

CFMOTO CFORCE 400(20??-20??) Radiator Relocation Kit Installation Instructions

Removing the Radiator

1. Remove front rack and remove both front inner fenders.
2. Remove center access cover, this is tricky, the very front needs to be pulled forward, the lip closest to the instrument cluster needs to be slightly lifted, then you need to press down on the center of the cover while pushing it towards the instrument cluster. There are about 6 small legs that lock into place when the cover is installed but the cover needs to be pushed forward when installing it and rearward when removing it.



7. Remove the 2 bolts on the front of the main front plastic fender and the plastic push pins at the ends of the bumper so that the front fender can be lifted up a few inches. There are also 2 of these annoying clips on the underside of the front fender so when trying to lift it up at the front for access to remove the radiator, you will need to push the fender rearwards towards the instrument cluster to release the 2 annoying clips.



8. Remove the rad cap and disconnect the small overflow hose from the fill neck.

9. Remove the 2 bolts for the over flow jug and remove it from the ATV

10. Unplug the fan and remove the 4 bolts that hold the fan to the radiator and slide the fan out of the ATV

11. Remove the lower radiator hose from the rad and collect the coolant for proper disposal.

12. Remove the upper radiator hose from the rad and collect any remaining coolant for proper disposal.

13. Turn the front tires all the way to the left and then remove the 2 mounting bolts at the top of the radiator, you will need to lift up on the front fender to make this easier.



14. Once the 2 mounting bolts are removed, lift the radiator straight up to pull the bottom rad mounting post out of the rubber bushing, then carefully slide the radiator out the front left side (this is why the tires needed to be turned all the way to the left), reach in and take the bottom post mounting bushing out of the frame and set it aside, it will be used during the installation.

15. Re-attach the main front fender, be sure you get the 2 annoying clips secured properly before you start to put the bolts and push pins back in.

16. Remove the factory protective screen from the radiator and thoroughly wash out and rinse the Radiator until you can see light through the entire rad, I personally just use a garden nozzle and a hose and rinse from both sides for about 10 minutes until all water flowing through all of the fins is clear and has no blockages from mud or debris.

