SPECIAL WARNING

13.1 This product, when used for soldering and similar applications, produces chemicals known to the State of California to cause cancer and birth defects or other reproductive harm.

13.2 Department of Transportation Hazardous Materials Regulations forbid the carriage of butane or other flammable gas products on passenger aircraft. Do not pack this item or any other flammable gas item, in any checked or carry-on baggage.

For technical help or questions e-mail to:
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help.europe@pro-iroda.com -
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help@pro-iroda.com.tw -
Asia & Pacific Rim

封底

SOLDERPRO™
PRO-180 / PRO-180K

iroda

Instruction Manual

READ INSTRUCTIONS AND WARNINGS BEFORE USE

封面

IMPORTANT SAFETY INSTRUCTIONS

Warnings:

1.1 Unit contains flammable gas (Butane) under pressure - use with care.
1.2 DO NOT expose to heat above +50°C (120°F) and avoid prolonged exposure to the sun.
1.3 DO NOT puncture or incinerate.
1.4 Excessive gas flow, flaming or catalyst pulsing red may occur when the GAS CONTROL LEVER is incorrectly adjusted, ie., set too high.
1.5 DO NOT refill, ignite or use near open flame, heater, furnace or combustible materials.
1.6 KEEP WORK AREA CLEAN. Cluttered areas and benches invite injuries.
1.7 KEEP CHILDREN AWAY. Visitors should be kept away from work area.
1.8 STORE WHEN NOT IN USE. Store in dry, locked cabinet out of reach of children.

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1.9 BE extremely careful as torch flame tip temperature is over 1300°C (2500°F)
1.10 BE extremely careful as torch flame is almost invisible in daylight or strong light.
1.11 USE SAFETY GLASSES.
1.12 DON'T OVERREACH. Keep proper footing and balance at all times.
1.13 STAY ALERT. Watch what you are doing. Use common sense. Do not operate when you are tired.
1.14 DO NOT TOUCH THE HEATED TIP OR BARREL OF THE UNIT.
1.15 DO NOT leave unit unattended when it is operating or hot.
1.16 Remove LEC™ after use or before storing.
1.17 ALWAYS BE SURE THE UNIT IS COOL BEFORE STORING.
1.18 USE ONLY IN WELL VENTILATED AREA.
1.19 DO NOT attempt to readjust or repair, unit is not user serviceable.

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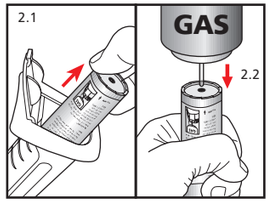
REFUELING

2.1 Remove LEC from the unit when refueling (Fig 2.1).
2.2 To fill LEC, hold with arrow as indicated ON LEC pointing down (Fig 2.2).
2.3 Push Butane fill valve firmly into fill valve on LEC until the LEC is filled.
2.4 LEC cannot be overfilled, as butane will spray-back when full. (80% full is suggested)
2.5 For optimal performance, allow fuel in LEC to warm to room temperature before use.



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HOW TO USE SOLDERPRO 180

Pro-180 is powered by the exclusive refillable LEC (Liquid Energy Cell) included with the tool. LEC is refilled using standard, readily available Butane Fuel.

LEC-10
Refillable Type
Liquid
Energy
Cell™
(Green cap color)

LEC-11
Disposable Type
Liquid
Energy
Cell™
(Yellow cap color)

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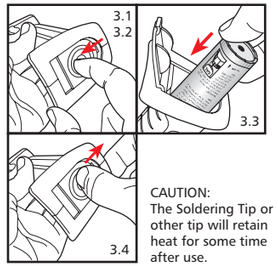
TO INSERT LEC INTO SOLDERPRO 180

3.1 Turn Pro-180 with bottom side up. (Fig 3.1)
3.2 Open LEC door at bottom of tool by sliding door toward front of tool with a slight downward pressure. (Fig 3.2)
3.3 Drop LEC into handle with arrow on LEC pointing INWARD. (Fig 3.3)
3.4 Close door (push and slide as above). Pro-180 is now ready for use.(Fig 3.4)



CAUTION:
The Soldering Tip or other tip will retain heat for some time after use.

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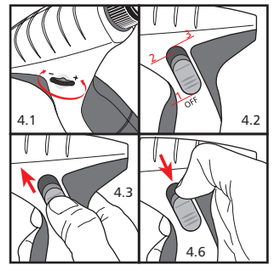
IGNITION SEQUENCE

4.1 To ignite, adjust fuel control wheel (A) to a mid-range position. (Fig 4.1)
4.2 Locate Ignition button that has 3 positions (1-OFF; 2-FUEL ON; 3-IGNITE) (Fig 4.2)
4.3 Push Ignition Button up to FUEL ON position and wait briefly. (Fig 4.3)
4.4 Push Ignition Button up to IGNITE position and release.
4.5 If there is no ignition, repeat. If cold, increase fuel control to a higher setting.
4.6 To turn off, pull Ignition Button downward. There is no need to move fuel adjustment wheel to stop the flow of fuel. (Fig 4.6)



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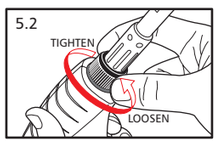
HOW TO USE BLOW TORCH TIP

5.1 Remove tip and tip collar by untightening knurled nut.
5.2 Replace tip collar without tip to use as blow torch.
5.3 Ignite gas by means of on/off ignition switch(Same as 4.3, 4.4)
5.4 Adjust flame length. Do not adjust to Maximum length as gas may flash and turn off.
5.5 To shut off the tool, same as soldering tip (4.6)



