

## RBL020 5SSS/A (Land Rover Series 1,2, 3 and Lightweight) and RBL020 5SSS/B (Defender) Fitting Instructions

Unwrap the roll cage and unpack the individual fitting kits. At this point it is recommended that all the main components are checked against the assembly drawing provided on page xxx of these instructions. Should any parts or fixings be missing at this stage, or during installation, please contact your stockist.

Throughout the assembly we shall use a variety of different fasteners; the torque setting for each different size is listed below:

M10 - 45Nm M12 - 70Nm M14 - 95Nm 7/16<sup>th</sup> - 55Nm

1. Unwrap bar and check that you have got the parts as shown in the diagram below, plus chassis plates and a fitting kit.
2. Place the main hoop in the vehicle at the front of the rear body - as far forward as it will go.
3. Centralise the base plates on the floor from side to side.
4. Mark and drill through all eight holes in the base plates, using a 12mm drill.
5. Working under the vehicle, position the angled plates to the chassis and body into position dictated by the holes in the floor above.
6. *On the Series 1, 2, 3 & Lightweight models we supply universal brackets which will need to be trimmed as necessary to achieve the best fit. Please note that on the Lightweight it may be necessary to modify the angle plates to clear the extra outrigger. It may also be necessary to drill a hole in the plate to allow the shock absorber mounting bush to pass through.*
7. *On Defender models, the plates are already made to fit the chassis but may need slight modifications depending on the model year of the vehicle.*
8. Working in the rear of the vehicle, mark through the holes in the floor and onto the upper edge of the angle plates using the holes in the floor as markers.
9. Drill 12mm holes at all locations that have been marked.
10. Mark around the edges of the plates where they meet the chassis and clean area where welding will be necessary.
11. Bolt the main hoop and the brackets up tight.

12. It may be necessary to shorten the backstays as these are universal.
13. Once the whole cage is bolted into place, weld the chassis plates into position welding as much of them as possible.

**WARNING: BEWARE OF THE WIRING LOOM RUNNING ALONG THE CHASSIS  
ENSURE THAT THIS IS CLEAR OF ANY AREA BEING WELDED**

### Roll Cage maintenance

The roll cage should be kept clean and the fasteners checked regularly - if this is not carried out then you may find it difficult to remove the roll cage from the vehicle if required at some point. The roll cage should also be inspected for damage if in regular use.

Industrial coatings are no different to the paint on your car – they need cleaning and maintaining. Accumulated dirt may affect the design life of the system, and any mechanical damage almost certainly will. Therefore regular inspections should take place and minor damage must be touched up. The roll cage is powder coated with zinc primer followed by a topcoat so does provide a hardwearing surface. Should you damage the surface and expose bare metal this needs to be repaired to prevent rust spreading under the powder coat.

Damaged areas must be clean and free of grease or rust. Dry sand the area with 600-grade paper until the metal is exposed. The area must be completely free of dust and cleaned with a non-aggressive solvent before proceeding. Spray zinc based primer onto the area and allow it to dry fully. An acrylic or polyurethane topcoat of matching colour (RAL9005 Black Satin) should then be applied and allowed to dry.

The installation of your Safety Devices roll cage is now complete.

See following pages for General Assembly Diagrams.



