

## Model Info

This kit was made to fit RZR-s models that have only a 4pt cage kit. We have a hard time keeping up with all the variations of models. **Please confirm this kit fits your vehicle PRIOR to purchase!!!!** Due to size and material used to make a custom cage kit we do not offer refunds. And please consider our time in asking fitment questions – our prices are low due to not having a lot of overhead. Excessive customer service will increase the prices for everyone.

**Note:** The kit was made to fit a 2017 RZR 1000s

It should also fit 900s but some earlier models had different cage bungs. We can provide the different bungs for the earlier 900s if notified at the time of purchase. Our bungs come from [UTVdistribution.com](http://UTVdistribution.com) and their website has information on how to confirm which bungs you have.

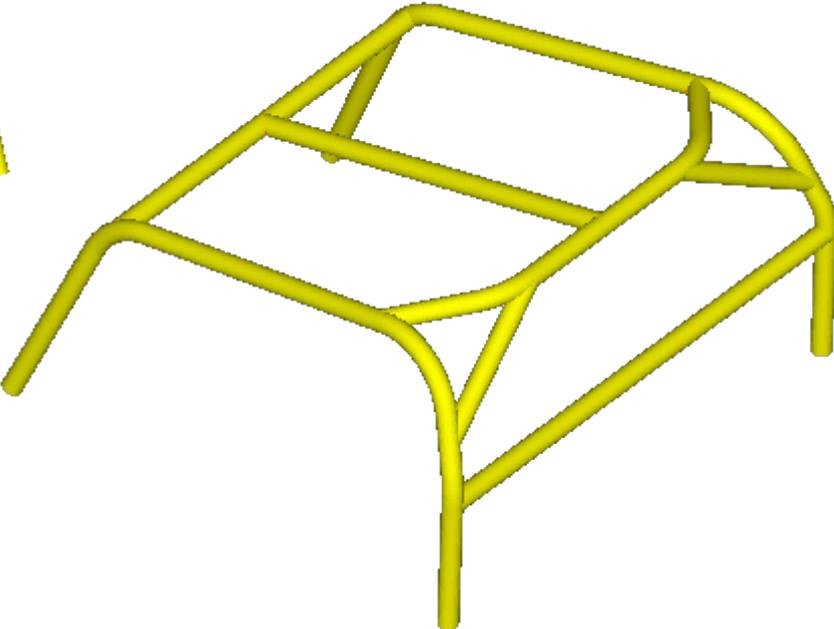
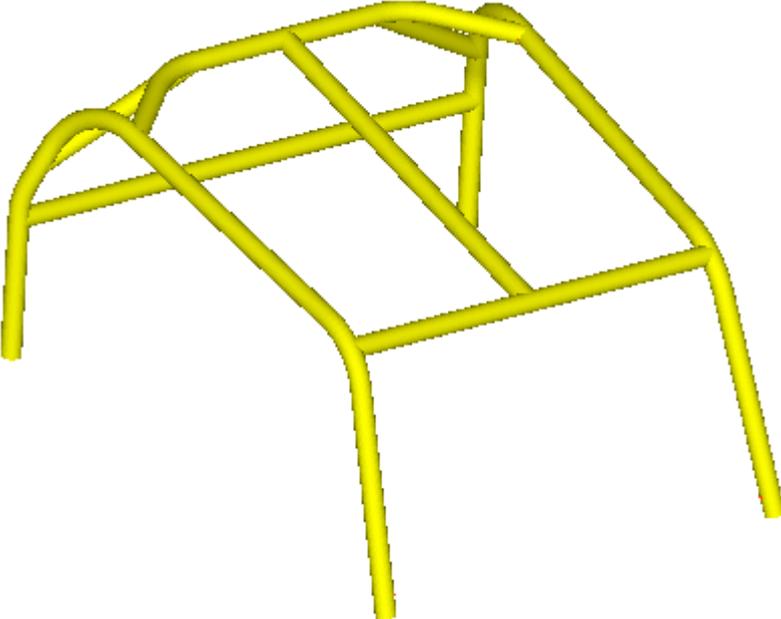
**800s:** We also have a variation of this cage that fits the earlier 800s cages that have plates at the b-pillar attachment. Again please indicate model and year at time of purchase.

