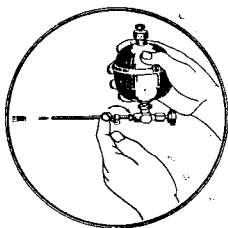


# SUGGESTIONS ABOUT CARE AND USE OF MODEL No. 4A COLEMAN IRON

## A. If Iron Is Difficult to Light:

**Cause:** Generator or Generator Gas Tip stopped up by dirt or carbon.

**Remedy:** Be sure Fount contains clean fuel and air pressure. Then loosen hexagon nut under Fount and remove Fount, Valve, and Generator Assembly. Now take this assembly outdoors and open Generator Valve wide and revolve Cleaning Lever several revolutions, thus working Cleaning Needle thru Generator and Gas Tip and releasing a spray of



gasoline which will flush the Generator Tip clean, if only partially clogged.

**Cause:** Fuel and Air Wire (Inside Fount) dirty.

**Remedy:** Loosen hexagon nut under Fount and remove Fount, Valve, and Generator Assembly. Empty fuel from Fount - place Valve Body in vise. Unscrew Fount by applying wrench to hexagon nut at bottom of Fount.

Now unscrew the small screen and clean Fuel Tip with Tip Cleaning Needle furnished with each Iron. Carefully clean wire screen before reassembling.

To prevent leakage, carefully soap the threads on the Valve Body and replace Fount, being careful to keep soap away from Fuel Tip and from inside of Fount.

## B. If Yellow Flame Occurs at Lighting:

**Cause:** The first flash of flame at lighting may sometimes consume all the oxygen inside the Burner Casting, causing a yellow flame.

**Remedy:** Use Pump to blow against flame thru lighting opening to supply fresh oxygen to the burner.

## C. If a Fuzzy Looking Flame Burns on Subflame Burner:

**Cause:** Subflame Burner slots partially clogged.

**Remedy:** Remove the two Frame Bolts and lift Burner Assembly out of Iron Body. Use the Iron Burner

Slot Cleaner furnished with Iron to remove dirt or lint. For best results, these slots should be cleaned every three months.

## D. If Jamb Nut Leaks:

**Cause:** Loose Jamb Nut.

**Remedy:** Tighten Jamb Nut.

**Cause:** Damaged threads on Jamb Nut.

**Remedy:** Replace Generator.

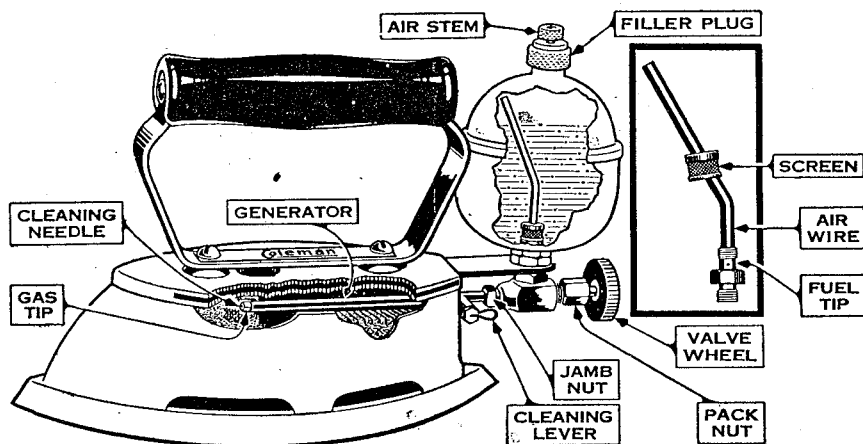
**Cause:** Damaged Seat on Generator or in Valve Body.

**Remedy:** Replace damaged part.

## E. If Pack Nut Leaks:

**Cause:** Pack Nut loose or Packing worn.

**Remedy:** Tighten Pack Nut. Note: If Pack Nut is drawn up too tightly, Valve will not turn. Back off slightly. If leak continues replace Valve Stem and Pack Nut.



