

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



**7047**  
**Swing-Out Clevis and Dual Blade-Eyebolt Set**  
**1-5/8" x .083" Tube**



**PARTS LIST**

**7047 - Swing-Out Clevis and Dual Blade-Eyebolt Set – 1-5/8" x .083" Tube**

Part Number	Qty.	Description
1144	2	Weld eye with 1/2" hole
1160	2	Weld clevis with 1/2" hole
907047	1	Hardware bag

**907047 - Hardware Bag**

Part Number	Qty.	Description
3603	2	Faspin 1/2" diameter x 1-1/2" long

# INSTRUCTIONS

This swing-out set is designed for use with a short piece of tubing welded to the main hoop and cage side to extend the upper and lower clevises past the A & B pillar into the door opening. On some cars, the main hoop and cage side are behind the A & B pillars. In order to swing the side bar out, an extension must be welded to the main hoop and cage side. This simplifies converting a solid side bar that is currently installed, to a swing-out style. The clevis in this kit is designed to slip inside a piece of tubing that is 1-5/8" OD with a .083 wall thickness.

1. The roll cage must be completely welded in the car before installing the Removable Side Bar Kit. Failure to do this will cause binding in the faspins because the welding process will change the length of the side bar.
2. Weld the clevis into one end of the side bar.
3. Fit a piece of 1-5/8" tube to the cage side. It needs to be long enough to extend past the A pillar into the door opening, but no longer than 6-1/2". Fit it so its angle will be the same as the side bar. Put the side bar with clevis installed on the weld eye make sure it has the correct angle. Weld the weld eye into its end.
4. Fit a piece of 1-5/8" tube to the main hoop. It needs to be long enough to extend past the B pillar into the door opening, but no longer than 6-1/2". Fit it so its angle will be the same as the side bar. Weld the weld eye into its end.
5. Cut the side bar so it is approximately 1/8" too long. Install the clevis into the side bar and the weld eye. Weld the upper and lower extension tube in place with the side bar installed.
6. Cut the side bar to the exact length and then, drill two 3/16" holes through the side bar to be used for welding rosettes. Weld these holes up first. This will prevent the clevis from pulling in and being too short. Then, weld the upper clevis to the side bar while it is installed. Use a round file or die grinder to elongate the hole if necessary. Do not drill the faspin hole over sized.

## 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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