



Please read the following key points before installing this kit.

- 1 – Before performing the subframe connector installation, the vehicle must be completely assembled with all body and component parts installed (e.g. fenders, hood, quarterpanels, trunk, full interior, engine, glass, etc.). Basically, the subframe connectors should be one of the last components installed on your vehicle. Reason being is you want the vehicle settled with all of it's own final weight. The car's body is always in constant tension, with forces pushing or pulling within the chassis & body. You want to make sure these forces don't change after you install the subframe connectors. For example, if you installed subframe connectors before installing the engine and body panels this may result in having misaligned fenders, door panels and/or hood later on. The car must be in it's final state before the subframe connectors are installed.
- 2 – The subframe connectors must be installed on an alignment rack or floor ramps (all 4 wheels). The vehicle must be sitting on it's wheels at ride height in order to install the subframe connectors. Do not use a two-post lift, as this will load the chassis/body in the wrong points causing the chassis to tweak.
- 3 – If you your vehicle is equipped with torque boxes, please pay attention to step 3b of this manual. You may be required to purchase extra hardware in this case.

*4010**Subframe Connectors 66-70 Chrysler B-Body**4011S & 4011L**Subframe Connectors 70-74 Chrysler E-Body***Subframe Connectors:**

Your new subframe connectors will increase the overall rigidity of your chassis and improve handling and response. These engineered components connect the rear frame rails with the front subframe to simulate a complete full frame chassis.

**Notes:**

The subframe connector is essentially a Weld-In component, effectively connecting the front subframe and rear frame rails.

Before You Start:

The installation of these subframe connectors will require you to grind and weld. It is recommended that a trained professional install this product. Always wear eye protection when grinding or welding. Please read the entire manual before starting. All images will depict the driver side installation.

1. Raise Vehicle

It is best to install the subframe connectors at ride height. To do this properly, please use a 4-Post lift or alignment rack. Disconnect the negative battery cable.

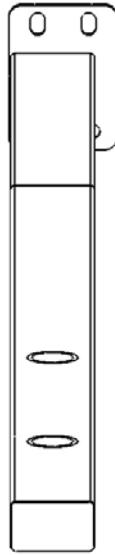


2. Prepare Subframe Pieces for Welding

Subframe pieces come fully powder coated so you will want to first prep them for the welding process. Sand the ends that do not have the bolt connectors (front side).



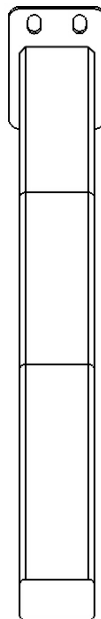
B-Body Connector



DRIVER SIDE

E-Body Connector

E-BODY CONNECTORS ARE SYMMETRICAL



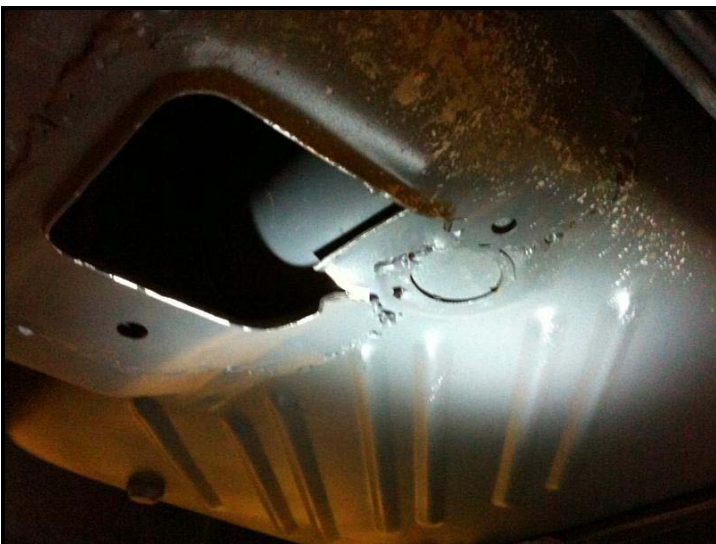
3. Remove Nuts from Frame

Temporarily support the rear subframe with jacks to relieve the load on the leaf springs. Do not jack up the car too much or else the weight of the rear end and wheels will hang in the air and cause the front mount to pull downward. Remove the 4 nuts on the front leaf spring mounts.



3b. Torque Box Vehicles ONLY!