Installation of Radiator and Rad Kit

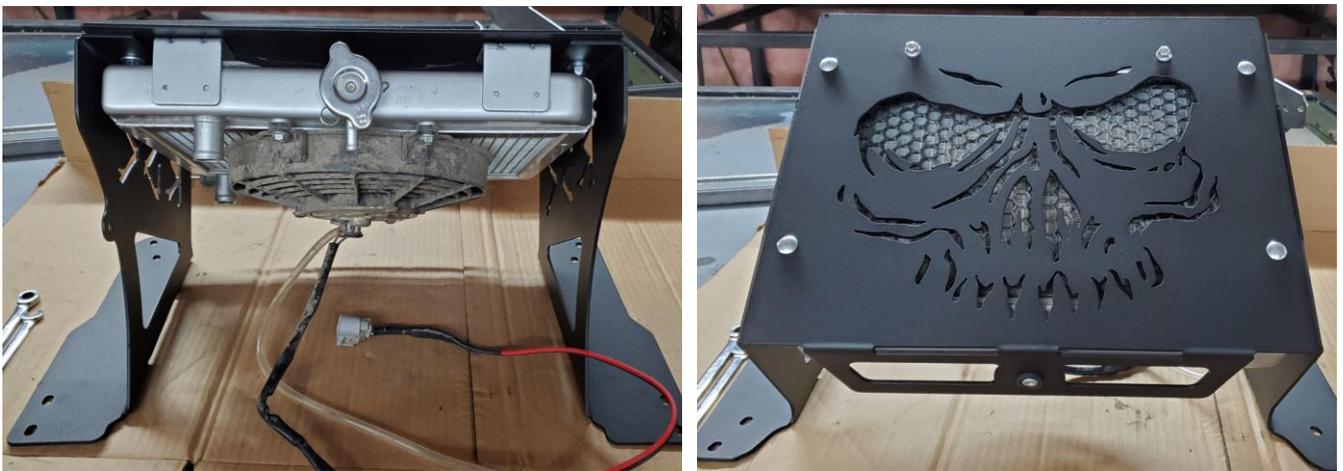
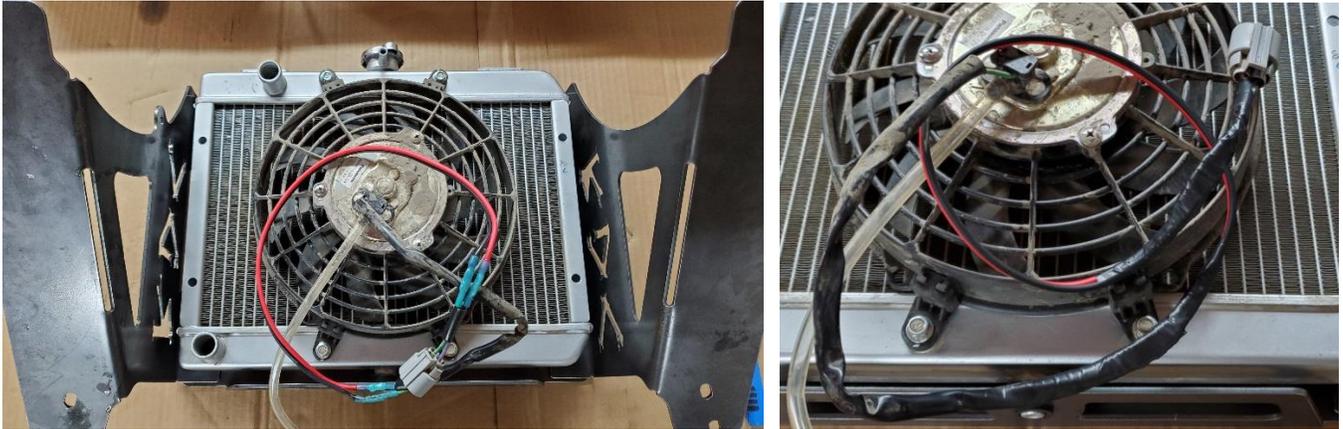
1. Lay the face plate, face down on a non scratch surface like a towel or cardboard and bolt the 2 side plates on using 4 of the $\frac{3}{4}$ " long carriage bolts, 4 washers and 4 locknuts. If you ordered the OPTIONAL perforated steel screen, you will want to place it between the side plates and the face plate to sandwich it in place. Using some silicone to sort of "glue" the screen to the face plate in areas away from the design cutouts will help reduce vibration noises. Also place the lower radiator mounting bushing into the rad kit as pictured below!



2. Place the radiator into the bracket by putting the bottom post into the mounting bushing and then use 2 of the factory 6mm bolts and the 2 supplied $\frac{1}{4}$ " lock washers to bolt the top of the radiator into the bracket.



3. Cut the fan plug wire and extend it with the supplied wire and heat shrinkable butt connectors. Once they are all spliced and heat shrunk, I always add some electrical tape for added strength at the connections. Now bolt the fan back onto the radiator.



4. Bolt front rack back onto the ATV

5. Cut a 2-1/2" long piece of the supplied 3/4" heater hose and put 1 of the supplied 90° hose barbs in one end of the short little hose, moving forward, its easier to insert these hose barbs if you put a little lube, like WD-40 on the barb before putting it inside the hose.

