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If you are not mechanically inclined or are not comfortable working on fueled appliances, I encourage you to send your lantern or stove back to Coleman® for repair. Click here for more information. Access to and use of this information are not mechanically inclined or are not comfortable working on fueled appliances, I encourage you to send your lantern or stove back to Coleman® for repair. Click here for more information.
purposes only. Forward. These instructions were written specifically for Coleman® lantern models in the 220 and 228 series from "B" to "F" models, but they can also be used for other double mantle lanterns. The location and function of parts may vary for different models. You should be able to work through these differences if you understand
what you are trying to accomplish. I encourage you to read the instructions in their entirety before starting. If you would like a better understanding of how lamps and lanterns work, visit the Old Town Learning Center. Some of the photos you will see here are used in other rebuilding sections of the website. If you see a stove or a single mantle
lantern, don't be alarmed. Many of the appliances have parts in common, and I'm just saving on photos and server space. Scope of repairs. These instructions were written to assist you with a full rebuild, but not all lanterns will require that level of service. You don't want to remove the check valve unless you absolutely must, and you may not need to
destroy a perfectly good valve stem packing. You will be cautioned before starting any step that is unusually difficult or may not be necessary. Replacement parts. Most of the parts can be cleaned and reused, but not all of them. Purchase the necessary replacement parts before starting work whenever possible. Click here to view a parts listing
for double mantle lanterns. Parts you should always replace, or at least have one spare: 1. Mantle. 2. Fuel filler cap, or the gasket. 3. Generator Parts that may be required: 1. Pump cup 2. Valve stem packing 3. Check valve and air stem Tools & Supplies. The following table shows the recommended tools and supplies you will need to follow
these instructions. Fire extinguisher Denatured alcohol 3/8", 7/16", 1/2" and 9/16" end wrenches Household spray cleaner Adjustable wrench Cotton swabs Small/med flat-tip screwdriver Soft rags Eye protection Rubbing compound (painted lanterns only) Slip-joint / needle-nose pliers Polishing wax (painted lanterns only) Small wire brush Carburetor
cleaner Old toothbrush Penetrating fluid Rifle bore brush Naval jelly Bench vise Lime-a-Way® or CLR® Small flashlight Neatsfoot oil or a light oil Small hammer Steel wool 0000 Propane torch White vinegar What happens if you get stuck? You can contact me via the Old Town Coleman Center Facebook page or you can email me at
oldtowncoleman@gmail.com. I usually answer emails in the mornings and evenings as I am only semi-retired and still have a real job during the day. Pictures should you have any questions about how something was positioned. "Before & after"
photos of the rebuild are always fun to see, and we'd love to display one on our Spit & Whittle Club page. Good luck and keep that fire extinguisher close by! Part I: Disassembly Part II: Cleaning Part III: Reassembly If you are not mechanically inclined or are not comfortable working on fueled appliances, I encourage you to send your lantern or stove
back to Coleman® for repair. Click here for more information. Access to and use of this information constitutes your agreement with our Terms and Conditions. The material presented here is for information and even
stoves. Rather than take another photo I simply used one photo for multiple lessons. 1.1 Drain the old fuel into an approved container for disposal. You can find a local hazardous waste recycling facility by doing an internet search. 1.2 Remove the ball nut, ventilator and globe. Unscrew the ball nut from the top of the lantern and
remove it. Lift off the ventilator and remove the globe. Set these parts aside. Your lantern should look like Figure 1.3 Remove the generator jamb nut and turn it counterclockwise to loosen (Figure 2). Once is it free, lift it up about an
inch. Now lift the generator tube upward about ½" to expose the tip cleaner rod and eccentric block under it (Figure 3). Pull the bottom of the rod away from the eccentric block. Remove the generator with jamb nut and set them aside. Figure 3 1.4 Remove the tip cleaner stem. Use a 3/8" end wrench on the fitting of the tip cleaner stem to
the valve body. Make sure you don't place the wrench on the packing nut. Turn the stem counterclockwise to release it. Once it becomes loose, rotate to remove it from the tip cleaner stem aside. 1.5 Remove the eccentric block. When you removed the tip cleaner stem, it released the eccentric block and it fell
inside the valve. Simply turn the lantern upside down and it will fall out. Set the eccentric block aside. Figure 4 1.6 Remove the burner. Turn the lantern so that it is facing away from you and locate the lower set screw on the back of the tip cleaner as shown in Figure 5. Use either a flat head or cross tip screwdriver to remove this screw. It will be at
an awkward angle so use caution not to strip it out. DO NOT remove the upper set screw which is on the burner head. Soak the air intake tube and tip cleaner junction well with penetrating fluid, and allow it to soak for 15 or so minutes as you don't want dry threads when you turn the burner. Have someone hold the lantern for you or place it in a
clamp. Grab the burner head and slowly rotate it counterclockwise to unscrew the air intake tube from the tip cleaner (Figure 6). If it doesn't come loose right away, rock rotate it back and forth gently. If it is just too tight, fit an adjustable wrench around one side of the burner head and turn it. Once you have the burner free, set it aside. Figure 5
Figure 6 The next few steps can scratch the paint on your lantern. If your painted fount is in good condition, you'll want to protect it. Refer to the Special Tools section to learn how to make a tool that will do this for you. 1.7 Loosen the frame nut. Locate the frame nut at the bottom-center of the frame. Use a 9/16" end wrench to turn the nut
counterclockwise and loosen it (Figure 7). There is not much room for the wrench so take your time and be patient. As soon as the gap between the frame rest up and insert your lid tool between the it and the fount (Figure 8). Continue turning the nut until it reaches the top of the threads. Figure 7
Figure 8 1.8 Remove the tip cleaner and frame. Spray the threaded area under the frame nut with penetrating fluid and allow it to sit for 30 minutes. While you're waiting, take a close look at it. There is a flat spot right between the threads for the generator jamb nut and the hole where the air intake tube just came out of. That is your target. Have
someone hold the lantern for you again or use a clamp to hold it. Take a 1/2" box-end wrench and place the open end down on the aforementioned flat spot, from above as shown in Figure 9. Center it well so that you don't hit the threads for the jamb nut. Now take a long screwdriver (or similar) and thread it though the box end of the 1/2" wrench.
