



## Polaris **XP900** Instructions

## **CAUTION: NEVER WORK ON A HOT VEHICLE- SEVERE BURNS WILL RESULT!!!!**

1. Lift UTV and secure with jack stands. Remove passenger side tire-wheel and drain the cooling system by removing the lower radiator hose. You can save this and re-use when finished.
2. Remove the hood, dash pad/cover, gold dash braces, switch panel, center console, and tilt the bed to expose the front of the engine. (You will be working from the Passenger side of the XP900 engine bay) SEE PHOTOS STEP 2 & 2.1
3. Cut the straight section of 1.00" coolant Supply line to the thermostat housing and install the provided T' fitting as shown with the (2) #16 Hose Clamps. Photo 1
4. Connect the provided 3/4" Hose to the remaining exposed hose barb on the T' and secure with (1) #10 Hose Clamp. Route the hose under floor towards the space behind the radiator (Photo 2) secure the hose away from all moving and sharp points. Re-install center floor console with push pins. These are notched and install one-way, so be gentle.
5. Locate the 2.00" recess in the fire wall in front of the passenger seat, and align the template 5.00" from the floor pan- so the horizontal line is in-line with the top of the center floor console. Cut the two 1-3/8" holes in the firewall according to the template and install the grommets. (Hole saw required) (Photo 3)
6. Install the bracket on to the heater unit as shown in Photo 4
7. Loosen and remove all of the Torx style bolts holding the lower storage compartment under the dash and pull forward and down, until you can fit the Heater unit up from the bottom and into the cavity behind the (removed) switch panel. The three vent openings will face up. There are two push-pin holes being used to secure the wire harness to the cross-member, and will need to be removed. Using the now exposed mounting holes in the cross-member; align the slotted openings in the Heater bracket. Tip: use a 17/64" drill bit to open the existing holes to better accept the two included 5/16" thread-cutting screws. (3/8" wobbler/knuckle and 6.00" extension attachment is recommended for this step.) Do not over-tighten. Photo 5

**NOTE:** THE HEATER CAN BE POSITIONED FROM THE TOP THROUGH THE DASH OPENING WITHOUT THE BRACKET ATTACHED..... YOU WILL NEED TO POSITION THE HEATER AND ATTACH THE BRACKET AS A SECONDARY STEP.

8. Install the coolant Return T' in the straight section of the lower radiator hose and secure with #16 hose clamps. Re-attach the lower radiator hose to the radiator with the stock spring clamp. Photo 6
9. Route the coolant Supply line (running through the floor console) from behind the radiator- into the cab, through the upper grommet. Attach to core pipe closest to firewall-using provided #10 hose clamp. Make sure the hose does not twist or kink when pushing through grommet. (use lube...) Photo 6.1
10. Attach the remaining piece of coolant hose from the T' fitting on the lower radiator hose through the lower grommet and attach it to the remaining hose barb on the heater with the provided #10 hose clamps. Photo 6.1
11. Use the templates and a 2.00" hole saw to cut out the four (4) circular vents in the dash pad/cover and the dash face as shown. NOTE: Turn dash pad/cover over and align templates over the embossed rectangle(s) as shown. Photo 7, 7.1, 7.2
12. Install vents by separating the mounting flange and face (putty knife works good) and simply press the mounting flanges in until the 4-tabs have 'snapped' into place. Then press the face into the flange. No screws are required in this step.
13. Remove plastic knockout in the switch panel, next to the headlamp switch and insert the High-Low switch provided. Connect the three spade connectors from the heater harness to the back of the left bank of posts on the switch: Top=Yellow / Center=Red / Bottom=Orange (looking at the back of the switch) Snap the switch into the knockout space. Photo 8, 8.1

