



INSTALLATION INSTRUCTIONS

PZ5749 / PZ5750 Electrical System & Voltage Regulator Guard

Fits Polaris RZR XP 1000, XP-4 1000; 2014 - 2018 and XP Turbo; 2016 - 2017



PZ5749 shown

Tools and Supplies

Ratchet Wrench
7/16" Socket
10mm Socket
Electric Drill
3/8" Socket or 3/8" Hex Driver Bit
Socket Adapter (to use 3/8" socket for installing self-tapping TEK bolts)
10mm Wrench

NOTE: The 2014 –2016 RZR XP 1000 models have the voltage regulator, fuse block and main wiring harness mounted under the machine, below the driver's seat. The 2016 & newer XP Turbo and the 2017 & newer XP1000 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 2014 – 2016 XP 1000'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

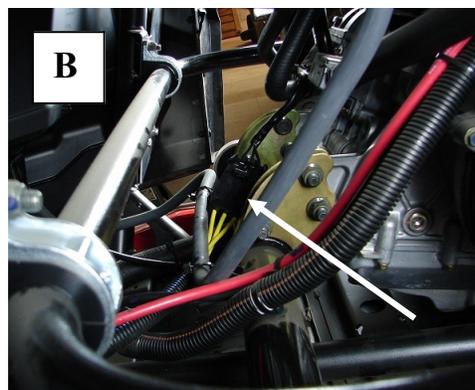
(Steps 1 - 8 apply only to 2014 – 2016 RZR XP 1000 models)

1. On 2014 – 2016 RZR XP 1000 models, temporarily remove the voltage regulator. Inspect the voltage regulator for any damage. Thoroughly clean the voltage regulator, including the back-side. Clean and inspect the wiring harness and all wiring connectors.



2. The voltage regulator wiring harnesses must be moved so that the harnesses pass in front of the frame tube. The stock wiring location was run behind the frame tube (shown by arrow in photo “A”).

3. There are two harnesses from the voltage regulator. One connects to power and ground. The other harness runs to a plug at the front of the engine, which is mounted to the engine mount cross-tube. Follow the voltage regulator wiring to where this plug is located. Un-plug this harness and dismount the plug from the engine mount cross-tube to gain additional slack in the wiring harness so that the wiring can be moved. Re-route the wiring harness from below the engine mount cross-tube, so that the wiring harness now passes above the cross-tube (arrow in photo “B”).



4. When re-installing the voltage regulator, you may also choose to re-install the voltage regulator with the wiring harness on the bottom to reduce the chances of water intrusion around the wiring.

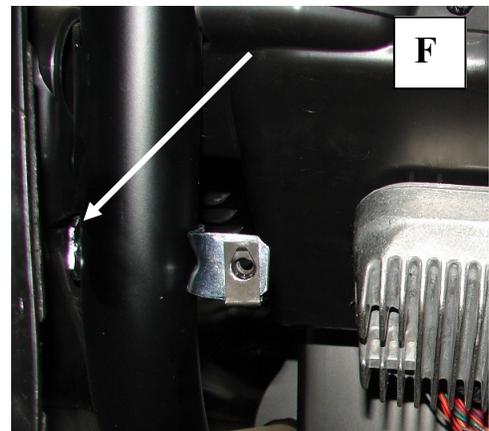
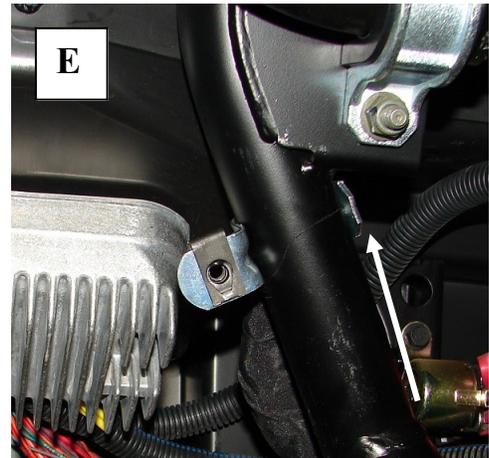
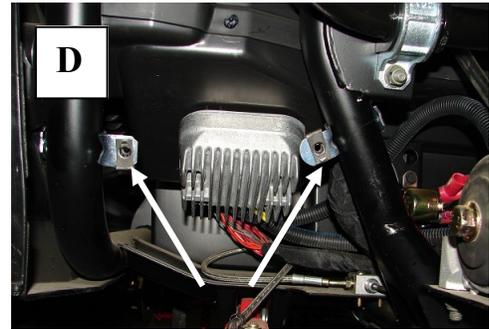
5. Re-install the voltage regulator with the wiring harnesses routed between the plastic passenger compartment wall and the frame tubes. This will position the wiring harness in front of the frame tubes (shown in photo “C”).



6. Test fit the voltage regulator. The regulator will use the same two mounting holes, whether you choose to re-install the regulator with the harness plug at the top or with it rotated so that the harness plug is positioned at the bottom (as shown in photo “C”).
7. Check all wiring to assure that the harnesses have sufficient slack and are not contacting anything that could cut or melt the wiring harnesses. Re-connect the voltage regulator plug (un-plugged in step #3), using dielectric grease on the terminals.
8. Re-mount the voltage regulator using the stock bolts and nuts (as shown in photo “C”).

(Steps 9 - 16 apply only to ALL models)

9. The two clamps provided in the kit will clip in place on the RZR frame tubes. These two clamps are shown in photo “D” (see arrows) as a reference for their general locations. Details for each clamp installation follows.
10. The smaller clamp is installed on the inner frame tube (right arrow in photo “D”). This clamp is located just below the sway bar mount (see photo “E” for detail). The tip of this clamp (not the end with the nut) is visible just below the sway bar mount (arrow in photo ”E”).
11. The larger clamp is installed on the outer frame tube (left arrow in photo “D”). Photo “F” shows a closer detail photo of the location of this clamp. The tip of this clamp (not the end with the nut) is visible just below the section of the rocker panel plastic where the rocker panel mounting bolt secures the rocker panel plastic to this frame tube (arrow in photo ”F”).
12. The aluminum Electrical System & Voltage Regulator Guard panel can now be maneuvered into position. The lower tab (with vent slots) will sit below the voltage regulator, with approx ½” clearance (2014 –2016 XP 1000 models only). This lower tab will simply cover & protect the fuse block and wiring harness on all other models, and no clearance is specified when the voltage regulator is not installed in this location. The vertical rear section of the Electrical System & Voltage Regulator Guard will rest against the frame tubes (where the clamps were installed) and the hole in the inside upper corner of the Guard should be aligned with the sway bar mounting tab (upper arrow in photo “G”).
13. With the Electrical System & Voltage Regulator Guard in place, you can now install the two ¼” bolts with lock washers and flat washers through the two slots in the Guard (lower arrows in photo “G”). We recommend installing the outer bolt first, as the inner clamp can be more easily moved to align with the slot in the Guard if necessary by reaching around the inside of the inner frame tube. Finger tighten these two bolts, leaving them slightly loose so that the Guard can be moved slightly to align it in the following steps.



14. Verify that the Electrical System & Voltage Regulator Guard is not contacting the voltage regulator, wiring harnesses or brake lines.
15. With the Electrical System & Voltage Regulator Guard properly positioned, use a drill to install the supplied TEK bolt through the hole in the inside, upper corner of the vertical rear section, into the sway bar mounting pad (upper arrow in photo “G”).
16. Tighten the two bolts (previously installed in step #13).

