

Z4115

New Polaris General 1000 XP 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)

For ease of installation you will need to remove the hood and the plastic cover that is over the dash. You will also need to drain the radiator as well. This makes it a lot easier to put the hose splices in. With that done you can install the splices into the radiator hoses. You will need to only cut about 1 inch (each, top and bottom) of the radiator hoses.

The heater is mounted up under the gauge panel between the two cross members with the inlet/outlet facing the passengers side, just like in the pictures. Use the self-tapping screws supplied to secure the heater in place. You can now connect the heater hoses to the heater from the y-fittings. Two 1" holes will need to be drilled in the fire wall to run the heater hoses from the heater core to the Y-fittings in the radiator hose.

A 2" whole saw is the size of hole you need for the louvers. There are no specific locations for the 2 dash louvers, but you may want to measure to make sure they are even and look nice before drilling. The other two louvers go on the drivers and passengers inner kick guard. Attach the duct hose to the kick guard louver and secure with one of the zip ties provided. Then run the hose up to the heater and secure with a zip tie to the heater port.

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 Run your ground (black) from the male spade on the switch (the one all by itself in the corner) to the terminal block marked GND. Run the Power wire (red) from the middle male spade on the switch to the one marked ACC. And last run the Fan (also red) wire from the fan to the bottom male spade on the switch.

You have two duct hose to connect to the defrost louvers and secure with zip ties and then the gauge panel can go back on.

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.





