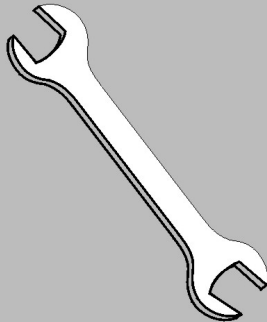


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# Kit Instruction— K28 0013



# Please Read

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## References to Yellow Troubleshooting Pages

This manual may contain references to "yellow pages." Although the pages containing troubleshooting procedures are no longer printed on yellow paper, troubleshooting instructions, if any, will be contained in the easily located "Troubleshooting" chapter or section. See the table of contents.

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## Comments and Suggestions

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INSTALLATION - SEAL VACUUM PUMP KIT K28-0013

The kit is designed to fully deflate the door seal before the door can be opened. There is a 7.5 second delay, while a vacuum pump evacuates the air from the seals.

PREPARATION FOR INSTALLATION

1. Disconnect air line "A" (See Fig. 1 & 2).
  - a. Disconnect at door gasket connecting "tee", if equipped with a quick release valve at connecting "tee" remove.
2. For machines equipped with Autospot.
  - a. Disconnect air line "E" (See Fig. 1).
  - b. Add 1/4" close nipple and "tee" reconnect line "E" (See Fig. 3).
3. For machines not equipped with autospot.
  - a. Remove plug from "tee" attached to valve box (See Fig. 2).
  - b. Replace with 15/16" straight fitting.

INSTALLATION - SEAL VACUUM PUMP BOX

1. The 6" x 4" control box assembly is mounted on the side of the upper left cross brace (as far to the front of the machine as possible). Drill two holes in the cross brace. Then attach the control box using items 14, 15, 16, and 17.

PNEUMATIC INSTALLATION - (See Fig. 3)

1. Connect 5/16" air line "D" to deflator supply valve. Route air line to valve box and connect at "tee" or straight fitting added during preparation for seal vacuum pump.
2. Route disconnected 1/4" air line "A" to "tee" at deflator enabler.
3. Connect 5/16" air line "B" to "tee" at deflator enabler. Route to connecting "tee" for door gaskets.

WIRING

1. Attach the cable from the seal vacuum pump box to the lower rear of the electrical control box using the appropriate knock out.
2. You will have seven wires plus ground. Connect numbered wires as shown on wiring diagram W75014 and W75014C. They will correspond with numbers in the seal vacuum pump kit. (If you have a 34 multi-conductor cable see instructions for coordinating wire number with colors - See Reverse.)
3. Disconnect Wire No. 58 from the bottom of the control box terminal strip. Connect Wire No. 58 from the seal vacuum pump instead.
4. Wire No. 58 that was removed, butt onto Wire No. 302 from seal vacuum pump box.
5. Wire No. 48 from seal vacuum pump box not shown on W75014C will be connected to the coil on the speed relay.
6. Wire No. 301 shown on W75014C - disregard, it is in the new circuit.

## INSTRUCTIONS FOR 34 MULTI-CONDUCTOR CABLE FOR

USE ON SEAL VACUUM PUMP KIT K28-0013

8 WIRES - INCLUDES  
GROUND

WIRES TO BE COORDINATED WITH COLOR CODES.

<u>WIRE</u>	<u>COLOR CODE</u>
11	RED/GREEN
36	RED/WHITE
1	GREEN/BLACK
46	WHITE/BLACK
58	ORANGE/RED
48	WHITE/RED
302	BLACK/RED

THE YELLOW/GREEN WIRE IS THE GROUND.

