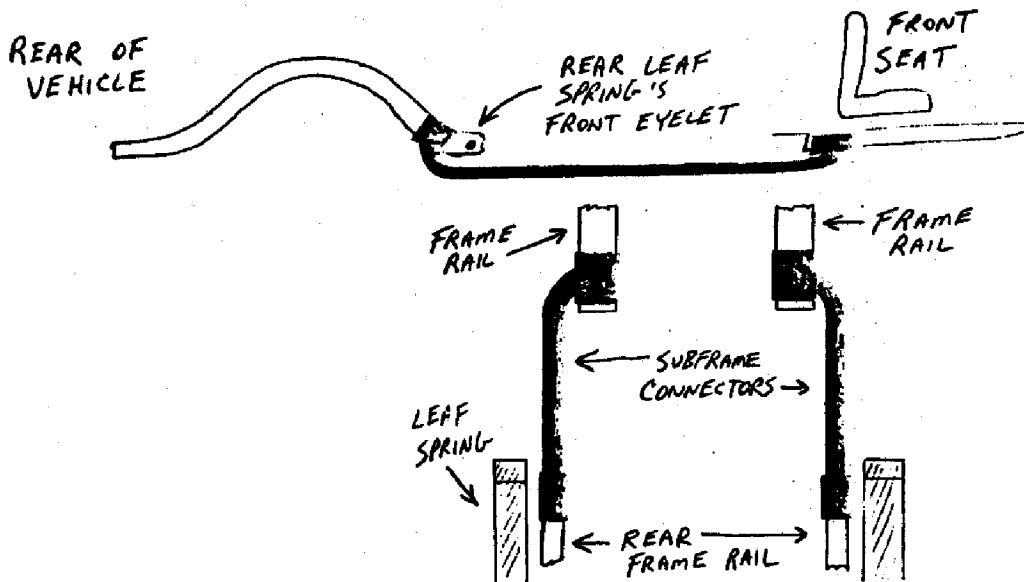




Part #910, 910C, 911 and 911C
Early Mustang (1964 - 1973) Subframe Connectors
Installation Instructions

Subframe connectors reduce torsional twist whether the task is cornering or straight-line acceleration, subframes provide necessary additional structure. Our subframe connectors must be welded to the vehicle for proper function. **NO BOLTING!** TIG or MIG welding is required. Good welding is essential for kit installation.

The subframe connectors have a right and left side. The subframe front box, attaches to the forward reinforcement rail under the front seats and extends just past the leaf spring front eyelet and connect to the square frame rail. (See diagram).



The subframe connectors are manufactured with boxes at both ends. The boxes slip over the unibody frame rails. To ensure proper installation the attachment point between the subframe's box and the frame rail must be cleaned first and the subframe may need to be tapped on with a rubber mallet. The subframes large box attaches to the forward unibody frame rail. Position it as far back as you can on the stock frame rail. The other end will pop up over the rear reinforcement rail going over the differential. Use a rubber mallet to position the box around the rail. The subframe should stay in place.

You will notice a gap at the very back of the subframe where it attaches to the frame rail. In the kit we furnished a flat plate that covers the space. The plate welds to the factory rail and caps of the subframe. Note: The cap will also welds to the subframe.

Go ahead and weld the subframe to the unibody. Watch to make sure you do not over heat the carpet under the front seats.

After the welding is complete, paint as need.

