



MV60-2 Series Heaters

SHELTER HEATER **60,000 BTU Multi-fuel Shelter Heater**

Serial Numbers 11000 and up.

Operation and Maintenance Manual



HDT Global
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Tech Support: (800) 684-6111
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MANUAL PART NUMBER: H005346
REVISION 10 – October 2014

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Warning Summary



Be sure to read and understand this operation and maintenance manual before starting or servicing this heater.



WARNING!

FIRE, EXPLOSION, CARBON MONOXIDE POISONING

Improper use of this heater can result in serious bodily injury due to hazards of fire and explosion, carbon monoxide poisoning, burn and electrical shock.



WARNING!

CARBON MONOXIDE POISONING

The heat exchanger must be inspected annually by qualified service personnel for leaks which could allow dangerous carbon monoxide gas to enter the shelter. Failure to do so, could cause severe injury or death.



WARNING!

FIRE, EXPLOSION, CARBON MONOXIDE POISONING

Improper adjustment of the air pump can over fire the heater and as a result, compromise the heat exchanger which can cause serious bodily injury due to hazards of fire and explosion, carbon monoxide poisoning.



WARNING!

FIRE, EXPLOSION

Use only Kerosene, Diesel or Number 1 Fuel Oil, or JP8 can be used for extreme cold conditions. Never burn gasoline, naphtha, paint thinners, alcohol or other volatile fuels. Fill fuel tank or move heater only when heater is shut off.



WARNING!

FIRE, EXPLOSION

Use only in areas free of flammable vapor or high dust content. Never use heater where gasoline, paint thinner or other highly flammable vapors are present.



WARNING! EXPLOSION

Fully drain and ventilate fuel tank before transporting.



WARNING! ROTATING MACHINERY

When used with thermostat, heater may start at any time. Do not open access door while heater is running or plugged in. Remove all power prior to service.



WARNING! SHOCK HAZARD

Use only with electrical voltage and frequency specified on model plate. Do not perform any service with heater plugged in.



WARNING! HIGH VOLTAGE

The ignition transformer develops 10,000 volts. Serious injury or death may occur if personnel come in contact with high voltage lead.



WARNING! FIRE, EXPLOSION

Do not operate heater without output duct, P/N CAH-1015, properly installed. Ensure hot air outlet is at least 1.5 meters from combustible materials. Ensure ducts (outlet and inlet) are free from obstructions and sharp bends. ALWAYS REMOVE STORAGE PLUG CAH-126-1 BEFORE OPERATING HEATER.



WARNING!
HOT SURFACES

Parts of the heater become very hot when operating and immediately after operating. The exhaust can reach temperatures in excess of 1000 degrees Fahrenheit. Severe burns may occur if the heater is not allowed to cool down properly before servicing.

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Chapter 1
System Overview,
Description and
Principles of Operation

1. System Overview, Description and Principles of Operation

1.1 System Overview

The CAMFIRE Heaters are portable, clean-air space heaters that rely on an external input of 120 volts, 60 Hz, single phase power.

The heart of the heater is a heat exchanger that is supplied with air from a fan driven by a 1/4 horsepower motor. Part of the air from the fan enters the combustion chamber where it mixes with the atomized fuel to become a combustible mixture. The exhaust gases circulate within the heat exchanger; warming its inner surfaces, then escape from the heater through a flue pipe adapted to the top of the heater.

The remaining air from the fan passes over and around the combustion chamber and through the heat exchanger where it is heated, and emerges from the heater as a powerful stream of heated clean air.

The heater is provided with duct connectors at the outlet and inlet ends, allowing use either in a 100% fresh air mode or 100% recirculation air mode.

The fuel system consists of an air pump mounted on one end of the motor shaft that forces air through the nozzle. The moving air in the nozzle lifts the fuel from the tank by siphon action and carries it into the combustion chamber.

Filters protect the fuel system prior to the fuel entering into the spray nozzle. The electrical control system is protected by a push button type circuit breaker.

A safety control unit, connected to a photoelectric cell, shuts down the heater if a flame is not detected in the combustion chamber after start up. A "Duct Over-Heat" switch is installed as a safety measure. In the event that the outlet duct becomes blocked, the switch will shut the heater down.

A thermostat accessory, which plugs into the electrical system of the heater, may be set to any desired temperature. When the temperature of the surrounding air reaches the pre-set temperature, the thermostat contacts open and cause the heater to shut down. When the air cools, the thermostat contacts close and the heater recycles.

The heater is designed for hard use in rough environments resulting in a minimum of down time for repair and maintenance. It is protected by roll bars to prevent damage by upset or rollover and shrouded to protect the working portion of the heater against falling objects.

The heater can be fitted with added accessories such as wheels. A spares kit is also available that includes filters, spark plug, and fuel regulating components.

1.2 Description of Major Components

Control Panel – Contains all operation controls for heater including power input connector, optional remote room thermostat connector, and hour meter.

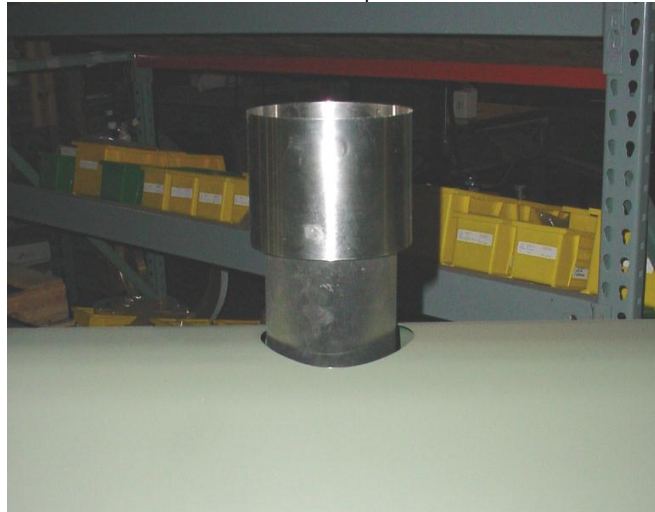


Fuel Tank, Fuel Selector Switch, and Sediment Strainer Assembly – Internal fuel tank is located on underside of heater. The fuel selector switch permits the operator to choose between the internal tank and a remote external fuel source. The sediment strainer screens out any large particles that may be in the fuel supply. (NOTE: fuel selector switch and sediment strainer only on MV60X-2 AND MV60XT-2)



Exhaust Stack Extension– The exhaust stack extension is installed in the exhaust outlet on the top of the heater and acts to direct the combustion gases away from the heater.

An internal screen in the exhaust stack extension acts as a spark arrester.



Inlet and outlet ducts – 15 foot flexible ducts connect to the shelter duct tunnels and circulate heated and unheated air through the shelter.



End plug – Installs into the inlet end of the heater and is used to house accessory items such as the power cable and the optional remote room thermostat.



Burner assembly – The burner assembly is where all combustion occurs within the Camfire heater. Atomized fuel is mixed with air and ignited by the spark plug to create the heat circulated through the shelter.



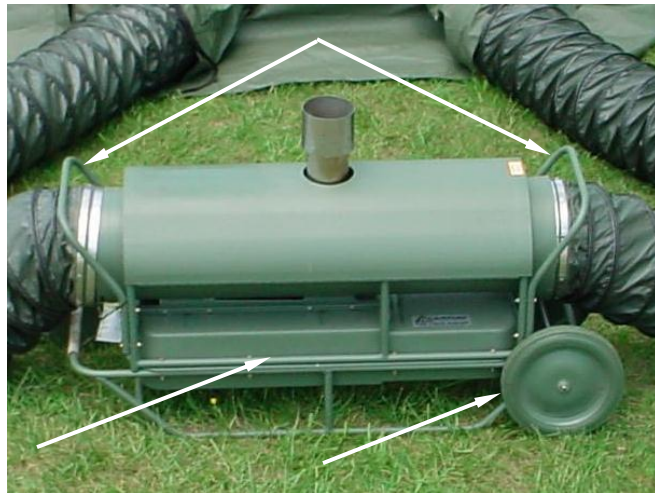
Power cable – A 6-foot long AC power cable that connects the heater with a 115 VAC power source. The power cable is wrapped around the inlet duct adapter.



Remote Room Thermostat – Permits automatic temperature control inside a shelter. The remote room thermostat hangs inside the shelter and monitors the shelter temperature. If the shelter temperature falls below the set point on the thermostat, the heater will start and begin supplying heat until the set point is reached.



Roll bars, handles, and local transport wheels* – Handles are located at either end of the heater and permit the heater to easily be moved into position. Roll bars are located around the heater and act to protect the heater from damage. Local transport wheels (optional accessory) permit the heater to be rolled into position.



** Local transport wheels are an optional accessory.*

Sediment strainer assembly - Allows for visual inspection of fuel for dirt and water. The sediment strainer can be easily removed and cleaned.



1.3 Controls and Indicators

No.	Control	Description
1	Reset	Resets the heater in the event a problem shuts the heater down or a fault condition occurs
2	Main Switch	Turns heater power on and selects HEAT or VENT operation.
3	Mode Switch	Switches between NORMAL or EMERGENCY mode operation
4	Pilot Light	Indicates that power is supplied to the heater.
5	Thermostat Jack	Permits the connection of the remote thermostat assembly.
6	Hour meter	Displays the total number of operating hours for the heater.
7	Circuit Breaker	Protects the heater against circuit overload
8	Fault Light Window	Allows personnel to view fault codes on safety control

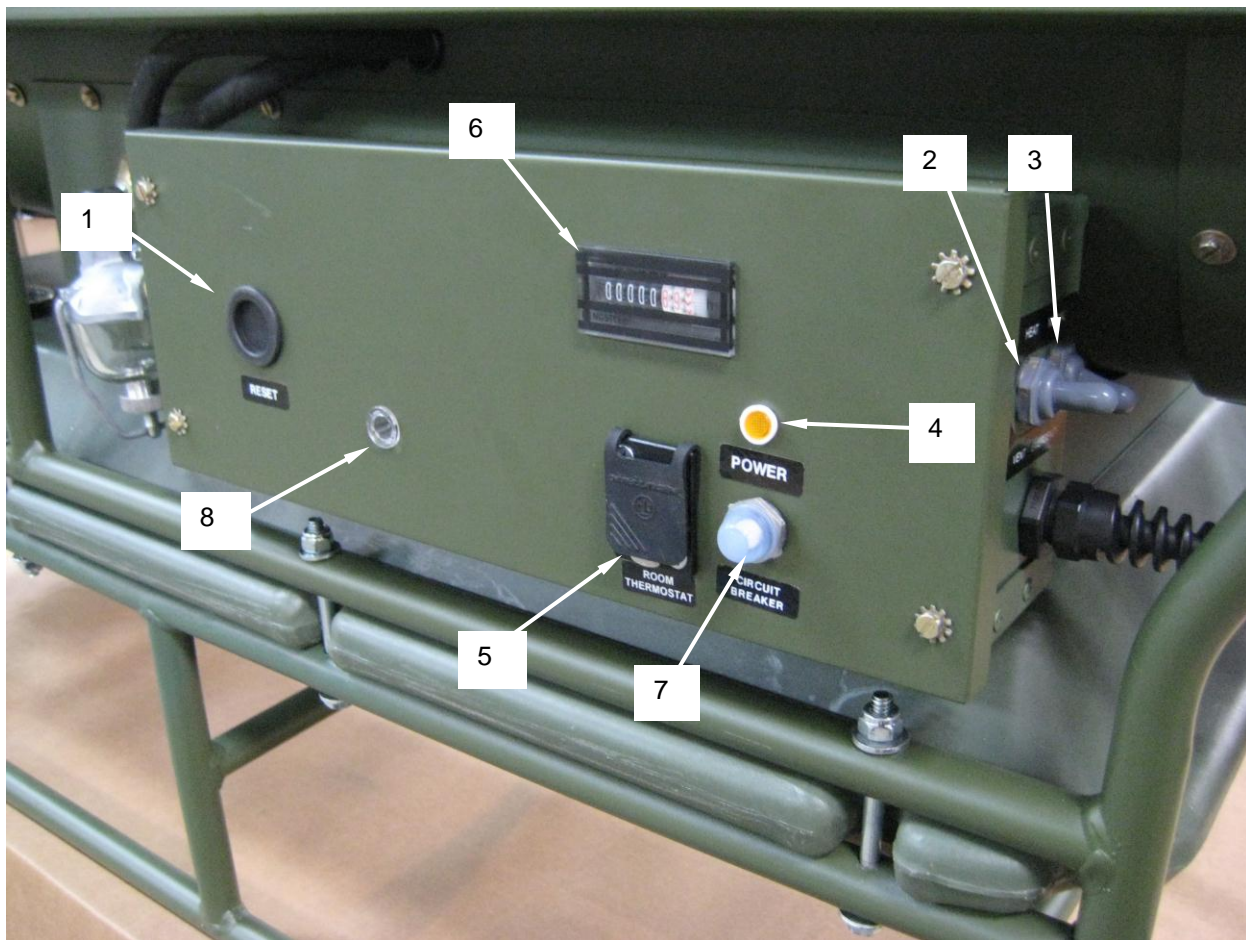


Figure 1-1. CAMFIRE Control Panel

No.	Control	Description
1	Variable Temperature Control	Placed inside the shelter being heated, permits the operator to set the desired temperature of the shelter.
2	Temperature Sensing Coil	Located on the top of the remote room thermostat, monitors the temperature of the shelter.

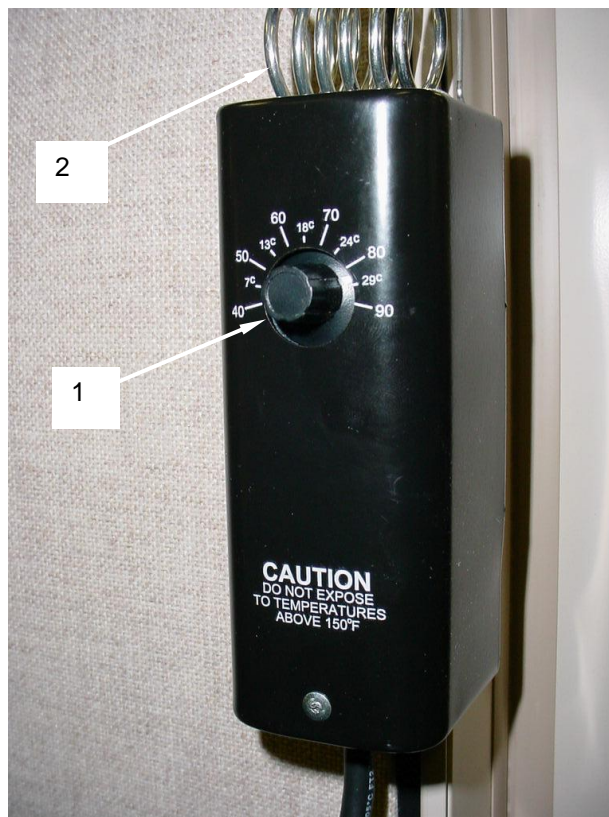



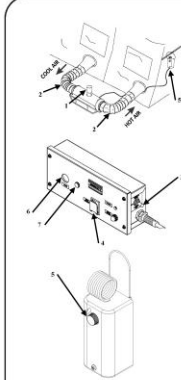
Figure 1-2. Remote Room Thermostat

1.4 WARNING Labels and Data Plates

The following section contains a description of all WARNING labels and data plates associated with the Camfire Heater.

Table 1-1. CAMFIRE Heater Warning Labels and Data Plates

WARNING Label or Data Plate	Location/Description
 <p>HDT Tactical Systems, Inc 30525 Aurora Road Solon, OH 44139 www.hdtglobal.com 440-248-6111 Fax 440-248-1691</p> <p>HEATER, SPACE, MULTI-FUEL CAMFIRE BY HDT TACTICAL SYSTEMS, INC</p> <p>PART NO./MODEL NO.: MV125 DND CAGE CODE: 92878 INPUT BTU/HR: 87,000 NOZZLE: .74 - .79 GPH / 30° VOLTS: 120V AMPS: 4.0 FREQUENCY: 60Hz SERIAL NO.: CAM-DND CAPACITY: 13.5 GAL</p> <div data-bbox="428 798 617 894" style="border: 1px solid black; padding: 5px; text-align: center;"> <p>CIRCUIT BREAKER</p> </div> <div data-bbox="266 940 782 1100" style="border: 2px solid black; border-radius: 15px; padding: 10px; text-align: center;"> <p>DANGER FAN COMPARTMENT DISCONNECT POWER BEFORE OPENING</p> </div> <div data-bbox="298 1150 753 1352" style="border: 1px solid black; padding: 10px;"> <p>P/N: 53406 1/4 HP 120V - 60 Hz 5.1A 3400 RPM AIR OVER ONLY. AMB. 105 F ° CLASS B THERMALLY PROTECTED</p> </div>	<p>Located on the side of the heater, the data plate provides pertinent data including Model Number and Serial Number</p> <p>Located on the control panel, identifies the circuit breaker. See section on controls and indicators.</p> <p>Located near the fan compartment, warns user of electrical shock potential inside fan compartment.</p> <p>Located on fan assembly, label identifies part number and performance specs of fan.</p>



1. HEAT MODE HEATER (L) / OFF
2. FILL THE TANK OR ATTACH REMOTE FUEL SOURCE (SEE SETUP WITH REMOTE FUEL SOURCE AT THE BOTTOM PANEL)
3. ATTACH THE DUCT TO THE HEATER
4. VERIFY THE HEATER IS PROPERLY SEaled AND THE DUCT THROUGH THE CEILING IS PROPERLY SEALED
5. THE HEATER WILL AUTOMATICALLY PLACE MODES TO HEAT THROUGH THE CONTROL PANEL TO HEAT. MODES ARE: HEAT, NORMAL, VENT, EMERGENCY
6. VERIFY THE HEATER IS PROPERLY SEALED TO THE FURNACE
7. VERIFY THE HEATER IS PROPERLY SEALED TO THE FURNACE
8. VERIFY THE HEATER IS PROPERLY SEALED TO THE FURNACE

OPERATING THE HEATER (AUTO MODE)

1. SET THE MODE OF THE HEATER TO HEAT OR NORMAL TO THE DESIRED TEMPERATURE BY THE ROOM THERMOSTAT TO THE BRACKET POSITION. THE HEATER WILL START HEATING AS APPROPRIATE. THE BURNER WILL LIGHT AFTER THE HEATER IS IN HEAT OR NORMAL MODE.
2. VERIFY THE HEATER IS PROPERLY SEALED TO THE FURNACE.
3. THE HEATER WILL CONTINUE TO OPERATE UNTIL THE THERMOSTAT OF THE BRACKET POSITION IS REACHED. THE HEATER WILL STOP HEATING AS APPROPRIATE. THE BURNER WILL TURN OFF AND A RED LED WILL FLASH ON THE CONTROL PANEL TO INDICATE THE HEATER IS IN HEAT OR NORMAL MODE. HEATER WILL START UP AND OPERATE NORMALLY UNTIL THE ROOM THERMOSTAT CALLS FOR HEAT.

WARNING:

DO NOT RESET THE SAFETY CONTROL. MODE FROM HEAT TO VENT OR NORMAL. THE HEATER WILL NOT RESTART UNTIL THE SAFETY CONTROL IS RESET. IF THE HEATER IS IN HEAT OR NORMAL MODE, CONTACT UNIT MAINTENANCE. FAILURE TO DO SO COULD CAUSE SEVERE INJURY OR DAMAGE TO THE EQUIPMENT.

RESET FROM FAULT

1. IF A FAULT HAS OCCURRED DURING THE OPERATION, THE HEATER WILL COME ON. DO NOT RESET THE SAFETY CONTROL UNTIL THE SAFETY CONTROL IS RESET. IF THE HEATER IS IN HEAT OR NORMAL MODE, CONTACT UNIT MAINTENANCE. FAILURE TO DO SO COULD CAUSE SEVERE INJURY OR DAMAGE TO THE EQUIPMENT.
2. IF THE HEATER IS IN HEAT OR NORMAL MODE, CONTACT UNIT MAINTENANCE. FAILURE TO DO SO COULD CAUSE SEVERE INJURY OR DAMAGE TO THE EQUIPMENT.

SHUTDOWN CALL MODES

1. SET THE MODE OF THE HEATER TO VENT OR NORMAL TO THE OFF POSITION.
2. HEATER WILL ENTER A COOL DOWN. POST PURGE CYCLE FOR 90 SECONDS THEN SHUT DOWN.

HEATER OPERATION (MANUAL MODE)

NOTE: MANUAL MODE OF HEATER WILL SHUT DOWN. SHUT OFF BY THE OPERATOR. HEATER WILL NOT BE LEFT UNATTENDED IN MANUAL MODE.

1. SET THE MODE OF THE HEATER TO HEAT OR NORMAL.
2. VERIFY THE HEATER IS PROPERLY SEALED TO THE FURNACE. IF THE HEATER IS IN HEAT OR NORMAL MODE, CONTACT UNIT MAINTENANCE. FAILURE TO DO SO COULD CAUSE SEVERE INJURY OR DAMAGE TO THE EQUIPMENT.
3. HEATER WILL CONTINUE TO OPERATE UNTIL THE OPERATOR RESETS THE HEATER.

TRUBLESHOOTING TROUBLESHOOTING

HEATER WILL NOT START UP

1. CALL FOR HEAT. HEATER WILL NOT START UP UNTIL HEATER IS IN HEAT OR NORMAL MODE.
2. VERIFY THE HEATER IS PROPERLY SEALED TO THE FURNACE.
3. VERIFY THE HEATER IS PROPERLY SEALED TO THE FURNACE.
4. VERIFY THE HEATER IS PROPERLY SEALED TO THE FURNACE.
5. VERIFY THE HEATER IS PROPERLY SEALED TO THE FURNACE.
6. VERIFY THE HEATER IS PROPERLY SEALED TO THE FURNACE.

HEATER WILL NOT HEAT

1. VERIFY THE HEATER IS PROPERLY SEALED TO THE FURNACE.
2. VERIFY THE HEATER IS PROPERLY SEALED TO THE FURNACE.
3. VERIFY THE HEATER IS PROPERLY SEALED TO THE FURNACE.
4. VERIFY THE HEATER IS PROPERLY SEALED TO THE FURNACE.
5. VERIFY THE HEATER IS PROPERLY SEALED TO THE FURNACE.
6. VERIFY THE HEATER IS PROPERLY SEALED TO THE FURNACE.

HEATER WILL SHUT DOWN


1. VERIFY THE HEATER IS PROPERLY SEALED TO THE FURNACE.
2. VERIFY THE HEATER IS PROPERLY SEALED TO THE FURNACE.
3. VERIFY THE HEATER IS PROPERLY SEALED TO THE FURNACE.
4. VERIFY THE HEATER IS PROPERLY SEALED TO THE FURNACE.
5. VERIFY THE HEATER IS PROPERLY SEALED TO THE FURNACE.
6. VERIFY THE HEATER IS PROPERLY SEALED TO THE FURNACE.

PREVENTATIVE MAINTENANCE CHECKS AND SERVICES (PMCS)

ITEM	FREQUENCY	DESCRIPTION	REMARKS
1. BURNER CLEANING	MONTHLY	CLEAN BURNER AND BURNER ASSEMBLY	
2. BURNER SAFETY VALVE	MONTHLY	CHECK SAFETY VALVE OPERATION	
3. GAS VALVE	MONTHLY	CHECK GAS VALVE OPERATION	
4. GAS PIPING	MONTHLY	CHECK GAS PIPING FOR LEAKS	
5. GAS PIPING	MONTHLY	CHECK GAS PIPING FOR LEAKS	
6. GAS PIPING	MONTHLY	CHECK GAS PIPING FOR LEAKS	
7. GAS PIPING	MONTHLY	CHECK GAS PIPING FOR LEAKS	
8. GAS PIPING	MONTHLY	CHECK GAS PIPING FOR LEAKS	

XHDT GLOBAL

Scan the code to get more info and your heater Technical Manual



Located on side of heater, label lists the operating procedures for the heater in abbreviated form.

HEAT NORMAL

OFF

VENT EMERGENCY

MODE

PRESSURE ADJUST SCREW

PRESSURE GAUGE

REMOVE THIS CAP BEFORE OPERATING THIS HEATER

ACCESSORIES ARE STORED INSIDE

- MAINTENANCE/ PARTS MANUAL
- STACK EXTENSION
- POWER CORD
- THERMOSTAT

← RESET

ROOM THERMOSTAT

Located on the control panel, identifies power switch and vent mode switch.

Located inside heater near air pump, identifies pressure adjustment screw.

Located inside heater near burner assembly, identifies pressure gauge.

Located on end plug at end of heater, identifies the fact that the cap must be removed before operation. Also informs user of accessories stored inside end plug.

Located on control panel, identifies Reset switch.

Located on control panel, identifies remote ROOM THERMOSTAT.

<p data-bbox="462 247 587 352">ELECTRONIC IGNITOR H003917</p> <p data-bbox="389 378 657 508">WARNING 110VAC ONLY</p> <p data-bbox="357 546 690 840">WARNING DO NOT USE NAPHTHA USE KEROSENE OR DIESEL FUEL OR (DF-A, DF-1, DF-2) JET ENGINE FUEL (JP-8)</p> <p data-bbox="381 882 669 1024">WARNING USE DUCTING RATED FOR TEMPERATURES OF 300° F OR HIGHER</p>	<p data-bbox="885 243 1299 304">Parts ID tag located on the ignition transformer.</p> <p data-bbox="885 361 1429 422">Located on control panel, alerts user that only 110VAC power should be used.</p> <p data-bbox="885 527 1412 619">Located near fuel filler cap on side of heater, warns user against the use of naphtha and identifies all approved fuels.</p> <p data-bbox="885 863 1429 982">Located near duct connections at end of heater. Warns user that only approved flexible ducts rated for temperatures of 300 degrees F or higher can be used.</p>
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1.5 CAMFIRE Heater Specifications

Table 1-2. Camfire Heater Specifications

	MV60S-2, MV60X-2, MV60T-2, MV60XT-2
Input Heat Rating BTU/Hour	90,000
Output Ratings Clean-air Output, BTU/Hour Volume, CFM (Approximate)	60,000 600
Other Ratings Current, starting Current, running Voltage Frequency Fan/Pump Motor Air Pump Pressure	6.5 AMPS 4.75 AMPS 120 VAC 60 Cycle 1/4 HP 6 PSI
Fuel Nozzle	0.85 GPH
Fuel	Kerosene, DF1, DF2, DFA Fuel Oil, JP8 Only
Tank Capacity	9 GAL
Flexible Ducts (2)	12 inch diameter 15 ft Length
Dimensions (Without Stack Extension)	W15" L46" H25"
Weight (Without Fuel)	105 LBS

1.6 Principles of Operation

Fuel System

An air pump on one end of the motor shaft forces the air through the nozzle. The moving air lifts fuel from the tank or from the remote fuel source (MV60X-2 AND MV60XT-2 version) by a siphon action and carries it into the combustion chamber in a fine spray.

Air System

The air system is divided into two parts, both are supplied with air from a fan that is attached to the other end of the motor.

Part of the air from the fan enters the combustion chamber where it mixes with the atomized fuel to become a combustible mixture, and also mixes with the burning gases to complete the process of combustion.

The exhaust gases from the combustion chamber circulate within the inner surfaces of the heat exchanger. They are then ducted out of the heater through the stack adapter on its' top and out of the heater space through a flue pipe.

The rest of the air from the fan passes over and around the combustion chamber and through the heat exchanger where it is heated and emerges from the front of the heater as a powerful stream of heated fresh air, without being mixed with the products of combustion.

Ignition System

The ignition system consists of a transformer and spark plug. The transformer increases the input voltage to a very high potential that causes an arc to be drawn between the electrodes of the spark plug. The arc is used to ignite the fuel and air mixture within the combustion chamber.

Control System

The safety control circuit consists of a duct over heat switch, a light sensitive CAD cell, and a safety control. The safety control will trip if the heater fails to ignite or the flame goes out, thereby causing the heater to shut down.

The CAD cell is used to sense the presence of light due to the flame inside the combustion chamber. It varies its' electrical resistance in relation to light rays. When under the influence of light, the cell has very low resistance. The resistance is high when little or no light strikes the light sensitive surface. The flame sensor's function is to control the safety control.

A "duct over-heat" switch is located at the outlet end of the heater. This switch will shut down the heater if the duct temperature exceeds approximately 275 deg. F.

A thermostat accessory, Part No. CAH-134-1, may be incorporated into the electrical circuit of the heater. The thermostat can be set to any desired temperature between 35 deg. F and 95 degrees F. When the temperature of the surrounding air reaches the pre-set temperature, the thermostat contacts open and cause the heater to shut down. When the air cools, the thermostat contacts close and the heater recycles. A "duct over-heat" switch is located at the outlet end of the heater. This switch will shut down the heater if the duct temperature exceeds approximately 275 degrees F.

