

99-04 mustang manual to auto swap



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We are one of the largest Mustang communities on the Web. Feel free to browse the site. Also please take a moment to Sign Up. Its FREE and you get access to post and reply on our site, follow popular users and use the SEARCH function. Enjoy your visit and become a member today. For a better experience, please enable JavaScript in your browser before proceeding. It may not display this or other websites correctly. You should upgrade or use an alternative browser. How hard is it to go from a 5 speed to an Auto. From what I have read, A new computer is needed as well. What else is needed and what would be a good strong tranny for the swap. Really not looking for an overdrive tranny, car is only driven locally will be at the track 56 times a summer. I could understand if your a built index or bracket car and you want to run a c4 or something. I would rather it be mechanically controlled actually. Didn't know if it was possible though. My car is far from stock also, I guess what I would like is as simple a conversion as possible, including buying a aftermarket shifter like a ratchet or hammer shifter. Not too worried about a kick down really, but obviously the reverse lights, NSS etc will need to be dealt with. The farthest this car is driven is about 22.5 hours away, mostly just around home though. 20 miles to work once every couple of weeks and half a dozen trips to the track in the summer. Well, I used a sick day from work today and finally got the air bag installed in the right rear spring and gave it a coat of wax. The best way is to find someone who wants to swap their auto to manual, which there are plenty of people who want to do that. Then offer to swap all your parts for theirs. Kurt The best way is to find someone who wants to swap their auto to manual, which there are plenty of people who want to do that. Then offer to swap all your parts for theirs. Kurt. Please upgrade your browser or activate Google Chrome Frame to improve your experience. <http://www.indah-education.nl/userfiles/canon-pixma-560-printer-manual.xml>

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We are currently shipping orders at full capacity. Click Here for more updates. Ford, Ford Mustang, Mach 1, Shelby GT 500, 5.0, Cobra R, Fox Body, SVT Cobra, Bullitt, Cobra, GT, V6, S197, SN95 are all registered trademarks of Ford Motor Company. Saleen is a registered trademark of Saleen Incorporated. Roush is a registered trademark of Roush Enterprises Inc. Late Model Restoration has no affiliation with Ford Motor Company, Roush Enterprises, or Saleen. Any usage or mentions of these terms throughout our website and print ads are used for identification purposes only. BUT I also have an 02 mustang v6 3.8 and its an automatic with blown heads. I was wondering if I could either put just the engine from the manual into the auto or the engine and the manual trans into the auto car Put it into the automatic. Changing it over to a manual, you would have to get the pedals into the car, not saying it is impossible but the change over would be a lot of work. BUT I also have an 0. Mustang with same wiring Please refer to CarGurus Terms of Use. Content will be removed if CarGurus becomes aware that it violates our policies. The snicktsnickt of the gears, flawlessly executing a heeltoe downshift as you throw the car into the next turn of the Wendy's drivethrough, watching the revs rise in sync with your speedometer instead of lazily floating around the converter stall point, the brief moment of silence where the exhaust calms down and the vibrations stop as you push the clutch in, select the next gear, and unleash the dogs of war once more. These are counted highly among Things That I Like and so I took it upon myself to replace the aging, broken C3 automatic transmission in my 1986 Fox body Mustang with a 1995 T5 manual. I was quite surprised

how small this trans is. It's rather the compact thing and is light enough for a single person to carry it. Advertisement For those not familiar, this is the chosen victim. My 1986 notchback "four-eye" Mustang LX. <http://hollandseyecare.co.uk/userfiles/canon-pixma-750-manual.xml>

