



## MOTOR INSTALLATION

1. Make sure all power to the unit is disconnected.
2. Make sure you understand the motor wiring diagram. If you hook the motor up incorrectly, you void its warranty. Determine the leads on the replacement motor which correspond to the original motor leads. Additional leads may be present. Individually insulate all extra leads at this time. Extra leads may be unused speed leads or if the brown lead with the white tracer was cut off to match the OEM wiring.
3. Mount new motor in unit using appropriate accessory kits as required (lug kits, band kits, adapter plates, etc.)
4. Make electrical connection. Following the wiring diagram, reconnect each lead. Each lead from the motor will connect to a different point. If two motor leads connect to the same point, it is probably wired wrong.
5. Ground motor. For your safety, make sure motor is grounded. The motor frame must be connected to electrical service ground in accordance with local and national electrical code. This is accomplished by using the green or green with yellow tracer ground lead on the replacement motor and connecting it from a motor tie bolt to the metal chassis of the unit. Ensure that the metal chassis is also grounded to the electrical service ground.
6. Secure loose hanging wires and recheck all work.
7. Apply power to unit.
8. Set controls such that motor operates on all the speeds.
9. Motor current should be checked noting the amp draw.
  - A. Amp should be no greater than 10% over nameplate amps or the motor is probably overloaded.
  - B. If amps are less than 25% of the nameplate amps, motor is possibly overpowered for the unit and will possibly trip the overload after a long period of time. Remember, electricity must perform effectively; if not, it will make heat.
10. If there are problems with the replacing motor, they will usually show up during the first two hours of operation.