

Z4125 / Z4126 / Z4128

Fitment:

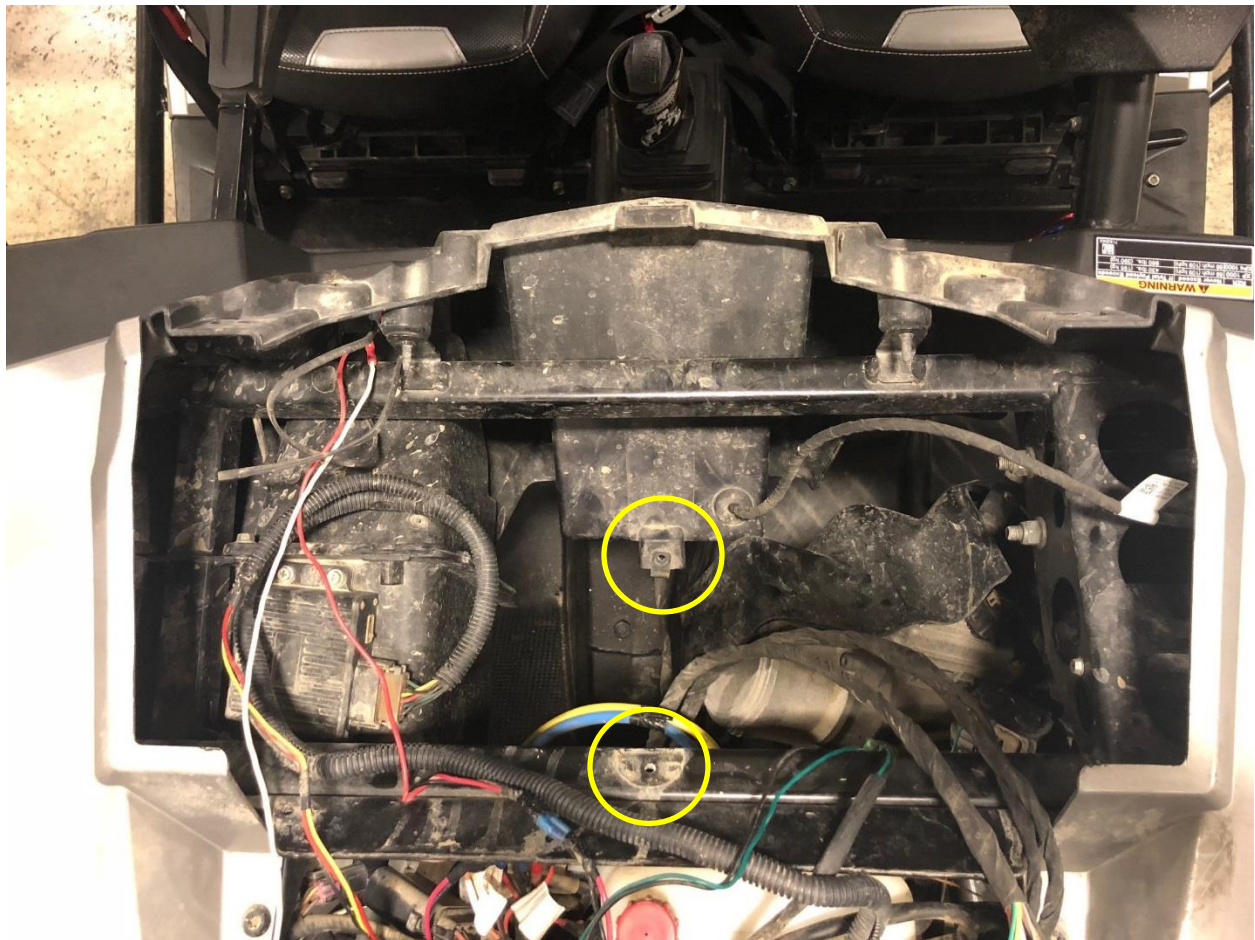
POLARIS RZR 1000 XP (2014-2018)

POLARIS RZR 900 (2015-2018)

POLARIS RZR XP TURBO (2016-2018)

PRE-INSTALLATION

For ease of installation you will need to remove the hood and the plastic cover that is over the center dash. Also, if you do not have clamps for when you cut into the radiator lines when installing the Y-Fittings, you will need to drain the radiator. See the photo below for how you will want to open up the space in the center dash for mounting the heater:



NOTE: Remove the factory mounting bar used for the center glove compartment. We include an aftermarket bracket that is more heavy duty and is needed to clear space for the heater install. See circles above for previous mounting points.

