Attention: VW Owners

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Espar Heater Systems

Thank you for your interest in Eberspächer heaters. Please allow me to give you a short history of the Volkswagen heater. Eberspächer (Germany) was the direct supplier of cabin heaters to Volkswagens with air-cooled engines through the 1960’s and 1970’s. These heaters were the BN2 and BN4 models. Volkswagen was responsible for servicing the heaters. The introduction of the water-cooled engine eliminated the need for auxiliary heaters in the mid-1970’s.

Espar Products Inc. (Eberspächer, North America) was established in 1973. Espar was not involved with the sale or service of BN2 or BN4 heaters in any way. The Espar technical service department has very limited knowledge of VW heaters and is not able to offer any troubleshooting advise. Also, original spare parts are not available. However, Espar Products Inc. is able to send copies of the original BN2 or BN4 manuals. Please give your complete mailing address with any manual requests.

There are shops throughout North America that may be able to help you. Please ask your local Volkswagen dealer, search the Internet, or check with other VW enthusiasts for shops that repair or rebuild Eberspächer BN2 or BN4 heaters.

I recommend the following shop for full service, spare parts, and technical advice:

Gordon Hayman
Hayman Motors Ltd.
70 Vanley Crescent
Toronto, Ontario M3J 2B8
Canada
(416) 636 6789

You may be interested in replacing your heater with a modern, more efficient and technically advanced model. The heaters best suited to replace BN2 and BN4 heaters are the B1LCc and B3LCc, respectively. The B1LCc is the gasoline version of the diesel D1LCc – the top-selling auxiliary fuel-fired heater in the world. Similarly, the B3LCc is the gasoline version of the D3LCc. For pricing information, please see our dealers. Heater and dealer information, as well as installation manuals, are available at http://www.espar.com. If you do not have access to the Internet, we will gladly send you colour brochures and dealer information by mail. Please call 800 668 5676 from Canada or 800 387 4800 from the US.

1 More Eberspächer (Espar) D1LCc units are sold worldwide than any other make or model of heater.
TECHNICAL DESCRIPTION

The BN4 is a gasoline operated hot air heater with its own heat source. It can be operated independently of the vehicle engine.

TECHNICAL DATA

<table>
<thead>
<tr>
<th>Property</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heating capacity</td>
<td>4,000-16,000 BTU</td>
</tr>
<tr>
<td>Hours per gallon</td>
<td>6-16.5</td>
</tr>
<tr>
<td>U.S. Fuel</td>
<td>7-18</td>
</tr>
<tr>
<td>IMP.</td>
<td></td>
</tr>
<tr>
<td>Power consumption</td>
<td>50 Watt</td>
</tr>
<tr>
<td>Voltage</td>
<td>12/24 V</td>
</tr>
</tbody>
</table>

DESIGN AND OPERATION

A complete heating system comprises a basic unit and the additional parts for installation, air ducting, exhaust, fuel supply and controls. After switching on the heater with the push-pull switch (14a), a pilot light (14) lights up and the blower motor (1) receives current. The fresh air blower (25) supplies heating air and the impeller (22) combustion air. The fuel metering pump (28) supplies fuel in accurately metered quantities to the combustion chamber (21). It is solenoid powered and controlled by the impulses of a circuit breaker in the blower motor. (reduction ratio 33:1).

The fuel forms an ignitable mixture together with the combustion air, is preheated by a glow-plug (5) and ignited by a spark plug. The ignition coil (6) provides the high voltage. It receives impulses from a second circuit breaker (24) in the blower motor. (ratio 1:1). The combusted gases flow through the heat exchanger (19) and heat up the sensor of the thermostatic switch (10), which switches off the glow plug and the resistor in the safety switch after about 45 sec. operation. The combustion process now continues on its own, assisted by the high voltage ignition.

The air supplied by the fresh air blower is heated at the heat exchanger and then routed to the passenger compartment, past the bi-metal coil of the regulating switch (12). Depending on the temperature of the hot air and position of the regulating knob (15) the bi-metal coil actuates the regulating switch which switches off the heater, when the required temperature is exceeded or switches it on again as soon as the hot air has cooled off below the set temperature. After each regulating cycle the flame is ignited by the high voltage ignition. After switching off the push-pull switch the pilot light is extinguished. The blower motor however keeps on running until the heat exchanger has cooled down to approx. 40°C and has been blown clear of residual gases. It is then automatically switched off by the thermostatic switch.

