

# Boss Frog Installation Instructions

## Double Hoop Rollbar for Mazda Miata



### Introduction

Congratulations! You have purchased one of the highest quality rollbars available today. Installing your new rollbar involves many steps, but is really not that difficult if you take your time and understand what you are trying to accomplish. These instructions will clearly illustrate the methods we have found to work the best. If something does not fit properly, we would like to know about it, so that we can improve our products. Contact us at [bossfrog@bossfrog.biz](mailto:bossfrog@bossfrog.biz) or see our website at [www.bossfrog.biz](http://www.bossfrog.biz).

### Table of Contents

Safety.....	1
Warranty.....	2
Contents of Kit.....	3
Tools Required.....	3
Disassemble and Prepare the Car.....	4
Install the Rollbar.....	6
Reassemble the Car.....	8
Illustrations and Photos.....	10

### Safety

The most important factor when installing a roll bar is your personal safety.

- Always use safety glasses while installing the rollbar.
- Use care when operating power tools, and always follow manufacturer's recommendations.
- Lift and support the car using the recommendations of the vehicle manufacturer.
- Beware of sharp metal edges and corners.

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## **Boss Frog Warranty**

### **A. Standard Boss Frog Warranty**

**Boss Frog Inc. (Boss Frog) warrants, in accordance with the provisions below, to the original purchaser for the period of 30 days from the date of delivery of a Boss Frog product, that the product is free from defects in material or workmanship. Boss Frog's obligation under this warranty is to repair or replace, at Boss Frog's election, without charge and at Boss Frog's place of business, any part or parts of the product which, in the judgment of Boss Frog, prove to be defective.**

**THIS WARRANTY AND BOSS FROG'S OBLIGATION HEREUNDER IS IN LIEU OF ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING, WITHOUT LIMITATION, THE IMPLIED WARRANTY OF MERCHANTABILITY OR IMPLIED WARRANTY OF FITNESS FOR PARTICULAR PURPOSE, and all other obligations or liabilities of Boss Frog for incidental and consequential damages resulting from the design, manufacture, sale or use of the machine. No person is authorized to make any warranty or assume for Boss Frog any liability not strictly in accordance with this warranty.**

### **B. Purchased Product Warranty**

This warranty does not apply to component parts not manufactured by Boss Frog, except to the extent of their individual manufacturer's guarantees.

### **C. Warranty Limitations and Exclusions**

This warranty shall not apply to any product which, in the judgment of Boss Frog, has been altered or tampered with in any way, or has been subjected to misuse, neglect or accident. This warranty applies only to the original purchaser and may not be assigned without the express written consent of Boss Frog, Inc.

### **D. Product Changes and Improvement**

Boss Frog is continually striving to improve its products, and therefore reserves the right to make improvements or changes when it becomes practical and possible to do so, without incurring any obligations to make changes or additions to the products sold previously.

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## Kit Contents – Double Hoop Models

### Parts

- (1) Rollbar Assembly RH
- (1) Rollbar Assembly LH
- (1) Saddle Assembly
- (2) Rear Foot Backer Plates
- (2) Front Foot Support Backer Plates
- (2) Saddle Foot Backer Plates

### Hardware (Black)

- (2) 7/16"-20 x 1.25" GRD 8 bolts
- (2) 7/16"-20 x 3" GRD 8 bolts
- (14) 3/8" x 1.5" GRD 8 bolts
- (4) 3/8" x 1" GRD 8 bolts
- (2) 3/8" x 1.25" GRD 8 bolts
- (22) 3/8" Flat Washers
- (20) 3/8" Lock Washers
- (20) 3/8" Hex Nuts GRD 8
- (2) 7/16" Flat Washers
- (2) 1/2" OD seat belt guide bushings
- (2) 1" OD seat belt tower bushings
- (8) black trim caps & washers

### Hardware (Stainless)

- (14) 3/8" x 1.5" GRD 8 bolts
- (22) 3/8" Flat Washers
- (20) 3/8" Lock Washers
- (20) 3/8" Hex Nuts GRD 8
- (2) 1/2" OD seat belt guide bushings
- (2) 1" OD seat belt tower bushings
- (2) 7/16"-20 x 1.25" GRD 8 bolts
- (4) 3/8" x 1" GRD 8 bolts
- (2) 7/16"-20 x 3" bolts
- (2) 7/16" Flat Washers
- (6) 9/16" chrome bolt caps
- (2) black trim caps & washers
- (2) 3/8" x 1.25" GRD 8 bolts

