

Z4165 / Z4169

Fitment:

POLARIS Ranger 1000 XP (2017)

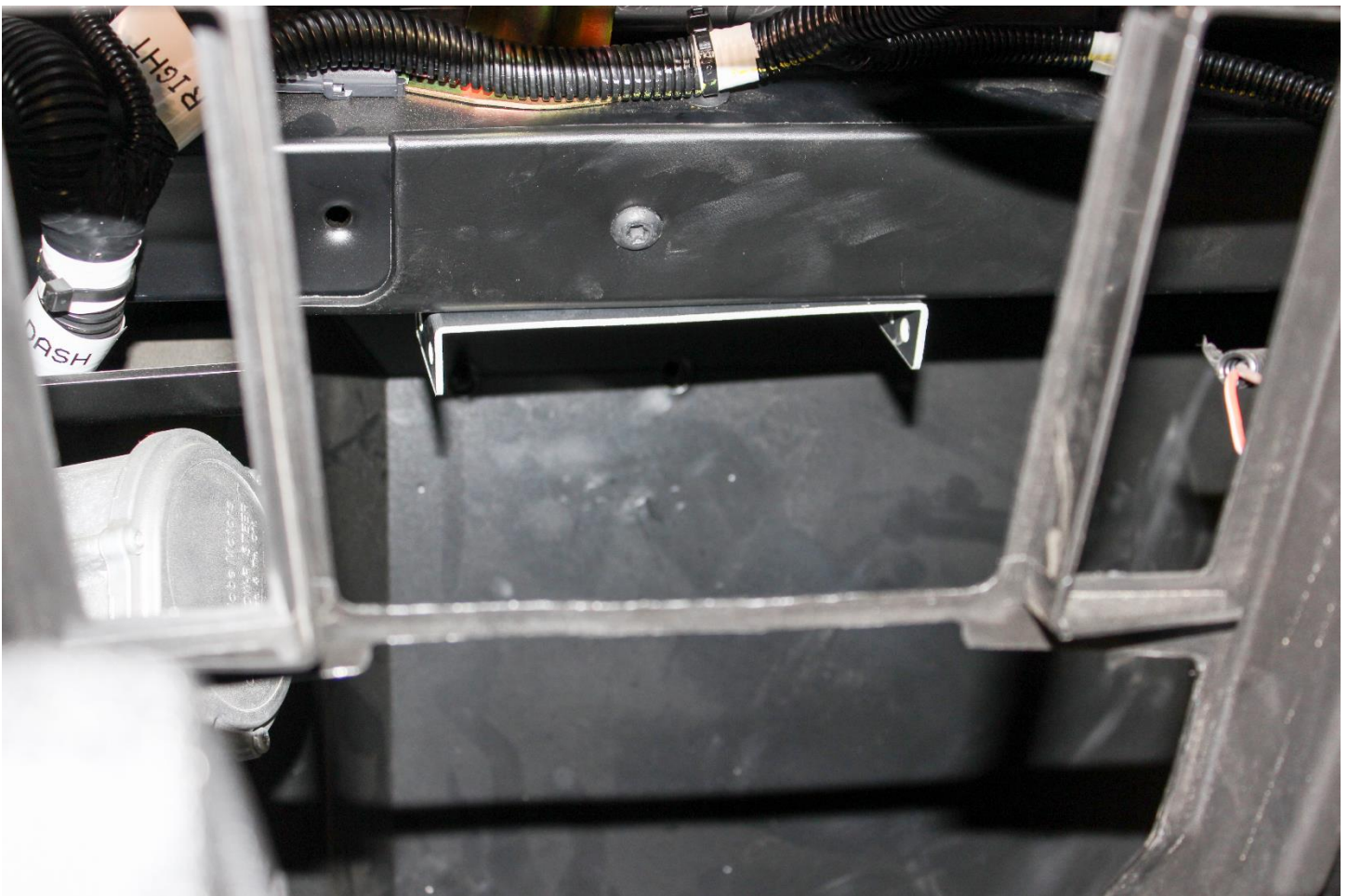
POLARIS Ranger 900 XP (2013-2018)

PRE-INSTALLATION

The Dash has 3 panels (top, middle, and bottom). For ease of installation you will want to remove all the hex bolts and plastic rivets that hold these 3 pieces together, and then remove the top and the bottom panels. The middle panel fits around the steering wheel and is easier to keep in place.

