

FERROLI - SUN Diesel burner maintenance guide

Every third fill: Biocide tank treatment & water removal

Diesel fuel contains fungal & bacterial agents which flourish with moisture. It is very important to drain condensation out of the diesel tank to prevent the agents from growing. Every third fill we recommend dosing the diesel tank with Fuel Biocide BC-250, 1 litre of biocide treats 1000L of fuel. If a tank gets a full blown infection it is necessary to drain & clean the tank before refilling with clean diesel.

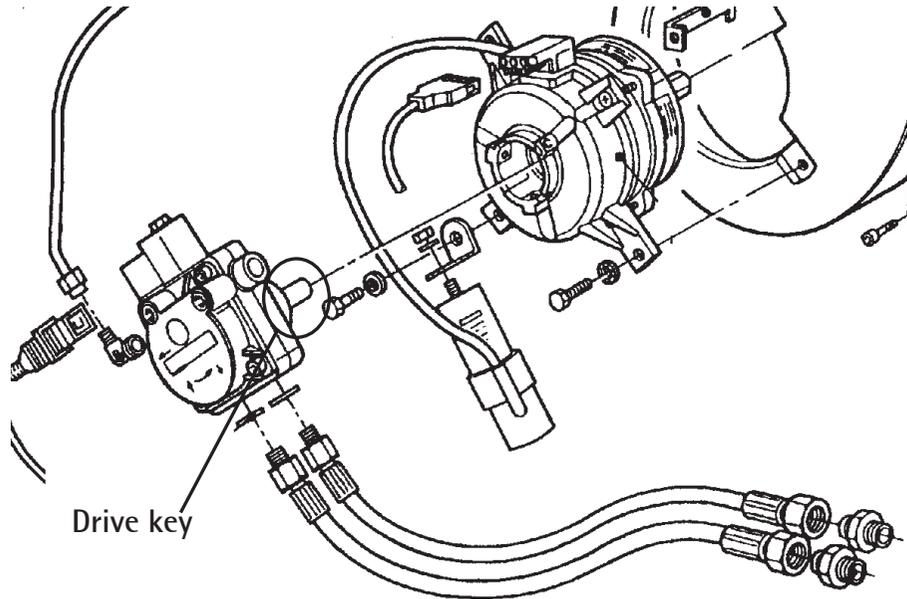


Annual service & clean:

Replace Oil nozzle: Oil nozzles have a limited life & should be changed annually to ensure efficiency & reliability. If the boiler is short cycling it is a good opportunity to down size the nozzle. See step 2 of the setup guide for instructions on selecting and changing the nozzle.

Replace drive key: The drive key is a plastic interface between the fan motor & diesel gear pump. This is a sacrificial part which prevents the motor from burning out if the gear pump seizes. This part wears with every start-up and should be changed annually for reliability. Remove the gear pump by loosening the three fixing allen keys and removing the oil line.

Inhibitor: Underfloor systems should be dosed with inhibitor annually to prevent corrosion problems.



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Sun BU56 Diesel Burner Tuning and Maintenance Guide

