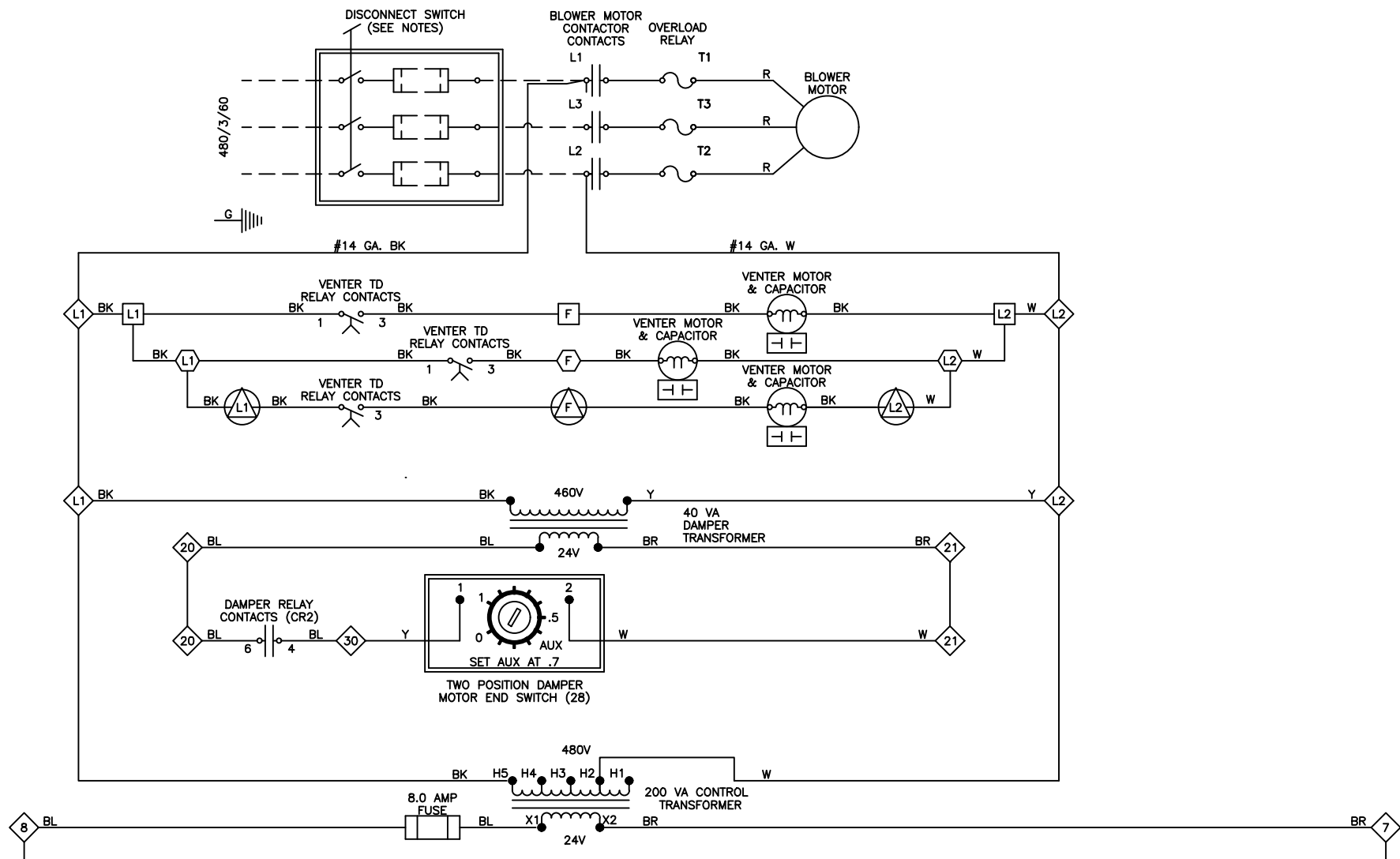


MODEL RPBL



L2 (W)	L2 (W)	L2 (W)
L1 (BK)	L1 (BK)	L1 (BK)
93 (O)	93 (O)	93 (O)
90 (Y)	91 (Y)	92 (Y)
14 (PR)	14 (PR)	14 (PR)
10 (R)	7 (BR)	7 (BR)
8 (BL)		
7 (BR)		

UNIT CONNECTING WIRING



L1 31	L1 90	L1 91	L1 41
L2 34	L2 91	L2 92	L2 42
5 49	F 93	F 93	F 92
6 90	1	1	1 93
7 93	2	2	2 94
8	4	4	4
10	7	7	7
14	8	11	11
20	10	14	14
21	11		
29	14		
30			

UNIT TERMINALS

- FACTORY WIRING
- FIELD WIRING
- - - - - OPTIONAL FACTORY WIRING
- - - - - OPTIONAL FIELD WIRING

WIRING CODE
 BLACK - BK
 BROWN - BR
 RED - R
 ORANGE - O
 YELLOW - Y
 GREEN - G
 BLUE - BL
 PURPLE - PR
 WHITE - W
 WHITE/GRAY - W/GY
 WHITE/YELLOW - W/Y
 WHITE/BLUE - W/BL

- BLOWER COMPARTMENT
- UNIT #1
- UNIT #2
- UNIT #3

TOTAL WIRE LENGTH	FIELD CONTROL WIRING MINIMUM RECOMMENDED WIRE SIZE
150 FEET	#18 GA.
250 FEET	#16 GA.
350 FEET	#14 GA.

