

Ricochet 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 placement and mounting instructions for part # 9266

Polaris General 2 seater.

Step one: Remove all of the stock plastic skid plates from the machine. You will leave the plastic guards that are bolted to the front brake caliper in place. All other plastic skids will be removed.

Step two: It is easiest to mount the middle plate (926M2) first, due to the over lap of the front plate. Before mounting the plate hang all of your “B” clamps in their approximate location on the frame. You will be able to move them around, to line up with the holes in the plate once its mounted.

Step three: Get you mid plate (926M2) into position, this plate needs to tuck under the floorboard plastic on the sides of the machine. Secure the very rear mount with an 833 cup washer and flange bolt. Also secure the front middle mount with a bolt . The front mounts are common mounts with the 926M1 plate, so don't use a cup washer in the top location just yet.

Step four: Start all of the hardware for the clamps you have already put into place. Use anti seize on all bolts going into our clamps. Leave everything loose for now.

Step five: Now you are going to get your front plate into position. This plate also tucks under the floorboard plastic, it also will overlap the 926M2 plate. Secure the plate with an 833 cup washer and 6x16 flange bolt in the front mount.

Step six: Using 3) 833 cup washers and 3) 6x25 hex bolts you can start all three rear mounts that are the common mounts for the two plates.

Step seven: The 834 clamps used on the outboard common mounts can be installed through the holes in the plate just in front of the mounting holes. Get the clamps around the frame rail, line them up with the holes and start you 8x35 bolts. Use anti seize on these bolts.

Step eight: Now you can mount the four “B” clamps in the front locations. Line the clamps up with the holes and start your bolts. Use anti seize on these bolts and leave everything loose for now.

Step nine: Hang the two “A” clamps for the 926R plate on the frame rails. Take the 926R plate and put it into position and start the two 833 cup washers and 6x16 flange bolts on the front mounts.

Step ten: Start the bolts for the rear clamps on the 926R plate. Use anti seize on these bolts and leave everything loose for now.

Step eleven: Now you can square all of the plates up for the best fit and start tightening

all of your hardware.

Step twelve: The two rear mounts for the 926R plate need to be drilled out. After all of your plates are square and tight, take a drill bit from 5/16 (.312) to 3/8 (.375) to drill out the rear mounts. You will use the mounted 926R plate as your guide to drill the holes. Drill the holes, at the very most rear point of the slots. After both holes are drilled you can run the 8x40 bolts through and secure with an M8 nylock nut. Here is a pic of how the rear will be mounted.



Step thirteen: Now you can mount your top plate. (775T) The front mounting points on the frame are not threaded from the factory. We supply a M6 self tapping bolt for these two mounts. It's easiest to get the threads started before mounting the plate. After getting the threads started put your plate into position and start the two front mounts with the self tapping bolts and cup washers. Leave these loose for now.

Step fourteen: Take your 700-40 nut plate and get it into position, line it up with the mounting holes in the plate and start your bolts. Use anti seize on these bolts. Square up the plate and tighten all of the hardware.

Step fifteen: Now you can mount your floorboard skids. (926FB) Take your M8 u nuts and you will see two holes in the underside of the floorboard plastic. Insert the u nuts

onto your machine lining them up with the holes. Also remove the two exposed bolts on the side of the machine that holds the plastic on. You will be using these holes to mount your floorboard skid.

Step sixteen: Mount your floorboard skid to your machine using the 833-8 cup washers, and 8x20 bolts. These will thread into the u nuts you just installed. You might have to push hard to get the bolts started as the hole in the plastic is about the same size as the bolt. If you can't get them to grab by pushing hard you can open up the hole in the plastic with a drill bit.

Step seventeen: Start the 6x40 bolts and washers on the side of the floorboard skid. Align the skid to the machine and tighten all of your hardware. There are two spots for the floorboard skids that need to be drilled out. Simply match drill through the plastic after your skid is mounted and secure. After drilling, you will insert your 8x 25 bolts and secure them with an M8 nylock nut. It is the same procedure for both sides.

Step eighteen: For the front a arm skids you will leave the stock plastic protectors that are mounted to the caliper in place. Get the a arm skid in position and start installing your hardware. Use anti seize on the bolts. Once the skid is loosely mounted you need to check your clearance. With the front wheels off of the ground, turn the wheel lock to lock. Verify you have clearance for the skid. Once you do have clearance you can tighten the skid down. It is important to have the wheels off the ground when checking clearance. Repeat the same procedure for the other side.

Step nineteen: To mount the rear a arm skids you will need to remove the rear wheels. Once the wheels are off of the machine you need to drill out the rivets that hold the plastic guards on. The guards on the rear will not be used.

Step twenty: Set the rear a arm skid in place, and start your hardware. For three of the bolts, there are holes in the a arms from the factory. Run the bolts through the skid and the a arms and finish with an M8 nylock nut. Leave everything loose for now. For the last mount you will use a clamp. Use anti seize on this bolt. Check the clearance of the skid, and tighten all of the hardware. It is the same procedure for both sides.

Hardware list for 9266F

775T
2) 833 cup washers

926FB
4) M8 u nuts

- 2) 6x12 self tapping bolts
- 1) 700-40
- 2) 8x20 Torx
- 2) M8 washers

926M1

- 4) "B" clamps
- 4) 8x25 Torx
- 4) 833 cup washers
- 1) 6x16 flange bolt
- 3) 6X25 Hex bolts
- 2) 834 clamps
- 2) 8x35 Torx
- 6) M8 washers

926M2

- 6) B clamps
- 6) 8x20 Torx
- 6) M8 washers
- 1) 833 Cup washer
- 1) 6x16 Flange bolt

926R

- 2) A clamps
- 2) 8x20 Torx
- 2) 833 cup washers
- 2) 6x16 flange bolts
- 2) 8x40 Torx
- 6) M8 washers
- 2) M8 Nylock nuts

- 4) 833-8 cup washers
- 4) 8x20 Torx
- 4) 6x40 Torx bolts
- 4) M6 HD washers
- 4) ¼ " lock washers

- 8) M8 washers
- 4) M8 nylock nuts
- 4) 8x25 Torx

798AF

- 6) 1" clamps
- 6) 8x20 Torx
- 6) M8 washers

798AR

- 6) 8x60 Torx
- 6)M8 nylock nuts
- 8) M8 washers
- 2) 834 clamps
- 2) 8x30 Torx

926P1

- 18) 833 cup washers
- 18) 6x16 flange bolts

926P2

- 16) 833 Cup washers
- 16) 6x16 flange bolts

926P3

- 9) 833 cup washers
- 9) 6x16 flange bolts
- 2) 833-8 cup washers