

IMPORTANT

We highly recommend that our products be installed and serviced by professionals who are certified in the U.S. by NFI (National Fireplace Institute) or in Canada by WETT (Wood Energy Technical Training).

Read and understand these instructions before starting assembly and installation of this product. Failing to follow these instructions may void warranty. Installations must be done in accordance with local codes.

These instructions must be used as a supplement to the instructions that came with your gas log set. Follow those instructions and make appropriate adjustments for addition of this kit. Gas supply system must be at least ½ " with appropriate pressure.

Installer: Be sure to leave these instructions with log set/ valve kit user.

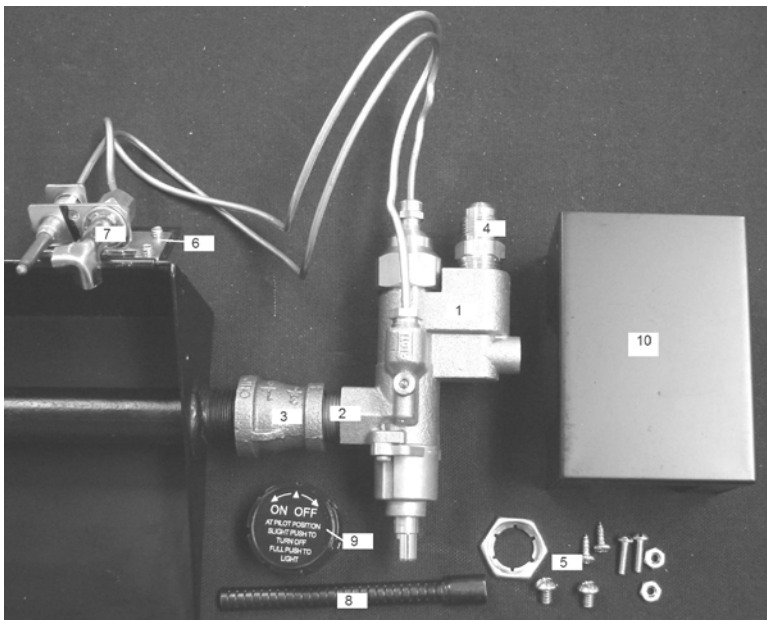
User: These instructions contain valuable operating information. Please keep them for future use.



Assembly/Installation/Use Instructions:

- NOTE:** 1) Use pipe dope or Teflon tape on all male pipe threads.
Do not use Pipe dope or Teflon tape on female pipe threads.
Do not use pipe dope or Teflon tape on flare connections.
- 2) On nearly all of our kits it is easiest and best to preassemble as much as you can before putting it in the fireplace. These instructions are written to help you do that.

These are instructions for kit 80PKN. The 80PKN is a standard safety pilot kit that uses a 300° rear inlet valve and is only for burner pans with ½" male threads. This kit is for Natural Gas Applications. For LP Applications add kit 70LPK.



80PKN Parts List

- 1) 109 Valve
- 2) 500 3/8" x Close Nipple
- 3) 505 1/2" x 3/8" Reducing Coupler
- 4) 410 3/8" x 3/8" Male Connector
- 5) 660 Parts Bag Contents
- 6) 120 Pilot Burner Mounting Bracket
- 7) 102 Pilot Burner
- 8) 101 3" Stem Extension
- 9) 111 Control Knob
- 10) 140 Heat Shield

ASSEMBLY/INSTALLATION

- 1) Attach part 2 to part 1
- 2) Attach part 3 to part 2
- 3) Attach part 4 to part 1
- 4) Spin this assembly on to burner pan.

PILOT CONVERSION TO LP

If your fuel supply is LP, now is the time to convert the pilot burner. Go to the INSTRUCTIONS and parts, in your 70LPK or 70LPK-HC kit.

PILOT BURNER ASSEMBLY

Use 2 ¼" machine screws from parts bag (if the 2 mounting holes in the pilot burner bracket are threaded) or the 2 ½" machine screws and matching nuts if they are not. See picture at right for proper assembly and installation illustration. When assembled, clip on to back or end of burner pan, as shown. Use 2 self drilling screws to close the 2 open holes in the back or end of the burner pan.



For kits that use 109 or 110 valves.

Being very careful to not crimp tubing, bring small aluminum gas tube around from the pilot burner to the port on top of part 1 and connect it.

Again, being very careful, bring the copper conduit around from the thermocouple to the port on the back end of part 1 and connect it.

Do not over tighten these connections. Finger tight plus ¼ to ½ turn is enough.

Attach control knob to stem of part 1. If you would like it out farther to the front, attach the 3" stem extension to stem of part 1 before attaching the control knob.

Attach one end of the aluminum gas supply tube that came with your gas log set to the part you attached earlier to the inlet port on part 1.

Now is the time to put the assembly into the fireplace and attach the other end of the gas supply tube to the incoming gas pipe stub. An adapter to attach between the pipe stub and the aluminum gas supply tube should have been included in your gas log set.

NOTE: 1) FIRST TIME STARTUPS OR RE-CONNECTIONS

BE SURE ALL AIR HAS BEEN BLED OUT OF ALL GAS SUPPLY LINES SO GAS IS GETTING TO BURNER AND BURNER TUBE. BURNER WILL NOT LIGHT UNTIL ALL AIR IS BLED OUT OF SYSTEM.

