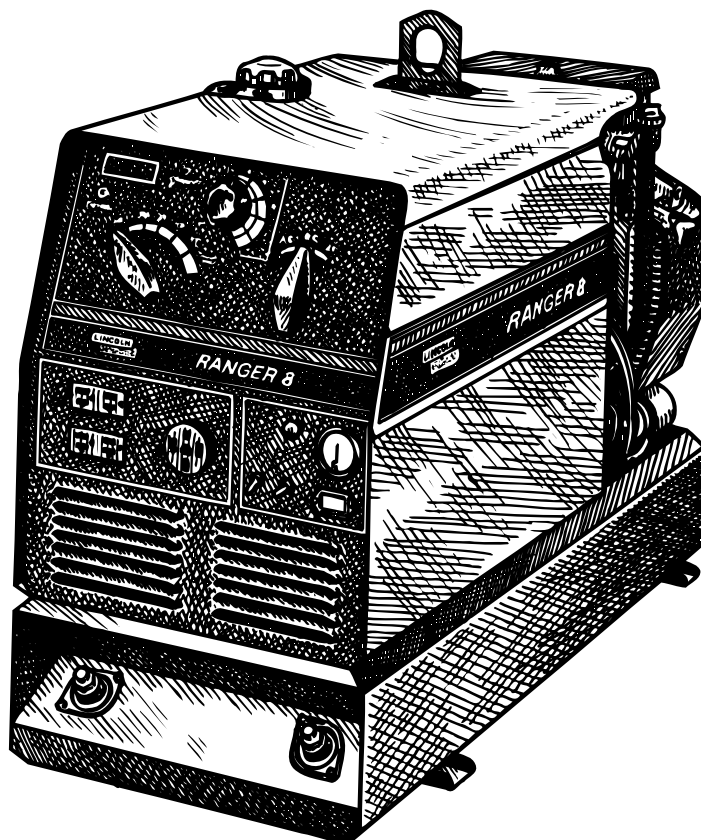


RANGER™ 8

For use with machine code numbers: 9972 thru 10886

Safety Depends on You

Lincoln arc welding and cutting equipment is designed and built with safety in mind. However, your overall safety can be increased by proper installation . . . and thoughtful operation on your part. **DO NOT INSTALL, OPERATE OR REPAIR THIS EQUIPMENT WITHOUT READING THIS MANUAL AND THE SAFETY PRECAUTIONS CONTAINED THROUGHOUT.** And, most importantly, think before you act and be careful.



SERVICE MANUAL

LINCOLN®
ELECTRIC

Copyright © 2002 Lincoln Global Inc.

• World's Leader in Welding and Cutting Products •

• Sales and Service through Subsidiaries and Distributors Worldwide •

Cleveland, Ohio 44117-1199 U.S.A. TEL: 216.481.8100 FAX: 216.486.1751 WEB SITE: www.lincolnelectric.com

⚠ WARNING

⚠ CALIFORNIA PROPOSITION 65 WARNINGS ⚠

Diesel engine exhaust and some of its constituents are known to the State of California to cause cancer, birth defects, and other reproductive harm.

The Above For Diesel Engines

The engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects, or other reproductive harm.

The Above For Gasoline Engines

ARC WELDING CAN BE HAZARDOUS. PROTECT YOURSELF AND OTHERS FROM POSSIBLE SERIOUS INJURY OR DEATH. KEEP CHILDREN AWAY. PACEMAKER WEARERS SHOULD CONSULT WITH THEIR DOCTOR BEFORE OPERATING.

Read and understand the following safety highlights. For additional safety information, it is strongly recommended that you purchase a copy of "Safety in Welding & Cutting - ANSI Standard Z49.1" from the American Welding Society, P.O. Box 351040, Miami, Florida 33135 or CSA Standard W117.2-1974. A Free copy of "Arc Welding Safety" booklet E205 is available from the Lincoln Electric Company, 22801 St. Clair Avenue, Cleveland, Ohio 44117-1199.

BE SURE THAT ALL INSTALLATION, OPERATION, MAINTENANCE AND REPAIR PROCEDURES ARE PERFORMED ONLY BY QUALIFIED INDIVIDUALS.



FOR ENGINE powered equipment.

1.a. Turn the engine off before troubleshooting and maintenance work unless the maintenance work requires it to be running.



1.b. Operate engines in open, well-ventilated areas or vent the engine exhaust fumes outdoors.



1.c. Do not add the fuel near an open flame welding arc or when the engine is running. Stop the engine and allow it to cool before refueling to prevent spilled fuel from vaporizing on contact with hot engine parts and igniting. Do not spill fuel when filling tank. If fuel is spilled, wipe it up and do not start engine until fumes have been eliminated.

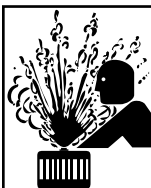


1.d. Keep all equipment safety guards, covers and devices in position and in good repair. Keep hands, hair, clothing and tools away from V-belts, gears, fans and all other moving parts when starting, operating or repairing equipment.

1.e. In some cases it may be necessary to remove safety guards to perform required maintenance. Remove guards only when necessary and replace them when the maintenance requiring their removal is complete. Always use the greatest care when working near moving parts.

1.f. Do not put your hands near the engine fan. Do not attempt to override the governor or idler by pushing on the throttle control rods while the engine is running.

1.g. To prevent accidentally starting gasoline engines while turning the engine or welding generator during maintenance work, disconnect the spark plug wires, distributor cap or magneto wire as appropriate.



1.h. To avoid scalding, do not remove the radiator pressure cap when the engine is hot.



ELECTRIC AND MAGNETIC FIELDS may be dangerous

2.a. Electric current flowing through any conductor causes localized Electric and Magnetic Fields (EMF). Welding current creates EMF fields around welding cables and welding machines

2.b. EMF fields may interfere with some pacemakers, and welders having a pacemaker should consult their physician before welding.

2.c. Exposure to EMF fields in welding may have other health effects which are now not known.

2.d. All welders should use the following procedures in order to minimize exposure to EMF fields from the welding circuit:

2.d.1. Route the electrode and work cables together - Secure them with tape when possible.

2.d.2. Never coil the electrode lead around your body.

2.d.3. Do not place your body between the electrode and work cables. If the electrode cable is on your right side, the work cable should also be on your right side.

2.d.4. Connect the work cable to the workpiece as close as possible to the area being welded.

2.d.5. Do not work next to welding power source.

Mar '95



ELECTRIC SHOCK can kill.

3.a. The electrode and work (or ground) circuits are electrically "hot" when the welder is on. Do not touch these "hot" parts with your bare skin or wet clothing. Wear dry, hole-free gloves to insulate hands.

3.b. Insulate yourself from work and ground using dry insulation. Make certain the insulation is large enough to cover your full area of physical contact with work and ground.

In addition to the normal safety precautions, if welding must be performed under electrically hazardous conditions (in damp locations or while wearing wet clothing; on metal structures such as floors, gratings or scaffolds; when in cramped positions such as sitting, kneeling or lying, if there is a high risk of unavoidable or accidental contact with the workpiece or ground) use the following equipment:

- Semiautomatic DC Constant Voltage (Wire) Welder.
- DC Manual (Stick) Welder.
- AC Welder with Reduced Voltage Control.

3.c. In semiautomatic or automatic wire welding, the electrode, electrode reel, welding head, nozzle or semiautomatic welding gun are also electrically "hot".

3.d. Always be sure the work cable makes a good electrical connection with the metal being welded. The connection should be as close as possible to the area being welded.

3.e. Ground the work or metal to be welded to a good electrical (earth) ground.

3.f. Maintain the electrode holder, work clamp, welding cable and welding machine in good, safe operating condition. Replace damaged insulation.

3.g. Never dip the electrode in water for cooling.

3.h. Never simultaneously touch electrically "hot" parts of electrode holders connected to two welders because voltage between the two can be the total of the open circuit voltage of both welders.

3.i. When working above floor level, use a safety belt to protect yourself from a fall should you get a shock.

3.j. Also see Items 6.c. and 8.



ARC RAYS can burn.

4.a. Use a shield with the proper filter and cover plates to protect your eyes from sparks and the rays of the arc when welding or observing open arc welding. Headshield and filter lens should conform to ANSI Z87. 1 standards.

4.b. Use suitable clothing made from durable flame-resistant material to protect your skin and that of your helpers from the arc rays.

4.c. Protect other nearby personnel with suitable, non-flammable screening and/or warn them not to watch the arc nor expose themselves to the arc rays or to hot spatter or metal.



FUMES AND GASES can be dangerous.

5.a. Welding may produce fumes and gases hazardous to health. Avoid breathing these fumes and gases. When welding, keep your head out of the fume. Use enough ventilation and/or exhaust at the arc to keep

fumes and gases away from the breathing zone. **When welding with electrodes which require special ventilation such as stainless or hard facing (see instructions on container or MSDS) or on lead or cadmium plated steel and other metals or coatings which produce highly toxic fumes, keep exposure as low as possible and below Threshold Limit Values (TLV) using local exhaust or mechanical ventilation. In confined spaces or in some circumstances, outdoors, a respirator may be required. Additional precautions are also required when welding on galvanized steel.**

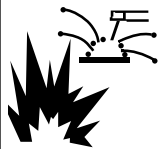
5.b. Do not weld in locations near chlorinated hydrocarbon vapors coming from degreasing, cleaning or spraying operations. The heat and rays of the arc can react with solvent vapors to form phosgene, a highly toxic gas, and other irritating products.

5.c. Shielding gases used for arc welding can displace air and cause injury or death. Always use enough ventilation, especially in confined areas, to insure breathing air is safe.

5.d. Read and understand the manufacturer's instructions for this equipment and the consumables to be used, including the material safety data sheet (MSDS) and follow your employer's safety practices. MSDS forms are available from your welding distributor or from the manufacturer.

5.e. Also see item 1.b.

Mar '95



WELDING SPARKS can cause fire or explosion.

6.a. Remove fire hazards from the welding area. If this is not possible, cover them to prevent the welding sparks from starting a fire. Remember that welding sparks and hot

materials from welding can easily go through small cracks and openings to adjacent areas. Avoid welding near hydraulic lines. Have a fire extinguisher readily available.

6.b. Where compressed gases are to be used at the job site, special precautions should be used to prevent hazardous situations. Refer to "Safety in Welding and Cutting" (ANSI Standard Z49.1) and the operating information for the equipment being used.

6.c. When not welding, make certain no part of the electrode circuit is touching the work or ground. Accidental contact can cause overheating and create a fire hazard.

6.d. Do not heat, cut or weld tanks, drums or containers until the proper steps have been taken to insure that such procedures will not cause flammable or toxic vapors from substances inside. They can cause an explosion even though they have been "cleaned". For information, purchase "Recommended Safe Practices for the Preparation for Welding and Cutting of Containers and Piping That Have Held Hazardous Substances", AWS F4.1 from the American Welding Society (see address above).

6.e. Vent hollow castings or containers before heating, cutting or welding. They may explode.

6.f. Sparks and spatter are thrown from the welding arc. Wear oil free protective garments such as leather gloves, heavy shirt, cuffless trousers, high shoes and a cap over your hair. Wear ear plugs when welding out of position or in confined places. Always wear safety glasses with side shields when in a welding area.

6.g. Connect the work cable to the work as close to the welding area as practical. Work cables connected to the building framework or other locations away from the welding area increase the possibility of the welding current passing through lifting chains, crane cables or other alternate circuits. This can create fire hazards or overheat lifting chains or cables until they fail.

6.h. Also see item 1.c.



CYLINDER may explode if damaged.

7.a. Use only compressed gas cylinders containing the correct shielding gas for the process used and properly operating regulators designed for the gas and pressure used. All hoses, fittings, etc. should be suitable for the application and maintained in good condition.

7.b. Always keep cylinders in an upright position securely chained to an undercarriage or fixed support.

7.c. Cylinders should be located:

- Away from areas where they may be struck or subjected to physical damage.

- A safe distance from arc welding or cutting operations and any other source of heat, sparks, or flame.

7.d. Never allow the electrode, electrode holder or any other electrically "hot" parts to touch a cylinder.

7.e. Keep your head and face away from the cylinder valve outlet when opening the cylinder valve.

7.f. Valve protection caps should always be in place and hand tight except when the cylinder is in use or connected for use.

7.g. Read and follow the instructions on compressed gas cylinders, associated equipment, and CGA publication P-1, "Precautions for Safe Handling of Compressed Gases in Cylinders," available from the Compressed Gas Association 1235 Jefferson Davis Highway, Arlington, VA 22202.



FOR ELECTRICALLY powered equipment.

8.a. Turn off input power using the disconnect switch at the fuse box before working on the equipment.

8.b. Install equipment in accordance with the U.S. National Electrical Code, all local codes and the manufacturer's recommendations.

8.c. Ground the equipment in accordance with the U.S. National Electrical Code and the manufacturer's recommendations.

Mar '95

PRÉCAUTIONS DE SÛRETÉ

Pour votre propre protection lire et observer toutes les instructions et les précautions de sûreté spécifiques qui paraissent dans ce manuel aussi bien que les précautions de sûreté générales suivantes:

Sûreté Pour Soudage A L'Arc

1. Protégez-vous contre la secousse électrique:
 - a. Les circuits à l'électrode et à la pièce sont sous tension quand la machine à souder est en marche. Eviter toujours tout contact entre les parties sous tension et la peau nue ou les vêtements mouillés. Porter des gants secs et sans trous pour isoler les mains.
 - b. Faire très attention de bien s'isoler de la masse quand on soude dans des endroits humides, ou sur un plancher métallique ou des grilles métalliques, principalement dans les positions assis ou couché pour lesquelles une grande partie du corps peut être en contact avec la masse.
 - c. Maintenir le porte-électrode, la pince de masse, le câble de soudage et la machine à souder en bon et sûr état de fonctionnement.
 - d. Ne jamais plonger le porte-électrode dans l'eau pour le refroidir.
 - e. Ne jamais toucher simultanément les parties sous tension des porte-électrodes connectés à deux machines à souder parce que la tension entre les deux pinces peut être le total de la tension à vide des deux machines.
 - f. Si on utilise la machine à souder comme une source de courant pour soudage semi-automatique, ces précautions pour le porte-électrode s'appliquent aussi au pistolet de soudage.
2. Dans le cas de travail au dessus du niveau du sol, se protéger contre les chutes dans le cas où on reçoit un choc. Ne jamais enrouler le câble-électrode autour de n'importe quelle partie du corps.
3. Un coup d'arc peut être plus sévère qu'un coup de soleil, donc:
 - a. Utiliser un bon masque avec un verre filtrant approprié ainsi qu'un verre blanc afin de se protéger les yeux du rayonnement de l'arc et des projections quand on soude ou quand on regarde l'arc.
 - b. Porter des vêtements convenables afin de protéger la peau de soudeur et des aides contre le rayonnement de l'arc.
 - c. Protéger l'autre personnel travaillant à proximité au soudage à l'aide d'écrans appropriés et non-inflammables.
4. Des gouttes de laitier en fusion sont émises de l'arc de soudage. Se protéger avec des vêtements de protection libres de l'huile, tels que les gants en cuir, chemise épaisse, pantalons sans revers, et chaussures montantes.
5. Toujours porter des lunettes de sécurité dans la zone de soudage. Utiliser des lunettes avec écrans latéraux dans les

zones où l'on pique le laitier.

6. Eloigner les matériaux inflammables ou les recouvrir afin de prévenir tout risque d'incendie dû aux étincelles.
7. Quand on ne soude pas, poser la pince à un endroit isolé de la masse. Un court-circuit accidentel peut provoquer un échauffement et un risque d'incendie.
8. S'assurer que la masse est connectée le plus près possible de la zone de travail qu'il est pratique de le faire. Si on place la masse sur la charpente de la construction ou d'autres endroits éloignés de la zone de travail, on augmente le risque de voir passer le courant de soudage par les chaînes de levage, câbles de grue, ou autres circuits. Cela peut provoquer des risques d'incendie ou d'échauffement des chaînes et des câbles jusqu'à ce qu'ils se rompent.
9. Assurer une ventilation suffisante dans la zone de soudage. Ceci est particulièrement important pour le soudage de tôles galvanisées plombées, ou cadmiées ou tout autre métal qui produit des fumées toxiques.
10. Ne pas souder en présence de vapeurs de chlore provenant d'opérations de dégraissage, nettoyage ou pistolage. La chaleur ou les rayons de l'arc peuvent réagir avec les vapeurs du solvant pour produire du phosgène (gas fortement toxique) ou autres produits irritants.
11. Pour obtenir de plus amples renseignements sur la sûreté, voir le code "Code for safety in welding and cutting" CSA Standard W 117.2-1974.

PRÉCAUTIONS DE SÛRETÉ POUR LES MACHINES À SOUDER À TRANSFORMATEUR ET À REDRESSEUR

1. Relier à la terre le châssis du poste conformément au code de l'électricité et aux recommandations du fabricant. Le dispositif de montage ou la pièce à souder doit être branché à une bonne mise à la terre.
2. Autant que possible, l'installation et l'entretien du poste seront effectués par un électricien qualifié.
3. Avant de faire des travaux à l'intérieur de poste, la débrancher à l'interrupteur à la boîte de fusibles.
4. Garder tous les couvercles et dispositifs de sûreté à leur place.

Mar. '93

MASTER TABLE OF CONTENTS FOR ALL SECTIONS

[RETURN TO MAIN INDEX](#)

	Page
Safety	i-iv
<hr/>	
Installation	Section A
<hr/>	
Operation	Section B
<hr/>	
Accessories	Section C
<hr/>	
Maintenance	Section D
<hr/>	
Theory of Operation	Section E
<hr/>	
Troubleshooting and Repair	Section F
<hr/>	
Electrical Diagrams	Section G
<hr/>	
Parts Manual	P-229

TABLE OF CONTENTS - INSTALLATION SECTION -

Installation

Technical Specifications	A-2
AC Stick/TIG (cc) Output	A-3
DC Stick/TIG (cc) Output	A-3
DC Wirefeed (cv) Output	A-3
Installation Instructions	A-4
Safety Precautions	A-4
Machine Grounding	A-4
Spark Arrestor	A-4
Trailers	A-4
Pre-Operation Service	A-5
Oil	A-5
Fuel	A-5
Battery Connections.....	A-5
Welding Output Cables	A-5
Cable Lengths	A-5
Angle of Operation	A-6
High Altitude Operation	A-6
Location/Ventilation	A-6
Connection of Wire Feeders	A-6/A-7
Additional Safety Precautions.....	A-7
Welder Operation	A-7
Auxiliary Power	A-7
115V Duplex Receptacles.....	A-8
Motor Starting	A-8
Electrical Devices used w/Ranger 8.....	A-9
Auxiliary Power While Welding	A-10
Stand-by Power Connections.....	A-10
Connection of Ranger 8 to Premises Wiring	A-11

Return to Master TOC

Return to Master TOC

Return to Master TOC

Return to Master TOC

RANGER 8



INSTALLATION

TECHNICAL SPECIFICATIONS - Ranger 8 (K1418-3 CSA MEETS CANADIAN STD.) (K1419-3 CSA MEETS CANADIAN STD.) (K2160-1 CSA MEETS CANADIAN STD.)

INPUT - GASOLINE ENGINE					
Make/Model	Description	Horsepower	Speed (RPM)	Displacement cu. in. (cu. cm.)	Capacities
Onan P220 (K1418-3)	2 cylinder 4 Cycle Air-Cooled Gasoline Engine. Aluminum Alloy with Cast Iron Liners, Electrical Ignition	20.5 HP @ 3600 RPM (Onan)	High Idle 3700	39.9(653)-Onan	Fuel: 9 Gal (34 L) Lubricating Oil: 1.6 Qts (1.5 L)
Kohler CH20 (K1419-3)		20 HP @ 3600 RPM (Kohler)	Full Load 3500	38(624)-Kohler	Fuel: 9 Gal (34 L) Lubricating Oil: 2.0 Qts (1.9 L)
Honda GX620KI (K2160-1)		20 HP @ 3600 RPM (Honda)	Low Idle 2200	37.5(614)-Honda	Fuel: 9 Gal (34 L) Lubricating Oil: 1.9 Qts (1.8 L)
RATED OUTPUT - WELDER					
Welding Output *					
AC Constant Current 225A / 25V / 100%					
DC Constant Current 210A / 25V / 100%					
DC Constant Voltage 200A / 20V / 100%					
OUTPUT - GENERATOR					
Auxiliary Power					
8,000 Watts, 60 Hz AC 70 Amps @ 115V Single Receptacle (40 Amps at duplex outlets) 35 Amps @ 230V					
PHYSICAL DIMENSIONS					
HEIGHT	WIDTH	DEPTH		WEIGHT	
30.3 in. 770 mm	19.2 in. 488 mm	42.3 in. 1074 mm	529 lbs. (240kg.) K1418-1,-2 511 lbs. (232kg.) K1419-1,-2 & K2160-1		

* Based on a 10 min. period.

RANGER 8



Return to Section TOC

Return to Section TOC

Return to Section TOC

Return to Section TOC

Return to Master TOC

Return to Master TOC

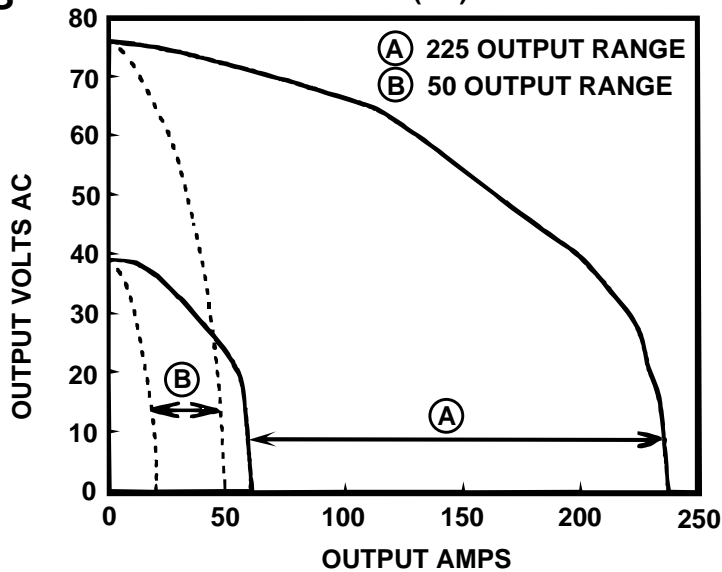
Return to Master TOC

Return to Master TOC

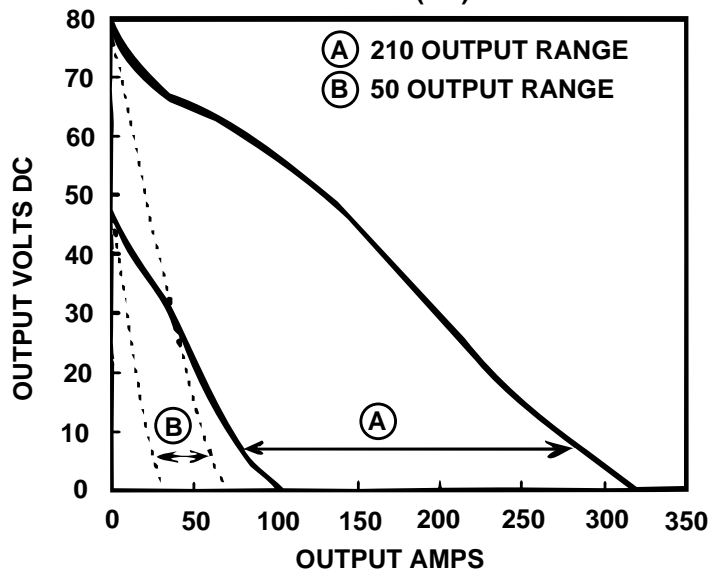
INSTALLATION

SPECIFICATIONS

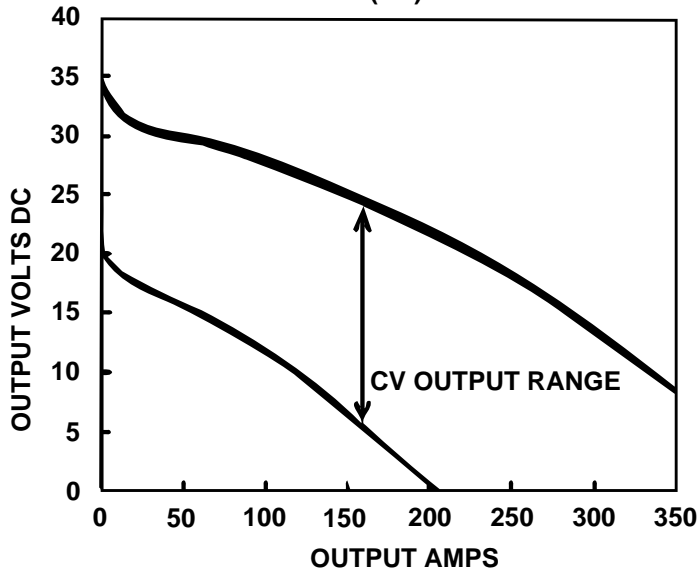
AC STICK / TIG (CC) OUTPUT



DC STICK / TIG (CC) OUTPUT



DC WIRE FEED (CV) OUTPUT



RANGER 8



Return to Section TOC

Return to Section TOC

Return to Section TOC

Return to Section TOC

Return to Master TOC

Return to Master TOC

Return to Master TOC

Return to Master TOC

INSTALLATION

INSTALLATION INSTRUCTIONS

Safety Precautions

⚠ WARNING

Do not attempt to use this equipment until you have thoroughly read the engine manufacturer's manual supplied with your welder. It includes important safety precautions, detailed engine starting, operating and maintenance instructions, and parts lists.



ELECTRIC SHOCK can kill.

- Do not touch electrically live parts or electrode with skin or wet clothing.
- Insulate yourself from work and ground
- Always wear dry insulating gloves.



ENGINE EXHAUST can kill.

- Use in open, well ventilated areas or vent exhaust outside.



MOVING PARTS can injure.

- Do not operate with doors open or guards off.
- Stop engine before servicing.
- Keep away from moving parts.

See additional warning information at front of this operator's manual.

Machine Grounding


Because this portable engine driven welder or generator creates its own power, it is not necessary to connect its frame to an earth ground, unless the machine is connected to premises wiring (your home, shop, etc.).

To prevent dangerous electric shock, other equipment to which this engine driven welder supplies power must:

- be grounded to the frame of the welder using a grounded type plug, or
- be double insulated.

When this welder is mounted on a truck or trailer, its frame must be securely connected to the metal frame of the vehicle.

Where this engine driven welder is connected to premises wiring such as that in your home or shop, its frame must be connected to the system earth ground. See further connection instructions in the section entitled "Standby Power Connections", as well as the article on grounding in the latest U.S. National Electrical Code and the local code.

In general, if the machine is to be grounded, it should be connected with a #8 or larger copper wire to a solid earth ground such as a metal water pipe going into the ground for at least ten feet and having no insulated joints, or to the metal framework of a building which has been effectively grounded. The U.S. National Electrical Code lists a number of alternate means of grounding electrical equipment. A machine grounding stud marked with the symbol  is provided on the front of the welder.

Spark Arrester

Some federal, state, or local laws may require that gasoline engines be equipped with exhaust spark arresters when they are operated in certain locations where unarrested sparks may present a fire hazard. The standard muffler included with this welder does not qualify as a spark arrester. When required by local regulations, the K894-1 spark arrester must be installed and properly maintained.

⚠ CAUTION

An incorrect arrester may lead to damage to the engine or adversely affect performance.

Trailers

The recommended trailer for use with this equipment for in plant and yard towing by a vehicle is Lincoln's K768-2. Consult applicable federal, state, and local laws regarding specific requirements for use on public highways.

If the user adapts a non-Lincoln trailer, he must assume responsibility that the method of attachment and usage does not result in a safety hazard nor damage the welding equipment.

RANGER 8

LINCOLN[®]
ELECTRIC

INSTALLATION

Some of the factors to be considered are as follows:

1. Design capacity of trailer vs. weight of Lincoln equipment and likely additional attachments.
2. Proper support of, and attachment to, the base of the welding equipment so there will be no undue stress to the framework.

Pre-Operation Service

CAUTION

READ the engine operating and maintenance instructions supplied with this machine.

WARNING



GASOLINE fuel can cause fire or explosion.

- Stop engine while fueling.
- Do not smoke when fueling.
- Do not overfill tank.
- Keep sparks and flame away from tank.
- Wipe up spilled fuel and allow fumes to clear before starting engine.

Oil

The Ranger 8 is shipped with the engine crankcase filled with SAE 10W-30 oil. Check the oil level before starting the engine. If it is not up to the full mark on the dip stick, add oil as required. Make certain that the oil filler cap is tightened securely. Refer to the engine Owner's Manual for specific oil recommendations.

LUBRICATION SYSTEM CAPACITY (INCLUDING FILTER)

- Onan P220 - 1.6 Quarts (1.5 Liters)
- Kohler CH20S - 2.0 Quarts (1.9 Liters)
- Honda GX620KI-1.9 Quarts (1.6 Liters)

Fuel

Fill the fuel tank with clean, fresh, lead-free gasoline. Observe fuel gauge while filling to prevent overfilling.

Battery Connections

This welder is shipped with the negative battery cable disconnected. Make sure that the Engine Switch is in the "STOP" position and attach the disconnected cable securely to the negative battery terminal before attempting to operate the machine. If the battery is discharged and does not have enough power to start the engine, see the battery charging instructions in the Battery section.

Welding Output Cables

With the engine off, connect the electrode and work cables to the studs provided. These connections should be checked periodically and tightened if necessary. Loose connections will result in overheating of the output studs.

When welding at a considerable distance from the welder, be sure you use ample size welding cables. Listed below are copper cable sizes recommended for the rated current and duty cycle. Lengths stipulated are the distance from the welder to work and back to the welder again. Cable sizes are increased for greater lengths primarily for the purpose of minimizing cable voltage drop.

TOTAL COMBINED LENGTH OF ELECTRODE AND WORK CABLES		
	225 Amps 40% Duty Cycle	225 Amps 100% Duty Cycle
0-50 Ft.	3 AWG	1 AWG
50-100 Ft.	3 AWG	1 AWG
100-150 Ft.	2 AWG	1 AWG
150-200 Ft.	1 AWG	1 AWG
200-250 Ft.	1/0 AWG	1/0 AWG

Return to Section TOC
 Return to Master TOC
 Return to Section TOC
 Return to Master TOC
 Return to Section TOC
 Return to Master TOC
 Return to Section TOC
 Return to Master TOC

INSTALLATION

Angle of Operation

Internal combustion engines are designed to run in a level condition which is where the optimum performance is achieved. The maximum angle of operation for the engine is 15 degrees from horizontal in any direction. If the engine is to be operated at an angle, provisions must be made for checking and maintaining the oil at the normal (FULL) oil capacity in the crankcase in a level condition.

When operating at an angle, the effective fuel capacity will be slightly less than the specified 10 gallons.

High Altitude Operation

If the Ranger 8 will be consistently operated at altitudes above 5000 ft, a carburetor jet designed for high altitudes should be installed. This will result in better fuel economy, cleaner exhaust, and longer spark plug life. It will not give increased power which is decreased at higher altitudes. Engine horsepower is reduced by 3.5% per 1000 feet for altitudes above 377 feet.