**Remedy:** Replace Filler Plug Gasket.

**Note:** Service and replacement parts may be obtained through your Coleman Dealer or direct from your nearest Coleman Branch. If necessary to mail your Iron, remove the two Frame Bolts and lift Burner Assembly out of Iron Body and mail only the Burner Assembly (Iron complete, less Base and Body) to your nearest Coleman Branch. Attach a letter\* of complete instructions to the package so your requests can be given immediate attention and your Coleman Iron mailed back to you quickly.

\* Put regular letter postage on your letter - letter may be glued or tied to package - and parcel postage on the package.

★ ★ ★

This Directions Folder is Written for Your Convenience. It is Worth While To Follow Instructions Carefully Step by Step.

# DIRECTIONS

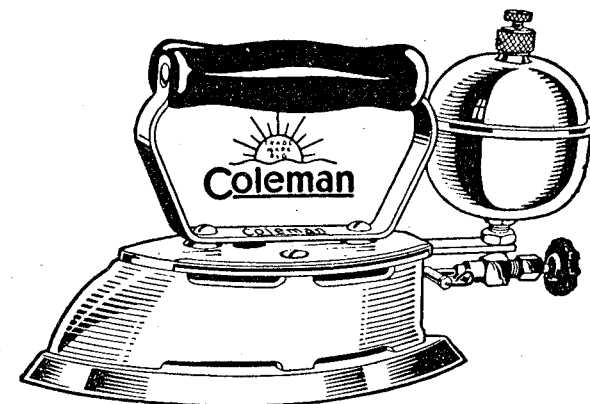
FOR OPERATING THE

## COLEMAN

### Self-Heating Iron

#### Model No. 4A

Instant-Lighting



## F. If Filler Plug Leaks:

**Cause:** Loose Air Stem or damaged Seat.

**Remedy:** Tighten Air Stem firmly.

**Cause:** Filler Plug Gasket damaged or worn.

### Always Use a Good Grade of Fresh, Clean Gasoline

Gasolines which have been chemically treated to remove carbon or increase power will not work well in gas pressure products, as they are intended solely for use in automobile engines.

Before each weekly ironing be sure to entirely empty contents of Fount and refill with fresh gasoline.



Made in United States of America

## The Coleman Company, Inc.

General Office and Factory: WICHITA 1, KANSAS, U. S. A.  
Canadian Office and Factory: Toronto, Canada  
Sales Offices: Philadelphia 8; San Francisco 3; Los Angeles 1;  
Honolulu, Hawaii

F679G

Printed in U.S.A.

ICCC/OOP

# Operating Directions for Model No. 4A

## 1. The most important step in the successful operation of this Iron is that you entirely empty Fount before each ironing, and refill with fresh gasoline as instructed in Paragraph 2.

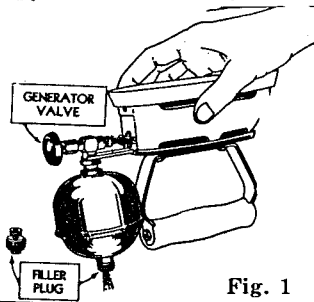


Fig. 1

Remove Filler Plug by turning to left, rinse and empty Fount as illustrated in Fig. 1.

Gasoline once used and left in the Fount quickly sours and sour gasoline will absolutely not work satisfactorily.

## 2. To Fill - Read Carefully

See that Fount is entirely empty. Then use fresh, clean, untreated gasoline. Fill Fuel Measuring Cup full. Empty gasoline from Cup into Fount, using a Coleman No. 0 Filtering Funnel. (This funnel can be purchased from your dealer.) This funnel will remove all dirt and water from the fuel and helps to prevent generator stoppage. If more than one measure of fuel is put into Fount the Iron will not light properly.

## 3. To Pump

Loosen Filler Plug Air Stem one full turn to left and pump eight full quick strokes of air into Fount. Hold Pump straight while pumping. Now close Filler Plug Air Stem with fingers.

