

Team Z Motorsports

Mini-tub installation instructions

Team Z mini tubs are a simple installation if you have some fabricating skills.

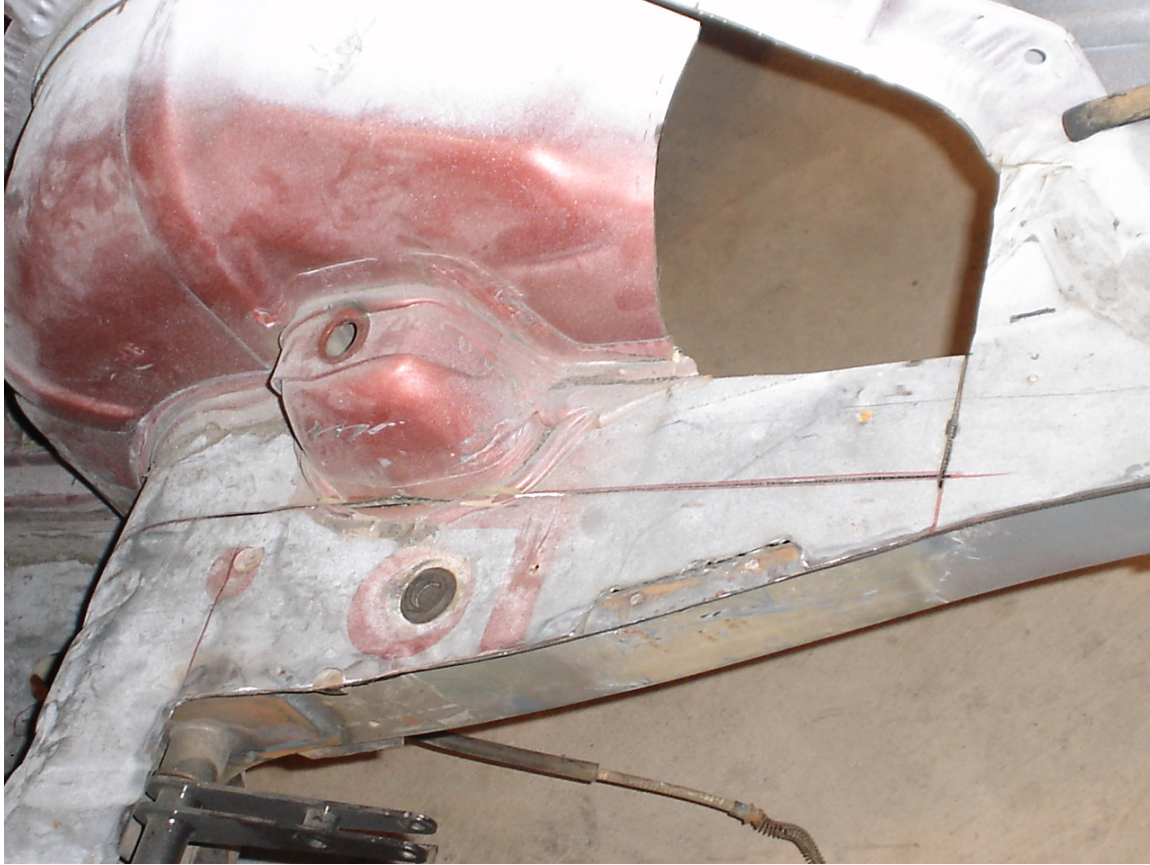
Tools you will need:

1. cut off saw (like a 5'' Metabo grinder)
2. Hand shears
3. Basic hand tools
4. Basic measuring tools
5. MIG welder

