



## INSTALLATION INSTRUCTIONS

### PH5252 / PH5253 Electrical System & Voltage Regulator Guard

Fits 2015 - 2020 Polaris RZR 900 Trail, 900 XC, 900-S, 900-4 & 1000-S



PH5252 Shown

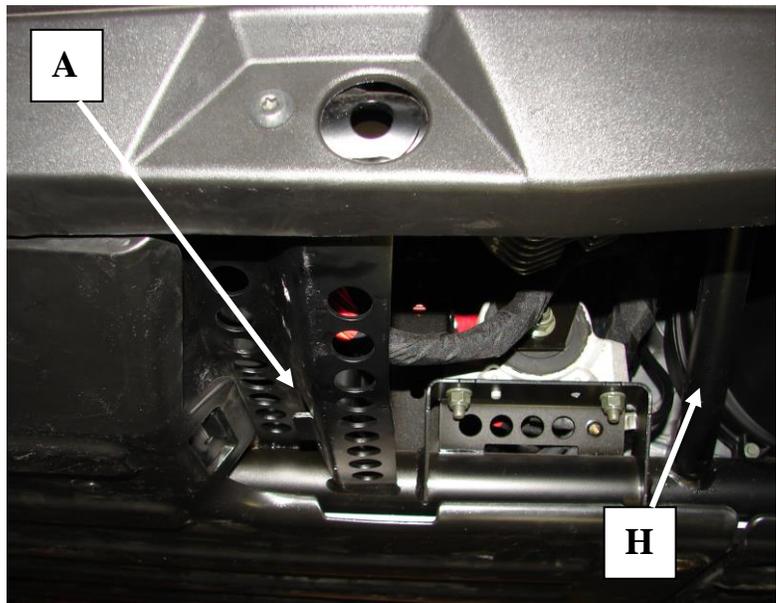
### ***Tools and Supplies***

Ratchet Wrench  
7/16" Socket  
Electric Drill  
5/16" Socket or 5/16" Hex Driver Bit  
Socket Adapter (to use 5/16" socket for installing self-tapping bolts)

**NOTE:** The 2015 –2016 RZR models have the voltage regulator, fuse block and main wiring harness mounted under the machine, below the driver's seat. The 2017 - 2020 models have the voltage regulator moved to the front of the RZR, but the fuse block and main wiring harness are still exposed under the RZR. The 2015 – 2016 RZR's were part of a recall to change the voltage regulator. The photos in these instructions show the original voltage regulator as installed by the factory below the driver's seat. The post-recall RZR's will have a different style voltage regulator that was replaced by the Polaris dealership (that will be mounted in the same place). As such, the routing of the wiring may be different on each machine. The instructions below detail how to re-route the wiring to fit with this Electrical System & Voltage Regulator Guard. However your wiring may already be run as instructed, depending on how the Polaris dealer performed the recall work on your particular machine.

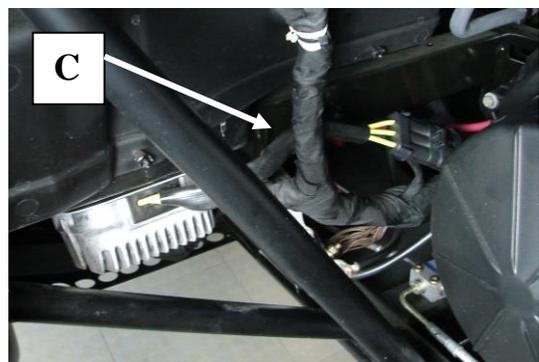
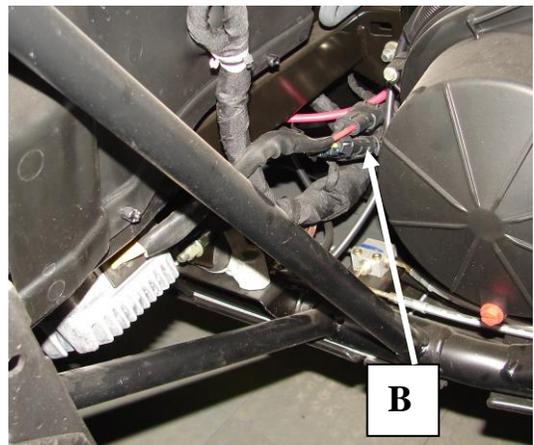
## Installation Instructions

