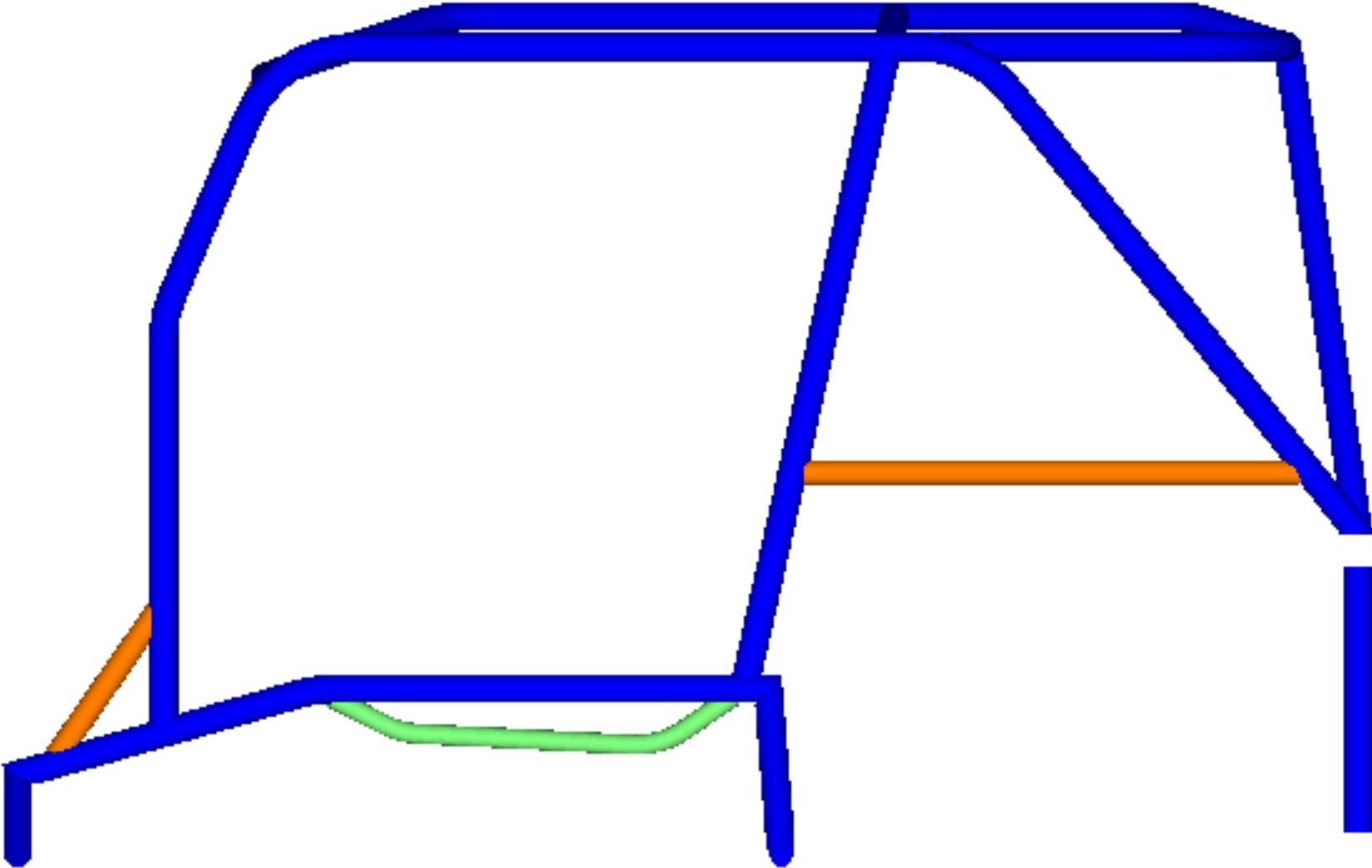
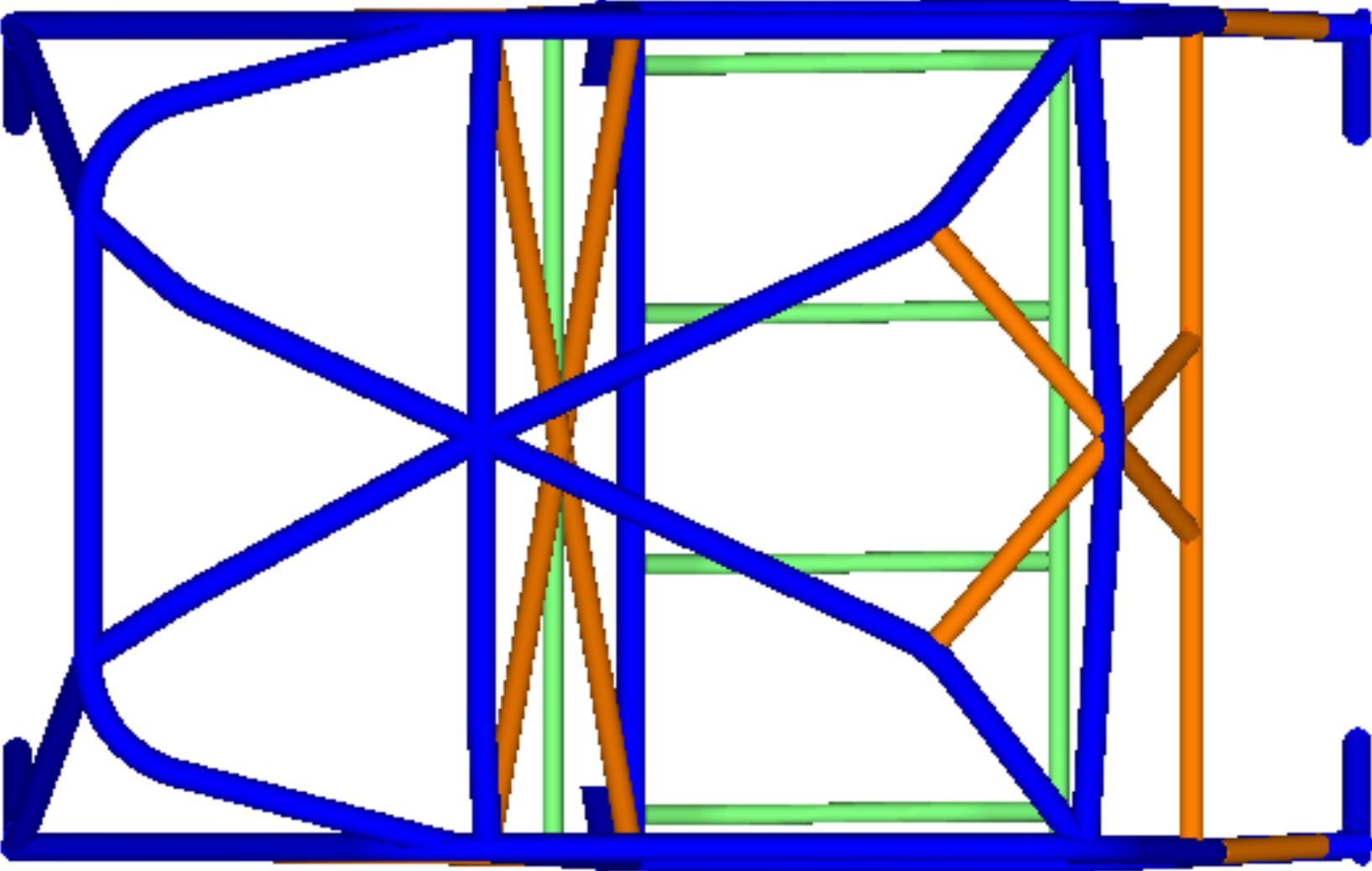


