

Group: Safarifriends	Message: 21508	From: rob shelton	Date: 5/20/2013
Subject: hurricane water heater			
Group: Safarifriends	Message: 21	From: Terry Webner	Date: 2/9/2000
Subject: Hurricane furnace			
Group: Safarifriends	Message: 22	From: Richard G	Date: 2/9/2000
Subject: Re: Hurricane furnace			
Group: Safarifriends	Message: 8169	From: Sherry	Date: 5/13/2010
Subject: Hurricane System FYI			
Group: Safarifriends	Message: 9910	From: nullification2day	Date: 10/28/2010
Subject: Hurricane diesel heater system - coolant change			
Group: Safarifriends	Message: 9912	From: Sherry	Date: 10/29/2010
Subject: Re: Hurricane diesel heater system - coolant change			
Group: Safarifriends	Message: 16081	From: Rick	Date: 2/21/2012
Subject: Hurricane heater system			
Group: Safarifriends	Message: 16086	From: Andy Haiduck	Date: 2/22/2012
Subject: Re: Hurricane heater system			
Group: Safarifriends	Message: 16102	From: FBrouss211@aol.com	Date: 2/22/2012
Subject: Re: Hurricane heater system			
Group: Safarifriends	Message: 18768	From: Rick	Date: 10/2/2012
Subject: Hurricane heater			
Group: Safarifriends	Message: 18769	From: Fred Broussard	Date: 10/2/2012
Subject: Re: Hurricane heater			
Group: Safarifriends	Message: 18770	From: Fred Broussard	Date: 10/2/2012
Subject: Re: Hurricane heater			
Group: Safarifriends	Message: 18774	From: Rick Rheinlaender	Date: 10/2/2012
Subject: Re: Hurricane heater			
Group: Safarifriends	Message: 19441	From: nikirkdavid	Date: 11/15/2012
Subject: 1999 CONTINENTAL PANTHER-HURRICANE HEATER-TWO BRASS VALVES			
Group: Safarifriends	Message: 19443	From: Fred Broussard	Date: 11/15/2012
Subject: Re: 1999 CONTINENTAL PANTHER-HURRICANE HEATER-TWO BRASS VALVES			
Group: Safarifriends	Message: 19454	From: quinlan1112	Date: 11/17/2012
Subject: Re: 1999 CONTINENTAL PANTHER-HURRICANE HEATER-TWO BRASS VALVES			
Group: Safarifriends	Message: 19598	From: David Nikirk	Date: 11/28/2012
Subject: Re: 1999 CONTINENTAL PANTHER-HURRICANE HEATER-TWO BRASS VALVES			
Group: Safarifriends	Message: 21509	From: Denny Fogle	Date: 5/20/2013

Subject: Re: hurricane water heater			
Group: Safarifriends	Message: 21510	From: jquade_fwb	Date: 5/20/2013
Subject: Re: hurricane water heater			
Group: Safarifriends	Message: 21511	From: Dan J	Date: 5/20/2013
Subject: Re: hurricane water heater			
Group: Safarifriends	Message: 21513	From: gladiatorao3	Date: 5/20/2013
Subject: Re: hurricane water heater			
Group: Safarifriends	Message: 21522	From: jimbowenintex	Date: 5/21/2013
Subject: Re: hurricane water heater			
Group: Safarifriends	Message: 21524	From: rob shelton	Date: 5/22/2013
Subject: Re: hurricane water heater			
Group: Safarifriends	Message: 21565	From: aksnap	Date: 5/27/2013
Subject: Hurricane heater			
Group: Safarifriends	Message: 21566	From: fbrouss211	Date: 5/27/2013
Subject: Re: Hurricane heater			
Group: Safarifriends	Message: 21762	From: iexpectjd	Date: 6/11/2013
Subject: hurricane heating system			
Group: Safarifriends	Message: 23364	From: Steve	Date: 10/8/2013
Subject: Hurricane heater			
Group: Safarifriends	Message: 23365	From: rgpjb4140	Date: 10/8/2013
Subject: Re: Hurricane heater			
Group: Safarifriends	Message: 23366	From: Fred Broussard	Date: 10/8/2013
Subject: Re: Hurricane heater			
Group: Safarifriends	Message: 23381	From: aksnap	Date: 10/9/2013
Subject: Re: Hurricane heater			
Group: Safarifriends	Message: 23384	From: Fred Broussard	Date: 10/9/2013
Subject: Re: Hurricane heater			
Group: Safarifriends	Message: 23392	From: aksnap	Date: 10/9/2013
Subject: Re: Hurricane heater			
Group: Safarifriends	Message: 23476	From: gary2state	Date: 10/16/2013
Subject: hurricane heater hoses			
Group: Safarifriends	Message: 23495	From: aksnap	Date: 10/19/2013
Subject: Re: hurricane heater hoses			
Group: Safarifriends	Message: 23862	From: Robin Guthrie	Date: 11/18/2013
Subject: Hurricane Heating System			
Group: Safarifriends	Message: 23890	From: daveg	Date: 11/24/2013
Subject: Re: Hurricane Heating System			
Group: Safarifriends	Message: 24249	From: gary_wolfer	Date: 1/19/2014

Subject: Re: Hurricane Heating System			
Group: Safarifriends	Message: 24352	From: nancie_usa	Date: 2/4/2014
Subject: Hurricane heating			
Group: Safarifriends	Message: 24353	From: Rod Jacobsen	Date: 2/4/2014
Subject: Re: Hurricane heating			
Group: Safarifriends	Message: 24354	From: Nancie Price	Date: 2/4/2014
Subject: Re: Hurricane heating			
Group: Safarifriends	Message: 24355	From: Nancie Price	Date: 2/4/2014
Subject: Re: Hurricane heating			
Group: Safarifriends	Message: 24356	From: Dale Maggio	Date: 2/5/2014
Subject: Re: Hurricane heating			
Group: Safarifriends	Message: 24357	From: Izak Botha	Date: 2/5/2014
Subject: Re: Hurricane heating			
Group: Safarifriends	Message: 24358	From: rob shelton	Date: 2/5/2014
Subject: Re: Hurricane heating			
Group: Safarifriends	Message: 24359	From: rob shelton	Date: 2/5/2014
Subject: Re: Hurricane heating			
Group: Safarifriends	Message: 24360	From: Paul	Date: 2/5/2014
Subject: Re: Hurricane heating			
Group: Safarifriends	Message: 24361	From: Fred Broussard	Date: 2/5/2014
Subject: Re: Hurricane heating			
Group: Safarifriends	Message: 24362	From: Fred Broussard	Date: 2/5/2014
Subject: Re: Hurricane heating			
Group: Safarifriends	Message: 24363	From: Paul	Date: 2/5/2014
Subject: Re: Hurricane heating			
Group: Safarifriends	Message: 24364	From: Izak Botha	Date: 2/5/2014
Subject: Re: Hurricane heating			
Group: Safarifriends	Message: 24365	From: Paul	Date: 2/5/2014
Subject: Re: Hurricane heating			
Group: Safarifriends	Message: 24366	From: Ronnie	Date: 2/5/2014
Subject: Re: Hurricane heating			
Group: Safarifriends	Message: 24368	From: Paul	Date: 2/5/2014
Subject: Re: Hurricane heating			
Group: Safarifriends	Message: 24369	From: nancie_usa	Date: 2/5/2014
Subject: Re: Hurricane heating			
Group: Safarifriends	Message: 24370	From: Izak Botha	Date: 2/6/2014
Subject: Re: Hurricane heating			
Group: Safarifriends	Message: 24377	From: nancie_usa	Date: 2/6/2014

Subject: Re: Hurricane heating			
Group: Safarifriends	Message: 26883	From: quinlan1112	Date: 12/4/2014
Subject: ITR Hurricane Heater			
Group: Safarifriends	Message: 26884	From: TD	Date: 12/4/2014
Subject: Re: ITR Hurricane Heater [1 Attachment]			
Group: Safarifriends	Message: 26885	From: quinlan1112	Date: 12/4/2014
Subject: Re: ITR Hurricane Heater [1 Attachment]			
Group: Safarifriends	Message: 26886	From: TD	Date: 12/4/2014
Subject: Re: ITR Hurricane Heater			
Group: Safarifriends	Message: 26887	From: Izak Botha	Date: 12/4/2014
Subject: Re: ITR Hurricane Heater			
Group: Safarifriends	Message: 26888	From: quinlan1112	Date: 12/4/2014
Subject: Re: ITR Hurricane Heater			
Group: Safarifriends	Message: 26889	From: TD	Date: 12/4/2014
Subject: Re: ITR Hurricane Heater			
Group: Safarifriends	Message: 26890	From: quinlan1112	Date: 12/4/2014
Subject: Re: ITR Hurricane Heater			
Group: Safarifriends	Message: 26891	From: Keith Bowers	Date: 12/4/2014
Subject: Re: ITR Hurricane Heater			
Group: Safarifriends	Message: 27144	From: flywithdanno	Date: 12/15/2014
Subject: circulating pump on hurricane heater			
Group: Safarifriends	Message: 27149	From: Lorne Shantz	Date: 12/15/2014
Subject: Re: circulating pump on hurricane heater			
Group: Safarifriends	Message: 27153	From: Izak Botha	Date: 12/15/2014
Subject: Re: circulating pump on hurricane heater			
Group: Safarifriends	Message: 27161	From: dan krupicka	Date: 12/15/2014
Subject: Re: circulating pump on hurricane heater			
Group: Safarifriends	Message: 27162	From: Lorne Shantz	Date: 12/15/2014
Subject: Re: circulating pump on hurricane heater			
Group: Safarifriends	Message: 27178	From: Keith Bowers	Date: 12/16/2014
Subject: Re: circulating pump on hurricane heater			
Group: Safarifriends	Message: 27255	From: flywithdanno	Date: 12/21/2014
Subject: hurricane heater fan stopped working			
Group: Safarifriends	Message: 27256	From: Rick Rheinlaender	Date: 12/21/2014
Subject: Re: hurricane heater fan stopped working			
Group: Safarifriends	Message: 27259	From: Dan J	Date: 12/21/2014
Subject: Re: hurricane heater fan stopped working			
Group: Safarifriends	Message: 27261	From: dan krupicka	Date: 12/21/2014

Subject: Re: hurricane heater fan stopped working			
Group: Safarifriends	Message: 27262	From: Daniel Sewell	Date: 12/21/2014
Subject: Re: Safarifriends] hurricane heater fan stopped working			
Group: safarimotorhomes	Message: 228	From: Conny Culver	Date: 9/1/2015
Subject: Small Leak, Big Problems			
Group: safarimotorhomes	Message: 229	From: Lorne Shantz	Date: 9/1/2015
Subject: Re: Small Leak, Big Problems			
Group: safarimotorhomes	Message: 231	From: Conny Culver	Date: 9/4/2015
Subject: Re: Small Leak, Big Problems			
Group: safarimotorhomes	Message: 232	From: Conny Culver	Date: 9/4/2015
Subject: Re: Small Leak, Big Problems			
Group: safarimotorhomes	Message: 233	From: Lorne Shantz	Date: 9/4/2015
Subject: Re: Small Leak, Big Problems			
Group: safarimotorhomes	Message: 234	From: fountking	Date: 9/4/2015
Subject: Re: Small Leak, Big Problems			
Group: safarimotorhomes	Message: 235	From: Conny Culver	Date: 9/4/2015
Subject: Re: Small Leak, Big Problems			
Group: safarimotorhomes	Message: 236	From: Lorne Shantz	Date: 9/4/2015
Subject: Re: Small Leak, Big Problems			
Group: safarimotorhomes	Message: 237	From: Conny Culver	Date: 9/4/2015
Subject: Re: Small Leak, Big Problems			
Group: safarimotorhomes	Message: 238	From: Lorne Shantz	Date: 9/4/2015
Subject: Re: Small Leak, Big Problems [1 Attachment]			
Group: safarimotorhomes	Message: 239	From: Conny Culver	Date: 9/4/2015
Subject: Re: Small Leak, Big Problems			
Group: safarimotorhomes	Message: 240	From: mel96safari	Date: 9/5/2015
Subject: Towing (was: Small Leak, Big Problems)			
Group: safarimotorhomes	Message: 241	From: Sherry	Date: 9/5/2015

Subject: Re: Small Leak, Big Problems			
Group: safarimotorhomes	Message: 242	From: Conny Culver	Date: 9/5/2015
Subject: Re: Hurricane Re: Small Leak, Big Problems			
Group: safarimotorhomes	Message: 243	From: fountking	Date: 9/5/2015
Subject: Re: Hurricane Re: Small Leak, Big Problems			
Group: safarimotorhomes	Message: 244	From: Lorne Shantz	Date: 9/5/2015
Subject: Re: Towing (was: Small Leak, Big Problems)			
Group: safarimotorhomes	Message: 245	From: Lorne Shantz	Date: 9/5/2015
Subject: Re: Small Leak, Big Problems			
Group: safarimotorhomes	Message: 246	From: connyculver	Date: 9/5/2015
Subject: Re: Small Leak, Big Problems			
Group: Safarifriends	Message: 29215	From: paceywayne	Date: 11/1/2015
Subject: 1999 safari continental 4006 hurricane heater and bose stereo issue			
Group: Safarifriends	Message: 29216	From: Conny Culver	Date: 11/2/2015
Subject: Re: 1999 safari continental 4006 hurricane heater and bose stereo i			
Group: Safarifriends	Message: 29217	From: Dale Maggio	Date: 11/2/2015
Subject: Re: 1999 safari continental 4006 hurricane heater and bose stereo i			
Group: Safarifriends	Message: 29218	From: TD	Date: 11/2/2015
Subject: Re: 1999 safari continental 4006 hurricane heater and bose stereo is			
Group: Safarifriends	Message: 29219	From: heriddlejr	Date: 11/2/2015
Subject: Re: 1999 safari continental 4006 hurricane heater and bose stereo i			
Group: Safarifriends	Message: 29220	From: ART	Date: 11/2/2015
Subject: Re: 1999 safari continental 4006 hurricane heater and bose stereo i			
Group: Safarifriends	Message: 29221	From: Izak Botha	Date: 11/2/2015
Subject: Re: 1999 safari continental 4006 hurricane heater and bose stereo is			
Group: Safarifriends	Message: 29222	From: TD	Date: 11/2/2015
Subject: Re: 1999 safari continental 4006 hurricane heater and bose stereo is			
Group: Safarifriends	Message: 29224	From: Conny Culver	Date: 11/2/2015
Subject: Re: 1999 safari continental 4006 hurricane heater and bose stereo is			
Group: Safarifriends	Message: 29226	From: ART	Date: 11/2/2015
Subject: Re: 1999 safari continental 4006 hurricane heater and bose stereo is			
Group: Safarifriends	Message: 29608	From: Conny Culver	Date: 12/28/2015
Subject: Hurricane Problem			
Group: Safarifriends	Message: 32845	From: nancie_usa	Date: 4/25/2017

Subject: What is the process of the Hurricane Heater...1998 Serengetti			
Group: Safarifriends	Message: 32847	From: Nancie Price	Date: 4/25/2017
Subject: Re: What is the process of the Hurricane Heater...1998 Serengetti			
Group: Safarifriends	Message: 32849	From: Danny	Date: 4/26/2017
Subject: Re: What is the process of the Hurricane Heater...1998 Serengetti			
Group: Safarifriends	Message: 32850	From: Bill Edwards	Date: 4/26/2017
Subject: Re: What is the process of the Hurricane Heater...1998 Serengetti			
Group: Safarifriends	Message: 36173	From: Bill Edwards	Date: 9/27/2017
Subject: Hurricane heater shutting down			
Group: Safarifriends	Message: 36174	From: Constance Culver	Date: 9/27/2017
Subject: Re: Digest Number 5024. HURRICANE			
Group: Safarifriends	Message: 37597	From: bowhunter0608	Date: 2/3/2018
Subject: 99 Continental Hurricane Heater			
Group: Safarifriends	Message: 37598	From: Robert Lewis	Date: 2/3/2018
Subject: Re: 99 Continental Hurricane Heater [2 Attachments]			
Group: Safarifriends	Message: 37599	From: TD	Date: 2/4/2018
Subject: Re: 99 Continental Hurricane Heater [2 Attachments]			
Group: Safarifriends	Message: 37600	From: astrnmrtom	Date: 2/4/2018
Subject: Re: 99 Continental Hurricane Heater			
Group: Safarifriends	Message: 37606	From: bowhunter0608	Date: 2/4/2018
Subject: Re: 99 Continental Hurricane Heater			
Group: Safarifriends	Message: 37614	From: TD	Date: 2/5/2018
Subject: Re: 99 Continental Hurricane Heater			
Group: Safarifriends	Message: 37637	From: astrnmrtom	Date: 2/6/2018
Subject: Re: 99 Continental Hurricane Heater			
Group: Safarifriends	Message: 37639	From: bowhunter0608	Date: 2/6/2018
Subject: Re: 99 Continental Hurricane Heater			
Group: Safarifriends	Message: 37640	From: fountking	Date: 2/7/2018
Subject: Re: 99 Continental Hurricane Heater			
Group: Safarifriends	Message: 37643	From: Robert Lewis	Date: 2/7/2018
Subject: Re: 99 Continental Hurricane Heater			
Group: Safarifriends	Message: 37649	From: rob shelton	Date: 2/8/2018
Subject: Re: 99 Continental Hurricane Heater			
Group: Safarifriends	Message: 37651	From: astrnmrtom	Date: 2/8/2018
Subject: Re: 99 Continental Hurricane Heater			
Group: Safarifriends	Message: 37711	From: j_r_ruff	Date: 2/20/2018
Subject: Re: 99 Continental Hurricane Heater			
Group: Safarifriends	Message: 38255	From: Bill Edwards	Date: 5/19/2018

Subject: Re: How much Engine Coolant/Hurricane			
Group: Safarifriends	Message: 38270	From: Bill Edwards	Date: 5/20/2018
Subject: Hurricane question and hose routing/exchanger locations			
Group: Safarifriends	Message: 38271	From: Paul Pecnik	Date: 5/20/2018
Subject: Re: How much Engine Coolant/Hurricane			
Group: Safarifriends	Message: 38272	From: Paul Pecnik	Date: 5/20/2018
Subject: Re: How much Engine Coolant/Hurricane			
Group: Safarifriends	Message: 38274	From: Bill Edwards	Date: 5/20/2018
Subject: Re: How much Engine Coolant/Hurricane			
Group: Safarifriends	Message: 38275	From: dalemaggio	Date: 5/20/2018
Subject: Re: Hurricane question and hose routing/exchanger locations			
Group: Safarifriends	Message: 38276	From: rob shelton	Date: 5/20/2018
Subject: Re: Hurricane question and hose routing/exchanger locations			
Group: Safarifriends	Message: 38281	From: Bill Edwards	Date: 5/21/2018
Subject: Re: Hurricane question and hose routing/exchanger locations			
Group: Safarifriends	Message: 38282	From: Bill Edwards	Date: 5/21/2018
Subject: Re: Hurricane question and hose routing/exchanger locations			
Group: Safarifriends	Message: 38283	From: rob shelton	Date: 5/21/2018
Subject: Re: Hurricane question and hose routing/exchanger locations			
Group: Safarifriends	Message: 38285	From: TD	Date: 5/21/2018
Subject: Re: Hurricane question and hose routing/exchanger locations			
Group: Safarifriends	Message: 38291	From: Roland Hyatt	Date: 5/21/2018
Subject: Re: Hurricane question and hose routing/exchanger locations			
Group: Safarifriends	Message: 38298	From: astrnmrtom	Date: 5/21/2018
Subject: Re: Hurricane question and hose routing/exchanger locations			
Group: Safarifriends	Message: 38299	From: rob shelton	Date: 5/22/2018
Subject: Re: Hurricane question and hose routing/exchanger locations			
Group: Safarifriends	Message: 38304	From: dalemaggio	Date: 5/22/2018
Subject: Re: Hurricane question and hose routing/exchanger locations			
Group: Safarifriends	Message: 38311	From: Dale Maggio	Date: 5/22/2018
Subject: Re: Hurricane question and hose routing/exchanger locations			
Group: Safarifriends	Message: 38333	From: astrnmrtom	Date: 5/23/2018
Subject: Re: Hurricane question and hose routing/exchanger locations			
Group: Safarifriends	Message: 38335	From: Dale Maggio	Date: 5/24/2018
Subject: Re: Hurricane question and hose routing/exchanger locations [1 Attac			
Group: Safarifriends	Message: 38336	From: rob shelton	Date: 5/24/2018
Subject: Re: Hurricane question and hose routing/exchanger locations			
Group: Safarifriends	Message: 38337	From: James Exler	Date: 5/24/2018

Subject: Re: Hurricane question and hose routing/exchanger locations			
Group: Safarifriends	Message: 38339	From: technolog1	Date: 5/24/2018
Subject: How to get Clorox in fresh water tank.			
Group: Safarifriends	Message: 38341	From: Bill Edwards	Date: 5/24/2018
Subject: Re: Hurricane question and hose routing/exchanger locations			
Group: Safarifriends	Message: 38342	From: Bill Edwards	Date: 5/24/2018
Subject: Re: Hurricane question and hose routing/exchanger locations			
Group: Safarifriends	Message: 38344	From: Gary Smith	Date: 5/24/2018
Subject: Re: How to get Clorox in fresh water tank.			
Group: Safarifriends	Message: 38345	From: dalemaggio	Date: 5/24/2018
Subject: Re: How to get Clorox in fresh water tank.			
Group: Safarifriends	Message: 38348	From: technolog1	Date: 5/24/2018
Subject: Re: How to get Clorox in fresh water tank.			
Group: Safarifriends	Message: 38380	From: Doug	Date: 5/27/2018
Subject: Re: How to get Clorox in fresh water tank.			
Group: Safarifriends	Message: 38403	From: technolog1	Date: 5/28/2018
Subject: Re: How to get Clorox in fresh water tank.			
Group: Safarifriends	Message: 38404	From: Ken Bates	Date: 5/28/2018
Subject: Re: How to get Clorox in fresh water tank.			
Group: Safarifriends	Message: 38405	From: technolog1	Date: 5/29/2018
Subject: Re: How to get Clorox in fresh water tank.			
Group: Safarifriends	Message: 39407	From: bowhunter0608	Date: 8/27/2018
Subject: Hurricane heater/water heater shot			
Group: Safarifriends	Message: 40825	From: John Rowin	Date: 2/24/2019
Subject: Hurricane heater blowers			
Group: Safarifriends	Message: 40826	From: jeffjordan1972@gmail.com	Date: 2/24/2019
Subject: Re: Hurricane heater blowers			
Group: Safarifriends	Message: 40827	From: John Rowin	Date: 2/24/2019
Subject: Re: Hurricane heater blowers			
Group: Safarifriends	Message: 40828	From: jeffjordan1972@gmail.com	Date: 2/24/2019
Subject: Re: Hurricane heater blowers			
Group: Safarifriends	Message: 40829	From: jeffjordan1972@gmail.com	Date: 2/24/2019
Subject: Re: Hurricane heater blowers			
Group: Safarifriends	Message: 40830	From: jeffjordan1972@gmail.com	Date: 2/24/2019
Subject: Re: Hurricane heater blowers			

Group: Safarifriends	Message: 40831	From: srswope22	Date: 2/24/2019
Subject: Re: Hurricane heater blowers			
Group: Safarifriends	Message: 40832	From: John Rowin	Date: 2/24/2019
Subject: Re: Hurricane heater blowers			
Group: Safarifriends	Message: 40833	From: jeffjordan1972@gmail.com	Date: 2/24/2019
Subject: Re: Hurricane heater blowers			
Group: Safarifriends	Message: 40836	From: Daniel Defenderfer	Date: 2/25/2019
Subject: Re: Hurricane heater blowers			
Group: Safarifriends	Message: 40837	From: Daniel Defenderfer	Date: 2/25/2019
Subject: Re: Hurricane heater blowers			
Group: Safarifriends	Message: 40840	From: John Rowin	Date: 2/25/2019
Subject: Re: Hurricane heater blowers			
Group: Safarifriends	Message: 40845	From: Daniel Defenderfer	Date: 2/25/2019
Subject: Re: Hurricane heater blowers			
Group: Safarifriends	Message: 40856	From: Robert Lewis	Date: 2/25/2019
Subject: Re: Hurricane heater blowers			
Group: Safarifriends	Message: 40857	From: srswope22	Date: 2/26/2019
Subject: Re: Hurricane heater blowers			
Group: Safarifriends	Message: 40873	From: robert.lewis.tl@gmail.com	Date: 3/1/2019
Subject: Hurricane Main Control Board failure			
Group: Safarifriends	Message: 41515	From: agsnowflake@gmail.com	Date: 5/8/2019
Subject: 2000 safari sahara			
Group: Safarifriends	Message: 41522	From: ondaflore	Date: 5/9/2019
Subject: Re: 2000 safari sahara			
Group: Safarifriends	Message: 41525	From: mel96safari	Date: 5/9/2019
Subject: Re: 2000 safari sahara			
Group: Safarifriends	Message: 41528	From: W Taylor Hudson	Date: 5/9/2019
Subject: Re: 2000 safari sahara			
Group: Safarifriends	Message: 41530	From: W Taylor Hudson	Date: 5/9/2019
Subject: Re: 2000 safari sahara			
Group: Safarifriends	Message: 41531	From: mel96safari	Date: 5/9/2019
Subject: Simple and reliable (was: 2000 safari sahara)			
Group: Safarifriends	Message: 41563	From: agsnowflake@gmail.com	Date: 5/11/2019
Subject: Re: 2000 safari sahara			
Group: Safarifriends	Message: 41564	From: Gary Smith	Date: 5/11/2019

Subject: Re: 2000 safari sahara			
Group: Safarifriends	Message: 41565	From: agsnowflake@gmail.com	Date: 5/11/2019
Subject: Re: 2000 safari sahara			
Group: Safarifriends	Message: 41566	From: Gary Smith	Date: 5/11/2019
Subject: Re: 2000 safari sahara			
Group: Safarifriends	Message: 41571	From: mel96safari	Date: 5/11/2019
Subject: diesel heater? (was: 2000 safari sahara)			
Group: Safarifriends	Message: 41602	From: astrnmrtom	Date: 5/14/2019
Subject: Re: 2000 safari sahara			
Group: Safarifriends	Message: 41603	From: mel96safari	Date: 5/15/2019
Subject: Re: 2000 safari sahara			
Group: Safarifriends	Message: 41604	From: Billy Massey	Date: 5/15/2019
Subject: Re: 2000 safari sahara			
Group: Safarifriends	Message: 41605	From: Bill Edwards	Date: 5/15/2019
Subject: Re: 2000 safari sahara			
Group: Safarifriends	Message: 41606	From: Bill Edwards	Date: 5/15/2019
Subject: Re: diesel heater? (was: 2000 safari sahara)			
Group: Safarifriends	Message: 41607	From: Bill Edwards	Date: 5/15/2019
Subject: Hurricane heater reliability			
Group: Safarifriends	Message: 41609	From: astrnmrtom	Date: 5/16/2019
Subject: Re: 2000 safari sahara			
Group: Safarifriends	Message: 41611	From: mel96safari	Date: 5/16/2019
Subject: Hydronic heat and hot water? (was: 2000 safari sahara)			
Group: Safarifriends	Message: 41612	From: W Taylor Hudson	Date: 5/16/2019
Subject: Re: Hydronic heat and hot water? (was: 2000 safari sahara)			
Group: Safarifriends	Message: 41613	From: W Taylor Hudson	Date: 5/16/2019
Subject: Re: Hydronic heat and hot water? (was: 2000 safari sahara)			
Group: Safarifriends	Message: 41614	From: Bill Edwards	Date: 5/16/2019
Subject: Re: Hydronic heat and hot water? (was: 2000 safari sahara)			
Group: Safarifriends	Message: 41615	From: astrnmrtom	Date: 5/16/2019
Subject: Re: 2000 safari sahara			
Group: Safarifriends	Message: 41616	From: astrnmrtom	Date: 5/16/2019
Subject: Re: 2000 safari sahara			
Group: Safarifriends	Message: 41617	From: cliff walter	Date: 5/16/2019
Subject: Re: Hydronic heat and hot water? (was: 2000 safari sahara)			
Group: Safarifriends	Message: 41618	From: cliff walter	Date: 5/16/2019
Subject: Re: Hydronic heat and hot water? (was: 2000 safari sahara)			

Group: Safarifriends	Message: 41624	From: mel96safari	Date: 5/17/2019
Subject: Diesel only Hurricane heaters? (was: 2000 safari sahara).			
Group: Safarifriends	Message: 41625	From: Dale Maggio	Date: 5/17/2019
Subject: Re: Diesel only Hurricane heaters? (was: 2000 safari sahara).			
Group: Safarifriends	Message: 41632	From: W Taylor Hudson	Date: 5/17/2019
Subject: Re: Diesel only Hurricane heaters? (was: 2000 safari sahara).			
Group: Safarifriends	Message: 41650	From: Robert Lewis	Date: 5/18/2019
Subject: Re: 2000 safari sahara			
Group: Safarifriends	Message: 41662	From: astrnmrtom	Date: 5/20/2019
Subject: Re: 2000 safari sahara			
Group: Safarifriends	Message: 41663	From: Robert Lewis	Date: 5/20/2019
Subject: Re: 2000 safari sahara			
Group: Safarifriends	Message: 42617	From: agsnowflake@gmail.com	Date: 8/6/2019
Subject: Re: 2000 safari sahara			
Group: Safarifriends	Message: 43070	From: tworootless@outlook.com	Date: 9/20/2019
Subject: Hurricane Heater			
Group: Safarifriends	Message: 43072	From: tworootless@outlook.com	Date: 9/20/2019
Subject: Re: Hurricane Heater			
Group: Safarifriends	Message: 43077	From: jeffjordan1972@gmail.com	Date: 9/20/2019
Subject: Re: Hurricane Heater			
Group: Safarifriends	Message: 43082	From: astrnmrtom	Date: 9/21/2019
Subject: Re: Hurricane Heater			
Group: Safarifriends	Message: 43405	From: robert.lewis.tl@gmail.com	Date: 10/19/2019
Subject: Hurricane Heater			
Group: Safarifriends	Message: 43408	From: Bill Edwards	Date: 10/20/2019
Subject: Re: Hurricane Heater			
Group: Safarifriends	Message: 43418	From: Robert Lewis	Date: 10/20/2019
Subject: Re: Hurricane Heater			
Group: Safarifriends	Message: 43422	From: Bill Edwards	Date: 10/20/2019
Subject: Re: Hurricane Heater			

Group: Safarifriends	Message: 21508	From: rob shelton	Date: 5/20/2013
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Subject: hurricane water heater

Friends, I recently purchased a 1998 serengeti 38 foot cat pusher. While trying it out on a test run to the lake we learned it has an electric hot water element. The water is hot even without the hurricane water heater on. We leave our motorhome hooked up to shore power under a shed when we are home and here lies the problem. We don't hook up to water and this could be a problem and we can not find a switch to turn it off. Surely there is a switch besides a breaker which I have no clue which breaker it is. Anyone out there know where there might be a switch to turn it off? Thanks Rob

Group: Safarifriends **Message:** 21 **From:** Terry Webner **Date:** 2/9/2000

Subject: Hurricane furnace

We had a problem with our Hurricane furnace where the exhaust from the furnace came apart from the muffler just at the bottom of the furnace. Maybe the furnace runs good this way?? But it is noisy and can cause the wood base that furnace sits on to burn. With the exhaust separated just below the furnace, heat is forced up to the furnace and causes the wood around the hole to scorch. If you think your furnace is noisy and smell wood burning, check the bottom of the furnace.

The exhaust clamp didn't hold mine together. I made sure the furnace exhaust was inserted into the ell by one inch (this took some tapping with a hammer) and put a self threading metal screw thru the ell and furnace exhaust. I then replaced the exhaust clamp just below the screw. This seems to hold everything in place and seals the system so the exhaust goes thru the system and not back up to the furnace and wood base.

Terry Webner

Group: Safarifriends **Message:** 22 **From:** Richard G **Date:** 2/9/2000

Subject: Re: Hurricane furnace

Dangerous ! Not to mention the possibility of carbon monoxide poisoning !
You're lucky to have caught it. RG

Group: Safarifriends **Message:** 8169 **From:** Sherry **Date:** 5/13/2010

Subject: Hurricane System FYI

I just learned (the hard way, of course) that the circuit breaker for the bedside power outlets also controls the hot water heater on the Hurricane hydronic system when you're hooked up. So if you lose hot water and have tripped the circuit, it's not a "blown fuse" as the Hurricane indicates. It's the tripped breaker.

Sherry
'98 Serengeti 40DP

Group: Safarifriends **Message:** 9910 **From:** nullification2day **Date:** 10/28/2010

Subject: Hurricane diesel heater system - coolant change

I have a 98 Serengeti with a Hurricane diesel heater system, model CO45DRF. It's not heating up as hot as I'd like and I think the coolant hasn't been changed in many years. What brand and type coolant have you guys used and where do you drain it? Filling it is done underneath the bed in the engine compartment with an expansion tank and plastic overflow tank mounted to the side of the bed support (I think), but I don't know where to drain it.

Thanks

Group: Safarifriends **Message:** 9912 **From:** Sherry **Date:** 10/29/2010
Subject: Re: Hurricane diesel heater system - coolant change

Hi Steve,

Your Hurricane system should be serviced every year. The eye and injectors need to be cleaned and other stuff. I can't answer your question because I hire it done but I strongly recommend you call ITR in Vancouver, WA to find your answer from the company that makes it:-) The phone number is 360-993-4877 and ask for Randy, the technician. There's a yahoo group specifically for hydronic heating systems whose moderator, Roger Berke is a certified tech for these systems. That's a good source of info. ITR can also tell you where to find certified techs in your area of the country.

