

**MAYTAG**

Maytag  
Customer Service

**Jenn-Air**

**Dryer  
Service Manual**

16007668  
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# **SAFETY PRECAUTIONS**

**THIS MANUAL, AS WELL AS THE INFORMATION CONTAINED IN IT, IS TO BE USED ONLY BY A MAYTAG AUTHORIZED SERVICE TECHNICIAN FAMILIAR WITH AND KNOWLEDGEABLE OF PROPER SAFETY AND SERVICING PROCEDURES AND POSSESSING HIGH QUALITY TESTING EQUIPMENT ASSOCIATED WITH MICROWAVE, GAS, AND ELECTRICAL APPLIANCE REPAIR.**

**ALL INDIVIDUALS WHO ATTEMPT REPAIRS BY IMPROPER MEANS OR ADJUSTMENTS, SUBJECT THEMSELVES AND OTHERS TO THE RISK OF SERIOUS OR FATAL INJURY.**

***USE ONLY GENUINE MAYTAG APPROVED FACTORY REPLACEMENT COMPONENTS.***

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# INTRODUCTION

The information presented in this manual applies to the 27" negative pressure dryer, both electric and gas models.

No distinction has been made between the gas and electric models as long as the components and/or service procedures are common to both. However, anything of a unique nature between these models has been detailed and labeled as such in the manual.

Since the dryer was designed to utilize the modular concept of assembly, the same approach was taken in the preparation of this manual whenever possible.

The manual is printed in a loose format and is divided into sections relating to a general group of components and/or service procedures. Each section is further subdivided to describe a particular component or service procedure.

The subdividing of the subject matter plus the loose leaf form will facilitate the updating of the manual as new or revised components are added or new models are introduced.

Each page of the manual will be identified in the lower right-hand corner, and as new or revised pages are published, the manual can easily be updated by following the filing instructions on the cover letter of the supplement.

The service manual is a valuable tool and care should be taken to keep it up to date by prompt and proper filing of subsequent pages as they are used.

## MODELS COVERED IN THIS MANUAL:

<b>JDE1000</b>	<b>JDG1000</b>
<b>JDE2000</b>	<b>JDG2000</b>
<b>JDE3000</b>	<b>JDG3000</b>



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# SAFETY NOTES

This manual is designed and intended for the experienced service technician; one who possesses a level of mechanical and electrical knowledge commonly recognized as acceptable in the appliance service field and who is familiar with the construction and operation of Maytag serviced products. Maytag and/or the product manufacturer assume no liability for the use or interpretation of this service manual by any other persons.

To reduce the possibility of personal injury and/or property damage, it is necessary to observe certain safety precautions during the servicing of electrical or gas model dryers. The following are some, but not necessarily all, of the precautions which should be followed:

1. Disconnect electrical supply before servicing machine.
2. If electricity is required for a test; first, make any connections or adjustments required for the test; second, reconnect the electrical supply; third, perform the test. If additional service is required, disconnect the electrical supply before continuing.
3. On base model dryers, do not disturb a gas carrying component or connection until the gas supply to the dryer is shut off. Following the repair, make certain all gas connections are properly secured by testing for gas leaks with a bubble of soap solution.

**WARNING: DO NOT use a flame to test for gas leaks.**

4. Never attempt to bypass or otherwise interfere with the proper operation of any device engineered into the product.
5. Ground wires, usually green in color, should never be used as current carrying conductors.
6. Use only authorized factory replacement parts.
7. Prior to reconnecting the electrical supply to the dryer after servicing, ensure that:
  - All electrical connections within the dryer are correctly and securely attached.
  - All electrical leads are properly protected from sharp edges, high temperature components and moving parts.

- Any uninsulated current carrying metal parts have adequate spacing from all non-current carrying metal parts.
  - All electrical grounds, both internal and external to the dryer, are re-established and securely connected.
8. Following the servicing and prior to operating the dryer, properly and securely reassemble all panels.

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# SPECIFICATIONS

## DIMENSIONS

Height  
Width  
Depth  
Door Clearance Required

## ALL MODELS

43"  
27"  
27"  
50"

## ELECTRICAL

Power Supply  
Motor  
Heating Element  
Circuit  
Fuse Size

## ELECTRIC MODEL

240V  
420W  
4750W  
No. 10 AWG Copper  
30A

## GAS MODEL

120V  
420W  
  
No. 12 AWG Copper  
15A

## GAS REQUIREMENTS

Rated Input  
Type  
Inlet Size  
Ignition Type

## GAS MODEL

18,000 BTU/Hr.  
Natural  
3/8" - 18 N.S.  
Intermittent

## MISCELLANEOUS

Air Flow  
Cylinder Rotation  
Cylinder Volume  
Clothes Capacity

## ALL MODELS

175 C.F.M.  
49 R.P.M.  
7 C.F.  
22 LBS.

## COMPONENT FINISH

Top Assembly  
Cabinet Assembly  
Front Panel  
Cylinder Assembly

## ALL MODELS

Enameled Steel  
Enameled Steel  
Enameled Steel  
Primered Steel

## SPECIAL TOOLS REQUIRED

No. T-10 Torx Bit  
No. T-15 Torx Bit  
No. T-20 Torx Bit



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## SECTION 1. INSTALLATION

### IMPORTANT

*For consumer safety and the proper operation of this dryer, it must be installed in accordance with all the installation requirements.*

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## INSTALLATION REQUIREMENTS

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### Dryer Location (All Models)

The dryer is designed so that it can be installed in any location in the home. The dryer may even be installed in an unheated indoor location, such as a garage or utility building.

**NOTE: With models having automatic dry cycles, the time dry setting should be used when room temperature drops below 50 degrees F., as the automatic cycle may not shut off.**

**DO NOT install the dryer on a carpeted floor.**

**DO NOT install the dryer where it may be exposed to the weather.**

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### Dryer Location (Gas Models Only)

Gas model dryers must be installed to provide a minimum 19 inch clearance between the top of the dryer cabinet and any combustible construction. No clearances are required between the front, sides, back or the exhaust duct.

In ordinary installations, enough air will be available for proper operation of the gas burner. However, if the dryer is installed in a mobile home, a closet or tightly sealed room, provisions should be made for at least 18 inches of ventilation area. Air openings measuring a minimum 3 inch by 3 inch should be provided at the top and bottom of the closet door. Ordinarily, louvered doors will satisfy the ventilation requirements. Do not allow storage of any other materials to obstruct the ventilation openings.

**NOTE: No other fuel burning appliance should be installed in the same room or closet as the dryer.**

Flammable vapors such as those from spilled gasoline can be ignited by a clothes dryer, water heater or other non-sealed gas heating appliance. The National Fuel Code ANSIZ223 1-1980 requires that a gas appliance, when installed in a residential garage, be elevated so that the burner and the ignition device of the burner are a minimum of 18 inches above the floor. To satisfy this requirement, the dryer must be installed with the base at least 14 inches above the floor. In addition, the dryer must be located or protected to prevent damage from moving vehicles.

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### Gas Connection Requirements

The gas inlet connection at the rear of the gas model dryer is equipped with a 3/8 inch - 18 N.S. pipe thread. The supply line must be a 1/2 inch diameter, black rigid pipe (pipe diameter should be increased for runs longer than 20 feet). If

local codes permit, the dryer may be connected to the gas supply with approved semi-rigid metal tubing and listed connectors ***not over six (6) feet long***. An accessible shut off valve should be placed between the rigid pipe and the connector.

The installation must conform with local codes, or in the absence thereof, with the National Fuel Gas Code ANSI Z223 1-1980.

If the dryer is to be installed in a mobile home, a gas shut-off valve with a non-displaceable rotor must be installed in the gas supply piping. This valve must be located within the living space of the mobile home and within three (3) feet of the dryer.

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### Electrical Requirements (Gas Models)

The dryer is designed for 120 volt, 60 Hz AC current and will not operate on direct current or 50 Hz supplies.

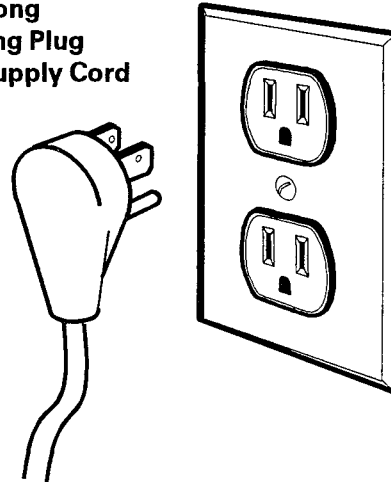
It is recommended that a separate circuit be provided for the main entrance panel to the dryer receptacle by a qualified person in conformance with local codes. The circuit must be protected with a 15 amp time delay fuse or circuit breaker.

The dryer is equipped with a three-prong plug on the supply cord which must be plugged into a properly grounded three-hole wall receptacle.

**NOTE:** *The dryer, when installed, must be electrically grounded in accordance with local codes, or in the absence thereof, with the National Electric Code ANSI/NEPA No. 70-1981.*

Approved Grounding  
Type Wall Receptacle

Three Prong  
Grounding Plug  
Power Supply Cord



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### Electrical Requirements (Electric Models)

A separate circuit should be provided from the main service entrance panel (fuse box) to the dryer by a qualified person, in accordance with the National Electric Code and all local codes and ordinances. The circuit must be a three (3) or four (4) wire, 240 volt, 60 Hz, single phase, alternating current circuit. Each of the 120 volt line wires (line 1 and line 2) of this circuit must be protected by 30 amp time delay fuses or circuit breakers.

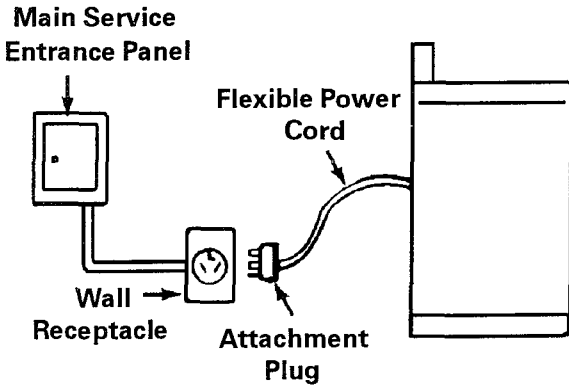
**NOTE:** *DO NOT fuse the neutral line or the ground line (if provided) of this circuit.*

All wires (including neutral and ground, if provided) of the dryer circuit must be No. 10 gauge copper wire for up to 40 foot lengths and No. 8 gauge copper wire for up to 60 foot lengths.

**NOTE:** *Never use a two wire cable with an uninsulated ground wire to connect the dryer.*

The **National Electric Code** requires all dryers to be installed with a means to

disconnect all ungrounded conductors wired to the dryer. Dryer installations using attachment plugs and receptacles (*see following figure*) satisfy this requirement. All other dryer installations must have a switch or circuit breaker located within sight of the dryer in order to satisfy this requirement.



Dryers installed in mobile homes must be connected with either 4 conductor and 3 pole, 4-wire grounding type plugs, or by type AC metal-clad cable enclosed in flexible metal conduit (*see Typical Electrical Connections in the Installation Instructions*).

Where permitted by local codes, a flexible power cord may be connected to the dryer. A receptacle should be installed in the separate circuit connected to the main service entrance panel for this type of installation (*see above figure*). Use only UL approved 10 gauge, 3 or 4 wire, flexible power cords. The attachment plug of the power cord and the receptacle to which it will be connected must have a minimum current rating of 30 amps and have matching configurations.

### Exhaust Requirements (All Models)

**All gas dryers must be vented outdoors.**

**Never exhaust into a chimney duct, gas vent, wall ceiling, attic, confined space or under a building.**

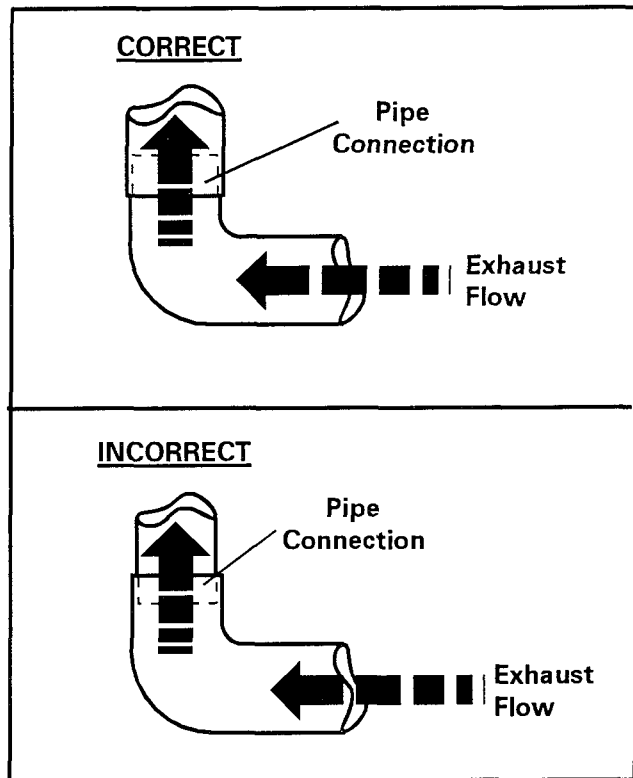
**Do not use vinyl, plastic, cloth or other nonmetallic duct to exhaust the dryer.**

**Multiple installations require individual exhaust systems.**

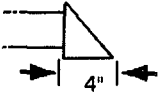
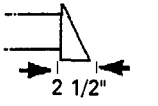
**Dryers installed in a mobile home must be vented outdoors.**

Exhausting can be accomplished directly from the rear of the cabinet, downward through the cabinet base, or through the cabinet sides.

**NOTE:** *The gas models cannot be vented through the left side of the cabinet because of the burner and housing assembly. Standard 4 inch diameter galvanized or aluminum duct should be used. Do not use any duct that may be susceptible to rust. To avoid catching lint, the crimped end of each section of duct should face away from the dryer (see following figure).*



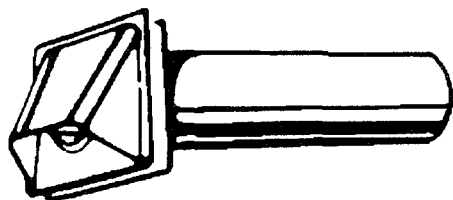
## Length of Vent

Number of 90° turns separated by at least 4 ft. of straight run	VENT HOOD TYPE	
	 4" OPENING	 2 1/2" OPENING
0	45 Feet	30 Feet
1	35 Feet	20 Feet
2	25 Feet	10 Feet

Although not recommended, flexible 4 inch diameter metal tubing may be used for exhausting the dryer. However, the convolutions create a greater restriction than solid ducting and serious blockage can result if the tubing is bent too sharply. If clearance to the wall is less than 8 inches, use a 4 inch sheet metal elbow at the rear of the dryer to avoid a sharp bend in the tubing. Do not use over 8 feet of flexible tubing between the elbow and the vent hood.

## Vent Hood

The use of a vent hood on the outside is recommended (*see the following figure*). Vent hoods have a swing-out damper that opens when the dryer is in operation.



When the dryer stops, the damper automatically closes to prevent drafts and the entrance of insects and rodents. To avoid

restricting the outlet, maintain a minimum 8 inch clearance between the hood and the ground or other obstruction.

**NOTE:** *When installed in a mobile home, the vent hood must be securely fastened to the mobile home structure.*

## SPECIAL REQUIREMENTS FOR MOBILE HOME INSTALLATIONS

When installed in a mobile home the dryer installation must conform to the manufactured home construction and safety standards, title 24 CFR, Part 32-80 (*formerly the Federal Standard for mobile home construction and safety, title 24 HUD, Part 280, 1975*).

## INSTALLATION INSTRUCTIONS

**Shipping Carton Removal:** At present, all dryers are shipped in a cap and tube type carton. At the top and bottom of the shipping carton, flaps on the cap and the tube are interfolded and secured with a steel band.

To remove the carton, cut the bottom steel band and unfold the flaps on the bottom up.

Lift the carton and top assembly up and clear of the dryer.

Later model dryers may be shipped in a carton with glued flaps at the top and bottom.

This type carton can be removed by using a **short** bladed box knife and **CAREFULLY** cutting around the bottom of the of the carton along the dotted line. If no line is visible, make the cut approximately 2 inches above the floor.

Lift the carton up and clear of the dryer.

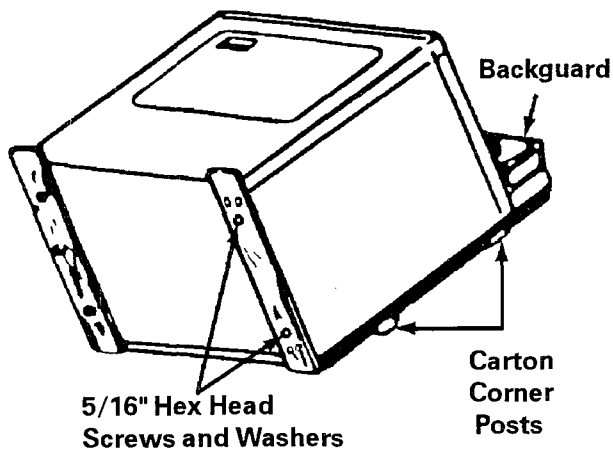


## Installing the Dryer

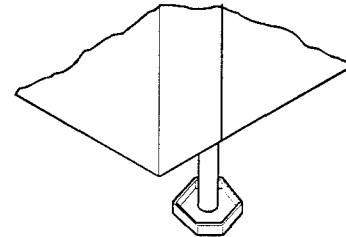
1. Remove the dryer from the shipping carton as previously explained.
2. Remove the tape and open the clothes door. Remove all literature from inside the dryer and instruct the consumer to save it for future reference.
3. Remove the crate base as follows:
  - **Wooden Slat Type (Earlier Models):** Place two (2) shipping carton corner posts on the floor. Carefully lay the dryer on its back on the corner posts to protect the dryer and exhaust pipe.
  - **NOTE: Do not lower or raise the dryer by the backguard.**

Remove the four (4) 5/16" hex head shipping screws and washers which attach the slats to the dryer.

- **Corrugated Type (Later Models):** Place your foot on the base, close to the leveling leg. Push down firmly with your foot while tilting the dryer away from you. Repeat the process with all four (4) leveling feet. Remove excess base by hand.

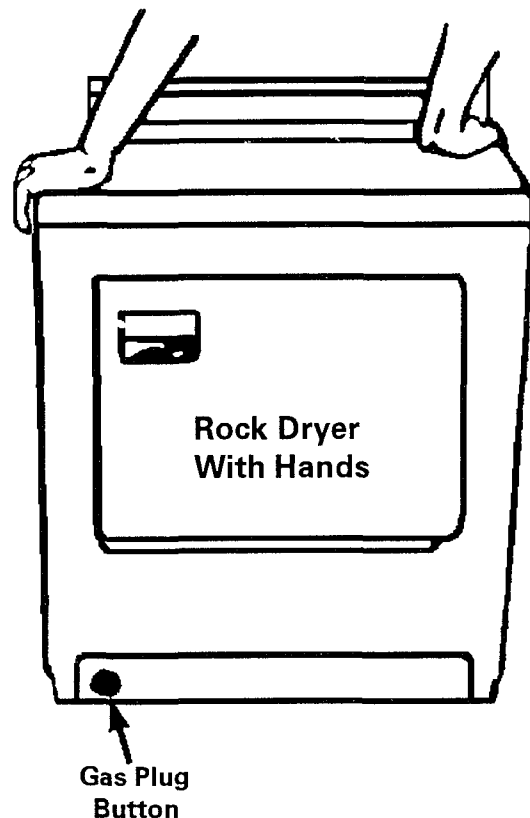


4. Set all leveling feet at the same height (*see the following figure*). A minimum of 1/2" clearance between the base of the machine and the floor is recommended. Adjust to match height of washer.



Leveling Foot

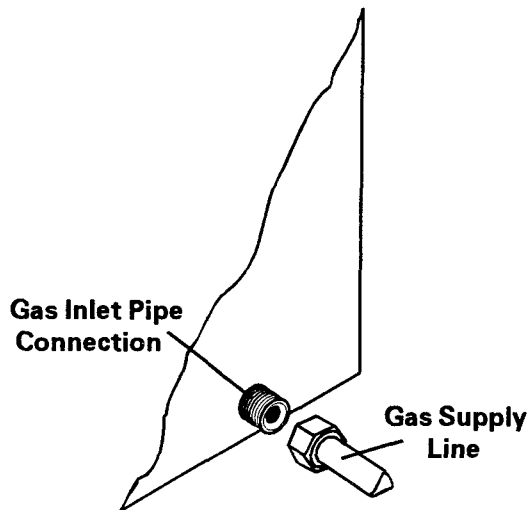
5. Place dryer in the location where it will be used. Check leveling by rocking dryer with hands on opposite corners. If it rocks, adjust as needed, to ensure that all four (4) feet are in firm contact with the floor (*see following figure*).



## Connecting the Gas

The dryer must be installed in accordance with the installation requirements.

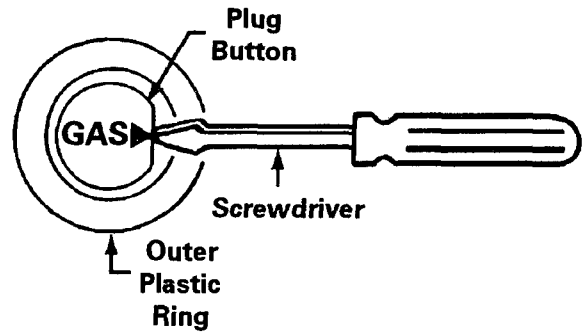
1. Remove protective cap on gas inlet pipe connection if provided.
2. Using pipe seal compound, coat the threads of the gas inlet pipe connection protruding through the lower rear of the dryer (*see the following figure*).



3. Attach the gas supply line to the gas inlet pipe connection.

**NOTE:** Care should be used when *tightening the gas pipe connections to avoid distorting or straining the components. Moderate pressure is required to make a tight joint.*

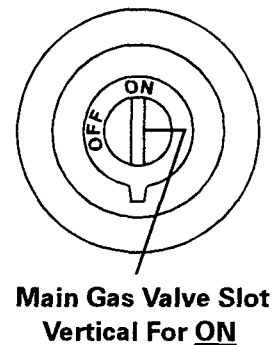
4. The dryer is shipped with the main gas shut off valve in the ON position. The gas shut off valve is located behind the plug button on the bottom of the dryer front panel.
5. Remove the plug button by inserting a screwdriver between the plug button and the outer plastic ring and lifting (*see the following figure*).



6. When the plug button is removed, the main gas valve and the **ON/OFF** position on the outer ring are readily visible. Insert the screwdriver into the slot at the end of the valve stem and turn clockwise 1/4 turn to the **ON** position (*see the following figure*).

### CAUTION

*Do not use excessive force as damage to the valve may occur.*



7. Replace Plug button.
8. Check all connections for leaks with soap and water. If a leak is found, shut off gas, correct leak and retest.

### DO NOT PURGE GAS LINE.

**NOTE:** To gain access to the main gas valve, the front panel must be removed. This procedure is detailed under *Bottom Exhausting*.

9. Plug the dryer in. The dryer is equipped with an automatic ignition system and will purge itself and ignite when the **PUSH TO START** knob is depressed.

