



SSV WORKS, 201 N. Rice Ave Unit A, Oxnard, CA 93030
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WP3-RG3404

Polaris Ranger XP900 & XP1000

Overhead 4-Speaker Stereo System

WARRANTY INFORMATION:

All SSV Works enclosures are covered by a limited lifetime warranty against defects in material or workmanship. All SSV Works Electronics are covered by a limited 1 year warranty against defects in material or workmanship. All SSV Works Speakers are covered by a limited 1 year warranty against defects in material or workmanship. Labor for replacement of defective components is not covered. Contact SSV Works for further warranty information.



Please read and understand these instructions completely before installation to avoid possible injury, or damage to the accessory or vehicle.

TOOLS FOR INSTALLATION

- Panel removal tool
- Cut-off Wheel
- 7mm, 10mm, 15mm & 17mm Deep Socket & Wrenches
- Ratchet
- #2 & #3 Phillips Screwdriver
- Wire Cutters & Crimpers
- T27, T30, T40 Torx

PARTS LIST IMAGES



1. WP3-RG3404 Stereo



2. Mounting Brackets



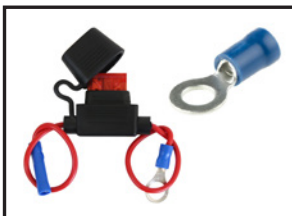
3. Support Bracket & Hardware (for factory plastic roof)



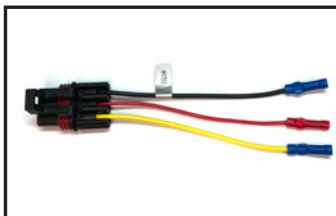
4. M10x1.5x35mm Bolt, Washer and Nut (4)



5. M6 x 1.0 Screws and Washer (1)



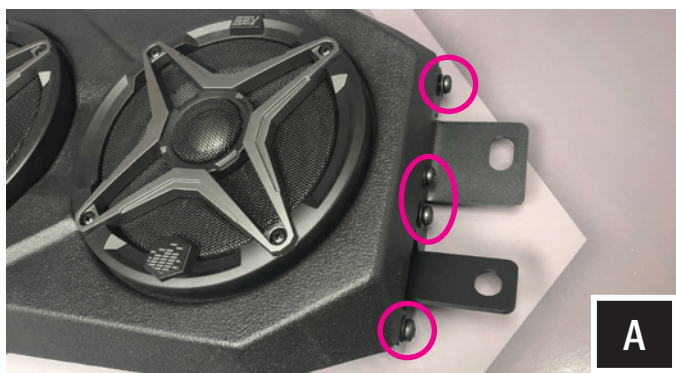
6. Fuse Holder & Ring Terminal



7. BH1752 - Bus Bar Harness



8. 10" Zip Ties (5)



A

A. Fasten the driver and passenger brackets to the driver and passenger side of the unit with (4) M6 screws & washers using a T30 Torx per side. Passenger side shown.



B

B. If the ranger is equipped with a roof, it must be removed prior to installing the overhead stereo. The stereo is compatible with both POLARIS Factory plastic and metal roofs. The factory plastic roof requires minor modification. Follow steps C-K for plastic roof modification. Skip to step L if equipped with metal roof or without a roof.

Always disconnect the battery when installing electronic devices.



C

C. When installing with the factory plastic roof, to allow clearance of the overhead stereo the 3 front lock tabs must be removed (circled in pink). NO MODIFICATIONS NEEDED FOR THE REAR LOCKING TABS - DO NOT CUT

If your roof was not installed with speed nuts at these (2) points (circled in yellow), replacements are in your kit. Slide a M6 speed clip onto each clip location. When reinstalling the roof, fasten the provided T30 torx M6 screws through the ROP visor and into the speed clips.



D

D. To remove the front lock tabs we recommend using a cut off wheel or grinder. Cut off the tabs at the bend. They do not need to be cut flush to the roof



E

E. Your cuts should resemble the image above.



WP3-RG3404



F. Replace the Factory ROP visor bolts with the kit provided M10x1.5x35MM bolts. Do NOT remove all the bolts at once. In order to maintain alignment and structural integrity, there should be at least (3) bolts in the ROP visor at all times. Reuse the factory locknut to fasten the new bolts to the ROP system.



