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Just like a car engine, you need to keep the generator clean and free of dust and debris to keep running correctly. The oil must be changed regularly and the replaced air filter. We have compiled a step-by-step tutorial on how to change the oil filter oil and maintenance. To clean the generator, it's enough to clean with a damp cloth. To get the best results, clean the generator when it is completely cool. Never pour water or your generator for any reason. It is better to drain the engine oil used when the oil is hot, not hot. Make sure that the fuel tank vent and the motor switch are turned off. Then remove the maintenance and level cover. The position of the drain tray near the generator, and the tilt of the generator to the drain tray. Leave the oil used to drain completely. Add 10W30 oil to bring the level to the upper limit of the oil filler nozzle. When the oil begins to run out, the oil level is correct. Reinstall the rod, clean any poured oil and reinstall the maintenance cover. Always disperse engine oil respecting the environment. Air filter maintenance To access the air filter, remove the maintenance cover and the air filter cover. The EU1001 has a single air filter and the EU2000i and two filters. Remove filters and wash them in hot water with domestic detergents. After the filters are clean and dry, pour a little fresh oil into a resealable plastic bag. Put the filters inside and seal the bag. Squeeze the filters in the bag so that oil penetrates the filter uniformly. Remove the filters from the bag and place it on a clean cloth. Fold the rag to the filters, and press out excess oil if too oil is left in the filter, the engine will smoke during startup. Before reinstalling the filters, clean the dirt from the air filter box with a clean, moist cloth. Be careful not to obtain any dirt incoming the carburetor. Reinstall the filters and the cover. Make sure that the rubber seal of the air filter cover is set in the groove. Finally, reinstall the maintenance cover. Allow the engine to cool before removing the spark plug. To access the spark plug, remove the spark cover and disconnect the spark plug. Remove the spark plug with a candle key. Replace the candle if it suffers foul, the electrodes are worn or if the insulator is broken or chipped. Make sure the distance between the electrodes is between 0.6 and 0.7 mm. Install the hand spark plug to avoid cross threading. If you are reinstalling the old candle, tighten 1/8th, turn after the candle. If you are installing a new candle, tighten it 1/4 turn after the candle. Do not tighten the candle too much. Reconnect the candle cable and reinstall the spark plug cover. Refer to the OWNER'S manual for more details on the processes indicated in this video. For additional resources, visit www.powerequipment.honda.com. Honda recommends always using original Honda spare parts during performing maintenance operations on the generator. All maintenance items must be performed at regular intervals according to the manual OWNER'S. The EU1000i can be completely closed to keep low noise, but it's still simple enough that the owners can make most of the maintenance operations themselves. Here's how you can keep Honda's tiny EU1000i generator ready to power your holiday tailgate and camping trips. Maintenance program Most maintenance is easy enough that you can do it yourself: first Any use of an oil and oil filter control. After the first month or 10 hours to use a change oil. Every three months or 50 hours to clean the air filter. Every 6 months or 100 hours to change the oil, check the candle and clean the shaft. Every two years or 300 hours to replace the candle. Honda EU1000i is equipped with an original Honda GXH50 49.4 DC engine. Engine. The is capable of delivering up to 1000 watts of departure and 800 running Watts Watt Power. In you are wondering what you can run with it Here are some examples: Portable Portable (150,000 BTU) Hand Drill (1/2 A) Drill (1/2, 5.4 Amp) Portable Computer Stripper Refrigerator The Offers Generator Standard Set of 120V AC 8.3 AMP and a 12V output. Honda EU1000i uses the typical manual recoil mechanism to put it into operation. Although this is a universal infallible solution used in the vast majority of generators, it would be nice if the Honda has decided to add the electric starter option too. Unfortunately, this is something that is missing both in EU1000i and its largest famous EU2200i, as brother A is expected of a generator of this small size, it's a very light and super easy to carry around. It weighs only 29 Pounds in a way WON'T Find