"RYCOMOTO" Turn Signal / Horn Kit PN 7103

by RYCO MOTORSPORTS INC.

2008 - 2014 Polaris RZR 570, 800 and 900

ALL MODELS

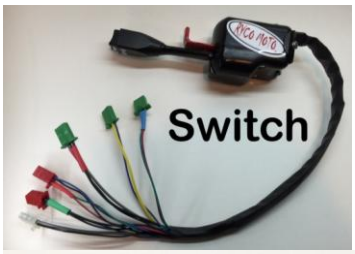
STOP - THIS KIT IS DESIGNED SPECIFICALLY FOR 2008 – 2014 YEAR ALL 2 AND 4 SEAT MODELS. THIS KIT WILL NOT WORK ON THE NEWER MACHINES, PLEASE DON'T EVEN TRY. IF YOUR MACHINE IS NOT ONE OF THESE MODELS. DO NOT PROCEED. Contact Ryco Motorsports or your local dealer.

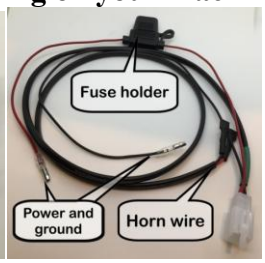
Where do I start?

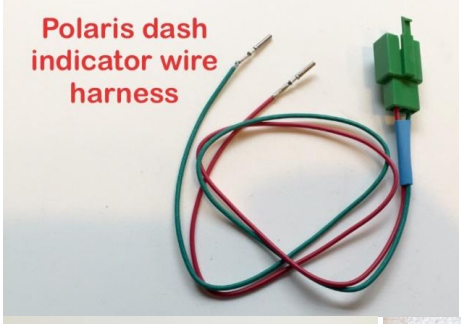
Step 1 – Please Read and Follow the instructions. If you are a guy and like most of us feel you can install this without taking the time to read the instructions then you should ask your wife or significant other to read them to you. I went to a lot of effort to create the instructions and I feel bad 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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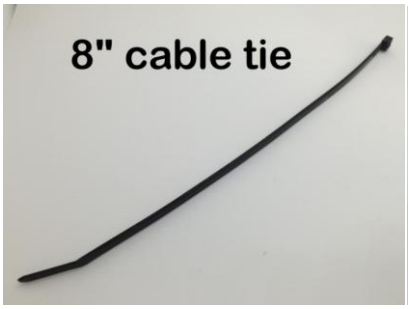


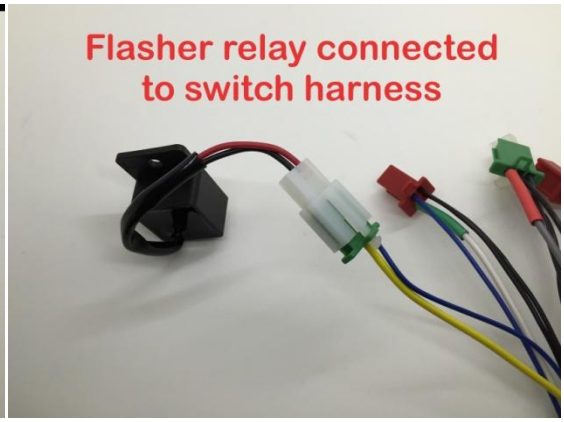
What tools do I need?

Tools needed: 10 mm or 5/16" socket/nut driver or flat blade screwdriver, Phillips screwdriver, 10 mm wrench, center punch, drill motor, ½" and ¾" diameter drills (stepped bit works well) and Polaris pliers (or flat blade screwdriver) to pull plastic push rivets. #30 torx bit.

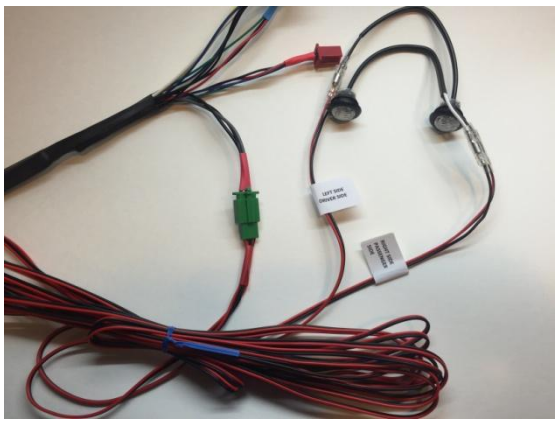
Let's get started.

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.



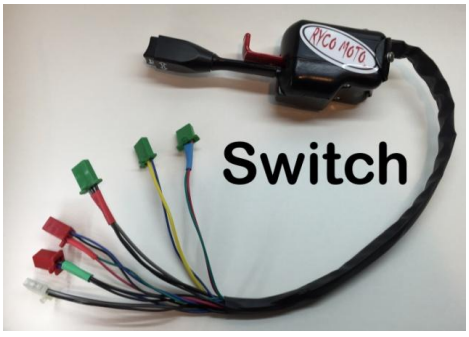
The flasher relay interface is the only 3 pin connector with no color coding.

