Rodney Industries
A Division of Vinidex Pty Ltd

FIREBUG

FCT2 - 5 Litre

Assembly Instructions & User Manual

www.rodneyind.com.au

5 LITRE FIREBUGS

THANK YOU FOR PURCHASING A RODNEY INDUSTRIES' FIREBUG DRIP TORCH.

For more than 35 years Rodney Industries have been supplying the Australian market with the iconic "FireBug" Fire Control Drip Torch.

We understand the importance of safety, quality and reliability when dealing with fire control processes; that is why our Fire Bugs are manufactured to the Australian standard AS\NZS 2906.

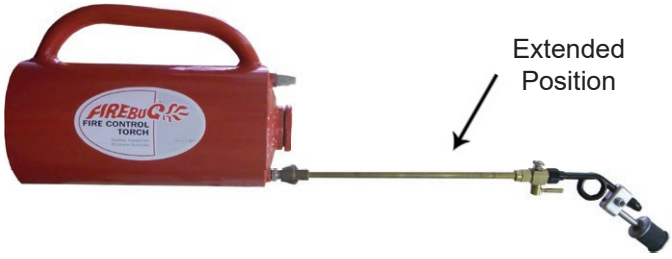
Our FireBugs have also undergone vigorous and destructive testing by Nata accredited Test Engineers to ensure safety and durability.

Disclaimer: Back burning equipment should be used by trained, experienced personnel only. Precautions should be taken to prevent danger to yourself and others. A means of escape should always be located before setting fires where rapid spread may prove hazardous to yourself or others. All petroleum products should be handled with the same precautions as when working with fuel. Keep torch in good working condition, make sure all connections are tight, inspect on a regular basis and replace any damaged parts with original replacement parts only.

ASSEMBLING THE FIREBUG

Before the drip torch is used, it is essential that it is assembled correctly.

Take the FCT2 and loosen the brass locking nut. Extend the wand fully; refasten the brass locking nut observing the pig tail is of correct orientation.



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OPERATING THE FIREBUG

Before using a Firebug, conduct a visual inspection for evidence of damage or unsatisfactory operation.

Units that have evidence of excessive damage, fuel leakage or other unsafe defects should not be used and should have a suitable Out of Service tag attached to prevent accidental usage.

Fill the Firebug fuel canister with the correct pre-mixed fuel, up to approximately 80% capacity. (FCT1 – 50mm from the top of the canister, FCT2 – 60mm from the top of the canister) It is important to leave a vapour space in the canister to allow for fuel expansion due to temperature increases, and to ensure that the bleed screw dip tube is connected to the vapour space when the canister is inverted for use.

FUEL OPTIONS

RISK RATING	SAFE	SAFER	SAFEST
FUEL TYPE	ULP : Diesel	ULP : Diesel	Kerosene
MIX RATIO	1 : 2	1 : 3	100%

Note: Although the Firebug has been Bio-fuel compatible since February 2012, we do not recommend its use due to the varying nature of the bio-fuel distillation processes.

After fueling the canister, replace and tighten the fuel cap, and wipe away any excess fuel on the outside of the canister whilst making sure all operating valves are closed.

It is a characteristic of petrol (ULP) that it will expand with increasing ambient temperature and this may occur even over a short time span. As the fuel expands, it causes the pressure inside the canister to increase. To relieve any pressure build up, Loosen the fuel cap one turn with the canister in an upright position. Excessive pressure inside the canister may result in liquid fuel being forced out of the bleed screw when it is opened.

When testing the Firebug, select a safe location outside in a well ventilated area, and clear of any combustible material. To test, open the fuel tap then open the bleed screw ¼ of a turn. Tilt the Firebug forward until the wand is pointing down at an angle between 35O and 45O while making sure that the wand tip is positioned over a small amount of dry kindling or dead foliage. Allow the fuel to saturate the wick stone and drip onto the kindling. Stand the Firebug upright away from the kindling, and light the kindling. Note that the kindling should ignite quietly and smoothly, without sudden combustion. If the kindling lights suddenly, recheck the fuel mixture as the proportion of petrol (ULP) may be too high.

