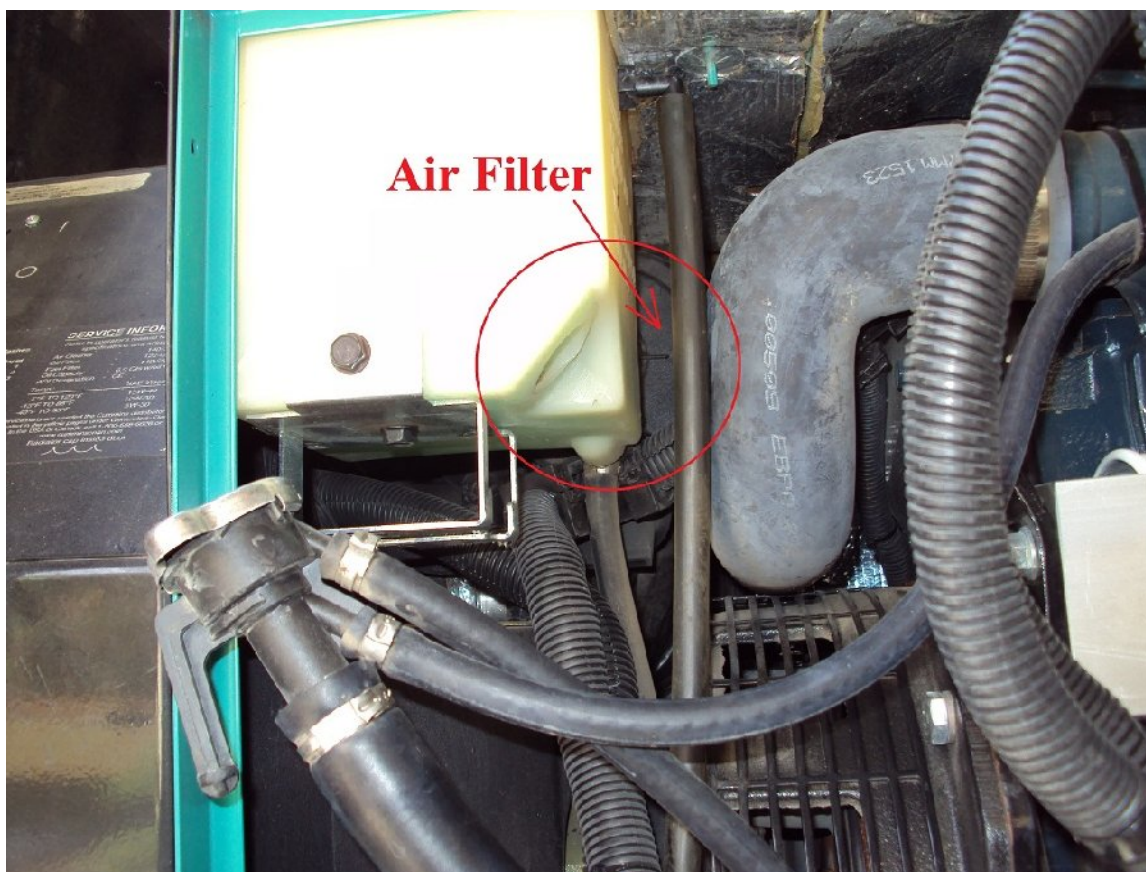




## 2010 43QGP Allegro Bus

1/25/2013

**75 – FYI – SERVICING THE 10KW ONAN GENERATOR**. January is the month I set aside for the annual service for our motorhome and its 10KW Onan generator. The generator service will include replacing the air, fuel and oil filters along with 6 quarts of Shell Rotella 5W40 Synthetic oil. This year we decided to purchase the majority of our service supplies from the Filterbarn at [www. Filterbarn.com](http://www.Filterbarn.com) the financial savings were significant and the filters we purchased were OEM filters or their equivalent.



