

**“RYCOMOTO” Turn Signal / Horn Kit PN 7101**  
by RYCO MOTORSPORTS INC. rev e

***All years Polaris RZR 1000, 1000-4 and Turbo  
2015 & 2016 RZR 900, 900-4, 900 trail, 900S and 900XC***  
**STOP - THIS KIT IS DESIGNED SPECIFICALLY FOR ALL YEAR  
AND MODEL POLARIS RZR 1000, 1000-4 AND TURBO . ALSO  
THE 2015 & 2016 POLARIS RZR 900, 900-4, TRAIL, 900S AND  
900XC. IF YOUR MACHINE IS NOT ONE OF THESE MODELS.  
DO NOT PROCEED. Contact Ryco Motorsports or your local dealer.**

Where do I start?

Step 1 – Please read and follow the instructions. If you are a guy and like most of us feel you can install this without taking time to read the instructions then you should ask your wife or significant other to read them to you. I went to a lot of effort to create the instructions and I feel bad when no one reads them. Answers to all your questions should be covered in the installation instructions. We’ve included a lot of photo’s for those of you who are visual and don’t enjoy words.

What’s in the box?

Let’s become familiar with the items you will be installing on your machine.



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What tools do I need?

Tools needed: 10 mm or 5/16" socket/nut driver or flat blade screwdriver, Phillips screwdriver, 10 mm wrench, center punch, drill motor, 1/2" and 3/4" diameter drills (stepped bit works well) and Polaris pliers (or flat blade screwdriver) to pull plastic push rivets. #30 torx bit.



Let's get started.

We'll show you how most of the items go together, then we'll show you where they go and how best to install the hardware.

Let's start at the switch. The switch harness connector interfaces with the various components. Notice the color coding on the most of the switch harness connector cables. Match the colors of the cables when you install the components on the machine.

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The flasher relay interface is the only 3 pin connector with no color coding.



The horn, power (fuse holder) and ground wires interface is a 4 pin connector with green color coding.

The rear turn signal harness interface is a 3 pin connector with red color coding.



The brake light interface module harness is the only 2 pin connector and has no color coding.

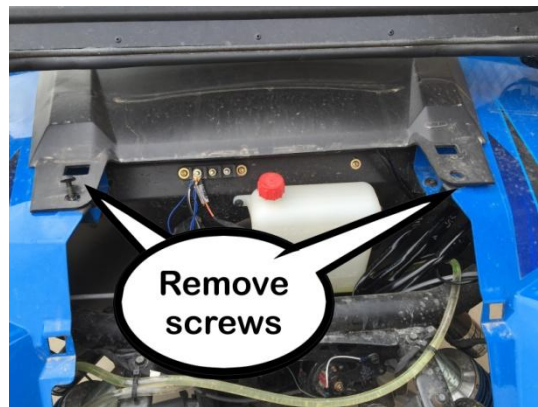
The front turn signal harness interface is a 4 pin connector with red color coding.

# “RYCOMOTO” Turn Signal / Horn Kit PN 7101 by RYCO MOTORSPORTS INC. rev e



The Polaris instrument cluster turn signal indicator wire harness interface is a 3 pin connector with blue color coding.

**NOTE:** Where possible run new cables alongside the existing wires and use existing cable tie / anchors where practical. Ensure the wiring and installed hardware does not contact moving components or hot surfaces.



1. Remove the front access cover, remove the two screws securing the dash assembly, and push the dash assembly backwards to provide access to the back side of the dash.



# “RYCOMOTO” Turn Signal / Horn Kit PN 7101

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**NOTE:** The switch should NOT have any of the cables or components installed on the harness until after the switch is installed and the switch harness is routed behind the dash.

