

CF Moto U-Force 500/800 (2015 - Current)
Direct-Fit Cab Heater with Defrost

STEP 1: PRE-INSTALLATION

- 1) Remove the hood cover and the main hood panel (**PIC01**).
- 2) Remove the fender flares on both sides (**PIC02**).

STEP 2: MOUNTING THE HEATER

- 3) On the passenger side, remove the cover to the storage/extra battery location (**PIC03**).
- 4) Set the heater in place and mark where the two heater core fittings exit the fender panel.
- 5) Using a 1-3/8" hole-saw drill out the holes and insert the (2) rubber grommets included with the kit (**PIC04**).
- 6) Set the heater in place and mark the 2 passenger side mounting holes.
- 7) Drill out pilot holes for these 2 mounting holes using a 1/4" drill bit.
- 8) Mount the heater in place by installing the (2) passenger side bolts (**PIC05**).
- 9) Mount the heater in place by installing the (1) driver side bolt through the existing cover hole. You will want to remove the rubber grommet installed from the factory (**PIC05**).

STEP 3: INSTALL LOUVERS AND RUN DUCT

- 10) Using the rectangle defrost louver templates provided in the instructions, set the cutouts in the locations shown (**PIC06**) and trace the opening with a marker.
 - Align the front with the front dash edge.
 - Align the inside to the crest of the middle dash. See **PIC06** and the green line.
- 11) Use a 1/4" drill bit in the four corners to pilot holes for cutting.
- 12) Make cuts using a heated razor blade knife (or other acceptable cutting device) (**PIC07**).
- 13) Using a razor blade, knock down the back edges of the cut openings on the short sides (**PIC08**). This will help the defrost vent clamp down on the backside of the panel.
- 14) Install the defrost vents in the openings (**PIC09**).
- 15) Cut a 3.5-foot run of duct for the driver side defrost vent and attach it to the backside adapter using a zip tie.
- 16) Cut a 2.5-foot run of duct for the passenger side defrost vent and attach it to the backside adapter using a zip tie.
- 17) Using a 2.5" hole-saw drill out the (2) holes for the floor louvers.
 - See **PIC10** for the driver side location and **PIC11** for the passenger side location.
 - Use the cut-out templates provided to drill a 1/8" pilot hole. This mark is where you will start your drill bit and cut out the hole.
- 18) Install the floor louvers by screwing off the back adapter and setting the face in the hole.
- 19) Before screwing on the back adapter, install the adapter duct hold clips on the adapters and attach the ducting.
- 20) Cut a 4-foot run of duct for the driver side floor louver and attach it to the backside adapter using a zip tie.
- 21) Cut a 3-foot run of duct for the passenger side floor louver and attach it to the backside adapter using a zip tie.

- 22) Screw on both of the backside adapters to the faces of the floor louvers.
- 23) Attach all four runs of duct to the heater box using the zip ties provided.

STEP 4: SPLICE INTO THE COOLANT LINES

- 24) Cut the heater hose into pieces of 3-feet and 2-feet.
- 25) Using clamps, pinch off the upper (inlet) radiator line on each side of where you will make your cut (**PIC12**).
- 26) Make the cut into the line and install a Y-Fitting, secure with the hose clamps provided (**PIC12**). Make sure the splice is pointing toward the radiator to keep with coolant flow (Example: a car exiting on a freeway ramp).
- 27) Take the 3-foot heater hose and slide it through the rubber grommet and onto the heater core fitting that is lowest (relative to gravity), secure with a hose clamp.
- 28) Cut this line on the outside of the fender panel so $\frac{3}{4}$ " sticks out, just enough for a hose clamp for the PEX elbow fitting.
- 29) Install the PEX elbow fitting (**PIC13**) and secure with hose clamps.
- 30) Run the remaining piece of the 3-foot heater hose from the inlet line Y-Fitting to the PEX elbow, trim the end to length as needed.
- 31) Zip tie the inlet heater hose to the framing bar to keep it away from the shock (**PIC14**).
- 32) Using clamps, pinch off the lower (return) radiator line on each side of where you will make your cut (**PIC14**). Make sure the splice is point toward the radiator, you want the heater core coolant to re-enter the radiator line keeping the same flow.
- 33) Make the cut into the line and install a Y-Fitting, secure with the hose clamps provided.
- 34) Run the 2-foot piece of hose from the lowest heater box fitting (relative to gravity) to the return line Y-Fitting, trim as needed and secure with the hose clamps provided.
 - Included in the kit is a bleed valve. If desired, you can install this bleed valve in-line on this return hose. This will help expel air from the system easier (**PIC14**).

