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#### Instructions for part # 924

Part # 924 jacking rails are used in conjunction with subframe connectors

Part # 911.

911 subframes and 924 jacking rails require welding. We use Mig or Tig welding processes



1. There is a right and a left subframe connector. The front of the Global West subframe either has a 4 inch box or a 6 inch long box depending on the year. 1964-66 models have a 6 inch long box and 1967-73 models use a 4 inch long box. The subframe tube welded on the side of the box goes towards the outside of the car. When you install the front portion of the subframe onto the factory floor support, have the edge of the subframe as far back as possible. (Note: The further back you move the subframe on the front rail, the closer the subframe gets to the floor. We like to see the subframe touch the floor along the tube as much as possible back by the leaf spring).



The back portion of the subframe will slide over the rear frame rail that goes over the differential.



2. Use a dead blow hammer and tap the 911 into place. The 911 should be as tight to the floor as possible. If the subframe doesn't stay in position, a clamp will work nicely or get someone to help hold it up to the floor so you can mark the location of where the subframe will require welding.

3. Once the car has been marked, buff the front and rear location till you are down to metal.

4. Next buff the subframe itself removing the powder coat off the edges.





5. Position the side frame up to the floor and use a dead blow hammer if needed to get it up tight.



Note:

The back of the subframe will not touch the rail. In the kit there is a square plate that will close this up towards the end of the installation process. If the subframe does not want to stay up onto the floor rails, I would tack weld the front and back. **Do not weld them to the car yet**, you are going to drop it down after tacking the 924 kit to it. That will allow you to weld all the way around the tubes.

6. With the 911 subframes in position place one of the long 1 inch square jacking rails along the inside of the rocker panel seam. Both ends have tabs welded on them. They go up. Line the rail up so the rear tab is flat against the floor by the leaf spring bracket. Push the jacking rail forward till the tab butts up against it. This will index the rail. The front tab may need to be slightly taped over to touch the front lower floor panel. Use 2 c-clamps or vise grips to hold the outer rail to the rocker seam. Note: You may have to remove undercoating and dirt along the rocker seam in order to get a good fit.
7. With the outer rail clamped in position, use one right-angle plate supplied in your kit and one 10-inch long tube. Place the right angle up against the factory floor rail in front of the 911 subframe box. At least 12 inches before it. Slide the 10 -inch tube down between the angle plate and the jacking rail till it spans the distance. Move the right angle plate to accommodate the span. The tube should be at a right angle between the outer jacking rail and the angle plate. Note: Place the tube in the center of the angle plate. Tack weld the angle plate to the factory rail and then weld the 10-inch tube to the jacking rail and angle plate. **(Do not weld the angle plate to the floor rail yet)**.
8. The next tube will be at the rear of the subframe. Use one 7 1/2-inch long tube supplied in your kit and place it near the rear of the jacking rail. It should be about 8 inches from the rear. The mitered side butts up against the 911 subframe. You may have to do a little grinding on the cross tube for proper fit. Make sure it is at a right angle to the jacking rail and subframe. When you are ready to weld the tube to the subframe and jacking rail, make sure you buff the powder coat off the subframe at your weld point. Weld the cross tube to the subframe and jacking rail.
9. There are two more tubes that must be fitted on this side. One is about 8 inches long and the other is 7 3/4 inches long. Space the cross tubes evenly between the front and rear cross tubes. The 8-inch will go most forward. You may have to do some minor fitting of the cross tubes. Make sure all are at a right angle to the subframe and outer rail. Follow the same procedure as before. Clean the powder off the weld area first and then weld the tubes to the subframe and jacking rail. Weld as much as you can around the tubes on the square outer rail and the subframe. You will not be able to get around them

fully. After the parts have cooled down, unclamp or grind the tack welds off and drop the subframe down so you can finish welding around the tubes.

10. Once the assembly is on the bench. Weld the remaining areas around the tubes. There are also right angle gussets that are included in your kit. Use one gusset on each side of the tube (laid out in the product photo above) and weld it in the center of the cross tube to the square rail and one to the main subframe. There are 16 gussets – 8 per side.
11. After welding let it cool and then paint the top of the assembly next to the floor. Not the whole unit. You still have to weld it to the car.
12. You are now ready to weld the subframe to the car. **MAKE SURE YOU HAVE CLEANED ALL THE WELDING AREAS.** You are going to weld around the boxes of the main 911 subframe (front and rear). Stitch weld along the rocker rail to the jacking rail is required. We weld 3 inches, skip 2 inches, weld 3 inches and so on. Both end tabs are also welded to the floor area. Make sure the carpet or any other flammable material is out of the area inside the car.
13. Re-position the subframe onto the car. Clamp the unit back in place and weld it to the car.



**Note: Do not weld along the top of the forward boxes of the subframe. It is not required. If you choose to do so, you will need to remove the carpet inside the car.**

After the subframe is welded to the car, use one of the two flat end cap plates supplied in your kit and cap the end of the subframe. You may have to trim it depending on your car.



14. Move to the other side of the car and follow the same procedure.
15. After welding is complete paint all weld points and the remaining non-painted subframe.

If you have any questions please call toll free at 1-877-470-2975. Our technical department will be glad to help.