



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 its 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 its 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.

# **4016**

## **Subframe Connectors 05-Current Ford Mustang**



### Subframe Connectors:

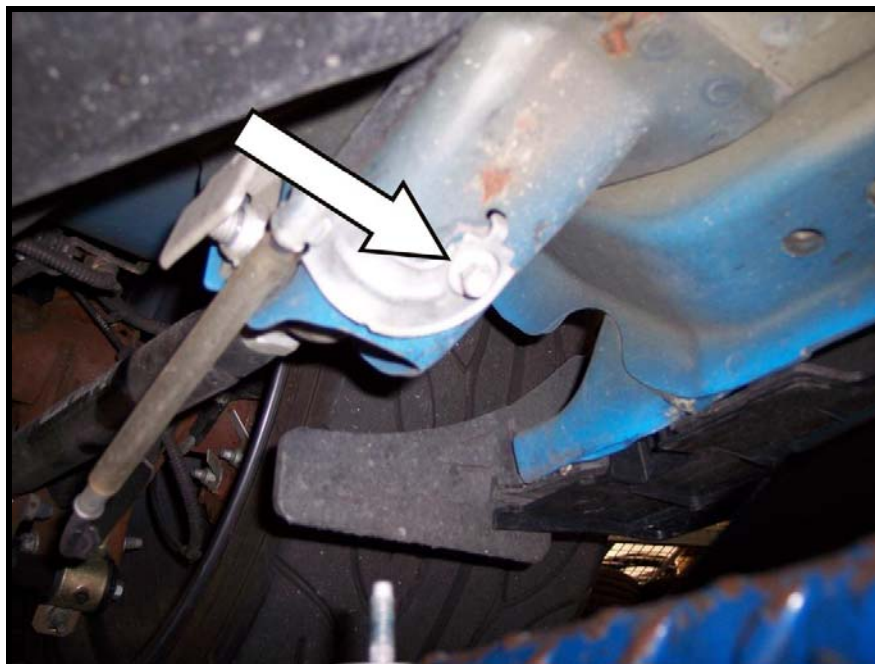
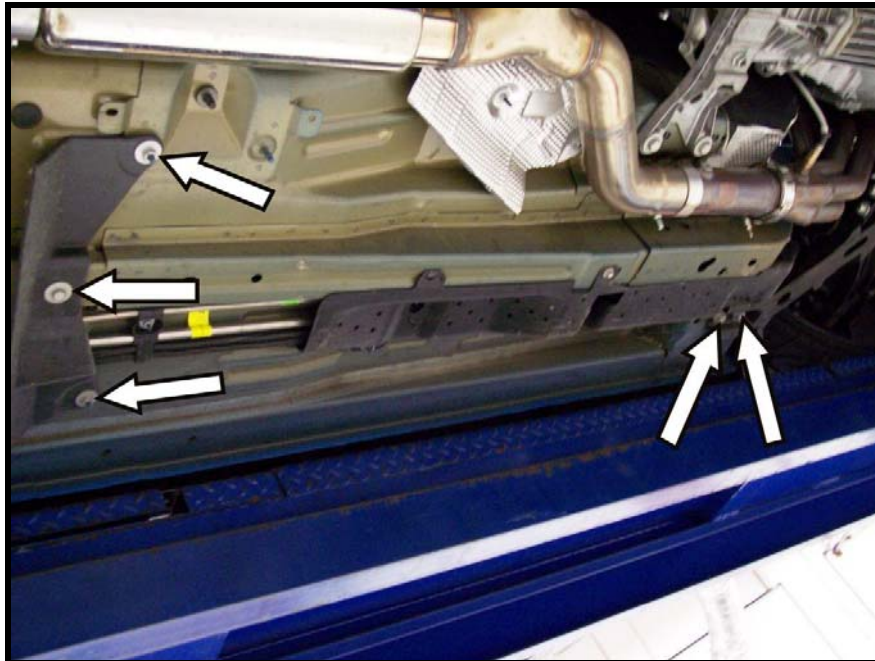
Your new subframe connectors will increase the overall rigidity of your chassis and improve handling and response. These engineered components connect the rear frame rails with the front subframe to simulate a complete full frame chassis.

