

P/N: 1110

Tubular Upper A-Arm

***1966-1970 Chrysler B-Body, Charger,
Super Bee, Road Runner, GTX***

1970-1974 Chrysler E-Body, Cuda, Challenger



Before You Start:

Please read the entire manual before starting. Most pictures shown are of the driver side a-arm. Please perform the same procedure for the passenger side.

1. Raise Vehicle

Raise the vehicle and put it up on jack stands. You may also use a 2-post or 4-post lift.



2. Remove Stock Arms

Remove the front wheels and uninstall the stock upper A-Arms.

3. A-Arm Relocater

Place the A-Arm Relocater into place as shown below. The Relocators are only installed on the forward mounting point. **(NOTE: Picture is showing Passenger side)**



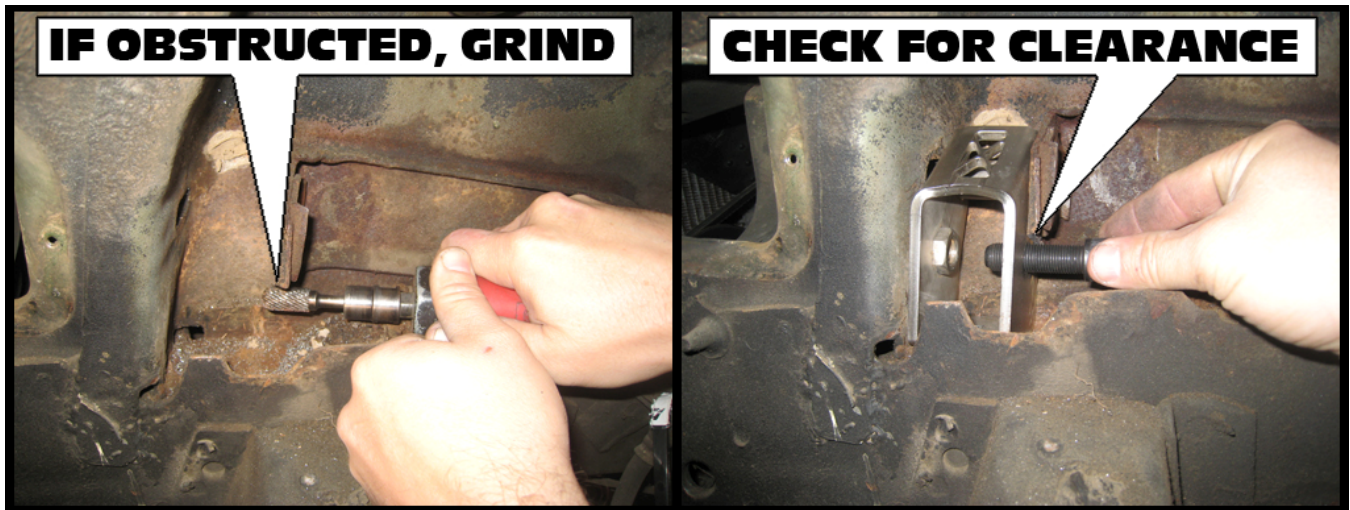
4. Check for Bolt Clearance

In some instances, we seen clearance issues for the Relocator bolt. Check to see if the hole that is used to connect the A-Arm is clear. (NOTE: Pictures below shows the Driver side)



5. Grind if Necessary

If anything is in the way, grind it down and recheck clearance. Repeat until bolt fits.



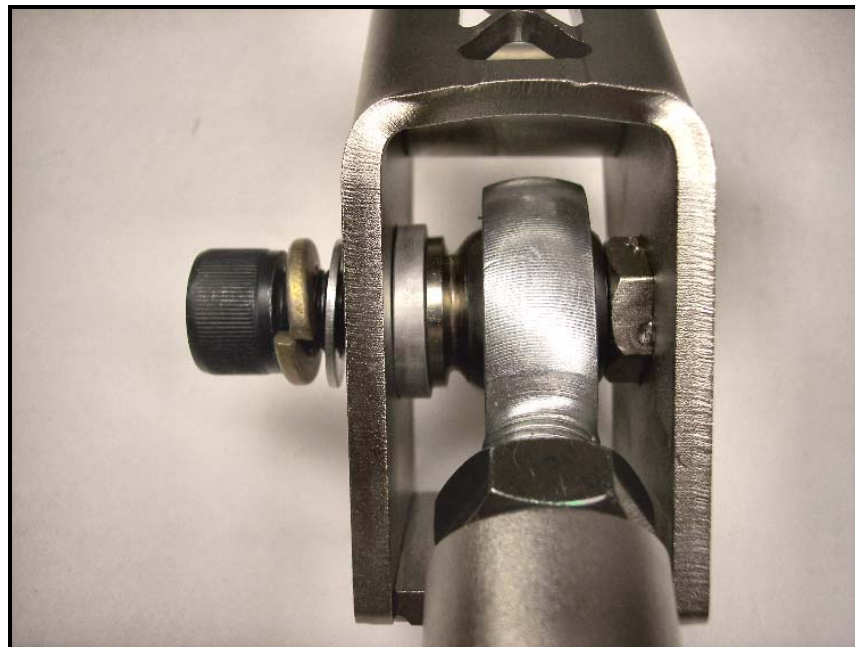
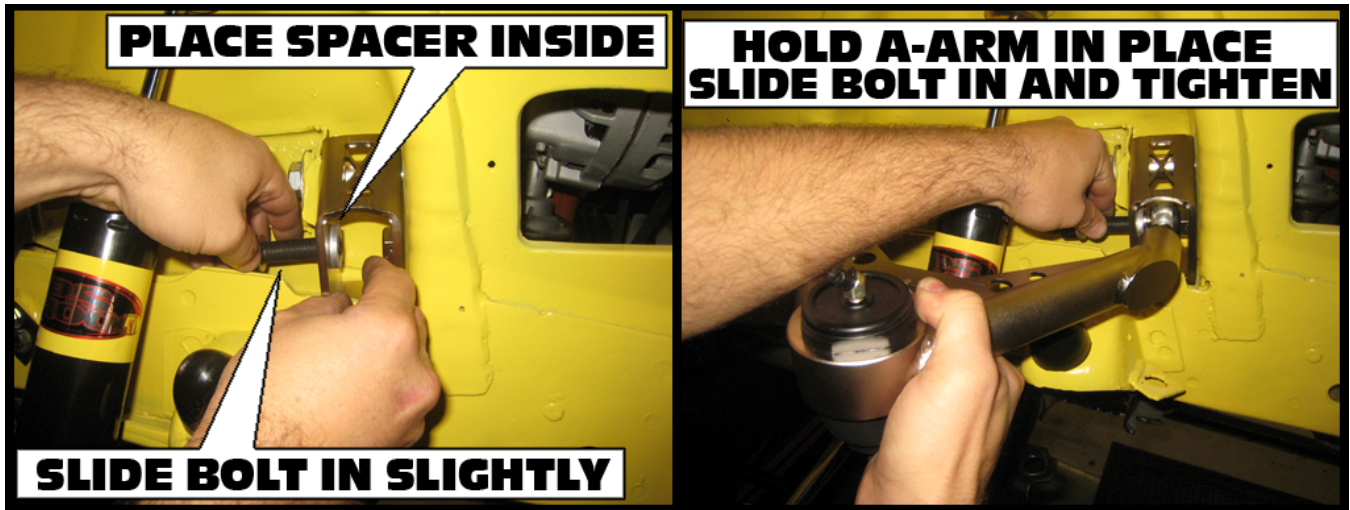
6. Install A-Arm Relocators