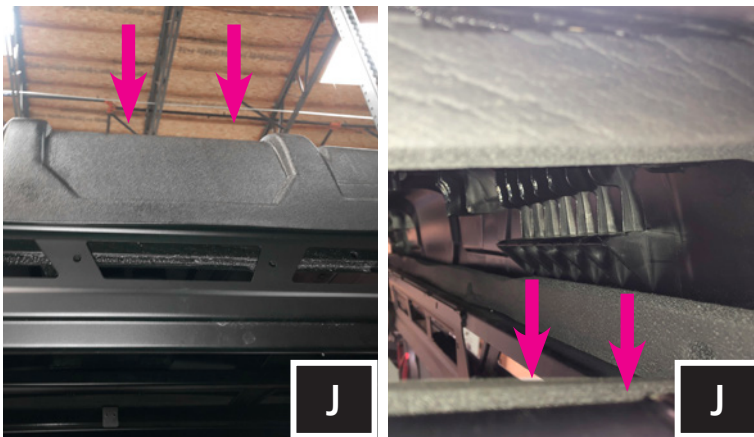
G. Set the roof onto the machine with the rear of the roof propped up.



H. Slide the support bracket over the ROP visor tab. Place the (2) M4 machine screws through the visor tab and support bracket. From the backside of the support bracket, thread on the provided washer and M4 lock-nut. Using a 7mm wrench and #2 phillips screwdriver, fasten the support bracket to the visor tab.



I. Using a #3 phillips screwdriver secure the roof to the support bracket with the (2) coarse-thread screws.



J. Once the Roof support bracket is secured to the visor tab and roof, pull down the rear of the roof to engage the rear locking tabs.



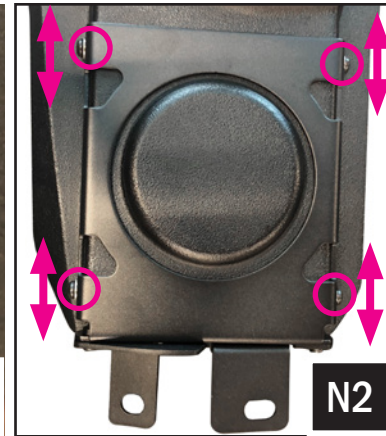
K. Re-fasten all hardware to secure the roof to the vehicle.



L. Replace the Factory ROP visor bolts with the kit provided M10x1.5x35MM bolts. Do NOT remove all the bolts at once. In order to maintain alignment and structural integrity, there should be at least (3) bolts in the ROP visor at all times. Reuse the factory locknut to fasten the new bolts to the ROP system. **If used, re-install factory metal roof at this time.**



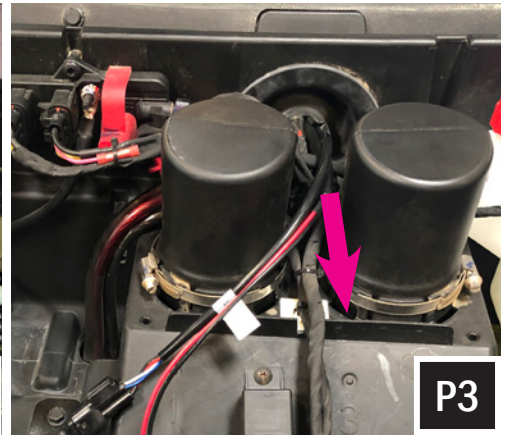
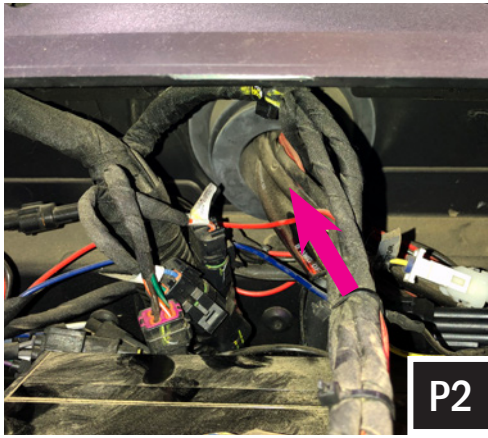
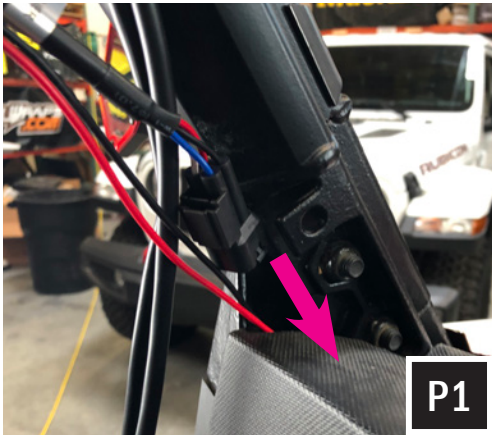
M. Guide the harness over the top of the enclosure and out the driver side.



