Z4131

Polaris RZR TURBO-S Cab Heater

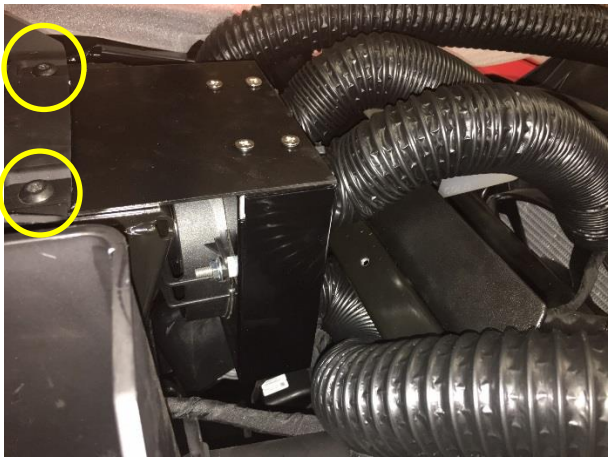
Features: High Output Blower**,** Fan motor has 4,000 hour Brush Life and 3 year warranty**,** 4 Fully Adjustable Louvers**,** Powder coated Steel Case

PRE-INSTALLATION

For ease of installation you will need to remove the hood cover, the passenger side fender and the dash that holds the gauges/monitor. Also, you will want to un-mount the ride command computer in the middle of the dash, later in the install you will relocate this bracket and computer. We removed the two roll bar bolts to make shimming fender up the bar easier.

MOUNTING THE HEATER

Before mounting, connect the heater hose to the core fittings and the duct to the adapters on the heater box. Cut the heater hose into a 5-foot and 3-foot piece, the 5-foot piece goes on the core fitting that is highest (relative to gravity). The duct can be cut into two 3-foot pieces and two 2-foot pieces. The two 2-foot pieces go on the top two adapters. Set the heater in place first, then mount the bracket to the machine (2 factory bolts), then screw bracket to heater (4 bolts with kit).



The heater is mounted in the middle of the dash, between two cross bars with the fittings facing the driver side. There are two factory bolts that are used to mount the heater bracket. When setting the heater in place it is going to be a tight fit. Run the attached hoses down towards the driver side floor and you are going to have to put some force against the two bottom duct hoses to get the heater in place (it is perfectly OK to scrunch the duct runs). See mount pic below:

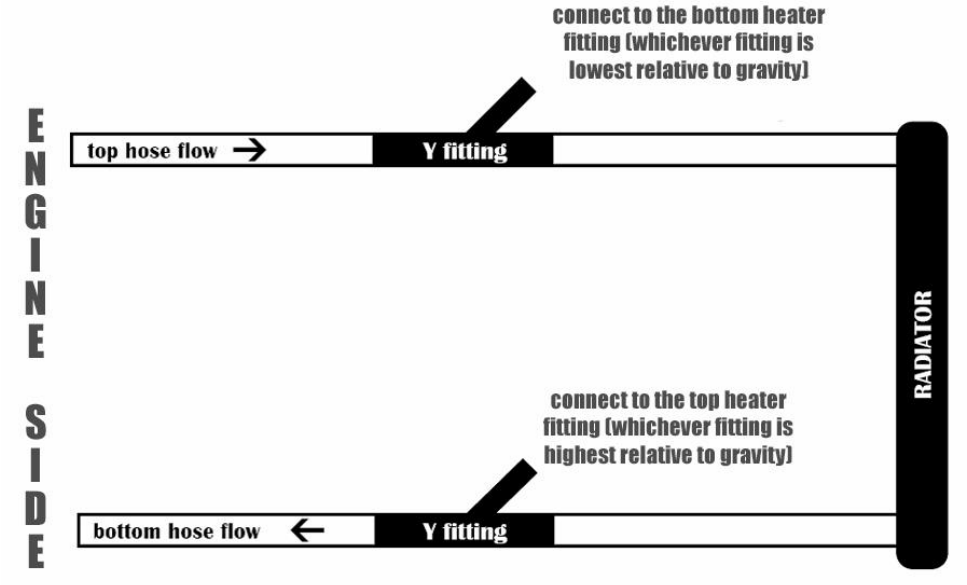
INSTALL THE Y-FITTINGS INTO THE RADIATOR LINES