Slide the stock camber bolt w/washer through the top hole of the A-Arm Relocator. The other end will end up inside the engine bay. Install the washer and nut snugly, but do not fully tighten. You will need to induce some preload to position the Relocator properly. You can do this by rotating the camber bolt clock wise until you feel resistance. The Relocator should position itself snugly onto the frame. Fully tighten the camber bolt by tightening the nut side keeping the bolt static.



7. Install A-Arm Front Mount

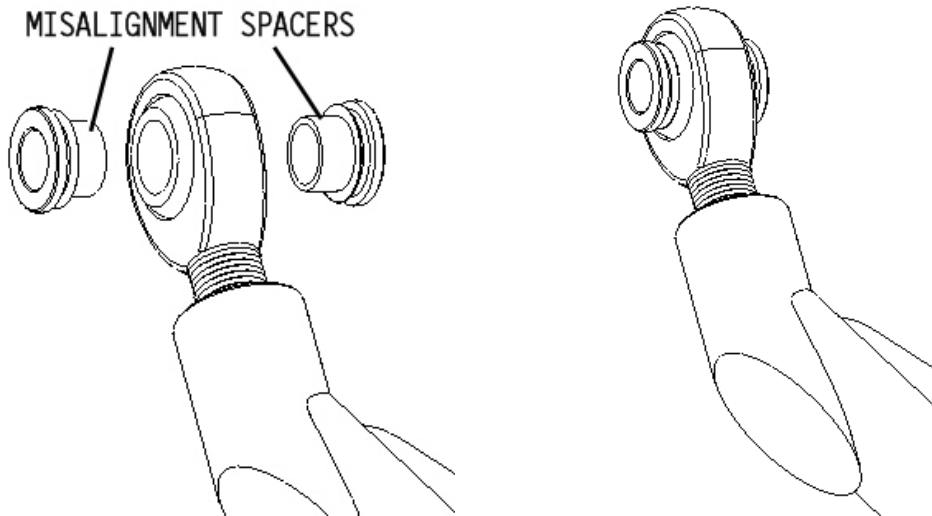
Use hardware kit 17101 and install the split lock washer & AN washer onto each 1/2" socket-head bolt. Included in you're A-Arm kit will be an assortment of aluminum spacers with varying thicknesses. Grab one 0.185" spacer for each Relocator. Insert the socket-head bolt slightly into the bottom hole of the A-Arm Relocator just enough so you can rest the spacer on the tip of it on the inside of the Relocator as shown below. Next, slide the A-Arm into place, slide bolt all the way through, then fully tighten. See bottom picture for full detail.



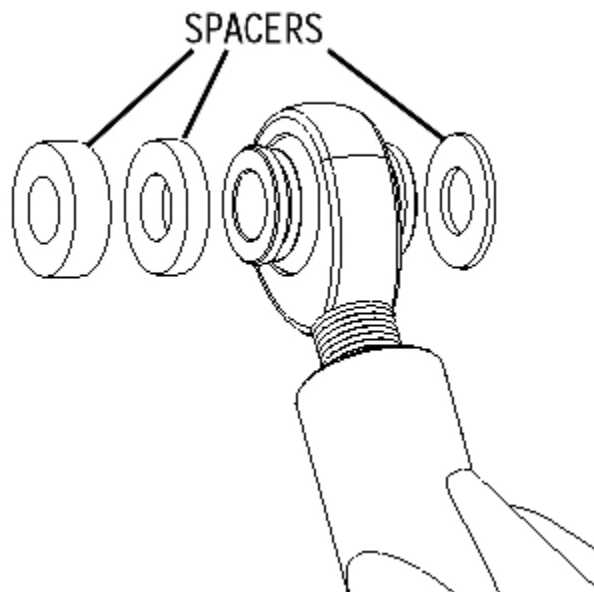
Stack Up: 3/8" bolt---Split Lock washer---AN Washer---Relocator---
0.185" Spacer---Misalignment Spacer---Heim Joint

