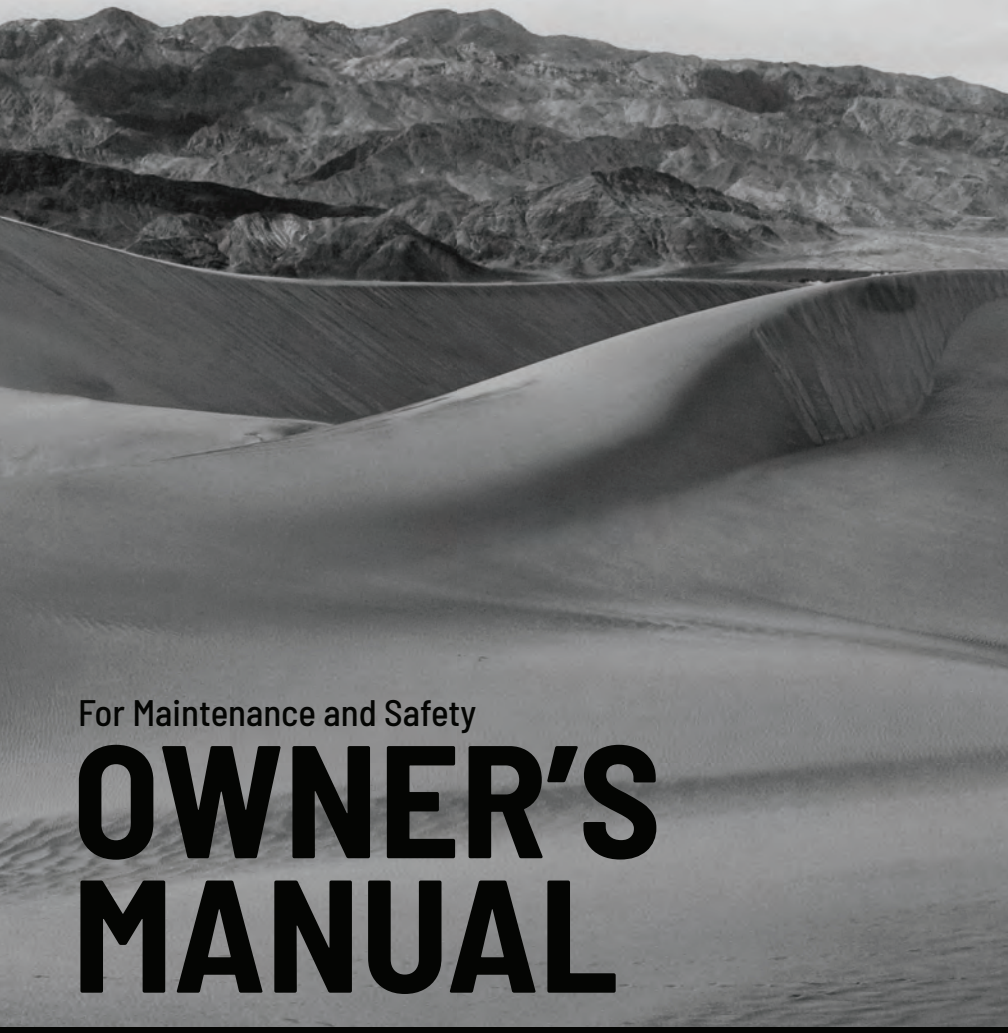
2025



For Maintenance and Safety

OWNER'S MANUAL

RZR Pro R
RZR Pro R 4

POLARIS
Think Outside

WARNING

Read, understand, and follow all of the instructions and safety precautions in this manual and on all product labels.

Failure to follow the safety precautions could result in serious injury or death.

WARNING

Operating, servicing, and maintaining a passenger vehicle or off-road vehicle can expose you to chemicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, do not idle the engine except as necessary, service your vehicle in a well-ventilated area and wear gloves or wash your hands frequently when servicing your vehicle.

For more information go to www.P65Warnings.ca.gov/passenger-vehicle.

For videos and more information about a safe riding experience with your Polaris vehicle, scan this QR Code® with your smartphone or visit: www.polaris.com/en-us/safety/

2025 RZR Owner’s Manual

Pro R
Sport
Ultimate

Pro R 4
Sport
Ultimate

The original instructions for this vehicle are in English. Other languages are provided as translations of the original instructions.

Printed in U.S.A.

9954448 Rev 01

Thank you for purchasing a POLARIS vehicle, and welcome to our world-wide family of POLARIS enthusiasts. Be sure to visit us online at *www.polaris.com* for the latest news, new product introductions, upcoming events, career opportunities and more.

Here at POLARIS we proudly produce an exciting line of utility and recreational products. We believe POLARIS sets a standard of excellence for all utility and recreational vehicles manufactured in the world today. Many years of experience have gone into the engineering, design, and development of your POLARIS vehicle.

For safe and enjoyable operation of your vehicle, be sure to follow the instructions and recommendations in this owner's manual. Your manual contains instructions for minor maintenance, but information about major repairs is outlined in the POLARIS Service Manual and can be performed by a POLARIS dealer.

Your POLARIS dealer knows your vehicle best and is interested in your total satisfaction. Your POLARIS dealership can perform all of your service needs during and after the warranty period.

For the most up-to-date owner's manual visit
https://www.polaris.com/en-us/owners-manuals.

SAFETY SYMBOLS AND SIGNAL WORDS

The following signal words and symbols appear throughout this manual and on the vehicle. Your safety is involved when these words and symbols are used. Become familiar with their meanings before reading the manual.

DANGER

DANGER indicates a hazardous situation which, if not avoided, WILL result in death or serious injury.

WARNING

WARNING indicates a hazardous situation which, if not avoided, COULD result in death or serious injury.

CAUTION

CAUTION indicates a hazardous situation which, if not avoided, COULD result in minor to moderate injury.

NOTICE

NOTICE provides key information by clarifying instructions.

IMPORTANT

IMPORTANT provides key reminders during disassembly, assembly, and inspection of components.

The Prohibition Safety Sign indicates an action NOT to take in order to avoid a hazard.

The Mandatory Action Sign indicates an action that NEEDS to be taken to avoid a hazard.

INTRODUCTION

TOOLS FOR SAFE RIDING

To safely operate this vehicle, it is important to become familiar with its features, controls, and characteristics. Review the Safety Briefings for this vehicle that apply to you:

- Operators
- Riders
- Owners
- Trailering the Vehicle
- Maintaining the Vehicle

Additionally, read the product safety labels on the vehicle and follow all rules and regulations concerning the operation of this vehicle in your area.

POLARIS recommends anyone who will be operating this vehicle to take a training course. ROHVA℠ (Recreational Off-Highway Vehicle Association℠) provides both an online safety e-course and a hands-on safety course. To access this training, visit www.rohva.org.

Other sources of safety information include the POLARIS Safety Video. The POLARIS Help Center also has additional information: *https://www.polaris.com/en-us/off-road/owner-resources/help-center/*.

VEHICLE TESTING

This Off-Road Vehicle was subjected to the following tests of the National Standard for Recreational Off-Highway Vehicles, ANSI®/ROHVA℠ 1-2016:

- Maximum Speed Capability
- Service Brake Performance
- Parking Brake/Mechanism Performance
- Lateral Stability
- Pitch Stability
- Vehicle Handling
- Roll Over Protective Structure (ROPS)
- Occupant Retention System (ORS)
- Sound Level Limits

VEHICLE-TO-VEHICLE COMMUNICATION (V2V)

IMPORTANT
For applications that use vehicle-to-vehicle (V2V) communication, radio transmitter IC: 5966A-P001 has been approved by Innovation, Science and Economic Development Canada (ISED) to operate with the Polaris antenna (part number 4018713) with gain of 3 dBi. Any antenna that has a gain greater than 3 dBi is prohibited for use with this device.

DEVICE COMPLIANCE STATEMENTS

USA RADIO COMPLIANCE

This vehicle contains the following radio equipment or components that contain radio equipment:

COMPONENT	COMPONENT ID	MANUFACTURER
Ride Command RC-7 Display	RC-7	Polaris Industries Inc.

This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.

⚠ CAUTION
Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

CANADA RADIO COMPLIANCE

This vehicle contains the following radio equipment or components that contain radio equipment:

COMPONENT	COMPONENT ID	MANUFACTURER
Ride Command RC-7 Display	RC-7	Polaris Industries Inc.

This device contains license-exempt transmitter(s)/receiver(s) that comply with Innovation, Science and Economic Development Canada's license-exempt RSS (s). Operation is subject to the following two conditions:

1. This device may not cause interference.
2. This device must accept any interference, including interference that may cause undesired operation of the device.

IMPORTANT
For applications that use vehicle-to-vehicle (V2V) communication, radio transmitter IC 5966A-P001 has been approved by Innovation, Science and Economic Development Canada (ISED) to operate with Polaris antenna (part number 4018713) with gain of 3 dBi. Any antenna that has a gain greater than 3 dBi is prohibited for use with this device.

EUROPEAN UNION (EU) RADIO COMPLIANCE

This vehicle contains the following radio equipment or components that contain radio equipment:

Component	Ride Command RC-7 Display
Component ID	RC-7
Manufacturer	Polaris Industries Inc.
***Transmitting Frequency**	2402 - 2480 MHz
Max RF Transmitting PWR	0.1 W
*Other transmitting radio frequencies may exist outside of EU markets.	

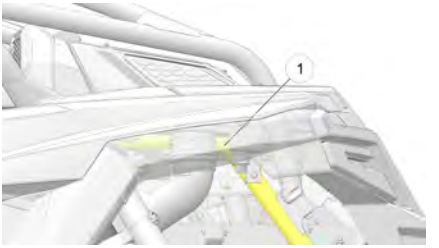
Hereby, Polaris Industries Inc. declares that the above radio equipment is in compliance with Directive 2014/53/EU.

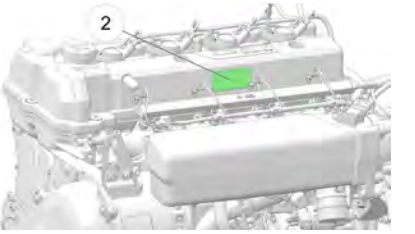
The full text of the EU declaration of conformity is available at the following internet address:

https://www.polaris.com/en-us/radio-conformity/

VEHICLE IDENTIFICATION NUMBERS

Record your vehicle's identification number ① and engine serial number ② in the spaces provided. Remove the spare key and store it in a safe place. The ignition switch must be replaced if all keys are lost.





Vehicle Model Number:	
Vehicle Identification Number:	
Engine Serial Number:	
Personal PIN Security Code:	

SAFETY

OWNER REQUIREMENTS

Improper use, maintenance, or modification of this vehicle can lead to serious injury or death.

Require proper use of your vehicle. Do not allow anyone to operate your vehicle or ride as a passenger unless they are properly instructed and you are sure they are willing to ride responsibly. To prevent unauthorized use, always remove the ignition key when the vehicle is not in use.

Any modifications or installation of non-POLARIS-approved accessories could increase the risk of injury. While you may find aftermarket products similar in design and quality to POLARIS accessories, recognize that some aftermarket accessories or modifications are not suitable because of potential safety hazards to you or others. It is never appropriate to install any additional seating.

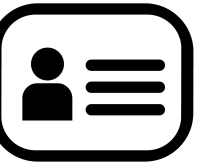
Check with the manufacturer to determine any potential effect of a modification or accessory on the safe use of your vehicle. You are responsible for injuries related to modifications to the vehicle. Modifications or accessories may:

- Damage machine components - especially modifications that increase speed or power.
- Make the vehicle less stable at higher speeds.
- Add weight, reducing the amount of cargo and total weight you can carry, and raise the vehicle's center of gravity.
- Overload the vehicle's electrical system capacity (see the Specifications section). Blowing a fuse may cause a loss of lights or engine power.
- Reduce the effectiveness of occupant protection systems, including the seatbelts and the Rollover Protective Structure (ROPS).
- Make it illegal to own or operate your vehicle. POLARIS-authorized spark arrestors, mufflers, and emissions control components are mandatory for ownership or operation in many areas.
- Void your warranty.

The vehicle ROPS, when used with the seat belts and doors, provides a structure to help protect occupants. The structure will not protect occupants in all rollovers or accidents.

DRIVER AND PASSENGER QUALIFICATIONS

Make sure operators are 16 or older with a valid driver's license. Just because a teenager has a license does not mean that they will make good judgments about driving and avoid risk taking.



POLARIS recommends that you supervise younger drivers. Set rules and put limits on how, when, and where they are allowed to use this vehicle. For example, young drivers may need to have an adult in the vehicle with them and not be allowed to drive with their friends in the vehicle.

Make sure all riders fit the vehicle. Be sure that the driver and all passengers are able to:

- sit with their backs against their seat,
- adjust the seat belt to fit properly,
- have both feet flat on the floor, and
- have both hands on the steering wheel or on a passenger hand hold.

Do not allow children who need child safety seats or booster seats to ride in the vehicle. The vehicle is not designed to restrain automotive child safety seats.

You are responsible for your passengers. Be sure passengers are seated properly, belted, holding the passenger hand hold, and ready to brace. Unrestrained riders can fall out or be thrown around and from a moving vehicle.

Every person must be properly seated and belted in their own seat. Two people should never be belted into a single seat belt. People belted together can crash into one another in a collision and be seriously injured. Never carry passengers in the cargo bed as they could be thrown against or out of the vehicle or come into contact with moving parts.

Do not let people drive or ride after using alcohol or drugs.

PREPARE VEHICLE FOR THE RIDE

Before starting off, always perform the Pre-Ride Inspection. Failure to inspect and verify that the vehicle is in safe operating condition increases the risk of an accident, which can lead to serious injury or death.

ITEM	REMARK	REFERENCE
Radiator	Inspect; Clean external surfaces.	page 130
Brake Fluid	Ensure proper level and condition	page 140
Front and rear suspension	Inspect, lubricate if necessary	page 108
Steering	Ensure free operation	page 153
Tires	Inspect condition and pressure	page 27 page 148
Wheels/Lug Nuts	Inspect, ensure fastener tightness	page 148
Fuel and oil	Ensure proper levels and condition	page 97 page 110
Coolant	Ensure proper level and condition	page 128
Indicator lights/switches	Ensure proper operation	page 33 page 73
Air Filter	Inspect, replace as needed	page 136
Engine intake pre-filter	Inspect, clean	page 135
PVT intake pre-filter	Inspect, clean	page 131
Headlights	Check operation	page 34
Brake lights/taillights	Check operation	–

ITEM	REMARK	REFERENCE
Seat Latches	Push down on both seat backs to ensure the latches are secure	page 56
Seat Belts	Check length of belt for damage, check latches for proper operation	page 59
Exhaust	Inspect spark arrestor and clean if needed.	page 138
Vehicle Debris	Remove grass, leaves, and other flammable material or debris, especially near the exhaust system.	–
Passenger Hand Hold	Always adjust the hand hold to a comfortable position for your passenger before operating. Make sure the clasps are fully locked after making adjustments.	page 65
Lock adjustable steering wheel	Do not adjust the steering wheel while the vehicle is moving.	page 32
Alternator Belt	Inspect for cracks, damage. Replace, if necessary.	–

Improper tire maintenance can lead to loss of control and an accident, which could result in serious injury or death. To reduce your risk of injury:

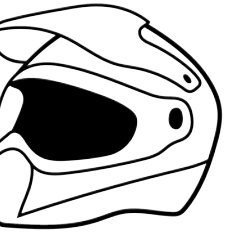
- Maintain POLARIS recommended tire pressure. Check pressure before operating. Even if your vehicle has only been driven a short distance, the tire pressure readings can become higher.
- Make sure tire pressures match the specifications listed in the table below.
- Only use the size and type of tires specified for this vehicle.
- Do not operate your vehicle with worn or damaged tires.
- Always follow your tire manufacturer's instructions for maintenance.

MEASUREMENT	SPECIFICATION	
Model	RZR Pro R	RZR Pro R 4
Maximum Cargo Box Load	300 lbs (136 kg)	300 lbs (136 kg)
Tire Pressure in PSI (kPa)	Front: 15 PSI (103 kPA) Rear: 15 PSI (103 kPA)	Front: 18 PSI (124 kPA) Rear: 18 PSI (124 kPA)
Maximum Weight Capacity Includes weight of operator, passenger, cargo, and accessories	740 lbs (336 kg)	900 lbs (408 kg)

PREPARE YOURSELF, PASSENGERS, AND CARGO FOR THE RIDE

Wear an approved helmet. Riding in this vehicle without wearing an approved helmet increases the risk of serious injury. For example, a helmet reduces your risk of injury from head strikes with the vehicle or other objects even if there is no crash.

Approved helmets in the USA and Canada bear a U.S. Department of Transportation (DOT) label. Approved helmets in Europe, Asia, and Oceania bear the ECE 22.05 (or newer) label. The ECE mark consists of a circle surrounding the letter E, followed by the distinguishing number of the country which has granted approval. The approval number and serial number will also be displayed on the label.



Use shatterproof goggles or a shatterproof helmet face shield. Such protective eyewear may reduce the risk of foreign material getting in your eyes and help prevent loss of vision.

POLARIS recommends wearing approved Personal Protective Equipment (PPE) that have markings indicating they are designed to standards such as:

- VESC 8
- V-8
- Z87.1
- CE

Additional protective clothing and gear that may be appropriate for your riding conditions includes:

- Always wear shoes when operating. Consider wearing sturdy over-the-ankle boots suitable for the terrain you will be riding in.
- Full-finger gloves can protect against wind, sun, cold, and objects. Choose gloves that fit snugly and allow fingers to move freely and grip on the steering wheel or hand holds.
- Consider long sleeves and long pants to help protect arms and legs.
- Long-term exposure to wind and engine noise can cause permanent hearing loss. Properly worn hearing protective devices such as earplugs can help prevent hearing loss. Check local laws or the rules of the riding area you are in before wearing hearing protection to make sure its use is permitted.

Always stay completely inside the vehicle and hold the steering wheel or hand holds. Body parts outside of the vehicle can be struck by passing objects or crushed during a rollover. Do not put any part of your body outside of the vehicle for any reason. Do not hold onto the ROPS frame or put any part of your body on the door.

Riding in this vehicle without closed and latched cab doors increases the risk of serious injury or death in the event of an accident or rollover. Always make sure all cab doors are closed and latched while riding in this vehicle.

Be sure riders pay attention and plan ahead. If you think or feel the vehicle may tip or roll, reduce your risk of injury:

- Keep a firm grip on the steering wheel or hand holds and brace yourself.
- Do not put any part of your body outside of the vehicle for any reason.

This vehicle is not designed to carry unrestrained pets. An unrestrained pet can be thrown about and injure riders, even during normal operation. When transporting pets, use a pet crate suitable for off-road use that is secured to the vehicle.

This vehicle is designed to use a POLARIS-approved Portable Fuel Container and Mount. Fuels such as gasoline can be extremely flammable. Rollovers, crashes, rough riding, or changes in elevation or temperature may lead to fuel spilling or vapor release from portable containers. Hot vehicle parts can cause fires, even after the engine has been turned off.

Improperly carrying fuel can lead to serious burn injuries or death. To reduce these risks, only carry fuel using a POLARIS-approved Portable Fuel Container and Mount, and follow the instructions that come with the container and mount.

Never exceed vehicle weight capacities. Overloading the vehicle or carrying cargo improperly will cause changes in stability and handling, which could cause loss of control or an accident. See the Specifications chapter for weight capacities.

Secure cargo in the cargo box as far forward, centered and as low as possible. When cargo cannot be positioned and secured in this way, operate with extra caution. Unsecured cargo can strike and injure riders, affect vehicle handling, and result in loss of control.

The weight of riders and cargo changes vehicle braking, handling, and stability. To avoid loss of control, turn gradually, operate at slower speeds, and avoid rougher or steeper terrain.

DRIVING GUIDELINES

Drive Responsibly. This vehicle has higher ground clearance and other features to handle rugged terrain. It can be overturned in situations where some other vehicles may not. Abrupt maneuvers or aggressive driving, even on flat, open areas, can cause loss of control, rollovers, severe injury or death. To avoid loss of control and rollovers:

- Avoid abrupt maneuvers, sideways sliding, skidding, or fishtailing, and never do donuts.
- Slow down before entering turn.
- Avoid hard acceleration when turning, even from a stop.

High speed off-road operation
Driving off-road vehicles to test the limits of your skills or abilities can be very dangerous to you, passengers, and bystanders. Basic skills for driving a car, ATV, or other off-road vehicles do not equip drivers to safely attempt high speed off-road operation. Develop your skill gradually through training, practice, and experience with the various driving modes of this vehicle and the terrain in which you are operating. Always do a low speed reconnaissance run (prerun) to become aware of anything you may encounter.

High speed off-road operation can lead to loss of control, crashes, or hard landings that can seriously injure occupants (even without rolling the vehicle or damaging it).

If you plan on using the vehicle for high speed, off-road competition, additional safety equipment may be necessary. Check the rules that apply to your competition.

Do not go over jumps — going airborne can lead to serious injury or death. Going airborne can cause loss of control, rollovers, or crashing into the ground and may damage the vehicle. Even without crashing, landings can be hard enough to cause any vehicle suspension to fully compress (e.g., bottom out). Serious injuries, including spinal injuries, can occur even if riders are properly harnessed, wearing helmets and the vehicle is not damaged and remains upright.

You may encounter slopes, "jumps", or other terrain features that could send the vehicle airborne, depending on your speed. These may be defectively designed, poorly maintained, or not suitable for this vehicle. Slow down, use extra care, and avoid going airborne. Never take this vehicle over jumps.

Watching someone else go over a jump or go airborne does not mean you can safely do so. Polaris cannot determine whether any jump you may encounter is appropriate for this vehicle. Any jump, even a small one, could be poorly maintained, designed, or not suitable for this vehicle and may cause serious injury or death.

Plan for hills, rough terrain, ruts, and other changes in traction and terrain. Proceed slowly and with extra care on unfamiliar terrain. Avoid paved surfaces. Sudden changes in terrain such as holes, depressions, banks, softer or harder ground, or other irregularities may cause loss of control or rollover. Give yourself time to react to rocks, bumps, or holes that may be hard to see. Operating in deep snow or tall grass may make it harder to see obstacles.

If you cannot go around an obstacle, such as a fallen tree or a ditch, stop the vehicle in a safe place. Get out to inspect the area thoroughly. Look from both your approach side and exit side. If you are reasonably confident you can continue safely, choose the path that will allow you to go straight over the obstacle to minimize the vehicle tipping sideways. Go only fast enough to maintain your momentum, but still give yourself plenty of time to react to changes in conditions. If there is any question about your ability to maneuver safely over the obstacle, you should turn around if the ground is flat and you have the room, or back up until you find a less difficult path.

Abrupt application of the accelerator pedal can cause the tires to lose traction, reducing control of the vehicle and increasing the possibility of an accident, especially while on sloped terrain or while crossing obstacles such as rocks or logs.

Avoid Operating on Public Roads (Paved or Otherwise). This vehicle does not have highway safety features that on-road vehicles may have (air bags, anti-lock brakes, stability control, etc.). If another vehicle collides with you, the likelihood of a serious injury or death may be greater. Also, you may not be able to avoid a crash or rollover if you make sudden or abrupt maneuvers such as swerving or emergency braking.

While it may be legal locally to drive on some public roads in specific parts of the country, your vehicle was not designed or certified as an on-road motor vehicle. Polaris does not support public road use except as may be necessary to cross roads designated for connecting off highway vehicle trail segments. If you must drive on-road, drive slowly and defensively. Your vehicle may lack the features needed to comply with state or local laws that permit limited public road use. Modifications you make to your vehicle to meet these requirements may void the vehicle warranty. In addition, refer to tire manufacturer’s instructions or limitations for on-road operation, including speed limits and premature tire wear.

Improperly operating on hills can cause loss of control, rollover, or accident, which can lead to serious injury or death. Use extra care when operating on hills. Plan for rough terrain, ruts, and other changes in traction and terrain.

Driving up hills
Check the terrain before ascending a hill and make sure it is not too slippery or loose. Engage all-wheel drive for hills. Drive straight uphill, keeping speed and throttle steady. Avoid steep hills which can cause the vehicle to overturn.

Recovering from stalling on a hill
If the vehicle loses forward speed, apply the brakes gradually and stop. Do not attempt to turn the vehicle around. Instead, shift to reverse and allow the vehicle to slowly roll straight downhill. Apply light brake pressure to control speed.

Overtopping a hill
Slow down when you reach the crest of a hill. Never blindly go over the crest of a hill or a drop off at high speed. An obstacle, a sharp drop, or another vehicle or person could be on the other side of the hill.

Driving down hills
Check the terrain before descending a hill and make sure it is not too slippery or loose. Engage all-wheel drive and proceed slowly, applying the brakes lightly. Never descend a hill with the transmission in neutral or if the engine is turned off.

Avoid side hilling (riding across slopes)
If unavoidable, proceed slowly and with extra caution. Avoid obstacles and changes in terrain that could cause the vehicle to tip or slide. If it feels like the vehicle begins to tip or slide, immediately turn downhill.

Riding near wooded areas or brush
Use extra caution when operating near trees, particularly when operating on narrow trails. Tree branches or brush can be driven into the cab striking or stabbing occupants.

Riding in snow
Always keep the brake and accelerator pedals free of snow and ice. Apply the brakes frequently to prevent ice or snow accumulation on the brake pads which can reduce brake performance.

Riding on ice
Never operate the vehicle on a frozen body of water unless you have verified that the ice can support the weight of the vehicle. Severe injury or death can result if the vehicle falls through the ice.

Riding in water / Falling into water
Operating through deep or fast-flowing water can cause loss of traction, loss of control, overturning, or being swept away in water. You can be seriously injured or killed from entrapment and drowning. Never operate the vehicle in fast-flowing water or in water that exceeds the floor level of the vehicle. Avoid sharp drop-offs and large rocks. Choose a path that provides an entrance and exit point with gradual inclines. Wet brakes may have reduced stopping ability. After leaving water, test the brakes. Apply them lightly several times while driving slowly. The friction will help dry out the pads.

Riding on sand dunes
Use extra caution when operating on or near dunes. Be alert for changes in terrain. Never blindly go over the crest of a hill or a drop-off at high speed. An obstacle, a sharp drop, or another vehicle or a person could be on the other side of the hill.

Riding in low-visibility conditions
Use extra caution and drive slowly in conditions of reduced visibility such as fog, rain, and darkness.

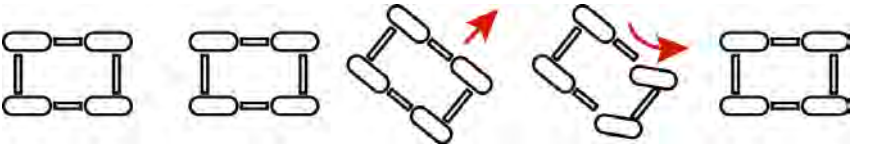
Plan ahead to avoid the need for evasive maneuvers, such as swerving.
Hitting an obstacle — including wildlife — you are not ready for can be dangerous. Choosing to swerve instead can be even more dangerous because it can lead to loss of control, rollover, or collisions.

When operating in areas with possibility of wildlife appearing in your path, plan ahead to avoid swerving for animals if doing so could result in collisions or rollovers. Go slowly or avoid driving during seasons or times of day when animals such as deer are more likely to cross your path without warning.

Avoid Collisions With Other Vehicles
When following another vehicle or operating in the same area as others, keep a safe distance to avoid collisions. Allow extra space when sight distances are limited by dust, snow, curves, hills, or other conditions. Plan ahead to avoid having to swerve or leave the trail to avoid a collision.

On trails, be prepared to make space for other vehicles to pass. If you need to stop on a trail, move your vehicle to the edge of the path to allow others to pass safely.

Correct a skid by turning the steering wheel in the direction of the skid.
Never apply the brakes during a skid.



If the vehicle begins to slide downhill or you feel it may tip, turn downhill immediately and stop. Maneuver slowly and carefully until you can drive straight downhill.

Do not continue driving if your vehicle may be damaged or if you were in a crash or rollover.
Operating the vehicle while damaged or after a crash or rollover can cause loss of control, rollover, or accident, which can lead to serious injury or death. If you cannot safely transport the vehicle on your own, contact a recovery and towing service.

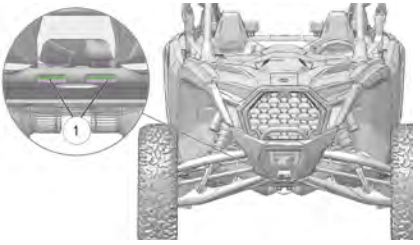
After any crash, rollover, or other accident, have a POLARIS dealer inspect the vehicle for possible damage, including seat belts, ROPS, brakes, suspension, and steering systems.

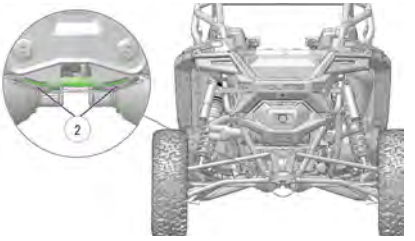
Be prepared in case your vehicle becomes damaged or disabled, especially in remote areas. Consider in advance how to get help and stay safe until it arrives whenever you ride.

The vehicle does not have a tow hitch and is not designed to tow another vehicle for any distance.
Towing can alter vehicle handling and may cause loss of control.

There is a recovery tow loop at the front ① and back ② of the vehicle to attach a winch or strap.
Use these loops to recover this vehicle if it is stuck, to pull it onto a tow truck, trailer, or to use this vehicle to recover another vehicle. These loops are for emergency recovery only and are not for towing vehicles to another location.

Improper recovery may lead to loss of control or vehicle damage. Only attach straps to specified locations. Do not attach to any other point on the vehicle. Only recover a vehicle of equal or lesser size and weight. When recovering a disabled vehicle, place the disabled vehicle's transmission in neutral. Do not move a disabled RZR faster than 10 mph (16 km/h).





Operating, Idling, Or Parking Near Combustible Materials
Engine, exhaust, and other vehicle components can be very hot during and after use. Do not idle or park the vehicle over anything that could contact the exhaust system and catch on fire, such as tall grass, weeds, brush, leaves, debris, or other tall ground cover. Do not let mud, grass, or other debris accumulate on the engine or exhaust system. Inspect and remove as needed.

Vehicle rollaway can cause serious injury or death. Even when stationary, the vehicle may move whenever the gear selector is not in the PARK (P) position or when the brakes are not applied. Always shift to PARK (P) when turning off the engine or leaving the vehicle. Use extra care, when leaving the vehicle on an incline is unavoidable. If leaving the vehicle unattended on a hill, block the rear wheels on the downhill side and keep children, pets and others away from the gear selector.

Before shifting into reverse, use extra care to make sure the area is clear of people or obstacles. When it's safe to proceed, back slowly.

After operation, inspect the vehicle for damage and debris to make sure the vehicle can be safely stored and operated again. Some things to inspect include:

- Debris that could catch fire, such as mud/grass near the engine or exhaust system
- Damage to the suspension, steering, or any other part of the vehicle
- Tire condition, such as tread and sidewall damage
- Shock absorber assembly condition

Be sure to have any issues checked and problems fixed before operating again.

All engine exhaust contains carbon monoxide, a deadly gas. Breathing carbon monoxide can cause headaches, dizziness, drowsiness, nausea, confusion, and eventually death. Carbon monoxide is a colorless, odorless, tasteless gas which may be present even if you do not see or smell any engine exhaust. Deadly levels of carbon monoxide can collect rapidly, and you can quickly be overcome and unable to save yourself. Also, deadly levels of carbon monoxide can linger for hours or days in enclosed or poorly ventilated areas. If you experience any symptoms of carbon monoxide poisoning, leave the area immediately, get fresh air, and SEEK MEDICAL TREATMENT.

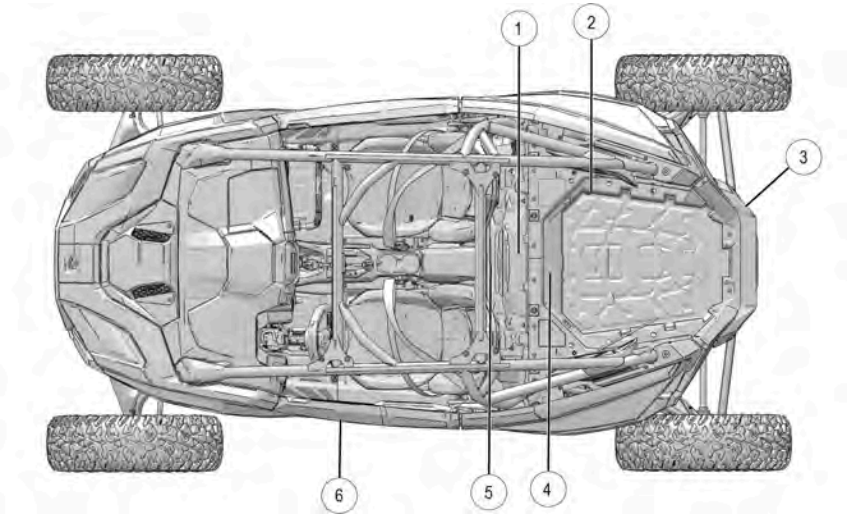
- Do not run engine indoors. Even if you try to ventilate engine exhaust with fans or open windows and doors, carbon monoxide can rapidly reach dangerous levels.
- Do not run engine in poorly ventilated or partially enclosed areas such as barns, garages, or carports. If you start a vehicle in one of these, drive it out and close the door as soon as possible. If you drive it into one of these, turn it off as soon as possible.
- Do not run engine outdoors where engine exhaust can be drawn into a building through openings such as windows and doors.

SAFETY LABELS AND LOCATIONS

OVERVIEW

Warning labels have been placed on the vehicle for your protection. Read and follow the instructions of the labels on the vehicle carefully. If any of the labels depicted in this manual differ from the labels on your vehicle, always read and follow the instructions of the labels on the vehicle

Never remove any labels from your vehicle. If a label becomes illegible or comes off, contact your POLARIS dealer for a replacement. Replacement safety labels are provided at no charge.



