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Polaris Pro XP Rear Mount Radiator Instructions

1. Remove the factory radiator, heat exchanger, and radiator plumbing from your Polaris Pro XP. Keep all of the coolant lines, as some can/will be reused when plumbing in the rear mount radiator.
2. Remove the bed to allow access to the mounting bars underneath.
3. Locate the two M8 bolts that are on the aluminum support bars. These two bars run along the top of the engine, and the two bolts should be close to the exhaust. Remove these two bolts and place the lower radiator mounting bracket onto the two aluminum bars.
4. Use the supplied M8x90mm bolts to bolt the back of the lower radiator mount to the aluminum bars by using the two holes from the bolts removed in step 3.
5. Once the back two bolts of the lower radiator mounting bracket have been tightened, use a 11/32" drill bit to drill through the aluminum bars to mount the top. Use the front spacer holes as a guide and drill through the aluminum bar the lower mounting bracket is sitting on.
6. After the two holes are drilled, install the supplied M8x90 bolts through the holes and tighten with the supplied nuts on the bottom side of the aluminum bar. The lower mounting bracket should now be tight and not move.
7. Install the upper mounting brackets to the radiator **as shown in the picture below**. Use supplied shoulder bolt, washer, and flange nut to install through radiator grommet and side mounting bracket. The hardware should be installed as followed back to front: shoulder bolt, washer, side bracket, grommet, flange nut. Leave hardware loose until fully installed into your Polaris Pro XP.
8. Once both side mounting brackets are installed onto the radiator, place the radiator into the lower mounting bracket. Use supplied hose clamps to wrap around roll cage and the moon shape brackets. After all hose clamps are installed make sure the radiator is sitting in the lower mounting bracket and tighten all bolts. **(Note: mounting brackets are designed for stock roll cage location. Modification to the mounting brackets and/or new brackets may need to be made when in use with aftermarket cages with a different cage profile).**