## Tools Required

- Safety Glasses
- Metric wrenches and sockets; 10mm, 14mm, 17mm
- US wrenches and sockets; 9/16", 5/8"
- T-40 Torx Drive 6 pt (late models only)
- Phillips Screwdriver
- 3/8" drill bit
- 12" long drill bit (5/16" preferred, 1/4" or 3/8" OK)
- Drill
- Tin snips or aviation shears
- Claw hammer or small crow bar
- Flat and round file
- Hacksaw or Dremel tool
- Floor Jack and jackstands (4)
- Utility Knife, Putty Knife

## Guide to the rollbar installation and instructions:

Many people who will install these rollbars do not like to read instructions, but need some general direction on what to do. For these people, we have provided a summary of the steps (in bold) preceding the detailed instructions.

We recommend setting aside some plastic bags or small containers to put fasteners and small parts during disassembly. Most of these parts will be reused during final assembly, and there is nothing more frustrating than not being able to find a part or fastener when you are almost done.

Also, there will likely be items on the car that may need adjustments, which are not specifically mentioned in these instructions. Wiring routing and ties, connectors, rubber plugs, excessive undercoating or caulk, or other items may need to be removed or modified to fit the rollbar in place.

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## DISASSEMBLE AND PREPARE THE CAR

### 1) Jack up the car and support with heavy jackstands.

- Following the manufacturer's instructions, raise the entire car and support at the four recommended lift points. Also remove the rear wheels. Note: **Do not lift only one side or one end!!!** Uneven support of the car will cause the chassis to twist, and the rollbar will not fit properly.



### 2) Remove the seats (and windscreen).

- Removal of the seats is optional, but allows easier access to the work area. DO NOT remove the seats or seat belt brackets in '94-'97 cars – slide seats all the way forward for these cars.
- Remove the 4 (metric) bolts from the base of each seat using a 14mm wrench or socket and remove the seats from the car.
- If your car has headrest speakers, remember to disconnect the wiring harness plug under the seats.

### 3) Remove the carpeting (with the top up).

- Using a small crow bar, claw hammer, or button removal tool, carefully pry the plastic buttons from the carpet at the front edge of the package tray.
- With the top partially raised, roll or fold the horizontal package tray carpet back under the convertible top.
- Remove the carpet (and padding) from the vertical wall behind the seats.



### 4) Remove the plastic side panels.

- Remove the top plastic cover over the seat belt tower bolts by pulling upwards.
- Remove the boot snaps with a phillips screwdriver and remove any other fasteners from the plastic panels.
- Remove the windscreen, if installed.
- There is a small rectangular plastic piece that connects the plastic panel behind the seat belt tower. Carefully use a screwdriver to pry this out toward the rear of the car.
- A metal top corner connector and weather stripping must be removed from each side.
- Remove any remaining screws from the plastic side panels and remove both plastic panels by sliding them forward over the seat belt bolt.



### 5) Remove the metal package tray cover.

- Remove the bolts from the perimeter of the cover using a 10mm socket and set the tray aside.
- This will reveal the flat areas on each side of the fuel tank where the rear mounting feet will be bolted. Anything in these areas (insulation pads, security system, rubber plugs) should be moved so that these areas are clear.



### 6) Put the convertible top down.

- You may want to cover the rear window area with a towel or cloth to protect it during rollbar installation.

### 7) Remove the cockpit brace ('94 – '97).

- Remove the cockpit brace end covers, loosen the bolts and remove the brace.

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8) **Remove seat belt tower bolts.**

- Remove the top bolts holding the seat belt guides using a 17mm or 5/8" wrench or socket.
- On the front side of the seat belt towers underneath the seat belt reels is a bolt that secures the reels in place. Remove the bolt from each side using a 17mm or 5/8" open-end wrench.



9) **Remove the ECU (if installed) and cut off top stud.**

- If an ECU is installed behind the passenger seat, the top bolt must be removed. Remove the nut, then bend the stud back and forth with a pliers until it snaps off.

10) **Tilt the Seatbelt Reel.**

- In order to make the seatbelts retract better, the seatbelt reel can be repositioned slightly for better alignment with the guide.
- With the lower bolt loosely installed and the top bolt removed, tilt the top of the reel assembly towards the inside of the car. Mark and drill a new hole for the metal tang so the reel is tilted as far as possible inside the housing (about 5/8").
- Drill and tap a new hole for the top bolt, or use an oversize washer to hold the seatbelt reel in its new position.