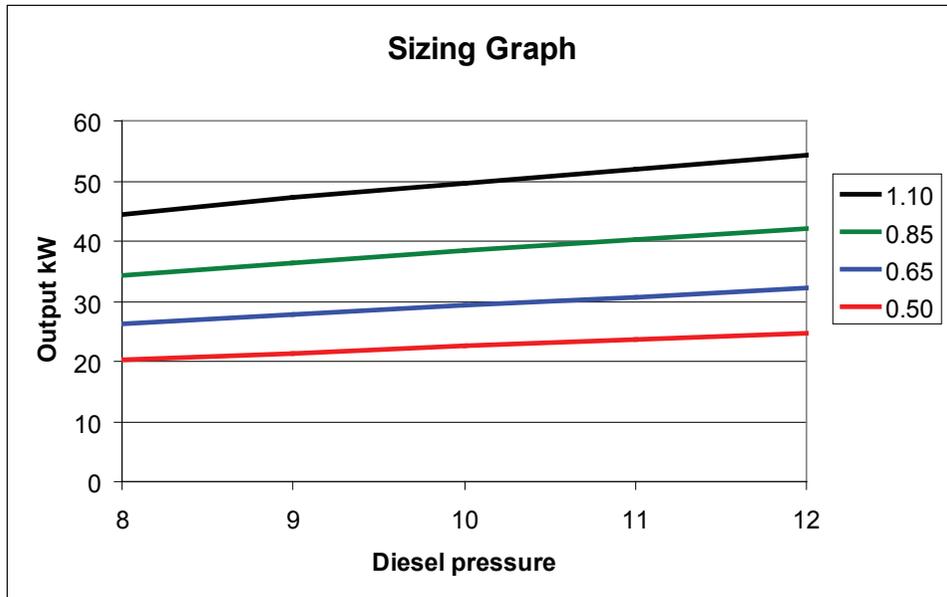


BU56: FERROLI – SUN G6 Diesel burner setting guide

This is a guide only, the exact settings required must be determined by running a bacharach smoke test as the final step in the procedure.

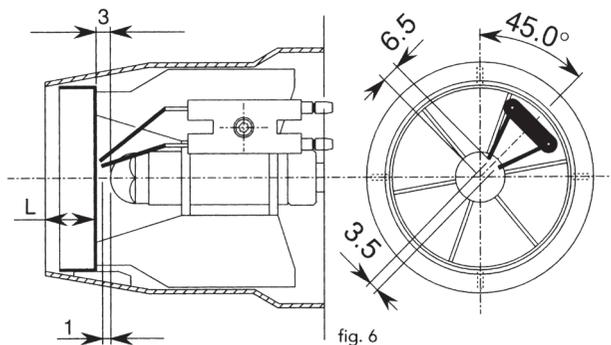
Step1: Select the burner output:

Make an estimation of the output required and match the nozzle size and pump pressure to achieve the kW output.



Step 2: Fitting the nozzle & positioning the electrodes

After fitting the nozzle, check the correct position of the electrodes and baffle, according to the distances shown below.



Step 3: Adjust the settings

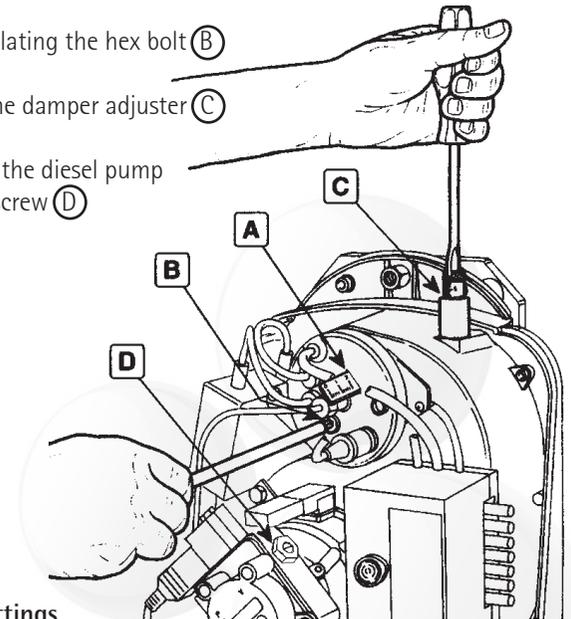
Adjust the diesel pressure, head setting, & air setting to match the required output as per the chart below.



Adjust the head adjustment (A) by regulating the hex bolt (B)

Adjust the Air adjustment by turning the damper adjuster (C)

Fit the pressure gauge to the P port on the diesel pump and set the Diesel pressure by turning screw (D)



Step 4: Fine tune & Confirm the settings

Run the bacharach smoke tester and adjust the Air adjustment C until a test between 1 & 2 is achieved. If the flue test is too sooty more air is required, if the test is too light less air is required. A test reading of 0 is an indication of excess air which can cause intermittent starting problems.