CAUTION

Do not operate a Ranger 8 with a high altitude jet installed at altitudes below 5000 ft. This will result in the engine running too lean and result in higher engine operating temperatures which can shorten engine life.

Contact your local Onan, Kohler or Honda Authorized Dealer for high altitude jet kits that are available from the engine manufacturer.

WARNING

Muffler Relocation Shut off welder and allow muffler to cool before touching muffler.

The Ranger 8 is shipped with the exhaust coming out on the left side. The exhaust can be changed to the opposite side by removing the two screws that hold the exhaust port cover in place and installing the cover on the opposite side. (Operating the Ranger 8 without the cover in place will result in a higher noise level and no increase in machine output.)

Location / Ventilation

The welder should be located to provide an unrestricted flow of clean, cool air to the cooling air inlets and to avoid heated air coming out of the welder recirculating back to the cooling air inlet. Also, locate the welder so that engine exhaust fumes are properly vented to an outside area.

WARNING



- **Damage to the fuel tank may cause fire or explosion. Do not drill holes in the Ranger 8 base or weld to the Ranger 8 base.**

Connection of Lincoln Electric Wire Feeders

WARNING

Shut off welder before making any electrical connections.

Wire Feed (Constant voltage)

Connection of the LN-25 to the Ranger 8

- Shut the welder off.
- Connect the electrode cable from the LN-25 to the "ELECTRODE" terminal of the welder. Connect the work cable to the "TO WORK" terminal of the welder.
- Position the welder "Polarity" switch to the desired polarity, either DC (-) or DC (+).
- Position the "RANGE" switch to the "WIRE FEED" position.
- Attach the single lead from the LN-25 control box to the work using the spring clip on the end of the lead - it carries no welding current.
- Place the idler switch in the "AUTO" position.
- Adjust wire feed speed at the LN-25 and adjust the welding voltage with the output "CONTROL" at the welder.

NOTE: The welding electrode is energized at all times, unless an LN-25 with built-in contactor is used. If the output "CONTROL" is set below "3", the LN-25 contactor may not pull in.

RANGER 8



INSTALLATION

Connection of the LN-7 to the Ranger 8

- Shut the welder off.
- Connect the LN-7 and the K240 contactor kit per instructions on the connection diagram S17742 (can be found in the back of this manual).
- Place the “RANGE” switch to the “WIRE FEED” position and the “POLARITY” switch to the desired polarity.
- Place the “IDLER” switch in the “HIGH” idle position. The engine idling device may not function when welding in the “WIRE FEED” mode.
- Adjust wire feed speed at the LN-7 and adjust the welding voltage with the output “CONTROL” at the welder.

NOTE: If the output “CONTROL” is set below “3” the K240 contactor may not pull in.

Connection of K930-[] TIG Module to the Ranger 8.

The TIG Module is an accessory that provides high frequency and shielding gas control for AC and DC GTAW (TIG) welding. See IM528 supplied with the TIG Module for installation instructions.

Note: The TIG Module does not require the use of a high frequency bypass capacitor. However, if the Ranger 8 is used with any other high frequency equipment, the bypass capacitor must be installed - order kit T12246.

INSTRUCTIONS

Additional Safety Precautions

Always operate the welder with the roof and case sides in place as this provides maximum protection from moving parts and assures proper cooling air flow.

Read and understand all Safety Precautions before operating this machine. Always follow these and any other safety procedures included in this manual and in the Engine Owner’s Manual.

Welder Operation

Welder Output

- Maximum Open Circuit Voltage at 3700 RPM is 80 Volts RMS.
- Duty Cycle: 100% for both welding and auxiliary power.

Ranger 8	
Constant Current	225 Amps AC @ 25 Volts 210 Amps DC @ 25 Volts
Constant Voltage	200 Amps DC @ 20 Volts

Auxiliary Power

The Ranger 8 can provide up to 8,000 watts of 115/230 volts AC, single phase 60Hz power for continuous use. The front of the machine includes three receptacles for connecting the AC power plugs; one 50 amp 115/230 volt NEMA 14-50R receptacle and two 20 amp 115 volt NEMA 5-20R receptacles.

CAUTION

Do not connect any plugs that connect to the power receptacles in parallel.

Start the engine and set the “IDLER” control switch to the desired operating mode. Set the “CONTROL” to 10. Voltage is now correct at the receptacles for auxiliary power.

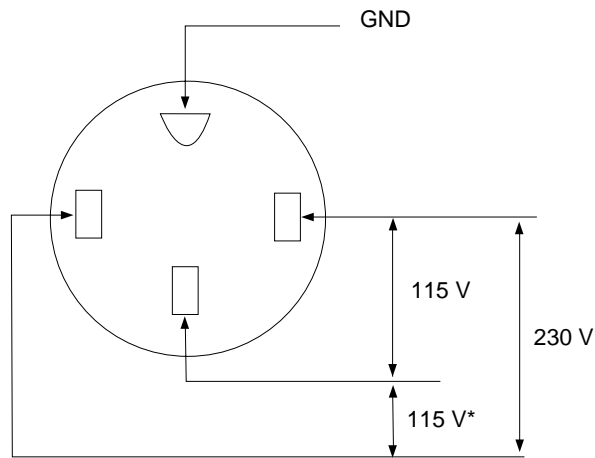
115/230 Volt Dual Voltage Receptacle

The 115/230 volt receptacle can supply up to 40 amps of 230 volt power to a two wire circuit, up to 40 amps of 115 volts power from each side of a three wire circuit (up to 70 amps total). Do not connect the 115 volt circuits in parallel. Current sensing for the automatic idle feature is only in one leg of the three wire circuit as shown in the following column.

RANGER 8



INSTALLATION



*Current Sensing for Automatic Idle.
(Receptacle viewed from front of Machine)

115 V Duplex Receptacles

The 115V auxiliary power receptacles should only be used with three wire grounded type plugs or approved double insulated tools with two wire plugs.

The current rating of any plug used with the system must be at least equal to the current load through the associated receptacle (Refer to Tables I and II). Do not attempt to connect power receptacles in parallel.

Motor Starting

Most 1.5 hp AC single phase motors can be started if there is no load on the motor or other load connected to the machine, since the full load current rating of a 1.5 hp motor is approximately 20 amperes (10 amperes for 230 volt motors). The motor may be run at full load when plugged into only one side of the duplex receptacle. Larger motors through 2 hp can be run provided the receptacle rating as previously stated is not exceeded. This may necessitate 230V operation only.

INSTALLATION

**TABLE III
ELECTRICAL DEVICE USE WITH THE RANGER 8.**

Type	Common Electrical Devices	Possible Concerns
Resistive	Heaters, toasters, incandescent light bulbs, electric range, hot pan, skillet, coffee maker.	NONE
Capacitive	TV sets, radios, microwaves, appliances with electrical control.	Voltage spikes or high voltage regulation can cause the capacitive elements to fail. Surge protection, transient protection, and additional loading is recommended for 100% fail-safe operation. DO NOT RUN THESE DEVICES WITHOUT ADDITIONAL RESISTIVE TYPE LOADS.
Inductive	Single-phase induction motors, drills, well pumps, grinders, small refrigerators, weed and hedge trimmers	These devices require large current inrush for starting. Some synchronous motors may be frequency sensitive to attain maximum output torque, but they SHOULD BE SAFE from any frequency induced failures.
Capacitive/Inductive	Computers, high resolution TV sets, complicated electrical equipment.	An inductive type line conditioner along with transient and surge protection is required, and liabilities still exist. DO NOT USE THESE DEVICES WITH A RANGER 8
The Lincoln Electric Company is not responsible for any damage to electrical components improperly connected to the RANGER 8.		

RANGER 8



Return to Section TOC

Return to Section TOC

Return to Section TOC

Return to Section TOC

Return to Master TOC

Return to Master TOC

Return to Master TOC

Return to Master TOC

INSTALLATION

Auxiliary Power While Welding

Simultaneous welding and power loads are permitted by following Table I. The permissible currents shown assume that current is being drawn from either the 115V or 230V supply (not both at the same time). Also, the "Output Control" is set at "10" for maximum auxiliary power.

TABLE I SIMULTANEOUS WELDING AND POWER			
Output Selector Setting	Permissible Power Watts (Unity Power Factor)	Permissible Auxiliary Current in Amperes @ 115V *-or- @ 230V	
Max. Stick or Wire Feed Setting	None	0	0
175 Stick Setting	2100	18	9
125 Stick Setting	3800	32	16
90 Stick Setting	5000	42**	21
70 Stick Setting	5600	48**	24
50 Stick Setting	6300	54**	27
NO WELDING	8000	70**	35

* Each duplex receptacle is limited to 20 amps.

**Not to exceed 35A per 115VAC branch circuit when splitting the 230 VAC output.

1. Install a double pole, double throw switch between the power company meter and the premises disconnect.

Switch rating must be the same or greater than the customer's premises disconnect and service overcurrent protection.

2. Take necessary steps to assure load is limited to the capacity of the Ranger 8 by installing a 35 amp 230V double pole circuit breaker. Maximum rated load for the 230V auxiliary is 35 amperes. Loading above 35 amperes will reduce output voltage below the allowable -10% of rated voltage which may damage appliances or other motor-driven equipment.
3. Install a 50 amp 115/230V plug (NEMA type 14-50) to the Double Pole Circuit Breaker using No. 8, 4 conductor cable of the desired length. (The 50 amp 115/230V plug is available in the optional plug kit.)
4. Plug this cable into the 50 amp 115/230V receptacle on the Ranger 8 case front.

Standby Power Connections

The Ranger 8 is suitable for temporary, standby, or emergency power using the engine manufacturer's recommended maintenance schedule.

The Ranger 8 can be permanently installed as a standby power unit for 230V-3 wire, single phase 35 ampere service.



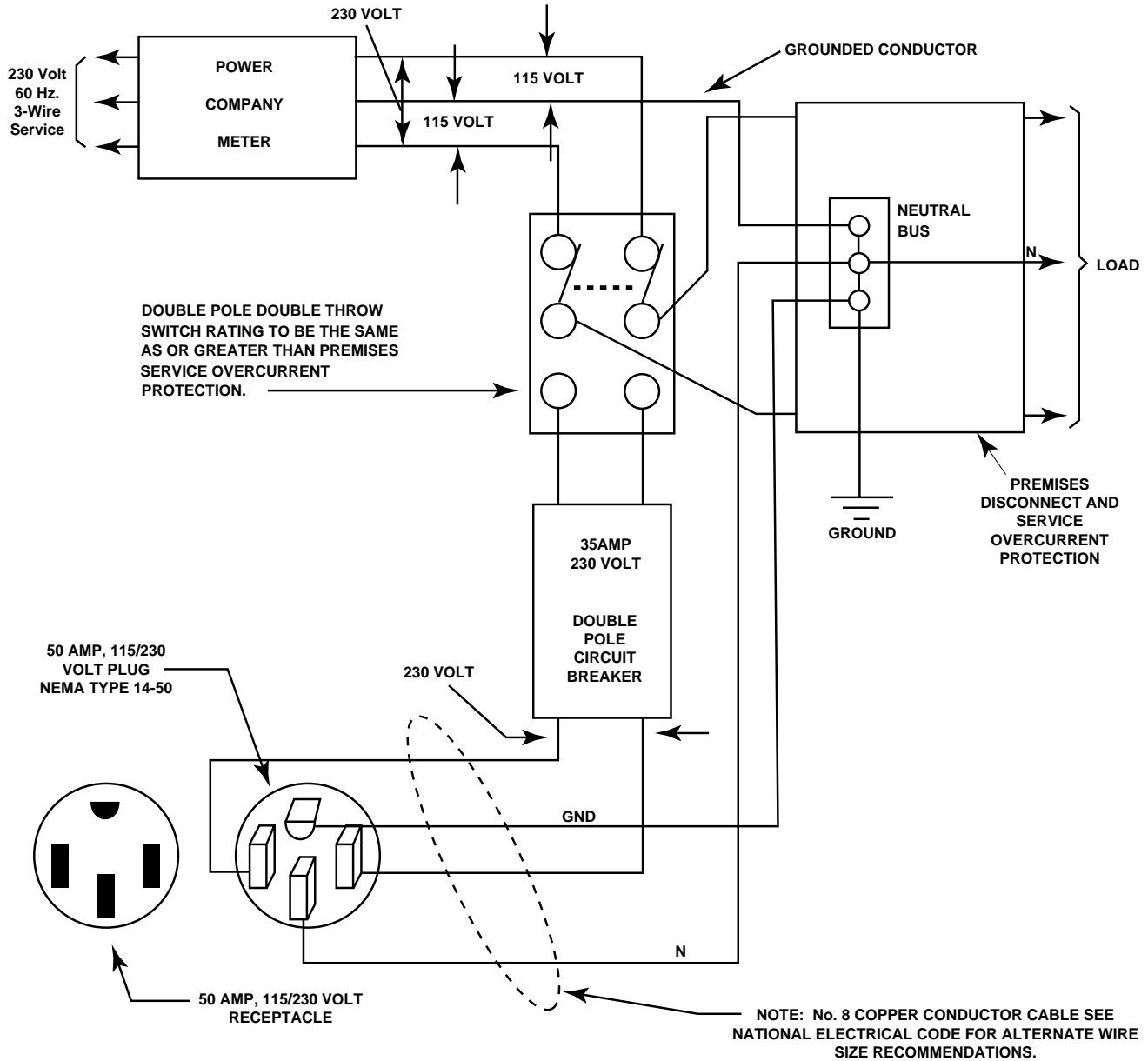
WARNING

(Connections must be made by a licensed electrician who can determine how the 115/230V power can be adapted to the particular installation and comply with all applicable electrical codes.) The following information can be used as a guide by the electrician for most applications (refer also to the connection diagram shown in *Figure 1*.)

INSTALLATION

Figure A.1

CONNECTION OF RANGER 8 TO PREMISES WIRING



⚠ WARNING

Connection of Ranger 8 to premises wiring must be done by a licensed electrician and must comply with the National Electrical Code and all other applicable electrical codes.

RANGER 8



Return to Section TOC

Return to Section TOC

Return to Section TOC

Return to Section TOC

Return to Master TOC

Return to Master TOC

Return to Master TOC

Return to Master TOC

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

RANGER 8



TABLE OF CONTENTS - OPERATION SECTION -

Operation	Section B
General Description	B-2
Other Features	B-2
Engine Options	B-2
Approximate Fuel Consumption.....	B-3
Controls and Settings	B-3
Engine Operation	B-4
Before Starting the Engine	B-4
Starting the Engine	B-4
Stopping the Engine	B-4
Break-in Period	B-4
Welding Process	B-5
Summary of Welding Processes.....	B-6

Return to Master TOC

Return to Master TOC

Return to Master TOC

Return to Master TOC

OPERATION

GENERAL DESCRIPTION

The Ranger™ 8 is a twin-cylinder, gasoline driven, multiprocess arc welder and AC power generator. It is built in a heavy gauge steel case for durability on the job site.

DESIGN FEATURES

AC/DC STICK WELDING (Constant Current)

- AC 40 - 225 Amps
- DC 40 - 210 Amps
- 100% Duty Cycle on All Settings
- Output Selector with 6 Ranges
- Output Control for Fine Current Adjustment
- Use with a broad range of AC & DC Electrodes Including Fleetweld® 5P

DC SEMIAUTOMATIC WIRE FEED WELDING (Constant Voltage)

- CV Tap Setting for 60-200 Amps.
- 100% Duty Cycle.
- Excellent Performance with .068" (1.7mm) NR®-211-MP Innershield® Electrode.
- Limited MIG Welding with L-50 & L-56 using blended Argon Shielding Gas.
- The Recommended Wire Feeder is the LN-25, but Can Also be Used with the LN-7 Wire Feeder. (LN-7 and LN-25 without Contactor Requires the K240 Contactor Kit).

AC/DC TIG WELDING (Constant Current)

- AC & DC TIG Welding Can be Done at All Constant Current Output Range Settings.

AUXILIARY POWER

- 8000 Watt AC 115/230 Volt 60 Hz. Generator.
- Operates AC Power Tools.
- Powers Battery Chargers.
- Powers a 1.5 HP Motor (If Started Under No Load).
- Lights Eighty 100 Watt Incandescent Bulbs.
- Can be Used for Standby Power.

OTHER FEATURES

- Bottom Mounted 9 Gallon Fuel Tank with a Convenient Top Fill and Fuel Gauge.
- Polarity Switch for Selecting DC+, DC-, or AC Welding Output.

- K930-1 TIG Module Available.
- Remote Control Receptacle Kit Available.
- Electronic Engine Idler. Engine Automatically Goes to Low Idle in 10 to 14 Seconds after Welding or Use of Auxiliary Power. Includes High Idle Switch.
- Electric Starting.
- Battery Charging Ammeter.
- Full 8 KVA Auxiliary Output Receptacle.
- Factory Installed Engine Hour Meter.
- Engine Protection Shuts Engine Down in the Event of Low Oil Pressure.
- Built-in Feet for Easy Mounting to Truck Bed or Trailer.
- All Copper Alternator Windings and High Quality Insulation for Long-Life and Dependability.
- Powder Painted Case and Base for Outstanding Corrosion Protection.
- Quiet muffler with reversible exhaust feature; either right or left side of machine.

ENGINE OPTIONS

Three Engines are available for the Ranger 8 Welders; the Onan P220, the Kohler 20 HP Command®* and the Honda GX620KI. All three engines have the following features:

- Air Cooled, Twin-Cylinder.
- Cast Aluminum Alloy Crankcase with Integral Cast Iron Cylinder Liners.
- Electric Start with Solid State Battery Charging Module.
- Solid State Breakerless Ignition.
- Spin on Oil Filter.
- Low Oil Pressure Shutdown Protection.
- Overhead Valves & Hydraulic Valve Lifters.

* These trademarks are the property of their respective manufacturers.

RANGER 8



OPERATION





Ranger 8 Approximate Fuel Consumption

	ONAN 20.5 H.P. P220	KOHLER 20 H.P. COMMAND	HONDA 20 H.P. GX620KI
Low Idle - No Load 2200 RPM	.6 Gallons/Hour (2.3 Liters/Hour)	.4 Gallons/Hour (1.5 Liters/Hour)	.3 Gallons/Hour (1.3 Liters/Hour)
High Idle - No Load 3700 RPM	.8 Gallons/Hour (3.0 Liters/Hour)	.9 Gallons/Hour (3.5 Liters/Hour)	.7 Gallons/Hour (2.7 Liters/Hour)
AC CC Weld Output 225 Amps @ 25 Volts	1.5 Gallons/Hour (5.8 Liters/Hour)	1.3 Gallons/Hour (5.0 Liters/Hour)	1.6 Gallons/Hour (6.0 Liters/Hour)
DC CC Weld Output 210 Amps @ 25 Volts	1.6 Gallons/Hour (6.1 Liters/Hour)	1.4 Gallons/Hour (5.3 Liters/Hour)	1.7 Gallons/Hour (6.3 Liters/Hour)
DC CV Weld Output 200 Amps @ 20 Volts	1.2 Gallons/Hour (4.5Liters/Hour)	1.2 Gallons/Hour (4.5 Liters/Hour)	1.2 Gallons/Hour (4.6 Liters/Hour)
Auxiliary Power 8000 Watts	1.6Gallons/Hour (6.1Liters/Hour)	1.4 Gallons/Hour (5.3 Liters/Hour)	1.5 Gallons/Hour (5.7 Liters/Hour)

Welder Controls - Function and Operation

“ Control” Switch

Explanation of Symbols that Appear on this Equipment

			
ON	OFF	Low Idle	High Idle

Provides a fine welding current adjustment within the Range Switch settings in the STICK/TIG mode and welding voltage control with the Range switch set in the wire feed mode.

ENGINE “ON-OFF” Switch



When placed in the “ON” position, this switch energizes the engine ignition circuit. When placed in the “OFF” position, the ignition circuit is de-energized to shut down the engine.

“IDLER” Switch

The idler switch has two positions, “HIGH” and “AUTO”.

ENGINE “START” Push-Button Switch

Energizes engine starter motor.

When in “HIGH” () position, the engine will run continuously at high idle.
When in “AUTO” () idle position, the idler operates as follows:

“Polarity” Switch

⚠ CAUTION

Never change the “Polarity” switch setting while welding. This will damage the switch.

- Welding

When the electrode touches the work, the welding arc is initiated and the engine accelerates to full speed.

“ Range” Switch

Process	Maximum Current on Each Setting
STICK/TIG - CC 6 Range Settings	50, 70, 90 125, 175, 210 DC/225 AC
WIRE FEED - CV 1 Range Setting	200

After welding ceases (and no auxiliary power is being drawn), the engine will return to low idle after approximately 10 to 14 seconds.

- Auxiliary Power

With the engine running at low idle and auxiliary power for lights or tools is drawn (approximately 100-150 watts or greater) from the receptacles, the engine will accelerate to high speed. If no power is being drawn from the receptacles (and not welding) for 10-14 seconds, the idler reduces the engine speed to low idle.

⚠ CAUTION

Never change the “RANGE” Switch setting while welding. This will damage the switch.

RANGER 8



Return to Section TOC

Return to Master TOC

OPERATION

Starting/Shutdown Instructions

Starting the Engine

WARNING



- Do not touch electrically live parts of electrode with skin or wet clothing.



- Keep flammable material away.



- Insulate yourself from work and ground. Wear eye, ear, and body protection.





- Keep your head out of the fumes.



- Use ventilation or exhaust to remove fumes from breathing zone.

Be sure all Pre-Operation Maintenance has been performed. Also, read the Engine Owner's Manual.

Remove all loads connected to the AC power receptacles. To start the engine, set the "Idler Control" switch in the Automatic ( / ) position.

Use the choke control as follows:

Onan Engine - If the engine is cold, pull the choke control out. Do **not** use the choke if the engine is warm or hot.

Kohler Engine - **Always** pull the choke control out when starting the engine; cold, warm or hot. Place the "Engine" switch in the "ON" position.

Honda Engine - **Always** pull the choke control out when starting the engine; cold. Place the "Engine" switch in the "ON" position.

Push the "START" button and crank the engine until it starts. Release the button as soon as the engine starts. Do not push the "START" button while the engine is running because this will cause damage to the ring gear and/or starter motor. After the engine has started, slowly return the choke control to the full "in" position (choke open).

After running at high engine speed for 10-14 seconds, the engine will go to low idle. Allow the engine to warm up by letting it run at low idle for a few minutes.

Stopping the Engine

Remove all welding and auxiliary power loads and allow engine to run at low idle speed for a few minutes to cool the engine.

Stop the engine by placing the "Engine" switch in the "OFF" position.

A fuel shut off valve is not required on the Ranger 8 because the fuel tank is mounted below the engine.

Break-in Period

It is normal for any engine to use a greater amount of oil until the break-in is accomplished. Check the oil level twice a day during the break-in period (approximately 50 running hours)).

IMPORTANT: IN ORDER TO ACCOMPLISH THIS BREAK-IN, THE UNIT SHOULD BE SUBJECTED TO MODERATE LOADS, WITHIN THE RATING OF THE MACHINE. AVOID LONG IDLE RUNNING PERIODS. REMOVE LOADS AND ALLOW ENGINE TO COOL BEFORE SHUTDOWN.

The engine manufacturer's recommendation for the running time until the first oil change is as follows: The oil filter is to be changed at the second oil change. Refer to the Engine Owner's Manual for more information.

Kohler CH20S	Onan P220	Honda GX620KI
5 HRS	25 HRS	First Month or 20 HRS

Return to Section TOC

Return to Master TOC

Return to Section TOC

Return to Master TOC

Return to Section TOC

Return to Master TOC

Return to Section TOC

Return to Master TOC

OPERATION

Welding Process Stick (Constant Current) Welding

Connect welding cables to the "TO WORK" and "ELECTRODE" studs. Start the engine. Set the "Polarity" switch to the desired polarity. Set the "RANGE" switch to a setting that is equal to or slightly greater than the desired welding current. (The "RANGE" dial marking indicates the maximum current for that range). Fine adjustment of the welding current is made by adjusting the output "CONTROL" or remote control. **For best arc stability, use settings 5 through 10.**

The Ranger 8 can be used with a broad range of AC and DC stick electrodes. See "Welding Tips 1" included with the Ranger 8 for electrodes within the rating of this unit and recommended welding currents of each.

TIG (Constant Current) Welding

The K930-[] TIG Module installed on a Ranger 8 provides high frequency and shielding gas control for AC and DC GTAW (TIG) welding processes. The TIG Module allows full range output control. Afterflow time is adjustable from 0 to 55 seconds.

When using the Ranger 8 for AC TIG welding of aluminum, the following settings and electrodes are recommended:

SETTINGS FOR PURE TUNGSTEN		
TUNGSTEN DIAMETER (in.)	RANGE SWITCH SETTINGS	APPROXIMATE CURRENT RANGE
1/8	70, 90, or 125	80 - 150 Amps
3/32	50, 70, or 90	45 - 130 Amps
1/16	50, or 70	40 - 80 Amps

SETTINGS FOR 1% THORIATED TUNGSTEN		
TUNGSTEN DIAMETER (in.)	RANGE SWITCH SETTINGS	APPROXIMATE CURRENT RANGE
1/8	70, 90, 125, or 175	80 - 225 Amps
3/32	50, 70, 90, or 125	50 - 180 Amps
1/16	50, 70, or 90	45 - 120 Amps

The K930-[] TIG Module should be used with the Ranger 8 on high idle to maintain satisfactory operation. It can be used in the AUTO position but the delay going to flow idle after welding is ceased will be increased if the AFTERFLOW CONTROL is set above 10 seconds.

Wire Feed Welding Processes (Constant Voltage)

The only Innershield® electrode recommended for use with the Ranger 8 is NR®-211-MP. The electrode sizes and welding ranges that can be used with the Ranger 8 are shown in the following table:

Diameter (in.)	Wire Speed Range In./Min.	Approximate Current Range
.035	80 - 110	75A to 120A
.045	70 - 130	120A to 170A
.068	40 - 90	125A to 210A

The Ranger 8 is recommended for limited "MIG" welding (GMAW - gas metal arc welding). The recommended electrodes are .030" and .035" L-50 and L-56. They must be used with a blended shielding gas such as C25 (75% Argon - 25% CO₂). The welding ranges that can be used with the Ranger 8 are shown in the following table:

Diameter (in.)	Wire Speed Range In./Min.	Approximate Current Range
.030	80 - 110	75A to 120A
.035	70 - 130	120A to 170A

[Return to Section TOC](#) | [Return to Master TOC](#)

OPERATION

Summary of Welding Processes

PROCESS	CONTROL CABLE USED	IDLE MODE	ELECTRODE WHEN NOT WELDING	TO START WELDING
STICK	No	AUTO	Hot	Touch electrode to work. Welding starts immediately and engine goes to high idle.
TIG/K7930-1/K938-1, K936-() /K892-1 (WITH AMPTROL)	Yes	HIGH	Cold	Press Amptrol, contactor closes, welding starts immediately.
WIRE FEED, LN-25 WITH INTERNAL CONTACTOR	No	AUTO	Cold	Press gun trigger, LN-25 contactor closes. Welding starts immediately and engine goes to high idle. NOTE: Output Control must be set above "3".
WIRE FEED, LN-7 WITH K240 CONTACTOR KIT	Yes	HIGH	Cold	Press gun trigger, contactor closes. Welding starts immediately.

Return to Section TOC

Return to Section TOC

Return to Section TOC

Return to Section TOC

Return to Master TOC

Return to Master TOC

Return to Master TOC

Return to Master TOC

TABLE OF CONTENTS

-ACCESSORIES-

Accessories

Optional Equipment.....	C-2
Recommended Equipment.....	C-3
Stick.....	C-3
TIG.....	C-3
Wirefeed	C-3

Return to Master TOC

Return to Master TOC

Return to Master TOC

Return to Master TOC

RANGER 8



ACCESSORIES

OPTIONAL EQUIPMENT (Field Installed)

K957-1 HEAVY DUTY, TWO WHEEL TRAILER FOR SMALL WELDERS - For road, off-road and in-plant and yard towing. (For highway use, consult applicable federal, state and local laws regarding requirements for brakes, lights, fenders, etc.). Order:

K957-1 Trailer
 K958-1 Ball Hitch
 K958-2 Lunette Eye Hitch
 K959-2 Fender & Light Kit
 K965-1 Cable Storage Rack

K889-2 & -3 Two-Wheel Undercarriage - For moving by hand. Overall Width 29 in (.74m) Both have pneumatic tires. Puncture proof tires included with K889-3.

K1631-1 Puncture Proof Wheel Kit - For converting K889-2 to puncture proof pneumatic tires.

K893-1 Caster for Undercarriage - Mounts to the front of the K889-2 to allow easy movement on smooth surfaces. Includes 6" diameter hard rubber wheel and convenient toe-on, toe-off locking brake.

K933-1 Four Wheel Undercarriage - For Hand Moving. Rear pneumatic tires, front molded wheels.

K934-1 Cylinder Brackets - For use with K933-1. for transporting either one LPG fuel cylinder or one welding gas cylinder.

K1737-1 FOUR WHEEL ALL-TERRAIN UNDERCARRIAGE - For moving by hand at construction sites. Heavy duty puncture resistant pneumatic tires.

K1770-1 UNDERCARRIAGE (FACTORY) - For moving by hand on a smooth surface. One or two gas cylinders can be mounted on the rear of the undercarriage with the installation of K1745-1 Cylinder Holder(s). Heavy duty puncture resistant pneumatic tires and front caster.

K1745-1 SINGLE GAS CYLINDER HOLDER
 For use on K1770-1 Undercarriage. One or two may be installed on an undercarriage.

K1788-1 ROLL CAGE - Gives added damage protection.

K886-1 Canvas Cover -To protect the Ranger 8 when not in use. Made from attractive red canvas material which is flame retardant, mildew resistant, and water repellent.

K802-R Power Plug Kit - Provides four 115V plugs rated at 15 amps each and one dual voltage, full KVA plug rated at 115/230V, 50 amps.

K802-N Power Plug Kit - Provides four 115V plugs rated at 20 amps each and one dual voltage, full KVA plug rated at 115/230V, 50 amps. (For K1418-2 or K1419-2 CSA machines and machines with GFCI receptacles, use K802-R).

K704 Accessory Kit - Includes 35 ft (10.7m) 2/0 AWG electrode cable, 30 ft. (9.1m) 2/0 AWG work cable, headshield with No. 12 filter, GC300 work clamp and Cooltong® 300 electrode holder. Cables are rated at 300 amps, 100% duty cycle.

K892-1 Remote Control Receptacle Kit - Includes a 6-pin MS-type (Amphenol) receptacle and a local-remote toggle switch that mounts in the case front. Required when using a K930-2 Tig Module with an optional Amptrol or when using a Remote Control.

K857 25 ft (7.5m) or K857-1 100 ft. (30.4m) REMOTE CONTROL - Portable control provides same dial range as the output control on the welder. Has a convenient 6 pin plug for easy connection to the welder.

K894-1 Spark Arrester Kit - Includes a heavy gauge steel, approved spark arrester and clamp for easy mounting to muffler exhaust pipe.

K1690-1 GFCI RECEPTACLE KIT - Includes one UL approved 120V ground fault circuit interrupter duplex type receptacle with cover and installation instructions. Replaces the factory installed 120V duplex receptacle. Each receptacle of the GFCI Duplex is rated at 20 Amps, the maximum total current from the GFCI Duplex is limited to the 20 Amps. Two kits are required.

