



Making sure the chassis is level. Making sure the cradle is level. Making sure the upper extension tubes are level. Now the rear portion of the vehicle may be moved up and aligned to the extension tubes. The lower tubes will have to be pounded into the frame rails.





Once you have exactly 10 ½" (3" for F355, 7" for Countach) in between the front and rear frame cuts check for level again. Measure from the strut tower center hole diagonally over to the firewall opposite outer corner. The cradle frame should be able to be bolted back to the upper frame at the rear mounting points. This will help secure the alignment.

Check for square and level about 5 more times just to make sure your frame is 100% straight., then weld the frame together. After welding is completed grind all welds down flush and weld a 3"x 18 ½" x 1/8" (3" x 12" x 1/8 for F355) piece of plate steel over the top rail extension area and a 6" x 18 ½" x 1/8" (6" x 12" x 1/8" for F355) plate steel over the bottom frame rail extension (BOTH SIDES).



Extension tubes welded in on passenger side. Note that sheet metal can be added back in to cover the 10 1/2" opening created by the extension.

The following pictures were borrowed from another chassis that an individual had completed.



It is necessary to weld a 1" x 2" piece of tubing at a 45 degree angle from the lower rocker panel area up to the rear portion of the stretched section (on both sides). Now take a deep breath . . .

