

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

INSTALLATION GUIDE



7052-F10
Exact-Fit Roll Cage
1-5/8" .134 Mild Steel '67-69 Camaro



Description: 1-5/8" diameter x .134" wall thickness - Includes main hoop, cage sides, windshield brace, weld-in side bars, removable back brace, exact-fit bent rear struts, and 1-1/4" diameter subframe struts to convert to 8-point cage. Options include: removable side bars, quick lock L-handles and stainless steel spuds for removable back brace and side bars.

PARTS LIST

7052-F10 - Exact-Fit Roll Cage

| Qty | Part Number | Description |
|-----|-----------------|---|
| 1 | 2027 | Floor Plates 6 Pieces 1/8 x 6 x 10 Gauge |
| 1 | 2168 | Roll Cage Gusset Tree (set of 8) |
| 1 | 4870-01-3 | Main Hoop 1-5/8" .134 ERW '67-69 Camaro |
| 1 | 4870-04-3 | Windshield Brace 1-5/8" .134 ERW '67-69 Camaro |
| 2 | 4870-17-3 | Sidebar, Weld-in, 1-5/8" .134 ERW '67-69 Camaro |
| 1 | 7034 | 1-5/8" Removable Back Brace Kit |
| 1 | E20.134-060.000 | Tube 1-1/4 x .134 ERW x 60" (2 Subframe Struts) |
| 1 | E26.134-060.000 | Tube 1-5/8 x .134 ERW x 60" (Back Brace) |

One Pair of Cage Sides Below Included -

| | | |
|---|-----------|---|
| 1 | 4870-02-3 | Cages Side, Driver Side, '67-69 Camaro (installs in front of dash) |
| 1 | 4870-03-3 | Cages Side, Passenger Side, '67-69 Camaro (installs in front of dash) |
| 1 | 4870-10-3 | Cages Side, Driver Side, '67-69 Camaro (installs through the dash) |
| 1 | 4870-11-3 | Cages Side, Passenger Side, '67-69 Camaro (installs through the dash) |
| 2 | 7972-2095 | A -Pillar Roll Cage Gusset, '67-69 Camaro (through dash cage side only) |

One Pair of Bent Rear Struts Below Included -

| | | |
|---|-------------|--|
| 1 | 4870-06-3 | Rear Strut OEM Frame, Driver Side, 67-69 Camaro |
| 1 | 4870-07-3 | Rear Strut OEM Frame, Passenger Side, 67-69 Camaro |
| 1 | 4870-12-3 | Rear Strut g-Street Frame, Driver Side, 67-69 Camaro |
| 1 | 4870-13-3 | Rear Strut g-Street Frame, Passenger Side 67-69 Camaro |
| 1 | 4870-06-3-2 | Rear Strut DSE Frame, Driver Side, 67-69 Camaro |
| 1 | 4870-07-3-2 | Rear Strut DSE Frame, Passenger Side, 67-69 Camaro |

Optional Components -

| Qty | Part Number | Description |
|-----|---------------|--|
| 2 | 7030 | 1-5/8" Swing-out Clevis and Single Eyebolt Kit |
| 2 | 3226-L-50-150 | Quick Lock L-Handle |
| 2 | 5918-126 | Roll Cage 1-5/8" Tube Spuds (pair) |

SANCTIONING BODY APPROVAL

To assure class legality, you must measure all roll cage tubes that have a minimum size requirement. Chassisworks will replace any tube that does not meet the .134" wall thickness minimum, provided the tube has not been installed. You must return the undersized tube to Chassisworks for replacement. (Freight and installation is not included.) **It is the owner's and builder's responsibility to check with the governing racing organization regarding the legality of removable back braces and swing out door bars.**

INSTRUCTIONS

Read all instructions and make sure you understand them before starting.