K930-2 TIG Module - Provides high frequency and shielding gas control for AC and DC GTAW (TIG) welding applications. Its compact case is designed for easy carrying, complete with a handle. High frequency bypass is built in. The K938-1 Contactor Kit must be field installed in the TIG Module when used with a Ranger 8. Additionally, the K936-3 control cable is required if remote control is used. If remote control is not used the K936-4 control cable is required.

K936-3 Remote Control Cable - Control cable for connecting the K930-2 TIG Module to a Ranger 8 equipped with a K892-1 Remote Kit. 9-Socket to a grounded 115 V plug and a 6 pin MS-connector. (Contains circuits 2, 4, 31, 32, 75, 76, 77 and ground)

K939-1 Docking Kit - For mounting the K930-2 TIG Module unit on top of the Ranger 8.

K1816-1 FULL KVA ADAPTER KIT - Plugs into the 120/240V NEMA 14-50R receptacle on the case front (which accepts 4-prong plugs) and converts it to a NEMA 6-50R receptacle, (which accepts 3-prong plugs.)

RANGER 8



ACCESSORIES

RECOMMENDED EQUIPMENT

STICK

K704 Accessory Kit which includes:

- Electrode Holder & Cable
- Work Clamp & Cable
- Headshield

K892-1 Remote Control Receptacle Kit and K857 Remote Control Kit are optional for remote current control.

TIG

Magnum™ TIG Torch
Magnum Parts Kit and Argon Gas
K930-2 TIG Module (requires K938-1 Contactor Kit)
K939-3 Control Cable (see Optional Equipment)

Optional:

- K939-1 Docking Kit
- K963 Hand Amptrol®
- K870 Foot Amptrol
- K892-1 Remote Control Receptacle Kit
- K915-1 Adapter Cable

WIRE FEED

K449 LN-25 - Includes internal contactor for across the arc operation (no control cable). Provides "cold" electrode until gun trigger is pressed. Includes gas solenoid. K892-1 Remote control Receptacle Kit and K444-1 Remote voltage Control Kit are required for voltage control at the feeder.

LN7-K240 Contactor Kit is required.

Magnum Gun is required for gas-shielded welding.
Innershield Gun is required for gasless welding.

RANGER 8



Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

RANGER 8



TABLE OF CONTENTS -MAINTENANCE-

MaintenanceSection D

- Routine Maintenance.....D-2
 - Engine Maintenance.....D-2
 - Change the OilD-2
 - Engine Oil Refill Capacities.....D-2
 - Change the Oil FilterD-3
 - Engine AdjustmentsD-4
 - Slip RingsD-4
 - Engine Maintenance PartsD-4
 - Major Component LocationsD-5

Return to Master TOC

Return to Master TOC

Return to Master TOC

Return to Master TOC

⚠ WARNING

Have qualified personnel do the maintenance work. Turn the engine off before working inside the machine. In some cases, it may be necessary to remove safety guards to perform required maintenance. Remove guards only when necessary and replace them when the maintenance requiring their removal is complete. Always use the greatest care when working near moving parts.

Do not put your hands near the engine cooling blower fan. If a problem cannot be corrected by following the instructions, take the machine to the nearest Lincoln Field Service Shop.



ELECTRIC SHOCK can kill.

- Do not touch electrically live parts or electrode with skin or wet clothing.
- Insulate yourself from work and ground
- Always wear dry insulating gloves.



ENGINE EXHAUST can kill.

- Use in open, well ventilated areas or vent exhaust outside.



MOVING PARTS can injure.

- Do not operate with doors open or guards off.
- Stop engine before servicing.
- Keep away from moving parts.

See additional warning information throughout this operator's manual and the Engine manual as well.

Read the Safety Precautions in the front of this manual and the engine instruction manual before working on this machine.

Keep all equipment safety guards, covers, and devices in position and in good repair. Keep hands, hair, clothing, and tools away from gears, fans, and all other moving parts when starting, operating, or repairing the equipment.

Routine Maintenance

- At the end of each day's use, refill the fuel tank to minimize moisture condensation in the tank. Running out of fuel tends to draw dirt into the fuel system. Also, check the crankcase oil level and add oil if indicated.

⚠ CAUTION

Make certain that the oil filler cap is securely tightened after checking or adding oil. If the cap is not tight, oil consumption can increase significantly which may be evidenced by white smoke coming from the exhaust.

- OIL - Maintenance schedule for changing the oil and oil filter after break-in:

	Kohler CH20S	Onan P220	Honda GX620KI
Oil	100 HRS	50 HRS	6 Months or 100 HRS
Oil Filter	200 HRS	100 HRS	1 Year or 200 HRS

The above schedule is for normal operating conditions. More frequent oil changes are required with dusty, high temperature and other severe operating conditions. Refer to the maintenance section of the Engine Owner's Manual for more information.

NOTE: Engine life will be reduced if the oil and oil filter are not changed according to the manufacturer's recommendation.

ENGINE OIL CHANGE



Drain the oil while the engine is warm to assure rapid and complete draining.

- Remove the oil filler cap and dipstick. Remove the yellow cap from the oil drain valve and attach the flexible drain tube supplied with the machine. Push in and twist the drain valve counterclockwise. Pull the valve out and drain the oil into a suitable container.
- Close the drain valve by pushing in and twisting clockwise. Replace the yellow cap.

- Refill to the upper limit mark on the dipstick with the recommended oil. Tighten the oil filler cap securely.

ENGINE OIL REFILL CAPACITIES

Without oil filter replacement:

- 1.7 US qt. (1.4 Imp qt., 1.6 liter)-Kohler
- 1.5 US qt. (1.2 Imp qt., 1.4 liter)-Onan P220 OHV
- 1.59 US qt.{1.3 Imp qt., 1.5 litre}-Honda LX620KI

With oil filter replacement:

- 2.0 US qt. (1.7 Imp qt., 1.9 liter) -Kohler
- 1.65 US qt. (1.4 Imp qt., 1.6 liter)-Onan P220 OHV
- 1.90 US qt. {1.58 Imp qt., 1.8 litre} Honda GX620KI

Return to Section TOC | Return to Master TOC

MAINTENANCE

Use 4-stroke motor oil that meets or exceeds the requirements for API service classification SG or SH. Always check the API SERVICE label on the oil container to be sure it includes the letters SG or SH.

SAE 10W-30 is recommended for general, all-temperature use, -5 F to 104 F (-20 C to 40 C). For the Onan engine, it is recommended that SAE 30 oil be used above 82 F (27 C).

See Engine Owner's Manual for more specific information on oil viscosity recommendations.

Wash your hands with soap and water after handling used oil.

Please dispose of used motor oil in a manner that is compatible with the environment. We suggest you take it in a sealed container to your local service station or recycling center for reclamation.

Do not throw it in the trash, pour it on the ground or down a drain.

OIL FILTER CHANGE

1. Drain the engine oil.

- Remove the oil filter, and drain the oil into a suitable container. Discard the used oil filter.
- Clean the filter mounting base, and coat the gasket of the new oil filter with clean engine oil.
- Screw on the new oil filter by hand, until the gasket contacts the filter mounting base, then use an oil filter socket tool to tighten the filter an additional 1/2 to 7/8 turn.
- Refill the crankcase with the specified amount of the recommended oil. Reinstall the oil filler cap.
- Start the engine and check for oil filter leaks.
- Stop the engine, and check the oil level. If necessary, add oil to the upper limit mark on the dipstick.

- Air Cleaner - With normal operating conditions, the maintenance schedule for cleaning and re-oiling the foam pre-filter is every 25 hours and replacement of the air cleaner filter every 100 hours. More frequent servicing is required with dusty operating conditions. Refer to the maintenance section of the Engine Owner's Manual for more information.
- Refer to the maintenance section of the Engine Owner's Manual for the maintenance schedule, spark plug servicing, cooling system servicing, and fuel filter replacement.
- Blow out the machine with low pressure air periodically. In particularly dirty locations, this may be required once a week.
- Output Ranger Selector and Polarity Switches: Switch contacts should not be greased. To keep contacts clean, rotate the switch through its entire range frequently. Good practice is to turn the handle from maximum to minimum setting twice each morning before starting to weld.

MAINTENANCE

Engine Adjustments

OVERSPEED IS HAZARDOUS

⚠ WARNING

The maximum allowable high idle speed for this machine is 3750 RPM, no load. Do NOT tamper with governor components or setting or make any other adjustments to increase the maximum speed. Severe personal injury and damage to the machine can result if operated at speeds above maximum.

Adjustments to the engine are to be made only by a Lincoln Service Center or an authorized Field Service Shop.

Slip Rings

A slight amount of darkening and wear of the slip rings and brushes is normal. Brushes should be inspected when a general overhaul is necessary. If brushes are to be replaced, clean slip rings with a fine emery paper.

⚠ CAUTION

Do not attempt to polish slip rings while engine is running.

WARNING

⚠ WARNING



GASES FROM BATTERY can explode.
 • Keep sparks, flame and cigarettes away from battery.

To prevent EXPLOSION when:
 • INSTALLING A NEW BATTERY - disconnect negative cable from old battery first and connect to new battery last.



• CONNECTING A BATTERY CHARGER - Remove battery from welder by disconnecting negative cable first, then positive cable and battery clamp. When re-installing, connect negative cable last. Keep well ventilated.



• USING A BOOSTER - connect positive lead to battery first then connect negative lead to engine foot.

BATTERY ACID CAN BURN EYES AND SKIN.
 • Wear gloves and eye protection and be careful when working near battery. Follow instructions printed on battery.

Battery

1. When replacing, jumping, or otherwise connecting the battery to the battery cables, the proper polarity must be observed. Failure to observe the proper polarity could result in damage to the charging circuit. The positive (+) battery cable has a red terminal cover.
2. If the battery requires charging from an external charger, disconnect the negative battery cable first and then the positive battery cable before attaching the charger leads. Failure to do so can result in damage to the internal charger components. When reconnecting the cables, connect the positive cable first and the negative cable last.

Hardware

Both English and Metric fasteners are used in this welder.

Engine Maintenance Parts

	ONAN P220	KOHLER CH20S	HONDA GX620KI
Oil Filter	ONAN 122-0737 FRAM PH4967	KOHLER 1205001 FRAM PH3614*	HONDA 15400-PR3-004 (HONDA CODE 3179553) FRAM PH6811
Air Filter Element	ONAN 187-6068	KOHLER 4708303 FRAM CA79	HONDA 17211-ZJ1-000 (HONDA CODE 4209672)
Air Filter Pre-Cleaner	N/A	KOHLER 2408302	HONDA 17218-ZJ1-000 (HONDA CODE 4209706)
Fuel Filter	ONAN 187-6119	KOHLER 2505002 FRAM G1	HONDA 16910-ZE8-005 (HONDA CODE 2106235)
Spark Plugs (Resistor Type)	ONAN 187-6161 CHAMPION N9YC (.025" GAP)	CHAMPION RC12YC (.030" GAP)	NKG BPR6ES Nippondenso W20EPR-U .030 in., (76mm) gap

* Oil capacity increases from 2.0 Qts. to 2.1 Qts. when using this filter.

RANGER 8



Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

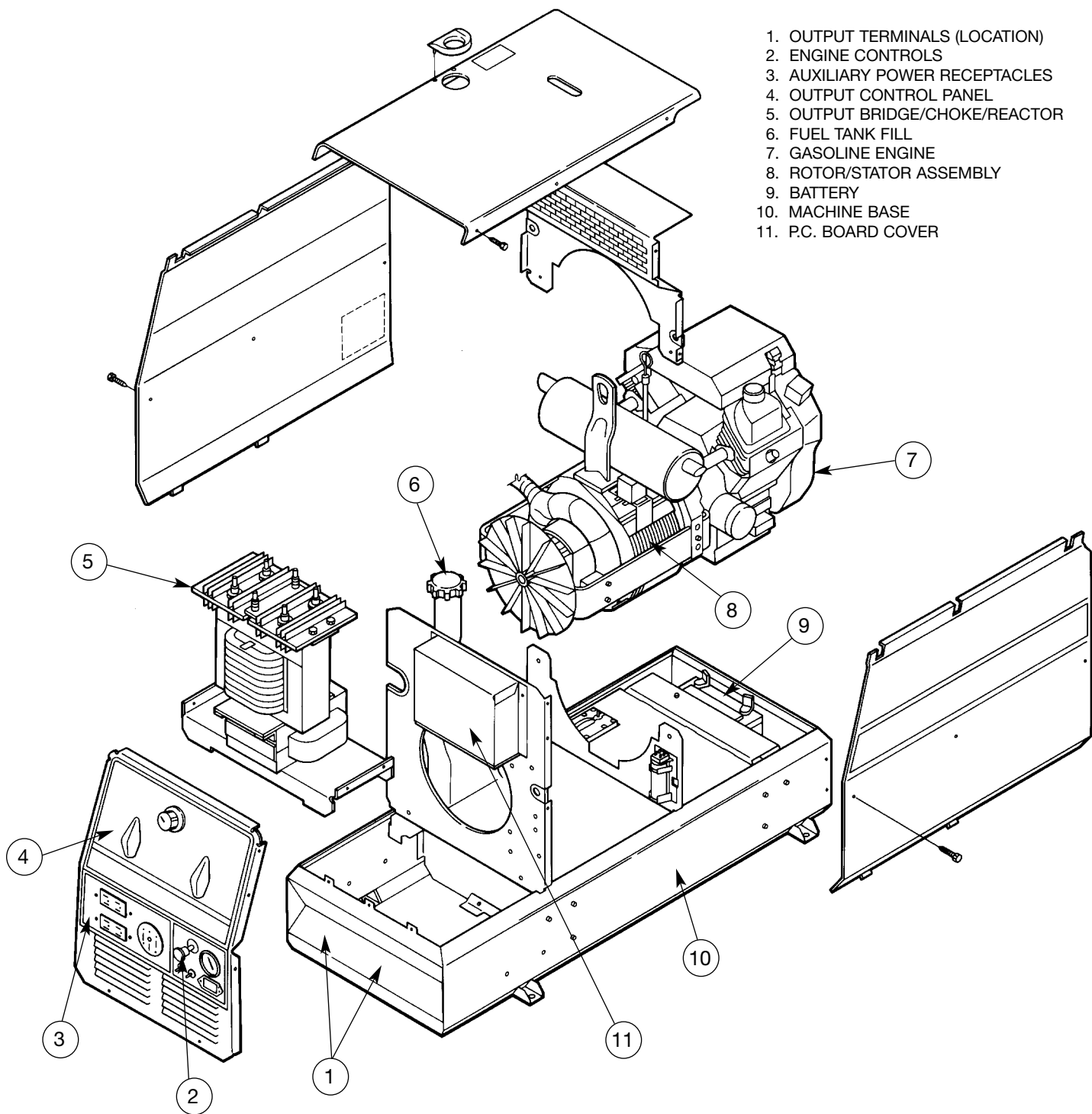
Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

MAINTENANCE

FIGURE D.1 - MAJOR COMPONENT LOCATIONS

- 1. OUTPUT TERMINALS (LOCATION)
- 2. ENGINE CONTROLS
- 3. AUXILIARY POWER RECEPTACLES
- 4. OUTPUT CONTROL PANEL
- 5. OUTPUT BRIDGE/CHOKE/REACTOR
- 6. FUEL TANK FILL
- 7. GASOLINE ENGINE
- 8. ROTOR/STATOR ASSEMBLY
- 9. BATTERY
- 10. MACHINE BASE
- 11. P.C. BOARD COVER



Return to Section TOC

Return to Master TOC

Return to Section TOC

Return to Master TOC

Return to Section TOC

Return to Master TOC

Return to Section TOC

Return to Master TOC

RANGER 8



NOTES

Return to Section TOC Return to Section TOC Return to Section TOC
Return to Master TOC Return to Master TOC Return to Master TOC

RANGER 8



TABLE OF CONTENTS -THEORY OF OPERATION SECTION-

Theory of OperationSection E

Battery, Starter, Engine, Excitation, Rotor,
Stator, and Idler Solenoid.....E-2

Rotor Field Feedback and Auxiliary PowerE-3

Weld Winding, Reactor, and Range Switch.....E-4

Output Bridge, Choke, Polarity Switch, and Output Terminals.....E-5

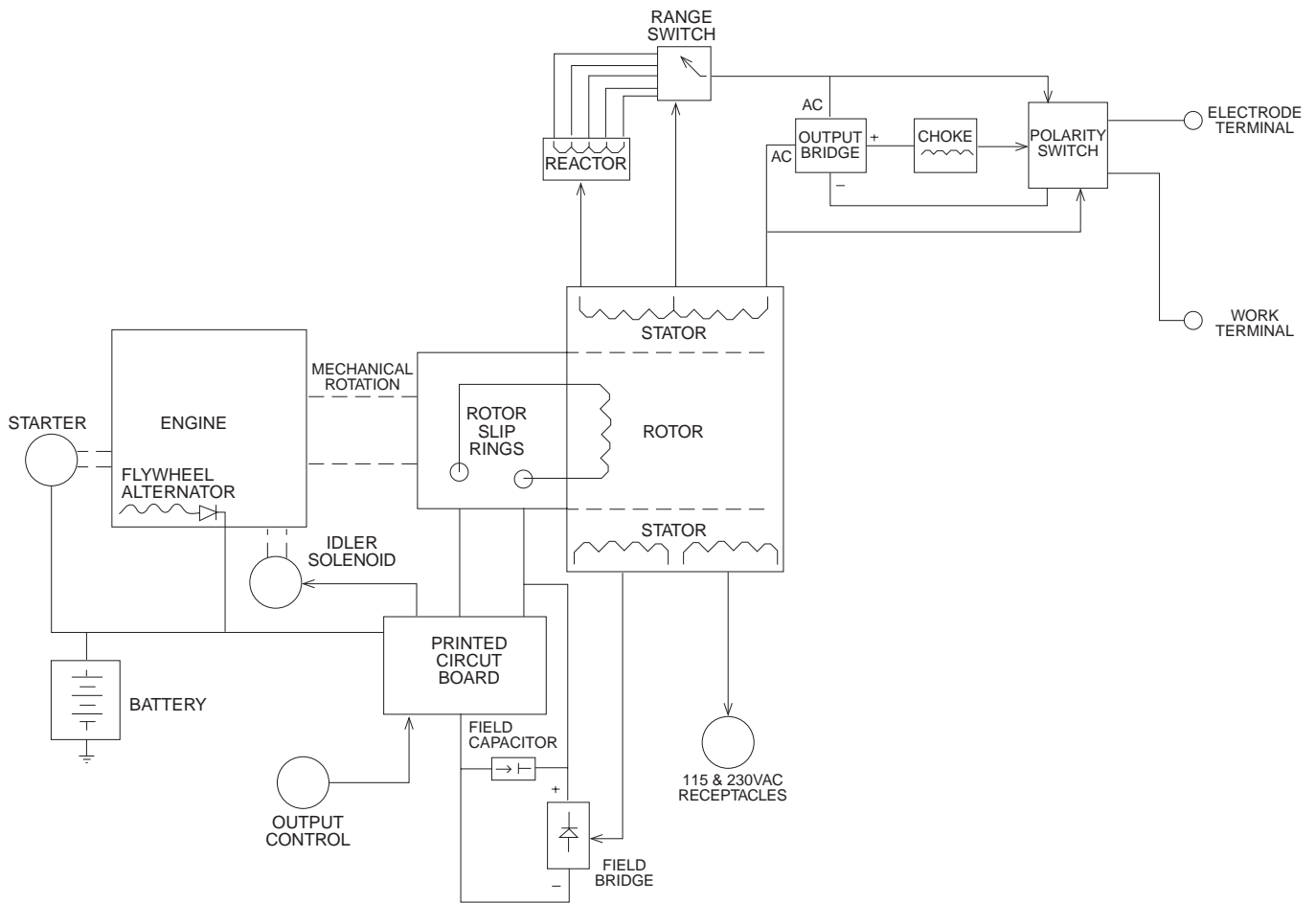


FIGURE E.1 – RANGER 8 BLOCK LOGIC DIAGRAM

RANGER 8



Return to Master TOC

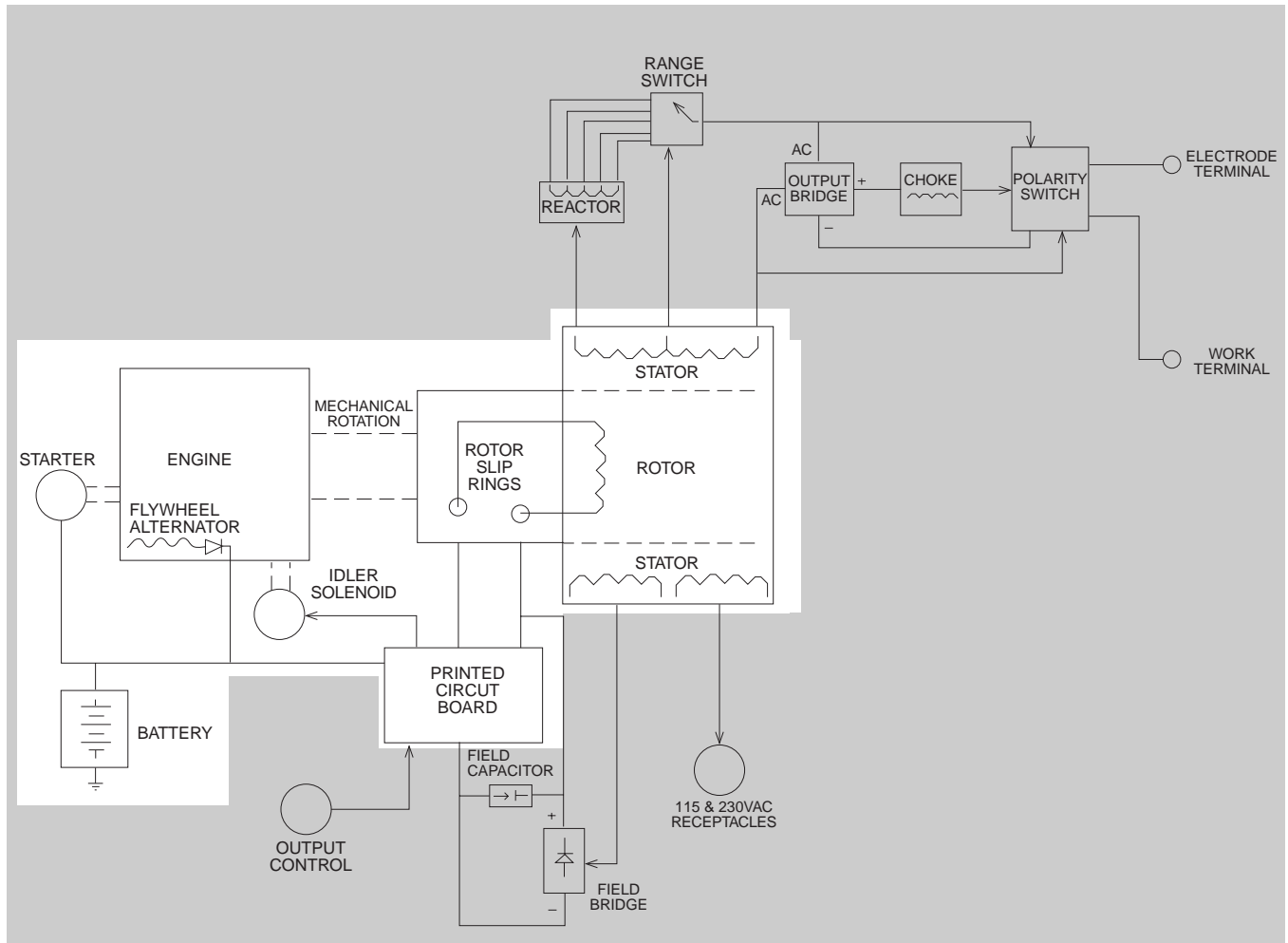
Return to Master TOC

Return to Master TOC

Return to Master TOC

THEORY OF OPERATION

FIGURE E.2 – BATTERY, STARTER, ENGINE, ROTOR, STATOR AND IDLER SOLENOID



BATTERY, STARTER, ENGINE, ROTOR, STATOR, AND IDLER SOLENOID

The 12VDC battery powers the starter motor. When the engine is started and running, the battery circuit voltage is fed, through the printed circuit board, to the rotating field coil in the rotor via a brush and slip ring configuration. This excitation (“flashing”) voltage magnetizes the rotor lamination. The rotor is mechanically coupled to the engine. This rotating magnet induces a voltage in the stationary windings of the main alternator (stator). Three separate and isolated windings are incorporated in the stator lamination assembly. Each winding set has a different number of turns producing different magnitudes of AC output voltages. The three windings are the weld winding, the auxiliary power

winding and the field feedback winding. The field feedback winding provides rotor current during machine operation. The output of the RANGER 8 is dependent on two criteria: the engine RPM and the amount of current in the rotor winding.

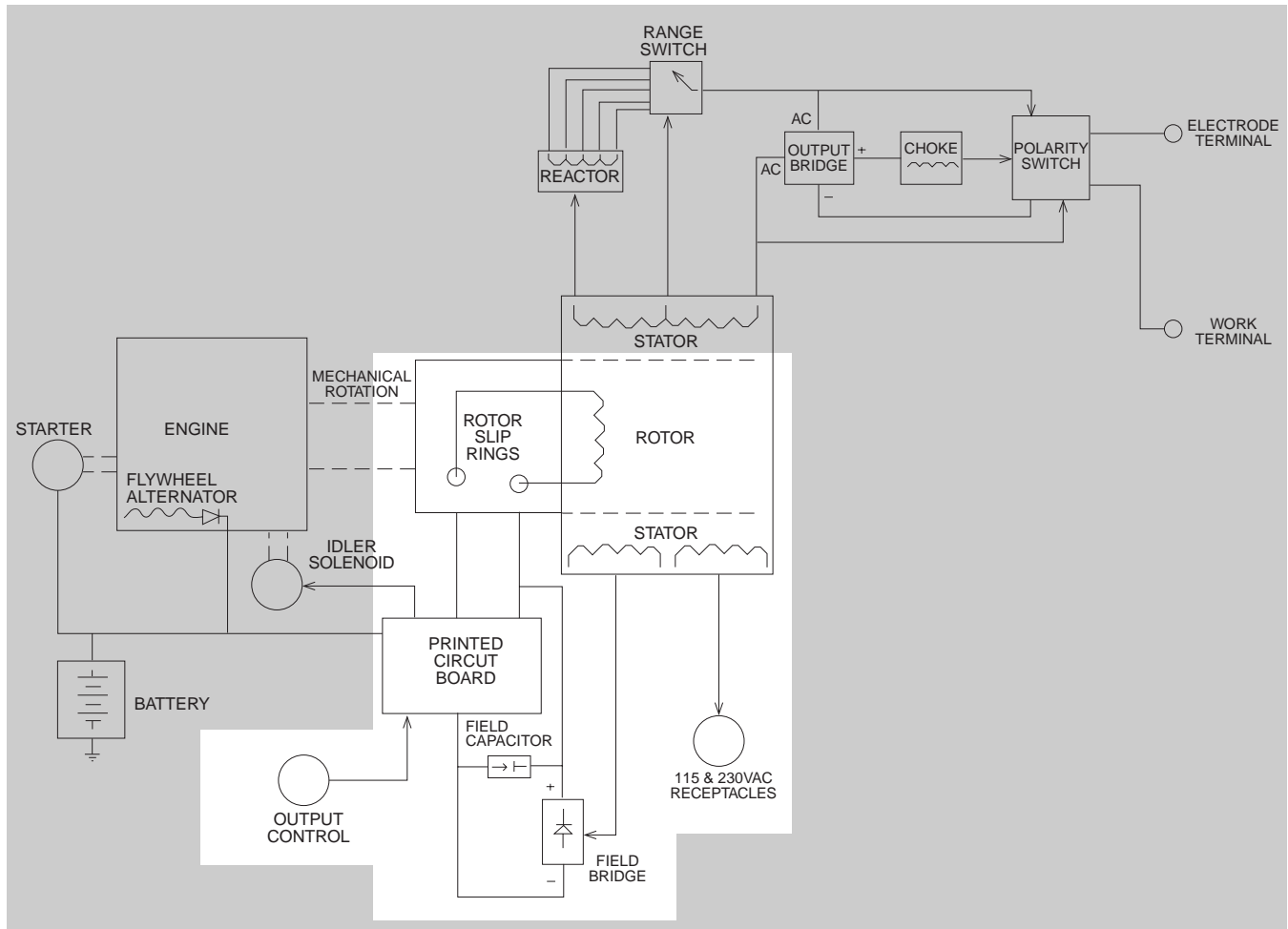
The flywheel alternator, located on the engine, supplies “charging” current for the battery circuit. The battery circuit provides power for the printed circuit board and also for the idler solenoid. The idler solenoid is mechanically connected to the engine throttle linkage. If no current is being drawn from the RANGER 8, the printed circuit board activates the idler solenoid, which then brings the engine to a low idle state. When output current is sensed, either weld or auxiliary, the printed circuit board deactivates the idler solenoid, and the engine returns to high RPM.

NOTE: Unshaded areas of Block Logic Diagram are the subject of discussion.

RANGER 8

LINCOLN[®]
ELECTRIC

FIGURE E.3 – ROTOR FIELD FEEDBACK AND AUXILIARY POWER



ROTOR FIELD FEEDBACK AND AUXILIARY POWER

The AC voltage developed in the field winding is fed to the full wave field bridge. The DC output of the bridge is filtered by the field capacitor and controlled by the printed circuit board according to the output control setting. This filtered and controlled voltage is fed to the rotor winding via the brush and slip ring configuration. As the feedback voltage is increased or decreased, the outputs of the weld and auxiliary windings are increased or decreased.

When full field voltage is applied to the rotor and the engine is running at high speed (3700 RPM), a 230 AC voltage is developed in the stator auxiliary winding. This winding is tapped to provide 115 VAC. The two voltages, (115 VAC and 230 VAC), are connected to the appropriate receptacles and offer 8000 watts (total) of AC power.

