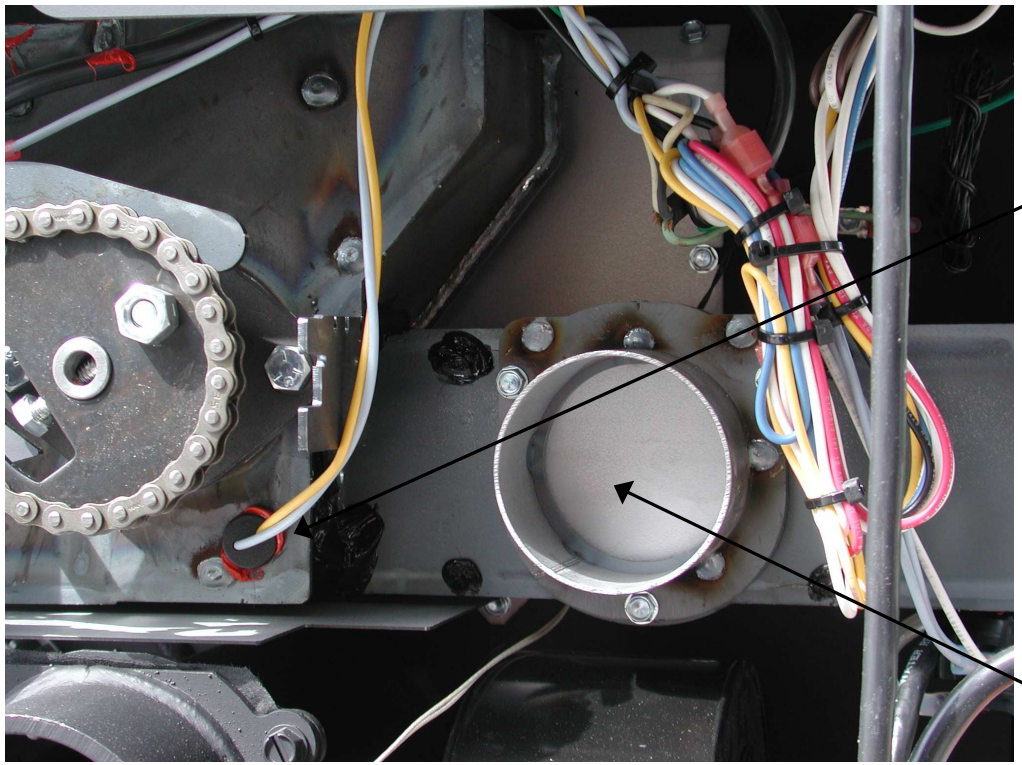
# *Key Concept* in this Procedure

- Make sure all the low-temperature (blue & yellow) wires are drawn to the back of the burn pot.
- Only high temperature insulation should be in the burn pot area.
- Failure to do this shorts out the igniter, likely taking the control board with it.

# Igniter Replacement Tools

- Small diagonal cutters.
- 5/16 Nut driver.
- 5/16 socket on ¼” drive ratchet + extension (PC45).
- Wire ties.

# Preparation



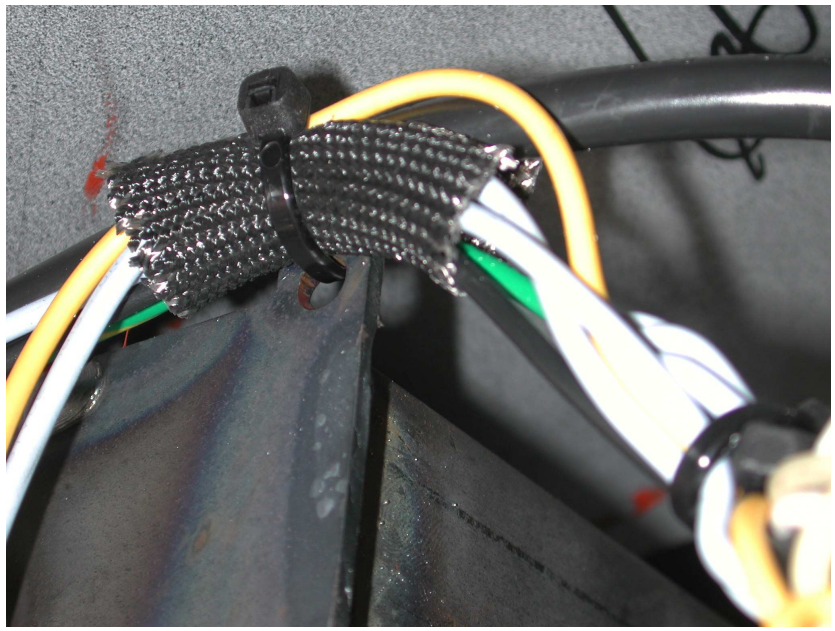
Important: This plug does NOT need to be disturbed!