NOTE; 2) Before lighting, open fireplace damper fully and lock it in place with the Damper clamp.

PILOT & BURNER LIGHTING NOTE: it is easiest and best to light up before putting the grate and logs in place.

- 1) Turn control knob so the arrow on it is pointing straight up.
- 2) Push in on control knob until it stops (about ¼”). This will release gas to the pilot burner.
- 3) Continue to hold knob in while applying flame to the hooded part of the pilot burner every 5 or 10 seconds.
- 4) When pilot burner ignites it will begin to warm the thermocouple. Continue to hold knob pushed in for 45 to 60 seconds. After that amount of time the pilot should continue to burn when the knob is released. Repeat this step until pilot burner stays lit.
- 5) With pilot lit, turn control ¼ turn counter clockwise to the ON position. The main burner should light at this time.

NOW IS THE TIME TO CHECK FOR GAS LEAKS. Use a gas sniffer or soapy water on every connection joint. A gas sniffer signal or bubbles will identify leaks. If there are any, shut off the gas and repair the identified leaks. Relight system. **DO NOT LEAVE SYSTEM BURNING UNTIL ALL LEAKS ARE REPAIRED.**

- 6) Turn gas off by turning control ¼ turn clockwise (until it stops), push in it again and turn it another ¼ turn clockwise to the OFF position.
- 7) Install part 10 over valve with open end at back and slotted end in front.
- 8) Finish out your log set per the instructions that came with it.

USE INSTRUCTIONS

CAUTIONS: Glass doors must remain open while gas log set is in operation. Operating set with doors closed could overheat the system and cause failure. This would void the warranty.

Damper must be fully open and locked in place with the damper clamp that came with your log set, while the log set is in operation. Failure to do so could cause injury or death.

If you have burner shutdown during operation, see next page.

Safety Pilot Trouble Shooting

IT IS EXTREMELY RARE FOR A VALVE, PILOT BURNER OR THERMOCOUPLE TO MALFUNCTION DUE TO A DEFECT. BEFORE ASSUMING A DEFECT BE SURE UNIT IS INSTALLED CORRECTLY AND CHECK FOR THESE CONDITIONS.

<u>Symptoms</u>	<u>Possible Cause</u>	<u>Solution</u>
Pilot won't light.	<ol style="list-style-type: none"> 1) Gas line not bled to let gas reach pilot. 2) Pilot adjustment screw not open far enough. 3) Pilot gas supply tube burned or crimped. 4) Stem on valve not being pushed in far enough. 5) Pipe dope or tape used on thermocouple connections. 6) Soot or rust covering outlet hole on pilot orifice. 7) Gas not reaching pilot because valve is installed backwards. 	<ol style="list-style-type: none"> 1) Bleed lines. 2) Open screw. 3) Install new line. Route away from Flame. 4) Push in about 1/4". 5) Remove pipe dope or tape. 6) Clean thoroughly and open hole with pin. 7) Re-install valve.
Pilot won't stay lit when knob released	<ol style="list-style-type: none"> 1) Thermocouple is not hot enough 	<ol style="list-style-type: none"> 1) Make sure pilot flame is strong and is hitting thermo-couple and is strong enough 1a) Make sure thermocouple is paint, carbon & rust free. 1b) Be sure lead wire is properly tightened at both ends (finger tight + 1/4 turn).
Pilot lights but burner won't.	<ol style="list-style-type: none"> 1) Pilot burner too far from main burner. 2) Too much or not enough material in pan. 3) Gas not getting to burner due to debris in line. 	<ol style="list-style-type: none"> 1) Relocate pilot burner. 2) Add or remove material. 3) Clear debris.
System lights, but goes out after a while.	<ol style="list-style-type: none"> 1) Thermocouple over heating. Too close to main burner. 2) Back log blocking flames. 3) Thermocouple lead over heating. 4) Glass doors shut. 5) Grate too close to be resting on thermocouple. 	<ol style="list-style-type: none"> 1) Relocate pilot burner per instructions. 2) Relocate back log. 3) Move away from flame. 4) Open doors. 5) Move grate or thermocouple
Flames come out of holes on air/mixer orifice (LP systems)	<ol style="list-style-type: none"> 1) Air mixer/orifice installed incorrectly. 2) Possible back pressure from elbow installed after air/mixer going to burner pan 3) Possible paint over spray in the burner ports. 	<ol style="list-style-type: none"> 1) Install air mixer/orifice so long end and air holes face toward valve (away from main burner). 2) Reinstall air mixer so it is going straight into burner pan 3) Check all ports in burner pan and ream out all that may be clogged
Whistling Sound	<ol style="list-style-type: none"> 1) Seldom caused by pilot. 2) Possibly a too small flex connector. 	<ol style="list-style-type: none"> 1) Check log set burner, orifice (if used) m and amount of material covering burner. 2) Use minimum 1/2" OD connector.
Soot on Logs	<ol style="list-style-type: none"> 1) Rarely caused by pilot. 	<ol style="list-style-type: none"> 1) Check for flame impingement on logs. 2) Adjust air mixer if using LP.