Z4556

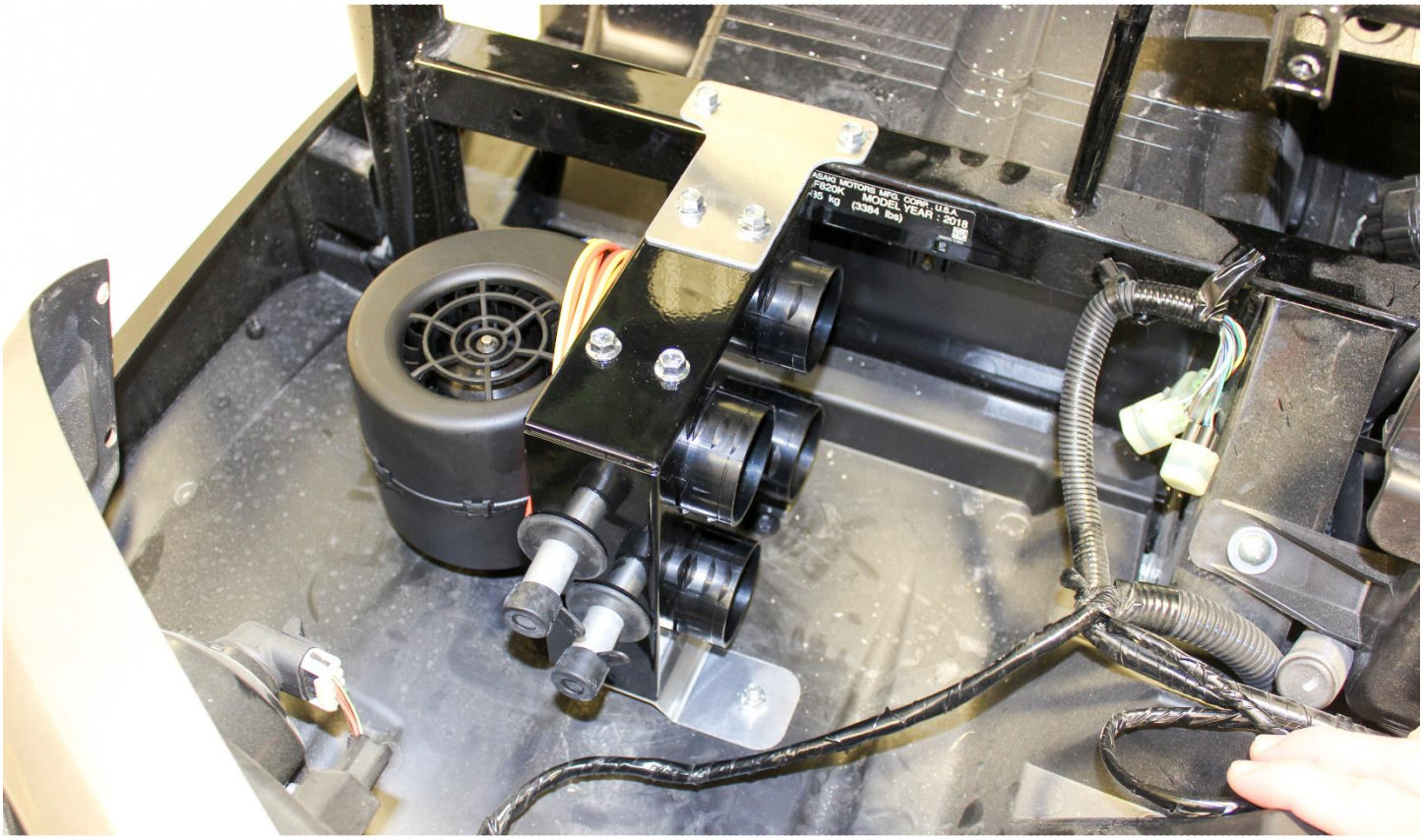
2015-2018 Kawasaki Mule Pro Direct-Fit Hidden Cab Heater

PRE-INSTALLATION

For ease of installation you will need to remove all screws and mounting pins holding the center dash panel and front hood in place. Shim the front hood up the roll cage. This will provide for adequate working space.

