



Installation Instructions: Alpha Doors 2.0 CFMOTO Zforce 500 /800 /800EX #DS-8001

*** SAFETY FIRST: ALWAYS DISCONNECT THE NEGATIVE BATTERY LEAD ON YOUR MACHINE PRIOR TO PERFORMING ANY MAINTENANCE OR INSTALLATION. THE BATTERY IS LOCATED IN THE REAR OF THE MACHINE, AT THE FRONT OF THE FENDER WELL OF THE LEFT REAR TIRE. ***

Step 1: Temporarily disconnect the factory door nets leaving front lower bolt attached.

Step 2: Remove the factory driver seat by reaching through the seat and lifting up on the quick release latch underneath the back of the seat.

Step 3: Start by removing the three factory bolts underneath the side panel. (see photo below)

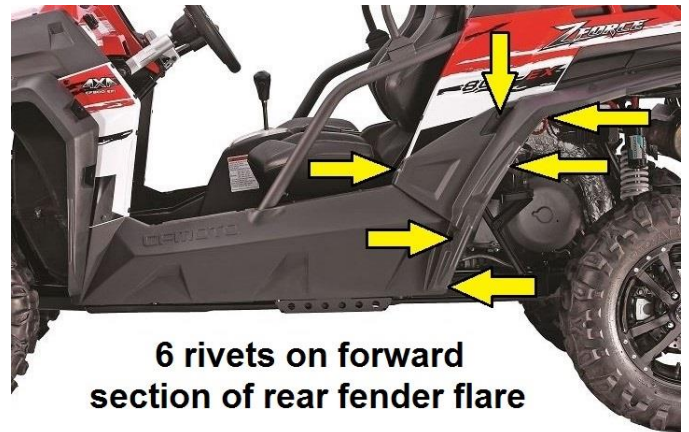


3 bolts under side panel

Step 4: Remove factory nylon push rivets. This includes (see photos):

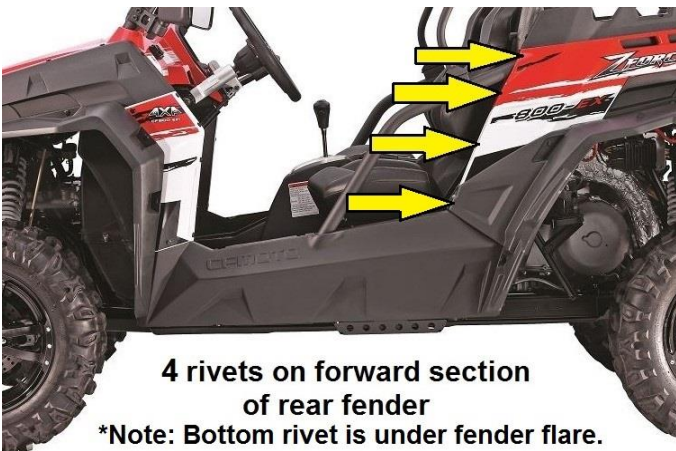
- **Four (4) rivets** on top of the side panel (see photos next page—top left)
- **Six (6) rivets** on the forward most part of the fender flare. (see photo next page—top right)

(Step 4 continued on next page)



Step 4: (continued)

- **Four (4) rivets** on the forward section of the rear fender (see photo below – top left)
- **Three (3) rivets** under rear fender flare on passenger side only (see photos below – top right, bottom left and bottom right)



Step 5: Remove rear factory side panel bolt (see photos below)



**Rear Factory Side Panel Bolt
(located behind fender flare
and fender wall)**



Step 6: Remove two (2) upper and two (2) lower factory bolts holding the upper tube in place. Remove the upper tube (see photo below).



Step 7: Reaching in behind the plastic, remove the **upper** (see photo below -- left) and **lower** (see photo below -- right) factory attachment bolts for the lower tube. Lower bolt will be used in Step 21. When installing the passenger side, it is necessary to remove the gas cap to pull back fender flare where lower bolts are located under plastic. Pull fender flare out and replace gas cap during next steps.



Step 8: Remove factory bolt that attaches through the plastic to the lower tube (see photo below -- left). Remove the lower tube.

Step 9: Remove the factory floor pan bolt (see photo below -- right).



Step 10: Remove gas cap and return fender flare to original position. Replace gas cap.

Step 11: Reinstall the factory rear side panel bolt from Step 5.

Step 12: Reinstall all factory nylon push rivets on the side panel, fender flare and rear fender from Step 4.

Step 13: Remove two (2) factory front roll bar bolts, being sure to hold mirror so it does not fall (see photo below -- left). Keep the nuts to reuse in step 15.

Step 14: Remove two (2) factory rear roll bar bolts. Keep the stock nuts. (see photo below -- right).



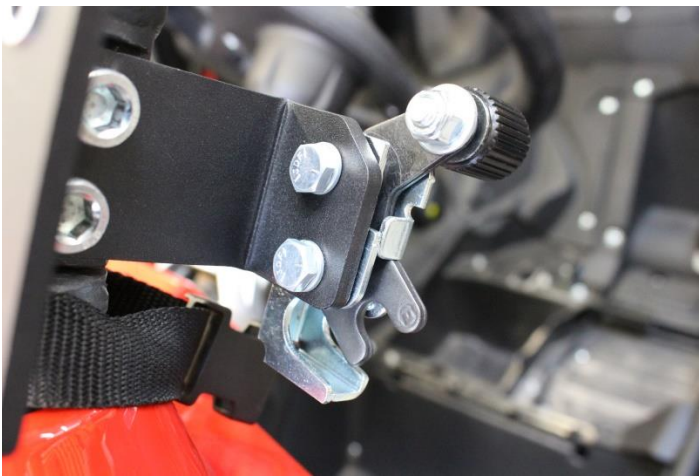
Step 15: Install the supplied rotary latch bracket to the front roll bar holes using the supplied 40 mm bolts and factory nuts. Place in neutral position and snug the hardware only to hold bracket for adjustment.