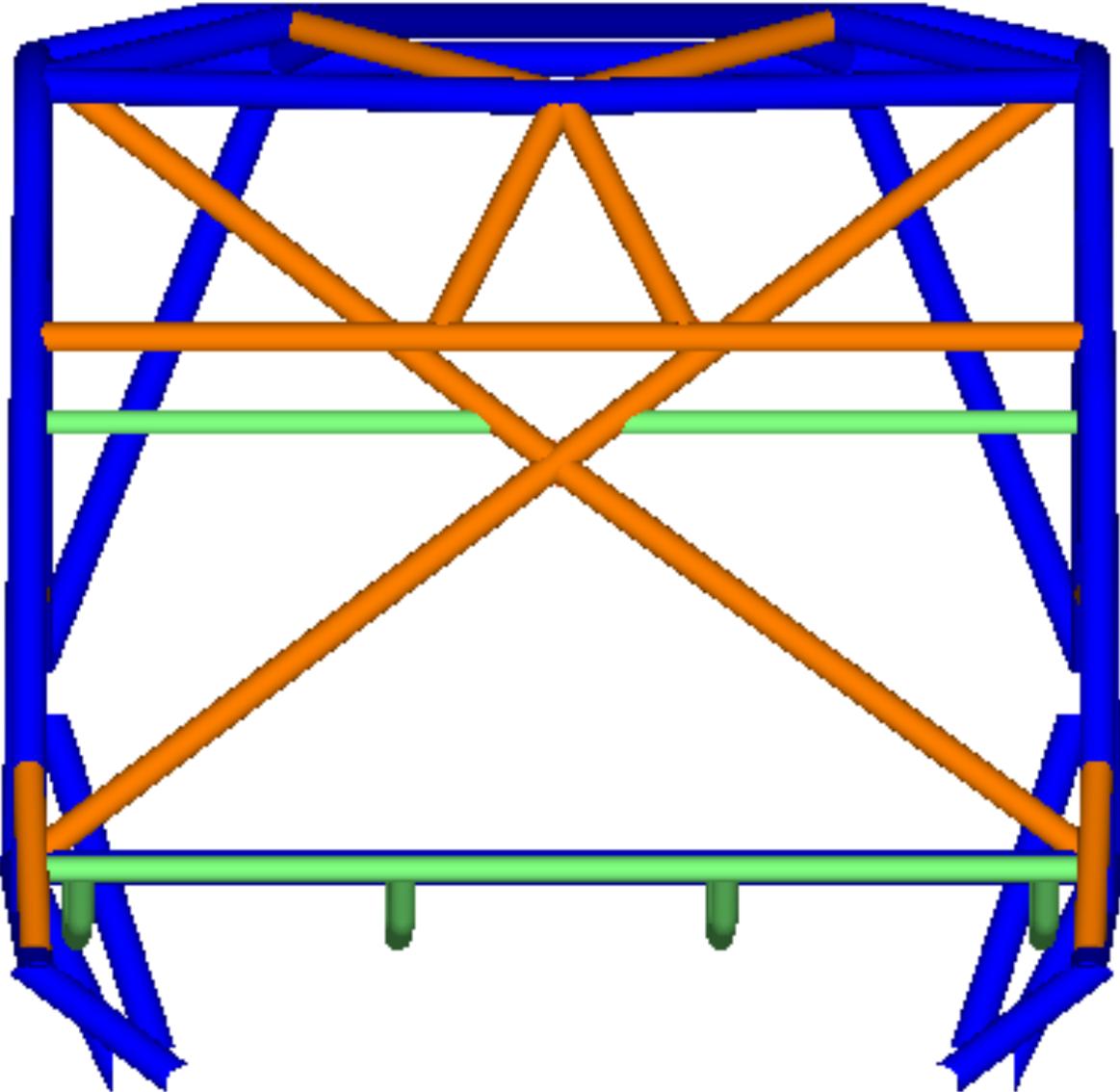
Overview - LEFT



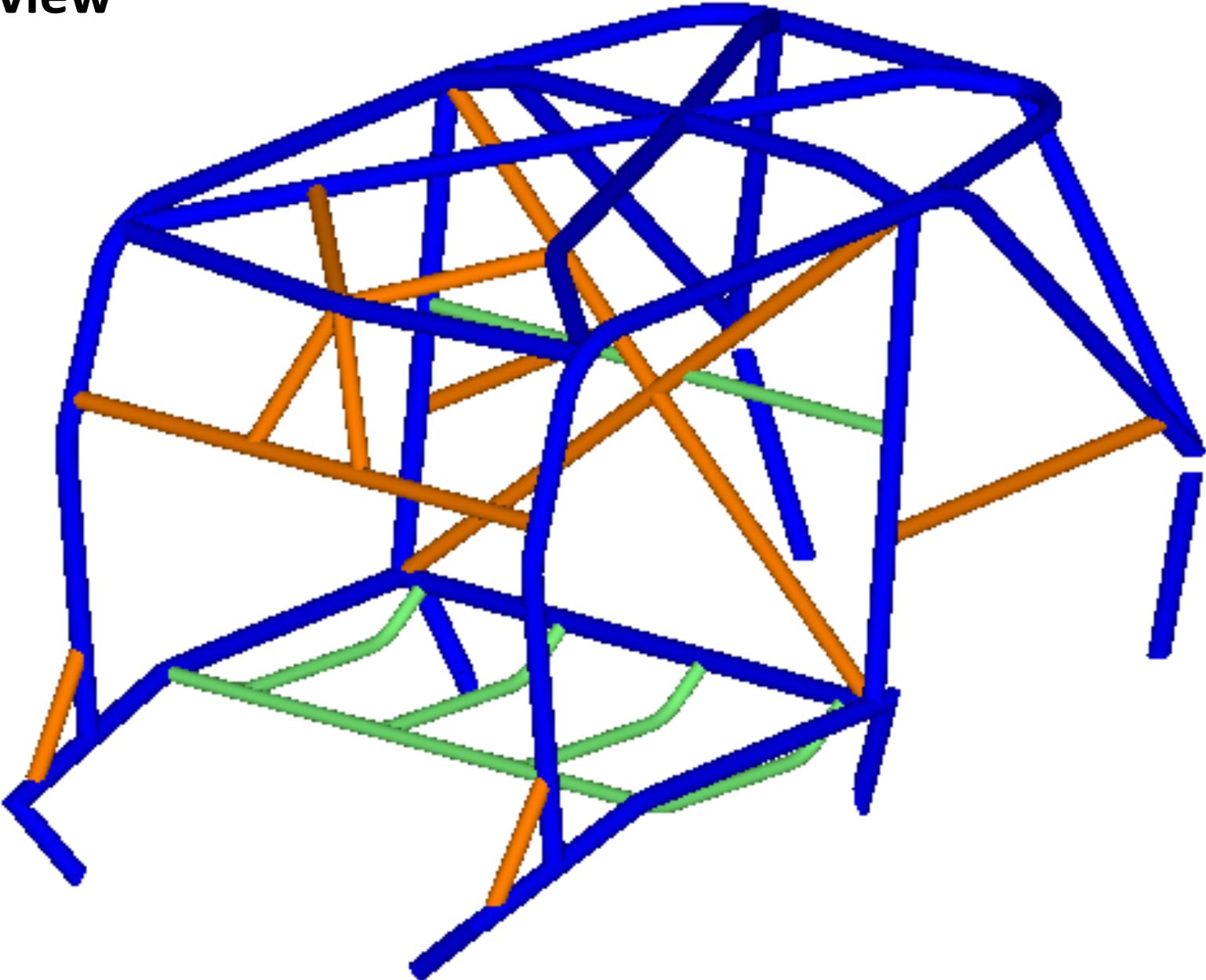
Overview - TOP



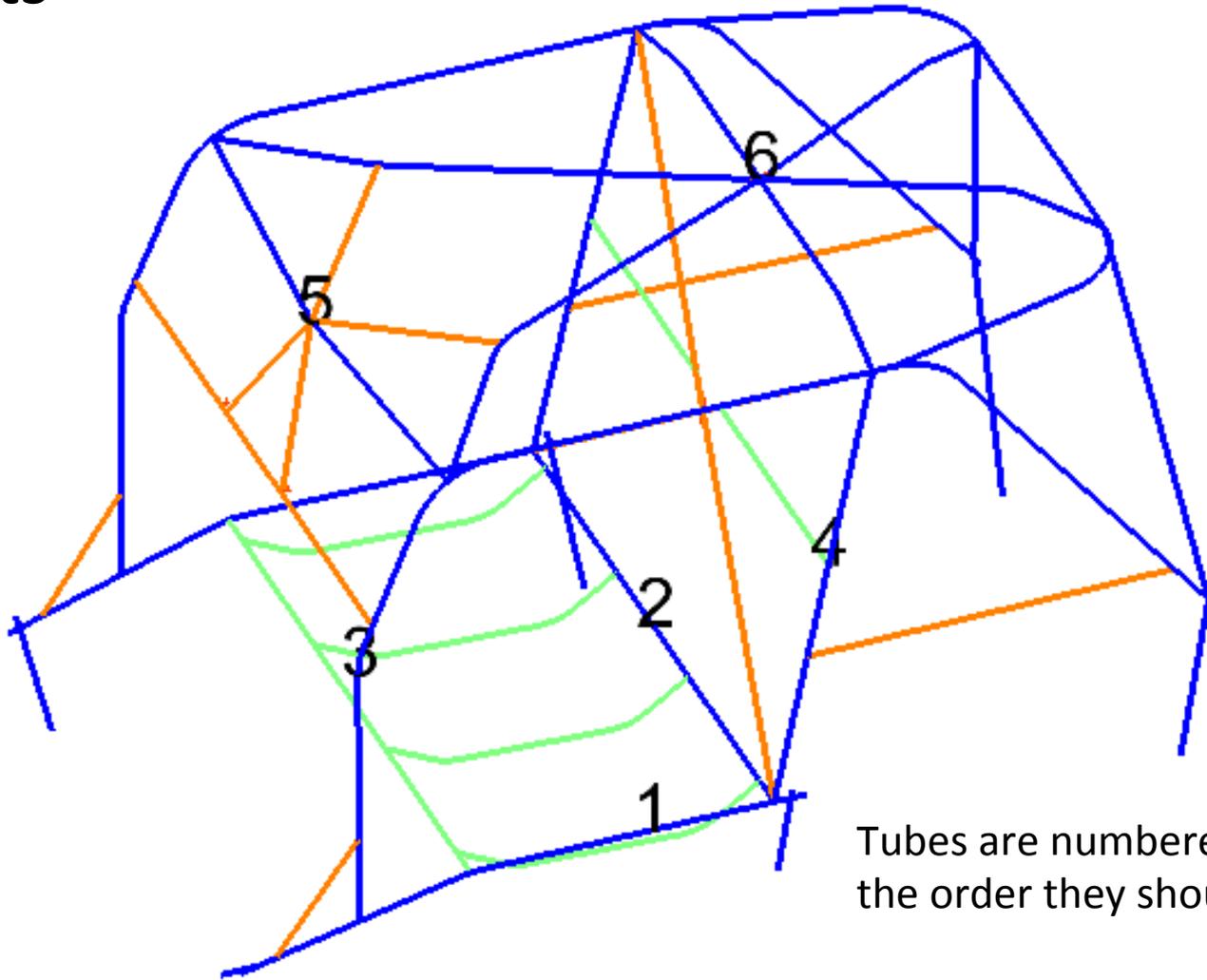
Overview - FRONT



Overview



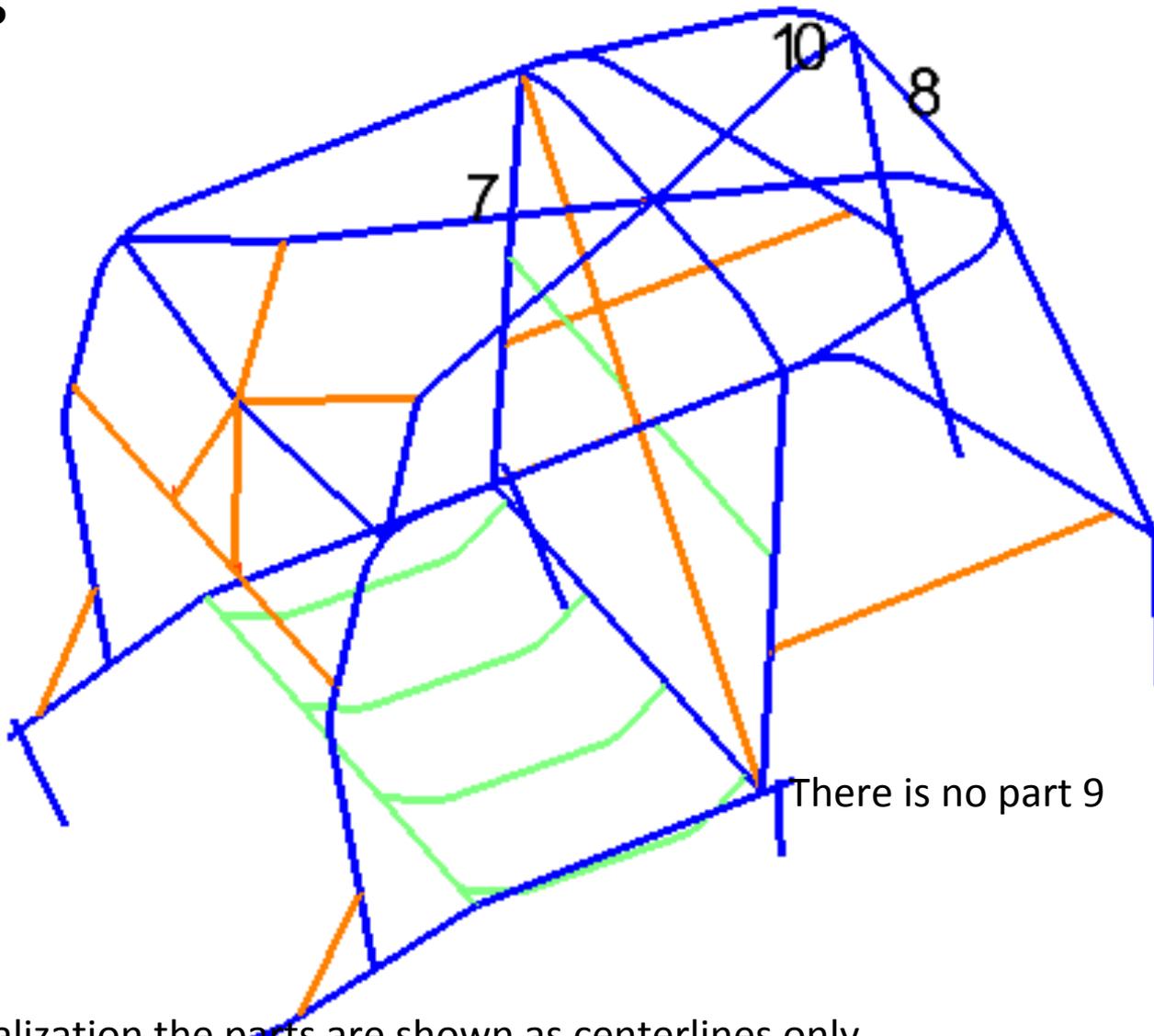
Parts



