

Honda Talon (2019 - Current) Direct-Fit Cab Heater with Defrost

STEP 1: PRE-INSTALLATION

- 1) Remove the hood panel and cover (**PIC01**) (**PIC02**).
- 2) Remove the main center underbelly skid plate, this will be to run heater hose.
- 3) Underneath the machine, locate the drain plugs on both radiator lines and drain the machine. Save the coolant and use it to refill the machine at the end of the installation.

STEP 2: INSTALL LOUVERS

- 4) Drill out the rivets and remove the WARNING plate from above the glove box.
- 5) Set the switch plate in place (provided in the kit) and install with the 6 rivets (**PIC03**).
 - Use a 3/16" bit to bore out the rivet holes, if needed.
 - Switch cut-outs will be discussed in STEP 3.
- 6) Using a 2.5" hole-saw drill out the holes for the floor louvers. There is no exact location for the floor louvers, see **PIC04** and **PIC05** for where we installed ours.
- 7) Cut (2) pieces of duct at 16" each and secure them to the backside adapter of the (2) floor louvers (**PIC06**). The louvers screw off into 2 separate pieces.
- 8) Install the (2) floor louvers into the open holes. Leave the duct hang, you will connect these runs of duct to the heater later in the installation.
- 9) Using a 2.5" hole-saw drill out the holes for the defrost louvers (**PIC03**) (**PIC07**).
- 10) Cut (2) pieces of duct at 24" (passenger) and 36" (driver) and secure them to the backside adapter of the (2) floor louvers (**PIC05**). The louvers screw off into 2 separate pieces.
- 11) Take the 36" run of duct and install the adapter onto the back of the louver face in the open hole on the driver side defrost location. Leave the duct hang, you will connect these runs of duct to the heater later in the installation.
- 12) For the passenger side, have partner pull up the dash panel so you are able to better work under this space (**PIC08**).
- 13) Install the passenger side louver and leave the duct hang, you will connect these runs of duct to the heater in STEP 4.

STEP 3: WIRING

NOTE: location of the rocker switch is up to the installer. We put ours on the WARNING plate cut-out that was installed in STEP 2. We send the plate without the switch holes pre-cut in case people want to place the switch elsewhere.

- 14) Using a razor blade knife and the cutout template attached, cut out the switch hole on the WARNING plate (**PIC03**). We send 3 switch-hole covers for those who would like extra switch locations on the dash plate, cutting in these locations is up to the installer.
- 15) Install the rocker switch.
- 16) Using the wiring harness, plug the switch connector into the back of the rocker switch.
- 17) Using the wiring harness, locate the backside of the in-dash 12v. Un-plug the connector from the backside and splice into this connection with our wiring harness (**PIC09**).
- 18) Leave the connector for the fan blower, this will be connected to the heater in STEP 4.

STEP 4: MOUNTING THE HEATER

- 19) The heater mounts in the middle of the machine on a circular framing bar (**PIC10**).
 - Before mounting the heater, connect all (4) runs of duct to the heater box adapters. This is much easier to do with the heater box **NOT** mounted.
- 20) Plug the blower connector from the wiring harness to the heater blower.
- 21) Hold the heater in place and mark the 2 mounting holes; make sure the two holes line up on the middle/center of the circular bar (**PIC11**). Mount the heater as far to the passenger side as you can, this will provide more clearance for installing the heater hose in STEP 5.
- 22) Use a 1/8" bit to pre-drill pilot holes on these marks.
- 23) Use the (2) self-tapping screws to install the heater to the machine (**PIC11**).

STEP 5: SPLICE INTO THE COOLANT LINES

- 24) On the rear-driver side of the machine, locate the hose running from the oil cooler to the water pump and make a cut on it as shown in **PIC12**.
- 25) On each open end of this cut hose, insert the straight fittings and secure with the hose clamps provided.
- 26) Use a #6 socket and loosen the hose clamp on the part of the oil cooler hose connected to the water pump, once loose, re-orientate the hose bend so it is pointing down and feed it underneath the machine (**PIC13**).
- 27) Cut a 9-foot piece of heater hose (12.5-foot for Crew cabs) and run it from the lower heater core fitting to the INLET oil cooler hose, secure with the hose clamps provided (**PIC12**).
 - When measuring the heater hose, use the lines they have on the hose instead of a tape measure. Their lines are a little over 12", but it's what we use for the instructions.
 - Off the heater fitting, run the hose toward the cab and down the tunnel to the back of the machine, make sure there is not a sharp turn that creates a kink in the heater hose.
 - Use the extra zip ties to tie the hose away from the drive shaft, if needed.
- 28) Run the meaning heater hose from the higher heater core fitting to the RETURN oil cooler hose. This hose was fed under the machine in #26 (**PIC12**). Secure with the hose clamps provided.

