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Propane Cozy Cabin Heater Model #10000



Instruction Manual

This manual must be read and the requirements carried out to ensure satisfactory performance.

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QUALITY INSPECTED BY- Doug & Don

DATE- Nov 5/2008

SIG MARINE PROPANE COZY CABIN HEATER

INTRODUCTION

Thank you for selecting the Sig Marine Cozy Cabin Heater. Your unit was carefully inspected and tested at our factory. We take pride in producing one of the finest heaters manufactured for marine use.

Because of the continuing refinement of our product designs, your heater may possess features that are not discussed in this manual. We have tried to supply all the information you might need, so please take time to read this manual before installing and using your Cozy Cabin Heater.

Sig Marine advises strongly against unauthorized modification of this product, but we do encourage you to correct problems which may arise by undertaking the simple repairs and maintenance described in this manual.

The most important reason to carefully read this manual is that many of its instructions are essential to the safe operation of your Cozy Cabin Heater.

Any recommendation or advice by Sig Marine Company, or any of its employees, is given with the understanding that it is solely as an accommodation to the customer, and should not be relied upon by the customer without an independent verification of its applicability to the customer's particular situation.



SAFETY AND INSTALLATION



General

The Cozy Cabin Heater, Model 10000, is designed to be fuelled only by propane (LPG). If compressed natural gas (CNG) is used in this heater the burner flame will be inadequate for heating.

Propane is an excellent and convenient fuel if used in accordance with rules, safety and common sense. If these rules are ignored, there is a danger of fire and explosion. We have done our best to design and construct your Cozy Cabin Heater with safety in mind. You can do your part by following these rules.

Installation of Heater in Cabin

Choose a convenient location for optimum air circulation, but not where someone may accidentally touch it.

The best height is such that the top is approximately 36" off the floor in a boat with 72" headroom. It is better to be closer to the ground whenever possible.

Allow a safe distance between the sides and the bottom of the heater and combustible materials. Usually 6" is sufficient, but if in doubt, protect combustible material with metal and/or insulating type material such as ceramic tile. It is the responsibility of the installer and the operator to ensure that the temperatures of surrounding materials does not get too high.

If the heater is mounted such that the stack length or clearance of combustible material above the heater is less than 24", the overhead surface should be protected with metal and/or insulating type material, such as ceramic tile.

Place the insulating washers between the feet of the heater and the mounting surface. This is all the protection necessary on normal bulkheads. However, if the bulkhead is painted or is soft vinyl, a stainless steel sheet larger than the area covered by the heater should be installed. This would create further protection from heat discoloration. Hard insulation material behind the stainless steel sheet would also be recommended.

Screw heater in place temporarily. (It will be necessary to remove it to install the stack.)

Installation of Deck Cap and Stack

**** You must exhaust the heater to the exterior to avoid carbon monoxide poisoning!**

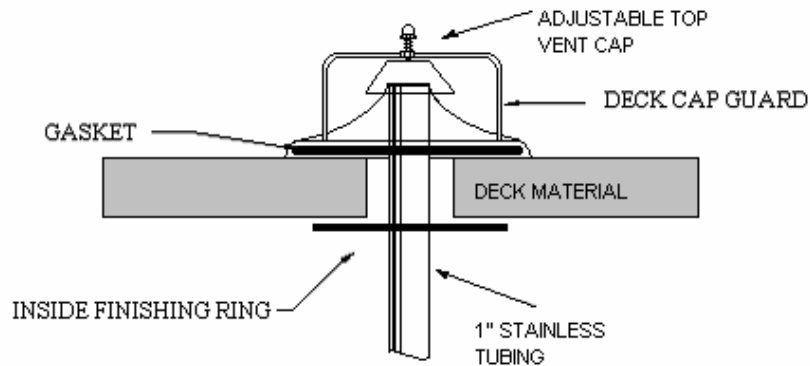


Diagram 1

Drill a 2" (5.08cm) diameter hole in the cabin for the stack to pass through.

- a) Note: Stack is not supplied in this kit as every installation is different. There is no need to ship 6' if you need only 2' of stack. The flue material is 1" (2.54cm) OD (outer diameter) ornamental stainless steel tubing available from your dealer, boat builder, boat yard and some chandleries. It is the same pipe used to make pulpits and railings (1" OD = 7/8" ID-inside diameter). If you are bending your stack, remember to take into account

the radius of your bend in determining the overall length. Do NOT bend more than 45° at any one bend.

