

# Z4185

## 2018+ Polaris Ranger 1000 XP Direct-Fit Hidden Cab Heater with Defrost

### PRE-INSTALLATION

For ease of installation you will need to remove the hood cover and the top and lower dash panels.

### MOUNTING THE HEATER AND ATTACHING HEATER HOSE

Once the top dash panel is removed there is a bracket that is between the two dash braces. That will need to be removed and the heater mounts underneath the two braces in place of this bracket.



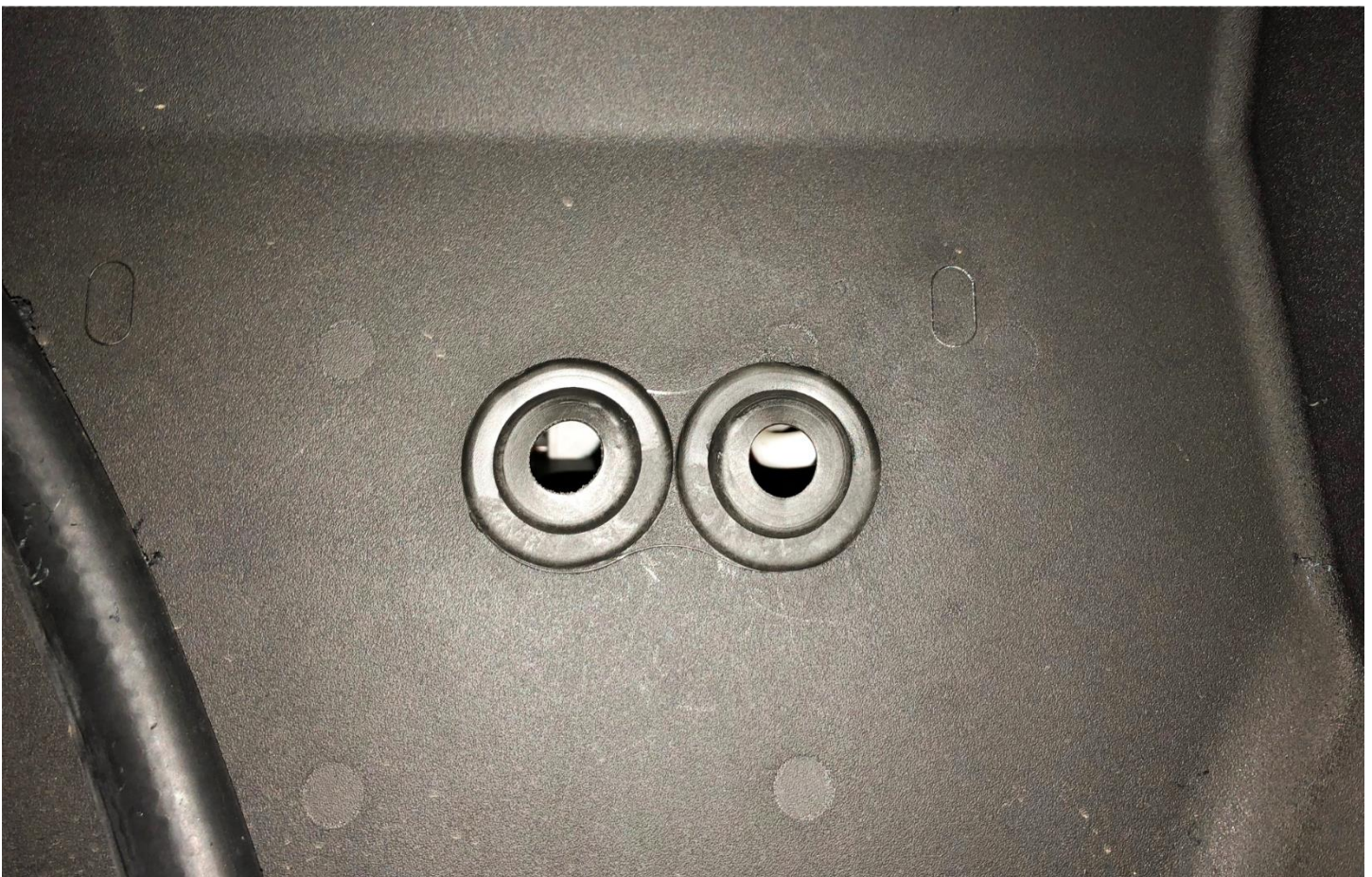
### SPLICE INTO OIL COOLER LINE

To start, use a 1 3/8" hole-saw and install the two rubber grommets into the firewall. There is a mold in the firewall where a bulkhead would go, drill into this mold and install the two grommets here.

You will now run the heater hose from the front of the machine all the way back to the oil cooler line. Cut the 14' of hose into two 7' pieces. Start by feeding the hose through the center of the machine; do this from the passenger side wheel well. Remove the center floor panel for access.

