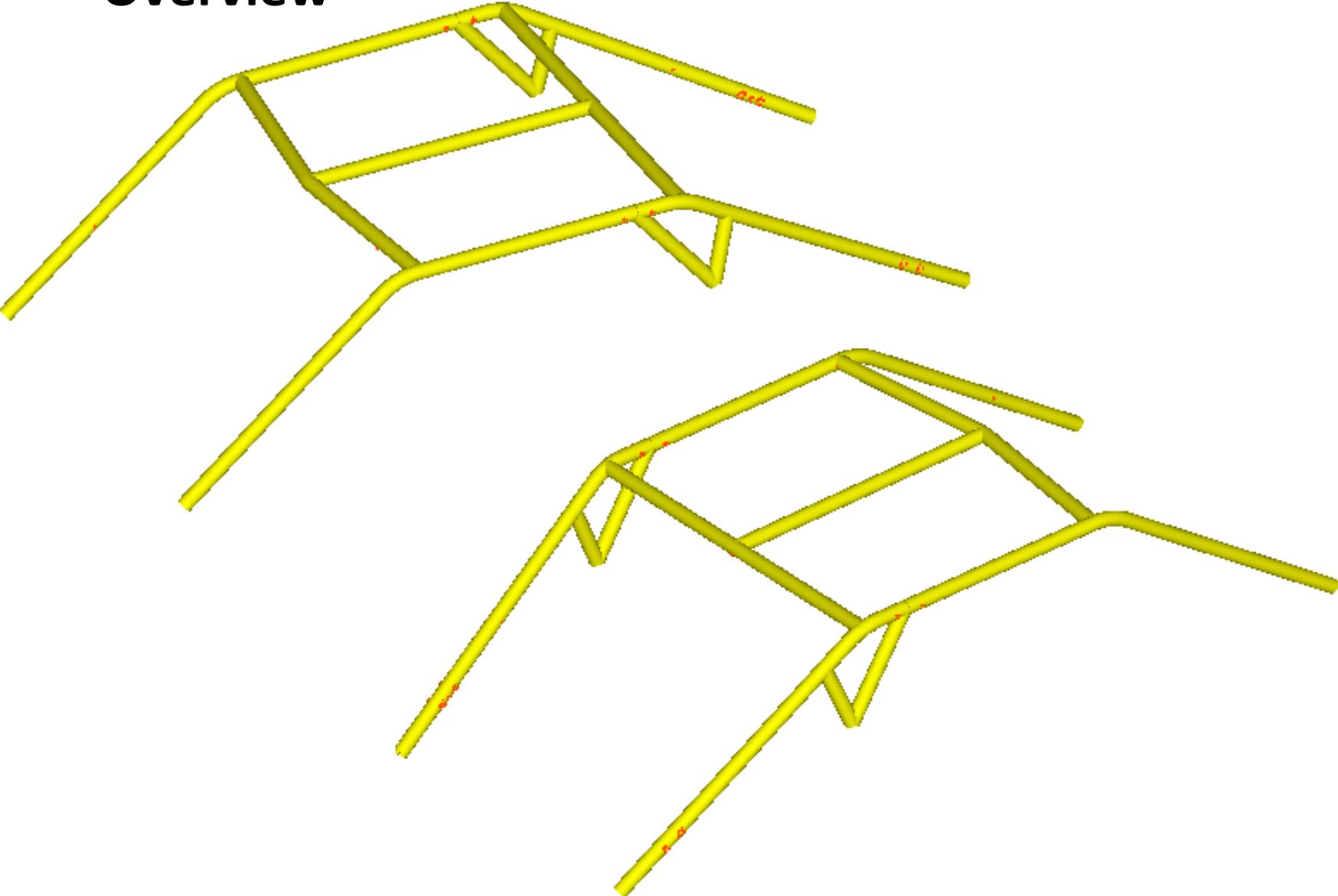
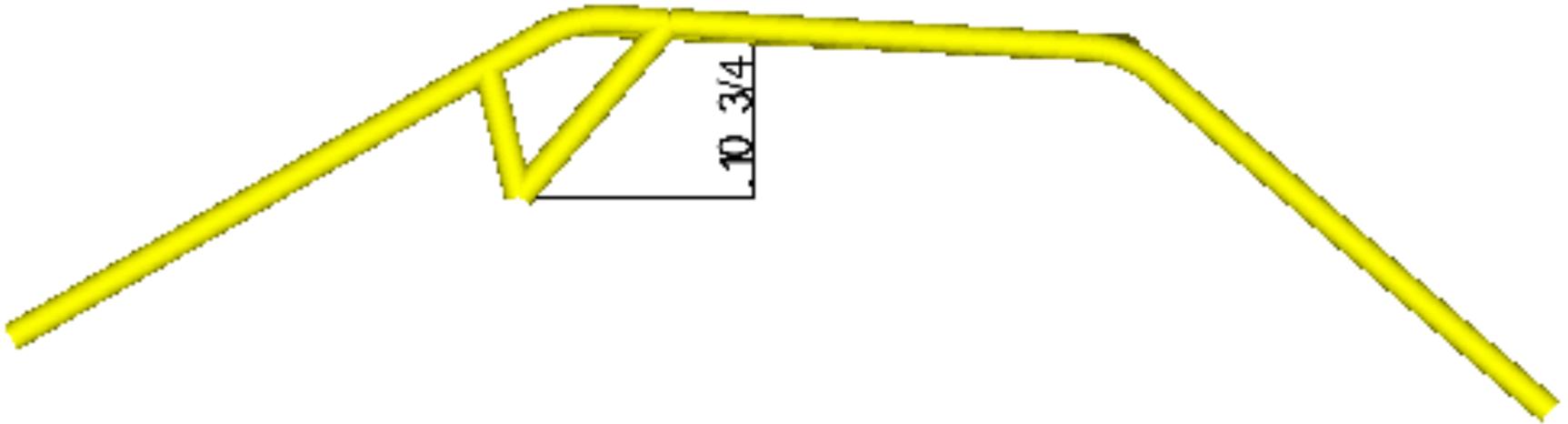


