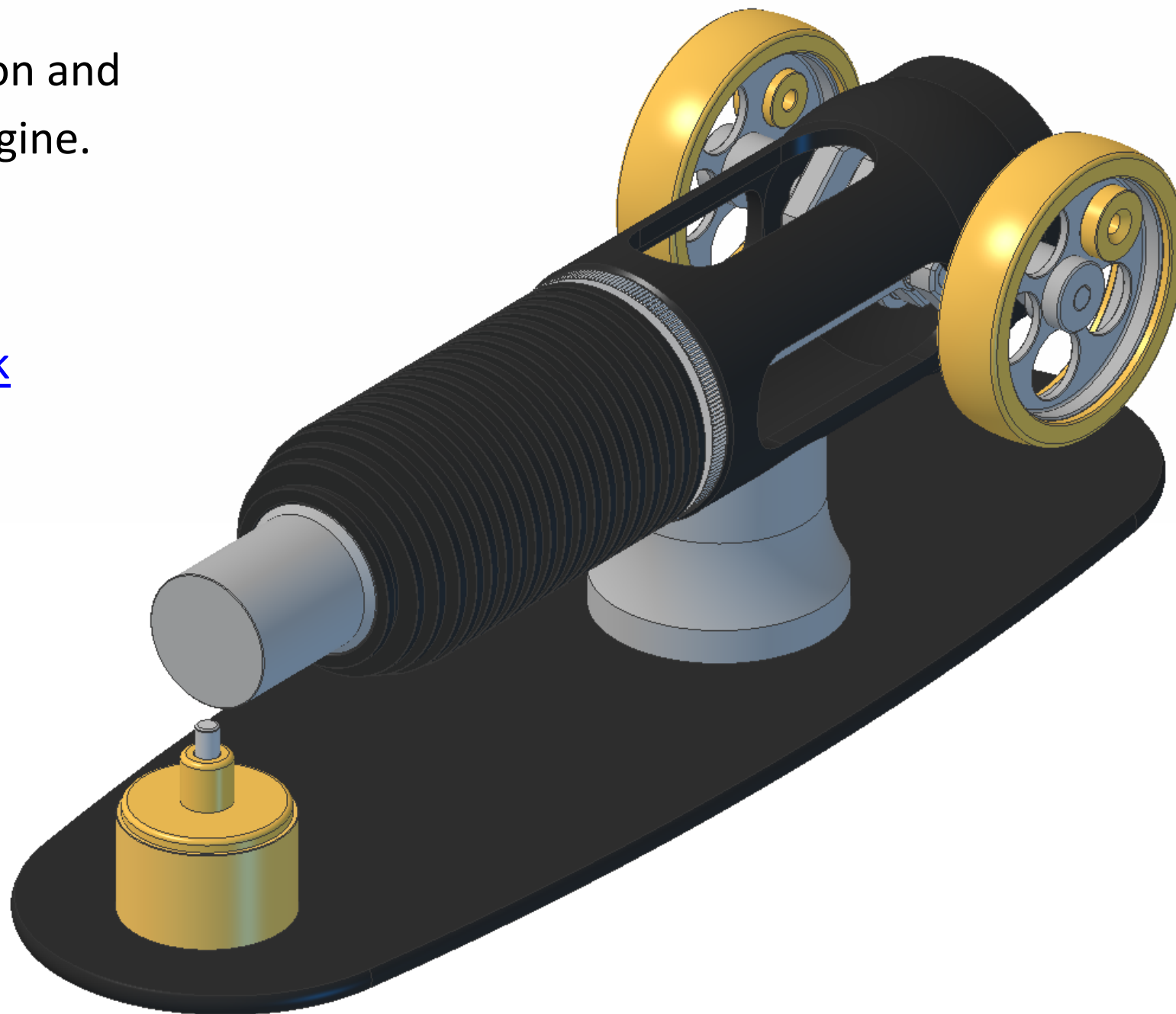


Kontax Stirling Engines KS18 instructions

This document covers operation and maintenance for your KS18 engine.