① Air Box Caution (On Air Box)

② Fuel Transport Warning

③ Alternator Drive System Warning (On Alternator Cover)

④ Load/Passenger/Tire Pressure Warning

⑤ Rear Seat Warning (Pro R 4 Only)

⑥ Driver Information Warning

DRIVER INFORMATION WARNING — 2 PERSON

⚠ WARNING
FOLLOW ALL INSTRUCTIONS AND WARNINGS.
Improper vehicle use can result in SEVERE INJURY or DEATH.

Be Prepared

- Fasten seat belts.
- Wear an approved helmet and protective gear.
- **ALWAYS** use cab nets and/or doors.
- Each rider must be able to sit with back against seat, feet flat on the floor, and hands on steering wheel or hand holds. Stay completely inside the vehicle.

Drive Responsibly

Rollovers have caused severe injuries and death, even on flat, open areas.

Avoid loss of control and rollovers:

- Avoid abrupt maneuvers, sideways sliding, skidding or fishtailing, and never do donuts.
- Slow down before entering a turn.
- Avoid hard acceleration when turning, even from a stop.
- Plan for hills, rough terrain, ruts and other changes in traction and terrain.
- Avoid paved surfaces.
- Avoid sidehilling (riding across slopes).

Require Proper Use of Your Vehicle

Do your part to prevent injuries:

- Do not allow careless or reckless driving.
- Make sure operators are 16 or older with a valid driver's license.
- Do not let people drive or ride after using alcohol or drugs.
- Do not allow operation on public roads (unless designated for off-highway vehicle access) - collisions with cars and trucks can occur.
- Do not exceed seating capacity: 1 passenger.

Be Sure Riders Pay Attention and Plan Ahead

If you think or feel the vehicle may tip or roll, reduce your risk of injury:

- Keep a firm grip on the steering wheel or handholds and brace yourself.
- Do not put any part of your body outside of the vehicle for any reason.

Part Numbers: Left 7301003, Right 7301004 (English)
Left 7301003–F, Right 7301004–F (French Canadian)

LOAD / PASSENGER / TIRE PRESSURE WARNING (PRO R)

⚠ WARNING

- Never carry passengers in cargo box.
- Passengers can be thrown off. This can cause serious injury or death.

IMPROPER TIRE PRESSURE OR OVERLOADING CAN CAUSE LOSS OF CONTROL RESULTING IN SERIOUS INJURY OR DEATH.

- Reduce speed and allow greater distance for braking when carrying cargo.
- Overloading or carrying tall, off-center, or unsecured loads will increase your risk of losing control. Loads should be centered and carried as low as possible in box.
- For stability on rough or hilly terrain, reduce speed and cargo.

	PRO R
MAXIMUM CARGO BOX LOAD	300 lbs. (136 kg)
TIRE PRESSURE IN PSI (KPa)	FRONT 15 (103) REAR 15 (103)
MAXIMUM WEIGHT CAPACITY INCLUDES WEIGHT OF OPERATOR, PASSENGERS, CARGO AND ACCESSORIES	740 lbs. (336 kg)
Read Operation and Maintenance Manual for more detailed loading information.	

Part Number: 7300678 (English) and 7300678–F (French Canadian)

DRIVER INFORMATION WARNING — 4 PERSON

⚠ WARNING
FOLLOW ALL INSTRUCTIONS AND WARNINGS.
Improper vehicle use can result in SEVERE INJURY or DEATH.

Be Prepared

- Fasten seat belts.
- Wear an approved helmet and protective gear.
- **ALWAYS** use cab nets and/or doors.
- Each rider must be able to sit with back against seat, feet flat on the floor, and hands on steering wheel or hand holds. Stay completely inside the vehicle.

Drive Responsibly

Rollovers have caused severe injuries and death, even on flat, open areas.

Avoid loss of control and rollovers:

- Avoid abrupt maneuvers, sideways sliding, skidding or fishtailing, and never do donuts.
- Slow down before entering a turn.
- Avoid hard acceleration when turning, even from a stop.
- Plan for hills, rough terrain, ruts and other changes in traction and terrain.
- Avoid paved surfaces.
- Avoid sidehilling (riding across slopes).

Require Proper Use of Your Vehicle

Do your part to prevent injuries:

- Do not allow careless or reckless driving.
- Make sure operators are 16 or older with a valid driver's license.
- Do not let people drive or ride after using alcohol or drugs.
- Do not allow operation on public roads (unless designated for off-highway vehicle access) - collisions with cars and trucks can occur.
- Do not exceed seating capacity: 3 passengers.

Be Sure Riders Pay Attention and Plan Ahead

If you think or feel the vehicle may tip or roll, reduce your risk of injury:

- Keep a firm grip on the steering wheel or handholds and brace yourself.
- Do not put any part of your body outside of the vehicle for any reason.

Part Numbers: Left 7301009, Right 7301010 (English)
Left 7301009–F, Right 7301010–F (French Canadian)

LOAD / PASSENGER / TIRE PRESSURE WARNING (PRO R 4)

⚠ WARNING

- Never carry passengers in cargo box.
- Passengers can be thrown off. This can cause serious injury or death.

IMPROPER TIRE PRESSURE OR OVERLOADING CAN CAUSE LOSS OF CONTROL RESULTING IN SERIOUS INJURY OR DEATH.

- Reduce speed and allow greater distance for braking when carrying cargo.
- Overloading or carrying tall, off-center, or unsecured loads will increase your risk of losing control. Loads should be centered and carried as low as possible in box.
- For stability on rough or hilly terrain, reduce speed and cargo.

	PRO R 4
MAXIMUM CARGO BOX LOAD	300 lbs. (136 kg)
TIRE PRESSURE IN PSI (KPa)	FRONT 18 (124) REAR 18 (124)
MAXIMUM WEIGHT CAPACITY INCLUDES WEIGHT OF OPERATOR, PASSENGER, CARGO AND ACCESSORIES	900 lbs. (408 kg)
Read Operation and Maintenance Manual for more detailed loading information.	

Part Number: 7300673 (English) and 7300673–F (French Canadian)

FUEL TRANSPORT WARNING

WARNING

Improperly carrying fuel can lead to serious burn injuries or death. Rollovers, crashes, rough riding, or changes in elevation or temperature may lead to fuel spills or vapor release and fire.

This vehicle is designed to use a POLARIS-approved Portable Fuel Container and Mount to reduce these risks. Only carry fuel using this system.

Part Number: 7300842 (English) and 7300842–F (French Canadian)

AIR BOX CAUTION

CAUTION

Use a Polaris approved air filter. The use of a non-Polaris approved air filter may cause engine damage. Before installing filter, ensure there is no dirt or debris in the clean side of the intake tube. The air filter must be properly seated before the lid is reinstalled. Please reference your owner's manual for additional information regarding air filter service.

Part Number: 7189751 (English) and 7189751–F (French Canadian)

ALTERNATOR DRIVE SYSTEM WARNING

WARNING

AVOID SERIOUS INJURY

Do not operate with belt and/or alternator cover removed or belt exposed.

Replace covers before operating vehicle.

Part Number: 7191444 (English) and 7191444–F (French Canadian)

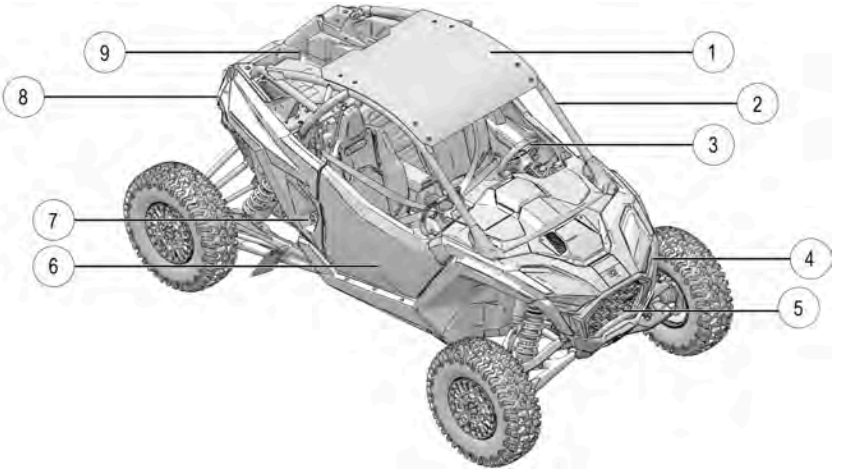
REAR SEAT WARNING

WARNING

Do not ride in rear cabin area when seat back or seat base is not installed in riding position.

Part Number: 7300168 (English) and 7300168–F (French Canadian)

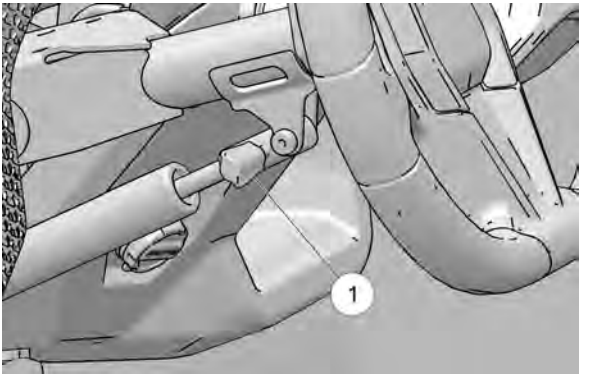
FEATURES AND CONTROLS
COMPONENT LOCATIONS



① Roof (if equipped)
② ROPS Frame
③ Steering Wheel
④ Front Lights
⑤ Radiator
⑥ Cab Door
⑦ Fuel Cap
⑧ Tail Lights
⑨ Cargo Box

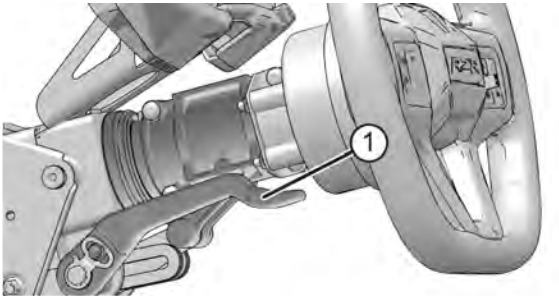
STANDARD STEERING WHEEL (IF EQUIPPED)

The steering wheel can be tilted upward or downward for rider preference. Lift and hold the steering wheel adjustment lever ① while moving the steering wheel upward or downward. Release the lever when the steering wheel is at the desired position.



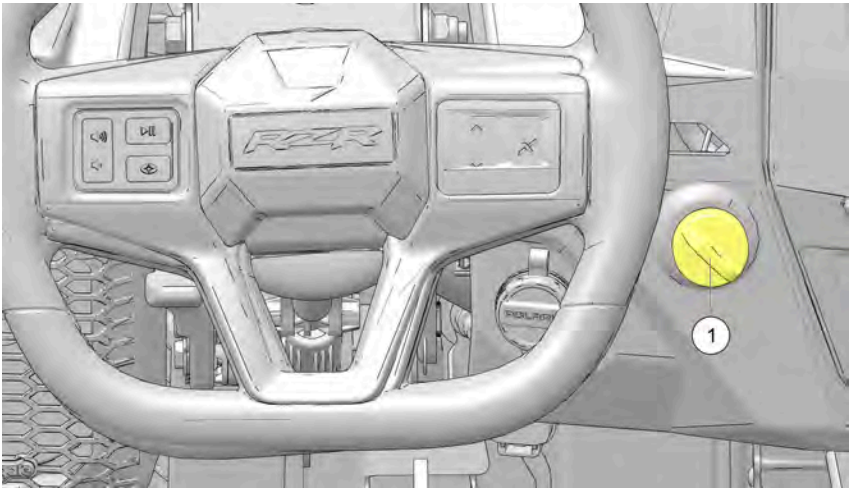
TILT / TELESCOPING STEERING WHEEL (IF EQUIPPED)

The telescoping steering wheel can be adjusted by pressing the release lever ① downward. Once released, the steering wheel can be tilted up/down and telescoped in/out freely. When desired position is found, hold the steering wheel in place with one hand and pull the release lever back up with the other. The release lever will catch into place when it is locked.



SWITCHES

IGNITION SWITCH



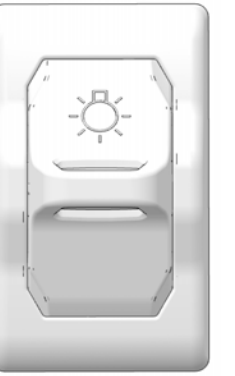
The ignition switch ① is a four-position, key-operated switch. Use the ignition switch to start the engine. See the Starting the Engine section for starting procedures.

POSITION	FUNCTION
OFF	The engine is off. Electrical circuits are off, except accessory 12V.
ACCESSORY	The engine is off. Powers the display, terminal block, and front/rear accent lights. Check engine and power steering warning indicators will appear on the display in this mode but will turn off when the vehicle is started if no issues are present.
ON	Electrical circuits are on. Electrical equipment can be used.
START	The vehicle must be in PARK or NEUTRAL before the engine can start. To start the vehicle, press the brake pedal, turn the key to the start position, and then release. The engine will turn over for about 5 seconds or until started.

The key can be removed from the switch when it is in the OFF position.

HEADLIGHT SWITCH

Move the headlight switch up to cycle between dim and high beam modes. The ignition switch key must be in the ON/RUN position to operate the headlights.



DRIVELINE MODE SWITCH

The ignition switch key must be in the ON/RUN position to operate the Driveline Mode system. The Driveline Mode switch is a toggle and has three positions: 4WD Lock, 4WD and 2WD. View the instrument cluster to indicate current driveline mode.

DRIVE MODE SWITCH

The Drive Mode Switch is a toggle with three positions: Race Mode, Rock Mode and Sport Mode. View the instrument cluster to indicate current drive mode.

MODE	DESCRIPTION
Race Mode	Allows MAX engine feedback when pressing the throttle pedal.
Rock Mode	Allows minimized engine feedback when pressing the throttle pedal.
Sport Mode	Allows slightly less than MAX engine feedback when pressing the throttle pedal.

AUXILIARY OUTLETS

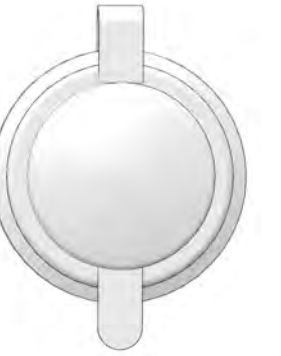
⚠ WARNING

To avoid electric shock, do not touch power outlets with wet hands or insert any object that the power outlet is not designed to receive. Close the lid when not in use.

NOTICE

The front console accessory outlet is always active. The accessory outlet in the armrest storage bin is only active when the ignition switch is set to ON.

The vehicle is equipped with two 12-volt accessory outlets. One is in the front portion of the center console, in front of the gear selector. The other is in the armrest storage bin. Use the outlets to power an auxiliary light or other optional accessories.



VEHICLE BATTERY CHARGE PORT

This vehicle is equipped with a vehicle battery charge port located on the dash. This allows the operator to charge the vehicle battery without needing to access the battery under the driver's seat. See the Battery Maintenance and Charging section for details.

ELECTRONIC POWER STEERING (EPS)

Electronic power steering engages when the ignition key is turned to the ON position. EPS remains engaged whether the vehicle is moving or idle.

The EPS warning indicator briefly illuminates when the key is turned to the ON position. See the Indicator Lamps section for details.

If the engine is off but the ignition switch remains in the ON position, the EPS will shut down after 5 minutes of engine inactivity. The EPS warning indicator will illuminate to indicate the EPS has shut down.

NOTE
The EPS shuts down automatically to conserve the battery power of your vehicle.

If the EPS warning indicator remains on after turning the ignition switch to OFF and then starting the engine, the EPS system is inoperative. See your POLARIS dealer, or another qualified person, as soon as possible for repair. Continued operation could result in permanent damage to the EPS unit and increased steering effort.

AUDIO CONTROLS (IF EQUIPPED)

Audio controls can be found on the left-hand side of the steering wheel. Volume can be adjusted by pressing the bottom (lower volume) or the top (higher volume) of the button. Audio can be paused or resumed by pressing the pause button.

The POLARIS button will switch the display between the gauge, map, and music screens.

For more information on the suspension buttons on the right-hand of the steering wheel, see the DYNAMIX DV Active Suspension section.

DYNAMIX DV ACTIVE SUSPENSION (IF EQUIPPED)

OVERVIEW

⚠ WARNING

Driving while distracted can result in loss of vehicle control, crash, and injury. We strongly recommend that you use extreme caution when using any device that may take your focus off of driving. Your primary responsibility is the safe operation of your vehicle.

DYNAMIX DV Active Suspension (if equipped) offers unprecedented control and comfort for any riding condition you experience with your *RZR*. The DYNAMIX DV Active Suspension is an electronically controlled suspension system designed to optimize vehicle comfort and handling through continuously monitoring the driver's inputs and vehicle motion, to control the suspension in real-time.

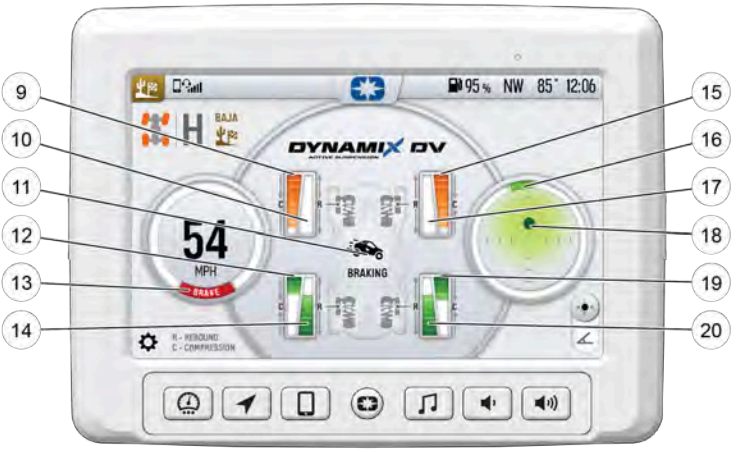
DYNAMIX DV Active Suspension features FOX® electronically controlled shocks driven by a custom Polaris-designed suspension control module (SCM). The suspension control algorithms and software were designed and developed by Polaris' engineering team, leveraging our expertise and deep knowledge of off-road vehicle dynamics. DYNAMIX DV Active Suspension proactively makes split-second adjustments based on operator inputs, controlling the shocks to achieve optimum performance, control, and stability under varying riding conditions and driving styles.

WARNING

Do not enter information while operating your vehicle. Failure to pay attention to operating your vehicle could result in loss of control, injury, or death. You assume all risks associated with using this device. Read your User Guide. Always ride with the latest maps and trails data from *ridecommand.polaris.com*.

Your vehicle is equipped with an advanced Ride Command display. The suspension control screen provides additional information about the operation of your DYNAMIX DV Active Suspension system.

① Ride Mode Indicator
② Driveline Mode Indicator
③ Gear Indicator
④ Vehicle Speed
⑤ Accelerator Pedal Position
⑥ Pitch Angle
⑦ Roll Angle
⑧ Angle/G-ball Selector



⑨ Front Left Compression Damping
⑩ Front Left Rebound Damping
⑪ Event Indicator
⑫ Rear Left Compression Damping
⑬ Brake Switch
⑭ Rear Left Rebound Damping
⑮ Front Right Compression Damping
⑯ Steering Angle
⑰ Front Right Rebound Damping
⑱ G-ball (Longitudinal/Lateral Acceleration)
⑲ Rear Right Compression Damping
⑳ Rear Right Rebound Damping

COMPRESSION AND REBOUND SWEEP

NOTICE
Compression sweep shown. Rebound sweep works similarly but from the bottom.

① Softer
② Stiffer

DYNAMIX DV SYSTEM COMPONENTS

SUSPENSION CONTROL MODULE (SCM)

The Suspension Control Module (SCM) contains the logic for suspension control, including communications, operator inputs, and shock drivers. The SCM also has an internal 6-axis inertial measurement unit which is used to monitor and adjust the performance of the vehicle by the suspension control algorithms.

⚠ CAUTION

Moving or altering the orientation of the SCM may have an adverse effect on vehicle handling. Never move the SCM from it's factory mounting location.

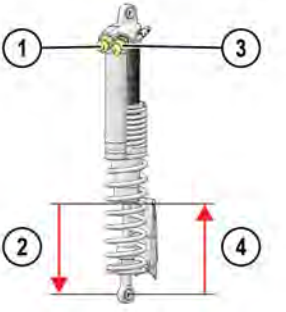
ELECTRONIC SHOCK DAMPING CONTROL

Your suspension has electronically controlled, independent compression and rebound shock damping. This is used to control how fast the shocks compress and extend.

Compression Damping: Force acting against a shock movement in the compressing direction (shock length becoming shorter). When a shock is being compressed, lower compression damping results in faster compression movement and higher compression damping results in a stiffer, slower compression movement.

Rebound Damping: Force acting against a shock movement in the extension direction (shock length becoming longer). When a shock is being extended, lower rebound damping results in faster extension movement and higher rebound damping results in a slower extension movement.

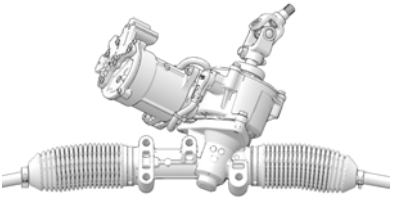
① Rebound Valve
② Rebound Damping
③ Compression Valve
④ Compression Damping



ELECTRONIC STEERING RACK (EPS)

This vehicle also has an electronically controlled power steering rack that has been developed to work with the DYNAMIX DV system in multiple ways:

- This power steering has modes that adjust the power steering performance to the DYNAMIX DV ride setting.
- Damping logic allows for the EPS to maximize assist levels.
- The power steering logic was specifically tuned to counteract hits coming from the vehicle wheels and isolate the driver from feeling these torque spikes in their hands.



These electronically controlled systems work together to provide a full vehicle ride and handling mode that can be easily selected by the driver.

DYNAMIX DV RIDE MODES

There are four Ride Modes with pre-defined suspension and steering settings to tailor the ride and handling to known uses and conditions. The Ride Modes are summarized below.

⚠ WARNING

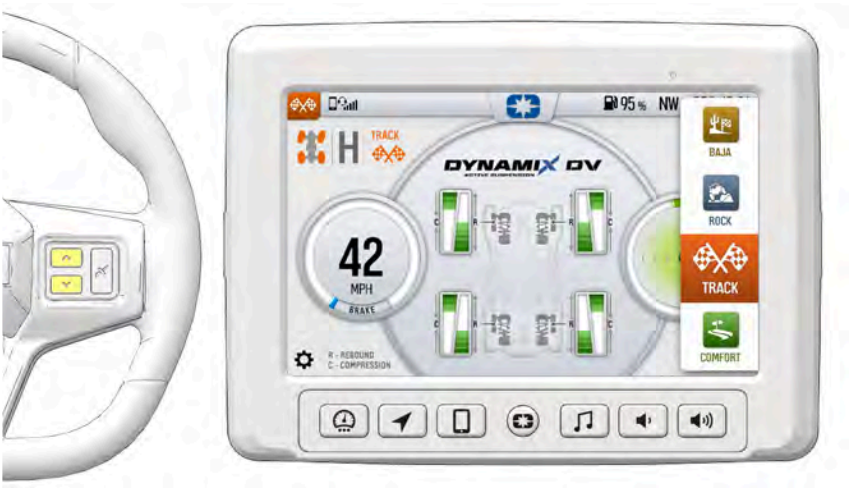
The rider should use caution to select the appropriate ride mode to match the current terrain conditions and driving style. Failure to select an appropriate ride mode could lead to vehicle dynamic behaviors not matched to the terrain or driver's skill level.

NOTICE

The system will prevent mode transitions when a current active vehicle state is present (cornering, braking, accelerating, or airborne).

ICON	NAME	SUSPENSION DESCRIPTION	ELECTRONIC POWER STEERING DESCRIPTION
	Baja Mode	High compression and low rebound damping for large and aggressive suspension events.	Good feeling of the front wheels with excellent bump rejection.
	Rock Mode	High compression and low rebound with angle based damping adjustments for maneuvering through rockier terrain. At higher vehicle speeds, damping becomes similar to Comfort Mode.	High assist level and bump rejection for low steering effort when maneuvering in rocks.
	Track Mode	Medium compression and high rebound damping for aggressive cornering events.	Best feeling of the front wheels for aggressive cornering events.
	Comfort Mode	Low compression and rebound damping to allow the shock to move and absorb smaller suspension events.	High assist level and bump rejection for low steering effort and maximum comfort.

Ride Modes can be cycled through using the “up/down” button on the steering wheel. It will not cycle from top to bottom with an “up” button press.



Notice the Mode Slide Out panel shows the active mode and the order/position. Ride Modes are described in more detail in the following sections.

BAJA MODE

MODE CHARACTER

The vehicle rides at a high dynamic ride height with front end high and loose body movement. Ideal for rough/large input terrain.

USE AREAS

- Desert/Baja
- Whoops
- Sand highway in Glamis

WHAT THE SUSPENSION IS DOING

Compression Damping: High compression damping for absorbing bumps and not bottoming out in deep holes.

Rebound Damping: Low rebound damping allowing maximum shock extension for absorbing next bump. Slightly more rebound damping in the rear to stabilize chassis and provide front high feel.

Active Events: Very aggressive vehicle events so cornering, braking, and acceleration can still be done aggressively. On short duration Airborne events the dampers are biased to keep the nose high so that the vehicle leans back when traversing whoops.

WHAT THE STEERING SYSTEM IS DOING

Large input bump rejection. Medium assist level with a good balance between feeling the front-end grip and turning effort.

ROCK MODE

MODE CHARACTER

Developed for rock crawling. It maximizes ride height and improves pitch and roll stability during slow speed crawling maneuvers. Ideal for driving over obstacles and traversing hill peaks. Incorporates Angle Based Damping. Phases to Comfort Mode at higher speeds.

USE AREAS

- Slow speed rock crawling
- Moab
- Technical sections of King of Hammers

WHAT THE SUSPENSION IS DOING

Compression Damping: Damping is increased on downhill side shocks and decreased on uphill shocks to lean the vehicle into the obstacle or slope.

Rebound Damping: Low rebound damping when level to promote shock extension and increase ground clearance. Damping is increased on uphill shocks to lean the vehicle into the obstacle or slope.

Active Events: Angle based damping is active at low speeds. At high vehicle speeds this mode is the same as Comfort Mode.

WHAT THE STEERING SYSTEM IS DOING

Large input bump rejection. High assist level so that the driver does not become fatigued while rock crawling.

TRACK MODE

MODE CHARACTER

Brings aggressive flat cornering, lowest dynamic ride height, and the best tire grip and feedback. The vehicle rides with a lower stance that is ideal for heavy turning trails, hard pack and small/medium bumps.

USE AREAS

- Aggressive cornering
- Dune (in the dunes)
- Short course racing
- Tight twisty trails

WHAT THE SUSPENSION IS DOING

Compression Damping: Medium compression damping for a low dynamic ride height and tight feeling vehicle.

Rebound Damping: High rebound damping for a low dynamic ride height and tight feeling vehicle.

Active Events: Very aggressive vehicle events, cornering, braking, and acceleration. This mode keeps the vehicle flat and stable with balanced tractions for cornering.

WHAT THE STEERING SYSTEM IS DOING

Medium assist level so that the driver has the best feel of the front-end grip. Bump rejection features are still aggressive to minimize torque spikes felt in the steering wheel.

COMFORT MODE

MODE CHARACTER

Developed to maximize ride comfort to give the passengers a “plush” ride. Ideal for non-aggressive driving and rides with smaller suspension inputs, such as cruising home at the end of the day.

USE AREAS

- Any non-aggressive driving
- Washes

WHAT THE SUSPENSION IS DOING

Compression Damping: Low damping to maximize ride comfort.

Rebound Damping: Low damping to maximize ride comfort.

Active Events: Low aggressiveness on the active events. They respond as needed but are tuned to optimize ride comfort.

WHAT THE STEERING SYSTEM IS DOING

High assist level to make the vehicle easy to steer and reduce operator fatigue. High input bump rejection.

DYNAMIX DV SYSTEM FEATURES

NOTE
These features are tuned differently based on the selected Ride Mode.

ACTIVE PITCH CONTROL

Dynamix DV constantly monitors pedal input and engine torque to predict when the vehicle is going to pitch forward or backward and applies damping to control the motion. This functions at all speeds and scales based on how much the throttle position is changing and how hard the vehicle is expected to pitch.

ACCELERATION CONTROL

The system continuously monitors vehicle speed, accelerator pedal position, and engine torque to reduce vehicle pitch body motion and optimize damping for different types of vehicle acceleration. For example, when you hit the accelerator pedal from a stop, the dampers are optimized based on which ride mode selected to achieve the desired pitch and traction response.

BRAKING CONTROL

The system continuously monitors the brake pedal position and vehicle deceleration rate reducing body motion and increasing braking stability in harsh terrains. This is the opposite of Acceleration Control. During hard braking events, the system will increase front compression to prevent vehicle nose dive, soften the rear compression damping to absorb braking bumps, and increase the rear rebound damping to control vehicle pitch.

CORNERING CONTROL

Shock compression and rebound damping are adjusted when cornering. The inside shocks increase in rebound damping while the outside shocks increase compression to control body roll. The inside shocks decrease in compression to stabilize the vehicle for any bumps on the inside wheels while the outside shocks may reduce rebound in some cases to promote traction.

- The outside shocks will resist compression and the inside shocks will resist extension.
- Damping biases front to rear throughout the corner entry, apex, and exit.

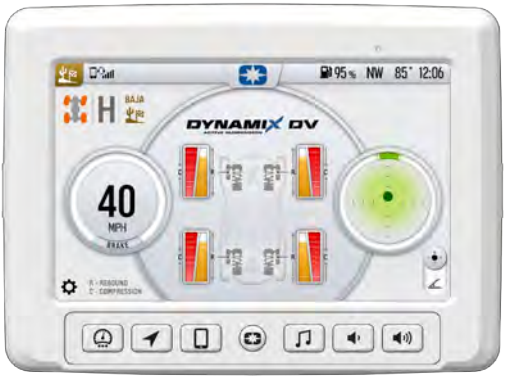
Example maneuvers include turning and cornering.

AIRBORNE EVENT CONTROL

The Dynamix DV system is constantly and automatically detecting for when the vehicle is airborne and when the vehicle has landed. The Dynamix system updates damping while airborne and post landing to optimize the vehicle response immediately after the airborne event.

- **While Airborne:** Rebound damping is reduced to promote shock extension while compression is increased to 100% to ensure a nice plush landing.

- **After Landing:** Rebound damping is increased to stabilize the landing and prevent loss of wheel traction or hopping of the vehicle.



The damping application is biased based on airborne duration so the vehicle has optimized performance in large airborne events and small airborne events like whoops. As the vehicle is airborne longer, the compression damping will gradually increase to maximize the bottom out performance when landing.

Example maneuvers include: Large whoops that cause an airborne event, Glamis jumps, Short course race jumps, and Jumps.

ANGLE-BASED DAMPING

When riding on a slope or navigating obstacles, the shock dampers adjust based on the angle to lean the vehicle into the hill.

- Increases compression and decreases rebound for downhill wheels.
- Decreases compression and increases rebound for uphill wheels.

When riding on flat ground, the shocks adjust to maximize ground clearance for obstacle avoidance with high compression damping and low rebound damping.

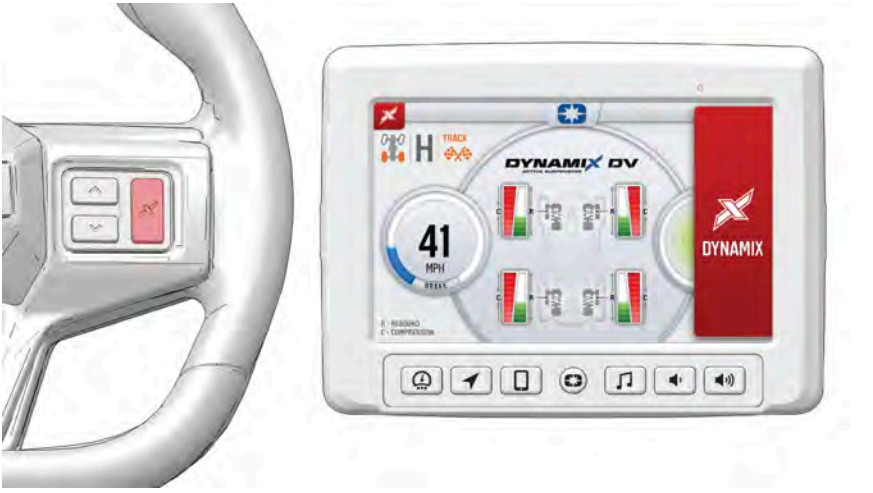
- High compression damping keeps the shocks extended which increases the ride height and ground clearance while traversing obstacles.
- Low rebound damping allows the tire to fall into the rock holes quickly not upsetting the chassis.

NOTE
This is used only in Rock Mode and at speeds less than 15 mph (24 km/h).

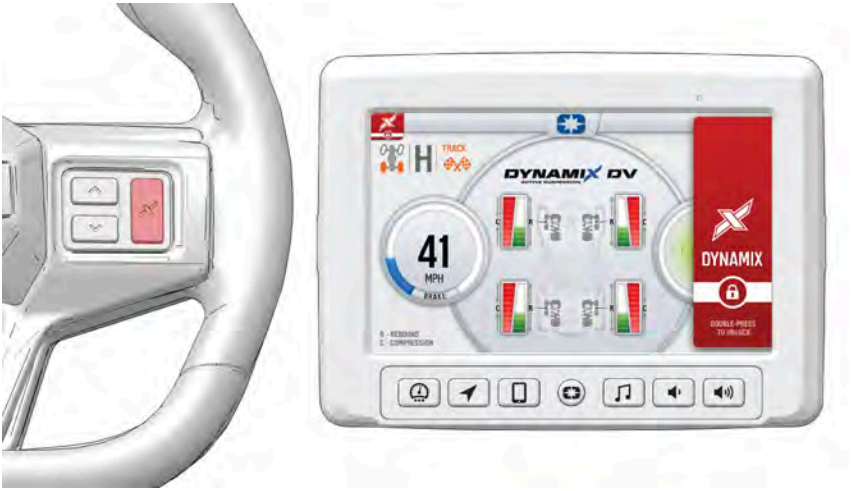
Example maneuvers include: Slow driving on banked turn, Side hilling, and Circles on hill.