(See photo on next page)



Step 16: Install the supplied dual stage rotary latch mechanism to the latch bracket you just installed using the (2) supplied ¼-20 x 1" long bolts and (2) lock washers (see photos below)

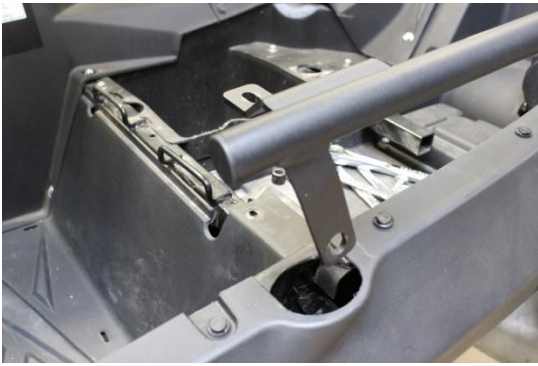
Step 17: Attach the supplied black plastic knob to the latch using the supplied 14/-20 nyloc nut and 1 flat washer.



Step 18: Attach the supplied striker bolt to the door frame using one (1) low profile 5/16" nyloc nut and one (1) 5/16" flat washer on the **FRONT** side only. (see photo below)



Step 19: MOUNTING THE DOOR: Place the door and frame assembly on machine by sliding the lower frame mounting bracket in the open hole in the plastic where the removed side bar was located. (**make certain that the push rivets are installed prior to this operation**) At the same time push the stiker bolt into the open rotary latch assembly to aid in holding the front frame in place. Loosley re install the floor pan bolt you removed in step 9 into the lower bracket. (See photos next page)



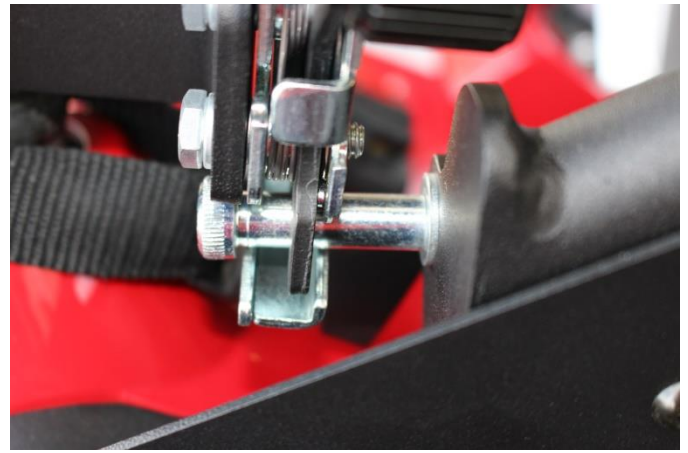
Step 20: Insert two (2) supplied stainless spacers between the rear roll bar and door frame bracket (**see photo below**) Insert two (2) 10 mm x 50 mm Bolts through the door bracket, spacers and roll bar then attach two (2) stock 10 mm nyloc nuts. Tighten but do not snug.



Step 21: Now that your door and frame is roughly mounted it's time to go underneath and install the stock bolt back that you took out in step 7 for the lower tube mount. Install it through the new frame lower mount and snug it up. (**see photo below**) Start the bolt from down below then finish from above using a wrench.



Step 22: The frame should have about a $\frac{1}{2}$ " clearance on the bottom between the lower door tube and the plastic rocker panel (**see photo below left**) There are four extra $\frac{5}{16}$ " washers included in the hardware kit to be used as spacers under the lower mounting bracket if needed. Once this is achieved move to the front of the frame to check that the striker bolt is in a neutral position in the latch assembly and has about a $\frac{1}{2}$ " gap between the frame bracket and the latch assembly (**see photo below right**) Once achieved slowly start tightening the center brackets up then work your way backwards to the $\frac{3}{8}$ " bolts you installed in step 20. Get them snug then move back to the latch to ensure a smooth opening and closing action. Adjust the front rotary latch bracket for further fine tuning of the striker and latch assembly. Once fine tuning is done tighten the hardware.



Step 23: Now that the door frame is adjusted properly it's time to install the aluminum door skins using the supplied 6mm black button heads, 6mm lock washers and the 6mm acorn nuts. Mount the skin by placing the bolt through the skin and triangle tab then place a lock washer and finally the acorn nut. Do not tighten until you have all the bolts in place and the skin has a nice fit detailing the front plastic body panels with out hitting them. **(see photo below)** Adjust as needed, then tighten.



Step 24: Once the door frame and door skin are all adjusted and the latch is working properly without any binding it's time to re install the factory mirrors using the stock bolts and supplied 6mm lock washers and two (2) 6mm acorn nuts.



Step 25: Reinstall the the three factory bolts underneath the side panel that you removed in step 3.

Step 26: Reinstall seats and reconnect battery

Step 27: Reconnect door nets. The center strap of the door net will now wrap around the center door frame bracket. The remaining net will be reattached to its factory setup.

Tips:

- After installation of doors, ride your machine through rough terrain then check fitment again. It may be necessary to make adjustments again.
- Always check fitment before and after each ride to see if adjustments need to be made and to get the longest life out of your doors.
- Over time and use, the body of your UTV may flex and alter. This may also require adjustments to be made.

CONGRATULATIONS on your install!!



HARDWARE KIT:

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