Tubes are numbered in approximately the order they should be installed

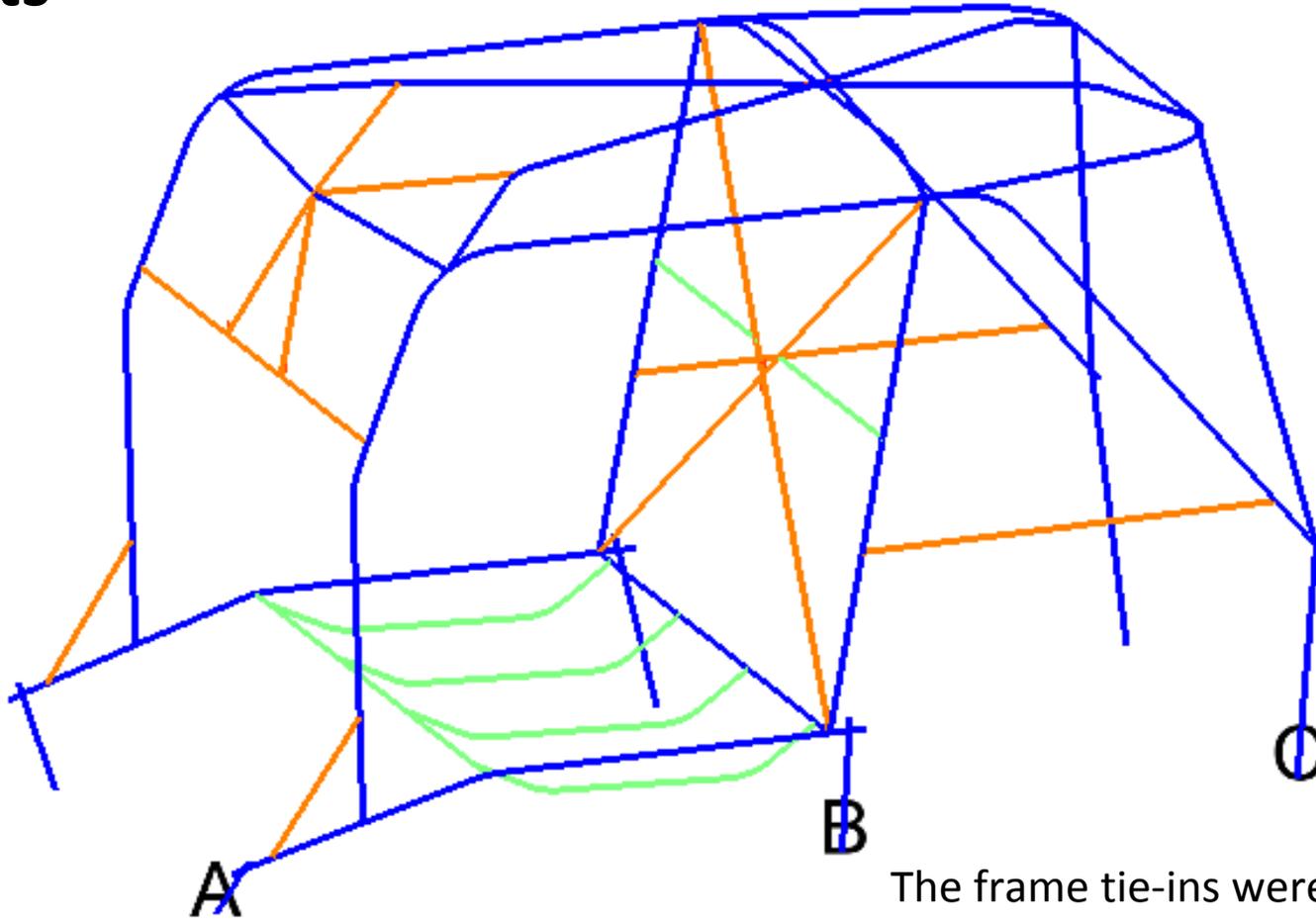
For visualization the parts are shown as centerlines only
Part Numbers engraved within 3" of the end of part
Passenger side parts are followed with a M (for Mirrored)