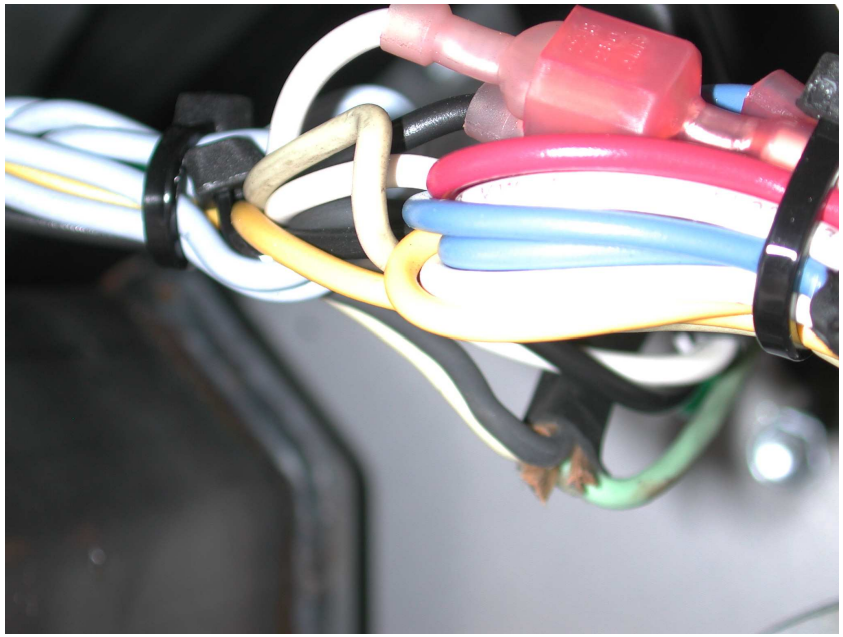
A mark on the wire here is a good idea.

Check to see that the air inlet flapper moves freely!

- Remove whatever access panels, side doors, rear shields, etc. to gain access to this area.

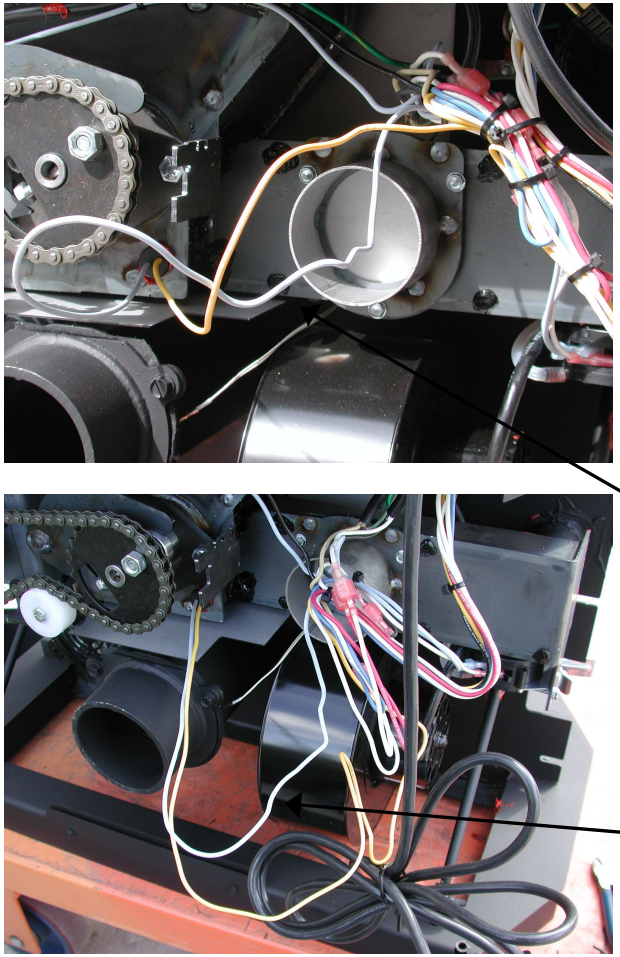
# Igniter Harness





- Carefully clip the wire ties to free up the yellow and blue igniter wires.