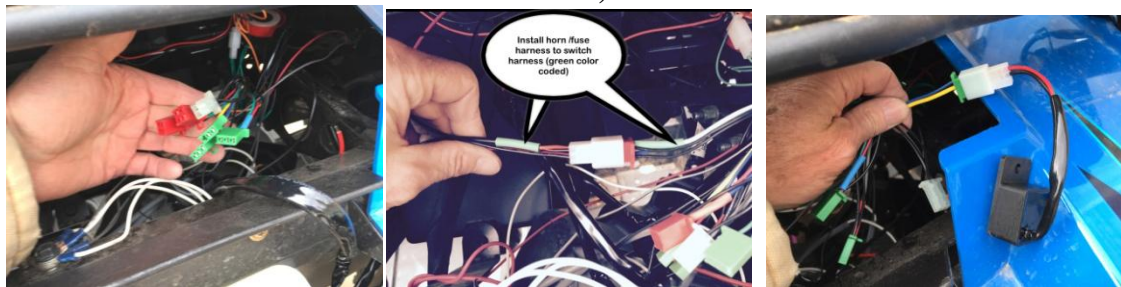
2. Install the screw clamp (hose clamp) and decorative cover on the switch as shown with the screw mechanism on the bottom facing out.



3. Secure the turn signal / horn switch to the vehicle steering column as shown. Route the cable between the steering column and the tilt mechanism then up under the dash.



4. Do not connect the front and rear turn signal harnesses to the switch harness at this time.
5. Install the flasher relay, horn and power (fuse) / ground harness, turn signal indicator harness and brake light module harness to the switch harness. Ensure the color coding is correct (Colored heat shrink on the cables NOT the color of the connectors nor the color of the wires).



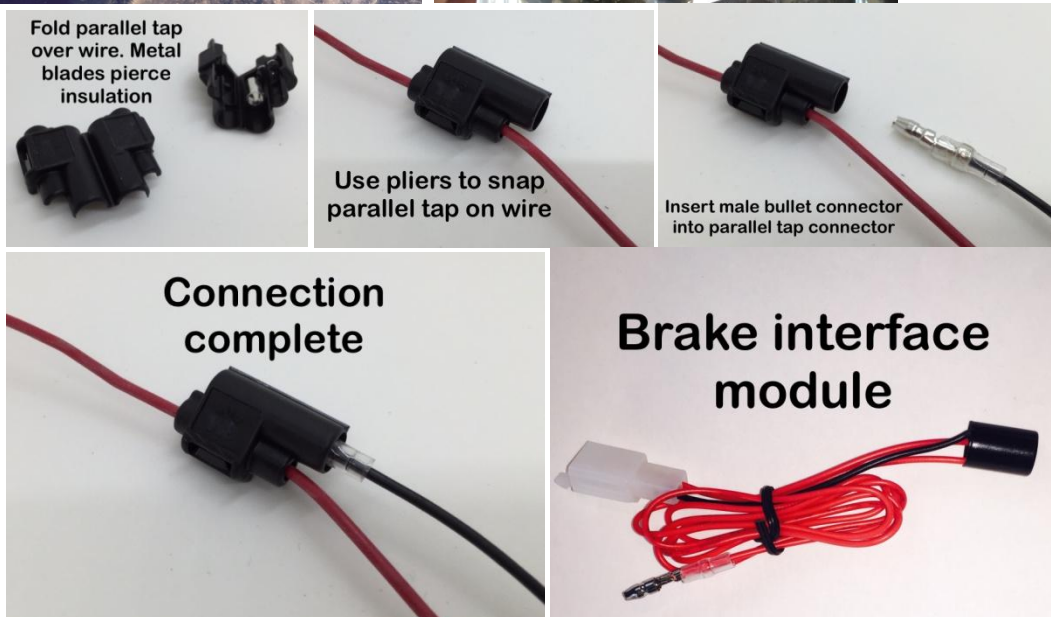
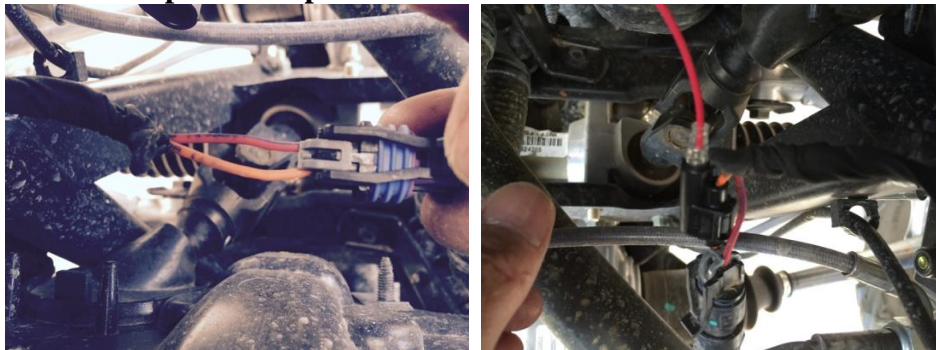
6. Secure the switch harness to a cross member using a cable tie. The flasher relay and can be bundled and secured with a cables tie to the switch harness.

