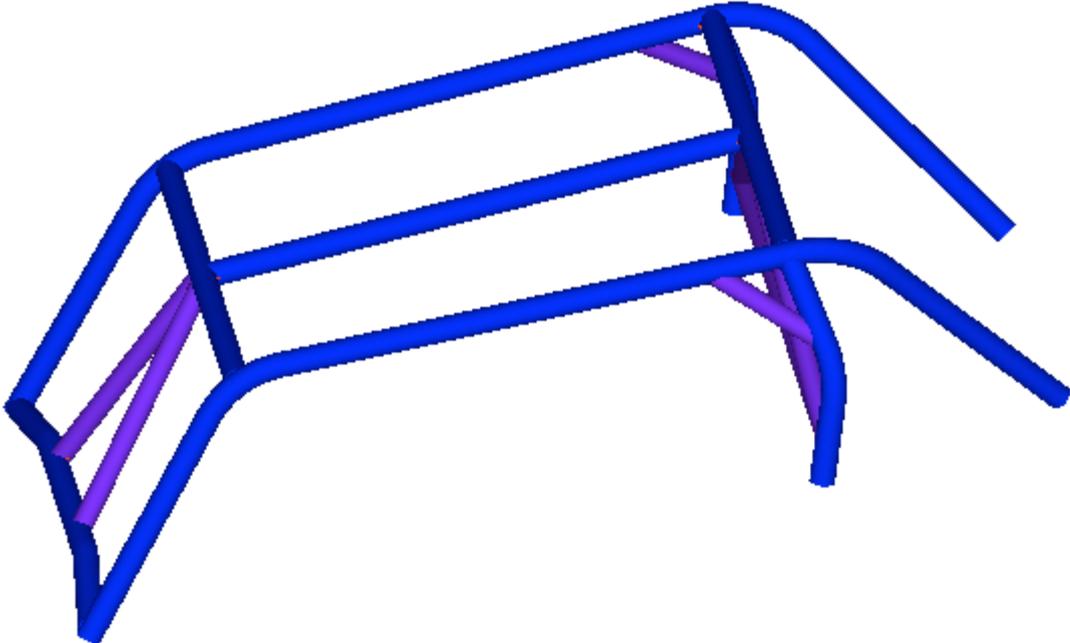
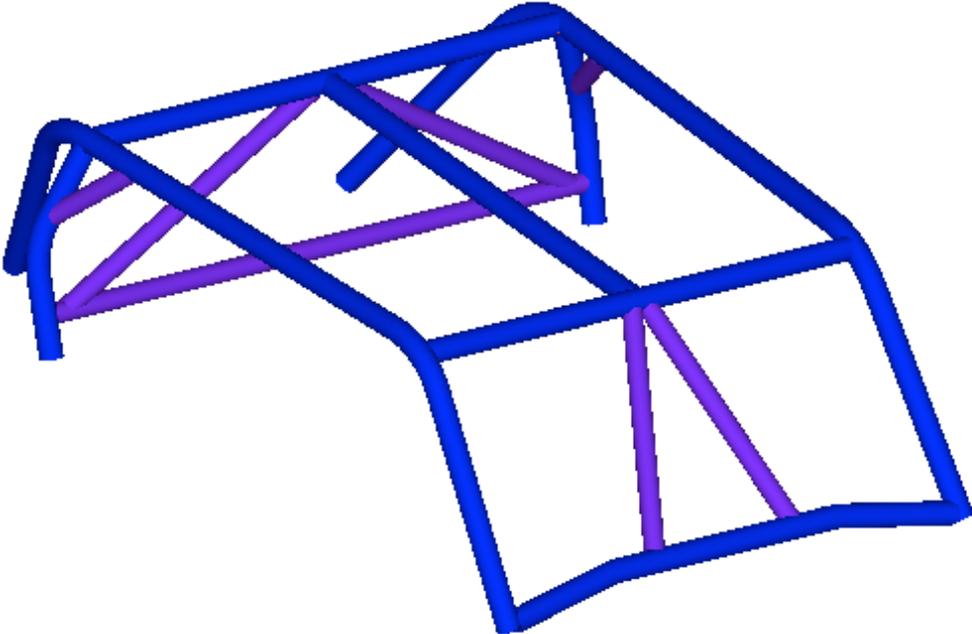
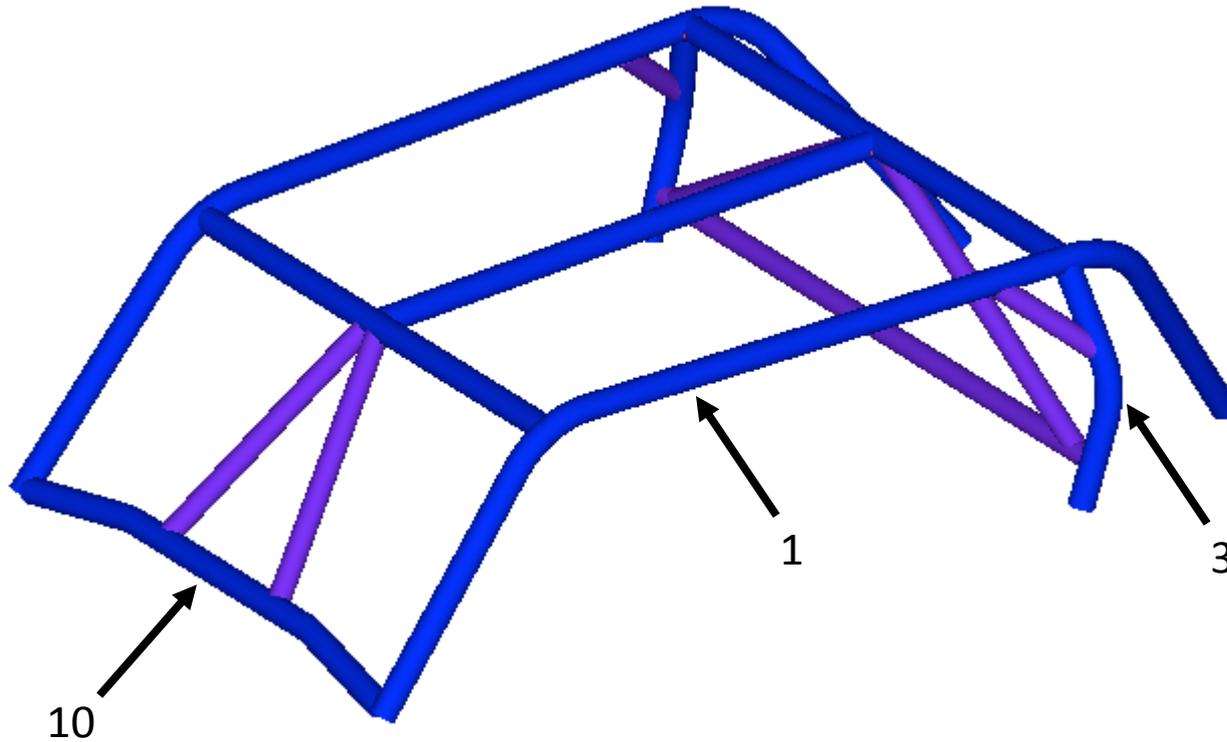