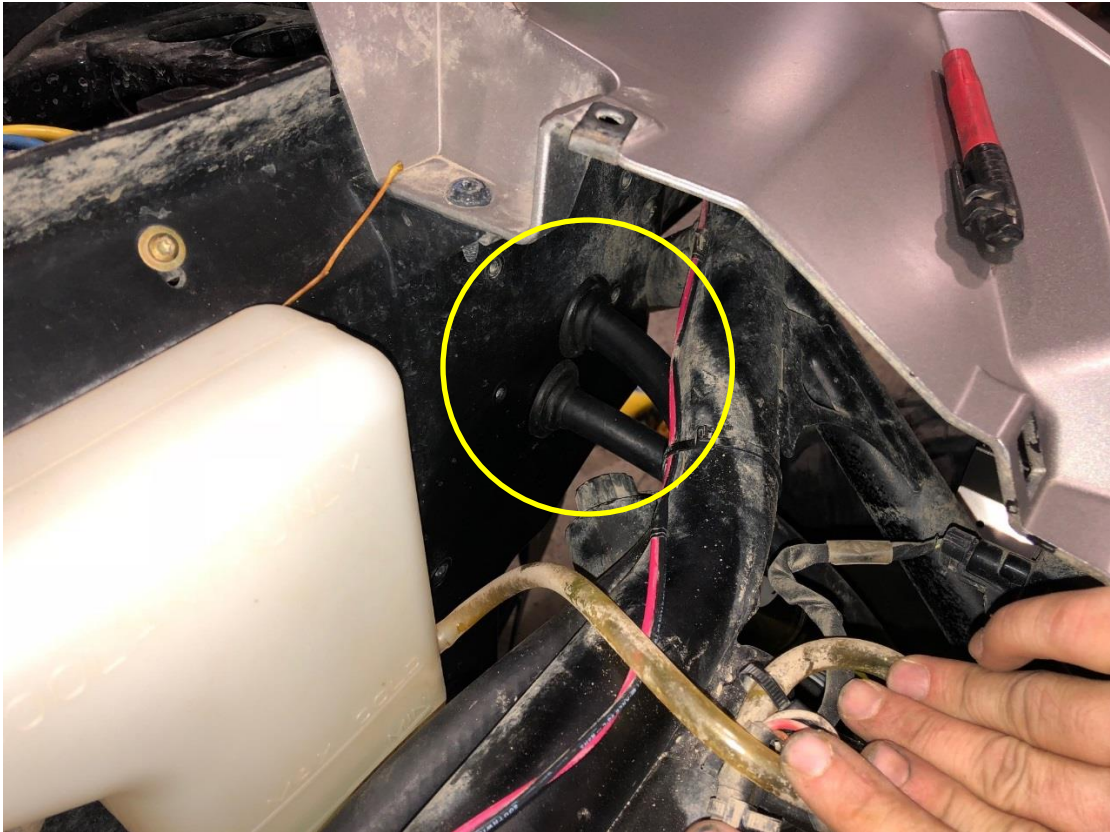
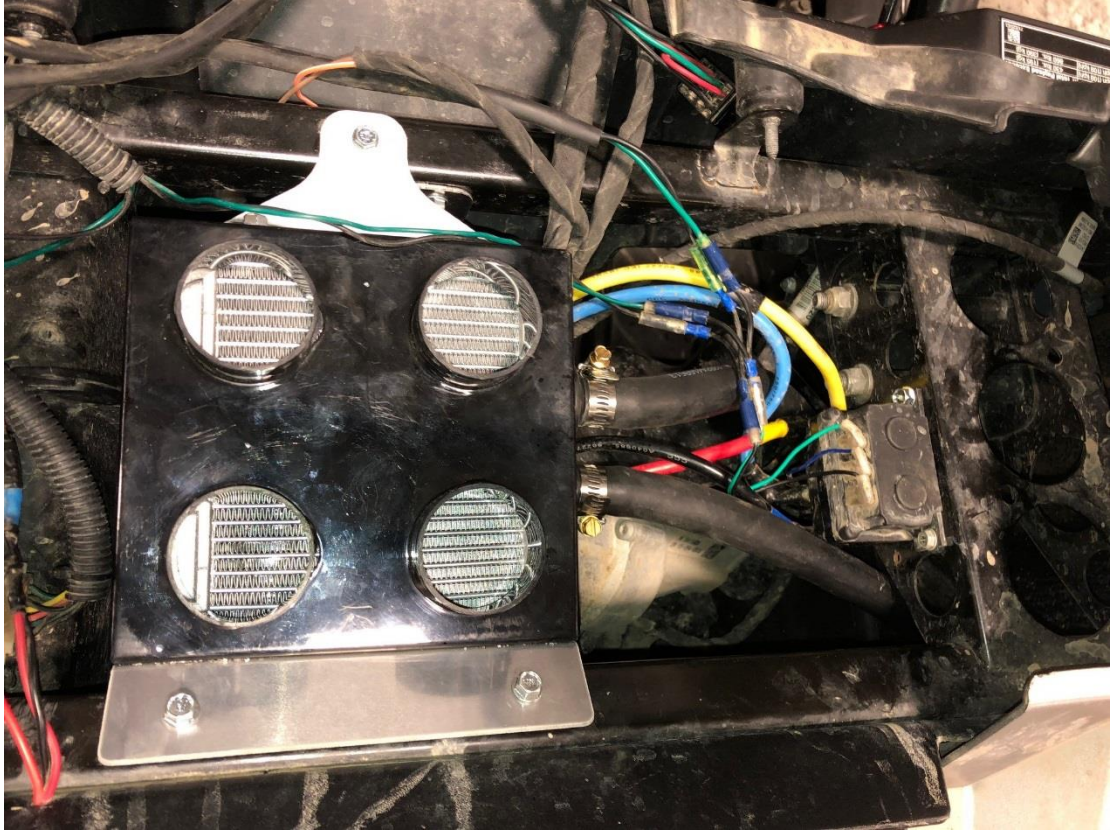
MOUNTING THE AFTERMARKET GLOVE COMPARTMENT BRACKET