N. **To safely install the overhead, it is necessary to have a second person to help lift the enclosure into place.**
(N1) Lift the overhead into place guiding the mounting brackets over the ROP visor hardware. Once in place, fasten the overhead to the machine with the provided M10 washers and locknuts. Evenly torque the locknuts with a 17mm socket.
NOTE: (N2) When lifting the WP3-RG3404 into position, if the mounting brackets do not align over the ROP visor hardware, the base brackets position need to be adjusted. Lower the unit, use a T30 torx driver to loosen the base bracket fasteners. Adjust the position of the base brackets inward or outward and tighten the hardware.



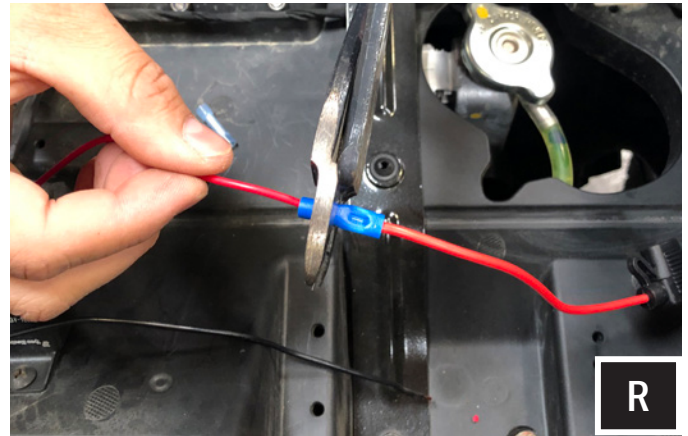
O. Secure the wiring down the "A" pillar with zip-ties.



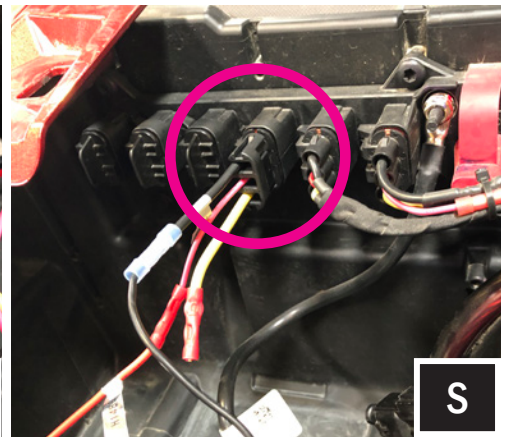
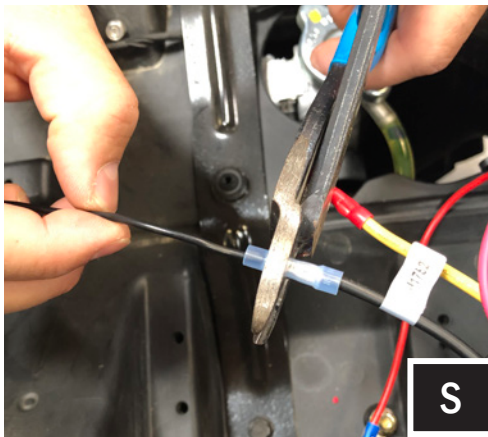
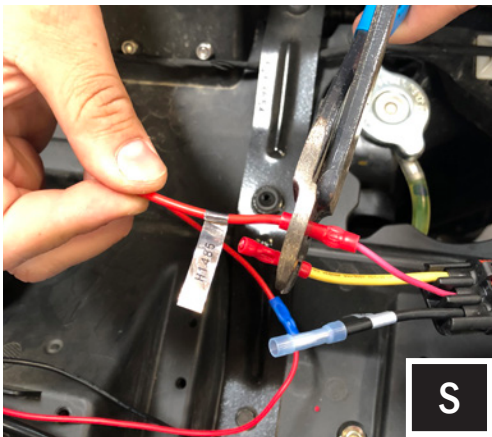
P. Route the power/ground and Sub output into the dash cavity (P1). Once in the dash cavity, pull the power/ground and sub output across the dash cavity along the factory harnesses and out through the firewall grommet (P2). The overhead wiring will then be in the exterior hood compartment (P3).



Q. Secure the overhead wiring with zip-ties to the factory harnesses in the dash cavity.



R. Cut power and ground to desired length in the hood compartment. Strip and crimp power wire to the provided fuse holder.



S. For select Ranger models with a Polaris pulse busbar, crimp the (fused) power and ground to the provided B-H1752 harness. Red for key on, yellow for constant power. Once crimped, remove port guard and connect to the busbar.

NOTE



Some Ranger models come with the ground "GND" terminal not connected as shown. For models equipped with 3-post terminal busbar, remove the 10mm nut, connect the RED (fused) power wire to post (1) for key-on power or post (3) for constant power. Connect the BLACK ground wire to post (2).



U. This concludes the installation process. Reassemble all factory panels.