Sherry
FT on Safari

--- In Safarifriends@yahoogroups.com, "nullification2day" <stevesmithjunkjunk@...> wrote:

>

> I have a 98 Serengeti with a Hurricane diesel heater system, model CO45DRF. It's not heating up as hot as I'd like and I think the coolant hasn't been changed in many years. What brand and type coolant have you guys used and where do you drain it? Filling it is done underneath the bed in the engine compartment with an expansion tank and plastic overflow tank mounted to the side of the bed support (I think), but I don't know where to drain it.

>

> Thanks

>

Group: Safarifriends **Message:** 16081 **From:** Rick **Date:** 2/21/2012
Subject: Hurricane heater system

We lost a hose on the hurricane heater system and pumped all the antifreeze out . I have replaced the hoses but am having trouble bleeding the air out of the system and the pump is cavetating any one know how to bleed the air so I can get the heater going its still cold at night in AZ.

Rick & Velma Rheinlaender
41' Continental 2000

Group: Safarifriends **Message:** 16086 **From:** Andy Haiduck **Date:** 2/22/2012
Subject: Re: Hurricane heater system

Suggest you contact Kevin at ITR - the Hurricane manufacturer. He is extremely knowledgeable and helpful on Hurricane issues. Here's the website: <http://itrheat.com/about-us/>
Andy Haiduck
98 Serengeti 4006

--- In Safarifriends@yahoo.com, "Rick" <texsailor320@...> wrote:
We lost a hose on the hurricane heater system and pumped all the antifreeze out . I have replaced the hoses but am having trouble bleeding the air out of the system and the pump is cavetating any one know how to bleed the air so I can get the heater going its still cold at night in AZ.
Rick & Velma Rheinlaender
41' Continental 2000

Group: Safarifriends	Message: 16102	From: FBrouss211@aol.com	Date: 2/22/2012
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Subject: Re: Hurricane heater system

The hurricane heating system training videos on the ITR web site are also excellent..and they are free!

Sent from my iPhone

On Feb 22, 2012, at 7:10 AM, "Andy Haiduck" <andrew.haiduck@...> wrote:

Suggest you contact Kevin at ITR - the Hurricane manufacturer. He is extremely knowledgeable and helpful on Hurricane issues. Here's the website: <http://itrheat.com/about-us/>
Andy Haiduck
98 Serengeti 4006

--- In Safarifriends@yahoo.com, "Rick" <texsailor320@...> wrote:
We lost a hose on the hurricane heater system and pumped all the antifreeze out . I have replaced the hoses but am having trouble bleeding the air out of the system and the pump is cavetating any one know how to bleed the air so I can get the heater going its still cold at night in AZ.
Rick & Velma Rheinlaender
41' Continental 2000

Group: Safarifriends	Message: 18768	From: Rick	Date: 10/2/2012
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Subject: Hurricane heater

Does anyone have a repair manul for the hurricane heater

Group: Safarifriends	Message: 18769	From: Fred Broussard	Date: 10/2/2012
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Subject: Re: Hurricane heater

I have manuals but the best source is one line.
Kevin, the tech is very customer friendly and knowledgeable..helped me rebuild mine. They also
have easy to follow FREE online training videos.
(800) 993-4402-techs name is kevin-phone
["www.itrheat.com"](http://www.itrheat.com)
["klambert@..."](mailto:klambert@...)
11915
NE 56th Circle, Suite B
Vancouver WASHINGTON 98682
United States

Sent from my iPhone

On Oct 2, 2012, at 1:42 PM, "Rick" <texsailor320@...> wrote:

Does anyone have a repair manul for the hurricane heater

Group: Safarifriends **Message:** 18770 **From:** Fred Broussard **Date:** 10/2/2012
Subject: Re: Hurricane heater

Oops, forgot to sign off properly after the Hurricane heater post.
Fred
99 Safari Continental 115,000 miles
3126B CAT

Sent from my iPhone

On Oct 2, 2012, at 2:18 PM, Fred Broussard <FBrouss211@...> wrote:

I have manuals but the best source is one line.
Kevin, the tech is very customer friendly and knowledgeable..helped me rebuild mine. They also
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(800) 993-4402-techs name is kevin-phone
["www.itrheat.com"](http://www.itrheat.com)
["klambert@..."](mailto:klambert@...)
11915
NE 56th Circle, Suite B
Vancouver WASHINGTON 98682
United States

Sent from my iPhone

On Oct 2, 2012, at 1:42 PM, "Rick" <texsailor320@...> wrote:

Does anyone have a repair manul for the hurricane heater

Group: Safarifriends **Message:** 18774 **From:** Rick Rheinlaender **Date:** 10/2/2012
Subject: Re: Hurricane heater

Thanks.

I have a feeling it is the board. I have power at the bottom of the board but no power light. I only get the bypass light

Sent from my iPad

On Oct 2, 2012, at 2:18 PM, Fred Broussard <FBrouss211@...> wrote:

I have manuals but the best source is one line.

Kevin, the tech is very customer friendly and knowledgable..helped me rebuild mine. They also have easy to follow FREE online training videos.

(800) 993-4402-techs name is kevin-phone

"www.itrheat.com"

"klambert@..."

11915

NE 56th Circle, Suite B

Vancouver WASHINGTON 98682

United States

Sent from my iPhone

On Oct 2, 2012, at 1:42 PM, "Rick" <texsailor320@...> wrote:

Does anyone have a repair manul for the hurricane heater

Group: Safarifriends **Message:** 19441 **From:** nikirkdavid **Date:** 11/15/2012
Subject: 1999 CONTINENTAL PANTHER-HURRICANE HEATER-TWO BRASS VALVES

When turning on the heater the book refers to two brass valves in the bed box to be turned horizontal or vertical depending on your choice of heat or heat and hot water. I can not find two valves that can be adjusted in this manner. There are two valves in the bed box near the radiator, i have played with these but I can not get a hot water flow to the heat exchangers and the burner just stays lit.

1. Where are the two valves.
2. There is a plastic water reservoir over the engine that can be accessed from the rear engine doors. I fill it before I drive and it is always empty when I stop. Is this part of the heating fluid for the heater or just overflow tank.
3. All thermostats click on at setpoints and boiler fires, just no hotwater getting to exchangers. Is there a pump that needs to be vented or checked for operation.
4. Fresh water tanks are empty (leak) and water pump is off.
5. Can not find overflow for freshwater tank. Did find out the tank will expand to such limits as to raise the floor.

Thank you all I have enjoyed reading your post and trying to learn from your answers before I put up my own list of questions.

Thanks again,
David and Debbie

Group: Safarifriends **Message:** 19443 **From:** Fred Broussard **Date:** 11/15/2012

Subject: Re: 1999 CONTINENTAL PANTHER-HURRICANE HEATER-TWO BRASS VALVES

If they don't already have a manual; Hurricane heater owners need to go to the website and get educated about how to properly use their systems. It is :

"www.itrheat.com". The site has free training videos as well as tech support.

Proper grade Antifreeze is the heat transfer liquid.

Fred

99 safari Conti

Sent from my iPhone

On Nov 15, 2012, at 1:14 PM, "nikirkdavid" <nikirkdavid@...> wrote:

When turning on the heater the book refers to two brass valves in the bed box to be turned horizontal or vertical depending on your choice of heat or heat and hot water. I can not find two valves that can be adjusted in this manner. There are two valves in the bed box near the radiator, i have played with these but I can not get a hot water flow to the heat exchangers and the burner just stays lit.

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Thank you all I have enjoyed reading your post and trying to learn from your answers before I put up my own list of questions.

Thanks again,

David and Debbie

Group: Safarifriends **Message:** 19454 **From:** quinlan1112 **Date:** 11/17/2012

Subject: Re: 1999 CONTINENTAL PANTHER-HURRICANE HEATER-TWO BRASS VALVES

Hi David & Debbie.

I to had a problem finding the valves on my Hurricane on my Safari. The mentioned website I believe does not cover the valves. I would be glad to take a picture of my layout and send it to you.

Newbie

Tony and Caroline

--- In Safarifriends@yahoogroups.com, Fred Broussard <FBrouss211@...> wrote:

>

> If they don't already have a manual; Hurricane heater owners need to go to the website and get educated about how to properly use their systems. It is :

> "www.itrheat.com". The site has free training videos as well as tech support.

> Proper grade Antifreeze is the heat transfer liquid.

> Fred

> 99 safari Conti

>

>

> Sent from my iPhone

>

> On Nov 15, 2012, at 1:14 PM, "nikirkdavid" <nikirkdavid@...> wrote:

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>>

>> Thank you all I have enjoyed reading your post and trying to learn from your answers before I put up my own list of questions.

>> Thanks again,

>> David and Debbie

>>

>>

>

Group: Safarifriends **Message:** 19598 **From:** David Nikirk **Date:** 11/28/2012

Subject: Re: 1999 CONTINENTAL PANTHER-HURRICANE HEATER-TWO BRASS VALVES

Yes that would be very helpful.

Send them to dnikirk@...

Yahoo has so much on it I can't keep track.

Thanks

From: quinlan1112 <quinlan1112@...>

To: Safarifriends@yahoogroups.com

Sent: Saturday, November 17, 2012 5:41 PM

Subject: [Safarifriends] Re: 1999 CONTINENTAL PANTHER-HURRICANE HEATER-TWO BRASS VALVES

Hi David & Debbie.

I had a problem finding the valves on my Hurricane on my Safari. The mentioned website I believe does not cover the valves. I would be glad to take a picture of my layout and send it to you.

Newbie

Tony and Caroline

--- In <mailto:Safarifriends%40yahoogroups.com>, Fred Broussard <FBrouss211@...> wrote:

>

> If they don't already have a manual; Hurricane heater owners need to go to the

website and get educated about how to properly use their systems. It is :
> "<http://www.itrheat.com/>". The site has free training videos as well as tech support.
> Proper grade Antifreeze is the heat transfer liquid.
> Fred
> 99 safari Conti
>
>
> Sent from my iPhone
>
> On Nov 15, 2012, at 1:14 PM, "nikirkdavid" <nikirkdavid@...> wrote:
>
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>>
>> Thank you all I have enjoyed reading your post and trying to learn from your answers before I put up my own list of questions.
>> Thanks again,
>> David and Debbie
>>
>>
>>
>

Group: Safarifriends **Message:** 21509 **From:** Denny Fogle **Date:** 5/20/2013
Subject: Re: hurricane water heater

My 99 Continental has a switch near the right side of the hot water tank I believe it was probably installed by the previous owner.
Sent from my iPhone

On May 20, 2013, at 9:51 AM, rob shelton <rrshelton2@...> wrote:

Friends, I recently purchased a 1998 serengeti 38 foot cat pusher. While trying it out on a test run to the lake we learned it has an electric hot water element. The water is hot even without the hurricane water heater on. We leave our motorhome hooked up to shore power under a shed when we are home and here lies the problem. We don't hook up to water and this could be a problem and we can not find a switch to turn it off. Surely there is a switch besides a breaker which I have no clue which breaker it is. Anyone out there know where there might be a switch to turn it off? Thanks Rob

Group: Safarifriends **Message:** 21510 **From:** jquade_fwb **Date:** 5/20/2013
Subject: Re: hurricane water heater

My 1997 Serengeti, it is a "lighted When On" rocker switch located on then panel that displays the holding tank levels, 12 volt water pump switch, and propane level. Make sure that switch is off if no water is in your system, or it has be winterized.

--- In Safarifriends@yahoo.com, rob shelton <rrshelton2@...> wrote:

>

> Friends, I recently purchased a 1998 serengeti 38 foot cat pusher. While trying it out on a test run to the lake we learned it has an electric hot water element. The water is hot even without the hurricane water heater on. We leave our motorhome hooked up to shore power under a shed when we are home and here lies the problem. We don't hook up to water and this could be a problem and we can not find a switch to turn it off. Surely there is a switch besides a breaker which I have no clue which breaker it is. Anyone out there know where there might be a switch to turn it off? Thanks Rob

>

Group: Safarifriends **Message:** 21511 **From:** Dan J **Date:** 5/20/2013
Subject: Re: hurricane water heater

Mine is under sink facia. A lone switch kind of out of place.

On May 20, 2013 5:51 AM, "rob shelton" <rrshelton2@...> wrote:

Friends, I recently purchased a 1998 serengeti 38 foot cat pusher. While trying it out on a test run to the lake we learned it has an electric hot water element. The water is hot even without the hurricane water heater on. We leave our motorhome hooked up to shore power under a shed when we are home and here lies the problem. We don't hook up to water and this could be a problem and we can not find a switch to turn it off. Surely there is a switch besides a breaker which I have no clue which breaker it is. Anyone out there know where there might be a switch to turn it off? Thanks Rob

Group: Safarifriends **Message:** 21513 **From:** gladiatorao3 **Date:** 5/20/2013
Subject: Re: hurricane water heater

I would call Alliance Coach in Wildwood, Florida. Is the coach under Monaco or just Safari? Regardless I'd call the folks at Alliance Coach in Wildwood, Fl. This is the major repair depot for Monaco who bought Safari Coaches to get an answer. I own a Monaco, Safari Cheetah and I am taking my RV to these folks to get it fixed.

I would contact Josh.Hall@... or call them. Alliance is located in Wildwood, Florida. If that does not work then contact Navistar directly. My coach is a 2009 and was made as a Monaco coach. To my knowledge Safari used either Surburban or Atwood hot water heaters. Folks with older Safari coaches could lead you to a better place for help.
Regards, Roger Del Turco

-----Original Message-----

From: Dan J <akkowl@...>
To: Safarifriends <Safarifriends@yahoogroups.com>
Sent: Mon, May 20, 2013 11:07 am
Subject: Re: [Safarifriends] hurricane water heater

Mine is under sink fascia. A lone switch kind of out of place.
On May 20, 2013 5:51 AM, "rob shelton" <rrshelton2@...> wrote:

Friends, I recently purchased a 1998 serengeti 38 foot cat pusher. While trying it out on a test run to the lake we learned it has an electric hot water element. The water is hot even without the hurricane water heater on. We leave our motorhome hooked up to shore power under a shed when we are home and here lies the problem. We don't hook up to water and this could be a problem and we can not find a switch to turn it off. Surely there is a switch besides a breaker which I have no clue which breaker it is. Anyone out there know where there might be a switch to turn it off? Thanks Rob

Group: Safarifriends **Message:** 21522 **From:** jimbowenintex **Date:** 5/21/2013
Subject: Re: hurricane water heater

Some do and some do not have a switch. I have a 98 I bought new. It had no on off switch - I had one added at a Safari international rally in 2000. They put it in the lower corner cabinet. The wife also had them leave out some of the padded panels around the water heater for more storage.

JimBowenintx

Group: Safarifriends **Message:** 21524 **From:** rob shelton **Date:** 5/22/2013
Subject: Re: hurricane water heater

Thanks Jim, I finally decided that mine too was hard wired to the breaker, which I was lucky enough to find first try with my amp meter after drawing a lot of hot water off, insuring the element would be drawing juice. When I recover some of my initiative after all other updating projects, new toilet, new lcd tv and backup monitor. Now I will rest before figuring out the added diesel tanks that I have. thanks again rob

From: "jimbowen@..." <jimbowen@...>
To: Safarifriends@yahoogroups.com
Sent: Tuesday, May 21, 2013 4:55 PM
Subject: [Safarifriends] Re: hurricane water heater

Some do and some do not have a switch. I have a 98 I bought new. It had no on off switch - I had one added at a Safari international rally in 2000. They put it in the lower corner cabinet. The wife also had them leave out some of the padded panels around the water heater for more storage.

JimBowenintx

Group: Safarifriends **Message:** 21565 **From:** aksnap **Date:** 5/27/2013
Subject: Hurricane heater

Hi everyone. I have a 2000 Serengeti with a hurricane heater, it has a 12 volt water pump to circulate the water to heating zones, I need to replace it but a new one is 395.00 dollars plus shipping. I was wondering if anyone has found a cheaper source for this? Checking the pump shows good brushes, tightened all nuts and bolts, just short of 3000 hrs on hobbs, but still screams, don't know when she will quit any suggestions would be helpful. Thanks Steve. 2000 Serengeti 40 ft hurricane heating system.

Group: Safarifriends **Message:** 21566 **From:** fbrouss211 **Date:** 5/27/2013
Subject: Re: Hurricane heater

The best source for questions on my hurricane system is the website and tech at:

www.itrheat.com.

info@... is general email; kevin, the tech that helped me 2 years ago is email: klambert@....

The site has training videos that helped me..and they were free. Nothing helps living on fixed income like "free".

fred

99 safari continental

100,000plus miles

3126b cat

Group: Safarifriends **Message:** 21762 **From:** iexpectjd **Date:** 6/11/2013
Subject: hurricane heating system

where is a dealer that i can order parts from or a web-site

Group: Safarifriends **Message:** 23364 **From:** Steve **Date:** 10/8/2013
Subject: Hurricane heater

Hi everyone, I have a hurricane heater in my 2000 Serengeti 40 ft Safari, I have been trying to find the group for that heater with no success. If any one knows the group site I would be thankful for it. Thanks Steve 2000 Serengeti hurricane heater.

Sent from my iPad

Group: Safarifriends **Message:** 23365 **From:** rgpjb4140 **Date:** 10/8/2013
Subject: Re: Hurricane heater

Hi Steve try the following sites:

<http://itrheat.com/products/hurricane-heating-systems/support/manuals/>

<http://www.serenitysys.com/beaver/archives/Hurricane%20Heating%20System%20-%20Installation%20&%20Operation.pdf>

The first is the Hurricane site and the second is a manual in pdf format

---In Safarifriends@yahoogroups.com, <safarifriends@yahoogroups.com> wrote:

Hi everyone, I have a hurricane heater in my 2000 Serengeti 40 ft Safari, I have been trying to find the group for that heater with no success. If any one knows the group site I would be thankful for it. Thanks Steve 2000 Serengeti hurricane heater.

Sent from my iPad

Group: Safarifriends	Message: 23366	From: Fred Broussard	Date: 10/8/2013
Subject: Re: Hurricane heater			

The Hurricane site also offers free online training videos..a complete set and easy to understand.

Well worth spending time on the site.

The tech "Kevin" was very knowledgable and helpful. "[klambert@...](#)"

Hopefully he's still there.

Their 5 year maintenance kit worked wonders for our unit.

Fred

99 safari continental

120,000 miles, owned since new.

3126B

Sent from my iPhone

On Oct 8, 2013, at 4:09 PM, <[rgpjb4140@...](#)> wrote:

Hi Steve try the following sites:

<http://itrheat.com/products/hurricane-heating-systems/support/manuals/>

<http://www.serenitysys.com/beaver/archives/Hurricane%20Heating%20System%20-%20Installation%20&%20Operation.pdf>

The first is the Hurricane site and the second is a manual in pdf format

---In Safarifriends@yahoogroups.com, <safarifriends@yahoogroups.com> wrote:

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Sent from my iPad

Group: Safarifriends **Message:** 23381 **From:** aksnap **Date:** 10/9/2013
Subject: Re: Hurricane heater

Thanks for the good info watched videos and very helpful. I think my combustion fan motors is going out. Easy to get to but very expensive, has anyone found a more reasonable price or replacement parts for these parts in the hurricane? Steve 2000 Serengeti hurricane heater.

---In safarifriends@yahoogroups.com, <FBrouss211@...> wrote:

The Hurricane site also offers free online training videos..a complete set and easy to understand.

Well worth spending time on the site.

The tech "Kevin" was very knowledgable and helpful. "klambert@..."

Hopefully he's still there.

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<http://itrheat.com/products/hurricane-heating-systems/support/manuals/>

<http://www.serenitysys.com/beaver/archives/Hurricane%20Heating%20System%20-%20Installation%20&%20Operation.pdf>

The first is the Hurricane site and the second is a manual in pdf format

---In Safarifriends@yahoogroups.com, <safarifriends@yahoogroups.com> wrote:

Hi everyone, I have a hurricane heater in my 2000 Serengeti 40 ft Safari, I have been trying to find the group for that heater with no success. If any one knows the group site I would be thankful for it. Thanks Steve 2000 Serengeti hurricane heater.

Sent from my iPad

Group: Safarifriends **Message:** 23384 **From:** Fred Broussard **Date:** 10/9/2013
Subject: Re: Hurricane heater

Regarding the expense of the hurricane combustion fan:
I assume you mean that it is very expensive from Hurricane?
If that's what you mean; get the fan maker and specs off of the fan and then search online for another source for the same product..perhaps "EBay". Manufacturers often buy parts and then up charge greatly for stocking and reselling the part.

Fred
99 safari Connie
120,000 miles, owned since new

Sent from my iPhone

On Oct 9, 2013, at 11:27 AM, <aksnap@...> wrote:

Thanks for the good info watched videos and very helpful. I think my combustion fan motors is going out. Easy to get to but very expensive, has anyone found a more reasonable price or replacement parts for these parts in the hurricane? Steve 2000 Serengeti hurricane heater.

---In safarifriends@yahoogroups.com, <FBrouss211@...> wrote:

The Hurricane site also offers free online training videos..a complete set and easy to understand.
Well worth spending time on the site.

The tech "Kevin" was very knowledgeable and helpful. "[klambert@...](#)"
Hopefully he's still there.

Their 5 year maintenance kit worked wonders for our unit.

Fred

99 safari continental

120,000 miles, owned since new.

3126B

Sent from my iPhone

On Oct 8, 2013, at 4:09 PM, <[rgpjb4140@...](#)> wrote:

Hi Steve try the following sites:

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Sent from my iPad

Group: Safarifriends **Message:** 23392 **From:** aksnap **Date:** 10/9/2013

Subject: Re: Hurricane heater

Thanks Fred, I have not had to get many parts and that is a great idea for us newbies. Will be watching for Other ideas that come along. Will let you know how my search turns out. Thanks Steve 2000 Serengeti hurricane heater.

---In safarifriends@yahoogroups.com, <[FBrouss211@...](#)> wrote:

Regarding the expense of the hurricane combustion fan:

I assume you mean that it is very expensive from Hurricane?

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Group: Safarifriends **Message:** 23476 **From:** gary2state **Date:** 10/16/2013
Subject: hurricane heater hoses

Anyone know where to buy 3/4 inch I.D. heater hose that are 2 1/2 inch by 6 inch long.

Looks like small 90 degree turn radiator hose. Also where is expansion tank on 2000 425 panther for hurricane heater.

Group: Safarifriends **Message:** 23495 **From:** aksnap **Date:** 10/19/2013
Subject: Re: hurricane heater hoses

On my hurricane those hoses have a Goodyear tag on them. I have a 2000 Serengeti with a CO45 heater, the expansion tank is under the bed just behind the little storage tray. Hope this helps. Steve 2000 Serengeti 40ft.

---In safarifriends@yahoogroups.com, <gary2state@...> wrote:

Anyone know where to buy 3/4 inch I.D. heater hose that are 2 1/2 inch by 6 inch long.

Looks like small 90 degree turn radiator hose. Also where is expansion tank on 2000 425 panther for hurricane heater.

Group: Safarifriends **Message:** 23862 **From:** Robin Guthrie **Date:** 11/18/2013
Subject: Hurricane Heating System

We have a 2000 Safari Continental with a Hurricane Heating System. Of course, we have no manuals. Under the bed, there are 2 valves. One open and one is closed. I've read that in the summer when you don't need the heater, you can prevent it from sending heated water throughout the entire coach, but nowhere can I find info on what valve is what and which way sends water to the whole coach and which way restricts it to just the plumbing. Anybody have any suggestions?

Kevin and Robin G.

California
'00 Safari Continental
'02 Jeep Wrangler

Group: Safarifriends **Message:** 23890 **From:** daveg **Date:** 11/24/2013
Subject: Re: Hurricane Heating System

One valve is to heat domestic hot water. One is to circulate hot water for interior heat. Yes, I turn the coach valve off when in the deserts or otherwise using air conditioning. To save diesel when in a camp with electricity and you're paying a flat fee for electricity, turn off the hot water valve and electric heat your hot water.

To tell which is which, start with the electric hot water element turned off and a cold tank of hot water. Crank your thermostats up to considerably above room temperature. Open one valve only and turn on your Hurricane Heat System. Did heat start coming out of your coach vents or did you eventually get hot water? Question answered.

I scrubbed all the corrosion and road grime off the tee fitting the valves are attached to and labeled w/ a heavy black indelible marker. Facing towards the rear of the coach, the left valve on mine is labeled HW. The rear valve is labeled Interior. The right leg of the tee is hot water in from the Hurricane. That would at least be a good starting point.

--

- Dave Guyer 1999 30' Sahara, 300 Cat 3126B, Allison 6

On 11/18/2013 3:06 PM, Robin Guthrie wrote:

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Kevin and Robin G.
California
'00 Safari Continental
'02 Jeep Wrangler,_,_,_

Group: Safarifriends **Message:** 24249 **From:** gary_wolfer **Date:** 1/19/2014
Subject: Re: Hurricane Heating System

Robin and Kevin google search Hurricane manual on line and you can download it. There are a couple places in Oregon and southwest Washington you can get help with them In Sandy

Oregon Rixen invented the system and in Vancouver Wa Kevin Lambert can help you.. His number is 1-(360)993-1105

Group: Safarifriends **Message:** 24352 **From:** nancie_usa **Date:** 2/4/2014

Subject: Hurricane heating

New to us 1998 safari serengeti with hurricane diesel hot water heater. Burner is on, coils are hot but there is no heat to the vents only cold air. I have heater craft fans on. Do I need these on? How long before heat arrives? Also, is there a winter and summer switch to be turned to (read that somewhere sometime ago). Any help would be appreciated - Rod

Group: Safarifriends **Message:** 24353 **From:** Rod Jacobsen **Date:** 2/4/2014

Subject: Re: Hurricane heating

Yes there is a winter summer switch when set on the summer setting the heater only heats your hot water. On the winter setting it heats both the hot water and the vents. Switching valve locations seem to vary but first place you might look is in the engine compartment under the bed.

On Feb 4, 2014, at 9:12 PM, <nancie_usa@...> wrote:

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Group: Safarifriends **Message:** 24354 **From:** Nancie Price **Date:** 2/4/2014

Subject: Re: Hurricane heating

There are two valves next to the water pump and they are both in the open position. They are not labeled. Could these be the summer/winter valves?

On , Nancie Price <nancie_usa@...> wrote:

Rob, we tried to find this valve under bed. What does it look like and where abouts would it be located. Rod

On Tuesday, February 4, 2014 9:48 PM, Rod Jacobsen <roadrod2000@...> wrote:

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Group: Safarifriends **Message:** 24355 **From:** Nancie Price **Date:** 2/4/2014
Subject: Re: Hurricane heating

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Group: Safarifriends **Message:** 24356 **From:** Dale Maggio **Date:** 2/5/2014
Subject: Re: Hurricane heating

Also make sure your thermostat is set for heat and the slider is up.

--Dale--

On Tue, 2/4/14, nancie_usa@... <nancie_usa@...> wrote:

Subject: [Safarifriends] Hurricane heating
To: Safarifriends@yahoogroups.com
Date: Tuesday, February 4, 2014, 9:12 PM

New to us 1998 safari serengeti with hurricane diesel hot water heater. Burner is on, coils are hot but there is no heat to the vents only cold air. I have heater craft fans on. Do I need these on? How long before heat arrives? Also, is there a winter and summer switch to be turned to (read that somewhere sometime ago). Any help would be appreciated - Rod

Group: Safarifriends	Message: 24357	From: Izak Botha	Date: 2/5/2014
Subject: Re: Hurricane heating			

In my 99 Serengeti, the brass valves are under the bed, by the foot closer to the DS. Per the instruction manual both should be turned to PS for winter heat or pointing backward for summer bypass. Both valves must be turned in the same direction.

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Group: Safarifriends **Message:** 24358 **From:** rob shelton **Date:** 2/5/2014

Subject: Re: Hurricane heating

I have a 98' serengeti, 37' with the east - west bed, across the chassis, mid-entry. I had the same problem for a while. First, my valves are located close to the heater, in the vicinity of what I think is the heat exchanger, long cylinder with four hoses to it. I had one valve opposing and it would not heat unless both were open. Heating good now. There are two switches in the bedroom closet next to the inverter panel. One is a heater switch which must be on. The other is a high low switch which in my case works better on high, center position is off. This switch is for bedroom and bath zone. There is another switch over the door that I put on high. Again, center is off. Then make sure both thermostats are set for heat and adjust temperature setting. I think the high, low zone switches only affect the fan speeds on the heaters. My valves were both open when I bought the coach. I read that they should be one open and one closed. Mine didn't work that way. However, with both open, because the heating

system works via the exchanger, in the summer I was getting heat through the floor vents with the a/c on. I did find the heater switch in the closet had got bumped on! Nonetheless, I now watch the on off switch in the closet and close one valve in the summer, these little heaters basically seem to be hosed in series. i.e. I have hose from the basement heater going to the front and close that valve for the summer. Maybe not right but working for now. Hope this long letter doesn't over do it. rob shelton

On Wednesday, February 5, 2014 7:34 AM, Izak Botha <izakbotha@...> wrote:

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Group: Safarifriends **Message:** 24359 **From:** rob shelton **Date:** 2/5/2014
Subject: Re: Hurricane heating

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Group: Safarifriends **Message:** 24360 **From:** Paul **Date:** 2/5/2014
Subject: Re: Hurricane heating

I have a 99 Continental and the hurricane unit does not want to fire up. I can hear the arc trying to ignite the furnace and smell diesel but no flame. Any suggestion friends? Thanks a lot Paul

Sent from my iPhone

On Feb 5, 2014, at 6:04 AM, rob shelton <rrshelton2@...> wrote:

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Group: Safarifriends **Message:** 24361 **From:** Fred Broussard **Date:** 2/5/2014
Subject: Re: Hurricane heating

Could be air bubbles in your fuel line. Open the petcock and drain till clear per manual instruction.

I had similar frustrations often until I installed the recommended "5 maintenance" kit. Talk to Kevin at hurricane..(800) 993-4402.."[itrheat.com](#)".

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122,000 miles.. Owned since new.

3126B CAT

Sent from my iPhone

On Feb 5, 2014, at 10:06 AM, Paul <[pbiswas0910@...](#)> wrote:

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Group: Safarifriends **Message:** 24362 **From:** Fred Broussard **Date:** 2/5/2014
Subject: Re: Hurricane heating

Also clean the nozzle. I had one once so plugged with carbon that the unit would not start. Follow instructions for cleaning or you can ruin the nozzle. It's a good idea to have an extra nozzle.

Check with "Itrheat.com"

Fred

99 Safari Continental

122,000 miles

3126B CAT

Sent from my iPhone

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Group: Safarifriends **Message:** 24363 **From:** Paul **Date:** 2/5/2014
Subject: Re: Hurricane heating

Will do, thanks Fred
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3126B CAT

Sent from my iPhone

On Feb 5, 2014, at 10:06 AM, Paul <pbiswas0910@...> wrote:

I have a 99 Continental and the hurricane unit does not want to fire up. I can hear the arc trying to ignite the furnace and smell diesel but no flame. Any suggestion friends? Thanks a lot
Paul

Sent from my iPhone

On Feb 5, 2014, at 6:04 AM, rob shelton <rrshelton2@...> wrote:

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On Wednesday, February 5, 2014 7:34 AM, Izak Botha <izakbotha@...> wrote:

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Yes there is a winter summer switch when set on the summer setting the heater only heats your hot water. On the winter setting it heats both the hot water and the vents. Switching valve locations seem to vary but first place you might look is in the engine compartment under the bed.

On Feb 4, 2014, at 9:12 PM, <nancie_usa@...> wrote:

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Group: Safarifriends **Message:** 24364 **From:** Izak Botha **Date:** 2/5/2014

Subject: Re: Hurricane heating

They have some excellent training/troubleshooting videos on their website -
<http://itrheat.com/products/hurricane-heating-systems/support/training-videos/>

On Wed, Feb 5, 2014 at 10:57 AM, Paul <pbiswas0910@...> wrote:

Will do, thanks Fred
Paul

Sent from my iPhone

On Feb 5, 2014, at 8:16 AM, Fred Broussard <FBrouss211@...> wrote:

Could be air bubbles in your fuel line. Open the petcock and drain till clear per manual instruction.

I had similar frustrations often until I installed the recommended "5 maintenance" kit. Talk to Kevin at hurricane..(800) 993-4402.. "itrheat.com".

Fred

99 safari Connie

122,000 miles.. Owned since new.

3126B CAT

Sent from my iPhone

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Group: Safarifriends **Message:** 24365 **From:** Paul **Date:** 2/5/2014
Subject: Re: Hurricane heating

I'll check it out. Thanks Izak!
Paul

Sent from my iPhone

On Feb 5, 2014, at 9:46 AM, Izak Botha <izakbotha@...> wrote:

They have some excellent training/troubleshooting videos on their website -
<http://itrheat.com/products/hurricane-heating-systems/support/training-videos/>

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Group: Safarifriends **Message:** 24366 **From:** Ronnie **Date:** 2/5/2014
Subject: Re: Hurricane heating

If someone doesn't have a better idea to check first here's what happened with mine. Same symptoms as yours. I took the heater apart (not very hard) and discovered the spray nozzle was melted. It's easy to replace. Cost was around \$200.00 and about 3 hours work. That included cleaning the carbon off of the inside heater can. The carbon might be why mine melted. It should be cleaned every couple of years.

