



MODEL AM50S

SPEC. NO. 3158G03

OPERATING, MAINTENANCE and SERVICE INSTRUCTIONS with PARTS LIST



AMERICAN



OIL COMPANY

910 SOUTH MICHIGAN AVENUE

CHICAGO, ILLINOIS

safety rules

Safety Rules for Portable Heaters

1. Know Your Portable Heater

Read and understand the complete owners manual before starting the heater.

2. Heater Location

Do not use the heater in the presence of flammable vapors, or within five feet of combustible materials. Gasoline vapors are heavier than air and will accumulate in low areas. The heater must not be used in garages unless the door is kept open and it leads to an adjacent ground or driveway level that is at or below the level of the garage floor.

3. Sleeping Quarters

Do not use the heater in sleeping quarters.

4. Provide Ventilation

To use the heater in a confined space, provide one square foot of ventilating area per each 100,000 BTU rating.

5. Use Only Recommended Fuel

Use ONLY kerosene or No. 1 fuel oil. DO NOT USE GASOLINE.

6. Refueling

Do not add fuel while the heater is operating.

7. Disconnect Heater

Before servicing, cleaning, moving, etc.

8. Keep Unit Grounded

Use the three prong plug provided. If an adapter is used, attach the adapter wire to a known ground. Never remove the third prong. Use only three-conductor extension cords.

9. Keep a Fire Extinguisher Accessible...

It is recommended that a Dry Chemical type fire extinguisher be available when the heater is used.

SECTION I

INTRODUCTION

A. GENERAL

1. Purpose of Heater. Use this portable heater wherever you need temporary heat. It must be used with adequate ventilation and proper electrical power. **DO NOT** use the heater in sleeping quarters.

2. Purpose of Manual. This manual contains detailed instructions for operating, maintaining, troubleshooting, and servicing the heater. A service parts list is included at the end of the manual.

B. PRINCIPLES OF OPERATION

Operation of the heater involves three basic systems. (See Figure 1.)

1. Fuel System. An air pump on one end of the motor shaft forces air through the nozzle. The moving air lifts fuel from the tank by a siphon action and car-

ries it into the combustion chamber in a fine spray.

2. Ignition System. An electric arc that fires constantly between a pair of spark plug electrodes while the heater is in operation ignites the mixture of fuel and air.

3. Air System. A fan on the other end of the motor shaft supplies additional air to the heater. Part of this air enters the burner through ports around its outer edge, and helps complete the combustion of the burning fuel-air mixture.

The rest of the air from the fan passes over and around the combustion chamber. At the front of the heater it mixes with the hot air coming from inside the combustion chamber. The air then flows out of the heater as a jet of clean, heated air.

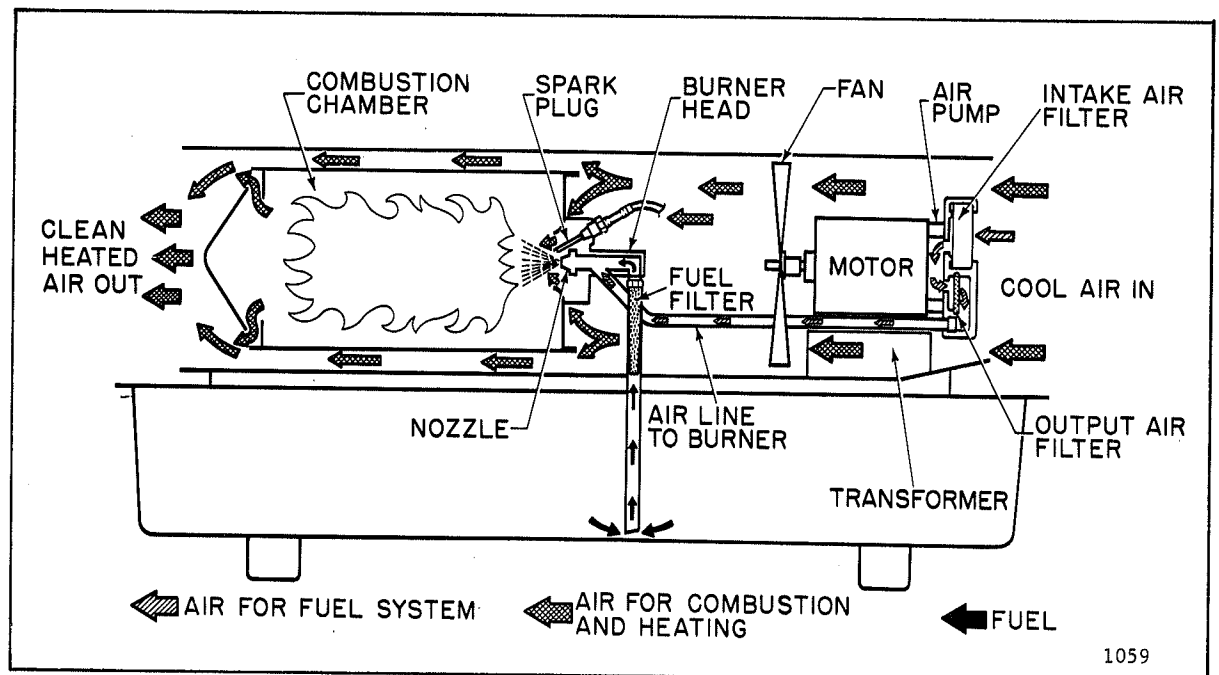


Figure 1. Schematic Diagram Showing Principles of Heater Operation

C. SPECIFICATIONS

CHARACTERISTIC	CHARACTERISTIC
Output rating (BTU per hour) 50,000	Fuel Tank Capacity 4.5 gallon (U.S. Gallons)
Cold Air Flow, Approx. (Cubic feet per minute) 105	Fuel Consumption (Gallons per Hour) 0.33
Amperage (During normal run) 4	Voltage and Cycles 115/60
Weight, Approx. (Lbs.) Shipping 47 Net Dry 41	Motor RPM 3,450
Fuel Kerosene or No. 1 fuel oil only.	Duct No duct recommended

D. CONTROL SYSTEM

1. Description.

The simplified solid state control installed on this heater is designed to shut down the heater in case it does not ignite at start-up or if the flame should go out during operation.

The control consists of a light sensitive cell, which has a low electrical resistance under the influence of light rays and a high resistance when light is absent; a silicon controlled rectifier (SCR), whose excitation voltage is controlled by the light sensitive cell; and a circuit breaker whose internal heating coil is controlled by the SCR.

2. Operation.

When the heater is plugged into a power source and it fails to ignite, the high resistance of the Cadmium Sulphide cell (due to the lack of flame) will permit the gate of the SCR to trip. When this occurs, full line current will flow through the circuit breaker heating coil causing it to heat up. After about 15 seconds,

the circuit breaker will trip and shut off power to the heater.

After a trip-out the circuit breaker may be reset after permitting the heating coil to cool three to five minutes.

If a flame is established in the heater combustion chamber, the resistance of the Cadmium Sulphide cell will drop. This in turn reduces the voltage at the gate of the SCR below its excitation level. Current cannot flow through the circuit breaker coil, therefore it does not heat up. The circuit breaker will remain closed and keep the heater operating.

E. ACCESSORIES

A thermostat control kit, Part No. HA1200 is available as an accessory for use with these heaters. The thermostat can be set for any temperature between 30° and 90° F, and will cycle the heater on and off to maintain the surrounding air at the desired temperature. At its NO HEAT position, the thermostat shuts the heater off.

SECTION II OPERATION

A. CHECKING POWER OUTLET

The heater power cord is equipped with a three-prong plug and must be plugged into a grounded three-hole outlet. If your outlet has only two holes you can use a grounding adaptor providing that the outlet box is grounded. To check the two hole outlet to determine if it is grounded, use a light bulb test lamp, 100 watts or more. Follow these steps to check.

1. Insert one test probe into one hole of the two hole outlet, then place the second probe on the face plate screw. If the receptacle is grounded the light will glow. Be sure to check both holes. (See Figure 2.)

2. A three hole outlet is checked the same as a two hole outlet except place one wire of the test lamp in the round hole of the outlet.

3. To ground a non-grounded outlet, install a bare 14-gauge copper wire from the outlet box (figure 8) to a metal rod which has been driven at least 18 inches into the ground. Use a metal grounding clamp when attaching the wire to the metal rod.