Safety Devices are as follows:

1. The safety switch (8). It interrupts the current supply to the heater if no ignition occurs 2 – 3 minutes after switching on. (e.g. owing to a faulty glow plug coil or lack of fuel). It can be reset by the lever projecting from the side after the bi-metal strip has cooled down.
2. The overheating switch (11) interrupts the current flow to the fuel pump by short-circuiting the 8 Amp fuse (9) if the heater should overheat (e.g. owing to blocking of the hot air ducts). After the cause of overheating has been eliminated and a new 8 Amp fuse installed, the heater is again ready to operate.

3. The static pressure in the hot air ducts is higher than in the combustion chamber and heat exchanger. Owing to this no exhaust gases can penetrate the hot air even if the exchanger should be leaking.

F = Fresh Air
W = Warm Air
A = Exhaust
V = Combustion Air
B = Fuel

1. Electric motor
2. Breaker 33:1
3. Relais
4. Connector
5. Glowsparkplug
6. Coil
7. Condensor
8. Safety switch
9. 8 AMP fuse (24V 1A)
10. Thermostat
11. Overheat switch
12. Temp. regulator switch
13. Bowden cable
14a. Off/On switch
14. Control lamp
15. Button for regulator switch
16. Outlet
17. Housing
18/19. Heat exchanger
20. Exhaust pipe
21. Combustion chamber
22. Impeller
23. Combustion air pipe
24. Breaker 1:1
25. Blower
26. Fuel filter
27. Suction line
28. Fuel dosing pump
29. Pressure line
OPERATION

Switching On Heater
Pull out the pull-push switch. The pilot light comes on and indicates that the heater is switched on.

Switching Off Heater
Push in the pull-push switch. The pilot light goes out. The 2 – 3 minute cleaning cycle ends automatically.

Operating with Room Thermostat
To keep the passenger compartment temperature constant a room thermostat can be installed.

The heater is started by pulling the pull-push switch. The pilot light then comes on. As soon as the temperature which has been set at the thermostat has been reached, it switches the heater off. After the temperature has dropped, the thermostat switches the heater on again.

The heater remains off when the push-pull switch is pushed in and the pilot light is extinguished. The cleaning cycle always follows to cool the heating system down and to clean out all residue gases.

MAINTENANCE

Please switch the heater on during the warm season (once a month) for a short period to avoid gumming up of the fuel line.

INSTALLATION INSTRUCTION

The BN4 heater is a universal heater for heating gasoline operated vehicles, especially freight compartments of cargo vehicles, etc., ONLY AUTHORIZED DEALERS SHOULD INSTALL THEM.

Its universal use provides a host of installation possibilities. A few rules however must always be observed in order to operate the heater safely and successfully.

Please pay special attention to the following:
1. Will the heat output be adequate?
2. How can the heater be installed?
3. What additional parts are required?
4. How will fuel be supplied to the heater?
5. How will the exhaust be directed and the combustion air supplied?
6. How can the hot-air ducts be installed?
7. How shall the wiring be arranged?

1. Will the heat output be adequate?
The heat output of the BN4 heater is adequate for vehicles with about 7m³ – 63 cubic feet.
2. How can the heater be installed?

To assist you in selecting the most suitable location for the heater, consult the diagrams below for dimensions. All measurements in mm.

Depending on the available space it is suggested to use the fresh air system (air from outside) or the recirculating system (air from the heated space).

**Advantages of the recirculating system**

Faster heating up and simpler exhaust arrangement. The fresh air system on the other hand would require that the exhaust must be installed in such a way, that the fumes do not get into the fresh air intake when parked or when travelling.

Installation of the heater in a space used by persons is not recommended.

The heater should be installed if possible in a horizontal position.

Deviations are allowed in accordance with the following drawings.
3. What additional parts are required?
With Model No. 20 1462 — 12 volt
or 20 1463 — 24 volt
you receive the parts in the illustrated drawing which are
heavily marked, and numbered. Additional parts needed for
installation, air ducting, exhaust, fuel supply and wiring may
differ depending on the installation. Listed on the pages
8 — 11, are the parts with numbers most commonly used.
A complete listing of our accessories you will find in our
accessories catalogue.

