

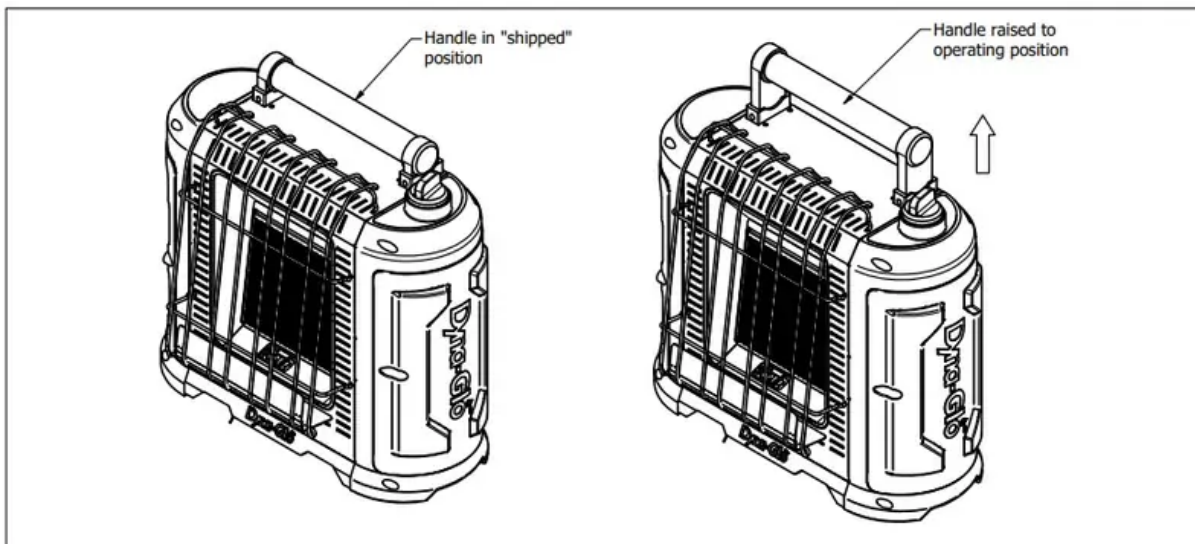
### COLD WEATHER OPERATION

- Cold weather is generally defined as ambient temperatures below 32 degrees F.
- 1 lb. propane cylinders have difficulty producing sufficient gas at lower temperatures and can “freeze-up”, reducing the time of operation by as much as 50-70%. For this reason, it is recommended to use only 20 lb. propane tanks under these conditions.
- If a 1 lb. tank is used in cold weather, such as in an ice fishing hut, following are some operating suggestions;
  1. Expect operating times to be significantly reduced.
  2. Never use only a single 1lb. tank on the Grab N Go 18K models.
  3. Never set the heater directly on the ice. Set the heater on a rigid piece of flame retardant insulation and make sure the ventilation slots on the bottom of the heater are not obstructed.
  4. Elevate the heater slightly above the ground level. Insure the unit is level and secure and cannot be knocked over.
  5. Adequate ventilation and combustion air must be provided.
  6. Maintain all clearances as specified on Page 4.

### HANDLE POSITIONING FOR NORMAL OPERATION

The heater ships with the handle in a compact position that must be raised for normal operation (Fig. 1a)

- Grab handle and pull directly upward until the handle snaps into position.
- Do not lower the handle to the previous location. The “UP” position is the normal operating orientation.



## TANK INSTALLATION INSTRUCTIONS

### Tank Installation for DOT Certified 1 lb. Propane Cylinder(s) (Fig. 1)

- Open easy access tank compartment door(s). (On 18K Model Only)
- Locate regulator and swivel it upward by hand to provide better access for cylinder
- Attach cylinder(s) to swivel mount by gently turning clockwise until it is hand tight. Do not overtighten. Do not use tools to tighten.
- Check for gas leaks by using a 50% soap-water solution at the joint of the regulator and cylinder.

### Tank Installation for 20 lb. Propane Cylinder (Fig. 1b)

- Open easy access tank compartment door. (On 18K Model Only)
- Locate regulator and swivel it upward by hand to provide better access.
- Attach Fuel Filter, Model HAKITDG to swivel mount by gently turning clockwise until it is hand tight. Do not over tighten. Do not use tools to tighten.
- Attach GHP hose end adapter (No. HAKITDG ) to fuel filter by gently turning clockwise until it is hand tight. Attach other end of hose to the LP cylinder. Do not overtighten. Do not use tools to tighten.
- Make sure heater control knob is in the "off" position. Open the LP cylinder valve and check for leaks by using a 50% soap-water solution at all threaded connections.
- Close the Door and make sure the hose is routed through the cutout on the underside of the door.
- Close the access door as needed.

