

Polaris General (2016 - Current)
Direct-Fit Cab Heater with Defrost

STEP 1: PRE-INSTALLATION

- 1) Remove the hood (**PIC01**).
- 2) Remove the top dash panel (**PIC01**).

STEP 2: INSTALL LOUVERS

- 3) Using a 2.5” hole-saw drill out the holes for the floor louvers. There are factory dimples in the cab panels showing where to start your drill bit (**PIC02**) (**PIC03**).
- 4) Unscrew the face of the louver from the adapter and set the face in the hole, then screw the adapter on from the back side of the panel.
 - Install the duct clips on the louver adapters for max hold. The duct will be installed later in the installation.
- 5) With the top dash panel off, turn it over and locate the 2 factory embossments where you will cut out the defrost vent openings.
 - Make sure to cut **INSIDE** the embossment ridge (**PIC04**). If you cut outside the embossment it will be slightly too large.
 - Drill a 1/8” bit hole in each corner, then use a razor blade knife (or other cutting tool) to connect cut to each hole.
- 6) Once the holes are cut, insert the rectangle defrost vents (**PIC05**).
 - Leave the top dash panel off the machine, it will be reinstalled in STEP 6.

STEP 3: MOUNTING THE HEATER

- 7) The heater mounts between two framing bars with the heater core fittings facing the passenger side.
- 8) Mount the box so it sits a 1” off the power steering protection panel.
- 9) Remove the bracket from the heater box and mount the bracket by itself.
- 10) Mark the 4 holes for the self-tapping screws and drill 1/8” pilot holes.
- 11) **NOTE:** the original General model used two square framing bars so the bracket fits snug. The newer models switched to a circle framing bar so you will want to fit the bracket and make sure to mark the two pilot hole locations in the middle of the circular framing tube.
- 12) Use the (4) self-tapping screws to install the bracket to the machine (**PIC06**).
- 13) Bring the heater box up from underneath the bracket and install the heater box back onto the bracket, the fittings face the passenger side of the machine (**PIC07**).

STEP 4: WIRING

- 14) Install the rocker switch in one of the factory openings.
- 15) Using the wiring harness, plug the switch connector into the back of the rocker switch.
- 16) Using the wiring harness, plug the high/low wire (yellow/orange) connector to the heater blower connector.

- 17) Using the wiring harness provided, run the power wires (red/black) through the grommet to the front of the machine and plug into the factory connector (**PIC08**).
- 18) **NOTE:** the original General model will have the terminal block instead of the factory connector plug in. Cut off the connector and install the (2) eyelets (included in kit) to the power/ground wires and install them to the terminal block (**PIC09**).

STEP 5: SPLICE INTO COOLANT LINES

- 19) Using a 1-3/8" hole-saw, install the rubber grommets into the firewall (**PIC10**).
 - Note in the picture that the grommets are installed on the "figure-8" embossment where the factory bulkhead fittings (for the heater) would be installed.
- 20) Cut a 3-foot piece of the supplied heater hose (use the white notches on the hose to measure), this will be the return heater hose. The remaining heater hose is the inlet heater hose.
- 21) Using clamps, clamp off on each side of the lower radiator line where you will cut in to install the 1" Y-Fitting (**PIC11**), once installed, secure with the hose clamps provided.
 - Make sure the 5/8" splice is pointing toward the radiator, the coolant flows back into the lower radiator line in the same direction it is moving from the radiator.
- 22) Run the return heater hose from the upper heater core fitting to the Y-Fitting, trim as needed, and secure with hose clamps.
- 23) From the passenger side rear wheel well, locate the oil cooler line. Make a cut in the oil cooler line and install the Tee-Valve (**PIC12**), secure with hose clamps provided.
 - Refer to **PIC13** and **PIC14** for the position of the butterfly handle when the Heater is ON and OFF. Note the handle is on the bottom of the Tee when installed (handle is facing down).
 - When ON all of the coolant will be diverted to the heater and returned to the engine at the Y-Fitting. When OFF all the coolant will flow to the water pump.
- 24) Run the inlet heater hose under the machine to the rear passenger side. Zip tie out of the way of the drive shaft, if needed, then install onto the Tee-Valve.
 - For the 2-seat model, remove the center floor panel and run the hose to the rear of the machine (**PIC15**). On the Crew model you will need to drop the main skid plate under the machine and run the heater hose to the rear.

