

General
COMPONENTS

BISON/WALRUS

HEATER DIY INSTALL QUICK START

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FOR DIY INSTALLS ONLY

FACT #1:

Installation of this product should be carried out only by trained and certified professionals.

FACT #2:

Almost all DIY installations fail to start or fail within first few months of operation.

FACT #3:

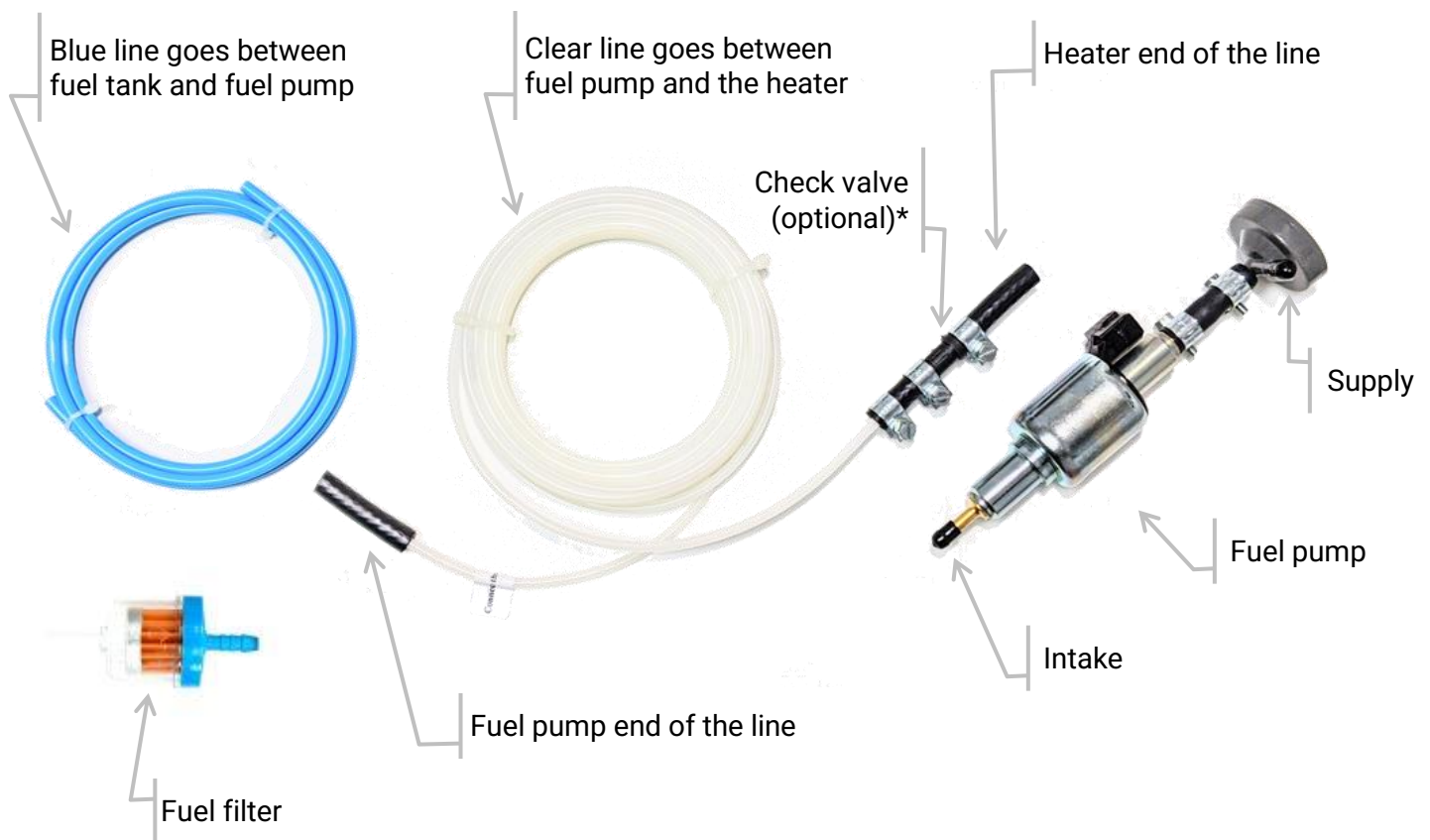
All failures are preventable and are a result of people not reading or following the instructions.

This document is to help you succeed and enjoy your new purchase. Please read carefully and follow closely all requirements of the install.

