



UTV & ATV Armor Kit Installation Tips

Thank for your purchase of this Ricochet Off-Road Armor Kit. All of our kits are custom designed to fit each model and should install hassle free with no additional modifications required. Please carefully read through all included instruction sheets before beginning your install.

The tips described on this sheet are general mounting tips that may or may not apply to your particular model, refer to the attached model specific instructions for a step by step mounting procedure.

If you do encounter a problem during installation please check the FAQ on our website or feel free to contact us by phone or email using the contact info at the bottom of this page.

Required Tools:

(refer to your hardware placement guide for bolt sizes)

Button Head TORX Bolts: (socket bit is highly recommended)

8mm bolts use a T-40 TORX bit

6mm bolts use a T-30 Torx bit

Hex Bolts & Nuts:

10mm bolts uses 17mm

8mm bolts uses 13mm

6mm bolts uses 10mm

1/4"-20 bolts uses 7/16"

Drill Bits:

While we try to avoid drilling whenever possible some models require one or two mounting points to be match drilled. When instructions call for a drilled mounting point use an **11/32"** bit to match drill through the mounting point on the skid plate only after the plate has been fully secured to your machine using the other hardware listed on your hardware guide.

Locking Nuts:

Most sets will include two types of locking nuts. Loose nuts are Nylock, and any nuts welded onto other hardware are pinch-style Stover lock nuts. It is highly recommended that you use a bit of Anti-seize or a drop of oil on the threads of the welded-on pinch style nuts, this will make the bolts go on and come off much easier.

Other helpful tips:

- Before you begin the installation organize all the included hardware according to the hardware placement sheet so you can quickly find the correct bolts and brackets when you need them.
- Install all bolts finger-tight at first until all hardware has been installed, this will give you maximum adjustability.
- When using the cupped washers to secure the plates to factory mounting points do not over torque the bolts because the threads can strip easily. If you do strip one out the simplest way to repair the thread is to use a 1/4"-20 x 5/8" self tapping bolt.
- You may find it easier to remove the rear tires when installing the rear a-arm guards, it's typically very tight and hard to see when the tires are left on.

Contact us at 1-866-273-1197 or dh_gibbs@comcast.net with any questions or concerns.

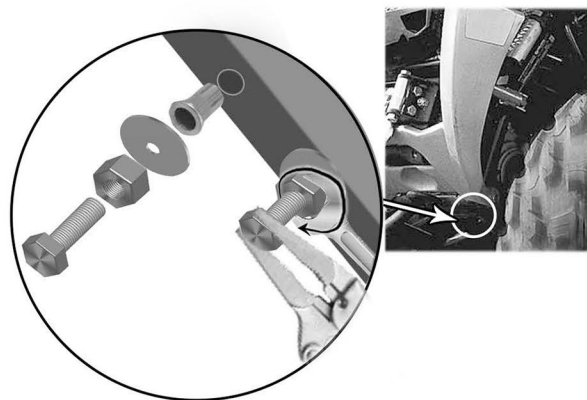
Polaris Sportsman 550/850/1000
(p/n: 7442F-14, 7440F-14, 7429F-14, & 7409-14)