From: Safarifriends@yahoogroups.com [mailto:Safarifriends@yahoogroups.com] **On Behalf Of** Paul
Sent: Wednesday, February 5, 2014 10:07 AM
To: Safarifriends@yahoogroups.com
Subject: Re: [Safarifriends] Hurricane heating

I have a 99 Continental and the hurricane unit does not want to fire up. I can hear the arc trying to ignite the furnace and smell diesel but no flame. Any suggestion friends? Thanks a lot

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On Feb 4, 2014, at 9:12 PM, <[nancie_usa@...](#)> wrote:

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Group: Safarifriends **Message:** 24368 **From:** Paul **Date:** 2/5/2014
Subject: Re: Hurricane heating

Thanks Ronnie, I'll look into that
Paul

Sent from my iPhone

On Feb 5, 2014, at 3:32 PM, Ronnie <[beech50@...](#)> wrote:

If someone doesn't have a better idea to check first here's what happened with mine. Same symptoms as yours. I took the heater apart (not very hard) and discovered the spray nozzle was melted. It's easy to

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Group: Safarifriends **Message:** 24369 **From:** nancie_usa **Date:** 2/5/2014

Subject: Re: Hurricane heating

FOUND PROBLEM...Did not have water heater switch turned on. It was great getting all the possibilities from you all, didn't feel alone searching over this problem. Learned a great deal about the system for sure! Book marked the video for future troubleshooting also.

Group: Safarifriends **Message:** 24370 **From:** Izak Botha **Date:** 2/6/2014

Subject: Re: Hurricane heating

Water heater switch? Is this the electric switch for the actual water heater?

Regards

Izak

On Feb 5, 2014, at 10:17 PM, <nancie_usa@...> wrote:

FOUND PROBLEM...Did not have water heater switch turned on. It was great getting all the possibilities from you all, didn't feel alone searching over this problem. Learned a great deal about the system for sure! Book marked the video for future troubleshooting also.

Group: Safarifriends **Message:** 24377 **From:** nancie_usa **Date:** 2/6/2014

Subject: Re: Hurricane heating

Yes. When I turned this switch on the water circuit was satisfied. When it was off there was no water running through the loop. Does this make sense?

Group: Safarifriends **Message:** 26883 **From:** quinlan1112 **Date:** 12/4/2014

Subject: ITR Hurricane Heater

Attachments :

[image-26883.jpg](#)

I need some help please with my C45 Hurricane heater please. I would start the unit, green light would come on, burner would start and then red light and High limit fault. I went to the website and ran the test procedures and I purchased a new Control board. I installed the new board this afternoon, unit starts, green light, no pause and the burner kicks right on. the temp seem Luke warm, but the high limit light is still on. I have attached the pictures of the valves , which are both in the ON position. Any thoughts ? Or replace the high limit switch

Thanks in advance
Quinlan 1112
98 Ivory Edition Serg

@@attachment@@

Group: Safarifriends **Message:** 26884 **From:** TD **Date:** 12/4/2014

Subject: Re: ITR Hurricane Heater [1 Attachment]

Quinlan,

I don't know much about these, but I can tell you that in your picture the upper valve is CLOSED. Open position with that type of valve/handle will be "inline" with the pipe. In your photo it is perpendicular, meaning closed. That is probably why it is going off on high limit (no water circulation, which causes the temps to sky rocket).

I hope this helps.

John
'95 Safari Serengeti 38ft, 300 Cummins 8.3CTA, Allison
6spd.

On Thu, Dec 4, 2014 at 5:48 PM, quinlan1112@... [Safarifriends]

<Safarifriends@yahoo.com> wrote:

[[Attachment\(s\)](#) from quinlan1112@... [Safarifriends] included below]

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Group: Safarifriends **Message:** 26885 **From:** quinlan1112 **Date:** 12/4/2014

Subject: Re: ITR Hurricane Heater [1 Attachment]

John, Thank you for the reply, do I open both valves?

Group: Safarifriends **Message:** 26886 **From:** TD **Date:** 12/4/2014

Subject: Re: ITR Hurricane Heater

I don't know. All I can tell you is that the upper valve is closed and the bottom one is open. Try with both open???

See what your owner manual says about the valves...

John
'95 Safari Serengeti 38ft, 300 Cummins 8.3CTA, Allison
6spd.

On Thu, Dec 4, 2014 at 6:18 PM, quinlan1112@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

John , Thank you for the reply, do I open both valves ?

Group: Safarifriends **Message:** 26887 **From:** Izak Botha **Date:** 12/4/2014
Subject: Re: ITR Hurricane Heater

Manual states that both should be either open or closed. When closed it will only warm the water in your water heater and not warm the coach.

Regards

Izak
99 Serengeti

On Dec 4, 2014, at 5:36 PM, TD sdjhtm@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

I don't know. All I can tell you is that the upper valve is closed and the bottom one is open. Try with both open???
See what your owner manual says about the valves...

John
'95 Safari Serengeti 38ft, 300 Cummins 8.3CTA, Allison
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Group: Safarifriends **Message:** 26888 **From:** quinlan1112 **Date:** 12/4/2014
Subject: Re: ITR Hurricane Heater

thank you.. I think I just wasted \$185 on a new board. Heat is coming out but High limit fault still on. Looks like I need to replace the high limit sensor. Thanks to all

Group: Safarifriends **Message:** 26889 **From:** TD **Date:** 12/4/2014

Subject: Re: ITR Hurricane Heater

Well, package and label the part and keep it as a spare.
Maybe you need to reset the light or the some sensor box???

John
'95 Safari Serengeti 38ft, 300 Cummins 8.3CTA, Allison
6spd.

On Thu, Dec 4, 2014 at 6:56 PM, quinlan1112@... [Safarifriends]
<Safarifriends@yahoo.com> wrote:

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Group: Safarifriends **Message:** 26890 **From:** quinlan1112 **Date:** 12/4/2014

Subject: Re: ITR Hurricane Heater

great idea ! Thanks.

Group: Safarifriends **Message:** 26891 **From:** Keith Bowers **Date:** 12/4/2014

Subject: Re: ITR Hurricane Heater

replace the defective high limit switch IF you can feel/measure the actual temperature. Otherwise, remove it , measure the resistance **and voltage output cold, then in boiling water, then in hot oil (300F)**

--

We sleep soundly in our beds because rough men stand ready in the night to visit violence on those who would do us harm.

-Winston Churchill-

Group: Safarifriends **Message:** 27144 **From:** flywithdanno **Date:** 12/15/2014

Subject: circulating pump on hurricane heater

My circulating pump is not coming on when heater is burning,,thus it shuts down after about 5 minutes...The pump sits behind the valves and is hard to get to...Is there an easy way to get to it without unhooking all the fluid hoses???

Dan

99 continental 330 cat

Group: Safarifriends **Message:** 27149 **From:** Lorne Shantz **Date:** 12/15/2014
Subject: Re: circulating pump on hurricane heater

Dan,

I'm far from the expert around here, but have you checked to see if the pump is actually bad, or maybe it isn't getting power? I would think a sensor, or relay maybe more likely to cause your issue than a failed pump, but I don't know where these electrical parts are unfortunately.

Lorne Shantz
Phoenix AZ.
2001 Safari Panther Class A 425 Cat C12, Allison 4000, 40'

On Mon, Dec 15, 2014 at 12:18 PM, dan_krupicka@... [Safarifriends]
<Safarifriends@yahoogroups.com> wrote:

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Dan

99 continental 330 cat

Group: Safarifriends **Message:** 27153 **From:** Izak Botha **Date:** 12/15/2014
Subject: Re: circulating pump on hurricane heater

Check the fuse in the heater control box, with my Hurricane there is a seperate fuse for the pump.

Izak
99 Serengeti

On Dec 15, 2014, at 2:56 PM, Lorne Shantz lshantz@... [Safarifriends]
<Safarifriends@yahoogroups.com> wrote:

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Dan

99 continental 330 cat

Group: Safarifriends	Message: 27161	From: dan krupicka	Date: 12/15/2014
Subject: Re: circulating pump on hurricane heater			

would you believe that while I was trying to find a way to get to the pump without removing hoses I dropped my wrench on the pump and it came on...whew!!! lucked out I guess for now. Maybe a bad connection or hard water deposits that kept the pump from turning.....I do see problems for the future if that pump needs to be changed out//

Dan

To: Safarifriends@yahoogroups.com
From: Safarifriends@yahoogroups.com
Date: Mon, 15 Dec 2014 16:32:28 -0600
Subject: Re: [Safarifriends] circulating pump on hurricane heater

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Izak

99 Serengeti

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Dan
99 continental 330 cat

Group: Safarifriends	Message: 27162	From: Lorne Shantz	Date: 12/15/2014
Subject: Re: circulating pump on hurricane heater			

Dan,

Hurray!!! It is a win so take it and run! 🤪👍 hopefully just a loose connection

Lorne

Sent from my iPhone

On Dec 15, 2014, at 18:36, dan krupicka dan_krupicka@... [Safarifriends]
<Safarifriends@yahoogroups.com> wrote:

would you believe that while I was trying to find a way to get to the pump without removing hoses I dropped my wrench on the pump and it came on...whew!!! lucked out I guess for now. Maybe a bad connection or hard water deposits that kept the pump from turning.....I do see problems for the future if that pump needs to be changed out///

Dan

To: Safarifriends@yahoogroups.com
From: Safarifriends@yahoogroups.com
Date: Mon, 15 Dec 2014 16:32:28 -0600
Subject: Re: [Safarifriends] circulating pump on hurricane heater

Check the fuse in the heater control box, with my Hurricane there is a separate fuse for the pump.

Izak
99 Serengeti

On Dec 15, 2014, at 2:56 PM, Lorne Shantz lshantz@... [Safarifriends]
<Safarifriends@yahoogroups.com> wrote:

Dan,

I'm far from the expert around here, but have you checked to see if the pump is actually bad, or maybe it isn't getting power? I would think a sensor, or relay maybe more likely to cause your issue than a failed pump, but I don't know where these electrical parts are unfortunately.

Lorne Shantz
Phoenix AZ.
2001 Safari Panther Class A 425 Cat C12, Allison 4000, 40'

On Mon, Dec 15, 2014 at 12:18 PM, dan_krupicka@... [Safarifriends]
<Safarifriends@yahoogroups.com> wrote:

My circulating pump is not coming on when heater is burning,,thus it shuts down after about 5 minutes...The pump sits behind the valves and is hard to get to...Is there an easy way to get to it without unhooking all the fluid hoses???

Dan
99 continental 330 cat

Group: Safarifriends **Message:** 27178 **From:** Keith Bowers **Date:** 12/16/2014
Subject: Re: circulating pump on hurricane heater

If the pump motor has 'brushes', one of them was 'stuck' and not making contact with the commutator. May never happen again. May happen next start.

Always try tapping a D.C or any brush type motor before doing anything else.

Group: Safarifriends **Message:** 27255 **From:** flywithdanno **Date:** 12/21/2014
Subject: hurricane heater fan stopped working

I tested the wire coming to the heater fan switch and no power when thermostat in furnace mode....What to do now and how to find why no power in wire???? 12v fuses good in bedroom cabinet...Is there other fuses somewhere???? I ran a wire from light switch to fan switch so that I have power and can stay warm.....I did hear a clicking sound in the ceiling when I turned the thermostat from off to furnace..Dont know if this means anything though..

Dan
99 continental,,

Group: Safarifriends **Message:** 27256 **From:** Rick Rheinlaender **Date:** 12/21/2014
Subject: Re: hurricane heater fan stopped working

Check the fuses in the hurricane control panel

Sent from my iPad
Rick Rheinlaender
40' safari continental, 2000

On Dec 21, 2014, at 1:55 PM, dan_krupicka@... [Safarifriends]
<Safarifriends@yahoo.com> wrote:

I tested the wire coming to the heater fan switch and no power when thermostat in furnace mode....What to do now and how to find why no power in wire???? 12v fuses good in bedroom cabinet...Is there other fuses somewhere???? I ran a wire from light switch to fan switch so that I have power and can stay warm.....I did hear a clicking sound in the ceiling when I turned the thermostat from off to furnace..Dont know if this means anything though..

Dan
99 continental,,

Group: Safarifriends **Message:** 27259 **From:** Dan J **Date:** 12/21/2014
Subject: Re: hurricane heater fan stopped working

There should be a control board in the ceiling AC unit that controls both heat and AC . If your AC unit does not come on I would suspect that unit failed. That is what happened to my Sahara

On Dec 21, 2014 11:55 AM, "dan_krupicka@... [Safarifriends]" <Safarifriends@yahoogroups.com> wrote:

I tested the wire coming to the heater fan switch and no power when thermostat in furnace mode....What to do now and how to find why no power in wire???? 12v fuses good in bedroom cabinet...Is there other fuses somewhere???? I ran a wire from light switch to fan switch so that I have power and can stay warm.....I did hear a clicking sound in the ceiling when I turned the thermostat from off to furnace..Dont know if this means anything though..

Dan
99 continental,,

Group: Safarifriends **Message:** 27261 **From:** dan krupicka **Date:** 12/21/2014
Subject: Re: hurricane heater fan stopped working

The a/c comes on and works fine..The fuses in hurricane control box are also fine..... Does the wire from the heater switch go direct to the ceiling ac control board,,,,and how do you access this board???

Dan

To: Safarifriends@yahoogroups.com
From: Safarifriends@yahoogroups.com
Date: Sun, 21 Dec 2014 13:39:18 -0900
Subject: Re: [Safarifriends] hurricane heater fan stopped working

There should be a control board in the ceiling AC unit that controls both heat and AC . If your AC unit does not come on I would suspect that unit failed. That is what happened to my Sahara

On Dec 21, 2014 11:55 AM, "[dan_krupicka@...](#) [Safarifriends]" <[Safarifriends@yahoogroups.com](#)> wrote:

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Dan
99 continental,,

Group: Safarifriends	Message: 27262	From: Daniel Sewell	Date: 12/21/2014
Subject: Re: Safarifriends] hurricane heater fan stopped working			

My unit has a furnace and not the hurricane so not sure if this is related. The unit in mine was under the ac plastic housing in the ceiling on one side. I found it by tracing the wiring for the AC unit.

"dan_krupicka dan_krupicka@... [Safarifriends]" <[Safarifriends@yahoogroups.com](#)> wrote:

The a/c comes on and works fine..The fuses in hurricane control box are also fine..... Does the wire from the heater switch go direct to the ceiling ac control board,,,,and how do you access this board???

Dan

To: [Safarifriends@yahoogroups.com](#)
From: [Safarifriends@yahoogroups.com](#)
Date: Sun, 21 Dec 2014 13:39:18 -0900
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Dan
99 continental,,

Group: safari motorhomes	Message: 228	From: Conny Culver	Date: 9/1/2015
Subject: Small Leak, Big Problems			

Today Marv & Tom's Truck Service in Elkhart
Removed the inspection plate to see if they could identify the source of our leak.

Falling out were two sheared-off bolt heads with the CAT logo on them.

Next step is to drop the transmission. The tear down will probably take a day.

Any thoughts?

Conny
2000 Serengeti

Group: safari motorhomes	Message: 229	From: Lorne Shantz	Date: 9/1/2015
Subject: Re: Small Leak, Big Problems			

Oh no! That can't be good. I wonder if the crank is moving some, destroying the seal. It does not sound promising. Before you spend Huge sums of money on a rebuild consider getting a used motor somewhere if it comes to that.

I'm so sorry. You have had a heck of a time!!

On Sep 1, 2015 4:14 PM, "Conny Culver connyculver@... [safarimotorhomes]" <safarimotorhomes@yahogroups.com> wrote:

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Any thoughts?

Conny
2000 Serengeti

Group: safarimotorhomes	Message: 231	From: Conny Culver	Date: 9/4/2015
Subject: Re: Small Leak, Big Problems			

Problem revealed: multiple cracks in the bell housing. One crack is 7-9".

Now we face getting parts for an engine no longer manufactured.

Pictures to follow.

Any thoughts greatly appreciated!

May God Bless,
Conny

I've always thought that the common sense and wisdom of government were summed up in a sign they used to have hanging on that gigantic Hoover Dam. It said, "Government property. Do not remove."

RONALD REAGAN
9/14/1987

On Sep 1, 2015, at 7:14 PM, Conny Culver <connyculver@...> wrote:

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Any thoughts?

Conny
2000 Serengeti

Group: safariMotorhomes	Message: 232	From: Conny Culver	Date: 9/4/2015
Subject: Re: Small Leak, Big Problems			

Engine for the cracked bell housing is 3126b, 330HP

On Sep 4, 2015, at 11:18 AM, Conny Culver connyculver@... [safari motorhomes]
<safarimotorhomes@yahogroups.com> wrote:

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Any thoughts?

Conny
2000 Serengeti

Group: safari motorhomes	Message: 233	From: Lorne Shantz	Date: 9/4/2015
Subject: Re: Small Leak, Big Problems			

Wow!! Did they have ideas on how that happened?

Start calling wrecking yards that specialize in that type engine. It may take 20 calls, but someone will have one. Worst case scenario you can get a gently used or rebuilt engine.

Good luck

Lorne

Problem revealed: multiple cracks in the bell housing. One crack is 7-9".

Now we face getting parts for an engine no longer manufactured.

Pictures to follow.

Any thoughts greatly appreciated!

May God Bless,
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Any thoughts?

Conny
2000 Serengeti

Group: safariMotorhomes	Message: 234	From: fountking	Date: 9/4/2015
Subject: Re: Small Leak, Big Problems			

Is the crack on the motor mount . that could be welded but not in place .The engine and tranny would have to be split .I will ask my mechanic friend if he thinks it is easily sourced he works for Kenworth and on my nephews equip .

Bob
Western NY
96 Serengeti 3730 3126 Cat 6 speed Allison Magnum Chassis Velvet Ride

Group: safariMotorhomes	Message: 235	From: Conny Culver	Date: 9/4/2015
Subject: Re: Small Leak, Big Problems			

Bob,

The cracks are on the bell housing. The engine and transmission are already separated.

By the way, bell housing:\$3,500

Conny
2000 Serengeti
3126 CAT

On Sep 4, 2015, at 4:47 PM, fountking@... [safariMotorhomes]
<safariMotorhomes@yahoo.com> wrote:

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Group: safariMotorhomes	Message: 236	From: Lorne Shantz	Date: 9/4/2015
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Subject: Re: Small Leak, Big Problems

Boy that insurance you got is a life saver eh? You got all your money out of that deal!

As I write this, I am sitting along side the road broke down. We started out bad. As I tried to get it out of the back yard, we just ever so lightly hit the hydro-hot exhaust pipe and it fell to the ground. The rubber hangers were dry rotted. Thank goodness it fell in the back yard and not while doing 65mph down the highway!! So I ran and got 2 hangers, replaced them and off we go for our 3 day weekend.

About 6 miles down the road the fash starts blinking at me and at the same time it goes into limp mode. Check engine light, over-temp and as an added bonus, water in the fuel. All at the same time. Water temp is pegged.. Digital says 330! Pull over and stop. Water is in the radiator, but no fan. Let it cool down and turn around but just 1 mile and it is hot again. So now I wait for a tow, and the first company says they can't tow it.

Can the Safari coaches be towed by a conventional tow truck or does it need to be a rollback type rig?

So much for this vacation eh?

Lorne

On Sep 4, 2015 2:36 PM, "Conny Culver connyculver@... [safarihomes]" <safarihomes@yahoo.com> wrote:

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Group: safari motorhomes	Message: 237	From: Conny Culver	Date: 9/4/2015
Subject: Re: Small Leak, Big Problems			

Oh no Lorne!

My understanding is the tow needs to be on a flatbed...maybe someone here knows for sure.

Have you had the CAT plugged in to the computer at the shop?
Generally, a history will come up along with any problems. Same for Allison.

We both seem to be on a roll with problems. It's a test of our patience and perseverance for sure!

We love the RV life...These problems are temporary..thats what we keep telling ourselves anyway 😞

Here's our view until Tuesday or Wednesday.

At least it's free camping (ha) and we have electric.

Hope you get home soon and can relax.

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9/14/1987

On Sep 4, 2015, at 6:24 PM, Lorne Shantz lshantz@... [safari motorhomes] <safari motorhomes@yahoo groups.com> wrote:

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Group: safari motorhomes	Message: 238	From: Lorne Shantz	Date: 9/4/2015
Subject: Re: Small Leak, Big Problems [1 Attachment]			

Attachments :

Good Sam was not happy with me. I talked with the tow company and we came to that conclusion so they declined the tow. So now another is coming. Shop closes at 6:00 and re-opens on Tuesday. So at least we are close to home, but the weekend plans are shot. It is looking iffy, for them to be here in time to get it there before closing. That opens up another bag of worms. Then where do I put it. How much a night to store, vs. Coming and towing it from home on Tuesday. Gah!

On Sep 4, 2015 3:54 PM, "Conny Culver connyculver@... [safari motorhomes]" <safari motorhomes@yahoo groups.com> wrote:

[[Attachment\(s\)](#) from Conny Culver included below]

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About 6 miles down the road the dash starts blinking at me and at the same time it goes into limp mode. Check engine light, over-temp and as an added bonus, water in the fuel. All at the same time. Water temp is pegged.. Digital says 330! Pull over and stop. Water is in the radiator, but no fan. Let it cool down and turn around but just 1 mile and it is hot again. So now I wait for a tow, and the first company says they can't tow it.

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Velvet Ride

Group: safari motorhomes	Message: 239	From: Conny Culver	Date: 9/4/2015
Subject: Re: Small Leak, Big Problems			

The shop charges to store a coach in for repairs?
-Conny

On Sep 4, 2015, at 7:29 PM, Lorne Shantz [lshantz@...](#) [safari motorhomes]
<safari motorhomes@yahoo groups.com> wrote:

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Western NY
96 Serengeti 3730 3126 Cat 6 speed Allison Magnum
Chassis Velvet Ride

Group: safarimotorhomes	Message: 240	From: mel96safari	Date: 9/5/2015
Subject: Towing (was: Small Leak, Big Problems)			

Lorne
In '02, (over 100k miles ago), CoachNet had my coach towed 25 miles with a large "conventional" tow truck.
(The driver removed the drive shaft before towing).

Sorry to hear of your problems!
Please keep us posted.

Mel
'96 Sahara, 3530, 141k miles

---In safarimotorhomes@yahoogroups.com, <lshantz@...> wrote :

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So much for this vacation eh?

Lorne

Group: safarimotorhomes	Message: 241	From: Sherry	Date: 9/5/2015
Subject: Re: Small Leak, Big Problems			

So sorry to read about Lorne and Conny's problems:-)

Re Lorne's question about towing: my 40' Safari has been towed several times with no issues. When I call for service (Good Sam ERS) I specify that it's a diesel and its length. They always send a big rig wrecker that knows how to disconnect the drive line in order to tow us to the nearest shop that can work on a big diesel rig (vs an automotive shop).

Ted and I were just talking about all the stuff we'll need to do to get ours road ready again. She's been sitting for most of the past 3 years with only the occasional trip. We figure all fluids need to be changed, all belts and hoses changed just to be safe, everything lubed, new tires, fridge and A/Cs and Hurricane Systems serviced, a couple of new windows (you can hardly see the rear view mirror on the driver's side thanks to snaking seals- arghh!), fresh caulking, etc. A lot of work (and expense) but with any luck she'll be in tiptop shape when we take her East this coming Spring:-) Are we missing anything?

Does anyone else on this board have a Hurricane hydronic heating system? If so, I have some questions regarding the separate electric hot water heater...

Happy Labor Day weekend everyone from sunny Florida,
Sherry
98 Serengeti 4006 mid-entry, 3126B Cat, Allison, etc.

Group: safarimotorhomes	Message: 242	From: Conny Culver	Date: 9/5/2015
Subject: Re: Hurricane Re: Small Leak, Big Problems			

Sherry,

Re: The Hurricane, yes we have it.
Let us know if we can answer any questions about the electric hot water.

Re: We had creepy seal in almost all of our widows. There are facilities that can permanently fix them...it was much less expensive than replacing.

We're parked inside a maintenance facility until a new \$3,500 bell housing arrives...could be Tuesday or Wednesday...grrrr.

Conny
2000 Serengeti

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RONALD REAGAN
9/14/1987

On Sep 5, 2015, at 8:08 AM, Sherry sherry@... [safarihomes] <safarimotorhomes@yahoo.com> wrote:

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Happy Labor Day weekend everyone from sunny Florida,
Sherry
98 Serengeti 4006 mid-entry, 3126B Cat, Allison, etc.

Group: safariMotorhomes	Message: 243	From: fountking	Date: 9/5/2015
Subject: Re: Hurricane Re: Small Leak, Big Problems			

That is for a new housing from Cat? What was causing the oil leak and where did the two bolts come from. The cracked housing could be welded. The shop is probably not giving anything as a core charge? My mech friend said he has seen in truck trader someplace in Indiana that has used housings

Bob 96 Serengeti

Group: safariMotorhomes	Message: 244	From: Lorne Shantz	Date: 9/5/2015
Subject: Re: Towing (was: Small Leak, Big Problems)			

Well the Good Sam coverage was great. Not only did they cover it 100%, no questions asked, they allowed me to go to the shop of my choice instead of the nearest. The tow bill was close to \$800.00 and I didn't have to pay anything. That is awesome!

Lorne

On Sep 5, 2015, at 4:11 AM, stuplich@... [safariMotorhomes] <safariMotorhomes@yahoogroups.com> wrote:

Lorne

In '02, (over 100k miles ago), CoachNet had my coach towed 25 miles with a large "conventional" tow truck.

(The driver removed the drive shaft before towing).

Sorry to hear of your problems!
Please keep us posted.

Mel

'96 Sahara, 3530, 141k miles

---In safarimotorhomes@yahoogroups.com, <lshantz@...> wrote :

Can the Safari coaches be towed by a conventional tow truck or does it need to be a rollback type rig?

So much for this vacation eh?

Lorne

Group: safarimotorhomes	Message: 245	From: Lorne Shantz	Date: 9/5/2015
Subject: Re: Small Leak, Big Problems			

Sherry,

Thanks, that is good to know. I did not know if it could be towed. The rig he picked us up with though was amazing. It was a low boy trailer. He backed up to us, tilted the trailer and I drove up on it. No drive line removal. Pretty slick deal. I'll remember that for future reference though. Thanks.

Yes I have the same heating system as you. Ask away...

Lorne

On Sep 5, 2015, at 5:08 AM, Sherry sherry@... [safarimotorhomes] <safarimotorhomes@yahoogroups.com> wrote:

So sorry to read about Lorne and Conny's problems:-(

Re Lorne's question about towing: my 40' Safari has been towed several times with no issues. When I call for service (Good Sam ERS) I specify that it's a diesel and its length. They always send a big rig wrecker that knows how to disconnect the drive line in order to tow us to the nearest shop that can work on a big diesel rig (vs an automotive shop).

Ted and I were just talking about all the stuff we'll need to do to get ours road ready again. She's been sitting for most of the past 3 years with only the occasional trip. We figure all fluids need to be changed, all belts and hoses changed just to be safe, everything lubed, new tires, fridge and A/Cs and Hurricane Systems serviced, a couple of new windows (you can hardly see the rear view mirror on the driver's side thanks to snaking seals- arghh!), fresh caulking, etc. A lot of work (and expense) but with any luck she'll be in tiptop shape when we take

her East this coming Spring:-) Are we missing anything?

Does anyone else on this board have a Hurricane hydronic heating system?
If so, I have some questions regarding the separate electric hot water heater...

Happy Labor Day weekend everyone from sunny Florida,
Sherry
98 Serengeti 4006 mid-entry, 3126B Cat, Allison, etc.

Group: safarimotorhomes	Message: 246	From: connyculver	Date: 9/5/2015
Subject: Re: Small Leak, Big Problems			

Bob,

The shop is closed right now...I'll have to ask them your questions (that I didn't know to ask)!
Thanks!
Conny

Group: Safarifriends	Message: 29215	From: paceywayne	Date: 11/1/2015
Subject: 1999 safari continental 4006 hurricane heater and bose stereo issue			

Hello All

Well we just purchased a 1999 model 4006 40 footer. wow. Many systems to run.

a. Our hurricane heater makes steam and a little smoke so i took it to oregon motorcoach center for a few repairs and asked my technician; He was not well versed with this heater and asked me if i wanted the diesel cut off as he thought there was a leak. So i thought ok. So now i do not have diesel going to the heater. After a phone call to the factory they informed me the leak was probably a hose or clamp connection. The exhaust 90 degree elbow is burned out directly below the heater unit so i will have to start with a new exhaust elbow and some exhaust pipe. Does anyone know the hour meter read 4000 hours or so on the unit. Is it as the end of its practical life? It fired up and ran ok but where we awoke in the morning there was a cloud of steam around the rv. Whats up. What is the next step for repair? is it user serviceable? I am a handy guy and have been an rver for 40 years.

b. How do i turn on the bose sound system... there is a music on switch on the dash that acitvates a fan in the cupboard where the bose amp it housed over the passegner seat but the amp does not appear to turn on..... where these amp supplied with no subwoofer?

thanks all

wayne pacey

Group: Safarifriends **Message:** 29216 **From:** Conny Culver **Date:** 11/2/2015
Subject: Re: 1999 safari continental 4006 hurricane heater and bose stereo i

Wayne,

Our sub-woofer is under the sofa.

*May God Bless,
Conny
2000 Serengeti
'Those who wander are not necessarily lost.'
--A RV'er Somewhere*

On Nov 1, 2015, at 9:57 PM, paceywayne@... [Safarifriends]
<Safarifriends@yahoo.com> wrote:

Hello All

Well we just purchased a 1999 model 4006 40 footer. wow. Many systems to run.

a. Our hurricane heater makes steam and a little smoke so i took it to oregon motorcoach center for a few repairs and asked my technician; He was not well versed with this heater and asked me if i wanted the diesel cut off as he thought there was a leak. So i thought ok. So now i do not have diesel going to the heater. After a phone call to the factory they informed me the leak was probably a hose or clamp connection. The exhaust 90 degree elbow is burned out directly below the heater unit so i will have to start with a new exhaust elbow and some exhaust pipe. Does anyone know the hour meter read 4000 hours or so on the unit. Is it as the end of its practical life? It fired up and ran ok but where we awoke in the morning there was a cloud of

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thanks all

wayne pacey

Group: Safarifriends **Message:** 29217 **From:** Dale Maggio **Date:** 11/2/2015
Subject: Re: 1999 safari continental 4006 hurricane heater and bose stereo i

Wayne, I have the same Bose system in my 99 Sahara. It is a 120V system so you have to have 120 to the coach to make it work. The dash switch does turn on the fan and the Bose. The Bose is not hooked up to the dash radio, it gets sound signal from the vcr/dvd player, The previous owner had upgraded to Blu-Ray and an LCD TV.

The Bose does not have a volume control but if you look in the book, it is easy to rig up. The problem in my coach is that the Bose expects an analog signal, but the Blu-Ray and LCD are HDMI only which is a digital signal. I had to get a converter from Radio Shack.