8. Install Other Side of A-Arm

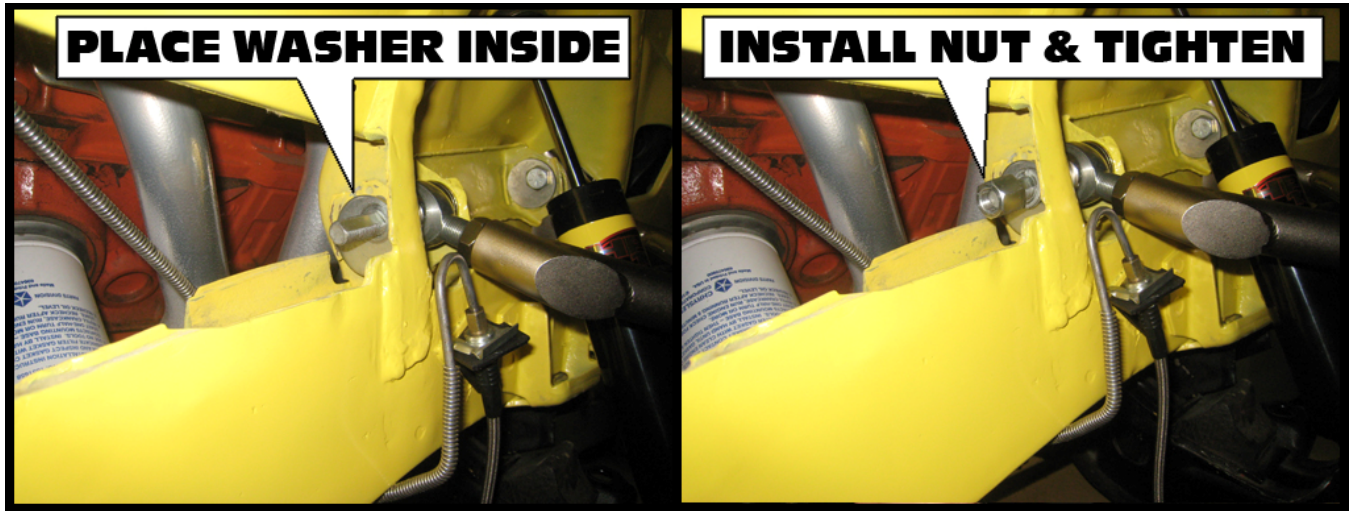
The trailing end of the A-Arm will be bolted into the stock mounting hole. Install 2 misalignment spacers.



Position the A-Arm so that the other heim joint is lined up with the mounting hole. You will notice there will be gaps on each side of the joint. You will need to add spacers (included in your kit) to take up the gaps. These gaps are not consistent from car to car so you will have to use the appropriate thickness spacers on each gap. You may have to use combinations of varying thicknesses to achieve proper gapping. See below as an example.



Once the proper spacer arrangement is achieved, insert the camber bolt through the stock mount hole and the other end will end up in the engine bay. Install the camber washer and nut. Adjust the bolt so that the bolt is in the center of its adjustment. Fully tighten nut for now. This will be adjusted once you get an alignment.



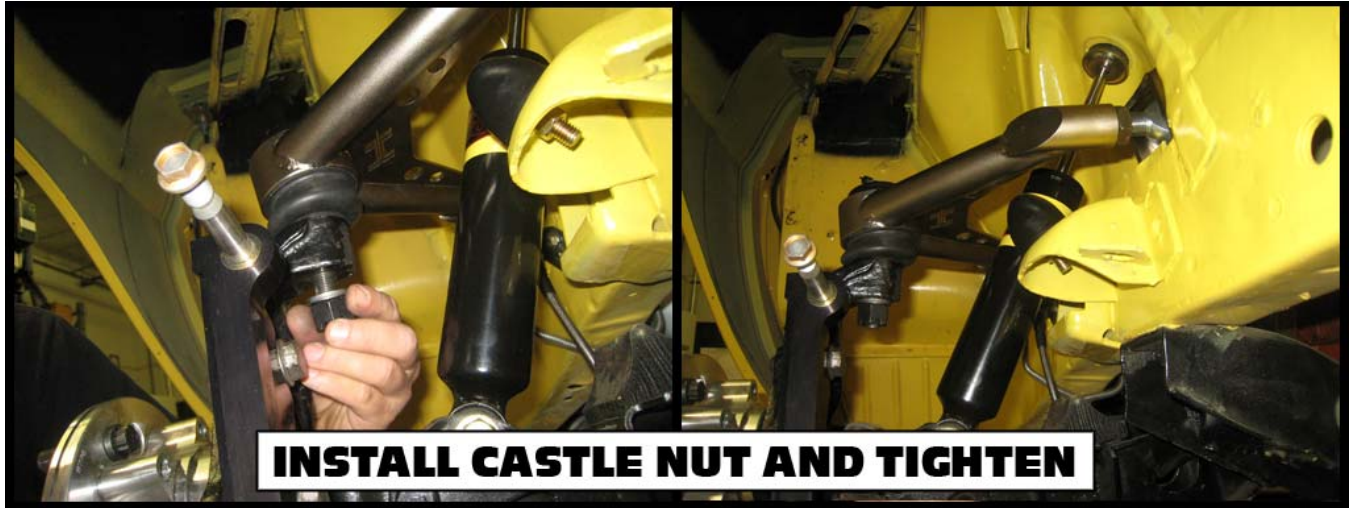
9. Connect A-Arm to Spindle

Lift the A-Arm and lineup the ball joint stud to the hole in the spindle and slide the stud in.



10. Install Castle Nut

Install the castle nut to the other end of the ball joint stud and tighten until there is clearance for the cotter pin to be inserted into the ball joint stud.



11. Install Cotter Pin

Install the cotter pin. Twist and cut as needed to ensure it stays in place.

