



Global West Suspension

Part #902

**SUBFRAME CONNECTOR INSTALLATION
INSTRUCTIONS**

1974-81 CAMARO/FIREBIRD



In order to obtain the best results using a subframe connector on this chassis design, it is recommended a solid subframe bushing be used. In the kit we supply two Interloc solid rear subframe bushings and hardware. We prefer all six subframe bushings to be solid. The kit to order for obtaining the rest of the bushings is Part #809 (fits 74-81 Camaro and 80-81 Firebird). This is a stock height body mount. We also manufacture a ½ inch drop body mount kit part #819 (Camaro only 74-81). The ½ inch drop kit comes with all 6 bushings, the two that already are supplied with the subframe will not be used. Firebird 1974-79 uses Part # 816. This is a stock height bushing kit.

Polyurethane can be used with our subframe however interloc bushings would be a better choice. We do not recommended using stock rubber bushings with any subframe connector because they defeat the purpose of using a subframe connector.

Installation will require drilling 4 holes and minor welding.

In the kit you will find:

- 4- 1/2 inch bolts
- 4- 1/2 inch lock nuts
- 2 male/female interloc bushings. They replace the rear frame bushing on the stock subframe.
- 1 right subframe Note: The subframe connectors will only go on one way.
- 1 left subframe
- 2 steel 1/8 inch plates

We recommended installing the subframe with the vehicle on a drive-on ramp.

Installation

1. Remove both rear factory subframe bolts. Using a small pry bar pull the back for the factory subframe down till you can slip the rear factory bushing out of the frame. Replace with our interloc bushing supplied in the kit. (The interloc bushing looks similar to the stock unit. Install the interloc so the step goes down into the fame).

2. Place the correct(L/R) subframe into position and slide it onto the factory frame. Slip the unit as far forward as you can. Make sure that the subframe top plate with the slot is between the factory frame and the body mount bushing. Note: The bushing will slide into the plate.
3. Take a rubber mallet and tap the rear subframe box over the rear unibody rail. Make sure that the subframe is as tight as possible to the vehicle's floor. **Note: Sliding the new subframe slightly back will raise the tube closer to the floor. The tube should be about 1/8 of a inch away from the floor located by the leaf spring front eye.**
4. Once the subframe is in place, tighten up the rear subframe bolts. Torque to 90 ft/lb.
5. With the rear box firmly up against the floor, weld the rear of the subframe to the unibody factory rail. Note: You will only be welding on the rear box where the subframe comes in contact with the car's unibody. You should weld completely around the box.
6. Locate 2 small steel plates provided in your kit. Place one plate over the rear gap at the back of the box. Weld the plate to the back of the box and factory rail.
7. Move to the front of the subframe. Using a 1/2 inch drill bit, drill a hole on either side of the box through the factory frame.
8. Use a 1/2 inch bolt/nut supplied in your kit and bolt the sides of the subframe together with the stock subframe. Torque to 70 ft/lb.