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Part #-919

Installation requires the vehicle to be on a drive on lift, or be supported under the rear axle and front lower control arms.



Supporting the car with stands under the body rather than the suspension will cause the body to flex. This could cause a misalignment of the doors and related body panels.

WE RECOMMEND USING TIG OR MIG AS THE WELDING PROCESS.

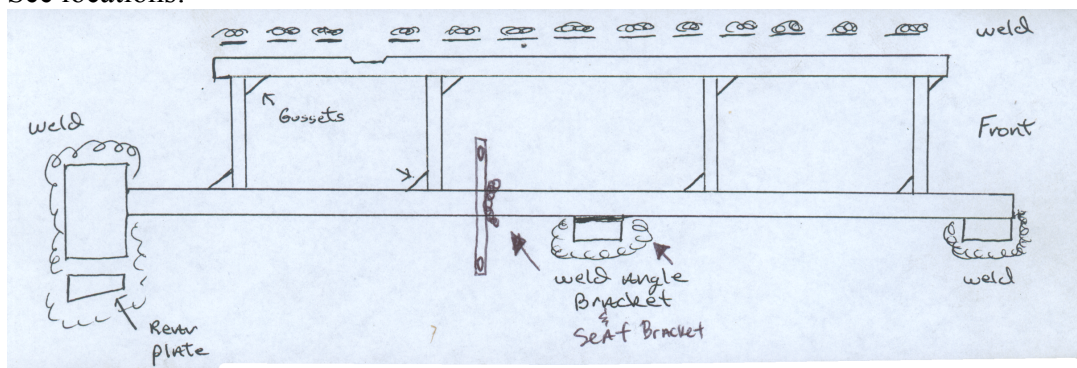
This jacking is best suited being used with Global West subframe part # 909.

1. Along the outer rocker rail you may have plastic side skirts. If so, you will have to remove the plastic buttons that hold the skirt to the rocker rail and the 2 bolts towards the front of the car. Before installing the jacking rail you will need to buff off the paint and undercoat along the bottom where the floor seam lays next to the jacking rail. (You are going to strip weld the seam to the jacking rail later.)
2. The jacking rail with the notch cut out of the rail is the driver side. Lift the jacking rail up along the floor seam and align the two holes in the jacking rail over the two bolt holes in the floor seam. The notch in the seat brace should line up around the main subframe tube. (The notch goes up.) Holding everything in position pushed tight against the floor. Clamp the jacking rail to the floor seam while holding the rail up against the floor. Note: You may have to clean some of the rubber caulk out of the seam to get the rail up tight to the floor.
3. You should have a Global West subframe part #909 as the main subframe. If it is installed already you can still install the jacking rails. You may not be able to weld all around the cross tubes because of the limited room against the floor. If you are just now installing the subframe your procedure will be as follows.
4. When installing 919 jacking rails, the main subframe 909 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 from the 919 kit to the 909 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. (Tack weld the 909 now.)

5. With the 909 subframe tack welded to the vehicle and the jacking rail clamped to the floor seam, collect 4 cross tubes, one each from short to long and position them in between the 909 subframe and the jacking rail. The mitered side of the cross tube goes up against the 909 subframe. They are longer then you need.
6. The diagram below shows how the assembly goes together.

See locations:



The cross tubes require cutting them to length for proper fitment. There are 4 positions where the cross tubes are installed. The measurements are taken from the very end of the **front** of the 909 subframe to the center line of the tube. The first tube is approximately 3 inches back from the end. The second tube is approximately 19 inches back, the third tube is approximately 34 inches back, and the fourth tube is 50 inches. The length can vary slightly based on the floor condition and overall fitment of the subframe. Mark the 909 subframe and buff off the powder coat at the cross tube locations.

7. Cut the cross tubes to fit between the subframe and jacking rail. The tube will be on a slight angle when cut. Try to cut the tube as close to the proper angle of the jacking rail as possible. You should be able to tap the cross tube into position. Remember the tubes are mitered on one side, which goes towards the 909. After you have fit the tube, tack weld the tube to the 909 subframe and jacking rail. Note: The cross tube should be 90 degrees to the main 909 subframe and the jacking rail. Use this same procedure for the rest of the cross tubes.
8. Once welded you are going to break the tack welds holding the 909 to the car and unclamp the outer rail. Drop the subframe assembly down and then finish welding the rest of the cross tubes.

9. The gussets supplied in your kit fit one 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.
10. Paint the top of the subframe that goes next to the floor and let dry.
11. Reinstall the subframe on the vehicle lining it up with the prior tack welds. Clamp the jacking rail back into position and tack weld the assembly to the floor. Follow the instructions about welding the 909 to the vehicle. Strip-weld the floor seam to the jacking rail. Strip welding should be weld 3 inches then skip 3 inches and then weld 3 inches until you have spanned the distance of the jacking rail. Sometimes you may have to tap the factory rocker rail seam over to the square rail. This will make welding easier. NOTE: Make sure to hold the factory side skirt away from the area being welded.
12. After the welding is complete, make sure the outer rail is cool before attaching the side skirt. Locate 6 sheet metal screws with washers in your kit. These will replace the plastic buttons that held the side skirts originally. Use a drill bit 13/64 and drill a hole into each location where the original buttons are installed. After drilling simply screw in the self-tapping screws supplied in the kit and reattach the side skirt.
13. The other side of the car will be completed in the same fashion. The factory brake lines and fuel lines are not generally in the way. However, if they are close to the area that is going to be welded, move them over until the subframe is installed and then push them back into position.

If you have any questions please feel free to contact Global west Tech at 877-470-2975. We will be glad to help.

