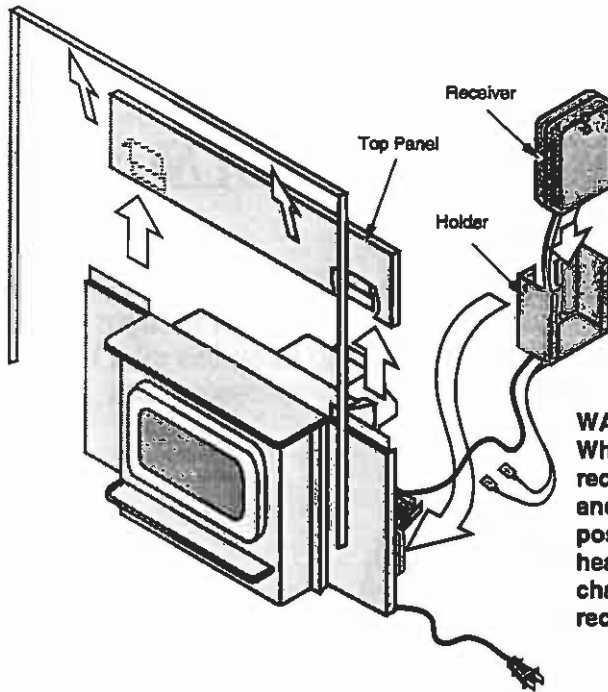


Remote Control Receiver Placement on Gas Inserts

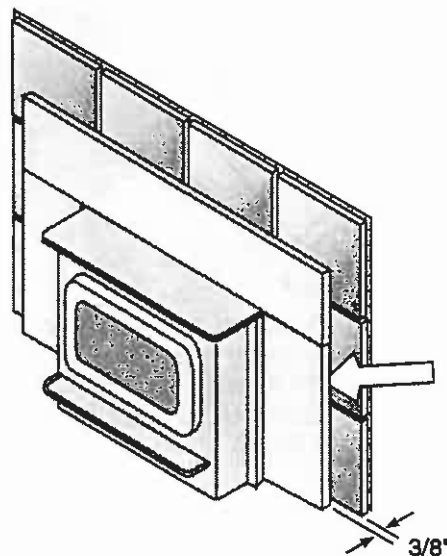
The instructions for the remote thermostat did not specify exactly where to place the remote thermostat receiver on the gas insert. To prevent damage to the receiver, **this component must be placed as far away as possible from the heater.** Changes have been made to the instructions to reflect this new specification.



WARNING:
When installing the remote thermostat receiver, place it as low as possible and as far away from the heater as possible. It must be 3" away from the heater and below the top convection channel - if necessary, place the receiver on the floor of the fireplace.

Leave a 3/8" Gap Between Fireplace and Surround Panels on Gas Inserts

It is imperative that you do not seal off the surround panels on gas (as well as pellet) inserts (do not use the insulation included with the kit - it is for wood inserts only). Leave a 3/8" gap behind the panel to provide air circulation for the blower and to cool the unit.



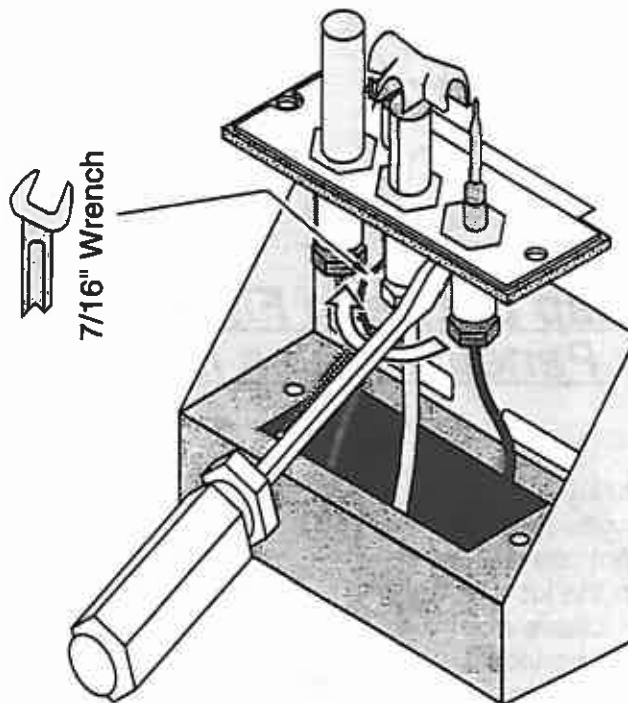
Leave a 3/8" gap around the panels to allow air to enter the fireplace. This air is required for the blower and on b-vents to ensure proper draft hood operation.

Never Use Heat-N-Glo Direct Vent Pipe with Travis Products

Heat-N-Glo direct vent fireplaces utilize a pipe specifically made for them by Simpson Duravent. This pipe is designed and tested for Heat-N-Glo products only. It has not been tested or designed for our products and may create a severe safety hazard if used on Travis Industries direct vent heaters. Use only Simpson Duravent Model GS pipe. Consult the owner's manual if you are uncertain.

Hint for Removing the Compression Nut on Pilot Assemblies

We have had installers comment on how difficult it can be to loosen the compression nut (to remove the pilot orifice) when converting the burner. This fitting must be tight to ensure a leak-proof seal. We recommend you use a standard screwdriver to keep the pilot assembly from rotating while using a 7/16" open end wrench to loosen the compression nut. This will provide the leverage necessary to loosen the nut.



Use a standard screwdriver to keep the pilot assembly from rotating while using a wrench to loosen the compression nut (make sure not to compress or damage the pilot tube).