14. Locate the opposite end of the Heater harness with the yellow fuse holder, bare Red wire and the ring terminal on the Black (ground-) wire. Slide the bare Red wire into the closed end of the Tap Connector (you may need to open the Tap Connector and pull the metal blade out of the way) and slide the Tap Connector over the Orange wire on the upper 12vDC power supply. Install provided 15A fuse into holder. Photo 9. Route the Black ground wire through the firewall to the mounting post of the terminal block. Photo 10. Turn the key one click (to acc.) and turn the Heater switch to High and Low to insure operation. REMINDER: PUT THE FUSE IN THE FUSE HOLDER.
15. Connect the 2.00" vent hose to the Dash vents (occupant) with the heavy duty zip ties- then connect the open ends to the two outside ports on the Heater and secure with zip ties. Insert and twist the Air Wye into the center port of the Heater and connect appropriate hose lengths from the Wye to the two vents in the dash pad/cover- secure with zip ties. Photo 11, 11.1
16. Re-install the parts from Step 2. and secure all removed fasteners.
17. Fill radiator and burp-tank with 50/50 antifreeze or reuse the coolant drained in step 1. Start vehicle and lift the box to access the Supply T' on the engine. You will need to loosen the #16 clamp closest to the engine and let the air exit the system and re-tighten; while maintaining a minimum level of coolant in the burp tank. DO NOT LET AN EMPTY BURP TANK PULL AIR INTO THE SYSTEM. This process will take 3-5 cycles of warm up/cool down and up to 30 minutes, to clear the system of air. Keep an eye on the engine temperature and the High Temp warning light (left side of gauge) as it will light up during this process. This is simply telling you that you need to begin the cool down process and another cycle.

**TIP:** With the engine running you can loosen the clamp mentioned in the above step and evacuate the air in the system. You will get air, steam, and a mixture of both- before constant antifreeze flows from the hose. Once this happens, tighten clamp.