MOUNTING THE HEATER

With the upper and lower dash panels removed, take the heater mounting bracket and put it under the 2x2 steel square framing that runs under the dash (from passengers to drivers side). The mount generally works best just off the center of the machine, as shown below. Mark the 3 mounting holes and drill up into the steel with a 1/8" drill bit. After the holes are drilled use the 3 self tapping screws and securely mount the bracket. The edge of the mounting bracket should just hang over the lip of the 2x2 square framing, this will make sure the blower wheel is not touching the firewall when installed.

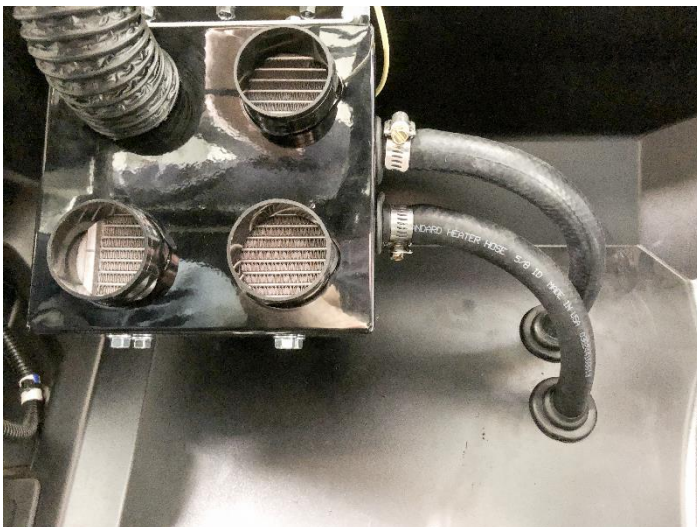


Once the top mounting place is secured to the framing, you can then mount the heater box bracket to it. This will require a 3/8 socket to secure the 4 bolts from the sides. Mount the heater so that the duct holes are facing towards the rear of the machine and the core fittings are pointed toward the passenger side, as shown below.



