



PRO ARMOR®

XP1000 Traditional Doors w/Paddle Latch (P141D000)

Installation Instructions



WARNING

Improper Use of Off-Highway Vehicles Can Cause Severe Injury or Death

Be Prepared

- Fasten seat belts.
- Wear an approved helmet and protective gear.
- [Reserved for message about other occupant restraint devices.]
- Each rider must be able to sit with back against seat, feet flat on floor (and foot rests), and hands on steering wheel or handhold(s) [where equipped]. Stay completely inside the vehicle.



Be Sure Riders Pay Attention and Plan Ahead

- If you think or feel the vehicle may tip or roll, reduce your risk to injury:
- Keep a firm grip on the steering wheel or handholds and brace yourself.
 - Do not put any part of your body outside of the vehicle for any reason.

WARNING

Pro Armor doors are designed to work together to replace your original equipment doors. Install both the Pro Armor door to meet occupant protection standards (ANSI/ROHVA-1 effective model year 2014).

If you have questions about your installation, are unable able to complete installation, or your door is not working correctly, contact Pro Armor Customer Service or have an authorized dealer or trained technicians inspect your installation. Pro Armor recommends you do not use your UTV if installation of the door is incomplete.

Pro Armor doors are designed to work with the seat belt and other safety features provided by the manufacturer, along with proper preparation and responsible driving from the driver. Pro Armor recommends you follow all manufacturers' instructions when preparing to ride and during operation.

Disclaimer

Please read: This product is sold without warranty expressed or implied. No warranty or representation is made as to the products ability to protect the user / occupant from any injury or death in any manner of use. **The user assumes that risk.** The effectiveness of this equipment is directly related to the manner in which it is installed, used, and / or maintained. **Proper installation is solely the responsibility of the installer, and will not be assumed by Pro Armor.**

PARTS:

1.	DRIVER SIDE DOOR	1
2.	PASSENGER SIDE DOOR	1
3.	HARDWARE KIT	1

DOOR INSTALLATION PREP:

1. Remove the stock doors and save the hardware from the cage tube connectors. This hardware will be used for the install of your Pro Armor doors.
2. Do not remove the stock door latch catch. This will also be used.
3. Remove both the driver and passenger seats to make more space and easier area to work in.
4. You will need to remove the stock paddle latch from the stock door. Refer to the pictures below.

5. Remove the 4 T25 torx screws holding the stock door cover onto the frame (circled in red). Remove the 2 T30 torx bolts holding the paddle latch onto the frame (circled in blue). Keep these 2 bolts, you will use them later.



6. Pull the frame away from the plastic cover and remove the paddle latch from the door.



7. Assemble the paddle latch plate assembly as shown (driver). Use the 2 T30 torx bolts from the stock door to fasten the latch plate to the paddle latch. Repeat for passenger latch.



DOOR INSTALLATION:

1. Install the top door bracket around the cage tube connector with the bolts removed.
2. Push the stock cage bolts through the door bracket and the cage tube connector. Thread the nuts onto the bolts, but do not tighten yet. See fig #1.

FIGURE 1



FIGURE 2



3. The rear lower mount is a tight fit to get through the plastics, so you will need to pull the plastic back slightly to prevent it from getting scratched and slide the bracket into place. See fig #2. Use the supplied M8 nyloc nut and bolt. Do not tighten yet.

FIGURE 3



4. Once both mounts are snug but not fully tightened, install the paddle latch plate assembly onto the door. See fig #3. Use the supplied M6 button-head flanged bolts. Do not tighten yet.

5. You will now adjust the position of the door do make sure it opens and closes smoothly. Loosen the T40 torx bolts that secure the door latch catch.
6. Bring the door to the closed position with the latch fully engaged on the door latch catch. Fine tune the adjustment of the door frame, paddle latch plate assembly, and door latch catch until you can open and close the door smoothly without any binding. Once this is done, you can proceed to fully tighten all hardware. Refer to fig #4.
7. Use the 4mm allen key to tighten the 3 M6 button-head flanged bolts on the paddle latch plate assembly. Use a 15mm wrench to tighten the cage tube connector bolts. Double check to make sure the door is still in good alignment to open and close smoothly without any binding. Use a 13mm wrench to get to the back-side nut of the lower mounting bracket and a 13mm socket on the outside. Tighten down and make sure the door still opens and closes smoothly.
8. Repeat these steps for the opposite side.

FIGURE 4



NOTICE

Due to the production variances and differing conditions of the frame, door adjustments may be necessary to avoid rubbing and proper fit. Ensure proper fit before tightening hardware and continuing with installation!



If adjustment is necessary, confirm all mounting points are secured. Gently pull on the front or rear door frames to adjust



positioning of the door in the frame.

#	HARDWARE DESCRIPTION	QTY.
1.	BOLT, M6 X 16MM, BUTTONHEAD FLANGE, BLACK ZINC	8
2.	M6 X 1.0 X 4MM DEEP, ACORN/CAP HEX NUT, BLACK ZINC	2
3.	DRIVER SIDE LATCH PLATE	1
4.	PASSENGER SIDE LATCH PLATE	1
5.	ADHESIVE RUBBER STRIP	2
6.	BOLT M8 X 1.25 X 25MM FLANGED HEX HEAD, SILVER ZINC	2
7.	NUT M8 X 1.25 NYLOC, FLANGED HEX, SILVER ZINC	2
8.	DOOR LIMIT STRAP	2

LIMIT STRAP INSTALLATION:

1. Wrap the limit strap around the chassis tube that the lower door mounts to like shown in the pics below.
2. Once the strap is around the tube connect it to the back lower panel mount using the supplied M6 acorn nuts and button-head flanged bolts. NOTE: Make sure the Pro Armor logos are in the correct orientation.
3. Fully tighten all hardware and repeat steps for the opposite side. Product installation is now complete.



NOTICE

- Check to be sure that the doors and vehicle frame are correctly aligned. If the doors and frame are not aligned properly, the door latch catch and paddle latch may not be aligned and the paddle latch may not fully engage and/or the door may not close completely. Inspect the doors and check to see that the door latch catch and paddle latch are aligned properly and that the paddle latch fully engages when the door shuts before each use.

- All hardware should be fully tightened. Do not over-torque or hardware may weaken or break.
- Inspect the door latch catch and paddle latch to see that they are not cracked, bent, corroded, or otherwise damaged. Inspect to confirm that they are both fully operational.
- Have an authorized dealer or trained technician inspect the door alignment and latch interface after a collision or in the event of any damage.