

MASTER[®]

GB - PORTABLE FORCED AIR HEATERS

FR - APPAREILS DE CHAUFFAGE INDIVIDUELS À AIR FORCÉ

DE - TRAGBARE HOCHDRUCK EISLUFTTURBINEN[®]

NL - VERPLAATSBARE HETELUCHTKANONNEN

IT - GENERATORE D'ARIA CALDA A RISCALDAMENTO DIRETTO

ES - CALENTADORES PORTATILES DE AIRE FORZADO

SV - PORTABEL VÄRMEFLÄKT MED FORCERAT LUFTFLÖDE

FI - KANNETTAVA KUUMAILMAPUHALLIN

DK - VARMEKANONER

NO - TRANSPORTABLE VARMEAPPARATER MED VIFTE

PL - PRZENOŚNE OLEJOWE NAGRZEWNICE POWIETRZA

**RU - ПЕРЕДВИЖНЫЕ ВОЗДУХОНАГРЕВАТЕЛИ
С СИСТЕМОЙ НАДДУВА**

HU - HORDOZHATÓ, GÉPI LÉGFŰTŐ BERENDEZÉS

CZ - PŘENOSNÉ OHŘÍVAČE S NUCENÝM OBĚHEM VZDUCHU

**OWNER'S MANUAL - MANUEL D'UTILISATION - BEDIENUNGSANLEITUNG
- GEBRUIKERSHANDLEIDING - MANUALE D'ISTRUZIONE - MANUALE DEL
PROPIETARIO - ANVÄNDARMANUAL - KÄYTTÖOPAS - BRUGSANVISNING
- BRUKERHÅNDBOK - INSTRUKCJA OBSŁUGI - РУКОВОДСТВО ДЛЯ
ПОЛЬЗОВАТЕЛЯ - FELHASZNÁLÓI KÉZIKÖNYV - PŘÍRUČKA PRO UŽIVATELE**

**Heater sizes - Production de la chaleur - Heizgerät-Größen - Vermogen - Potenza termica -
Tamaños - Effekt storlekar - Lämmittimen lämpötehot - Størrelse - Størrelser - Nagrzewnice o
wydajności - Мощность нагревателей - Fűtőberendezések teljesítménye - Vákon ohřivačů:**

10, 18,5, 20, 29 y 44 kW

(35.000, 64.000, 70.000, 100.000 and 150.000 Btu/Hr)

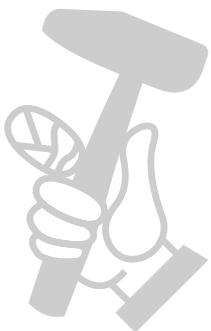
**Models - Modèles - Modelle - Modellen - Modelli - Modelos - Modeller
- Mallit - Model - Modeller - Modele - Модели - Modellek - Modely:**

B 35 CEL, B 65 CEL, B 70 CEL, B 100 CEL, B 150 CEL



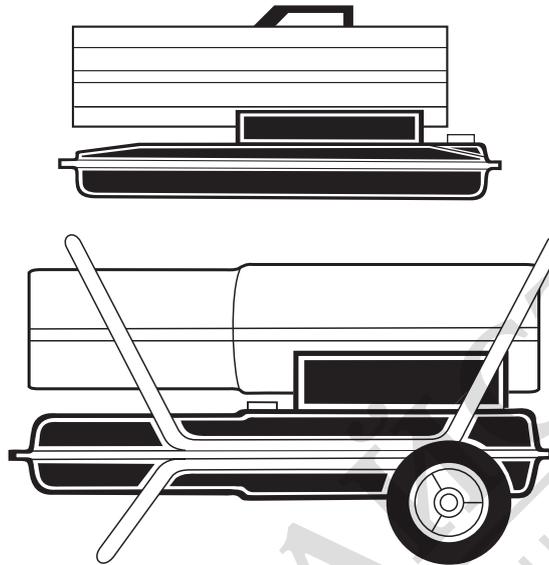
**SPECIFICATIONS - SPÉCIFICATIONS - TECHNISCHE DATEN -
 TECHNISCHE GEGEVENS - DATI TECNICI - ASPECIFICACIONES
 - SPECIFIKATIONER - TEKNISET TIEDOT - SPECIFIKATIONER
 - SPESIFIKASJONER - SPECYFIKACJE - ТЕХНИЧЕСКИЕ
 ХАРАКТЕРИСТИКИ - MŰSZAKI ADATOK - TECHNICKÉ ÚDAJE**

MODEL	B 35 CEL	B 65 CEL	B 70 CEL	B 100 CEL	B 150 CEL
 MAX	10 kW 35.000 Btu/h	18,5 kW 64.000 Btu/h	20 kW 70.000 Btu/h	29 kW 100.000 Btu/h	44 kW 150.000 Btu/h
	280 m ³ /h	400 m ³ /h	400 m ³ /h	800 m ³ /h	900 m ³ /h
	0,86 Kg/h	1,55 Kg/h	1,7 Kg/h	2,45 Kg/h	3,72 Kg/h
	DIESEL KEROSENE	DIESEL KEROSENE	DIESEL KEROSENE	DIESEL KEROSENE	DIESEL KEROSENE
	15 Lt	19 Lt	19 Lt	44 Lt	44 Lt
	220-240 V / 50 Hz 0,02 kW - 0,8 A	220-240 V / 50 Hz 0,09 kW - 1 A	220-240 V / 50 Hz 0,09 kW - 1 A	220-240 V / 50 Hz 0,19 kW - 1,2 A	220-240 V / 50 Hz 0,19 kW - 1,2 A
RPM	1425	2850	2850	2850	2850



PORTABLE FORCED AIR HEATER

OWNER'S MANUAL



Heater Sizes: 10, 18,5, 20, 29, 44 kW

Models: 35.000, 64.000, 70.000, 100.000, 150.000 Btu/Hr

IMPORTANT: Read and understand this manual before assembling, starting or servicing heater. Improper use of heater can cause serious injury. Keep this manual for future reference.

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SAFETY INFORMATION

 WARNINGS

IMPORTANT: Read this owner's manual carefully and completely before trying to assemble, operate, or service this heater. Improper use of this heater can cause serious injury or death from burns, fire, explosion, electrical shock, and carbon monoxide poisoning.

⚠ DANGER: Carbon monoxide poisoning may lead to death!

Carbon Monoxide Poisoning: Early signs of carbon monoxide poisoning resemble the flu, with headaches, dizziness, and/or nausea. If you have these signs, the heater may not be working properly. **Get fresh air at once!** Have heater serviced. Some people are more affected by carbon monoxide than others. These include pregnant women, persons with heart or lung disease or anemia, those under the influence of alcohol, and those at high altitudes.

Make certain you read and understand all warnings. Keep this manual for reference. It is your guide to safe and proper operation of this heater.