11) **Remove the plastic splash panels from the front of the inner rear fenders.**

- Remove the small bolts with a 10mm socket (or plastic fasteners with a phillips screwdriver) and remove the plastic panels.



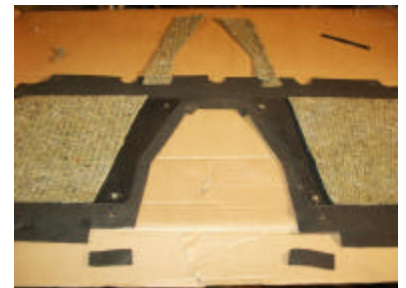
12) **Clean the area where the saddle feet will mount.**

- The corner area of floor where the driveline tunnel and the vertical wall behind the seats meets is where the saddle feet must be mounted. Typically this area has excess body caulk which must be removed.
- Pull back the floor carpet to reveal this area, and using a putty knife, scrape the floor area (about 4" square) so that it is flat.
- Make horizontal slits in the carpet on both sides of the tunnel, just above the floor. Start at the back of the carpet and cut horizontally forward about 3-1/2" long. This will allow the saddle feet to sit directly on the metal floor with the carpet still in place against the tunnel and floor.



13) **Trim the back wall carpet insulation.**

- Lay the carpet from the vertical wall behind the seats on a flat surface with the insulation facing up.
- Lay the saddle assembly over the center section of the carpet, approximately in the position it will be installed (feet aligned with the lower edge of the carpet).
- If the insulation overlaps the saddle legs, it should be trimmed and removed, so the saddle can lay flat on top of the carpet when installed. Mark and cut the insulation with a knife or tin snips and remove it. **Re-install the carpet on the vertical wall behind the seats.**



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## INSTALL THE ROLLBAR

### 14) Install the Saddle.

- With the floor, tunnel, and back wall carpet in place, test fit the saddle. The back of the saddle assembly should fit tight against the back wall (**with carpet installed**), centered over the tunnel, and the feet should be relatively flat against the floor.
- Make any adjustments required to get a good fit. Do not drill or bolt the assembly at this time.
- '94 –'97 **Miatas** have extra bolts attaching a horizontal seat belt bracket into the tunnel near the back wall. The saddle is designed to fit over these brackets and bolts without removing them. The procedure for installing the saddle is slightly different for these models;
  - Hold the saddle **vertically** in position over the tunnel and push down, until the front edge of the feet are directly on the metal floor (with carpet pulled back) and close to the back wall.
  - Push the top of the saddle rearward toward the back wall while holding the saddle feet in position, until the large saddle holes "snap" over the seat belt brackets.



### 15) Fit the rollbars into position.

- *Be very careful not to cut or damage the wiring harnesses during installation of the rollbar.*
- Install one hoop at a time by carefully guiding the rear foot into position on the flat steel areas on each side of the fuel tank.
- **The seatbelts should be *inside* the rollbars on both sides.**
- There may be a rubber plug in this foot area, which should be removed (the resulting hole will sometimes align with the front hole on the rear foot). If there are other electrical plugs or hardware that obstruct the foot location, carefully move these items.
- If you have ABS brakes, the rear foot may interfere with the wiring location. If so, disconnect the wiring harness (behind the seat) and pull the wires into the inner fender area. Re-route the wires after the installation is complete.
- The two front feet should now begin to line up with the lower bolt hole at the base of the seat belt tower, and the top of the saddle.
- Fit the second hoop into position.

### 16) Bolt the rollbars into position.

- When the front feet appear to be properly aligned, start the 7/16 x 1.25" bolts (fine thread) with one of the existing flat washers through the front foot of the rollbar and into the threaded holes at the base of each seat belt tower, using a 5/8" open end wrench (**do not tighten**). The assembly sequence is; bolt, washer, front foot, seat belt reel, and into the threaded hole. It is not necessary to reinstall any of the thick washers which may have originally been *behind* the seat belt reels.
- Install the trim cap washer on the 7/16" x 3" bolt (except for stainless installations), then a 7/16" flat washer, and insert through the top mount plates of the rollbar and the 1-7/8" long spacer tube, into the threaded holes at the top of the seat belt towers. **Important note:** This top bolt does not always align perfectly with the threaded hole due to variations in seat belt tower dimensions and rear foot clearance. You may need to rock each rollbar or apply pressure on the hoop to get the bolt started. We recommend recruiting a friend to help position the bar. An alternate method is to start the upper 3" bolt first, then the lower 1.25" bolt. If you cannot get the bolt(s) started, it sometimes helps to twist the car slightly by raising or lowering one corner of the car. In rare cases, the hole on the top mount plate can be enlarged slightly using a rat-tail file to allow proper fit.



