



Technical Data Sheet

Bari DV 8180 Ignitor Wire Replacement

Kit 90-20010

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KIT COMPONENTS:

90-20010 – Ignitor Wire Assembly:
7211-430 – Ignitor Wire
7200-018 – Ignitor Wire Nut
7000-157 – 4" Sleeve Insulation
7000-158 – 2" Shrink Tube

Instructions

TOOLS REQUIRED:

Phillips Screwdriver
10mm Wrench
5-32" (4mm) Hex Wrench

🔥 **CAUTION: TURN OFF THE GAS SUPPLY, DISCONNECT ANY ELECTRICAL SOURCE TO YOUR STOVE, AND REMOVE THE BATTERIES FROM THE RECEIVER BEFORE MAKING THIS CONVERSION.**

🔥 **IMPORTANT: This kit and these instructions apply to the Bari DV 8180 model only. DO NOT attempt this conversion on any other model.**

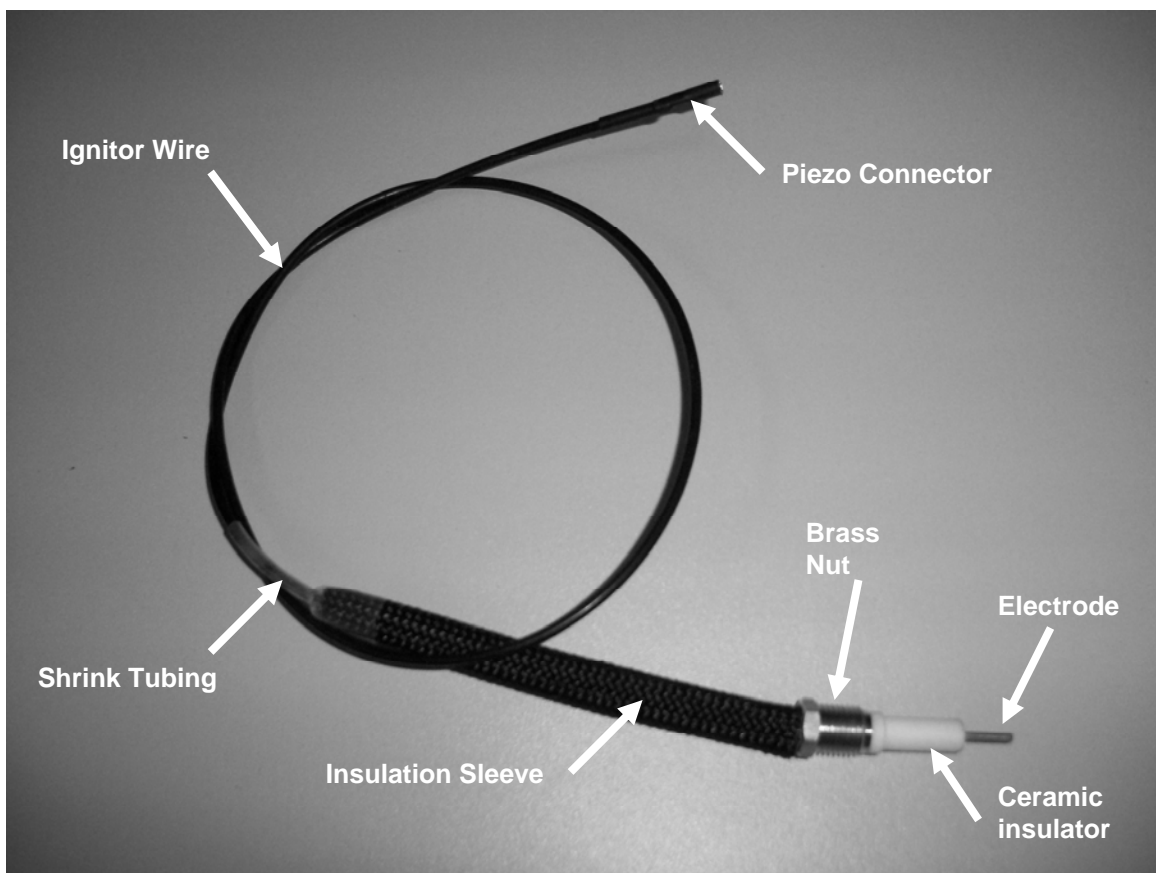


Figure 1 – Insulated Ignitor Wire Assembly

Hearthstone Quality Home Heating Products, Inc.
317 Stafford Ave., Morrisville, VT 05661
www.hearthstonestove.com