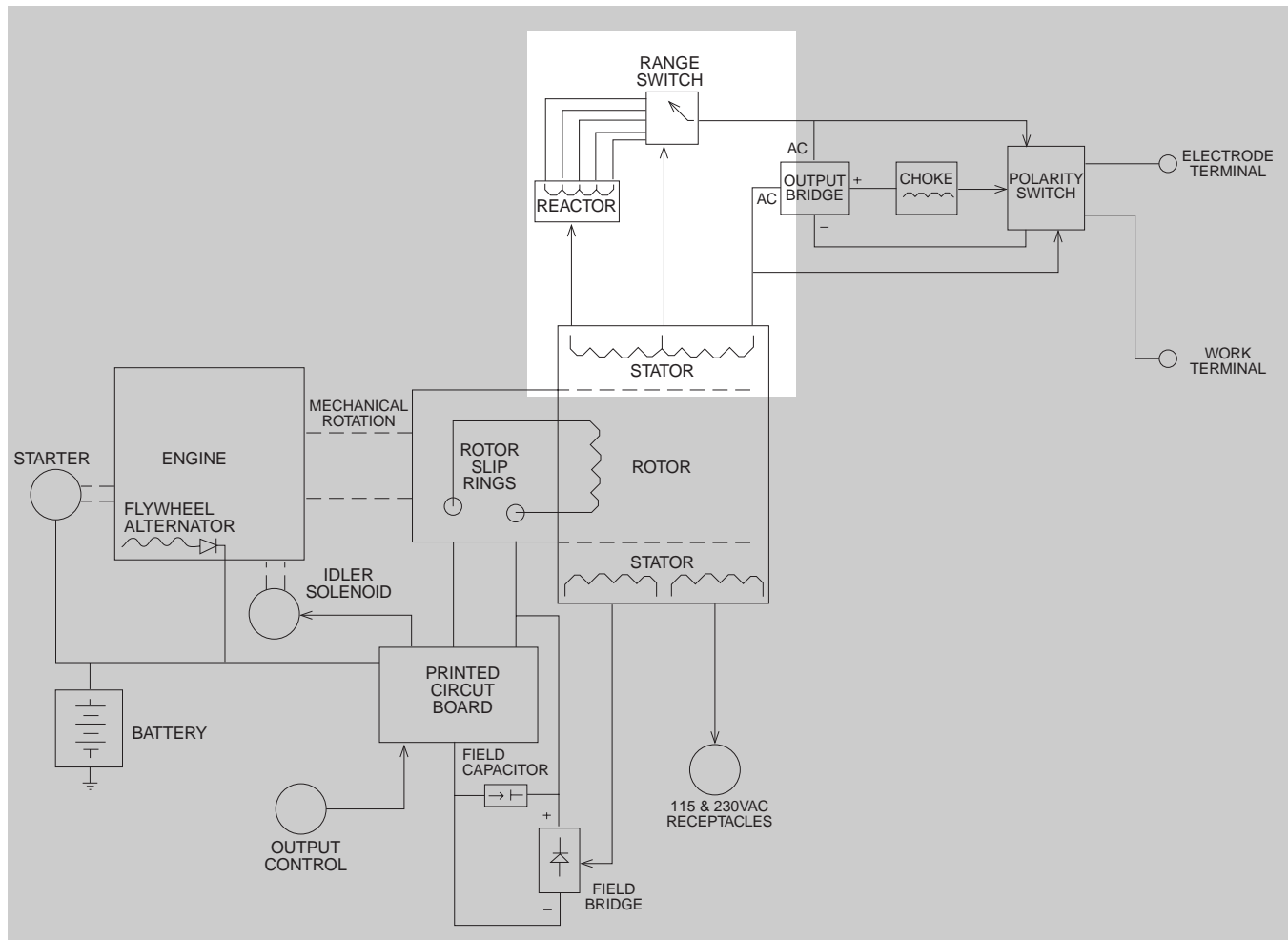
NOTE: Unshaded areas of Block Logic Diagram are the subject of discussion.

RANGER 8

LINCOLN®
ELECTRIC

THEORY OF OPERATION

FIGURE E.4 – WELD WINDING, REACTOR, AND RANGE SWITCH



WELD WINDING, REACTOR, AND RANGE SWITCH

The stator weld winding is connected to the reactor and range switch. The inductance in the reactor offers an impedance to current flow. The reactor coil is tapped at various points. As the range switch is rotated, different amounts of reactor coil are brought into the current path. As more turns of reactor are brought into the circuit, the more impedance there is to current flow. Simply stated, the more reactor in the circuit, the lower the welding current.

If a constant voltage is desired for wire feeding, then the reactor is bypassed and the range switch is connected to a tap on the stator weld winding to provide a lower but “stiffer” output voltage.

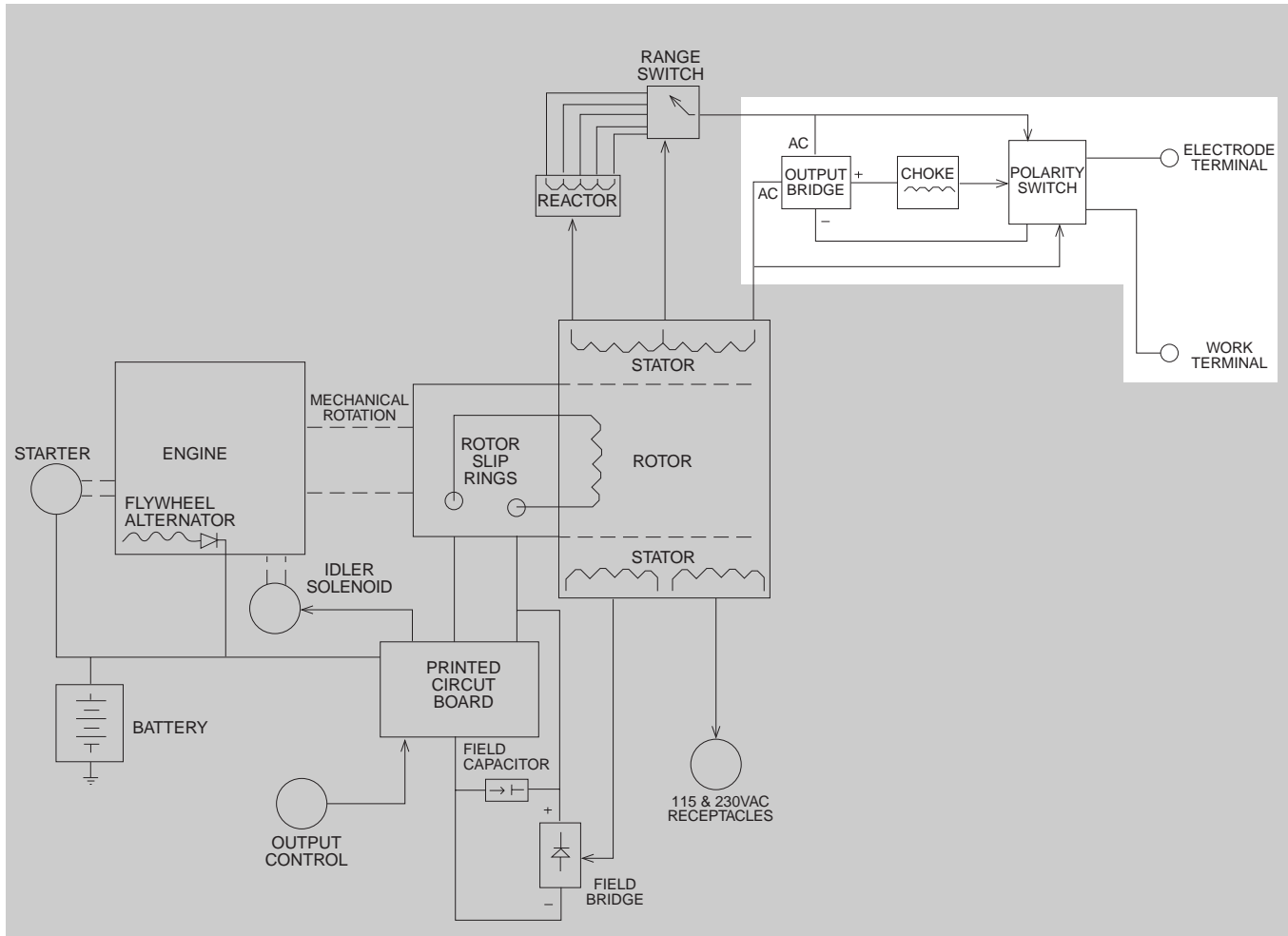
NOTE: Unshaded areas of Block Logic Diagram are the subject of discussion.

RANGER 8

LINCOLN
ELECTRIC

THEORY OF OPERATION

FIGURE E.5 – OUTPUT BRIDGE, CHOKE, POLARITY SWITCH, AND OUTPUT TERMINALS



OUTPUT BRIDGE, CHOKE, POLARITY SWITCH, AND OUTPUT TERMINALS

The AC voltage developed in the stator weld winding is delivered, through the reactor and range switch, to the output bridge and polarity switch. Depending upon the setting of the polarity switch, either AC voltage or DC voltage is delivered to the output terminals. If AC output is selected, then the current path is from the stator weld winding through the reactor, range switch and polarity switch to the output terminals. If a DC output is called for then the current path is through the Output Bridge, where the AC voltage is rectified to a DC voltage, and then to the choke, where the DC output is filtered. The filtered DC current path is through the Polarity Switch and on to the Output Terminals.

NOTE: Unshaded areas of Block Logic Diagram are the subject of discussion.

RANGER 8

LINCOLN[®]
ELECTRIC

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

RANGER 8



TABLE OF CONTENTS

TROUBLE SHOOTING & REPAIR SECTION

Troubleshooting & Repair Section	Section F
How to Use Troubleshooting Guide	F-2
PC Board Troubleshooting Procedures	F-3
Troubleshooting Guide	F4 - F-13
Test Procedures	
Rotor Voltage Test	F-15
Rotor Resistance Test	F-17
Auxiliary and Field Winding Test	F-21
Output Rectifier Bridge Test	F-25
Charging Circuit Test	F-27
Engine Throttle Adjustment Test	F-29
Oscilloscope Waveforms	F-33
Normal Open Circuit Voltage Waveform (115 VAC Supply)	F-33
Typical DC Weld Output Waveform (CV Mode) – Machine Loaded	F-34
Typical DC Weld Output Waveform (CC Mode) – Machine Loaded	F-35
Typical AC Weld Output Waveform – Machine Loaded	F-36
Abnormal Open Circuit Weld Voltage Waveform (CV Mode, one diode open)	F-37
Abnormal Open Circuit DC Weld Voltage Waveform	F-38
Normal Open Circuit Weld Voltage Waveform (CV Mode)	F-39
Normal Open Circuit DC Weld Voltage Waveform	F-40
Normal Open Circuit AC Weld Voltage Waveform	F-41
Replacement Procedures	F-43
Brush Removal and Replacement	F-43
Field Capacitor and Rectifier Bridge Removal and Replacement	F-47
Printed Circuit Board Removal and Replacement	F-51
Output Rectifier Bridge Removal and Replacement	F-55
Engine Rotor Removal and Replacement (Kit S20788)	F-59
Retest After Repair	F-64

Return to Master TOC

Return to Master TOC

Return to Master TOC

Return to Master TOC

TROUBLESHOOTING & REPAIR

HOW TO USE TROUBLESHOOTING GUIDE

WARNING

Service and repair should be performed by only Lincoln Electric Factory Trained Personnel. Unauthorized repairs performed on this equipment may result in danger to the technician and machine operator and will invalidate your factory warranty. For your safety and to avoid Electrical Shock, please observe all safety notes and precautions detailed throughout this manual.

This Troubleshooting Guide is provided to help you locate and repair possible machine malfunctions. Simply follow the three-step procedure listed below.

Step 1. LOCATE PROBLEM (SYMPTOM). Look under the column labeled “PROBLEM (SYMPTOMS)”. This column describes possible symptoms that the machine may exhibit. Find the listing that best describes the symptom that the machine is exhibiting. Symptoms are grouped into three main categories: Output Problems, Engine Problems, and Welding Problems.

Step 2. PERFORM EXTERNAL TESTS. The second column, labeled “POSSIBLE AREAS OF MISADJUSTMENT(S)”, lists the obvious external possibilities that may contribute to the machine symptom. Perform these tests/checks in the order listed. In general, these tests can be conducted without removing the case wrap-around cover.

Step 3. PERFORM COMPONENT TESTS. The last column, labeled “Recommended Course of Action” lists the most likely components that may have failed in your machine. It also specifies the appropriate test procedure to verify that the subject component is either good or bad. If there are a number of possible components, check the components in the order listed to eliminate one possibility at a time until you locate the cause of your problem.

All of the referenced test procedures referred to in the Troubleshooting Guide are described in detail at the end of this chapter. Refer to the Troubleshooting and Repair Table of Contents to locate each specific Test Procedure. All of the referred to test points, components, terminal strips, etc., can be found on the referenced electrical wiring diagrams and schematics. Refer to the Electrical Diagrams Section Table of Contents to locate the appropriate diagram.

CAUTION

If for any reason you do not understand the test procedures or are unable to perform the test/repairs safely, contact the Lincoln Electric Service Department for electrical troubleshooting assistance before you proceed. Call 1-800-833-9353 (WELD).

RANGER 8



PC BOARD TROUBLESHOOTING PROCEDURES

WARNING



ELECTRIC SHOCK can kill.

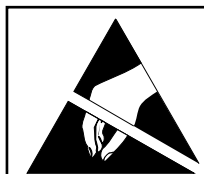
- Have an electrician install and service this equipment. Turn the input power OFF at the fuse box before working on equipment. Do not touch electrically hot parts.

CAUTION

Sometimes machine failures appear to be due to PC board failures. These problems can sometimes be traced to poor electrical connections. To avoid problems when troubleshooting and replacing PC boards, please use the following procedure:

1. Determine to the best of your technical ability that the PC board is the most likely component causing the failure symptom.
2. Check for loose connections at the PC board to assure that the PC board is properly connected.
3. If the problem persists, replace the suspect PC board using standard practices to avoid static electrical damage and electrical shock. Read the warning inside the static resistant bag and perform the following procedures:

PC board can be damaged by static electricity.



ATTENTION Static-Sensitive Devices Handle only at Static-Safe Workstations

- Remove your body's static charge before opening the static-shielding bag. Wear an anti-static wrist strap. For safety, use a 1 Meg ohm resistive cord connected to a grounded part of the equipment frame.

- If you don't have a wrist strap, touch an un-painted, grounded, part of the equipment frame. Keep touching the frame to prevent static build-up. Be sure not to touch any electrically live parts at the same time.

- Tools which come in contact with the PC board must be either conductive, anti-static or static-dissipative.

- Remove the PC board from the static-shielding bag and place it directly into the equipment. Don't set the PC board on or near paper, plastic or cloth which could have a static charge. If the PC board can't be installed immediately, put it back in the static-shielding bag.

- If the PC board uses protective shorting jumpers, don't remove them until installation is complete.

- If you return a PC board to The Lincoln Electric Company for credit, it must be in the static-shielding bag. This will prevent further damage and allow proper failure analysis.

4. Test the machine to determine if the failure symptom has been corrected by the replacement PC board.

NOTE: It is desirable to have a spare (known good) PC board available for PC board troubleshooting.

NOTE: Allow the machine to heat up so that all electrical components can reach their operating temperature.

5. Remove the replacement PC board and substitute it with the original PC board to recreate the original problem.

a. If the original problem does not reappear by substituting the original board, then the PC board was not the problem. Continue to look for bad connections in the control wiring harness, junction blocks, and terminal strips.

b. If the original problem is recreated by the substitution of the original board, then the PC board was the problem. Reinstall the replacement PC board and test the machine.

6. Always indicate that this procedure was followed when warranty reports are to be submitted.

NOTE: Following this procedure and writing on the warranty report, "INSTALLED AND SWITCHED PC BOARDS TO VERIFY PROBLEM," will help avoid denial of legitimate PC board warranty claims.

TROUBLESHOOTING & REPAIR

TROUBLESHOOTING GUIDE

Observe Safety Guidelines detailed in the beginning of this manual.

PROBLEMS (SYMPTOMS)	POSSIBLE AREAS OF MISADJUSTMENT(S)	RECOMMENDED COURSE OF ACTION
OUTPUT PROBLEMS		
Major Physical or Electrical Damage is Evident.	1. Contact your local Lincoln Authorized Field Service Facility.	1. Contact The Lincoln Electric Service Dept. 1-800-833-9353 (WELD).
No weld output and no auxiliary power. Engine runs normally.	1. Check the brushes for wear and proper contact to the rotor slip rings.	<p>1. Perform the Rotor Voltage Test.</p> <p>2. Check for the presence of 12VDC (at the pc board) from lead #216 to frame ground. This is the “flashing” voltage and is present only when the Start, Run, Stop switch S3 is in the “Start” position. If the 12 VDC is missing check the leads, switches and connections associated with the lead #216. See Wiring Diagram.</p> <p>Check for the presence of 12 VDC (at the pc board) from lead #224 to frame ground. This is the supply voltage to the board and is present when the engine is running and the S3 switch is in the “Run” position. If the 12VDC is missing check the leads, switches and connections associated with the lead #224. See Wiring Diagram.</p> <p>3. If Rotor Voltage Test is normal, then preform the Rotor Resistance Test.</p> <p>4. If the Rotor Voltage Test is NOT normal, perform the Auxilliary and Field Winding Voltage Test. Then check the Field Diode Bridge (D2) and the Field Capacitor (C1). Replace if necessary. If the Field Bridge and Field Capacitor are good, then the Printed Circuit Board may be faulty. Replace.</p>

 CAUTION

If for any reason you do not understand the test procedures or are unable to perform the test/repairs safely, contact the Lincoln Electric Service Department for electrical troubleshooting assistance before you proceed. Call 1-800-833-9353 (WELD).

RANGER 8



Return to Section TOC
Return to Master TOC
Return to Section TOC
Return to Master TOC
Return to Section TOC
Return to Master TOC
Return to Section TOC
Return to Master TOC

TROUBLESHOOTING & REPAIR

TROUBLESHOOTING GUIDE

Observe Safety Guidelines detailed in the beginning of this manual.

PROBLEMS (SYMPTOMS)	POSSIBLE AREAS OF MISADJUSTMENT(S)	RECOMMENDED COURSE OF ACTION
OUTPUT PROBLEMS		
<p>No weld output, the auxiliary power (230-115VAC) is operating normally. Engine runs normally.</p>	<ol style="list-style-type: none"> 1. Check the open circuit voltage (OCV) at the welder output terminals, engine at high idle (3650 RPM). Normal maximum is 73 to 80VAC. Normal DC maximum is 67 to 72VDC. If the OCV is OK then proceed to Step #2. If the OCV is not present at the welder output terminals, contact your local Lincoln Authorized Field Service Facility. 2. Check the welding cables, clamps and electrode holder for loose or broken connections. 	<ol style="list-style-type: none"> 1. Disconnect lead W1 from the Output Bridge (D1) and check for the presence of 80VAC from lead W1 to lead W2 on the main stator winding. See wiring diagram. If the AC voltage is NOT present, the winding in the stator may be faulty. Check the winding for continuity and test to be sure it is NOT grounded to the stator iron. Replace if necessary. If the correct AC voltage is present, proceed to step #2. 2. Check the Reactor, Range Switch (S1) and associated wires for loose or faulty connections. Check the reactor winding for continuity and test to be sure it is NOT grounded to the reactor iron. 3. Check the Choke (L1), Polarity Switch (S2) and associated wires for loose or faulty connections. Check the choke winding for continuity and test to be sure it is NOT grounded to the choke iron. 4. Check the weld output terminals and associated wires for loose or faulty connections. 5. Perform the Output Bridge Test.

CAUTION

If for any reason you do not understand the test procedures or are unable to perform the test/repairs safely, contact the Lincoln Electric Service Department for electrical troubleshooting assistance before you proceed. Call 1-800-833-9353 (WELD).

RANGER 8



Return to Section TOC

Return to Master TOC

TROUBLESHOOTING & REPAIR

TROUBLESHOOTING GUIDE

Observe Safety Guidelines detailed in the beginning of this manual.

PROBLEMS (SYMPTOMS)	POSSIBLE AREAS OF MISADJUSTMENT(S)	RECOMMENDED COURSE OF ACTION
OUTPUT PROBLEMS		
No auxiliary power, welding output is normal. Engine runs normally.	<ol style="list-style-type: none"> 1. If machine is equipped with circuit breakers, check circuit breakers CB1 thru CB5. Reset if tripped. 2. Make sure the Output Control (R1) is set at the maximum position. 3. Check for loose or faulty plug(s) at the power receptacle(s). 	<ol style="list-style-type: none"> 1. Check the auxiliary power receptacles and associated wires for loose or faulty connections. 2. Perform the Auxiliary and Field Winding Voltage Test. 3. If machine is equipped with circuit breakers, check for faulty breakers and loose or faulty connections on associated wiring.

⚠ CAUTION

If for any reason you do not understand the test procedures or are unable to perform the test/repairs safely, contact the Lincoln Electric Service Department for electrical troubleshooting assistance before you proceed. Call 1-800-833-9353 (WELD).

RANGER 8



Return to Section TOC
Return to Master TOC

TROUBLESHOOTING & REPAIR

TROUBLESHOOTING GUIDE

Observe Safety Guidelines detailed in the beginning of this manual.

PROBLEMS (SYMPTOMS)	POSSIBLE AREAS OF MISADJUSTMENT(S)	RECOMMENDED COURSE OF ACTION
OUTPUT PROBLEMS		
Machine has low welding output and low auxiliary output.	<ol style="list-style-type: none"> 1. The brushes may be worn. Contact your local Lincoln Authorized Service Facility. 2. The engine RPM may be low. 	<ol style="list-style-type: none"> 1. If the engine HIGH IDLE RPM is low, then perform The Throttle Adjustment Test. 2. Perform the Rotor Voltage Test. 3. If the rotor voltage is low the Field Capacitor (C1) or the Field Bridge (D2) may be faulty. Test and replace if necessary. 4. Check the Output Control Potentiometer. Normal resistance is 10,000 ohms. Also check associated wiring for loose or faulty connections. 5. The Rotor may be faulty. Perform the Rotor Resistance Test. 6. The Printed Circuit Board may be faulty. Replace. 7. If the engine HIGH IDLE RPM is OK, then the engine may have lost horsepower and be in need of major repair.

CAUTION

If for any reason you do not understand the test procedures or are unable to perform the test/repairs safely, contact the Lincoln Electric Service Department for electrical troubleshooting assistance before you proceed. Call 1-800-833-9353 (WELD).

RANGER 8



Return to Section TOC

Return to Master TOC

TROUBLESHOOTING & REPAIR

Observe Safety Guidelines detailed in the beginning of this manual.

TROUBLESHOOTING GUIDE

PROBLEMS (SYMPTOMS)	POSSIBLE AREAS OF MISADJUSTMENT(S)	RECOMMENDED COURSE OF ACTION
OUTPUT PROBLEMS		
No DC welding output. AC welding output and auxiliary power is normal.	<ol style="list-style-type: none"> 1. Make sure the Polarity Switch is in the proper position and is "seated" correctly. 2. Make sure the electrode and polarity are correct for the process being used. 	<ol style="list-style-type: none"> 1. Perform the Output Bridge Test. 2. Check the Choke (L1), the Polarity Switch (S2) and associated wires for loose or faulty connections. Check the choke winding for continuity and test to be sure it is NOT grounded the choke iron.
No AC welding output. DC welding output and auxiliary power is normal.	<ol style="list-style-type: none"> 1. Make sure the Polarity Switch is in the proper position and is "seated" correctly. 2. Make sure the electrode is correct for the process being used. 3. Make sure the welding cables are not coiled or too long. 	<ol style="list-style-type: none"> 1. Check the operation of the Polarity Switch (S2). Also check the associated wires for loose or faulty connections. See Wiring Diagram. 2. Check for continuity from lead "S2" to lead "E" located in the main stator. See Wiring Diagram.

CAUTION

If for any reason you do not understand the test procedures or are unable to perform the test/repairs safely, contact the Lincoln Electric Service Department for electrical troubleshooting assistance before you proceed. Call 1-800-833-9353 (WELD).

RANGER 8

LINCOLN[®]
ELECTRIC

TROUBLESHOOTING & REPAIR

TROUBLESHOOTING GUIDE

Observe Safety Guidelines detailed in the beginning of this manual.

PROBLEMS (SYMPTOMS)	POSSIBLE AREAS OF MISADJUSTMENT(S)	RECOMMENDED COURSE OF ACTION
OUTPUT PROBLEMS		
<p>No constant voltage (CV) welding output. Constant current (CC) and the auxiliary power are operating normally.</p>	<ol style="list-style-type: none"> 1. Make sure the Range Switch (S1) is in the proper position (CV) and “seated” correctly. 2. Make sure the wire feeder is connected correctly. 	<ol style="list-style-type: none"> 1. Check the operation of the Range Switch (S1) and check the associated wires for loose or faulty connections. See Wiring Diagram. 2. Check for continuity from lead C1 to lead W1 located in the main stator. See Wiring Diagram.

 **CAUTION**

If for any reason you do not understand the test procedures or are unable to perform the test/repairs safely, contact the Lincoln Electric Service Department for electrical troubleshooting assistance before you proceed. Call 1-800-833-9353 (WELD).

Return to Section TOC

Return to Master TOC

Return to Section TOC

Return to Master TOC

Return to Section TOC

Return to Master TOC

Return to Section TOC

Return to Master TOC

TROUBLESHOOTING & REPAIR

TROUBLESHOOTING GUIDE

Observe Safety Guidelines detailed in the beginning of this manual.

PROBLEMS (SYMPTOMS)	POSSIBLE AREAS OF MISADJUSTMENT(S)	RECOMMENDED COURSE OF ACTION
ENGINE PROBLEMS		
<p>Engine will not idle down to low speed. Machine has normal weld output and auxiliary power.</p>	<ol style="list-style-type: none"> 1. Make sure the Idler Switch (S4) is in the "Auto" position. 2. Make sure there is NOT an external load on the weld terminals nor the auxiliary power receptacles. 	<ol style="list-style-type: none"> 1. With the Idler Switch (S4) in the "Auto" position, check for the presence of 12VDC at leads #213 to #215 located at the Idler Solenoid. If 12VDC is present and the Idler Solenoid is not activating, then the solenoid may be faulty or there is a mechanical restriction preventing it from functioning. 2. If there is NOT 12VDC at leads #213 to #215, then test for 12VDC from lead #213 to ground (lead #5). See Wiring Diagram. If 12VDC is present, then check lead #215 for continuity (zero ohms) from the Idler Solenoid to the Printed Circuit Board plug 3J1. If lead #215 is OK, then the Printed Circuit Board may be faulty. Replace. 3. If there is NOT 12VDC from lead #213 to ground (lead #5), then check the Idler Switch (S4) for proper operation and associated wires for loose or faulty connections.



CAUTION

If for any reason you do not understand the test procedures or are unable to perform the test/repairs safely, contact the Lincoln Electric Service Department for electrical troubleshooting assistance before you proceed. Call 1-800-833-9353 (WELD).

RANGER 8



Return to Section TOC
Return to Master TOC

TROUBLESHOOTING & REPAIR

TROUBLESHOOTING GUIDE

Observe Safety Guidelines detailed in the beginning of this manual.

PROBLEMS (SYMPTOMS)	POSSIBLE AREAS OF MISADJUSTMENT(S)	RECOMMENDED COURSE OF ACTION
ENGINE PROBLEMS		
<p>Engine will not go to high idle when attempting to weld. Welding output is normal when Idler Switch is in "HIGH" position. Automatic idler function works properly when the auxiliary power is loaded.</p>	<ol style="list-style-type: none"> 1. Make sure the welding cables and connections are tight. 	<ol style="list-style-type: none"> 1. Check for broken or faulty connections in the sensing leads (#254 and #254A). Make sure their connections are tight at the Electrode Output Terminal and also at the Polarity Switch. See Wiring Diagram. 2. Make sure the leads are looped three times through the current sensor on the Printed Circuit Board.
<p>Engine will not go to high idle when attempting to weld or when the auxiliary power is loaded. Welding output and auxiliary power output is normal when Idler Switch is in the "HIGH" position.</p>	<ol style="list-style-type: none"> 1. Make sure the welding cables and connections are tight. 2. Automatic idler may not function if the auxiliary power is loaded to less than 150 Watts. 	<ol style="list-style-type: none"> 1. Check for broken or faulty connections in the sensing leads. (#254 and #254A). Make sure their connections are tight at the Electrode Terminal and also at the Polarity Switch. See wiring diagram. 2. Check lead #3, making sure it is looped through the current sensor on the Printed Circuit Board. 3. The Printed Circuit Board may be faulty. Replace.

⚠ CAUTION

If for any reason you do not understand the test procedures or are unable to perform the test/repairs safely, contact the Lincoln Electric Service Department for electrical troubleshooting assistance before you proceed. Call 1-800-833-9353 (WELD).

Return to Section TOC
Return to Master TOC

TROUBLESHOOTING & REPAIR

TROUBLESHOOTING GUIDE

Observe Safety Guidelines detailed in the beginning of this manual.

PROBLEMS (SYMPTOMS)	POSSIBLE AREAS OF MISADJUSTMENT(S)	RECOMMENDED COURSE OF ACTION
ENGINE PROBLEMS		
Engine will not crank or cranks very slow.	<ol style="list-style-type: none"> 1. Check for loose or faulty battery cable connections. 2. The battery may be faulty. 3. Check the ammeter to see if the battery is charging. If not, the charging circuit may be defective. 	<ol style="list-style-type: none"> 1. If the battery is replaced or tests good, then the charging circuit may be faulty. Perform the Charging Circuit Test. 2. The starter motor or starter solenoid may be faulty. 3. The Engine may be hard to crank due to a mechanical failure in the engine.
The Engine shuts off.	<ol style="list-style-type: none"> 1. The Engine may be low on or out of fuel. 2. The Oil level may be low. Check and fill to proper level. 3. The fuel filter may be clogged. 	<ol style="list-style-type: none"> 1. The oil pressure switch may be faulty. Replace if necessary. 2. The fuel shut off solenoid may be faulty (Kohler Engines only).
Engine does not develop full power.	<ol style="list-style-type: none"> 1. The fuel filter may be clogged. Replace if necessary. 2. The air filter may be clogged. Replace if necessary. 3. The spark plug(s) may be faulty. Replace if necessary. 	<ol style="list-style-type: none"> 1. Due to wear, the engine may be in need of repair.

CAUTION

If for any reason you do not understand the test procedures or are unable to perform the test/repairs safely, contact the Lincoln Electric Service Department for electrical troubleshooting assistance before you proceed. Call 1-800-833-9353 (WELD).

RANGER 8



[Return to Section TOC](#) [Return to Master TOC](#)
[Return to Section TOC](#) [Return to Master TOC](#)
[Return to Section TOC](#) [Return to Master TOC](#)
[Return to Section TOC](#) [Return to Master TOC](#)

TROUBLESHOOTING & REPAIR

TROUBLESHOOTING GUIDE

Observe Safety Guidelines detailed in the beginning of this manual.

PROBLEMS (SYMPTOMS)	POSSIBLE AREAS OF MISADJUSTMENT(S)	RECOMMENDED COURSE OF ACTION
WELDING PROBLEMS		
<p>The welding arc is “cold.” Engine runs normally (3700 RPM no load). Auxiliary power is functioning normally.</p>	<ol style="list-style-type: none"> 1. Check for loose or faulty connections at the weld output terminals and welding cable connections. 2. The welding cable may be too long or coiled, causing an excessive voltage drop. 	<ol style="list-style-type: none"> 1. Check for the correct open circuit voltage (OCV) at the welder output terminals (80VAC Max. 72VDC Max.). If the correct voltage is present at the output terminals, then check for loose connections on the heavy current carrying leads inside the RANGER 8. See Wiring Diagram. 2. If the OCV is low at the welder output terminals, then Perform The Engine Throttle Adjustment Test. 3. Perform the Output Rectifier Bridge Test. 4. Check for shorted or grounded windings in the reactor and also in the main stator. See Wiring Diagram.

⚠ CAUTION

If for any reason you do not understand the test procedures or are unable to perform the test/repairs safely, contact the Lincoln Electric Service Department for electrical troubleshooting assistance before you proceed. Call 1-800-833-9353 (WELD).

RANGER 8



Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

RANGER 8



TROUBLESHOOTING & REPAIR

ROTOR VOLTAGE TEST

WARNING

Service and repair should be performed by only Lincoln Electric factory trained personnel. Unauthorized repairs performed on this equipment may result in danger to the technician or machine operator and will invalidate your factory warranty. For your safety and to avoid electrical shock, please observe all safety notes and precautions detailed throughout this manual.

