

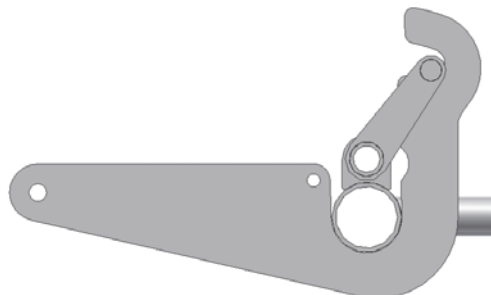
## Installing FC Quick Release Rear Body Latch

- 1) Replace existing hinge with hinge supplied in kit.
- 2) Remove any existing locking mechanism.
- 3) Cut the  $\frac{1}{2}$ " tube to  $1 \frac{3}{16}$ " longer than the distance from the outside of 1 hinge to the outside of the other hinge. Tack weld one of the welded assemblies to the  $\frac{1}{2}$ " tube as shown below in Figure 1. Tack it between the two tabs.



**Figure 1**

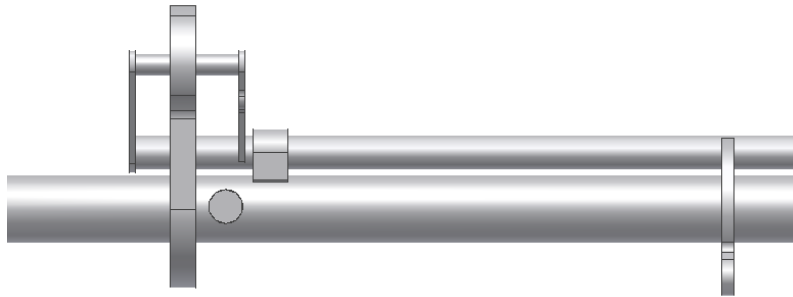
- 4) Slide the 2 bushings onto the  $\frac{1}{2}$ " tube then tack weld the other welded assembly onto the other side of the tube. Do not weld the bushings to the tube. After the entire assembly has been checked that it works, weld the 4 tabs to the  $\frac{1}{2}$ " tube on the inside only.
- 5) Place body on car and latch the front so the body is in race position.
- 6) Place the rear latch mechanism on the 1" tube on the body with the lock tubes in the slot on the rear hinge. Place the lock tube as far into the bottom back corner of the hinge slot as possible with the slider bushings cupping the 1" body tube. The slider bushings on the latch mechanism should be approximately in the hinge as shown below in Figure 2. Make sure that the small hole in the inner tab of the lock mechanism is towards the rear of the car. This is for the springs to attach to later.



**Figure 2**

7) Move slider bushings so that the bushings are 1/8" away from the inside tab that holds the lock tube. Clamp them in place. The spacing should look like the picture below in Figure 3.

NOTE: Tack weld everything in place before any finish welding is done to make sure that everything fits and is working properly.



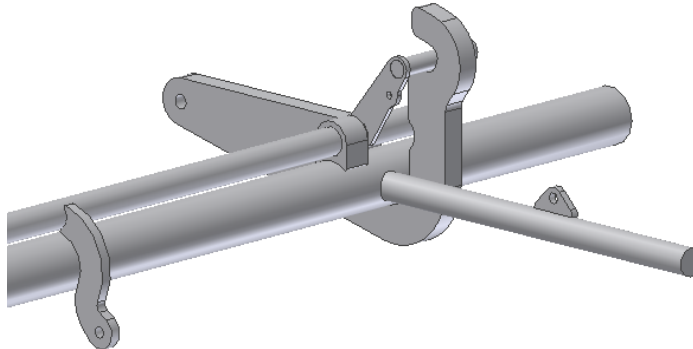
**Figure 3**

8) Make sure that the lock mechanism is free to rotate inside the slider bushings.

9) With the lock tubes locked into the hinge and the body still down in the locked position, tack the pull-tab onto the center of the main tube on the lock mechanism. It should face the rear of the car and have roughly 1/16" clearance around the body tube. Proper positioning is shown below in Figure 3.

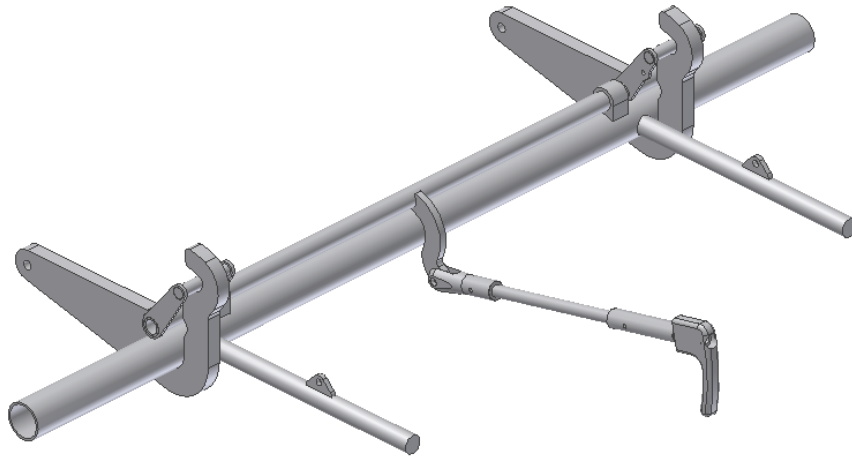
10) Weld the slider bushings to the 1" tube on the body. Weld down the front and back edges of each bushing.

11) Weld the 2 small 1-hole tabs to the support tubes in the body that are next to the hinges. Keep the center-to-center hole spacing at 6 1/4" between that tab and the hole on the inside tab of the latch mechanism for the spring to attach. This dimension can be altered depending on the tension desired for the mechanism. This should look like what is shown below in Figure 4.



**Figure 4**

- 12) Attach supplied springs between the holes on the mechanism and the holes on the tabs. Attach 1 spring per side.
- 13) Mount the keyhole tab supplied on the body in line with the center pull-tab. Place this as low on the body as you can.
- 14) Cut out the body where the keyhole tab is cut out.
- 15) Attach the clevis supplied to the center pull-tab using the supplied hardware.
- 16) Take the threaded aluminum tube and attach the handle to it. Place this assembly into the keyhole tab from the outside of the body. Leave 1" of this aluminum tube exposed on the outside of the body.
- 17) Fit the 5/16" tube to insert into each of these aluminum pieces. The tube should 2" longer than the distance between the faces of the aluminum pieces. Drill 3/32" holes into the 5/16" tube using the supplied drill bushing with the hole to be drilled 3/8" from the end of the tube.
- 18) Insert roll pins into assembly. The final mechanism should look like it is shown below in Figure 5.



**Figure 5**

19) Pull on lever to release lock tubes. This should work with the front of the body elevated at any position.

20) To lock the lock tubes in the open position, move the handle into the small slot on the keyhole tab when the 5/16" tube is exposed.

