



KR CT 01 INSTALLATION

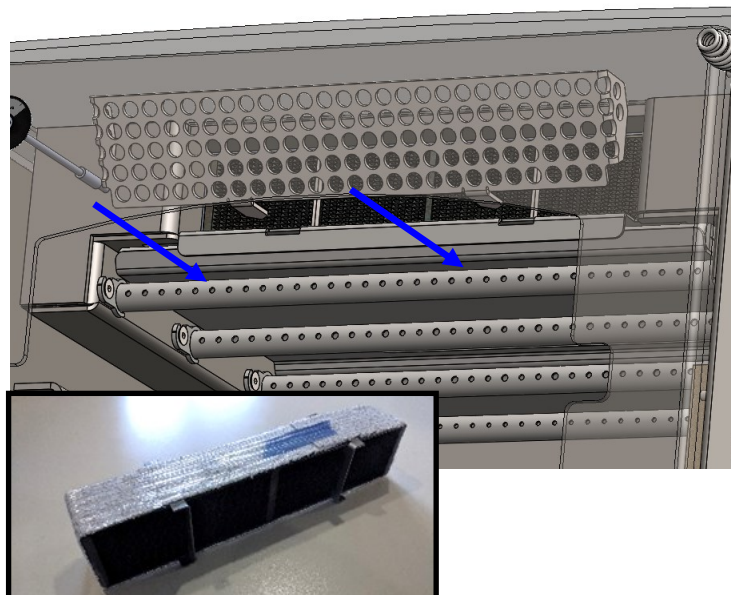
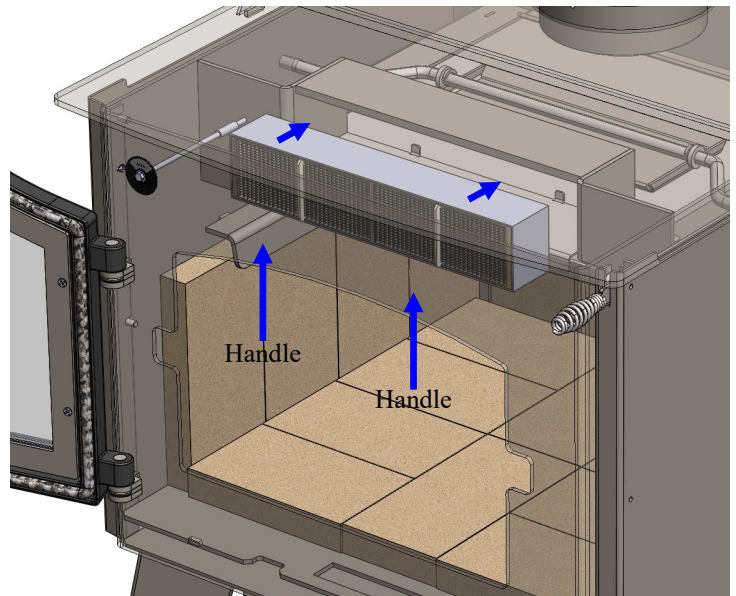
Catalytic combustor, metal alloy, fits all LE models

Congratulations on your purchase of one of the most efficient wood heaters on the planet! The thermal combustion system (burn tubes) will do 90% of the work in your stove but this catalytic combustor is the technology that takes this stove's performance from good to great. **It is also against Federal Regulations to leave this combustor out of your stove.**

This combustor is simple to install and easily removeable: Just remember that every time you remove your combustor you will need to install a new gasket when you re-install. (KR-GK-01). We recommend that your combustor is cleaned and inspected without removing and that it is only removed when it needs to be replaced.

To Install Your Combustor:

1. The gasket is pre-installed on your new combustor. You can leave the stretch film around the combustor gasket, this film is composed of organic hydrocarbons and will be consumed by the catalyst during the initial firing of the stove.
2. The front side of the catalyst has 2 handles for easy installation and removal, hold the catalyst by the handles and slide it into the cavity above the burn tubes. Slide the catalyst towards the back of the stove until it stops.
3. The catalyst will fit loose until your stove is fired for the first time. The gasket will expand up to 4x its original size to seal around the combustor. If you see any gaps larger than 1/8" around the catalyst you can add an additional piece of gasket (included) using some masking tape.
4. Insert the flame guard into the 2 slots located just below the catalyst. Slide the guard in until it stops.
5. **REGASKETING YOUR COMBUSTOR IF IT HAS BEEN REMOVED:** Wrap the gasket material around combustor 1 time. Use scissors to cut the excess and tape the seam with masking tape as shown to the right. Proceed to step 2 for installation.





Catalyst Maintenance Burning Tips

ALWAYS

Always burn natural cordwood with no more than 20% moisture

When starting, always burn the stove hot for 20-30 minutes to ensure that the combustor reaches operating temperature.

Always use the catalyst probe located on the face of the stove to keep the catalyst in the ACTIVE range.

Always remember to regularly inspect and clean your chimney and catalytic combustor (see below for tips).

NEVER

Never burn chemicals or trash of any kind. This includes: railroad ties, plastics, treated wood, painted wood, plywood, cardboard etc.

Never shut the stove down just after starting the fire. Even if the catalyst is glowing.

Never allow the combustor to overheat. The warning symbol on your probe cautions you that you have reached the **maximum recommended** operating temperature of 1300°F. Past the warning symbol indicates that you are approaching the **maximum allowed** operating temperature of 1600° and you may damage your catalyst if you operate in this range for extended periods of time.

You can plug your catalyst with these bad practices:

1. Refueling Wet: This will plug the combustor with creosote
2. Burning cardboard or wrapping paper: This will plug the catalyst and prevent it from working
3. Operating below the ACTIVE range: This will allow fly-ash or creosote to plug the combustor cells.

Cleaning and Inspection Tips

Periodically remove the flame guard and clean the face of the combustor with a soft brush or gentle compressed air. (See figure 1) Do not remove the catalyst for regular cleaning.

Only remove the catalyst if you suspect that it needs deep cleaning or replacement. If you remove your combustor you will need to purchase the gasket kit as the old gasket will not be reusable. For a replacement gasket visit your dealer or kumastoves.com. Part# KR-GK-01.

Normal wear that you would expect to see when inspecting your catalyst:

1. A light grey powdery appearance
2. Some inward deflection is normal. (See figure 2)
3. The cells of the catalyst should be in-tact with no large pieces missing

Abnormal wear that may indicate that your catalyst needs replacement:

1. The catalyst cells are breaking or losing their structure.
2. Severe twisting or crushing.
3. Significant performance drop (see section 5 of your owner's manual).

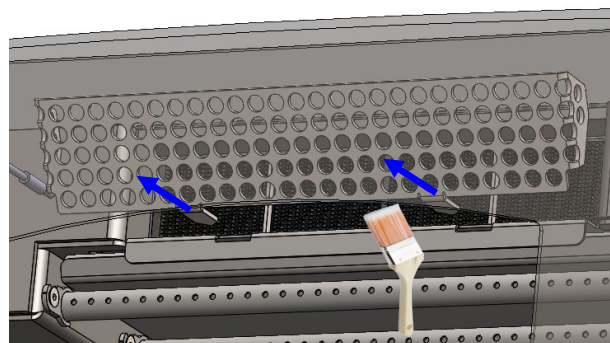


Figure 1



Figure 2