



**POLARIS RANGER RCS
(For models 800 XP and 800 HD; model years 2010-)**

Complete cab w/ hard coat polycarbonate windshield (p/n: 1POLRC1)

Cab w/ hard coat polycarbonate windshield w/o doors (p/n: 1POLRC1WD)

Complete cab w/ laminated glass windshield (p/n: 1POLRC1FW)

Cab w/ laminated glass windshield w/o doors (p/n: 1POLRC1FWD)

Doors only kit (p/n: 1POLR1DR)

The contents of this envelope are the property of the owner.
Be sure to leave with the owner when installation is complete.

APPROXIMATE INSTALLATION TIME: 1 to 1.5 HOURS
(excluding accessories)



Available options are:
a heater (p/n 9PH20S39),
a snow plow (p/n 1PRGUTP),
work lights (p/n 1POLWL),
and a windshield wiper (p/n 1POLWPR).

(revised: 3/1/2016)




ADDED WEIGHT NOTICE

Curtis Cabs, blades and general accessories add additional weight to the base vehicle. All Curtis accessory weights are listed in product brochures. Deduct the accessory's total weight from the vehicle's rated capacity and never exceed the vehicle's rated capacity including driver and passenger.

WARNING Exposure to Carbon Monoxide can Cause illness, serious injury or death. Never operate vehicle if suspicious of Carbon Monoxide. Inspect exhaust system for leaks monthly. Leaks can result from loose connections, corrosion, cracks or other damage to the exhaust manifold. If leaks are found, repair or replace exhaust system. Do not use vehicle until repair or replacement is complete.

WARNING

Serious Injury or Death

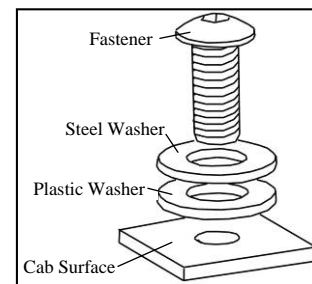
	This cab enclosure does not provide protection from rollover or other accidents.
	This cab enclosure does not provide protection from flying objects including golf balls.
	This cab enclosure does not provide protection from lightning. When lightning threatens take cover and do not operate vehicle.

CAB INSTALLATION

BEFORE YOU START

HELPFUL HINTS:

- Refer to parts diagram toward the back of this manual to help identify parts during the assembly process.
- To assist with the cab installation, leave all bolts loose for later adjustment unless otherwise specified.
- Read and understand all instructions before beginning.
- Plastic washers have been supplied to provide a weather seal under the heads of all exterior bolts. The plastic washer should be installed under each bolt head directly against the outside cab surface. Care should be taken not to over tighten the fasteners and damage the plastic washer. Also use steel washers as required. See diagram.
- Apply a clear silicone sealant to seal any minor gaps that may occur due to vehicle variations.
- Use caution to avoid damaging the factory installed weldnuts. Begin the bolt engagement by hand to guard against potential cross threading.



TOOLS REQUIRED:

Set of standard and metric sockets
 Set of standard and metric open end wrenches
 Scissors
 #27 Torx Bit

One Phillips Head Screwdriver
 One 3/8" Drive Ratchet
 One 1/2" Deep Socket (3/8" drive)
 Set of standard Allen Wrenches

1. TOP MOUNT

1.1 Per fig. 1.1, remove and save the two original equipment hex head bolts shown in the upper inboard corners of the R.O.P.S. tubing (Roll Over Protection Structure). These bolts will be re-used in step 1.3 below.

1.2 Per figures 1.2 and 1.2.1, install the supplied Expand-a foam to the top mount. Note: self-adhesive backed foam is to be applied to clean, dry surfaces at room temperature for best adhesion. Peel back the protective film and attach it from end to end on the painted sheet metal above the factory installed rubber trim as shown. Figures 1.2 and 1.2.1 show white lines that represents the Expand-a-foam for clarity in the photo.

1.3 Per figures 1.3 and 1.3.1, install the passenger's side top mount oriented as shown (the ball stud will be towards the front). Re-install the original hex head bolts that were removed in step 1.1 above. Tighten both bolts.

1.4 Repeat for driver's side.

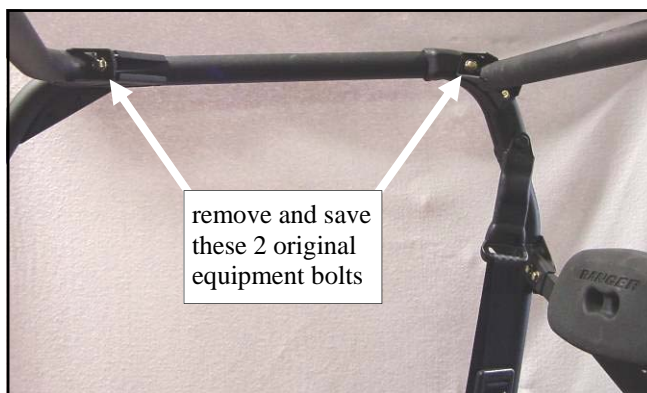


Fig. 1.1 (view from driver's side)

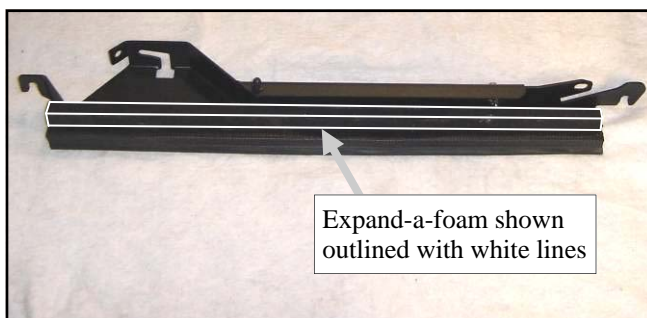


Fig. 1.2 (view of passenger's side top mount)

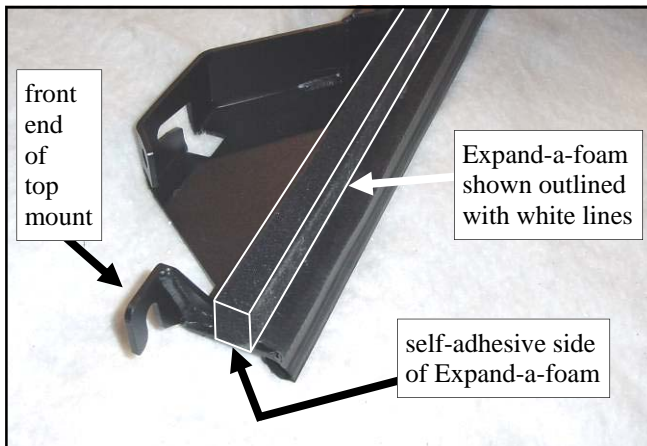


Fig. 1.2.1 (enlarged view of top mount)

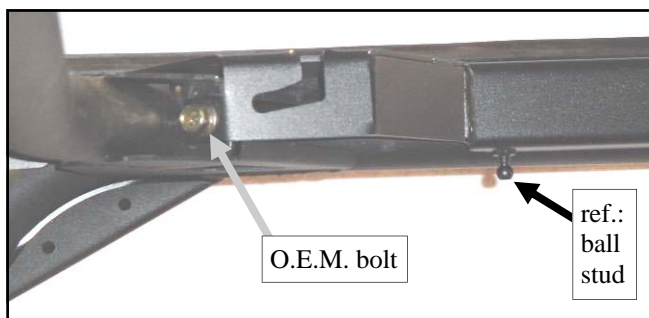


Fig. 1.3.1 (view from front of passenger's side)

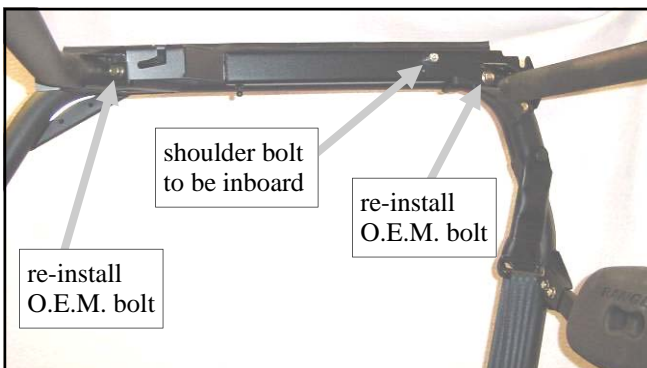


Fig. 1.3 (view from driver's side)

2. STRIKER MOUNT

2.1 Per fig. 2.1, remove and discard the two bolts and two nuts shown in the lower, front, right corner of the R.O.P.S. frame tubing. New, longer, black hardware is supplied.

2.2 Per fig. 2.2, locate the two custom spacers as shown.

2.3 Per fig. 2.3, install one custom spacer into the out-board recess on the lower, front, passenger's side as shown.

2.4 Per fig. 2.4, install a 3/8-16 hex nut (no washer) in the bottom portion of the inboard slot as shown. Install a single, basic spacer in the upper portion of the inboard slot as shown.



Fig. 2.1 (view from passenger's side)



Fig. 2.2 (front and side view of custom spacers)

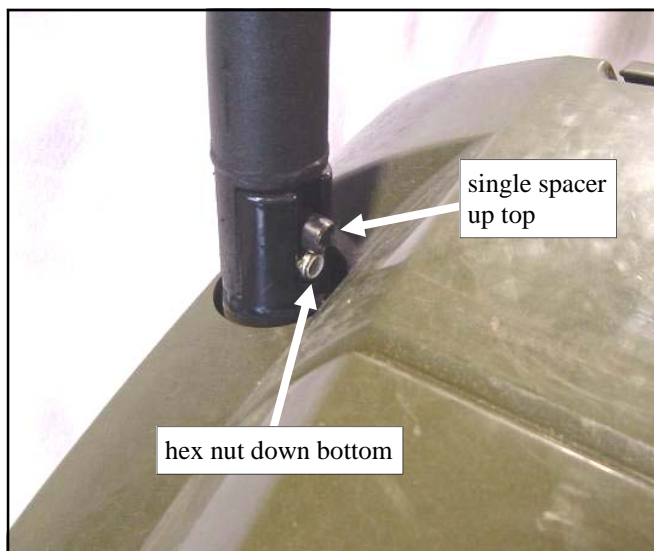


Fig. 2.4 (view from front of vehicle)

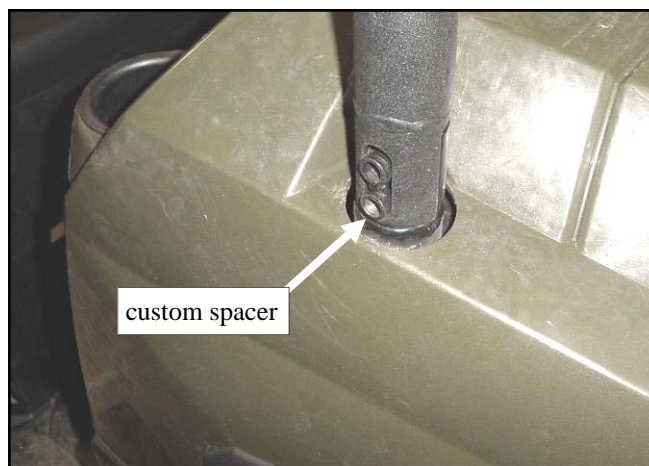


Fig. 2.3 (view from passenger's side)

2. STRIKER MOUNT (cont'd.)

2.5 Per fig. 2.5, install the passenger's side striker mount as shown. Note: you may need to spread the ears on the mount for easier installation. Install a 3/8-16 x 2-3/4" long button head bolt and a washer through the top hole starting from the outboard side. Note: a drift pin or a screwdriver may be helpful in lining up the first hole due to the frame tubing springing when it was initially unbolted. Pass the bolt through the sheet metal, through the custom spacer, through the frame tubing, through the single spacer, then use a washer and a hex nut on the inboard side. The bottom hole requires a 3/8-16 x 2" long button head bolt and a washer under the head. This bolt passes through and engages into the previously, loosely installed hex nut without a washer on the inboard side. Do not tighten bolts.