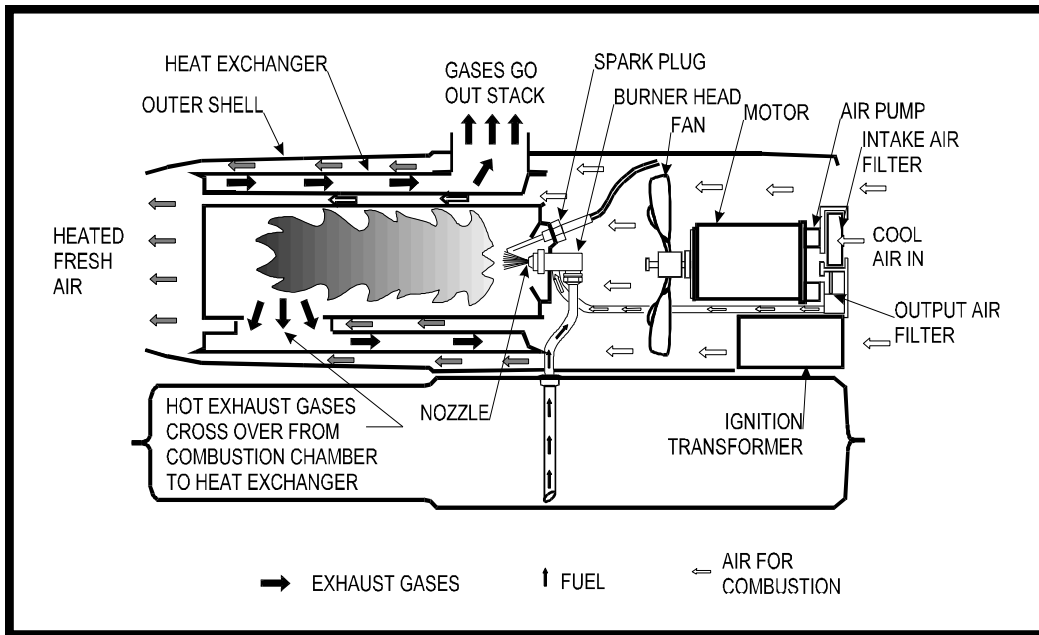


Figure 1-3. System Operational Diagram (simplified for clarity)

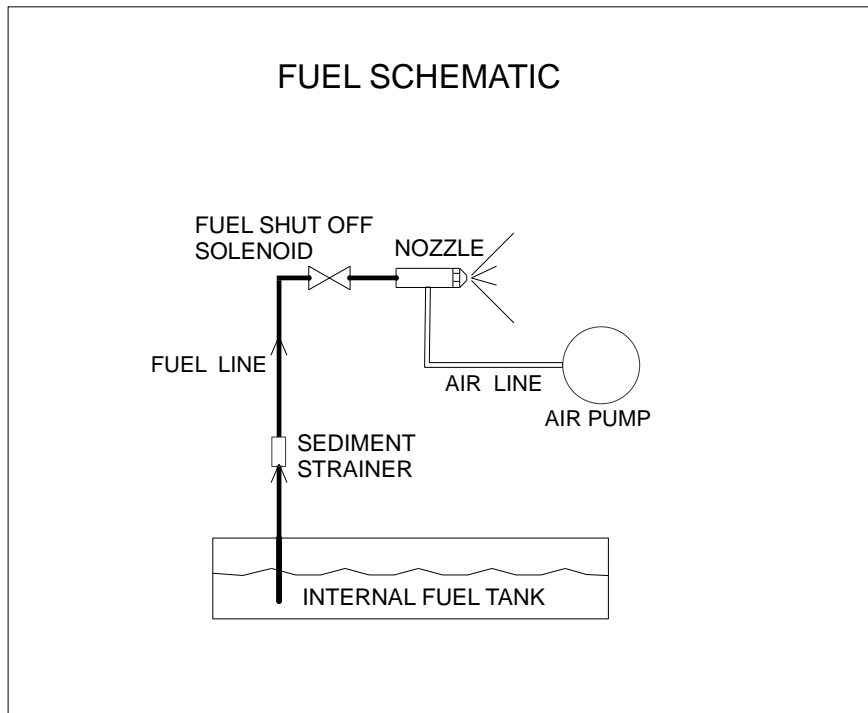


Figure 1-4. MV60X-2 Fuel Flow Diagram.

Chapter 2

Setup and Operation of the CAMFIRE Heater

2. Setup and Operation of the CAMFIRE Heater

2.1 Preparing the Heater for Operation

2.1.1 Unpacking

The Camfire heater is shipped mounted to a shipping pallet and wrapped in a plastic wrap material. When unpacking the heater, remove all protective material covering the heater and remove the unit from the shipping pallet.



2.1.2 Installing the Exhaust Stack Extension

The exhaust stack extension is wrapped in foam and packaged to the side of the heater. Unwrap the exhaust stack extension and install on the top of the heater by engaging the exhaust stack extension into the exhaust port at the top of the heater. Push down and seat securely.



2.1.3 Removing the Accessories

Uncoil the power cord from the end plug. Remove the end plug by pushing in and rotating counterclockwise to release from the J-slot. Pull the end plug to disengage it from the heater and remote room thermostat. Set the thermostat aside.

2.2 Siting Considerations



WARNING

The CAMFIRE heater weighs approximately 105 pounds dry weight (48 kg). A fully fueled heater weighs 165 pounds (74.8 kg). Two persons must carry the CAMFIRE heater when lifting or lowering the unit. Be sure to lift with legs, not back, to prevent injury.

The CAMFIRE heater site location will be dictated by the location of the shelter since the heater inlet **(1)** and outlet **(2)** ducts must be able to reach the shelter duct tunnels **(3)**.

The heater site must be as level as possible and free of combustible material (e.g. dried twigs, leaves, etc.). If snow is present, it should be removed from the area immediately beneath and around the heater.

The site should be selected so that the heater will be positioned at least 2 feet (61 cm) from combustibles, including the shelter wall.



Positioning the Heater Outside Shelter. Place heater on the side of the shelter that has the shelter duct tunnels. The heater should be a minimum of 2 feet (61 cm) from shelter walls. If possible, position the heater so that the control panel faces away from the shelter wall. Position the heater so that the two supplied 15-foot flexible ducts can be connected to the heater and the shelter duct tunnels.

2.3 Setup

2.3.1 Attaching the Flexible Ducts

General. Two air ducts, 15 feet in length and 12 inches in diameter, connect to the inlet and outlet ends of the heater and move air from the interior of the shelter, through the heater, and back to the interior of the shelter. In conditions where the outside ambient temperature is above freezing, only the heated air return duct is used. In this way, the heater draws unheated air from the outside. Operating the heater without input ducting in warmer temperatures allows the heater to run cooler, thus preventing safety overheat shutdown.

	Below 32 ⁰ F	Above 32 ⁰ F
Use Heated Air Outlet Duct Only		X
Use Air Inlet Duct and Heated Air Outlet Duct	X	

Table 2-1. Flexible Duct Usage vs. Outside Temperature

Installing The Air Supply And Return Ducts. To install the heated air return and air supply ducts (NOTE: air return duct to be installed only if outside temperatures are below freezing), remove end plug (1) from the heater duct adapter (2) on the air inlet end of the heater by pushing in and rotating clockwise to disengage the protruding pins on the end plug from the J-slots in the heater duct adapter. Remove the room thermostat stowed inside the end plug and set aside.



WARNING

During heater operation, air leaving the heated air outlet of the heater and passing through the heated air return duct may exceed 220°F (104°C). Make sure shelter personnel are aware of burn hazards and equipment hazards presented by the heated air exiting the heated air duct.

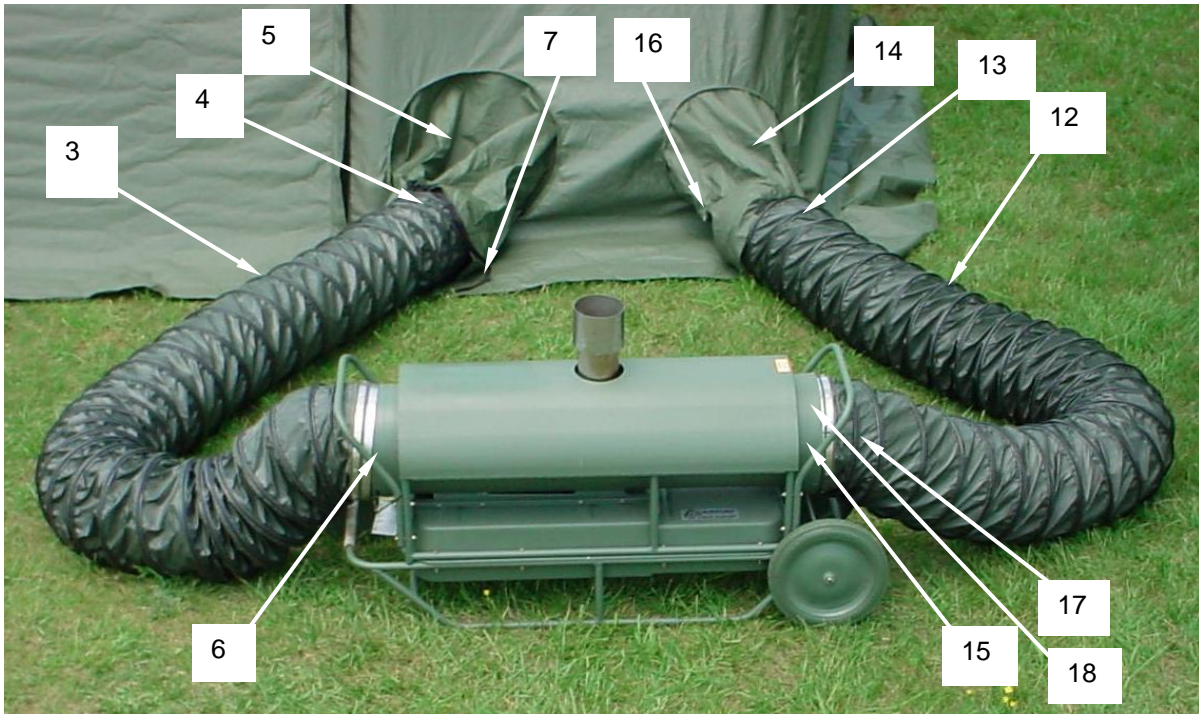
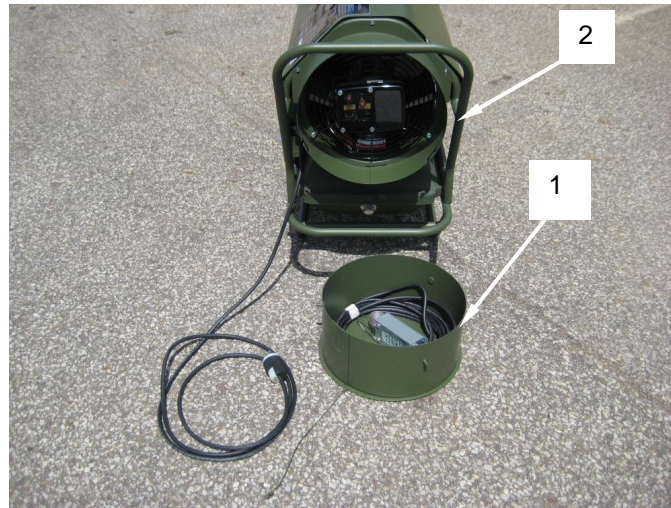
Locate the heated air supply duct (3). Make sure inside and outside of duct are free of damage, dirt, and obstructions prior to attachment to the heater assembly. Insert the end (4) of the duct without the J-slot mounting bracket into the shelter duct tunnel (5) closest to the heated air outlet end (6) of the heater as indicated by the label "Heated Air Outlet" on the upper housing assembly. Secure the shelter duct tunnel tie straps (7). Do not secure the straps so tightly that the air flow within the duct is restricted. Attach the end of the duct with the J-slot bracket (8) to the duct adapter (9) on the heated air outlet end (6) of the heater. Engage the J-slot (10) onto the protruding pins (11) on the inside of the duct adapter and push in fully. While pushing the duct in, rotate the duct counterclockwise until it locks in place. Release the duct.

If outside temperatures are above freezing, the air supply duct (12) should be located outside the shelter in accordance with Table 2-1. Make sure inside and outside of duct and the grill are free of damage, dirt, and obstructions prior to attachment to the heater assembly.

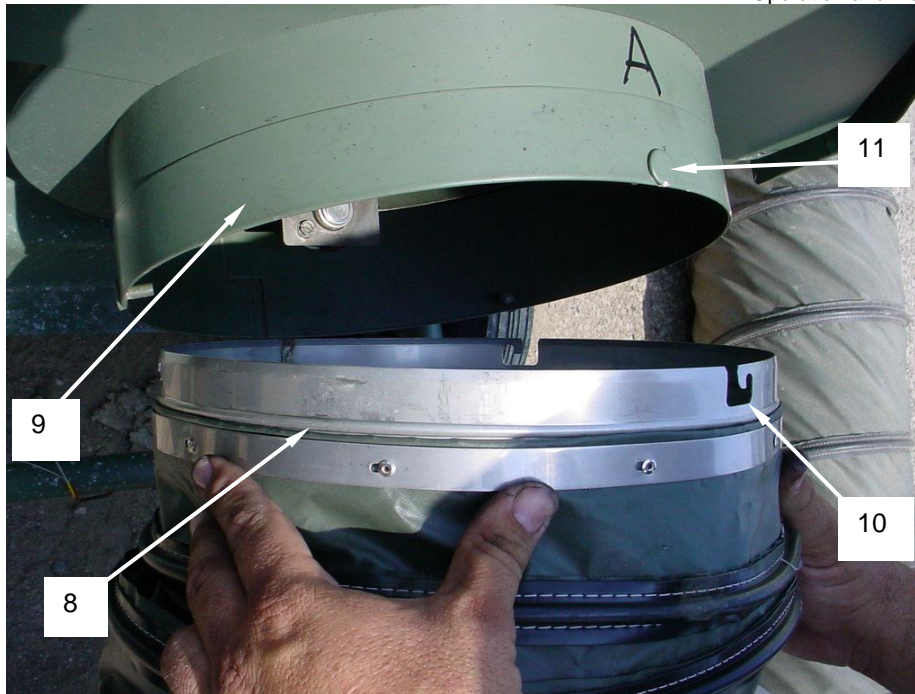
NOTE

It is not recommended to use the shelter plenum. Simply put the duct into the duct tunnel and direct it away from personnel. Heat rises naturally and this will help keep cold air off the floor.

Insert the end (13) of the duct without the J-slot mounting bracket into the shelter duct tunnel (14) closest to the air inlet end (15) of the heater as indicated by the label "Air Inlet" on the upper housing assembly. Secure the shelter duct tunnel tie straps (16). Do not secure the straps so tightly that the air flow within the duct is restricted. Attach the end of the duct with the J-slot bracket (17) to the duct adapter (18) on the air inlet end of the heater. Engage the J-slot (10) onto the protruding pins (11) on the inside of the duct adapter and push in fully. While pushing the duct in, rotate the duct counterclockwise until it locks in place. Release the duct.



NOTE: this photo is for diagram purposes to show all the heater parts. See the preferred setup on the next page



The preferred setup method is to have the heater near the center of the shelter and run the ducts into the nearest duct tunnel at each end. This improves circulation and prevents nuisance overheating shutdowns.



WARNING

Never use gasoline in this heater. Never use JP-4. The heater is designed to run only on DF-1, DF-2, DF.A, JP-5, and .JP.8. Failure to use only authorized fuels may result in fire or explosion.

2.4 Before Operation PMCS

Perform the “Before Operation PMCS” on all CAMFIRE heater components as outlined in section 4.2, prior to preparing the heater for use. All scheduled maintenance must be performed on the heater and its associated equipment prior to use.

2.5 Fueling

2.5.1 Fueling the Internal Tank

1. Remove the internal fuel tank cap **(2)** and fill the internal tank with an approved fuel as detailed in section 1.5 of this manual.
2. Install the internal fuel tank cap **(2)** and hand tighten securely.
3. The fuel level in the tank is displayed on the fuel gauge to the right of the fuel tank cap **(3)**.

2.5.2 Fueling the Internal Tank (MV60X-2 and MV60XT-2)

1. In order to operate the CAMFIRE heater from the internal fuel tank, turn the fuel selector switch **(1)** to the INTERNAL position.
2. Remove the internal fuel tank cap **(2)** and fill the internal tank with an approved fuel as detailed in section 1.5 of this manual.
3. Install the internal fuel tank cap **(2)** and hand tighten securely.
4. The fuel level in the tank is displayed on the fuel gauge to the right of the fuel tank cap **(3)**.



2.5.3 Using a Remote Fuel Source (MV60X-2 and MV60XT-2only)

2.5.3.1 Preparing A Fuel Supply Site

Select a fuel supply site that is level, free of debris and open flame, at least seven feet (2.13 meters) from the shelter, and a minimum of five feet from heater.

NOTE

A piece of petroleum absorbent material should be placed where the fuel can and fuel can stand will be installed as well as under the fuel quick disconnect connector in order to catch any fuel that may spill. Additional commercial products are available to contain large spills. Soiled absorbent material should be discarded in accordance with local environmental regulations.

Route the fuel supply hose from the heater to the fuel supply location to gauge where the fuel supply site is best located. Place a petroleum absorbent mat where the fuel can stand will be set up.

2.5.3.2 Fill Fuel Can With Fuel And Install Fuel Can Adapter

Heater Assembly Fuel Selection



WARNING

Gasoline, JP-4, Used Motor Oil, Solvents or other unauthorized fuels should **NOT** be used with the CAMFIRE Heater under any circumstance. Using unauthorized fuels will create a fire danger and potential for explosion.

Refer to Table 1 to determine the appropriate fuel for the ambient temperature.

Table 2-2. Fuel Selection vs. Outside Temperature

Ambient Temperature	Specification	Military Symbol
Above -60 °F (-51.1 °C)	MIL-T-83133	JP-8
Above -60 °F (-51.1 °C)	VV-F-800	DF-A
Above -25 °F (-31.7 °C)	MIL-T-83133	JP-5
Above -25 °F (-31.7 °C)	VV-F-800	DF-1
Above +20 °F (-6.7 °C)	VV-F-800	DF-2

Install Fuel Can Adapter. At the fuel supply site, install a fuel can adapter on a full fuel can as follows:



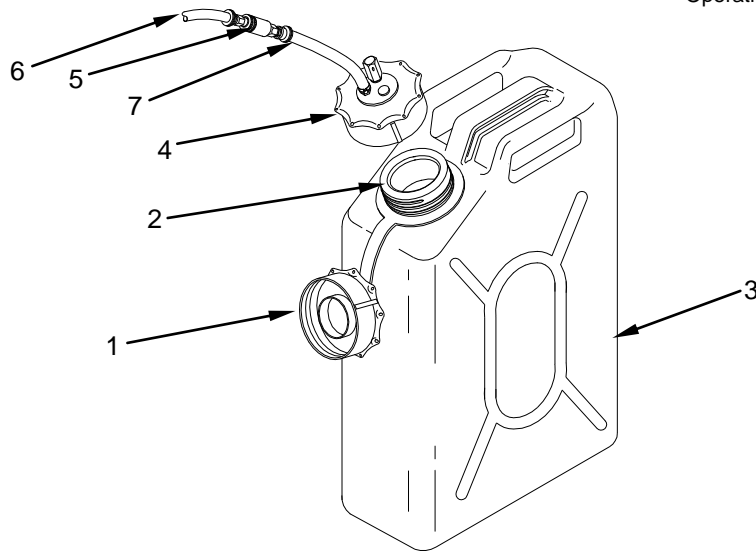
WARNING

Fuel can adapter kit must be fully seated to prevent fuel leakage and fire.

Remove cap **(1)** from mouth **(2)** of fuel can **(3)**, and replace with gravity feed adapter **(4)**. Screw the adapter into the fuel can securely.

Attach male end **(5)** of fuel supply hose **(6)** to gravity feed adapter fitting **(7)**. Set the assembled fuel can aside.

At the fuel supply site, set up fuel can stand with fuel can **(3)** level or slightly above heater as detailed in the next section.



Assemble Fuel Can Stand. Select a site for the fuel can stand that is a minimum of 5 feet (1.5 m) but no more than 8 feet (2.4m) from the fuel quick disconnect connector on the heater.

No heat or flame sources, other than the heater, shall be within 8 feet (2.4 m) of fuel can stand. Set up the fuel can stand in accordance with the instructions detailed below. For convenience in the field, an instruction card is attached to the fuel can stand.

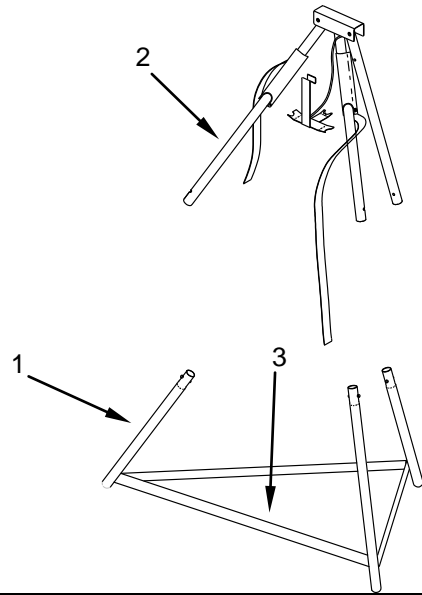


WARNING

Death or serious injury may occur if fuel is not handled carefully. Always place fuel can and stand in well-ventilated area as far away from open flames and other potential ignition sources as possible. Fuel spills shall be cleaned up in accordance with local requirements.

STEP 1

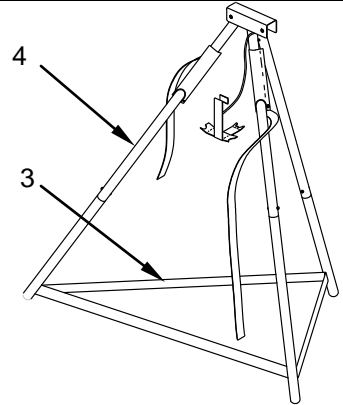
Insert the bottom leg assembly **(1)** into the top leg assembly **(2)** until each leg is locked in place. Be sure to orient each bottom leg so that the stabilizing straps **(3)** are positioned toward the inside of the stand. Ensure that the straps are not twisted.



STEP 2

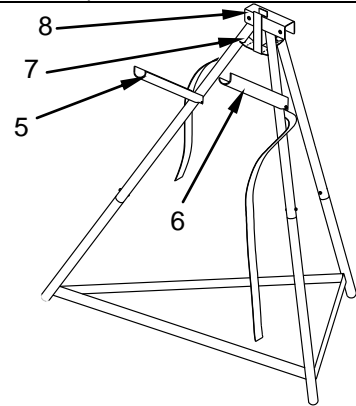
Spread the assembled leg assembly **(4)** until the stabilizing straps **(3)** are fully extended and the stand is stable.

The leg assembly straps are designed to ensure the stand is stable, but are also designed to prevent the stand from sinking into snow.



STEP 3

Lower the left (5) and right (6) support arms so that each is at a right angle to its attached leg. Place the tripod brace (7) under the top bracket (8) of the stand and clip into position over the front of the top bracket.

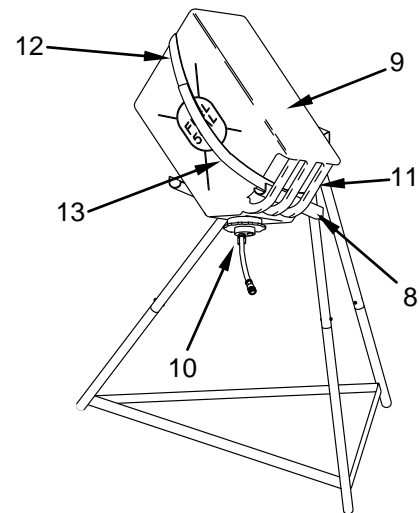


STEP 4

NOTE

Make sure that the gravity feed adapter is fully seated and secured to avoid leaking.

Invert the fuel can with installed fuel can adapter (9) and mount on the assembled fuel can stand so that the gravity feed adapter (10) faces the ground. Slide the right support arm (8) through the handle (11) of the fuel can. Wrap the left support strap (12) over the bottom of the fuel can (9). Feed the right support strap (13) through the fuel can handle (11), up across the front of the fuel can body, and over the left support strap (12). Secure the right strap (13) to the left strap. The strap helps secure a partially filled fuel can to the fuel stand during windy conditions.



If any fuel leaks occur, refer to the section of this manual entitled "Troubleshooting".

2.5.4 Connecting the CAMFIRE Heater to Remote Fuel Supply

To operate the Camfire Heater from a remote fuel supply, set up an approved supply as detailed in the previous section.

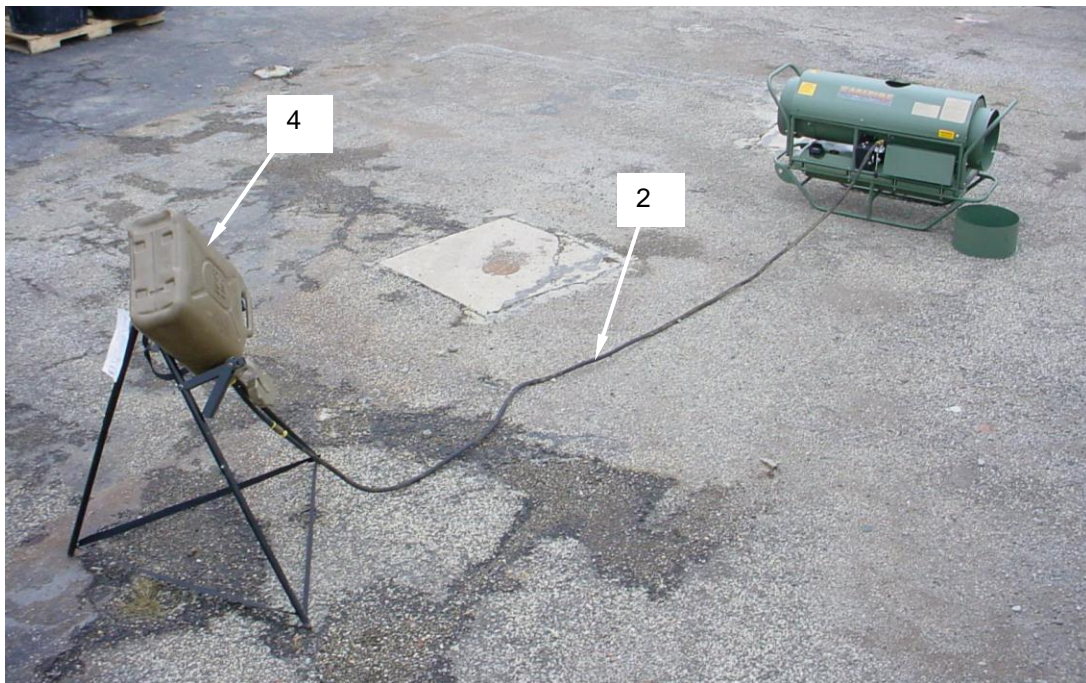
Flip the fuel selector switch (1) to the EXTERNAL position.

Layout the fuel line in a straight line from the remote fuel supply to the heater taking care to not have any kinks or sharp bends in the hose.

Connect the fuel line (2) to external fuel quick disconnect (3) by pulling back on the outer collar and fully engaging on the external fuel quick disconnect. Release the outer collar and tug on the hose to ensure that it is connected securely.

Connect fuel line (2) to the remote fuel source (4) by pulling back on the outer collar of the quick disconnect located on the fuel can adapter and inserting the quick disconnect connector of the fuel line.

Insert the fitting of the fuel line securely and release the outer collar of the fuel can adapter quick disconnect. Tug on the connection and ensure that the connection is secure.

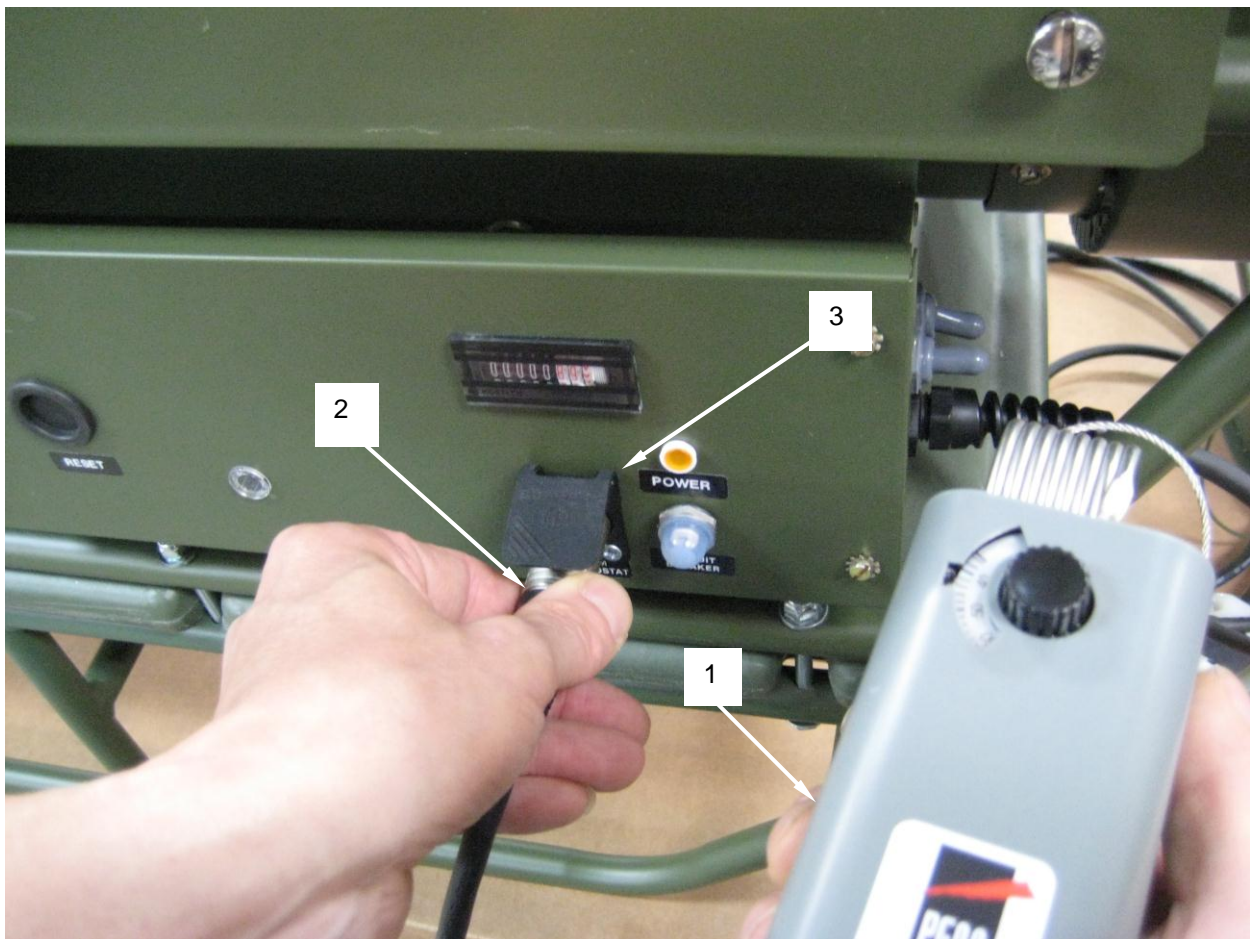


2.5.5 Connecting the Remote Room Thermostat

The remote room thermostat **(1)** allows the operator to control the environment inside the shelter automatically by monitoring the temperature and subsequently controlling the heat output of the Camfire heater.

To connect the remote room thermostat **(1)**, engage the plug **(2)** on the end of the cable into the connector **(3)** on the control panel of the heater labeled "ROOM THERMOSTAT". Push the plug in securely until it clicks in position.

Route the thermostat control into the shelter and hang from a convenient location. Be sure to position the control so that it is not in the direct path of the heated air outlet or the cold air at the entrance to the shelter. Rout the cable so that it is not a trip hazard



2.5.6 Connecting the Power Cable

Ensure that the main power switch **(1)** on the Camfire heater control panel is in the OFF position.

Uncoil the power cable **(2)** and connect the male end of the power cable to a 120 volt, 60 cycle single phase VAC power source with GFCI.

If an extension cord is required, ensure that it is a three wire cord and of adequate size, as listed in table 2-3.

