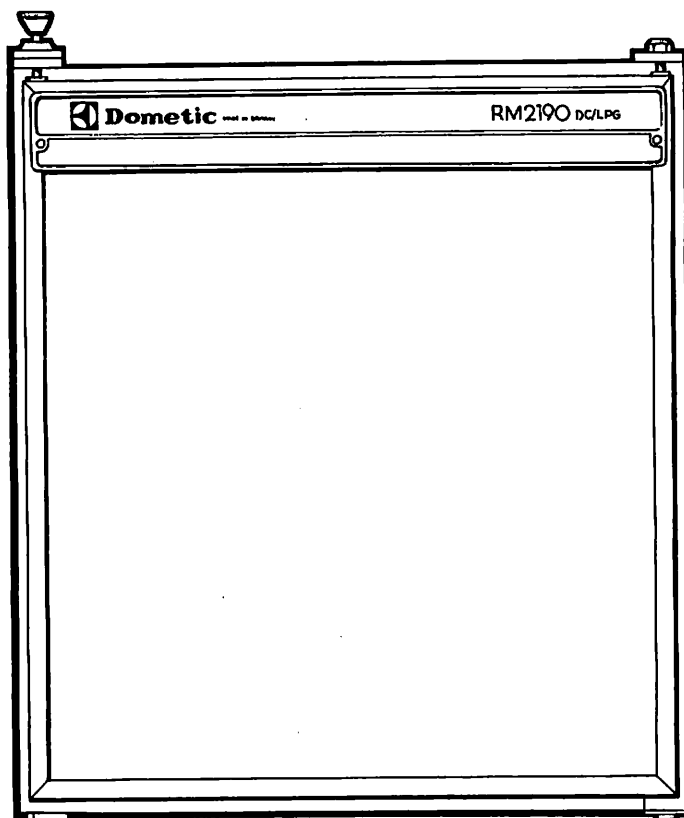




REFRIGERATOR MODEL RM2190

For Mobile Home or Recreational Vehicle Installation

Dual Operation by L.P. Gas or 12 Volts



FOR YOUR SAFETY

If you smell gas :

1. Open windows.
2. Don't touch electrical switches.
3. Extinguish any open flame.
4. Immediately call your gas supplier.

FOR YOUR SAFETY

Do not store or use gasoline or other flammable vapors and liquids in the vicinity of this or any other appliance.

INSTRUCTIONS FOR INSTALLATION AND USE

INSTRUCTIONS FOR INSTALLATION

1. DECOR PANEL FOR DOOR

A decor panel of a color or pattern of your choice is intended to be fitted to the front of the door. The panel may be of plastic laminate, rust-proof metal, etc., and it should be of the following size:

- Thickness — up to 1/8" (3mm)
- Width — 18⁵/₁₆" (465mm)
- Height — 19¹/₈" (486mm)

To fit the panel, first remove the plastic strip (3, fig.1) from the top of the door by taking out the screw (4) from each end, then pulling one end of the strip outwards for about 3/4", and downwards until it is disengaged.

Fit the decor panel by locating one of its sides behind the door frame then bowing out the centre of the panel until the opposite side can be engaged under the frame. Slide the panel down as far as it will go so that the bottom edge is fully down behind the door frame.

Refit the plastic strip at the top by engaging the retaining section of its rear top edge under the door frame, then sliding the top upwards until its lower retainers can be located over the top of the door panel. Finally, re-fit the two screws (4).

2. DOOR HANG

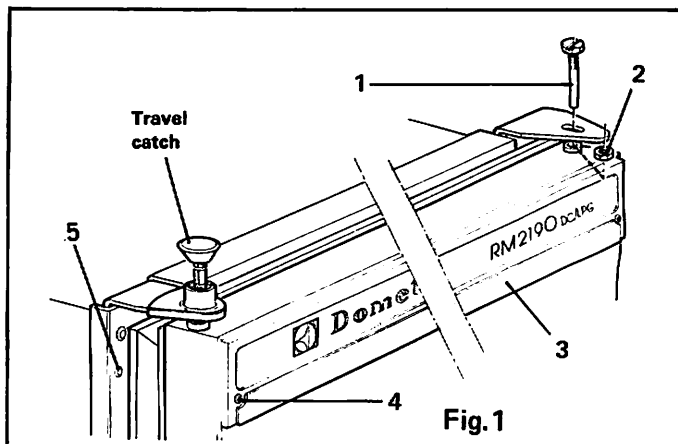
If required, the door hinge pins can be changed to the opposite side to reverse the door hang. Do this as follows:

- a) Holding the small nut (2, fig.1) with a suitable spanner, unscrew the upper hinge pin (1). Keep the hinge pin and nut safely for re-use.
- b) Pull the door forward at the top to clear the upper hinge brackets, then lift the door away from the bottom hinge.
- c) Carefully place the refrigerator on one of its sides then unscrew the lower hinge pin and transfer it, together with its nut, to the front of the elongated hole in the hinge bracket on the opposite side. Stand the refrigerator upright.
- d) With the travel catch in the open (upper) position, prise forward the travel catch assembly to remove it from the hinge blade and fit it to the hinge blade on the opposite side.
- e) Re-fit the door, engaging its lower hinge bush over the lower hinge pin before positioning the top of the door and re-fitting the upper hinge pin and nut.
- f) Open and close the door several times, checking to see that the magnetic gasket seals properly against the front frame of the refrigerator cabinet all the way round. If necessary, the seal can be adjusted by loosening the upper and lower hinge pins and re-positioning them in the elongated holes in the brackets. When correctly positioned, tighten the hinge pins while holding the nuts with a spanner.

3. INSTALLATION—GENERAL REQUIREMENTS

The installation of the refrigerator must comply with the following American National Standards and Canadian Standards, as applicable:

- a) Local codes, or, in the absence of local codes, the National Fuel Gas Code, ANSI Z223.1-1984.
- b) Manufactured Home Construction Safety Standard, Title 24CFR Part 3280 or, when such standard is not applicable, the Standard for Mobile Homes, ANSI/NPFA No. 501B — 1982.
- c) Local codes, or, in the absence of local codes, the Standard for Recreational Vehicles, ANSI A119.2 — 1982.
- d) Current Standard CSA Z240.4 — Gas Equipped Recreational Vehicles and Mobile Housing.
- e) Current CSA Standard C22.1 Canadian Electrical Code Part 1 (for mobile housing only).
- f) Current Standard CSA Z240.6.2 — Electrical Requirements for Recreational Vehicles.