1. If you have the stock Polaris skid plates, proceed to step #3.
2. If you have installed aftermarket skid plates, you may need to remove some skid plate bolts and lower any section of the skid plate below the voltage regulator & fuse block. This Thunderhawk Electrical System & Voltage Regulator Guard is mounted to the frame member below the fuse block that runs between the main frame tube and the rocker panel (arrow marked "A"). You will need access to install two bolts here.



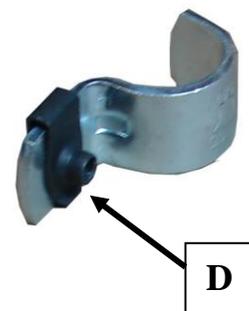
### ***(Steps 3 - 5 apply only to 2015 - 2016 RZR models)***

3. Carefully clean and dry the voltage regulator, fuse block and wiring harness to remove any mud. Mud can hold moisture, which will lead to corrosion on these electrical components over time. Be sure to clean between the back-side of the voltage regulator and the plastic mounting surface to assure that the air-gap at this mounting point is un-obstructed.
4. Un-plug the two harness plugs connecting the voltage regulator to the main wiring harness (arrow marked "B").
5. Re-route the voltage regulator wires so that the voltage regulator wiring runs in front of the vertical wiring harness for extra clearance (arrow marked "C"). We recommend that you use dielectric grease in these voltage regulator plugs when they are re-assembled.

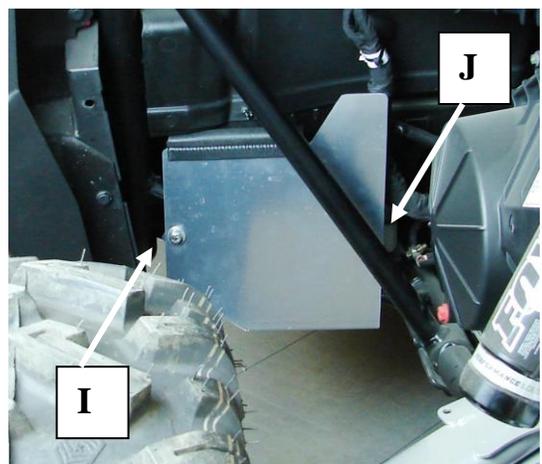
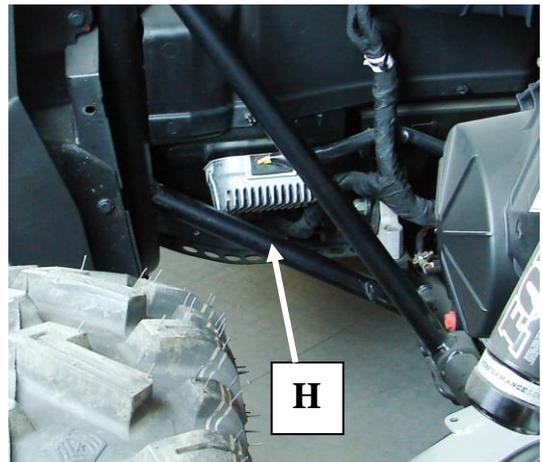
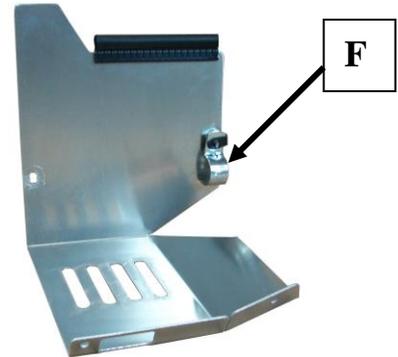
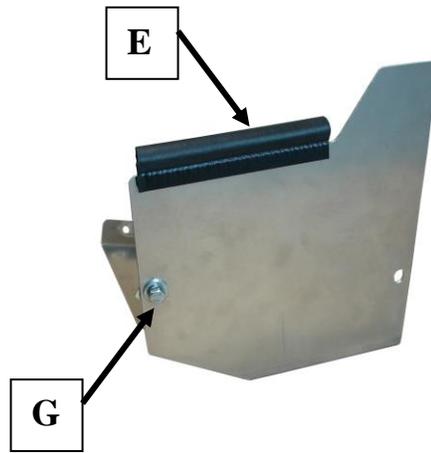


