

750/101 Alternate Sill Kit Installation Guide
PN: (OR2J)

If you're reading this document, then you are either curious about our sill kit which replaces the stock sill assembly because yours is rusted to death, or you've already purchased it and you're wondering how to make this newly acquired stack of parts into a functional piece of automotive structure. Whatever the case may be, this guide will help you.

Now, on to business. We dragged in one of our rusted out cars we use for patterns and reference measurements and put in a kit, taking pictures of all the pertinent areas and steps. Because this car is never again going to see the open road, we didn't weld the kit in place, but rather took apart most of the sill assembly and offered up all of the parts so you can actually see where they go. Then, we took the same kit and assembled it on a work bench with a few tacks so you can see what it looks like out of the car.

It should be noted that before you cut up your own car that you should temporarily weld in some cross bracing so the car doesn't turn into a banana when you cut all the support out from under it. It would be more than a shame to get the sills welded in and then not be able to close the doors anymore. Which is what invariably would happen without proper bracing.

Below is a picture of the car we started with before it went "Under the blade."



101 Alfa spider, more or less intact

The next shot shows the car after the outer rocker panel was removed. The factory outer stiffener is still there, more or less. In case you haven't already guessed, we'll be working on the right hand side of the car for the duration of this article.



101 With Rocker Removed

Marie-Claire can be seen here cutting out the remains of the factory inner stiffeners. If you're not accustomed to welding, grinding, cutting, and sometimes eating metal, then have someone else install this kit. It's not a "bolt on" and it's not for beginners.



Cleaning out the inner sill

This is what things looked like after all the remnants of the factory parts were stripped out. Obviously the inner sill would be removed too if this were to be an actual restoration, but the purpose of this document is strictly to show how the sill goes together so the factory inner sill will do just fine.



The gutted sill area

We didn't install our inner sill but we thought we'd hold it up to show the orientation. The 90 degree angle on the end goes towards the front of the car. The upper edge is open and the lower aspect has a flange which points towards the ground.



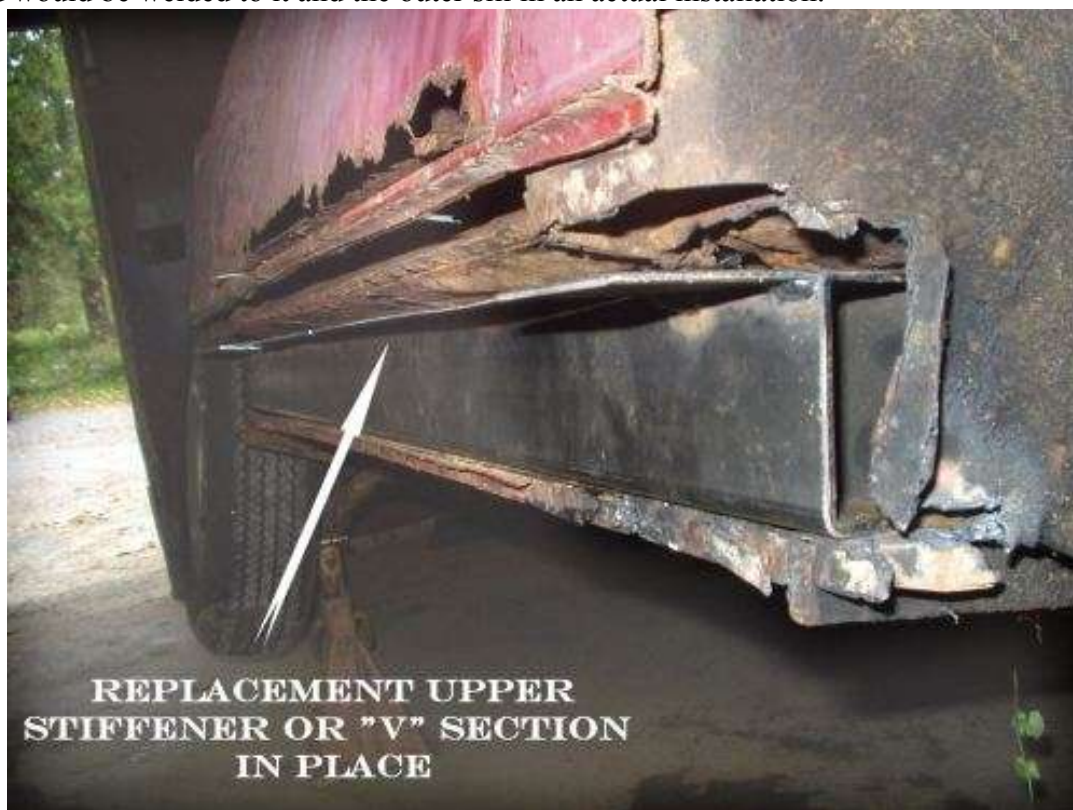
Holding up the inner sill

This shows the main stiffening beam in place. It replaces the factory outer stiffeners, and is much stronger.



Main Beam in Place

The shot below shows the "Upper Stiffener" or "V" section in place. It gets wedged in before the main beam and would be welded to it and the outer sill in an actual installation.



"V" section placement

The next picture shows what you can expect when you open up the sills. You can see where the pillars come to jagged rusty ends. These would have to be trimmed back to where the metal was good, then extensions would have to be made to reach the sills. Note that the long plate on the main beam goes towards the rear of the car to pick up both rear pillars.



Landing spots for the non-existent rear pillars

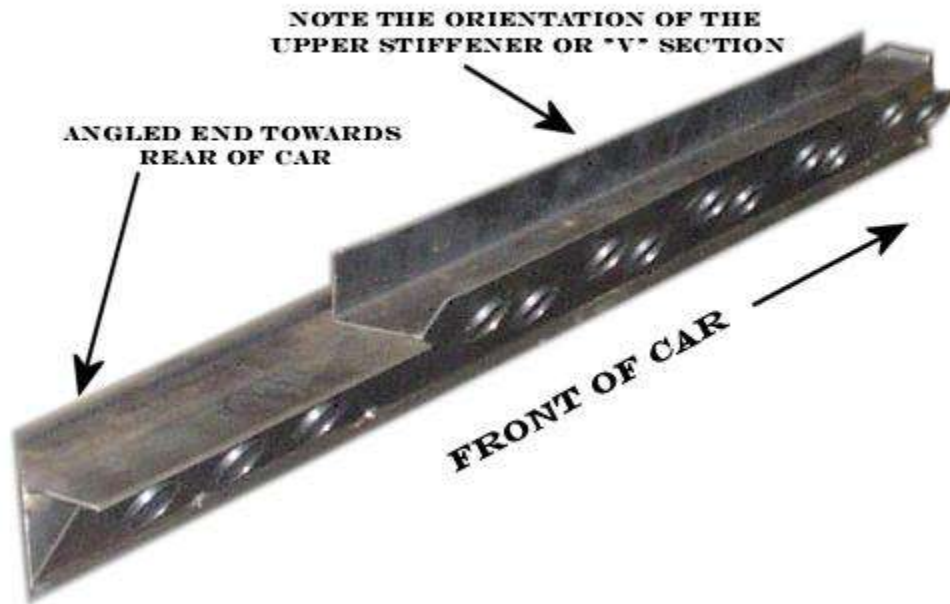
Here it is all together, ready to be welded in.



All the parts in place

As promised, here's a look at it tacked together on the work bench so you can get a feel for what it should look like.

COMPLETE ASSEMBLY



Happy welding, and don't be shy to call us with any questions or concerns.

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