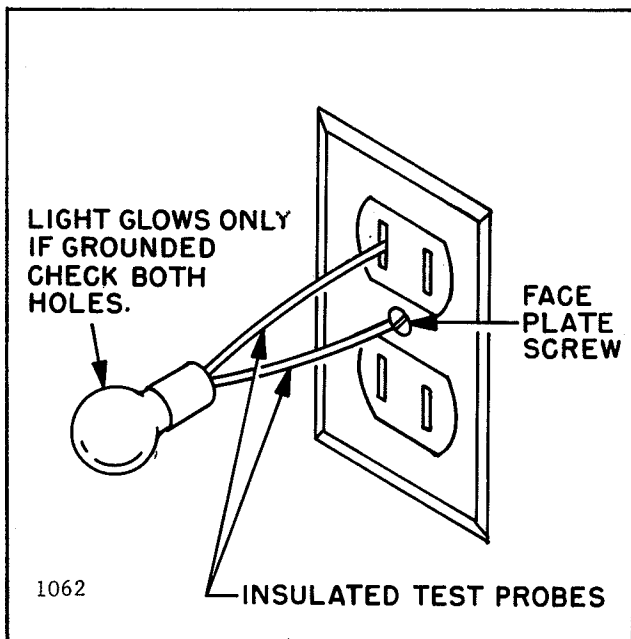


Figure 2. Checking Power Outlet

B. EXTENSION CORD WIRE SIZES

Be sure to use a three-wire extension cord of the proper size to assure adequate voltage at the heater.

Length of cord (feet)	100	200	300	400	500
Wire Size (AWG)	14	12	10	8	6

C. FUEL

1. Be sure the tank is clean. Fill it with clean kerosene or No. 1 fuel oil ONLY. Do not use any other fuel.

2. When the heater is operated at very low temperatures (beyond 10° F below zero), the fuel may congeal. To prevent this, a non-toxic anti-icer can be added to the fuel.

D. STARTING

- a. Check for adequate fuel supply.

- b. Plug the heater power cord into the grounded power supply outlet. The heater will start and run.

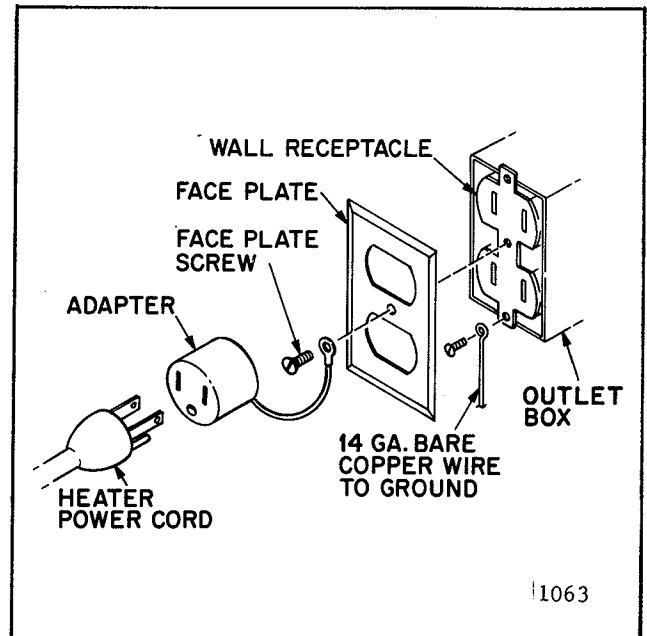


Figure 3. Grounding A Non-Grounded Outlet

NOTE: If the heater should fail to ignite or the fire should go out during operation, the safety control will shut off all power to the heater and render the heater inoperable. The heater may be restarted after the cause of the shut down has been corrected. To restart the heater, wait three to

five minutes then press in on the reset button (See Figure 5).

E. STOPPING

To stop heater, unplug heater cord from outlet. (If the heater has a thermostat accessory, set the dial to NO HEAT.

SECTION III MAINTENANCE

Maintenance consists of the simple operations the owner or user of the heater can perform to keep the heater running and in good condition. If ordinary maintenance fails to return the heater to good operating condition, refer to Section IV in this manual for checking and trouble shooting. See Figure 4 for maintenance points.

A. FUEL TANK MAINTENANCE

Drain the fuel tank after every 150 hours of operation, and flush it out with clean fuel. Refill with new clean fuel.

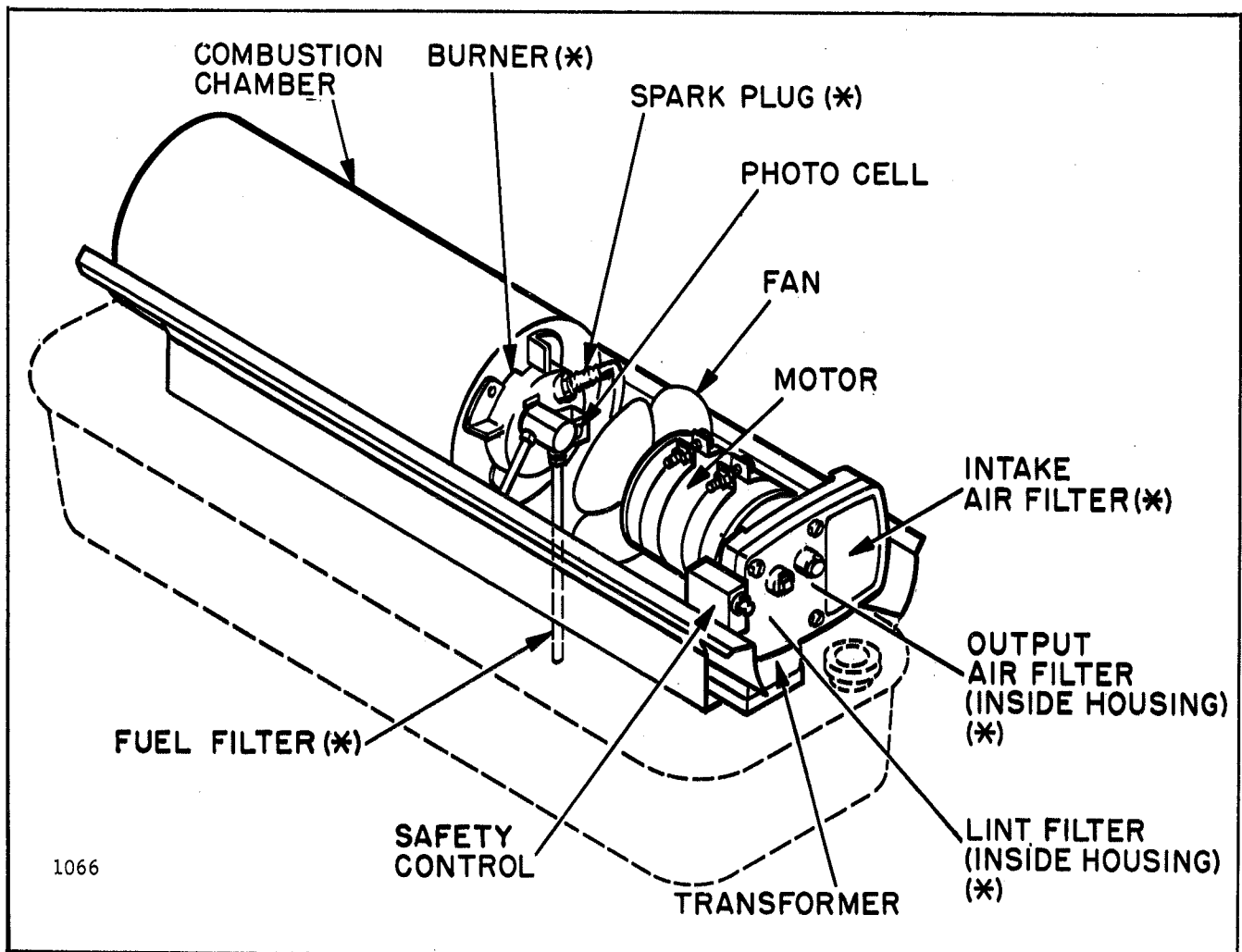


Figure 4. Heater Maintenance Points

Symbol (*) indicates parts recommended as replaceable by owner or user of heater. (For clarity, heater is shown without tank, wheels and handles, and with upper shell removed.)

