

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.

If you run into problems or have questions about your installation, we also have a video on our youtube channel showing the installation procedure.

Hardware placement and mounting instructions for Honda Pioneer 1000

Step one: Remove the factory plastic skid plates from the machine. These parts and the hardware will not be reused. The plastic CV boot guards that mount to the front brake calipers will be left in position.

Step two: Mount the 924M plate to the machine using the supplied cup washers and bolts. Towards the front of the plate one of the mounting points is recessed. In this location you will use a cup washer, the supplied spacer and the supplied 6x40 hex bolt. On the rear of the plate there is one spot that you will mount using the supplied clamp and an 8x50 torx bolt and washer. It is recommended to use anti seize on this mount. After all of the bolts are started leave this plate loose for now.

Step three: Mount the 924R plate to the machine using 4) cap washers and bolts. The rear mounts use the 700-37 nut plate and 8x35 torx bolts and washers. Use anti seize on these mounts as well. If you are installing our hybrid overlay system leave these mounts out for now, as they are a common mount for the plastic overlay. Leave this plate loose for now.

Step four: Install the 924T plate using 4) 10x20 bolts and washers. The rear mounts use an 8x70 bolt with a washer, a fender washer and a nylock nut. Take the bolt with a washer and run it through the plate and frame, take the fender washer slide it over the bolt followed by the nut. Do this for both sides leaving them loose for now. If you are installing our hybrid over lay these are also common mounts so leave these out for now. Also if you are installing the hybrid system, you need to drill out the sheet metal behind the top three inserts for clearance. The hole size is not critical. Anything from 5/16 to 1/2 inch will suffice.

Step five: Square up and tighten down all three plates you have mounted so far.

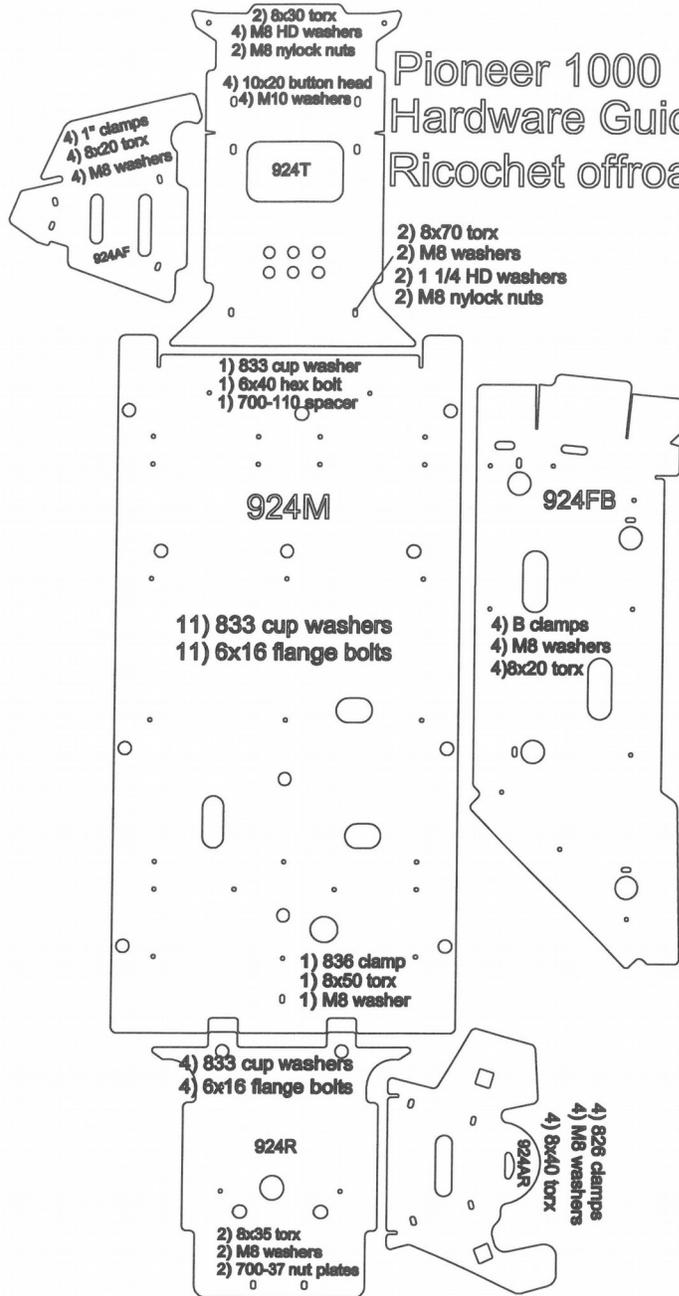
Step six: The very top mounts for the 924T plate need to be drilled out. Match drill through the sheet metal with the skid in place. Use an 11/32 (.344) up to a 3/8 (.375) drill bit to drill these locations. After your holes are drilled, secure these mounts with the 8x30 bolts, with two washers. One on the front side and one on the rear, followed with the nuts. Tighten these mounts.