MOUNTING THE HEATER

The heater will mount under the hood on the passenger side. You will use the 2 self-tapping screws to secure the heater brackets to the framing bar. There is also a bolt and nut provided to secure the second bracket to the panel above the passenger wheel well; come up from the underside of the panel with the bolt.

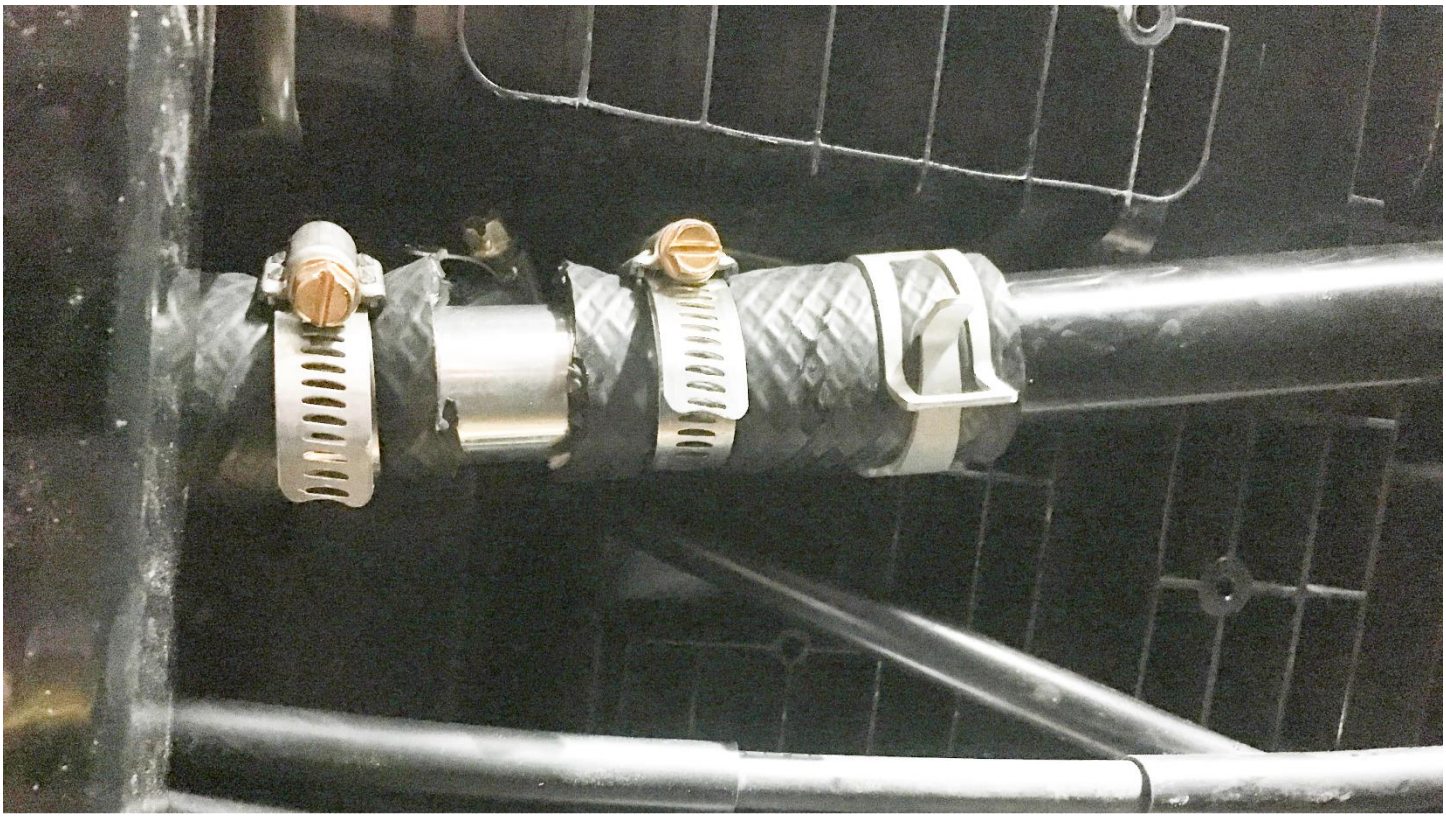


INSTALL THE Y-FITTINGS INTO THE RADIATOR LINES

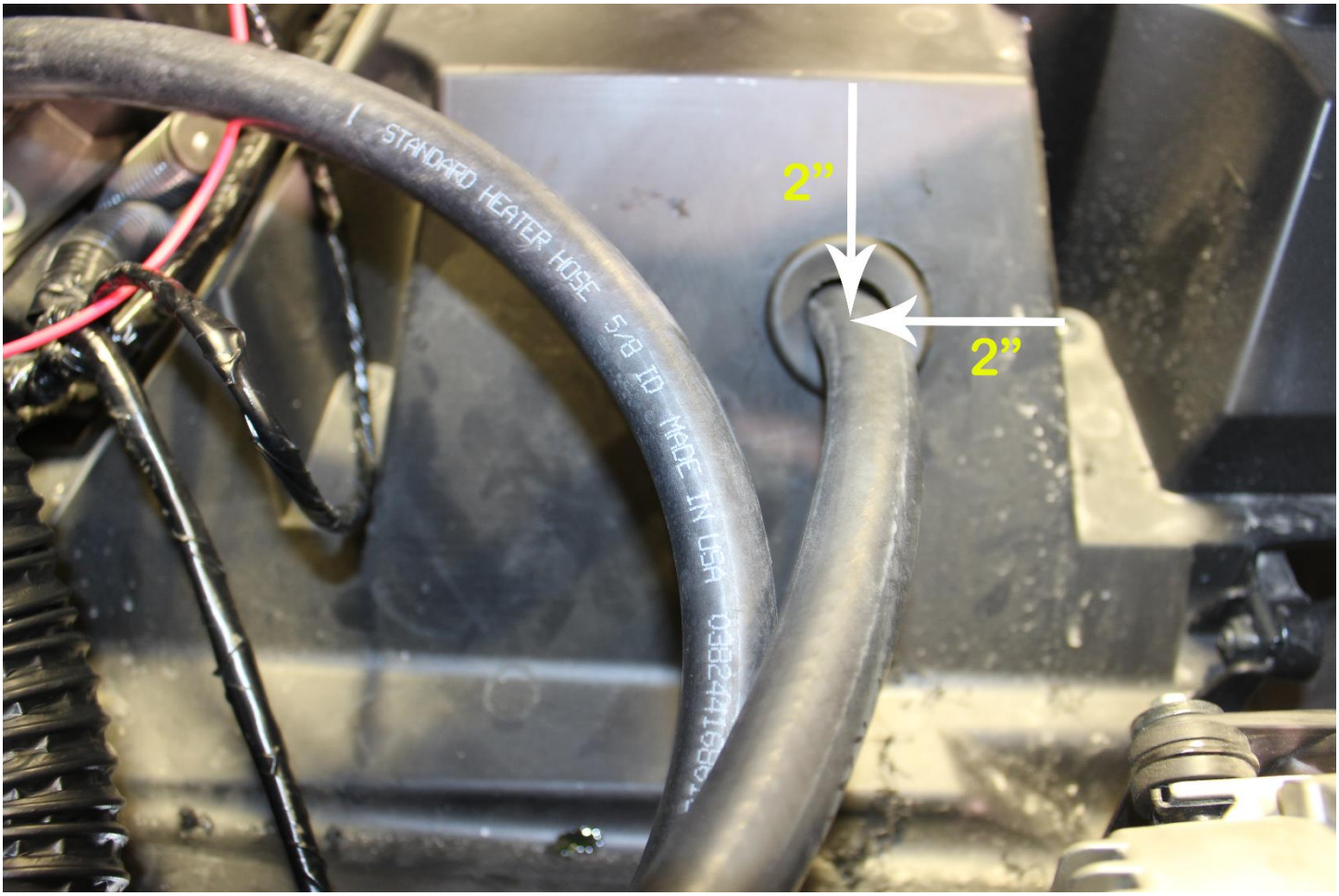
First, you will want to drain the upper radiator line. To do this get underneath the vehicle and remove the front piece of the skid plate. This will allow you to see the drain bolt (#10 socket) in the metal part of the radiator line, and you will also need this access underneath the skid plate for when you are installing the inlet Y-Fitting. There is 6.5-feet of heater hose included in the kit, cut it in 48" (inlet) and 30" (return) foot pieces. When installing the Y-Fittings make sure both of the 5/8" splices are opening up toward the radiator, we want to make sure our inlet and return lines are going with the "flow" of the radiator lines.

