PYROMETER
Part Numbers: R630N, R630NP

- Temperature range 40°F to 1850°F accuracy ±2%
- Input voltage 9-18VDC at 180mA max
- Auto dim feature. Display will dim as the light level drops in the cab
- Programmable temperature warning

NOTE
This Pyrometer was designed to use only the R658U or R659U Thermocouple

Must be an ungrounded type Thermocouple
Any other will void the warranty

Setting High Temperature Alert

1. Hold switch in for 5 seconds.
2. The display will flash 1.8.4.0.
3. The (4 decimals) . . . . will flash, indicating the gauge is in the set mode.
4. Release the switch.
5. Use the left switch to lower the set temperature.
6. Use the right switch to increase the set temperature.
7. When you have the temperature setting desired, release the switch and in 5 seconds, the flashing . . . . will stop.
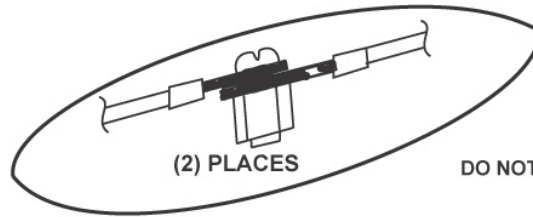8. The temperature alert has been re-set.

**If the temperature reaches the set point,
the display will flash.**

**Note:
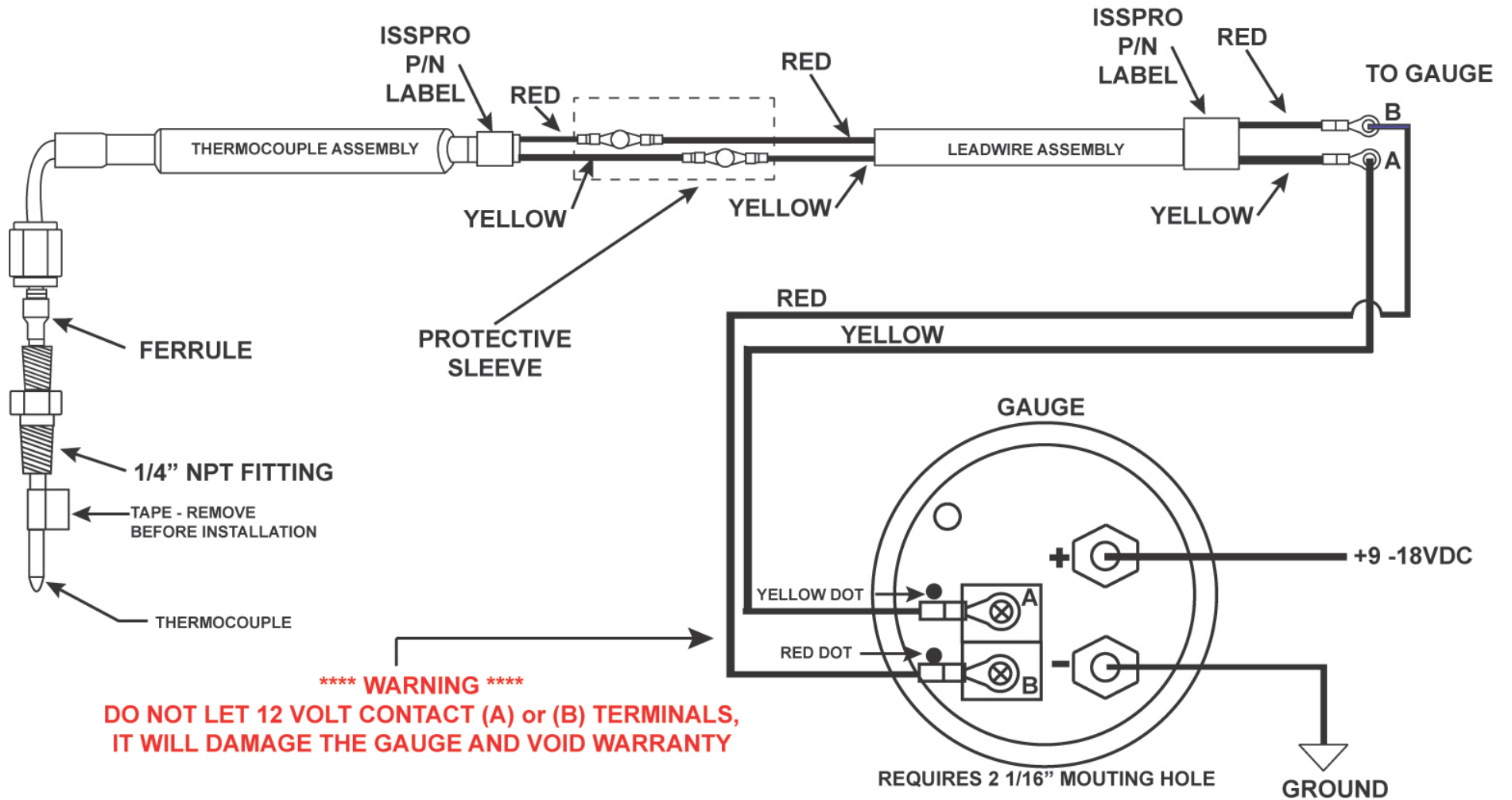The alert setting will not be lost when power is turned off to the gauge.**

For 24VDC applications, use voltage converter R7938

PYROMETER - LEADWIRE & THERMOCOUPLE ASSEMBLY INSTRUCTIONS

(2) PLACES

NOTE

DO NOT TRY TO USE FACTORY THERMOCOUPLE, IT WILL DAMAGE THE GAUGE

ISSPRO P/N LABEL

RED

RED

ISSPRO P/N LABEL

RED

TO GAUGE

B

THERMOCOUPLE ASSEMBLY

LEADWIRE ASSEMBLY

A

YELLOW

YELLOW

YELLOW

RED

FERRULE

PROTECTIVE SLEEVE

YELLOW

GAUGE

1/4" NPT FITTING

TAPE - REMOVE BEFORE INSTALLATION

+9 -18VDC

THERMOCOUPLE

YELLOW DOT

A

**** WARNING ****

RED DOT

B

DO NOT LET 12 VOLT CONTACT (A) or (B) TERMINALS, IT WILL DAMAGE THE GAUGE AND VOID WARRANTY

REQUIRES 2 1/16" MOUTING HOLE

GROUND

THERMOCOUPLE CONSTRUCTION AND INSTALLATION
Recommended Application

A thermocouple's performance and longevity are directly related to its construction, design, materials used and installation method.

Installation

1. Mounting method used for the installation must be rigid enough to tolerate the varied vibration of a diesel engine over years and still remain secure. Securing of the cable leading from the thermocouple housing should be made on the engine first so that loading from cable movement cannot be transmitted to housing, or failure of the cable will occur at that joint.

2. Extension wire must be secured to the engine. Loads caused by engine movement must be isolated from the point where the leads exit the thermocouple tube. Choose points where cable is secured such that engine movement will not result in stressing of the leads, especially at the point of emanation from the thermocouple tube.

3. The distance between the thermocouple and the first attach point on the engine should not allow excessive wire lash from the vehicle motion.

WIRE TIES

THERMOCOUPLE