

REAR

1

# SUBFRAME INSTALLATION INSTRUCTIONS



**JimMeyer** *Racing products inc*

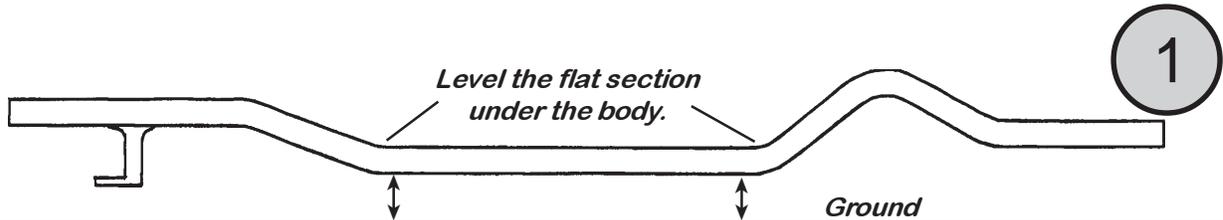
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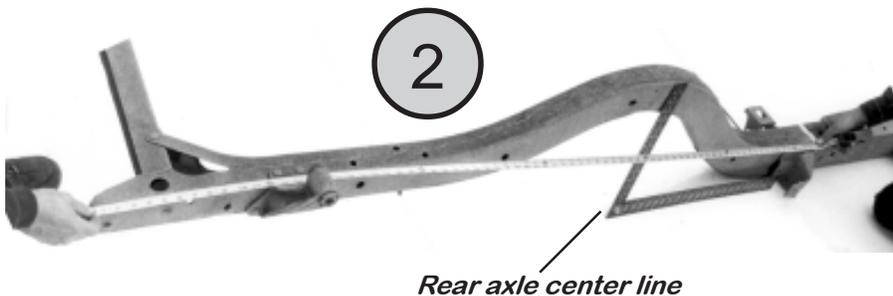
## LEVEL THE CHASSIS

The first thing to do is to level the center portion of the chassis under the body. Duplicate the same leveling position you did for our Rear Subframe Questionnaire. You will be able to use the same dimensions from your questionnaire if you level the chassis at the exact height you did the first time. Make sure you have the same distance from the ground to the rear of the chassis rails for your final graft.

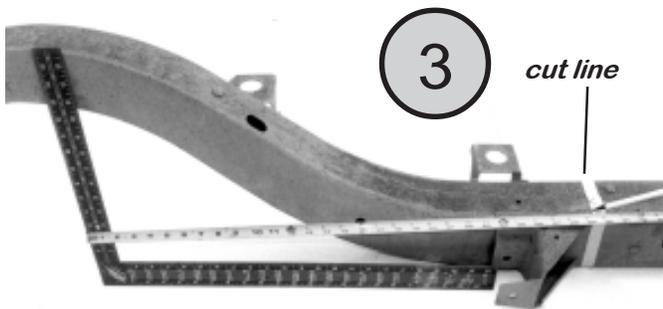


## LOCATE YOUR REAR AXLE CENTER LINE

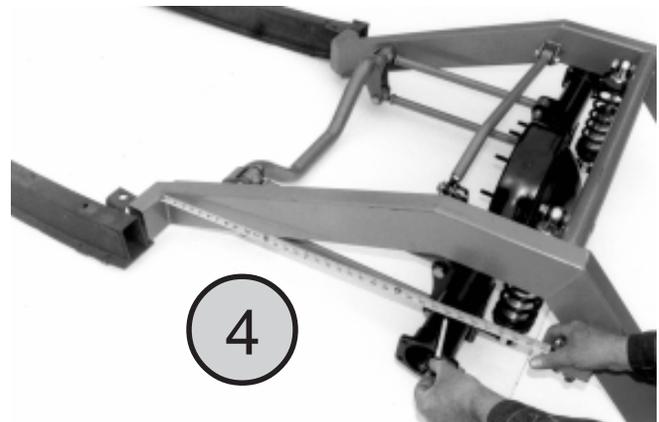
Follow the dimensions from your Questionnaire and locate the distance from the axle center line forward to your cut line/graft point. Double check this dimension by measuring your new subframe and make sure they are the same. Measure twice and cut both mating surfaces at the same angle, or cut one a little longer and grind to make a tight weldable connection. Set up the subframe to the chassis following your questionnaire dimensions.



