

**Instruction Manual for**



**SOUTHERN CROSS**

**GENERATING SETS**

**Fig. 3202, 1.5 k.w., 32 Volt Battery Charging and Direct Supply**

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MANUFACTURED IN AUSTRALIA  
BY  
TOOWOOMBA FOUNDRY PTY. LTD.  
AND MARKETED BY  
SOUTHERN CROSS MACHINERY COMPANIES

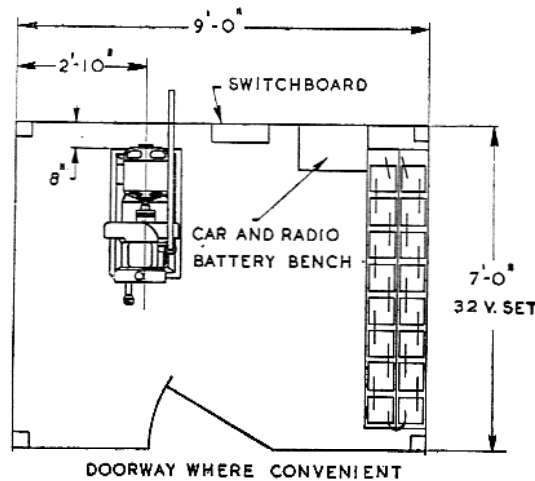


# Installation of Fig. 3202, 1.5 k.w. Generating Set

## Layout of Set

Before starting to install the set, decide on the position for the engine and generator, switchboard and battery. The illustration below shows convenient layout for the set. The main points to remember when planning the layout are:

1. The switchboard should be mounted on a wall where it is easily accessible.
2. The battery must not be placed under the switchboard as acid fumes may affect the board.
3. If a shelf is being made to hold a Car or Radio Battery while it is being charged, place it to the side and **not under the Switchboard.**



Layout of Fig. 3202, 1.5 K.W. Generating Set

## Foundation for Set

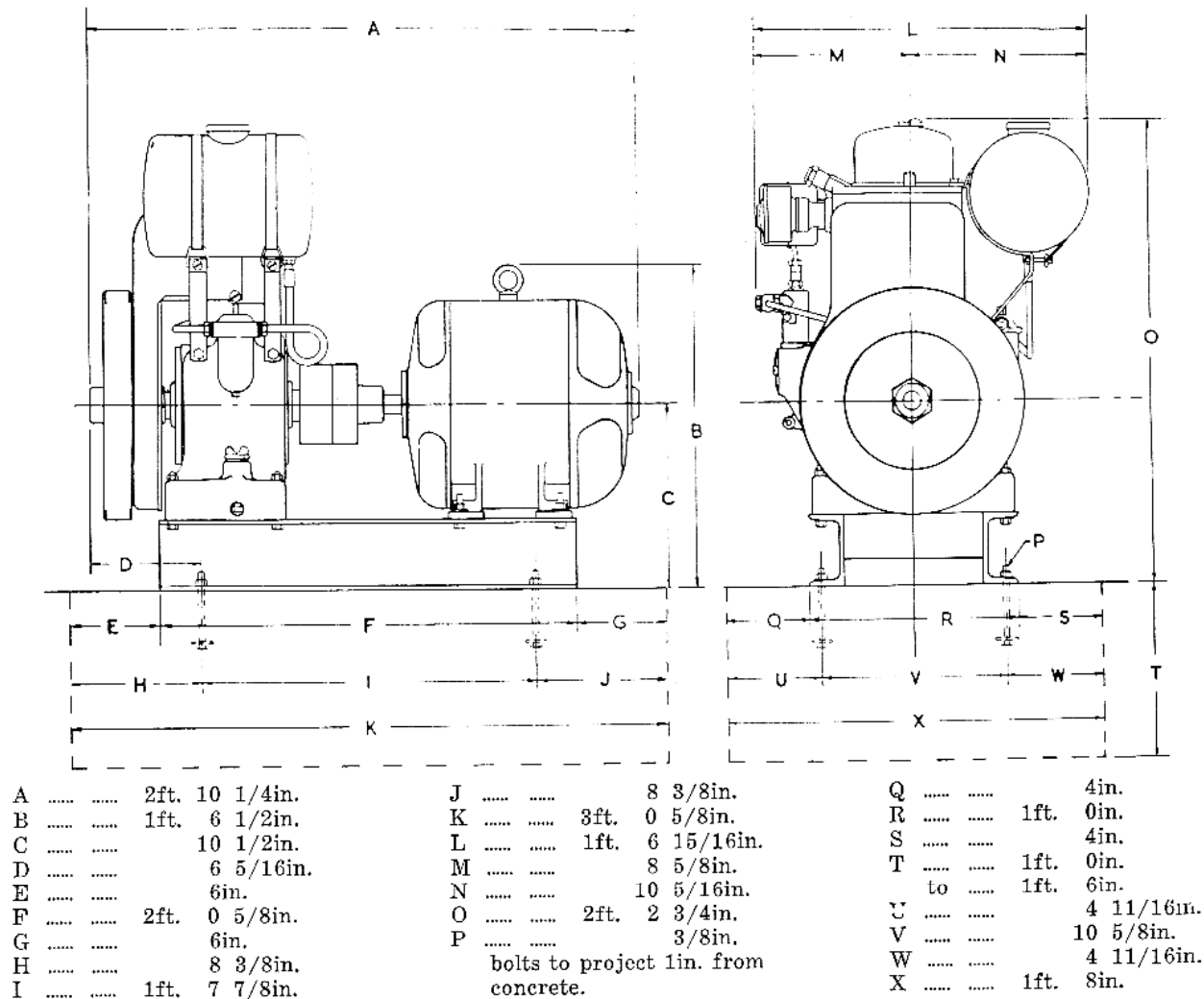
To obtain the best results from this set, install it on a firm foundation. A large block of concrete with the foundation bolts set into it, makes a suitable foundation.