Table 2-3. Extension Cord Size Requirements

LENGTH OF CORD	WIRE SIZE (AWG)
100 ft	NO. 14
200 ft	NO. 12
300 ft	NO. 10
400 ft	NO. 8
450 ft	NO. 6



2.6 Final Checks Before Operation

1. Make sure that the fuel hose leading from the fuel can to the heater is not kinked or looped and lies flat on the ground (applies only to MV60X-2). Make sure all fuel connections are correct, secure, and do not leak at the gravity feed adapter or fuel quick disconnect connector at the heater.
2. Check the fuel tank fill level gauge for adequate fuel supply. Make sure the fuel tank cap vent is open. If an external fuel source is being used, ensure that there is sufficient fuel in the external source.
3. Ensure that the power switch on the control panel is in the OFF position.
4. Plug the Camfire heater power cord into a grounded, 120VAC power supply outlet.
5. The heater assembly is now ready for operation.

2.7 Starting and Operating the Heater

2.7.1 Operation under Usual Conditions

1. Make sure the mode switch is set to NORMAL. Set the main switch to the HEAT position
2. Set the dial on the room thermostat to the desired temperature. The heater will start immediately provided that the surrounding air is cooler than the setting of the dial.
3. Safety switch lockout will occur if flame is not established during the startup 15 second “trial for ignition” period. To restart, the safety switch must be manually reset.
4. The Safety Control will provide a 5 to 10 second ignition overrun time after the “trial ignition period” to prevent lockouts.
5. The heater enters RUN mode and continues to operate until the temperature of the surrounding air reaches the dial setting.
6. When the call for heat has ended, the burner will shut down and the heater will go into post purge cool down for 60 seconds.
7. If flame failure occurs during RUN mode, the motor will immediately shut off. A 65 second “recycle” period will begin followed by a new “trial for ignition” period. (please allow 60 to 90 seconds for recycle period). Flame failure may occur if the heater runs out of fuel or due to a component failure.

WARNING!

Do not reset the safety control more than 3 times in a row. Unburned fuel can build up in the heat exchanger which could cause a fire or explosion. If the safety control needs to be reset more than 3 times, contact unit maintenance. Failure to do so could cause severe injury or damage to the equipment.

8. Power loss during a run will cause the burner to safely shut down and begin a normal trial for ignition upon power restoration.

2.8 Vent mode

1. Turn the main switch to VENT. The vent fan will come on and circulate air. This is useful in temperate climates where it gets warm during the day.
2. The fan will continue to run until the main switch is moved to the OFF position.

2.9 Operation During Unusual Conditions, Emergency Mode

If the room thermostat is lost or defective the heater can be operated in emergency mode.

1. Turn the mode switch to EMERGENCY.
2. Turn the main switch to HEAT.
3. The heater will turn on immediately and start to make heat.

CAUTION: the heater will continue to make heat until it is manually shut down. The shelter could become very hot. Do not leave the heater unattended in emergency mode

2.10 Refueling During Operation

The heater must not be refueled while it is operating. To refuel the heater, turn the power switch to the OFF position. If operating from the internal fuel tank, refuel in accordance with the section entitled "Fueling the Internal Fuel Tank".

If operating from an external fuel supply, replenish the supply and restart the heater in accordance with the section entitled "Starting the Heater".

2.11 Shutting Down the Heater (all modes)

1. Move the main switch to the OFF position.
2. The burner will shut down followed by a 60 second post purge/cool down period in which the fan will run to cool down the heat exchanger and purge any leftover combustion gases.

2.12 Preparing for Movement or Storage

2.12.1 Preparing for Movement

1. To prepare the Camfire heater for movement, ensure that the heater has been shut down in accordance with section 2.9 and that it is completely cool.
2. Unplug the power cord from the power source.
3. Remove the remote room thermostat from the shelter (if used) and disconnect from the thermostat connector on the control panel. Coil the remote room thermostat cable and stow it in the end plug along with the power cable.
4. If operating from an external fuel supply, remove the fuel can from the fuel can stand and place on ground.

5. Disconnect the fuel hose from the Camfire heater and raise the end of the fuel hose so that it is higher than the level of the fuel can. Drain the fuel in the fuel hose back into the fuel supply.
6. Coil the fuel hose back to the fuel can and disconnect the fuel hose from the fuel can adapter fitting.
7. Connect the ends of the fuel hose together in order to prevent dirt or debris from entering the fuel hose connections.
8. Strike the fuel can stand and stow in a protected location.
9. Remove the heated air outlet duct from the shelter duct tunnel. Stow the duct in a location that will protect it from weather extremes, cuts, tears, or other damage.
10. Remove the air inlet duct from the remaining shelter duct tunnel. Stow the duct in a location that will protect it from weather extremes, cuts, tears, or other damage.
11. Ensure that the remote room thermostat is neatly coiled inside the end plug as previously discussed.. Install the end plug in the end of the heater by aligning the pins on the end plug with the J-slots on the heater duct housing. Push the end plug in place and rotate clockwise to lock in place. Release the end plug. Coil the power cable around the inlet duct adapter.
12. Remove the stack extension and stow in a protected location along with the ducts.



2.12.2 Preparing the Heater for Storage

To prepare the heater for storage, follow all procedures detailed in the previous section to prepare the heater for movement.

In addition, drain the fuel tank and purge with an approved agent. Start the heater and run out all residual fuel left in the system. Make sure the fuel tank vent is open. Empty the sediment strainer.

NOTE: use pipe thread sealant on the drain plug and tighten finger tight then $\frac{1}{4}$ to $\frac{1}{2}$ more with a wrench, no more. Over tightening will cause the tank bushing to spin and therefore leak.

Lubricate all hinges.

Fog the entire heater with a thin layer of WD-40 or equivalent to protect all metal surfaces.

Store the heater in a location protected from moisture and sand.

Chapter 3

Troubleshooting

3. CAMFIRE Troubleshooting

3.1 Introduction

Should you encounter any problems with the operation of the heater, the operational flow chart and troubleshooting procedures on the following pages may help. 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 troubleshooting, 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.

3.2 Operator Level Troubleshooting

3.2.1 Advisory Lights

The safety control has advisory lights that indicate different phases of operation and/or faults. You can see these lights through the view port on the control panel. The control panel has been removed in these photos for clarity. See troubleshooting section for more details on the safety control and fault conditions.

Amber LED on constant, Indicates self-test.



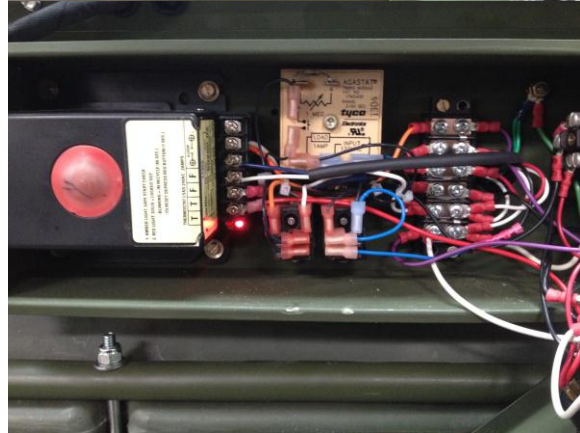
Amber light blinks off 3 to 4 seconds.
Indicates fault condition, CAD cell is seeing light or
CAD cell is defective.

LEDs are off during normal operation



Red LED on constant. Indicates safety control is locked out (fault condition) due to flame not established during start up.

Red LED flashing. Indicates flame lost during run.



3.2.2 Operational Flow Chart and Description

Description of heater operation flow chart.

1. Power ON – Main switch is placed in the ON position.
2. Self-test – Safety control performs “boot up” test every time the heater is turned on.
3. Standby – during normal operation the heater waits for a call for heat from the room thermostat. In emergency mode this is bypassed.
4. Call for heat – Room thermostat contacts close initiating heating cycle
5. Self-test II – before firing the burner the safety control looks at the CAD cell. If the CAD cell sees light or it is defective. The amber light will blink 1 second on, 4 seconds off until the problem is cleared or repaired by maintenance personnel.
6. Trial for Ignition (TFI) - the fan motor and ignition circuits turn on and the safety control looks for flame via the CAD cell. If flame is not detected in 15 seconds the safety control goes into lockout and the RED LED turns on. The fan will continue to run for an additional 60 seconds for post purge/cool down. To reset from lockout, push the reset button for 3 seconds.

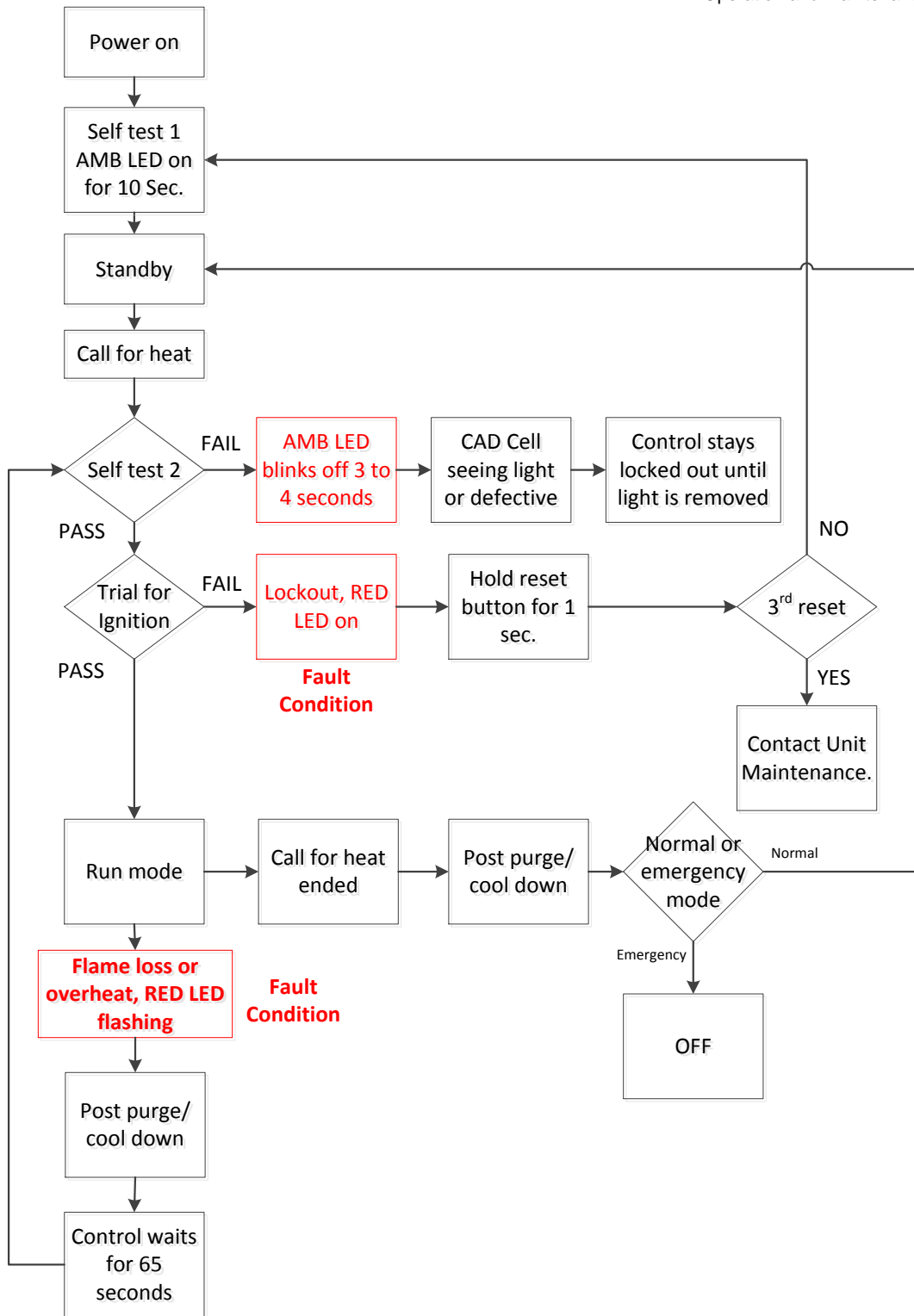
WARNING!

Do not reset the safety control more than 3 times in a row. Unburned fuel can build up in the heat exchanger which could cause a fire or explosion. If the safety control needs reset more than 3 times, contact unit maintenance. Failure to do so could cause severe injury or damage to the equipment.

7. Run mode – The safety control monitors operation of heater.
8. FAULT CONDITION – if the flame is lost or the overheat thermostat trips the safety control shuts down the burner and the RED LED flashes. The safety control will wait for 65 seconds then restart at self-test. The fan will continue to run during this time. There may be a 5-10 second “off time” when the fan is off before the new trial for ignition begins.
9. Shut down – If the call for heat has ended, the heater goes into a 60 second post purge cool down, then into standby waiting for the next call for heat. There is no standby in emergency mode. The heater simply goes into post purge cool down, and then turns off.

NOTE: anytime the heater is turned on the post purge timer is activated. This means even if you turn the heater on for one second then off, the fan will run for 60 seconds. If you are troubleshooting the heater and do not wish to wait for 60 seconds, simply remove the AC power.

Operational Flow chart



3.2.3 Operator Level Malfunction Symptom Index

The malfunction symptom index lists common malfunctions that may occur during the operation of the CAMFIRE Heater. Find the malfunction to be eliminated and go to the indicated troubleshooting procedure in the next section. This index cannot list all malfunctions that may occur, all tests or inspections needed to find the fault, or all actions required to correct the fault. If the existing malfunction is not listed, or cannot be corrected through this troubleshooting index, notify maintenance.

For purposes of this troubleshooting section, the term operator refers to someone who has been training in the deployment and use of the heater but has not been trained or certified in the maintenance of the heater beyond operator level maintenance tasks.

Table 3-1. Operator Level Malfunction Symptom Index

Malfunction	Troubleshooting Procedure
Motor Does Not Start AMBER LED blinks	1
Heater Will Not Ignite, But Motor Runs For A Short Time. RED LED on	2
Heater Burns But Puffs Of Smoke Can Be Seen; Heater Will Not Burn Steady	3
Heater Burns With Odor; Heater Smokes Continuously	4
Flames and/or Black Smoke Come Out Of Stack	5
Heater Cycles Intermittently	6
Heater Ignites But Safety Control Trips. RED LED is on	7
Motor does not start,	7

3.2.4 Examining the Heater

1. Check the fuel tank for sludge and water. If you find it, expect to find a dirty nozzle and/or sediment strainer.
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 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.
4. Check the heater cord for obvious breaks or other unsafe conditions. If the cord is doubtful repair it or replace with a new one before test firing.

3.2.5 Test Firing the Heater

1. Clean the fuel tank and fill it with at least 2 gal of fuel. A minimum of 1 gal of fuel must be in the tank in order to operate the heater.
2. Clean the air intake filter. See Section 4.4.8.

NOTE: anytime the heater is turned on the post purge timer is activated. This means even if you turn the heater on for one second then off, the fan will run for 60 seconds. If you are troubleshooting the heater and do not wish to wait for 60 seconds, simply remove the AC power.

3.2.6 Operator Level Troubleshooting Procedures

Table 3-2. Operator Level Troubleshooting Procedure

No.	Malfunction	Possible Cause	Corrective Action To Take
1.	Motor does not start AMBER LED blinks off 3 to 4 seconds.	A. Indicates CAD cell seeing light	<ol style="list-style-type: none"> Put return air duct on heater Turn heater so that inlet is shaded from sunlight
2.	Heater will not ignite, but motor runs for a short time. RED LED on.	<p>A. Sediment strainer dirty</p> <p>B. Air leak at sediment strainer.</p> <p>C. Defective or damaged spark plug.</p> <p>D. Dirty air filters causing reduced air pressure through nozzle resulting in low fuel flow.</p>	<ol style="list-style-type: none"> Inspect sediment strainer bowl for dirt and water. Remove sediment strainer bowl and drain into an approved container. Inspect and clean sediment screen. Check sediment strainer and gasket for air leaks and tightness of thumb screw that holds the glass bowl on. Refer the unit to maintenance for further troubleshooting. Ensure air intake is not blocked. Remove and clean air filters (see Section 4.4.8).
3.	Heater burns but puffs of smoke can be seen; heater will not burn steady; heater burns with odor; heater smokes continuously.	<p>A. Heater running out of fuel, wrong fuel, water in fuel.</p> <p>B. Dirty air filters causing reduced air pressure through nozzle resulting in low fuel flow.</p>	<ol style="list-style-type: none"> Check level of fuel in tank. A minimum of 1 gallon is required for proper operation. Ensure fuel is of a type indicated on the heater or listed in the Specifications, Section 1.5. Check for water in the fuel tank. Water in the fuel will form visible globules in the bottom of the fuel tank. If water is found, refer the unit to maintenance for repair. Ensure air intake is not blocked. Remove and clean air filters

No.	Malfunction	Possible Cause	Corrective Action To Take (see Section 4.4.8).
4.	Flames and/or black smoke come out of stack.	C. Dirty sediment strainer.	<ol style="list-style-type: none"> 1. Remove sediment bowl and clean. 2. Refer the unit to maintenance for further troubleshooting.
		D. Sediment strainer loose.	<ol style="list-style-type: none"> 1. Check sediment strainer and gasket for air leaks and tightness of thumb screw that holds the glass bowl on.
		E. Dirty fuel nozzle.	<ol style="list-style-type: none"> 1. Refer the unit to maintenance for further troubleshooting.
		F. Low pump output pressure (low motor speed, worn pump, pump out of adjustment).	<p style="text-align: center;">CAUTION</p> <p>Never use a drill, wire or other tool to open nozzle passage</p> <ol style="list-style-type: none"> 1. Ensure that no mechanical damage to the fan blades could be causing low motor speed. 2. If mechanical damage is observed, refer the unit to maintenance for further troubleshooting.
		G. Loose output air line between pump and burner head.	<ol style="list-style-type: none"> 1. Tug air line at both connections to ensure that they are tight.
		A. Dirty fan or air passageway through heater blocked.	<ol style="list-style-type: none"> 1. Ensure that debris grill is clear. Ensure that fan is operating properly in accordance with Section 4.4.5. 2. Ensure air passageway through heater is clear.
		B. Pump output too high causing too much fuel to be supplied.	<ol style="list-style-type: none"> 1. Refer the unit to maintenance for further troubleshooting.
C. Fan loose or improperly located on shaft.	<ol style="list-style-type: none"> 1. Refer the unit to maintenance for further troubleshooting. 		
D. Bent or damaged fan.	<ol style="list-style-type: none"> 1. Inspect fan for damage. If damage to fan is observed, refer 		

No.	Malfunction	Possible Cause	Corrective Action To Take
5.	Heater cycles intermittently.	<p>A. Thermostat (if used) set too low.</p> <p>B. Defective thermostat (if used).</p> <p>C. Defective electrical supply or defective electrical connections.</p> <p>D. Defective overheat switch.</p> <p>E. Unit is overheating.</p>	<p>the unit to maintenance for repair.</p> <p>1. Set thermostat to a higher temperature for more even operation.</p> <p>1. Set power switch on heater control box to EMERGENCY position.</p> <p>2. If heater runs evenly, replace thermostat.</p> <p>1. Ensure extension cord is in good condition.</p> <p>2. Check mechanical and electrical soundness of all wiring connections in the heater (see Schematic, Section 6).</p> <p>1. Refer the unit to maintenance for further troubleshooting.</p> <p>1. Check ducts for obstructions, or kinks. Straighten ducts to promote good airflow. 2. Remove inlet duct from heater.</p>
6.	Heater ignites but safety control trips. RED LED is on	<p>A. Dirty or defective CAD cell.</p> <p>B. Dirt is restricting fuel flow causing weak flame.</p>	<p>1. Lift top cover. Open access hatch. Remove CAD cell from bracket attached to burner head. 2. Inspect glass face of CAD cell. If dirty, wipe with clean soft cloth 3. Replace CAD cell and close access hatch. Start heater. If problem persists, notify maintenance.</p> <p>1. Remove sediment bowl and clean. 2. Refer the unit to maintenance for further troubleshooting.</p>
7.	Motor does not start	<p>A. Safety control locked out.</p> <p>B. No power or low voltage at heater.</p>	<p>1. Push and hold red reset button for 3 seconds.</p> <p>1. Check that heater is plugged in.</p>

No.	Malfunction	Possible Cause	Corrective Action To Take
			<p>2. Ensure voltage at heater is the same as indicated on heater Data Plate located on electrical panel cover and as indicated in the Specifications, Section 1.5.</p> <p>3. Use an extension cord of sufficient gauge to carry the electrical load of the heater (see Table 2-3).</p>
		C. Thermostat (if used) improperly set or defective.	<p>1. Adjust thermostat to a higher setting. If heater still does not start, continue with Step 2.</p> <p>2. Place the toggle switch on the heater control box to the EMERGENCY position. If heater functions properly, replace thermostat.</p>
		D. Fan obstructed by mechanical damage or dirt.	<p>1. Check for bent outer shell, damaged fan, or damaged motor mount.</p>
		E. Defective CAD cell.	<p>1. Refer the unit to maintenance for further troubleshooting.</p>
		F. CAD cell seeing light	<p>1. Put return air duct on heater</p> <p>2. Turn heater so that inlet is shaded from sunlight</p>
		G. Defective safety control.	<p>1. Refer the unit to maintenance for further troubleshooting.</p>

3.3 Maintainer Level Troubleshooting

3.3.1 Test Firing

1. Check and adjust the air pressure, as described in Section 4.4.8, 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.

2. Allow the heater to run for 15 minutes. Observe its operation during the test-run.
3. After making the pressure check, adjustment, and test firing, remove the gauge and re-install the plug. Tighten plug until sealed. Use soapy water to check for sealing. Do not over tighten.
4. If any troubles show up during the test firing, refer to the troubleshooting chart to find out how to correct them.

3.3.2 Maintainer Level Malfunction Symptom Index

Table 3-3. Maintainer Level Malfunction Symptom Index

Malfunction	Troubleshooting Procedure
Motor Does Not Start AMBER LED blinks	1
Heater Will Not Ignite, But Motor Runs For A Short Time. RED LED on	2
Heater Burns But Puffs Of Smoke Can Be Seen; Heater Will Not Burn Steady;	3
Heater Burns With Odor; Heater Smokes Continuously	
Flames and/or Black Smoke Come Out Of Stack	4
Heater Cycles Intermittently	5
Heater Ignites But Safety Control Trips. RED LED is on	6
Motor does not start,	7

NOTE: anytime the heater is turned on the post purge timer is activated. This means even if you turn the heater on for one second then off, the fan will run for 60 seconds. If you are troubleshooting the heater and do not wish to wait for 60 seconds, simply remove the AC power.

3.3.3 Maintainer Level Troubleshooting Procedures

Table 3-4. Maintainer Level Troubleshooting Procedures

No.	Malfunction	Possible Cause	Corrective Action To Take
1	Motor does not start AMBER LED blinks off 3 to 4 seconds.	<p>A. Indicates CAD cell seeing light</p> <p>B. Defective CAD cell.</p> <p>C. Defective safety control.</p>	<p>1. Put return air duct on heater</p> <p>2. Turn heater so that inlet is shaded from sunlight</p> <p>1. Lift top cover. Open access hatch. Remove CAD cell from bracket attached to burner head.</p> <p>2. Remove CAD cell bulb from holder.</p> <p>3. Connect ohmmeter test leads to CAD cell leads.</p> <p>4. Hold open end of CAD cell towards a light source (a 60-watt light bulb or direct sunlight). The resistance indicated on the ohmmeter should be below 700 ohms.</p> <p>5. Block off light completely by covering the open end of the CAD cell. Within 10 seconds the resistance indicated should be high.</p> <p>6. Replace CAD cell if there is no change in resistance during this procedure.</p> <p>1. See Section 4.4.9 safety control testing.</p>
2.	Heater will not ignite, but motor runs for a short time. RED LED on	A. Fuel tank empty, wrong fuel, water in fuel.	<p>1. Check for water in the fuel tank. Water in the fuel will form visible globules in the bottom of the fuel tank.</p> <p>2. If water is found, drain and clean tank and filter. Fill with fresh, clean fuel.</p>

No.	Malfunction	Possible Cause	Corrective Action To Take
		<p>B. Defective or damaged spark plug.</p>	<p>1. Remove spark plug from burner head. Visually inspect spark plug for cracks or worn electrodes.</p> <p>2. Adjust spark plug gap (see Section 4.4.3).</p> <p>3. 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 grounded circuit.</p> <p>4. Start heater; observe the spark between the plug's electrodes. If the ground is good and spark does not jump between the electrodes, replace spark plug.</p>
		<p>C. Defective transformer.</p>	<p style="text-align: center;"><u>WARNING</u></p> <p>To begin the transformer test, first ensure 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 terminal.</p> <p>1. Connect the transformer lead to a properly gapped spark plug. The gap should be 0.050 inch, plus or minus 0.005 inch.</p> <p>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 grounded circuit.</p> <p>3. Start heater; observe the spark between the plug's electrodes. If the ground is good and spark does not jump between the electrodes, the transformer is defective and must be replaced.</p>

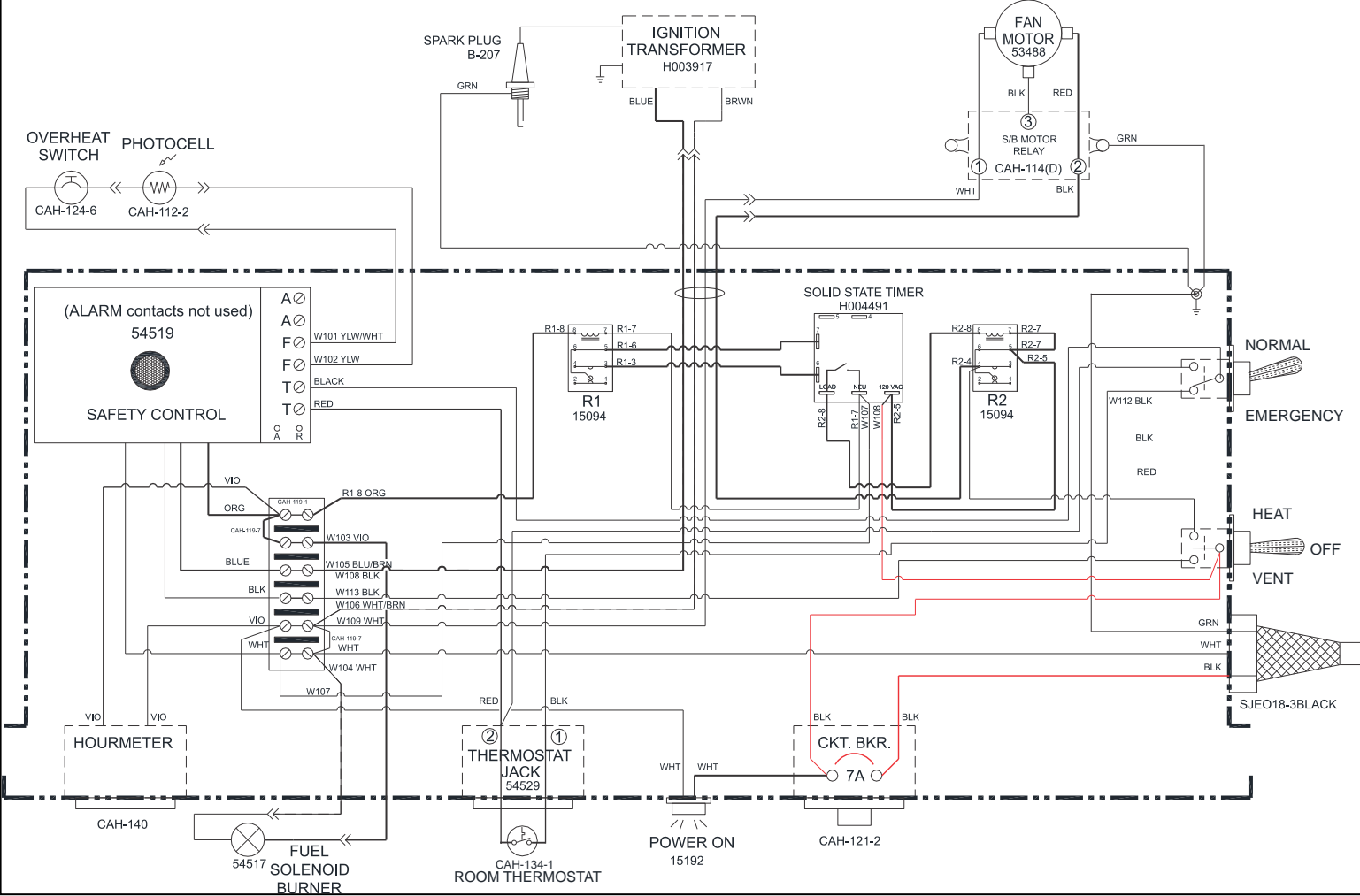
No.	Malfunction	Possible Cause	Corrective Action To Take
3.	Heater burns but puffs of smoke can be seen; heater will not burn steady; heater burns with odor; heater smokes continuously.	D. Dirty nozzle	1. Clean nozzle as described in section 4.4.7
		E. No pump pressure, low pump pressure	1. Check air pump pressure. It should be 6 PSI 2. Inspect and adjust pump as described in Section 4.4.8
		F. Fuel solenoid clogged or defective	1. Check power to fuel solenoid 2. Remove solenoid plunger assy. and check for dirt
		A. Heater running out of fuel, wrong fuel, water in fuel.	1. Check for water in the fuel tank. Water in the fuel will form visible globules in the bottom of the fuel tank. 2. If water is found, drain and clean tank and filter. Fill with fresh, clean fuel.
		B. Dirty sediment strainer.	1. Remove and clean sediment strainer (see Section 4.4.6). 2. Replace a blocked filter screen.
		C. Low pump output pressure (low motor speed, worn pump, pump out of adjustment.	1. Check and adjust pump output pressure (see Section 4.4.8). 2. Repair or replace pump if adjustment cannot be made (see Section 4.4.8).
4.	Flames and/or black smoke come out of stack.	A. Pump output too high causing too much fuel to be supplied.	1. Check and adjust pump output pressure.
		B. Fan loose or improperly located on shaft.	1. Check and tighten hex screw located on rear of fan hub. 2. Ensure fan is in correct location (see Section 4.4.5).
		C. Bent or damaged fan.	1. Replace a damaged fan. DO NOT ATTEMPT TO REPAIR A DAMAGED FAN.
5.	Heater cycles intermittently.	A. Defective overheat switch.	1. Remove leads from overheat switch (located at output end of heater).