Step seven: The 924FB plates mount using 4) "B" clamps. Put the plate into position to see where you need to place the clamps. The two outer clamps need to be slid under the plastic body work of the machine. The rear inboard clamp needs to also be installed before the plate is mounted. Get the plate mounted loosely, and insert the front clamp through the large hole in the plate and around the tube. If you need to move your clamps to line up with the holes, you can get to them through the large holes next to each clamp. Adjust the plate for the best fit and tighten all of the bolts. This is the same procedure for both sides.

Step eight: Keeping the stock plastic boot guards in place, mount the front a arm skid (924AF) using 4) 1" clamps and bolts. When installing our a arm skids, it is very important to check your clearance to the plate. Turn the wheel to full lock in both directions and confirm you have clearance with the wheel turned in both directions. Once the plate is where it needs to be you can tighten the plate down. This is the same procedure for both sides of the machine.

Step nine: The rear a arm skids mount using 4) 826 clamps and bolts. The mounting procedure for these is pretty much the same as the front a arm skids. Check and confirm you have clearance and tighten all of the bolts. This is the same for both sides.

Pioneer 1000 Hardware Guide Ricochet offroad.com



Hardware list for P/N 9244F

FRONT BASH PLATE (924T)

- 2) 8X30 TORX
- 4) M8 HD WASHERS
- 4) M8 nylock nuts
- 4) 10x20 button head bolts
- 4) M10 washers
- 2) 8x70 Torx bolts
- 2) M8 washers
- 2) 1 ¼ washers

CENTER SKID (924M)

- 12) 833 Cup Washers
- 11) 6x16 Flange Bolts
- 1) 6x40 hex bolts
- 1) 700-110 spacer
- 1) 836 clamp
- 1) 8x50 torx bolt
- 1) M8 washer

REAR SKID (924R)

- 4) 833 Cup Washers
- 4) 6x16 flange bolts
- 2) M8 Washers
- 2) 700-37 nut plates

FRONT A ARM SKIDS (924AFA- 924AFB)

- 8) 1" clamps
- 8) 8x20 torx bolts
- 8) 8) M8 washers

REAR A ARM SKIDS (924ARA- 924ARB)

- 8) 826 clamps
- 8) 8x40 torx bolts
- 8) M8 washers

FLOORBOARD SKIDS (924FBA- 924FBB)

- 8) B clamps
- 8) 8x20 torx bolts
- 8) M8 washers

924P1

- 12) 833 cup washers
- 12) 6x16 flange bolts
- 2) 833-8 cup washers

924P3

- 11) 833 cup washers
- 11) 6x16 flange bolts
- 2) 833-8 cup washers

924P2

- 13) 833 cup washers
- 13) 6x16 flange bolts

924P4A 924P4B

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

924P Full set

- 54) 833 cup washers
- 54) 6x16 flange bolts
- 4) 833-8 Cup washers