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- Using a punch or screwdriver to align the saddle holes, install the four 3/8" x 1" bolts with trim rings to attach the saddle and the inside feet together.
- After all fasteners are started, recheck to see that all wires are clear and the seatbelts are inside the rollbar, then tighten all the bolts to approximately 45 ft lbs using 5/8" and 9/16" wrenches.
- Hold the saddle centered in position with the back of the legs as tight as possible to the vertical wall behind the seats. Drill (4) 3/8" holes through the floor, using the saddle feet as guides (check to be sure there is no wires or obstructions underneath this area).
- Insert 3/8" x 1.5" bolts through the holes, and attach the saddle foot backer plates (square with two holes) underneath the car using 3/8" washers, lock washers and nuts.
- Tighten the saddle foot bolts to approximately 45 ft lbs using 9/16" wrenches.
- Install the plastic trim caps on the saddle and seat belt tower bolts. For stainless installations, install the plastic retainers over the bolt heads, then push the chrome caps over the retainers. Note that these parts will not easily come off once installed.



**17) Drill the front foot support holes and install backer plates.**

- With a 3/8" drill bit, drill through the holes in the front foot supports (2 each side).
- Install the 3/8" x 1.5" bolts from the front, then attach the front foot support backer plates from inside the fender well with the supplied washers, lockwashers, and nuts. The fastener sequence is generally bolt, finished part, chassis, backer plate, flat washer, lock washer, and nut. Tighten the nuts to 50 ft lbs each using 9/16" wrenches.



**18) Drill the rear mounting foot holes and install the backer plates.**

- Using the long drill bit, drill down through the three mounting holes in each of the rear mounting feet. The space is tight here, but it can be done.
- If you can't drill all three holes from the top, then drill the front two holes, bolt in the backer plate from underneath, and drill the third hole from below. It may help to hold the convertible top partially open.
- Using the 3/8" drill bit from underneath the car, drill up through the new holes. Spend a few extra minutes making sure these holes are reamed out well, to give as much bolt clearance as possible.
- Insert the 3/8" x 1.5" bolts from the top. Note that it may be easier to access the rear bolts from the trunk compartment. Test fit the backer plates from underneath the car. If the bolts are too close to the frame, the backer plate can be trimmed or modified for a better fit. Bolt in the backer plates using the 3/8" x 1.5" bolts, washers, lockwashers, nuts, and 9/16" wrenches, and tighten the nuts to 45 ft lbs each. The fastener sequence is generally bolt, rollbar, chassis, backer plate, flat washer, lock washer, and nut. **NOTE:** If you have a fuel vent hose attached in this area, it needs to be unclipped and relocated to allow the backer plate to fit.



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## RE-ASSEMBLE THE CAR

### 19) Re-install the fender liners and wheels.

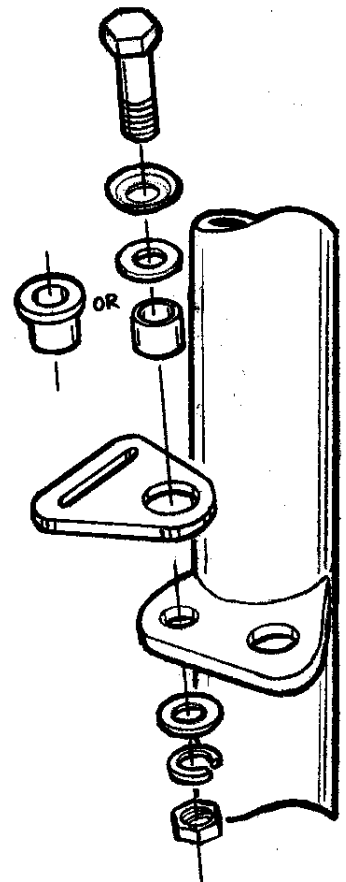
- We suggest coating the installed backer plates with some undercoating spray (underneath the car) to seal up the area and reduce road noise.
- Re-install the fender liners and carefully lower the car from the jackstands.