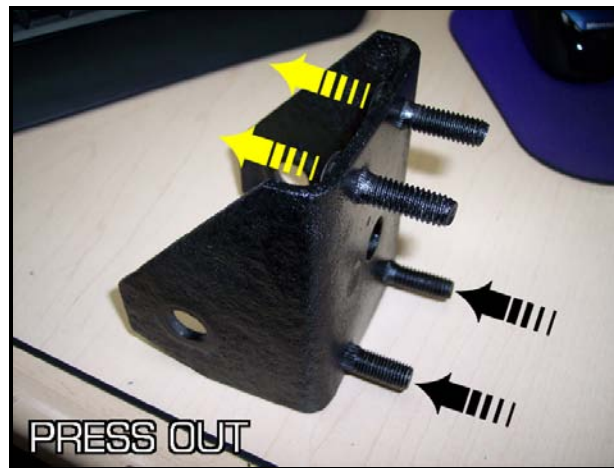
Some vehicles have torque boxes which may cover the path of the subframe connectors. *If you car does not have torque boxes, then you can proceed to step 4.* You will need to cut the forward section of the torque box so the subframe connector can mount flush to the floor pan.



In addition, you will notice it will be extremely difficult to access the leaf spring mount nuts once the subframe connector is in place. To alleviate this problem, you will need to weld bolts onto the subframe connectors so you can fasten everything from the rearward side of the mount. Procedure to follow...

Steps:

- Remove the front leaf spring mounts from each leaf spring
- Remove the 4 studs that are pressed in the mount (If you are installing Hotchkis leaf springs, then you will be able to use the Hotchkis mount instead)



- Mock up the leaf spring bracket and the subframe connectors to get proper bolt locations. This will require the following from your local hardware store:

- **Grade 8 - 3/8" - 24 x 1.5 hex bolts** (qty.8)
- **Grade 8 - 3/8" SAE washers** (qty. 16)
- **Grade 8 - 3/8" - 24 nylock nuts** (qty.8)



Mock-up shown with Hotchkis leaf spring mount

- FYI--The aforementioned hardware is included with the Hotchkis leaf spring kit.

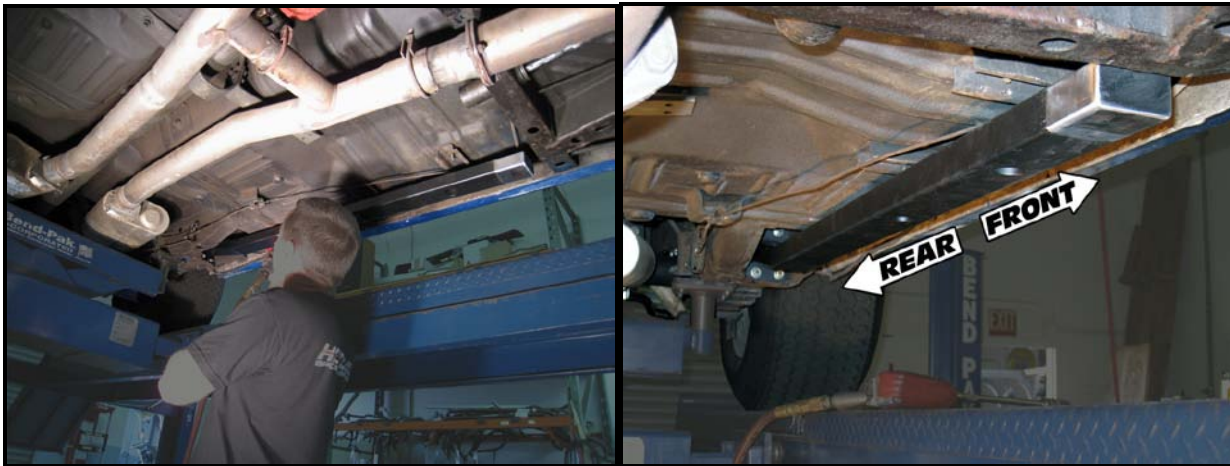
- Weld the bolt and washer to the subframe connectors. Disassemble the mock-up.



- Reinstall the leaf spring mount and continue with the subframe connector installation.

4. Connect Subframe

Slide the rear of the subframe connector onto the 4 bolts that you just removed the nuts from. Once subframe is on, replace the nuts and snugly tighten, but not fully tighten.



