



DIESEL HEATER

INSTALLATION GUIDE

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01 Introduction

1.1 About Us

Born To Roam RV Accessories Pty Ltd is a proudly Australian owned and operated manufacturer of premium diesel heaters for caravans, Motorhomes, campers and other RVs. Our heaters have earned industry-leading reputation for reliability, safety, value for money, and outstanding after-sales service.

Every product undergoes rigorous testing and quality assurance, and is Australian certified with C-Tick assurance (EMC & RCM compliant).

Being locally based, we back our products with a 2-year warranty and ongoing after-sales support. We keep all spare parts in stock locally, so there's never a delay in getting a replacement component, whether you unit is in or out of warranty.

Born To Roam diesel heaters are built to last; solid construction, an ultra-quiet motor, a balanced fan, a quiet heavy-duty pump, a premium wiring harness, and a 304-grade stainless steel fuel tank with a lockable cap.



Company Location

59 Capella Crescent, Moorabbin VIC



Warehouse

Locally based. All parts , components and accessories are in stock at our Moorabbin Workshop.

1.2 About This Manual

This manual is organised to guide you step by step through installing your diesel heater. It begins with safety information and important notes, followed by an overview of installation guidance and the tools you'll need, then takes you through the full installation procedure from mounting the main unit to connecting power. Product specifications and maintenance information are included at the end for reference.

1.3 Key Features

Here's what sets Born To Roam apart:

- **High Quality Manufacturing** - Engineered for the diverse Australian environment, ensuring reliability and performance in extreme conditions.
- **Spare Parts Availability** - A comprehensive Melbourne-based inventory gives you quick access to spare parts, minimising downtime.
- **Tech Support** - Our dedicated team is available by phone and online for installation guidance and troubleshooting.
- **Installation Services** - Professional Installation on-site or at our Melbourne warehouse, plus detailed resources for DIY installers.
- **Customer-Centric Approach** - Your satisfaction is our priority, and we continually seek feedback to improve our products and services.

1.4 Important Notes

! FUEL MONITORING

Check the fuel tank gauge regularly to make sure you have an adequate supply. Running out of diesel interrupts operation and means re-priming the heater which is a slow, inconvenient process. Make a habit of topping up before it gets too low, especially before long trips.

! STARTING YOUR HEATER

On startup, the unit runs a 3-minute ignition cycle while it prepares the combustion chamber. Once the flame icon appears on the display, warm air will begin flowing from the vent. Let this cycle finish for the best performance.

! SHUTTING DOWN

When you turn the heater off, let it complete its 3–5-minute cool-down cycle (the LCD panel will flash off). This cools the unit safely and burns off any excess fuel in the chamber. Skipping it can cause smoke emissions and carbon build-up, reducing efficiency and lifespan. Please allow the cool down cycle to finish before restarting.

02 Preperation

2.1 Important Installation Guidance

Location for Your Heater

Choosing the right location for the main unit is crucial for both performance and safety. Look for a suitable spot inside your vehicle, avoiding obstructions like gas lines, water pipes, tanks, or electrical cables beneath the vehicle, you may need to adjust these slightly to create the space you need.

A highly recommended spot is under the bed, if it sits at one end of the vehicle, as this lets heat distribute evenly along the length of the vehicle.

If this space doubles as storage, we suggest a Main Unit Cover (available on our website) — it protects the heater while still letting you utilise the same space, as you add belongings on top and on the side of the cover.

Exhaust Length & Placement

Once you’ve chosen the heater location, work out the exhaust length and position for safe, efficient operation. Measure how much length you need to vent fumes directly out the side of the vehicle, we recommend a maximum exhaust length of 1.2 metres, we offer different exhaust lengths which are available on our website.

Make sure the muffler vents fully outside the vehicle chassis. On a caravan, for example, it mounts to the chassis and points outward to the side, preventing exhaust build-up beneath the vehicle that could otherwise leak into the interior. Where possible, position it on the side opposite the vehicle’s door to further reduce the risk of fumes entering the cabin.

Cold air Intake and Exhaust Separation

Position the cold air intake away from the exhaust muffler. Fit the air filter with its top side facing away from the direction of travel, to keep debris and other elements out. We recommend to cut the cold air intake pipe to 30cm.

Warm Air / Recirculating Vent Placement

Plan the warm air outlet vent’s placement so heated air flows evenly throughout the interior. You’ll also need a recirculating vent near the heater.

The recirculating vent draws air from inside the vehicle back through the heater. We recommend not using ducting from the rear of the diesel heater. Simply ensure that a vent is installed within the area in which the diesel heater is installed so that the heater can draw air from the interior or room that is being heated.