# Overview

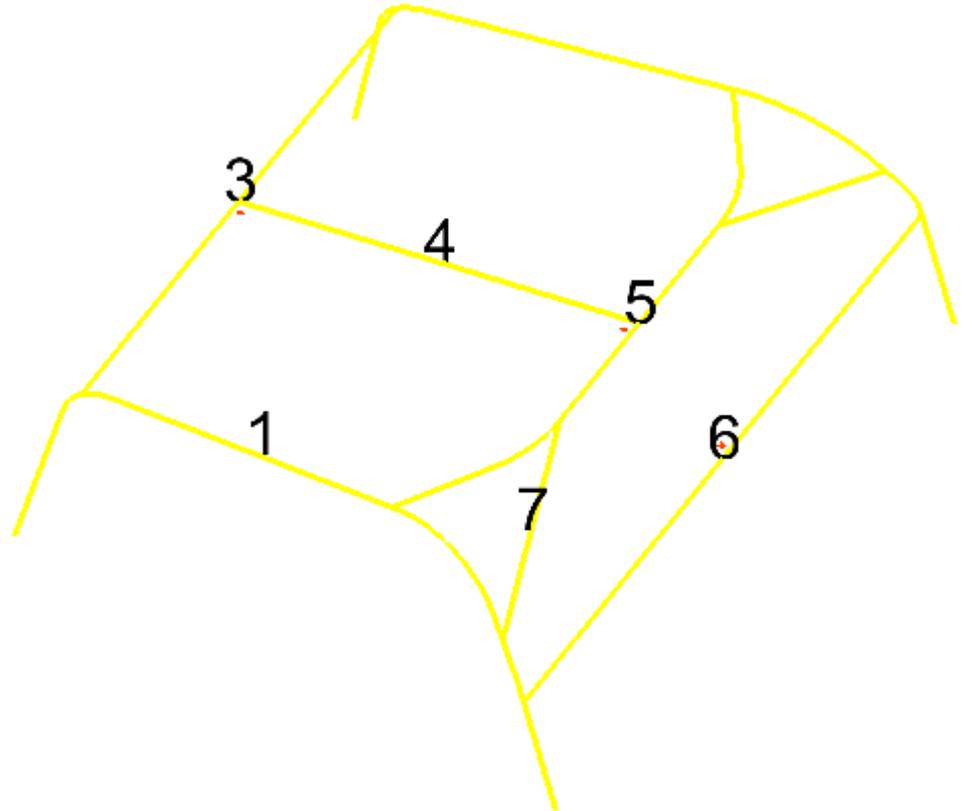
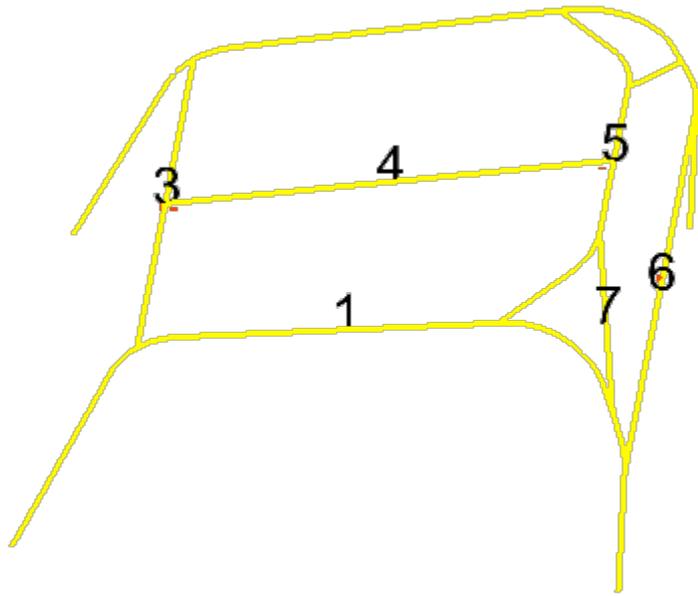


**We want our customers safe!** Please ensure adequate head clearance prior to ordering a cage. The dimension shown is from the weld seam at the end of the tube to the center of the tube above the passenger compartment. We don't know what this is on a stock cage. We gladly offer custom heights to ensure safety. A minimum of 4" of head clearance to the bottom of the cage tubing from the top of a helmet is standard racing requirements. Most customers want as low of a cage profile as possible but please remember that harnesses (properly worn and tight!) and helmets should be worn at all times **with** the minimum 4" clearance. **Proper head clearance and safety equipment is the end users responsibility – take it seriously!**

# Overview



# Parts



For visualization the parts are shown as centerlines only  
Part Numbers engraved within 3" of the end of part  
Passenger side parts are followed with a M (for Mirrored)