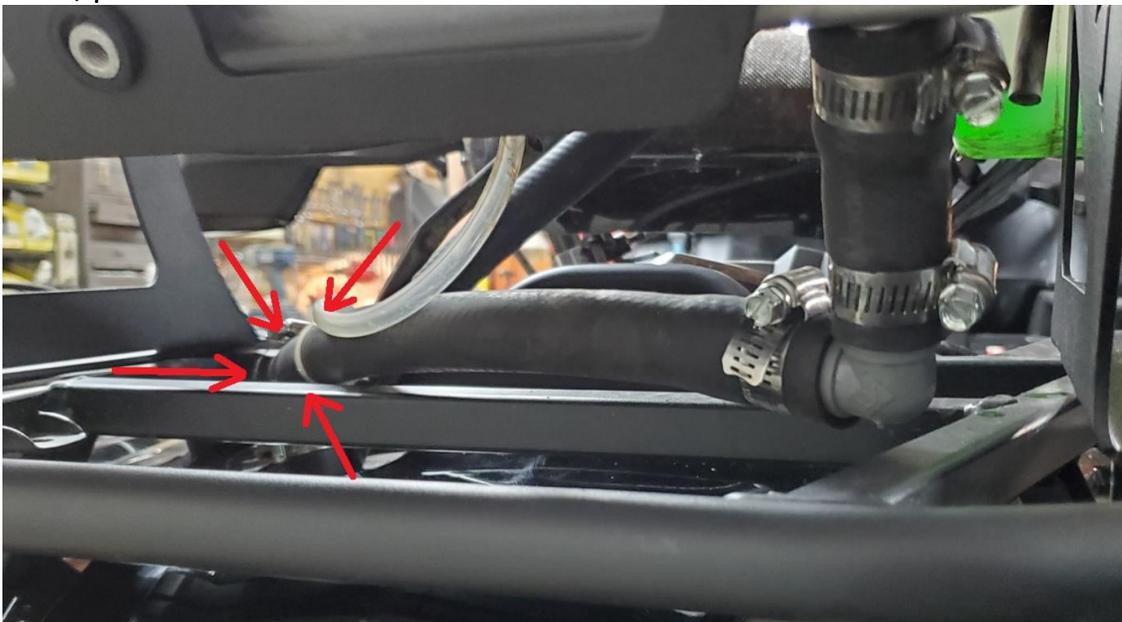
6. Warm up the open end of this little hose, you can use a heat gun or hair drier or mini propane torch. Once its warm and pliable, put a little lube on the lower radiator orifice and install this short little hose to the lower orifice like pictured below, we will add the next hose in the following steps.



7. Place the rad kit onto the front rack and use the 4 supplied u-bolts to secure it in place.

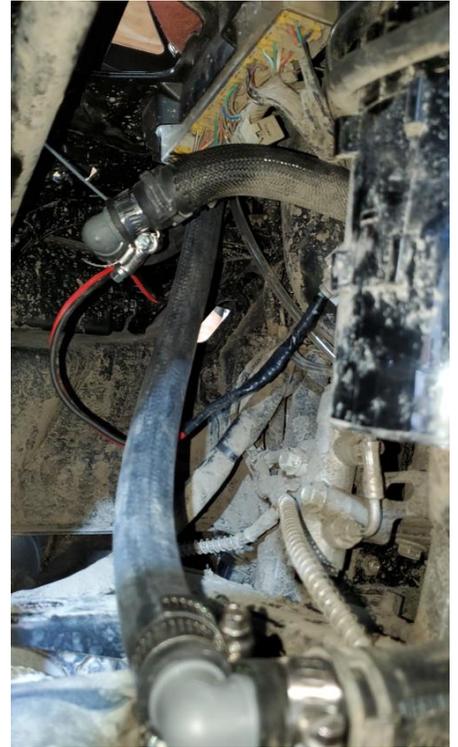
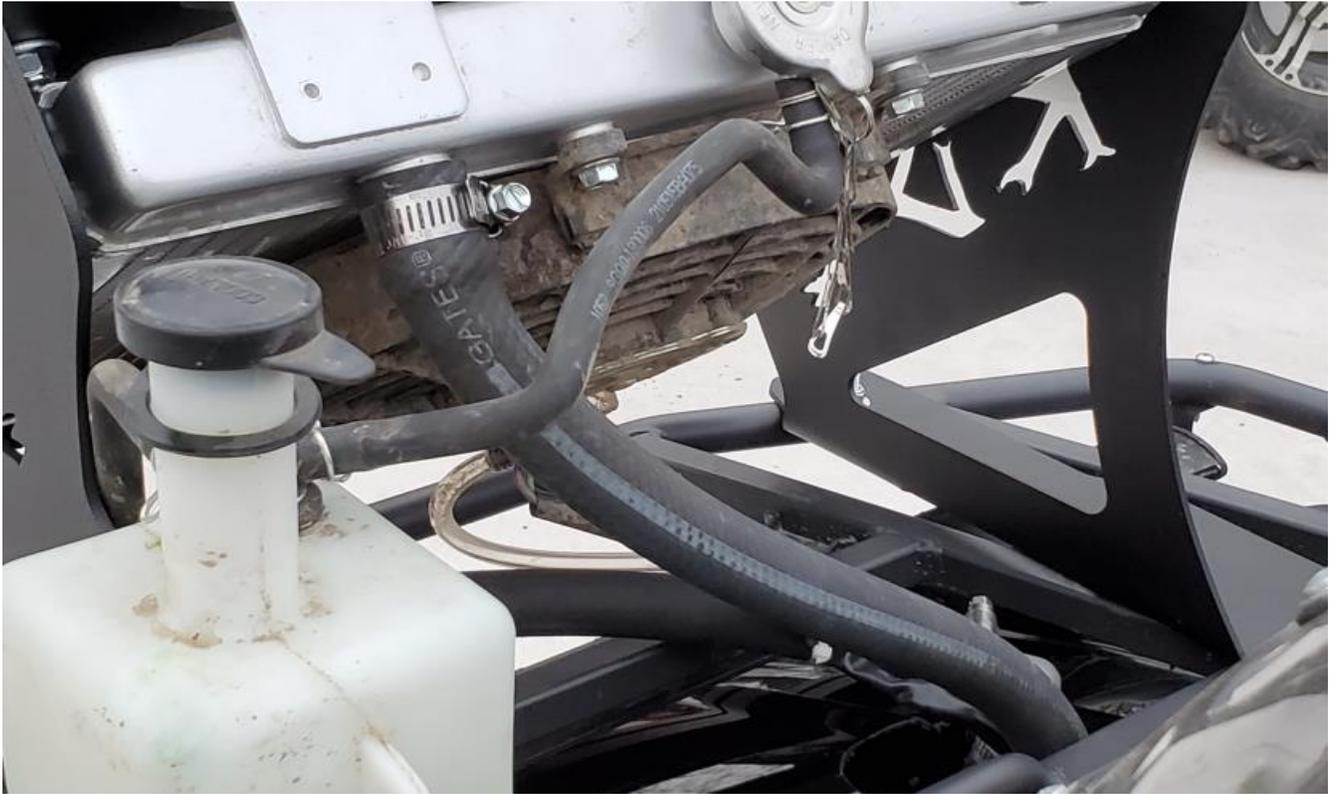


