

Allow approximately 2 hours for installation

### TOOLS REQUIRED

- Phillips head screw driver
- 10 mm socket wrench (for battery terminal connections)
- DREMEL tool, small saw or box knife
- Scissors or exacto knife
- Needle nose pliers

### NOTES AND WARNINGS

- Never reverse polarity on battery cables.
- System will shut down when voltage drops to 11.2 V (2 minute delay) and requires 12.8V to reinitialize.
- Do not tamper, open or remove any factory-installed components; this will void the warranty.

**AFTER INSTALLATION, YOU MUST START THE ENGINE TO ACTIVATE THE SYSTEM!!**

Mount the source using the three existing bolts over the engine.



Run connector up through opening in plastic then plug it into the receptacle.



Remove the dash from the vehicle by carefully pulling up on the dash until all the insert tabs have popped out. (Remember that the two factory switches are still attached to the vehicle)



Note or take a picture of where the wires go on the two factory switches for latter reinstallation. Using needle nose pliers, carefully remove the wires from the two factory switches. Pull from the terminal itself in order to avoid damaging the wires. Then pop out the two existing switches from the dash.

**INSTALLATION INSTRUCTIONS**  
**GEN II**  
**RZR-1000**  
 Revision 1.0



**Cut out the two holes out of the template then cut out the two bezel outlines.**



**Tape the templates onto the dash in the locations shown making sure that all 8 hole will be drilled on a flat surface where you can easily run the proper hardware.**



- Use a punch or pen to mark out were to cut the two switch holes. Then cut the holes using a DREMEL or box knife.



**Insert the two factory switches into the two slots on the left bezel. (Don't wire them yet) Install both bezels into the dash using the provided hardware.**



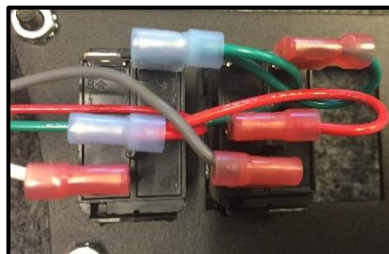
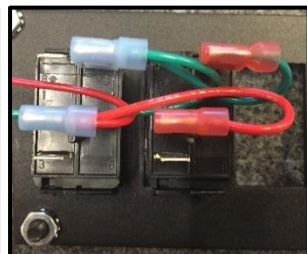
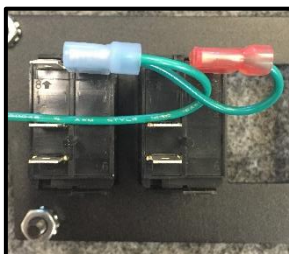
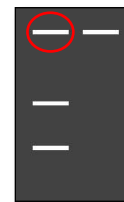
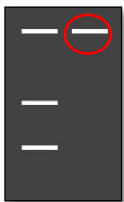
- Wire the two remaining unwired switches on the left side of the dash as shown below (make sure all flag terminals are pushed all the way down.)

Green wire

Red wire that ends at the last terminal.

White on the left switch. Grey on the right switch.

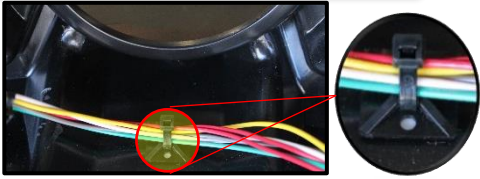
The red with the wire coming off of the end. You may need to bend the greens down a little to make room



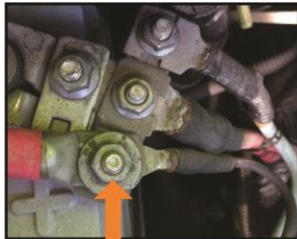
**INSTALLATION INSTRUCTIONS**  
**GEN II**  
**RZR-1000**  
 Revision 1.0



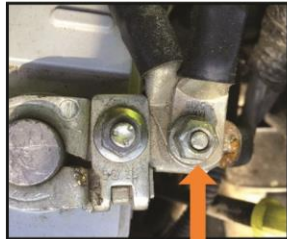
Use the provided cable tie holder to neatly rout the wires traveling between the two bezels.



- Reinstall the factory wires to the factory switches the same way they were as you noted earlier.
- Run the long red wire to the ignition to power the bottom row of indicator lights when the ignition comes on.
- Connect the wire harness from the source to the switch panel.
- Reinstall the dash to the vehicle.
- Connect **Positive** and **Ground** wire to battery terminals. Use supplied cable ties to secure all cables.



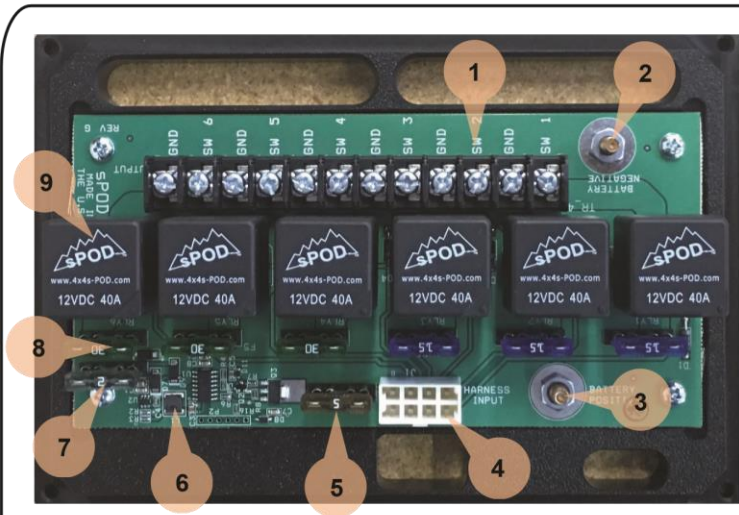
Positive side - 10 mm socket



Negative side - 12 mm socket



Auto reset circuit breaker



1. Attach your accessories here. SWx is the Positive and GND is the Negative terminal.
2. Negative battery terminal.
3. Positive battery terminal.
4. Switch panel harness input.
5. Switch panel fuse.
6. Low voltage detection circuit. [Once the system detects a low voltage (11.2VDC or lower) after 2 minutes, the system will shut down. Turn off all switches on sPOD & start the vehicle to enable the sPOD again.]
7. Low voltage detection circuit fuse. Also used to reset system by removing fuse for 5 seconds & putting it back.
8. Accessory fuses. **Use the appropriate rated fuse for the accessory you are attaching (max. 30 AMPs).**
9. Relays that are removable.

**WHENEVER POSSIBLE, KEEP YOUR ENGINE RUNNING WHEN POWERING ELECTRICAL ACCESSORIES!**

**AFTER INSTALLATION, YOU MUST START ENGINE TO ACTIVATE SYSTEM!!**