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Instructions for part # 923  
(subframe jacking rails).

Part # 923 jacking rails are used in conjunction with Part # 910 subframe connectors. 910 subframes and 923 jacking rails require welding. We use Mig or Tig welding processes, both work well.

1. Take the 910 subframe and position it up onto the front and rear floor reinforcement rails. Use a dead blow hammer and tap the 910 into place. The 910 tube will be on the outside of the floor rail and should be as tight to the floor as possible. (Note: The further back you move the subframe on the front rail, the closer the subframe is to the floor at the rear. We like to see the subframe touch the floor along the tube as much as possible). If the subframe doesn't stay in position, you may have to put a small tack weld on the front and back boxed areas. Do not weld the subframe in place yet because you are going to drop it down after tacking the 923 kit to it.
2. With the 910 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. The tabs point 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.
3. With the outer rail clamped in position, locate one right-angled 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 910 subframe box. At least 12 inches before it. Slide the 10 -inch tube down between the angled 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: We 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).**
4. Move to the rear of the subframe. In your kit you will see 4 tubes with a slight bend in them. Two of the tubes have sharper bends than the other two. The tube with the greatest bend and is also the shortest goes near the end of the jacking rail. Approximately 2 inches from the end. The bent side butts up against the 910 subframe. The other side butts up against the outer rail. 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, buff off the powder coat in that location. Weld the cross tube to the subframe and jacking rail.
5. There are two more tubes that must be fitted on this side. From the rear cross tube move forward towards the front of the car about 12 to 14 inches and use the other tube with a shallower bend. (This tube is also longer than the previous tube). You may have to do some minor fitting of the cross tube. Make sure all are at right angles to the inner tube and outer jacking 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.
6. Next use one of the short straight tubes and place it spaced about in the middle of the front cross tube and the last tube you installed. Positioning may vary with each car however you should be pretty

close. You may have to do some minor fitting of the cross tube. Make sure all are at right angles to the inner tube and outer jacking 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.

7. You will have noticed that you are not able to weld all around the tubes because it is too close to the floor. You now will drop the entire assembly by removing the clamps and any tack welds which may be holding the unit to the floor. Once the assembly is on the bench. Weld the remaining areas around the tubes.
8. The final step before welding the subframe to the floor will be welding small gussets next to the cross tubes and main subframe tubes. Simply butt one angle gusset up to each cross tube next to the subframe. Point the gusset rearward. On the other side of the same cross tube place another gusset pointing forward. (One gusset will be located at the round tube and the other on the opposite side next to the square tube). Weld the support gussets. 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.
9. 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 910 subframe (front and rear). Stitch welding along the rocker rail to the jacking rail is required. The rocker rail must be cleaned. 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.
10. Re-position the subframe onto the car. Clamp the unit back in place and weld it to the car.
11. Move to the other side of the car and follow the same procedure.
12. 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.