No.	Malfunction	Possible Cause	Corrective Action To Take
6.	Heater ignites but safety control trips.	A. Dirty or defective CAD cell.	<p>2. Using a test lead with 2 alligator clips, jump overheat leads (white wires are low voltage).</p> <p>3. Start heater. If heater runs properly, replace overheat switch.</p> <p>1. Disconnect blue and white CAD cell leads.</p> <p>2. Connect ohmmeter test leads to CAD cell leads.</p> <p>3. Hold open end of CAD cell towards a light source (a 60-watt light bulb or direct sunlight). The resistance indicated on the ohmmeter should be low.</p> <p>4. Block off light completely by covering the open end of the CAD cell. Within 10 seconds the resistance indicated should be high.</p> <p>5. Replace CAD cell if there is no change in resistance during this procedure.</p>
		B. Defective overheat switch.	<p>1. Remove leads from overheat switch (located at output end of heater).</p> <p>2. Using a test lead with 2 alligator clips, jump overheat leads (white wires low voltage).</p> <p>3. Start heater. If heater runs properly, replace overheat switch.</p>
7.	Motor does not start	A. Fan obstructed by mechanical damage or dirt.	1. Replace a damaged fan. Do not attempt to repair.
		B. Defective CAD cell.	<p>1. Lift top cover. Open access hatch. Remove CAD cell from bracket attached to burner head.</p> <p>2. Disconnect blue and white</p>

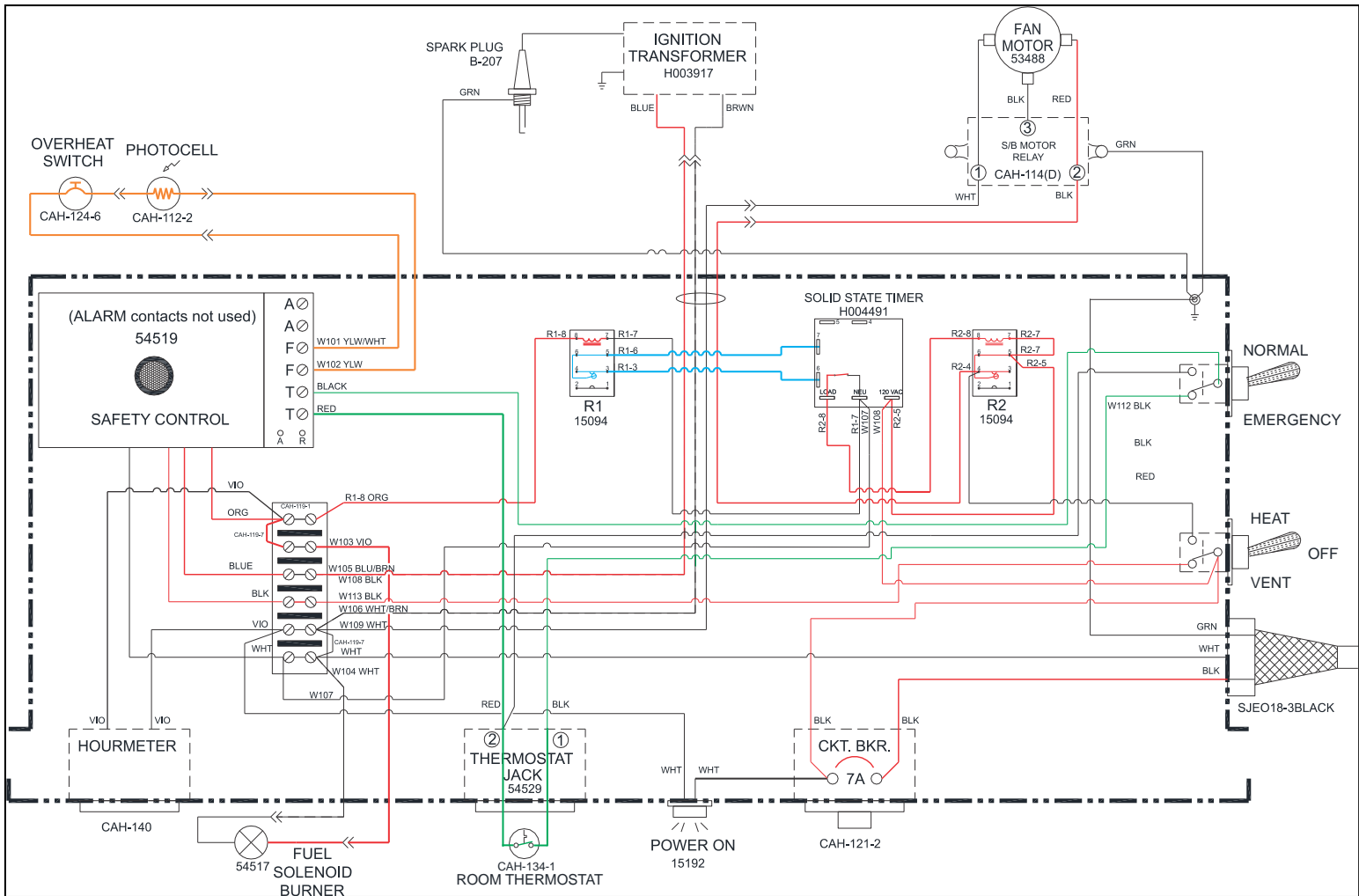
No.	Malfunction	Possible Cause	Corrective Action To Take
			<p>CAD cell leads.</p> <p>3. Connect ohmmeter test leads to CAD cell leads.</p> <p>4. Hold open end of CAD cell towards a light source (a 60-watt light bulb or direct sunlight). The resistance indicated on the ohmmeter should be low.</p> <p>5. Block off light completely by covering the open end of the CAD cell. Within 10 seconds the resistance indicated should be high.</p> <p>6. Replace CAD cell if there is no change in resistance during this procedure.</p>
		C. Defective safety control.	<p>1. Test safety control in accordance with the instructions in sections 4.4.4 and 4.4.8</p>
		D. Broken rotor or carbon blades. Pump rotor binding.	<p>1. Remove pump end cover and pump front cover.</p> <p>2. Visually inspect rotor and blades for breakage.</p> <p>3. Ensure that the rotor and blades are free of any lubricant or debris.</p> <p>4. Check rotor with feeler gauge for proper clearance between rotor and pump body (see Section 4.4.4).</p>

3.3.4 Power Flow Diagnostic Diagrams

The following power flow diagrams will aid the maintainer in tracing circuits and general troubleshooting. Circuits that have power and/or are energized are highlighted red. Please note that just the power lines going to components are highlighted. Return circuits or "common" lines are not highlighted for clarity.



Heater Mode, OFF
Heater is plugged in to 120VAC.
Basic circuits have power available.



Heater in HEAT mode

Call for heat. Thermostat loop (green highlight) closed.

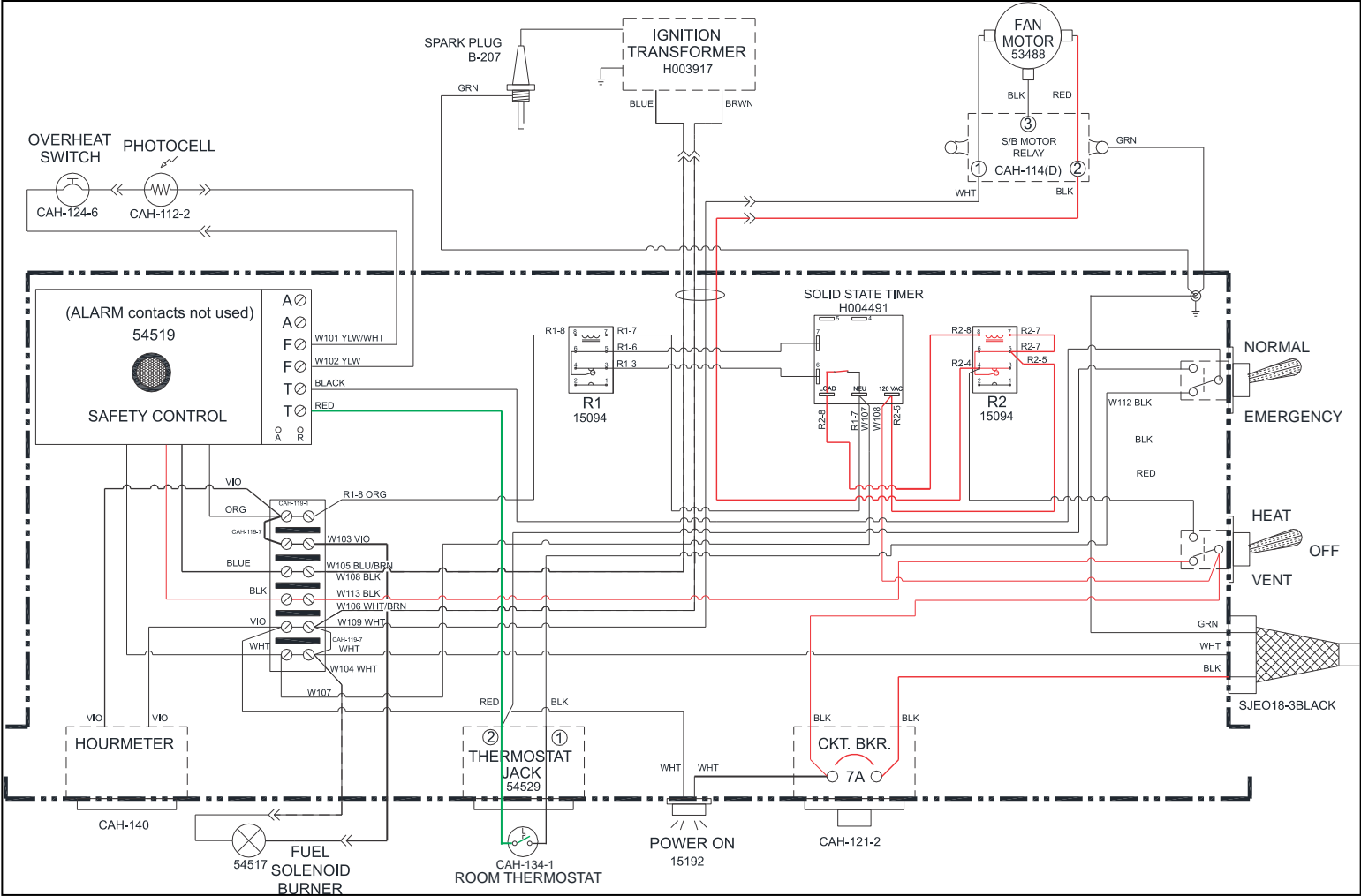
Orange (fan motor) and Blue (ignition transformer) circuits of safety control are now energized.

R1 relay is energized closing the trigger circuit (blue highlight) for the solid state timer. Solid state timer contacts now closed completing path to common.

R2 Relay is now closed sending power to fan motor.

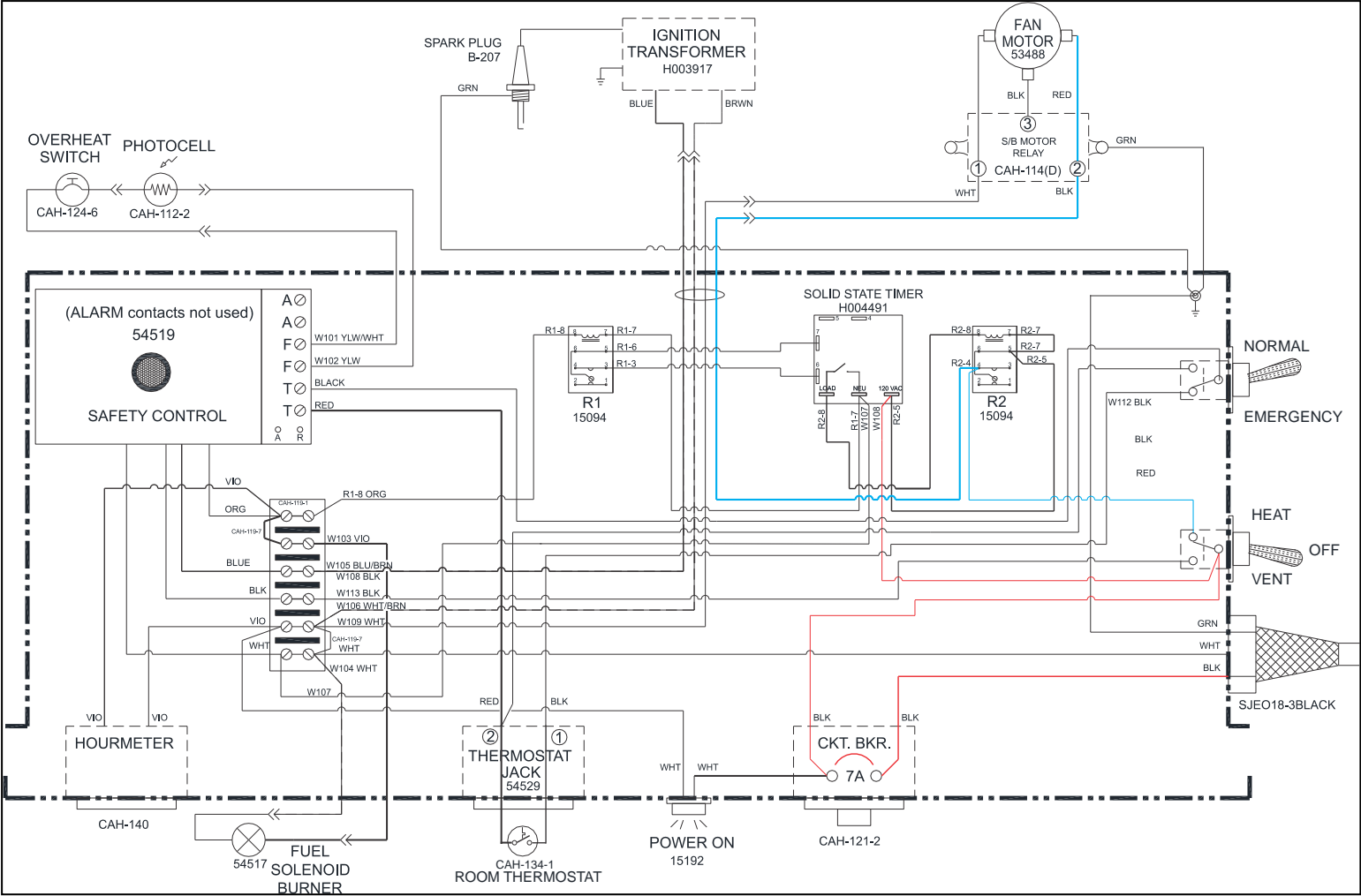
Flame sense loop (orange highlight) closed when flame is detected.

NOTE: EMERGENCY MODE operation is the same. The only difference is the thermostat loop is closed by the Mode Switch.



Heater in post purge

Call for heat has ended. (room thermostat open)
 Power is removed from R1 which in turn initiates the solid state timer
 Solid state timer delays opening contacts for 60 seconds keeping R2 energized allowing the fan motor to run and cool the heater.



Heater in vent mode

Mode switch sends power (blue highlight) directly to fan motor.
All other circuits are inactive

Chapter 4 Maintenance

4. CAMFIRE Maintenance

4.1 Introduction

Maintenance consists of simple operations the 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 3 in this manual for checking and troubleshooting. See Figure 4-1 for maintenance points.

4.2 Preventive Maintenance Checks and Services

4.2.1 Introduction

Preventive Maintenance Checks and Services (PMCS) are performed to keep the Camfire Heater in good operating condition and ready for its primary mission. The checks are used to find, correct, and report problems. PMCS is performed every day the Camfire Heater is in operation, and is done according to the PMCS table provided. Pay attention to **WARNING**, **CAUTION**, and **NOTE** statements. A **WARNING** indicates that someone could be hurt or killed. A **CAUTION** indicates that equipment could be damaged. A **NOTE** may make your maintenance or repair task easier.

Be sure to perform scheduled PMCS. Always perform PMCS in the same order so it becomes habit. With practice, you will quickly recognize problems with the equipment.

Use DA Form 2404, Equipment Inspection and Maintenance Worksheet, to record any discovered faults. Do not record faults that you fix!

PMCS PROCEDURES

Table 4-1 lists inspections and care required to keep your equipment in good operating condition. It is arranged so that you can perform before operation checks as you walk around the equipment.

Explanation of Table 1 Columns

Item Number

Indicates the reference number. When completing DA Form 2404, Equipment Inspection and Maintenance Worksheet, include the item number for the item to check/service indicating a fault. Item numbers appear in the order you must perform the checks/services listed.

Interval

Indicates when you must perform the procedure in the procedure column.

- before** - perform before equipment operation
- during** - perform during equipment operation
- after** - perform after equipment has been operated
- weekly** - perform every week
- monthly** - perform each month
- hours** - perform at the noted hourly interval

Item to Check/Service

Indicates the item to be checked or serviced.

Procedure

Indicates the procedure you must perform on the item listed in Item to Check/Service column. You must perform the procedure at the time specified in the Interval column.

Not Fully Mission Capable If:

Indicates faults which will prevent your equipment from performing its primary mission. If you perform procedures listed in Procedure column which show faults listed in this column, do not operate the equipment. Follow standard procedures for maintaining the equipment or reporting equipment failure. If you are not authorized to perform a task, notify unit maintenance.

Other special entries

Observe all special information and notes that appear in Table 4-1.

When a check/service procedure is required for both weekly and before intervals, it is not necessary to perform the procedure twice if the equipment is operated during the weekly period.

COMMON CHECKS AND CLEANING**Cleaning**

Always keep the equipment clean. Remove dirt, sand, and debris from all circuit breakers and hose connections.

Bolts, nuts, and screws

Check them for obvious looseness, missing, bent, or broken condition on equipment. If you find a bolt, nut, or screw you think is loose, tighten it or report it to your supervisor.

Hoses

Look for wear, damage, and leaks. Ensure clamps are tight. Wet spots show leaks, but a stain around a fitting or connector can also mean a leak. If a leak comes from a loose fitting or coupling, tighten it. If something is broken or worn out, report it to your supervisor.

LEAKAGE DEFINITION FOR PERFORMING PMCS

It is necessary for you to know how fluid leakage affects the status of the equipment. The following are the types/classes of leakage an operator needs to know to be able to determine the status of the water system. Learn these leakage definitions and remember - when in doubt, notify your supervisor.

CAUTION

Equipment operation is allowable with minor leakages (Class I or II). Of course, consideration must be given to fluid capacity in the system, when in doubt, notify your supervisor.

When operating with Class I or II leaks, continue to check fluid levels as required in your PMCS.

Class III leaks should be reported immediately to your supervisor.

Class I - Seepage of fluid (as indicated by wetness or discoloration) not great enough to form drops.

Class II - Leakage of fluid great enough to form drops but not enough to cause drops to drip from item being checked/inspected.

Class III - Leakage of fluid great enough to form drops that fall from items being checked/inspected.

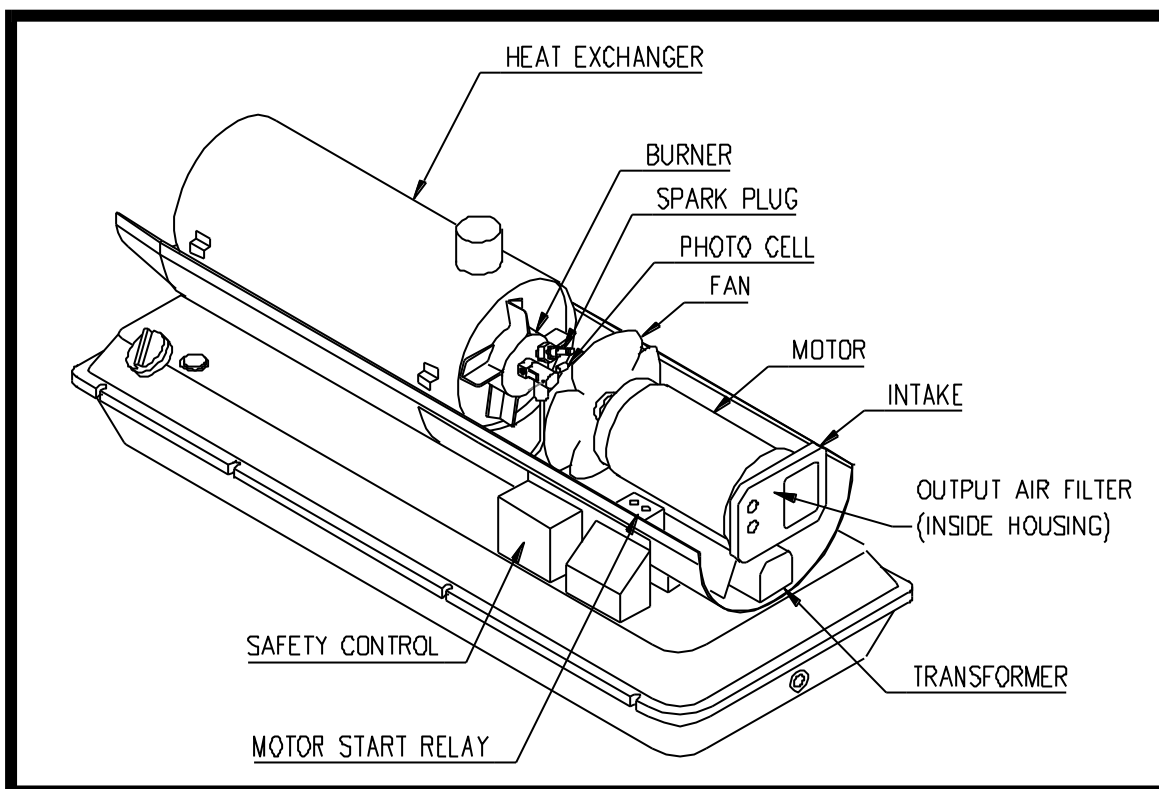


Figure 4-1. Camfire Maintenance Locations

4.2.2 Removing Upper Shell

WARNING

When necessary to work on the heater with the upper shell removed, be sure to unplug the power source from the heater. If power is required to perform any maintenance procedure, keep away from the fan and spark plug lead to prevent injury or serious electrical shock.

DO NOT operate the heater for extended periods of time with the upper shell removed. If you do, the combustion chamber may be permanently damaged due to overheating.

1. To remove upper shell of the heater, first remove top shroud, inlet and outlet duct adapters and eight screws from split seam of upper and lower shells. Slide upper shroud out of frame.

2. To replace the upper shell, align the eight holes located along its lower edge over the eight speed nuts on the lower shell and install the screws. Replace top shroud and duct adapters in the reverse order.

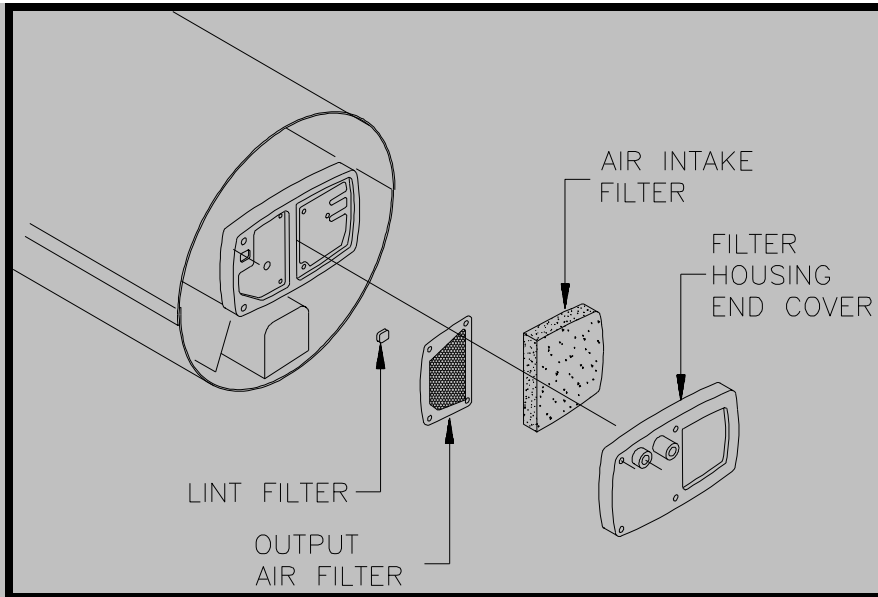
4.2.3 Operator Preventive Maintenance Checks and Services

Table 4-1. Camfire Heater Preventive Maintenance Checks and Services

ITEM NO.	INTERVAL	LOCATION ITEM TO CHECK/SERVICE	PROCEDURE	NOT FULLY MISSION CAPABLE IF:
1	Every 150 hours	Fuel Tank	Drain the fuel tank after every 150 hours of operation and flush it out with clean fuel. Refill with new, clean fuel. NOTE: use pipe thread sealant on drain plug and tighten finger tight then ¼ to ½ more with a wrench, no more. Over tightening will cause the tank bushing to spin and therefore leak.	Fuel tank dirty or fuel contaminated.
2	Every 40 hours or as conditions dictate	Air Filter	<p>1. Check and clean the intake air filter often. The filter needs cleaning more often if the heater is operated in dusty conditions (see figure).</p> <p>2. To clean the intake air filter, simply pull it out of the housing, wash with mild detergent and hot or cold water, dry thoroughly, and replace in the housing.</p> <p style="text-align: center;">CAUTION Do not oil the filter element</p> <p>3. Replace the output air filter once each heating season.</p> <p>4. To reach the output air filter, remove the five screws that attach the filter housing end cover. Lift the output air filter out (see figure).</p> <p style="text-align: center;">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 4.4.8.</p> <p>5. Replace the output air filter, the filter housing end cover, and the screws and washers.</p>	Air filter dirty or in need of replacement.

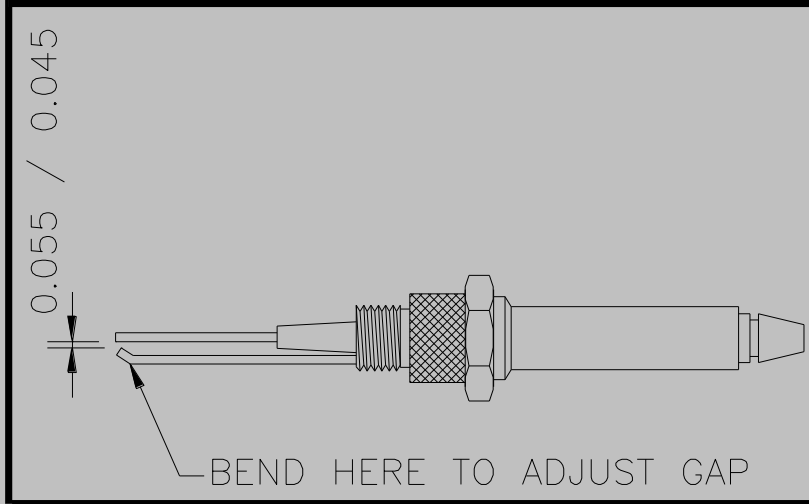
ITEM NO.	INTERVAL	LOCATION	PROCEDURE	NOT FULLY MISSION CAPABLE IF:
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ITEM TO CHECK/SERVICE



3	Every 500 hours	Fan	<p>1. 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.</p> <p>2. To clean, wipe the blades with a cloth moistened with kerosene or solvent. Be careful not to bend the blades. Dry the fan thoroughly.</p>	Fan blades dirty or damaged.
4	Every 1000 hours or at beginning of new heating season	Spark Plug	<p>WARNING Be sure the heater is not plugged into the outlet. The spark plug wire carries high voltage during heater operation.</p> <p>1. Disconnect the spark plug wire and remove the spark plug (see figure).</p> <p>2. Adjust the gap by bending the outside electrode (see figure).</p> <p>3. Reinstall the spark plug.</p>	Spark plug gap out of adjustment.

ITEM NO.	INTERVAL	LOCATION	PROCEDURE	NOT FULLY MISSION CAPABLE IF:
		ITEM TO CHECK/SERVICE		



5	Every day and at beginning of new heating season	Sediment strainer	<p>1. The sediment strainer is located on the heater next to the control panel. Check it daily for dirt and water, or if the trouble-shooting chart indicates.</p> <p>2. To remove the sediment strainer, loosen the thumb screw at the bottom of the glass bowl.</p> <p>3. Wipe out the bowl with a lint free cloth.</p> <p>4. Check the screen for dirt and debris. Shake dirt from screen or clean with diesel fuel or solvent.</p>	Sediment strainer dirty or damaged.
6	Every 1000 hours or at beginning of new heating season	Burner	<p>1. Be sure the heater is disconnected from the power source, then remove the lead wire from the spark plug. Remove fuel line assembly from burner head. Disconnect the air line from the fitting in the right side of the nozzle adapter.</p> <p>2. Remove the CAD cell assembly from its bracket. Then remove the screws that fasten the burner head to the combustion chamber and remove the burner head.</p>	Burner nozzle clogged, dirty, or otherwise damaged. CAD cell dirty or damaged.

ITEM NO.	INTERVAL	LOCATION	PROCEDURE	NOT FULLY MISSION CAPABLE IF:
		ITEM TO CHECK/SERVICE		

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 that will affect the heater's performance. If solvent and reverse air flow through the nozzle cannot remove the contamination, replace the nozzle. Always protect the nozzle face whenever 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.

5. 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 hardware.

6. Connect the fuel line and the air line from the filter housing to its respective fittings on the nozzle adapter.

7. Reinstall the CAD cell, 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.

4.3 Special Tools, Equipment and Supplies

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

1. Air gauge, Part Number CAH-146, or any gauge with a 15 PSI pressure range and 1/4 PSI divisions, able to indicate 4 PSI 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. Clean fuel, either kerosene or No. 1 fuel oil.
4. Non-flammable, non-toxic liquid cleaning solvent.

CAUTION

Fumes of most solvents are poisonous. Use solvent in a well ventilated area.

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

4.4 System Maintenance Procedures

4.4.1 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. This work should only be carried out by a skilled technician.

4.4.2 Remote Room Thermostat (Inspect/Test)

INITIAL SETUP

Tools:
Multimeter

Personnel Required:
One

Materials/Parts:
None required

Equipment Condition:
Heater shut down and cool, Remote Room
Thermostat disconnected from heater

Inspect

Inspect the thermostat assembly for signs of damage such as nicks, cuts, abrasions. Check coil on top for damage.

Test

1. Using a volt ohmmeter, set the meter to the lowest ohm setting or continuity.
2. Place the probes on pin 1 and pin 2. At room temperature, with the dial turned to the lowest setting, the circuit should be open.
3. Turn the dial to maximum setting there should be continuity. If not replace the thermostat assembly.



4. If you suspect that the thermostat is preventing the heater from starting when it is set to call for heat, unplug thermostat. Set mode switch to Emergency to operate the heater without the room thermostat.