- g) Local codes or, in the absence of local codes, the current CANI-B149.2 Installation Code for Propane Burning Appliances and Equipment.
- h) National Electrical Code ANSI/NFPA No. 70 - 1984.

The refrigerator should be installed on a firm base and must be level in relation to the vehicle, in both directions, so that when the vehicle is level, the refrigerator is level, — see item 9.

The appliance must not be installed directly on carpeting. Carpeting must be protected by a metal or wood panel beneath the appliance which extends at least the full width and depth of the appliance.

The overall dimensions of the refrigerator are given in fig.2 and the dimensions of the recess to house it are given in fig.5

When installed, the following minimum clearances must exist from combustible or other surfaces.

1. At each side — 0"
2. From rear edge of casing — 4 1/2" (115mm)
3. Above cooling unit condenser fins 1 1/4" (32mm). This is the minimum height which can be allowed over the condenser fins. Wherever possible, the height should be increased by up to 11 inches, — the more ventilation you provide, the better the performance you can expect from the refrigerator.

The refrigerator should be installed in accordance with the illustrations on page 3. Both the flue gases and the ventilation air must pass to the outside and the joints between the body of the refrigerator and the vehicle, and in any ventilation ducts, must be effectively sealed to prevent exhaust gases from the combustion system entering the living space.

A length of self-adhesive foam sealing strip is supplied, packed inside the refrigerator. Before installing the refrigerator, stick this sealing strip to the rear of the front frame of the refrigerator, at the top, bottom, and sides, — see fig.3 and 4, to seal the joint between the front frame of the refrigerator and the front of the recess. When placing the refrigerator finally in the recess, make sure that the sealing strip is in place and is not damaged.

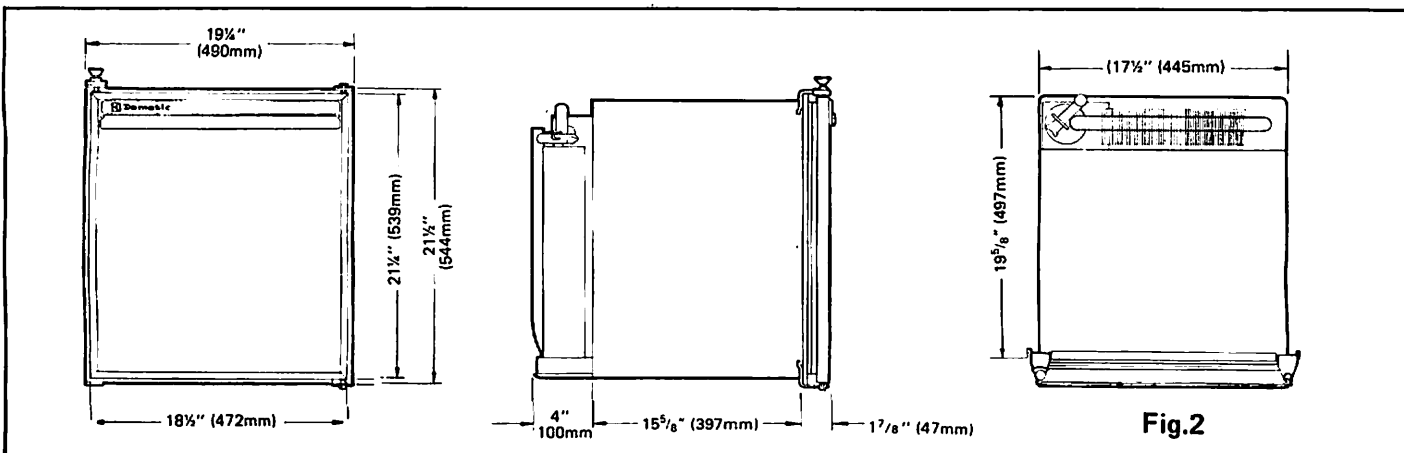
Surfaces adjacent to, and above, the flue outlet must be of, or covered with, fireproof material.

