

HARDWARE KIT:

Upper Mounting Plate:

- 2 - 7/16" (11mm) X 3.5" bolts
- 2 - 7/16" flange nuts
- 2 - 2" spacers
- 2 - 7/16" trim cap mounting washers
- 2 - plastic trim caps

TOOLS NEEDED:

- safety glasses
- wrenches
 - 16mm or 5/8"
 - '94 & later - 17mm or 11/16"
 - 2 - 9/16"
 - 10mm
- ratchet w/ 3" extension and 11/16" socket
- hack saw or aviation snips for cutting package shelf and interior panel

Foot Plate Mounting:

- 2 - upper front back-up plates
- 2 - lower front back-up plates
- 2 - rear brace back-up plates
- 14 - 3/8" x 1.25" bolts
- 14 - 3/8" flange nuts
- 14 - 3/8" flat washers
- #2 phillips head screwdriver
- drill w/ 3/8" & 7/16" drill bits
- jack and jack stands
- belt sander or half round file for fitting plastic interior panels

Hardtop and ABS only:

- t-40 torx drive for removable hard top latches
- 3/4" hole saw for abs harness relocation

1. Put the top down and unhook the battery.

2. Remove the trim panels covering the seat belt towers.



A. Remove The rectangular weather stripping. It pops up. It may help to "roll" it inward.
B. Remove the Phillips head screw.

C. Remove the fastener that holds the boot (Phillips head screw), and lift the cap out of the way



D. Remove the weather stripping that runs along the front edge of the trim panel at the rear of the door opening. It may help to lift the scuff plate to release the bottom of the stripping.



E. Remove the plastic cover from the shoulder harness guide. There are three internal clips.



F. Loosen the bolt and

G. Remove the spacers.

H. Remove the clip by sliding it toward the rear of the car.



I. Remove the rectangular seat belt trim ring from the panel but leave it on the belt.



J. If you have a windblocker, remove it. It is held on by a your boot fastener (with a Phillips head screw), and a bolt w/ a 10mm hex head. Also remove the plastic rivet. Lift the center portion and release the fastener.



K. The trim panel can now be removed by pulling it toward the center of the car. There's a couple of snap type fasteners down low just behind the door that you will need to pop loose as the panel is pulled free.



3. Remove the Parcel Shelf

Put the top up. Remove the carpet from the fuel tank cover (the silver cover that makes up the front part of the package shelf) and fold it back. A claw hammer is a good tool for removing the plastic carpet fasteners. Lower the top. Remove the fuel tank cover by removing the bolts with 10mm hex heads that hold it in place.



Release the wire fasteners. With the cover unbolted, it is easy to reach under and squeeze the clips and push them up through the holes.



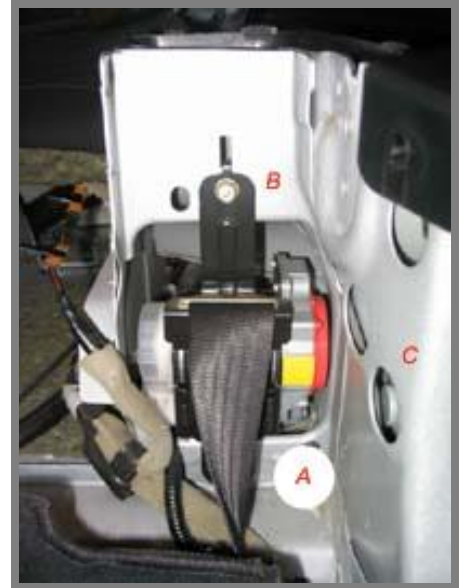
Lift the shelf up and out of the car.



