

NEARLY ALL HEATER FAILURES ARE DUE TO IMPROPER INSTALLATION

READ CAREFULLY

The UNIVERSAL ENGINE HEATER should be mounted close to and well below the point where the hot water will enter the motor. (see diagrams).

The hot water hose from the top of the heater should be as short and direct as possible and must have a continuous rise.



The cold water may be taken from the motor drain plug (recommended) or from the radiator petcock, whichever is most convenient. Remove one of these fittings and replace with the block adapter and short nipple furnished with your heater.

The lower casting of the heater can be turned to any desired position by loosening the bottom nut.

Be Certain that there is no air trapped in the heater or hose lines before plugging in the heater for the first time.

Bleed the air from the hose lines at the highest connection and run the motor to work any trapped air out of the cooling system.

IF CIRCULATION IS PREVENTED BY AN AIR LOCK OR OTHER OBSTRUCTION, THE THERMOSTAT WILL TRIP OUT. AFTER THE HEATER HAS COOLED, THE THERMOSTAT WILL RESET AUTOMATICALLY. HOWEVER, IF THE REASON FOR OVER-HEATING IS NOT CORRECTED, THE MOTOR BLOCK WILL REMAIN COLD EVEN THOUGH THE HEATER IS HOT.

INSTALLATION TIPS

To remove a stubborn motor drain cock, break off the ears with pliers and then a socket wrench may be used.

If heater hose has to be bent quite sharply, wrap it with wire first to prevent collapsing. Bring the heater cord through the front grill so that the heater may be plugged in easily.

SPECIAL FITTINGS

Special fittings are available for vehicles such as school busses which are equipped with larger than standard hose. T-34 for 3/4" hose, T-1 for 1" hose and T-12 for 1/2" hose. Available from your local distributor.

The Engine Heater may be used for short warm up periods in the morning or left on all night. In extreme cold we recommend leaving the heater on all night to avoid the danger of the anti-freeze becoming partially frozen.