



Polaris® RZR® XP4 1000 Traditional Paddle Doors 2014+ (P144D000)

⚠ WARNING

Pro Armor Doors are designed to replace your original equipment doors and meet occupant protection standards (ANSI/ROHVA -1 effective model year 2014+).

If you have questions about your installation, are unable 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, Net, and Slam Latch Kit 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.

If you have any questions contact us at 1-888-312-7667 or WWW.PROARMOR.COM



⚠ 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.

Disclaimer

Please read: This product is sold without warranty expressed or implied. No warranty or representation is made as to the product's 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.**

For further information on RZR Door Installations and Warnings please visit our website WWW.PROARMOR.COM or
Contact customer service at 1-888-31-ARMOR

PARTS LIST:

ITEM NO.	DESCRIPTION	QTY.
1	PASSENGER FRONT PRE-PACKAGE ASSEMBLY	1
2	DRIVER FRONT PRE-PACKAGE ASSEMBLY	1
3	PASSENGER REAR PRE-PACKAGE ASSEMBLY	1
4	DRIVER REAR PRE-PACKAGE ASSEMBLY	1
5	HARDWARE KIT	1

HARDWARE LIST:

ITEM NO.	DESCRIPTION	QTY.
1	NUT, M8 X 1.25 NYLOC FLANGED HEX	2
2	BOLT, M6 x 16MM, BUTTON HEAD FLANGE, BLACK ZINC	14
3	PASSENGER DOOR LIMIT STRAP	1
4	DRIVER DOOR LIMIT STRAP	1
5	DRIVER REAR LATCH PLATE WELDMENT	1
6	PASSENGER REAR LATCH PLATE WELDMENT	1
7	DRIVER FRONT LATCH PLATE WELDMENT	1
8	PASSENGER FRONT LATCH PLATE WELDMENT	1
9	ADHESIVE BACKED NEOPRENE RUBBER_2"	2
10	BOLT, M8 X 1.25 X 25MM FLANGED HEAD	2
11	NUT, M6 X 1.0 NYLOC FLANGED HEX	2

APPROXIMATE INSTALL TIME: 30-40 MINS (1-2 PERSONS)

TOOLS NEEDED: 15mm socket, 15mm wrench, 13mm socket, 13mm wrench, 10mm wrench, T40 Torx, T30 Torx, T25 Torx, & 4mm Allen.

Stock door removal:



1. Remove front doors by unfastening the 4 T40 Torx bolts holding the door to the upper and lower hinges. Retain all hardware.



2. Remove rear doors by unfastening the 2 M10 bolts and nuts holding the upper mounting bracket to the cage connector using a 15mm socket and wrench. Retain this hardware. Then remove the M8 bolt from the lower mounting bracket using a 13mm socket. You will not use this bolt for the Proarmor door install.

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Stock door disassembly:



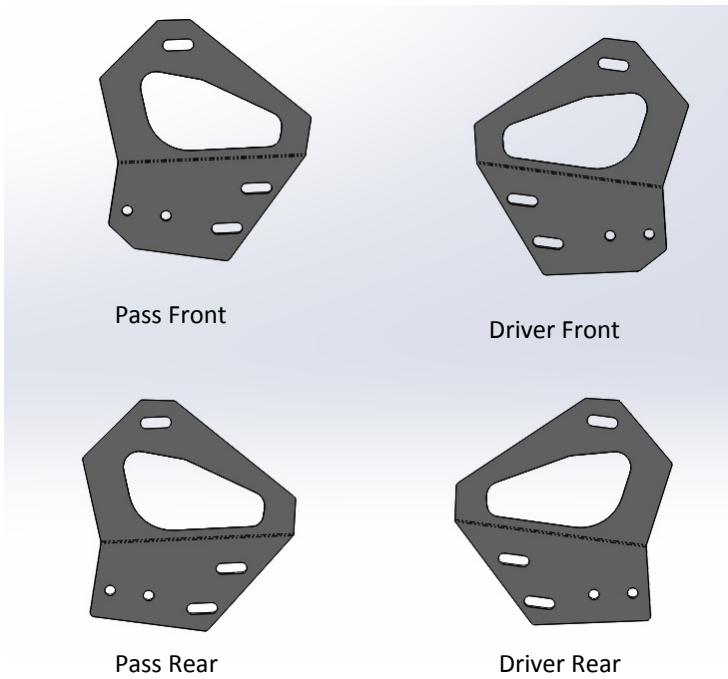
3. You will now need to remove the paddle latch from the stock doors. To do this, remove the 4 T25 Torx screws (circled in red) and the 2 T30 Torx bolts (circled in blue). Retain the T30 Torx bolts; you will use them to install the paddle latches onto the Proarmor doors. The front door is pictured on the left and the rear door is pictured on the right.