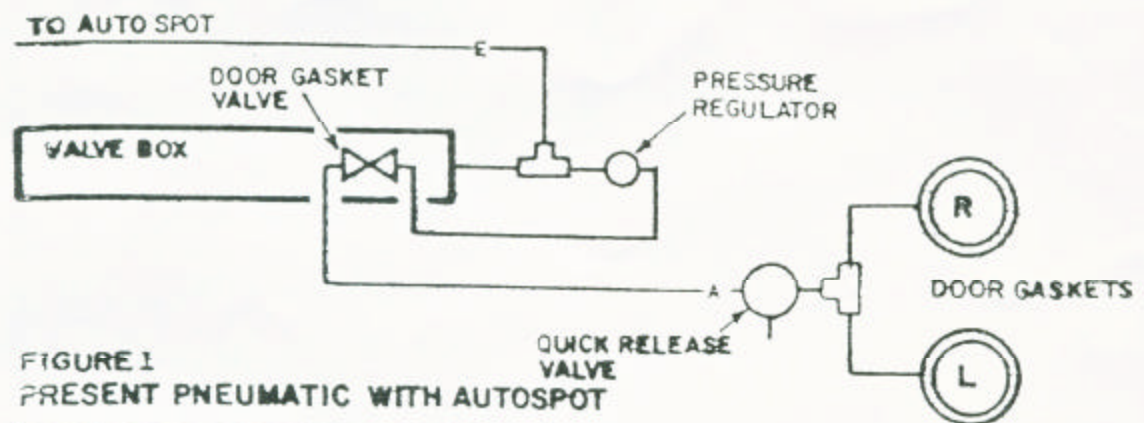


FIGURE 1  
PRESENT PNEUMATIC WITH AUTOSPOT

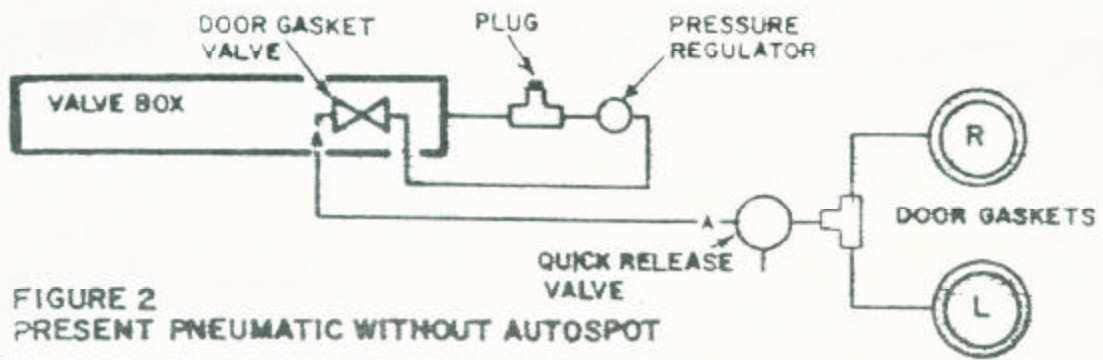