PROCEDURE:

1. Turn off the gas supply to the valve.
2. Receiver Module Battery Removal:
 - a. Move the Receiver's switch to the OFF position.
 - b. Remove the cover plate screws and pry the entire plate with the switch off the receiver's battery compartment.
 - c. Remove the four batteries from the compartment
3. Open the front door. Carefully remove the logs, ember burner, and screen - set them aside. Refer to the owner's manual for additional instructions.
4. Remove the pilot shield and the pilot assembly by removing the two mounting screws using the cross-tip screw driver. Pull up on the assembly only enough to expose the brass nut securing the ignitor to the pilot assembly. Take care to not damage the pilot supply tube and the flame sensor wire. Remove the nut using the 10mm wrench. Do not disconnect the pilot supply tube.



Figure 2 – Pilot Assembly

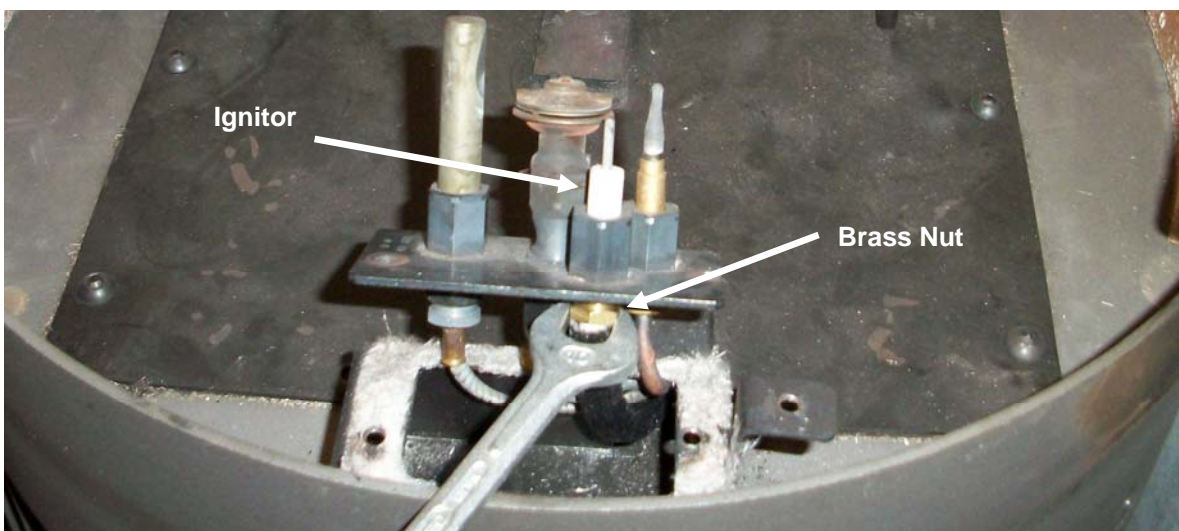


Figure 3 – Ignitor Wire Detail

5. Remove the modesty panel with the hex wrench. Loosen the two left, and remove the two right screws to dismount the panel (see figure 3). The Piezo Ignitor will detach with the panel.



Figure 4 – Modesty Panel Detail

6. Disconnect the wire from the Piezo Ignitor, and remove the old ignitor wire assembly from the stove - discard.
7. Connect the new insulated ignitor wire assembly to the Piezo ignitor, and to the pilot assembly. Route the wire carefully to avoid kinking, and damage. Use the 10mm wrench to snug the brass nut to secure the ceramic electrode housing securely. Do not over tighten. If the ceramic insulator cracks, the ignitor will short out on the pilot assembly, and will not function.

