CONVERTING GENERATOR
PCM "CANBUS" CONTROL MODULE
TO
ECU CONTROL MODULE

IMPORTANT: BEFORE STARTING THIS PROCEDURE SET THE **"MAIN / RESET"** SWITCH ON THE GENERATOR CONTROL PANEL TO THE **"OFF"** POSITION. THIS WILL PREVENT THE GENERATOR FROM STARTING AUTOMATICALLY.

1.) REMOVE **RED / BLACK** WIRE FROM "**AC HOT 1" TERMINAL 3.**

2.) REMOVE **WHITE** WIRE FROM "**AC NEUTRAL" TERMINAL 2.**

3.) IF A **RED** WIRE IS CONNECTED TO "**AC HOT 2" TERMINAL 1**, REMOVE AND INSULATE (CAP IT). THIS WIRE WILL NOT BE USED.

4.) UNPLUG THE **3 GRAY** CONNECTOR PLUGS FROM THE PCM MODULE.

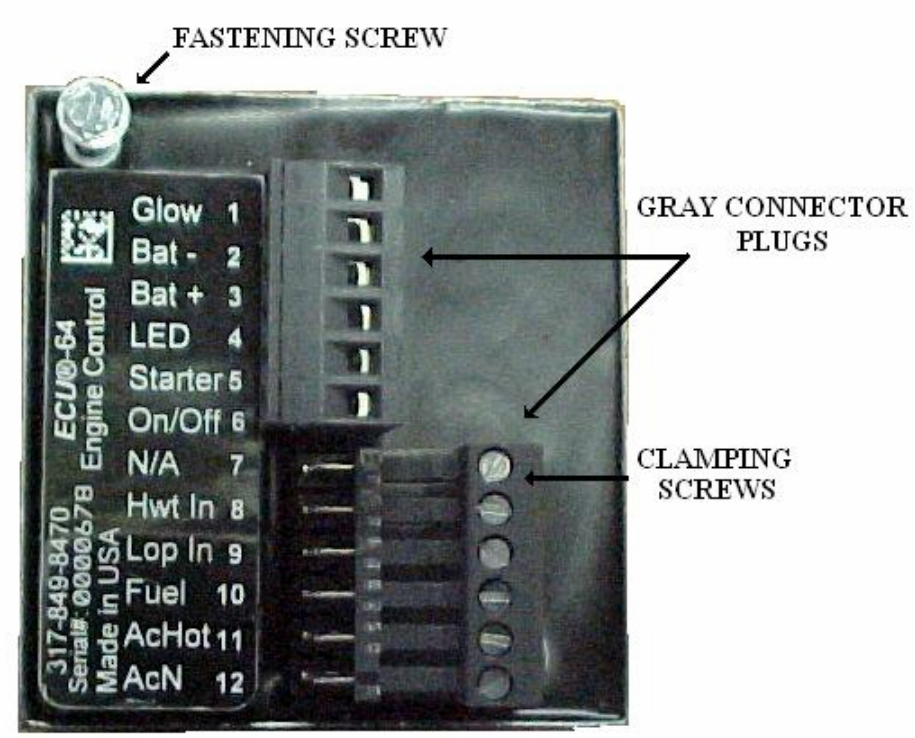
5.) UNSCREW THE **2** FASTENING SCREWS AND REMOVE THE PCM MODULE FROM THE CONTROL BOX.

6.) ATTACH THE REPLACEMENT ECU CONTROLE MODULE TO THE CONTROL BOX BY USING ONE OF THE EXISTING HOLES AND DRILLING A SECOND HOLE OR DOUBLE SIDED TAPE MAY BE USED IN PLACE OF THE SECOND SCREW.

7.) REMOVE ALL WIRES FROM THE **3 GRAY** CONNECTOR PLUGS.

8.) ATTACH **1 GRAY** CONNECTOR PLUG TO THE ECU MODULE IN THE **1 THRU 6** POSITIONS. INSERT AND CLAMP THE WIRES TO THE GRAY CONNECTOR PLUG IN THE FOLLOWING ORDER.

POSITION 1: **YELLOW** – GLOW PLUGS.
POSITION 2: **GREEN** – BATTERY —
POSITION 3: **RED** – BATTERY +
POSITION 4: **ORANGE** – LED
POSITION 5: **BLUE** – STARTER
POSITION 6: **WHITE / RED STRIPE** – ON/OFF
TIGHTEN CLAMPING SCREWS SECURELY.



9.) ATTACH A **2nd GRAY** CONNECTOR PLUG TO THE ECU MODULE IN THE **7 THRU 12** POSITIONS. INSERT AND CLAMP THE WIRES TO THE GRAY CONNECTOR PLUG IN THE FOLLOWING ORDER.

POSITION 7: **N/A** NOT USED
POSITION 8: **WHITE / BLACK STRIPE** – HIGH COOLANT TEMP.
POSITION 9: **BROWN** – LOW OIL PRESSURE
POSITION 10: **(2) GRAYS** – FUEL PUMP AND IGNITION
POSITION 11: **RED / BLACK STRIPE** – AC HOT
POSITION 12: **WHITE** – AC NEUTRAL
TIGHTEN CLAMPING SCREWS SECURELY.

NOTE:

ALL REMAINING WIRES MUST BE INSULATED (CAPPED) AND SECURLEY BUNDLED (ZIP TIES) WITHIN THE CONTROL BOX AWAY FROM THE OTHER COMPONENTS

10.) THE ENGINE OIL PRESSURE **SENDER** LOCATED ABOVE THE OIL FILTER WILL NEED TO BE REPLACED WITH A SINGLE POLE NORMALLY CLOSED OIL PRESSURE **SWITCH**. APPLY **TEFLON PASTE TYPE** THREAD SEALANT TO SWITCH THREADS AND TIGHTEN SECURELY.

DO NOT USE TEFLON TAPE ON SWITCH THREADS.

11.) THE ENGINE COOLANT TEMPERATURE **SENDER** LOCATED IN THE THERMOSTAT HOUSING WILL NEED TO BE REPLACED WITH A NORMALLY OPEN TEMPERATURE **SWITCH**. APPLY **TEFLON PASTE TYPE** THREAD SEALANT TO SWITCH THREADS AND TIGHTEN SECURELY.

DO NOT USE TEFLON TAPE ON SWITCH THREADS.

12.) **START/STOP** FUNCTION FROM REMOTE CONTROL PANEL.

IF EQUIPPED WITH A STANDARD REMOTE CONTROL PANEL "**ON/OFF ROCKER SWITCH**" THE REPLACEMENT ECU MODULE WILL FUNCTION PROPERLY AND ALL OPERATIONS FROM THE STANDARD REMOTE CONTROL PANEL WILL REMAIN AS IS.

IF EQUIPPED WITH A DIGITAL DISPLAY PANEL, THIS UNIT **WILL NOT** FUNCTION WITH THE REPLACEMENT ECU MODULE AND WILL NEED TO BE REPLACED WITH A STANDARD REMOTE PANEL UTILIZING THE "**ON/OFF ROCKER SWITCH".**

PARTS LIST

ECU 63 MODULE ----------07CONECU63
ECU 64 MODULE----------07CONECU64
SINGLE POLE OIL PRESSURE SWITCH----------05SOKUB1P
NORMALLY OPEN TEMP. SWITCH----------05STKUB1P
STANDARD REMOTE PANEL ECU 63----------07PT876RS
STANDARD REMOTE PANEL ECU 64----------07PT876RM