# Options

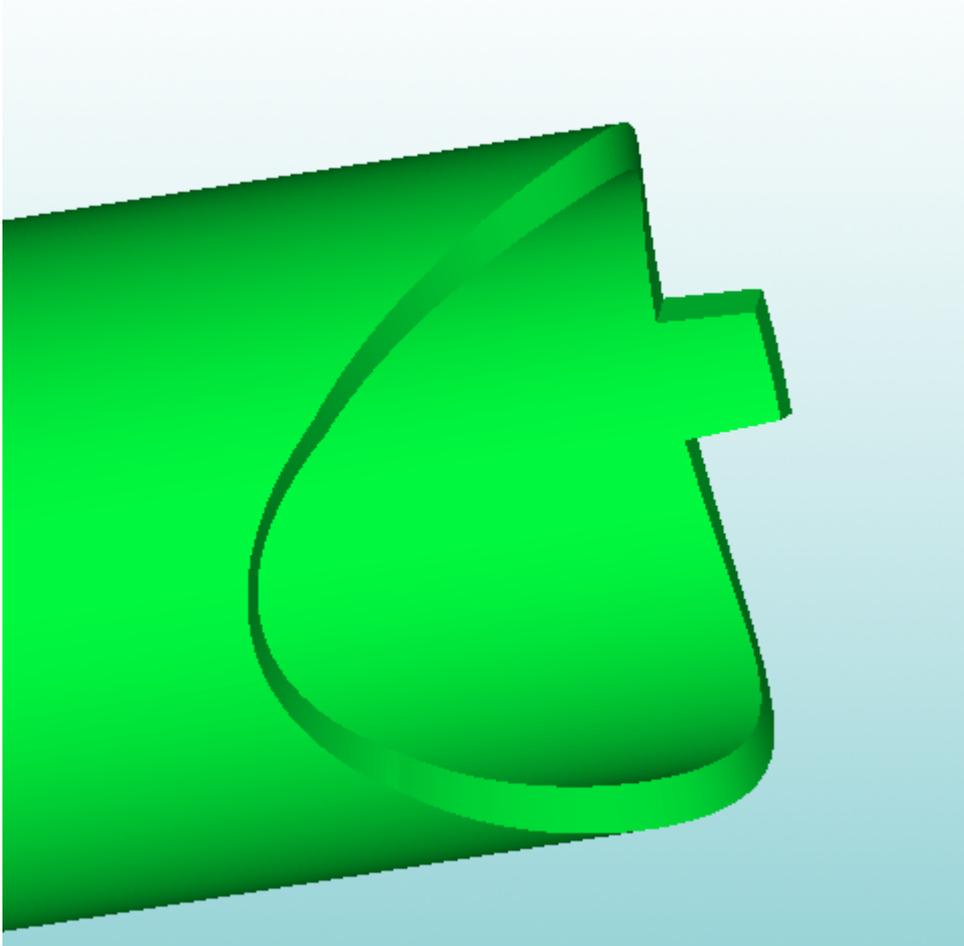
Intrusion (windshield) bars will be numbered 2 & 8 if so optioned

Roof bars will be numbered 10 & 11 if so optioned

Rear bracing will be numbered 12 and up if so optioned

There will never be a part #9 as it could get confused as #6 on the tube

# SLOT AND TABS



Slot and tab cuts will locate the parts with these features.

**It is a good practice to assemble ALL parts to ensure they fit prior to tacking any of the pieces. Good clamps, magnets, ratchet straps and a few extra hands make this easier.**

It is possible to flip a part backwards and still fit, but the mating parts will not fit and you'll know something isn't right. Always do a dry fit with all the parts to ensure each part can be added and in what order.

# Welding

Again this is a crucial part of your machine and should only be assembled by a qualified welder, don't skimp here. And please pay your welder fairly!

All tubes are mild steel and can be mig, tig or even stick welded.

Once the kit has been assembled/fit on the chassis with all the pieces you can start to tack pieces together. Having dry fit the kit once you should be able to figure out what pieces can be installed in what order. Some of our kits have tubes that can't fit back in after other pieces are installed – we try to avoid this though! It's recommended to fully weld every joint, even under joints that will be covered by another tube, slight grinding to clear the previous weld may be necessary.

There should be no excessive gaps or holes to fill, if there are STOP and contact us!

The tubes are CNC plasma cut and therefore the edges have some scale from the plasma. Tubes also have mill scale, contaminates and oils on or inside of them. For best results a light sanding and cleaning of the outside/inside and edges to be welded is recommended. With any welding process bright shiny **clean** metal produces the best results.

# RE-INSTALL

After the cage is fit to the vehicle and welded by a qualified professional, you may experience difficulty re-installing it onto the factory cage mounts. This is likely due to the factory chassis flexing and or the cage moving from the welding process. The cage is now more rigid than the factory cage and the chassis will move some to accommodate this. It is a good idea to support the chassis (no weight on suspension) **PRIOR** to removing the factory cage and **DURING** assembly of the cage kit.

Since the cage is assembled and welded on the chassis it should fit back on nicely but may not fit a different vehicle of the same model. If there is excessive fitment issues please call us 636-271-5696 and we'll try to help but don't use anything more than a small ratchet strap and alignment punches to locate the cage. Proper welding and sequencing should prevent this though.