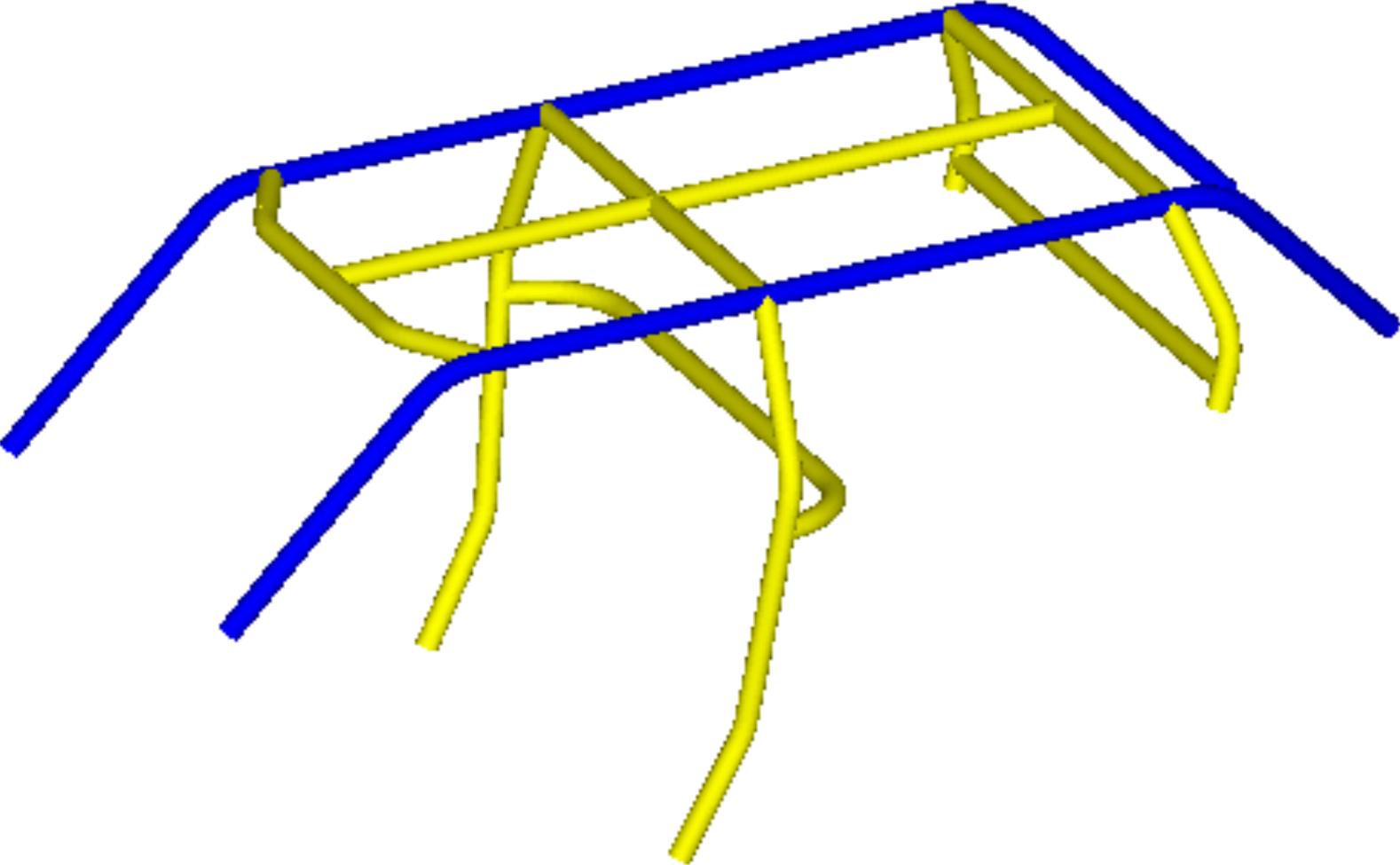