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

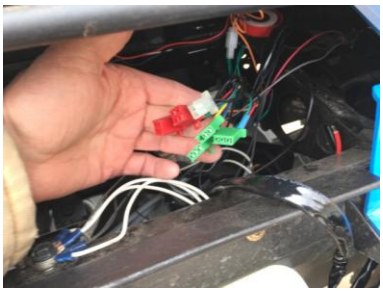
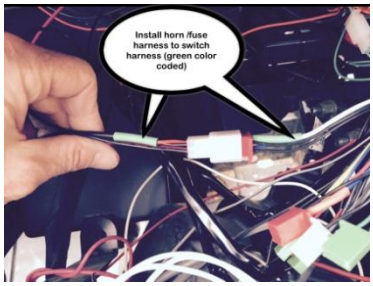
1. **Install the screw clamp (hose clamp) and decorative cover on the switch as shown with the screw mechanism on the bottom facing out.**



2. **Secure the turn signal / horn switch to the vehicle steering column as shown using a 5/16" (10mm) nut driver or flat blade screwdriver.**

3. **Route the cable between the steering column and the tilt mechanism then up under the dash towards the center of the vehicle.**

NOTE: Do not connect the front and rear turn signal harnesses to the switch harness at this time.

4. **Install the flasher relay, horn and power (fuse) / ground harness, and turn signal indicator harness to the switch harness.**

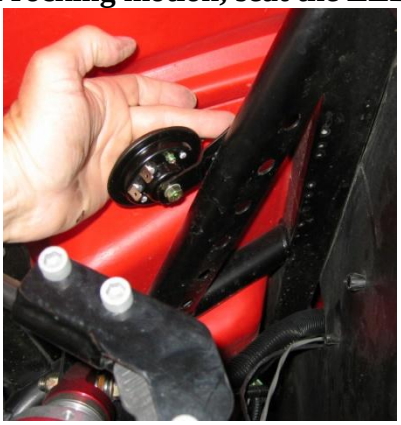
NOTE: Ensure the color coding is correct. (Colored heat shrink on the cables NOT the color of the connectors nor the color of the wires).

5. **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.**
6. **Locate the horn as shown near the front driver's side shock and route the horn cable from the switch harness to the horn through the firewall and install the two flat spade connectors to the horn terminals. Either connector can be installed on either horn terminal.**
7. **Position the front LED signal light approximately as shown and mark the location of the mounting hole. 1-1/2" between LED's works well. Drill 3/4" diameter holes.**
8. **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 match marking.**

NOTE: Tags on the front turn signal harness. "L" is the drivers side and "R" is the passenger side.

9. **Route the front turn signal harness triple LED's to the front corners of the vehicle.**
10. **Slide the rubber flange gaskets that are on the LED's back onto the wires.**
11. **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.

12. **Rotate the LED's within the gasket as necessary to orient them in the same relative position.**
13. **Remove the taillight assembly to provide access for the drill motor by unplugging the existing light and removing the three nuts.**
14. **Drill a ¾" diameter hole in the rear of the outboard portion of the taillight.**

NOTE: A stepped drill bit works the best.

15. **Slip the rubber gasket onto LED wires with the flange toward the LED as shown below. Slip the LED into the ¾" diameter hole and then fold the gasket and slide the gasket into the opening of the hole so the flange portion is inside the taillight housing. Gently pull the LED and seat it in the gasket.**

16. **Reinstall the taillight assembly.**

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

17. Remove both seats and floor board cover.

NOTE: It's possible to eliminate removing the floor boards by running a stiff wire between the floor boards and the skid plate to pull the rear wire harness through. Another option that works well is removing the center row and driver's side fasteners on the skid plate and pivoting the skid plate down to provide access to run the wires.

18. 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 match marking.

NOTE: The cables are labeled left and right.

19. Route the cables to the rear of the vehicle and connect to the appropriate LED's installed in the taillight assemblies.

20. 2011 and NEWER MODELS ONLY - Disconnect the multi-pin connector from the back of the speedometer assembly 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

21. Open the connector cover, remove and discard the two plastic plugs in positions 6 & 7. Use your fingernail to easily remove the plastic plugs.

22. 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.

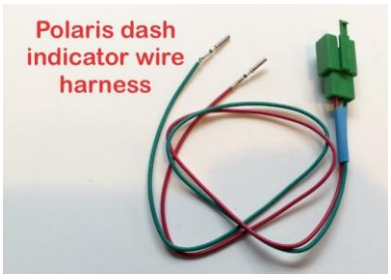
23. Install the red RYCO harness pin/wire in position 6 and the green harness pin/wire in position 7. (pins must be seated completely).

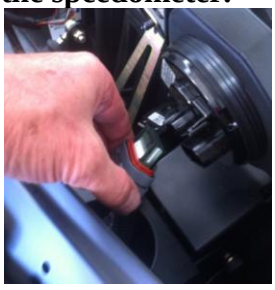
24. This is important! That's why it's underlined. Verify the new pins match the installation depth of the existing pins).

