

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 Instructions for Polaris RZR 1000 S Turbo Part# 9388U

Step One: Remove the factory skids from the bottom of your machine.

Step Two: Take the 918R plate, and get it into position. It will be easier to hang the front “B” Clamps on the frame before putting the skid into position. Once the front clamps are hung, mount the plate using the 833 cup washers and 6x16 flange bolts. Leave all of these bolts loose for now. Next you can take the hardware for the clamps and get those started. The hardware guide will tell you the length of the bolts to use, and what locations to use them. Use anti seize on all of the M8 Hex bolts. Leave all bolts loose for now. There are two mounts that still need to be drilled, but we’ll do those after all plates are mounted.

Step Three: Before mounting the 938M2U plate you need to drill out two existing holes. If you look at the front part of the plate you will see 4 slots. The holes in the frame for the outer two slots already have factory threads in them. The two inner holes do not. The holes need to be drilled to $\frac{1}{4}$ ” to allow a bolt to pass through. After drilling these two holes out, take the 700-123 bracket that has the double sided tape on it, peel back the tape line the bracket up with the holes and stick it to the frame. The tape is only there to hold the bracket in place to start the bolts. There is no way to get your hand in there to hold it.

Step Four : Take you 938M2U plate and set it into position. Start the three rear mounts with your cup washers and 6x25 bolts. These mounts will overlap the rear plate you already have installed. Now you can start all of the other hardware for the plate. Use your hardware placement guide to locate the correct bolts, clamps, and spacers. Leave all of these loose for now.

Step Five: Hang your 938M1U plate with the cup washer and flange bolt. Next start the outer 1-1/4 clamps on the front part of the plate. These two clamps are a little tight getting them into position, but if you do them first you should have plenty of room to get them mounted and started. Now you can start the rest of the hardware according to the placement guide. Leave everything loose for now.

Step Six: Now you can go through and line up all of the plates for the best fit, either starting from the front going back or the back going to the front. Just tighten down the cup washers for now. Once you are happy with the fitment of the plates, you can tighten all of the rest of the mounting points.

Step Seven: If you are not mounting our aluminum rock sliders you still have 4 pieces of UHMW to mount to finish off the underside of the frame skids. Take your 775SU this will mount on the trailing arm mount. Line it up with the holes and start the M6 bolts, using the factory mounting points. Leave these loose for now. Next take your nut plate and set it in the frame channel by the rear mounting hole. Start your M8 bolt. Line up the skid and tighten all bolts. This is the same for the left and right hand side of the machine.

Step Nine: Now you can mount your 775FBU plate. You will use the clamp at the front, and the nut plate at the rear. Start both bolts, and then square up the plate for the best fitment, and tighten it down. This is the same for the left and the right.

Step Ten: Now you are ready to mount your 938TU plate. This is the very most forward plate. The front mounts of this plate are not threaded from the factory and need to be drilled. Now you can hang the plate by the rear mount, using the bar clamp and the M8 bolt. It is easier to get the bar clamp into the frame by reaching in from the driver side of the machine. Leave these loose for now. Now you can align the plate to the machine, and with the aid of the cup washers you can mark where you will need to drill for the front mounts. Make sure the plate is square to the machine, and is centered left to right before marking and drilling. Once the plate is aligned for the best fit you can drill the holes and start the hardware. Use a center punch to mark the center of the hole so your drill bit doesn't wander. Use a .25 drill bit. Now you can slide the bolts through the cup washers and through the plate, start the two nuts, square up the plate and tighten all of the hardware. This completes your Ricochet UHMW installation. If you run into any issues on your installation, please refer to our YouTube video, or feel free to call us, and we thank you for your purchase.

Hardware list for Polaris RZR1000 S Turbo Part# 9388U

938TU

- 2) 833 Cup Washers
- 2) 6x20 Hex bolts
- 2) M6 Nylock Nuts
- 1) 8x45 Hex Bolt
- 1) M8 HD Washer
- 1) 700-59 Bar Clamp

938M2U

- 2) "B" Clamps
- 2) 700-37 nut Plates
- 2) 700-09 Spacers
- 2) 8x45 Hex Bolts
- 2) 8x25 Hex Bolts
- 4) 700-124 spacers

938M1U

- 4) 1 ¼ Clamps
- 4) "A" Clamps
- 8) 8x25 Hex Bolts
- 8) 700-124 Spacers
- 8) M8 HD Washers
- 5) 833 Cup Washers
- 4) 6x25 Hex Bolts
- 1) 6x16 Flange Bolt
- 1) 700-123 Bar Clamp

918RU

- 6) 833 Cup Washers
- 3) 6x25 Hex Bolts
- 3) 6x16 Flange Bolt
- 4) "B" Clamps
- 4) M8 HD Washers
- 2) 700-124 Spacers
- 2) 700-125 Spacers
- 2) 8x25 Hex Bolts
- 2) 8x35 Hex Bolts

775FBU

- 2) "A" Clamps
- 2) 700-37 Nut plates
- 4) 8x25 Hex Bolts
- 4) M8 Washers
- 4) 700-124 Spacers

775SU

- 4) 6x16 Hex Bolts
- 4) M6 HD Washers
- 2) 700-06 Nut Plates
- 2) 8x25 Hex Bolts
- 2) M8 HD Washers