### 20) Attach the seat belt guides.

- A pair of Boss Frog Seatbelt Adapters has been included with your rollbar. These will generally allow the seatbelt to retract more smoothly than the stock guides. However, you have the option of re-installing the stock seatbelt guides, or cutting the stock guides off and installing the Seatbelt Adapters. Choose one option from the following;

#### If re-installing the stock seatbelt guides:

- Install the seat belt guide as shown the illustration, including the 1/2" nylon bushings and washers as shown (no trim ring for stainless).
- Tighten the 3/8" x 1" GRD 8 bolts using 9/16" wrenches to 50 ft lbs and install the plastic trim caps.
- Note: Because the angle of the seat belt guide is different that the factory installation, it is normal for the belts to retract slower than before the rollbar was installed.



#### If installing the seatbelt adapters:

- Remove the seatbelt anchor bolt near the floor of the vehicle using a 5/8" wrench.
- Position the hole toward the rear of the car, with the fat end toward the inside of the car (driver's side shown).
- Slide the adapter up to the male end of the buckle and manipulate the buckle through the adapter's slot. This may require some effort, but the buckle must be able to fit through the slot. If it doesn't fit through, DO NOT proceed further\*.



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- Unbolt the stock seatbelt guide from the rollbar tab using a 9/16" wrench.
- Carefully cut through the stock seatbelt guide using a hacksaw, jigsaw, or rotary cutoff tool and remove it from the seatbelt. **Be very careful not to cut, burn, or damage the seatbelt.**

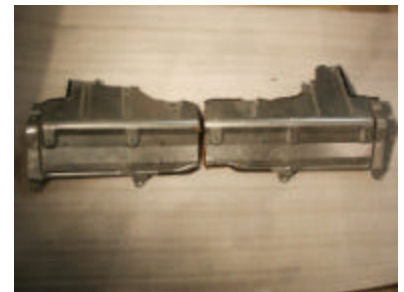


- Install the new seatbelt adapter into place on top of the rollbar tab, in the same position as the stock guide. Use the existing 3/8" grade 8 fasteners originally supplied with the rollbar (bushings are not required). Re-install the plastic bolt cap and flange if desired.
- Reinstall the seatbelt anchor end using the stock seatbelt anchor bolt.



#### Re-install package tray.

- The metal package tray must be cut in half to re-install. This will not effect the performance or appearance of the finished installation.
- Measure and mark the approximate centerline of the package tray and cut both the metal tray and insulation material with a metal shear or tin snips. Do not cut through any bolt holes.
- The tray must be notched to allow re-installation – use the package tray template provided, and cut the sheet metal with tin snips or a jigsaw. **Warning:** the package tray edges are sharp, and will damage the paint if allowed to contact the rollbar tubes. One option is to apply electrical or duct tape over these sharp edges to prevent injury to fingers or paint.
- Carefully guide each half of the package tray into position and attach with the original 10mm bolts.