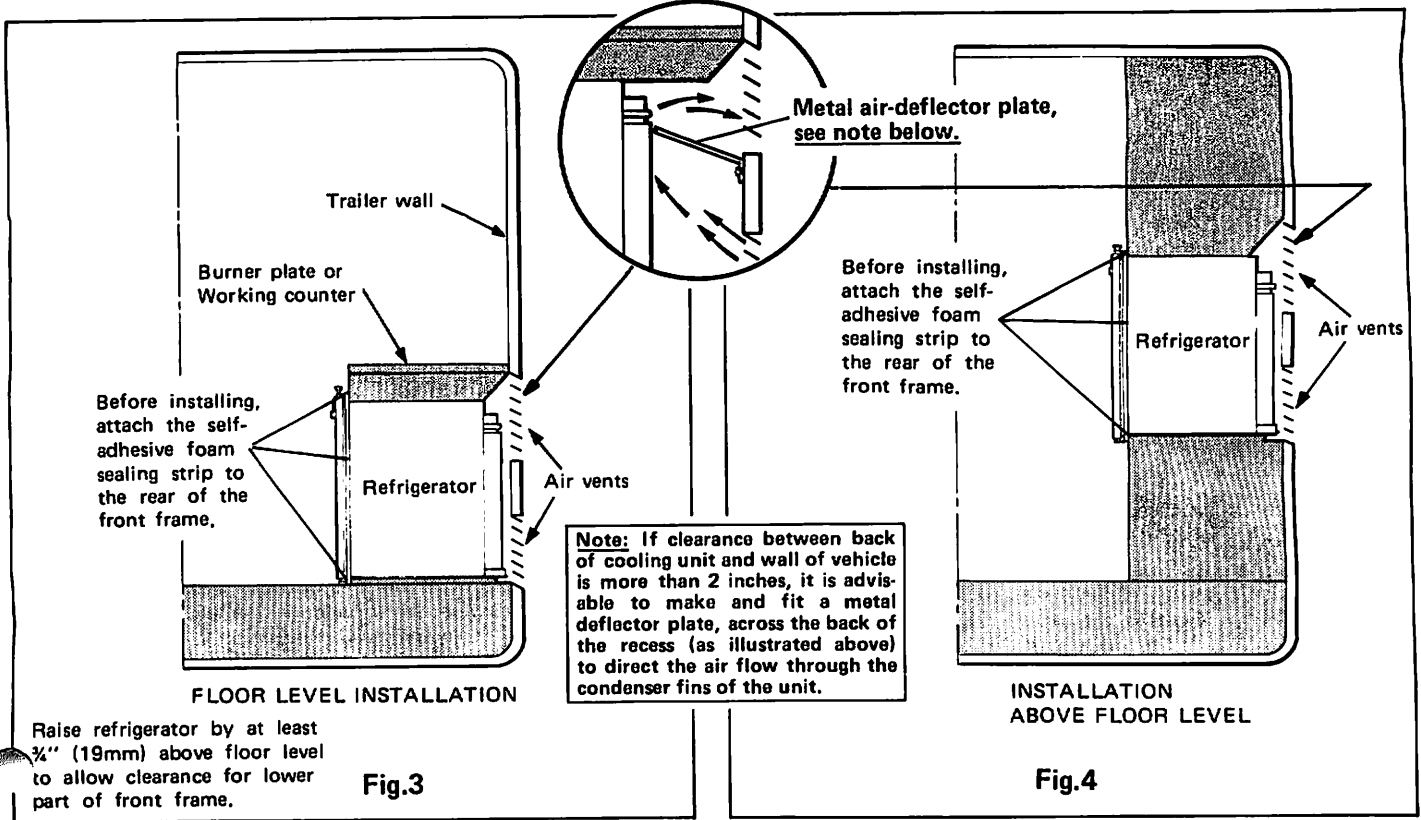
The refrigerator should be secured in the recess by screws or bolts passing through the two holes provided for this purpose in each side of the front frame of the refrigerator, (5, fig.1).

4. AIR VENTS

The absorption cooling unit is of the air-cooled type and it is of utmost importance that air circulates freely over the unit at the back of the refrigerator. To ensure this, two vents must be provided in the wall of the trailer so that air passes in through the lower vent, over the cooling unit, and out through the upper vent. Details of the vents are

(continued on page 4)





VENTILATION

The air vents, illustrated below, are contained in the following kits. These vents must be used and must not be modified in any way.

USA : Dometic Kit RM190 (containing 1 upper RM123 vent, and 1 lower RM183 vent).

CANADA : Dometic Kit VT24 (containing 1 upper vent VT24-II and 1 lower vent VT24-I).

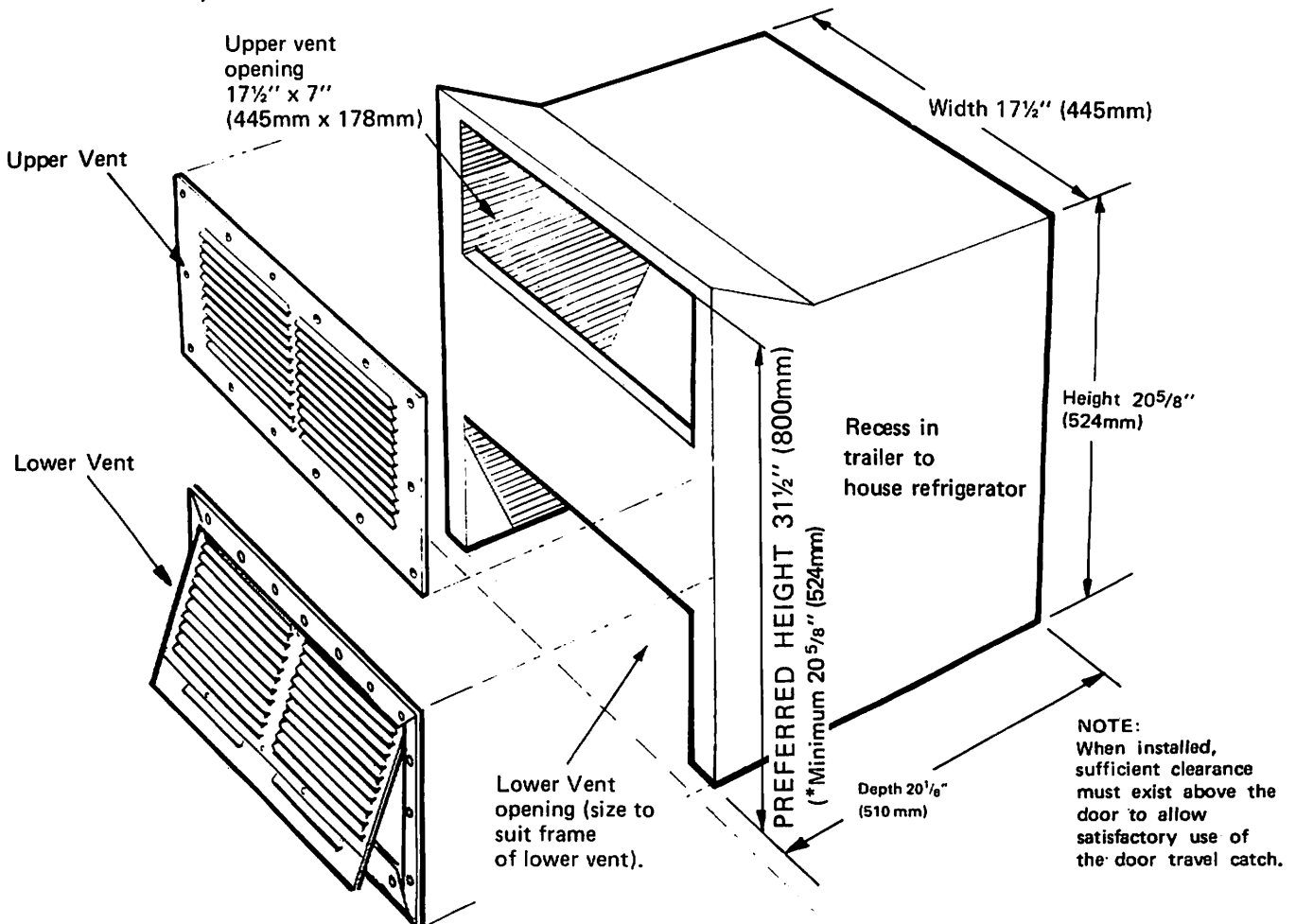


Fig. 5

* This is the minimum height allowable. Where possible, this height should be raised by up to 11 inches in order to increase the natural air-flow to give best cooling unit performance.