Parts



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)

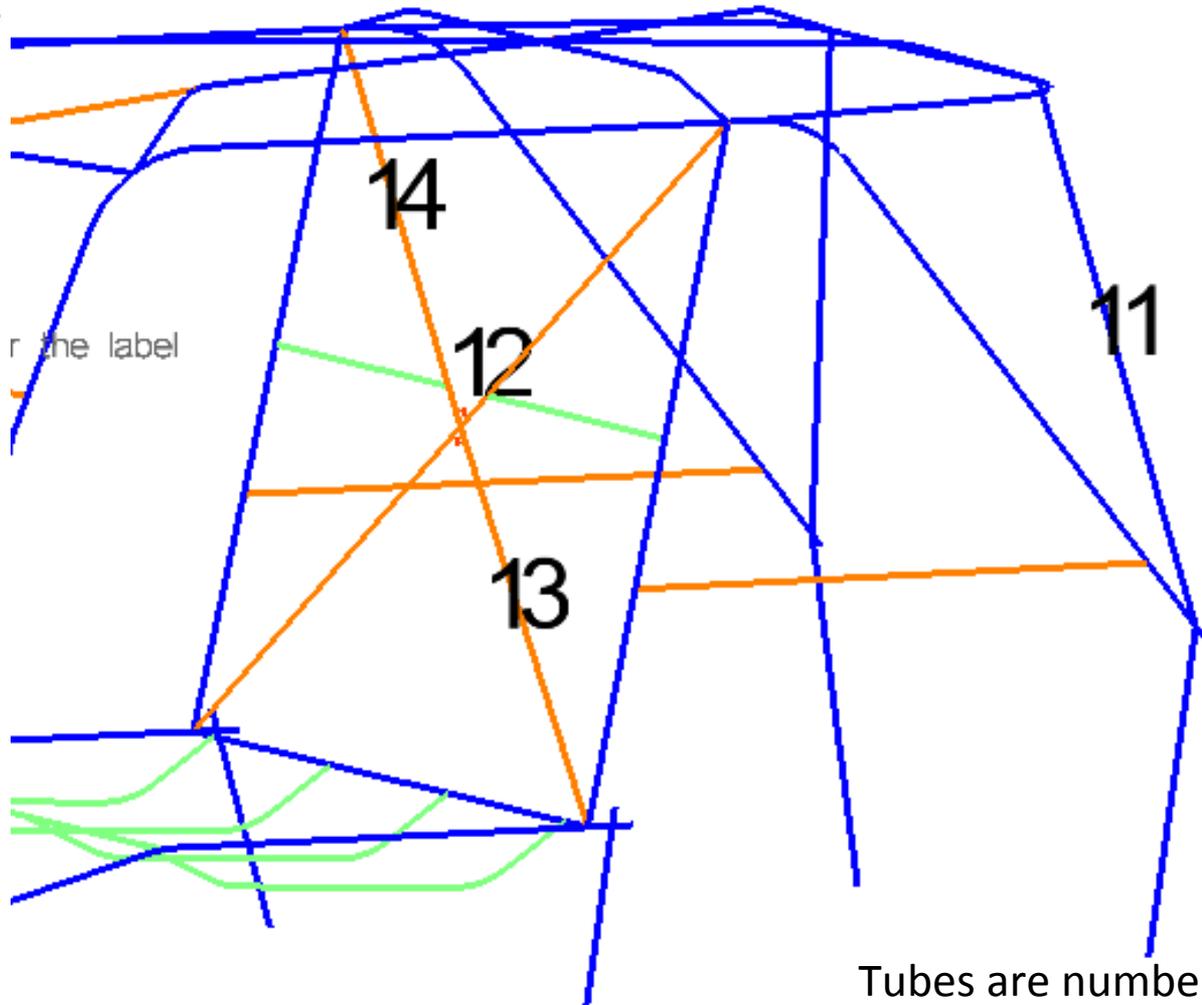
Parts



The frame tie-ins were made to fit a stock frame with a 1 ¼" body lift. Trimming will be required on the c pillar and if you don't have a body lift.