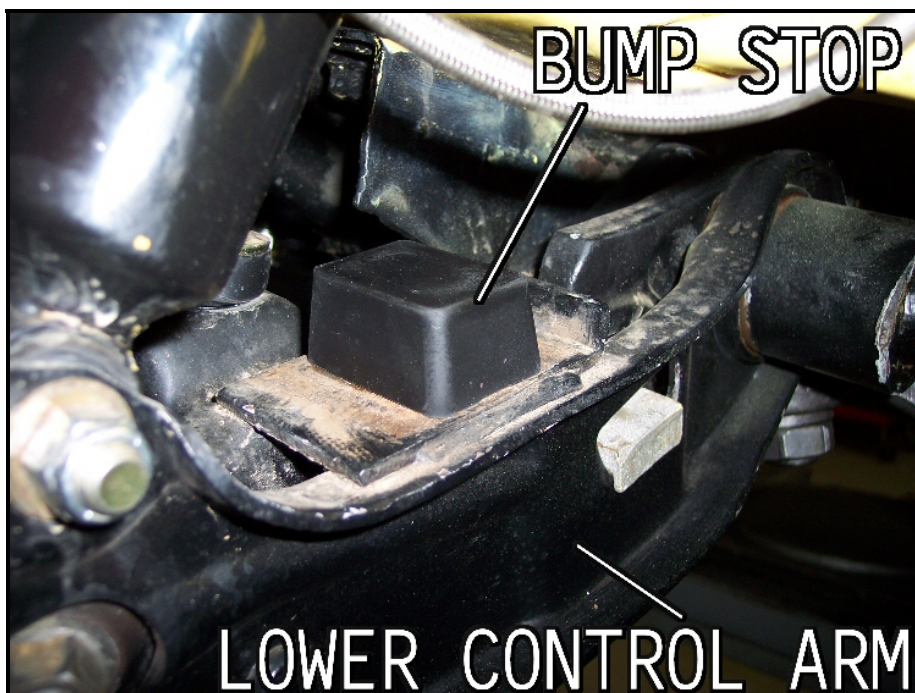


12. Install Bumpstops and Droopstops

Remove the stock droop stop and install the included Hotchkis "bullet" Shaped version.



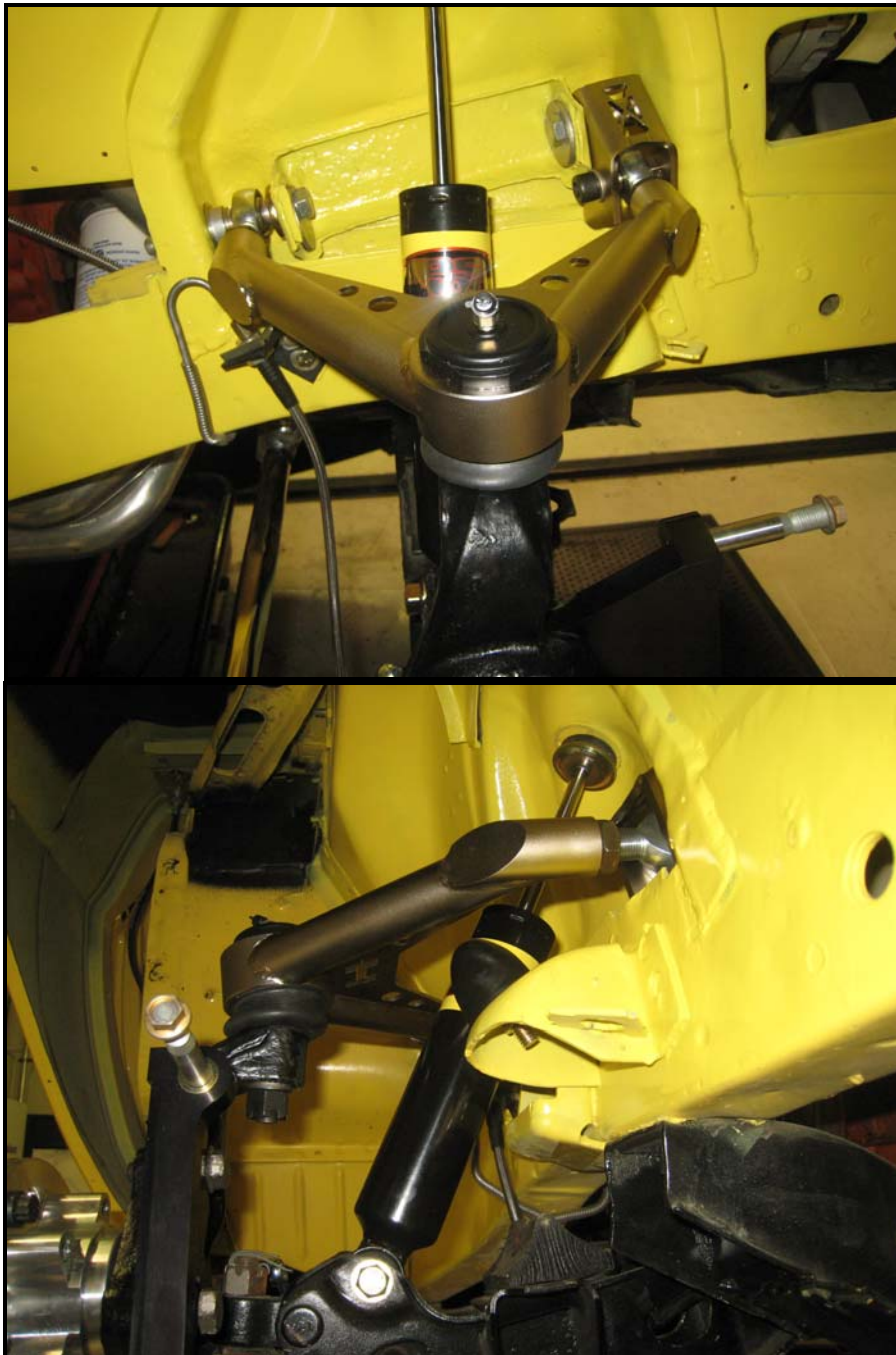
Remove the stock bump stop and install the included Hotchkis "Rectangle" Shaped version.



13. Repeat the steps for the other side and you're done! Have an alignment shop align the front end. Recommended performance specs:

Camber = 1° negative

Caster = As much positive caster as possible, as long as both sides have the same spec.



14366, 14385

Adjustable Strut Rods

67-76 Chrysler A-Body

1966-1970 Chrysler B-Body

1970-1974 Chrysler E-Body



Before You Start:

Please read the entire manual before starting. Most pictures shown are of the passenger side strut rod. Please perform the same procedure for the driver side.

1. Raise Vehicle

Raise the vehicle and put it up on jack stands. You may also use a 2-post or 4-post lift.

2. Disconnect the Front Sway Bar

If your car has a front sway bar, disconnect the front sway bar ends that attach to the lower control arms.

3. Disconnect the Strut Rod From the K-Member

Undo the strut rod nut accessible from the front of the K-member. You may discard this hardware.

4. Disconnect Strut Rod From Lower Control Arm

In order to get the stock strut rod out, you will need to shift the lower control arm toward the rear of the car to gain more room. First undo the nut securing the strut rod to the lower control arm. Retain this nut for reinstallation.

