Subframe Connectors

SSM-1402 - Subframe Connectors

Fits: 1979-1993 Fox Body Mustang and SN95 Body Mustang Platforms

Installation Instructions

Important Notes

Before you begin:

- Our connector design works differently than traditional Subframe Connectors. Ours tie into the front of the vehicle by the engine bay at the K-Member and also tie into the Torque Boxes at the rear of the car. They perform like solid frame bridges, which is much sturdier than adding 4' Subframe Connectors. Because of this, they install differently than standard 4' pieces.

- Before you begin, your vehicle must be completely assembled and fully put together with the engine and transmission installed, along with all body components. (Examples include fenders, hood, quarter-panels, doors, trunk, bumpers, roll bars/roll cage, full interior, engine, transmission, rear end, any glass, dash parts, battery, etc.) Everything you're planning to install on the car must be in place so that the vehicle's full weight is distributed on the wheels and frame just as it will be when you're ready to race. Since your car's frame is always under constant tension of forces pushing and pulling on the chassis and body at different places under different loads, you will need to make sure these forces don't change after installing the Subframe Connectors.

- If you were to fit our Subframe Connectors onto your vehicle before installing all the components, the unsatisfactory results would include body panel misalignment, and unevenly spaced fenders, hood, trunk, and door panel seams. Therefore, your car build must be complete and at the final build stage before installing these Subframe Connectors.

- Our Subframe Connectors increase the overall rigidity of your chassis and improve handling responsiveness. We engineered these connectors to join your car's rear frame rails to the front K-Member frame section very firmly and transform your old unibody car into a complete full frame car chassis. The result is a stiffer ride and improved suspension performance.

- Installing these connectors will make our car seem to ride rough and stiff—just like a 'real' race car.

- To Recap: You must install the Subframe Connectors using the car's own wheel weight. The vehicle must be sitting on 4 wheels on a hydraulic lift rack or 4 floor ramps. You can use jack stands and blocks under the frame to install loosely. However, for the connectors to function correctly, the final tightening and torque-down process must be done under the vehicle's own weight while sitting on 4 wheels at ride height.

  Do not use a two-post lift. It will load the frame/body in the wrong points and cause the chassis to twist and tweak when lowered to the ground on 4 wheels.

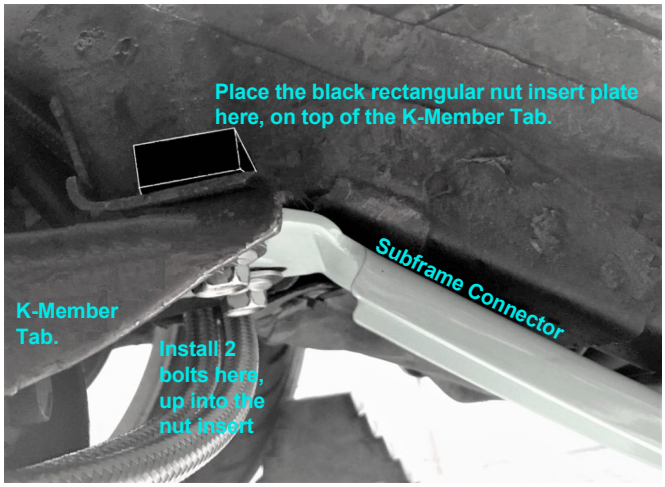
A Final Note: Some Convertibles and Cobras require the removal of a factory mounted long square bar. The intention was to stiffen the car and keep it more rigid when under higher torque loads. However, it does not work. It bolts over the exact location where you will need to install your new Subframe Connectors and should be removed.

Installation Instructions

1. See the installation position of the Subframe Connector below. Note: The connector's front end has a slanted steel bracket to attach it to the K-Member tab near the firewall, while the back end of the frame connectors has a vertical tab sticking up for a control arm mount.

Start on one side and install Subrame Connector front-to-back. Then install second side.

2. Begin the installation on the front end of the Subframe Connector at the K-Member side. Remove the two large OE bolts in the K-Member attachment, and install the Subframes in place using the supplied bolts. Thread 2 bolts into the black rectangular “Nut Insert ” provided in the kit and finger tighten. Note: You may need to support the center while bolting on the front.

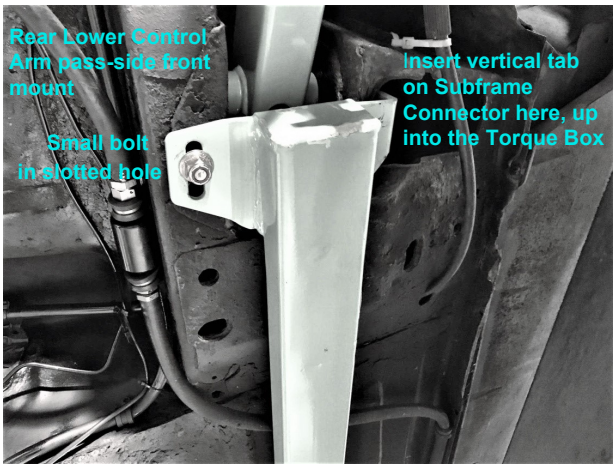


3. Now that you've installed the front section, finger tight, move to the back section of the Subframe Connector, attach it to the Torque Box area, and rear the lower control arm.

4. Next, you will remove the Rear Lower Control Arm Bolt going through the front of the arm at the mounting point location and install the frame connector’s vertical tab up into the Torque Box area.

5. Now, install the new control arm bolt from the supplied hardware kit through the vertical tab on frame connector and through the control arm, attaching lock nut on other side and finger tighten.

6. Next, install the small bolt into the frame down through slotted hole, and attach the lock nut and finger tighten as shown below.



7. Now, you can go back over the fasteners you've installed to tighten them firmly into place.

8. Repeat this procedure to install the remaining Subframe Connector.

9. Finally, double check all fasteners to confirm everything has been tightened and is securely in place.