

Z4115

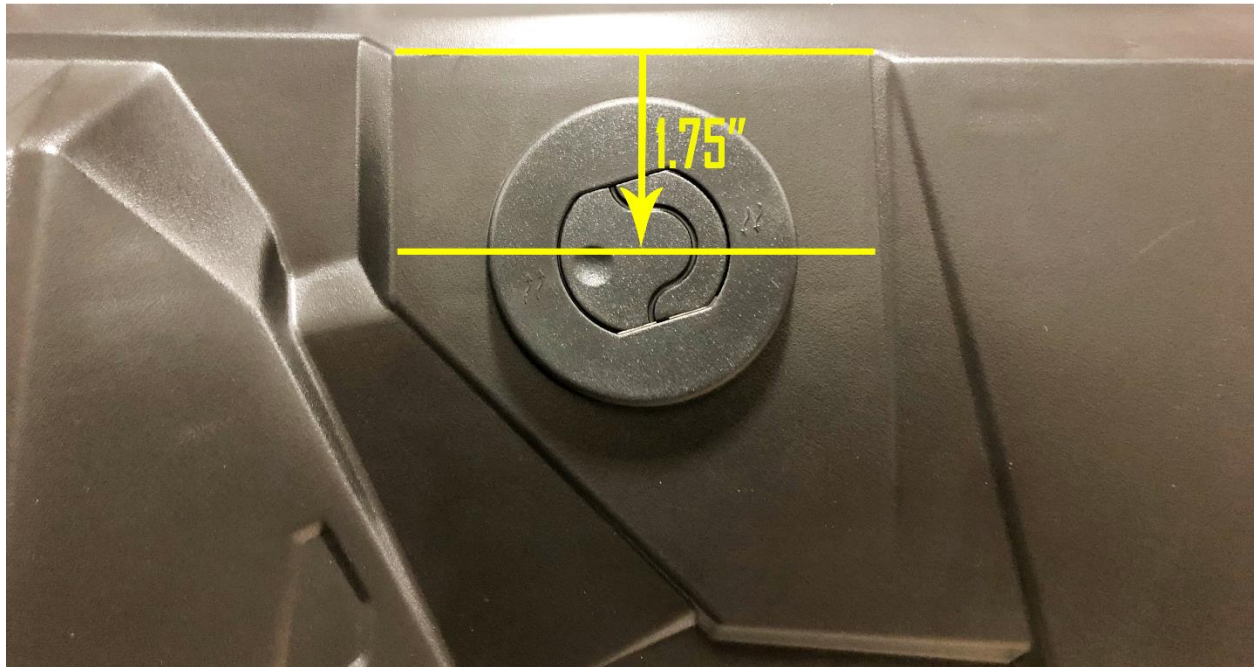
Polaris General 1000 Cab Heater

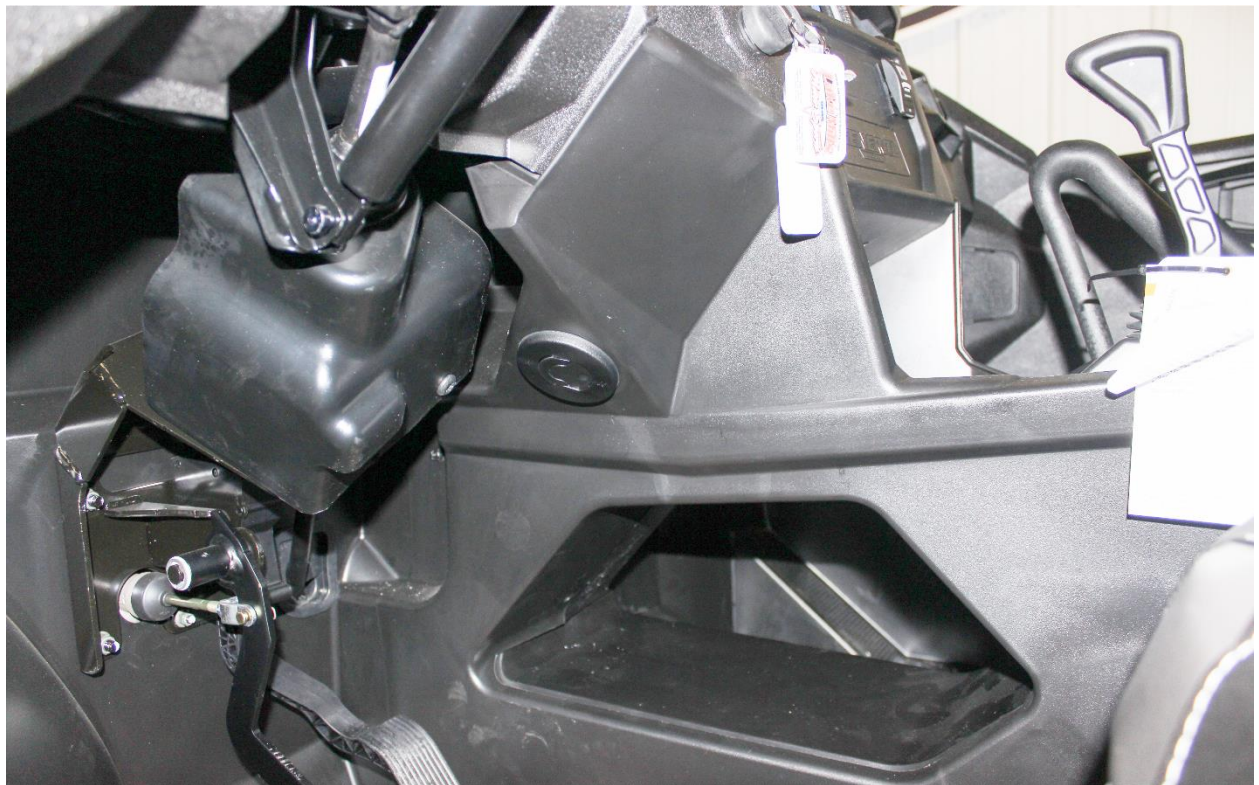
PRE-INSTALLATION

For ease of installation you will need to remove the hood, the top dash panel and the middle floor panel (access to run heater hose).

INSTALL LOUVERS

Use a 2.5" hole-saw for the louvers. With the top dash panel off install the two defrost louvers. Measure 1.75" off the back edge of the louver locations and center the mark for the hole-saw bit.