**NOTE:** *No gas adjustment is necessary at normal altitudes since the gas flow is controlled by a fixed size orifice for the main burner. For altitudes above 2000 feet, the input must be reduced by 4% for each additional 1000 feet above sea level. In some locations the gas utility has reduced the B.T.U. rate of the gas to provide this compensation. In other locations, the orifice must be changed. Consult your dealer or local gas utility for further information.*

10. Turn off gas and unplug electric cord before continuing the installation.

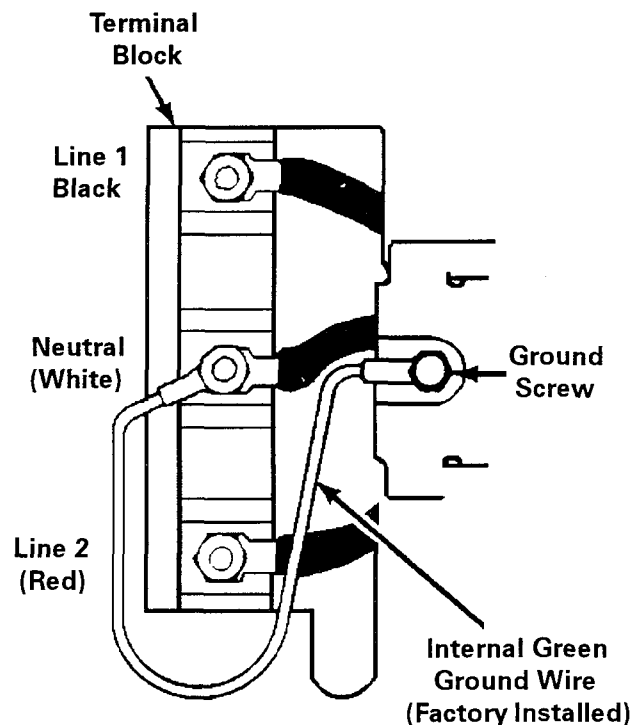
**NOTE:** *Manifold pressure is preset to 3-1/2 inch W.C. and does not require adjustment. A 1/8 NPT plugged pressure tap is available in the gas valve body for testing. To check the pressure proceed as follows:*

1. Disconnect electric cord.
2. Raise the top of the dryer.
3. Remove the front panel by removing two screws inside the top corner of the front panel, disconnecting the door switch wires and hinging the front panel outward then lifting up.
4. Be sure the manual valve is off.
5. Remove the plug and install pressure tap.
6. Route pressure hose downward past the front of the base between front panel hinge.

7. Reinstall front panel over pressure tap hose.
8. Connect the gauge, turn manual valve on and check with dryer in operation.

---

### Typical Electrical Connections (Electric Model)



**3-Wire System With Grounded Neutral:** Connect power cord conductor to line 1, neutral and line 2 terminals of the terminal block as shown in the above figure.

**NOTE:** *Some 3-wire flat type power cords are not color coded. When using this type of power cord, connect the center conductor to neutral, connect one of the outside conductors to line 1 and connect the other outside conductor to line 2.*

### 3-Wire System With Separate Ground:

Remove the internal green ground wire from the neutral terminal and ground screw. Connect the separate ground conductor to the ground screw. Then connect the power cord conductors to line 1, neutral and line 2 terminals (*shown in the figure on page 1-7*).

### 3-Wire System With Grounded Metal Clad Cable or Rigid Metal Conduit:

Remove the internal ground wire from the neutral terminal and the ground screw. Connect the power cable conductors to line 1, neutral and line 2 terminals (*shown in the figure on page 1-7*).

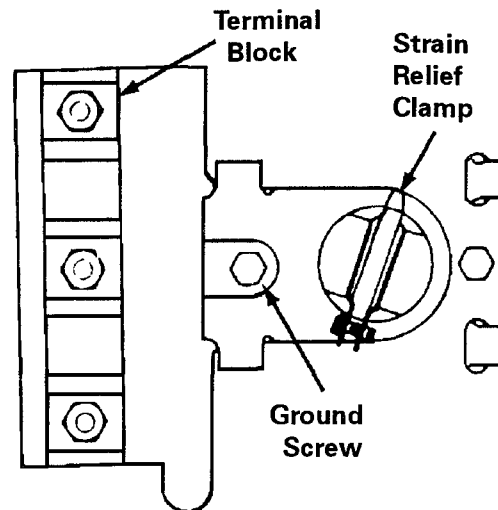
**NOTE:** *An approved grounding type strain relief clamp or conduit connector must be used for this type of installation.*

**4-Wire System:** Remove internal green ground wire from the neutral terminal and the ground screw. Connect the power cord green grounding conductor to the ground screw. Connect the remaining power cord conductors to line 1, neutral and line 2 terminals as shown in the *figure on page 1-7*.

## Connecting the Electric Model Dryer

**NOTE:** *The National Electric Code and all local codes and ordinances must be observed when connecting the dryer.*

1. To gain access to the terminal block, remove the supply cord cover plate which is attached to the upper left cabinet rear by two (2) screws.
2. Install a suitable strain relief clamp or conductor in the strain relief hole located adjacent to the terminal block (*see the following figure*).



3. Route the power cord or cable conductors through the strain relief clamp.

### CAUTION

*The conductors should not extend into the dryer more than necessary to make the electrical connections.*

4. Refer to the Typical Electrical Connections section previously listed and make the electrical connections as instructed.

**NOTE:** *DO NOT remove the internal ground wire except where instructed and required by the local codes and ordinances of the area.*

5. Check to be certain all conductors are correctly installed. Then securely tighten all terminal nuts and the ground screw.
6. Tighten the strain relief clamp.
7. Replace the supply cord cover plate.
8. Complete the dryer installation.

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## Exhausting the Dryer

**NOTE: All gas and electric dryers MUST be vented outdoors.**

All dryers are equipped at the factory for exhausting directly through the rear of the cabinet.

The dryer can also be bottom exhausted through the base, or side exhausted through either cabinet side.

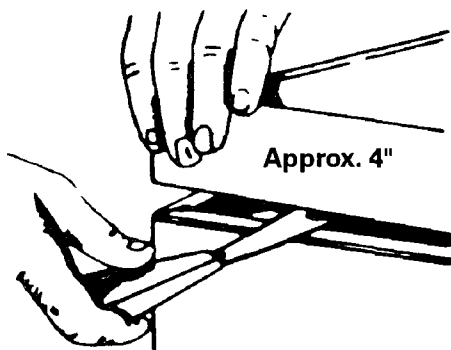
**NOTE: The gas dryer cannot be exhausted through the left side of the cabinet because of the location of the burner and housing assembly.**

### Bottom Exhausting

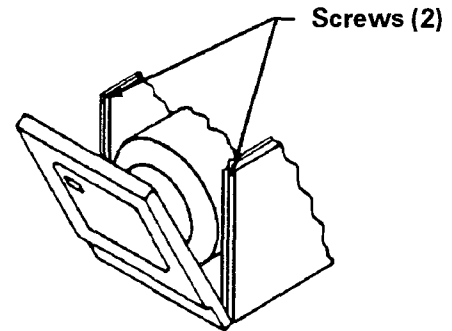
If space permits behind the dryer, a four (4) inch diameter elbow pointed downward may be used to pass the exhaust system through the floor. If this is not possible, the dryer may be exhausted through the dryer base.

When exhausting in this manner, the installation should be made according to the following:

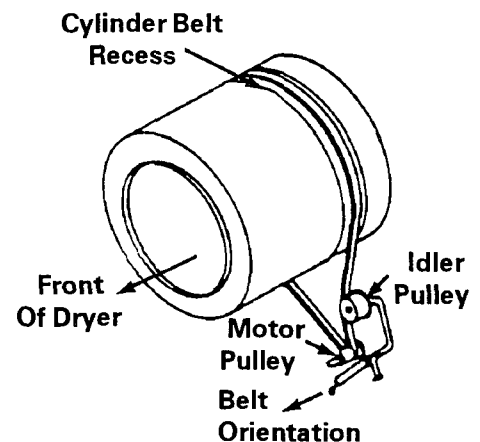
1. Disconnect the unit from power source.
2. Raise the top of the dryer by pressing in with a putty knife on the top panel retaining clips as shown in the following figure.



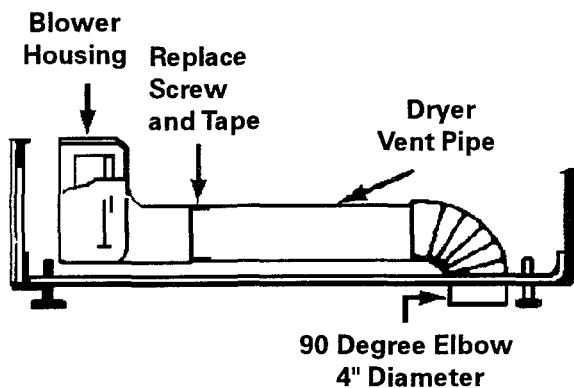
3. Remove the dryer front panel as follows:
  - a. Note the position of the front seal to the cylinder.
  - b. Remove the two (2) screws located inside the top corners of the front panel (*see the following figure*).



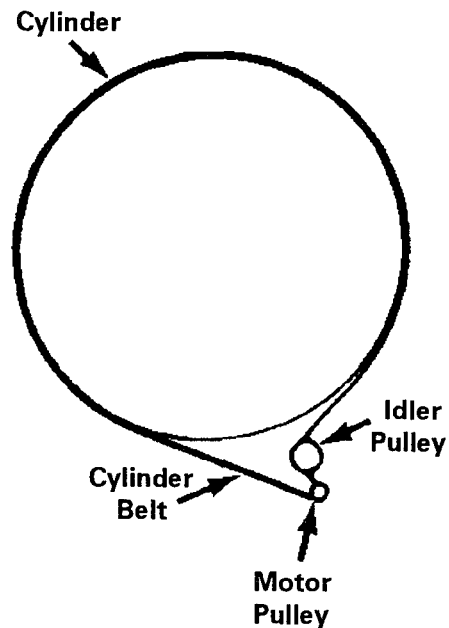
- c. Tilt front panel forward.
  - d. Disconnect door switch wires and lift front panel off.
4. Remove the cylinder as follows:
    - a. Force the idler pulley to the right and remove cylinder belt from idler and motor pulley (*see the following figure*).
    - b. Using the belt, lift rear of cylinder off support rollers and pull forward to remove.



5. Remove duct tape and screw securing dryer vent pipe to the blower housing.
6. Remove the vent pipe and shorten to a suitable length (*see the following figure*).
7. Remove the knockout from the dryer base.
8. Place dryer in position and mark duct location on floor. Check floor joist location before sawing hole in floor.
9. Saw a 4-1/8 inch diameter hole in the floor and position dryer.
10. Secure the shortened vent pipe to the blower housing with the screw at the top and seal the connection with duct tape or silicone bathtub caulk (*see the following figure*).
11. Install a four (4) inch diameter, 90 degree elbow as shown in the following figure.



12. Seal the rear opening of the cabinet with the cover plate and screws provided in the literature pack.
13. Place the cylinder belt around the cylinder with the grooved side toward the cylinder.



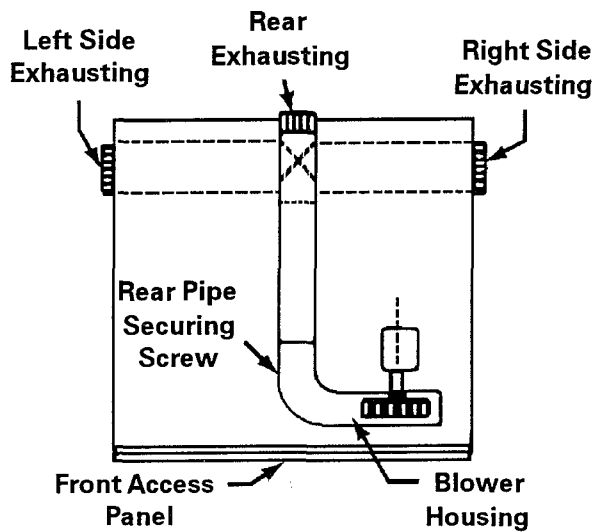
14. Reinstall cylinder by pushing and turning until the support rollers snap in the cylinder grooves and the cylinder turns freely.
15. Position the cylinder belt with grooved side around motor pulley. Pull idler pulley to the right until the smooth side of the belt can be routed around the left side of the idler pulley (*see the following figure*).
16. Manually rotate the cylinder counter clockwise to position the belt.
17. Replace the front panel and reconnect the door switch wires. Make sure the front seal is in the original position.
18. Complete the exhaust system to outdoors.

### Side Exhausting

The following figure illustrates side exhaust venting pipe connections inside the dryer cabinet. When venting the dryer from the side, the cabinet knockout must be removed. The vent pipe must be shortened and used with a 4 inch diameter,

90 degree elbow as shown. Secure the shortened vent pipe to the blower housing with a screw at the top and seal the connection with duct tape or silicone bathtub caulk.

**NOTE:** Gas dryer cannot be exhausted through the left side.



When exhausting from the side, the installation should be made according to the procedures described in the **Bottom Exhausting** section and as shown in the previous figure.

---

## Leveling the Dryer

Leveling legs are provided on all four bottom corners of the dryer. Use a level to check and adjust the legs as necessary.

**The dryer must rest firmly on all four feet.**





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## SECTION 2. OPERATION

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### DRYER OPERATION OVERVIEW

When the dryer's "push to start" button is depressed to begin the drying operation, it energizes the drive motor and heat source.

**NOTE: If FLUFF on the program selector or WRINKLE CONTROL cycle on the timer is selected, the heat source will not be energized.**

One end of the motor shaft drives the cylinder belt and causes the cylinder to rotate at approximately 49 RPM in all cycles. The other end of the motor shaft drives the blower wheel.

As the blower wheel is driven, cold air is drawn in through louvers in the cabinet rear and heated by either an electric element or a gas burner depending upon the model.

The heated air is drawn in through the rear of the cylinder where it is circulated through the tumbling clothes.

The warm moisture laden air is then drawn down through the lint screen and collector duct, and finally exhausted through the vent duct. The lint screen, located in the collector duct, traps the fine fibers shed by garments in a normal drying process.

The temperature of the air in the cylinder is maintained by a control thermostat located on the blower housing. The thermostat will shut off power to the heat source as the temperature is reached.

When the air flow cools sufficiently to reset the thermostat, the heat source again will be energized until the cool down phase of the cycle is reached.

A high limit thermostat is located above the heat source. In case of air flow interruption, this thermostat will cut off power to the heat source when an approximate temperature of 240 degrees F. (gas model) or 250 degrees F. (electric model) is reached at the **high limit thermostat location**.

Later model dryers are also equipped with a non-resetting thermal fuse in the high limit thermostat area that will open at approximately 300 degrees F. This one time fuse is provided as an additional safeguard should the high limit thermostat malfunction.

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### OPERATING INSTRUCTIONS

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#### Opening the Door

To open the clothes loading door, pull the handle toward you in a firm manner. A light will illuminate the inside of the cylinder on models so equipped.

**NOTE: *The dryer is equipped with a door switch which prevents the dryer from being started if the door is not closed. This door switch will cause the machine to stop anytime the door is opened.***

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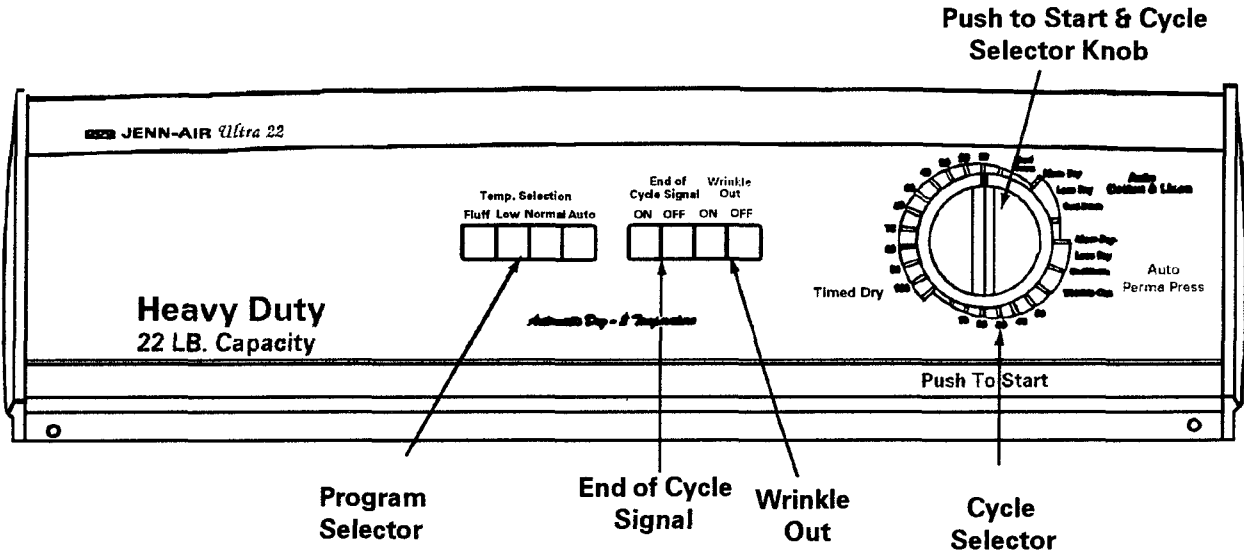
## Lint Screen

The lint screen is located in the bottom of the loading port and is accessible when the loading door is open. The screen can be removed by lifting it straight up until it clears the door opening. Be sure the lint screen is clean and properly located.

---

## Controls

The following is a brief description of the various drying cycles and features available in an automatic dryer. The cycles and features available on any particular unit will vary from model to model.



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## Cycle Selector

This control (*see above figure*) allows the consumer to select the proper drying cycle and to choose the drying time within the cycle.

The cycle selection should be made according to the type of fabric to be dried. The quantity of laundry and the degree of dryness desired should be considered when selecting drying time.

**NOTE:** *Cycle selection should be made by rotating the selector knob clockwise.*

The following is a brief explanation of each of the cycles:

### Timed Dry

The timed dry cycle allows the consumer to select the length of time, up to 120 minutes, that the clothes load is dried.

The dryer will operate with the cylinder temperature being controlled by the operating thermostat.

During the last 10 minutes of the cycle, the heat circuit opens and the clothes are tumbled without heat to cool them and keep them wrinkle free.

### Automatic Dry

Both the automatic regular and the automatic permanent press cycles operate in the same manner. The main difference between the two is the length of the cool

period at the end of their respective cycles.

The degree of dryness can be preset on the automatic cycles by setting the cycle selector at the desired dry setting.

***MORE - Very Dry***  
***LESS - Less Dry***

In both automatic cycles the timer motor is shunted and will not run if the heating element or the gas burner is on. Heat is supplied to the clothes load which continues to dry until the cylinder temperature climbs high enough to satisfy the control thermostat. When the thermostat is satisfied, the heat circuit opens and energizes the timer motor.

Normally the control thermostat will remain in the satisfied position long enough for the timer motor to terminate the cycle. However, variables such as clothes loads, humidity ambient temperatures, etc., could cause the control thermostat to cycle back to the heat on, timer motor off, position one or more times before the timer motor runs the cycle out.

The cool down period is approximately 10 minutes on the automatic regular and 15 minutes on the automatic permanent press.

### **Wrinkle Out**

The wrinkle out feature is available only at the end of the automatic permanent press cycle.

The wrinkle out phase is selected by turning the wrinkle out switch (*see previous figure*) to the **ON** position.

This feature, if selected, allows the clothes load to continue tumbling with

no heat for up to one hour. A buzzer sounds periodically to alert the consumer the clothes load is ready for removal.

### **Push to Start**

The large control knob located on the timer shaft of the dryer serves as a start switch as well as a cycle selector (*see previous figure*).

After the knob has been rotated to the desired drying cycle and/or time, it should be depressed momentarily to begin dryer operation.

### **Program Selector**

This control is used in conjunction with the cycle selector to provide the proper drying temperature.

The program selector is divided into two sections: **Timed** and **Auto**.

### **Selections should be made as follows:**

- The **Timed** section of the selector should be used whenever the timed dry cycle has been chosen. The consumer can select either **FLUFF** (no heat) **LOW** or **HIGH** depending upon the degree of heat desired.
- The **Auto** section of the selector should be used whenever either of the automatic dry cycles has been chosen. It provides a high heat setting which is absolutely essential if the automatic dry cycles are to operate properly.

If **FLUFF** is inadvertently selected after an automatic dry cycle has been chosen, the dryer will complete the cycle but the clothes load will still be wet. If **LOW** is selected, the dryer will also complete the cycle but there may be some damp spots on the clothes.

---

## OPERATION TEST

After installing or servicing the dryer, the following should be performed to ensure the unit is functioning properly. Refer to the Installation and *Operating Instructions* selections if necessary.

1. Open the clothes loading door and check inside the cylinder to make sure it is free of objects. Close the door securely.
2. Turn gas valve on and plug the unit in (*gas model*). Close electrical disconnect (*electric model*).
3. Turn the cycle selector knob clockwise to the desired cycle and drying time.
4. Select the proper program selector setting.
5. Depress the push to start knob momentarily to begin dryer operation.

**NOTE:** *On gas models the burner is automatically lit by an electric igniter. The ignition may be heard directly after the dryer has been*

*turned on and at intervals throughout the drying period, as the burner will cycle on and off to maintain the selected cylinder temperature.*

6. Allow the dryer to operate with heat for a few minutes then stop the dryer by opening the door. Wipe any dirt from inside the cylinder.
7. Close the door and *depress the push to start* knob and resume operation.
8. The dryer will stop automatically at the end of the cycle.
9. Restart dryer and operate briefly on all control settings.
10. Wipe fingerprints and dirt from the outside of dryer using a soft cloth.
11. Briefly explain the dryer operation to the consumer using the instruction book.
12. Advise the customer where to call to obtain authorized service if the need should arise.

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## SECTION 3. CABINET ASSEMBLY COMPONENTS

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### CABINET AND BASE ASSEMBLY

The cabinet and base assembly (*see figure on page 3-2*) consist of an enameled steel cabinet body and base assembly which are fastened together in a unitized assembly.

The rear and both sides of the dryer cabinet are formed from a single sheet of steel in a "U" shaped configuration. The dryer base, which is formed of heavy gauge steel, has the cylinder support, plate (for the motor bracket) and the leveling leg nuts assembled to it.

The dryer base assembly is permanently attached to the cabinet at the front corners and the cabinet rear which unitizes the assembly. The cabinet sides are secured to the base by sheet metal screws.

The cabinet and base assembly provides mounting for the following hardware: Top hinges and pads, front panel bumpers, clips (front panel to base), front panel locating pins, cylinder light socket and bulb and the supply cord support cover.

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### TOP ASSEMBLY

The top assembly (*see figure on page 3-2*) consists of an enameled steel top panel with the backguard assembly mounted to it.

The top assembly is mounted to the cabinet assembly by two (2) galvanized steel hinges which are attached to the cabinet rear, near the top, by two (2) screws. These hinges fit into slots located in the back edge of the top panel and allow the top assembly to be raised for servicing.

Two (2) holes pierced in the front flange of the top panel align with two (2) locating pins which are mounted on the upper flange of the front panel. These pins serve to locate and center the top assembly. Two (2) spring clips, also mounted on the upper flange of the front panel approximately four (4) inches in from either side, serve to lock the top assembly down.

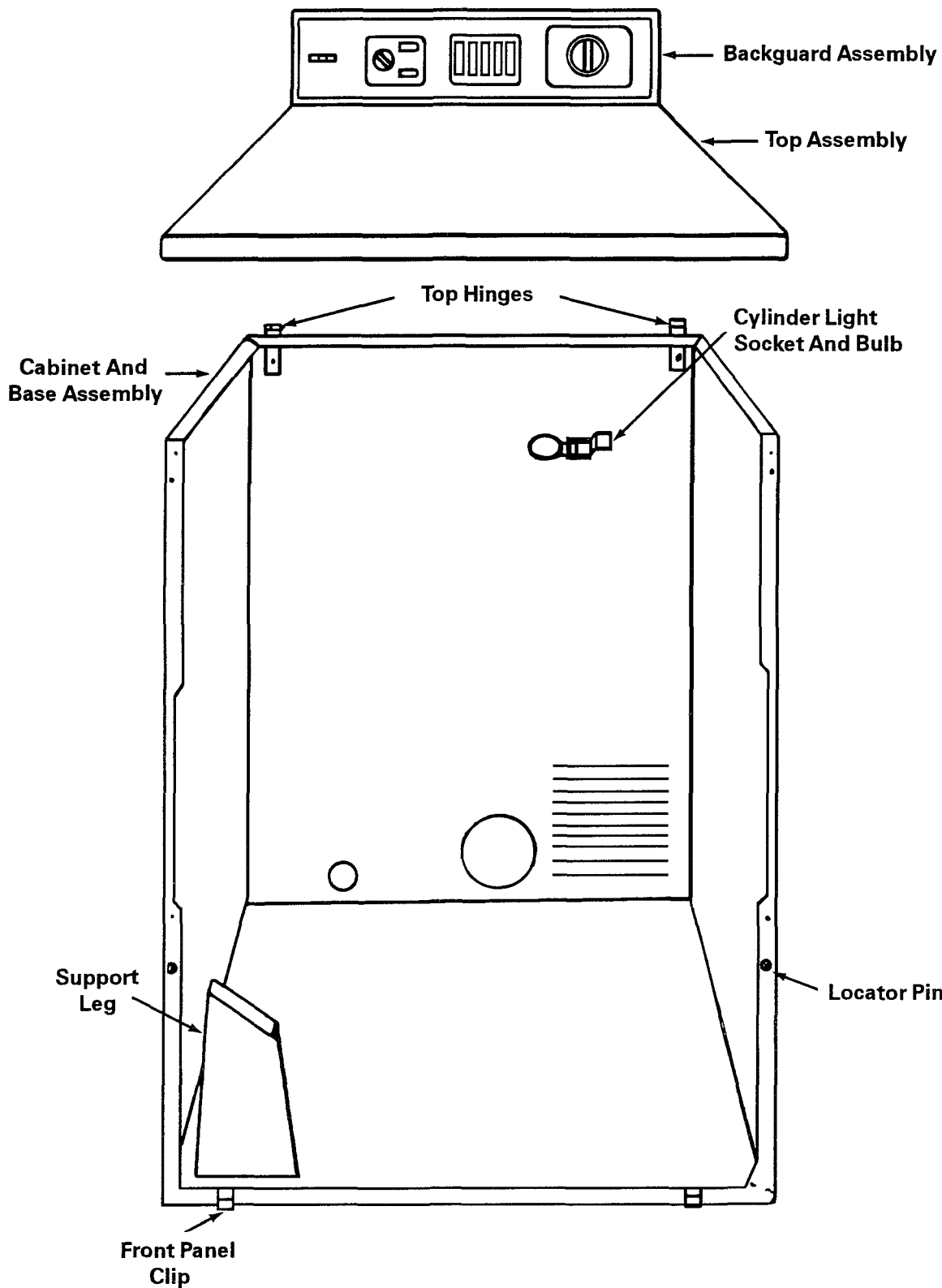
The following components can be accessed by raising the top assembly:

- Door Catch
- Cylinder Light Bulb
- Cylinder Light Lens
- Hi-Limit Thermostat
- Heater Element (Electric Model)

The top assembly can be raised by pressing in on the two (2) spring clips with a thin bladed instrument such as a putty knife and lifting the top assembly upward.