## To Make Concrete Block

1. After deciding where the set is to be installed, sink a hole in the ground 1ft. to 1ft. 6in. deep and to the sizes on the General Arrangement Illustration on Page 2. Light soil requires a larger base than heavy, well-packed soil, but always make the block larger for preference.
2. Make a wooden template to hold the foundation bolts in their correct positions while the concrete is being poured. Slide the base on to the template and mark the positions for the holes. Remove the base and bore  $\frac{5}{16}$  in. holes through the template.
3. Place template in position over the hole in the ground. Take the foundation bolts from the engine

case, put large washers on them and then hang them from the template so the tops will project 1 inch above the concrete when the template is removed.

4. Drive in some small pegs around the ends of the crossboards to hold the template in position. Check that the template is level with a spirit level and pack under the ends if necessary.
5. Mix a batch of concrete, using 4 parts sharp stone or rubble, 2 parts sand and one part cement. See that the stone and sand are clean and do not contain any clay or dirt. If they do, wash carefully before mixing. A block 1ft. 6in. deep will require approximately 2 bags of cement,  $\frac{1}{4}$  yard of sand and  $\frac{2}{3}$  yard of stone.
6. Fill the hole with concrete and at the same time, place old bars and bolts in for reinforcements.
7. Allow the concrete to set for two or three hours and then carefully lift off the template, taking care not to disturb the bolts. If necessary, smooth off the top of the block, using a mixture of 2 parts sand and one part cement. Allow the concrete to set for a day.



General Arrangement of Fig. 3202, 1.5 K.W. Generating Set

## Lining Up The Set

1. Lift the base into position on the concrete block, and with a spirit level, check that the base is level. Where necessary, place thin pieces of tin under the edge of the base to level it, and then tighten down the nuts on the foundation bolts.
2. Lift the engine on to the base and loosely bolt it down with the 4 — 3 1/4 in. x 3/4 in. bolts taken from the generator box. Fit spring washers under the nuts.
3. Put the key in place in the engine crankshaft and slide on the driving half of the coupling until the face of the coupling half is flush with the end of the shaft. Tighten the locking screw.
4. Slide the other half of the coupling on to the generator shaft and see that the key is in position. Lift the generator on to the base and loosely bolt it down with the 4 — 2 in. x 3/4 in. bolts and spring washers supplied. Shift the driven half of the coupling along until it is almost touching the driving half.
5. The two halves of the coupling are the same diameter. Using a metal straight edge across the halves, check if the diameters coincide on top, underneath, and on either side. Shift the generator and recheck with the straight edge at these four points until correct.
6. Then, using a set of feeler gauges, check the gap between the coupling halves at the top, underneath, and on either side. Shift the generator until the gap is the same all round the coupling, and, at the same

time, check that the diameters coincide as in (5) above. The generator must be adjusted until the maximum misalignment on the outside of the coupling is less than .005 inch and the maximum variation in the gap between the halves is less than .010 inch. The generator or engine can be raised as required, using the packing shims supplied.

7. When the lining up is correct, bolt the engine and generator down, fitting the spring washers supplied. Then recheck the lining up.
8. Shift the driven half of the coupling along the shaft to leave about 1/32 inch gap between the halves and lock it in this position. Fit the rubbers and pins to the coupling, fit locking nuts with spring washers under them, and tighten.

## Mounting Switchboard on Wall

The Switchboard must be mounted vertically on the wall in a convenient position close to the generating set. Do not mount the switchboard over the battery as the acid fumes may affect it.

Fix suitable bearers of about 3 in. x 2 in. timber at a convenient height, and then bolt the switchboard to the bearers, using the bolts supplied.

**IMPORTANT.**—Pipe spacers are supplied for fitting on the mounting bolts immediately behind the switchboard. The air space thus provided will act as a safeguard against burning the wall if the board should ever become overheated due to a fault.

## Setting Up the Battery

The generating set has been designed for use with the battery in the engine-room, but the battery may be placed at the house subject to the following conditions:

- (a) The set cannot be used for direct supply.
- (b) The engine cannot be electrically started.

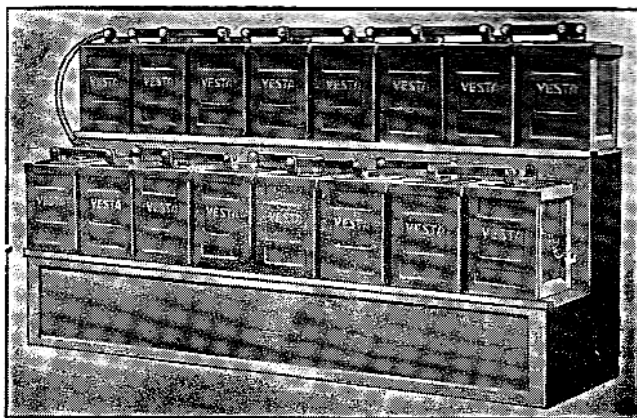
Although the installation of the battery at the house limits the operation of the set as above, it enables the set to be installed much further from the house without an increase in the size of the overhead lines between the house and the set. Refer to next section "Wiring Up Set" which shows maximum permissible distance between the set and the house for different size overhead lines.

Make a stand to set the cells on—a good type is illustrated below. It is recommended that the stand be painted with acid proof paint.

Connect the cells together, making sure they are connected correctly, that is, positive terminal of one cell to the negative of the next cell. Use the flexible connection between the end cells of the two rows.

Tack the battery instruction chart on the wall behind the battery.

Make a small bracket to support the hydrometer by its bulb, allowing it to hang free without any risk of breaking.



Battery Stand

## Wiring Up Set

1. Remove the small panel from the front of the switchboard to expose the terminal strip. Also remove the cover from the generator terminal box.
2. Refer to the wiring diagram, bottom of page 4, which shows the necessary connections where the battery is installed in the engine room. For installations with the battery at the house the connections are shown in the wiring diagram at top of page 4. Use 7/.044 wiring between the Switchboard and Generator and the Switchboard and Battery, if installed in the Engine Room. The connections between the Switchboard and Push Button can be made, using 3/.029 wire. **NOTE: The Push Button may be placed up to 200 yards from the set.**

It is recommended that the wiring between the generator and switchboard be run in conduit; and where there is a concrete floor, the conduit can be concreted in if screwed conduit is used. The bottoms of the generator terminal box and the switchboard

are drilled for conduit connections. It may be necessary to use a short length of flexible conduit to connect to the generator terminal box. After fitting the conduit, but before joining the pieces together, push a piece of wire through them so that the main connection leads can be pulled through.