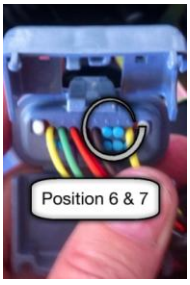
25. Reinstall the clear pin cover and route the two new wires adjacent to the existing wires and close the back cover.

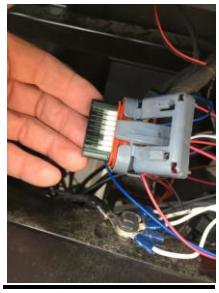
26. Reinstall the clear pin cover and route the two new wires adjacent to the existing wires and close the back cover.

27. Reinstall the connector to the speedometer.



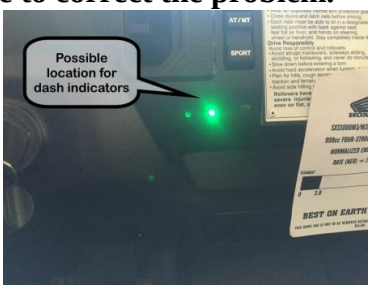







28. The instrument cluster turn signal indicator double arrow flashes regardless of direction of the switch.

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



29. **2010 and OLDER MODELS ONLY – 2010 and older models do NOT have the factory indicator in the instrument cluster. Please contact Ryco Motorsports at 801-643-3440 or rycomoto@gmail.com and we will ship you an LED dash indicator for your machine.**
30. **Mark the desired locations for the two LED dash mounted indicator lights where they are visible to the driver.**
31. **Drill two 9/32" mounting holes in the dash for the indicator LED's.**
32. **NOTE: Carefully insert the LEDs into the grommet to prevent damage to the wires and resistor. A little warmth and moisture can be helpful when installing the LED's/ grommets.**
33. **Seat the rubber grommet into the hole, then push the LED into the holder from the rear until it is slightly protruding.**

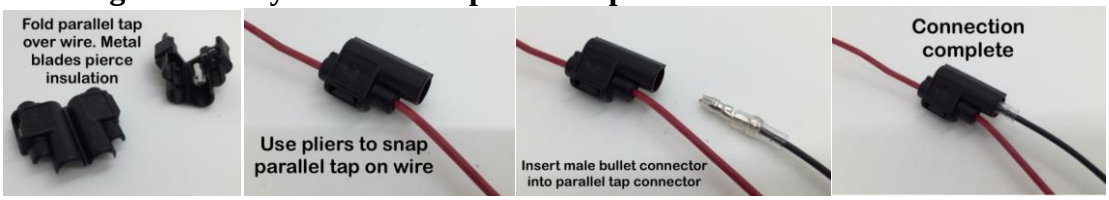
NOTE: Verify position of the license plate holder and plate light and ensure the wire reaches the wire harness prior to drilling mounting holes or installing the parallel tap connectors.


Single hole clamp **Plate holder installed**

34. **Install license plate holder using two smaller single hole clamps on 800 models and larger single hole clamps on the 900's. (570 models will not use clamps).**

NOTE: DO NOT USE A BLACK NYLOC NUT TO SECURE THE PLATE LIGHT. USE THE BRIGHT ZINC FLANGE NUT PROVIDED WITH THE PLATE LIGHT LED. DO NOT OVER TIGHTEN THE NUT.

35. **Locate the horizontal bar just above the rear differential, slip the two clamps over the bar, and secure the plate holder as shown using the provided fasteners. The plate light may be used as one of the plate bolts or mounted separately using one of the provided 2 hole tabs.**
36. **Locate the brown (ground) and red/white (12 volt DC) wires leading to the rear taillight assembly and install a parallel tap connector on each wire.**



800's and 900's = Red wire with yellow stripe, or red wire with white stripe
570 = Orange wire with brown stripe

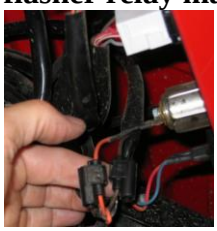
wires going to rear taillight assy
Brown wire on all RZR's

Connect the red wire from the plate LED to the red/white (red/yellow) wire on the 800 and 900 models, and the orange wire on the 570 models. Connect the <u>black</u> plate LED wire to vehicle brown wire.

NOTE: Because of the vehicle positive ground system the license plate LED will go off momentarily when the brake light illuminates.

37. **At the auxiliary power outlet that is mounted on the dash, locate the brown and orange wires on the rear of the power outlet.**
38. **Install a parallel tap connector on the brown and orange wires as shown.**

NOTE: The LED's 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 turn signals will not function. (Damage to flasher relay may occur if wires are installed backwards.)



39. **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 wire (12 Volt DC).**
40. **Turn the ignition key to the on position and verify the turn signals, horn and license plate lights work correctly.**
41. **Once all cabling is in place and functionality verified, double check the routing and secure with wire ties. Bundle any extra wire and secure with 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.

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