# Igniter Harness



- Unfasten enough wire ties to get about 12-14” of slack in the blue and yellow wire.

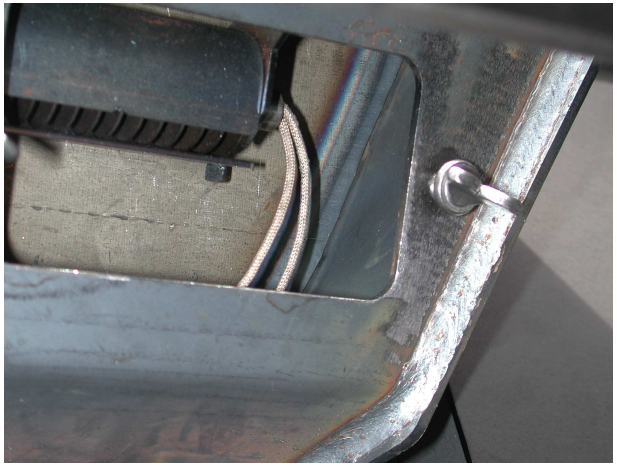
Not enough.

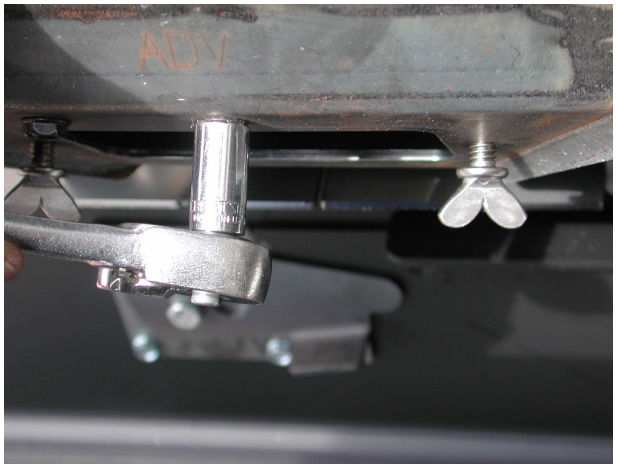
About right.

# Accessing the Igniter

- Remove the ash pan.
- Loosen (don’t remove) the thumb screws on the igniter cover.
- All that is needed is to clear the two 5/16” screws that hold the igniter.

# Accessing the igniter

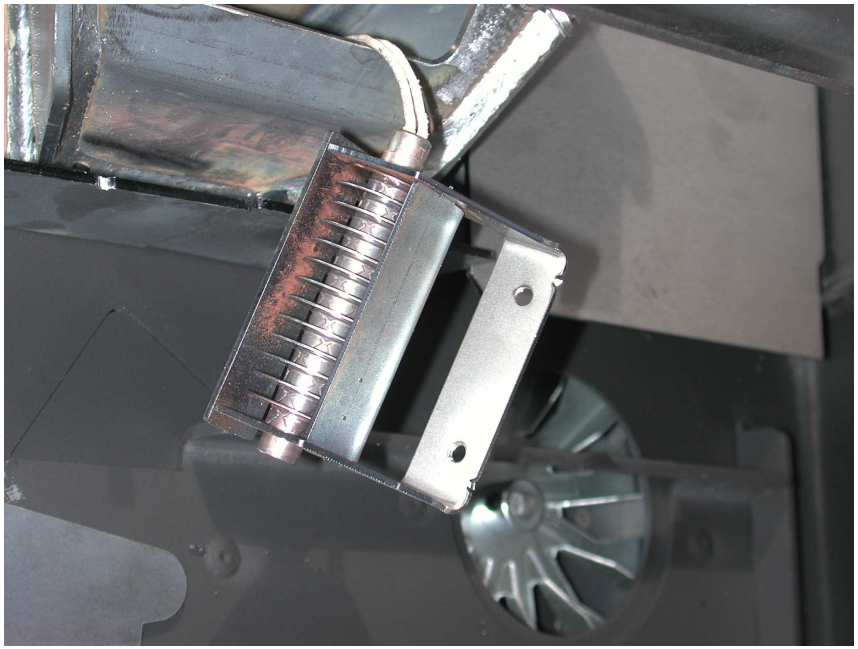





- A 5/16” socket on a ¼” drive ratchet works very well.

