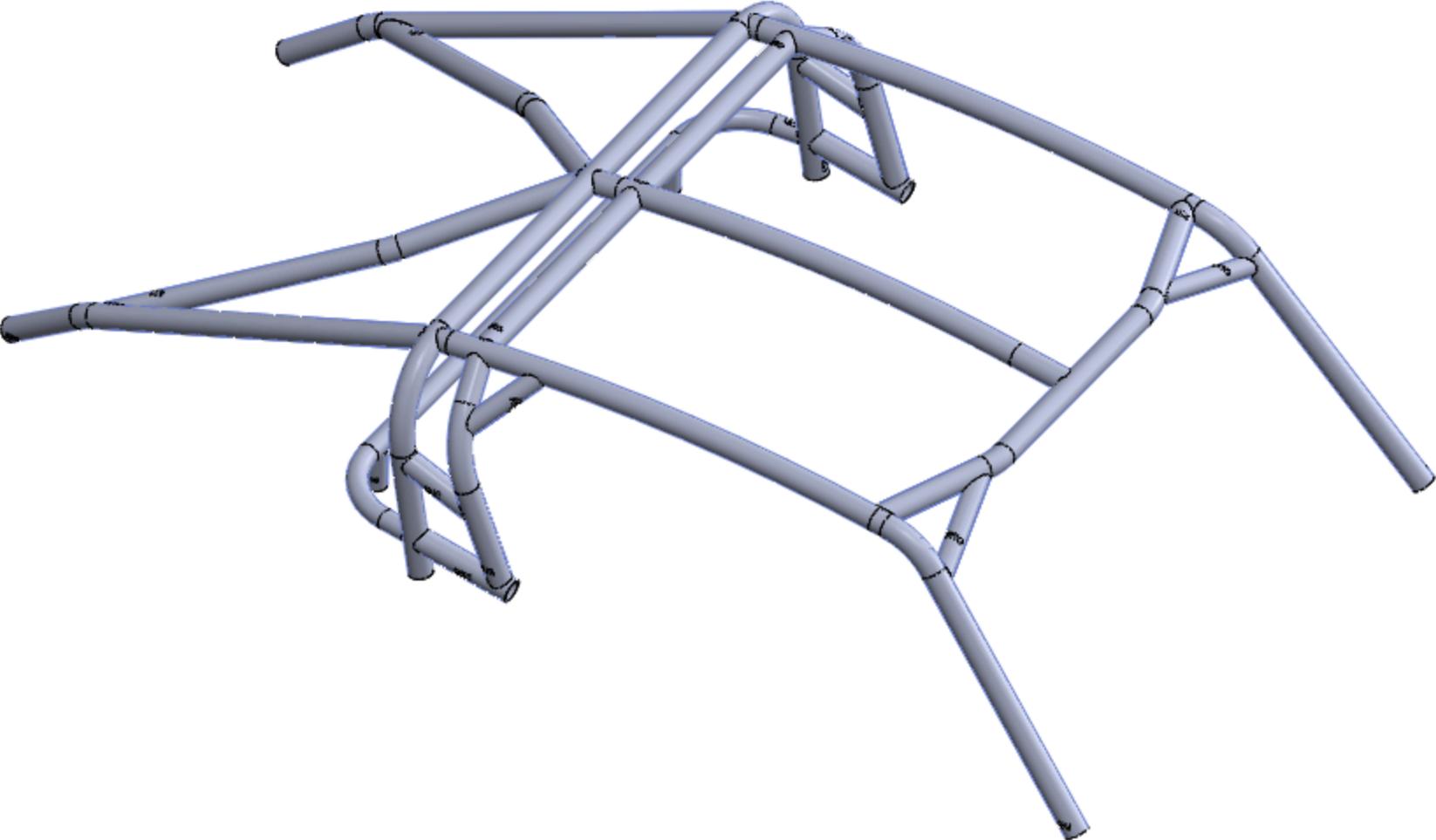
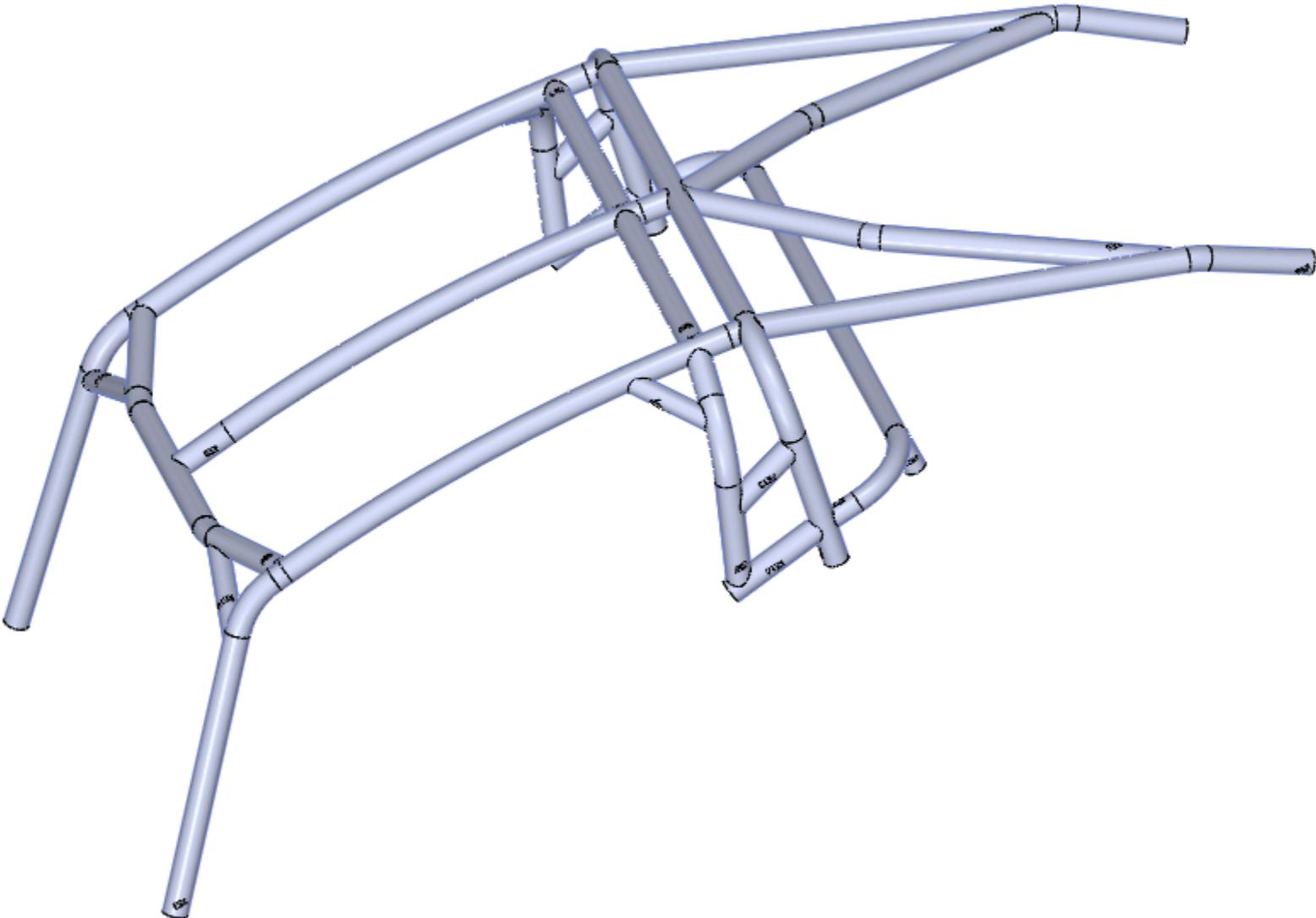