Location for the LCD Panel

Choose an LCD panel location that’s both visible and easy to reach. If the heater’s installed under the bed, for example, a good spot is the panel above the bedside drawers. The supplied cable runs 2.5m; if that’s not enough, extension cables are available on our website, each adding a further 1.5m, up to 4m in total. We also stock a 2.5m extension cable, which will add up to 5m in total length for the LCD cable.

Note: The LCD panel has a built in thermostat. For optimal readings, its recommended to install the LCD panel around mid height of the room. Do not install the LCD panel below mid height of the room, in front of the hot air vent, or any other factors that may contribute in displaying an incorrect reading on the thermostat.

As the thermostat is built inside of the LCD Panel, its takes a little longer for the thermost to synchronise with the actual room temperature. This may be observed when using a seperate purpose built themostat.

Composite Flooring

If your vehicle has composite flooring, we recommend purchasing a Heavy-Duty Mounting Plate from our retail store, its specifically designed for composite flooring, with a longer depth built in. If you’d prefer not to, you can instead fit a drop-in ring to the underside of the flooring.

2.2 Warnings

Please read and follow these warnings carefully before and during use of your diesel heater.

- **Keep Flammable Materials Away** - Avoid placing combustible or flammable items near the exhaust pipe.
- **Maintain Clearance** - Keep at least 50mm of clear space around the heater’s exhaust to prevent fire hazards from high temperatures.
- **Only Use Diesel** - Never use any fuel other than diesel, as this can cause damage and malfunction.
- **Proper Exhaust Ventilation** - If installed indoors, direct exhaust fumes outside and check regularly for leaks to prevent carbon monoxide risk.
- **Exhaust Pipe Length** - The maximum length shouldn’t exceed 1200mm. The included 600mm pipe covers around 90% of installations; 1.2m Exhausts are available on the Born To Roam website.
- **Allow Cool-Down** - Always let the heater finish its cool-down cycle when switching it off, so it can burn off any remaining fuel before the next start.
- **Use Genuine Parts** - Don’t modify, repair, or replace components with non-Aufocus parts, as this can compromise the safety and performance. This includes cutting and rejoining or modifying the existing aufocus componentry. More importantly, the pump and the LCD cable.

! IMPORTANT

Born To Roam is not liable for any accident or damage arising from failure to follow the warnings

2.3 Equipment & Tools

Before you begin, make sure you have the right tools and accessories on hand. Most of these are included in the Born To Roam DIY tool kit, which can be found on our website.

- **105mm Hole Saw** - For the main heater placement hole.
- **65mm Hole Saw (2kW Kit) or 80mm Hole Saw (5kW Kit)**, depending on which unit you’ve purchased. Both are included in the DIY tool kit.
- **Flame-Retardant Silicone** - For use inside the 105mm hole and the flange ring and provisions made.
- **Cutter** - For trimming fuel line and conduit.
- **Electric Cable Joiners** - For rejoining power cables if shortened.
- **Electrical Tape** - To neaten the job and cover the cabling where needed.
- **7mm Socket** - For mini clamps on the fuel line joiners, fresh-air intake, and ducting.
- **8mm Socket** - For self-tapping screws and heavy-duty exhaust clamps.
- **10mm Socket** - For the bolts securing the mounting plate to the unit.

For more information on the DIY Toolkit see the following page.



For more information on the
Installation Kit,
Scan the QR Code!

2.4 Accessories

A wide range of accessories is available through the official Born To Roam retail store.
Visit www.borntoroam.com.au for more information on all of our most popular accessories.

Our most popular accessories include:

- Aluminium Fuel Tank Covers
- Main Unit Covers
- LCD Extension Cables
- DIY Tool Kits
- Additional Exhaust Pipe Lengths
- Additional Ducting, Plus Ducting Joiners & Attachments

03 Installation

Step 1. Main Unit Placement

1 Determine the Ideal Location:

Choose a spot in your vehicle for the main unit, making sure the space (inside & underneath your van) is clear of obstructions such as gas lines, water pipes, tanks, or electrical cables. You may need to adjust these components for best placement.

2 Placement using magnets and the mounting plate:

If you're unsure of the best spot, use magnets to test placements. Attach one above and one below the flooring to pinpoint the exact top and bottom position. This lets you check for obstructions before drilling or making any permanent attachment. Hold the mounting plate itself in your chosen spot to confirm it will fit. If you plan to use the main unit cover accessory, ensure to measure accordingly.

3 Mark the mounting spot:

Use a small, thin drill bit to make a small pilot hole where the unit will be installed, giving you a precise reference point for securing the centre of mounting plate.

