

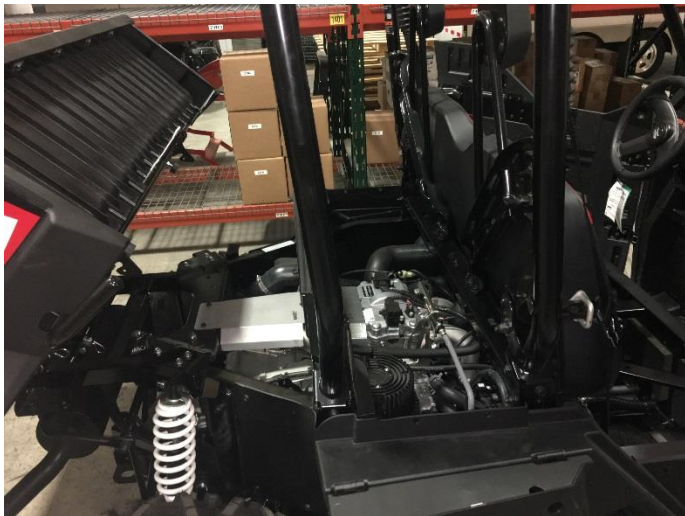
Z4540

TEXTRON STAMPEDE Direct-Fit Hidden Cab Heater

Features: High Output Fan, Motor has 4,000 hour Brush Life and 3 year warranty, 4 Fully Adjustable Louvers, Powder coated Steel Case