#### 21) Re-install carpet.

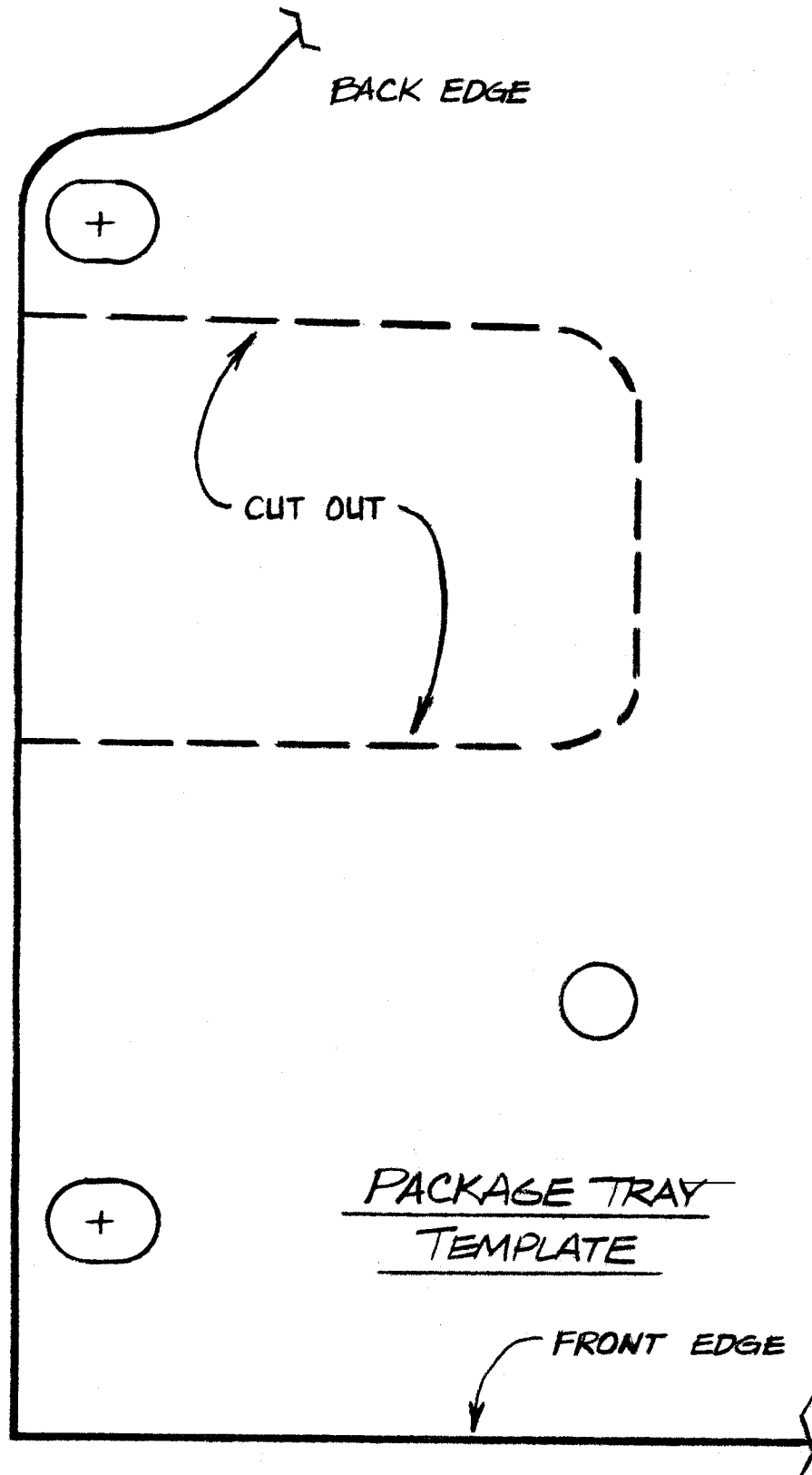
- With the top partially raised, lay the package tray carpet as flat as possible behind the rollbars. Mark where the carpet meets the base of the rear hoop braces, and carefully cut a slot in the carpet toward the sides of the package tray.
- Mark and cut the carpet around the tubes – careful, this will show if you make the holes too big. Cut the hole small at first, and enlarge until it just fits around the tubes.
- Use some duct or carpet tape underneath the carpet to hold the trimmed edges together, and re-install all the plastic buttons.

#### 22) Re-install Brace Bar ('94 – '97).

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- The brace bar may be re-installed if desired.
- 23) **Re-install seats.**
- Re-install the seats and plug in the headrest speakers (if installed).
  - Even though you are not completely done with the installation, we recommend that you take a break and go for a test drive. Careful, heads will turn to look at the new addition to your car.
- 24) **Fit plastic trim panels.**
- Back to work.
  - The plastic trim panels are not difficult to modify, but they require some time and patience to do it properly. Cutting templates are provided, but only give an idea of what your panels will look like when they are completely trimmed.
  - The easiest way to explain the process is that you will be cutting each plastic panel in half vertically. To start, **cut the panel in half, following the inside corner of the panel.** We suggest using an aviation shears or tin snips for this job. When you are done trimming, a flat file will help straighten the lines and make them look professional.
  - Fit the inside half of the panel into position, noting that it is too wide to fit over the rollbar leg. While holding the panel roughly in position, make a mark at the top edge at the desired width. Generally it will be about 1" to 1-1/4" from the formed corner where you cut the panel in half. Draw a vertical line down the panel, and **cut off less than your mark indicates.** Test fit again, trimming toward the desired line until the panel lays flat.
  - Fit the outside half roughly in position. Usually, the front foot of the rollbar interferes with the panel. Cut a notch in the panel for this front foot to fit through. **Warning – do not cut anything else from this half until the front foot notch is complete.** Often, nothing else needs to be cut for the panel to fit along the edge of the rollbar. After the outside panel fits, the top needs to be trimmed around the rollbar hoop to allow the horizontal surfaces of the two halves to meet at the rear.
  - You will need to cut the end off the seat belt trim rings and elongate the hole to make it fit properly. Again, use a file to make the final edge straight and smooth.
  - Reinstall all trim rings and panels. Automotive trim edging can be used to "fix" any cutting errors you might make, or to make the install more professional looking.
  - The windscreen on M2's can be made to fit around the rollbars, but most people prefer to leave it out, or to use a custom acrylic windscreen.
- 25) **Boot Cover.**
- The boot cover no longer fits properly. Some people continue to use it this way, some discontinue using it, and some modify it to fit – this is your choice.
  - If you choose to modify the boot, it can be done by ripping the corner seams and having it re-sewn to fit around the bars. We recommend taking it to an upholstery shop for advice.
- 26) **Rollbar Padding.**
- Many different types of rollbar padding can be purchased from a variety of sources. Custom SFI padding and vinyl covers are available through Boss Frog retailers.
  - **Depending on the normal seat adjustment and height of the driver, padding may be needed to prevent injury in case of an accident.**
  - The purchase and installation of proper padding on the rollbar is the responsibility of the owner.
- 27) **Enjoy your new rollbar.** Thanks for buying Boss Frog.