4 Check clearance and accessibility:

Double-check there's enough space around the unit for the exhaust, air intake, and other components, and that the location allows easy access for future maintenance. Plan where you will run the exhaust, muffler and cold air intake, before drilling the 105mm hole, to see if the chosen spot is suitable for the install.

Note: We recommend drilling the pilot hole up from the bottom of the vehicle up to avoid damaging any pipes, water tanks etc in error.



Step 2. Making the Mounting Hole for the Main Unit

1 Drill the Mounting Hole:

Using the 105mm hole saw, carefully drill through the vehicle floor at your marked spot. Keep the hole centred and properly aligned, and clean up the area once done.

2 Seal the hole with flame-resistant silicone:

Apply a generous layer around the edges of the hole to create a secure, waterproof seal against moisture and debris.

3 Apply silicone to the metal flange:

Run a bead around the inner lip of the flange to help form a tight seal once it's inserted.

4 Insert the metal flange:

Place it into the hole so it sits tightly and evenly against the surface. The silicone will form a secure seal and hold the flange firmly in place.



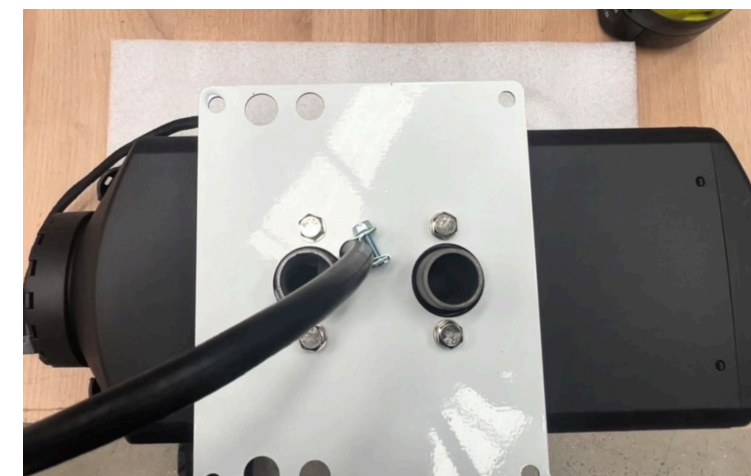
Step 3. Mounting the Plate to the Main Unit

1 Attach the mounting plate:

Secure the mounting plate to the main unit using the supplied bolts, with a 10mm socket. Manually tighten it first, then tighten it with a drill.

2 Check for proper fit:

Once secured, confirm the assembly is properly aligned and sits flush, ready for installation.



Step 4. Attaching the Fuel Joiner, Intake & Exhaust

NOTE

For the next two steps, position both the cold-air intake clamp and the exhaust clamps on the inner side, as shown in the image below.

1 Attaching the fuel line joiner:

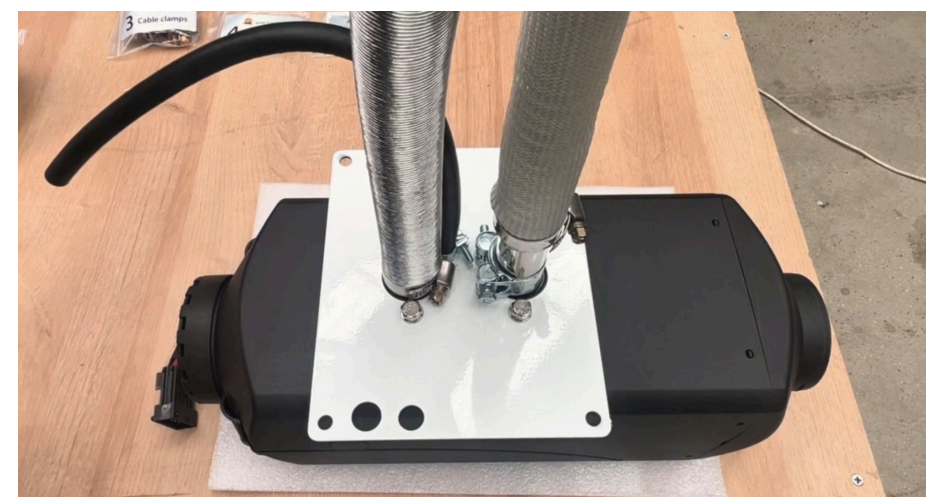
Attach the 30cm black rubber fuel line joiner to the base of the unit using the mini clamp provided, and tighten securely.

2 Attaching the cold-air intake pipe:

Attach it to the base of the mounting plate, closest to the black fuel line joiner, and secure with the supplied clamp. Don't fit the air filter yet.