Overview

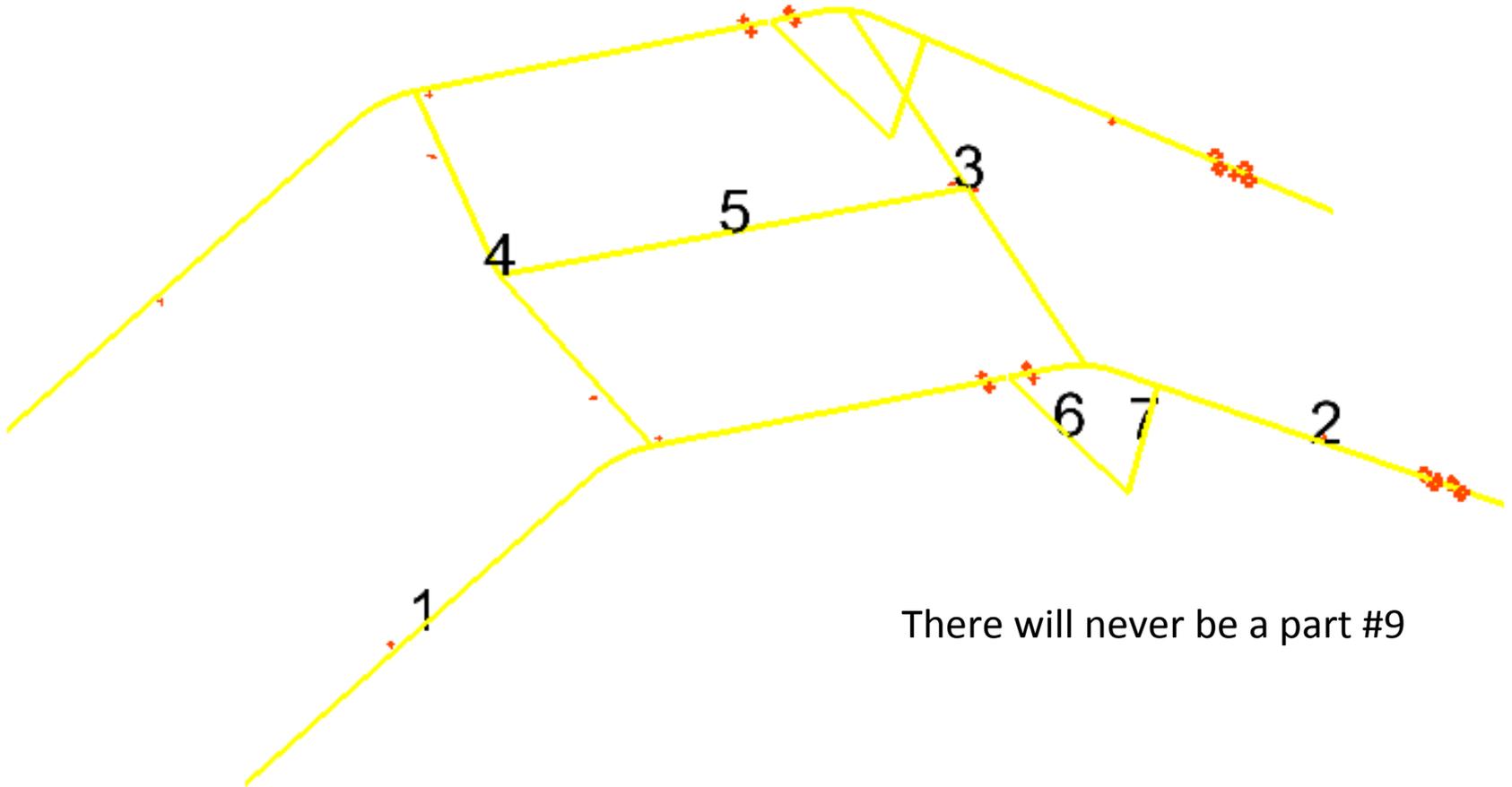


Overview



We want our customers safe! Please ensure adequate head clearance prior to ordering a cage. The dimension shown is from the end of the UNCUT TUBE (subtract 1") 