If for any reason you do not understand the test procedures or are unable to perform the test/repairs safely, contact the Lincoln Electric Service Department for electrical troubleshooting assistance before you proceed. Call 1-800-833-9353 (WELD).

TEST DESCRIPTION

This test will determine if the correct DC voltage is being applied to the rotor at maximum engine speed (3700 RPM). This information will aid the technician in determining if the generator field is operating properly.

MATERIALS NEEDED

Volt/Ohmmeter
5/16" Nut driver
Wiring Diagram

This procedure takes approximately 30 minutes to perform.

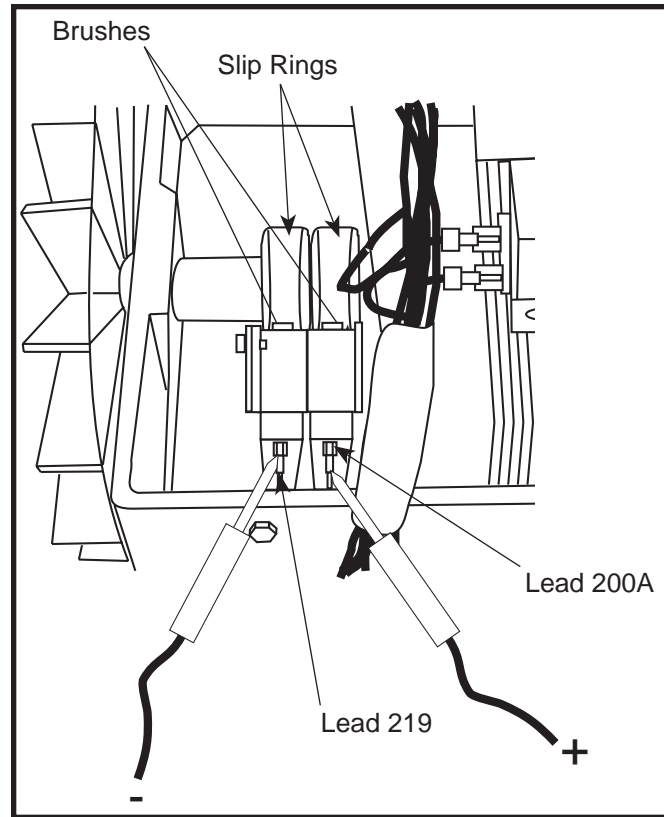
RANGER 8



TROUBLESHOOTING & REPAIR

ROTOR VOLTAGE TEST *(continued)*

FIGURE F.1 - LOCATION OF LEAD 200A AND 219 FOR ROTOR VOLTAGE TEST



TEST PROCEDURE

1. With the 5/16" nut driver, remove the 6 sheet metal screws from the case top.
2. Remove the rubber gasket (cover seal) from the lift bail.
3. Remove the fuel cap. The rubber gasket for the fill tube will come off with the case top.
4. Remove the case top, **then reinstall the fuel cap.**
5. With the 5/16" nut driver, remove the 5 screws holding the right case side.
6. Remove the right case side by lifting up and out.
7. Set the volt/ohmmeter to the DC volts position.
8. Connect the positive meter probe to the brush nearest the rotor lamination (lead 200A). See Figure F.1 for location.
9. Connect the negative meter probe to the other brush (lead 219).
10. Start the engine and run it at high idle (3650 RPM). Set the output control to the MAXIMUM position (position 10).]
11. Check the voltage reading on the voltmeter. It should read between 37 and 46 VDC.
12. If the voltage reading is low or not present, the generator field is not functioning properly. Perform the Rotor Resistance Test. The Field Diode Bridge (D2), the Field Capacitor (C1), and/or the Printed Circuit Board may be faulty.
13. If the voltage reading is normal, the field circuit is functioning properly. Install the right case side with the 5 sheet metal screws with the 5/16" nut driver. Remove the fuel cap; install the case top and tighten the 6 sheet metal screws with the 5/16" nut driver. Install the rubber gasket over the lift bail and install the fuel cap.

RANGER 8



ROTOR RESISTANCE TEST

WARNING

Service and repair should be performed by only Lincoln Electric factory trained personnel. Unauthorized repairs performed on this equipment may result in danger to the technician or machine operator and will invalidate your factory warranty. For your safety and to avoid electrical shock, please observe all safety notes and precautions detailed throughout this manual.

If for any reason you do not understand the test procedures or are unable to perform the test/repairs safely, contact the Lincoln Electric Service Department for electrical troubleshooting assistance before you proceed. Call 1-800-833-9353 (WELD).

TEST DESCRIPTION

This test will determine if there is a shorted winding in the rotor or if the rotor is grounded.

MATERIALS NEEDED

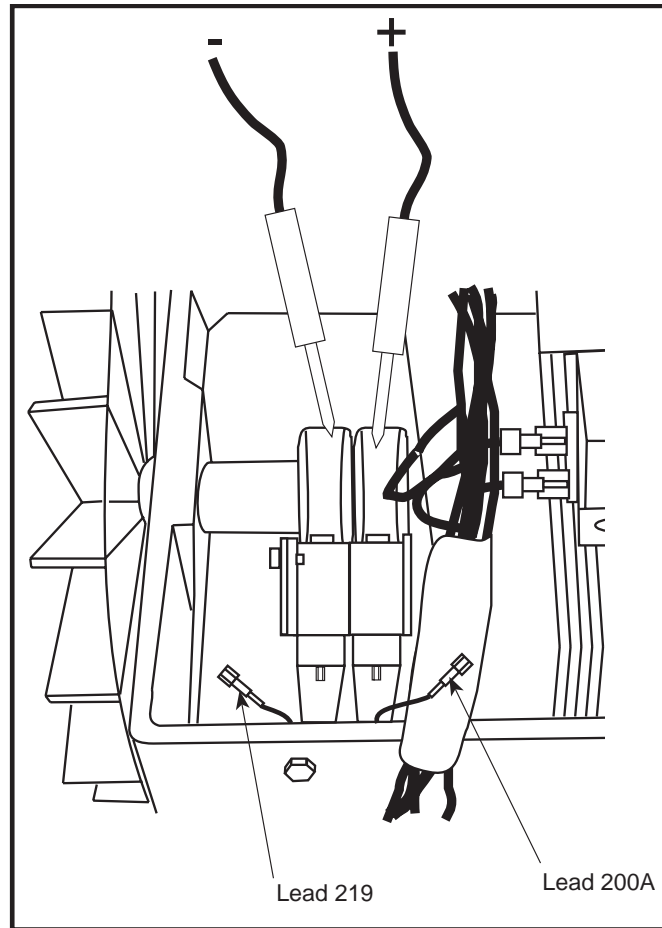
Volt/Ohmmeter
5/16" Nut driver
Wiring Diagram

This procedure takes approximately 30 minutes to perform.

TROUBLESHOOTING & REPAIR

ROTOR RESISTANCE TEST *(continued)*

FIGURE F.2 – LOCATION OF ROTOR SLIP RINGS



TEST PROCEDURE

1. With the 5/16" nut driver, remove the 6 sheet metal screws from the case top.
2. Remove the rubber gasket (cover seal) from the lift bail.
3. Remove the fuel cap. The rubber gasket for the fill tube will come off with the case top.
4. Remove the case top, **then replace the fuel cap.**
5. With the 5/16" nut driver, remove the 5 screws holding the right case side.
6. Remove the right case side by lifting up and out.
7. Conduct the test with the gasoline engine OFF.
8. Remove the spark plug wires to prevent accidental engine kickback or starting.
9. Isolate the rotor electrically by removing the generator brush leads. Refer to Figure F.2 as you perform the remaining steps.
10. Remove lead 219 from the negative brush.
11. Remove lead 200A from the positive brush.
12. Measure the resistance across the rotor slip rings.
 - A. Set the ohmmeter on the low scale (X1).
 - B. Place one meter probe on one of the rotor slip rings. Place the other probe on the other slip ring.
 - C. Check the resistance across the slip rings. It should read between 4 and 5 ohms.

RANGER 8

LINCOLN[®]
ELECTRIC

TROUBLESHOOTING & REPAIR

13. Measure the resistance to ground.
 - A. Set the ohmmeter on the high scale (X100,000).
 - B. Place one probe on either of the slip rings. Place the other probe on any good, unpainted ground. The machine ground stud works well.
 - C. Check the resistance. It should read very high, at least 0.5 megohm (500,000 ohms).

If the test does not meet the resistance specifications, then the rotor may be faulty. Replace the rotor.

If the test does meet the resistance specifications, then the rotor is okay.

14. Connect lead 200A to the positive brush, which is the one nearest the rotor lamination. Connect lead 219 to the negative brush.
15. Reinstall the case side, case top, fuel cap, lift bail gasket and spark plug wires.

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

RANGER 8



NOTES

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

RANGER 8



TROUBLESHOOTING & REPAIR

AUXILIARY AND FIELD WINDING TEST

WARNING

Service and repair should be performed by only Lincoln Electric factory trained personnel. Unauthorized repairs performed on this equipment may result in danger to the technician or machine operator and will invalidate your factory warranty. For your safety and to avoid electrical shock, please observe all safety notes and precautions detailed throughout this manual.

If for any reason you do not understand the test procedures or are unable to perform the test/repairs safely, contact the Lincoln Electric Service Department for electrical troubleshooting assistance before you proceed. Call 1-800-833-9353 (WELD).

TEST DESCRIPTION

This test will determine if the correct AC voltages are being generated from the stator windings.

MATERIALS NEEDED

Volt/Ohmmeter
5/16" Nut driver
Wiring Diagram

This procedure takes approximately 30 minutes to perform.

RANGER 8

LINCOLN[®]
ELECTRIC

Return to Section TOC

Return to Master TOC

Return to Section TOC

Return to Master TOC

Return to Section TOC

Return to Master TOC

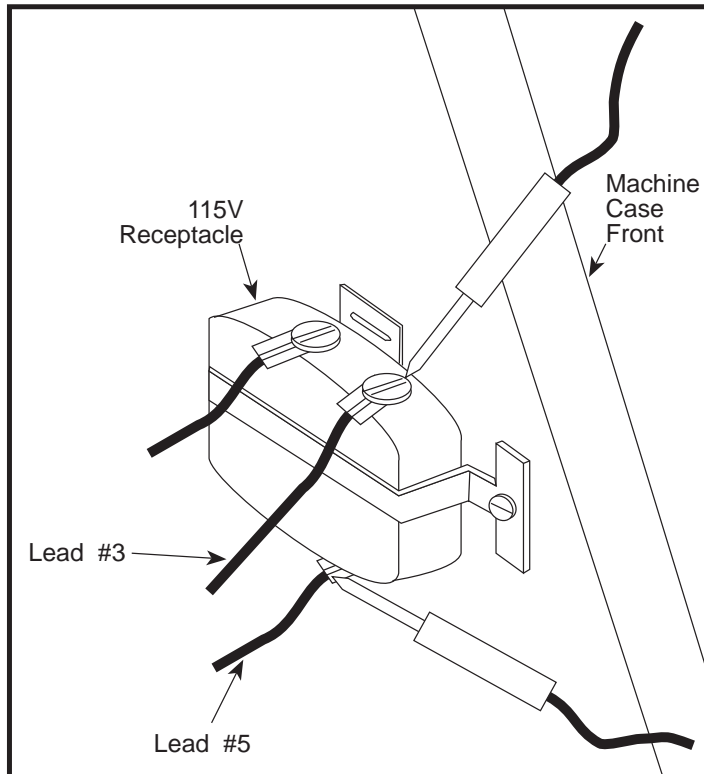
Return to Section TOC

Return to Master TOC

TROUBLESHOOTING & REPAIR

AUXILIARY AND FIELD WINDING TEST (continued)

FIGURE F.3 – LOCATION OF LEADS #3 AND #5



TEST PROCEDURE

To test the 115 VAC winding:

1. Remove the fuel cap and lift bail rubber gasket. With the 5/16" nut driver, remove the case top and left side; then reinstall the fuel cap.
2. Connect the volt/ohmmeter probes to leads #3 and #5 where they connect to the 115 VAC receptacle. See Figure F.3.
3. Start the engine and run it at high idle (3650 RPM).
4. Set the output control to the maximum position (position 10).
5. Check the AC voltage reading. It should be approximately 125 VAC.

To test the 230 VAC winding:

1. Remove the fuel cap and lift bail rubber gasket. With the 5/16" nut driver, remove the case top and left side; **then reinstall the fuel cap.**
2. Connect the volt/ohmmeter probes to leads #6 and #3 where they connect to the 230 VAC receptacle.

NOTE: It is easier to insert the probes directly into the receptacle to perform this test. However, the probes may not reach in far enough to make or keep a good connection. In this case, before you start the gasoline engine, insert two test probes into the receptacle. Hold the test probes firmly in place to measure voltage (Step 5).

3. Start the engine and run it at high idle (3650 RPM)
4. Set the output control to the maximum position (position 10).
5. Check the AC voltage reading. It should be approximately 240 VAC.

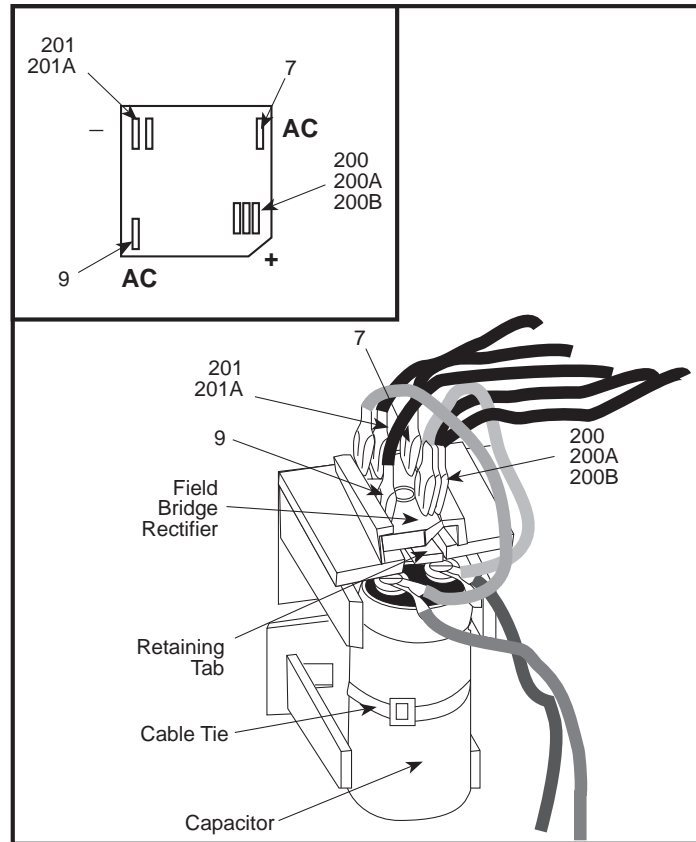
RANGER 8

LINCOLN
ELECTRIC

TROUBLESHOOTING & REPAIR

AUXILIARY AND FIELD WINDING TEST *(continued)*

FIGURE F.4 - LOCATION OF LEADS #7 AND #9 AT FIELD BRIDGE RECTIFIER



To test the field winding:

1. Remove the fuel cap and lift bail rubber gasket. With the 5/16" nut driver, remove the case top and left side; **then reinstall the fuel cap.**
2. Connect the volt/ohmmeter probes to leads #7 and #9 where they connect to the Field Bridge Rectifier. See Figure F.4.
3. Start the engine and run it at high idle (3650 RPM).
4. Set the output control to the maximum position (position 10).
5. Check the AC voltage reading. It should be between 36 and 43 VAC.

If any one or more of the readings are missing or not within specifications, then check for loose or broken wires between the test points and the stator windings. See the Wiring Diagram. Make sure the windings are NOT grounded internally to the stator iron. If the leads are intact, then the stator may be faulty. Replace the stator.

If the voltage readings are within specifications, then the windings are good and functioning properly.

6. Reinstall the case side, case top, fuel cap, and lift bail gasket.

RANGER 8



NOTES

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

RANGER 8



TROUBLESHOOTING & REPAIR

OUTPUT RECTIFIER BRIDGE TEST

WARNING

Service and repair should be performed by only Lincoln Electric factory trained personnel. Unauthorized repairs performed on this equipment may result in danger to the technician or machine operator and will invalidate your factory warranty. For your safety and to avoid electrical shock, please observe all safety notes and precautions detailed throughout this manual.

If for any reason you do not understand the test procedures or are unable to perform the test/repairs safely, contact the Lincoln Electric Service Department for electrical troubleshooting assistance before you proceed. Call 1-800-833-9353 (WELD).

TEST DESCRIPTION

This test will determine if there are faulty diodes in the Output Rectifier Bridge.

MATERIALS NEEDED

Volt/Ohmmeter
5/16" Nut driver
7/16" wrench or 7/16" socket wrench and 6" socket extension
Wiring Diagram

This procedure takes approximately 60 minutes to perform.

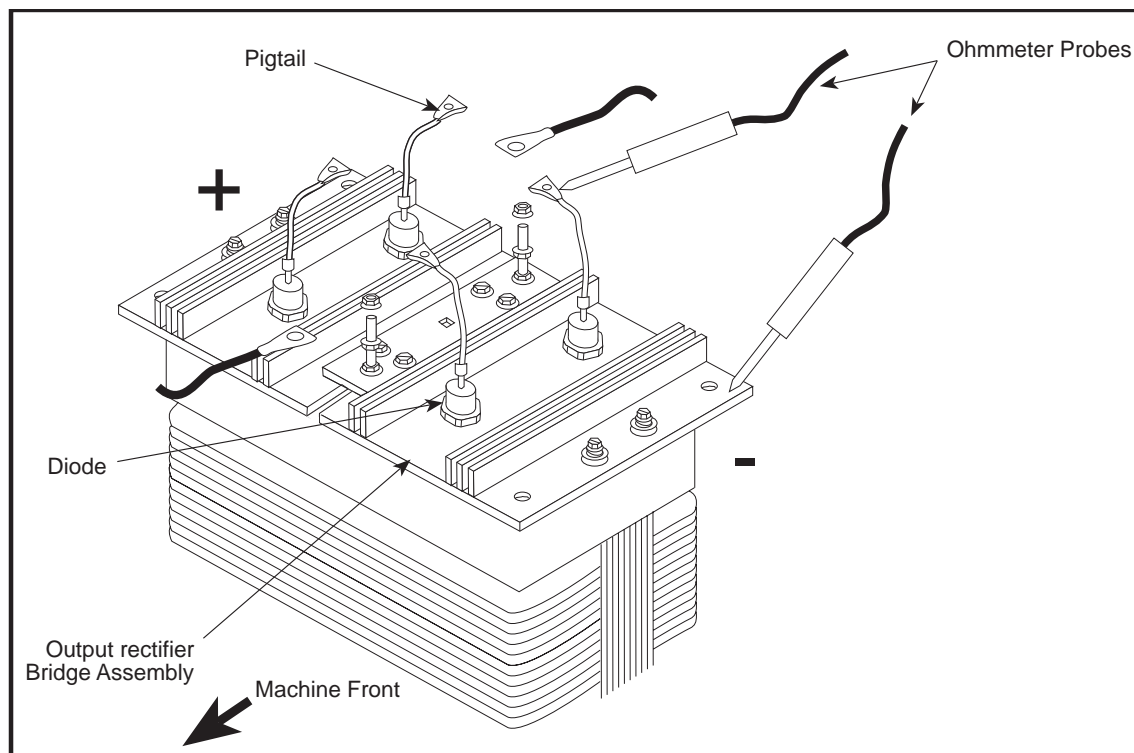
RANGER 8



TROUBLESHOOTING & REPAIR

OUTPUT RECTIFIER BRIDGE TEST (continued)

FIGURE F.5 – LOCATION OF OUTPUT RECTIFIER LEADS



TEST PROCEDURE

1. Remove the spark plug wires to prevent accidental engine kickback or starting.
2. With the 5/16" nut driver, remove the 6 sheet metal screws from the case top.
3. Remove the rubber gasket (cover seal) from the lift bail.
4. Remove the fuel cap. The rubber gasket for the fill tube will come off with the case top.
5. Remove the case top, **then replace the fuel cap.**
6. With the 5/16" nut driver, remove the 5 screws holding the right case side.
7. Remove the right case side by lifting up and out.
8. Conduct the test with the gasoline engine OFF.
9. Locate the Output Rectifier Bridge behind the machine case front.
10. With the 7/16" wrench or socket wrench and 6" extension, remove the nuts and washers holding the diode bridge pigtails and the heavy current-carrying leads to the studs located in the middle of the rectifier assembly. Note their locations and the order of fasteners for reassembly.
11. Electrically isolate the diode pigtails by bending them back into "free air."
12. With an ohmmeter or diode tester, check each of the four diodes from their pigtails to their respective heat sinks. See Figure F.5.
13. Reverse the tester leads and check the diodes again. Diodes should have a low resistance in one polarity and a very high resistance in the opposite polarity.
14. Replace any "shorted" or "open" diode as the tests indicate.
15. Reconnect the diode pigtails and heavy leads to their respective studs.
16. Reinstall the case side, case top, fuel cap, lift bail gasket and spark plug wires.

RANGER 8

LINCOLN
ELECTRIC

TROUBLESHOOTING & REPAIR

CHARGING CIRCUIT TEST

WARNING

Service and repair should be performed by only Lincoln Electric factory trained personnel. Unauthorized repairs performed on this equipment may result in danger to the technician or machine operator and will invalidate your factory warranty. For your safety and to avoid electrical shock, please observe all safety notes and precautions detailed throughout this manual.

If for any reason you do not understand the test procedures or are unable to perform the test/repairs safely, contact the Lincoln Electric Service Department for electrical troubleshooting assistance before you proceed. Call 1-800-833-9353 (WELD).

TEST DESCRIPTION

This test will determine if the Flywheel Alternator, Regulator, and associated circuitry are functioning properly.

MATERIALS NEEDED

Volt/Ohmmeter
5/16" Nut driver
Wiring Diagram

This procedure takes approximately 20 minutes to perform.

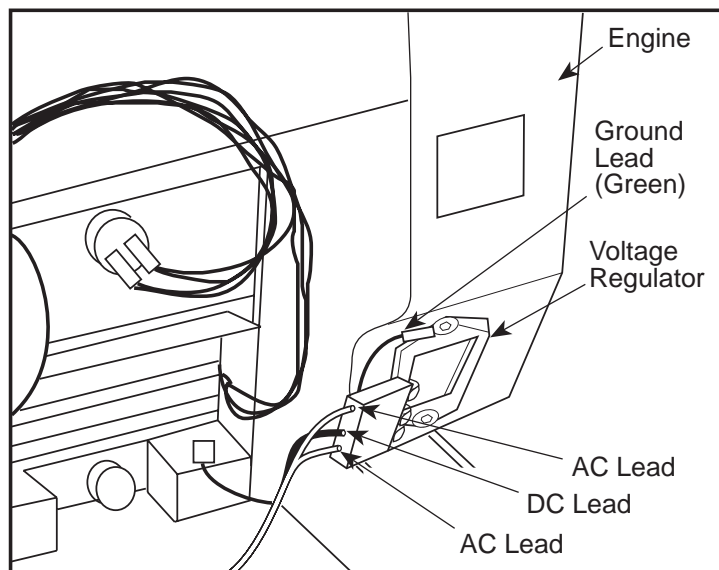
RANGER 8



TROUBLESHOOTING & REPAIR

CHARGING CIRCUIT TEST (continued)

FIGURE F.6 – LOCATION OF VOLTAGE REGULATOR



TEST PROCEDURE

1. Start the engine and run it at high idle (3650 RPM).
2. Set the voltmeter for AC volts and place one meter probe on each of the two outside leads that attach to the engine voltage regulator. See Figure F.6 for location. Check for 42-52 VAC at the voltage regulator.
3. If the AC voltage is low or not present, the engine flywheel alternator may be faulty. This is an engine problem; consult your local engine repair facility.
4. If the voltage reading is correct, then check the output of the voltage regulator to determine the charging voltage for the battery. Run the engine at high idle (3650 RPM). Set the voltmeter for DC volts and place one meter probe on the middle lead and one probe on the green ground wire connected to the voltage regulator. See Figure F.6 for location. Check for 13-15 VDC.
5. If the DC voltage reading is incorrect or not present, the voltage regulator may be faulty. Replace the entire voltage regulator module.
6. If the DC voltage reading is correct, check the associated wiring and circuitry. See the Wiring Diagram.

TROUBLESHOOTING & REPAIR

ENGINE THROTTLE ADJUSTMENT TEST

WARNING

Service and repair should be performed by only Lincoln Electric factory trained personnel. Unauthorized repairs performed on this equipment may result in danger to the technician or machine operator and will invalidate your factory warranty. For your safety and to avoid electrical shock, please observe all safety notes and precautions detailed throughout this manual.

If for any reason you do not understand the test procedures or are unable to perform the test/repairs safely, contact the Lincoln Electric Service Department for electrical troubleshooting assistance before you proceed. Call 1-800-833-9353 (WELD).

TEST DESCRIPTION

If the machine output is low, this test will determine whether the gasoline engine is operating at the correct speed (RPM) during both HIGH and LOW idle conditions. Directions for adjusting the throttle to the correct RPM are given.

MATERIALS NEEDED

- 5/16" Nut driver
- 3/8" open end or box wrench
- Strobe-tach, frequency counter, oscilloscope, or vibratach
- Black or red marking pencil

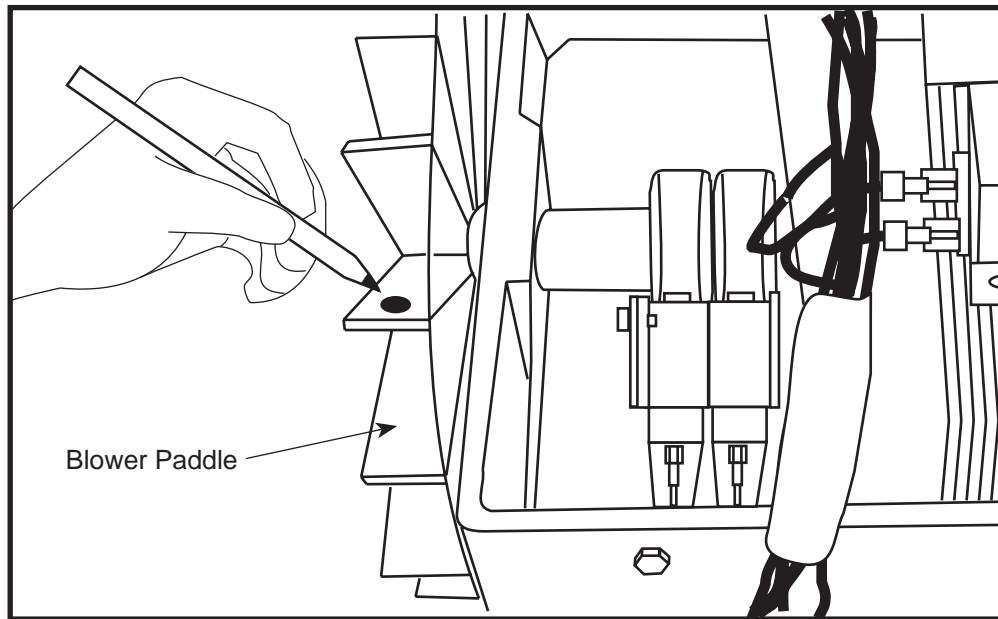
This procedure takes approximately 35 minutes to perform.

RANGER 8



ENGINE THROTTLE ADJUSTMENT TEST *(continued)*

FIGURE F.7 – BLOWER PADDLE MARKED FOR STROBE-TACH METHOD



TEST PROCEDURE

This test can be conducted by any one of four methods.

Strobe-tach Method:

1. With the 5/16" nut driver, remove the 6 sheet metal screws from the case top.
2. Remove the rubber gasket (cover seal) from the lift bail.
3. Remove the fuel cap. The rubber gasket for the fill tube will come off with the case top.
4. Remove the case top, **then replace the fuel cap.**
5. Conduct this procedure with the gasoline engine OFF.
6. Remove the spark plug wires to prevent accidental engine kickback or starting.
7. With the black or red marking pencil, place a mark on one of the blower paddles. See Figure F.7 for location.
8. Connect the strobe-tach according to the manufacturer's instructions.
9. Reconnect the spark plug wires and start the engine. Direct the strobe-tach light on the blower paddle and synchronize it to the rotating mark.
10. With the machine at HIGH IDLE the tach should read between 3650 and 3750 RPM.

With the machine at LOW IDLE the tach should read between 2150 and 2250 RPM.

ENGINE THROTTLE ADJUSTMENT TEST *(continued)*

FIGURE F.8
HIGH IDLE ADJUSTMENT NUT

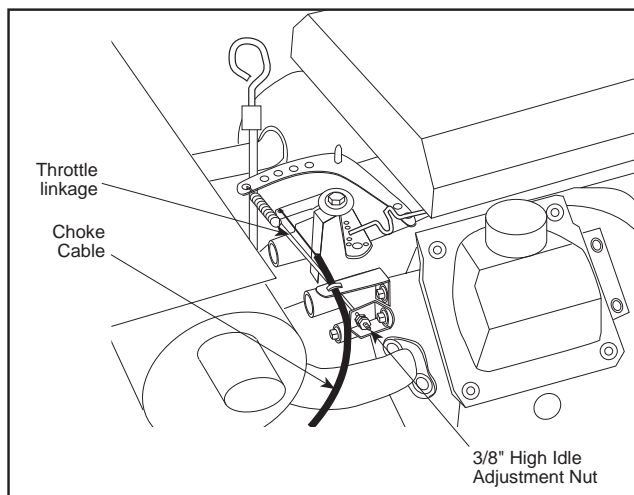
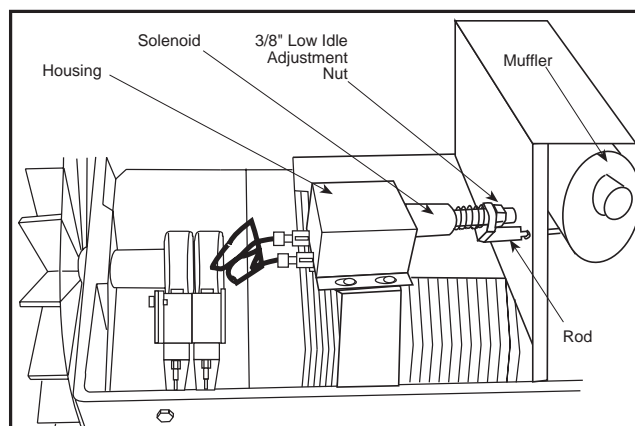


FIGURE F.9
LOW IDLE ADJUSTMENT NUT



11. If either of the readings is incorrect, adjust the throttle as follows:

Adjust HIGH IDLE: Use the 3/8" wrench to turn the spring-loaded adjustment nut. See Figure F.8 for location of the adjustment nut. Turn the nut clockwise to increase HIGH IDLE speed. Adjust the speed until the tach reads between 3650 and 3750 RPM.

Adjust LOW IDLE: First make sure there is no load on the machine. Set the IDLE switch to AUTO and wait for the engine to change to low idle speed. Use the 3/8" wrench to adjust the solenoid nut, which changes the amount of throw in the throttle lever arm. See Figure F.9 for location of the adjustment nut. Adjust the nut until the tach reads between 2150 and 2250 RPM.