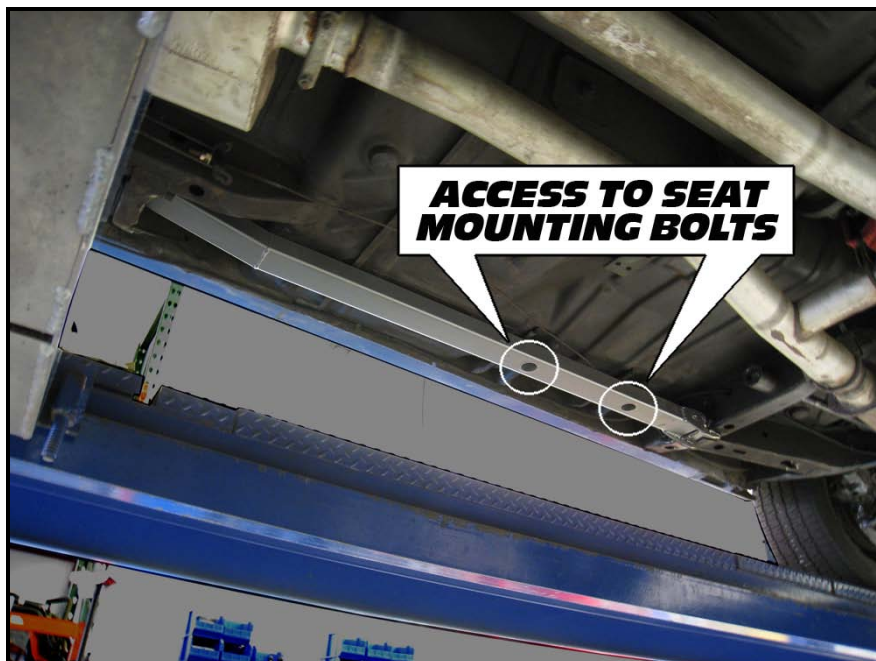
5. Position the Subframe

Using a screw jack to hold the subframe up and in place, mark the area where you will be attaching the front mounting bracket and then remove both the mounting bracket and subframe.



6. Seat Mounting Bolts

Be sure the seat mounting bolts line up with the seat mounting bolts access holes that are on the subframe before moving on.



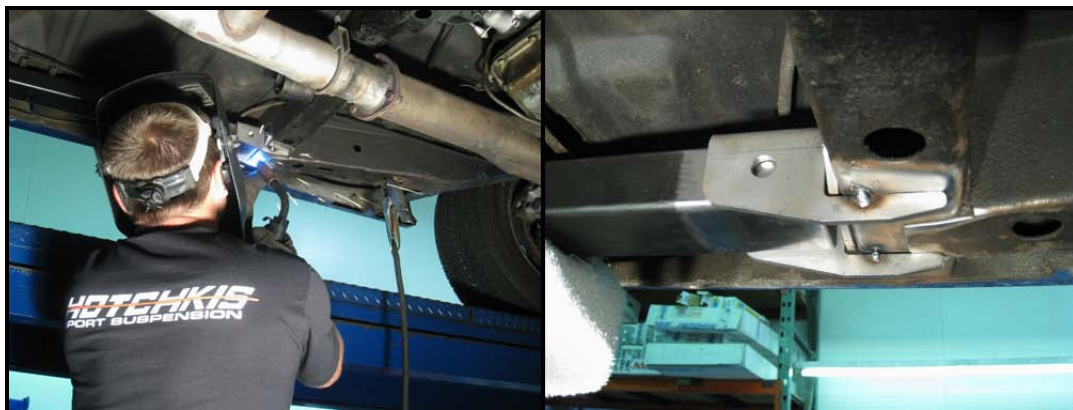
7. Prepare Frame for Welding

After you remove the mounting bracket and subframe connector, sand down the area of the frame where you will be welding.



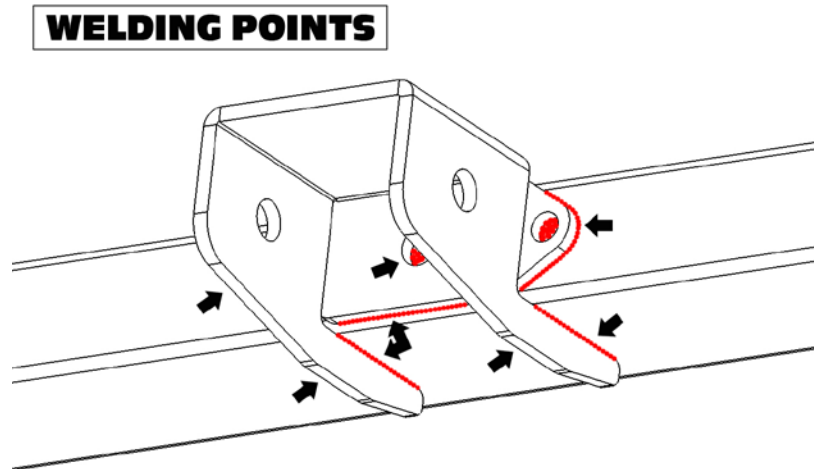
8. Spot Weld Mounting Bracket

Install the subframe connector again with the mounting bracket resting in place on top. Be sure to use the screw jack to hold the subframe in place. Spot weld the mounting bracket and then once again, remove the subframe connector.

