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Starting Line Products, Inc.

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SLP Doors for 2008-2010 Polaris RZR and RZR-S Part #67-144

Kit Contents:

- (4) 10 - 24 x SHCS Screws (P.N. 999-8563)
- (4) 10 - 24 Nylock Nuts (P.N. 999-0140)
- (4) 1/4" ID Brass Washer (P.N. 670-1230)
- (1) Hinge Assembly Right (P.N. 670-1443)
- (1) Door Assembly Right (P.N. 670-1221)
- (1) Hinge Assembly Left (P.N. 670-1444)
- (1) Door Assembly Left (P.N. 670-1222)
- (2) Striker Plate (P.N. 670-1225)
- (2) Striker Backing Plate (P.N. 670-1226)
- (2) Striker Bolt and Washer (P.N. 670-1227)
- (4) 1/4" - 20 x 3/4" Bolts (P.N. 999-5040)
- (8) 1/4" - Flat Washer (P.N. 999-0010)
- (1) Door Latch Assembly Right (P.N. 670-1229)
- (1) Door Latch Assembly Left (P.N. 670-12210)
- (4) 22 gauge shim (P.N. 670-22)
- (1) Anti-Seize Packet (P.N. 090-0146)
- (1) SLP Sticker (P.N. 60-60)

Tools Needed:

- 3/8" drive ratchet
- 1/2" x 3/8" drive socket
- 1/2" wrench
- 17mm x 3/8" drive socket
- 17mm wrench
- 7/16" x 3/8" drive socket
- 7/16" wrench
- #25 torx socket (for removing fender screws on RZR-S models)
- 1/2" drill
- 3/16" drill bit
- 17/32" drill bit
- Multi-purpose pliers (to remove fender darts on standard RZR models)
- hammer
- center punch
- 3/16" allen wrench
- 3/8" x 3/8" drive socket
- (2) 6" x 3/8" socket extension
- 3mm allen wrench
- Deburring Tool, Step Drill or Large Countersink

1. Remove upper side netting by drilling out the two rivets that tie netting to the rollbar.(see Illustration # 1).

2. Remove upper side bar, save OEM bolts.

3. Using the multi-function pliers found in the RZR tool kit (see Illustration #2), remove left and right rocker panels by removing push rivets and torx screws. Then remove the lower side bar.

4. Remove seat. Install hinge bracket to upper side bar holes using one 22 GA shim between the hinge bracket and upper side bar mount with saved OEM bolts (see illustration #3).