Tough Rubber Sheathed Cable (TRS) may be used between the Switchboard and the battery.

Hard Drawn Bare Copper Cable may be used for the overhead lines, but where there is any likelihood of personal contact, covered or insulated cable should be used. For instance, where the lines are well above normal reach, covered or insulated cable would only have to be used between the set and the first pole, and between the last pole and the house.

The size of the overhead lines to the house will vary according to the distance the set is installed from the house. The table below shows the maximum distances the generating set, **with the battery in the engine room**, can be from the house to ensure good lights.

Wire Sizes.			
7/.064	7/.080	7/.092	7/.104
130ft.	200ft.	275ft.	350ft.

Maximum Distances between Set and House for Different Wire Sizes (Battery in Engine Room)

The battery may be installed at the house, if desired, but if it is, the set cannot be used for direct supply, and the engine cannot be electrically started. **With the battery at the house**, the maximum distances the generating set can be placed from the house are as follows:

Wire Sizes.				
7/.052	7/.064	7/.080	7/.092	7/.104
325ft.	475ft.	750ft.	1000ft.	1250ft.

Maximum Distances between Set and House for Different Wire Sizes (Battery at House)

Separate small loads such as lights in outbuildings may be wired up, using separate small overhead lines. Consult the installing electrician about the size of these overhead lines.

**Earthing:** Connect a wire between the terminal marked E on the switchboard terminal strip, and one of the studs which hold the generator terminal box in place. Also continue this wire and connect it to a piece of iron or copper bar driven into the ground outside the building.

The above connection earths only the frames of the switchboard and generator to avoid any possibility of shock, should a leak occur. It does not earth either the positive or negative line.

If it is desired to earth the negative line for any reason, this can be done by making the connections shown above and in addition, connecting the common N, L, B— terminals to the terminal E on the switchboard terminal strip. Consult the installing electrician about your particular earthing requirements.

## Reversing the Direction of Rotation

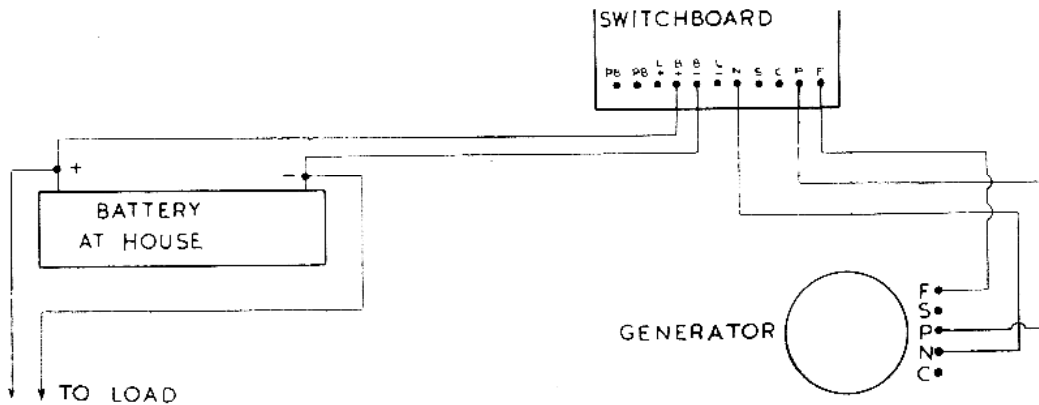
If the Mark KR-F Generator is not direct coupled to an engine but, instead, is belt driven, it may be necessary to reverse the direction of rotation of the generator.

The generator as supplied from the Factory is set to run in an anti-clockwise direction, looking at the commutator end of the machine. This direction of rotation suits all sets where the generator is direct coupled to the engine.

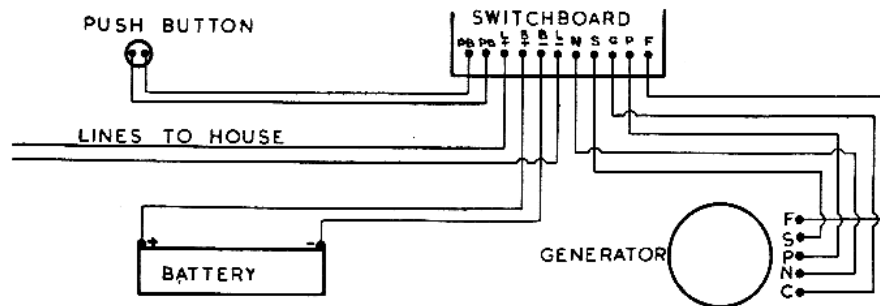
If the opposite direction of rotation is required for a belt driven unit, the installing electrician must make the

