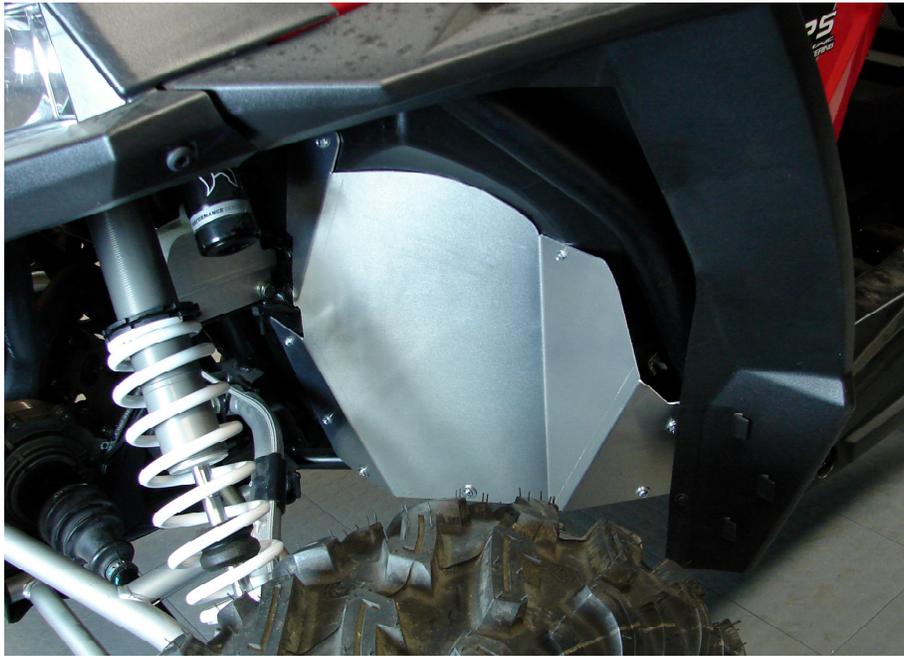




INSTALLATION INSTRUCTIONS

PH7107, PZ7114, PZ7121 & PZ7135 Front Inner Fender Guard Kit

Fits: Polaris RZR XP & XP-4 1000, XP & XP-4 Turbo and XP & XP-4 Turbo S; 2014 & Newer
Polaris RZR 900 Trail, XC 900, RZR-S 900, RZR-4 900, RZR-S 1000 and RZR-4 1000; 2015 & Newer



Tools and Supplies

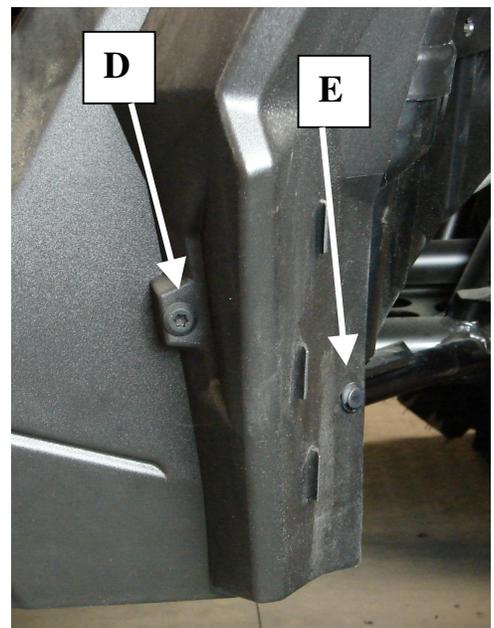
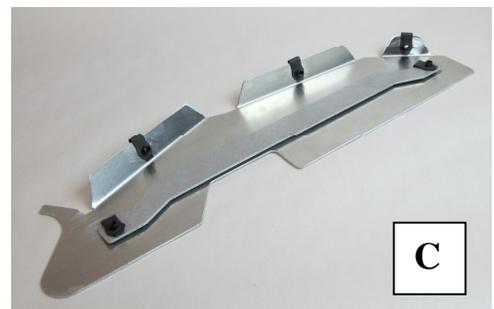
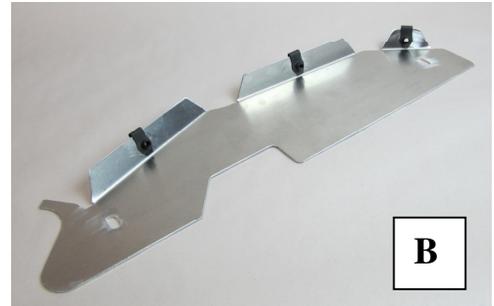
Ratchet Wrench
5/16" Socket
7/16" Socket
3/16" Allen Socket OR 3/16" Allen Wrench
T40 Torx Socket OR T40 Torx Wrench
7/16" Wrench
Polaris Pliers (from tool kit)
Electric Drill
Socket Adapter OR 5/16" Nut Driver Socket (for use in drill)
9/32" Drill Bit

