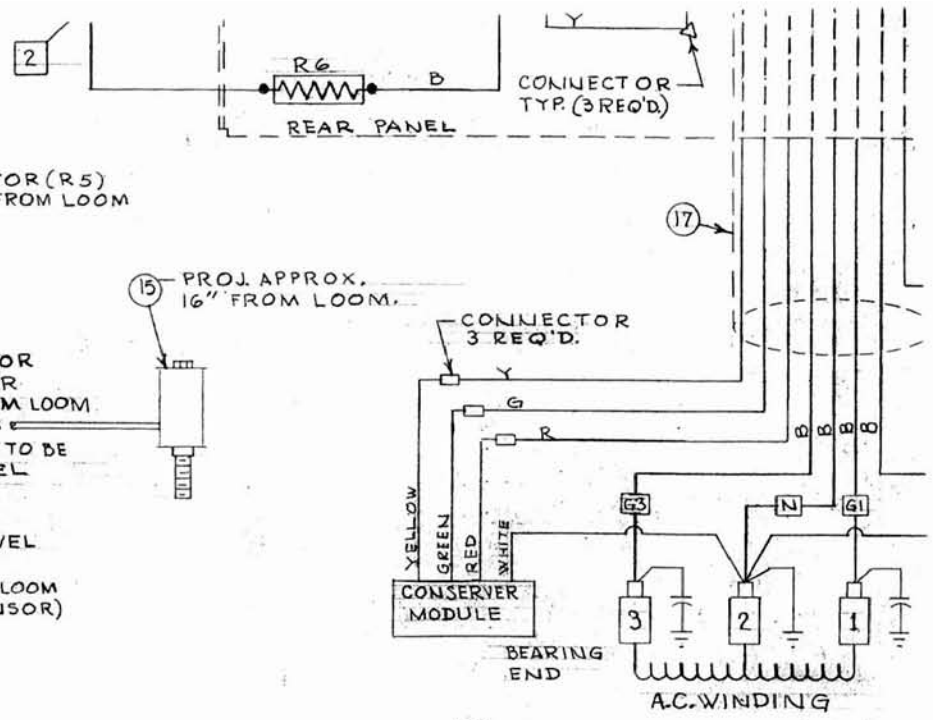
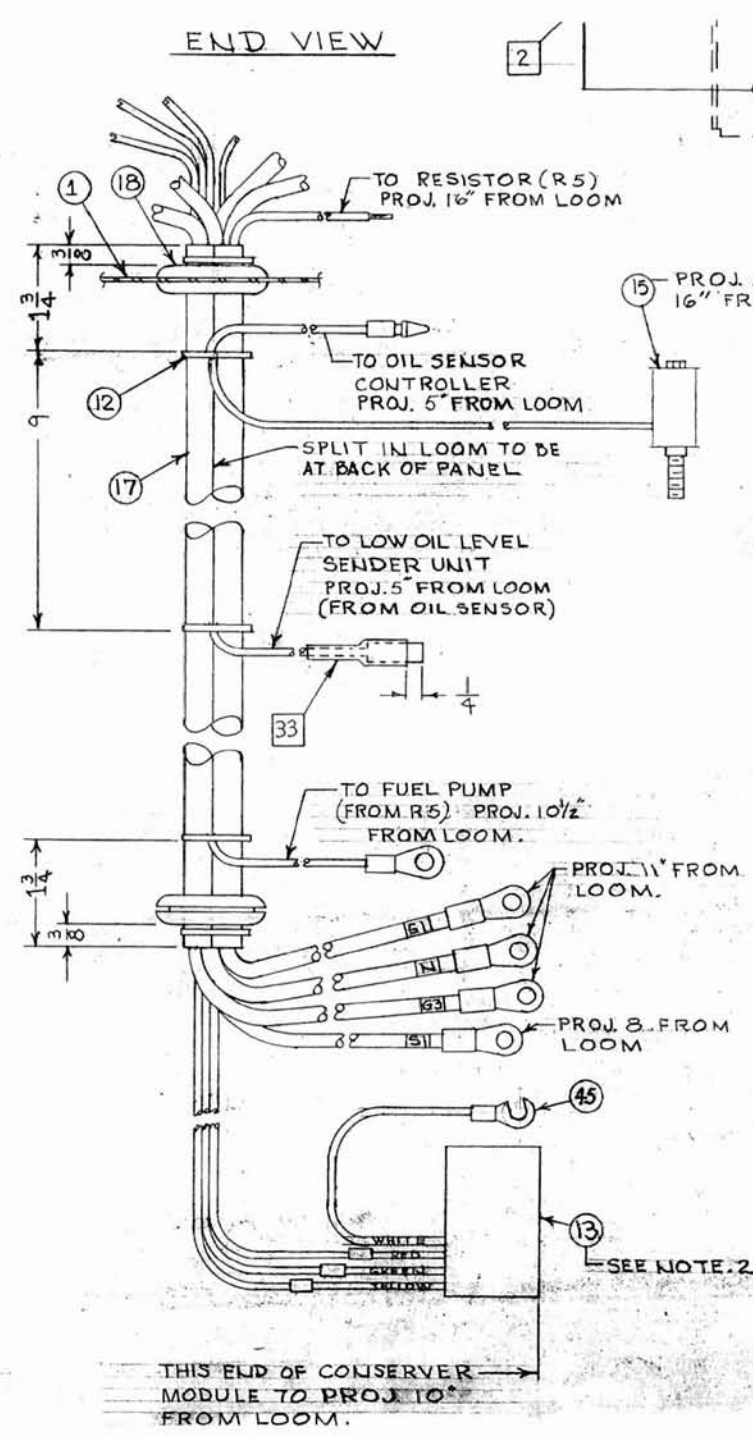
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ACK PANEL (INVERTED)
BACK (INSIDE) VIEW