Locate the rear axle center line and the distance from the cut line to axle center line. Masking tape works great to mark these areas.



Measure again, both the new subframe and old chassis and check that with your rear subframe questionnaire.



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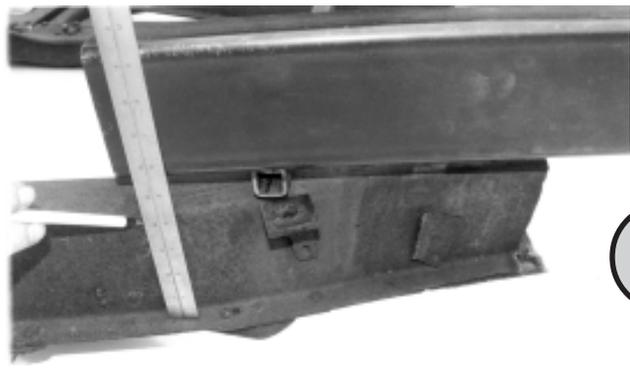
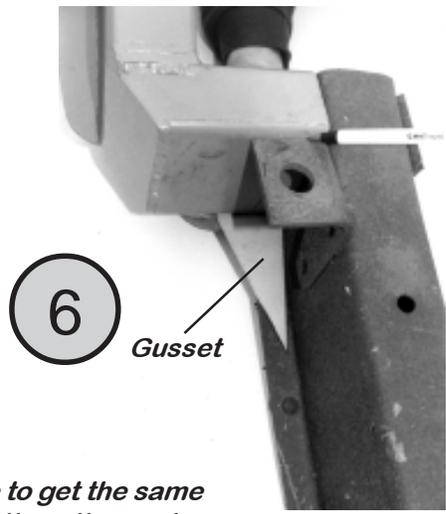
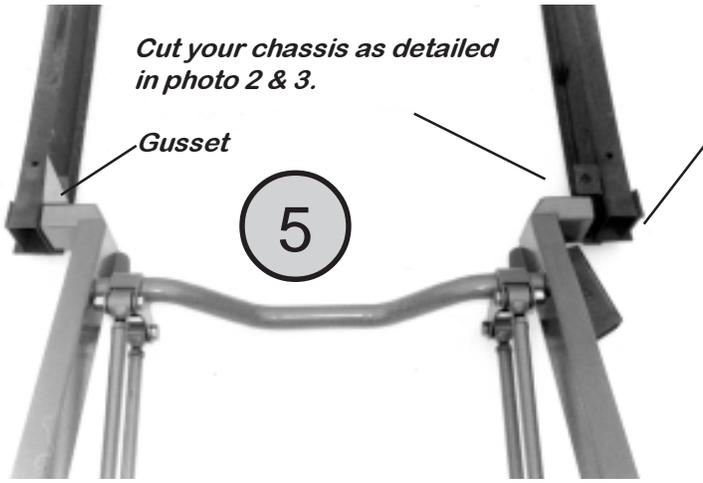
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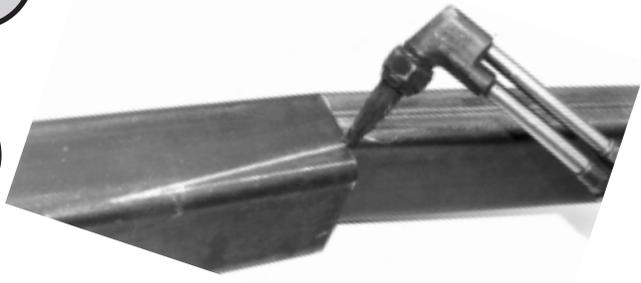
# MAKING THE GRAFT