4. Then, pull the steel frame away from the plastic outer shell and remove the latch from the door.

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Proarmor door latch plate assembly:



5. You will now assemble the paddle latches to the latch plates. Be sure to use the correct plate for each door. Refer to the figure on the left.



6. Use the 2 T30 Torx bolts you removed earlier to attach the paddle latch to the latch plate.

PROARMOR Door Assembly:



7. You will now attach the latch plate with paddle latch to the door frame. Use 3 of the M6 button head flanged bolts supplied in the hardware kit to attach the latch plate assembly to its corresponding door frame. Front doors are pictured above, while rear doors are pictured below. Leave the hardware hand tight so that you can adjust the position of the latch later.

Proarmor door install (Front):



8. Install the front doors using the 4 T40 Torx bolts removed earlier. Leave hand tight so you can adjust the position of the door.



9. Adjust the position of the door so that the lines of the paddle latch housing follow the lines of the plastic trim on the vehicle. Once you are satisfied, tighten the T40 Torx bolts. It may be helpful to have someone hold the position of the door while you tighten the T40 Torx bolts.



10. Next, adjust the position of the paddle latch, either by sliding it forward or back, until you can open and close the door smoothly. The paddle latch should engage and disengage the door latch catch with no binding. Once you are satisfied, tighten the 3 M6 button head flanged bolts with a 4mm Allen.



11. Lastly, place one of the adhesive rubber strips supplied in the hardware kit on the front lower corner of the rocker panel. This will eliminate any rattle between the door and plastic.

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Proarmor door install (Rear):



12. Take the rear door and slide the lower mounting bracket through the opening in the plastic. Make sure the bracket sits on the outside of the mounting tab on the chassis. Fasten using 1 M8 bolt and 1 M8 nut, supplied in the hardware kit. Leave hand tight.



13. Slide the upper mounting bracket over the cage connectors as shown. Reinstall the 2 M10 bolts and nuts you removed earlier. Leave hand tight.



14. Adjust the position of the door so that the lines of the paddle latch housing follow the lines of the plastic trim on the vehicle. Once you are satisfied with the positioning of the door, tighten the M8 bolt and nut on the lower mounting bracket with a 13mm socket and wrench. Then, tighten the two M10 bolts and nuts on the upper mounting bracket with a 15mm socket and wrench. It may be helpful to have someone hold the position of the door while you tighten all of the hardware.



15. Next, adjust the position of the paddle latch, either by sliding it forward or back, until you can open and close the door smoothly. The paddle latch should engage and disengage the door latch catch with no binding. Once you are satisfied, tighten the 3 M6 button head flanged bolts with a 4mm Allen.

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16. Take the limit strap supplied in the hardware kit and wrap it around the chassis tube. Then insert it through the open slot in the steel slider as shown above.



17. Finally, fasten the other end of the limit strap to the mounting tab on the door using 1 M6 nyloc flanged nut and M6 button head flanged bolt supplied in the hardware kit. Tighten using a 4mm Allen on the bolt and a 10mm wrench on the nut. Make sure you are using the correct limit strap for the corresponding door. The “Proarmor” logo should be in the orientation as shown above. Open and close the door to make sure the limit strap prevents the door from swinging all the way down. Install 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.

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