

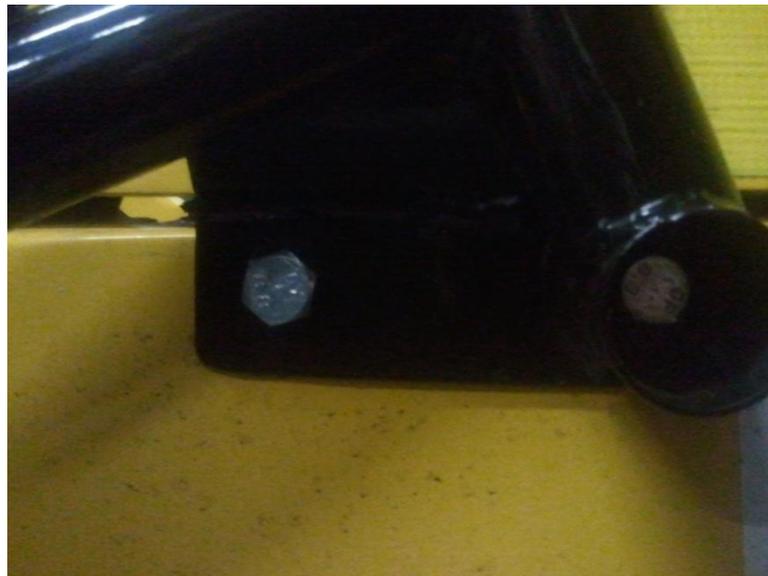
## Plays-Kool FIA Approved Cage Fitting Instructions

Before starting the fitting of the cage, please remove any existing roll hoop and bootbox or bootbox panel, as well as your seats as this will make things a lot easier.

A helper is almost certainly a requirement for this job.

1. You will need to place the roll cage onto the vehicle but before you do this, it is necessary to mask up the area's where the cage is likely to come into contact. This is so you don't damage the body and also so we can mark up where we need to drill later. Mask from the around the centreline of scuttle right back to the wheel arch on both sides of the car.
2. Remove any internal side panels if fitted.
3. Looking inside of the driver and passenger footwells note the position of the 25mm box section chassis rail. Find the centre of the box section (12.5mm), then measure from here up to where the scuttle panel meets the tub.
4. Take this measurement and transfer it onto the masking tape on the outside of the car. (So measuring down from the where the scuttle meets the tub) Mark this position up on the tub in several places and then draw a centre line through this. It's very important to get this correct as the holes your about to drill must sit in the centre of this chassis rail.
5. Screw the two Rose Joints into the rear stays on the cage
6. Place the cage over the car, so the cage sits on the rear mounting pads and the front mounting holes are sitting on the lines that you just marked on both sides of the car.
7. Locate the roll cage using the rear outer most hole of the roll hoop mounting plates on the chassis, to the corresponding holes on the mounting plates of the cage. (These holes being the ones that are at the rear of the car and next to the tub on both sides of the car.

8. Depending on your chassis, the rest of the holes should line up. If not a small amount of force with a screw driver is very likely to bring the holes into alignment.
9. Then mark the two holes on each side of the tub, ensuring that the cage is still sat centrally on the centre line that you drew earlier.
10. Then keeping the cage in the same place, mark the two rear side holes, which connect the side rails to the body.



11. Remove the cage from the car.
12. Using a punch, mark the centre point of the front mounting points that you marked on the tub. Then using pilot drill (3mm) drill these holes, through the tub and through the chassis rail (using a spirit level on the drill allows you to keep the drill in the correct position so that you drill through the centre of the chassis rail).
13. Assuming that the above was done correctly you should now have holes drilled through the centre of the chassis rails. These can now be drilled out with a 10mm drill bit.
14. Again using a pilot drill the two holes on either side of the tub where the side rails mount to the body.

15. You now need to open the fibreglass out so that the supplied spacers can sit against the chassis and protrude past the tub. This is so when the cage is bolted up tight the cage isn't crushing the body tub.
16. You can then place the cage onto the car, loosely bolt up all your bolts as you may find you need to adjust some to get everything lining up correctly, particularly with the rear rose joints.
17. The door bars are now the last item to be bolted on, they are also the trickiest!
18. The door bars mount on the two diagonal cross braces on the chassis, with the threaded boss welded onto the top of them corresponding with the plates on the bottom of the cage. You need to align the door bar so your threaded bosses are as central as you can get them on the flat plates, with the ends of the door bars covering the chassis diagonals so they can be bolted on. I personally go about doing this by eye and then taking an 8mm drill and drilling through the centre of the threaded boss, through the outer chassis panelling, tub and through the centre of the cage plate.
19. If you've drilled through the chassis panelling and tub and you're not looking central on the cage plate, you have some margin for error as the chassis panelling and tub need drilling out for the spacer tubes to go through. Once you've got this correct bolt your door bars to the cage.
20. The door bars then need bolting to the chassis. Drill through the doorbars so that the holes are in the centre of the chassis diagonals, bearing in mind the front one is a smaller box section than the rear. Be very careful when doing this that you don't drill too far and drill through your tub!
21. The door bars can then be bolted up, to do this remove the rear wheel and you should be able to bolt the rear one up no problem. The front one though you'll ideally need a magnet on a stick so you can send the nut up between the chassis and the tub. Once you've managed to get this screwed on a couple of threads replace with a spanner on a stick and tighten up.
22. Alternatively, rather than bolting these on you could weld the door bars to the chassis.