



Driver Upper



Passenger Upper

NOTE: Flange on outer side of each must be ground off



Driver Lower



Passenger Lower

NOTE: Fuel filler pipe cut off

NOTE: Heater line cut off



Use square tubing to extend the frame rails. Top= $1\frac{3}{4}$ " x  $1\frac{3}{4}$ " x  $14\frac{1}{2}$ " in length / Bottom=(2)  $1\frac{3}{4}$ " x  $1\frac{3}{4}$ " x  $14\frac{1}{2}$ " in length with 1/8" wall thickness (F355 uses Top = $1\frac{1}{2}$ " x 2" x 7" in length / Bottom= (2)  $1\frac{1}{2}$ " x 2" x 7"). The bottom frame rail requires two pieces of square tubing stacked one on top of the other for added stability.

Using the 4" grinder, clean up ALL surfaces that are going to be welded. Insert the tubing into the frame rails of the front car section (the  $5\frac{1}{2}$ " frame sticking out from the firewall) on both the top and bottom (for the Diablo, the tube is inserted 2" deep and extending  $12\frac{1}{2}$ ", for the F355 the tube is inserted 2" deep and extending 5".) Using a straight edge to line up the tubing, tack weld each piece in one or two places to keep them from moving. Do the same on the bottom rails.



Upper Extension Tube



Lower Extension Tubes

With a helper (second person) roll the rear portion of the chassis over to the car and lift with an engine hoist or jack up high enough to line up to the frame rails. Move the frame rails over the extension tubes, inserting the extension tube 2" into the upper and lower rear body frame, and check for level. Also measure the amount of gap you have between the original frame rails.



Once the upper extension tubes have been tack welded in place, the cradle should be remounted to assist with proper alignment and clearance.



The cradle should be put on jack stands and leveled. The level can be placed on the cradle extension tubes. Using a hydraulic jack under the rear of the swing arm allows minor movements to level it.