DYNAMIX INSTANT COMPRESSION BUTTON

When the DYNAMIX button is **single pressed**, the system will increase compression damping to improve bottom out performance. The increased compression will persist as long as the button is pressed and momentarily after the button is released. This allows the vehicle to better absorb what the driver will encounter ahead, such as an obstacle, a hole on the trail or a G-Out when dune riding.



When the DYNAMIX button is **double pressed quickly**, the increased compression damping will latch ON. Double pressing again or changing the ride mode will immediately exit this damping.



Rebound damping is not affected by the DYNAMIX button and still operates based on the ride mode selected and the vehicle state.

NOTE
This feature behaves the same way in each Ride Mode.

DEMONSTRATION MODE

“Demo” Mode allows the operator to see each Ride Mode before actual use. Activate “Demo” Mode by placing the vehicle in Park (P) and turning off the engine, then turn the ignition key switch to the ON position. The operator can cycle through the different Ride Modes using the UP or DOWN arrow buttons, then use the throttle, brakes, and steering wheel to assess each Ride Mode. In Demo Mode, the suspension control and EPS will stop functioning after 5 minutes to save power, and the shocks will be displayed in red on the display.

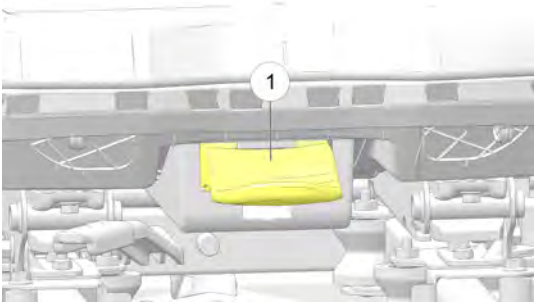
SEATS

SEAT REMOVAL

NOTE
For Ultimate models, disconnect the heated/ventilated seat connector prior to removing the seat.

To adjust the seat, do the following:

1. Pull up on the seat latch lever ① located under the front edge of the seat.
2. Tilt the seat forward.
3. Lift the seat upward to remove it from the vehicle.

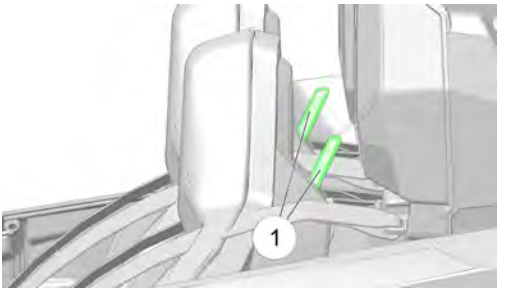


4. Reverse this procedure to reinstall the seat. Make sure the seat tabs at the front edge of the seat slide onto the seat retainer tubes.
5. Press down firmly at the rear of the seat to engage the rear latches.

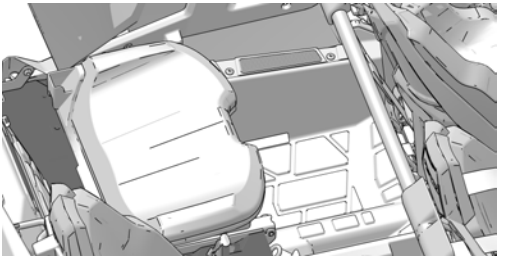
REAR SEAT REMOVAL

1. Reach behind the headrest and pull on the latch① to release the seat back.

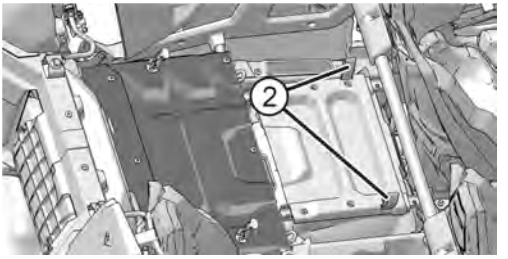
   OPTIONAL: The seat back can be removed entirely or reinstalled once seat base is flipped, depending on preference.



2. Once the seat back is removed, grab one of the straps② at the rear of the seat base.



3. Use the straps to pull upward and flip the seat base completely over.

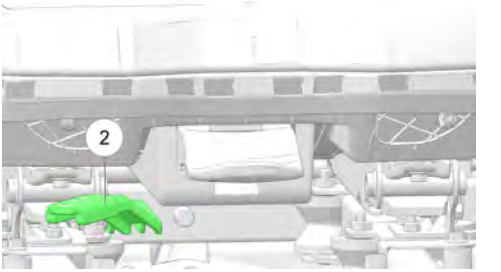


4. To reinstall the seat back, align the bottom stems with their appropriate housings. Once aligned, push the seat headrest back until the latch makes an audible ‘click’ sound.

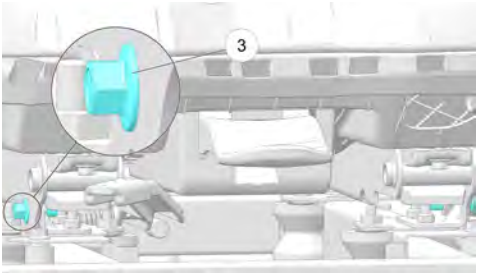
SEAT ADJUSTMENTS

DRIVER'S SEAT ADJUSTMENT

On seats equipped with an adjustment lever ② under the front edge of the seat, pull the lever to the left. Slide the seat forward or rearward to the desired position. Release the lever. The seat will lock into the new position.



To adjust seat tilt, adjustment bolts can be removed and re-installed at a different tilt setting. The driver side has two adjustment bolts ③, one on each side, and has two tilt hole options. Re-install the bolts to specification when finished with adjustments.



TORQUE
Seat Adjustment Bolts: **15 ft-lbs (20 N·m)**

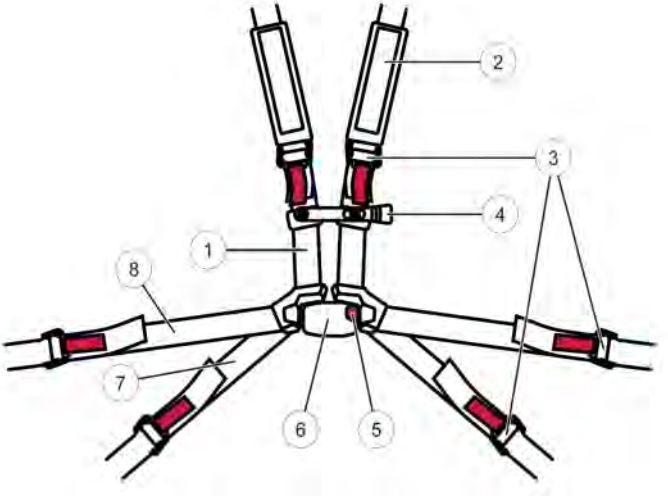
SEAT BELTS

MULTI-POINT SEAT BELT

On vehicles equipped with an IMMI safety harness with built-in interlock, the safety harness requires proper adjustment for each rider and will need to be adjusted when riders change seats.

⚠ WARNING

Improper use or adjustment of the harness can cause serious injury or death. For example, you can slide under the harness in an accident if the lap belt portion of the harness is not pressed against the pelvic bones. Always adjust the harness for each rider to make sure it fits them.



① Shoulder Belt
② Harness Pads
③ Tilt-locks
④ Chest Clip
⑤ Buckle Release Button
⑥ Harness Buckle
⑦ Thigh Belt
⑧ Lap Belt

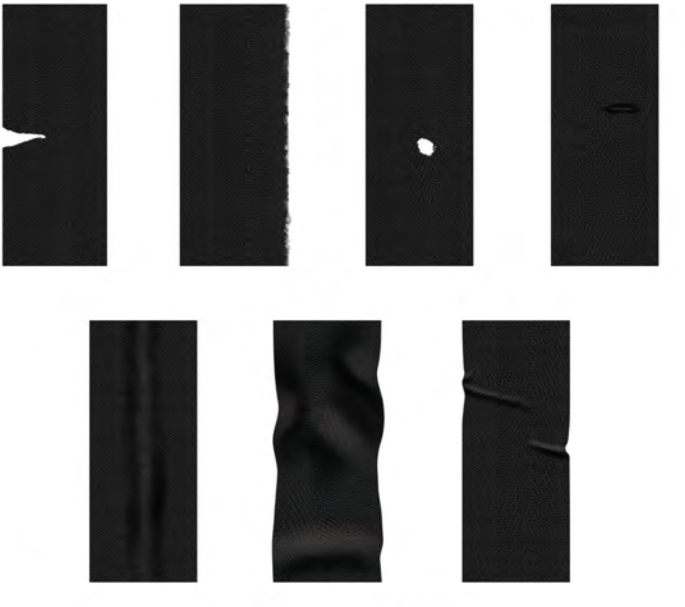
INSPECTING THE HARNESS

WARNING

Failure to perform regular inspection can reduce the effectiveness of the seat belt during a crash and could result in serious injury or death.

Before each ride, perform the following inspection:

1. Inspect belt fabric on entire system for cuts, fraying, extreme or unusual wear. Most common areas of belt wear include the buckle/ tongue area, the shoulder guide area and any place where the belt makes contact with vehicle or seat.



   Corrective Action: Replace entire belt system

2. Inspect buckle for proper operation by inserting tongue and listening for an audible click. Verify buckle is not damaged, cracked or broken.

   Corrective Action: Replace entire belt system

3. Inspect electrical wires (optional component). Internal cable wires must not be exposed, frayed or broken.

   Corrective Action: Replace entire belt system

4. Inspect tongue for proper operation by inserting into buckle. Tongue must insert smoothly and you must hear an audible click. Verify proper latching by tugging on belt. Tongue must not be worn, deformed or corroded.

   Corrective Action: Replace entire belt system

5. Inspect shoulder web guide. Seat belt must move freely through shoulder web guide. Shoulder web guides must be free of obstructions and must not snag or wear webbing fabric.

   Corrective Action: Adjust shoulder web guide hardware and/or remove obstruction.

6. Inspect retractor operation (if equipped). When pulled and released slowly, seat belt must spool out and retract without locking.

   Corrective Action: Replace entire belt system

7. Inspect mounting hardware on all belt system attachment points. Hardware should be tight. Hardware must not be missing, rusted, corroded or damaged.

   Corrective Action: Replace defective or missing hardware with authorized parts and or tighten hardware.

8. If a harness is used to restrain a rider during an accident, that entire harness system must be replaced. Inspect non-retractable harness pads containing controlled deceleration technology for evidence of a blown fuse (e.g., exposed threading).

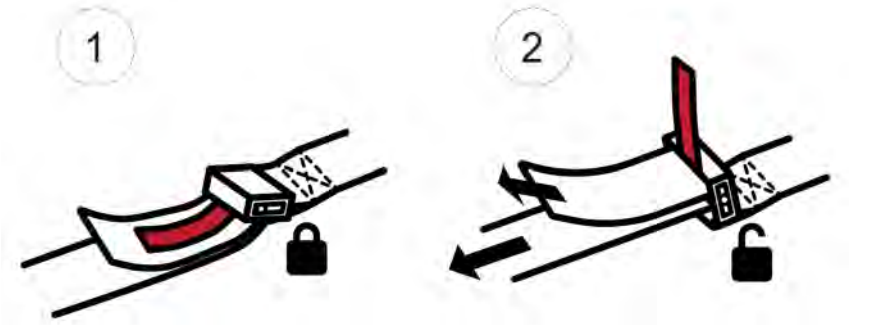
   Corrective Action: Replace entire belt system

PUTTING ON THE HARNESS

To prepare the rider:

1. Do not wear heavy clothing that may interfere with proper fit of the harness. Make sure there are no rigid or breakable items (e.g., eye glasses, pens, jewelry, keys) under the harness.
2. Before entering the vehicle, your helmet should be off, but accessible from the seat.
3. Adjust the seat to the desired position.
4. Unbuckle the harness and loosen all manually adjustable belts:
   - Lap belts
   - Thigh belts (equipped on 6-pt harnesses)
   - Shoulder belts (not adjustable on retractable 6-pt harness)

How to use the red straps and tilt-lock feature to tighten and loosen the belts:
When the tilt-lock is down ①, the belt resists being tightened or loosened. The red straps are provided so that you can lift the tilt-lock to the up position ② and unlock it so that you can pull the seat belt through. To tighten or loosen a belt, grasp the red strap and pull up on the red strap in one hand and pull the belt with the other. Adjust the angle of the tilt-lock until the belt pulls more easily.



① Down, locked position

② Up, unlocked position

To adjust the harness:

1. Put your arms through the shoulder belts. The belts should lay flat and not be twisted. The shoulder belt should not rub against your neck or fall off your shoulder.

2. Buckle the harness and check the fit of the lap belt. It should be as short as possible and pressed against your pelvic bones so that you cannot lift yourself from the seat bottom at all. Unbuckle and tighten the lap belts as needed until the seat belt is properly adjusted – it is easier to adjust the belts while unbuckled. Finally, buckle the harness and listen for a click. Check fit and make sure buckle is secure.

3. Tighten shoulder belts. If your harness is equipped with non-retracting, adjustable shoulder belts, tighten the shoulder belts until they are snug across your chest when your back is against the seat. When tightening the shoulder belts, be sure to keep the harness buckle centered and below your belly button. The lap belt must remain pressed against your pelvic bones.

4. Tighten thigh belts. If your harness is equipped with thigh belts, adjust them for comfort and be sure to keep the harness buckle centered and below your belly button. The lap belt must remain pressed against your pelvic bones.
5. Attach the chest clip between the shoulder belts.
6. Put on your helmet.

To take off the harness:

1. Unlatch the chest clip.
2. Push the red button to release the buckle.
3. Remove your arms from the shoulder belt.
4. After exiting the vehicle, buckle the harness to prevent damage which can occur if it is slammed in the door or hangs out of the vehicle.

SUB ZERO SEAT BELT HARNESS

⚠ CAUTION

If the red warning section of the safety label becomes visible at all times, this harness must be replaced.

On models equipped with a Sub Zero seat belt harness, the harness is designed to extend in the event of accident to absorb the impact. The harness must be replaced if the red section on the label appears outside the shoulder pad.

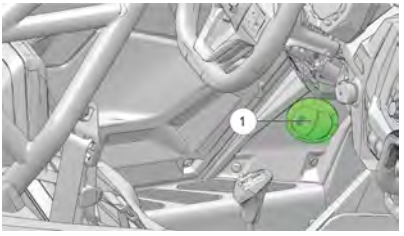
SEAT BELT INSPECTION

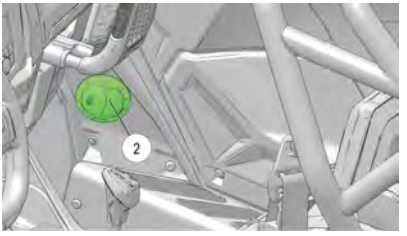
Inspect all seat belts for proper operation before each use of the vehicle.

1. Pull each seat belt completely out and inspect the full length for any damage, including cuts, wear, fraying or stiffness. If any damage is found, or if the seat belt does not operate properly, have the seat belt system checked and/or replaced by a qualified technician.
2. To clean dirt or debris from the seat belts, sponge the straps with mild soap and water. Do not use bleach, dye or household detergents. Rinse the entire length of the belt webbing.

AIR VENTS

Air vents push additional airflow from the center of the hood to the cabin and are found on both the driver ① and passenger ② sides near the doors. Use the slats located on the air vents to open or close the vents.

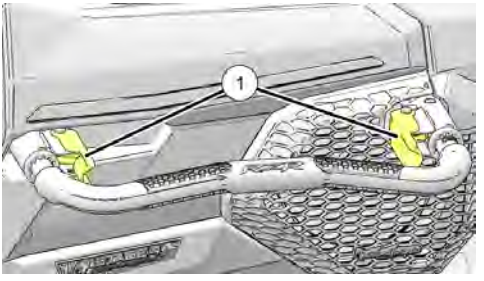




PASSENGER HAND HOLD

To adjust the passenger hand hold, do the following:

1. Unlock the two passenger hand hold clasps ①.
2. Pull or Push the bar to desired position.
3. Lock both clasps back into place.



PORTABLE FUEL CONTAINERS

This vehicle is designed to use a POLARIS-approved Portable Fuel Container and Mount.

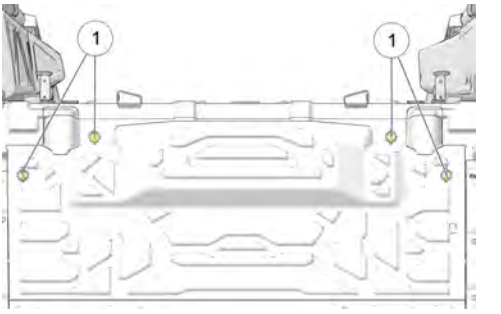
⚠ WARNING

Fuels such as gasoline can be extremely flammable. Rollovers, crashes, rough riding, or changes in elevation or temperature may lead to fuel spilling or vapor release from portable containers. Hot vehicle parts can cause fires, even after the engine has been turned off. Improperly carrying fuel can lead to serious burn injuries or death. To reduce these risks, only carry fuel using a POLARIS-approved Portable Fuel Container and Mount, and follow the instructions that come with the container and mount.

SERVICE ACCESS PANELS

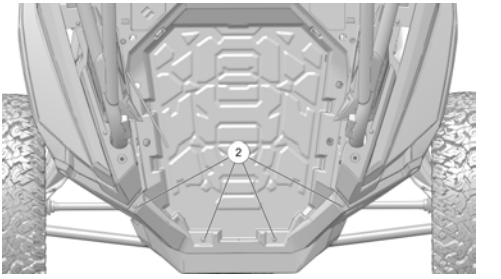
ENGINE ACCESS PANEL

The engine access panel is located behind the seats. Adjust or remove the seats, then remove the panel to reach serviceable engine components. Remove the panel by turning the close-off knobs ① 1/4 turn.



CARGO BOX ACCESS

The entire cargo box layer can be lifted to access the engine oil fill cap and spark plugs by removing the four rear-most screws ②.



CAB DOORS

This vehicle is equipped with cab doors. Riding in this vehicle without closed and latched cab doors increases the risk of serious injury or death in the event of an accident or rollover. Always make sure all cab doors are closed and latched when riding in this vehicle.

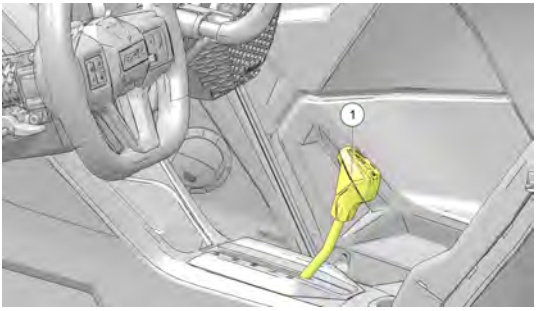
Always inspect doors and latches for wear and damage before each use of the vehicle.

Promptly replace any worn or damaged parts with new parts available from your authorized POLARIS dealer or qualified person.

GEAR SELECTOR

The gear selector is located between the driver and passenger seat ① To change gears, stop the vehicle and with the engine idling, move the lever to the desired gear. Do not attempt to shift gears with engine speed above idle or while the vehicle is moving.

P: Park
R: Reverse
N: Neutral
L: Low Gear
H: High Gear



NOTICE
Maintaining shift linkage adjustment is important to assure proper transmission function. Your POLARIS dealer can assist in resolving any shifting problems.

NOTICE
Do not attempt to shift the transmission while the vehicle is moving or damage to the transmission could result. Always shift when the vehicle is stationary and the engine is at idle.

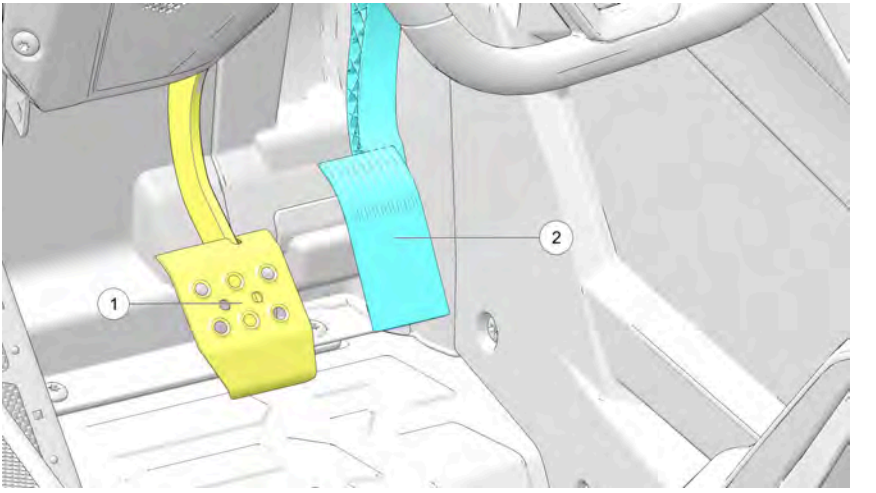
USING LOW GEAR

NOTICE
Using Low Gear when conditions require it will prolong the life of your vehicle's drive belt.

Always shift into low gear for any of the following conditions:

- Operating in rough terrain or over obstacles.
- Loading the vehicle onto a trailer.
- When hauling or towing heavy cargo.
- When consistently operating at speeds less than 35 MPH (56 km/h) in hard-pulling terrain, such as mud, rocks, or sand/dune environments.

BRAKE AND THROTTLE PEDALS



BRAKE PEDAL

Depress the brake pedal ① to slow or stop the vehicle. The brakes must be applied in order to start the engine.

THROTTLE PEDAL

Push the throttle pedal ② down to increase engine speed. Spring pressure returns the pedal to the rest position when released. Always check that the throttle pedal returns normally before starting the engine.

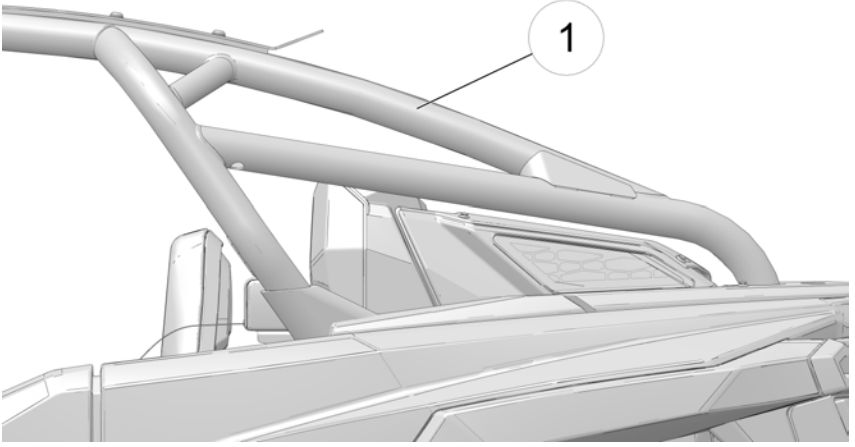
NOTICE
When traveling over 10 mph (16 km/h) with the throttle pedal depressed, applying the brake for more than two seconds will disable the throttle pedal until the brake is released.

ROLLOVER PROTECTIVE STRUCTURE (ROPS)

The Rollover Protective Structure (ROPS) on this vehicle meets OSHA℠ 29CFR 1928.53 rollover performance requirements. Always have your authorized POLARIS dealer thoroughly inspect the ROPS if it ever becomes damaged in any way.

NOTE
Be mindful of the ROPS bars when boarding and exiting the vehicle.

① ROPS Label



No device can assure occupant protection in the event of a rollover. When used with seat belts and cab nets or doors, the ROPS helps prevent occupants from being ejected from the vehicle. Always follow all safe operating practices outlined in this manual to avoid vehicle rollover.

⚠ WARNING
Vehicle rollover could cause severe injury or death. Always avoid operating in a manner that could result in vehicle rollover.

PRO PERFORMANCE TRUE 2WD/4WD/4WD LOCK

The Pro Performance True 4WD system is controlled by the Driveline Mode switch. Once the vehicle is in gear, the switch is set to one of three driveline modes. The current drive system mode is indicated in the gauge cluster.

ICON	DRIVELINE MODE	DESCRIPTION
	4WD Lock	When in 4WD Lock mode, the front drive is engaged with the front differential in the locked state. The locked state drives all wheels at the same speed which will increase steering effort and changes the handling characteristics from the 4WD mode. If switched to 4WD Lock when vehicle speed is over 10 mph (16 km/h) or the accelerator pedal is pressed, 4WD Lock will not engage until vehicle speed is under the specified limit and the accelerator pedal is released.
	4WD	When in 4WD mode, the front drive is engaged with the front differential in the open state. The open state allows the front wheels to spin at different speeds for improved turning ability. If switched to 4WD when vehicle speed is over 10 mph (16 km/h) or the accelerator pedal is pressed, 4WD will not engage until vehicle speed is under the specified limit and the accelerator pedal is released.
	2WD	When the switch is set to 2WD the vehicle is in two-wheel drive at all times.

Engage 4WD switch before getting into conditions where four-wheel drive may be needed. If the rear wheels are spinning, release the throttle and decrease indicated vehicle speed to less than 10 mph (16 km/h) before switching to 4WD.

NOTICE
Switching to 4WD while the rear wheels are spinning or slipping may cause severe drive shaft, prop shaft, and gearcase damage. Always switch to 4WD while the rear wheels have traction or are at rest.

INSTRUMENT CLUSTER

NOTICE
Indicator lamps vary by model.

NOTICE
High water pressure may damage components. Wash the vehicle by hand or with a garden hose using mild soap. Certain products, including insect repellents and chemicals, will damage the speedometer lens and other plastic surfaces. Do not use alcohol or cleaning products containing alcohol to clean the instrument cluster. Do not allow insect sprays to contact the lens. Immediately clean off any gasoline that splashes on the instrument cluster.

① Speedometer
② Indicator Lamps
③ Rider Information Center
④ Tachometer
⑤ Toggle Buttons
⑥ Mode Button

SPEEDOMETER

The speedometer displays vehicle speed in either miles per hour (MPH) or kilometers per hour (km/h).

TACHOMETER

The tachometer displays engine speed in revolutions per minute (RPM).

MODE BUTTON

Press and hold the MODE button ⑥ to enter or exit the settings menu. Press and release the MODE button to cycle through Area 1 modes and to select an item.

TOGGLE BUTTONS

Press and release either toggle button ⑤ to cycle through the options menu or Area 2 modes. Press and hold either toggle button to reset an item. See page 76.

TIP

With the ignition key off, pressing the MODE button or either toggle button will power up the Rider Information Center for 10 seconds to allow viewing of the odometer and the clock.

OPERATING A DAMAGED VEHICLE

⚠ WARNING

Do not continue driving if you think or feel the vehicle may be damaged or if you were in a crash or rollover. Operating the vehicle while damaged or after a crash or rollover can cause loss of control, rollover, or accident, which can lead to serious injury or death. If you cannot safely transport the vehicle from its current position, contact a recovery and towing service.

After any crash, rollover, or other accident, have a POLARIS dealer inspect the vehicle for possible damage, including seat belts, ROPS, brakes, suspension, and steering systems.

Be prepared in case your vehicle becomes damaged or disabled, especially in remote areas. Consider how to get help and prepare for weather conditions whenever you ride.

INDICATOR LAMPS

LAMP	INDICATES	CONDITION
MPH	Vehicle Speed	When standard mode is selected, speed displays in miles per hour.
km/h		When metric mode is selected, speed displays in kilometers per hour.
	Over Temperature	This lamp illuminates to indicate an overheated engine. If the indicator flashes, the overheating condition remains, and the system will automatically reduce engine power.
	Electric Power Steering (EPS) Warning (if equipped)	This indicator illuminates briefly when the key is turned to the ON position. If the light remains on, the EPS system is inoperative. See your POLARIS dealer, or other qualified person, as soon as possible for repair. Continued operation could result in permanent damage to the EPS unit and increased steering effort.
	High Beam	This lamp illuminates when the headlamp switch is set to high beam.
	Helmet/Seat Belt	This lamp is a reminder to the operator to ensure all riders are wearing helmets and seat belts before operating. The driver's seat belt is equipped with a seat belt interlock. Vehicle speed will be limited to 15 MPH (24 km/h) if the seat belt is not secured.
	Check Engine	This indicator appears if an Electronic Fuel Injection (EFI) related fault occurs. Do not operate the vehicle if this warning appears. Serious engine damage could result. Your authorized dealer or qualified person can assist.
	Check Battery	This warning usually indicates that the vehicle is operating at an RPM too low to keep the battery charged. It may also occur when the engine is at idle and high electrical load (lights, cooling fan, accessories) is applied. Drive at a higher RPM or recharge the battery to clear the warning.
	Low Fuel	This lamp illuminates when fuel level in the fuel tank is low.
	Speed Key (optional accessory)	Information about the speed key is provided in the accessory kit.
	Chassis Warning	If a fault condition is detected, the light will remain on as long as the condition exists. Retrieve the error codes for diagnosis. This lamp is also known as an Amber Warning Lamp (AWL).

RIDER INFORMATION CENTER

①	AWD Indicator	This indicator shows whether 2X4 or AWD is active.
②	Fuel Gauge	The segments of the fuel gauge show the level of fuel in the fuel tank. When the last segment clears, a low fuel warning is activated. The outline of the fuel display will flash. Refuel immediately.
③	Service Indicator	A flashing wrench symbol alerts the operator that the preset service interval has been reached. Your POLARIS dealer, or other qualified person, can provide scheduled maintenance. See page 79 for resetting instructions.
④	Gear Indicator	This indicator displays gear shifter position. H = High Gear L = Low Gear N = Neutral R = Reverse Gear P = Park – = Gear Signal Error (or shifter between gears)
⑤	Speed Limitation (if equipped)	This vehicle may be equipped with a maximum speed limitation function. This would be displayed on the screen as “LIM” followed by the speed. “LIM 30” for example.

The rider information center is located in the instrument cluster. All segments will light up for one second at start-up.

If the instrument cluster fails to illuminate, a battery over-voltage may have occurred and the instrument cluster may have shut off to protect the electronic speedometer. If this occurs, your POLARIS dealer, or other qualified person, can provide proper diagnosis.

The information center is set to display standard units of measurement and a 12-hour clock at the factory. To change to metric and/or a 24-hour clock hold the mode button and cycle to the clock menu. Use the directional arrows to change the clock settings.

MODE INFORMATION DISPLAYS

The rider information center contains three areas that display mode information.

① Area 1 Modes	Description
Engine Temperature	Temperature of engine coolant
Vehicle Speed	Speed of vehicle
Tachometer	Engine speed (RPM)
② Area 2 Modes	**Description**
Odometer	The odometer records and displays the distance traveled by the vehicle.
Trip Meters (T1/T2)	A trip meter records the distance traveled by the vehicle if reset before each trip. To reset, see page 78.
Engine Hours	Total hours of engine operation since manufacture
Service Hours	A flashing wrench symbol indicates that the preset service interval has been reached. To reset, see page 79.
Trip Time	Time length of vehicle operation since mode was last reset
Race Drive Mode	When Race Mode is selected, RACE briefly scrolls
③ Area 3 Modes	**Description**
Clock	The clock displays time in a 12-hour or 24-hour format. To reset, see page 77.
Rock and Sport Drive Modes	When selected, Rock or Sport mode will display to the left of the clock.

ACCESSING MENUS AND OPTIONS

GAUGE SETTINGS MENU

Press and release the MODE button to cycle through the Area 1 modes until the desired default mode displays. See the Mode Information Displays section for details.

Press and hold the MODE button to enter the settings menu.

The OPTIONS screen will display for a few seconds.

1. Press and release either toggle button to cycle to the desired option.
2. Press MODE to select the option.
3. Press either toggle button to cycle to the desired setting.
4. Press MODE to save and exit to the settings menu.
5. Press and hold the MODE button to exit the settings menu.

BACKLIGHT BRIGHTNESS

The information center backlight can be set to either blue or red.

1. Press and hold the MODE button to enter the settings menu.
2. Press either toggle button to cycle to the “BL LEVEL” option. Press MODE to select.
3. Press “UP” button to increase brightness. Press “DOWN” button to decrease brightness.
4. Press MODE to select and exit to the settings menu.

CLOCK

The clock must be reset any time the battery has been disconnected or discharged.

1. Press and hold the MODE button to enter the settings menu.
2. Press either toggle button to cycle to the “CLOCK” option. Press MODE to select.
3. Press either toggle button to cycle to the desired setting (12H or 24H). Press MODE to select.
4. Press either toggle button to change each segment of the clock. Press MODE to accept a change and advance to the next segment.

DISPLAY UNITS (STANDARD/METRIC)

1. Press and hold the MODE button to enter the settings menu.
2. Press either toggle button to cycle to the desired “UNITS” option (distance, temperature or volume). Press MODE to select.
3. Press either toggle button to cycle to the desired setting.
4. Press MODE to save and exit to the settings menu.

TRIP METER

Use a trip meter to track the distance traveled during a specific trip or period of time. Reset the meter to zero before traveling.

1. Press either toggle button to cycle to the desired trip meter option (T1 or T2).
2. Press and hold either toggle button until the meter resets to zero.

TRIP TIME

Use a trip time meter to track the travel time during a specific trip. Reset the meter to zero before traveling.

1. Press either toggle button to cycle to the trip time option (TT).
2. Press and hold either toggle button until the meter resets to zero.

PROGRAMMABLE SERVICE INTERVAL

The service interval counter is programmed to 25 hours at the factory. As hours of engine operation increase, the counter decreases. The wrench icon will flash for about 10 seconds when the counter reaches zero (0), and each time the key is turned on thereafter, until the counter is reset.

When this feature is enabled, it provides a convenient reminder to perform routine maintenance. Refer to the Polaris Maintenance Schedule for recommended service intervals.

Use the following procedure to reset or change the service interval.

1. Press and hold the MODE button to enter the settings menu.
2. Press either toggle button to cycle to the “Service Hours” option. Press MODE to select.
3. Press MODE to reset the existing value and exit, or press either toggle button to change the value. Press MODE to save and exit to the settings menu.

PIN ACTIVATED SECURITY SYSTEM (P.A.S.S.) (IF EQUIPPED) — INSTRUMENT CLUSTER

For vehicles with a display, see the Ride Command section for details.