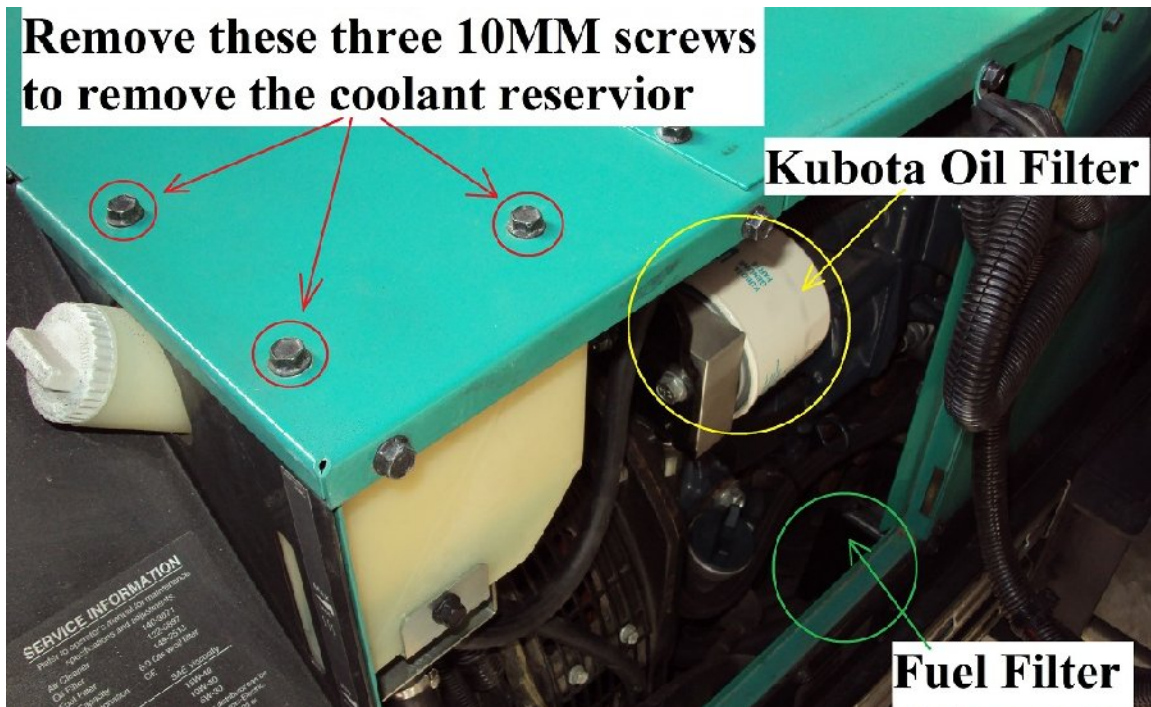
After removing the DS generator service panel the generator's air filter can be seen tucked behind the coolant reservoir. The coolant pressure cap and its hoses are hung in a bracket bolted to the bottom of the coolant reservoir. They can be removed from the bracket by rotating the black coolant fixture counter-clockwise to align the radiator cap with the hole in the bracket then everything can be slid to the right to be removed from the bracket. To access the air filter the three 10mm screws on the top of the generator housing need to be removed, hold the reservoir while removing the screws.

Carefully lower the reservoir, until it hangs from its hoses. Remove the air filters cover by releasing the two side clips on the cap pull the cap forward to remove it next pull to remove the old air filter. Clean the dirt and debris from the filter container, insert the new air filter, replace the air filter cap.



As seen in the above photo there was a significant amount of dirt based on the color difference in the old and new filters.





With the service panel removed the three filters are easily seen, however there is a few tricks to make servicing the filters easier.

As pointed out the air filter is really not hard to service, you just need to be careful not to damage anything. The oil filter, oil fill plug and oil dip stick are clustered together. Our 10 KW Onan generator requires a 7/8" wrench to remove its oil drain plug. I run the generator a few minutes to warm the oil making draining the oil easier. Fuel filter, changing it can be a challenge. I found it is easier to remove the two 10mm screws holding the fuel filter's mounting bracket to the generator housing. After that is done the fuel filter, its hoses and the mounting bracket can be rotated forward then carefully lifted up and forward to clear the service access port. Next using two wrench's **loosen** the two fuel fittings on the old filter. Now is when I move the filter's mounting bracket from the old to new filter. Move the fuel hoses one at a time to the new filter using two wrenches to tighten the fittings. Again carefully slide the filter and bracket back into its mounting location. I found it easier for me to align the top bracket 10mm screw, start that screw snug it tight enough to keep the bracket from moving then align the lower end of the bracket to insert the lower 10 mm screw. Last year I modified the housing to allow access to the lower screw using a long socket to remove and install and tighten the screw. That FYI file can be found at <http://www.tiffinrvnetwork.com/crusingator/ABmod/MOD-47.pdf> The last step, purge the fuel filter, hold the generator switch down to the STOP position until you hear the fuel pump while it is running change pitch. Start the generator to make sure everything is secure and no leaks.