all the problems of sorts carrying with a very appropriate generator with a Handheld Generator to carry out any type of work in more difficult environments (eg mountain distance terrain) or for use for the campsites and the boats. What we like about Honda EU1000i Honda never goes to the understanding when they build their generators. They are famous for their fitting with the best components and materials and do not skimp on the finish. A woman find any cheap plastic parts in their equipment. That's also one of the reasons why more. Honda EU1000i is no exception. It is a very solid portable generator built to resist heavy working conditions. This is the machine we could easily trust if we had to use very often for years at home, as we mentioned before, EU1000i is a very light car. We know that at least a few other generators with the same power that are much heavier than Honda. Its PORTABILITY and compact size is a huge Advantage, another worthy look is its quiet operation. Even at higher loads, the generator it only up to about 50 db of noise (measured by about 20-30 feet away). This makes it a very desirable choice for the environments in which silence is fundamental as a campsite generator. The can be used in parallel with another generator of 1000 watt inverter to double the total power. While it is better recommend using another identical Honda to connect to each other, it should also work well with another small 1000 watt inverter offering parallel capacity. Departures on Pricethings We Don't like Honda EU1000i the first thing is obviously the price. Honda knows the value of their products and prices accordingly very well. This is the inverter generator for those who don't want to skimp the quality and need a 100% reliable machine very solid for a long time, on the other hand, if you are an occasional user or need a fine generator To perform a few simple tasks from time to time, you could end up all right with a cheapest model. If you are looking for a low-cost alternative, check the Honda mentioned before, the generator can only be started through a manual recoil mechanism and it is out of the electric Start. Honda EU1000i generators are covered by the 2-year warranty, which is shorter than in the case of some of the competitors. However, since the Honda generators are known for their impeccable performance, it's very unlikely that they meet serious problems with this generator if you are using right. Frequently to the question question of elements can be performed including hand drills, computer, computer, Camping refrigerators, portable fans etc. Unfortunately no, it's too small for this. You should opt for Honda EU2200i. Instead, I advise you to take from Amazon because of their good reputation, fast delivery and convenient repayment policy in case you are not satisfied with the product. Often sell goods at prices lower than those of other stores too. In case Would you contact us the authorized local Honda dealer conclusion you should buy Honda EU1000i? If you are looking for a small portable generator and you are one of those people who believe that Honda generators are the only ones that you should really invest in a then yes, the Honda EU1000i is the right choice for you. It is a Quiet generator, very compact perfectly equipped for its purposes. Goals. clearly one of the best cash generators 1000 watts can buy. On the other hand, if you need a little 'more reserve power, you should check out the Honda EU2200i instead. Check the price and alerts of HONDA EU1000i nominal Generator Generator clients (overload) of Engine Model output Watt Volt DC Amps Model EU1000i 900 (1000) 120 AC generators / 12 DC-8 GXH50 GCALIDENTIFICATION These are direct drive, brushless, 60 Hz, units sin-gle-phase with either 120 VAC and 12VDC output available from the panel mounted receptacles. The generator of serial numbers is located on the outer side of the side cover, just below the motor knob and there coil starter handle grip. Refer to Figs. HA151, HA152 and HA153 to view the generator components. WIRE COLOR CODES The following color code abbreviations are used to identify the wiring of the generator in this series: B/W White Black Bu Blue Lb Bluey G Green Red Yellow Br Brown Lg light wire green Gr gray P Pink O Orange with a separate bar ID is a two-color wire; (E.g. R / W is a red tracer wire with a white stripe) . GENERATOR REPAIR TROUBLESHOOTING Before test the electrical components, control the integrity of the terminals and connectors. During the individual components tests, also control the integrity. Resistance wiring readings may vary with the temperature used and test accuracy. For access to the components listed in this section Troubleshooting, refer to Fig. HA151 and the next section disassembly. All operating tests must be performed with engine at idle speed governed at 5400-5600 RPM, unless specific instructions say otherwise. load testing always the generator after defects discovered during troubleshooting. 