- Use only kerosene or No. 1 fuel oil to avoid risk of fire or explosion. Never use gasoline, naphtha, paint thinners, alcohol, or other highly flammable fuels.
- Fueling
 - a) Personnel involved with fueling shall be qualified and thoroughly familiar with the manufacturer's instructions and applicable regulations regarding the safe fueling of heating units.
 - b) Only the type of fuel specified on the heater's data plate shall be used.
 - c) All flame, including the pilot light, if any, shall be extinguished and the heater allowed to cool, prior to fueling.
 - d) During fueling, all fuel lines and fuel line connections shall be inspected for leaks. Any leaks shall be repaired prior to returning the heater to service.
 - e) At no time shall more than one day's supply of heater fuel be stored inside a building in the vicinity of the heater. Bulk fuel storage shall be outside the structure.
 - f) All fuel storage shall be located a minimum of 762cm (25 feet) from heaters, torches, welding equipment, and similar sources of ignition (exception: the fuel reservoir integral with the heater unit).
 - g) Whenever possible, fuel storage shall be confined to areas where floor penetrations do not permit fuel to drip onto or be ignited by a fire at lower elevation.
 - h) Fuel storage shall be in accordance with the authority having jurisdiction.
- Never use heater where gasoline, paint thinner, or other highly flammable vapors are present.
- Follow all local ordinances and codes when using heater.
- Heaters used in the vicinity of tarpaulins, canvas, or similar enclosure materials shall be located a safe distance from such materials. The recommended minimum safe distance is 304.8cm (10 feet). It is further recommended that these enclosure materials be of a fire retardant nature. These enclosure materials shall be securely fastened to prevent them from igniting or from upsetting the heater due to wind action.
- Use only in well-vented areas. Before using heater, provide at least a 2800 square cm (three-square-foot) opening of fresh, outside air for each 29 kw (100,000 Btu/Hr) of rating.
- Use only in places free of flammable vapors or high dust content.
- Use only the electrical voltage and frequency specified on model plate.
- Use only a three-prong, grounded extension cord.
- Minimum heater clearances from combustibles: Outlet: 250 cm (8 Ft.) Sides, Top, and Rear: 125 cm (4 Ft.)
- Locate heater on a stable and level surface if heater is hot or running or a fire may occur.
- When moving or storing heater, keep heater in a level position or fuel spillage may occur.
- Keep children and animals away from heater.
- Unplug heater when not in use.
- When used with thermostat, heater may start anytime.
- Never use heater in living or sleeping areas.
- Never block air inlet (rear) or air outlet (front) of heater.
- Never move, handle, refuel, or service a hot, operating, or plugged-in heater.
- Never attach duct work to front or rear of heater.

PRODUCT IDENTIFICATION

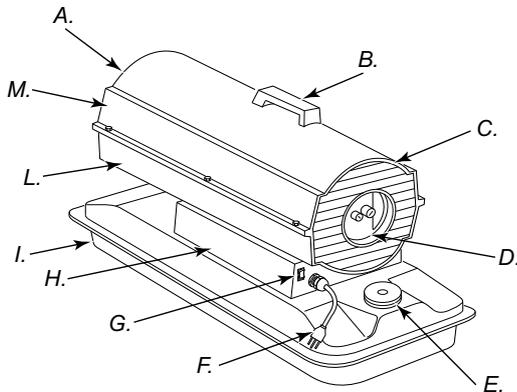


Figure 1 – Model 35.000, 64.000 e 70.000 Btu/Hr

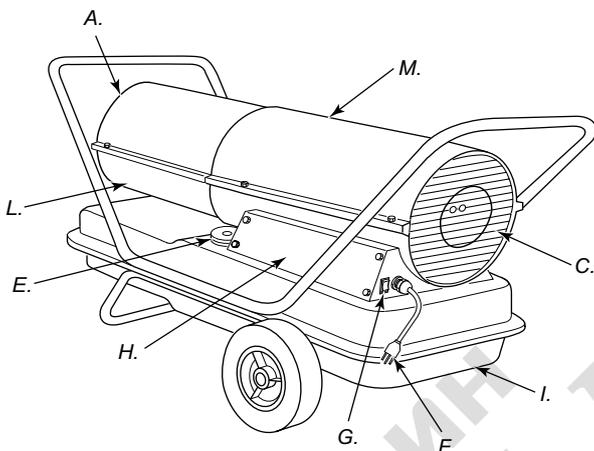


Figure 2 – Model 100.000 e 150.000 Btu/Hr

(see figure 1, e 2)

A. Hot Air Outlet, **B.** Handle, **C.** Fan Guard, **D.** Air Filter End Cover, **E.** Fuel Cap, **F.** Power Cord, **G.** ON/OFF Switch with Light, **H.** Side Cover, **I.** Fuel Tank, **L.** Lower Shell, **M.** Upper Shell.

UNPACKING

1. Remove all packing items applied to heater for shipment.
2. Remove all items from carton.
3. Check items for any shipping damage. If heater is damaged, promptly inform dealer where you bought heater.

FUELS

WARNING: Use only kerosene or No. 1 fuel oil to avoid risk of fire or explosion. Never use gasoline, naphtha, paint thinners, alcohol or other highly flammable fuels.

Do not use heavy fuels such as No. 2 fuel oil or No. 2 Diesel. Using heavy fuels will result in:

- clogged fuel filter and nozzle
- use of non-toxic anti-icer in fuel during very cold weather

IMPORTANT: Use a KEROSENE ONLY container. Be sure storage container is clean. Foreign matter such as rust, dirt, or water will cause the flame-out control to shut down heater. Foreign matter may also require you to clean fuel system often.

ASSEMBLY

(for 100.000 and 150.000 Btu/Hr models only)

These models are furnished with wheels and handles. Wheels, handles, and the mounting hardware are found in the shipping carton.

Tools Needed

- Medium Phillips Screwdriver
- 3/8" Open or Adjustable Wrench
- Hammer

1. Slide axle through wheel support frame. Install wheels on axle. **IMPORTANT:** When installing wheels, point extended hub of wheels toward wheel support frame (see Figure 3).
2. Place cap nuts on axle ends. Gently tap with hammer to secure.
3. Place heater on wheel support frame. Make sure air inlet end (rear) of heater is over wheels. Line up holes on fuel tank flange with holes on wheel support frame.
4. Place front handle and rear handle on top of fuel tank flange. Insert screws through handles, fuel tank flange, and wheel support frame. Attach nut finger tight after each screw is inserted
5. After all screws are inserted, tighten nuts firmly.

