



INSTALLATION INSTRUCTIONS FOR MORRISON ROLL CAGES

IMPORTANT: READ THROUGH THESE INSTRUCTIONS THOROUGHLY AND UNDERSTAND PROIR TO BEGINNING THE INSTALLATION OF YOUR MORRISON ROLL CAGE!!

Morrison cages are car specific. They are made to fit one particular car only. Do not try to interchange cages with different models.

Remove the seats, carpet and anything below the window line that might burn.

Consult with your local sanctioning body rulebook for proper mounting and placement for all bars in accordance with the driver.

- First install the plates for the main hoop. The 6"X6"X1/8" plates need to be formed around the inside of the rocker panel (Fig 4).
- If you choose to mount any point to the sheet metal floor of unibody cars **you must** attach similar plates to the underside (Fig 4) with 3/8" bolts per regulation.

Mount the plates on the upper side by welding the outside edge, then with a hammer, (or hammer and torch) form and weld.

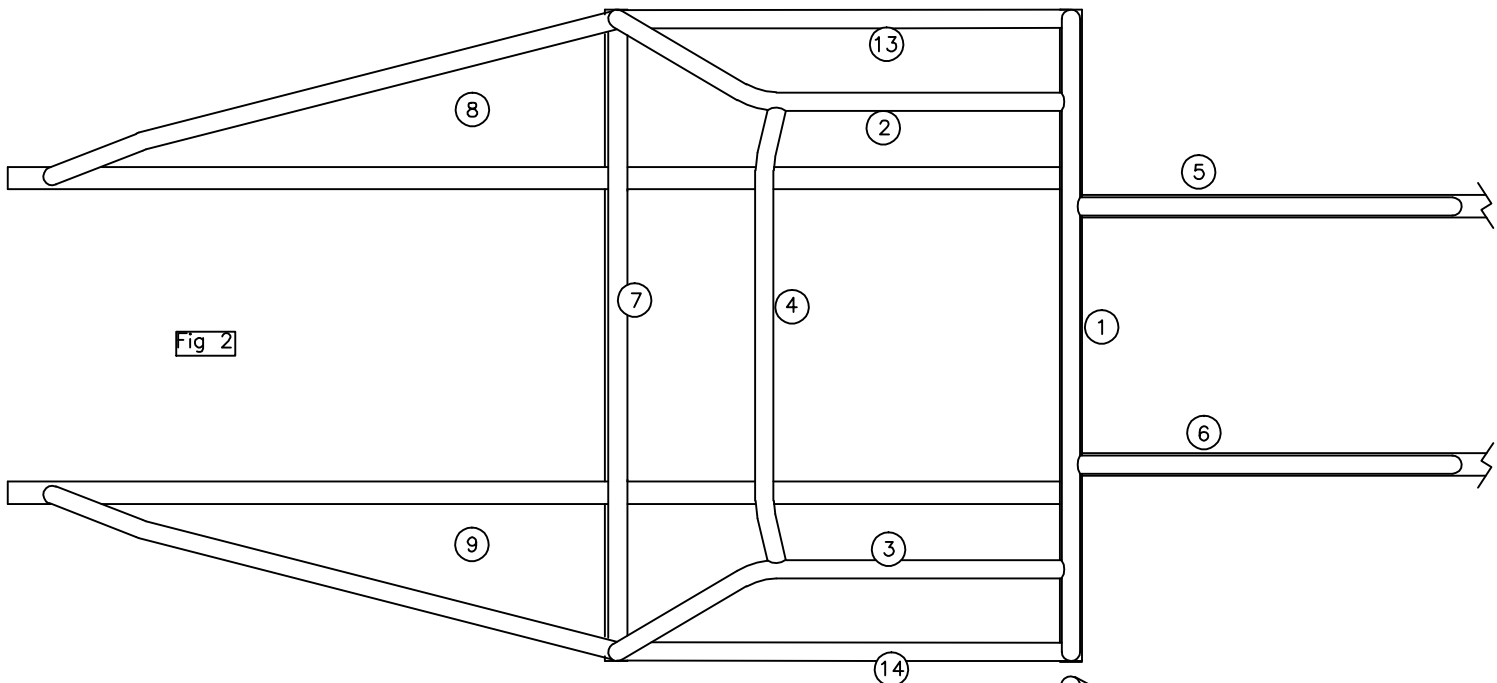
- The main hoop can also be mounted to a frame member (Fig 3). Measure up from the point where the main hoop will mount to the **highest** point the main hoop can go. It should come within 1" from the top and may be much closer on the edges. Remember it is better to cut a little bit at a time than to cut the main hoop too short in one cut.
- Set the main hoop in place and tack weld (only) at the base. The next two bars (Fig 2, #2 and #3) need to be trimmed and fit to the main hoop. We recommend using a hole saw, it makes an accurate and clean notch. A torch and grinder can also but will require more care. Keep those bars straight with the roofline (Fig 1 & 2). The base of these bars mount the same as the main hoop, either by 6"X6"X1/8 plates formed to the rocker panel like (Fig 4) or attached to a frame member or body support like (Fig 2).