1. To fix the generator, start the engine and verify as follows: a. ECO OFF, b. Overload indicator light off, 172 HONDA EU1000i GENERATOR: 1. Engine, 2. Stator assembly, 3. Rotor assembly, 4. Rotor nut, 5. Fan, 6. Fan cooling, 7. Pulley, 8. Starter, 9. Impulses, 10. Fan housing, 11. Pin (3) Fig. HA151 Exploded view of the components, c. electricity generation. If the AC lamp is ON, stop the generator, perform step 2 and then proceed to step 3. If the pilot light is OFF, stop the generator, then perform step 2, proceed to Step 4.d. DC IN button switch (circuit breaker will be recovered in step 5) . 2. Remove the four screws of the front panel, then remove the lid and panel. 3. To test the AC outlet: a. Disconnecting one of the red power supply wires by inserting a screwdriver blade into the slot small flat in the close proximity to the wire, then pull the thread-output terminal (Fig. HA153) . b. Install a jumper between a pair terminals. c. The container must test the continuity between the terminals tested. Failure of the test vessel-accounts continuity indicates a defective receptacle. d. The container must also test between continuity flange and the mounting ground terminal. Failure to test earth continuity indicates a receptacle failure. The composite AC Sockets, or in parallel operation Terminals, mounted above the AC outlet on the panel control, continuity can be tested by inserting a lead within the meter socket and a cable on back terminal. Continuity should be present. Failure to read continuity on both receptacle indicates a faulty socket. 173 SERVICE HONDA EU1000i manual. Front cover, 2. Panel 3 control. 120V receptacle, 4. 12V receptacle, 5. module 6 ignition control. harness 7 the Control Panel. 6-pin connector Fig. HA153 access the six-pin connector for the AC test output. Refer to the text for the correct procedure. Screwdriver Gray Orange White Blue Red 10 test. harness 11 Starter. unit 12 Inverter. mounts 13 Rubber. mount 14 Rubber. Rectifier Fig. HA152 Removing links to CA The receptacle. 4. To perform the test for the AC output: a. Access and identify the six pin (red, white, blue, o-angle, gray and black) Inverter-wiring of the connector (Fig. HA153), but do not disconnect the Connector. b. Start the generator. c. Check the voltage of the main AC coil between the red-blue, blue-white and white-red paired terminals (1-2, (1-2, 3-1). Voltage should be 227-263 Volt to Each pair. d. Test the alternating voltage coil between the gray-orange wire terminal torque (4-5). The voltage must be 11-15VOLTS. E. Stop the generator, disconnect the Connector. 6-pin. Using an ohmmeter and the same three terminals pairs such as 4C phase, test the resistance of winding. Each Winding should test 2,100-3,300 ohms. g. Using an ohmmeter and the same gray-orange pair terminal as a 4d phase, test the winding resistance to wind up must test 300-500 ohms. h. Always using an ohmmeter, a good rest test continuity test, the position of clean on the block and engine each of the five wire terminals. There should be Be infinity / No-Continuity. If one or more of the test results Procedure 4C or 4D failed to the specifications meet, or if any of the On test Procedure 4F-4H explosion results of specification, The stator windings are defective. Replace the Stator. j. If all trial results 4F and 4G test DEQUALY low, the rotor magnetism is weak. Replace the Rotor. k. If all the results of the previous tests encountered the denomination, but there is still no AC output, return to the phase test 3 and AC socket. If the test good receptacle, and the integrity of the wiring is correct, the inverter is failure. Replace the inverter. 