2.6 Per fig. 2.6, install a P-clamp approximately where shown and oriented so the flat section is towards the center of the vehicle. Per fig. 2.6.1, install one 5/16-18 x 1" long button head bolt, two washers, and one hex nut connecting the P-clamp to the front mount as shown. The head of the bolt and one washer are to be towards the center of the vehicle. Tighten the three newly installed bolts on this front mount. While tightening the bolts, crowd or rotate the front mount towards the center of the vehicle as shown in fig. 2.6.2 and as indicated with the direction of the arrows in the photo. This will ensure that the door seals well.

2.7 Repeat for driver's side.



Fig. 2.5 (view from front of vehicle)



Fig. 2.6 (view from front of vehicle)



Fig. 2.6.2 (view from front passenger's side)

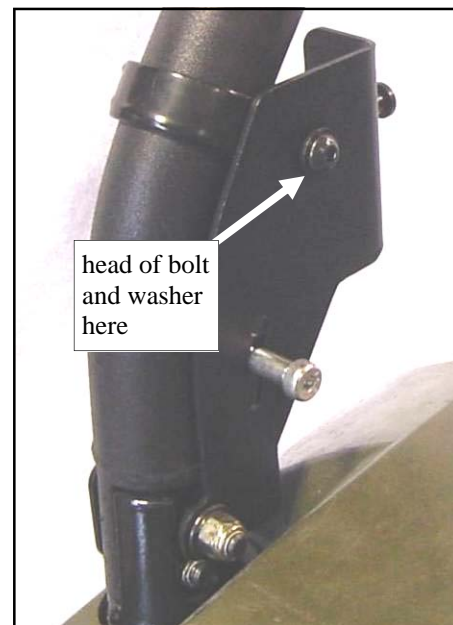


Fig. 2.6.1 (view from front of vehicle)

3. POLYCARBONATE WINDSHIELD

3.1 If installing the glass windshield, please skip this step and proceed to pages 8 and 9.

Orient the windshield so the quick attach pins are up top and the latches are down bottom. See figures 3.1.A through 3.1.D. Hook the two upper pins into the receiving slots in the front of the top mounts. Snap the lower two latches onto the pins on the inside of the striker mounts until they are fully engaged. Two (2) clicks means fully engaged. If adjustment is needed, use a 3/16" Allen wrench to reposition the pin in the slotted striker mount assembly. Note: there is a serrated, flanged nut on the outside that can be held in place with fingers (no wrench required).



Fig. 3.1.A (view from front of passenger's side)



Fig. 3.1.B (description of slot usage in top)



Fig. 3.1.C (upper passenger's side - before and after)



Fig. 3.1.D (lower passenger's side - before and after)

3. POLY. WINDSHIELD (cont'd.)

3.2 Three areas are adjustable if a better seal is desired. First be sure that the pins are at the bottom of the receiving slots in the top mounts before beginning any adjustments. The lower latches have adjustment in and out (see fig. 3.2.A). The lower pins have adjustment up and down. The upper pins have adjustment in all directions due to an angled slot. Make the necessary adjustments until you achieve “double click” engagement. If the issue is with the seal against the frame tubing, adjust the lower latches in or out. If the issue is with the seal against the hood, adjust the lower pins up or down. The upper pins also have up and down adjustment if more is necessary.

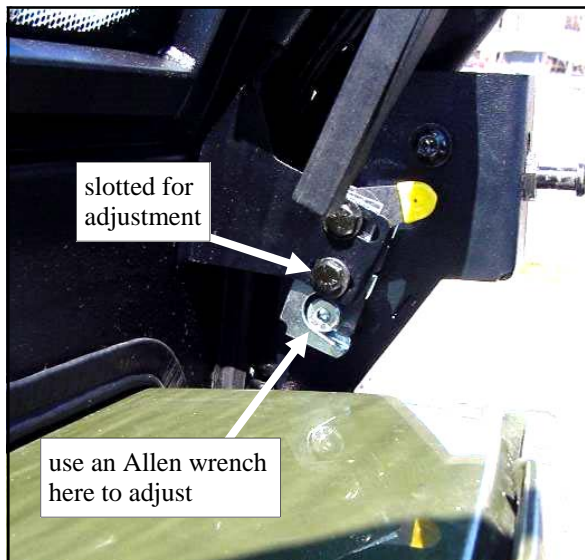


Fig. 3.2.A (view from inside of passenger's side)

Troubleshooting the windshield

<u>Condition:</u>	<u>Explanation/Solution</u>
Latches will not double click	Be sure upper pins are fully seated in slots of top mounts. Move latches backward in slots.
Gap along ROPS at bottom	Move latches forward.
Gap along ROPS at top	Move upper pins forward.
Gap along hood	Move latches forward. Move lower pins down. Move upper pins up.

3.1 GLASS WINDSHIELD

3.1.1 If you have the poly windshield please skip this step and proceed to page 10.

Orient the windshield so the quick attach pins are up top and the latches are down bottom. (Note: The windshield should remain in the latched closed position.) See figures 3.1.A through 3.1.D. Hook the two upper pins into the receiving slots in the front of the top mounts. Snap the lower two latches onto the pins on the inside of the striker mounts until they are fully engaged. Two (2) clicks means fully engaged. If adjustment is needed, use a 3/16" Allen wrench to reposition the pin in the slotted striker mount assembly. Note: there is a serrated, flanged nut on the outside that can be held in place with fingers (no wrench required).



Fig. 3.1.A (view from front of passenger's side)



Fig. 3.1.B (description of slot usage in top)



Fig. 3.1.C (upper passenger's side)

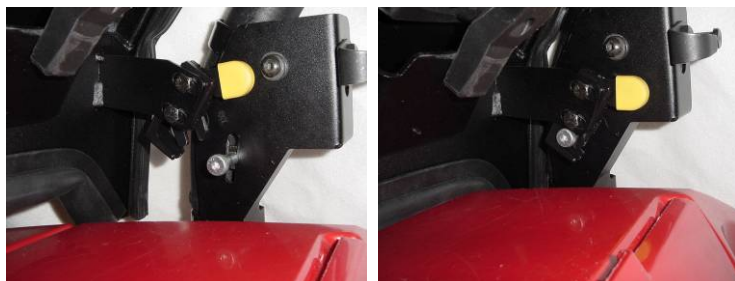


Fig. 3.1.D (lower passenger's side - before and after)

3.2 GLASS WINDSHIELD (cont'd.)

3.2.1 Three areas are adjustable if a better seal is desired. First be sure that the pins are at the bottom of the receiving slots in the top mounts before beginning any adjustments. The lower latches have adjustment in and out (see fig. 3.2.A). The lower pins have adjustment up and down. The upper pins have adjustment in all directions due to an angled slot. Make the necessary adjustments until you achieve “double click” engagement. If the issue is with the seal against the frame tubing, adjust the lower latches in or out. If the issue is with the seal against the hood, adjust the lower pins up or down. The upper pins also have up and down adjustment if more is necessary.

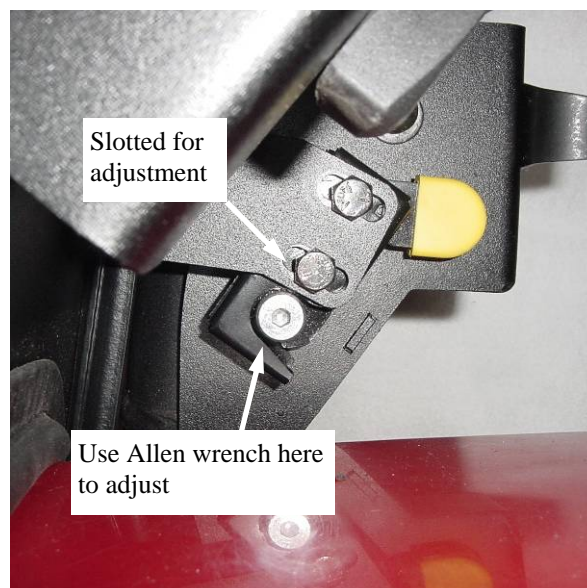


Fig. 3.2.A (view from inside of passenger's side)

Troubleshooting the windshield

<u>Condition:</u>	<u>Explanation/Solution</u>
Latches will not double click	Be sure upper pins are fully seated in slots of top mounts. Move latches backward in slots.
Gap along ROPS at bottom	Move latches forward.
Gap along ROPS at top	Move upper pins forward.
Gap along hood	Move latches forward. Move lower pins down. Move upper pins up.

4. REAR PANEL

4.1 Per fig. 4.1, use a number 27 Torx bit to temporarily remove the two original equipment screws shown behind the seat. Repeat for driver's side. Re-use these screws in the next step.

4.2 Per fig. 4.2, install the passenger's side rear mount sandwiched between the back of the seat and the seat support oriented as shown. Re-install the two bolts that were removed in the previous step making sure that the screws pass through the slots in the rear mount. Tighten these screws. Repeat for driver's side.

4.3 Lift the dump bed.

4.4 Per fig. 4.4, install the supplied 1" wide self-adhesive hook velcro to the areas shown (approximately a large "U" shape from "a" to "b" to "c" to "d"). Note: heavy white lines on the photo represent the velcro (for contrast and clarification). Reminder: be sure the surfaces are clean, dry, and at room temperature for best adhesion. Install a 13" long piece to the back side of the R.O.P.S. frame tubing from just above the lower bolt and up to area "a". Per fig. 4.4.1, install a short piece from underneath the lower bolt down to the horizontal plane shown in the enlarged view. Note: thin white lines represent the width of the velcro for clarity in the photo. Next, install one very long piece from where you left off all the way to the opposite side of the vehicle (area "c"). Repeat with one small piece to get up to the under side of the lower bolt on the driver's side then finish with a 13" long piece from the top of the lower bolt up to area "d".