*Make as strong a graft as possible using some of the following techniques as ideas for your situation.*

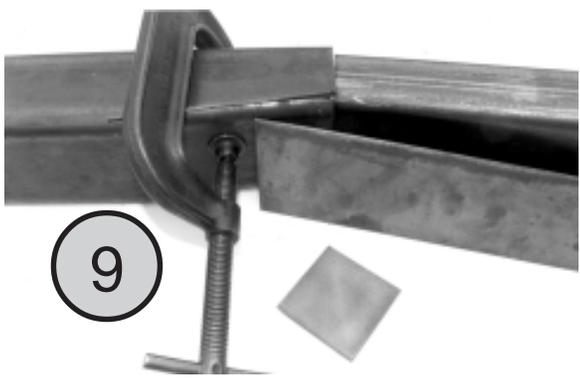
*Use the corner gussets provided on both upper and lower inside corners. Fillet-weld first then weld-on the gussets.*



*It may be possible to get the same splice angle on both mating ends. Stack the two rails and scribe a common cut-line. Or, use an angle-finder to duplicate the mating angle if necessary.*



*If one of the box rails is bigger than the other, a pie-cut (top & bottom) on the larger rail can create identical end profiles*



*Clamp the end where the pie-cut was removed and tack-weld. Grind the ends of each rail for a tight butt-fit and weld together. Weld our diamond doubler plate over the butt-weld or weld a short section of boxing plate over the welded graft area for a stronger connection.*

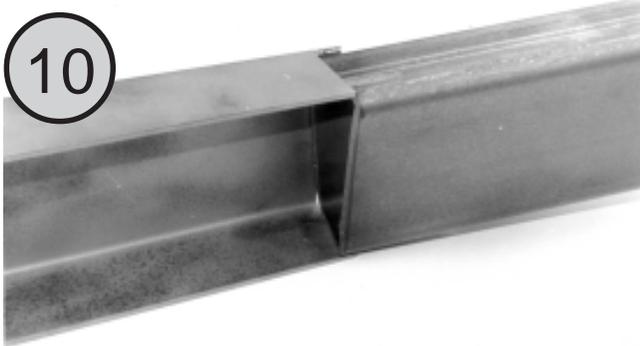
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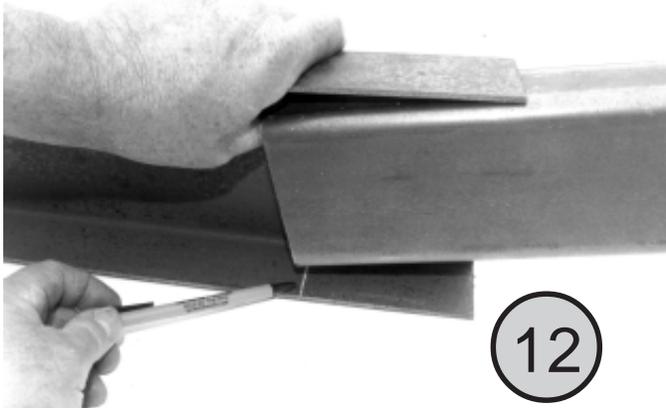
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## MAKING THE GRAFT, cont.



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If you have "C" shaped rails, make a tight butt-connection and weld around the inside first. You can leave an overlapping tab on one side of the "C" rail for additional welded surface area.



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When the stock "C" shaped chassis is larger than our 2 x 4 box tube subframe rails, overlap into the stock rail and mark a bend line at the bottom end (shown). At the inside of the bend line, cut the rail lip toward the rear and bend the bottom lip up to meet the subframe. Weld inside first.

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A short section of boxing plate over the connection shown above, along with our diamond doubler plate, can be welded together for a strong and very clean graft.



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On some frame rails, our box tube subframe will fit into the stock chassis.

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