



Technical Data Sheet

Champlain 8301 & Santa Fe 8761 Conversion from LP to NG

*Assembly #97-56610
(7211-320 Universal Valve)*

Publish Date: 6/15/2004

93-56610 – KIT COMPONENTS:

7200-332 - #32 Burner Orifice
7211-163 – 0.62mm Pilot Orifice
NG Sticker (White)
Instructions – 4 Pages

TOOLS REQUIRED:

Slotted Screwdriver
Phillips Screwdriver
½” Deep Socket
5-32” Hex Wrench
3” Socket Extension

WARNING

A QUALIFIED GAS SERVICE AGENCY MUST INSTALL THIS CONVERSION KIT IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS AND ALL APPLICABLE CODES AND REQUIREMENTS OF THE AUTHORITY HAVING JURISDICTION. IF THE INFORMATION IN THESE INSTRUCTIONS IS NOT FOLLOWED EXACTLY, A FIRE, EXPLOSION, OR PRODUCTION OF CARBON MONOXIDE CAN RESULT CAUSING PROPERTY DAMAGE, PERSONAL INJURY, OR LOSS OF LIFE. THE QUALIFIED SERVICE AGENCY PERFORMING THIS WORK ASSUMES RESPONSIBILITY FOR THE PROPER CONVERSION OF THIS APPLIANCE WITH THIS KIT.

ATTENTION

CET ÉQUIPEMENT DE CONVERSION SERA INTALLÉ PAR UNE AGENCE QUALIFIÉE DE SERVICE CONFORMÉMENT AUX INSTRUCTIONS DU FABRICANT ET TOUTES EXIGENCES ET CODES APPLICABLES DE L'AUTORISÉS AVOIR LA JURIDICTION. SI L'INFORMATION DANS CETTE INSTRUCTION N'EST PAS SUIVIE EXACTMENT, UN FEU, EXPLOSION OU PRODUCTION DE PROTOXYDE DE CARBONE PEUT RÉSULTER LE DOMMAGES CAUSER DE PROPRIÉTÉ, PERTE OU BLESSURE PERSONELLE DE VIE. L'AGENCE QUALIFIÉE DE SERVICE EST ESPONSABLE DE L'INSTALLATION PROPRE DE CET ÉQUIPEMENT. L'INSTALLATION N'EST PAS PROPRE ET COMPLÈTE JUSQU'À OPÉRATION DE L'APPAREIL CONVERTI EST CHÉQUE SUIVANT LES CRITÈRES ÉTABLIS DANS LES INSTRUCTIONS DE PROPRIÉTAIRE PROVISIONNÉES AVEC L'ÉQUIPEMENT.

 **CAUTION: SHUT OFF THE GAS SUPPLY TO THE STOVE BEFORE MAKING THIS CONVERSION. IF THE STOVE IS EQUIPPED WITH THE OPTIONAL BLOWER, DISCONNECT IT FROM THE ELECTRICAL SOURCE BEFORE MAKING THIS CONVERSION.**

IMPORTANT: These instructions are for the Direct Vent stoves listed on the cover page only - DO NOT attempt this conversion on a Santa Fe Vent Free model.

PROCEDURE:

- 1) Open the front of the stove. For the Santa Fe use the 1/8" hex wrench provided with the stove to remove the screw that holds the front door closed. For the Champlain, remove the two phillips screws on the top of the front panel that hold the face of the stove in place during transportation. Once the screws are out, drop the ash lip down and locate the lever to release the easy-off front. Carefully hold the front at the top, and pull the lever up to release it. Now you can remove the front panel and place it in a safe place until it is required for reassembly.
- 2) Remove the stainless steel pan burner from the firebox. To remove the burner in the Santa Fe, or Champlain, simply lift it up and out of the firebox.
- 3) Locate the main burner orifice inside the air shutter box in the rear center of the firebox (see photo on page 4). Insert a 1/2" deep socket with a 3" extension into the round opening in the front of the air shutter box to remove the LP gas orifice. Install the #32 NG orifice provided with this kit and snug with the socket and extension. **NOTE:** Stoves installed above 2,000 feet (610m) may require a derated orifice (see specifications page 4).
- 4) Locate the pilot assembly inside the stove that is now also exposed by removal of the pan burner system (see photo page 4). Remove the easy-off top of the pilot burner hood by grasping it and pulling it up and off the pilot assembly.
- 5) Using a 5/32" hex wrench, unscrew and remove the LP pilot orifice. Insert the 0.62mm NG orifice provided with this kit and tighten it with the hex wrench.
- 6) Snap the pilot burner hood back into place on the pilot stem; ensure the cutout of the hood aligns with tang on the orifice housing.
- 7) Adjust the air shutter by turning the bolt on the outside back of the stove. Turn the bolt out, away from the stove one to three full revolutions to close the air shutter. After the conversion is completed, adjustments to the flame are made from outside the stove.
Important: Make certain that orange flames are not present, as this is a sign of incomplete combustion and will produce soot.
- 8) Insert the burner system back into the firebox. Refer to the owner's manual for the proper placement of the logs and embers. Replace and secure the front door (Santa Fe) or Glass front (Champlain). It is not necessary to replace the top bolts on the face of the Champlain that were removed in step one.