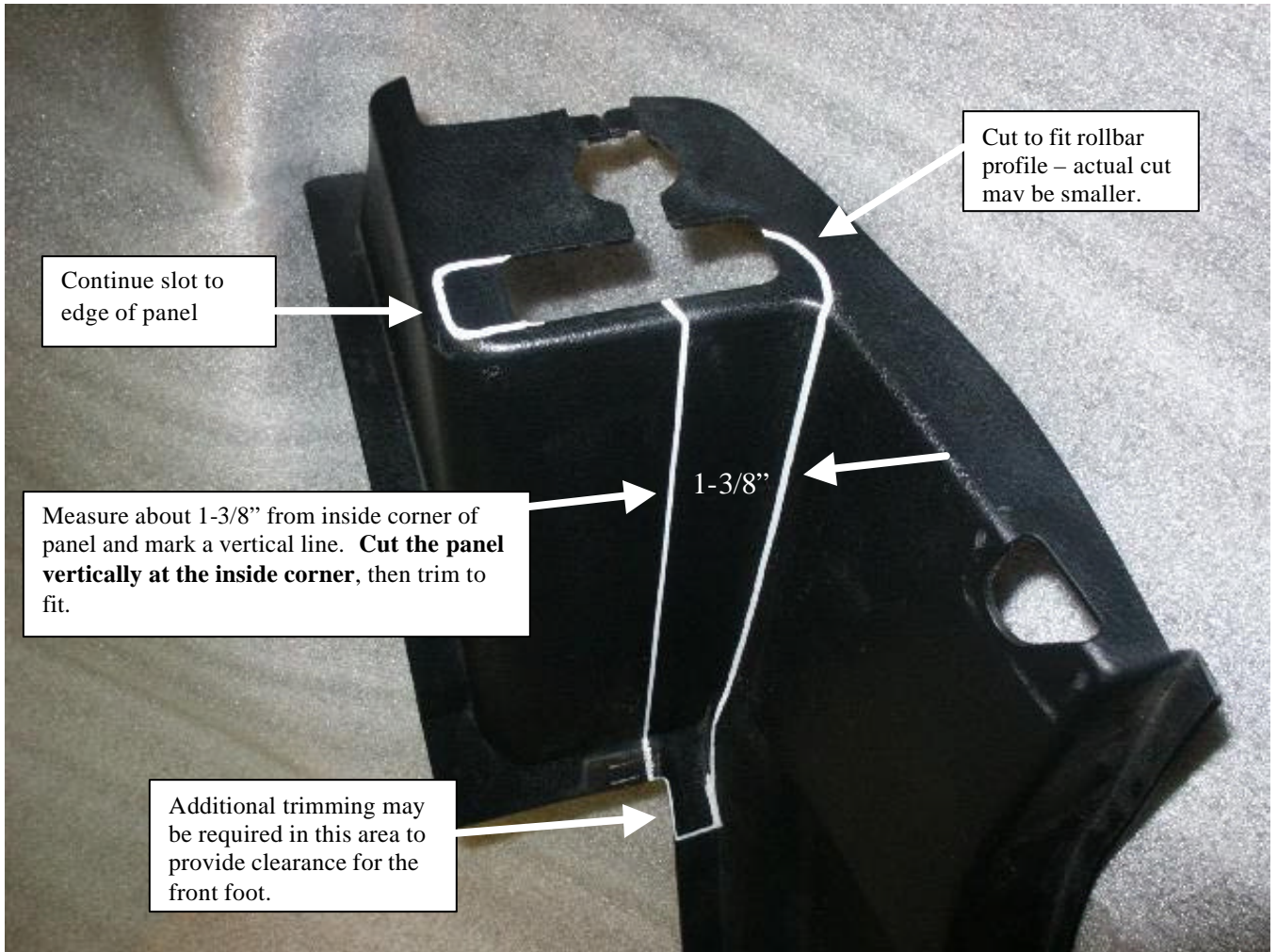
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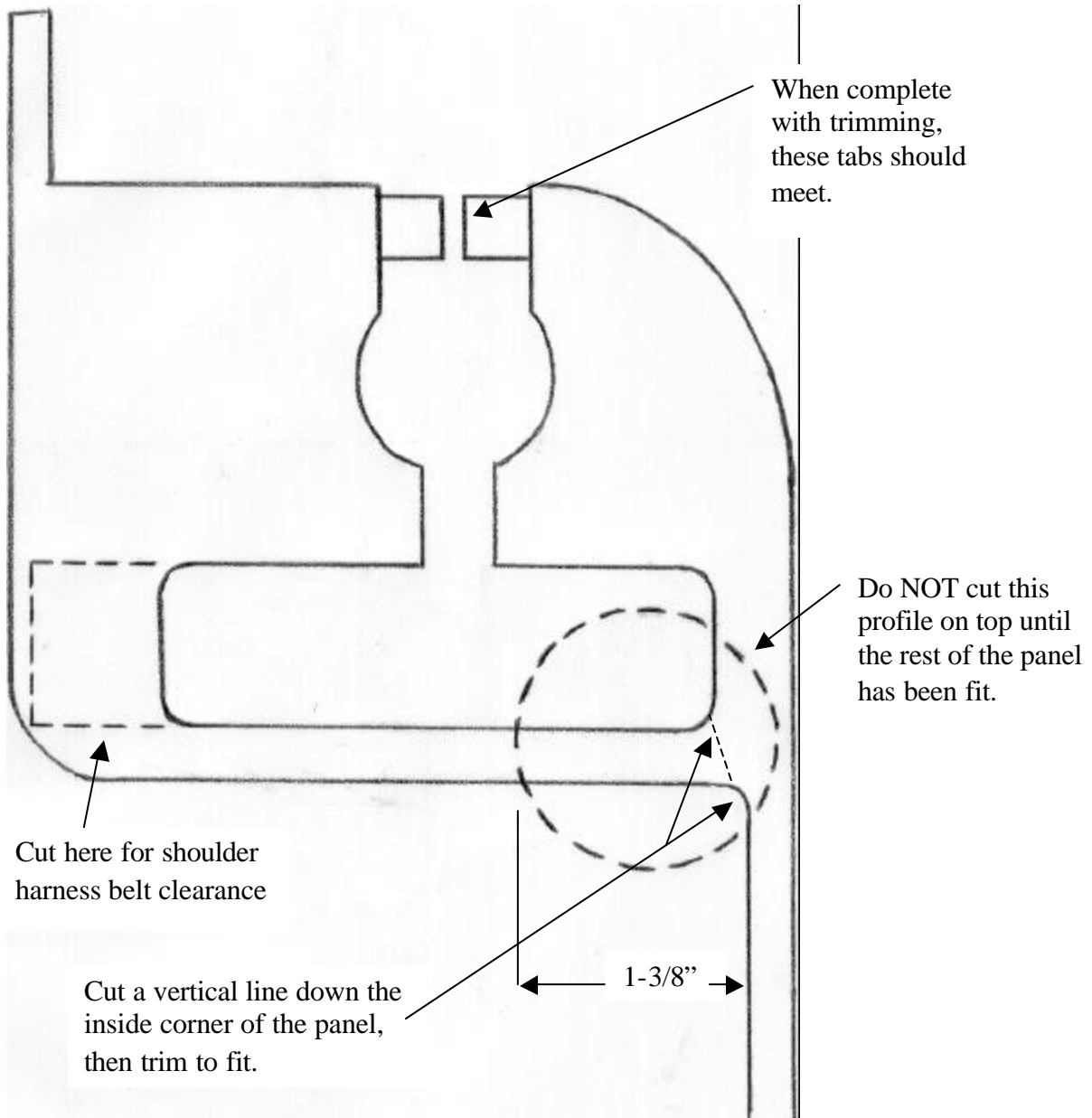
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## **Plastic Trim Panel Cutting Instructions**

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### Plastic Trim Template (top view)

Approximate cut lines only – cut inside lines and trim to fit.

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