

Z4129

Polaris RZR XP DYNAMIX EDITION Cab Heater

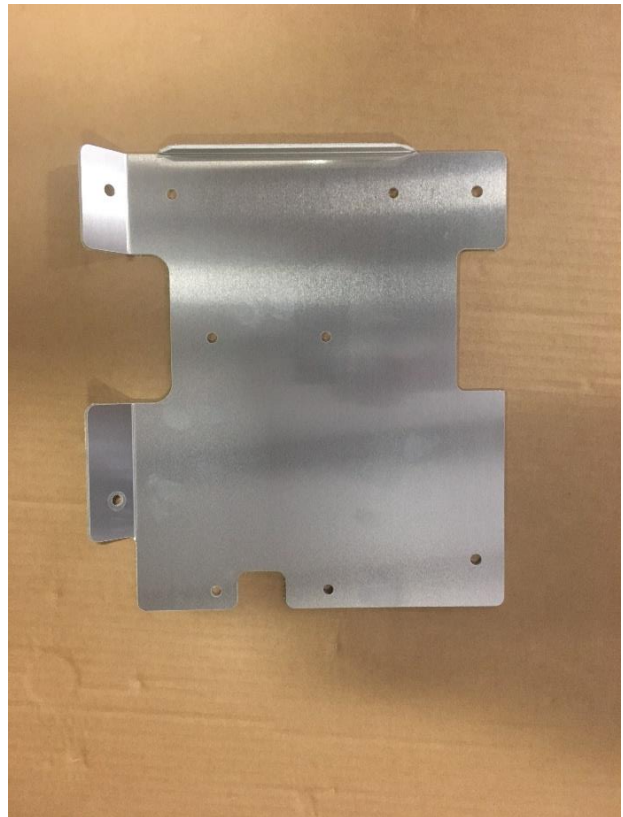
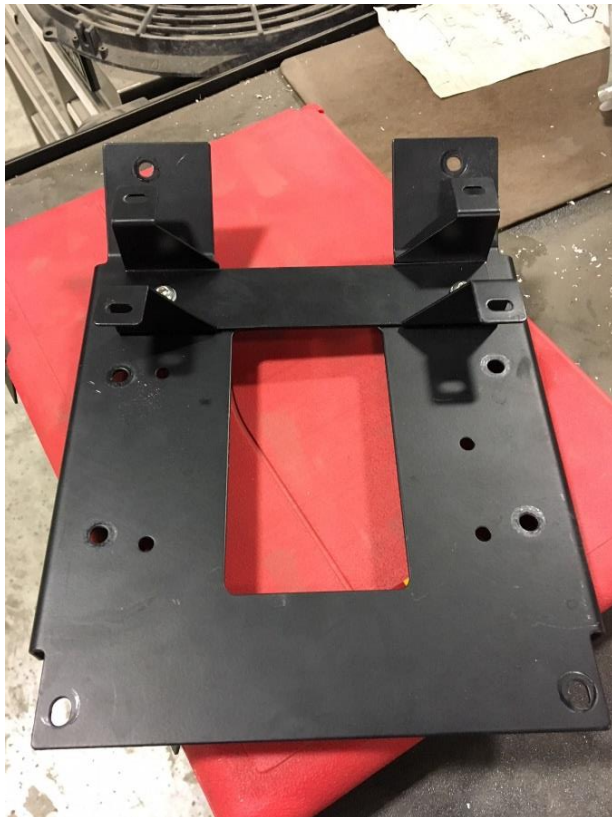
Features: High Output Blower, Fan motor has 4,000 hour Brush Life and 3 year warranty, 4 Fully Adjustable Louvers, Powder coated Steel Case (Not Plastic)

PRE-INSTALLATION

For ease of installation you will need to remove the hood cover and the dash that holds the gauges/monitor. You will need to unhook all the switches to get this off, make sure to note where they go for when you put the gauges/monitor back on.

