Yamaha Viking (2014 - Current)
Direct-Fit Cab Heater with Defrost

STEP 1: PRE-INSTALLATION

1) Remove the hood.
2) Remove the front hood panel (**PIC01**).
    - Remove the roll cage bolts to remove the front hood panel (**PIC02**).
    - **Note:** if you do not want to fully remove the front hood panel you can shim it up the roll cage bars and tie it up high.

STEP 2: MOUNTING THE HEATER

3) Using the (2) self-tapping screws provided, mount the heater on the 2x2 framing bar, next to the glove box (**PIC03**).
    - Use a 1/8" drill bit to pilot holes for the self-tapping screws.
    - Make sure the core fittings are facing the driver side.

STEP 3: WIRING

4) Using the switch cut-out template provided, cut an opening in the dash and install the rocker switch (**PIC04**).
5) Using the wiring harness provided, plug the switch connecter into the back of the rocker switch.
6) Using the wiring harness provided, plug the high/low wire (yellow/orange) connector to the heater blower connector (**PIC05**).
7) Using the wiring harness provided, plug the power wires (red/black) to the factory accessory connector at the front of the machine (**PIC05**).
8) Test the blower.

STEP 4: SPLICE INTO THE COOLANT LINES

9) Using clamps, clamp off on each side of the return radiator line (passenger side) where you will cut in to install the Y-Fitting (**PIC06**), once installed, secure with the hose clamps provided.
    - Make sure the 5/8" splice is pointing toward the radiator, you want the coolant to flow back into the lower radiator line in the same direction it is moving from the radiator (**PIC08**).
10) Cut the supplied heater hose in half and run it from the highest heater core fitting (relative to gravity) to the return Y-Fitting. Secure with the hose clamps provided.
11) Using clamps, clamp off on each side of the inlet radiator line (driver side) where you will cut in to install the Y-Fitting (**PIC07**), once installed, secure with the hose clamps provided.
    - Make sure the 5/8" splice is pointing toward the radiator, you want the coolant to flow from the inlet radiator line into the Y-Fitting splice in the same direction it is moving from the engine (**PIC08**).

12) Run the remaining heater hose from the lower heater core fitting (relative to gravity) to the inlet Y-Fitting. Secure with the hose clamps provided.

STEP 5: INSTALL LOUVERS AND RUN DUCT

13) Using a 2.5" hole-saw drill out the holes for the floor louvers (**PIC09**) (**PIC10**).
14) For the passenger side floor louver be cognizant of the heater box and make sure to set the louver back far enough (**PIC11**). Set the cut-out template on the back side and drill the pilot hole from the back.
    - The face of the louver screws off from the adapter, set the face in the hole and screw the adapter on from the backside of the panel.
    - Put the duct clips of the louver adapters for max hold.
15) Cut 32" (Driver side) and 30" (Passenger side) pieces of duct for the floor louvers and attach them from the louvers to the heater box adapters (**PIC12**) (**PIC13**).
16) Secure with the zip ties provided.
17) Using a 2.5" hole-saw drill out the holes for the defrost louvers.
    - Use the cut-out template and tape them in the spots show in **PIC14**.
    - The face of the louver screws off from the adapter, set the face in the hole and screw the adapter on from the backside of the panel.
    - Put the duct clips of the louver adapters for max hold.
18) Cut 30" (Driver side) and 16" (Passenger side) pieces of duct for the defrost louvers and attach them from the louvers to the heater box adapters (**PIC15**).
19) Secure with the zip ties provided.
20) Re-install the hood panel (**PIC16**).

STEP 6: REFILL COOLANT

21) Refill the radiator and check for leaks.
22) A bleeder valve is included in the kit. If you are dealing with an airlock in the heater core you can install the valve in-line on the return heater hose, just off the upper core fitting.
    - Depress the valve to release air when the machine is running and building pressure.
23) Start the machine and allow the engine to warm up and circulate the coolant.
24) Drive the vehicle and put it under a good load, this will help expel air from the system.
25) When done let the machine cool down, recheck the coolant level and refill if needed.
26) Coolant will be consumed as the air is expelled from the system. It is possible you will need to run the machine and recheck fluid levels multiple times before working out all of the air.