3 Attach the exhaust:

Attach the exhaust pipe to the base of the mounting plate using the supplied heavy-duty clamp. Don't fit the muffler yet.



Step 5 . Attaching the Main Unit

1 Mount the Main Unit:

Once all components are reattached to the main unit, carefully feed the intake, exhaust, and rubber joiner through the 105mm hole you've made. Make sure everything is aligned and sits flush on the drop-in ring, then secure the plate firmly to the floor.

Use self-tapping screws for steel floors, or wood screws for wooden floors.



! TIP

Before securing the mounting plate with its four screws, push the heater back slightly. This keeps the exhaust clear of any surfaces and prevents potential heat damage.

Step 6. Feeding the Pump & Power Cable through the Mounting Plate

1 Identify the mounting plate provisions:

Note the two holes on the mounting plate, labelled "Pump" and "Power". These are optional, use whatever side, left or right, that best suits your setup.

2 Check for obstructions:

Make sure there's nothing under the van blocking the pump and power provisions on your mounting plate.



! TIP

There's no need to drill a hole through the "Power" provision if your battery is located next to the main unit.

3 Drill the holes:

Using the correct size for each, Ø12mm for "Pump", and Ø14mm for "Power" if required. Drill through the mounting plate at the labelled points.

4 Feed the pump power cable through:

Disconnect the pump power cable (it unscrews and detaches), feed it through the hole labelled "Pump", then reconnect it under the vehicle.



! NOTE

If your power source is located from the main unit, you'll need to detach the Anderson plug. Use a screwdriver to unclip the connector and remove the plug, then feed the main power cable through the "Power" provision on the mounting plate before reconnecting it. Make sure both the positive and negative are fully secure when reconnecting.

Step 7. Fill In Gaps with Silicone

1 Silicone the gaps:

Once the unit is securely mounted, use flame-retardant silicone to seal the outer edge of the mounting ring from underneath the van.

The image below shows a standard floor installation under the vehicle.



Step 8. Ducting & Venting

1 Locate the vent placement:

Identify the best spot for the warm air vent inside your caravan, keeping your desired airflow direction in mind, this placement directly affects how well heat distributes.

! DRILLING & VENT PLACEMENT

When drilling the 65mm or 80mm air inlet hole, avoid placing it too close to the caravan floor. The vent should be 75mm off of the floor. The angle of vent and the hot air should not be positioned with hot air blowing directly to the floor as this can cause damage to the vinyl.

2 Install the warm air vent:

The vent comes pre-angled at 45°. Once you've chosen the location, drill a 65mm hole (or 80mm for the 5kW unit), then attach the vent using the three wood screws behind the vent cover.

3 Attach ducting to the main unit:

Connect one end to the main unit with a supplied 7mm clamp. Measure the distance to the vent, cut the ducting to length, then attach the other end to the vent with a second clamp.

4 Install the air inlet:

Drill a second 65mm (or 80mm for a 5kW) hole and mount the second vent supplied in the kit. We do not recommend a rear ducting to be attached to the heater. The second vent mounted and installed will be sufficient the air inlet of the heater to take air from the main cabin through the vent alone.

**! IMPORTANT**

A fresh air inlet vent allows airflow into the heater's installation area, improving air circulation, boosting heating performance, and keeping the system operating safely and effectively. The air inlet vent does not need to be ducted. Not installing a duct to the rear of the heater also reduced the sound of the fan when in operation.

**Step 9. Installing the Air Filter****1 Choose a secure location:**

Pick a spot for the air filter that provides ample airflow and is easy to access for maintenance.

2 Prepare the intake pipe:

Cut the intake pipe to 30cm if possible. this provides better breathability to the burn chamber. The minimum length the cold air intake can be is 30cm, while the maximum is the supplied 60cm.

3 Attach the air filter:

Slide the air filter onto the cold air intake pipe and secure it with a 7mm clamp provided, ensure it's tightened firmly.

4 Stabilise the air filter:

Once attached, use cable ties to secure it firmly in place so it doesn't move during operation, or while traveling.

! TIP

For best performance, position the air filter on the side of the vehicle opposite the direction of travel. This helps protect it from debris and ensures proper airflow.