- Once these bars are fit and set into place, tack weld only. Cut and notch the visor bar and tack weld (Fig 2 #4). The two bars that go to the rear kick up (Fig 2 #5 & #6) are designed to support the area above the shock or coil area.
- Notch for the main hoop and cut the angle for the rear mounting point and tack weld. The dash bar (Fig 2 #7) can go in two different areas depending on the style of the cage. (The one shown in Fig 2 goes under the dash near the firewall; the other one, if the stock dash is being used, goes above the steering column in front of the dash.) (***The dash bar is 1 ¼" in diameter.*)
- Notch both ends and tack weld. The forward support tubes (Fig 2 #8 & #9) are normally used on cars with an aftermarket frame, struts or Pinto style control arms but will work with any front end with minor modifications. On some cars that use a stock MacPherson strut, the tube needs to be cut and a straight piece goes from the firewall tube to the stock tower and does not need to go all the way to the front frame.
- Notch and fit these tubes and tack weld.
- At this point the cage should be checked again to make sure it is square and properly aligned. If so, it is ready to weld.

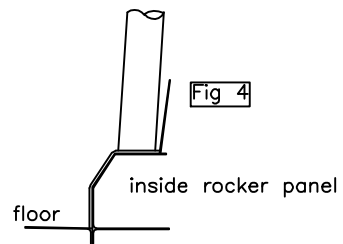
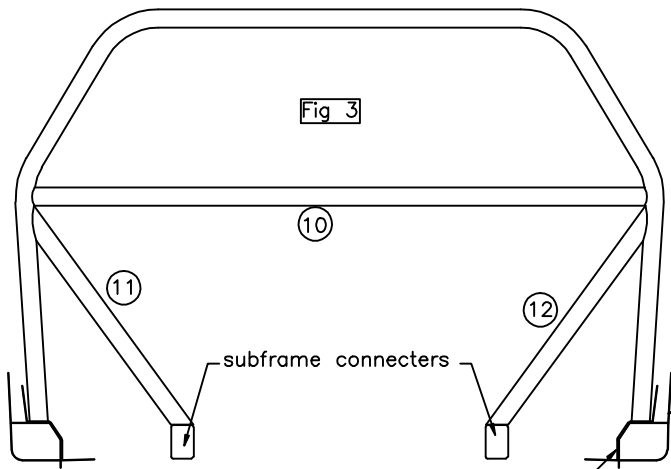
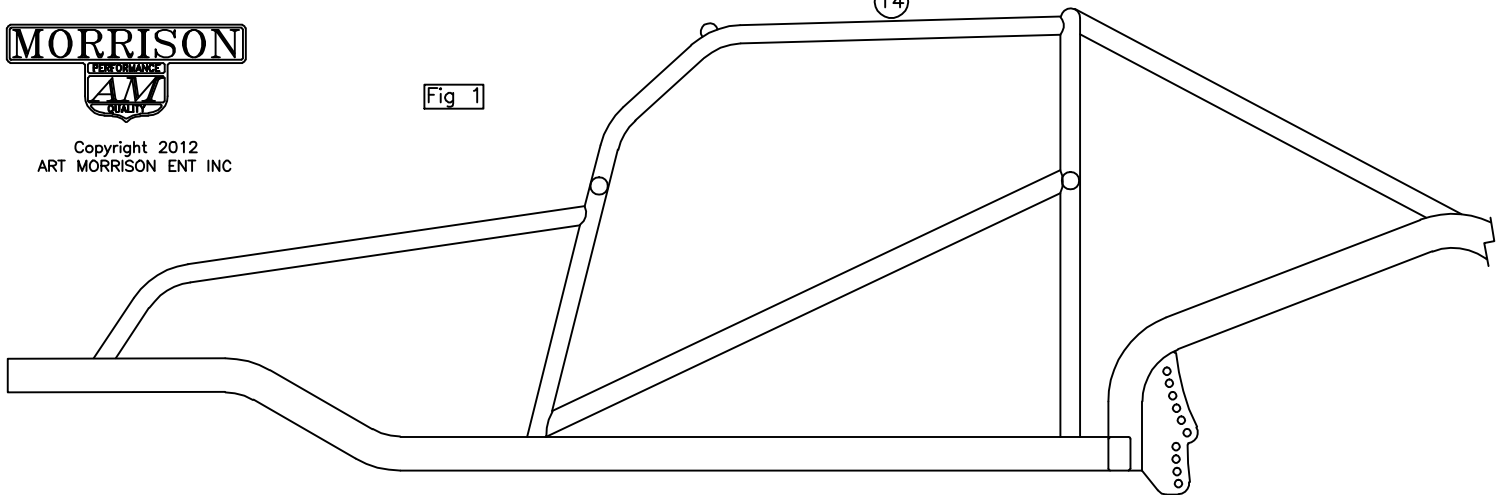
To protect the headliner and keep it from melting or catching on fire use a damp rag and a small piece of tin. Make a U-shape in the tin and place a damp rag between it and the headline then center it over the area that is being welded.

