

READ ALL INSTRUCTIONS COMPLETELY AND THOROUGHLY UNDERSTAND THEM BEFORE DOING ANYTHING.  
CALL CHASSISWORKS TECH SUPPORT (916) 388-0288 IF YOU NEED ASSISTANCE.

# INSTALLATION GUIDE



## 5907-34X21

### 34" x 21" Muscle Car Builder Wheel Tubs



**Description:** Builder wheel tubs - 34" diameter x 21" wide, 18-gauge steel with radiused corner and offset lip for overlapped seam; 3-1/4" extra skin length past end cap. Shipped unassembled for easier installation.

# PARTS LIST

## 5907-34X21 - Builder Wheel Tubs, 34" Diameter x 21" Wide

Qty	Part Number	Description
2	7972-2187	Wheel tub radiused end cap, half circle
2	7972-2191	Wheel tub skin, 34" x 20", 18-gauge

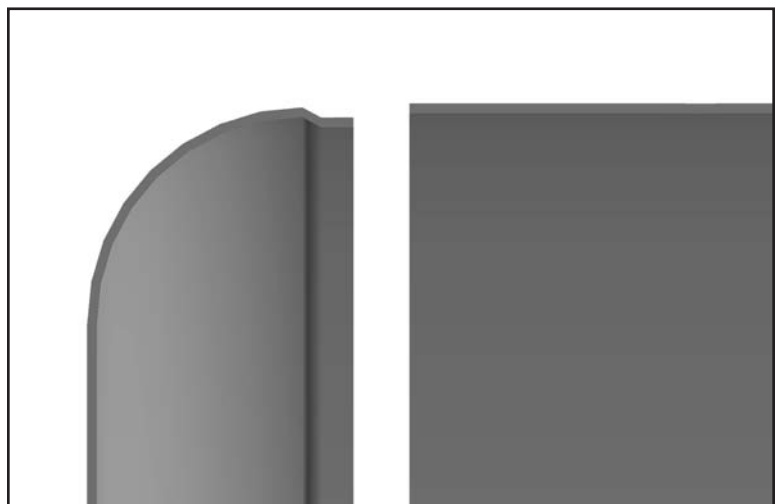
## INSTRUCTIONS

- Do not destroy the shipping carton, it will be used for patterns. Read and understand the instructions before starting.
- All rear suspension components and fuel tank must be removed before beginning installation. The chassis must be bare.
- Seats, carpet and interior panels must be removed to reduce the risk of fire during installation.
- Panels can be bead rolled for additional strength and custom appearance before they are assembled.
- All seams and joints should be initially spot or stitch welded prior to completing the welds.

1. Wheel tubs are shipped as easy to assembly two-piece units.



2. The tub end cap features a radius rolled along the outside edge with offset shoulder to form an overlapped joint with the tub skin. This feature makes the seam easier to align and weld with a clean finished exterior appearance.



3. A cardboard mock-up is built as a cutting template for the actual wheel tub. The tub end cap outline is traced onto cardboard then cut out. The tub skin is traced onto cardboard so that the bend will form across the cardboard grain.
4. Trim the cardboard tub skin to fit closely against the quarter panel.
5. Interior panels that interfere with the cardboard tub skin must be trimmed for clearance at this time.



6. The cardboard tub cap is trimmed to follow the bottom edge of the frame rail.



7. After removing the cardboard mock-up from the car, place against the sheet metal end cap and skin, then trace the outline onto the sheet metal.
8. Trim the sheet metal to the correct shape.



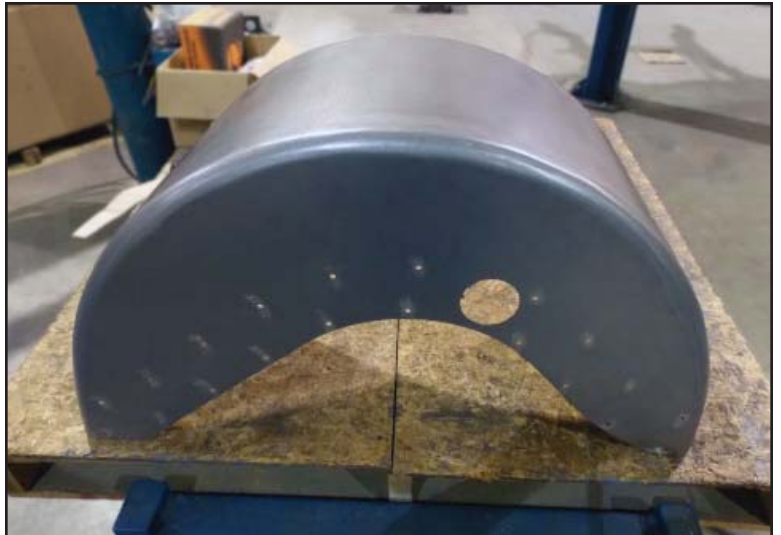
9. The wheel tub is assembled by welding along the outside seam. Sand weld smooth to provide a more finished appearance.



10. Staggered holes for the tub-to-frame rosette welds are marked and drilled along paths drawn  $\frac{1}{2}$ " from the edges of the frame rail. *The large hole in this image aligns with a threaded boss used for the anti-roll bar.*



11. The wheel tub is ready to verify final fit and tack into position.



12. Once in the correct position, the rosette welds are completed.



13. The back of the tub is supported by the trunk floor panel. Use silicone sealant to attach tub skin to inside of quarter panel to complete the wheel tub installation.



**WARRANTY NOTICE:**

There are NO WARRANTIES, either expressed or implied. Neither the seller nor manufacturer will be liable for any loss, damage or injury, direct or indirect, arising from the use or inability to determine the appropriate use of any products. Before any attempt at installation, all drawings and/or instruction sheets should be completely reviewed to determine the suitability of the product for its intended use. In this connection, the user assumes all responsibility and risk. We reserve the right to change specification without notice. Further, Chris Alston's Chassisworks, Inc., makes **NO GUARANTEE** in reference to any specific class legality of any component. **ALL PRODUCTS ARE INTENDED FOR RACING AND OFF-ROAD USE AND MAY NOT BE LEGALLY USED ON THE HIGHWAY.** The products offered for sale are true race-car components and, in all cases, require some fabrication skill. **NO PRODUCT OR SERVICE IS DESIGNED OR INTENDED TO PREVENT INJURY OR DEATH.**

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