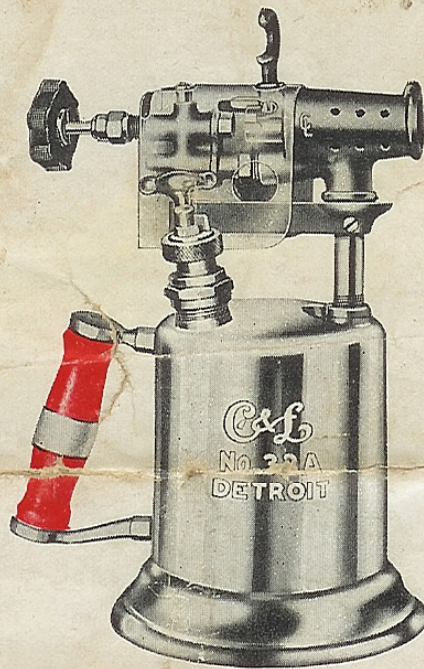


IMPORTANT Information — SAVE

GASOLINE TORCH No. 32A

(For Use with Kerosene see Paragraph 8, Page 3)

**USE
GASOLINE**



DIRECTIONS

Read Carefully

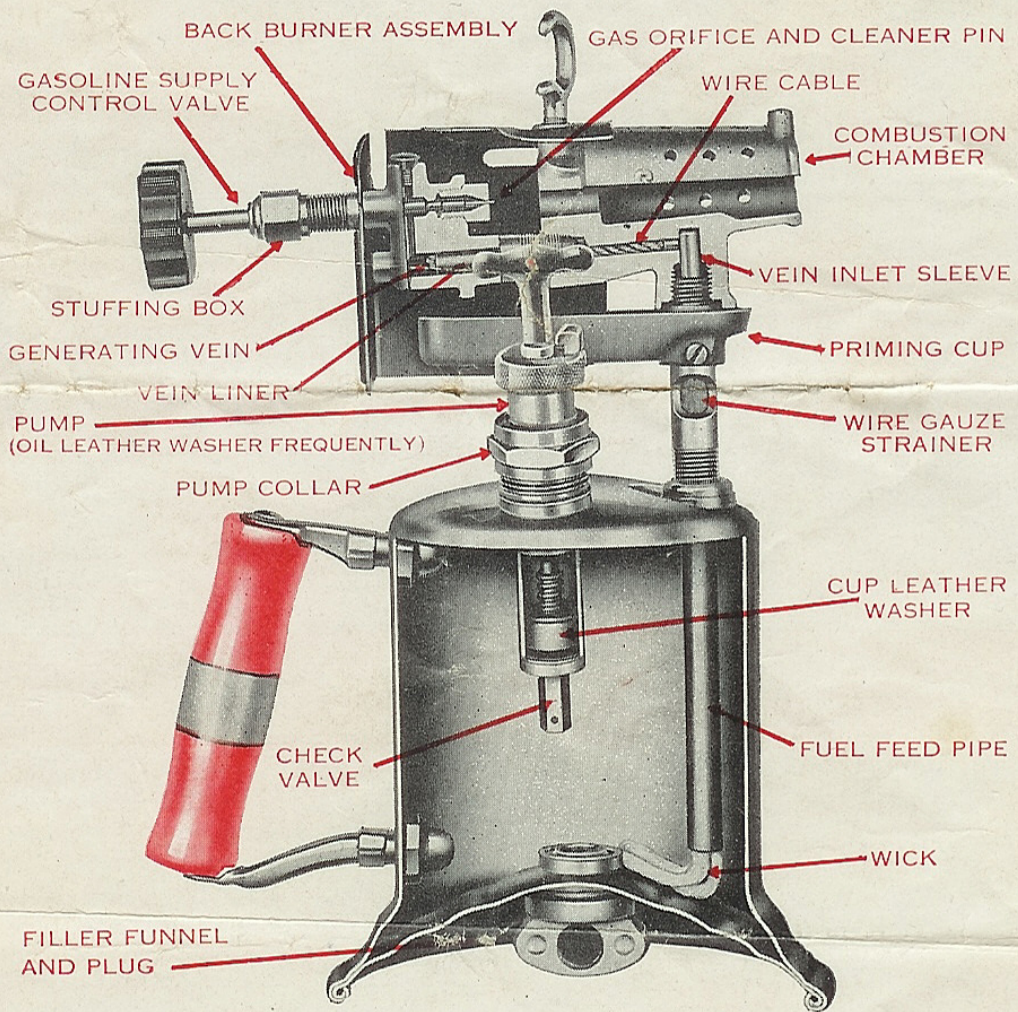
CLAYTON & LAMBERT MFG. CO.

DEARBORN, MICHIGAN, U. S. A.

The C & L Quality Line

CAUTION!

This torch is ready to use. No further adjustments are necessary! It was lighted and thoroughly tested the last thing before shipment from our factory. Unless damaged in shipment, it will give satisfactory service if you follow these directions step by step.