With a 3-speed automatic and a throttle-body injected 3.8 liter V6 from the dark days of the Malaise era this is no drag strip dominator, nor is the live rear axle and sloppy four-link suspension going to result in an autocross cone killer any time soon either. Clearly, something must be done to liven it up. Advertisement Step 1 Rethink your life choices Aside from just replacing the chunk of metal that makes the car move there is a critical addition to the interior that must be made a third pedal. Unfortunately you can't crawl under the dash bright-eyed and bushy-tailed with a clutch pedal in hand and bolt it to the firewall. Oh no. Here's step 1 Advertisement Drop the steering column, realize it's hanging up on all of the car's super-rigged wiring for the stereo, destroy half of the wiring and then remove the column. Advertisement Four bolts under the dash and then a whole bunch of 30 year old plastic connectors that I attempted to gently remove at first and then began hitting with a hammer and chisel. Swollen plastic. Never again. Advertisement Upper dash must be removed and the gauge cluster pulled out so the speedometer cable can be pulled out into the engine bay. The grommet the speedo cable passes through on automatic cars is where the clutch cable has to go so it needs to be rerouted. A long extension assists with getting four bolts on the firewall free and then you find someone with more upper body strength to wiggle the pedalbox out of the car. Advertisement Lonely single sadness on the left, happy couple on the right. "Simply" toss it back into the car, which is 2 hours of swearing and struggling in this super dignified position Advertisement Then take a quick glance at your pile of interior Advertisement Luckily Ford seems to do a decent job of making things come apart easily. Most of the time. Which is good because there is quite a lot that needs to come out.

Advertisement Once the pedals are back in it only took a half hour or so to get the steering column back together and in the car, after which I checked to make sure all the relevant electronics and switchgear still worked. I also found a bolt in the steering column on the underside that has the head in the center that attaches a large chunk of plastic that holds the tilt mechanism to the metal column. I noticed the whole steering assembly was wiggling at that point so I got an open-ended wrench and tightened it an eighth of a turn at a time until I got it tight. Boom. No more bouncing steering wheel. Unfortunately I forgot to take pictures of this. Advertisement Four nuts later and the column is back in the car All of the plugs go back in far easier than they came out. Advertisement uh yeah just gonna shove that up above the column and ignore it Advertisement Suddenly boom the car is on a lift. And honestly for a 30 year old car that spent years sitting in a field in Kansas this is pretty impressively free of major rust. Advertisement There is quite a lot of oil though. Advertisement This was the only "real" rust in the whole undercarriage, and this wasn't even soft just some surface rust around this drain plug thing. Upon going to remove the exhaust we noticed the nuts on the exhaust flange were impossible to get to. Who would design such a thing Nobody. Turns out the engine was sitting a few inches to the passenger side. Here is a motor mount Advertisement Here is an ex-motor mount Advertisement Fabulous. We jacked up the engine enough to get the bolt and wrestled the exhaust out in one piece, which is probably good because there isn't really anywhere it can come apart don't even bother with the slip fittings, that magic isn't happening. Advertisement At this point the sun started peeking through the rainclouds so I took a moment to appreciate how incredibly humid it was and wipe the sweat off my brow, replacing it with a nice streak of black gunk.

<http://www.bosport.be/newsletter/400-polaris-sportsman-manual>

Advertisement Spent the next few hours undoing impossible to get to bolts and spilling ATF everywhere. Eventually you'll be rewarded with an absurdly heavy lump of metal. Advertisement Climb back into the car and angrily unbolt the automatic shifter and throw it at the wall as hard as

possible. Ponder why it didn't so much as crack and reevaluate your thoughts on 80s plastics durability. Advertisement Much room for activities. Advertisement Spend 5 years jiggling the transmission around trying to get it to slip through the clutch into the pilot bearing and then realize the stupid debris shield thing has slipped slightly and is blocking the trans. Cry deeply and start bolting up the bellhousing again. Wonder what parts stores are open at 11pm before realizing the only store open is an Autozone that gets robbed biweekly in the part of town that people usually go to great lengths to avoid. Realize your Miata doesn't have enough room for the amount of guns necessary for defense, steel your nerves, and clowncar your happy asses to Autozone to fork over far too much money for a Duralast starter with a lifetime warranty which is immediately voided by hacking up the wiring to make it work with the existing external solenoid. Advertisement Another thing I forgot to take pictures of was the trans mount. Every tutorial for this mentions having to cut and weld stuff. It's not necessary. The crossbrace can remain completely stock but you will notice that it is 23 inches forward of where the mount on the transmission is. Luckily my manual had a plate with two sets of holes where the upper part of the mount bolts to. Simply unbolt the rubber mount which has two studs facing downward that sit in the crossbrace and slide it forward and bolt it to the forward set of bolt holes. Boom. It all lines up brilliantly.