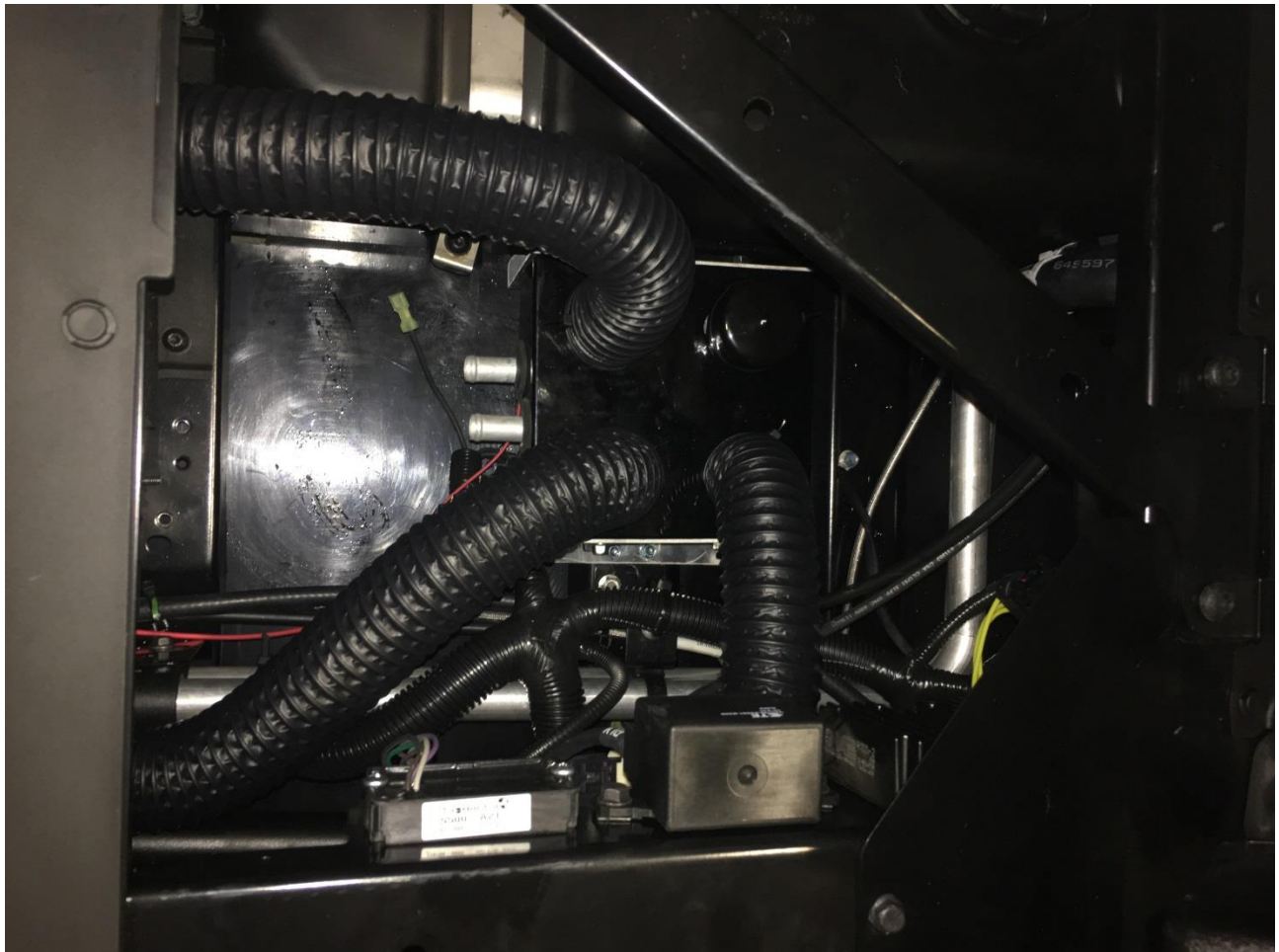
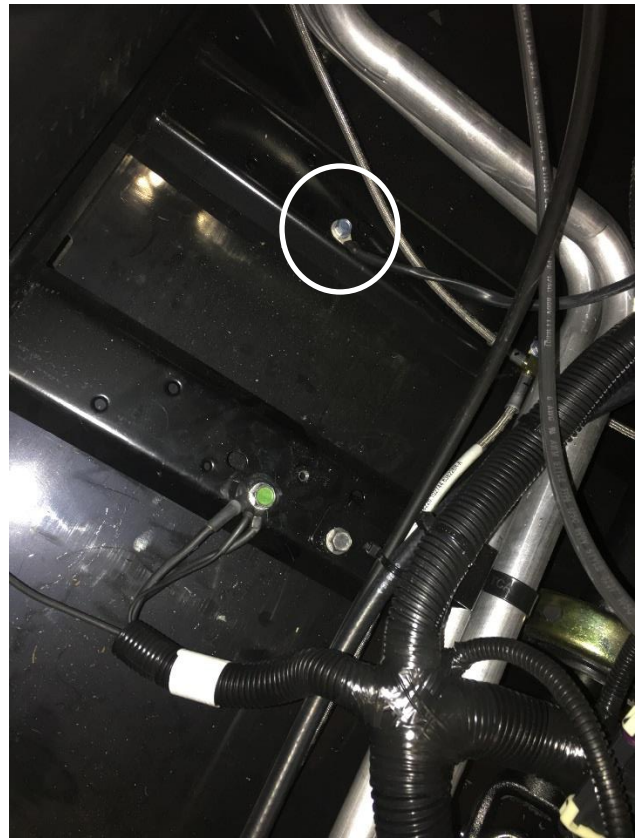
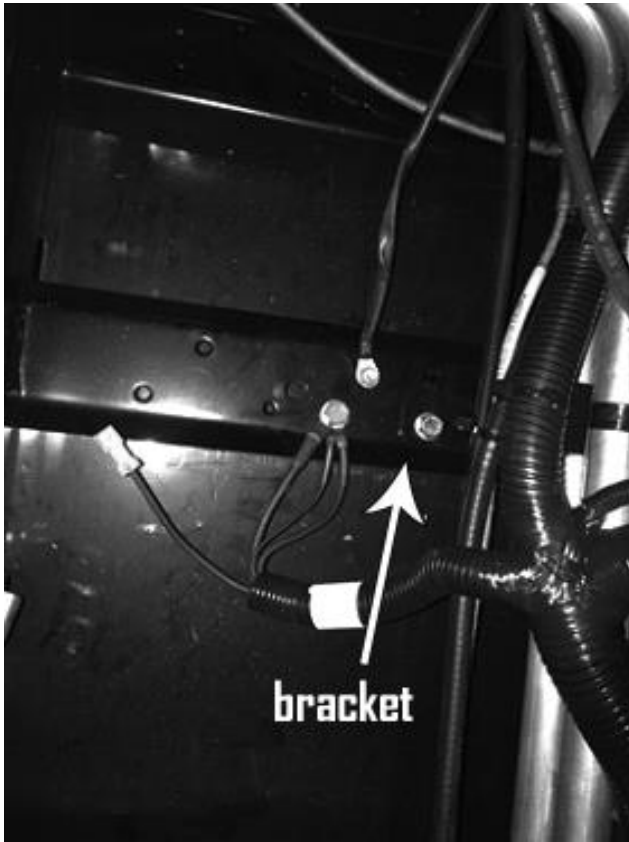
PRE-INSTALLATION

For ease of installation you will need to remove the hood cover, the doghouse cover, the seat cushion and the utility bed panel. Also, if you do not have line clamps, you will need to drain the radiator (easier to install the hose splices).