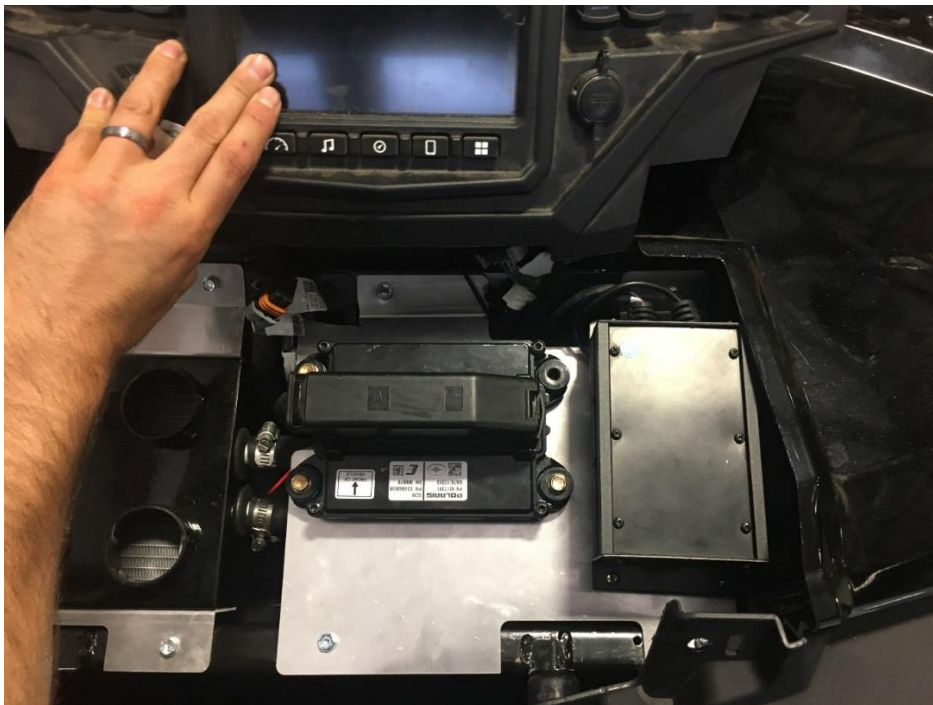
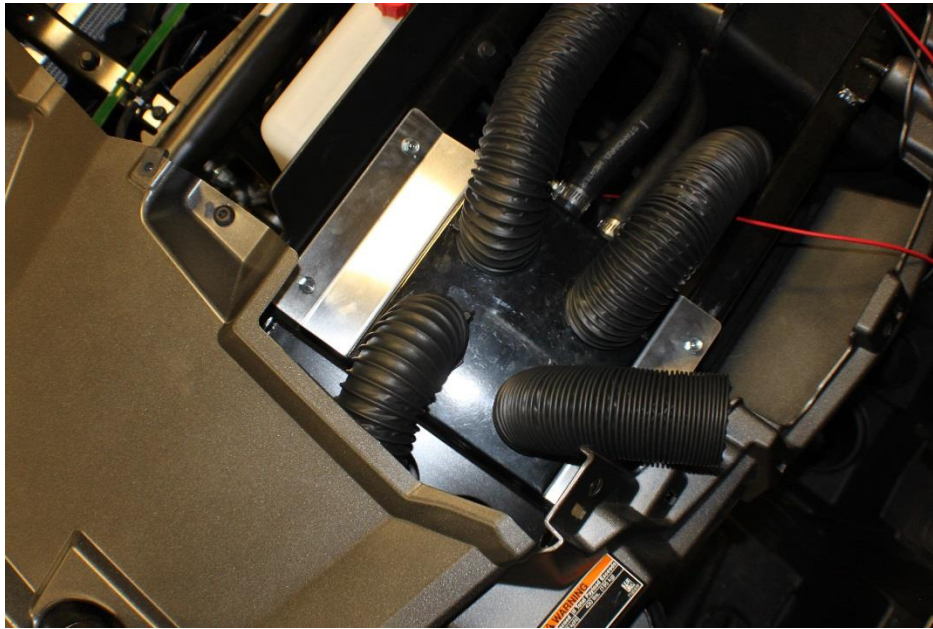
RELOCATION BRACKET

Once the dash piece comes off you will see the ride-command box mounted in the middle. Any pieces that are on the black plate shown below need to be removed from the plate. Now this black plate needs to then be removed from between the cross members. A new aluminum “relocation” plate is included in the kit and will be installed between those same cross members, but further towards the passenger side (see photo on next page).



