

**8.50 CERT ROLL CAGE
INSTALLATION INSTRUCTIONS**

1993 - 2002 F-BODY

THANK YOU FOR PURCHASING OUR PRODUCT!

WE STRIVE TO PROVIDE AN EXCEPTIONAL PRODUCT!

OUR WORD OF CAUTION – PLEASE READ:

THE INSTALLATION OF THIS KIT REQUIRES AN ADVANCED SKILL LEVEL AND IS NOT INTENDED AS A BEGINNER'S MODIFICATION.

READ THESE INSTRUCTIONS THOROUGHLY AND UNDERSTAND THEM COMPLETELY BEFORE YOU BEGIN INSTALLATION.

YOU ARE 100% RESPONSIBLE FOR YOUR CAR AND ANY MODIFICATIONS DONE TO IT – KNOW YOUR CAPABILITIES AND YOUR LIMITS!

IF, FOR ANY REASON, YOU ARE NOT CONFIDENT OR COMFORTABLE PERFORMING THE MODIFICATIONS NECESSARY TO INSTALL THIS KIT AS DESCRIBED IN THESE INSTRUCTIONS, PLEASE FIND SOMEONE WHO HAS THE PROPER QUALIFICATIONS TO DO SO.

IF YOU DECIDE YOU SHOULD NOT COMPLETE THE INSTALLATION YOURSELF, PLEASE CONTACT US AND WE WILL WORK TO FIND A CAPABLE INSTALLER NEAR YOU. WE ARE AVAILABLE MONDAY THROUGH FRIDAY, 8 – 5 EST., CALL US @ 980-635-1930

THANKS,
THE RSM TEAM

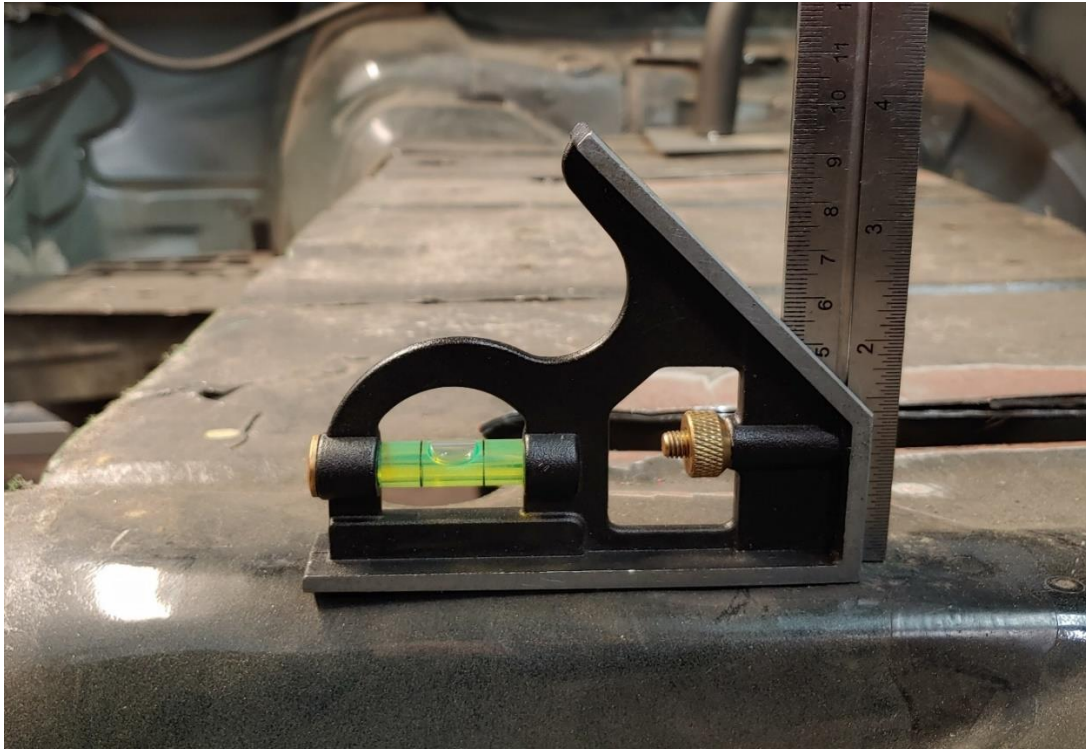


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2130 NEWTON DRIVE
STATESVILLE, NC 28677
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Pre-Installation Notes & Recommendations:

- 1) Remove all interior panels & components, including seats and the dash assembly.
- 2) Remove any sound deadening material near the installation location of the base plates.
- 3) Remove the OEM fuel tank & secure the fuel lines to prevent fire or explosion – just do it! Same for aftermarket fuel cells!**
- 4) Removing the windshield makes the installation significantly easier, if you are able to have this done, we recommend it.
- 5) Prep/sand all weld joint locations and notched tube ends – it's easier to do this as you go, before you tack them into place.
- 6) At all tube-to-tube weld joints, drill a 1/16" (or similarly sized) hole in the mating tube to allow for pressure venting/equalization during welding. This is not 100% necessary, but it will prevent blow-outs when welding shorter and smaller tubes.
- 7) We reference the level of the car off of the structure in the hatch area – see picture below. This will aid in your measuring of the main hoop lay-back. You can also reference the rocker inside the door jamb – either location is fine.



REMEMBER:

- There is wiggle-room with how the roll cage can be installed, so if you see a need to adjust dimensions **slightly** to **massage** the fitment, do it.
- If you plan to reinstall the headliner after the cage has been installed, you must trim some length off of the legs of the main hoop and the A-pillars. This kit is designed to fit as tight as possible to the interior of the body without the interior trim panels reinstalled. **We will not replace/warranty modified tubes so do so at your own risk.**
For installing the roll cage and keeping the headliner trim the following amount:
 - Trim 1/4" off Main Hoop legs
 - Trim 5/8" from bottom of each A-Pillar
- As well, the eyebrow & dash bars can be trimmed shorter to allow a more relaxed fit for the A-pillars. **We will not replace/warranty modified tubes so do so at your own risk.**

INITIAL LAYOUT:

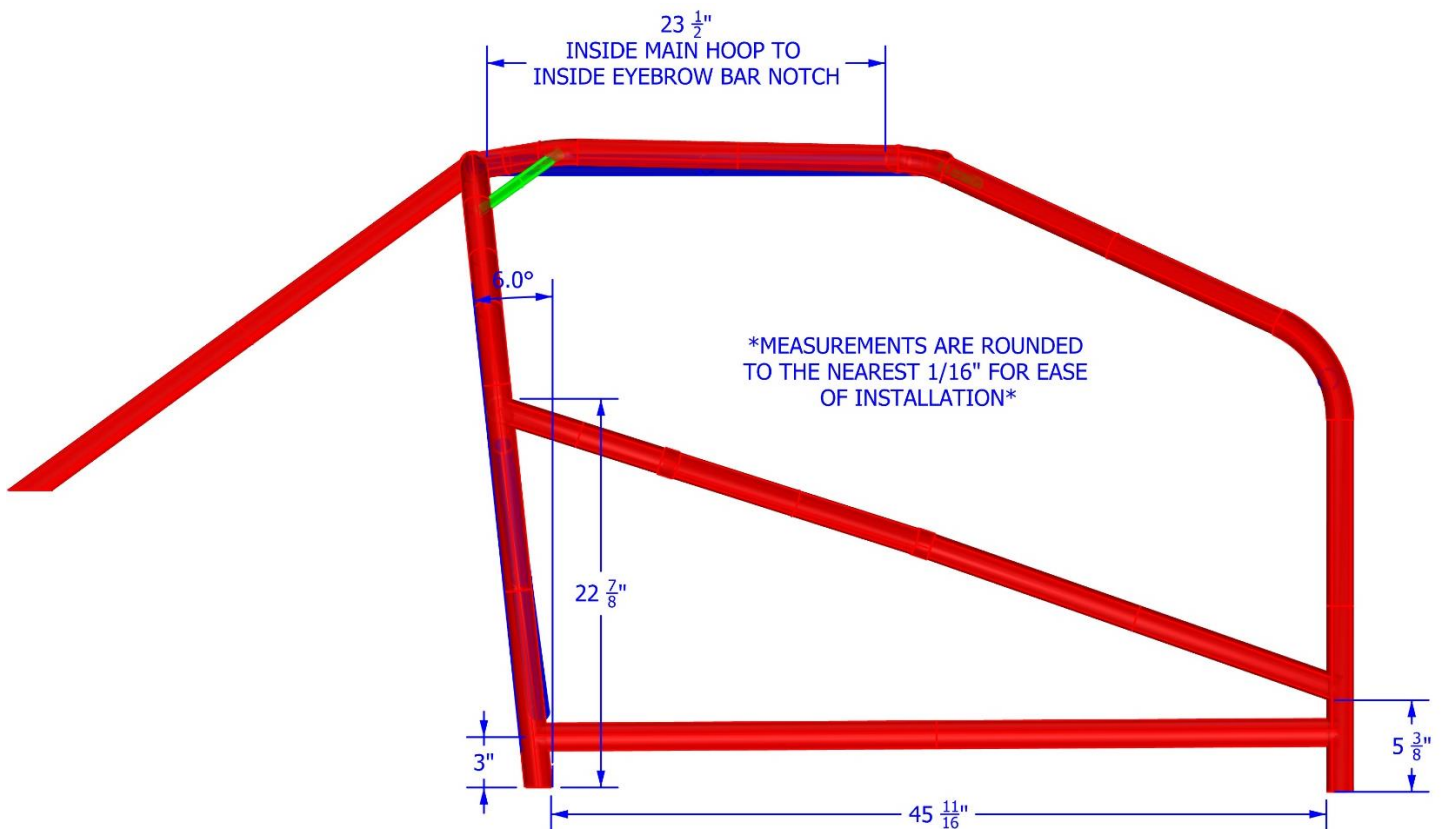
1. Place floor plates in position:

- The pair of bent plates **with perforated cuts** are for the main hoop. The curve of the perforated cut should match the curve of the floor structure. Once you have placed & tacked these plates in the correct location, hammer the protruding portion of the plate down to meet the sheet metal & weld in place.
- The (2) bent plates with matching bends are for the A-Pillars. The flanges get placed flush against the inside rocker; locate the edge of the plate ~3" forward from the hump in the floor. Position and tack but do not fully weld until the cage has been fully assembled in its final position.
- Position but do not weld the C-pillar plates. The 6"x6" Flat plate is for the driver side C-pillar, and the 6"x6" plate with a slight bend is for the passenger side C-pillar. The bend must face down and to the rear for the passenger side plate. Wait until C-pillar tubes are properly located before welding these plates in place.
- The (2) 4" x 4" plates will attach to the tunnel for the tunnel braces and must be located on the tunnel during the time the tunnel bars are being positioned.



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2. Locate the main hoop in the car, with the legs ~1" forward of the raised floor structure. Lean rearward 6° and support in place.
 - **TIP:** We typically use magnets on the underside of the roof structure to hold it in place. Keep in mind that you may need to slide it front/back as needed once the A-pillars are set in position.
3. Fit the harness bar into main hoop temporarily; you will tack and weld it later after the door bars have been positioned.