Frequency Counter Method

1. Plug the frequency counter into one of the 115 VAC auxiliary receptacles.

2. Start the engine and check the frequency counter. At HIGH IDLE (3700 RPM), the counter should read 60.8 to 62.5 Hz. At LOW IDLE (2200 RPM), the counter should read 35.8 to 37.5 Hz. Note that these are median measurements; hertz readings may vary slightly above or below.
3. If either of the readings is incorrect, adjust the throttle as follows:

Adjust HIGH IDLE: Use the 3/8" wrench to turn the spring-loaded adjustment nut. See Figure F.8 for location of the adjustment nut. Turn the nut clockwise to increase HIGH IDLE speed. Adjust the speed until the frequency reads between 60.8 and 62.5 Hz.

Adjust LOW IDLE: First make sure there is no load on the machine. Set the IDLER switch to AUTO and wait for the engine to change to low idle speed. Use the 3/8" wrench to adjust the solenoid nut, which changes the amount of throw in the throttle lever arm. See Figure F.9 for location of the adjustment nut. Adjust the nut until the frequency reads between 35.8 and 37.5 Hz.

TROUBLESHOOTING & REPAIR

ENGINE THROTTLE ADJUSTMENT TEST *(continued)*

Oscilloscope Method:

1. Connect the oscilloscope to the 115 VAC receptacle, according to the manufacturer's instructions. At 3700 RPM, the waveform should exhibit a period of 16.2 milliseconds. At 2200 RPM, the waveform should exhibit a period of 27.3 milliseconds. Refer to NORMAL OPEN CIRCUIT VOLTAGE WAVEFORM (115 VAC SUPPLY) HIGH IDLE – NO LOAD in this section of the manual.
2. If either waveform periods is incorrect, adjust the throttle as follows:

Adjust HIGH IDLE: Use the 3/8" wrench to turn the spring-loaded adjustment nut. See Figure F.8 for location of the adjustment nut. Adjust the speed until the period is 16.2 milliseconds.

Adjust LOW IDLE: First make sure there is no load on the machine. Set the IDLER switch to AUTO and wait for the engine to change to low idle speed. Use the 3/8" wrench to adjust the solenoid nut, which changes the amount of throw in the throttle lever arm. See Figure F.9 for location of the adjustment nut. Adjust the speed until the period is 27.3 milliseconds.

Vibratach Method:

1. Place the vibratach as close to the engine as possible. With the machine case top removed, the top of the air cleaner is the best location.
2. Start the engine and observe the whip handle of the vibratach. At HIGH IDLE (3700 RPM), the whip handle should exhibit maximum oscillation. At LOW IDLE (2200 RPM), the whip handle should exhibit minimum oscillation. Note that these are median measurements; vibratach readings may vary slightly above or below:
3. If either of the vibratach indications is incorrect, adjust the throttle as follows:

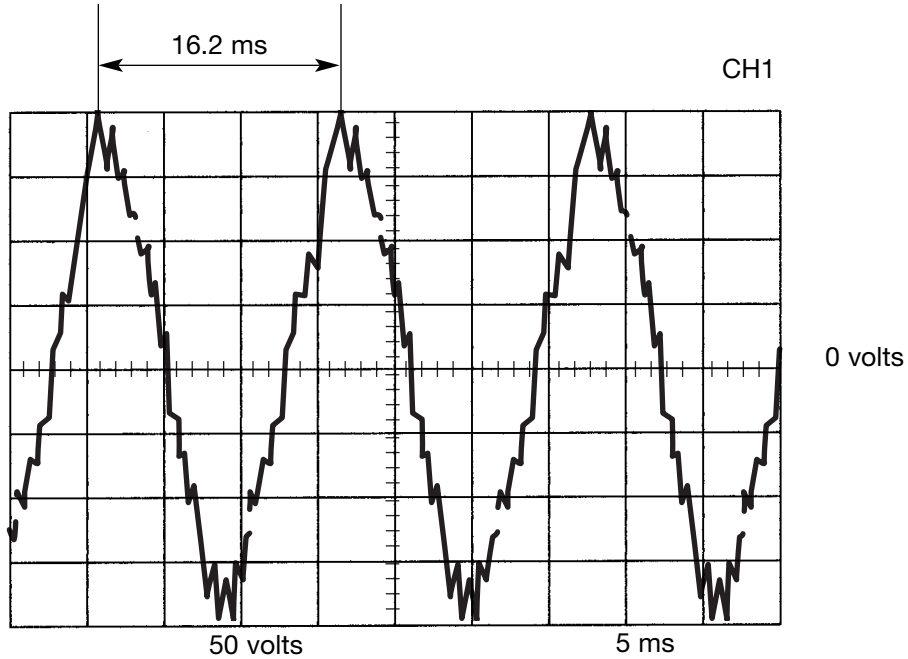
Adjust HIGH IDLE: Use the 3/8" wrench to turn the spring-loaded adjustment nut. See Figure F.8 for location of the adjustment nut. Turn the nut clockwise to increase HIGH IDLE speed. Adjust the speed until the vibratach whip handle exhibits maximum oscillation at 3650 to 3750 RPM.

Adjust LOW IDLE: First make sure that there is no load on the machine. Set the IDLER switch to AUTO and wait for the engine to change to low idle speed. Use the 3/8" wrench to adjust the solenoid nut, which changes the amount of throw in the throttle lever arm. See Figure F.9 for location of the adjustment nut. Adjust the speed until the vibratach whip handle exhibits minimum oscillation at 2150 to 2250 RPM.

TROUBLESHOOTING & REPAIR

NORMAL OPEN CIRCUIT VOLTAGE WAVEFORM (115 VAC SUPPLY)

HIGH IDLE – NO LOAD – OUTPUT CONTROL AT MAXIMUM



This is the typical AC output voltage generated from a properly operating machine. Note that each vertical division represents 50 volts and that each horizontal division represents 5 milliseconds in time.

Note: Scope probes connected at machine 115 VAC receptacle.

SCOPE SETTINGS

Volts/Div.....	50V/Div.
Horizontal Sweep.....	5 ms/Div.
Coupling	DC
Trigger	Internal

RANGER 8



Return to Section TOC

Return to Section TOC

Return to Section TOC

Return to Section TOC

Return to Master TOC

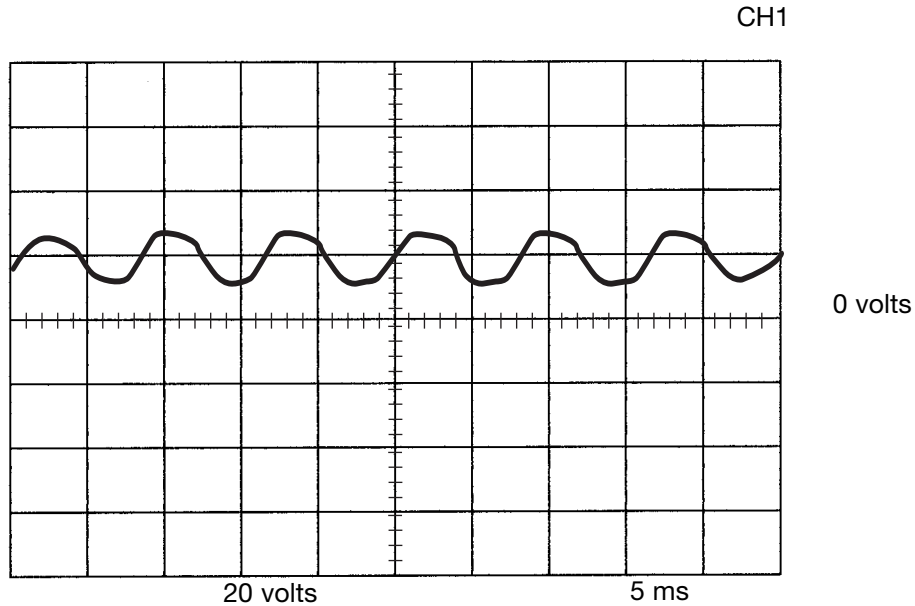
Return to Master TOC

Return to Master TOC

Return to Master TOC

TROUBLESHOOTING & REPAIR

TYPICAL DC WELD OUTPUT WAVEFORM (CV MODE) MACHINE LOADED



MACHINE LOADED TO 200 AMPS AT 20 VDC

This is the typical CV output voltage generated from a properly operating machine. Note that each vertical division represents 20 volts and that each horizontal division represents 5 milliseconds in time. The machine was loaded with a resistance grid bank.

Note: Scope probes connected at machine output terminals.

SCOPE SETTINGS

Volts/Div.....	20V/Div.
Horizontal Sweep.....	5 ms/Div.
Coupling	DC
Trigger	Internal

RANGER 8



Return to Section TOC

Return to Section TOC

Return to Section TOC

Return to Section TOC

Return to Master TOC

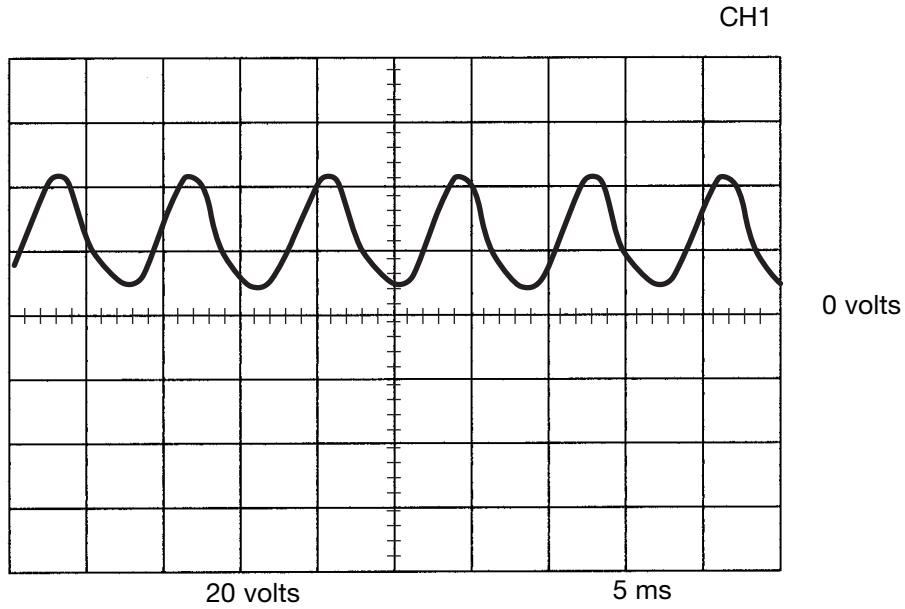
Return to Master TOC

Return to Master TOC

Return to Master TOC

TROUBLESHOOTING & REPAIR

TYPICAL DC WELD OUTPUT WAVEFORM (CC MODE) MACHINE LOADED



MACHINE LOADED TO 200 AMPS AT 26 VDC

This is the typical DC output voltage generated from a properly operating machine. Note that each vertical division represents 20 volts and that each horizontal division represents 5 milliseconds in time. The machine was loaded with a resistance grid bank.

Note: Scope probes connected at machine output terminals.

SCOPE SETTINGS

Volts/Div	20V/Div.
Horizontal Sweep.....	5 ms/Div.
Coupling	DC
Trigger	Internal

RANGER 8



Return to Section TOC

Return to Section TOC

Return to Section TOC

Return to Section TOC

Return to Master TOC

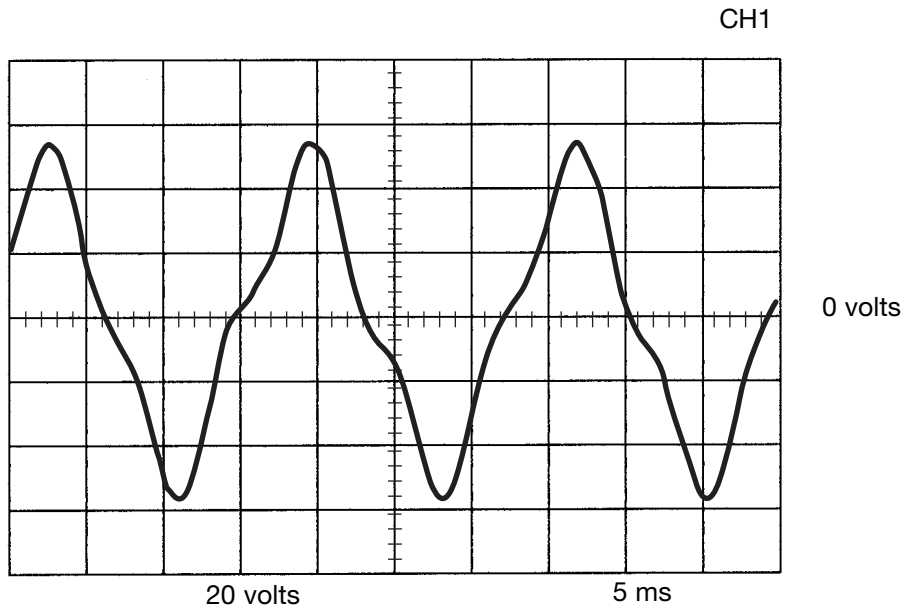
Return to Master TOC

Return to Master TOC

Return to Master TOC

TROUBLESHOOTING & REPAIR

TYPICAL AC WELD OUTPUT WAVEFORM MACHINE LOADED



MACHINE LOADED TO 225 AMPS AT 25 VDC

This is the typical AC output voltage generated from a properly operating machine. Note that each vertical division represents 20 volts and that each horizontal division represents 5 milliseconds in time. The machine was loaded with a resistance grid bank.

Note: Scope probes connected at machine output terminals.

SCOPE SETTINGS

Volts/Div	20V/Div.
Horizontal Sweep.....	5 ms/Div.
Coupling	DC
Trigger	Internal

RANGER 8



Return to Section TOC

Return to Section TOC

Return to Section TOC

Return to Section TOC

Return to Master TOC

Return to Master TOC

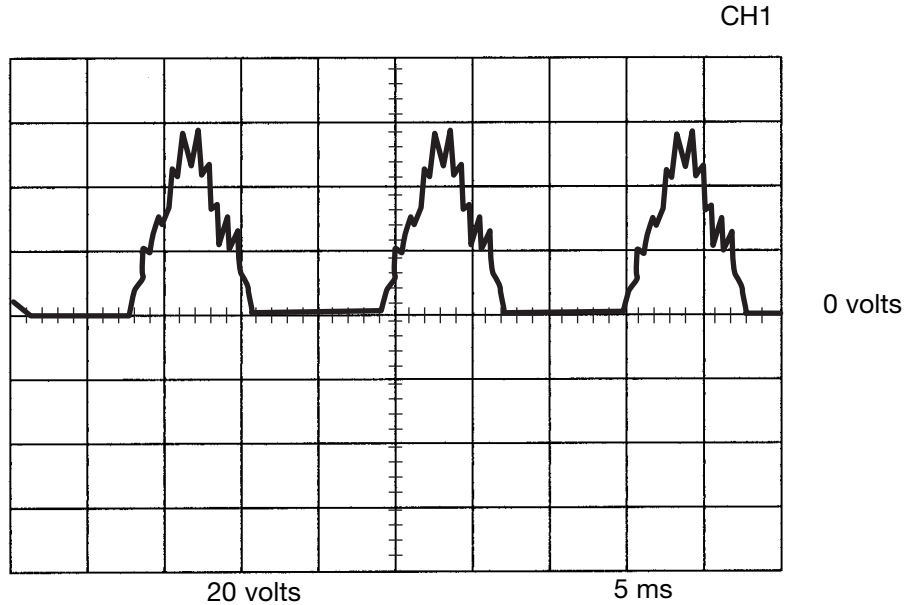
Return to Master TOC

Return to Master TOC

TROUBLESHOOTING & REPAIR

ABNORMAL OPEN CIRCUIT WELD VOLTAGE WAVEFORM (CV MODE)

HIGH IDLE - NO LOAD - OUTPUT CONTROL AT MAXIMUM
ONE OUTPUT DIODE NOT FUNCTIONING



This is NOT the typical CV output voltage waveform. One output diode is not functioning. Note the “gap” in the waveform. One output diode was disconnected to simulate an open or nonfunctioning output diode. Each vertical division represents 20 volts and each horizontal division represents 5 milliseconds in time.

Note: Scope probes connected at machine output terminals.

SCOPE SETTINGS

Volts/Div	20V/Div.
Horizontal Sweep.....	5 ms/Div.
Coupling	DC
Trigger	Internal

RANGER 8



Return to Section TOC

Return to Section TOC

Return to Section TOC

Return to Section TOC

Return to Master TOC

Return to Master TOC

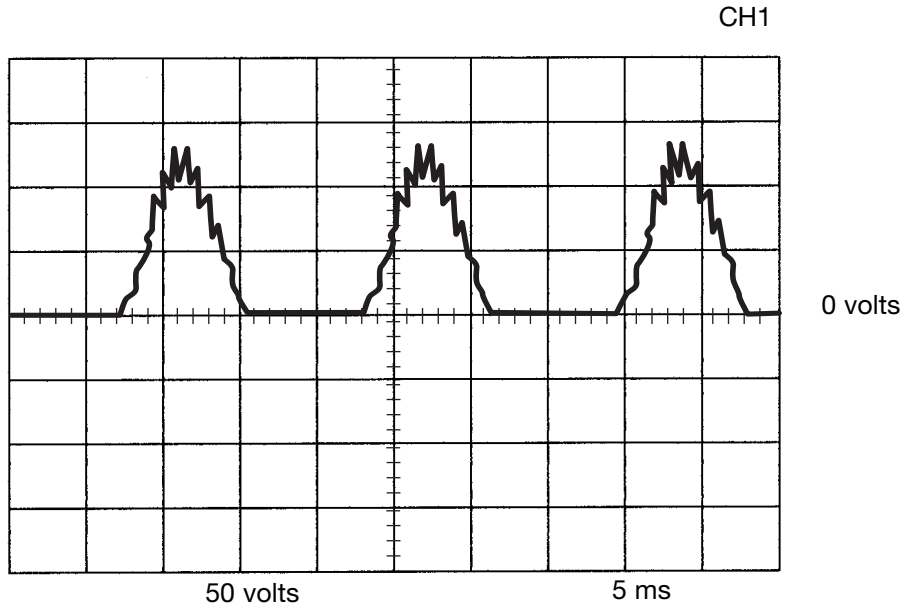
Return to Master TOC

Return to Master TOC

TROUBLESHOOTING & REPAIR

ABNORMAL OPEN CIRCUIT DC WELD VOLTAGE WAVEFORM

HIGH IDLE - NO LOAD - OUTPUT CONTROL AT MAXIMUM
ONE OUTPUT DIODE NOT FUNCTIONING



This is NOT the typical DC (+) output voltage waveform. One output diode is not functioning. Note the “gap” in the waveform. One output diode was disconnected to simulate an open or nonfunctioning output diode. Each vertical division represents 50 volts and each horizontal division represents 5 milliseconds in time.

Note: Scope probes connected at machine output terminals.

SCOPE SETTINGS

Volts/Div	50V/Div.
Horizontal Sweep.....	5 ms/Div.
Coupling	DC
Trigger	Internal

RANGER 8



Return to Section TOC

Return to Section TOC

Return to Section TOC

Return to Section TOC

Return to Master TOC

Return to Master TOC

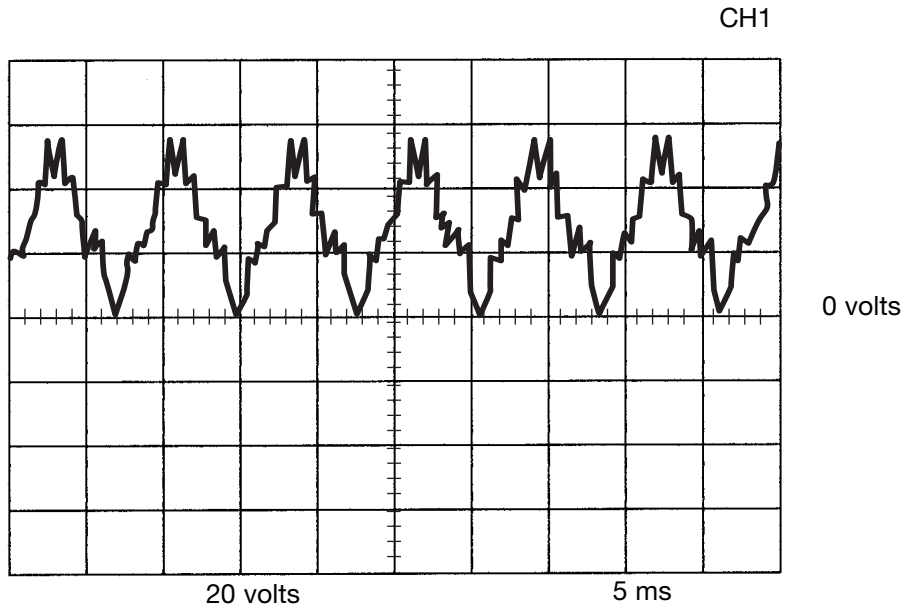
Return to Master TOC

Return to Master TOC

TROUBLESHOOTING & REPAIR

NORMAL OPEN CIRCUIT WELD VOLTAGE WAVEFORM (CV MODE)

HIGH IDLE - NO LOAD - OUTPUT CONTROL AT MAXIMUM



This is the typical CV output voltage generated from a properly operating machine. Note that each vertical division represents 20 volts and that each horizontal division represents 5 milliseconds in time.

Note: Scope probes connected at machine output terminals.

SCOPE SETTINGS

Volts/Div	20V/Div.
Horizontal Sweep.....	5 ms/Div.
Coupling	DC
Trigger	Internal

RANGER 8



Return to Section TOC

Return to Section TOC

Return to Section TOC

Return to Section TOC

Return to Master TOC

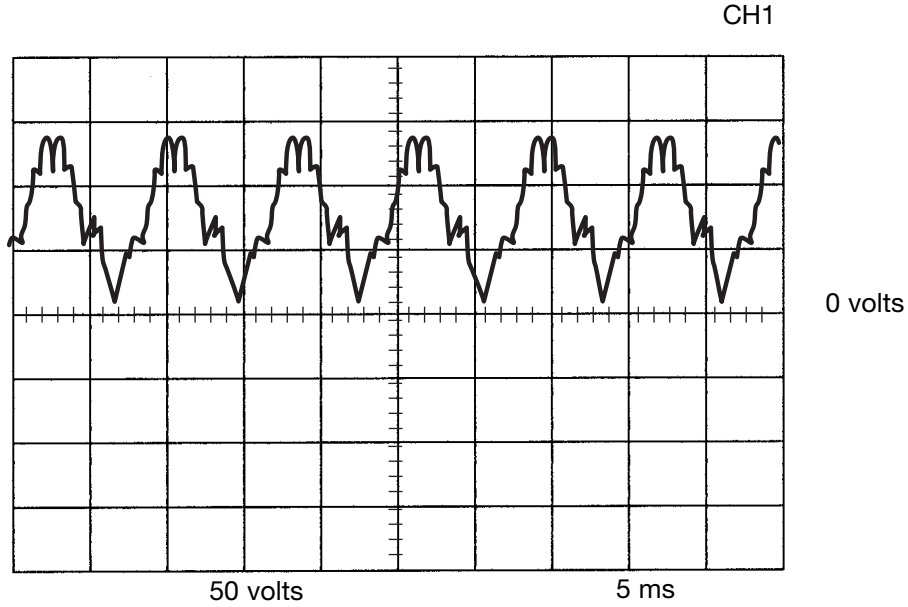
Return to Master TOC

Return to Master TOC

Return to Master TOC

TROUBLESHOOTING & REPAIR

NORMAL OPEN CIRCUIT DC WELD VOLTAGE WAVEFORM (CC MODE) HIGH IDLE - NO LOAD - OUTPUT CONTROL AT MAXIMUM



This is the typical DC output voltage generated from a properly operating machine. Note that each vertical division represents 50 volts and that each horizontal division represents 5 milliseconds in time.

Note: Scope probes connected at machine output terminals.

SCOPE SETTINGS

Volts/Div.....	50V/Div.
Horizontal Sweep.....	5 ms/Div.
Coupling	DC
Trigger	Internal

RANGER 8



Return to Section TOC

Return to Section TOC

Return to Section TOC

Return to Section TOC

Return to Master TOC

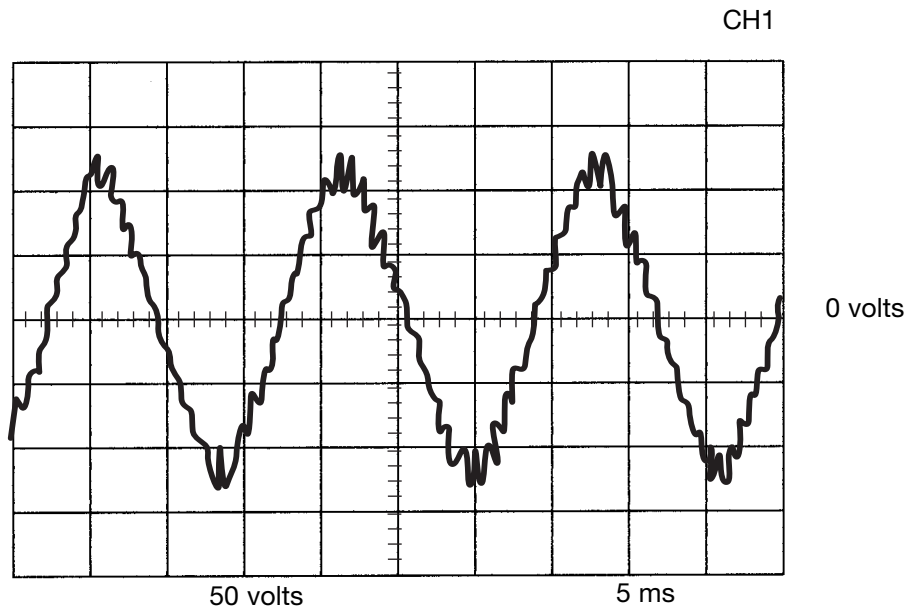
Return to Master TOC

Return to Master TOC

Return to Master TOC

TROUBLESHOOTING & REPAIR

NORMAL OPEN CIRCUIT AC WELD VOLTAGE WAVEFORM HIGH IDLE - NO LOAD - OUTPUT CONTROL AT MAXIMUM



This is the typical AC output voltage generated from a properly operating machine. Note that each vertical division represents 50 volts and that each horizontal division represents 5 milliseconds in time.

Note: Scope probes connected at machine output terminals.

SCOPE SETTINGS

Volts/Div	50V/Div.
Horizontal Sweep.....	5 ms/Div.
Coupling	DC
Trigger	Internal

RANGER 8



Return to Section TOC

Return to Section TOC

Return to Section TOC

Return to Section TOC

Return to Master TOC

Return to Master TOC

Return to Master TOC

Return to Master TOC

NOTES

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

RANGER 8



TROUBLESHOOTING & REPAIR

BRUSH REMOVAL AND REPLACEMENT

WARNING

Service and repair should be performed by only Lincoln Electric factory trained personnel. Unauthorized repairs performed on this equipment may result in danger to the technician or machine operator and will invalidate your factory warranty. For your safety and to avoid electrical shock, please observe all safety notes and precautions detailed throughout this manual.

If for any reason you do not understand the test procedures or are unable to perform the test/repairs safely, contact the Lincoln Electric Service Department for electrical troubleshooting assistance before you proceed. Call 1-800-833-9353 (WELD).

DESCRIPTION

The following procedure will aid the technician in accessing the generator brushes for maintenance or replacement.

MATERIALS NEEDED

- 5/16" Nut driver
- 5/16" open end wrench
- 7/16" wrench
- Slot head screw driver
- Needle nose pliers

This procedure takes approximately 30 minutes to perform.

RANGER 8



TROUBLESHOOTING & REPAIR

BRUSH REMOVAL AND REPLACEMENT *(continued)*

PROCEDURE

1. Remove the spark plug wires.
2. With the 5/16" nut driver, remove the 6 sheet metal screws from the case top.
3. Remove the rubber gasket (cover seal) from the lift bail.
4. Remove the fuel cap. The rubber gasket for the fill tube will come off with the case top.
5. Remove the case top, **then reinstall the fuel cap.**
6. With the 5/16" nut driver, remove the 5 screws holding the right case side.
7. Remove the right case side by lifting up and out.
8. With the needle nose pliers, gently remove the blue and the red wires from the brushes. See Figure F.10.
9. With the 7/16" wrench, remove the brush holder assembly bracket from the stator frame.
10. With the 5/16" open end wrench, remove the two screws that secure the brush holder assembly to the bracket. Slide the brush holder assembly out of the bracket.
11. To change the brushes, use the slot head screw driver to pop off the plastic retainer on the back of the brush holder assembly.
12. Remove the old brushes and insert the new ones. One corner of the terminal clip is beveled so that the brush can go in only one way.
13. Snap the plastic retainer back onto the brush holder. The brushes may need some repositioning; wiggle them slightly to help them seat properly on the slip rings.
14. To reinstall the brushes, depress the spring-loaded brushes into the holder and slip a suitable non-metallic, fairly stiff retainer through the slots at the top and bottom of the holder. A cable tie works well; see Figure F.10. This will hold the brushes up so that you can easily install the holder.
15. Slide the brush holder assembly back into the bracket and, with the 5/16" open end wrench, install the two screws that hold it in place.
16. With the 7/16" wrench, install the brush holder assembly bracket to the stator frame.
17. Slowly remove the non-metallic retainer from the brush holder and let the brushes snap back against the slip rings.
18. With the needle nose pliers, connect the red and the black wires to the appropriate terminals on the brushes. The red wire is inboard.
19. Check the wire connections for clearance and tightness.
20. Reinstall the case side, fuel cap, lift bail gasket, case top, and spark plug wires.

RANGER 8



TROUBLESHOOTING & REPAIR

BRUSH REMOVAL AND REPLACEMENT *(continued)*

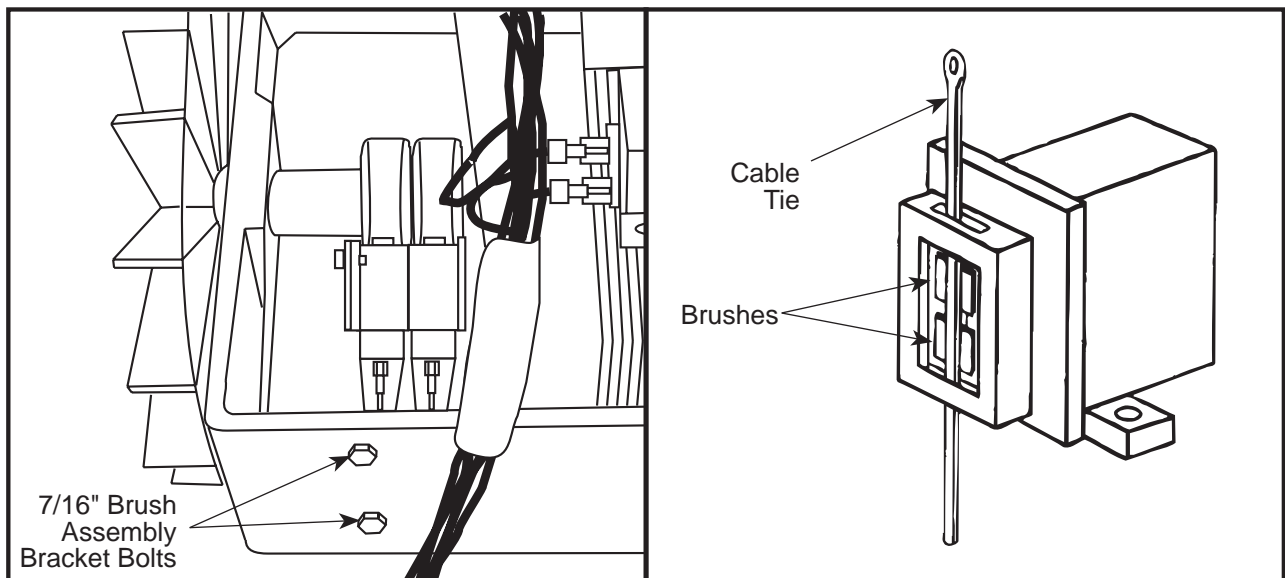
SLIP RINGS

A slight amount of darkening and wear of the slip rings and brushes is normal. Brushes should be inspected when a general overhaul is necessary. If brushes are to be replaced, clean slip rings with a fine emery paper.