MOUNTING THE HEATER

The heater is mounted between the two cross members on the driver side of the dash opening with the inlet/outlet facing the passenger side (see photo below). Before securing the heater in place, connect the heater hoses to the heater core fittings; you can leave these and you will splice into the radiator lines later in the install. Now install the new “relocation” bracket as shown below. 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.



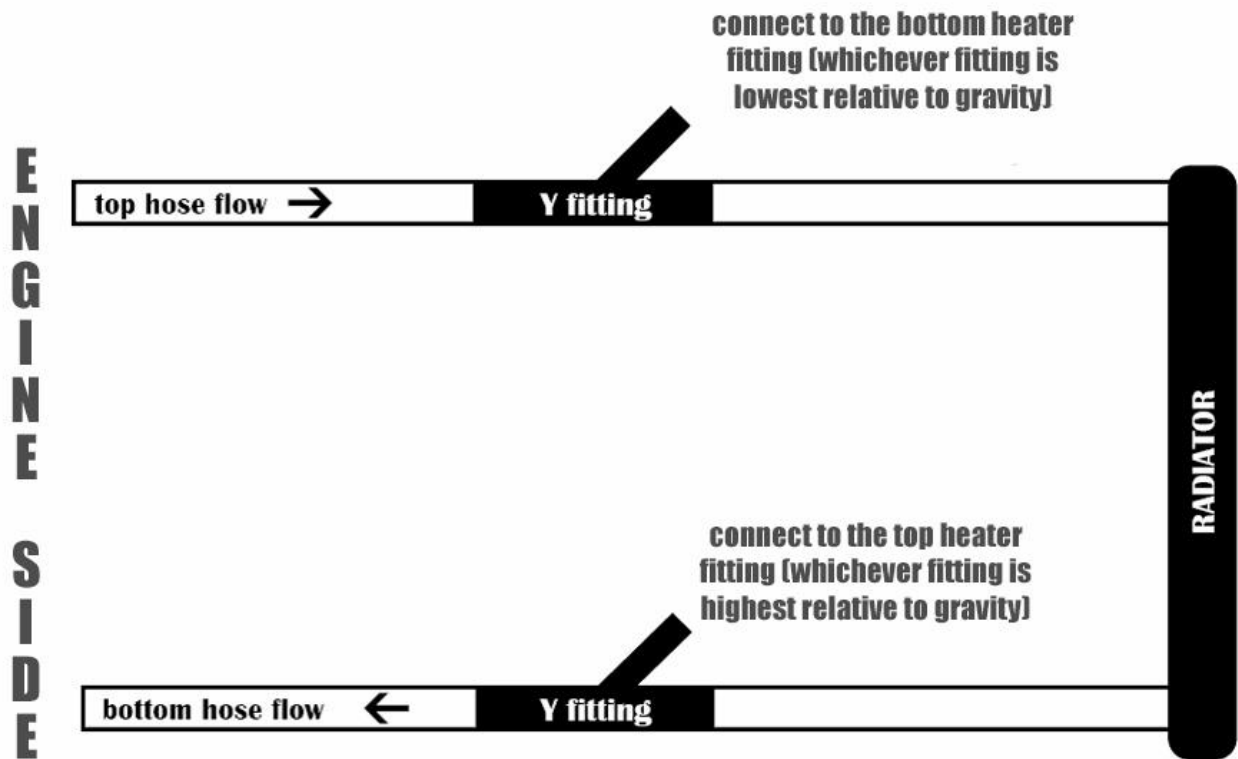
INSTALL THE Y-FITTINGS INTO THE RADIATOR LINES

When installing the Y-Fittings the less coolant you lose the easier it is to get all the air worked out of the system at the end of the installation. If you have clamps and are able to clamp the lines while you install the fittings that is the ideal method. You can also drain the coolant from the system and refill it when the installation is complete.

