PELARIS

SAFETY RECALL

Release Date: August 30, 2022

SNO

Communication #: S-22-09-B

Model Year(s): 2016-2022

— Confidential and Proprietary —

VERSION: R03 (October 13, 2022)

** Updated S-22-09-B Photo Requirements**

IMPORTANT STOP RIDE / STOP SALE SAFETY NOTICE!

Stop selling affected vehicles immediately until the repair procedure has been completed on affected units at your dealership. Federal law prohibits the sale of products subject to a recall. Selling such products could subject the seller to substantial penalties.

IMPORTANT

If you are working with a printed copy, please verify you have the most current version of this document.

SUBJECT: SNOWMOBILE FUEL TANK PURPOSE

Polaris has determined that with degraded fuel, and especially after extended storage, some snowmobiles may pose a risk of fire due to electrostatic discharge (ESD) inside the fuel tank. Under specific conditions, vapors may be ignited inside the fuel tank, posing a potential injury hazard.

If a rider needs to start their snowmobile, they must make sure the fuel tank is full and, if it is not, then they need to add fresh gasoline to fill the tank. To resolve this concern, Polaris has developed a procedure to update the fuel pump assembly.

AFFECTED MODELS

MODEL YEAR	MODELS	AFFECTED RANGE	
2016-2022	600/800/850 AXYS RMK	Reference Unit Inquiry on the dealer website or the Service Communications list on the STOP site to look up affected units.	
2016-2021	800/850 SKS		

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S-22-09 PHOTO REQUIREMENT OVERVIEW

PLEASE REVIEW AND FOLLOW THE PHOTO REQUIREMENTS CAREFULLY. Polaris has consolidated best practices throughout our manufacturing quality audits and dealer beta testing of this repair and have gained valuable quality and traceability insights when it comes to photo documentation of critical steps within this procedure. Combined with the second technician checkback, this new process is important in ensuring your dealership technician has completed the repair correctly, which will result in a positive Service experience for the customer. We ask that you consider the photo process part of the requirements of completing this procedure, and because of this we are compensating your dealership for the time needed for quality photos.

Polaris is requiring photo submission for **ALL** S-22-09 repairs. Photos will be submitted via ASK Polaris and reviewed before any recalls will be marked as completed or claims will be paid for work. **Snowmobiles should not be returned to customers until photos are approved.**

Clear photos are of the utmost importance to confirm proper vehicle repair. Clear photos on the first attempt allow Polaris to review and approve repairs without having dealers take vehicles back apart after assembly. Clear photos on the first attempt are extremely important to getting snowmobiles back to consumers quickly.

Polaris realizes these photos take extra time and effort for dealer employees. An extra 12 minutes has been added to each Recall labor time so you are paid fairly for time to take clear photos and submit them via ASK Polaris.

GUIDELINES FOR CLEAR PHOTOS

- · Well-lit: Use extra light if required to clearly see components replaced
- · Background: White or light-colored background that does not interfere with clarity of components
- · Confirm all components worked on are in frame
- · Reference Photo Overview sections below for each part A-H to confirm your photos match examples

PHOTO STORAGE AND SENDING PROCESS

For S-22-09, we've created the ultimate flexibility in dealer to Polaris service processes. Based on which method supports your dealership's service processes best, dealers can use the Polaris Dealer App, Mobile Ask Polaris, or their PC desktop version of Ask Polaris to complete the required administrative work needed for S-22-09 recall procedures. Polaris recommends utilizing current dealership photo submission processes that you are familiar with and use daily. Additional helpful tips for photo taking/sending:

- Photos should be taken on one device when possible. A dealer tablet works well for this.
- · Photos should be stored with the VIN being repaired
- VIN can be added in a folder on shared dealer device, or VIN can be typed in email if sending to a different dealer employee (e.g. Technician emails photos to Warranty Admin)

WHAT WILL HAPPEN IF THE PHOTOS I SUBMIT ARE NOT CLEAR?

IMPORTANT

Taking photos that are unclear or do not meet Polaris requirements will cause significant efficiency problems for dealers. Customers will be waiting for snowmobiles for an extended period of time if dealer supplied photos are unclear.

- 1. If photos submitted are blurry, poorly lit, or any other reason that the key components are not able to be viewed clearly, Polaris will require dealers to take snowmobiles back apart to take photos again until approved.
- 2. If dealers are not able to supply clear photos, they will not be paid for work or parts until clear photos are supplied.
- 3. Polaris may require additional disciplinary action for dealers that continually provide unclear photos.

PHOTO PASS / FAIL

A Polaris representative will review each submitted photo for the following information:

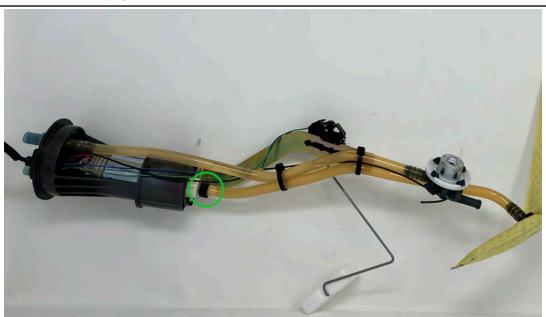
FUEL PUMP CLAMPS

- · All steel oetiker clamps are removed from the system
- Plastic clamps installed in the correct location(s)

IMPORTANT

Photos below serve as examples, fuel pumps may differ slightly in appearance. Reference model specific recall instructions for more detail on repair instructions. Location(s) circled signify oetiker clamp(s) were removed and replaced with plastic clamps. Locations that have arrows pointing to them signify oetiker clamps were just removed but did not require replacement.

