



A GUIDE TO MAINTAINING YOUR YUNCA SOLID FUEL BURNER

Yunca Woodburners and Multifuels feature very similar basic designs throughout the range, so when it comes to maintaining your fire the same procedures may be followed for different models.

To assist with identifying fires & associated spare parts, please refer to our website for the downloadable Model Identification guide for solid-fuel fires:

<http://www.yunca.co.nz/technical/>

Yunca recommends you regularly check your burner to ensure optimum performance. To save on maintenance costs there are a number of procedures that, with due care and attention, can be carried out by the owner. This includes the following:

- replacing the glass / glass seal
- replacing the door rope / ash door rope.
- replacing the door handle / door handle shaft
- replacing firebricks / combustion plates / air tubes

The following is a guideline to assist with some of these tasks.

Remember that your safety is paramount, so if there is any doubt please contact your local Yunca agent or a service firm (maintenance may also be carried out by the same firm that offers chimney cleaning, for example).

Yunca recommends that the flue system is checked and cleaned annually.

1. REPLACING THE GLASS, GLASS SEAL and DOOR ROPE

Glass may be cleaned by dipping a damp paper towel in ash and wiping the **cold** glass. Buff with a clean, damp paper towel. Glass may blacken when a fire is turned down, and this will normally burn off when next operating at a higher temperature.

If there is a very sticky, dark deposit on the glass this is creosote, caused by burning wet wood or not having enough heat in the fire bed before turning the fire down. Creosote may be difficult to remove. Avoid scratching the glass. Avoid harsh chemicals or the glass may become pitted. Should you use ANY cleaner on the glass, you must rinse well before use.

Avoid creosote build up by ensuring your firewood is well seasoned. Creosote can also cause chimney blockages.

N.B. When door / ash door rope has been replaced it will be necessary to adjust the door handle shaft (where fitted). Refer to section 2.

1A. "NEW MODEL" MULTIFUEL FIRES (FREESTANDING & INBUILT), HOBSON, FITZROY, QEWB (except QEWB2000), and QEWB VARIANTS (FOCUS, RADIANT, etc).

(Wegj and Blenz: Refer 1B, 1C).

You may leave the door frame in place on the fire when changing glass, glass seals and ropes. It is not advisable to reuse old glass seal as it may not give an adequate seal and it will be very difficult to fit without adhesive.

REPLACING THE GLASS, GLASS SEAL AND DOOR ROPE

– 1A. MULTI, HOBSON, FITZROY, QEWB, etc continued.

When carrying out this work it pays to have something soft on the hearth (like an **old** pillow), just in case.

Remove the door handle. The **door glass** is “sandwiched” between the cast frame and the door panel. Access the glass by carefully removing the door rope to expose four screws in the channelling. When these screws are undone the glass will drop, so please take care here and hold the glass in place.

Remove the glass and the door panel.

Fit new seal (black ladder tape) to the glass (if existing glass is being reused, clean the glass first). Start away from the corner, take care NOT to stretch the new seal. It is recommended that only a small amount of the backing tape is removed from the seal at one time – the seal is very, very sticky. The centre of the seal runs along the glass edge and then, when you are happy that the tape fits well, it is pressed down over each side. Allow a small overlap as over time the seal can shrink.

Place the glass between the door panel and the casting (there is a recess on the front of the casting that the glass fits into). Take care when doing up the screws as incorrect pressure may crack the glass. **Lightly** tighten the screws, bottom ones first, just enough to stop the glass slipping, then the top ones. Make sure the glass and door panel are straight, then begin tightening the screws until fitting firmly, a little at a time, working your way diagonally around the door (similar to when you need to change the tyre on your car).

If door rope is in good condition it may be reused. Always install the rope as one piece (do not cut it into sections). When putting new ropes in, you may find the rope is a bit stiff. You can “work” it to soften it up, just make sure you don’t twist the rope in the channel. Start hard into a corner, and try not to pull on the rope when putting it in as this will stretch it. Pinching the rope as you place it in the channel may make it easier to fit. As you complete each side, go back over that section and **gently** tap the rope in (otherwise it may pull out while you are trying to place the next section).