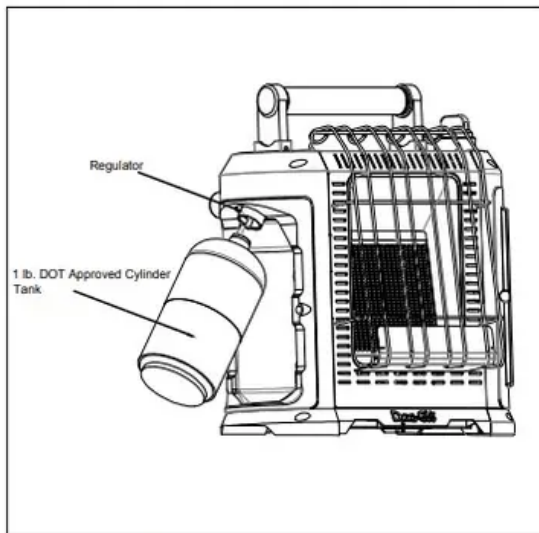


Fig. 1 - 1 lb. Cylinder Tank Installation

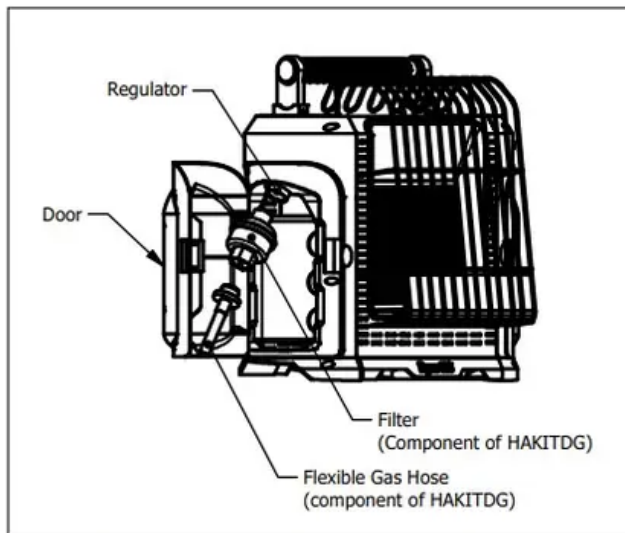


Fig. 1b - Remote Tank Installation

## ADDITIONAL INFORMATION REGARDING OPTIONAL ACCESSORIES TO CONNECT A 20 LB LP TANK

- Please note: this heater may be operated with (1) remote refillable propane cylinder max. 20 Lbs.
- Any CSA certified hose with a CGA 600 fitting and excess flow device, that is appropriate for this application, may be used to connect a 20 lb. propane tank.
- Non-certified or handmade hoses and adapters may not be used to connect a 20 lb. propane tank.
- The use of a fuel filter is also recommended but not mandatory. The fuel filter can reduce potential contaminants from the 20 lb. LP tank/hose and extend the life of the heater.
- We recommend using the Dyna-Glo 20 lb. tank connection kit model# HAKITDG, which includes (1) 12' extension hose and (1) fuel filter (sold separately).

## EMERGENCY INDOOR USE

- Adequate combustion air and ventilation must be provided when the appliance is in use. Refer to General Safety Instructions on Page 4 for additional information.
- Only disposable 1 lb. cylinders, marked as PROPANE can be used with this heater.
- NEVER bring a refillable propane cylinder indoors. A fire or explosion can occur causing property damage, serious injury, or death.
- The LP-gas cylinder(s) must be constructed and marked in accordance with the specifications for LP-gas cylinders of the U.S. Department of Transportation (DOT).
- Not for use in a Bedroom or Bathroom.

# MAINTENANCE



Always keep the heater area clear and free from combustible materials, gasoline and other flammable vapors and liquids. Keep the vent areas (slots in the bottom and the top at the front of heater) clear at all times so combustion air and ventilation is not obstructed. Visually inspect the pilot flame and burner periodically during use so combustion air and ventilation is not obstructed. The pilot flame should be blue in color (not yellow) and will extend beyond the thermocouple. The flame will surround the thermocouple just below the tip, see Figure 5. A slight yellow flame may occur where the pilot flame and main burner flame meet. The burner(s) should be bright orange (with a slight blue color around the border, a red-orange haze that is visible on the burner is acceptable) and without a noticeable flame. A blue flame that rolls out at the top indicates an accumulation of dust, lint or spider webs inside the main burner assembly. If the pilot is yellow or the burner has a noticeable flame, cleaning may be required. Use the following procedure to inspect main burner assembly. It is necessary to periodically check the burner(s) orifice and burner venturi tube to make sure they are clear of insects/nests or spider webs that may accumulate over time. It is strongly recommended that these maintenance instructions be performed annually. A clogged tube can lead to a fire.