# Overview



# Overview



# Overview

Fitment: This kit will fit 2019+ KRX models

Should fit all windshields

Works with tailgate

Roof is available or easily made to fit

Coolers still work and open

Clears 35's etc



# KRX Windshield

The cage kit was designed maintain the same opening dimensions as the factory cage. The only difference will be at the upper corners. The factory cage has an ugly gusset in the corners.



# KRX Windshield

Shown below is an EMP glass windshield. You decide if the fit is acceptable for you! We love it but some customers have filled the corners with sheet metal to prevent drips, not sure what they did for the huge window opening on the sides though, way more stuff comes off the tire than that slight opening with our roof.



# KRX Windshield

Here is a picture of our first prototype. The front opening was since raised 1" to have the upper edge of a factory fit windshield inline with the tube and eliminate the need for trimming. Flip up windshield was not yet properly fit at the time of this photo.



# Stock Height

We actually don't have any photos of a stock height of a cage. Feel free to email us one to add to this information for future customers!

# Elite Series Height

Shown are heights of our Elite KRX cage kit from the factory seat to the bottom of the cage tubing.



# Elite Series Height

Shown are heights of our Elite KRX cage kit from the factory seat to the bottom of the cage tubing.



# Cage Height

Given this information you must decide if this is proper cage kit for you and your passengers safety. We recommend a minimum of 4" clearance between helmet and the cage when properly seated and harnessed in. Good harnesses worn at **ALL TIMES** is a **REQUIREMENT**. We don't want to see anyone get hurt, no one wants to see anyone hurt, if the key is in the ignition the harness is on and tight!! Teach your passengers how to secure themselves and their hands prior to leaving in your ride. Ride responsibly and live to ride again!

A quick and easy test of clearance is a closed fist on top of your helmet and a friend to measure the height from the seat.

All people are shaped difference, Personally I'm 5'10" but tall torso and sit taller than my 6'1" friend by several inches. We can't account for all shapes and sizes so you have to do a bit of homework before ordering, but this kit should fit the majority of people with proper clearance.

# KRX Specific NOTES

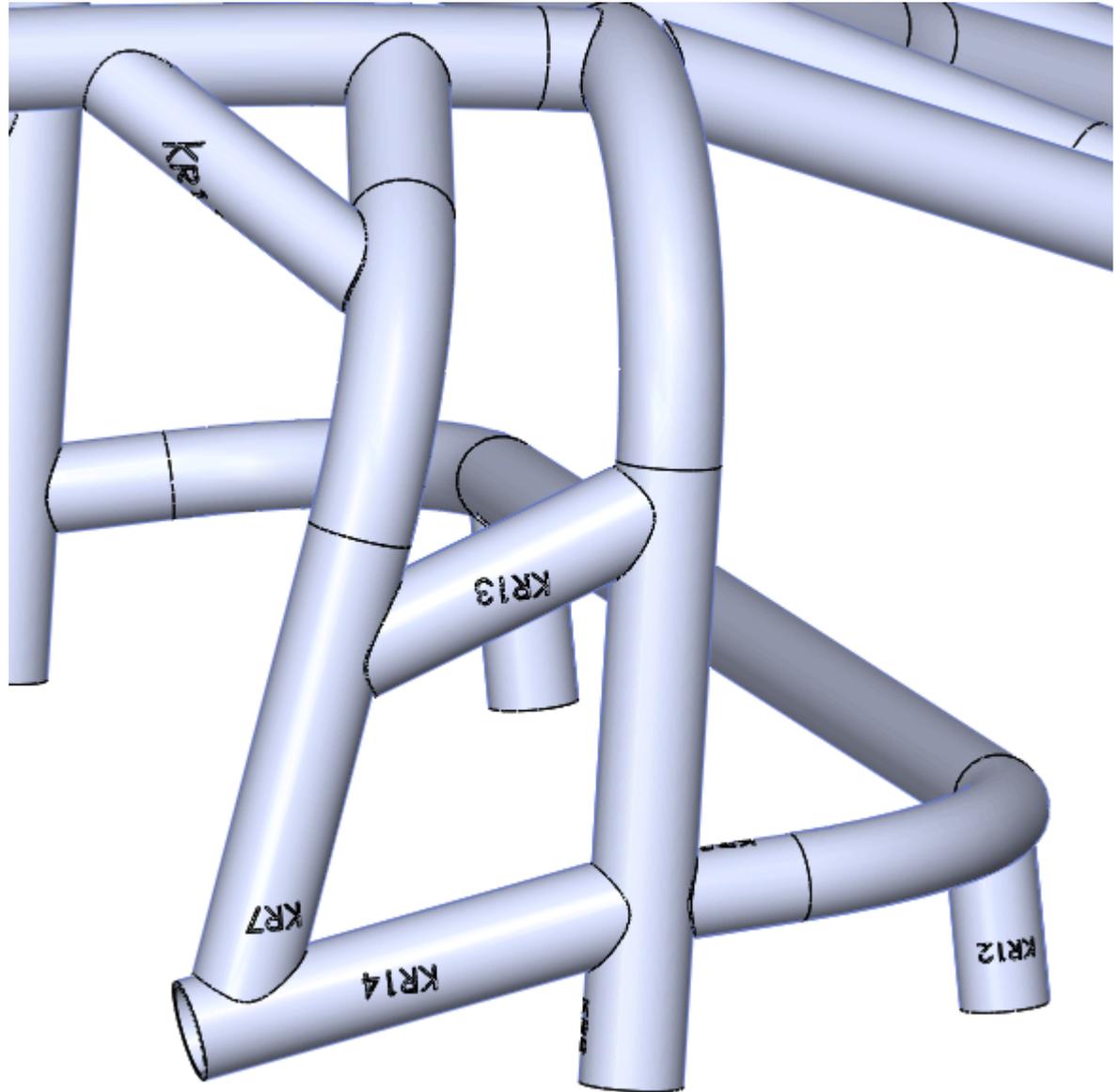
First of all the mounting points on the KRX are all threaded unlike other machines. The factory bolts are M12 x 1.25