1. Basic heater
2. Grommet
3. Bowden cable for regulating switch
   2700 mm long (106″)
4. Hose clip 10 mm
5. Hose clip 9 mm
6. Flexible tube for combustion air
7. Combustion Air Intake Pipe
8. Hose clip
9. Seal
10. Exhaust pipe
11. Exhaust pipe
12. Silicon sleeve
13. Push on connector
14. Push on connector housing
15. Fuse holder (half section)
16. Fuse
17. Fuse holder (half section)
18. Push-pull switch
19. Rubber cover
20. Fuel metering pump
21. Rubber ring
22. Pump holder
23. Rubber mounting
24. Fuel filter
25. Y-piece for fuel line
4. How will fuel be supplied to the heater?

Since the installation conditions (fuel feeding height, installation location, length of fuel lines etc.) influence the fuel supply to the metering pump to a certain extent, the pumps are only preadjusted by the manufacturer. After successful installation a check of the fuel supply must be carried out and if necessary the pump should be adjusted as follows:

Remove the glow plug wire and the wire to the resistor in the safety switch from the middle connection (NO) at the thermostatic switch.

Pull off the fuel line from the heater, bleed the line and place it into a measuring glass (approx. 20 cm³) at the level of the glow plug.

Switch on the heater and measure the quantity of fuel supplied with 200 pump strokes.

Nominal value 13 to 15 cm³. In order to be able to count the pump strokes without difficulty, it is advisable to mark off each 20 strokes of the pump on a piece of paper.

a) Installation of the fuel metering pump and the fuel line between pump and heater.

To adjust pump, turn the valve body (1) 1/4 to 1/2 turn. To do so hold pump and loosen the lock nut (2).

Pressure side

Suction side

Turn left to increase

Turn right to decrease the quantity

Remeasure and continue to adjust until the nominal value has been reached. When tightening the lock nut ensure that the valve body is not also turned. Finally seal the lock nut with paint.

Ensure that the fuel metering pump and fuel lines are installed at a sufficient distance from the hot vehicle and heater parts. (exhaust, exhaust pipe).

When starting up for the first time, if the fuel line is not yet filled up, the safety-switch will switch the heater off after about 3 minutes. If necessary reset the safety-switch again.
b) Fuel connection for vehicles with carburetor engines.

max. 17 ft. long, if pump below min. fuel level
max. 4 ft. long, if pump above min. fuel level (at max. 4 in. above)

max. 20 in.

pump below min. fuel level or at max. of 4 in. above

c) Fuel connection for vehicles with fuel injection engines.

max. 17 ft. long, if pump below min. fuel level
max. 4 ft. long, if pump above min. fuel level (at max. 4 in.)
d) Fuel connection for a very high tank (level regulator necessary).

![Diagram of fuel connection for a very high tank](image)

- to tank vent
- over 20 in.
- level regulator always below the minimum fuel level
- max. 4 ft. long
- max. 4 in.
- to heater

e) Fuel connection if the metering pump has to be installed higher than 100 mm above the minimum fuel level, or if the suction line is longer than 1.2 m.

![Diagram of fuel connection for a metering pump](image)

- to heater
- max. 20 in.
- auxiliary pump
- max. 40 in.
### Accessories for Fuel Supply

![Image of fuel supply system diagram]

