

STRAIGHT SHOT PERFORMANCE G-BODY MINITUB KIT

TUB ASSEMBLY

START BY ASSEMBLING THE TUBS TOGETHER, THEY WILL BE MARKED "FRONT" FOR ASSEMBLY, NORMALLY I LEAVE $\frac{1}{2}$ " OF THE TUB TOP OVERHANGING FOR TRIMMING.

(THE TUB TOP IS LONGER THAN THE TUB SIDES)

USUALLY A BLOCK OF DENSE WOOD OR A SMALL BLOCK OF FLAT NYLON IS GREAT FOR ASSEMBLING THE SEAM WITHOUT DENTING THE TUB SIDE. START AT ONE END AND WALK THE SEAM TOGETHER, BENDING THE LIP OVER ROUGHLY EVERY 6-8" TO LOCK IT IN POSITION. ONCE YOU'RE THIS FAR GO AHEAD AND FINISH HAMMERING THE SEAM GENTLY AND BE SURE NOT TO DENT UP THE TUB SIDES.



ON THE CAR

REMOVE THE REAR SEAT, INTERIOR TRIM, REAR TRUNK CARPET AND ALL NECESSARY ITEMS THAT WILL BE IN THE WAY OF WORKING.

REMOVE GAS TANK, CUT OUT SPARE TIRE WELL JUST INSIDE THE FACTORY SPOTWELDS, THIS IS DONE SO YOU HAVE A FLANGE TO LAY THE SPARE TIRE DELETE ON FOR INSTALLATION.

MEASURE OVER FROM THE FACTORY TUB SEAM CENTERLINE AND DRAW A MARK ON THE TRUNK FLOOR AT 9-1/4" IN THE REAR. THE FRONT OF THE TUB MEASURES OVER 7". NOW DRAW A LINE FROM THE FRONT OF YOUR MARK TO THE REAR OF YOUR MARK. THIS WILL BE THE CUT LINE FOR THE TRUNK FLOOR.

DRIVER SIDE FRONT OF TUB BE CAREFUL OF BRAKE LINES AND FUEL LINES

STRAIGHT SHOT PERFORMANCE G-BODY MINITUB KIT

YOU WILL HAVE TO CUT THE TRUNK HINGE FREE FROM THE FACTORY TUB.



CUT THE FACTORY TUB OUT ALONG THE SEAM LEAVING ABOUT .25" ON THE **INSIDE** OF CENTER SEAM OF THE TUB .



