TRACTION CONTROL SYSTEM (TCS) INSTALLATION
15-068 K-TCS 2 SWITCH MY18-20 ZEUS

SVI, LLC 22JAN2024

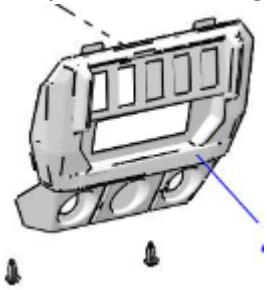
PART #: 15-068 K-TCS 2 SWITCH ZEUS
DESCRIPTION: TRACTION CONTROL SYSTEM 2 SWITCH
FITS: RANGER FULLSIZE ALL MODELS MY18-20 1000XP, MY19-20 1000XP CREW
MY19-24 BOBCAT UV34 & UV34XL DIESEL
THIS INCLUDES ALL MY18-20 ZEUS CHASSIS MODELS. NOT T-REX, TITAN OR HERCULES CHASSIS MODELS

KIT CONTENTS

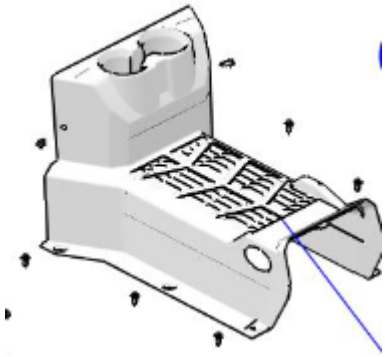
1. 38-037 HARNESS-TCS 2 SWITCH UNIVERSAL WITH 38-023 (12 PIN LC-1) CONNECTOR INSTALLED
2. 38-025 SWITCH-FRONT DRIVE CARLING L1 W/LIGHT
3. 38-026 SWITCH-REAR DIFLOC CARLING L1 W/LIGHT
4. 38-023 CONNECTOR (INSTALLED)
5. 38-035 RELAY-REAR DIFFERENTIAL TROMBETTA
6. 97-022 REAR DIFLOC DECAL DASH
7. 99-025 Qty12 CABLE TIE 8" BLACK
8. 95-079 Qty 2 CABLE TIE 14” BLACK
9. 98-054 OWNERS MANUAL SUPPLEMENT: *OPERATION TCS OWNERS MAN SUP 2SWITCH 15-068*
10. 98-116 INSTALLATION INSTRUCTIONS (THESE INSTRUCTIONS)

INSTALLATION
Note: The text is above the picture it refers to.

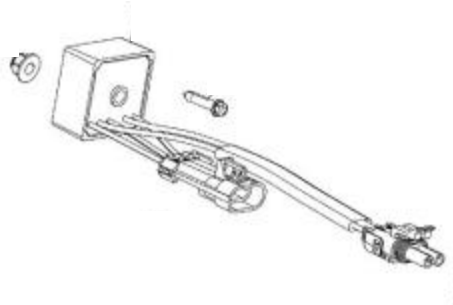
1. Remove the two-dash panel plastic push rivets. These parts will be reinstalled. Use the plier in tool kit with notched jaws for removing the push rivets.