2. If your deck is not a flat surface where you want to install the exhaust cap, fabricate a round wooden ring approximately 1/2 to 3/4 inches thick with a 2” hole drilled through the middle on which to mount the deck cap. Mill the underside of the pad to match the contour or angle of your deck. The top side of the pad will then be a level surface for the flange of the exhaust cap. A teak winch pad is ideal, and available from local marine dealers.
3. Using a suitable bedding compound, screw the deck cap (and wooden ring if used) in place. Use the supplied gasket between the cap and the ring or deck.
4. Determine the length of the stack required by measuring the distance between the top of the heater and half way up into the deck cap (stack should not contact cabin top). The stack may be bent up to a 45° angle with a 5” radius or more to by-pass deck beams or other obstructions (an electrician’s conduit bender does a good job). You can easily make a mock-up using residential copper wire pipe before you bend the real thing.
5. The maximum recommended length of stack is 10’ (3.05m). If there are bends in the stack, remove 18” (46cm) from the maximum length for every bend.
6. Cut the stack to proper length, remove the heater, place the stack up into the exhaust cap. Install interior finishing ring ensuring that the stack does not contact the ring.
7. Replace the heater and fasten it permanently, remembering to reinstall the protective washers between the feet of the heater and the mounting surface.
8. The New Deck Cap (Nov 2006) has an adjustable vent cap. This cap can be threaded down to close off the stack when the heater is not in use or if the boat is in heavy weather and you wish to close the exhaust. **Ensure that the vent is open before using the heater. Using the heater when the vent cap is closed could result in serious injury.**

Propane (LPG) Fuel System

1. Buy your cylinder, gauge, master solenoid valve and hose from a reputable marine dealer, or your local LPG service center.
 - a) We specifically recommend that only a high quality regulator be used with your Sig Marine Cozy Cabin Heater. It must be set at 11” water column. (In Europe this is sometimes expressed as .0274bar and is close to .5psi).

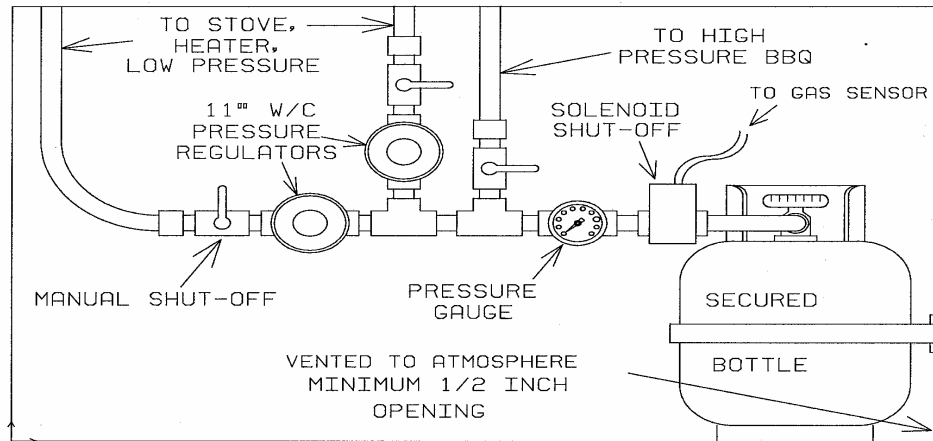
2. Locate the cylinder and regulator in a locker vented to the open air (preferably on the deck or cabin top) isolated from the hull interior by a vapor tight enclosure. Refer to local codes or Coast Guard requirements for details.
3. Propane is heavier than air. Therefore, the locker in which the cylinder is installed must be vented at the bottom. Position the vent above the water line, and at least two feet from any hull opening to the boat interior or engine exhaust.

We recommend the installation of a vapor monitor on your boat with all propane fueled devices.

4. Propane is a two-phase (liquid/vapor) fuel, and only vapor withdrawal from the tank is safe. Firmly mount the cylinder, right side up, to ensure that liquid withdrawal does not occur.

