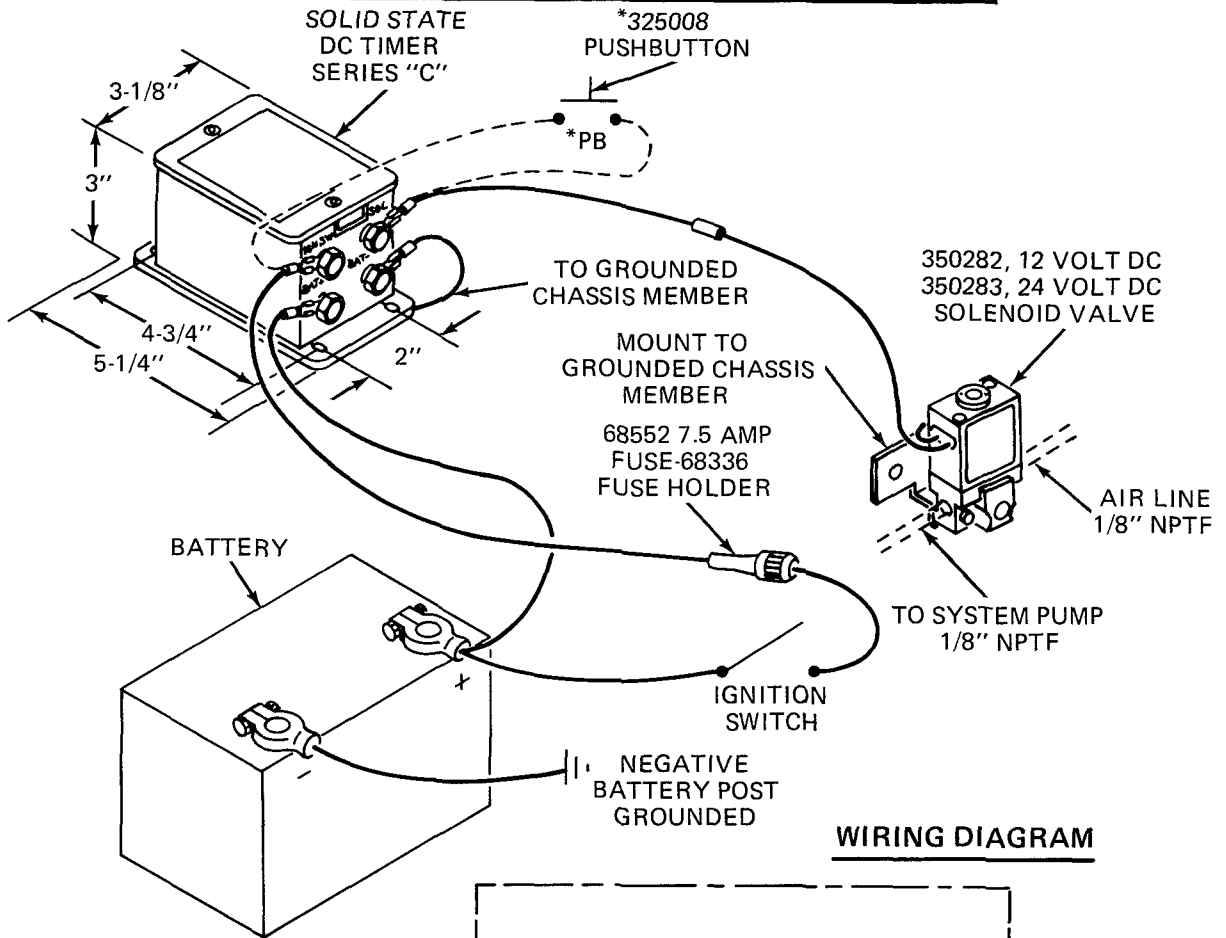


**TYPICAL INSTALLATION WITH NEGATIVE BATTERY GROUND**

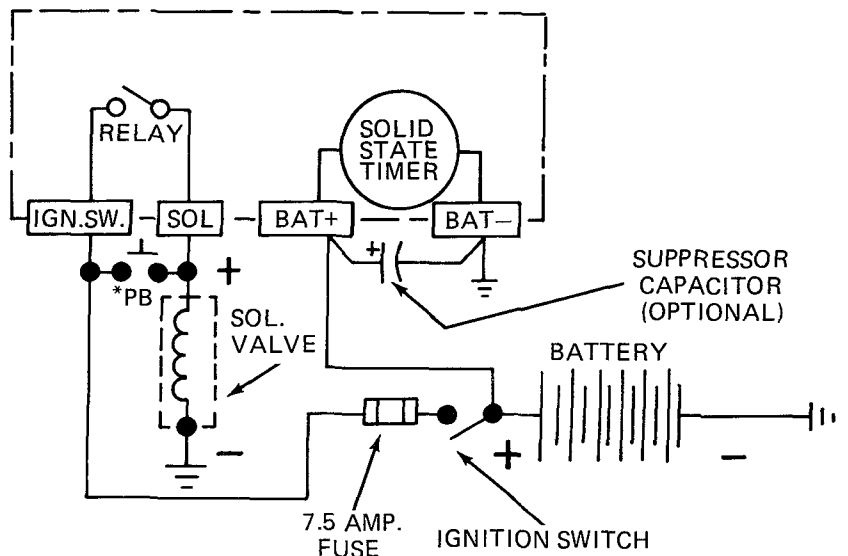
REFER TO PAGE 2 FOR INSTALLATION WITH POSITIVE BATTERY GROUND

**IMPORTANT**

Timer should be wired from Bat. + Terminal to battery plus (+) circuit and not with other auxiliary devices. Current drain: .04 amps continuous.



**WIRING DIAGRAM**



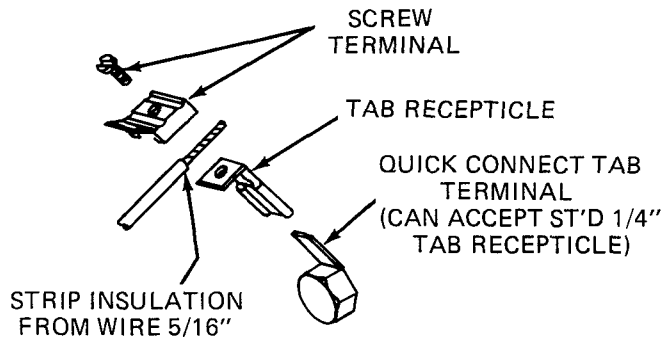
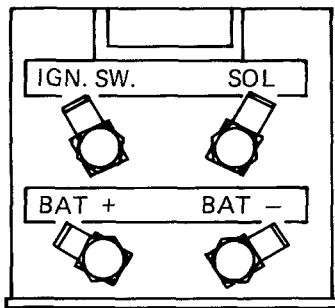
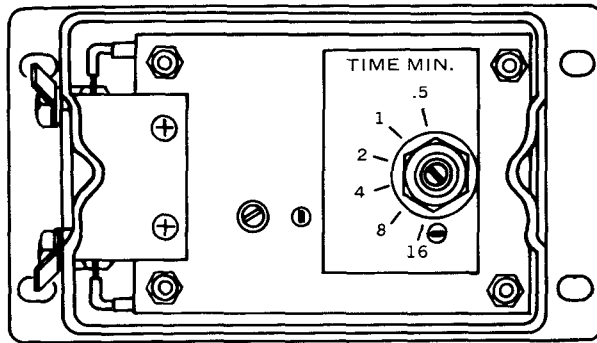
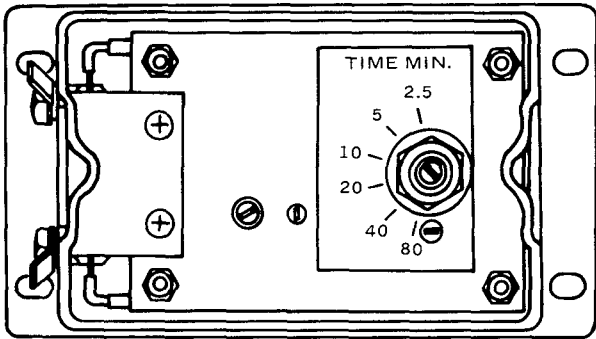
**\*MANUAL LUBE PUSHBUTTON  
(CONNECTED BY CUSTOMER)**

PUSH BUTTON IN AND HOLD UNTIL LUBE CYCLE IS COMPLETED.

MOUNT PUSHBUTTON SWITCH IN CONVENIENT LOCATION. TO BE USED TO PRIME SYSTEM AND AS A MEANS OF INITIATING LUBE CYCLES IN ADDITION TO THOSE PROGRAMMED BY TIMER.

MODEL 84014 - 12 VOLT DC  
 MODEL 84015 - 24 VOLT DC

TIMERS MODEL 84371 - 12 VOLT DC  
 MODEL 84372 - 24 VOLT DC

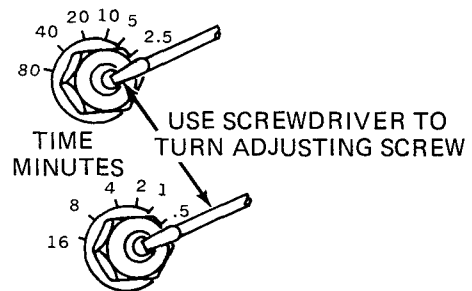


**INSTALLATION**

Timer is suitable for operation in areas where ambient temperature is more than -29° C (-20° F) and less than +55° C (131° F). Timer should be mounted in operator's compartment, as this area's temperature is usually kept within the above range.