1. Remove all interior upholstery, seats, carpets, and front and rear kick panels. It is not necessary to remove the headliner or dashboard.
2. Separate the floor plate tree into its six individual pieces.
3. Trial fit the main hoop to locate the correct floor plate position. Main hoop should be even with forward edge of B post and either follow the B post angle or be positioned 90 degrees to the rocker panel. If the hoop seems too tall, do not cut at this time. Final trim fit will be made after the floor plates have been welded into place.
4. Determine where the floor plates go. The main hoop should be centered on the floor plate. Floor plates will sit on top of the rocker panel. Floor plates will need to be bent to achieve a proper fit. Plates can be clamped in a vise and struck with a hammer to bend. The better you follow the contour of the floor, the easier the floor plates will be to weld. Once bent into the correct shape the floor plates can be tack welded into position. **ALL TACK WELDS SHOULD BE EASILY ACCESSIBLE WITH A CUT OFF WHEEL FOR REMOVAL.**
5. Reposition the main hoop to determine the cut length for ends of tube. Any adjustments to the height of the hoop should be made at this time. Trim only small amounts at a time, then refit to avoid cutting it too short. Once correctly trimmed and fit, tack weld the main hoop in place to begin test fitting the cage sides.
6. Trial fit the cage side to locate the correct floor plate position in the area of the A pillar. The cage side should be centered on the floor plate and positioned at the main hoop for maximum head clearance. Floor plate will need to be bent to achieve a proper fit as previously done for the main hoop floor plates. Once bent into the correct shape the floor plates can be tack welded into position.
7. Reposition the cage side to determine the cut length for floor plate end and notch angle and position of main hoop end. Reposition to verify the cage side fits correctly.
8. Trial fit the windshield brace to determine the correct length and notch angles. The brace should be positioned as far forward as possible without impairing vision through the windshield. Once correctly notched and fit, **securely** tack weld into position.
9. With the windshield brace still tacked to the cage sides, remove all tack welds at the main hoop. Push the main hoop rearward. Remove the tack welds at the cage side tubing to floor plate joint, then lower the cage sides and windshield brace as an assembly.
10. Weld completely around the windshield brace joint. Weld roll cage gussets on each side of the tube at the windshield brace to cage side joint (4 gussets total). Once welded, the cage sides and main hoop can be tack welded back into position.
11. Completely weld the cage side to main hoop joints before positioning the gussets. Once welded, the remaining four gussets are welded to both sides of the tube at the cage side to main hoop joint.
Note: To weld by the headliner or window without burning them, you need a piece of wet cardboard and a piece of aluminum sheet. Duct tape a piece of cardboard to the aluminum sheet about 12 inches square. Soak the cardboard with water. Slide the sheet between the roll bar and headliner with the wet side against the part you want to protect while welding.
12. Installation of bent rear struts. The install procedure is different depending on the rear frame.

OEM Rear Frame

The rear strut follows the roof through the package tray and attaches to the OEM trunk floor beside the wheel well. Trial fit the bent rear strut to locate the correct floor plate position and main hoop attachment point. Rear strut tubes must be trimmed and notched at the main hoop for fitment, then tack welded in place.

g-Street Rear Frame

The rear strut follows the roof through the package tray and attaches to the rear frame outrigger behind the wheel tub. Floor plates are not used with g-Street rear frame. Trial fit the bent rear strut to locate the correct frame outrigger position and main hoop attachment point. Rear strut tubes must be trimmed and notched at the main hoop and frame for fitment, then tack welded in place.

DSE Rear Frame

The rear strut follows the roof through the package tray and attaches to the DSE 4-link coil-over crossmember beside the wheel tub. Floor plates are not used with DSE rear frame. Trial fit the bent rear strut to locate the correct coil-over crossmember position and main hoop attachment point. Rear strut tubes must be trimmed and notched at the main hoop and crossmember for fitment, then tack welded in place.

13. All floor plates can now be completely welded to the vehicle.
14. Completely weld the rear strut to main hoop joints and rear struts to rear frame before installing the side bars, subframe struts and back brace.
15. Determine correct placement of the back brace at this time. Some racing organizations specify a height range for the back brace (safety harness attachment point) in relation to the driver's shoulders. Verify this with your specific organization. Once the correct position has been determined the back brace can be notched and tack welded in place. If installing a removable back brace refer to installation guide #917044 for specific information.
16. The length of 1-1/4" diameter tubing will be used to make two optional individual subframe struts running from the main hoop to back brace joints rearward to the subframe of the chassis or a crossmember. Fit and tack the subframe struts in place. The lower end of subframe struts should attach as close as possible to forward end of rear suspension link mount.
17. After checking seat clearances you can fully weld the subframe struts.
18. Determine position of side bars they should be mounted low in front and hip high at most, on main hoop, to facilitate entry and exit from the vehicle. If you are installing the removable side bars refer to the installation instructions with the 7034.
19. Hold the side bar in place at the main hoop and cage side. Notch the front of the side bar to fit the cage side and rear of the side bar to fit the main hoop.
20. Tack weld the side bar in place. After all clearances at the seat and door panels are checked, fully weld the side bars.
21. The roll cage is now ready for paint.
22. Reinstall the interior. Some parts may have to be trimmed.

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.**

Chris Alston's Chassisworks
8661 Younger Creek Drive
Sacramento, CA 95828
Phone: 916-388-0288
Technical Support: sales@cachassisworks.com