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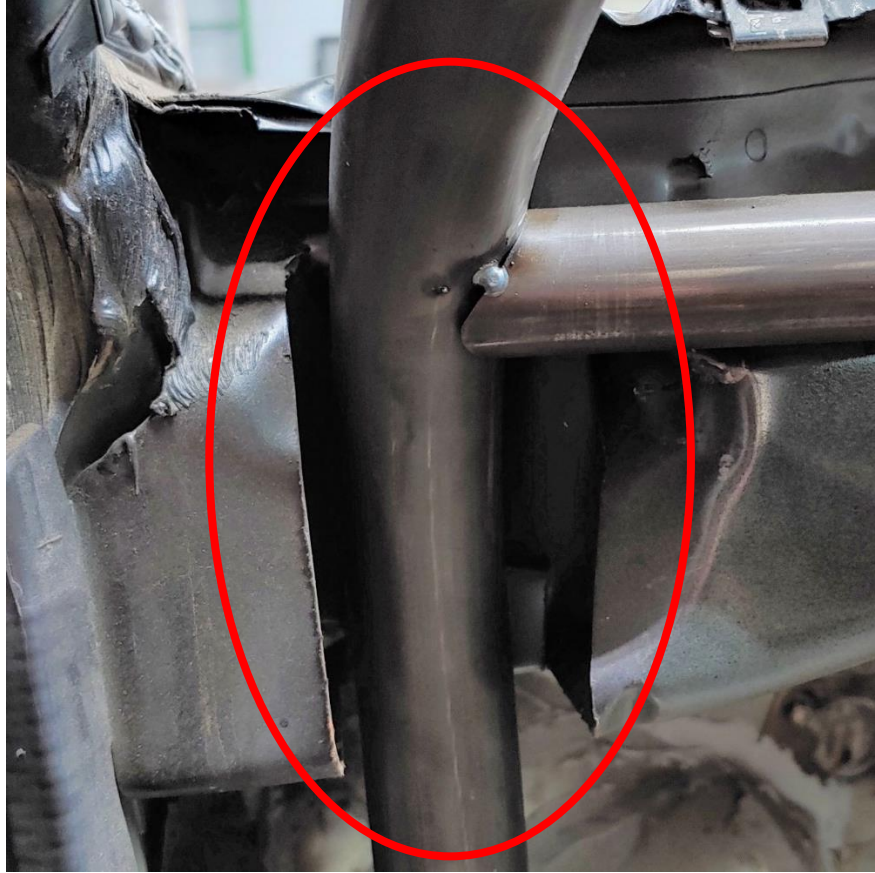


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4. You must notch in the body structure on the driver side for the A-pillar to be installed at the correct location. See picture below.

- NOTE: Slight trimming is sometimes necessary in the same area on passenger side)



5. Temporarily install the A-pillars:

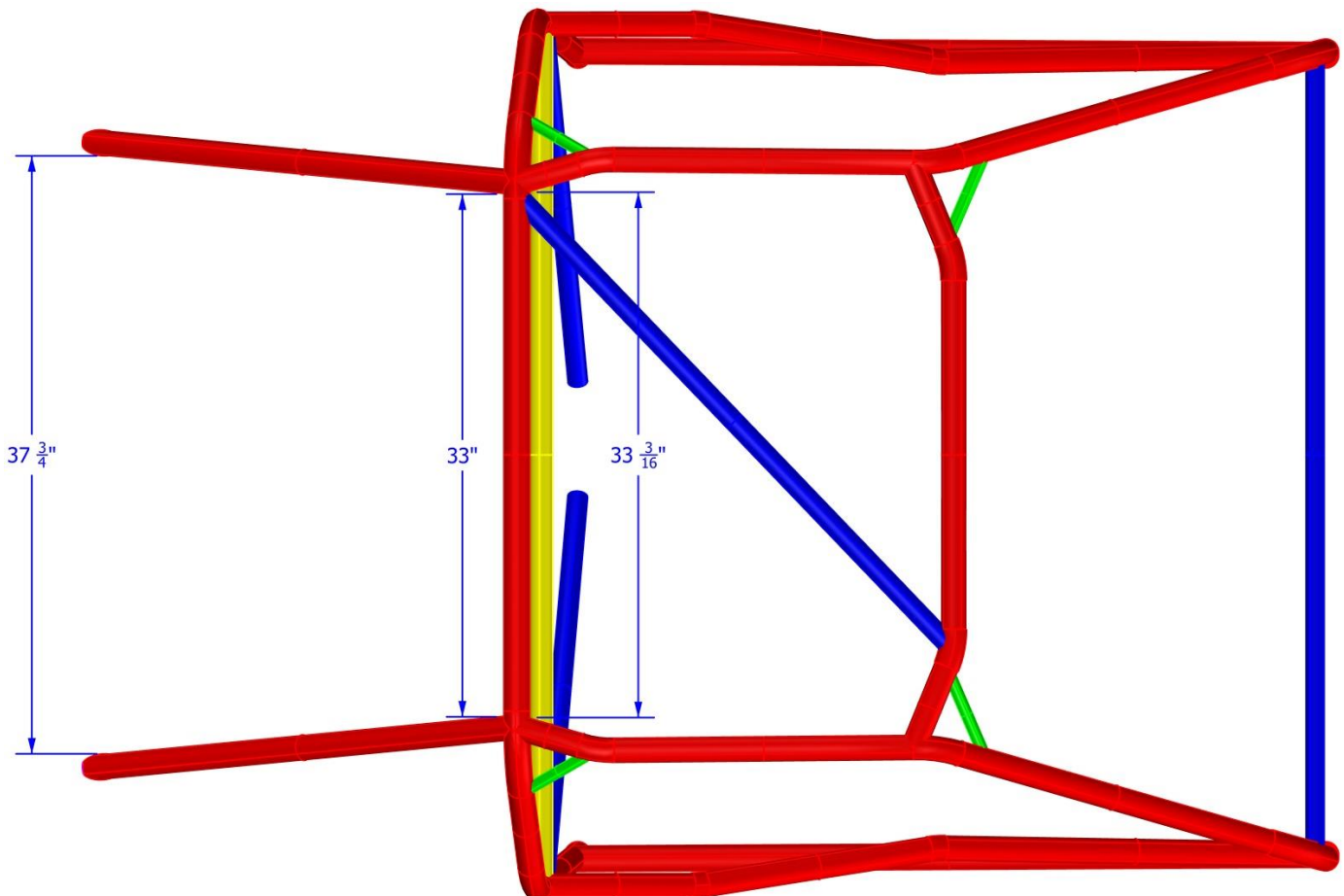
- Measure & fit 33-3/16" between notches where they attach to main hoop.
- The back of the A-pillar legs should be right around 5-1/2" forward of the hump in the floorboard.