SPLICE INTO THE COOLANT LINES

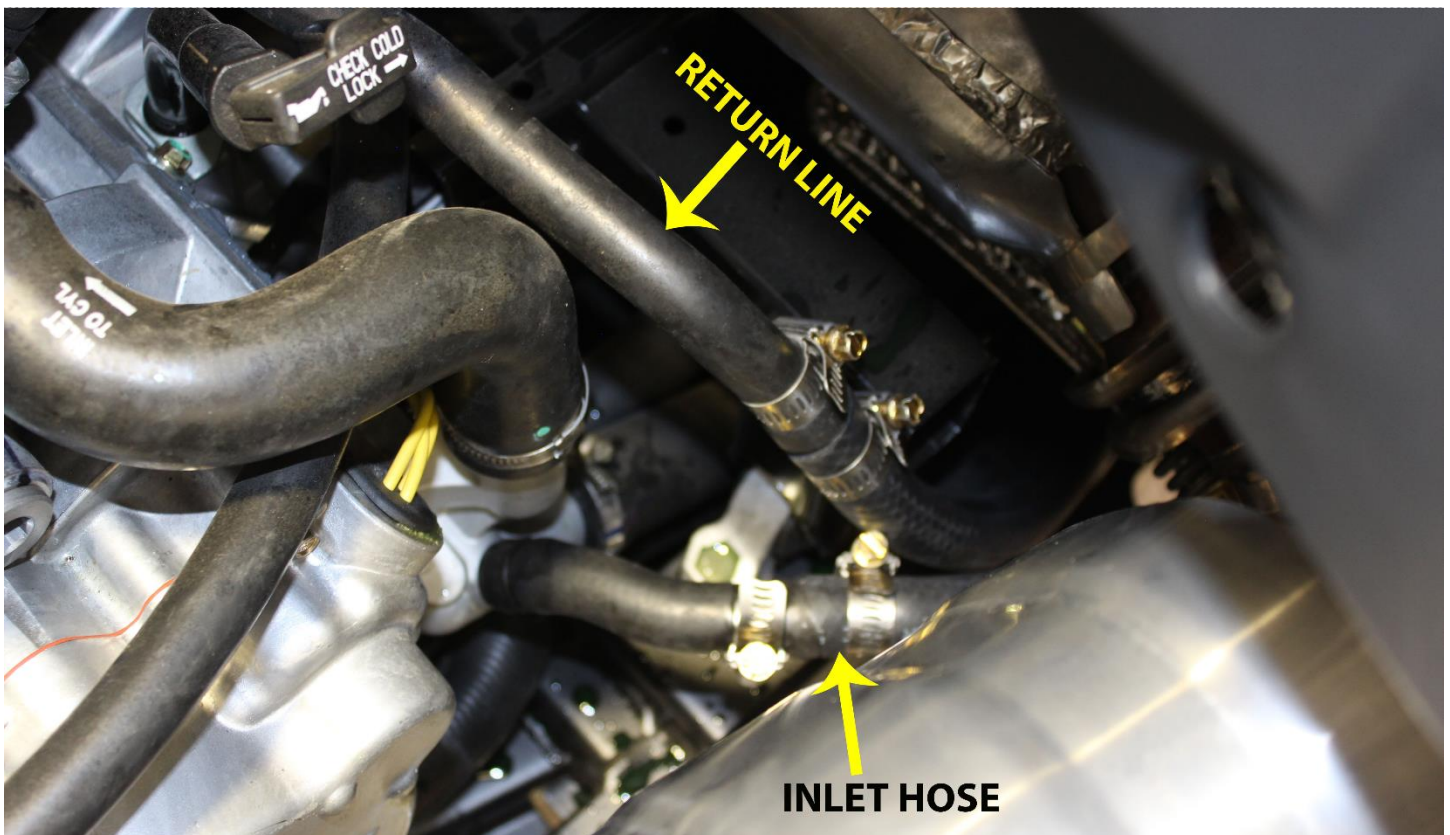
The first thing we will do is install the rubber grommets included in the kit, into the firewall. Use a 1 3/8" hole-saw and put 2 holes in the firewall in the spots shown below:



Run the two 6.5-foot runs of heater hose from the core fittings, through the grommets and then run them alongside the radiator lines to the back of the machine (engine) as shown below. Use a couple zip ties to secure the heater hose to the steel radiator lines.



Once you get the two runs of heater hose back to the engine you will cut into the oil cooler line that comes off the engine. Clamp the line off on the high side (to limit coolant loss) and make your cut. Now insert the two straight barbed splices included in the kit into the two cut ends of the oil cooler lines. We recommend using a lubricant to help the hose slide onto the barbed fitting. The inlet line (coming off the engine) goes to the hose attached to the lower core fitting (relative to gravity) and the return line (going into oil cooler) goes to the hose attached to the upper core fitting (relative to gravity).