Loosen the torsion bar tensioner bolt located on the bottom of the lower control arm to relieve the load from the torsion bar.

Next, loosen and remove the main nut securing the lower control arm to the k-member.

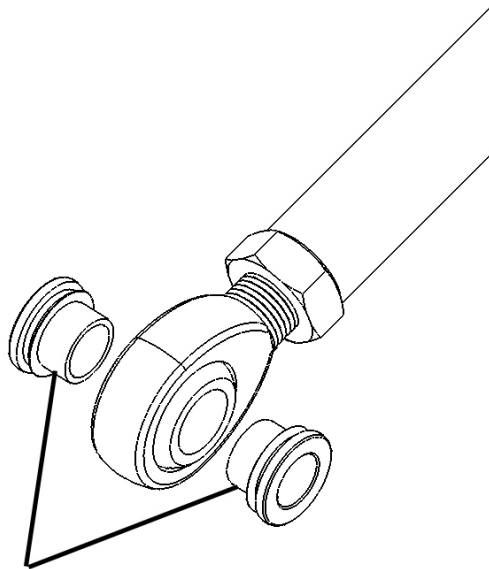
There is a snap ring at the rear end of the torsion bar that keeps it from moving back. Remove the snap ring and shift the torsion bar 3-4" towards the back.

You should be able to shift the lower control arm slightly towards the back allowing you to pop out the strut rod end out of the lower control arm hole.

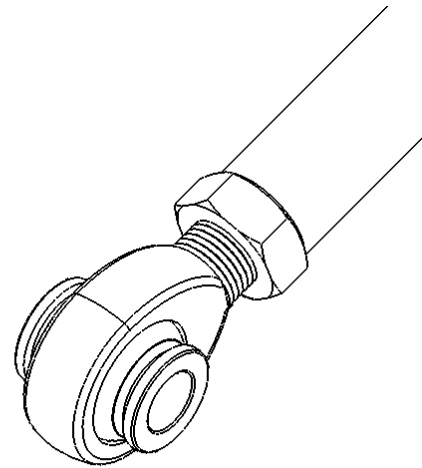
The stock strut rod should be free from the vehicle.

5. Install Clevis Assembly onto Strut Rod

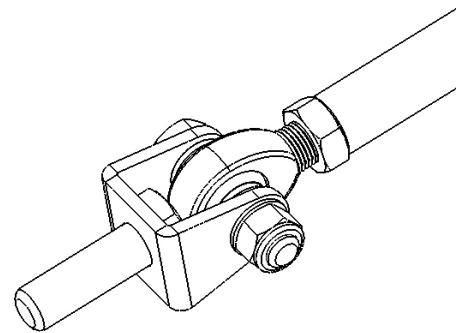
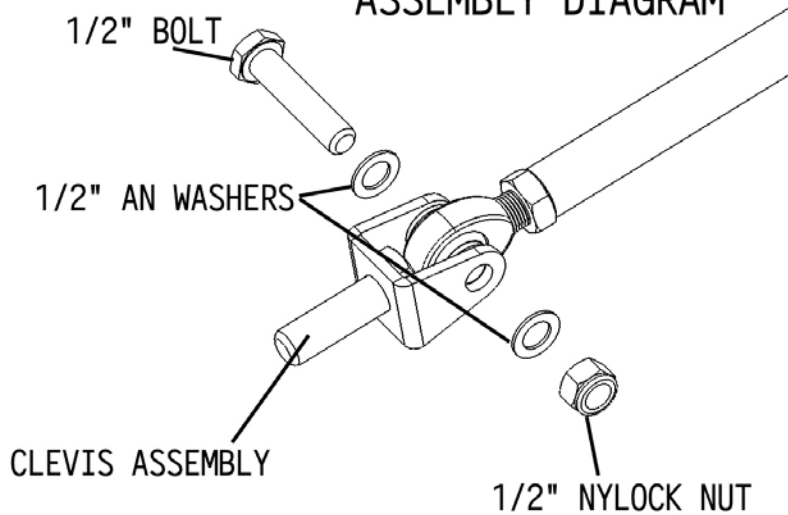
Install 2 misalignment spacers onto the heim joint. Insert the ½" bolt, washers and nuts onto the clevis assembly attaching the clevis to the heim joint. Fully tighten the ½" bolt