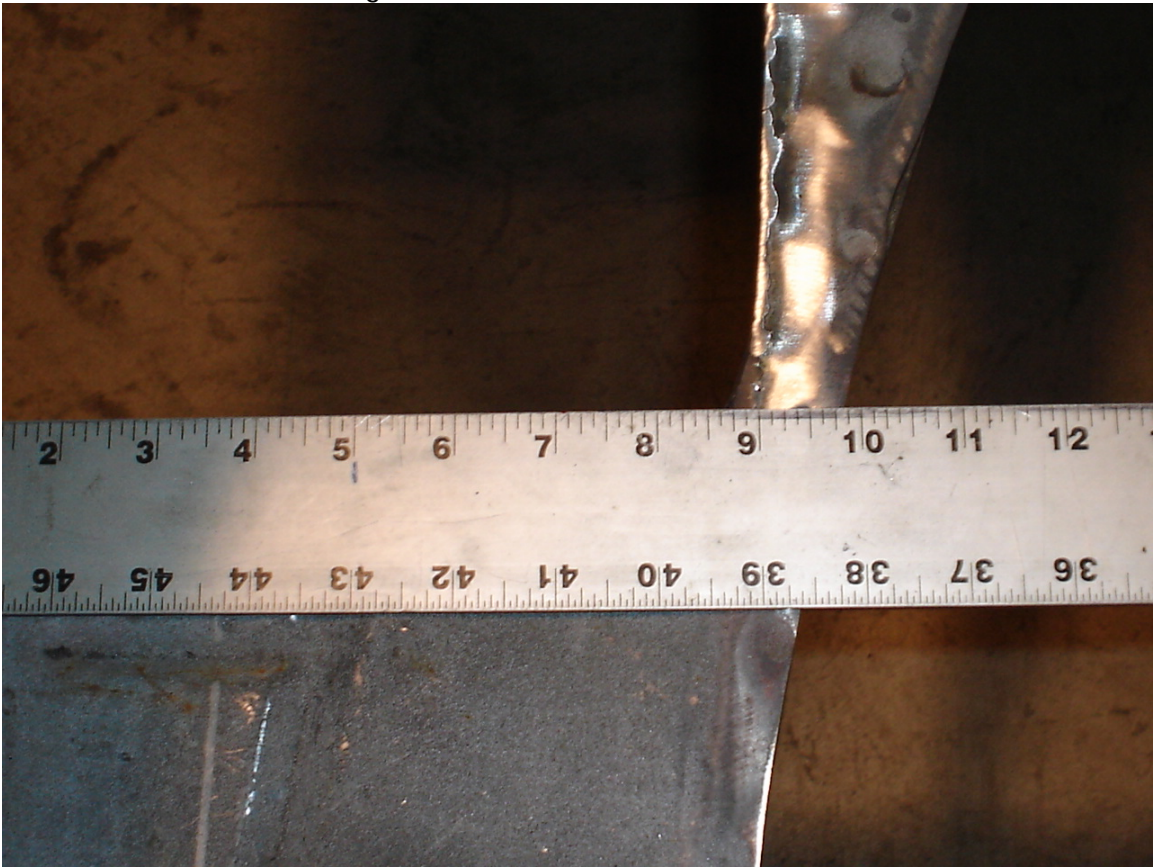
Start by gutting out the spare tire well and old inner wheel wells



Cut along the frame rails for the spare tire well and measure 9" out from the pinch weld on the stock tub on the front and rear to mark your cut line.
Draw a straight line with a marker or use tape to mark your cut line.
Carefully cut along the lines with the cut off wheel.



Make sure to draw a straight cut line measure twice and cut once.



Always wear proper protective equipment.



Cut slowly when notching the rear framerrail!