We HIGHLY suggest getting this tap before attempting a cage kit. We are trying to make them available on the site to add to your purchase.

The KRX A-pillar mounts are recessed into the dash a bit. They are also angled inward and twisted a bit. Also there are a number of different windshield options available. For these reasons we decided to not offer windshield/intrusion bars with this kit. Not only do these bars make many windshields not able to fit and use of the upper dash storage compartment unusable but installation and removal of the cage is extremely difficult with out some flex in the A-pillar tubes. Not to mention the electrical bus bar is located under these plastics and access will be very limited with them installed.

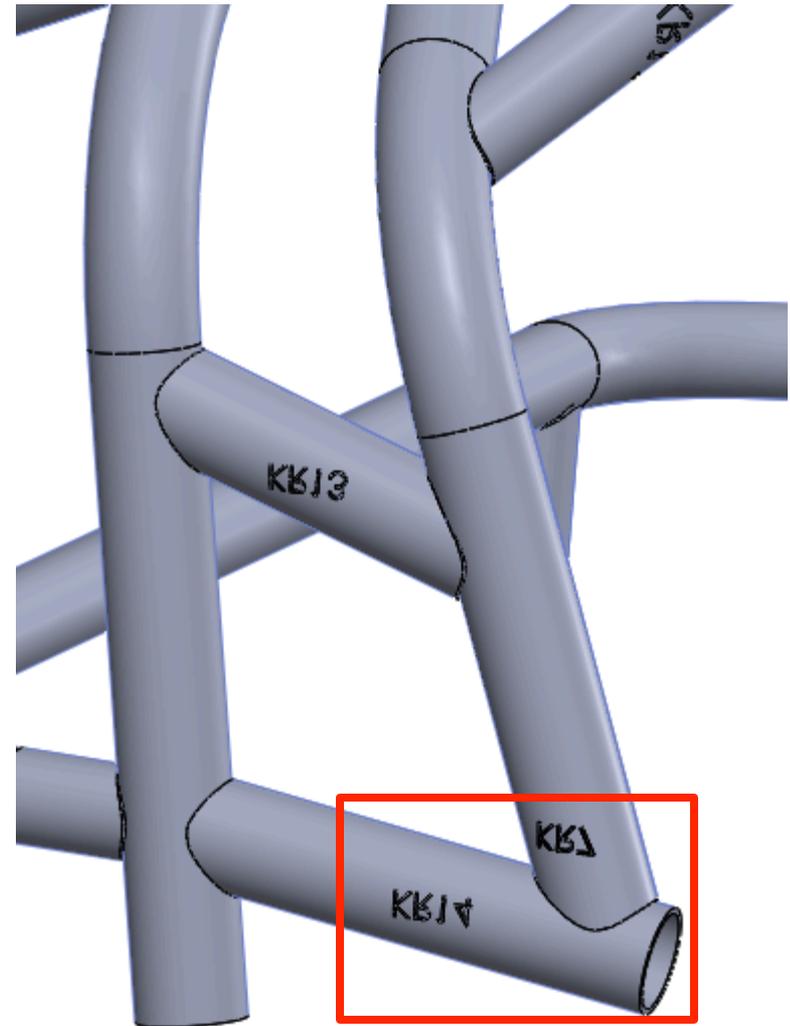
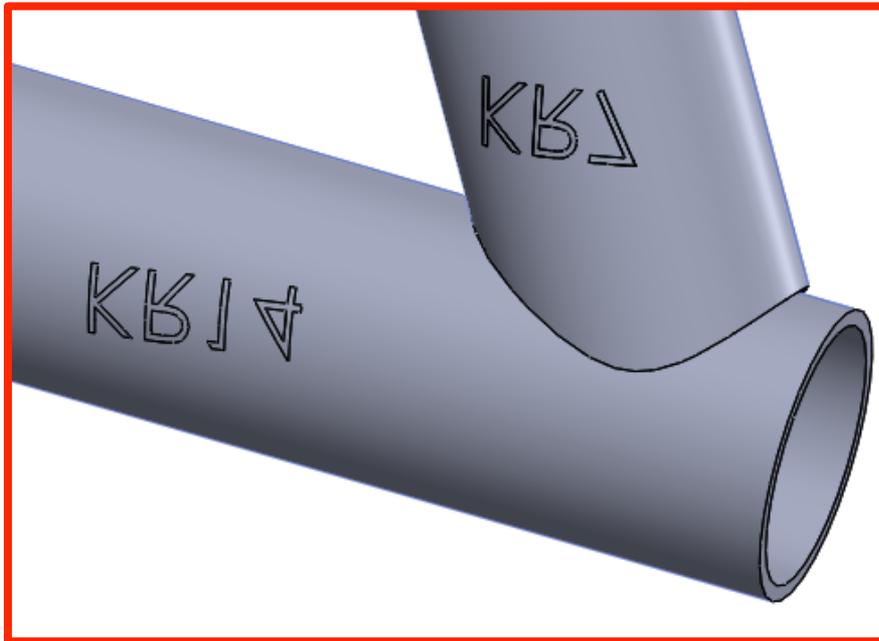
# Driver side part number examples