Classic and AXYS RMK Fuel Pump



Reservoir/Jet Fuel Pump



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S-22-09-B REQUIRED PHOTOS (AXYS RMK)

IMPORTANT

The following photos are required for warranty claim submission.





Fuel Pump Photos - Lay pump on flat surface, take one photo. Flip over, take second photo.

CUSTOMER NOTIFICATION

Dealers are required to review their sales records and make arrangements with customers for Recall completion. In addition to consumer units, dealers are required to correct any affected units in their inventory. Polaris will be mailing a notification letter to consumers affected by this Recall. Polaris will also send an email to owners for whom Polaris has a valid email address.

CONTACT POLARIS

If you have questions that are not addressed in this document or in the Safety Recall FAQ, contact Polaris Service through Ask Polaris or by phone at 800-330-9407 (US/Canada Dealers Only).

DEALER - WHAT TO DO?

As of August 30, 2022, YOU MUST NOT SELL OR DELIVER any NEW OR USED Model Year 2021-2023 MATRYX, 2015-2022 AXYS, and select Model Year 2013-2014 Trail Performance (Pro-Ride) snowmobiles affected by this Stop Sale / Stop Ride until it is repaired according to the Safety Recall bulletin.

WARRANTY CLAIM INFORMATION

2016-2022 AXYS RMK MODELS				
Bulletin	S-22-09-B			
Claim Type	SB (Service Bulletin)			
Labor Allowance	1.1 hours (66 minutes)			
Part Number / Description	2211525 (QTY 1) K-SERVICE FUEL PUMP AXYS RMK			
Parts Availability	Polaris will automatically allocate parts to your dealership starting immediately. We will not be allowing dealers to order parts until our inventory position has stabilized.			
University of Polaris Video Training Required	Yes ¹			

¹Polaris requires one person from a dealership to be certified before parts ordering may occur and two people from a dealership to be certified before warranty claims may be processed.

Claim Submission:

- 1. Start a new Ask Polaris Case > Service & Warranty Question > Authorization Request: S-22-09 Bulletin.
- 2. Enter dealer contact info and the VIN.
- 3. Select the Service Communication No.
- 4. Select the person completing the repair and Service Manager, Owner or Lead Technician performing check-back.
- 5. Complete Technician selection certification.
- 6. Attach the required photos per the instructions in this recall.
- 7. Submit case for Polaris to review.

STOP!

Dealers should NOT deliver completed snowmobiles to the consumer until after the Ask Polaris case is approved.

- 8. Photos will be reviewed by Polaris after submission. While photos are being reviewed, case will show In Progress.
- 9. Once photos are approved, case will move to Approved Autho Status.
- 10. Open case, and select Create Warranty Claim.
- 11. Claim will be paid by Polaris and Recall will be closed. Snowmobile may now be returned to consumer.

EMEA Distributor Claim Submission:

- 1. Start a new Ask Polaris Case > Service and Warranty Question > All Vehicle Diagnostics.
- 2. Enter distributor contact info.
- 3. Enter the vehicle VIN.
- 4. Attach the required photos per the instructions in this recall.
- 5. Submit case for Polaris to review.

DECLINED SAFETY RECALL

Polaris provides a claim process that allows dealers to accurately document when a Safety Recall cannot be performed on a vehicle due to modification. Criteria and instructions can be found under Service & Warranty > STOP Site > News, Forms, & Links > Declined Safety Bulletin Tracking.

US & CANADA TRANSPORT REIMBURSEMENT

Polaris will authorize transport up to 1.0 hour of labor to perform the bulletin. Wholegood stock vehicles are not eligible for transport coverage reimbursement. Polaris recommends that dealers work with vehicle owners to determine the best solution for their situation. To obtain transport reimbursement, reopen the Ask Polaris case that was submitted and enter the actual labor time up to 1.0 hours into the Requested Additional Hours/Minutes fields. Add a comment to the Reason for Additional Labor Time field to justify your request.

INVENTORY / STOCK PART CLAIMS

Dealers should review their service inventory and ensure the following parts receive the updated pump components before it is installed onto a snowmobile. Reference the table below to order the correct update kit for each pump assembly.

- 2204726 FUEL PUMP KIT (Update w/ 2211523)
- 2205700 FUEL PUMP KIT (Update w/ 2211523)
- 2205619 FUEL PUMP KIT RMK (Update w/ 2211525)
- 2207314 FUEL PUMP KIT (Update w/ 2211523)
- 2208146 K-FUEL PUMP 850 (Update w/ 2211523)
- 2208147 K-FUEL PUMP 650 3BAR (Update w/ 2211523)
- 2208331 K-FUEL PUMP 850 (Update with 2209832 & 2211524)
- 2209834 K-FUEL PUMP 850 RMK (Update w/ 2211524)
- 2208332 K-FUEL PUMP 650 3BAR (Update with 2209832 & 2211524)
- 2209833 K-FUEL PUMP 650 RMK (Update w/ 2211524)
- 2208333 K-FUEL PUMP MEDUSA (Update with 2209832 & 2211524)
- 2209835 K-FUEL PUMP 850T RMK (Update w/ 2211524)
- 2209203 K-FUEL PUMP 850 (Update w/ 2211524)
- 2209837 K-FUEL PUMP 850 TP/CO (Update w/ 2211524)
- 2209204 K-FUEL PUMP 650 3BAR (Update w/ 2211524)
- 2209836 K-FUEL PUMP 650 TP/CO (Update w/ 2211524)
- 2209838 K-FUEL PUMP 850T TP/CO (Update w/ 2211524)
- 2208092 K-FUEL PUMP WT4S (Update w/ 2211523)

Use the following process for filing a warranty claim for any of the parts listed above.