STEP 6: REFILL COOLANT

- 29) Refill the radiator and check for leaks.
- 30) Start the machine and allow the engine to warm up and circulate the coolant.
- 31) Drive the vehicle and put it under a good load, this will help expel air from the system.
- 32) When done let the machine cool down, recheck the coolant level and refill if needed.
- 33) 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



PIC04



PIC05



PIC06



PIC07



PIC08



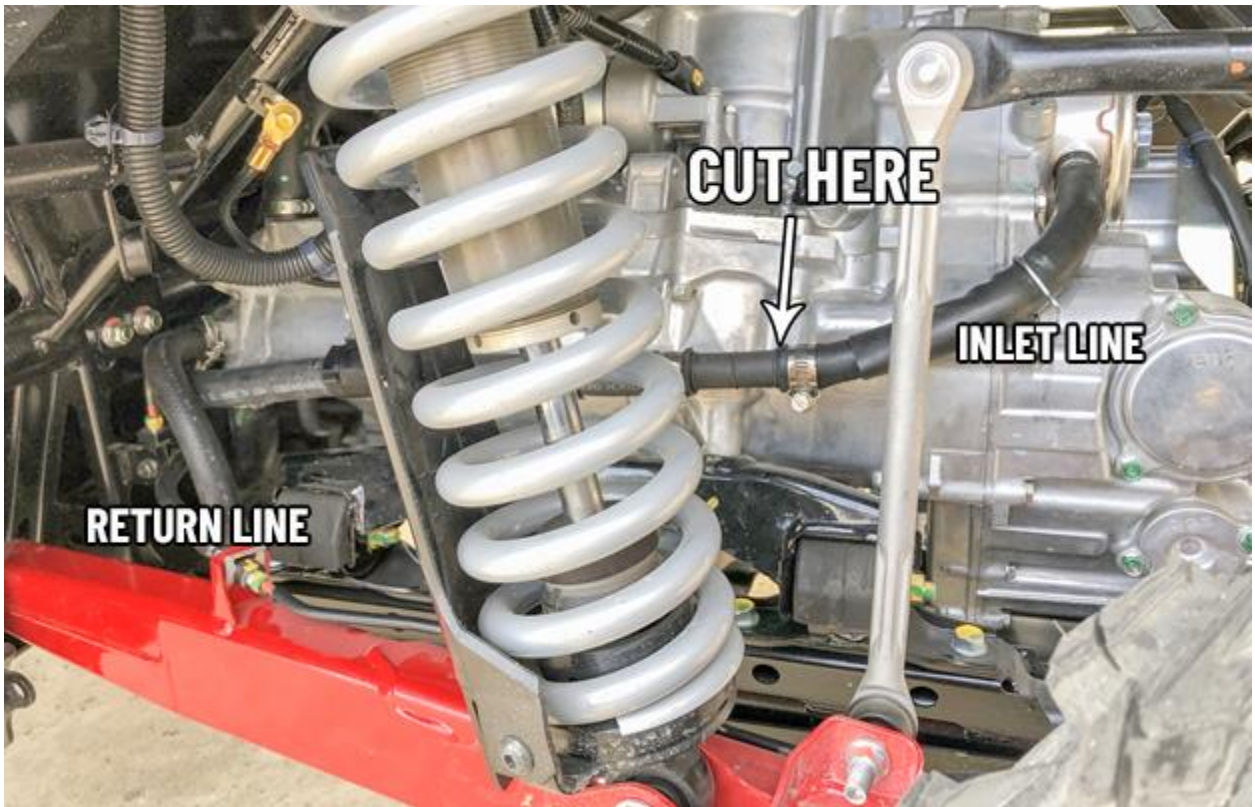
PIC09



PIC10



PIC11



PIC12



PIC13