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 requirement. 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!**

PARTS

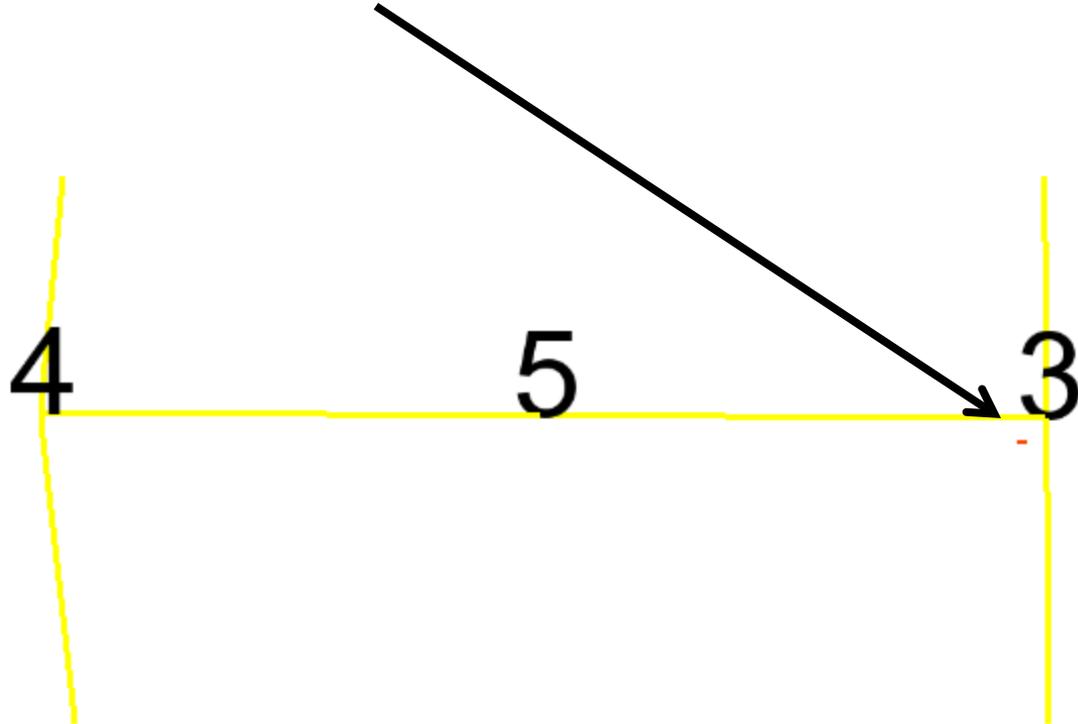


There will never be a part #9

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)