Use the self-tapping screw to mount the bracket to the framing bar as shown below. Re-use the OE bolt on the other hole. You can now move on to mounting the heater box.



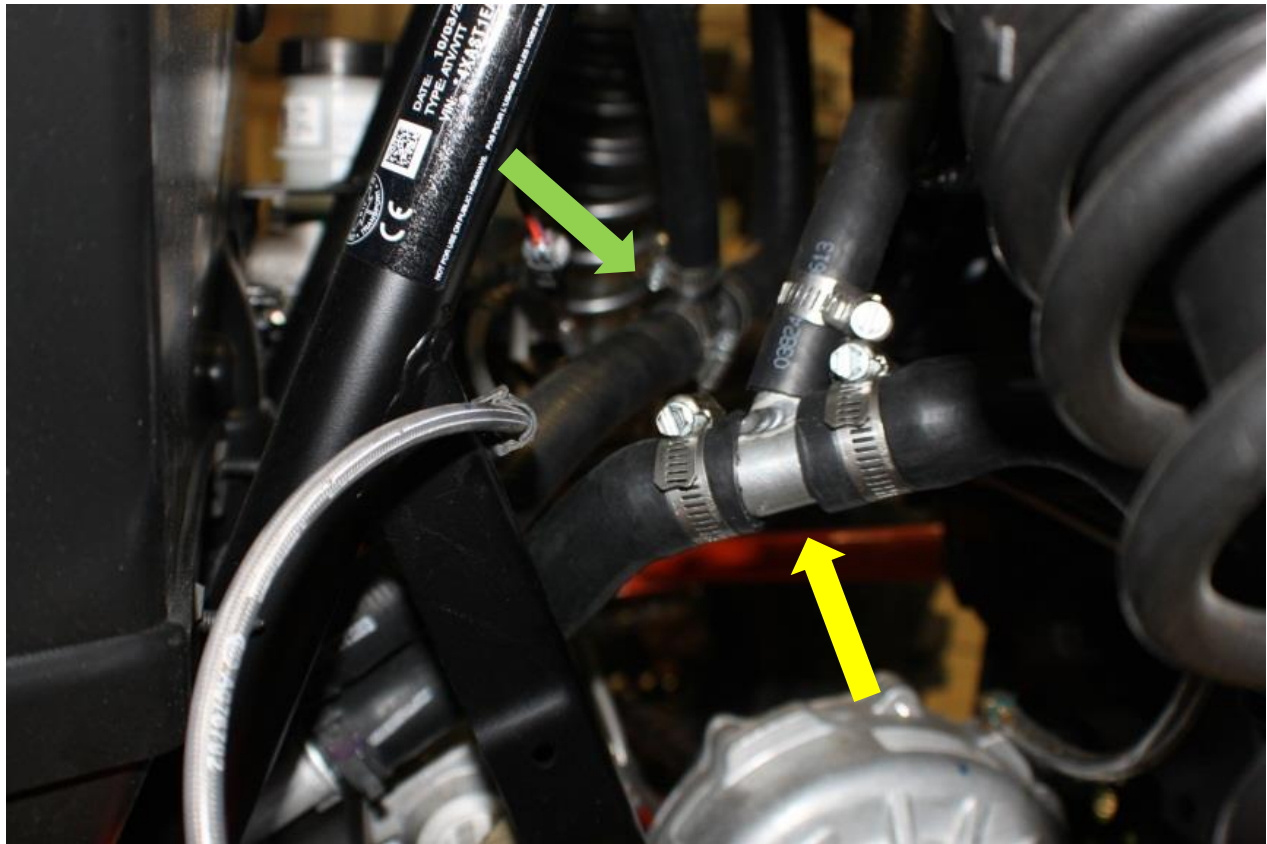
MOUNTING THE HEATER

The heater is mounted under the gauge panel between the two cross members with the inlet/outlet facing the driver side (See Photo on next page). Before securing the heater in place, connect the heater hoses to the heater core fittings and run the hoses towards the radiator line where you will install the y-fittings. Cut one piece to 4-feet (RETURN LINE, higher heater core fitting relative to gravity) and the other to 3-feet (INLET LINE, lower heater core fitting relative to gravity). **USE A LUBRICANT** on the core fittings when installing the heater hose. It is a very tight fit and you do not want to get over aggressive with the fittings, potentially compromising the integrity of the fitting welds. See below for where we installed our rubber grommets to go through the firewall into the front. Use a 1 1/4" – 1 3/8" hole-saw for installing the rubber grommets. Run the hose through these grommets and into the front of the machine and leave them until you go to install the Y-fittings. Now use the self-tapping screws supplied to secure the heater in place.



Z4125 & Z4126 - INSTALL THE Y-FITTINGS INTO THE RADIATOR LINES

With the radiator drained or the radiator lines clamped off, you can now install the Y-Fittings into the lower and upper radiator hoses (See Photo below). You need to cut into the rubber radiator hose to put the Y-Fittings in place. Once in place, secure the Y-Fittings with the hose clamps provided. Make sure to install the Y-Fittings with the heater hose splices both opening up TOWARDS the radiator. **See Y-Fitting Diagram on last page.** Run the heater hose from the Y-Fitting in the upper radiator hose to the lowest heater core outlet (relative to gravity). Run the other hose from the lower radiator hose to the highest heater core inlet fitting (relative to gravity).



***PICTURE TAKEN FROM PASSENGER SIDE WHEEL WELL**

GREEN ARROW: INLET (HOT) LINE

YELLOW ARROW: RETURN (COOL) LINE

NOTE: You want to think of it like an exit ramp on a highway, when the hot coolant is running from the engine to the radiator you want the Y-fitting splice to be pointing toward the radiator like a car getting off the highway and onto an exit ramp. You want the coolant to flow uninhibited to the heater core. Similarly, when the coolant leaves the heater core and flows back to the radiator return line, you want it to flow into the line like a car getting back on a highway from a ramp.