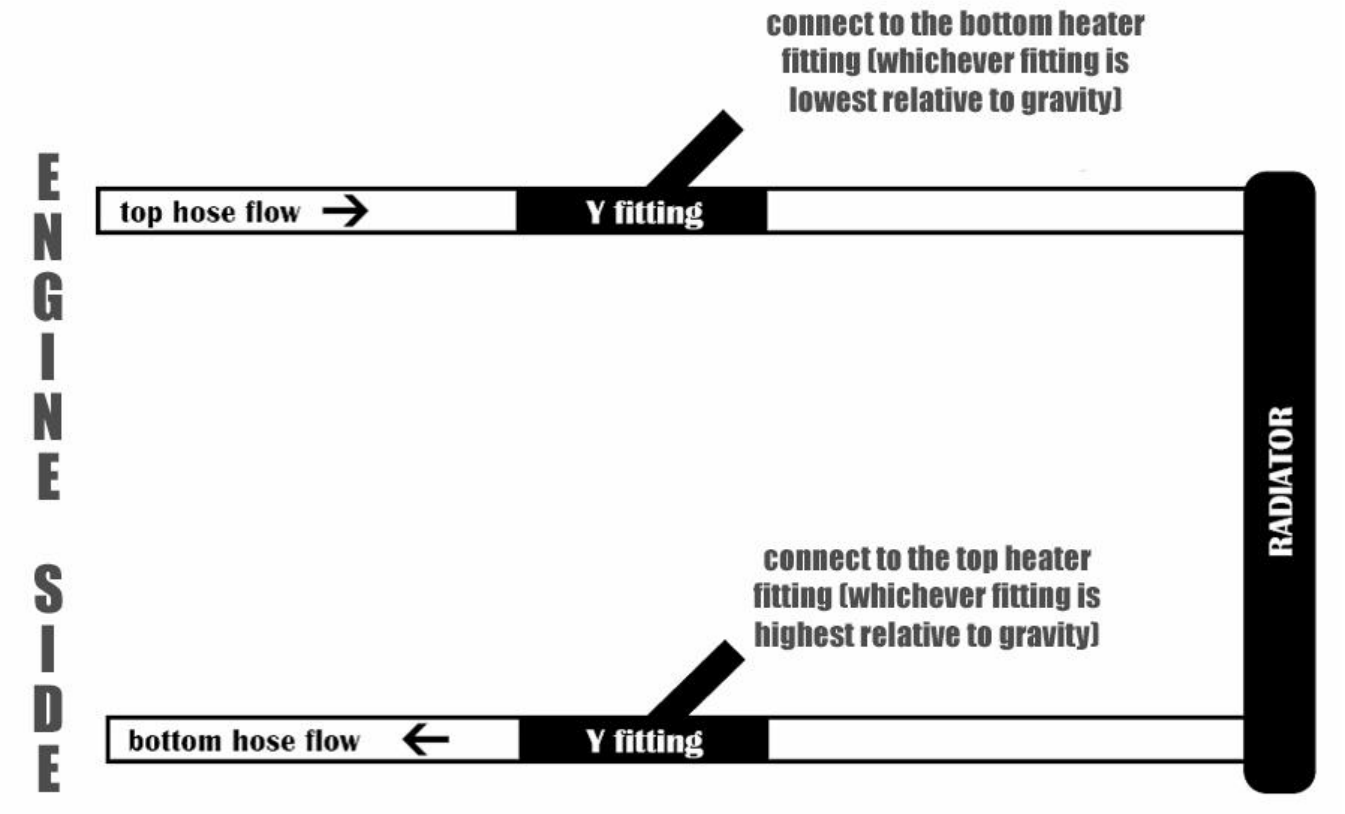
Once the upper hose line is drained you can install the inlet Y-Fitting. Use the 48" piece and feed this hose down between the electrical board and the dash (2 people needed) until it comes through (see below). Now install the Y-Fitting onto the end of the heater hose (see below); you want to install the Y-Fitting onto the heater hose before you splice it into the radiator line because once you have the Y-Fitting installed you will not have room to reach above it and install the heater hose.