Photo 1



Photo 2

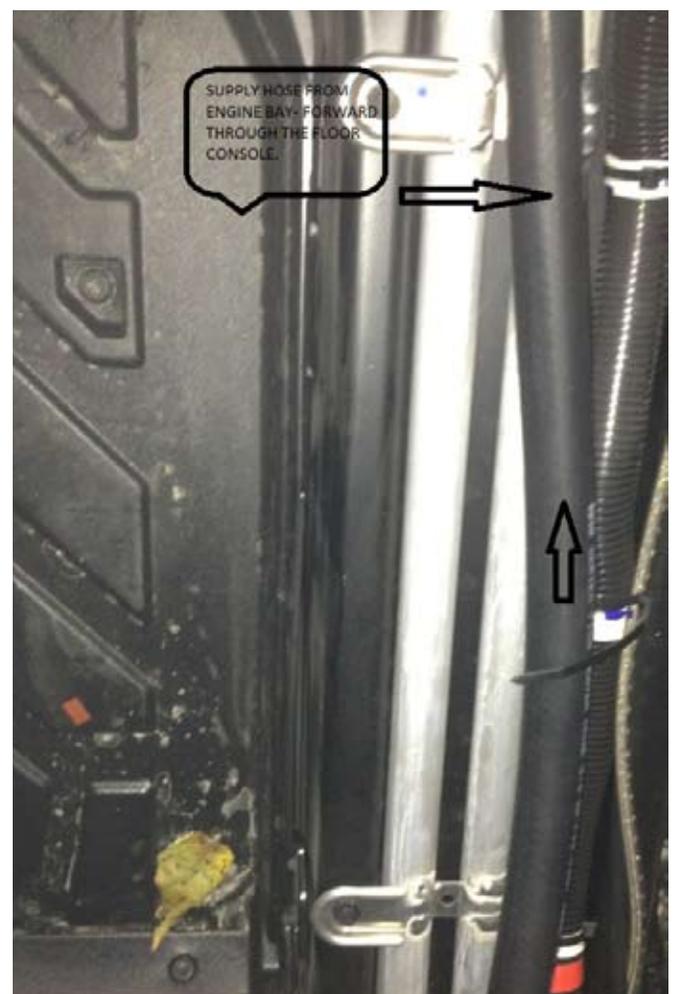


Photo 3

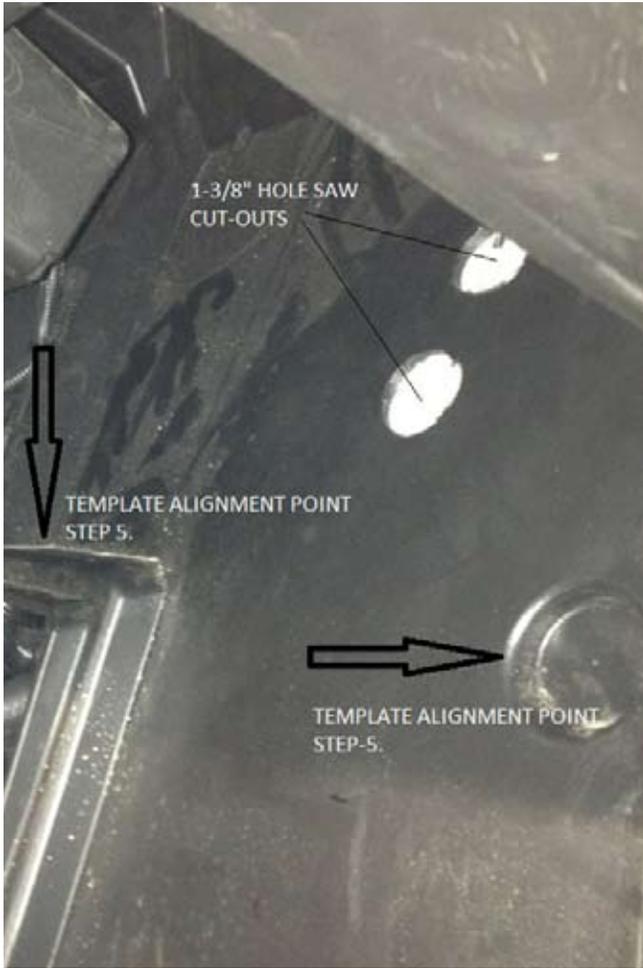


Photo 4



Photo 5



Photo 6