⚠ CAUTION

Do not attempt to polish slip rings while engine is running.

FIGURE F.10 - BRUSH LEADS/BRUSHES RETAINED WITH CABLE TIE



Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

RANGER 8



TROUBLESHOOTING & REPAIR

FIELD CAPACITOR AND/OR RECTIFIER BRIDGE REMOVAL AND REPLACEMENT

WARNING

Service and repair should be performed by only Lincoln Electric factory trained personnel. Unauthorized repairs performed on this equipment may result in danger to the technician or machine operator and will invalidate your factory warranty. For your safety and to avoid electrical shock, please observe all safety notes and precautions detailed throughout this manual.

If for any reason you do not understand the test procedures or are unable to perform the test/repairs safely, contact the Lincoln Electric Service Department for electrical troubleshooting assistance before you proceed. Call 1-800-833-9353 (WELD).

DESCRIPTION

The following procedure will aid the technician in accessing and removing the field capacitor and rectifier bridge for maintenance or replacement of either component.

MATERIALS NEEDED

- 5/16" Nut driver
- Jumper wire with alligator clips on each end for discharging the field capacitor
- Slot head screw driver
- Needle nose pliers
- Wiring Diagram

This procedure takes approximately 30 minutes to perform.

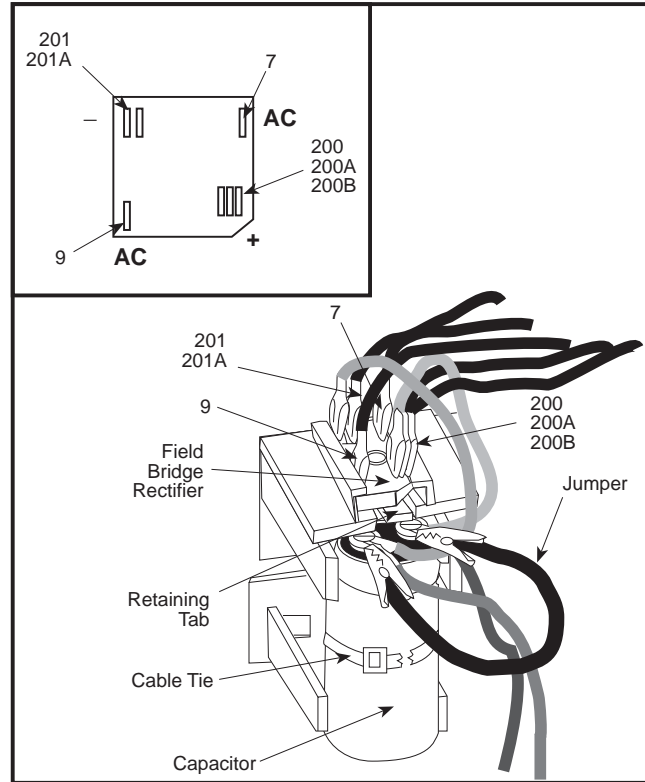
RANGER 8



TROUBLESHOOTING & REPAIR

FIELD CAPACITOR AND/OR RECTIFIER BRIDGE REMOVAL AND REPLACEMENT *(continued)*

FIGURE F.11
RECTIFIER BRIDGE LOCATION AND DISCHARGING THE FIELD CAPACITOR



PROCEDURE

1. Remove the engine spark plug wires.
2. With the 5/16" nut driver, remove the 6 sheet metal screws from the case top.
3. Remove the rubber gasket (cover seal) from the lift bail.
4. Remove the fuel cap. The rubber gasket for the fill tube will come off with the case top.
5. Remove the case top, **then reinstall the fuel cap.**
6. With the 5/16" nut driver, remove the 5 screws holding the right case side.
7. Remove the right case side by lifting up and out.
8. Discharge the field capacitor by connecting the jumper wire clips on the black and the red wire terminals on the top of the capacitor. See Figure F.11 for location. Leave the clips on for at least 5 seconds, then remove.
9. Both the capacitor and the rectifier bridge are mounted in a molded plastic holder. To remove it, pull out on the top of the holder, then slide it upward.
10. Cut the cable tie, and then snap the capacitor out of the assembly.
11. Loosen the two screws on the top of the capacitor. Lead 200 attaches to the positive (+) terminal. Lead 201 attaches to the negative (-) terminal.
12. To install the capacitor, reattach the leads to their respective terminals [200 to positive (+); 201 to negative (-)] and tighten the screws. Snap the capacitor back into the molded plastic holder and slide the holder back into position in the panel. Replace the cable tie.
13. Reinstall the case side, fuel cap, lift bail gasket, case top, and spark plug wires.

RANGER 8

LINCOLN
ELECTRIC

TROUBLESHOOTING & REPAIR

FIELD CAPACITOR AND/OR RECTIFIER BRIDGE REMOVAL AND REPLACEMENT *(continued)*

PROCEDURE - RECTIFIER BRIDGE REMOVAL AND REPLACEMENT

1. To remove the rectifier bridge, first you will have to remove the field capacitor. Follow Steps 1 - 10 above.
2. Depress the retainer clip on the molded plastic holder and slide the rectifier bridge out.
3. With the needle nose pliers, gently remove the 6 wires from the rectifier bridge.
4. Replace the wires to their appropriate locations on the new rectifier bridge (See the Wiring Diagram.):

Lead 200 and 200A are piggybacked on the positive (+) terminal. Depending on the bridge used, this corner may be beveled and/or marked with a + sign.

Lead 201 and 201A are piggybacked on the negative (-) terminal, which will always be located diagonally across from the positive (+) terminal.

The two leads #7 and #9 are the AC side of the bridge and attach to the other two corners. Either lead can go on either terminal.

5. Slide the bridge back into the molded plastic holder until the retainer clip snaps it securely in place. Snap the capacitor back into the holder and then slide the unit back into position in the panel.
6. Check that the leads are not grounded and for clearance and tightness.
7. Reinstall the case side, fuel cap, lift bail gasket, and case top.

RANGER 8



Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

RANGER 8



TROUBLESHOOTING & REPAIR

PRINTED CIRCUIT BOARD REMOVAL AND REPLACEMENT

WARNING

Service and repair should be performed by only Lincoln Electric factory trained personnel. Unauthorized repairs performed on this equipment may result in danger to the technician or machine operator and will invalidate your factory warranty. For your safety and to avoid electrical shock, please observe all safety notes and precautions detailed throughout this manual.

If for any reason you do not understand the test procedures or are unable to perform the test/repairs safely, contact the Lincoln Electric Service Department for electrical troubleshooting assistance before you proceed. Call 1-800-833-9353 (WELD).

DESCRIPTION

The following procedure will aid the technician in removing the printed circuit board for maintenance or replacement.

MATERIALS NEEDED

- 5/16" Nut driver
- 1/4" Nut driver
- Diagonal cutters
- Wiring Diagram

This procedure takes approximately 20 minutes to perform.

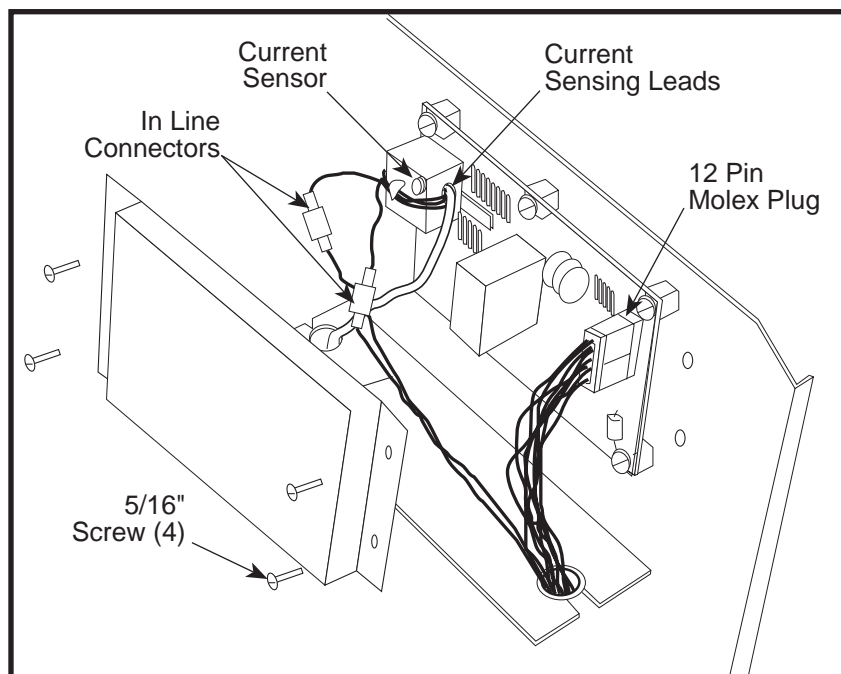
RANGER 8



TROUBLESHOOTING & REPAIR

PRINTED CIRCUIT BOARD REMOVAL AND REPLACEMENT (continued)

FIGURE F.12 - PRINTED CIRCUIT BOARD LOCATION



PROCEDURE

Before starting the following procedure, refer to the topic "PC Board Troubleshooting Procedures" at the beginning of this section.

1. Remove the engine spark plug wires.
2. With the 5/16" nut driver, remove the 6 sheet metal screws from the case top.
3. Remove the rubber gasket (cover seal) from the lift bail.
4. Remove the fuel cap. The rubber gasket for the fill tube will come off with the case top.
5. Remove the case top, **then reinstall the fuel cap.**
6. With the 5/16" nut driver, remove the 5 screws holding the right case side.
7. Remove the right case side by lifting up and out.
8. With the 5/16" nut driver, remove the printed circuit board cover. See Figure F.12.
9. Remove the 12-pin molex plug from the Printed circuit board.
10. Detach the two in-line connectors from the current sensing leads (254 and 254A - see the Wiring Diagram.). These leads attach to the current sensor located on the printed circuit board.
11. Remove lead #3 from the 115 VAC receptacle. Thread the lead through the hole in the current sensor in order to separate it from the printed circuit board. It will probably be necessary to cut any cable ties restraining the wiring. Use the diagonal cutters.

RANGER 8

LINCOLN
ELECTRIC

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

TROUBLESHOOTING & REPAIR

PRINTED CIRCUIT BOARD REMOVAL AND REPLACEMENT *(continued)*

CAUTION

Be sure to follow the recommended static-free methods for handling printed circuit boards. Failure to do so can result in permanent damage to the equipment.

12. With the 1/4" nut driver, remove four screws holding the printed circuit board.
13. Replace the old printed circuit board with a new one.
14. Thread lead #3 back through the current sensor on the printed circuit board and reattach the lead to the 115 VAC receptacle.
15. Connect current sensing leads 254 and 254A. See the Wiring Diagram for the proper connections.
16. Connect the 12-pin molex plug.
17. Replace any cable ties that were cut during the removal procedure.
18. With the 5/16" nut driver, install the printed circuit board cover.
19. Reinstall the case side, fuel cap, lift bail gasket, case top, and spark plug wires.

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

RANGER 8



TROUBLESHOOTING & REPAIR

OUTPUT RECTIFIER BRIDGE REMOVAL AND REPLACEMENT

WARNING

Service and repair should be performed by only Lincoln Electric factory trained personnel. Unauthorized repairs performed on this equipment may result in danger to the technician or machine operator and will invalidate your factory warranty. For your safety and to avoid electrical shock, please observe all safety notes and precautions detailed throughout this manual.

If for any reason you do not understand the test procedures or are unable to perform the test/repairs safely, contact the Lincoln Electric Service Department for electrical troubleshooting assistance before you proceed. Call 1-800-833-9353 (WELD).

DESCRIPTION

The following procedure will aid the technician in removing the output rectifier bridge for maintenance or replacement.

MATERIALS NEEDED

- 5/16" Nut driver
- 1/2" wrench
- 7/16" wrench
- 3/8" wrench
- Slot head screw driver
- Dow Corning 340
- Wiring Diagram

This procedure takes approximately 60 minutes to perform.

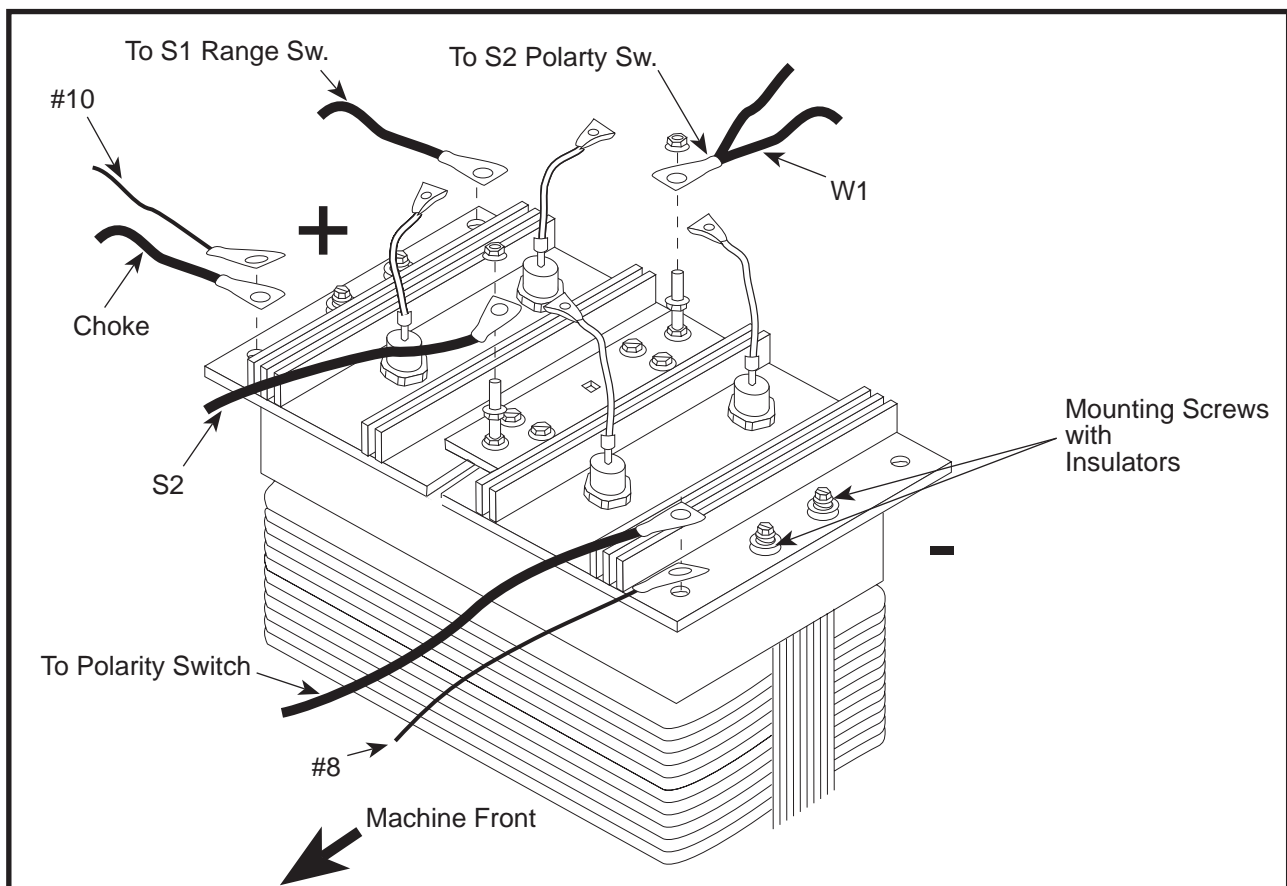
RANGER 8



TROUBLESHOOTING & REPAIR

OUTPUT RECTIFIER BRIDGE REMOVAL AND REPLACEMENT *(continued)*

FIGURE F.13 - OUTPUT RECTIFIER CONNECTIONS



PROCEDURE

1. Remove the engine spark plug wires.
 2. With the 5/16" nut driver, remove the 6 sheet metal screws from the case top.
 3. Remove the rubber gasket (cover seal) from the lift bail.
 4. Remove the fuel cap. The rubber gasket for the fill tube will come off with the case top.
 5. Remove the case top, **then reinstall the fuel cap.**
 6. With the 5/16" nut driver, remove the 5 screws holding the right case side.
 7. Remove the right case side by lifting up and out.
- For the remaining steps, refer to Figure F.13.
8. With the 1/2" wrench, remove the choke lead and the #10 lead (Blue) from the rectifier positive heat sink.
 9. With the 1/2" wrench, remove the heavy cable and the #8 lead (Blue) from the rectifier negative heat sink.
 10. With the 7/16" wrench, remove the W1 lead and the heavy lead going to the S2 Polarity switch.
 11. With the 7/16" wrench, remove the S2 lead and the heavy lead going to the S1 Range switch.

RANGER 8

LINCOLN[®]
ELECTRIC

TROUBLESHOOTING & REPAIR

OUTPUT RECTIFIER BRIDGE REMOVAL AND REPLACEMENT *(continued)*

12. With the 3/8" wrench and slot head screw driver, remove the four mounting screws (two on each side). Note the placement of the nylon insulators. **These must be in place when you reinstall the rectifier bridge assembly in order to electrically insulate the bridge from the choke lamination assembly.**
 13. Remove the rectifier assembly by tilting it up and lifting it toward the front of the machine.
 14. Reassembly: Refer to the Wiring Diagram for proper connections to the positive and negative sides of the rectifier assembly. The two sides of the bridge are marked + and -, respectively.
- NOTE:** Use Dow Corning 340 on all aluminum electrical connection surfaces.
15. With the 3/8" wrench and slot head screw driver, install the four mounting screws (two on each side). Note the placement of the nylon insulators. **These must be in place when you install the rectifier bridge assembly in order to electrically insulate the bridge from the choke lamination assembly.**
 16. With the 7/16" socket wrench, install the S2 lead and the heavy lead going to the S1 Range switch. Note the order of fasteners: flat washer at the bottom followed by pig-tails, heavy leads, flat washer, lock washer, and nut.
 17. With the 7/16" socket wrench, install the W1 lead and the heavy lead going to the S2 Polarity switch. Note the order of fasteners: flat washer at the bottom followed by pig-tails, heavy leads, flat washer, lock washer, and nut.
 18. With the 1/2" socket wrench, install the heavy cable and the #8 lead (Blue) to the rectifier negative heat sink. Note the order of fasteners: bolt and flat washer from the bottom up through the heat sink; on top, leads, flat washer, lock washer, and nut.
 19. With the 1/2" socket wrench, install the choke lead and the #10 lead (Blue) to the rectifier positive heat sink. Note the order of fasteners: bolt and flat washer from the bottom up through the heat sink; on top, leads, flat washer, lock washer, and nut.
 20. Reinstall the case side, fuel cap, lift bail gasket, case top, and spark plug wire.

RANGER 8



Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

Return to Section TOC
Return to Master TOC

RANGER 8



TROUBLESHOOTING & REPAIR

ENGINE/ROTOR REMOVAL AND REPLACEMENT

WARNING

Service and repair should be performed by only Lincoln Electric factory trained personnel. Unauthorized repairs performed on this equipment may result in danger to the technician or machine operator and will invalidate your factory warranty. For your safety and to avoid electrical shock, please observe all safety notes and precautions detailed throughout this manual.

If for any reason you do not understand the test procedures or are unable to perform the test/repairs safely, contact the Lincoln Electric Service Department for electrical troubleshooting assistance before you proceed. Call 1-800-833-9353 (WELD).

DESCRIPTION

The following procedure will aid the technician in removing the engine and/or rotor for maintenance or replacement of either component.

NOTE: The procedures described here are for a Kohler engine. The same basic procedures apply to the Onan engine, although there may be a few slight wiring variations.

MATERIALS NEEDED

Lincoln Electric Rotor Removal Kit (S20788) - FOR ROTOR REMOVAL ONLY

- 1/4" nut driver
- 5/16" nut driver
- Slot head screw driver
- 3/8" wrench
- 7/16" wrench
- 1/2" wrench
- 9/16" wrench
- 5/8" wrench
- Locking pliers
- Needle nose pliers
- Diagonal cutters
- Impact wrench
- Torque wrench (ft lbs)
- Feeler gauge (.017)

INSTRUCTIONS

For Engine and Rotor removal only, follow steps 1-25 under ENGINE AND ROTOR REMOVAL PROCEDURE. For reassembly of engine and rotor go to REASSEMBLY PROCEDURE.

For rotor removal, follow the ENGINE AND ROTOR REMOVAL PROCEDURE and ROTOR REMOVAL PROCEDURE.

This procedure takes approximately 3 hours to perform.

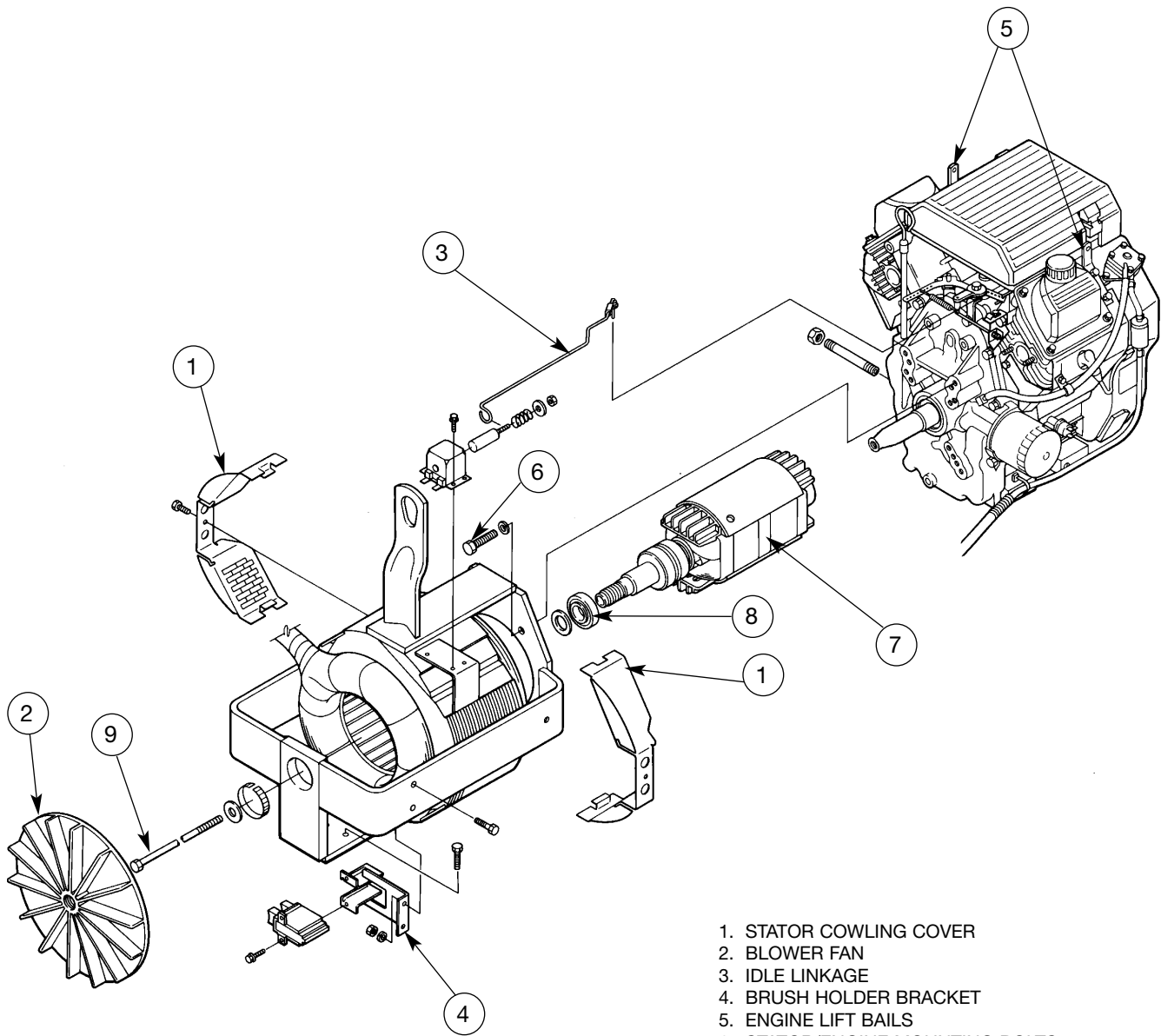
RANGER 8



TROUBLESHOOTING & REPAIR

ENGINE/ROTOR REMOVAL AND REPLACEMENT *(continued)*

FIGURE F.14 – COMPONENT LOCATIONS, ENGINE/ROTOR REMOVAL



- 1. STATOR COWLING COVER
- 2. BLOWER FAN
- 3. IDLE LINKAGE
- 4. BRUSH HOLDER BRACKET
- 5. ENGINE LIFT BAILS
- 6. STATOR/ENGINE MOUNTING BOLTS
- 7. ROTOR
- 8. ROTOR SHAFT BEARING
- 9. ROTOR THRU-BOLT

TROUBLESHOOTING & REPAIR

ENGINE/ROTOR REMOVAL AND REPLACEMENT *(continued)*

ENGINE AND ROTOR REMOVAL PROCEDURE

1. Refer to Figure F.14 for component locations.
2. Remove the engine spark plug wires.
3. With the 5/16" nut driver, remove the 6 sheet metal screws from the case top.
4. Remove the rubber gasket (cover seal) from the lift bail.
5. Remove the fuel cap. The rubber gasket for the fill tube will come off with the case top.
6. Remove the case top, the reinstall the fuel cap.
7. With the 5/16" nut driver, remove the 5 screws holding the right case side and the 5 screws holding the left case side.
8. Remove the case sides by lifting up and out.
9. With the 3/8" wrench, remove the battery cover.
10. Disconnect the negative battery cable, then the positive battery cable. **BE SURE TO DISCONNECT THE NEGATIVE BATTERY CABLE FIRST.** Remove the battery and set it aside.
11. With the diagonal cutters, cut the cable ties around the leads from the starter solenoid and disconnect the leads. Remove lead 209A from the harness bundle.
12. Disconnect the large black plug in front of the fuel tank spout.
13. With the 3/8" wrench, remove the cowling covers at the rear on the stator, both sides of the machine.
14. With the 3/8" wrench, remove the two screws that hold the vertical fan baffle in place. Slide the baffle forward toward the rectifier bridge heat sink assembly.
15. Hold the rotor shaft with locking pliers and unscrew the blower fan. Turn the fan counterclockwise. You do not need to remove the fan from the machine, but be sure it is completely unscrewed from the rotor shaft.
15. With the 1/4" nut driver, disconnect the engine choke cable from the engine. Mark the location of the retainer for reassembly. The other end can remain connected.
16. Disconnect the idle linkage by unsnapping the plastic clip at the engine end of the idler rod. Snap the clip back onto the rod to avoid losing it; remove the rod for reassembly.
17. Disconnect the fuel line from the fuel tank. Plug the hose and also plug the connection at the fuel tank to prevent the escape of gasoline fumes.
18. Cut the cable ties and remove leads 224C and 210 from the oil pressure switch.
19. With the 9/16" wrenches, remove the ground lead from the right engine foot mounting bolt.
20. With the 7/16" wrench, remove the brush holder bracket and leads #219 & 200A from the stator frame.
- 20A. (For Onan Engine only) with a 1/2" wrench remove the muffler support bolt.
21. Support the engine with a chain hoist. Lift bails are provided on the top of the engine for this purpose.
22. With the 9/16" wrench, remove the right and left engine foot mounting bolts.
23. With the 9/16" wrench, remove the four bolts that hold the stator to the engine. There is one lock washer per bolt.
24. With the chain hoist, unweight the engine gently. Use a pry bar to carefully pry between the engine and the stator frame in order to unseat the bearing on the end of the rotor shaft. Separate the engine and rotor from the stator frame, supporting the rotor by hand to prevent damage to the rotor core.
25. Move the engine and rotor assembly to a bench. The engine is off balance with the rotor still attached; therefore, support the end of the rotor with a wooden two-by-four before unhooking the chain hoist.

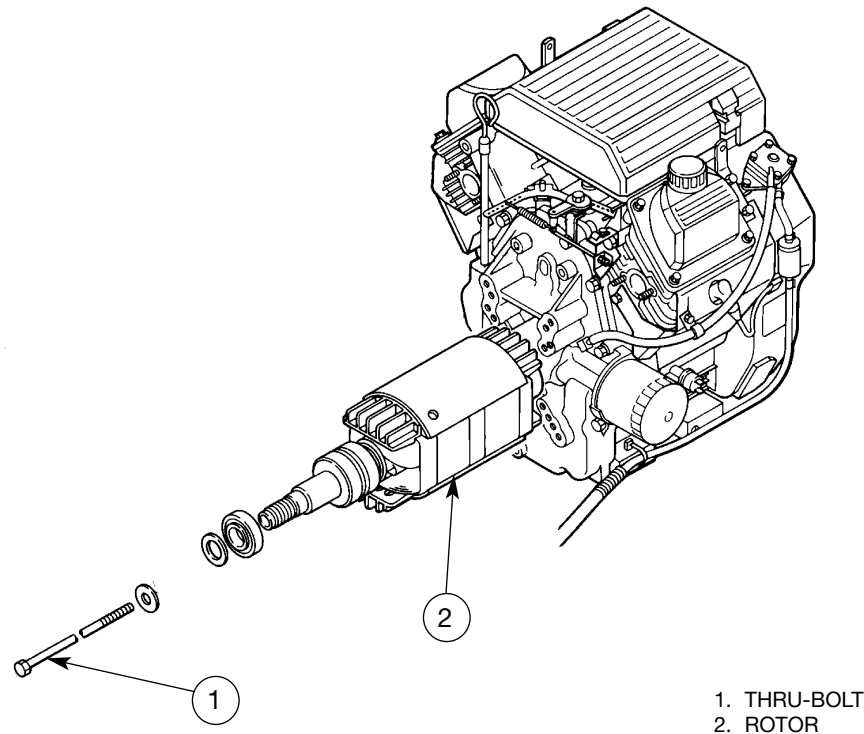
RANGER 8



TROUBLESHOOTING & REPAIR

ENGINE/ROTOR REMOVAL AND REPLACEMENT *(continued)*

FIGURE F.15 - ENGINE AND ROTOR REMOVED FROM STATOR



1. THRU-BOLT
2. ROTOR

ROTOR REMOVAL PROCEDURE

1. To remove the rotor, **double check that the engine spark plug wires are disconnected.** You will be turning the rotor during this procedure, and this could accidentally cause engine kickback.
 2. With an impact wrench, remove the rotor thru-bolt. See Figure F.15. If an impact wrench is not available, use the 5/8" box wrench. Hold the rotor with one hand and shock the wrench with the mallet to loosen the thru-bolt. The thru-bolt has a star washer and lock washer, beveled to conform to the rotor shaft. Pull out the thru-bolt.
 3. Install the appropriate long thru-bolt (two are provided) supplied with Lincoln Electric Rotor Removal Kit S20788. The slot head must face out. Screw in the bolt with the slot head screw driver until the bolt bottoms out on the engine crankshaft, about 3/4".
 4. Turning it counterclockwise, screw in the left-hand thread rotor removal tool from the kit into the rotor shaft. Support the rotor with one hand and tighten the tool to approximately 50 ft lbs with the torque or impact wrench.
 5. If the rotor does not pop off, tighten the rotor removal tool an additional 5 ft lbs. Hold the rotor with one hand until the rotor pops off the engine crankshaft.
- HINT: If the rotor does not pop off, hit the end of the rotor removal tool with a hammer.
6. Slide the rotor the rest of the way off the crankshaft. Be careful not to lose the washer that fits between the blower fan and the rotor.