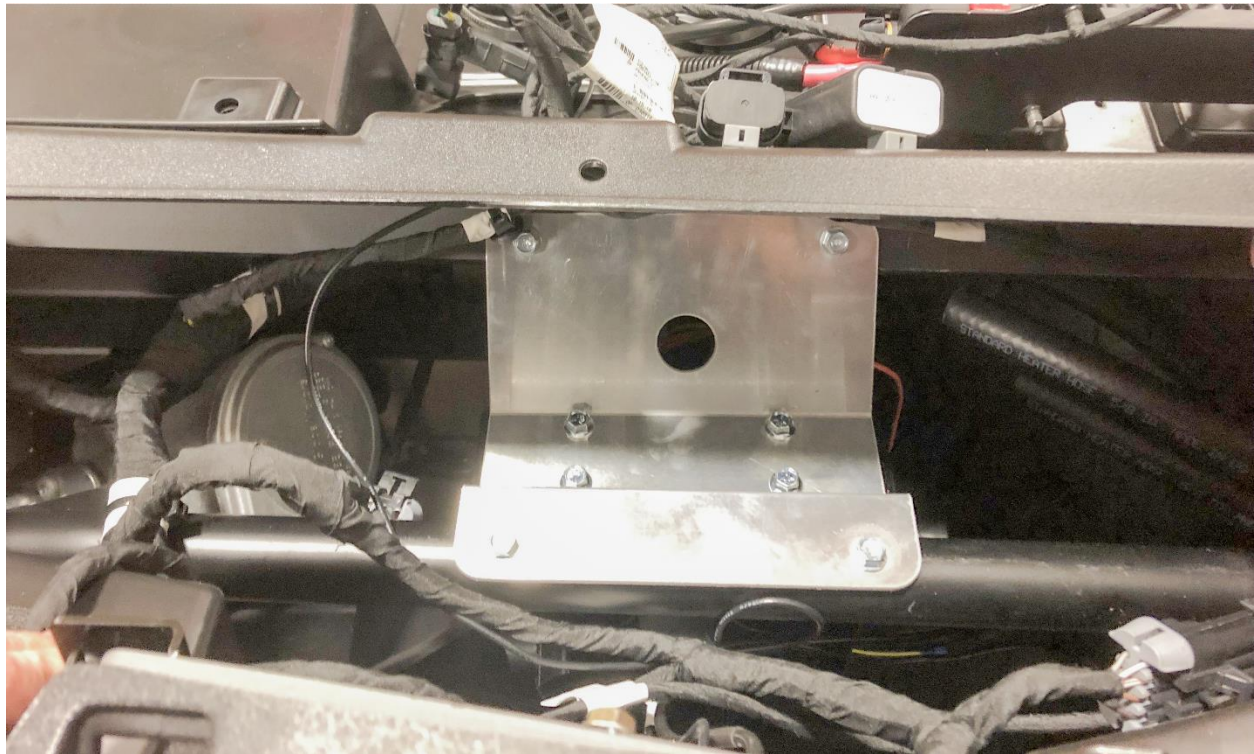




MOUNTING THE HEATER

The heater is mounted between the two framing bars with the inlet/outlet facing the passenger side. Remove the bracket from the heater box and mount the bracket by itself. Mount the heater box so it sits a 1/2" off the panel protecting the power steering. Then bring the heater box from underneath and reconnect the box to the bracket (use a 3/8" socket).

