## Polaris RZR XPT & Pro E-Valve Mid Pipe 2.5" & 3"

## \*\*Tighten 2nd O2 Bung Bolt on RPM Mid Pipe if not utilizing.

#1 Remove the passenger side rear tire. Lubricate all bolts being removed with WD-40 or a good penetrating lube. Lubricate the BACK of the exhaust study for the turbo to exhaust flange.

#2 Remove all of the stock heat shields from the factory down pipe. There are some bolts on the top and back of the turbo to exhaust flange **circled in blue**. These are easiest removed with a 10mm ratcheting wrench. With The heat shields removed it's best to re-lubricate the 6mm exhaust flange bolts.



#3 Unplug and remove the factory O2 sensor

#3 Some penetration lube like WD-40 is important on all bolts being removed. Loosen the 6mm allen exhaust flange bolts **circled in blue**. Slow and steady wins the race! An impact can easily break these off. Remove all but 1 bolt.

#4 At this time you can loosen and remove the 3 muffler to downpipe exhaust nuts **circled in yellow**. And remove the last 6mm allen bolt securing the down pipe to the turbo. Remove the factory down pipe!

#5 (If installing the 3" E-Valve you will not use your factory heat shields) With Loctite, resecure the factory heat shields to the RPM SxS downpipe. The shield closest to the turbo can be installed after installation to make getting to the turbo flange bolts easier. When re-securing the heat shields, you may have to push the heat shields around some to gain access to the turbo flange bolts during re-installation.

## #6 INSTALLATION

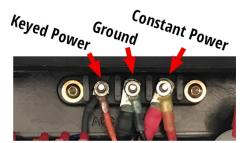
- Use loctite on all bolts and nuts.
- Re-install your new downpipe to the turbo starting with one bolt at the furthest most upward area of the flange holding the down pipe up to the turbo (torque to OEM spec 18 ft-lbs). You will use the longer 3 bolts supplied for the flange that meets your stock muffler. When re-installing this make sure the gasket areas are clean and use the new supplied gasket.
- Re-install your O2 sensor. If your machine uses the small sized O2 sensor you can loctite the reducer and tighten it with channel locks or pliers, then install the O2 sensor.
- Tighten Second O2 sensor port plug if not using.



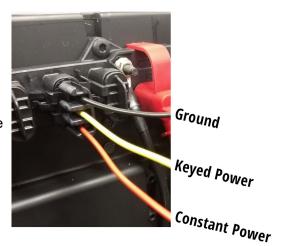
## WIRING THE E-VALVE DOWNPIPE

#7 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 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.

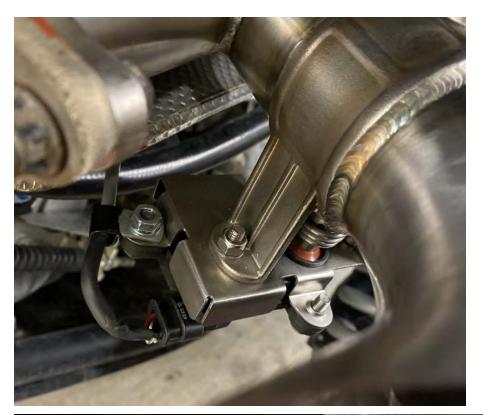


**IF YOU HAVE A PRO XP/Turbo R** you will be provided with an optional Pulse Bar harness that connects to your factory plug and play Pulse Bar under the center dash. You will cut and splice our E-valve harness AFTER THE FUSE and use the supplied wiring and plug to then power the unit. Snip and Cap unused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



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

#9. Plug and route the wire through the coated wire clamp mounted to the motor. 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 council 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.





#10 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.





#11 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!