### ***(Steps 6 - 14 apply to ALL RZR models)***

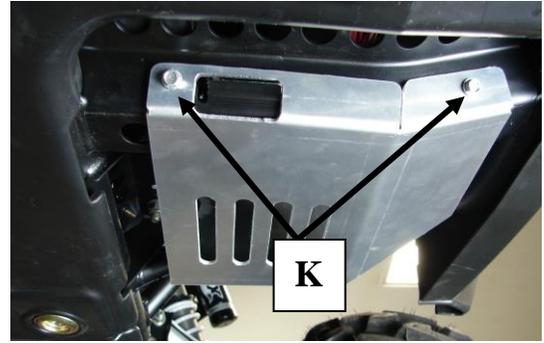
6. Install the supplied clip-nuts onto the clamps. The barrel-section of the clip-nut must be positioned as shown (arrow marked "D").



7. Install the supplied rubber bulb seal to the upper edge of the Electrical System & Voltage Regulator Guard (arrow marked "E").
8. Install the outer clamp onto the front-side of the guard (arrow marked "F"), using the supplied 1/4" hex-head bolt, with flat washer and lock washer. This bolt (with washers) should be installed through the outer slot in the guard from the rear-side of the guard (arrow marked "G"). Install this bolt only a couple threads into the clip-nut on the clamp.
9. Slide the Guard up into position. The leading edge has a rectangular hole that will go over the tab on the frame member (arrow marked "A"). The rear (vertical) section of the Regulator Guard will be located behind the round frame tube (arrow marked "H").
10. Reach around the outer edge of the Guard (arrow marked "I") and rotate the outer clamp so that it is positioned over the round frame tube. Tighten this bolt by hand (finger-tight).
11. Install the remaining clamp (with clip-nut) in the inner position. You can easily reach around the inner edge of the Guard (arrow marked "J") to hold this clamp in position over the frame tube while you install the bolt (with lock washer & flat washer) through the inner slot in the Guard (slot is behind frame tube in photo). Tighten this bolt by hand (finger-tight).



12. Align the Guard (left-or-right) so that it fits snugly against the frame member at the front. Install two drill-tip (TEK) bolts into the two front mounting holes of Regulator Guard (arrows in photo marked “K”) and tighten. Do NOT over-tighten TEK bolts (see note below).
13. Tighten the bolts holding the two rear mounting clamps.
14. Re-install skid plate bolts (if removed in step #2).



### ***Note about drill-tip TEK bolts:***

Drill-tip bolts (TEK bolts) are used in this kit to simplify installation. These bolts are used throughout the automotive industry. You may have heard of a case where the heads of these bolts break-off, and the TEK bolt is usually blamed for being “too weak”. The actual cause of this breakage is over-tightening the bolt during installation, not a weak bolt. If the impact wrench or drill used to drive the drill-tip into the metal is also used to fully tighten the bolt, you will frequently over-tighten the bolt. These TEK bolts should be installed using power tools to start the bolt and then should be hand-tightened after the threads begin to engage the metal.