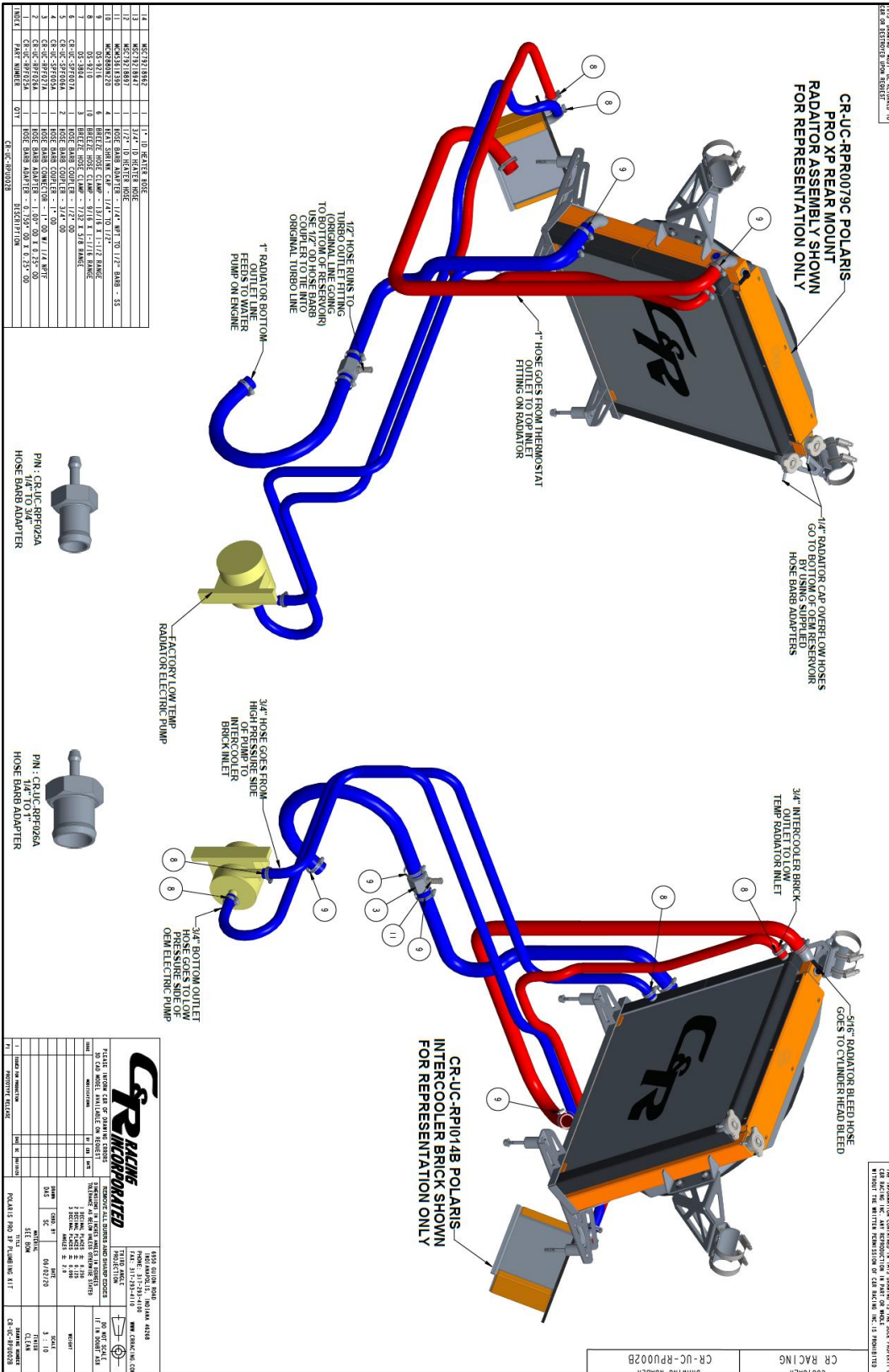


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Plumbing Instructions

1. Locate the lower 1" OD fitting on the radiator. Use the supplied 1" hose and run it from this fitting to the lower fitting on the water pump, next to the sway bar on the passenger side. Tip: The use of a factory hose that was removed might fit better here to wrap around the sway bar.
2. Somewhere in the middle of the line that was just ran in step 1, insert the supplied hose barb 'T' fitting with 1/2" hose barb. Tip: The line for the 1/2" hose barb will be ran to the turbo, so take placement in mind prior to cutting the 1" hose.
3. Find the 1/2" line running from the driver's side of the turbo to the bottom of the factory reservoir. Disconnect this line and install supplied 1/2" hose barb coupler. Attached supplied 1/2" hose onto the couple and run this hose to the 1/2" hose barb from step 2.
4. Locate the upper 1" OD fitting on the radiator. Use the supplied 1" hose and run it from this fitting to the thermostat fitting which is located on the back side of the cylinder head on the passenger side of the motor. Tip: The use of a factory hose that was removed might fit better here with the use of the supplied 1" hose barb coupler.
5. Locate the upper 3/4" OD fitting on the heat exchanger. Use the supplied 3/4" hose and run it from this fitting to the intercooler in the intake plenum. Make sure to attach this line to the furthest back fitting. Tip: The use of a factory hose that was removed might fit better here with the use of the supplied 3/4" hose barb coupler.
6. Locate the lower 3/4" OD fitting on the heat exchanger. Use the supplied 3/4" hose and run it from this fitting to the left side of the electric water pump. The electric water pump for the heat exchanger system is located behind the driver's seat down low. Ensure this line is ran to the side fitting and NOT the fitting pointing up. Tip: The use of a factory hose that was removed might fit better here with the use of the supplied 3/4" hose barb coupler.
7. Use the factory 3/4" line that runs from the top water pump fitting to the intercooler in the intake plenum. Make sure this hose is attached to the front fitting on the intercooler.
8. Use the supplied black caps to cap off the unused hose barb fittings on the original overflow can. These caps are heat shrinkable, so use a torch to lightly shrink the caps onto the fittings for a seal tight fitment.



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