- 1. Start a new Part Stock warranty claim.
- 2. Select Product Line: SNO
- 3. Enter today's date into the Date Failed and Date Repair information fields
- 4. Enter S-22-09-B into the CONCERN field.
- 5. Enter S-22-09-B into the CAUSE field.
- 6. Enter Fuel Pump Update into the CORRECTION field.
- 7. Enter the part number and quantity.
- 8. Enter warranty fail codes: 142/279/209
- 9. Validate the parts.
- 10. Save and submit the claim to Polaris.

ACCESSORY LABOR

Polaris will cover labor for the removal and installation of accessories required to complete the bulletin work.

To request reimbursement, reopen the Ask Polaris case that was submitted and enter the actual labor time into the Requested Additional Hours/Minutes fields. Add a comment to the Reason for Additional Labor Time field to justify your request.

For accessory removal and installation up to 30 minutes, add a comment to the Reason for Additional Labor Time field to justify your request.

For requests over 30 minutes, photos of the installed accessories sufficient to support the labor time requested are required.

For accessory removal and installation over 30 minutes of labor:

- 1. Start a new Ask Polaris Case, Service &Warranty Question > Authorization: In Warranty or Polaris ESC or Authorization: Out of Warranty.
- 2. Enter your contact information and VIN / PIN, along with miles and hours into the applicable fields.
- 3. Enter S-22-09-B in the CONCERN and CAUSE fields. In the CORRECTION field, enter "ACCESSORY REMOVAL AND INSTALLATION".
- 4. Enter warranty fail codes 142/279/209.
- 5. Add part 0000541, quantity 1.
- 6. Attach photos of the vehicle and accessories sufficient to support the labor time requested.
- 7. Submit the case to Polaris.

COVERAGE PERIOD

Coverage will begin on October 12, 2022. This bulletin has no expiration date.

UNIVERSITY OF POLARIS TRAINING REQUIREMENT

Each member of your service department team must complete the training on University of Polaris prior to completing **ANY** work, or submitting **ANY** warranty claim for this Bulletin. You must complete the entire course on University of Polaris in order to get credit.

http://www.universityofpolaris.com

PARTS RETURN / DISPOSAL INFORMATION

Under no circumstances shall the parts removed be re-used, sold, or re-purposed for another application. It is your dealership / distributor's responsibility to make sure every part replaced (related to this communication) is taken out of circulation and disposed of properly or returned to Polaris (if required).

REPAIR AUDIT INFORMATION

IMPORTANT

Several steps of this procedure require an audit by a service manager, owner, or lead technician that completed the bulletin training but did not complete the repair. Please note that there is NOT an associated Dealer Confirmation document that needs to be completed and retained by the dealer.

FEEDBACK FORM

A feedback form has been created for the technician to provide Polaris with an overall satisfaction rating for the instructions, provide comments on your experience or upload pictures/video. The form is viewable on mobile devices by scanning the QR code or on a PC by clicking **HERE**.



KIT CONTENTS

2211525 K-SERVICE FUEL PUMP AXYS RMK

REFERENCE	QTY	PART DESCRIPTION	P/N AVAILABLE SEPARATELY
1	1	SCR-M6X1.0X25-HX/FL-Y/D	7516823
2	1	GASKET-PFA	5415105
3	1	CLAMP-HOSE 10.0MM NYLON	7083040
-	1	INSTR-FUEL PUMP SVC CHKLST	9941145

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REPAIR PROCEDURE

S-22-09-B AXYS RMK PROCEDURE

TOOLS REQUIRED

- · Safety Glasses
- · Pliers, Push Pin Rivet
- · Pliers, Side Cutting
- · Pliers, Slip Joint
- · Screwdriver, Slotted
- · Socket Set, Metric
 - 10 mm
- Socket Set, Torx® Bit
 - T40
- · Socket Extension
 - 6 in
- · Torque Wrench
- · Absorbent Mats
- 1/4" or 3/8" Fuel Siphon
- Special Service Tool:
 - PFA Nut Socket, PS-48459
 - PFA Holding Fixture

GENERAL

- 1. Park vehicle on a flat surface.
- 2. Push engine stop switch to OFF position.
- 3. Turn key to OFF position and remove key.

FUEL TANK REMOVAL

MARNING

Gasoline is extremely flammable and explosive under certain conditions. Do not smoke or allow open flames or sparks in or near the fuel tank / fuel system.

IMPORTANT

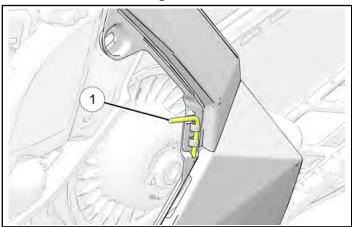
It is possible for pressurized fuel to be present when disconnecting the fuel line. It is recommended to allow the vehicle to sit for a period of one hour after shutting off the engine before servicing the fuel line. This allows the exhaust to cool and fuel pressure to drop.