Fig. 4.1 (view from rear passenger's side)



Fig. 4.2 (view from rear passenger's side)

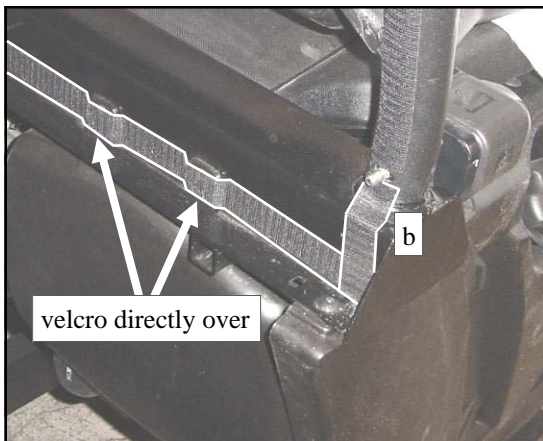


Fig. 4.4.1 (enlarged view of area "b")

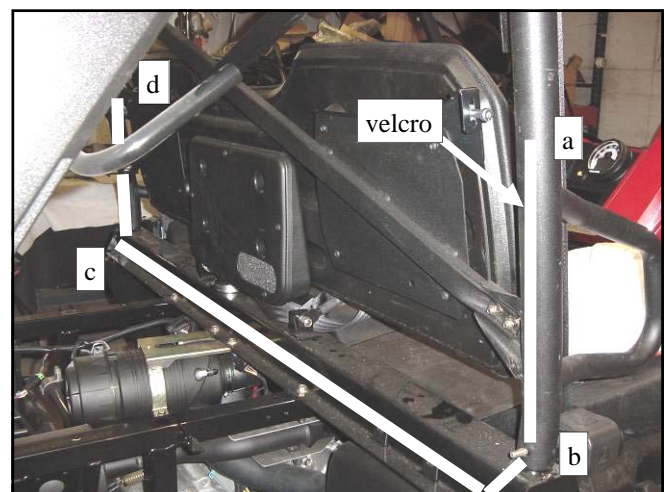


Fig. 4.4 (view from rear passenger's side)

4. REAR PANEL (cont'd.)

4.5 Per fig. 4.5, apply velcro in a rectangular pattern as shown by the heavy black lines in the photo. Note: the opening in the vinyl rear curtain is to allow air flow in the lower right hand corner where the foam filter is located.

4.6 Per fig. 4.6, with the help of an assistant, install the rear panel assembly oriented as shown with the sliding window on the bottom. Per fig. 4.6.1, the "T" pull handle is to be over the top of the R.O.P.S. frame tube as shown. See the installation photos on the next page for clarification of the pin and receiver slot.

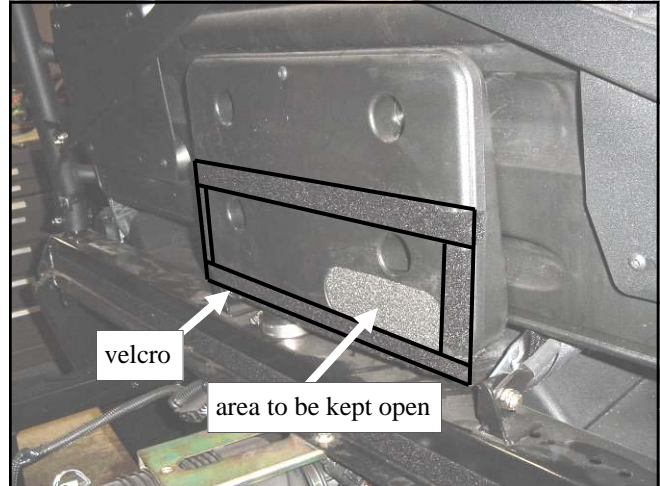


Fig. 4.5 (view from rear of passenger's side)

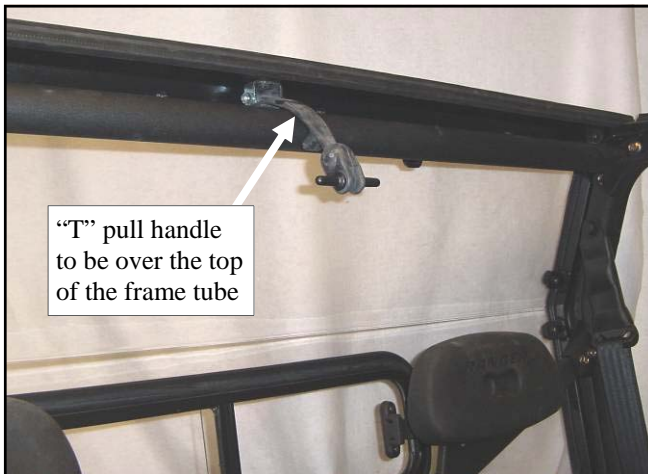


Fig. 4.6.1 (view from front passenger's side)



Fig. 4.6 (view from rear passenger's side)

4. REAR PANEL (cont'd.)

4.7 Per fig. 4.7, hook the two upper pins into the receiving slots in the rear of the top mounts. Note: in fig. 4.7, white lines have been drawn to show the slot better in the photo. Per fig. 4.7.1, snap the lower two latches onto the pins on the rear mounts until they are fully engaged. Two (2) clicks means fully engaged. Be sure the top pins are fully seated before making adjustments. If adjustment is needed, use a 3/16" Allen wrench to reposition the pin in the slotted rear mount or loosen the two Torx seat back bolts and adjust the entire rear mount to suit (see fig. 4.7.1).

4.8 Adhere the rear curtain to the newly installed velcro on the back of the R.O.P.S. frame tubing, the lower sheet metal shelf area, and around the vent area. Start at the lower middle section and work the rear curtain towards the outboard edges for best fit up. Note: at the installer's discretion, a hole or a slit can be made to fit over the lower bolt next to the seat belt. Not required to be cut.



Fig. 4.7 (upper passenger's side - before and after)



Fig. 4.7.1 (lower passenger's side - before and after)

Troubleshooting the rear panel

<u>Condition:</u>	<u>Explanation/Solution</u>
Latches will not double click	Move latches forward.
Gap along ROPS at top	Move upper pins backward. Move upper pins up.
Gap along ROPS at bottom	Move latches backwards.
Latches and pins do not line up	Move lower pins left or right. Move upper pins up or down.

5. ROOF

5.1 Per figures 5.1, 5.1.1, and 5.1.2, install the roof assembly oriented as shown with the bolt-on-bracket towards the front of the vehicle and the “T” handle receiver bracket towards the rear of the vehicle. Note: the bolt-on-bracket must engage under the rubber trim as shown. This ensures that the roof is safe for forward trailering.

5.2 Hook the pins into the receiving slots towards the front of the top mounts and push down and forward to fully engage in the slots. Note: you may need to lift the rear section of the roof slightly to allow the front edge of the rear latches to clear the attachment pins located on the inside of the top mounts. See fig. 5.1.1 and 5.1.2 for the correct slot to engage in. Snap the latches onto the pins located on the rear of the top mounts until they are fully engaged. Two (2) clicks means fully engaged.

5.3 To achieve a better seal or to achieve a “double click”, the latches can be adjusted up or down. The pins can be adjusted up and down due to a vertical slot provided.

5.4 Per fig. 5.4, pull and stretch the rubber “T” handle strap to engage it in its receiver bracket.



Fig. 5.1 (view from rear passenger’s side)

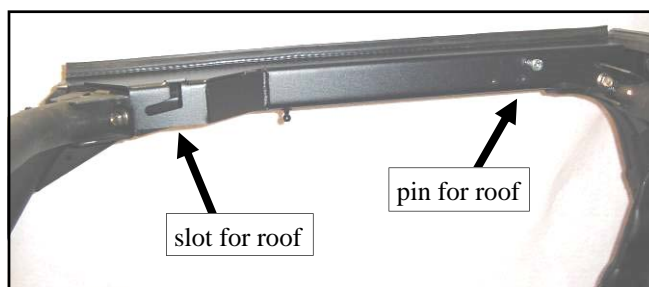


Fig. 5.1.1 (connection points for roof)

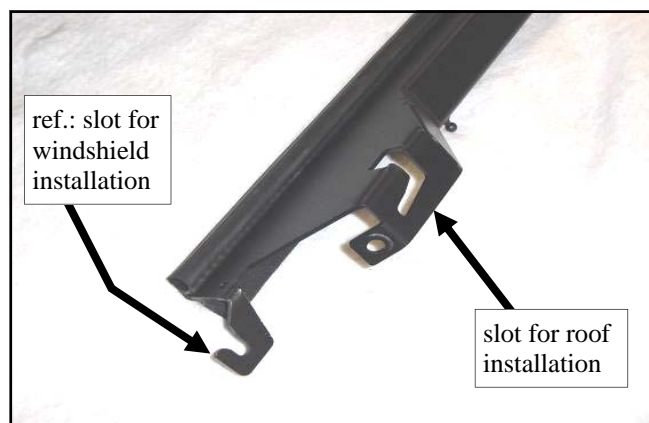


Fig. 5.1.2 (description of slot usage in top mount)

Troubleshooting the roof

Condition:	Explanation/Solution
Latches will not double click	Move latches down.
Won’t seal along top	Move latches up. Move front pins up.
Too tight along top	Move latches down. Move front pins down.
Roof hard to push forward	Armor All the rubber.

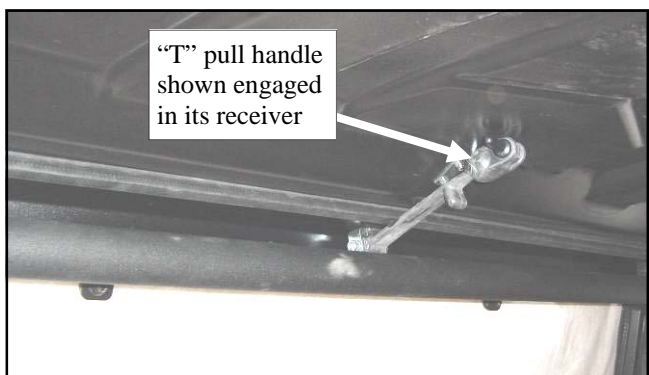


Fig. 5.4 (view from front passenger’s side)

6. DOOR MOUNTS and DOORS

Note: skip this section and proceed to section 7 on page 16 if not installing doors at this time.

6.1 Per fig. 6.1, locate and orient the left and right parts as shown (hinge plate top mounts).

6.2 Per fig. 6.2, orient the passenger's side hinge plate top mount so the slots are outboard as shown. Note: the perimeter of the part is highlighted with white lines for clarification in the photo. Use the following hardware to attach to the factory installed weldnuts behind the inside surface of the top mount: two 5/16-18 x 3/4" long hex head bolts and two 5/16" flat steel washers. Caution: use care to avoid cross threading the factory installed weldnuts. Start the thread engagement by hand. Do not tighten these two bolts.

6.3 Per fig. 6.3, remove and discard the original equipment bolt and nut shown at the bottom of the R.O.P.S. frame tubing behind the seat belt. New, longer hardware is provided. Note: you may have to loosen the seat belt bolt and rotate the seat belt unit forward and down for clearance.

6.4 Per fig. 6.4, install one of the supplied P-clamps to the vertical R.O.P.S. frame tubing on the passenger's side as shown with the flat portion outboard and pointing forward. Locate it approximately below the top of the seat belt as shown.