The optional PIN Activated Security System (P.A.S.S.) is designed to prevent unauthorized use. When enabled, the vehicle cannot be operated until a valid passcode has been entered.

To enable/disable P.A.S.S., follow the procedures below.

ENABLE P.A.S.S.

NOTICE
After activating P.A.S.S. for the first time you must power down the vehicle and allow the electronic control module (ECM) to fully shutdown before restarting. This may take up to three minutes. Once a new passcode has been enabled, it cannot be changed unless you first disable the system. Then you can re-follow the steps outlined in the ENABLE P.A.S.S. section to enter a new passcode.

1. Press and hold the MODE button to enter the “OPTIONS” menu.
2. Use the UP/DOWN toggle buttons to cycle through options until “REQUIRE PIN TO START” appears. Press the MODE button to select.
3. If required, “ENTER NEW PIN” will appear. Use the UP/DOWN toggle buttons to cycle to your desired first digit. Press the MODE button to select the digit.
4. Continue until all four digits of your desired passcode have been selected. Once finished, “NEW PIN SET” will flash momentarily and then revert back to the “REQUIRE PIN TO START” screen.

   Record your passcode for future reference.
5. To enable your new passcode, use the UP/DOWN toggle buttons to change the flashing “OFF” at bottom of screen to “ON”. **If this step is skipped, P.A.S.S. will not be enabled.**
6. Press the MODE button to re-enter the “OPTIONS” menu. The vehicle will now require passcode entry before next startup.

You can exit the “OPTIONS” menu three different ways.

- Toggle to “EXIT” and press the MODE button.
- Hold the MODE button for a few seconds.
- Do nothing, allowing the system to automatically revert back to the main screen.

NOTICE

If the battery becomes low while the P.A.S.S. system is enabled, the gauge may show “New Vehicle Detected” after the battery has been recharged/replaced. Leave the key in the ON position to allow system reconfirmation.

DISABLE P.A.S.S.

1. Press and hold the MODE button to enter the “OPTIONS” menu.
2. Use the UP/DOWN toggle buttons to cycle through options until “REQUIRE PIN TO START” appears. Press the MODE button to select.
3. Enter current passcode.
4. Use the UP/DOWN toggle buttons to change the flashing “ON” at bottom of screen to “OFF”.
5. Press the MODE button to re-enter the “OPTIONS” menu. P.A.S.S. is now disabled.

You can exit the “OPTIONS” menu three different ways.

- Toggle to “EXIT” and press the MODE button.
- Hold the MODE button for a few seconds.
- Do nothing, allowing the system to automatically revert back to the main screen.

ENGINE ERROR CODES

The error screen displays only when the CHECK ENGINE indicator is on or when it goes on and off during one ignition cycle. Error codes are not stored. When the key is turned OFF, the code and message is lost, but will reappear if the fault reoccurs after restarting the engine.

If the CHECK ENGINE lamp or the EPS lamp illuminates, retrieve the active error codes from the display.

① Failure Mode Indicator (FMI)
② Suspect Parameter Number (SPN)
③ Code Count

1. Press and hold the MODE button to enter the settings menu.
2. Press either toggle button to cycle to the “DIAGCODE” option. Press MODE to select.
3. More than one diagnostic code may be present. Press the toggle UP button to see if more codes are present. Press MODE to select a code.

NOTICE
If the displayed code is an engine fault code, the CHECK ENGINE lamp will blink. If the displayed code is an EPS fault code, the EPS lamp will blink.

4. Record the three (3) numbers displayed.
5. Press MODE to exit to the settings menu.

7" DISPLAY BY RIDE COMMAND (IF EQUIPPED)

BEFORE YOU RIDE

⚠ WARNING

Failure to pay attention to operating your vehicle could result in loss of control, injury, or death. Always concentrate on riding. Do not enter information while operating your vehicle. Some features are limited when vehicle is in motion.

Before riding with your new display, do the following:

- Download the Polaris RIDE COMMAND App from the Apple®/Google Play® store and create your personalized account.
- Check your display to ensure you have the appropriate maps and trails visible for your area. To change or update maps/trails see page 93.
- Trails change often, and the trail data file is only considered valid for 90 days after the release date. Please keep your trail data up to date. Download the latest trails at http://ridecommand.polaris.com.

NOTICE

Using the display for an extended period of time while the vehicle's engine is off can drain the battery.

DEVICE OPERATING REQUIREMENTS

Phone functionality is dependent on the capabilities of your cell phone.

NOTICE

Some cell phones or operating systems will not work as shown in this manual.

OVERVIEW

① Ride Command Buttons
② Driveline Mode
③ Widgets
④ Settings
⑤ Icon Bar
⑥ Gauge View Mode
⑦ Speedometer/Tachometer
⑧ Gear Status

RIDE COMMAND BUTTONS

BUTTON	DESCRIPTION	FUNCTION
	Menu Button	Press the Menu button to access the settings. To reboot the display, press and hold for 5 seconds.
	Gauge Screen Button	Press the Gauge Screen button to select from available screens.

BUTTON	DESCRIPTION	FUNCTION
	Map Button	Press the Map button to access the map, manage your rides and waypoints, and to see your friends on the map with Group Ride.
	Phone Button	Press the Phone button to access your Bluetooth® connected phone, including recent calls, contacts, dialer, and messages.
	Audio Button	Press the Audio button to access the Radio, Weather, USB, and connected Bluetooth® music interface
	Volume Decrease Button	Press the Volume Decrease button to decrease the volume. Press and hold to mute volume.
	Volume Increase Button	Press the Volume Increase button to increase the volume.

DRIVELINE MODE

ICON	DRIVELINE MODE	DESCRIPTION
	All Wheel Drive (AWD) Lock	When in All-Wheel Drive Lock, the front drive is engaged with the front differential in the locked state. The locked state drives all wheels at the same speed which will increase steering effort and changes the handling characteristics from the AWD mode. If switched to AWD Lock when vehicle speed, accelerator pedal position, and engine RPM are above activation limits, AWD Lock will not engage until vehicle speed, accelerator pedal position, and engine RPM are decreased.
	All Wheel Drive (AWD) Unlock	When in All-Wheel Drive, the front drive is engaged with the front differential in the open state. The open state allows the front wheels to spin at different speeds for improved turning ability. If switched to AWD Unlock when vehicle speed, accelerator pedal position, and engine RPM are above activation limits, AWD Unlock will not engage until vehicle speed, accelerator pedal position, and engine RPM are decreased.
	Two-Wheel Drive (2WD)	When the switch is set to 2WD the vehicle is in two-wheel drive at all times.

NOTICE
Severe damage to the drive train may occur if the AWD is engaged while the wheels are spinning. Always allow the wheels to stop spinning before engaging AWD.

GAUGE SCREENS

Press the Gauge Screen button to toggle between gauge screens. The display comes loaded with two different gauge screens. Additional gauge screens can be added or deleted.

Each gauge screen is customizable and can be set up in the following configurations:

- Four round widgets
- Two round widgets and a list of three data values
- A list of five data values

To customize your gauge screens, press the gear icon located in the lower right corner of the display.

SETTINGS

From the setting menu you can view vehicle information, manage Bluetooth® devices, update display software, and more.

To access the Setting menu, press the Menu button ①.

You can also navigate to the settings menu by pressing the POLARIS logo at the top of the display screen ②. This will open the Control Panel. From the Control Panel, select the settings tab, then press the **All Settings** button located in the lower right corner of the display screen.

GAUGE VIEW MODE

Press ① to toggle between the two available gauge view modes, **Analog** and **Digital**.

While in the digital gauge view mode, press ② to invert the MPH and RPM units.

DISPLAY MODE

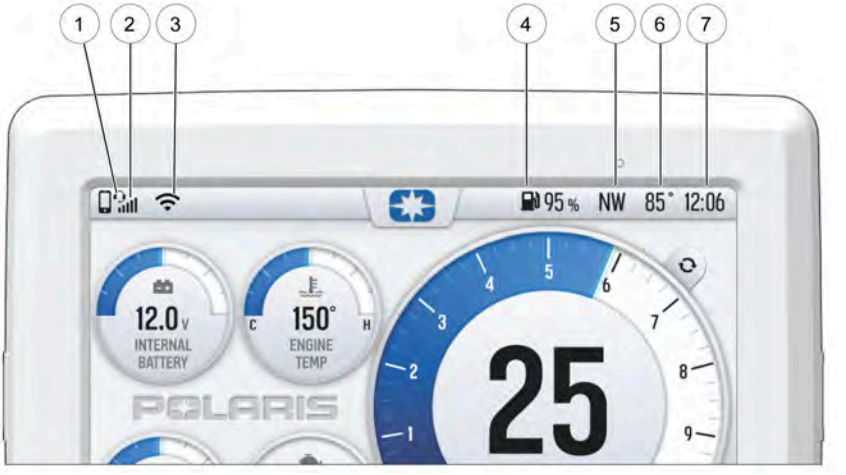
From the Control tab ④, select the display mode from the available options ⑥.

The display mode can be set to Day, Night, or AUTO mode.

Day Mode

Night Mode

ICON BAR



ICON	DESCRIPTION	FUNCTION
①	Headset	Displays icon if headset is connected
②	Signal Strength	Displays current cell signal strength
③	Wireless Internet Signal Strength (if equipped)	Displays current wireless internet signal strength (if equipped)
④	Fuel Level	Displays current fuel capacity percentage
⑤	Vehicle Direction	Displays vehicle direction
⑥	Ambient Temperature	Displays ambient temperature
⑦	Clock	Displays current time

HEATED AND VENTILATED SEATS (IF EQUIPPED)

The seat temperature controls can be accessed through the Ride Command display by pressing the menu icon ① at the top of the main screen or pressing the NorthStar button.

Each seat can be independently controlled by pushing on the applicable seat on the display. The heated seat feature has 3 heat intensities that can be changed by pressing the heated seat icon. To turn the heated seat off, press the icon until no bars or indicators are present.

The ventilated seat feature has one setting that can be turned on and off by pressing the ventilated seat icon.

PIN ACTIVATED SECURITY SYSTEM (P.A.S.S.) (IF EQUIPPED) — RIDE COMMAND

The optional PIN Activated Security System (P.A.S.S.) is to prevent unauthorized use. When enabled, the vehicle cannot be operated until a valid passcode has been entered using the Ride Command display screen.

ENABLE P.A.S.S.

NOTICE
After activating P.A.S.S. for the first time you must power down the vehicle and allow the electronic control module (ECM) to fully shutdown before restarting. This may take up to three minutes.

1. Go the settings menu by pressing the Menu button.
2. Select Vehicle Settings from the left toolbar.
3. Select Engine Start Lockout.
4. If this your first time activating P.A.S.S. you will be prompted to enter a new passcode. Enter and verify new passcode.

   Please record your passcode.
5. Turn Engine Start Lockout from No to Yes.
6. Turn off the vehicle using the key ignition switch.

NOTICE
If the battery becomes low while the P.A.S.S. system is enabled, the gauge may show “New Vehicle Detected” after the battery has been recharged/replaced. Leave the key in the ON position to allow system reconfirmation.

DISABLE P.A.S.S.

1. Go the settings menu by pressing the Menu button.
2. Select Vehicle Settings from the left toolbar.
3. Select Engine Start Lockout.
4. Enter passcode to disable P.A.S.S.
5. Turn Engine Start Lockout from Yes to No.

UPDATE SOFTWARE

NOTICE
Before updating the display, always export your existing rides and waypoints to a USB drive to avoid losing them.

To update the software, do the following:

DOWNLOAD SOFTWARE ONTO YOUR PERSONAL COMPUTER

1. Go to *ridecommand.polaris.com/display*. Select the display that matches what is on your vehicle.
2. Click the **Update Software** button.
3. Save the file to a removable USB drive. It is recommended you use a USB drive with 32GB in exFAT® format.

UPLOAD SOFTWARE ON YOUR VEHICLE

1. Plug the USB drive into your vehicle's USB cable and turn on the display. *Note: ensure the USB is fully inserted into the port.*
2. Turn on your vehicle.
3. On the display, press the Polaris icon button.
4. In the right-hand corner, select **All Settings**.
5. Select **General**.
6. Select **System Information**.
7. Select the file you want to install. "Newest" will be automatically displayed next to the newest version detected on the USB drive.
8. The display will reboot and install the software.

ERROR MESSAGES AND TROUBLESHOOTING

If an error occurs while updating your software, perform one or all of the following actions to resolve the issue:

- Remove and reconnect the USB flash drive securely.
- Make sure the display files are not inside a folder on the flash drive.
- Make sure only display files are on the flash drive. Remove any other files if necessary.
- Try using a different USB flash drive.

- Ensure the capacity of data on the USB drive is larger than 1GB and smaller than 64GB.
- Re-format the flash drive to the correct format (FAT32 or exFAT®). Re-download the update(s) from the RIDE COMMAND website. Drag and drop the file(s) into the flash drive folder.

UPDATE MAPS

To update the maps on your display, do the following:

1. Go to *ridecommand.polaris.com/display* and download the map update to a USB flash drive.
2. Insert USB flash drive into the USB port on your vehicle.
3. Press the Update maps in the General Settings.
4. Select the file you want to install by pressing the corresponding down arrow icon.
5. This will update the display's map which will automatically restart the display once the update is complete. Do not remove the USB flash drive until the display has fully restarted.

USB HARDWARE

SOFTWARE UPDATES

For software update, POLARIS recommends using a SanDisk® or similar USB flash drive with a minimum of 1GB or larger in available memory, formatted using the exFAT® file system. For best results remove all files from the flash drive before starting the update process.

MAP, TRAIL AND POINT OF INTEREST UPDATES

For Map, Trail and Point of Interest updates, a 32GB or larger USB drive is required (USB 3.0 drive is highly recommended). USB drive must be formatted to exFAT® before copying the map file onto it.

RIDE COMMAND+ (IF EQUIPPED)

Your vehicle may come equipped with RIDE COMMAND+ technology, which gives you access to your vehicle's custom information including Vehicle Health, Vehicle Locator and Issue Diagnostics along with a variety of features via the Polaris mobile app. You will need a cellular connection to view these features.

To learn more about RIDE COMMAND+, including equipped or compatible vehicles, specific features, and to access the RIDE COMMAND+ User Guide, visit *https://ridecommand.polaris.com/en-us/ride-command-plus/* or scan the QR code.

Disclaimer: RIDE COMMAND+ features vary by region.

OPERATION

VEHICLE BREAK-IN

ENGINE AND DRIVETRAIN BREAK-IN

1. Fill the fuel tank with the recommended fuel. See the Refueling section for details. Always exercise extreme caution whenever handling fuel.
2. Check the oil level. See the Oil Check section for details. Add the recommended oil as needed to maintain the oil level in the safe operating range.
3. Avoid aggressive use of the brakes.
4. Vary throttle positions. Do not operate at sustained idle.
5. Perform regular checks on fluid levels, controls and areas outlined on the daily pre-ride inspection checklist.
6. Carry only light loads.
7. During the break-in period, change both the oil and the filter at 25 hours, one month, or 500 miles, whichever comes first.
8. Check fluid levels of transmission and all gearcases according to the Maintenance Schedule.

BRAKE SYSTEM BREAK-IN

Apply only moderate braking force for the first 50 stops. Aggressive or overly forceful braking when the brake system is new could damage brake pads and rotors.

BRAKE BURNISHING

It is recommended that a burnishing procedure be performed on new vehicles or after installation of new brake pads or rotors. This helps to conform the pads to the rotor surface and achieve optimum braking performance.

Test drive the machine and gradually accelerate to more than 20 mph (32 km/h). Apply light to moderate pressure to the brake pedal to slow the vehicle to roughly 5 mph (8 km/h). Repeat this process 10–30 times, allowing 30 seconds between brake applications for the system to cool down.

IMPORTANT

Do not stop aggressively and do not slow to a complete stop during the burnishing process. After brake burnishing is complete, drive the vehicle to cool the brake pads and rotors.

NOTICE

The burnishing process may cause there to be brake dust on the wheels and calipers. This is normal. When the system has cooled, use a rag and soapy water (no harsh chemicals) to clean off the dust.

PVT BREAK-IN (CLUTCHES / BELT)

A proper break-in of the clutches and drive belt will ensure a longer life and better performance. If a belt fails, always clean any debris from the duct and from the engine compartment.

STANDARD BREAK-IN

Drive at slower speeds for the first 50 miles (80 km) of operation. Carry only light loads. Avoid aggressive acceleration, high-speed operation and prolonged operation at a specific RPM during this period.

SAND / DUNE BREAK-IN

Drive in low gear for the first 5 miles (8 km) of operation. Avoid prolonged low speed operation at high throttle. Avoid aggressive acceleration, high-speed operation and prolonged operation at a specific RPM during this period.

BELT LIFE

To extend belt life, use low gear in the following conditions:

- When hauling or towing heavy cargo.
- When consistently operating at speeds less than 35 MPH (56 km/h) in hard-pulling terrain, such as mud, rocks or sand/dune environments.

OPERATING GUIDELINES

REFUELING

The fuel tank filler cap is located on the right side of the vehicle near the passenger seat.

The fuel symbol and the last fuel bar on the Instrument Cluster will blink when the fuel level reaches 1/8th tank. There will be approximately 2 gallons (8 L) of fuel remaining. Refuel as soon as possible. *Do not allow the vehicle to run out of fuel.*

To refuel:

1. Place the transmission into Park on a level surface.
2. Turn off the engine.
3. Make sure no one is inside the vehicle.
4. Fill with fuel, leaving the tank neck empty.
5. Securely close fuel cap.

NOTE

Gasoline can expand while inside the tank. To avoid fires and explosions, do not overfill the tank. Allow room for gasoline to expand inside the tank by leaving the tank neck empty.

- Use minimum 91 octane (or higher) unleaded fuel (minimum pump octane number of 91 R+M2).
- Do not use any fuel lower than 91 octane.
- Do not use any fuel containing more than 10% ethanol (including E85).

NOTICE

Damage to the fuel pump will occur if the vehicle is operated with an empty fuel tank. Do not allow the vehicle to run out of fuel. Always refuel when the level is low.

NOTICE

Operating with obstructed fuel systems will result in serious engine damage. Perform maintenance as recommended.

NOTICE

Prolonged exposure to petroleum based products may damage paint. Always protect painted surfaces when handling fuel.

FUEL RECOMMENDATION

Polaris recommends using fresh Premium 91 Octane TOP TIER DETERGENT GASOLINE® purchased during the season of vehicle usage. This fuel will provide the best engine performance (starting, run quality, fuel economy, and power) and durability.

Octane Rating

Polaris recommends a minimum of 91 Octane (R+M/2) rated gasoline. Using lower octane gasoline could result in engine damage.

Detergent Gasoline

Polaris recommends TOP TIER DETERGENT GASOLINE® to keep the engine cleaner by reducing carbon deposits, which will help maintain engine performance and durability. Refer to *www.toptiergas.com* for a list of TOP TIER DETERGENT GASOLINE® retailers. Alternatively, the logo shown below on the retailer's fuel pump will confirm that TOP TIER DETERGENT GASOLINE® is being dispensed.

If TOP TIER DETERGENT GASOLINE® is not available, adding Polaris Carbon Clean to the fuel tank at every oil change will help reduce carbon deposits.

Seasonal Blends

Polaris recommends using gasoline that is purchased during the season the vehicle is being used, especially summer vs. winter. Between seasons, refineries typically change the gasoline blend to avoid temperature induced engine performance issues. Winter blend gasoline improves engine starting in cold weather and summer blend gasoline helps prevent vapor lock issues in hot weather.

STARTING THE ENGINE

NOTICE
Operating the vehicle immediately after starting could cause engine damage. Allow the engine to warm up for several minutes before operating the vehicle.

1. Position the vehicle on a level surface outdoors or in a well- ventilated area.
2. Sit in the driver's seat and fasten the seat belt. Always make sure all cab doors are closed and latched when riding in this vehicle.
3. Place the transmission in PARK.
4. Apply the brakes. Do not press the throttle pedal while starting the engine.
5. Turn the ignition key past the ON/RUN position and release immediately to START. The engine will turn over for a maximum five seconds until the vehicle has started.
6. If the engine does not start within five seconds, return the ignition switch to the OFF position and wait five seconds. Repeat steps 5 and 6 until the engine starts.
7. After starting the engine, wait 10 seconds before applying throttle.

BRAKING

1. Release the throttle pedal completely.

TIP
When the throttle pedal is released completely and engine speed slows to near idle, the vehicle has no engine braking.

2. Press on the brake pedal evenly and firmly.
3. Practice starting and stopping (using the brakes) until you're familiar with the controls.

DRIVING IN REVERSE

WARNING

Before shifting into reverse, use extra care to make sure the area is clear of people or obstacles. When it's safe to proceed, back slowly.

Follow these precautions when operating in reverse:

1. Always check for obstacles or people behind the vehicle.
2. Apply the throttle *lightly*. Never open the throttle suddenly.
3. Back slowly.
4. Apply the brakes *lightly* for stopping.
5. Avoid making sharp turns.

STOPPING THE ENGINE AND PARKING THE VEHICLE

WARNING

When leaving the vehicle on an incline is unavoidable, use extra care. Vehicle rollaway can cause serious injury or death. This vehicle can roll whenever the gear selector is not in the PARK (P) position. Always shift to PARK (P) when stopping the engine or leaving the vehicle. If leaving the vehicle unattended, block the rear wheels on the downhill side and keep children, pets, and others away from the gear selector.

To park the vehicle:

1. Stop the vehicle on a level surface.
2. Place the transmission in PARK (P). This vehicle can roll whenever the transmission is not in the PARK (P) position.
3. Stop the engine.
4. Engage the park brake (if equipped).
5. Remove the ignition key to prevent unauthorized use.

EMISSION CONTROL SYSTEMS

NOISE EMISSION CONTROL SYSTEM

Do not modify the engine, intake or exhaust components, as doing so may affect compliance with U.S.A. EPA noise control requirements (40 CFR 205) and local noise level requirements.

OPERATION ON PUBLIC LANDS IN THE U.S.A.

Your POLARIS vehicle has a spark arrestor that was tested and qualified to be in accordance with the USFS standard 5100-1d. Federal law requires that this spark arrestor be installed and functional when the vehicle is operated on public lands.

Operation of off-road vehicles on public lands in the U.S.A. is regulated by 43 CFR 420. Violations are subject to monetary penalties. Federal regulations can be viewed online at www.ecfr.gov.

CRANKCASE EMISSION CONTROL SYSTEM

This engine is equipped with a closed crankcase system. Blow-by gases are forced back to the combustion chamber by the intake system. All exhaust gases exit through the exhaust system.

EXHAUST EMISSION CONTROL SYSTEM

Exhaust emissions are controlled by engine design. An electronic fuel injection (EFI) system controls fuel delivery. The engine and EFI components are set at the factory for optimal performance and are not adjustable.

The emissions label is located on the left front frame of the vehicle.

ELECTROMAGNETIC INTERFERENCE

This spark ignition system complies with Canadian ICES-002.

This vehicle complies with EMC requirements of UN ECE Regulation 10 and European directives 97/24/EC and 2004/108/EC.

Non-ionizing Radiation: This vehicle emits some electromagnetic energy. People with active or non-active implantable medical devices (such as heart monitoring or controlling devices) should review the limitations of their device and the applicable electromagnetic standards and directives that apply to this vehicle.

MAINTENANCE

PERIODIC MAINTENANCE CHART

Any qualified repair shop or person may maintain, replace or repair the emission control devices or systems on your vehicle. An authorized POLARIS dealer can perform any service that may be necessary for your vehicle. POLARIS also recommends POLARIS parts for emissions-related service, however equivalent parts can be used.

It is a potential violation of the Clean Air Act if a part supplied by an aftermarket parts manufacturer reduces the effectiveness of the vehicle's emission controls. Tampering with emission controls is prohibited by federal law.

Owners are responsible for performing the scheduled maintenance identified in this owner's manual.

Careful periodic maintenance will help keep your vehicle in the safest, most reliable condition. Inspection, adjustment and lubrication of important components are explained in the periodic maintenance chart.

Inspect, clean, lubricate, adjust and replace parts as necessary. When inspection reveals the need for replacement parts, genuine POLARIS parts are available from your POLARIS dealer. Equivalent parts may be used for emissions-related service.

Service and adjustments are important for proper vehicle operation. If you're not familiar with safe service and adjustment procedures, a qualified dealer can perform these operations.

Vehicles subjected to heavy or severe use patterns must be inspected and serviced more frequently.

SEVERE USE DEFINITION

- Frequent immersion in mud, water or sand
- Racing or race-style high RPM use
- Prolonged low speed, heavy load operation
- Extended idle
- Frequent short trip operation in cold weather (engine frequently does not operate long enough to reach full operating temperature)
- Prolonged high speed operation, such as road travel

Pay special attention to the oil level. A rise in oil level during cold weather can indicate contaminants collecting in the oil sump or crankcase. Change oil immediately if the oil level begins to rise. Monitor the oil level, and if it continues to rise, discontinue use and determine the cause. Your POLARIS dealer or other authorized person can assist.

POLARIS MAINTENANCE SCHEDULE

The intervals shown are based on vehicles operated under normal conditions.

Each interval is given in hours and miles (kilometers). Items should be serviced at whichever interval comes first following the **Initial Break-In Service**.

Continue to reference the following maintenance schedules at the given intervals as hours and miles (kilometers) increase on the vehicle. *Vehicles subjected to severe use must be serviced at 50% of the stated interval. Examples of Severe Use: Frequent immersion in mud, water, or sand, constant high RPM use, prolonged low-speed heavy load operation, extended idle, and short trip cold weather operation.*

INITIAL BREAK-IN SERVICE
FIRST 25 HOURS / 500 MILES (800 KM) OR 1 MONTH

Engine Oil and Filter	Change the engine oil and filter.
Engine Air Filter	Inspect air filter; replace as necessary. Ensure proper installation of filter and airbox cover. Inspect ducts and screens; clean as necessary.
Cooling System	Fluid level inspection; inspect for fluid leaks; add coolant if needed. Inspect coolant strength seasonally; pressure test system yearly.
Fasteners / General Lubrication	Locate all applicable fittings and grease.
Shift Cable / Linkage	Inspect; adjust as needed.
Parking Brake (if applicable)*	Inspect; adjust as needed.
Battery and Terminals	Check terminals; terminals should be tight and free of corrosion. Clean, test, and replace as necessary.
Front Gearcase Fluid	Initial fluid level inspection; add lubricant if needed.
Rear Gearcase Fluid	Initial fluid level inspection; add lubricant if needed.
Transmission Fluid	Initial fluid level inspection; inspect for fluid leaks; add lubricant if needed.
Spark Arrestor	Inspect; clean as needed.
The break-in period consists of the first 25 hours of operation. Careful treatment of a new engine and drive components will result in more efficient performance and longer life for these components. The items outlined in this service interval only need to be performed at the first 25 hours of operation. They do not need to be performed every 25 hours.	
* It is recommended to have an authorized Polaris dealer perform these services.	

Vehicles subjected to severe use must be serviced at 50% of the stated interval. Examples of Severe Use: Frequent immersion in mud, water, or sand, constant high RPM use, prolonged low-speed heavy load operation, extended idle, and short trip cold weather operation.

EVERY 25 HOURS / 500 MILES (800 KM) OR 6 MONTHS FOLLOWING INITIAL BREAK-IN SERVICE

Engine Air Filter	Inspect air filter; replace as necessary. Ensure proper installation of filter and airbox cover. Inspect ducts and screens; clean as necessary.
Battery and Terminals	Check terminals; terminals should be tight and free of corrosion. Clean, test, and replace as necessary.
Brake System	Fluid level inspection; inspect for fluid leaks; add lubricant if needed. Inspect brake pad wear. Inspect hoses for damage.
Fasteners / General Lubrication	Locate all applicable fittings and grease. Adjust as needed.
Radiator	Inspect; clean external surfaces.
Tires	Inspect; adjust pressure level as needed. Inspect wear and replace as needed.
Shift Cable / Linkage	Inspect; adjust as needed.
* Have an authorized Polaris dealer or other qualified person perform these services.	

Vehicles subjected to severe use must be serviced at 50% of the stated interval. Examples of Severe Use: Frequent immersion in mud, water, or sand, constant high RPM use, prolonged low-speed heavy load operation, extended idle, and short trip cold weather operation.

EVERY 50 HOURS / 1000 MILES (1600 KM) / YEARLY FOLLOWING INITIAL BREAK-IN SERVICE

Engine Oil and Filter	Change the engine oil and filter.
Front Gearcase Fluid	Change fluid.
Rear Gearcase Fluid	Change fluid.
Transmission Fluid	Change fluid.
Engine Air Filter	Inspect air filter; replace as necessary. Ensure proper installation of filter and airbox cover. Inspect ducts and screens; clean as necessary.
Battery and Terminals	Check terminals; terminals should be tight and free of corrosion. Clean, test, and replace as necessary.
Brake System	Fluid level inspection; inspect for fluid leaks; add lubricant if needed. Inspect brake pad wear. Inspect hoses for damage.
Fasteners / General Lubrication	Locate all applicable fittings and grease. Adjust as needed.
Radiator	Inspect; clean external surfaces.
Tires	Inspect; adjust pressure level as needed. Inspect wear and replace as needed.
Spark Plug	Inspect; replace as needed.
Wiring	Inspect for wear, routing, and retention.
Drive Belt	Inspect; replace as needed.
Clutches	Inspect weights, bushings, rollers, wearable parts; clean; replace worn parts as needed.
Spark Arrestor	Inspect; clean as needed.
Suspension and Steering Components / Alignment*	Inspect front and rear suspension bushings, and ball joints for loose or worn components; replace as needed. Inspect shock absorbers for leaks and damage. Inspect steering components, replace as needed. Inspect and adjust wheel alignment as needed.

EVERY 50 HOURS / 1000 MILES (1600 KM) / YEARLY FOLLOWING INITIAL BREAK-IN SERVICE

Cooling System	Fluid level inspection; inspect for fluid leaks; add coolant if needed. Inspect coolant strength seasonally; pressure test system yearly.
Wheel Bearings	Inspect; replace as needed.
Parking Brake (if applicable)*	Inspect; adjust as needed.
Fuel System*	Cycle key to pressurize fuel pump; check for leaks at fuel system connections, check for leaks at fill cap.
Intake Ducts	Inspect ducts for proper sealing / air leaks.
Shift Cable / Linkage	Inspect; adjust as needed.
* Have an authorized Polaris dealer or other qualified person perform these services.	

Vehicles subjected to severe use must be serviced at 50% of the stated interval. Examples of Severe Use: Frequent immersion in mud, water, or sand, constant high RPM use, prolonged low-speed heavy load operation, extended idle, and short trip cold weather operation.

ADDITIONAL MAINTENANCE INTERVALS

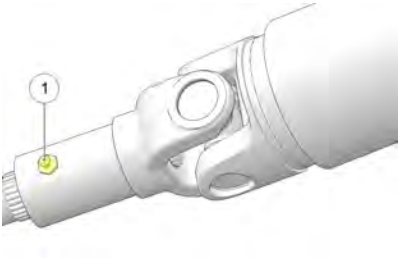
Every 24 months / 2 years	Brake Fluid	Change fluid.
Every 2500 miles (4000KM)	Shock Absorbers*	Replace or rebuild (if applicable).
Every 5000 miles (8000KM) / 60 months / 5 years	Coolant	Change fluid.
	Alternator Belt	Replace.
	Spark Plugs	Replace.
Every 10,000 miles (16,000KM) / 500 hours	Valve Clearance*	Inspect; adjust as needed.
* Have an authorized Polaris dealer or other qualified person perform these services.		

LUBRICATION RECOMMENDATIONS

Check and lubricate all components at the intervals outlined in the Periodic Maintenance Chart section, or more often under severe use, such as wet or dusty conditions. Items not listed in the chart should be lubricated at the general lubrication interval.

ITEM	LUBE	METHOD
Engine Oil	PS-4 5W-50 4-Cycle Oil and PS-4 Extreme 0W-50 4-Cycle Oil	See page 111.
Brake Fluid	DOT 4 Brake Fluid	Maintain level between fill lines. See page 140.
Transmission Oil (Main Gearcase)	AGL Gearcase Lubricant & Transmission Fluid	See page 114.
Front Gearcase Fluid	80W-140 Angle Drive Fluid	See page 116.
Prop Shaft	Spline Grease	Grease the fitting until fresh grease is seen coming from the joint. Wipe away excess to prevent dirt/debris contamination.
Rear Drive Gearcase	80W-140 Angle Drive Fluid	See page 118.

① Rear Propshaft Grease Fitting



ENGINE OIL

OIL RECOMMENDATIONS

NOTICE
Vehicle operation with insufficient, deteriorated, or contaminated engine oil will cause accelerated wear.

AMBIENT TEMPERATURE RANGE	RECOMMENDED OIL
-35 °F to +100 °F (-37 °C) to (+38 °C)	PS-4 5W-50 4-Cycle Oil
-45 °F to +130 °F (-43 °C) to (+54 °C)	PS-4 Extreme 0W-50 4-Cycle Oil

Oil may need to be changed more frequently if POLARIS oil is not used. Do not use automotive oil. Follow the manufacturer's recommendations for ambient temperature operation. Part numbers can be found in the POLARIS Products chapter.

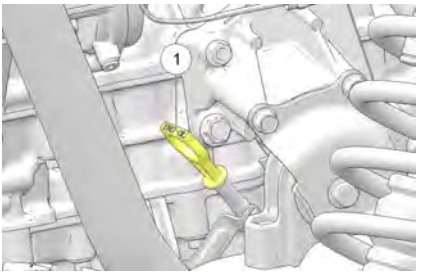
NOTICE
Mixing brands or using a non-recommended oil may cause serious engine damage. Always use the recommended oil. Never substitute or mix oil brands.

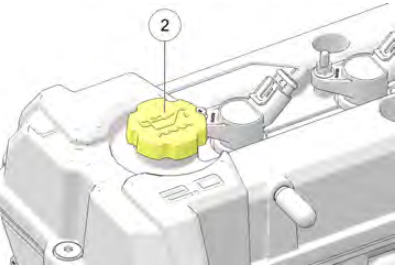
Always check and change the oil at the intervals outlined in the Periodic Maintenance Chart. Always use the recommended engine oil.