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)

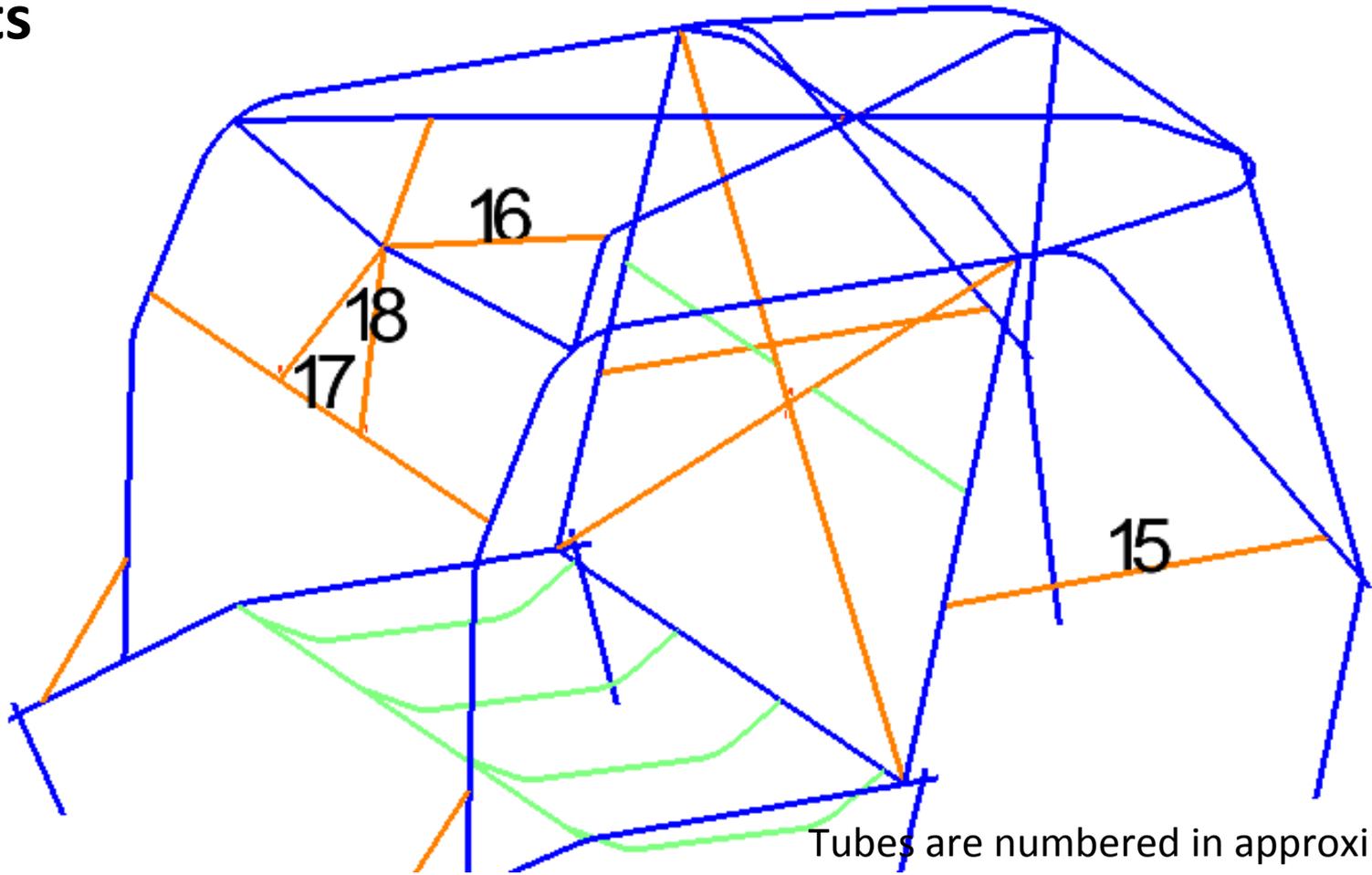
Parts



Tubes are numbered in approximately the order they should be installed

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)