4. Remove the seat belt reels.
A. Remove the lower bolt (hidden by the belt in this photo)

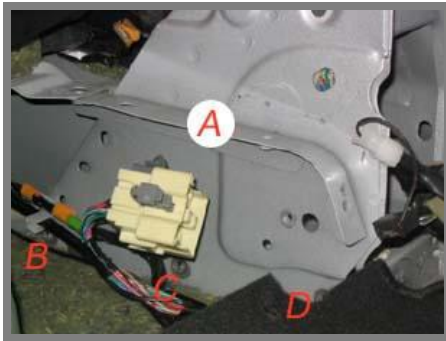
B. Remove the bolt w/ 10mm hex head at the top

C. Pull the reel out of the space and place it aside. There are wires attached on the later model cars be careful. You might hang the reel from the hole (C) or unplug the wires.



5. Prepare the Seat Belt Towers.

A. This shelf mounting flange has to be removed. Release the wire tabs and move them out of the way. The large harness disconnects by pulling the gray tab outward and sliding the harness apart. Also remove the bolts w/ 10 mm hex heads from the base of the belt tower (B,C,D).



B. The package shelf mounting flange is held in by four spot welds. Drill the top off of the welds but not all the way through. After they are drilled, tap a chisel between the belt-tower wall and the shelf flange.



C. Here's the tower without the shelf flange. We use a rotary grinder to clean the barbs from the drilled holes and the rough spots where the welds were broken. It's not a bad idea to paint the unprotected metal. Be careful of any over spray.



The passenger's side.



D. There's still not quite enough room. You have to cut a bit more of the shelf. This is the passenger's side, the driver side is similar.



E. We use an air powered reciprocating saw to make these cuts. A jig saw, a dremel rotary tool with a cut-off wheel or even aviation snips (as a last resort) will work to make the cuts. This is the passenger's side.



F. If the car has antilock brakes you will need to relocate the ABS sensor wiring harnesses. Jack up the rear of the car and support with sturdy jack stands. Remove the wheels and the plastic inner splash panels. The harnesses run from the sensors, mounted next to the brake rotors, up through rubber bulkhead plugs in the areas just to either side of the fuel tank. Trace the harnesses forward to the connectors just behind the seats, on either side of the area just uncovered by removal of the fuel tank cover / package shelf. Unplug the connectors, untangle the harnesses from the wire holders and other wiring, push the bulkhead plugs through and pull the wires through into the wheel wells. After the roll bar is bolted in, drill a 3/4" hole just far enough to the front or rear of the foot



Driver Side

G. **This step is not required if you are installing an Ace.**

The wiring to the fuel pump and gas gauge sending unit can get in the way. The cover is held on by Phillips head screws and the harnesses unclip. The harnesses can then be pulled out through the rubber grommet and folded forward.



There is also a wiring harness that runs across the car from one side to the other (not in the picture). Unclip this and lift it forward too. The bar will eventually fit in this area, and you don't want to pinch or cut anything by mistake.

plate to clear, reroute the wiring and reinstall the bulkhead plugs.

6. Trial Fit The Bar.

Get some help, and be careful. The passenger's side bar goes behind the battery cable. Route the wiring harnesses, trunk and fuel door cables under the bar between the flat strips on the bottom. The large harness will eventually be connected over the top of the bar.



Line up the front of the bar first, then let the back end settle down onto the shelf. The tab "A" goes just in front of the seat bolt tower and will share a bolting point with the seat belt reel. Although, the carpet obscures the view in this picture (near "B"), the base of the bar slips behind the short metal ridge that runs from one seatbelt tower to the other.

Double check to make sure no wires or cables are pinched by any part of the bar. The mounting plates should all lay flat on the metal with no insulation or body caulk under the plates..

The horizontal mounting plates half way up the bar should fit over the top of the seat belt tower and align with the hole just inboard of the threaded seatbelt holes.

Position the spacer "C" under the horizontal mounting plate.

Place the trim cap mounting washer "B" on the long bolt "A" and feed them through the mounting plate, the spacer and the hole in the seatbelt tower.