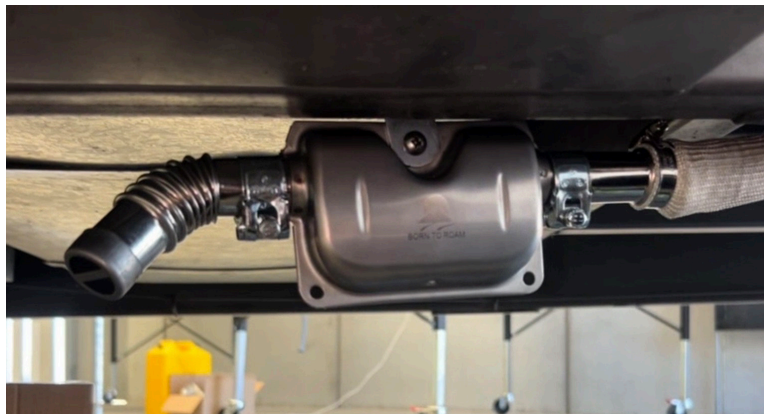
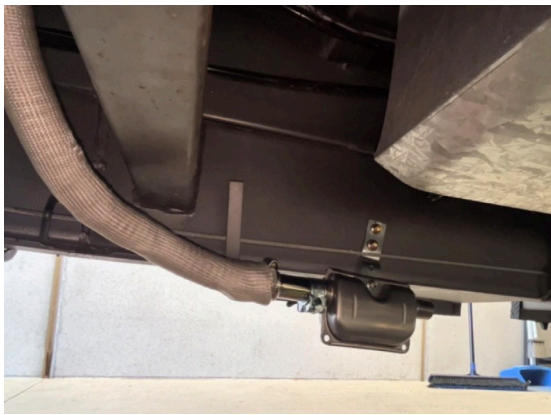


Step 10. Muffler Installation

NOTES & TIPS

Keep the exhaust pipe clear of obstructions. It reaches high temperatures and can cause damage to plastic materials. Measure and mark the exact spots for the muffler and bracket before starting. Position the heavy-duty clamps so they're easy to reach for tightening.

- 1 Position the exhaust pipe:**
Keep it at least 5cm from any other vehicle components that could be damaged. Especially anything of plastic substance.
- 2 Attach the muffler:**
Secure the bracket to a solid metal surface, ideally the vehicle chassis. This ensures maximum stability. Double check that there are no wires inside the chassis, regardless, its important to drill carefully.
- 3 Secure with clamps:**
Loosley slide a heavy-duty clamp onto the exhaust and insert the muffler into it. Attach the muffler to the chassis bracket using the supplied nuts and bolts. Once the muffler is placed into position, secure the heavy-duty clamp, and tighten using an 8mm socket.
- 4 Attach the exhaust tip:**
Use another heavy-duty clamp to securely attach the exhaust tip. Once the exhaust tip has been securely fit, you can direct the tip.



Step 11. Pump Installation

You'll need: Three mini clamps supplied, nylon fuel line, the 22ml pump, the black rubber pump mount, and black conduit.

NOTES & TIPS

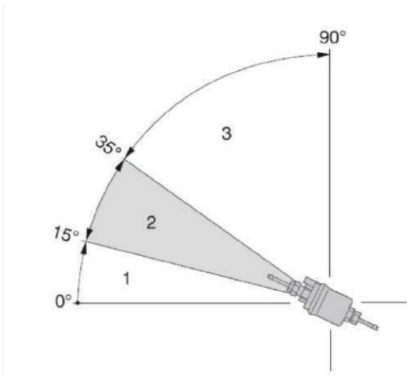
We recommend installing the fuel pump on a solid part of the vehicle (The chassis is recommended), ideally at a 45-95° angle. During operation this angle simply makes the pump a little quieter as it removes air from inside of the pump. 0 degrees / horizontally will work fine but may amplify the pulsating sound of the pump when in operation.

Avoid securing the pump cable and fuel line hard up against the underside of the caravan roof or floor, as the pulsating noise can travel through the fuel line and amplify the sound created by the pump.

When mounting on the chassis rail, choose a solid section rather than a hollow one to reduce vibration and noise. Keep the mini clamps securely mounted.

- 1 Prepare the fuel line:**
Mark 15mm from the end of the nylon fuel line with a marker, as an insertion-depth guide.
- 2 Attach the fuel line to the heater:**
Slide a mini clamp onto the rubber joiner coming from the base of the heater, insert the nylon line around 15mm and then tighten the clamp.
- 3 Position and mount the fuel pump:**
Once establishing the fuel pump location, slide the rubber fuel pump mount onto the fuel pump.

Secure the fuel pump to the desired location using a self tapping screw.
- 4 Cut the fuel line to length (Heater to the fuel pump):**
Measure the length of the fuel line needed from the heater to the pump, making sure it can be routed securely along the way, cut to size, Attach the fuel line to the rubber joiner at the heater side. Secure it with a miniclamp.



