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Part # 915 Instructions

Part # 915 jacking rails are used in conjunction with Part # 912 subframe connectors.

Installation requires welding. Recommended process is either Mig or Tig.



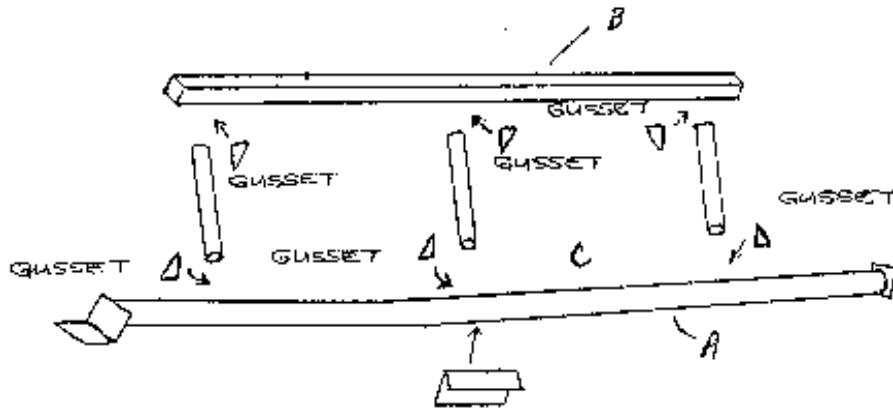
1. When installing 915 jacking rails, the main subframe 912 should be tack welded to the car in the front and rear. Do not weld them on yet. You are going to fit all the tubes (915 to the 912 kit) first, tack weld them together on the car, and then drop the subframe down and weld it complete before re-installing the assembly on the car.
2. With the 912-subframe tack welded to the vehicle, position the 1-inch square tube up next to the outer rocker rail seam along the inside. On some mustangs the factory incorporated angle iron as part of the outer rail in order to add additional support. The 1-inch diameter rail will fit perfect inside the support.



The photo above shows how the assembly fits under the car. In this case the square tube subframe installed directly into the outer factory rail.

3. The diagram below shows how the assembly goes together. Take the square rail and place it up next to the rocker rail seam. The square tube should run along the rocker rail all the way to the rear wheelhouse. You may have to remove chalking that is placed along the floor seam in order to get the rail up tight in the corners. Once you have the tube fitted clamp the tube to the rocker rail using a couple of c-

clamps.



4. You are now going to fit the cross tubes. The cross tubes require cutting them to length for proper fitment. There are 3 positions where the cross tubes are installed. The measurements are taken from the very end of the front of the 912 subframe. The first tube is approximately 14-1/2 inches back from the end. The second tube is approximately 34-1/2 inches back and the third tube is approximately 52 inches back. The length can change slightly based on clearances. Mark the 912 main tube at these locations and then take one of the cross tubes supplied in the 915 kit and cut it to fit. The tubes are mitered on one side, which goes towards the 912. After you have fit the tube, tack weld the tube to the 912 subframe and square tube. Note: the cross tube should be 90 degrees to the main 912 subframe and the square tube.
5. Follow the same procedure and fit the other two tubes. Make sure you have good tack welds. Take a look at your fitment. If the cross tubes look parallel to each other, weld as much of the cross tubes to the main 912 subframe and outer square rail as you can.
6. Once welded you are going to break the tack welds holding the 912 to the car and unclamp the outer rail. Drop the subframe assembly down and then finish welding the rest of the cross tubes.
7. The gussets supplied in your kit fit on each side of the cross tube. They install across from each other on the tube. This means only 2 gussets per cross tube. See diagram above. Weld the gussets supporting the cross tubes and let the assembly cool.
8. Paint the top of the subframe that goes next to the floor and let dry.
9. Reinstall the subframe on the vehicle lining it up with the prior tack welds. Clamp back into position and weld the assembly to the floor. Follow the instructions about welding the 912 to the vehicle. Strip-weld the outer square rail to the factory support rail or rocker rail depending on what you have. Strip welding should be weld 2 inches then skip 2 inches and then weld again. Some times you may have to tap the factory rocker rail seam over to the square rail. This will make welding easier.
10. After the subframe assembly is welded to the vehicle, locate two small tabs from the 915 kit. These tabs are jack points that need to be welded to the square outer

rail. They locate in the same location as the factory jack points. Weld then on 90 degrees to the square rail pointing down. These tabs allow the factory spare tire jack to be reused.

11. After welding is complete, paint the assembly.

12. Move to the other side and follow the same procedure.

On Mustang convertibles the factory has installed four panels as additional floor supports. These supports are pop riveted on. They are located on the underside of the floor pan, underneath where your feet rest and in the rear at the lower main bulkhead. These panels provide a small amount of enhancement to the structure of the vehicle compared to subframe connectors. Global West subframes require removal of these panels. Simply unscrew the sheet metal screws and drill out the pop rivets. Take a small chisel and knock the heads of the rivets. Once the panels are removed the subframe kit will install.

Another brace that serves little function goes from the lower plates to the center of the cross member. Unbolt this “support” as it is no longer used.