Contact details:

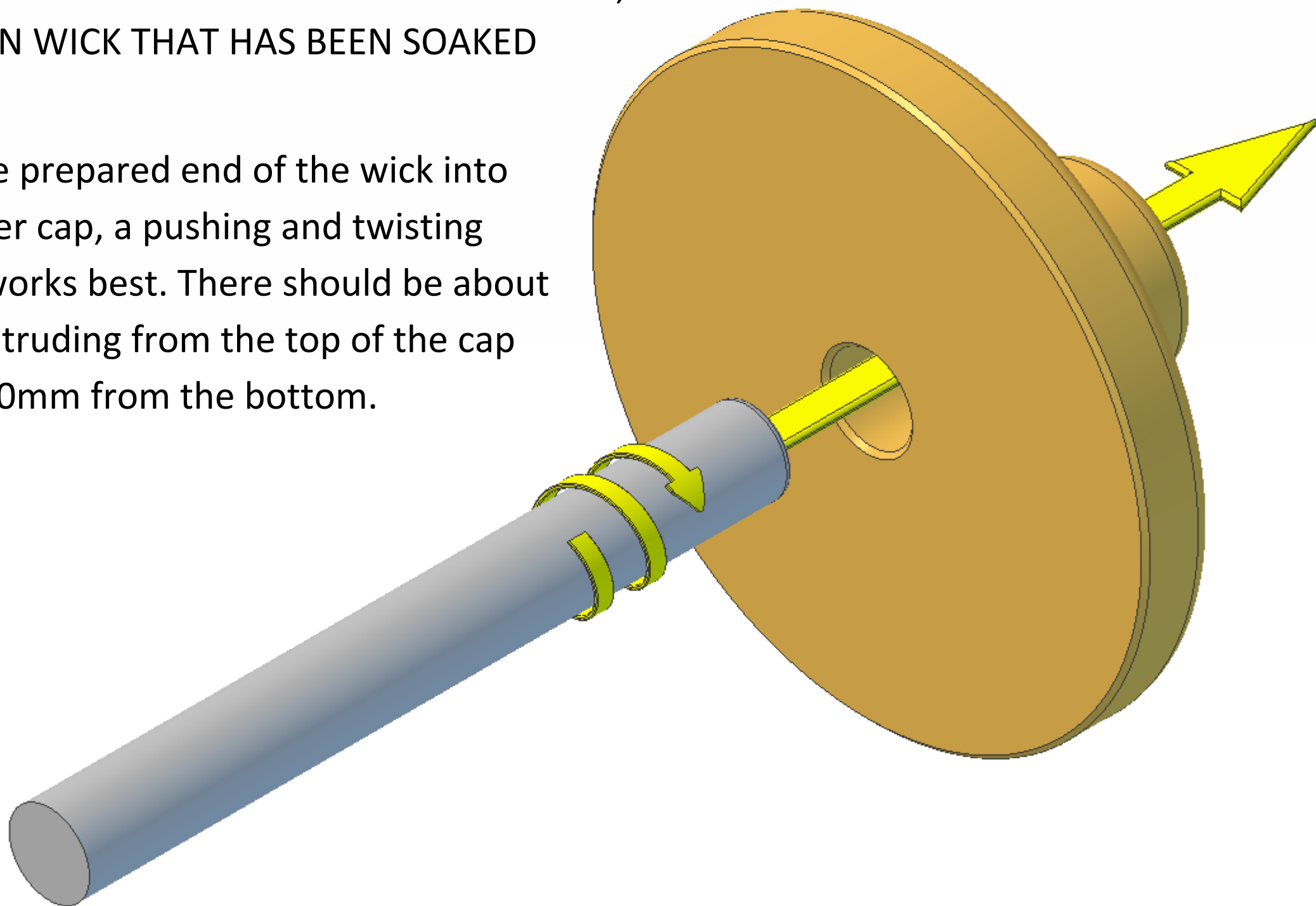
- www.stirlingengine.co.uk
- Kontax@btconnect.com
- Tel: 01452 905001 (UK)



If the top end of the wick is frayed you will need to burn off the loose fibres, allow to cool, and then roll the end into a blunt point.