Turn the wrench counterclockwise to unscrew the tip cleaner from the valve (Figure 10). Expect it to "pop" when it comes free of the fount. If this happens, just continue to
remove the valve with frame and tip cleaner, then place it in your bench vice to separate the tip cleaner from the valve wheel. Use a small flat-head screwdriver to remove the valve wheel and the two
should come apart. If they don't, tap the wheel down on your bench until the disc comes free. Set the valve wheel, direction disc and the screw aside. 1.10 Remove the frame rest. Slide the frame rest forward on the lantern until the slot in the front clears the valve stem. Lift at the front and guide it up and away from the fount. Set it aside. 1.11 Test
the check valve. If you can, now is a good time to test the function of your check valve. This is possible if the pump is working and the fuel filler cap holds pressure. Turn the pump fully counterclockwise and give the fount 20-25 pumps. Press the pump all the way down and let go of it. Rest a finger lightly over the hole in the pump handle and see
what happens. If your fount is pressurized and nothing happens, your check valve is leaking. If it lifts your finger very slowly, you can probably get away with not removing the check valve, because the air stem is a positive stop safety for you. However, if it pushes your finger
up quickly, you need to clean or remove the check valve. 1.12 Remove the valve inside down and place the valve inside the jaws of your bench vise (Figure 11). Keep it level as you snug the vise down on the valve. Turn the fount is soft and you can easily bend and/or damage it by being careless here. You are going to unscrew the fount
from the valve. Grab the fount firmly in both hands and gently squeeze. Slowly rotate it counterclockwise, ensuring that you stay level as you turn. Hold it close to your body, using the filler cap and pump to aid in rotating. You may have to apply some pressure to get it to turn--just make sure you don't tilt it. Once it comes free, release the vice and
unscrew the valve from the fount with your hands. When the threads are free, pull out the valve in your hand and turn the fuel & air tube. Hold the valve in your hand are free, pull it down slowly so you don't lose the
metering rod and spring inside. Set the fuel & air tube aside. 1.14 Disassemble the valve to your vise and place the wheel back on the valve stem to its fully clockwise
(closed) position. While holding the valve wheel closed, use a 9/16" end wrench to turn the valve stem nut counterclockwise (Figure 13). Do not allow the valve stem to turn while you are doing this. Continue turning the nut with your
 fingers and pull it off the end of the valve stem (Figure 14). If it is really tight you may need pliers to free it. Set the valve stem nut aside. Figure 13 Figure 14 Place the valve stem (Figure 14). If it is really tight you may need pliers to free it. Set the valve stem nut aside. Figure 13 Figure 14 Place the valve stem (Figure 14).
new one available. The valve stem is shown in Figure 16. From left to right you have a retainer stop, a packing retainer stop. Figure 15 Figure 16 Hold the packing "assembly" in your fingers and pull the valve stem out. Set the stem aside. The packing
 will probably stick to the retainer and/or the spacer. Try to get it free from the brass pieces as shown in Figure 17, but you may end up breaking the packing. Figure 17 1.15 Remove the pump. Spin your fount around and locate the pump cap. If
your lantern has two small screws securing the pump cap, remove them with a small flat-tip screwdriver and carefully pry one end of the pump clip out of the hole in the cap. Firmly grasp the free end with needle-nose pliers and guide it away from the
cap. Figure 18 Take some spray cleaner and wet the pump cap down. Allow it a minute or two to soak. Use a firm soft brush to remove the grease and oil from around the cap from the fount. If your lantern has a cap that is
 threaded on, turn it counterclockwise to remove. 1.16 Disassemble the pump. Turn your pump upside down to see how the pump cup is being held on. You may see some variation of a hex nut, or a thin self-locking "push-on" nut (Figure 19). Also note the flat surfaces on the round pump shaft, near the bottom end. Use these flat areas to hold the
 pump with pliers or wrench. If your pump is the style with a nut, use an adjustable wrench to turn it counterclockwise and remove. If it is the style with a push-on nut, place a small flat-tip screwdriver blade between the nut and the pump cup. Grab the outer
 edge of the backing plate with pliers and turn it counterclockwise to remove. You can now slide the return spring and pump cap off the pump. Set your disassembled pump aside (Figure 20). Figure 20 Inspect the condition of the leather pump cup. If it just dried out but appears to be intact, you can probably revive it. If the leather has
rotted, or has torn somewhere, it needs to be replaced. 1.17 Disassemble the 3-piece fuel filler cap. I ALWAYS recommend using a new replacement cap whenever possible. If you have an original cap that color-matches your lantern, polish it with your fount and use it for display. When you use the lantern, install a replacement cap. Or, you can
replace the insert gasket. I do not recommend this for pre-1963 non-Plamann caps with a hole in the side of the filler cap. Click here for more safety details on these caps. Tighten the filler cap down as tight as you can with your fingers. Note the gap between the top of the cap and the bottom of the screw. Spray this junction with penetrating fluid
and wipe away the excess. Allow it to sit for a few minutes. Locate the flat tip screwdriver squarely down on the center screw in your filler cap. Place the blade in the slot, aligning the screwdriver squarely down on the center screw.
aside. If it seems to slip as you turn the screw, the fuel filler cap is not tight enough. Re-tighten the cap with your fingers and try turning the screw will not come out after hand-tightening three or four times, you will need to
use pliers. Wrap a rag around the filler cap and gently approach it with slip-joint pliers. Be very careful and don't scratch the fount as the jaws turn. Be gentle on the squeeze but don't scratch the fount as the jaws turn. Be gentle on the squeeze but don't allow them to slip either. Once you finally have the screw out, loosen the filler cap and remove it. You should find the Insert still sitting on your lantern. Pull it off
and set it aside. 1.18 Remove the air stem aside. 1.18 Remove the air stem aside. Figure 21 Warning: Not all double mantle lanterns use the
to test the valve earlier and know that it is good, you are done. If you were unable to test it, you can do a simple test now. Clean the outside of the pump cylinder well, the place your mouth around it (yuk!). Blow into the fount, then try to pull air out of it. If you can't pull air out, the check valve is probably working just fine. You will be testing it again
during re-assembly so if you have a problem you can deal with it then. The location of the check valve is shown in Figure 22. If you need to remove it please visit the page on how to do this. Figure 22 Congratulations! You've finished tearing down your lantern! Part I: Disassembly Part II: Cleaning Part III: Reassembly Post your tech questions here,
