



↑ Andy Maylish attaches the sway bar tubing. Leavitt chose to use 2.75-inch tubing, I doubt we'll ever use a sway bar that large in the car, but depending on the track we will be running on, I've seen sway bars up to 2.25 being used.



↑ Like we stated before, the mounting points for the control arms are extremely crucial. If the bolt is in a bind, then when we hook up the lower control arm it will also be in a bind.



↑ This laser-cut plate for the front clip serves two purposes. First, it will protect the center link from dragging the track. Plus, it connects the sway bar tubing to both lower control arms.



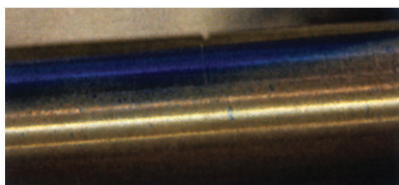
↑ With the front clip just about finished, all we have to do is flip it over, weld the underside, and then attach the upper control arm mounts. Then we're ready to go to the center section.

Ercolina Top Bender convenient for bending tube

DAY THREE Built the center section (or 'cage)



↑ The center section includes a lot of tube bending and fabricating work. Here, Steve Leavitt bends the A-post for our 'cage.



↑ We have run a center line down the top of the 'cage to make certain that everything lines up perfectly while we are building the 'cage. We will also use this line once we get the car on the jig.



↑ Since this 'cage jig has been built, Leavitt has raised the halo bar for added safety. Over time, other series have followed suit and mandated that teams must do the same.



↑ The bars are notched using this Mittler-Brothers tube notcher. Doing this ensures a good, proper fit from tube to tube.

↓ The finished 'cage, all that's left to do is add a few door plates for the driver side once the car is off the jig.

