Spridget Remote Heater Valve Conversion Kit

Installation Instructions

Sprite and Midget 948/1098/1275

PART # 635-375

440 Rutherford St. Goleta, CA 93117
1-800-667-7872 • FAX 805-692-2525 • www.mossmotors.com

Required Tools:

- Vice (preferably with soft-jaws)
- Teflon tape/thread sealant
- 5/16, 7/16 & 7mm (or adjustable) open-end wrenches
- 5/8″ drill bit and drill capability of holding 5/8″ drill bit (or 5/8″ hole saw)
- Gasket scraper
- Large crescent or adjustable wrench
- Shop rag
- Small screwdriver (or nut-driver) for hose clamps
- Fresh coolant
- Distilled water

Optional Tools:

- Clamp or Vise-Grips to hold heater core coolant hoses from leaking
- Coolant drain bucket & shop towels for any spills.

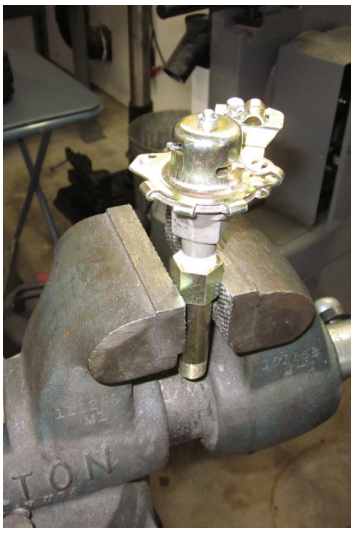
Read and understand these instructions completely before starting this installation.

1. Have distilled water and coolant ready before beginning. Place the vehicle on relatively flat ground and open the hood. Let the engine cool down and let the pressure in the coolant system dissipate.

2. Gather the heater valve and the water valve adapter from the kit. Apply Teflon tape/thread sealant to the male threads at the bottom of the heater valve.

3. Secure the hex of the water valve adapter in a vice and thread the heater valve into the top of it. Cover the jaws of the large crescent or adjustable wrench with the shop rag and then use the pliers to twist the heater valve into the water valve adapter. You want it not to leak, but do not strip the threads.

Illustration 2



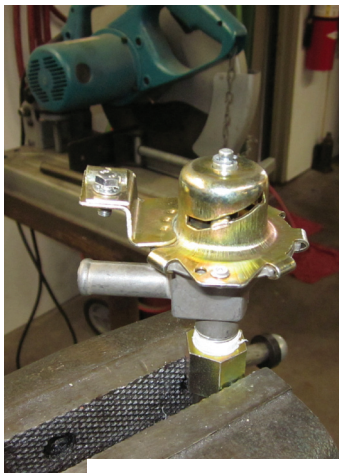


Illustration 3

4. Apply Teflon tape/thread sealant to the male threads at the bottom of the water valve adapter. Then gather the heater valve base from the kit.

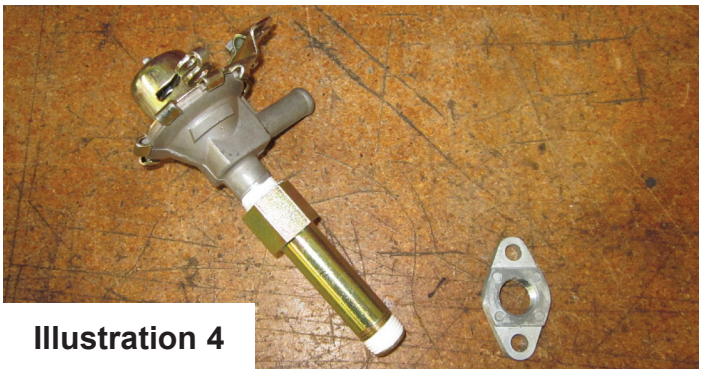
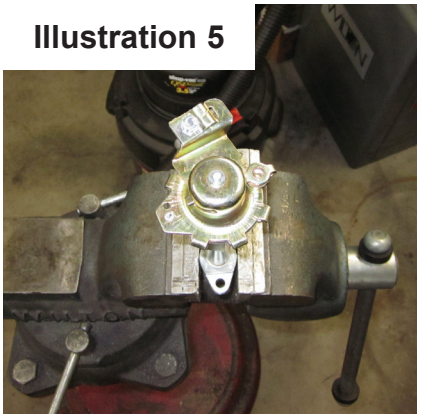


Illustration 4

5. Secure the heater valve base in a vice and thread the water valve adapter into the top of it. Two flat machined away areas should be pointing up towards the heater valve. Cover the jaws of the large crescent or adjustable wrench with the shop rag and then use the pliers on the hex of the water valve adapter to tighten it into the heater valve base. ***NOTE: TRY TO ORIENT THE VALVE AS SHOWN IN THE PHOTO, LINING UP THE CORNER OF THE CLAMP AND CENTER OF THE HEATER VALVE WITH THE TWO HOLES IN THE HEATER VALVE BASE. THIS WILL PROVIDE THE BEST CLEARANCE TO THE VALVE COVER.*** You want it not to leak, but do not strip the threads.