given in fig. 5. These vents have been tested for use with this refrigerator and contain the proper size openings; they must be installed and must not be modified in any way. (The lower vent has to be opened by the user to gain access to the L.P. gas controls and 12V toggle switch which are accessible only from the rear of the refrigerator).

Any joints in the floor of the recess must be sealed with, for instance, a non-setting sealing compound, to prevent gas, in the event of a leak, entering the cavities or cupboards below the refrigerator.

5. FLUE BAFFLE

The flue baffle should be in position in the central tube of the boiler as described in item 19(c). The baffle is correctly positioned during manufacture and should not become displaced during normal use.

6. GAS PRESSURE AND BURNER JET

The burner is fitted with a size 'F' jet which is suitable for use on Propane gas at a supply pressure of 11" water column.

The gas bottle which you use must be fitted with a 2-stage pressure regulator to reduce the pressure of the gas to 11" water column. The refrigerator must not be connected to a supply without the appropriate pressure regulator being fitted.

7. GAS CONNECTION

The supply pipe from the pressure regulator on the gas bottle to the gas inlet on the refrigerator should be of copper or of an approved flexible material that is suitable for use with continuously operating LP. gas appliances.

The gas inlet connection (fig.7) on the rear of the refrigerator, to which the supply pipe is to be connected (after the refrigerator has been fitted into the recess), has a male 5/8" 18U.N.F. thread. This is accessible through the lower vent in the wall of the vehicle. The route of the supply pipe should be considered and any preparatory work carried out before finally securing the refrigerator in the recess and connecting.

After installation, all gas connections must be checked for leaks as described in item 9.

8. 12V ELECTRICAL CONNECTION

The heating element which operates the cooling unit when the refrigerator is connected to the 12V battery of the vehicle is rated at 95 Watts. It has a continuous current rating of 8 Amps therefore the wiring from the battery to the refrigerator toggle switch, and to the terminal block on the rear of the refrigerator (fig.10) must be of heavy enough gauge to carry this load satisfactorily without undue voltage drop. To ensure this, the minimum size of wire to be used is 14 A.W.G.

The connections to the battery should be made using ring type clamps with tightening bolts to ensure good contact with the battery terminals. Polarity is not important therefore it does not matter which wire goes to which terminal of the battery.

Do not connect lights or any other electrical components to the same wiring as is used from the battery to the refrigerator.

IMPORTANT :

To prevent the refrigerator from being left on and draining the battery when the vehicle's engine is not running and charging the battery, it is recommended that an automatic cut-out relay is installed between the battery and the refrigerator toggle switch so that the refrigerator will not draw current when the ignition is switched off. Alternatively, a suitable plug and receptacle should be installed in the 12V supply line, so that the refrigerator can be disconnected from the supply, as necessary.

Fuse

A 10 amp (continuous rating) fuse should be incorporated in the wiring of the 12V supply, as near to the battery as possible. The fuse must be in the side of the wiring which is not connected to the chassis of the vehicle. For example, if the vehicle has a negative ground, the fuse must be in the positive side of the wiring.

9. TESTING

See that the trailer is level in both directions then check that the evaporator shelf (inside the refrigerator) is also level, from side to side and from front to back, by means of a small bubble level placed on the evaporator shelf. This is important for satisfactory operation of the cooling unit.

When the installation is complete, check all gas connections and fittings on the refrigerator for tightness in case they have loosened during shipping. After lighting the burner (see item 11), all gas connections should be checked for leaks by applying a soap/water solution over them and watching for bubbles. Do not use a flame. Thereafter, all connections should be checked for leaks at least once a month. The refrigerator gas equipment must not be subjected to an internal pressure exceeding 11 inches of water column.

NOTE :

- i) The appliance and its individual shut-off valve must be disconnected from the gas supply piping system during any pressure testing of that system at test pressures in excess of ½ psig.
- ii) The appliance must be isolated from the gas supply piping system by closing its individual manual shut-off valve during any pressure testing of the gas supply piping system at test pressures equal to or less than ½ psig.

Checking Operation of Flame Failure Device.

Finally, check the operation of the flame failure device. To do this, light the burner (item 11) and wait for a minute or two to ensure that a full, stable flame is established.

Turn off the gas valve (A, fig.7) and, within 1 to 2 minutes, the flame failure device should automatically close. (An audible click from the valve may be heard when this happens).

Turn on the gas valve (A, fig.7) and attempt to re-light the burner without pushing in the plunger (C) of the flame failure device. If the burner cannot be lit, the flame failure device valve has operated correctly.