To splice into the radiator line for our hot coolant we will need to access the lower radiator line. You can access this radiator line in the driver side wheel well. This Y-Fitting will be referred to as our “inlet line”. For our “return line” we will splice into the overflow tank hose. See the picture below which shows each of these hoses removed and the locations on the hose in which we installed our Y-Fittings.



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. You will want to connect the “inlet line” heater hose to the lowest heater core fitting relative to gravity. The “return line” heater hose you will want to connect to the highest heater core fitting relative to gravity. See the diagram on the next page for further reference.



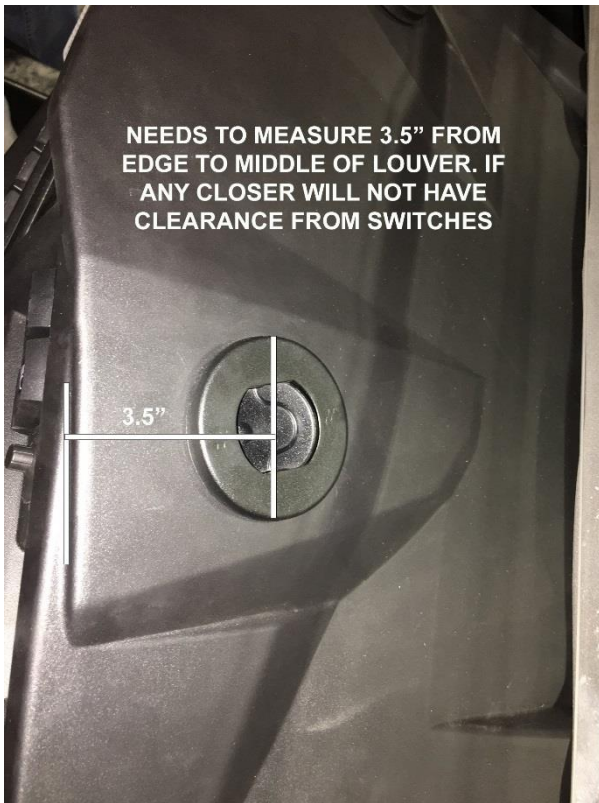
INSTALL LOUVERS AND RUN DUCT

You will need a 2" hole-saw for the louvers. 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 defrost louvers. First, make sure to measure a minimum of 3.5" off the front edge of the dash (see photo below) to make sure you clear the backs of the switches. 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.

There are no specific locations for the 2 floor louvers, we chose to put them on the driver and passenger inner kick guard (see photo below). If you chose the same locations, 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.

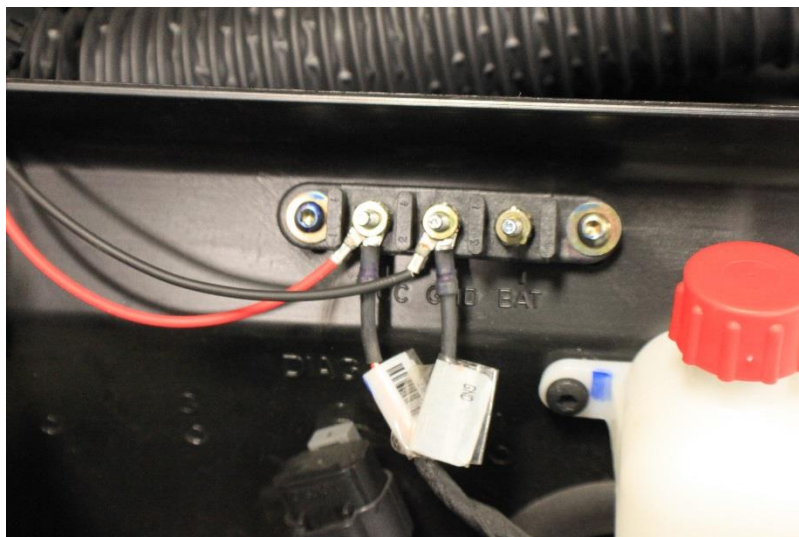
Attach the duct hose to all the louvers and secure with the zip ties provided. Then run the hose up to the heater and secure to the heater duct adapters with the zip ties. Make sure to use a needle nose pliers and bear down on the zip tie for a tight hold. After all four louvers are attached you can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