We recommend that a solenoid valve, which can be controlled by a switch located in your cabin, be installed next to the manual cylinder valve. The cylinder valve outlet and the 9 or 12 VDC solenoid valve should be clean and dry when they are connected to each other.

5. Unnecessary attempts to seal this connection with substances like pipe dope or Teflon tape can result in the introduction of foreign materials into the system that can plug the tiny appliance orifices.
6. A 0-300 psi (0-20 bar) pressure gauge should be installed next to the solenoid valve on its downstream side. Again, the fittings should be clean and dry. It is not necessary to use pipe dope or Teflon tape for these connections.
7. Install the regulator downstream from the pressure gauge with its vent port pointing downward, which prevents spray or deck wash from entering the fuel system.



Recommended LPG System Installation

****** *In some cases the solenoid valve is installed on the low pressure side of the system (i.e. after the LPG regulator). See solenoid manufacturers' instructions for proper installation.*

8. Starting from the propane tank itself, the fuel line attachments should occupy the following positions: (a) the tank shut-off valve, (b) the solenoid valve, (c) the pressure gauge, (d) the regulator, and (e) the range itself.
9. Affix the caution label plate supplied with your Cozy Cabin Heater in the immediate vicinity of the gas cylinder in a place where it will be plainly visible.
10. The LPG supply line should be 3/8" (10mm) soft copper line, on which your plumber will install the flare nuts when you tell him how long to make it (see figure 1). It can also be a flexible fire-resistant hose, UL or CGA approved hose for use with propane, complete with 3/8" (10mm) flare nuts on each end. A single continuous line or hose without couplings or tees is a must. Every connection is a potential leak.
11. Because every connection is a potential leak, the fuel line should be one continuous length of hose or tubing. Do **not** make a "T" off any fuel line between an existing appliance and the gas cylinder to feed another appliance. (You may install a "T" connection only within the fuel tank's enclosure, so any leakage is contained.)
12. Be sure you do not kink the hose or piping connecting the regulator with the range by bending it too sharply during installation.

13. Protect the hose against vibration and damage by securing it tightly to bulkheads and hull side with non-corrosive ties or clamps which will not cut, abrade or pinch it.
14. Fuel lines must be protected by close-fitting grommets and sealants where they pass through decks or bulkheads, and the passage must be made vapor-tight. They should be installed so that they are readily accessible to inspection.

Fuel System Testing

Test your fuel system for leaks **each time** the cylinder supply valve(s) are opened for appliance use. Use the following procedure for the test.

First, close burner valve by turning the controls to the **OFF** position. Next, open the manual cylinder and solenoid valves and make a note of the reading on the pressure gauge. Now close the manual cylinder valve. The pressure should remain constant for at least 10 minutes. If it does not, gas is leaking out of the system.

The leak(s) should be located by applying a mixture of liquid of detergent and water to all connections and other suspect points and checking for bubbles. Do not attempt to locate leaks by using an open flame. Repair and re-test the system before putting it into operation.

For more detailed general instructions on the installation of Propane systems on boats, please refer to the American Boat and Yacht Council's pamphlets #A-1 and #A-22 respectively. These pamphlets may be ordered directly from A.B.Y.C.

OPERATING INSTRUCTIONS

1. Check all gas connections for possible leaks. Turn the valve on your heater to the "OFF" position. Open valve on gas supply tank. Using a strong solution of half liquid soap and half water check each gas connection, one at a time, by brushing the soap and water solution over **all the connections.** Presence of bubbles indicates a leak. Tighten fitting and re-check for leaks. **Do not use an open flame to check for gas leaks.**
2. The first time you use your heater you will have to purge the air out of the supply lines before it will light. Turn the knob to the "pilot" position and push in. You may hear a hissing sound. Keep the knob pushed in until you smell gas, then immediately turn the knob to the "OFF" position. Wait a few moments before lighting to allow any excess propane to dissipate. Purging air can take quite a

while if you have a long supply line. This is only necessary when fuel supply is disconnected.