MOUNTING THE HEATER

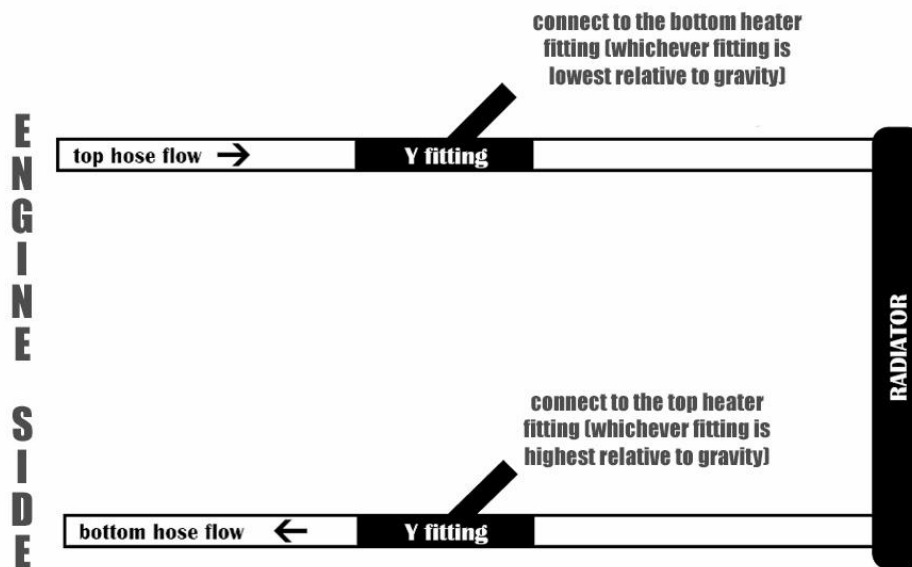
The heater will mount between the gas tank and a bracket (shown below). You will need to relocate a ground wire, see the new location of the bolt in the picture below (new location is circled). You will now use the 4 self-tapping bolts to secure the heater brackets to the frame. You will need a socket extension for reach and you will also want to use a light piece of tape to hold the bolt in the socket so it does not fall out. The heater is now mounted and you will move on to installing the Y-Fittings.



INSTALL THE Y-FITTINGS INTO THE RADIATOR LINES

With the radiator drained you can now install the y-fittings into the lower and upper radiator hoses. For ease of installation we removed the upper radiator hose and installed the y-fitting (see pic below). We then installed the y-fitting on the lower radiator line and secured in place with the hose clamps provided (see circled fitting). Note in the diagram below that you want the heater hose fitting to be opening up toward the radiator.

Now you can attach the heater hose to the 5/8" y-fitting splices. Run the heater hose from the y-fitting in the upper radiator hose to the heater core outlet (outlet is the fitting that is lower than the other fitting). Run the other hose from the lower radiator hose to the heater core inlet fitting. We include enough heater hose so you have room to slowly turn the hose into the heater ports to avoid kinking the hoses (see picture in INSTALL LOUVERS AND RUN DUCT section below showing how the hose is run).



INSTALL LOUVERS AND RUN DUCT

A 2 1/16" hole-saw is the size of hole you need for the louvers (2" hole-saw will work as well, you just may need to use a razor blade edge to work louver in the hole). There are no specific locations for the louvers, we placed two floor louvers and two the dash (for defrost). There are pictures below for references.

The two floor duct runs are easy to run to the louvers. The driver side floor louver takes a duct run of 30" and the passenger side floor louver take a duct run of 18". The defrost louvers are run off a plastic 'Y'. You need a 7-foot run of duct to run through the doghouse and up to where you need to install the 'Y' (see circle below). Then you will need two 18" pieces to run to the two defrost louvers from the 'Y'.

The zip ties are used to go around the duct hose after it is pushed onto the louver, use a pliers to get a tight pull on the zip tie. Now attach the 3 runs of duct hose to the heater adapters and replace dash panels (after wiring of switch).



WIRING

The black wire from the fan is grounded, the red wire from the fan needs to be plugged into the back of the switch (middle wire on switch). There will also be a black and a red wire coming from the switch to the 12v supply. See below picture on how they go onto the switch.



REFILL COOLANT

Now you can refill the radiator and check for leaks. Start the machine and allow the engine to warm up and circulate the coolant, once you start getting good heat run the machine and put it under a good load. When done using, recheck coolant level and fill if needed, **make sure the radiator is cool before doing so**. It is possible you will need to run the machine and recheck fluid levels multiple times before working out all of the air.

A quicker method to burping the machine is to run the machine in park and get the RPMs up so the coolant gets warm. Keep the radiator cap off as this will allow for easier removal of the air. Once it starts puking out of the radiator cap (air being pushed out) the coolant will eventually drop, this is when you will be able to tell the air has been worked out of it. Now let the machine cool down and refill the coolant. Only use this method if you are OK with spilling coolant, if not, the original method will work as well.

If you have any questions please call us at 1-866-730-7169.