5 Install the conduit over the fuel line:

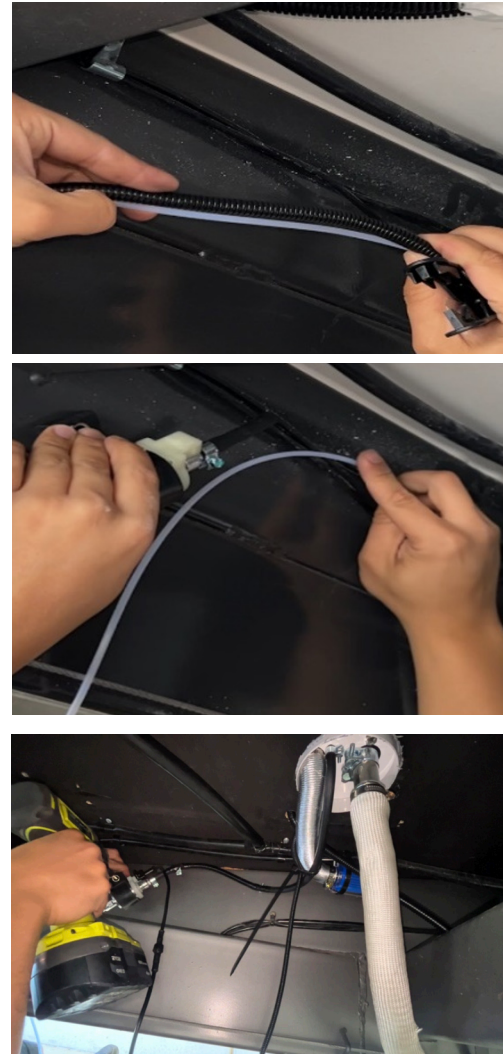
Cut the conduit to size to cover the fuel line length, slide the conduit over the fuel line. Attach the fuel line to the rubber joiner on the fuel pump and secure it with a miniclamp.

6 Connect the pump power:

Attach the pump power plug to the pump, making sure the pins are centred and aligned. The clip on the plug will usually make a slight clicking sound to signify that it is locked into place.

7 Clean up:

Use cable ties or clamps to secure all wiring, with nothing left loose or hanging.

**Step 12. Installing the Fuel Tank****1 Choose the tank location:**

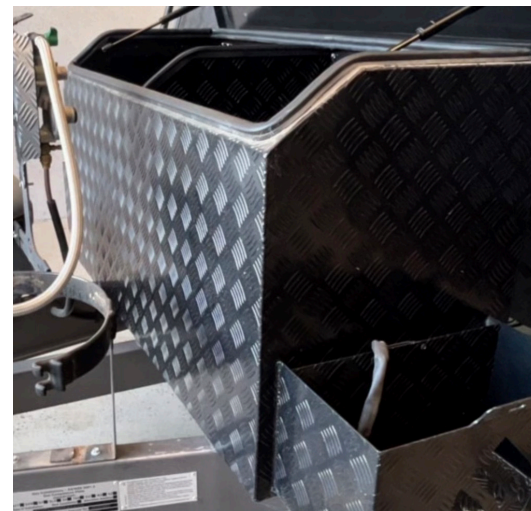
Find a spot such as the front of the caravan, on a toolbox, between gas bottles, or on the A-frame, that offers easy access and stability.

2 Mark mounting points:

Once you've chosen the location, measure and mark the four corners of the tank's base.

3 Secure the tank:

Where self-tapping screws are suitable, drill the tank directly into place with them. Otherwise, drill mounting holes at each marked corner and secure with nuts and bolts. Make sure its centred and firmly attached.

**4 Install a fuel tank cover (if applicable):**

Measure and mark both the tank and cover placements first, so they align. Install the tank as above, then slide the cover over it, align it, and secure with self-tapping screws or nuts and bolts as needed.

**! TIP**

Avoid mounting your fuel tank directly onto the body of the caravan. This will prevent any water from leaking into the caravan.

Step 13. Attaching the Fuel Filter**1 Locate the rubber joiner on the fuel tank:**

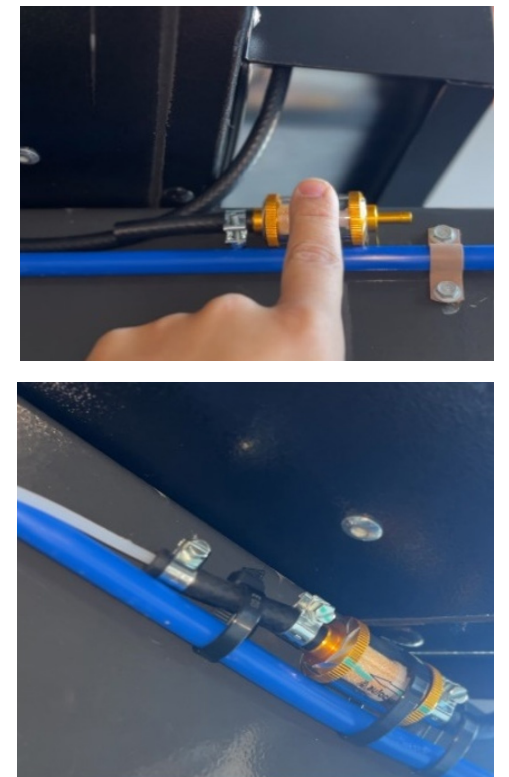
Slide a mini-clamp onto the rubber joiner first. Then connect the fuel filter directly to the rubber joiner.