STEP 5: WIRING

- 35) Install the rocker switch into a factor switch plate opening.
- 36) Using the wiring harness, plug the switch connecter into the back of the rocker switch.
- 37) Using the wiring harness, plug the OE connector into a Factory Accessory plug located behind the dash (**PIC15**).
- 38) Using the wiring harness, plug the white blower connecter into the heater blower connector.

STEP 6: REFILL COOLANT

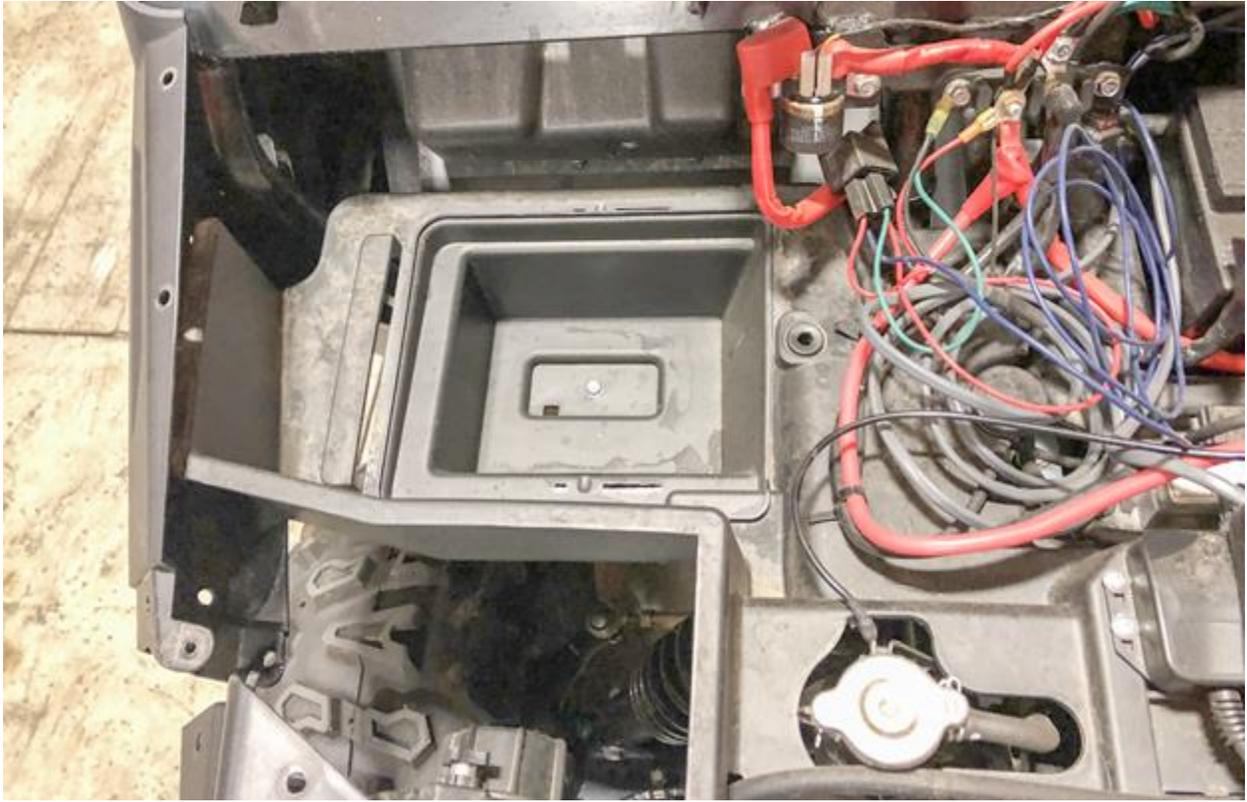
- 39) Refill the radiator and check for leaks.
- 40) Start the machine and allow the engine to warm up and circulate the coolant.
- 41) Drive the vehicle and put it under a good load, this will help expel air from the system.
- 42) When done let the machine cool down, recheck the coolant level and refill if needed.
- 43) Coolant will be consumed as the air is expelled from the system. You may need to run the machine and recheck fluid levels multiple times before working out all of the air.