4.4.3 Ignition Transformer (Inspect/Test)

INITIAL SETUP

Tools:

General Mechanics Tool Kit
Gloves

Personnel Required:

One

Materials/Parts:

None required

Equipment Condition:

Heater shut down and cool, heater unplugged

TEST

1. Connect the transformer lead to a properly gapped spark plug. The gap should be 0.050 inch, plus or minus 0.005 inch.
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. Move the ON/OFF switch; observe the spark between the plug's electrodes. If the ground is good and spark does not jump between the electrodes, check the voltage to the transformer in the next step.



4. Remove the control panel.

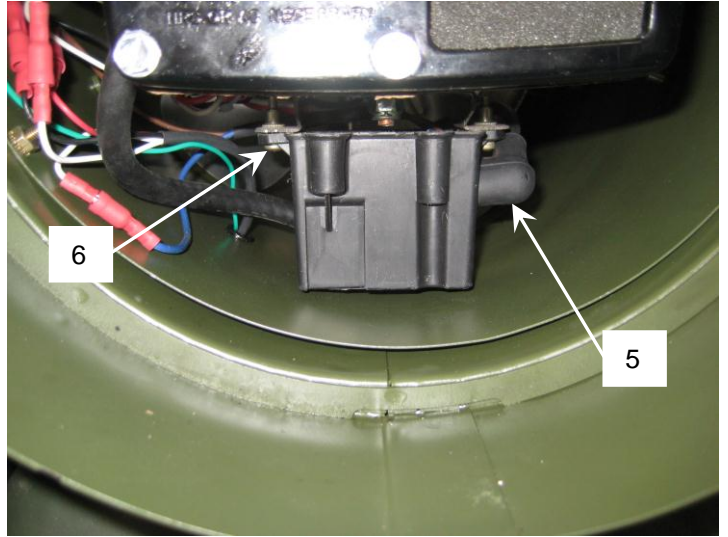
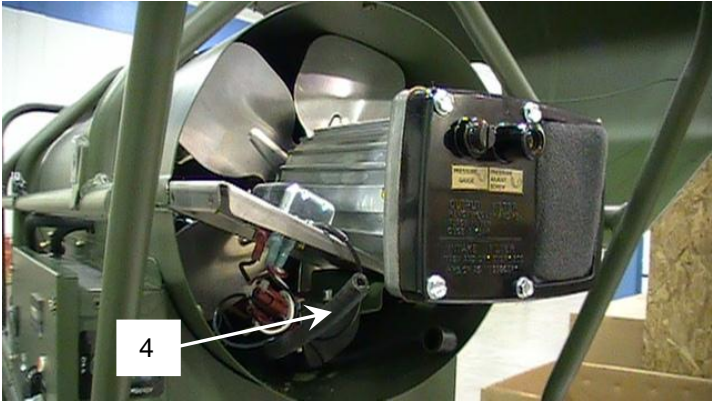
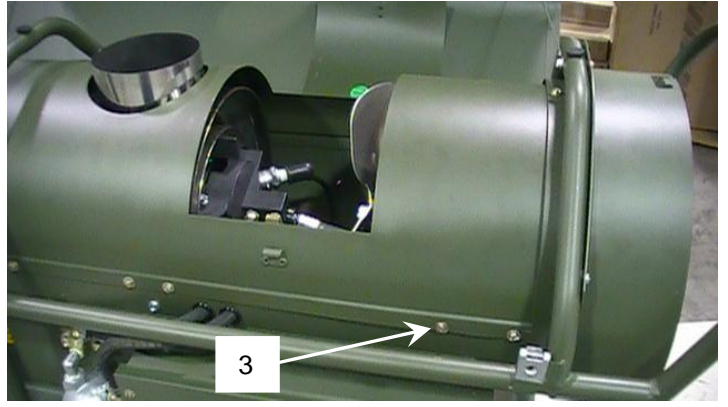
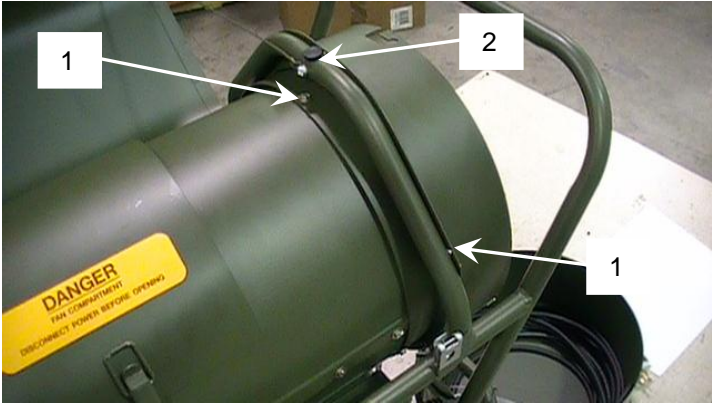
WARNING

120VAC is present in the following steps. Take proper precaution against electrical shock before proceeding.

5. Plug the heater in and turn power switch to on.
 6. Place probes on the terminal block, #3 (blue) and #6 (white). (top to bottom)
 7. When the heater starts there should be 120vac. If 120VAC is present replace the ignition transformer. If not replace the safety control.
-

Replace

1. To replace the transformer, unplug the heater and remove six screws (1) that hold on the duct adapter (1). Remove the screw (2) holding the wire lanyard. This will ease removal of the top duct adapter screw. Remove duct adapter. (see pictures on next page)
2. Remove four screws (3) that hold the motor mounting bracket.
Caution: the use of gloves is recommended for the next steps as there are sharp corners and edges in the workspace.
3. Slide the motor mounting bracket towards the end of the heater.
4. Remove the air line (4) and the high voltage lead (5) on the ignition transformer.
5. Continue to pull the motor mounting bracket out of the heater. Note: it will be necessary to lift the motor mounting bracket over the weld nuts on the lower shell. Pull the motor mounting bracket out of the heater until you have clear access to the cap head screws on the ignition transformer. It is not necessary to remove the motor mounting bracket from the heater.
6. Remove two cap head screws (6) that attach the transformer to the motor mounting bracket. With a 9/64" hex key wrench.
7. Disconnect ignition transformer electrical leads
8. Install new transformer in reverse order.



4.4.4 Motor Starting Circuits, Test

INITIAL SETUP

Tools:
Multimeter

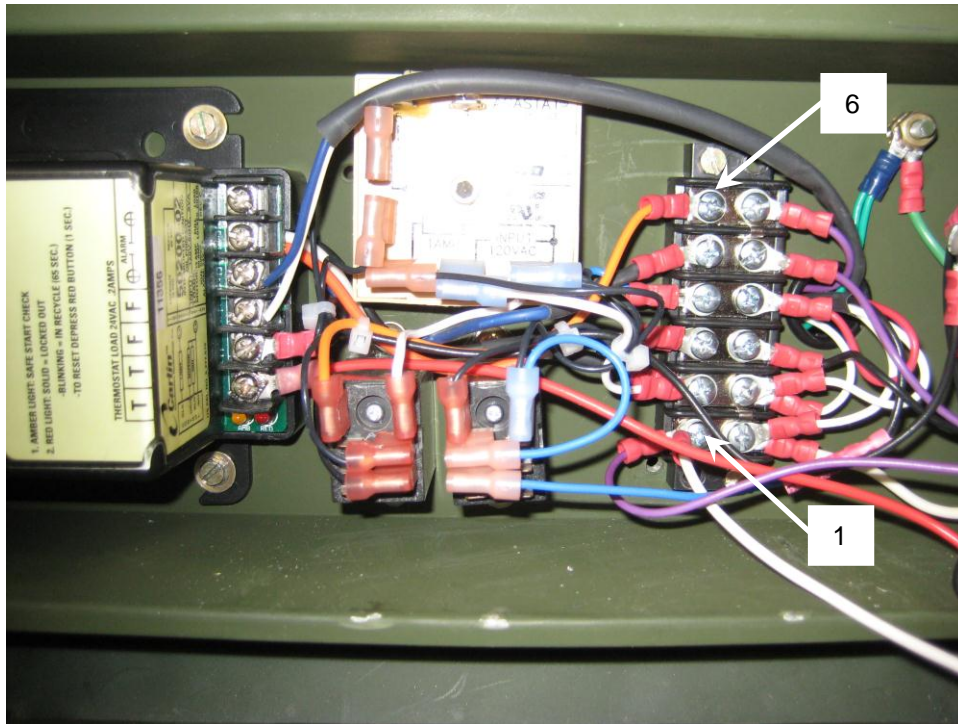
Personnel Required:
One

Materials/Parts:
None required

Equipment Condition:
Heater shut down and cool, power cable disconnected

TEST

1. Remove control panel as detailed in the transformer section.
2. Place test probes on terminals #1 (white) and #6 (orange).
3. Turn main switch on.
4. Verify that there is 110 VAC on the orange wire (6) after the self-test (amber LED goes out). This could take about 30 seconds



MORE INFO: This heater has a ¼ horsepower motor with a separate starting relay. All electric motors have internal coils of wire or “windings” that make them run. This motor has two windings. One winding is a low speed high torque winding or “start winding” and the other is a high speed low torque “run” winding. The job of the starting relay is to connect the start winding momentarily then switch to the run winding. See the wiring diagram, Figure 4-2. In the event the starting relay is defective you will

notice that the motor turns slightly and makes a humming noise. This is because the start winding was not energized and the run winding is trying (unsuccessfully) to turn the motor.

NOTE

The starting relay is “position sensitive” and must be tested with the terminals on the bottom. The same position as when installed in the heater.

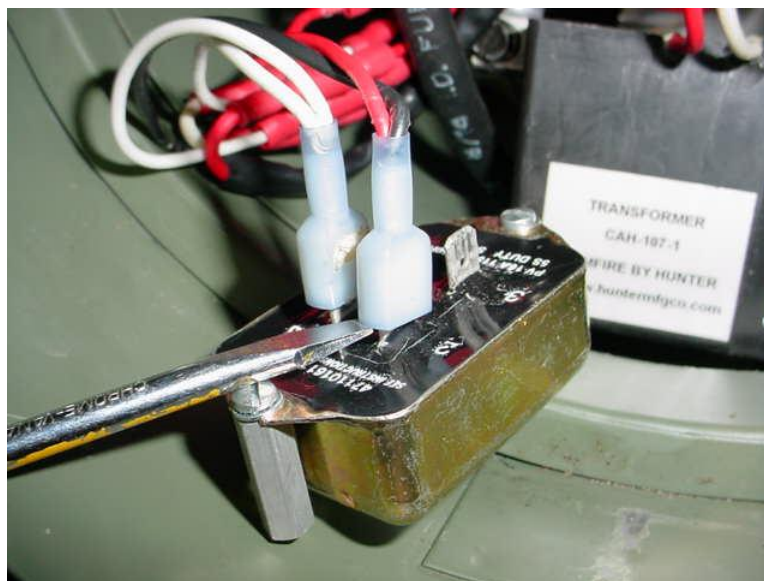
5. Take the relay out of the heater by taking out the screw that holds its bracket to the left side of the lower shell near the motor.

Warning!

Avoid touching the bare wires or the exposed wire terminals.



6. Lift the terminal partially so that you can attach a jumper to the terminal.



7. Take the black motor wire off its terminal (3) of the starting relay. Attach the jumper to the terminal (2) of the red lead and plug in the heater. The motor should start. Remove the jumper from terminal (2) immediately. The motor should continue to run.
8. If the motor starts and continues to run install a new relay. Disconnect the power cord and re-connect the wiring according to the wiring diagram. See Figure 4-2.
9. If the motor fails to start and the relay is found not to be the cause of failure, disconnect the power cord and remove the motor. Install a new motor.



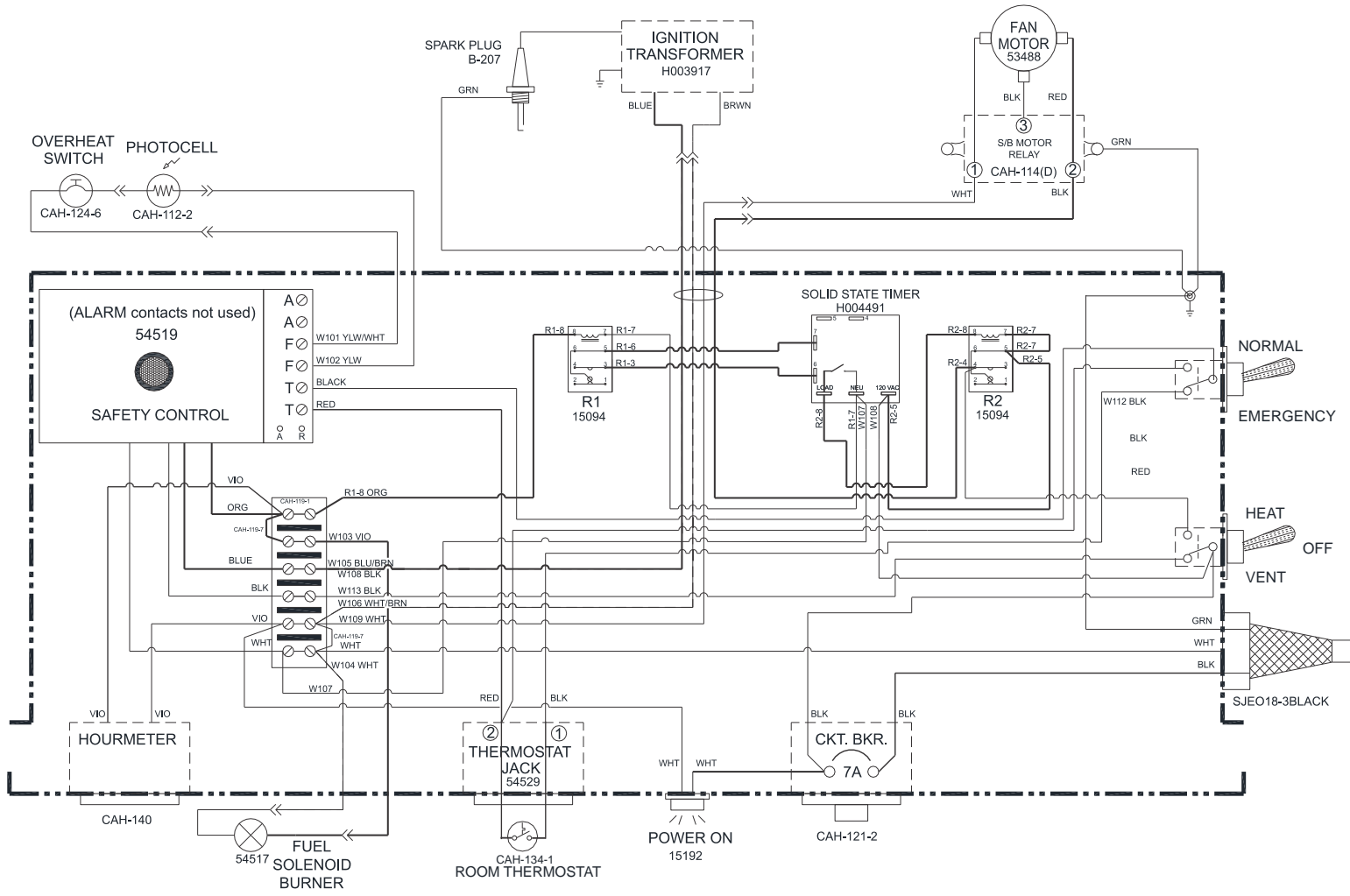


Figure 4-2. Wiring Diagram

4.4.5 Fan Service

INITIAL SETUP

Tools:
Phillips screwdriver

Personnel Required:
One

Materials/Parts:
None required

Equipment Condition:
Heater shut down and cool. Power disconnected.

Replace a damaged or bent fan. Do not attempt repair except as a temporary emergency measure. Loosen the setscrew to remove the fan from the motor shaft. Only use replacement fan P/N CAH-EUR-113. This is important in order to retain the air flow and combustion characteristics of the heater. Check for proper fan location on the motor shaft. Make sure the fan is in the same position and location as before it was removed. See Figure 4-3.

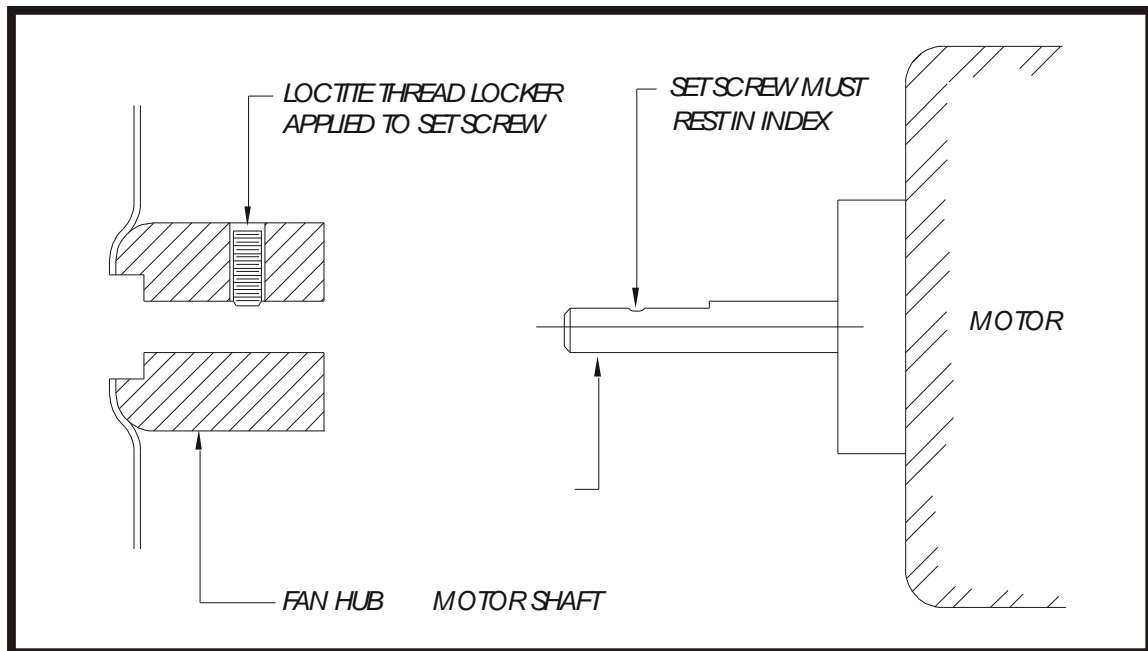


Figure 4-3. Location of Fan on Shaft

4.4.6 Sediment Strainer Service

INITIAL SETUP

Tools:
None required

Personnel Required:
One

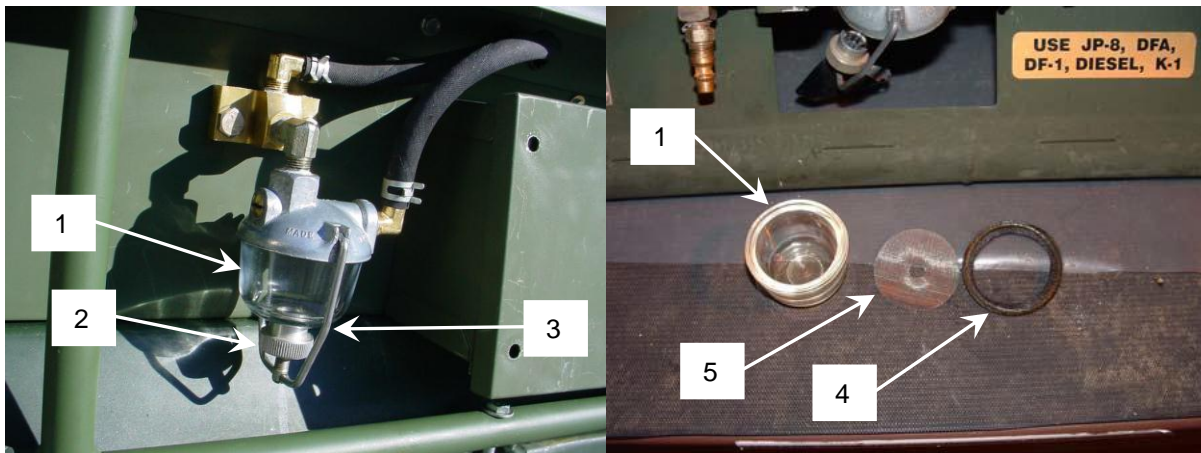
Materials/Parts:
Wiping rags
Fuel absorbent mats

Equipment Condition:
Heater shut down and cool. Power disconnected.

1. Place a fuel absorbent mat beneath the sediment strainer assembly.
2. Remove the sediment strainer bowl (1) by turning the thumbscrew (2) counter clockwise and swinging the bale (3) away. Make sure to support the bowl so that it does not fall or spill.
3. Empty the contents of the bowl into an approved container. Clean the bowl with a lint free rag or rinse in parts bath.
4. Remove the gasket (4) and screen (5) and rinse with clean fuel or in a parts bath.
5. Inspect the gasket for cracks and damage that would keep it from sealing. If gasket is damaged replace it.
6. Install screen then gasket into sediment strainer top assembly.
7. Hold sediment bowl up to sediment strainer top assembly and ensure it seats to the gasket.
8. Swing the bale underneath the bowl and turn the thumbscrew clockwise until it contacts the bowl. DO NOT TIGHTEN AT THIS TIME.
9. Inspect the gasket and bowl alignment closely.

NOTE: Make sure the bowl is centered on the gasket. The sediment bowl is on the suction fuel line for the burner. If it does not seal, air will leak in causing poor combustion or the burner to not fire at all due to no fuel flow.

10. Tighten the thumbscrew securely.



4.4.7 Burner Head, Nozzle, Service, Clean

INITIAL SETUP

Tools:

3/8" and 5/16" open wrench

5/8" socket

Materials/Parts:

Dry cleaning fluid

Personnel Required:

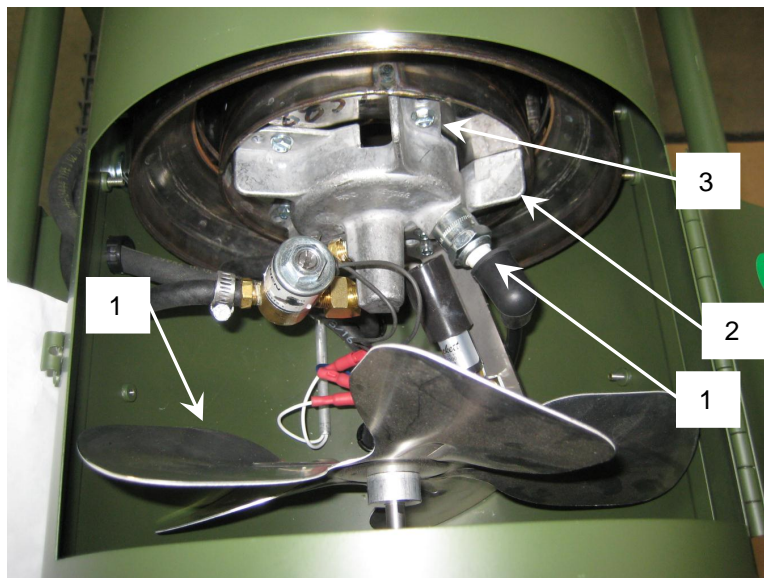
One

Equipment Condition:

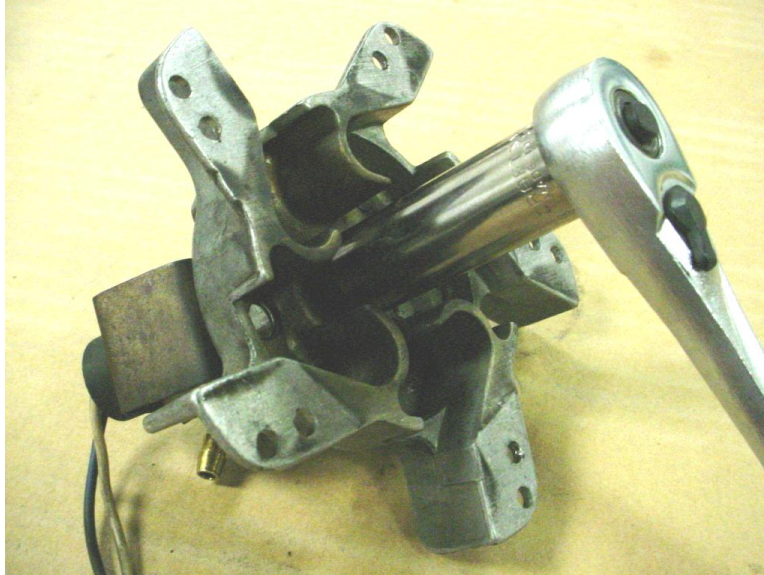
Heater shutdown and cool. Power cable disconnected. Upper cover removed.

CLEAN

1. Remove the fan (4) by loosening the set screw. This gives you more room to work.
2. Remove the spark plug (1) and remove the burner head (2) from heat exchanger by removing 5 screws (3). NOTE: you can leave the fuel and air lines attached.
3. Clean the burner head as described in Section 4.2.3.



4. Remove the nozzle with a 5/8" socket. Blow out fuel and air passages in the burner head

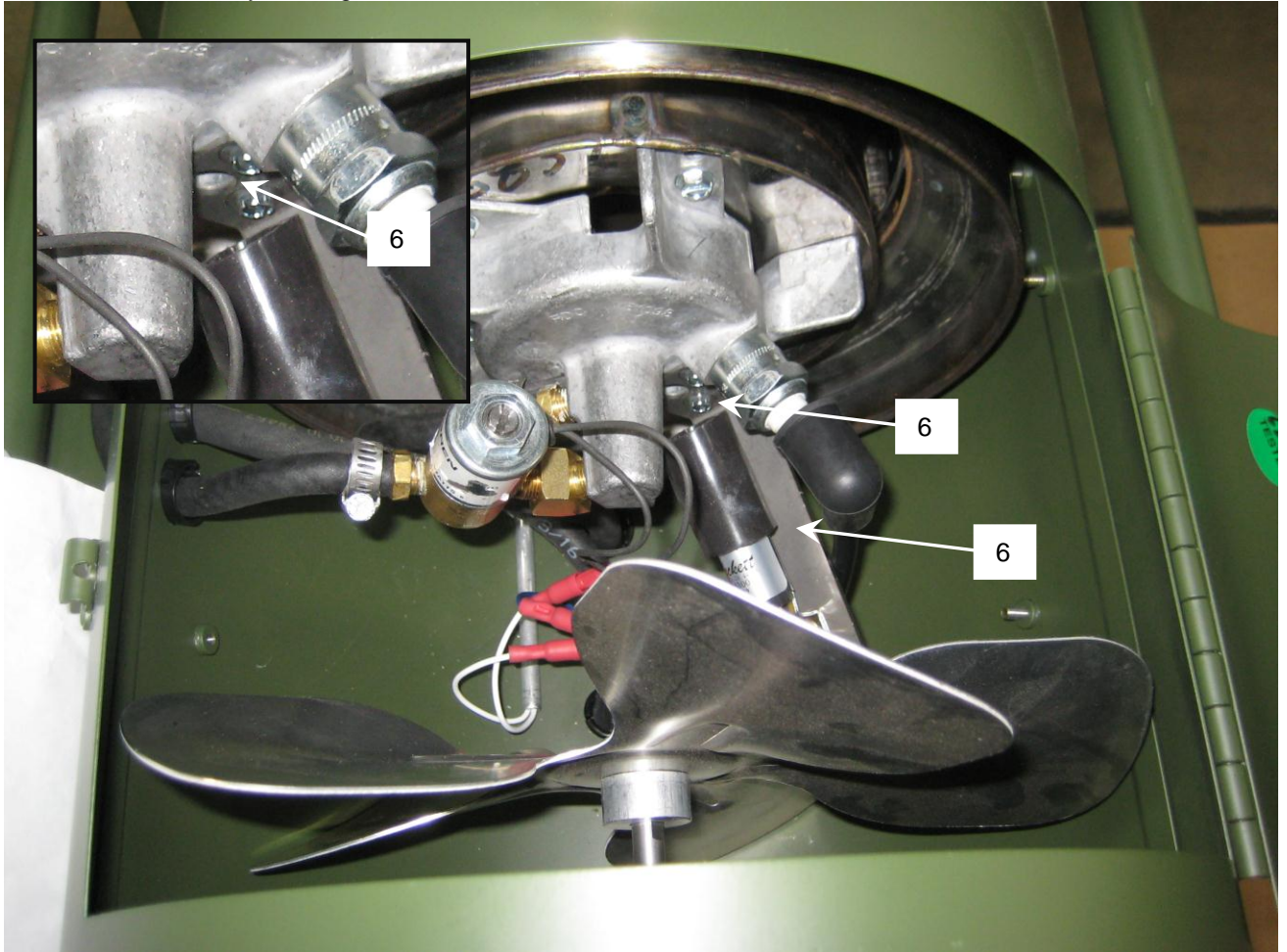


5. Remove the rubber gasket, two washers and spring from nozzle. Blow compressed air through the nozzle tip according to the arrow below. You can clean the nozzle with carburetor cleaner or in the parts bath solvent. Inspect rubber seal for cracks or deformation. Replace if necessary.



6. Reassemble nozzle to burner head using light pressure. Do not over tighten.
7. Reassemble spark plug and check gap. See section 4.2.3

8. Attach burner head to heat exchanger with 5 screws set aside earlier. Make sure to attach ground wire to bottom screw.
9. Check alignment of CAD cell (5) and the port (6) in the burner head where the CAD cell views the flame. Make sure they are aligned.



10. Reassemble the fan and tighten set screw securely.
11. Test fire the heater to ensure proper operation.

4.4.8 Air Pump Repair (Inspect, Test, Repair)

INITIAL SETUP

Tools:

General Mechanics Tool Kit
Pressure gauge

Materials/Parts:

None required

Personnel Required:

One

Equipment Condition:

Heater shutdown and cool. Power cable disconnected. Upper cover removed.