# “RYCOMOTO” Turn Signal / Horn Kit PN 7101

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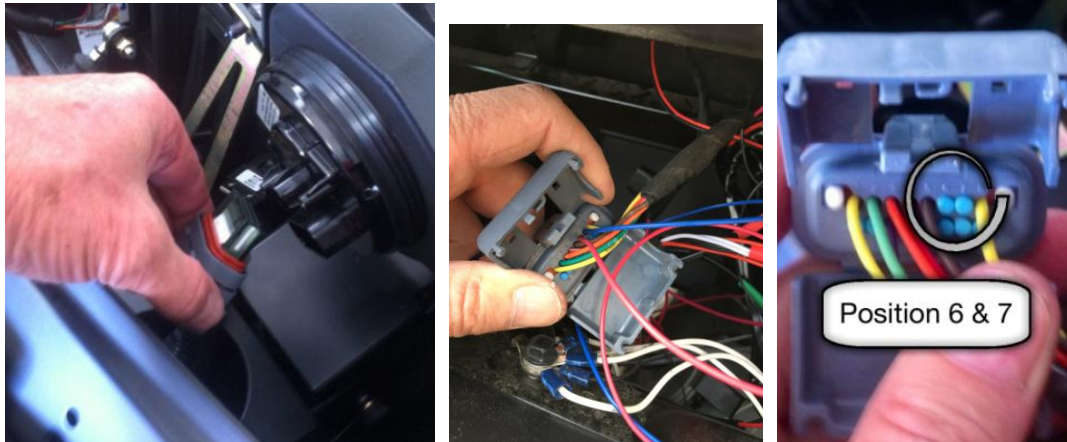
7. Install the horn on the support frame behind the radiator. Use a 10mm wrench and 10mm socket to secure the horn. **DO NOT ATTEMPT TO ADJUST THE HORN OR REMOVE THE CENTER MOUNTING NUT THAT ATTACHES THE HORN TO THE HORN MOUNTING BRACKET.**
8. Route the horn cable through the firewall grommet and install the two flat spade connectors to the horn terminals. Either connector can be installed on either horn terminal.
9. Locate vehicle master brake cylinder and brake switch.  
**NOTE: The hydraulic brake switch is located on the inboard side of the master cylinder and secures the two front brake lines to the master cylinder.**
10. Push the outer sleeve back to expose the wires coming out of the connector and install a parallel tap on the **ORANGE** wire.