1. FUEL SYSTEM

Mistakes in fuel line installation are the number-one cause of ignition faults, flameouts and carboning issues. Please read carefully and follow closely all requirements of fuel line installation.

1.1 Identify Your Parts



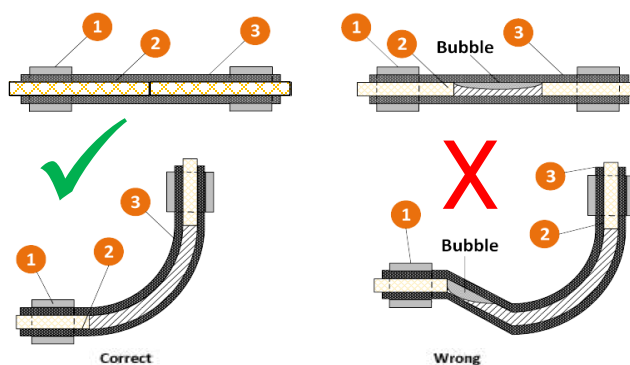
* Pressure regulating check valve only comes with gasoline models and is an optional component. It ensures even and stable combustion, but may cause supply problems if air is introduced to the fuel lines (i.e. if you run out of gas). Do not install the check valve if you keep your tank low on fuel.

1.2 Running the fuel line

- Lines provided with the kit are the maximum allowable length. You are limited to that length.
- Lines may be and should be cut back to the length required in your scenario. Do not leave the line coiled up.
- Fuel lines should be protected from direct sunlight, sources of heat, elements and other stress.
- **When cutting the fuel line, use exacto knife to make straight and clean cut, do not use side cutters.**



- **When joining two lines together, make sure the ends meet inside the rubber coupling to prevent air traps. Make sure to use straps on both sides.**



1. Fuel Connector Clamp 2. Fuel Pipe 3. Rubber Fuel Connector

Fig. 1: Fuel line connections

- Make sure your fuel pump is installed on ~30-degree angle to the ground. Failing to do so will cause fuel delivery problems.
- Make sure the elevation between the pump and the heater is less than 2m
- Make sure the elevation between the tank and the pump is less than 0.5m

