

# Z4185

## 2018+ Polaris Ranger 1000 XP Direct-Fit Hidden Cab Heater

### PRE-INSTALLATION

For ease of installation you will need to remove the hood cover and the top and lower dash. Also, if you do not have line clamps, you will need to drain the radiator (easier to install the hose splices).

### MOUNTING THE HEATER AND ATTACHING HEATER HOSE

Once the top part of the dash is removed there is a bracket that is in between the two dash braces. That will need to be removed and the heater mounts down between the two braces in place of this bracket. You can now use a hole saw to run the heater hose through the firewall. Use the two rubber grommets to go through the firewall (not pictured), location to use rubber grommets circled in YELLOW below. Drill from the inside of the machine but be careful to not push through the firewall hard, there is an air intake tube on the other side.



## SPLICE INTO THE RADIATOR LINES

You will now run this heater hose all the way back to the oil cooler line. Cut the 16' of hose into two 8' pieces. When you come through the firewall with these two pieces go straight down and feed it through the skid plate to the back of the machine (see picture on previous page). There is an oil cooler hose coming off the engine, you will cut this hose and connect the splices included with the kit. Use you can now attach the two runs of heater hose to these splices. You will want the hose being fed by the engine (inlet) to run to the lowest heater core fitting (relative to gravity). You will then connect the return line (highest heater core fitting relative to gravity) to the other splice which will be the return line.

**DO NOT** use a shut off valve on this heater. By hooking it up through the oil cooler line you are going to get quicker and more consistent heat, this is because we are able to bypass the thermostat. However, you will not want to shut-off the flow of coolant through this line.



## INSTALL LOUVERS AND RUN DUCT

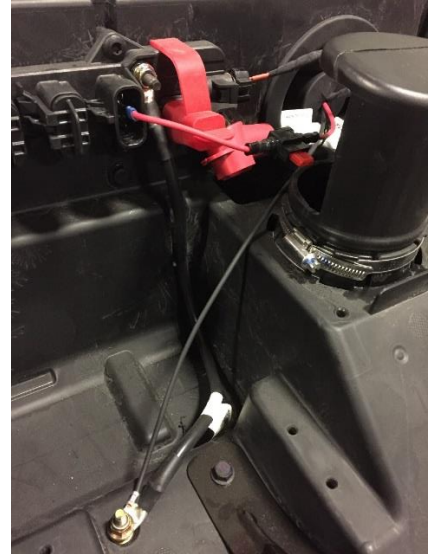
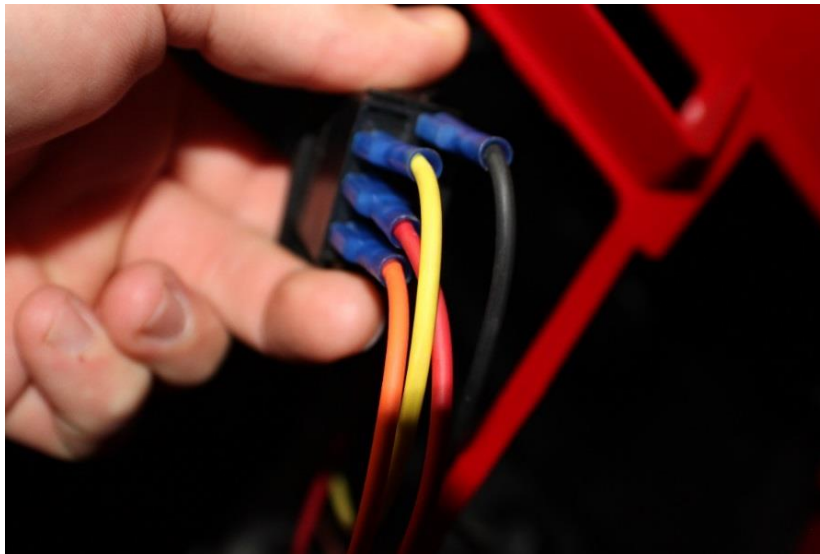
A 2 1/16" hole-saw is the size of hole you need for the louvers, a 2" hole-saw will work but you may have to work the edges a little bit with the edge of a razor blade. There are no specific locations for the louvers, we placed two below the dash and two the dash (for defrost). There are pictures below for references. The zip ties are used to go around the duct hose after it is pushed onto the louver. Now attach the 4 runs of duct hose to the heater adapters and replace dash panels (after wiring of switch). Use a needle nose pliers to tighten zip ties and provide maximum tightness around the louver adapter.





## WIRING

There is a yellow and orange wire that needs to go from the heater blower to the switch. There will also be a black and a red wire. See below picture on how they go onto the switch. The black wire needs to be grounded and the red wire needs to be run to the terminal block (see below).



## REFILL COOLANT

Now you can refill the radiator and check for leaks. Start the machine and allow the engine to warm up and circulate the coolant, once you start getting good heat run the machine. When done using, recheck coolant level and fill if needed, **make sure the radiator is cool before doing so**. It is possible you will need to run the machine and recheck fluid levels multiple times before working out all of the air and obtaining good heat.

If you have any questions please call us at 1-866-730-7169.