## 4. To Light

Have you filled and pumped the Fount properly? Before lighting Iron, be sure you have carefully followed the instructions in Paragraph 2 and 3.

Turning the Generator Cleaning Lever causes the Gas Tip Cleaning Needle inside the Generator to work in and out of the Gas Tip orifice, thus keeping the Gas Tip clean and open.

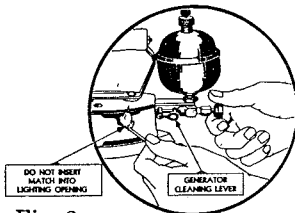


Fig. 2

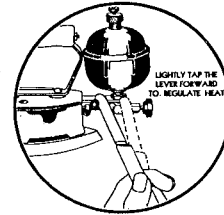
Always turn the Generator Cleaning Lever several revolutions before lighting Iron. For correct lighting, the Generator Cleaning Lever must be stopped with lever pointing towards the Valve Wheel. (See Fig. 2.) Hold a lighted match outside of Iron Body beside the Lighting Opening. Do not insert match into Lighting Opening. At the same time open Generator Valve Wheel to left. Burner will light from match without it being inserted into Iron.

As soon as Iron is lighted, open Filler Plug Air Stem and pump four or five additional strokes of air into Fount. Then, close Air Stem firmly with finger. Should flame of match go out before Iron lights, close Generator Valve Wheel at once and pump six

or eight strokes of air into Fount before lighting another match.

## 5. To Regulate

Important: DO NOT attempt to regulate Iron with Valve Wheel. Allow Iron to burn several minutes before regulating—thus insuring Generator being hot enough to regulate properly.



When the Generator Cleaning Lever is pointing towards the Valve Wheel the needle is completely removed from the Gas Tip and allows full flow of Gas. To regulate the flame this Lever is pushed forward, thus making the needle enter the Gas Tip and close off part of the flow of Gas. Being very sensitive in its operation, we suggest that when regulating the flame you use the handle of a table knife and lightly tap the Lever forward until regulated to heat desired.

In this manner you can obtain much better regulation than if you attempt to push the Lever forward with the fingers.

## IMPORTANT!

Keep the flame as low as possible:

- 1st. You Save Fuel
- 2nd. You prolong life of Generator
- 3rd. You can iron in cooler comfort.

Should it be necessary to let the Iron stand for any reason, then the flame should be reduced to its minimum height so as to keep the Iron from becoming too hot for immediate use.

All the heat, in excess of that used for ironing, has a tendency to rise and contact the iron handle, therefore, to keep the handle cool, reduce the flame to a low setting, sufficient to keep the iron hot enough for ironing only.

## 6. How to Relight a Warm Iron

Because of the Instant Lighting principle incorporated in this Iron, it lights best when cold. If the Iron is to be relighted when warm, this may be done successfully by placing two lighted matches through the Lighter Hole and allowing them to burn underneath Generator as long as possible. Before matches burn out open Generator Valve quickly. Should Generator not be heated sufficiently, the Iron may throw out a yellow blaze upon opening Generator Valve. This will do no harm—the yellow blaze will disappear in a few seconds.

## 7. Refilling and Relighting

If Fount runs empty while doing large ironing, close Generator Valve, remove Filler Plug and drain Fount of any remaining gasoline. Then refill and pump up Fount as instructed in Paragraphs 2 and 3. The Iron will light easily if relighted within eight minutes. Read instructions in Paragraph 6 for relighting after a longer period than eight minutes and while Iron is warm.