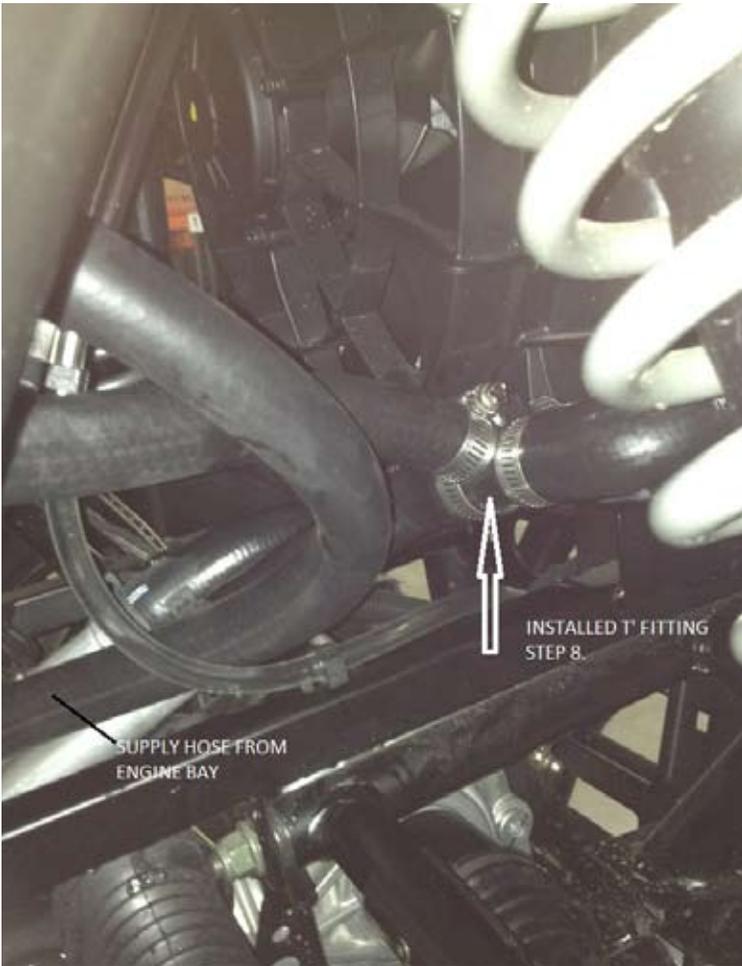


Photo 6.1





Photo 8



Photo 8.1



Photo 9

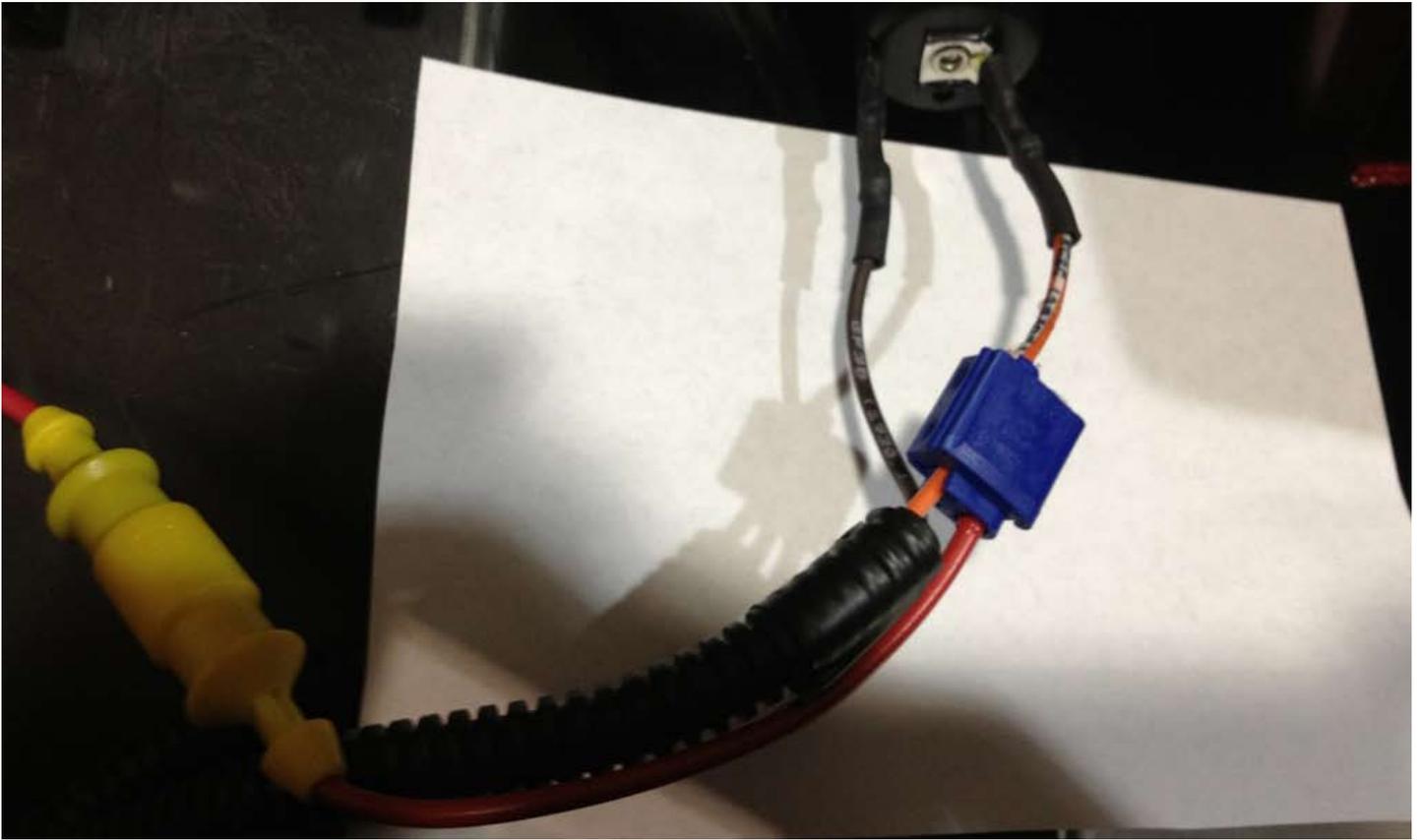


Photo 10



