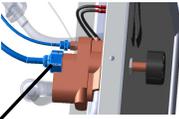
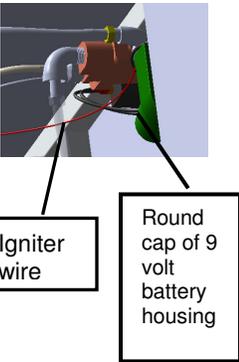
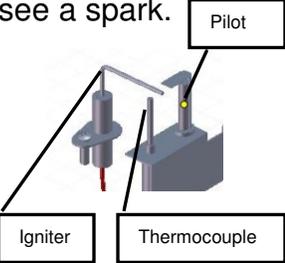


PROBLEM	POSSIBLE SOLUTION
<p>Pilot will not light.</p>   	<ol style="list-style-type: none"> 1. Is the Gas valve open at the gas tank? If not, open the gas valve fully by turning to the left until you cannot turn any more. 2. Is the igniter producing a spark when the switch is depressed? If not see section # 5 below. 3. Has the air purged from the pilot line? You can tell the air has been purged because you will smell a faint odor of gas and hear a hiss at the pilot (inside the blow out box). If not, follow the lighting instructions, and hold the gas valve knob pushed in until the air is fully purged from the pilot line. 4. Is the LP gas tank empty? If so, replace with a filled tank and follow lighting instructions.
<p>Pilot will not stay lit.</p>   <p>Thermocouple</p>	<ol style="list-style-type: none"> 1. Did you follow the lighting instructions and hold the gas valve knob pushed in for a full 20 seconds after lighting? This will allow the thermocouple enough time to heat up. The thermocouple must heat up to allow the pilot to stay lit when the gas valve knob is released. 2. If the pilot lights, but will not stay lit after 20 seconds, repeat the lighting instructions and hold the gas valve knob in for one full minute after the flame appears. If the pilot does not stay lit after holding the gas valve knob in for one minute, then check the thermocouple connection at the gas valve. 3. The thermocouple connection at the gas valve should have no thread sealer paste or thread tape at the retaining nut. Loosen the nut (see exploded view) and fully insert the thermocouple into the retaining nut until it bottoms out. Tighten retaining nut and follow lighting instructions.
<p>Cannot turn the flame up.</p>  	<ol style="list-style-type: none"> 1. Is the LP gas tank empty? If the fuel level is extremely low in the LP gas tank, the flame will not adjust to its maximum height. Replace the LP tank with a full tank. 2. Have you checked the burner to insure there are is nothing blocking the flame holes? Spiders and other insects, as well as debris can block the flame holes on the main burner after sitting unused for long periods of time. The main burner should be inspected thoroughly to insure there is no blockage, as well as no damage before lighting if the fire pit has been sitting idle for an extended period of time.

PROBLEM

POSSIBLE SOLUTION

<p>There is no spark from the igniter.</p> 	<ol style="list-style-type: none"> 1. Is the battery installed correctly? A 9 volt battery is supplied with your unit, however a protective cap has been installed over the battery terminals. Open the battery compartment and remove the battery terminal cap. Reinstall the battery and follow the lighting instructions. 2. Is the battery dead? If the battery is still providing power, you will hear a clicking noise from the igniter when the switch is pushed. If the igniter does not produce a clicking noise when the switch is pushed, replace the battery with a new 9 volt battery. 3. Check to make sure the wire from the igniter has not come loose or damaged. It should run from the bottom of the igniter to the battery holder. 4. Make sure the wiring from the battery holder to the switch, has not come loose or damaged. Please see the schematic below for proper wiring sequence.
<p>There is a clicking noise, but I don't see a spark.</p> 	<ol style="list-style-type: none"> 1. Check to see if there is an even gap between the spark igniter, the pilot flame hood, and the thermocouple. If the spark igniter is too close to either the pilot flame hood or the thermocouple, it will "click" when the rocker switch is depressed, but the spark will not be big enough to light the gas from the pilot. 2. If you need to adjust the spacing, very GENTLY move the metal portion of the spark igniter to rest evenly between the pilot flame hood and the thermocouple. This will provide the biggest spark and allow the pilot gas to ignite.
<p>Wiring Diagram</p>	