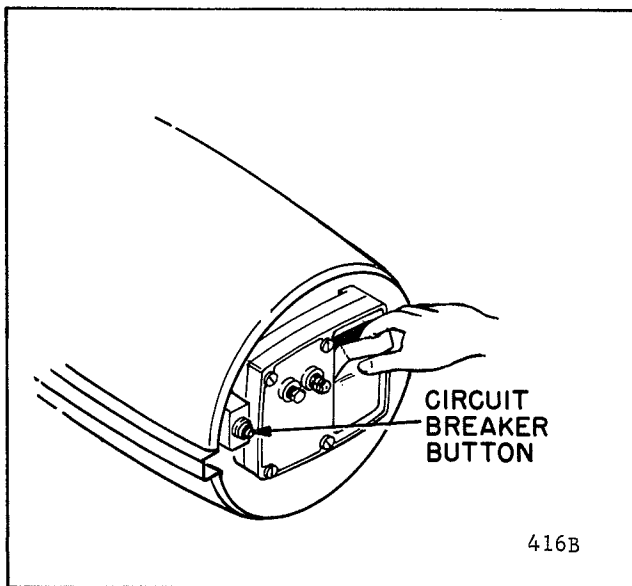


Figure 5. Removing Intake Air Filter

B. AIR FILTERS

1. Check and clean the intake air filter often. The filter needs cleaning if you can see a film of dust on it. It will need cleaning more often if the heater is operated in dusty air. See Figure 5.

2. To clean the intake air filter, simply pull it out of the housing. Wash it with a mild detergent and hot or cold water. Dry it thoroughly, and replace it in the housing.

CAUTION: Do not oil the filter element.

3. Replace the output air filter once each heating season.

4. To reach the output air filter, remove the four screws which attach the filter housing end cover. Lift the output air filter out. See Figure 6.

NOTE: Cleaning the output air filter may cause a change in the air pump output pressure. If the heater burns improperly after cleaning, have the air pump pressure checked. See Section V, paragraph L.

5. When changing the output air filter, clean the lint filter. Pick it out of the housing, wash with mild detergent and hot or cold water. Dry thoroughly. Do not oil.

6. Replace the lint filter, the output air filter, the filter housing end cover, and the screws and washers.

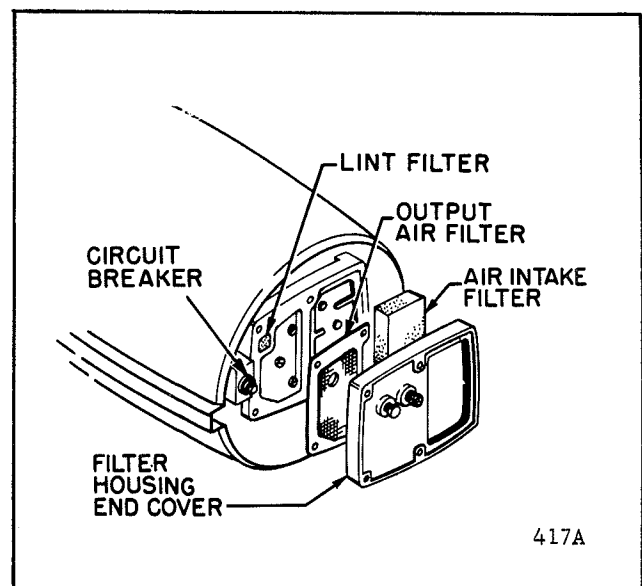


Figure 6. Access to Air Filter for Maintenance

C. REMOVING UPPER SHELL

WARNING

With the upper shell removed, the service cord must be unplugged as the heater can be dangerous. Be careful to keep away from the spark plug lead and the fan when the upper shell is off.

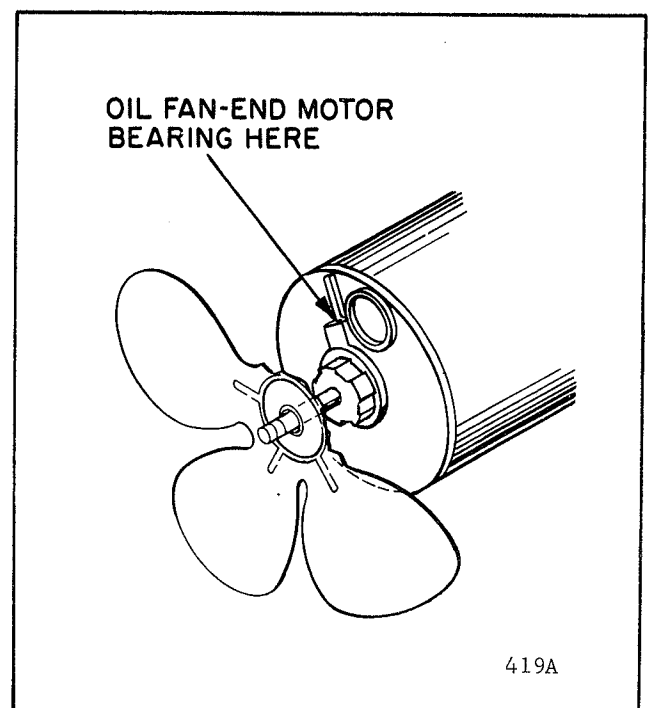


Figure 7. Lubrication of Motor Bearing

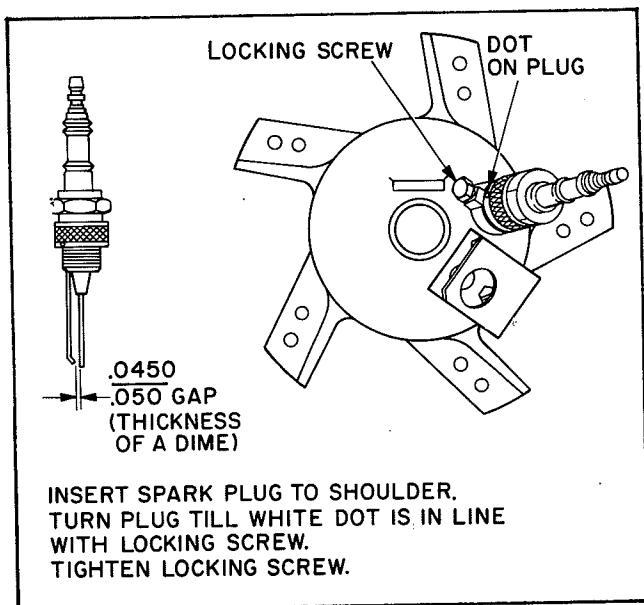


Figure 8. Spark Plug Gap Setting

It will be necessary to remove the upper shell to perform the following maintenance operations. The heater will not operate properly when the upper shell is not in place. Remove the upper shell by taking out the six screws (3 on each side) that hold the upper shell to the lower shell. Lift the upper shell off.

To replace the upper shell, align the six holes located along its lower edge over the six speed nuts on the lower shell, and install the screws.

D. CLEANING THE FAN

Clean the fan blades after every 500 hours of operation, or whenever you see that they are getting dirty. A build-up of dirt will reduce the air supply and cause faulty operation.

To clean, wipe the blades with a cloth moistened with kerosene or solvent. Be careful not to bend the blades. Dry the fan thoroughly.

E. MOTOR LUBRICATION

The ball bearing on the pump-end of the motor is lubricated for the life of the motor. Do not lubricate it.

Oil the sleeve bearing on the fan-end of the motor (See Figure 7) once each year with 10 to 20 drops of Mobile DTE-13 oil. Do not over-oil.

F. SPARK PLUG

WARNING

Be sure the heater is not plugged into the outlet. The spark plug wire carries high voltage during heater operation.

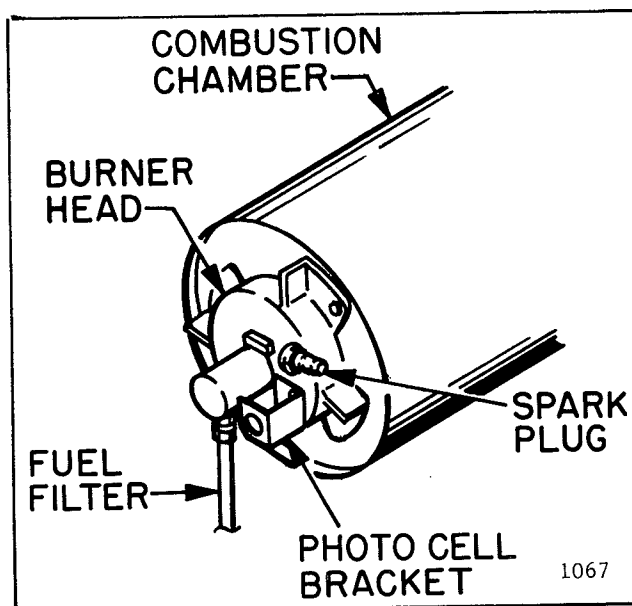


Figure 9. Burner Head, Spark Plug, and Fuel Filter

1. Disconnect the spark plug wire.
2. Loosen the screw which secures the spark plug in the burner head and remove the spark plug. Check the gap between the electrodes. The gap must be within the limits shown in figure 8.
3. Adjust the gap by bending the outside electrode.
4. Reinstall the spark plug so that the white dot on the plug (just below the knurled surface) is in line with the retaining screw). (See figure 8.) If the white dot has been obliterated or is absent, position the plug so that the electrode gap will lie across the spray pattern. Tighten the screw to lock the spark plug in this position.