5. Install lower hinge bracket shown in illustration #4 using roll cage bolts.

6. Install brass bushings on the hinge studs (see illustration #5).

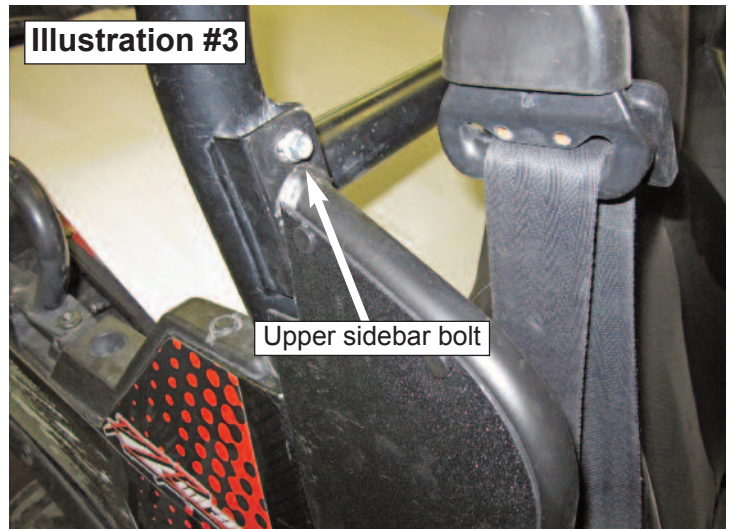
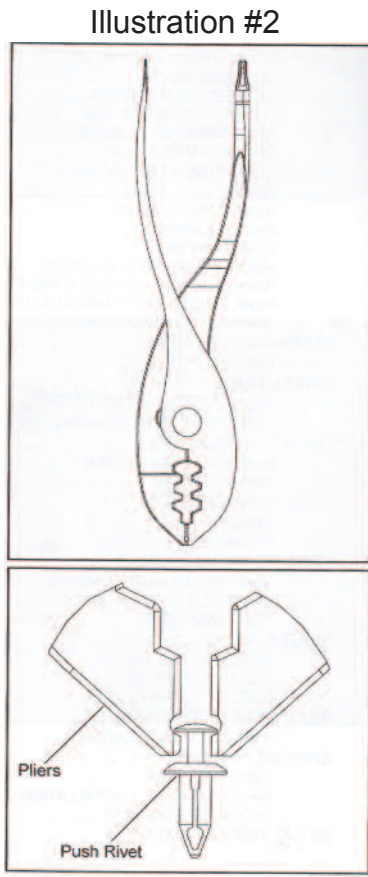
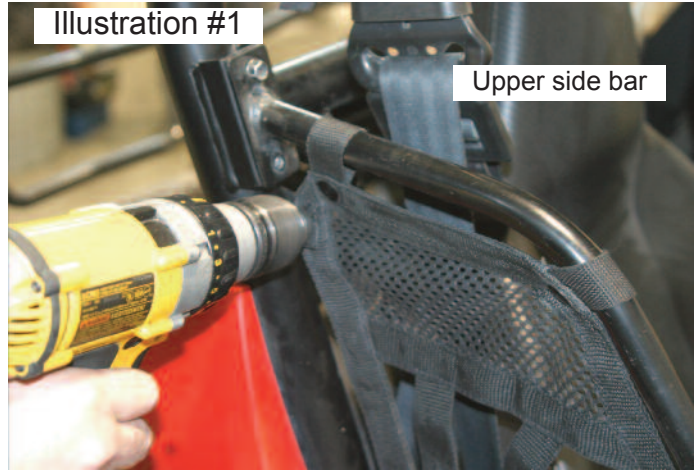
7. Apply supplied anti-seize onto the studs and slide door onto hinge.

8. Adjust door alignment by moving the hinge mount as necessary so that the door is symmetrical to the body and tighten hinge bracket bolts to 8-9 ft/lbs (11-12 Nm).

9. Remove front fender flares.

10. Reinstall seat.

11. Install door latch loosely to the front side of the door latch plate using 1/4" - 20 x 3/4" bolts (place a small dab of blue loctite on the bolt threads). **NOTE: Door latch will be marked with an "R" for the right (passenger) door or an "L" for the left (driver) door.** With the door latch in the latched position (see illustration #6) hold the door



closed from the inside by holding the bottom of the door latch. Through the center of the door latch mark the position of the striker plate using a marker or pencil **NOTE: Mark should be centered on the body panel rib.**

12. Use a center punch to mark the spot in step 7 and drill a 3/16" pilot hole. Then drill out to a 17/32" hole. **NOTE: The outer plastic will have to be beveled to accept the collar of the rivnut so the striker plate sits flush.**

13. Align the striker plate so that rivnut is inserted in the hole drilled in step 8. Using the striker plate as a guide, drill the upper and lower holes using a 3/16" drill bit. Install the backer plate from the inside of the fender well and bolt into place using the 0.19 - 24 x 1 HX-C screws and nylock nuts (see diagram on the last page for striker plate assembly reference).

14. Install striker bolt with washer into rivnut using blue loctite and torque to 10 ft/lbs.

15. Close door holding onto the door latch make sure latch is fully engaged (2 clicks) and tighten bolts on the door latch.

NOTE: If door latch hits head of striker bolt use (2) 1/4" SAE washers that are included to shim door latch assembly forward. Adjust the front of the door up or down by adding or subtracting the 22 gauge shim under the top hinge mount.

16. Reinstall fenders and rocker panel.

17. Install door webbing to the lower crossbar then shoulder clasp after you enter a vehicle and unclasp before you depart (see illustration #7)

IMPORTANT SAFETY WARNING:

This door is not a safety restraint. Always use the OEM safety restraints as recommended by vehicle manufacturer.