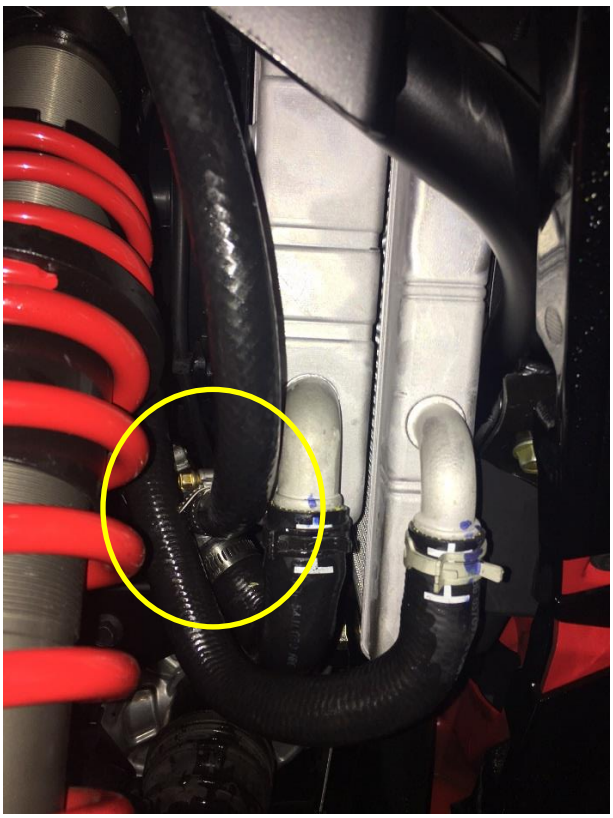
You can either drain the radiator for clamp off the hose when installing the y-fittings. Also, see the diagram on the next page for the directions the Y-Fittings need to face (toward the Radiator).

First, drill a 1.75" hole in the firewall on the passenger side where the heater hose will feed to the front of the machine (see Photo below for location). Feed the 3-foot piece to the driver side to splice into the inlet radiator line and the 5-foot piece toward the passenger side to splice into the outlet radiator line (see Photos below) Once the Y-Fittings are in place, secure with the hose clamps provided. Take the heater hose that you have already run from the heater and connect them to the Y-Fitting splices, per the diagram below. The splices need to be pointing towards the radiator because we want the coolant to flow easily to the heater (from the engine) and flow easily back into the radiator (engine) return hose.

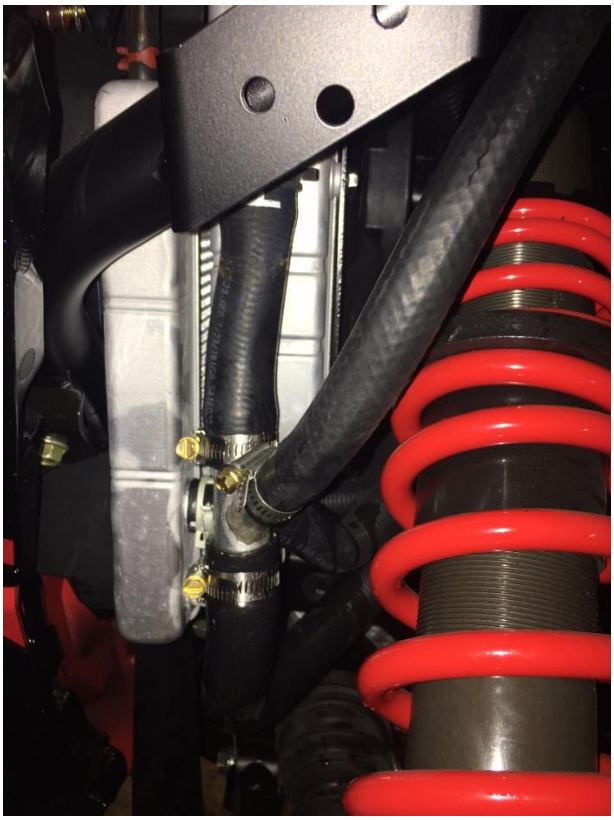

3-foot inlet hose
5-foot return hose


5-foot return hose being fed up across to return radiator hose


connect to the bottom heater fitting (whichever fitting is lowest relative to gravity)
ENGINE SIDE
top hose flow
Y fitting
RADIATOR
connect to the top heater fitting (whichever fitting is highest relative to gravity)
bottom hose flow
Y fitting



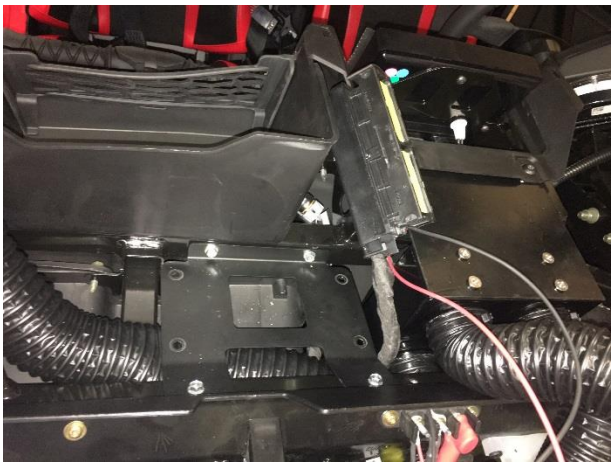
OUTLET/RETURN LINE (PASS SIDE)