VALVE CONVERSION: See illustrations below.

1. Working on the Hi/Lo knob, pry off the black cap on the face of the knob (see Photo #1).
2. Using the 4 mm hex wrench, remove the conversion plug that is inside the knob (see Photo #2).
3. Rotate the conversion plug 180° and turn it back into the knob. Turn the plug in with the hex wrench until it is snug – be careful not to use excessive force, as this could damage the plug.

NOTE: When converted to NG you should not see the red ring on the conversion plug after it is installed. When converted to LP, you will see the red ring.

4. Place the white NG sticker onto the lighting instructions. These are located on the back of the lab plate attached to the stove with a cable.
5. Replace the black cap on top of the conversion plug.

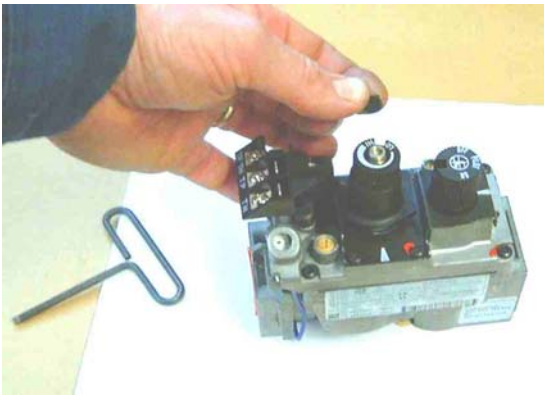


Photo # 1

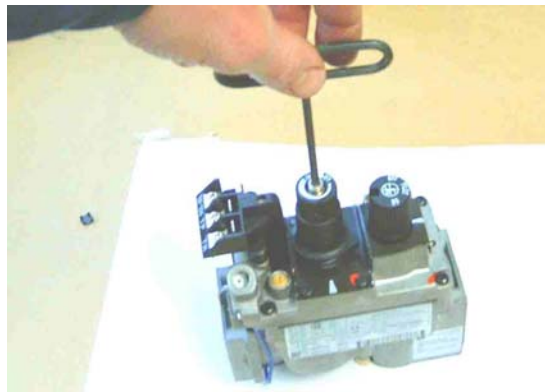


Photo #2

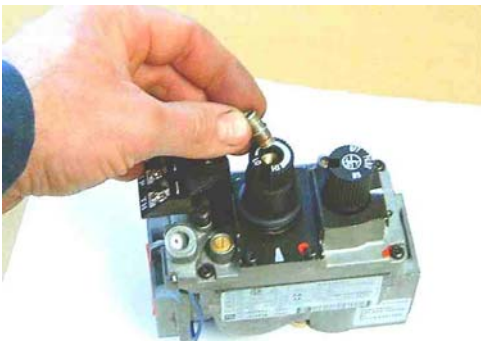


Photo #3

Photo1: Remove the cap by prying it up with finger.

Photo 2: Loosen and remove the conversion plug with the hex wrench.

Photo 3: Rotate the plug 180 degrees and turn it back into the valve. Snug with hex wrench.



Photo shows Pilot assembly (left) and air shutter with burner orifice (right) in the firebox after the pan burner is removed.

	<u>Natural Gas</u>	<u>LP</u>
Input rating (Btu/hr) 0 - 2,000	35,000	35,000
Maximum output (BTU/hr) 0-2,000 ft	25,600	25,600
Minimum input rating (Btu/hr)	22,500	22,500
Orifice size DMS 0- 2,000 ft	32	51
Input rating (Btu/hr) 2,000 to 4,500 ft	35,000	33,300
Orifice size DMS 2,000 – 4,500 ft	32	50
Manifold pressure-Hi Setting (in. w.c./kPa)	3.5/0.87	10.0/2.48
Man. Pressure-Lo setting (in.w.c./kPa)	1.2/0.3	3.3/0.8

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

- a. Details on adjustment for the proper pilot and main burner flame appearance.
- b. Instructions for checking out the normal operating sequence of the ignition system.
- c. Location on the valve to check manifold pressure.