

FUEL CONTROL SOLENOIDS ON ALPHA MARINE ENGINES

There are two types of linkage which may be used in conjunction with the standard solenoid (366-07197)

- 1 Engine is stopped by energising solenoid – normally used on propulsion engines.
- 2 Engine is stopped by de-energising solenoid – normally used on gensets & other unattended installations where a “fail-safe” operation is required.

In each case, it is vital that the solenoid is permitted to move to the extremity of its travel. This is because the ‘pulling in’ current is significant but when energised and moved ‘full travel’, contacts in the base of the unit are activated which then reduce this current to a ‘holding value’ which is significantly less.

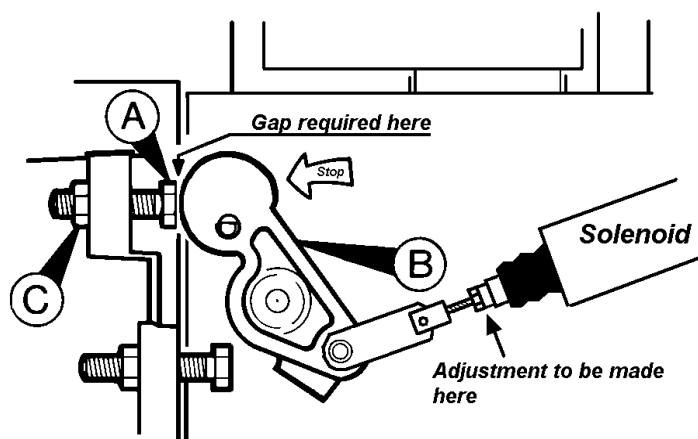
If the movement is restricted so that these contacts do not operate, the circuit protection should ensure that no damage is done but the solenoid will no longer be capable of being energised until reset.

Circuit protection may be either a re-settable cut-out mounted on the white wiring box or, on later engines, a standard replaceable 15a blade type fuse contained in a holder adjacent to the starter motor.

NB If the fuse or cut-out has been by-passed or up-rated there is a danger of the solenoid burning out or catching fire.

SOLENOID ADJUSTMENT

This should be carried out by changing the length of the linkage as shown in the diagram, not by changing the setting of screw “A”.



Stop/Run Control Lever Setting

Using two 10mm spanners, slacken the lock nut where the threaded yoke is connected to the solenoid armature.

Turn armature relative to this yoke to give a small clearance (c.0.5mm) between the stopping lever (B) and screw (A) when armature is pulled completely “home” into solenoid body. (Screwing yoke into armature will reduce clearance, unscrewing will increase)

Tighten lock-nut & operate solenoid electrically to ensure that this clearance is evident. Reset if necessary.