

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.

Installation Instructions For Part# 9699U Honda Talon 1000R

Step One: Remove all of the factory plastic skid plates

Step Two: Take your 969M1U plate and set it into position and loosely start all of the cup washers, except the very rear mounts. Leave those out for now.

Step Three: Take your 969M2U plate and slide the front edge of this plate under the rear of the M1 plate. Start all of the cup washers for this plate except the very rear mounts. Refer to your hardware guide for the placement of the different length bolts. Leave these all loose for now.

Step Four: Now you can take your 969RU plate and slide the front edge under the rear edge of the 969M2U plate, start all of the cup washer bolts, again referring to the hardware guide for the bolt lengths. Next you can hang all of the clamps around the frame and start the hardware for those. Use anti seize on these bolts and leave everything loose for now.

Step Five: Now that you have all of the hardware started, you can square up the plates for the best fit and tighten all of the hardware.

Step Six: After getting all of the plates tightened down, you still have the very front mounts to install on the 969M1U plate. Take your 700-37 nut plates and right in front of the mounting slot there is a sheet metal flange on the frame. Place the nut plate over the flange, and then start the bolts. When tightening these bolts, make sure the 700-37 nut plate does not rotate off of the flange.

Step Seven: Now you are ready to mount the 969TU plate. Before setting the plate into position, take your two 700-59 bar clamps and set them in the frame in the two large holes towards the rear of the plate. Now set your plate into position and bring your 700-45 bar clamp into the frame from the side and start the two top bolts. Use anti seize and leave these loose for now. Now you can start the two rear bolts. You can get your finger through the access hole in the plate to line up the bar clamps with the mounting holes in the plate. Once you have all four bolts started you can fully tighten down the 969TU plate.

Step Eight: If you are installing the floorboard skids, the first thing you need to do is to remove the front, and middle bolt that secures the plastic to the side of the machine. You also need to remove the plastic rivet in the very rear mount. You also need to remove the two most outer mounts on the 969M1U and the 969M2U plate. These mounting points will also be used to mount the floor board skids. Now you can get the plate into position and start the bottom common mounts with the belly skids using the cup washers and bolts. Now you can start the two bolts on the side where you removed the factory bolts. The very rear bolt you will also have a nut to put on the back side of the bolt, since there is no thread there from the factory. Get the plate lined up for the best fit and tighten all of the hardware. It is the same procedure for left and right side of the machine.

Step Nine: To install the trailing arm skids, bring the trailing arm up into position, and make sure that it is fully seated against the trailing arm. Now slide the aluminum mounting blocks into the trailing arm skid lined up with the mounting holes. Run your bolts through the skid and the mounting blocks. Start the nuts and then tighten down both bolts. This is the same procedure for both sides of the machine.

Step Ten: To install the front a arm skids, first remove the factory plastic guard. Now with the wheels off of the ground, and the suspension at full droop. Now you can take the a arm skid and set it in place and start the bolts into the clamps, but leave them loose for now. Use anti seize on these bolts. Once you have all of the bolts started, you need to check for clearance on the a arm skid. Turn the steering wheel from lock to lock, and visually confirm you don't have any interference. Once you are satisfied you have clearance you can fully tighten the skid plate. This is the same procedure for the left and right side of the machine.

9699U Hardware List

969TU

- 1) 700-45
- 2) 700-59
- 4) 700-124
- 2) 8x25 Hex Bolts
- 2) 8x30 Hex Bolts
- 4) M8 HD Washers

969M2U

- 7) 833 Cup Washers
- 5) 6x20 Flange Bolts
- 2) 6x16 Flange Bolts

969M1U

- 2) 700-37
- 2) 700-124
- 2) 8x25 Hex Bolts
- 2) M8 HD Washers
- 4) 833 Cup Washers
- 4) 6x16 Flange Bolts

969RU

- 11) 833 Cup Washers
- 5) 6x20 Flange Bolts
- 6) 6x16 Flange Bolts
- 3) B Clamps
- 2) 1" Clamps
- 5) 700-124
- 5) 8x25 Hex Bolts
- 5) M8 HD Washers