GENERAL

NOTE

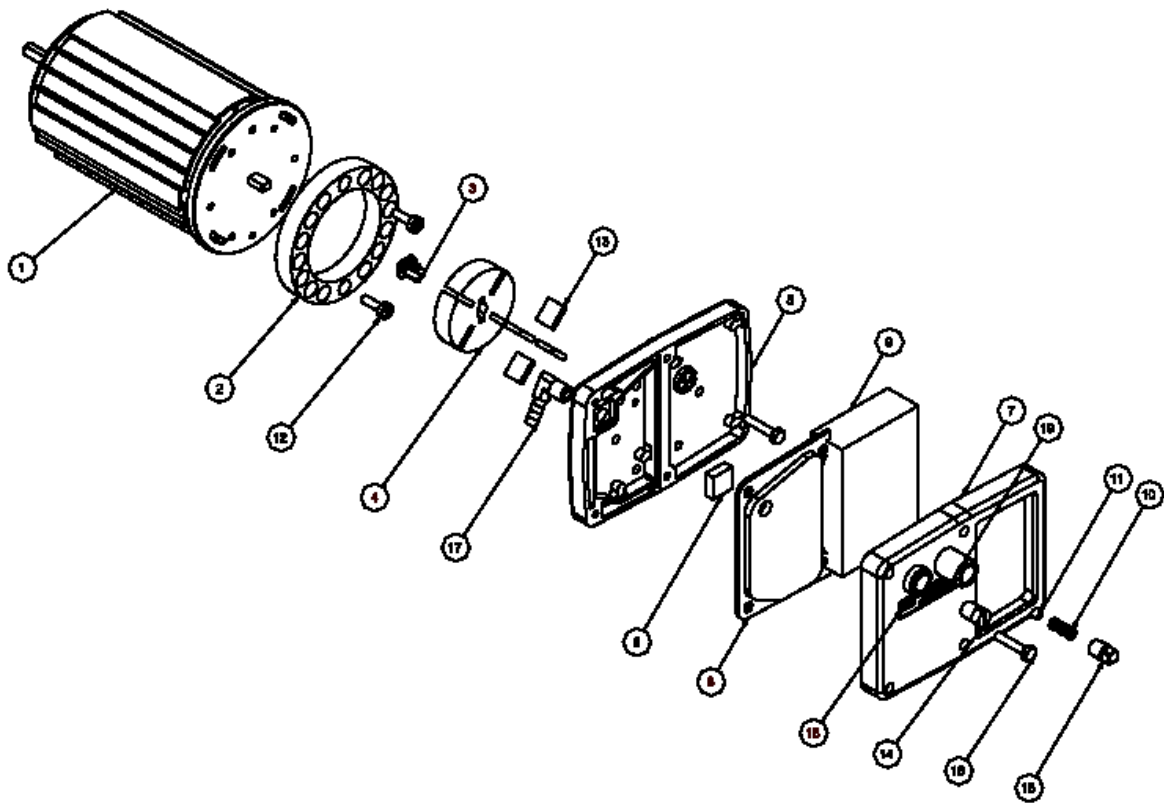
Because of the close tolerance and critical positioning of the parts, we recommend that only skilled Technicians attempt any repair of the air pump.

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

INSPECT

The heater air pump consists of a rotor with four carbon blades, rotating inside a pump body. The rotor is directly driven 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 plate. The other pump end plate is a part of the housing for the air intake and outlet filters.



1. Remove the end cover and take out the intake and outlet air filters and the lint filter.



2. Remove output filter, and clean by tapping lightly and brushing with a soft bristle brush.



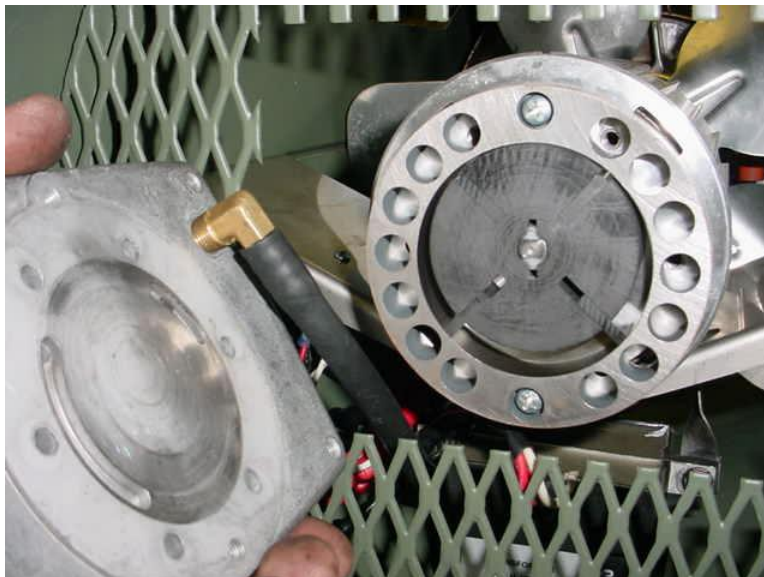
3. Remove lint filter and clean by flicking back and forth with a finger to remove any debris.



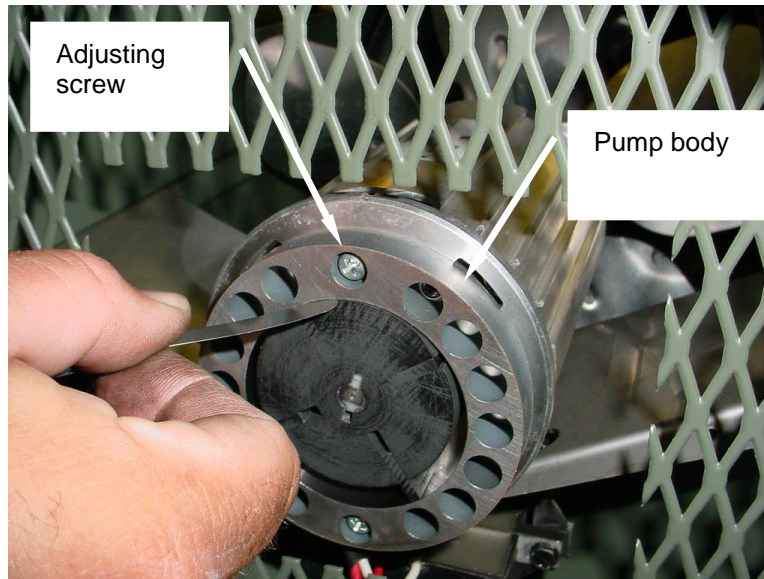
4. Remove the six screws that hold down the front cover to the pump body.



5. Inspect carbon blades, and rotor for signs of wear, chipping or broken or missing blades.
6. Inspect outer cover for deep grooves or gouges.
7. Worn out or sticking carbon blades cause 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.)



8. Measure the clearance with a feeler gauge. It should be 0.005 to 0.006 inch. If the clearance is not within this range, adjust by loosening the two adjusting screws and moving the pump body.
9. Use a new rotor only if deep grooves or uneven wear appear on the surfaces. Check the insert for wear, and replace if worn or loose.

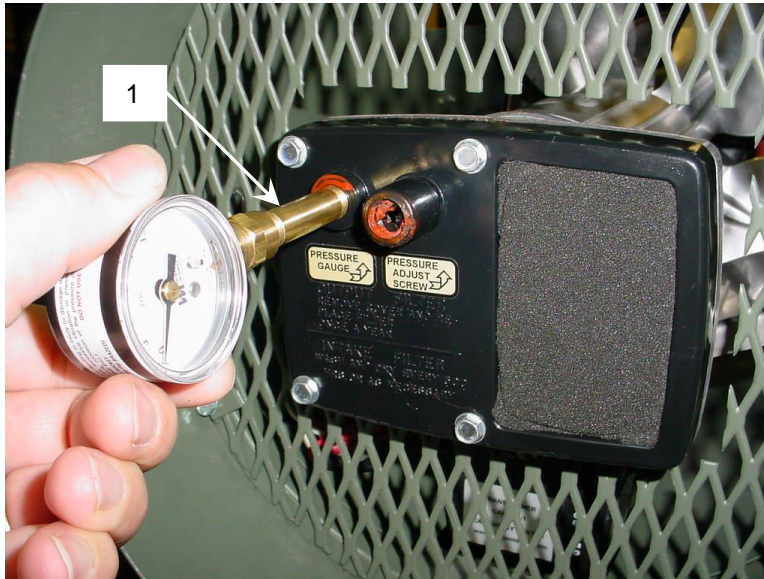


TEST

WARNING! Do not adjust the pump pressure higher than the recommended amount. Failure to do so can result in higher than normal heat exchanger temperatures, which can cause the heat exchanger to fail allowing dangerous Carbon Monoxide gas to enter the shelter. Failure to follow these instructions could cause serious injury or death.

Note: Adjusting the air pressure higher than the recommended amount will void your warranty.

1. Remove the plug from the air filter housing, and install the pressure gauge (1) into the hole.
2. Start the heater. (NOTE: fuel does not have to be present in the tank for this pressure check and adjustment.)



3. Pump pressure must be 5.5 PSI plus or minus 1/4 pound for most efficient performance. If the pressure is not within this range, adjust the pressure relief valve.
4. To adjust pump pressure, use a large flat blade screwdriver, large enough to span the slot in the valve stem, screw the valve stem in clockwise to raise the pressure, out counter clockwise to lower.

CAUTION

Do not over tighten the valve stem or you may crack the pump housing.

5. Remove the gauge and replace the plug.



REASSEMBLING THE AIR PUMP

1. Install the insert in the pump rotor as shown in Fig. 4-4, 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 that were removed to take it off.
2. Adjust the pump body to provide 0.005 to 0.006 inch clearance at the point shown in the figure 4-4. Measure the clearance with a feeler gauge. 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.
3. Insert carbon blades so they are flush with the surface of the rotor. If blades are being reused, make sure the shiny end is towards the pump body.
4. Install the end cover, using the six screws that were removed. Reconnect the air line.
5. After assembling the back plate gently turn the fan and check for binding. If there is any binding STOP and check the rotor and blades. Turning the fan when there is binding will break the rotor

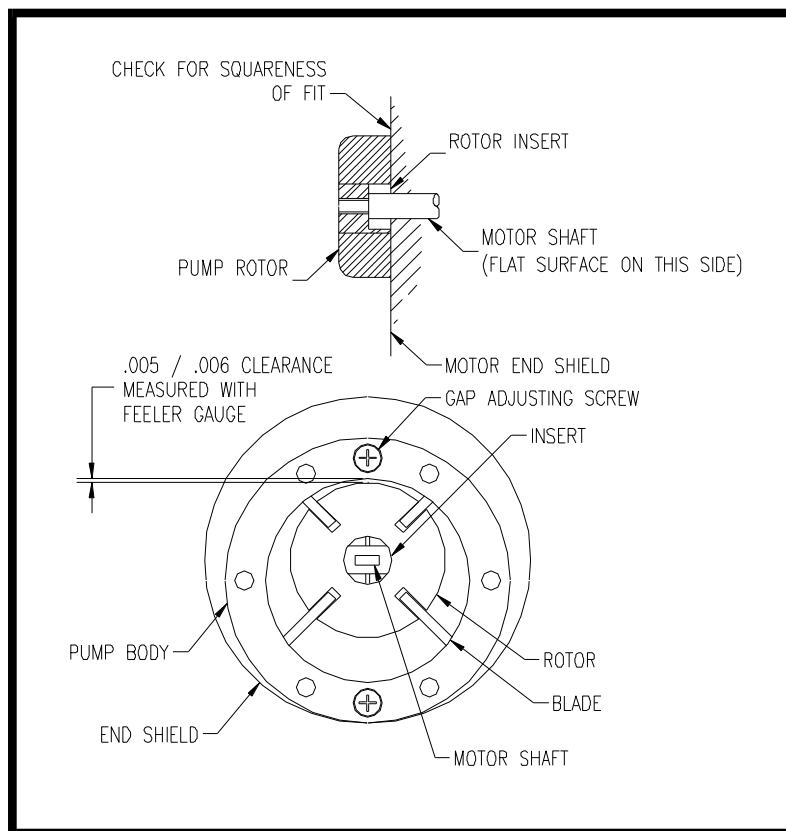


Figure 4-4. Checking clearance of air pump rotor

REASSEMBLING THE HEATER

1. Put the heater back together in the reverse order of disassembly. **Caution:** do not over tighten screws holding the plastic back cover on. It may crack if over tightened.
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 sediment strainer is assembled to the burner head.
4. Make sure the electrode lead is snapped on to the spark plug and the transformer output terminal.
5. Be sure all parts are in place and the screws are tight before attempting to use the heater.
6. Test fire the heater to ensure proper operation.

4.4.9 Safety Control, Test,

INITIAL SETUP

Tools:
General Mechanics Tool Kit

Personnel Required:
One

Materials/Parts:
None required

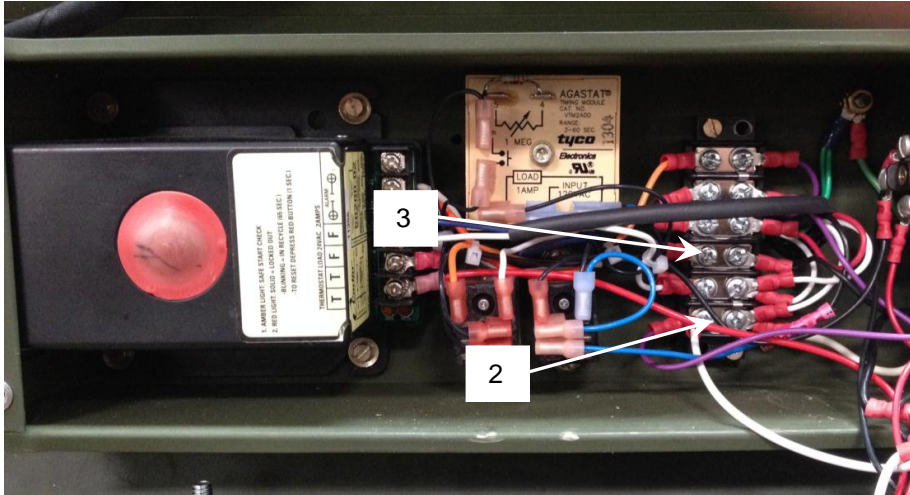
Equipment Condition:
Heater shutdown and cool. Power cable disconnected. Upper cover removed.

TEST

1. Remove 4 screws (1) holding the control box cover on. Pull away from the control box but do not disconnect any electrical connections. Make sure main switch is in off position.

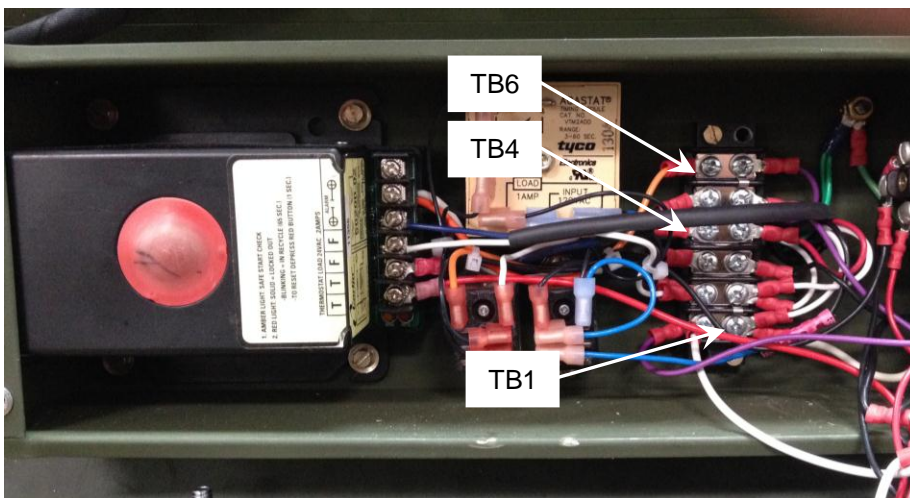


2. **Power Circuits.** Attach one test lead of a voltmeter to Terminal Block #1 (TB1) white (2) on the terminal block. Plug heater in and switch on. Touch the other test lead to TB3 black (3) wire. Verify that 110VAC is present. This is the power to the safety control. If there is no voltage here the safety control cannot function. Trace wires back to power plug using the electrical diagram. See electrical diagram next page.



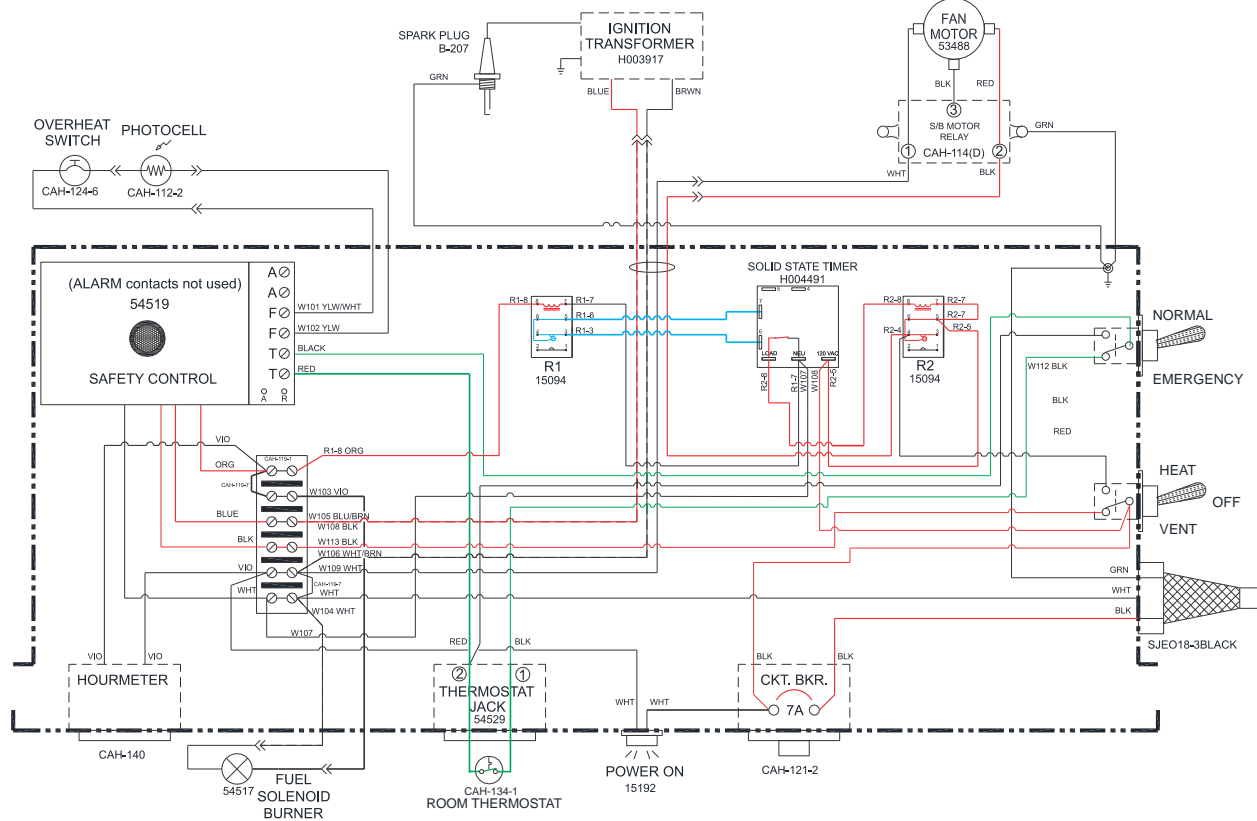
Safety Control Outputs

3. The safety control has two circuits that send power to systems in the heater. The orange wire is for the motor and the blue wire is the ignition transformer. See highlighted circuit diagram next page. Active circuits are colored red.
4. Attach one test lead of a voltmeter to TB1 (white) on the terminal block. Plug heater in and switch on. Touch the other test lead to TB6 orange wire on the left side of the terminal block. This is the power to the motor.



5. Then to the TB4 blue wire on the left side of the terminal block. This is the power to the ignition transformer.

6. If the safety control is working properly, there should be 110 VAC on both terminals when the motor is running. If not proceed to step 7. If you have power on TB6 but not TB4, replace the safety control.

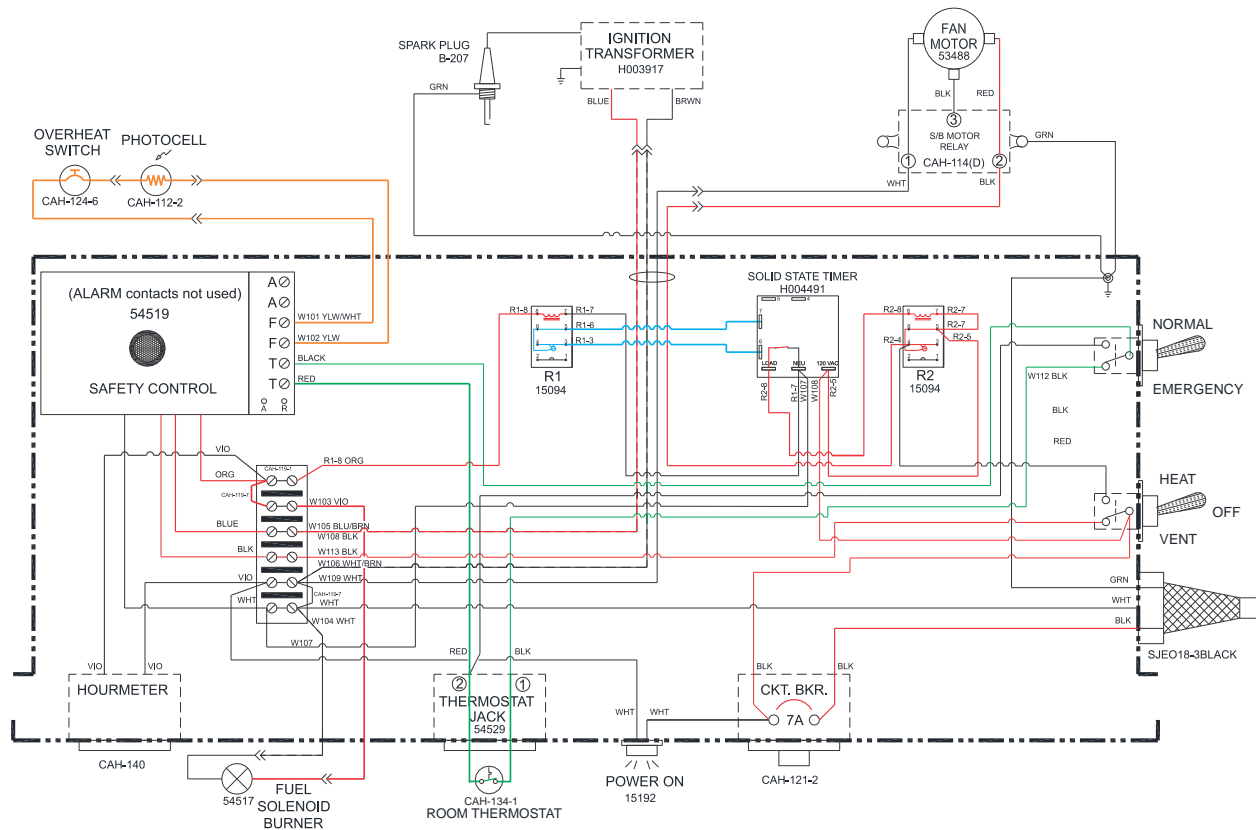


Electrical Diagram – Active circuits during heater NORMAL/HEAT mode are highlighted red. Return or “common” circuits are not highlighted for clarity. Blue highlighted circuit controls solid state timer.

Safety Control Inputs

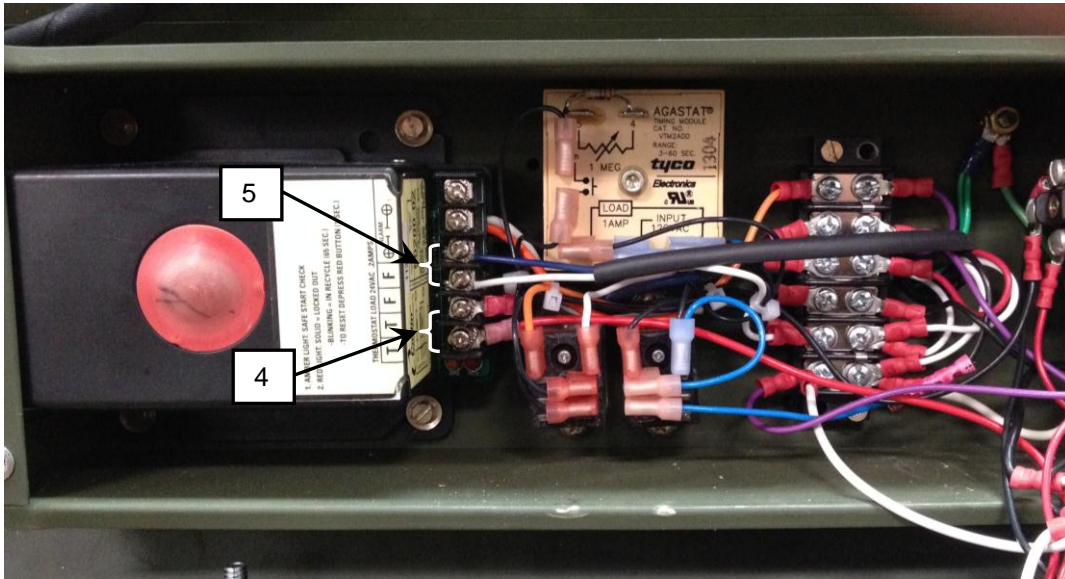
The safety control has two inputs that tell it to turn on and off and monitor safety devices.

- “T” Circuit – this is the thermostat circuit. The safety control looks for a closed loop at the T1 and T2 terminals (4) (see photo page 97). When the room thermostat calls for heat, the contacts inside the room thermostat make contact, closing the loop and initiating a heat cycle.
- “F” Circuit - this is the flame failure/overheat circuit.
 - At the start of a heat cycle the safety control looks at F1 and F2 (5). If the circuit is closed it will not proceed with startup and the amber light will blink off 3 or 4 seconds.
 - If F1 and F2 are open the safety control proceeds to trial for ignition. If the CAD cell does not see light within 15 seconds the safety control shuts down and the red light will be on constant.



Electrical Diagram – Active circuits during heater NORMAL/HEAT mode are highlighted. Return or “common” circuits are not highlighted for clarity. Blue highlighted circuit is the trigger for the solid state timer. RED for power, ORANGE for safety control

7. If there is no power on TB5 and TB6 test the control circuits as follows:
 - a. Put a jumper across T1 and T2. Start the heater. If Heater starts this means there is an open circuit. Check wires and connections going to the safety control (highlighted green), main switch and room thermostat. If it does not start, proceed to the step below.
 - b. Remove one the of the wires from the F1 terminal. If the heater starts, check the CAD cell.
8. If the heater does not start after checking both circuits, replace the safety control.



Replace

1. Replace the safety control by loosening the screws attaching its base to the mounting box assembly only enough to disconnect the 4 electrical leads (black, white, blue and orange.) from the remainder of the electrical circuit.
2. After disconnecting the electrical leads, withdraw the safety control and make the electrical connections as shown in the wiring diagram shown in section 6-1.
3. Test-fire the heater to make sure it will function properly. If it does not, check all wiring connections according to the wiring diagram.

4.4.10 Fuel Shut Off Solenoid, Test, Inspect, Clean

INITIAL SETUP

Tools:

General Mechanics Tool Kit

Personnel Required:

One

Materials/Parts:

None required

Equipment Condition:

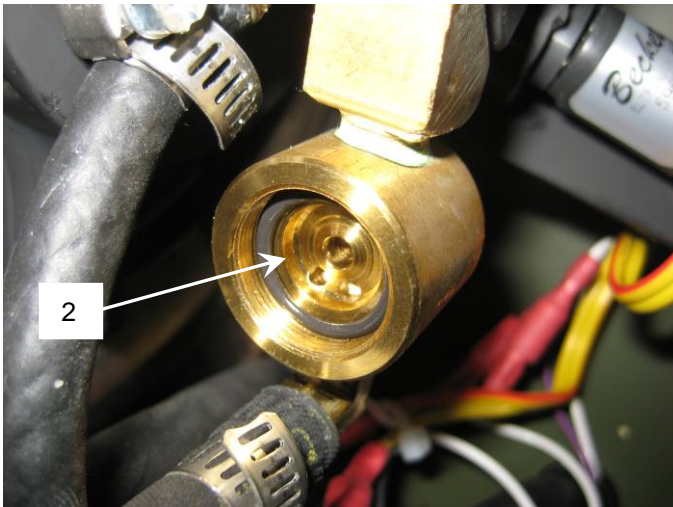
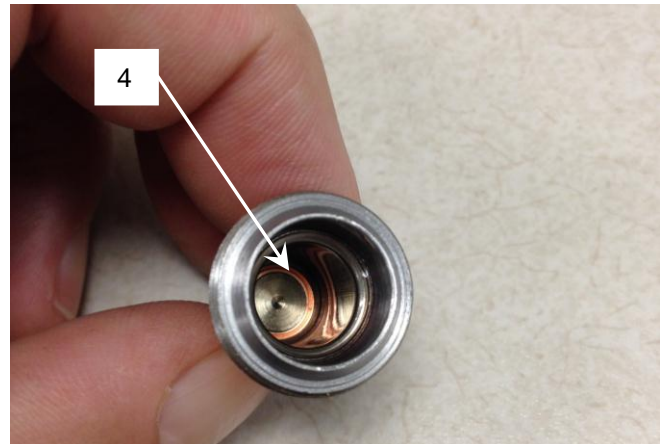
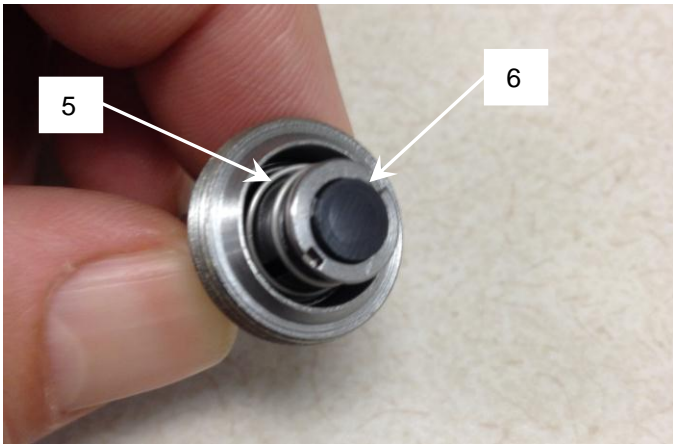
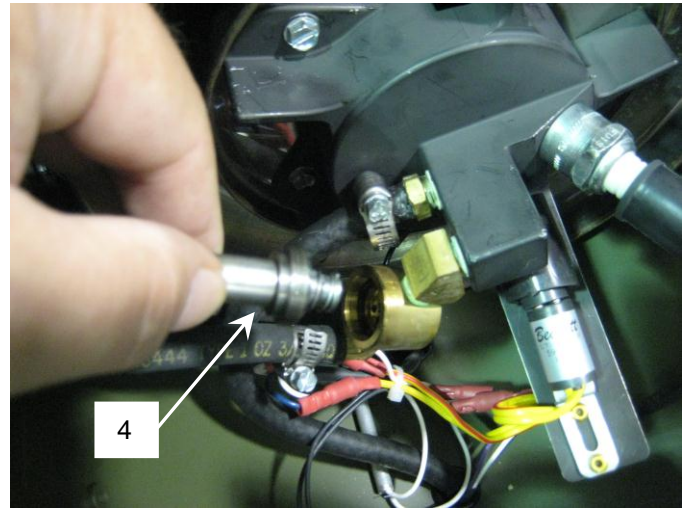
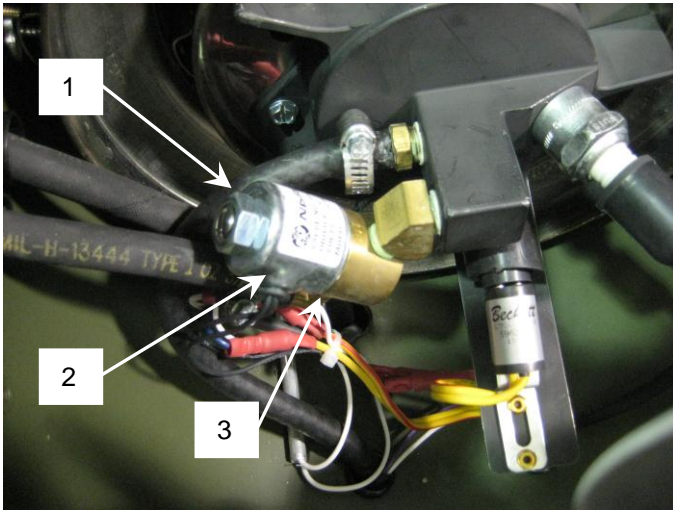
Heater shutdown and cool. Power cable disconnected.