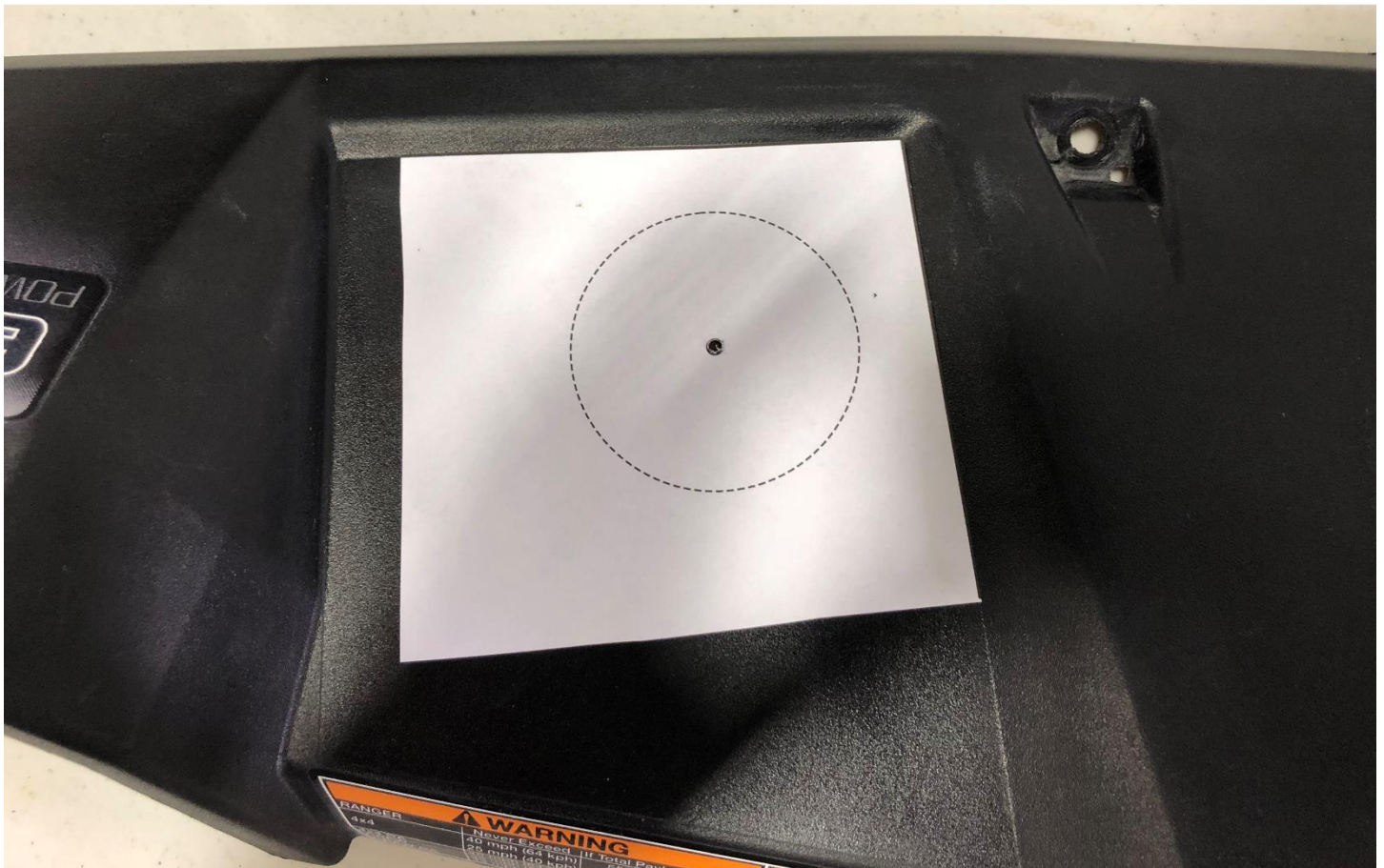


INSTALL LOUVERS AND RUN DUCT

A 2 1/16" hole-saw is the size of hole you need for the louvers (2" hole-saw will work as well, but you may need to use a razor blade and shave the hole a little bigger). Stretch your duct out and cut into the following lengths: The two runs of duct for the defrost runs were cut at 20" each and the two runs of duct for the floor louvers were cut at 16" each.