1. Inspect fuel level.

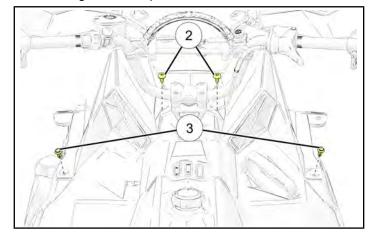
IMPORTANT

If the fuel level is 50% or more, the tank needs to be siphoned to prevent a spill when the fuel lines are disconnected. Draining the fuel tank is not required but minimizes the risk of spilling.

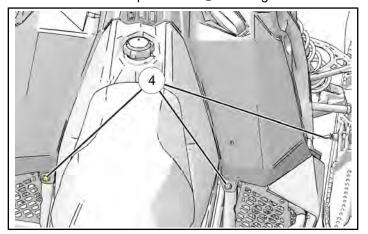
- 2. Remove the side panels.
- 3. Remove the L-wrench 1.



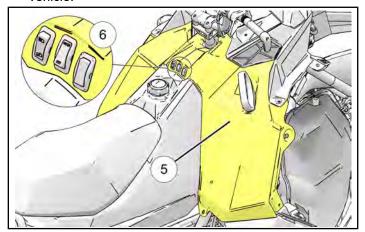
4. Remove the torx fasteners ② and push rivets ③ retaining the intake plenum.



5. Remove the three push darts 4 securing the console.



6. Remove the console (5) by pulling some slack on the recoil handle and then moving it to the right side of the vehicle.



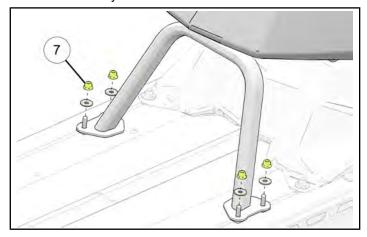
NOTICE

Disconnect the switch harness (6) during removal. Mark the switch connectors to aid in reassembly.

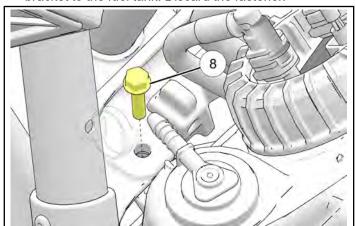
Check for any accessory connections near the console and disconnect or remove if necessary.

Do not untie the recoil handle. Lay the console to the side of the vehicle. The recoil rope should not lay on anything sharp.

 Remove the nuts ① and washers securing the seat bracket / seat to the tunnel. Remove the seat bracket and seat as an assembly. Keep the nuts and washers for reassembly.



8. Remove the fastener® securing the front fuel tank bracket to the fuel tank. Discard the fastener.



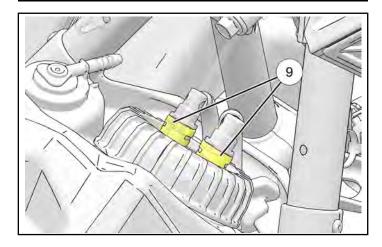
9. While holding a clean shop rag around the fuel line connectors at the fuel pump, disconnect the fuel supply and return hose connectors (9) from the fuel pump flange assembly.

NOTICE

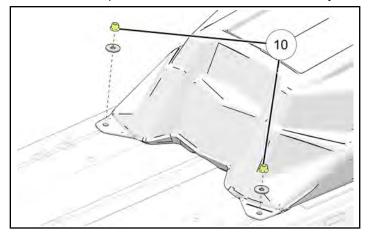
Pushing the fuel line connector towards the PFA releases tension on the connector clip and makes it easier to release.

NOTICE

Check to make sure the retention clip orientation is as shown in appendix.



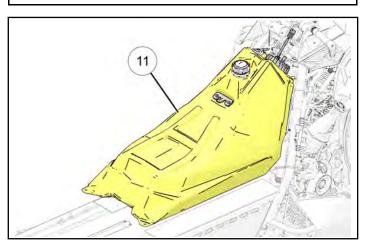
- 10. Install the caps onto the fuel pump assembly ports.
- 11. Disconnect the fuel pump wire harness.
- 12. Remove the nuts (10) and washers fastening the rear of the tank. Keep the nuts and washers for reassembly.



13. Remove the fuel tank (1) by pulling upwards first then carefully moving the tank toward the rear of the snowmobile.

STOP!

The tank may be stuck to the foam pads on the tunnel. DO NOT use a sharp object to pry the tank off the tunnel.



FUEL PUMP REMOVAL

MARNING

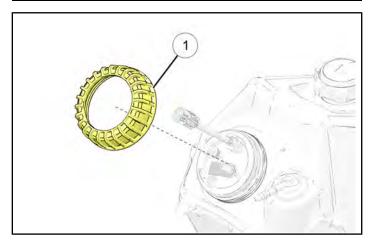
Gasoline is extremely flammable and explosive under certain conditions. Do not smoke or allow open flames or sparks in or near the fuel tank / fuel system.

- 1. Remove the fuel cap to avoid catching fuel pump assembly on mechanical fuel gauge.
- 2. While holding the PFA from rotating using the PFA Holding Fixture, use the PFA Nut Socket to remove the pump flange nut ①.

NOTE

The PFA Holding Fixture was auto shipped to your dealer.
If replacement tools are required, contact Polaris
Technical Service.



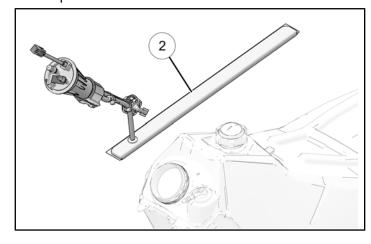


PFA Nut Socket: PS-48459

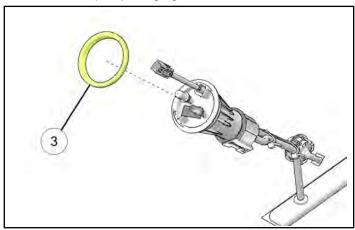
IMPORTANT

The fuel pump assembly should not spin during removal of the pump flange nut or damage could occur.