Test

1. Disconnect the solenoid wires from the wiring harness. With a Volt Ohm Meter check the resistance of the coil. It should be about .4k to.5K Ohms (400-500 Ohms). If it is shorted or open, replace the solenoid valve assembly.

Inspect/Clean

1. Remove the retaining nut (1) holding the coil on with a 9/16 wrench
2. Remove the coil (2) and backing washer (3). It is not necessary to disconnect the coil from the wiring harness
3. With a flat blade screwdriver remove the plunger housing (4). **Caution, do not use pliers or anything that may damage the plunger housing.**
4. Inspect the plunger (5) for dirt, varnish. Inspect rubber plunger seal (6) on the tip of the plunger. Make sure it is not cracked or damaged in any way. Clean with a lint free soft cloth and cleaning solvent.
5. Remove the plunger from the plunger housing, inspect plunger housing cavity for dirt, debris and varnish. Clean with a lint free soft cloth and cleaning solvent.
6. Inspect the solenoid body (7) and fuel passages for dirt, debris, or varnish. Clean with a lint free soft cloth and cleaning solvent.
7. If any of the above items are damaged replace solenoid assembly.
8. Reassemble in reverse order, do not over tighten plunger housing or retaining nut.



Chapter 5
Illustrated Parts Listing

5. Illustrated Parts Listing

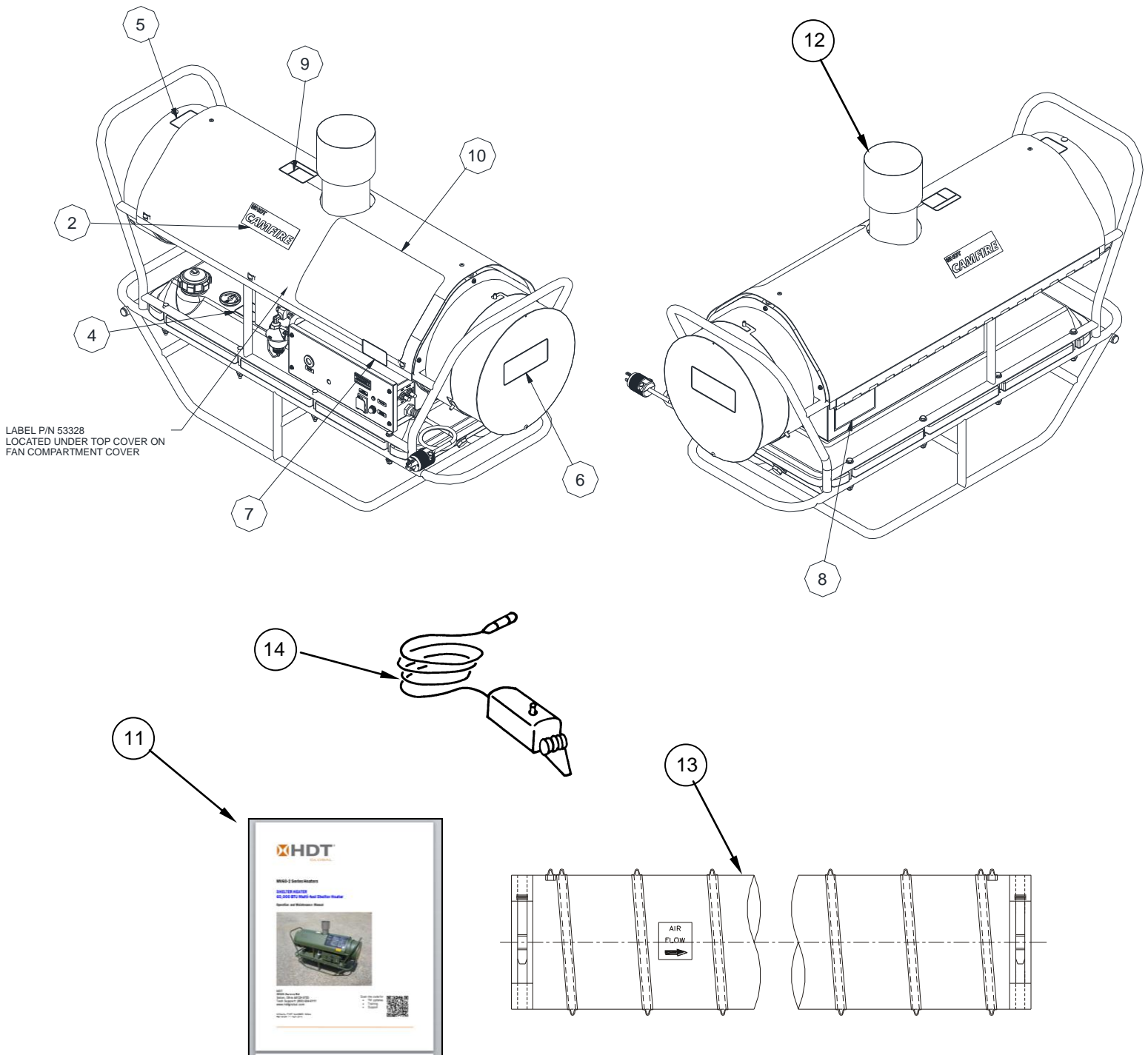


Figure 5-1. MV60 Labels and Accessories

Table 5-1. MV60 Labels and Accessories

PARTS LIST

MV60 LABELS AND ACCESSORIES

ITEM	QTY	PART NO	NSN	DESCRIPTION
1	1	*53457		MV60S-2 HEATER ASSY W/VENT SWITCH
2	2	53315		LABEL, SMALL CAMFIRE
3	1	53328		DECAL DANGER FAN COMPARTMENT
4	1	53329		DECAL WARNING FUEL USE
5	1	53330		DECAL WARNING OUTLET RING
6	1	53331		DECAL STORAGE CAP
7	1	53340		DECAL WARNING 110VAC ONLY
8	1	53645		MV60 IDENTIFICATION PLATE
9	1	53880		LABEL, HOT SURFACES
10	1	H005344		LABEL, INSTRUCTIONS/SETUP, MV60 W/VENT MODE
11	1	H005346		TECH MANUAL, MV60, VENT MODE UNIT
12	1	CAH-132	4520015269670	STACK EXTENSION
13	1	CAH-1015	4720015796762	DUCT, 12' X 15' (OPTIONAL)
14	1	CAH-134-1	5930015269742	ROOM THERMOSTAT

SERVICE KITS AND ACCESSORIES

ITEM	QTY	PART NO	NSN	DESCRIPTION
1		CAH-1081	4520015784117	MV SERIES SPARE PARTS KIT (includes items below)
		CAH-114(D)	5945015262990	RELAY
		CAH-112-2-SV	5980015269726	SERVICE KIT, PHOTOCELL ASSEMBLY
		53636		COMBUSTION CONTROL ASSY
		CAH-124-6	5930015262999	OVERHEAT SWITCH
		53108		ELBOW 90 DEG HOSE BARB 1/8 MPT X 3/16 ID
		M-101		LINT FILTER
		M-102		COVER, END PLASTIC
		M-103		OUTPUT FILTER
		M-104		AIR FILTER, INTAKE
		CAH-146		PRESSURE GAUGE ASSEMBLY
		B-201		NOZZLE & SLEEVE
		B-202		WASHER NOZZLE SEAL
		B-203		SPRING NOZZLE SEAL
		B-207		SPARK PLUG
		CAH-107-1		TRANSFORMER ASSY
		CAH-108-1		FUEL LINE ASSY MOD E
		5-13-5638		KIT SEDIMENT BOWL REBUILD
2		CAH-151		12" INLET "Y" ADAPTER
3		CAH-132	4520015269670	STACK EXTENSION (SEE ITEM 3, NEXT PAGE)
4		CAH-153		12"X6"X6"X6" THREE WAY ADAPTER
5		CAH-146	6685015269840	PRESSURE GUAGE
6		CAH-150		12" OUTLET "Y" ADAPTER

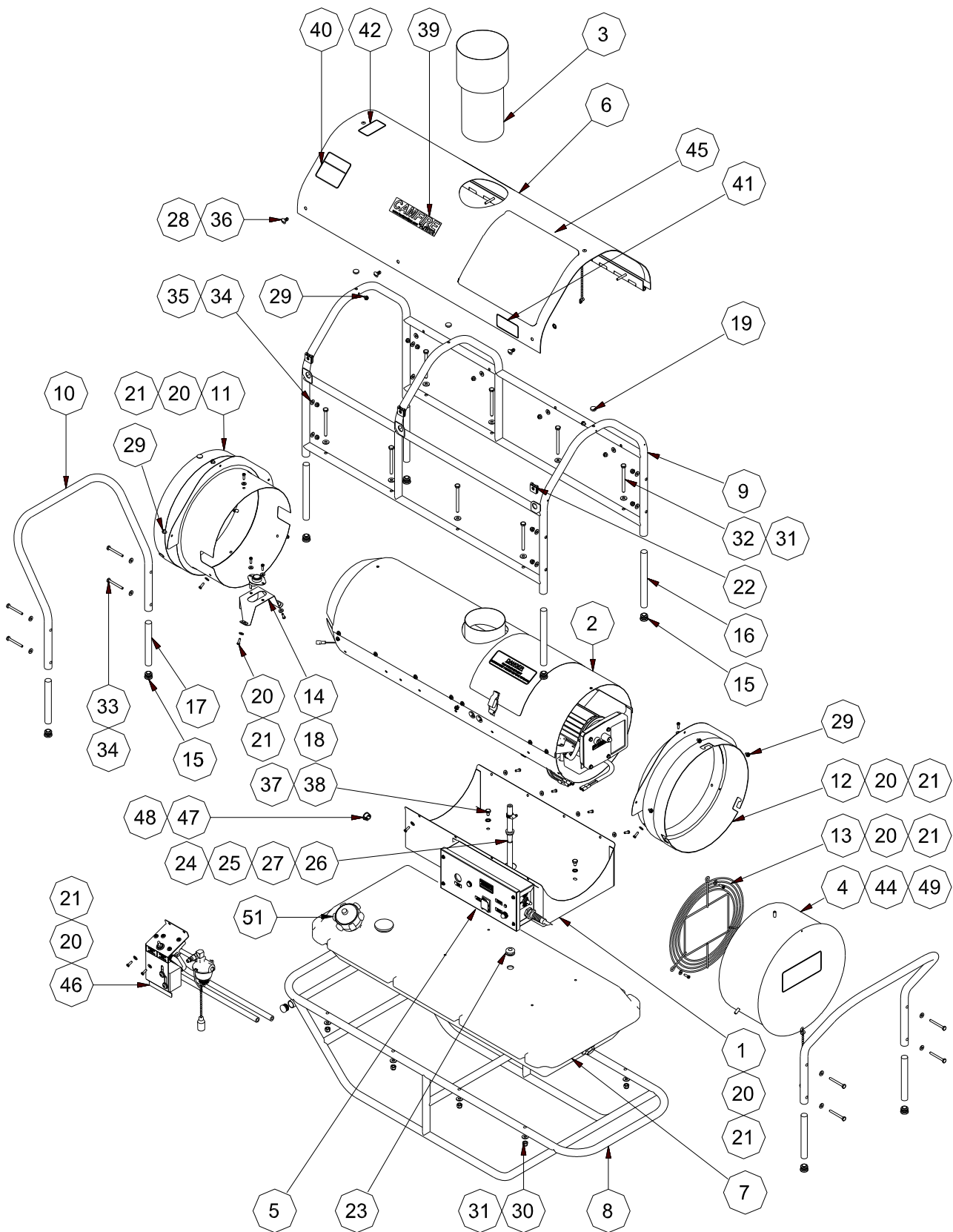


Figure 5-2. MV60 FULL ASSEMBLY

Table 5-2. MV60 Labels and Accessories
PARTS LIST MV60 FULL ASSEMBLY

ITEM	QTY	PART NO	NSN	DESCRIPTION
1	1	H004107		FUEL TANK BRACKET
2	1	CAH-112-2		COMBUSTION CHAMBER ASSEMBLY
3	1	CAH-132	4520015269670	STACK EXTENSION
4	1	53477		ACCESSORY PLUG
5	1	53504		CONTROL BOX ASSEMBLY
6	1	53471		TOP COVER
7	1	53463		FUEL TANK
8	1	53464		LOWER FRAME
9	1	53465		UPPER FRAME
10	2	53470		HANDLE
11	1	53468		OUTPUT ADAPTER
12	1	53469		INPUT ADAPTER
13	1	53443		INPUT ADAPTER WIRE SCREEN
14	1	53455		OVERHEAT SWITCH BRACKET
15	10	CAH-103-2		PRESS-FIT GLIDE
16	4	CAH-103-1B		WOODEN INSERT (FRAME) 5/8 DIA X 6-1/2" LONG
17	4	CAH-103-1A		WOODEN INSERT (HANDLE) 5/8 DIA X 5" LONG
18	1	CAH-134-1	5930015269742	OVERHEAT SWITCH
19	3	53479		RUBBER BUMPER
20	23	MS51849-54		#8-32 UNC X 1/2 LG HEX HD MACHINE SCREW
21	23	MS27183-41		3/16 ID X 7/16 OD FLAT WASHER
22	3	CAH-131-7		1/4 TURN RECEPACLE
23	1	CAH-102-2 (D)		RUBBER GROMMET
24	1	MIL-H-13444-8		MIL-H-13444 LONG FUEL LINE
25	1	MIL-H-13444-3		MIL-H-13444 SHORT FUEL LINE
**26	1	CAH-108-2	4330015263591	FUEL LINE FILTER
27	1	170607		CLAMP HOSE MICRO GEAR
28	3	CAH-131-6		PUSH-ON RETAINER
29	8	CAH-142		#10-16 UNC X 1/2 LG HEX HD SCREW
30	8	CAH-139(D)		1/4-20 UNC HEX LOCKNUT W/NYLON INSERT
31	16	CAH-138(D)		1/4 FLAT WASHER
32	8	CAH-137(D)		1/4-20 UNC HEX HD BOLT X 3 LG
33	8	CAH-137-1		#10-32 UNF X 1-7/8 LG HEX HD SCREW
34	20	CAH-138-1		#10 FLAT WASHER
35	12	CAH-139		#10-32 UNF HEX LOCKNUT W/NYLON INSERT
36	3	CAH-131-5		1/4 TURN STUD
37	4	CV-102-3		WASHER 1/4 LOCKING EXTERNAL TOOTH
38	4	CV-102-2		1/4-20 UNC HEX HD BOLT X 3/8 LG
39	2	53315		DECAL SMALL CAMFIRE BY HUNTER
40	1	53329		DECAL WARNING FUEL USE
41	1	53340		DECAL WARNING 110VAC ONLY
42	1	53330		DECAL WARNING OUTLET RING
43	1	53332		DECAL START UP PROCEDURE
44	1	CAH-136		SPLIT RING
45	1	53334		DECAL OPERATING INSTRUCTIONS
*46	1	53511		EXTERNAL FUEL SUPPLY ASSEMBLY
47	1	CAH-105-2		WIRING GROMMET (MEDIUM)
*48	1	3777		PLUG BUTTON (FITS 1/2" DIA. HOLE)
49	1	53331		DECAL STORAGE CAP

*ITEM #46 = 53511 ~ EXTERNAL FUEL SUPPLY ASSEMBLY TO BE USED ON MV60X-1 (53457-2) ONLY

*ITEM #48 = 3777 ~ PLUG BUTTON (FITS 1/2" DIA. HOLE) TO BE USED ON MV60S-1 (53457-1) ONLY

**ITEM 26 FUEL FILTER ASSEMBLY USED ON MV60CG ONLY. NOT USED ON HEATERS WITH SEDIMENT BOWL

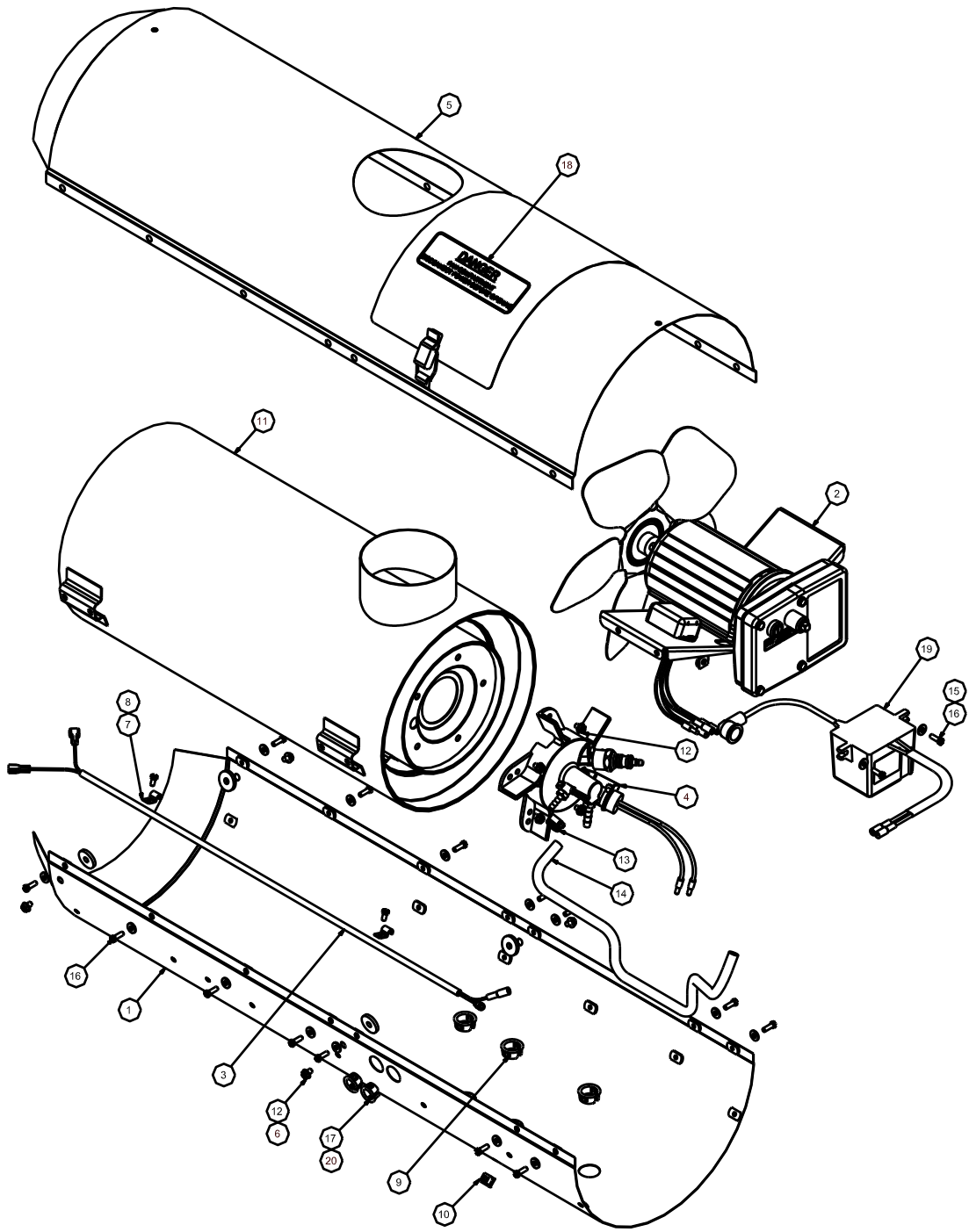


Figure 5-3. COMBUSTION CHAMBER ASSEMBLY

Table 5-3. Combustion Chamber Assembly

**PARTS LIST
COMBUSTION CHAMBER ASSEMBLY**

ITEM	QTY	PART NO	NSN	DESCRIPTION
1	1	53466		LOWER SHELL
2	1	53489		MOTOR/PUMP & BRACKET ASSEMBLY
3	1	CAH-109-3		ELECTRICAL CONDUIT ASSEMBLY
4	1	53649		BURNER HEAD ASSEMBLY
5	1	53467		UPPER SHELL
6	4	CAH-101(D)		SPACER
7	2	CAH-109-1		CONDUIT CLAMP
8	2	CAH-141		#8-32 UNF X 5/16 LG HEX HD SLOTTED TAPPING SCREW
9	3	CAH-105-1		WIRING GROMMET (LARGE)
10	1	CAH-105		WIRING GROMMET (SMALL)
11	1	CAH-111-2		COMBUSTION CHAMBER
12	9	CAH-142		#10-16 UNC X ½ LG HEX HD SLOTTED TAPPING SCREW
13	1	170607		CLAMP HOSE MICRO GEAR
14	1	51965-24		HOSE RUBBER REINFORCED 3/16" I.D.
15	16	MS27183-41		3/16 ID X 7/16 OD FLAT WASHER
16	16	MS51849-54		#8-32 UNC X ½ LG HEX HD SLOTTED MACHINE SCREW
17	2	CAH-105-2		WIRING GROMMET (MEDIUM)
18	1	53328		DECAL DANGER FAN COMPARTMENT
19	1	CAH-107-1	5950015263578	IGNITION TRANSFORMER ASSEMBLY

*ITEM #17= CAH-105-2 ~ WIRING GROMMET (MEDIUM) TO BE USED ON MV60X-2 (534578-2) ONLY

*ITEM #20 = 53500 ~ ¾: DIA. PLUG TO BE USED ON MV60S-2 (53457-1) ONLY

*REPLACEMENT PART NO. 53506 ~ UPPER SHELL ASSEMBLY (TO INCLUDE ITEMS 5 AND 18)

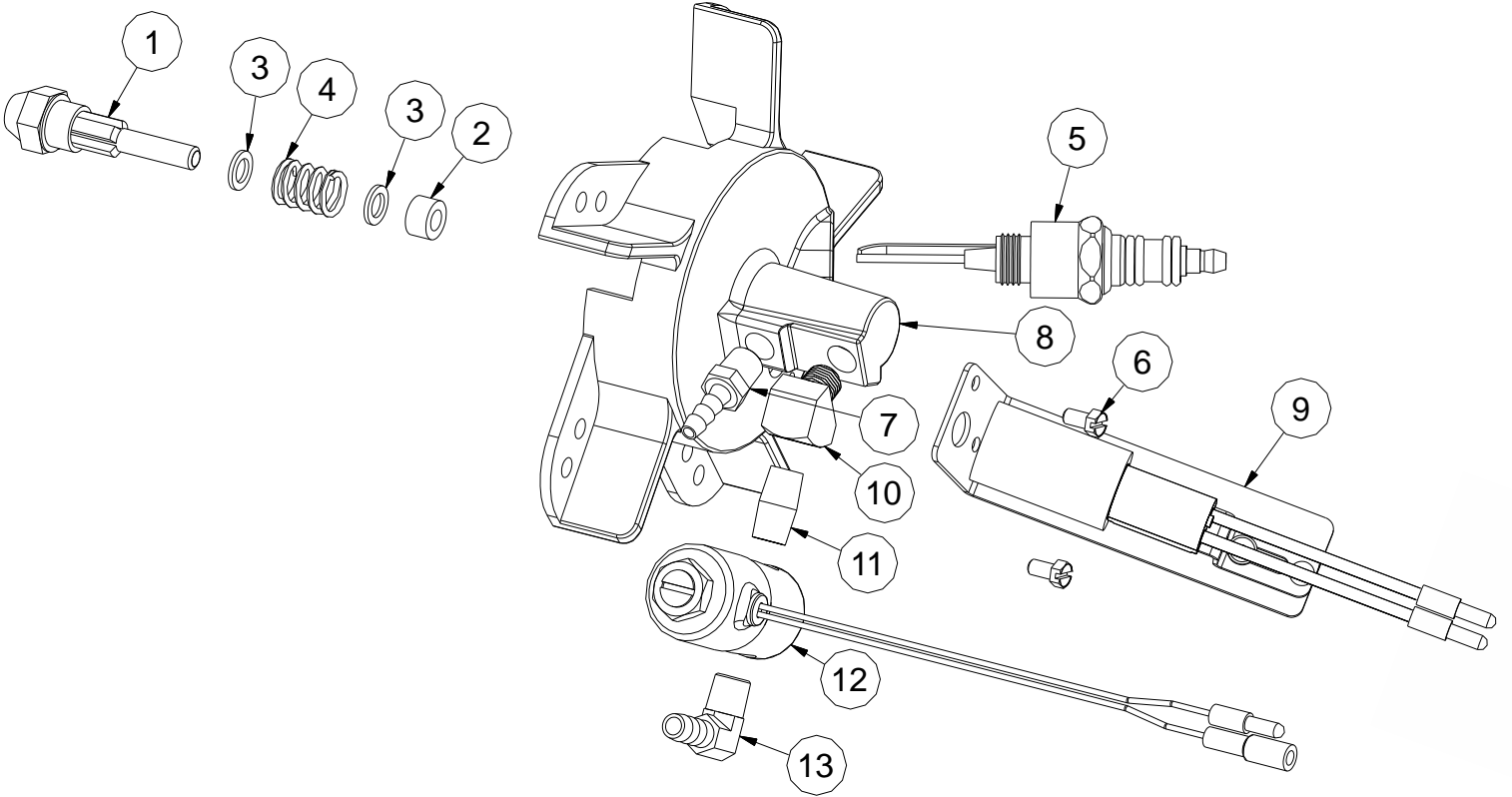


Figure 5-4. BURNER HEAD ASSEMBLY 53649

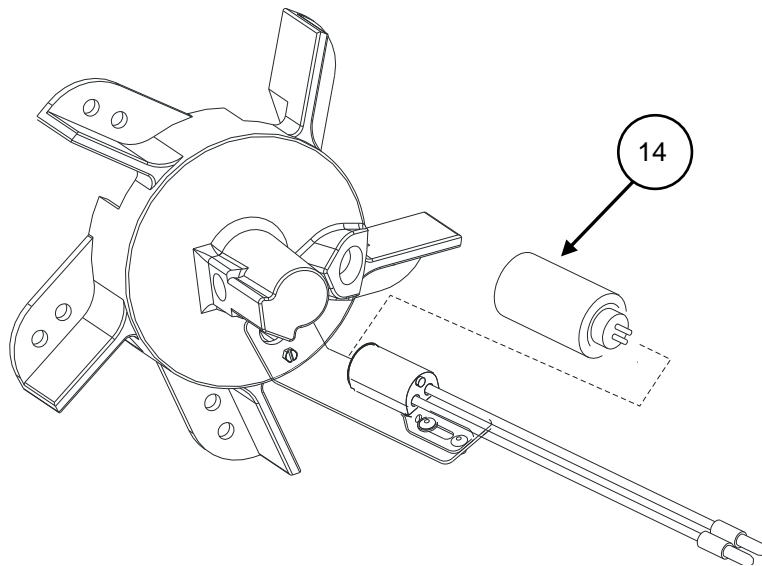
Table 5-4. Burner Head Assembly 53649

**PARTS LIST
BURNER HEAD ASSEMBLY 53649**

ITEM	QTY	PART NO	NSN	DESCRIPTION
1	1	B-201	4530015263009	NOZZLE
2	1	B-201 SEAL		NOZZLE SEAL
3	2	B-202	5310015263012	NOZZLE SEAL WASHER
4	1	B-203		NOZZLE SEAL SPRING
5	1	B-207	2920015263093	SPARK PLUG
6	2	CAH-141		#8-18 X 5/16 LG HEX HD SLOTTED TAPPING SCREW
7	1	107262		FITTING HOSE BARB 3/16" X 1/8" NPT
8	1	B-205		BURNER HEAD
9	1	CAH-112-2-SV	5980015269726	SERVICE KIT, PHOTOCCELL ASSEMBLY
10	1	54528		1/8-27 NPT, 45 DEGREE STREET ELBOW
11	1	3789		NIPPLE, SHORT
12	1	54518		ASSEMBLY SOLENOID VALVE
13	1	53108		90 DEG. ELBOW HOSE BARB