<http://asfgrup.com/images/brother-sewing-machine-xl-3022-manual.pdf>

Once the trans was mounted up we noticed that the shift fork was rubbing on the exhaust a bit, so another several hours was spent using all manner of tools to provide clearance before the car could be taken on a test drive. Once that was finished and deemed adequate the finishing touch was added. Advertisement Store bought shifters are lame. So how was it Well, at first the car wouldn't pull itself until I figured out how to use the selfadjusting clutch pedal pull up on the pedal with your toe, and then the clutch would engage properly and I could back out of the garage. The huge hole in the center console where a shift boot could be let in all manner of fun noises from the engine bay but the car shifted through all the relavent gears impressively smoothly and I was even able to competently heeltoe downshift it my first few tries. The speedometer is wildly inaccurate but at roughly 80mph the car is doing about 1900rpm and pulls much harder than it used to in first gear. The clutch, while heavy due to being cableactuated, is incredibly forgiving and the car as a whole is very easy to drive and feels very solid now with the repaired steering column. Advertisement Next up DIY panhard bar. Share This Story Get our newsletter Subscribe. So I recently swapped out my 5r55s automatic transmission for a GT500 6speed tr6060 in my 2006 Mustang GT. My issue is trying to get the PCM flashed with a manual strategy. I tried to tune it by disabling the automatic functions on my current auto tune. I turned off all related emissions codes but Im getting a P061C error code and the wrench light indicating its in a limp mode, in addition to the speedometer not working. Any thought or ideas are greatly appreciated. On a GM you can, but not on a Ford Go figure. May look into SCT for tuning my Mustang further as it seems HP gave up supporting Fords. Either way I will continue to try to tweak my tune a bit more, only real issue seems when I push the clutch in the engine revs.

<http://as-seferovic.com/images/brother-sewing-machine-ps-55-manual.pdf>

Need to look at how I can correct that, other than that seems to run and drive pretty damn good. You do not need to change VIN on Ford. This will cost you four credits but what I would try is download a tune from a manual 2006 GT and license it, flash it to your car and then read it. It will read back with your VIN and will be the manual transmission strategy. You must then license the manual transmission strategy with your VIN. It sucks for people that dont have unlimited licenses that you have to spend extra credits to strategy swap. I already used the credits to license an 06 manual tune, changed parameters to match my engine mods but seeing as the VIN didnt match the car wouldnt start, didnt know the VIN would change if I reread the tune. Appreciate the input. Did I do it wrong I licensed the manual strategy tune, wrote it to the pcm, then read the tune from the pcm again, right?

wouldnt think it would be different for yours but it might. I was thinking that when I read the licensed file from the car it then has the cars VIN. Then that file needs licensed and flashed. Maybe Im thinking about it backwards on when the VIN becomes from that vehicle but I know you take your licensed strategy you want and flash it, then read it and license that file and flash it back.Im not sure if there is any additional wiring or anything that might be done to go from auto to manual.Is this in relation to why my engine revs when I depress the clutch in ThanksIm not sure if there is any additional wiring or anything that might be done to go from auto to manual. If it werent for the engine revving when I depress the clutch to shift gears my tune wouldnt be that bad. Its acting like Im revving the gas whenever the clutch is fully depressed, so Ive been trying to wait till the RPMs drop to let off the clutch. I feel there should be something to adjust to fix this.The auto cars have more dashpot while in 4th gear which means when the car is moving.