PARTS

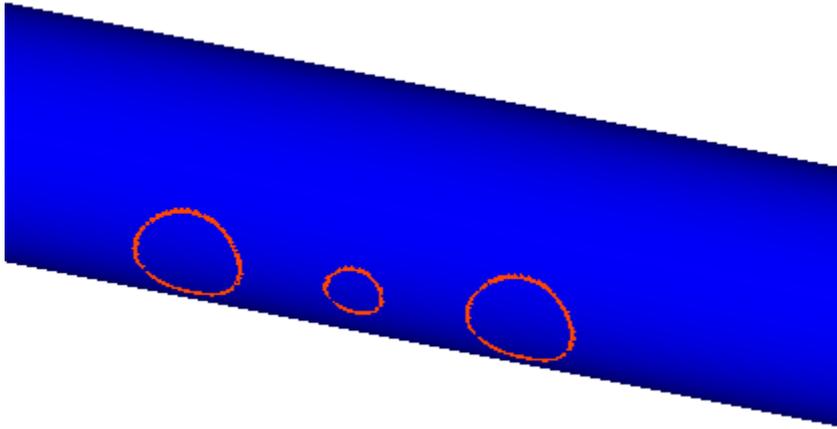
The tabs and slots for part 5 should be on the driver side on both part 3 and part 4
This will center the tube in place.



Parts are numbered in approximate order of assembly – M for passenger side

Part Names engraved within 3” of the end of part

PARTS



The c-pillar has holes to attach to the factory plastic bed. Small tube spacers are provided to go in these oversize holes. The holes are oversized to ensure fit. The tubes may not end up centered. This is fine as long as the other main parts of the cage are fitting well with no gaps.

These attachment points can make installation and removal of the cage difficult due to the angle of these tubes. Inline tube disconnects are available from many different suppliers but we recommend www.utvdistribution.com.

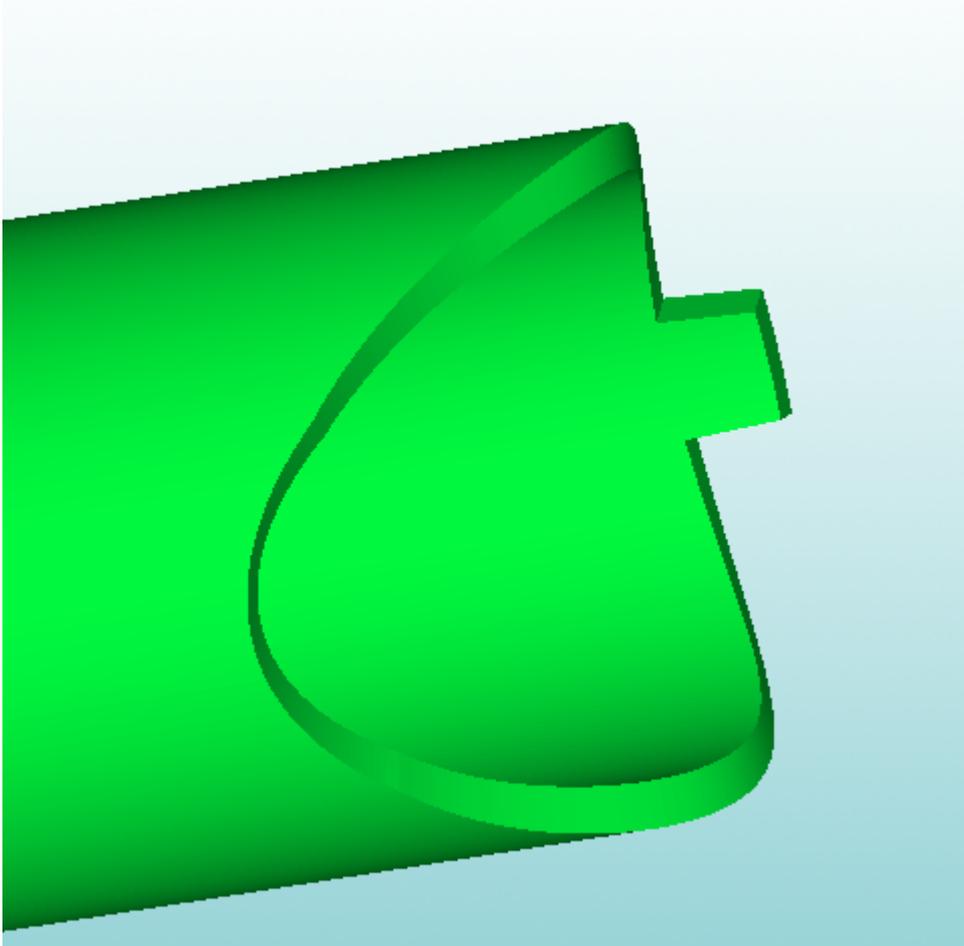
Options

Intrusion bars will be numbered 8 thru 11 if so optioned

Roof bars will be numbered 13-14 if so optioned

Rear bracing parts will be numbered 15-16 if so optioned.