There is an oil cooler hose coming off the engine, you will cut this hose and connect the splices included with the kit. You can now attach the two runs of heater hose to these splices. You will want the hose being fed by the Oil Cooler (inlet) to run to the lowest heater core fitting (relative to gravity). You will then connect the return line (highest heater core fitting relative to gravity) to the other splice which will be the return line.

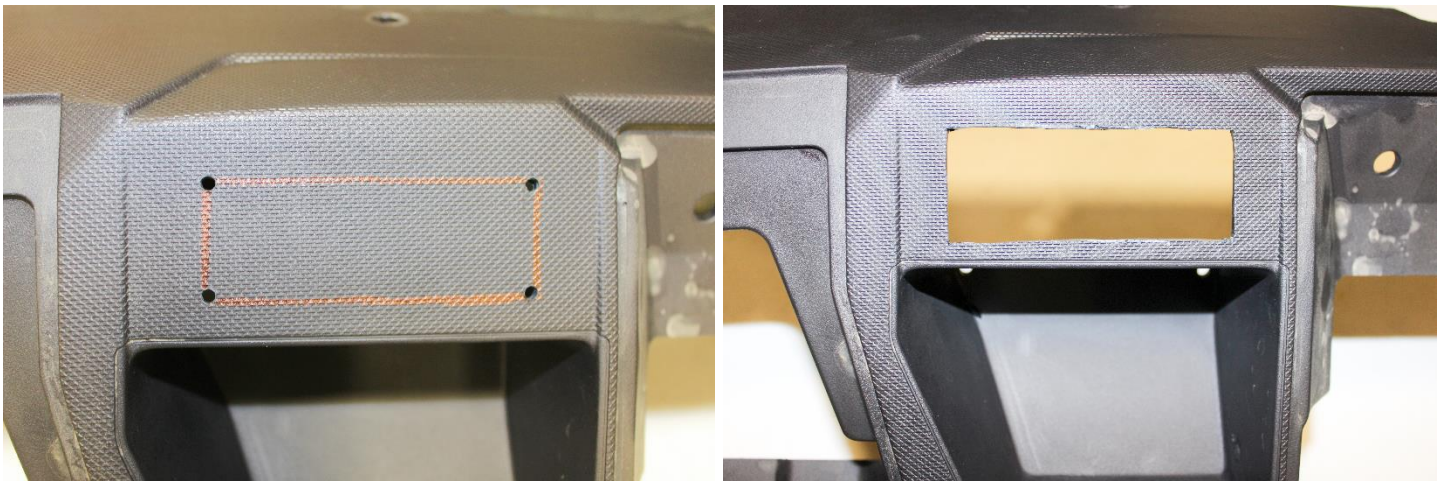
**DO NOT** use a shut off valve on this heater. By hooking it up through the oil cooler line you are going to get quicker and more consistent heat, this is because you are able to bypass the thermostat. However, you will not want to shut-off the flow of coolant through this line.





## INSTALL LOUVERS AND RUN DUCT

Set the defrost cutout templates on the lead edges of the defrost locations, as shown below. Trace the cut-out area with a marker and drill 4 holes in each corner. Now take sharp razor blade and cut this area out. Push straight down and pull straight up, DO NOT pull and push from the side, you can slip up and cut the dash doing it like that. You can also use a torch to heat up the blade, it will slide through the plastic panel very easy.



Next, turn the dash panel over and use a razor blade to knock down the edges where the defrost vents will clamp onto the panel. The panel thickens in these spots and needs to be thinned so the defrost vents clamp onto the panel. After installing the defrost vents, use the run of 2.5" hose included in the kit with a 2.5" to 2" duct reducer and attach this to the vent adapter. You can now run the normal 2" duct off the reducer to the heater box. Use adapter barbs and also tighten zip ties to provide maximum tightness around the louver adapter.