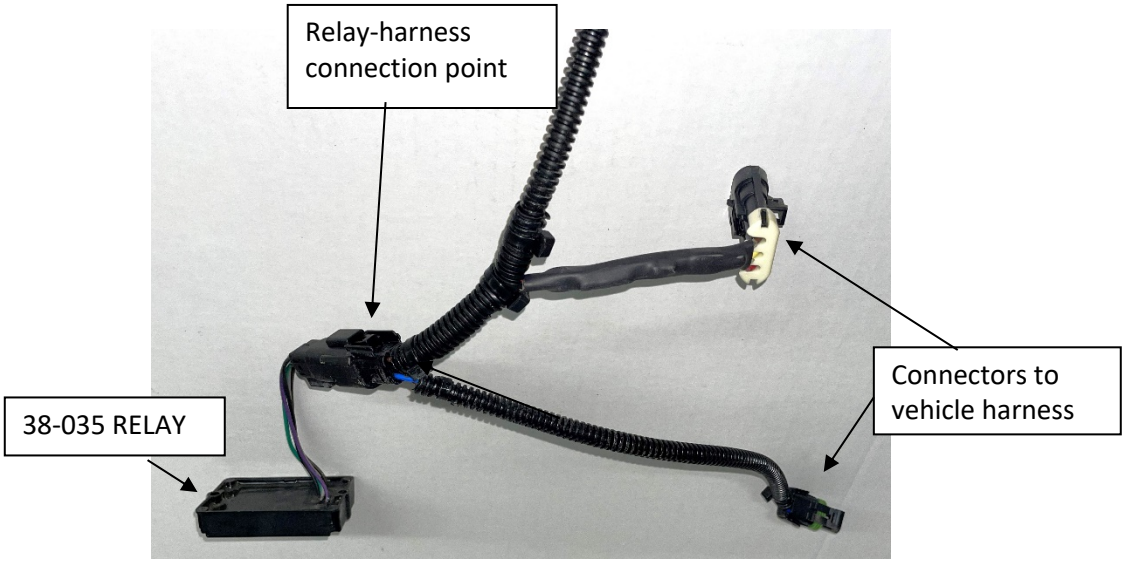
2. Remove drive shaft cover(s) in front of the seat by removing the plastic push rivets. Use the plier in tool kit with notched jaws for removing the push rivets. Remove one cover on the XP (single bench seat) and two covers on the XP CREW (double bench seats). These parts will be re-installed.



3. Remove the relay at the rear of vehicle under the box. The relay is mounted on the frame behind the differential (10mm hex bolt and nut). The relay and bolt/nut will not be re-used. Unplug the 2 relay connectors from the vehicle harness.

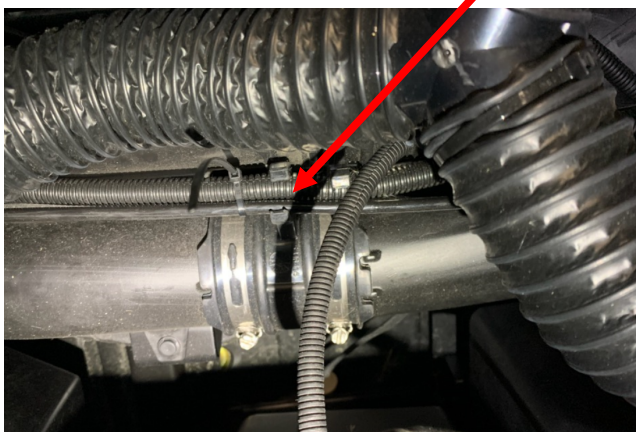


4. The 38-035 REAR DIFFERENTIAL RELAY is installed in place of the removed relay.
Plug the TCS HARNESS square connector into the REAR DIFFERENTIAL RELAY as shown.

