

Overheating / Diagnosis

During routine maintenance, or whenever PVT system overheating is evident, it's important to check the inlet and outlet ducting for obstructions. Obstructions to air flow through the ducts will significantly increase PVT system operating temperatures. The vehicle should be operated in Low when plowing or pulling heavy loads, or if extended low speed operation is anticipated.

CLUTCH DRIVE BELT & COVER RELATED ISSUES: DIAGNOSIS

POSSIBLE CAUSES	SOLUTIONS / WHAT TO DO
Loading the vehicle into a tall trailer when in high range.	Shift transmission to Low during loading of the vehicle to prevent belt burning.
Starting out going up a steep incline from a stopped position.	When starting out on an incline, use Low gear. Shift transmission to Low during loading of the vehicle to prevent belt burning.
Driving at low RPM or low ground speed (at approximately 3-7 MPH).	Drive at higher speed or use Low. The use of Low is highly recommended for cooler PVT operating temperatures and longer component life.
Insufficient engine warm-up when exposed to low ambient temperatures.	Warm engine at least 5 min., then with transmission in neutral, advance throttle to approx. 1/8 throttle in short bursts, 5 to 7 times. The belt will become more flexible and prevent belt burning.
Slow and easy clutch engagement.	Fast, effective use of the throttle for efficient engagement.
Stuck in mud or snow.	Shift the transmission to Low, carefully use quick, firm throttle application and avoid excessive slipping of the PVT system. WARNING: Excessive throttle may cause loss of control and vehicle overturn.
Climbing over large objects from a stopped position.	Shift the transmission to Low, carefully use quick, firm throttle application and avoid excessive slipping of the PVT system. WARNING: Excessive throttle may cause loss of control and vehicle overturn.
Belt slippage from water or snow ingestion into the PVT system.	Remove the PVT drain plug. Shift the transmission to neutral. Using the throttle, vary the engine rpm from idle to full throttle. Repeat several times as required. During this procedure, the throttle should not be held at the full position for more than 10 seconds. Clutch seals should be inspected for damage if repeated leaking occurs.
Clutch malfunction.	Clutch component inspection should be performed by a Polaris MSD certified technician.
Poor engine performance.	Fouled spark plugs, foreign material in fuel tank, restricted fuel lines, or faulty fuel pump may cause symptoms similar to clutching malfunction.
GENERAL RANGE OPERATION GUIDELINES:	Low: Heavy pulling, basic operational speeds less than 7 MPH, riding through rough terrain (swamps, mountains, ect.), low ground speeds.
	High: High ground speeds, or speeds above 7 MPH.

Operating in Low Gear

Low gear should be used when riding through rough terrain or when basic operational ground speeds are less than 7 MPH. Use High gear when basic operational ground speeds are more than 7 MPH.

NOTE: Using High gear for heavy loads, hilly terrain, or in wet, muddy conditions will increase the chance of drive belt burning.

Polaris 2013 Ranger 900xp Service Manual

Joacim Rocklöv



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Table of Contents Polaris 2013 Ranger 900xp Service Manual

1. Understanding the eBook Polaris 2013 Ranger 900xp Service Manual
 - The Rise of Digital Reading Polaris 2013 Ranger 900xp Service Manual
 - Advantages of eBooks Over Traditional Books
2. Identifying Polaris 2013 Ranger 900xp Service Manual
 - Exploring Different Genres
 - Considering Fiction vs. Non-Fiction
 - Determining Your Reading Goals
3. Choosing the Right eBook Platform
 - Popular eBook Platforms
 - Features to Look for in an Polaris 2013 Ranger 900xp Service Manual
 - User-Friendly Interface
4. Exploring eBook Recommendations from Polaris 2013 Ranger 900xp Service Manual
 - Personalized Recommendations
 - Polaris 2013 Ranger 900xp Service Manual User Reviews and Ratings
 - Polaris 2013 Ranger 900xp Service Manual and Bestseller Lists
5. Accessing Polaris 2013 Ranger 900xp Service Manual Free and Paid eBooks
 - Polaris 2013 Ranger 900xp Service Manual Public Domain eBooks
 - Polaris 2013 Ranger 900xp Service Manual eBook Subscription Services
 - Polaris 2013 Ranger 900xp Service Manual Budget-Friendly Options
6. Navigating Polaris 2013 Ranger 900xp Service Manual eBook Formats

- ePub, PDF, MOBI, and More
- Polaris 2013 Ranger 900xp Service Manual Compatibility with Devices
- Polaris 2013 Ranger 900xp Service Manual Enhanced eBook Features
- 7. Enhancing Your Reading Experience
 - Adjustable Fonts and Text Sizes of Polaris 2013 Ranger 900xp Service Manual
 - Highlighting and Note-Taking Polaris 2013 Ranger 900xp Service Manual
 - Interactive Elements Polaris 2013 Ranger 900xp Service Manual
- 8. Staying Engaged with Polaris 2013 Ranger 900xp Service Manual
 - Joining Online Reading Communities
 - Participating in Virtual Book Clubs
 - Following Authors and Publishers Polaris 2013 Ranger 900xp Service Manual
- 9. Balancing eBooks and Physical Books Polaris 2013 Ranger 900xp Service Manual
 - Benefits of a Digital Library
 - Creating a Diverse Reading Collection Polaris 2013 Ranger 900xp Service Manual
- 10. Overcoming Reading Challenges
 - Dealing with Digital Eye Strain
 - Minimizing Distractions
 - Managing Screen Time
- 11. Cultivating a Reading Routine Polaris 2013 Ranger 900xp Service Manual
 - Setting Reading Goals Polaris 2013 Ranger 900xp Service Manual
 - Carving Out Dedicated Reading Time
- 12. Sourcing Reliable Information of Polaris 2013 Ranger 900xp Service Manual
 - Fact-Checking eBook Content of Polaris 2013 Ranger 900xp Service Manual
 - Distinguishing Credible Sources
- 13. Promoting Lifelong Learning
 - Utilizing eBooks for Skill Development
 - Exploring Educational eBooks
- 14. Embracing eBook Trends
 - Integration of Multimedia Elements
 - Interactive and Gamified eBooks

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