TURBO (Z4128) - INSTALL THE Y-FITTINGS

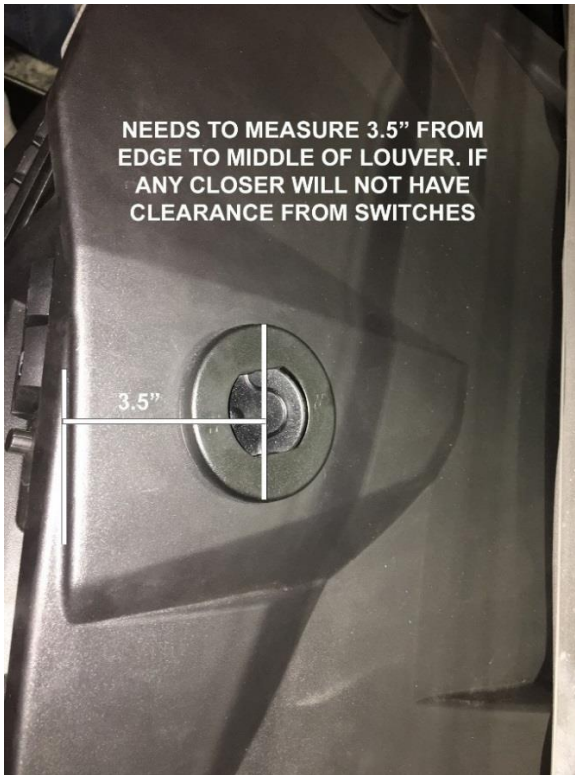
Install the Y-Fittings into the overflow tank hose (RETURN LINE) and upper radiator hose (INLET LINE). See photo below:



INSTALL LOUVERS AND RUN DUCT

You will need a 2 1/16" hole-saw for the louvers. If you do not have this size a 2" hole-saw will work well too, but you may have to take the edge of a razor blade and work the edge of the hole to slightly enlarge. The RZR's have very good locations for defrost vents. Note there will be multiple middle dash panel designs for these RZR's. If you have the style in the picture below make sure the middle of the vent is offset from the panel edge 3.5" so you have good clearance for the switches. Pre-measure and mark cutouts to assure they are symmetrical before drilling.

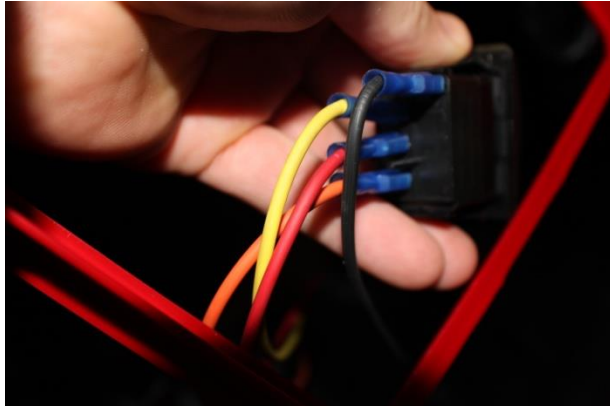
The two FLOOR louvers go on the drivers and passengers inner kick guard (See Photo on previous page). You will need a torx bit to take out the bolts holding the fenders on so that you can get behind it to attach the duct hose to the louver in the kick guard.



Last, attach the duct hose to the louvers and secure with the zip ties provided. Make sure you use a needle nose pliers and bear down on the zip-tie to insure a tight hold. Then run the hose up to the heater and secure with a zip tie to the heater box duct adapters. After all four louvers are attached you can reattach your dash panel and fenders.

WIRING

Take the plastic gauge panel cover that you removed and you will see switch cutouts embossed in the backside of the plastic. Cut one of those rectangles out with a utility knife, this is where your switch will go. 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 by the overflow.



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 and put it under a load. 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.

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

