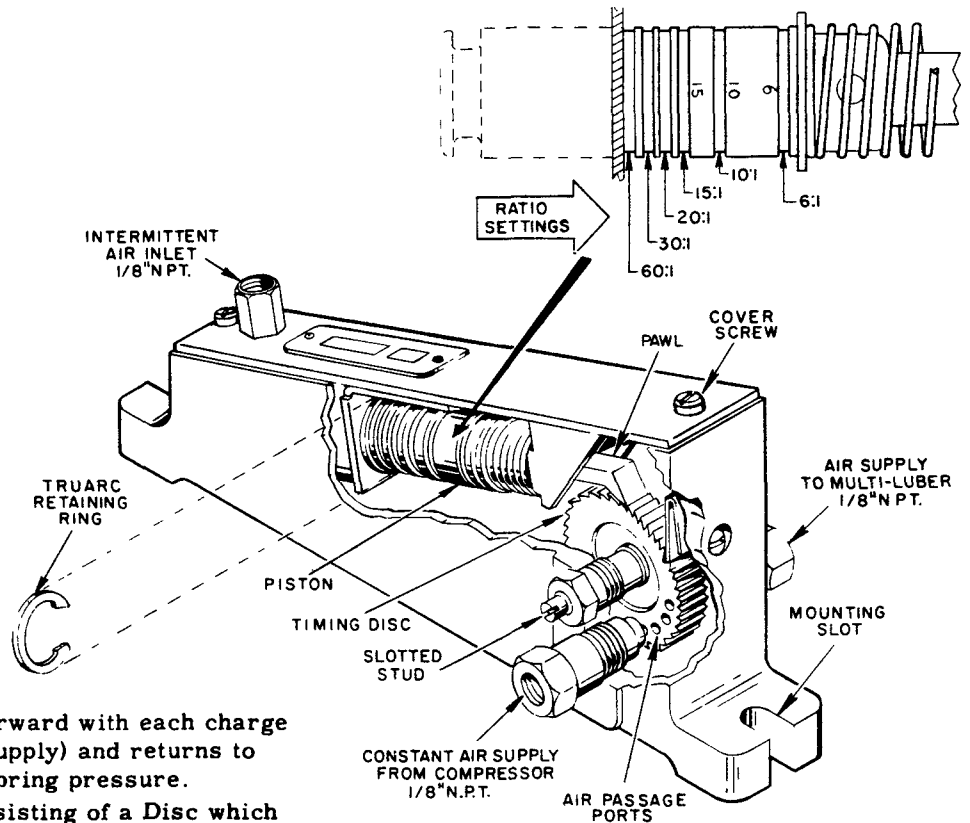


**13345  
RESTRICTOR.**  
INSTALL IN AIR  
SUPPLY LINE  
WHERE LINE CONNECTS  
TO COMPRESSOR

The Air Cycle Timer is an air-operated mechanism designed primarily for use with Multi-Luber installations on buses, trucks and trailers where it is desired to control the frequency of the lubrication cycles. It can be used with one Multi-Luber or a maximum of five.

The Cycle Timer consists of two separate mechanisms:

- 1 - A Piston which moves forward with each charge of air (intermittent air supply) and returns to its original position by spring pressure.
- 2 - A timing mechanism consisting of a Disc which is rotated by the forward motion of the Piston.



## INSTALLATION

Two slots are provided in the base of the Cycle Timer for mounting. Three air line connections 1/8" N.P.T. are to be made to the Timer.

- 1 - A constant air supply to the inlet, marked "IN" on the Timer housing.
- 2 - Air outlet, directly opposite the inlet, is connected to the Multi-Luber Unit.
- 3 - The remaining port is connected to the intermittent air supply. On bus, truck or trailer installations, air is taken directly from the air compressor which supplies the constant air inlet and a solenoid valve. The solenoid valve is controlled by each brake application, and supplies an intermittent supply of air to the Cycle Timer.

## IMPORTANT - SAFETY PRECAUTION.

A 13345 Restrictor is required on a bus, truck or trailer installation to insure proper brake operation should a leak or break develop in the air supply line by restricting the amount of air which may escape while still allowing sufficient air to operate the Cycle Timer and Multi-Luber. This Restrictor should be installed where the air supply line connects to the compressor.

## OPERATION

The Timing Disc contains 60 teeth which are engaged by the Pawl on the Piston each time the Piston moves forward, thus rotating the Disc a specific number of teeth. The number of teeth which are moved is variable and can be set for 1, 2, 3, 4, 6 or 10 teeth, obtaining the following ratios: 60:1, 30:1, 20:1, 15:1, 10:1 and 6:1. The Disc has a series of holes or air passage ports in it. As the Disc is completing a full revolution, the air passage ports in the Disc align with inlet and outlet ports of the Timer, permitting constant air supply to pass through to operate the Multi-Luber, thereby obtaining a lubrication cycle.