Could be part of the problem with the flare between shifts. I have done a few in SCT and I just load a manual cal but then have to change the Equizzer stuff to match the original numbers.The auto cars have more dashpot while in 4th gear which means when the car is moving. Could be part of the problem with the flare between shifts. I have done a few in SCT and I just load a manual cal but then have to change the Equizzer stuff to match the original numbers. If I turn the automatic option to disable then the speedo doesnt work, if I set it to enable the speedo works but I get the flare when pushing in the clutch. I got another sct tuner this time an X4, loaded a tune from American Muscle, but the speedo doesnt work on that tune and I get a wrench light, no engine codes though. West Clinton, IL 61727. United States of America UsiFortunately, there are several transmission options that can handle the most radical builds from rebuilt stock units to complete aftermarket gearboxes. It has 5 forward gears and an unsynchronized reverse. The version used with the 2.3 liter has weaker syncros and different gearing than the one fitted to the 5.0. In stock form, the 2.3l version is rated at a maximum 240 ftlbs.A "Cobra Spec" version offered in 93 Mustang Cobra is rated at 310 ftlbs. These transmissions have some minor refinements over earlier versions including the use of needle bearings on some output shaft gears for decreased drag. A heavyduty version is available from Ford Racing, while Tremec, the company that bought Borg Warners manual transmission division, still makes the standard T5. Although basically a C3 with an added overdrive, its a fairly weak transmission, especially in the form used with the 2.3l. Better versions were introduced in the 1990s, but its limitations make it inferior to other transmissions that will easily fit in the Fox body.

Over time, development of this transmission cured this issue, while robust components borrowed from the FMX transmission used with older big block Fords make this a great starting point for a performanceoriented build. Performance Automatic makes a high strength AOD specifically for this application with the right bellhousing as well as a wiring harness and computer. It was paired with larger straight 6s and small block V8s like the 302 the 5.0 is based on. Early versions were designed with the option of staying in second gear. This was changed to a D21 shifter in 1967. Improvements were made in 1970, increasing internal strength and reliability. A lockup torque converter was added in the early 80s, creating the C5. Despite this improvement, C5s are weaker than C4s. A 1970 or later transmission fitted with a high stall speed torque converter is a good choice for racing, but donor transmissions are becoming harder to come by. Fortunately, there are several relatively inexpensive aftermarket options that have upgraded components to handle far more power than the stock unit. To get this gearbox to fit, the transmission crossmember needs to be repositioned. Weve been helping our customers built Fox bodies since they were still being manufactured. UsiTheme designed by Papatemes. For a better experience, please enable JavaScript in your browser before proceeding. It may not display this or other websites correctly. You should upgrade or use an alternative browser.

Parts Needed T5 from a 9495 sn95 World Class Bellhousing From SN95 Bellhousing Bolts Bellhousing dowel pins Pressure Plate Pressure Plate Bolts T5 Flywheel FRPP Billet Steel Flywheel

Bolts Pilot Bearing TO Bearing Clutch HD FRPP Clutch Dust shield 28 Spline T5 Driveshaft Yoke connects to T5 output shaft Pedal assembly T5 Driveshaft FRPP Alum in a few weeks AODE X member T5 Shifter bezel with boot T5 dust boot Clutch cable and Quadrant Steel Bearing Retainer is T5 has the Alum weak one, recommended Heres the rest of the info.Dont 232s share the same flywheels as the 302s Is it really worth all of the hassel. I was thinking about trying to do this to my car and i wanted to know how much of a gain will i be getting. And about how long will it take just as an estimate Takes about a full day for a mechanic or a weekend for a novice. You will need to change the wiring harness that sits on top of the transmission. You will also need to change to a 5 speed computer. And how much power will I be expecting to gain over my auto And how much power will I be expecting to gain over my auto You can shift at will, and I believe its about 100lbs lighter. But I still dont know how much each trannie weighs. You can shift at will, and I believe its about 100lbs lighter. But I still dont know how much each trannie weighs.Is it worth the time and money to convert an Auto to a Manual. And can you sell your old auto trans for enough money to cover the expenses to convert it to a Standard Shift Takes about a full day for a mechanic or a weekend for a novice. You will need to change the wiring harness that sits on top of the transmission. You will also need to change to a 5 speed computer.We do have the conversion kit available. We were in North Carolina last weekend at RCR. If you have any questions about your V6 Mustang or just want to connect with other V6 Mustang owners around the world, you have found the best place on the internet to do that. Hope to see you on the forums soon.

