

Installing a Generator in a 32xx

For a boat with such a small engine compartment you only have one real choice for the installation location and that is aft as far as you can go, right in the dead center of the beam in the engine bay. Placing the generator here still gives you room to service the main engines, gears, shaft logs, etc.. So this is where I installed my new Phasor 3.5 kw diesel generator. The out of the door price for the unit was as follows: 3.5kw Generator (model LP1-3.5): \$4,945.00, SS Drip Pan: \$183.00, 10 foot remote wire harness extension: \$166.00, shipping from FL to CA (discounted): \$100.00, TAX: 423.52 for a grand total of **\$5,817.52**.

The generator arrived approx. 10 days from order. I picked it up at the shipping depot to save money. They used a forklift and put it right in the back of my pickup. It weighs in at 185 lb.

The first thing I had to do was build a suitable mount for the generator. I did not want to run two 2x4s across the stringers as a mounting point because I wanted the generator as low a profile as possible. So I used 1.5 x 1.5s mounted to the side of the stringer. I mounted them 1.5 inches down so I could mount 2 2x4 as the primary mounting points even with the stringer height. I used 3 stainless steel through bolts to mount the 1.5s to the side of the stringer. I used plenty of 3m 4200 to seal all holes. I painted all surfaces with marine primer then 2 top coats of marine polyurethane.



I then used lag bolts to attached the 2x4s to the 1.5 inch mounts. This allowed the 2x4s to be even with the string height. Finally, the drip pan was installed on top as a final support.

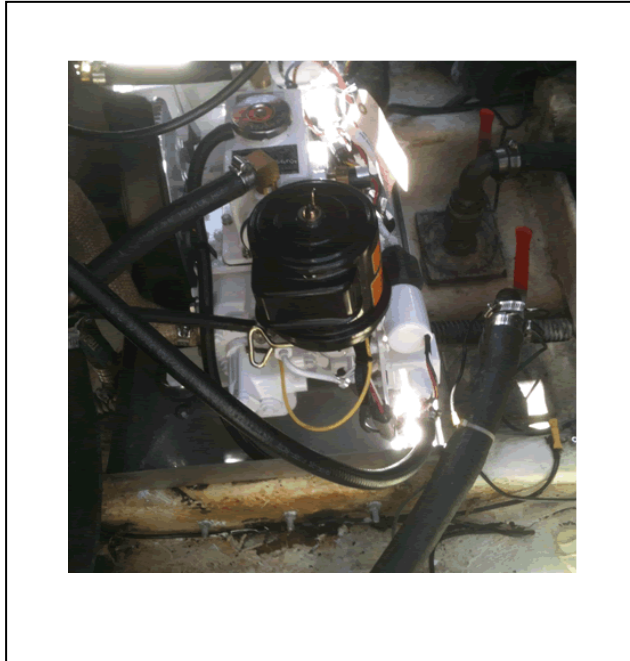


This was a solo job so I had to build a hoist system to safely load the generator into my truck, down the dock, into the cockpit and ultimately into the engine compartment.

I had to remove the starboard engine muffler in order to make enough space available to drop the generator down the hatch. If you look at the picture you will see that

the genny is being lowered down vertically, not horizontally. I placed a piece of 1/2 inch plywood over the shaft that rested on top of the drip pan. So once I lowered the genny down I pushed the bottom end towards the drip pan. With the plywood acting like a small ramp it was easy to push the genny off the plywood and into the drip pan. I am replacing an existing generator that failed





so all the fuel lines, (feed and return) where there, the exhaust and raw water feed was already setup, and I had battery cables waiting to be hooked up. I simply hooked everything up. The toughest part was running the remote panel wire harness from the engine compartment, through the cave and up next to the lower helm where I mounted the remote start/stop panel. Once everything was hooked up I turned on the electric feed pump that is mounted to the generator. This primed the new Raycor fuel filter and of course I instantly had a few leaks here and there. I tightened everything up and let the feed pump run until I could hear fuel pouring into the tank via the return line. Very nice self priming system. It took perhaps 20 seconds for the system to prime. I hit the starter switch and within 2 seconds she fired right up. I am replacing a 3600 rpm generator with a 2800 rpm generator. There is a real difference in the noise produced. I would say the new unit is 30% quieter. It is just a different sound running less

rpm. I am sure an 1800rpm is awesome, but they are just too tight of a fit for a 32xx for me. They will fit, but I wanted more space with a smaller unit. The following link will take you to the YouTube video of the unit operating. http://www.youtube.com/watch?v=vHSGi2RU_Q