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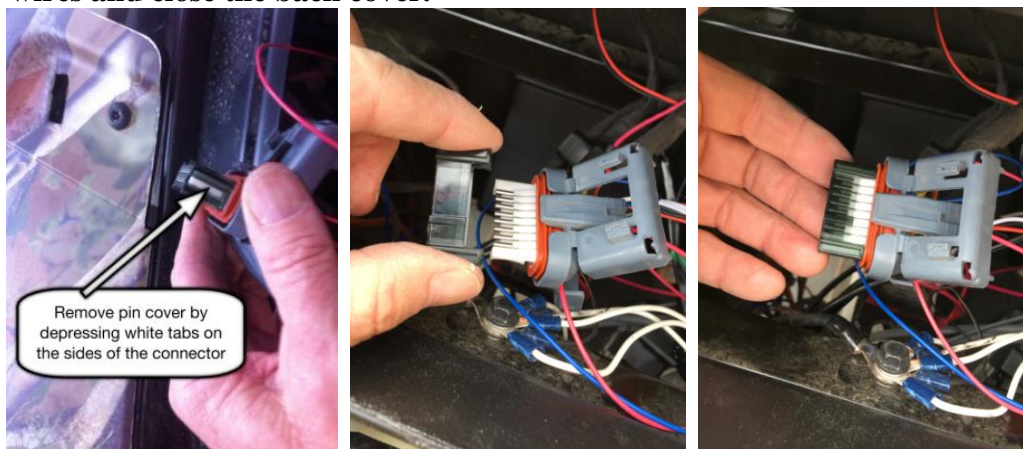
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11. Route the brake switch interface module wire through the grommet in the firewall and connect to the parallel tap installed on the brake switch ORANGE wire.
12. Disconnect the multi-pin connector from the back of the speedometer assembly OR INTERACTIVE DISPLAY by depressing the single locking tap on the connector and pull the connector away from the mating part.



**CAUTION: DO NOT USE A METAL OBJECT TO REMOVE THE TWO PLASTIC PLUGS COVERING POSITIONS 6 & 7**

13. Open the connector cover, remove and discard the two plastic plugs in positions 6 & 7. Use your fingernail to easily remove the plastic plugs.
14. **This is important!** That’s why it’s underlined. Remove the clear pin cover on the front side of the connector by depressing the tabs on the sides of the connector.
15. Install the red RYCO harness pin/wire in position 6 and the green harness pin/wire in position 7. (Pins must be seated completely.)
16. **This is important!** That’s why it’s underlined. Verify the new pins match the installation depth of the existing pins).
17. Reinstall the clear pin cover and route the two new wires adjacent to the existing wires and close the back cover.



18. Reinstall the connector to the speedometer OR interactive display.

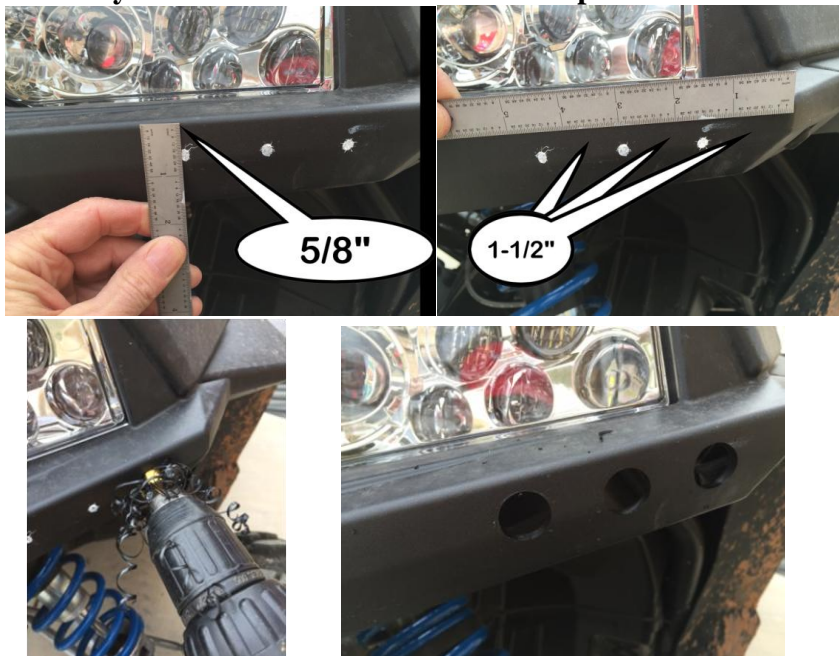
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The interactive display flashes left and right. The standard instrument cluster turn signal indicator double arrow flashes regardless of direction of the switch.