INSTRUCTIONS FOR USE

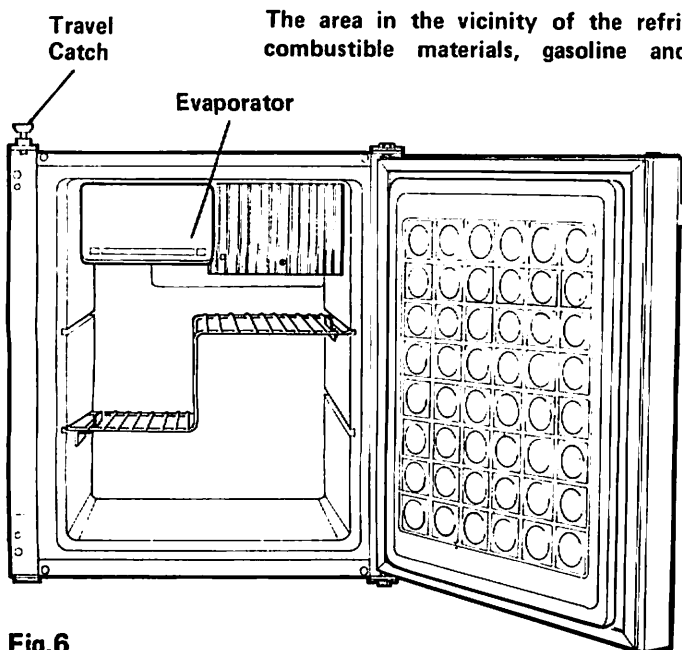


Fig.6

The area in the vicinity of the refrigerator must be kept clear and free from combustible materials, gasoline and other flammable vapors and liquids.

10. LEVELLING

In the boiler of the cooling unit, ammonia vapor is distilled from an ammonia-water mixture and carried to the finned condenser where it liquifies. The liquid flows to the evaporator inside the cabinet where it creates cold by evaporating into a circulating flow of hydrogen gas. If the evaporator is not level, the liquid may accumulate forming pockets which can impair the gas circulation, or block it completely, in which case cooling will stop.

When the trailer is stationary for a period, it must be level so that the refrigerator can operate properly. When the trailer is being parked, therefore, the level should be checked, preferably by means of a small bubble level placed on the evaporator shelf, and the position of the bubble observed. If necessary, the level of the trailer should then be adjusted so that the evaporator shelf is level from side to side, and from front to back.

When the trailer is on tow, the continuous rolling and pitching movement will not normally affect the operation of the refrigerator, but when the trailer is parked for more than a short period, the sensitivity of the refrigerator should be remembered.

11. STARTING THE REFRIGERATOR (L.P. Gas Operation)

The gas and electric controls are located at the rear of the refrigerator and are accessible through the lower ventilator in the wall of the vehicle. The gas valve and 12V toggle switch are interlocked to prevent simultaneous operation by gas and electricity.

a) L.P. Gas Operation – Lighting the Burner (see fig.7)

- i) Open the lower vent at the rear of the refrigerator; on the outside of the vehicle, and set the 12V toggle switch (E) to 'OFF'. Turn on the gas valve (A) so that its handle (D) is in line with the gas valve body.
- ii) Turn the gas thermostat knob (B) to setting No. 4.
- iii) Push in the plunger (C) of the flame failure device for about 5 seconds to clear air from the pipe-line. (When starting initially or after changing a gas bottle, it may be necessary to depress the plunger for appreciably longer to clear all the air from the pipes). Still pressing in the plunger (C), push in fully the button (F) of the piezo igniter, several times in quick succession. (A click should be heard each time it is depressed). The burner should light, but continue to press in the plunger (C) for a further 15 seconds, then release it and check that the burner is alight by looking at the flame through the opening (G, fig.8). If the burner has not lit, repeat the lighting procedure.
The evaporator should show signs of cooling after about an hour.

NOTE : If the gas has to be re-lit when the evaporator is still cold, the thermostat knob (B) must first be turned to MAX and returned to its normal setting only after the burner is alight. The refrigerator has a flame failure device which will automatically shut off the gas to the burner if the flame is blown out. While the plunger (C) is being held in, this device is temporarily inoperative.

To shut down, turn the handle of the gas valve (A) away from the cabinet.

b) 12V Electric Operation

Before taking the vehicle on any road, turn off the gas cock (A, fig.7), and, if required, use the 12V facility to operate the cooling unit.

Whenever possible, the cabinet should be pre-cooled, together with its contents, by starting up and running the refrigerator on gas for several hours, or overnight, before switching to 12V and starting on a journey.

The 12V heating element is rated at 95 watts and has a current consumption of 8 amps. The refrigerator should not therefore be left operating on 12V when the engine is not running and charging the battery.

If an automatic cut-out relay, as recommended in item 8, has not been installed, the refrigerator should be switched to "OFF" at the toggle switch soon after the engine is switched off, otherwise the battery may become discharged.

12V operation is not thermostatically controlled but overcooling is unlikely to occur because of the relatively short periods of a few hours at a time on which this mode of operation will normally be used.

DO NOT ATTEMPT TO OPERATE THE REFRIGERATOR BY BOTH GAS AND ELECTRICITY AT THE SAME TIME. ALWAYS ENSURE THAT ONE METHOD OF OPERATION IS TURNED OFF BEFORE USING THE ALTERNATIVE.

12. TEMPERATURE REGULATION (Gas Operation)

With the thermostat knob set at No.3 or 4, suitable temperatures will be obtained for the storage of fresh foods and liquids under average conditions of use.

Usually, no further adjustments will be required, but, in hot weather, or when more cooling is required for some reason, the knob should be turned to a higher setting, — the higher the number, the colder will the temperature become.

If less cooling is required, turn the thermostat knob to a lower number.

13. STORING FOOD IN THE REFRIGERATOR

This refrigerator is designed for the storage of fresh foods, milk, etc. It is not intended for the storage of frozen food. The internal volume of the refrigerator is 1.8 cubic feet, net.

To prevent drying out and the transfer of flavours from one food to another, foods should always be stored in covered dishes, plastic bags, or wrapped in foil or waxed paper. **NEVER PUT HOT FOOD INTO THE REFRIGERATOR.**

Avoid using large dishes and do not stack food or food containers too closely as this interferes with the circulation of cold air within the cabinet.