G. CLEANING THE FUEL FILTER

The fuel filter is in the tube which leads up from the fuel tank to the burner. Clean it twice each season, or if the Trouble Shooting Chart indicates.

To remove the fuel filter, loosen the hex nut attaching the filter tube and push the filter tube down into the tank so that the tube will clear the male connector on the bottom of the burner head. Move the tube to one side and withdraw the filter element. (See Fig. 9).

The filter consists of a tube and a removable fine plastic-mesh filter element. Clean the filter as follows:

- a. Slip the filter element out of its tube, and rinse it several times in clean fuel.
- b. Blow the element dry, gently, through the large end. Use caution to prevent damaging the filter element with air pressure.

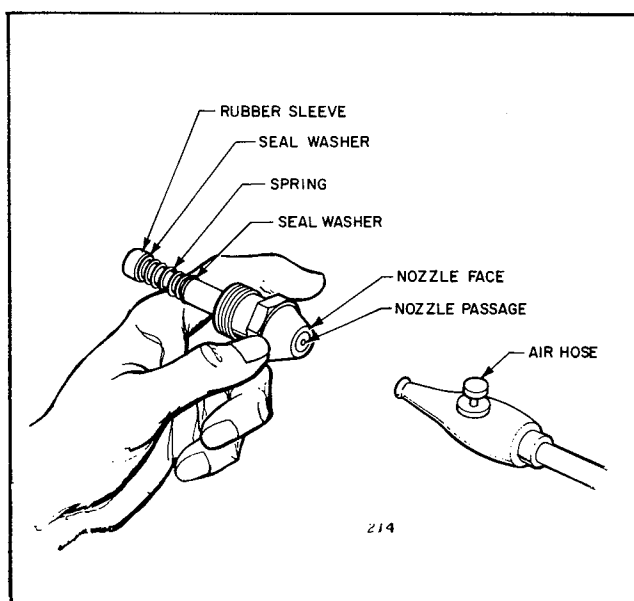


Figure 10. Blowing out Nozzle with Compressed Air

c. If the filter element is damaged or lost, it must be replaced with a new element.

CAUTION: The heater should not be operated without the filter element in place. Failure to use the filter element will result in clogging and permanently damaging the nozzle.

When reinstalling the filter, moisten the tube so it will slip into the grommet in the fuel tank top. Check that the filter element is seated properly in the filter tube, then connect the tube to the fitting in the burner head. Tighten the nut securely to assure it will be air tight.

NOTE: If the burner head is to be removed for maintenance, do not reinstall the fuel filter until ready to reinstall the burner.

H. BURNER REMOVAL, CLEANING AND REPLACEMENT

1. Be sure the heater cord is unplugged, then remove the lead wire from the spark plug. Remove fuel filter from burner head. Disconnect the air line from the fitting in the right side of the nozzle adaptor.

2. Remove the photocell assembly from its bracket, then remove the screws that fasten the burner head to the rear of the combustion chamber and remove the burner head.

3. Remove the nozzle carefully, using a socket wrench. Hold the nozzle adapter with another wrench while removing the nozzle.

CAUTION

Do not attempt to open the nozzle passage with a steel drill, a wire or any other tool. Any change in the nozzle opening will alter the flow characteristics which will affect heater performance. If solvent and reverse air flow through the nozzle cannot remove the contamination, replace the nozzle. Always protect the nozzle face when ever the burner head is removed from the heater.

4. Soak the remaining parts of the burner head assembly for one hour in non-flammable liquid cleaning agent. (DO NOT use kerosene or fuel oil). Blow dry through fittings in rear of burner. Blow the nozzle dry through the face (OUTLET) end ONLY. See Figure 10.

5. Re-check the spark plug electrode setting after cleaning the burner. See Paragraph F of this Section.

6. When reinstalling the burner, place it on the back of the combustion chamber so the fitting for the fuel filter is down, and the spark plug is just above center, on the right. Install the attaching screws and tighten.

7. Connect the fuel filter and the air line from the filter housing, to their respective fittings on the nozzle adaptor.

8. Install the photocell into its bracket, then install the spark plug, and snap the spark plug lead onto the terminal. It must snap, or it may not be tight enough to prevent loosening as the heater is moved.

CAUTION

Do not attempt to repair the nozzle. If the nozzle is defective, replace it.

I. REASSEMBLY AFTER MAINTENANCE

Put the heater back together in the reverse order of disassembly. Be sure all parts are in place and all screws and electrical connections are tight, before attempting to use the heater.

SECTION IV

TROUBLE SHOOTING

A. GENERAL

If normal maintenance fails to keep a heater in good operating condition, it probably requires repair or replacement of some parts. Examine, then test-fire the heater to gain first-hand knowledge of why the service might be needed.

This section tells how to examine and test-fire the heater. It also contains a Trouble Shooting Chart for help in diagnosing heater troubles and finding the remedies.

B. EXAMINATION

1. Check the fuel tank for sludge and water. If you find it, expect to find a dirty nozzle and/or fuel filter.

2. Spin the fan to be sure it turns freely. If it is stiff, look for a worn or dry bearing on the fan-end of the motor, or for a binding pump rotor.

3. Check the heater for dirt and foreign materials around the pump, fan, and air filters. Be sure the heater is reasonably clean before test-firing it.

4. Check the heater cord for obvious breaks or other unsafe conditions. If the cord is doubtful, repair it or install a new one before test-firing.

C. TEST-FIRING

1. Clean the fuel tank and fill it with at least 2 gallons of fuel. A minimum of 3/4 gallon of fuel must be in the tank for proper test-firing.

2. Clean the air intake filter. (See Section III, paragraph B).

3. Check and adjust the air pressure, as described in Section V, paragraph L, except that fuel must be used for test-firing.

NOTE: It is not possible to test-fire a heater properly if this adjustment cannot be made.

4. Allow the heater to run for 15 minutes. Observe its operation during the test-run.

5. After making the pressure check, adjustment, and test-firing, remove the gage and reinstall the plug. Tighten plug until sealed. Use soapy water to check for sealing. Do not overtighten.

6. If any troubles show up during the test-firing, refer to the Trouble Shooting Chart to find out how to correct them.

D. TROUBLE SHOOTING

The following chart lists the problems you might find in a heater. For each problem, there is a list of "Possible Causes." The "Remedy" column tells you how to correct the problem, or tells you by means of a section and paragraph number where to find detailed instructions for correcting it.

In Trouble Shooting, remember that the air pump is part of the fuel system, because the air it supplies lifts the fuel from the tank and pushes it through the nozzle.

NOTE: Be sure to follow all cautions and warnings. They will help you prevent damage to the heater or injury to yourself.

TROUBLE SHOOTING CHART

PROBLEM	POSSIBLE CAUSE	REMEDY	FOR FURTHER DETAILS SEE:
1. Motor does not start.	<u>Electrical Troubles</u> a. No power or low voltage at heater.	Be sure power is reaching heater; check condition of heater cord. Repair or replace as needed. Use extension cord with wires heavy enough to carry the electrical load of the heater. Be sure voltage at outlet is same as shown on heater instruction plate.	Sec. II, Para. B.
	b. Damaged motor, motor starting relay, binding fan-end bearing; binding pump.	Check motor. Replace a defective motor (or motor starting relay). Lubricate motor (Fan-end only). Rebuild motor. Rebuild or replace a binding pump.	Sec. V, Para. F. Sec. V, Para. F. Sec. III, Para. E. Motor Mfr's Instructions Sec. V, Para. K.
	<u>Mechanical Troubles</u> c. Dry bearing on fan-end of motor.	Lubricate motor. If lubrication does not solve problem, check pump.	Sec. III, Para. E. Sec. V, Para. K.
	d. Pump rotor binding or carbon blades worn out.	Rebuild pump.	Sec. V, Para. K.
	e. Fan obstructed by mechanical damage or dirt.	Check for bent outer shell. Check for damaged fan; replace if defective. Check for damaged motor mount.	Sec. V, Para. H.