**NOTE:** The interactive display flashes left and right. The standard instrument cluster turn signal indicator double arrow flashes regardless of direction of the switch.

**NOTE:** On some machines the indicator does not flash. Please contact us and we will send you a diode module to correct the problem.



19. Locate the front LED's as desired. 1-1/2" spacing between holes and the corner of the headlight frame as shown and approximately 5/8" down from the horizontal edge of the headlight frame works well.

20. Mark the locations using a center punch.

**NOTE:** Use of a step drill is recommended.

21. Drill six 3/4" diameter holes as shown.

22. From the front side of the firewall route the front turn signal harness 4 pin connector and cables through the grommet in the firewall and connect it to the 4 pin connector on the switch harness with the RED heat shrink marking.

**Note:** Tags on the front turn signal harness. "L" is the driver's side and "R" is the passenger side.



**“RYCOMOTO” Turn Signal / Horn Kit PN 7101**  
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23. Route the front turn signal harness triple LED's to the front corners of the vehicle.



24. Slide the rubber flange gaskets that are on the LED's back onto the wires.  
25. Slip the LED's thru the hole, fold the flange gasket and push it thru the hole. Install the flange gasket into the hole with the flange of the gasket towards the front of the vehicle. Insert the LED into the flange gasket with a gentle pulling and rocking motion, seat the LED into the gasket.

**Note:** A little warmth and moisture helps to slip everything together.

26. Rotate the LED's within the gasket as necessary to orient them in the same relative position.  
27. Remove the seats; remove the plastic push pins and screws securing the tunnel. You don't need to remove the tunnel but simply lift it enough to route the rear cable from the front to the rear of the vehicle.  
28. Route the rear turn signal cable alongside the existing wires where practical to the rear of the vehicle and secure with cable ties. Reinstall the cover and seats.  
29. From the front side of the firewall route the rear turn signal harness 3 pin connector and cables through the grommet in the firewall and connect it to the 3 pin connector on the switch harness with the RED heat shrink marking.



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30. **2015 & 2016** models – On the rear driver side of the vehicle locate the four pin connector and push the sleeve back to expose the four wires for approximately 3”- 4”.
31. Tie into the orange wires at the 4 pin connector on the driver’s side. **Cut the orange wires 2-3” in front of the four pin connector and remove 1/8” – 3/16” of the wire insulation on the orange wires going to the rear taillight.**



32. Two center wires on the 4 pin connector are orange but if you look close one has a black stripe or a white stripe (depending on the year of manufacturer of the machine). The black rear turn signal wire connects to the orange wire with the black or white stripe. The red rear turn signal wire connects to the solid orange wire. Abandon the cut orange wires **coming from the front of the vehicle** tape the ends or tuck them into the protective sleeve.
33. Connect the rear turn signal harness wires to the orange wires using the red solderless connector. Unscrew the end piece and slip it over the orange wire. Start to screw the end piece back in place and push the orange wire so it is seated in the solderless connector. Tighten the end piece.
34. **2014** models - Remove the three pin connector from the two taillight assemblies and push the sleeve back to expose the three wires for approximately 3”- 4”.
35. **Cut the orange wires 2-3” in front of the three pin connector and remove 1/8” – 3/16” of the wire insulation on the wire going to the rear taillight. Reinstall the 3 pin connector back into the taillight assembly.**
36. The orange wire from the left taillight attaches to the red wire and the orange wire from the right taillight wire to the black wire using the red solderless connectors.  
Install the red wire to the drivers’ side orange wire and connect the black extension wire to the black wire using the red solderless connector and route the single black wire to the passenger side taillight assembly. Connect the black extension wire to the orange taillight wire using the red solderless connector.  
The cut orange wires **coming from the front of the vehicle** are abandoned and should be tucked back into the factory wire harness sleeve and/or taped over with electrical tape.