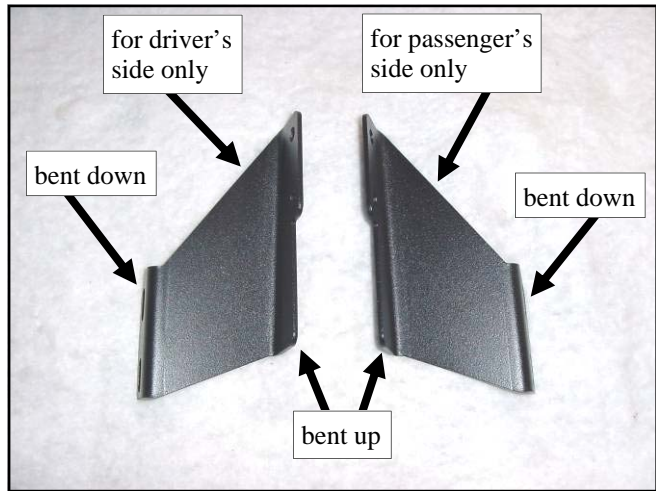


Fig. 6.1 (view of hinge plate top mounts)



Fig. 6.2 (view from passenger's side)

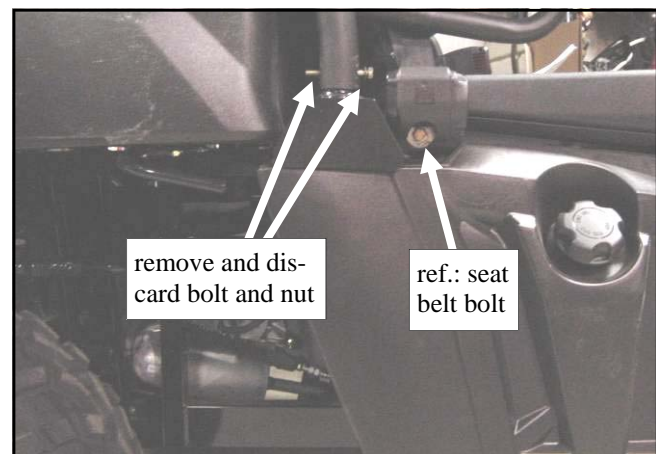


Fig. 6.3 (view from passenger's side)

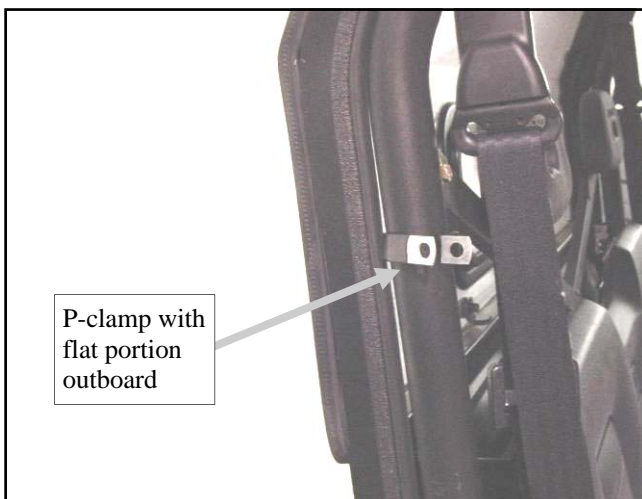


Fig. 6.4 (view from passenger's side)

6. DOORS (cont'd.)

6.5 Per fig. 6.5, install a 5/16-18 x 2-3/4" long hex head bolt and steel washer as shown. Leave the bolt head sticking out approximately 1/2". Keep the washer tight under the bolt head so the hinge plate assembly can rotate into place under the washer.

6.6 Per fig. 6.6, install the hinge plate assembly to the vehicle by guiding the lower rear hole onto the threads of the previously installed new bolt as shown. Per fig. 6.6.1, rotate the front tab around the R.O.P.S. tubing so the open-ended slot engages the bolt underneath the flat steel washer that was left sticking out as shown. Push the bolt all the way in and install a washer and locknut on the back side. Do not tighten the bolt. Note: if the seat belt was loosened and rotated, set it back to its original position and tighten the bolt.

6.7 Per fig. 6.7, re-position the previously installed P-clamp so that it lines up with the notch and the bolt hole as shown. Each clamping leg of the P-clamp should straddle the sheet metal thickness of the hinge plate assembly so that only the flat portion is outboard as shown. The other leg of the P-clamp is on the inside surface (not shown).

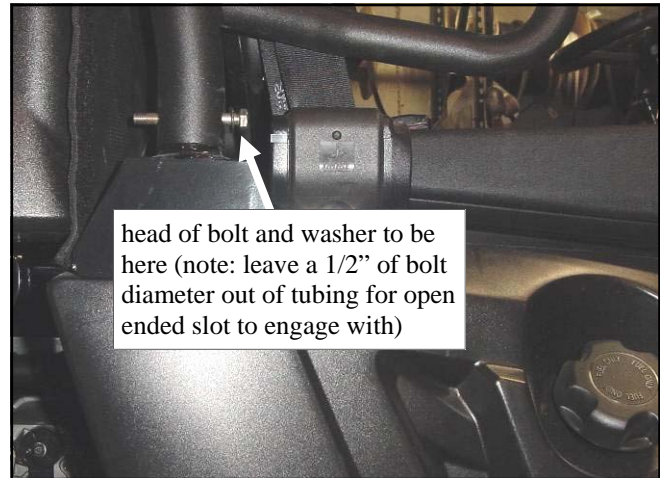


Fig. 6.5 (view from rear passenger's side)

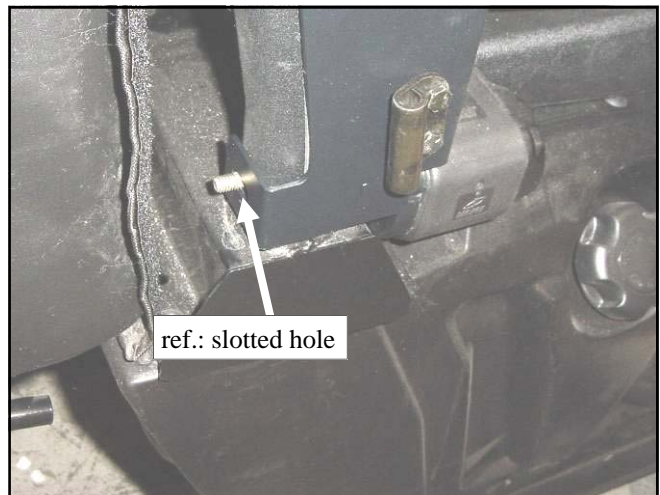


Fig. 6.6 (view from front passenger's side)

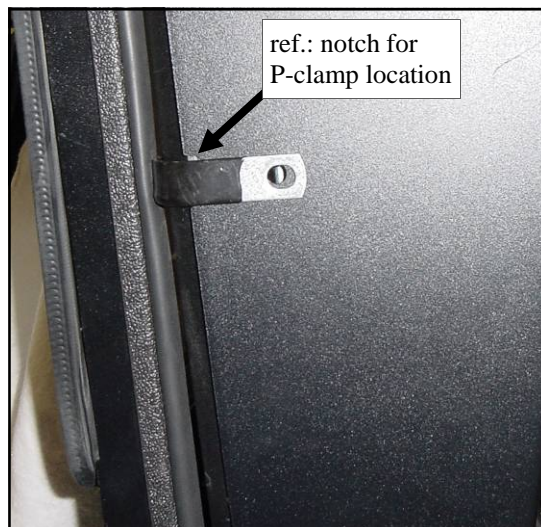


Fig. 6.7 (view from rear of vehicle)

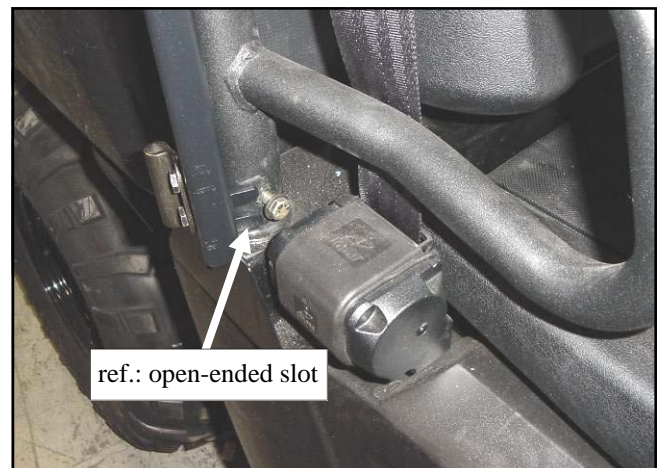


Fig. 6.6.1 (view from passenger's side)

6. DOORS (cont'd.)

6.8 Per fig. 6.8, attach the P-clamp to the hinge plate assembly using the following: one 5/16-18 x 1" long button head bolt, one large steel washer, one large rubber washer, one small steel washer, and one 5/16-18 locknut. The large rubber washer is to be up against the painted surface for weather sealing. The bolt head is to be outboard as shown. The small steel washer and the locknut are to be inboard. Do not tighten bolt.

6.9 Per fig. 6.9, install two bolts to the top of the hinge plate assembly using the following: two 5/16-18 x 1" long button head bolts, four steel washers, two nylon washers, and two 5/16-18 locknuts. Tip: the black plastic washers can be difficult to distinguish from the black steel washers. Use a magnet or look for witness marks left on the plastic washers from the mold ejector pins. Tighten these two bolts.

6.10 Tighten all the remaining bolts (qty.: 4) on the hinge plate assembly (the two hex head bolts on the inboard surface of the hinge plate top mount, the one in the P-clamp, and the one at the very bottom behind the seat belt).

6.11 Repeat for driver's side.

6.12 With assistance and per fig. 6.12, install the doors. Apply grease to the factory installed pin hinges and install the doors by lining up the pin hinges on the door with the hinge sleeves on the hinge plate assembly. Work the doors back and forth until they are completely seated on the pin hinges.

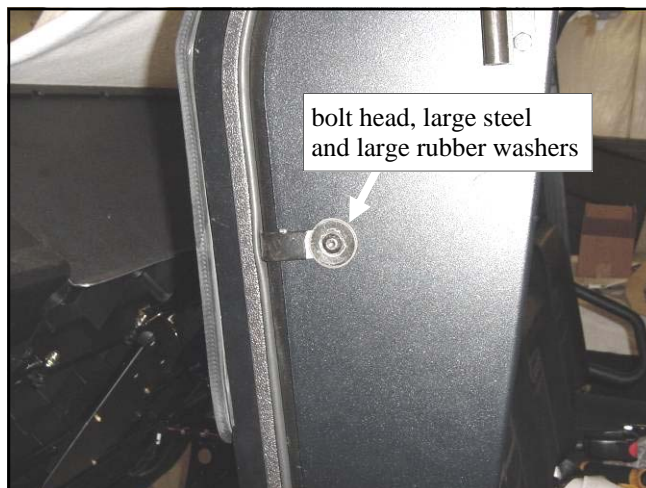


Fig. 6.8 (view from rear passenger's side)

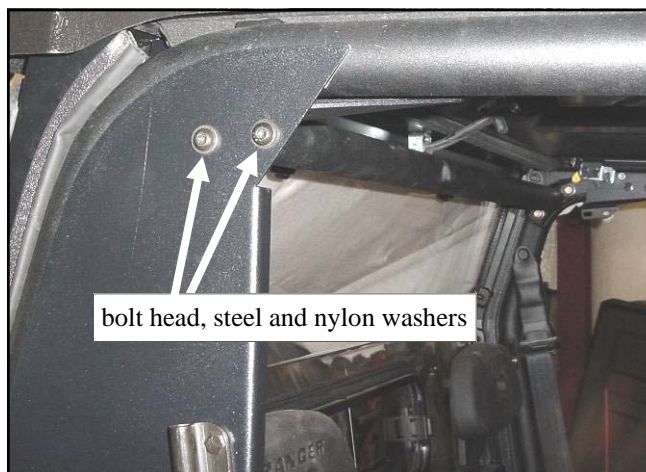


Fig. 6.9 (view from front passenger's side)

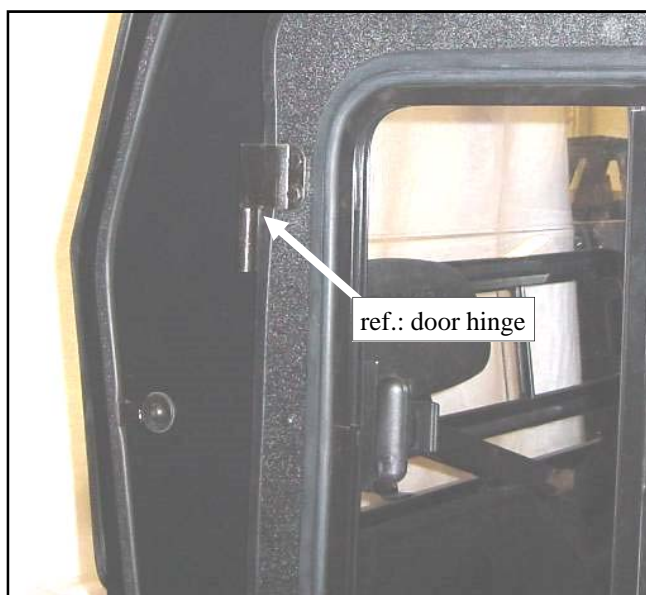


Fig. 6.12 (view from passenger's side)

6. DOORS (cont'd.)

6.13 Door latch engagement adjustments can be made in the following order of ease and likelihood: Per figure 6.13, the latch pin can be loosened, re-positioned, and re-tighten to suit.