TROUBLE SHOOTING CHART (Continued)

PROBLEM	POSSIBLE CAUSE	REMEDY	FOR FURTHER DETAILS SEE:
2. Heater will not ignite.	<u>Fuel System Troubles</u>		
	a. Fuel tank empty, water in fuel, wrong fuel.	Check for water in tank; clean tank and fuel filter if water is found. (Water in the tank will form globules in the bottom, which you can see). Fill tank with new, clean kerosene or No. 1 fuel oil.	
	b. Fuel filter clogged.	Remove and wash in clean fuel. Blow dry and replace.	Sec. III, Para. G.
	c. Nozzle plugged or defective.	Clean by blowing compressed air through nozzle from outlet end of nozzle. Replace nozzle if cleaning does not solve the problem.	Sec. III, Para. H. Sec. V, Para. J.
	d. Low air pump pressure.	Check pressure; adjust, rebuild, or replace air pump as needed. Check rubber sleeve around shank of nozzle; replace if leaking. Check to be sure all air line connections from pump to burner are secure. Check to be sure air filter end cover is securely fastened, without air leaks. Be sure air filters are clean.	Sec. V, Paras. K & L Sec. V, Para. J. Sec. III, Para. B.
	e. Air leak at fuel filter.	Check fuel filter for air leaks and for tightness of fitting where filter is connected to burner head.	
	<u>Ignition Troubles</u>		
	f. Defective spark plug. (Wrong gap, plug wet with fuel or electrodes carboned, or plug damaged.)	Measure gap between electrodes, using thickness of a dime as a gage. Adjust electrode gap. Inspect plug for broken porcelain or electrodes. Discard a damaged spark plug.	Sec. III, Para. F.
	g. Spark plug wire disconnected from plug or from terminal of transformer.	<u>Disconnect heater cord!</u> Check at plug and transformer to be sure wire is tight at both ends.	

TROUBLE SHOOTING CHART (Continued)

PROBLEM	POSSIBLE CAUSE	REMEDY	FOR FURTHER DETAILS SEE:
2. (Continued) Heater will not ignite.	h. Defective transformer.	Disconnect spark plug wire from transformer, and check transformer for spark; replace if no spark can be obtained.	Sec. V, Para. E.
	i. Safety control tripped.	Reset Safety Control.	
3. Heater burns, but puffs of smoke can be seen; heater will not burn steady; heater burns with odor, heater smokes continuously.	<u>Improper Fuel-Air Mixture (Not enough fuel)</u>		
	a. Heater running out of fuel; water condensation in fuel tank; wrong fuel.	Shut heater off; check fuel tank. If you can see globules of water in the bottom, drain and flush the tank and filter with clean fuel. Refill with new, clean kerosene or No. 1 fuel oil.	
	b. Dirty air filters causing reduced air flow through nozzle, resulting in low fuel flow.	Remove and clean the air filters. Be sure air intake is not blocked.	Sec. III, Para. B.
	c. Fuel filter loose, leaky or dirty.	Remove and wash fuel filter in clean fuel. Check condition of connection between fuel filter and burner head. Replace with new filter and fitting if connection can't be tightened without leaks.	Sec. III, Para. E. Sec. V, Para. I.
	d. Dirty nozzle.	Remove and clean the burner head. Blow compressed air through nozzle from <u>outlet</u> end. <u>Never</u> use a drill, wire, or other tool to open a nozzle passage. Replace a defective nozzle.	Sec. III, Para. H. Sec. V, Para. J.
	e. Low pump output pressure. (Low motor speed, worn pump, pump out of adjustment.)	Check and adjust pump output pressure; repair or replace pump if adjustment cannot be made.	Sec. V, Paras. K & L.

TROUBLE SHOOTING CHART (Continued)

PROBLEM	POSSIBLE CAUSE	REMEDY	FOR FURTHER DETAILS SEE:
3. (Continued) Heater burns, but puffs of smoke can be seen; heater will not burn steady; heater burns with odor, heater smokes continuously.	f. Loose air output line connections between filter housing and burner.	Be sure connections are tight.	
	g. (Remote possibility) Rubber sleeve on shank of nozzle is leaking.	If heater puffs intermittently, replace the rubber sleeve. (Handle parts carefully to prevent damage; assemble them carefully to preserve airtightness.)	Sec. V, Para. J.
	h. (Remote possibility) Combustion chamber not tight against burner head, allowing too much air to enter combustion chamber.	Tighten screws. If parts are warped from heat, replace warped parts. There must be no air gap between face of burner head and back of combustion chamber.	
4. Flames come out front of heater.	<u>Improper Fuel-Air Mixture (Too much fuel, or not enough air for amount of fuel being supplied.</u>		
	a. Dirty fan, or air passageway through heater blocked by dirt or trash.	Clean the fan. Be sure the air passageway through the heater is clean. Keep the heater clean.	
	b. Pump output pressure is too high, causing too much fuel to be supplied.	Check and adjust pump output pressure.	Sec. V, Para. L.
	c. Fan loose or improperly located on shaft.	Check fan; correct if not right.	Sec. V, Para. H.
	d. Bent or damaged fan.	Replace. Do not attempt repair of fan.	
5. Heater cycles intermittently.	<u>Electrical System Troubles</u>		
	a. Thermostat Accessory (if used) set too low.	Set thermostat to a higher temperature for more even operation.	
	b. Defective thermostat accessory (if used).	Replace a defective thermostat accessory.	
	c. Defective electrical supply or defective connections.	Be sure extension cord and heater service cord are in good condition, without intermittent open circuits. Check mechanical and electrical soundness of all wiring connections in the heater and service cord.	

TROUBLE SHOOTING CHART (Continued)

PROBLEM	POSSIBLE CAUSE	REMEDY	FOR FURTHER DETAILS SEE:
6. Control System Troubles			
6A. Heater ignites, but red button of circuit breaker pops out anyway.	a. Defective photo cell.	Check to see if glass face of cell is so dirty it can't "see" the flame; clean glass if dirty. Replace with a cell that is known to be good.	
	b. Defective electrical connections in circuit through cell and coil of control relay.	Be sure all solder joints and wiring connections are secure. Check wiring diagram.	
6B. Circuit breaker fails to trip when a no-flame condition exists.	a. Defective circuit breaker.	Replace with a circuit breaker that is known to be good.	
	b. Open connection in circuit through circuit breaker.	Check connections.	
6C. Button on circuit breaker won't stay in when pressed.	a. Resetting is tried too soon after the breaker trips.	Wait 5 minutes and try again.	
	b. Defective circuit breaker.	Replace with a circuit breaker that is known to be good.	

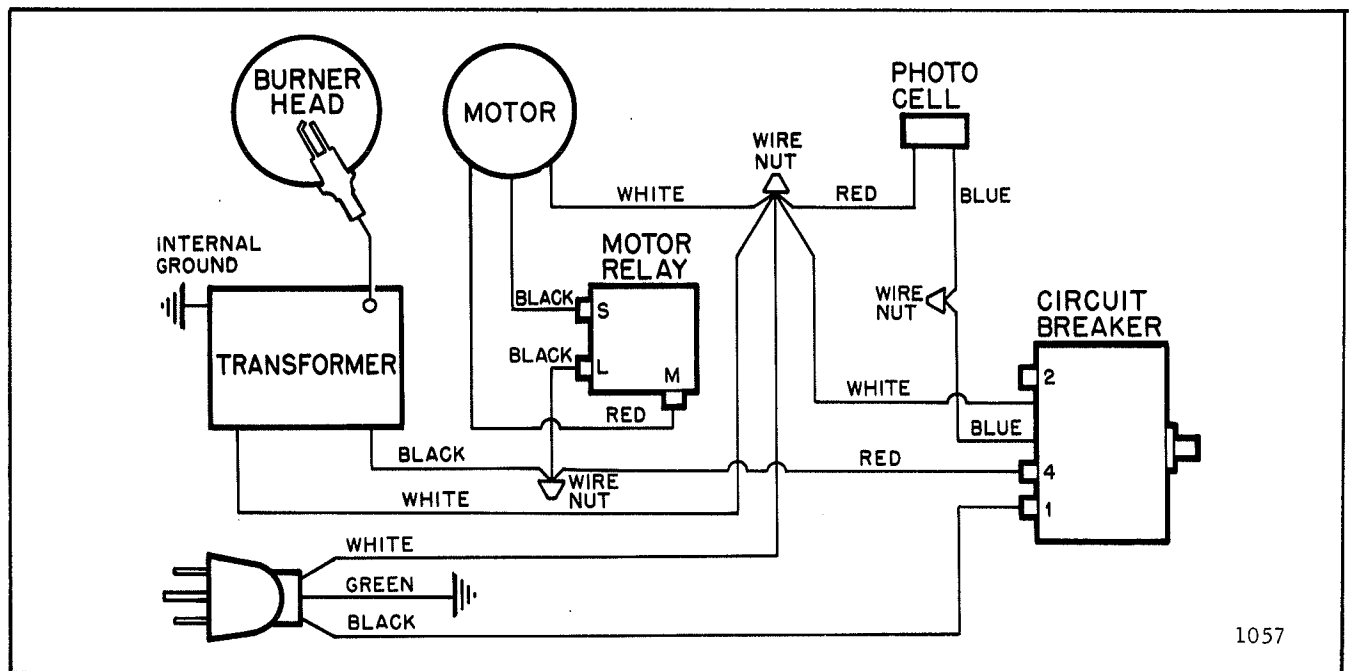


Figure 11. Wiring Diagram

SECTION V

SERVICE AND REPAIR

A. GENERAL

This section covers replacement of parts, repair and rebuilding of heater components, and the making of adjustments. Check to be sure the maintenance of the heater has been done, before going into the more extensive service operations.