**NOTE: IF YOU CONNECT THE RYCO PROVIDED RED AND BLACK WIRES TO THE WRONG ENDS OF THE CUT ORANGE WIRES (THOSE GOING TOWARDS THE FRONT OF THE VEHICLE), WHEN YOU TEST THE TURN**

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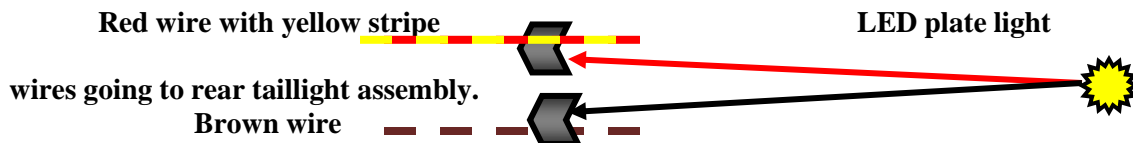
**SIGNALS AND HORN, THE BRAKE AND REAR TURN SIGNALS WILL NOT WORK HOWEVER, EVERYTHING ELSE WILL FUNCTION CORRECTLY.**



Taillight assembly

RZR 900 mount plate holder and plate light thus:

37. **All years** At the taillight connector (either driver or passenger side work equally well) install a parallel tap connector on the red/yellow wire and brown wires. (The license plate light will tie into these connectors).
38. Position the plate light in the upper plastic, above the exhaust heat shields and drill a 1/4" diameter hole for the license plate light similar to the location as shown in the center photo above.
39. Install the plate light so it will shine directly down and secure with the provided bright nut and flat washer. **DO NOT** use a black lock nut. **DO NOT** over tighten the nut.
40. Route the license plate light wires to the parallel taps installed on the red/yellow wire and brown wires. Plate light red wire connects to the red/yellow wire and the black plate light wire connects to the brown wire.



41. Position the license plate backing plate in the desired location and mark the location of the two mounting holes (top corner holes for the RZR 1000 and lower corner holes for the RZR 900).
  42. Drill two 1/2" diameter holes in the RZR body plastic and install the two rubber expandable nuts with the flange portion outboard. Using the two provided fasteners and flat washers secure the plate holder to the RZR body.
  43. The remaining two black 6mm fasteners, washers and locknuts along with the two fasteners installed in the rubber expandable nuts are used to secure the license plate.
- NOTE:** The LED's and flasher relay are polarity sensitive. The fused wire **MUST** be connected to the 12 volt DC (positive side) and the black ground wire must be connected to the ground wire. If this is not done correctly the horn will work, but the turn signals will not function. (Damage to the flasher relay may occur if wires are installed backwards.)
44. Locate the orange/red and brown wires on the headlight switch top two terminals.
  45. Install parallel tap connector on brown and orange/red or orange/yellow wires.

**“RYCOMOTO” Turn Signal / Horn Kit PN 7101**  
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46. Connect the black ground wire to the parallel tap connector on the brown wire (ground), and the fused wire to the parallel tap on the orange /red wire (12 Volt DC).
47. Turn the ignition key to the on position and verify the turn signals, horn and license plate lights work correctly. Reinstall the dash and front access cover.
48. Once all the cabling is in place and functionality verified, double check the routing and secure with wire ties. Bundle any extra wire and secure with the wire ties.

**NOTE:** Front turn signal LED's are running lights and illuminate at approximately 60% intensity whenever the vehicle ignition is on and flash at full intensity when the turn signals are activated.

**NOTE:** Whenever the service brake is applied the brake lights will flash 6 times in the first second and then remain on until the brake pedal is released.

**RYCO MOTORSPORTS INC.**

801-643-3440