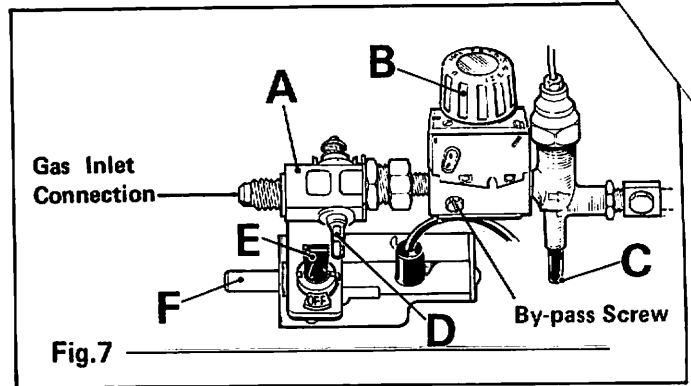


Fig.7

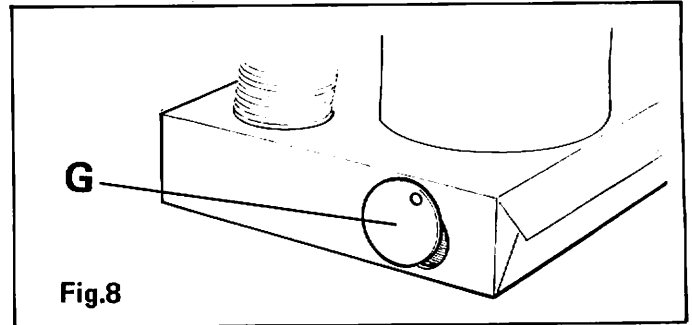


Fig.8

14. ICE-MAKING

Note: The prime function of this refrigerator is the storage of fresh food, milk, etc. therefore the rate at which ice is made may not be in accordance with Standards ANSI Z21.19b – 1982, or CAN 1-1.4 – SECT. 2.17.

15. DEFROSTING (if necessary)

To defrost, take out any food etc., then turn off the gas valve or switch off the 12V electricity supply to the refrigerator, depending upon which is being used. Leave the refrigerator door open and place a suitable dish or other receptacle under the evaporator to catch the defrost water.

When all the frost has melted, any remaining drops of water in the refrigerator should be wiped up with a clean cloth.

Note : Do not attempt to defrost more quickly by means of any form of heat otherwise the plastic surfaces may be damaged.

16. CLEANING

Clean the refrigerator thoroughly, as necessary, particularly when it is to be out of use for any period.

First, defrost the cabinet as described in the previous item, then clean the shelf, cabinet interior and door with a clean cloth wrung out in warm water to which a little mild, non-scented washing-up liquid detergent has been added. Wipe over with a clean cloth and dry thoroughly.

NEVER USE STRONG CHEMICALS OR ABRASIVE CLEANING MATERIALS ON ANY PART OF THE REFRIGERATOR.

17. TO SHUT DOWN THE REFRIGERATOR

Place the toggle switch to the "OFF" position or turn off the valve controlling the gas supply to the refrigerator, as applicable.

When not in use, the refrigerator should be emptied, cleaned and dried and the door left open so that fresh air can circulate inside.

18. POINTS TO REMEMBER

- If the refrigerator has been out of use for a period, make sure all air vents are free from obstructions before starting up. Also, check connections for gas leaks, using soapy water, — see item 9.
- Never cover or partially cover the air vents with cardboard or anything else.
- Remember to level the vehicle when stopping for more than about an hour otherwise the cooling unit could be permanently damaged due to overheating if it is left 'on'.
- If possible, start the refrigerator on gas some hours before it is to be used to allow time for the interior to be cooled. It is then preferable to load the refrigerator with food which has been pre-cooled in your household refrigerator, or in the market.

- Before moving the vehicle, make sure that all containers are tightly covered to avoid spills. If required, crumpled paper may be packed between bottles and other items to prevent shifting while under way.
- Engage the travel catch at the top front corner of the door before moving off – see fig. 9.

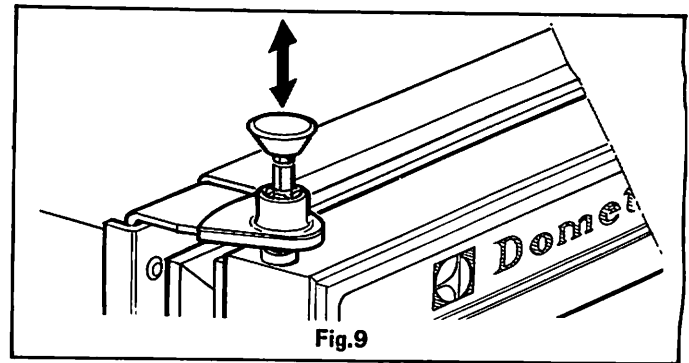


Fig.9

MAINTENANCE

19. GAS EQUIPMENT

a) Examination and cleaning of Flue, Burner and Jet.

Once or twice a year, look through the opening (G, fig.8) in the burner box and examine the appearance of the burner flame which should be predominantly blue in color when the gas thermostat knob is set at MAX. If this is not the case, the flue, burner, and jet etc. should be cleaned as follows :-

1. Turn off the gas at the gas bottle and disconnect the refrigerator from the gas and 12V supplies. Remove all loose items from inside the refrigerator.
2. Take out the 4 screws (5, fig.1) from the front frame of the refrigerator (which secure the refrigerator in the recess), then withdraw the refrigerator from the recess.
3. Remove the screw (3, fig.10) from the horizontal tube at the top of the flue.
4. Remove the wire clip (2) from the top of the flexible air intake tube, by pulling it upwards.
5. Take off the horizontal tube from the top of the flue then lift out the baffle support wire together with the flue baffle attached to it (fig.10).
6. With a cross-headed screwdriver, remove the 3 screws (8, fig.11) then, from the rear, carefully withdraw the burner box (1) with the flexible air intake tube attached to it, and clean the inside of the burner box of soot and other deposits.
7. Unscrew the gas pipe union nut (9) then, pushing the boiler insulation upwards sufficiently to give access, undo the screw (3) holding the burner assembly to the bottom of the boiler tube.
8. Taking care not to strain the thermocouple tube (4), take the burner assembly away from the boiler tube and pull it carefully away from the boiler, just far enough to give access for the following operations.
9. Remove the screw (5) from the burner barrel retaining plate, then withdraw the burner barrel which should be examined, and cleaned by brushing and blowing it out with air.
10. Undo the gas pipe union (2) and then the lock-nut (6) which will enable the jet (7) to be removed. Clean the jet by washing it in alcohol and blowing it through with air.
NOTE : The jet fitted to this refrigerator is a size 'F' which is suitable for use on propane gas at 11 inches water column. The orifice in the jet is very small and must never be cleaned by means of a pin or similar instrument as this would damage the orifice. It must only be cleaned as described above.
11. With the refrigerator standing upright, place a piece of paper or cloth under the boiler tube to catch falling deposits, then clean the flue tube of soot etc., preferably with the aid of a special flue brush, available from your supplier.
12. Re-assemble the components in the reverse order to that described for removal, taking care to re-make the gas connections soundly, and not forgetting to re-fit the flue baffle and its support wire.
13. Re-install the refrigerator in its recess, connect to the gas and 12V supplies, and check for gas leaks as described in item 9. Light the burner and check the appearance of the flame to ensure that it is predominantly blue (when the thermostat is at MAX), then leave the refrigerator on test for at least an hour.