STEP 6: INSTALL DUCT

- 25) Cut (2) 12" pieces of duct and secure them to the backside adapter of the floor louvers using the zip ties provided.
- 26) Install the other end of the duct to the heater box adapters using the zip ties provided.
- 27) Cut (2) 22" pieces of duct and secure them to the backside adapter of the defrost vents using the zip ties provided.
- 28) Install the other end of the duct to the heater box adapters using the zip ties provided.
- 29) Reinstall the top dash panel back onto the machine.

STEP 7: REFILL COOLANT

- 30) Refill the radiator and check for leaks.
- 31) Start the machine and allow the engine to warm up and circulate the coolant.
- 32) Drive the vehicle and put it under a good load, this will help expel air from the system.
- 33) When done let the machine cool down, recheck the coolant level and refill if needed.
- 34) Coolant will be consumed as the air is expelled from the system. It is possible you will need to run the machine and recheck fluid levels multiple times before working out all of the air.



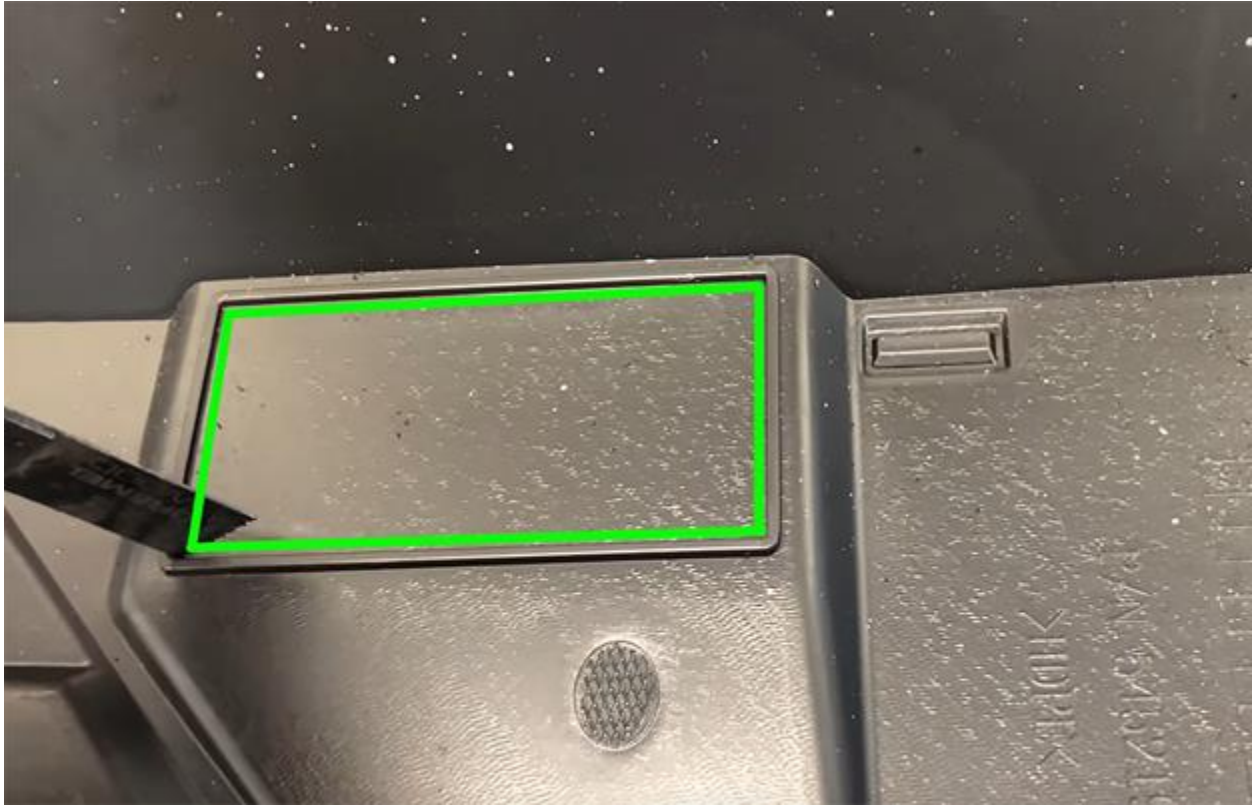
PIC01



PIC02



PIC03



PIC04



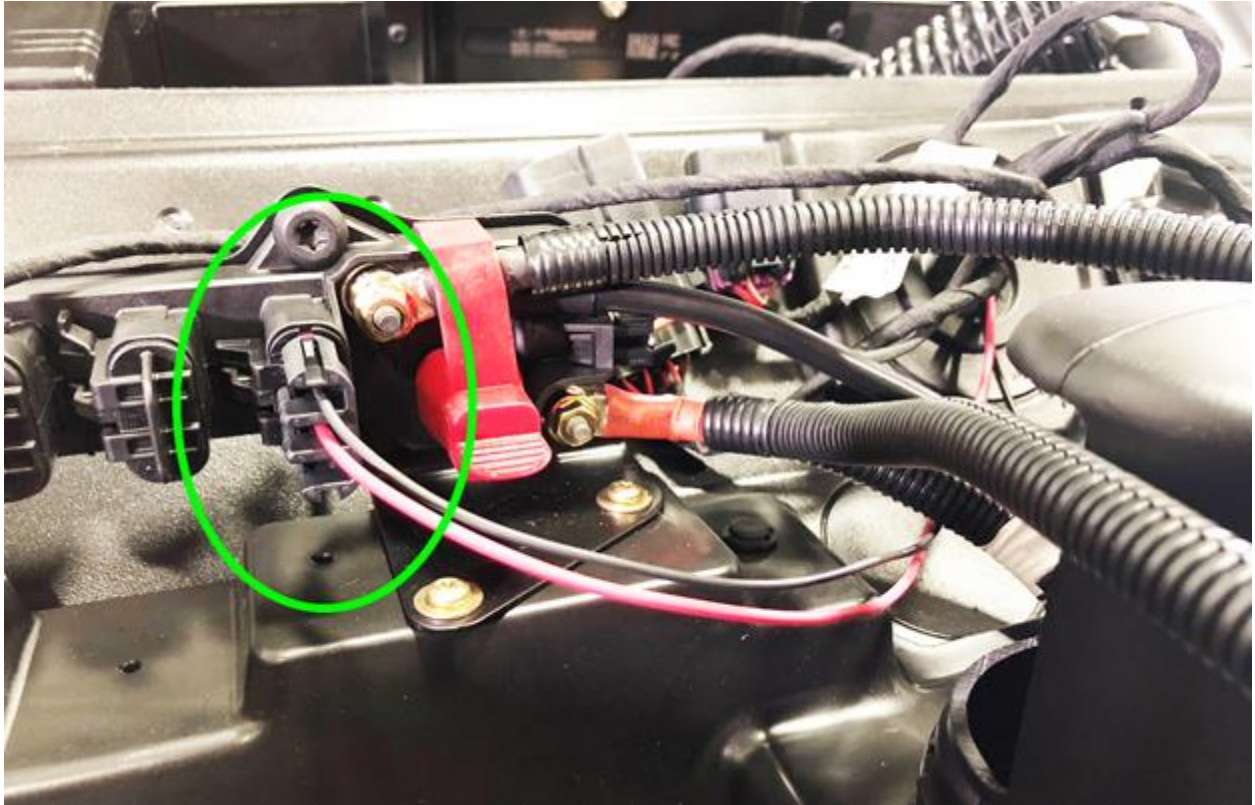
PIC05



PIC06



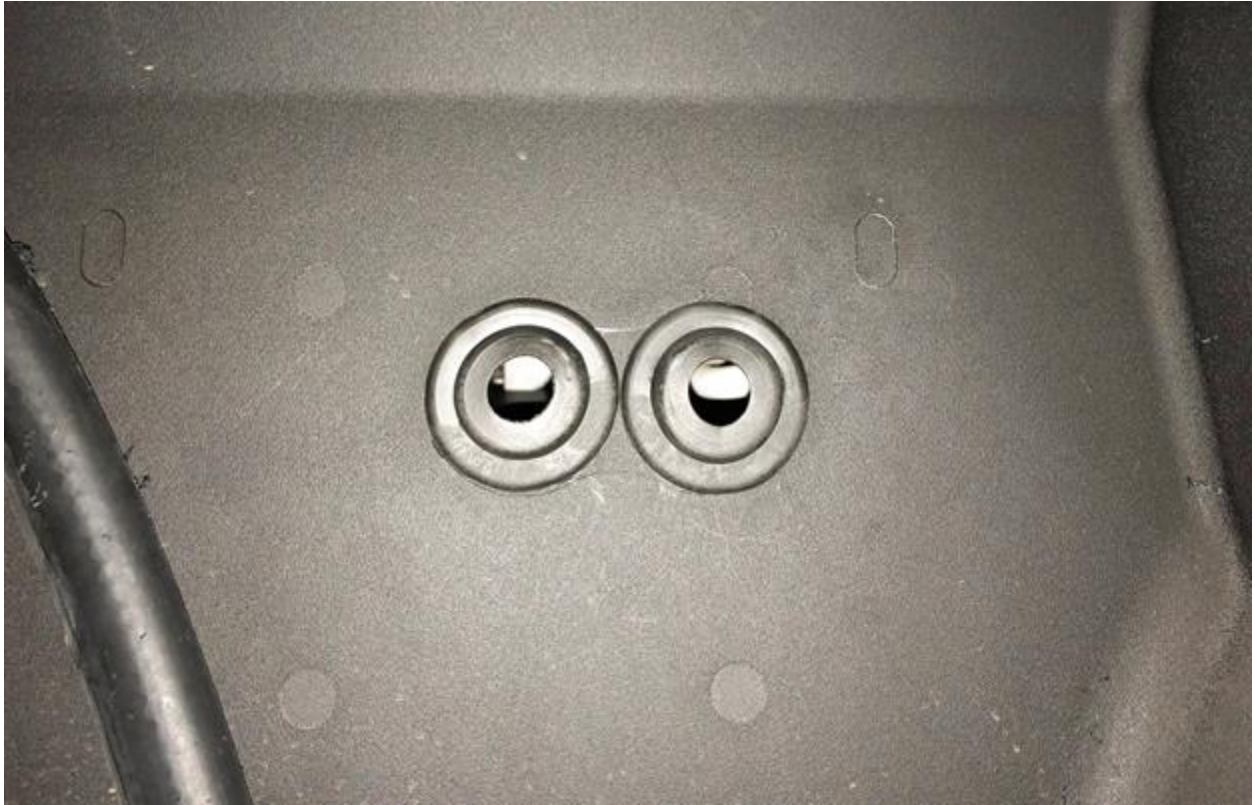
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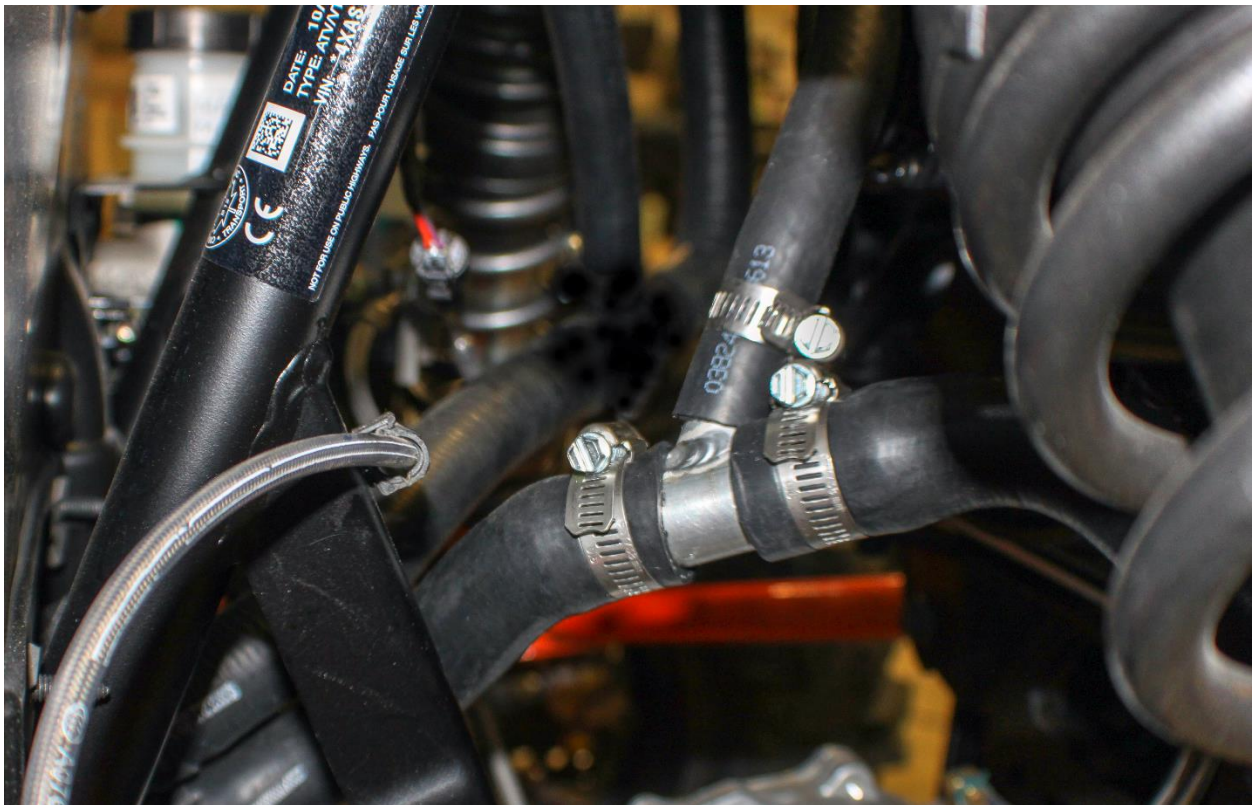
PIC08