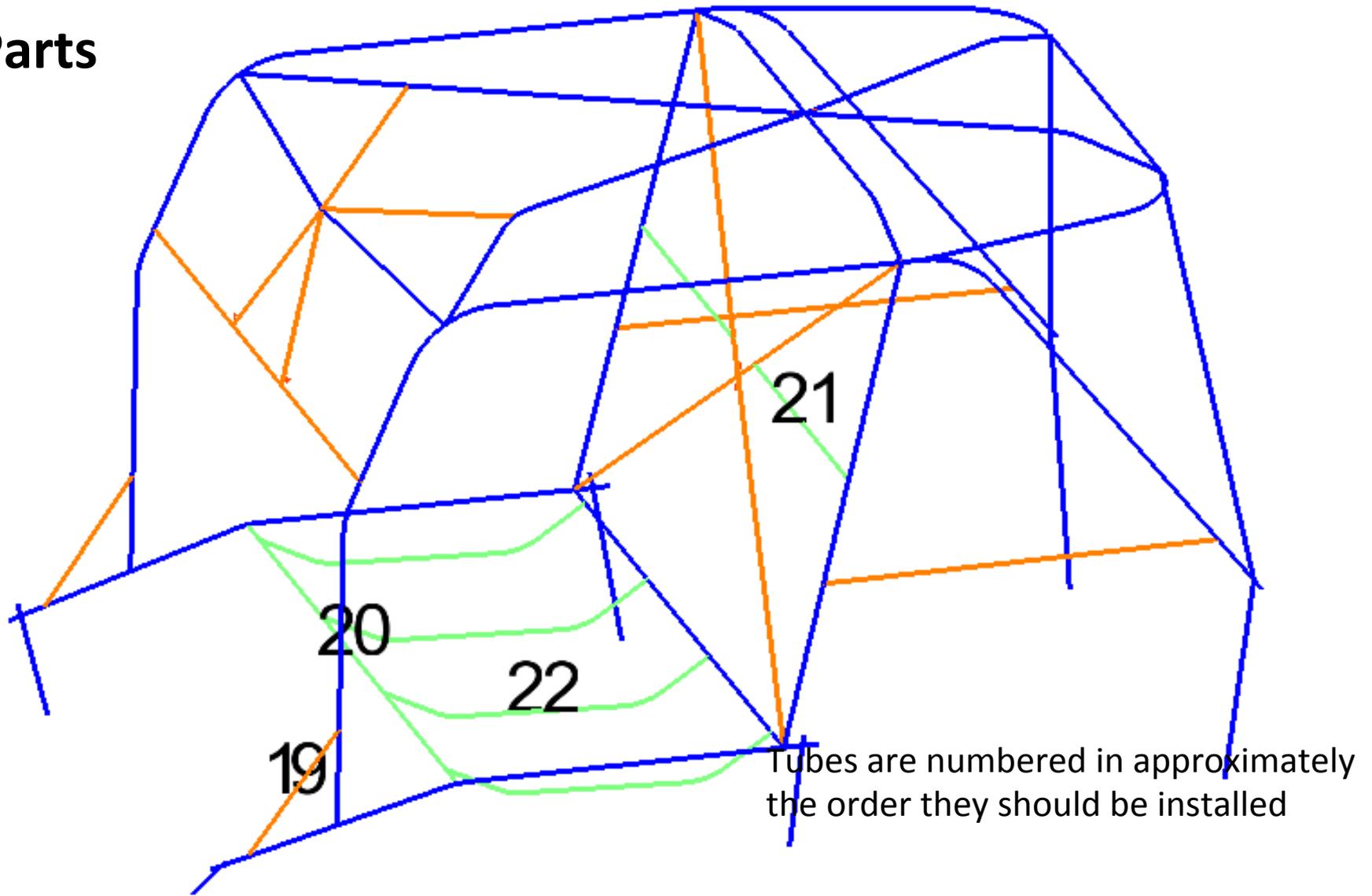
Parts



Tubes are numbered in approximately the order they should be installed

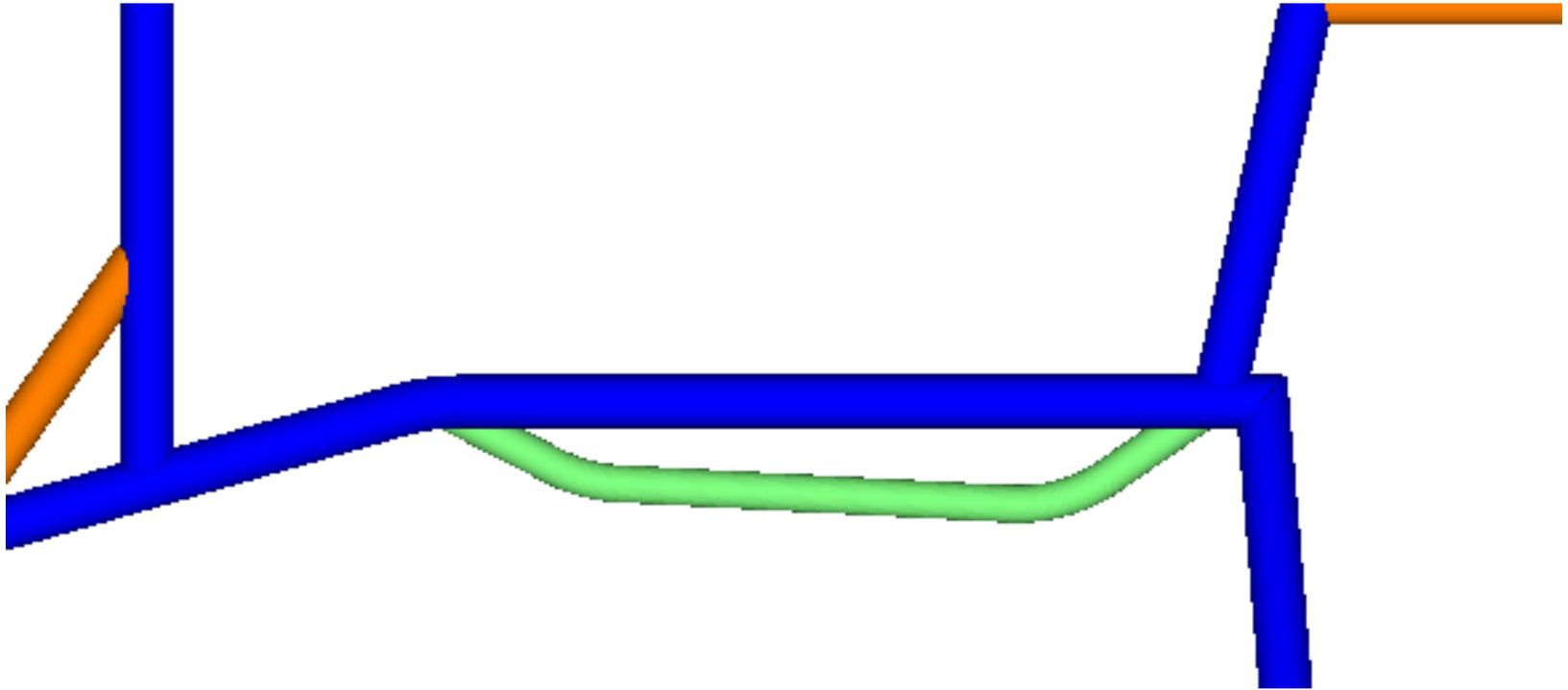
For visualization the parts are shown as centerlines only
Part Numbers engraved within 3" of the end of part
Passenger side parts are followed with a M (for Mirrored)

Parts



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)

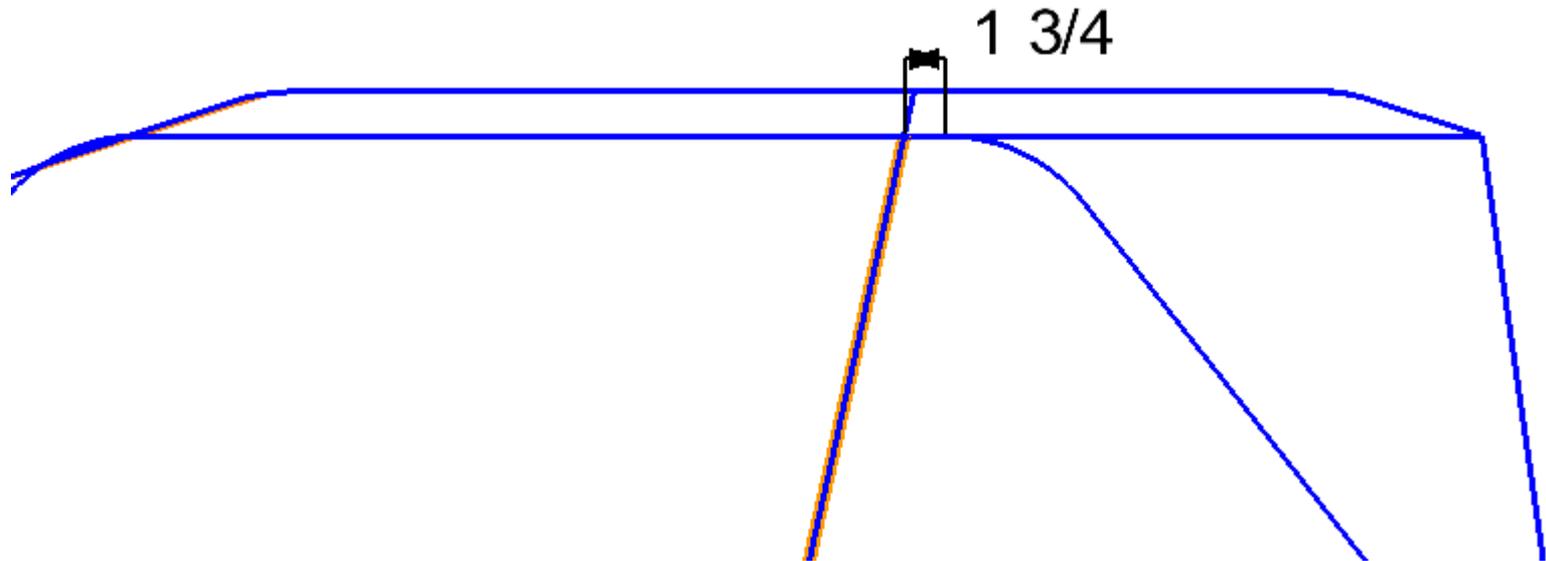
Details



Seat bars have the more extreme bend to the rear

Part 20 is the straight bar that goes between part 1 and 1M. You may need to massage the tunnel to have this bar installed. A small tap on the tunnel with a hammer should be enough clearance.

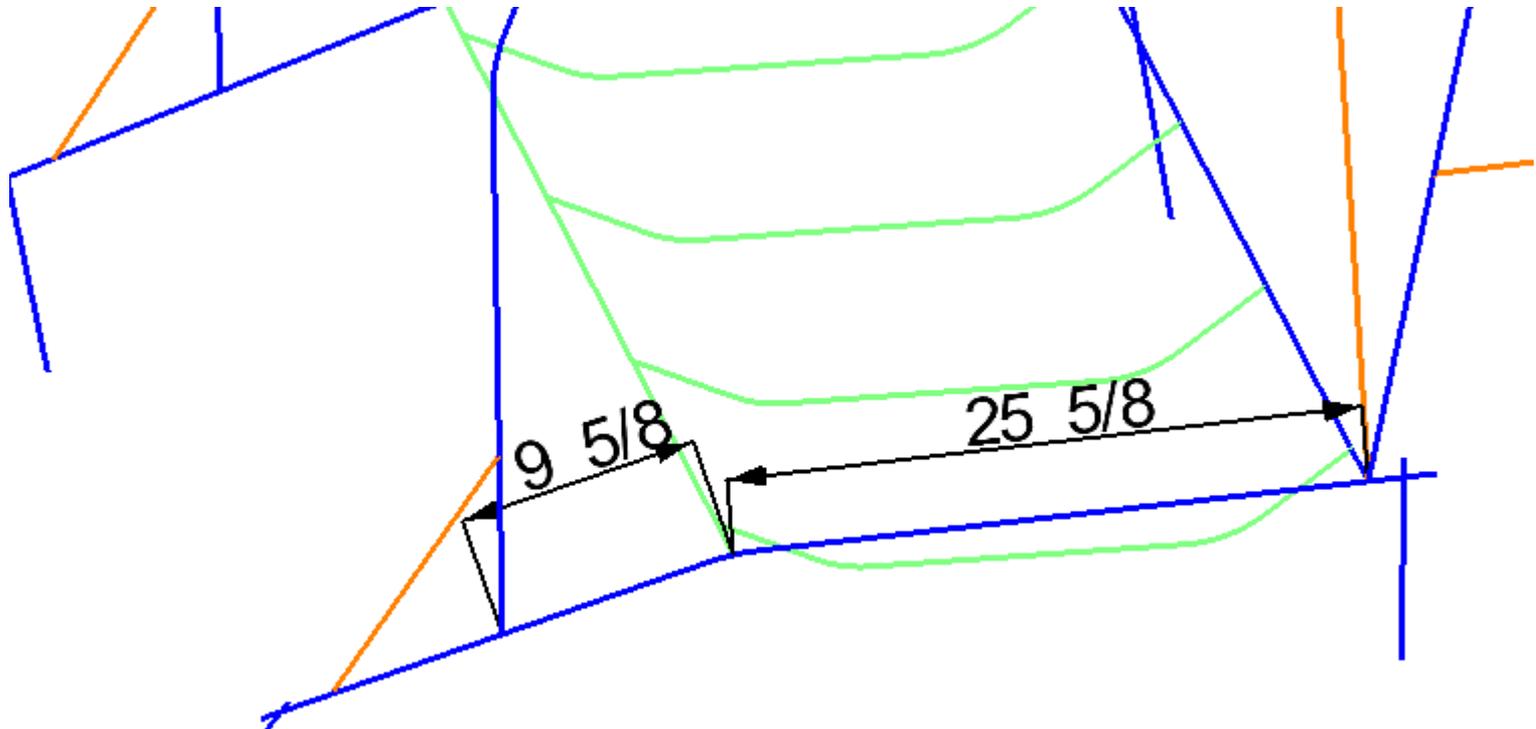
Details



The b- pillar bar should be approximately 1.75" forward of the start of the bend on part 3