OTHER TIPS

5.6 All other available tips are inserted, removed and ignited exactly as in soldering tip instructions in sec 7.1 - 7.3

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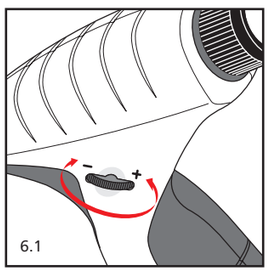
ADJUSTMENT

6.1 The tip temperature can be adjusted by turning the GAS CONTROL LEVER observing the - + signs on the body.
6.2 Normally set the GAS CONTROL LEVER to mid position when soldering or brazing.
6.3 It is not necessary for the catalyst inside the tip to glow bright red to achieve satisfactory soldering temperatures. Experience will dictate the adjuster setting required.



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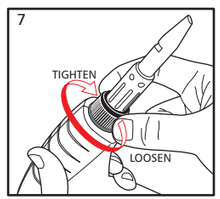
CHANGING TIPS

7.1 Be sure the tip has cooled before removal.
7.2 The catalyst seen through the Hot Air Exhaust Hole of the soldering tip is very delicate and will not sustain mechanical abuse without serious damage.
7.3 The soldering tip is easily removable allowing the installation of other style tips or the replacement of a worn tip. After the soldering tip is cool, simply unscrew it with a counterclock wise motion. Be careful not to overtighten as this could damage the nozzle assembly and thread in the body.



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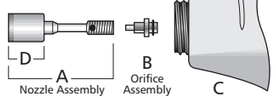
CLEAN OR REPLACE ORIFICE ASSEMBLY

8.1 Remove soldering tip and flame collar in the normal manner.
8.2 While holding the torch straight up in the vertical position, unscrew Nozzle Assembly (A) from the Torch Body (C). You may have to use a pliers or other tool to start unscrewing. Do not grasp and turn the Ceramic Head (D).
8.3 Carefully remove Orifice Assembly (B) by lifting out of torch body. NOTE THAT THE SHORTER SIDE OF ORIFICE ASSEMBLY FITS INTO TORCH BODY.
8.4 Soak Orifice Assembly in Naphtha or other similar solvent for approximately 5 minutes.
8.5 Replace clean (or new) Orifice Assembly remembering to insert the SHORTER SIDE INTO TORCH BODY.
8.6 Replace Nozzle Assembly and hand tighten or tighten gently with a pliers grasping the shank of the Nozzle Assembly.



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9.1 BE SURE THE END OF THE SOLDERING TIP IS CLEAN AND WELL TINNED (COATED WITH SOLDER). The solder on the tip will melt rapidly and create a conductive path for the heat to reach the workpiece. A small additional amount of solder may be added to the tip while it is in contact with the workpiece to ensure good heat conduction.
9.2 If possible connect the workpieces mechanically, or position them as rigidly as possible.
9.3 Allow the soldering tip to heat sufficiently: 15 seconds minimum to about 30 seconds for optimum operating temperature.
9.4 Apply the heated soldering tip directly to the work. Heat the work surfaces sufficiently for the solder to melt on them. Apply the solder to the work surface directly. Do not just melt the solder on the tip of the iron allowing it to fall onto the work. This will cause poor bonding between the solder and the surfaces to be joined. Remove the iron tip quickly after the solder flows on the work surfaces.

NOTE: The heating catalyst in the tip has a limited life (approx. 200 hours) and will eventually need to be replaced. Replacements may be found at Iroda distributors.

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CLEANING

10.1 Use only mild soap and a damp cloth to clean the housings of the tool. Many household cleaners contain chemicals which could seriously damage the plastic. Also do not use gasoline, turpentine, lacquer or paint thinner, dry cleaning fluids or similar products. Never let any liquid get inside the tool; never immerse any part of the tool into a liquid.

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ACCESSORIES

11.1 The accessories Listed below are available from your local retailer.

PS-50 7mm Chisel

PS-55 4mm Angle

PS-60 1.8mm Conical

PS-65 Hot nife

PS-70 Heat Blower

PS-80 Deflector

PS-75 Orifice Assembly

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TROUBLESHOOTING

12. To reduce the risk of personal injury, property damage, or damage to your SOLDERPRO, do not attempt to repair the unit body.

PROBLEM	**12.1 Does not ignite**
PROBABLE CAUSE	a.)Empty tank
	b.)Too high or low fuel pressure
	c.)Push on/off ignition switch too fast.
	d.)Clogged orifice assembly
HOW TO CORRECT	a.)Refill with butane fuel
	b.)Adjust control lever to a higher or lower position.
	c.)Re-read "How to use as a soldering iron"
	d.)Clean or replace with new orifice assembly
PROBLEM	**12.2 Low gas pressure or low flame**
PROBABLE CAUSE	a.)Clogged orifice assembly
	b.)Cold fuel
	c.)Low fuel
HOW TO CORRECT	a.)Clean or replace with new one.
	b.)Hold LEC in hands to allow unit to warm up.
	c.)Refuel
PROBLEM	**12.3 Tip does not heat up**
PROBABLE CAUSE	a.)Used-up catalyst
	b.)Insufficient fuel pressure
	c.)Clogged orifice assembly
HOW TO CORRECT	a.)Replace with new tip.
	b.)Adjust control lever to a higher position.
	c.)Clean or replace with new one.

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