PIC09



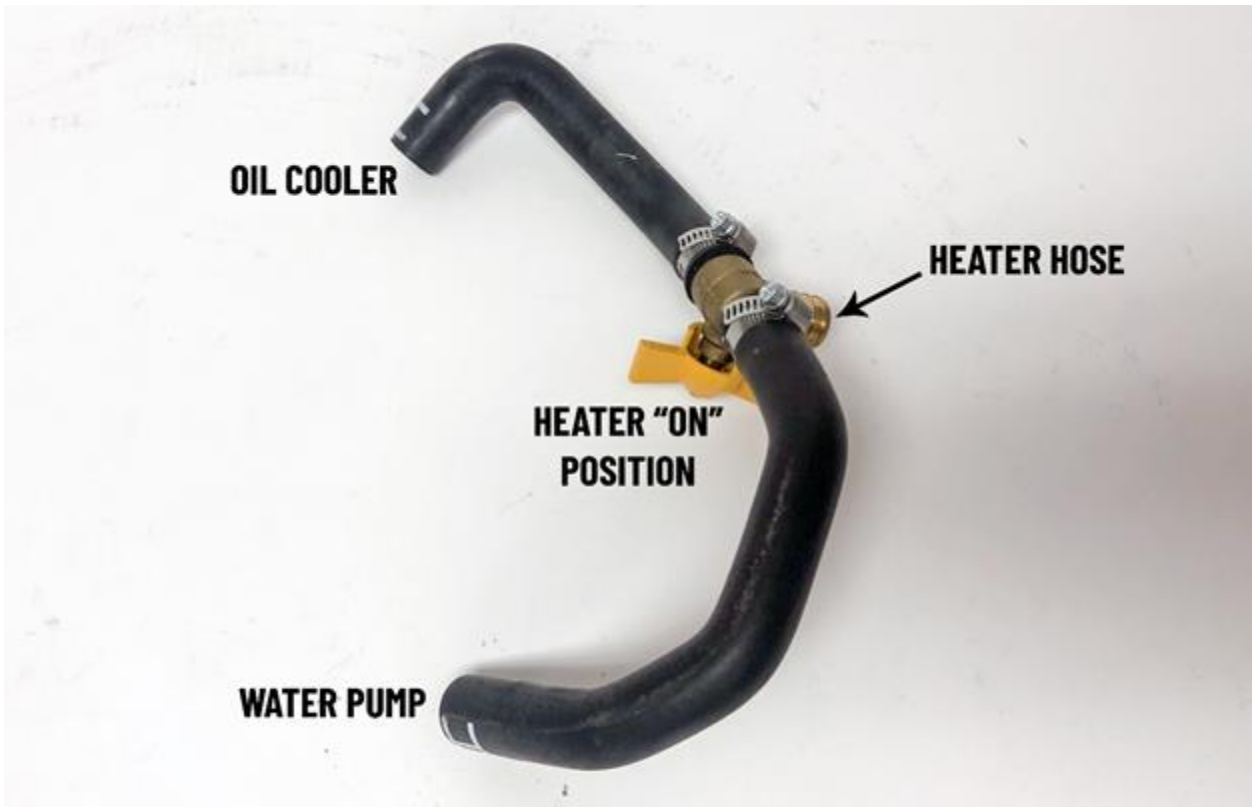
PIC10