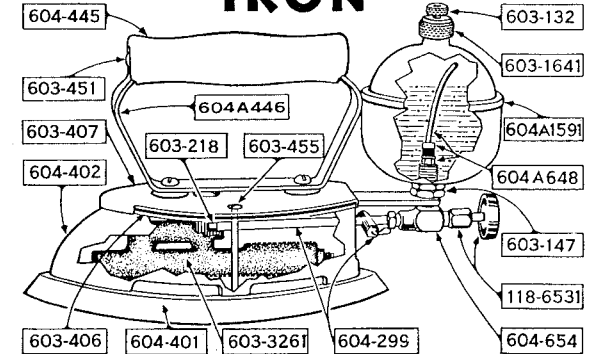
## 8. To Change Generator

1. Unscrew Jamb Nut and remove old Generator.
2. Put new Roto-Type Generator in place and thread Jamb Nut into Valve Body. Make sure this connection is tight.

# Parts and Price List for Coleman Model No. 4A

Instant-Lighting

## IRON



Repair Parts in Canada Slightly Higher in Price on Account of the Customs Duty

Part No.	Name of Part	
0	Filtering Funnel	.85
216 - 509	Pump Leather	.09
362 - 950	Wrench	.21
410A585	Pump	.93
603 - 132	Filler Plug Air Stem	.27
603 - 1361	Filler Plug Gasket	.06
603 - 147	Lock Nut	.15
603 - 1641	Filler Plug Complete	.63
603 - 2181	Gas Tip (Marked "I")	.09
603 - 326	Burner Manifold (Less Plug)	1.17
603 - 406	Top Plate Lower	.36
603 - 407	Top Plate Upper	.69
603 - 451	Handle Bolt	.15
603 - 455	Frame Bolt	.03
118 - 6531	Generator Valve Stem and Pack Nut (Less Needle and Holder)	.57
604A1591	Fount (Less Filler Plug)	2.10
604 - 299	Roto-Type Generator (Gas Tip Marked "I")	.88
604 - 401	Base	2.10
604 - 402	Iron Body	1.11
604 - 445	Iron Handle	.42
604 - 654	Valve Body	.33
604 - 920	Fuel Measuring Cup	.42
604A189	Fount, Valve and Generator Comp. Assem.	4.59
604A446	Handle Bracket	.36
604A648	Fuel Intake and Air Wire (Fuel Intake Marked "AY")	.51
604A657	Generator, Valve, Fuel Intake and Air Wire Complete Assembled	2.49
609 - 444	Stand	.51

Prices Subject to Change Without Notice

## WARNING

Do not attempt to operate this iron with LAMP GENERATOR of similar design. Use only Generator No. 604-299, with gas tip marked "I" for identification.

For longest service—for best service, use only Genuine Coleman Parts and Accessories on this Coleman Appliance. Each individual part is designed to exact precision and to work perfectly with all other parts; therefore, only Genuine Coleman Parts and Accessories can be trusted to give satisfactory service.

The use of other than Genuine Coleman Parts and Accessories invalidates the Coleman Guarantee.

CC/C/CP

**4A, 12 IRONS PARTS PRICE LIST**  
(Manufacture Date 1940 - 1955)

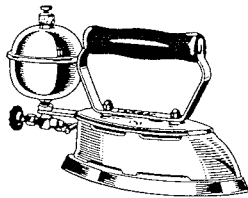
<u>PART #</u>	<u>DESCRIPTION</u>	<u>PRICE</u>
216-5091	PUMP LEATHER	1.65
216A5091	PUMP CUP PACKAGE	3.00
410A585	EXTERNAL PUMP	19.00
604A2992	GENERATOR (4A ONLY)	6.60
605A9505	WRENCH	N/A

