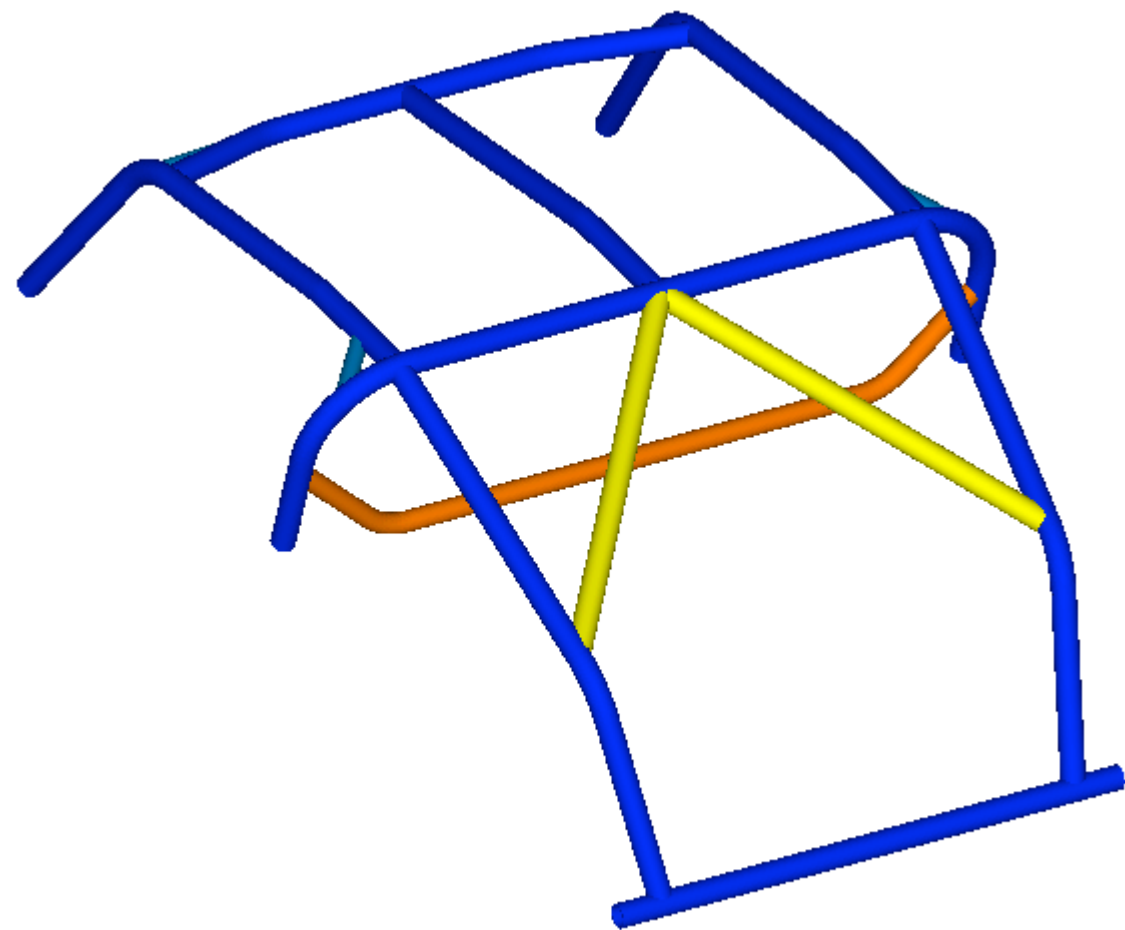
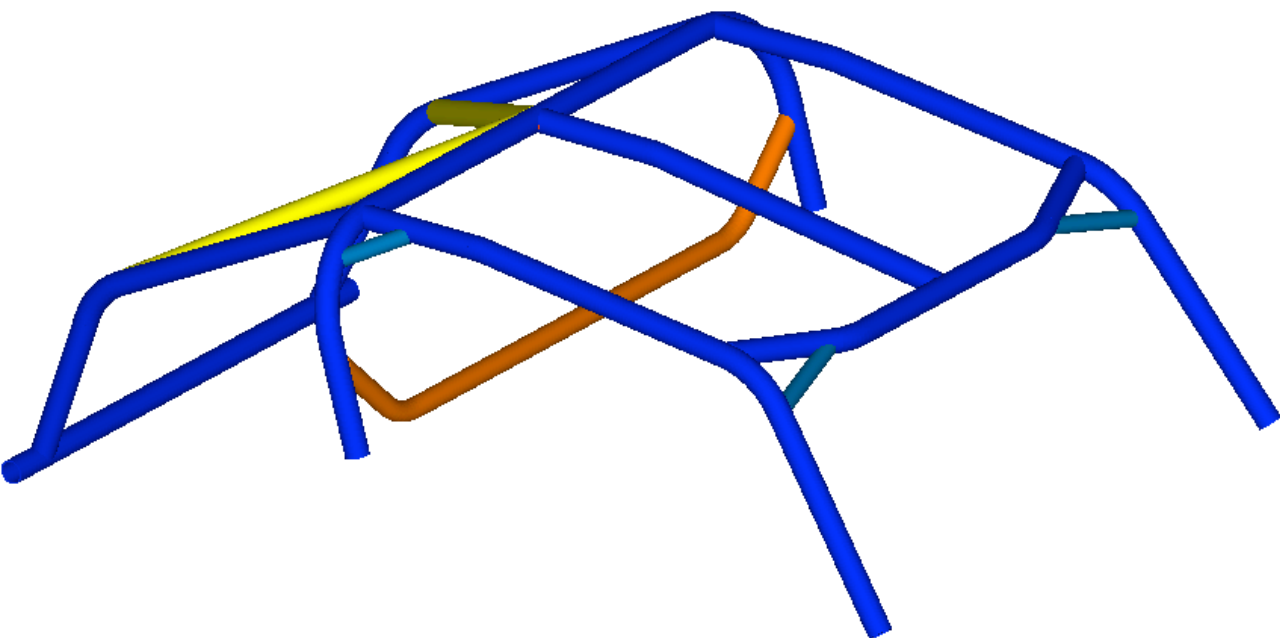
