

4510-0642 (Z4165)

New Polaris Ranger 900 XP Cab Heater

Features: 2 Speed Hi Output Blower, Blower motor has 4,000 hour Brush Life and 3 year warranty, 4 Fully Adjustable Louvers, Powder coated Steel Case (Not Plastic)

For ease of installation you will need to remove the center switch panel in the dash. You may also remove the lower half of the dash as it may be easier to install with that removed. You will also need to drain the radiator as well. This makes it a lot easier to put the hose splices in.

With the lower half of the dash removed, take the heater mounting bracket and put it under the 2x2 steel square tubing that runs under the dash (from passengers to drivers side). The mount generally works best in the center of the machine, to slightly passengers side. 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. You can also mount the heater to the mount once the mount is secure. You will need to mount the heater so that the duct holes are facing towards the rear of the machine.

Now you can attach the heater hose to the splices. Remove the seat so that you can get to the radiator hoses under the passengers seat. You need to cut 1" of the rubber radiator hose to put the Y splices in place. Note the pictures on the next page for the correct direction. Once you have hose clamped the splices in place, attach the heater hose and secure with the clamps.

Take the center doghouse off that runs through the center of the machine on the floor. While the center doghouse is off, you will need to whole saw a 1 3/4" hole in the very front, top of the doghouse. The hole is for the heater hose to be run up to the heater. There is also a mount that holds the aluminum radiator hoses located in the doghouse, this is where you will ground the heater. Remove the bolt, place the ground eyelet from the black wire on the bolt and replace the bolt into the mount.

You can now replace the doghouse and run the heater hose up through the holes as you are putting it back into place. The hoses can now be put on the heater and secured with the hose clamps provided.

A 2" whole saw is the size of hole you need for the louvers. There are no specific locations for the louvers, we placed two on the front of the dash and two on top of the dash (for defrost). There are pictures on the next page for references. The zip ties are used to go around the duct hose after it is pushed onto the louver. Now attach the duct hose to the heater.

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. See attach picture on how they go onto the switch. The black wire you have already grounded under the doghouse and the red wire needs to be run under the hood on the passengers side. There is a picture showing where to attach the red wire. There switch mounts right in the center switch panel, just remove the blank panel from the factory and that is where the switch goes.

Now you can refill the radiator and check for leaks. Start the machine and recheck coolant level, the kit will require approximately 1 additional quart of coolant. Allow the engine to warm up and circulate the coolant, it may take a few minutes before you get any heat out of the heater, and this is due to the air in the cooling system. Once you start getting good heat recheck coolant level and check again for leaks.