FIGURE 2  
PRESENT PNEUMATIC WITHOUT AUTOSPOT

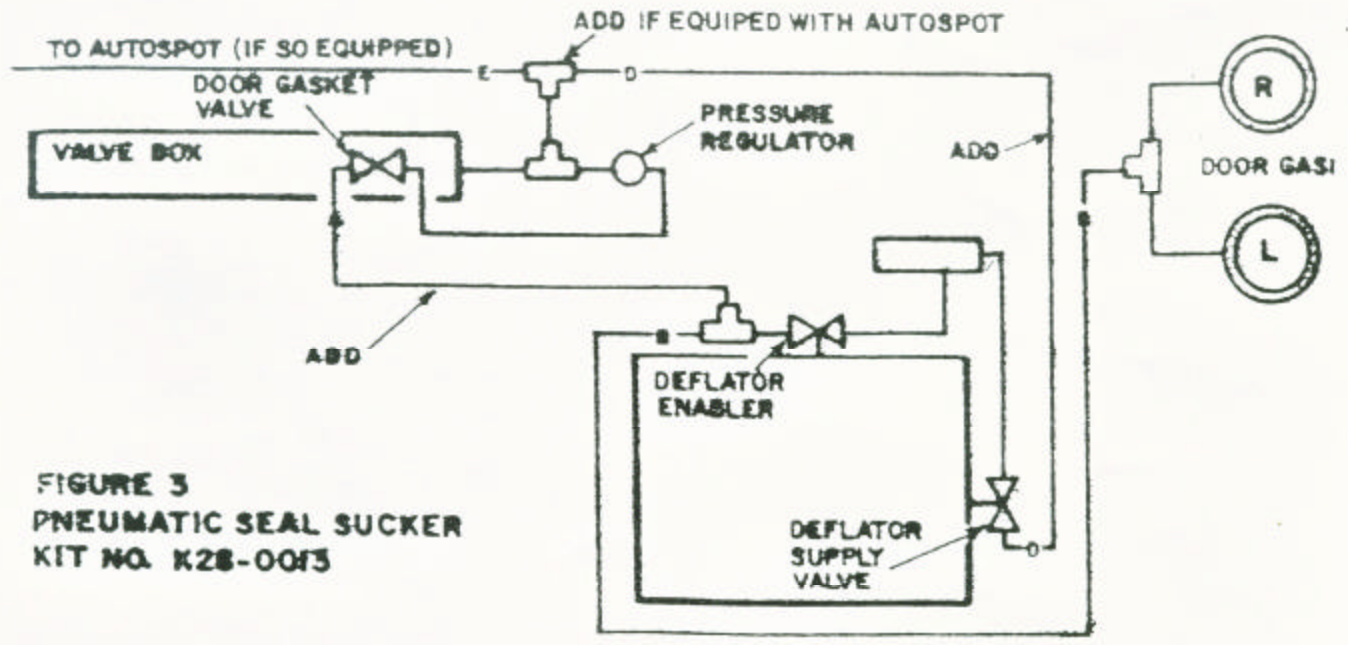