following adjustments:—

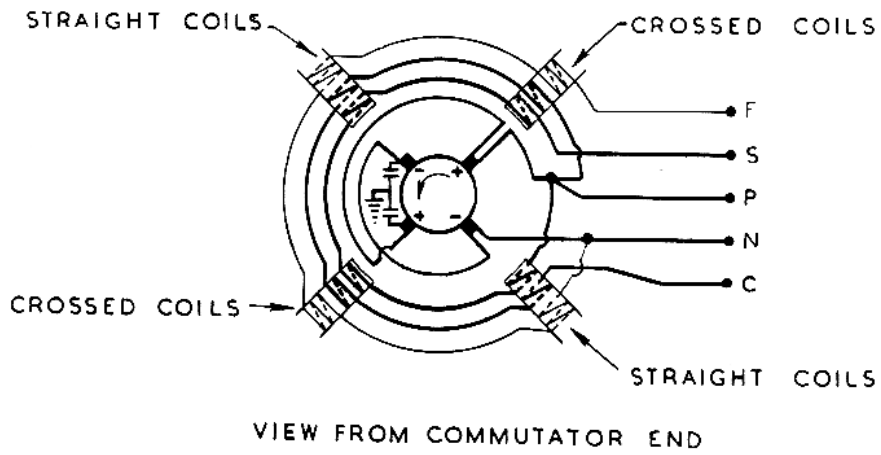
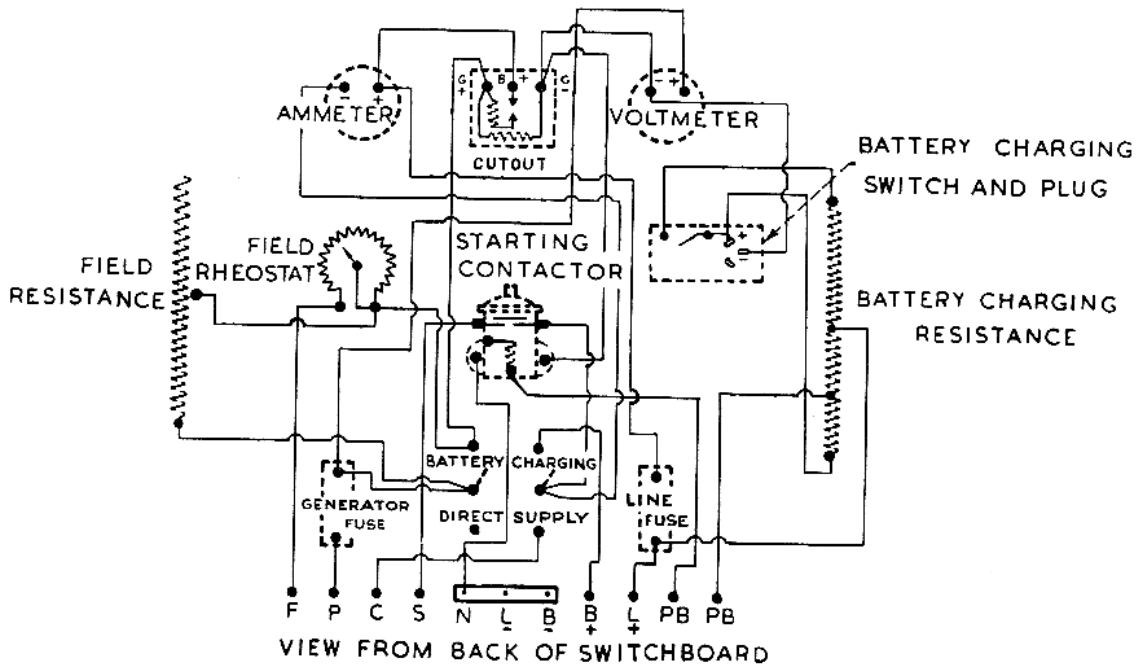
- (1) Remove the two Commutator Endshield Covers from the Terminal Box side of the Generator. This will expose two of the brush holders.
- (2) Disconnect the main leads on the two exposed brush holders and reverse them, leaving the inter-brush connections as they are.
- (3) Replace the Commutator Endshield Covers.



*Wiring of Set where Battery is at House*



*Wiring of Set where Battery is in Engine Room*



Wiring Diagram for Fig. 3202 Generating Set

# Running Instructions

## Operating Switchboard

**Knife Switch:** There are three different positions for the knife switch. They are (1) Off; (2) Battery Charging and (3) Direct Supply. Both the "Battery Charging" and "Direct Supply" positions are marked on the board, and if the switch is not in either of these positions, it is "off."

In the "off" position, the set cannot be electrically started; the battery cannot be charged and load cannot be taken from the battery, i.e., lights, etc., cannot be used at the house.

The switch must be in the "Battery Charging" position for starting the set electrically and for charging the battery.

The "Direct Supply" position is only used when the battery is not installed or when the battery cannot be used for any reason.

**Battery Charging Switch and Plug.** This control is provided so that Car and Radio Batteries can be charged when required. Refer to section, "Charging Car and Radio Batteries" on page 7, which gives instructions for its use.

CONTROL	BATTERY CHARGING POSITION		DIRECT SUPPLY POSITION
	Battery in Engine Room	Battery at House	
Ammeter	Indicates the charge to or discharge from the battery. The readings will vary and depend on: (a) Whether or not the set is charging. (b) The amount of load at the house. (c) Whether or not Car and Radio Batteries are being charged. (d) The setting of the field rheostat (when set is charging).	Indicates the charge to and discharge from the battery, where the discharge is taken from the Switchboard, i.e. (Car and Radio Charging Plug or Line Terminals). Does not indicate main discharge from Battery to house.	Indicates total load on set on the discharge side of the meter.
Voltmeter	When the battery is being charged, the generator voltage must be greater than the battery voltage to give a charging current through the battery. For this reason the voltmeter will show higher readings when used for "Battery Charging" than when used for "Direct Supply" and these readings will vary with the condition of the battery during charge, i.e., as the battery becomes charged, the voltage will rise. Voltmeter readings are not important and may be disregarded.		Indicates Voltage output of set, which should be: 31 to 33 Volts on no load.  To alter voltage, adjust field rheostat.
Field Rheostat	To increase the charge to the battery, turn the rheostat knob in a clockwise direction and vice versa.		To increase the voltage turn the rheostat knob in a clockwise direction and vice versa.
Fuses (if blown)			
(a) Generator Fuse (right hand fuse)	Generator will still electric start the engine. Battery will supply light. Generator will not charge the battery.	Battery will supply light. Generator will not charge the battery.	Voltmeter will not work but load can be taken from the set.
(b) Line Fuse. (left hand fuse)	Generator will not electric start the engine. Generator will charge the battery. Neither the battery nor generator can supply light.	Car and Radio Battery Charging Plug will not operate.	Voltmeter indicates but no load can be taken from the set.

## Speed of Set

The correct speed for the generator is 2,000 R.P.M. As the Mark EF-D Diesel Engine is set to run at 2,100 R.P.M. on full load at the Factory, it is necessary to alter the speed of the engine.

## To Start Set

The following procedure applies to sets which can be electrically started from the battery.

Prepare engine for the first run as detailed in the Engine Instruction Manual.

1. Close the knife switch in the Battery Charging position, and turn the field rheostat knob as far as it will go in an anti-clockwise direction.
2. See that the fuel pump control rod stop is in the running position. (Refer to Engine Instruction Manual). If this is not done the engine will be difficult to start as it will not receive sufficient fuel.
3. Pour sufficient lubricating oil into the starter plug to fill it, then put into cylinder head cover. Up to four fillings may be necessary in cold weather, but never use more than four fillings of oil or pour oil in while the engine is running, otherwise the engine may be damaged.
4. Press push button and as soon as the engine commences to fire, release the push button. If the engine does not commence firing then the instructions for preparing the Engine for first run in the Engine Instruction Manual have not been followed.

