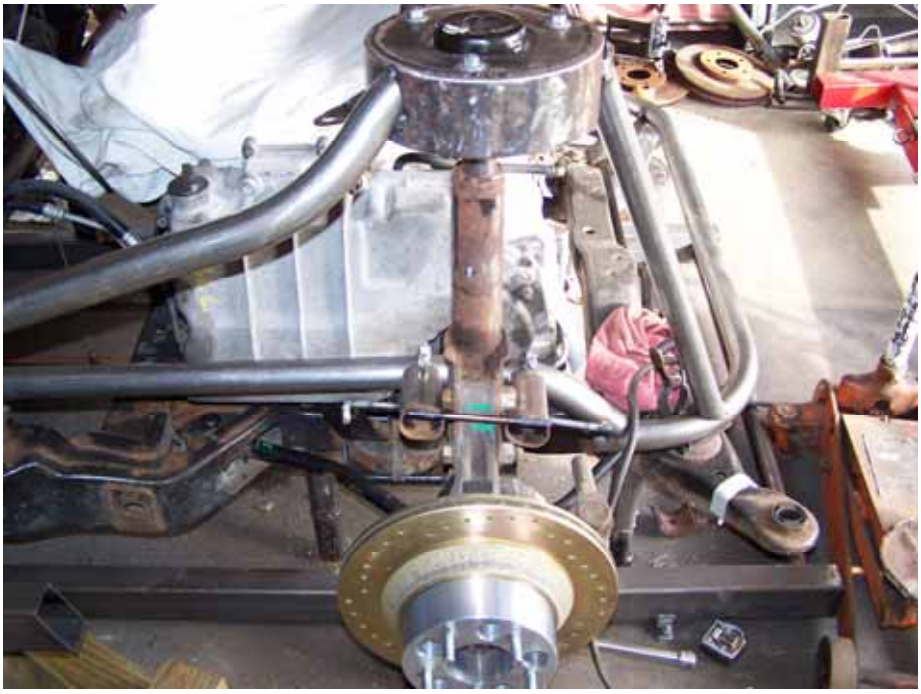
Pic #20. The Cadillac strut has had the lower spring seat removed along with the torsion bar link bracket so that the Mustang Coil-over tube can be installed. Slight modifications were made to the Mustang kit for it to work on the Cadillac strut. A spacer tube was cut to a length of 3½" and installed on the strut shaft to simulate the mid ride travel height of the strut to properly locate the strut cap position for welding.

Pic #21. Here are my two strut caps ready to be positioned and welded in place. They were made from 8" diameter tubing with ¼" wall thickness.



Pic #22. This pic shows my little strut alignment jig to hold the strut vertical. It was attached to the tube frame with two muffler clamps and was adjustable and worked well. The cap has been tack welded in the correct position before final welding.

Pic #23. I have boxed the firewall with 2x3 rectangular tubing for strength and have welded strengthening tubes at the firewall cross tubing down to the lower cradle support tubing. The LH strut is now permanently welded to the firewall and to the lower tubing at the rear. More tubing will be added in the future to join the strut caps together as needed.