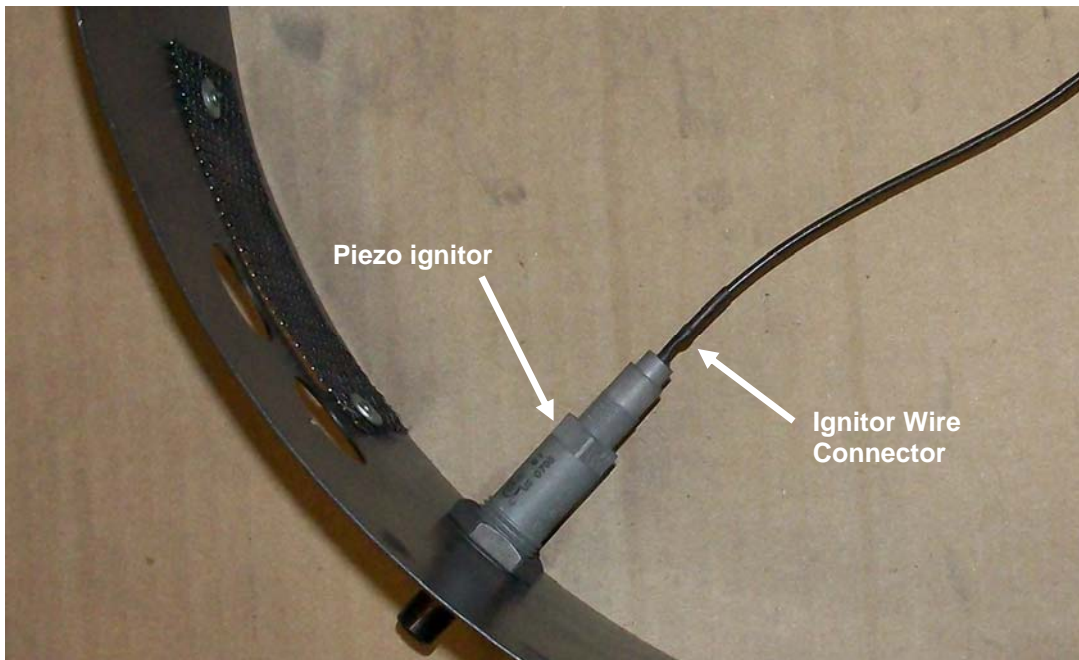


Figure 5 – Piezo Connection Detail

8. Reinstall the pilot assembly and shield. Ensure no wires or tubing is damaged, or pinched during reassembly.

🔥 IF ANY GAS SUPPLY TUBE OR CONNECTOR WAS LOOSENED OR REMOVED, YOU MUST LEAK TEST ALL FITTINGS WITH A GAS SNIFFER BEFORE AND AFTER LIGHTING THE STOVE.

9. Inspect the routing of all components, and then reinstall the Modesty Panel.

10. Reinstall the ember burner. Reinstall the logs according to the instructions in the owner's manual.

11. Receiver Battery Installation

- a. Install four AA batteries. Ensure you orient the batteries correctly as indicated on the battery compartment cover.
- b. Ensure the switch is still in the OFF position, align the slider with switch stem and snap the cover plate back onto the battery compartment.
- c. Replace the cover plate screws.

12. Initializing the Remote Control

Note: Whenever you replace batteries, you must synchronize communication between the Receiver and the Remote Control transmitter.

- a. Place the slider switch in the REMOTE position.
- b. Insert the end of a paper clip into the hole marked PRG on the Receiver cover. The Receiver will beep three times to indicate it is ready to synchronize with the Remote Control.
- c. Push the Remote's ON button. The Receiver will beep four times to indicate the Remote's command is accepted and is set to the particular code of that Remote. The system is now initialized.

After the Ignitor Assembly replacement is complete, and the logs are repositioned, close the front door and light the stove.

Note: Refer to the owner's manual for the:

- a. Instructions for checking out the normal operating sequence of the ignition system.