### NOTE:

- (a) Do not hold the push button closed for more than about thirty seconds at a time.
- (b) After each attempt to start, allow the battery to stand idle for at least one minute while the engine is checked over to see why it did not start.

If a battery is not installed, or if it is installed at the house, the engine must be cranked by hand as detailed in the Engine Instruction Manual.

## To Stop Set

Stop engine as detailed in the Engine Instruction Manual.

## Charging the New Battery

Although the new cells are fully charged when supplied by the manufacturer they may lose some of their charge during the time they are standing before they are installed. Therefore the new battery should be put on charge as soon as possible.

To charge the battery proceed as follows:

1. Read the recommended level for the electrolyte shown on the Battery Instruction Chart and then check each cell. If necessary, add pure distilled water to correct the level.
2. Start set as shown in instructions, "To Start Set."
3. Adjust the field rheostat knob until the charging rate shown on the ammeter rises to the Finish Charging Rate (usually half the normal charging rate) specified on the Instruction Chart supplied with the battery.

4. Charge for one hour and then check the specific gravity of each cell with the hydrometer supplied with the battery. Continue charging until the specific gravity reaches the fully charged specific gravity given on the Battery Instruction Chart. If the charging rate has dropped while charging, reset it and then stop the set leaving the field rheostat knob at the set position.

## When Battery should be Charged

Daily checking of the specific gravity of the cells with the hydrometer will show when it is necessary to charge. Never allow the specific gravity to drop below the recommended recharging figure shown on the Battery Instruction Chart or allow periods between charging to exceed one week.

When charging does become necessary, proceed as follows:

1. With the field rheostat knob still set as for the first charging, start the set. The ammeter will show a much higher charge than the setting made during the first charging. This is quite normal and as the battery becomes charged the rate will drop. When the battery is fully charged the rate will have dropped to the recommended Finish Charging Rate.
2. With the field rheostat set as above, it may be found that the rate during the earlier part of the charging may be below the Maximum Charging Rate shown on the Battery Instruction Chart. In this case, adjustment of the rate to the maximum recommended rate will give faster charging.

**IMPORTANT:** The Maximum Charging Rate must not be exceeded, and when the cells start gassing freely, reduce the rate to the Finish Charging Rate.

3. Charge until the specific gravity rises to the fully charged figure, and then stop the set.
4. Once every month continue the charging until the specific gravity of all the cells is up to the fully charged figure. In cases where one or two cells have less charge than the rest it may be necessary to continue charging from one to four hours after the rest are fully charged. While making this extra charge, feel the cells with a bare hand, and if they get noticeably warmer, reduce the charging rate. Take readings of the specific gravity every half hour and charge until the lagging cells stop rising. Where a cell will not come up to full charge it is likely that some fault has developed in the cell. In this case consult the Battery Manufacturer.

**DANGER:** Keep naked lights away from the tops of the cells, otherwise there may be an explosion.

## Charging Car and Radio Batteries

When a car or radio battery requires charging, attach the positive clip on the lead to the positive terminal of the battery, and the negative clip to the negative terminal, and then plug the lead into the board.

**IMPORTANT:** Do not handle the clips while the lead is plugged into the board, as this could cause a spark which may cause an explosion.



When more than one battery is to be charged, connect them in series (i.e., positive terminal of one to the negative terminal of the other), but it is recommended that the connected batteries should not total more than 18 volts. When more than one battery is being charged at once, the charging rate is reduced and so the batteries will take longer to charge.

The switch alongside the plug is used to select either the "high" or the "low" charging rate. Move switch up for the "low" rate and down for the "high" rate.

The charging rate will vary with the voltage of the batteries being charged and will be approximately as follows:

Voltage of Batteries being Charged	32 Volt Set	
	High	Low
2 Volts .....	4	2
4 Volts .....	3.7	1.8
6 Volts .....	3.5	1.7
12 Volts .....	2.7	1.3
18 Volts .....	1.9	.9

Use the "high" charging rate except where the battery manufacturer specifies a slower rate, or where the battery gases excessively, indicating that the rate should be reduced.

When Car or Radio Batteries need charging it is best to charge them when the set is running and to pull the charging lead plug out when the set is stopped. If the plug is left in, the car or radio battery will be charged from the lighting battery. This method of charging may be used if the battery is required urgently, but it is not recommended unless the lighting battery is almost fully charged.

If the knife switch is left in the "Direct Supply" position when the set is stopped, the Car or Radio Battery will discharge back into the line at a low rate.

## Use of Electrical Apparatus

Before using any electrical apparatus in conjunction with this generating set it is necessary to consider the following points:

- (a) Capacity of the Battery in ampere-hours.
- (b) Ampere discharge from battery to operate apparatus.
- (c) Number of hours the apparatus will be in use.
- (d) Need for more frequent recharging of battery.

The battery capacity is the amount of current the battery will produce while discharging and is measured in

ampere hours. To obtain the ampere hour capacity, the number of amperes flowing from the battery is multiplied by the number of hours that the current is flowing. This means that for a fully charged battery rated at 210 ampere hour capacity, 21 amperes could be drawn from the battery for 10 hours.

Battery Manufacturers commonly rate their batteries at a certain discharge for 10 hours, and this is called the "10 hour rate."

As a general rule the total rate of discharge from your battery should not be allowed to exceed the "10 hour rate" of your battery.

Where an appliance such as a household iron, or a ½ h.p. electric motor, which causes a high rate of discharge, is to be used for several hours, it is advisable to run the set while using the appliance.

Set out below is a list of some of the electrical apparatus which may be used and the power required to operate it.