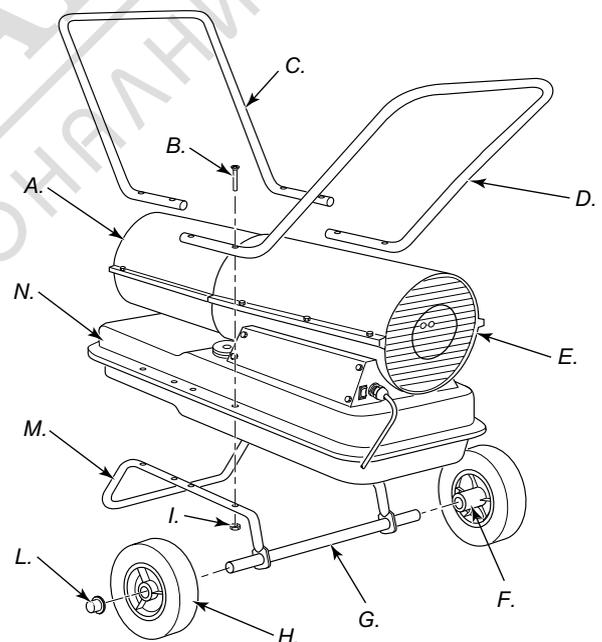


Figure 3 – Wheel and Handle Assembly.

A. Hot Air Outlet, **B.** Screw, **C.** Front Handle, **D.** Rear Handle, **E.** Air Inlet, **F.** Extended Hub, **G.** Axle, **H.** Wheel, **I.** Nut, **L.** Cap Nut, **M.** Wheel Support Frame, **N.** Fuel Tank Flange.

VENTILATION

WARNING: Follow the minimum fresh, outside air ventilation requirements. If proper fresh, outside air ventilation is not provided, carbon monoxide poisoning can occur. Provide proper fresh, outside air ventilation before running heater.

Provide a fresh air opening of at least 2800 square cm (three square feet) for each 29kw (100,000 Btu/Hr) rating. Provide extra fresh air if more heaters are being used..

Example: A 44kw (150,000 Btu/Hr) heater requires one of the following:

- a two-car garage door [4.9 meter (16 feet) opening] raised 9 cm (3.5 inches).
- a single-car garage door [2.75 meter (9 feet) opening] raised 15.25 cm (6 inches).
- two, 76 cm (30 inch) windows raised 28 cm (11 inches).

THEORY OF OPERATION

The Fuel System: The air pump forces air through the air line. The air is then pushed through the burner head nozzle. This air causes fuel to lift from the tank. A fine mist of fuel is sprayed into the combustion chamber.

The Air System: The motor turns the fan. The fan pushes air into and around the combustion chamber. This air is heated and provides a stream of clean, hot air.

The Ignition System: The ignition control assembly provides power to the ignitor. This ignites the fuel/air mixture in the combustion chamber.

The Flame-Out Control System: This system causes the heater to shut down if the flame goes out.

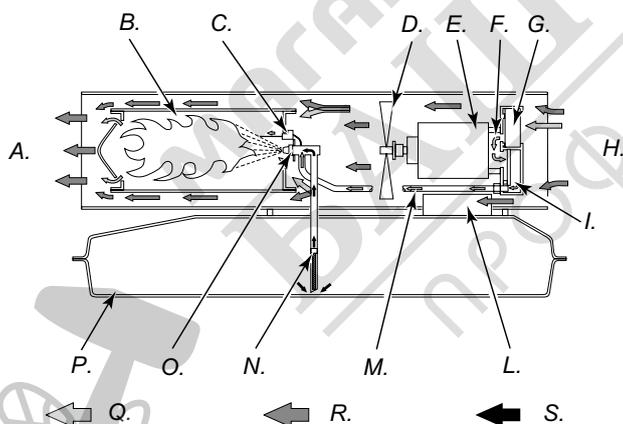


Figure 4 – Cross Section operational view.

(see figure 4)

A. Clean Heated Air Out, **B.** Combustion Chamber, **C.** Ignitor, **D.** Fan, **E.** Motor, **F.** Air Pump, **G.** Air Intake Filter, **H.** Cool Air In, **I.** Air Output Filter, **L.** Ignition Control Assembly, **M.** Air Line To Burner, **N.** Fuel Filter, **O.** Nozzle, **P.** Fuel Tank, **Q.** Air For Fuel System, **R.** Air For Combustion And Heating, **S.** Fuel.

OPERATION

WARNING: Review and understand the warnings in the Safety Information section, page 2. They are needed to safely operate this heater. Follow all local codes when using this heater.

TO START HEATER

1. Follow all ventilation and safety information.
2. Fill fuel tank with kerosene or No. 1 fuel oil.
3. Attach fuel cap.
4. Plug power cord of heater into standard 220-240 volt/50 hertz, grounded (earthed) outlet. Use an extension cord if needed. Use only a three-prong, grounded (earthed) extension cord.

Extension cord wire size requirements:

Up to 30 meters (100 feet) long, use 1.0 mm² (16 AWG) conductor.
30 to 61 meters (101 to 200 feet) long, use 1.5 mm² (14 AWG) conductor.

Push ON/OFF switch to ON (I) position and heater should start in 5 seconds. If heater does not start, see *Troubleshooting* (page 7).

TO STOP HEATER

Push ON/OFF switch to OFF (O) position.

TO RESET HEATER

1. Push ON/OFF switch to OFF (O) position and wait 10 seconds (2 minutes if heater has been running).
2. Repeat steps under *To Start Heater*.

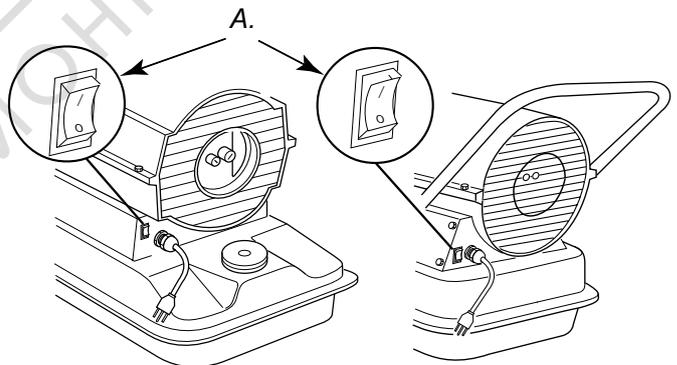


Figure 5-6 – ON/OFF Switch, Models 10KW, 20 KW, 29 KW and 44 KW.

(see figure 5 e 6)

A. ON/OFF Switch with Light.

STORING, TRANSPORTING, OR SHIPPING

Note: If shipping, transport companies require fuel tanks to be empty.

1. Drain fuel tank.

Note: Some models have drain plug on underside of fuel tank. If so, remove drain plug to drain all fuel. If heater does not have drain plug, drain fuel through fuel cap opening. Be sure all fuel is removed.

2. Replace drain plug if provided.

3. If any debris is noted in old fuel, add 1 or 2 quarts of clean kerosene to tank, stir, and drain again. This will prevent excess debris from clogging filters during future use.
4. Replace fuel cap or drain plug. Properly dispose of old and dirty fuel. Check with local automotive service stations that recycle oil.