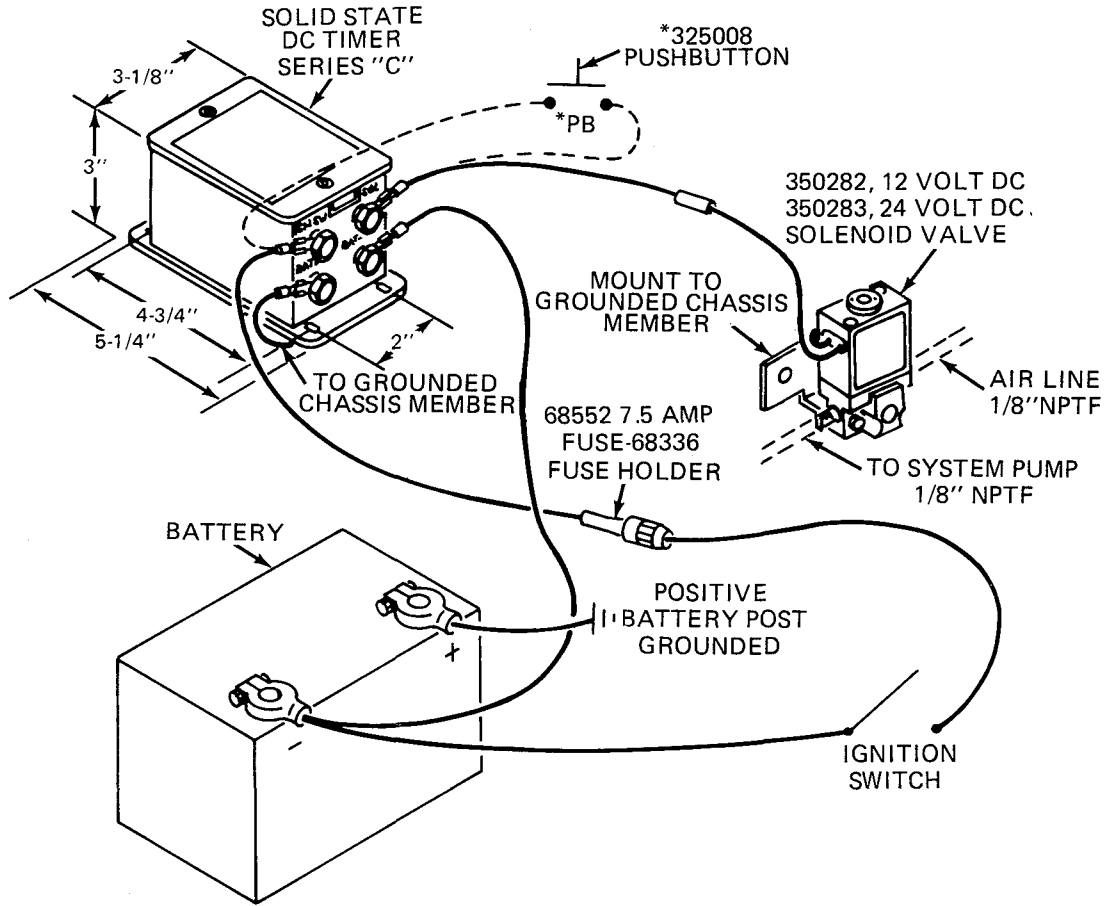
Timer is factory set at a nominal .5 minute (off time) interval for 84371 & 84372 and a nominal 2.5 minute (off time) interval for 84014 & 84015. Dwell time is approximately 15 seconds for 84371 & 84372 and 1 minute 15 seconds for 84014 & 84015. A longer (off time) interval is obtained by aligning slot in adjustment screw with desired frequency.

Timer incorporates a liquid and dust tight cover which must be in place and secured at all times.



**TYPICAL INSTALLATION WITH POSITIVE BATTERY GROUND**

**IMPORTANT**  
 Timer should be wired from Bat. —Terminal to battery minus (—) circuit and not with auxiliary devices. Current drain: .04 amps continuous.