3. Do not forget to remove any plastic before using.
4. Push control knob in, hold it in and turn counter-clockwise to pilot position. If this is the first time or the first time in a while that the heater is being used, push in the knob on the pilot setting for 60 second or until you smell gas. This will purge the pilot light parts of air. Then, with the knob depressed on pilot, push in the black spark-ignition button to ignite pilot. Once ignited, hold control knob in for 10 to 20 seconds. If it does not light, repeat this procedure. If it still does not light, purge the line some more or hold match over pilot.
5. When the oxygen depletion pilot flame comes on, you must hold the knob in for 10 to 20 seconds. During this time the pilot flame heats up the thermocouple. When the thermocouple is hot it generates a small amount of voltage, which will energize a small solenoid coil inside the gas valve. This energized coil permits the valve to regulate propane into the burner.
6. Adjust the burner by turning counter-clockwise to Low. To extinguish, turn the knob all the way clockwise to Off.

Caution: This heater consumes oxygen. You must supply sufficient outside air to replace the oxygen used by the heater. This unit is equipped with an oxygen depletion device which will turn off the pilot flame when the oxygen level drops to 95% of normal. This, in turn, cools off the thermocouple, which shuts off the main valve.

TROUBLESHOOTING

Contact Sig Marine directly, or consult your dealer, if the following suggestions do not resolve the difficulty.

Gas Smell

1. Extinguish all open flames and smoking materials, close both manual and solenoid cylinder valves immediately. Make sure that the appliance valve is closed.
2. Ventilate all interior compartments thoroughly. Maintaining as much ventilation as possible, open cylinder valves. Make sure that the appliance valve is still closed. Apply a mixture of liquid detergent and water to all connections, checking for bubbles indicating a leak. **Do not use a flame to check for leaks.**

3. When repair of the leak(s) has been completed, test the system with the aid of the pressure gauge.

Inadequate Heat - Flame Burning Low or Gas Out

1. Your system may be low on fuel - check your tank pressure gauge.
2. The gas cylinder valve may not be fully open - make sure the handle is turned as far as it will go in the counter-clockwise direction.
3. The burner orifice may be obstructed. Let the burner cool, then remove the 4 machine screws (2 each side) which secure the burner and valve assembly to the heater body. Remove burner assembly, take off the burner cap, and remove the orifice (you will require a long 7mm or 9/32" socket or nut driver). Clean out the orifice and reinstall the part.
4. LPG gas will not flow as readily if the outside temperature is very low, ie. below freezing. There is not much you can do about this condition until the propane cylinder locker warms up.

5. Ignition System Fails to Spark

1. Check that the ignition lead is connected to the spark plug.
2. Inspect the ignition lead from the valve to the spark plug, ensuring that the lead is not shorting out before reaching the spark plug.
3. Clean the spark plug electrode to ensure a strong spark is evident. Brass wool or light grit sandpaper work well.

Burner Does not Stay Lit

1. Check to make sure the pilot is still on. If it has been accidentally extinguished, voltage will no longer be generated, and the valve will have snapped back to the closed position by the stainless steel spring.
2. There could be a problem with the thermocouple. The small bulb-like attachment protruding into the pilot flame is one end of the thermocouple.
3. Check first that the thermocouple is screwed into the valve tightly enough. A loose connection will not transfer the 1.5 millivolt. If it has been tightened too much, the insulating washer will have been crushed, shorting out the thermocouple, and so will not generate the 1.5 millivolt. It must, therefore, be replaced.
4. Heaters are tested at the factory and thermocouple failure problems should be very, very rare. If necessary, however, remove the valve end of the thermocouple from the valve as described on the following page. Lightly sand the end which has been

- removed from the valve with very fine sandpaper. Replace in the valve and test. If this does not work, the thermocouple must have failed and will have to be replaced
5. The electromagnet (solenoid) inside the valve may have failed and will have to be replaced.

PILOT - THERMOCOUPLE ASSEMBLY

Replacing the Thermocouple

Tools Required

- 1- Phillips screwdriver
- 1- Flat screwdriver
- 1- 5/16"(8mm) open wrench or small crescent wrench
- 1- 3/8"(10mm) open wrench
- 1- 1/2"(12mm) open wrench
- 1- 5/8"(16mm) open wrench
- 1- 3/4"(19mm) open wrench