Overview

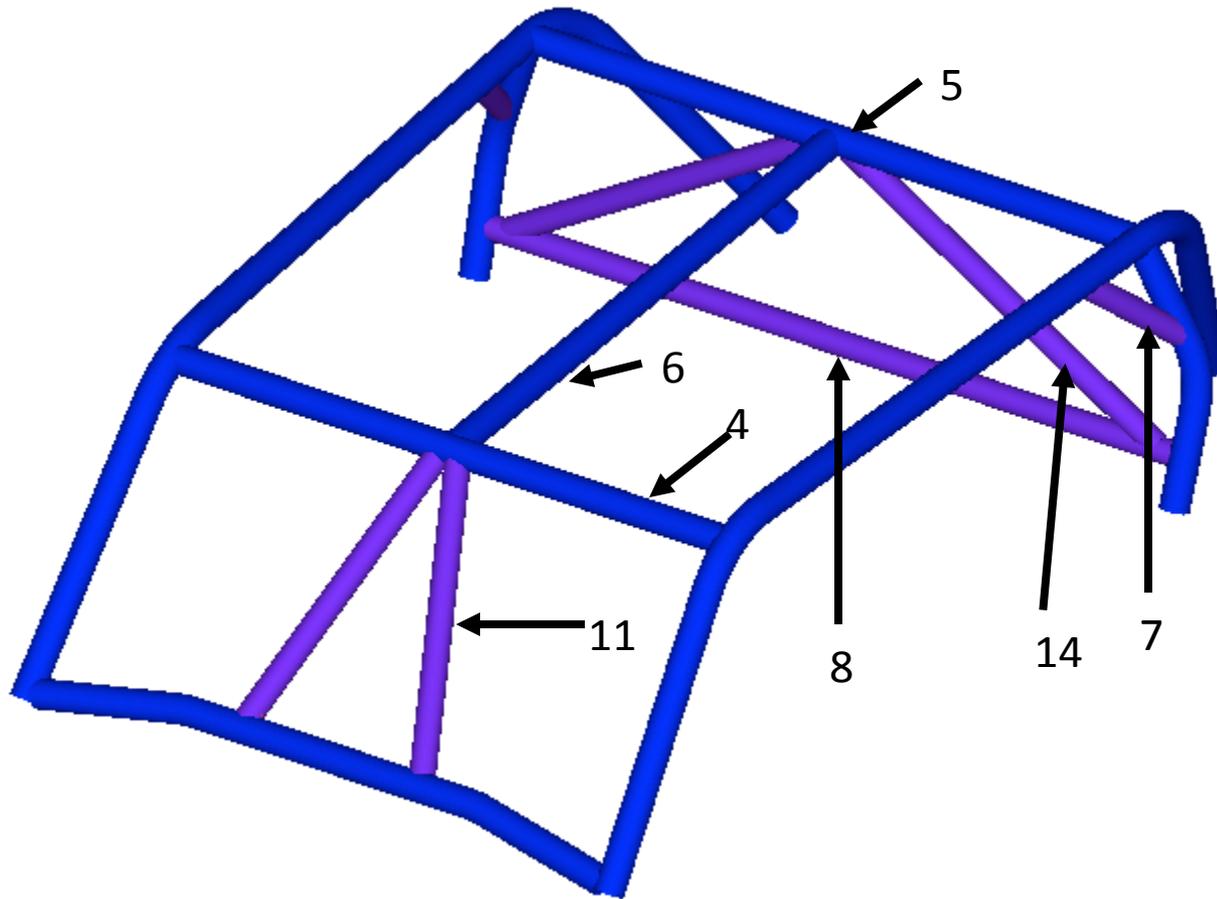


Bent Parts



Part Numbers engraved within 3" of the end of part
