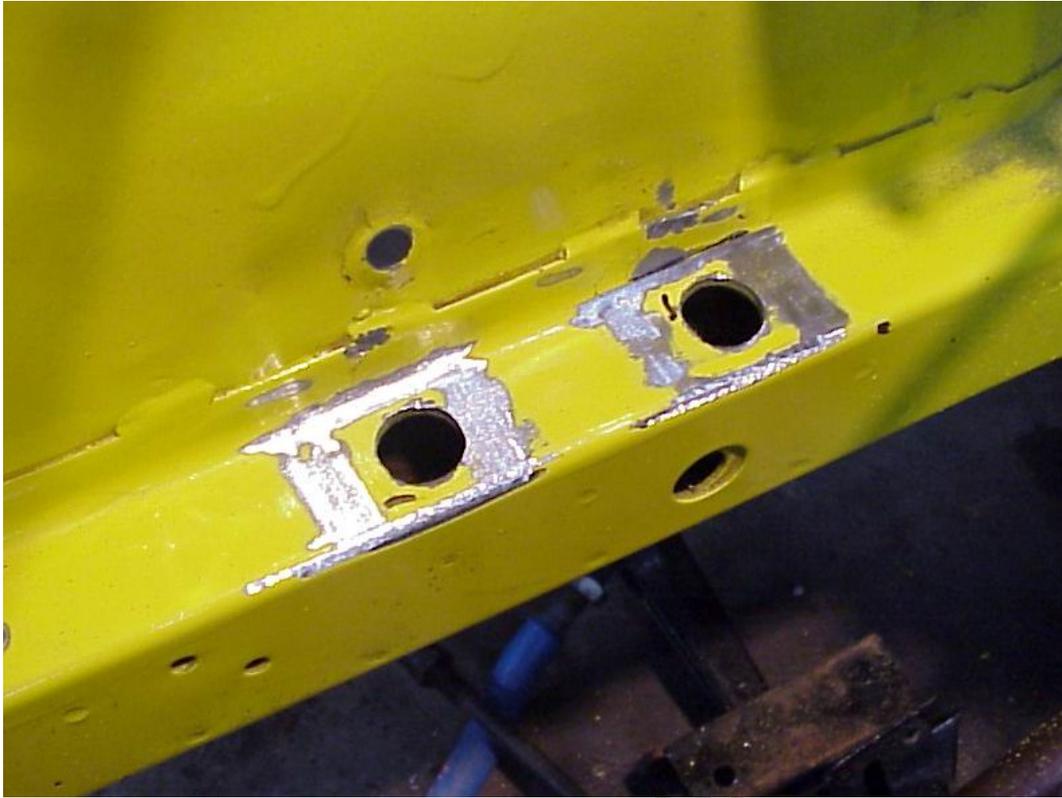


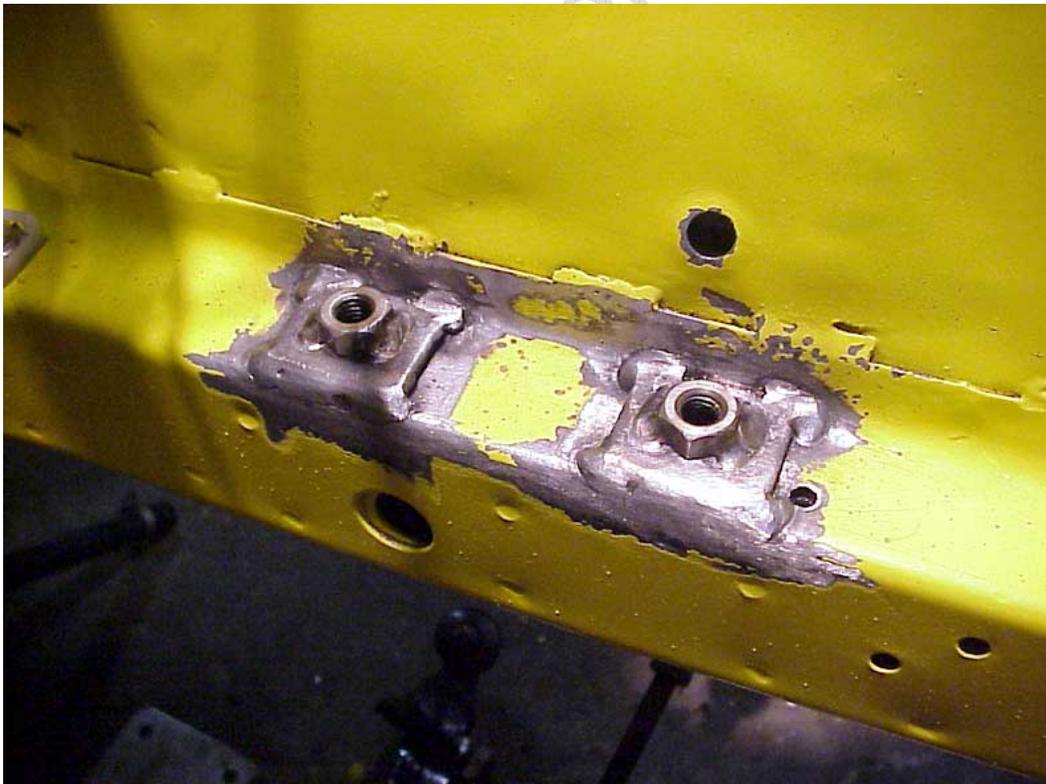
Then I welded washers to cut to length tube spacers [approx 51.5 mm long each]. Incidentally there's plenty of ways to do this but I've sat tubes on top of nuts in chassis rails. I drilled nuts out to suit new bolts.



They look to be about 19mm in diameter, hence tubing size.



Then I welded these on. Welded nuts on top.



Bit of touch up all done.
I'm gonna' look at strenghtening X member at bolt mounts.

RM in Adelaide

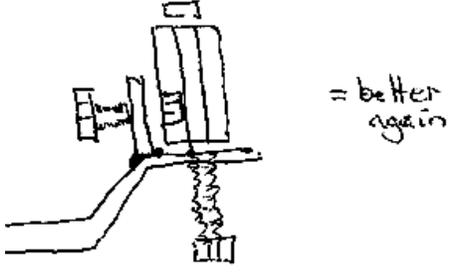
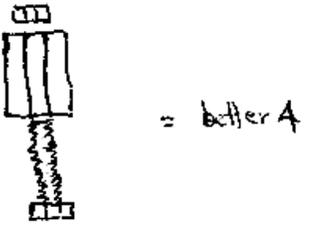
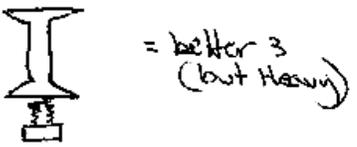
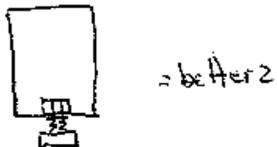
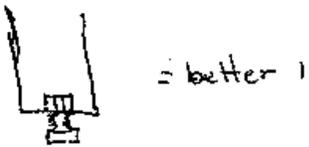
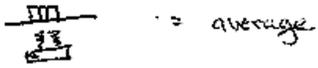
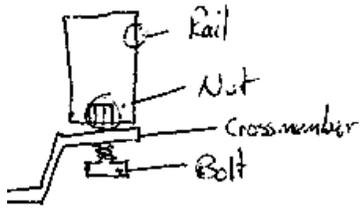
Geez you're rough Roger,

I just turn up the tube with an 18 or 19mm OD and either a 10 or 12mm ID (depending which bolts fall to hand) and then weld them in top and bottom and then grind almost flat and have the socket head at the top with the nut and hardened washer underneath and it looks like it should be there instead of looking like you tried to fix a stuffed up rail

Danny

www.rsmotorsport.com.au

Section view from front of car thru a chassis railing
 What we have STD



com.au

As I said, there are a number of ways of doing it.
 The square plate [washer] spreads the load. This needs to go to rail sides, hence the width.

As for Dannys way???????

I recon its sh!t, this way as bolt head diameter force is inside tube, slightly in shear.
This is a Gartrec kit.



I only have the tube in 2 bits which is not as good, but hey.....***

This is ordinary.



This is sh!t.



This is potentially good, but tubing not thick enough, and need to grind most of weld away.



***When I build a new car(?), I'll do it differently!

RM in Adelaide