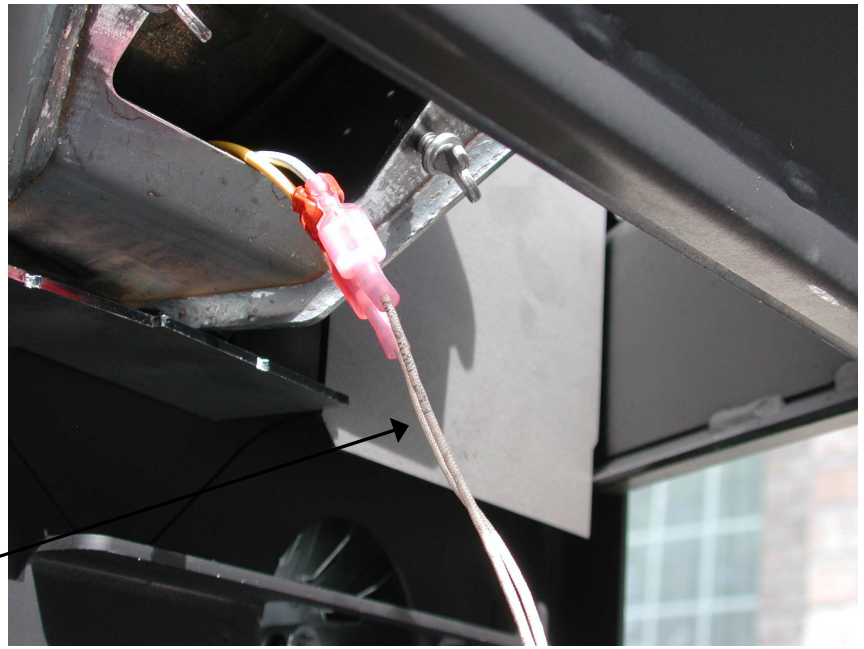
# Igniter Removal

- With the screws removed, the igniter drops down.



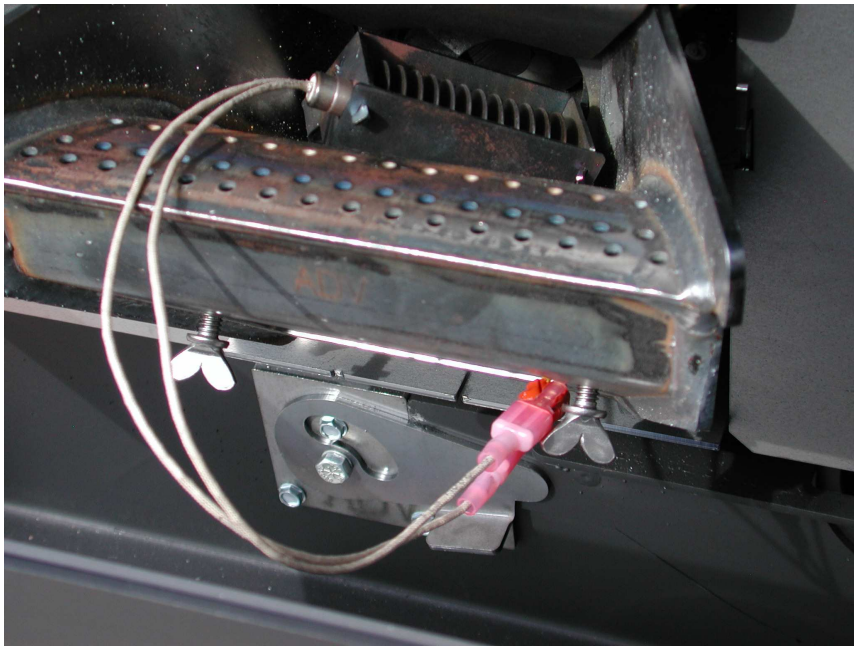
# Drawing out the wires

- Slowly and carefully draw the igniter out and down.
- You may have to work from both the front & back of the stove.
- Note the high temperature insulation here.