<table>
<thead>
<tr>
<th>Diagram No.</th>
<th>Name</th>
<th>Dimensions etc.</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>fuel line</td>
<td>5/16 OD, 1/8 i.d. φ lin. ft.</td>
<td>360 75 110</td>
</tr>
<tr>
<td>2</td>
<td>steel line</td>
<td>5/32 ID, 1.16 i.d. φ lin. ft.</td>
<td>049 10 004</td>
</tr>
<tr>
<td>3</td>
<td>fuel line</td>
<td>3/8 OD, 3/16 i.d. φ lin. ft.</td>
<td>360 75 130</td>
</tr>
<tr>
<td>4</td>
<td>level regulator</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Y piece (for vehicle fuel line)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5a</td>
<td>Y piece (for vehicles with fuel injection)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Y piece (for vehicle fuel line)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>pump bracket</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>hose fitting straight</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>cap nut M 10 X 1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>fuel pump</td>
<td>12 V. 0.1 atue = 1.41 lbs. psi</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>hose fitting 90° with capnut M 10 X 1</td>
<td>24 V. 0.1 atue = 1.41 lbs. psi</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>hose clamp</td>
<td>15/32&quot; φ</td>
<td>116 10 002</td>
</tr>
<tr>
<td>13</td>
<td>fuel tank connection</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>fuel tank</td>
<td>7 liter ca 1 1/2 gallons</td>
<td>20 1122 04 01 00</td>
</tr>
<tr>
<td>15</td>
<td>fuel tank</td>
<td>7 liter ca 1 1/2 gallons</td>
<td>20 1123 04 01 00</td>
</tr>
<tr>
<td>16</td>
<td>fuel tank</td>
<td>4 liter ca 1 gallon</td>
<td>20 1156 27 00 00</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
5. How will the exhaust be directed and the combustion air supplied?

Exhaust and combustion air intake must be balanced to ensure a smooth, soot-free combustion process. Make sure that no combusted air enters the fresh air intake while you are driving or parked. It is important that the heater does not interfere with vital parts of the vehicle, (brake lines, fuel lines etc.). The combustion air must be picked up from the outside.

Therefore, please observe the following:

a) Should the supplied exhaust pipes have to be extended, an elbow with an injector should be installed first. You can then connect a pipe up to 3 ft. to it. A further extension requires the installation of an exhaust blower, to which a pipe up to 6 ft. can be attached. The cross section (55 mm φ, 2 5/32”) of the pipe must not be reduced.

b) The maximum permissible length of the combustion air intake pipe is 600 mm. (23.4”).

c) Exhaust and combustion air intake must be located in such a way that no exhaust fumes can be sucked in by the combustion air intake.

d) The exhaust pipe and combustion air intake pipe must be located in a similar pressure area. At all speeds the differential pressure between the combustion air intake and exhaust outlet must not exceed +4 mm WC (5/32”) (max. over pressure at exhaust pipe) and - 4 mm WC (5/32”) (max. under pressure). Solder close to the heater one tube 1/16” φ i.d. to the combustion air pipe and one 1/16 φ i.d. to the exhaust pipe.

At least 2” of pipe must be allowed beyond the measuring point. Drill a 1/16” hole through both pipes and deburr them.

The tubes are connected by hoses to a manometer (e.g. U-tube) at which the differential pressure can be read off. By moving the exhaust pipe and the combustion air intake pipe to another location or by cutting the pipes diagonally the pressure differential can be influenced due to a change of speed. Do not install the exhaust pipe facing the direction of travel.
Accessories for exhaust and combustion air intake.

<table>
<thead>
<tr>
<th>Diagram No.</th>
<th>Name</th>
<th>Dimensions etc.</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Flexible Combustion Air Intake Pipe</td>
<td>1 1/32&quot; φ I.D. in ft.</td>
<td>10 2112 02 00 00</td>
</tr>
<tr>
<td>2</td>
<td>Seal</td>
<td>1 1/32&quot; φ O.D. in ft.</td>
<td>20 1282 20 00 00</td>
</tr>
<tr>
<td>3</td>
<td>Combustion air intake pipe</td>
<td></td>
<td>047 05 023</td>
</tr>
<tr>
<td>3a</td>
<td></td>
<td></td>
<td>20 1121 07 01 00</td>
</tr>
<tr>
<td>4</td>
<td>Exhaust Elbow with Injector</td>
<td>2 5/32&quot; φ I.D.</td>
<td>25 8585 33 03 00</td>
</tr>
<tr>
<td>5</td>
<td>Exhaust Pipe</td>
<td>12 volt</td>
<td>047 05 069</td>
</tr>
<tr>
<td>6</td>
<td>Exhaust Blower</td>
<td>24 volt</td>
<td>25 1202 24 00 00</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>25 1202 25 00 00</td>
</tr>
</tbody>
</table>
6. How can the hot air ducts be installed?

The resistance of the hot air ducts (wall friction and losses due to variation in direction) and the outlet and intake hood should not exceed a static pressure of 6mm WC (1/4" WC). This resembles a 9ft. flexible pipe with 90mm = 3 9/16" i.d. with 1 or 2 bends and with an outlet and intake hood. Hot air ducts should not exceed the above lengths (minimum cross section 64 cm² = 90 mm i.d. = 3 9/16" i.d.)