-=Dale=-

On Sun, 11/1/15, paceywayne@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

Subject: [Safarifriends] 1999 safari continental 4006 hurricane heater and bose stereo issues
To: Safarifriends@yahoogroups.com
Date: Sunday, November 1, 2015, 6:57 PM

Hello All
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model 4006 40 footer. wow. Many systems to run. a.
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took it to oregon motorcoach center for a few repairs and
asked my technician; He was not well versed with this heater
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the end of its practical life? It fired up and ran ok but
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where the bose amp it housed over the passegner seat but the
amp does not appear to turn on..... where these amp supplied
with no subwoofer?thanks allwayne pacey

```
#yiv9765991208 #yiv9765991208 --  
#yiv9765991208ygrp-mkp {  
border:1px solid #d8d8d8;font-family:Arial;margin:10px  
0;padding:0 10px;}
```

```
#yiv9765991208 #yiv9765991208ygrp-mkp hr {  
border:1px solid #d8d8d8;}
```

```
#yiv9765991208 #yiv9765991208ygrp-mkp #yiv9765991208hd {  
color:#628c2a;font-size:85%;font-weight:700;line-height:122%;margin:10px  
0;}
```

```
#yiv9765991208 #yiv9765991208ygrp-mkp #yiv9765991208ads {  
margin-bottom:10px;}
```

```
#yiv9765991208 #yiv9765991208ygrp-mkp .yiv9765991208ad {  
padding:0 0;}
```

```
#yiv9765991208 #yiv9765991208ygrp-mkp .yiv9765991208ad p {  
margin:0;}
```

```
#yiv9765991208 #yiv9765991208ygrp-mkp .yiv9765991208ad a {  
color:#0000ff;text-decoration:none;}  
#yiv9765991208 #yiv9765991208ygrp-sponsor  
#yiv9765991208ygrp-lc {  
font-family:Arial;}
```

```
#yiv9765991208 #yiv9765991208ygrp-sponsor  
#yiv9765991208ygrp-lc #yiv9765991208hd {  
margin:10px  
0px;font-weight:700;font-size:78%;line-height:122%;}
```

```
#yiv9765991208 #yiv9765991208ygrp-sponsor  
#yiv9765991208ygrp-lc .yiv9765991208ad {  
margin-bottom:10px;padding:0 0;}
```

```
#yiv9765991208 #yiv9765991208actions {  
font-family:Verdana;font-size:11px;padding:10px 0;}
```

```
#yiv9765991208 #yiv9765991208activity {  
background-color:#e0ecee;float:left;font-family:Verdana;font-size:10px;padding:10px;}
```

```
#yiv9765991208 #yiv9765991208activity span {  
font-weight:700;}
```

```
#yiv9765991208 #yiv9765991208activity span:first-child {  
text-transform:uppercase;}
```

```
#yiv9765991208 #yiv9765991208activity span a {  
color:#5085b6;text-decoration:none;}
```

```
#yiv9765991208 #yiv9765991208activity span span {  
color:#ff7900;}
```

```
#yiv9765991208 #yiv9765991208activity span  
.yiv9765991208underline {  
text-decoration:underline;}
```

```
#yiv9765991208 .yiv9765991208attach {  
clear:both;display:table;font-family:Arial;font-size:12px;padding:10px
```

```
0;width:400px;}
```

```
#yiv9765991208 .yiv9765991208attach div a {  
text-decoration:none;}
```

```
#yiv9765991208 .yiv9765991208attach img {  
border:none;padding-right:5px;}
```

```
#yiv9765991208 .yiv9765991208attach label {  
display:block;margin-bottom:5px;}
```

```
#yiv9765991208 .yiv9765991208attach label a {  
text-decoration:none;}
```

```
#yiv9765991208 blockquote {  
margin:0 0 0 4px;}
```

```
#yiv9765991208 .yiv9765991208bold {  
font-family:Arial;font-size:13px;font-weight:700;}
```

```
#yiv9765991208 .yiv9765991208bold a {  
text-decoration:none;}
```

```
#yiv9765991208 dd.yiv9765991208last p a {  
font-family:Verdana;font-weight:700;}
```

```
#yiv9765991208 dd.yiv9765991208last p span {  
margin-right:10px;font-family:Verdana;font-weight:700;}
```

```
#yiv9765991208 dd.yiv9765991208last p  
span.yiv9765991208yshortcuts {  
margin-right:0;}
```

```
#yiv9765991208 div.yiv9765991208attach-table div div a {  
text-decoration:none;}
```

```
#yiv9765991208 div.yiv9765991208attach-table {  
width:400px;}
```

```
#yiv9765991208 div.yiv9765991208file-title a, #yiv9765991208  
div.yiv9765991208file-title a:active, #yiv9765991208  
div.yiv9765991208file-title a:hover, #yiv9765991208  
div.yiv9765991208file-title a:visited {  
text-decoration:none;}
```

```
#yiv9765991208 div.yiv9765991208photo-title a,
```

```
#yiv9765991208 div.yiv9765991208photo-title a:active,
#yiv9765991208 div.yiv9765991208photo-title a:hover,
#yiv9765991208 div.yiv9765991208photo-title a:visited {
text-decoration:none;}

#yiv9765991208 div#yiv9765991208ygrp-mlmsg
#yiv9765991208ygrp-msg p a span.yiv9765991208yshortcuts {
font-family:Verdana;font-size:10px;font-weight:normal;}

#yiv9765991208 .yiv9765991208green {
color:#628c2a;}

#yiv9765991208 .yiv9765991208MsoNormal {
margin:0 0 0 0;}

#yiv9765991208 o {
font-size:0;}

#yiv9765991208 #yiv9765991208photos div {
float:left;width:72px;}

#yiv9765991208 #yiv9765991208photos div div {
border:1px solid
#666666;height:62px;overflow:hidden;width:62px;}

#yiv9765991208 #yiv9765991208photos div label {
color:#666666;font-size:10px;overflow:hidden;text-align:center;white-
space:nowrap;width:64px;}

#yiv9765991208 #yiv9765991208reco-category {
font-size:77%;}

#yiv9765991208 #yiv9765991208reco-desc {
font-size:77%;}

#yiv9765991208 .yiv9765991208replbq {
margin:4px;}

#yiv9765991208 #yiv9765991208ygrp-actbar div a:first-child {
margin-right:2px;padding-right:5px;}

#yiv9765991208 #yiv9765991208ygrp-mlmsg {
font-size:13px;font-family:Arial, helvetica, clean,
sans-serif;}

#yiv9765991208 #yiv9765991208ygrp-mlmsg table {
```

```
font-size:inherit;font:100%;}
```

```
#yiv9765991208 #yiv9765991208ygrp-mlmsg select,  
#yiv9765991208 input, #yiv9765991208 textarea {  
font:99% Arial, Helvetica, clean, sans-serif;}
```

```
#yiv9765991208 #yiv9765991208ygrp-mlmsg pre, #yiv9765991208  
code {  
font:115% monospace;}
```

```
#yiv9765991208 #yiv9765991208ygrp-mlmsg * {  
line-height:1.22em;}
```

```
#yiv9765991208 #yiv9765991208ygrp-mlmsg #yiv9765991208logo {  
padding-bottom:10px;}
```

```
#yiv9765991208 #yiv9765991208ygrp-msg p a {  
font-family:Verdana;}
```

```
#yiv9765991208 #yiv9765991208ygrp-msg  
p#yiv9765991208attach-count span {  
color:#1E66AE;font-weight:700;}
```

```
#yiv9765991208 #yiv9765991208ygrp-reco  
#yiv9765991208reco-head {  
color:#ff7900;font-weight:700;}
```

```
#yiv9765991208 #yiv9765991208ygrp-reco {  
margin-bottom:20px;padding:0px;}
```

```
#yiv9765991208 #yiv9765991208ygrp-sponsor #yiv9765991208ov  
li a {  
font-size:130%;text-decoration:none;}
```

```
#yiv9765991208 #yiv9765991208ygrp-sponsor #yiv9765991208ov  
li {  
font-size:77%;list-style-type:square;padding:6px 0;}
```

```
#yiv9765991208 #yiv9765991208ygrp-sponsor #yiv9765991208ov  
ul {  
margin:0;padding:0 0 0 8px;}
```

```
#yiv9765991208 #yiv9765991208ygrp-text {  
font-family:Georgia;}
```

#yiv9765991208 #yiv9765991208ygrp-text p {
margin:0 0 1em 0;}

#yiv9765991208 #yiv9765991208ygrp-text tt {
font-size:120%;}

#yiv9765991208 #yiv9765991208ygrp-vital ul li:last-child {
border-right:none !important;
}
#yiv9765991208

Group: Safarifriends **Message:** 29218 **From:** TD **Date:** 11/2/2015
Subject: Re: 1999 safari continental 4006 hurricane heater and bose stereo is

Wayne,

I don't know anything about the Hurricane heating systems, but a shop in WA comes highly recommended from multiple forum sites.

ITR (International Thermal Research)
11915 NE 56th Circle, Suite B
Vancouver, WA 98682
Telephone: (360)993-4877
Toll Free: 1-800-993-4402

<http://itrheat.com/>

John
'95 Safari Serengeti 38ft, 300 Cummins 8.3CTA, Allison
6spd.

On Sun, Nov 1, 2015 at 9:57 PM, paceywayne@... [Safarifriends]
<Safarifriends@yahoogroups.com> wrote:

Hello All

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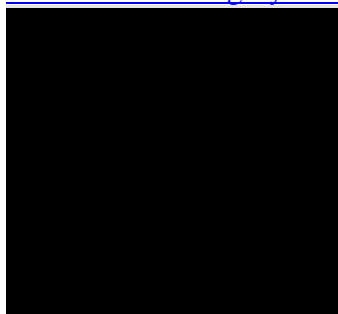
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thanks all

wayne pacey

Group: Safarifriends **Message:** 29219 **From:** heriddlejr **Date:** 11/2/2015
Subject: Re: 1999 safari continental 4006 hurricane heater and bose stereo i

[Hurricane Heating Systems | International Thermal Research](#)



Hurricane Heating Systems |
International Thermal Resea...
Do you have an older Safari or Beaver Coach
? Ask about our special Hurricane CO45DRF
replacement program program! Hurricane
Heater Features: ...
View on itrheat.com

Preview
by
Yahoo

This might be of some help.

Harold Riddle

2000 Panther

Group: Safarifriends **Message:** 29220 **From:** ART **Date:** 11/2/2015
Subject: Re: 1999 safari continental 4006 hurricane heater and bose stereo i

Conny, are you sure that's not your dog.....Art ;)

From: "Conny Culver connyculver@... [Safarifriends]" <Safarifriends@yahoogroups.com>
To: Safarifriends@yahoogroups.com
Sent: Monday, November 2, 2015 6:41 AM
Subject: Re: [Safarifriends] 1999 safari continental 4006 hurricane heater and bose stereo issues

Wayne,

Our sub-woofer is under the sofa.

*May God Bless,
Conny
2000 Serengeti
'Those who wander are not necessarily lost.'
--A RV'er Somewhere*

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Group: Safarifriends **Message:** 29221 **From:** Izak Botha **Date:** 11/2/2015
Subject: Re: 1999 safari continental 4006 hurricane heater and bose stereo is

Look at the Hurricane site - they have a replacement program for Safari Owners -
<http://itrheat.com/products/hurricane-heating-systems/>

Regards

Izak
2009 Cheetah

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<Safarifriends@yahoogroups.com> wrote:

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John

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6spd.

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pipe. Does anyone know the hour meter read 4000 hours or so on the unit. Is it as the end of its practical life? It fired up and ran ok but where we awoke in the morning there was a cloud of steam around the rv. Whats up. What is the next step for repair? is it user serviceable? I am a handy guy and have been an rver for 40 years.

b. How do i turn on the bose sound system... there is a music on switch on the dash that acitvates a fan in the cupboard where the bose amp it housed over the passegner seat but the amp does not appear to turn on..... where these amp supplied with no subwoofer?

thanks all

wayne pacey

Group: Safarifriends **Message:** 29224 **From:** Conny Culver **Date:** 11/2/2015

Subject: Re: 1999 safari continental 4006 hurricane heater and bose stereo is

Art,

Our "Woofer" is usually topside on the sofa.

May God Bless,

Conny

'Those who wander are not necessarily lost.'

--A RV'er Somewhere

On Nov 2, 2015, at 1:58 PM, TD sdjhtm@... [Safarifriends]

<Safarifriends@yahoo.com> wrote:

Art,

Your hilarious!!!

John
'95 Safari Serengeti 38ft, 300 Cummins 8.3CTA, Allison
6spd.

On Mon, Nov 2, 2015 at 12:45 PM, ART tookum@... [Safarifriends]
<Safarifriends@yahoogleroups.com> wrote:

Conny, are you sure that's not your dog.....Art ;)

From: "Conny Culver connyculver@... [Safarifriends]"
<Safarifriends@yahoogleroups.com>
To: Safarifriends@yahoogleroups.com
Sent: Monday, November 2, 2015 6:41 AM
Subject: Re: [Safarifriends] 1999 safari continental 4006 hurricane heater and bose stereo issues

Wayne,

Our sub-woofer is under the sofa.

*May God Bless,
Conny
2000 Serengeti
'Those who wander are not necessarily lost.'
--A RV'er Somewhere*

On Nov 1, 2015, at 9:57 PM, paceywayne@... [Safarifriends]
<Safarifriends!@yahoogleroups.com> wrote:

Hello All

Well we just purchased a 1999 model 4006 40 footer. wow. Many systems to run.

a. Our hurricane heater makes steam and a little smoke so i took it to oregon motorcoach center for a few repairs and asked my technician; He was not well versed with this heater and asked me if i wanted the diesel cut off as he thought there was a leak. So i thought ok. So now i do not have diesel going to the heater. After a phone call to the factory they informed me the leak was probably a hose or clamp connection. The exhaust 90 degree elbow is burned out directly below the heater unit so i will have to start with a new exhaust elbow and some exhaust pipe. Does anyone know the hour meter read 4000 hours or so on the unit. Is it as the end of its practical life? It fired up and ran ok but where we awoke in the morning there was a cloud of steam around the rv. Whats up. What is the next step for repair? is it user serviceable? I am a handy guy and have been an rver for 40 years.

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thanks all
wayne pacey

Group: Safarifriends **Message:** 29226 **From:** ART **Date:** 11/2/2015

Subject: Re: 1999 safari continental 4006 hurricane heater and bose stereo is

Looks more like my wife's two Chihuahua "tweeters" to me.....Art

From: "Conny Culver connyculver@... [Safarifriends]" <Safarifriends@yahoogroups.com>
To: Safarifriends@yahoogroups.com
Sent: Monday, November 2, 2015 3:21 PM
Subject: Re: [Safarifriends] 1999 safari continental 4006 hurricane heater and bose stereo issues [1 Attachment]

[\[Attachment\(s\)\]](#) from Conny Culver included below

Art,

Our "Woofers" is usually topside on the sofa.

Group: Safarifriends **Message:** 29608 **From:** Conny Culver **Date:** 12/28/2015
Subject: Hurricane Problem

Hurricane problem...the system sounds a loud beep and the red light under the "System Control" comes on when we try to heat water.
The electric mode for the water heater functions perfectly. No leaks visible. Suggestions?

 **Happy New Year** 
Conny

The Constitution was never meant to prevent people from praying; its declared purpose was to protect their freedom to pray.

RONALD REAGAN
9/18/1982

Group: Safarifriends **Message:** 32845 **From:** nancie_usa **Date:** 4/25/2017
Subject: What is the process of the Hurricane Heater...1998 Serengetti

How is it that we always have seem to have hot water available without actually turning on the Hurricane system. I understand that while traveling the engine heats the "fluids" that runs through the Hurricane system but how does this heat the water that we use for showers/sink areas? Just wondering...thanks all.

Group: Safarifriends **Message:** 32847 **From:** Nancie Price **Date:** 4/25/2017
Subject: Re: What is the process of the Hurricane Heater...1998 Serengetti

Never mind...found my answer!

On Tuesday, April 25, 2017 7:26 PM, "nancie_usa@... [Safarifriends]" <Safarifriends@yahoogroups.com> wrote:

How is it that we always have seem to have hot water available without actually turning on the Hurricane system. I understand that while traveling the engine heats the "fluids" that runs through the Hurricane system but how does this heat the water that we use for showers/sink areas? Just wondering...thanks all.

Group: Safarifriends **Message:** 32849 **From:** Danny **Date:** 4/26/2017
Subject: Re: What is the process of the Hurricane Heater...1998 Serengetti

I learned about my hurricane heater when it did not work when I purchased my 2000 Safari. The Hurricane heater uses diesel and electric power for hot water. however it only uses diesel or the rear engine to supply house heat. There are 2 valves lo rated in the rear menu compartment that I close in the summer to keep the engine heat from the heater vents located around the inside house.
Hopes this helps.

On April 25, 2017, at 21:56, "Nancie Price nancie_usa@... [Safarifriends]" <Safarifriends@yahoogroups.com> wrote:

Never mind...found my answer!

On Tuesday, April 25, 2017 7:26 PM, "[nancie_usa@... \[Safarifriends\]](#)" <[Safarifriends@yahoogroups.com](#)> wrote:

How is it that we always have seem to have hot water available without actually turning on the Hurricane system. I understand that while traveling the engine heats the "fluids" that runs through the Hurricane system but how does this heat the water that we use for showers/sink areas? Just wondering...thanks all.

Group: Safarifriends **Message:** 32850 **From:** Bill Edwards **Date:** 4/26/2017
Subject: Re: What is the process of the Hurricane Heater...1998 Serengetti

It uses a heat exchanger...cold water on one side and hot on the other transfers heat to the cold side. I have it as well great.

Bill Edwards
1999 Panther

Group: Safarifriends **Message:** 36173 **From:** Bill Edwards **Date:** 9/27/2017
Subject: Hurricane heater shutting down

Hi all,

Here is a dilemma, my hurricane heating boiler runs a while and then hits the high limit and shuts down. The coach is stationary and sitting dead level.

If the coach is sitting face heading down hill, not just out of level but greater like parked on an incline Hurricane will run until shut off.

If we are driving down the highway at 65 miles an hour it will run all day.

I have checked the supplied voltage at the time of shut down. It was 12.3 it has shut down at 12.8 with genset running.

It should be noted that the alternator supplies power only to the chassis batteries and is not hooked to the isolator.

House batteries are charged via solar or the genset.

Coolant is full and roiling/moving hard in the reservoir.

I have burped the system and after that it ran until i shut it down. The next time I started it it ran for a bit over an hour and shut down.

System heat is good and all fans and registers dispensing heat.

Second problem or question. Should boiler run continuously when thermostats do not call for heat, it does run continuously..

When unit shuts down at high limit, the fans go off as well and then after a few minutes come back on. Thermostats do not shut off the boiler or put another way does not put it to sleep. I realize that there is a shut off/on switch for the entire system

How are valves placed to have engine coolant heat the house heating system which is not the same as the dash heat? Does the Hurricane pump have to be running?

I had a new control board installed at ITR International Thermal Research in Vancouver Washington not knowing this issue existed. The original board and flame sensor worked just fine and with no known issues and they ran the unit there just not long enough on an 80 degree day to expose this problem. The original flame sensor is no longer supported and I had both board and sensor changed to current to avoid the potential of being out in the boonies and being serviceable. If any one needs these good components to maintain an older system They are available for 200 bucks. The new replacement board was \$600 and the sensor \$80 and a half hour labor.

Bill Edwards
1999 Panther

Group: Safarifriends **Message:** 36174 **From:** Constance Culver **Date:** 9/27/2017
Subject: Re: Digest Number 5024. HURRICANE

Bill,

I've always had satisfactory results calling ITR.

They're very generous with their time assisting Hurricane owners with their systems.

Conny
2000 Serengeti

Sent from my iPhone

On Sep 27, 2017, at 8:38 PM, Safarifriends@yahoogroups.com wrote:

To promote the exchange of information regarding SAFARI MOTORHOMES. Group

8 Messages

Digest #5024

- [Re: Can the Intercooler \(CAC\) air lines be painted?](#) by "Bill Edwards" billedwardsrs 1a
- [Re: Can the Intercooler \(CAC\) air lines be painted?](#) by quantumrift 1b
- [Re: Can the Intercooler \(CAC\) air lines be painted?](#) by wolfe102001 1c
- [Re: Can the Intercooler \(CAC\) air lines be painted?](#) by "Keith Bowers" texasoil 1d
- [Wire probing](#) by "Bill Edwards" billedwardsrs 2a
- [Re: Wire probing](#) by "Robert Lewis" robert.lewis.tl@... 2b
- [Interior lights come only when ignition is turned to on position?](#) by mjmokiej 3
- [Hurricane heater shutting down](#) by "Bill Edwards" billedwardsrs 4

Messages

1a

[Re: Can the Intercooler \(CAC\) air lines be painted?](#)

Tue Sep 26, 2017 6:20 pm (PDT) . Posted by:
["Bill Edwards" billedwardsrs](#)

Removing the shroud from the radiator not difficult with a box knife and a couple of blades...ask me how I know this yup been there and done that replacing the radiator in the Panther. Took about an hour and a half and then some to clean it all up to to install. Another method is to use a windshield wire saw and work back and forth til one gets all the way around. Course we all have one in the tool box

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1b

[Re: Can the Intercooler \(CAC\) air lines be painted?](#)

Wed Sep 27, 2017 8:08 am (PDT) . Posted by:

[quantumrift](#)

Duane, where is the slobber tube located? If there is a concern regarding grease and gunk 'back there', it might be beneficial to ensure the slobber tube jettisons it's slobber elsewhere, or install an oil catch can. A catch can would prevent any slobber from reaching engine, radiator, or the road surface.

doug
96 serengeti

---In Safarifriends@yahoo.com, <billedwardsrs@ ...> wrote :

There was a LOT of grease and gunk between the CAC and the radiator - and maybe a finer spray would have gotten to more of it from the back side. I have doubts if either of the 2 previous owners had ever cleaned the radiator from the amount of gunk that was there - this is now going to be an annual rinse event as well.

Duane
96 Sahara 30', 250hp Cat, Allison 6spd
Spokane Wa

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1c

[Re: Can the Intercooler \(CAC\) air lines be painted?](#)

Wed Sep 27, 2017 8:30 am (PDT) . Posted by:

[wolfe102001](#)

On the Caterpillar 3126, the slobber tube (crankcase breather) is on the passenger' s side of the engine about in the middle fore and aft. It is an open 1" ID hose.

Yes, extending it costs under \$10 in parts and is a very good idea:

1" barb to barb fitting

5' of clear reinforced 1" ID hose, OR oil resistant hose. The clear hose will last many many years.

2 hose clamps

zip ties.

You want to extend it to well behind the intake for the fan/fan shroud. And it is CRITICAL that it only run "down hill", forming no drip loop.

If you want to put a catchment on the extension, fine. Just make sure that the outlets you make have more total area than the 1" hose so crankcase breathing is not restricted.

Brett

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1d

[Re: Can the Intercooler \(CAC\) air lines be painted?](#)

Wed Sep 27, 2017 4:14 pm (PDT) . Posted by:

["Keith Bowers" texasoil](#)

Yes the large diameter lines can be painted to prevent dusting. I suggest using flat black to maximize heat loss to ambient air.

--

We sleep soundly in our beds because rough men

stand ready in the night to visit violence on those

who would do us harm.

-Winston Churchill-

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2a

[Wire probing](#)

Wed Sep 27, 2017 1:06 pm (PDT) . Posted by:

["Bill Edwards" billedwardsrs](#)

On September 12 Robert Lewis mentioned using a wire penetrating probe to with which to chase electrical issues. I would suggest that there is a place that this method is sound and another where it is potentially detrimental. Just ask me how I came u[p] with this idea. Do not probe wiring after the ECU or such electronics and walk away with out sealing the punctures. I was looking for a wire that carries a signal indicating that the Jake Brake was active and on. i knew or thought I knew what I was looking for, a connection with three wires going into the head of the C 12 CAT. I poked and poked no signal. Humm and went about doing other things. While I was on the trip out West earlier this month a fault appeared on the dash telling me that the barometric pressure sensor was in a low voltage condition. I pulled over and looked about all voltages checked out and away we went. The fault gone after shutting down. A while later it was back this time blinking and that go my attention because when things blink it is getting more serious.

Making this a little shorter i called my friend and yours Dave Atherton to query him on the problem. I asked about the low voltage issue and since he knows a lot of the history of this coach, he said, probably a dirty connection. I was the thinking don't tell him you poked all three wires because during the conversation I connected the dots that led me to the sensor wires I poked. I will tell you this all transpired over a few days and me sweating bullets every time it lit up because it could de-rate the engine at any time...each time I turned the key off for a couple seconds and the fault would go away for a time. Lucky me it did not and was finally able to get some sensor safe sealant and sealed up my poked spots and no more issues.

Moral of the story seal up your probe points, your coach will smile upon you for doing so.

Bill Edwards1999 Panther

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Re: Wire probing

Wed Sep 27, 2017 4:42 pm (PDT) . Posted by:

["Robert Lewis" robert.lewis.tl@...](#)

Yes, good advice. I should have mentioned that the probe I use is a Fluke probe, the puncture is really small and on my system the pressure of the wiring sheath closes the hole. I can't see them when I look. But I will run a test and try again.

If you use one of the Chinese knockoff's, all bets are off.

Robert

From: Safarifriends@yahoogroups.com [<mailto:Safarifriends@yahoogroups.com>]

Sent: Wednesday, September 27, 2017 12:57 PM

To: Yahoogroups <safarifriends@yahoogroups.com>

Subject: [Safarifriends] Wire probing

On September 12 Robert Lewis mentioned using a wire penetrating probe to with which to chase electrical issues. I would suggest that there is a place that this method is sound and another where it is potentially detrimental. Just ask me how I came u[p with this idea. Do not probe wiring after the ECU or such electronics and walk away with out sealing the punctures. I was looking for a wire that carries a signal indicating that the Jake Brake was active and on. i knew or thought I knew what I was looking for, a connection with three wires going into the head of the C 12 CAT. I poked and poked no signal. Humm and went about doing other things. While I was on the trip out West earlier this month a fault appeared on the dash telling me that the barometric pressure sensor was in a low voltage condition. I pulled over and looked about all voltages checked out and away we went. The fault gone after shutting down. A while later it was back this time blinking and that go my attention because when things blink it is getting more serious.

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Bill Edwards

1999 Panther

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3

[Interior lights come only when ignition is turned to on position?](#)

Wed Sep 27, 2017 3:41 pm (PDT) . Posted by:

[mjmokiej](#)

My florescent interior lights only come on when the "salesman switch" is on, the interior light switch above the door is on and the ignition is turned to the on position. I'm certain that isn't the way it's supposed to work. Any ideas or suggestions?

MJ

1995 Safari Sahara

5.9L Cummins

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4

[Hurricane heater shutting down](#)

Wed Sep 27, 2017 4:43 pm (PDT) . Posted by:

["Bill Edwards" billedwardsrs](#)

Hi all,

Here is a dilemma, my hurricane heating boiler runs a while and then hits the high limit and shuts down. The coach is stationary and sitting dead level.

If the coach is sitting face heading down hill, not just out of level but greater like parked on an incline Hurricane will run until shut off.

If we are driving down the highway at 65 miles an hour it will run all day.

I have checked the supplied voltage at the time of shut down. It was 12.3 it has shut down at 12.8 with genset running. It should be noted that the alternator supplies power only to the chassis batteries and is not hooked to the isolator. House batteries are charged via solar or the genset.

Coolant is full and roiling/moving hard in the reservoir. I have burped the system and after that it ran until i shut it down. The next time I started it it ran for a bit over an hour and shut down. System heat is good and all fans and registers dispensing heat.

Second problem or question. Should boiler run continuously when thermostats do not call for heat, it does run continuously. .When unit shuts down at high limit, the fans go off as well and then after a few minutes come back on. Thermostats do not shut off the boiler or put another way does not put it to sleep. I realize that there is a shut off/on switch for the entire system

How are valves placed to have engine coolant heat the house heating system which is not the same as the dash heat? Does the Hurricane pump have to be running?

I had a new control board installed at ITR International Thermal Research in Vancouver Washington not knowing this issue existed. The original board and flame sensor worked just fine and with no known issues and they ran the unit there just not long enough on an 80 degree day to expose this problem. The original flame sensor is no longer supported and I had both board and sensor changed to current to avoid the potential of being out in the boonies and being serviceable. If any one needs these good

components to maintain an older system They are available for 200 bucks. The new replacement board was \$600 and the sensor \$80 and a half hour labor. Bill Edwards 1999 Panther

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Group: Safarifriends **Message:** 37597 **From:** bowhunter0608 **Date:** 2/3/2018
Subject: 99 Continental Hurricane Heater

Attachments :

[IMG_20180203_193441.jpg](#)
[IMG_20180203_192417.jpg](#)

@ @ attachment @ @

So i have been unable to get the heater working in 99 continental. I know the hot water system is working, however i can not get the heater to work. I am sure i have the valves turned correctly, last time i tried to fire it up, when i turned it on on the remote panel above the door, the light came on and i heard what sounded like a furnace, but that would stop within a few seconds. Now i get nothing, not even a light on the panel. I checked the circuit breakers, and all seems well. Any thoughts on this? Oh, and why is there a pressure washer mounted in my engine compartment?

Group: Safarifriends **Message:** 37598 **From:** Robert Lewis **Date:** 2/3/2018
Subject: Re: 99 Continental Hurricane Heater [2 Attachments]

Hi

check this site for troubleshooting video's.

<http://itrheat.com/hurricane-heating-systems/>

Robert and Bev Lewis
2000 Continental
3126B Cat, 330hp
MD3060 Allison

On February 3, 2018 8:03:04 PM "bowhunter0608@... [Safarifriends]" <Safarifriends@yahoo.com> wrote:

So i have been unable to get the heater working in 99 continental. I know the hot water system is working, however i can not get the heater to work. I am sure i have the valves turned correctly, last time i tried to fire it up, when i turned it on on the remote

panel above the door, the light came on and i heard what sounded like a furnace, but that would stop within a few seconds. Now i get nothing, not even a light on the panel. I checked the circuit breakers, and all seems well. Any thoughts on this? Oh, and why is there a pressure washer mounted in my engine compartment?

Group: Safarifriends **Message:** 37599 **From:** TD **Date:** 2/4/2018
Subject: Re: 99 Continental Hurricane Heater [2 Attachments]

Bowhunter,

The pressure washer was an option on some of the later model Safari coaches.

I don't have any experience on the Hurricane heat (actually a boiler), but the principles and functioning logic is similar to household boilers.

From your description, my guess would be that maybe your circulator pump and/or zone valve is not working and/or some valves are not in the proper position to allow proper circulation. This causes the water temp in the boiler to spike, because the water is being heated without circulating. The boiler would turn on for a very short duration shutting down on overtemp, if repeated, it will likely trip off and shut down all together. There is likely an over temp reset button somewhere that will need to be reset. Also, circulator pump function will need to be tested, and proper valve position will need to be verified.

Use the information link that Robert provided, and hopefully someone with experience in these systems will pipe in.

John

'95 Safari Serengeti 38ft, 300 Cummins 8.3CTA, Allison
6spd.

On Sat, Feb 3, 2018 at 11:02 PM, bowhunter0608@... [Safarifriends]

<Safarifriends@yahoogroups.com> wrote:

[[Attachment\(s\)](#) from bowhunter0608@... [Safarifriends] included below]

So i have been unable to get the heater working in 99 continental. I know the hot water system is working, however i can not get the heater to work. I am sure i have the valves turned correctly, last time i tried to fire it up, when i turned it on on the remote panel above the door, the light came on and i heard what sounded like a furnace, but that would stop within a few seconds. Now i get nothing, not even a light on the panel. I checked the circuit breakers, and all seems well. Any thoughts on this? Oh, and why is there a pressure washer mounted in my engine compartment?

Group: Safarifriends **Message:** 37600 **From:** astrnmrtom **Date:** 2/4/2018

Subject: Re: 99 Continental Hurricane Heater

On my 1998 there is main control panel near the heater that has a bunch of labeled lights that indicate status and errors. When you say you aren't getting a light are you referring to the main panel or the remote panel that just has the on/off switch? If you are talking about the remote panel you need to check the main panel and let us know if any lights are lit.

If it fired up and shut down within a few seconds it could be the flame sensor didn't read the flame, or there could be air in the fuel line that needs to be bled. In either case switching the system off, then back on should have it try to light. You might need to switch the system off and on at the main control panel to get it to reset.

A common reason for the system working for hot water but not heat is the valves are in the wrong position. I've messed this up before.

On my system, I have the electric heat option for hot water, and if I have the valves in the summer position - hot water only - and the water in the tank is hot from the electric element, I don't think the burner will fire unless I start using hot water because the system is already up to temp.

From what I've heard ITR is very good about helping troubleshoot the system over the phone. There are documents on their website that may be helpful too. <http://itrheat.com/hurricane-heating-systems/>

When was the last time the system was serviced? Nozzle change, new filter, burner chamber cleaned, flame sensor cleaned, etc?

The pressure washer was a feature on the Continentals.

Group: Safarifriends **Message:** 37606 **From:** bowhunter0608 **Date:** 2/4/2018

Subject: Re: 99 Continental Hurricane Heater

This MH was parked under cover for almost 10 years before we bought it. Right now i got a leaky back roof, a windshield that is popping out, and cabinet doors that do not look like they were ever glued together. This is the first time in the 1.5 years we have had it that i have attempted to fire up the furnace. I got lights to come on cause you know, you should actually turn the unit on at the main box. I did not get around to trying to bleed the lines today. will try again tomorrow.

Group: Safarifriends **Message:** 37614 **From:** TD **Date:** 2/5/2018

Subject: Re: 99 Continental Hurricane Heater

Bowhunter,

Since your thinking of removing the front cabinet(s), I would check/inspect the front cap framing. I recall long ago, reading about a Safari Continental aluminum cap frame assemble half unfinished, also the late 90s Safari Continentals, Panthers, and Beaver Patriot Thunders

having many issue with breaking and popping out windshields while leveling.

John

'95 Safari Serengeti 38ft, 300 Cummins 8.3CTA, Allison
6spd.

On Sun, Feb 4, 2018 at 11:50 PM, bowhunter0608@... [Safarifriends]
<Safarifriends@yahoogroups.com> wrote:

This MH was parked under cover for almost 10 years before we bought it. Right now i got a leaky back roof, a windshield that is popping out, and cabinet doors that do not look like they were ever glued together. This is the first time in the 1.5 years we have had it that i have attempted to fire up the furnace. I got lights to come on cause you know, you should actually turn the unit on at the main box. I did not get around to trying to bleed the lines today. will try again tomorrow.

Group: Safarifriends **Message:** 37637 **From:** astrnmrtom **Date:** 2/6/2018

Subject: Re: 99 Continental Hurricane Heater

Bowhunter,

When the time comes to try the furnace again, turn the remote switch on then turn on the main switch on the control panel so you can watch the start-up sequence from right at the Hurricane boiler. Right away you should hear the unit run and within a few seconds the burner should light. There's a small window on the side and you should be able to see a yellowish/white flame if the main burning is running and you should hear a low roar. At start-up, an internal air compressor runs as well as the fuel pump and the circulating pump. Then the hot surface igniter heats up and the fuel valve opens and the burner lights. The most common reason for burner failure is air in the fuel lines. These boilers are very sensitive to air bubbles because the way the burner nozzle works is, the compressor blows air past the orifice which created a low pressure area drawing the fuel out of the opening and atomizing it much like the venturi in a carburetor. Air bubbles in the fuel line break the vacuum stopping fuel from being drawn from the orifice. A clogged nozzle can also be a problem. There's also a tiny sintered metal filter inside the nozzle which can become clogged.

If your burner isn't lighting, I'm going to place a bet that you either have air in the system, or your nozzle is clogged. Both can happen from sitting. Possibility #2 is the igniter is bad.

See what happens after you bleed the system. If the burner still isn't lighting, you'll have to pull the burner assembly out and service it.

If it is lighting, but goes out within 30 seconds or less, the flame sensor probably isn't seeing the flame and is shutting down the burner or there is still air in the line, bleed it again.

The good news is, the burner is easy to service if you are handy. The whole burner assembly comes out as a unit and will contain the nozzle, igniter and flame sensor. Usually if the ignitor is bad, it'll have an obvious crack or break in it. Be careful they are somewhat fragile and can break if banged against something. If the nozzle is clogged, resist the urge to clear it by sticking something in the orifice as it can ruin the nozzle. Brake cleaner works great. You are supposed to replace the o-ring every time the nozzle is removed. If it's in good shape you might get away with reusing it but if it's nicked, it can let air into the nozzle breaking the vacuum.

The company suggests having a spare nozzle, nozzle filter, and igniter on hand even if the unit is running well because those are the most common failure points and they can be replaced in about 20 minutes on the road. Cleaning/replacing the burner nozzle and cleaning the burner chamber is part of the regular maintenance of the system and is easier to do than an oil change on your engine.

If you get it running after bleeding and it randomly shuts down after a while, it's possible there's a small crack or pinhole in the fuel line, often near the fuel tank, which is allowing air into the fuel line.

Hope this helps.