ENGINE OIL CHECK

Always check the oil once the engine has cooled and on a level surface. Do not check the oil level immediately after stopping the engine. If the engine is hot when the oil is checked, the level will appear to be overfull.

Access the oil check dipstick ① through the right rear wheel well. Access the oil fill cap ② by removing the cargo box. See the Service Access Panels section for details.





1. Position the vehicle on a level surface.
2. Place the transmission in PARK.
3. Start the engine. Allow the engine to idle for two-to-three (2-3) minutes.
4. Stop the engine. Wait three (3) minutes before checking the oil level. This allows the oil to settle to the bottom of the crankcase.
5. Remove the dipstick. Wipe it dry with a clean cloth.
6. Reinstall the dipstick completely. Remove the dipstick and check the oil level.
7. Remove the oil fill cap to add the recommended oil as needed. Maintain the oil level between the minimum and maximum marks on the dipstick. Do not overfill.
8. Reinstall the fill cap. Reinstall the dipstick.

OIL AND FILTER CHANGE

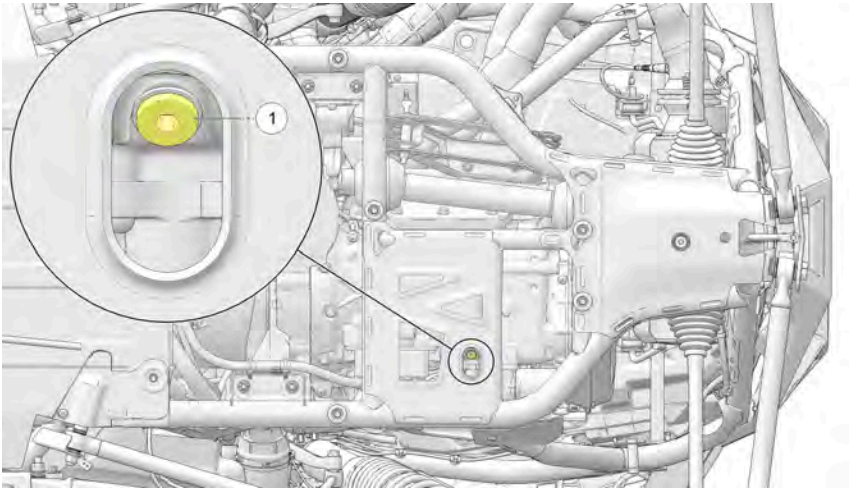
⚠ WARNING

Spilled oil left on engine components or in the engine area may pose a fire hazard. Use shop rags to clean any spilled oil. If needed, use a non-flammable solvent on the rag to aid the cleaning process. Do not use any device such as pressurized water or air as this may disperse the oil onto engine components and could pose a fire hazard.

⚠ CAUTION

Engine oil is hot after use and can cause burns to skin.

Always change the oil and filter at the intervals outlined in the Periodic Maintenance Interval Chart.



1. Position the vehicle on a level surface. Place the transmission in PARK.
2. Allow engine to cool down before draining oil.
3. Place a drain pan under the engine oil pan and remove the drain plug ① using a 6 mm Allen wrench.
4. Remove the crush washer from the drain plug and DISCARD.

5. Access the oil filter through the passenger side rear wheel well.

NOTICE
Wait two (2) minutes to allow oil to drain back to the sump.

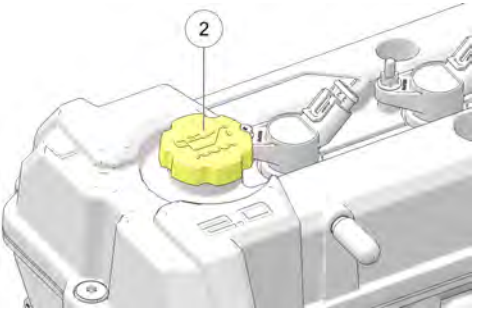
6. Place shop rags under the filter to catch any spilled oil during removal. Using your hand, or an Oil Filter Wrench, turn the oil filter counter-clockwise until oil starts to drain through the slot in the skid plate. Allow the oil to stop draining before removing the filter completely. Tip the open end of the oil filter up to minimize oil spill. Ensure all shop rags are removed after cleaning up any spilled oil.
7. Clean the filter sealing surface on the engine crankcase with a clean rag and ensure the original oil filter o-ring is not stuck to the crankcase.
8. Lubricate the o-ring on the new oil filter with a film of clean engine oil. Check to make sure the o-ring is in good condition. Tighten to specification.

TORQUE
Oil Filter: **Turn by hand until filter O-ring contacts sealing surface, then turn an additional 3/4 turn.**

9. The sealing surface on the drain plug should be clean and free of burrs, nicks or scratches. Install a NEW crush washer onto the drain plug and install.
10. Reinstall the engine oil pan drain plug. Torque drain plug to specification.

TORQUE
Engine Oil Drain Plug: **12 ft-lbs (16 Nm)**

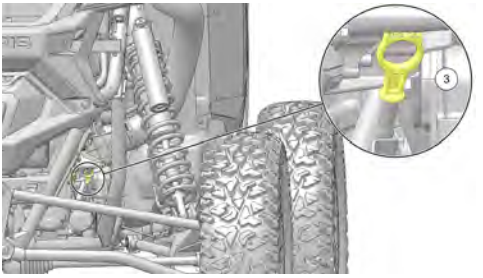
11. Remove the cargo box. Add engine oil through the oil fill cap ② located on top of the engine valve cover.
12. Fill the engine to the recommended specification. See the Specifications chapter.
13. Start engine and allow it to idle for two-to-three (2-3) minutes.



14. Stop the engine and inspect for leaks. Wait at least three (3) minutes before removing the oil dipstick.

15. Remove the dipstick ③ and wipe it dry with a clean rag.

16. Reinstall the dipstick to fully seat it. Make certain the dipstick is inserted all the way down to ensure an accurate reading.



17. Remove the dipstick and check the oil level.

18. Add the recommended oil as necessary to bring the oil level within the SAFE range (between the holes) on the dipstick. Do NOT overfill.

IMPORTANT
A rising oil level between checks during cold weather operation can indicate contaminants such as gas or moisture collecting in the crankcase. If the oil level is over the upper mark, change the oil immediately.

19. When finished, reinstall dipstick.

20. Reinstall the cargo box.

TORQUE
Cargo Box Fasteners: **31 in-lbs (3.5 Nm)**

21. Dispose of used oil, filter, and rags properly.

TRANSMISSION

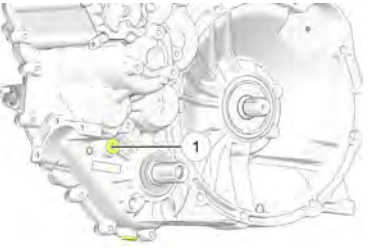
TRANSMISSION (MAIN GEARCASE)

Always check and change the fluid at the intervals outlined in the Periodic Maintenance Chart section. Refer to the Gearcase Specifications Chart for recommended lubricants, capacities and torque specifications.

FLUID CHECK

The fill plug ① is located on the right side of the gearcase. Maintain the fluid level at the bottom of the fill plug hole.

1. Position the vehicle on a level surface.
2. Remove the fill plug using a 8 mm Allen wrench.
3. Check the fluid level. The fluid should be even with the bottom of the fill plug hole.
4. If necessary, add the recommended fluid (listed in the Gearcase Specification Chart). Do not overfill.



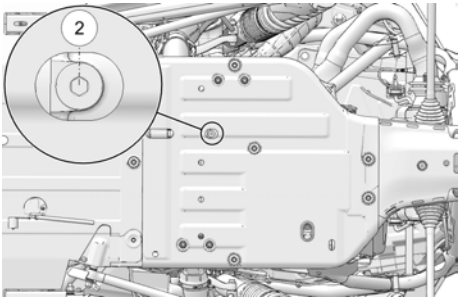
5. Reinstall the fill plug. Torque to specification.

TORQUE
Fill Plug Torque: **10–14 ft-lbs (14–19 Nm)**

6. Clean any fluid residue from around the fill plug.

FLUID CHANGE

The drain plug ② is located on the bottom of the gearcase. Access the drain plug through the drain hole in the skid plate.



1. Position the vehicle on a level surface.
2. Remove the fill plug using a 8 mm Allen wrench.
3. Place a drain pan under the drain plug.
4. Remove the drain plug.
5. Clean the drain plug.
6. Reinstall the drain plug. Torque to specification.

TORQUE
Drain Plug Torque: **10–14 ft-lbs (14–19 Nm)**

7. Add the recommended fluid (listed in the Gearcase Specification Chart) through the fill plug hole until the fluid is even with the bottom of the fill plug hole.
8. Reinstall the fill plug. Torque to specification.

TORQUE
Fill Plug Torque: **10–14 ft-lbs (14–19 Nm)**

9. Clean any fluid residue from around the drain and fill plugs.
10. Dispose used fluid properly.

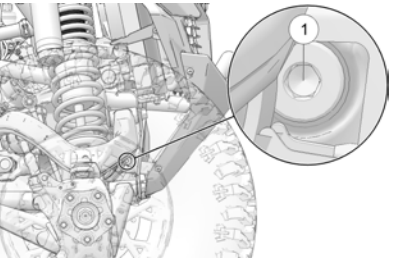
FRONT GEARCASE

Always check and change the fluid at the intervals outlined in the Periodic Maintenance Chart section. Refer to the Gearcase Specifications Chart for recommended lubricants, capacities and torque specifications.

FLUID CHECK

The fill plug ① is located on the bottom right side of the front drive unit. Maintain recommended fluid volume (listed in the Gearcase Specification Chart).

1. Position the vehicle on a level surface.
2. Remove the fill plug using an 8 mm Allen wrench.
3. Check the fluid level. The fluid should be even with the bottom of the fill plug hole.
4. If necessary, add the recommended fluid (listed in the Gearcase Specification Chart). Do not overfill.



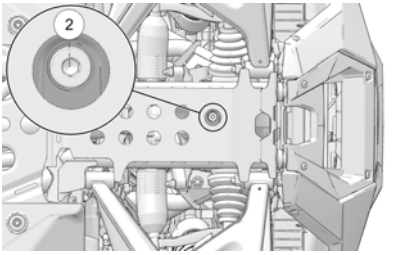
5. Reinstall the fill plug. Torque to specification.

TORQUE
Fill Plug Torque: **10–14 ft-lbs (14–19 Nm)**

6. Clean any fluid residue from around the fill plug.

FLUID CHANGE

The front drive drain plug ② is located on the bottom of the gearcase.



1. Position the vehicle on a level surface.
2. Remove the fill plug using an 8 mm Allen wrench.
3. Place a drain pan under the drain plug.
4. Remove the drain plug.
5. Clean the drain plug.
6. Reinstall the drain plug. Torque to specification.

TORQUE
Drain Plug Torque: **10–14 ft-lbs (14–19 Nm)**

7. Add the recommended fluid (listed in the Gearcase Specification Chart) through the fill plug hole until the fluid is even with the bottom of the fill plug hole.
8. Reinstall the fill plug. Torque to specification.

TORQUE
Fill Plug Torque: **10–14 ft-lbs (14–19 Nm)**

9. Clean any fluid residue from around the drain and fill plugs.
10. Dispose used fluid properly.

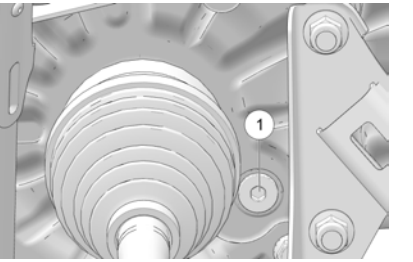
REAR GEARCASE

Always check and change the fluid at the intervals outlined in the Periodic Maintenance Chart section. Refer to the Gearcase Specifications Chart for recommended lubricants, capacities and torque specifications.

FLUID CHECK

The fill plug ① is located on the bottom right side of the rear gearcase. Maintain recommended fluid volume.

1. Position the vehicle on a level surface.
2. Remove the fill plug using an 8 mm Allen wrench.
3. Check the fluid level. The fluid should be even with the bottom of the fill plug hole.
4. If necessary, add the recommended fluid (listed in the Gearcase Specification Chart). Do not overfill.



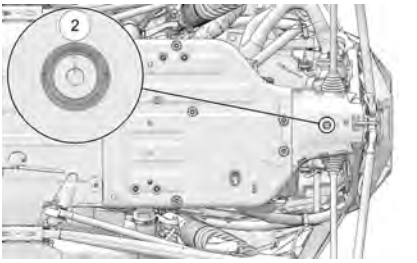
5. Reinstall the fill plug. Torque to specification.

TORQUE
Fill Plug Torque: **10–14 ft-lbs (14–19 Nm)**

6. Clean any fluid residue from around the fill plug.

FLUID CHANGE

The drain plug ② is located on the bottom of the rear gearcase.



1. Position the vehicle on a level surface.
2. Remove the fill plug using an 8 mm Allen wrench.
3. Place a drain pan under the drain plug.
4. Remove the drain plug.
5. Clean the drain plug.
6. Reinstall the drain plug. Torque to specification.

TORQUE
Drain Plug Torque: **10–14 ft-lbs (14–19 Nm)**

7. Add the recommended fluid (listed in the Gearcase Specification Chart) through the fill plug hole until the fluid is even with the bottom of the fill plug hole.
8. Reinstall the fill plug. Torque to specification.

TORQUE
Fill Plug Torque: **10–14 ft-lbs (14–19 Nm)**

9. Clean any fluid residue from around the drain and fill plugs.
10. Dispose used fluid properly.

GEARCASE SPECIFICATION CHART

Use of other fluids may result in improper operation of components. See the Polaris Products section for the part numbers.

Gearcase	Lubricant	Capacity	Fill Plug Torque	Drain Plug Torque
Transmission (Main Gearcase)	AGL Gearcase Lubricant & Transmission Fluid	29.6 oz. (875 ml)	10-14 ft. lbs. (14-19 N·m)	10-14 ft. lbs. (14-19 N·m)
Front Gearcase	80W-140 Angle Drive Fluid	12.2 oz. (360 ml)	10-14 ft. lbs. (14-19 N·m)	10-14 ft. lbs. (14-19 N·m)
Rear Gearcase	80W-140 Angle Drive Fluid	16.1 oz. (475 ml)	10-14 ft. lbs. (14-19 N·m)	10-14 ft. lbs. (14-19 N·m)

SPARK PLUGS

SPARK PLUG GAP / TORQUE

ELECTRODE GAP	SPARK PLUG TORQUE
0.9-1.0 mm	12 N·m (no anti-seize) 10 N·m (with anti-seize)

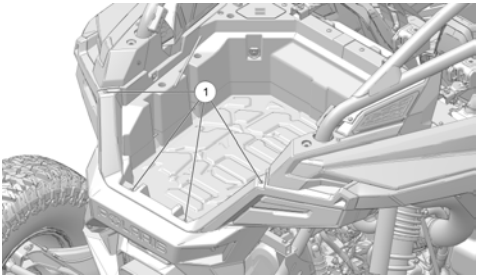
NOTICE

Using non-recommended spark plugs can result in serious engine damage. Always use POLARIS-recommended spark plugs or their equivalent. Refer to the Specifications section for details.

Spark plug condition is indicative of engine operation. The spark plug firing end condition should be read after the engine is warmed up and the vehicle is driven at higher speeds. Immediately check the spark plug for correct color.

SPARK PLUG REMOVAL AND REPLACEMENT

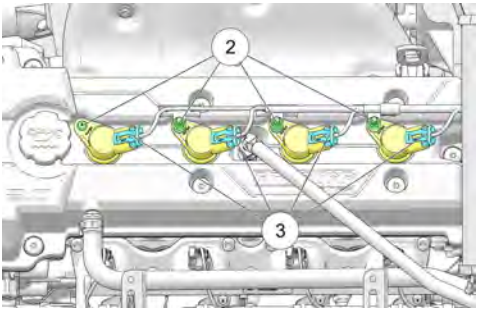
1. Remove four fasteners ① and remove the cargo box.



WARNING

To avoid burns, do not touch hot components or attempt maintenance before allowing to cool.

2. Remove four fasteners ②, four electrical harness connections ③ and remove ignition coils.



3. Clean out plug wells with compressed air to remove any loose dirt or debris.
4. Rinse plug wells with water and dry with compressed air.

NOTICE
Spark plug wells have drain holes built into the cylinder head to allow water to drain out.

5. Remove spark plugs using a 5/8” spark plug socket with an extension.
6. Inspect electrodes for wear and carbon buildup. Look for a sharp outer edge with no rounding or erosion of the electrodes.
7. Clean with electrical contact cleaner or a glass bead spark plug cleaner only.

IMPORTANT
A wire brush or coated abrasive should not be used.

8. Measure gap with a wire gauge. Adjust gap if necessary by carefully bending the side electrode.
9. If necessary, replace spark plug with proper type.

IMPORTANT
Severe engine damage may occur if the incorrect spark plug is used.

Recommended Spark Plug: **NGK® ZMR7A**

10. Install spark plugs and torque to specification.

TORQUE
Spark Plug Torque: **9 ft-lbs (12 Nm)**

11. Install ignition coils. Ensure coils are pushed all the way down so they engage onto the spark plugs. Torque fasteners to specification.

TORQUE
Ignition Coil Fasteners: **7 ft-lbs (10 Nm)**

12. Reconnect ignition coil harness connectors.
13. Reinstall the cargo box. Torque fasteners to specification.

TORQUE
Cargo Box Fasteners: **31 in-lbs (3.5 Nm)**

SPARK PLUG CONDITION

NORMAL PLUG

The normal insulator tip is gray, tan or light brown. There will be few combustion deposits. The electrodes are not burned or eroded. This indicates the proper type and heat range for the engine and the service.

NOTICE
The tip should not be white. A white insulator tip indicates overheating, caused by use of an improper spark plug or incorrect throttle body adjustments.

WET FOULED PLUG

The wet fouled insulator tip is black. A damp oil film covers the firing end. There may be a carbon layer over the entire nose. Generally, the electrodes are not worn. Fouling may be caused by excessive oil or by frequent short trips, especially in cold weather.

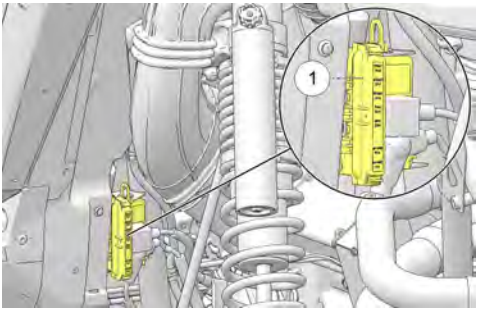
FUSE / RELAY CENTERS

⚠ WARNING

Do not arrange fuses improperly or use replacement fuses with improper amperage values. This could lead to electrical overload, which can result in severe injury or death.

PRIMARY FUSE CENTER

If the engine stops or will not start, if the power steering stops working (if equipped), or if you experience other electrical failures, a fuse may need replacement. Locate and correct any short circuits that may have caused the blown fuse, then replace the fuse.



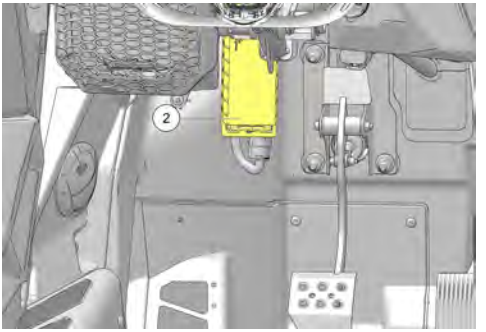
There are two fuse/relay centers accessible on the vehicle. The primary fuse center ① is in the driver-side rear wheel well. Remove the protective shield before accessing the primary fuse center.

LABEL	VALUE	FUNCTION
FAN	30A MCASE Fuse	Engine Cooling Fan
PDM 1	30A MCASE Fuse	Power to Secondary Fuse Center for Lights, Instrumentation, Audio Amp Fuse, and Accessory Relay
PDM 2	30A MCASE Fuse	Power to Secondary Fuse Center for Auxiliary Outlets, Chassis, SCM, and Shock Fuse
PDM 3	30A MCASE Fuse	Power to Secondary Fuse Center for Fuel and EFI Fuse
EPS	50A MCASE Fuse	Electronic Power Steering

LABEL	VALUE	FUNCTION
PULSE PWR	200A ZCASE Fuse	Battery Power to Polaris Pulse and 6AWG Cable
AUD AMP	30A Fuse	Audio Amplifier

SECONDARY FUSE CENTER

The secondary fuse center ② is underneath the driver's side dash, above the throttle pedal.



LABEL	VALUE	FUNCTION
FUEL	10A Fuse	Fuel Pump
TERM BLK	10A Fuse	Terminal Block Accessory
INST ACCY	7.5A Fuse	Diagnostic Accessory, Interior LED Light, Display Accessory (optional)
PWR PT 1	10A Fuse	12V Socket (in front of gear selector)
INST UNSW	7.5A Fuse	Display (optional), Gauge, Diagnostic
LIGHTS 1	7.5A Fuse	Switched power to Headlights, Switches, Interior Accent Lights
LIGHTS 2	10A Fuse	B+ power to Headlights, Fang Lights, Interior Accent Lights
CHASSIS	15A Fuse	AWD Switch Light, Oxygen Sensor Heater, EPS Wake-Up, Vehicle Speed Sensor, Seat Belt

LABEL	VALUE	FUNCTION
		Switch, SCM Wake-Up (optional), SCM Mode Switch (optional), AWD Coil, Gauge, Waste Gate
AUX	10A Fuse	12V Outlet
EFI	10A Fuse	ECM Wake-Up, Pump Relay Coil, EFI Relay Coil, Injectors, SCM Relay Coil (optional), Lights Relay Coil, Ignition Coil
COIL 1	7.5A Fuse	Cylinders 1 and 4
COIL 2	7.5A Fuse	Cylinders 2 and 3
FRONT DIFF	10A Fuse	Front Differential
CHARGE	15A Fuse	Battery Charge Port
Additional Fuses (if equipped)		
SCM	7.5A Fuse	Shock Control Module
SHOCK	15A Fuse	Shock Power
VCM	10A Fuse	Vehicle Control Module

PDM FUSE TROUBLESHOOTING

IMPORTANT
In the event of faults or intermittent power to functions connected to more than just one fuse, a solution may be to replace one of the PDM fuses. This is because power routes from the PDM fuses to different “downstream” fuses. See the table below for details.

PDM FUSE	“DOWNSTREAM” FUSES
PDM 1 (30A)	INST UNSW (7.5A)
	LIGHTS 1 (7.5A)
	LIGHTS 2 (10A)
	INTR ACCY (7.5A)
	VCM (10A)

PDM FUSE	"DOWNSTREAM" FUSES
	TREM BLK (10A)
PDM 2 (30A)	PWR PT1 (10A)
	AUX PWR FUSE (10A)
	CHASSIS (15A)
	SCM (7.5A)
	SHOCK (15A)
PDM 3 (30A)	EFI (10A)
	START (15A)
	FUEL (10A)

If you believe a PDM fuse may be causing intermittent power to its "downstream" fuses, follow the procedure for replacing and testing below.

1. Place the vehicle in PARK, turn off the engine, and then turn the ignition switch to the ON position.
2. Access the Primary Fuse Center in the driver-side rear wheel well.
3. Gently nudge the suspected PDM fuse by hand and check to see if intermittent power occurs to vehicle functions. This will simulate vehicle operation and help confirm which PDM is at issue. If intermittent power does not occur, perform the same nudge test on the remaining PDM fuses.
4. Once the correct PDM fuse is confirmed, turn the ignition switch to the OFF position.
5. Replace the PDM fuse using one of the SPARE fuses.

IMPORTANT

After removing a fuse, always check to ensure the two wire terminals that the fuse connects to are properly seated. Dislodged or misaligned wiring may also cause intermittent power to vehicle functions. If this is the case, adjust the wires by pushing up from the backside of the fuse block. If the problem persists, consult your dealer.

6. Turn the ignition switch to the ON position.
7. Gently nudge the SPARE fuse and check to see if intermittent power occurs to vehicle functions.

If power to vehicle functions appears consistent, the vehicle may resume operation. It is recommended that the vehicle be seen by a dealer for further assessment.

If power to vehicle functions remains inconsistent, do not operate the vehicle. Have the vehicle brought to a dealer immediately.

COOLING SYSTEM

The engine coolant level is maintained by a remote pressurized tank system. The remote pressurized tank is connected to the engine and radiator and provides a single pressure cap and fill point for the vehicle.

⚠ WARNING

To avoid burns, allow the engine and coolant system to cool down before opening the system. Never remove the pressure cap while the engine is warm or hot. Escaping steam can cause burns.

NOTICE

The cooling system can cause audible liquid flowing noises as the vehicle cools down after operation. This is considered normal for the vehicle.

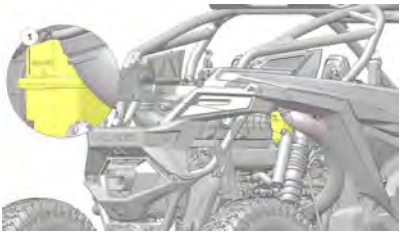
The pressure tank is designed to contain a volume of air above the coolant level. As coolant operating temperature increases the coolant level in the pressure tank will rise and push out air past the pressure cap. As the engine coolant temperature decreases the coolant level in the pressure tank will lower and draw air back into the tank through the pressure cap.

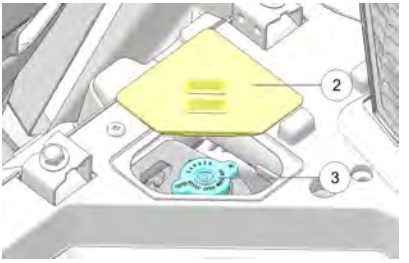
NOTICE

Some coolant level drop on new vehicles is normal as the system is purging itself of trapped air. Observe coolant levels and maintain cold coolant level as recommended by adding coolant to the pressure tank.

RADIATOR COOLANT LEVEL / CHANGING COOLANT

The changing coolant procedure is required only if the cooling system has been drained for maintenance and/or repair. Ensure vehicle is parked on a level surface before servicing.





1. If only needing to check coolant level, there is a view ① from the passenger side rear fender. A flashlight may be needed. The coolant level can also be viewed by removing the cargo box.
2. To add coolant, begin by removing bottle access cover ② in rear of vehicle (passenger side).
3. Slowly remove the radiator pressure cap ③.
4. Remove the pressure cap and use a funnel to add coolant as needed. Maintain the coolant level at the cold fill mark on the side of the pressure tank (only when the fluid has cooled, if after operation).
5. Reinstall the pressure cap and the bottle access cover.

IMPORTANT
Use of a non-standard pressure cap will not allow the recovery system to function properly. Your authorized dealer can provide the correct replacement part.

IMPORTANT
If coolant must be added often, or if the pressure tank runs completely dry, there may be a leak in the system. Your authorized dealer can inspect the cooling system.

ADDING OR CHANGING COOLANT

POLARIS recommends the use of POLARIS Antifreeze 50/50 Premix. This antifreeze is already premixed and ready to use. Do not dilute with water. See the Polaris Products section for the part numbers.

To ensure that the coolant maintains its ability to protect the engine, we recommend that the system be completely drained every five (5) years and fresh Antifreeze 50/50 Premix added.

Any time the cooling system has been drained for maintenance or repair, replace the coolant with fresh Antifreeze 50/50 Premix.

RADIATOR AND COOLING FAN

Always check and clean the screens and radiator fins at the intervals outlined in the Periodic Maintenance Chart section. Do not obstruct or deflect air flow through the radiator by installing unauthorized accessories in front of the radiator or behind the cooling fan. Interference with radiator air flow can lead to overheating and consequent engine damage.

IMPORTANT
Washing the vehicle with a high-pressure hose could damage the radiator fins and impair a radiator's effectiveness. Using a high- pressure system is not recommended.

POLARIS VARIABLE TRANSMISSION (PVT) SYSTEM

⚠ WARNING

Failure to comply with the instructions in this warning can result in severe injury or death.

Do not modify any component of the PVT system. Doing so may reduce its strength so that a failure may occur at a high speed. The PVT system has been precision balanced. Any modification will cause the system to be out of balance, creating vibration and additional loads on components.

The PVT system rotates at high speeds, creating large amounts of force on clutch components. As the owner, you have the following responsibilities for your own safety and the safety of others:

- Always follow all recommended maintenance procedures. Always look for and remove debris inside and around the clutch and vent system when replacing the belt.
- See your dealer or other qualified service person as recommended in the owner's manual and on safety labels.
- This PVT system is intended for use on POLARIS products only. Do not install it in any other product.
- Always make sure the PVT housing is securely in place during operation.

Belt slip is responsible for creating excessive heat that destroys belts, wears clutch components and causes outer clutch covers to fail. Switch to low range while operating at slower speeds to extend the life of the PVT components (belt, cover, etc.).

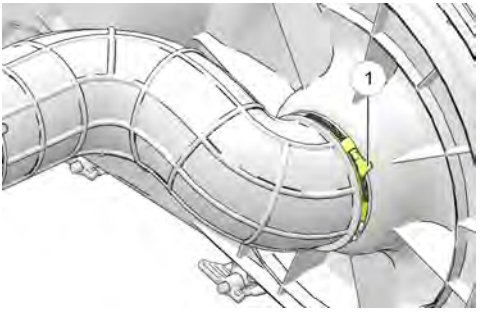
BELT REPLACEMENT / DEBRIS REMOVAL

If a belt fails, always clean any debris from the outlet duct and from the clutch and engine compartments when replacing the belt.

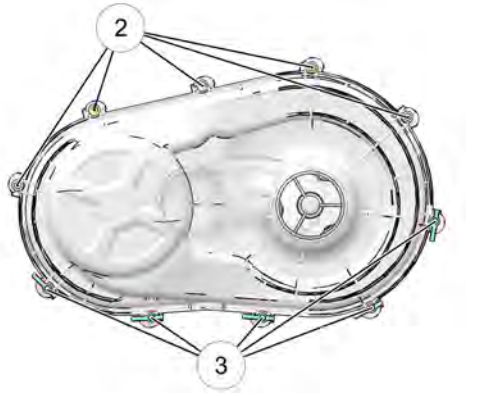
⚠ WARNING

Failure to remove ALL debris when replacing the belt could result in vehicle damage, loss of control and sever injury or death.

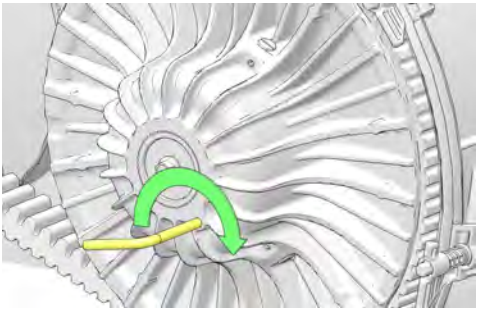
1. Allow hot components to cool before performing this procedure.
2. Remove the seats and engine access panel.
3. Thoroughly clean ***ALL DEBRIS*** from the engine compartment.
4. Loosen the clamp ① retaining the PVT inlet duct to the outer clutch cover.



5. Using a 10 mm wrench, remove the five clutch cover bolts securing the upper portion of the clutch cover ②.
6. Then remove the 5 quick release fasteners located on the lower part of the clutch cover ③.



7. Maneuver the outer clutch cover outward and upward to access the drive belt.
8. Mark the drive belt direction of rotation so that it can be installed in the same direction.
9. Remove the clutch spreader tool from the top of the clutch housing.



9. Insert the clutch spreader tool into the driven clutch.
10. Turn the tool clockwise to open the sheaves on the driven clutch.
11. Walk the belt out of the driven and drive clutch. Remove the belt.
12. Remove **ALL** debris wrapped in and around the PVT system.
13. Remove **ALL** debris from the entire clutch air duct passage.
14. Check for signs of damage to seals on the transmission and engine. If any seals appear to be damaged, your vehicle requires prompt service. Your POLARIS dealer can assist.
15. Once finished, return the clutch spreader tool to the clutch housing and reattach the clutch cover.
16. Tighten the five quick release fasteners located on the lower part of the clutch cover, then reinstall the 5 clutch cover bolts securing the top of the clutch cover.

TORQUE
Clutch Cover Bolts: 4 Nm (37 in-lbs)

17. Reattach the PVT inlet duct to the outer clutch cover (and fasten with the clamp).
18. Reinstall and secure the close off panel.
19. Reinstall the seats. Ensure the seats latch securely.

TIP
Belt slip is responsible for creating excessive heat that destroys belts, wears clutch components and causes outer clutch covers to fail. Switch to low range while operating at slower speeds to extend the life of the PVT components (belt, cover, etc.). Prolonged operation with heavy loads or at high speeds can shorten belt life.

PVT DRYING

There may be some instances when water is accidently ingested into the PVT system. Use the following instructions to dry it out before operating.

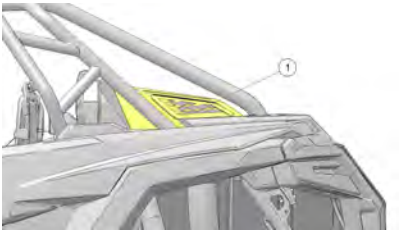
NOTICE
When washing the vehicle, always avoid spraying water directly toward the PVT intake duct. See the Washing the Vehicle section for details.

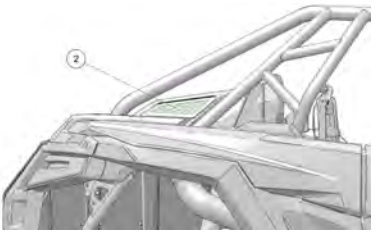
1. Loosen the 1/4-turn fasteners to allow any water to drain out. Then re-tighten fasteners.
2. Place the transmission in PARK. Apply the brakes.
3. Start the engine.
4. Apply varying throttle for 10-15 seconds to expel the moisture and air-dry the belt and clutches. Do not hold the throttle wide open for more than 10 seconds.
5. Allow the engine RPM to settle to idle speed. Apply the brakes. Shift the transmission to the lowest available range.
6. Test for belt slippage. If the belt slips, repeat the process.
7. Your vehicle requires service as soon as possible. Have the vehicle and PVT system inspected by your POLARIS dealer or other authorized person for any damage or wear due to slippage.

