

SERVICE BULLETIN

DATE: 4 JANUARY 2006

SERVICE BULLETIN #248

MODELS: ALL FOUR-CYLINDER SAFE-CO MODELS

8.0SBEG, 10.0SBEG, 12.5SBEG, 14.0SBEG, 20.0SBEG AND 22.5SBEG – 60 HERTZ
6.4SBEG, 8.0SBEG, 10.0SBEG, 11.6SBEG, 16.0SBEG, AND 18.7SBEG – 50 HERTZ

SUBJECT: FLAME ARRESTER MAINTENANCE

AN IMPORTANT PART OF THE SAFE-CO SYSTEM'S OPERATION IS PROPER AIRFLOW INTO THE ENGINE.

SCHEDULED MAINTENANCE OF THE FLAME ARRESTER AIR SCREEN IS REQUIRED. AFTER THE FIRST 50 HOURS OF UNIT OPERATION AND EVERY 100 HOURS OF UNIT OPERATION THERE AFTER. THE 100 HOUR SERVICE INTERVAL CAN BE COMBINED WITH SIMILARLY SCHEDULED ENGINE LUBE OIL AND FILTER CHANGES.

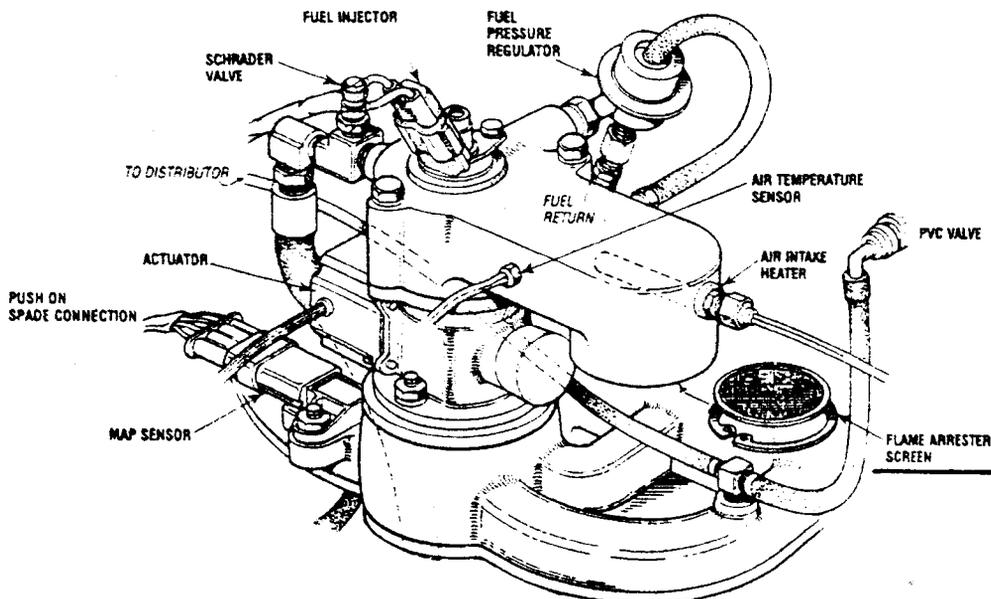
MAINTENANCE: WASH/CLEAN USING A LIQUID DETERGENT. AIR OR BLOW DRY.

FAILURE TO PROPERLY MAINTAIN THE FLAME ARRESTER AIR SCREEN **WILL** RESULT IN A LOSS OF AIR FLOW INTO THE ENGINE AFFECTING THE OPERATION OF THE SAFE-CO SYSTEM. IF THE SCREEN IS OBSTRUCTED THE ENGINE INTAKE SYSTEM WILL DRAW AIR FROM OTHER AVENUES, MAINLY THE CRANK CASE VENTING CIRCUIT.

THIS HAS RESULTED IN AIR BEING DRAW INTO THE CRANKCASE THROUGH THE CRANKSHAFT REAR SEAL LOCATION PRODUCING A NOTICEABLE "WHURRING/WHISTLING" SOUND CAUSING AN OPERATOR TO BELIEVE THERE IS AN ISSUE DEVELOPING WITH THE AC GENERATOR END BEARING.

OWNER/OPERATORS ARE ADVISED TO REVIEW THE MAINTENANCE SCHEDULE FOUND IN THE OPERATOR'S MANUAL AND TO FOLLOW THIS SCHEDULE TO HELP ENSURE PROPER SYSTEM OPERATION. THIS APPLIES ALSO TO THE THREE CYLINDER MODELS, HOWEVER THIS "WHURRING/WHISTLING" SOUND WILL NOT OCCUR.

THE ILLUSTRATION BELOW SHOWS THE FLAME ARRESTER SCREEN AND RETAINING CIRCLIP REMOVED FROM THE THROTTLE BODY INTAKE OPENING.



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