Tom Masterson
1998 Serengeti 3706
300 Cat, Allison 3060

Group: Safarifriends **Message:** 37639 **From:** bowhunter0608 **Date:** 2/6/2018

Subject: Re: 99 Continental Hurricane Heater

SO the burner stays on for about m30 seconds then goes out. i the bleeder valve is stuck, i am going soaking it in with some break free stuff, then will try and open in tomorrow. I don't wanna yank on it and have it snap off.

Group: Safarifriends **Message:** 37640 **From:** fountking **Date:** 2/7/2018

Subject: Re: 99 Continental Hurricane Heater

Sounds like flame sensar eye .

If my home boiler was doing that it would be first thing to check. I know nothing of the hurricane system.

Bob 96 Serengeti

Group: Safarifriends **Message:** 37643 **From:** Robert Lewis **Date:** 2/7/2018

Subject: Re: 99 Continental Hurricane Heater

Hi Tom

Thank you for a excellent maintenance and troubleshooting guide. I saved your write up in my Safani section in OneNote on my phone. It is worth having at hand. I have worked thru a

number of the MH systems (willingly and unwillingly) and the Hurricane is on the must do list. So this helps a great deal. Thanks again for the personal knowledge and detail.

Robert and Bev Lewis
2000 Continental
3126B Cat, 330hp
MD3060 Allison

On February 6, 2018 3:18:59 PM "astrnmrtom@... [Safarifriends]" <Safarifriends@yahoogroups.com> wrote:

Bowhunter,

When the time comes to try the furnace again, turn the remote switch on then turn on the main switch on the control panel so you can watch the start-up sequence from right at the Hurricane boiler. Right away you should hear the unit run and within a few seconds the burner should light. There's a small window on the side and you should be able to see a yellowish/white flame if the main burning is running and you should hear a low roar. At start-up, an internal air compressor runs as well as the fuel pump and the circulating pump. Then the hot surface igniter heats up and the fuel valve opens and the burner lights. The most common reason for burner failure is air in the fuel lines. These boilers are very sensitive to air bubbles because the way the burner nozzle works is, the compressor blows air past the orifice which created a low pressure area drawing the fuel out of the opening and atomizing it much like the venturi in a carburetor. Air bubbles in the fuel line break the vacuum stopping fuel from being drawn from the orifice. A clogged nozzle can also be a problem. There's also a tiny sintered metal filter inside the nozzle which can become clogged.

If your burner isn't lighting, I'm going to place a bet that you either have air in the system, or your nozzle is clogged. Both can happen from sitting. Possibility #2 is the igniter is bad.

See what happens after you bleed the system. If the burner still isn't lighting, you'll have to pull the burner assembly out and service it.

If it is lighting, but goes out within 30 seconds or less, the flame sensor probably isn't seeing the flame and is shutting down the burner or there is still air in the line, bleed it again.

The good news is, the burner is easy to service if you are handy. The whole burner assembly comes out as a unit and will contain the nozzle, igniter and flame sensor. Usually if the ignitor is bad, it'll have an obvious crack or break in it. Be careful they are somewhat fragile and can break if banged against something. If the nozzle is clogged, resist the urge to clear it by sticking something in the orifice as it can ruin the

nozzle. Brake cleaner works great. You are supposed to replace the o-ring every time the nozzle is removed. If it's in good shape you might get away with reusing it but if it's nicked, it can let air into the nozzle breaking the vacuum.

The company suggests having a spare nozzle, nozzle filter, and igniter on hand even if the unit is running well because those are the most common failure points and they can be replaced in about 20 minutes on the road. Cleaning/replacing the burner nozzle and cleaning the burner chamber is part of the regular maintenance of the system and is easier to do than an oil change on your engine.

If you get it running after bleeding and it randomly shuts down after a while, it's possible there's a small crack or pinhole in the fuel line, often near the fuel tank, which is allowing air into the fuel line.

Hope this helps.

Tom Masterson
1998 Serengeti 3706
300 Cat, Allison 3060

Group: Safarifriends **Message:** 37649 **From:** rob shelton **Date:** 2/8/2018
Subject: Re: 99 Continental Hurricane Heater

The pics I am looking at are of your hot water heater, and one heat exchanger, mine has one exchanger on the water heater and another next to the heater.. Mine will use engine heat to heat the hot water while driving. 1998 serengeti 38' 300 cat, 3060 allison, rob shelton

SO the burner stays on for about m30 seconds then goes out. i the bleeder valve is stuck, i am going soaking it in with some break free stuff, then will try and open in tomorrow. I don't wanna yank on it and have it snap off.

Group: Safarifriends **Message:** 37651 **From:** astrnmrtom **Date:** 2/8/2018
Subject: Re: 99 Continental Hurricane Heater

You are very welcome. I hope the info is useful. Until I bought my Serengeti I'd never heard of the Hurricane system. Fortunately the previous owner had just had the system gone through replacing the compressor, fuel pump, a new nozzle and ignitor. I read all I could find on the system and as you may have found, information is sparse. One thing that helped me is I had many years of experience servicing and maintaining an old commercial diesel boiler so the Hurricane was easy to understand. First time I heard the Hurricane run, I got the kick out of the fact it sounded like a miniature version of that old cranky 1950s Cleaver-Brooks boiler.

Tom Masterson
1998 Serengeti 3706
300ph Cat, Allison 3060

Group: Safarifriends **Message:** 37711 **From:** j_r_ruff **Date:** 2/20/2018

Subject: Re: 99 Continental Hurricane Heater

One of the most common problems is the at the filter between the furnace and the fuel tank. Both ends of the hoses get brittle and crack allowing air into the fuel line. Just nip them off and reattach with fresh meat.

Then open the bleeder valve to expel all air. The most common failure is air in the fuel line.

Next, remove the brass fuel nozzle. Very simple to do. Hold it up to the light and you should be able to see through it. Not like a telescope, but definitely a defined amount of light passing through it.

FWIW

John Ruff
99 Safari Sahara

Group: Safarifriends Message: 38255 From: Bill Edwards Date: 5/19/2018

Subject: Re: How much Engine Coolant/Hurricane

I do not know where the exchanger is either. As I think about this one, what does make sense is that there is an exchanger in the aft/engine part of the cooling system that makes the exchange. It is not up front in the Hurricane heater compartment. That said my system layout is different than all the others that I have seen. Most of them have the valving in the rear under the bed which as I think about it makes more sense. My valving is located up front with the Hurricane along with a second pump making access to the fuel pump very difficult I know my coach is an early built one in the big scheme of things. HUMM?

Bill Edwards
1999 Panther

Group: Safarifriends Message: 38270 From: Bill Edwards Date: 5/20/2018

Subject: Hurricane question and hose routing/exchanger locations

Dale yes the Hurricane can pre-heat the Engine and it can use the engine heat to warm the coach while runnin down the road with out the hurricane boiler running. Yes it will heat the hot water in the hot water heater. It gets complicated here. It first heats the hurricane coolant or boiler antifreeze. This anti freeze/fluid runs through the water to water copper tube heat exchanger next to it in the Hurricane bay. One coil/tube in that exchanger is fresh water to the water heater. vAll of this is done with out moving the valves. You only need to turn on the switch, the red one on the paanel that says "engine heat" when the engine is included in the heating system. There must be an electrctically actuated valve some where...Is there sych an item...Where? Maybe I should call ITR next week.

The question here is where is the coolant to coolant exchanger located for the exchange of engine heat to the Hurricane fluid??? It is going to be easier ii your coach to track down the hose route than in mine as my control valves that are located under you bed, are in my coach, located in the Hurricane bay up front. Hoses are buried in the wiring and every thing else bundle hidden behind the water tank and such getting back to the engine bay.

Any one with some perspective on this would be appreciated.

Bill Edwards
1999 Panther

Group: Safarifriends **Message:** 38271 **From:** Paul Pecnik **Date:** 5/20/2018
Subject: Re: How much Engine Coolant/Hurricane

Hey Guys

On this 99 Panther there is a small exchanger and pump at the foot of the bed on the passenger side. The switch for this is under the bed surround that covers the engine bay sides, also on the passenger side at the bottom of bed.

Paul 1999 Panther 425

On Sat, May 19, 2018 at 10:37 AM, Bill Edwards billedwardsrs@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

I do not know where the exchanger is either. As I think about this one, what does make sense is that there is an exchanger in the aft/engine part of the cooling system that makes the exchange. It is not up front in the Hurricane heater compartment. That said my system layout is different than all the others that I have seen. Most of them have the valving in the rear under the bed which as I think about it makes more sense. My valving is located up front with the Hurricane along with a second pump making access to the fuel pump very difficult I know my coach is an early built one in the big scheme of things. HUMMM?

Bill Edwards
1999 Panther

Group: Safarifriends **Message:** 38272 **From:** Paul Pecnik **Date:** 5/20/2018
Subject: Re: How much Engine Coolant/Hurricane

Further to that, I believe the header tank also runs as a heater exchanger for this application.
Paul 1999 Panther 425

On Sun, May 20, 2018 at 6:56 AM, Paul Pecnik <paulpecnik@...> wrote:

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Bill Edwards
1999 Panther

Group: Safarifriends **Message:** 38274 **From:** Bill Edwards **Date:** 5/20/2018
Subject: Re: How much Engine Coolant/Hurricane

Not in my coach, only a pex line in and high pressure out.

On Sunday, May 20, 2018, 8:11:29 AM MDT, Paul Pecnik paulpecnik@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

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Bill Edwards
1999 Panther

Group: Safarifriends **Message:** 38275 **From:** dalemaggio **Date:** 5/20/2018
Subject: Re: Hurricane question and hose routing/exchanger locations

Hi Bill. I am currently working the Apple developers conference. Although we're not allowed to say the name. They are running us from 8 in the morning till 11 at night. I will not even have a chance to see the coach until sometime next week.

Sent from my Verizon Wireless 4G LTE smartphone

----- Original message -----

From: "Bill Edwards billedwardsrs@... [Safarifriends]" <Safarifriends@yahoogroups.com>
Date: 05/19/2018 5:20 PM (GMT-08:00)

To: Yahoogroups <safarifriends@yahoogroups.com>
Subject: [Safarifriends] Hurricane question and hose routing/exchanger locations

Dale yes the Hurricane can pre-heat the Engine and it can use the engine heat to warm the coach while runnin down the road with out the hurricane boiler running. Yes it will heat the hot water in the hot water heater. It gets complicated here. It first heats the hurricane coolant or boiler antifreeze. This anti freeze/fluid runs through the water to water copper tube heat exchanger next to it in the Hurricane bay. One coil/tube in that exchanger is fresh water to the water heater. vAll of this is done with out moving the valves. You only need to turn on the switch, the red one on the paanel that says "engine heat" when the engine is included in the heating system. There must be an electrctically actuated valve some where...Is there sych an item...Where? Maybe I should call ITR next week.

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Any one with some perspective on this would be appreciated.

Bill Edwards
1999 Panther

Group: Safarifriends **Message:** 38276 **From:** rob shelton **Date:** 5/20/2018
Subject: Re: Hurricane question and hose routing/exchanger locations

To all concerned. I have a 98 37' serengeti with the hurricane heater. My two valves are located next to one exchanger which is next to the hurricane. There is another exchanger located on the front of my water heater (changed out heater last summer) I have never found but one pump. When I turn on the heater switch (over the mid-entry door it turns on the pump, you can hear it run as it is over the hurricane on cross member. it will heat the engine if I also have my electric hot water heater on. I added a switch under the sink so I wouldn't have to trip breaker for on and off. I think with the engine running it circulates water to the exchanger by the hurricane? I know the small dc pump will send water to the hot water tank and the cabin heaters at the same time. Perhaps the second set of hoses on the hot water tank exchanger go to the engine thus heating that water. there is engine heater hoses all the way to the dash a/c heater, I just repaired a fitting under the front center behind the front cap Engine antifreeze. I have a separate surge tank for the hurricane under the bed. The only way I can figure this works is because the two exchangers are tied together. There are tubes inside them so the anti-freeze doesnt mix. People tell me I have another pump somewhere, can't find one, nor hear one running. The diagrams from ITR are pretty basic but don't match my coach. Folks... it works! in real cold weather it helps to start early to get the floors warm from one basement heater, ceramic tile is nice but cold, especially over the rear wheel well in the passenger side hallway. I throw rug heaps of help. . sorry for the long post but anyone trying to figure these things will scratch their heads a time or two. rob 1998 37' serengeti 300 cat allison 6spd
On Sunday, May 20, 2018, 7:10:03 PM CDT, dalemaggio dalemaggio@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

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To: Yahoogroups <safarifriends@yahoogroups.com>

Subject: [Safarifriends] Hurricane question and hose routing/exchanger locations

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Any one with some perspective on this would be appreciated.

Bill Edwards
1999 Panther

Virus-free. www.avg.com

Group: Safarifriends **Message:** 38281 **From:** Bill Edwards **Date:** 5/21/2018

Subject: Re: Hurricane question and hose routing/exchanger locations

Rob,

I am working on it and now with the manuals will solve it.. The coil beside the water heater has boller coolant in it and fresh water. I know this because initially the boiler had green anti freeze in it. The engine coolant is CAT ELC, pink. The coil froze last year and I has to replace it and did so with a brazed plate unit.... any way yes it works just want to know how. more later

Bill Edwards
1999 Panther

On Sunday, May 20, 2018, 7:39:52 PM MDT, rob shelton rrshelton2@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

To all concerned. I have a 98 37' serengeti with the hurricane heater. My two valves are located next to one exchanger which is next to the hurricane. There is another exchanger located on the front of my water heater (changed out heater last summer) I have never found but one pump. When I turn on the heater switch over the mid-entry door it turns on the pump, you can hear it run as it is over the hurricane on cross member. it will heat the engine if I also have my electric hot water heater on. I added a switch under the sink so I wouldn't have to trip breaker for on and off. I think with the engine running it circulates water to the exchanger by the hurricane? I know the small dc pump will send water to the hot water tank and the cabin heaters at the same time. Perhaps the second set of hoses on the hot water tank exchanger go to the engine thus heating that water. there is engine heater hoses all the way to the dash a/c heater, I just repaired a fitting under the front center behind the front cap Engine antifreeze. I have a separate surge tank for the hurricane under the bed. The only way I can figure this works is because the two exchangers are tied together. There are tubes inside them so the anti-freeze doesnt mix. People tell me I have another pump somewhere, can't find one, nor hear one running. The diagrams from ITR are pretty basic but don't match my coach. Folks... it works! in real cold weather it helps to start early to get the floors warm from one basement heater, ceramic tile is nice but cold, especially over the rear wheel well in the passenger side hallway. I throw rug heaps of help. . sorry for the long post but anyone trying to figure these things will scratch their heads a time or two. rob 1998 37' serengeti 300 cat allison 6spd
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From: "Bill Edwards billedwardsrs@... [Safarifriends]" <Safarifriends@yahoo.com>
Date: 05/19/2018 5:20 PM (GMT-08:00)
To: Yahooogroups <safarifriends@yahoo.com>
Subject: [Safarifriends] Hurricane question and hose routing/exchanger locations

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Any one with some perspective on this would be appreciated.

Bill Edwards
1999 Panther

Virus-free. www.avg.com

Group: Safarifriends **Message:** 38282 **From:** Bill Edwards **Date:** 5/21/2018
Subject: Re: Hurricane question and hose routing/exchanger locations

I will look forwards to it...work hard and fast

Bill

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Bill Edwards

1999 Panther

Group: Safarifriends **Message:** 38283 **From:** rob shelton **Date:** 5/21/2018
Subject: Re: Hurricane question and hose routing/exchanger locations

Whoops, on rereading my long post.... I failed to mention that I was using the hot water heater on electric without the hurricane to heat the engine. At the time I had a bad temp sensor so slow, bad start. Didn't need cabin heat, not that cold, just cold enough at 8200 ft that I had start problem. about 45 min to 120 min are needed.. thanks for your patience rob shelton 98 37' serengeti 300 cat, allison 6spd

On Sunday, May 20, 2018, 8:39:51 PM CDT, rob shelton rrs shelton2@... [Safarifriends] <Safarifriends@yahoo.com> wrote:

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Any one with some perspective on this would be appreciated.

Bill Edwards
1999 Panther

Virus-free. www.avg.com

Group: Safarifriends **Message:** 38285 **From:** TD **Date:** 5/21/2018

Subject: Re: Hurricane question and hose routing/exchanger locations

Rob,

If that is the case, thinking logically, you must have another pump. How else would you have been able to transfer the heat from the water heater to the engine, to heat that big block???

John
'95 Safari Serengeti 38ft, 300 Cummins 8.3CTA, Allison
6spd.

On Mon, May 21, 2018 at 8:08 AM, rob shelton rrshelton2@... [Safarifriends]
<Safarifriends@yahoogroups.com> wrote:

Whoops, on rereading my long post.... I failed to mention that I was using the hot water heater on electric without the hurricane to heat the engine. At the time I had a bad temp sensor so slow, bad start. Didn't need cabin heat, not that cold, just cold enough at 8200 ft that I had start problem. about 45 min to 120 min are needed.. thanks for your patience rob shelton 98 37' serengeti 300 cat, allison 6spd

On Sunday, May 20, 2018, 8:39:51 PM CDT, rob shelton rrshelton2@... [Safarifriends]
<Safarifriends@yahoogroups.com> wrote:

To all concerned. I have a 98 37' serengeti with the hurricane heater. My two valves are located next to one exchanger which is next to the hurricane. There is another exchanger located on the front of my water heater (changed out heater last summer) I have never found but one pump. When I turn on the heater switch over the mid-entry door it turns on the pump,

you can hear it run as it is over the hurricane on cross member. it will heat the engine if I also have my electric hot water heater on. I added a switch under the sink so I wouldn't have to trip breaker for on and off. I think with the engine running it circulates water to the exchanger by the hurricane? I know the small dc pump will send water to the hot water tank and the cabin heaters at the same time. Perhaps the second set of hoses on the hot water tank exchanger go to the engine thus heating that water. there is engine heater hoses all the way to the dash a/c heater, I just repaired a fitting under the front center behind the front cap Engine antifreeze. I have a separate surge tank for the hurricane under the bed. The only way I can figure this works is because the two exchangers are tied together. There are tubes inside them so the anti-freeze doesnt mix. People tell me I have another pump somewhere, can't find one, nor hear one running. The diagrams from ITR are pretty basic but don't match my coach. Folks... it works! in real cold weather it helps to start early to get the floors warm from one basement heater, ceramic tile is nice but cold, espescially over the rear wheal well in the passenger side hallway. I throw rug heaps of help. .

sorry for the long post but anyone trying to figure these things will scratch their heads a time or two. rob 1998 37' serengeti 300 cat allison 6spd

On Sunday, May 20, 2018, 7:10:03 PM CDT, dalemaggio dalemaggio@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

Hi Bill. I am currently working the Apple developers conference. Although we're not allowed to say the name. They are running us from 8 in the morning till 11 at night. I will not even have a chance to see the coach until sometime next week.

Sent from my Verizon Wireless 4G LTE smartphone

----- Original message -----

From: "Bill Edwards billedwardsrs@... [Safarifriends]" <Safarifriends@yahoogroups.com>
Date: 05/19/2018 5:20 PM (GMT-08:00)
To: Yahoogroups <safarifriends@yahoogroups.com>
Subject: [Safarifriends] Hurricane question and hose routing/exchanger locations

Dale yes the Hurricane can pre-heat the Engine and it can use the engine heat to warm the coach while runnin down the road with out the hurricane boiler running. Yes it will heat the hot water in the hot water heater. It gets complicated here. It first heats the hurricane coolant or boiler antifreeze. This anti freeze/fluid runs through the water to water copper tube heat exchanger next to it in the Hurricane bay. One coil/tube in that exchanger is fresh water to the water heater. vAll of this is done with out moving the valves. You only need to turn on the switch, the red one on the paanel that says "engine heat" when the engine is included in the heating system. There must be an eletrctically actuated valve some where...Is there sych an item...Where? Maybe I should call ITR next week.

The question here is where is the coolant to coolant exchanger located for the exchange of engine heat to the Hurricane fluid??? It is going to be easier ii your coach to track down the hose route than in mine as my control valves that are located under you bed, are in my coach, located in the Hurricane bay up front. Hoses are buried in the wiring and every thing else bundle hidden behind the water tank and such getting back to the engine bay.

Any one with some perspective on this would be appreciated.

Bill Edwards
1999 Panther

Virus-free. www.avg.com

Group: Safarifriends **Message:** 38291 **From:** Roland Hyatt **Date:** 5/21/2018
Subject: Re: Hurricane question and hose routing/exchanger locations

John (And everybody):

What in the world would we all do with these orphans without each other???

Hang in there.

Roland Hyatt
Fallon, Nevada
1995 Serengeti 35, 300hp 6CTA 8.3, 6 spd

Group: Safarifriends **Message:** 38298 **From:** astrnmrtom **Date:** 5/21/2018
Subject: Re: Hurricane question and hose routing/exchanger locations

I've never seen a second pump on my system. My rig is in the driveway and I just walked out and threw the Engine Heat switch. I heard the regular system circulation pump come on as it normally does. I suspect there's only one pump and it circulates coolant through the engine whenever it's running. The Engine Heat switch just turns on the pump without firing the boiler.

The Hurricane boiler certainly has the BTUs to spare as the engine heat exchanger just behaves as another zone on the system. Keeps the plumbing simpler that way too.

Tom Masterson
1998 Serengeti 3706
300hp Cat, Allison 3060

Group: Safarifriends **Message:** 38299 **From:** rob shelton **Date:** 5/22/2018
Subject: Re: Hurricane question and hose routing/exchanger locations

John, I used electric hot water, and the single pump over the door that runs fluid throughout the hurricane system, I think? kinda confusing with my long post and omissions. Rob 98 37' serengeti, 300 cat allison 6spd

On Monday, May 21, 2018, 10:08:32 AM CDT, TD sdjhtm@... [Safarifriends]
<Safarifriends@yahoogroups.com> wrote:

Rob,

If that is the case, thinking logically, you must have another pump. How else would you have been able to transfer the heat from the water heater to the engine, to heat that big block???

John

'95 Safari Serengeti 38ft, 300 Cummins 8.3CTA, Allison
6spd.

On Mon, May 21, 2018 at 8:08 AM, rob shelton rrshelton2@... [Safarifriends]
<Safarifriends@yahoo.com> wrote:

Whoops, on rereading my long post.... I failed to mention that I was using the hot water heater on electric without the hurricane to heat the engine. At the time I had a bad temp sensor so slow, bad start. Didn't need cabin heat, not that cold, just cold enough at 8200 ft that I had start problem. about 45 min to 120 min are needed.. thanks for your patience rob shelton 98 37' serengeti 300 cat, allison 6spd

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[Safarifriends] <Safarifriends@yahoo.com> wrote:

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Sent from my Verizon Wireless 4G LTE smartphone

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Date: 05/19/2018 5:20 PM (GMT-08:00)
To: Yahoogroups <safarifriends@yahoogroups.com>
Subject: [Safarifriends] Hurricane question and hose routing/exchanger locations

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Bill Edwards
1999 Panther

Virus-free. www.avg.com

Group: Safarifriends **Message:** 38304 **From:** dalemaggio **Date:** 5/22/2018
Subject: Re: Hurricane question and hose routing/exchanger locations

Had some further thoughts on having the engine heat the hot water heater. Most engines have a thermostat that opens at a 108 degrees. That means a hundred eighty degrees engine coolant would be heating the hot water heater. 180 degrees is way beyond scalding. Scalding occurs I believe at a hundred and ten to fifteen degrees. That is why most water heaters are set to a 102 maximum. Any thoughts on this?

Sent from my Verizon Wireless 4G LTE smartphone

----- Original message -----

From: "Bill Edwards billedwardsrs@... [Safarifriends]" <Safarifriends@yahoogroups.com>

Date: 05/20/2018 7:39 PM (GMT-08:00)

To: "rob shelton rrs shelton2@... [Safarifriends]" <Safarifriends@yahoogroups.com>

Subject: Re: RE: [Safarifriends] Hurricane question and hose routing/exchanger locations

Rob,

I am working on it and now with the manuals will solve it.. The coil beside the water heater has boiler coolant in it and fresh water. I know this because initially the boiler had green anti freeze in it. The engine coolant is CAT ELC, pink. The coil froze last year and I had to replace it and did so with a brazed plate unit.... any way yes it works just want to know how. more later

Bill Edwards
1999 Panther

On Sunday, May 20, 2018, 7:39:52 PM MDT, rob shelton rrs shelton2@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

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Group: Safarifriends **Message:** 38311 **From:** Dale Maggio **Date:** 5/22/2018

Subject: Re: Hurricane question and hose routing/exchanger locations

Mis-typed. T-Stats are normally open at 180d, although a "summer stat" can be had that opens at 160d.

--Dale--

On Tue, 5/22/18, dalemaggio dalemaggio@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

Subject: Re: RE: [Safarifriends] Hurricane question and hose routing/exchanger locations

To: Safarifriends@yahoogroups.com
Date: Tuesday, May 22, 2018, 1:56 PM

Had some further thoughts on having the engine heat the hot water heater. Most engines have a thermostat that opens at a 108 degrees. That means a hundred eighty degrees engine coolant would be heating the hot water heater. 180 degrees is way beyond scalding. Scalding occurs I believe at a hundred and ten to fifteen degrees. That is why most water heaters are set to a 102 maximum. Any thoughts on this?

Sent from my Verizon
Wireless 4G LTE smartphone

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billedwardsrs@... [Safarifriends]"
<Safarifriends@yahoogroups.com>
Date:
05/20/2018 7:39 PM (GMT-08:00)
To:
"rob shelton rshelton2@... [Safarifriends]"
<Safarifriends@yahoogroups.com>
Subject: Re: RE: [Safarifriends] Hurricane
question and hose routing/exchanger locations

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Edwards1999 Panther

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```
#yiv2129289984 #yiv2129289984 --
#yiv2129289984ygrp-mkp {
border:1px solid #d8d8d8;font-family:Arial;margin:10px
0;padding:0 10px;}

#yiv2129289984 #yiv2129289984ygrp-mkp hr {
border:1px solid #d8d8d8;}

#yiv2129289984 #yiv2129289984ygrp-mkp #yiv2129289984hd {
color:#628c2a;font-size:85%;font-weight:700;line-height:122%;margin:10px
0;}

#yiv2129289984 #yiv2129289984ygrp-mkp #yiv2129289984ads {
margin-bottom:10px;}

#yiv2129289984 #yiv2129289984ygrp-mkp .yiv2129289984ad {
padding:0 0;}

#yiv2129289984 #yiv2129289984ygrp-mkp .yiv2129289984ad p {
margin:0;}

#yiv2129289984 #yiv2129289984ygrp-mkp .yiv2129289984ad a {
color:#0000ff;text-decoration:none;}
#yiv2129289984 #yiv2129289984ygrp-sponsor
#yiv2129289984ygrp-lc {
font-family:Arial;}

#yiv2129289984 #yiv2129289984ygrp-sponsor
#yiv2129289984ygrp-lc #yiv2129289984hd {
margin:10px
0px;font-weight:700;font-size:78%;line-height:122%;}

#yiv2129289984 #yiv2129289984ygrp-sponsor
#yiv2129289984ygrp-lc .yiv2129289984ad {
margin-bottom:10px;padding:0 0;}

#yiv2129289984 #yiv2129289984actions {
font-family:Verdana;font-size:11px;padding:10px 0;}

#yiv2129289984 #yiv2129289984activity {
```



```
background-color:#e0ecee;float:left;font-family:Verdana;font-size:10px;padding:10px;}
```

```
#yiv2129289984 #yiv2129289984activity span {  
font-weight:700;}
```

```
#yiv2129289984 #yiv2129289984activity span:first-child {  
text-transform:uppercase;}
```

```
#yiv2129289984 #yiv2129289984activity span a {  
color:#5085b6;text-decoration:none;}
```

```
#yiv2129289984 #yiv2129289984activity span span {  
color:#ff7900;}
```

```
#yiv2129289984 #yiv2129289984activity span  
.yiv2129289984underline {  
text-decoration:underline;}
```

```
#yiv2129289984 .yiv2129289984attach {  
clear:both;display:table;font-family:Arial;font-size:12px;padding:10px  
0;width:400px;}
```

```
#yiv2129289984 .yiv2129289984attach div a {  
text-decoration:none;}
```

```
#yiv2129289984 .yiv2129289984attach img {  
border:none;padding-right:5px;}
```

```
#yiv2129289984 .yiv2129289984attach label {  
display:block;margin-bottom:5px;}
```

```
#yiv2129289984 .yiv2129289984attach label a {  
text-decoration:none;}
```

```
#yiv2129289984 blockquote {  
margin:0 0 0 4px;}
```

```
#yiv2129289984 .yiv2129289984bold {  
font-family:Arial;font-size:13px;font-weight:700;}
```

```
#yiv2129289984 .yiv2129289984bold a {  
text-decoration:none;}
```

```
#yiv2129289984 dd.yiv2129289984last p a {  
font-family:Verdana;font-weight:700;}
```

```
#yiv2129289984 dd.yiv2129289984last p span {
margin-right:10px;font-family:Verdana;font-weight:700;}
```

```
#yiv2129289984 dd.yiv2129289984last p
span.yiv2129289984yshortcuts {
margin-right:0;}
```

```
#yiv2129289984 div.yiv2129289984attach-table div div a {
text-decoration:none;}
```

```
#yiv2129289984 div.yiv2129289984attach-table {
width:400px;}
```

```
#yiv2129289984 div.yiv2129289984file-title a, #yiv2129289984
div.yiv2129289984file-title a:active, #yiv2129289984
div.yiv2129289984file-title a:hover, #yiv2129289984
div.yiv2129289984file-title a:visited {
text-decoration:none;}
```

```
#yiv2129289984 div.yiv2129289984photo-title a,
#yiv2129289984 div.yiv2129289984photo-title a:active,
#yiv2129289984 div.yiv2129289984photo-title a:hover,
#yiv2129289984 div.yiv2129289984photo-title a:visited {
text-decoration:none;}
```

```
#yiv2129289984 div#yiv2129289984ygrp-mlmsg
#yiv2129289984ygrp-msg p a span.yiv2129289984yshortcuts {
font-family:Verdana;font-size:10px;font-weight:normal;}
```

```
#yiv2129289984 .yiv2129289984green {
color:#628c2a;}
```

```
#yiv2129289984 .yiv2129289984MsoNormal {
margin:0 0 0 0;}
```

```
#yiv2129289984 o {
font-size:0;}
```

```
#yiv2129289984 #yiv2129289984photos div {
float:left;width:72px;}
```

```
#yiv2129289984 #yiv2129289984photos div div {
border:1px solid
#666666;min-height:62px;overflow:hidden;width:62px;}
```

```
#yiv2129289984 #yiv2129289984photos div label {
```

```
color:#666666;font-size:10px;overflow:hidden;text-align:center;white-space:nowrap;width:64px;}
```

```
#yiv2129289984 #yiv2129289984reco-category {  
font-size:77%;}
```

```
#yiv2129289984 #yiv2129289984reco-desc {  
font-size:77%;}
```

```
#yiv2129289984 .yiv2129289984replbq {  
margin:4px;}
```

```
#yiv2129289984 #yiv2129289984ygrp-actbar div a:first-child {  
margin-right:2px;padding-right:5px;}
```

```
#yiv2129289984 #yiv2129289984ygrp-mlmsg {  
font-size:13px;font-family:Arial, helvetica, clean,  
sans-serif;}
```

```
#yiv2129289984 #yiv2129289984ygrp-mlmsg table {  
font-size:inherit;font:100%;}
```

```
#yiv2129289984 #yiv2129289984ygrp-mlmsg select,  
#yiv2129289984 input, #yiv2129289984 textarea {  
font:99% Arial, Helvetica, clean, sans-serif;}
```

```
#yiv2129289984 #yiv2129289984ygrp-mlmsg pre, #yiv2129289984  
code {  
font:115% monospace;}
```

```
#yiv2129289984 #yiv2129289984ygrp-mlmsg * {  
line-height:1.22em;}
```

```
#yiv2129289984 #yiv2129289984ygrp-mlmsg #yiv2129289984logo {  
padding-bottom:10px;}
```

```
#yiv2129289984 #yiv2129289984ygrp-msg p a {  
font-family:Verdana;}
```

```
#yiv2129289984 #yiv2129289984ygrp-msg  
p#yiv2129289984attach-count span {  
color:#1E66AE;font-weight:700;}
```

```
#yiv2129289984 #yiv2129289984ygrp-reco  
#yiv2129289984reco-head {
```

```
color:#ff7900;font-weight:700;}
```

```
#yiv2129289984 #yiv2129289984ygrp-reco {  
margin-bottom:20px;padding:0px;}
```

```
#yiv2129289984 #yiv2129289984ygrp-sponsor #yiv2129289984ov  
li a {  
font-size:130%;text-decoration:none;}
```

```
#yiv2129289984 #yiv2129289984ygrp-sponsor #yiv2129289984ov  
li {  
font-size:77%;list-style-type:square;padding:6px 0;}
```

```
#yiv2129289984 #yiv2129289984ygrp-sponsor #yiv2129289984ov  
ul {  
margin:0;padding:0 0 0 8px;}
```

```
#yiv2129289984 #yiv2129289984ygrp-text {  
font-family:Georgia;}
```

```
#yiv2129289984 #yiv2129289984ygrp-text p {  
margin:0 0 1em 0;}
```

```
#yiv2129289984 #yiv2129289984ygrp-text tt {  
font-size:120%;}
```

```
#yiv2129289984 #yiv2129289984ygrp-vital ul li:last-child {  
border-right:none !important;  
}  
#yiv2129289984
```

Group: Safarifriends **Message:** 38333 **From:** astrnmrtom **Date:** 5/23/2018

Subject: Re: Hurricane question and hose routing/exchanger locations

Attachments :

As I recall the Hurricane boiler loop runs at 180 degrees. Yes, this is beyond scalding, but there is a tempering valve in the system that blends cold water with the hot see the photo. My tempering valve is plumbed right in front of the hot water heater and is adjustable. When I bought the rig, we found the hot water was barely hot enough for a "warm" shower. No amount of adjusting the tempering valve worked. I took it apart and cleaned off mineral deposits but that didn't help, so I purchased a new core. Now it works great. The black knob at the bottom is for adjusting the temp.

Group: Safarifriends **Message:** 38335 **From:** Dale Maggio **Date:** 5/24/2018

Subject: Re: Hurricane question and hose routing/exchanger locations [1 Attac

Thank you for the info. Since mine is being worked on, the shop also confirmed that the system gets it's engine heat through a separate heat exchanger. So the engine coolant and Hurricane coolant are in separate systems. This confirms that the Hurricane pump must be running if I want the engine to heat the water tank. But on the other hand, if the Hurricane is heating an exchanger, how does that warm the engine? It would have to be fairly minimal. The whole idea is to warm a diesel so it will start easier in cold weather.

--Dale--

On Wed, 5/23/18, astrnmrtom@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

Subject: [Safarifriends] Re: Hurricane question and hose routing/exchanger locations [1 Attachment]

To: Safarifriends@yahoogroups.com

Date: Wednesday, May 23, 2018, 8:32 PM

[Attachment(s) from
astrnmrtom@... included below]

As I recall the Hurricane boiler loop runs at 180 degrees. Yes, this is beyond scalding, but there is a tempering valve in the system that blends cold water with the hot see the photo. My tempering valve is plumbed right in front of the hot water heater and is adjustable. When I bought the rig, we found the hot water was barely hot enough for a "warm" shower. No amount of adjusting the tempering valve worked. I took it apart and cleaned off mineral deposits but that didn't help, so I purchased a new core. Now it works great. The black knob at the bottom is for adjusting the temp.

