



◀ **ANDY WEYENBERG**

Andy Weyenberg began welding at his father's business a few years before joining the Army. After going to school for Electro-Mechanical, he started working for Miller Electric Mfg. LLC as a technical service rep and training instructor. Andy has built and raced stock cars since he was a teenager — and now builds high-performance street vehicles while also managing the Miller motorsports program.

SKILL LEVEL: Beginner
TIME COMMITMENT: 1 hour

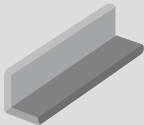
/ **TOOLS AND MATERIALS**



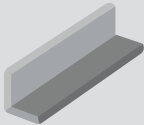
Miller® Multimatic® 220 AC/DC multiprocess welder



Medium-sized C-clamp locking pliers



1 1/2" angle iron



1" angle iron



Variety of exhaust clamps for the size tubing you are using

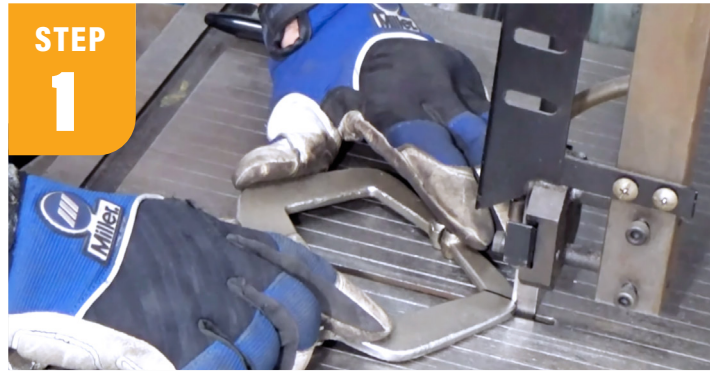
WARNING: READ AND FOLLOW ALL LABELS AND THE OWNER'S MANUAL.



ROLL CAGE CLAMP SYSTEM

Take the headache out of keeping your roll cage in place when welding with these modified C-clamp locking pliers.

STEP BY STEP



STEP 1
Cut the top arm of the C-clamp with the release lever from the outside of the 90° bend to the inside at about a 45° angle.

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**STEP
2**



Cut about 11/2" to 2" of the 11/2" angle iron, and cut a 11/4" piece off the 1" angle iron.

**STEP
3**



On the 1" angle iron piece you just cut off, cut one half of one side off so there's still a little lip. This will make a larger clamping point for the C-clamp if needed.

**STEP
4**



Be sure to deburr and grind the mill scale and any plating off the C-clamp before welding.

**STEP
5**



Set your Multimatic 220 AC/DC to the 1/8" setting and weld 1 1/2" angle to the C-clamp. Start by tack welding the front and back, then weld the sides.

**STEP
6**



For the exhaust clamps, weld the outside corners first and then the back side.

**STEP
7**



Attach the exhaust clamp to the parallel tube and C-clamp to the perpendicular tube.

**STEP
8**



Be sure to not overtighten the muffer clamps because that can dent the tubing. If nervous, place a thin strip of rubber underneath the exhaust clamp.



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