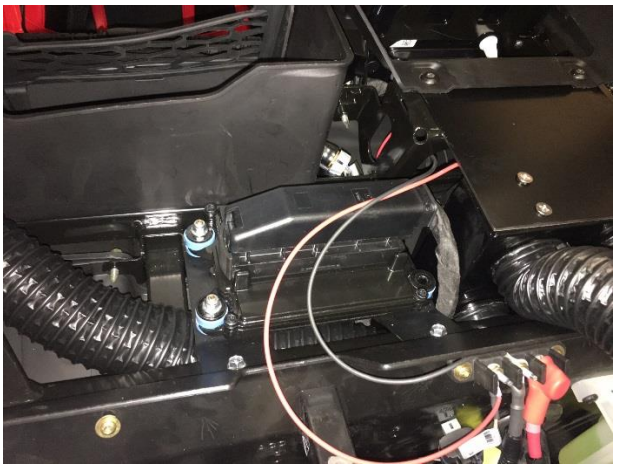


INLET (DRIVER SIDE)

RELOCATE RIDE COMMAND BRACKET AND COMPUTER

Once the dash piece comes off you will see the ride-command box mounted in the middle. These pieces need to be removed from the plate (see LEFT photo below) and this plate needs to then be removed from between the cross members. A new "relocation" plate (see RIGHT photo below) will then be installed between those same cross members, but further towards the passenger side (see photo in MOUNTING THE HEATER section). The ride-command box can now be bolted onto the new relocation plate. MAKE SURE the arrow on the ride-command box is pointing to the front of the vehicle. There are notches cut out of the plate to run wires and to also fit around welds on the frame.



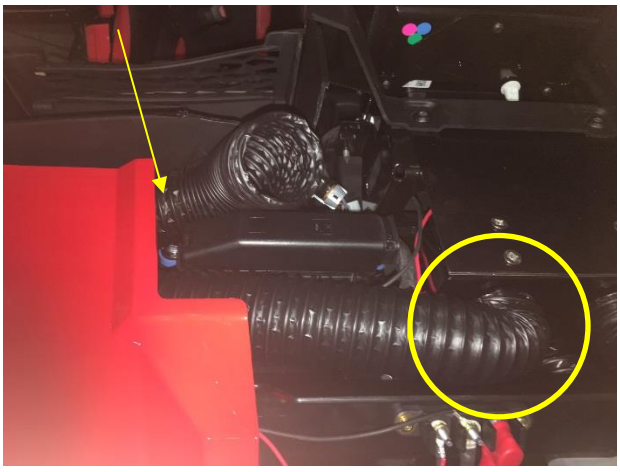


INSTALL LOUVERS AND RUN DUCT

You will need a 2 1/16" hole-saw for the louvers (2" hole-saw will work too, you may just have to take a razor blade to the edges and make opening slightly bigger). When marking for the louvers openings, make sure to pre-measure and mark cutouts to assure they are level and centered before drilling.

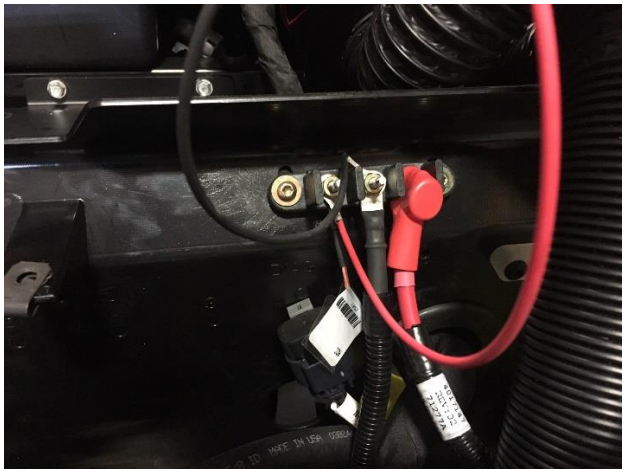
Start with the body/floor louvers. See the photos below to see where to locate ours. Make a small dot to mark where you will start your drill bit and use your hole-saw to cut the opening. Insert the louver and run the 3-foot runs of duct from the heater box to the louver adapter. Attach the duct hose to the louver adapters and secure with the zip ties provided. If needed, use a needle nose pliers to bear down on the zip tie. A tight hold is very important.

Now the defrost louvers. Make a small dot to mark where you will start your drill bit. After making sure the marks are symmetrical on both sides drill the holes out and insert the louvers. See the location of the defrost louvers below. A couple things to note (1) run the passenger side duct around the drive command (as shown below), and (2) it is OK for the duct runs to get scrunched when turning off the heater box adapters. Plenty of air will still get through and this is a tight fitting area. Perform the wiring (see below) before you attach the duct to the defrost louvers and put the dash cover back on. Once the wiring is complete, attach the duct hose to the louver adapters and secure with the zip ties provided.



WIRING
Remove the switch cover you wish to use and run the red fan wire through the opening and connect it to the bottom male spade on the switch. Now take the red and black wires provided in the accessories bag and connect them to the back of the switch as well.

Run your ground (black) from the male spade on the switch (the one all by itself in the corner) to the one marked GND up by the overflow tank. Run the Power wire (red) from the middle male spade on the switch to the one marked ACC (see below).



INSTALL DASH AND HOOD COVER
Now you can put the dash cover and hood back on the machine. Make sure you do the final duct and wiring hook-ups before doing so.

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 full heat.

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