```
#yiv0646381262 #yiv0646381262 --
#yiv0646381262ygrp-mkp {
border:1px solid #d8d8d8;font-family:Arial;margin:10px
0;padding:0 10px;}

#yiv0646381262 #yiv0646381262ygrp-mkp hr {
border:1px solid #d8d8d8;}

#yiv0646381262 #yiv0646381262ygrp-mkp #yiv0646381262hd {
color:#628c2a;font-size:85%;font-weight:700;line-height:122%;margin:10px
0;}

#yiv0646381262 #yiv0646381262ygrp-mkp #yiv0646381262ads {
margin-bottom:10px;}

#yiv0646381262 #yiv0646381262ygrp-mkp .yiv0646381262ad {
padding:0 0;}

#yiv0646381262 #yiv0646381262ygrp-mkp .yiv0646381262ad p {
margin:0;}

#yiv0646381262 #yiv0646381262ygrp-mkp .yiv0646381262ad a {
color:#0000ff;text-decoration:none;}
#yiv0646381262 #yiv0646381262ygrp-sponsor
#yiv0646381262ygrp-lc {
font-family:Arial;}

#yiv0646381262 #yiv0646381262ygrp-sponsor
#yiv0646381262ygrp-lc #yiv0646381262hd {
margin:10px
0px;font-weight:700;font-size:78%;line-height:122%;}

#yiv0646381262 #yiv0646381262ygrp-sponsor
#yiv0646381262ygrp-lc .yiv0646381262ad {
margin-bottom:10px;padding:0 0;}

#yiv0646381262 #yiv0646381262actions {
font-family:Verdana;font-size:11px;padding:10px 0;}

#yiv0646381262 #yiv0646381262activity {
background-color:#e0ecee;float:left;font-family:Verdana;font-size:10px;padding:10px;}

#yiv0646381262 #yiv0646381262activity span {
font-weight:700;}
```

```
#yiv0646381262 #yiv0646381262activity span:first-child {
text-transform:uppercase;}
```

```
#yiv0646381262 #yiv0646381262activity span a {
color:#5085b6;text-decoration:none;}
```

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#yiv0646381262 #yiv0646381262activity span span {
color:#ff7900;}
```

```
#yiv0646381262 #yiv0646381262activity span
.yiv0646381262underline {
text-decoration:underline;}
```

```
#yiv0646381262 .yiv0646381262attach {
clear:both;display:table;font-family:Arial;font-size:12px;padding:10px
0;width:400px;}
```

```
#yiv0646381262 .yiv0646381262attach div a {
text-decoration:none;}
```

```
#yiv0646381262 .yiv0646381262attach img {
border:none;padding-right:5px;}
```

```
#yiv0646381262 .yiv0646381262attach label {
display:block;margin-bottom:5px;}
```

```
#yiv0646381262 .yiv0646381262attach label a {
text-decoration:none;}
```

```
#yiv0646381262 blockquote {
margin:0 0 0 4px;}
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#yiv0646381262 .yiv0646381262bold {
font-family:Arial;font-size:13px;font-weight:700;}
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```

```
#yiv0646381262 dd.yiv0646381262last p a {
font-family:Verdana;font-weight:700;}
```

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#yiv0646381262 dd.yiv0646381262last p span {
margin-right:10px;font-family:Verdana;font-weight:700;}
```

```
#yiv0646381262 dd.yiv0646381262last p
span.yiv0646381262yshortcuts {
```

```
margin-right:0;}
```

```
#yiv0646381262 div.yiv0646381262attach-table div div a {  
text-decoration:none;}
```

```
#yiv0646381262 div.yiv0646381262attach-table {  
width:400px;}
```

```
#yiv0646381262 div.yiv0646381262file-title a, #yiv0646381262  
div.yiv0646381262file-title a:active, #yiv0646381262  
div.yiv0646381262file-title a:hover, #yiv0646381262  
div.yiv0646381262file-title a:visited {  
text-decoration:none;}
```

```
#yiv0646381262 div.yiv0646381262photo-title a,  
#yiv0646381262 div.yiv0646381262photo-title a:active,  
#yiv0646381262 div.yiv0646381262photo-title a:hover,  
#yiv0646381262 div.yiv0646381262photo-title a:visited {  
text-decoration:none;}
```

```
#yiv0646381262 div#yiv0646381262ygrp-mlmsg  
#yiv0646381262ygrp-msg p a span.yiv0646381262yshortcuts {  
font-family:Verdana;font-size:10px;font-weight:normal;}
```

```
#yiv0646381262 .yiv0646381262green {  
color:#628c2a;}
```

```
#yiv0646381262 .yiv0646381262MsoNormal {  
margin:0 0 0 0;}
```

```
#yiv0646381262 o {  
font-size:0;}
```

```
#yiv0646381262 #yiv0646381262photos div {  
float:left;width:72px;}
```

```
#yiv0646381262 #yiv0646381262photos div div {  
border:1px solid  
#666666;min-height:62px;overflow:hidden;width:62px;}
```

```
#yiv0646381262 #yiv0646381262photos div label {  
color:#666666;font-size:10px;overflow:hidden;text-align:center;white-  
space:nowrap;width:64px;}
```

```
#yiv0646381262 #yiv0646381262reco-category {  
font-size:77%;}
```



```
#yiv0646381262 #yiv0646381262reco-desc {  
font-size:77%;}
```

```
#yiv0646381262 .yiv0646381262replbq {  
margin:4px;}
```

```
#yiv0646381262 #yiv0646381262ygrp-actbar div a:first-child {  
margin-right:2px;padding-right:5px;}
```

```
#yiv0646381262 #yiv0646381262ygrp-mlmsg {  
font-size:13px;font-family:Arial, helvetica, clean,  
sans-serif;}
```

```
#yiv0646381262 #yiv0646381262ygrp-mlmsg table {  
font-size:inherit;font:100%;}
```

```
#yiv0646381262 #yiv0646381262ygrp-mlmsg select,  
#yiv0646381262 input, #yiv0646381262 textarea {  
font:99% Arial, Helvetica, clean, sans-serif;}
```

```
#yiv0646381262 #yiv0646381262ygrp-mlmsg pre, #yiv0646381262  
code {  
font:115% monospace;}
```

```
#yiv0646381262 #yiv0646381262ygrp-mlmsg * {  
line-height:1.22em;}
```

```
#yiv0646381262 #yiv0646381262ygrp-mlmsg #yiv0646381262logo {  
padding-bottom:10px;}
```

```
#yiv0646381262 #yiv0646381262ygrp-msg p a {  
font-family:Verdana;}
```

```
#yiv0646381262 #yiv0646381262ygrp-msg  
p#yiv0646381262attach-count span {  
color:#1E66AE;font-weight:700;}
```

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#yiv0646381262 #yiv0646381262ygrp-reco  
#yiv0646381262reco-head {  
color:#ff7900;font-weight:700;}
```

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#yiv0646381262 #yiv0646381262ygrp-reco {  
margin-bottom:20px;padding:0px;}
```

```
#yiv0646381262 #yiv0646381262ygrp-sponsor #yiv0646381262ov
li a {
font-size:130%;text-decoration:none;}
```

```
#yiv0646381262 #yiv0646381262ygrp-sponsor #yiv0646381262ov
li {
font-size:77%;list-style-type:square;padding:6px 0;}
```

```
#yiv0646381262 #yiv0646381262ygrp-sponsor #yiv0646381262ov
ul {
margin:0;padding:0 0 0 8px;}
```

```
#yiv0646381262 #yiv0646381262ygrp-text {
font-family:Georgia;}
```

```
#yiv0646381262 #yiv0646381262ygrp-text p {
margin:0 0 1em 0;}
```

```
#yiv0646381262 #yiv0646381262ygrp-text tt {
font-size:120%;}
```

```
#yiv0646381262 #yiv0646381262ygrp-vital ul li:last-child {
border-right:none !important;
}
#yiv0646381262
```

Group: Safarifriends **Message:** 38336 **From:** rob shelton **Date:** 5/24/2018

Subject: Re: Hurricane question and hose routing/exchanger locations

Dale, I don't really know the how or why of it, but my hurricane pump is not on while I am driving, yet I have hot water after a period of 2 or 3 hours on the road. rob 98' serengeti 37' cat 300, allison 6spd.... when a temp sensor went out, lower fifties to high 40's engine hard start, black smoke etc, used hurricane pump and electric hot water for about an hour or so, no problem. The inlet air temp I think has a low around 55? so it does not take a lot at that temp to get back in the chain of things.

On Thursday, May 24, 2018, 7:09:44 AM CDT, Dale Maggio dalemaggio@... [Safarifriends] <Safarifriends@yahoo.com> wrote:

Thank you for the info. Since mine is being worked on, the shop also confirmed that the system gets it's engine heat through a separate heat exchanger. So the engine coolant and Hurricane coolant are in separate systems. This confirms that the Hurricane pump must be running if I want the engine to heat the water tank. But on the other hand, if the Hurricane is heating an exchanger, how does that warm the engine? It would have to be fairly minimal. The whole idea is to warm a diesel so it will start easier in cold weather.

--Dale--

On Wed, 5/23/18, astrnmrtom@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

Subject: [Safarifriends] Re: Hurricane question and hose routing/exchanger locations [1 Attachment]
To: Safarifriends@yahoogroups.com
Date: Wednesday, May 23, 2018, 8:32 PM

[Attachment(s) from
astrnmrtom@... included below]

As I recall the Hurricane boiler loop runs at 180 degrees. Yes, this is beyond scalding, but there is a tempering valve in the system that blends cold water with the hot see the photo. My tempering valve is plumbed right in front of the hot water heater and is adjustable. When I bought the rig, we found the hot water was barely hot enough for a "warm" shower. No amount of adjusting the tempering valve worked. I took it apart and cleaned off mineral deposits but that didn't help, so I purchased a new core. Now it works great. The black knob at the bottom is for adjusting the temp.

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#yiv0646381262 #yiv0646381262ygrp-mkp #yiv0646381262hd {  
color:#628c2a;font-size:85%;font-weight:700;line-height:122%;margin:10px  
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margin-bottom:10px;}
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padding:0 0;}
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margin:0;}

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color:#0000ff;text-decoration:none;}
#yiv0646381262 #yiv0646381262ygrp-sponsor
#yiv0646381262ygrp-lc {
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font-family:Verdana;font-weight:700;}

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margin-right:10px;font-family:Verdana;font-weight:700;}

#yiv0646381262 dd.yiv0646381262last p
span.yiv0646381262yshortcuts {
margin-right:0;}

#yiv0646381262 div.yiv0646381262attach-table div div a {
text-decoration:none;}

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div.yiv0646381262file-title a:visited {
text-decoration:none;}

#yiv0646381262 div.yiv0646381262photo-title a,
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#yiv0646381262 div.yiv0646381262photo-title a:visited {
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#yiv0646381262ygrp-msg p a span.yiv0646381262yshortcuts {
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margin:0 0 0 0;}

#yiv0646381262 o {
font-size:0;}

#yiv0646381262 #yiv0646381262photos div {
float:left;width:72px;}

#yiv0646381262 #yiv0646381262photos div div {
border:1px solid
```

```
#666666;min-height:62px;overflow:hidden;width:62px;}

#yiv0646381262 #yiv0646381262photos div label {
color:#666666;font-size:10px;overflow:hidden;text-align:center;white-space:nowrap;width:64px;}

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font-size:77%;}

#yiv0646381262 #yiv0646381262reco-desc {
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font-size:13px;font-family:Arial, helvetica, clean,
sans-serif;}

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font-size:inherit;font:100%;}

#yiv0646381262 #yiv0646381262ygrp-mlmsg select,
#yiv0646381262 input, #yiv0646381262 textarea {
font:99% Arial, Helvetica, clean, sans-serif;}

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#yiv0646381262 #yiv0646381262ygrp-mlmsg * {
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#yiv0646381262 #yiv0646381262ygrp-mlmsg #yiv0646381262logo {
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#yiv0646381262 #yiv0646381262ygrp-msg p a {
font-family:Verdana;}

#yiv0646381262 #yiv0646381262ygrp-msg
p#yiv0646381262attach-count span {
color:#1E66AE;font-weight:700;}

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#yiv0646381262reco-head {
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li a {
```

font-size:130%;text-decoration:none;}

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font-size:77%;list-style-type:square;padding:6px 0;}

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ul {
margin:0;padding:0 0 0 8px;}

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font-family:Georgia;}

#yiv0646381262 #yiv0646381262ygrp-text p {
margin:0 0 1em 0;}

#yiv0646381262 #yiv0646381262ygrp-text tt {
font-size:120%;}

#yiv0646381262 #yiv0646381262ygrp-vital ul li:last-child {
border-right:none !important;
}
#yiv0646381262

Group: Safarifriends **Message:** 38337 **From:** James Exler **Date:** 5/24/2018
Subject: Re: Hurricane question and hose routing/exchanger locations

Dale,

If the exchanger is mounted low relative to the engine cooling system or the Hurricane circulated loop, then a phenomenon known as "gravity circulation" is at work; IE, heat rises.

Either the engine water pump or the Hurricane pump will circulate heated water through the exchanger. As the other water is heated, gravity circulation will cause it to seek higher ground and the cooler water will replace it. Not real fast but it works.

Jim Exler, Nampa, ID

On 5/24/2018 6:09 AM, Dale Maggio dalemaggio@... [Safarifriends] wrote:

Thank you for the info. Since mine is being worked on, the shop also confirmed that the system gets it's engine heat through a separate heat exchanger. So the engine coolant and Hurricane coolant are in separate systems. This confirms that the Hurricane pump must be running if I want the engine to heat the water tank. But on the other hand, if the Hurricane is heating an exchanger, how does that warm the engine? It would have to be fairly minimal. The whole idea is to warm a diesel so it will start easier in cold weather.

-=Dale=-

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To: Safarifriends@yahoogroups.com

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[Attachment(s) from
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```
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```
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0px;font-weight:700;font-size:78%;line-height:122%;}
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```
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font-family:Verdana;font-size:11px;padding:10px 0;}
```

```
#yiv0646381262 #yiv0646381262activity {
background-color:#e0ecee;float:left;font-family:Verdana;font-size:10px;padding:10px;}
```

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#yiv0646381262 #yiv0646381262activity span {
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```

```
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#yiv0646381262 .yiv0646381262attach div a {
text-decoration:none;}

#yiv0646381262 .yiv0646381262attach img {
border:none;padding-right:5px;}

#yiv0646381262 .yiv0646381262attach label {
display:block;margin-bottom:5px;}

#yiv0646381262 .yiv0646381262attach label a {
text-decoration:none;}

#yiv0646381262 blockquote {
margin:0 0 0 4px;}

#yiv0646381262 .yiv0646381262bold {
font-family:Arial;font-size:13px;font-weight:700;}

#yiv0646381262 .yiv0646381262bold a {
text-decoration:none;}

#yiv0646381262 dd.yiv0646381262last p a {
font-family:Verdana;font-weight:700;}

#yiv0646381262 dd.yiv0646381262last p span {
margin-right:10px;font-family:Verdana;font-weight:700;}

#yiv0646381262 dd.yiv0646381262last p
span.yiv0646381262yshortcuts {
margin-right:0;}

#yiv0646381262 div.yiv0646381262attach-table div div a {
text-decoration:none;}

#yiv0646381262 div.yiv0646381262attach-table {
width:400px;}

#yiv0646381262 div.yiv0646381262file-title a, #yiv0646381262
```

```
div.yiv0646381262file-title a:active, #yiv0646381262
div.yiv0646381262file-title a:hover, #yiv0646381262
div.yiv0646381262file-title a:visited {
text-decoration:none;}
```

```
#yiv0646381262 div.yiv0646381262photo-title a,
#yiv0646381262 div.yiv0646381262photo-title a:active,
#yiv0646381262 div.yiv0646381262photo-title a:hover,
#yiv0646381262 div.yiv0646381262photo-title a:visited {
text-decoration:none;}
```

```
#yiv0646381262 div#yiv0646381262ygrp-mlmsg
#yiv0646381262ygrp-msg p a span.yiv0646381262yshortcuts {
font-family:Verdana;font-size:10px;font-weight:normal;}
```

```
#yiv0646381262 .yiv0646381262green {
color:#628c2a;}
```

```
#yiv0646381262 .yiv0646381262MsoNormal {
margin:0 0 0 0;}
```

```
#yiv0646381262 o {
font-size:0;}
```

```
#yiv0646381262 #yiv0646381262photos div {
float:left;width:72px;}
```

```
#yiv0646381262 #yiv0646381262photos div div {
border:1px solid
#666666;min-height:62px;overflow:hidden;width:62px;}
```

```
#yiv0646381262 #yiv0646381262photos div label {
color:#666666;font-size:10px;overflow:hidden;text-align:center;white-
space:nowrap;width:64px;}
```

```
#yiv0646381262 #yiv0646381262reco-category {
font-size:77%;}
```

```
#yiv0646381262 #yiv0646381262reco-desc {
font-size:77%;}
```

```
#yiv0646381262 .yiv0646381262replbq {
margin:4px;}
```

```
#yiv0646381262 #yiv0646381262ygrp-actbar div a:first-child {
margin-right:2px;padding-right:5px;}
```

```
#yiv0646381262 #yiv0646381262ygrp-mlmsg {
font-size:13px;font-family:Arial, helvetica, clean,
sans-serif;}
```

```
#yiv0646381262 #yiv0646381262ygrp-mlmsg table {
font-size:inherit;font:100%;}
```

```
#yiv0646381262 #yiv0646381262ygrp-mlmsg select,
#yiv0646381262 input, #yiv0646381262 textarea {
font:99% Arial, Helvetica, clean, sans-serif;}
```

```
#yiv0646381262 #yiv0646381262ygrp-mlmsg pre, #yiv0646381262
code {
font:115% monospace;}
```

```
#yiv0646381262 #yiv0646381262ygrp-mlmsg * {
line-height:1.22em;}
```

```
#yiv0646381262 #yiv0646381262ygrp-mlmsg #yiv0646381262logo {
padding-bottom:10px;}
```

```
#yiv0646381262 #yiv0646381262ygrp-msg p a {
font-family:Verdana;}
```

```
#yiv0646381262 #yiv0646381262ygrp-msg
p#yiv0646381262attach-count span {
color:#1E66AE;font-weight:700;}
```

```
#yiv0646381262 #yiv0646381262ygrp-reco
#yiv0646381262reco-head {
color:#ff7900;font-weight:700;}
```

```
#yiv0646381262 #yiv0646381262ygrp-reco {
margin-bottom:20px;padding:0px;}
```

```
#yiv0646381262 #yiv0646381262ygrp-sponsor #yiv0646381262ov
li a {
font-size:130%;text-decoration:none;}
```

```
#yiv0646381262 #yiv0646381262ygrp-sponsor #yiv0646381262ov
li {
font-size:77%;list-style-type:square;padding:6px 0;}
```

```
#yiv0646381262 #yiv0646381262ygrp-sponsor #yiv0646381262ov
```

```
ul {
margin:0;padding:0 0 0 8px;}

#yiv0646381262 #yiv0646381262ygrp-text {
font-family:Georgia;}

#yiv0646381262 #yiv0646381262ygrp-text p {
margin:0 0 1em 0;}

#yiv0646381262 #yiv0646381262ygrp-text tt {
font-size:120%;}

#yiv0646381262 #yiv0646381262ygrp-vital ul li:last-child {
border-right:none !important;
}
#yiv0646381262
```

Virus-free. www.avg.com

Group: Safarifriends **Message:** 38339 **From:** technolog1 **Date:** 5/24/2018
Subject: How to get Clorox in fresh water tank.

I have a 93 continental and I'm trying forgot how to get Clarks and into the fresh holding tank to sanitize and with go check valve in my in water it's not Working . Does anyone have an idea

Sent from my Verizon, Samsung Galaxy smartphone

Group: Safarifriends **Message:** 38341 **From:** Bill Edwards **Date:** 5/24/2018
Subject: Re: Hurricane question and hose routing/exchanger locations

I believe this valve and copper plumbing has been added on your coach, and a great idea, here is why . I believe the systems originally came with a copper tube water to water heat exchanger sitting next to the hot water tank. In you case above the boiler sits a brazed plate exchanger and a lot of copper fittings. Again SMC from what I have on my coaches and the 4 others I am intimately familiar with have none of this.

Now in the Hurricane manual I have they show a brazed plate exchanger as a component so they were available. They do not show a tube over tube exchanger. They also show a much more sophisticated fuel filter system which SMC did not use either.

Please sign all emails with name, year and coach so it is easier to keep track of what year and generation we are dealing with

Bill Edwards
1999 PANTHER

Group: Safarifriends **Message:** 38342 **From:** Bill Edwards **Date:** 5/24/2018

Subject: Re: Hurricane question and hose routing/exchanger locations

Dale it just works backwards. Heat comes from a different source

Bill

On Thursday, May 24, 2018, 6:29:03 AM MDT, James Exler jimxexler@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

Dale,

If the exchanger is mounted low relative to the engine cooling system or the Hurricane circulated loop, then a phenomenon known as "gravity circulation" is at work; IE, heat rises.

Either the engine water pump or the Hurricane pump will circulate heated water through the exchanger. As the other water is heated, gravity circulation will cause it to seek higher ground and the cooler water will replace it. Not real fast but it works.

Jim Exler, Nampa, ID

On 5/24/2018 6:09 AM, Dale Maggio dalemaggio@... [Safarifriends] wrote:

Thank you for the info. Since mine is being worked on, the shop also confirmed that the system gets it's engine heat through a separate heat exchanger. So the engine coolant and Hurricane coolant are in separate systems. This confirms that the Hurricane pump must be running if I want the engine to heat the water tank. But on the other hand, if the Hurricane is heating an exchanger, how does that warm the engine? It would have to be fairly minimal. The whole idea is to warm a diesel so it will start easier in cold weather.

-=Dale=-

On Wed, 5/23/18, astrnrmrtom@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

Subject: [Safarifriends] Re: Hurricane question and hose routing/exchanger locations [1 Attachment]

To: Safarifriends@yahoogroups.com

Date: Wednesday, May 23, 2018, 8:32 PM

[Attachment(s) from astrnrmrtom@... included below]

As I recall the Hurricane boiler loop runs at 180 degrees. Yes, this is beyond scalding, but there is a tempering valve in the system that blends cold water with the hot see the photo. My tempering valve is plumbed right in front of the hot water heater and is adjustable. When I

bought the rig, we found the hot water was barely hot enough for a "warm" shower. No amount of adjusting the tempering valve worked. I took it apart and cleaned off mineral deposits but that didn't help, so I purchased a new core. Now it works great. The black knob at the bottom is for adjusting the temp.

```
#yiv0646381262 #yiv0646381262 --
#yiv0646381262ygrp-mkp {
border:1px solid #d8d8d8;font-family:Arial;margin:10px
0;padding:0 10px;}

#yiv0646381262 #yiv0646381262ygrp-mkp hr {
border:1px solid #d8d8d8;}

#yiv0646381262 #yiv0646381262ygrp-mkp #yiv0646381262hd {
color:#628c2a;font-size:85%;font-weight:700;line-height:122%;margin:10px
0;}

#yiv0646381262 #yiv0646381262ygrp-mkp #yiv0646381262ads {
margin-bottom:10px;}

#yiv0646381262 #yiv0646381262ygrp-mkp .yiv0646381262ad {
padding:0 0;}

#yiv0646381262 #yiv0646381262ygrp-mkp .yiv0646381262ad p {
margin:0;}

#yiv0646381262 #yiv0646381262ygrp-mkp .yiv0646381262ad a {
color:#0000ff;text-decoration:none;}
#yiv0646381262 #yiv0646381262ygrp-sponsor
#yiv0646381262ygrp-lc {
font-family:Arial;}

#yiv0646381262 #yiv0646381262ygrp-sponsor
#yiv0646381262ygrp-lc #yiv0646381262hd {
margin:10px
0px;font-weight:700;font-size:78%;line-height:122%;}

#yiv0646381262 #yiv0646381262ygrp-sponsor
#yiv0646381262ygrp-lc .yiv0646381262ad {
margin-bottom:10px;padding:0 0;}
```

```
#yiv0646381262 #yiv0646381262actions {
font-family:Verdana;font-size:11px;padding:10px 0;}

#yiv0646381262 #yiv0646381262activity {
background-color:#e0ecee;float:left;font-family:Verdana;font-size:10px;padding:10px;}

#yiv0646381262 #yiv0646381262activity span {
font-weight:700;}

#yiv0646381262 #yiv0646381262activity span:first-child {
text-transform:uppercase;}

#yiv0646381262 #yiv0646381262activity span a {
color:#5085b6;text-decoration:none;}

#yiv0646381262 #yiv0646381262activity span span {
color:#ff7900;}

#yiv0646381262 #yiv0646381262activity span
..yiv0646381262underline {
text-decoration:underline;}

#yiv0646381262 .yiv0646381262attach {
clear:both;display:table;font-family:Arial;font-size:12px;padding:10px
0;width:400px;}

#yiv0646381262 .yiv0646381262attach div a {
text-decoration:none;}

#yiv0646381262 .yiv0646381262attach img {
border:none;padding-right:5px;}

#yiv0646381262 .yiv0646381262attach label {
display:block;margin-bottom:5px;}

#yiv0646381262 .yiv0646381262attach label a {
text-decoration:none;}

#yiv0646381262 blockquote {
margin:0 0 0 4px;}

#yiv0646381262 .yiv0646381262bold {
font-family:Arial;font-size:13px;font-weight:700;}

#yiv0646381262 .yiv0646381262bold a {
text-decoration:none;}

#yiv0646381262 dd.yiv0646381262last p a {
font-family:Verdana;font-weight:700;}

#yiv0646381262 dd.yiv0646381262last p span {
margin-right:10px;font-family:Verdana;font-weight:700;}

#yiv0646381262 dd.yiv0646381262last p
span.yiv0646381262yshortcuts {
```


margin-right:0;}

#yiv0646381262 div.yiv0646381262attach-table div div a {
text-decoration:none;}

#yiv0646381262 div.yiv0646381262attach-table {
width:400px;}

#yiv0646381262 div.yiv0646381262file-title a, #yiv0646381262
div.yiv0646381262file-title a:active, #yiv0646381262
div.yiv0646381262file-title a:hover, #yiv0646381262
div.yiv0646381262file-title a:visited {
text-decoration:none;}

#yiv0646381262 div.yiv0646381262photo-title a,
#yiv0646381262 div.yiv0646381262photo-title a:active,
#yiv0646381262 div.yiv0646381262photo-title a:hover,
#yiv0646381262 div.yiv0646381262photo-title a:visited {
text-decoration:none;}

#yiv0646381262 div#yiv0646381262ygrp-mlmsg
#yiv0646381262ygrp-msg p a span.yiv0646381262yshortcuts {
font-family:Verdana;font-size:10px;font-weight:normal;}

#yiv0646381262 .yiv0646381262green {
color:#628c2a;}

#yiv0646381262 .yiv0646381262MsoNormal {
margin:0 0 0 0;}

#yiv0646381262 o {
font-size:0;}

#yiv0646381262 #yiv0646381262photos div {
float:left;width:72px;}

#yiv0646381262 #yiv0646381262photos div div {
border:1px solid
#666666;min-height:62px;overflow:hidden;width:62px;}

#yiv0646381262 #yiv0646381262photos div label {
color:#666666;font-size:10px;overflow:hidden;text-align:center;white-space:nowrap;width:64px;}

#yiv0646381262 #yiv0646381262reco-category {
font-size:77%;}

#yiv0646381262 #yiv0646381262reco-desc {
font-size:77%;}

#yiv0646381262 .yiv0646381262replbq {
margin:4px;}

#yiv0646381262 #yiv0646381262ygrp-actbar div a:first-child {
margin-right:2px;padding-right:5px;}

```
#yiv0646381262 #yiv0646381262ygrp-mlmsg {
font-size:13px;font-family:Arial, helvetica, clean,
sans-serif;}
```

```
#yiv0646381262 #yiv0646381262ygrp-mlmsg table {
font-size:inherit;font:100%;}
```

```
#yiv0646381262 #yiv0646381262ygrp-mlmsg select,
#yiv0646381262 input, #yiv0646381262 textarea {
font:99% Arial, Helvetica, clean, sans-serif;}
```

```
#yiv0646381262 #yiv0646381262ygrp-mlmsg pre, #yiv0646381262
code {
font:115% monospace;}
```

```
#yiv0646381262 #yiv0646381262ygrp-mlmsg * {
line-height:1.22em;}
```

```
#yiv0646381262 #yiv0646381262ygrp-mlmsg #yiv0646381262logo {
padding-bottom:10px;}
```

```
#yiv0646381262 #yiv0646381262ygrp-msg p a {
font-family:Verdana;}
```

```
#yiv0646381262 #yiv0646381262ygrp-msg
p#yiv0646381262attach-count span {
color:#1E66AE;font-weight:700;}
```

```
#yiv0646381262 #yiv0646381262ygrp-reco
#yiv0646381262reco-head {
color:#ff7900;font-weight:700;}
```

```
#yiv0646381262 #yiv0646381262ygrp-reco {
margin-bottom:20px;padding:0px;}
```

```
#yiv0646381262 #yiv0646381262ygrp-sponsor #yiv0646381262ov
li a {
font-size:130%;text-decoration:none;}
```

```
#yiv0646381262 #yiv0646381262ygrp-sponsor #yiv0646381262ov
li {
font-size:77%;list-style-type:square;padding:6px 0;}
```

```
#yiv0646381262 #yiv0646381262ygrp-sponsor #yiv0646381262ov
ul {
margin:0;padding:0 0 0 8px;}
```

```
#yiv0646381262 #yiv0646381262ygrp-text {
font-family:Georgia;}
```

```
#yiv0646381262 #yiv0646381262ygrp-text p {
margin:0 0 1em 0;}
```

```
#yiv0646381262 #yiv0646381262ygrp-text tt {
```

font-size:120%;}

#yiv0646381262 #yiv0646381262ygrp-vital ul li:last-child {
border-right:none !important;
}
#yiv0646381262

Virus-free. www.avg.com

Group: Safarifriends **Message:** 38344 **From:** Gary Smith **Date:** 5/24/2018
Subject: Re: How to get Clorox in fresh water tank.

Hook up your water hose to the coach, no water in the hose. Put about a cup of clorox into te end end of the hose that you would connect to your water supply, then connect that end to the water supply and turn on the water. Open the valve at the coach to let the water enter the tank (fill) and add water through the hose to fill the tank. The water flow will push the clorox into the tank. Let it sit for a day or so. Disconnect the water hose. turn on your water pump and run water through your lines to the faucets and shower/tub until you have flushed those lines with the clorinated water. Drain the tank, with pump off and faucets open through our low point drains.

Gary
'98 Sahara 3006 300CAT

On Thu, May 24, 2018 at 9:04 AM, technolog1 technolog1@... [Safarifriends] <Safarifriends@yahoo.com> wrote:

I have a 93 continental and I'm trying forgot how to get Clarks and into the fresh holding tank to sanitize and with go check valve in my in water it's not Working . Does anyone have an idea

Sent from my Verizon, Samsung Galaxy smartphone

--
Gary Smith

Group: Safarifriends **Message:** 38345 **From:** dalemaggio **Date:** 5/24/2018
Subject: Re: How to get Clorox in fresh water tank.

And remember, do not use a charcoal filter. Charcoal filters remove the chlorine. If you put any charcoal filter on your coach at all you want it only at your drinking water tap.

Sent from my Verizon Wireless 4G LTE smartphone

----- Original message -----

From: "Gary Smith trekker01@... [Safarifriends]" <Safarifriends@yahogroups.com>

Date: 05/24/2018 10:45 AM (GMT-08:00)

To: Safarifriends@yahogroups.com

Subject: Re: [Safarifriends] How to get Clorox in fresh water tank.

