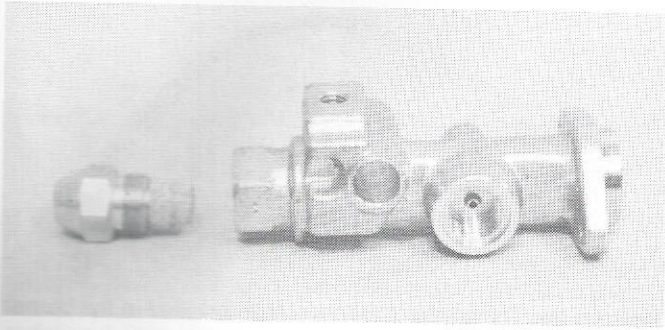


3.9 Fuel nozzle (nozzle holder) (11)



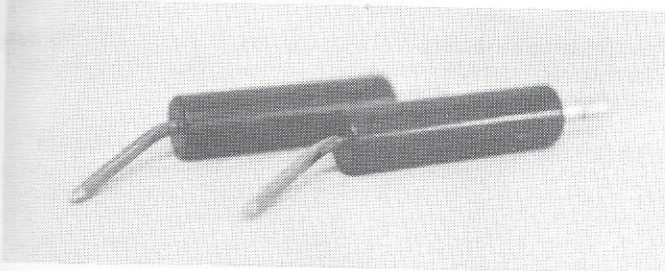
Description: The fuel nozzle is screwed into the nozzle holder; it atomizes the fuel.

Checks: Do not clean the nozzle bore hole and the slits with solid objects as wire or drawing pins; do not blow with compressed air. The sealing surfaces on the high-pressure nozzle and the nozzle holder have to be undamaged, clean and without grooves.

The high-pressure nozzle can be checked as to its regular atomizing on the ignition electrodes with the burner opened and the plug withdrawn.

A high-pressure nozzle obliquely spurting or very dirty has to be replaced.

3.10 Ignition electrodes (10)

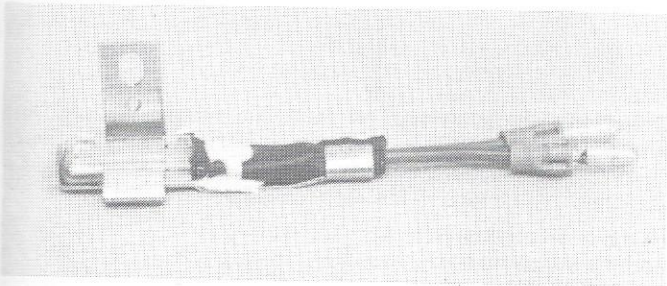


Description: The ignition spark is formed between the points of the ignition electrodes, thus introducing the combustion process.

Checks: Only the condition of the insulation body has to be controlled. It must not show any cracks or damages.

The distance between the ignition electrodes can be checked and regulated with a gauge (see item 6.9).

3.11 Flame detector (19)

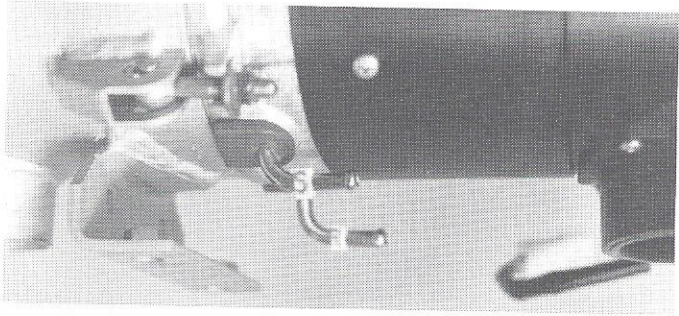


Description: The flame detector is a photosensitive resistance feeding the electronic control unit with the signal "flame".

For checking – see instructions on page 21, item 6.8.

Attention — the disc has to be plane.

3.12 Fuel line on the heater (21)

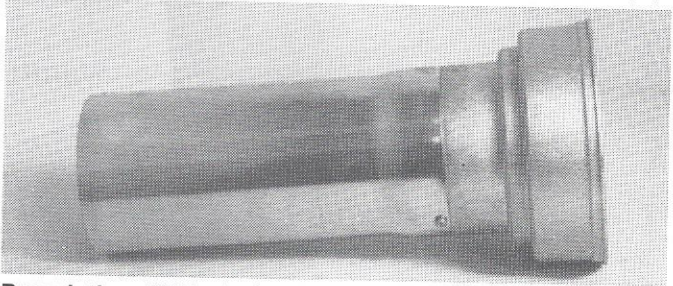


Description: The fuel pipes from the fuel tank are connected to the fuel suction pipe and the fuel return pipe on the heater.

Checks: The fuel hose has to be perfectly tight and without kinks. It must not pucker when the hose clip is tightened.

The fuel pipes on the heater as well as the fuel hose have to be replaced when defective.

3.13 Combustion chamber (16), Combustion air swirler (17)



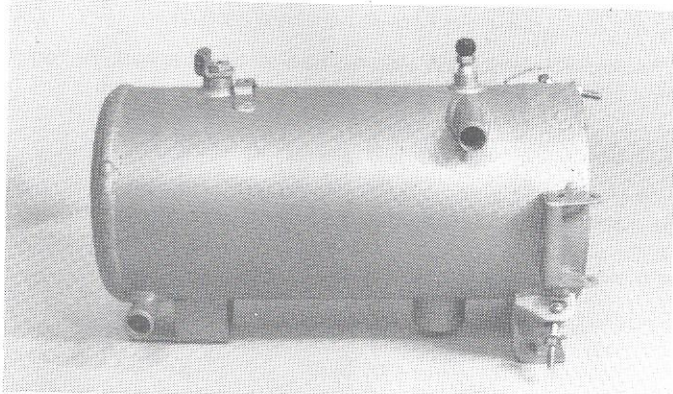
Description: Within the burner tube of the combustion chamber the fuel-air mixture, prepared by the high-pressure nozzle, is burned.

Checks: Soot deposits have to be removed.

Only DBW 2010: In case the twist body has been damaged by a too intensive heat effect, the combustion chamber and the flame detector have to be replaced.

Note — It is important that the combustion chamber is cleaned and inspected periodically.

3.14 Heat exchanger (15)



Description: The heat, produced by the combustion, is transmitted to the medium (coolant mixture) flowing through the heat exchanger.

Checks: Combustion residue has to be removed with a jet of water and a brush.

Exterior damages, as big marks caused by pressure, may affect the coolant flow.