When the kindling is alight invert the Firebug with the wick stone in the flame. Adjust the burn rate by manipulating the fuel tap until the desired rate of fuel flow is achieved. Raising the wand until the tip is above the canister will cause the fuel to stop flowing onto the wick stone. Raising and lowering the wick may be useful for lighting small spot fires. Do not stand the Firebug fully upright whilst the wick is still alight.

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OPERATING THE FIREBUG

When finished using the Firebug, close the fuel tap and the bleed screw and allow the residual fuel in the wand to drain. If necessary, extinguish the wick by kicking loose soil over the wick stone. Do not use water to extinguish the wick as this may result in difficulty lighting the wick for further use.

When transporting the Firebug, ensure that it is secured in an upright position. If the unit contains fuel, transport it with the fuel tap opened to allow any excess pressure that may occur to safely vent. The wand on the FCT2 Firebug should be fully extended to ensure that the bottom of the wand is clear of any fuel in the canister.

Do not place Firebugs that have residual fuel in the canister, into storage.

Do not attempt to weld, cut or apply heat to a used Firebug canister as it will contain residual flammable vapours, even when fully drained of liquid fuel.

MAINTAINING RODNEY INDUSTRIES FIREBUGS

Due to the harsh usage conditions that Firebugs may be exposed to, and the fact that they may contain flammable fuel mixes, it is vital the each unit is regularly inspected and maintained to ensure its ongoing serviceability and user safety .

Rodney Industries strongly recommends that:

- The minimum inspection and maintenance actions, as detailed in the attached table, be strictly followed
- No attempt should be made to repair or modify damaged or defective components. Only genuine Rodney Industries supplied replacement components are to be used.
- When transporting Firebugs, each unit should be secured in a Rodney Industries transport bracket assembly that is securely attached to the transporting vehicle.
- Damaged or leaking Firebugs should not be used until the damage or fault is rectified.
- Firebugs should be drained of all fuel before being placed into storage. The storage location should be well ventilated and away from any potential ignition sources.

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INSPECTION AND MAINTENANCE

Item	Inspect For	Inspection Frequency	Remedial Action
Fuel Cap and O Ring	Damage or evidence of perishing or hardening of the O Ring. Defective or worn threads on the fuel cap.	Prior to each refueling.	Replace damaged or perished O Rings. Replace worn or damaged Fuel Caps.
Canister surface and welds	Damage or evidence of fuel leakage.	Prior to each new fire control task.	Replace Canisters that show evidence of leakage or excessive damage.
Bleed Screw	Correct operation of the bleed screw. Condition and alignment of bleed screw retainer. Evidence of fuel leakage around the bleed screw, O Ring and thread. (To check, invert the canister until the vent is in contact with the fuel).	Prior to each new fire control task.	Replace damaged or leaking bleed screws and O Rings.
Butterfly Gland Nut and Seals *(if fitted)*	Correct operation of the butterfly nut. That the wand is firmly locked in place when the butterfly nut is tightened. Evidence of fuel leakage around the gland assembly (To check, invert the canister until the wand pick up is in contact with the fuel).	Prior to each new fire control task.	Replace damaged or leaking Gland Nut Assemblies
Fuel Tap	Correct operation and condition of the fuel tap. Evidence of fuel leakage around the fuel tap assembly (To check, invert the canister until the wand pick up is in contact with the fuel).	Prior to each new fire control task	Replace damaged or leaking Fuel Taps
Wand Tip	Damaged or missing components.	Prior to each new fire control task	Replace damaged Wand Tip Assemblies
Wand	Excessive damage or evidence of fuel leakage along tube length and around ferrule nuts.	Prior to each new fire control task	Replace damaged Wand Tubes and Fittings
Safety Decals	All decals clearly legible.	Prior to each new fire control task	Replace damaged or illegible decals

Note: Before inverting canisters that contain fuel for inspection purposes, ensure that the fuel cap, the bleed screw and the fuel tap are secured in the closed position.

