

# LIGHTING A FIREPLACE PILOT

## SAFETY AND WARNING INFORMATION

Read and understand all directions before proceeding.

Do not try to light pilot if you do not feel comfortable in doing so. Please call a qualified service technician to light it.

Make sure the fireplace has been off for 5 minutes before trying to light the fireplace, to dissipate any residual gas that may have been left in the box.

If you smell gas, do not attempt to light fireplace and turn off the gas supply and call a fireplace technician. Propane is heavier than air and will sink so make sure to smell the floor as well.

### Robertshaw Valve

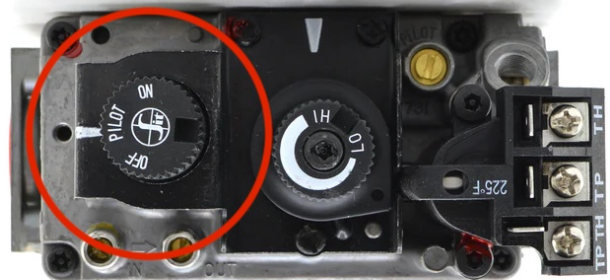
Locate the valve underneath the fireplace. It should look similar to this. Notice the valve knobs. We will be using the big valve knob labeled OFF-PILOT-ON to light the pilot on the fireplace.



### SIT Valve

Locate the valve underneath the fireplace. It should look similar to this. Notice the valve knobs. We will be using the big valve knob labeled OFF-PILOT-ON to light the pilot on the fireplace.

Regardless of which valve type you have the lighting instructions will be similar. Locate the valve knob and turn to the OFF mode. You will have to slightly depress the knob to rotate it all the way off. Wait 5 minutes before moving on to the next step.



This is the valve knob and this valve has a white arrow showing what mode the valve is in.

While you are waiting, locate the piezo ignitor. It should look similar to this picture. They do come in a variety of styles. They can have black stem like this or some of them have a red stem. They are usually mounted above the valve on a flat metal panel but could be other places.



**WARNING:** You should not have to remove the glass to access the pilot. If you do need to remove the glass to locate the pilot, please refer to the owner's manual for instructions on glass removal.

Locate where the pilot is located in the fireplace. You may have to use a flashlight and shine through the glass. A big portion of the fireplaces have the pilot located in the rear but some are different. You may have to look over or under the logs to see it. You are going to want to watch this area for a flame when you are trying to light the pilot.

After waiting 5 minutes, move the valve knob to the PILOT position. The knob should allow you to press it in 1/4-3/8 of an inch. Depress the knob in this position and hold it in. This will force a small amount of gas through the pilot

assembly at the pilot hood. While holding in the knob, press the ignitor stem in. It should give an audible click. Continue to press and release the ignitor. It will only spark once per press. Watch for a flame at the pilot assembly. If there has been an interruption in the gas supply, it could take awhile for the gas to get back to the pilot assembly.

**WARNING: Never use tools to depress knob. Use your hand only. Depressing the knob will force gas through the pilot tube. Never just depress knob without pushing the piezo ignitor, as this could allow too much gas to accumulate in the box. If the knob depresses but will not spring back out, please disregard service and call a qualified service technician to inspect and repair unit.**

Once a pilot flame is present, continue to hold in the valve knob to allow the thermocouple to heat up. Depending on the pilot assembly configuration this could take up to a minute. After 30 seconds, slowly release the valve knob and see if the flame stays on.

If the flame goes out, repeat the steps to light the flame again.

If the pilot stays lit after you have released the knob, continue to rotate knob to the ON position. Once you have rotated the knob to the ON position the fireplace could take a couple of minutes before it will turn on with the switch or remote. This is due to the thermopile having to heat up and is normal.

After a couple of minutes, you should be able to light the fireplace as normal with a remote or the wall switch.

**WARNING-Call a service technician if you are hesitant about lighting a pilot. Gas is a dangerous substance and the threat of safety isn't worth saving the dollars.**

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