Thunderhawk Performance, Inc.

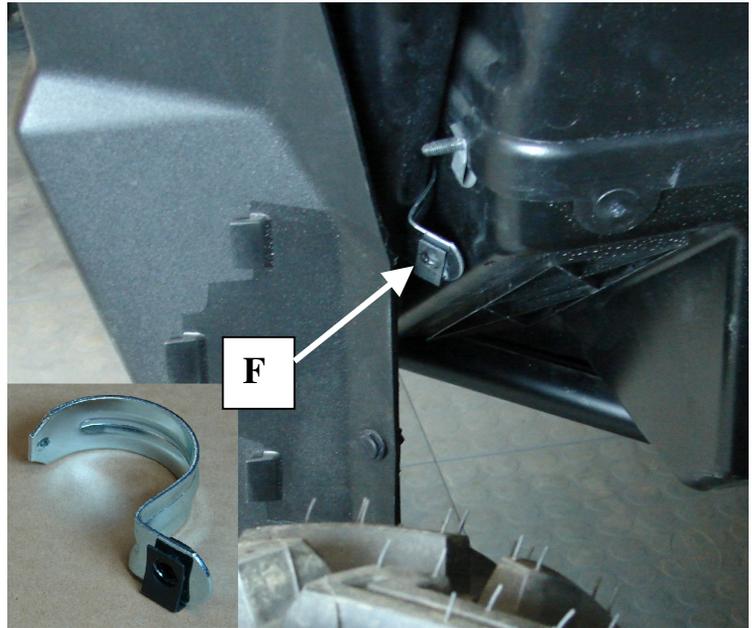
4456 North Abbe Rd., #138 Sheffield Village, Ohio 44054 (216) 965-4800

Preparation for Install

1. Install two clip-nuts onto each mounting nut strap. Position the clip-nuts as shown in photo “A”.
2. Install three clip-nuts onto the tabs of each lower section of the Inner Fender Armor. Be sure that the clip nuts are installed with the larger, threaded barrel positioned toward the rear as shown in photo “B”.
3. Place the mounting strap onto the lower section of the Inner Fender Armor as shown in photo “C”. The clip-nuts on the mounting strap will align with the slotted holes in the Inner Fender Armor. Use a piece of masking tape (or two) to hold the mounting strap in place to simplify installation later and set aside for now.
4. Remove the lower fender flare mounting bolt (marked “D” in photo).
5. Remove the lower plastic rivet from the fender flare (marked “E” in photo).



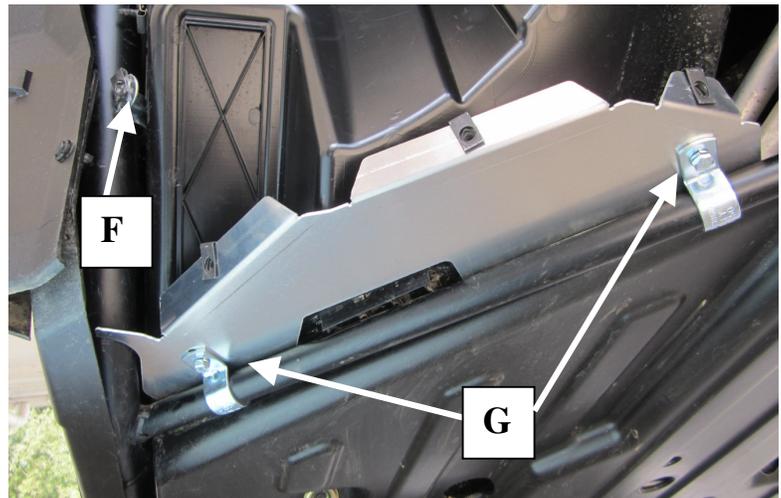
6. Install the large clamp onto the round-tube frame rail (marked “F” in photos). The fender flare will need to be pulled out slightly to install this clamp. There is a smaller frame tube welded to the back-side of the large frame tube, so the clamp cannot be installed lower and slid up into position. Use the fender flare as a reference for the general location for this clamp. This clamp will clip onto the frame tube and will stay in place during the rest of this install. It can be moved and adjusted for alignment when it is time to thread the mounting bolt into this clamp in later steps.