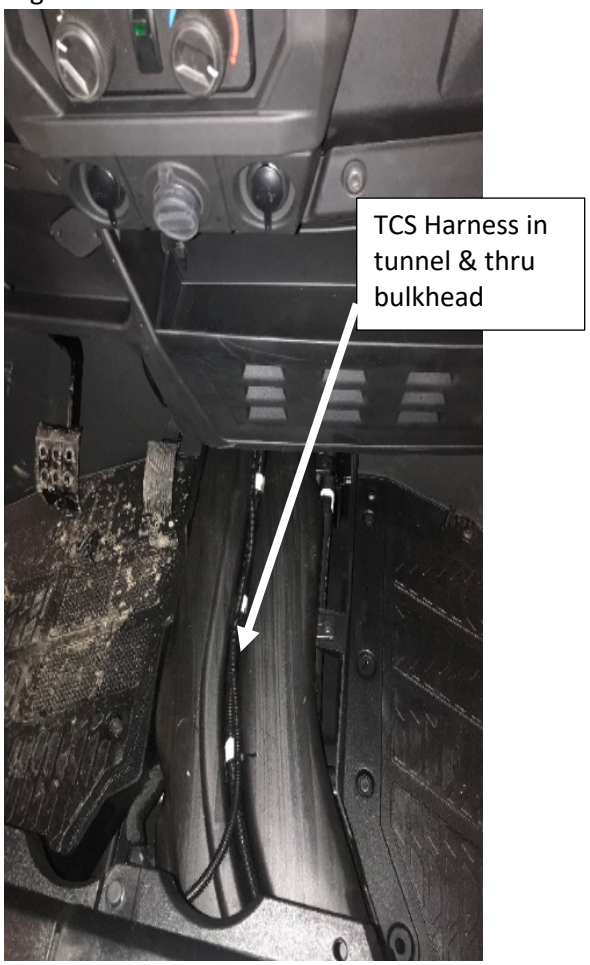


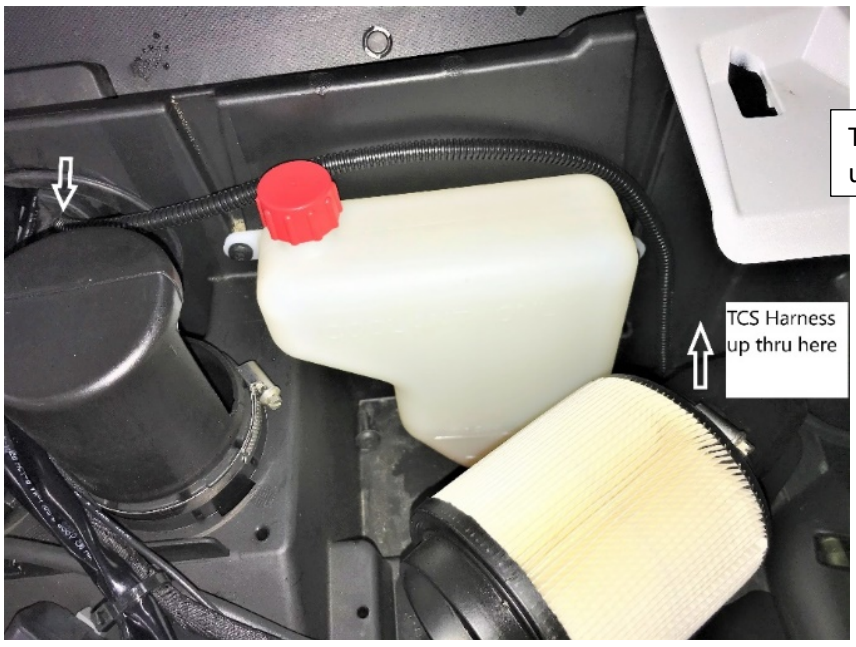
5. Mount the relay as follows:
    A. Mount on the front side of the rear chassis frame behind the differential, see pic below.
    B. Mount the relay with the 14” cable ties provided. Mount with the square connector side of the relay down.
    C. Connect the TCS harness to the 2 vehicle harness connectors that were disconnected in step 3.

6. Proceed with the next routing steps. Route from the rear to the front leaving the wire ties loose. When all are in place tighten the wire ties from rear to front.
    A. The harness should be routed up over the engine air intake duct so that it does not interfere with clutch housing removal. Then down into the driveshaft tunnel and forward.

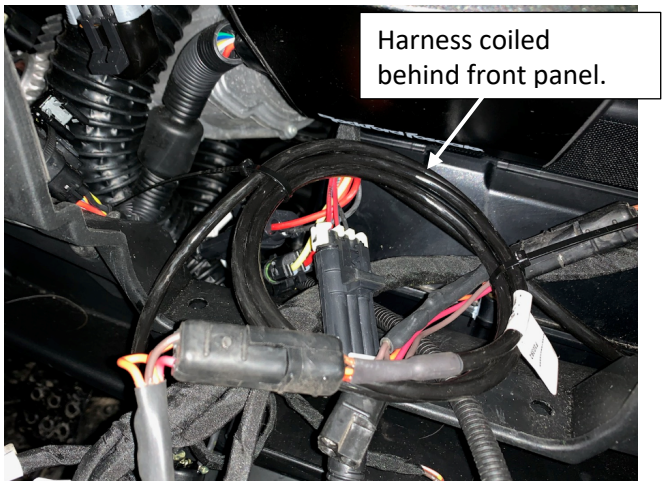


B. Route through the driveshaft tunnel. If a CREW model route through both the rear and front driveshaft tunnels. Route harness along ductwork so harness goes thru bulkhead below the dash, keep to inside of frame support to not interfere with suspension components then up to the right of coolant bottle at location below. Feed harness thru large rubber grommet into dash area. Once TCS main harness is into dash area. Cable tie TCS harness front to back take care to not tie against sharp edges.

