

Z4915

New Honda Pioneer 1000 Cab Heater

Features: 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)

The heater mounts right under the drivers side seat. Mark the 4 mounting holes and drill into the floor with a 1/4" drill bit. After the holes are drilled use the 4 screws and washers supplied and mount the heater. You will need to mount the heater so that the heater core connections are facing toward the passengers side(see photo).

With the radiator drained you can now install the y-fittings into the lower and upper radiator hoses (see pictures for references). The easiest place to splice into the radiator hose is in the back near the engine. You need to cut 1" of the rubber radiator hose to put the Y splices in place. Secure the y-fittings with the hose clamps provided. Run the heater hose from the y-fitting in the upper radiator hose to the heater core. Run the other hose from the lower radiator hose to the other heater nipple.

A 2" whole saw is the size of hole you need for the louvers. You will need a utility knife to cut the square out for the switch. We drilled all four corners and found this to be beneficial before cutting with the knife. There are pictures on the next page for references. 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 red wire that needs to go from the heater blower to the switch. There will also be a fused red wire. See attach picture on how they go onto the switch. The fused red wire can be ran to the positive side of the battery.

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. You may need to repeat this step several times, some machines are more stubborn than others with getting all the air worked out of the system.











