

INSTRUCTIONS

For Installing and Operating

Webbperfection Oil Ranges

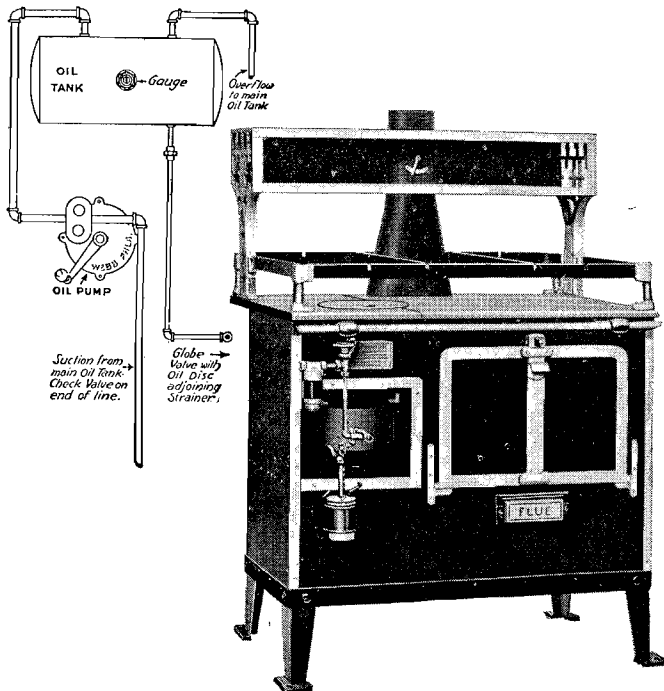
Equipped with Valjean Patent Carburetor Burner

ELISHA WEBB & SON CO., Makers

136 S. Front Street, Philadelphia, Pa.

ASSEMBLING AND INSTALLING

1. The range should be set on a level fireproof foundation.
2. If the smokeboxes or back flues were removed to admit the range to the galley, they should be bolted tightly in place, being sure to put asbestos strips provided between the flanges of the smokebox and back sheet of the range.
3. Spread stove cement on the top flanges of the range and smokebox, and bolt the cast iron top plates in place.
4. Locate the oil supply tank on the bulkhead about 4 ft. above the oil strainer at the end of the range.
5. Run a pipe line from the bottom of this tank to the oil strainer at the end of the range. Install a globe valve fitted with an oil disc in this line just ahead of the strainer.
6. TO CLEAN THE STRAINER, close the valve referred to in paragraph 5 and remove the plug from the bottom of strainer body.
7. Run a filling line from main oil tank to top of oil supply tank—introducing the Rotary Hand filling pump (or some other agency) as shown in illustration. Install a foot valve on the suction end of this line.
8. Run an overflow pipe line from the top of the oil supply tank back to the main tank, which should be vented.
9. Connect the range to a smoke pipe not smaller than the size given in our catalog, and of sufficient height to insure a good draft. Avoid the use of elbows in the smoke pipe wherever possible and give the horizontal runs (if any) plenty of rise.



FOR LIGHTING

1. See that the Carburetor (sheet steel cylinder with perforated sides) is in exact position, viz., that the hole in the top of the carburetor is exactly in line with the hole in the plate from which the carburetor is suspended, and see that the gap between these two holes is equal all around. In connecting the oil line to the carburetor, be very sure these adjustments are not unintentionally altered.
2. Open wide the damper in the smoke pipe.
3. Drop a piece of lighted paper or oil soaked waste into the carburetor.
4. Open the control valve to the burner and admit enough oil to HALF COVER THE BOTTOM of the carburetor, and THEN CLOSE THE VALVE. As this oil is consumed, the carburetor will become heated and the fire will gradually rise out of it. Additional oil may then be admitted by opening the control valve a little at first and then more, as the carburetor becomes warmer, until sufficient heat is obtained. *It should never be necessary to have more oil in the carburetor than will cover about three-quarters of the bottom.*
5. After the carburetor has been in use a short time and the inside has accumulated a little carbon, it will heat up more quickly than when new and perfectly clean.
6. For a very small fire, it may be necessary to partly close the smoke-pipe damper in addition to the oil control valve. Should the draft be exceptionally strong, a Draft-O-Stat should be installed in the smoke pipe.

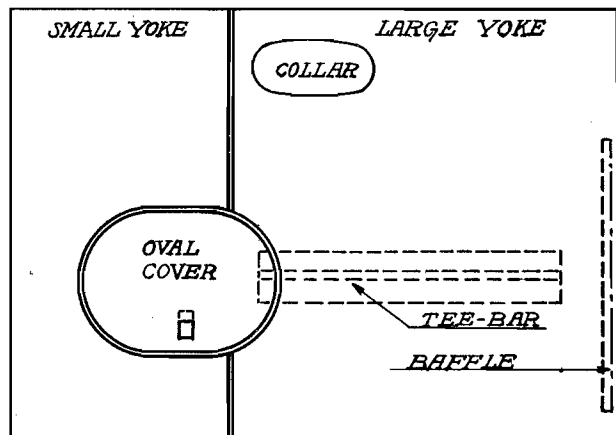
FOR CLEANING

If, after continued use, the carburetor becomes very dirty, it should be removed and cleaned. To do this:

1. Close the control valve and just as the flame is about to go out, POUR A QUANTITY OF WATER into the carburetor. This will work its way under the carbon and will facilitate its removal.
2. Disconnect the union on the bottom of the control valve and withdraw the carburetor.
3. Scrape out the deposit, slide the carburetor back into position, being sure to keep the gap equal between the plate on top of the carburetor and the plate from which it is suspended. The 2 faces of the union should exactly meet before nut is set up.

WHEN ORDERING REPAIR PARTS

use names given below, give vessel's name and state overall length of range.



ATTACH THESE INSTRUCTIONS TO GALLEY BULKHEAD