See the photo below for where to cut into the lower radiator line. Once in place, secure with the hose clamps provided. Run the heater hose from the Y-Fitting to the lower heater core fitting. We want the heater to fill up with hot coolant from the lowest fitting and then leave the heater at the higher fitting (return line). This will ensure it fills with as much coolant as possible.



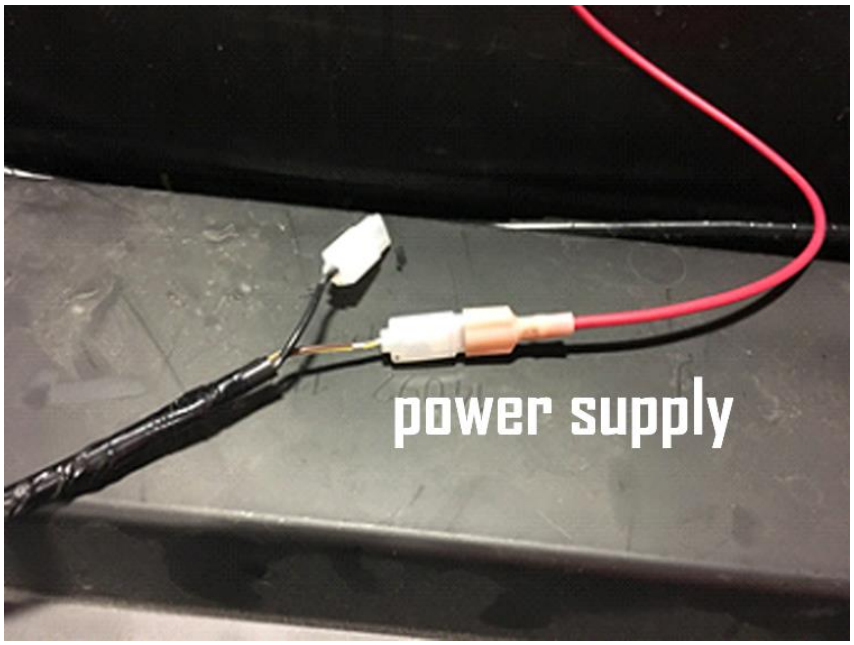
Now install the second Y-Fitting into the lower radiator line; you will access from the passenger wheel well. Cut into the radiator line (see below) and insert the Y-Fitting; secure with the hose clamps provided. Next, use a 1 3/8” hole-saw and drill a hole in the panel to install the rubber grommet (see below). Run the 30” piece of hose from the upper heater core fitting to the Y-Fitting and secure both ends with the hose clamps provided.


STANDARD HEATER HOSE 5/8 ID MADE IN USA
2”
2”


connect to the bottom heater fitting (whichever fitting is lowest relative to gravity)
ENGINE SIDE
top hose flow
Y fitting
RADIATOR
connect to the top heater fitting (whichever fitting is highest relative to gravity)
bottom hose flow
Y fitting