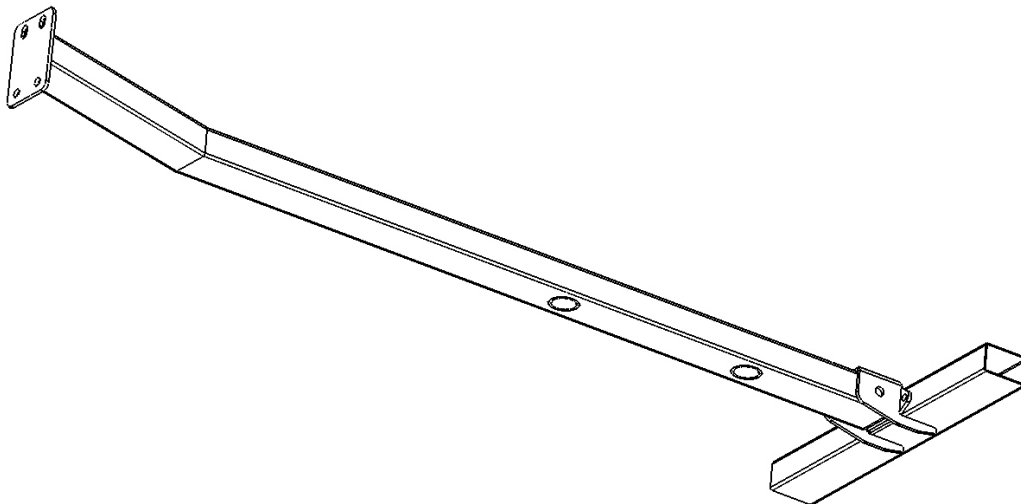


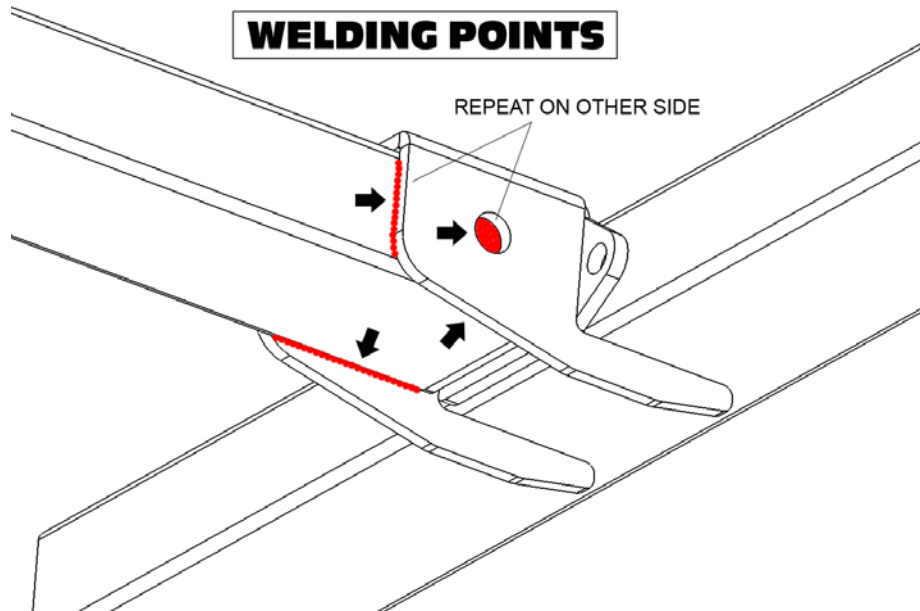
9. Clean Surface / Weld Mounting Bracket / Install Subframe / Weld Subframe

Before welding, be sure that all of the surfaces that you will be welding is clean. Weld the front mounting bracket to the frame.



When you're done welding the front mounting bracket, reinstall the subframe connector. Fully tighten the 4 rear mount nuts. You may now remove the jacks supporting the rear subframe. The full weight of the car should be on all four tires from now on. Use the screw jack once again to hold the subframe in place if need be. Now weld the subframe connector to the front mounting bracket.





10. Paint

After the metal has cooled down, paint all exposed raw surfaces with a rust resistant paint.

**11. Repeat & Finished**

Repeat steps 1-10 to install the passenger side subframe and you're all set.

