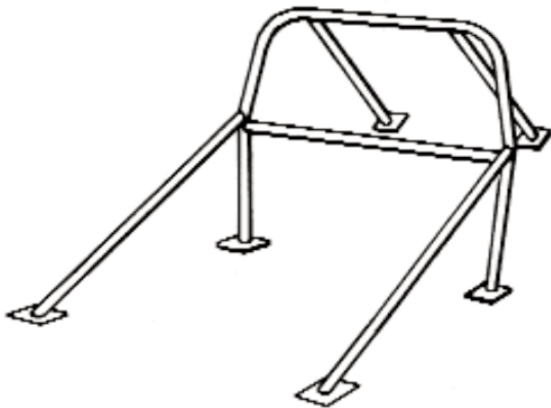
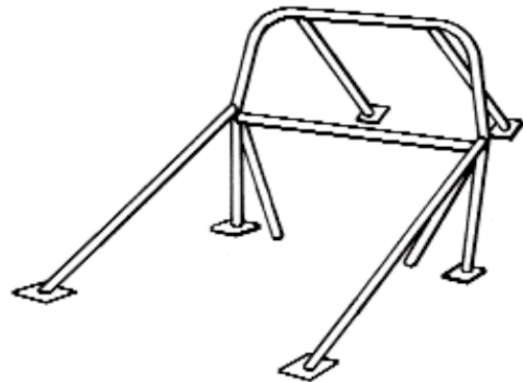




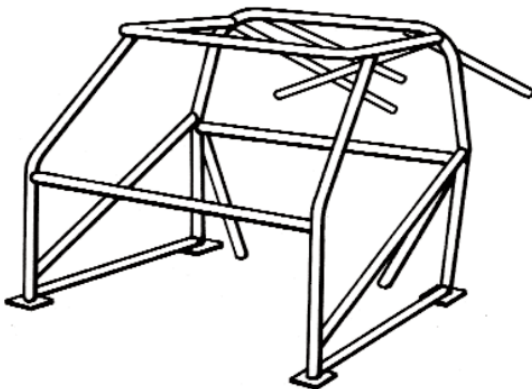
Roll Bar & Cage Instructions



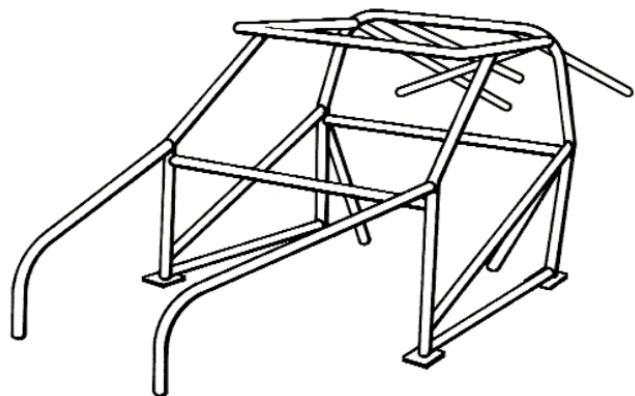
6-Point Roll Bar



8-Point Roll Bar



10-Point Roll Cage



12-Point Roll Cage

DISCLAIMER OF WARRANTY

Purchaser recognizes that racing parts and equipment such as roll bars and roll cage kits such as sold by Chassis Engineering, Inc. are subject to many varied conditions based on the manner in which they are to be used and installed. **No roll bar or roll cage can prevent injury under every circumstance or impact!** Chassis Engineering makes no warranties whatsoever, expressed or implied, oral or written to purchasers. There is **no** warranty of merchantability made to purchasers! Purchasers expressly affirm that they are relying upon their own skill and judgement to select and install the proper parts or equipment and are **not** relying upon the skill or judgement of Chassis Engineering, Inc. in the selection of , or the installation of any equipment sold or manufactured by Chassis Engineering, Inc.

Notes

1. Be sure to read the entire instructions before attempting to install your kit. This may save you some headaches later.

2. For the best results, attach all roll bar tubing to the frame whenever possible. Simply welding the bars to the thin sheet metal will not provide any additional chassis rigidity or driver protection!

3. CHECK YOUR ASSOCIATION RULES before starting the installation. Rules may vary between associations and require very specific locations for some components of the roll bars or roll cages.

4. All Chassis Engineering kits come with notched ends wherever possible to save you as much time and trouble as possible. Because of the variety of installation possibilities, some grinding and fitting of the tubing end will be required. A small, hand held grinder or bench grinder will do a good job.

5. During the installation of the roll bar or roll cage, tack weld only until all the pieces are installed and you are satisfied that everything is where you want it. Finish welding can be done at the end of the installation. Use extreme caution when welding in the interior of the car to prevent sparks from setting your interior on fire!

Also be careful not to weld in the area of the fuel lines, brake lines, etc.

6. On unibody cars that do not have a full frame you will probably be installing either a narrow rear frame with frame connector to connect the front and rear sub-frames. In either case, it will be necessary to add additional pieces of 2x3 tubing not supplied in your kit to attach your roll bar or roll cage. These pieces should be tied in to your rear sub-frame.

Installation instructions



1. Remove the seats, carpet and all the padding in the area of the roll bar or roll cage mounting.

2. On cars that have a full frame the roll bar will have to be mounted to the frame. Cut out the floor material to gain access to the stock frame. Cut out a sufficient amount of material to weld.