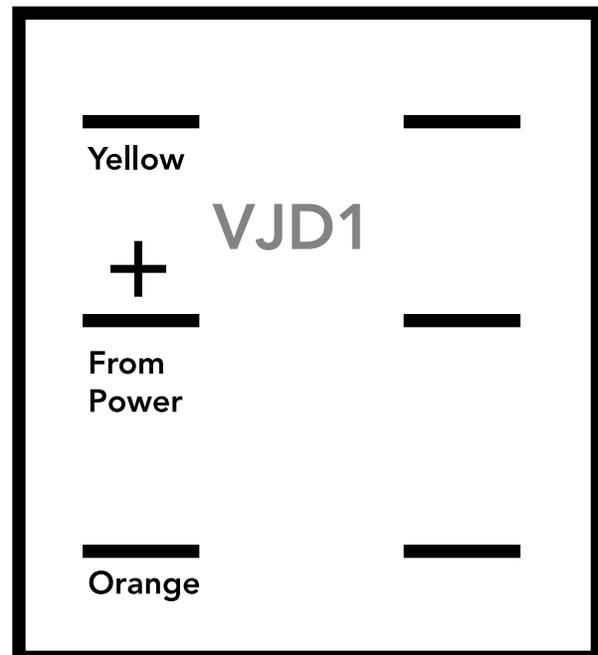
Photo 11



Photo 11.1



Back of Switch



Red from heater is medium and won't be used.

Black from heater is ground.