SERVICE KITS

ITEM	PN	DESC
14	54378-SV	CAD CELL BULB



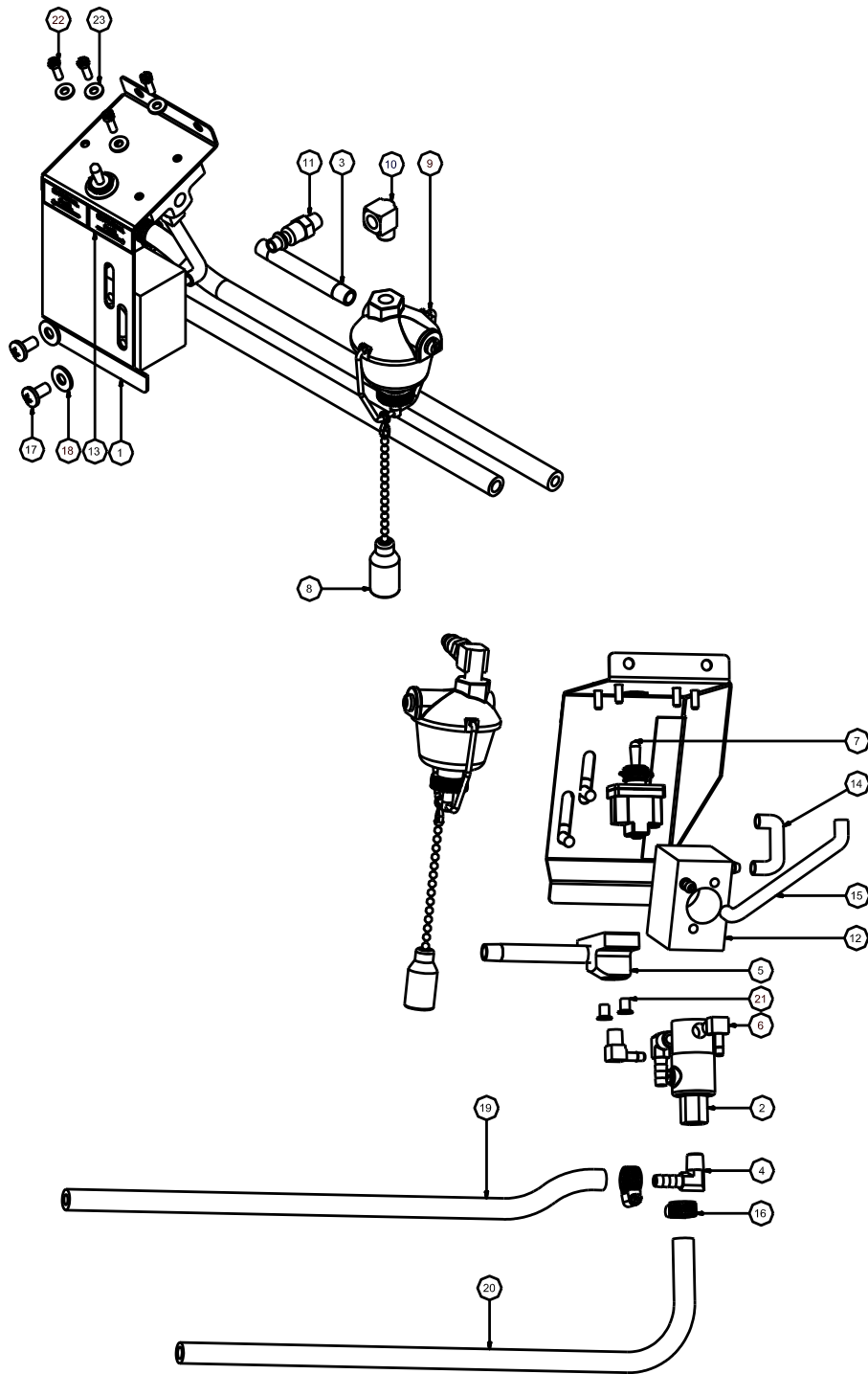


Figure 5-5. EXTERNAL FUEL SUPPLY KIT 53511

Table 5-5. External Fuel Supply Kit (53511)

**PARTS LIST
EXTERNAL FUEL SUPPLY KIT 53511**

ITEM	QTY	PART NO	DESCRIPTION
1	1	106571	EXTERNAL FUEL SUPPLY BRACKET
2	1	15112	3 WAY SOLENOID
3	1	CAH-146-2	NIPPLE BRASS 3"
4	2	106522	90 DEG. ELBOW HOSE BARB
5	1	53473	DROP EAR 90 DEG. ELBOW
6	2	3034-10035	1/8 NPT 90 DEG TUBE ELBOW
7	1	MS24523-22	SWITCH TOGGLE SEALED
8	1	5-13-5616	DUST CAP ASSEMBLY
9	1	MS51086-2	STRAINER SEDIMENT
10	1	4390	FITTING, 1/8 MALE NPT TO 1/8 FEMALE NPT 90 DEG
11	1	HP2-4374	PLUG QUICK CONNECT
12	1	53019	FUEL REGULATOR ZERO PRESSURE
13	1	106579	INTERNAL/EXTERNAL FUEL SUPPLY LABEL
14	1	106577	TYGON TUBING 1/8 ID
15	1	106577	TYGON TUBING 1/8 ID
16	2	170607	CLAMP HOSE MICRO GEAR
17	2	MS24629-57	¼ 20 X ½ LG PAN HEAD THREAD CUTTING SCREW
18	2	CAH-138(D)	¼ FLAT WASHER
19	1	MIL-H-13444-9	HOSE RUBBER FUEL & OIL TYPE I ¼ ID
20	1	MIL-H-13444-12	HOSE RUBBER FUEL & OIL TYPE I ¼ ID
21	2	MS27130-S15	NUT BLIND RIVET .164-32
22	4	MS51849-54	#8-32 UNC X ½ LG HEX HD SLOTTED MACHINE SCREW
23	4	MS27183-41	3/16 ID X 7/16 OD FLAT WASHER

Table 5-6. Control Box-Fuel Bracket Assembly

**PARTS LIST
CONTROL BOX FUEL BRACKET ASSEMBLY**

ITEM	QTY	PART NO	DESCRIPTION
1	1	H004107*	FUEL TANK BRACKET (FINISHED)
2	10	MS51849-54	SCREW, #8-32 UNC X 1/2 LG
3	5	MS27183-41	WASHER, 3/16 ID X 7/16 OD
4	1	H004492	ASSEMBLY, SOLID STATE TIMER
5	2	15094	RELAY, DPDT 120VAC 15A, 120VAC COIL
6	1	CAH-119-1	TERMINAL STRIP
7	1	MS35338-42	WASHER, LOCK, #8 CARBON
8	1	54519-SV	PRIMARY CONTROL
9	1	MS35206-251	SCREW, # 8-32UNC-2A X 1 1/2" LG
10	4	MS27183-5	WASHER, 5/32 I.D X 5/16 O.D.
11	4	MS35206-230	SCREW, #6-32UNC-2A X .50 LG
12	1	CAH-105-1	WIRING GROMMET (LARGE)
13	1	53650	SEDIMENT BOWL ASSY.
14	2	MS27183-10	WASHER, 1/4" STUD, .625" OD
15	2	MS35206-283	SCREW, 1/4-20UNC-2A X 1" LG
16	2	MS35338-44	WASHER, LOCK, 1/4", CARBON STEEL
17	1	7951221	#8-32 KEP NUT
18	1	5-13-5530	GASKET, FUEL STRAINER
19	1	5-13-5531	SCREEN FUEL STRAINER

* SPECIFY COLOR -001 (GRN), -002 (TAN)

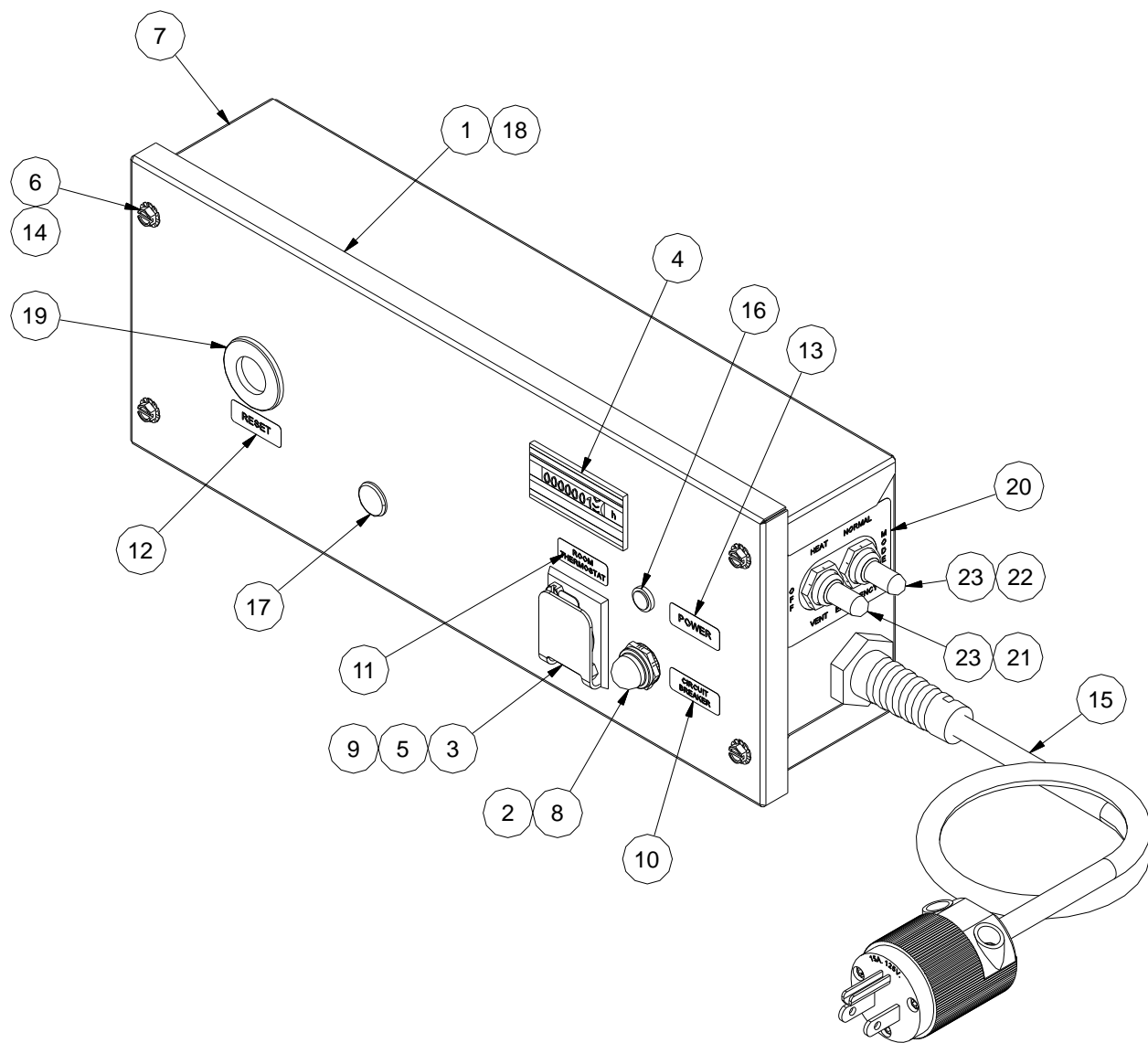


Figure 5-7B. CONTROL BOX ASSEMBLY

Table 5-7. Control Box Assembly
PARTS LIST
CONTROL BOX ASSEMBLY

ITEM	QTY	PART OR	DESCRIPTION
1	1	H004086*	CONTROL BOX COVER
2	1	CAH-121-2	CIRCUIT BREAKER
3	1	CAH-122	THERMOSTAT PLUG FEMALE
4	1	CAH-140	ELAPSED TIME METER
5	1	CAH-141	SCREW,#8-18 X 5/16 LG
6	2	MS51849-54	SCREW, #8-32 UNC X 1/2 LG
7	10	H004082*	CONTROL BOX WELDMENT
8	1	M5423/07-11	BOOT, PUSHBUTTON, CLEAR
9	1	53642	SEALING COVER, THERMOSTAT JACK
10	1	15179	LABEL, CIRCUIT BREAKER
11	1	15181	LABEL, ROOM THERMOSTAT
12	1	15182	LABEL, RESET
13	1	15183	LABEL, POWER
14	1	MS35335-31	#8 EXTERNAL LOCK WASHER
15	1	53639	POWER CORD ASSEMBLY
16	1	53638	INDICATOR LIGHT ASSEMBLY
17	4	54466	PLUG, WINDOW (CLEAR)
18	1	H004090	MV60 CONTROL BOX GASKET
19	1	5914	GROMMET, 15/16 HOLE, 1.125 OD
20	1	15177	LABEL, MODE, HEAT
21	1	H005342	SWITCH, TOGGLE, ON OFF ON
22	1	H005343	SWITCH, TOGGLE, ON ON
23	2	15204	BOOT, SWITCH, WATERPROOF

*SPECIFY -GRN OR -TAN

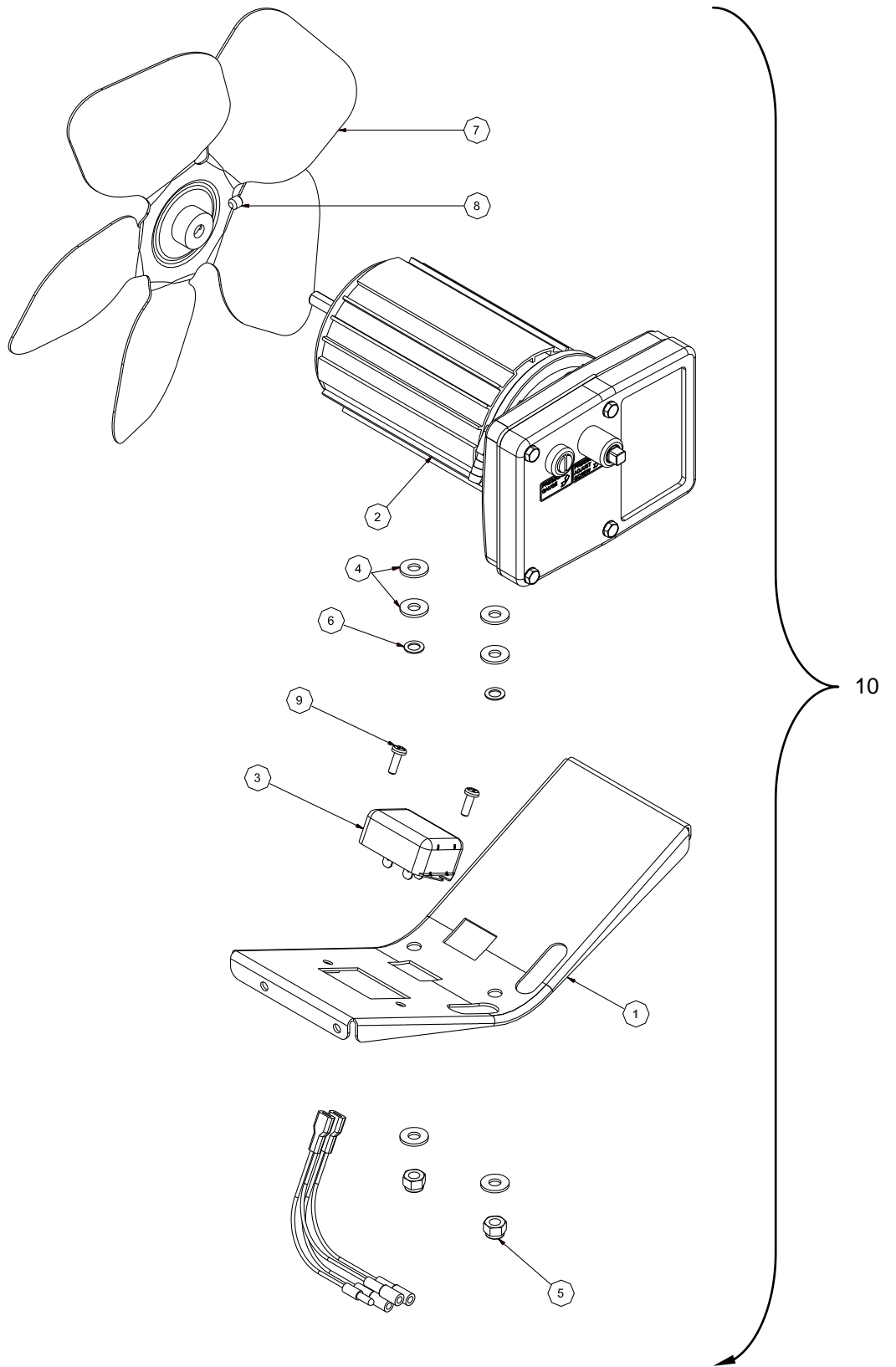


Figure 5-8. MOTOR/PUMP/BRACKET ASSEMBLY (53489)

Table 5-8. Motor/Pump/Bracket Assembly (53489)

**PARTS LIST
MOTOR/PUMP/BACKET ASSEMBLY 53489**

ITEM	QTY	PART NO	NSN	DESCRIPTION
1	1	H003882		MOTOR BRACKET
2	1	M-115-1(D)		MOTOR & PUMP ASSEMBLY
3	1	CAH-114-3(D)	5945015262990	RELAY ASSEMBLY
4	6	CAH-138(D)		¼ FLAT WASHER
5	2	CAH-139(D)		¼-20 UNC HEX LOCKNUT W/NYLON INSERT
6	2	47172		17/64 ID X 7/16 OD FLAT WASHER
7	1	CAH-EUR-113		PROP FAN
8	1			¼ UNF SET SCREW X .25 LG (INCLUDED CAH-EUR-113)
9	2	MS35206-244		#8-32 UNC X 7/16 LG PAN HD MACHINE SCREW
10		53489		MOTOR PUMP AND BRACKET ASSY.

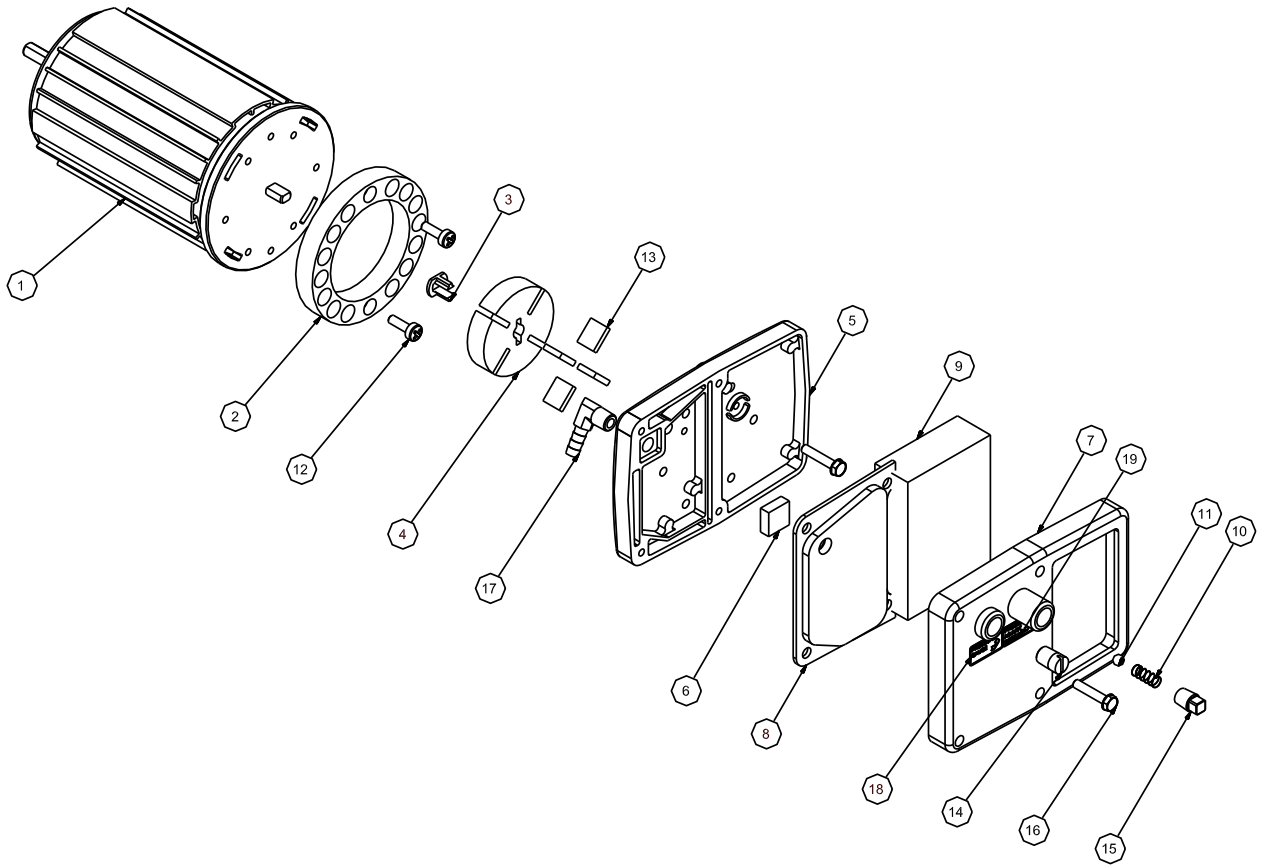


Figure 5-9. MOTOR AND PUMP ASSEMBLY (53485)

Table 5-9. Motor and Pump Assembly P/N 53485

**PARTS LIST
MOTOR & PUMP ASSEMBLY 53485**

ITEM	QTY	PART NO	NSN	DESCRIPTION
1	1	53488	6105015269675	¼ H.P. MOTOR ASSEMBLY (TO INCLUDE MOTOR AND TERMINALS)
2	1	M-113		PUMP BODY
3	1	M-112		ROTOR INSERT
4	1	M-111		PUMP ROTOR
5	1	M-109		FRONT COVER
6	1	M-101	4310015762903	LINT FILTER
7	1	M-102	4320015762895	END COVER
8	1	M-103	4130015263004	OUTPUT FILTER
9	1	M-104	4130015263003	INTAKE AIR FILTER
10	1	M-107		COMPRESSION SPRING
11	1	M-108		BALL BEARING
12	2	M-116		#10-32 UNF X .625 LG FILLISTER HD MACHINE SCREW
13	4	M-110		PUMP BLADE
14	1	M-105		PIPE PLUG
15	1	M-106		PRESSURE ADJUSTING SCREW
16	10	M-117		#10-32 UNF X 1 LG HEX HD MACHINE SCREW
17	1	53108		90 DEG. ELBOW HOSE BARB
18	1	53321		DECAL PRESSURE GAUGE
19	1	53322		DECAL PRESSURE ADJUST SCREW

- * 54457 Rotor kit includes items 3 and 4
- ** 54455 Filter kit includes items 6, 8 and 9
- *** 54456 Spring and ball kit, includes items 10 and 11

Chapter 6

Schematics and Wiring Diagrams

6. Schematics and Wiring Diagrams

Schematics and wiring diagrams for the Camfire Heater can be found on the accompanying pages.

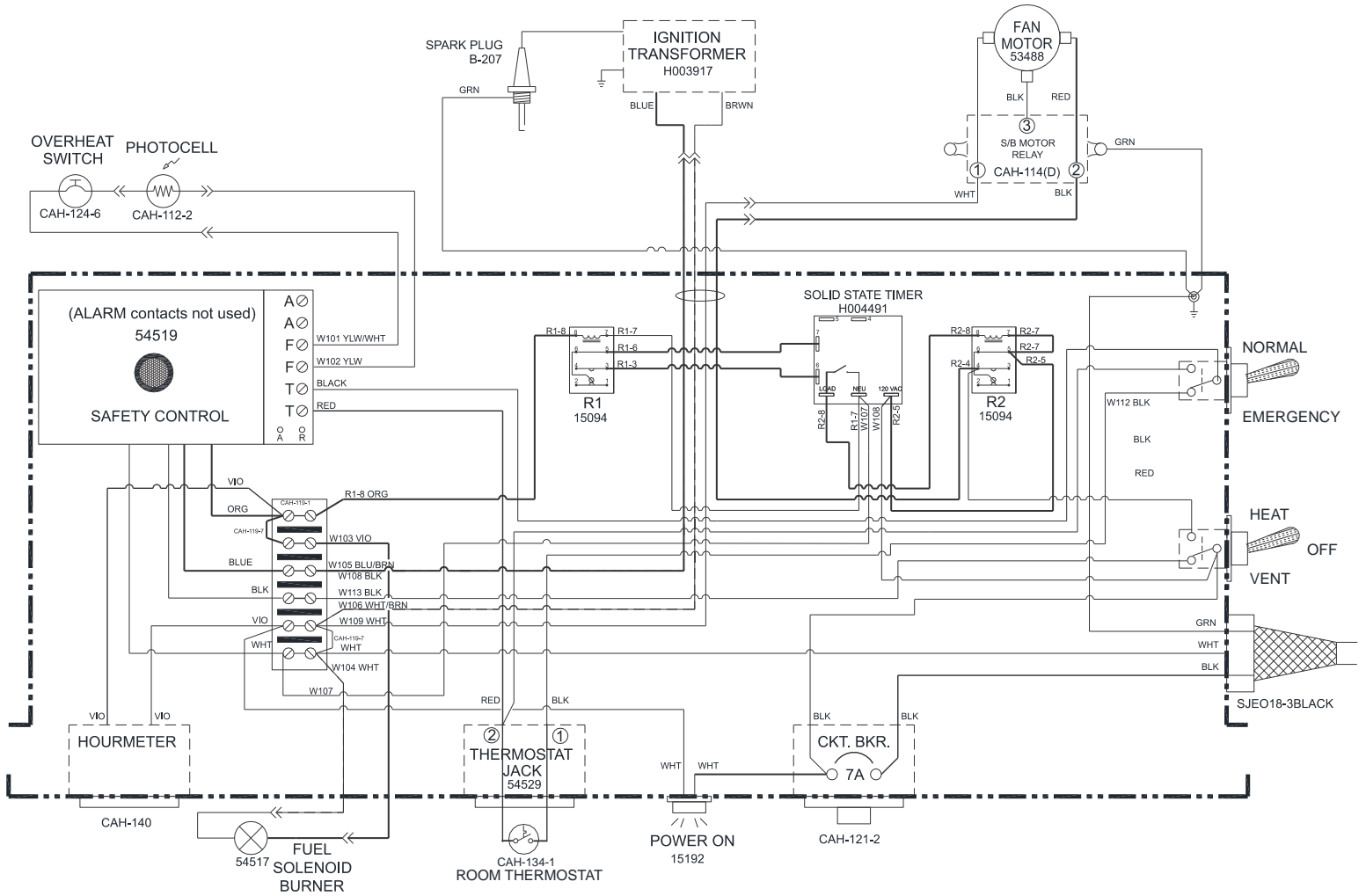


Figure 6-1. Camfire Heater Wiring Diagram

FUEL SCHEMATIC

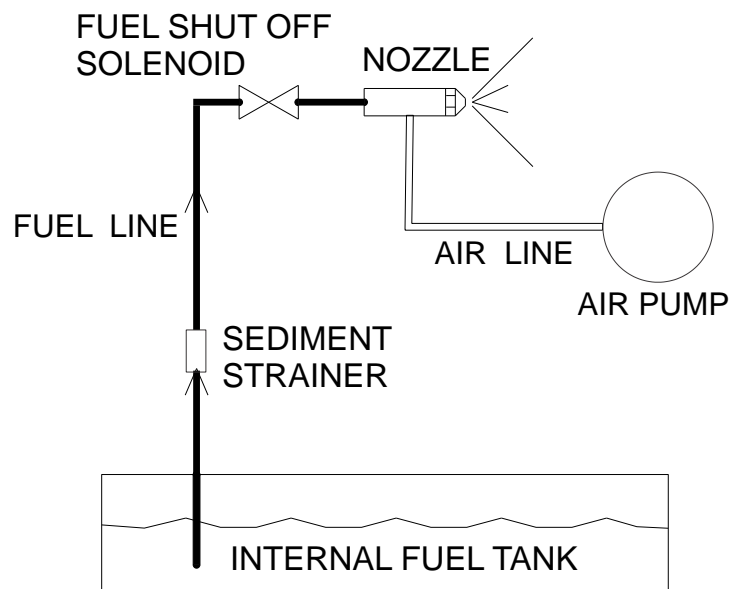


Figure 6-2. Camfire (MV60) Fuel Schematic

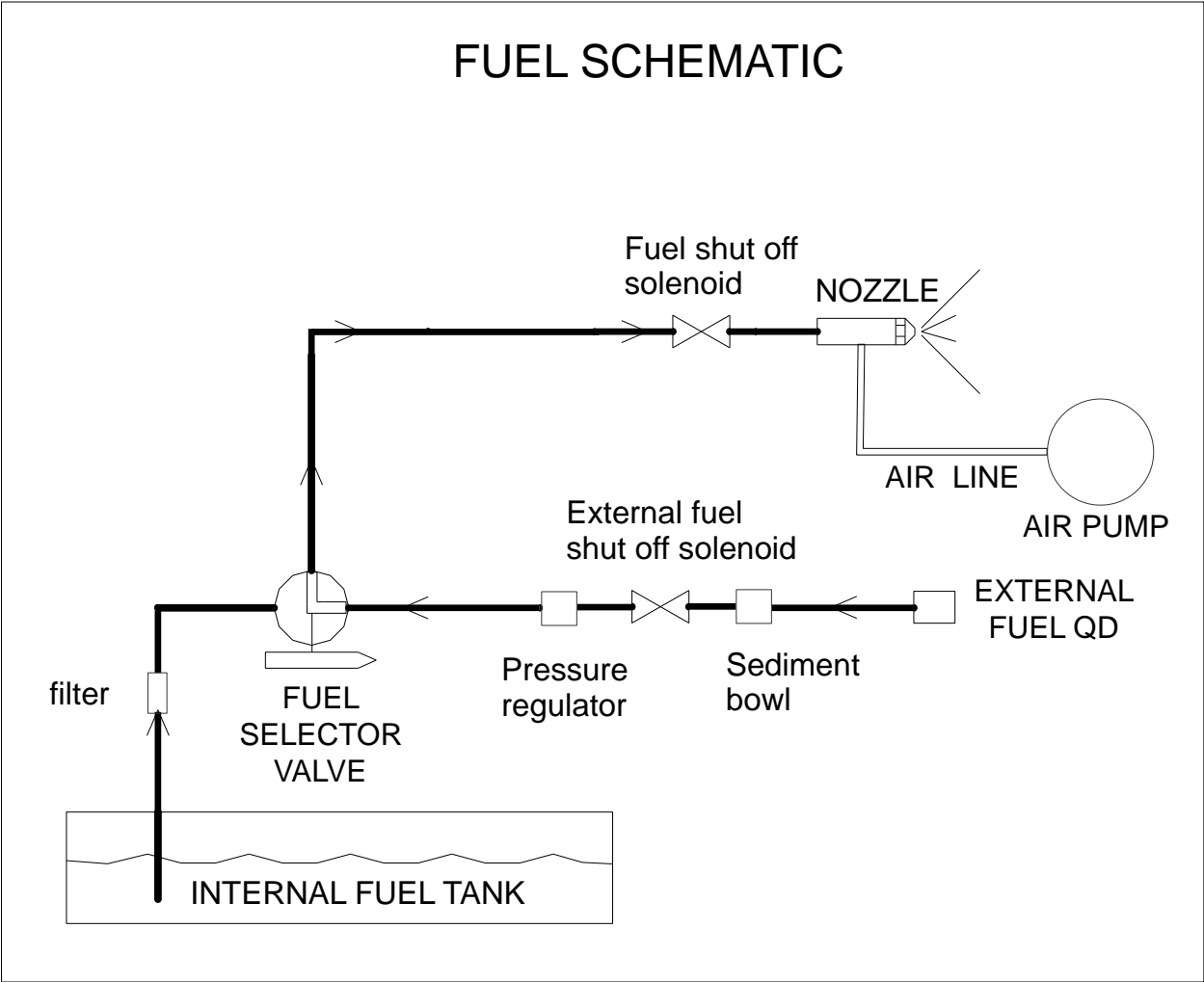


Figure 6-3. Camfire (MV60X-2 AND MV60XT-2) Fuel Schematic

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