PIC01



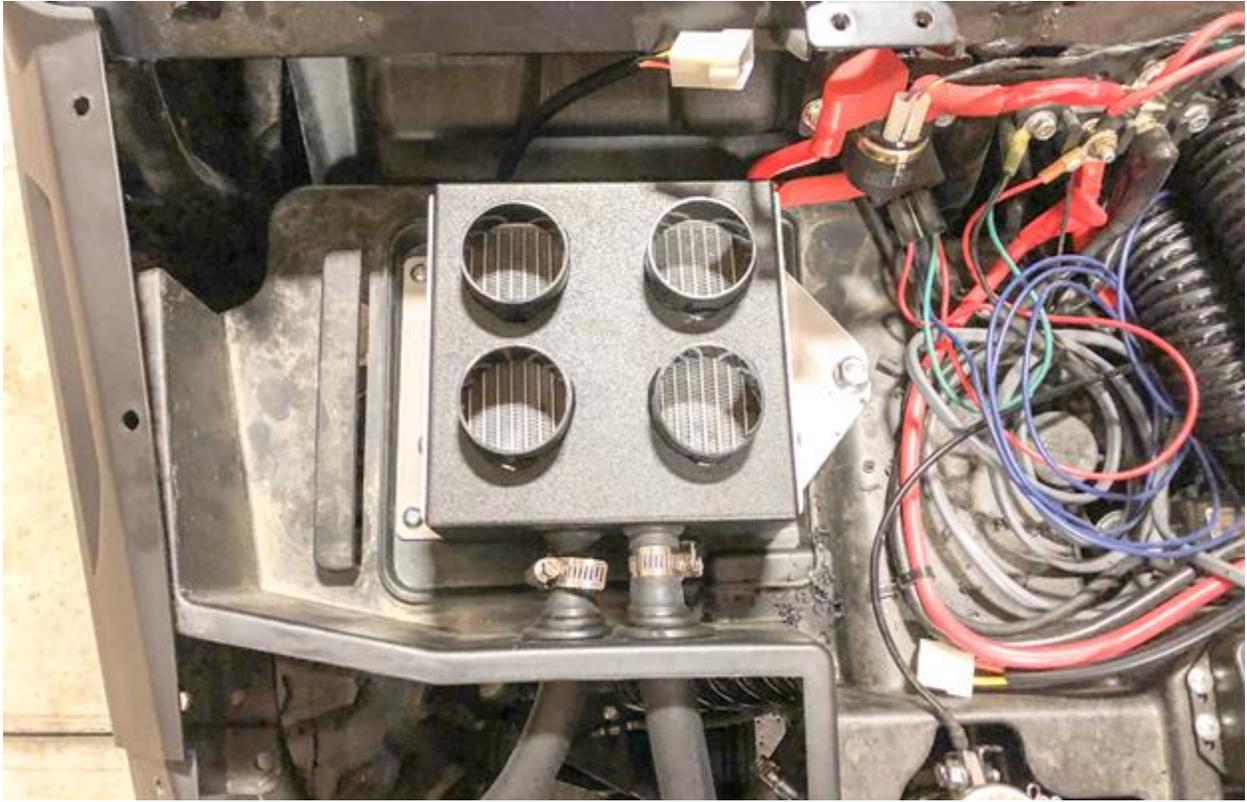
PIC02



PIC03



PIC04



PIC05



PIC06



PIC07



PIC08



PIC09



