CAUTION: DISCONNECT ELECTRIC CURRENT BEFORE SERVICING

NOTE:
DASHED LINES INDICATE CIRCUITS THAT ARE NOT IN ALL MODELS.

WIRING CODES
- Plug-in timer
- Quick disconnect terminal
- Connection
- No connection
- Motor switch
- Splice
- Motor protector
- Chassis (cabinet) ground
- Screw terminal
- Harness connector terminal
- Insulated terminal

WIRE SPECIFICATIONS

<table>
<thead>
<tr>
<th>CODE</th>
<th>WIRE GAUGE</th>
<th>INSULATION MATERIAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>18P</td>
<td>18</td>
<td>105°C PVC [PO:V,W,Y,CHLORIDE]</td>
</tr>
<tr>
<td>14P</td>
<td>14</td>
<td>125°C X-LINK</td>
</tr>
</tbody>
</table>

NOTE: ALL UNSPECIFIED WIRE CODES ARE 18P.

NOTES:
1. ALL WIRING MUST CONFORM TO LOCAL ELECTRICAL CODES.
2. CONNECT DRYER TO A 30 AMPERE INDIVIDUAL BRANCH CIRCUIT.
3. TIMER SHOWN IN OFF POSITION. DOOR SWITCH CLOSED, MOTOR AT REST, & THERMOSTAT CLOSED.

CYCLES

<table>
<thead>
<tr>
<th>CIRCUIT</th>
<th>AUTO DRY</th>
<th>OFF</th>
<th>TIMED DRY (MIN)</th>
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</thead>
<tbody>
<tr>
<td>TIMER</td>
<td>31.7</td>
<td>15</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>105.3 90 75 60 45 30 15 0</td>
</tr>
<tr>
<td>HEATER</td>
<td>B-A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MOTOR</td>
<td>B-C</td>
<td></td>
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</tr>
</tbody>
</table>

BAR CHART TO THE LEFT REPRESENTS ONE COMPLETE REVOLUTION OF TIMER SHAFT.
SHADIED PORTION OF BAR CHART INDICATES THE PROPORTIONAL TIMES THAT INTERNAL TIMER CONTACTS ARE CLOSED.