If you find the rope is too long (a small amount left over is ok, more than 15mm needs trimming) this MAY mean the rope has been stretched, try

removing the rope and refitting it. If only a small amount left over try and squeeze it in, but if that is not possible it is ok to trim it. The ends of the rope are taped is to stop it fraying. Place a piece of tape (sellotape is fine) around the rope, and cut just past the tape. Cut the rope slightly longer than needed to give a good air tight seal.

The door handle shaft will need to be adjusted (see 2 below) to allow for the newness of the rope. Recheck after a couple of fires, and adjust the door shaft as the rope will have bedded in.

1B. WEGJ SERIES

Remove the door from the fire. The Wegj door is fitted in the same way as an oven door, lift up and out, however **please be careful near the hinges** as the springs cause them to retract and may trap fingers (yes, it can bite!). Open the door slightly, grip near the bottom of the door then lift the door up and away from the fire.

Remove the screws. Lay the door, hinge side (inside) facing downwards, on a firm surface that will not scratch the enamel coating or the glass. There are six screws (three on each of the long edge) holding the door components together. Remove all of these screws and gently but firmly lift up the front section of the door panel. The glass and its seal can now be seen, pick the glass up carefully, remove the old glass seal, clean the glass – if required. Attach the glass seal to the glass as described in 1A above.

This is a good time to check the springs and door mechanism. Replace where required. Refer to the online spare parts guide for details.

Return the glass to the retainers on the inner door panel, replace the outer door panel, and screw the panels back together when you are sure everything is correctly aligned.

Refit the door to the fire (the springs on the hinges may be tight and can easily pinch if care is not taken when putting the door back on the fire). This job is made easier if the hinge arms are held open (screwdrivers can be used to prevent the springs retracting) while manoeuvring the door back into place.

Changing the Wegj door rope is simple. Remove old rope from the retainer attached to the front of the fire box opening and insert a new rope.

1C. BLENZ

You may leave the door frame in place on the fire when changing glass, glass seals and ropes. It is not advisable to reuse old glass seal as it may not give an adequate seal and it will be very difficult to fit without adhesive.

When carrying out this work it pays to have something soft on the hearth (like an **old** pillow), just in case.

Remove the screws attaching the door rope retainer to the door casting, the door rope will stay in the retainer unless it is also needs to be changed. Remove the glass (if you have difficulty you may find it easier to also remove the door handle and undo the lock-nut to allow the shaft to be extended. Attach the glass seal to the glass as described in 1A above. Refit the glass and attach the retainer to the door, taking care to align the door panel correctly – the door should open freely and the panel needs to be straight.

If the door rope needs to be changed do so (it fits very easily into the channel on the retainer). **Adjust** the door handle shaft (see below).

2. DOOR HANDLES and DOOR HANDLE SHAFTS.

With the exception of the Wegj and the ash doors (see 2B) of some models, Yunca fires use the same door handle. The handle is fitted with a single screw to the shaft.

Door handle shafts can be adjusted to ensure a better fit. There are slight design differences for some models (refer to our downloadable Model ID guide <http://www.yunca.co.nz/technical/>) however the instructions are basically the same. Always shut a fire door gently as sometimes fuel may not be fully in the firebox and this may cause the glass to break.

2A. ALL FIRES (except Wegj & Xander).

To open the door, turn the handle up (anti clockwise) to the “12 o'clock” position and open the door. To close the door, start with the handle at 12 o'clock, push the door closed, and turn the handle down to about the “4 o'clock” position.

DO NOT FORCE THE HANDLE to close the door (or handle may break). If the door is too difficult to close, try adjusting the door handle shaft. Similarly if the door handle turns too easily (past the “five o'clock position, for example), then the shaft needs to be adjusted.

DO NOT LEAVE THE DOOR HANDLE in position over the glass.

There is an easy test to check if your fire door or ash door is sealing fully. **WARNING: ONLY TRY THIS IF THE FIRE IS COLD (NOT going, NO hot or warm embers).**

A sheet of paper is placed half in, half out of the top of the door, and the door is then closed. If the paper pulls out without tearing, then it is likely the door handle shaft needs adjusting, or the door rope may need replacing.

Adjust the shaft by loosening the locking nut, then wind the brass bush in (to tighten) or out (to loosen or remove). Once adjusted, close the door and check it - too loose and the door handle will likely be able to keep turning in a full circle and lack of a tight seal will allow too much air in, too tight and you risk breaking the handle. When satisfied that the door is closing correctly, tighten the locking nut. The rope will bed in a little, so it is recommended that the door closure be rechecked after a few fires.