Only cut to the inside of the frame rail



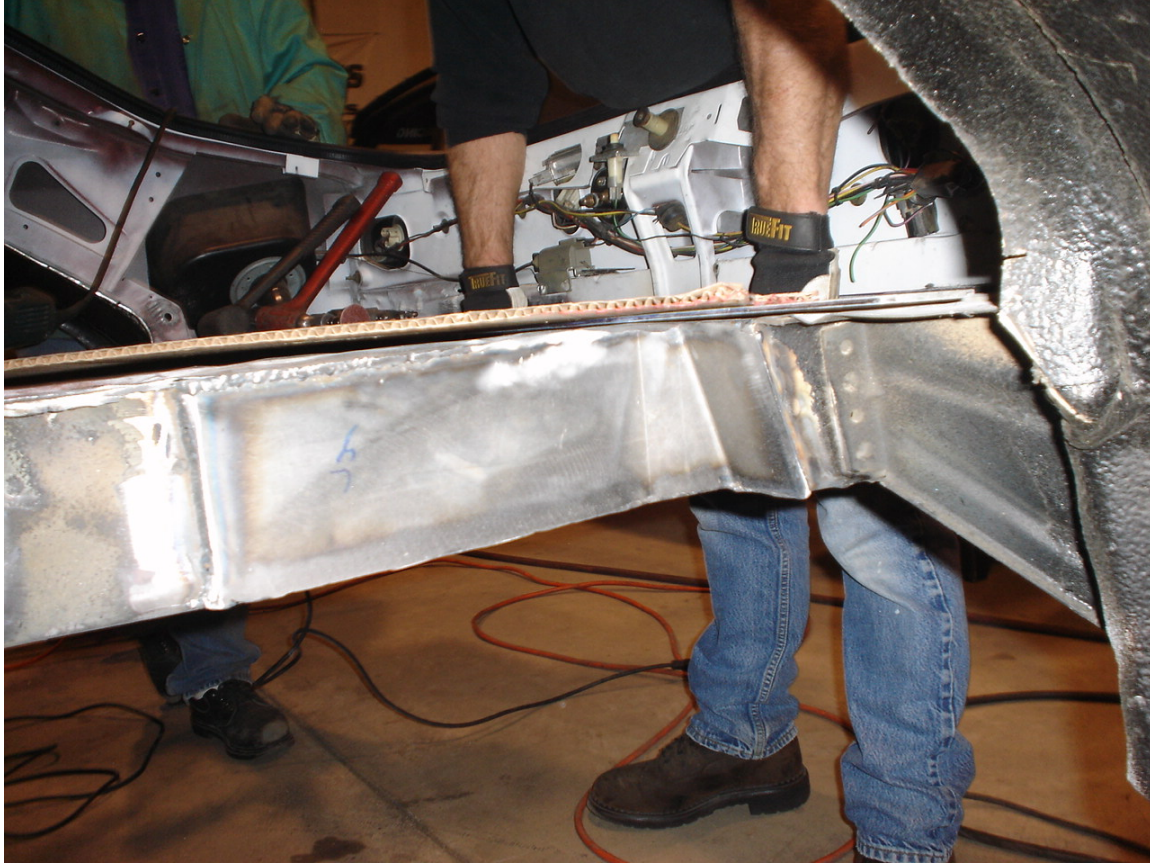
Leave a ½" lip at the pinch weld to attach the mini tub to the outer wheel well.



Do *NOT* cut into the lower torque boxes on the Fox body unless you are going to reinforce them because it will weaken them.



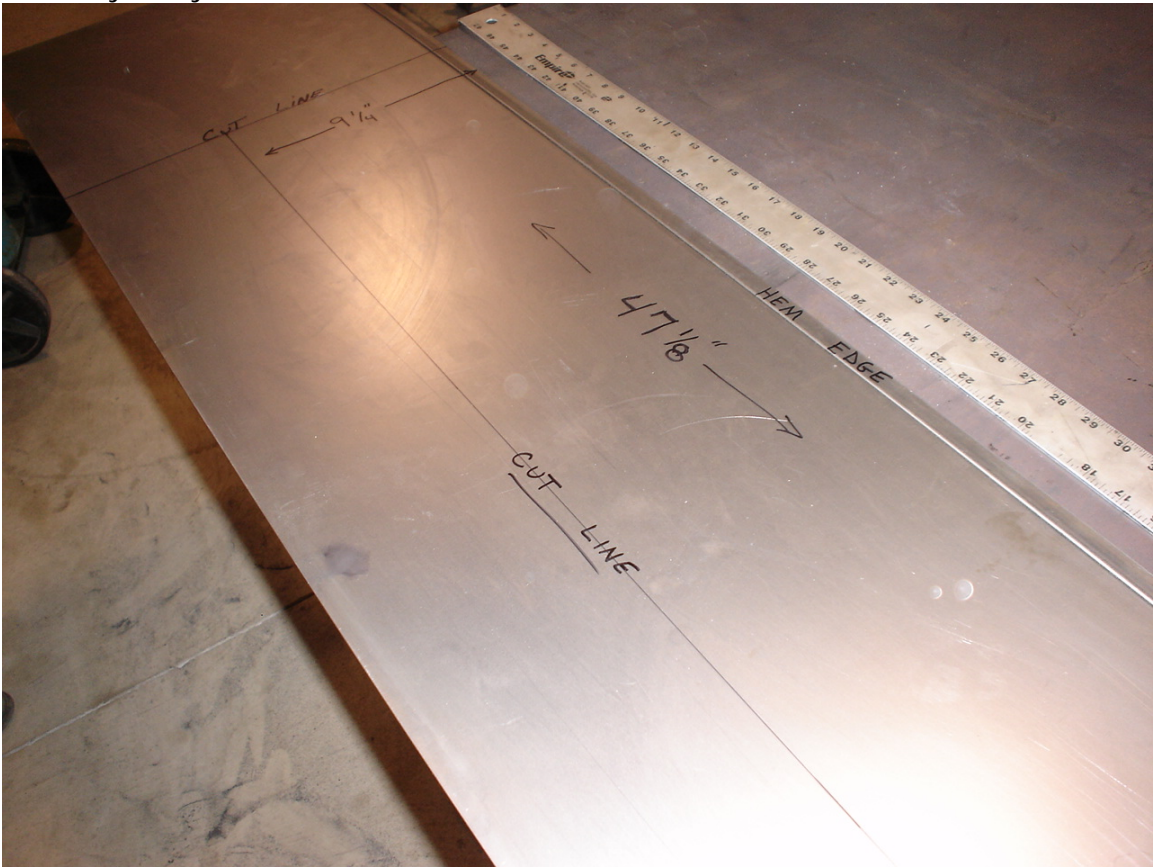
The next step will be to plate in the rear frame rail where it has been notched. We use 1/8 inch steel and MIG the plates in like this.