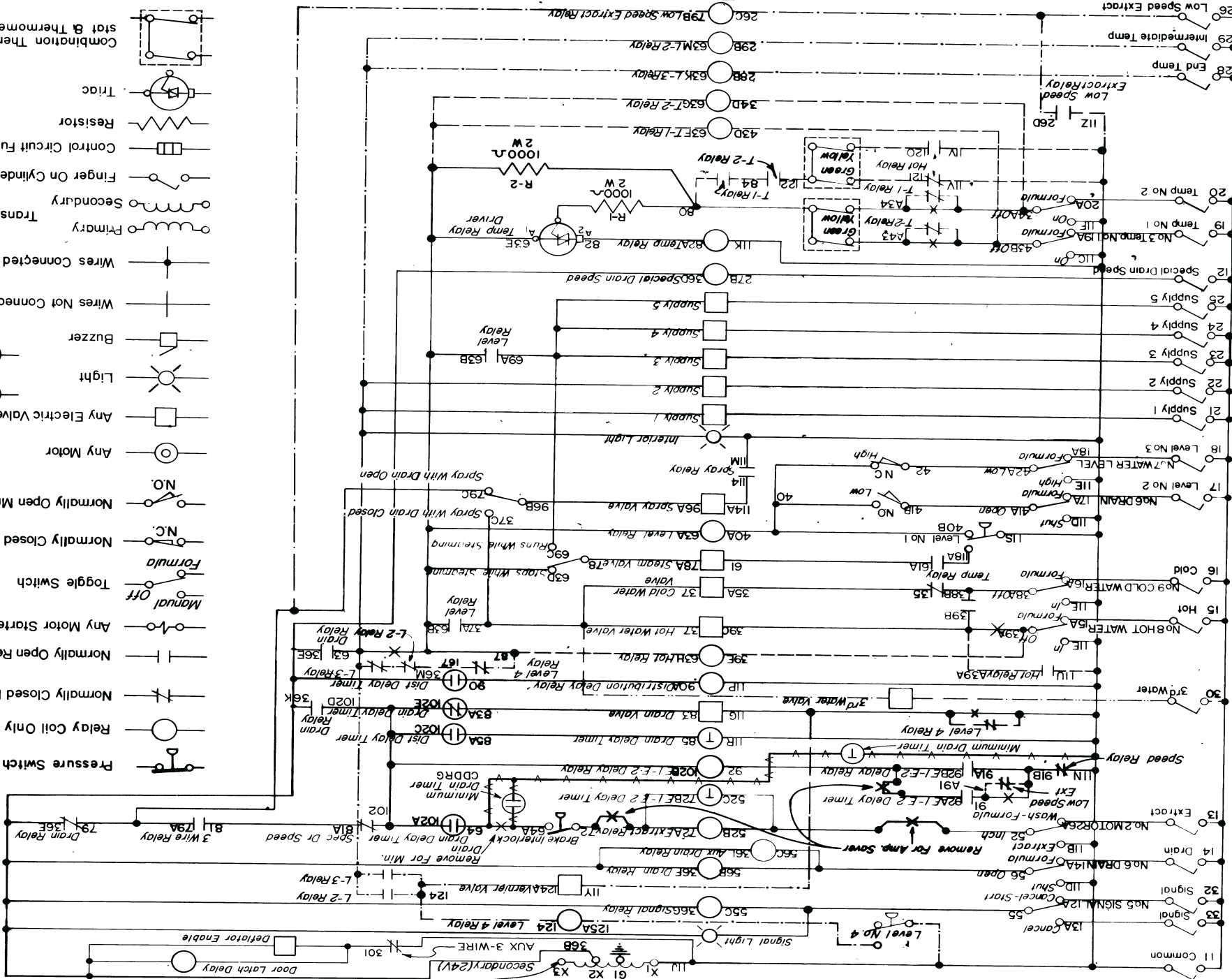
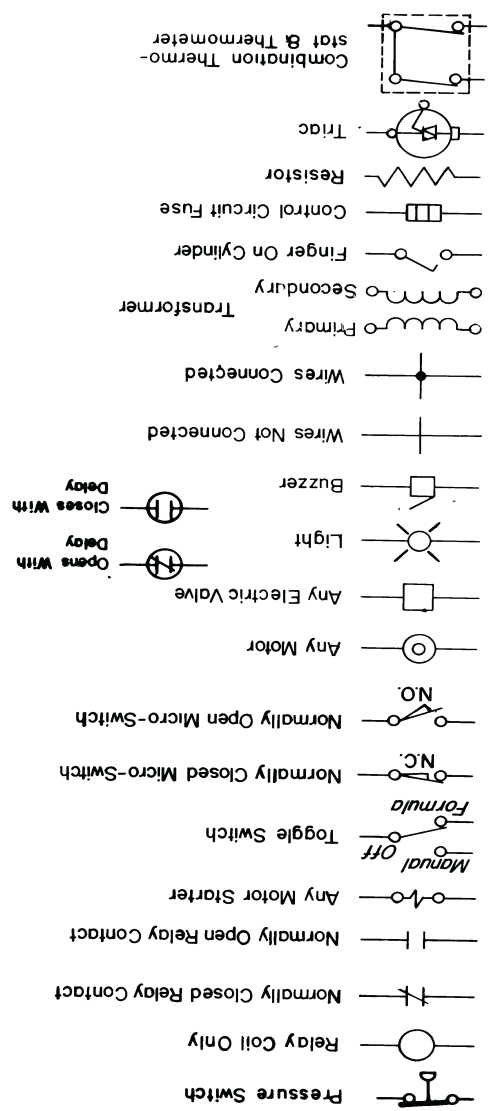
FIGURE 3  
PNEUMATIC SEAL SUCKER  
KIT NO. K28-0013