RANGER 8

LINCOLN
ELECTRIC

TROUBLESHOOTING & REPAIR

ENGINE/ROTOR REMOVAL AND REPLACEMENT (KIT S20788) *(continued)*

REASSEMBLY PROCEDURE

NOTE: Lincoln Electric recommends that a new bearing (Lincoln part #M9300-85) be installed when you replace the rotor and blower assembly.

1. Clean the tapered engine crankshaft. Slide the rotor onto the shaft.
2. Insert the rotor thru-bolt, and with the torque wrench tighten the bolt to 50 ft lbs.
3. Support the engine/rotor assembly with the chain hoist. Fit the rotor into the stator frame, being careful not to damage the rotor core against the stator. The bearing will seat into its race about half way.
4. Insert the four bolts and lock washers that hold the engine to the stator. With the 9/16" wrench, draw the bolts up evenly in order to seat the bearing properly. Tighten to 22 ft-lb. moving diagonally from bolt to bolt.
5. Check the rotor-stator air gap with the .017 feeler gauge. The measurement is taken at the blower end of the rotor before the fan is reinstalled. Turn the rotor with a pair of locking pliers as necessary so that the rotor "iron" is up to take the measurement. (The rotor has two flat sides, which are not measured for air gap.) Slide in the gauge. Then rotate the shaft 180 degrees and measure again. If the gauge does not clear, loosen the four engine/stator bolts; retighten the bolts and recheck the air gap. Repeat until the proper .017 minimum air gap is achieved.
6. Fasten the ground lead to the right engine mounting bolt and install both bolts.
7. Install the brush holder bracket back into the stator frame. Refer to the topic "Brush Removal and Replacement" in this section of the manual.
8. Attach leads to the oil pressure switch refer to wiring diagram. Replace any cut cable ties.
9. Unplug the fuel tank connection and fuel hose and connect them.
10. Connect the idle linkage to the idler rod. Snap the plastic clip back into place.
11. Connect the engine choke cable at the position marked during disassembly.
12. Screw the blower fan back onto the end of the rotor shaft. Be sure the washer is in place and hand tighten the fan only.
13. Reposition the vertical fan baffle and secure it with the two screws.
- 13A. (For Onan Engine only) Install the muffler support hardware on the Onan engine.
14. Install the two cowling covers at the rear of the stator.
15. Connect the black plug in front of the fuel tank fill spout.
16. Connect the leads to the starter solenoid and replace any cable ties cut during disassembly.
17. Install the battery. Connect the positive battery cable, then the negative battery cable. **BE SURE TO CONNECT THE POSITIVE BATTERY CABLE FIRST.**
18. Replace the battery cover.
19. Reinstall the case side, fuel cap, lift bail gasket, and case top. Connect the spark plug wires.
20. Conduct the "Retest after Repair" procedure, the following topic in this section of the manual.

RANGER 8



TROUBLESHOOTING & REPAIR

RETEST AFTER REPAIR

Retest a machine:

- If it is rejected under test for any reason that requires you to remove any mechanical part which could affect the machine's electrical characteristics.

OR

- If you repair or replace any electrical components.

ENGINE OUTPUT

Mode	No Load RPM	Load RPM
Low Idle	2150-2250	NA
High Idle	3700-3750	3100-3600

WELDER DC OUTPUT¹

Output Control	Range Switch	Open Circuit Volts	Load Volts	Load Amps
Maximum	Maximum	67 - 72	21 - 26.5	205 - 240

WELDER AC OUTPUT¹

Output Control	Range Switch	Open Circuit Volts	Load Volts	Load Amps
Maximum	Maximum	73 - 80	25 - 32	225 - 275

WELDER CV OUTPUT¹

Output Control	Range Switch	Open Circuit Volts	Load Volts	Load Amps
Maximum	Wire Feed CV	29 - 33	19 - 22	200 - 220

AUXILIARY POWER RECEPTACLE OUTPUT¹

230 Volt Receptacle			115 Volt Receptacle ²		
Open Circuit Voltage	Load Volts	Load Amps	Open Circuit Voltage	Load Volts	Load Amps
236 - 253	207 - 240	34 - 41.5	118 - 126.5	103.5 - 115	70 - 80

FIELD AMPS AND VOLTS

Slip Ring Volts	Field Amps
37 - 46 VDC	6.7 - 8.2 VDC

¹ OUTPUT CONTROL switch set at MAXIMUM (position 10).

² Output values of each receptacle can vary within the range shown but must be within 2 volts of each other.

RANGER 8



Return to Section TOC

Return to Master TOC

TABLE OF CONTENTS DIAGRAMS SECTION

Diagrams Section	Section G
Dimension Print Ranger 8 (Onan)	G-2
Dimension Print Ranger 8 (Honda & Kohler)	G-3
Connection Diagrams	G-4
Wiring Diagram Ranger 8 Onan Non CSA Model.....	G-5
Wiring Diagram Ranger 8 Onan CSA Model.....	G-6
Wiring Diagram Ranger 8 Kohler Non CSA Model.....	G-7
Wiring Diagram Ranger 8 Kohler CSA Model.....	G-8
Wiring Diagram Ranger 8 Honda CSA Model	G-9
Idler/Control PC Board Schematic	G-10
Idler/Control PC Board Assembly.....	G-11

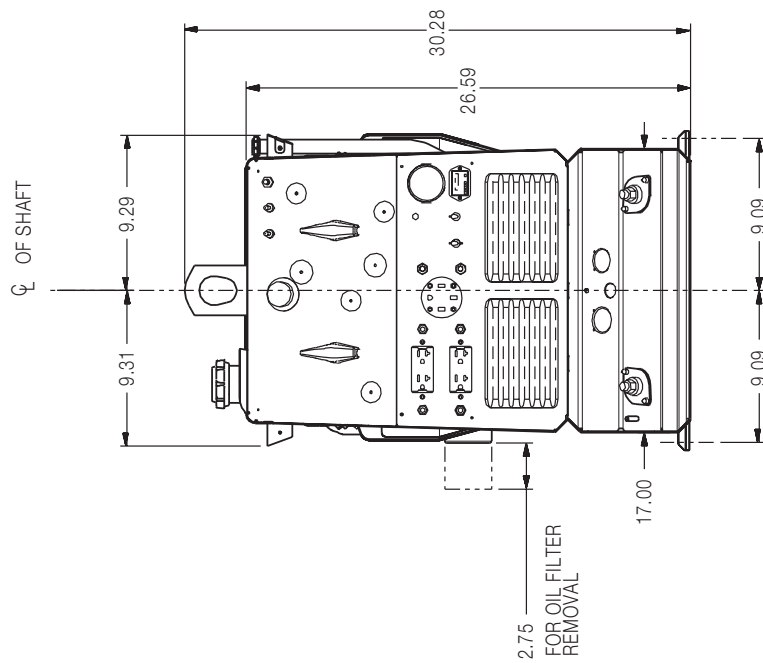
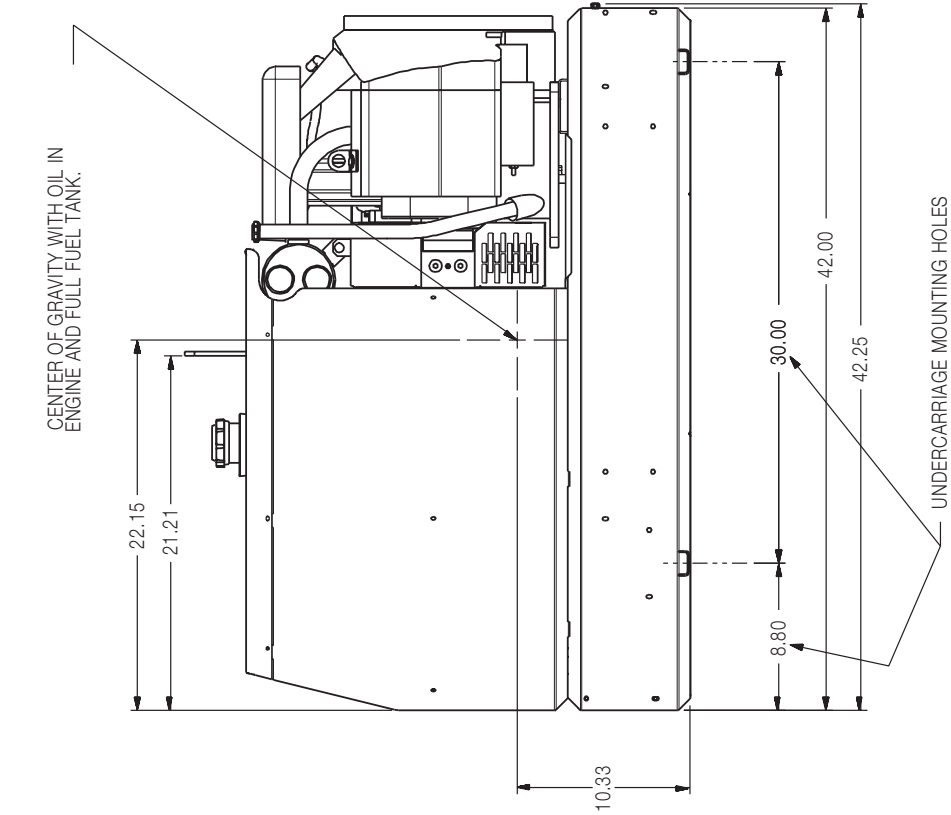
Return to Master TOC

Return to Master TOC

Return to Master TOC

Return to Master TOC

DIMENSION PRINT – RANGER 8 (ONAN)



RANGER 8



M17215-3
1-30-98E

Return to Section TOC

Return to Section TOC

Return to Section TOC

Return to Section TOC

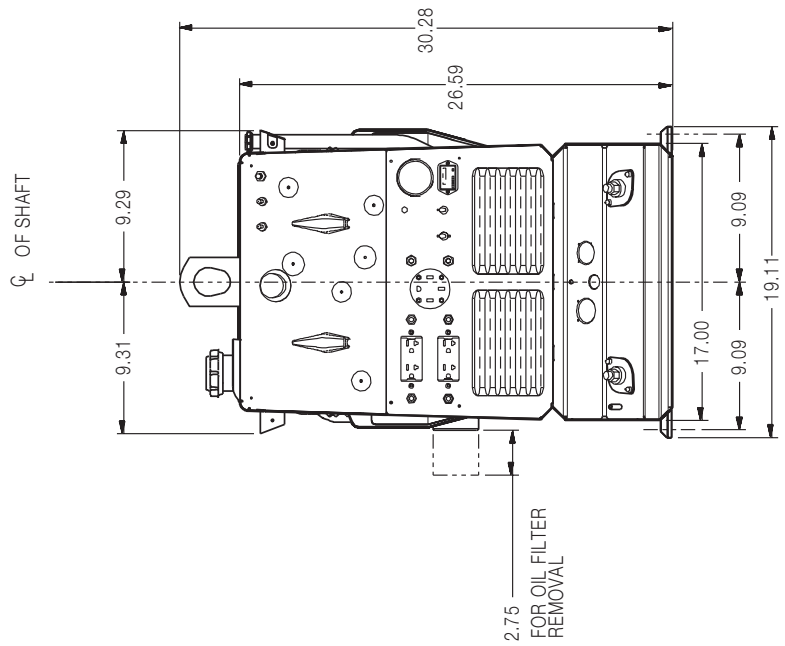
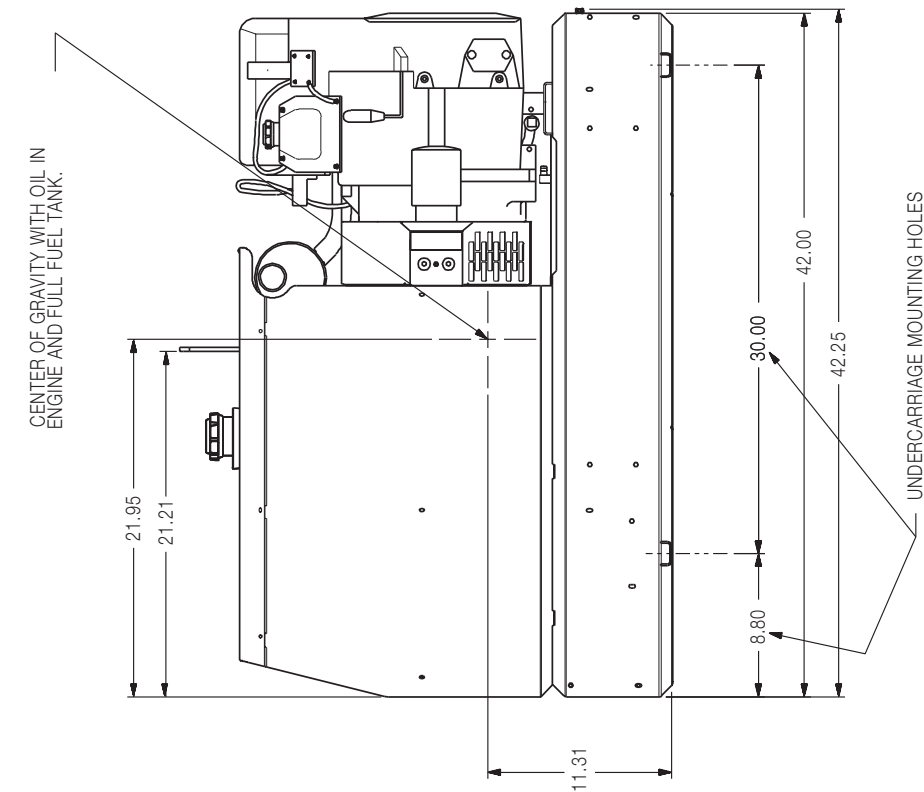
Return to Master TOC

Return to Master TOC

Return to Master TOC

Return to Master TOC

DIMENSION PRINT – RANGER 8 (HONDA & KOHLER)



RANGER 8



M17215-2
1-30-98E

Return to Section TOC

Return to Section TOC

Return to Section TOC

Return to Section TOC

Return to Master TOC

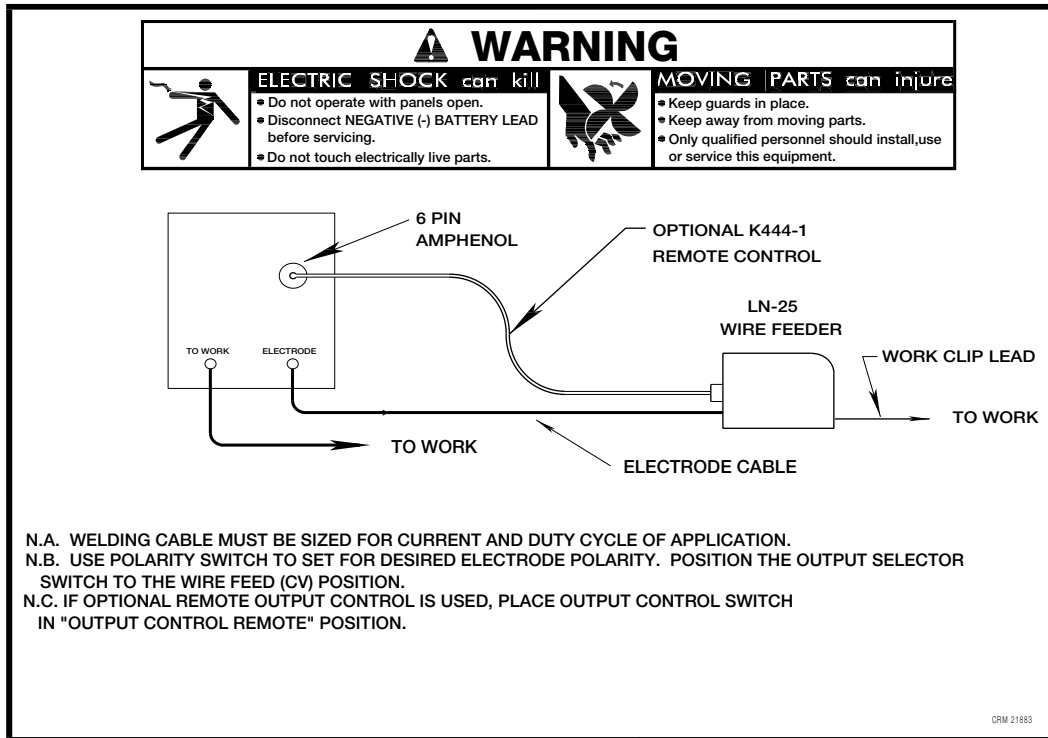
Return to Master TOC

Return to Master TOC

Return to Master TOC

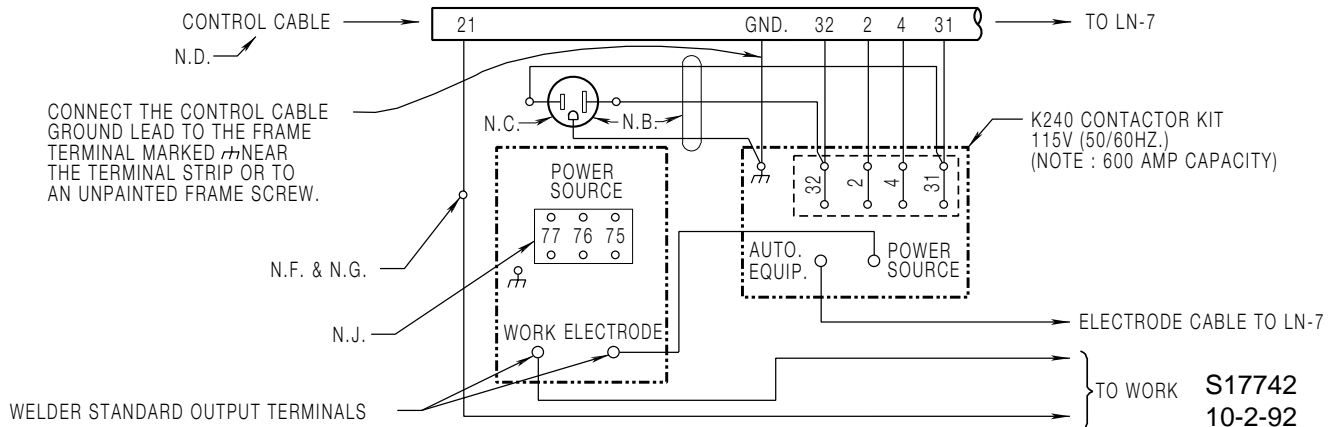
DIAGRAMS

RANGER 8 / LN-25 ACROSS THE ARC CONNECTION DIAGRAM



CONNECTION OF RANGER 8 TO LN-7 & K240 CONTACTOR KIT

CONNECTION OF LN-7 & K240 CONTACTOR KIT WITH 115 VOLT AC AUXILIARY POWER AND CV OUTPUT



- N.A. Use power source polarity switch to set for desired electrode polarity. Position the output selector switch on the power source to the CV position.
- N.B. 3 conductor #16 power cord physically suitable for the installation and plug rated at 115 volts 15 amperes AC.
- N.C. Plug into 115 volt AC receptacle on welder control panel or other 115 volt AC supply rated at a minimum of 500 volt-amperes.
- N.D. Leads #21 and GND do not appear on LN-7's with codes below 7026.
- N.E. Welding cables must be of proper capacity for the current and duty cycle of immediate and future applications.
- N.F. If LN-7 is equipped with a meter kit, extend lead #21 using #14 or larger insulated wire physically suitable for the

installation. An S16586-"length" remote voltage sensing work lead may be ordered for this purpose. Connect it directly to the work piece independent of the welding work cable. For convenience, this extended #21 lead should be taped to the welding work lead.

- N.G. Tape up bolted connection where lead #21 is extended.
- N.H. Idler switch on power source must be in high idle position.
- N.J. If an optional remote output control is used, connect it to this terminal strip or 6 pin Amphenol receptacle. NOTE: Terminal strip or 6 pin Amphenol receptacle not available on all power sources.

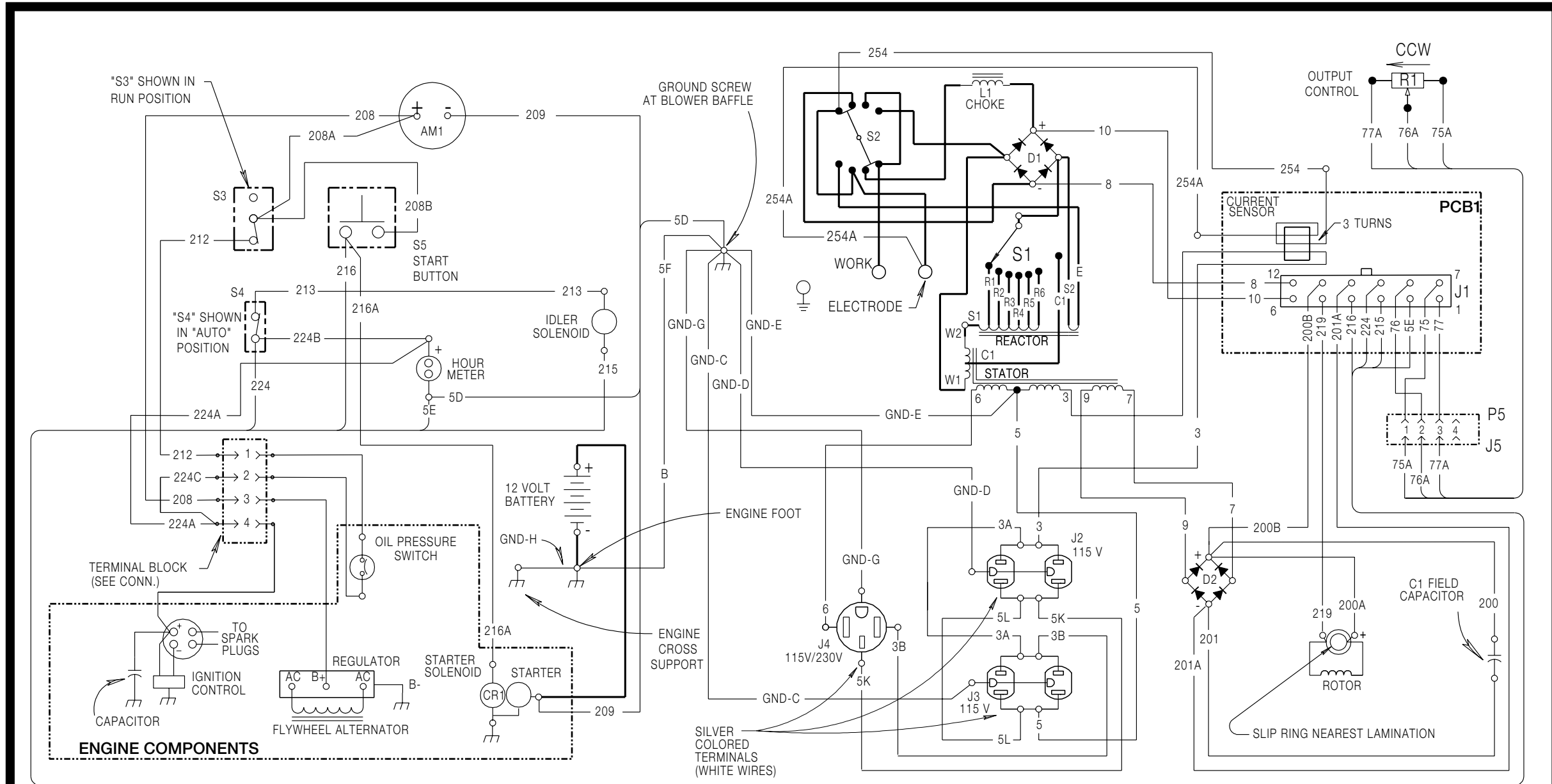
CAUTION: Any speed up of the engine RPM by changing the governor setting or over-riding the throttle linkage will cause an increase in the AC auxiliary voltage. If this voltage goes above 140 volts, the LN-7 control circuit will be damaged. The engine governor setting is pre-set at the factory - do not adjust above RPM specifications listed in engine welder operating manual.

RANGER 8



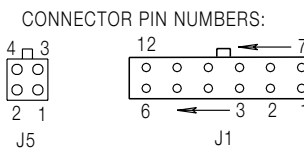
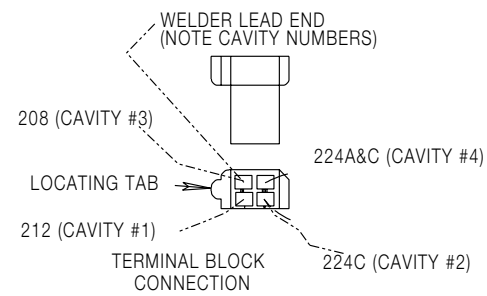
WIRING DIAGRAM - ONAN NON CSA MODEL

K1418-1 RANGER 8 ONAN - Wiring Diagram



ALL CASE FRONT COMPONENTS SHOWN VIEWED FROM REAR.

ELECTRICAL SYMBOLS PER E1537



7-19-96G

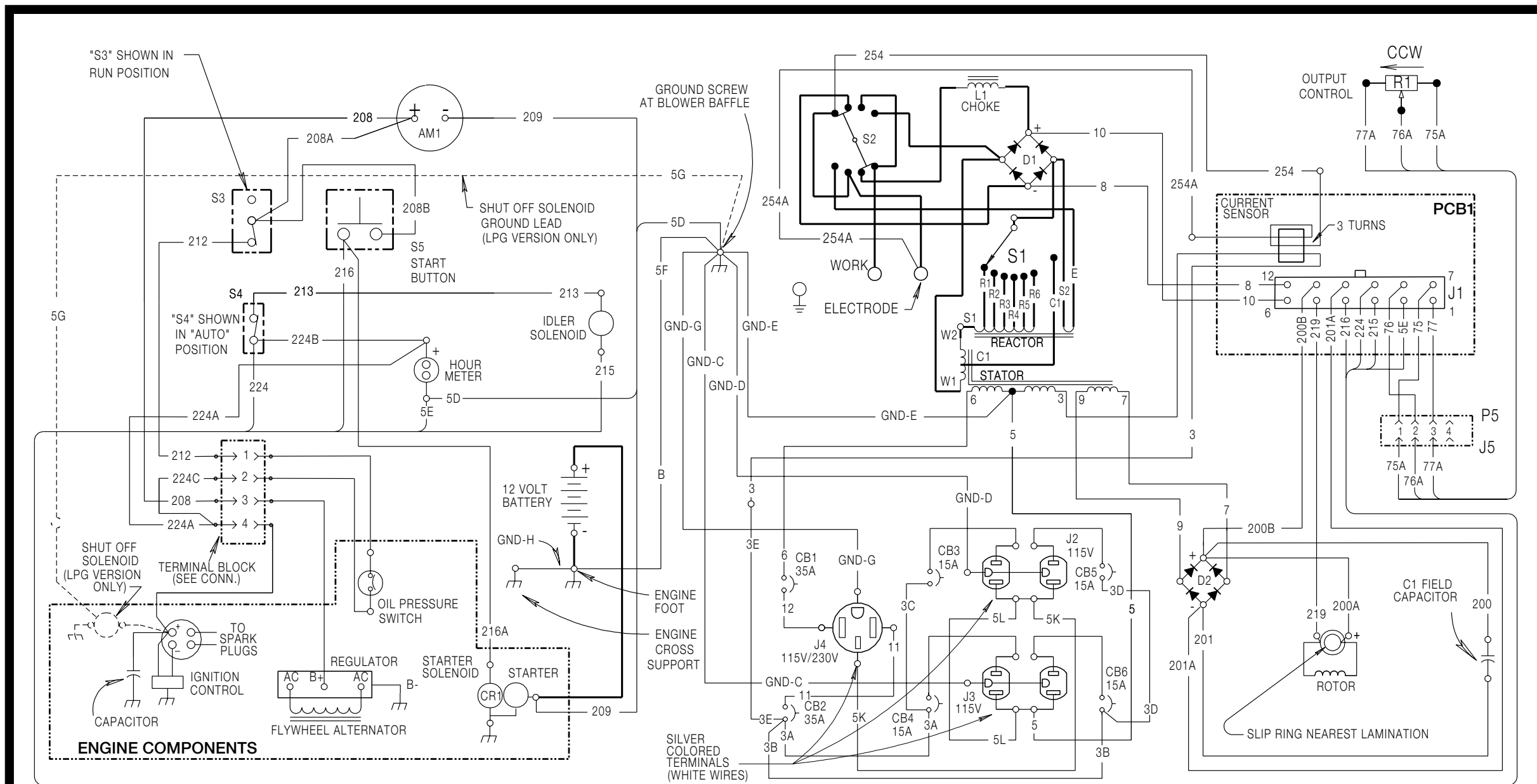
M18331

NOTE: This diagram is for reference only. It may not be accurate for all machines covered by this manual. The wiring diagram specific to your code is pasted inside one of the enclosure panels of your machine.

Return to Section TOC (vertical text on the left margin)

WIRING DIAGRAM - ONAN CSA MODEL

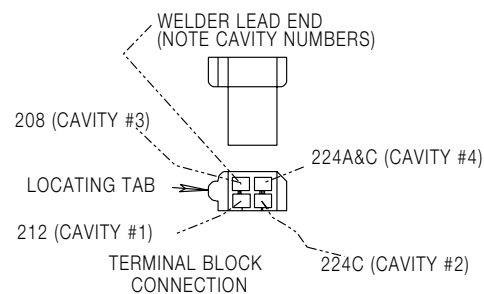
K1418-2 RANGER 8 ONAN (CSA VERSION) - Wiring Diagram



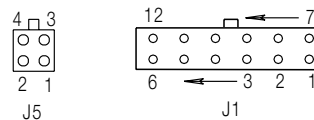
ENGINE COMPONENTS

ALL CASE FRONT COMPONENTS SHOWN VIEWED FROM REAR.

ELECTRICAL SYMBOLS PER E1537



CONNECTOR PIN NUMBERS:



7-19-96G

M18332

NOTE: This diagram is for reference only. It may not be accurate for all machines covered by this manual. The wiring diagram specific to your code is pasted inside one of the enclosure panels of your machine.

Return to Section TOC / Return to Master TOC