The next step is to measure out your mini tub to cut and fit it to the car. We leave a lot of extra material due to inconsistencies in tub sizes from year to year. It's always a good idea to make a cardboard template so your tub will fit right the first time.



Then lay out your cut line on the minitubs.

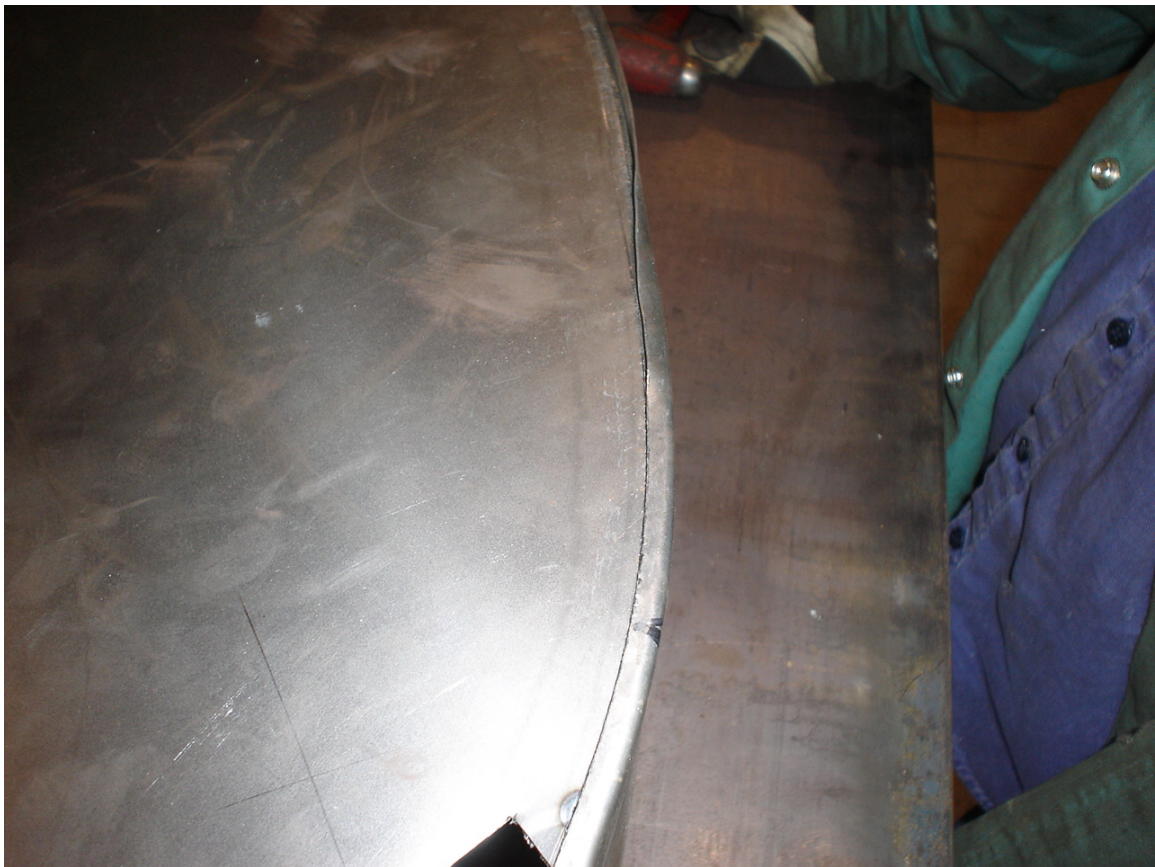