PIC01



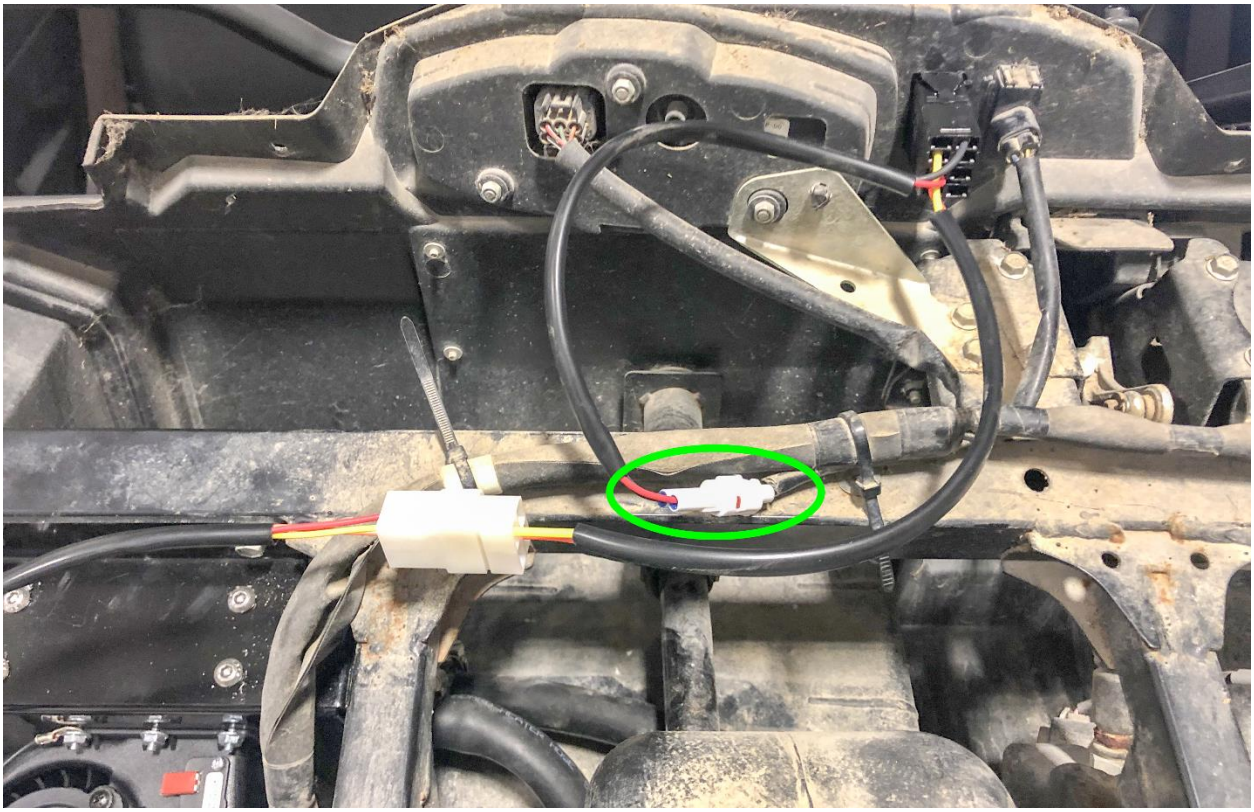
PIC02



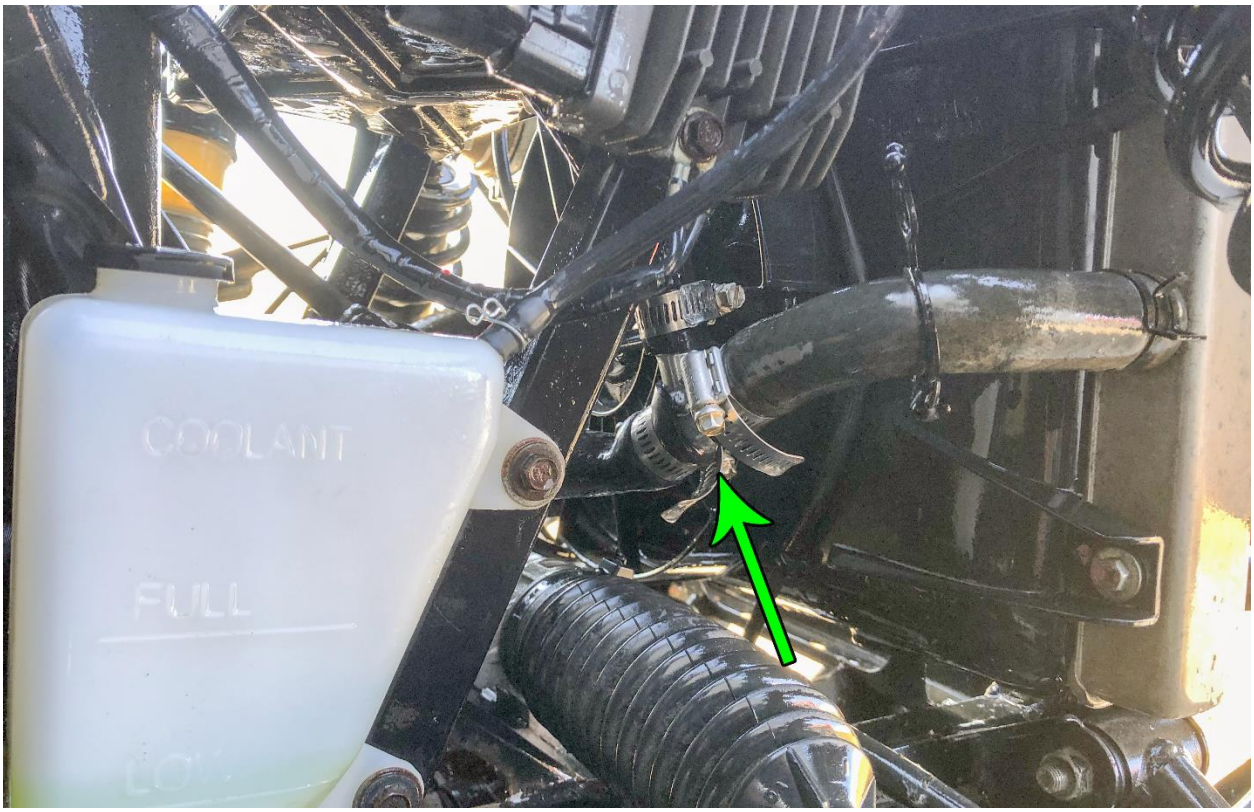
PIC03


HI
HEATER
LO
DIFF. LOCK
H
0 mph
425 356
CLOCK
YAMAHA