## 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.

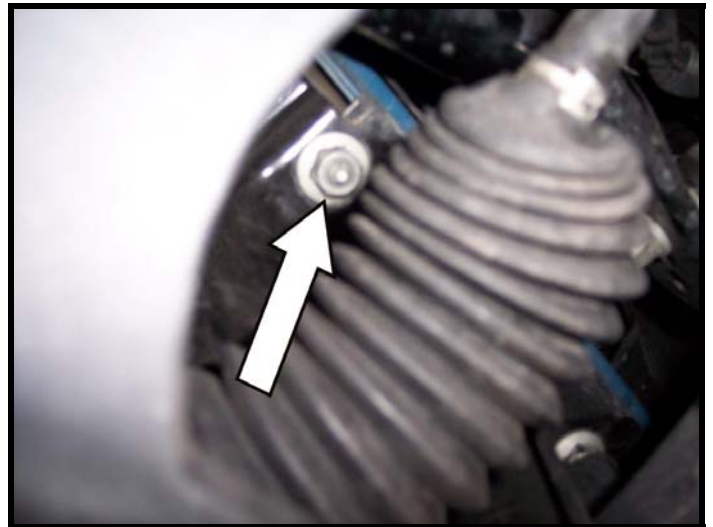
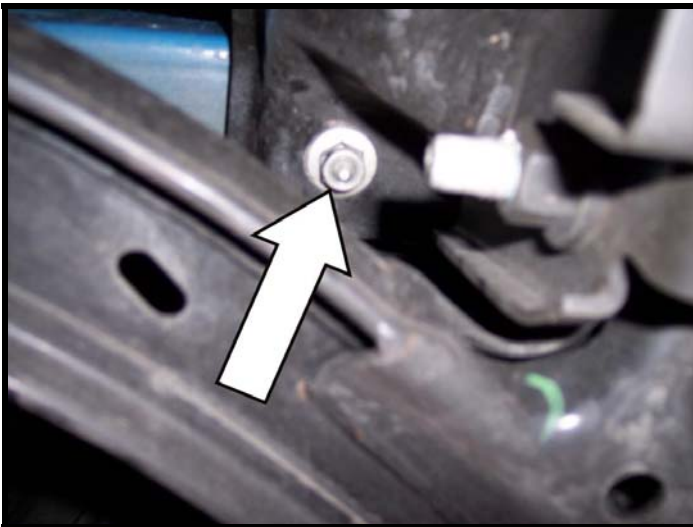
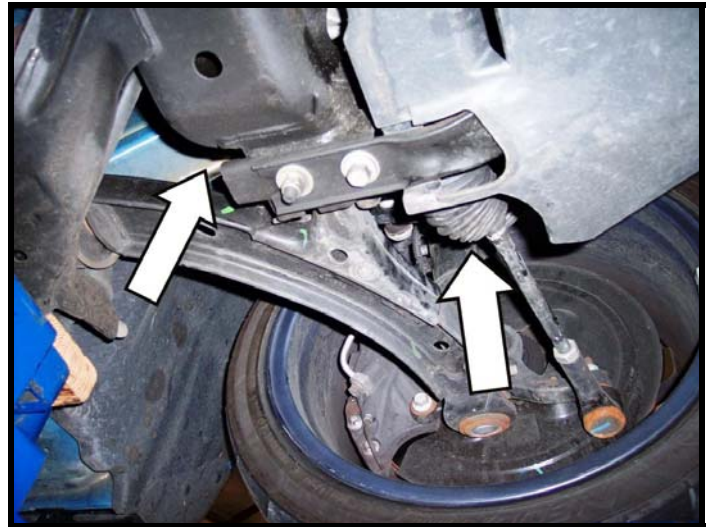
## 2. Remove Fasteners

Remove the two (2) bolts that hold the rear mount to the front subframe, one (1) bolt and two (2) nuts for the under plastic panel, and the one (1) bolt parking brake cable bracket.