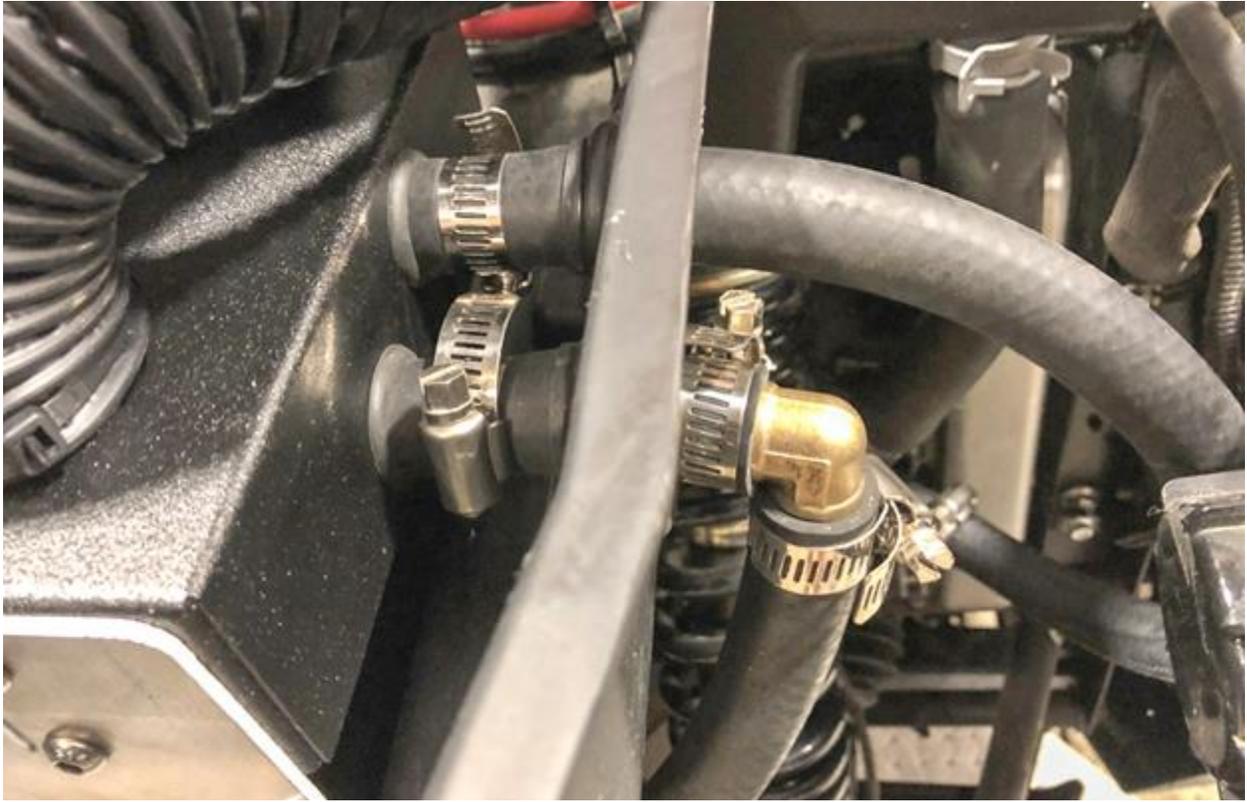
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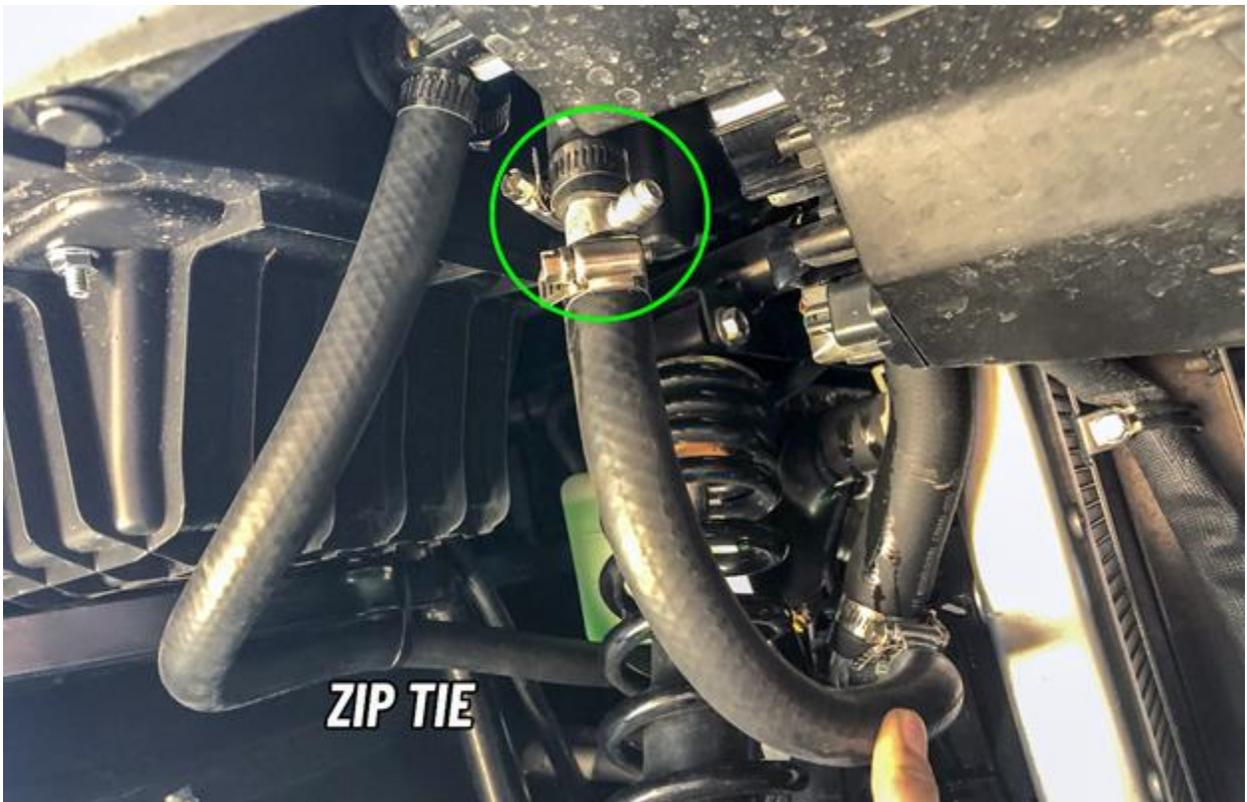