Once you cut out the flat part and inner part to fit your car, assemble the Pittsburgh seam.



Use a piece of square stock to fit the lip into the receiver groove to make sure the seam completely locks.





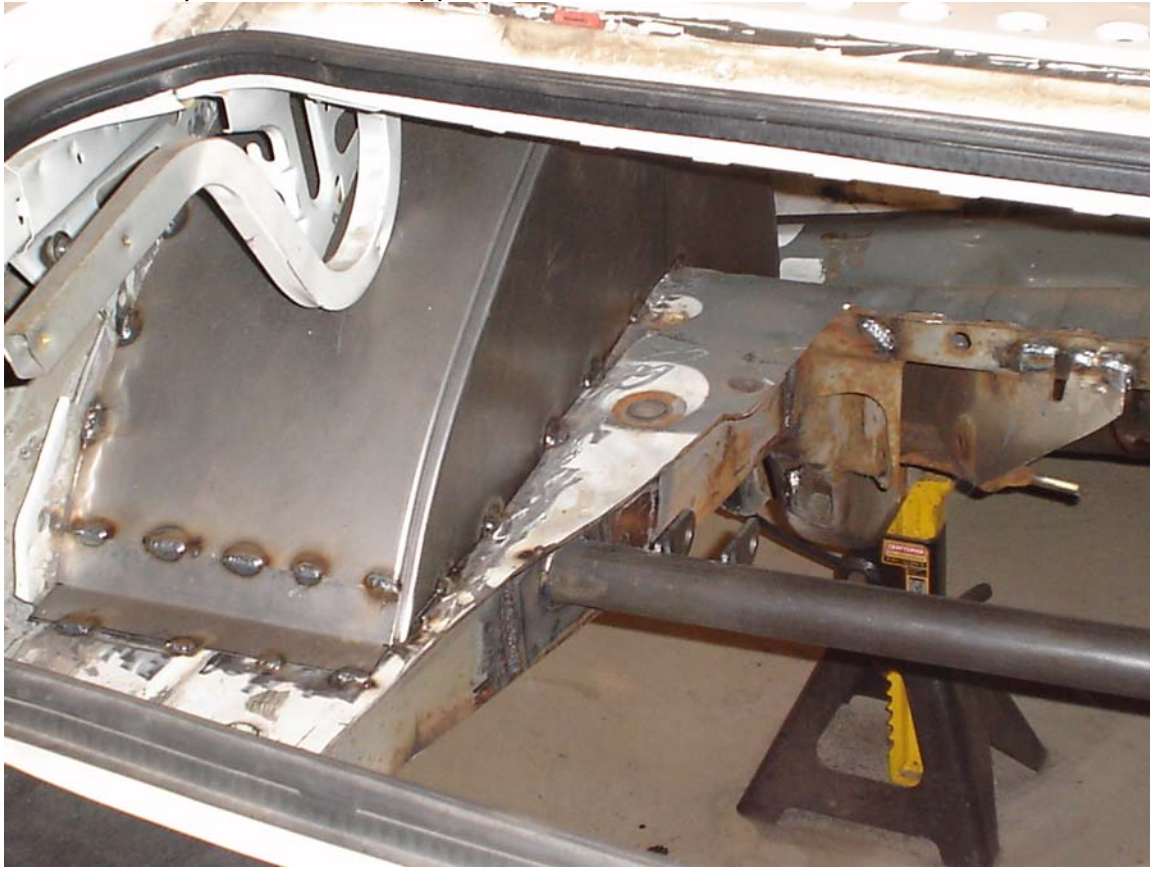
Work the locking seam over by hammering and working from one end of the tub to the other.