1. Allow heater to thoroughly cool before performing any maintenance.
2. Remove disposable 1 lb. cylinder(s) from heater or turn OFF gas supply at remote cylinder valve, and disconnect hose from heater.
3. Remove back panel by removing the top three screws, lower two rear screws and two screws behind the doors of the 18K.

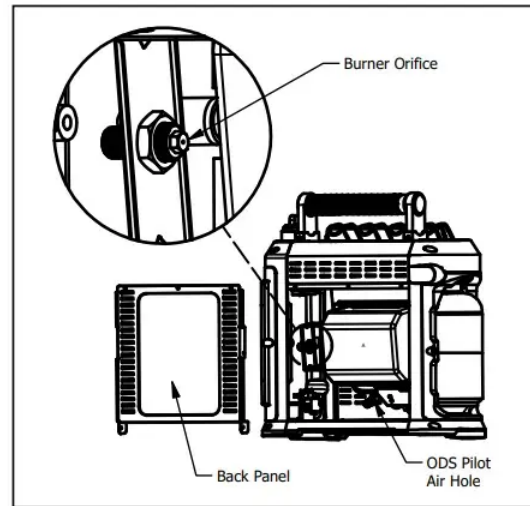


Fig. 4 - Burner Orifice Location

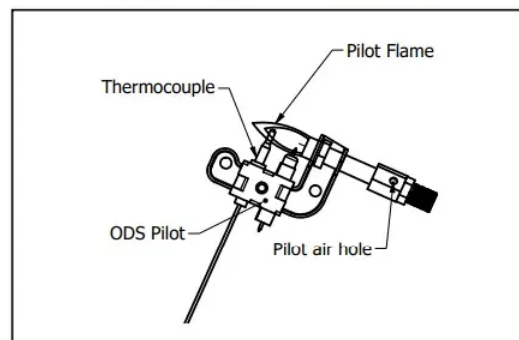


Fig. 5 - Pilot Assembly

4. Inspect interior of casing assembly for accumulation of dust, lint or spider webs. If necessary, clean interior of casing assembly with a vacuum cleaner or apply air pressure. Do not damage any components within casing assembly when you are cleaning.

5. Inspect and clean main burner orifice located at bottom of burner venturi tube by using a vacuum or apply air pressure at orifice opening.

6. Inspect and clean pilot (mounted to bracket) by using a vacuum or apply air pressure through the holes in the pilot indicated by the arrows in Figure 5. **WARNING:** Never use needles, wires, or similar cylindrical objects to clean the pilot to avoid damaging the calibrated orifice that controls the gas flow.

7. Apply air pressure into burner assembly to remove dust, lint or spider webs.

8. Reinstall back panel.

## TROUBLESHOOTING

**WARNING:** If you smell gas:

- Do not attempt to light appliance.
- Extinguish any open flame.
- Disconnect fuel supply.
- Leave the area immediately.
- Allow gas to dissipate 5 minutes before relighting the appliance

**IMPORTANT:** Operating heater where impurities in air exist may create odors. Cleaning supplies, paint, paint remover, cigarette smoke, cements and glues, new carpet or textiles, etc., create fumes. These fumes may mix with combustion air and create odors.

**WARNING:** Turn off and let cool before servicing. Only a qualified service person should service and repair heater.

**CAUTION:** Never use a wire, needle, or similar object to clean ODS/pilot. This can damage ODS/pilot unit.

PROBLEM	POSSIBLE CAUSE	CORRECTIVE ACTION
When ignitor knob is turned, there is no spark at ODS/pilot	<ol style="list-style-type: none"> <li>1. Ignitor electrode is positioned wrong.</li> <li>2. Ignitor electrode is broken.</li> <li>3. Ignitor electrode is not connected to ignitor cable.</li> <li>4. Ignitor cable is pinched or wet.</li> <li>5. Damaged ignitor cable.</li> </ol>	<ol style="list-style-type: none"> <li>1. Replace electrode.</li> <li>2. Replace electrode.</li> <li>3. Replace ignitor cable</li> <li>4. Free ignitor cable if pinched by any metal or tubing. Keep ignitor cable dry.</li> <li>5. Replace ignitor cable.</li> </ol>
When ignitor knob is turned, there is a spark at ODS/ pilot but no ignition.	<ol style="list-style-type: none"> <li>1. Tank shutoff valve is closed.</li> <li>2. Control knob not fully pressed in while pressing ignitor button.</li> <li>3. Air in gas lines when installed.</li> <li>4. ODS / pilot is clogged.</li> <li>5. Control knob not in PILOT position.</li> <li>6. Depleted gas supply (propane)</li> </ol>	<ol style="list-style-type: none"> <li>1. Turn on gas supply valve.</li> <li>2. Fully press in control knob while pressing ignitor button.</li> <li>3. Continue holding down control knob. Repeat igniting operation until air is removed.</li> <li>4. Clean ODS/pilot (see Care and Maintenance on page 9) or replace ODS/pilot assembly.</li> <li>5. Turn control knob to PILOT position.</li> <li>6. Purchase new tank or refill 20 lb tank.</li> </ol>
ODS/pilot lights but flame goes out when control knob is released.	<ol style="list-style-type: none"> <li>1. Control knob is not fully pressed in.</li> <li>2. Control knob is not pressed in long enough.</li> <li>3. Equipment shutoff valve is not fully open</li> </ol>	<ol style="list-style-type: none"> <li>1. Press in control knob fully.</li> <li>2. After ODS/pilot lights, keep control knob pressed in 30 seconds.</li> <li>3. Fully open equipment shutoff valve.</li> </ol>