1	HEAT SHRINK TUBING	
1	SCREW, B. H. M.	#10-32x1/4
4	SCREW, BD. HD. MACH. (BLK)	#6-32x1/4
2	HEX NUT	#6-32
2	LOCKWASHER	#6 SPLIT
1	SCREW, BD. HD. MACH.	#6-32x3/8
2	SCREW, RD. HD. MACH.	#6-32x1
2	FLAT WASHER	#8
16	HEX NUT	#8-32
16	LOCKWASHER	#8 EXT. T.
14	SCREW, RD. HD. MACH. (BLK)	#8-32x3/8
2	SCREW, RD. HD. MACH.	#8-32x1/2
10	SCREW, HEX WAS. HD.	#10-24x3/8
1	COVER	
2	SPACER	
1	SWITCH, S.P.S.T.	CONSERVER
1	SWITCH, S.P.D.T.	START/STOP
1	AMMETER	D.C.
1	LED. ASS'Y.	D.C.
1	LED. ASS'Y.	A.C.
2	L.E.D. MTG. CLIP	
1	RECEPTACLE	D.C.
1	BRACKET	
1	CIRCUIT BREAKER	15A
2	CIRCUIT BREAKER	20A.
1	CIRCUIT BREAKER	30 A.
1	RECEPTACLE, DUPLEX	15A, 120V.
1	RECEPTACLE	50A, 120V
2	RECEPTACLE	20A, 120V.
1	RECEPTACLE	20A, 240V.
1	RECEPTACLE	30A, 120V.
1	LEAD WIRE GROUP	
1	FRONT PANEL	

END VIEW



SERIES-FIE
SHUNT-FIE

FORM LOOP IN
LEAD. INSTALL
RESISTOR BAN
ASSY. THRU
FOLD & SOLD

DETA

WINCO ELECTRONIC CONSERVER WITH MODULE

PRINCIPLES OF OPERATION:

Refer to Fig. 14. With the conserver switch in the "Automatic Idle" position, the operation of the Electronic Conserver Control is as follows:

1. After the engine has been started, and if there is no electrical load applied, the Electronic Conserver module will sense this and will allow a current to flow to the electro magnet which will pull the throttle lever up, closing the throttle on the carburetor allowing the engine to run at idling speed.
2. When a load is applied to the generator, the Electronic Conserver will sense this and will cut off the current to the electro magnet, thus allowing the throttle lever to drop down, opening the throttle on the carburetor and allowing the engine to come up to governed speed.

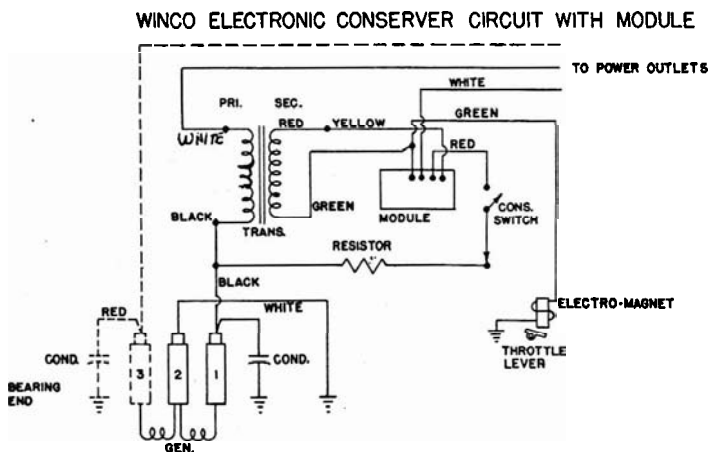


Figure 14

3. When the electrical load is turned off, no current will flow through the transformer; as a result the Electronic Conserver will once again cause the engine to slow down to idling speed as in 2.
4. When the switch is turned to the "Continuous Full Speed" position, the engine will retain full governed speed regardless of whether or not any load is applied.
5. If it is found that the engine will not come up to speed when a full load is applied at once, remove the load and set the Conserver Control to "Continuous" position and then reapply the load.

TROUBLE SHOOTING GUIDE FOR THE ELECTRONIC CONSERVER WITH MODULE

The module itself cannot be properly tested in the field, however, it can be determined if a module is defective by checking out the balance of the components in the Electronic Conserver circuit.

1. If the unit does not idle when no load is applied, connect a jumper wire across the terminals of the conserver switch to determine if it is open.
2. Examine the resistor of the conserver circuit. This resistor is located in the control box. The resistor should be checked for continuity, and the lead wires should be securely connected at each end.
3. Apply a load of approximately 100 watts (a light bulb is satisfactory) to the A.C. outlet and take a reading of the secondary winding (the two small wires) of the transformer located in the control box. With a 100 watt load, a reading of 12 to 16 volts A.C. should be obtained.
4. Examine the electro magnet to determine that the lead wire is properly connected to it. Check the core of the magnet to determine if it is magnetized when no load is applied to the generator. If it is magnetized, check the throttle lever arm to determine if it or any of the governor parts are binding or sticking because of dirt or paint. Take a resistance reading on the coil which should be approximately 70 Ohms. resistance from the core of the magnet to the lead wire.
5. If all of the above components check satisfactorily, then the conserver module is evidently defective and requires replacement.