 basket...especially if it's gas-powered."Looking for birthday lanterns: 3/72 and 3/74 Quick Cal Super Colemanaholic Posts: 1550 Joined: Sun Feb 17, 2019 1:49 am #2 Post by Quick Cal we "The Wrangler"Perfection Heater Collectors #1 Gold Bond Collector
#19Quick Lite Crew #39 Slant Saver #64Canadian Blues #58 Coleman 275 #1979Sears Collector #100 arizonacamper Super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #3 Post by arizonacamper super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #3 Post by arizonacamper super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #3 Post by arizonacamper super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #3 Post by arizonacamper super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #3 Post by arizonacamper super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #3 Post by arizonacamper super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #3 Post by arizonacamper super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #3 Post by arizonacamper super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #3 Post by arizonacamper super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #3 Post by arizonacamper super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #3 Post by arizonacamper super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #3 Post by arizonacamper super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #3 Post by arizonacamper super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #3 Post by arizonacamper super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #3 Post by arizonacamper super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #3 Post by arizonacamper super Sun Sep 24, 2017 5:21 pm #3 Post by arizonacamper super Sun Sep 24, 2017 5:21 pm #3 Post by arizonacamper super Sun Sep 24, 2017 5:21 pm #3 Post by arizonacamper super Sun Sep 24, 2017 5:21 pm #3 Post by arizonacamper super Sun Sep 24, 2017 5:21 pm #3 Post by arizonacamper super Sun Sep 24, 2017 5:21 pm #3 Post by arizonacamper super Sun Sep 24, 2017 5:21 pm #3 Post by arizonacamper super Sun Sep 24, 2017 5:21 pm #3 Post by arizonacamper super Sun Sep 24, 2017 5:21 pm #3 Post by arizona
renewable resource!!" "Normal people worry me!" "I'm not the friend you will hear from everyday but I'm the friend you can call on anyday." "Young enough to know I can Old enough to know I can Old
I.C.C.C. #2043 JimL Certified Colemanaholic Posts: 13268 Joined: Thu Mar 05, 2015 3:54 pm #4 Post by JimL » Thu Mar 12, 2020 3:32 am >>Perhaps the moderators will archive the video in technical assistance The video is not posted here. You could download it from Youtube. -Jim The internet is loaded with
scams. Send me $19.95 and I'll show you how to avoid them. Flammable liquids, open flame, what could go wrong? arizonacamper Super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #5 Post by arizonacamper Super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #5 Post by arizonacamper Super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #5 Post by arizonacamper Super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #5 Post by arizonacamper Super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #5 Post by arizonacamper Super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #5 Post by arizonacamper Super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #5 Post by arizonacamper Super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #5 Post by arizonacamper Super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #5 Post by arizonacamper Super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #5 Post by arizonacamper Super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #5 Post by arizonacamper Super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #5 Post by arizonacamper Super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #5 Post by arizonacamper Super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #5 Post by arizonacamper Super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #5 Post by arizonacamper Super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #5 Post by arizonacamper Super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #5 Post by arizonacamper Super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #5 Post by arizonacamper Super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #5 Post by arizonacamper Super Colemanaholic Posts: 1987 Joined: Sun Sep 24, 2017 5:21 pm #5 Post by arizonacamper Super S
on YouTubeShawn Shawn "Stupidity is the only renewable resource!!" "Normal people worry me!" "I'm not the friend you will hear from everyday but I'm the friend you will hear from everyday but I'm the friend you will hear from everyday but I'm the friend you can call on anyday." "Young enough to know I shouldn't Stupid enough to know I shouldn't
appreciation #74 Milspec syndicate #39 I.C.C.C. #2043 holliswood Super Colemanaholic Posts: 2027 Joined: Fri Jan 18, 2019 10:55 am #6 Post by holliswood » Thu Mar 12, 2020 8:17 am Thanks for the time, effort, and information you've provided. They've been very informative. -Fred ICCC Member #1871 MilSpec-Ops #1278 Coleman Quick Lite
Crew #41 Perfection Heater Collectors #2 CANADIAN BLUES SYNDICATE #57 Coleman Slant Saver #65 Coleman 275 Appreciation Syndicate #7 Big Ferd on YouTube mgmlvks Super Coleman Chandelier Shanty Syndicate #7 Big Ferd on YouTube mgmlvks Super Coleman Chandelier Shanty Syndicate #7 Big Ferd on YouTube mgmlvks Super Coleman Chandelier Shanty Syndicate #7 Big Ferd on YouTube mgmlvks Super Coleman Chandelier Shanty Syndicate #7 Big Ferd on YouTube mgmlvks Super Coleman Chandelier Shanty Syndicate #7 Big Ferd on YouTube mgmlvks Super Coleman Chandelier Shanty Syndicate #7 Big Ferd on YouTube mgmlvks Super Coleman Chandelier Shanty Syndicate #7 Big Ferd on YouTube mgmlvks Super Coleman Chandelier Shanty Syndicate #7 Big Ferd on YouTube mgmlvks Super Coleman Chandelier Shanty Syndicate #7 Big Ferd on YouTube mgmlvks Super Coleman Chandelier Shanty Syndicate #7 Big Ferd on YouTube mgmlvks Super Coleman Chandelier Shanty Syndicate #7 Big Ferd on YouTube mgmlvks Super Coleman Chandelier Shanty Syndicate #7 Big Ferd on YouTube mgmlvks Super Coleman Chandelier Shanty Syndicate #7 Big Ferd on YouTube mgmlvks Super Coleman Chandelier Shanty Syndicate #7 Big Ferd on YouTube mgmlvks Super Coleman Chandelier Shanty Syndicate #7 Big Ferd on YouTube mgmlvks Super Chandelier Shanty Syndicate #7 Big Ferd on YouTube mgmlvks Syndicate #7 Big Ferd on YouT
Video. I was nervous as heck watching as there was not screen over the drain opening (voice of experience) Mike, ICCC member #1156, Slant Saver Group #011, 275 Appreciation Syndicate #0215, FAS #20 - Confusing Future Generations of Collectors One Lantern at a Time "In order for the light to shine so brightly, the darkness must be