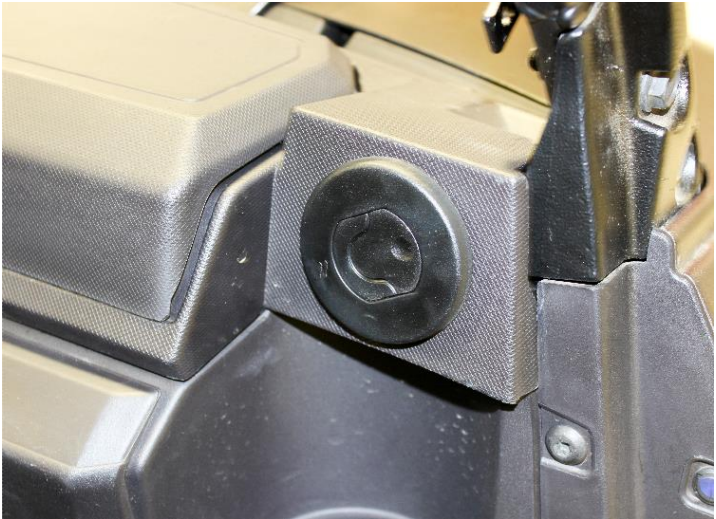
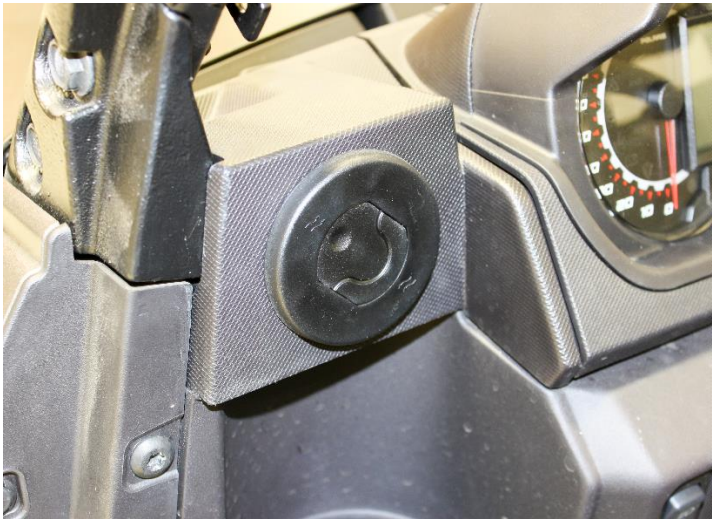
A 2.5" hole-saw is the size of hole you need for the floor louvers. See the pictures below for locations (same locations as the OEM heater). Drill out the two holes and install the louver. Cut runs of 40" for the two floor duct runs. The zip ties are used to go around the duct hose after it is pushed onto the louver. Now attach the runs of duct hose to the heater adapters. Use a needle nose pliers to tighten zip ties to provide maximum tightness around the louver adapter.

**TIP:** when using the louver adapter barbs (for maximum duct hold) take a pliers and tighten the barb before sliding onto the adapter. This will ensure a tighter fit and hold of the barb onto the louver adapter.





EXTENDER KIT LOUVER LOCATIONS:

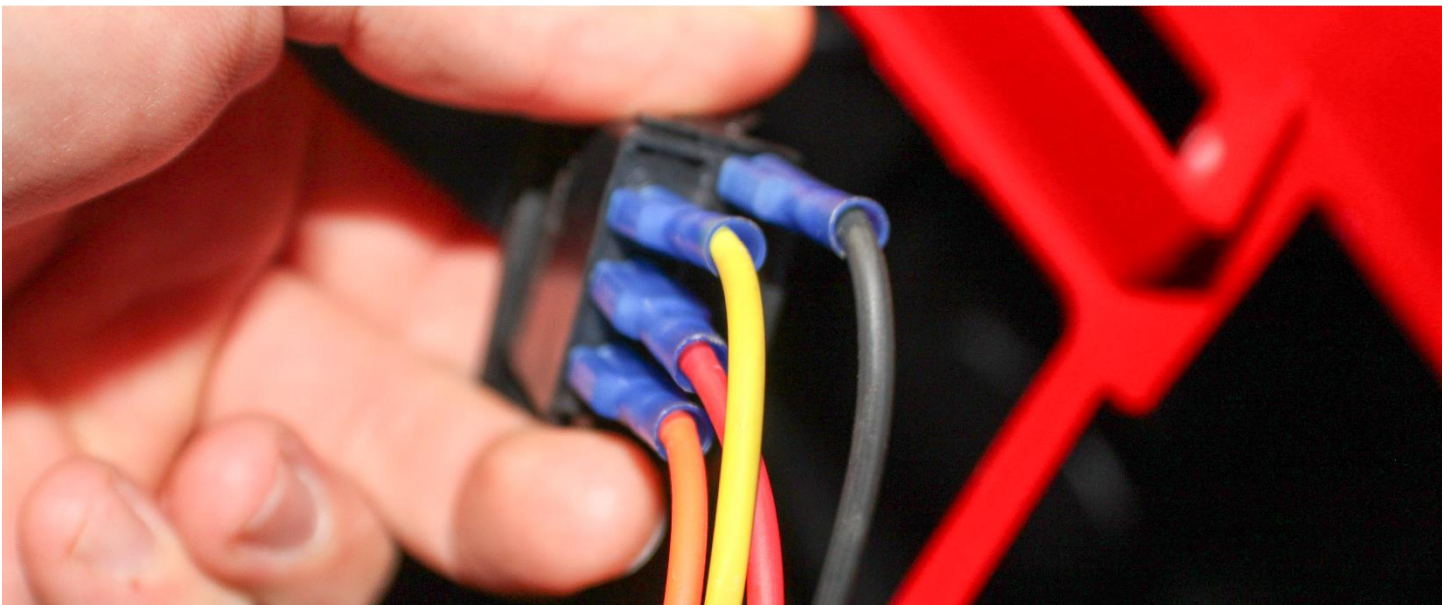
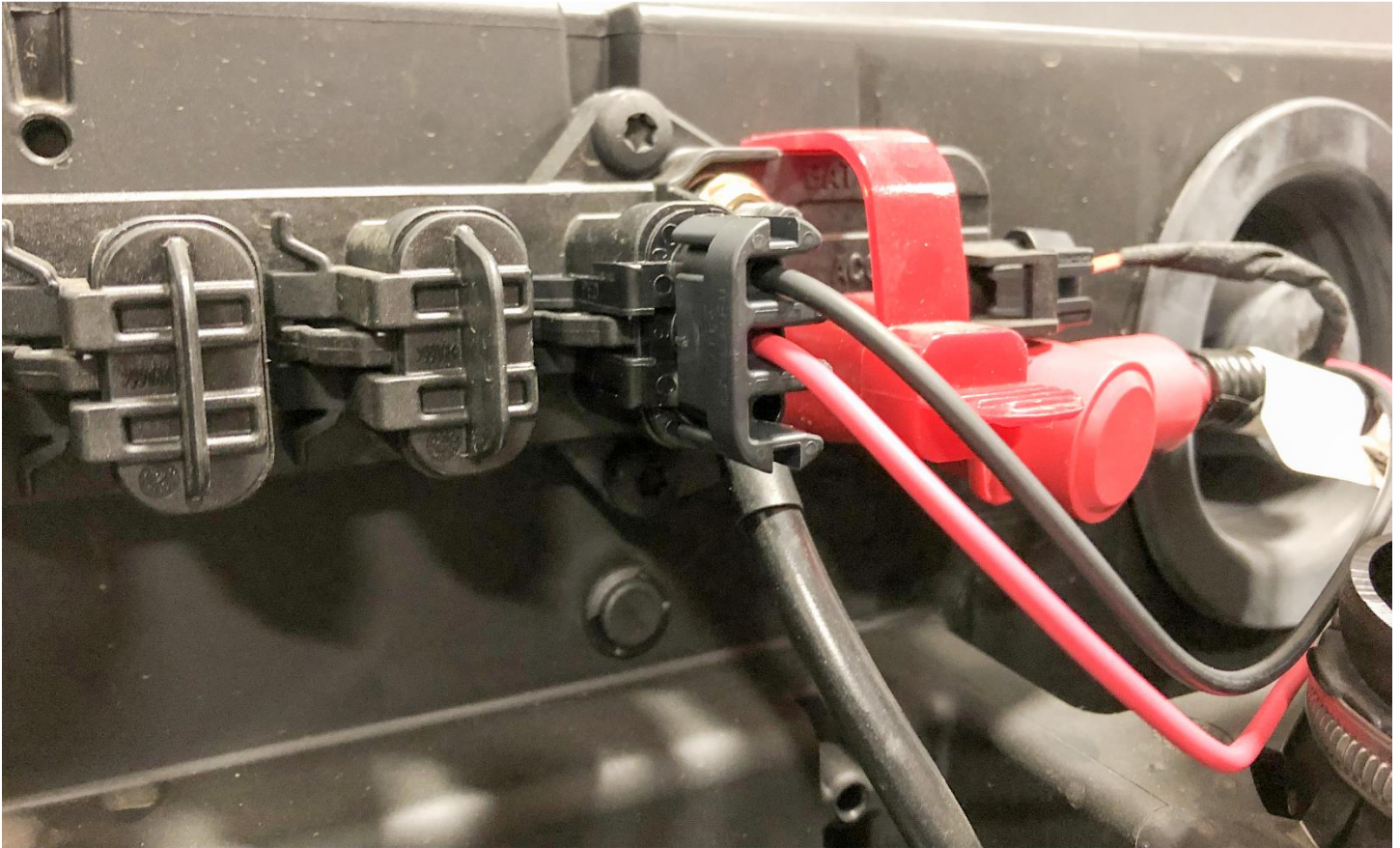


## WIRING

When cutting out a switch hole, cut short on the top and bottom per the factory cutout (see below). OEM changed the switch size on this machine so the factory cut-out would be too big (top and bottom) on a standard rocker switch.



There is a yellow and orange wire that needs to go from the heater blower to the switch. There will also be a black and a red wire that plugs into the factory power source (see below). See the below picture on how the connectors go onto the back of the switch.



### **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 and obtaining good heat.