

Polaris RZR Turbo E-Valve Muffler

RPM

Kit Components:

1	E-Valve Muffler
1	2.5" Gasket
3	Hex Head 10mm M8x1.25x35
3	Washers
1	E-Valve Wiring



Install Instructions:

1. Remove the factory rear fascia, remove the factory muffler springs, and remove the muffler bolts from the mid pipe.

2. Once the muffler is removed you will remove the muffler studs and replace them with our supplied hardware.

3. Clean the mid pipes gasket sealing surface of any residual gasket material

4. Install The new RPM E-Muffler, you'll be using your new RPM HD muffler gasket.

5. Hand tighten the muffler to mid pipe bolts.

6. Install the muffler springs and return to the midpipe and tighten the nuts. Be sure to apply loctite.

7. With the muffler itself completely installed it is time to move onto the rear fascia.

8. XPT models will use the RPM Rear fascia. Pro & Turbo R models can use the OEM OR RPM Rear fascia. If installing the OEM rear fascia, reinstall as removed

9. If using a rear color plate you will apply RTV to between the rear fascia and color plate to eliminate rattling between the two pieces.

10. For RPM Rear fascia installation you will use the supplied hardware with loctite applied to all bolts to secure the rear fascia to the muffler.

11. PRO XP & TURBO R ONLY. Your top RPM Rear fascia bolts are installed using the OEM torx bolts WITH 2 rubber isolator washer and loctite to the bolts.



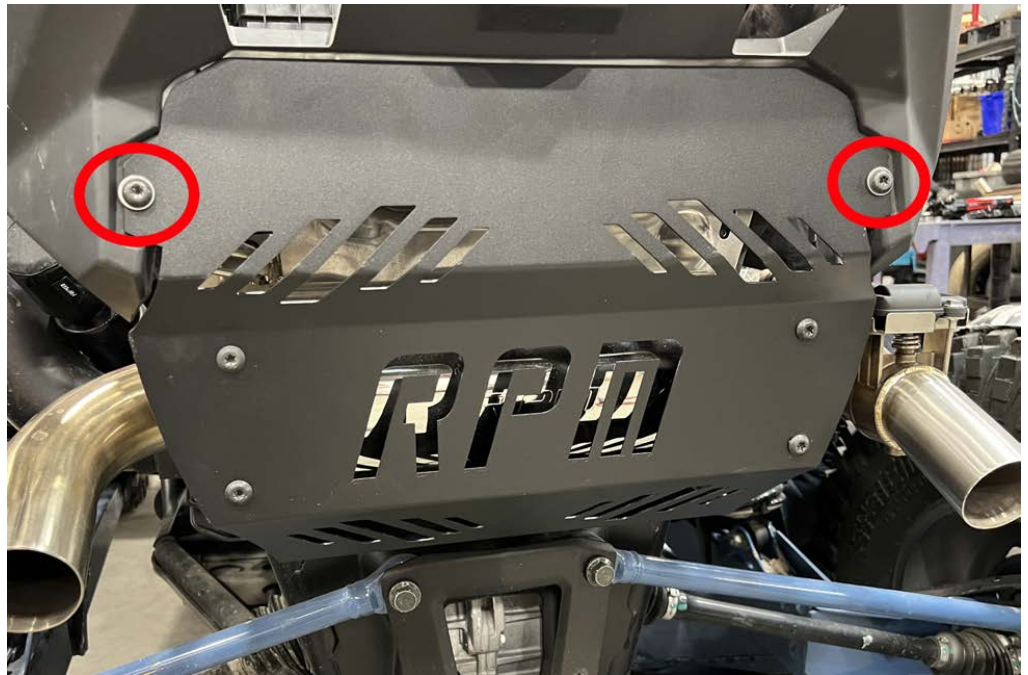
WIRING THE E-VALVE

1. Remove the 10 amp fuse in the fuse holder until after installation. Wiring can be connected differently per vehicle, if the E-Valve is to open under keyed power only or anytime. For most uses you wire E-Valve Red wire to keyed power and E-Valve Black wire to ground.