MISALIGNMENT SPACERS



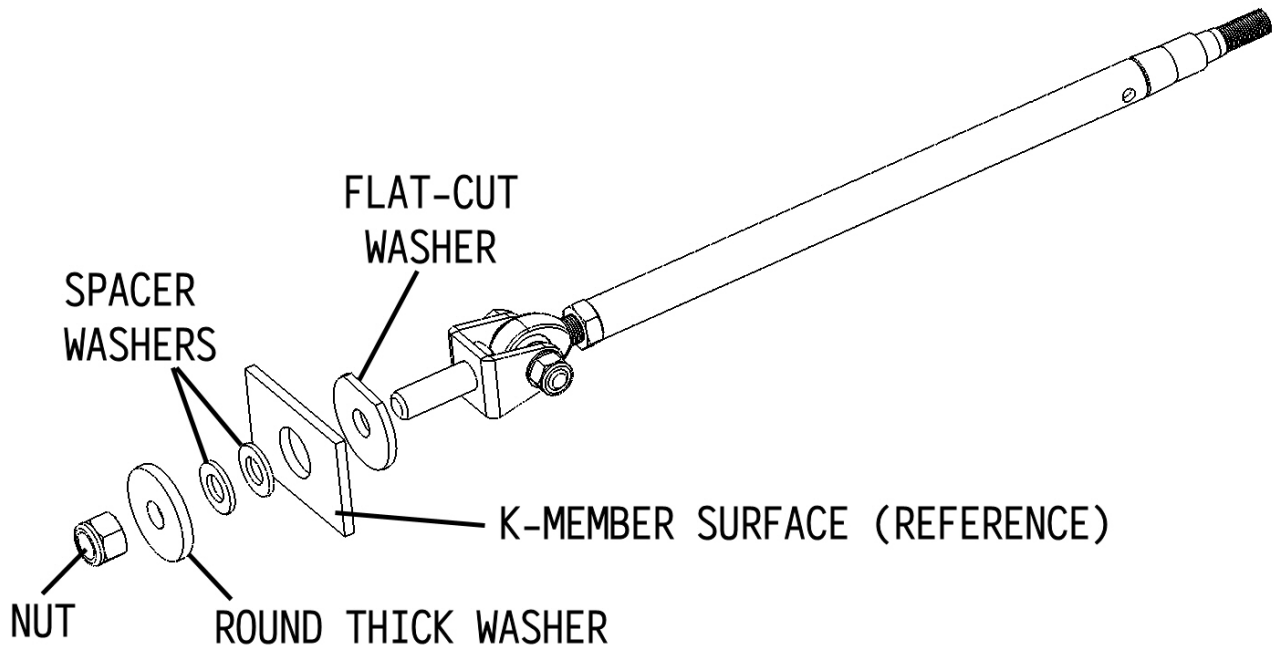
ASSEMBLY DIAGRAM



6. Install the Strut Rod

We'll start by bolting in the front end first. Following the diagram below to see the order of parts.

ASSEMBLY DIAGRAM



Install the large flat-cut washer onto the clevis stud and insert the front mount into the k-member hole.

If needed, rotate the flat-cut washer to alleviate any clearance issues with the sheet metal.

You will notice that the k-member hole is much larger than the clevis stud. This is ok, since you will be inserting 2 spacer washers from the front side of the k-member to take up the gap. The spacer washers will fit inside the k-member sheet metal.

Once the spacers are in place, install the large round washer and 5/8" nylock nut.

Moving on to the rear mount, insert the rear stud into the lower control arm hole. Do not install the stud nut at this time.

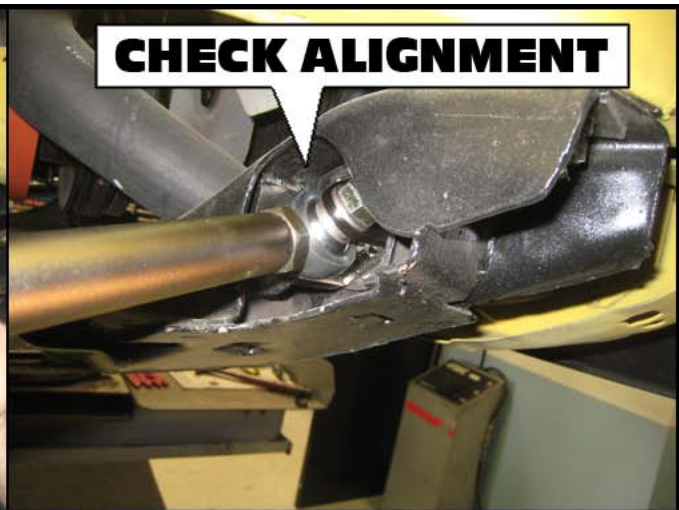
Reinstall the lower control arm back onto the k-member. Push the torsion bar forward and insert it into the lower control arm pin hex.

Next rotate/thread the strut rod body in or out to a desired length. You can dial in more positive caster by shortening the strut rod. Do not over extend the strut rod past the recommended length (see diagram below). Fully tighten the rear strut rod nut.



Center the heim joint so that it is not twisted one way or another. Tighten the heim joint jam nut.

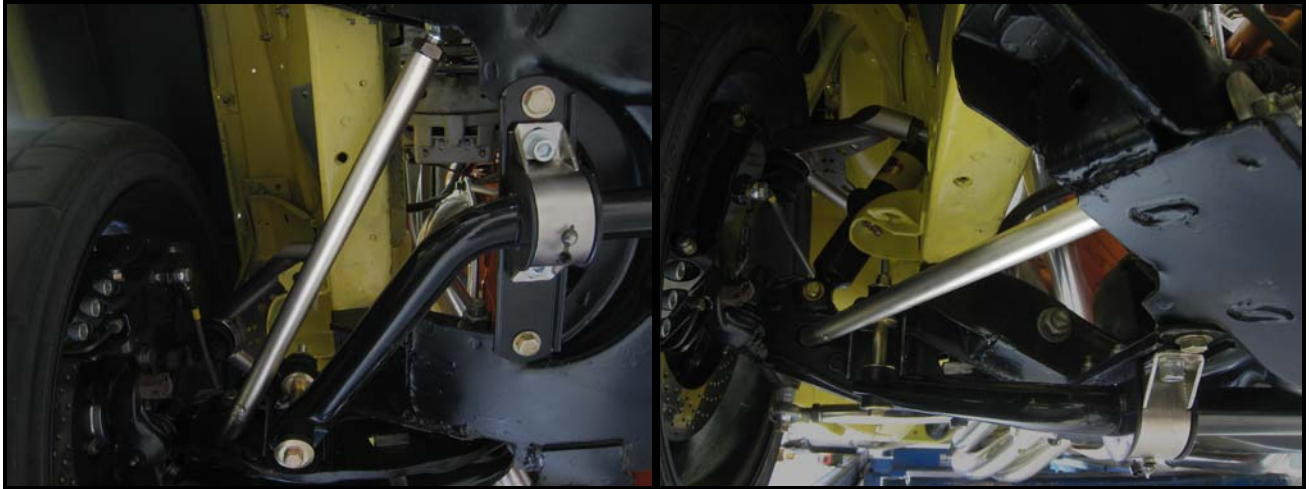
Fully tighten the front strut rod 5/8" nut you installed earlier. To avoid spinning the clevis while tightening, use a pry bar to hold the clevis.



Restore torsion bar snap ring. Adjust the torsion bar tensioner back to where it was for proper pre-load.

7. Repeat on Drivers Side

Repeat the steps on the driver's side and you're done!



P

16366

Steering Tie Rods

1966-1970 Chrysler B-Body, Charger,
Super Bee, Road Runner, GTX

1970-1974 Chrysler E-Body, Cuda, Challenger



Before You Start:

Please read the entire manual before starting. These steering tie rods were designed to reduce weight, provide rigid steering feel, and allow for shimming for reducing bump steer. We highly recommend using our (P/N:1110) Upper A-Arms in conjunction with your Hotchkis steering tie rods for maximum suspension geometry and performance.