With the top and bottom dash panels removed from the machine, find an empty table to drill out the holes and install the louvers. Use the templates provided to drill starter holes with a 1/8" drill bit. These bit holes will then be used to start your hole-saw cuts. Zip ties are used to secure the duct hose to the louver adapter and heater box adapter after it is pushed on; use a needle nose pliers to bear down and tighten the zip ties, you do not want them to be loose on the back of the louver adapter.

DEFROST LOUVERS



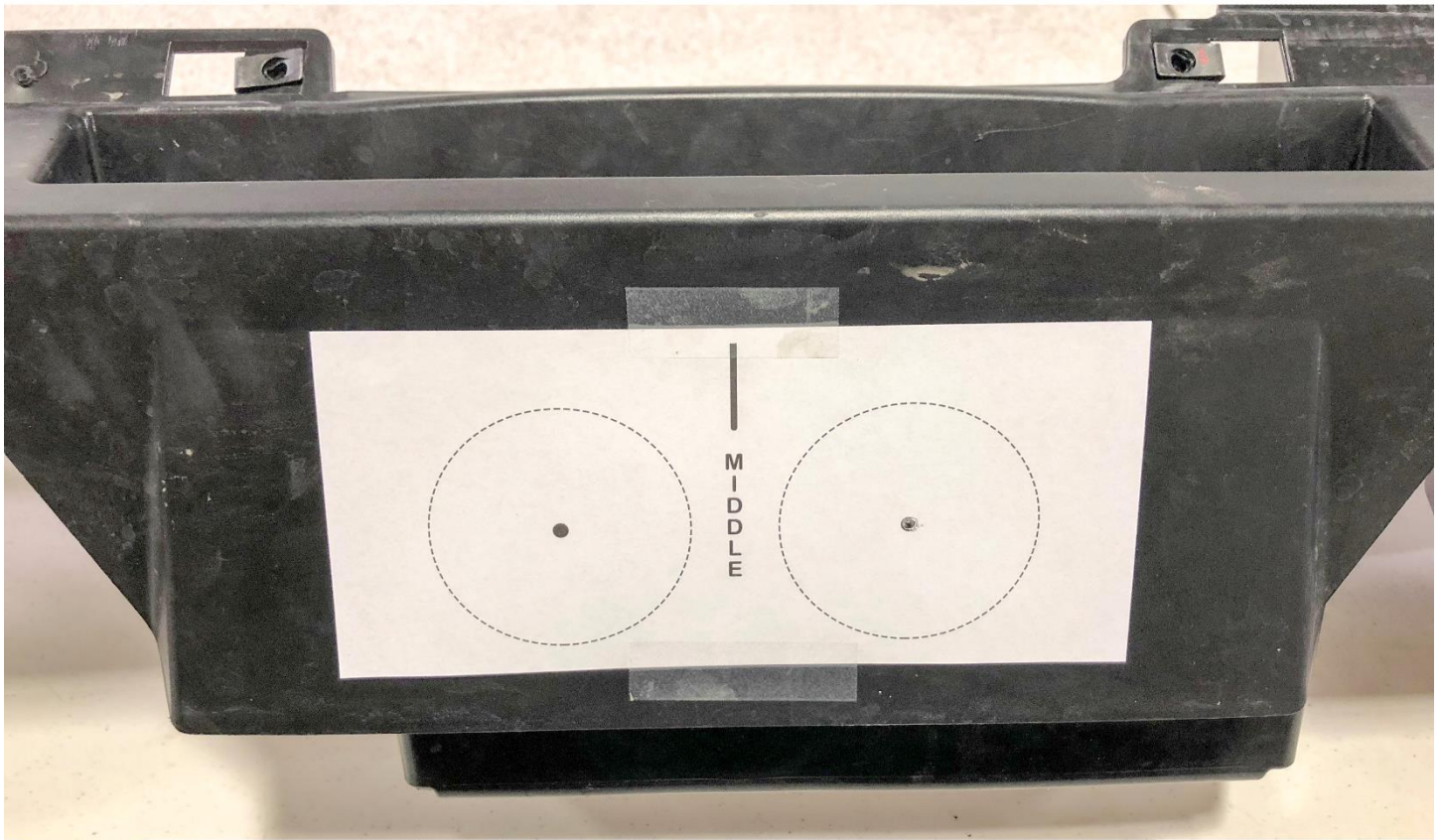
Now with your two defrost louvers installed in the top dash panel you can move onto the floor louvers. To start you are going to cut open the center cubby hole as shown below. There is no exact way to cut this opening out, we drilled 4 holes with a 1/2" drill bit and then make cuts connecting them. You could also use a large hole-saw (3+ inches) and create a good access cut-out for this step. See the photo below for how we did it.