c) Flue Baffle

A stainless steel baffle (fig.10) is located in the flue tube of the boiler of the cooling unit to correctly distribute heat from the burner. The baffle is suspended on a length of stainless steel wire from the top of the flue tube, and is positioned so that the bottom edge of the baffle is 2 3/4" (70mm) above the bottom of the flue tube.

To gain access to the flue baffle, the horizontal (metal) connecting tube (1, fig.10) at the top of the balanced flue must be taken off. The baffle support wire will then be seen and this can be lifted upwards, out of the flue tube, together with the baffle.

If the flue baffle is missing or is wrongly located, the cooling unit will not function properly on gas operation.

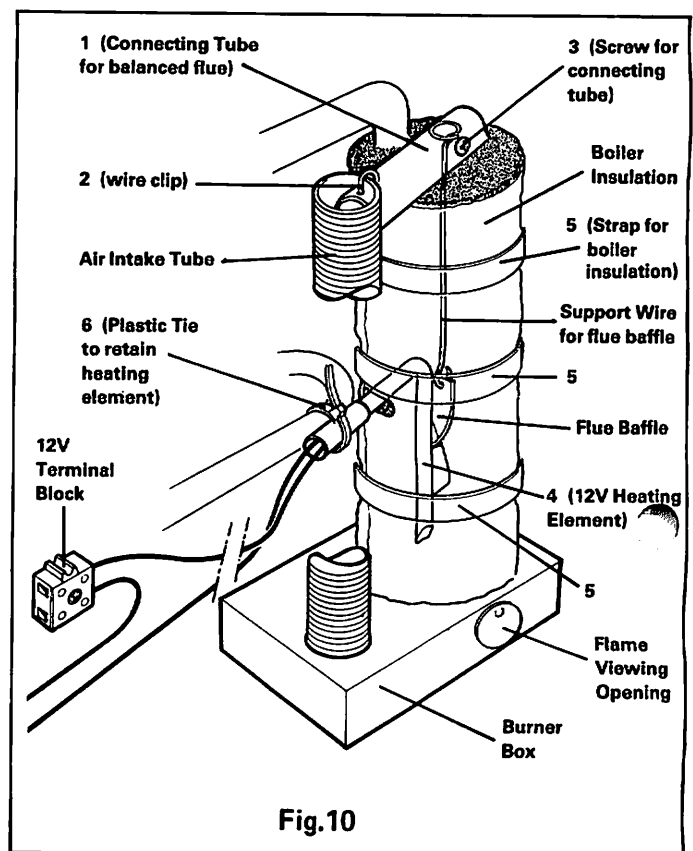


Fig.10

20. LUBRICATION

No lubrication is required to any part of the refrigerator or gas controls.

21. ELECTRIC EQUIPMENT

The heater which operates the cooling unit when the refrigerator is connected to the 12V supply is rated at 95 watts and has a current consumption of 8 amps at 12 volts.

If there is no circuit when the refrigerator is connected to the 12V supply, first check that the fuse (fitted during installation) is intact and that current is available to the terminal block on the rear of the refrigerator (fig.10). If the fuse has blown, examine the supply wiring, cut-out relay, etc. (if fitted) and repair any fault before fitting a new fuse and re-connecting.

If current is available to the refrigerator, but the boiler of the

cooling unit at the back does not heat up after being 'on' for at least half an hour, this indicates that the heater has an open circuit and needs replacing by a new one. (If an electrical test-meter is available, the two heater leads can be disconnected and the heater tested for continuity).

To fit a new heater it will be necessary to disconnect the refrigerator from the gas and 12V electricity supplies and remove it from the recess as described in item 19(a), sections 1 and 2.

Remove the faulty heater and fit the new one as follows (see Fig.10).

1. Undo the boiler insulation retaining straps (5, Fig.10) and disconnect the heater leads from the terminal block and switch.
2. Remove the plastic tie (6), then separate the insulation halves sufficiently to enable the faulty heater to be removed from the metal pocket on the boiler.
3. Check that the new heater is of the correct type and voltage and fit it in the boiler tube pocket in the same way as the original was fitted.
4. Ensuring the boiler insulation is correctly positioned, secure it firmly with the retaining straps (5).
5. Replace the plastic tie (6), or fit a new one. *This is important to prevent the heater rising out of the boiler pocket due to vibration when the vehicle is in motion.*
6. Connect the heater leads to the terminal block and switch as before and re-install the refrigerator. Check for gas leaks in accordance with item 9 and test the refrigerator for satisfactory operation.

22. TROUBLE SHOOTING

Flame blows out

If trouble is encountered with the flame blowing out under specially windy conditions, try to place the vehicle so that the wind does not blow directly into the vents in the wall of the vehicle. If the trouble persists, set the gas thermostat to 'MAX'. This can of course, only be a temporary measure as, after a time at this setting, the foodstuffs in the cabinet may become too cold.

If refrigerator does not cool satisfactorily

- a) Check that the evaporator shelf is level in both directions, and that the proper clearances for air circulation over the cooling unit at the back have been allowed - see item 3. See that the vents in the wall of the vehicle are not obstructed.
- b) Thermostat incorrectly used - see item 12.
- c) Evaporator heavily coated with frost - see item 15.
- d) Air circulation around cooling unit restricted - see item 3.
- e) Flame has gone out:
 - i Gas in bottle used up.