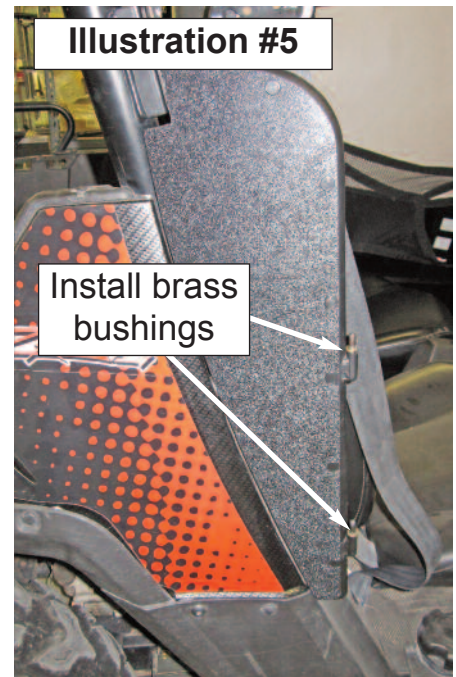
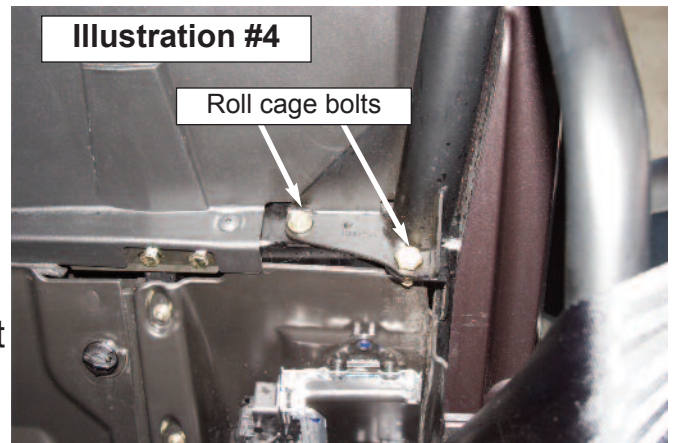
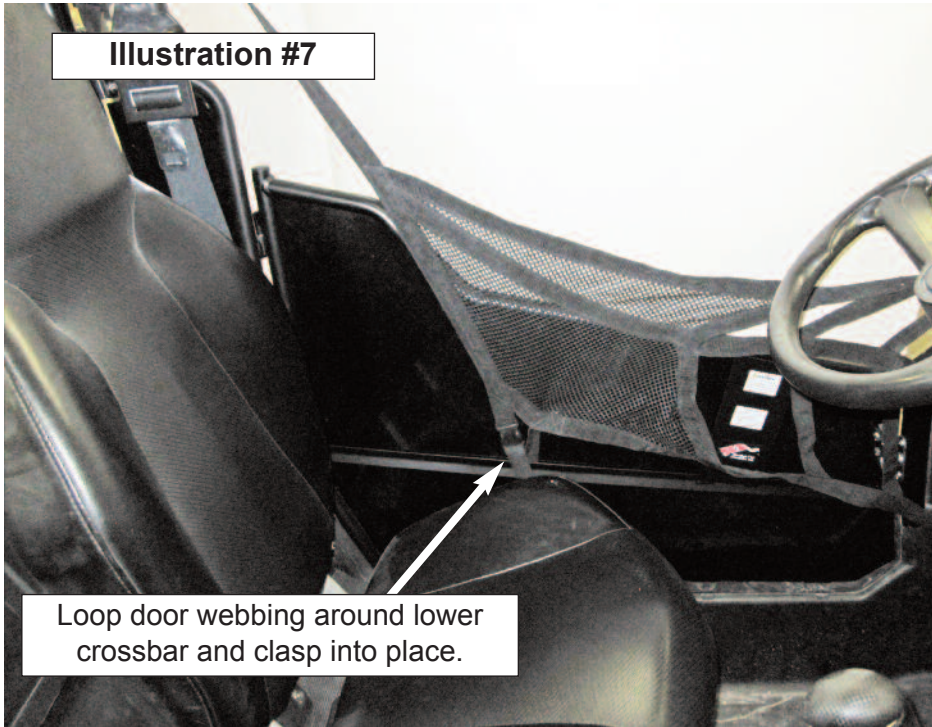


Illustration #7



Loop door webbing around lower crossbar and clasp into place.

Driver's side shown