Once the two cubby access cuts have been made you can take the cover panel provided in the kit and block off the cubby opening, as shown below. This is how the Polaris OEM heater kit installs and is the only way to get heat pushed to the floor and still have an a true OEM look to the kit.

Next, cut out the floor louver template provided and tape it to the lower dash panel as shown below. Drill starter holes with a 1/8" drill bit where shown on the template. These bit holes will then be used to start your hole-saw cuts. See the photo below showing the template set up on the lower panel.

FLOOR LOUVERS





INSTALLED LOUVERS

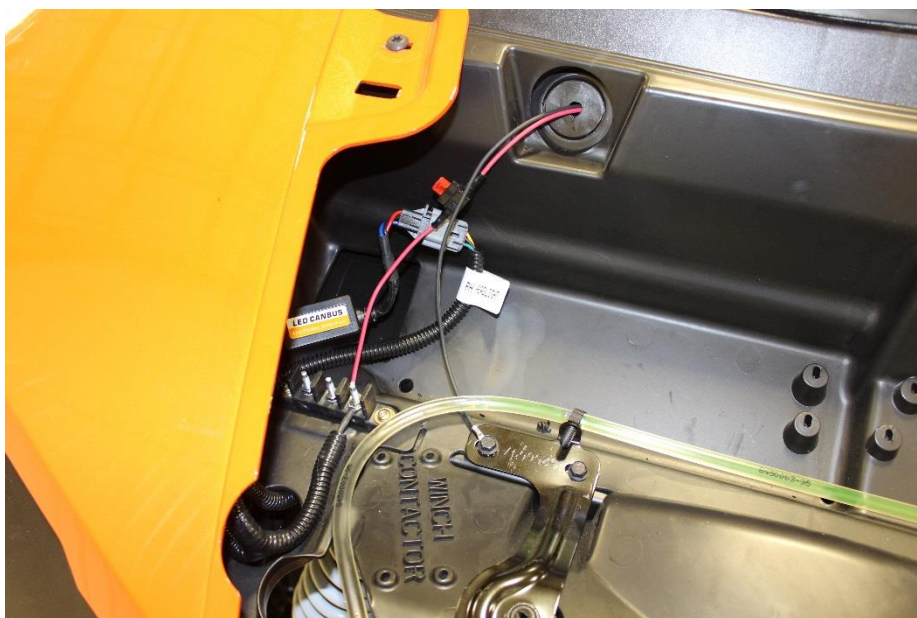




WIRING

There is a yellow and orange wire that needs to go from the blower to the switch. See the picture below for which spade to connect to on the back of the switch. ***DO NOT HOOK ANY OTHER WIRES UP TO THE RESISTOR***

Also included is a black ground wire and a fused red wire, see the picture below to see what spade these connect to on the back of the switch. You will need to drill out a 1/2" hole in the firewall (as shown below) to feed the red and black wires through. Then ground it to the bolt shown below and connect the red wire to the 12v supply.



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.

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