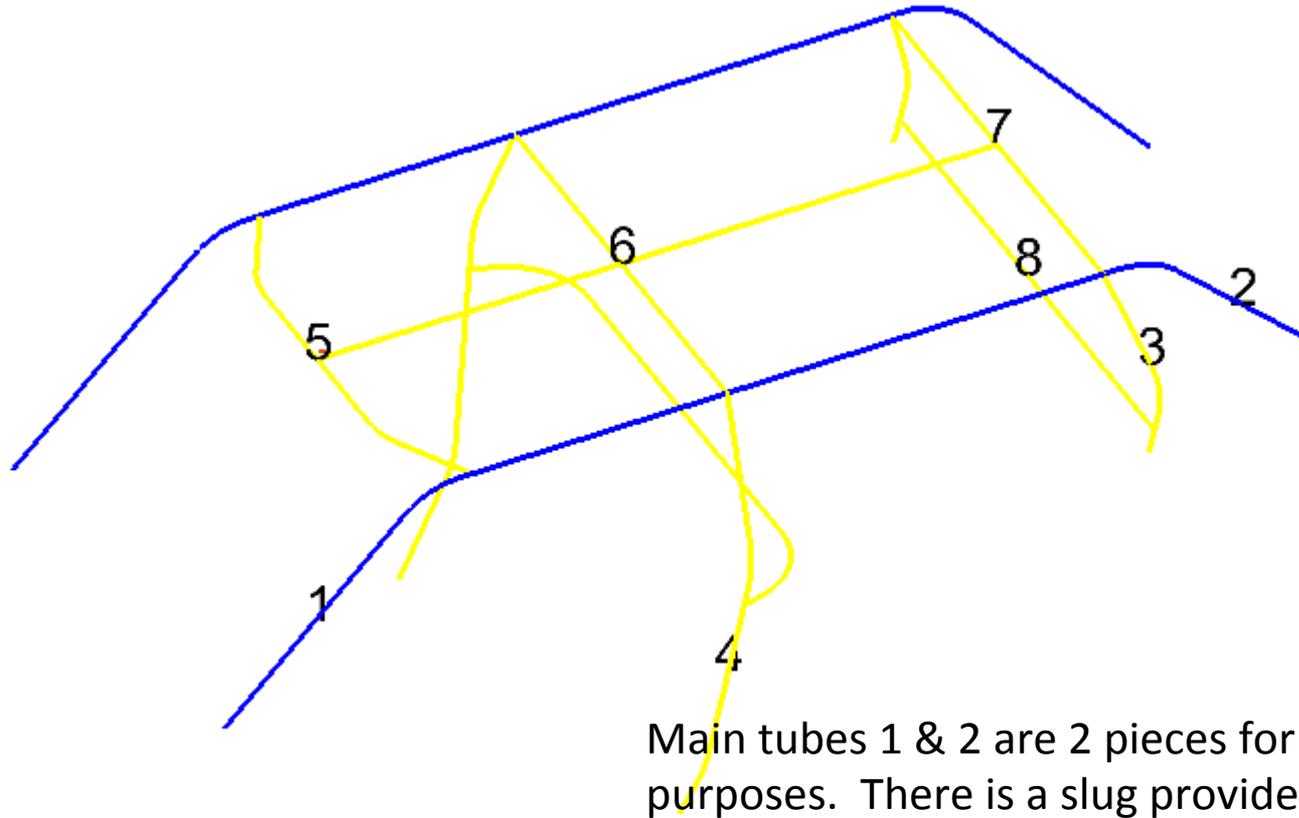