- The tube behind the seat (this bar is 1 5/8") (Fig3 #10) needs to go at the bend as shown to give the maximum support to the main hoop, notch both ends and weld. While in the interior if (Fig 3 #11 & #12) are used, notch, fit and weld now. The last bars to be fit and welded are the side bars (Fig 2 #13 & #14). Use the same procedure as before.

NOTE: *When you feel you are finished go over the entire cage and review the welds carefully. Sanctioning bodies will not accept incomplete welds.*



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subframe connectors

outside body

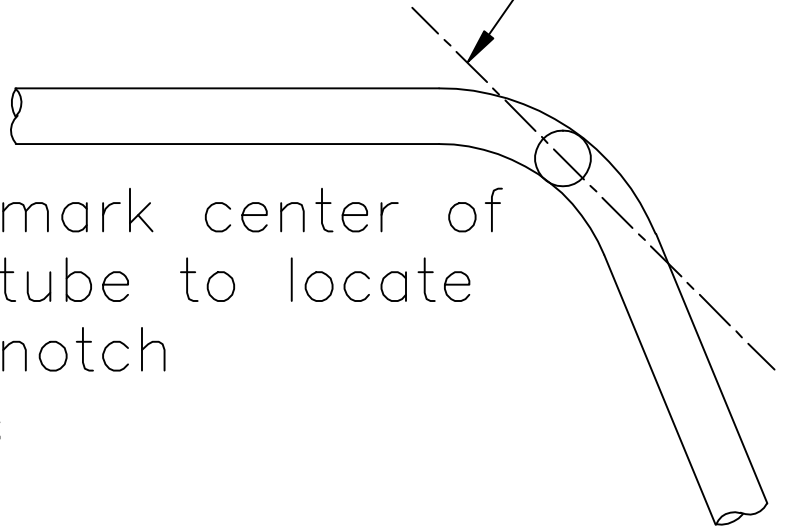
6x6x1/8" plate
welded to stock
rocker panel

#misinfo1



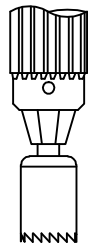
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angle of hole saw



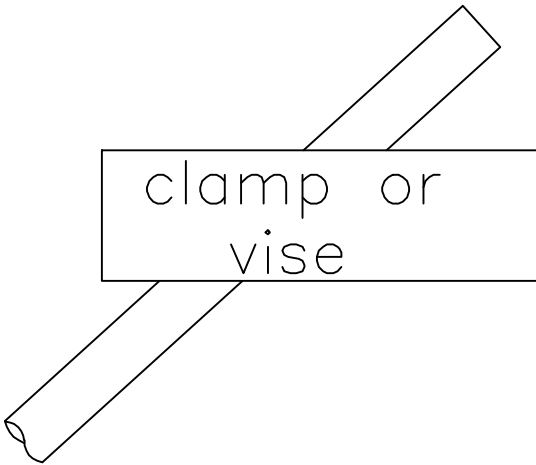
mark center of
tube to locate
notch

drill press



hole saw the
same diameter as
tubing being fit

clamp or
vise



common angle
duplicator

