INSTALLATION INSTRUCTIONS

FOR CUMMINS (855 CID) ENGINES WITH FULL FLOW COOLING

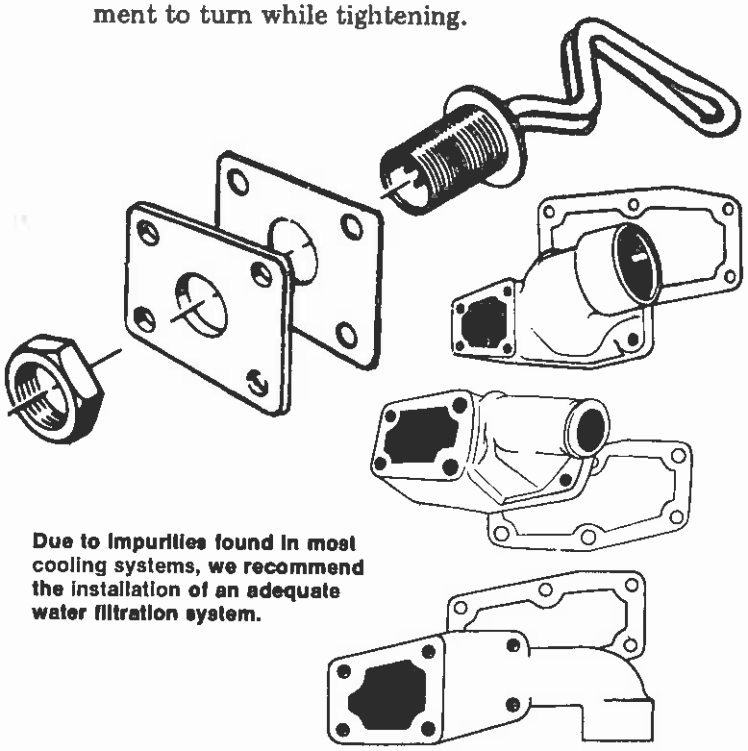
CAUTION:

DO NOT PLUG IN HEATER IF HEATING ELEMENT IS NOT IMMERSED IN COOLANT. IF NOT IMMERSED, ELEMENT SHEATH MAY BURST AND COULD RESULT IN PERSONAL INJURY.

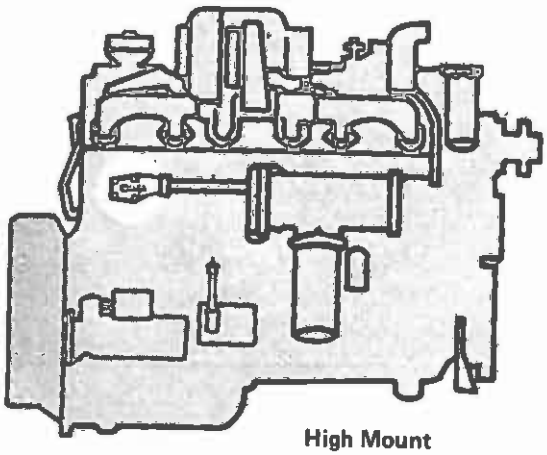
DO NOT USE HEATER IN COOLANT SYSTEM CONTAINING ANY FORM OF STOP-LEAK ADDITIVE.

DO NOT USE HEATER IN COOLANT SYSTEM CONTAINING ANYTHING OTHER THAN THE RECOMMENDED MIXTURE OF ETHYLENE GLYCOL AND WATER. (IE: 60-40 MAX.)

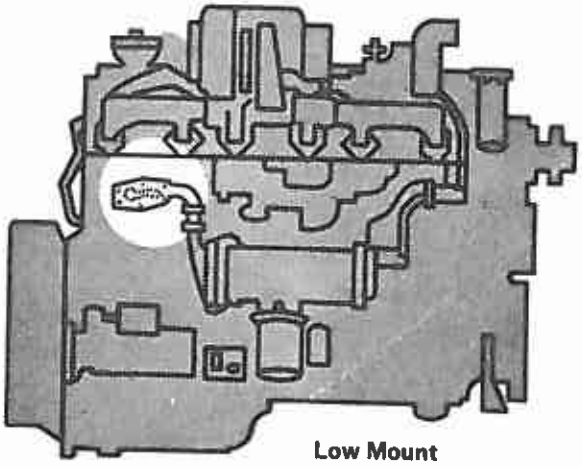
1. Drain engine coolant.
2. Remove water outlet casting at position on engine as shown.
3. Clean gasket surface.
4. Mount heater unit and casting to engine. Do not tighten completely. Hex nut on the heater unit should be loose enough to allow the element to be turned to check for interference inside the block. Do not force the element into position.
5. Locate the proper position for the element and remove the unit. Apply gasket cement to engine gasket surface and to the inside surface of the heater plate.
6. Install heater unit as in step 4. Tighten mounting bolts evenly and securely.
7. Tighten hex nut on element assembly unit to 20 or 30 foot lbs. torque. Do not allow element to turn while tightening.
8. Insert power cord connector into socket being careful to align pins with sockets of connector on cord. Press plug firmly into socket. Tighten strain relief nut securely by hand.
9. Allow slack for engine vibration and protect cord from excessive heat and also from possible chafing or mechanical damage.
10. CAUTION: Before applying power to heater, fill cooling system completely with good grade permanent anti- freeze solution. Operate engine until all trapped air is removed. This is done by operating engine until thermostat opens (normal operating temperature). Run engine at governed high RPM for 5 to 10 seconds.



Due to impurities found in most cooling systems, we recommend the installation of an adequate water filtration system.



High Mount



Low Mount

Caution: Do not start engine with heater plugged in. Turbulence and air bubbles can cause hot spots on heating element and can result in element failure.

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