Truck freight and oversize charges still apply unless otherwise notes and can only be shipped to the lower 48 States.Same Day Shipping on most parts if you order by 5PM EST on a business day.The right ratio can round out your highway cruiser or top dragster builds. Unfortunately, what gear ratio you should go with isn't always so clear. By changing the axle ratio, vehicle acceleration can be increased or decreased or, top end speed can be increased or decreased. There is an inverse relationship between acceleration and top speed. If you want more acceleration, top speed will be sacrificed. If a higher speed limit is desired, than acceleration will take a bit of a hit.A gear change does not increase the engine's output but instead manipulates it across the power band.To pick a gear, you need to know what ratio you currently have, and where you want to be. As mentioned above, Mustangs came with anything from a 2.731 to 3.731 ratio. If you are unsure of your ratio, you can call the dealer with the VIN, check the glovebox for production codes, or look at the differential itself there should be a small tag attached to it. Once you know the ratio, decide in which direction you want to go. Do you want more acceleration, and easier burnouts. If you answered yes, then you want a lower gear, which will be numerically higher. If you prefer a higher top speed, then you need to go with a higher gear which is numerically lower. You want both acceleration and top speed. Sorry, it doesn't work like that. A gear change gives you one or the other not both! I want some more acceleration off the line. Ergo, I need a numerically higher ratio. I pick a 3.731. To turn the wheels at 1000 RPM, it now takes 3700 RPM from the engine to maintain the same 40 MPH speed. The engine is revving higher for the same speed, and thus our top speed is reduced because we are now closer to redline for the same speed as before. Acceleration is increased because the engine now enters the power band sooner.

This time, I pick a 3.081. With this gear, the engine will now turn at 3080 RPM to spin the wheels 1000 times per minute, which gives a ground speed of 40 MPH. In this instance, the engine is revving lower for the same speed, and therefore has more RPM left until redline to increase wheel speed. The more revolutions the motor does per wheel revolution, the greater the acceleration, but lower the speed before the engine hits redline.So far, we have to know what our current ratio is and how do we want to improve the car; acceleration or speed. The next contributing factor is transmission type. They offer great performance around town and off the line. The majority of Mustangs come with a ratio of 2.733.31 from the factory. 3.73's are available from the factory depending on package options. If you have such an equipped Mustang and still feel that 3.73's are

not enough, the next jump is up to 4.10's. However, 4.101 is a real steep gear. In terms of performance versus RPM, there isn't a huge difference between 3.55's and 3.73's, therefore the majority of people simply go 3.731. The reason for this is auto transmissions typically have lower gears and with the converter, need a little more differential gear to get up and running. Again, no special laboratory results behind this one, just real world satisfaction. The gold standard for automatic Mustangs is an axle ratio of 4.101. This extra bit of gear makes up for the lower first gear of the transmission and the slip of the converter. This is for street and strip use. A more race oriented car might even go higher up to 4.561, but for the most part, 4.10's are the best choice for street driven auto Mustangs. As mentioned, owners typically go for a steeper gear than factory, because they want the car to pull harder. When you introduce forced induction into the equation however, the landscape changes vastly.

A super or turbocharged motor can use less gear, because the forced induction adds such crazy amounts of power across the band that the help of a steeper gear is not needed. Forced induction is a great way to get killer performance off the line and great top end speed. Yes, you can get the best of both worlds. Mind you, it is the most costly. Anyway, just for reference, most forced induction street Mustangs run between a 3.081 and a 3.271 axle gear. There is enough power out of the hole and across the band that leaving the line nor high speed running is a problem. This is because the wheel takes more force to turn. As a result, the gears will feel steeper than the previous setup. The reverse is also the same. If a smaller tire height is incorporated, the wheel will spin faster and the gears will feel shorter than before. I like the installation and review videos, and used them to make my selections. My first car was a 1966 mustang that I started restoring with my dad. Read our Privacy Policy. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. The V6 produced 145 hp 108 kW; 147 PS at 4000 rpm and 215 lbft 292 Nm of torque at 2500 rpm. For 1996, the base V6 gained five horsepower with a new powertrain control module PCM, the EECV. The AODE transmission was replaced with the 4R70W 4speed automatic transmission for 1996. Other interior colors—such as black and beige—were also available. Efforts were made to improve the cars handling as well as noise, vibration, and harshness NVH conditions over the previous generation Mustang. The Mustangs front suspension makes use of MacPherson struts with longer lower control arms, new spindles, antiroll bars, and other enhancements over 1993 and older Mustangs. The 1994 Mustang offered many options, some of which later became standard equipment.