Part Numbers etched within  
3" of the end of part  
Passenger side parts are  
mirrored

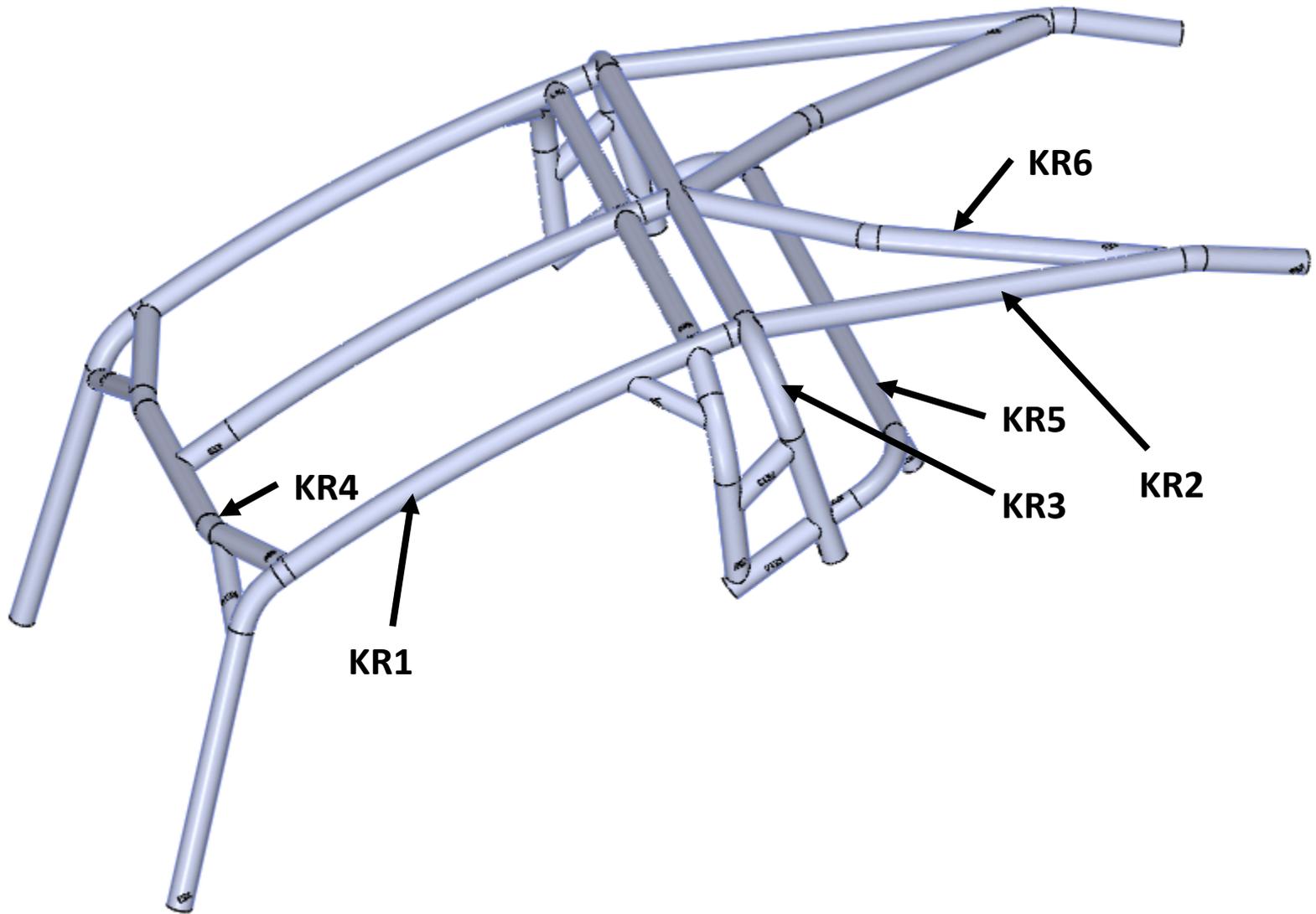


# Passenger side part number examples

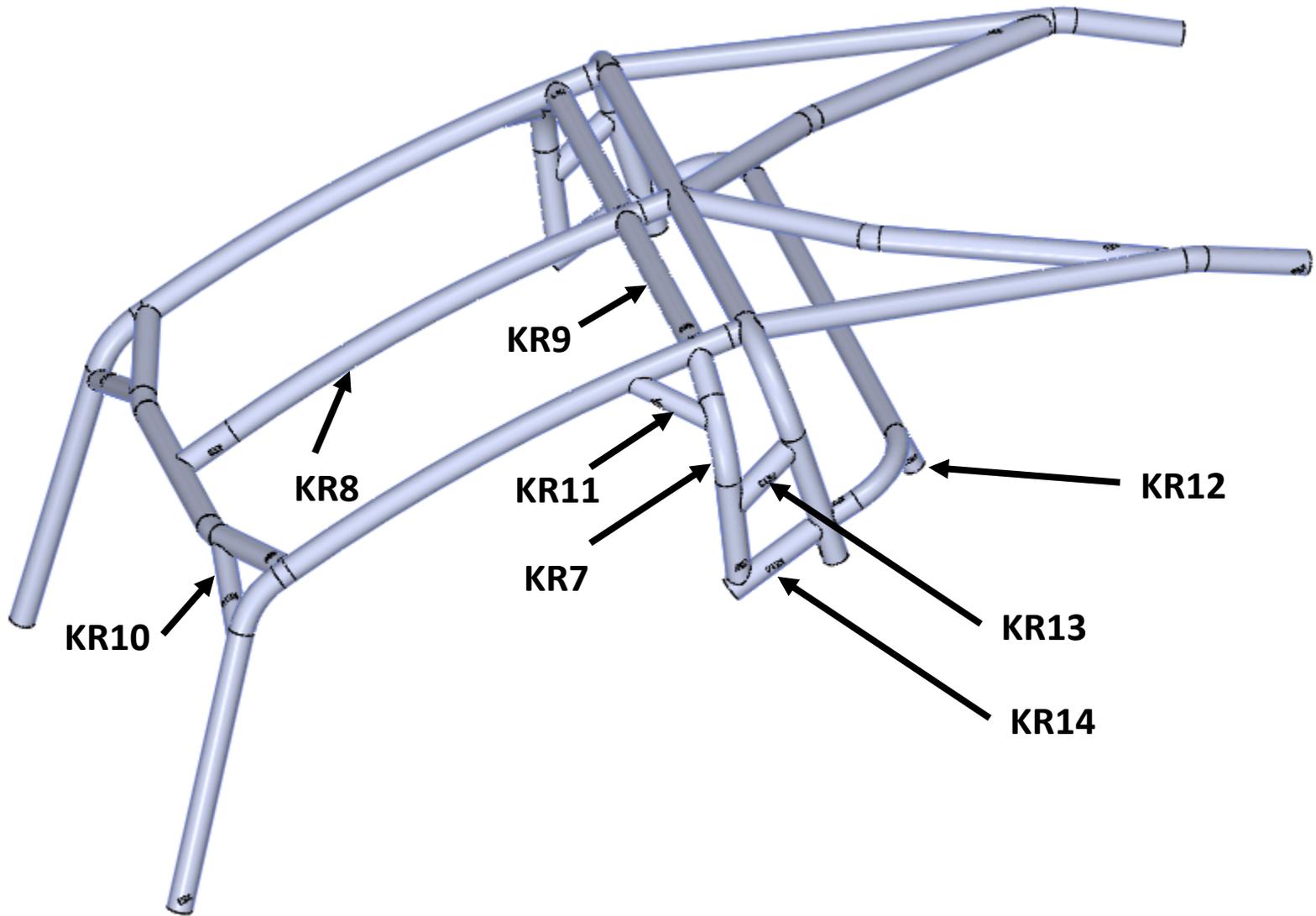
Part Numbers etched within 3"  
of the end of part  
Passenger side parts are  
mirrored



# Part Numbers



# Part Numbers



**Before removal of the stock cage support the machine with weight off of the suspension. Yes this is a RZR shown but the same principal applies**

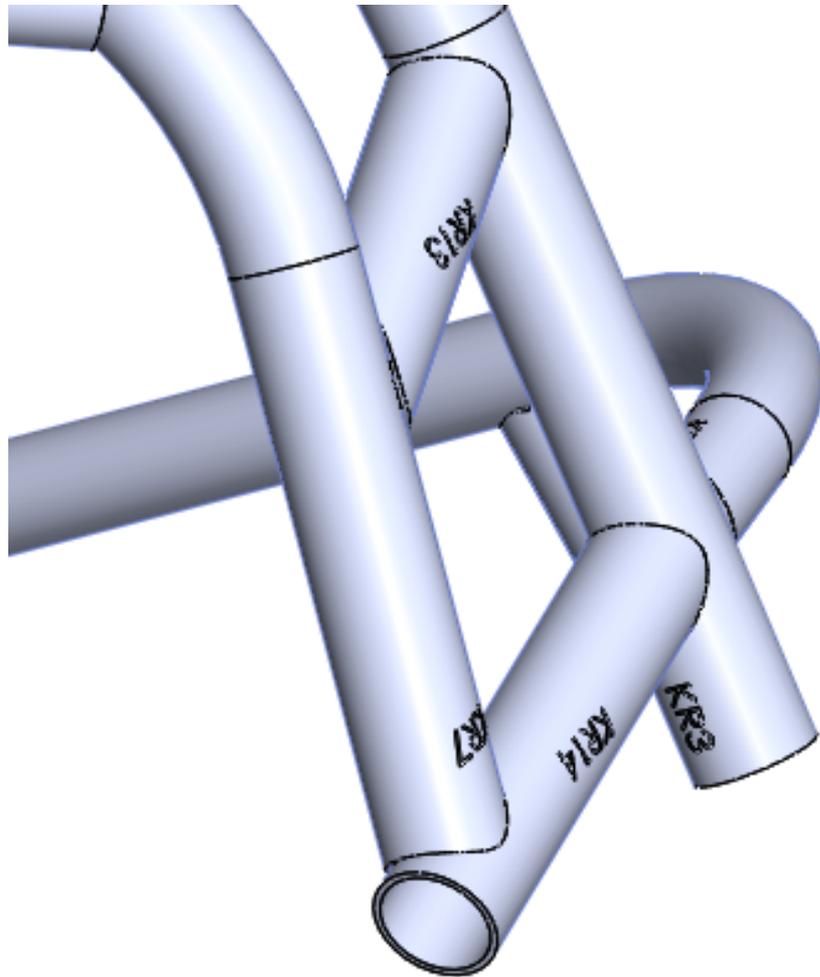


**Even with proper support the factory cage will spring out of alignment depending on the condition of the machine as well as factory tolerances. Yes this is a RZR shown but the same principal applies**



# Directions

1. We recommend running a tap in all the bolt holes after the factory cage is removed to ensure good clean threads to start with.
2. Clean all the bungs before bolting to the machine/jig. Bungs have oils and contaminants from the manufacturing process that will affect the welding process. Bolt bungs on to the machine/jig loosely but inline. Small washers are suggest in between the bungs at the A and B pillars. This will help with removal and reassembly after welding. We use a custom shim from 0.100" mild steel but a thin washer on each bolt will work. This is optional but may be beneficial in the following steps as all machines are different
3. Clean all tubes, inside and outside around the areas to be welded. Again contaminates will be present from the manufacturing process. Now is a good time to check all the part numbers and lay them out for quick assembly.
4. Place KR3 on the b pillar bungs. Part KR3 has two 90 degree bends and there is some variation in the manufacturing process. The machines also vary (even new), we have noticed up to 3/8" variation on new showroom models. The washers/shims mentioned in step 1 can be adjusted or KR3 can be strapped together to bring the ends together if necessary. This is your main structure, so take the time here to ensure a good solid fit for proper welding. Typically no modifications are necessary.