Whenever a part needs to be replaced, you can identify it on the exploded view in the Parts List portion of this book, Section VI. Order any needed part by name and part number.

B. SPECIAL TOOLS, EQUIPMENT, AND SUPPLIES

The following tools, equipment and supplies should be available for complete servicing of the heater.

1. Air Gage, Part No. M9148, or any gage with a 15 pound pressure range and 1/4 pound divisions, able to indicate 4-1/4 pounds accurately, plus fittings for installation into a 1/8-inch standard pipe-threaded hole.
2. Oil Burner Nozzle Wrench, or any deep 5/8-inch socket wrench.
3. Cleanfuel, either kerosene or No. 1 fuel oil.
4. Non-flammable, non-toxic liquid cleaning solvent.

CAUTION

Fumes given off by solvents may be toxic, therefore use solvents in a well ventilated area.

5. Compressed air is advisable, but not absolutely necessary.

C. THERMOSTAT ACCESSORY

1. Turn the knob slowly, through the full range of the thermostat, two or three times. If the heater does not start, proceed as follows:
2. Take the thermostat accessory out of the circuit by unplugging the heater from the thermostat accessory.

3. Plug the heater service cord into an outlet. If the heater operates properly, the thermostat accessory is defective and must be replaced.

D. REMOVAL OF UPPER SHELL

It will be necessary to remove the upper shell in order to perform the following service operations on the heater. See Section III, paragraph C.

E. TRANSFORMER

WARNING

To begin the transformer test, first be sure the heater is not plugged in. Then, when power is required, be **EXTREMELY** careful when checking the transformer. A transformer in good condition produces **VERY** high voltage at the output terminals.

Check the transformer as follows:

1. Connect the transformer lead to a properly gapped spark plug. The gap should be 0.050 inch, plus or minus 0.005 inch. See Figure 8.
2. Establish a good ground between the spark plug and the heater. Be careful not to let any part of your person become a portion of the ground circuit.
3. Plug the heater cord into an outlet of the proper voltage. Observe the spark between the plug's electrodes. If the ground is good and a spark does not jump between the electrodes, the transformer is defective. Replace it.
4. To replace the transformer, take out the two screws which attach it to the motor mounting bracket. Make sure that the new transformer mounting tabs are free of paint, to assure a satisfactory ground.
5. Reinstall the attaching screws, and make wiring connections in accordance with Figure 11.
6. Snap the spark plug lead tightly onto the plug terminal, to prevent its coming loose when the heater is moved.

F. CHECKING THE MOTOR STARTING CIRCUITS

In case the motor fails to start when the cord is plugged in, or the thermostat is set to call for heat,

check the motor and its starting circuit components as described in the following paragraphs.

WARNING

The motor contains an automatic thermal overload protector. This may stop the motor, due to overload or low voltage, then **RESTART** it automatically. Be sure to disconnect the heater before inspecting the motor.

1. Mechanical Check. Spin the motor by turning the fan blades by hand. If the motor turns freely, make the electrical check as described in paragraph 2. Any stiffness of the motor indicates mechanical troubles. See "Motor Service," paragraph G of this Section.

2. Electrical Check.

The heaters have 1/8 horsepower motors and separate starting relays. (See the Wiring Diagrams, Figure 11).

NOTE

The starting relay is "position-sensitive" and must be tested in the same position as when installed in the heater (with the contacts on the bottom).

a. Take the relay out of the heater by taking out the screw which holds its bracket to the left side of the lower shell, near the motor.

CAUTION

Avoid touching the bar wires or the exposed wire terminals.

b. Take the black motor wire off its terminal of the starting relay. Touch this wire to the terminal of the red motor wire, at the relay. The motor should start. As soon as the motor reaches operating speed, remove the black wire from contact. The motor should continue to run.

c. If the motor starts, install a new relay, and reconnect the wiring according to the Wiring Diagram, Figure 9.

d. Failure of the motor to start could result from either of the following, assuming that all other circuits in the heater are operating correctly.

(1) Internal fault in the motor, such as burned-out stator, or failure of thermal overload protector.

(2) Failure of the starting relay.

e. If the motor fails to start and the relay is found not to be the cause of failure to start, remove the motor and install a new or rebuilt motor. Send the defective motor to the nearest authorized service station for repair, or order a replacement motor from the Master Service Parts Department.

NOTE

When sending the motor away for repairs, remove the fan, the air filter housing, and the pump end cover. Take out the pump rotor and the carbon blades but do not disturb the pump body, which is the ring attached to the end of the motor. (See paragraph K for pump service instructions).

G. MOTOR SERVICE

1. Apply a few drops of oil to the fan-end bearing of a stiff motor. If this fails to correct the starting difficulty, rebuild the pump, as described in paragraph K of this section.

2. During rebuilding of the pump, check the motor again for stiffness. If stiffness still exists, rebuild the motor according to the manufacturer's instructions.

3. Whenever a motor has been rebuilt, be sure to check the pump rotor clearance as described in paragraph K-4 of this Section, before reassembling the motor into the heater.

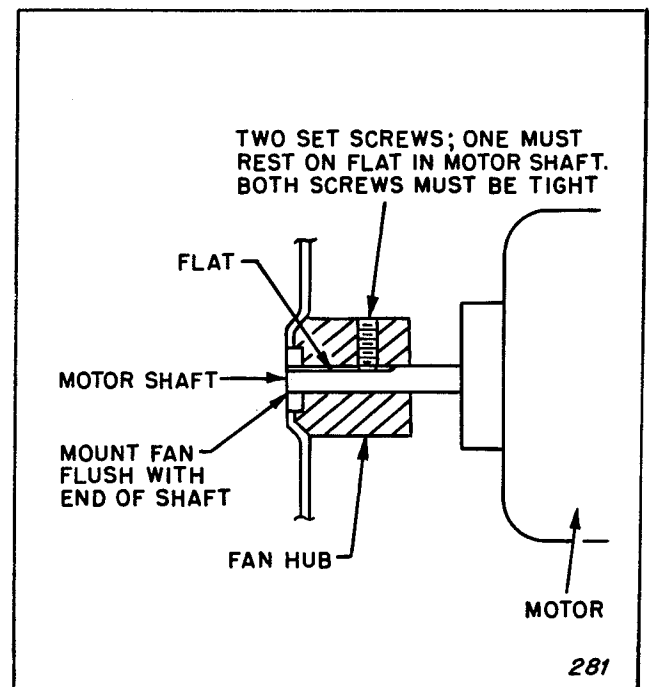


Figure 12. Location of Fan on Motor Shaft.

4. When you install the motor, insert the spacers between the ends of the motor mounting clamps.

H. FAN SERVICE

Replace a damaged or bent fan. Do not attempt repair except as a temporary emergency measure. Loosen two setscrews to remove the fan from the motor shaft.

Be sure the replacement fan has the same blade pitch as the fan that was removed. This is important in order to retain the air flow and combustion characteristics of the heater.

Check for proper fan location of the motor shaft. Make sure the fan is in the same position and location as before it was removed. See figure 12.

I. FUEL FILTER SERVICE

1. Remove the fuel filter from the heater and clean it, as described in Section III, paragraph G.

2. Before reinstalling the fuel filter, check the rubber bushing where it enters the fuel tank. Be sure the bushing is in good condition -- not cut or cracked. Replace a damaged bushing.

3. Reinstall the fuel filter according to Section III, paragraph G. Replace with a new filter if the connecting parts are damaged to prevent a tight connection.

J. BURNER HEAD SERVICE

1. Take out the spark plug and remove the burner head. Clean the entire burner head, as described in Section III, paragraph H.

2. If there is any sign of damage to the nozzle, or if it is impossible to clean out the nozzle by blowing compressed air into it through the outlet-end, replace with a new nozzle. Always blow a nozzle out thoroughly with air, from the outlet-end, before installing it into the burner.

CAUTION

NEVER try to open a nozzle passage with a drill. Any change in the size or shape of the passage will alter the flow characteristics. Protect the passage from damage whenever you work on the burner or nozzle.

