

Z4600

Can-Am Commander Cab Heater

Features: 2 Speed Hi Output Blower, Blower motor has 4,000 hour Brush Life and 3 year warranty, 4 Fully Adjustable Louvers, Powder coated Steel Case (Not Plastic)

For ease of installation you can remove the center doghouse panel in the center of the UTV. You will also need to drain the radiator as well. This makes it a lot easier to put the hose splices in.

Take the heater with the aluminum mounting brackets and put it up under the passengers side dash. It's best to mount it as far forward as possible. Once you get the heater in place mark the mounting holes, also mark where the inlet/outlet meet with the firewall. Take a 1 ½" holesaw and drill through where you marked the inlet/outlet. This is where you will run the two heater hoses to the front of the machine. Next you will need to drill the plastic with a 3/16" drill bit where you have them marked. Those are the ones that you marked on the side. The ones going into the glove box take a 1/4" hole.

Before mounting the heater with the rivets and bolts you will want to attach the heater hoses to the inlet/outlet and feed the excess hose into the front of the machine. You will also need to attach the duct hose to the heater and run it into the gap above where the heater mounts like in the pictures. It is also a good time to run the wiring for the fan motor.

Once you have the ductwork, wiring and hose ran you can mount the heater. Use the rivets on the 3/16" holes you already have drilled and the bolts on the 1/4" holes you drilled.

Now you can attach the heater hose to the splices. You need to cut 1" of the rubber radiator hose to put the Y splices in place. Make sure the when you install the Y-connectors that the Y is opening up going towards the radiator. One is needed on the top hose and one on the bottom hose. Once you have hose clamped the splices in place, attach the heater hose and secure with the clamps.

A 2" whole saw is the size of hole you need for the louvers. There are no specific locations for the louvers, we placed one on each side of the middle council and two on top of the dash (for defrost). The zip ties are used to go around the duct hose after it is pushed onto the louver. Now attach the duct hose to the heater.

There is a yellow and orange wire that needs to go from the heater blower to the switch. There will also be a black wire and a fused red wire. The black wire needs to be grounded to the frame somewhere convenient. The red wire can be ran up to the positive side of the battery. There is a picture showing where to attach the red wire. The switch mounts right in the center switch panel, just remove the blank panel from the factory and that is where the switch goes.

Now you can refill the radiator and check for leaks. Start the machine and recheck coolant level, the kit will require approximately 1 additional quart of coolant. Allow the engine to warm up and circulate the coolant, it may take a few minutes before you get any heat out of the heater, and this is due to the air in the cooling system. Once you start getting good heat recheck coolant level and check again for leaks.