1. Raise Vehicle

Raise the vehicle and put it up on jack stands. You may also use a 2-post or 4-post lift.

2. Remove Stock Steering Tie Rods

Remove the left and right stock steering tie rods from the vehicle. A big hammer is your friend in removing the ball joint studs from center link and spindle. A pickle fork may be needed if they are really tight.

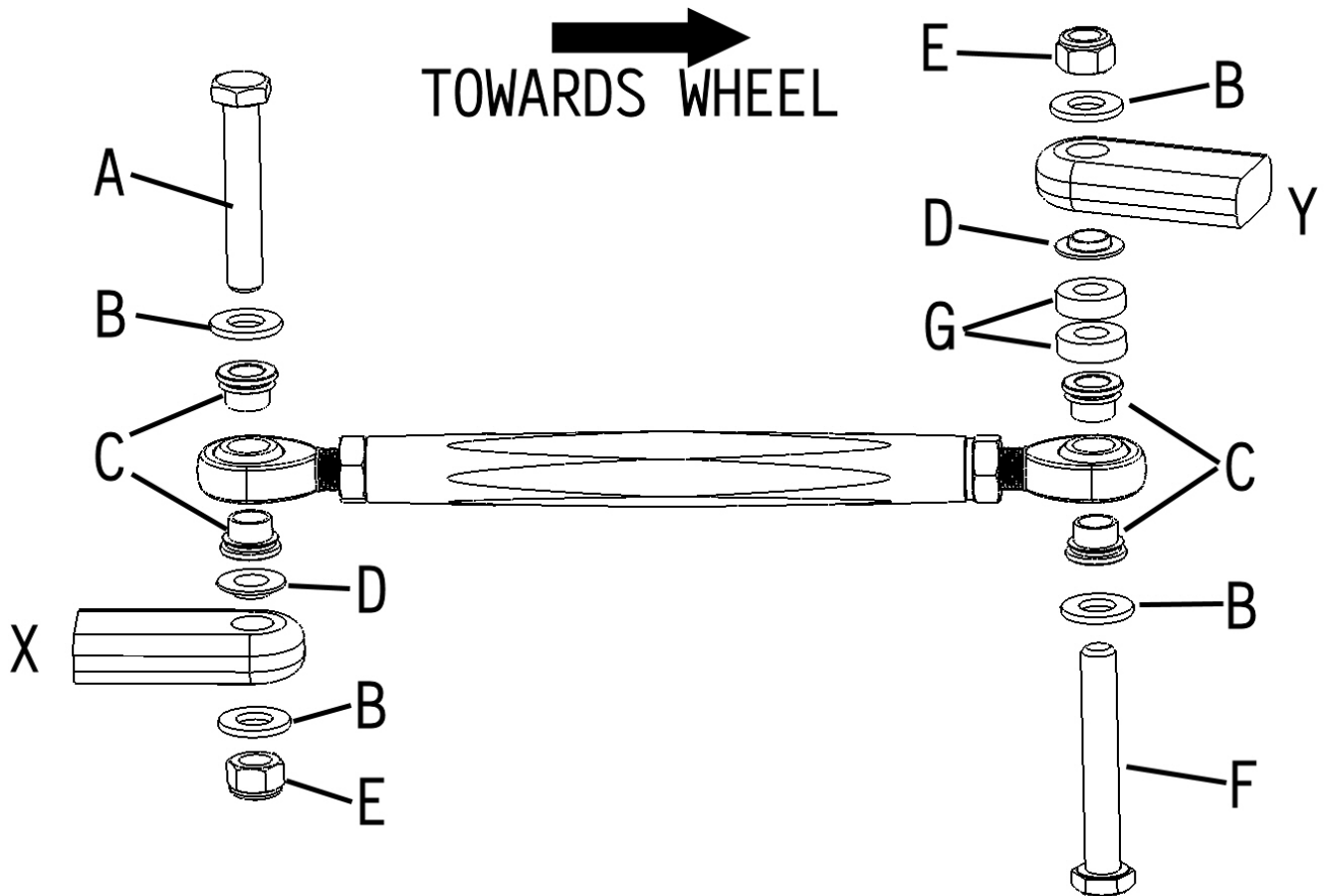
3. Set Initial lengths for the Hotchkis Tie Rods

With the stock tie rods off, measure the center to center dimension of each link. Spin the hotchkis turnbuckle so that the center to center dimension matches the stock part. This will be an initial setting. A front end toe alignment will be needed once the tie rods are in place.