**NOTE:** *When the top assembly is raised, make sure it is restricted from going past the perpendicular position to prevent deforming of the hinges, cabinet rear and top panel flange.*

# CABINET ASSEMBLY



## FRONT PANEL ASSEMBLY

The front panel assembly (*see the following figure*) consists of the following components: Enameled steel front panel, the collector duct assembly, door assembly, front seal, top clips, top locator pins, top bumpers, door switch, door catch, door hinges and clips.

The front panel on gas model dryers has a plug and plug button located at the bottom. Removal of the **plug button** allows access to the main gas shut off valve.

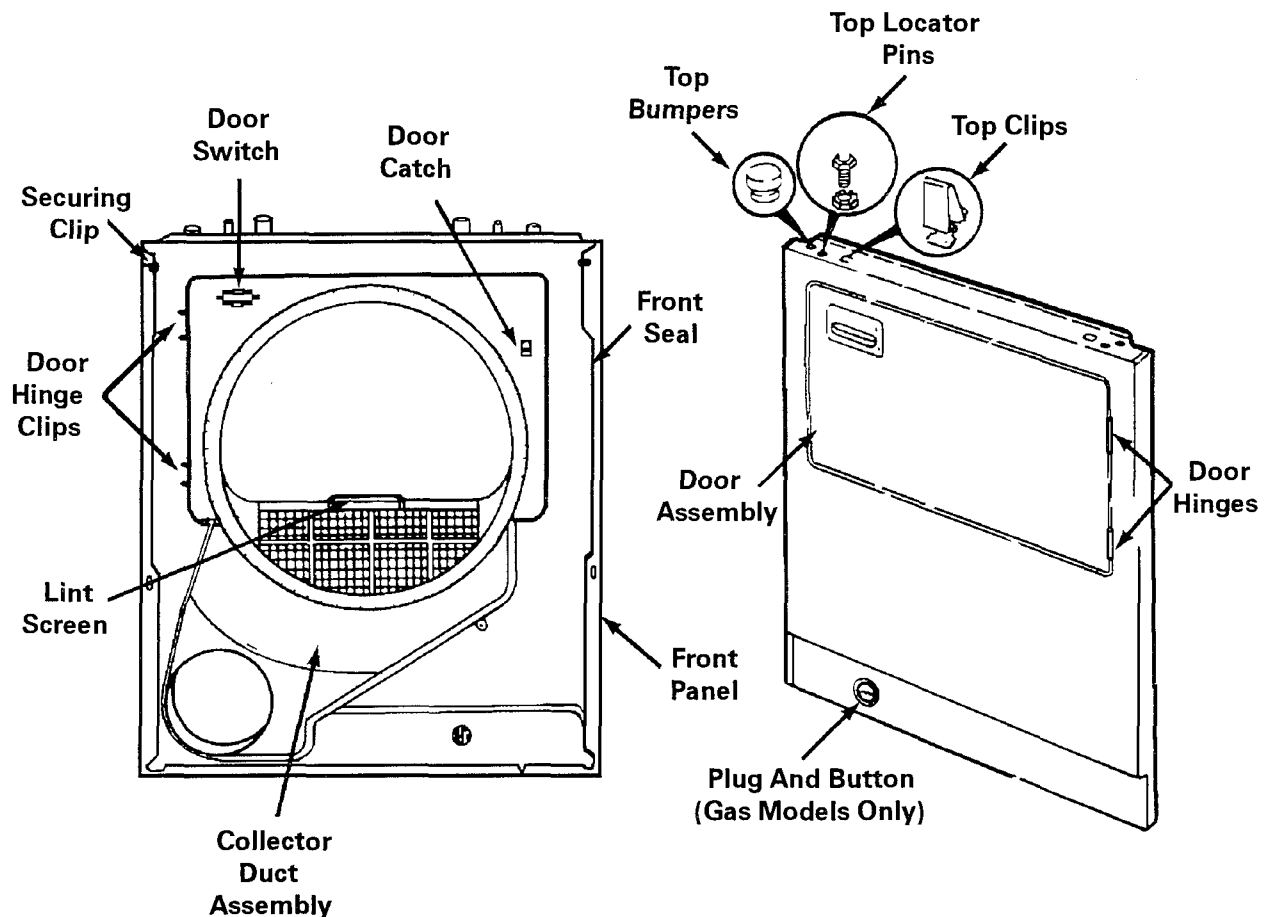
### REMOVAL

1. Disconnect the unit from the power source.
2. Raise the top assembly.

3. Remove the two (2) screws located inside the top corners of the front panel which secure the front panel flange to the cabinet flange.
4. Tilt the front panel forward.
5. Disconnect door switch wires and lift front panel up to disengage slots in bottom flange of front panel from the retaining clips on bottom flange of cabinet and base assembly.

The following components can be accessed by removing the front panel assembly:

- Control Thermostats
- Door Switch
- Control Valve and Burner (Gas Model)



---

## COLLECTOR DUCT ASSEMBLY

The purpose of the collector duct assembly (*see previous figure*) is to conduct the air flow from the cylinder to the blower exhaust port, and to provide a mounting location for the lint screen. It consists of a molded plastic collector duct, foam seal and the lint screen locating bracket. The lint screen slips down between guides molded into the collector duct and locates against the clip.

The collector duct assembly is located inside the front panel directly below the door opening. It engages into and mates with the inner flange of the door opening to provide for the mounting of the cylinder front seal. The assembly is secured to the front panel by two (2) screws located on the outside of the panel below the door opening.

The foam seal attached to the collector duct assembly provides a seal between the collector duct and the front panel. This ensures an efficient air flow from the cylinder through the collector duct. Minor gaps between the foam seal and the front panel, caused by design configurations, have been sealed with Permagum.

### **REMOVAL**

1. Disconnect unit from power source.
2. Open the clothes loading door.
3. Remove the two (2) screws located directly below the door opening.
4. Shut the clothes loading door and remove the front panel assembly.
5. Lay the front panel assembly ***face***

***down*** on a padded surface to prevent damage.

6. Remove the cylinder front seal from the collector duct assembly.
7. Carefully pry outward on the top corners of the collector duct to disengage the locating slot in the duct from the front panel inner flange.
8. When the top of the duct is clear, pull out and lift up to release a lower locking tab from a slot located in the front panel inner flange.

**NOTE:** *During reassembly, make sure to:*

- Insert the lower locking tab in the bottom flange slot before engaging the top.
- Engage the location slot in the top of the collector duct to the front panel inner flange.
- Use a quality contact cement and affix the cylinder front seal to the collector duct in its previous position.
- Replace Permagum as required.

The following components can be accessed by removing the collector duct assembly:

- Collector Duct Foam Seal
- Lint Screen Clip

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## DOOR ASSEMBLY

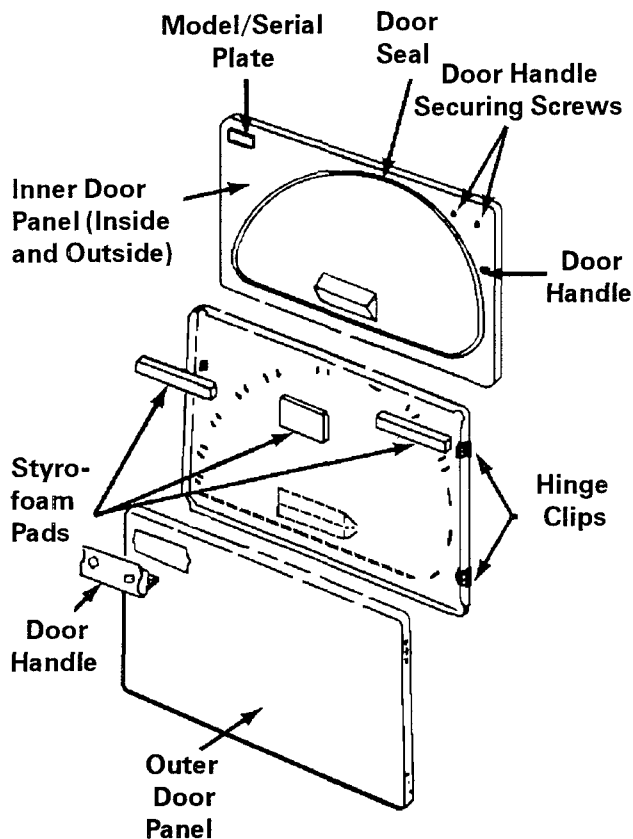
The door assembly (*see following figure*) consists of a steel inner and outer panel



assembled together with styrofoam pads installed between them for increased rigidity. The model/serial plate is located on the inner door panel. The door handle fits into a cut-out on the outer door panel and is secured by two screws which thread into it from the inner panel side.

The door strike and hinge clips are attached to the inner door panel and must be released from the backside. Therefore, it is necessary to remove and disassemble the door assembly to remove these parts.

The door assembly is mounted to two (2) chrome hinges attached to the front panel. The door assembly is secured to these hinges by four (4) screws.



## **REMOVAL**

1. Disconnect the unit from the power source.
2. Open the clothes door.
3. Remove the four (4) screws which secure the door assembly to the hinges.

## **DISASSEMBLY**

1. Remove the two (2) screws which secure the door handle through the inner door panel.
2. Lay the door assembly down, seal side up, on a well padded surface to prevent scratching the outer panel.
3. Remove the plastic plug located beside the screw on the edge of the right bottom corner. This is best accomplished by slipping a thin blade under the head and prying it out.
4. Remove the four (4) screws located around the edge of the door assembly.
5. Using the door seal, carefully lift the bottom of the inner door up until it clears the outer door flange, then slide it down to release the inner door panel from the retaining flange on the top of the outer door panel.
6. The seal, door strike or the hinge clips can now be accessed for removal.

**NOTE:** *Anytime an inner door panel is replaced, be sure to record all information included on the model/serial plate and give it to the consumer for future reference.*

---

## DOOR SEAL

The door seal is positioned and secured to the inner door panel by barbed tabs molded into the seal. The tabs are inserted through slots in the inner door panel and the barbed design restricts their withdrawal.

The old seal can be removed for replacement by pulling the tabs from the inner door panel slots in a firm manner.

**NOTE:** *Since some damage to the seal may occur when pulling the tabs from the slots, this removal method should only be used when replacing the door seal.*

Non-destructive seal removal can best be obtained by disassembling the door, compressing the seal barbs from the back and pushing them through the inner door panel slots.

When installing the new seal, start at the long slot located at the bottom center of the inner door panel so the seal splice will be located at the bottom. Insert each tab into its proper slot and push until the barbs are locked in place.

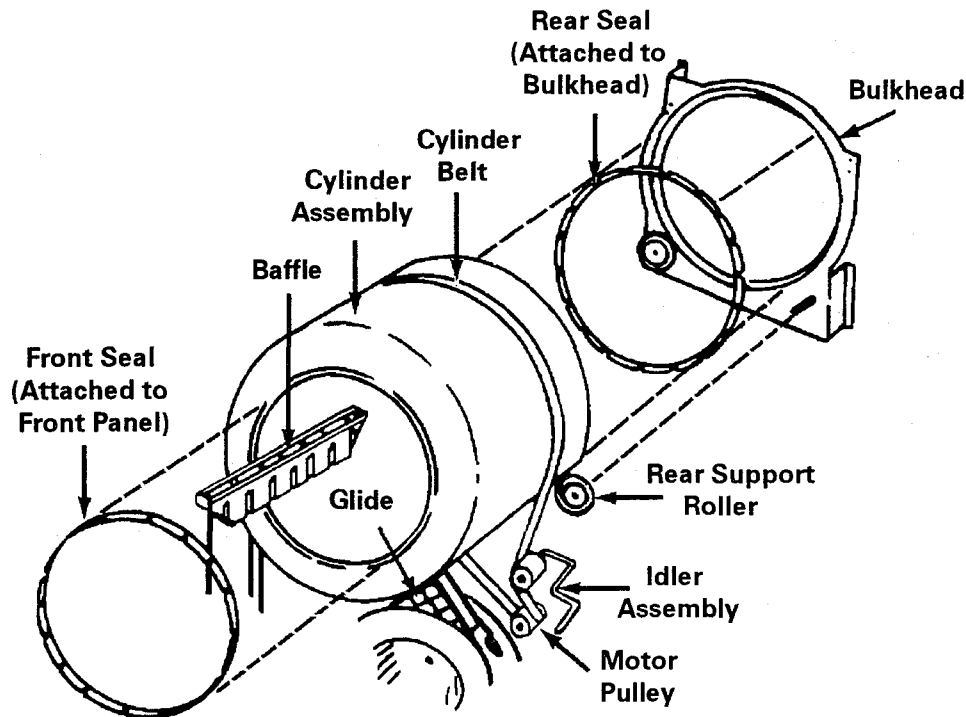
## SECTION 4. CYLINDER ASSEMBLY AND RELATED PARTS

The cylinder assembly and related parts as shown in the following figure consists of the cylinder assembly, cylinder belt, support rollers and glide, front seal and the rear seal.

The cylinder assembly is supported at the rear by two (2) rollers mounted on the bottom of the bulkhead. Teflon glides mounted on top of the blower housing and attached to the cylinder leg support the cylinder assembly in front.

The cylinder assembly is rotated at approximately 49 rpm by the cylinder belt which is driven by the motor pulley. The idler assembly and spring maintain tension on the belt.

Perforations in the heat source inlet ducts channel the flow of heated air into the cylinder rear. The baffles mounted inside the drum keep the clothes tumbling in the air flow to ensure the load is evenly dried. The front and rear seals contain the air flow within the cylinder assembly.



### CYLINDER ASSEMBLY

The cylinder is fabricated from a one piece wrapper that has been seam welded and expanded under extreme pressure.

The front, rear and body of the cylinder are formed during the expanding process.

Three (3) heat resistant plastic baffles are mounted equidistant around the inside of the drum. Each baffle is attached to the cylinder by four (4) screws.

### **REMOVAL**

1. Disconnect the unit from the power source.
2. Raise the top assembly.
3. Remove the front panel.
4. Reaching between the top of the blower housing and the side of the cabinet, force the idler pulley to the right and remove the cylinder belt from the motor pulley.
5. Using the belt, lift the rear of the cylinder assembly off the rollers and pull forward to remove.

**NOTE:** *When replacing the cylinder assembly, push the rear lip of the cylinder over the support rollers and rotate the cylinder 1/4 turn counterclockwise to engage the rollers. This can best be accomplished by looking through the cylinder.*

The following components can be accessed by removing the cylinder assembly:

- Blower and Drive Module
- Support Rollers and Glides
- Wiring Harness
- Burner Housing and Sensor (gas model)
- Rear Seal
- Terminal Block (electric model)

---

## **CYLINDER BELT**

The cylinder belt is a four (4) or five (5) rib poly-"V" type that encircles the cylinder assembly, ***rib and groove side down.***

The belt locates and rides in a recessed area which has been formed around the cylinder body.

The belt is driven by a multi-"V" motor pulley which caused the cylinder assembly to rotate during drying cycles. The idler assembly and spring maintain the proper tension on the belt.

### **REPLACING BELT**

1. Disconnect the unit from the power source.
2. Remove the front panel.
3. Lift the front of the cylinder up far enough to slip the belt between the glide and cylinder.
4. Locate the belt in the recessed area of the cylinder, rib and groove side down.
5. Reaching between the top of the blower housing and side of the cabinet, force the idler assembly to the extreme right and slip the belt over the motor pulley.

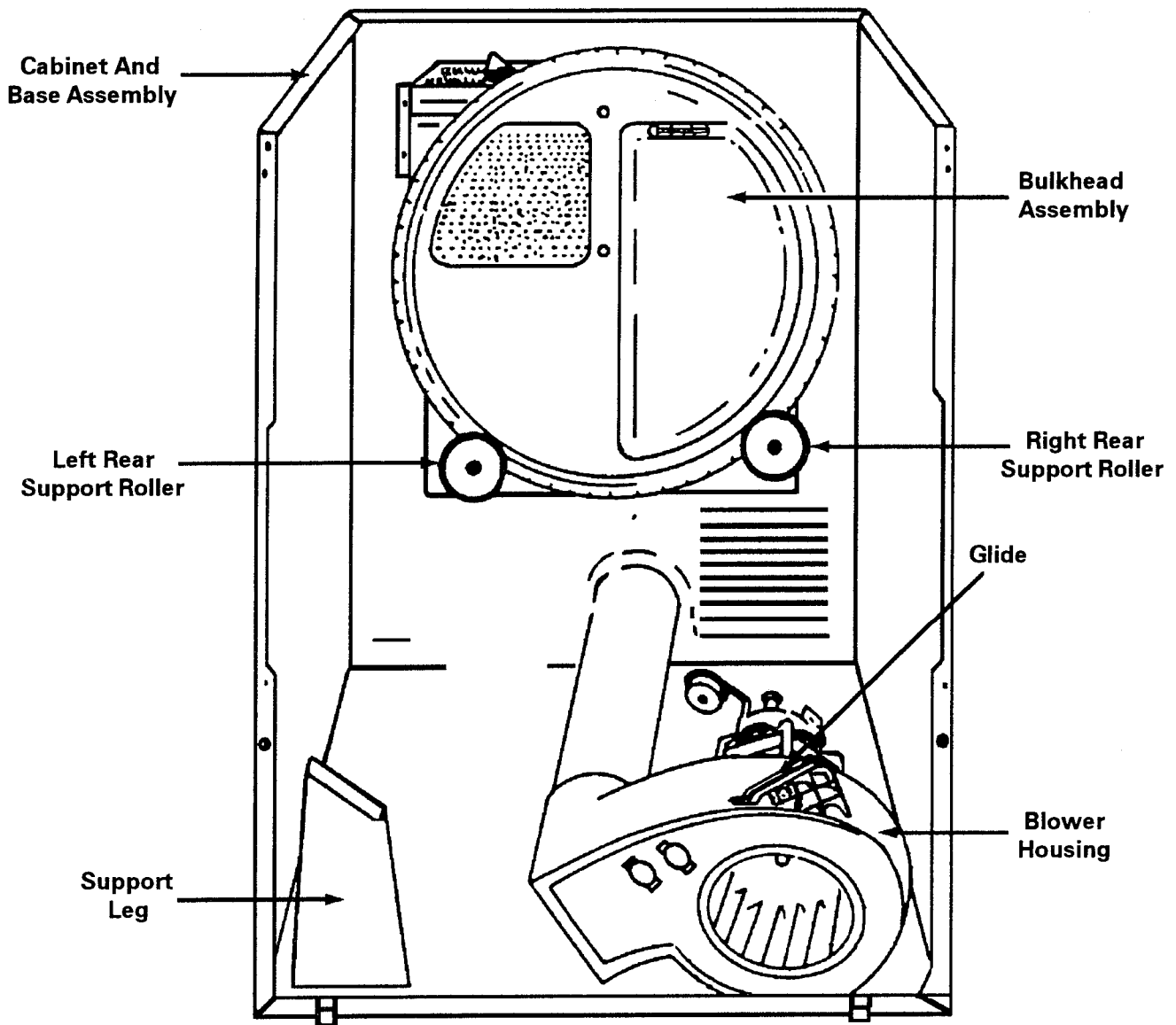
**NOTE:** *Install the belt as shown in the illustration making sure the rib and grooves in the belt engage the rib and grooves in the motor pulley.*

6. Rotate the cylinder counterclockwise to align the belt around the cylinder.

---

## CYLINDER SUPPORT ROLLERS AND GLIDE

The cylinder assembly rests on two (2) roller support assemblies at the rear and glide assemblies in the front (*see the following figure*).



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## REAR ROLLER SUPPORT ASSEMBLIES

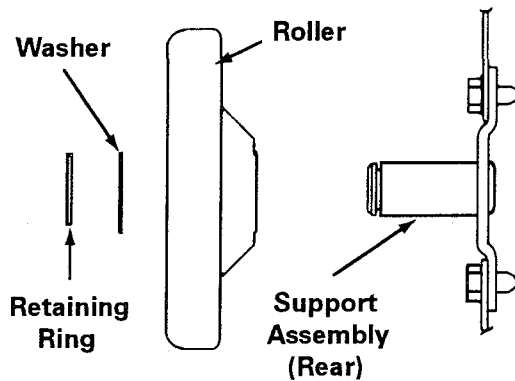
The rear roller assemblies are mounted on the lower corners of the bulkhead. These roller assemblies support the rear of the cylinder by riding on the outside of a lip formed into the cylinder rear.

To ensure proper cylinder support and alignment during rotation, it is necessary

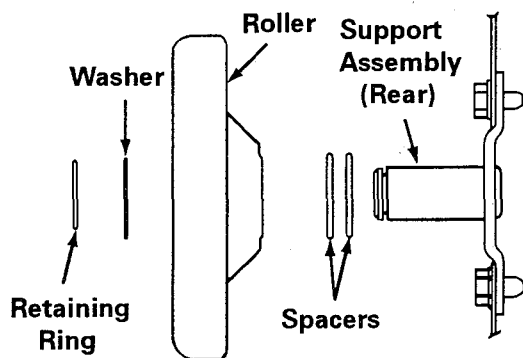
for the left rear roller to have slightly more "play" in it than the right. This allows the left roller to track around any minor imperfections the cylinder lip might have incurred during its forming process while the right roller maintains the necessary alignment.

The "play" is provided in the left rear roller by **omitting** the two (2) polyethylene spacers that are included in the right roller assembly (*see the following figures*).

**NOTE:** *Some models may be equipped with one thick (3/32") spacer instead of two (2) thin (3/64") spacers.*



**Left Rear Roller Assembly**



**Right Rear Roller Assembly**

**REMOVAL (Rear Roller Assemblies)**

1. Disconnect the unit from the power source.

2. Remove the front panel assembly.
3. Remove the cylinder assembly.
4. Remove the retaining ring from the end of the shaft.
5. Slide the washer, roller and spacer (if equipped) from the shaft.
6. Remove the two (2) screws which mount the shaft assembly.

**NOTE:** *The left rear shaft assembly can be withdrawn from the front by rotating in slightly and pulling the mounting plate through the hole. The right rear shaft assembly can be extracted from the bottom of the bulkhead and the support leg respectively.*

---

**GLIDE ASSEMBLY**

The glide assembly supports the right front of the cylinder assembly and a second glide assembly mounted on the left support leg. It is mounted to a support leg which has been molded on the top of the blower housing. The leg is radiused so it and the glide assembly conforms to the curvature of the cylinder. The glide assembly consists of a cushion assembly and Teflon glide.