6.14 Per fig. 6.14, two of the bolts shown allow for adjustment forward and backwards. The other two bolts shown allow for adjustment in or out. Adjust as necessary to suit.

6.15 Per fig. 6.15, the hinges on the door itself can be adjusted. The bolt holes are intentionally oversized on the 1/4" bolts for this purpose.

6.16 Before installing the gas shocks, see the trouble shooting guide on the next page if necessary. Continue to adjust the engagement as necessary until you get the door to close with "two" clicks which is confirmation that the door is fully closed and secure enough to drive.

6.17 Per fig. 6.17, attach the supplied gas shock to the door and top mount as shown with the quick release end connected to the factory installed ball stud on the top mount. To open the receiving socket on the quick release end, push the orange wedge towards the end of the shock. Connect the non-quick release end of the shock to the door and the quick release end to the top mount as shown.

6.18 If necessary, per fig 6.18, adjust the acorn nut and jam nut on the door handle plunger so that the plunger is as short as it can be. Use two 13mm wrenches. Further adjustment will be made in a later step.



Fig. 6.13 (view from rear passenger's side)

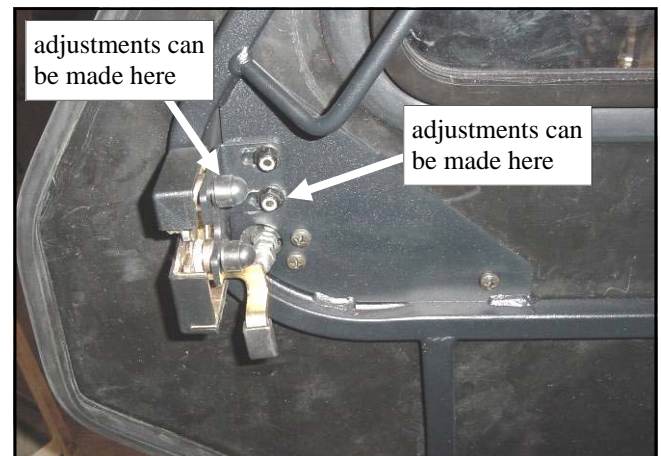


Fig. 6.14 (inside view of passenger's side door)



Fig. 6.15 (view from passenger's side)

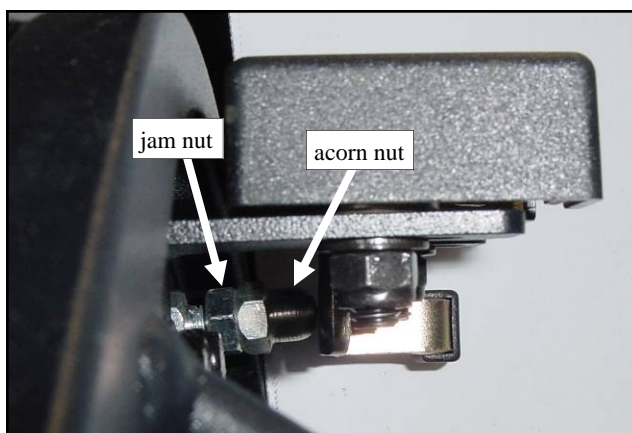


Fig. 6.17 (view from below driver's side door latch)

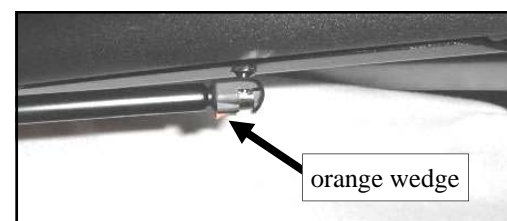


Fig. 6.16 (view from passenger's side)

6. DOORS (cont'd.)

6.19 The striker bolt on the front mount can be adjusted up or down. The inside rotary latch on the door can be adjusted front to back and in and out. Continue to adjust the engagement as necessary until you get the door to fully seal and close with “two” audible clicks which is confirmation that the door is fully closed and secure enough to drive. The latch should engage smoothly on the pin. If contacting the top or bottom of the pin, adjust the pin in the slot to avoid excessive pin wear. If the pin is at the bottom of the slot during engagement, move it to the top of the slot, loosen the hinge bolts, and close the door so that two clicks are heard. Re-tighten the hinge bolts without opening the door. Once tight, open the door and re-adjust the pin in the slot.

6.20 Any or all of the following four areas can be adjusted for proper “double click” engagement: standard striker pin, inside rotary latch, door pin hinges, and/or the hinge sleeves.

6.21 Once the latch is properly adjusted for “double click” engagement, adjust the acorn nut so that it just misses the release on the latch with 1mm clearance (approximately 1/32”). Tighten the jam nut against the acorn nut to prevent it from loosening.

Troubleshooting the door

<u>Condition:</u>	<u>Explanation/Solution</u>
Latches will not double click	Move latches in.
Latch and pin does not line up (up and down)	Move pin up or down. Loosen hinges and lower or raise the front of the door.
Latch and pin does not line up (front to back)	Move latch forwards or backwards. Loosen hinges and move door forwards or backwards.
Door does not seal	Move latch out.

7. FINISHING TOUCHES

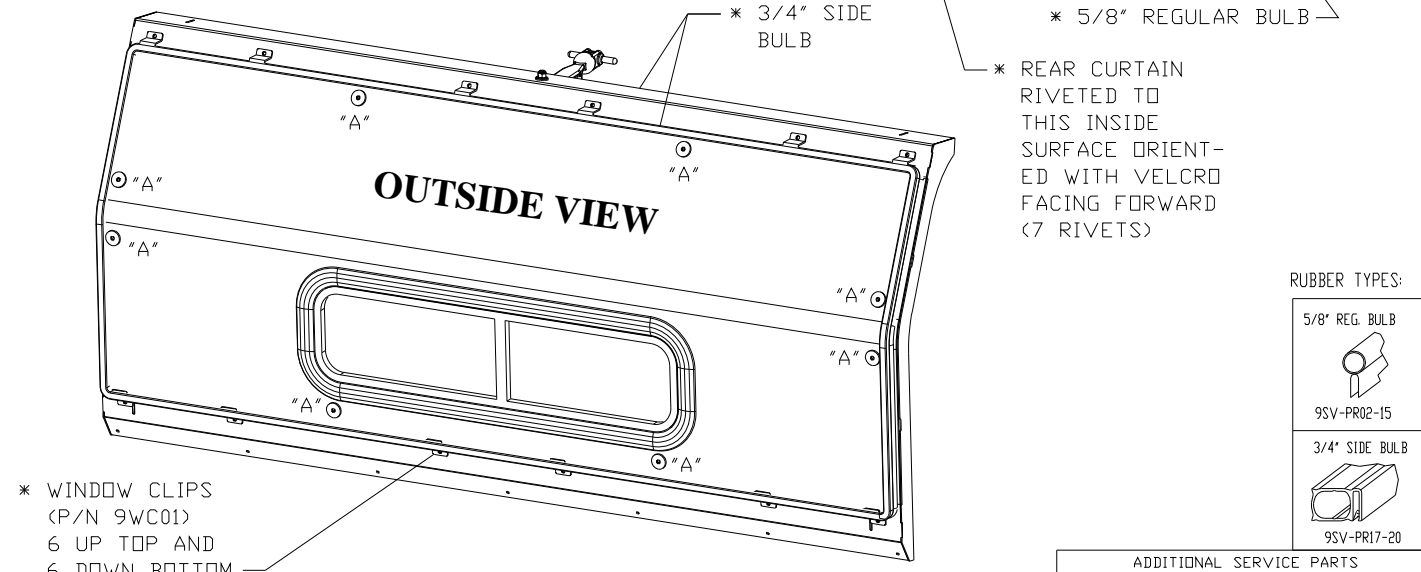
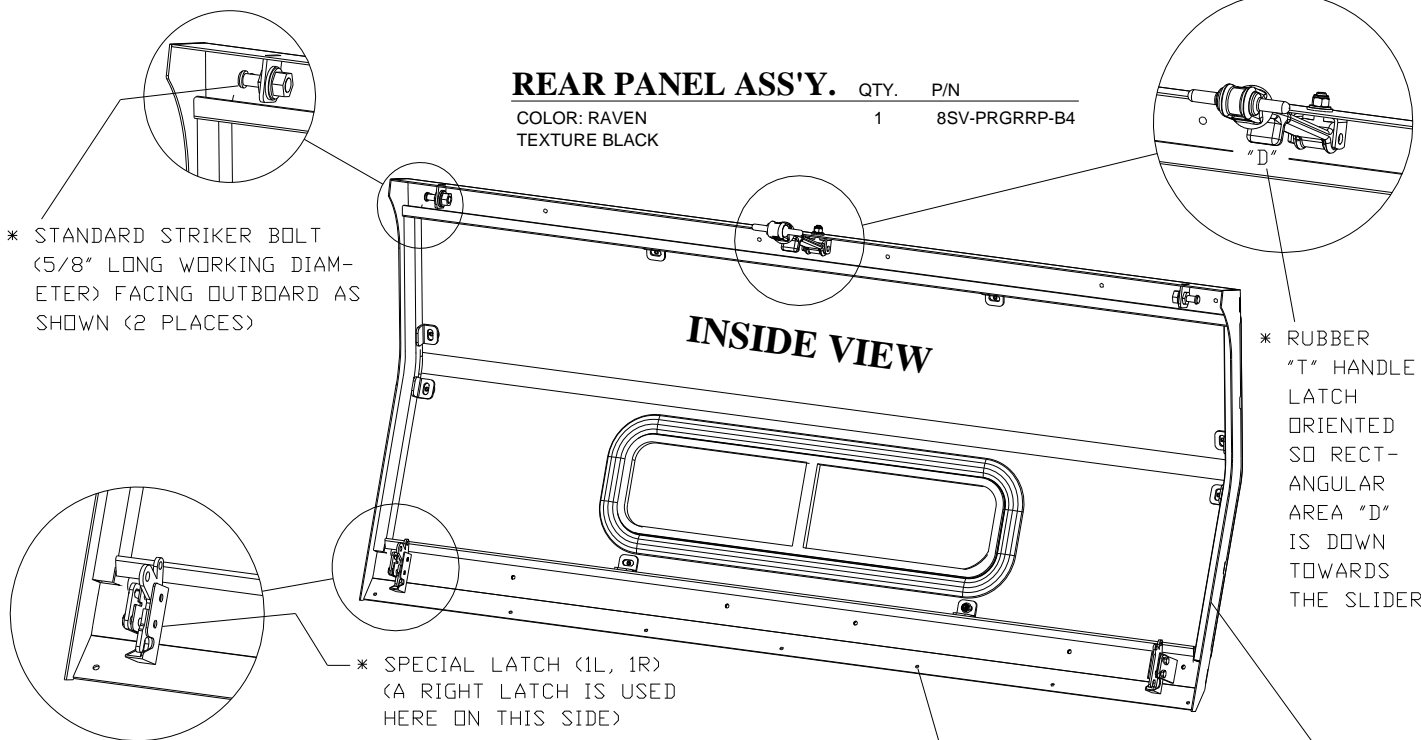
- 7.1 Install the supplied 5/16” nut covers (qty.: 8) on the interior hex head nuts.
- 7.2 Peel protective film from windows.
- 7.3 Note: extra hardware has been provided in case they get lost. Discard extras such as black washers, etc.
- 7.4 Install any optional, separately purchased accessories per the installation instructions included with the specific kit (i.e.: windshield wiper, snow plow, heater, and/or work lights)