- ii Connection between thermocouple and flame failure device body loose - tighten union, but do not over-tighten.
- iii Clogged thermostat by-pass screw - clean or exchange it, see item 19(b).
- f) Flue baffle not inserted into central tube of the cooling unit - see item 19(c).
- g) Wrong gas pressure at burner - have pressure checked (see item 6). Pressure at burner must not fall below 11 ins. w.c. when thermostat is set on 'MAX'.
- h) Burner assembly loose - re-assemble correctly.
 - i) Jet orifice or burner clogged - see item 19(a).
 - j) Faulty operation of the thermostat - have new one fitted.
 - i) Electric operation - heater open circuit, see item 21.
 - ii Voltage drop due to defective battery, or wiring from battery to refrigerator not heavy enough - see item 8.
 - iii Burnt out fuse, see item 8.
 - l) Flame touches side of the boiler due to displacement of burner through loose screw or bent bracket, - correct position or fit new burner and bracket. Burner displacement may cause smoke and sooting of the flue.
 - m) Burner damaged.
 - n) Flame touches flue baffle:
 - i Baffle too low in flue - see item 19(c).
 - ii Gas pressure too high - see item 6.
 - iii Jet orifice has been opened out - fit new jet of correct size (size F). See item 19(a).
 - o) Dirty flue tube; clean flue, burner and jet as described in item 19(a).

23. SPARE PARTS

The following is a list of commonly used replacement parts which should be available, if required, from your Dometic Service Point or Distributor Service Department.

Part No.	Description
2902540-05	Burner Jet, size 'F'
2903403	Burner Tube
341913-14	By-pass Screw, size 14
2900703-14	Thermostat
2902551-02	Thermocouple
2901156	Flame Failure Device
2901181-01	Piezo Igniter
2902552	Electrode with cable for igniter
2901183-02	Thermostat Knob, complete
2903845	12V Toggle Switch, complete

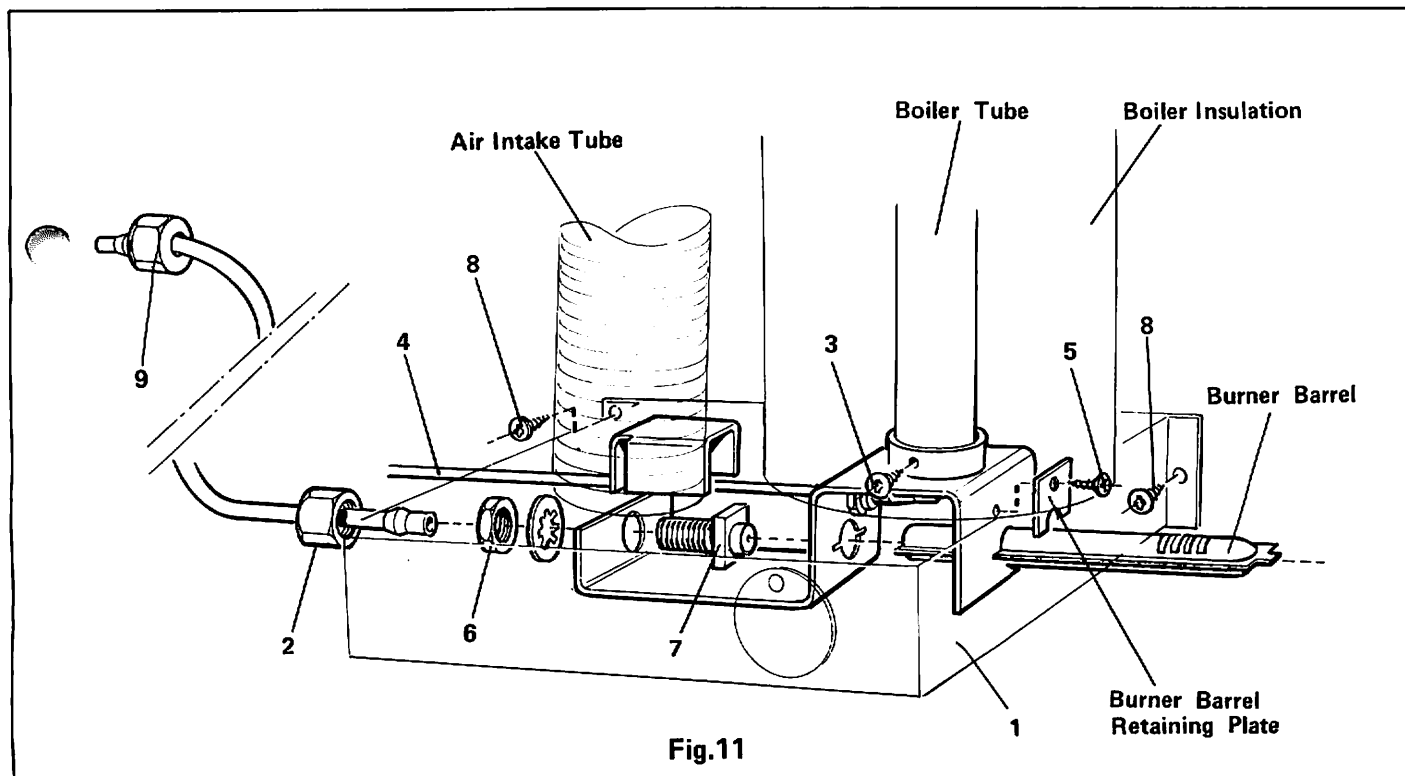


Fig.11

All the above instructions are to be followed closely. This refrigerator is quality guaranteed, however, we are not responsible for any failures caused by improper adjustments and unfavorable installation conditions. If assistance is required, contact the service point or distributor service department.

U.S.A.

DOMETIC SALES CORP.

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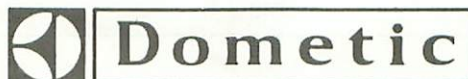
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Publication No.

820 93 75

Printed by Bartham Press Ltd.