General Information

1. Thermocouples are made out of two dissimilar metals. One end of each metal is fastened together. When this connection is heated up, a small amount of electricity is created(1.5 millivolt) and can be measured between the other two ends of these wires.
2. The outside of the thermocouple is a copper tube, which acts as a conductor and the inside is an insulated nickel wire, which at the other end, is separated from the copper wire by a very small insulating washer. This end of the thermocouple screws into the gas valve, which contains an electromagnet(solenoid).
3. When the thermocouple is heated, the electricity generated attracts the electromagnet in the valve and holds the valve open. If the flame is accidentally extinguished, the thermocouple cools, causing the electromagnet to spring back and closes the valve, therefore, no flow of gas.
- 4.If the thermocouple is not holding the valve open, check first that it is screwed into the valve tightly enough, as a loose connection will not transfer the 1.5 millivolt. If it has been tightened too much, the insulating washer will be crushed, shorting out the thermocouple, and so it will not generate the 1.5 millivolt, and must therefore be replaced.

Replacement Instructions

1. Turn off the gas supply. Remove the main gas supply line to the heater. using 2 wrenches (5/8" & 3/4", or 16mm & 19mm). Take the heater off the bulkhead.
2. Loosen the 1/2" (13mm) compression nut on the valve which connects the copper line leading to the pilot flame assembly. Remove line from valve.
3. Remove the 2 phillips screws on the outside of the heater which hold the pilot assembly.

4. Now carefully pull out the pilot flame assembly so that you can undo the screws which hold the thermocouple in place. Remove the other end of the thermocouple from the valve (5/16", 8mm, crescent wrench), and you have the thermocouple out.
5. Replace the thermocouple, reversing the above procedure, but being extremely careful when you first put the end of the thermocouple into the valve. If you tighten too much, you will crush the insulating washer and need another new thermocouple. Finger tight plus a 1/4 turn with a wrench is enough. When replacing the compression fitting on the pilot fuel line, tighten firmly with the wrench. Be careful not to over-tighten.
6. Once your heater is completely reassembled and connected, mix some liquid soap and water and perform the standard test for leaks with your fuel system. Test in a well ventilated area, with no open flames.

To Replace the Electromagnet (Solenoid)

When you remove the thermocouple from the control valve, remove the larger nut with a 9/16" (14mm) wrench. The electromagnet should fall out - if not, push the valve stem where the knob should be and it will come out easily. Install the new electromagnet, with the spring end first. Replace the nut, and re-install the thermocouple back into the control valve.

PARTS LIST

Deck Cap Assembly with Guard	94105
Small Black Burner Cap	CALL
Burner Control Knob	89248
Thermocouple Kit	94115

LIMITED WARRANTY

Sig Marine Marine Company warranties new products to the original consumer to be free from defective material(s) and workmanship while under normal use and service. This limited warranty extends for one year.

Terms and Conditions

During the warranty period, Sig Marine Company will, at its option and without charge, repair and/or replace but not remove or re-install the faulty product

The buyer will return defective products to the address stated below. No product will be accepted by Sig Marine Company without prior written or verbal authorization, and in accordance with instructions from Sig Marine Company. The authorization number must accompany returned merchandise. Return of defective products must be accompanied by written details of the problems and proof of purchase.

The buyer shall be responsible for shipping and insurance charges, if any, on the products returned for repair under the terms of this warranty. Sig Marine Company will pay shipping of products returned to the buyer.

This limited warranty applies only to products that have been installed and used in accordance to printed instructions of Sig Marine Company and does not cover improper use, vandalism, negligence or accidents.

As some states do not allow limitations on the length of an implied warranty nor limitations or exclusions of incidental or consequential damages, the above limitations or exclusions may or may not apply. This warranty gives you specific legal rights and you may also have other rights that vary from state to state.

WARRANTY REGISTRATION FORM

Purchaser's Name: _____
Address: _____
City: _____ State/Province: _____
Country: _____ Zip/Postal Code: _____
Telephone: _____

Model No.: **Cozy Cabin 10000 Propane** _____ Serial No.: _____
Date Purchased: _____
Purchased for (Boat Model): _____

Purchased from (Dealer): _____
Dealer's Address: _____
City: _____ State/Province: _____
Country: _____ Zip/Postal Code: _____
Telephone: _____

Purchaser's Signature: _____ Date: _____

*This Warranty Registration must be filled in and mailed,
within ten (10) days from date of purchase, to:*

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