**NOTE \*\*\*\*\* ANY PART NUMBER LISTED IN THE PICTURE THAT IS NOT LISTED ON THE PRICE LIST IS NO LONGER AVAILABLE.**

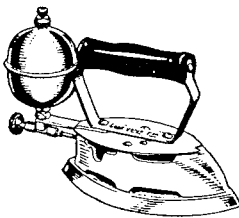
PRICES SUBJECT TO CHANGE WITHOUT NOTICE

N/A = NOT AVAILABLE

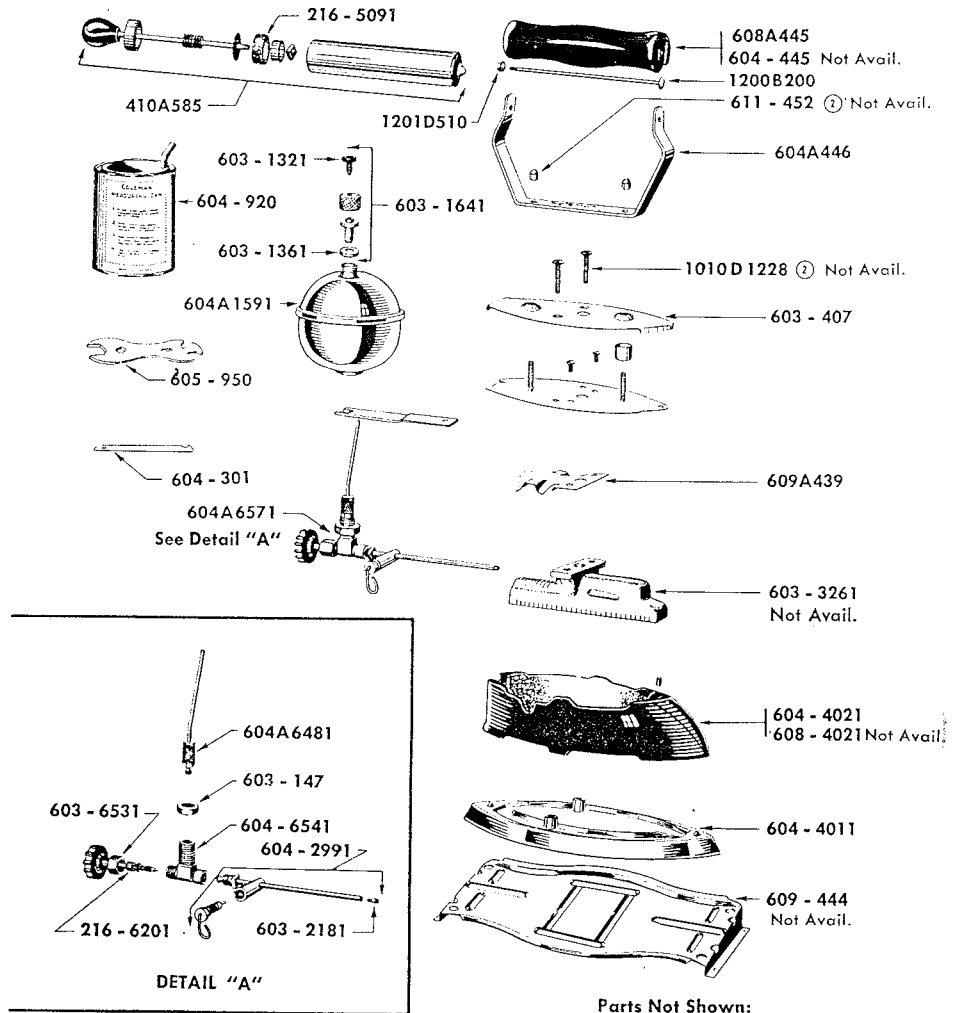
**4A, 12**  
INSTANT LIGHTING GASOLINE  
SELF-HEATING IRON



Model 4A  
(Discontinued)



Model 12  
(Discontinued)



- Parts Not Shown:
- 104 - 210 Nut
  - 603 - 299 Generator
  - 603 - 6381 Needle Ass'y
  - 608 - 6571 Valve and Generator

② Quantity of Parts Used in Assembly

**MODEL 4A SHOWN**

MODEL	FINISH				TANK CAPACITY (In Pints)	DIMENSION (In Inches)		
	Base	Handle	Fount	Body		Height	Length	Width
4A (604A496)	Nickel Plated	Blue Enamel	Blue Enamel	Blue Porcelain	½	6½	10¾	4¼
12 (612-496)	Nickel Plated	Black Enamel	Alum. Enamel	Alum. Enamel	½	6½	10½	3¾