Carefully extract the fuel pump out of the fuel tank.
 Manipulate the pickup assembly ② to fit through the tank opening. Do not kink the fuel pickup hose during this process.



4. Discard the pump flange gasket 3.



IMPORTANT

Do not re-use a pump flange gasket. Always use a new gasket during assembly.

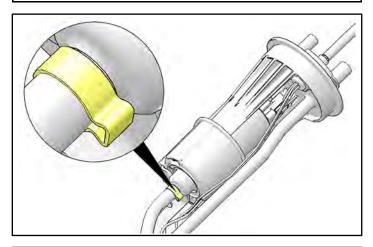
 Inspect the pump assembly for damage. If any concerns are found create an Ask Polaris case or contact your Polaris Service contact.

FUEL PUMP REPAIR

 Remove all oetiker clamps by using a small side cutters or flat blade screwdriver to pry up on the locking tab. DO NOT attempt to cut the oetiker.

IMPORTANT

Do not damage any harness wires when removing the oetiker clamps.







2. Inspect the fuel line and fuel pump inlet.

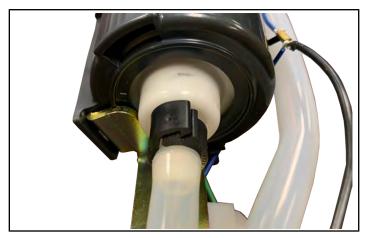
IMPORTANT

If the fuel line or fuel pump inlet is damaged the fuel pump assembly must be replaced. A damaged fuel line or fuel pump inlet could induce air into the system causing the fuel pump to fail.

3. Install the provided 10mm EZYCLIK clamp onto the fuel pump inlet. The clamp should be seated behind the barb as shown. Verify the clamp is fully seated in the locked position.

IMPORTANT

Do not over extend the clamp when installing over the fuel line or fuel pump inlet.



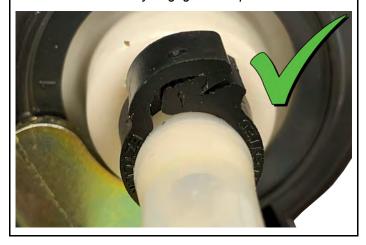


NOTICE

Partially Engaged Clamp



Fully Engaged Clamp



4. Inspect the entire ground wire for damage, corrosion, or loose connections. If any damage is found, STOP and contact Polaris Technical Service.

STOP!

A secondary technician must verify all steel oetiker clamps are removed, all new components are in the correct location/properly secured, and the grounding harness is in good condition before continuing.

STOP!

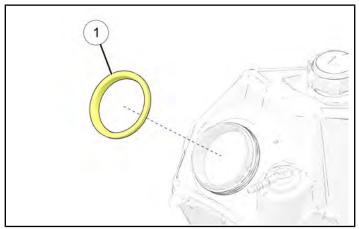
Photos are required before continuing. Please see **page**

FUEL PUMP INSTALLATION

MARNING

Gasoline is extremely flammable and explosive under certain conditions. Do not smoke or allow open flames or sparks in or near the fuel tank / fuel system.

- Use isopropyl alcohol and a clean shop rag to clean all sealing surfaces:
 - · Pump flange
 - · PFA flange
 - · PFA gasket
- 2. Use provided isopropyl alcohol wipe and thoroughly remove any contaminants from the supplied gasket.
- 3. Install the new pump flange gasket ① into the tank opening ensuring that the inside portion of the gasket hooks onto the bead on the inside diameter of the PFA neck.



- 4. Remove the fuel cap from the fuel tank.
- Carefully install the fuel pump assembly. Carefully manipulate the pickup assembly through the opening. Do not damage the gasket during pump installation.

IMPORTANT

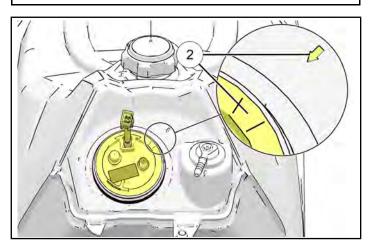
This step needs to be followed carefully.

6. Reinstall the fuel cap.

7. Align the fuel pump flange assembly index marks with the arrow on the fuel tank ②.

IMPORTANT

This step needs to be followed carefully.



8. Spray the PFA gasket with isopropyl alcohol to assist with PFA nut install. With the help of an assistant holding the fuel tank, use the PFA nut socket and PFA hold fixture to torque the nut ③ to specification.

IMPORTANT

This step needs to be followed carefully.

IMPORTANT

Do not allow the PFA and gasket to rotate and/or lift up during flange nut installation.

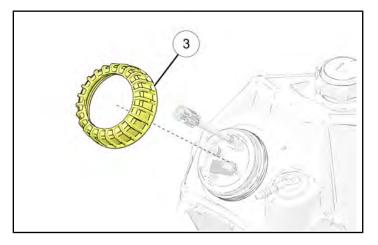
IMPORTANT

Do not hold or apply excessive pressure to supply and return nozzles during flange nut installation.

NOTE

The PFA Holding Fixture was auto shipped to your dealer.
If replacement tools are required, contact Polaris
Technical Service.





