



■ JP Cages Half Roll Cage Fitting Guide (Bolt-In with Welded Mounts)

Thanks for choosing a JP Cages half cage! Please read through these steps before starting. We recommend installation by a professional fabricator, but if you're fitting it yourself, take your time and double-check everything as you go.

■ What You'll Need

- Socket set & spanners (hand tools only – no air/impact guns)
- Drill & drill bits (for floor/backing plates)
- Marker pen & tape measure
- Welding equipment (if using weld-in mounting plates)
- Wire wheel, sander, or Dremel (for removing paint/seam sealer before welding)
- Rust protection paint/primer
- A friend to help lift & position the cage

1. Preparation

- Remove front seats, rear seats, and carpets where the cage will mount.
- Protect trim, glass, and paintwork with blankets or covers.
- Check you have all cage parts, bolts, and plates before starting.

2. Interior vs Stripped Fitment

- ■ **Unstripped Fitment (Interior-Friendly):** Designed to work with interior trim and headliner in place. Some trimming of plastics or carpet may be required. Best method is to remove trim panels first during installation, then refit and cut neatly around the cage legs. Cut anywhere the cage may foul the trim for a neat finish and proper access.
- ■ **Stripped Fitment (Track Spec):** Intended for track cars and bare-shell builds. Vehicle must have no headliner and no B-pillar trim. These cages fit tighter to the shell for maximum strength and clearance, but will not work with a full interior.

3. Positioning the Cage

- With a helper, carefully place the main hoop into the car.
- Position the rear legs/backstays where they will sit on the floor or wheel arch area.
- Make sure everything sits straight and central before marking holes.

4. Marking & Drilling

- Using the base plates as a guide, mark out each bolt hole.

- Drill holes one at a time, checking alignment as you go.
- For best fit, drill parallel to the cage leg (not just flat to the panel).

5. Mounting Plates

- Place the supplied backing/reinforcement plates on the opposite side of the panel.
- If using weld-in track spec plates: First, remove any paint, underseal, or seam sealer from the weld areas. A wire wheel, sander, or Dremel is ideal for cleaning back to bare metal. Tack weld plates into position, then remove the cage and fully weld them 360°.
- Clean, paint, and protect the welded areas before final assembly.

6. Bolting the Cage In

- Refit the cage into the car.
- Loosely bolt all feet first, then the joints.
- Once everything is lined up, gradually tighten all bolts evenly.
- M10 bolts: ~45Nm for lap joints, ~30Nm for saddle brackets.

7. Final Checks

- Make sure the cage sits tight against the body with no gaps.
- Check that doors close and trim can be refitted neatly (unstripped cages only).
- Apply anti-corrosion paint to drilled or welded areas.
- Add roll cage padding where required for safety.

■ ■ Safety Notes

- Never drill or weld directly into cage tubing.
- Always use the supplied plates and hardware.
- If unsure, get the cage professionally fitted – your safety depends on it.

■ Compliance & Usage Notes

- All JP Cages are built to MSUK specifications as standard.
- Not all cages are MSUK compliant for full racing – if you are unsure, just ask us for clarification before competing.
- Half cages are typically intended for track days, sprints, and hill climbs where a cage is not compulsory but offers added safety.
- Dash-dodger cages are generally not accepted in competition use, but some club-level events do allow them if fitted to the same installation standard.

■ Once fitted, reinstall seats, harnesses, and interior as required – then enjoy your safer, stiffer, and track-ready car!