

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 Polaris RZR Pro 4 Seat Part# 9800

Step One: Start your installation by removing all of the factory plastic skid plates. After you have removed the factory skid plates, there are four bolts that you need to also remove. These are the rear bolts that secure the carrier bearing cross members to the frame. The front bolts will stay in place. We will be picking up the two rear bolts as mounting points. There are two crossmembers and carrier bearings on the four seat model.

Step Two: Start at the rear of the machine by mounting your 977R plate. Due to the overlap of the plates it is easier to start from the rear and work your way to the front. Set your 977R plate into position and start the rear cup washers and bolts. Use blue loctight on all of the M6 bolts that are going into factory threads. Leave these loose for now. Now you can install the two cup washers on the side with the spacers. Leave these loose for now. Next you can install the clamps, and their hardware. On the M8 bolts and hardware we supply, don't use loctight, use anti seize. The nuts on our hardware have an all metal locking feature that eliminates the need for loctight. Anti seize will assist in the bolt going through the locking feature and will reduce the possibility for rust and corrosion in the future. Don't install the front three mounts yet, they will be a common mount for the next plate.

Step Three: Before mounting your 977M2 plate, there are the two side clamps that need to be hung around the frame. The driver side must be hung before the plate is in position. The passenger side can be hung after the plate is in position. On the driver side, you may have to slightly pry the plastic that's against the frame tube up slightly to get the clamp around the bar. There is only one spot that this clamp can go around the bar. The clamp needs to be shifted inboard towards the center of the machine. It will but up against the frame tube that runs perpendicular to the bar you are hanging the clamp on. Now you can set the plate into position and start the rear and middle cup washers and bolts. Use loctight on these and leave them loose for now. Now you can secure the M8 bolts and cup washers to the clamps you previously hung around the frame. Use anti seize on these and leave them loose for now.

Step Four: Now you can set your 980M2 plate into position. Start by installing the cup washers into the factory threads. Use loctight on these bolts and leave these loose for now. The front three factory mounts are not threaded from the factory. We are supplying self tapping bolts for these mounting spots. You don't need to drill any holes, as the hole is already there. Just put some upward pressure on your ratchet to get the bolts to bite and start cutting the threads. Next you can hang the four clamps around the frame by sliding the clamp through the access holes and then hanging the clamp around the frame tube. Start all of the bolts and leave loose for now. Use anti seize on these bolts.

Step Five: Now you can mount your 977M1 plate. Get the plate into position and start all four of the M6 bolts and cup washers. Use loctight on these bolts and leave them loose for now. Next using the access holes in the skid plates take your clamps, put them through the hole and rotate them to hang them around the frame tube. Once you have the clamp around the tube,

line it up with the mounting slot and start the bolts into the clamp. Use anti seize on these bolts. Leave these loose for now. Now start the two long M8 bolts and cup washers, these will go into the holes you removed the bolts in the crossmember. Leave these loose for now.

Step Six: Now you are ready to mount the floorboard skids. The front part of the floorboard skid will slide underneath the 980M2 plate for a common mount. Start that common mount with the bolt and cup washer and leave it loose for now. Next you can take your clamp and run it through the access hole in the floorboard skid to hang it around the frame tube. Start the bolt into the clamp, using anti seize, and leave this loose for now. Next you can take the cup washer and flange bolt and start that into the trailing arm mount. You will have to adjust and move the plate around to get that cup washer to seat properly. Use loctight on that bolt and leave loose for now. It is the same procedure for both the left and right hand side of the machine.

Step Seven: Now that all of your plates are loosely installed, now you need to square up all of the plates for the best fit, and make sure all of your cup washers will fully seat down. Once you have the plates adjusted, start tightening all of the M8 bolts going into the clamps first. Once you have all of the M8 bolts started, you can tighten all of the M6 bolts in the cup washers. Use extreme care when tightening these bolts, as the factory threads are easily stripped out. If you do strip out a factory thread, the easiest way to fix it, is to get a 1/4-20 self tapping bolt. The 1/4-20 bolt is slightly larger than an M6 and should cut a new thread.