NOTE: the original General model used two square framing bars so the bracket fits snug and no pre-drilling is required. The newer models switched to a circle framing bar so you will want to fit the bracket and mark two pilot hole locations. Take a 1/8" bit and predrill the marks. Starting a self-tapping screw on a rounded surface is not ideal; the pilot holes make the mounting easier.



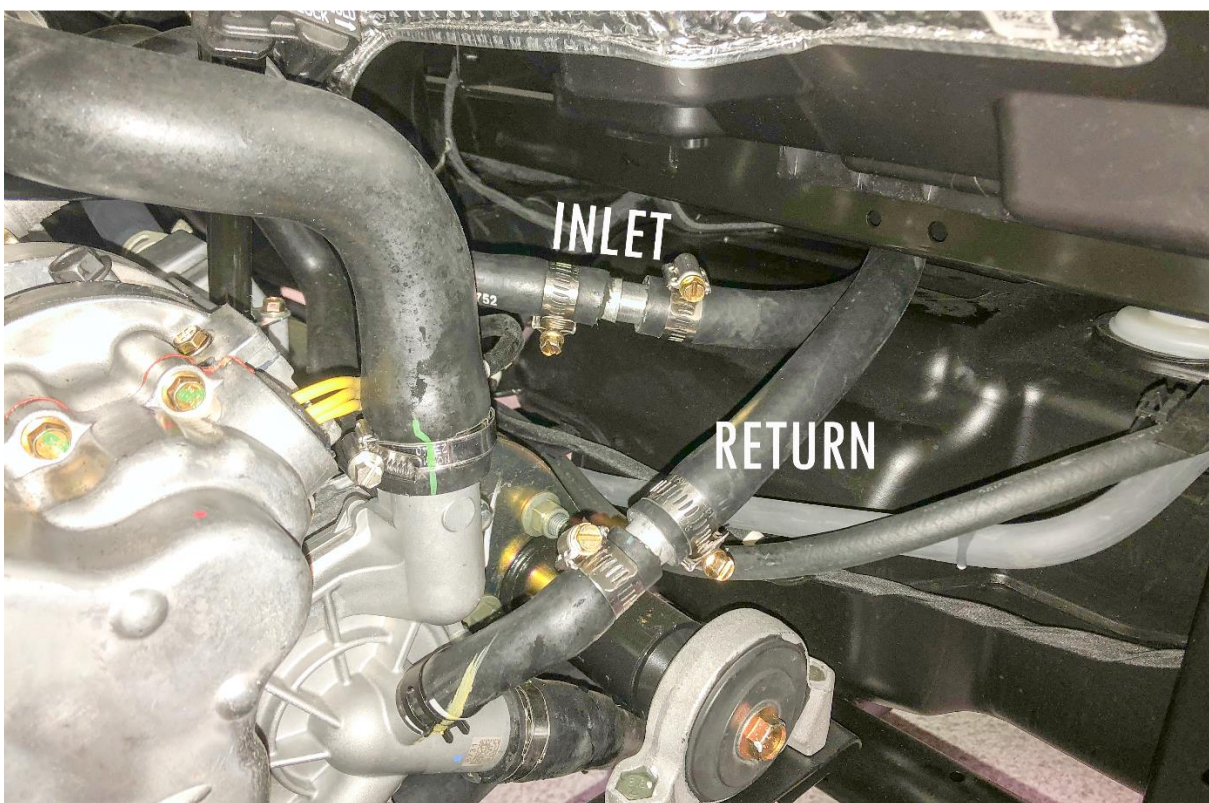
INSTALL THE HOSE SPLICES INTO THE OIL COOLER LINE

The first thing we will do is install the rubber grommets into the firewall. Use a 1 3/8" hole-saw and put 2 holes in the firewall in the factory bulkhead spot shown below.

Next, run the two 7-foot runs of heater hose from the front of the machine through the center floor panel, and out by the engine in the back (passenger side). Start by feeding the hose in from the passenger side wheel well at the front of the machine. Use the natural bend in the heater hose to your advantage by keep the bend point up when feeding it through. This will make it easy for the hose to bend up into (and through) the rubber grommets.

For ease of installation, you can drop the skid plate and gain access when running the heater hose to the back.