The cushion assembly is made up of a steel clip with a felt pad cemented to it. The assembly slips into two (2) securing slots which are formed into the radiused section of the leg. The cushion assembly serves to protect the Teflon glide during start up.

The glide is a strip of Teflon approximately 6 3/4" inch long with two (2) notches in one end. It mounts over the cushion assembly and is secured to the leg at each end of the radiused section.

The notched end of the glide engages a pair of pins located under a tab molded on the blower housing. The other end of the glide is inserted into a slot formed into the top of the leg.

### **REMOVAL**

1. Disconnect the unit from the power source.
2. Remove the cylinder assembly.
3. Remove the end of the Teflon glide from the slot.
4. Rotate the glide 180 degrees to disengage the notched end from the pins.
5. Lift up on the cushion assembly to remove.

---

## **FRONT AND REAR SEALS**

The front and rear seals serve to confine the air flow within the cylinder assembly. The seals are identical and are fabricated of a felt-like, polyester material.

The front seal is attached to the inner door flange and collector duct on the inside of the front panel assembly.

The rear seal is attached to the outer perimeter of the bulkhead assembly which is mounted to the inside of the cabinet back.

Both seals have been cemented in position then folded back for increased efficiency.

## **FRONT SEAL REPLACEMENT**

1. Disconnect the unit from the power source.
2. Remove the front panel assembly.
3. Lay the front panel assembly ***face down*** on a padded surface to prevent damage.
4. Remove the old seal and clean off any residue remaining on the flange and collector duct.
5. Cover the seal area of the flange and collector duct with a ***quality*** contact cement.
6. Install the ***unslit*** side of the seal over the cemented area.

**NOTE: *Make sure the section around the collector duct is on as far as it will go, then align the upper section to it.***

7. Fold the seal back and make any final alignment adjustment.

**NOTE: *Allow the cement to set before reassembling the front panel assembly to the unit.***

## **REAR SEAL REPLACEMENT**

1. Disconnect the unit from the power source.
2. Remove the front panel assembly.
3. Remove the cylinder assembly.
4. Remove the retaining rings which secure the rear support rollers and remove the rollers.

5. Remove the old seal and remaining residue.
6. Cover the seal area of the bulkhead with a quality contact cement.
7. Install the unslit side of the seal over the cemented area as far as possible.

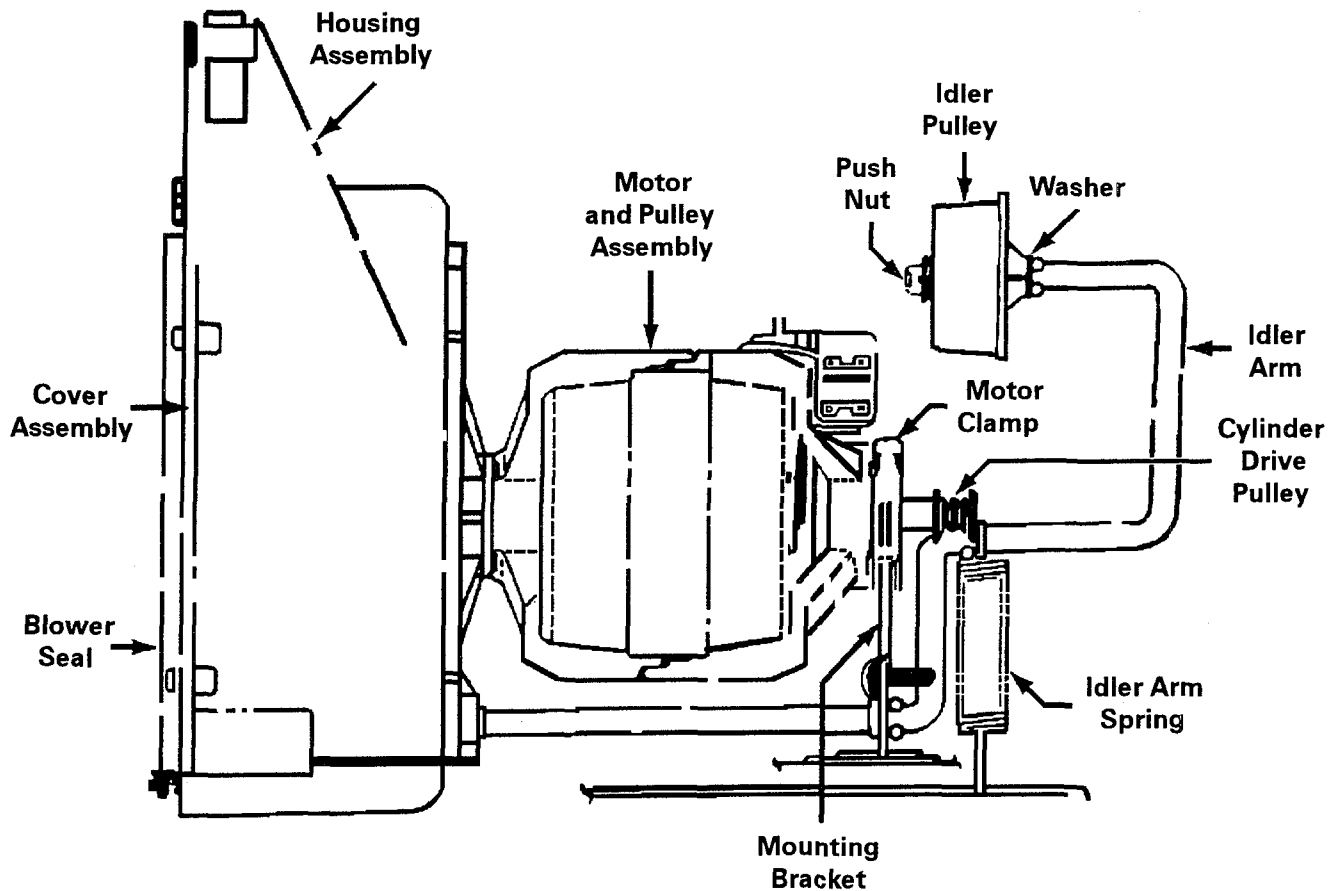
8. Fold the seal back and make any final positioning adjustments.

**NOTE: *Allow the cement to set before reassembling the unit.***



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## SECTION 5. BLOWER AND DRIVE MODULE



**Blower And Drive Module**

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The blower and drive module consists of the blower assembly, motor and pulley assembly, idler arm assembly and the galvanized steel bracket to which they are mounted.

The module is located on the right front corner of the cabinet base. It is positioned on the base by two (2) step down tabs formed on the rear of the mounting bracket which inserts into mating slots on the base. The module is then secured to the base.

**NOTE:** *It is not necessary to remove the entire module from the base to service or replace any of its components except the blower housing. However, if module removal is desired for easier access to the components, it can be accomplished as detailed below:*

### **REMOVAL**

1. Disconnect the unit from the power source.
2. Remove the front panel.

3. Remove the cylinder assembly.
4. Remove the harness wiring to the thermostats and motor.
5. Remove the screws which secure the module to the cabinet base.
6. Remove the vent duct tape, screw and vent duct from the module.
7. Lift the module up and out of the cabinet base slots.

The mounting flange on the blower end of the motor and the rear opening of the blower housing have been designed to interlock together to support the motor front. This interlocking is accomplished by engaging the motor flange firmly into the blower housing rear, and rotating the motor frame approximately 1/4 of a turn.

The motor rear is supported by a small mounting bracket attached to the dryer base, and is secured to the bracket with a spring clip motor clamp. The motor ground wire screw protrudes through the rear mounting bracket and also serves as a stop for the idler assembly.

---

## **BLOWER ASSEMBLY**

The blower assembly consists of the cover assembly, blower wheel and the housing assembly.

The assembly intakes the warm moisture laden air from the collector duct and exhausts it through the vent duct.

---

## **COVER ASSEMBLY**

The cover assembly will consist of a sheet metal cover, the control thermostats, a foam seal and an inlet guide vane.

The ***control thermostats*** are mounted over clearance holes located in the cover. These holes permit the sensing side of the thermostats to protrude inside the blower assembly and monitor the air flow temperature. The thermostats are attached to the cover by two (2) screws each and can be removed accordingly.

The ***foam seal*** is self adhering and provide an air tight connection between the collector duct and the air intake of the blower assembly.

The ***inlet guide vane*** is secured to the cover with a single mounting screw. The vane protrudes into the blower area where it reduces blower turbulence and provides a better air flow through the exhaust system.

## **REMOVAL**

1. Disconnect the unit from the power source.
2. Remove the front panel and cylinder assembly.
3. Disconnect the harness wiring from the control thermostats.
4. Remove the two (2) screws which pass through the bottom tabs and into the base.
5. Remove the nine (9) screws around the front edge which secure the cover assembly to the housing.
6. Lift off the cover assembly.

---

## BLOWER WHEEL

The molded plastic blower wheel generates the air flow throughout the dryer. It is mounted to the front motor shaft and is enclosed by the blower housing.

The blower wheel has a split hub with a "D" hole molded through it. The hub slips on a mating "D" section of the motor shaft by a clamp spring and a retaining ring. A second retaining ring is located on the shaft behind the wheel to position it.

### **REMOVAL**

1. Disconnect the unit from the power source.
2. Remove the cover assembly as previously described.
3. Remove the retaining ring from the end of the shaft.
4. Remove the clamp spring by squeezing in on the ears and slipping it off the shaft.
5. Withdraw the blower wheel from the motor shaft.

---

## HOUSING ASSEMBLY

The housing assembly is constructed of molded plastic. It has the right cylinder support leg formed on its top, and the exhaust port is on its left rear.

The cover assembly is fastened to the front of the housing assembly; the glide and cushion assembly mount to the support leg; and the vent duct attaches to the exhaust port by a securing screw and duct tape.

The mounting flange on the blower end of the motor interlocks into the rear opening of the blower housing to support the motor front. The motor rear is supported by a small mounting bracket which is secured to the dryer base.

### **REMOVAL**

1. Disconnect the unit from the power source.
2. Remove the cover assembly and the blower wheel as previously described.
3. Disconnect the harness **wires** and ground wire to the motor.
4. Remove the spring clip motor clamp.  
  
**NOTE: *This is best accomplished by placing a screwdriver blade in the turned up portion of the clamp end.***
5. Rotate motor to unlock it from housing rear.

Motor testing is detailed in **Section 8** of this manual.

***NOTE: The cylinder drive pulley has been threaded onto the end of the motor shaft. Because of its steel construction, and insignificant failure rate, removal of the pulley in the field is both impractical and unnecessary. For this reason, all service replacement motors will come with the cylinder drive pulley already installed.***

---

## **IDLER ASSEMBLY**

The idler assembly denotes the idler arm assembly and the spring which serves to maintain the proper tension on the cylinder belt.

The idler arm assembly consists of the idler arm formed from a 3/8" diameter steel rod with a plastic idler pulley assembly attached to one end.

The other end of the idler arm is inserted through extruded holes pierced into the motor support which allows the arm to pivot. The arm is kept in position through the holes by pinch tabs swagged into the arm.

One end of the idler arm spring encircles the idler arm and is retained in working position by two (2) more pinch tabs. The other end of the spring hooks into a hole located in a slot in the base.

**NOTE:** *The push nut which secures the idler pulley on the idler arm must be*

*removed before the pulley can be withdrawn from the arm. In most cases, removing the push nut from the arm end will damage it to the extent that it cannot be reused. Therefore, when installing an idler pulley, make sure to use a new push nut.*

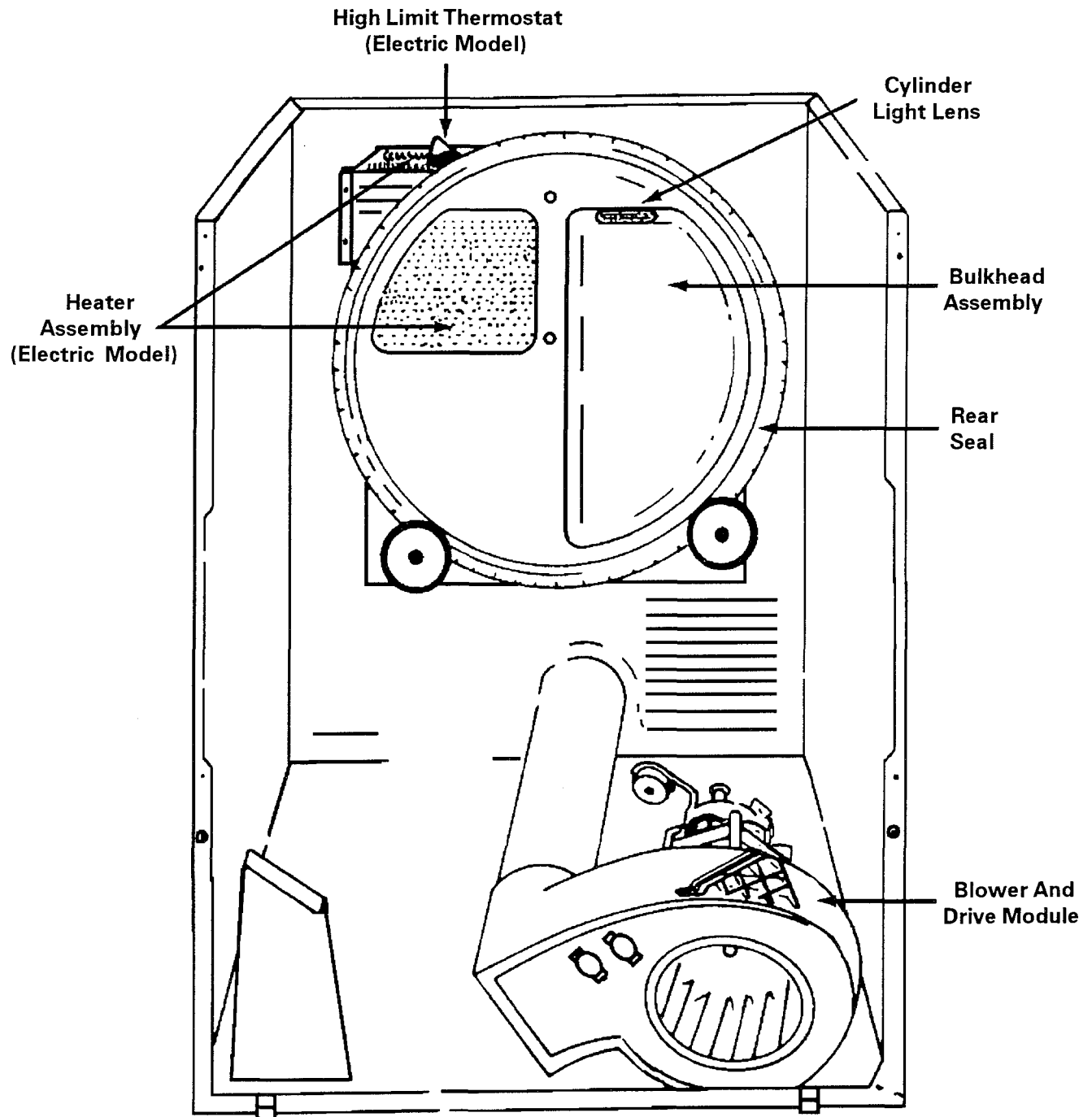
### **REMOVAL**

1. Disconnect the unit from the power source.
2. Remove the front panel and the cylinder assembly.
3. If present, remove the retaining ring located on the idler arm just inside the rear motor support.
4. Unhook the spring.
5. Withdraw the idler assembly from the motor support(s).

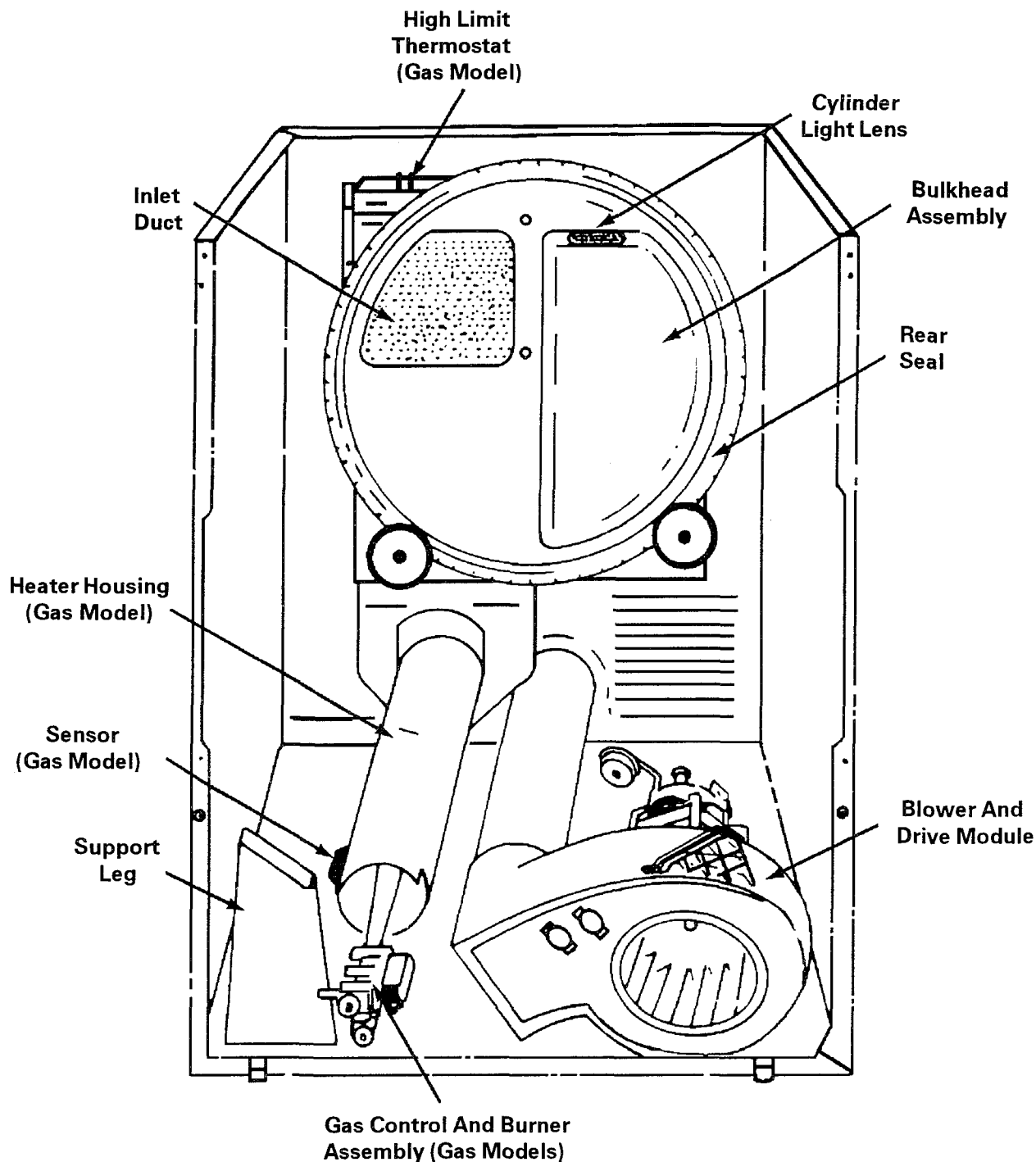
## SECTION 6. HEAT SOURCE AND RELATED PARTS

This section covers the heater assembly on electric model, gas control and burner assembly on gas model, and the bulkhead assembly on all models.

The heater assembly or the gas control and burner assembly provides the heat source which the bulkhead assembly channels into the cylinder area. Related components are also included.



*Heat Source And Related Parts (Electric Model)*



**HEAT SOURCE AND RELATED PARTS (GAS MODEL)**

**HEATER ASSEMBLY**

All electric model dryers are equipped with a heater assembly which is located behind the upper left quadrant of the bulkhead. It consists of the heater housing and the heater element assembly. The housing is attached to the rear of the

bulkhead and the element readily mounts within the housing.

The heater element assembly is made up of a coiled wire element held in position around a steel mounting bracket by a

series of ceramic insulators. The element is terminated with a ceramic terminal block assembly which is attached to the mounting bracket. Male terminals in the block accept the heater harness wiring.

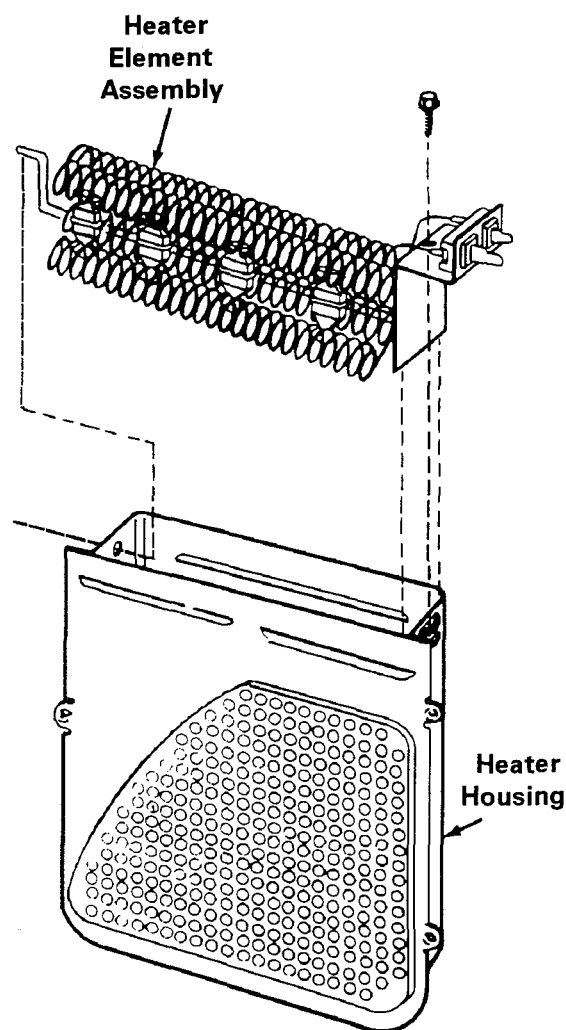
**NOTE:** *The heater element assembly is serviced as a completely assembled unit ready to be mounted into the heater housing.*

### HEATER ELEMENT ASSEMBLY REMOVAL AND REPLACEMENT

1. Disconnect the unit from the power source.
2. Raise the top assembly.
3. Disconnect the harness wiring to the element assembly.
4. Remove the screw which secures the high limit thermostat bracket to the top of the bulkhead. Allow the thermostat and bracket to hang out of the way.
5. Remove the screw located below and to the left of the ceramic terminal block. This screw secures the right side of the element assembly mounting bracket to the heater housing.
6. Lift up on the right side of the assembly, tip it slightly forward, then work the rod end of the bracket out of the housing location hole. Withdraw the assembly from the top.

**REPLACEMENT** is a reversal of the above procedures.

Heater element specifications are detailed in **Section 8** of this manual.



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### GAS CONTROL AND BURNER ASSEMBLY

The heat source for the gas model dryer is provided by the gas control valve and burner assembly. The assembly is equipped with a silicone carbide ignition system.

