

IMPROPER INSTALLATION CAN CAUSE HEATER FAILURE

BEFORE PLUGGING IN THE HEATER FOR THE FIRST TIME, BE SURE:-

1. The air has been bled from the system. It is better to drive the car for awhile than just to let the motor idle.
2. The radiator is full.
3. All hose connections are tight.

IF THE MOTOR BLOCK REMAINS COLD, AND BOTH THE INLET & OUTLET HOSES TO THE ENGINE HEATER ARE HOT, it indicates lack of circulation caused by:-

1. Improper installation (heater mounted too high)
2. Trapped air preventing syphoning action.
3. Water too low in the radiator.
4. Anti-freeze solution too strong.
5. Coolant frozen.

IF YOUR HEATER HAS BEEN WORKING SATISFACTORILY FOR A LENGTH OF TIME and then fails, the following items should be checked:-

1. Electric wiring to make sure that current is supplied to the heater.
2. Water too low in the radiator.
3. Coolant was frozen or in mushy condition when the heater was plugged in.
4. Radiator had been drained and refilled allowing air to become trapped. Properly connected hose lines would have allowed the heater to refill without airlock.
5. Sediment in the system. A layer of sediment in the bottom of the heater would clog the lower inlet.
There can be sediment even in a new motor from particles of core sand which work loose after the vehicle is in operation.

If the heater is installed properly, the TOP OUTLET HOSE will be hot and the LOWER INLET HOSE will be warm.

If the radiator gets warm before the engine block has warmed, it may be a faulty thermostat. It could also be that the hot water from the engine heater is injected into the motor too close to the thermostat causing it to open prematurely.

FLUSH OUT heater and connecting hoses at the beginning of each fall season for efficient operation.