3. Always install a new rubber sleeve whenever you install a nozzle into the burner. The sleeve is the part that helps maintain the needed pressure difference between the air and fuel chambers of the burner head. If bubbles have appeared in the fuel tank during opera-

tion, the rubber sleeve is probably leaking and should be replaced.

4. Be sure the seal washer, spring, and second seal washer are in place on the nozzle before you install the rubber sleeve.

5. When seating the nozzle firmly against the burner head, do not apply too much pressure with the wrench, or the nozzle could be distorted.

6. Adjust the spark plug gap as explained in Section III, paragraph F.

K. AIR PUMP REPAIR

NOTE: Because of the close tolerances and critical positioning of the parts, we recommend that only skilled mechanics attempt any repair of the air pump.

The heater's air pump consists of a rotor with four carbon blades, rotating inside a pump body. The rotor is driven directly by the motor, and is supported by the ball-bearing end of the motor. One of the pump end plates is the motor's back end plate. The other pump end plate is part of the housing for the air intake and outlet filters.

Handle all pump parts with care and keep them clean. The parts are made with close tolerances. Dirt and oil on pump parts will hinder the performance of the pump.

If pump repair is required, you may order a complete pump package, or individual parts, as shown in the Parts List, Section VI.

1. Disassembly.

CAUTION

Do not take the pump apart any further than you need to in order to reach the parts which must be replaced.

a. Remove the end cover and take out the intake and outlet air filters and the lint filter. Disconnect the air line from the elbow.

b. Hold a clean, dry cloth under the pump and remove the six screws that hold the end cover to the pump body. Catch the carbon blades in the cloth, if they fall out as the pump body is removed.

c. Take all four carbon blades out of the rotor. Pull the rotor and the insert off the motor shaft.

2. Replacing Carbon Blades.

a. Worn or sticking carbon blades cause

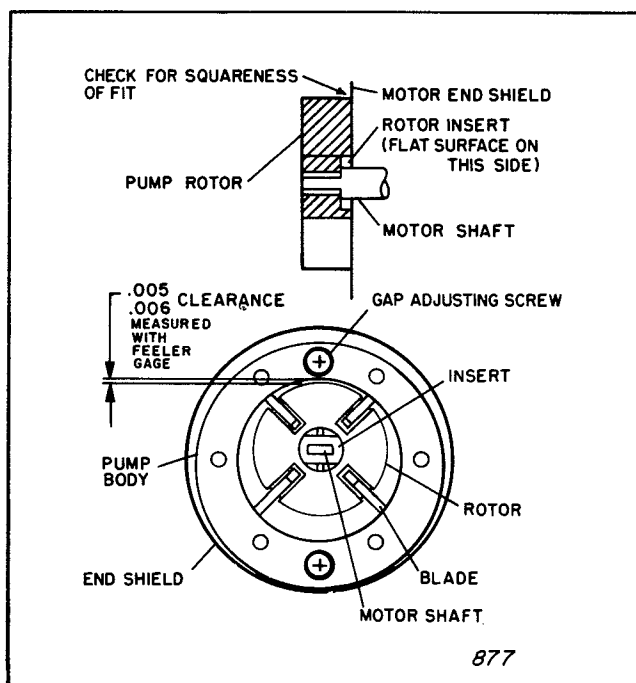


Figure 13. Checking Clearance of Air Pump Rotor

loss of air pressure. If the blades are worn, or are sticking in the rotor slots, replace them. (It is not necessary to remove the rotor or the pump body to replace the carbon blades).

b. Install the carbon blades into the slots.

3. Replacing the Rotor.

Use a new rotor only if deep grooves or uneven wear appear on the surfaces. Check the insert for wear, and replace it if worn or loose.

To remove the rotor, first remove the pump body.

4. Reassembly of Air Pump.

a. Install the insert in the pump rotor as shown in Figure 13, then assemble rotor on the motor shaft. When installing the rotor, take care to keep it perpendicular to the motor shaft. Attach the pump body to the motor with the two recessed screws which were removed to take it off.

b. Adjust the pump body to provide 0.005 to 0.006 inch clearance at the point shown in Figure 13. Measure the clearance with a feeler gage. Spin the motor by hand to be sure the rotor does not rub on the pump body. The proper clearance must be maintained. Be sure the recessed screws are tight after adjusting.

c. Insert carbon blades as described above.

d. Install the end cover, using the six screws which were removed. Reconnect the air line.

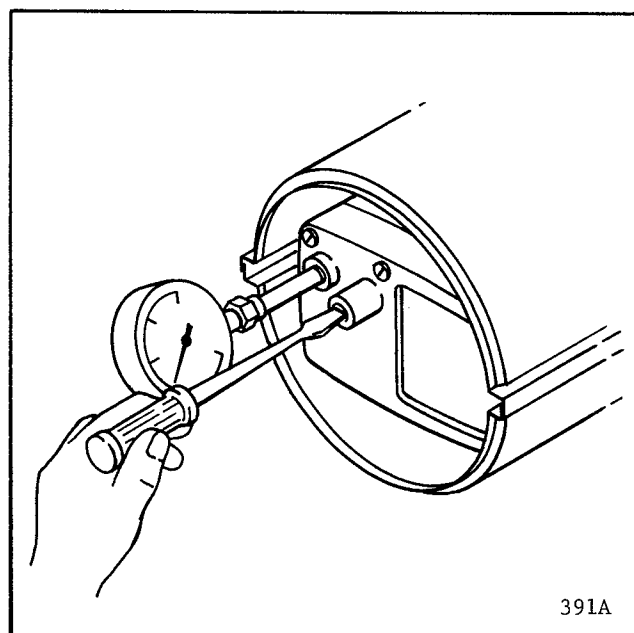


Figure 14. Checking and Adjustment of Air Pump Pressure

L. ADJUSTMENT OF PUMP PRESSURE

1. Remove the plug from the air filter housing, and install the pressure gage (listed in paragraph B of this Section) into the hole. See figure 14.

2. Start the heater. (You do not need to have fuel in the tank for this pressure check and adjustment).

3. Pump pressure must be 4 psi plus or minus 1/16 pound. If the pressure is not within this range, adjust the pressure relief valve.

4. To adjust pump pressure, screw the valve stem in to raise the pressure; out to lower it.

5. Remove the gage and replace the plug.

M. REASSEMBLY OF HEATER

1. Put the heater back together in the reverse order of disassembly.

2. Check all wiring to be sure it agrees with the wiring diagram. Be sure all electrical connections are tight.

3. Tighten the connections at both ends of the air line, and tighten the connection where the fuel filter is assembled to the burner head.

4. Make sure the electrode lead is snapped onto the spark plug and the transformer output terminal.

SECTION VI PARTS LIST

This section lists and illustrates all of the replaceable parts of the heater.

To identify a part, find it on one of the illustrations, and note its index number. Then, in the parts list for that illustration, read across the line of that index number. You will find the part number of the part, its name or description and the quantity of the part used at that particular location. Attaching hardware is listed immediately after the part it attaches, and are noted by (AP) following the description. Standard hardware are indicated by the symbol

(*) and can be procured locally.

Order parts by name and part number only. Do not use the index numbers from the illustrations when ordering parts, as these index numbers are intended for your convenience in identifying parts in the list, and they may change from time to time as later editions of this book are issued.

When ordering parts for this heater, be sure to include the serial number and model number of the heater with your order. These can be found on the decal affixed to the heater.

Index No.	Part Number	Part Name	Qty.
1	M25030B	Shell, Upper	1
2	M12461-49	Screw, Hex hd, No. 10-24 x 1/2 (AP)	6
3	M21809	Handle	1
4	NTC-3C	Nut, Torque lock, No. 10-24 (AP)	4
5	WP-3C	Washer, Plain No. 10 (AP)	4
6	M12345-22	Screw, Oval hd No. 10-24 x 3/8 (AP)	4
7	M25019-1	Combustion Chamber Assy	1
8	M11084-26	Screw, Hex hd, Self-tapping, No. 10-12 x 3/8 in. (AP)	4
9		Deleted	
10	M16656-3	Photo Cell and Bushing Assembly	1
11	M23443-2	Burner Head Assembly (For details see Fig. 16)	NA
12	M11084-27	Screw, Hex hd, self-tapping No. 10-12 x 1/2 in. (AP)	3
13	M19630	Filter, Fuel	1
14	M16790-14	Tube, Fuel Filter	1
15	M13849	Nut, Flared	1
16	M25021	Air Line	1
17	M25037	Fan, 25/32 pitch	1
-	SF4-2-1/2K	Setscrew, Socket hd, cup point, 1/4-28 x 5/16 (Furnished with fan)	2
18	M25023-1	Motor Package Assembly (For details see Fig. 17)	NA
19	NPC-4C	Nut, Plain, Hex 1/4-20 (AP)	2
20	WLM-4	Lockwasher, 1/4 in. (AP)	2
21	HC4-10C	Screw, Hex hd 1/4-20 x 1-1/4 in. (AP)	2
22	M16661	Clamp, Motor	4
23	M25059	Bracket, Motor Support	1
24	M11084-27	Screw, Hex hd, self-tapping, No. 10-12 x 1/2 in. (AP)	4
25	1000576	Grommet	2
26	1000577	Grommet	1
27	ST2-2AC	Screw, Rd hd, No. 8-15 x 1/4 in. (Grounding)	1