8. CARE AND MAINTENANCE

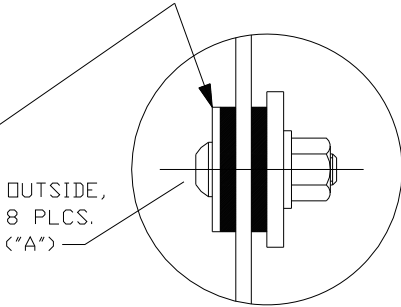
- 8.1 Check and tighten hardware after 40 hours of operation. Periodically inspect and tighten hardware for the remainder of the unit’s life.
- 8.2 Wash the painted surfaces of the unit with commercial automotive cleaning products.
- 8.3 Clean windows with warm soapy water.
- 8.4 Vinyl components should be washed with a mild solution of warm soapy water.

POLARIS RANGER (2010-) PARTS LIST FOR REAR PANEL

REAR PANEL ASS'Y. QTY. P/N
 COLOR: RAVEN 1 8SV-PRGRRP-B4
 TEXTURE BLACK



- * 1" O.D. FENDER WASHER,
- 1" O.D RUBBER WASHER (BLACK),
- 1/8" THICK POLYCARBONATE,
- 1" O.D. RUBBER WASHER (BLACK),
- FRAME MOUNTING TAB,
- 5/8" O.D. REGULAR WASHER,



RUBBER TYPES:

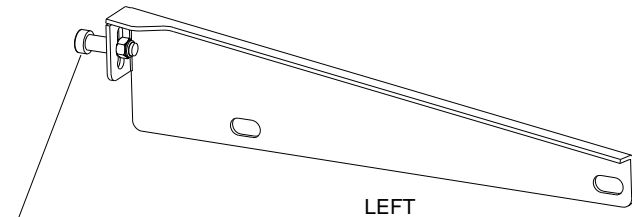
- 5/8" REG. BULB
- 9SV-PR02-15
- 3/4" SIDE BULB
- 9SV-PR17-20

ADDITIONAL SERVICE PARTS (qty: one of each)	
p/n	description
9PRTK	RUBBER "T" LATCH KIT
9SV-DSTR	STANDARD STRIKER PIN SET
9SV-RFL	SPECIAL LATCH KIT (LEFT AND RIGHT)
8SV-RGRPPCSW	POLYCARBONATE REAR WINDOW WITH SLIDER
9SV-WC1	67" STEEL WINDOW CLIP (BOX OF 10)
8SV-PRGR014-VC	BLACK VINYL CURTAIN WITH 7 RIVETS

POLARIS RANGER (2010-) PARTS LIST FOR REAR PANEL MOUNTS

REAR PANEL LOWER PIN MOUNT ASS'Y.

		QTY.	P/N
COLOR: RAVEN	LEFT	1	8SV-RGRPLPML-B4
TEXTURE BLACK	RIGHT	1	8SV-RGRPLPMR-B4



LEFT

* SMALL SPECIAL
STRIKER PIN
(USE SERRATED
NUT) (NO WASHERS)



RIGHT

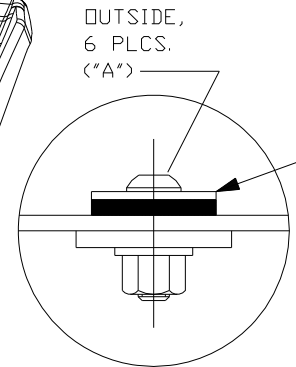
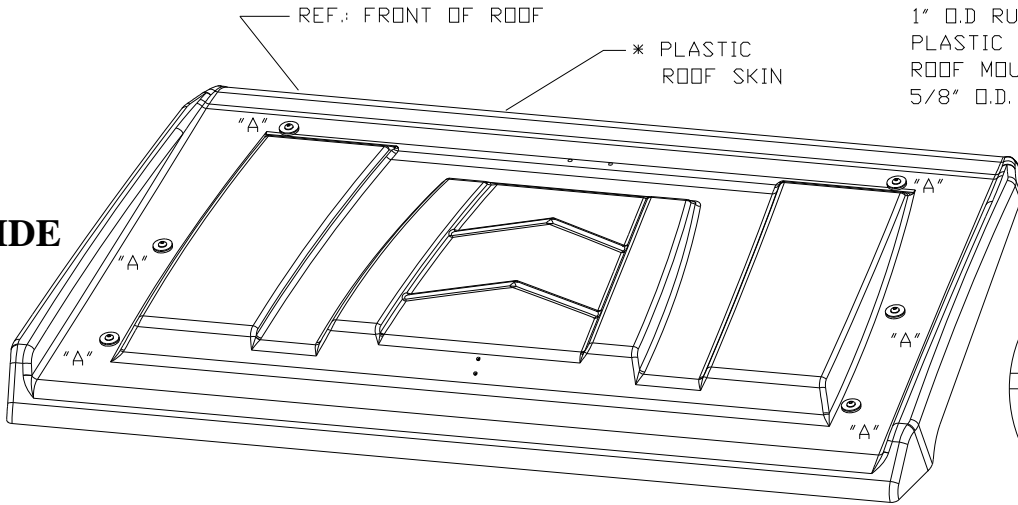
ADDITIONAL SERVICE PARTS (qty.: one of each)	
p/n	description
9SV-SP	SMALL SPECIAL STRIKER PIN KIT

POLARIS RANGER (2010-) PARTS LIST FOR ROOF

ROOF ASS'Y. QTY. P/N
 COLOR: RAVEN 1 8SV-PRGR1RF-B4
 TEXTURE BLACK

* 1" O.D. FENDER WASHER,
 1" O.D. RUBBER WASHER (BLACK),
 PLASTIC ROOF,
 ROOF MOUNT BRACKET,
 5/8" O.D. REGULAR WASHER,

**OUTSIDE
 REAR
 VIEW**

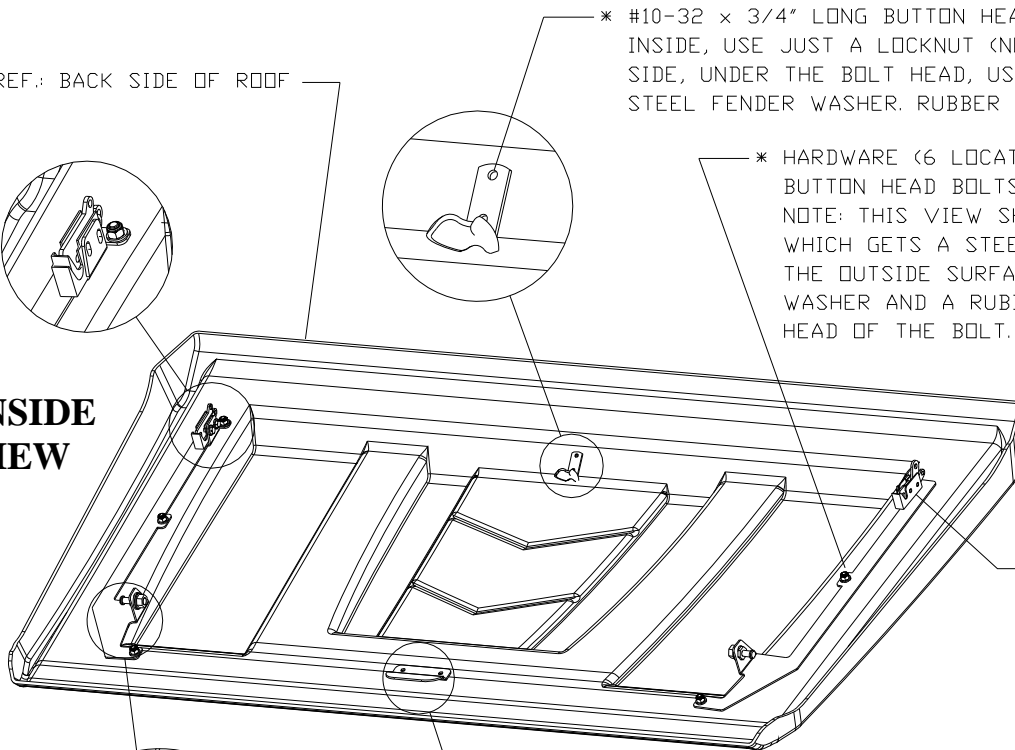


REF.: BACK SIDE OF ROOF

* #10-32 x 3/4" LONG BUTTON HEAD BOLT. HERE ON THE INSIDE, USE JUST A LOCKNUT (NO WASHER). ON THE OTHER SIDE, UNDER THE BOLT HEAD, USE A RUBBER WASHER AND A STEEL FENDER WASHER. RUBBER WASHER TO CONTACT ROOF.

* HARDWARE (6 LOCATIONS)
 BUTTON HEAD BOLTS 5/16 x 1" LONG.
 NOTE: THIS VIEW SHOWS THE INSIDE WHICH GETS A STEEL WASHER AND A LOCKNUT. THE OUTSIDE SURFACE GETS A STEEL FENDER WASHER AND A RUBBER WASHER UNDER THE HEAD OF THE BOLT. SEE ENLARGED VIEW ABOVE.