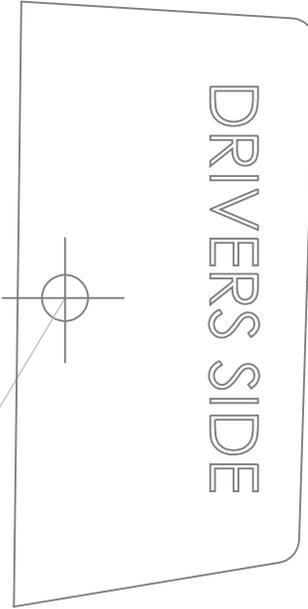
Step 2



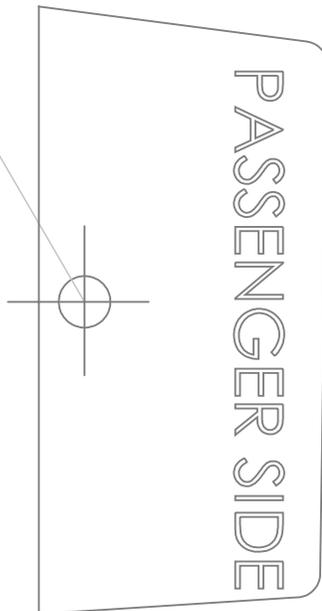
Step 2.1



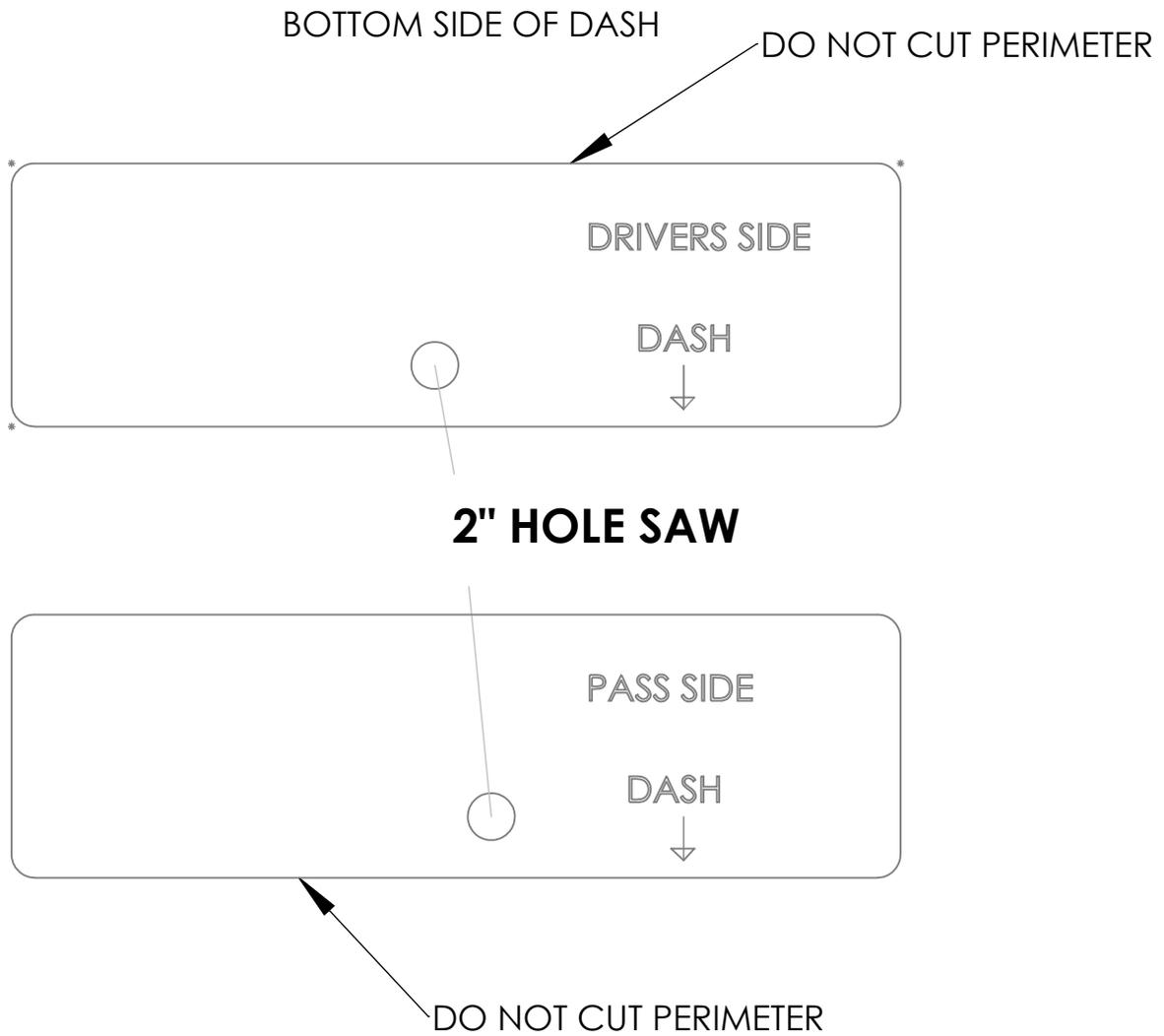
Dash Vent Template



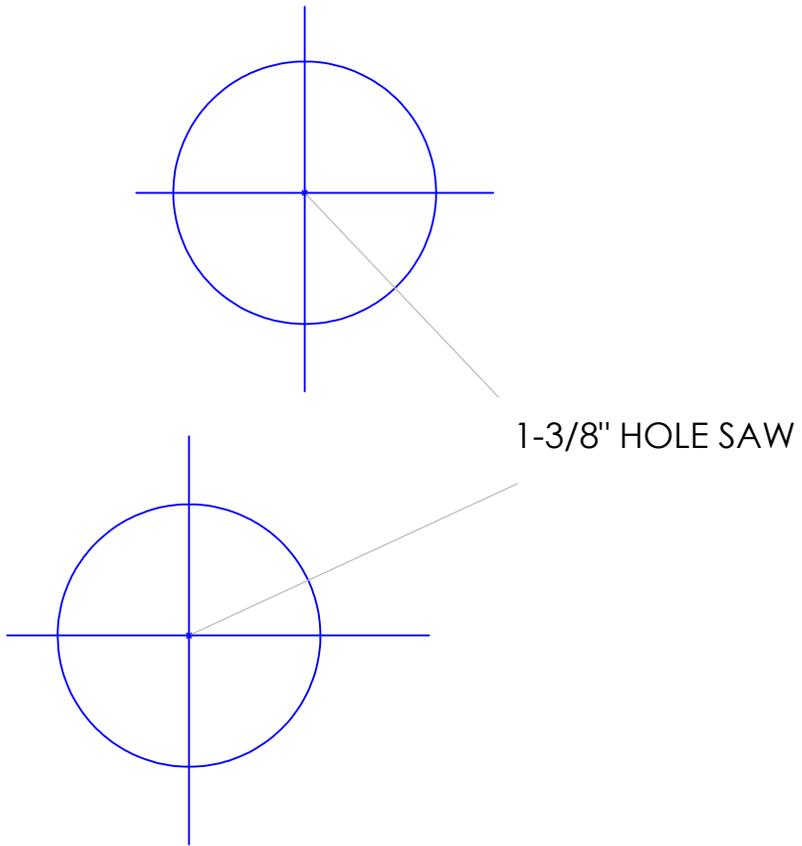
**2" HOLE SAW**



Defrost Vent Template



Hose Template



TOP OF  
FLOOR TUNNEL