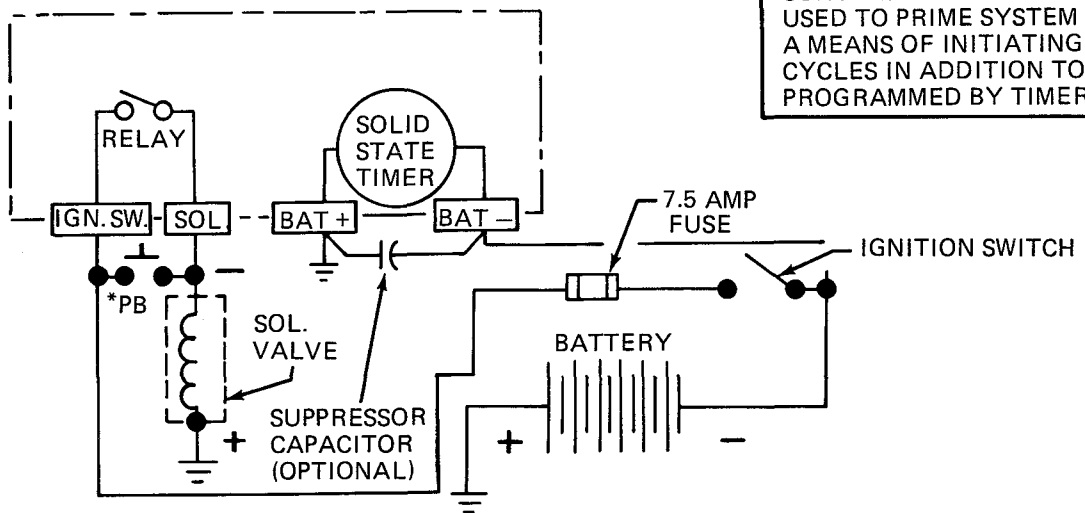


**\*MANUAL LUBE PUSHBUTTON**  
 (CONNECTED BY CUSTOMER)

PUSH BUTTON IN AND HOLD UNTIL LUBE CYCLE IS COMPLETED.

MOUNT PUSHBUTTON SWITCH IN CONVENIENT LOCATION. TO BE USED TO PRIME SYSTEM AND AS A MEANS OF INITIATING LUBE CYCLES IN ADDITION TO THOSE PROGRAMMED BY TIMER.

**WIRING DIAGRAM**



## TROUBLE SHOOTING

### (1) TIMER NOT OPERATING:

- (a) Timer Bat (–) connection is not on grounded member.
- (b) Timer Bat (+) connection not on circuit continuously connected to Bat (+) terminal during operation of vehicle.
- (c) Fuse blown on power connection to IGN SW terminal on timer, or wire is otherwise damaged.
- (d) Loose wire connections at any of the timer terminals.

### (2) TIMER STAYS TIMED OUT:

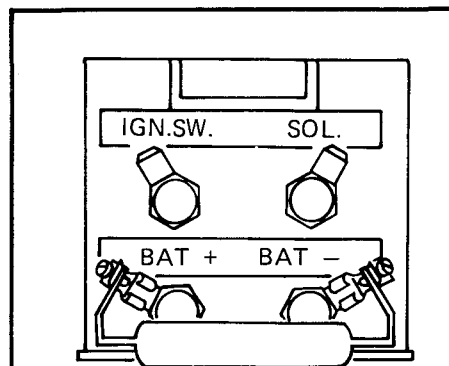
- (a) Commutation failure in timer caused by damaged component.
- (b) Output relay contacts welded shut caused by extended short to ground.
- (c) Air solenoid valve connected to IGN SW terminal of timer instead of terminal marked SOL.

### (3) TIMER TURNS ON AT INTERVALS TWO (2) TO TEN (10) TIMES MORE OFTEN THAN SET TIME INTERVAL:

- (a) Electrical noise is being introduced into the power supply to the timer overcoming suppressor capacitor causing uncontrolled turn-on of its output relay.

### (4) TIMER TURNS ON AT INTERVALS FASTER THAN ALLOWABLE TOLERANCES OF SETTINGS:

- (a) Timer out of adjustment or damaged component.



### IMPORTANT

In some instances, electrical noise may be generated into vehicle electrical system which may cause timer to turn on at random intervals independent of timer setting. In such instances, a 250 to 1,000 MFD capacitor rated 150 to 350 Volts DC should be added across BAT (+) and BAT (–) terminals to suppress this noise and improve timer performance.

### **RETAIN THIS INFORMATION FOR FUTURE REFERENCE**

When ordering replacement parts, list: Part Number, Description, Model Number, and Series Letter.

LINCOLN provides a Distributor Network that stocks equipment and replacement parts.

A list of Authorized Service Departments will be furnished upon request.