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. The inlet line (coming off the oil cooler) goes to the hose attached to the lower core fitting (relative to gravity) and the return line goes to the hose attached to the upper core fitting (relative to gravity).

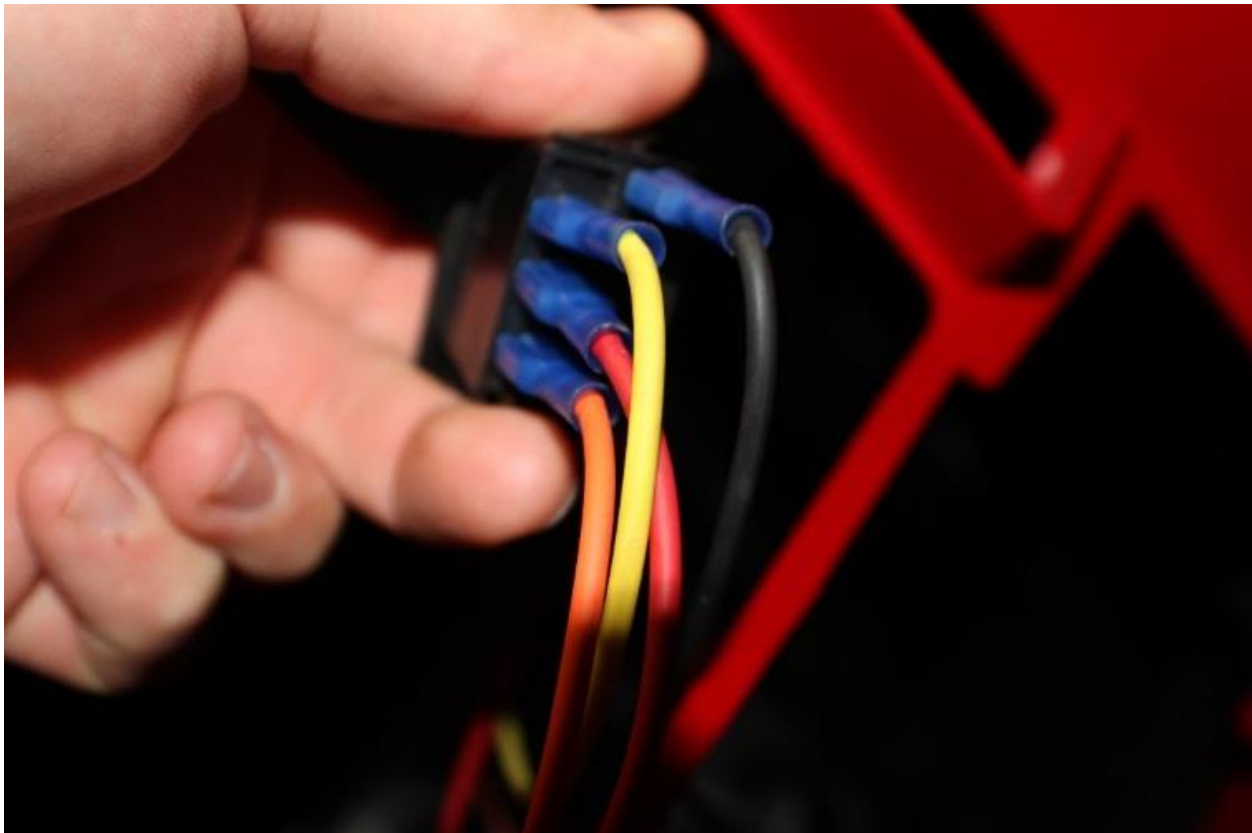
Splicing into the oil cooler line will give you quicker and more consistent heat. **Do Not** use a shut-off valve on this set-up as it would cut off flow to the oil cooler.

INSTALL DUCT

Cut your duct runs in the following lengths: Floor Duct 12" each / Defrost Duct 22" each. Included in the kit are louver adapter barbs you can attach to the back of the louvers for extra hold. Now attach the duct hose to the louvers and secure with the zip ties provided. Make sure you bear down on the zip-tie to insure a tight hold, using a needle nose pliers if necessary. Then run the hose up to the heater and secure with a zip tie to the heater box duct adapters. Connect the two floor duct runs first, then set the top dash panel in place and connect the defrost runs. After all four louvers are attached you can reattach your dash panel.

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 wire and a fused red wire that plug into the back of the switch.



Plug the OE connector into the factory power harness at the front of the machine.



NOTE: the original General model will have the terminal block instead of the factory connector plug in. Alternative wiring will be included in the kit if you do not use the newer OE connector.

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 warmed up drive the machine and put it under a good load (this will help push the air out of the system). When done driving, 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.