### 3. Lower the Subframe

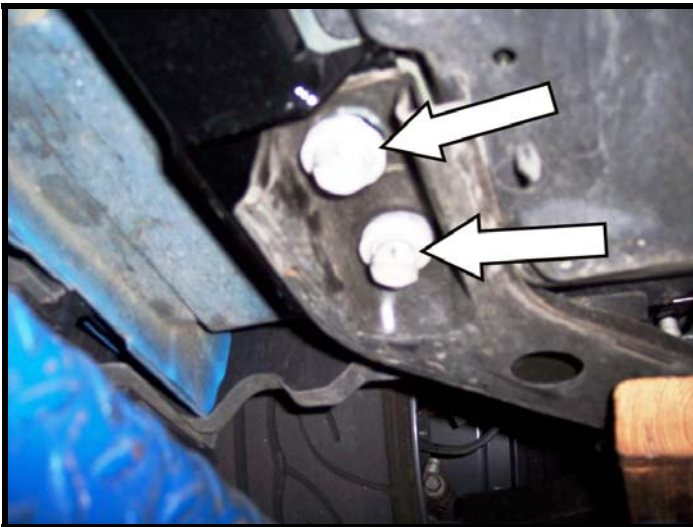
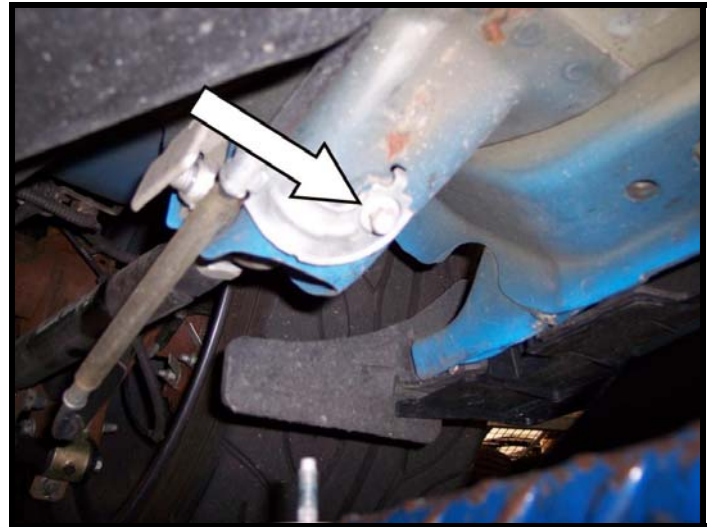
Lower the subframe by loosening the upper mounting bolts that are located by the control arms. You will need to use an extension and a universal joint to undo these nuts. These nuts do not need to be fully removed, however for safety purposes, only do one side at a time and place a jack underneath the rear subframe mount so that it can be lowered and raised with greater ease. Lower until the subframe connector mounting bracket can easily fit into the gap