# W 75014 MODEL N23 CONTROL 3 PHASE 240 V 6036, 6044, 7244 RAPID LOAD HYDRO-CUSHION PELLERIN MILNOR CORP

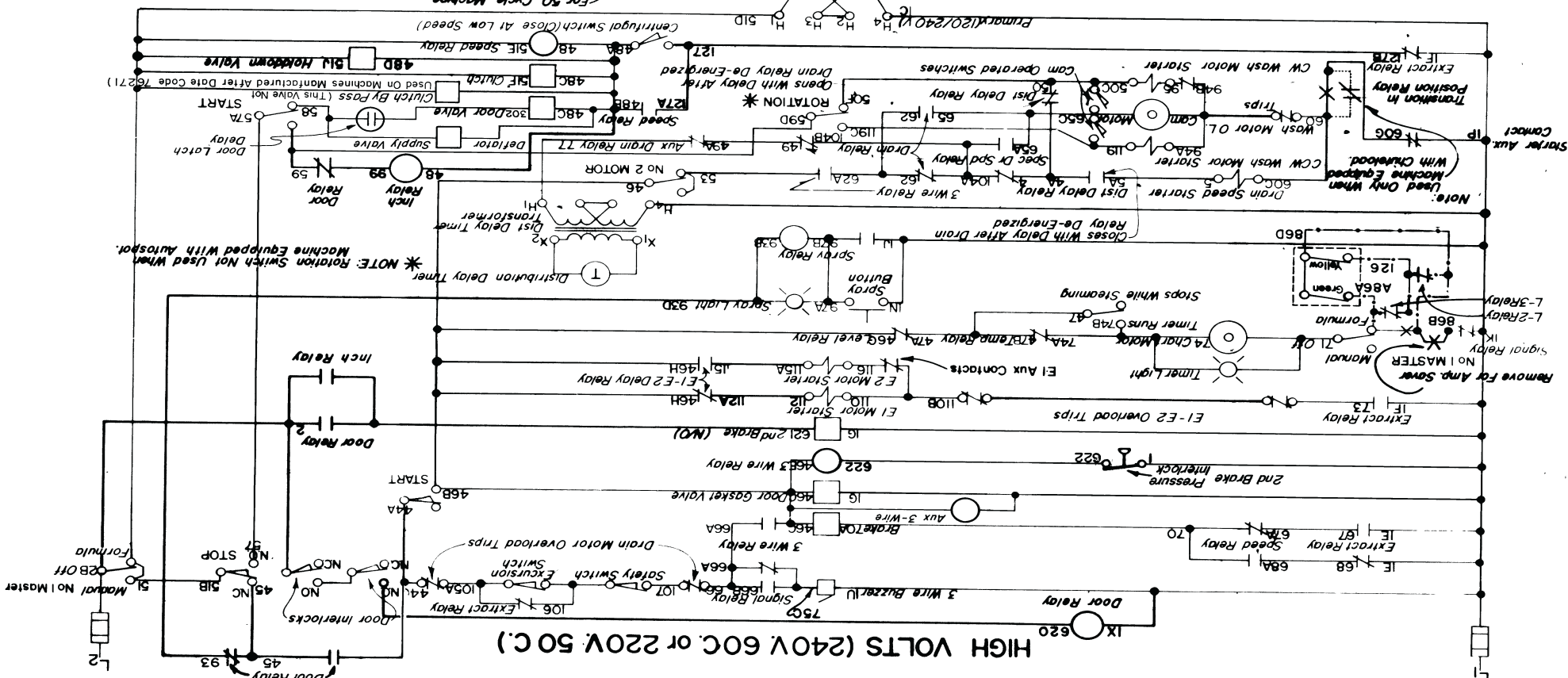
BFA LU 23005

W75014  
81481F

- Standard Wiring Diagram (W75014C)
- 3rd & 4th Temps (BW1032CA)
- Dual Temp Overflow - Low Speed Extract (W75014CB)
- Optional Third Water (BW71032CC)
- Minimum Drain Time
- 23 Finger Mitrol (W74024M8)



## LOW VOLTS (24V 60C. or 24V 50C.)



## POWER CIRCUIT (MOTORS)