Overview



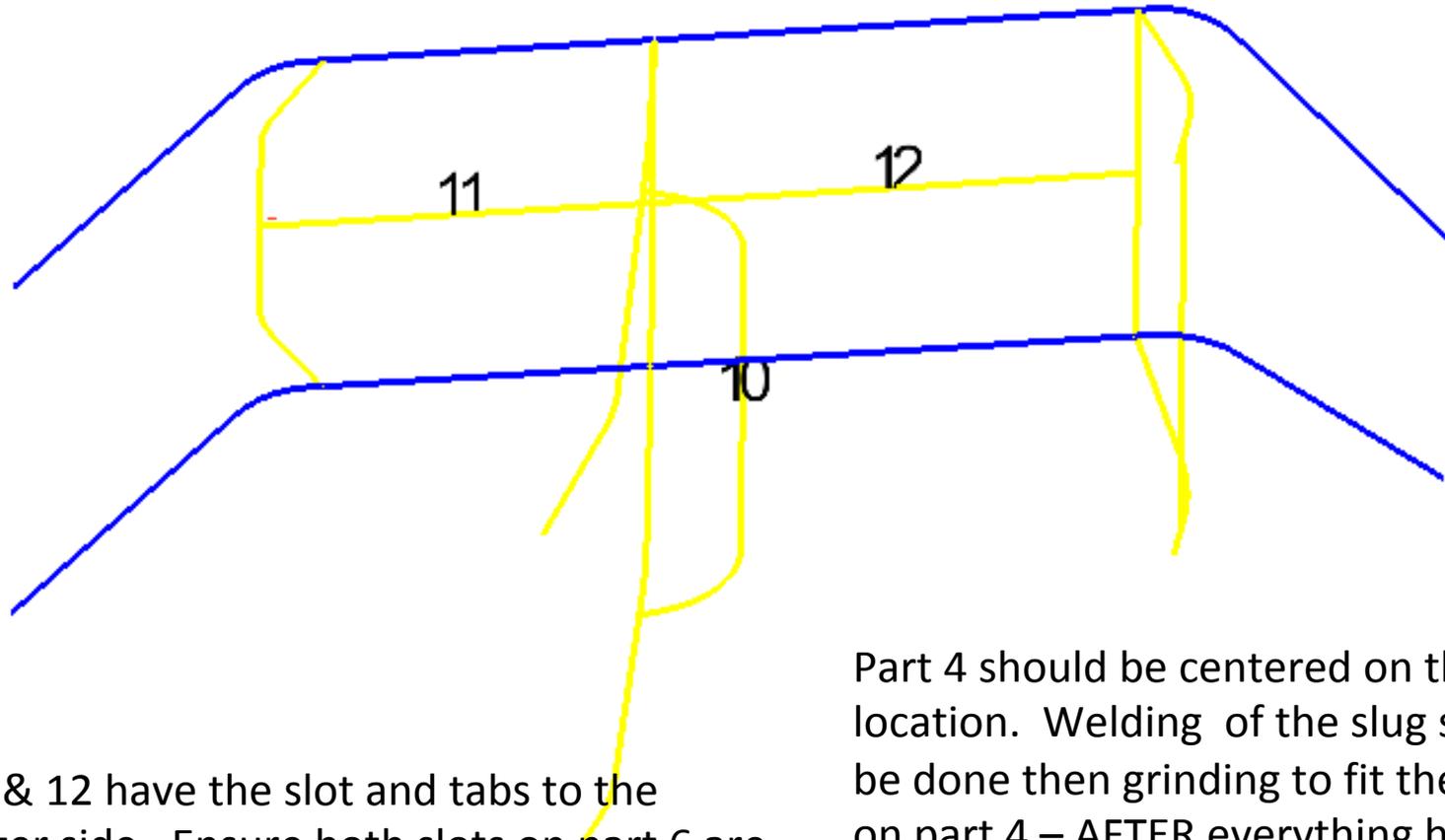
Parts



Main tubes 1 & 2 are 2 pieces for shipping purposes. There is a slug provided for joining these tubes and there should be about an 1/8" gap for proper welding. Drilling holes in these tubes for plug welds is recommended. NOTE – see page 5