PFA Nut Socket: PS-48459

TORQUE

Fuel Pump Flange Nut: 28 ft-lbs (38 Nm)

9. Verify pump/flange assembly alignment is still correct after the nut is torqued.

STOP!

A second technician must verify the PFA nut torque and PFA alignment before continuing.

FUEL TANK LEAK TEST

- 1. Verify the fuel cap is tight and fuel line ports are plugged.
- 2. Fill the fuel tank to at least 50% capacity.
- 3. Verify the PFA and the area around the PFA nut is clean and dry.
- 4. Tilt the fuel tank to fully submerge the PFA gasket and hold in that position for 60 seconds.
- 5. Inspect around the inside and outside edge of the PFA gasket.
 - If there is a leak, check the PFA nut torque and repeat test. If leak is still present, disassemble and replace the PFA gasket (return to Fuel Pump Installation).
 - If no leaks are detected, the tank assembly is adequately sealed and ready for installation into the snowmobile.

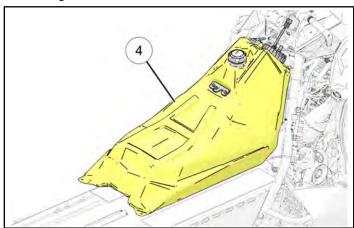
FUEL TANK INSTALLATION

1.

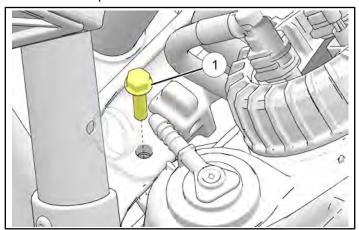
STOP!

Verify fuel line routing and confirm there is sufficient gap between the fuel line and airbox and all routing features are in place. Review page 20 for routing details..

- 2. Verify the foam block on the coolant lines is in place.
- 3. Verify the foam pads on the tunnel are installed and not damaged. Install the fuel tank 4 onto the vehicle.

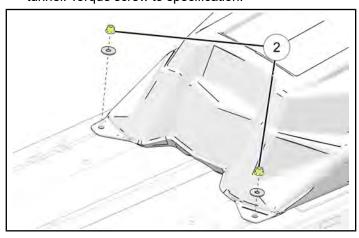


 Install the new front tank mount fastener ① (provided) securing the fuel tank bracket to the fuel tank. Torque fastener to specification.



TORQUE

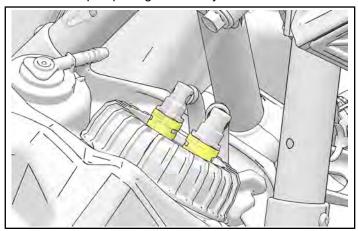
Fuel Tank Front Mounting Fastener: 5 ft-lbs (7 Nm) DO NOT OVER-TORQUE 5. Install the washers and nuts ② securing the fuel tank to tunnel. Torque screw to specification.



TORQUE

Fuel Tank Rear Mounting Screw: 9.5 ft-lbs (13 Nm) DO NOT OVER-TORQUE

6. Reconnect the fuel supply and return hose connectors at the fuel pump flange assembly.



NOTICE

Note the position of the supply and return fuel hoses. Connect the 5/16" connector to the 5/16" fitting on the pump flange and connect the 3/8" connector to the 3/8" fitting on the pump flange.

IMPORTANT

Do not apply excessive pressure to fuel fittings or clips.

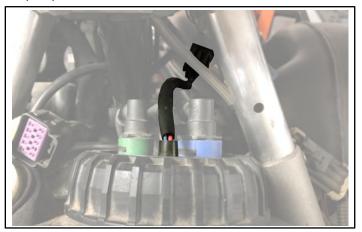
7. Perform a push/pull test on the fuel line connections with at least 5 lbs. of force.

IMPORTANT

Connections should NOT disengage during push/pull test.

8. Reconnect the fuel pump wire harness connector.

600/800 Models: The fuel pump wire harness routes forward between the fuel lines connects to the fuel pump connector.



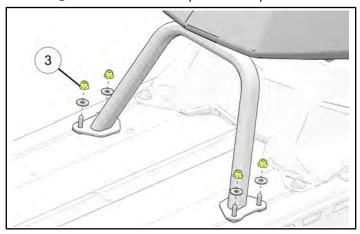
850 Models: The fuel pump wire harness routes under the supply fuel line and connects to the fuel pump connector.



IMPORTANT

Ensure proper routing.

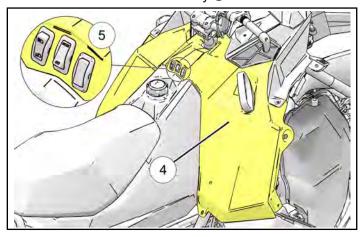
9. Install the seat bracket/seat assembly, washers, and nuts ③ onto the tunnel. Torque nuts to specification.



TORQUE

Seat Bracket Mounting Nut: 7 ft-lbs (10 Nm)

10. Reinstall the console assembly 4.



NOTICE

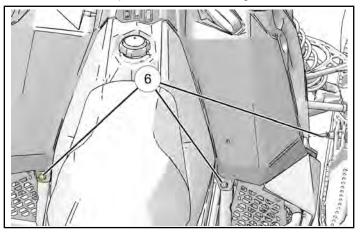
Reconnect the marked switches (5) on the console during installation.