present "Francis Bacon (and - for those who have asked - avatar from postcard and says "Coming Home by Rail". ... be00_z.jpg Rustytank Super Colemanaholic Posts: 4209 Joined: Sat Nov 09, 2019 7:29 pm #9 Post by Rustytank Super Colemanaholic Posts: 4209 Joined: Sat Nov 09, 2019 7:29 pm #9 Post by Rustytank Super Colemanaholic Posts: 4209 Joined: Sat Nov 09, 2019 7:29 pm #9 Post by Rustytank Super Colemanaholic Posts: 4209 Joined: Sat Nov 09, 2019 7:29 pm #9 Post by Rustytank Super Colemanaholic Posts: 4209 Joined: Sat Nov 09, 2019 7:29 pm #9 Post by Rustytank Super Colemanaholic Posts: 4209 Joined: Sat Nov 09, 2019 7:29 pm #9 Post by Rustytank Super Colemanaholic Posts: 4209 Joined: Sat Nov 09, 2019 7:29 pm #9 Post by Rustytank Super Colemanaholic Posts: 4209 Joined: Sat Nov 09, 2019 7:29 pm #9 Post by Rustytank Super Colemanaholic Posts: 4209 Joined: Sat Nov 09, 2019 7:29 pm #9 Post by Rustytank Super Colemanaholic Posts: 4209 Joined: Sat Nov 09, 2019 7:29 pm #9 Post by Rustytank Super Colemanaholic Posts: 4209 Joined: Sat Nov 09, 2019 7:29 pm #9 Post by Rustytank Super Colemanaholic Posts: 4209 Joined: Sat Nov 09, 2019 7:29 pm #9 Post by Rustytank Super Colemanaholic Posts: 4209 Joined: Sat Nov 09, 2019 7:29 pm #9 Post by Rustytank Super Colemanaholic Posts: 4209 Joined: Sat Nov 09, 2019 7:29 pm #9 Post by Rustytank Super Colemanaholic Posts: 4209 Joined: Sat Nov 09, 2019 7:29 pm #9 Post by Rustytank Super Colemanaholic Posts: 4209 Joined: Sat Nov 09, 2019 7:29 pm #9 Post by Rustytank Super Colemanaholic Posts: 4209 Joined: Sat Nov 09, 2019 7:29 pm #9 Post by Rustytank Super Colemanaholic Posts: 4209 Joined: Sat Nov 09, 2019 7:29 pm #9 Post by Rustytank Super Colemanaholic Posts: 4209 Joined: Sat Nov 09, 2019 7:29 pm #9 Post by Rustytank Super Colemanaholic Posts: 4209 Joined: Sat Nov 09, 2019 7:29 pm #9 Post by Rustytank Super Colemanaholic Posts: 4209 Joined: Sat Nov 09, 2019 7:29 pm #9 Post by Rustytank Super Colemanaholic Posts: 4209 Joined: 4209 Joined: 4209 Joined: 4209 Joined: 4209 Joined: 4209 Joined: 
great video that shows how. Thanks for sharing this! Call me Rusty Coleman Blues 243's #175 Sunflame appreciation club #2 275 Appreciation Syndicate #0245 Lucky Charms Lanterns 9/41, 3/68, 3/73, 11/97, 12/00 Thy word is a lamp unto my feet, and a light unto my path. - Psalm
 119:105. Fj40z Colemanaholic Posts: 291 Joined: Tue Mar 05, 2019 3:31 am #11 Post by Fj40z » Tue Mar 17, 2020 1:05 am Really good video explaining a process that's still fairly foreign to me. I'll feel fairly confident reviving my next generator! StephenQuicklite Crew #3Coleman Slant Saver #55The Coleman Blue's 243's #157275 Appreciation
 Syndicate member #0245 maddawg308 Senior Member Posts: 162 Joined: Thu Aug 25, 2016 2:15 am #12 Post by maddawg308 » Tue Mar 17, 2020 2:11 am Thanks for posting this, and for making the video. Well thought out, and easy to follow. Salute! Mike, maddawg308 Nil-SpecOps #762Bernz-O-Matic Appreciation Club #762Build a man a fire
 and he'll be warm for the night. Set a man on fire, and he'll be warm for the rest of his life! Post your tech questions here, lots of knowledge available. Nickster were for the night. Set a man on fire, and he'll be warm for the rest of his life! Post your tech questions here, lots of knowledge available. Nickster were for the night. Set a man on fire, and he'll be warm for the rest of his life! Post your tech questions here, lots of knowledge available. Nickster were for the night.
fall and it will not stay lit. The mantles partially lite and flair a little when I hold a match to them but won't stay lit. I can smell gas when this is happening too. I tried to take it apart but the brass screw in back will not come out and I don't want to strip it or break it off. I can't get a phillips screwdriver on it squarely. So, I took the mantles and screens
off and tried some canned compressed air blowing backwards and nothing came out. I had the generator out also trying to get the top apart but I really could see not problem with that. I put it back in and tried again with new mantles and the same issue persists. Is it possible there could be an issue down in the fount? Is there a good way to get the
brass screw out of the back? I have a new in the package generator for the 220 series, is it worth trying that first before dismantling it again? Thanks in advance. Steve ke4ljh Serious Colemanaholic Posts: 684 Joined: Wed Jul 19, 2017 6:05 pm #2 Post by ke4ljh Serious Colemanaholic Posts: 684 Joined: Wed Jul 19, 2017 6:05 pm #2 Post by ke4ljh Serious Colemanaholic Posts: 684 Joined: Wed Jul 19, 2017 6:05 pm #2 Post by ke4ljh Serious Colemanaholic Posts: 684 Joined: Wed Jul 19, 2017 6:05 pm #2 Post by ke4ljh Serious Colemanaholic Posts: 684 Joined: Wed Jul 19, 2017 6:05 pm #2 Post by ke4ljh Serious Colemanaholic Posts: 684 Joined: Wed Jul 19, 2017 6:05 pm #2 Post by ke4ljh Serious Colemanaholic Posts: 684 Joined: Wed Jul 19, 2017 6:05 pm #2 Post by ke4ljh Serious Colemanaholic Posts: 684 Joined: Wed Jul 19, 2017 6:05 pm #2 Post by ke4ljh Serious Colemanaholic Posts: 684 Joined: Wed Jul 19, 2017 6:05 pm #2 Post by ke4ljh Serious Colemanaholic Posts: 684 Joined: Wed Jul 19, 2017 6:05 pm #2 Post by ke4ljh Serious Colemanaholic Posts: 684 Joined: Wed Jul 19, 2017 6:05 pm #2 Post by ke4ljh Serious Colemanaholic Posts: 684 Joined: Wed Jul 19, 2017 6:05 pm #2 Post by ke4ljh Serious Colemanaholic Posts: 684 Joined: Wed Jul 19, 2017 6:05 pm #2 Post by ke4ljh Serious Colemanaholic Posts: 684 Joined: Wed Jul 19, 2017 6:05 pm #2 Post by ke4ljh Serious Colemanaholic Posts: 684 Joined: Wed Jul 19, 2017 6:05 pm #2 Post by ke4ljh Serious Colemanaholic Posts: 684 Joined: Wed Jul 19, 2017 6:05 pm #2 Post by ke4ljh Serious Colemanaholic Posts: 684 Joined: Wed Jul 19, 2017 6:05 pm #2 Post by ke4ljh Serious Colemanaholic Posts: 684 Joined: Wed Jul 19, 2017 6:05 pm #2 Post by ke4ljh Serious Colemanaholic Posts: 684 Joined: Wed Jul 19, 2017 6:05 pm #2 Post by ke4ljh Serious Colemanaholic Posts: 684 Joined: Wed Jul 19, 2017 6:05 pm #2 Post by ke4ljh Serious Colemanaholic Posts: 684 Joined: Wed Jul 19, 2017 6:05 pm #2 Post by ke4ljh Serious Colemanaholic Posts: 684 Joined: 684 Joined: Wed Jul 19, 2017 6:05 pm #2 Post by ke4ljh Serious 
tube. If it worked fine last time you used it, that's my first assumption. The F's can be difficult to dismantle. See if you can run a long zip tie into the manifold through the burner tube. You might need to put a little bend in the tip. Also,
try blowing air with an air hose or canned air used for cleaning computer keyboards into the burner tube. Remove the burner tap. No need to put on a mantle. Just try a normal start. You should see blue flames. Let us know how it goes. We can help with dismantling if necessary. Stephen
 Florida aluminated Colemanaholic Posts: 332 Joined: Mon Oct 16, 2023 8:20 pm #3 Post by aluminated » Fri Dec 22, 2023 4:48 pm Kevin Alt-248 on the number keypad = ^{\circ} Alt-241 = ^{\circ} oldfox66 Super Colemanaholic Posts: 6763 Joined: Sat Nov 05, 2022 1:13 pm #4 Post by oldfox66 » Fri Dec 22, 2023 4:59 pm I would try the new generator since you
 have it. To remove those screws I have 3 different drivers I use. 1st is a 90 degree #2 phillips, sometimes the smaller head will grip at the angle from the burner frame 3rd is a JIS cross head. They are ground at a different angle than US phillips are. However, you do not need to remove the air tube- you can unscrew the ecentric