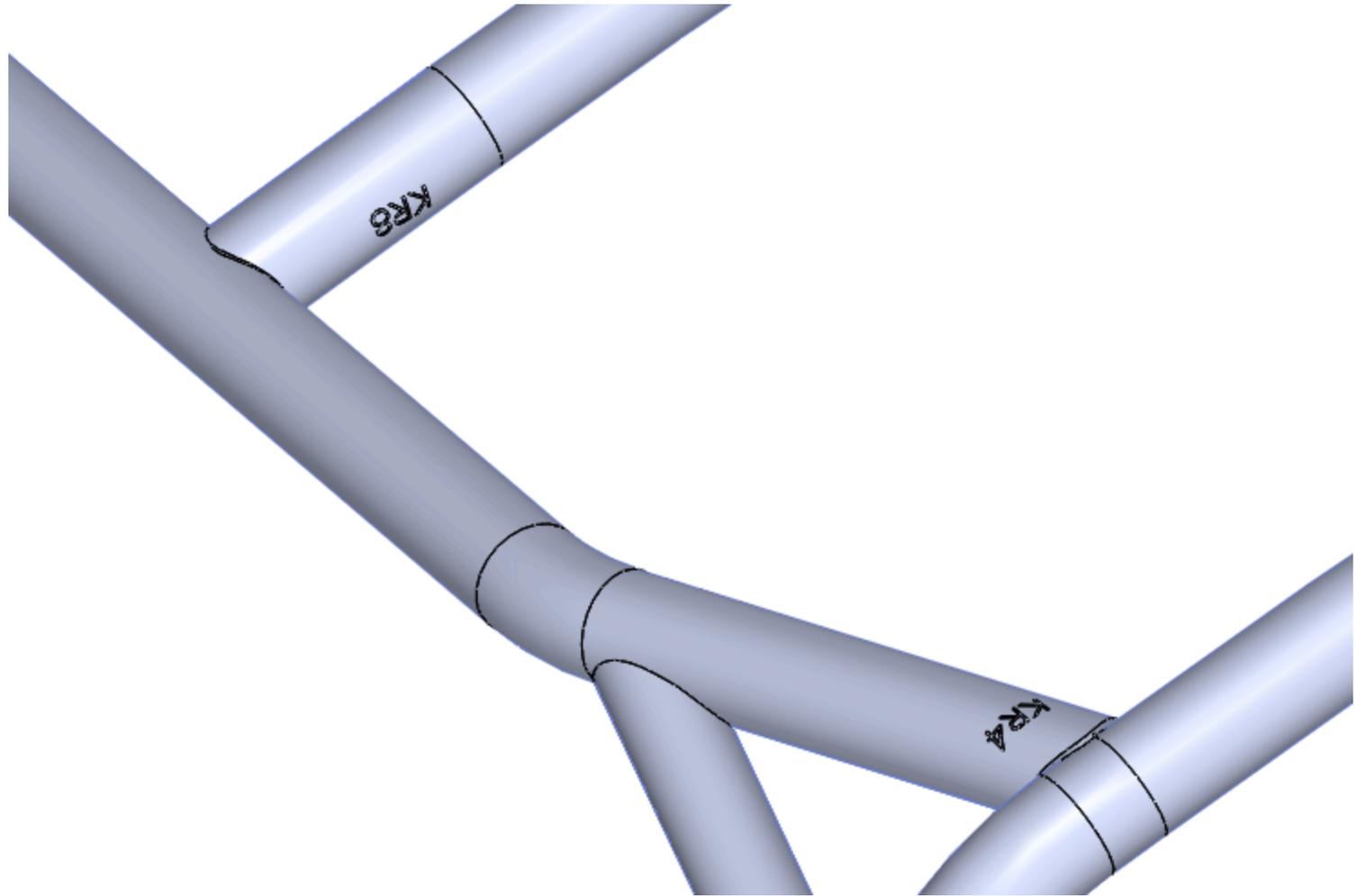
**View of Drivers side  
Looking aft.**

**KR3 Part number facing  
fwd on driver side**

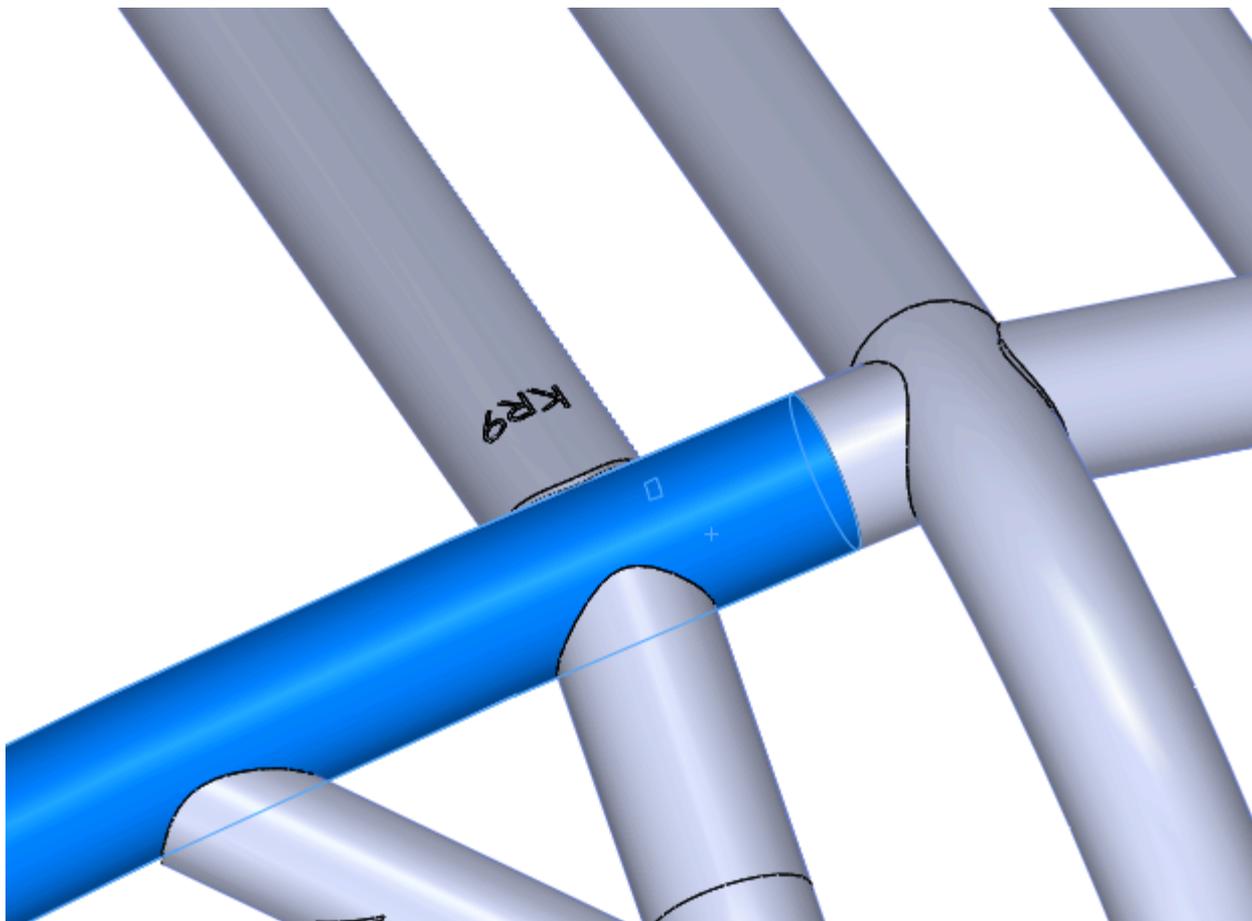
# Directions

5. Before welding on any machine with electronics disconnect the negative battery terminal.
6. We also suggest the removal of the seats and use of good welding blankets to prevent damage to your machine.
7. Place KR1 and mirror on A pillar bungs. Start the notch in the middle of the main hoop and slide it outboard until a good fit. Leaving the bungs finger tight allows some adjustment to get good fitment at all locations.
8. Place KR4 between the KR1 parts with the part number up and on the driver side. This bar should fit just aft of the bend on KR1.
9. Place KR8 in the middle with the tabs on the passenger side and the part number on the front of the machine.
10. Use KR9 and mirror to space the aft end of KR1 to the proper distance outboard. The part numbers should be up and outboard on both. Tabs on these parts should be towards the back of the machine.
11. Pull/tap all these into alignment and hold with straps for the time being. Check square and step back to ensure the whole assembly isn't racked to one side or another.