**ONLY EVER PERFORM THIS STEP ON DRY WICK,
NEVER ON WICK THAT HAS BEEN SOAKED
IN FUEL.**

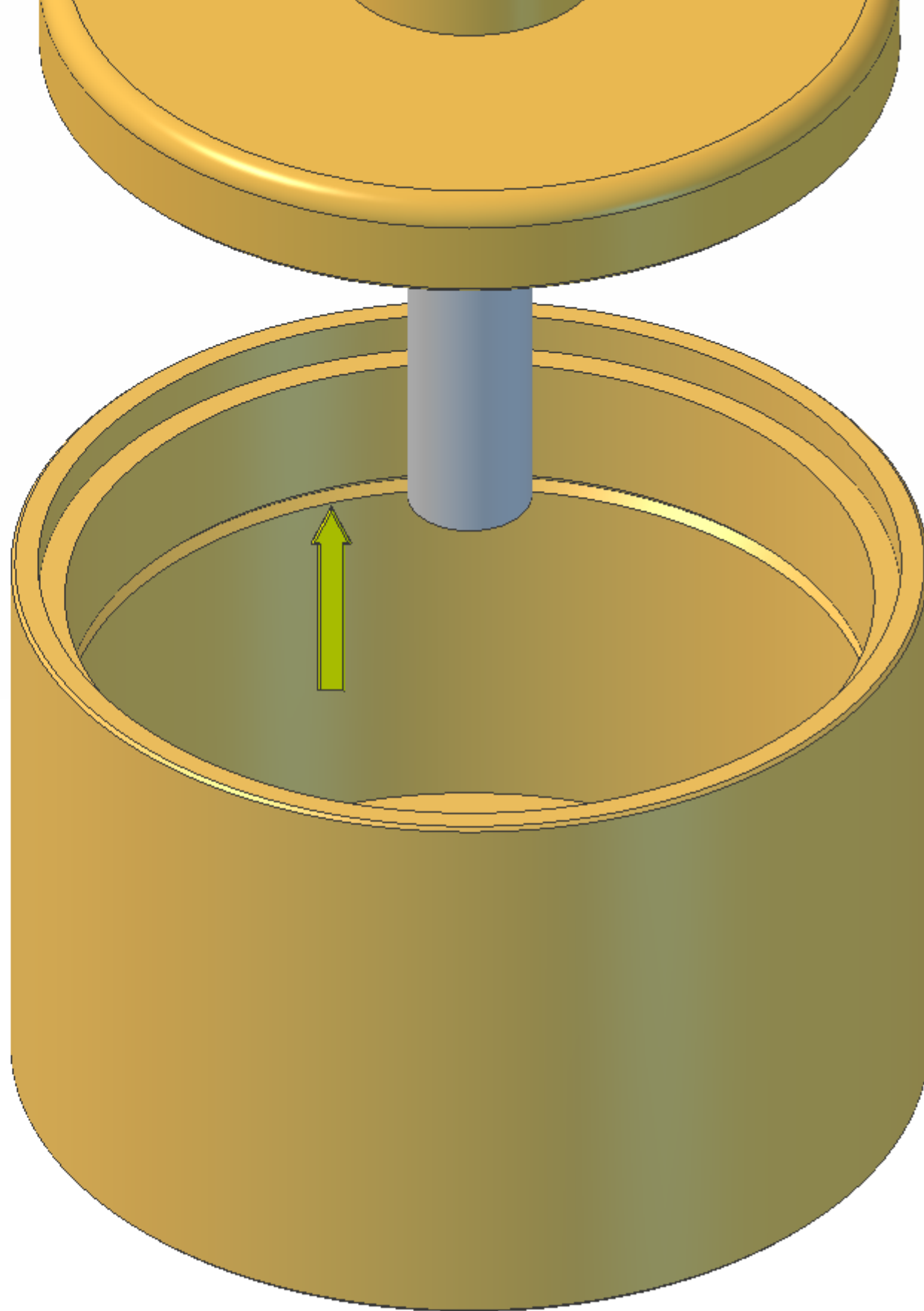
Insert the prepared end of the wick into the burner cap, a pushing and twisting motion works best. There should be about 6mm protruding from the top of the cap and 20-30mm from the bottom.