**INSIDE
 VIEW**

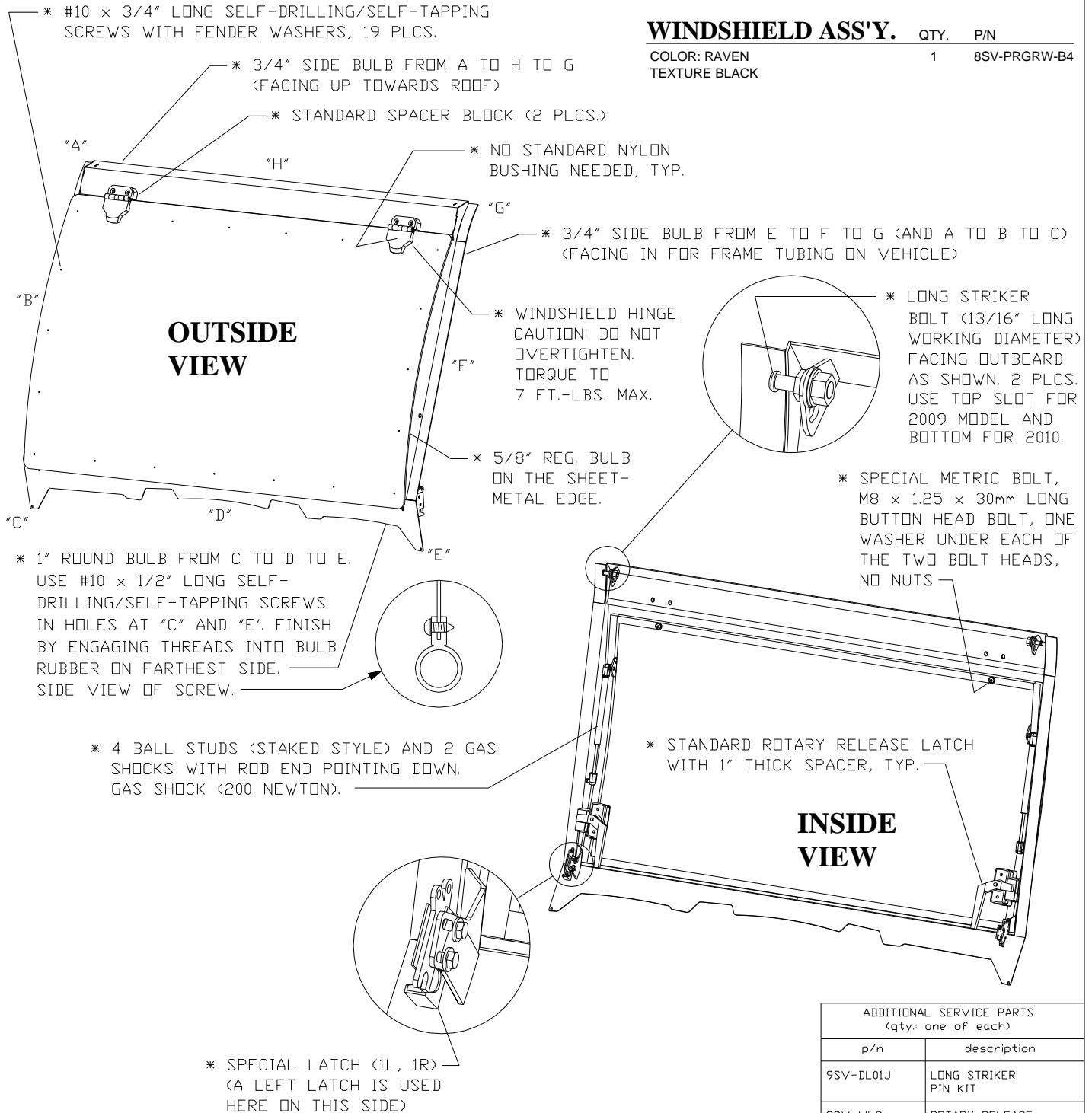


* STANDARD STRIKER BOLT (5/8" LONG WORKING DIAMETER) FACING OUTBOARD AS SHOWN. 2 PLCS.

* 1/4-20 x 1" LONG BUTTON HEAD BOLT. HERE ON THE INSIDE, USE A WASHER AND LOCKNUT. ON THE OTHER SIDE, UNDER THE BOLT HEAD, USE A RUBBER WASHER AND A STEEL FENDER WASHER. RUBBER WASHER TO CONTACT ROOF.

ADDITIONAL SERVICE PARTS (qty: one of each)	
p/n	description
9SV-DSTR	STANDARD STRIKER PIN KIT
9SV-RFL	SPECIAL LATCH KIT (LEFT AND RIGHT)




POLARIS RANGER (2010-) PARTS LIST FOR POLYCARBONATE WINDSHIELD



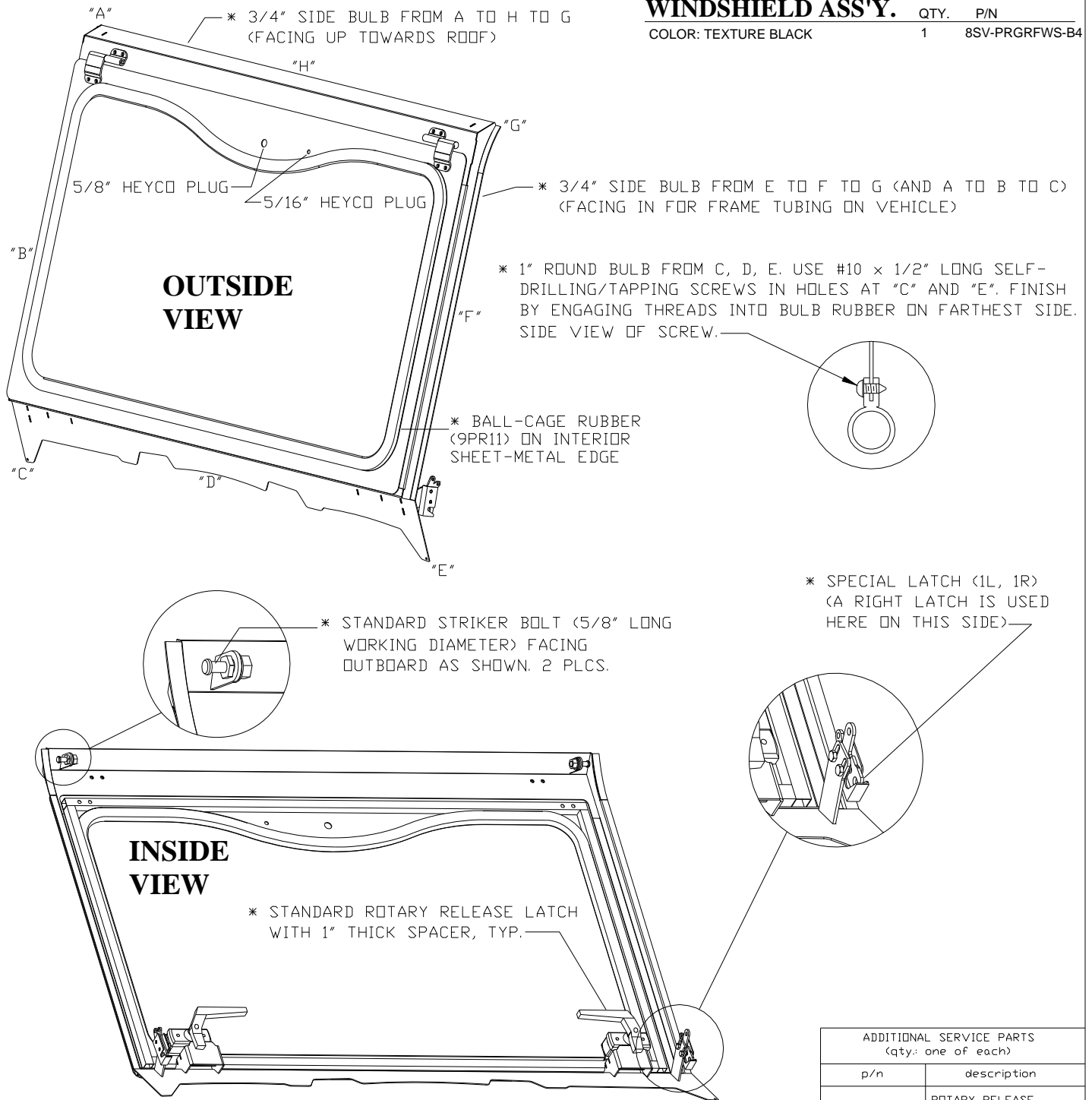
WINDSHIELD ASS'Y.	QTY.	P/N
COLOR: RAVEN TEXTURE BLACK	1	8SV-PRGRW-B4

ADDITIONAL SERVICE PARTS (qty.: one of each)	
p/n	description
9SV-DL01J	LONG STRIKER PIN KIT
9SV-WL2	ROTARY RELEASE LATCH KIT
9SV-RFL	SPECIAL LATCH KIT (LEFT AND RIGHT)
9SV-HWS	WINDSHIELD HINGE KIT
9SV-GS07	GAS SHOCK KIT
PCQ-30x50	POLYCARBONATE WINDSHIELD



RUBBER TYPES:

<p>1" ROUND BULB</p>  <p>9SV-PR19-10</p>	<p>3/4" SIDE BULB</p>  <p>9SV-PR17-20</p>	<p>5/8" REG. BULB</p>  <p>9SV-PR02-15</p>
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POLARIS RANGER (2010-) PARTS LIST FOR AS1 GLASS WINDSHIELD



RUBBER TYPES:

1" ROUND BULB  9SV-PR19-10	3/4" SIDE BULB  9SV-PR17-20
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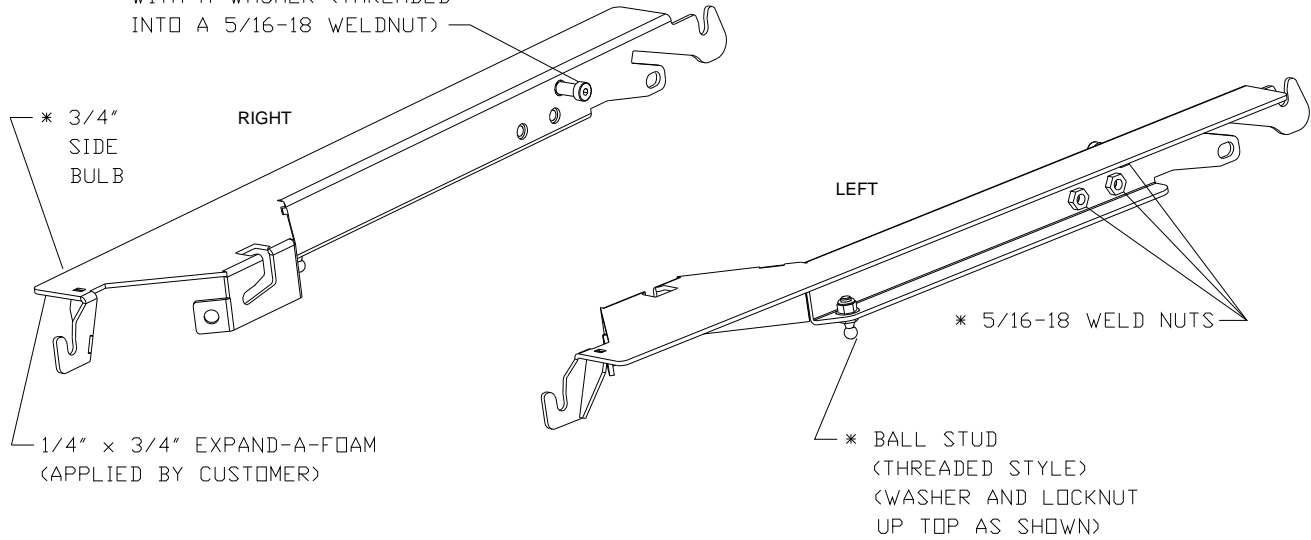
ADDITIONAL SERVICE PARTS (qty.: one of each)	
p/n	description
9SV-WL2	ROTARY RELEASE LATCH KIT
9SV-RFL	SPECIAL LATCH KIT (LEFT AND RIGHT)
9SV-DSTR	SHORT STRIKER PIN
9SV-HSLP	HINGE KIT (NEW STYLE)
9GL-25x47	AS1 WINDSHIELD

POLARIS RANGER (2010-) PARTS LIST FOR MOUNTING BRACKETS

TOP MOUNT ASS'Y.