SLOT AND TABS



Slot and tab cuts will locate the parts with these features. Slight trimming of the 'tab' may be necessary. Insert the tab into the corresponding slot at the angle of the tube cope – NOT perpendicular and bend it to the right angle.

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.

Mock up the cage using the plastics and anything that will be installed on the cage. Slight trimming of the plastics around the b-pillar (6&7) may be necessary.

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!

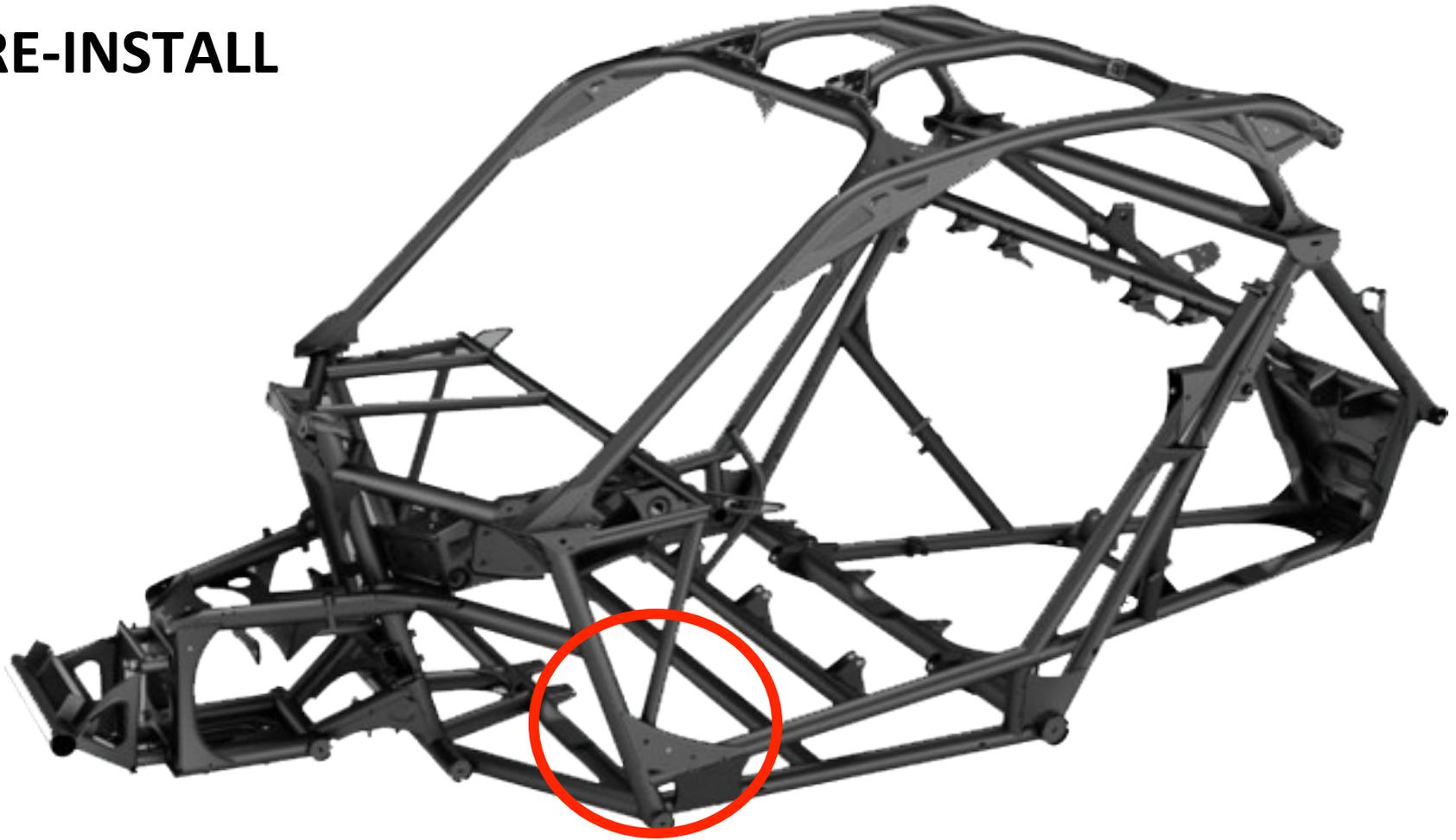
All tubes are mild steel and can be mig, tig or even stick welded.

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 at the point circled above. With weight on the vehicle the A-pillar locations will move. 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.