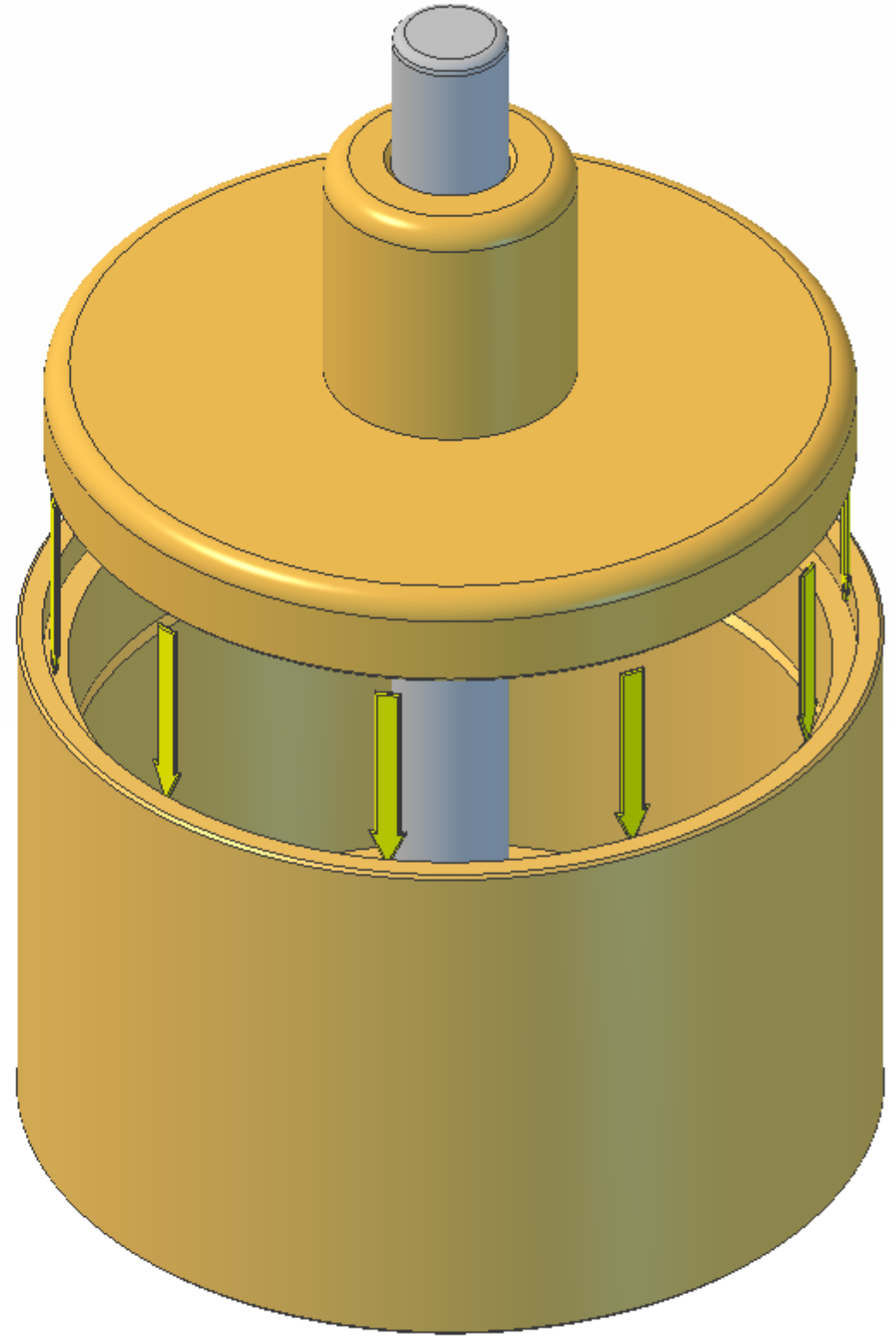
The engine uses Methylated Spirits or Denatured Alcohol as fuel.

Inside the burner there is a small step about a quarter of the way down, fill with fuel to this level AND NO MORE.