The preferred equipment package came with power windows, mirrors, and door locks, remote keyless entry, air conditioning, cruise control, and a trunk cargo net. Also available was Fords Mach 460, 230watt multispeaker sound system with CD player. Production of this Mustang ran until October 1998. Total output from the engine was 215 hp 160 kW; 218 PS at 4200 rpm and 285 lbft 386 Nm of torque at 3400 rpm. The 1994 Mustang GT was named Motor Trend Car of the Year. Valve cover bolt patterns are one. Romeo has fewer bolts than the Windsor. Another difference is the front cover bolts. The Windsor uses 8 mm and the Romeo uses 10 mm bolts. The Romeo uses jack screws on the main caps and the Windsor uses dowels. The new engine produced 215 hp 160 kW; 218 PS at 4400 rpm and 285 lbft 386 Nm of torque at 3500 rpm, matching the output of its predecessor. For 1998, the 4.6 L V8 received a small increase in output, resulting in 225 hp 168 kW; 228 PS at 4750 rpm and 290 lbft 393 Nm of torque at 3500 rpm. This was achieved through PCM calibration and a modified fuel system. For the 1994 and 1995 model years, the 5.0L V8 was modified for the Cobra with unique intake manifolds, cams, fuel injectors, and heads. In 1996 it was available in a special color package called the Mystic Cobra which consisted of a very expensive Chromalusion paint job like the MystiChrome package on 2004 models. Characterizing the redesign was Fords New Edge design language, which featured sharper contours, larger wheel arches, and creases in the bodywork, replacing many of the soft lines of the previous model. The Mustang also received new wheels and hubcaps. However, the car carried over the same roof line and interior, in addition to the

same basic platform. The lamps were still composed of three vertical segments, reminiscent of the original.

Minimal changes occurred from year to year, most noticeable was a redesigned center panel in the dashboard for 2001, which now allowed double in stereo head units, including an in-dash six-CD player. The rear window defroster switch, previously mounted below the headlamp pull switch, was moved to the lower center stack below the stereo. When equipped, the fog lamp switch was relocated to the lower center stack as well, previously, it was on the center console adjacent to the cup holders. The third button on the lower switch panel was for the traction control system on V8 models. On convertible models, the power roof switch remained on the center console on coupe models, that switch was replaced with a small coin holder. Available only as coupe, the Bullitt was a mildly upgraded version of the standard GT. These power upgrades led to a factory rating of 265 hp 198 kW, a gain of five horsepower over the standard GT. On the exterior, the car received unique TorqThrust style wheels, removal of the fog lights for the US market, but standard for Canada and rear deck spoiler, as well as new trim accents. The Mach 1 was equipped with a 4.6 L DOHC 305 hp 227 kW engine based on the engine available in the 1999 and 2001 Mustang Cobras, with new cylinder heads from the 2003 to 2004 Cobra see above. It also featured retro themed gauges and a unique aluminum shifter ball. The anniversary package was available in Crimson Red exclusive to package, Oxford White or black. Ford produced 4,558 Crimson Red models. Most 40th Anniversary package cars came with Parchment tan leather interiors. Some came with black leather. This is possibly a Canadian variation. This possible Canada-only variation also features 2003 Cobra wheels, no hood stripes and Mustang decals on the lower body side panels under the doors. Other than two preproduction units, all Crimson Red vehicles were built from August through November 2003.

<http://www.diamondsinthemaking.com/content/400-polaris-sportsman-manual>