5. To test DC output, if it is not present at the Receptacle DC: a. Retro access of the DC switch / Receptacle Disconnect the wiring connector, then press the RE-set button. If the button does not remain in, the receptacle is defective. If the stays in: insert a jumper between the receptacle output terminals (Fig HA154). Continue test between the Terminals. Continuity input indicates a good grip. Test Continuity between the Fedby input terminal White / black thread and the vertical output terminal. Continue indicates a good breaker. b. Access Diode Rectifier Mounting on the back of the inverter inverter (Fig. HA155) and disconnect the Har-Ness. Using a VOM set at R 1 scale, test continuity between any pair of adjacent or diagonal terminals (1-2, 1-3, 2-4, 3-4, 1-4, or 2-3). Note Threading. Invert the metro cables and note Threading again. Repeat the test with the other five Terminal pairs. Compare the readings with the graph. Any variation indicates a rectifier failure note: second metro polarity, continuity / finity readings can be exactly opposite those shown in the graph. If so, reverse positive and negative probe notations in chart. c. Access to the four-pole rectifier diode wiring connector. Try the resistance of the two brown threads Terminal in rectifier connector. Resistance should test 0.1-0.2 ohm. Measure the resistance between the Each Brown thread terminal and any good, clean soil patch on the engine block. There should be no infinity / continuity. If the test results satisfied specifies, any failure in the wiring; Repair or replace as a need. If the test results have not satisfied specification and the integrity of the wiring is secure, the defective DC windings stator. Replace the stator (+) Probe 1 2 3 4 (-) PROBE 1 2 3 4 (-) Continuity Continuity 3 Continuity Continuity 4 6. To test the stator to the jointing exciter: a. Access the 2 wires (/ black green / blue and yellow) with-rector behind the panel. b control. Proof of continuity the lugs; Should be resistance 0.5-0.9 ohm.c. If the test results do not meet the specifications, proceed to To the Section. 7 disassembly. To test the eco butterfly valve control system: a. Access the Switch and the ECO test continuity the terminal. There should be continued in the On position Only. 174 Honda EU1000i Generator Fig. HA154 Test The DC switch / socket continuity by installing a bridge between the output terminals. To do To the text for the correct procedure. Wirefig test. HA155 Terminal test positions for diode rectifier. Text report for the correct proceedings. Note: The Eco accelerator switch must always be stalled in the control panel with the ON and OF MARKINGS UP. B. Access to the accelerator control engine mounted on the upper part Dithe Dithe And test the resistances between terminals 1-3 and terminals 2-4 (Fig. HA156). Resistance should be 50-70 ohms in every terminal noted. Resistance readings Beyond this range indicated defective Motor.c. Move the accelerator lever and check the operation of the Eco Motor motor. If you notice binding, disconnect the ThethroFTLE link to determine the binding source. Correct as necessary. The ECO switch is defective if it fails to work as the following minimums: the motor speed without load should increase with the TEECO switch deactivated. The speed of the engine without load should decrease by ignition of the TEECO. The motor speed should increase when a load applied to the generator with the ECO ON. E switch. To operationally check the ECO motor after replacing the inverter: observing the accelerator device, start the engine, allow you to operate briefly, then stop the engine. At startup, the accelerator should switch from normal normal race race. Arrested, the accelerator should return to the open position from the point of view. If the ECO motor does not work properly, it replaces the engine. 8. To test the registration control form: a. Leave the control panel wiring connected to The Panel, but disconnect the 10-pin module connector from the module (Fig. HA157). b. Test resistance between the black wire terminal (collprimary circuit) and the engine ground. Resistance should be 0.7-1.1 ohms.c. Continuous tests via 2 KEMBALI KE MENU Utama Cara Memakai Buku Ini Buku Pedoman Compare in Beris Penjelasan Mengenai dear Menservis Sepedamotor Honda Megapro. IKUTILAH JADWAL PERAWATAN (BAB 6) Section 1 - General information Section 2 - Section 2 - Frame / Body Panel / Exhaust system Section 3 - Maintenance section 4 - Lubrication system Section 5 - Section of the lubrication system - Section of EDISI Catalog Power System 1 TST 08 PC 002 PT Astra Honda Motor Petunjuk Pemakaian Kelombok Mesin Kelombok Rangka Indeks Part Number Indeks Description Daftaris 1A) Section 1 - General information Section 2 - Section 2 - Frame / Body Panel / Exhaust system Manual 2007 Download connection (Download this PDF before to open the link) Honda CBR125RW Service Manual 2007 Brief intro: complete digital service ... General information 2. Technical features 3. Frame / body / body / exhaust system 4. Maintenance NCE 5. Lubrication system 6. Lubrication system 7. Lubrication system 8. Engine removal - 9. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 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