



RZR 570 BLOW HOLE INSTRUCTIONS

APPLICATION: POLARIS RZR 570 - ALL

1 – MOUNTAIN TEK BLOW HOLE ASSEMBLY W/ SILICONE ADAPTOR

1 – WORM DRIVE HOSE CLAMP



1. REMOVE SEATS AND REAR PANEL. LOCATE THE CLUTCH INTAKE DUCT AS SHOWN AND MARK THE HOSE END THAT GOES ON THE CLUTCH HOUSING (YOU WILL NEED TO KNOW THIS SO YOU CAN CUT THE RIGHT END OFF). REMOVE THE HOSE CLAMPS THAT HOLD BOTH ENDS ON AND SAVE THE CLAMPS.



2. LAY THE HOSE DOWN AND MEASURE ON THE OPPOSITE END THAT WAS MARKED PREVIOUSLY. MARK CUT LOCATION OF THE HOSE @ 5-1/4". CUT THE HOSE CLEANLY WITH A HEAVY PAIR OF SHEARS OR WITH A RAZOR KNIFE.



3. TEST FIT THE BLOW HOLE MOTOR ASSEMBLY WITH THE SILICONE HOSE END ONTO THE FENDER AIR DUCT. MAKE CERTAIN YOU DO NOT PUSH THE MOTOR ON SO FAR THAT THE FAN BLADES CONTACT THE DUCT. WE HAVE FOUND THAT THE CHASSIS ELECTRICAL CONDUIT AND IGNITION WIRE COMING OUT OF THE COIL QUITE OFTEN NEED TO BE RE-ROUTED TO ALLOW THE MOTOR TO FIT UP PROPERLY. ON MANY MACHINES YOU SIMPLY JUST PULL THE RED BOOT END OF THE IGNITION WIRE OUT OF THE COIL AND MOVE WIRES AROUND THE COIL. THEN REPLACE THE IGNITION WIRE FULLY. THIS WILL GIVE YOU ROOM FOR THE MOTOR ASSEMBLY TO FIT UP PROPERLY. NOW YOU CAN PLACE THE OEM HOSE THAT WAS TRIMMED IN PLACE. THE HOSE MAY BE ROTATED DOWN SLIGHTLY FROM THE FACTORY MOUNTING TO THE CLUTCH COVER (SHOWN BY THE MARK WE PLACED PREVIOUSLY). ROTATE THE HOSES AND THE MOTOR ASSEMBLY UNTIL THE WIRE IS IN AN ACCEPTABLE PLACE AND THE HOSES HAVE NO KINKS. PLACE THE ORIGINAL CLAMPS ON THE CLUTCH HOUSING AND THE LOWER MOTOR ASSEMBLY CONNECTION. PLACE THE PROVIDED HOSE CLAMP ON THE AIR DUCT CONNECTION.



4. LOCATE THE TAILLIGHT WIRE CONNECTION BETWEEN THE BED AND FRAME. CONNECT THE BLOW HOLE HARNESS IN LINE AS SHOWN AND THEN TUCK THE WIRES BACK UP INTO POSITION. RESTRAIN THE WIRES SUFFICIENTLY TO PREVENT THEM FROM COMING LOOSE AND FALLING OUT OF LOCATION.



5. ENSURE THAT ALL WIRES ARE SECURED, HOSE CLAMPS ARE TIGHTENED AND THAT YOU HAVE REASSEMBLED THE RZR APPROPRIATELY. TEST THE BLOW HOLE BY TURNING ON THE KEY SWITCH. YOU SHOULD BE ABLE TO HEAR THE FAN RUN. IF IT DOES NOT RUN CHECK THE CONNECTIONS AND FUSES TO THE TAILLIGHTS. TO CHECK IF YOUR HARNESS HAS POWER, DISCONNECT THE FAN AND HOOK THE TAILLIGHTS BACK UP STOCK AND THEY SHOULD LIGHT UP. IF FOR ANY REASON THE WIRING ON THE BLOW HOLE IS SUSPECT OR IF THE FAN MOTOR DOES NOT SEEM TO BE WORKING CORRECTLY, THIS WOULD BE THE PROPER PROCEDURE TO ELIMINATE THE FAN MOTOR UNTIL A PROPER DIAGNOSIS CAN BE DETERMINED. CALL IF YOU HAVE ANY QUESTIONS.

ATTENTION:

WE RECOMMEND YOU HAVE A QUALIFIED SERVICE TECHNICIAN REMOVE YOUR CLUTCH COVER AND INSPECT CLUTCHES/BELT FOR ANY PRE-EXISTING PROBLEMS. THE BLOW HOLE CANNOT SOLVE ALL BELT/CLUTCH HEATING PROBLEMS, ESPECIALLY WHEN A PRE-EXISTING CONDITION DUE TO WORN OR FAULTY PARTS IS PRESENT. IT IS ONLY USED TO AID IN COOLING CLUTCHES AND BELT.

FOR MORE INFORMATION ABOUT INSTALLATION, QUESTIONS, OR COMMENTS
PLEASE CALL MOUNTAIN TEK PERFORMANCE AT:

1-208-652-0122