

## Pilot lighting for a RH Peterson vented gas log set with ON/OFF remote control

Pilot control is on the right side of the unit (see figure 1) as you face the fireplace. It is a bit hard to see, so you may want to remove the logs and the grate the first couple of times you light the pilot until you are comfortable with doing it blind. The pilot assembly is at the rear/right (see figure 2) of the burner pan. Again, this is easier to see with the logs and grate removed.

There is a single pilot control knob on this setup (see figure 3). It has three positions –

1. OFF (all the way clockwise)
2. PILOT (in the middle, where the knob is able to depress inward)
3. ON (all the way counter-clockwise)

If your pilot blew out or the gas was shut off, you should be in the ON position (knob turned all the way counter-clockwise). Turn the knob clockwise until it stops – this should be PILOT position. To make sure, the knob should now push in and the gas will open up. You will hear a slight hissing noise at the pilot assembly and you may smell gas or propane. This is normal. Now, while keeping the knob depressed, try to light the pilot by either pushing in the spark-button on the front-left of the unit (see figure 4) or using a lighter/match at the pilot assembly. Lighter/match is the best way as the spark generator is inconsistent with causing the pilot to light. Once the pilot lights, you must keep the knob depressed for approximately 45 seconds to heat up the thermocouple. Release the button after 45 seconds and the pilot should stay lit.

IF IT STAYS LIT – Turn the knob counter-clockwise to the ON position and you are done. Replace the grate and logs if they were removed

IF IT DOESN'T STAY LIT – Relight the pilot and continue to hold it for a bit longer – up to 90 seconds. If it doesn't stay lit after that, there is a problem – call for service.

Once the pilot is lit and the pilot knob is turned to ON, the set can be turned on and off with either the remote control or the switch on the receiver box.

### ADDITIONAL TROUBLESHOOTING:

The most common issue is batteries. There are two places on these sets that need batteries – the remote itself takes one A23 lithium battery (can be found at hardware stores, Home Depot, Amazon, etc) and the receiver box (see figure 5 and 6 – it is in the fireplace, usually at the side of the unit) takes 4 AA batteries. Make sure you replace batteries in both places. Make sure the receiver switch is in the REMOTE (middle) position. If you push the remote button while it's in this position, the receiver should make an audible beep. If it doesn't, try to pair the remote to the receiver again – Put the receiver in REMOTE position, push in the button on the front of the receiver marked LEARN (you will need a pen tip or a paperclip to do this), the receiver will make a long, audible beep and you will have 3 seconds to push a button on the remote. If everything worked correctly, the receiver will make another audible beep to acknowledge that it worked and the remote should start working.

If the unit has been sitting unused for a month or more, the gas line may have filled up with air. This is common, particularly the first time you light it in the fall after sitting all summer. You may have to bleed the air out of the line. You do this by keeping the pilot knob depressed and letting the air bleed through. This can take up to 5 minutes depending on the length of the gas line servicing the set. You should keep the knob depressed and try to light the pilot every 15 seconds or so. You should not smell gas until the air is bled out.



Figure 1 – Arrow pointing at pilot control knob with logs removed



Figure 2 – Arrow pointing at pilot assembly

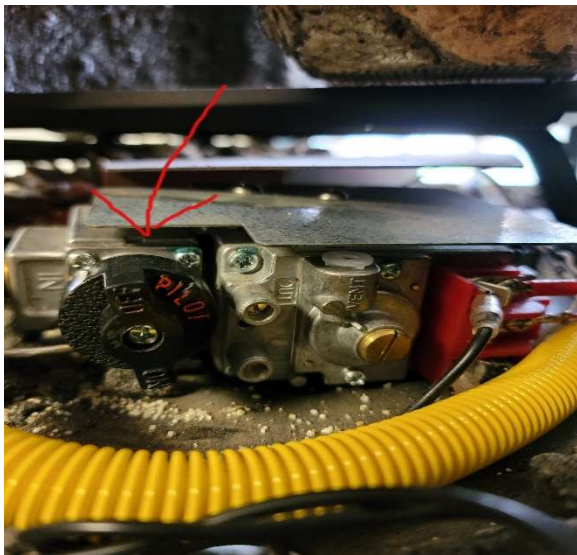


Figure 4 – Arrow pointing at pilot control knob on right side of unit seen in figure 1



Figure 5 – Arrow pointing at spark button



Figure 5 – Front of remote receiver



Figure 6 – Underside of remote receiver where batteries go – cover just slides off