8. Take the remaining supplied heater hose and connect it to the 90° hose barb as pictured below so that it is routed towards the access hole where the overflow jug was located. Cut the hose where it lines up with the access hole and put another 90° barb into the end of this hose, point the barb down into the access hole.



9. Connect the remaining hose to the hose barb from the above step and route it under the front of the ATV so it can be connected to the lower factory hose with another 90° barb, cut the hose to the appropriate length and make the connection.

10. The last length of supplied hose will need to be warmed up and connected to the upper radiator orifice, be sure to warm it up and add some lube to the radiator orifice. Once connected, route the hose through the same access hole and then under the front fender to where it can be connected to the upper factory rad hose, cut the hose length accordingly and make the connection with the last hose barb. Be sure to install all of the supplied hose clamps at all connections. Be mindful of any sharp edges where you route the hoses through the access hole.



11. Route the extended fan plug and the fan vent tube through the same access hole and plug the fan plug back together.
12. Using a supplied 3/4" long carriage bolt, a flat washer and a lock nut, bolt the overflow jug onto the left side plate of the rad kit as pictured, and connect the overflow line to the fill neck.



13. You now need to slide the center access cover partially back into place so you can try and mark where to cut it. Make the cuts and test fit its placement, continue to trim as needed and be sure to remove all sharp edges from the trimmed plastic. See pic below for how I trimmed this one. Once you have the clearance you need, set the access cover aside for now, do not clip it all back into place just yet.



BURPING THE SYSTEM

1. Fill radiator with coolant and put coolant in the overflow jug so its between min and max levels in the jug.
2. Leave radiator cap off and start the machine, let it idle for a few minutes, if coolant level drops or air blows out the fill neck, add more coolant.

3. If coolant level doesn't drop at all, rev up the RPM's a bit for a few seconds at a time up and down for a few minutes, this should warm up the engine and allow the temp to rise and the t-stat to open, therefore expelling more air and allowing you to add more coolant. Do this until the fan has cycled, this means the system is cycling and the air should all be coming out and being replaced by coolant.
4. Once you think it's fully burped, put the cap on and let it cool down, once it's cooled down, remove cap and repeat burping steps to be sure all of the air has been removed and the coolant level is full.
5. Check for any leaks at all of the new connections you made.
6. You can now re-install the center access cover
7. Re-install the inner fenders
8. For your first few rides, bring some extra coolant along just in case there is any air left in the system and your level needs to be topped up.