7. Re-install the lower fender flare mounting bolt (marked “D” in photo) and the plastic fender flare rivet (marked “E” in photo).

8. If you have aftermarket skid plates, the front edge must be loosened and lowered to install this Inner Fender Armor Kit. UHMW skid plates are flexible and can be pulled down after the front mounting hardware and some rocker panel bolts are removed, aluminum skid plates must be removed.

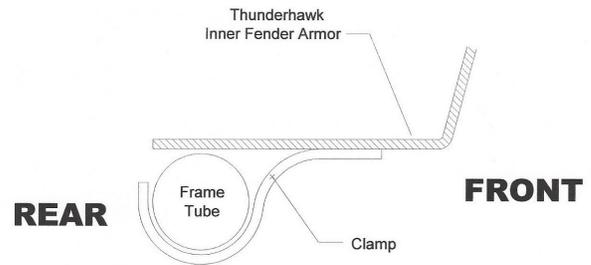
9. Install the lower section of the Inner Fender Armor (previously assembled in step #3). This panel is installed so that the rear edge sits atop the diagonal frame tube under the RZR’s foot-well area, and is attached to this tube with the supplied clamps, 3/4” long hex-head bolts and lock washers (marked “G” in photo). These bolts (with lock washers) pass up through the clamp, then through the slotted holes in the lower panel and are threaded into the clip-nuts (previously installed onto the mounting strap in step #1). Tighten the bolts for these clamps so that they are snug, but not fully tightened. This panel may need to be slid in or out slightly along this frame tube for alignment when the upper panel is installed. *Note: PZ7981 for XP Turbo-S has clearance notch toward center of RZR (right side of photo above).*



NOTE: This step of the installation will vary depending on which model RZR you own, and whether you are running stock or aftermarket skid plates. The notes and diagrams on the next page will detail the common variations of this step of the installation, and address the typical things that you will encounter.

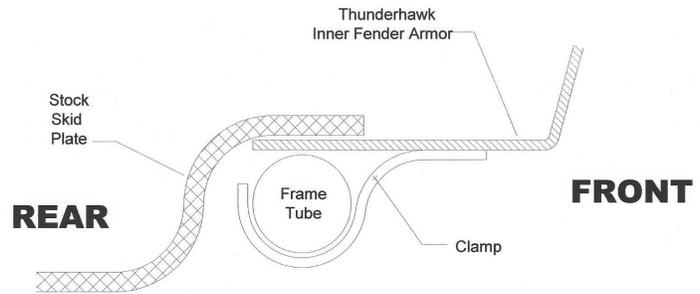
RZR XP 1000, XP-4 1000 or XP Turbo with Stock Skid Plates

On these models, the stock skid plate does not extend forward to the diagonal frame tube, so installation is quick and easy. Simply install as shown at right. If you have chosen to order the Floor Board Armor Kit to use in conjunction with this Inner Fender Armor kit, then refer to those instructions for details to install the two kits together.



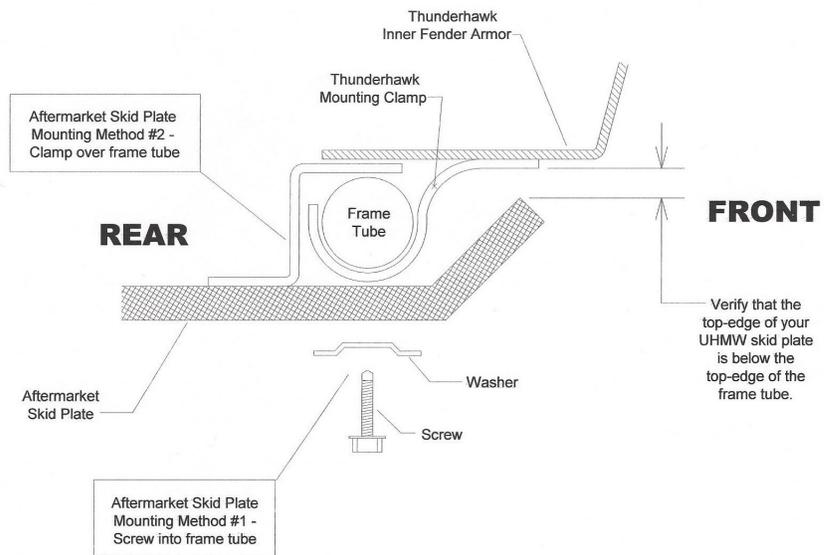
RZR XC 900, RZR-S 900, RZR-4 900 & RZR-S 1000 with Stock Skid Plates