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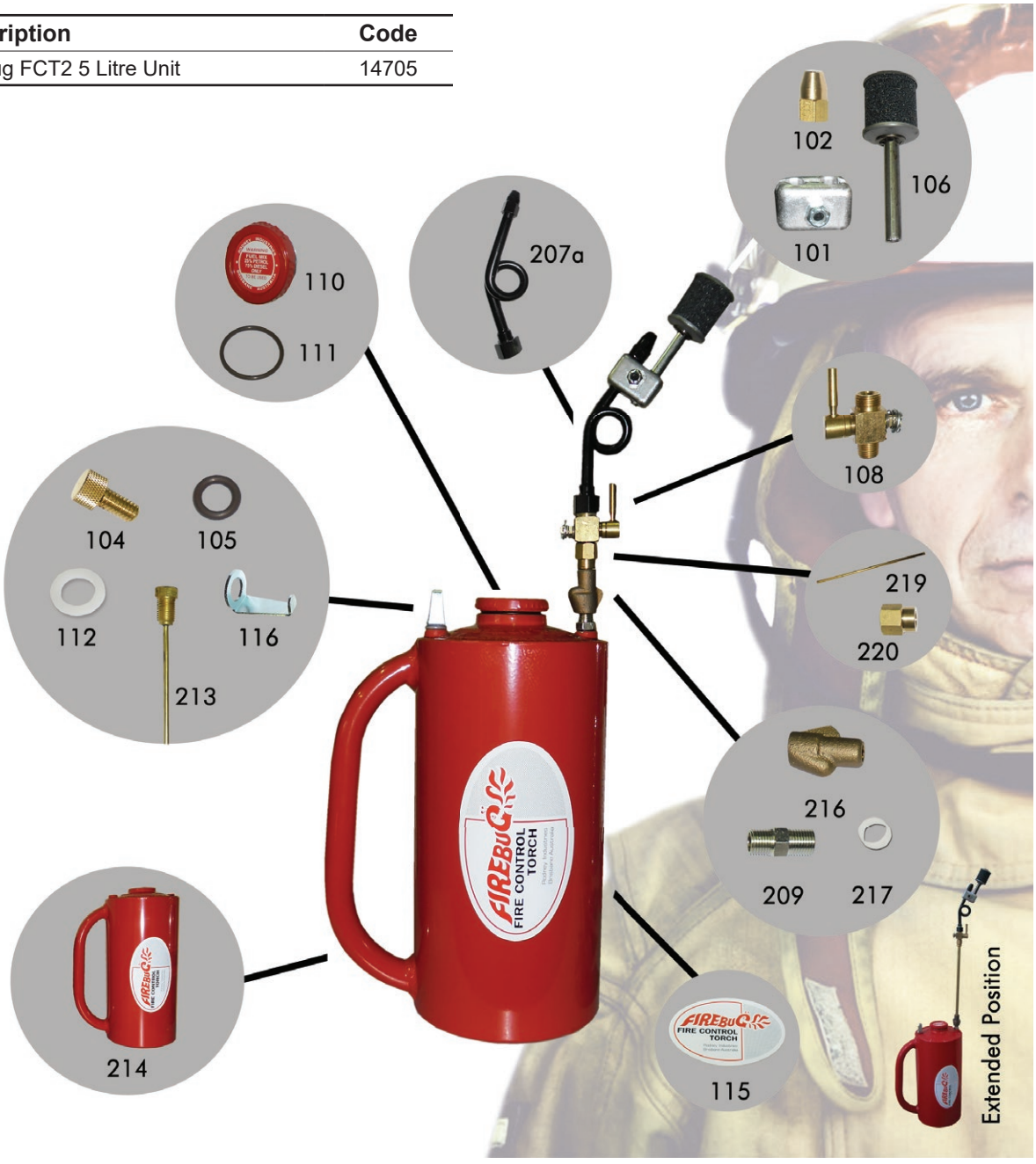
Description	Code
Firebug FCT2 5 Litre Unit	14705