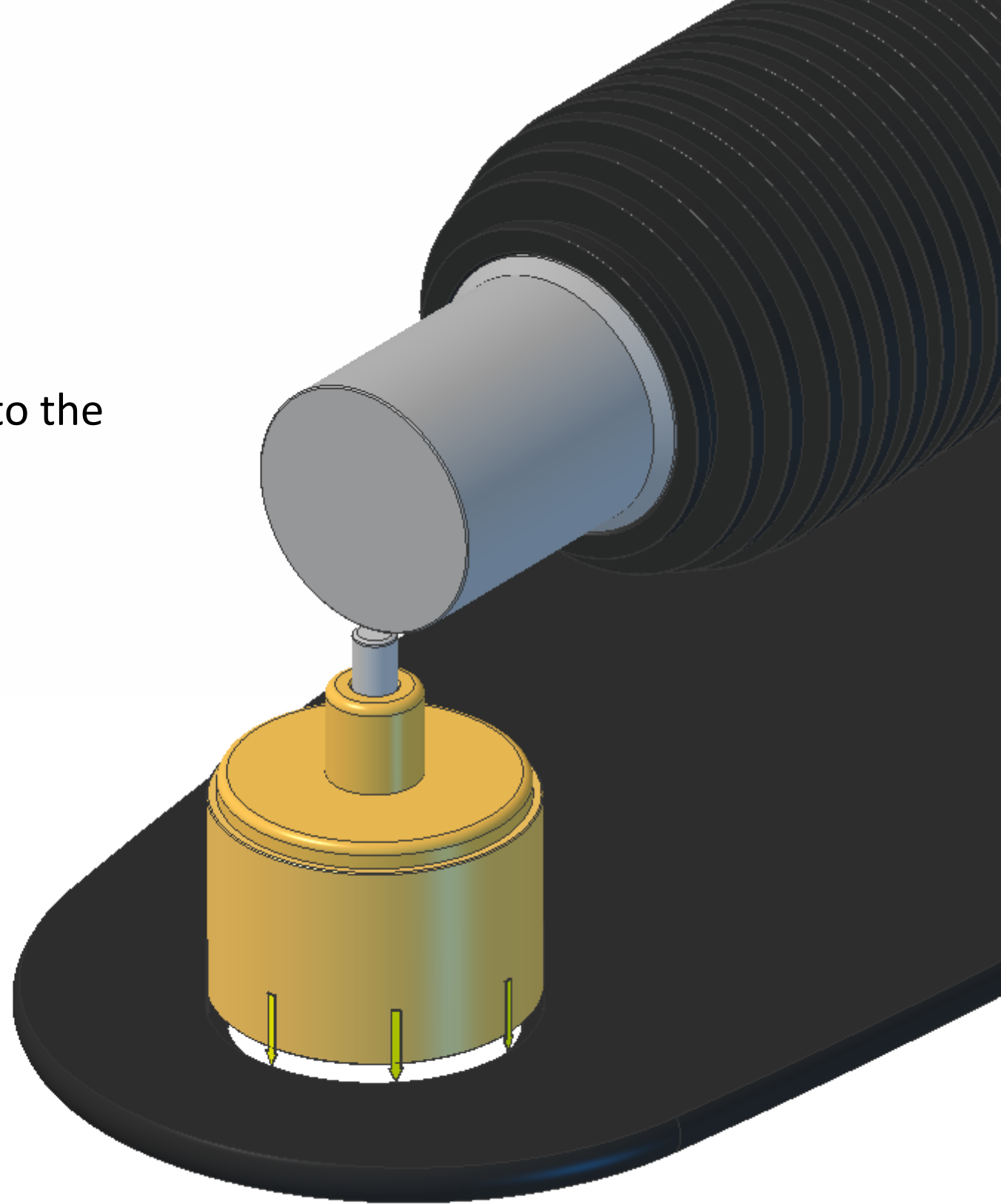
The burner body has a small vent hole in its side. This must always be kept clear or the burner cap might pop off during operation and spill burning fuel on the base plate.



Fit the burner cap into the burner body.



Fit the assembled burner into the hole in the plate.