STRAIGHT SHOT PERFORMANCE G-BODY MINITUB KIT

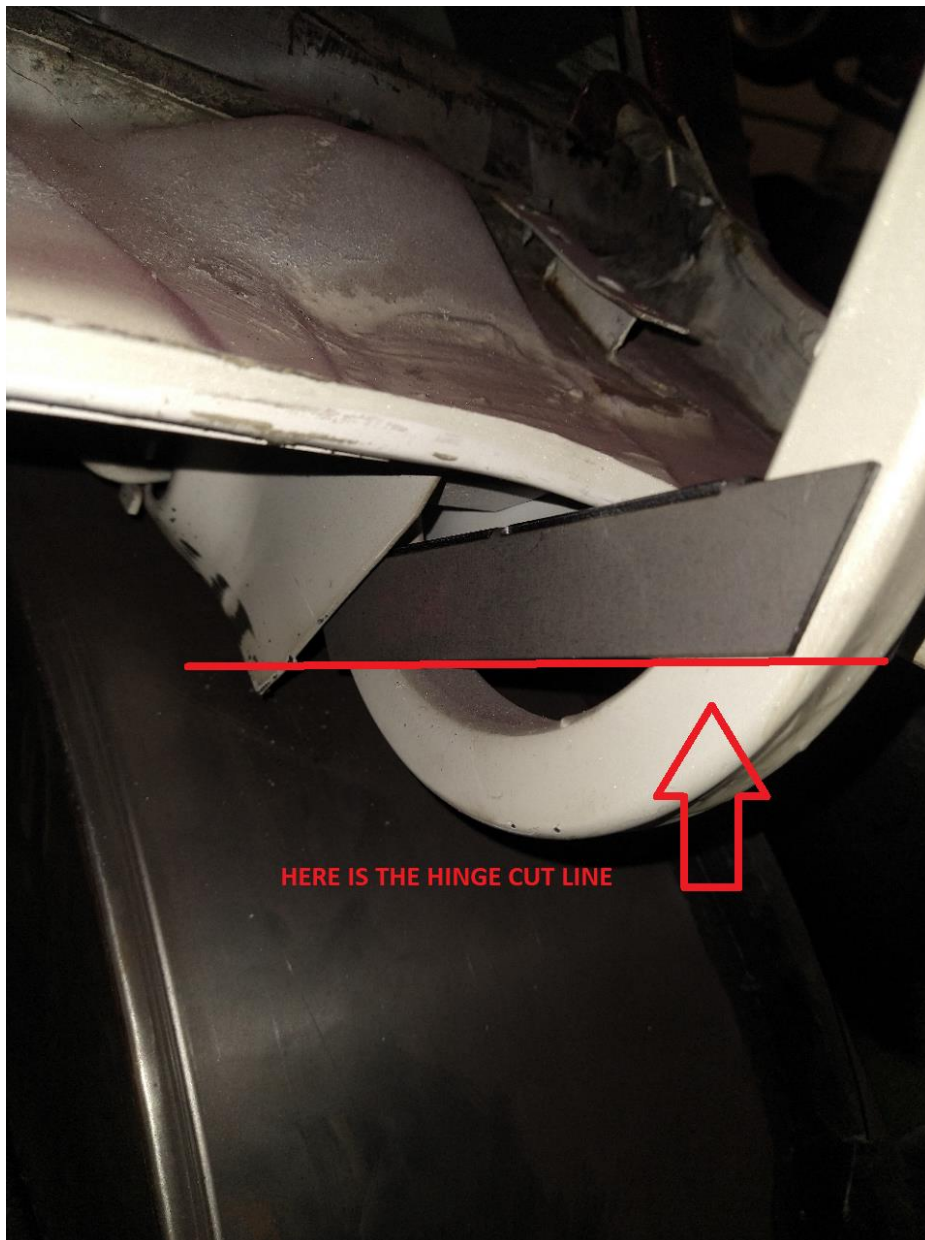
TRUNK HINGE MOD

IF YOU HAVE THE TRUNK HINGE KIT. FOLD IT INTO A "U SHAPE"

TEST FIT IT OVER TOP OF THE FACTORY HINGE ARM AND MARK IT OUT WITH A SHARPIE. THIS IS FOR GRINDING/CLEANING HINGE ARM FOR WELD PREP.

REMOVE AND CLEAN PAINT AND ALL WELDING AREAS.

INSTALL IT OVER TOP OF THE HINGE ARM SO THE "ARM SWOOP" IS PROTRUDING THRU THE BOTTOM OF THE "U SHAPE" HINGE PART.



STRAIGHT SHOT PERFORMANCE G-BODY MINITUB KIT

IMPORTANT-

WITH TUBS STILL OUT OF THE CAR YOU CAN CLOSE THE TRUNK AND LOOK THRU THE WHEEL WELL TO SEE IF YOUR HINGE KIT WILL CLEAR THE TUB TOP WITH THE TRUNK SHUT. ONCE YOU FIND THE POSITION YOU CAN MARK THEM FOR WELDING. AT THIS POINT YOU CAN WELD THE TOP OF THE HINGE KIT. ONCE ITS WELDED AND NOT ABLE TO MOVE ,TAKE A CUTOFF WHEEL AND CUT THE "SWOOP" OFF FLUSH WITH THE BOTTOM OF THE HINGE "U SHAPE". AT THIS POINT YOU CAN TACK ON THE HINGE LOWER CAP, AND FINISH WELDING.

TUB INSTALL

YOU WILL FIND THAT YOU NEED TO TRIM OUT THE CORNER OF THE SEATBACK SHEETMETAL FOR TUB CLEARANCE. SEE PICTURE BELOW



AT THIS POINT YOU CAN TEST FIT INSTALL THE ASSEMBLED TUBS. I PREFER TO INSTALL THEM UNDER THE FACTORY OUTER TUB. YOU CAN DO IT EITHER WAY. TOP OR BOTTOM. TOP WIL REQUIRE MORE FIT AND TRIMMING.

MARK AREAS FOR CLEANING FOR WELD PREP

MAKE SURE THEY SIT SQUARE AND PARRALEL.

IF YOUR HAPPY WITH THE FIT AND FINSH GOT AHEAD AND START TACKING . START AT ONE END AND WORK YOUR WAY TO THE OTHER SIDE. I DON'T TEND TO SKIP AROUND WELDING BECAUSE IT TENDS TO CREATE A TITLE WAVE IN THE SHEET METAL THAT'S HARD TO GET RID OF.

STRAIGHT SHOT PERFORMANCE G-BODY MINITUB KIT

FIT AND WELD THE SPARE TIRE DELETE AT THIS POINT.

DEPENDING ON THE DECKLID WEIGHT YOU MAY WANT TO ADD A SMALL PART OF STEEL FROM THE HINGE STRUCTURE-TO THE NEW WHEEL TUB.

ONCE ITS ALL TACKED IN PLACE TACK EVERY 3/8" ALLONG THE WHOLE TUB PREIMETER.AND SEAMSEAL HE SEAMS WITH A BRUSH

TIP- ACETONE WILL SMOOTHE OUT THE SEAM SEALER FOR A SMOOTH LOOK.IF YOU WANT TO GO OVER THE SEAM SEALER .

REAR SEAT- REAR SEAT BACK WILL FIT BACK IN WITH MINOR ALTERING OF THE SEAT STRUCTURE AND FOAM.NORMALLY JUST TRIM THE SEAT STRUCTURE WITH A CUTOFF WHEEL AND CARVE OUT SEAT FOAM SLIGHTLY.

THANKS FOR THE BUSINESS!! WWW.STRAIGHTSHOTPERFORMANCE.COM