- OPERATING SEQUENCE**
- TURN ON POWER AND MANUAL GAS VALVE TO UNIT.
 - IF OPTIONAL SMOKE DETECTOR SENSES SMOKE, THE UNIT IS SHUTDOWN.
 - SET THERMOSTAT AT DESIRED TEMPERATURE.
 - OPENING OUTSIDE AIR DAMPERS.
 - DAMPER END SWITCH CLOSES, ENERGIZING BLOWER MOTOR.
 - FIRING RATE IS CONTROLLED BY THE THERMOSTAT.
 - SET THERMOSTAT AT LOWEST TEMPERATURE FOR SHUTDOWN.
 - BLOWER MOTOR REMAINS ON AND DAMPER OPEN AS DETERMINED BY FAN TIME DELAY.

- FIRING SEQUENCE: (OCCURS ON EACH UNIT ON A CALL FOR HEAT)**
- ON A CALL FOR HEAT BY THE LOW STAGE OF THERMOSTAT.
 - THE VENTER MOTOR IS ENERGIZED AFTER A 15 SECOND (APPROX.) TIME DELAY.
 - VENTER FLOW SWITCH SWITCHES FROM N.C. TO N.O. CONTACTS ENERGIZING THE PILOT GAS VALVE AND SPARK GAP TO PRODUCE A PILOT FLAME ON EACH OPERATING CYCLE. THE SENSING PROBE PROVES THE PRESENCE OF THE PILOT FLAME AND ENERGIZES THE SAFETY SWITCH PORTION OF THE CONTROL. THE SWITCH ACTION DE-ENERGIZES THE SPARK GAP AND ENERGIZES THE MAIN VALVE. THE MAIN GAS IGNITES AND UNIT FIRES AT LOW RATE.
 - ON A CALL FOR HEAT BY THE HIGH STAGE OF THE THERMOSTAT, THE UNIT FIRES AT FULL RATE.
 - IF THE FLAME IS EXTINGUISHED DURING MAIN BURNER OPERATION, THE SAFETY SWITCH CLOSES THE MAIN VALVE AND RECYCLES THE SPARK GAP.

ON UNITS EQUIPPED WITH LOCKOUT CONTROL, IF PILOT IS NOT ESTABLISHED WITHIN 120 SEC. THE UNIT LOCKS OUT FOR ONE HOUR, UNLESS IT IS RESET BY INTERRUPTING POWER TO THE CONTROL CIRCUIT. (SEE LIGHTING INSTRUCTIONS)

NOTE

- THE FOLLOWING CONTROLS ARE SUPPLIED BY REZNOR FOR FIELD INSTALLATION: NONE
- THE FOLLOWING CONTROLS ARE SUPPLIED AS OPTIONAL EQUIPMENT: SMOKE DETECTOR
- DOTTED WIRING AND THE FOLLOWING CONTROLS ARE SUPPLIED AND INSTALLED BY OTHERS: NONE
- CAUTION: IF ANY OF THE ORIGINAL WIRE AS SUPPLIED WITH THE APPLIANCE MUST BE REPLACED, IT MUST BE REPLACED WITH WIRING MATERIAL HAVING A TEMPERATURE RATING OF AT LEAST 105 DEGREES C. EXCEPT FOR COMBUSTION DAMPER END SWITCH, MANIFOLD PRESSURE SWITCH OR SENSOR LEAD WIRE WHICH MUST BE 150 DEGREES C.
- LINE AND BLOWER MOTOR BRANCH CIRCUIT WIRE SIZES SHOULD BE OF A SIZE TO PREVENT VOLTAGE DROP BEYOND FIVE PERCENT OF SUPPLY LINE VOLTAGE.
- USE #18 GA. WIRE FOR CONTROL WIRING ON UNIT UNLESS OTHERWISE NOTED.
- USE #14 GA. WIRE FOR LINE AND MOTOR WIRING ON UNIT. (7-1/2 HP OR LESS)
- USE #12 GA. WIRE FOR LINE AND MOTOR WIRING ON UNIT. (10 HP.)
- USE #10 GA. WIRE FOR LINE AND MOTOR WIRING ON UNIT. (15 - 20 HP.)
- WHEN PROVIDING OR REPLACING FUSES IN THE FUSIBLE DISCONNECT SWITCH USE DUAL ELEMENTS TIME DELAY FUSES AND SIZE ACCORDING TO 1.25 TIMES THE MAXIMUM TOTAL INPUT AMPS.
- DISCONNECT SWITCH IS FIELD FURNISHED OR AVAILABLE FROM FACTORY AS AN OPTION.
- THE LINE SIDE OF THE DISCONNECT SWITCH MUST BE CONNECTED TO THE INCOMING POWER SUPPLY SUCH THAT THE VOLTAGE BETWEEN TERMINAL L1 AND GROUND IS THE GREATER VALUE.