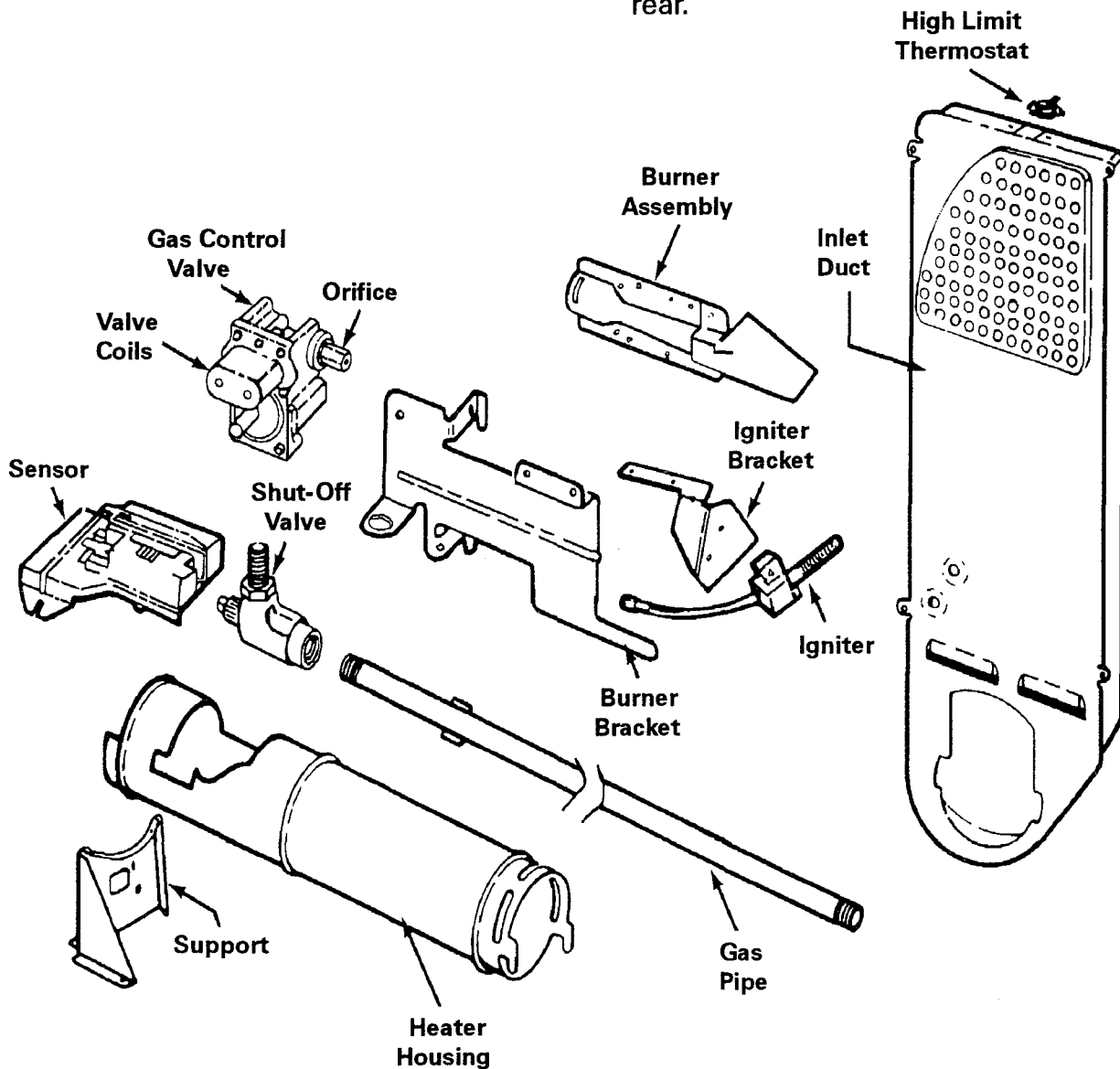
The valve/burner/ignition system is assembled together as a unit and consists of the following components: burner assembly and bracket, gas control valve, igniter and bracket, shut off valve and gas pipe assembly.

The assembly is attached to the front cylinder support leg and is located below and to the left of the cylinder.

The flame sensor is mounted to the side of the steel heater housing. The housing and sensor assembly is mounted in front to a support which is attached to the

cabinet base. Tabs formed in the rear of the housing connect the assembly to the inlet duct.

The burner assembly protrudes into the front of the heater housing which channels the heat from the burner into the inlet duct and upward into the cylinder rear.



## SILICON CARBIDE IGNITION SYSTEM

The silicon carbide ignition system is made up of six (6) basic components.

- Gas Control Valve
- Holding Coil
- Booster Coil
- Secondary Coil
- Flame Sensor
- Silicon Carbide Igniter



The three (3) coils are mounted on the gas control valve. The flame sensor is mounted in a cut out on the heater housing, and the igniter mounts on the burner. The function of each of the six components is as follows:

---

## Gas Control Valve

The gas valve has two (2) solenoid controlled valves. The split coil valve controls the flow of gas from the pressure regulator to the secondary valve. The secondary valve controls the flow of gas from the gas valve body to the burner (*see the following figure*).

---

## Holding Coil

When the holding coil is energized, it creates a magnetic field that is sufficient to hold the plunger of the split coil valve open. It is not, however, strong enough to lift the plunger if it is in the closed position.

---

## Booster Coil

When the booster coil is energized, it creates a magnetic field which adds to the magnetic field of the holding coil. The combined fields are sufficient to open the split coil valve which allows gas to flow to the secondary valve.

---

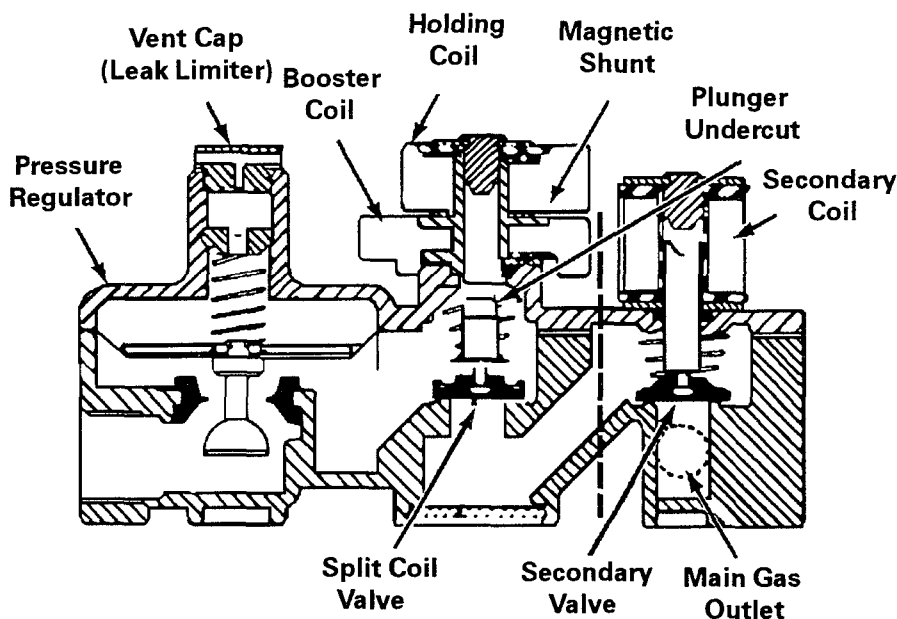
## Secondary Coil

The secondary coil has two (2) functions when it is energized; it opens the secondary valve allowing gas to flow to the burner, and its resistance reduces the current flow through the igniter and booster coil from four (4) amperes to .1 amperes.

---

## Flame Sensor

The flame sensor is mounted on the outside of the heater housing next to a "window" or cutout. The window allows the flame sensor, which is normally a closed S. P. S. T. switch, to react to the heat provided by either the igniter or the burner flame. When the heat is sufficient, the sensor opens its contacts,



energizing the secondary coil. When its contacts are closed, it provides a patch or shunt around the secondary coil.

**NOTE:** *During either automatic dry cycle when the sensor contacts close, it provides a circuit to energize the timer motor.*

### Silicon Carbide Igniter

The igniter is mounted on the burner with its end protruding into the gas flow area. When the ignition cycle starts, the igniter heats to a temperature of about 1800 degrees F. in 20 to 80 seconds.

### CIRCUIT OPERATION

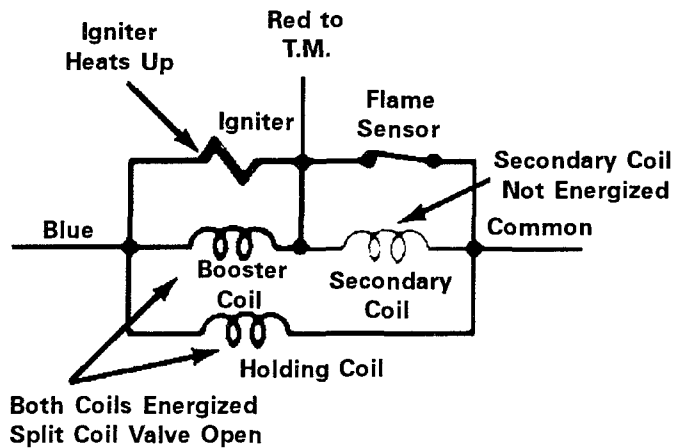
Following is a description of the operation of the silicon carbide ignition system in each of its various stages. The active part of the circuits for each of these stages is shown as a heavy dark line in the following figures:

#### Normal Ignition - Start

When the thermostat(s) call for heat, voltage is applied to the blue wire, energizing the holding coil by a circuit through the holding coil to common. A second circuit is simultaneously made through the flame sensor, igniter and booster coil causing the igniter element to begin heating and the split coil valve to open.

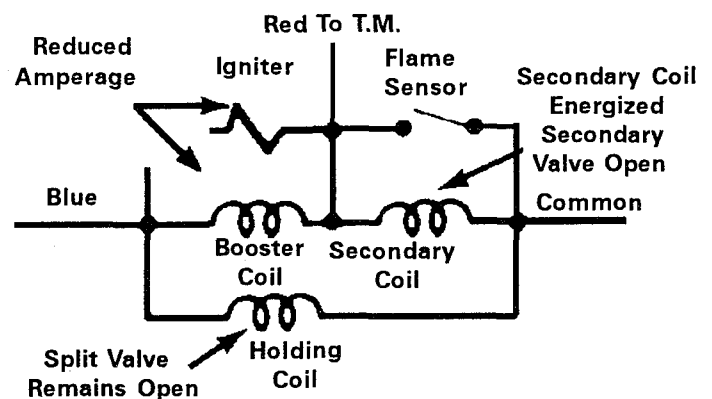
The combined magnetic field of the holding and booster coils are required to open the split coil valve allowing gas to flow to the secondary valve. The secondary coil is **NOT** energized because the

flame sensor provides a path or shunt around the coil (*see the following figure*).



#### Normal Ignition

After about 30 seconds the igniter heats to about 1800 degrees F. and the flame sensor, reacting to the heat from the igniter, opens its contacts. When the flame sensor opens, the secondary coil energizes causing the secondary valve to open and allowing gas to flow to the burner. Part of the gas flow is directed over the hot igniter causing the gas to ignite. The heat from the main burner flame causes the flame sensor contacts to remain open (*see following figure*).



The introduction of the secondary coil into the circuit reduces the current flow

through the igniter and the booster coil from four amperes to about .1 amperes. The reduced current flow is not sufficient to operate either the igniter or the booster coil, but both components provide a path to complete the secondary coil circuit.

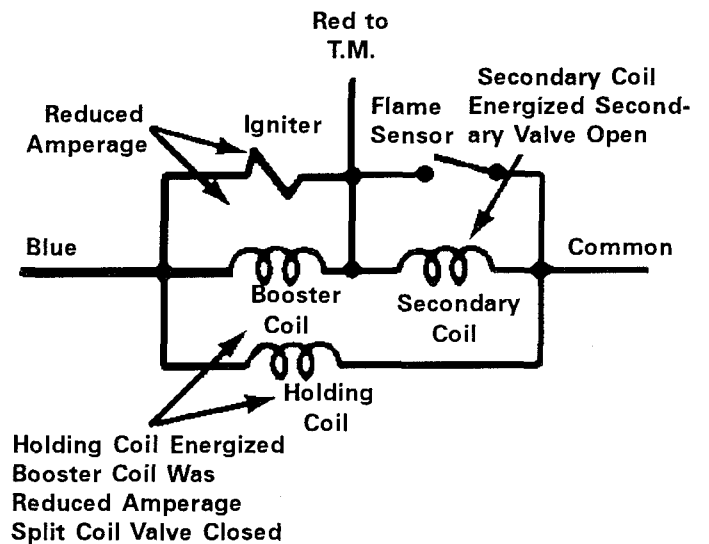
The burner assembly will continue to operate in this manner until the thermostat opens, breaking the circuit.

## SAFETY FEATURES

The design of the system provides for safe operation in the event of power interruption, ignition failure or flame failure as described below:

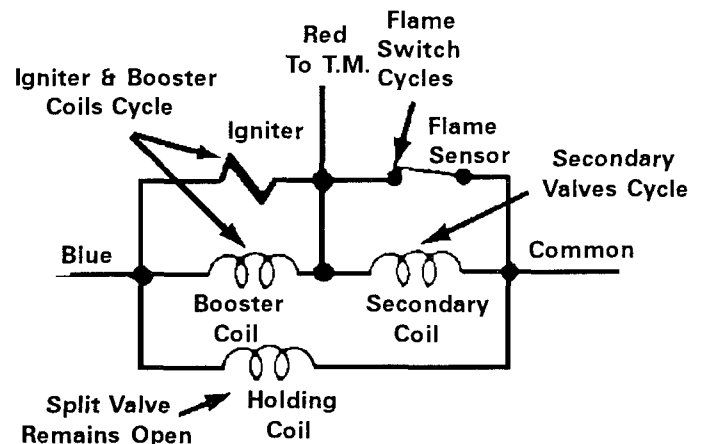
### Power Interruption

If the power to the burner assembly is cut off either by opening the dryer door or by line failure, both valves will close, cutting off the gas flow to the burner. If the power is quickly restored before the flame sensor cools and closes its contact, the secondary valve will open but no gas will flow because the split coil valve will not open. Since the secondary coil is in series with the booster coil, the reduced current flow through the booster coil cannot create a strong enough magnetic field to help the holding coil open the split coil valve (*see the following figure*). When the flame sensor cools and closes its contacts, it shunts the secondary coil providing a full current flow to the igniter and the booster coil, and the system will go through a normal ignition sequence.



### Ignition Failure

When the flame sensor reacts to the heat from the igniter and opens its contacts, the secondary coil energizes and opens the secondary valve enabling gas to flow to the burner. If no gas is present or the gas flow is not ignited, the flame sensor will cool and re-close its contacts causing the secondary valve to close and allowing the igniter to reheat. The system will continue to cycle in this manner until normal ignition occurs or the dryer is turned off (*see the following figure*).



---

## Flame Failure

If the burner flame should go out for any reason, the flame sensor will close its contacts in about 45 seconds, and the system will go through a normal ignition sequence.

---

## PART REMOVAL AND REPLACEMENT

**NOTE:** *After reassembly, make sure all threaded sections are properly sealed and checked for leaks.*

### GAS CONTROL VALVE AND BURNER ASSEMBLY

1. Disconnect the unit from the power source.
2. Remove the front panel.
3. Turn the shut off valve to the "OFF" position to stop the flow of gas to the control valve.
4. Loosen the large brass union nut located directly below the gas control valve.
5. Remove the screw which attaches the gas control valve and burner bracket assembly to the front roller support leg.
6. Lift up slightly on the front of the assembly to disengage the burner bracket tabs from the support leg.
7. Withdraw the assembly from the front.

### BURNER ASSEMBLY

1. Remove the gas control valve and burner assembly as previously described.
2. Remove the two (2) screws which secure the burner assembly and igniter bracket to the burner bracket.
3. Lift burner assembly off.

### BURNER ORIFICE

1. Remove the burner assembly as previously described.
2. Unscrew the burner orifice from the gas control valve.

### IGNITER ASSEMBLY

1. Remove the gas control valve and burner assembly as previously described.
2. Disconnect the plastic wiring block from the gas control valve to the igniter assembly.
3. Remove the screw which secures the igniter assembly to the igniter bracket.

The mounting bracket is designed to accurately position the igniter within the gas flow to ensure proper ignition.

### GAS CONTROL VALVE

1. Remove the gas control valve and burner assembly as previously described.
2. Disconnect the plastic wiring blocks from the valve coils and remove the plastic wire clip.

3. Remove the burner assembly as previously described.
4. Remove the brass tail piece from the bottom of the gas valve by using a 3/8" hex wrench.
5. Remove the screw which secures the gas valve to the bracket.

## VALVE COILS

**NOTE:** *It is not necessary to remove the gas control valve and burner assembly to remove and replace valve coil(s).*

1. Disconnect the unit from the power source.
2. Remove the front panel.
3. Disconnect the plastic wiring blocks from the valve coil(s).
4. Remove the two (2) cross head screws which secure the coil cover and lift cover off.
5. Lift coil(s) off shaft.

## GAS PIPE AND SHUT OFF VALVE ASSEMBLY

1. Disconnect the unit from the power source.
2. Shut off gas ***to the gas inlet pipe.***
3. Disconnect the gas supply line from the gas inlet pipe.
4. Loosen the large brass union nut located directly below the gas control valve and withdraw the gas inlet pipe and shut off valve assembly.
5. The gas inlet pipe can be unscrewed from the shut off valve.

## FLAME SENSOR

**NOTE:** *It is not necessary to remove the gas control valve and burner assembly to remove and replace the sensor.*

1. Disconnect the unit from the power source.
2. Remove the front panel.
3. Disconnect the sensor wiring.
4. Remove the screw on the left side of the heater housing which secures the sensor to the housing.
5. Disengage the sensor locating tab from the slot in the housing and lift out the sensor.

## HEATING HOUSING

1. Remove the gas control valve and burner assembly.
2. Remove the cylinder assembly.
3. Remove the two (2) screws inside the front of the housing which attach the housing to the support.
4. Disengage the housing rear tabs from the inlet duct and remove the housing.

---

## BULKHEAD ASSEMBLY

The bulkhead assembly is mounted to the inner cabinet rear and is comprised of a primed steel bulkhead with the following components attached to it.

---

### **Inlet Duct (Gas Model) or Heater Housing (Electric)**

These galvanized steel components mount to the rear of the bulkhead and contain perforations which channel the flow of heated air into the cylinder rear.

The heater housing used on the electric model is located on the upper left rear of the bulkhead. It provides mounting for the heater element assembly.

Gas models are equipped with a long inlet duct which extends downward and connects to the burner housing.

To replace either the inlet duct or heater housing, the bulkhead assembly should be removed as detailed later in this subsection.

**NOTE: *This does not apply to replacement of the heater element which is covered in the following subsection.***

---

### **High Limit Thermostat**

The high limit thermostat is located on top of the heat inlet duct of gas models and on a bracket which mounts to the top of the bulkhead on electric models. The thermostat is secured by two (2) screws which can be accessed by raising the top assembly.

---

### **Thermal Fuse**

A non-resetting thermal fuse is located on top of the heat inlet duct on gas models and on the side of the heater housing on electric models. The thermal fuse is secured by two (2) screws on gas models and by the heater element assembly screw on the electric models.

---

### **Cylinder Light Lens**

The cylinder light lens is secured to the rear of the bulkhead by two (2) spring clips. The lens can be accessed for replacement by removing the front panel and cylinder assembly.

---

### **Terminal Block (Electric Model)**

The terminal block is attached to the right side of the bulkhead by two (2) locknuts which thread over two (2) screws which are ***permanently*** affixed to the bulkhead. The locknuts are located directly above and below the center wiring stud (neutral) on the block and can be accessed from the rear of the machine after the supply cord cover plate has been removed. Removal of these locknuts will allow removal of the terminal block.

---

### **Rear Seal**

The rear seal is glued to the outer perimeter of the bulkhead assembly.

**NOTE: *Seal replacement is detailed in Section 4.***

---

### **Rear Support Rollers**

The rear support rollers are mounted on the lower corners of the bulkhead assembly.

**NOTE: *Support roller replacement is detailed in Section 4.***

---

## **BULKHEAD ASSEMBLY REMOVAL**

**NOTE: *It is necessary to remove the bulkhead assembly only when replacing the inlet duct, heater housing (not the element) or the bulkhead itself.***

1. Disconnect the unit from the power source.
2. Remove the front panel and cylinder assembly.
3. Disconnect the high limit thermostat wiring (both models) and the heater wiring (electric models only).
4. From the outer cabinet rear, remove the eight (8) slotted head screws which secure the assembly. Lift the assembly from the cabinet.
5. The inlet duct or heater assembly can be separated from the bulkhead by removing the two (2) cross head screws next to the perforations one (1) screw on the upper left under the seal and the two (2) at the bottom of the bulkhead (gas models only).





---

## SECTION 7. BACKGUARD ASSEMBLY

A typical backguard assembly, as illustrated on the following page, consists of the control panel, knobs, end caps, control shield, backguard shield, timer, hood, switches and buzzer.

**NOTE:** *Some models are also equipped with chrome trim attached to the control panel ends.*

The backguard assembly is secured to the top panel by screws which pass upward through the bottom of the top panel and thread into end caps. The assembly is further retained and supported at the rear by the backguard shield which is attached to the control panel, end caps and top flange.

The control is attached to the end caps at the bottom front and top rear corners. The control shield which provides the mounting for all controls is also attached to the end caps.

### DISASSEMBLY

Before attempting to gain access to the controls mounted within the backguard assembly, place a protective cloth or pad on the cabinet top in front of the control panel to prevent scratches.

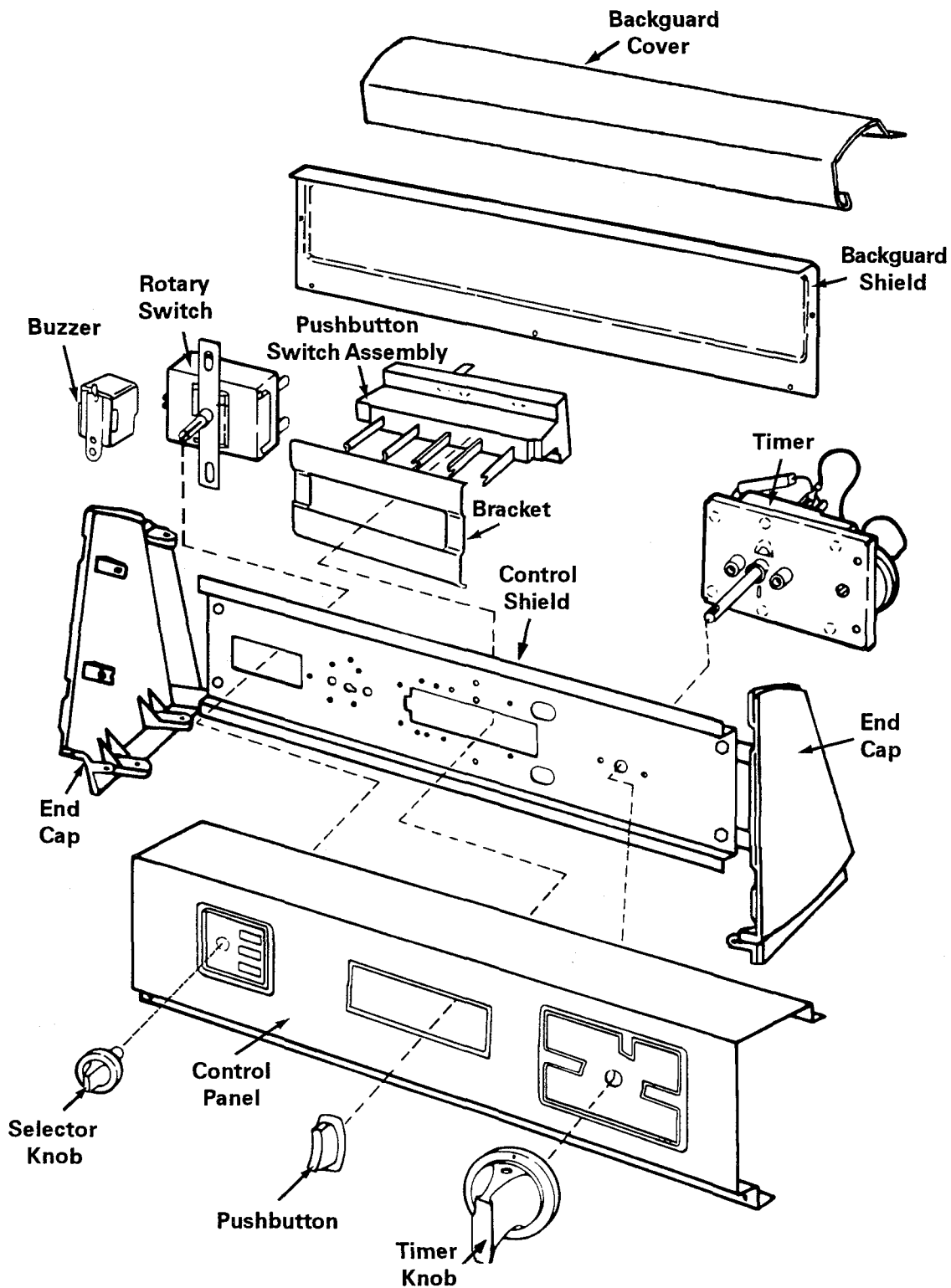
1. Disconnect the unit from the power source.
2. Loosen the set screw, if present, that secures the timer knob to the shaft. Remove the timer knob and selector knob(s) by pulling straight off.
3. Remove the three (3) cross head screws which secure the rear top edge of the control panel to the caps and backguard shield.
4. Remove the two horizontal cross head screws which secure the bottom front corners of the control panel to the end caps.