5. If storing, store heater in dry place. Make sure storage place is free of dust and corrosive fumes.
IMPORTANT: Do not store kerosene over summer months for use during next heating season. Using old fuel could damage heater.

PREVENTATIVE MAINTENANCE SCHEDULE

WARNING: Never service heater while it is plugged in, operating, or hot. Severe burns and electrical shock can occur.

Item	How Often	How To
Fuel tank	Flush every 150-200 hours of operation or as needed	See <i>Storing, Transporting, or Shipping</i>
Air output and lint filters	Replace every 500 hours of operation or once a year	See <i>Air Output, Air Intake, and Lint Filters</i> , page 8
Air intake filter	Wash and dry with soap and water every 500 hours of operation or as needed	See <i>Air Output, Air Intake, and Lint Filters</i> , page 8
Fuel filter	Clean twice a heating season or as needed	See <i>Fuel Filter</i> , page 6
Ignitor	No maintenance required	
Fan blades	Clean every season or as needed	See <i>Fan</i> , page 11
Motor	Not required/permanently lubricated	

TROUBLESHOOTING

WARNING: Never service heater while it is plugged in, operating, or hot. Severe burns and electrical shock can occur.

HEATER WITH FUSED OR NON-FUSED IGNITION CONTROL ASSEMBLY

ATTENTION: The ignition control has built-in protection against current overloads. Use the light in the ON/OFF switch to troubleshoot the fault condition.

FAULT CONDITION	POSSIBLE CAUSE	REMEDY
Motor does not start five seconds after heater is plugged in (ON/OFF switch light remains on)	1. Bad electrical connection between motor and ignition control assembly or ignition control assembly and power cord	1. Check all electrical connections. See <i>Wiring Diagram</i> , page 17
	WARNING: High voltage!	
	2. Binding pump rotor	2. If fan does not turn freely, see <i>Pump Rotor</i> , page 10
	3. Defective ignition control assembly 4. Defective motor	3. Replace ignition control assembly 4. Replace motor
Motor starts and runs but heater does not ignite (ON/OFF switch light remains on)	1. No fuel in tank	1. Fill tank with kerosene
	2. Pump pressure incorrect	2. See <i>Pump Pressure Adjustment</i> , page 8
	3. Dirty fuel filter	3. See <i>Fuel Filter</i> , page 6
	4. Obstruction in nozzle assembly	4. See <i>Nozzle Assembly</i> , page 8
	5. Water in fuel tank	5. Drain and flush fuel tank with clean kerosene. See <i>Storing, Transporting, or Shipping</i> , page 4
WARNING: High voltage!		
	6. Bad electrical connection between ignitor and ignition control assembly	6. Check electrical connections. See <i>Wiring Diagram</i> , page 17
	7. Defective ignitor	7. Replace <i>ignitor</i> , see page 7
	8. Defective ignition control assembly	8. Replace <i>ignition control assembly</i> , see page 11

TROUBLESHOOTING

Continued

FAULT CONDITION	POSSIBLE CAUSE	REMEDY
Heater ignites but ignition control assembly shuts heater off after a short period of time (ON/OFF switch light remains on)	<ol style="list-style-type: none"> 1. Pump pressure incorrect 2. Dirty air intake, air output, and/or lint filter 3. Dirty fuel filter 4. Obstruction in nozzle assembly 5. Photocell assembly not properly installed (not seeing the flame) 	<ol style="list-style-type: none"> 1. See <i>Pump Pressure Adjustment</i>, page 8 2. See <i>Air Output, Air Intake, and Lint Filters</i>, page 8 3. See <i>Fuel Filter</i>, page 6 4. See <i>Nozzle Assembly</i>, page 8 5. Make sure photocell boot is properly seated in bracket
WARNING: High voltage!		
	<ol style="list-style-type: none"> 6. Dirty photocell lens 7. Bad electrical connection between photocell and ignition control assembly 8. Defective photocell 9. Defective ignition control assembly 	<ol style="list-style-type: none"> 6. Clean photocell lens 7. Check electrical connections. See <i>Wiring Diagram</i>, page 17 8. Replace photocell 9. Replace <i>ignition control assembly</i>
ON/OFF switch light does not come on when switch is turned to the ON (I) position and heater does not start	<ol style="list-style-type: none"> 1. No power to heater 	<ol style="list-style-type: none"> 1. Verify that power cord is plugged into an electrical outlet and that the circuit breaker in the electrical panel is reset
WARNING: High voltage!		
	<ol style="list-style-type: none"> 2. Bad electrical connections 3. Electrical short in ignitor 	<ol style="list-style-type: none"> 2. Check electrical wiring and connections. See <i>Wiring Diagram</i>, page 17 3. Check <i>ignitor</i> wiring. If no problems are found, replace ignitor (see page 7)
ON/OFF switch light comes on when switch is turned to the ON (I) Position but turns off after five seconds	<ol style="list-style-type: none"> 1. Electrical short in motor 	<ol style="list-style-type: none"> 1. Check motor wiring. If no problems are found, replace motor

SERVICE PROCEDURES

WARNING: Never service heater while it is plugged in, operating, or hot. Severe burns and electrical shock can occur.

UPPER SHELL REMOVAL

1. Remove screws and lock washers along each side of heater using 5/16" nutdriver. These screws attach upper and lower shells together.
2. Lift upper shell off.
3. Remove fan guard.

FUEL FILTER

(35.000, 64.000 and 70.000 Btu/Hr Models)

1. Remove side cover screws using 5/16" nutdriver.
2. Remove side cover.
3. Pull rubber fuel line off fuel filter neck.
4. Carefully pry bushing and fuel filter out of fuel tank.
5. Wash fuel filter with clean fuel and replace in tank.
6. Attach rubber fuel line to fuel filter neck

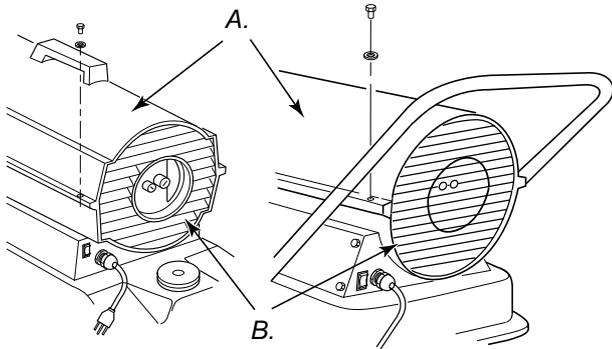
7. Replace side cover.