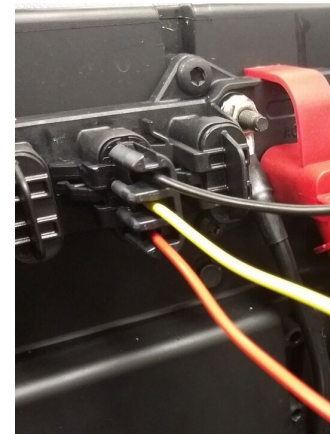
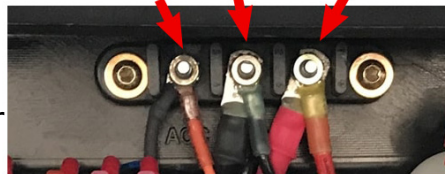
IF YOU HAVE A XP Turbo

Under the front of the hood is the busbar. From inside the cab run your power wires through the firewall gasket towards the busbar. You will wire the red to the 12v keyed power source, and the black to ground. Image A

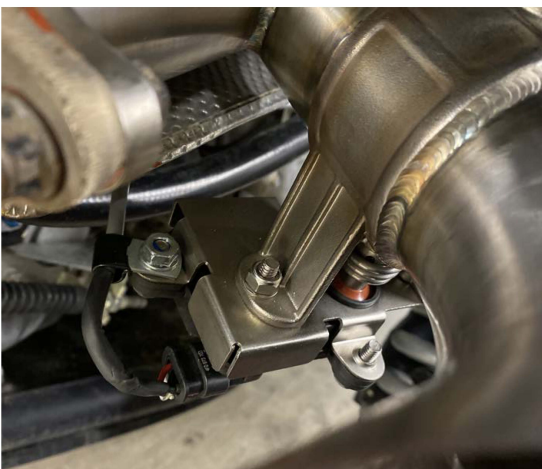
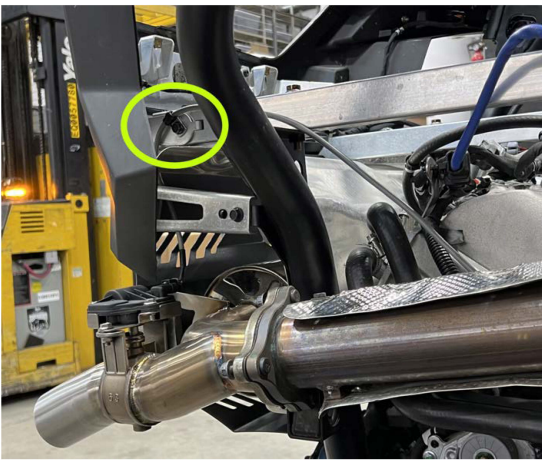
IF YOU HAVE A XP PRO You will be provided with an optional Pulse Bar harness that connects to your factory plug and play Pulse Bar under the center dash. You will cut and splice our E-valve harness AFTER THE FUSE and use the supplied wiring and plug to then power the unit. Snip and Cap unused yellow or red pulse bar adapter wire. Image B



A
Keyed Power Ground Constant Power



B
Ground
Keyed Power
Constant Power



2. Carefully and out of the way of obstructions route the wire to the back of the car through the center console. Do not secure or zip tie the wires in place yet.

3. Plug and route the wire through the coated wire clamp. At this time begin securing wires to the car from the back towards the front leaving slack as the motor flex's in the chassis. Once to the center console area, work from the front of the car towards the back meeting in the center console area again. You will have excess wire, this will be neatly wrapped in a circle, then secured under the center console, out of harm's way.

4. Choose which location you want your switch. Install the switch harness from the back through the dash, then plug in your switch and push the switch into place. Loop the excess wire and secure it under the dash out of harm's way.



5. Verify you have a 10 amp fuse in your fuse holder, key on the power, and test your valve for operation! Wipe the exhaust clean to prevent any stains during its first warm up and enjoy!