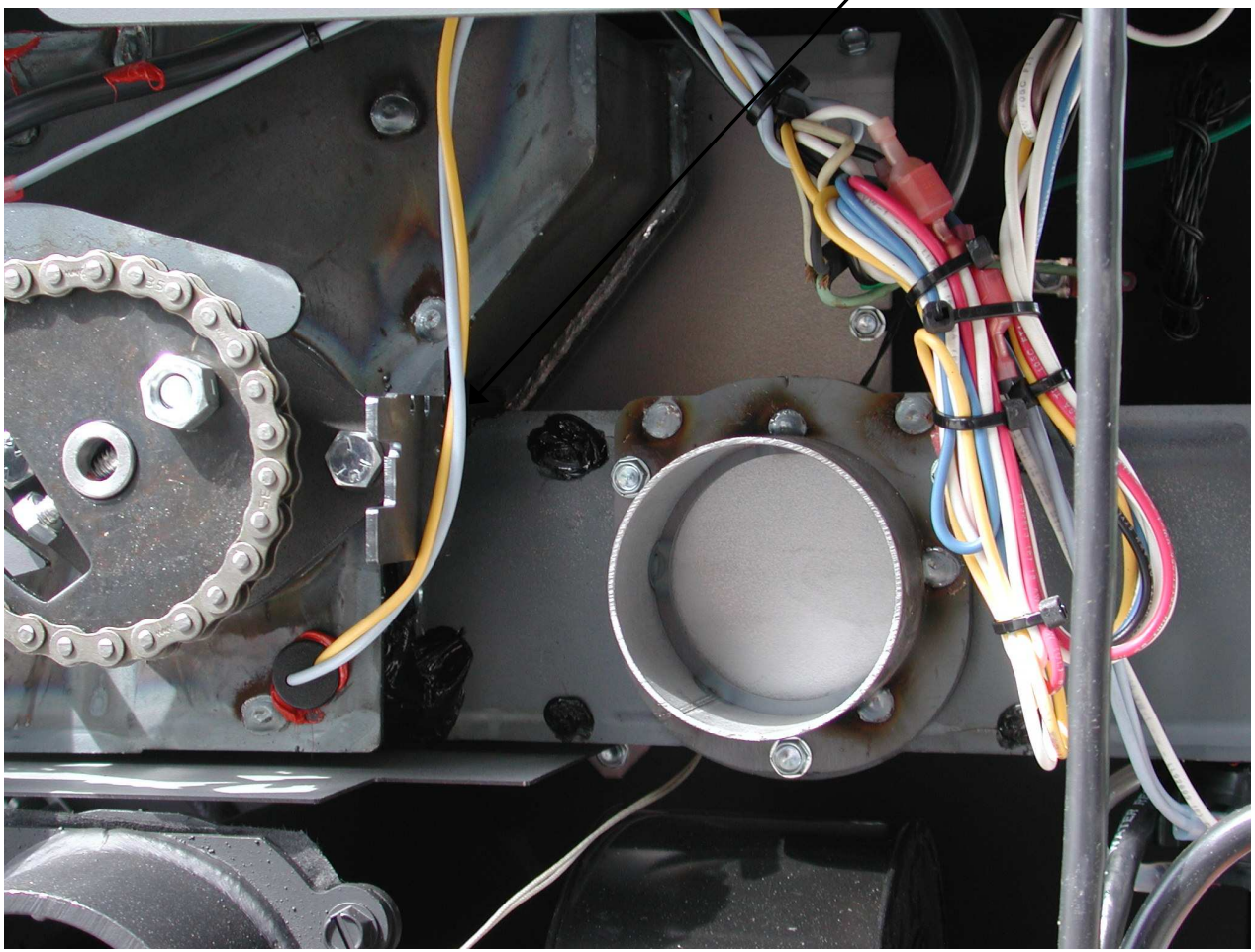


# Connecting the new Igniter

- Disconnect the spade connectors from the old igniter and reconnect the new igniter.
- Go to the back of the stove and begin to draw the blue/yellow wires back.



# Your Most Important Task!

- Now is the most critical moment of this repair, and this is not an exaggeration!
- All of the yellow and blue wires MUST be drawn back to the rubber plug.
- The igniter has heat-tolerant insulation (white w/blue bands).
- The yellow/blue wire is NOT heat resistant and will melt with very serious consequences!

# Pull these all the way back!