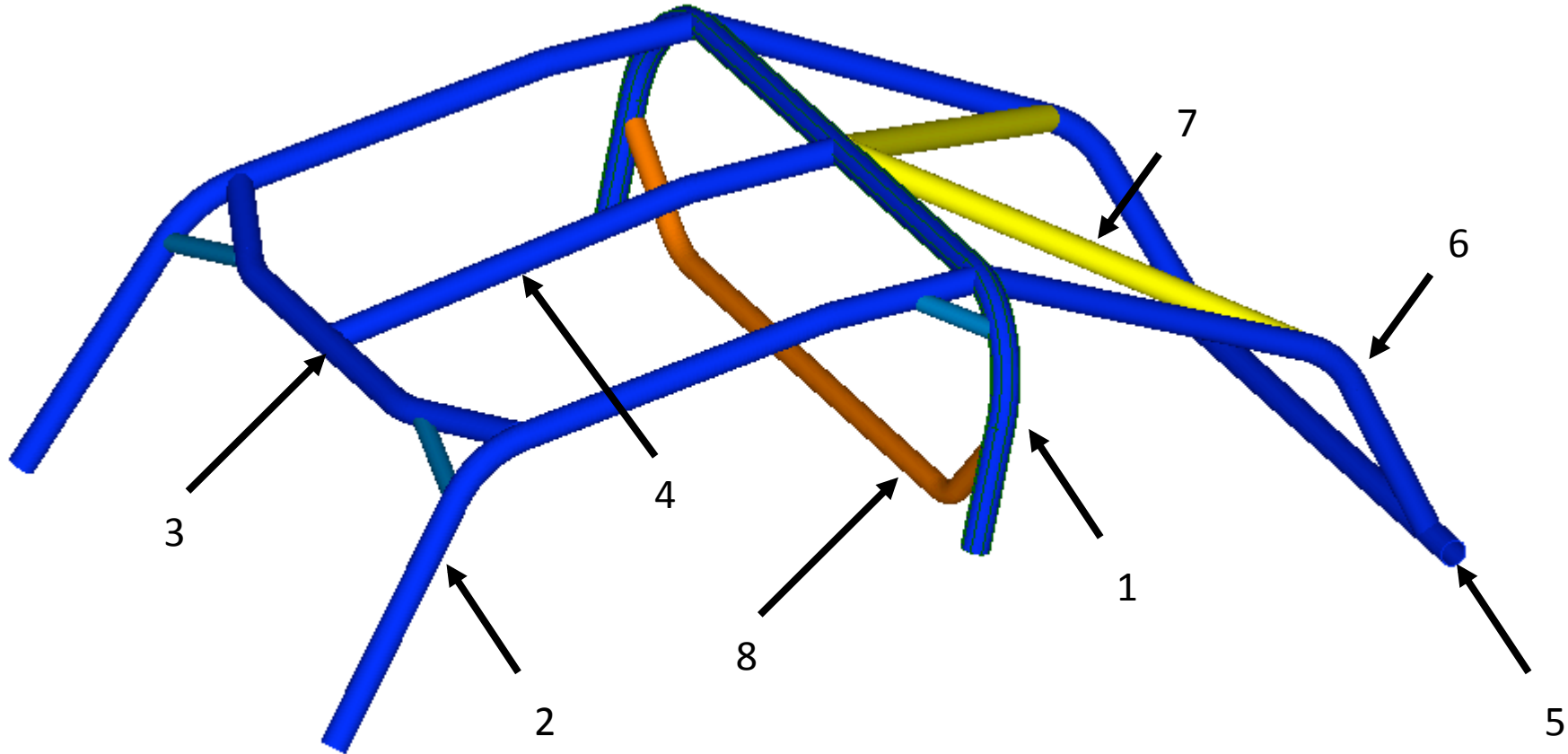