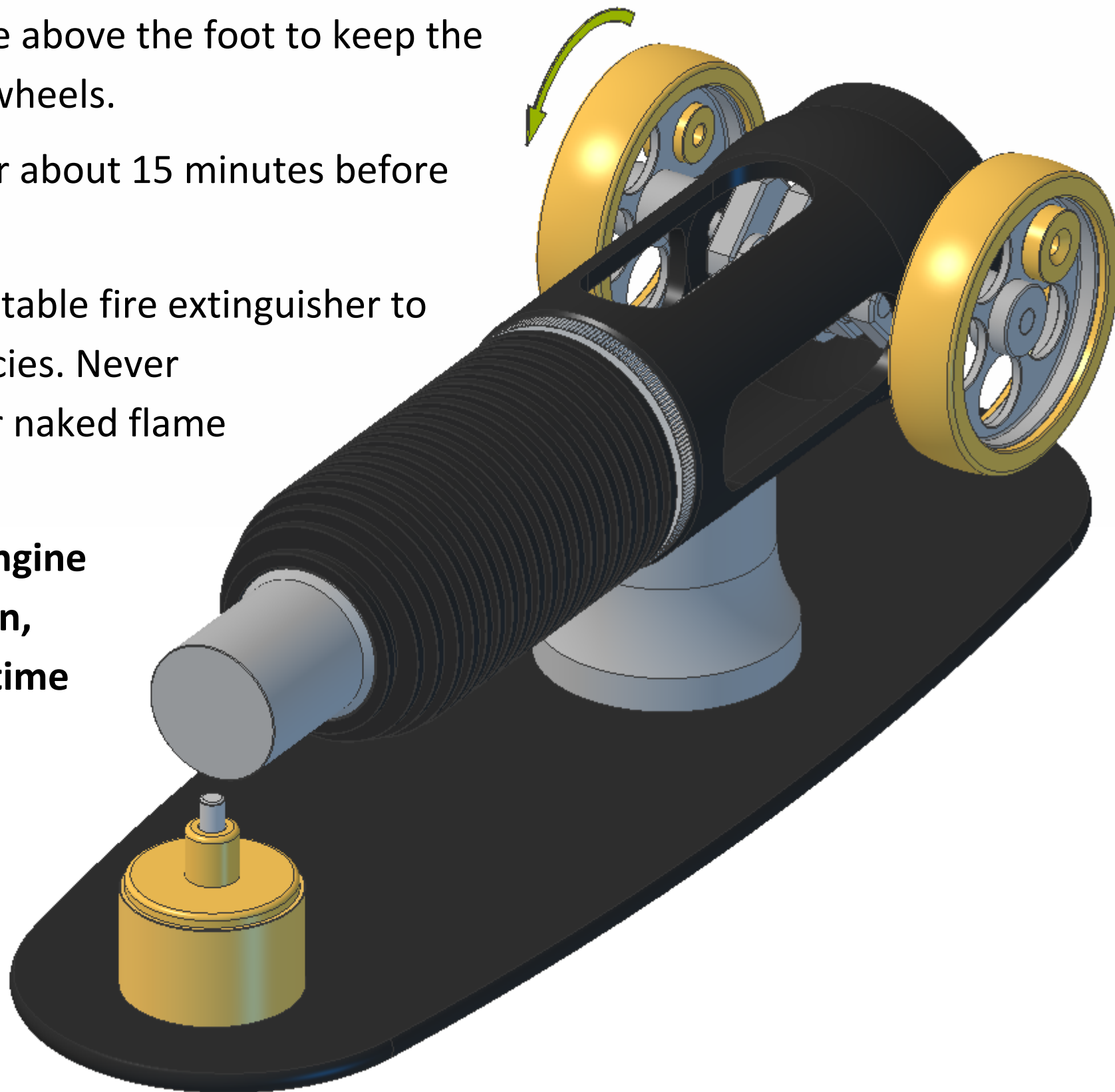


Light the wick and allow a minute or so to warm up. Press down on the engine above the foot to keep the engine still and spin the wheels.

The engine should run for about 15 minutes before the fuel runs out.

Make sure you have a suitable fire extinguisher to hand in case of emergencies. Never leave a running engine or naked flame unattended.

Remember, the whole engine gets very hot in operation, and stays hot for a long time after the flame is extinguished.



Oiling your engine – put one drop of sewing machine or 3-in-1 oil on the displacer stem & 8 ball-race bearings (shown in blue) before the first run and one drop every two hours of run time thereafter.

