

## Removing the pipe from the old fitting

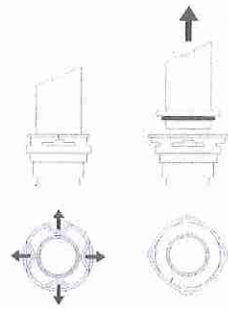


FIG 1      FIG 2

Carefully bend back the tags on the old fitting as shown in **FIG 1**. This will make the pipe loose enough to be pulled out.

The pipe should be pulled straight out of the fitting as shown in **FIG 2** and not levered from side to side as this may damage the sealing surface.

Some pipes are only held on by clips and removing these will free the pipe.

## Inserting the Pipe into the new fitting

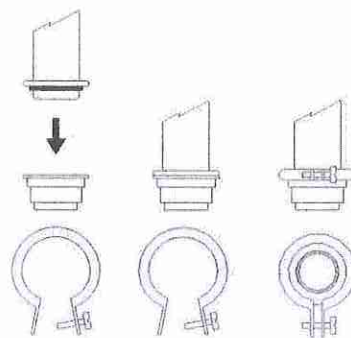


FIG 1      FIG 2      FIG 3

Replace the old O ring with the new one supplied as shown in **FIG 1** and lubricate it a little. Lubricating the seal is very important

Hold the heater in one hand, the pipe in the other and push the pipe squarely and firmly into the new fitting as shown in **FIG 1**. It may help to twist the pipe slightly whilst keeping it perpendicular to the fitting, but do not lever it from side to side. *The O ring needs to be tight in order to seal properly.*

Push down until the O ring has fully entered the fitting and there is *no gap between the two flanges* as shown in **FIG 2**. If you try to put the heater in the heater box first and then try to push the pipe on you may not be able to apply the required pressure.

The clip supplied can now be fitted and tightened. **FIG 3**

The pipes can swivel in the joint during fitting without affecting the seal.

If the above guidelines are not followed damage may occur to the O ring or sealing surface, it is therefore recommended that all joints be tested prior to fitting the heater matrix to the vehicle.#