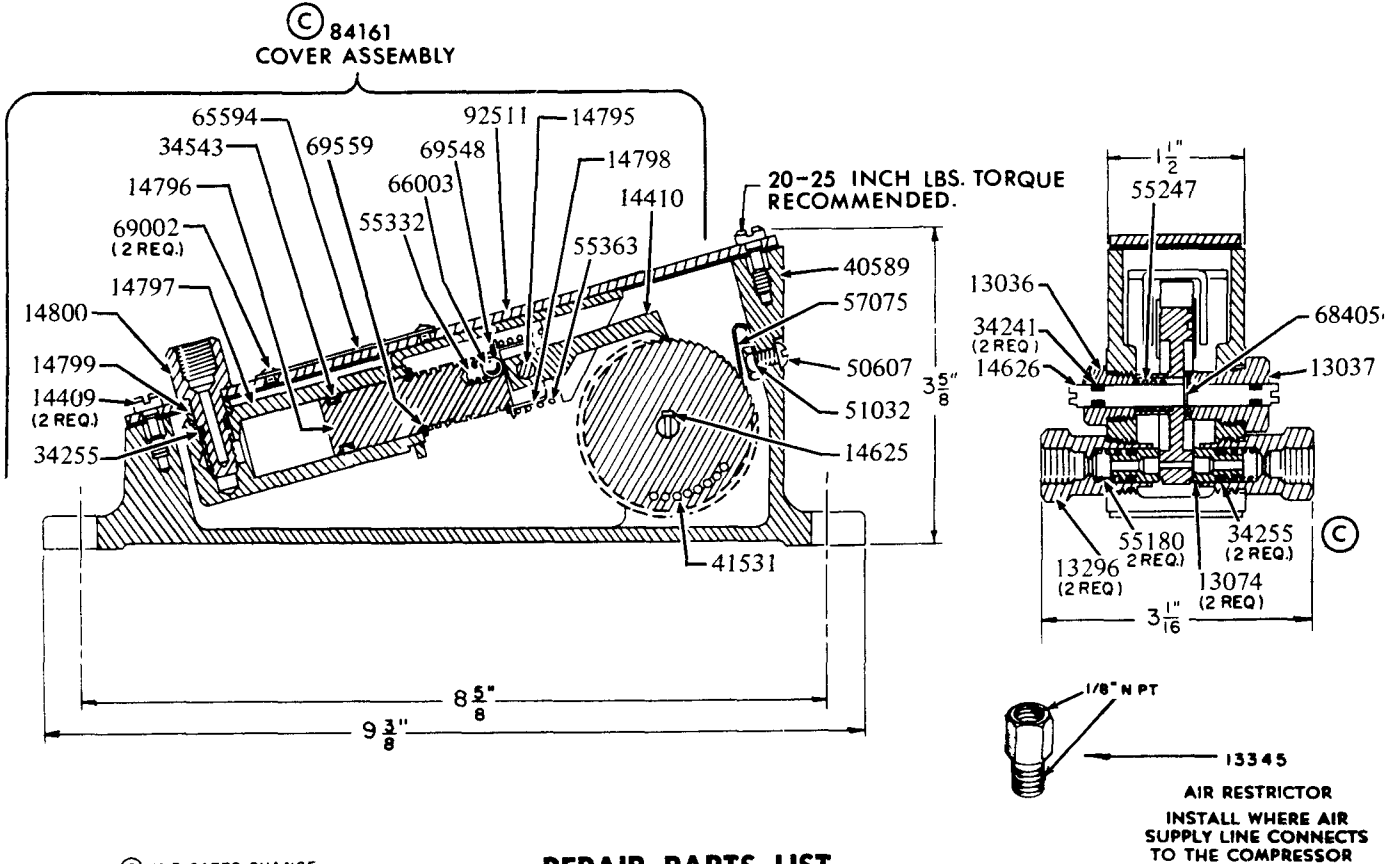
## TO SET TIMER RATIO

The Unit is pre-set at the factory for a 10:1 ratio. If another ratio is desired, the Timer will have to be reset.

- 1 - Remove the two screws that hold the cover in place and lift off the cover. (The Piston Mechanism is fastened to the cover).
- 2 - Insert a screwdriver behind the Pawl and move Piston forward. Remove the Tru-Arc retaining ring from Piston and insert into groove marked with the desired ratio.
- 3 - Replace cover.

## TO OPERATE CYCLE TIMER MANUALLY

The Cycle Timer can be operated manually for checking operation of the Multi-Luber. A slotted stud is located on the sides of the unit directly above the constant air supply inlet and outlet. By inserting a screwdriver in the slot, the Timing Disc can be rotated until the Multi-Luber cycles (holes in Timing Disc align with the air inlet and air outlet ports).



© INDICATES CHANGE

## REPAIR PARTS LIST

PART NO.	DESCRIPTION	PART NO.	DESCRIPTION	PART NO.	DESCRIPTION
13036	Spring Housing	14798	Sleeve	55247	Spring
13037	Disc Spacer	14799	Spacer	55332	Spring
13074	Air Check	14800	Air Cylinder Adapter	55363	Spring
13296	Adapter	34241	O-Ring	57075	Pawl Spring
13345	Restrictor	34255	O-Ring	65594	Name Plate
14409	Screw	34543	"U" Cup Packing	66003	Ball
14410	Pawl	40589	Housing	68405	Retaining Ring
14625	Key	41531	Disc	69002	Screw
14626	Axle Shaft	50607	Screw	69548	Retaining Ring
14795	Pin	51032	Nut	69559	Retaining Ring
14796	Piston	55180	Spring	84161	Cover Assembly
14797	Air Cylinder			92511	Cover

### RETAIN THIS INFORMATION FOR FUTURE REFERENCE

When ordering Replacement Parts, List Part Numbers, Description, Model Number, and Series Letter.  
 LINCOLN ST. LOUIS Provides a Distributor network that stocks Equipment and Replacement Parts.  
 Repairs by Authorized Service Depts. List furnished upon request.