**NOTE:** *If the model is equipped with indicator lights mounted on the control panel, it will be necessary to disconnect the leads before removing the panel.*

5. Remove the screws which secure the control shield to the wrapper and lay the front of the control shield on the protective cloth. The backguard components are now accessible for testing and/or replacement.

**NOTE:** *The procedure for testing the backguard components are described in Section 8.*

# BACKGUARD ASSEMBLY



---

## SECTION 8. ELECTRICAL COMPONENTS AND TESTING

---

### TIMER

The timer is an incremental advance, rotary type and is driven by a 110V synchronous motor.

The timer controls and sequences the functions involved in each dry cycle by providing, or denying power to the various electrical components. This is accomplished by the opening and/or closing action of the timer contacts.

The timer has a built-in "Push to Start" switch that is activated by depressing the timer knob. This switch is a safety feature that completes the motor start circuit. The dryer motor will not start in any segment of any cycle unless the "Push to Start" switch is closed.

---

#### Resistor (Electric Models Only)

Although the same timer is used on both the gas and the electric dryers within models, the timer on the electric model has a resistor installed on it as part of the timer motor circuit. The resistor is installed during manufacturing and is *not* on replacement timers. If a timer is replaced, be sure to remove the resistor from the old timer and install it on the new one.

---

#### TIMER ACCESS AND/OR REMOVAL

Timer access and/or removal is detailed in **Section 7**, under Backguard Disassembly.

---

#### Timer Sequence Chart

A combination timer sequence chart, switch position charts, schematic diagram and other pertinent information is affixed to the underside of the dryer top panel.

The following two figures, electric models and gas models, typically illustrate a condensed version of the schematic information supplied with each unit.

Listed down the left side of the sequence chart are the terminal contacts which control dryer functions. The top of the chart indicates the different dry cycles and their off positions. The dark lines denote when the contacts are closed during a particular dry cycle. The numbers at the bottom of the chart indicate the length of time the contacts are closed with the timer motor energized.

---

#### Contact Functions

**Contacts T-M** provide power to the buzzer. These contacts are closed approximately 5 seconds, every 5 minutes during the "**Cool Down**" or "**Wrinkle Out**" phase of the cycles. This produces the intermittent end of cycle buzz.

**Contacts L-H** provide power to the heat source at the beginning of each dry cycle. They remain closed until the "**Cool Down**" phase.

**Contacts TM-A** close at the beginning of the "**Automatic Dry**" cycles only. It sets up the timer motor circuit as a parallel circuit to the heat control circuit.

When the heat circuit is closed the timer motor is shunted.

**Contacts L-W** close the last 5 minutes of the "**Automatic Permanent Press**" cycle. They provide power to the drive motor through the wrinkle control switch if "**Wrinkle Out**" was selected.

**Contacts TM-N** close at the beginning of the "**Timed Dry**" cycle only. They provide power to the timer motor throughout the cycle.

**Contacts L-M** provide power to the motor circuit. They are closed at the beginning of each dry cycle and remain closed throughout the cycle except during the "**Wrinkle Out**" phase of the "**Automatic Permanent Press**" cycle.

**Contacts M-S** are the "**Push to Start**" contacts. They provide power to the motor start circuit when the timer knob is depressed and contacts **L-M** are closed.

## TESTING

The timer can be tested by using an ohmmeter and the timer sequence chart as detailed below:

### EXAMPLE:

To test the operation of the heat source contacts (identified as **L-H** in **Contact Functions**), refer to the left side of the sequence chart and observe the dart line opposite terminals **L-H**. The chart indicates that contacts **L-H** close at the beginning of each cycle and remain closed until the "**Cool Down**" phase. This action can be verified by connecting the ohmmeter leads between timer contacts **L-H** and checking continuity as the timer is manually advanced.

---

## WRINKLE OUT SWITCH

The "**Wrinkle Out**" selector switch is a two (2) position switch which can be either a rotary or push-button type. Its function is to provide a circuit around open timer contacts for the "**Wrinkle Out**" operation. The circuitry of the dryers equipped with "**Wrinkle Out**" is designed so that the feature is available only at the end of the "**Automatic Permanent Press**" cycle.

## SWITCH ACCESS AND/OR REMOVAL

The "**Wrinkle Out**" switch can be accessed and/or removed as detailed in **Section 7** under **Backguard Disassembly**.

## TESTING

Using an ohmmeter, check between terminals **B1- B2** with the switch in the "**ON**" position. Continuity should be indicated.

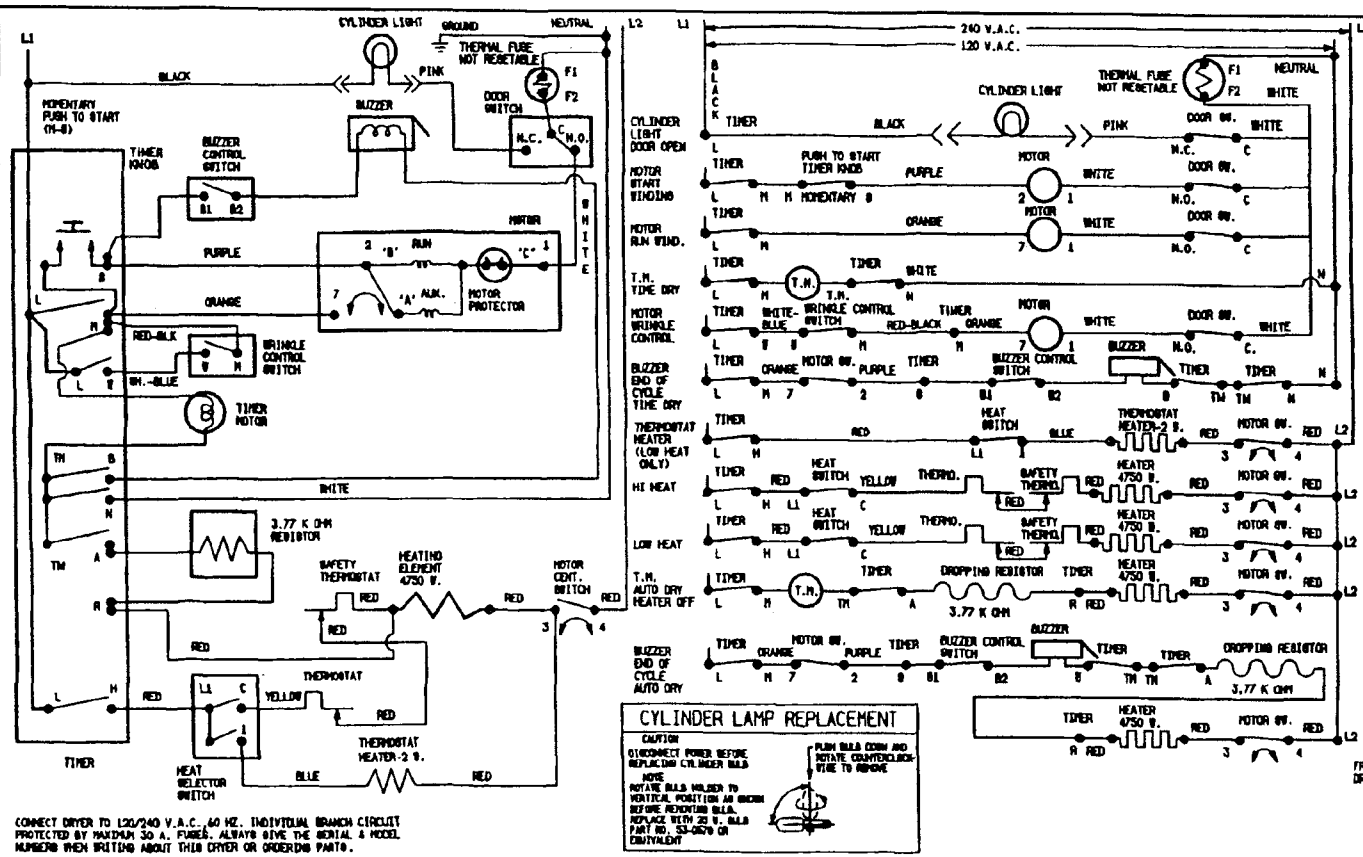
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## HEAT SELECTOR SWITCH

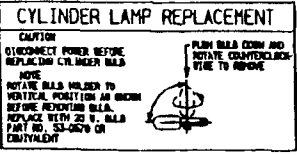
Heat selector switches are four (4) position and are the push-button type. The position of the switch determines which thermostat, low or high, will control the heat circuit.

**NOTE:** *The "Fluff" position opens the heat circuit altogether.*

# WIRING DIAGRAM (ELECTRICAL MODEL)

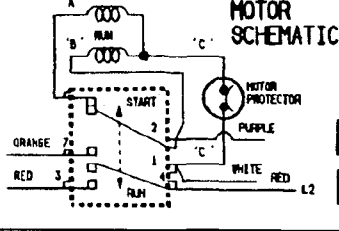


CONNECT DRYER TO 120/240 V.A.C., 60 HZ. INDIVIDUAL BRANCH CIRCUITS PROTECTED BY MAXIMUM 30 A. FUSES. ALWAYS GIVE THE SERIAL & MODEL NUMBERS WHEN WRITING ABOUT THIS DRYER OR ORDERING PARTS.



- SERVICE TIPS**
- ITEMS ACCESSIBLE WITH TOP OPEN: CYLINDER LIGHT BALLS (IF SO EQUIPPED); IN-LIMIT THERMOSTAT; HEATER ELEMENT (ELECTRIC).
  - TO REMOVE FRONT PANEL: REMOVE TWO SCREWS; TILT PANEL FORWARD; DISCONNECT DOOR SWITCH WIRES; LIFT.
- 
- ITEMS ACCESSIBLE WITH FRONT PANEL REMOVED: CONTROL THERMOSTATS; DOOR SWITCH; CONTROL VALVE & BURNER (GAS MODELS ONLY).
  - TO REMOVE CYLINDER: FORCE ROLLER PULLEY TO THE RIGHT; FINGERGrip DRIVE BELT FROM MOTOR PULLEY (SEE BELOW); LIFT REAR OF CYLINDER OFF SUPPORT ROLLERS USING BELT; PULL CYLINDER FORWARD.
  - ITEMS ACCESSIBLE WITH CYLINDER REMOVED: MOTOR/LOWER MIDDLE CYLINDER ROLLERS & SLIDES; WIRING HARNESS.
  - TO REPLACE CYLINDER: FORCE REAR LIP OF CYLINDER OVER SUPPORT ROLLERS; ROTATE CYLINDER ONE QUARTER TURN COUNTERCLOCKWISE TO ENGAGE ROLLERS; INSTALL DRIVE BELT AS SHOWN TAKING CARE TO PUT GROOVED SIDE OF BELT ON GROOVES IN MOTOR PULLEY.
- 
- FRONT OF DRYER
- GROOVED SIDE OF BELT DOWN
- ROLLER PULLEY
- MOTOR PULLEY
- GROOVED SIDE OF BELT UP
- BELT ORIENTATION

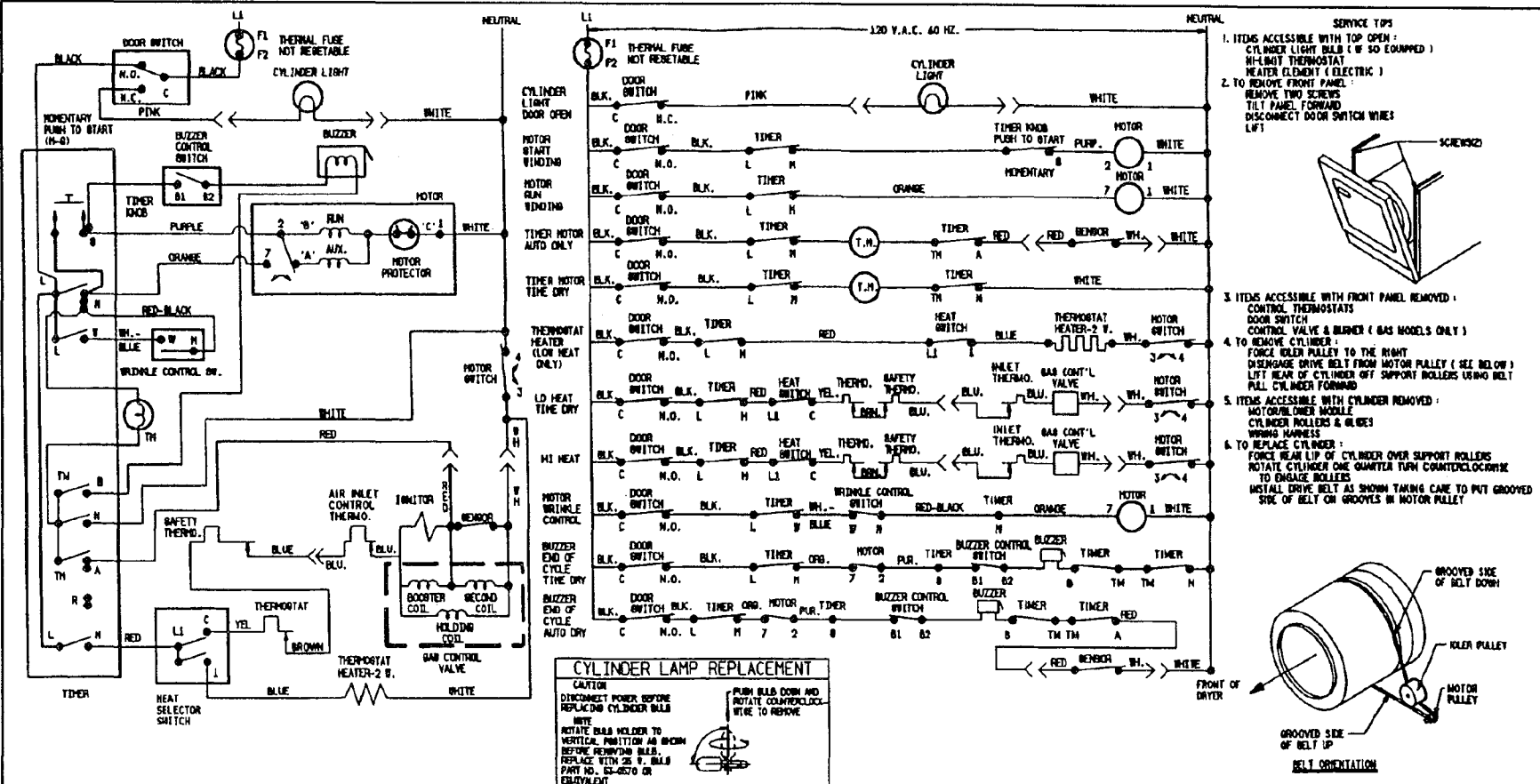
TIMER REFERENCE			HEAT SELECTOR SWITCH			WRINKLE CONTROL SWITCH	
TIMER ROTATES 1.33" PER MINUTE	POSITION	CONTACTS	POSITION	CIRCUIT	POSITION	CIRCUIT	
0	AUTO	W-M	LOW	L1-1, L1-C	ON	W-M	
1	REGULAR	W-M	MID	L1-C	OFF	OFF	
2	AUTO MEM. FRESH	W-M	AUTO	L1-C	ON	B1-B2	
TH-B	II				OFF	OFF	
L-H					ON	B1-B2	
TH-A					ON	B1-B2	
L-B					OFF	OFF	
TH-N					ON	B1-B2	
L-M					OFF	OFF	
M-S					ON	B1-B2	
			MOTOR WIRING CODE				
			MOTOR	A	B	C	
			EMERSON	RED	YELLOW	BLUE	



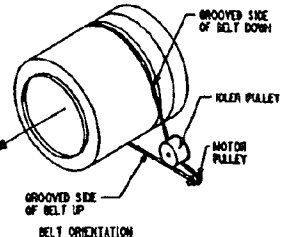
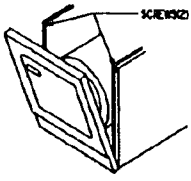
**DISCONNECT POWER BEFORE SERVICING**

PRINTED IN U.S.A.  
COVERED BY ONE OR MORE OF THE FOLLOWING PATENTS:  
5,133,617

WIRING DIAGRAM (GAS MODEL)



- SERVICE TIPS**
1. ITEMS ACCESSIBLE WITH TOP OPEN: CYLINDER LIGHT BULB (IF SO EQUIPPED) HI-BAY THERMOSTAT HEATER ELEMENT (ELECTRIC)
  2. TO REMOVE FRONT PANEL: REMOVE TWO SCREWS TILT PANEL FORWARD DISCONNECT DOOR SWITCH WIRES LIFT
  3. ITEMS ACCESSIBLE WITH FRONT PANEL REMOVED: CONTROL THERMOSTATS DOOR SWITCH CONTROL VALVE & BURNER (GAS MODELS ONLY)
  4. TO REMOVE CYLINDER: FORCE ROLLER PULLEY TO THE RIGHT DISENGAAGE DRIVE BELT FROM MOTOR PULLEY (SEE BELOW) LIFT REAR OF CYLINDER OFF SUPPORT ROLLERS USING BELT FULL CYLINDER FORWARD
  5. ITEMS ACCESSIBLE WITH CYLINDER REMOVED: MOTOR/DRUM MOULDE CYLINDER ROLLERS & BLDES WRING HARNESS
  6. TO REPLACE CYLINDER: FORCE REAR LIP OF CYLINDER OVER SUPPORT ROLLERS ROTATE CYLINDER ONE QUARTER TURN COUNTERCLOCKWISE TO ENGAGE ROLLERS INSTALL DRIVE BELT AS SHOWN TAKING CARE TO PUT GROOVED SIDE OF BELT ON GROOVES IN MOTOR PULLEY



**CYLINDER LAMP REPLACEMENT**

CAUTION  
DISCONNECT POWER BEFORE REPLACING CYLINDER BULB

NOTE  
ACTIVATE BULB WELDER TO VERTICAL POSITION AS SHOWN BEFORE REPLACING BULB. REPLACE WITH 25 W. BULB PART NO. 85-6570 OR EQUIVALENT

PULL BULB DOWN AND ROTATE COUNTERCLOCKWISE TO REMOVE

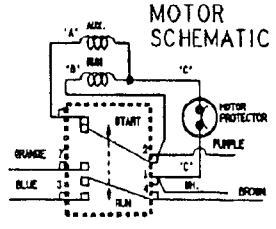
TABLE FOR BURNER (18,000 B.T.U.) ORIFICE SIZE FOR VARIOUS GASES & B.T.U. VALUES

KIND OF GAS	B.T.U. PER CU. FT.	SPECIFIC GRAVITY	BURNER ORIFICE SIZE	W.C. PRESSURE
NATURAL	1050-1150	.7	#46	3 1/2"
	950-1050	.6	#46+	
LP PROPANE	2500	1.53	#55	11"
GAS BUTANE	3175	2.00	1.125 #41	

TIMER SEQUENCE				HEAT SELECTOR SWITCH		WRINGLE CONTROL SWITCH	
0	1	2	3	POSITION	CIRCUIT	POSITION	CIRCUIT
0	AUTO REGULAR	0	AUTO PERM. PRESS	FLUFF	ON	W-M	ON
1	WIRINGLE OUT	1	TIMED DRY	LOW	OFF	OFF	OFF
2		2		HIGH	LI-C, LI-A	BUZZER CONTROL SWITCH	ON
3		3		AUTO	LI-C	BUZZER CONTROL SWITCH	OFF
						POSITION	CIRCUIT
						ON	81-82
						OFF	OFF

MOTOR WIRING CODE			
MOTOR	A	B	C
EMERSON	RED	YELLOW	BLUE



NOTICE:  
CONNECT GROUND WIRE SECURELY DO NOT GROUND TO GAS PIPE.  
PRINTED IN U.S.A.  
COVERED BY ONE OR MORE OF THE FOLLOWING PATENTS:  
5,133,417

**DISCONNECT POWER BEFORE SERVICING**

## SWITCH ACCESS AND/OR REMOVAL

The heat selector switch can be accessed and/or removed as detailed in **Section 7** under **Backguard Disassembly**.

## TESTING

Using an ohmmeter, check for continuity between terminals **L1-1** with the switch in the **LOW** position, and the **L1-C** in the **HIGH** and **AUTO** positions.

---

## DOOR SWITCH

The door switch is located inside the door well on the upper right. It is attached to the inside of the front panel by a chrome clip. The switch can be removed by spreading the arms of the clip and withdrawing the switch from the inside of the front panel.

A different type door switch is used on dryers having a cylinder light than those not having a light.

Models **without** a cylinder light utilize a normally closed, single-pole, single-throw type switch to complete the motor circuit when the door is closed.

Models equipped with a cylinder light use a normally closed, single-pole, double-throw type switch. One contact completes the motor circuit when the door is closed, and the second contact completes the light circuit when the door is open.

## TESTING

The door switch can be tested in place by using an ohmmeter and performing the following:

1. Disconnect the unit from the power source.

2. Disconnect switch wiring.

3. Check between the switch terminals for continuity.

- No continuity should be indicated between terminals **COM** and **NO** until the switch is activated.
- On double-throw switches, continuity should be indicated between **COM** and **NC** until the switch is activated.

---

## SILICON CARBIDE IGNITION SYSTEM

The failure of a component in this system will usually be indicated by one of three symptoms:

- The igniter does not glow.
- The igniter glows but no gas ignition takes place.
- The gas is ignited but the flame goes out.

The following test procedures are to assist in determining which components are causing the problem.

**NOTE:** *In all failures, it is suggested that the burner assembly be isolated from the dryer circuitry for testing.*

1. Disconnect the dryer from its power source.
2. Disconnect the three (3) wire plug from the harness to the burner assembly. Check the wiring diagram attached to the underside of the dryer top and connect a test cord to the proper burner assembly wires.

When power is applied, the operation of the burner assembly can be observed. This procedure eliminates the possibility of a defective component in the dryer affecting the burner test.

### CAUTION

*When testing the burner in this manner, do not allow the flame to burn any longer than is required for the test in order to avoid excessive heat buildup in the heater housing and inlet duct.*

### No Igniter Glow

If the igniter does not heat up, remove power, and using an ohmmeter check the following:

- Open Flame Sensor
- Open Igniter
- Open Booster Coil
- Open Wiring

### Igniter Glows - No Gas Ignition

If the igniter heats up but the main burner flame is not ignited, remove power and using an ohmmeter check the following:

- Open Secondary Coil
- Open Holding Coil
- Open Wire

Other possible causes that will not show up in a continuity check but should be examined:

- Gas Valve Needs Replacement
- Restriction in the Burner Orifice
- Igniter Improperly Installed

### Gas Ignites - Flame Goes Out

If a normal ignition takes place and after a short while the flame goes out, check for the following:

- Erratic Flame Sensor

### HEATER ELEMENT ASSEMBLY

The heater element assembly mounts within the heater housing which is located behind the bulkhead on the upper left.

**NOTE:** *Removal of the heater element assembly is detailed in Section 6.*

The heater element assembly is serviced as a completely assembled unit, ready to mount in the heater housing.

### ELEMENT SPECIFICATIONS

The heater element is rated at 4750 watts at 240V. It has an approximate cold ohm resistance of 10.94.

### THERMOSTATS

Most dryers are equipped with three (3) thermostats: a low temperature, a high temperature and a high limit thermostat. The low and high temperature thermostats are designated control thermostats as they are selected by the heat selector switch and control the drying temperature. The high limit thermostat is installed as a safety precaution.

All of the thermostats are normally closed, fixed temperature, single-pole, single-throw, bi-metal disk type. When the operating temperature of the thermostat is reached, the bi-metal disc "snaps"



from its normally closed position and opens the heater circuit.

## Control Thermostat

The control thermostats are mounted to the blower cover and respond to the temperature of the air after it has passed over the clothes load.

The low control thermostat operating temperature is 120 degrees F., and the high control thermostat is 140 degrees F.

## REMOVAL

1. Disconnect the unit from the power source.
2. Remove the front panel.
3. Disconnect the thermostat wiring.
4. Remove the screws which secure the thermostat(s) to the blower cover.