		QTY.	P/N
COLOR: RAVEN	LEFT	1	8SV-RG1TMT1L-B4
TEXTURE BLACK	RIGHT	1	8SV-RG1TMT1R-B4

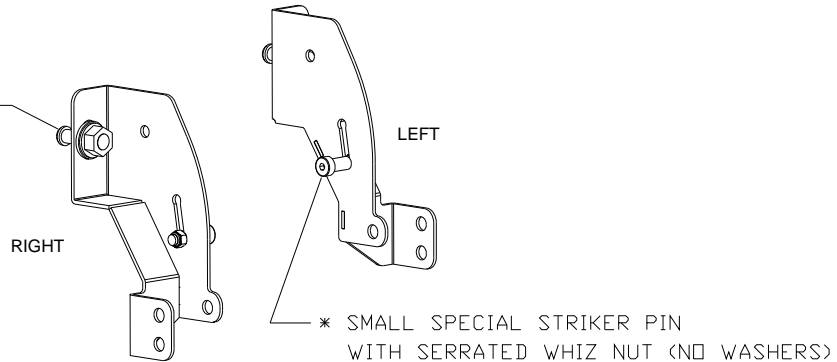
* SMALL SPECIAL STRIKER PIN
WITH A WASHER (THREADED
INTO A 5/16-18 WELDNUT)





STRIKER MOUNT ASS'Y.

		QTY.	P/N
COLOR: RAVEN	LEFT	1	8SV-RGSMT2L-B4
TEXTURE BLACK	RIGHT	1	8SV-RGSMT2R-B4

* STANDARD STRIKER BOLT
(5/8" LONG WORKING DIAMETER)
FACING OUTBOARD AS SHOWN
(USE STANDARD FINGER GUARD)



RUBBER TYPES:

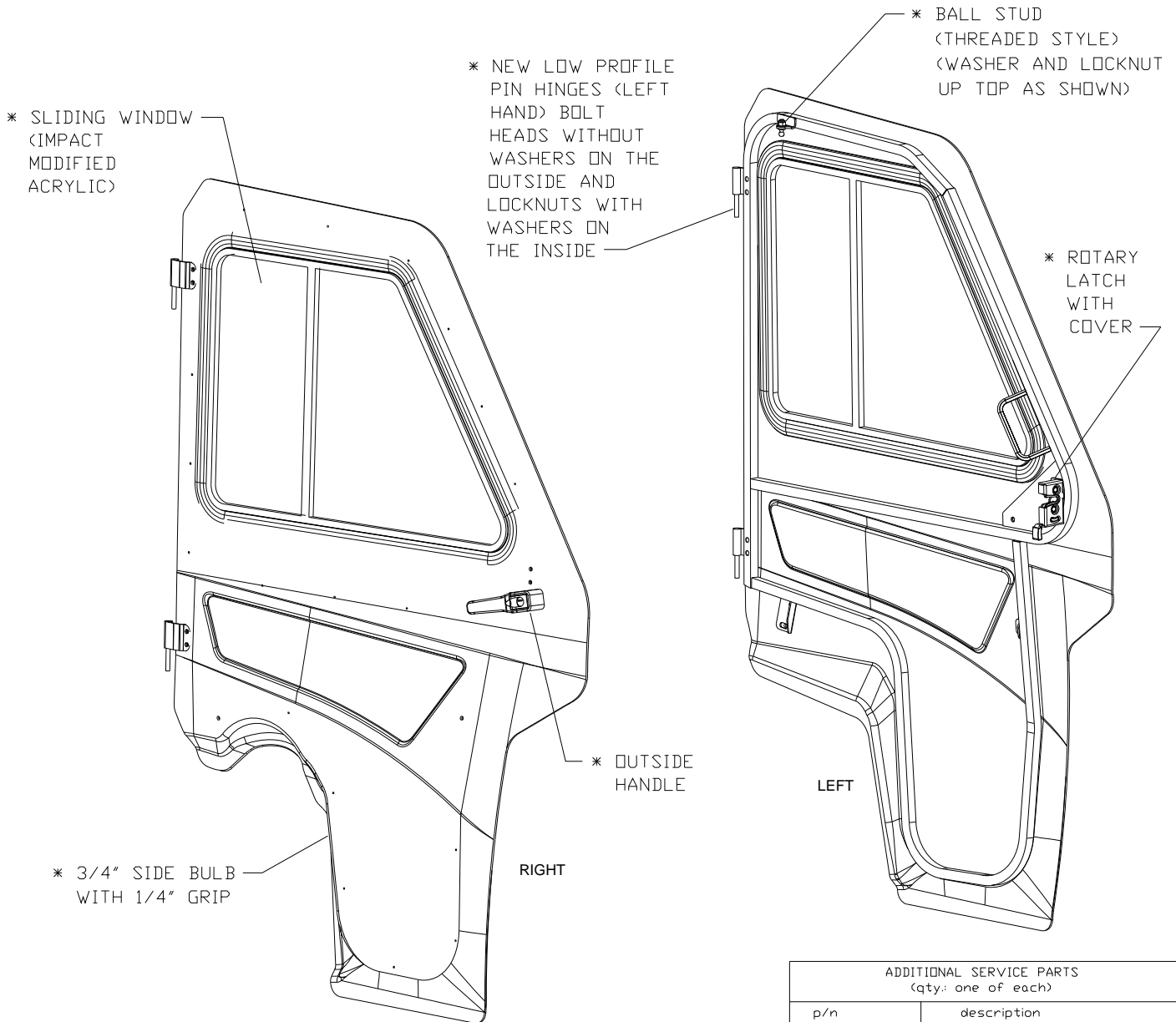
<p>1/4" x 3/4" EXPAND-A-FOAM</p>  <p>9SV-PR30-5</p>	<p>3/4" SIDE BULB</p>  <p>9SV-PR17-5</p>
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ADDITIONAL SERVICE PARTS (qty.: one of each)	
p/n	description
9SV-DSTR	STANDARD STRIKER PIN KIT
9SV-SP	SMALL SPECIAL STRIKER PIN KIT

POLARIS RANGER (2010-) PARTS LIST FOR DOORS

DOOR ASSEMBLY

		QTY.	P/N
COLOR: RAVEN	LEFT	1	8SV-PRGR107L-B4
TEXTURE BLACK	RIGHT	1	8SV-PRGR107R-B4



RUBBER TYPES:

3/4" SIDE BULB
W/ 1/4" GRIP



9SV-PR38-15

ADDITIONAL SERVICE PARTS (qty.: one of each)	
p/n	description
8SV-SWPRG5LWR	SLIDING WINDOW - LEFT WITH RUBBER
8SV-SWPRG5RWR	SLIDING WINDOW - RIGHT WITH RUBBER

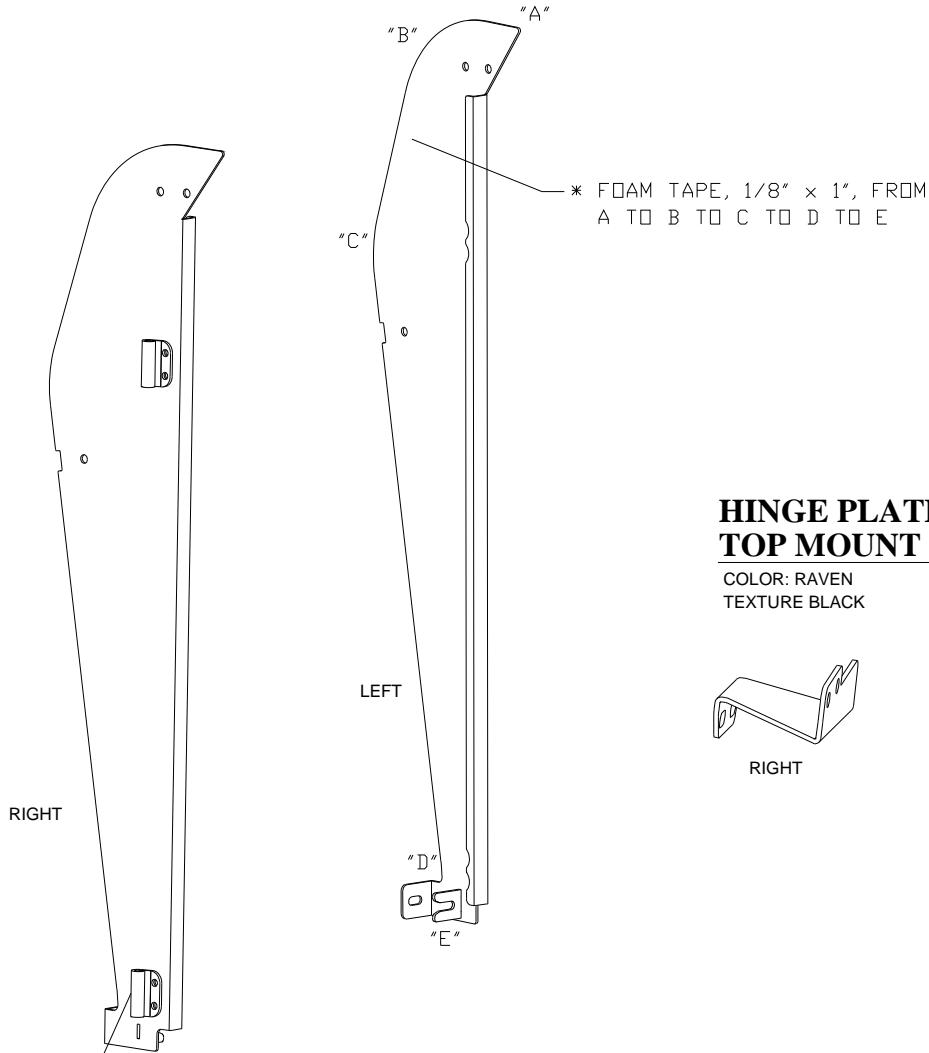
ADDITIONAL SERVICE PARTS (qty.: one of each)	
p/n	description
9SV-DHRL	OUTSIDE HANDLE KIT
9SV-DL06S	ROTARY LATCH KIT
9SV-GS02Q	GAS SHOCK KIT (QUICK RELEASE) (100 NEWTON)
9SV-HSLP	HINGE KIT (NEW STYLE)
8SV-PRGR17LSW	BLACK PLASTIC SKIN WITH SLIDER (LEFT SIDE DOOR)
8SV-PRGR17RSW	BLACK PLASTIC SKIN WITH SLIDER (RIGHT SIDE DOOR)

POLARIS RANGER (2010-) PARTS LIST FOR DOOR MOUNTS

HINGE PLATE

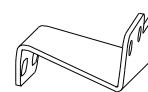
ASSEMBLY

	QTY.	P/N
COLOR: RAVEN	LEFT 1	8SV-RGDR13L-B4
TEXTURE BLACK	RIGHT 1	8SV-RGDR13R-B4

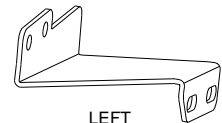


HINGE PLATE TOP MOUNT

	QTY.	P/N
COLOR: RAVEN	LEFT 1	8SV-RGDR15L-B4
TEXTURE BLACK	RIGHT 1	8SV-RGDR15R-B4



RIGHT



LEFT

RUBBER TYPES:

1/8" x 1"
FOAM TAPE



9SV-PR39-5

* NEW LOW PROFILE HINGE SLEEVES (BOLT HEADS WITHOUT WASHERS ON THE OUTSIDE AND LOCK-NUTS WITH WASHERS ON THE INSIDE.)

ADDITIONAL SERVICE PARTS
(qty: one of each)

p/n	description
9SV-HSLP	HINGE KIT (NEW STYLE)