FILTER SYSTEMS

INTAKE PRE-FILTERS

The engine intake pre-filter ① is located on the left side of the vehicle. The clutch air intake ② is located on the right side of the vehicle.





Inspect the engine pre-filter before each use of the vehicle to ensure adequate air flow. If necessary, clean the pre-filter and with soapy water. Dry with low pressure compressed air.

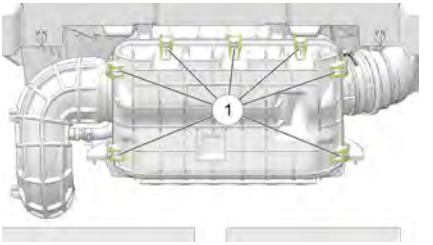
Periodically inspect the clutch (PVT) air intake for debris and clean as needed to ensure adequate air flow.

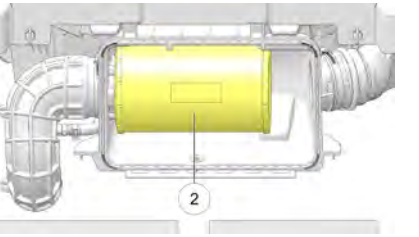
NOTICE
When washing the vehicle, always avoid spraying water directly toward the PVT intake. If water is sprayed into the PVT intake, follow the procedures in the PVT Drying section. See the Washing the Vehicle section for recommended washing procedures.

NOTICE
The pre-filters are located along the top edge of either side of the cargo box. Do not block either of the pre-filter ducts ③ with cargo.

AIR FILTER

Always change the air filter at the intervals outlined in the Periodic Maintenance Chart.





To replace the air filter, do the following:

1. Remove the seats and engine close-off panels.
2. Clean all dirt and debris from the air box area.
3. Unlatch the seven (7) air box cover clips ① and carefully remove the air box cover.
4. Inspect the air filter ② and air box for dirt, debris or water.

NOTICE
Do not wash or oil the air filter. Do not attempt to clean with compressed air.

5. To remove the filter, slide the filter toward the driver's side of the vehicle.
6. With the filter removed, clean the intake tube and air box thoroughly. Wipe well with a clean, dry cloth.

NOTICE
Dirt or debris in the intake tube could result in severe engine damage. Always clean all dirt and debris from the intake tube before installing the filter.

7. Reinstall the air filter (if clean) or install a new air filter (if soiled). Do not attempt to clean the air filter.

IMPORTANT
Use of a non-POLARIS-approved air filter may cause engine damage. Always use a POLARIS-approved replacement filter. Replacement filters are available at your POLARIS dealer.

8. Make sure that there are no gaps between the filter and the stop on the intake tube.

9. Reinstall the air box cover and ensure the alignment tabs are properly positioned along the edge of the air box.

IMPORTANT
If there is difficulty or resistance when installing the air box cover, remove and check alignment and the position of the air filter before continuing.

10. Secure the seven (7) cover clips.
11. Reinstall and secure the close-off panel by turning the quick-release knobs 1/4-turn.
12. Reinstall the seats. Ensure the seats latch securely.

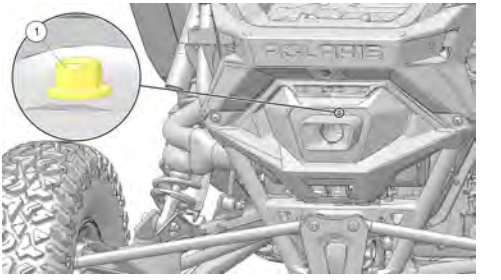
SPARK ARRESTOR

WARNING

Improper service of the spark arrestor could result in serious injury or death.

- Never operate the vehicle without the spark arrestor.
- Do not perform service on the spark arrestor while the system is hot. Exhaust system temperatures can reach extreme temperatures. Allow components to cool sufficiently before proceeding.
- Wear eye protection and gloves while servicing.

Periodically clean the spark arrestor to remove accumulated carbon. A plugged spark arrestor will affect engine performance. Clean daily when driving in mud and water. Replace a cracked or damaged arrestor before operating.



To service spark arrestor:

1. Turn off engine and allow exhaust system to cool.
2. Remove the arrestor retaining bolt ①.
3. Use a non-synthetic brush to clean the arrestor screen. A synthetic brush may melt if components are warm. If necessary, blow debris from the screen with compressed air.
4. Inspect the screen for wear and damage. Replace a worn or damaged screen.
5. Reinstall the arrestor. Torque bolt to specification.

TORQUE
Spark Arrestor Retaining Bolt: **8 ft-lbs (11 N·m)**

BRAKES

⚠ WARNING

Operating the vehicle with a spongy brake pedal can result in loss of braking, which could cause an accident resulting in severe injury or death. Never operate the vehicle with a spongy-feeling brake pedal.

The front and rear brakes are hydraulic disc type brakes activated by the brake pedal.

⚠ CAUTION

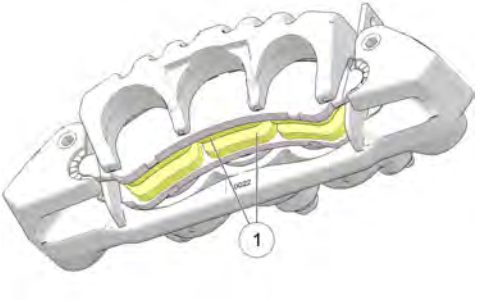
Brake discs can become extremely hot after operation. Allow the discs to cool before performing maintenance to prevent risk of burns.

Always check brake pedal travel and the brake fluid reservoir level before each use of the vehicle. When applied, the brake pedal should feel firm. Any sponginess would indicate a possible fluid leak or low brake fluid level, which must be corrected before riding. See the Brake Fluid section for further details.

If you discover any irregularities in brake system operation, including excessive pedal travel, contact your dealer for proper diagnosis and repairs.

BRAKE INSPECTION

1. Check the brake system for fluid leaks.
2. Check the brake pedal for excessive travel or a spongy feel.
3. Check the friction pads for wear, damage and looseness.

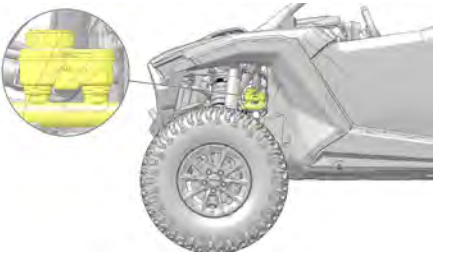


4. Check brake discs for signs of cracks, excessive corrosion, warping or other damage. Clean any grease using an approved brake cleaner or alcohol.
5. Inspect the brake disc pad wear surface ① for excessive wear. Change pads when worn to 0.030” (0.762 mm) .

BRAKE FLUID

WARNING

After opening a bottle of brake fluid, always discard any unused portion. Never store or use a partial bottle. Brake fluid is hygroscopic, meaning it rapidly absorbs moisture from the air. The moisture causes the boiling temperature of the brake fluid to drop, which can lead to early brake fade and the possibility of accident or severe injury.



Inspect the level of the brake fluid before each operation. If the fluid level is low add DOT 4 brake fluid only. See the Polaris Products section for the part numbers. Change the brake fluid every two years and any time the fluid becomes contaminated, the fluid level is below the minimum, or if the type and brand of the fluid in the reservoir are unknown. Access the brake fluid reservoir through the left front wheel well.

1. Position the vehicle on a level surface.
2. Place the transmission in PARK.
3. View the brake fluid level in the reservoir. The level should be between the maximum and minimum level lines.
4. If the fluid level is lower than the lower level line, add brake fluid to the upper line.
5. Apply the brake forcefully for a few seconds and check for fluid leakage around the fittings.

SUSPENSION SETTINGS

⚠ WARNING

Shock absorber assemblies contain nitrogen gas under high pressure and can explode if punctured or exposed to flame or heat. Follow maintenance, care, and disposal instructions from the manufacturer of the shock absorber.

PRELOAD SETTINGS

Adjusting preload settings can alter vehicle handling.

IMPORTANT

Never exceed the MAX allowable preload when adjusting the suspension. Damage to the suspension system may occur if the MAX allowable preload is exceeded.

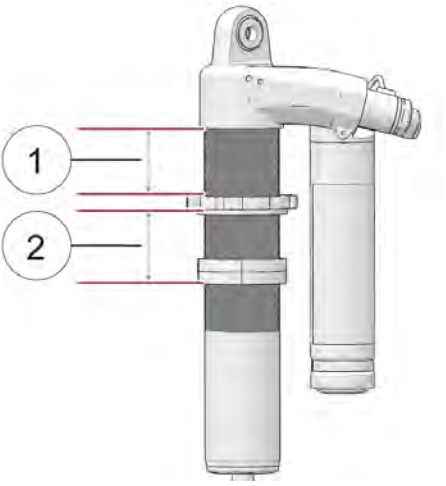
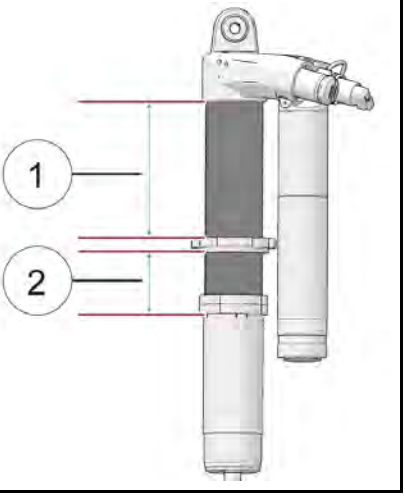
RZR PRO R		FACTORY DEFAULT PRELOAD SETTINGS		GVW SETTING (MAX ALLOWABLE PRELOAD)	
	Measure-ments*	Fox®	Walker Evans Racing	Fox®	Walker Evans Racing
Front Shocks	①	3.06 in. (7.8 cm)	0.88 in. (2.2 cm)	4.06 in. (10.3 cm)	1.88 in. (4.8 cm)
	②	2.75 in. (7.0 cm)	2.75 in. (7.0 cm)	2.75 in. (7.0 cm)	2.75 in. (7.0 cm)
Rear Shocks	①	6.88 in. (17.5 cm)	0.06 in. (0.2 cm)	7.88 in. (20.0 cm)	1.06 in. (2.7 cm)
	②	4.50 in. (11.4 cm)	4.50 in. (11.4 cm)	4.50 in. (11.4 cm)	4.50 in. (11.4 cm)

*See the images in the Front / Rear Spring Preload Adjustment section to view corresponding preload measurement locations.

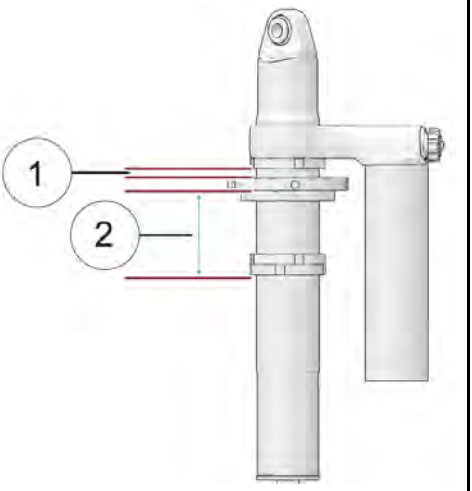
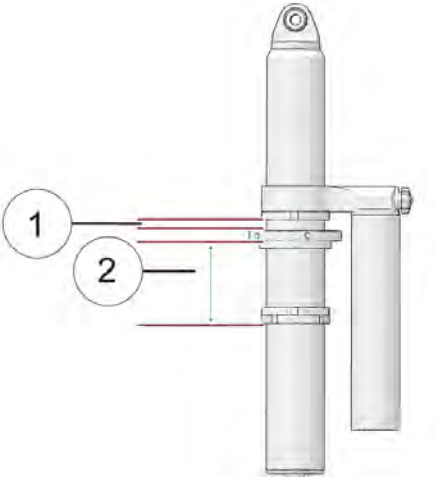
RZR PRO R 4		FACTORY DEFAULT PRELOAD SETTINGS		GVW SETTING (MAX ALLOWABLE PRELOAD)	
	Measure-ments*	**Fox®**	**Walker Evans Racing**	**Fox®**	**Walker Evans Racing**
Front Shocks	①	2.25 in. (5.7 cm)	0.50 in. (1.3 cm)	3.25 in. (8.3 cm)	1.5 in. (3.8 cm)
	②	3.25 in. (8.3 cm)	3.25 in. (8.3 cm)	3.25 in. (8.3 cm)	3.25 in. (8.3 cm)
Rear Shocks	①	6.25 in. (15.9 cm)	0.00 in. (0.0 cm)	7.25 in. (18.4 cm)	1.00 in. (2.5 cm)
	②	4.65 in. (11.8 cm)	4.65 in. (11.8 cm)	4.65 in. (11.8 cm)	4.65 in. (11.8 cm)

*See the images in the Front / Rear Spring Preload Adjustment section to view corresponding measurements.

FOX® SHOCKS (IF EQUIPPED)

SHOCK LOCATION	MEASUREMENT*
Front Shock	
Rear Shock	

WALKER EVANS RACING SHOCKS (IF EQUIPPED)

SHOCK LOCATION	MEASUREMENT*
Front Shock	
Rear Shock	

FRONT / REAR SPRING PRELOAD ADJUSTMENT

The factory setting is appropriate for nearly all riding conditions. If desired, the suspension may be adjusted to maintain vehicle clearance height when carrying loads or adding accessories. Adjusting the suspension may change vehicle handling.

IMPORTANT
The distance between the main preload ring (top ring) and the cross-over rings (middle rings) should be constant. If you move the main preload ring, you will need to move the cross-over rings an equal amount.The cross-over rings need to be locked tight after any adjustment is made. To lock the cross-over rings, take a punch and hammer to hit each side so the rings jam together. If the cross-over rings are not locked down tight, damage to the shock may occur.

To adjust the preload, do the following:

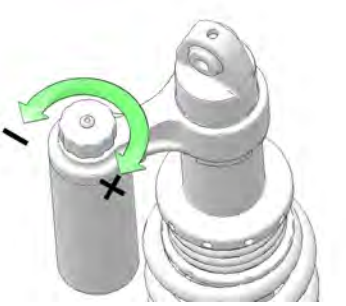
1. Elevate the vehicle to allow the suspension to fully extend.
2. Turn the adjusting ring to the left to add preload. Turn the adjusting ring to the right to remove preload.

Uneven adjustment may cause poor handling of the vehicle. Always adjust both the left and right spring preloads equally or have your POLARIS dealer or qualified person perform the adjustments.

FRONT / REAR SHOCK COMPRESSION ADJUSTMENT (NON-DYNAMIX VEHICLES)

For non-DYNAMIX shocks, the compression damping clicker knob is located at the top of the shock reservoir.

1. Turn the clicker **clockwise** to **increase** compression damping.
2. Turn the clicker **counter-clockwise** to **decrease** compression damping.



LOCATION	DEFAULT CLICKER POSITION
Front	8/16 clicks
Rear	8/16 clicks

TIRES

WARNING

Improper tire maintenance can lead to loss of control and an accident, which could result in serious injury or death. To reduce your risk of injury:

- Maintain POLARIS recommended tire pressure. Check pressure before operating. Even if your vehicle has only been driven a short distance, the tire pressure readings can be higher.
- Make sure tire pressure is even across all four tires.
- Only use the size and type of tires specified for this vehicle.
- Do not operate your vehicle with worn or damaged tires.
- Always follow your tire manufacturer’s instructions for maintenance

WARNING

Improperly installed wheels can separate from the vehicle, which can result in serious injury or death. Improper wheel installation can also adversely affect tire wear and vehicle handling. Always ensure that all wheel nuts are tightened to torque specification. Re-check wheel nut torque 25 miles after installation.

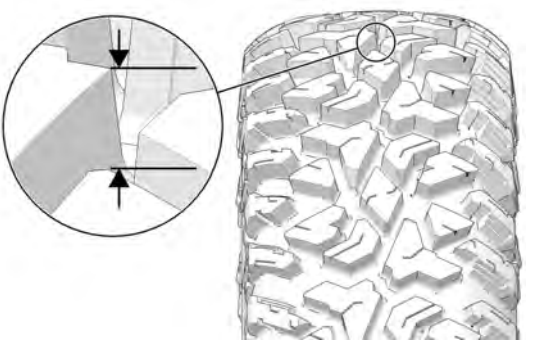
WARNING

Improperly jacking or supporting the vehicle can result in the vehicle falling or tipping, which can lead to serious injury or death. When elevating vehicle:

- Move vehicle to a firm level surface.
- Shift to PARK (P).
- Do not leave engine running.
- Prevent the vehicle from moving by chocking the wheels. A chock is a wedge or wheel stop that is designed to keep the vehicle from moving forward or backward and falling off the jack. If jacking the FRONT of the vehicle, then chock front and rear sides of both REAR tires. If jacking the REAR of the vehicle, then chock front and rear sides of both FRONT tires.
- Keep bystanders away and make sure no occupants or cargo are still in the vehicle.
- Use a jack designed for a high ground clearance off-road vehicle (such as the POLARIS High-Lifting Jack).
- Follow the jack manufacturer's instructions.
- Do not place any object above or under a jack.
- After lifting vehicle with a jack, never place any part of your body under the vehicle without first properly blocking vehicle using designated support points.

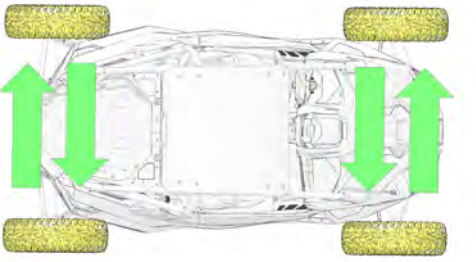
TIRE TREAD DEPTH

Always replace tires when tread depth is worn to 1/8 in (3 mm) or less.



TIRE ROTATION

Tire rotation is recommended for every 500-mile (805-km) interval. Perform tire rotation on the vehicle by the strategy as shown.



AXLE AND WHEEL NUT TORQUE SPECIFICATIONS

Inspect the following items occasionally for tightness, and if they've been loosened for maintenance service. *Do not lubricate the stud or the lug nut.*

Lug Nut (Aluminum Wheels)	Front and Rear	120 ft-lbs (163 N·m)
Hub Retaining Nut	Front and Rear	88.5 ft-lbs (120 N·m)

WHEEL REMOVAL

1. Position the vehicle on a level surface.
2. Place the transmission in PARK.
3. Stop the engine.
4. Loosen the wheel nuts slightly.
5. Elevate the side of the vehicle by placing a suitable stand under the frame. Follow safe jacking procedures.
6. Remove the wheel lug nuts. Remove the wheel.

WHEEL INSTALLATION

1. Place the wheel in the correct position on the wheel hub. Be sure the valve stem① is toward the outside and rotation arrows on the tire point toward forward rotation.
2. Attach the wheel nuts and finger tighten.
3. Carefully lower the vehicle to the ground.
4. Torque the wheel nuts to specification in a crisscross pattern. See the Axle and Wheel Nut Torque Specifications section for details.

LIGHTS

Headlight and taillight lenses become dirty during normal operation. Clean all lights frequently to ensure a clear field of vision as well as visibility to other vehicles.

TIP
LED LAMPS If an LED headlamp appears to have moisture or fogging *inside* the lens, disconnect the wiring harness from the headlamp(s) for a few days to allow the moisture to clear out.

TAILLIGHT / BRAKE LIGHT REPLACEMENT

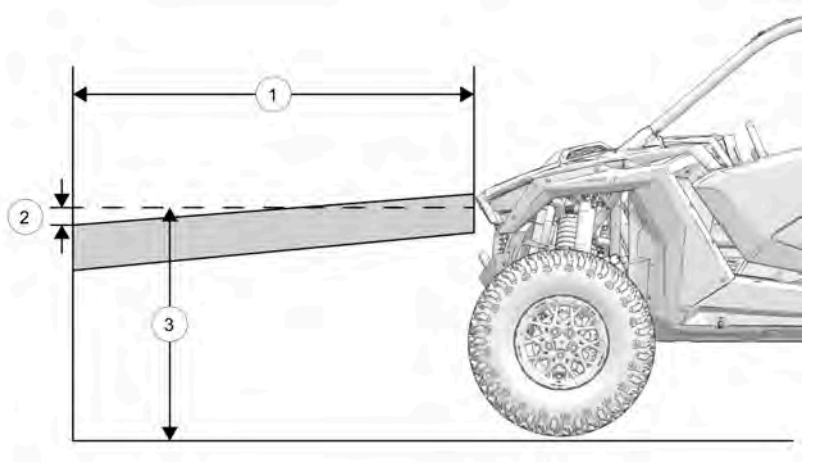
If a taillight becomes damaged or inoperable, the entire taillight assembly must be replaced.

HEADLIGHT REPLACEMENT

If a headlight becomes damaged or inoperable, the entire headlight assembly must be replaced. Do not operate this vehicle at night or in low light conditions until the headlight is replaced. Always make sure lights are adjusted properly for best visibility.

HEADLIGHT BEAM ADJUSTMENT

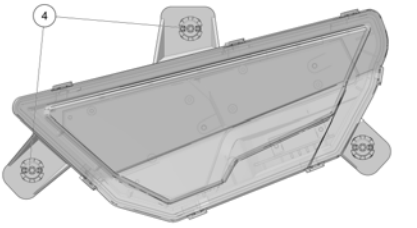
The headlight beam can be adjusted slightly upward or downward and to the left or right. *Below image is for reference only. Your model might differ slightly.*



NOTE
For information on accessing headlight adjustment screws, please refer to the Service Manual or contact your POLARIS dealer.

1. Position the vehicle on a level surface. The headlight should be approximately 25 ft. (7.6 m)① from a wall.
2. Measure the distance from the floor to the center of the headlight ③ and make a mark on the wall at the same height.
3. Apply the brakes. Start the engine. Place the transmission in PARK. Turn the headlights on.

4. Include the weight of a rider on the seat while performing this step. Observe the headlight aim. As a starting point, the most intense part of the headlight beam should be 2 inches (5 cm) ② below the mark on the wall. Adjust to operator preference.
5. Tighten or loosen the two (2) headlight screws ④ to adjust the beam upward or downward or to the left or right.



VEHICLE IMMERSION

NOTICE

If your vehicle becomes immersed, major engine damage can result if the machine is not thoroughly inspected. Take the vehicle in for service before starting the engine. Your POLARIS dealer can provide this service.

If it's impossible to take your vehicle to a dealer before starting it, follow the steps outlined below.

1. Move the vehicle to dry land.
2. Check the air box. See the Air Filter section for details. If water is present, dry the air box and replace the filter with a new filter.
3. Remove the fuse/relay center cover. See the Fuse/Relay Center section for details. Allow any moisture to dry, then reinstall the cover.
4. Dry the spark plug wells with a clean cloth, then remove the spark plugs.
5. Turn the engine over several times to expel any water from the engine cylinders.
6. Dry the spark plugs and reinstall them, or install new plugs.
7. Attempt to start the engine. If necessary, repeat the drying procedure.
8. Take the vehicle in for service as soon as possible, whether you succeed in starting it or not. Your POLARIS dealer can provide the required service.
9. If water has been ingested into the PVT follow the steps in the POLARIS Variable Transmission (PVT) System section for drying procedures.

STEERING WHEEL INSPECTION

Check the steering wheel for specified freeplay and smooth operation at the intervals outlined in the Periodic Maintenance Chart.

1. Position the vehicle on level ground.
2. Lightly turn the steering wheel left and right.
3. There should be 0.8-1.0 in (20-25 mm) of freeplay.
4. If there is excessive freeplay or strange noises, or if the steering feels rough or "catchy," have the steering system inspected by an authorized POLARIS dealer or other qualified personnel.

BATTERY

⚠ WARNING

Batteries produce explosive gases. Keep sparks, flame, cigarettes, etc. away. Ventilate when charging or using in an enclosed space. Always wear eye protection when working near batteries.Improperly connecting or disconnecting battery cables can cause sparks, which can result in an explosion and cause serious injury or death. When removing the battery, always disconnect the negative (black) cable first. When reinstalling the battery, always connect the negative (black) cable last.

⚠ WARNING

Do not jump-start using jumper cables that are made to connect one vehicle to another. The battery gives off explosive hydrogen gas during normal operation. A spark near the battery can ignite this gas and cause an explosion. To start a vehicle or charge a battery, use a portable battery-powered jump starter (such as the POLARIS Flex Jump Starter) or plug-in battery charger, as these products can reduce the risk of electric shock, fire, and explosion. Improper starting or charging can damage vehicle electronics.

Your vehicle has a low-maintenance battery. Always keep battery terminals and connections free of corrosion. If cleaning is necessary, remove the corrosion with a stiff wire brush. Wash with a solution of one tablespoon baking soda and one cup water. Rinse well with tap water and dry off with clean shop towels. Coat the terminals with dielectric grease or petroleum jelly.

NOTICE

If more amperage is required for high electrical loads, an additional battery can be added.

IMPORTANT

The light bar can draw high levels of electrical current from the vehicle and battery. When combined with other accessories, the vehicle battery can be placed in a state of discharge. A heavily discharged battery could cause vehicle battery damage and not allow you to restart your vehicle.

IMPORTANT

To reduce risk of not being able to restart, POLARIS recommends that you carry jumper cables and/or a changed jumper pack to make sure vehicle can restart.

IMPORTANT
You are responsible for monitoring battery voltage levels to make sure battery does not deeply discharge from accessory use. This could cause erratic operation and/or not allow vehicle to restart.

BATTERY REMOVAL

1. Ensure the key switch is set to OFF position before removing the battery.
2. Remove the driver's seat. See the Seats section for details.
3. Disconnect the black (negative) battery cable. Secure away from the battery terminals.
4. Disconnect the red (positive) battery cable.
5. Remove the battery hold-down strap.
6. Lift the battery out of the vehicle.

BATTERY INSTALLATION

Using a new battery that has not been fully charged can damage the battery and result in a shorter life. It can also hinder vehicle performance. Follow the instructions in the Battery Charging section before installing the battery.

1. Ensure that the battery is fully charged.
2. Place the battery in the battery holder.
3. Coat the terminals with dielectric grease or petroleum jelly.
4. Secure the battery hold-down strap.
5. Connect and tighten the red (positive) cable first.
6. Connect and tighten the black (negative) cable last.
7. Verify that cables are properly routed.
8. Reinstall the seat.

BATTERY MAINTENANCE AND CHARGING

⚠ WARNING

The battery has been filled with electrolyte, fully charged and sealed at the factory. Never pry the sealing strip off or add any other fluid to this battery. Battery electrolyte is poisonous. It contains sulfuric acid. Serious burns can result from contact with skin, eyes, or clothing.

The single most important thing about maintaining a sealed battery is to keep it fully charged. Check the battery voltage with a voltmeter or multimeter. A fully charged battery will register 12.8 V or higher. If the voltage falls below 12.5V, charge it immediately, or the battery runs the risk of sulfation and reduced battery life.

This vehicle is equipped with a vehicle battery charge port located on the dash. This allows the operator to charge the vehicle battery without needing to access the battery under the driver's seat.

If you do not drive the vehicle for more than TWO WEEKS, Polaris recommends using a BatteryMINDer® 2012 AGM - 2 AMP charger (PN 2830438), which can be ordered through your dealer.

If you plan to store the vehicle for ONE MONTH or longer, remove the battery from the vehicle, then store the battery in a cool and dry location. Continue to maintain the battery with the BatteryMINDer® 2012 AGM - 2 AMP charger.

When using an automatic charger other than a BatteryMINDer® 2012-AGM - 2 AMP charger, refer to the charger manufacturer's instructions for recharging.

USING A CONSTANT CURRENT CHARGER

If you are using a **constant current charger** (instead of BatteryMINDer® 2012 AGM - 2 AMP charger), use the guidelines below. Always verify battery condition before and 1-2 hours after the end of charging.

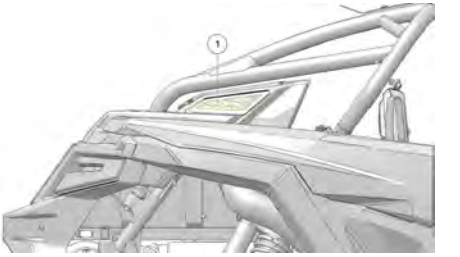
State of Charge	Voltage (DC)	Action	Charge Time*
100%	12.8-13.0 volts	None, check monthly	None required
75%-100%	12.6-12.8 volts	May need slight charge, if no charge given, check in 2 weeks	3-6 hours
50%-75%	12.3-12.6 volts	Needs charge	5-11 hours
25%-50%	12.0-12.3 volts	Needs charge	At least 13 hours
0%-25%	12.0 volts or less	Needs charge	At least 20 hours
* Using AGM specific charger at standard amps specified on top of battery			

CLEANING AND STORAGE

WASHING THE VEHICLE

Keeping your POLARIS vehicle clean will not only improve its appearance but it can also extend the life of various components.

Water in the PVT system could cause the drive belt to become wet and slip in the clutches. Always avoid spraying water directly toward any intake pre-filters ①. If water does enter the PVT intake, follow the procedure on page 134.



Certain products, including insect repellents and chemicals, will damage plastic surfaces. Do not allow these types of products to contact the vehicle.

The best way to clean your POLARIS vehicle is with a garden hose and a pail of mild soap and water.

1. Use a professional-type washing cloth, cleaning the upper body first and the lower parts last.
2. Rinse with clean water frequently.
3. Dry surfaces with a chamois to prevent water spots.

WASHING TIPS

- Avoid the use of harsh cleaners, which can damage the finish.
- Do not use medium to heavy duty compounds on the finish.
- Always use clean cloths and pads for cleaning and polishing. Old or reused cloths and pads may contain dirt particles that will scratch the finish.
- Do not use high-speed polishers/buffers on body panels, as damage or color fading may occur.

USING A HIGH PRESSURE WATER SYSTEM

If warning and safety labels are damaged, contact your POLARIS dealer for free replacement.

Grease all zerk fittings immediately after washing. Allow the engine to run for a while to evaporate any water that may have entered the engine or exhaust system.

If a high pressure water system is used for cleaning, exercise extreme caution. The maximum pressure should not exceed 3000 PSI, 2.5 GPM with a 40° pressure washer nozzle. Make sure to keep the pressure washer nozzle 2 ft from the vehicle away from the surface being cleaned. The water may damage components and could remove paint and labels. High water pressure may damage radiator fins and impair a radiator's effectiveness. High pressure may also damage other vehicle components. Avoid directing the water stream at the following items:

- Wheel bearings
- Radiator
- Transmission seals
- Brakes
- Cab and body panels
- Labels and decals
- Electrical components and wiring
- Air intake components
- Throttle and shift cables and controls
- Seat Belts
- Seats

WARNING

Spilled oil left on engine components or in the engine area may pose a fire hazard. Use shop rags to clean any spilled oil. If needed, use a non-flammable solvent on the rag to aid in the cleaning process. Do not use any device such as a pressurized water or air as this may disperse the oil onto engine components and could pose a fire hazard.

WARNING

Clean seat belts with warm water. Avoid damaging seat belts:

- Do not use bleach, dye or household detergents.
- Never use lubricant on any seat belt component.
- Do not use a pressure washer to clean the seat belts.

POLISHING THE VEHICLE

POLARIS recommends the use of common household aerosol furniture polish for polishing the finish on your POLARIS vehicle. Follow the instructions on the container.

POLISHING TIPS

- Avoid the use of automotive products, some of which can scratch the finish of your vehicle.
- Always use clean cloths and pads for cleaning and polishing. Old or reused cloths and pads may contain dirt particles that will scratch the finish.
- Avoid the use of products containing a colorant dye. Test any products on an inconspicuous area of the vehicle before using throughout.

STORAGE TIPS

NOTICE
Starting the engine during the storage period will disturb the protective film created by fogging and damage could occur. Never start the engine during the storage period.

CLEAN THE EXTERIOR

Make any necessary repairs and clean the vehicle as recommended. See the Washing the Vehicle section for details.

STABILIZE THE FUEL

1. Fill the fuel tank.
2. Add POLARIS Carbon Clean Fuel Treatment or POLARIS Fuel Stabilizer or equivalent fuel treatments or stabilizers. Follow the instructions on the container for the recommended amount. Carbon Clean removes water from fuel systems, stabilizes fuel and removes carbon deposits from pistons, rings, valves and exhaust systems.
3. Allow the engine to run for 15-20 minutes to allow the stabilizer to disperse through the entire fuel delivery system.

OIL AND FILTER

Change the oil and filter. See the Oil and Filter Change section for details.

AIR FILTER / AIR BOX

Replace the air filter. See the Air Filter section for details. Clean the air box.

FLUID LEVELS

Inspect the fluid levels. Add or change fluids as recommended in the Periodic Maintenance Chart section.

- Demand drive fluid (front gearcase)
- Rear gearcase fluid (if equipped)
- Transmission fluid
- Brake fluid (change every two years and any time the fluid looks dark or contaminated)
- Coolant (test strength/fill)

INSPECT AND LUBRICATE

Inspect all cables and lubricate all areas of the vehicle as recommended in the Periodic Maintenance Chart section.

FOG THE ENGINE

1. Treat the fuel system with POLARIS Carbon Clean or other equivalent fuel treatment. Follow the instructions on the container. Start the engine. Allow it to idle for several minutes so the Carbon Clean reaches the injectors. Stop the engine.
2. Remove the spark plugs and add 1-2 tablespoons of engine oil. To access the plug holes, use a section of clear 1/4” hose and a small plastic squeeze bottle filled with the pre-measured amount of oil. *Do this carefully! If you miss the plug holes, oil will drain from the spark plug cavities into the hole at the front of the cylinder head, and appear to be an oil leak.*
3. Reinstall the spark plugs. Torque to specification. See the Spark Plug Gap / Torque section for details.
4. Apply dielectric grease to the inside of each spark plug cap. *Do not reinstall the caps onto the plugs at this step*.
5. Turn the engine over several times. Oil will be forced in and around the piston rings and ring lands, coating the cylinder with a protective film of fresh oil.
6. Reinstall the spark plug caps to the spark plugs.

BATTERY MAINTENANCE

See Battery section for storage and charging procedures.

FUSE BOX

Remove the fuse box cover during storage.

