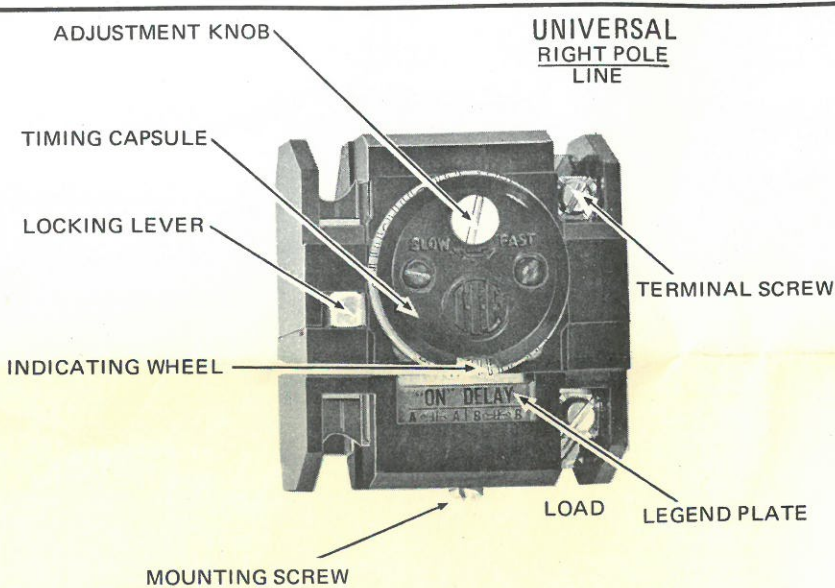
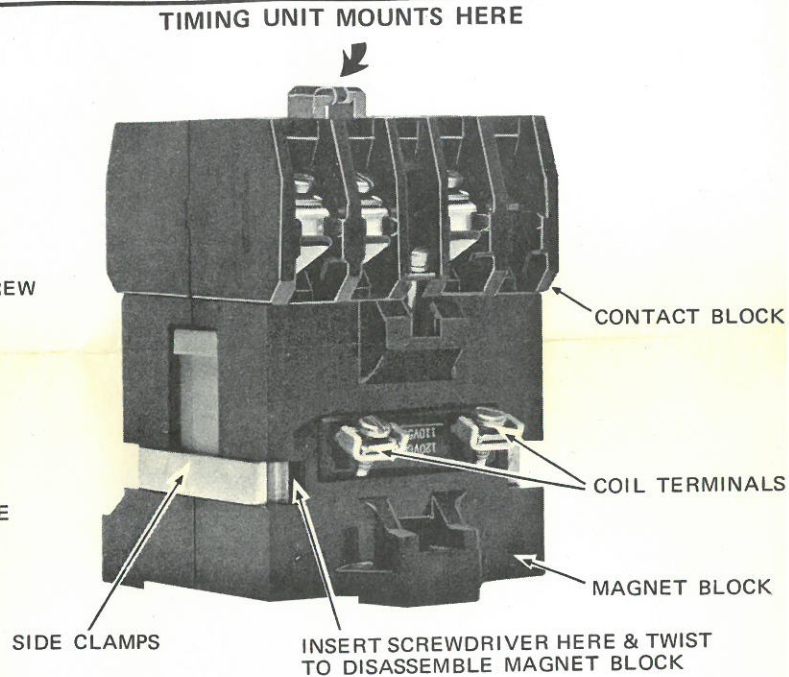


# INSTRUCTION BULLETIN

## CLASS J20 PNEUMATIC TIMING UNIT



PNEUMATIC TIMING UNIT



INDUSTRIAL CONTROL RELAY

### A. ADDITION OF PNEUMATIC TIMING UNIT TO INDUSTRIAL CONTROL RELAY

1. MOUNT PNEUMATIC TIMING UNIT ON TOP OF INDUSTRIAL CONTROL RELAY (8 INSTANTANEOUS POLES MAX.).
2. TIGHTEN TWO (2) MOUNTING SCREWS SECURELY.
3. SELECT "ON" OR "OFF" DELAY AS REQUIRED. (SEE INSTRUCTIONS "D")

### B. WIRING INSTRUCTIONS

EACH TIMING UNIT CONTAINS ONE (1) OR TWO (2) TIMED UNIVERSAL POLES. THE LEFT POLE IS OMITTED ON THE SINGLE POLE TIMER. TERMINALS A & B OF EACH SIDE MUST BE THE SAME POLARITY. ON TWO (2) POLE UNITS OPPOSITE POLARITY MAY BE APPLIED BETWEEN RIGHT AND LEFT TERMINALS: (CHECK "LEGEND PLATE" TO DETERMINE N.O. & N.C. POSITIONS OF ALL TERMINALS).

### C. TIME ADJUSTMENT

FACTORY SETTING 5 - 20 SEC. DELAY. TO INCREASE TIME DELAY TURN ADJUSTMENT KNOB CLOCKWISE (ARROW ON DIAL CAP INDICATES "SLOW"). MAX. DELAY WILL OCCUR BETWEEN FACTORY SETTING AND POSITION "11". TO DECREASE TIME DELAY TURN KNOB COUNTER-CLOCKWISE (ARROW INDICATES FAST). MINIMUM TIME DELAY WILL OCCUR UP TO ONE (1) TURN PAST "0" IN THE "FAST" DIRECTION.

### D. CHANGING FROM "OFF DELAY" TO "ON DELAY" OR VICE VERSA

1. DEPRESS LOCKING LEVER AND SLIDE TIMING CAPSULE TO THE REQUIRED POSITION.
2. RELEASE LOCKING LEVER. (BE SURE IT SNAPS IN PLACE).
3. CHECK CIRCUIT FOR PROPER CONTACT ARRANGEMENT (NORMALLY OPEN OR NORMALLY CLOSED CONTACTS).