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

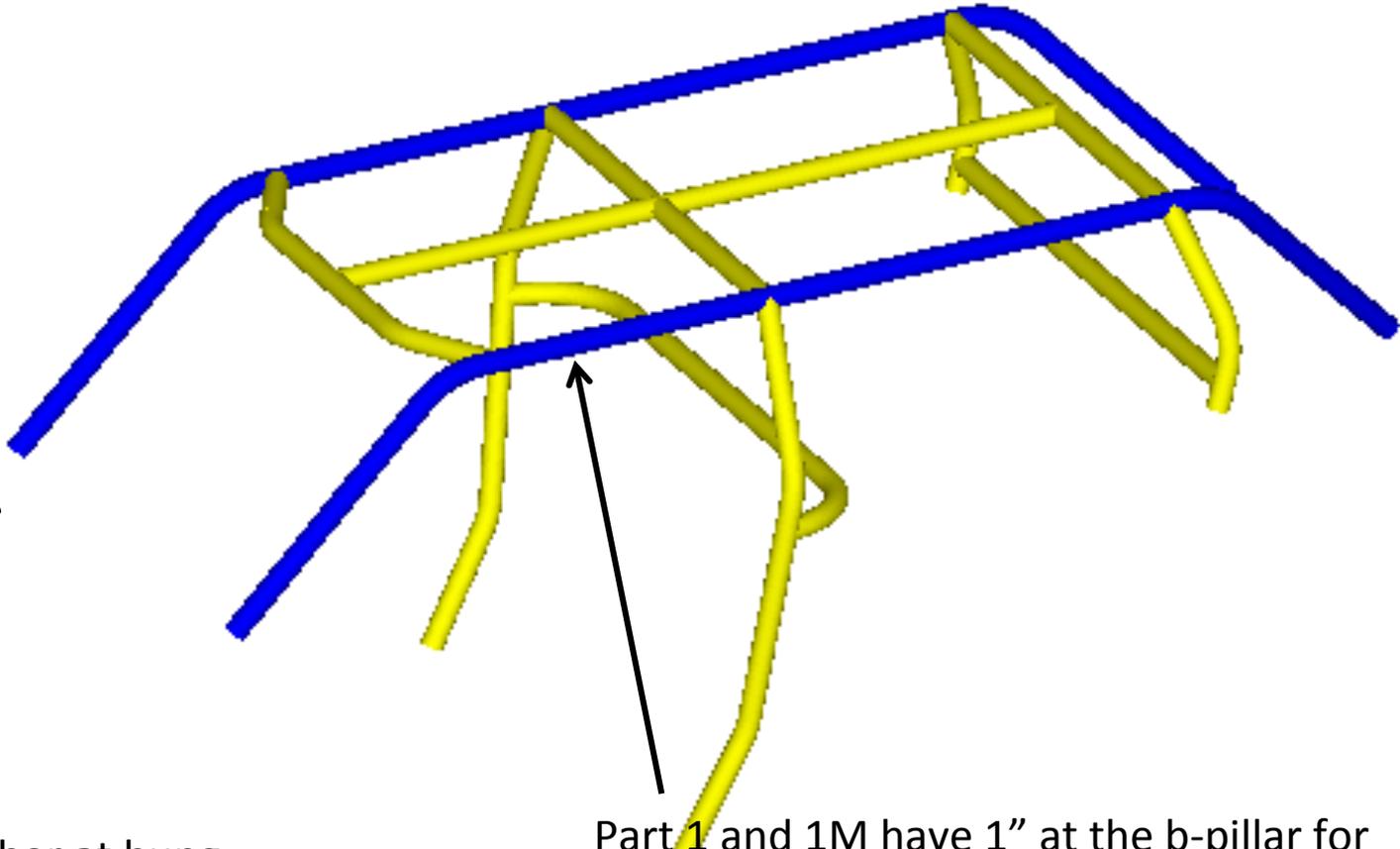


Part 11 & 12 have the slot and tabs to the passenger side. Ensure both slots on part 6 are offset to the passenger side

Part 4 should be centered on the slug location. Welding of the slug should be done then grinding to fit the weld on part 4 – AFTER everything has been fit together once.