Hook up your water hose to the coach, no water in the hose. Put about a cup of clorox into te end end of the hose that you would connect to your water supply, then connect that end to the water supply and turn on the water. Open the valve at the coach to let the water enter the tank (fill) and add water through the hose to fill the tank. The water flow will push the clorox into the tank. Let it sit for a day or so. Disconnect the water hose. turn on your water pump and run water through your lines to the faucets and shower/tub until you have flushed those lines with the clorinated water. Drain the tank, with pump off and faucets open through our low point drains.

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'98 Sahara 3006 300CAT

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Sent from my Verizon, Samsung Galaxy smartphone

--

Gary Smith

Group: Safarifriends **Message:** 38348 **From:** technolog1 **Date:** 5/24/2018

Subject: Re: How to get Clorox in fresh water tank.

Great idea. Thanks

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: "dalemaggio dalemaggio@... [Safarifriends]" <Safarifriends@yahoogroups.com>

Date: 5/24/18 1:24 PM (GMT-06:00)

To: "Gary Smith trekker01@... [Safarifriends]" <Safarifriends@yahoogroups.com>

Subject: Re: [Safarifriends] How to get Clorox in fresh water tank.

And remember, do not use a charcoal filter. Charcoal filters remove the chlorine. If you put any charcoal filter on your coach at all you want it only at your drinking water tap.

Sent from my Verizon Wireless 4G LTE smartphone

----- Original message -----

From: "Gary Smith trekker01@... [Safarifriends]" <Safarifriends@yahoogroups.com>

Date: 05/24/2018 10:45 AM (GMT-08:00)

To: Safarifriends@yahoogroups.com

Subject: Re: [Safarifriends] How to get Clorox in fresh water tank.

Hook up your water hose to the coach, no water in the hose. Put about a cup of clorox into te end end of the hose that you would connect to your water supply, then connect that end to the water supply and turn on the water. Open the valve at the coach to let the water enter the tank (fill) and add water through the hose to fill the tank. The water flow will push the clorox into the tank. Let it sit for a day or so. Disconnect the water hose. turn on your water pump and run water through your lines to the faucets and shower/tub until you have flushed those lines with the clorinated water. Drain the tank, with pump off and faucets open through our low point drains.

Gary

'98 Sahara 3006 300CAT

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I have a 93 continental and I'm trying forgot how to get Clarks and into the fresh holding tank to sanitize and with go check valve in my in water it's not Working . Does anyone have an idea

Sent from my Verizon, Samsung Galaxy smartphone

--
Gary Smith

Group: Safarifriends **Message:** 38380 **From:** Doug **Date:** 5/27/2018
Subject: Re: How to get Clorox in fresh water tank.

You fill it with a hose, right? What I do is hook up my white, fresh water hose, then I pour the required amount of Chlorox into the hose FIRST, then attach it to the spigot and push 'er in. WORKS fine.

doug
96 Safari Serengeti 38'
Cat 3126

On 5/24/2018 9:04 AM, technolog1 [technolog1@...](#) [Safarifriends] wrote:

I have a 93 continental and I'm trying forgot how to get Clarks and into the fresh holding tank to sanitize and with go check valve in my in water it's not Working . Does anyone have an idea

Sent from my Verizon, Samsung Galaxy smartphone

Group: Safarifriends **Message:** 38403 **From:** technolog1 **Date:** 5/28/2018
Subject: Re: How to get Clorox in fresh water tank.

Perfect. Will do that. Thanks

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: "Doug quantumrift@... [Safarifriends]" <Safarifriends@yahoogroups.com>
Date: 5/27/18 6:22 PM (GMT-05:00)
To: Safarifriends@yahoogroups.com
Subject: Re: [Safarifriends] How to get Clorox in fresh water tank.

You fill it with a hose, right? What I do is hook up my white, fresh water hose, then I pour the required amount of Chlorox into the hose FIRST, then attach it to the spigot and push 'er in. WORKS fine.

doug
96 Safari Serengeti 38'
Cat 3126

On 5/24/2018 9:04 AM, technolog1 technolog1@... [Safarifriends] wrote:

I have a 93 continental and I'm trying forgot how to get Clarks and into the fresh holding tank to sanitize and with go check valve in my in water it's not Working . Does anyone have an idea

Sent from my Verizon, Samsung Galaxy smartphone

Group: Safarifriends **Message:** 38404 **From:** Ken Bates **Date:** 5/28/2018
Subject: Re: How to get Clorox in fresh water tank.

Hi Craig. It sounds like you are on your journey already but just my answer to getting the Chlorine into the tank for cleaning. I hook my water supply hose up to the water source then with the hose not yet filled with water I take 1/2 to 2/3 of a cup of chlorine and fill the hose with it then hook it up to my intake port and turn on the water supply to fill the tank...that takes all the chlorine to the storage tank ahead of the water. Just my method. I hope your rig and you all survive your journey well...and learn much along the way. Cheers. Ken
'95 Sahara, 35 ft, 5.9 Cummins.

On Thursday, May 24, 2018, 6:05:35 AM PDT, technolog1 technolog1@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

I have a 93 continental and I'm trying forgot how to get Clarks and into the fresh holding tank to sanitize and with go check valve in my in water it's not Working . Does anyone have an idea

Sent from my Verizon, Samsung Galaxy smartphone

Group: Safarifriends **Message:** 38405 **From:** technolog1 **Date:** 5/29/2018

Subject: Re: How to get Clorox in fresh water tank.

Sounds great. Thanks

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: "Ken Bates rainwillcome2@... [Safarifriends]" <Safarifriends@yahoogroups.com>

Date: 5/28/18 10:57 PM (GMT-05:00)

To: "technolog1 technolog1@... [Safarifriends]" <Safarifriends@yahoogroups.com>

Subject: Re: [Safarifriends] How to get Clorox in fresh water tank.

Hi Craig. It sounds like you are on your journey already but just my answer to getting the Chlorine into the tank for cleaning. I hook my water supply hose up to the water source then with the hose not yet filled with water I take 1/2 to 2/3 of a cup of chlorine and fill the hose with it then hook it up to my intake port and turn on the water supply to fill the tank...that takes all the chlorine to the storage tank ahead of the water. Just my method. I hope your rig and you all survive your journey well...and learn much along the way. Cheers. Ken

'95 Sahara, 35 ft, 5.9 Cummins.

On Thursday, May 24, 2018, 6:05:35 AM PDT, technolog1 technolog1@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

I have a 93 continental and I'm trying forgot how to get Clarks and into the fresh holding tank to sanitize and with go check valve in my in water it's not Working . Does anyone have an idea

Sent from my Verizon, Samsung Galaxy smartphone

Group: Safarifriends **Message:** 39407 **From:** bowhunter0608 **Date:** 8/27/2018

Subject: Hurricane heater/water heater shot

As the title states, i have a catastrophe on my hands. I had been noticing a leak around the water heater for quite some time, checked all lines in and out, finally broke down and had a buddy look at it. We used his scope and was able to look around the back side, seams on the tank are rotting out and one of the welded fittings is leaking. He is a plumber by trade, he has actually worked on motorhomes and travel trailers as well seeing as how we dont have but one rv shop here and they dont do major repairs. He suggested going to a tankless electric water heater, but gave no recommendation on what to do about the Hurricane system.

Now, we dont really travel during the winter, our MH is mainly for spring and summer months, so for now i figured i would just cap off the lines. I do however have plans to maybe trade this

off in a year or two so i really need to do something about heating the RV. Looking for suggestions from you all.

Jerry

99' Continental Panther 425

Cat C12 Alisson 6 speed

Group: Safarifriends **Message:** 40825 **From:** John Rowin **Date:** 2/24/2019
Subject: Hurricane heater blowers

Hurricane heater Serial number CO45DRF-1099-1706, and model F-600 I think. Blowers in front don't work. Remote open is the only light lite on my "error" board. I don't know what to check. Don't understand "remote open". Will this get my blower motors running. I set the low bar for the tech pole so be gentle.

John & Martha Rowin
2000 Safari Continental Panther 42'

[Sent from Yahoo Mail for iPhone](#)

Group: Safarifriends **Message:** 40826 **From:** jeffjordan1972@gmail.com **Date:** 2/24/2019
Subject: Re: Hurricane heater blowers

Hi John,

Remote open indicates the remote panel cable is not plugged in or there is a short in that cable.

Jeff

99 Sahara Cat3126

Group: Safarifriends **Message:** 40827 **From:** John Rowin **Date:** 2/24/2019
Subject: Re: Hurricane heater blowers

Attachments :
This may help:

[Sent from Yahoo Mail for iPhone](#)

On Sunday, February 24, 2019, 7:15 PM, John Rowin johndrowin@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

Hurricane heater Serial number CO45DRF-1099-1706, and model F-600 I think. Blowers in front don't work. Remote open is the only light lite on my "error" board. I don't know what to check. Don't understand "remote open". Will this get my blower motors running. I set the low bar for the tech pole so be gentle.

John & Martha Rowin
2000 Safari Continental Panther 42'

[Sent from Yahoo Mail for iPhone](#)

Group: Safarifriends	Message: 40828	From: jeffjordan1972@gmail.com	Date: 2/24/2019
Subject: Re: Hurricane heater blowers			

Also I can suggest this video from ITR (makers of your CO45 Hurricane).
<https://m.youtube.com/watch?v=M3h4X5uGHJ0>

This group is an excellent resource as is the Hurricane furnace group on Facebook. And of all else fails ITR provides top notch phone support too.

Jeff
'99 Sahara Cat 3126

Group: Safarifriends	Message: 40829	From: jeffjordan1972@gmail.com	Date: 2/24/2019
Subject: Re: Hurricane heater blowers			

John,
Also, the remote open will show if your remote panel has the system control switch in the off position. Try to find your Hurricane remote panel. Switch the system control switch to the on position, turn your zone 1 heat switch to either low or high (fan speed) and then set your dometic thermostats to heat and a temperature higher than is currently inside the coach. Once you do all this, it should call for the Hurricane boiler to fire and the fans to run. Just to clarify, your boiler will also fire without the thermostats set to heat, so that it will heat the hydronic system and provide hot water to your coach, but if your dometic thermostats aren't set to heat, your cabin air heater fans will not run.

Jeff

99' Sahara Cat 3126

Group: Safarifriends **Message:** 40830 **From:** jeffjordan1972@gmail.com **Date:** 2/24/2019

Subject: Re: Hurricane heater blowers

Attachments :

John,

This is what your remote panel might look like.

Jeff

99' Sahara Cat 3126

Group: Safarifriends **Message:** 40831 **From:** srswope22 **Date:** 2/24/2019

Subject: Re: Hurricane heater blowers

Good evening,

I replace the 8.3 Cummins in my 92 Safari Ivory the Engine was out of dump truck it ran perfect I had to use the starter from the motor coach and I had it rebuilt but it turns the motor over very slow even when I put extra charge to it any ideas??

Sent from my Verizon, Samsung Galaxy smartphone

Group: Safarifriends **Message:** 40832 **From:** John Rowin **Date:** 2/24/2019

Subject: Re: Hurricane heater blowers

Didn't receive a pic.

[Sent from Yahoo Mail for iPhone](#)

On Sunday, February 24, 2019, 7:44 PM, xfojr66pjaj62aawuzsda2a254qrwxu4wau5no34@... [Safarifriends] <Safarifriends@yahoo.com> wrote:

John,

This is what your remote panel might look like.

Jeff

99' Sahara Cat 3126

Group: Safarifriends **Message:** 40833 **From:** jeffjordan1972@gmail.com **Date:** 2/24/2019

Subject: Re: Hurricane heater blowers

I do apologize, but I've tried repeatedly to get the pic to post here and frankly am quite fed up with the quirks of yahoo. If you are a facebook member do a search for Hurricane RV Furnace group and I can post the photo there.

Jeff
99' Sahara Cat 3126

Group: Safarifriends **Message:** 40836 **From:** Daniel Defenderfer **Date:** 2/25/2019
Subject: Re: Hurricane heater blowers

Sent from my iPhone

On Feb 24, 2019, at 9:09 PM, John Rowin johndrowin@... [Safarifriends]
<Safarifriends@yahoogroups.com> wrote:

Didn't receive a pic.

[Sent from Yahoo Mail for iPhone](#)

On Sunday, February 24, 2019, 7:44 PM, xfojr66pjaj62aawuzsda2a254qrwxu4wau5no34@...
[Safarifriends] <Safarifriends@yahoogroups.com> wrote:

John,

This is what your remote panel might look like.

Jeff
99' Sahara Cat 3126

Group: Safarifriends **Message:** 40837 **From:** Daniel Defenderfer **Date:** 2/25/2019
Subject: Re: Hurricane heater blowers

John, I have a 1999 Continental Panther 425. From what I surmise you have to set the thermostat to furnace and set temperature, then switch on the individual zone fans to get the fans to come on. You probably already know this but it is a tedious process compared with propane heaters. The Hurricane heat default that you are getting is the same as I was getting which was from air in the line and insufficient coolant in the system. I called a technician and he bled the system by running the pump without starting the furnace and added 2 1/2 gallons of a 50/50 mix of coolant and water. The reservoir and overflow tanks are located under the bed in the engine compartment. I hope that this helps!

Dan Defenderfer
1999 Continental Panther 425

Sent from my iPhone

On Feb 24, 2019, at 9:09 PM, John Rowin johndrowin@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

Didn't receive a pic.

[Sent from Yahoo Mail for iPhone](#)

On Sunday, February 24, 2019, 7:44 PM, xfojr66pjaj62aawuzsda2a254qrwxu4wau5no34@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

John,

This is what your remote panel might look like.

Jeff

99' Sahara Cat 3126

Group: Safarifriends	Message: 40840	From: John Rowin	Date: 2/25/2019
Subject: Re: Hurricane heater blowers			

Thank you very much. I will try this and hope all will be well. It is difficult to locate a technician deep in the heart of the piney woods of east Texas.

[Sent from Yahoo Mail for iPhone](#)

On Monday, February 25, 2019, 7:54 AM, Daniel Defenderfer bigdanno33@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

John, I have a 1999 Continental Panther 425. From what I surmise you have to set the thermostat to furnace and set temperature, then switch on the individual zone fans to get the fans to come on. You probably already know this but it is a tedious process compared with propane heaters. The Hurricane heat default that you are getting is the same as I was getting which was from air in the line and insufficient coolant in the system. I called a technician and he bled the system by running the pump without starting the furnace and added 2 1/2 gallons of a 50/50 mix of coolant and water. The reservoir and overflow tanks are located under the bed in the engine compartment. I hope that this helps!

Dan Defenderfer
1999 Continental Panther 425

Sent from my iPhone

On Feb 24, 2019, at 9:09 PM, John Rowin johndrowin@... [Safarifriends]
<Safarifriends@yahoogroups.com> wrote:

Didn't receive a pic.

[Sent from Yahoo Mail for iPhone](#)

On Sunday, February 24, 2019, 7:44 PM, xfojr66pjaj62aawuzsda2a254qrwxu4wau5no34@...
[Safarifriends] <Safarifriends@yahoogroups.com> wrote:

John,

This is what your remote panel might look like.

Jeff
99' Sahara Cat 3126

Group: Safarifriends **Message:** 40845 **From:** Daniel Defenderfer **Date:** 2/25/2019
Subject: Re: Hurricane heater blowers

The technician that I used was Stagecoach RV out of the San Antonio area actually Floresville I believe. He was experienced with hydronic heat.

Dan D
99 Continental Panther 425

Sent from my iPhone

On Feb 25, 2019, at 9:36 AM, John Rowin johndrowin@... [Safarifriends]
<Safarifriends@yahoogroups.com> wrote:

Thank you very much. I will try this and hope all will be well. It is difficult to locate a technician deep in the heart of the piney woods of east Texas.

[Sent from Yahoo Mail for iPhone](#)

On Monday, February 25, 2019, 7:54 AM, Daniel Defenderfer bigdanno33@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

John, I have a 1999 Continental Panther 425. From what I surmise you have to set the thermostat to furnace and set temperature, then switch on the individual zone fans to get the fans to come on. You probably already know this but it is a tedious process compared with propane heaters. The Hurricane heat default that you are getting is the same as I was getting which was from air in the line and insufficient coolant in the system. I called a technician and he bled the system by running the pump without starting the furnace and added 2 1/2 gallons of a 50/50 mix of coolant and water. The reservoir and overflow tanks are located under the bed in the engine compartment. I hope that this helps!

Dan Defenderfer
1999 Continental Panther 425

Sent from my iPhone

On Feb 24, 2019, at 9:09 PM, John Rowin johndrowin@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

Didn't receive a pic.

[Sent from Yahoo Mail for iPhone](#)

On Sunday, February 24, 2019, 7:44 PM, xfojr66pjaj62aawuzsda2a254qrwxu4wau5no34@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

John,

This is what your remote panel might look like.
Jeff
99' Sahara Cat 3126

Group: Safarifriends	Message: 40856	From: Robert Lewis	Date: 2/25/2019
Subject: Re: Hurricane heater blowers			

Did you use the original flywheel? Are the teeth spacing and numberq teeth the same?

Robert and Bev Lewis
2000 Continental
3126B Cat, 330hp
MD3060 Allison

On February 24, 2019 6:07:17 PM "srswope22 srswope22@... [Safarifriends]" <Safarifriends@yahoogroups.com> wrote:

Good evening,
I replace the 8.3 Cummins in my 92 Safari Ivory the Engine was out of dump truck it ran perfect I had to use the starter from the motor coach and I had it rebuilt but it turns the motor over very slow even when I put extra charge to it any ideas??

Sent from my Verizon, Samsung Galaxy smartphone

Group: Safarifriends	Message: 40857	From: srswope22	Date: 2/26/2019
Subject: Re: Hurricane heater blowers			

Good morning,
Yes they are the same

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: "Robert Lewis robert.lewis.tl@... [Safarifriends]" <Safarifriends@yahoogroups.com>
Date: 2/26/19 1:51 AM (GMT-05:00)
To: Safarifriends@yahoogroups.com
Subject: Re: [Safarifriends] Hurricane heater blowers

Did you use the original flywheel? Are the teeth spacing and numberq teeth the same?

Robert and Bev Lewis
2000 Continental
3126B Cat, 330hp
MD3060 Allison

On February 24, 2019 6:07:17 PM "srswope22 srswope22@... [Safarifriends]" <Safarifriends@yahoo.com> wrote:

Good evening,
I replace the 8.3 Cummins in my 92 Safari Ivory the Engine was out of dump truck it ran perfect I had to use the starter from the motor coach and I had it rebuilt but it turns the motor over very slow even when I put extra charge to it any ideas??

Sent from my Verizon, Samsung Galaxy smartphone

Group: Safarifriends	Message: 40873	From: robert.lewis.tl@gmail.com	Date: 3/1/2019
Subject: Hurricane Main Control Board failure			

I think my ITR main control board is bad for the ITR hurricane heater. The re-settable breaker in the front electrical bay is constantly tripping and resetting. If I disconnect the power to the Hurricane Main Control Board the breaker doesn't trip.

Are there any schematics for the Hurricane Main Control Board, I have both a v12 and v11. The v11 was in the motorhome in a drawer, but the v12 was installed and working when I bought my motorhome. (2000 Safari Continental). It failed a few months ago. I found an intermittent problem with the power reel that might have contributed to the failure, but this is a guess.

Or has anyone successful repaired this board, if not how do you get it repaired? I think it is just a component shorted on the input but I can't find any schematics.

Thanks

Robert and Bev

2000 Safari Continental

Cat 3126B, 330hp

Allison MD3060

Group: Safarifriends	Message: 41515	From: agsnowflake@gmail.com	Date: 5/8/2019
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Subject: 2000 safari sahara

Are there things to look at or beware of 300 hp cat 37ft rides nice plenty of power . Diesel heater? good roof ? thanks

Group: Safarifriends	Message: 41522	From: ondaflore	Date: 5/9/2019
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Subject: Re: 2000 safari sahara

Snowflake,

Maybe.

I am grumpy in the morning, so bear with me.

Paragraphs could be written in an attempt to answer a rather vague question. Why would anyone bother? There is no indication that you have searched here for discussions regarding Saharas or read enough to recognize that all Safaris have idiosyncrasies that can be a challenge from a maintenance and troubleshooting standpoint.

Diesel heater? Is that supposed to be a question? good roof? Probably something to check for.

As a minimum, some of your background would be useful. You say the coach "rides nice". Did you drive it, or just ride in it? Have you driven other Class A motorhomes, at speed, over various road conditions? The reason I ask, most Safaris, unless they have factory air suspension, ride and handle poorly without suspension enhancements. Most have Velvet Ride, rubber torsion spring suspensions, that can perform well when ride height is adjusted (often neglected) and the right combination of shock absorbers are installed.

One general statement that applies to all used RVs: Every brand I know of is shipped with a document case full of owners manuals both for the coach itself, and all major components and appliances. Absence of this documentation is reason to think twice about the purchase or consider it as a bargaining point for a \$3000 to \$5000 reduction in purchase price.

Lastly, Safari was sold to Monaco in 2002. Monaco retained very little build documentation, AND Safari's documentation and configuration control and status accounting was dismal in the first place. If you aren't skilled in mechanical repair and electrical troubleshooting, walk away. There are very few skilled RV mechanics out there and even fewer mechanics that are familiar with Safaris. i.e. there are no Chiltons or Haynes manuals out there, just us.

Oh, we have an accepted practice on this site that helps us help each other. We sign all posts with first name or nickname, year and model of coach,engine and any other information pertinent to the post/question.

Think of this site as the Papa Johns of Safaris: Better questions get better answers.

Can I get a "Thank You, I'll try to do better"?

Bob
2001 Zanzibar
330hp 3126B CAT
Pretty much grumpy all day,not just in the mornings.

---In Safarifriends@yahoogroups.com, <agsnowflake@...> wrote :

Are there things to look at or beware of 300 hp cat 37ft rides nice plenty of power . Diesel heater? good roof ? thanks

Group: Safarifriends **Message:** 41525 **From:** mel96safari **Date:** 5/9/2019
Subject: Re: 2000 safari sahara

<agsnowflake@...>

Q. Are there things to look at or beware of 300 hp cat 37ft
A, Nothing in particular.

Q. Diesel heater?
A. Sometimes.

Q. good roof ?
A. Not always.

thanks
You're Welcome

---In Safarifriends@yahoogroups.com, <agsnowflake@...> wrote :

Are there things to look at or beware of 300 hp cat 37ft rides nice plenty of power . Diesel heater? good roof ? thanks

Group: Safarifriends **Message:** 41528 **From:** W Taylor Hudson **Date:** 5/9/2019
Subject: Re: 2000 safari sahara

There are many, many things to look for as outlined in the many threads on this and other forums. Tires more than six years old, units with poorly maintained engine cooling systems which run hot when pulling grades, units that have not received maintenance, water leaks, and those whose refrigerators have been recalled but not serviced for the recall. This includes many Norcold units including the common four door ten cubic foot 1200 series, and some units made by sister company Domenic. Except for engines/transmissions that have not had manufacturer's required service, none of these in themselves are showstoppers, but will require capital expenditures to correct after purchase.

Will add to Jim's response that finding some parts and support for out of business coach manufacturers can be an experience requiring resourcefulness. Seems service is lousy enough from those companies that are still in business. I will also echo his comment that the handling of the unmodified Goodrich torsion block "Velvet Ride" suspension is lousy. Coach's with air bag suspensions typically give better handing. Finally, while the Caterpillar engine is a well respected name and a fairly rare find in a coach, I would accept the comparable Cummins just as well.

v/r,

Taylor Hudson
1998 Serengeti (model 4060), CAT 3126

On Thu, May 9, 2019 at 1:08 PM stuplich@... [Safarifriends]
<Safarifriends@yahoogroups.com> wrote:

<agsnowflake@...>

Q. Are there things to look at or beware of 300 hp cat 37ft
A. Nothing in particular.

Q. Diesel heater?
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Q. good roof ?
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. Diesel heater? good roof ? thanks

Group: Safarifriends **Message:** 41530 **From:** W Taylor Hudson **Date:** 5/9/2019

Subject: Re: 2000 safari sahara

A PS to my previous message; perhaps your are asking about this when you mentioned "diesel heater". I will preface my comments by stating I prefer things as simple as possible, both for reliability and maintenance.

The Sahara line (SMC) offered an optional diesel fueled hydronic heating system (originally sold under Hurricane then later Oasis) that uses a 50K BTU/HR hot water boiler and up to four heat exchangers with seerate 12 volt pumps to provide space heating through two loops of fan coil units, on demand domestic water heating by a third exchanger, and engine pre-heating via

a fourth exchanger. The fourth exchanger will also provide heat while traveling for the first three heat exchanger functions. I understand my coach is on it's second system. I am still dinking with mine to get the domestic water side working after a previous shop "modified" it. I see the system as unnecessarily complex and would prefer the industry standard LP furnace and water heater. At least that company (IMC) is still solvent and offers phone and parts support.

Secondly there are slides. I precieve most people think the more the roomier and the better. I may get censored for this, but I think a 36-40' coach is plenty roomy without slides, which is why I selected a unit without them. The mechanisms can give trouble and require maintenance, as does the roll out roof covers eventually. I'll get off my conservative soap box and go back to my room.

Best of luck in your search. Widen your search patten to your side of the country and your bound to find exactly what you presently think you want. For many, it seems once the DW finds the floor plan they love, it is all over but the check writing.....

v/r,

Taylor Hudson
1998 Serengeti (model 4060), CAT 3126

On Thu, May 9, 2019 at 2:59 PM W Taylor Hudson <fpengr@...> wrote:

There are many, many things to look for as outlined in the many threads on this and other forums. Tires more than six years old, units with poorly maintained engine cooling systems which run hot when pulling grades, units that have not received maintenance, water leaks, and those whose refrigerators have been recalled but not serviced for the recall. This includes many Norcold units including the common four door ten cubic foot 1200 series, and some units made by sister company Domenic. Except for engines/transmissions that have not had manufacturer's required service, none of these in themselves are showstoppers, but will require capital expenditures to correct after purchase.

Will add to Jim's response that finding some parts and support for out of business coach manufacturers can be an experience requiring resourcefulness. Seems service is lousy enough from those companies that are still in business. I will also echo his comment that the handling of the unmodified Goodrich torsion block "Velvet Ride" suspension is lousy. Coach's with air bag suspensions typically give better handing. Finally, while the Caterpillar engine is a well respected name and a fairly rare find in a coach, I would accept the comparable Cummins just as well.

v/r,

Taylor Hudson
1998 Serengeti (model 4060), CAT 3126

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<agsnowflake@...>

Q. Are there things to look at or beware of 300 hp cat 37ft

A. Nothing in particular.

Q. Diesel heater?

A. Sometimes.

Q. good roof ?

A. Not always.

thanks

You're Welcome

---In Safarifriends@yahoogroups.com, <agsnowflake@...> wrote :

Are there things to look at or beware of 300 hp cat 37ft rides nice plenty of power
. Diesel heater? good roof ? thanks

Group: Safarifriends **Message:** 41531 **From:** mel96safari **Date:** 5/9/2019

Subject: Simple and reliable (was: 2000 safari sahara)

Taylor Hudson

I agree... those are 2 of reasons why my now 150,000 mile coach has been the perfect coach for me for 17 years, (120,000+ miles).

Other reasons are the EliptiRide, (spring), suspension, the hydraulic disc brakes, the RVA levelers and the very reliable Norcold 2 door refrigerator/freezer.

(BTW I got lucky because I knew nothing about diesel powered class A coaches when I purchased it in '01).

Mel

'96 Sahara (model 3530), 250hp 3126 cat

---In Safarifriends@yahoogroups.com, <fpengr@...> wrote :

I prefer things as simple as possible, both for reliability and maintenance.

. I percieve most people think the more the roomier and the better. I may get censored for this, but I think a 36-40' coach is plenty roomy without slides, which is why I selected a unit without them. The mechanisms can give trouble and require maintenance, as does the roll out roof covers eventually. I'll get off my conservative soap box and go back to my room.

Taylor Hudson

1998 Serengeti (model 4060), CAT 3126

Group: Safarifriends **Message:** 41563 **From:** agsnowflake@gmail.com **Date:** 5/11/2019

Subject: Re: 2000 safari sahara

Bob

Thanks for the good advice . Have been reading all I can find about safari rv's . I am looking at a 2000 sahara 37 ft with a 300 hp cat engine. First time driving one that size. I have a 35ft alfa Gold fifth wheel now . Wanted to be able to pull 20ft boat with camper so wife would not have to . Have drove several brands of semi's and farm equitment all of my life . Pulled 48 and 54 ft trailers . My question about a diesel heater have never been around one . Are they easy to run ? are they safe to operate ? Burn a lot of fuel ? I have not found many post on those.

Thanks for all the help.
Alan

Maybe 2000 safari sahara 300 hp cat

Group: Safarifriends **Message:** 41564 **From:** Gary Smith **Date:** 5/11/2019

Subject: Re: 2000 safari sahara

Alan,

I will leave the "diesel heater" to someone who has experience with them.

As for pulling that "20ft boat with camper", a 2000 Sahara will have a 5,000 pound towing capacity, with a 500 pound tongue weight capacity. As long as you stay within those limits you should be OK.

Gary

'98 Sahara 3006 300CAT

On Sat, May 11, 2019 at 8:39 AM agsnowflake@... [Safarifriends]

<Safarifriends@yahoogroups.com> wrote:

Bob

Thanks for the good advice . Have been reading all I can find about safari rv's . I am looking at a 2000 sahara 37 ft with a 300 hp cat engine. First time driving one that size. I have a 35ft alfa Gold fifth wheel now . Wanted to be able to pull 20ft boat with camper so wife would not have to . Have drove several brands of semi's and farm equitment all of my life . Pulled 48 and 54 ft trailers . My question about a diesel heater have never been around one . Are they easy to run ? are they safe to operate ? Burn a lot of fuel ? I have not found many post on those.

Thanks for all the help.

Alan

Maybe 2000 safari sahara 300 hp cat

--

Gary Smith

Group: Safarifriends **Message:** 41565 **From:** agsnowflake@gmail.com **Date:** 5/11/2019
Subject: Re: 2000 safari sahara

Gary

Thanks Boat is just over limit in kansas . so I have to Tag it 2400 lbs Plus it has a surge brake on it.

Hopefully will tow easily.

Alan

Maybe a
2000
safari sahara
300 cat

Group: Safarifriends **Message:** 41566 **From:** Gary Smith **Date:** 5/11/2019
Subject: Re: 2000 safari sahara

Does that 2400 pounds include the trailer? How much weight is carried on the tongue? All considerations relating to it's being safely towed behind a motorhome.

Gary

'98 Sahara 3006 300CAT

On Sat, May 11, 2019 at 9:30 AM agsnowflake@... [Safarifriends]

<Safarifriends@yahoo.com> wrote:

Gary

Thanks Boat is just over limit in kansas . so I have to Tag it 2400 lbs Plus it has a surge brake on it.

Hopefully will tow easily.

Alan

Maybe a

2000
safari sahara
300 cat

--

Gary Smith

Group: Safarifriends **Message:** 41571 **From:** mel96safari **Date:** 5/11/2019
Subject: diesel heater? (was: 2000 safari sahara)

Alan

Opinions vary but from what I've read those diesel fueled RV furnaces are troublesome.

Mel

'96 Sahara

---In Safarifriends@yahoo.com, <agsnowflake@...> wrote :

Bob

Thanks for the good advice . Have been reading all I can find about safari rv's . I am looking at a 2000 sahara 37 ft with a 300 hp cat engine. First time driving one that size. I have a 35ft alfa Gold fifth wheel now . Wanted to be able to pull 20ft boat with camper so wife would not have to . Have drove several brands of semi's and farm equipment all of my life . Pulled 48 and 54 ft trailers . My question about a diesel heater have never been around one . Are they easy to run ? are they safe to operate ? Burn a lot of fuel ? I have not found many post on those.

Thanks for all the

help.

Alan

Maybe 2000 safari sahara 300 hp cat

Group: Safarifriends **Message:** 41602 **From:** astrnmrtom **Date:** 5/14/2019
Subject: Re: 2000 safari sahara

I'll add my 2 cents regarding the Hurricane/Oasis hydronic heating system. I'm going on my third year using one in our '98 Serengeti. I love the Hurricane system but I have a background operating, troubleshooting, periodic maintenance, and doing minor repairs on a cranky old facility diesel boiler hydronic heating system. I can perform yearly maintenance on the Hurricane in a hour instead of the 40 or so hours it took to service that old Cleaver Brooks boiler.

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Group: Safarifriends **Message:** 41603 **From:** mel96safari **Date:** 5/15/2019

Subject: Re: 2000 safari sahara

<astrnmrtom@...>

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At first glance the Hurricane, Oasis and/or Aquahot hydronic systems appear to be a "must have", however IMO RV maintenance/upkeep is frustrating enough with out adding a complicated, often troublesome, heat/hot water system with multiple pumps and blower motors

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Group: Safarifriends **Message:** 41604 **From:** Billy Massey **Date:** 5/15/2019
Subject: Re: 2000 safari sahara

I've no experience with such systems BUT recently became the owner of a '98 Serengeti with included Hurricane furnace. It was the first thing to malfunction. PO had just had a new pump installed (and demonstrated that the system worked) but when I got it home, it would not ignite. Installed a new igniter which fixed it, but it wasn't a week until that pump quit. It's not back up to the top of the list yet but I'll want to get it working before next winter. I'm a DIYer and WILL figure this thing out.

Thank you astrnmrtom for your post. I'll appreciate your guidance when the time comes later this year. :-)

Billy Massey
'98 37' Serengeti

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Group: Safarifriends **Message:** 41605 **From:** Bill Edwards **Date:** 5/15/2019
Subject: Re: 2000 safari sahara

I'm back from the winter sojourn south.

Echoing much of what Mr. Hudson has said, it is an expensive project getting most of the coaches back into useable condition. Most have been used and issues ignored for a variety of reasons. Not the least of which is money and the lack of appreciation for having done what should have been done. Agreed it is a crap shoot believing a seller if they say it is ready to go when in fact it is not, unfortunate for sure..