On these models, the stock skid plate extends forward to the diagonal frame tube. This factory skid plate is molded with an offset so that the skid plate curves up behind the frame tube and the leading edge of this skid plate sits atop this frame tube. The lower section of Thunderhawk Inner Fender Armor is installed so that it sits atop the diagonal frame tube, and below the factory plastic skid plate, as shown at right.



RZR (all models) with Aftermarket Skid Plates

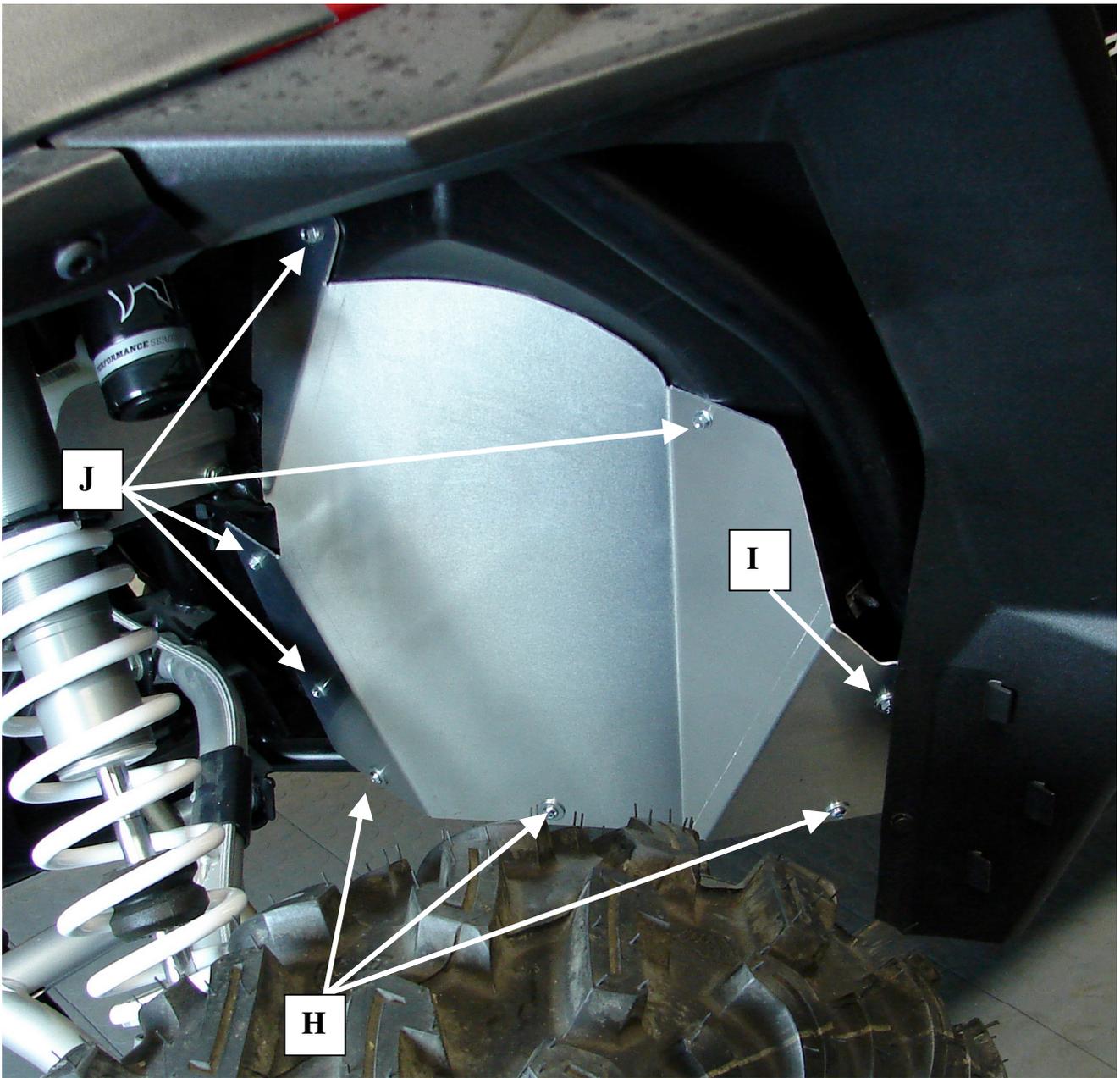
Dozens of companies offer aftermarket skid plates for the RZR, which presents variables too numerous to detail for each different brand of skid plate. In general the front of the skid plate must be pulled down to access the diagonal frame tube for installation of the Inner Fender Armor. Some skid plates have the front edge formed upward (like a snow ski) as shown at right. These skid plates must be checked to assure that this raised leading edge does not extend above the top of the diagonal frame tube, as this will interfere with the Thunderhawk Inner Fender Armor. Any portion of a raised