On cars that do not have a full frame the roll bar will have to be welded to 6"x6" steel plates welded to the top of the rocker panels.

3. Measure the height of the main hoop from the desired location to the roof leaving just enough room to weld the top side of the rear support tubes

4. Stand the main hoop on it's top and measure up the legs to mark the height.

5. If there is not a suitable flat surface to mount the main hoop, use the 6"x6" floor plates supplied in the kit to create one and weld them to the frame.

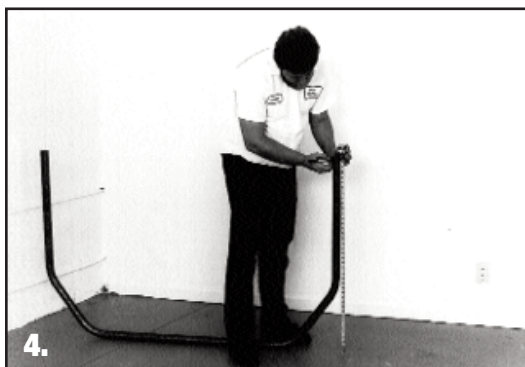
6. Place the main hoop in position being sure it's square in the car. It may be necessary to pull the bottom legs of the main hoop out or pull them together to get them into the proper position and tack weld it in place.

7. Measure and cut two rear support bars to go from the main hoop to the back of the frame. **NOTE:** These support bars should go from the main hoop to the frame close to the shock crossmember if a x-brace is not used.

8. Tack weld the two rear support bars to the main hoop and to the rear frame rails at the back of the car. Floor plates will be required when welding the rear support bars to the stock floor in the rear of the car. Drop a plumb bob down from the top of the main hoop even with the outside of the frame rails and mark. This will be the outside mounting point of the rear support bars.

NOTE: Don't install the side door bars or the 6"x6" plate at this time if you are going to install a 10-pt. or 12-pt. roll cage. (Go to step number 11.)

9. After determining where the front of the door bars are to be attached to the frame, cut out the floor in this area to gain access to the stock frame on full frame cars. If you have a unibody car the front of the door bars will have to be placed on one of the 6"x6" floor plates which will be welded to the top of the rocker panels. Bend the floor plates to fit the shape of the rockers panel in this area.





10. Tack weld the door bars in place. Check that the door will still close and that the seat will still fit before welding. **NOTE:** The door bar must pass between your shoulder and your elbow when sitting in the car.

11. With the seat in the position that is needed measure the width of the seat back bar. The bar must be level to four inches below your shoulder's when sitting in the seat. Fit and tack weld in place when level.

12. If you are installing a 8-pt. roll bar, cut and measure the two short pieces of tubing to go from the inside of the main hoop just below the seat back bar to the frame connector or to the top of the frame rails.

This completes the installation of a basic 6-pt. or 8-pt. roll bar. Check all of the bars for proper fit and that all of the bars have the proper clearance. If you are satisfied go ahead and finish welding the roll bar. If you have a 10-pt. or 12-pt. roll cage you can now continue the instructions.



13. Measure from the main hoop to the front window for the length of the top hoop. Stand the hoop on it's end with the legs pointing up and measure from the ground up on each side for the length. Cut and tack weld in place once it's fit to the main hoop so it's level from side to side. There should be just enough clearance between the roof and the top hoop at the front to weld the front window bars in place. **NOTE:**The legs of the the top hoop may need to be bent in or out to meet the main hoop.

14. The front window bars will be the next bars to go in place. Fit these bars as close to the window posts or dash as possible. The area that the bar is going to meet the floor will have to be cut out to gain access to the frame. Unibody cars will have to weld the 6"x6" floor plates to the top of the rocker panels to give the window bars a place to weld to.

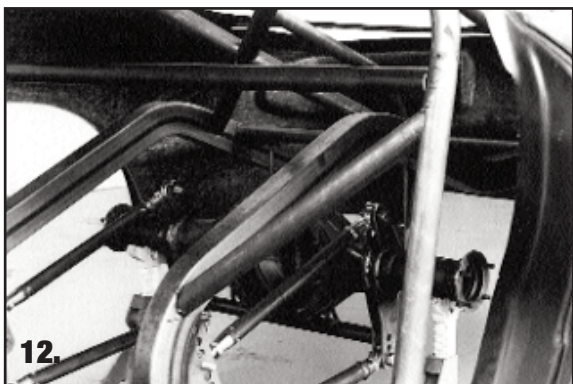
15. Once the window bars are installed, the dash bar can be installed between them close to height of the bends. Tack weld in place when fit.

16. The next bars to go in will be the parallel support bars. These bars will go between the main hoop and the front window bars below the floor. **NOTE:** These bars are mandatory in NHRA when the floor is cut out and a roll cage is used. If you have any questions, call your sales advisor at Chassis Engineering (561-863-2188)

17. With the seat in place, cut the door bars to fit from the bottom of the window bars to the main hoop so the bar passes between your shoulder and elbow when sitting in the seat.

18. The last bars to go in are the rear X braces. Cut and fit the long tube from the center of the main hoop bend on the drivers side to the area just in front of the shock crossmember on the rear frame rail. Cut and fit the two short bars to fit on the passenger side mounting them in the same places. Use a piece of string clamped from the main hoop to the frame rail to help line up the two bars. Tack weld in place when fit.

The basic 10pt. or 12pt. roll cage is now complete. Check all of the bars for the proper fit and that all of them are level before finish welding





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