Index No.	Part Number	Part Name	Qty.
28	M11084-26	Screw, Hex hd, self-tapping, No. 10-12 x 3/8 in.	2
29	M16841-15	Wire Assembly	2
29A	M16841-16	Wire Assembly	2
30	M13942-2	Connector, Wire	2
31	M13942-4	Connector, Wire	1
32	M24982-1	Control Assembly, Safety	1
33	M25061-1	Relay, Motor start	1
34	RC2-2C	Screw, Rd hd No. 8-32 x 1/4 in. (AP)	2
35	M25035	Bracket, Relay	1
36	M16697	Transformer Assembly	1
37	M11084-27	Screw, Hex hd, self-tapping No. 10-12 x 1/2 in.	2
38	M11143-1	Bushing, Strain relief	1
39	M10813-38	Extension Cord Assembly	1
40	M25032-1C	Lower Shell Assembly	1
41	M11084-26	Screw, Hex hd, self-tapping, No. 10-12 x 3/8 in (AP)	4
42	M10990-3	Bushing	1
43	M11151	Cap, Filler Neck	1
44	M25374-1	Plug Assembly, Drain	1
	M25375	. O-Ring	1
	M25277	. Plug, Drain	1
45	M25033-1C	Fuel Tank Assembly	1
	M16749	Decal, Safety Control	1
	M22898	Decal, Nameplate	1
	M22743	Decal, Warning	1
	M24687	Decal, Wiring	1
	M17159	Decal, Private Label	1
	M20451	Decal, BTU	1
	M23132-5	Decal, Model	1
	M14994	Decal, Tradename	1

NA Indicates "Not Available -- Order individual parts."

AP indicates "Attaching Parts".

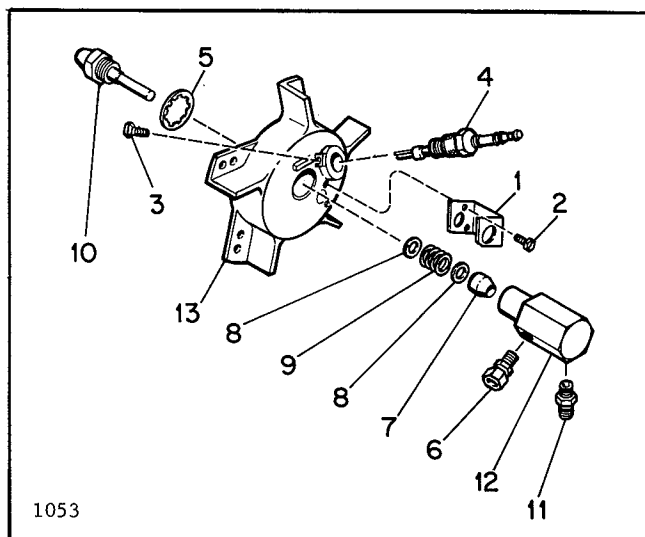


Figure 16. Burner Head Assembly

Index No.	Part Number	Part Name	Qty.
16-	M23443-2	Burner Head Assembly	Ref
1	M16660	. Bracket, Photo Cell	1
2	*M10908-1	. Screw, Hex hd, Self-tapping, No. 6-32 x 1/4 (AP)	2
3	*M12461-51	Screw, Hex hd No. 10-24 x 1/2	1
4	M16895-1	. Spark Plug	1
5	M16741-18	. Ring, Retaining	1
	M23151-2	. Nozzle Adapter Assembly	1
6	M5976	. . Connector, Male	1
7	M8882	. . Sleeve, Nozzle Seal	1
8	M10659-1	. . Washer, Nozzle Seal	2
9	M10809-1	. . Spring, Nozzle Seal	1
10	M13960	. . Nozzle, Aspirating	1
11	M16791	. . Connector, Male	1
12	M16535	. . Adapter, Nozzle	1
13	M25020	. Body, Burner Head	1

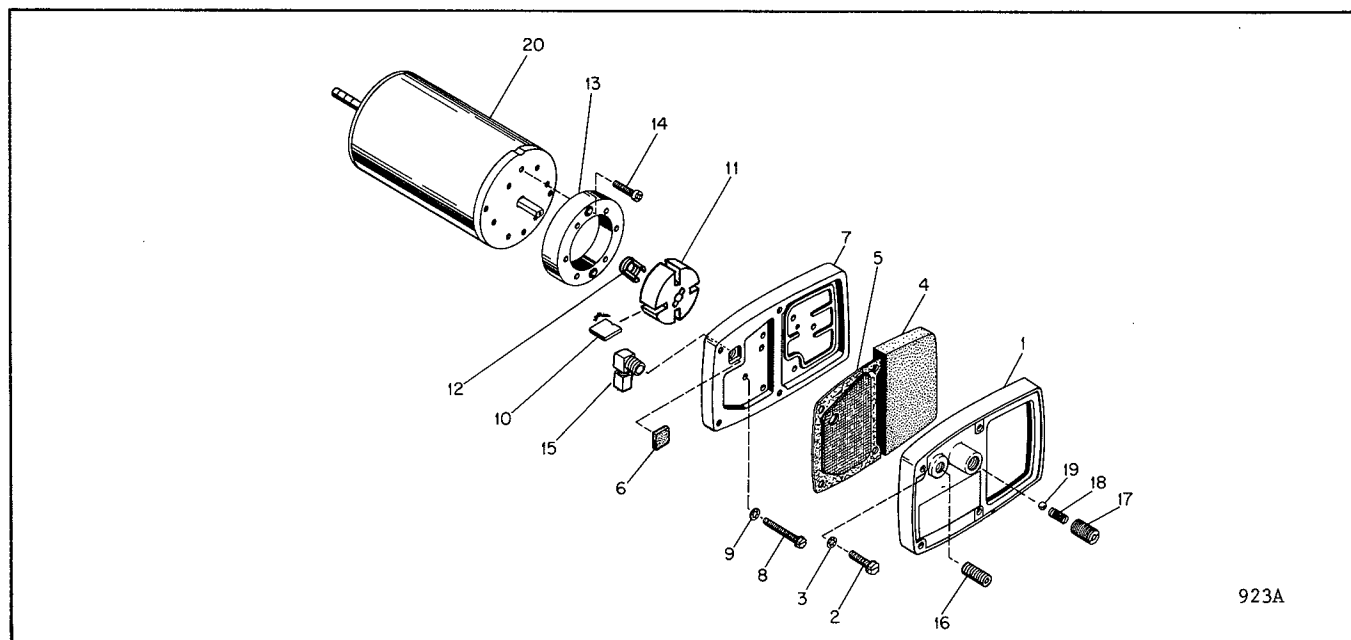


Figure 17. Motor Package Assembly

Index No.	Part Number	Part Name	Qty.
17-	M25023-1	Motor Package Assembly	1
1	M16545	. End Cover, Filter	1
2	*M12461-31	. Screw, Hex hd No. 10-32 x 1 (AP)	4
3	*WLI-3	. Lockwasher, Internal No. 10 (AP)	4
4	M12179	. Intake Air Filter	1
5	M12244-1	. Output Filter Assy	1
6	M11637	. Filter, Lint	1
7	M12233	. Front Cover, Pump (Port Plate)	1
8	*M12461-32	. Screw, Hex hd, No. 10-32 x 1-1/8 (AP)	6
9	WLI-3	. Lockwasher, Internal No. 10 (AP)	6

Index No.	Part Number	Part Name	Qty.
10	M8643	. Blade, Pump	4
11	M22456-1	. Rotor, Pump	1
12	M22009	. Insert, Rotor	1
13	M8645	. Pump Body	1
14	*FHPP3-4C	. Screw (Pump Body to Motor)	2
15	69248	. Elbow, 90°	1
16	M22997	. Plug	1
17	M23105	. Screw, Pressure Adjustment	1
18	M10993-1	. Spring, Compression (Pressure Relief)	1
19	M8940	. Ball 1/4 in. dia.	1
20	M25022-1	. Motor	1

AP indicates attaching parts.
* Standard hardware. Purchase locally.

