

Installation Instructions for Model #126 Only for Snowmobiles or ATVs

Applicable to model # 126 only. This model has three (3) wires for each grip. They can be used as a direct replacement on any Ski-Doo, Polaris, or Arctic Cat machine that originally came fitted with a 3-wire 12 volt heated grip. Not for Yamaha snowmobiles but can be used on Yamaha ATVs. Can be used on any ATV brand with 7/8" bars and a thumb-throttle.

They are designed to be removable. They are made of a rigid engineering-grade polymer and designed to be secured with two #6-32 countersunk screws.

HOT GRIPS® Manufactured under one or more of the following Patents: USA: 4,471,209
4,937,429 4,990,753 and Canada 1,299,621 additional Patent Pending.

Read through entire instructions before starting installation. If you can not comfortably install this product, hire a professional mechanic to do it.

Hot Grips® model # 126 can be installed on any snowmobile with 7/8" handlebars and a 12 volt electrical system capable of powering a headlight. It must have a thumb-throttle, not a twist throttle. Some electrical systems cannot handle the power requirements of heated grips and the headlights at the same time. If you have modified your sled's thumb-throttle to a motorcycle twist- throttle, then you must use our Street- Bike HOT GRIPS® kit instead. The difference with the Street-Bike is that the twist throttle grip's inside diameter is 1.000" diameter instead of .875" and the shape of the grips inboard end is different, adding more inboard rubber cushioning.

To pretest the grips, use a volt-ohm-meter .There are three wires: One is a ground wire, and the other two are for low heat and high heat. When you test the electrical resistance between the low wire and ground it should measure approximately 15 ohms. When you test the electrical resistance between ground wire and the high wire, this should measure approximately 9.5 ohms.

You may temporarily wire the grips and briefly test on a 12 volt car battery or battery charger of minimum 3 amps if you desire. Do not leave them unattended, and do not heat them up for more than a few minutes, because without the heat sink effect available from the metal handlebars, they may be damaged.

PREPARATION: Remove old grips and then remove any remaining residue on handlebar with solvent.

EPOXY INSTALLATION ONLY: Designed to be installed with two #6-32 countersunk screws. If you are not able to correctly locate, drill, tap, and secure the two screws without difficulty then seek a professional mechanic's assistance.

Test fit the grip first on the handlebar first to determine where you want the wire exit to be to ensure that the positioning of it does not interfere with the machine's controls or thumb-throttle.

SWITCH: The switch can be located at any convenient practical location for your left hand that doesn't interfere with safe vehicle operation. (Note that the orientation of the wires in our wiring illustration to the "Hi- Lo" switch plate is correct because of the switch's internal pivot action.) Drill a 13mm or 1/2" hole to install switch. We offer a handlebar-mount housing at www.hotgrips.com

IDENTIFYING GRIP WIRES: With this grip's wires aiming at you the right wire is GROUND. The middle wire is LOW, the left wire is HIGH. If you test with an ohm-meter between ground and LOW the resistance number will be 50% higher than a test between ground and HIGH.

WIRING: Follow the wiring illustration closely. A good ground is important so be sure to scrape the paint off the "ground connection" as even a layer of paint will create a problem. Ground should be to the engine or frame, not the handlebars, since some of them are rubber mounted and may not provide a good ground connection. Some machines use a wire or "common-wire ground" instead of "frame-ground". Check with your snowmobile or ATV dealer if in doubt on your specific machine.

Fuse: If your machine uses fuses, use the accessory fuse terminal or you can purchase an in-line fuse holder and use a 5 amp fuse . A fuse is not included in this kit. If your machine uses no fuses at all, then you don't need to use one for the heated grips.

POLARIS: Some Polaris snowmobiles must be wired using the machine's AC common "ground" wire to complete the circuit, rather than a chassis "ground". Always follow our instructions when doing the wiring, and don't use the Polaris wires that are built into the machine unless you are certain which ones to use (don't phone us on this, we don't have the wiring diagrams for any machine). Improper wiring will result in the Hot Grips® not working and/or dim lights. If in doubt, contact your Polaris dealer's service department for assistance.

SKI-DOO: Some Ski-Doo snowmobiles don't use a "chassis-ground" for the grips. Instead, locate a yellow wire and a yellow with black-stripe wire at the sled's Regulator or Regulator-Rectifier. Use the yellow wire as your power positive wire, and the yellow with black-stripe as your 'ground-substitute' wire. Do not ground to chassis or engine except on older Ski-Doo's that do not have the yellow and yellow with black-stripe wires. Improper wiring will result in the Hot Grips® not working and/or dim lights. If in doubt contact your Ski-Doo dealer's service department for assistance.

12 volt Power Source: Use the vehicle's accessory terminal if available, one that will not have voltage when the engine is off. (Otherwise your battery will be drained if the grips were left on, just as if you left your headlight on.) If your electrical system uses fuses for protection, then use a 5 amp fuse (not included). On non-battery systems, generally if they don't use fuses in the system for other electrical uses, then a fuse isn't necessary for the Hot Grips®. Some sled's do not have enough electrical power to run both the headlights and heated grips. Ask your dealer's service department if in doubt. In such a rare case, (usually machines from the mid- 1980's and older) you would have to turn off the headlight during daylight hours when the heated grips are on. (Check with your local laws). For safety you should not use the heated grips in the dark if it causes your headlights to dim appreciably. Solder all connections. Do not be tempted to use the blue commonly available plastic 3M® scotch-lok connectors for splicing into wires, as they are the wrong size for our wire, will make poor electrical contact and eventually oxidize and corrode. Cover all connections with electrical tape .

HEAT CONTROL: The heated grips do not have automatic temperature regulation. They rely on the rider to adjust the heat to "high", "off", or "low" as needed. The grips should not be left energized unattended as they might become too hot. Heat output on a 12 volt regulated system is 15.3 watts per grip on "high" and 9.5 watts per grip on "low". Current draw is 2.5 amps for the set on "high" and 1.7 amps on "low". Do not wire the grips in such a way that both low and high are energized at the same time, as this would cause them to get too hot.

Need to open the grip ends? Some race sleds have extra end-loop handles on the handlebars. The Hot Grips® end may be drilled out (do not use a hack-saw or you will ruin the grip's internal heating wires). Use a fine-toothed steel hole-saw with a centering pilot drill. Do not use a 2-blade type hole saw or it will grab the rubber and ruin the grip. Do not drill larger than necessary (max. 7/8" and preferably 3/4").

CAUTION: IMPORTANT to check for interference with vehicle controls, levers, and throttle operation before starting or operating vehicle. Correct any interference condition **before** starting engine.

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The illustration below has correct labeling on the High and Low. When toggle moved left to High side, power is fed from center

terminal to the horizontal line.

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