



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.

Hardware List & Mounting Instructions for P/N 9223F

Main Aluminum Skid Plates

(p/n 923T, 767M1, 767M3, 767R)

- 13) #833 Gold Cupped Washers
- 4) #700-06 Nut Plates
- 2) #839 Square Clamp
- 13) 6mm Flange Bolts
- 14) 8 x 25mm Button Head Bolts
- 22) 8mm Flat Washers
- 8) 8mm Nylock Nuts
- 1) 6mm Tap & Handle

Rock Sliders

(p/n 767FBA, 767FBB)

- 2) #700-07 Bar Clamps
- 2) #700-13 Spacers
- 6) 8 x 25mm Button Head Bolts
- 2) 8 x 55mm Button Head Bolts
- 4) 8mm Nylock Nuts
- 12) 8mm Flat Washers

Front A-Arm Guards

(p/n 923AFA, 923AFB)

- 8) 1" Clamps
- 8) 8 x 20mm Button Head Bolts
- 8) 8mm Flat Washers

Rear A-Arm Guards

(p/n 923ARA, 923ARB)

- 6) 1 1/4" Clamps
- 6) 8 x 25mm Button Head Bolts
- 2) 8 x 20mm Button Head Bolts
- 10) 8mm Flat Washers
- 2) 8mm Nylock Nuts

UHMW Layer

(p/n 767P1, 767P2)

- 25) #833 Gold Cupped Washers
- 25) 6mm Flange Bolts
- 2) #832-8 Silver Cupped Washers
- 2) 8 x 35mm Button Head Bolts



#700-07



#700-06



#700-13

Mounting Instructions

1. Remove all factory plastic skid plates
2. Some of the mounting points used to install the main aluminum skid plates will need to be tapped to a 6mm thread, we have included a tap and handle for this. You can use the skid plates as a reference to where each mounting point is located. Hold each skid plate into place lining up the 1" holes on the skid plate with the threaded mounts used to install the factory plastic skid plate, you will notice some of the outer mounting points not used by the factory skid will need to be tapped. Apply a bit of oil to the tap and twist it completely through each hole. If you have trouble threading bolts into any of the pre-tapped holes you can also use the 6mm tap to chase out these threads.
3. Once all the mounting points have threads you can install your main aluminum skid plates using the gold cupped washers with the 6mm Flange bolts. Install the 767M1 skid first, hang the skid from the frame loosely using the cupped washers and then install the #839 clamp around the center frame tube and bolt the plate to the clamps using an 8 x 25mm button head bolt with washer. Do not tighten any bolts down at this time, install the rest of the main skid plates in any order leaving everything loose so that the plate's positions can still be adjusted. Note that the 767M3 plate uses two 8 x 25mm button head bolts secured to the frame with a nylock nut and the 767R skid uses the #700-06 nut plates braced behind the steel plate welded to the frame as shown in fig. 1. If you are installing the UHMW layer do not install the two rear #700-06 nut plates at this time.
4. Once all the mounting hardware has been installed you can begin tightening everything down while making sure each plate butts firmly against each adjacent plate.
5. Now you can install your rock sliders. Before you mount the rock slider place the #700-07 bar clamp across the oval hole on the steel plate welded to the frame just behind the front tire as shown in fig. 2. You can use the access hole in the skid plate to align the bar clamp with the mounting holes on the rock slider as you feed in the 8 x 25mm button head bolts.
6. With the #700-07 brackets in place install your rock slider using the 8 x 25mm button head bolts with washers. Complete the installation by securing the rear section using the 8 x 55mm button head bolts fed through the spacer and secured with a nylock nut as shown in fig. 3. And finally secure the rear tab to the frame tube using the 8 x 25mm button head bolt with nylock nut and washers.
7. Now install your front and rear a-arm guards using the hardware shown on your hardware placement guide. Hold the A-arm guard into place as you wrap each clamp around the a-arm tube and feed in an 8 x 20mm button head bolt. Note that on the rear guards there are longer bolts provided to be used where there are welded-on spacers and a nylock nut with washer is used on the outboard mounts instead of a clamp. Once the a-arm guards are installed turn the wheel to full lock in both directions, checking for any interferences. If an interference exists loosen the bolts and adjust the guards position accordingly.
8. If you have purchased the UHMW layer you can install that now, using the gold cupped washers and flange bolts mounted to each threaded insert on the aluminum skid plates. The only exception is the two rear-most mounting points which will use the silver cupped washers with the 8 x 35mm button head bolts inserted through the rear mounting points on the aluminum skid plate and secured to the frame with the #700-06 nut plates.

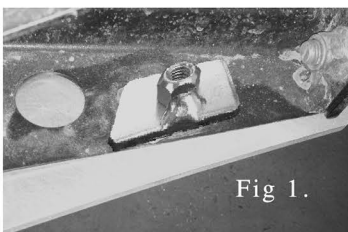


Fig 1.

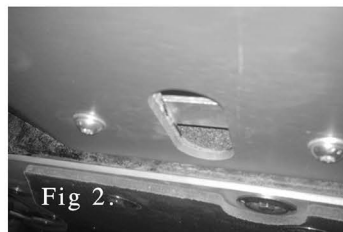


Fig 2.

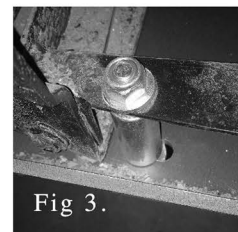


Fig 3.

Hardware Placement Guide for P/N 9223F

