

INSTRUCTIONS FOR INSTALLING

PROPANE MODELS:
PG-25-RSV and PG 55-RSV

WARNING!!!!!!

THESE HEATERS MUST NOT BE USED INSIDE ANY ENCLOSED BUILDING, OR MOUNTED UNDER A TRUCK SLEEPER CAB. ENGINE BLOCK HEATER MUST BE MOUNTED ON THE OUTSIDE AREA OF THE VEHICLE, AWAY FROM COMBUSTIBLE MATERIAL.

The Fuel Burning Pre-heater operates on the Thermo-Syphon principle of heating the water and circulating it through the entire motor block. Proper installation of the heater is most important. The Heater must be mounted VERTICAL, and as low as possible, at least three (3) inches below the point where the hot water will rise and enter the motor block. The top (hot water) outlet from the engine heater should be as short and direct as possible. Hot water line may be hooked to the motor block drain plug, or top of motor block (except on overhead water manifold engines, see below). The cold water inlet may be longer but should not have any bends where air can collect and impair the circulation. Cold water may be drawn from the motor block drain plug (unless used as hot water inlet) or radiator, using the drain plug at that location.

After connecting pre-heater to the motor block with heater hose, be certain that there are no air traps in the connecting hoses and be sure to bleed air from the system at the highest connection.



Stack should be placed so that the exhaust fumes escape into the open air. During the operation of the vehicle and while the heater is shut down, the vent stack may be temporarily replaced by the dust cap.

OVERHEAD WATER MANIFOLD ENGINES

NOTE: Special consideration must be given when installing on Overhead Water Manifold Engines, making sure that the hot water line from the engine pre-heater is connected to the motor block below the overhead water manifold. If the hot water were connected into the overhead water manifold, the engine thermostat will open and heat loss will occur into the radiator, therefore leaving the motor block cold.

Best results are obtained by drawing the cold water from the Oil Water Cooler line, or bottom of the radiator to the engine heater bottom inlet. From the top hot water outlet, run a line to the motor drain plug, or if necessary, drill a hole into the water jacket towards the rear of the motor block. Tap the hole for 3/8" standard pipe thread and screw in the 3/8" nipple furnished with the heater.

It is advisable to use good heavy-duty waterhose when making the installation to avoid danger of breakage from vibrations.

ANTI-FREEZE

In order for the heater to work properly, it is essential that you use the correct mixture of anti-freeze and water in the cooling system. Non-evaporating type anti-freeze (such as "ZEREX", "PRESTONE" or equal) reaches its lowest freezing point when mixed approximately 6 to 4 with water (6 parts of anti-freeze and 4 parts of water). If the solution is stronger than that, it begins to freeze quicker and the circulation and cooling action is impaired.

Check your solution not only to see if it is strong enough, but also if it may be too strong. Alcohol base anti-freeze is not affected in this manner.

