

HEATER UNIT AH307

Cab heater kit for Polaris Ranger 900 XP



FEATURES:

- 2 Speed Hi-Output Blower
- 4 Fully Adjustable Louvers
- Powder Coated Steel Case
- Blower Motor has 4,000 hour Brush Life & 3 Year Warranty

INCLUDES:

- (1) Heater Assembly
- (1) Instructions
- (1) 2" Duct Hose
- (1) 5/8" Heater Hose
- (4) Louvers
- (2) Straight Hose Splicers
- (4) 1/2"-1 1/16" Hose Clamps
- (2) E-Z Coil
- (1) Panel Switch
- (1) Fuse Holder/Wiring
- (8) Cable Ties
- (3) Self-Tap Screws

PRE-INSTALLATION:

For ease of installation you will need to remove the hood panel, the center switch panel in the dash, and the lower half of the dash. **SEE PHOTO 1**. Lastly, you will need to drain the radiator (if you have hose clamps to install the Y-Fittings you do not need to drain the system).

MOUNTING THE HEATER:

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 just off the center of the machine, toward the passenger side (**SEE Y-FITTING DIAGRAM** on next page, mounting the heater box to the passenger side allows the heater hose to flow into the doghouse opening without any sharp turns, this prevents any kinking in the hose). 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 then mount the brackets to each other from the side once it is installed. Mount the heater so that the duct holes are facing towards the rear of the machine. **SEE PHOTO 2**



PHOTO 1: Remove the center switch panel



PHOTO 2: Duct holes facing toward the rear

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INSTALL THE Y-FITTINGS INTO THE RADIATOR LINES:

Take the center doghouse off that runs through the center of the machine on the floor. While this is off, you will need to whole saw a 1 3/4" hole in the very front, top of the doghouse (**SEE PHOTO 3**). 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 (**SEE PHOTO 4**). Cut the supplied heater hose in half and connect each to the heater core fittings, run them through the hole you cut in the doghouse and feed them under the passenger seat to splice into the radiator lines. Leave a decent amount of slack in the heater hoses that come off the heater core and into the doghouse opening, you do not want this hose to kink.

Next, remove the seat so that you can get to the radiator hoses under the passenger seat. You need to cut off 1" of the rubber radiator hose to put the Y-Fittings in place. Make sure you have the splices facing the correct direction (toward the radiator on both lines). Once in place, secure the Y-fittings with the hose clamps provided.

Now you can attach the heater hose to the 5/8" Y-Fitting splices. Run the heater hose from the Y-fitting in the upper radiator hose to the heater core outlet (outlet is the fitting that is lower than the other fitting). Run the other hose from the lower radiator hose to the heater core inlet fitting. 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.

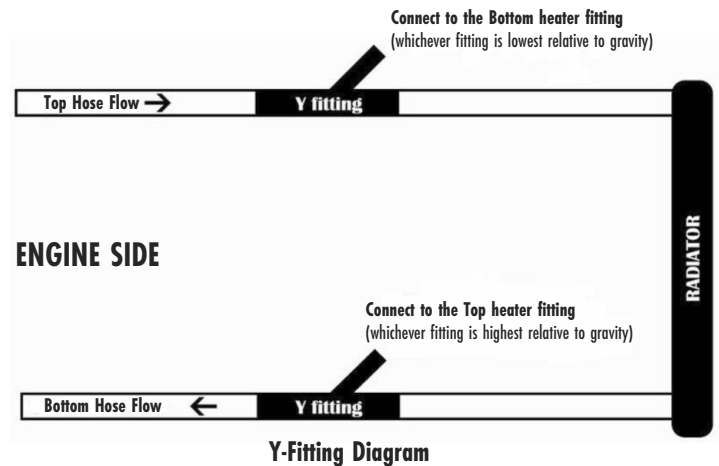


PHOTO 3: Top of the doghouse

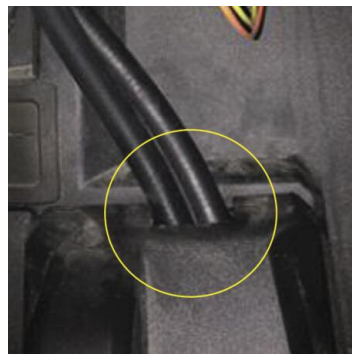


PHOTO 4: Ground Heater



PHOTO 5: Heater Hoses



PHOTO 6: Heater Hoses

INSTALL LOUVERS AND RUN DUCT:

A 2 1/16" hole-saw is the size of hole you need for the louvers (2" hole-saw will work as well, but you may need to use a razor blade and shave the hole a little bigger). 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). The zip ties are used to go secure the duct hose to the louver adapter after it is pushed onto the louver; use a needle nose pliers to bear down and tighten the zip ties, you do not want them to be loose on the back of the louver adapter **SEE PHOTO 7**. Make sure to pre-measure and mark cutouts to assure they are level and centered before drilling.



PHOTO 7: Placing louvers

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WIRING:

There is a yellow and orange wire that needs to go from the heater blower to the switch. There will also be a black ground wire and a fused red wire. **SEE PHOTO 8** on how they go onto the back of 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 passenger side. **SEE PHOTO 8** and **PHOTO 9** where to attach the red wire. The switch mounts right in the switch panel, just remove the blank panel from the factory and that is where the switch goes. **SEE PHOTO 10**

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, run the machine once you start getting good heat. When done using, **make sure the radiator is cool** then recheck coolant level and fill if needed. It is possible you will need to run the machine and recheck fluid levels multiple times before working out all of the air and start to obtain good heat.

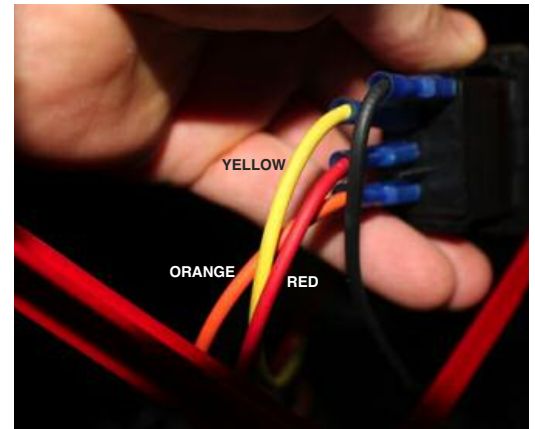


PHOTO 8: Switch



PHOTO 9: Switch mount center panel



PHOTO 10: Switch mount center panel