Aparatus	Watts	Amps at 32 Volts
25 Watt Globe .....	25	0.8
40 Watt Globe .....	40	1.25
50 Watt Globe .....	50	1.6
60 Watt Globe .....	60	1.9
75 Watt Globe .....	75	2.4
1/16 H.P. Motor .....	80	2.5
¼ H.P. Motor .....	150	4.7
1/6 H.P. Motor .....	200	6.2
¼ H.P. Motor .....	275	8.6
½ H.P. Motor .....	535	16.7
Sewing Machine Motor .....	20	0.6
Washing Machine .....	200	6.2
Fan Motor, 9in. ....	30	0.9
Fan Motor, 12in. ....	50	1.6
Fan Motor, 16in. ....	60	1.9
Vacuum Cleaner—Small ...	120	3.7
Vacuum Cleaner—Medium	200	6.2
Soldering Iron .....	100—	3.1—
	200	6.2
Household Iron .....	550	17.1
Toaster .....	480	15.0
Radio .....	60	1.9
Electric Kettle .....	500	15.7
Kitchen Mixer .....	150	4.7
Electric Polisher .....	250	8.0
Electric Shaver .....	15	0.5

# Care of the Generator

In order to ensure trouble-free operation of the Generator it is necessary to observe a certain maintenance routine.

## Cleaning

Keep all parts of the generator clean. It is most important that the commutator be kept free from dust and dirt. The commutator, brushes, brush holders and spindles, windings and terminals should be periodically wiped down with a clean, dry rag.

## Bearings

When the Generator leaves the works the bearings are packed with grease, and do not require further attention before the plant is put into operation.

However, it is advisable to remove the end caps from the bearings about once a year to examine them. The balls and races should be clean and show no signs of rusting. There need only be a smear of grease on the bearing. If necessary, grease should be added to the bearing. Only fill the bearing cage, don't fill the cap with grease, or the bearing will overheat and grease will be forced from the bearing over the windings of the Generator.

Under no condition must oil or grease containing graphite be used.

Recommended grease is:

**SOUTHERN CROSS GREASE,**

or if this is not available, any Ball Bearing Grease as recommended by a reputable oil company.

## Brushes

Keep the Brushes free in their holders and all even in pressure. When worn down to less than  $\frac{5}{16}$  in. long they should be replaced with new brushes of the size and grade stamped on the name plate.

## To Fit New Brushes

1. Remove the covers from the Commutator End End-Shield.
2. Remove the brushes from the holders. Loosen nuts which hold the brush leads to the brush holders and remove them.
3. Try new brushes of the size and grade shown on the name plate in the brush holder.
4. They should slide freely without sticking. If they are tight, ease them down carefully by rubbing the tight side lightly on a flat sheet of fine sand paper until they will just slide in the holder.
5. Put the brushes in the holder and connect the brush leads to the brush holders.
6. Place a piece of sand paper, sand side out, around the commutator, and allow the brushes to seat on the sand paper.
7. Carefully draw the paper backwards and forwards until the brushes assume the correct curvature, taking care to keep it round the commutator so that a flat is not formed in the brush. When the process is nearly completed, fine glass paper should be used to obtain a very smooth finish.
8. After bedding carefully, clean away every trace of dust from the Commutator, Brushes and Holders. Make sure no specks of abrasive material are embedded in the face of the brush.
9. Replace the covers on the endshield and the generator may be started. It is advisable to run it on light load for a few hours before putting on full load to enable the brushes to settle down properly.

# Troubles and Their Remedies

## A. Sparking at the Brushes

The commutator should be examined occasionally while the plant is running. It should be practically sparkless at all times. If sparking does occur, steps should be taken to cure it or serious trouble may arise in a short time. Sparking may be due to several causes:

1. **Overload of Generator.**  
Reduce load and observe whether sparking reduces.
2. **Jumping of Brushes due to Vibration.**  
To check for this trouble, proceed as follows: Place an insulated tool lightly on the brush tension arm. If vibration is felt, and if the sparking decreases with the added pressure, the sparking is probably caused by vibration. In this case, tighten the screw on the brush holder to increase the tension on the brush.
3. **Brushes not Sliding Freely in the Brush Holder.**  
If the Generator is used in dusty conditions the brushes may become jammed in the holders with dust. Remove and clean both holders and brushes.
4. **Wrong Grade of Brushes Being Used.**  
Use only the grade of Brush which is specified on the nameplate.
5. **Brush Holders Assembled Wrong Way Around on Spindle.**  
Brushes should run directly opposite the centre of the field pole.

## B. Generator will not Charge, or Electric Start the Engine

Check the following in order.

1. Make sure there are no loose or dirty connections in the switchboard or between the cells.
2. Check the brushes and make sure they slide freely in their holders. If one brush is not making good contact the efficiency of the Generator is decreased considerably.
3. The right hand fuse looking at the front of the switchboard is connected in series in the charging circuit of the generator. If this fuse is blown, the generator will not charge, but will electric start the engine.
4. If the left hand fuse looking at the front of the switchboard is blown, the generator will not electric start the engine, but the battery can be charged.

NOTE: Spare Fuse Wire is supplied inside the Back cover of this Instruction Manual. If more fuse wire is ever required, use 20 S.W.G. Bare Copper Wire.

## C. No Power at House

Check the following in order:

1. The left hand fuse looking at the front of the switchboard is connected in the circuit between the battery and the lines to the house. If the fuse is blown there will not be any power at the house.
2. Knife switch not in "Battery Charging" position or "Direct Supply" position when set is being run without a battery.

## D. Radio Interference

D.C. Generators and motors, when running, cause radio interference, and if this interference is allowed to get into the radio set it may result in so much noise that radio stations become inaudible behind the interference.

Radio interference may be suppressed, but it is almost impossible to completely eliminate it. The greater the degree of suppression required—the more expensive it becomes.