6. Fit the rocker bars in place, and verify the fitment of the tube assembly so far.

- If the rocker bars fit in place, proceed to install the C-pillars (and rear-X if purchased).
- NOTE: If the rockers do not fit, readjust the main hoop angle and position along with the A-pillars front/rearward as necessary to get the rocker bars set.

7. Locate the C-pillars in place, referencing the dimensions in the layout below:

- With a marker, trace the outline where the C-Pillar meets the main hoop. Pull them away temporarily and drill a vent hole in the center of each outline.
- Replace the C-pillars and tack firmly to the Main Hoop.
- **TIP: Continue to use this marking & drilling process as you position the rest of the bars in subsequent steps. This is also helpful with locating where to sand.**



8. **OPTIONAL:** The C-Pillar to Main Hoop weld joint does not have a lot of top side clearance. If you aren't 100% sure you can reach the tops of these weld joints with the cage assembled in place, proceed with this step - **it must be done before going any further in the installation:**
- Dismantle the tubes forward of the main hoop and 'gently' rotate the main hoop forward & move as needed to fully weld those joints together.
 - Reposition the welded assembly back into place, and reattach the A-pillars and Rocker bars.
9. Install the dash bar, measuring 22-7/8" from bottom of the tube to the top of the A-pillar base plate.
10. Place the 'eyebrow' bar in position, 23-1/2" from inside main hoop to inside notch (reference pictures above).
- NOTE – if fitting the dash & eyebrow bars is difficult and throws off the fitment of the rest of the assembly against the inner body structure of the car, you can trim them shorter to 'relax' the fit. Only cut a **SMALL** amount (we're talking ~1/8" total) of their length and test fit before cutting any more. **We will not replace/warranty modified tubes so do so at your own risk.**
11. The tubes installed up to this point should be in their final position, if everything is in good order, then:
- Tack all joints in multiple locations – at least 3 places each.
 - After they have all been tacked, you can fully weld them at this time.
12. Install the door bars per referenced dimensions in the first picture. Once they are set, fit the harness bar into the notches on the insides of the upper door bar ends. Tack all (3) bars in place.

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13. Install the tunnel brace bars & tunnel plates:

- Align the notch to the main hoop, and the mitered face to the tunnel noting the respective sides – one tube is longer than the other due to the tunnel being offset; the placement of these bars may float some depending on your preference.
- Once the tube is positioned, locate the 4" x 4" plates on the tunnel, centered on the tube location as fitment allows. Tack & weld the plates in place.

14. Install the top diagonal & tack into place. Fully weld once positioned.

15. Locate & tack the (4) corner gussets. The gussets are marked for their proper locations. Fully weld once positioned.