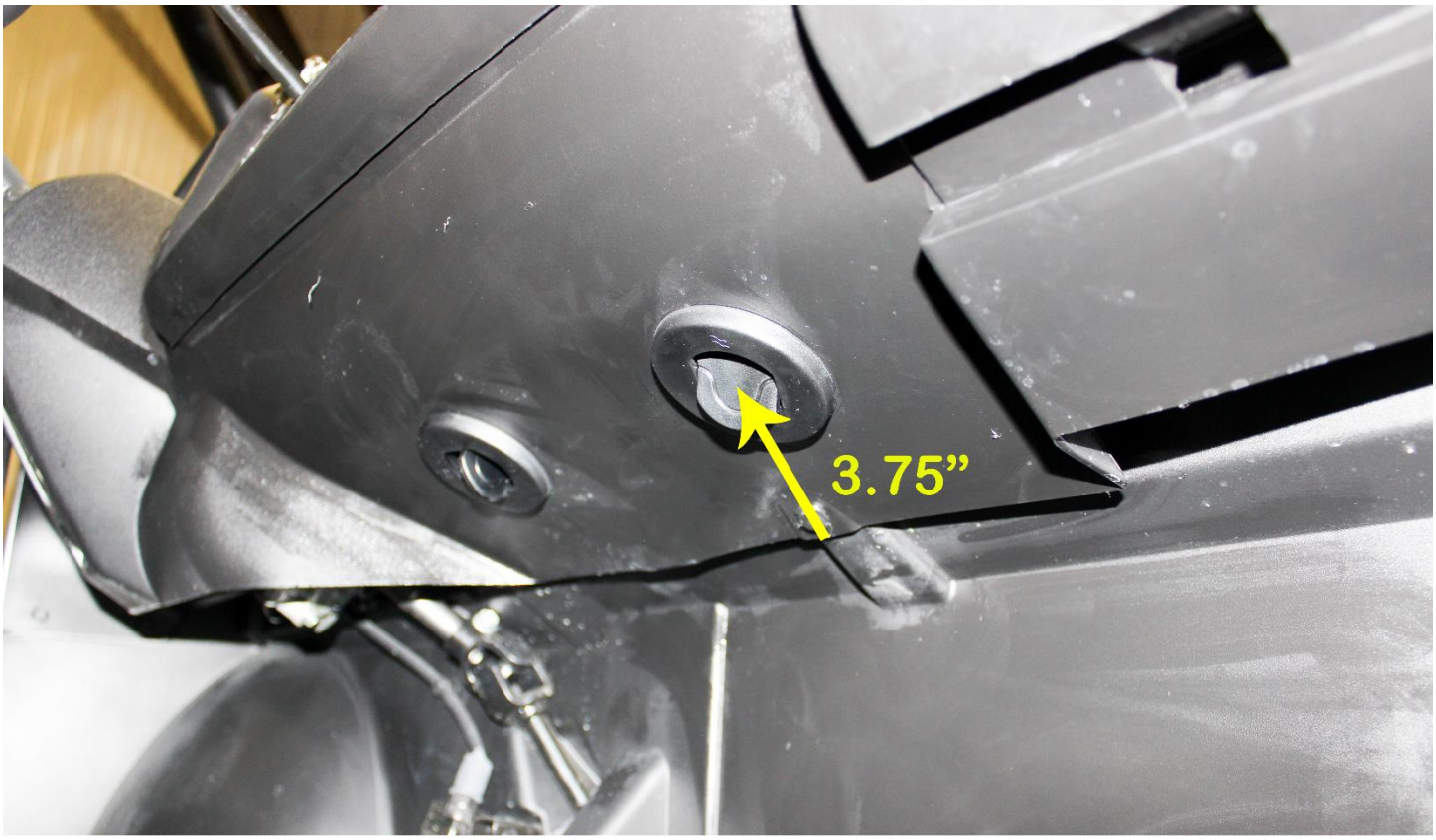
WIRING

Cut out a switch opening on the dash panel. The yellow and orange wires from the fan get plugged into the back of the switch, as shown below. There will also be a red wire coming from the switch to the 12v supply, and a ground wire going from the back of the switch to one of the self-tapping screws used to mount the heater.



INSTALL LOUVERS AND RUN DUCT

A 2 1/16” hole-saw is the size of hole you need for the two floor louvers (2” hole-saw will work as well, you just may need to use a razor blade edge to work louver in the hole). We placed the two floor louvers underneath the center dash panel, as shown below. We measured 3.75” off the back edge of the paneling and then marked two spots to begin the bit for our hole-saw.



The driver side floor louver takes a duct run of 36” and the passenger side floor louver take a duct run of 30”. The zip ties are used to go around the duct hose after it is pushed onto the louver (louver barb clips provided for maximum hold), use a pliers to get a tight pull on the zip tie. Connect these runs to the bottom adapters on the heater box.

Now cut runs of 18” (Passenger) and 45” (Driver) for the defrost vents. Connect these to the adapters on the heater box and run them to the areas the defrost vents will be installed. **AT THIS TIME INSTALL ALL THE PANELS BACK ONTO THE MACHINE FRAMING.** We want to have the panels in place and sturdy before we cut out the rectangles for the defrost louvers.

Tape the defrost cut out template in the location shown above. Trace the hole with a marker and drill 4 bit holes (1/4”) in the corners. Now take a razor blade knife and cut from corner to corner, connecting the 4 bit holes. Make sure you cut straight down and pull straight up, you want to avoid pulling and pushing the blade horizontally. This will minimize the risk of the blade slipping and cutting the paneling. Also, if you have a flame you can heat up the blade and it will cut through the paneling much easier.

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.