All of that said, The Hurricane is still made by a "solvent" company International Research out of Canada with an arm in the US located in Vancouver, Washington. There is considerable information about service and maintenance and such on line and the Vancouver office is terrific. I have had both systems both in Safari coaches. Which would I prefer, both have drawbacks and one is better in one case and the other equally so in another. The furnace probably heats up the coach faster, but is very noisy compared to the low din of the little fans of the Hurricane. The Hurricane on the other hand does pretty well being thrifty on electricity if running constantly for the level of heating gained. It's system entwined with the engine heating and cooling system and hot water heater I think is a real plus. In my Panther there is only one loop and one pump, yes multiple heat exchangers and two valves for summer or winter use control. It may be that using the correct coolant is more important than some believe in terms of the longevity of exchangers. I do not know that for sure. For your safety it is important that the correct fluid be used if a failure occurs. There is one weak point and that is the big exchanger located next to the boiler in most cases. It is the only one that contains fresh water and coolant. It is imperative it is blown completely out or has been winterize properly or it will freeze. Once again one of those not where you can see it places...just ask me how I know! My time was as I determined later in the desert of Arizona the third time! I replaced the entire 15 pounds of copper with a better, much better and lighter Braised Plate exchanger, far more efficient and about 2 pounds, located where it can be seen.

It takes the Hurricane a while to heat the coach if starting out just plain cold, but if it allowed a bit of lead time it keeps the coach much more uniformly warm. The furnace on the other hand will heat the front up fairly quickly with little need to prepare. It like its residential counterpart does allow for cold spots in the coach. The Hurricane on the other hand has all the pex tubing and a register in the basement which allows for complete heating of the space and directed heat to the water bay. The furnace has a small outlet on the base in the basement and heating is far less efficient.

Space in any of these coaches is adequate slide or no slide. Adding the living room slide is by far the most beneficial. The bedroom slide is a real amenity and not necessary on the late coaches and added cause that is what folks wanted and it made sales. The living room slide pretty trouble free on our coaches compared to most. Biggest issue SMC made on them was the choice of hydraulic fluid hose. They cheaped out and bought junk. It is very apparent these days to tell whether good or need replacing by just looking at them. The out side skin has bumps or is oil damp, it is OEM and should be replaced. It is not one of "will it blow but when will it blow", always when most inconvenient. The rear slide is certainly a solid unit too, but has a far greater potential for problems just by how it is constructed. It is electric not hydraulic tied to an already bullet proof system of the jacks.

With respect to the suspensions offered by SMC Safari, nicest and most costly were the 8 airbag rigs. They ride pretty nice for sure, yes I have one. The most significant upgrade I made to the suspension was the addition of Air Restrictor valves from Source engineering in Eugene, Oregon, amazing! The velvet ride in most of the early coaches are very good from what I hear as they are lighter and the system designed for them. 1998 Velvet Ride and later rigs so equipt were heavier and no allowances made for the added weight. They are today still good but benefit from the addition of a supplemental airbag system originally designed by Safari guru Ralph Andrews, owner of Pioneer Metal Works in Quincy, Washington. Coaches with this easily installed system ride almost as nice as the 8 air bag coaches. Yes I installed a system on the Zanzibar I have for sale. There were variations of these systems and from my experience, those that have the Reyco spring and 4 air bag system would not trade them for another. I cannot speak to the earlier coaches utilizing the bus platform.

Bill Edwards
1999 Panther C 12
Allison 4060
Mid entry
Propane injection added

Group: Safarifriends **Message:** 41606 **From:** Bill Edwards **Date:** 5/15/2019

Subject: Re: diesel heater? (was: 2000 safari sahara)

Sorry, I would have to disagree with Mr. Mel. I have used mine extensively. Maintenance is easy with the ITR YouTube videos. It should be noted that the original board and some of the burner components are archaic enough now that they are no longer supported. however upgrades are available. The units do require some occasional effort and ITR does offer a 5 year service kit. There are two aquastats in the top under the little 2 screw door that can fail making the system less than reliable, ask me how I know. I replaced them and did the board upgrade even though the system only had 900 hours on it. I was a newbie to the system and this 20 year old coach at the time now 4 years ago and the system. Aside from that I am a very proactive owner and dry camp a ton. Did not want any unexpected issues.

Bill Edwards
1999 Panther
On Saturday, May 11, 2019, 11:08:06 AM MDT, stuplich@... [Safarifriends]
<Safarifriends@yahoo.com> wrote:

Alan

Opinions vary but from what I've read those diesel fueled RV furnaces are troublesome.

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'96 Sahara

---In Safarifriends@yahoogroups.com, <agsnowflake@...> wrote :

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Thanks for the good advice . Have been reading all I can find about safari rv's . I am looking at a 2000 sahara 37 ft with a 300 hp cat engine. First time driving one that size. I have a 35ft alfa Gold fifth wheel now . Wanted to be able to pull 20ft boat with camper so wife would not have to . Have drove several brands of semi's and farm equitment all of my life . Pulled 48 and 54 ft trailers . My question about a diesel heater have never been around one . Are they easy to run ? are they safe to operate ? Burn a lot of fuel ? I have not found many post on those.

Thanks for all the help.

Alan
May

be 2000 safari sahara 300 hp cat

Group: Safarifriends **Message:** 41607 **From:** Bill Edwards **Date:** 5/15/2019
Subject: Hurricane heater reliability

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By the way I have a very nice 2001 Zanzibar for sale 50 K 3126b front entry, Walnut interior, Sabi Sabi green and white

Bill Edwards
1999 Panther
4060 Allison
Side entry
Propane injected

Hide original message

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Alan

Maybe 2000 safari sahara 300

hp cat

Group: Safarifriends **Message:** 41609 **From:** astrnmrtom **Date:** 5/16/2019

Subject: Re: 2000 safari sahara

Mel,

I have to agree for the most part. I think the two big attractions for hydronic heat are "endless" hot water, and the option some coach builders chose which is to add heated floors.

I must admit most of the time we are on shore power we don't use the system at all. We run electric space heaters and the AC element in the hot water tank provides hot water - Surprisingly enough hot water for two decent showers in a row.

On general RV forums I read about way more problems with hydronic systems than propane furnaces or heat pumps. I wonder if Safari chose the Hurricane as an option in part because they were sourcing a lot of their other items such as sinks, stoves, and ice makers from the marine industry. It's an easy choice to do the same with a marine hydronic furnace and hot water tank.

One thing I didn't mention regarding maintenance, is the wet side of the system. Just like your coach's engine cooling system, the Hurricane hot water loop contains antifreeze, although of a different type. You must use non toxic antifreeze due to the heat exchanger in the hot water tank. If it were to spring a leak, it would contaminate the domestic hot water supply and you certainly don't want to be drinking automotive style coolant mixture. There's about 100 feet of hoses, plastic tubing, and fittings that must be checked on a periodic basis for leaks and their location makes for awkward and difficult replacement. There's an expansion tank with a

radiator type cap, and overflow tank in the engine compartment that must be checked just like checking the engine coolant.

I've had a very small drip in a tee fitting for a while and I've put off replacing the fitting because of the need to drain and refill the system. It's on my to-do list for this summer because it's foolish to allow a tiny drip to become a big leak especially since it's in my main storage compartment.

One positive thing I have to say about the Hurricane/Oasis system compared is that, compared to the Aqua Hot system, the Hurricane system and the way Safari chose to install it, seems to be much more user and repair friendly than the Aqua Hot. I read a lot about how hard it is to even access the internals of the Aqua Hot systems. I can have the Hurricane cover off to access the air compressor, fuel pump, combustion blower, and burner chamber in 10 minutes. Fuel and air filters are standard automotive type. The above listed parts can be easily replaced in the field by anyone with a few regular tools and basic mechanical skills.

Systems like this pretty much follow a mechanical and technical laws of the universe. The more complex the system, the more points of possible failure.

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Tom Masterson
1998 Serengeti 3706
Cat 300hp 3126
Allison 3060

Group: Safarifriends **Message:** 41611 **From:** mel96safari **Date:** 5/16/2019

Subject: Hydronic heat and hot water? (was: 2000 safari sahara)

Tom Masterson

I'm confused.

I was under the impression that the hydronic units used in RVs where a "**combination** furnace and water heater"... **designed to supply BOTH hot water and cabin heat when being run on shore power electric.....**

.Am I wrong?

Do you have a separate water heater?.....(one not associated with the Hurricane system in your coach)?

If not why do you use electric space heaters for cabin heat.... rather than the "endless" Hurricane heated water?

Mel

'96 Safari

---In Safarifriends@yahoo.com, <astrnmrtom@...> wrote :

Mel,

I have to agree for the most part. I think the two big attractions for hydronic heat are "endless" hot water, and the option some coach builders chose which is to add heated floors.

I must admit most of the time we are on shore power we don't use the system at all. We run electric space heaters and the AC element in the hot water tank provides hot water - Surprisingly enough hot water for two decent showers in a row.

On general RV forums I read about way more problems with hydronic systems than propane furnaces or heat pumps. I wonder if Safari chose the Hurricane as an option in part because they were sourcing a lot of their other items such as sinks, stoves, and ice makers from the marine industry. It's an easy choice to do the same with a marine hydronic furnace and hot water tank.

One thing I didn't mention regarding maintenance, is the wet side of the system. Just like your coach's engine cooling system, the Hurricane hot water loop contains antifreeze, although of a different type. You must use non toxic antifreeze due to the heat exchanger in the hot water tank. If it were to spring a leak, it would contaminate the domestic hot water supply and you certainly don't want to be drinking automotive style coolant mixture. There's about 100 feet of hoses, plastic tubing, and fittings that must be checked on a periodic basis for leaks and their location makes for awkward and difficult replacement. There's an expansion tank with a radiator type cap, and overflow tank in the engine compartment that must be checked just like checking the engine coolant.

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Tom Masterson
1998 Serengeti 3706
Cat 300hp 3126
Allison 3060

Group: Safarifriends **Message:** 41612 **From:** W Taylor Hudson **Date:** 5/16/2019
Subject: Re: Hydronic heat and hot water? (was: 2000 safari sahara)

Tom,
In the Safaris, as far as I know, the Hurricane system only supplies one or two loops of fan coil units, forced hot air discharged near floor level. At RV shows I see high end units with hydronic heat under tile floors. Same can provided electrically if you have that power available.

Again with Safari, they are not in-floor heat systems, but the floor level discharge registers fairly effectively warm my main floors by blowing warm air over them.
v/r,

Taylor Hudson
'98 Serengeti (model 4060), CAT 3126

On Thu, May 16, 2019 at 12:24 PM stuplich@... [Safarifriends]
<Safarifriends@yahoogroups.com> wrote:

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Tom Masterson
1998 Serengeti 3706
Cat 300hp 3126
Allison 3060

Group: Safarifriends **Message:** 41613 **From:** W Taylor Hudson **Date:** 5/16/2019
Subject: Re: Hydronic heat and hot water? (was: 2000 safari sahara)

Attachments :

Mel,

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'98 Serengeti (model 4160), CAT 3126

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Tom Masterson
1998 Serengeti 3706
Cat 300hp 3126
Allison 3060

Group: Safarifriends **Message:** 41614 **From:** Bill Edwards **Date:** 5/16/2019
Subject: Re: Hydronic heat and hot water? (was: 2000 safari sahara)

Mel the system is hydronic boiler only (no furnace) and in my coach only one loop. hot water heater electric and hydronic. Boiler heats up very fast and even faster if in the summer the heating coach loop closed off. If on shore then use electric elements in the water heater to heat system. The 1500 watt elements not enough to heat the house in the winter so supplemental is frequently used. System is not in the floor but little hot ware finned copper coils and fans

Bill Edwards
1999 Panther

On Thursday, May 16, 2019, 10:24:50 AM MDT, stuplich@... [Safarifriends]
<Safarifriends@yahoogroups.com> wrote:

Tom Masterson
I'm confused.

I was under the impression that the hydronic units used in RVs where a "**combination** furnace and water heater"... **designed to supply BOTH hot water and cabin heat when being run on shore power electric.....**
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Do you have a separate water heater?.....(one not associated with the Hurricane system in your coach)?
If not why do you use electric space heaters for cabin heat.... rather than the "endless" Hurricane heated water?

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'96 Safari

---In Safarifriends@yahoogroups.com, <astrnmrtom@...> wrote :

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Tom Masterson
1998 Serengeti 3706
Cat 300hp 3126
Allison 3060

Group: Safarifriends **Message:** 41615 **From:** astrnmrtom **Date:** 5/16/2019

Subject: Re: 2000 safari sahara

Yes, that's my understanding too. My rig has 5 heat register/fans total. One in the front in the lower dash, one under the refrigerator in the kitchen, one under the bathroom sink cabinet, and one in the bedroom under the closet. These are divided into three zones each controlled from a separate thermostat. The living room/kitchen zone and the bathroom/bedroom zone. The fifth register is in the main storage compartment and is run off it's own thermostat and is the third zone. So far I've never had the need to activate the register in the storage bay. This compartment houses the boiler and quite a bit of hose and tubing that shed enough heat to keep the area from freezing. Of course there's the heat exchanger in the hot water tank and the one in the engine.

One of the modifications I did to my system was to insulate as much of the hoses and tubing as possible. Not long after getting my Safari I was rolling around underneath doing an inspection and chassis lube and noticed the front register hoses were exposed to the open air between where they left the storage area to where they entered the cabin. I didn't like the idea of heat radiating out into the open air so I wrapped the hoses in pipe wrap. Did the same with hoses that were exposed in the engine compartment. I did insulate as much of the hoses in the storage bay to help keep loop temperatures as high as possible all the way to the registers. Don't know how much it helped, but the insulation and zip ties were cheap.

I believe some newer higher end coaches use hydronic heat in the floor. I'm not aware of any of the Safari units with that feature.

Tom Masterson
1998 Serengeti 3706
300hp Cat 3126
Allison 3060

Group: Safarifriends **Message:** 41616 **From:** astrnmrtom **Date:** 5/16/2019

Subject: Re: 2000 safari sahara

I just saw Taylor's post about his Hurricane having the electric heat option. Mine does not. The only electric element in mine is in the hot water heater.

Group: Safarifriends **Message:** 41617 **From:** cliff walter **Date:** 5/16/2019

Subject: Re: Hydronic heat and hot water? (was: 2000 safari sahara)

Attachments :

Your hot water tank should be right above your hurracine not sure aboyt the 98 but most 2000 had it that way

Sent from [Mail](#) for Windows 10

From: Safarifriends@yahoogroups.com <Safarifriends@yahoogroups.com> on behalf of W Taylor Hudson fpengr@... [Safarifriends] <Safarifriends@yahoogroups.com>
Sent: Thursday, May 16, 2019 10:04:35 PM
To: Safarifriends@yahoogroups.com
Subject: Re: [Safarifriends] Hydronic heat and hot water? (was: 2000 safari sahara)

Mel,

Just addressing the Hurricane System that Safari uses, their primary heat source is a diesel fuel burner that fires at 50K BTU/HR, since most non condensing oil furnaces and boilers have operating efficiencies around 80%, I expect we get 40K BTU/HR of 180 degree coolant out the boiler when it fires continuously. At times of light heating loads when you are at a site with a standard 50 amp service, there are a pair of separately controlled 120 volt, 1,500 watt immersion heaters in the boiler tank that can provide supplemental heat to the system during times of low demands. Note each immersion heater will provide 5,115 BTU/HR of heat, both operating in tandem would produce 10,230 BTU/HR, or about 1/4 the heat output available from the boiler. In my coach the two circuits are in a separate auxiliary two slot breaker panel in the same basement compartment as the Magnum Inverter/Charger, the Onan transfer switch, and the coach's campsite power cord. Without taking the cover off the 50 amp relay ("transfer switch") enclosure, I cannot tell you if the generator will power them or not.

v/r,

Taylor Hudson
'98 Serengeti (model 4160), CAT 3126

On Thu, May 16, 2019 at 12:24 PM stuplich@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

Tom Masterson

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Tom Masterson
1998 Serengeti 3706
Cat 300hp 3126
Allison 3060

Group: Safarifriends	Message: 41618	From: cliff walter	Date: 5/16/2019
Subject: Re: Hydronic heat and hot water? (was: 2000 safari sahara)			

Attachments :

Should look like this

Sent from [Mail](#) for Windows 10

From: Safarifriends@yahoogroups.com <Safarifriends@yahoogroups.com> on behalf of W Taylor Hudson fpengr@... [Safarifriends] <Safarifriends@yahoogroups.com>
Sent: Thursday, May 16, 2019 10:04:35 PM
To: Safarifriends@yahoogroups.com
Subject: Re: [Safarifriends] Hydronic heat and hot water? (was: 2000 safari sahara)

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Tom Masterson
1998 Serengeti 3706
Cat 300hp 3126
Allison 3060

Group: Safarifriends **Message:** 41624 **From:** mel96safari **Date:** 5/17/2019
Subject: Diesel only Hurricane heaters? (was: 2000 safari sahara).

astrnmrtom@...

Apparently not all Hurricane hydronic heaters used in motorhomes have an electric option which provides heat when on shore power.... even though the the hot water can be heated electrically.

That seems odd, strange and unreasonable.

Mel
'96 Sahara, (Suburban SF-42 propane furnace)

---In Safarifriends@yahoogroups.com, <astrnmrtom@...> wrote :

I just saw Taylor's post about his Hurricane having the electric heat option.

Mine does not.

The only electric element in mine is in the hot water heater.

Group: Safarifriends **Message:** 41625 **From:** Dale Maggio **Date:** 5/17/2019
Subject: Re: Diesel only Hurricane heaters? (was: 2000 safari sahara).

But it is true, Mel. Mine will heat water but not air on Elect.

-=Dale=-

On Friday, May 17, 2019, 03:27:26 PM UTC, stuplich@... [Safarifriends]
<Safarifriends@yahoo.com> wrote:

astrnmrtom@...

Apparently not all Hurricane hydronic heaters used in motorhomes have an electric option which provides heat when on shore power.... even though the the hot water can be heated electrically.

That seems odd, strange and unreasonable.

Mel

'96 Sahara, (Suburban SF-42 propane furnace)

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Group: Safarifriends **Message:** 41632 **From:** W Taylor Hudson **Date:** 5/17/2019

Subject: Re: Diesel only Hurricane heaters? (was: 2000 safari sahara).

I have heard some installations may use a conventional RV water heater, in which case their may be an electric element there. I do not know if SMC ever did it that way. Mine has no RV type water, that compartment space in the corner of the kitchen cabinet is empty. The Hurricane heat exchanger in my unit (for the domestic water heater) functions similar to a tankless on-demand heater.

v/r,

Taylor Hudson

'98 Serengeti (model 4060), CAT 3126

On Fri, May 17, 2019 at 11:27 AM stuplich@... [Safarifriends]

<Safarifriends@yahoo.com> wrote:

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Group: Safarifriends **Message:** 41650 **From:** Robert Lewis **Date:** 5/18/2019
Subject: Re: 2000 safari sahara

Tom

Thank you for the detailed explanation. I saved this for future reference.

Robert and Bev Lewis
2000 Continental
3126B Cat, 330hp
MD3060 Allison
<https://safaritoonces.org>

On May 14, 2019 4:53:17 PM "astrnmrtom@... [Safarifriends]" <Safarifriends@yahoo.com> wrote:

I tried posting this earlier but it never showed up so I'll try again.

I'll add my 2 cents regarding the Hurricane/Oasis hydronic heating system. I'm going on my third year using one in our '98 Serengeti. I love the Hurricane system but I have a background operating, troubleshooting, periodic maintenance, and doing minor repairs on a cranky old facility diesel boiler hydronic heating system. I can perform yearly maintenance on the Hurricane in a hour instead of the 40 or so hours it took to service that old Cleaver Brooks boiler.

Yes, they are a much more complex system than the typical separate propane furnace and hot water heater system. If you aren't mechanical, struggle programming the clock on your microwave and don't live on a coast where there's marine service centers, it will be a frustrating experience owning one. If you are a person who changes their own oil, sparkplugs, belts and brakes on your car, and are ok ordering parts via the phone you'll be fine.

The system was designed for marine use, and this is where you'll find the majority of dealers who can get parts and have technicians who understand the systems. Some RV repair places may work on them, but it will be much more rare, although if an RV

service center works on Aquahot Hydronic systems, they should be able to work on a Hurricane/Oasis system.

I've tried to be as thorough as possible in my description but may have missed some details. Hope this helps offer an understanding on how these systems work.

HEAT: Running one on a day to day basis is more complicated. You don't just flip a switch on a thermostat and adjust the thermostat to get heat. You must first turn the system on with a master switch. This starts the boiler heating and the circulating pumps running. From that point on, as long as the master switch is on, the system will circulate water/coolant in a sealed, closed hot water loop, cycling the boiler off and on to maintain a loop temperature of 180 degrees.

HEAT ZONES - my coach has two, bedroom/bathroom, and livingroom/kitchen - each zone a fan HI/OFF/LOW speed control switch, and it's own zone thermostat. When the fan speed switch is set to either HI or LOW, the wall thermostat will turn the fans off and on to maintain room temperature when set to "Furnace". If the fan speed control switches are in the OFF position, the fans won't come on even if the thermostat tells them to.

HOT WATER: When the boiler is running, a heat exchanger in the hot water tank will heat the hot water via the boiler. This is regardless of whether you are using the system to heat the interior of the coach or not. Again, the boiler will cycle off and on to maintain loop temp and this will happen if you are using a lot of hot water - this is the "Endless Hot Water" feature of the system. Boiler master switch must be on for this feature to work, but the fan speed switches and wall thermostats do not. The hot water tank will also have a 110 volt electric element activated by a switch located somewhere in the coach, either in the basement, kitchen or in my unit, in the hot water tank compartment. If you aren't using a lot of hot water, and are plugged into shore power, there's no need to run the boiler but the "Endless Hot Water" feature won't work on electric.

ENGINE HEAT: There's a heat exchanger in the engine that will heat the hot water loop while driving. Some units require that a circulating pump switch marked "ENGINE HEAT" be on for the circulating pumps to run, but I've found mine doesn't. This means you can use the furnace to provide heat to the whole coach while you drive and you'll have hot water when you arrive at your site. To use ENGINE HEAT, you DO NOT need to turn on the boiler using the master switch.

ENGINE PRE-HEAT: The heat exchanger in the engine works in reverse too. When the boiler is on, the hot water loop includes the engine so you can use the boiler to preheat the engine in very cold weather.

SUMMER/WINTER VALVES: In the boiler compartment there are two quarter turn valves on the hot water loop hoses. With both valves in one position, water circulates through all the zones and when they are both in the other position, the hot water loop only goes to the hot water tank.

MAINTENANCE: Here's where having basic car maintenance experience really helps. Regular system maintenance consists of changing air and fuel filters, and removing the boiler burner assembly to clean the boiler chamber, fuel nozzle and clean or replace tiny sintered bronze fuel nozzle filter and nozzle o-ring assembly. It's recommended that you carry a spare nozzle, nozzle filter, and hot surface igniter in your rig. This will take care of 95% of system failures. **NOTE:** One source of repeated air in the fuel line is pinholes in the fuel line often near the fuel tank.

TROUBLESHOOTING: The #1 causes of system failure is: Air in the fuel line, a burn out hot surface igniter, and a dirty fuel nozzle. <https://itrheat.com/hurricane-heating-systems/> is the best resource for maintenance and troubleshooting. They have videos showing how to maintain the system and will help troubleshoot over the phone. Being a primarily marine system, they are used to helping people get their systems running while out at sea.

FUEL CONSUMPTION: The boiler will use around 1/4 gallon of diesel per hour of operation. That's a quarter gallon of fuel per hour that the **BURNER IS RUNNING**, and the burner cycles off and on during use. This makes the system very efficient. One other advantage is diesel doesn't lose BTU capacity in cold weather and you are using fuel out of your main tank. The system can draw down the tank to 1/4 full so you have the potential for having up to 75 gallons of heating fuel on board. If the system is operating properly, the exhaust is virtually odorless and smoke free. Exhaust pipe does get **VERY** hot. I use a Gen-turi when camped in a campground even though the exhaust isn't any worse than a propane furnace.

NEGATIVES: Complex to run and service compared to a regular propane furnace. Parts are expensive and professional service availability can be difficult to find. Main control boards for older systems are no longer made. System replacement costs are high. Much higher maintenance required than a standard propane furnace. If the hot water tank fails, you can't just pick one up at your local RV parts and service center, same with system parts. The system noise is different than propane furnace and might be more annoying to some. My boiler is located right under the kitchen and makes a low rumble noise when the burner is firing. The rumble can be heard outside and can be louder than a propane furnace and exhaust noise is similar to a propane hot water heater but cycles more often when using coach heat. Each heat register has it's own fan and they can be noisier especially on **HIGH** fan speed.

Tom
1998 Serengeti 3706
300hp Cat Allison 3060

Group: Safarifriends **Message:** 41662 **From:** astrnmrtom **Date:** 5/20/2019

Subject: Re: 2000 safari sahara

I learned a lot myself from other who posted in this thread. There's very little information on the Hurricane systems and it appears that there are differences in years and possibly options. The way others describe their systems they seem to be different than mine in some aspects. At least in general, my explanation should describe the system to someone who has never encountered on before.

Thanks everyone for adding to the limited information.

Tom Masterson
1998 Serengeti 3706
300 Cat 3126
Allison 3060

Group: Safarifriends **Message:** 41663 **From:** Robert Lewis **Date:** 5/20/2019

Subject: Re: 2000 safari sahara

Tom

you might find the links below helpful. ITR is the company that manufactures the Hurrigan heater. They have a lot of online videos on operation and maintenance of their heaters.

<https://itrheat.com/hurricane-heating-systems/>

also youtube has a few

<https://youtu.be/M3h4X5uGHJ0>

Robert and Bev Lewis

2000 Continental

3126B Cat, 330hp

MD3060 Allison

<https://safarionces.org>

On May 20, 2019 6:36:16 AM "astrnmrtom@... [Safarifriends]" <Safarifriends@yahoogroups.com> wrote:

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Thanks everyone for adding to the limited information.

Tom Masterson
1998 Serengeti 3706
300 Cat 3126
Allison 3060

Group: Safarifriends	Message: 42617	From: agsnowflake@gmail.com	Date: 8/6/2019
Subject: Re: 2000 safari sahara			

Help I am trying to get diesel heater to start. I have a Quantum heating system control board. A seaward water heater and a round cylinder with a black cap with a fan under it . Four switches inside. Master -diesel furnace-hot water and engine pre heat. Only time anything happens is when master and diesel furnace are on then the pump runs . But I do not hear anything that sounds like the burner fires. I have put a new filter in line to burner. Do I need to prime it? The cylinder has hydronic L-D16WN- 25 2165. Previous owner wrote shut of switch reset furnace black button 15 secs. Reset button?

Can I set ride height before new shocks are installed? I am putting on new tires. It is low in front about two inches on left side and 1 inch on right. Have filled propane tank and have 50 gal of fuel in tank. Still thinking about how many tools to load in coach .

Onan 7.5 diesel gen starts but dies . I have changed air and fuel filters. It flashes three times then 1 time.

Thanks for all the help.

ALAN
2000 SAFARI SAHARA
3126 300 CAT

Group: Safarifriends	Message: 43070	From: tworootless@outlook.com	Date: 9/20/2019
Subject: Hurricane Heater			

Still learning about this heating system I'm not use to. According to the manual, both underbed valves should be horizontal, or both pointing to the side windows. Compared to the propane furnaces', Hurricane takes a heap of time before descent warm air enters the coach. Normal I ask?

There's also a small computer style fan between the toilet and the bath. That does not work and I have yet to test it. Should that fan come on when the high/low switch is activated? Plus not much warm air coming out of vent below the sink.

Thanks

Group: Safarifriends	Message: 43072	From: tworootless@outlook.com	Date: 9/20/2019
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Subject: Re: Hurricane Heater

Regarding my Hurricane Heater Posting Bob DeSanti/ 2000 Safari Continental MH

Group: Safarifriends	Message: 43077	From: jeffjordan1972@gmail.com	Date: 9/20/2019
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Subject: Re: Hurricane Heater

Bob,

The Hurricane valve should under the bed allow for “summer” mode and “winter” mode. The loop into the cabin of the coach is closed in summer mode to allow you to use the engine heat/hurricane to generate “endless” hot water for your domestic water without causing heat in the registers.

Regarding the fans, the Dometic thermostats that control your roof AC units also control your Hurricane furnace. By turning in the Hurricane system, the boiler will fire to heat the closed system to its operating temperature regardless of your thermostats are calling for heat. If you have turned your fan switches on, AND your Dometic thermostats call for heat because the thermostat set point is cooler than the temperature of your cabins, then the fans will kick on. IF you have set your valves under the bed to “winter” mode then you will feel heat from the registers. Yes, it takes a while to get warm air from the registers, especially compared to the propane furnaces because it takes far longer to heat the same volume of water than it does to heat air. Hurricane must heat the water going to the cabin air heat exchangers whereas the propane just heats the air directly.

Hope this helps

Jeff '99 Sahara With Hurricane CAT 3126b Allison trans

Group: Safarifriends	Message: 43082	From: astrnmrtom	Date: 9/21/2019
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Subject: Re: Hurricane Heater

As Jeff said, yes it is normal for the system to take a while before producing heat from a cold start. I'm not familiar with the small computer style fan you are talking about. Can you post a photo?

A could things that may cause reduced output from a register.

1. Dust/Fuzz buildup blocking the back of the coils.
2. Air in the hot water loop

I occasionally clean out the coils with a can of compressed air and a vacuum nozzle. The system should self purge air in the loop as long as the coolant level is correct. Check your overflow tank level. If your Hurricane also heats your hot water you need to use non toxic coolant on the rare, off chance the heat exchanger in your hot water heater leaks coolant into you domestic hot water.

One thing I did to improve heat transport was to add pipe wrap to the PEX tubing especially where it travels through the open air going under the coach to the front register. Same with the hoses traveling to the engine. Pipe wrap and zip ties are cheap and I'd rather the heat goes to the inside of the coach instead of trying to heat the outside air.

Tom Masterson
1998 Serengeti 3706

Group: Safarifriends	Message: 43405	From: robert.lewis.tl@gmail.com	Date: 10/19/2019
Subject: Hurricane Heater			

Hi

I just repaired my controller board on the Hurricane heater, and put in new brushes in the pump in the heater bay. I have some questions that I can't get from the manual. I have saved Tom's posts on the heater and there are some issues I don't understand. It seems the hurricane is the next thing in the list to be thoroughly gone over. The brushes were just at the point of damaging the armature there wasn't even 1 mm of brush left. I will post a presentation on the work once it is all complete. I made new brushes given I didn't have a new set and these are \$70 a pair.

Here is my questions.

1. In Toms post there is mentioned a recirc pump for the engine heat, I can't find that and think that those brushes will need replacing as well. Does anyone know where this is located? Right now the control panel in the cabin says the engine heat is off.
2. The valves don't look right under the bed, both are open, I think one should be closed, does anyone know the correct valve position?
3. There are two tanks in the engine bay under the bed, one is an expansion tank that is metal, the other is plastic is empty and has no cap on it. There is a lot of stress about the tank being half full in the manual and mine is empty. What cap does this plastic use, and where can I get one?
4. What antifreeze fluid is in the heater system and how do I know? Should I just add water and see how much needs to be added to see something in the tank?
5. The control panel LED indicates "Remote Open" near the bottom of the panel. Is this an error? What does this mean? When i turn on the panel in the cabinet by the fridge the hurricane starts up normally now and has a green light on. So I assumed the remote panel was working. I don't see any error codes. Is this an error code, ie "Remote Open"?
6. The manual states very emphatically not to turn power off the hurricane when it is running or purging, however my salesman switch powers off the hurricane. Should this be changed to a continuous 12v circuit?

Thanks.

Robert and Bev
2000 Safari Continental
3126B

Group: Safarifriends **Message:** 43408 **From:** Bill Edwards **Date:** 10/20/2019
Subject: Re: Hurricane Heater

Robert,

one valve should be closed, One is summer and the other circulates the fluid for winter

Plastic bottle is overflow like in a car.

There is no secondary pump for engine heat

Metal tank should always be completely full, NO air system hates air It is a real project to purge the air with out a purge valve body and a secondary pump to pump BOILER ANTI FREEZE into the system from another source and back to that source.

Bill Edwards
1999 SMC Panther

On Sunday, October 20, 2019, 01:00:37 AM MDT, robert.lewis.tl@... [Safarifriends]
<Safarifriends@yahoogroups.com> wrote:

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Thanks.

Robert and Bev
2000 Safari Continental
3126B

Group: Safarifriends **Message:** 43418 **From:** Robert Lewis **Date:** 10/20/2019
Subject: Re: Hurricane Heater

Bill

Thanks, I will check the tank for the level. Is this special antifreeze or is this the same antifreeze as the engine and tied into the main cooling system?

Robert and Bev Lewis
2000 Safari Continental, since 2017
3126B Cat, 330hp
MD3060 Allison

<https://safariwoonces.org>

On October 20, 2019 6:31:24 AM "Bill Edwards billedwardsrs@... [Safarifriends]" <Safarifriends@yahoogroups.com> wrote:

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Thanks.

Robert and Bev
2000 Safari Continental
3126B

Group: Safarifriends **Message:** 43422 **From:** Bill Edwards **Date:** 10/20/2019

Subject: Re: Hurricane Heater

It is "boiler antifreeze" pink in color and sold as "Boiler Anti Freeze" not harmful if consumed as a result of an internal system leak.

B

On Sunday, October 20, 2019, 03:18:51 PM MDT, Robert Lewis robert.lewis.tl@... [Safarifriends] <Safarifriends@yahoogroups.com> wrote:

Bill

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3126B