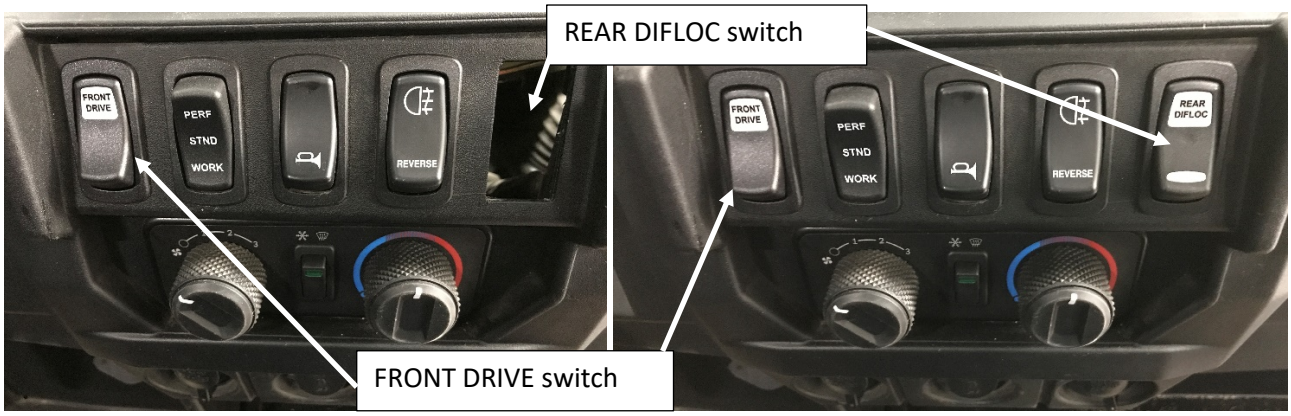




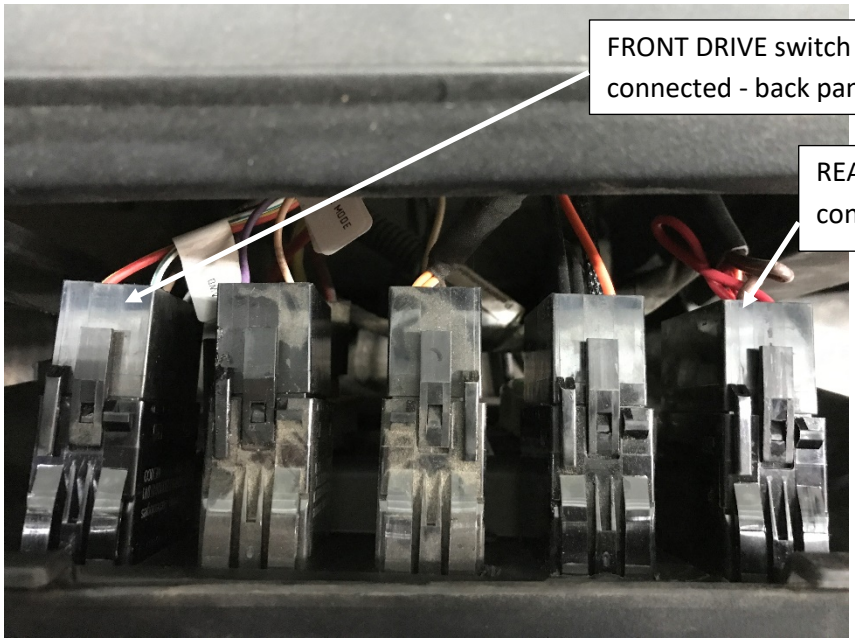
C. You will have excess harness length for single bench XP1000 models. Coil the excess behind the front panel or below the panel in the driveshaft tunnel before coming up to the panel. Tie the excess harness similar to that shown on next page.