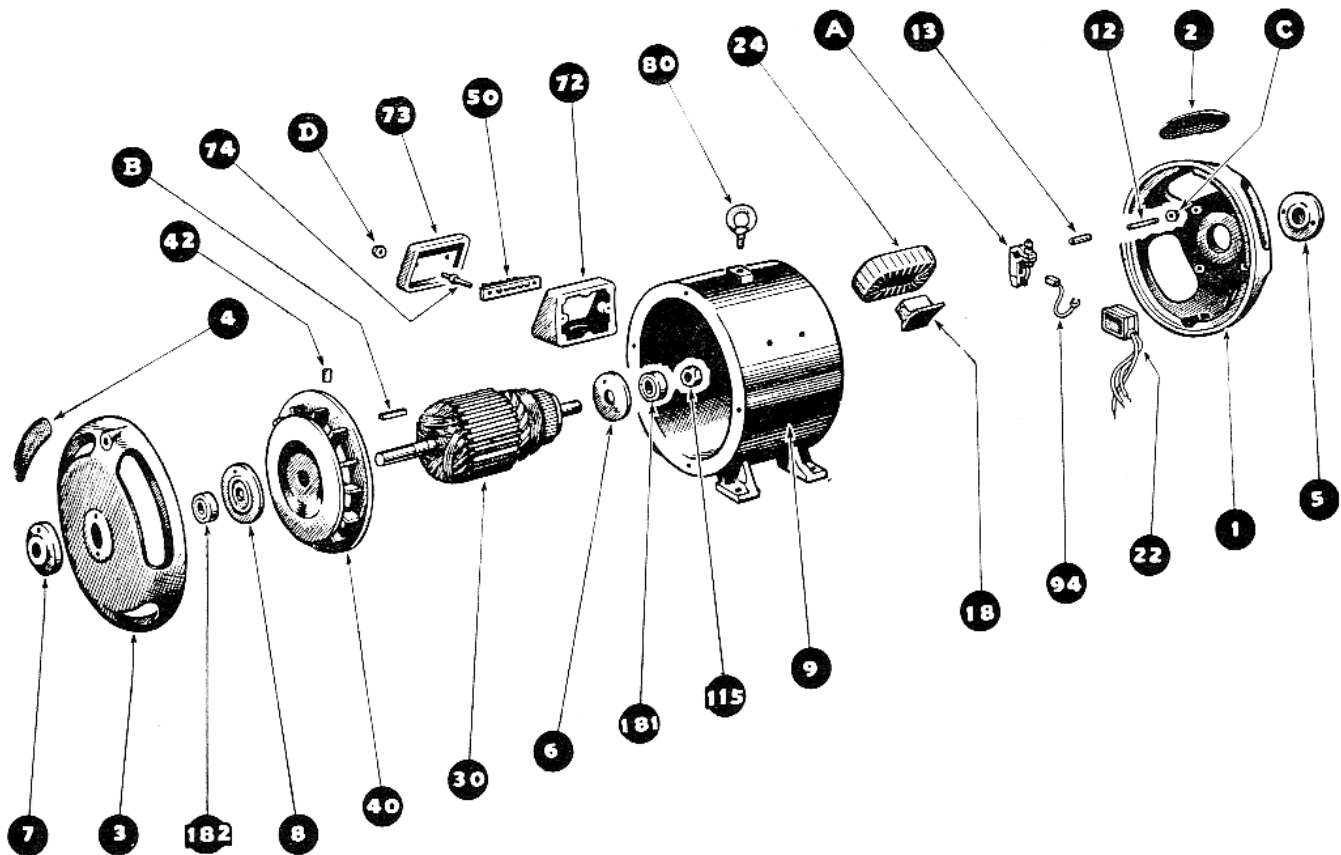
However, interference can be minimized by careful installation. When buying your radio set, get your radio man to suggest the best installation for your particular case.

The following items should be carefully studied before installing your radio, to make sure that interference is minimized.

1. Locate the receiving aerial as far away as possible from the generating plant, and run it at right angles (not parallel) to the power lines from the engine shed to the house, keeping the aerial as high as possible. Use shielded wire from the lead-in to the house right to the set, or use the aerial filters and twin lead-in wires which are available from your radio store. Consult your radio man on this point and use the type of lead-in he recommends.
2. Make sure the generator and switchboard frames are effectively earthed (refer "Earthing," instructions on page 3).
3. Keep the commutator and brush gear clean. Ensure that brushes are free in their holders and that there is no excessive sparking. Brushes sticking in the holders will spark badly, and will burn away and cause interference.
4. In new installations, it will be found that the noise will lessen over the first few weeks' running as the brushes bed down and acquire the normal smooth surfaces.
5. Where convenient placement of the aerial is not possible and the noise level is still objectionable, after ensuring that the above conditions are met with, it may prove necessary to fit an alternative suppression device, such as a larger suppressor condenser or a line filter. Consult your radio technician.

