



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 2018 Polaris Ranger 1000 Crew

Aluminum Part # 9600

Step One: Start by removing all of the factory plastic skid plates.

Step Two: There are six holes in the frame that are not threaded from the factory. We are supplying you an M6 tap to cut the thread in those holes. You can cut the threads, before starting the installation, or you can wait until you get the plates on, and then cut the threads. It doesn't matter what order you do it in.

Step Three: Now you can take your 960 M1 plate and mount it to the machine using the cup washers and M6 flange bolts. Leave everything loose for now. Now take your clamp marked "C" and insert it through the large access hole next to the mounting slot, and set it around the frame tube. Now you can start the M8 hardware for that clamp. Use anti seize on the M8 bolts.

Step Four: Before mounting your 960M2 plate, you need to put the 838 clamp around the side frame tube on the passenger side. You may have to slightly pry up the floorboard plastic to get the clamp into position. Once the clamp is around the frame tube, place the center of the clamp approximately 3" behind the edge of the front plate you have just installed. The driver side doesn't have the plastic floorboard, and can be installed around the frame tube after the plate is on the machine.

Step Five: Mount your 960 M2 plate to the machine using the cup washers and flange bolts. Leave these loose for now. Now you can install the 838 clamp on the drivers side, using the access hole in the plate. Now you can start your M8 bolts. Use anti seize on these bolts.

Step Six: Now you can mount your 767M3 plate using the cup washers and M6 bolts. Leave these loose for now. Next you can start the M8 hardware, also leave these loose for now.

Step Seven: Now you can mount the 767R plate. Start with the cup washers and flange bolts, then work your way back starting the M8 hardware.

Step Eight: The two rear mounts on the 767R require you to place the nut plates in the frame right behind the rear differential. They should line up with the two large holes in the bottom of the frame. It might be helpful to use a floor jack to help hold the rear of the plate against the machine to start the bolts.

Step Nine: Now you can square up and tighten all of the plates you have installed. If you haven't tapped out the six holes that aren't threaded do that now and install the rest of the cup washers and flange bolts.

Step Ten: To mount your front 932T plate, first take a rubber mallet and tap the sheet metal hook for the factory plastic until it is flush with the frame. This will allow your Ricochet plate to sit flush against the frame. If you wish to reinstall your factory plastic at some point, you can

simply pry the hook back into place. Get the plate into position and start all of the M8 hardware. Square up the plate and tighten all of the nuts and bolts.

Hardware List for 9600 Aluminum

932T

- 6) 8x25 Torx Bolts
- 12) M8 Washers
- 6) M8 Nylock Nuts

960M2

- 2) 838 Clamps
- 2) 8x20 Torx Bolts
- 2) M8 Washers
- 8) 833 Cup Washers
- 8) 6x16 Flange Bolts

767R

- 3) 833 Cup Washers
- 3) 6x16 Flange Bolts
- 4) 700-06 Nut Plates
- 4) 8x35 Torx Bolts
- 4) M8 Washers

960M1

- 8) 833 Cup Washers
- 8) 6x16 Flange Bolts
- 1) "C" Clamp
- 1) 8x20 Torx Bolt
- 1) M8 Washer
- 1) M6 Tap and Handle

767M3

- 6) 833 Cup Washers
- 6) 6x16 Flange Bolts
- 2) 8x25 Torx Bolts
- 2) M8 Nylock Nuts
- 4) M8 Washers