(pricker) block from the valve with the tube still in it. Just loosen the hold down nut as you will be spinning the frame and burner assembly at the same time. Brian Coleman Slant Saver #71 MilSpec Syndicate #1941 Quicklite Crew #70 Coleman Slant Saver #71 MilSpec Syndicate #1941 Quicklite Crew #70 Coleman Slant Saver #71 MilSpec Syndicate #1941 Quicklite Crew #70 Coleman Slant Saver #71 MilSpec Syndicate #1941 Quicklite Crew #70 Coleman Slant Saver #71 MilSpec Syndicate #1941 Quicklite Crew #70 Coleman Slant Saver #71 MilSpec Syndicate #1941 Quicklite Crew #70 Coleman Slant Saver #71 MilSpec Syndicate #1941 Quicklite Crew #70 Coleman Slant Saver #71 MilSpec Syndicate #1941 Quicklite Crew #70 Coleman Slant Saver #71 MilSpec Syndicate #1941 Quicklite Crew #70 Coleman Slant Saver #71 MilSpec Syndicate #1941 Quicklite Crew #70 Coleman Slant Saver #71 MilSpec Syndicate #1941 Quicklite Crew #70 Coleman Slant Saver #71 MilSpec Syndicate #1941 Quicklite Crew #70 Coleman Slant Saver #71 MilSpec Syndicate #1941 Quicklite Crew #70 Coleman Slant Saver #71 MilSpec Syndicate #1941 Quicklite Crew #70 Coleman Slant Saver #71 MilSpec Syndicate #1941 Quicklite Crew #70 Coleman Slant Saver #71 MilSpec Syndicate #1941 Quicklite Crew #70 Coleman Slant Saver #71 MilSpec Syndicate #1941 Quicklite Crew #70 Coleman Saver #71 MilSpec Syndicate #1941 Quicklite Crew #70 Coleman Saver #70 Coleman Saver #71 MilSpec Syndicate #1941 Quicklite Crew #70 Coleman Saver #71 MilSpec Syndicate #70 C
 #028 Tribal member of the Weredafoxawee Nation old-school youngster » Fri Dec 22, 2023 5:49 pm As no one else suggested this, I will- For the screw, hit it with some penetrating oil and let it sit a little while. If you have a small torch (like they
use in a kitchen for crem brule) use that to apply some heat to the screw and tip cleaner assembly. You can also get a small torch/lighter at a tobacco shop (usually used to light cigars). that should do the trick to free up that screw. If you still have trouble getting the lantern run, you may need to do a full tear down and clean the fuel/air tube. The
 video posted above by aluminated is a great one. that guy Frank Bibb is AWSEOME at this stuff. Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and ch
before tearing things apart, spin the tip cleaner!! Again and again, that is why Coleman put an easy to use tip cleaner on it's lanterns, the tips plug a LOT and need to be cleaned. Keith old-school_youngster serious Colemanaholic Posts: 596 Joined: Thu Dec 14, 2023 10:44 pm #7 Post by old-school_youngster » Fri Dec 22, 2023 6:03 pm I feel STUPID
for not thinking of that! However I did reasonably assume that would have been tried already. BUT, make sure the tip cleaning lever is at the BOTTM of it's rotation. Bill "That was to easy. Take it back off and check it!" Nickster Member Posts: 28 Joined: Fri Aug 26, 2022 1:31 am #8 Post by
Nickster » Fri Dec 22, 2023 8:34 pm I got the screw out with a pair of small channel lock, linspected the hold down nut but then could not get anything to turn. Had no way to hold the bottom or the valve. I inspected the generator and it
looked great so I reassembled it. So I took it to the garage and uncovered an old compressor and pulled off the screens and blew the heck out of it up thru the manifold while plugging each hole. I put some new gas into it and without new mantles tried to light it. Had a lot of air and then only a little gas as it burned for only about 15 seconds and then
only air again. No more gas. I'm guessing it's in the fount someplace. Can the air come thru without the gas? I don't have a tool to remove those parts in the fount. My laptop is down and the desktop locks up when I try to play a video. Rats. Huntaholic Super Colemanaholic Posts: 1585 Joined: Sat Jun 25, 2022 1:04 pm #9 Post by Huntaholic » Fri Dec
22, 2023 8:42 pm Lots of folks here LOVE those 220Fs and Es, me personally, I HATE them. They are a royal PITA to tear down and clean! Chances are, your fuel/air pickup tube is clogged and that means it has to come completely apart to fix. Get a strap wrench from harbor fright, clamp an adjustable in a vice, adjust to fit the fitting where the tip
cleaner is, put it in the wrench, and using the strap wrench, break the whole thing apart. It sounds way more complicated than it is btw. Huntaholic, AKA Richard Coleman 275 Appreciation Syndicate #65 ICCC #2290 Coleman Quick Lite crew #79 Coleman Slant Saver #89 Coleman Coleman Slant Saver #89 Coleman Slant Slant Saver #89 Coleman Slant Slant Saver #89 Coleman Sl
Chandelier Shanty Syndicate #1 Company B #15 Majicwrench Super Colemanaholic Posts: 7459 Joined: Mon Jul 30, 2012 9:33 pm #10 Post by Majicwrench » Fri Dec 22, 2023 9:14 pm are you experienced lighting them w/o mantles? Is a bit different. In my experience, you need lower pressure in font, preheat generator w torch, then open valve all
the way, doesn't seem to work well at 1/4 turn. Even then, is often not a steady burn unless you hold your tongue just right. Lanterns burn better with mantles on. It takes an incredibly tiny piece of debris to plug the tip..... and you will often still hear hissing..... spin the tip cleaner. Keith Nickster Member Posts: 28 Joined: Fri Aug 26, 2022 1:31 am
#11 Post by Nickster » Fri Dec 22, 2023 11:42 pm No I'm not experienced at lighting them w/o the mantles and I had it full pressure. I did preheat the generator with a torch. Tried it with the valve 1/4 turn and more. Dashwood Serious Colemanaholic Posts: 993 Joined: Sat Nov 05, 2022 1:52 pm #12 Post by Dashwood » Sat December 11 Post by Nickster » Fri Dec 22, 2023 11:42 pm No I'm not experienced at lighting them w/o the mantles and I had it full pressure. I did preheat the generator with a torch. Tried it with the valve 1/4 turn and more. Dashwood Serious Colemanaholic Posts: 993 Joined: Sat Nov 05, 2022 1:52 pm #12 Post by Dashwood November 1/4 turn and more. Dashwoo
23, 2023 12:28 am Nickster wrote: ↑Fri Dec 22, 2023 11:42 pm No I'm not experienced at lighting them w/o the mantles and I had it full pressure. I did preheat the generator with a torch. Tried it with the valve 1/4 to start? old-school youngster Serious
Colemanaholic Posts: 596 Joined: Thu Dec 14, 2023 10:44 pm #13 Post by old-school youngster » Sat Dec 23, 2023 12:42 am On the issue of the screw- while I am not an "expert" like many here are, I am of the impression that if it was a phillips self tapper, it was probably not the original screw. I believe Coleman used straight blade screws then. It
you want to make it easy on yourself in the future, replace it with a torx or Allen head and either use a bit with a 1/4" ratchet wrench, or a wobble head Allen wrench to reinstall it. Just be sure the new screw doesn't protrude to far into the air tube, not sure if that will disturb the airflow. Just my two cents. Bill "That was to easy. Take it back off and
check it!" Bill "That was to easy. Take it back off and check it!" Lines Super Colemanaholic Posts: 4415 Joined: Sat Jun 25, 2022 11:45 am #14 Post by Lines » Sat Dec 23, 2023 12:58 am Can the air come thru without the gas? Yes, if the pick up tube is clogged, or the metering rod is stuck, you will only get air unless you tilt the lantern to get fuel