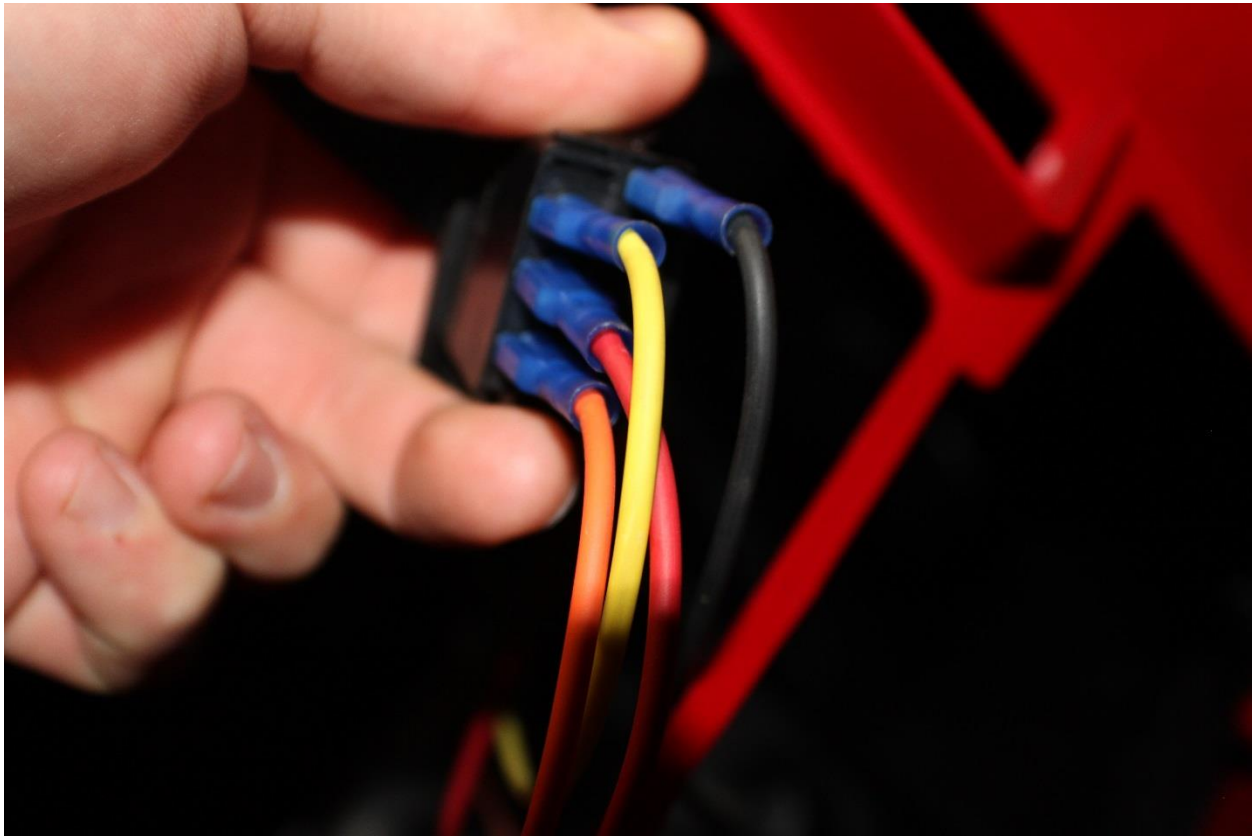




WIRING

Take the dash cover that you removed and locate the switch cutouts embossed in the backside of the plastic on the passenger side. Cut one of those 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.





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.