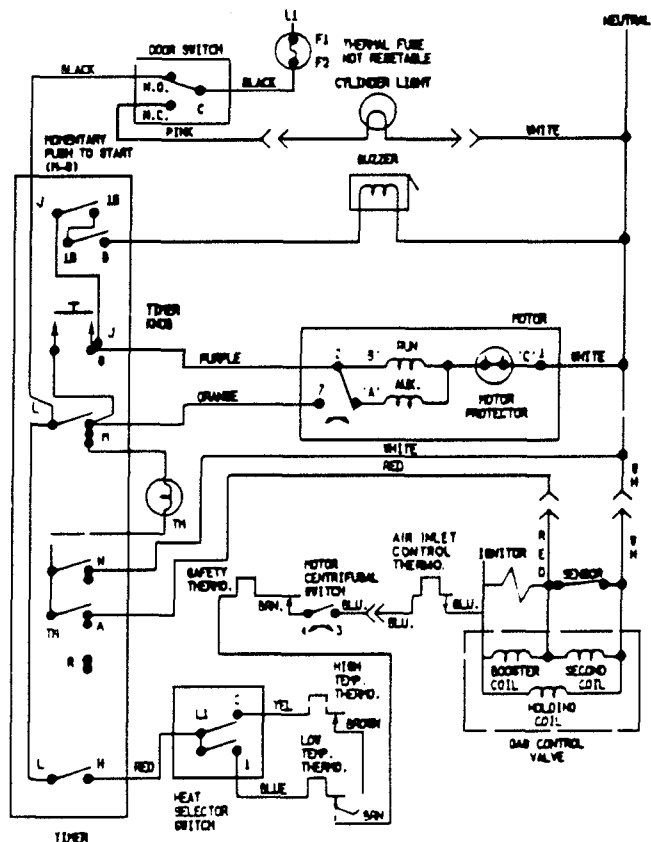
## High Limit Thermostat

The high limit thermostat is located on top of the heat inlet duct on gas models, and on a bracket which mounts to the top of the bulkhead on electric models. The thermostat is secured by two (2) screws which can be accessed by raising the top assembly.

The high limit thermostat responds to the temperature of the air before it is drawn over the clothes load, and is located to sense heat buildup during a possible air flow interruption.

The operating temperature of the high limit thermostat is 240 degrees F. on the gas model and 250 degrees F. on the electric model.

## Inlet Air Control Thermostat (Gas Models Only)



All gas dryers are equipped with an inlet air control thermostat. The inlet air control thermostat is the same as the high limit thermostat.

This additional thermostat is located on the upper front end of the heater housing above the burner, and will ensure a positive inlet air flow into the burner chamber. Should a situation occur which would prevent a positive air flow into the burner chamber, the heat rise would cause the thermostat to open. This would open the circuit to the gas valve and shut off the heat (*see above schematic*).

## TESTING THERMOSTATS

A thermostat failure usually occurs because the contacts fail to open at the proper temperature, or close when the thermostat cools down.

To test for an open thermostat, turn the dryer on during the heat portion of any dry cycle.

**NOTE: Make sure the fluff setting has not been selected.**

If the heat source is energized, none of the thermostats are open (unless high heat selection has been made and the low temperature control thermostat is satisfied).

If the heat source is not energized, each thermostat must be tested between the terminals for continuity. Replace any thermostat that does not indicate continuity.

If either of the control thermostats are suspected of not opening at the proper temperature, select the suspected thermostat and place a thermocouple type thermometer down in the lint filter opening. With the cylinder empty, run the dryer during the heat portion of any dry cycle and monitor the temperature. If the temperature stays between 105-125 degrees F. on low setting or 110-145 degrees F. on high setting, the thermostat is operating properly.

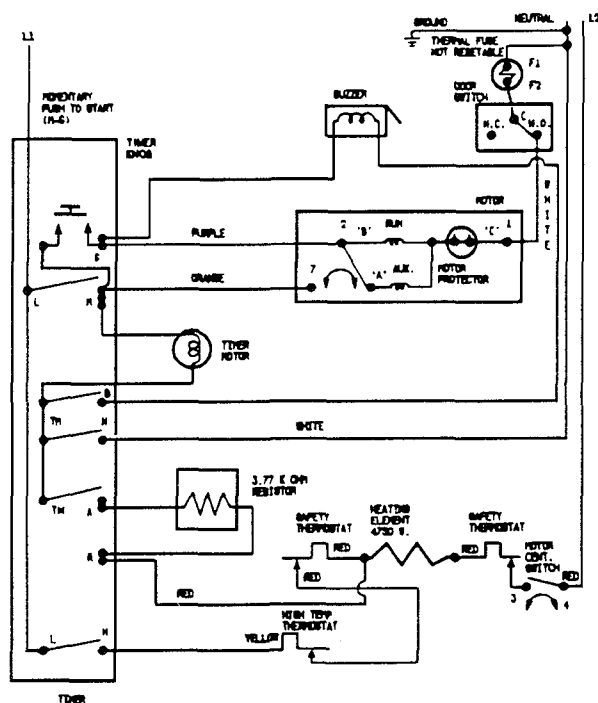
The high limit thermostat can be tested by restricting the exhaust vent. A complete blockage of the vent will result in sufficient heat buildup to cause the high limit thermostat to open its contacts in a few minutes.

## THERMAL FUSE

In order to comply with applicable U.L. standards, all dryers are now being equipped with a non-resetting thermal fuse as an additional safeguard.

The fuse is assembled to the side of the heater housing on electric models, and on the top of the inlet duct on gas model dryers. The same thermal fuse is used on both models.

The one time fuse is set to open at approximately 300 degrees F. and is wired in series with the door switch. Should a malfunction occur and an abnormal heat rise cause the thermal fuse to open, this will open the circuit to the drive motor, centrifugal switch and heat source, thus stopping dryer operation (*see the following schematic*).



After correcting the dryer malfunction which caused the thermal fuse to open, **be sure to replace the high limit thermostat as well as the thermal fuse.** This is necessary since the high limit thermostat

is designed to open at a lower temperature than the thermal fuse, and failed to do so.

**NOTE:** *As an additional precaution, check the total exhaust system (lint filter, vent duct, etc.) for lint buildup and clean as necessary.*

---

## MOTOR

The motor used on both the gas and electric model dryers is a 1/4 H.P., split phase, overload protected type. It has an externally mounted motor switch which can be replaced.

---

### Overload Protector Switch

The protector switch is wired in series with the motor, and its contacts are normally closed. The contacts of the protector switch open in response to a temperature rise, an excessive amperage draw or a combination of both. The contacts reset automatically when they cool down.

If the protector switch contacts open, the motor circuit is broken. The motor stops and the motor switch contacts open which break the heating circuit.

---

### Motor Switch

The motor switch has two (2) sets of contacts; one to control the motor circuit and the other to control the heat circuit. When the motor is at rest, the motor control contacts are closed, completing a circuit to the start winding, and the heat circuit contacts are open.

When the motor starts running, a centrifugal arrangement activates a holding

lever which allows both sets of contacts to move simultaneously. The motor control switch opens the start circuit and closes a circuit to the run winding. The heat circuit contacts close to complete the circuit to the heat source.

The motor switch is mounted to the motor by two (2) slot head screws and can be removed accordingly.

**NOTE:** *If the switch is to be removed, be sure to note the mounting position of the internal wires on the switch.*

## MOTOR REMOVAL

1. Disconnect the unit from the power source.
2. Remove the front panel and cylinder assembly.
3. Remove the blower cover assembly from the housing.
4. Remove the blower wheel from the motor shaft.
5. Disconnect the motor ground wire and harness wires.
6. Remove the spring clip motor clamp. Rotate the motor frame to unlock it from the blower housing rear.

## MOTOR TESTING

The motor, overload protector switch and the motor switch are components that *must function correctly in order for the motor to run.* To determine the cause of a motor not operating properly, it is necessary to isolate the motor and its two (2) related components from the rest of the machine circuitry.

The following service test procedure is suggested to facilitate locating a failed component in the motor circuitry:

1. Remove all wiring harness connections to the motor switch. ***Do not*** disconnect the wires that come from inside the motor.
2. Connect a test cord to terminals 1 and 2 and plug the test cord into an outlet. If the ***motor*** runs, the problem is in the wiring or a control. If it does not run, continue the test procedure.

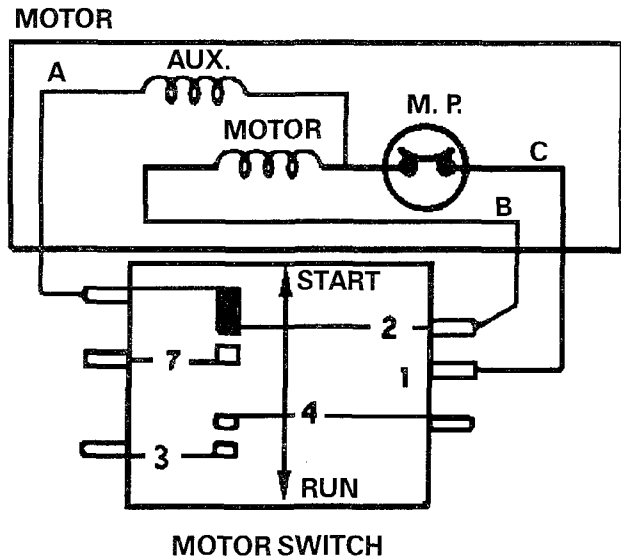
**NOTE:** *The following tests should be made with a continuity tester such as an ohmmeter, and the power to the machine should be disconnected.*

3. To test the continuity of the ***overload protector switch***, connect the test leads to motor switch terminals 1 and 2. Continuity should be indicated.

4. If the protector switch checks out to be functioning properly, but the switch opens repeatedly in normal operation, check the following:

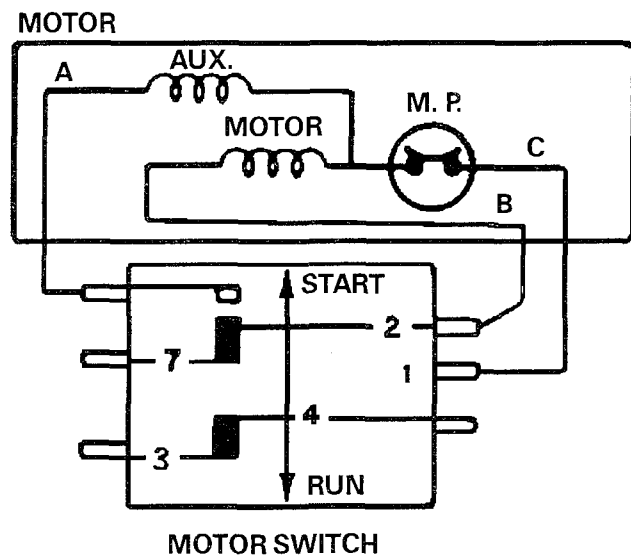
- A binding condition in the motor or cylinder drive system.
- Poor electrical connections causing a low voltage condition.
- Motor overheating because of a restricted cooling air flow.

5. To test the ***motor switch*** in its start position, the ohmmeter should indicate an open circuit between terminals 2-7 and 3-4 (*see the following figure*).



**MOTOR SWITCH (START)**

When the motor switch is in its run position (lever activated), its contacts close and continuity should be indicated between terminals 2-7, the motor run circuit and terminals 3-4, the heat circuit (*see the following figure*).



**MOTOR SWITCH (RUN)**

---

## SECTION 9. ELECTRONIC CONTROL MODEL

This section details only the components and service procedures that are unique to the Electronic Control Dryer. Therefore, it must be used in conjunction with the remainder of the *Service Manual* to provide a complete service program for these models.

---

### OPERATING INSTRUCTIONS

- 1** **CHECK LINT FILTER** - Be sure the lint screen is clean and properly replaced. Never use the dryer without the Lint Filter in position.
- 2** **LOAD** - Generally, items that are washed together can be dried together, but the drying load should be sorted by weight, texture, and bulk of fabrics within practical limits.
- 3** **CLOSE LOADING DOOR.**
- 4** **PUSH TO START** - This activates the dryer and allows time for selections.
- 5** **SELECT CYCLE** - Dryer automatically selects **PERMANENT PRESS**. If you wish to change the cycle **USE: MANUAL OPTIONS** - To select **Time Dry**. You may select from 15 minutes (**Touch Up**) to 110 minutes. You may also select **TEMPERATURE (Fluff, Low, or Normal)**.  
  
**AUTOMATIC CYCLES** - To select on the basis of fabric. You are also

able to select **MORE** or **LESS** dry and **WRINKLE OUT**.

**Indicator lights glow to indicate options selected.**

- 6** **SIGNAL** - End of cycle signal will automatically sound unless you change it by pressing signal pad.
- 7** **START DRYER** - Push **START**. **PAUSE** may be used to change cycles after dryer has started.
- 8** **STATUS LIGHTS** - Let you know where you are in the cycle.
- 9** **STOPS AUTOMATICALLY** - If signal has been selected, the dryer will alert you to the end of the cycle. Remove the clothes immediately to minimize wrinkling.

Cycle can also be cancelled by using **OFF**. If you wish to stop the cycle and restart it, use **PAUSE**.

#### POWER FAILURE

*If a power failure occurs during a cycle, start a new cycle.*

---

### CYCLE DESCRIPTION

**COTTONS AND LINENS** cycle is designed to dry most cottons and linens. This cycle is preset for dry setting and normal heat. There is a five (5) minute cool down period.

**PERMANENT PRESS** - Cycle is designed to dry synthetic fabrics. It is present for normal heat and drying setting. The 15 minute cool down period helps to reduce wrinkling. To further minimize wrinkling select **Wrinkle Out**.

**DELICATES** - Has been preset at drying setting with low heat for garments that require lower settings. Cool down period is 5 minutes at the end of the cycle.

**KNITS AND BLANKETS** - Has been preset at dry setting and provides a medium heat setting with a 10 minute cool down.

**NOTE:** *With the use of options across the bottom of the panel, you may select **LESS DRY, MORE DRY, AND WRINKLE OUT**. If you want a signal at the end of the cycle, select **signal**.*

#### **MANUAL OPTIONS:**

**TIMED DRY** - Using the touch pads in the middle of the backguard, you can select **TIME** and **TEMPERATURE**.

You may select **TOUCH UP** for 15 minutes of heat or up to 110 minutes of heat using **TIME** touch pad. You may also select **NORMAL, LOW** or **FLUFF** (no heat) using **TEMP** touch pad. There is a 5 minute cool down at the end of the cycle.

**TIME DRY** - May be used for very small loads (under about 4 pounds). It can also be used for mixed loads where fabrics vary in bulk and weight and may require different drying times. Some items may be taken out when dry and dryer re-started by pushing **START** or Re-select time and push **START**.

**FLUFF (no heat)** - Can be used to: freshen articles, dry foam, or rubberized items. Select **FLUFF** by pushing **TEMP**, then select **TIME**.

**MORE DRY/LESS DRY** - Automatic Cycles are already programmed for **DRY**. Select **MORE DRY** for heavy fabrics or if clothes are not dry enough. Select **LESS DRY** for lightweight fabrics or if a less dry setting is desired. This option can only be used with Automatic Cycles.

**COOL DOWN** - Is added at the end of the cycle. This period allows the clothes to reach a temperature comfortable for handling and reduces the creation of wrinkles. Clothes can be removed at any time during this period. No significant energy usage is incurred as the heat is off and room temperature air is used.

**WRINKLE OUT** - This is an optional feature and can be selected with any automatic cycle. It works especially well with the **PERMANENT PRESS** cycle as it provides one hour of tumbling without heat to minimize wrinkling. This is especially helpful if you are unable to remove clothes after the end of the cycle. Dryer will beep every 5 minutes to remind you that the clothes are ready to be removed from the dryer. Clothes can be removed at any time throughout **Wrinkle Out**. When clothes are removed, push **OFF** to shut off the dryer.

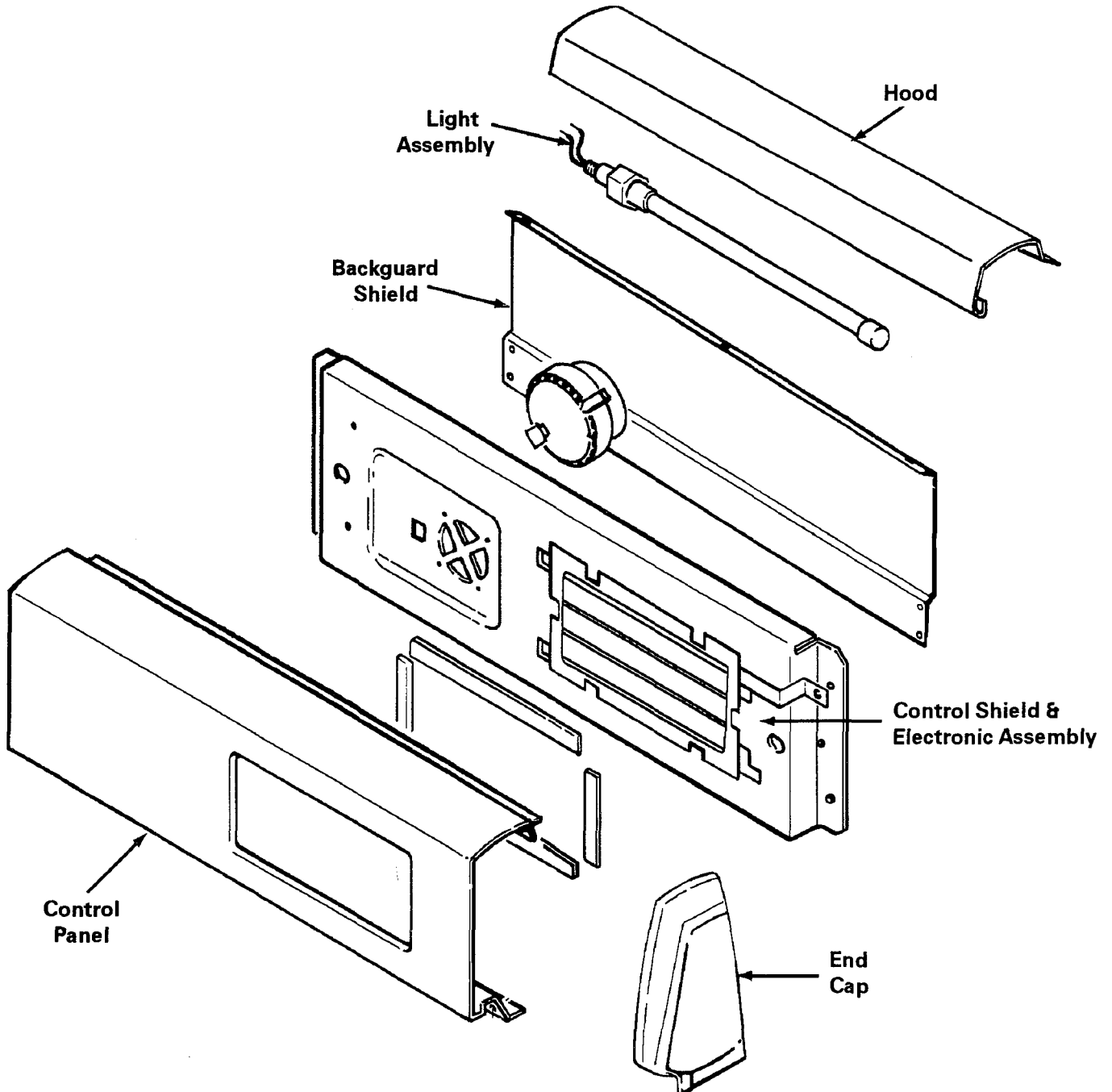
**SIGNAL** - If a signal is not desired at the end of the cycle, you must press **signal**. The light will go off to indicate that the **signal** has not been selected.

## CONTROL SHIELD AND ELECTRONIC ASSEMBLY

The electronic control dryer differs from the conventional dryer as it has no electro-mechanical timer or selector switches. Instead, it is equipped with solid state

components which control these functions electronically.

These solid state components are pre-assembled to the backguard control shield and will be serviced as a complete assembly. (See the following illustration.)



The Control Shield and Electronic Assembly consists of the following components (*see previous illustration*):

- **Control Shield** - Basically the same as the conventional one, but has been designed to mount the electronic controls.
- **Electronic Control Package** - Operates on line voltage and consists of two (2) circuit boards that have been tab locked to the rear of the control shield. The smaller of the circuit boards contains the rear board connector which receives the machine wiring harness plug.
- **Membrane Switch** - A large mylar rectangle containing the programming graphics for the unit. It adheres to the front of the control shield.
- **Speaker Assembly** - Attaches to the control shield rear with four (4) screws.

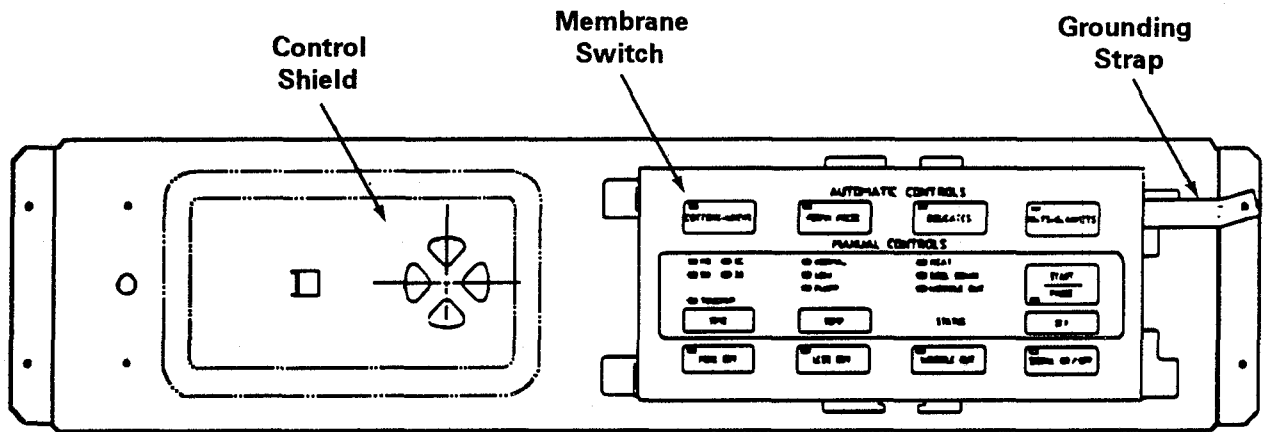
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## BACKGUARD DISASSEMBLY

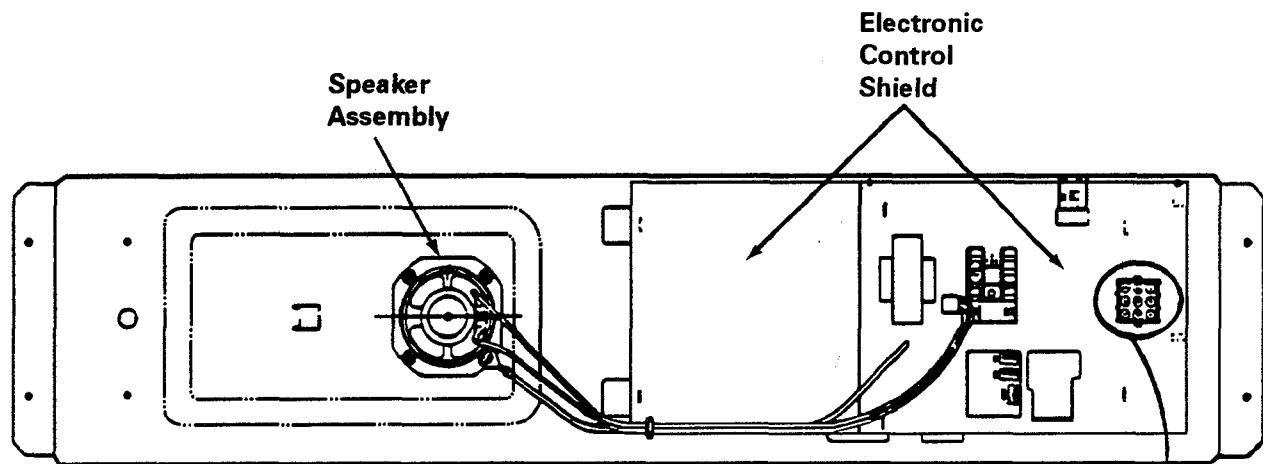
Before attempting to gain access to the controls mounted within the backguard assembly, place a protective cloth or pad on the cabinet top in front of the control panel, to protect both the top and the membrane switch.