Passenger side parts are followed with a M (for Mirrored)

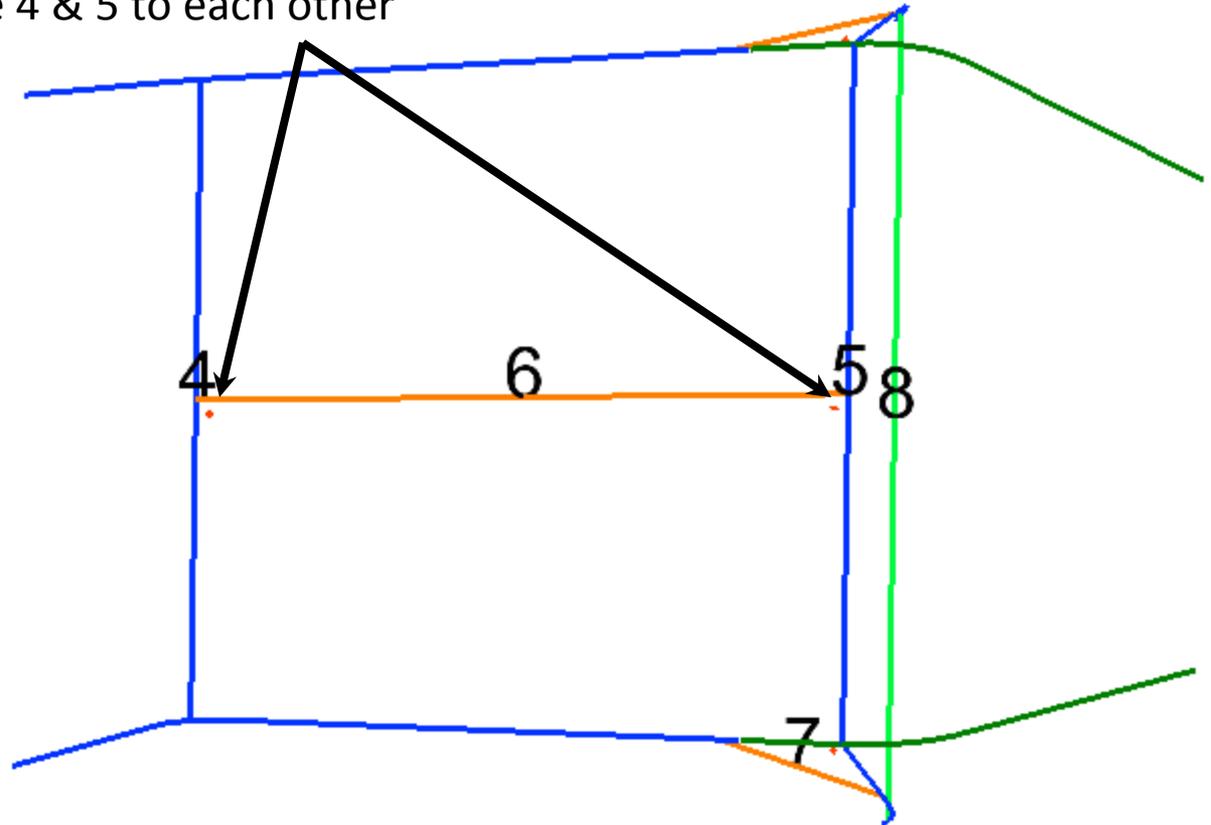
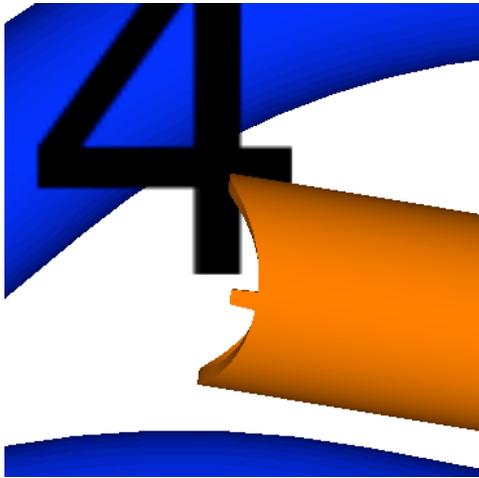
Parts