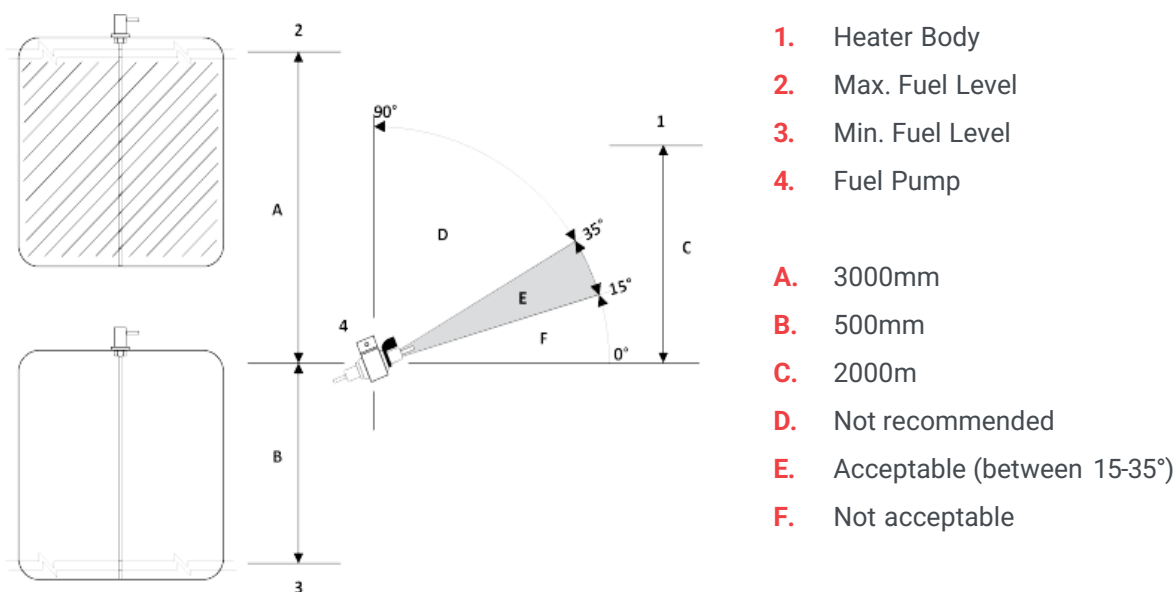


Fig. 2: Fuel pump tilt angle

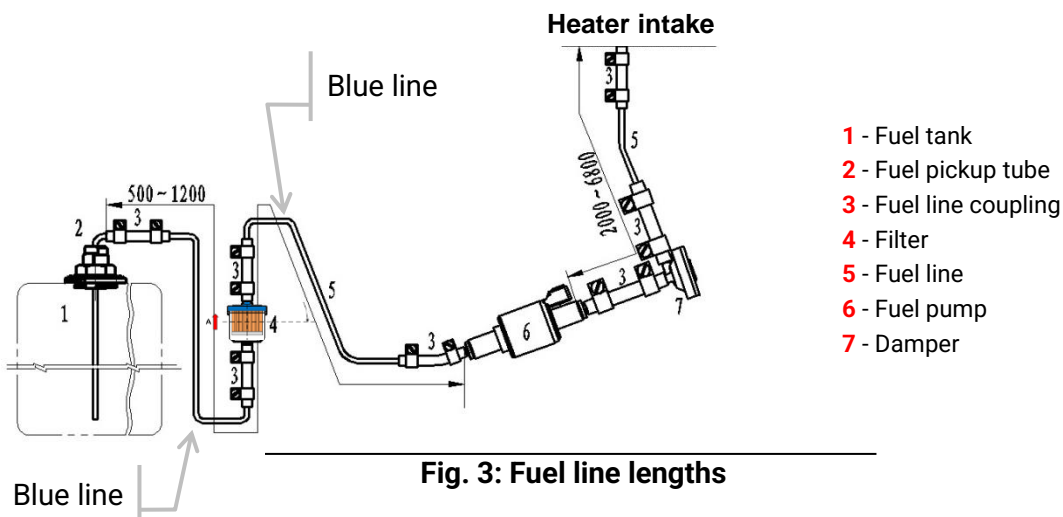


Fig. 3: Fuel line lengths

1.3 Fuel tap

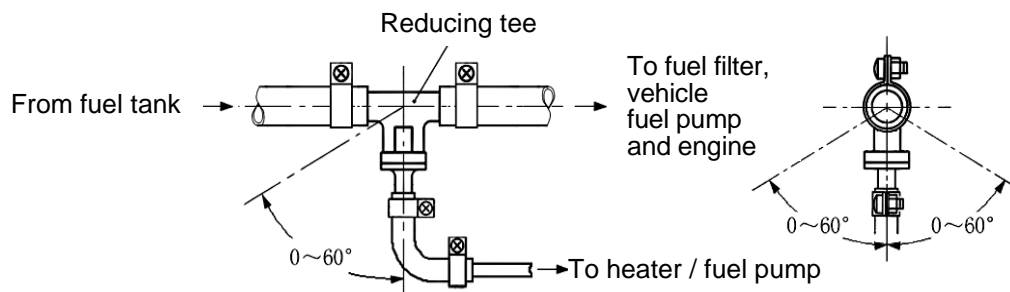


WARNING!

DO NOT TAP INTO PRESSURIZED FUEL LINES OR PRESSURIZED FUEL VESSELS. USE SEPARATE FUEL TANK IF NECESSARY.

Fuel to the heater can be supplied from the main fuel tank or from auxiliary tank by one of the following:

- Tee into existing non-pressurized fuel lines using reducing tee's provided with the kit.



- Install separate fuel sender provided with the kit, or bulkhead barb provided with the tank.



2. ELECTRICAL SYSTEM

Please read carefully and follow closely the points below:

- The main power connection should be made directly to the starter battery or to the auxiliary battery. No fuse blocks, no taps into other circuits.
- The peak cold start current of the heater is 40A. Do not change the fuse that comes with the kit.
- Wiring harness provided with the kit is the “bare minimum”. Do not extend the power wires.
- If the power wires provided with the kit are too short for your application – cut them back as far as you can and replace the entire length with the heavier gauge wire (i.e. AWG #10). Do not add more length to the length provided.
- If the wires are too long – cut them back. Do not coil excess wire.
- Running your heater on starter battery for extended periods of time will drain your battery.
- All splices and extensions must comply with automotive requirements: crimp or solder, waterproof insulation. No twist caps (marrettes), no solid wires (BX/TECK/AC90). Use stranded, tinned, copper conductors only, of appropriate gauge.

**FOR ALL OTHER INSTRUCTIONS NOT OUTLINED
IN THIS DOCUMENT – PELASE REFER TO
THE PRODUCT MANUAL**