

# INSTALLATION INSTRUCTIONS

## Threaded Immersion Heater Detroit Diesel 8.2L, Navistar T444E



### WARNING

**DO NOT** PLUG IN HEATER IF HEATING ELEMENT IS NOT IMMERSSED IN COOLANT. IF NOT IMMERSSED, ELEMENT SHEATH MAY BURST AND COULD RESULT IN PERSONAL INJURY.

USE A 50/50 SOLUTION OF ETHYLENE GLYCOL ANTI-FREEZE AND WATER FOR OPTIMUM HEATER PERFORMANCE



### CAUTION

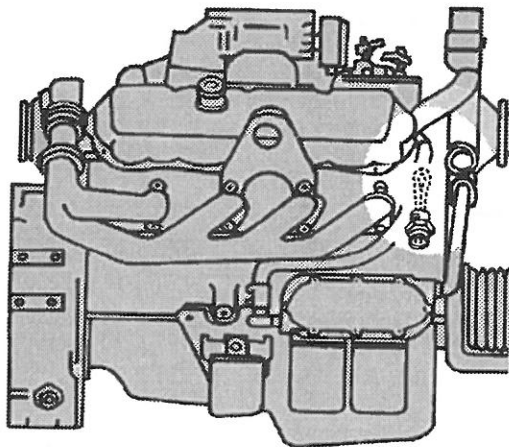
**DO NOT** USE MORE THAN 65% CONCENTRATION OF ANTI-FREEZE, AS A SHORTENED HEATER LIFE WILL RESULT.

**DO NOT** USE HEATER IN COOLANT SYSTEM CONTAINING ANY FORM OF STOP-LEAK ADDITIVE.

1. Drain engine coolant. Flush system if necessary.
2. Remove 3/4" pipe plug as shown on figure of engine.
3. Coat threads of heater adapter with thread sealant or teflon tape.
4. Install heater assembly and tighten securely.
5. Insert power cord connector firmly into socket, taking care to align pins with sockets of connector on cord. Tighten strain relief nut securely by hand.
6. Route cord to outside, securing where necessary to allow slack for engine vibration and ensure that cord does not touch engine, hot pipes, or any moving parts. **Connect only to properly grounded 120 Volt AC outlet.** If an extension cord is used, it must be the three-wire grounded type.
7. Refill cooling system with good grade permanent antifreeze solution. See CAUTION note above.

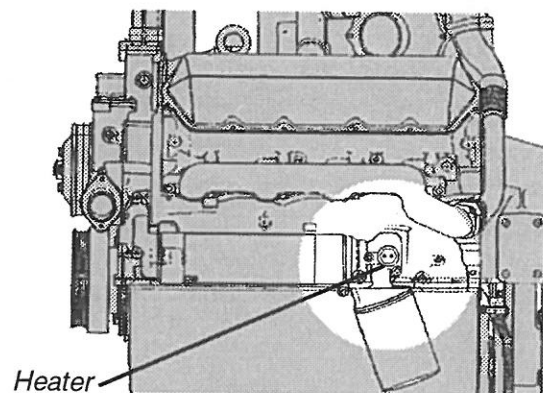


**CAUTION:** Before applying power to heater, remove all trapped air by operating engine for 5-10 minutes after thermostat opens (normal operating temperature).



**DETROIT DIESEL 8.2L**

Plug is mid-way between crankshaft and water pump and is angled down toward oil cooler. On some early engines, the plug is behind the oil cooler return line.



**NAVISTAR T444E**

Plug is on rear oil cooler end casting on left side of engine.