# Overview

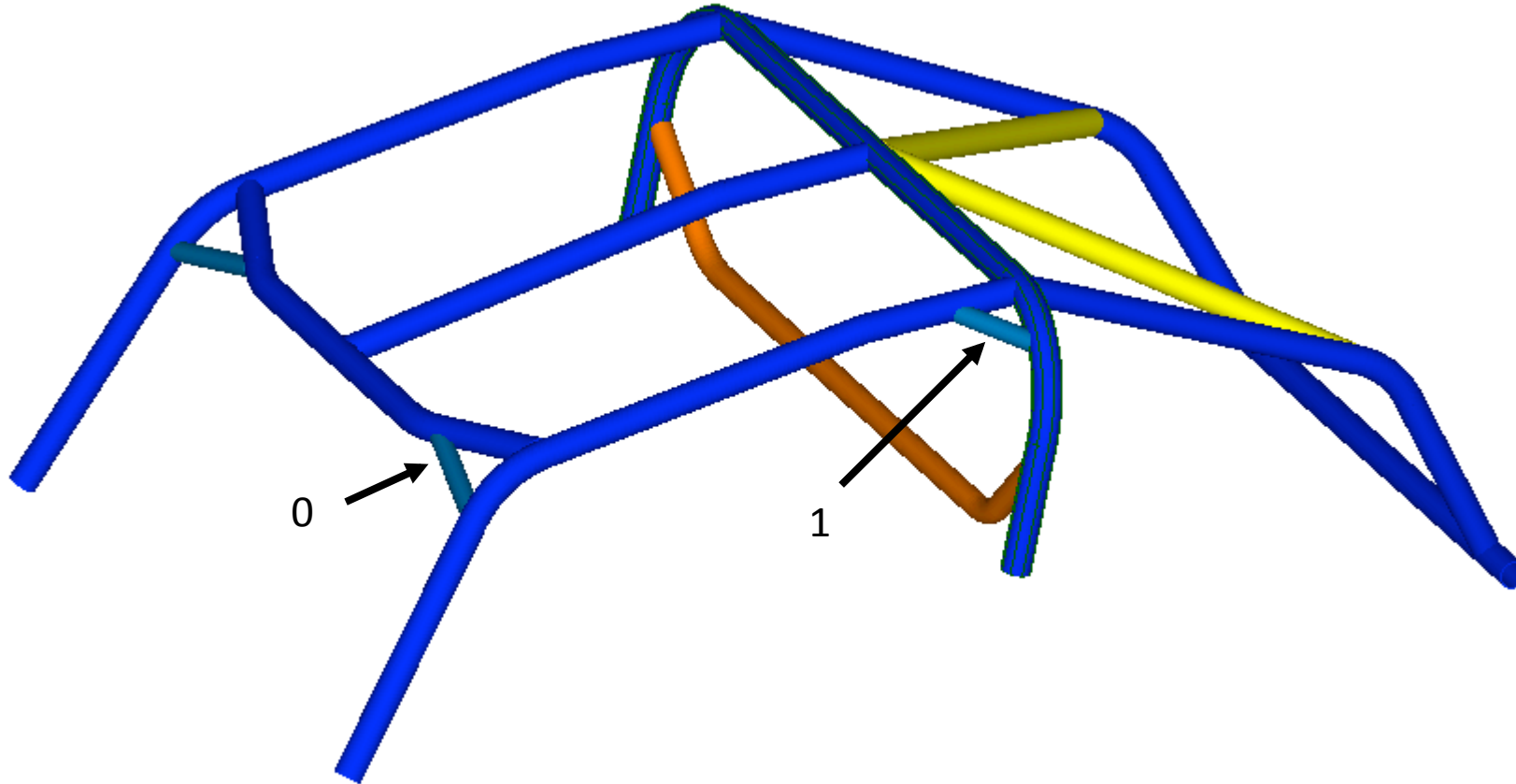


# Part Numbers



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

# Small Gusset Part Numbers



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

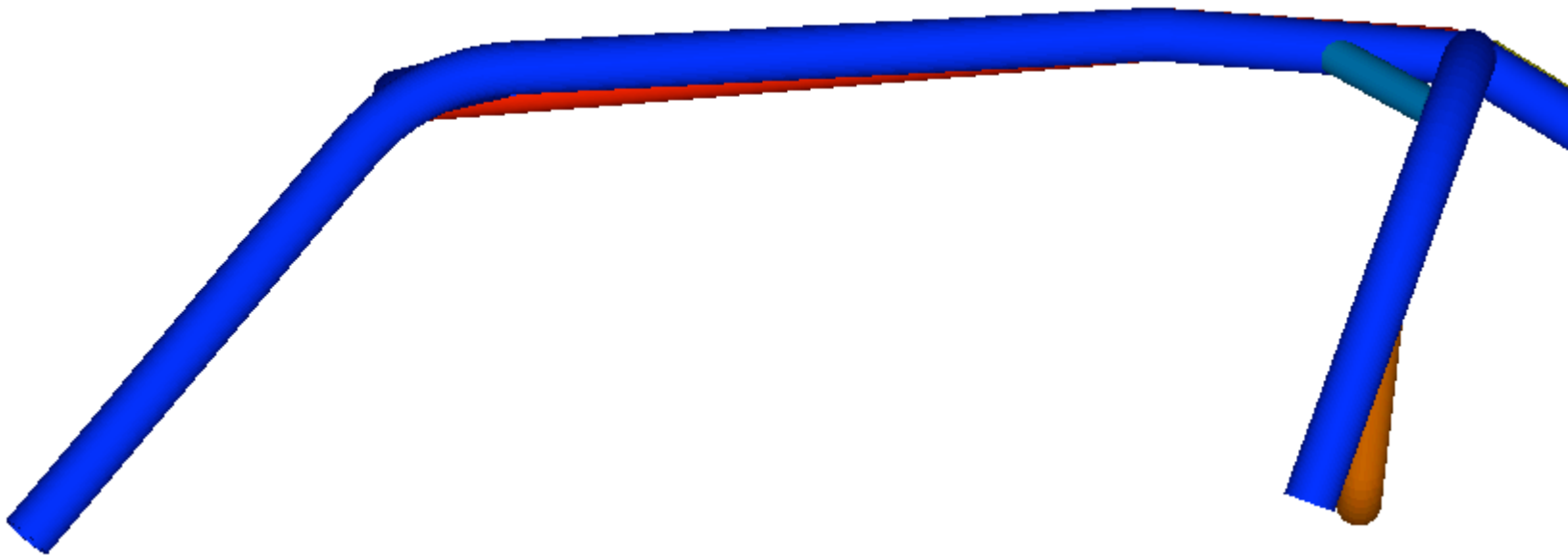
# NOTES

Part 1 should have the part number on the drivers side.

Part 3 should have the part number on the drivers side.

Part 4 should have the slot and tabs on the passenger side of the tube, part number toward the rear of the vehicle.

Part 4 will sit below level of Part 1 and 1M from the side view as shown below (part 4 is red).



# Assembly

This is a new kit and directions are minimal.

Must be welded by a qualified welder!

We suggest supporting the vehicle with weight off the machine before removing the factory cage as the frames will sag from the weight.

Clean all bungs, brackets and tubes before assembly. Clean metal!

Mount the bungs and start to assemble the tubes and check square.

## NOTE

The only thing this kit lacks is the small tabs to mount the rear bumper cover, these can be cut off the factory cage and re-used or simply made from small strapping.

# 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)

For Click 6 harnesses we use these  
<https://ajkoffroad.com/shop/click-6-tabs/>

Although we are not a fan of these style harnesses and prefer a simpler more secure harness.

# 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!