Sectional view indicating parts referred to in directions



The C&L Quality Line

FOLLOW DIRECTIONS STEP BY STEP

FOR OPERATING NO. 32A TORCH

1. **Fill tank 3/4 full** with fresh clean gasoline out of a clean receptacle. Fill thru the bottom opening with the torch upside down. **Do not use "high test" gasoline or gasoline which contains lead compounds.** Fresh gasoline contains less "gum" and if the torch has not been used for some time, empty out the old gasoline and put in fresh gasoline. Time spent on locating the proper gasoline will mean a better operating torch and more hours of burning before it is necessary to clean the burner.
2. **Screw in filler plug**—tighten with a wrench or pliers. Use only sufficient force to seat the filler plug properly, too much force will ruin the lead gasket and will strip threads on the filler plug.
3. Make sure the **gasoline supply control valve is closed.** Pump about 10 strokes of air into the tank with the pump. **Then examine filler plug** to be sure there is no leak.
4. Place the torch on a steady level surface. Turn **gasoline supply control valve to left slightly.** This allows gasoline to flow slowly into priming cup. When about 3/4 full **shut off control valve.** **Do not let gasoline overflow the priming cup—if it does be sure to wipe the tank dry before lighting fuel in priming cup.**
5. **Light the gasoline in the priming cup.**
6. **When the gasoline in priming cup is nearly burned out, open the gasoline control supply valve 1/2 to 3/4 turn** (by turning to the left) and if necessary light the burner flame. (Hold lighted match close to the vent holes in combustion chamber and not in front of burner mouth.) An intense blue flame should result. If the flame is orange or yellow the burner has not been properly generated. Allow the burner to cool, take to a location better sheltered from the wind, and repeat the operations of filling the priming cup and lighting.
7. **To increase flame volume** regulate the control valve and increase pressure in the tank. Avoid too much pressure for best flame regulation.
8. **If it is desired to burn kerosene** the burner should be fitted with kerosene jet block marked K in place of gasoline jet block marked G. The cleaner pin must also be changed to a smaller size, and asbestos wicking placed in the priming cup. The torch may then be operated successfully according to the above directions.
9. Be sure to read the Instructions for the Care of Torch on the next page.



The C & L Quality Line

INSTRUCTIONS FOR THE CARE OF TORCH No. 32A

- I. **PUMP**—Drop a little lubricating oil thru the hole in pump cap frequently.
- A. No Compression—Won't produce pressure in tank.
Cause—Cup Leather Washer is dried out.
Remedy—Unscrew cap on top of pump barrel—pull out plunger assembly and soak cup leather thoroughly in lubricating oil. If too dry and cracked replace leather with new.
- B. Impossible to force air into tank.
Cause—Check valve disc “gummed” tight to seat, preventing its opening.
Remedy—Pull pump to end of stroke and strike downwards sharply with fist. If this does not loosen, remove pump and take check apart.
- C. Gasoline in the pump barrel—or—pump rises to end of its stroke. **CAUTION—do not use the torch until condition has been remedied.**
Cause—Leaky check valve.
Remedy—Remove entire pump from tank and replace check valve disc. Make sure the check valve operates freely before replacing the pump in tank.
- II. **GASOLINE LEAKS AROUND THREADED JOINTS.**
1. Filler plug and pump collar have lead gaskets to insure proper seating. **Do not substitute or add fibre or rubber washers.** If the original lead gasket is damaged replace the part or send it to the factory for repair.
 2. **VERY IMPORTANT.** The stuffing box on control valve stem is supplied with permanent packing of asbestos and graphite compound. To stop leaks, **first shut off burner. This is absolutely essential**—then tighten stuffing box by screwing to the right.
 3. Leaks around all other threaded joints may be stopped by removing the part, coating the threads with common brown laundry soap and reassembling.
- III. **IF FLAME IS SMALL IN SIZE AND WEAK IN FORCE.**
- A. **Cause**—If torch is fairly new a slight particle of carbon or dirt is obstructing gas orifice.
Remedy—Nearly close the control valve and open it several times so that the control valve cleaner pin will clear the orifice, then relight the burner if necessary. The flame should become full size immediately.
- B. **Cause**—After torch has been used for a long time, or in case improper gasoline has been used, carbon will clog the generating veins. The fuel can not pass freely thru the veins to the orifice.
Remedy—The burner must be disassembled and the veins cleaned. If you wish us to do this, return the burner and we will do it for a very reasonable charge—if you prefer to do it yourself, proceed as follows:
1. Loosen pump and remove from tank.
 2. Unscrew complete burner and feed pipe from tank.
 3. Remove windshield.
 4. Loosen set screw holding priming cup in place then unscrew feed pipe from burner proper.
 5. Loosen stuffing box and remove gasoline control supply valve and cleaner pin together with stuffing box from the back burner by turning to the left. **Very Important**—In removing this part be very careful not to injure delicate cleaner pin. After removal protect the pin from bending or breaking by resting on handle wheel with the pin pointing upwards, (if broken send to us for a new pin).
 6. Unscrew back burner from combustion chamber.
 7. Remove vein liner by unscrewing from vein inlet sleeve and remove wire cable from vein liner. Clean the wire cable—if too badly carboned replace it with new.
 8. Inspect wire gauze strainer in feed pipe—if blocked, **replace** with new—do not operate without strainer.
 9. Clean all passages (except control needle and gas orifice passages) with wire or proper sized drills—blow out with compressed air or wash thoroughly with gasoline. Do a good job of cleaning.
 10. **Reassemble**—Be sure to rub common brown soap on all joints and screw up all joints good and tight.

If your supply house does not stock repair parts, they will order them for you. Torches and Burners sent to Clayton & Lambert Mfg. Co., Dearborn, Mich., U. S. A., will be repaired, tested, and returned promptly for a reasonable charge.