2B. WEGJ & XANDER DOORS, plus the BLENZ and QEWB MULTI SERIES ASH DOORS

Each door handle is fixed by a single screw to the shaft. A plug (0300P) is available to fit into the open end at the side of the handle once it has been fitted. – [No plug required for Xander handles]

Should you need to replace the **springs (0222W) in a Wegj or Xander door** it is recommended that BOTH be changed at the same time to provide even tension. Access by removing the door from the fire and follow instructions in 1B (above). You will find it easier to replace the glass seal with a new one at this time, rather than struggle to refit the existing seal.

If there is difficulty closing the ash door (Blenz, Qewb MF series) try adjusting the catch pin (0215BQM).

3. FIREBRICKS, COMBUSTION PLATES, AIR TUBES.

With the exception of the “new model” style multi (freestanding and inbuilt), all Yunca fires feature a 40mm firebrick (1605) – three or four down each side and four or five across the back - to protect your firebox. Firebricks are purchased individually as required. In some models these fit snugly, in others there may be a small gap between bricks.

Grip the brick at the base, lift slightly and pull forward to remove.

3A. HOBSON, FITZROY, QEWB SERIES and VARIANTS.

The firebricks (10 in a full set) support a solid combustion plate (1606Q).

Woodburners feature a round air tube (1607, 1607C) fitted at the front of the combustion plate (one end of the tube goes through a hole in the right side of the firebox, and the other end hooks over the angle piece on the left of the combustion plate). It may be easier to fit the round air tube when the front, right fire brick is removed.

CLEAN AIR versions of the **HOBSON and FITZROY** have a SQUARE air tube (1607HSC) fitted, situated on top of the bricks, under the combustion plate.

3B. BLENZ (also XCEL, FINZ)

Three different combustion frame types for these models:

- no air tube
- a single air tube
- a double round air tube.

In the case of all models there are four fire bricks (1605) placed inside the frame, which is supported by the side bricks. Bricks within the combustion frame can be replaced with the frame in-situ, slightly angle the brick up and into place.

N.B. Older models had a solid metal plate, these are now replaced with the frame and fire bricks. Fire bricks for the frame are purchased separately. A total of 16 firebricks are in a full set, and are purchased individually as required.

When replacing the frame remove bricks and any air tube from the frame first. Then remove side and rear bricks to enable the empty frame to be removed from the firebox. Ensure the firebox is emptied of all bricks to give room to manoeuvre. Place the replacement frame inside the firebox, support the corners first, and then place side and back bricks. Finally, place bricks into the top of the frame and fit any air tube. It may be easier to fit the round air tube when the front, right fire brick is removed.

3C. WEGJ 2000

A total of 16 firebricks are in a full set. **Five fire bricks** (1605) are placed inside the frame. It may be difficult to replace bricks in clean air models because there is less room above the frame, however by “stacking” one brick on top of

another, and pushing them to the side, there may be enough room to manoeuvre new bricks into place.

A round air tube (1607W2R, 1607W2RC) is fitted at the front of the combustion plate frame (one end of the tube goes through a hole in the left side of the firebox, and the other end against the angle piece on the right of the combustion plate). It may be easier to fit the round air tube when the front, left fire brick is removed.

CLEAN AIR versions have a SQUARE air tube (1607W2S) fitted, it sits on top of the bricks, under the combustion plate.

N.B. The “original” Wegj has a steel drum firebox, please refer to our online spare parts guide or the manufacturer for guidance.

3D. “NEW MODEL” MULTI (FREESTANDING and INBUILT)

These models use castings rather than bricks, although after use they may not look it!

Replace castings that are worn / warped (they lift out). When cleaning the fire ensure you remove the back and rear castings from time to time as ash will deposit behind these parts and put pressure on other parts (such as the grate) causing them to warp.

The combustion plate (1606M) is solid with bars at the front and back, and a cut out either side. The bars are different widths, the smaller bar faces to the front of the fire.

A half moon casting (1207M) is bolted to the **underside** of the ledge that supports the combustion plate at the top-rear of the firebox. The straight edge of this part faces the front of the firebox. To fit – first remove the combustion plate to allow access above. Hold the casting in place, insert the bolts up from underneath and reach up through the gap to secure with the nuts provided.

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