FUEL FILTER

(100.000 and 150.000 Btu/Hr Models)

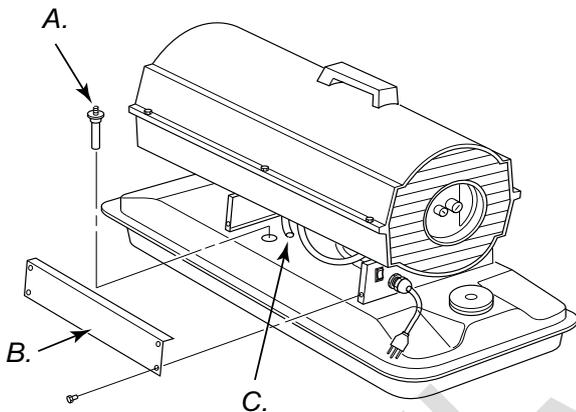
1. Remove side cover screws using 5/16" nutdriver.
2. Remove side cover.
3. Pull upper fuel line off fuel filter neck.
4. Carefully pry bushing, lower fuel line, and fuel filter out of fuel tank.
5. Wash fuel filter with clean fuel and replace in tank.
6. Attach upper fuel line to fuel filter neck.
7. Replace side cover.

Continued



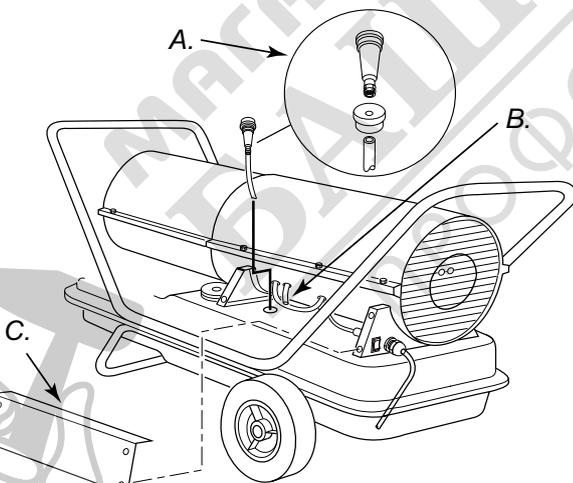
(see figure 7 e 8)
A. Upper shell, B. Fan guard.

Figure 7-8 – Upper Shell Removal.



(see figure 9)
A. Fuel Filter, B. Side cover, C. Fuel line.

Figure 9 – Fuel Filter Removal, 35.000, 64.000 and 70.000 Btu/Hr.



(see figure 10)
A. Fuel Filter, Bushing, and Lower Fuel Line, B. Upper fuel line, C. Side cover.

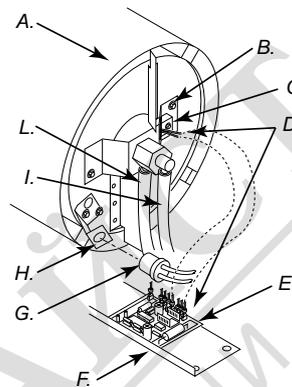
Figure 10 – Fuel Filter Removal, 100.000 and 150.000 Btu/Hr.

IGNITOR

1. Remove upper shell and fan guard (see figure 7-8).
2. Remove fan (see page 11).

3. Remove 4 side cover screws with a 5/16" nut driver. Remove side cover (see Figure 9 or 10).
4. Disconnect ignitor wires (yellow) from ignition control assembly (see Figure 11). Pull the ignitor wires up through the hole in the lower shell.
5. Disconnect fuel line hose and air line hose. Remove photocell from photocell bracket (see Figure 11).
6. Remove combustion chamber. Stand combustion chamber on end with nozzle adapter bracket on top (see Figure 12).
7. Remove ignitor screw with a 1/4" nut driver. Carefully remove ignitor from nozzle adapter bracket.

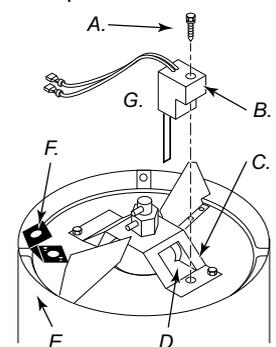
CAUTION: Do not bend or strike ignitor element. Handle with care.



(see figure 11)
A. Combustion Chamber
B. Nozzle Adapter Bracket
C. Ignitor
D. Ignitor Wires
E. Ignition Control Assembly
F. Side Cover
G. Photocell Assembly
H. Photocell Bracket
I. Fuel Line Hose
L. Air Line Hose

Figure 11 – Disconnecting Ignitor Wire sfrom Ignition Control Assembly.

8. Carefully remove replacement ignitor from styrofoam packing.
9. Carefully guide ignitor into opening in nozzle adapter bracket. Do not strike ignitor element. Attach ignitor to nozzle adapter bracket with screw using a 1/4" nut driver (see Figure 12). Torque .90 to 1.69 N-m (8 to 15 in-lbs) Do not over torque.
10. Replace combustion chamber.



(see figure 12)
A. Ignitor Screw/Washer Assembly
B. Ignitor
C. Nozzle Adapter Bracket
D. Nozzle Adapter Bracket Opening
E. Combustion Chamber
F. Photocell Bracket
G. Ignitor Element

Figure 12 – Ignitor Replacement

11. Route the ignitor wires back down through the hole in the lower shell. Connect wires to the ignition control assembly.
12. Replace side cover (see Figure 9 or 10).
13. Connect and route fuel line hose and air line hose to burner head. See *Fuel and Air Line Replacement and Proper Routing*, page 11.
14. Replace photocell in photocell bracket. Route wires as shown in either Figure 17, 18, or 19, page 11.
15. Replace fan (see page 13).
16. Replace fan guard and upper shell (see figure 7-8).

SERVICE PROCEDURES

Continued

AIR OUTPUT, AIR INTAKE, AND LINT FILTERS

1. Remove upper shell (see page 6).
2. Remove filter end cover screws using 5/16" nut-driver.
3. Remove filter end cover.
4. Replace air output and lint filters.
5. Wash or replace air intake filter (see *Preventative Maintenance Schedule*, page 5).
6. Replace filter end cover.
7. Replace fan guard and upper shell.

IMPORTANT: Do not oil filters.

PUMP PRESSURE ADJUSTMENT

1. Remove pressure gauge plug from filterend cover.
2. Install accessory pressure gauge (part number 4109.427).
3. Start heater (see Operation, page 4). Allow motor to reach full speed.
4. Adjust pressure. Turn relief valve to right to increase pressure. Turn relief valve to left to decrease pressure. See specifications below for correct pressure for each model.
5. Remove pressure gauge. Replace pressure gauge plug in filter end cover.

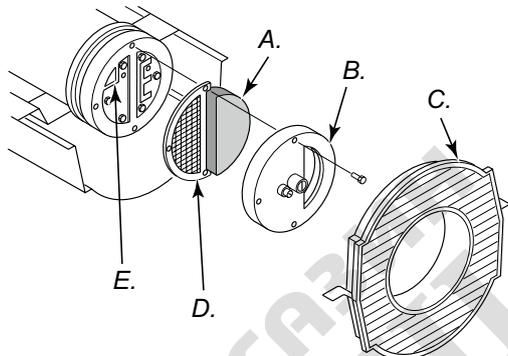


Figure 13 – Air output, air intake and lint filters, 35.000, 64.000 and 70.000 Btu/Hr.