Mounting Instructions

1. For easiest installation begin by lifting your ATV upright. **Be sure to take proper precautions when doing this by securing your machine in its upright position with rope.** Although it is possible to install this set by yourself, you will find it much easier to have an extra set of hands to help hold things in place while you install hardware.
2. Before installing your new skids remove all factory plastic guards.
3. To ensure access to clamp positions make sure you install the plates in the correct order as instructed below. Also it is highly recommended that you use a drop of oil or an anti-seize compound on the nut on each clamp used.
4. If you have A-Arm Guards begin by installing the rear ones first. To get the guard to clear the frame and into place, angle the guard deep into the wheel well first, then set the guard against the a-arm and then slide it into its proper position. Refer to the hardware placement guide to find the correct hardware for installation. Because of the locking mechanism on the nuts there is no need to over torque the button head bolts.
5. The front two mounting points on your main skid plate (739T) are optional but highly recommended, especially if you routinely ride very rough terrain. To utilize these mounting points you will need to secure the included Nut-serts into your frame. Locate the two holes in the frame directly below the vertical piece of frame tube just behind the front bumper. Refer to the Nut-Sert installation guide at the bottom this page to install.
6. Now install the front frame skid (739T). Refer to the hardware placement guide for correct hardware and positions. Once again leave everything finger tight at this time. The flange on the plastic skirt needs to lay across the skid plate as shown in Fig. 2 on your hardware placement guide. When attaching the plastic skirt to the plate with the 6mm hex bolt it is best to use the nut on the outside while feeding the bolt through from the inside.
7. Now install the rear frame skid (742M or 744M) using the same technique of leaving everything finger tight at first. Once all hardware is installed you can go ahead and tighten everything down while making sure the plate remain square to the frame and are butted firmly against one another.
8. If you have purchased the floorboard plates you should install these now. Slide a #700-06 nut plate into each floorboard bracing bar so the nut shows through the outermost slot on the bar. On the left floorboard with the nut plates in place take a 1 1/4" clamp and place it on the frame in an approximate position to where the inner slot on the plate should line up when installed. Access holes are provided in the floorboard skid plate near this point so you can hold the clamp in position as you thread in a bolt. You can hold the front nut plates in place through the drainage slots on the top side of the floorboard and you may need to use a screwdriver to hold the rear nut plate in place while you get a bolt started.
9. Now if you have front A-Arm Guards you can install these using the hardware listed on your hardware placement guide. After the guards are secured in place turn you wheels full lock in both directions while checking for any interferences with the guards. If there is an interference loosen the clamps and adjust the plate accordingly.

Nut-Sert installation

1. Using the 6mm full thread hex bolt, screw a nut on the thread of the bolt followed by a washer. Hand screw the bolt through the middle of the nutsert threads until it comes out the other side.
2. Put the nutsert with the bolt into the hole located directly beneath the vertical frame tube behind the front bumper.
3. Using vise grips or a wrench hold the top of the bolt head.
4. Using a spanner start to tighten the nut (clockwise direction) This pulls the nutsert up and expands the nutsert which will hug underneath the panel and lock it in.....When it gets extremely hard to rotate the nut then thats it.



Polaris Sportsman 550/850/1000
(p/n: 7442F-14, 7440F-14, 7429F-14, & 7409-14)

Skid Plate Hardware List

Frame Skids (p/n's 739T, 742M, 744M for touring)

- 10) 1 1/4" Clamps
 - 1) #700-06 Nut Plate
- 10) 8 x 20mm Button Head Bolts
 - 1) 8 x 25mm Button Head Bolt
- 3) 6 x 20mm Hex Bolt
- 11) 8mm std. Flat Washers
- 4) 6mm H/D Flat Washers
- 2) 6mm Lock Washers
- 1) 6mm Nylock Nut

Nut-Sert Kit: (bagged separately)

- 2) 6mm Nut-Serts
- 1) 6 x 25mm Full Thread Hex Bolt
- 1) 6mm HD Flat Washer
- 1) 6mm Nut (non-locking)

Floorboard Plates (p/n's 727FBA, 727FBB)

- 4) #700-06 Nut Plates
- 2) 1 1/4" Clamps
- 6) 8 x 20mm Button Head Bolts
- 6) 8mm std. Flat Washers

Front A-Arm Guards (p/n's 727AFA, 727AFB)

- 4) 1" Clamps
- 4) 8 x 20mm Button Head Bolts
- 2) 6 x 20mm Button Head Bolts
- 4) std. 8mm Washers
- 2) 6mm H/D Washers
- 2) 1/4" Lock Washers

Rear A-Arm Guards (p/n's 728ARA, ^{}728ARB)*

- 8) 1" Clamps
 - 8) 8 x 20mm Button Head Bolts
 - 8) 8mm std. Washers
- *use 729ARB for 1000 models*