

NO.		<b>190</b>
MODEL		<b>CH22, CH25, CV22</b>
DATE ISSUED	DATE REVISED	
<b>7/95</b>	<b>10/95</b>	

### **Ignition Module Failures 24 584 03**

We have been experiencing some ignition module failures recently. Through further testing and analysis, we identified a problem with the bobbin material used in the manufacture of the modules. In April of this year (engines with Serial No. 2509400007 and higher), modules incorporating a new bobbin material were put into production. These modules are identified with a date code stamped on the body. Modules with date code 0795 and later have the new bobbin material and should not experience breakdown failures.

We ask your assistance with the following action:

1. Immediately check your inventory for any stock of 24 584 03 ignition modules and check their date codes. Segregate and stop use of any with a date code of 0785 or earlier. **NOTE:** The first three digits of the code (078) are the Julian date, and the fourth (5) denotes '95 production. Therefore a code of 3054, even though a higher number, is an earlier date code because it dates back to 1994.

Fill out a warranty claim for the quantity defective and put Authorization No. ME-3918-C in the authorization box. Put the completed claim and the defective modules in a box and mark ESR 0062 on the outside. Send it to Kohler Co., Bldg. 604 – Warranty Cage, Kohler, WI 53044. The claim will be processed upon receipt.

**All returns must be shipped by September 30, 1995.**

2. The deterioration of the faulty bobbins usually results in a gradual loss of ignition voltage output. The first symptom experienced by the customer/operator will probably be an occasional misfire. It will get progressively worse until the module stops firing completely. If the customer keeps on running the engine, the additional load on the remaining module will usually cause it to start deteriorating also. Keep these facts in mind if you are troubleshooting a suspected ignition problem. A module that has just started to deteriorate could misfire under load or acceleration, but still have enough output to fire the ignition tester, thus giving the impression that it's good. If the module will fire the 25 761 01 tester, pay close attention to the color of the arc. Move the tester to the other side and test the other ignition module, again paying close attention to the color of the spark arc. If you see a noticeable difference in the color or intensity of the two arcs, the one with the weaker arc has started to fail. If you determine that one module on an engine is bad, check the date code on both modules. If the date code on the second module is 0785 or earlier, replace it along with the bad one. On Command 22 and 25 engines, also check the date code on the spark advance module against Parts Bulletin 183.
3. When testing/servicing the ignition system, remember the new .030 spark plug gap (Service Bulletin 234) that is now used on the C18-25 models.

The faulty modules verified to date were all produced in late 1994, so the policy relative to engines/units already in the field will be "fix as fail".