We recommend installing the fuel filter in an easily accessible location. Once location is directly off of the rubber joiner already attached to the fuel tank.

Make sure the arrow on the filter points away from the tank. This shows the direction of fuel flow.

2 Tighten mini clamps:

Tighten the mini clamp on the joiner, secure but not overly tight. You can secure it by using zip ties if possible.



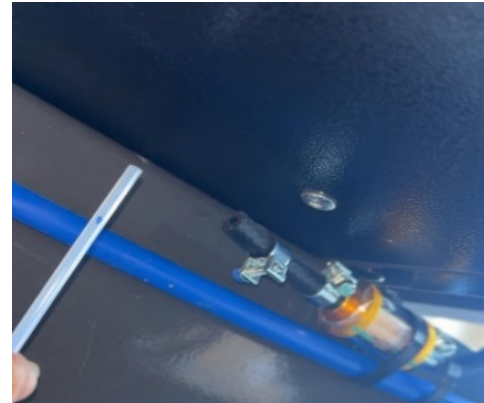
Step 14. Connect the Fuel Line to the Filter & Pump

1 Mark the fuel line

Mark 15mm from the end of the nylon fuel line with a marker, as an insertion-depth guide. Slide a mini clamp onto the end of the fuel filter.

2 Connect the fuel line to the filter:

Insert the marked end of the fuel line into the rubber jointer on the other side of the fuel filter and tighten the clamp to secure the connection.



3 Measure and cut the fuel line to the pump:

Measure the length needed to reach from the filter to the pump, making sure it can be routed securely along the way. Cut it to length, along with a matching length of conduit for protection.



4 Fit the conduit and clamp:

Slide a mini clamp onto the fuel line near the pump connection, then slide the conduit over the line.



5 Attach the fuel line to the pump:

Insert the end of the fuel line into the pump and tighten the mini clamp to secure the connection. Once the mini clamps been tightened, use cable ties or clamps to neatly secure it along its route, keeping it organised and safely out of the way.

Step 15. LCD Panel Installation

1 Select an LCD panel location:

The standard cable length is 2.5m long, so make sure your chosen spot is within reach. For more distant locations, feed the cable from the wiring harness underneath the van; for closer ones, keep the wiring inside the van.

If you're after extended lengths, we offer lcd extension cables which are available in both 1.5m and 2.5m, available on our website at www.borntoroam.com.au.

Before drilling, lay out the lcd cable to check it reaches your desired location without an extension. Once confirmed, drill a 13mm hole at the selected location and feed the small lead connected to the panel through it.



2 Mount the LCD panel:

Feed the wiring through the hole and, if preferred, fit the back housing cover to conceal it neatly, then secure the panel in the housing. Alternatively, attach the panel with double-sided tape for a simpler setup without the housing cover.

3 Route and secure the cable:

Run it carefully within the caravan, measuring each section, and use the included clamps to keep everything secure and organised.



! TIP

If routing through the tunnel boot, direct the wiring upward to prevent stored items from damaging the cable. If running the heater at night, the LCD mount can double as a cover to minimise light exposure. Extension cables for this LCD panel are available on our retail store.

Step 16. Power Connection

- 1

Direct battery connection:

For both the 2kW and 5kW units, connect the heater directly to the 12V battery terminals. Don't connect it to any other components or power-management systems ahead of the battery, as this may cause operational issues.
- 2

Amperage Requirements :

The heater needs a specific amount of current to run correctly. Around 9-10 amps on startup to heat the glow plug, dropping to 1-3 amps once running.

⚠ IMPORTANT

If the heater isn't connected directly to the battery, it may struggle to start, as it competes for power with other components in your vehicle. A direct battery connection guarantees the power needed for proper startup and continued operation.

Step 17. Priming the Heater

Before starting your diesel heater for the first time, it is important that the fuel line is full of diesel. This process is called priming. Priming allows the pump to work at a faster rate removing the air from the fuel line and will allow the diesel to reach the heater and ignite efficiently.