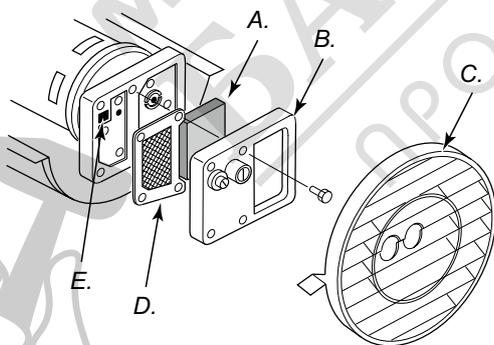


Figure 14 – Air output, air intake and lint filters, 100.000 and 150.000 Btu/Hr.

(see figure 13 e 14)

A. Air Intake Filter, B. Filter end cover, C. fan guard
D. Air output filter, E. Lint Filter.

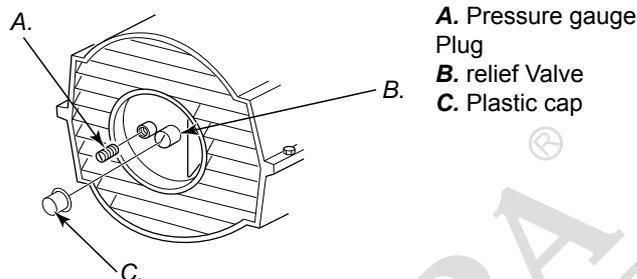


Figure 15 – Pressure Gauge Plug removal.

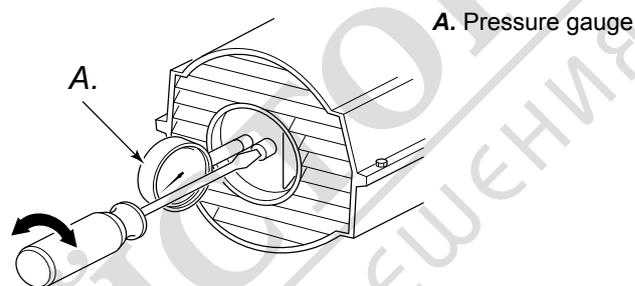


Figure 16 – Adjusting pump pressure

Model	Pump pressure (Bar/PSI)
10 kW	0,207 / 3
18,5 KW	0,344 / 5
20 kW	0,344 / 5
29 kW	0,344 / 5
44 kW	0,386 / 5,6

NOZZLE ASSEMBLY

1. Remove upper shell (see page 7).
2. Remove fan (see page 11).
3. Remove fuel and air line hoses from nozzle assembly (see Figure 17, 18 or 19).
4. Turn nozzle assembly 1/4 turn to left and pull toward motor to remove (see Figure 20).
5. Place plastic hex-body into vise and lightly tighten.
6. Carefully remove nozzle from the nozzle adapter using 5/8" socket wrench (see Figure 21).
7. Blow compressed air through face of nozzle. This will free any dirt in nozzle area.
8. Inspect nozzle seal for damage.
9. Replace nozzle into nozzle adapter until nozzle seats. Tighten 1/3 turn more using 5/8" socket wrench 4.5 to 5.1 N-m (40 to 45 in-lbs). See Figure 21.
10. Attach nozzle assembly to burner strap.
11. Attach fuel and airline hoses to nozzle assembly. See *Fuel and Airline Replacement and Proper Routing* see page 9.
12. Replace fan (see page 11).
13. Replace fan guard and upper shell (see page 7).

Continued

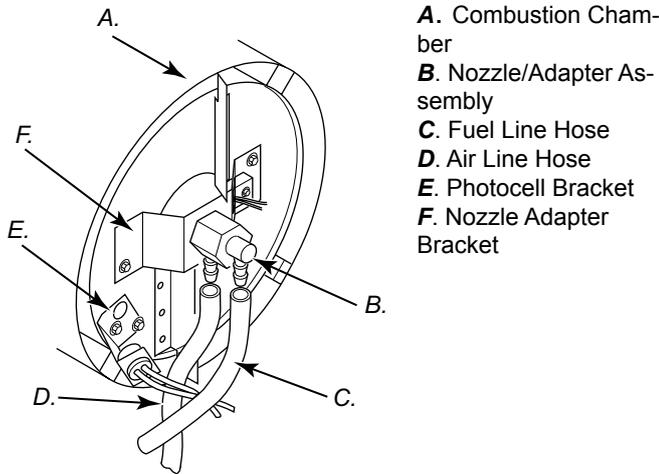


Figure 17 – Removing air and fuel line hoses, 35.000, 64.000 and 70.000 Btu/Hr Models.

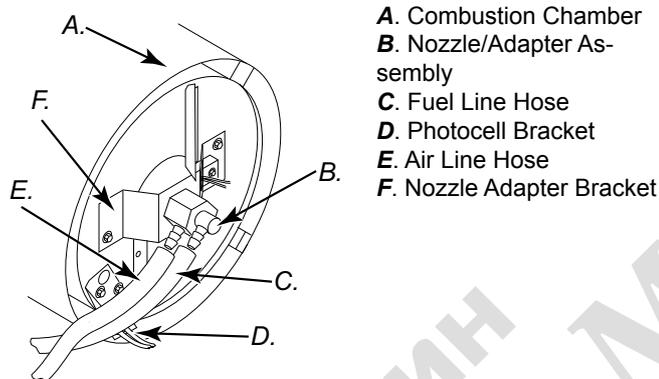


Figure 18 – Removing air and fuel line hoses, (100.000 Btu/Hr).

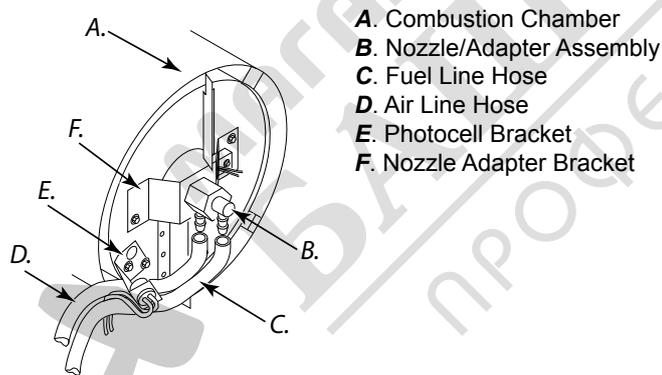


Figure 19 – Removing air and fuel line hoses (150.000 Btu/Hr).