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)

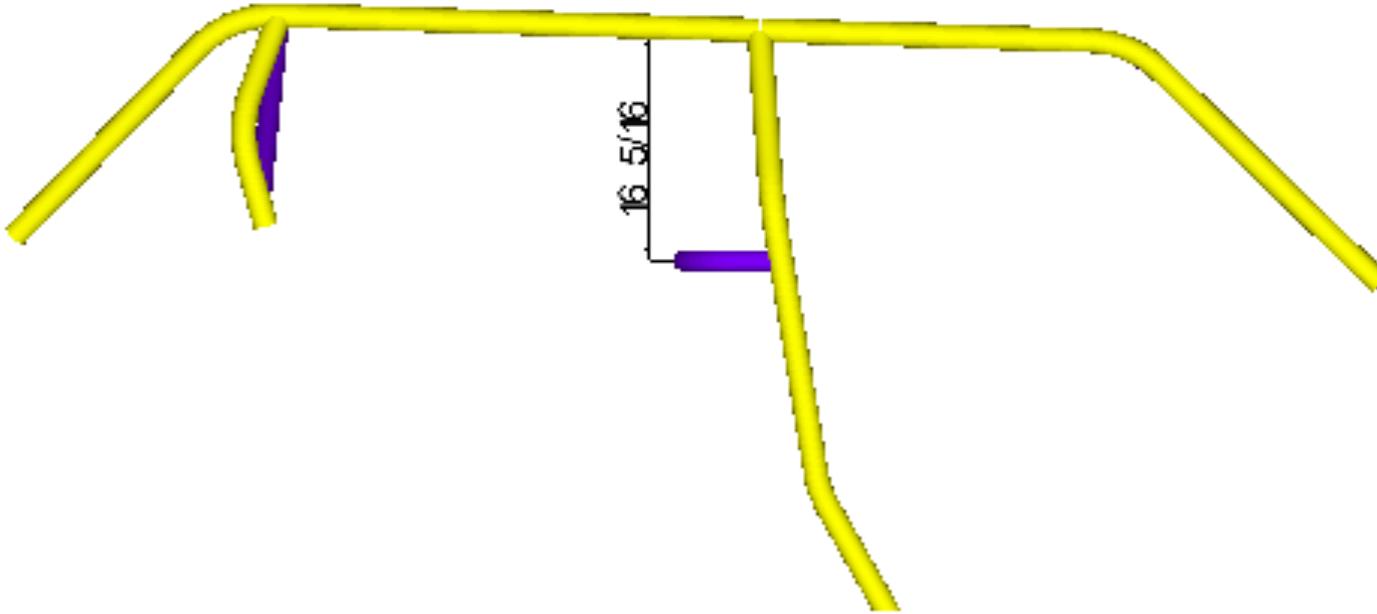
Part Orientation



Part 1 number at bung

Part 1 and 1M have 1" at the b-pillar for adjustability. To achieve a 1/8" gap you should have to cut exactly 1" from the end but fit the back parts and b/c/d pillars first with cross members before cutting!!!!!!!

Part Placement



The front harness bar was made to fit ~ 16 5/16" c-c front the top bars but can be adjusted to fit your needs. Ensure the seat can go into all necessary positions before placing this bar. The angle and placement of the b-pillars can be adjusted to help with this position as well.

REMEMBER – LIGHT TACKS!!! Until every tube is fit. Even the best fabricator will have to cut and break tacks to reposition something, especially on a 4 seat model.

Optional Bracing

Windshield options will be number 13 & 14

Roof bracing options will be numbered 15 & 16

Rear bracing options will be numbered 17 & 18

Door Mounts – B-pillar



Door mounts are difficult!
We purchase them from utvdistribution.com and there are no instructions just a few photos.