Part Numbers engraved within 3" of the end of part
Passenger side parts are followed with a M (for Mirrored)

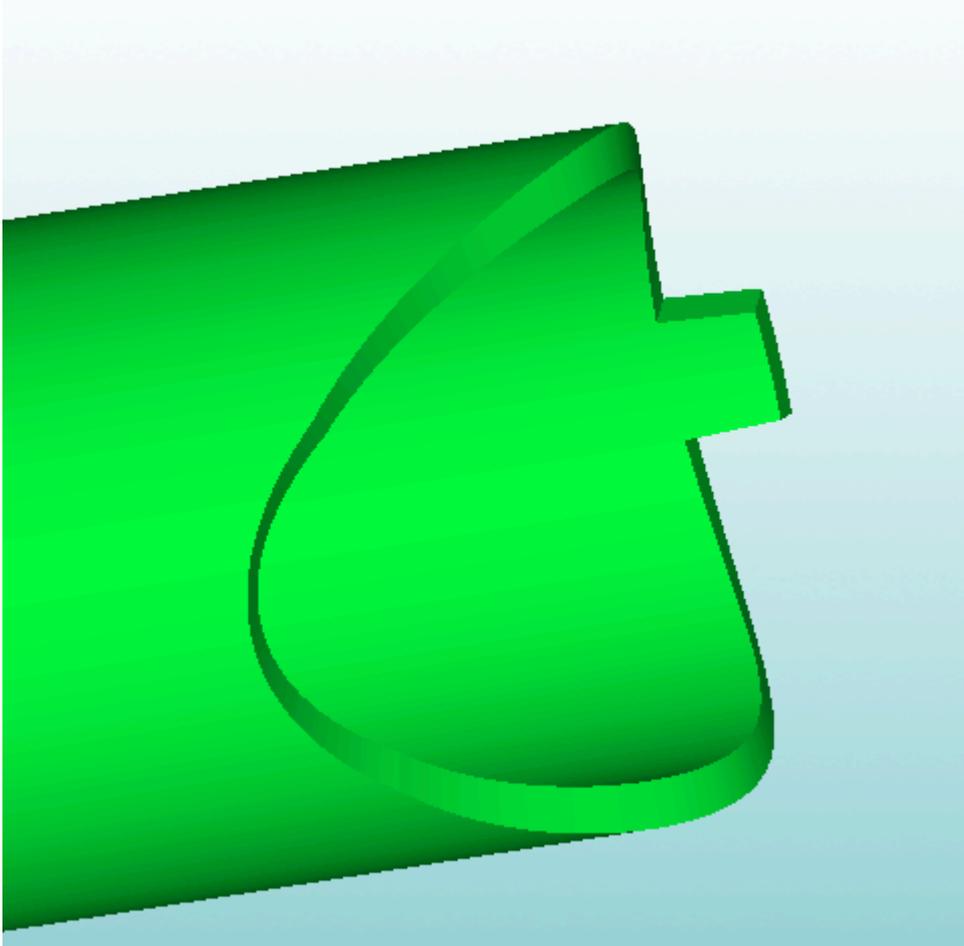
Parts

The tabs and slots for part 6 should be on the driver side on both part 4 and part 5
This will center the tube in place and locate 4 & 5 to each other



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)

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.

Options

No options are available to help keep costs down, we put this together with the most popular options from our previous design. The windshield intrusion bars will fit all models to date and are not necessary for install if they interfere with your windshield of choice. The kit is designed to the same dimensions as a factory windshield area for questions of fit please refer to our social media for pictures of glass windshield fit to this cage design.

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.