Position the flanged nut on the underside of the seatbelt tower and lightly tighten. You'll want it firm enough to confirm the fit, but you don't want to torque it down



Locate the two holes on each side of the vertical plates that go against the seat belt towers and drill 3/8 inch holes. Place the back-up plates through the seat belt tower and start the bolts.



yet.

Jack The Rear of the Car and Support it With Sturdy Jack Stands

Remove the wheels and the plastic splash panels from the front of the inner fenders.

Part of the evaporative emission system is located in the wheel well on the passenger's side. A snap fastener holds a small filter just behind the battery cable grommet. Relocate the small filter by tucking it behind the wiring harness after the back-up plates are tightened.



7. Get the Drill and Safety Glasses Locate the position for the rear back-up plates by drilling the first hole down with a right angle drill from the top or center punching through the rear plate from the top and drilling the dimple from under the car.

When the bar is re-fitted and the back-up plates line up, bolt the back-up plates in place using washers under all nuts and bolts. The notched plate goes on the passenger's side to clear the battery cable grommet. Make sure no wires or cables are pinched, snug all bolts then torque to 40-50 ft-lbs. Coat the back-up plates and bolts with a spray undercoating. Then replace the splash panels and wheels. The car can be taken off the jack stands now.

8. Trim the Fuel Tank Cover

The shelf has to be cut on the sides and in two places in the middle. Cut the sides first, then slide the shelf back as far as it would go. This makes it easy to line up and mark for the center cuts.



Notches in the center of the package shelf are not needed to install the Ace.

If you have a Deuce with harness tabs. This requires a little extra notch to be cut toward the center from the notches for the rearward braces.



Duct tape over the exposed edges. The shelf may be close to wires, and you don't want any sharp edges.



Deuce/Ace Installation Instructions

The stock tray meets the side of the car at the seat belt tower. The "trim straight back method" leaves a small gap on each side of the shelf, and the deck carpet is unsupported. If you trim notches for the bars in the front and the back, the tray can be bent in between (temporarily). After the tray is fitted, the middle section can be bent back down and you won't have a gap.

(Picture not available)

Before replacing the cover, make sure all of your electrical connections and grounds are attached. Check the harnesses to your fuel tank and make sure they are fed and clipped securely.



Wire ties or electrical tape will keep the wires tidy.



9. Reinstall the Seat Belt Reels

If you are installing a Deuce discard the factory spacers on the lower mounting bolts before you reinstall the seat belt reels.



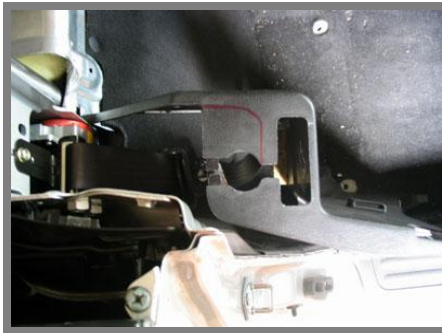
WARNING: THIS ITEM IS SOLD WITHOUT WARRANTY, EXPRESSED OR IMPLIED. NO WARRANTY IS MADE TO THIS PRODUCTS ABILITY TO PROTECT THE USER FROM ANY INJURY OR DEATH. THE USER ASSUMES THAT RISK

10. Cut the Quarter Trim Panels
The panel was designed to clip into place from the side. You've installed the bar in the way, so now you have to modify the panel so it slides in from the front instead of from the side.



First cut the plastic dowel that goes into the side of the seat belt tower.

The top of the panel has a hole for the seatbelt attachment. You have to enlarge that area to fit around the upper mounting point of the bar. This is the approximate shape you will need to remove or you can simply cut a "U" shape if you have the right tools. Then you can fine tune any tight spots as the trim panel slides back into place.



A. Next trim the lower flange. You could remove the entire flange, but there's no need to remove anything in front of the bar. It gives a much more finished look if you trim back slowly and leave the front of the flange.



Here's the trim panel properly trimmed and back in place. You can now begin to reinstall the remaining parts and put your car back together.