Illustration 5



6. Either clamp the heater core hoses to stop them from leaking or drain the coolant below the level of the head. Then loosen the hose clamps and pull the heater core hoses off of the original spigot-style heater valve. Use the 7/16 open end wrench to remove the two nuts and two spring washers holding the spigot-style valve (or blockoff plate) to the head.

7. Use the gasket scraper to remove the gasket residue from the head. If the threads of the heater valve studs are too rusted to be reused, you can replace them with the new studs provided in the kit. Now would be a good time to make sure that the coolant pathway out of the head is clear of debris so that it cannot clog your new heater valve.

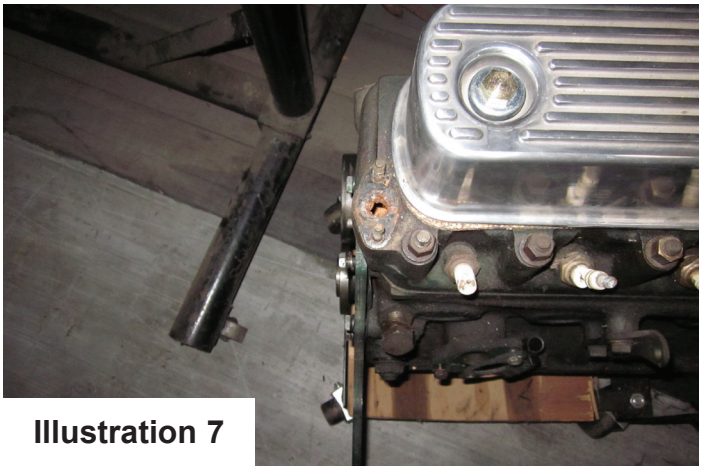
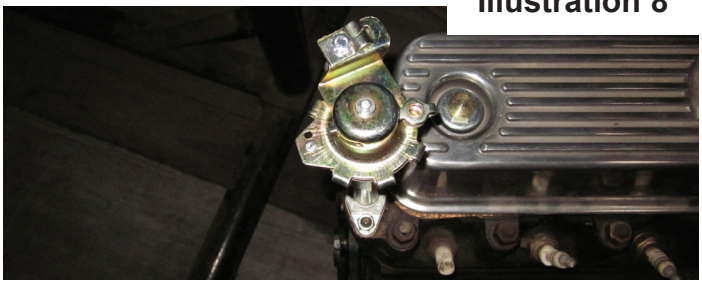


Illustration 7

8. Install the new heater valve gasket from the kit over the heater valve studs. Then slide the new remote heater valve over the studs and on top of the gasket. Check for clearance to the valve cover. Then install two lockwashers and two nuts from the kit onto the heater valve studs. Reorient the heater valve if necessary. Stock valve covers should be removable with the valve in place, but if you have an aftermarket valve cover, you will want to check that it fits without issue. The idea is to be able to remove the valve cover without removing the heater valve.

Illustration 8



9. Gather the heater control cable and the cable stop from the kit. In our car we installed the control end of the cable in the transmission tunnel below the center console. If you are going to use the same mounting point we strongly suggest looking under your car to get an understanding of where you will be drilling. Jack up either the left side or front and support with jack stands. Use the hood release cable and follow it to where it mounts, once you have determined how far above and over you want your cable mounted (make sure the hood release knob and the heater control knob don't interfere with each other) then return to the interior of your car. At this point the trim panel you will be drilling through is vinyl and foam covered hard board. You will need to punch or cut a hole in the vinyl and foam 5/8" in diameter and remove the circle of vinyl and foam. If you don't do this step the vinyl and foam will get wrapped around the drill bit and potentially damage the vinyl on your panel or the foam behind it causing it not to be smooth and flat any longer. Once the vinyl and foam have been sufficiently removed now drill a hole through the hard board and steel tunnel.

   Now you will move under the car to install the control end of the cable through the hole you just drilled. Pull the control all the way out so it acts as a pilot as you put it through the hole. If you have a second person available have them grab the control as you pass it through, otherwise you will need to make sure it is firmly in the hole and holding so you can maneuver back to the interior to finish the job of installing the nut to hold the control in place.

   Install the control knob. Slide the knob onto the shaft and give it a wiggle so that the round spring-loaded peg of the cable securely locks into the round hole on the knob.

Illustration 9

10. Back the nut off out of the cable stop so that cable will fit into the hole. Install the cable stop in the round hole of the heater valve actuator arm. Pull the knob of the heater control cable to the most outward (OPEN) position. Then thread the tip of the heater control cable through the heater valve clamp, in between the top and bottom blades of the heater control valve actuator arm and through the cable stop.