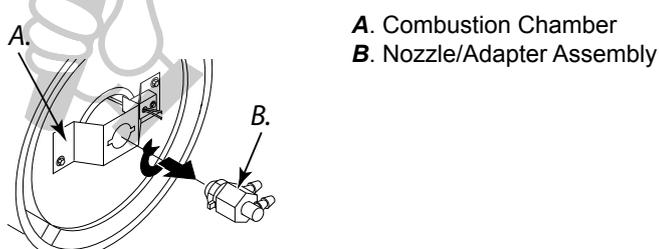


Figure 20 – Removing nozzle/adapter assembly

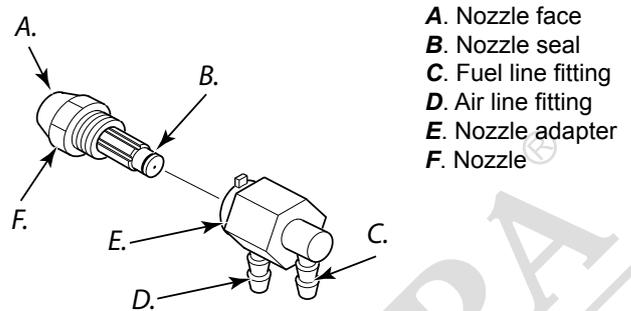


Figure 21 – Nozzle and nozzle adapter.

FUEL AND AIR LINE REPLACEMENT AND PROPER ROUTING

1. Remove upper shell (see page 7).
2. Remove side cover screws using 5/16" nut driver.
3. Remove side cover.
4. Inspect fuel and air line hoses for cracks and/or holes. If fuel line hose is damaged, disconnect from nozzle adapter (see Figure 17, 18, or 19) and from fuel filter (see page 6). If air line hose is damaged, disconnect from nozzle adapter (see Figure 17, 18, or 19) and from barb fitting on pump end cover (see Figure 22).
5. Install new air and/or fuel line. Attach one end of air line hose to barb fitting on pump end cover (see Figure 22) and the other end to nozzle adapter (see Figure 17, 18, or 19). Attach one end of fuel line hose to fuel filter (see page 6) and the other end to nozzle adapter (see Figure 17, 18, or 19). For 35.000, 64.000 and 70.000 Btu/Hr model heaters, route air and fuel lines approximately as shown in Figure 17. Note: Hoses are not to be touching photocell bracket. For 100.000 Btu/Hr model heater, route air and fuel lines approximately as shown in Figure 18. Note: Hoses are not to be touching photocell bracket. For 150.000 Btu/Hr model heater, route air and fuel lines approximately as shown in Figure 19. Note: Hoses are not to be touching photocell bracket.
6. Replace side cover.
7. Replace upper shell and fan guard (see page 7).

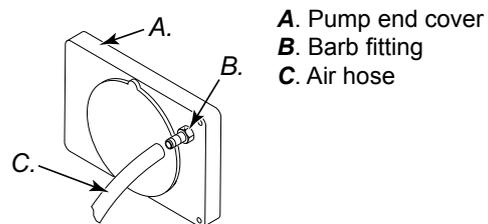


Figure 22 – Air hose to barb fitting

SERVICE PROCEDURES

Continued

PUMP ROTOR

(Procedure if Rotor is Binding)

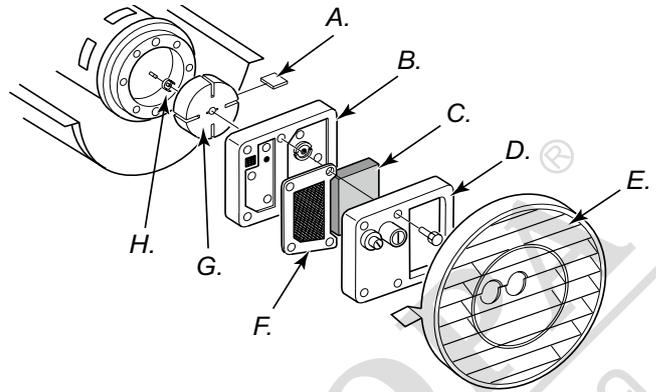
1. Remove upper shell (see page 7).
2. Remove filter end cover screws using 5/16" nut-driver.
3. Remove filter end cover and air filters.
4. Remove pump plate screws using 5/16" nut-driver.
5. Remove pump plate.
6. Remove rotor, insert, and blades.
7. Check for debris in pump. If debris is found, blow out with compressed air.
8. Install insert and rotor.
9. Check gap on rotor. Adjust to .076/.101 mm (.003"/.004") if needed (see Figure 25).

Note: Rotate rotor one full turn to ensure the gap is .076/.101 mm (.003"/.004") at tightest position. Adjust if needed.

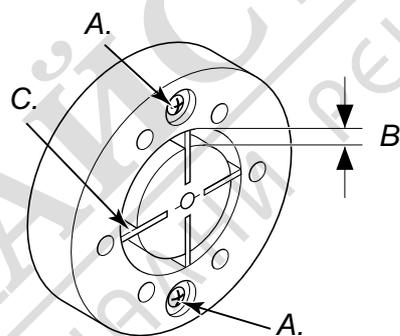
10. Install blades, pump plate, air filters and filter end cover.
11. Replace fan guard and upper shell.
12. Adjust pump pressure (see page 8).

Note: If rotor is still binding, proceed as follows.

13. Perform steps 1 through 6 above.
14. Place fine grade sandpaper (600 grit) on flat surface. Sand rotor lightly in "figure 8" motion four times (see Figure 26)
15. Reinstall insert and rotor.
16. Perform steps 10 through 12 above.

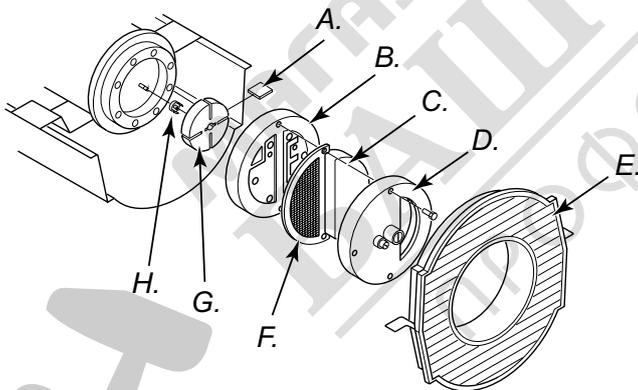


A. Blade, B. Pump plate, C. Air intake filter, D. Filter end cover, E. Fan guard, F. Air output filter, G. Rotor, H. Insert.
Figure 24 – Rotor location, 100.000 and 150.000 Btu/Hr.



A. gap adjusting screw
B. .076/.101 mm (.003"/.004") Gap Measured With Feeler Gauge
C. Blade

Figure 25 – Gap adjusting screw locations.



A. Blade, B. Pump plate, C. Air intake filter, D. Filter end cover, E. Fan guard, F. Air output filter, G. Rotor, H. Insert.

Figure 23 – Rotor location, 35.000 btu/Hr, 64.000 btu/Hr and 70.000 Btu/Hr.