STORAGE AREA / COVERS

Be sure the storage area is well ventilated. Cover the vehicle with a genuine POLARIS cover. Do not use plastic or coated materials. They do not allow enough ventilation to prevent condensation, and may promote corrosion and oxidation.

REMOVAL FROM STORAGE

1. Charge the battery if necessary.
2. Make sure the spark plug is tight. Reinstall the fuse box cover if it was removed for storage.
3. Fill the fuel tank with fuel.
4. Check all the points listed in the Daily Pre-Ride Inspection section. Tightness of the bolts, nuts and other fasteners should be checked by an authorized POLARIS dealer or other qualified service facility.
5. Lubricate at the intervals outlined in the Periodic Maintenance Chart section.

TOWING A RZR

Towing this vehicle is not recommended. Always transport the vehicle on a trailer or flatbed with all four wheels off the ground. See the Transporting the Vehicle section for details.

If towing a disabled vehicle is unavoidable, place the disabled vehicle's transmission in neutral. Tow the shortest distance possible. Do not operate faster than 10 mph (16 km/h).

TRAILERING SAFETY

The weight distribution of the cargo loaded onto the trailer is important and will have an impact on how the vehicle handles on the road. Ensure the weight of the cargo is distributed properly and the trailer is not rear, front, or side heavy.

Improperly trailering or attempting to tow this vehicle can result in serious injury or death. Improper transportation can also cause vehicle damage, which may involve parts flying off and creating road hazards for other motorists.

Face the vehicle forward.
When using a non-enclosed trailer, face the vehicle forward or remove the roof and windshield.

Always use a spotter if you are uncomfortable loading the vehicle on your own. A wheel chock or marker can also be used as an indication of how close you will park the vehicle from the front of the trailer.

Ensure everything in the vehicle is secure.
Walk around the vehicle and make sure:

- Doors are latched
- Front hood and storage compartments are locked
- Rear seat backs are latched
- Cargo is secured or removed
- Vehicle is in PARK (P)

Learn to adjust Dynamix shock system before attempting to tie down vehicle.
To avoid tie down straps becoming too loose during transport, set the Dynamix to COMFORT before tightening tie downs. Be sure to follow instructions for adjusting suspension prior to tying down.

Use designated tie down points.
This vehicle is equipped with four tie down points for transport. Route straps so that they cannot contact any part of the vehicle and become worn or loose during transport. Do not use winch to secure vehicle to trailer.

Towing this vehicle is not recommended.
Transport this vehicle on a trailer or flatbed with all four wheels off the ground. If it is unavoidable to tow this vehicle when it is disabled, place this vehicle's transmission in NEUTRAL and tow the shortest distance possible. Do not tow this vehicle faster than 10 mph (16 km/h).

Use suitable tie downs.
Securing devices, such as tie down straps, are manufactured to support a maximum strength or load limit that can be applied during normal service. This is known as the Working Load Limit (WLL). Each tie-down strap must have a WLL exceeding the minimum WLL.

VEHICLE TYPE	TIE-DOWN MINIMUM WLL
All Vehicles	3,300 lb (1497 kg)

TRANSPORTING THE VEHICLE

⚠ WARNING

Cargo and other loose vehicle parts may fly off while transporting this vehicle. Secure or remove all cargo, and inspect the unit for loose parts prior to transport.

If transporting the vehicle in a non-enclosed trailer, then the vehicle must FACE FORWARD, or roof and windshield must be be removed.

Failure to comply may allow airflow, vibration, or other factors to separate the roof from the vehicle and cause an accident, resulting in serious personal injury or death.

NOTE

For functional descriptions detailing how to operate the DYNAMIX suspension system on certain vehicle models, consult the DYNAMIX Suspension section.

Follow these procedures when transporting the vehicle.

NOTICE

After a ride, allow the engine to idle for 30 seconds before stopping the engine. This will allow the system to cool down.

1. Place the transmission in PARK.
2. Stop the engine. Turn the key back on to the accessory or ON position without starting the engine. Slowly release the brake pedal and make sure the transmission is in PARK before exiting the vehicle, verifying that the PARK position is shown on the display.
3. Prior to securing the vehicle, the key switch must remain in the ON position, the suspension mode switch must be in the COMFORT setting, and the demo mode timeout must not be active while securing the vehicle. Shock damping settings can be verified on the Suspension visualization screen.
4. Secure the vehicle.

⚠ WARNING

Vehicles equipped with DYNAMIX active suspension must be powered on, set to COMFORT mode, and properly functioning in order to ensure the shocks are operating at their minimum compression damping setting prior to securing the vehicle for transport. Failure to ensure the shocks are in their minimum compression damping setting prior to securing the vehicle can potentially lead to a reduction of intended strap tension while trailering.

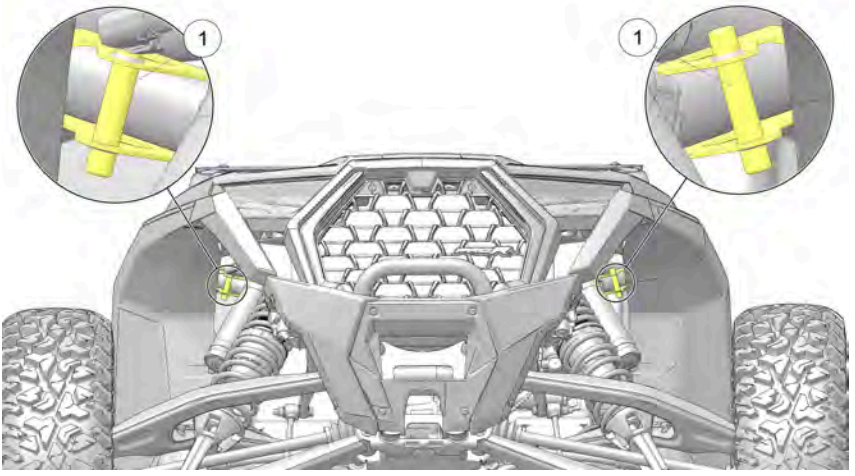
5. After the vehicle has been secured, verify the gauge indicates PARK, and turn the vehicle power off. Verify also that the suspension compression damping values are still soft after securing the vehicle. If after securing the suspension demo mode has timed out or the suspension has moved to a FIRM setting as indicated on the Suspension control screen, cycle the key switch, place the mode switch in COMFORT mode, and re-tighten the straps per step number 3.
6. Remove the key to prevent loss during transporting. Secure the fuel cap and seats. Ensure that the seats are attached correctly and are not loose.

⚠ WARNING

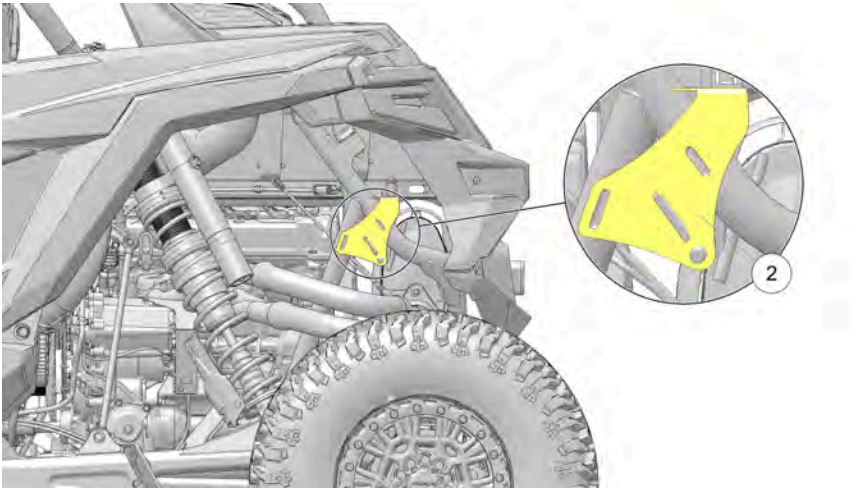
Cargo and other loose vehicle parts may fly off while transporting this vehicle. Secure or remove all cargo, and inspect the unit for loose parts prior to transport.

7. Always tie the frame of the POLARIS vehicle to the transporting unit securely with suitable straps or rope. Do not attach tie straps to the front control arm bolt pockets.

TIE-DOWN LOCATIONS



① Front tie-down points



② Rear tie-down points

SPECIFICATIONS

RZR PRO R

Gross Vehicle Weight*	**SPORT**: 3036 lbs (1377 kg) California Models: 3041 lbs (1379 kg) **ULTIMATE**: 3180 lbs (1442 kg) California Models: 3185 lbs (1445 kg)
Dry Weight*	**SPORT**: 2183 lbs (990 kg) California Models: 2188 lbs (992 kg) **ULTIMATE**: 2327 lbs (1056 kg) California Models: 2332 lbs (1057 kg)
*Dry weight is also listed on the Certificate of Origin for your vehicle in the Shipping Weight field. The dry weight is estimated based on the manufactured weight of the vehicle minus any serviceable fluids and may also exclude the weight of factory installed accessories not essential to the vehicle's basic operation as outlined in the ANSI®/ROHVA℠ 1-2016 standard.	
Rear Cargo Box Capacity	300 lbs. (136 kg)
Maximum Weight Capacity (Payload)	740 lbs. (336 kg) (including riders, cargo and accessories)
Fuel Capacity	12.0 gal. (45.4 L)
Engine Oil Capacity	5.5 qts. (5.2 L)
Coolant Capacity	2.6 gal. (9.8 L)
Front Gearcase Capacity	12.2 oz. (360 mL)
Rear Gearcase Capacity	16.1 oz. (475 mL)
Transmission Oil Capacity	29.6 oz. (875 mL)
Overall Length/Width/Height	136.5 / 74.0 / 72.8 in. (347 / 188 / 185 cm)
Wheelbase	104.5 in. (265.4 cm)
Ground Clearance	16 in. (40.6 cm)
Engine	4-Stroke DOHC 4-Cylinder
Displacement	1997 cc

SPECIFICATIONS

Bore x Stroke	93mm x 73.5mm
Alternator Output	1700W @ 3250 RPM
Compression Ratio	12.5:1
Starting System	Electric
Fuel System	Electronic fuel injection
Ignition System	ECU
Spark Plug / Gap	NGK® ZMR7A / 0.9-1.0 mm
Front Suspension	Independent double a-arm with 22.5 in. (57 cm) travel
Rear Suspension	Independent trailing arms with 24.4 in. (62 cm) travel
Lubrication System	Wet Sump
Driving System Type	Automatic POLARIS Variable Transmission
Shift Type	Automatic PVT P/R/N/L/H
Tire Size - Front	32x10 R15
Tire Size - Rear	32x10 R15
Tire Pressure	Front: 15 psi (103 kPa) Rear: 15 psi (103 kPa)
Brakes, Front/Rear	Foot Activated, 4-wheel hydraulic disc
Headlights	2 dual beam LED cluster
Taillights	2 LED cluster
Brake Lights	2 LED cluster
Instrument Cluster	LCD
Auxiliary DC Outlet	12V

RZR PRO R 4

Gross Vehicle Weight*	**SPORT**: 3516 lbs (1595 kg) California Models: 3521 lbs (1597 kg) **ULTIMATE**: 3653 lbs (1657 kg) California Models: 3658 lbs (1659 kg)
Dry Weight*	**SPORT**: 2441 lbs (1107 kg) California Models: 2446 lbs (1109 kg) **ULTIMATE**: 2578 lbs (1169 kg) California Models: 2583 lbs (1172 kg)
*Dry weight is also listed on the Certificate of Origin for your vehicle in the Shipping Weight field. The dry weight is estimated based on the manufactured weight of the vehicle minus any serviceable fluids and may also exclude the weight of factory installed accessories not essential to the vehicle's basic operation as outlined in the ANSI/ROHVA® 1-2016 standard.	
Rear Cargo Box Capacity	300 lbs. (136 kg)
Maximum Weight Capacity (Payload)	900 lbs. (408 kg) (including riders, cargo and accessories)
Fuel Capacity	12.3 gal. (47 L)
Engine Oil Capacity	5.5 qts. (5.2 L)
Coolant Capacity	12.4 qts. (11.7 L)
Front Gearcase Capacity	12.2 oz. (360 mL)
Rear Gearcase Capacity	16.1 oz. (475 mL)
Transmission Oil Capacity	29.6 oz. (875 mL)
Overall Length/Width/Height	165.5 / 74.0 / 76.5 in. (420 / 188 / 194 cm)
Wheelbase	133.5 in. (339 cm)
Ground Clearance	16 in. (41 cm)
Engine	4-Stroke DOHC 4-Cylinder
Displacement	1997 cc
Bore x Stroke	93mm x 74.5mm

Alternator Output	1700W @ 3250 RPM
Compression Ratio	12.5:1
Starting System	Electric
Fuel System	Electronic fuel injection
Ignition System	ECU
Spark Plug / Gap	NGK® ZMR7A / 0.9-1.0 mm
Front Suspension	Independent double a-arm with 22.5 in. (57 cm) travel
Rear Suspension	Independent trailing arms with 24.4 in. (62 cm) travel
Lubrication System	Wet Sump
Driving System Type	Automatic POLARIS Variable Transmission
Shift Type	Dual Range P/R/N/L/H
Tire Size - Front	32x10 R15
Tire Size - Rear	32x10 R15
Tire Pressure	Front: 18 psi (124 kPa) Rear: 18 psi (124 kPa)
Brakes, Front/Rear	Foot Activated, 4-wheel hydraulic disc
Headlights	2 dual beam LED cluster
Taillights	2 LED cluster
Brake Lights	2 LED cluster
Instrument Cluster	LCD
Auxiliary DC Outlet	12V

CLUTCHING

See your POLARIS dealer or qualified person for clutching specifications.

For operation at high elevation, different clutching parts may be needed. See your POLARIS dealer for more information.

CLUTCH CHARTS

MODEL	ALTITUDE	SHIFT WEIGHT	DRIVE SPRING	DRIVEN SPRING
2025 *RZR* PRO R	0-1800 Meters (0-6000 Feet)	W-38-117 (1327358)	Black (7045118)	Black (7045119)
	1800-3700 Meters (6000-12000 Feet)	W-38-110 (1323778)		

MODEL	ALTITUDE	SHIFT WEIGHT	DRIVE SPRING	DRIVEN SPRING
2025 *RZR* PRO R 4	0-1800 Meters (0-6000 Feet)	W-38-117 (1327358)	Black (7045118)	Black (7045119)
	1800-3700 Meters (6000-12000 Feet)	W-38-110 (1323778)		

Part number: 1323778

POLARIS PRODUCTS
LUBRICANTS / SERVICE PRODUCTS

PART NUMBER	DESCRIPTION
	Engine Lubricant
2870791	Fogging Oil (12 oz./355 ml Aerosol)
2876244	PS-4 Full Synthetic 5W-50 4-Cycle Oil (.95 l)
2876245	PS-4 Full Synthetic 5W-50 4-Cycle Oil (3.8 l)
2889395	PS-4 Extreme Full Synthetic 0W-50 4-Cycle Oil (.95 l)
	Gearcase / Transmission Lubricants
2878068	AGL Full Synthetic Gearcase Lubricant & Transmission Fluid (.95 l)
2878069	AGL Full Synthetic Gearcase Lubricant & Transmission Fluid (3.8 l)
2889280	80W-140 Angle Drive Fluid (.95 l)
2870465	Pump for Gallon (3.8 l) Jug
	Coolant
2880514	Antifreeze 50/50 Premix (.95 l)
2880513	Antifreeze 50/50 Premix (3.8 l)
	Grease / Specialized Lubricants
2871312	Grease Gun Kit, All Season Grease
2871322	All Season Grease (3 oz./89 ml cartridge)
2871423	All Season Grease (14 oz./414 ml cartridge)
2871460	Premium Starter Grease
2871515	U-Joint Grease (3 oz./89 ml cartridge)
2871551	U-Joint Grease (14 oz./414 ml cartridge)
2871329	Dielectric Grease (Nyogel®)

PART NUMBER	DESCRIPTION
Additives / Miscellaneous	
2871326	Carbon Clean
2870652	Fuel Stabilizer
2872189	DOT 4 Brake Fluid
2871956	Loctite® 565 Thread Sealant
2830438	POLARIS Battery Trickle Charger

TROUBLESHOOTING

DRIVE BELT WEAR/BURN

POSSIBLE CAUSE	SOLUTION
Driving onto a pickup or tall trailer in high range	Use low range during loading.
Starting out going up a steep incline	Use low range.
Driving at low RPM or ground speed – 3–7 mph (5 –12 km/h)	Drive at a higher speed or use low range more frequently.
Insufficient warm-up at low ambient temperatures	Warm the engine at least 5 minutes. With the transmission in neutral, advance the throttle to about 1/8 throttle in short bursts, five to seven times. The belt will become more flexible and prevent belt burning. Always warm up the belt by operating below 30 mph (48 km/h) for 1 mile (1.6 km). When the temperature is below freezing, extend the belt warming time to 5 miles (8 km).
Slow/easy clutch engagement	Use the throttle quickly and effectively.
Towing/pushing at low RPM/low ground speed	Use low range only.
Utility use/plowing	Use low range only.
Stuck in mud or snow	Shift the transmission to low range and carefully use fast, aggressive throttle application to engage clutch. **WARNING: Excessive throttle may cause loss of control and vehicle rollover.**
Climbing over large objects from a stopped position	Shift the transmission to low range and carefully use fast, brief, aggressive throttle application to engage clutch. **WARNING: Excessive throttle may cause loss of control and vehicle rollover.**
Belt slippage from water or snow ingestion into the PVT system	Dry out the PVT. See PVT Drying procedure. Prevent water from entering the PVT intake duct. See Intake Pre-Filters for more information. Inspect clutch seals for damage if repeated leaking occurs.
Clutch malfunction	See your POLARIS dealer or other qualified person
Poor engine performance	Check for clogged air filter, clogged fuel filter, water in the fuel or foreign material in fuel tank or fuel lines. An authorized dealer can assist.
Wrong belt	Install the recommended belt.
Improper break-in	Always break in a new belt and/or clutch. See PVT Break-in procedure.

ENGINE DOESN'T TURN OVER

POSSIBLE CAUSE	SOLUTION
Low battery voltage	Recharge the battery to 12.8 VDC
Loose battery connections	Check all connections and tighten
Loose solenoid connections	Check all connections and tighten
Loose electronic control box connections	Inspect, clean, reinstall connectors; blow on EFI fuse to remove impurities
Mechanical failure	Your POLARIS dealer or other qualified person can assist.

ENGINE TURNS OVER, FAILS TO START

WARNING

Never pour fuel or other flammable liquid into the throttle body air inlet opening in an attempt to start the vehicle. This could result in a flash fire causing serious injury or death.

POSSIBLE CAUSE	SOLUTION
Out of fuel	Refuel
Clogged fuel filter	Your POLARIS dealer or other qualified person can assist.
Water is present in fuel	Drain the fuel system and refuel
Old or non-recommended fuel	Replace with fresh recommended fuel
Fouled or defective spark plugs	Inspect plugs and replace if necessary
No spark to spark plug	Inspect plugs and replace if necessary
Water or fuel in crankcase	Your POLARIS dealer or other qualified person can assist.
Low battery voltage	Recharge the battery to 12.8 VDC
Loose ignition connections	Check all connections and tighten

POSSIBLE CAUSE	SOLUTION
Mechanical failure	Your POLARIS dealer or other qualified person can assist.
Check PDM Fuses	See the PDM Fuse Troubleshooting section for details.

ENGINE BACKFIRES

POSSIBLE CAUSE	SOLUTION
Out of fuel	Refuel
Weak spark from spark plug	Inspect, clean and/or replace spark plugs
Incorrect spark plug gap or heat range	Set gap to specs or replace plugs
Old or non-recommended fuel	Replace with fresh recommended fuel
Incorrectly installed spark plug wires	Your POLARIS dealer or other qualified person can assist.
Incorrect ignition timing	Your POLARIS dealer or other qualified person can assist.
Loose ignition connections	Check all connections and tighten
Water present in fuel	Replace with fresh recommended fuel
Exhaust leak	Check all connections
Mechanical failure	Your POLARIS dealer or other qualified person can assist.

ENGINE PINGS OR KNOCKS

POSSIBLE CAUSE	SOLUTION
Poor quality or low octane fuel	Replace with recommended fuel
Incorrect ignition timing	Your POLARIS dealer or other qualified person can assist.
Incorrect spark plug gap or heat range	Set gap to specs or replace plugs

ENGINE RUNS IRREGULARLY, STALLS OR MISFIRES

POSSIBLE CAUSE	SOLUTION
Loose, missing or kinked boost reference lines	Replace boost reference lines
Loose or missing intake system sensor connections	Inspect connections, tighten or replace as needed
Fouled or defective spark plugs	Inspect, clean and/or replace spark plugs
Worn or defective spark plug wires	Your POLARIS dealer can assist.
Incorrect spark plug gap or heat range	Set gap to specs or replace plugs
Loose ignition connections	Check all connections and tighten
Water present in fuel	Replace with new fuel
Low battery voltage	Recharge battery to 12.8 VDC
Kinked or plugged fuel tank vent line or filter	Inspect and replace
Incorrect fuel	Replace with recommended fuel
Clogged air filter	Inspect and replace clogged/wet air filter, and also check for obstructed intake system, debris or cargo blocking intake vents
Clogged intake pre-filter	Inspect and clean (with soapy water) or replace

POSSIBLE CAUSE	SOLUTION
Other mechanical failure	Your POLARIS dealer can assist.
Possible Lean Fuel Cause	**Solution**
Low or contaminated fuel	Add or change fuel, clean the fuel system
High ethanol fuel	Replace with recommended fuel
Clogged fuel filter	Your POLARIS dealer can assist.
Low fuel pressure	Your POLARIS dealer can assist.
Loose, missing, torn or kinked boost reference line from manifold to fuel pressure regulator or blow-off valve	Replace boost reference line

ENGINE STOPS OR LOSES POWER

POSSIBLE CAUSE	SOLUTION
Out of fuel	Refuel
Kinked or plugged fuel tank vent line or filter	Inspect and replace
Water is present in fuel	Replace with new fuel
Fouled or defective spark plugs	Inspect, clean and/or replace spark plug
Worn or defective spark plug wires	Your POLARIS dealer can assist.
Incorrect spark plug gap or heat range	Set gap to specs or replace plug
Loose ignition connections	Check all connections and tighten
Low battery voltage	Recharge the battery to 12.8 VDC
Incorrect fuel	Replace with fresh recommended fuel
Clogged air filter	Inspect and replace clogged/wet air filter, and also check for obstructed intake system, debris or cargo blocking intake vents

POSSIBLE CAUSE	SOLUTION
Clogged intake pre-filter	Inspect and clean (with soapy water) or replace
Other mechanical failure	Your POLARIS dealer can assist.
Overheated engine	Clean radiator screen and core, clean engine exterior, check coolant level. Your POLARIS dealer can assist.
Loose intake system connections	Inspect connections, tighten or replace as needed
Overheated intake air system	Inspect water lines for leaks or kinks, repair or replace as needed

DIAGNOSTIC DISPLAY CODE DEFINITIONS

Open Load: There is a break in the wires that lead to the item listed in the chart (injector, fuel pump, etc.), or the item has failed.

Short-to-Ground: The wire is shorted to ground between the electronic control unit and the item listed in the chart.

Shorted Load: The wires leading to the item listed in the chart are shorted together, or the item has shorted internally.

Short-to-Battery: The wire leading from the item listed in the chart to the electronic control unit is shorted to a wire at battery voltage.

DIAGNOSTIC CODES		
CONDITION	**SPN**	**FMI**
Engine Control Module		
Manifold Absolute Pressure/Barometric Pressure Sensor Circuit Low	102	4
Accelerator Position 2 Voltage Too Low	29	4
System Voltage Low	168	4
Gear Shift Position Circuit "A" Low	523	4
Engine Coolant Temperature Sensor 1 Circuit High	110	3
Engine Temperature Sensor Engine Overheat Shutdown	110	0

DIAGNOSTIC CODES		
CONDITION	**SPN**	**FMI**
Engine Coolant Temperature Sensor 1 Circuit Low	110	4
Crankshaft Position Sensor "A" Circuit	636	8
Accelerator Position 2 Voltage Too High	29	3
Barometric Pressure Sensor "A" Circuit Low	108	4
Engine Coolant Over Temperature Condition	110	16
Camshaft Position Sensor "A" Circuit Bank 1 or Single Sensor	637	8
Engine Coolant Temperature Sensor 1 Circuit Intermittent/Erratic	110	10
Manifold Absolute Pressure/Barometric Pressure Sensor Circuit High	102	3
System Voltage High	168	3
Intake Air Temperature Sensor 1 Circuit Intermittent Bank 1	105	10
Fuel Level Sensor "A" Circuit Low	96	4
Throttle/Pedal Position Sensor/Switch "A" Circuit High	51	3
Throttle/Pedal Position Sensor/Switch "C" Circuit Low	91	4
Fuel Level Sensor "A" Circuit High	96	3
Barometric Pressure Sensor "A" Circuit High	108	3
Vehicle Speed Sensor "A" Circuit Intermittent/Erratic/High	84	2
Intake Air Temperature Sensor 1 Circuit High Bank 1	105	3
Crankshaft Position Sensor "A" Circuit Intermittent	636	2
Engine Speed Error in Engine Speed Computation	190	31
Intake Air Temperature Sensor 1 Circuit Low Bank 1	105	4
Throttle/Pedal Position Sensor/Switch "C" Circuit High	91	3

DIAGNOSTIC CODES		
CONDITION	**SPN**	**FMI**
Throttle/Pedal Position Sensor/Switch "A" Circuit Low	51	4
Fan Relay Driver Circuit Driver Circuit Short to B+	1071	3
Ignition Coil "A" Primary Control Circuit High	1268	3
Fuel Pump Primary Circuit	1347	5
HO2S Heater Control Circuit High Bank 1 Sensor 1	520209	3
Cylinder 1 Injector "A" Circuit High	651	3
Low Speed CAN Communication Bus	516125	2
Injector 3 Driver Circuit Grounded	653	4
Knock/Combustion Vibration Sensor "A" Circuit Range/Performance	731	2
Starter Relay "A" Circuit Low	677	4
Ignition Coil "B" Primary Control Circuit High	1269	3
Cylinder 2 Injector "A" Circuit High	652	3
ECU Output Supply Voltage 2 Voltage Above Warning Level	3598	16
Cylinder 3 Injector "A" Circuit High	653	3
Ignition Coil "B" Primary Control Circuit Low	1269	4
Cylinder 4 Injector "A" Circuit High	654	3
Fuel Pump Secondary Circuit Low	1347	4
Fuel Pump Secondary Circuit High	1347	3
Cylinder 1 Injector "A" Circuit Low	651	4
Cylinder 2 Injector "A" Circuit	652	5
Cylinder 4 Injector "B" Circuit Low	654	4
O2 Sensor Circuit Low Voltage Bank 1 Sensor 1	3056	4

DIAGNOSTIC CODES		
CONDITION	**SPN**	**FMI**
HO2S Heater Control Circuit Low Bank 1 Sensor 1	520209	4
EVAP System Purge Control Valve "A" Circuit	520202	3
Chassis Relay Driver Circuit Grounded	520208	4
All Wheel Drive Control Circuit Driver Circuit Grounded	520207	4
Chassis Relay Driver Circuit Open/Grounded	520208	5
HO2S Heater Control Circuit Bank 1 Sensor 1	520209	5
Ignition Coil Primary Driver 3 Driver Circuit Grounded	1270	4
Throttle/Pedal Position Sensor/Switch "B" Circuit High	520198	3
Misfire Detected - Fueling Disabled	65590	31
ECU Output Supply Voltage 2 Voltage Below Warning Level	3598	18
EVAP System Purge Control Valve "A" Circuit Open	520202	5
Cylinder 1 Misfire Detected	65591	7
Cylinder 3 Misfire Detected	65593	7
O2 Sensor Circuit Bank 1 Sensor 1	3056	5
Random/Multiple Cylinder Misfire Detected	65599	7
Cylinder 2 Injector "A" Circuit Low	652	4
Single Cylinder Misfire (Cylinder not Specified)	65590	7
Cylinder 4 Injector "A" Circuit Low	654	5
Fan Relay Driver Circuit Driver Circuit Grounded	1071	4
Ignition Coil "A" Primary Control Circuit Low	1268	4
Powertrain Relay Stuck	66013	7
Fan Relay Driver Circuit Driver Circuit Open/Grounded	1071	5
Cylinder 1 Injector "A" Circuit	651	5

DIAGNOSTIC CODES		
CONDITION	**SPN**	**FMI**
Ignition Coil Primary Driver 3 Driver Circuit Short to B+	1270	3
Cylinder 4 Misfire Detected	65594	7
O2 Sensor Circuit High Voltage Bank 1 Sensor 1	3056	3
ECU Output Supply Voltage 1 Voltage Above Warning Level	3597	16
All Wheel Drive Control Circuit Driver Circuit Short to B+	520207	3
Accelerator Sensor Synchronicity Fault - Sensor Difference Exceeds Limit Condition Exists	520308	31
Throttle Body Control - Limp Home Position Check Failed Condition Exists	520280	31
Throttle Position Sensor Neither Position Sensor Passed Test	520276	12
Function Monitoring MoFTrq Comparison Error	520385	31
Throttle Body Control - Mechanical Stop Adptation Failure Condition Exists	520281	31
RBA Monitoring Error Memory Read/Write	520383	31
ECU ADC Fault - No Load Condition Exists	520306	31
EVAP System Purge Control Valve "A" Circuit Shorted	520202	4
Chassis Relay Driver Circuit Short to B+	520208	3
ETC Accelerator Position Sensor Outputs 1 & 2 Correlation. Correlation Fault	65613	2
Cylinder 3 Injector "A" Circuit Low	653	5
All Wheel Drive Control Circuit Driver Circuit Open/Grounded	520207	5
ECU Output Supply Voltage 1 Voltage Below Warning Level	3597	18
Cylinder 2 Misfire Detected	65592	7
Ignition Coil Primary Driver 4 Driver Circuit Short to B+	1271	3

DIAGNOSTIC CODES		
CONDITION	**SPN**	**FMI**
Throttle/Pedal Position Sensor/Switch "B" Circuit Low	520198	4
EMM Alarm FCCU Hardware Module	520248	31
RBA Monitoring Error T15	520384	31
Monitoring Error Starter Release	520390	31
ECU ADC Fault - Voltage Condition Exists	520307	31
ICO Request MoCSOP Module	520386	31
ECU Monitoring of Injection Cut Off (Level 2) Condition Exists	520289	31
Throttle Body Control - Power Stage Not Plausible	520277	2
Knock Sensor Positive Line Voltage Too High	520331	3
Knock Sensor Positive Line Voltage Too Low	520331	4
Brake Switch (1 or 2 Indeterminable) Brake Switch Correlation Fault	520285	2
Intake Air System Leak Bank 1	520338	31
Drive Mode Select Switch Signal Fault	524067	2
Knock Sensor Negative Line Voltage Too High	520332	3
Throttle Body Control - Power Stage Minimum	520277	4
Monitoring Error Post Build	520387	31
ECU Monitoring Error (Level 3) Condition Exists	520287	31
Throttle Body Control - Power Stage Signal Error	520277	8
High Speed CAN Communication Bus	521092	2
Drive Mode Select Switch Voltage Too High	524067	3
Accelerator Position/Brake Position Interaction Condition Exists	520275	31
System Too Lean Off Idle Bank 1	520344	17

DIAGNOSTIC CODES		
CONDITION	**SPN**	**FMI**
Throttle Body Control - Power Stage Maximum	520277	3
Throttle Body Control - Position Deviation Fault Condition Exists	520284	31
ECU Monitoring of Injection Cut Off (Level 1) Condition Exists	520288	31
Knock Sensor Negative Line Voltage Too Low	520332	4
Throttle Body Control - Adaption Aborted Condition Exists	520279	31
System Too Rich Off Idle Bank 1	520344	15
Throttle Body Control Maximum	520283	3
Drive Mode Select Switch Voltage Too Low	524067	4
Monitoring Error ECU Ignition Check	520388	31
Throttle Body Control - Return Spring Check Failed Condition Exists	520278	31
Function Monitoring MoFAir Group	520249	31
RBA Monitoring Error Keep Alive	520382	31
Throttle Position Sensor Position Sensor Correlation Fault	520276	2
Torque Request CAN Message	65557	22
Front Wheel Back Drive (Active Descent System) Driver Circuit Open/Grounded	520203	5
Front Wheel Back Drive (Active Descent System) Driver Circuit Short to B+	520203	3
Gear Sensor Signal Abnormal Update Rate	523	9
Lost Communication With Front Controls/Display Interface Module	524067	9
Brake Lamp Open Circuit	520320	5
Brake Lamp Shorted to Ground	520320	4

DIAGNOSTIC CODES		
CONDITION	**SPN**	**FMI**
Front Wheel Back Drive (Active Descent System) Driver Circuit Grounded	520203	4
ESC 65312 checksum failure	65557	23
Brake Lamp Shorted to Battery	520320	3
System Too Lean Bank 2	520205	17
Coolant Thermostat (Coolant Temperature Below Thermostat Regulating Temperature)	110	17
Engine Coolant Temperature Sensor 1 Circuit Intermittent/Erratic	110	10
Rear Differential Output Driver Circuit Open/Grounded	746	5
System Too Lean Bank 1	520204	17
Rear Differential Output Driver Circuit Grounded	746	4
Knock/Combustion Vibration Sensor "A" Circuit Range/Performance	731	2
Rear Differential Output Driver Circuit Short to B+	746	3
System Power Voltage Below Critical Level	168	1
Engine Temperature Sensor Temperature above normal range	110	15
System Too Rich Bank 2	520205	15
System Too Rich Bank 1	520204	15
Manifold Absolute Pressure/Barometric Pressure Sensor Circuit Range/Performance	102	2
Manifold absolute pressure sensor out of range low	102	17
Manifold absolute pressure sensor out of range high	102	15
Charge Air Cooler Cooling Fan Control Circuit Low	524280	4
Charge Air Cooler Cooling Fan Control Circuit High	524280	3