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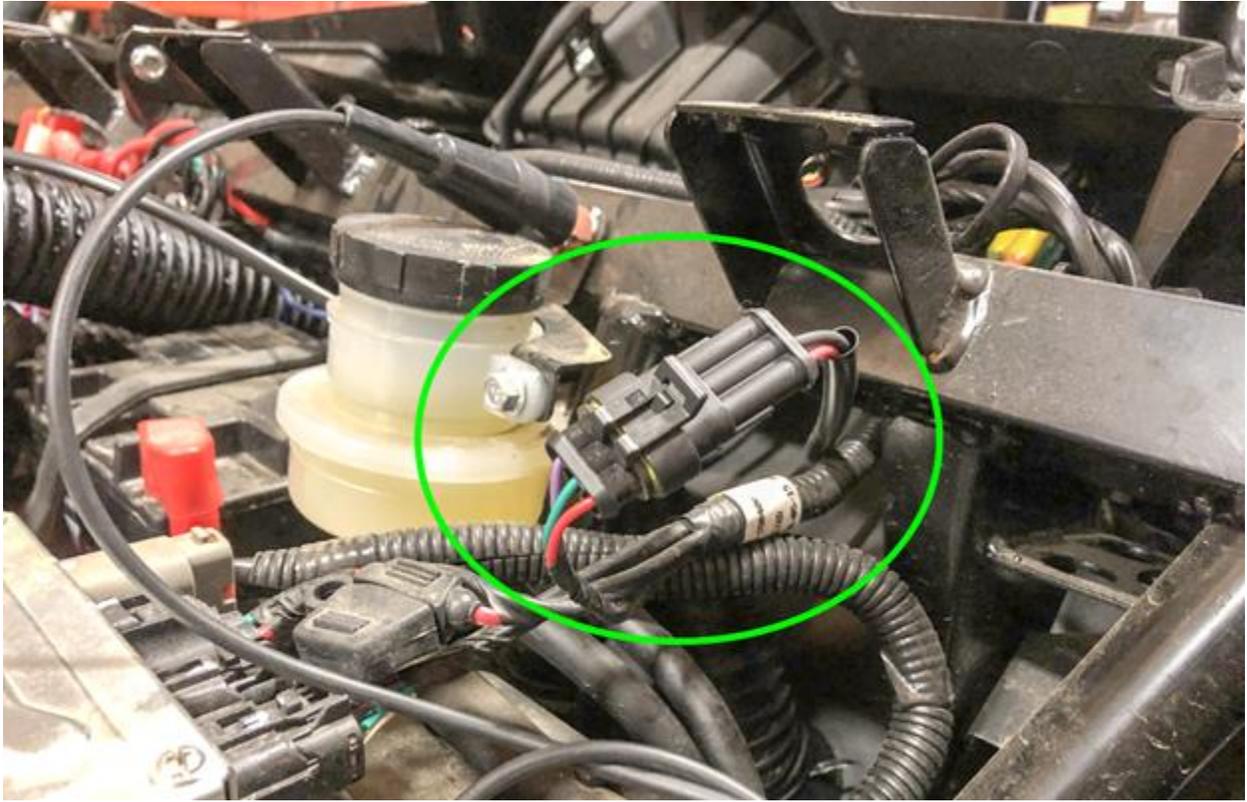
PIC12



PIC13



PIC14



PIC15

