

**Original Comment:**

23/10/03

Fitting an Eberspächer in a B32

I am planning to fit an Eberspacher D4 heater to my Bavaria 32 (due to arrive early December) with 4 outlets - one in heads, aft cabin, main cabin and forward cabin. Help, has anyone any suggestions for fitting the heating system, exactly where is the best place to fit the heater in the stern locker, what are the best routes for the pipes and cables (can you follow any cut outs). Any suggestions?

*Paul and Amanda Keeble (B32 Symphony)*

**Replies:**

We've got one on our 34 so I assume (?) its not massively different:

The unit is installed way aft in the deep cockpit locker (2 cabin version) and screwed to the back of the locker woodwork close to the transom. The exhaust exits directly to the transom. The warm air piping is fairly large diameter and this is run along the top of the locker to avoid crush damage from gear. It then dips down and goes through the heads wet locker where we chose to install the optional slider in the pipe - this gives an outlet into the heads for drying oilies. It goes behind the heads vanity unit and then it passes low down behind the instrument panel and through the saloon berths. The pipe is larger than some of the cut-outs so extra holes had to be cut. From recollection we were able to use the ones in the saloon.

*Tony Brighton (B34 Pohutukawa)*

We fitted our Eberspächer in the 34. The unit is fitted inside the starboard locker (two berth version) neatly fastened to the central wooden divider. This was the easy bit. The exhaust was also relatively easy, we have to make sure the piping to the external shower does not rest on the exhaust pipe. Next came the diesel pipe. I was worried about cutting into the tank but this was OK. We cut a flap then held the flap in the pliers whilst cutting the last side. This was we avoided any pieces falling into the tank. The instructions tell you not to shorten the feeder pipe, so we didn't. However when we had it serviced the engineer's first move was to shorten the feed!

And so to the hot air pipe. We took it the other way - under the rear bunk near the water tanks, under the cooker and into the port saloon locker and ever onwards into the front cabin. This way we found cut outs big enough to take the ducting. We still remark that if anyone was passing the boat they might have wondered what was happening. It took three of us to push and pull the pipe along the route to the cry of "1, 2, 3 - push - 1, 2, 3 - push".

I know no outlet in the heads or wet locker but I couldn't find a route under the chart table. One final point we ( I ) cut the hole in the saloon first and fitted the main outlet. Flushed with success I cut the other two to find that the outlets are smaller. We now have squares of wood stuck to the locker fronts with slightly smaller holes in them.

It's OK and it did save quite a lot of money self fitting. Happy pushing.

*Geoff Cutts (B34 Ad Infinitum)*

There was an article about this on the old web site, but it hasn't been transferred (yet?). The job is straight forward, but we found that the first outlet needs to be small as all the hot air comes out there. We ended up blanking most of the first outlet off to get the air to pass through the rest of the system.

*Graham Smith (Sweet Memories)*

I too fitted a D4 into my B34. The unit is fitted in the space aft, above the inspection hatch from the port side aft cabin (3 cabin version). From the heating unit the large ducting runs along the storage space beneath the berth in the aft cabin with small bore forks to both aft cabins. The large duct continues beneath the cooker then below and to the rear of the fridge unit - with a large fork outlet into the saloon (adjacent to the vent for the fridge compressor). Meanwhile the other large duct from the fork continues through into and behind the heads where a further fork supplies a small bore duct to both the heads and the forward cabin. Many of the holes for the ducting were already present having been cut in the factory. I recall needing to open out that from the saloon into the heads. I'll take a few 'photos when I next visit the boat and post them here for information.

As Geoff has noted there's a fair bit of push and shove to get the piping in neatly but it's not particularly difficult.

Also as noted by Graham (above). I have yet to import the article from the old web site - it is

hoped to import this shortly.  
*Webmaster (B34 Skippers' Fantasy)*

We have fitted a D4 heater to our B34 and it works very well. We have 5 outlets, 4 of which are adjustable so that we have very good temperature control in all cabins and the heads. The main point to mention is that a good system pulls its inlet air from inside of the boat and circulates it through the heater and then returns the hot air to the inside of the boat. It is therefore necessary to plan not just the pipework from the heater but also the pipework from inside of the boat to the heater inlet. The fuel line is also important in that it must be laid to a steady grade to prevent air locks from forming in the fuel supply. The existing tank is probably already fitted with a blank that can be used instead of having to cut a new hole. Ours was, but we had to check that it was already fitted with a pick up pipe to the base of the tank and not just a breather. There is simply too much detail that we learned when doing this job to include here on the web site, but if you need more information just get in touch.

*Alan Burns (B34 Saloma)*

I used the same route as Tony Brighton (B34 Pohutukawa) and found no problems when I installed the heating last winter. I did not put the fuel pipe supplied with the kit directly into the main tank but on the advice of the local Eberspacher agent (Caley Marine - Inverness) used the spare "out" diesel supply line on the main fuel filter supplying the engine. To achieve this I removed the "blank" on the spare outlet and they drilled and brased in a small section of pipe which was then attached to the flexible supply line. The advantage of this line up is that you do not have to breach the main tank and more importantly the fuel is filtered which it will not be if taken direct from the bottom of a fuel tank!

If I can be of further help please contact me.

*Jimmy Fergusson (B31) Freyja of Plockton*