



PROPEX HEATER INSTALLATION TIPS

DISCALAIMER: Installation of the Propex heater is a very involved and advanced project. It will require basic woodworking, plumbing, and mechanical skills. There are several ways to install this unit with varying placement options on different vehicles. We strongly urge you to research the operation and characteristics of Propex unit's, as well as the specifications set by the manufacturer. Propane system's can have disastrous consequences if improperly managed. Please take your vehicle to a qualified technician if this installation is beyond the scope of your abilities.

The following is a list of tips and suggestions we have gathered during our own extensive installation of these units. This IS NOT a step by step instructional, we urge you to take your time and decide how to best install the Propex. Please read this in its entirety before making any steps towards installation.

- The best placement in a camper for these units that we have found is directly under the rear seat, replacing the factory rear heater. This requires removal of the rear heater and modification of the factory heater lines. These have inline "T" fittings directly behind the firewall under the rear seat. If you decide to remove the heater and the lines, replace these "T" fittings with straight fittings. **DO NOT CONNECT THE ENDS OF THE TWO HEATER LINES TOGETHER.** This will cause a bypass loop, reducing the efficiency of the front heater. The factory holes from the heater lines can be plugged with grommets once removed.
- The combustion intake and exhaust lines (flexible metal hose) for the Propex unit need to be routed outside the vehicle. **DO NOT CUT OR MODIFY THE LENGTH OF THESE LINES.** They must be run under the vehicle at the length they come out of the box. We have found that exiting the intake line to the passenger side and the exhaust line to the drivers' works very well. These metal hoses must stay tucked safely up into the vehicle underside, so they do not snag or catch on anything foreign. Seal the exiting points of these lines with red or orange high-temp RTV silicone.

Be careful when drilling through the floor or any portion of the vehicle! Watch for wires, hoses, and lines on the underside.

- **INTAKE LINE:** Keep in mind while routing the intake line, that the open end of it **MUST** stay clear of blockage and road debris as well as water and moisture (any of these can severely damage the unit).
- **EXHAUST LINE:** This line will get **HOT**. This **CANNOT** come into contact with any hoses or wiring looms. The end of this line **MUST** be able to vent into open air, away from any inhabited portion of the vehicle.

- The propane line needs to be run OUTSIDE the vehicle as well. The ONLY connection advised to be in-vehicle is the line connection to the box itself. We run the propane line directly through the floor, out to the side of the frame rail and up to the LPG tank. When running the line through the floor, use a grommet in the hole around the line to avoid chaffing or cutting of the line. A T-fitting can be used to tap into one of the two factory lines, or an adaptor can be used to produce a 3rd fitting on the tank at the location where it currently has the two junctions for the stove and fridge lines. Be sure that the line has no kinks or harsh bends and makes its way smoothly to the tank. **DOUBLE CHECK ALL PROPANE FITTINGS!!!** These MUST be airtight! Use a soap and water solution, or a propane leak detector solution found at a hardware store. **PROPANE LEAKS CAN BE HAZARDOUS AND DEADLY!**

- The heated air intake and exhaust tubing in the vehicle must be positioned to stay clear of debris as well. Orient the intake so that nothing foreign can enter it, but maintains un-restricted airflow. The hot air supply tube can be run directly out of the rear seat's front kick panel, through a new hole cut for the supplied vent or through the stock rear heater vent. Running the supply through the stock heater vent requires quite a bit of modification, while using the supplied vent seems much more efficient for vehicle heating. It is advisable to build an enclosure for the unit once it is installed. We use ¼ " plywood, with only 2 sides to cover the unit in its entirety. Keep in mind the unit must be able to access enough fresh air to run without restriction.

- It is EXTREMELY advisable to only power this unit with an auxiliary battery. The Propex is a very efficient heating unit, and though it uses minimal battery power to run, we advise that it NOT be connected to the main starting battery. The 2-core wire loom for power supply can be run to the battery behind the cabinetry.

- We have found that mounting the thermostat to the upper, inboard fascia of the rear closet is the most accommodating location. The wiring harness for the thermostat can be run from under the rear seat into the closet, then up along the corner to the thermostat. Be sure that all wiring is fastened down and secured, and double-check all electrical connections.

Good luck with your installation. Please remember to take your time, think things through, and **BE SAFE!**