IMPORTANT

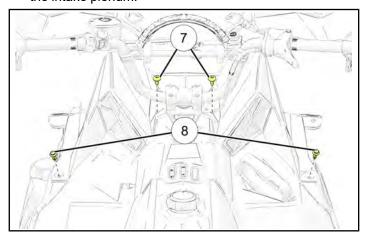
The tabs on the console must be installed in the plenum slots for proper console fitment.



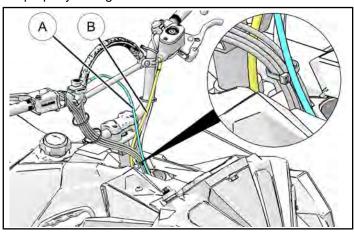
11. Install the three push darts (6) securing the console.



12. Install the torx fasteners ${\mathfrak D}$ and push rivets ${\mathfrak B}$ retaining the intake plenum.



- 13. Install the L-wrench.
- 14. Verify the proper routing of the recoil rope after the console is installed.
- 15. Verify the throttle cable (A) and brake line (B) are routed properly through the console.



- 16. Reinstall the side panels.
- 17. Start the snowmobile, verify any air is purged from the fuel system, inspect the area around the PFA for fuel leaks, and verify the brake light is functioning correctly.
- 18. Verify the switches on the console function properly.
- Verify the fuel gauge is functioning correctly on the display.

STOP!

A photo showing the fuel gauge correctly functioning is required before continuing.

- 20. Any fuel that was removed can be used to refill the fuel tank as needed.
- 21. Submit a Service Bulletin Warranty Claim for S-22-09-B.

NOTICE

Images for reference only.

1. The fuel supply line should be connected to the fuel pump flange assembly in location shown below ①.

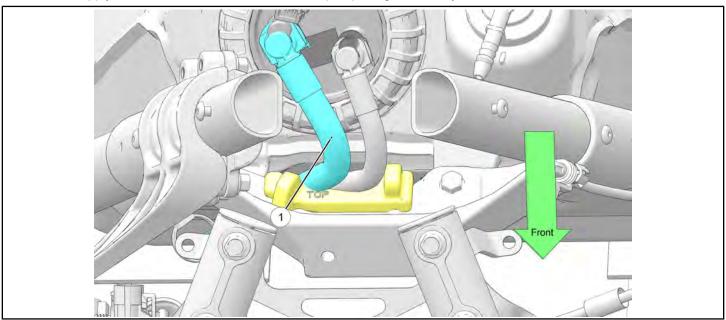


Image is shown from above with arrow pointing toward the front of the vehicle. Handlebar and other parts removed for visibility.

2. Both fuel lines should be routed behind, and rest against the fuel line bracket / retainement point ③.

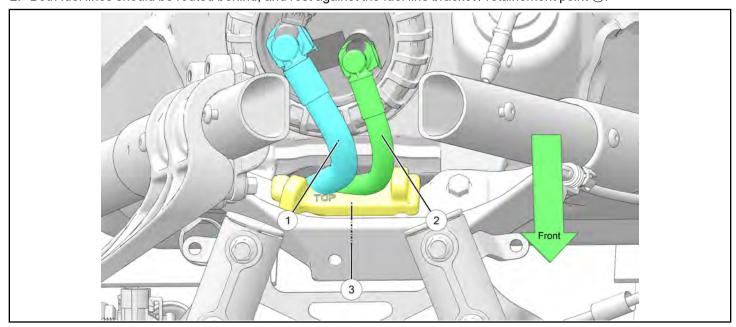
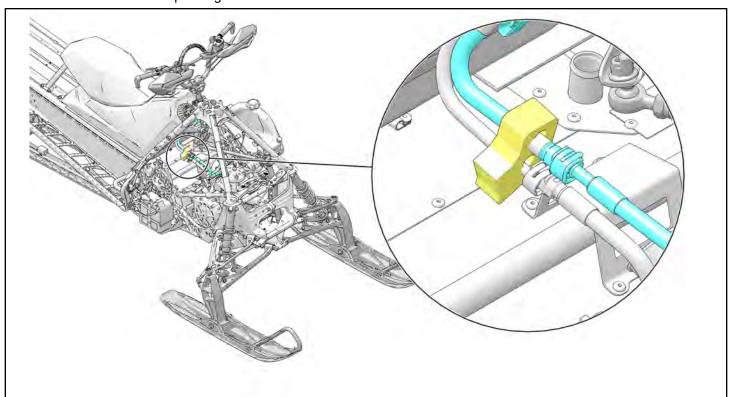


Image is shown from above with arrow pointing toward the front of the vehicle. Handlebar and other parts removed for visibility.

3. The fuel supply line should route down the front of the fuel tank. The supply line should be secured in the foam block and connect to the corresponding line from the fuel rail in the locations shown below.



NOTICE

Images for reference only.

1. The fuel return line should be connected to the fuel pump flange assembly in location shown below.

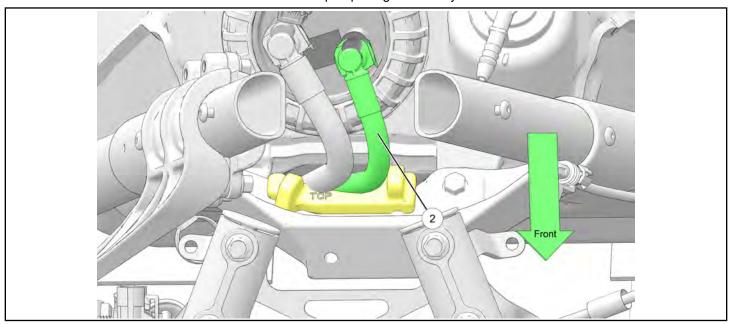


Image is shown from above with arrow pointing toward the front of the vehicle. Handlebar and other parts removed for visibility.

