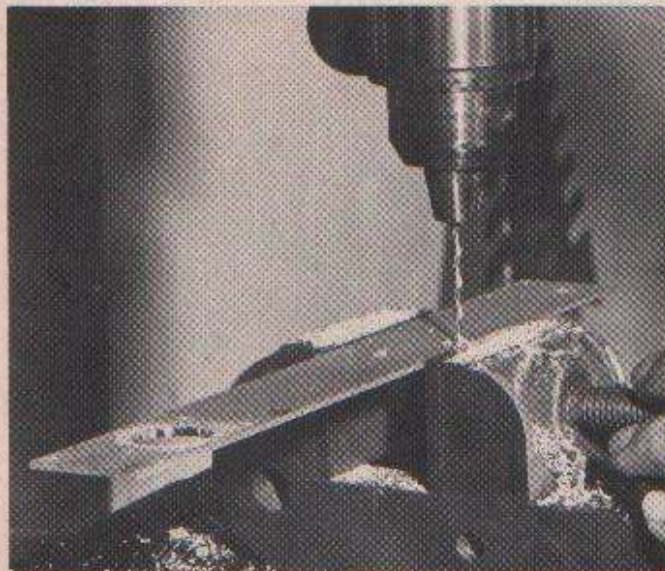
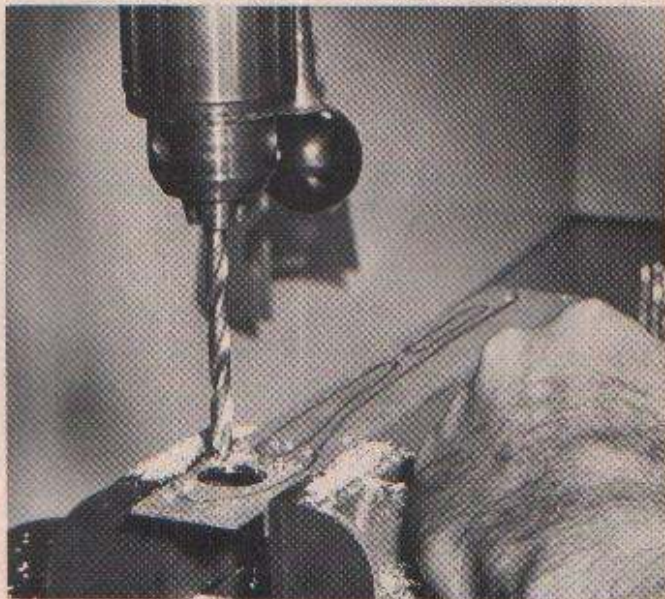


7) This $\frac{1}{16}$ -inch thick magnesium is pretty thin so I place the 0-80 body screws through the sides instead of the top end of the magnesium. I've seen quite a few frames break at the body mounting screw holes. I've left the frame a little heavier at the front end so I can install the lower body screws in the end of it without weakening the frame. This picture shows the position and the direction of the 0-80 body screws for my own car. You may have to change the position to suit your own body and frame design.



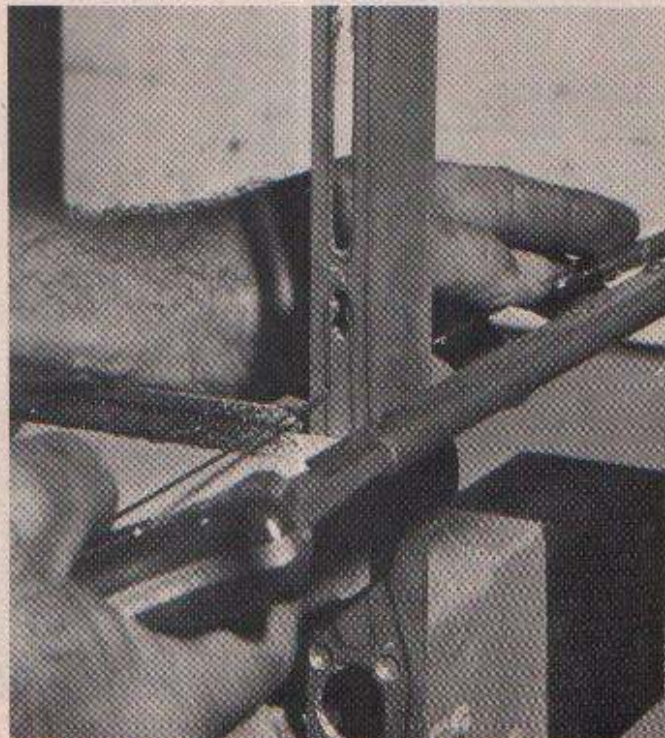
8) Unfasten the two pieces of magnesium and, drilling from the inside of magnesium frame towards the outside, using a $\frac{3}{32}$ -inch drill, for the pickup hole, drill the hole not quite all the way through. And do the same for the other side. If you accidentally drill all the way through the frame don't worry, all you have to do is use an alternate method for mounting the new pickup shaft.



9) Now, using the left hand frame only, measure from the left hand endplate where the center lines of the brush-holders are and mark these two points on the frame. Drill out with a $\frac{1}{4}$ -inch drill.



10) The two $\frac{1}{4}$ -inch holes drilled in step #9 will have to be slightly enlarged with a file and also a notch cut in the $\frac{3}{4}$ -inch hole so the endplate will fit the frame. When you have the proper fit, the 2-56 screws will slip through the frame and endplate.



11) Fasten the two frames back together. Next, I cut out the center of the frames, starting with a drill and then using a wire hacksaw blade that cuts in any direction. Using a file, smooth out the saw marks and then cut out the frame entirely.