**KR4 Part number upward and on passenger side**  
**KR8 on the front and facing driver side**



**KR9 part number up and outboard  
Tabs on aft side of tube.**



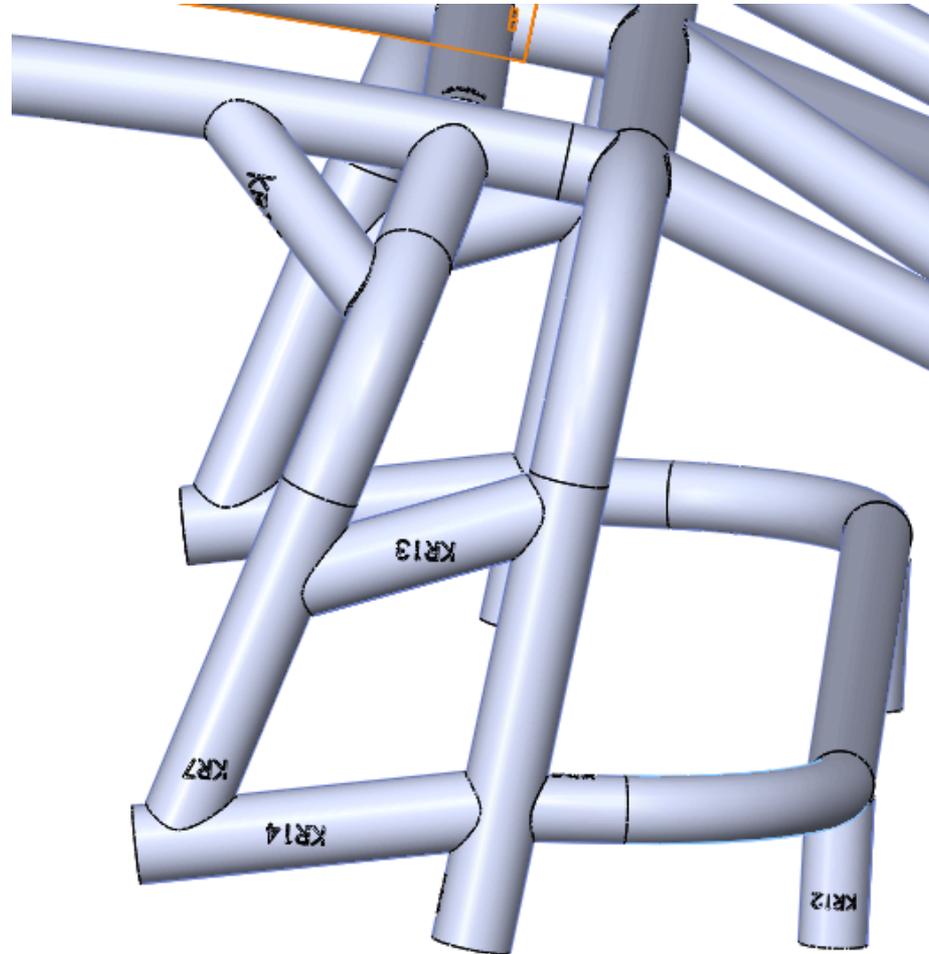
# Directions

12. Place KR2 onto the C pillar bungs and align the notches with KR1 rotating and adjusting until the notched end fits perfectly on KR3. No trimming should ever be necessary with this kit. If there are issues with fitment at this point just take your time and adjust everything a bit more. With the use of straps around tubes to hold things in place it tends to rotate them slightly.
13. KR6 and mirror should meet in the center and align with KR8.
14. Once these main parts are fit well and aligned, double check square and true and start tacking them in place.
15. Bolt the provided harness tabs in place and put KR12 and mirror on top.
16. KR5 can be fit on top of these. Sometimes a tack on one side and a light ratchet strap is needed to get the other side in alignment. This is due to tolerances in the machines and manufacturing process.
17. The remainder of the parts can be fit according to the part number and pictures. We suggest welding the provided end caps onto KR14 and it's mirror on the bench prior to cage install to allow the part to cool before handling.