2. Both fuel lines should be routed behind, and rest against the fuel line bracket / retainement point ③.

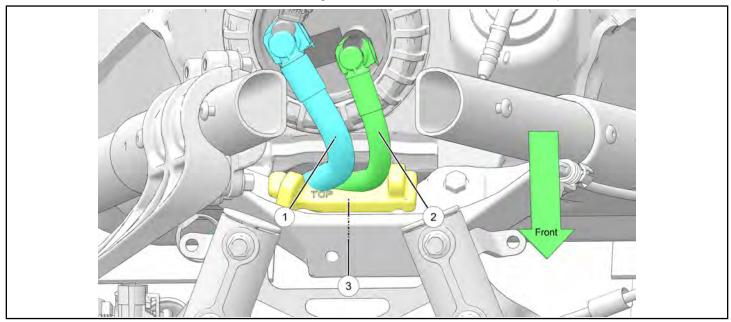
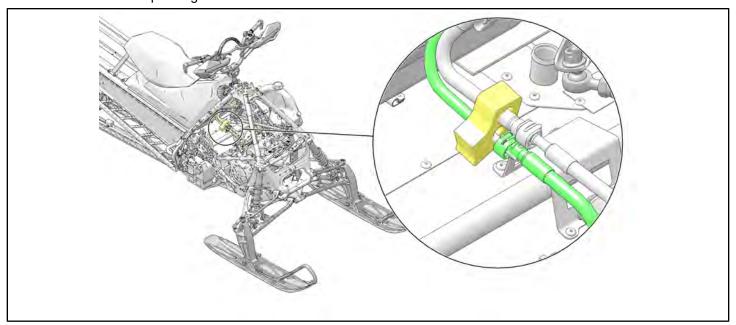


Image is shown from above with arrow pointing toward the front of the vehicle. Handlebar and other parts removed for visibility.

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3. The fuel return line should route down the front of the fuel tank. The return line should be secured in the foam block and connect to the corresponding line from the fuel rail in the locations shown below.



APPENDIX

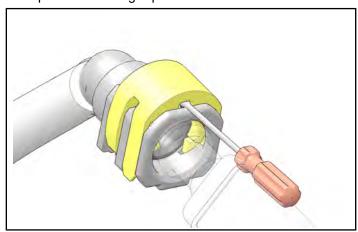
FUEL LINE QUICK CONNECT REMOVAL

When properly used, fuel line quick connects can be disconnected and reconnected multiple times for vehicle service needs. If the quick connect is damaged, it is not designed to be serviceable and the fuel line assembly will require replacement.

There are two methods of disconnecting Fuel line quick connects, the preferred method is by using a small straight blade screwdriver.

Screwdriver Method:

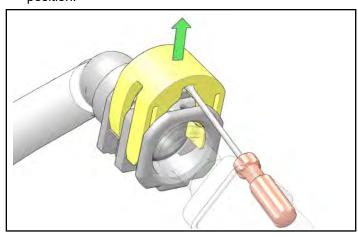
1. Insert a #1 flat blade screw driver into the pry slot on the top of the retaining clip.



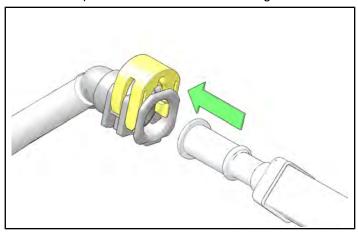
IMPORTANT

To prevent damage to the retaining clip, be sure to use a flat blade screwdriver that fits into the pry slot.

2. Gently pry the retaining clip upwards into the open position.

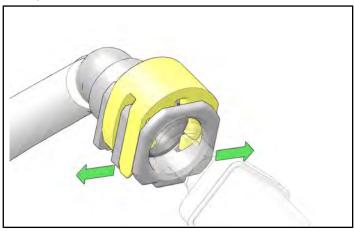


3. Remove quick connect from the fuel fitting.



Hand Method:

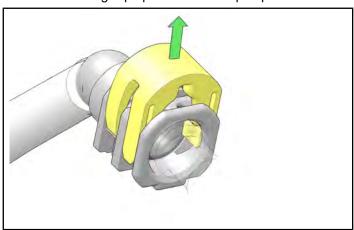
4. Gently pull outward on retaining tabs to unlock retaining clip.



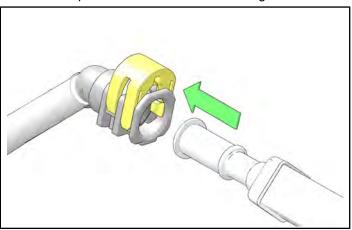
IMPORTANT

Do not over-pry or excessively bend the retaining tabs.
This can damage the retaining clip, and require replacement of the fuel line assembly.

5. Push retaining clip upward into the open position.



6. Remove quick connect from the fuel fitting.



Replacement Needs:

Indicators that the quick connect is damaged, and assembly replacement is needed:

- 1. The retaining clip can be closed without the insertion of a hard line end. The retaining clip is designed to lock only when a hard line end has been fully inserted.
- 2. Retaining tabs are deformed and no longer lock into the body of the quick connect.



- 3. Broken retaining tabs, or any sign of cracks in the retaining clip. The retaining clip is responsible for holding the quick connect on the line when under fuel pressure.
- 4. Quick connect has been twisted from its original inserted position, or the connector has been damaged.