through the air port of the F/A tube. You can also pressurize the fount, open the valve 1/4 turn and shake it to get fuel in the air port. Either way, you'll probably need to fix it. I had a 220F 1966 model with that problem. Turned out that the previous owner disassembled the F/A system and forgot to put the meter rod spring back in. Last edited by
Lines on Sat Dec 23, 2023 1:10 am, edited 1 time in total. critmass_34 super Colemanaholic Posts: 8060 Joined: Wed Oct 26, 2022 11:22 pm #15 Post by critmass_34 super Colemanaholic Posts: 8060 Joined: Wed Oct 26, 2022 11:22 pm #15 Post by critmass_34 super Colemanaholic Posts: 8060 Joined: Wed Oct 26, 2022 11:22 pm #15 Post by critmass_34 super Colemanaholic Posts: 8060 Joined: Wed Oct 26, 2022 11:22 pm #15 Post by critmass_34 super Colemanaholic Posts: 8060 Joined: Wed Oct 26, 2022 11:22 pm #15 Post by critmass_34 super Colemanaholic Posts: 8060 Joined: Wed Oct 26, 2022 11:22 pm #15 Post by critmass_34 super Colemanaholic Posts: 8060 Joined: Wed Oct 26, 2022 11:22 pm #15 Post by critmass_34 super Colemanaholic Posts: 8060 Joined: Wed Oct 26, 2022 11:22 pm #15 Post by critmass_34 super Colemanaholic Posts: 8060 Joined: 8060 J
could pick up a pair like the slot one pictured. I never have any luck with a naked burn, I always forget and add too much pressure. As others have posted, any small pieces of debris can get to the generator tip from the fount and give you fits. Roll the tip cleaner often if needed. Hope you get it sorted out and post some pictures of it running when you
do. My friends call me Big Jack Coleman Quick Lite Crew # 77 Coleman Slant Saver # 98 Nickster Member Posts: 28 Joined: Fri Aug 26, 2022 1:31 am #16 Post by Nickster » Sat Dec 23, 2023 2:48 am I got the screw out with a channel lock pliers. It was a self tapping screw with a phillips head. I put it back in with a drop of oil on it and it went in like
butter. It is no longer a problem. I'm thinking I'll have to take out the fuel/air pickup tube and see if you can get a flow of fuel and air, and not just butter. It is no longer a problem. I'm thinking I'll have to take out the fuel/air pickup tube and see if you can get a flow of fuel and air, and not just butter. It is no longer a problem. I'm thinking I'll have to take out the fuel/air pickup tube and see if you can get a flow of fuel and air, and not just butter. It is no longer a problem. I'm thinking I'll have to take out the fuel/air pickup tube and see if you can get a flow of fuel and air, and not just butter. It is no longer a problem. I'm thinking I'll have to take out the fuel/air pickup tube and see if you can get a flow of fuel and air, and not just butter. It is no longer a problem. I'm thinking I'll have to take out the fuel/air pickup tube and see if you can get a flow of fuel and air, and not just butter.
air. I had a 502 stove with those symptoms you're having. I got it unplugged by filling the fount 1/2 full of acetone and soaking overnight. Be very careful not to get any on the paint. I ended up doing a full breakdown on it anyway, but it was working. hikerduane Super Colemanaholic Posts: 8698 Joined: Tue Jul 31, 2012 1:33 am #18 Post by
hikerduane » Sat Dec 23, 2023 3:30 am A naked burn requires 10 to 12 pumps maybe so the flame out the caps doesn't get blown out. Duane Formerly all seasons, year round backpacker and camper. So many stoves and lanterns, who's counting. All years of USA 200/200A's and large Primus 96 collection. Nickster Member Posts: 28 Joined: Fri Aug
26, 2022 1:31 am #19 Post by Nickster » Mon Dec 25, 2023 10:24 pm Lots going on this weekend so I didn't get the burn issue taken care of yet. But, while watching Franks video on rebuilding 2 mantle lanterns, he showed the finger test to see if your pump valve is leaking. So I tried it just for the heck of it and sure enough it would raise my finger
every time. Sometimes faster than others. So I didn't have a valve puller so I poured some through the vinegar down the pump and pushed some through the vinegar from the pump tube and inserted the pump. Pumping feels a lot better as it
feels like it's pumping the full stroke instead of just half. My question is, Do I need to rinse it out before putting the gas in or is it good to go without rinsing the vinegar remnants? critmass_34 Super Colemanaholic Posts: 8060 Joined: Wed Oct 26, 2022 11:22 pm #20 Post by critmass_34 » Mon Dec 25, 2023 10:31 pm Nickster wrote: ↑Mon Dec 25
2023 10:24 pm Lots going on this weekend so I didn't get the burn issue taken care of yet. But, while watching Franks video on rebuilding 2 mantle lanterns, he showed the finger every time. Sometimes faster than others. So I didn't
 have a valve puller so I poured some vinegar down the pump and pushed some through the vinegar from the pump tube and inserted the pump. Pumping feels a lot better as it feels like it's pumping the full stroke instead of just
half. My question is, Do I need to rinse it out before putting the gas in or is it good to go without rinsing the vinegar remnants? I would. Pump some carb cleaner through the CV then oil the pump leather again. Put a little fuel in the fount, shake it around then dump it out. My friends call me Big Jack Coleman Quick Lite Crew # 77 Coleman Slant
 Saver # 98 old-school youngster Serious Colemanaholic Posts: 596 Joined: Thu Dec 14, 2023 10:44 pm #21 Post by old-school youngster » Tue Dec 26, 2023 1:13 am I wold rinse it out with water a couple times, then run a little denatured alcohol around in it a couple times. Use an air compressor to help that evaporate pretty good before filling with
 fuel. Again, that all comes from Frank. Side note, did you all know Frank is the guy that STARTED this forum? I just found out the other day. THANK YOU FRANK! Bill "That was to easy. Take it back off and check it!" Billdog37 Serious Colemanaholic Posts: 755 Joined: Tue May 01, 2012 3:25 pm
 #22 Post by Billdog37 » Wed Dec 27, 2023 5:57 am Frank had old town coleman bbs (bulletin board service) long ago. Some may still remember those days. He sold to Bob Hitchcock. Cigar Mike took over from him. Mike retired and now Rob owns it. I believe I have that right. Without them we wouldn't have the site, knowledge and parts available
 today. The camaraderie here is outstanding. People helping others with that odd part they have that's in a parts box. One mans junk is another mans treasure. BillICCC# 1225 desmobob Senior Member Posts: 215 Joined: Tue Nov 05, 2013 12:06 am #23 Post by desmobob Senior Member Posts: 215 Joined: Tue Nov 05, 2013 12:06 am #23 Post by desmobob Senior Member Posts: 215 Joined: Tue Nov 05, 2013 12:06 am #23 Post by desmobob Senior Member Posts: 101 am Nickster wrote: ↑Mon Dec 25, 2023 10:24 pm
 so I poured some vinegar down the pump and pushed some through the vinegar from the pump tube and let it air out overnight. I put the cap on and wiped out the vinegar from the pump tube and let it air out overnight. I put the cap on and wiped out the vinegar from the pump tube and let it air out overnight. I put the cap on and wiped out the vinegar from the pump tube and let it air out overnight. I put the cap on and wiped out the vinegar from the pump tube and let it air out overnight. I put the cap on and wiped out the vinegar from the pump tube and let it air out overnight.