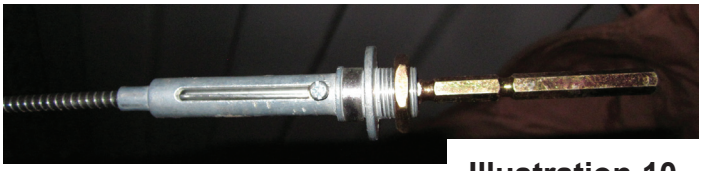
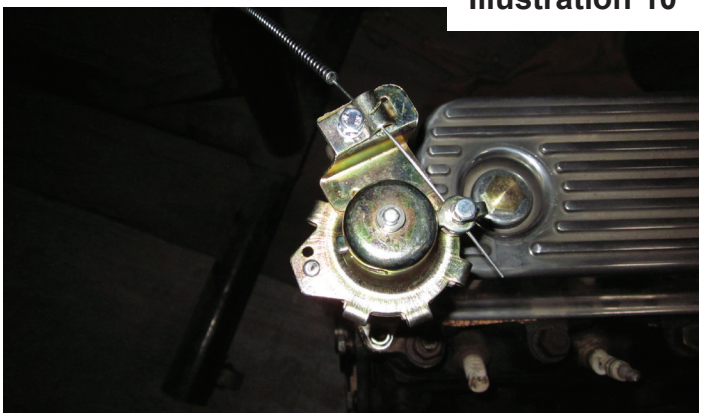
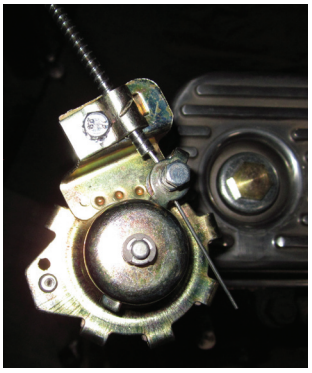


Illustration 10



11. Slide the sleeve of the cable into the clamp on the heater valve. Rotate the actuator arm of the heater valve to its most counter-clockwise position and use a 7mm open end wrench to tighten the clamp. Make sure that there is still an 1/8 inch of clearance between the tip of the cable sleeve and the fully counterclockwise rotated actuator arm.



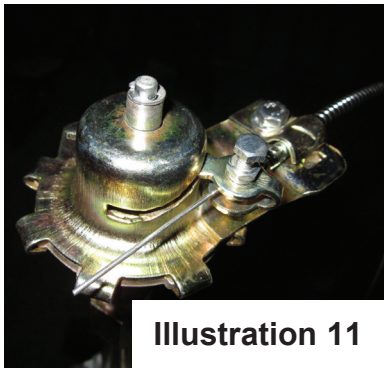


Illustration 11

12. Push the knob of the heater control cable to the most inward (CLOSED) position. Check that the cable slides smoothly and that there are no kinks or tight bends keeping the cable from actuating. Confirm that the actuator arm has moved to the closed position as shown and that the cable has not slipped in the heater valve clamp.

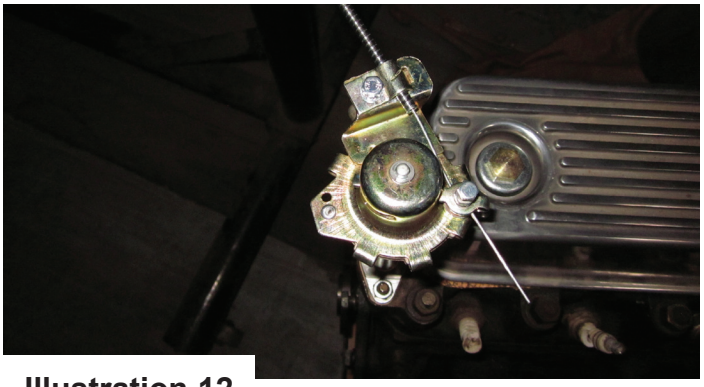
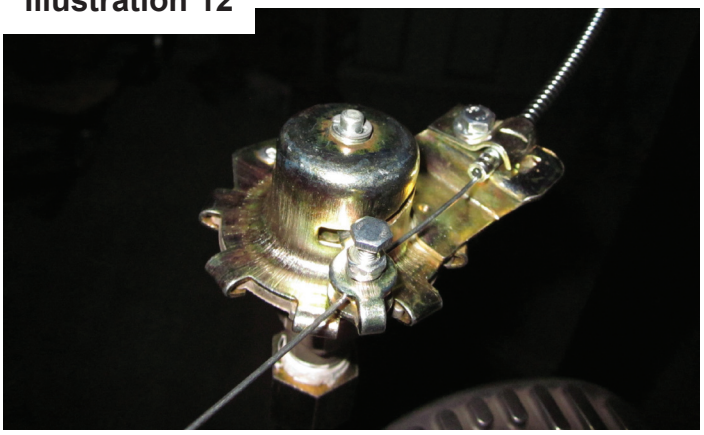


Illustration 12



13. Attach the hose going from the heater control valve to the heater core.

14. Pull the knob of the heater control cable back to the most outward (OPEN) position. Refill the engine with coolant/distilled water. Start the engine and check for leaks. There will be some air in the coolant system, so you will need to run the engine to get it warm, rev or drive it to move leftover air pockets through the hoses and recheck/refill the coolant/water level.

15. Your remote heater valve should now be working. Please see MossMotors.com for all your British parts and accessory needs.