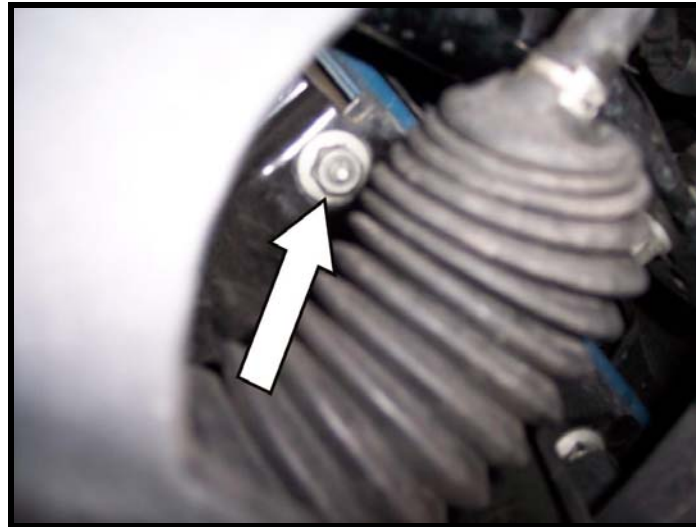




#### 4. Install Subframe Connector

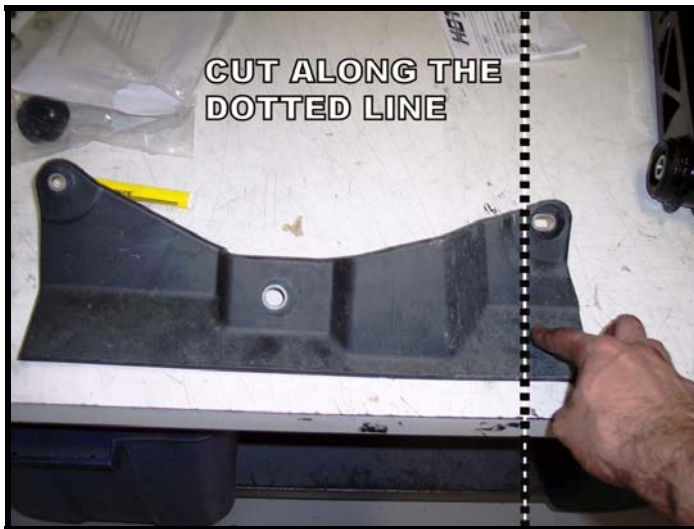
Install the sub frame connector by first mounting the parking brake line bracket and stock bolt loosely and then the two (2) rear subframe mount bolts. For all the bolts, apply thread lock. Tighten those fully down the two (2) subframe bolts first and then tighten the parking brake cable bracket. Then fully remove the front upper subframe bolts to apply thread lock on to them and fully tighten. Again do this one side at a time.





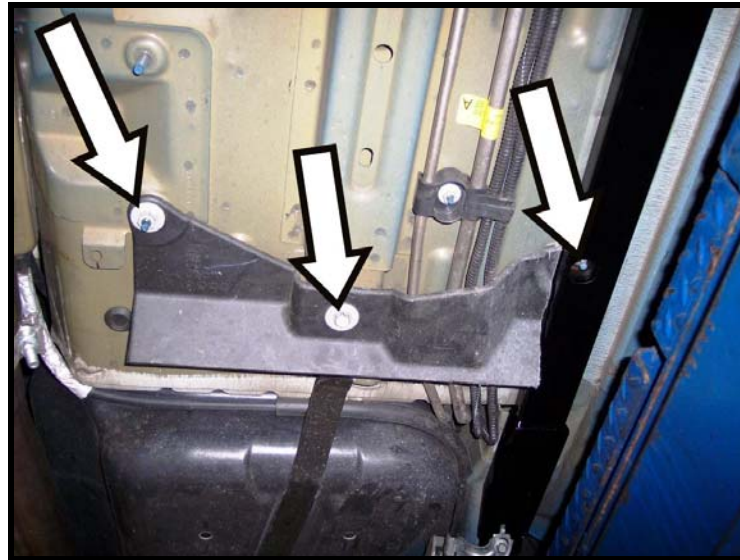
### 5. Trim the Under Panel

Trim the under panel by placing it along the mounting stud and hole and then marking it where it would interfere with the subframe connector. For earlier models where this panel was made from metal, use something like a cutoff wheel or a chop saw for trimming.



**6. Attach Under Panel**

Attach the under panel using the original bolt and nut. Also tight the middle two sections of the subframe connector using the supplied 8mm nylock nut and washer and the 10mm bolt washer. Apply thread lock to all of the bolts.

**7. Repeat on Other Side**

Repeat installation on the other side

**8. Double Check**

Double check all of the hardware and you are finished.