PROBLEM	POSSIBLE CAUSE	CORRECTIVE ACTION
	<ol style="list-style-type: none"> <li>4. Thermocouple connection is loose.</li> <li>5. Thermocouple damaged.</li> <li>6. Control valve damaged.</li> </ol>	<ol style="list-style-type: none"> <li>4. Hand tighten until snug, and then tighten ¼ turn more.</li> <li>5. Replace thermocouple.</li> <li>6. Contact customer service.</li> </ol>
<p>Burner(s) does not light after ODS/pilot is lit.</p>	<ol style="list-style-type: none"> <li>1. Burner orifice is clogged.</li> <li>2. Burner orifice diameter is too small.</li> <li>3. Inlet gas pressure is too low.</li> </ol>	<ol style="list-style-type: none"> <li>1. Clean burner orifice (see Care and Maintenance on page 9) or contact customer service.</li> <li>2. Contact customer service.</li> <li>3. Change tanks.</li> </ol>
<p>Burner backfiring during combustion.</p>	<ol style="list-style-type: none"> <li>1. Burner orifice is clogged or damaged.</li> <li>2. Burner is damaged.</li> <li>3. Gas regulator is damaged.</li> </ol>	<ol style="list-style-type: none"> <li>1. Clean burner orifice (see Care and Maintenance on page 9) or contact customer service.</li> <li>2. Contact qualified service technician.</li> <li>3. Contact qualified service technician.</li> </ol>
<p>High yellow flame during burner combustion</p>	<ol style="list-style-type: none"> <li>1. Not enough air.</li> <li>2. Gas regulator is defective.</li> </ol>	<ol style="list-style-type: none"> <li>1. Check burner for dirt and debris. If found, clean burner (see Care and Maintenance on page 9).</li> <li>2. Contact qualified service technician.</li> </ol>
<p>Gas odor during combustion.</p>	<ol style="list-style-type: none"> <li>1. Foreign matter between control valve and burner.</li> <li>2. Gas leak. (See Warning Statement on page 2).</li> </ol>	<ol style="list-style-type: none"> <li>1. Contact qualified service technician.</li> <li>2. Locate and correct all leaks.</li> </ol>



PROBLEM	POSSIBLE CAUSE	CORRECTIVE ACTION
Heater produces a clicking/ticking noise just after burner is lit or shut off.	<ol style="list-style-type: none"> <li>1. Metal is expanding while heating or contracting while cooling.</li> </ol>	<ol style="list-style-type: none"> <li>1. This is common with most heaters. If noise is excessive, contact qualified service technician.</li> </ol>
Heater shuts off in use (ODS operates)	<ol style="list-style-type: none"> <li>1. Not enough fresh air is available.</li> <li>2. Low line pressure.</li> <li>3. ODS/pilot is partially clogged.</li> </ol>	<ol style="list-style-type: none"> <li>1. Open window and/or door for ventilation.</li> <li>2. Contact qualified service technician.</li> <li>3. Clean ODS/pilot (see Care and Maintenance on page 9).</li> </ol>
Gas odor exists even when control knob is in OFF position.	<ol style="list-style-type: none"> <li>1. Gas leak. See Warning Statement on page 2.</li> <li>2. Control valve is defective.</li> </ol>	<ol style="list-style-type: none"> <li>1. Locate and correct all leaks (see “Checking Gas Connections” page 4).</li> <li>2. Contact qualified service technician.</li> </ol>
Moisture/condensation noticed on windows.	<ol style="list-style-type: none"> <li>1. Not enough combustion/ventilation air.</li> </ol>	<ol style="list-style-type: none"> <li>1. Refer to “Air for Combustion and Ventilation” requirements, page 4.</li> </ol>
Slight smoke or odor during initial operation	<ol style="list-style-type: none"> <li>1. Residues from manufacturing process</li> </ol>	<ol style="list-style-type: none"> <li>1. Problem will stop after a few hours of operation.</li> </ol>

### Warning

This content is compiled from multiple sources and is provided for reference purposes only. It may not be complete or fully applicable to all situations. If you are unable to resolve your issue, please contact the product manufacturer or an authorized service provider for official support.