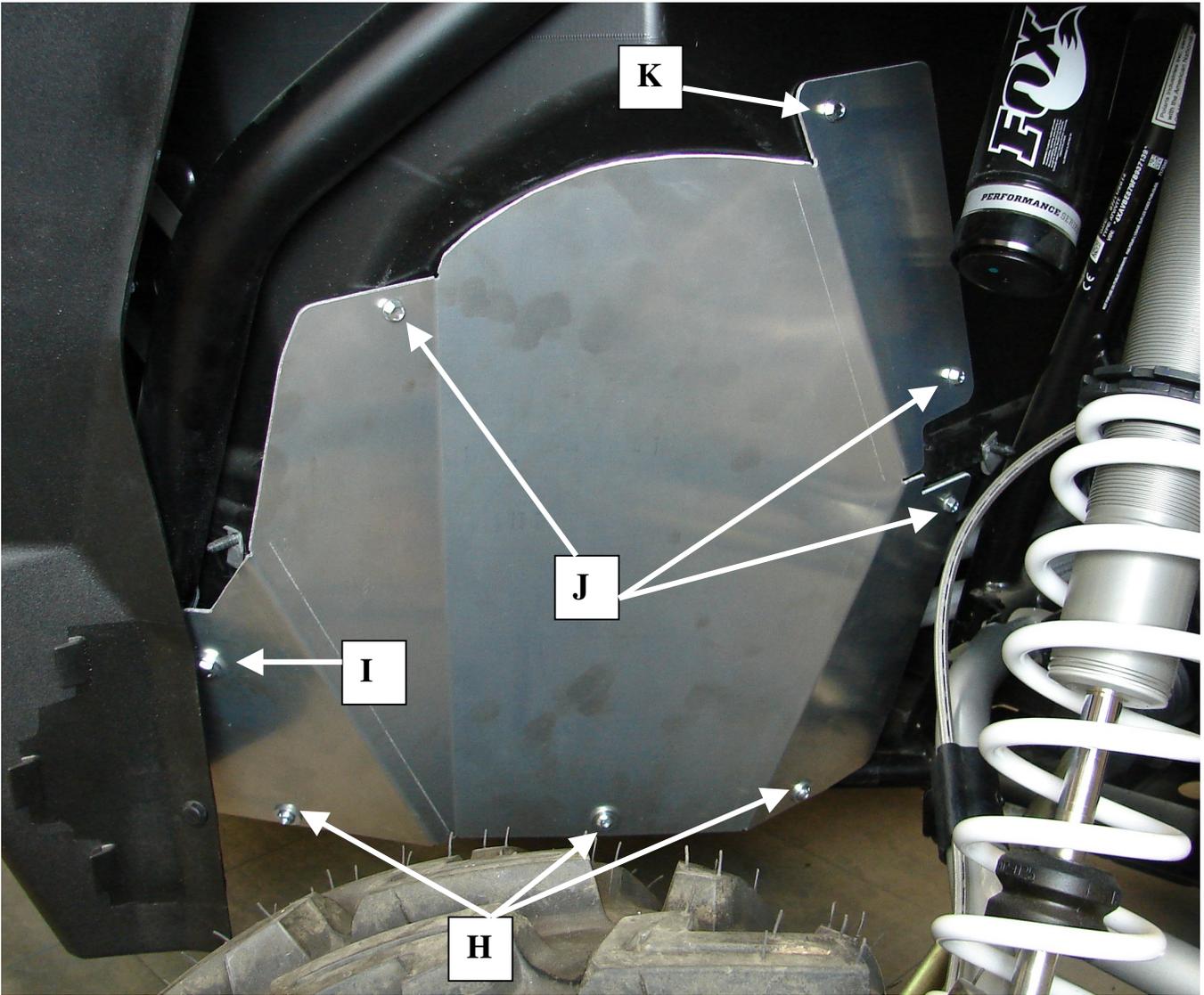
leading edge that is above the frame tube must be trimmed-off (do NOT cut-off formed edge completely).