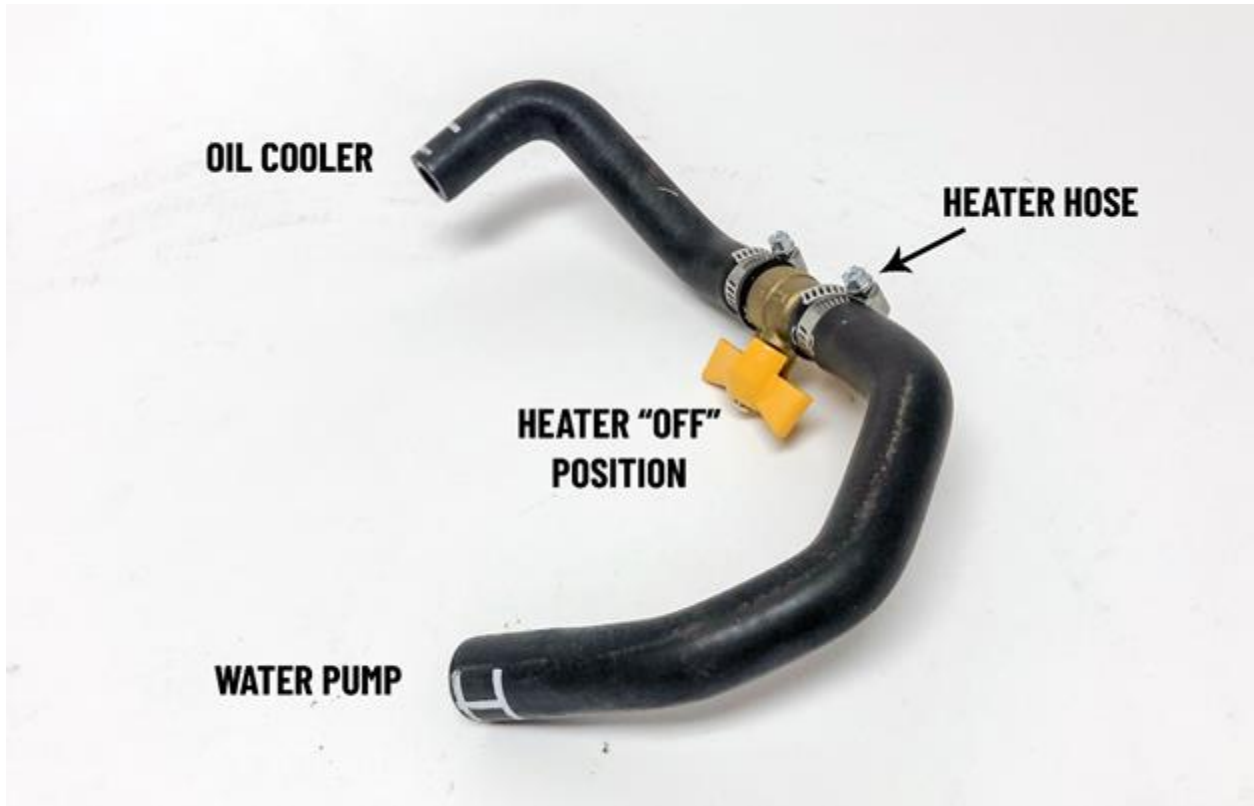
PIC11



PIC12



PIC13



PIC14



PIC15