

## 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.

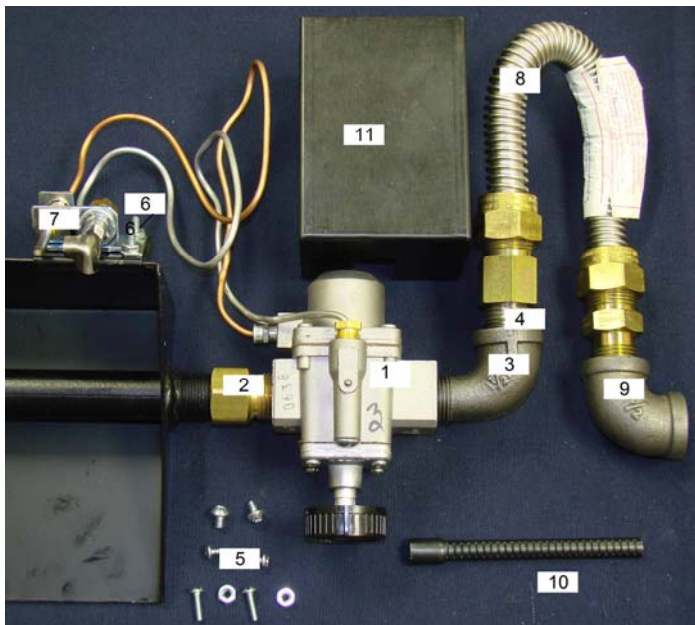
Do not use Pipe dope or Teflon on female pipe threads.

Do not use pipe dope or 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 70PKN-HC. This kit is for Natural Gas Applications. For LP Applications add kit 70LPK-HC.

70PKN-HC – This kit provides a high capacity, 130,000 BTU safety pilot valve and the fittings necessary to connect to a burner pan having ½” male threads on the end of the burner tube.



### **70PKN-HC Parts List**

- 1) 100-HC Valve with knob
- 2) 443 ½” x ½” Adapter
- 3) 531 ½” x ½” Street EL
- 4) 516 ½” Close Nipple
- 5) 660 Parts bag contents
- 6) 120 Pilot Burner Mounting Bracket
- 7) 102 Pilot Burner Assembly
- 8) SSC-HC12 High Capacity S.S. Flex Connector
- 9) 549 ½” x ½” Elbow
- 10) 101 3” Stem Extender
- 11) 121 Heat Shield

## **ASSEMBLY/INSTALLATION**

- 1) Attach part 2 to outlet (on left side) of part 1, valve.
- 2) Attach part 3 to inlet of valve (on right side) of part 1, valve.

## **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.**

- 3) Attach part 4 to part 3. If your fuel supply is LP, substitute part 1 from the 70LPK-HC kit in place of part 4. **If you use part 1, be sure the long end of that part (with the air adjustment nut on it) faces away from the valve and toward the incoming gas pipe stub.**
- 4) Spin the entire assembly on to the burner pan.

## **4 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.



- 5) Being very careful to not crimp tubing, bring small aluminum gas tube from pilot burner to opening on top of valve toward the rear and attach it. Again being very careful bring copper lead from thermocouple around to opening in very back of valve and attach it.

**NOTE: Now is the time to put the assembly in your fireplace.**

- 6) Attach the end of part 8 flex connector that has a male fitting to part #9. The other end goes to part 4.
- 7) If you would like for the control to be farther to the front, pull the knob off the valve. Install part 10 on valve stem. Install knob on part 10.

## **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.**

**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  $\frac{1}{4}$  turn clockwise (until it stops), push in it again and turn it another  $\frac{1}{4}$  turn clockwise to the OFF position.
- 7) Install part over valve with open end over the back, slotted end in front.
- 8) Finish out your log set per the instructions that came with it.

**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 experience burner shutdown during operation, consult trouble shooting guide on the next page.**

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