

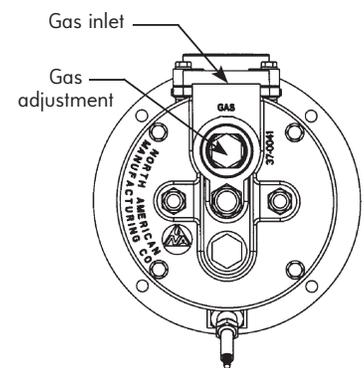
# North American Evenglow 4723 Burners Basic Operation

Sheet 4723-4

## BUILT-IN GAS ADJUSTMENT

The 4723 has a built in limiting orifice valve (LOV) for adjusting the gas flow. It is located close to the fuel inlet on the backplate and has a cap that must be removed to adjust the gas flow. The burner is shipped with the valve in the closed position. Turn the screw counterclockwise to increase the fuel flow. Replace the cap after completing fuel adjustments to discourage tampering with the gas setting.

For hot air systems the built in valve should be omitted because the internal seals are not rated for high temperatures. The valve cartridge on the backplate is replaced with a pipe plug. An external 1807 limiting orifice valve should then be piped as close as practical to the burner.

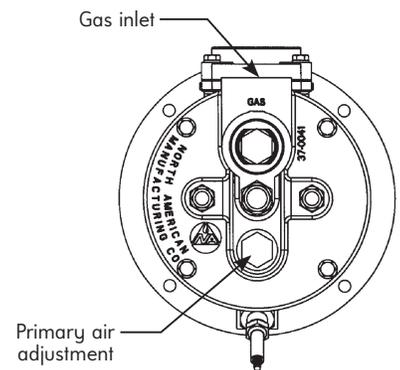


## PRIMARY AIR ADJUSTMENT

The primary air adjustment changes the amount of air premixed into the fuel. A set 20% of the combustion air is premixed with the gas even when the adjustment screw is closed. The adjustment screw is located on the backplate opposite the gas inlet. Turning the screw counterclockwise increases the amount of air premixed into the gas. Increasing the air in the gas increases mixing and results in a shorter flame. Turning the screw clockwise decreases the amount of air premixed into the gas, which delays mixing and makes the flame longer.

Size	No. Turns Open 30%	No. Turns Open 40%
-2	3.5	10+
-3	3.5	10+
-4	2	5+
-4B	4	±
-5	2	6.5+
-6	5	*

\* 30% maximum primary air for -6 size. ± 32% maximum primary air for -4B size.



## SPARK LOCATION and GAP

The 4723- "E" model uses the North American 4-3681-1 spark igniter. During the ignition period, a continuous 6000 volt spark is required. Spark distributor systems cannot be used with 4723- -E Burners. The igniter should be placed in the burner so that the ground leg of the igniter is facing towards the centerline of the burner ( $\pm 90^\circ$ ). The ideal spark gap for the 4723 is 0.063". Continuous operation of the igniter will reduce its life.

Do not apply pipe sealant, paint, or grease to the spark plug body, yoke bolt, or yoke. It will destroy ground and prevent or weaken the spark.