**KR7 should be roughly inline with KR9**

**KR11 and KR10 gussets are typically installed after welding the joints near them for better access.**

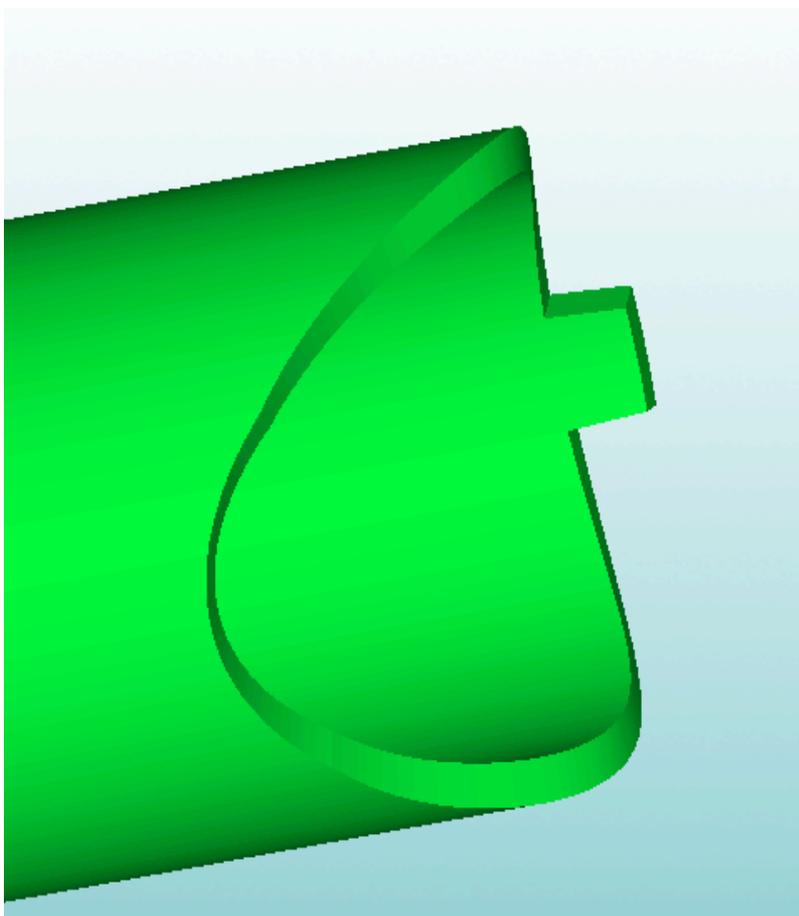
**This is also helpful with the KR1 to KR3 joint with KR7 getting in the way but a dry fit should be done first before any welding is done.**



**Our simple jig with most parts tacked**



# 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.

If necessary these tabs can be ground down and the tubes slightly moved from where they were intended but the mating slot will also need to be properly welded closed.

# 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 Elite series kits are CNC laser cut and therefore the edges can have some scale from the laser. 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.

# Welding Tips

The bungs provided in this kit are solid steel chunks and therefore will draw more heat from the welding process. Preferably these should be preheated before welding as well as wiped clean from contaminants. A dual pass tig weld is preferred at these joints.

Welding tubing is different than most welding; contact us for some practice pieces, we would be happy to send you something to hone your skills.

## Additional parts

We prefer the wrap around harnesses for ease of adjustment and a clean look but if you need tabs to bolt on your harnesses we will be offering them on our miscellaneous parts page or you can order them from our suppliers.

Simple tabs we typically use these  
AA-028-C Trick Tab, 1/8" Steel, 1/2" Hole  
From [www.aa-mfg.com](http://www.aa-mfg.com)

# Harness recommendations

Just some opinions here, ignore them if you want.

These are the preferred type of harness latch for what we do with these machines.



# Harness recommendations

Just some opinions here, ignore them if you want.

This style will fill with sand/mud/dirt and either not unlatch for you when needed or not properly click in easily.



# Harness recommendations

Just some opinions here, ignore them if you want.

This style will fill with sand/mud/dirt and either not unlatch for you when needed or not properly click in easily.



If you have either of these style already we recommend swapping them out or at the very least properly clean and lubricant them VERY often and ensure they are functioning properly BEFORE the time comes to test them.

# 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 and an alignment punch to locate the cage.

We find it best to re-install cages starting with the a-pillar mounts loosely then move rearward. Don't forget the door mounts when doing the b-pillar or you'll have to start over!

## RE-INSTALL KRX Specific

Again the holes are threaded in the frame – DON'T mess them up!!

When removing the cage for final welding go ahead and run the tab back in through the holes and check all the bolts. We recommend getting factory bolts from the dealer as they have a specific strength and rating for the application.

The bolts do seem soft compared to grade 8 hardware and it's likely the bolt will be harmed rather than the bolt hole in the frame which is easier to replace.

When reinstalling the cage typically the B-pillar will need to be pulled down to be in alignment. Be very careful using an alignment punch to not damage the threads. It's been our experience that you should loosely install one bolt in each A-pillar then focus on the B-pillar location. Start one bolt in the B-pillar and keep the other aligned then tighten that bolt. Try to start the other bolt and if it's not aligned start over! Loosen the first bolt and re-align until it goes in smoothly.

Once you get the B-pillar bolts in the rest should be easy but remember it will be a real shame to damage threaded holes in your frame so don't rush it.