**ENGINE MODIFICATION NOTES:**

1. **Engine cooled—installed accessories.** Remove coolant hose, fan, water pump, and thermostat housing. These parts are not required.

2. **Install engine fans.** Depending on the engine model, fans may be required. Install new fans as necessary. Use new bolts and washers as required. Ensure proper alignment.

3. **Install cooling system.** Components may include the radiator, coolant tank, and hoses. Follow the manufacturer's instructions for proper installation and connections.

4. **Coolant hoses.** Use proper length for each hose. Ensure hoses are free from kinks and are securely connected.

5. **Test cooling system.** After installation, test the system to ensure proper operation and no leaks.

**NOTE:** This picture shows a comparable engine from a prior project for final configuration.

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**TYPICAL OIL LEVEL GAUGE/SWITCH FIELD INSTALLATION:**

1. **Typical oil level gauge.** The oil level gauge is installed using standard plumbing methods. Ensure proper seal and connection to the oil tank.

2. **Oil level switch.** The oil level switch is installed to monitor oil levels. Connect to the appropriate electrical connection.

**NOTE:** This picture shows the engine furnished engine, serial #, and position, in present configuration.

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**TASK M-9 GENSET #3 ENGINE MODIFICATIONS:**

1. **Base bid task B GENSET #1 ENGINE MODIFICATIONS similar.**
SWAP CT's
GEN #2 & #3
INSTALL NEW
200A TRIP PLUG
INSTALL NEW
250A TRIP PLUG
MOVE GEN #4 BREAKER TO GEN #3 SECTION
REMOVE EXISTING #3/0 (2 RUNS) & SAVE FOR RE-USE
REMOVE EXISTING #2 & SAVE FOR RE-USE, INSTALL NEW
3#2/0, #4N, #4G
EXISTING #1/0 TO REMAIN
ENGINE & GENERATOR PREVIOUSLY REMOVED
INSTALL NEW ENGINE, EXISTING GENERATOR TO REMAIN
INSTALL NEW ENGINE & GENERATOR
EXISTING BREAKER HAS BEEN REMOVED. FURNISH & INSTALL
NEW 250A F BREAKER WITH 250A T. LUG & ACCESSORIES
INSTALL 4#3/0, #2G SALVAGED FROM GEN #4 CONDUIT
EXISTING ENGINE & GENERATOR TO REMAIN
INSTALL NEW 250A TRIP PLUG
250A.F./250A.T.
SWAP CT's
GEN #2 & #3
MOVE GEN #4 BREAKER TO GEN #3 SECTION
REMOVE EXISTING #3/0 (2 RUNS) & SAVE FOR RE-USE
REMOVE EXISTING #2 & SAVE FOR RE-USE, INSTALL NEW
3#2/0, #4N, #4G
EXISTING #1/0 TO REMAIN
ENGINE & GENERATOR PREVIOUSLY REMOVED
INSTALL NEW ENGINE, EXISTING GENERATOR TO REMAIN
INSTALL NEW ENGINE & GENERATOR
EXISTING BREAKER HAS BEEN REMOVED. FURNISH & INSTALL
NEW 250A F BREAKER WITH 250A T. LUG & ACCESSORIES
INSTALL 4#3/0, #2G SALVAGED FROM GEN #4 CONDUIT
EXISTING ENGINE & GENERATOR TO REMAIN
INSTALL NEW 250A TRIP PLUG
250A.F./250A.T.
NOTES:
1) THIS DRAWING SHOWS THE ORIGINAL SWITCHGEAR WIRING. FIELD VERIFY PRESENT CONFIGURATION PRIOR TO BEGINNING MODIFICATION.
2) GEN #2 AND GEN #3 SECTIONS WERE SIMILAR TO GEN #1 UNDER ORIGINAL INSTALLATION AND HAVE BEEN SUBSEQUENTLY MODIFIED FOR INSTALLATION OF NEW EFI ENGINES. FIELD VERIFY CHANGES AND MAKE SIMILAR REVISIONS TO GEN #1 SECTION AS REQUIRED FOR NEW EFI ENGINE.
3) REMOVE EXISTING LOAD SHARE MODULE AND ACTUATOR AND REPLACE WITH NEW LOAD SHARE MODULE WITH 0-5V SPEED BIAS.
NOTES:
1) THIS DRAWING SHOWS THE ORIGINAL SWITCHGEAR WIRING. FIELD VERIFY PRESENT CONFIGURATION PRIOR TO BEGINNING MODIFICATION.
2) GEN #2 AND GEN #3 SECTIONS WERE SIMILAR TO GEN #1 UNDER ORIGINAL INSTALLATION AND HAVE BEEN SUBSEQUENTLY MODIFIED FOR INSTALLATION OF NEW EFI ENGINES. FIELD VERIFY CHANGES AND MAKE SIMILAR REVISIONS TO GEN #1 SECTION AS REQUIRED FOR NEW EFI ENGINE.
3) REMOVE EXISTING LOAD SHARE MODULE AND ACTUATOR AND REPLACE WITH NEW LOAD SHARE MODULE WITH 0-5V SPEED BIAS.
NOTES:
1) THIS DRAWING SHOWS THE ORIGINAL SWITCHGEAR WIRING AND IS PROVIDED FOR REFERENCE ONLY.
2) MAKE REVISIONS TO GEN #1 SECTION AS REQUIRED FOR NEW EFI ENGINE.
3) MARK UP DRAWING TO SHOW FINAL AS BUILT CONNECTIONS FOR GEN #1.