- 1

Ensure the heater is **turned off**. The LCD controller should have power, but the heater must not be running.
- 2

Locate the Fuel button on the LCD controller, in the bottom-left corner of the display. Press and hold it for 8 seconds, until the LCD panel illuminates.



The Fuel button sits in the bottom-left corner of the display.

- 3

The LCD screen will illuminate and a large “P” will appear at the centre of the display. This indicates the heater has entered **Prime Mode**.



The LCD Displays “P” when its Priming.

- 4

While “P” is displayed, the fuel pump runs for 17 seconds, then briefly reverts to the home screen before repeating. The full cycle runs three times total.

⚠ IF THE “P” DOES NOT APPEAR

If the “P” does not appear and the heater proceeds to start normally, disconnect power to your heater and start over from Step 1.

- 5

Allow the priming process to finish. Once complete, the “P” will disappear from the display.
- 6

The heater will then begin its normal start-up sequence automatically. You'll notice the flame icon appear on the LCD screen, indicating the glow plug has ignited.



The flame icon confirms the glow plug is lit.

- 7

After a short period, warm air should begin flowing from the outlet duct.

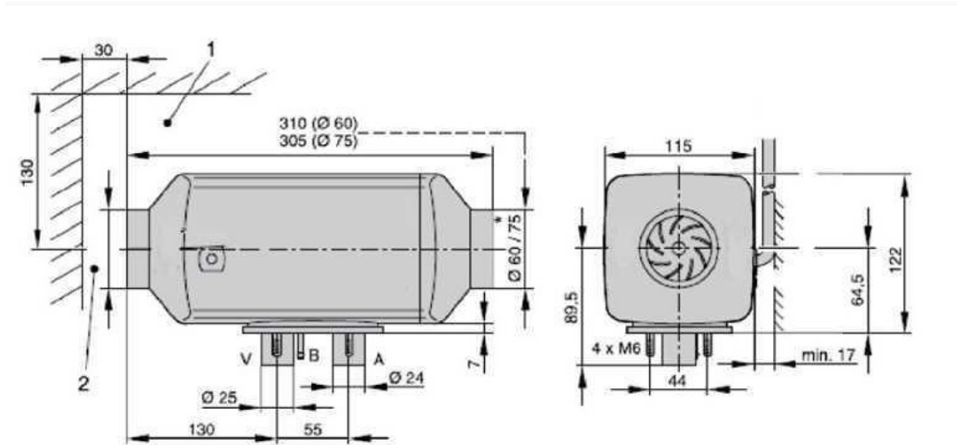
⚠ DON'T RUN OUT OF FUEL

Keep an eye on the fuel level and top up before it gets low. If the heater runs out of diesel, repeat Steps 1 - 7 to re-prime it.

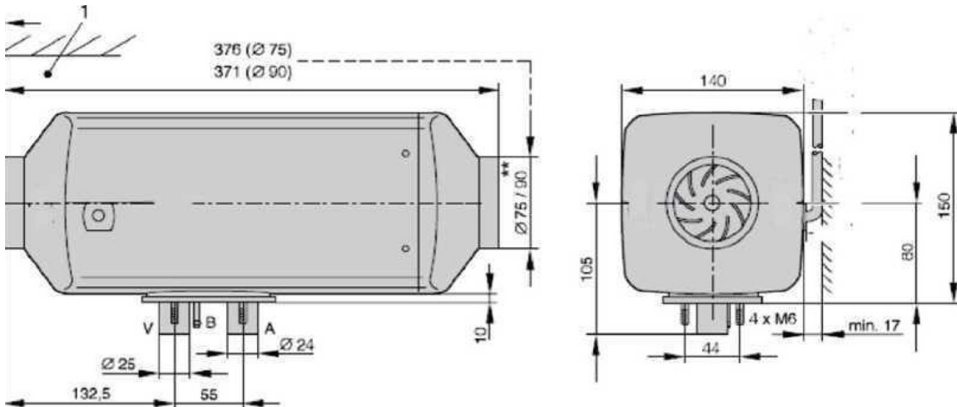
04 Product Specifications

4.1 2kW & 5kW Outline Dimensional Drawings

2kW



5kW



4.2 Product Parameters

Model	Main Unit Weight (kg)	Dimensions (mm)	Heat Value (kW)	Hot Air Volume (kW)	Rated Power Consumption (W)	Ignition Power Consumption (W)	Avg. Oil Consumption (L/h)
AF-2KW	2.7	310 × 115 × 122	2	90	36	100	0.36
AF-5KW	4.5	376 × 140 × 150	5	150	50	100	0.6



BORN TO ROAM