With a fresh air system draw in the fresh air from a level as high as possible, not in the region of the exhaust, and not from a location which is under ram-air pressure or vacuum. With a recirculation system, locate the circulating air intake so that the outflowing hot air cannot be directly drawn in again.

Insulate hot air ducts installed in the open against heat loss.

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Measurements and other Data</th>
<th>Part Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Hood</td>
<td></td>
<td>20 1127 01 01 01</td>
</tr>
<tr>
<td>2</td>
<td>Elbow</td>
<td></td>
<td>25 8585 29 00 00</td>
</tr>
<tr>
<td>3</td>
<td>Clamp</td>
<td></td>
<td>10 2060 09 51 52</td>
</tr>
<tr>
<td>4</td>
<td>Flexible duct for hot air</td>
<td>90 mm I.D. in ft.</td>
<td>10 2112 15 00 00</td>
</tr>
<tr>
<td>5</td>
<td>Flange for flexible duct</td>
<td></td>
<td>20 1297 00 00 01</td>
</tr>
<tr>
<td>6</td>
<td>Screen</td>
<td></td>
<td>20 1297 00 01 00</td>
</tr>
<tr>
<td>7</td>
<td>Spherical Elbow Left</td>
<td></td>
<td>20 1462 89 06 00</td>
</tr>
<tr>
<td>8</td>
<td>Spherical Elbow Right</td>
<td></td>
<td>20 1462 89 02 00</td>
</tr>
</tbody>
</table>
7. How shall the wiring be arranged?

Connect the heater to the power supply according to the wiring diagram (check the voltage).

The additional connection of a time switch and a room thermostat is indicated by dotted lines.

Wiring diagram for BN4 heater
WITHOUT ventilation

Cross sections in () for duct lengths over 4 m = feet

To connect the room thermostat remove wire 0.5 grey between switch and six-connection plug.
All diameters given in sq. mm.

1) Multi connector
2) Fuse holder
3) Fuel metering pump
4) Off/On Switch
5) Timer (accessory)
6) Room thermostat (accessory)
Wiring diagram for BN4 heater WITH ventilation

Ground strap with radio suppressor models only

1. Connect 2.5 (4) brown wire
2. Connect 2.5 (4) red wire
3. Connect 0.5 black/white wire

Battery

Lighting

Ground
Accessories for electrical installation and controls

<table>
<thead>
<tr>
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<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Room thermostat</td>
<td></td>
<td>25 1179 32 00 00</td>
</tr>
<tr>
<td>2</td>
<td>Timer</td>
<td></td>
<td>20 1348 03 16 00</td>
</tr>
<tr>
<td>3</td>
<td>Bowden cable for temperature control switch</td>
<td>13 ft.</td>
<td>20 1104 26 00 01</td>
</tr>
<tr>
<td>4</td>
<td>Off/On Switch</td>
<td>12 volt (heating &amp; ventilation)</td>
<td>20 1121 09 00 01</td>
</tr>
<tr>
<td></td>
<td></td>
<td>24 volt (heating &amp; ventilation)</td>
<td></td>
</tr>
</tbody>
</table>
BN4 — Compact Heater — 12V Model No. 20 1547
24V Model No. 20 1548

These heaters are already equipped with the following accessories: Metering pump, electric fuel pump to overcome greater suction heights, fuel filter, and rubber mounting, all premounted. In addition the following parts are included:

2. Grommet (2) for fuel line and wiring harness
3. Bowden cable for regulating with 2700'
4. Clamps (3 9/16" — 4 5/16")
5. Clamp
6. Gasket
7. Exhaust Elbow
8. Exhaust pipe
9. Silicon seal

10. Flexible combustion air intake pipe
11. Combustion air intake pipe
12. Hexagon nuts & washers
13. Wiring harness 15 feet with 16 Amp fuse
14. Push-pull switch

Operation

The wiring harness has to be installed according to the above diagram.

To bleed the fuel line proceed as follows:
Unscrew the hollow screw at the outlet of the electric fuel pump (Arrow). Start heater. As soon as fuel emerges tighten hollow screw again.