DIAGNOSTIC CODES		
CONDITION	**SPN**	**FMI**
Gear Shift Position Circuit "A" High	523	3
O2 Sensor Signal Biased/Stuck Lean Bank 2 Sensor 1	3057	17
Ambient Air Temperature Sensor Circuit "A" High	171	3
AC Condenser Fan Relay Open	520624	5
Fuel Level Sensor "A" Circuit Range/Performance	96	2
O2 Sensor Circuit High Voltage Bank 2 Sensor 1	3057	3
AC Condenser Fan Relay Low	520624	4
Fuel Level Signal Below Normal Operating Range	96	18
O2 Sensor Signal Circuit Shorted to Heater Circuit Bank 1 Sensor 1	3056	2
O2 Sensor Signal Biased/Stuck Lean Bank 1 Sensor 1	3056	17
O2 Sensor Heater Circuit Bank 1 Sensor 1	520209	2
Ambient Air Temperature Sensor Circuit "A" Range/Performance	171	2
Crankshaft Position Sensor "A" Circuit Intermittent	636	2
O2 Sensor Circuit Low Voltage Bank 2 Sensor 1	3057	4
O2 Sensor Circuit Slow Response Bank 1 Sensor 1	3056	12
Fuel Level Signal Above Normal Operating Range	96	16
System Too Lean Off Idle Bank 2	520345	17
Gear Shift Position Circuit "A" Range/Performance	523	11
System Too Rich Off Idle Bank 2	520345	15
O2 Sensor Signal Biased/Stuck Rich Bank 2 Sensor 1	3057	15
O2 Sensor Signal Biased/Stuck Rich Bank 1 Sensor 1	3056	15
AC Condenser Fan Relay High	520624	3

DIAGNOSTIC CODES		
CONDITION	**SPN**	**FMI**
Charge Air Cooler Cooling Fan Control Circuit/Open	524280	5
Ambient Air Temperature Sensor Circuit "A" Low	171	4
O2 Sensor Signal Circuit Shorted to Heater Circuit Bank 2 Sensor 1	3057	2
O2 Sensor Circuit Slow Response Bank 2 Sensor 1	3057	12
Charge Air Cooler Cooling Fan 2 Control Circuit Low	524281	4
Charge Air Cooler Cooling Fan 2 Control Circuit High	524281	3
Ignition Coil "A" Primary Control Circuit High	1268	3
Ignition Coil Primary Driver 3 Driver Circuit Grounded	1270	4
Ignition Coil "A" Primary Control Circuit Low	1268	4
O2 Sensor Heater Circuit Bank 2 Sensor 1	520210	2
Charge Air Cooler Cooling Fan 2 Control Circuit/Open	524281	5
Ignition Coil "B" Primary Control Circuit Low	1269	4
O2 Sensor Circuit Bank 2 Sensor 1	3057	5
Intake Air Temperature Too High	105	15
Ignition Coil "B" Primary Control Circuit High	1269	3
HO2S Heater Control Circuit High Bank 2 Sensor 1	520210	3
HO2S Heater Control Circuit Bank 2 Sensor 1	520210	5
HO2S Heater Control Circuit Low Bank 2 Sensor 1	520210	4
Ignition Coil Primary Driver 3 Driver Circuit Short to B+	1270	3
Ignition Coil Primary Driver 4 Driver Circuit Short to B+	1271	3
Knock Sensor 2 Negative Line Short To GND	520126	4
Fan 2 Control Circuit Low	1557	4
Fan 2 Control Circuit High	1557	3

DIAGNOSTIC CODES		
CONDITION	**SPN**	**FMI**
Knock Sensor 2 Negative Line Short To BAT	520126	3
Fan 2 Control Circuit	1557	5
Knock Sensor 2 Positive Line Short To BAT	520127	3
Transmission Mode Switch "A" Circuit	520467	31
Knock Sensor 2 Positive Line Short To GND	520127	4
System Too Rich at Idle Bank 1	520342	15
ECU Output Supply Voltage 2 Voltage Above Critical Level	3598	0
Starter Relay "A" Circuit	677	5
Throttle Body Control - Return Spring Check Failed Condition Exists	520278	31
System Too Lean at Idle Bank 2	520343	17
Transmission Mode Switch "B" Circuit	520468	31
ECU Output Supply Voltage 1 Voltage Too Low	3597	4
System Too Rich at Idle Bank 2	520343	15
Turbocharger/Supercharger Boost Sensor "A" Circuit Low	1127	4
Trunk brake lamp short to GND	520172	4
Gear Shift Position Circuit "A"	523	2
ECU Output Supply Voltage 2 Voltage Too Low	3598	4
ECU Memory EEPROM Read/Write Failure	628	12
Trunk brake lamp short to BAT	520172	3
Turbocharger/Supercharger Boost Sensor "A" Circuit High	1127	3
Reverse Override Switch Stuck	524145	31
System Too Lean at Idle Bank 1	520342	17

DIAGNOSTIC CODES		
CONDITION	**SPN**	**FMI**
ECU Output Supply Voltage 1 Voltage Above Critical Level	3597	0
Throttle Body Control - Repeated Adaptation Failed Condition Exists	520282	31
Starter Relay "A" Circuit High	677	3
EPS Module		
Software initialization error	520229	31
ECU Memory EEPROM Read/Write Failure	628	12
Steering motor current uncontrolled	520222	6
Excessive EPS internal temperature	520225	0
System Power Voltage Too High	168	3
Steering angle sensor out of range	1807	31
EPS internal temperature warning	520225	16
External fault, engine speed reception	524000	19
Steering angle sensor not calibrated	1807	13
System Power Voltage Too Low	168	4
EPAS Power Save Condition Power Save Timeout	520231	31
Motor driver IC error	520448	12
External fault, vehicle speed reception	84	19
Steering Over Current Shut Down Current Above Normal or Grounded	520221	6
Position Encoder Error Position Encoder Error	520228	11
Internal fault, thermistor malfunction	520225	12
Motor relay error	520552	12
CPU error	65580	12

DIAGNOSTIC CODES		
CONDITION	**SPN**	**FMI**
Steering angle sensor out of range	1807	12
EPS motor drive voltage out of range	520672	31
Power relay error	520672	12
Power supply IC error	524086	12
Steering Torque Full Failure	520224	12
EPAS CAN Communications Transmit Error No TX Message for x Seconds	520227	2
EPS Calibration CRC error	630	23
Steering Torque Partial Failure	520223	12
Lost Communication With ECM/PCM "A"	520226	2
Suspension Control Module		
Suspension Control Module Acceleration Sensor Measurement Out of Range	516115	12
Engine Speed Data Invalid	524000	2
Absolute Shock Current Error - Rebound Rear Right	516314	11
Steering Angle and Velocity Signal Not Received from Power Steering Module	516117	9
Shock Valve Supply Relay Driver Shorted to Low Source or Open Circuit	516110	4
Suspension Mode Switch Input Voltage in Invalid Range	516098	2
Gear Position Signal Not Received from Engine Control Module	516121	9
Valve Driver Shorted Low or Open Circuit - Compression Front Left	516106	4
System Voltage below minimum - most severe level	516126	1
Absolute Shock Current Error - Compression Rear Right	516114	11

DIAGNOSTIC CODES		
CONDITION	**SPN**	**FMI**
Valve Driver Shorted High - Compression Front Right	516107	3
Suspension Control Module CAN Communication Transmit Error	516125	11
Absolute Shock Current Error - Rebound Rear Left	516313	11
Absolute Shock Current Error - Compression Front Right	516112	11
Suspension Control Module Temperature Below Normal	516115	17
Suspension Mode Switch Input - Voltage below minimum threshold	516098	4
Requested Power Steering Mode does not Match Active Power Steering Mode	524116	31
Valve Driver Shorted Low or Open Circuit - Compression Front Right	516107	4
Valve Driver Shorted Low or Open Circuit - Rebound Front Right	523991	4
Absolute Shock Current Error - Compression Rear Left	516113	11
Suspension Control Module Temperature Above Normal	516115	15
Vehicle Speed Data Implausible Based On Slew Rate	516123	21
Vehicle Speed Signal Not Received from Engine Control Module	516120	9
Valve Driver Shorted High - Compression Rear Left	516108	3
Operator Button 51 [Mode Up] - Data Erratic, Intermittent Or Incorrect	523963	2
Valve Driver Shorted Low or Open Circuit - Compression Rear Left	516108	4
Brake Switch Status Data Invalid	520572	2
Vehicle Speed Data - Implausible - Based on Engine Speed and Gear	516123	20

DIAGNOSTIC CODES		
CONDITION	**SPN**	**FMI**
Steering Alignment Out of Range - Above Normal	516122	15
Suspension Control Module Mounting Orientation Error Detected	516115	2
System Voltage above maximum - most severe level	516126	0
Valve Driver Shorted Low or Open Circuit - Compression Rear Right	516109	4
Valve Driver Shorted High - Compression Rear Right	516109	3
Valve Driver Shorted High - Compression Front Left	516106	3
Mode Up/Down and Pucker Button Signal Not Received from Steering Wheel	516183	9
Operator Button 50 [Pucker] - Data Erratic, Intermittent Or Incorrect	523962	2
Valve Driver Shorted Low or Open Circuit - Rebound Rear Right	523993	4
System Voltage below minimum moderately severe level	516126	18
Valve Driver Shorted High - Rebound Front Right	523991	3
Valve Driver Shorted High - Rebound Rear Right	523993	3
Engine Speed Signal Not Received from Engine Control Module	516116	9
Valve Driver Shorted High - Rebound Rear Left	523992	3
Operator Button 52 [Mode Down] - Data Erratic, Intermittent Or Incorrect	523964	2
System Voltage above maximum - moderately severe level	516126	16
Absolute Shock Current Error - Rebound Front Left	516311	11
Absolute Shock Current Error - Rebound Front Right	516312	11
Engine Torque Demanded Signal Not Received from Engine Control Module	521038	9

DIAGNOSTIC CODES		
CONDITION	**SPN**	**FMI**
Steering Angle Data Invalid	524114	2
Vehicle Speed Data Invalid	516123	2
Transmission Requested Range Data Invalid	162	2
System Voltage Shorted to High Source	516126	3
System Voltage Shorted to Low Source or Open Circuit	516126	4
Shock Valve Supply Relay Driver Shorted High	516110	3
Valve Driver Shorted Low or Open Circuit - Rebound Front Left	523990	4
Steering Alignment Out of Range - Below Normal	516122	17
SW Version / HW Version Compatibility - Data Inconsistent	516119	2
Suspension Mode Switch Input - Voltage Above Maximum Threshold	516098	3
Absolute Shock Current Error - Compression Front Left	516111	11
Accelerator Pedal Position Data Invalid	520574	2
Valve Driver Shorted High - Rebound Front Left	523990	3
Suspension Control Module Internal Error	516124	12
Valve Driver Shorted Low or Open Circuit - Rebound Rear Left	523992	4
Accelerator Pedal Position and Brake Switch Signal Not Received from Engine Control Module	516118	9
Steering Wheel Controls		
Left Hand Control Watchdog Reset Root Cause Not Known	520191	11
Right Hand Control Watchdog Reset Root Cause Not Known	520191	11
Instrument Cluster		

DIAGNOSTIC CODES		
CONDITION	**SPN**	**FMI**
Lost Communication With Power Steering Control Module "A"	520230	31
Ride Command Display		
Battery Potential / Power Input 1	168	1

WARRANTY

LIMITED WARRANTY

Polaris Industries Inc., 2100 Highway 55, Medina, MN 55340 (POLARIS) gives a SIX MONTH LIMITED WARRANTY on all components of your POLARIS vehicle against defects in material or workmanship. Laws and regulations in your jurisdiction may give extra protection. POLARIS further warrants that the spark arrestor in this product will meet the efficiency requirements of USFS standard 5100-1D for at least 1000 hours when subjected to normal use and when maintenance and installation are in accordance with POLARIS recommendations.

This warranty covers parts and labor charges for repair or replacement of defective parts and begins on the date of purchase by the original retail purchaser. The duration of this warranty may vary by international region based upon local laws and regulations.

REGISTRATION

At the time of sale, the Warranty Registration Form must be completed by your dealer and submitted to POLARIS within ten days of purchase. Upon receipt of this registration, POLARIS will record the registration for warranty. No verification of registration will be sent to the purchaser as the copy of the Warranty Registration Form will be your proof of warranty coverage. If you have not signed the original registration and received the customer copy, please contact your dealer immediately. Initial dealer preparation and set-up of your vehicle is very important in ensuring trouble-free operation.

SPARK ARRESTOR WARRANTY

The manufacturer will warrant this product to maintain an acceptable spark arresting effectiveness for a minimum of 1,000 hours, subject to normal use, with maintenance and mounting in accordance with the manufacturing recommendation.

WARRANTY COVERAGE AND EXCLUSIONS

LIMITATIONS OF WARRANTIES AND REMEDIES

This POLARIS limited warranty excludes any failures that are not caused by a defect in material or workmanship. THIS WARRANTY DOES NOT COVER CLAIMS OF DEFECTIVE DESIGN. This warranty also does not cover acts of God, accidental damage, normal wear and tear, abuse or improper handling. This warranty also does not cover damage to any vehicle, component, or part as a result of being structurally modified, neglected, improperly maintained or used for racing, competition or purposes other than for which it was designed.

This warranty excludes damages or failures resulting from improper lubrication; improper engine timing; improper fuel; surface imperfections caused by external stress, heat, cold or contamination; operator error or abuse; improper component alignment, tension, adjustment or altitude compensation; snow, water, dirt or other foreign substance ingestion/contamination; improper maintenance; modified components; use of aftermarket or unapproved components, accessories, or attachments; unauthorized repairs; or repairs made after the warranty period expires or by an unauthorized repair center.

This warranty excludes damages or failures caused by abuse, accident, fire, or any other cause other than a defect in materials or workmanship and provides no coverage for consumable components, general wear items, or any parts exposed to friction surfaces, stresses, environmental conditions and/or contamination for which they were not designed or not intended, including but not limited to the following items:

- Wheels and tires
- Suspension components
- Brake components
- Seat components
- Clutches and components
- Steering components
- Batteries
- Light bulbs/Sealed beam lamps
- Filters
- Lubricants
- Brushings
- Finished and unfinished surfaces
- Carburetor/Throttle body components
- Engine components
- Drive belts
- Hydraulic components and fluids
- Circuit breakers/Fuses
- Electronic components
- Spark plugs
- Sealants
- Coolants
- Bearings

LUBRICANTS AND FLUIDS

1. Mixing oil brands or using non-recommended oil may cause engine damage. We recommend the use of POLARIS engine oil.
2. Damage or failure resulting from the use of non-recommended lubricants or fluids is not covered by this warranty.

This warranty provides no coverage for personal loss or expense, including mileage, transportation costs, hotels, meals, shipping or handling fees, product pick-up or delivery, replacement rentals, loss of product use, loss of profits, or loss of vacation or personal time.

THE EXCLUSIVE REMEDY FOR BREACH OF THIS WARRANTY SHALL BE, AT POLARIS' OPTION, REPAIR OR REPLACEMENT OF ANY DEFECTIVE MATERIALS, COMPONENTS, OR PRODUCTS. THE REMEDIES SET FORTH IN THIS WARRANTY ARE THE ONLY REMEDIES AVAILABLE TO ANY PERSON FOR BREACH OF THIS WARRANTY. POLARIS SHALL HAVE NO LIABILITY TO ANY PERSON FOR INCIDENTAL, CONSEQUENTIAL OR SPECIAL DAMAGES OF ANY DESCRIPTION, WHETHER ARISING OUT OF EXPRESS OR IMPLIED WARRANTY OR ANY OTHER CONTRACT, NEGLIGENCE, OR OTHER TORT OR OTHERWISE. THIS EXCLUSION OF CONSEQUENTIAL, INCIDENTAL, AND SPECIAL DAMAGES IS INDEPENDENT FROM AND SHALL SURVIVE ANY FINDING THAT THE EXCLUSIVE REMEDY FAILED OF ITS ESSENTIAL PURPOSE.

THE IMPLIED WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE IS EXCLUDED FROM THIS LIMITED WARRANTY. ALL OTHER IMPLIED WARRANTIES (INCLUDING BUT NOT LIMITED TO THE IMPLIED WARRANTY OF MERCHANTABILITY) ARE LIMITED IN DURATION TO THE ABOVE SIX MONTH WARRANTY PERIOD. POLARIS DISCLAIMS ALL EXPRESS WARRANTIES NOT STATED IN THIS WARRANTY. SOME STATES DO NOT PERMIT THE EXCLUSION OR LIMITATION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES OR ALLOW LIMITATIONS ON THE DURATION OF IMPLIED WARRANTIES, SO THE ABOVE LIMITATIONS MAY NOT APPLY TO YOU IF INCONSISTENT WITH CONTROLLING STATE LAW.

HOW TO OBTAIN WARRANTY SERVICE

You are responsible for presenting your vehicle to an authorized POLARIS dealer as soon as a problem exists. The warranty repairs should be completed in a reasonable amount of time, not to exceed 30 days. However any damage caused to the product by you or any non-authorized third party may void this warranty. Warranty or Service Bulletin repairs must be done by an authorized POLARIS dealer, or other qualified person authorized by POLARIS.

Outside the Country where your product was purchased:

If you are traveling temporarily outside the country where your product was purchased, you should take your product to an authorized POLARIS dealer. You must show the dealer photo identification from the country of the selling dealer's authorized location as proof of residence. Upon residence verification, the servicing dealer will be authorized to perform the warranty repair.

If you move:

If you move to another country, be sure to contact POLARIS Customer Assistance and the customs department of the destination country before you move. Product importation rules vary considerably from country to country. You may be required to present documentation of your move to POLARIS to continue your warranty coverage. You may also be required to obtain documentation from POLARIS to register your product in your new country. We recommend that you register your product at a local authorized POLARIS dealer promptly after you move.

If you purchase from a private party:

If you purchase a POLARIS product from a private party, to be kept and used outside of the country in which the product was originally purchased, all warranty coverage will be denied. However, we encourage you to promptly register your product at your local authorized POLARIS dealer to receive safety information and notice regarding your product.

EXPORTED PRODUCTS

EXCEPT WHERE SPECIFICALLY REQUIRED BY LAW, THERE IS NO WARRANTY OR SERVICE BULLETIN COVERAGE ON THIS PRODUCT IF IT IS SOLD OUTSIDE THE COUNTRY OF THE SELLING DEALER'S AUTHORIZED LOCATION. This policy does not apply to products that have received authorization for export from POLARIS. Dealers may not give authorization for export. You should consult an authorized dealer to determine this product's warranty or service coverage if you have any questions. This policy does not apply to products registered to government officials or military personnel on assignment outside the country of the selling dealer's authorized location. This policy does not apply to Safety Bulletins.

NOTICE

If your product is registered outside of the country where it was purchased and you have not followed the procedure set above, your product will no longer be eligible for warranty or service bulletin coverage of any kind, other than safety recalls. Products registered to government officials or military personnel on assignment outside of the country where the product was purchased will continue to be covered by the Limited Warranty.

Please work with your dealer to resolve any warranty issues. Dealership contacts can be found via this website, if needed:

www.polaris.com/en-us/contact

Should your dealer require any additional assistance, they will contact the appropriate person at POLARIS.

This warranty gives you specific legal rights, and you may also have other rights which vary from state to state or in different countries. If any of the above terms are void because of federal, state, local law, all other warranty terms will remain in effect.

For questions call POLARIS Owner Connections:

United States & Canada: 1-800-POLARIS (1-800-765-2747)

French: 1-800-268-6334

To report a safety defect to Transport Canada, you may either fill out an online defect complaint form at their website:
English: http://www.tc.gc.ca/recalls
French: http://www.tc.gc.ca/rappels

Or contact their Defect Investigations and Recalls Division by calling toll-free 1-800-333-0510 (Canada) or 819-994-3328 (Ottawa-Gatineau area / International).

U.S.A. EPA EMISSIONS LIMITED WARRANTY

This emissions limited warranty is in addition to the POLARIS standard limited warranty for your vehicle. POLARIS Industries Inc. warrants that at the time it is first purchased, this emissions-certified vehicle is designed, built and equipped so it conforms with applicable U.S. Environmental Protection Agency emission regulations. POLARIS warrants that the vehicle is free from defects in materials and workmanship that would cause it to fail to meet these regulations.

The warranty period for off road vehicles 100cc or greater emissions-certified vehicles starts on the date of purchase by original retail purchaser and continues for a period of 500 hours of engine operation, 3100 miles (5000 km) of vehicle travel, or 30 calendar months from the date of purchase, whichever comes first. The warranty period for ATVs less than 100cc emissions-certified vehicles starts on the date of purchase by original retail purchaser and continues for a period of 250 hours of engine operation, 1550 miles (2500 km) of vehicle travel, or 30 calendar months from the date of purchase, whichever comes first. This EPA emissions warranty period is extended for at least as long as the standard factory warranty that Polaris provides on the vehicle as a whole. The EPA emissions warranty period does not further extend if you purchase additional warranty coverage in the form of a service contract or other paid warranty extension, but emission-related parts may be covered subject to the terms of any such paid service contract or paid warranty extension.

This emissions limited warranty covers components whose failure increases the vehicle's regulated emissions, and it covers components of systems whose only purpose is to control emissions. Repairing or replacing other components not covered by this warranty is the responsibility of the vehicle owner. This emissions limited warranty does not cover components whose failure does not increase the vehicle's regulated emissions.

For exhaust emissions, emission-related components include any engine parts related to the following systems:

- Air-induction system
- Fuel system
- Ignition system
- Exhaust gas recirculation systems

The following parts are also considered emission-related components for exhaust emissions:

- After treatment devices
- Crankcase ventilation valves
- Sensors
- Electronic control units

The following parts are considered emission-related components for evaporative emissions:

- Fuel Tank
- Fuel Cap
- Fuel Line
- Fuel Line Fittings
- Clamps*
- Pressure Relief Valves*
- Control Valves*
- Control Solenoids*
- Electronic Controls
- Vacuum Control Diaphragms*
- Control Cables*
- Control Linkages*
- Purge Valves
- Vapor Hoses
- Liquid/Vapor Separator
- Carbon Canister
- Canister Mounting Brackets
- Carburetor Purge Port Connector

*As related to the evaporative emission control system.

Emission-related components also include any other part whose only purpose is to reduce emissions or whose failure will increase emissions without significantly degrading engine/equipment performance. The exclusive remedy for breach of this limited warranty shall be, at the exclusive option of POLARIS, repair or replacement of any defective materials, components or products. THE REMEDIES SET FORTH IN THIS LIMITED WARRANTY ARE THE ONLY REMEDIES AVAILABLE TO ANY PERSON FOR BREACH OF THIS WARRANTY. POLARIS SHALL HAVE NO LIABILITY TO ANY PERSON FOR INCIDENTAL, CONSEQUENTIAL OR SPECIAL DAMAGES OF ANY DESCRIPTION, WHETHER ARISING OUT OF EXPRESS OR IMPLIED WARRANTY OR ANY OTHER CONTRACT, NEGLIGENCE OR OTHER TORT OR OTHERWISE. THIS EXCLUSION OF CONSEQUENTIAL, INCIDENTAL, AND SPECIAL DAMAGES IS INDEPENDENT FROM AND SHALL SURVIVE ANY FINDING THAT THE EXCLUSIVE REMEDY FAILED OF ITS ESSENTIAL PURPOSE.

ALL IMPLIED WARRANTIES (INCLUDING BUT NOT LIMITED TO ANY IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE) ARE LIMITED IN DURATION TO THE WARRANTY PERIOD DESCRIBED HEREIN. POLARIS DISCLAIMS ALL EXPRESS WARRANTIES NOT STATED IN THIS WARRANTY. Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply if it is inconsistent with the controlling state law.

This limited warranty excludes failures not caused by a defect in material or workmanship. This limited warranty does not cover damage due to accidents, abuse or improper handling, maintenance or use. This limited warranty also does not cover damage to any engine as a result of being structurally altered, or when the vehicle has been used in racing competition. This limited warranty also does not cover physical damage, corrosion or defects caused by fire, explosions or other similar causes beyond the control of POLARIS.

Owners are responsible for performing the scheduled maintenance identified in the owner's manual. POLARIS may deny warranty claims for failures that have been caused by the owner's or operator's improper maintenance or use, by accidents for which POLARIS has no responsibility, or by acts of God.

Any qualified repair shop or person may maintain, replace, or repair the emission control devices or systems on your vehicle. An authorized POLARIS dealer can perform any service that may be necessary for your vehicle.

POLARIS also recommends POLARIS parts, however equivalent parts may be used for such service. It is a potential violation of the Clean Air Act if a part supplied by an aftermarket parts manufacturer reduces the effectiveness of the vehicle's emission controls. Tampering with emission controls is prohibited by federal law.

CALIFORNIA RESIDENTS

Certain POLARIS Off-Road Vehicles are available in 49-state and 50-state versions. Only the 50-state models are certified for sale in California. The 50-state models available for sale in California are identified by the letter “B” in the ninth position of the model number (e.g., R16RTE87B). The POLARIS 50-state models are designed and built with features such as a reduced cargo box capacity. Any modifications to these features may be a violation of the applicable California regulations and may void this limited emissions warranty offered by the manufacturer.

POLARIS Inc. warrants that at the time it is first purchased, this vehicle is:

1. Designed, built, and equipped so as to conform, at the time of sale, with all applicable California evaporative emissions regulations.
2. Free from defects in materials and workmanship that may cause the failure of a warranted part as defined in California evaporative emissions regulations. All replacement parts must be identical in all material respects to that part as described in the OHRV manufacturer's Executive Order of Certification application.

The California evaporative emissions control system limited warranty statement below applies to your Off Highway Recreational Vehicle in California if the vehicle is equipped with an evaporative emission control system and is labeled with a Vehicle Evaporative Emissions Control Information label indicating that the vehicle conforms to California evaporative emissions regulations applicable to new off-road sport vehicles, all-terrain vehicles, or off-road utility vehicles. These vehicles are referred to as “OHRV-EVAP” below.

CALIFORNIA EMISSION CONTROL WARRANTY STATEMENT YOUR WARRANTY RIGHTS AND OBLIGATIONS

The California Air Resources Board and POLARIS Industries Inc. is pleased to explain the emission control system warranty on your model year 2018 and newer Off Highway Recreational Vehicle. In California, new off-highway recreational vehicles must be designed, built and equipped to meet the State's stringent anti-smog standards. POLARIS must warrant the emission control system on your OHRV-EVAP for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your OHRV-EVAP.

Your emission control system may include parts such as the carburetor or fuel injection system, fuel tank, fuel hoses, carbon canister, engine computer and Evaporative Emissions Control System parts listed in the U.S.A. EPA Emissions Limited Warranty. Also included may be hoses, belts, connectors and other emission-related assemblies. Where a warrantable condition exists, POLARIS will repair your OHRV-EVAP at no cost to you including diagnosis, parts and labor.

MANUFACTURER’S WARRANTY COVERAGE

For model year 2018 and newer OHRV-EVAP models.

For 30 months, or 2500 miles, or 250 hours, whichever comes first, except for evaporative components over the OHRV high-priced warranty value, which is covered for 60 months, or 5000 miles, or 500 hours, whichever comes first. If any emission-related part on your OHRV-EVAP is defective, the part will be repaired or replaced by POLARIS.

OWNER'S WARRANTY RESPONSIBILITIES

As the OHRV-EVAP owner, you are responsible for the performance of the required maintenance listed in your owner's manual. POLARIS recommends that you retain all receipts covering maintenance on your OHRV-EVAP, but POLARIS cannot deny warranty solely for the lack of receipts or for your failure to ensure the performance of a scheduled maintenance.

As an owner you are responsible for presenting your OHRV-EVAP to an authorized POLARIS dealer as soon as a problem exists. The warranty repairs should be completed in a reasonable amount of time, not to exceed 30 days.

As an OHRV-EVAP owner, you should also be aware that POLARIS may deny you warranty coverage if your OHRV-EVAP or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications.

ORV / OHRV

- POLARIS must honor the CARB-approved California emission warranty included in the Owner’s Manual.
- POLARIS is liable for damages to other vehicle components proximately caused by a failure under warranty of any California emissions-warranted part.
- Any add-on or modified part exempted by the California Air Resources Board from the prohibitions of California Vehicle Code section 27156 may be used on a vehicle, engine, or trailer. Such use, in and of itself, shall not be grounds for disallowing a warranty claim made in accordance with California emission warranty requirements. POLARIS shall not be liable under CARB emissions warranty requirements to warranty failures of warranted parts caused by the use of an add-on modified part.

These requirements are based on the following provisions of the California Code of Regulations, which apply as written.

- 13 CCR §2419.1(d) Subject to the conditions and exclusions of subdivision (i), the warranty on emissions-related parts must function as follows.

  — (7) The OHRV manufacturer is liable for damages to other vehicle components proximately caused by a failure, under warranty, of any warranted part.

  — (10) Any add-on or modified part exempted by the Air Resources Board from the prohibitions of section 27156 of the California Vehicle Code may be used on an OHRV. Such use, in and of itself, will not be grounds for disallowing a warranty claim made under the provisions of this Article. The OHRV manufacturer is not liable under the provisions of this Article to warranty failures of warranted parts caused by the use of an add-on or modified part(s) unless such part(s) are also warranted.

ADD-ON OR MODIFIED PARTS

An add-on or modified part must be compliant with applicable CARB emission control standards. A violation of this requirement is punishable by civil and/or criminal punishment.

If you have any questions regarding your warranty rights and responsibilities, you should contact POLARIS Owner Connections at 1-800-POLARIS (1-800-765-2747) or the California Air Resources Board at 9528 Telstar Avenue, El Monte, CA 91731.

United States & Canada: 1-800-POLARIS (1-800-765-2747)

HOW THE CALIFORNIA EMISSIONS WARRANTY ON EVAPORATIVE EMISSIONS PARTS MUST FUNCTION AS PRESCRIBED IN 13 CCR §2419.1

(1) Any warranted part which is not scheduled for replacement as part of maintenance in the Owner's Manual must be warranted for the warranty period. If any such part fails during the warranty period, it must be repaired or replaced by POLARIS according to subdivision (4) below. Any such part repaired or replaced under warranty must be fully warranted.

(2) Any warranted part which is scheduled only for regular inspection in the Owner's Manual must be warranted for the warranty period. A statement in such written instructions to the effect of "repair or replace as necessary" must not reduce the period of warranty coverage. Any such part repaired or replaced under warranty must be warranted for the remaining warranty period.

(3) Any warranted part which is scheduled for replacement as part of maintenance in the Owner's Manual must be warranted for the period of time prior to the first scheduled replacement point for that part. If the part fails before the first scheduled replacement point, the part must be repaired or replaced by POLARIS according to subdivision (4). Any such part repaired or replaced under warranty must be warranted for the remainder of the period prior to the first scheduled replacement point for the part.

(4) Repair or replacement of any warranted part under the warranty provisions of this Article must be performed at no charge to the OHRV owner, at a warranty station, except in the case of a temporary repair when a warranted part or a warranty station is not reasonably available to the OHRV owner. In the event a temporary repair is permitted according to subdivision (8) below, repairs may be performed at any available service establishment, or by the owner, using any replacement part. POLARIS must reimburse the owner for his or her expenses including diagnostic charges for such temporary repair or replacement, not to exceed POLARIS' suggested retail price for all warranted parts replaced and labor charges based on the POLARIS recommended time allowance for the warranty repair and the geographically appropriate hourly labor rate.

(5) Notwithstanding the provisions of subdivision (4) above, warranty services or repairs must be provided at all POLARIS dealerships that are owned by POLARIS or franchised to service the subject OHRVs.

(6) The OHRV owner must not be charged for diagnostic labor which leads to the determination that a warranted part is, in fact, defective, provided that such diagnostic work is performed at a warranty station.

(7) POLARIS is liable for damages to other vehicle components proximately caused by a failure, under warranty, of any warranted part.

(8) Throughout the OHRV's evaporative emissions warranty period, POLARIS must maintain a supply of warranted parts sufficient to meet the expected demand for such parts. The lack of availability of such parts or the incompleteness of repairs within a reasonable time period, not to exceed 30 days from the time the OHRV is initially presented to the warranty station for repair, will qualify the need for a temporary repair for purposes of subdivision (4).

(9) Any replacement part designated by POLARIS may be used in warranty repairs provided without charge to the OHRV owner. Such use will not reduce the warranty obligations of POLARIS, except that POLARIS will not be liable under the provisions of this Article for repair or replacement of any replacement part which is not a warranted part (except as provided under subdivision (d)(7)).

(10) Any add-on or modified part exempted by the Air Resources Board from the prohibitions of section 27156 of the California Vehicle Code may be used on an OHRV. Such use, in and of itself, will not be grounds for disallowing a warranty claim made under the provisions of this Article. POLARIS is not liable under the provisions of this Article to warrant failures of warranted parts caused by the use of an add-on or modified part(s) unless such part(s) are also warranted.

(11) Upon a request of the Executive Officer, POLARIS must provide any documents that describe the manufacturer's warranty procedures or policies.

(12) Any replacement part must not reduce the effectiveness of the OHRV emission control system. POLARIS must demonstrate that the applicable emission standards are being met when the replacement part(s) are installed on the OHRV. The demonstration of equivalence to applicable emission standards can be achieved through replacing the part(s) with the evaporative emissions control components the OHRV evaporative family was certified with; or, if unavailable, alternative parts may be installed if POLARIS can provide test data to verify the evaporative control system meets, at least, the OHRV EFEL.

EXCLUSION

Notwithstanding the provisions of subdivisions (1) - (12) above, the repair or replacement of any warranted part otherwise eligible for the California Warranty on Evaporative Emission Parts, is excluded from such warranty coverage if POLARIS can provide evidence to the California Air Resources Board Executive Officer, to the Executive Officer's satisfaction, that the OHRV has been abused, neglected, improperly maintained, or had unapproved modifications and that such abuse, neglect, improper maintenance, or unapproved modification, was the direct cause of the need for the repair or replacement of the part.

MAINTENANCE LOG

MAINTENANCE LOG

Use the following chart to record periodic maintenance.

DATE	MILES (KM) OR HOURS	TECHNICIAN	SERVICE PERFORMED / COMMENTS

A

B

C

D

E

S

T

U

V

W

For your nearest Polaris dealer,
call 1-800-POLARIS (765-2747)
or visit www.polaris.com

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