Part	Description	Code
101	Wick bracket and bolt	14515
102	Nozzle	14525
104	Bleed screw	14545
105	‘O’ Ring bleed screw	14555
106	Ignition Wick	14565
207a	Anti flash section of wand less nozzle	14776
108a	Fuel control tap	14585
209	Hex brass nipple and ‘O’ ring	14595
110	Filler cap	14605
111	‘O’ ring filler cap	14615

Part	Description	Code
112	Nylon washer	14625
213	Bleed screw housing	14635
214	Fuel tank	14845
115	Label	14889
116	Bleed screw retainer	14855
216	Brass locking nut	14850
217	Nylon olive	14860
219	Extension wand	14870
220	Hex socket reducer	14840

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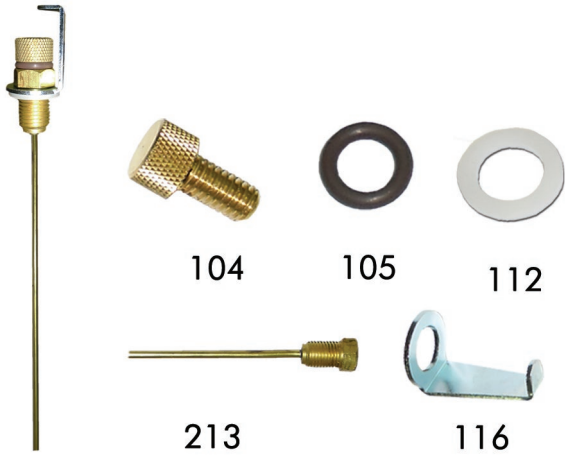
Wand Repair Kit

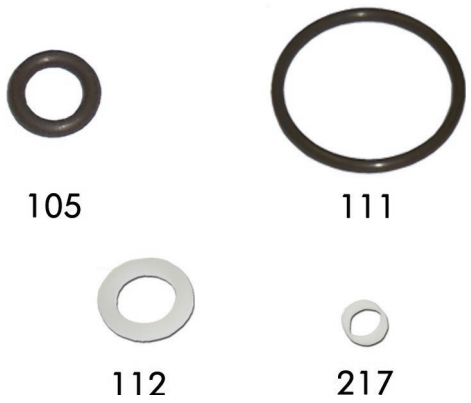
Part	Description	Code
1	101 Wick bracket and bolt	14495
1	102 Nozzle	
1	106 Ignition wick	

Bleed Screew Complete



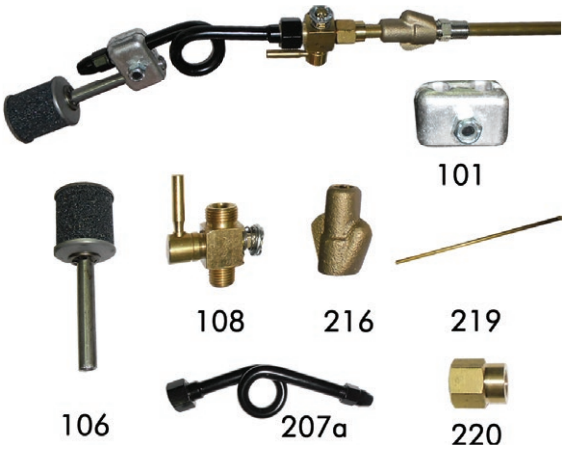
Part	Description	Code
1	104 Bleed screw	14485
1	105 O Ring bleed screw	
1	112 Nylon washer	
1	213 Bleed screw housing & tube	
1	116 Bleed screw retainer	

‘O’ Ring / Seal Kit



Part	Description	Code
4	105 ‘O’ Ring bleed screw	14475
4	111 ‘O’ Ring filler cap	
4	112 Nylon Washer	
4	217 Nylon olive	

Wand Assembly Complete



Part	Description	Code
1	101 Wick bracket and bolt	WAND2
1	102 Nozzle	
1	106 Ignition wick	
1	207a Anti Flash Wand with Nozzle	
1	216 Brass locking nut	
1	219 Extension wand	
1	220 Hex socket reducer	

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