1. Disconnect the unit from the power source unless troubleshooting the electronic control.
2. Remove the three (3) screws which secure the rear top edge of the control panel and hood to the end caps and backguard shield.
3. Remove the two (2) screws which secure the bottom front corners of the control panel to the end caps and lift off the control panel.
4. Remove the screws which attach the Control Shield and the end caps and lay the front of the assembly on the protective cloth. The electronic control is now accessible for testing and/or replacement.

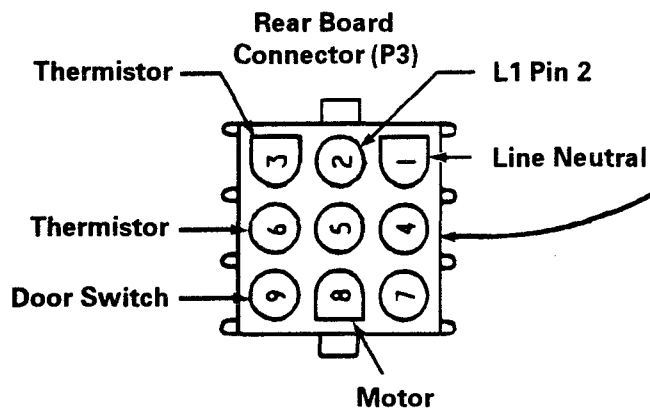




Control Shield And Electronic Assembly (Front)



Control Shield And Electronic Assembly (Rear)



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## SCHEMATIC DIAGRAM

A schematic diagram has been placed inside the backguard of each unit. It can be accessed by removing the backguard shield located on the rear of the backguard.

The schematic diagram provides vital information needed to check out a circuit and pinpoint a malfunctioning electrical component.

The schematic diagram contains the following:

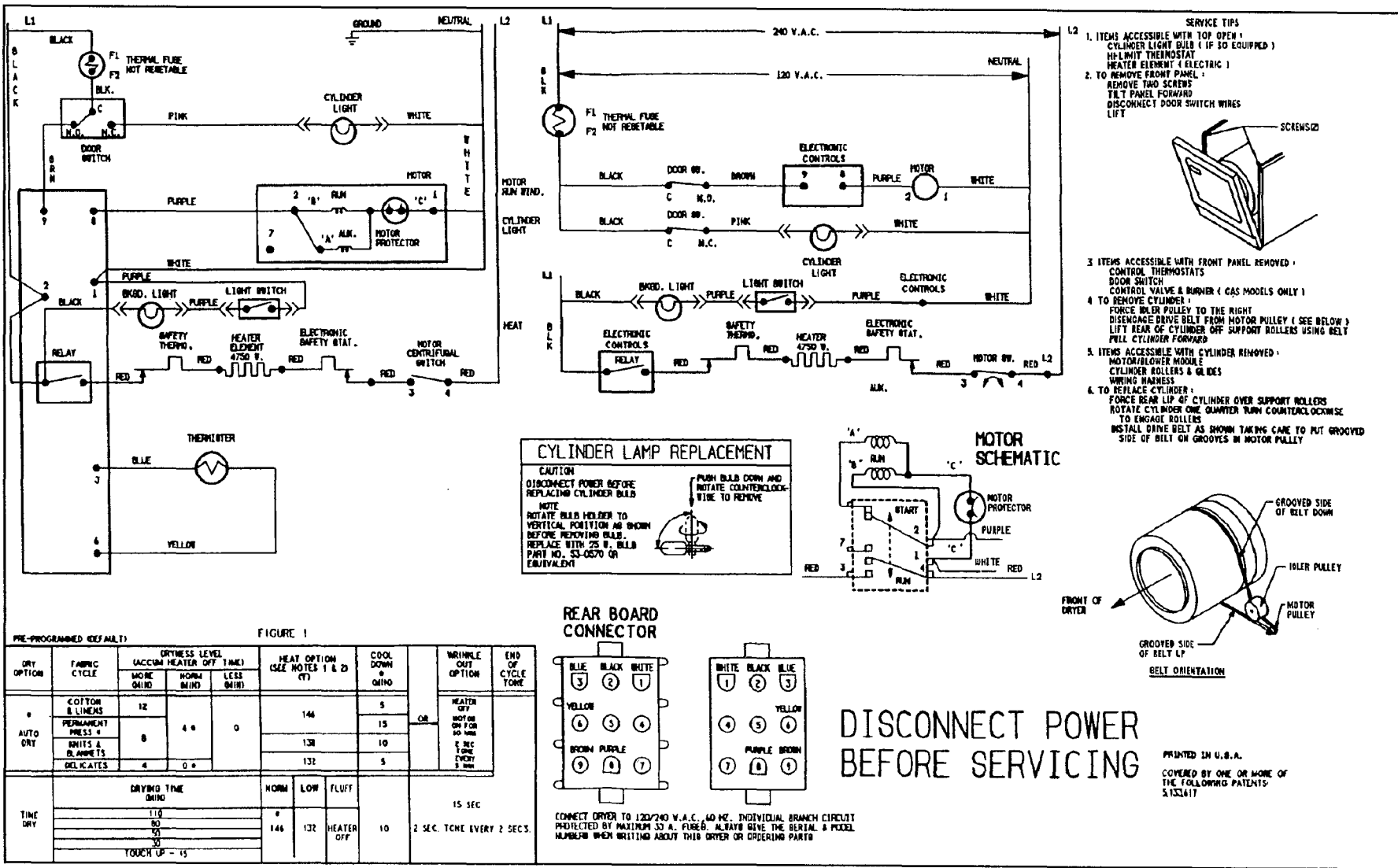
- Connection Diagram
- Ladder Wiring Diagram

- Cycle Sequence Chart
- Rear Board Connector Terminal Identification
- Motor Schematics

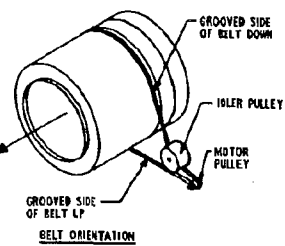
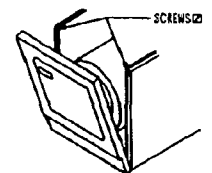
A thorough understanding of the information available on the schematic diagram is a prerequisite for quick and accurate troubleshooting.

The illustrations on the follow pages depict a typical schematic diagram for the ***Electronic Control Dryers***, both electric and gas models.

WIRING DIAGRAM JDE 3000 (ELECTRICAL MODEL)



- SERVICE TIPS**
1. ITEMS ACCESSIBLE WITH TOP OPEN:
    - CYLINDER LIGHT BULB (IF SO EQUIPPED)
    - HEATWAVE THERMOSTAT
    - HEATER ELEMENT (ELECTRIC)
  2. TO REMOVE FRONT PANEL:
    - REMOVE TWO SCREWS
    - TILT PANEL FORWARD
    - DISCONNECT DOOR SWITCH WIRES
    - LIFT
  3. ITEMS ACCESSIBLE WITH FRONT PANEL REMOVED:
    - CONTROL THERMOSTATS
    - DOOR SWITCH
    - CONTROL VALVE & BURNER (GAS MODELS ONLY)
  4. TO REMOVE CYLINDER:
    - FORCE BELT PULLEY TO THE RIGHT
    - DISENGAGE DRIVE BELT FROM MOTOR PULLEY (SEE BELOW)
    - LIFT REAR OF CYLINDER OFF SUPPORT ROLLERS USING BELT PULL CYLINDER FORWARD
  5. ITEMS ACCESSIBLE WITH CYLINDER REMOVED:
    - MOTOR/LOWER MODULE
    - CYLINDER ROLLERS & GLIDES
    - WIRING HARNESS
  6. TO REPLACE CYLINDER:
    - FORCE REAR LIP OF CYLINDER OVER SUPPORT ROLLERS
    - ROTATE CYLINDER ONE QUARTER TURN COUNTERCLOCKWISE TO ENGAGE ROLLERS
    - INSTALL DRIVE BELT AS SHOWN TAKING CARE TO PUT GROOVED SIDE OF BELT ON GROOVES IN MOTOR PULLEY

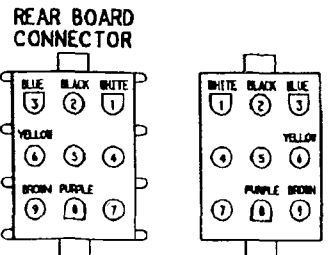
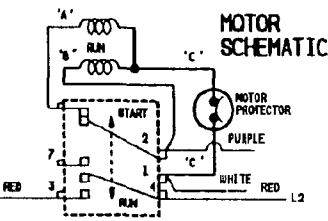


**CYLINDER LAMP REPLACEMENT**

**CAUTION**  
DISCONNECT POWER BEFORE REPLACING CYLINDER BULB

**NOTE**  
ROTATE BULB HOLDER TO VERTICAL POSITION AS SHOWN BEFORE REMOVING BULB. REPLACE WITH 25 W. BULB PART NO. 33-0570 OR EQUIVALENT

PUSH BULB DOWN AND ROTATE COUNTERCLOCKWISE TO REMOVE



**DISCONNECT POWER BEFORE SERVICING**

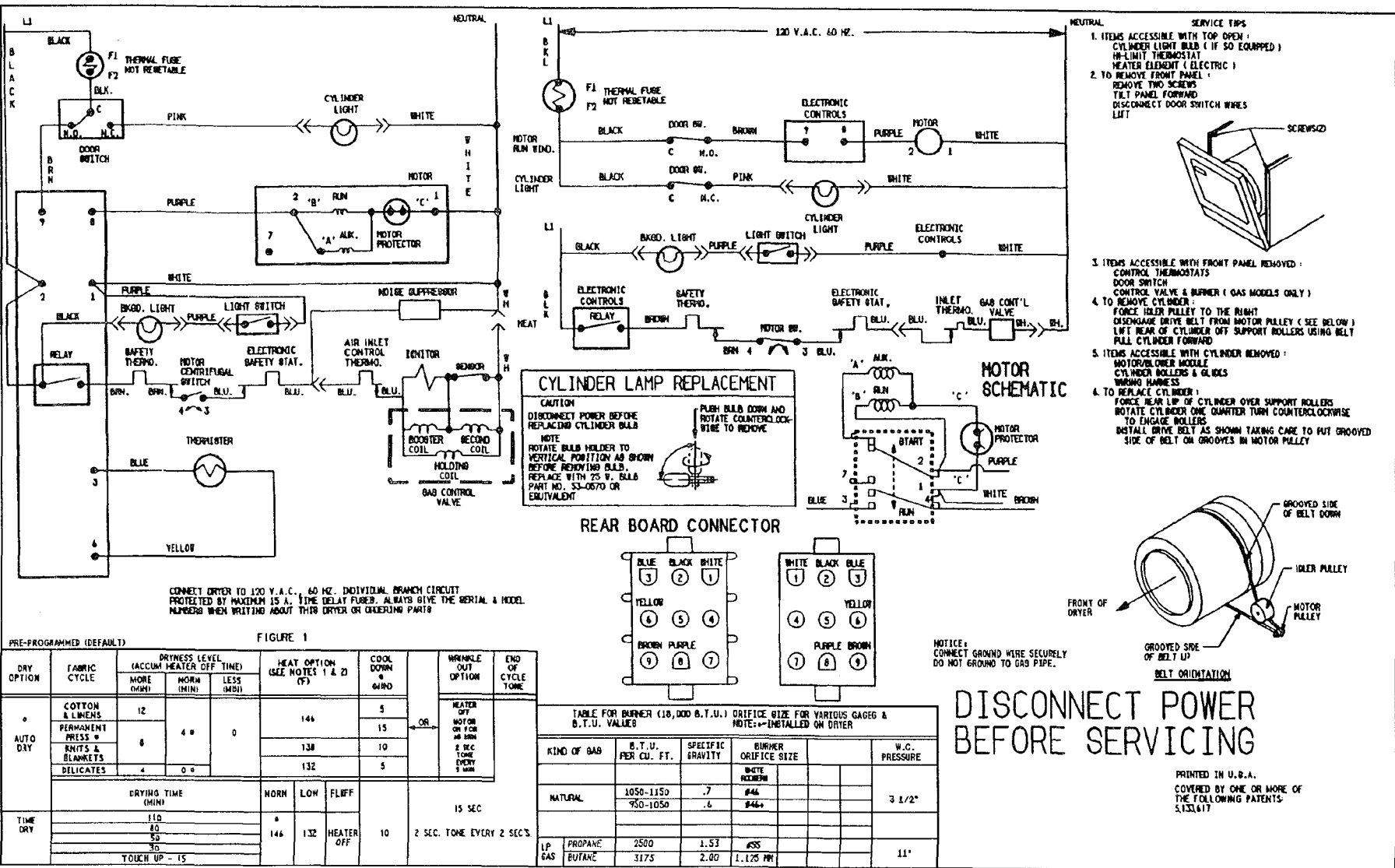
PRINTED IN U.S.A.  
COVERED BY ONE OR MORE OF THE FOLLOWING PATENTS:  
5133617

**FIGURE 1**

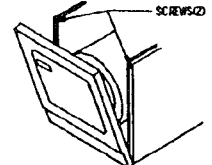
DRY OPTION	FABRIC CYCLE	DRYNESS LEVEL (ACCUM HEATER OFF 1 MIN)			HEAT OPTION (SEE NOTES 1 & 2) (°F)	COOL DOWN ° ON/O	WRINKLE OUT OPTION	END OF CYCLE TONE
		MORE (MIN)	NORM (MIN)	LESS (MIN)				
AUTO DRY	COTTON & LINES	12			146	5	HEATER OFF MOTOR ON FOR 30 MIN 5 SEC TONE EVERY 2 SEC	
	PERMANENT PRESS & WHITS & BLANKETS	8	4 *	0	130	10		
	DELICATES	4	0 *		132	5		
TIME DRY	DRYING TIME (MIN)			NORM	LOW	FLUFF	15 SEC	2 SEC. TONE EVERY 2 SECS.
	110							
	90							
	75							
	50							
	TOUCH UP - 15							

CONNECT DRYER TO 120/240 V.A.C., 60 HZ. INDIVIDUAL BRANCH CIRCUIT PROTECTED BY MAXIMUM 30 A. FUSE. ALWAYS GIVE THE SERIAL & MODEL NUMBER WHEN WRITING ABOUT THIS DRYER OR ORDERING PARTS

# WIRING DIAGRAM JDG 3000 (GAS MODEL)

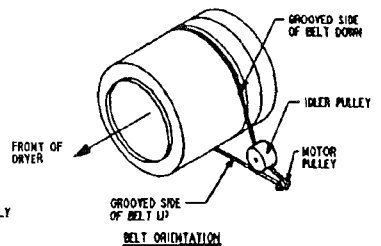


- SERVICE TIPS**
- ITEMS ACCESSIBLE WITH TOP OPEN:
    - CYLINDER LIGHT BULB (IF SO EQUIPPED)
    - H-LIMIT THERMOSTAT
    - HEATER ELEMENT (ELECTRIC)
  - TO REMOVE FRONT PANEL:
    - REMOVE TWO SCREWS
    - LIFT PANEL FORWARD
    - DISCONNECT DOOR SWITCH WIRES
    - LIFT



- ITEMS ACCESSIBLE WITH FRONT PANEL REMOVED:
  - CONTROL THERMOSTATS
  - DOOR SWITCH
  - CONTROL VALVE & BURNER (GAS MODELS ONLY)
- TO REMOVE CYLINDER:
  - FORCE IDLER PULLEY TO THE RIGHT
  - DISENGAAGE DRIVE BELT FROM MOTOR PULLEY (SEE BELOW)
  - LIFT REAR OF CYLINDER OFF SUPPORT ROLLERS USING BELT
  - PULL CYLINDER FORWARD

- ITEMS ACCESSIBLE WITH CYLINDER REMOVED:
  - MOTOR/BLOWER MODULE
  - CYLINDER ROLLERS & GLIDES
  - TURBO WARRNESS
- TO REPLACE CYLINDER:
  - FORCE REAR LIP OF CYLINDER OVER SUPPORT ROLLERS
  - ROTATE CYLINDER ONE QUARTER TURN COUNTERCLOCKWISE
  - TO ENGAGE ROLLERS
  - INSTALL DRIVE BELT AS SHOWN TAKING CARE TO PUT GROOVED SIDE OF BELT ON GROOVES IN MOTOR PULLEY

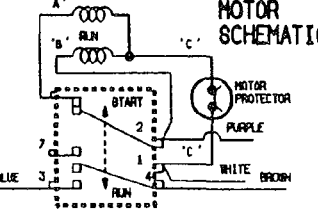


**CYLINDER LAMP REPLACEMENT**

**CAUTION**  
DISCONNECT POWER BEFORE REPLACING CYLINDER BULB

**NOTE**  
ROTATE BULB HOLDER TO VERTICAL POSITION AS SHOWN BEFORE REMOVING BULB. REPLACE WITH 25 W. BULB PART NO. 53-0670 OR EQUIVALENT

**PUSH BULB DOWN AND ROTATE COUNTERCLOCKWISE TO REMOVE**



**FIGURE 1**

DRY OPTION	FABRIC CYCLE	DRYNESS LEVEL (ACCUM HEATER OFF TIME)			HEAT OPTION (SEE NOTES 1 & 2) (°F)	COOL DOWN & WIND	WRINKLE OUT OPTION	END OF CYCLE TONE
		MORE (MIN)	NORM (MIN)	LESS (MIN)				
AUTO DRY	COTTON & LINENS	12		0	146	5	HEATER OFF MOTOR ON FOR 2 SEC TONE EVERY 2 MIN	15 SEC
	PERMANENT PRESS & KNITS & BLANKETS	6	4	0	138	10		
	DELICATES	4	0	0	132	5		
TIME DRY	DRYING TIME (MIN)				NORM	LOW	FLUFF	2 SEC. TONE EVERY 2 SECS.
	110				146	132	HEATER OFF	
	80							
	50							
	TOUCH UP - 15							

## TESTING THE ELECTRONIC CONTROL

To test the electronic control, turn the unit on and allow it to proceed to the point of failure. Follow the backguard disassembly instructions, as previously detailed, to access the electronic control for testing. Leave the wiring harness plugged into the rear board connector.

A voltmeter can now be used at the rear of the wiring harness plug, in combination with the dryer schematic, to confirm proper circuitry through the electronic control.

**EXAMPLE:** To test the electronic control on a unit that will not start, the initial step will be to place the voltmeter leads between wire terminal #8 and wire terminal #9. If the circuit is closed there is nothing wrong with the electronic control.

If that circuit is not closed, leads placed between wire terminal #1 and wire terminal #9 (door switch) should verify a closed circuit and confirm power to the electronic control.

After verification, leads placed between wire terminal #1 and wire terminal #8 (motor feed) should also show a closed circuit if the electronic control is functioning properly.

**NOTE:** *Terminal identification at the rear of the wiring harness plug is made easier by using the three (3) flat sided terminal holes for orientation.*

### IMPORTANT

*Because of the complexity of the electronic control package, no attempt should be made to service it in the field. Instead, should an electronic control be diagnosed as malfunctioning, replace the Control Shield and Electronic Assembly as a unit.*

## THERMISTER

Most conventional dryers are equipped with two control thermostats located on the blower cover, a low temperature and a high temperature. They are designated control thermostats as they are selected by the heat selector switch and control the drying temperature.

On the solid state dryer, the control thermostats have been replaced by a thermister which is also located on the blower cover (*see illustration on page 9-8*). Unlike a thermostat that has contacts that open and close to control the heat, the thermister converts heat to resistance and feeds this resistance to the electronic control. The electronic control then monitors the resistance and controls the selected heat.

The following resistance chart can be used to test the thermister for proper operation:

RESISTANCE CHART	
77°F	10,000 ohms resistance
132°F	2,600 ohms resistance
138°F	2,300 ohms resistance
146°F	2,000 ohms resistance

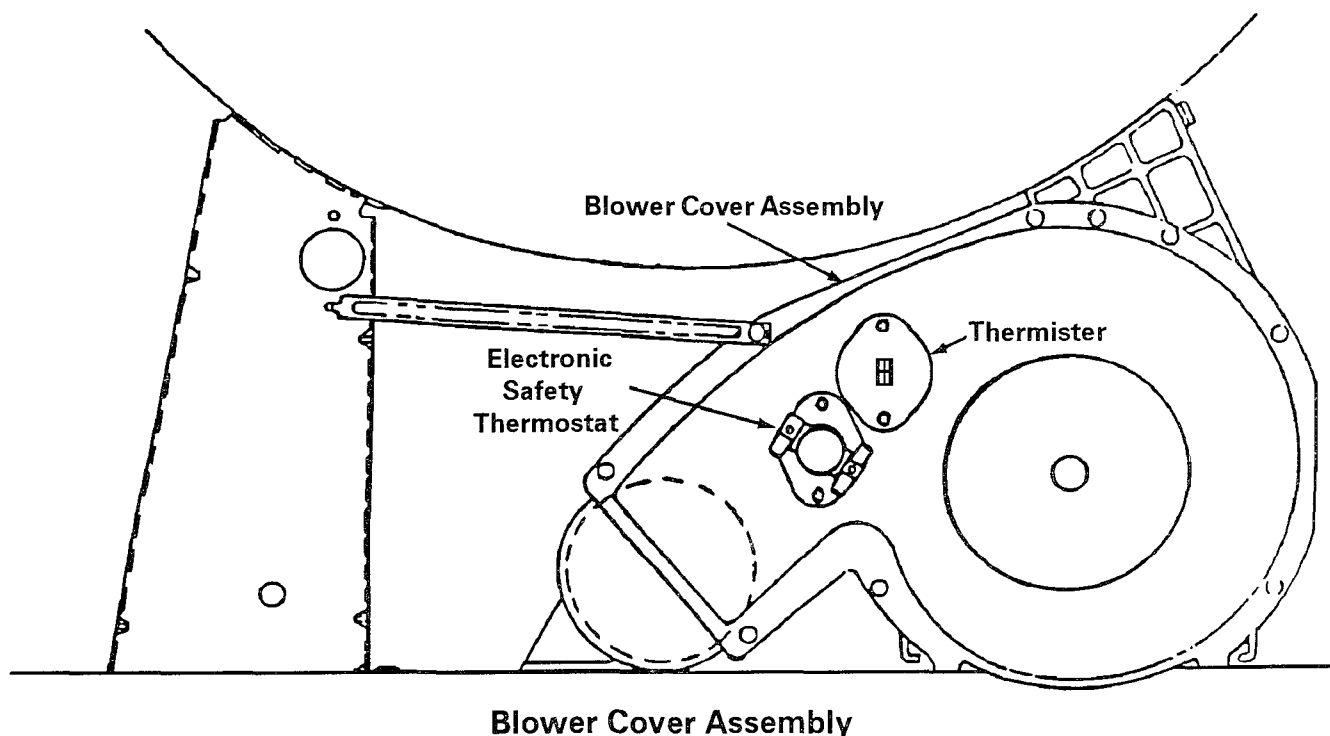
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## ELECTRONIC SAFETY THERMOSTAT

The electronic safety thermostat is located on the blower cover, next to the thermister (*see illustration*).

It is a conventional, normally closed, thermostat whose contacts are designed

to open at approximately 170°F. Its function is to open the circuit and shut off the heat source if an abnormal heat rise occurs due to a malfunction in either the thermister or the electronic control.



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## NOISE SUPPRESSOR (GAS MODELS ONLY)

The noise suppressor is located in the gas valve wiring harness. The suppressor leads have been crimped in with the terminals assembled inside the plug-in receptacle coming from the electronic safety thermostat.

The function of the noise suppressor is to prevent any internal electrical noise between the gas valve and the electronic control. Should this electrical noise occur, it is likely that it would manifest itself by causing intermittent failures throughout the electronic control.

Therefore, should *intermittent* failures occur in the electronic control, a noise suppressor replacement would be in order. Since the leads of the suppressor have been crimped in with the wire terminals and recrimping a replacement would be difficult, a replacement *noise suppressor splice* has been designed.

The noise suppressor splice consists of a mating receptacle and housing with the necessary wiring and terminals assembled to it, as well as a replacement suppressor crimped in place.

**Replacement:**

1. Disconnect the unit from the power source.
2. Unplug the original receptacle from the housing and remove the tape from the suppressor to be replaced.
3. Snip the leads on the suppressor to be replaced, and remove it.
4. Plug in the noise suppressor splice between the original receptacle and housing.





**MAYTAG**

Customer Service  
240 Edwards St.  
Cleveland, TN 37311