Aftermarket skid plates are typically mounted to this diagonal frame tube in two different ways. One method is to use screws, drilled and threaded into the frame tube to secure the skid plate. With screws, be sure to lift the skid plate into position, mark the screw holes and pre-drill the Inner Fender armor for these screws to pass through. The second method is to mount the skid plate using clamps over the diagonal frame tube. With clamps, you will need to determine whether your skid plate clamps should be installed between the frame tube and Inner Fender Armor (as shown above) or if your skid plate clamps would fit better installed above the Inner Fender Armor (not shown). Minor modifications of the skid plate & clamps or the Inner Fender Armor Kit may be required to fit this kit with your particular skid plate clamping system. If your skid plate did not include a mounting nut strap (as used in our kit - photo "A"), then you may want to fabricate one to hold the skid plate nuts while tightening your skid plate clamps. We have included four extra clip nuts (1/4-20 thread) for you to use for this if necessary. Be sure to use 1/4-20 bolts with these clip-nuts, as your current skid plate bolts may not match this thread size.

10. Install the upper section of the Inner Fender Armor in the front wheel well (behind the front tire). Slide this panel into position with the three holes at the lower edge aligned with the three clip-nuts on the lower section of the Inner Fender Armor (previously installed in step #9).
11. Install three - 3/4" long, button-head bolts and flat washers into the three holes along the lower edge (marked "H" in photos). Tighten these bolts so that they are snug, but not fully tightened.
12. Install one - 3/4" long hex-head bolt and zinc-plated flat washer into the large tube clamp which was previously installed in step #6 (bolt marked "I" in photos). Tighten this bolt so that it is snug, but not fully tightened.
13. With these bolts installed and snug, the upper section of the Inner Fender Armor will be roughly in-place. At this point, you must maneuver this part into position so that it fits tightly against the plastic floor-board. This will result in the sections with the four remaining holes (marked "J" & "K" in photos) being very close to flush with the plastic floor boards. Sliding the lower section (prev. installed in step #9) in or out along the diagonal frame tube may help with this alignment.
14. You will now use the four supplied drill-tipped TEK bolts to secure the Inner Fender Armor to the plastic floor-boards (marked "J" & "K" in photos). These bolts are just temporary, so don't be concerned about them sticking through the floor and up into the RZR (by your feet).
15. Remove one TEK bolt at a time from a position marked "J" in the photos. Enlarge this hole with a 9/32" drill bit. This can be done from inside the RZR after you locate the hole left by the TEK bolt, or from the outside using the hole in the Inner Fender Armor as a guide (whichever is easier).
16. Install one - 3/4" long , button-head bolt and flat washer from inside the RZR through this hole. Install a flat washer and nylon lock-nut on the outside (by the wheel) and tighten.
17. Repeat for the remaining three TEK bolts. Retain the TEK bolts after removal, as they will be used again for the other side. Note: On the passenger-side, the top TEK bolt (marked "K" in photo) will actually be drilled through into the glove box. Use the longer, 1" button-head bolt here.
18. Tighten the three button-head bolts along the bottom (marked "H" in photos).
19. Tighten the hex head bolt threaded into the large frame clamp (marked "I" in photos).
20. Tighten the two hex head bolts on the diagonal frame tube clamps (marked "G" in photo).
21. Re-mount / re-install your skid plate.



Left-Hand (Driver) Side



Right-Hand (Passenger) Side