Part 6 is angled backward at the same angle as the b-pillars.
Part 8 should be level with the top of parts 3 and 3M.

Details



Part 20 will be in the center of the bend on part 1 and 1M

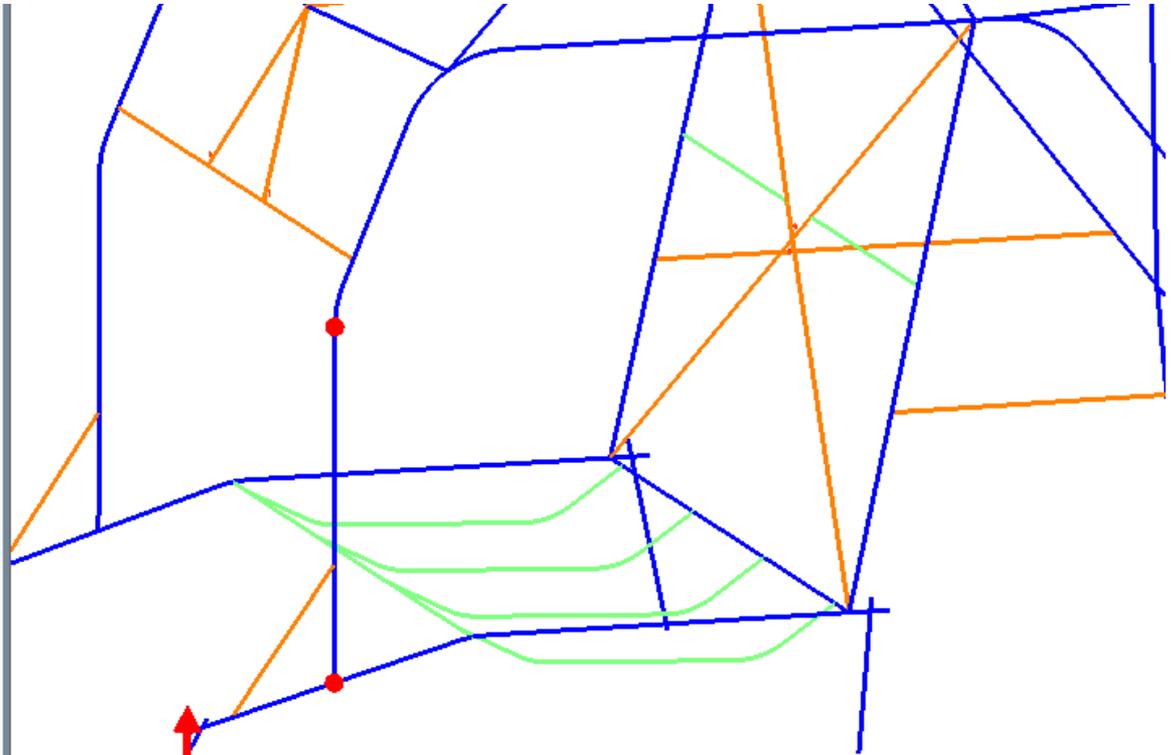
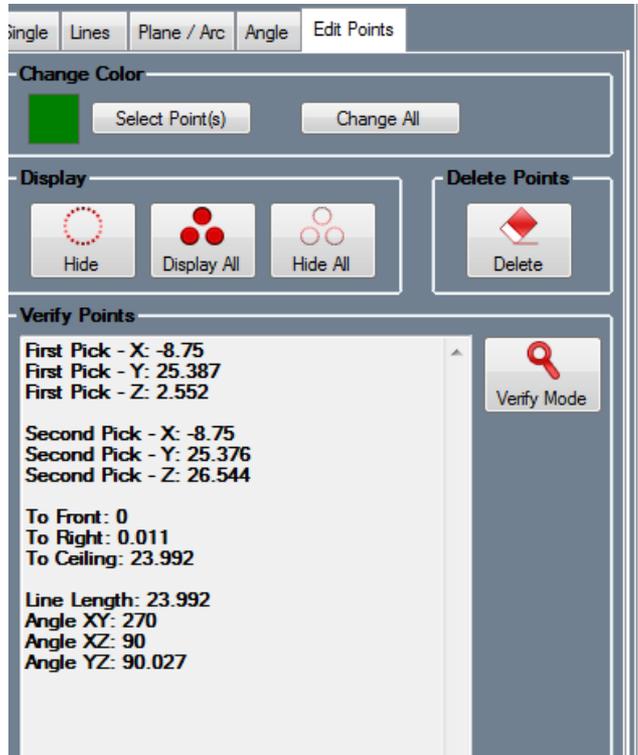
Part 2 is aft of the center of the bend on part 1 and 1M by $25 \frac{5}{8}$

Part 3 is fwd of the center of the bend on part 1 by $9 \frac{5}{8}$ along the tube

All dimensions are centerlines.

These parts can be slid fwd or back from where I have placed them to accommodate more or less seat room but be aware of the other parts that will be affected and their fit as an assembly to ensure the safety isn't compromised.

Details

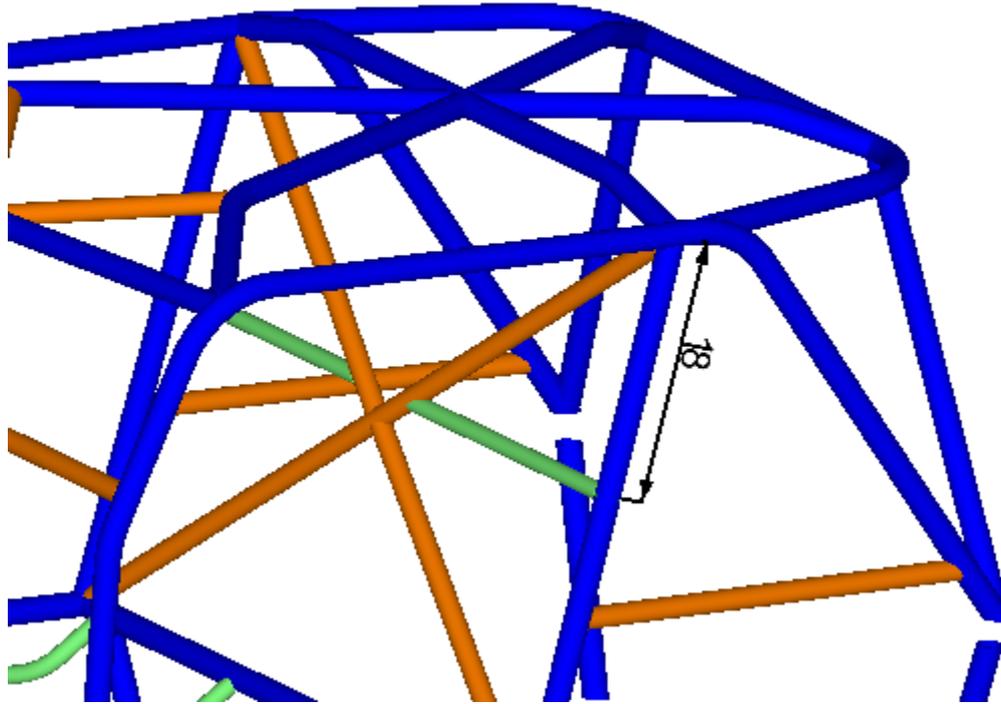


The a-pillar isn't exactly vertical so don't get too picky at this location. Ensure the placement works with everything and access to bolts is possible.

