

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



## 7045 1-3/4" Removable Bent Sidebar Conversion Kit



**Description:**

Conversion kit for 1-3/4" x .134"-wall removable bent sidebar.  
For use with Chassisworks bent sidebar (P/N 4870-16-1) or custom bent sidebar.

**Includes:**

Clevis and tab for main hoop attachment, Gemini connector and base for A-Pillar area rocker attachment, and hardware. Bent 1-3/4" x .134"-wall sidebar tube is not included.

### PARTS LIST

#### 7045 - Removable Bent Sidebar Conversion Kit – 1-3/4" x .134" Tube

Part Number	Qty.	Description
1138	2	Weld clevis with 1/2" hole for 1-3/4" x .134" tube
1146	2	Gemini connector joint plug base
1150	2	Gemini connector joint receiver
2840	2	Mounting tab 3/8"-thickness for 1-3/4" OD tube
3100-050F2.25Y	2	Bolt 1/2-20 x 2-1/4" hex head, Grade 8
3101-050-20C	2	Locknut 1/2-20 nylon insert
3103-031F1.25C	4	Socket head cap screw 5/16-24 x 1-1/4"
3108-031H-S	4	Lock washer 5/16" high collar

# INSTRUCTIONS

1. The alignment pin on the base of the joint plug is not used in this application and must be ground flush.
2. Set the joint receiver over the joint plug and secure with the 5/16-24 x 1-1/4" socket head cap screws and high-collar lockwashers.
3. You will need a 1-3/4 x .134"-wall bent sidebar for installation; Chassisworks P/N 4870-16-1.
4. Insert the joint receiver into the front of the forward strut.
5. Position the sidebar assembly on the area on which it will be mounted and against main hoop. The sidebar tube is purposely oversized so it can be trimmed to fit as needed. Adjustments to the length, angle, and height can be made by trimming the ends. Be sure to consider interior panels, seat position, and accessibility when positioning the sidebar.
6. Once you have determined the installation position and angle of the sidebar assembly, use a disc sander with a scotch-brite pad to expose clean bare metal long the rocker before welding.
7. Leave the main-hoop end of the sidebar long for now. It will be marked for trimming in upcoming steps.
8. Tack weld the joint plug base to the rocker to hold its position while we are working with the sidebar.
9. Bolt the main-hoop mounting tab and billet clevis together.
10. Seat the mounting tab against the main hoop where it will be installed. The tab must allow the sidebar to be removed and match the downward angle of the sidebar.
11. The tab can be lightly tack welded at this time.
12. Using the clevis as a guide, mark the sidebar at the cut length.
13. Remove and cut the sidebar tube 1/8" longer than where it was marked. The tube can be easily trimmed to fit.



Insert the joint receiver into the front of the forward strut.



14. Drill three holes for rosette welds into the end of the sidebar tube.
15. With the assembled sidebar in position, tack weld the forward end of the tube to the joint receiver, Make sure the receiver is rotated so that the fasteners will be easily accessible.
16. At this point the mounting tab and Gemini joint base and receiver are tack welded. The clevis is fastened to the mounting tab, but remains unwelded or tacked to the sidebar.
17. The sidebar can be removed before completely welding Gemini joint receiver to the tube at this time.
18. Weld the joint plug base to the rocker.
19. Put the sidebar back into place before completely welding the main-hoop mounting tab.
20. Once all welds have cooled, the rosette welds at the clevis can be completed and allowed to cool.
21. The sidebar can be removed to finish welding around the clevis and tube.
22. The sidebar should now fit with minimal binding at the mounting tab fastener. If binding does occur, do not drill out the tab or clevis. Instead use a round file to elongate the hole on the tab.



**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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