# PARTS LIST

## Mark KR-F, 1.5 K.W., 32 Volt Generator



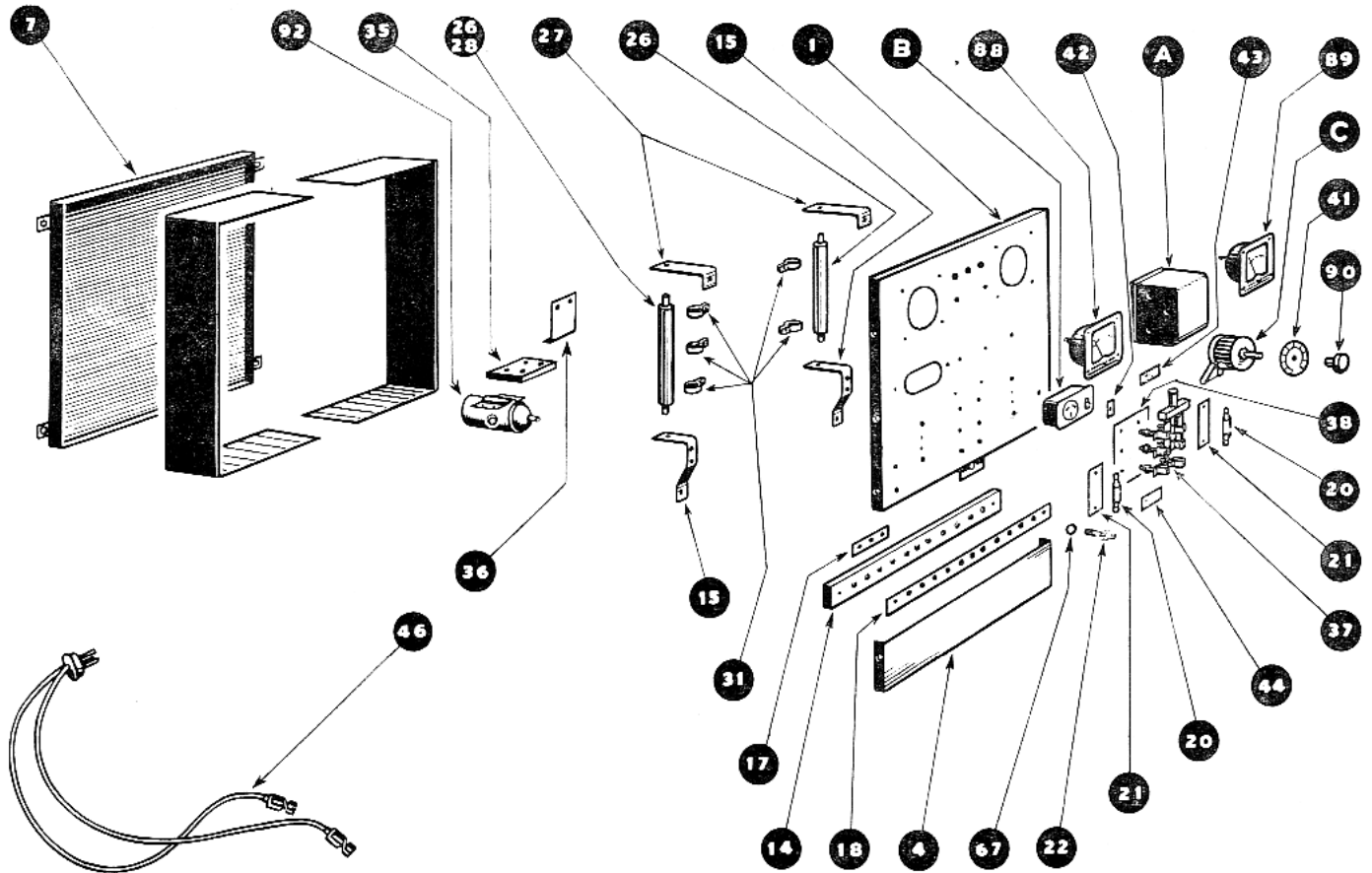
No. off	Sym. No.	Name of Part	No. off	Sym. No.	Name of Part
1	DL-G 1	Commutator End Endshield	1	DM-G 51	Terminal Connection Marking Strip
4	DL-G 2	Commutator End Endshield Cover	1	DM-G 72	Terminal Box
1	DL-G 3	Drive End Endshield	1	DM-G 73	Terminal Box Cover
4	DL-G 4	Drive End Endshield Cover	2	DM-G 74	Terminal Box Stud
1	DL-G 5	Commutator End Outside Bearing Cap	1	DM-G 80	Eye Bolt
1	DL-G 6	Commutator End Inside Bearing Cap	4	AO-N 94	Brush
1	DL-G 7	Drive End Outside Bearing Cap	1	AW-D115	Bearing Locknut
1	DL-G 8	Drive End Inside Bearing Cap	1	AO-B181	Commutator End Bearing
1	DM-G 9	Body	1	DL-G182	Drive End Bearing
4	DL-G 12	Brush Holder Stud	4	A	Brush Holder (Morgan Crucible Co. MF 63).
4	DL-G 13	Brush Holder Insulating Sleeve	1	B	Generator Key (2 1/4 in. x 5/16 in. x 5/16 in. M.S. Parallel Key)
4	DK-G 18	Main Pole	4	C	Brush Holder Stud Locknut (3/8 in. Whit. Locknut)
1	KN 22	Suppressor Condenser	2	D	Terminal Box Stud Nut (5/16 in. Whit. Locknut).
4	KR-F 24	Field Coils—2 crossed, 2 straight.			
1	KR-F 30	Armature.			
1	DL-G 40	Fan			
1	IZ-B 42B	Fan Locking Screw			
1	DM-G 50	Terminal Strip			

IMPORTANT.— When ordering a part for a Generator or Switchboard, please supply the following information from the Generator Nameplate :—

- (a) Mark ..... Generator.
- (b) Generator No. ....
- (c) Name and Symbol Number of Part.

# PARTS LIST

Mark DA-G Switchboard (for 1.5 K.W., 32 V. Generating Set)



No. off	Sym. No.	Name of Part
1	DA-G 1E	Front Panel Assembly
1	DA-G 4B	Terminal Strip Cover
1	DA-G 7B	Back Panel Assembly
1	DA-G 14B	Terminal Strip
2	DA-G 15B	Terminal Strip Mounting Bracket
1	DA-G 17B	Terminal Strip Common Connection
1	DA-G 18B	Terminal Connection Marking Strip
2	DA-G 19	Fuse Wire
2	DA-G 20	Fuse Assembly
2	DA-G 21	Fuse Mounting Strip
4	DA-G 22	Fuse Connection
2	DA-G 26	Field Limiting Resistance (1) Radio Battery Charging Resistance (1)
6	DA-G 31	Resistance Clip
1	DA-G 35C	Starting Contactor Insulating Panel
1	DA-G 36C	Starting Contactor Insulating Panel Mounting Bracket.
1	DA-G 37	Knife Switch
1	DA-G 38	Knife Switch Insulating Panel
1	DA-G 41	Rheostat Indicator Plate
1	DA-G 42	Radio Battery Switch Nameplate

No. off	Sym. No.	Name of Part
1	DA-G 43	Change Over Switch Nameplate for Bat- tery Charging
1	DA-G 44	Change Over Switch Nameplate for Direct Supply.
1	DA-G 46	Battery Connection Leads
13	KC 67	Fuse Insulating Washer (4), Knife Switch Insulating Washer (6). Starting Contactor Insulating Washer (1). Starting Contactor to Bracket Insulating Washer (2).
1	DA-G 71	Starter Push Button Switch.
4	DA-G 86	Switchboard Spacing Piece.
1	DA-G 88	Voltmeter
1	DA-G 89	Ammeter
1	DA-G 90	Rheostat Knob.
1	DA-G 92	Starting Contactor.
1	A	Cutout (University 32 Volt)
1	B	Switch and Plug Combination (Ring Grip No. 85 10 Amp. 240 V.)
1	C	Rheostat (I.R.C. 75 Ohms 50 Watt Type PR50,