ELECTRIC
POWER
STEERING
WARNING

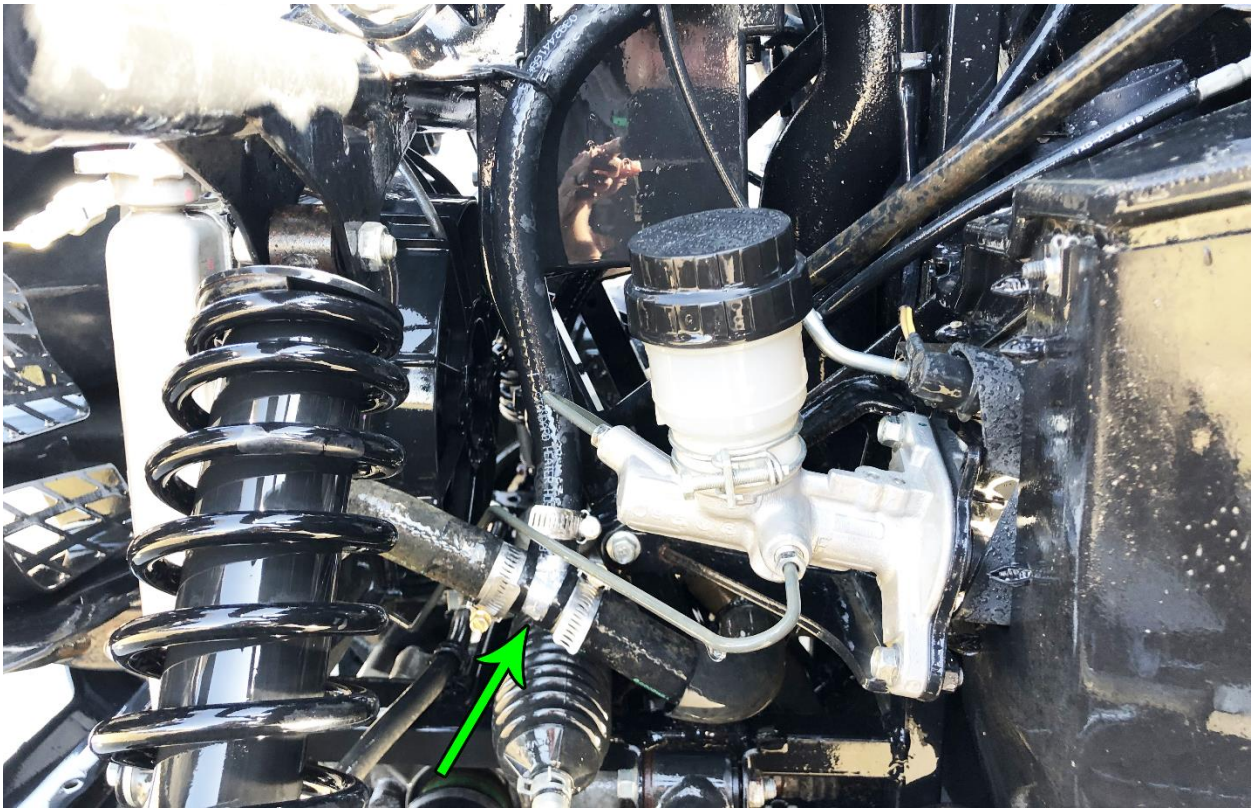
PIC04



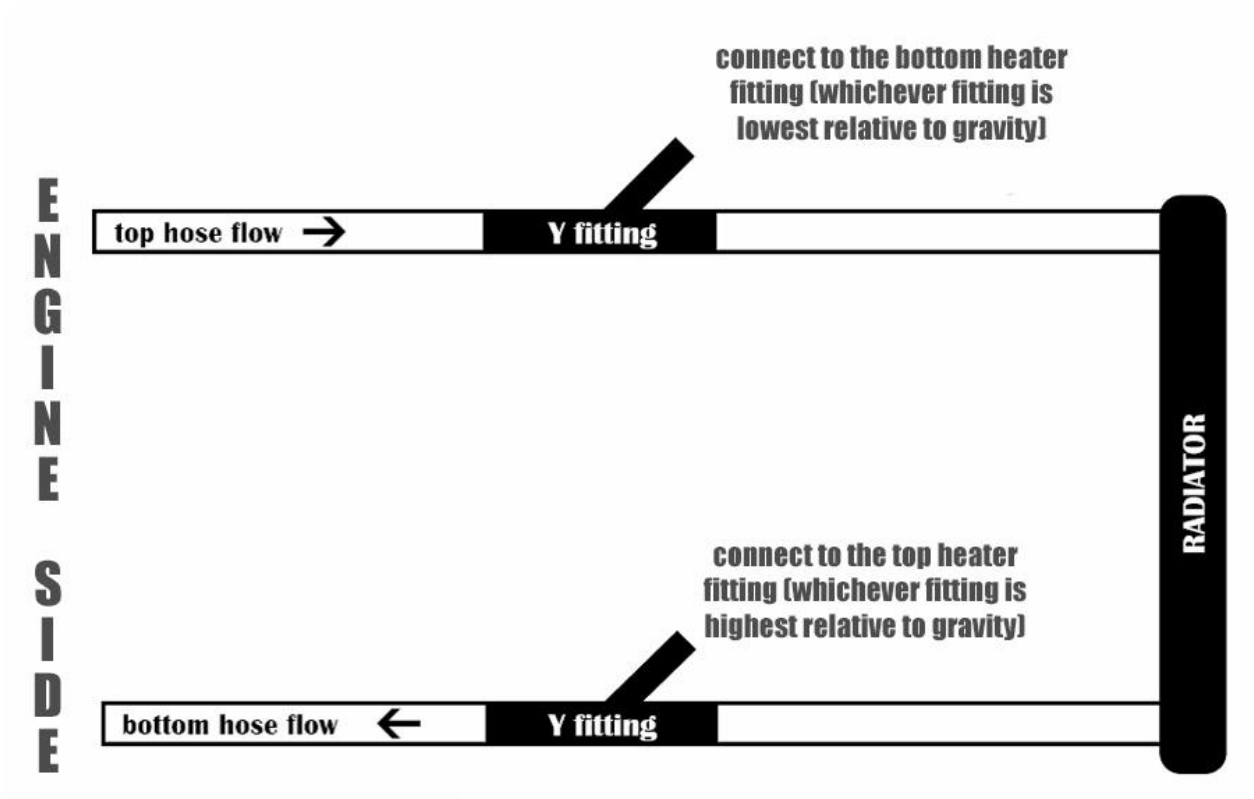
PIC05



PIC06



PIC07


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

PIC08



PIC09



PIC10



PIC11



PIC12



PIC13



PIC14



PIC15



PIC16

cut along dotted line
cut along dotted line