The doors will likely be off during installation – make sure they fit with the interior plastics as the factory doors and trim does come in to the cab area.

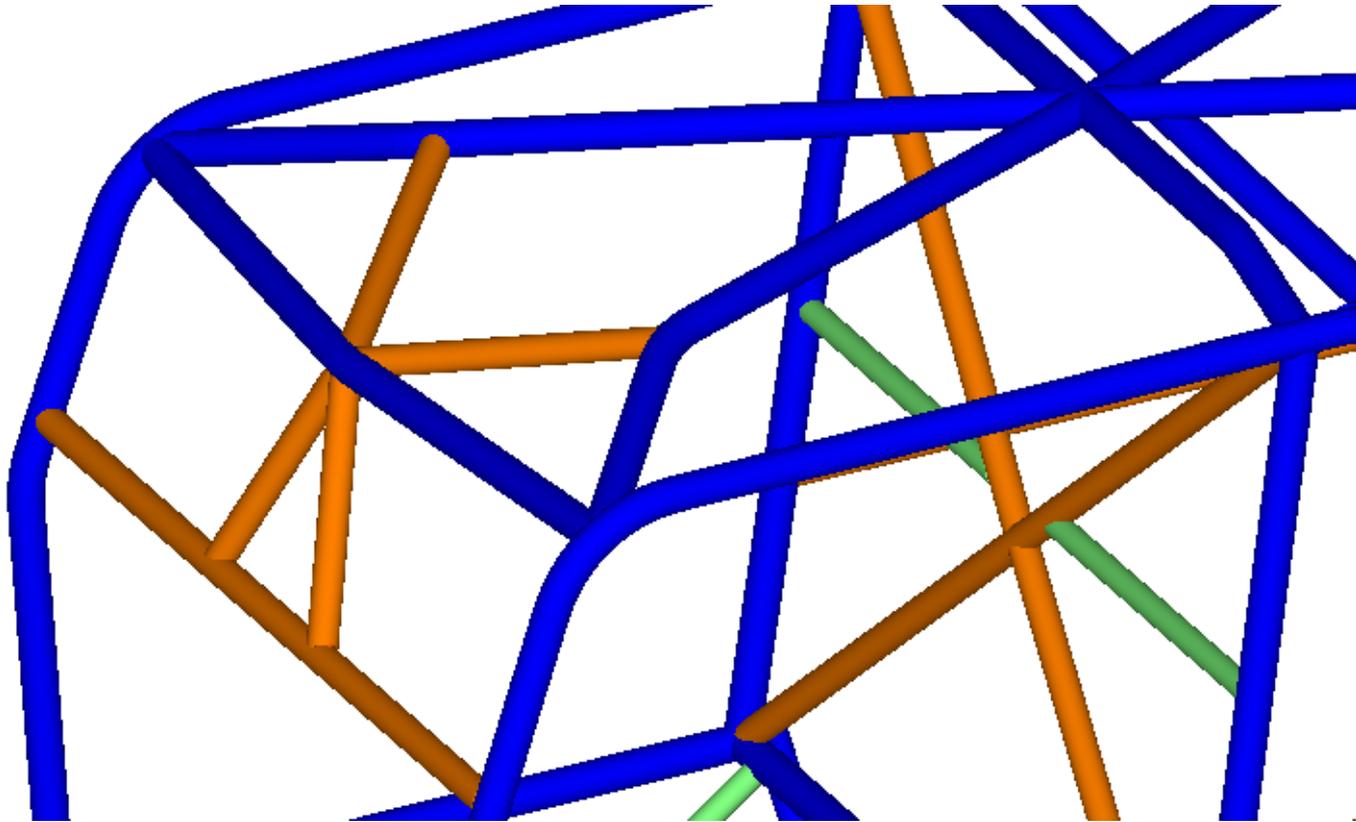
Also test fit the top and any accessories several times to ensure they will still work. It's up to you to ensure fit. It can fit but you have to test to ensure.

Details



Harness bars are provided and cut to fit 18 as shown. These should be average and work for most but depending on your seat and mounting as well as harnesses you may have to modify these for a better fit. Proper belt mounting is paramount to safety and this is an important step to get right so don't just settle for the fact this tube is already cut, put it in the correct spot for you and your vehicle according to the recommendations of your harness manufacturer.

Details



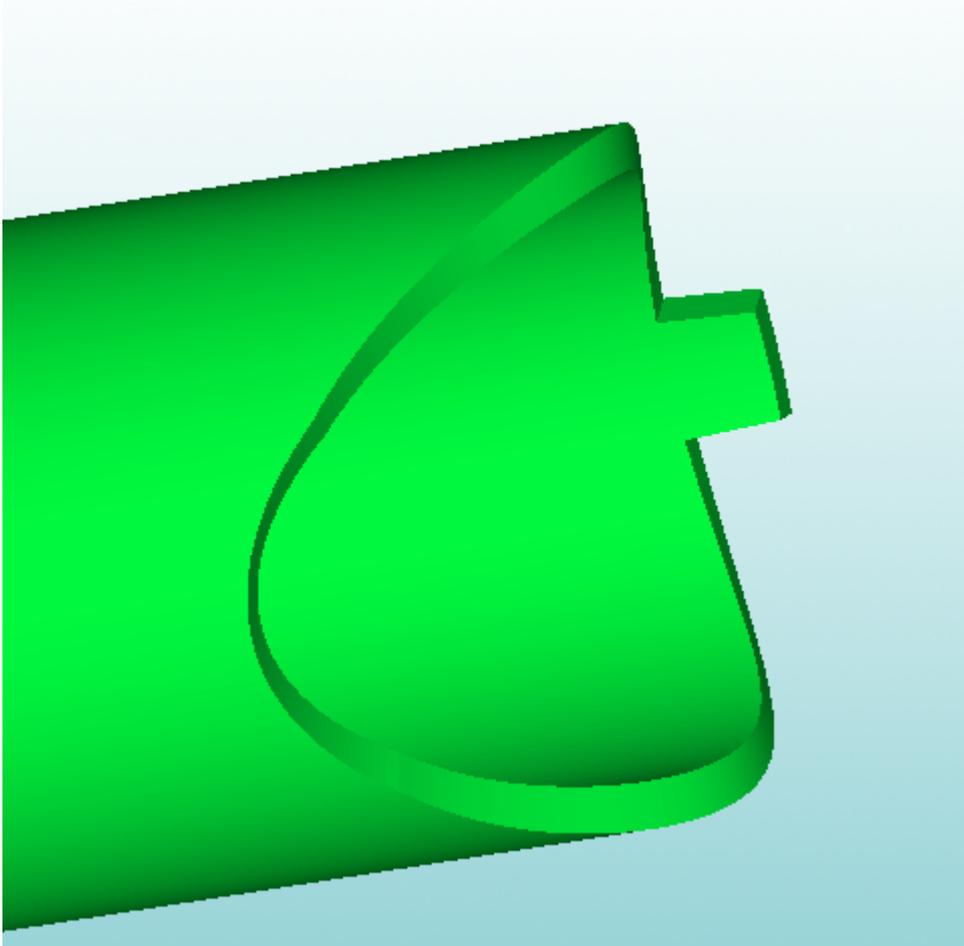
Once parts 1 through 4 are roughly located the spreaders can be installed and used to space the next parts.

Part 5 will be located at the center of the bend on part 3

The dash bar should be just above the dashpad.

Install driver side parts first and mirrors are notched around them.

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 make light tacks in accessible locations because you will need to break a few tacks!

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 of the outside/inside and edges to be welded is recommended. With any welding process bright shiny clean metal produces the best results.