 Do I need to rinse it out before putting the gas in or is it good to go without rinsing the vinegar remnants? Pouring some solvent into the pump tube and pushing it through with the pump is a great way to clean out a check valve but, next time, you might be better off using Coleman Fuel or carb cleaner instead of vinegar is 92-96% water.) I'd
got the screw out with a channel lock pliers. It was a self tapping screw with a phillips head. I put it back in with a drop of oil on it and it went in like butter. It is no longer a problem. I'm thinking I'll have to take out the fuel/air pickup tube and see if it's plugged. Yes, delaying the inevitable. Based on what you've done so far and the fact that you are
getting air through generator strongly indicates an issue with the fuel/air tube. Leaky check valve shouldn't matter much if you're closing the pumping. Also, you can leave the generator off when checking for fuel flow if you want. Just keep your eyes out the way! StevePartial to single mantles & backpacking stoves (liquid fuel, of
 course!) old-school youngster Serious Colemanaholic Posts: 596 Joined: Thu Dec 14, 2023 10:44 pm #25 Post by old-school youngster » Wed Dec 27, 2023 6:38 pm With the check valves, if it isn't tight you can have a pressure
leak. The new style have an O ring on them which can degrade over time (depending on what kind of solvents have been used). Helps determine if it's the ball bearing or the check valve body is leaking. Only necessary if you have a leak there in the first place. Hope you're able to figure this out. Bill "That was to easy. Take it back off and check it!" Bill
   That was to easy. Take it back off and check it!" BungalowBoy Super Colemanaholic Posts: 1518 Joined: Sat Nov 20, 2021 4:31 am #26 Post by BungalowBoy » Wed Dec 27, 2023 7:12 pm Here is what the screw for the airtube should look like from a 220 F. With the generator removed and pressure in the fount, I would crack open the valve a guarter
turn and see if you get fuel and air coming through. Then I would put the generator from the top of the generator from the gene
pressure, then your mantles will quickly go out. I usually get the screw out by inserting the proper size Phillips screwdriver and giving it a few taps with a hammer, not too hard, but just enough to break the bond of the screw. And then I give it a twist with the screwdriver and it usually backs out. Good luck, Butch Utah old-school youngster Serious
Colemanaholic Posts: 596 Joined: Thu Dec 14, 2023 10:44 pm #27 Post by old-school youngster » Wed Dec 27, 2023 7:51 pm So the original screw IS a Philips? ok, I stand corrected on that. Thank you for that. I prefer to have accurate info. But is it a "self tapper"? Or just a course thread? Bill "That was to easy. Take it back off and check it!" Bill
"That was to easy. Take it back off and check it!" Nickster Member Posts: 28 Joined: Fri Aug 26, 2022 1:31 am #28 Post by Nickster » Wed Dec 27, 2023 11:01 pm The original screw is a Philips self tapping like the one pictured. Actually it came loose fairly easy with the channel lock pliers. I was careful to not break it off. As usual I do as little as
possible to get lamp working because I don't have the knowledge or skills to do an overhaul. So, when I found the check valve leaking I referred to Franks info on the Old Town Coleman Troubleshooting page. According to Frank in the check valve portion, pour in some vinegar, push some through and wait a few hours for it to work. I pushed it
through twice, waited like 6 hours, and then dumped all the vinegar. I let is set a couple days because of the holidays. I emailed Frank to ask him about flushing the vinegar and he said to push some alcohol through the valve and pour some in the fount and shake it to rinse the inside of water or vinegar. I never put water in so I wasn't worried about
that. I put the alcohol into the fount (and a handfull of 1/4"nuts) and shook it around and then dumped it. I then rinsed it twice with the Crown gas I have. I did pump it up to check the pump, and it works 10 times better now than before. It felt like it was only pumping in air about 1/4 of the stroke at the bottom. Now it feels like it's pumping air the full
stroke. Wow! Earlier I did manage to blow some air from a compressor up into the manifold. Later when trying to remove the burner assembly I did loosen it and some bug parts came out. I never got as far as removing the base but I blew a bunch of them out. I think they were ants though so I don't know if that could have been the problem
Tomorrow I'm gonna fire it up again with a couple sacrificial mantles and if it works, I'm done. If not, I'll tear it down. I really don't want to, so my fingers are crossed. Thanks for the help so far. Steve old-school youngster » Thu Dec 28, 2023 4:03
am Always happy to share information and tech advice. Let us know what happens. If you get it lit, post a picture, please. Bill "That was to easy. Take it back off and check it!" Nickster Member Posts: 28 Joined: Fri Aug 26, 2022 1:31 am #30 Post by Nickster » Mon Jan 01, 2024 5:45 pm Well I took
it apart yesterday. No way to hold the fount so I put a 1/2" wrench on it, turned it upside down in the vise and no dice. No matter how hard I tried, I could not turn it. So I bought a strap wrench and still was very difficult to get it. The tip cleaner broke loose with a crack. So I took the cleaner off and noticed
burn marks on the inside of the collar and bottom of the base. Evidently there was a leak there somewhere under the base that had ignited once or more. It appears that the flame was on the right side of the valve came loose. Both items had
some kind of red sealer on them. Pipe dope I guess. I used to fit pipe and I could not believe how hard they were to turn off those small fittings. I'm trying to attach a picture on here so we'll see how that goes. Gonna soak some parts today and make sure the fount is clean for the assembly. Got to order a couple things before I can finish it. Nickster
Member Posts: 28 Joined: Fri Aug 26, 2022 1:31 am #31 Post by Nickster » Mon Jan 01, 2024 5:47 pm It appears that the air/gas tube is bent slightly. Is that a problem enough to replace it? I have to order some stuff anyway. Majicwrench Super Colemanaholic Posts: 7459 Joined: Mon Jul 30, 2012 9:33 pm #32 Post by Majicwrench » Mon Jan 01,
2024 6:21 pm The critical part of that is the F/A assembly, and especially the hole on bottom. You need to loosed the hex just below the valve threads. It should be easy (famous last words) Then clean the rod well (steel wool works) AND the hole at bottom, a toothpick works. Keith old-school youngster Serious Colemanaholic Posts: 596 Joined: Thu
Dec 14, 2023 10:44 pm #33 Post by old-school youngster » Mon Jan 01, 2024 6:29 pm I would. One possible cause for the bow, or bend in the tube would be that the valve was clocked farther than it should have been, which would restrict the fuel flow, and if the metering rod is bulged at the bottom, then it can not retract as the valve is opened and
allow fuel flow. The red sealer was probably lock-tight or some other thread lock compound. Try to clean that off and maybe use a thread SEALANT instead (thread lock and sealant are different). Do not use pipe dope or Teflon tape. They are not rated for petroleum fuels. Just my 2 cents. Of course I do know the entire history of that specific lantern.
Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take it back off and check it!" Bill "That was to easy. Take i
properly. There is LOTS of discussion on what to use as a sealer, each has its own followers, but it is a tapered self sealing fitting if not over tightened in the past. Teflon tape WILL work fine, I've used it on fuel fittings for 40 years without a failure, but be extra carefull NOT to over tighten it as it acts as a lubricant. Myself, I use GasOila non-setting as
I do not need the locking feature of the hardset. In case you didn't notice the valve goes in between the fuel cap and the valve, or 45 degrees to each. Brian Coleman Slant Saver #71 MilSpec Syndicate #1941 Quicklite Crew #70 Coleman
275 Appreciation Syndicate #0266 BernzOmatic Appreciation Club #041 Frank Appreciation Syndicate #028 Tribal member of the Weredafoxawee Nation Nickster were New Jan 03, 2024 6:01 pm Well a local repair shop had the valve packing I needed to repack the valve. You see
I had it totally disassembled and I soaked and cleaned everything. I'm convinced the problem was the air/gas tube under the valve. I reassembled it and I put in a new generator although the original looked good. I took it outside last night and tried it out. No dice, nothing but air and it drained off the pressure quickly. I tried several times then I took it
back inside and gave it and me a rest. I Looked at it again this morning and noticed the burner assembly and the cleaner assembly were slightly out of alignment so I loosened the screw and was able to turn the burner to line it all up and reinstalled the generator. I pumped it up good and for the first time noticed a gurgle of gas. So I waited a minute
and lit the mantles which stayed lit only a short time. Then pumped it up really good and lit it again and quickly slipped on the glass and top. It's now still burning after an hour or so. I think the problem last night was I was not waiting long enough for the gas to get to the generator. Next time I'll know it takes a long time to get there. Thanks to you all
for the help in getting this old girl going. I'm hoping to use it often. As Frank says, "Keep 'em burnin." Steve oldfox66 Super Colemanaholic Posts: 6763 Joined: Sat Nov 05, 2022 1:13 pm #38 Post by oldfox66 Super Colemanaholic Posts: 6763 Joined: Sat Nov 05, 2022 1:13 pm #38 Post by oldfox66 Super Colemanaholic Posts: 6763 Joined: Sat Nov 05, 2022 1:13 pm #38 Post by oldfox66 Super Colemanaholic Posts: 6763 Joined: Sat Nov 05, 2022 1:13 pm #38 Post by oldfox66 Super Colemanaholic Posts: 6763 Joined: Sat Nov 05, 2022 1:13 pm #38 Post by oldfox66 Super Colemanaholic Posts: 6763 Joined: Sat Nov 05, 2022 1:13 pm #38 Post by oldfox66 Super Colemanaholic Posts: 6763 Joined: Sat Nov 05, 2022 1:13 pm #38 Post by oldfox66 Super Colemanaholic Posts: 6763 Joined: Sat Nov 05, 2022 1:13 pm #38 Post by oldfox66 Super Colemanaholic Posts: 6763 Joined: Sat Nov 05, 2022 1:13 pm #38 Post by oldfox66 Super Colemanaholic Posts: 6763 Joined: Sat Nov 05, 2022 1:13 pm #38 Post by oldfox66 Super Colemanaholic Posts: 6763 Joined: Sat Nov 05, 2022 1:13 pm #38 Post by oldfox66 Super Colemanaholic Posts: 6763 Joined: Sat Nov 05, 2022 1:13 pm #38 Post by oldfox66 Super Colemanaholic Posts: 6763 Joined: Sat Nov 05, 2022 1:13 pm #38 Post by oldfox66 Super Colemanaholic Posts: 6763 Joined: Sat Nov 05, 2022 1:13 pm #38 Post by oldfox66 Super Colemanaholic Posts: 6763 Joined: Sat Nov 05, 2022 1:13 pm #38 Post by oldfox66 Super Colemanaholic Posts: 6763 Joined: Sat Nov 05, 2022 1:13 pm #38 Post by oldfox66 Super Colemanaholic Posts: 6763 Joined: Sat Nov 05, 2022 1:13 pm #38 Post by oldfox66 Super Colemanaholic Posts: 6763 Joined: Sat Nov 05, 2022 1:13 pm #38 Post by oldfox66 Super Colemanaholic Posts: 6763 Joined: Sat Nov 05, 2022 1:13 pm #38 Post by oldfox66 Super Colemanaholic Posts: 6763 Joined: Sat Nov 05, 2022 1:13 pm #38 Post by oldfox66 Super Colemanaholic Posts: 6763 Joined: 6763 Joi
a while. I usually wait at least 2 minutes and then if nothing will pick it up, turn it 45 degrees on it's side and slightly shake it. I'll then run it a short time, turn it off and let it cool, then relight it. If it still doesn't gurgle and light within a couple of minutes you know you need
to tear it down, if it light fine it was just a dry system. Looks great! Brian Coleman Slant Saver #71 MilSpec Syndicate #0266 BernzOmatic Appreciation Club #041 Frank Appreciation Syndicate #028 Tribal member of the Weredafoxawee Nation aluminated Colemanaholic Posts: 332
Joined: Mon Oct 16, 2023 8:20 pm #39 Post by aluminated » Wed Jan 03, 2024 6:31 pm oldfox66 wrote: 1 Wed Jan 03, 2024 6:09 pm Yup, it can take a couple of minutes to 'charge' the tube and generator of a fresh fettle or even one that has sat for a while. I usually wait at least 2 minutes and then if nothing will pick it up, turn it 45 degrees on it's
side and slightly shake it. That gets fuel down the air pickup hole of the FA tube and will let you light it. I'll then run it a short time, turn it off and let it cool, then relight it. If it still doesn't gurgle and light within a couple of minutes you know you need to tear it down, if it light fine it was just a dry system. Looks great! 'Tis a strangely effective dance
ye describe, surely passed down by the Elders (and Head Mechanics.) I'll try to remember it too. Kevin Alt-248 on the number keypad = ° Alt-241 = ± Majicwrench » Wed Jan 03, 2024 7:40 pm Toby, that is a great bit you wrote. When things are all correct,
you do not need to turn it on it's side, or shake lantern. Done right they light. Keith critmass 34 Super Coleman Slant Saver # 98
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