7. Switch Installation: The 38-025 FRONT DRIVE SWITCH replaces the AWD switch. The 38-026 REAR DIFLOC SWITCH is added on the dash.
   Unplug the connector from the existing AWD switch and remove the existing AWD switch by depressing the switch tabs on the rear of the panel. With a utility knife carefully cut a switch slot out of the dash panel for the REAR DIFLOC switch.

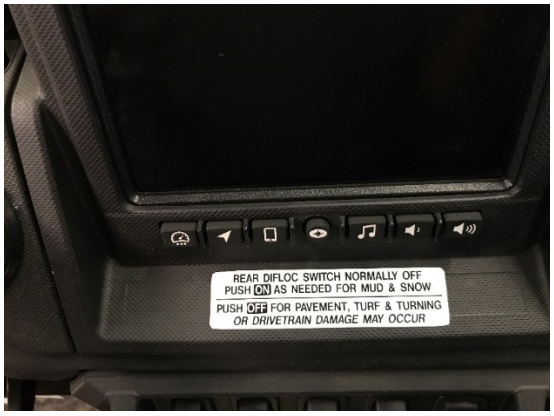


8. Push the FRONT DRIVE switch into the panel and install the AWD connector. Push the REAR DIFLOC switch into the panel and install the REAR DIFLOC connector from the TCS Harness.



9. The switch and harness installation are complete.
   Re-install parts removed in steps 1 & 2 using dart clips.
   Apply the operation decal REAR DIFLOC DECAL DASH, in a visible place as shown in the photo. Clean surface with alcohol or other non-residue, non-caustic cleaner. Use decal squeegee or fingers to work out any air bubbles.
   Turn the key on (engine off) and place the gear shift in HI, LO or REV. Cycle the REAR DIFLOC switch on and off and verify an audible “click” from the rear solenoid.

   This completes the installation.



SVI TRACTION CONTROL SYSTEM (TCS)

OPERATING INSTRUCTIONS FOR THE POLARIS RANGER

POLARIS RANGER OWNERS MANUAL SUPPLEMENT

18JAN2024 REV4

For RANGER 1000 CREW 1000, XP1000 and XP1000 CREW & MY17-24 GENERALS with the 2 switch TCS installed.

SVI PNs 15-040, 15-047,15-026, 15-067, 15-068, 15-069

This Owner's Manual Supplement replaces the AWD/Differential Lock Switch section under FEATURES AND CONTROLS and the All-Wheel Drive (AWD) section under OPERATION. Place this supplement in the Owner's Manual.

OBSERVE ALL OWNERS MANUAL SAFETY INSTRUCTIONS AND WARNINGS.

TRACTION CONTROL OPERATION – With the SVI Traction Control System (TCS) the front drive can be activated separately from the rear differential lock. When activated (FRONT DRIVE switch ON), the front drive automatically engages when the rear loses traction. With TCS, when the front drive engages, and the rear differential is unlocked:

1. TCS eliminates rear wheel drive shaft stress when turning especially with heavy loads.
2. TCS enables sharp turning and reduces "pushing" when in mud or on ice.
3. TCS provides capability to drive on grass and fragile terrain with all wheels driving without turf damage.

FRONT DRIVE – When the FRONT DRIVE switch is ON the green light on switch is illuminated, the front drive is activated. Front drive will engage instantly when the rear slips.

REAR DIFLOC – When the REAR DIFLOC switch is ON the switch will blink red and the rear differential locks. This switch is located on the dash and is normally OFF and green light is illuminated. Turn the REAR DIFLOC switch ON only when the rear must be locked together for traction in mud or snow or to climb over obstacles such as logs or rocks. Turn the REAR DIFLOC switch OFF during all other operation. Drivetrain damage may result if turning on turf or pavement with the REAR DIFLOC switch ON especially if the RANGER is loaded.

The front drive may stay engaged when changing direction from forward to reverse or vice-versa when under a tractive load. If this occurs, you may notice increased steering effort and some vehicle speed restriction. If this happens stop and back up 10 feet. Repeat if necessary.

The rear differential may stay locked if the REAR DIFLOC switch is turned OFF while under a tractive load. If this happens interrupt the foot accelerator momentarily. If still locked, stop and back up 10 feet. Repeat if necessary.