Step Eight: To mount the very front plate (977T) you first need to remove the front factory plastic grill guard. This is the grill guard right below the bumper and in front of the front differential. You will see two large hex bolts going into the frame. You need to remove these two bolts. Before removing these bolts, make sure the machine isn't being hoisted by the front bumper at all. Removing these bolts if the machine is hoisted, will damage your bumper. Now you can take you 977T plate and set it into position. Take the two factory bolts you removed and secure the front mounting points of the skid with the factory bolts. Leave these loose for now. Now you can take your 8x45 bolt and washer run it through the plate and the opening in the frame. You can reach in from the side of the machine to set the 700-37 nut plate into position and start the bolt. Use anti seize on that bolt. Square up the plate for the best fit, and fully tighten all of the bolts. This completes your installation of your Ricochet belly skids.

Step Nine: To install the front a arm skids, first remove the factory plastic guard. Now you can set your plate into position, hang all of the clamps, start all of the bolts. Use anti seize on these and leave them all loose for now. Now you need to check the clearance on the a arm skid. With the front wheels off the ground, and the suspension fully unloaded turn the wheel full lock in one direction. Confirm you have clearance around the a arm skid. Now turn the wheel full lock in the other direction and confirm you have clearance to the skid. If you don't have clearance adjust the skid appropriately until you do. Once you have established clearance in both directions you can tighten down the a arm skid. It is the same procedure for the left and right side.

Step Ten: To mount the trailing arm skids, first get them into position. The ramp up at the front part of the skid needs to be placed in front of the boxed section where the front mount is welded to the trailing arm in order to get the skid seated correctly. It may take some small taps with a rubber mallet to fully seat the trailing arm skid. Once the skid is in place, refer to the hardware guide for the correct placement of the mounting blocks. The wider mounting block will be the rear mount. Make sure you don't pinch the brake line with the mounting blocks. The slot cut in the block faces down to accommodate the brake line. Once the mounting blocks are in place, you can run both the front and rear bolts through the block, followed by the nuts. Make sure the skid is fully seated against the trailing arm before tightening the bolts. It is the same procedure for both the left and right side of the machine. This completes your install.

Hardware List For Part# 9777 RZR Pro

977T

- 1) 8x45 Torx Bolt
- 1) 700-37 Nut Plate
- 1) M8 Washer

977M2

- 6) 833 Cup Washers
- 6) 6x20 Flange Bolts
- 2) 833-8 Cup Washers
- 2) B Clamps
- 2) 8x20 Torx Bolts

977FB

- 4) 833 Cup Washers
- 4) 6x16 Flange Bolts
- 2) M6 nut Inserts
- 2) B Clamps
- 2) 8x20 Torx Bolts
- 2) M8 Washers

977M1

- 4) 833 Cup Washers
- 4) 6x20 Flange Bolts
- 2) 833-8 Cup Washers
- 2) 8x40 Torx Bolts

- 4) B Clamps
- 4) M8 Washers

- 4) 8x30 Torx Bolts

977R

- 2) A Clamps
- 2) M8 Washers
- 2) 8x40 Torx Bolts
- 4) 833 cup Washers
- 2) 6x20 Flange Bolts
- 2) 6x25 Flange Bolts
- 2) 700-17 Spacers

980M2

- 4) B Clamps
- 4) M8 Washers
- 4) 8x20 Torx Bolts
- 6) 833 Cup Washers
- 3) 6x12 Self Tapping Bolts
- 3) 6x20 Flange Bolts
- 2) M6 Nut Inserts
- 2) 833-8 Cup Washers
- 2) 8x40 Torx Bolts

977AR

- 4) 8x80 Hex Bolts
- 8) M8 Washers
- 4) M8 Nylock Nuts
- 2) 700-156-1 Blocks
- 2) 700-156-2 Blocks

977AF

- 8) 1" Clamps
- 8) M8 Washers
- 8) 8x20 Torx Bolts