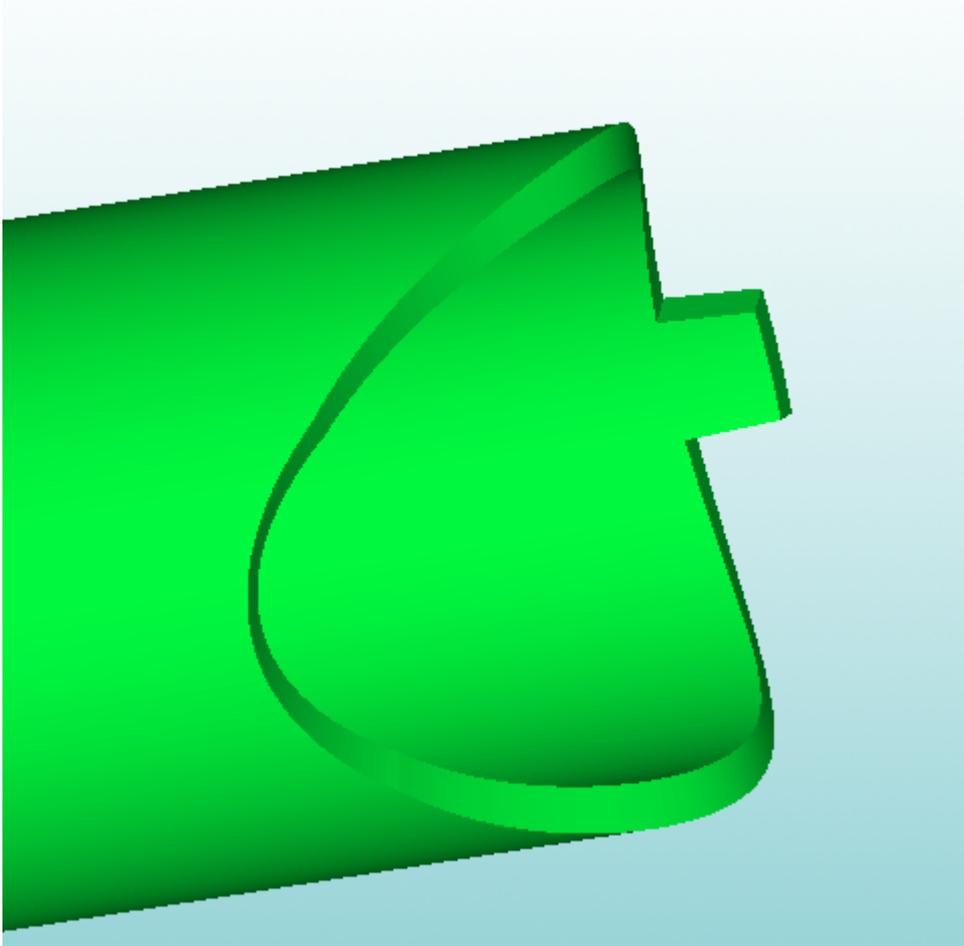
The best advice we can give is to weld the round piece into the brackets on the bench then mount to the door. Close and latch the door with the plastics mounted as well. Tack the brackets to the b-pillar and bend into position.

Remember the mounts also act as the door stop to keep it from opening too far, ensure the door opens enough and adjust as necessary.

The doors have adjustments in them but the mounts need to be placed properly within the range of adjustment. Lower doors should be attached and used to set placement at the same time.

<<< Not our cage kit – stolen from UTVdistribution.com.

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. Please check this before contacting us. We are glad to help but are trying to keep cost down and after sales support will drive future costs up.

Welding

Again this is a crucial part of your machine's safety and should only be assembled by a qualified welder, don't skimp here. And please pay your welder fairly! These kits can and have been fit and welded in an hour but that isn't typical. Expect 4-5 hrs of shop time at a standard rate.

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 check fitment of all the other tubes. If nothing is working please don't hesitate to contact us!

The tubes are CNC plasma cut and therefore the edges have some scale from the plasma. Tubes also have mill scale, contaminants and oils on or inside of them. For best results a light sanding 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 year/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 to locate the cage.

A small washer under one side of the A & B pillar bungs, 1/8" or less will aid in removal and reinstall.