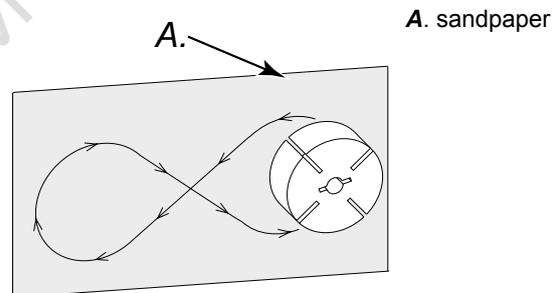


Figure 26 – Sanding rotor.

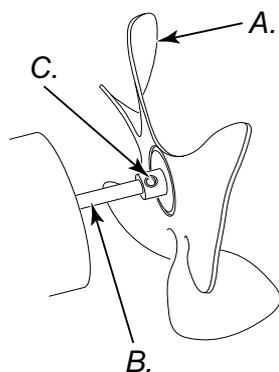
SERVICE PROCEDURES

Continued

FAN

IMPORTANT: Remove fan from motor shaft before removing motor from heater. The weight of the motor resting on the fan could damage the fan pitch.

1. Remove upper shell (see page 7).
2. Use 1/8" allen wrench to loosen setscrew which holds fan to motor shaft.
3. Slip fan off motor shaft.
4. Clean fan using a soft cloth moistened with kerosene or solvent.
5. Dry fan thoroughly.
6. Replace fan on motor shaft. Place fan hub flush with end of motor shaft (see Figure 28).
7. Place setscrew on flat of shaft. Tighten setscrew firmly 4.5 to 5.6 N-m (40 to 50 in-lbs).
8. Replace fan guard and upper shell.



A. Fan, B. Motor shaft, C. Set screw, D. Flush.

Figure 27 – Fan, motor shaft and setscrew location.

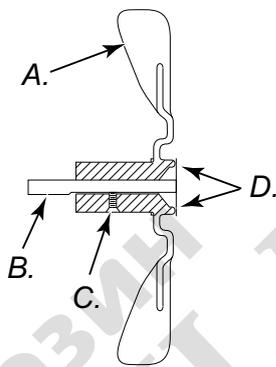


Figure 28 – Fan cross section.

IGNITION CONTROL ASSEMBLY

WARNING: Unplug heater before servicing.

Remove Old Assembly

1. Using the 5/16" nut driver or socket wrench, remove the four side cover screws (see Figure 29).
2. Disconnect the nine wires from the ignition control assembly.
3. Using needle nose pliers, squeeze the tab on the printed circuit board support and lift up on the edge of the ignition control assembly (see Figure 30). Repeat this for the other four printed circuit board supports then remove the assembly.

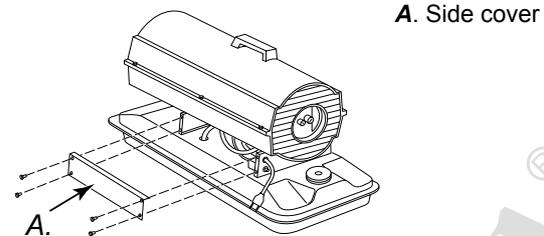


Figure 29 – removing cover.

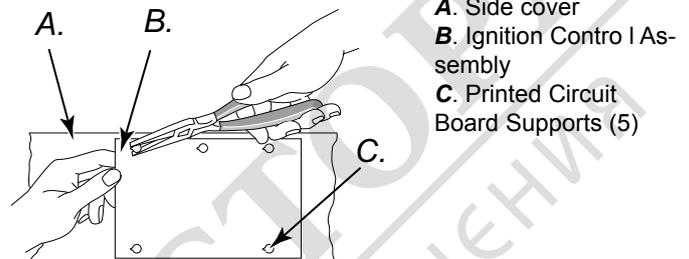


Figure 30 – Removing circuit board

Installing the New Assembly

CAUTION: Ignition control assembly contains electrostatic components. Handle the assembly by the edges of the printed circuit board. Do not touch any of the quick connect terminals or electronic components.

1. Align the five holes in the assembly with the five printed circuit board supports in the side cover.
2. Holding the assembly by the edges of the printed circuit board, apply downward pressure until all five tabs on the printed circuit board supports springlock into place. Pull up on assembly to verify this (see Figure 31).
3. Connect the nine wire leads to the ignition control assembly as shown in the wiring diagram on page 17.

CAUTION: Double check connections. Connecting ignition control assembly wrong could result in damage to the ignition control assembly and/or other components in the heater assembly.

4. Using the 5/16" nut driver or socket wrench reinstall side cover to heater. Tighten screws until snug. Do not over torque!

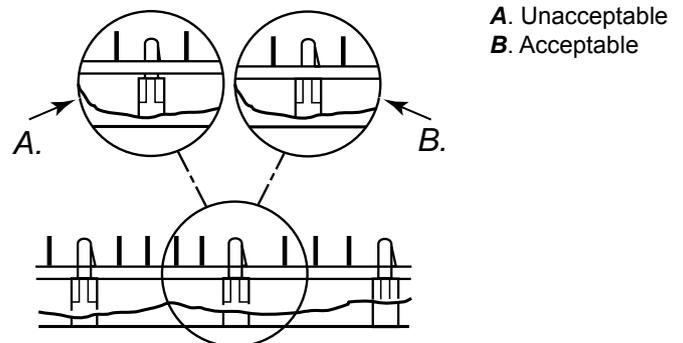
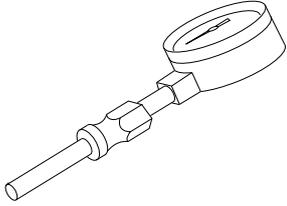


Figure 31 – Attaching Circuit Board to Tabs.

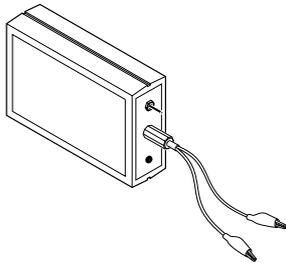
ACCESSORIES

Purchase accessories from your local dealer.



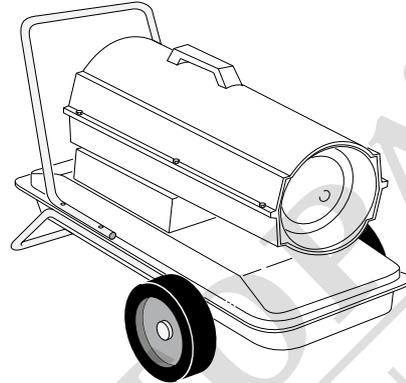
AIR GAUGE KIT - 4109.427

For all models. Special tool to check pump pressure.



IGNITION CONTROL ASSEMBLY/ PHOTOCELL TESTER - 4106.058

Special tool used to test the ignition control assembly and photocell.



HEAVY DUTY WHEELS AND HANDLE KIT - 4103.925

For heavy duty applications. Makes your heater even more portable and convenient. For 35.000, 64.000 and 70.000 Btu/Hr models.

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A Service Manual is available by writing to the Technical Service Department at: