

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

INSTALLATION GUIDE



7050-M10
Exact-Fit Roll Bar No Door Bars
1-3/4" .134 Mild Steel for '65-70 Mustang



Description: 1-3/4" diameter x .134" wall thickness roll bar - Includes main hoop, removable back brace, exact fit bent rear struts, and 1-1/4" diameter subframe struts. Options include: quick lock L-handles and stainless steel spuds for removable back brace.

PARTS LIST

7050-M10 - Exact-Fit Roll Bar (No Sidebars)

Qty	Part Number	Description
1	2006	Floor Plates 4 Pieces 1/8 x 6 x 10 Gauge
1	4872-01-1-X	Main Hoop 1-3/4" .134 ERW (X = 1 for Coupe, 2 for Fastback)
1	7044	1-3/4" Removable g-Street Back Brace Bracket Kit
1	E20.134-060.000	Tube 1-1/4 x .134 ERW x 60" (2 Subframe Struts)
1	E28.134-060.000	Tube 1-3/4 x .134 ERW x 60" (Back Brace)

One Pair of Bent Rear Struts Below Included -

1	4870-12-1-X	Rear Strut g-Street Frame, Driver Side (X = 1 for Coupe, 2 for Fastback)
1	4870-13-1-X	Rear Strut g-Street Frame, Passenger Side (X = 1 for Coupe, 2 for Fastback)

Optional Components -

Qty	Part Number	Description
2	3226-L-50-150	Quick Lock L-Handle
1	5918-144	Roll Bar 1-3/4" 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 four 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 rear struts.
6. 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.

7. All floor plates can now be completely welded to the vehicle.
8. Completely weld the rear strut to main hoop joints and rear struts to rear frame before installing the subframe struts and back brace.

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.

9. 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.
10. 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.
11. Once all clearances are checked you can weld the subframe struts.
12. The roll bar is now rear for paint.
13. 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.**

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