Fit the tub in and spot weld all the way around the tub.

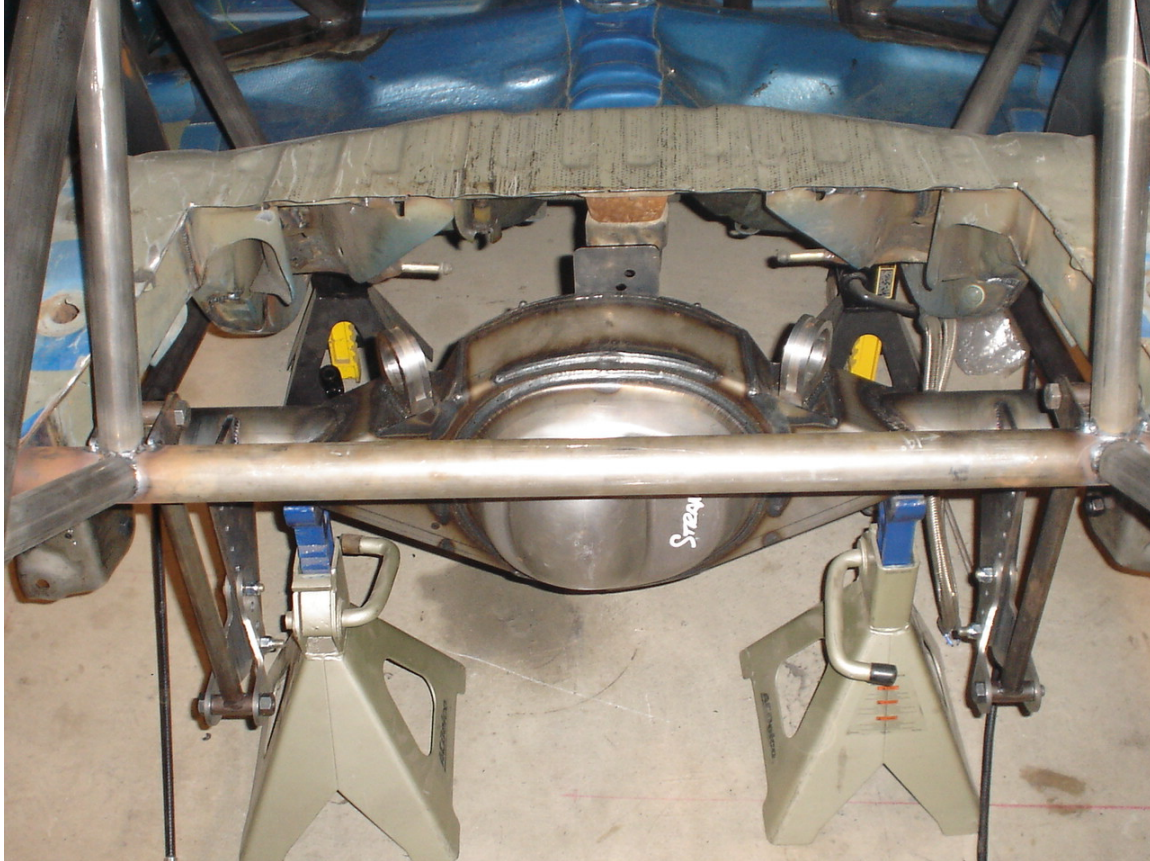


The next step is to add the upper shock cross member.



The upper shock cross member is already pre-assembled. Just hold it in place and measure from side to side to make sure it's square then tack it in place and double check your measurements. If it is in square, finish welding it in.

Next, install the rear end. Make sure it is centered and square for proper alignment of the lower shock mounts. We use a set of shock jigs to help this process.



Make sure the rear end is centered and square before you weld on the lower brackets.





Once everything is installed and welded it's time to seam seal all the seams.



Complete the installation by finishing out your tin work!