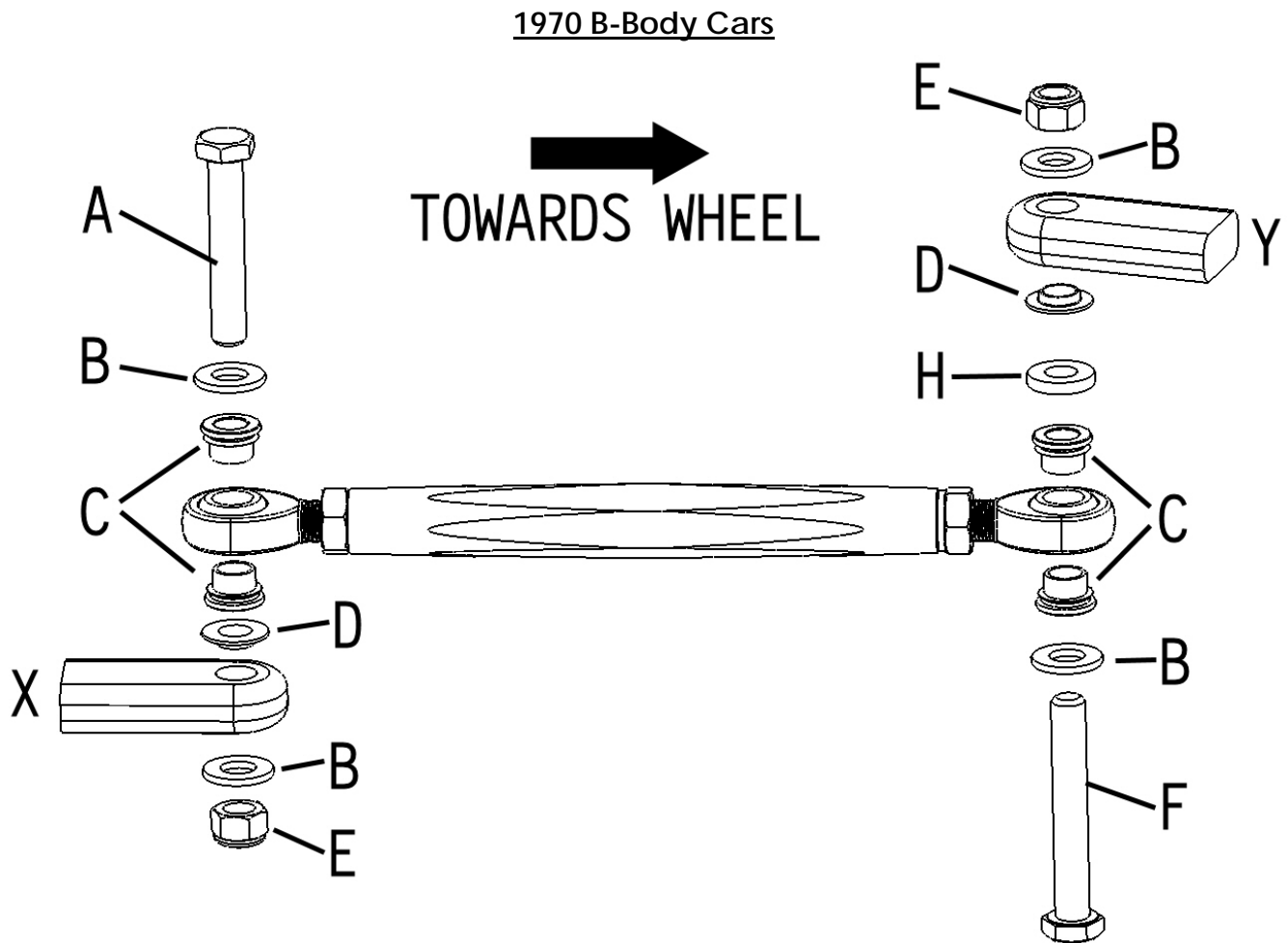
4. Install Hotchkis Steering Tie Rods

The diagram below shows the order of the parts. The generic pieces labeled X and Y represents the vehicle's center link and spindle consecutively. They are shown for assembly purposes and are not included in the kit. Please refer to the suggested diagram that suits your model. (Note: The spacer suggestions are optimum for use with cars equipped with Hotchkis Upper A-Arms (P/N:1110) with camber setting of -0.5° . Spacer combinations may vary with stock or other suspension geometries. Check Bump steer for these configurations.)

70-74 E-Body Cars & 66-69 B-Body Cars



- A) 1/2" x 3" hex bolt
- B) 1/2" SAE washer
- C) Misalignment Spacers
- D) Taper Adapter (note direction: tapered section inserts into tapered hole)
- E) 1/2" Nylock Nut
- F) 1/2" x 3-1/2" hex bolt
- G) E-Body Spacers 0.300" Thick (P/N:16400147)
- X) Center Link
- Y) Spindle



- A) 1/2" x 3" hex bolt
- B) 1/2" SAE washer
- C) Misalignment Spacers
- D) Taper Adapter (note direction: tapered section inserts into tapered hole)
- E) 1/2" Nylock Nut
- F) 1/2" x 3-1/2" hex bolt
- H) E-Body Spacer 0.184" Thick (P/N:16400146)
- X) Center Link
- Y) Spindle

5. Finishing Steps

Once the tie rods are bolted up, please have an alignment shop set your front toe setting. Hotchkis suggests 1/16" of TOE-IN. If you do not have the Hotchkis 1110 upper A-Arms installed, you may want to check for bump steer. Add or remove the spacers on the outer tie rod end to fine tune the bump steer. We also offer spacers with varying thicknesses directly. Please call 562-907-7757.

P/N: 16400144 = 0.065" spacers

P/N: 16400145 = 0.092" spacers

Sport Sway Bar Kit 2254 *70-74 Chrysler E-Body 'Cuda, Challenger*



IMPORTANT: PLEASE READ THE ENTIRE INSTRUCTION MANUAL BEFORE STARTING THIS INSTALLATION. THERE'S SOME HOLE DRILLING INVOLVED AND IT WOULD BE A SHAME TO MAKE ANY UNNECESSARY HOLES DUE TO INSTALLER ERROR. METAL GRINDING IS ALSO NECESSARY.

Installation of Hotchkis Front Sway Bar

1F. *Raise the Vehicle*

Raise the vehicle and safely secure it on jack stands. Remove either the driver or passenger side wheel.

2F. *Disconnect End Links*

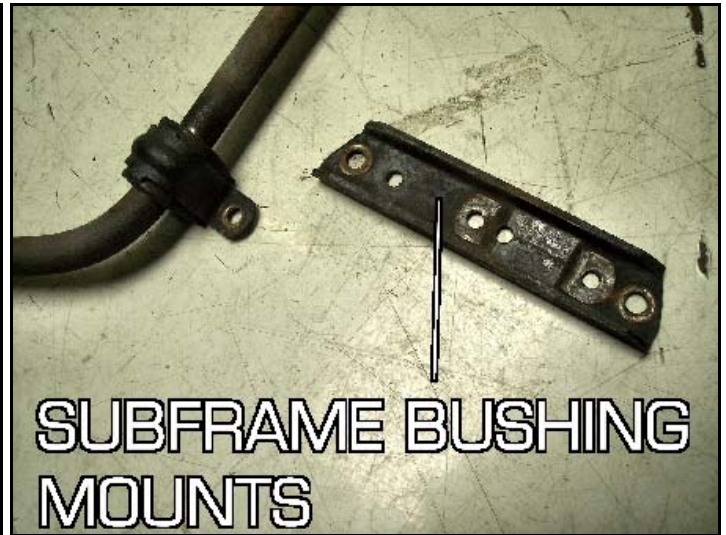
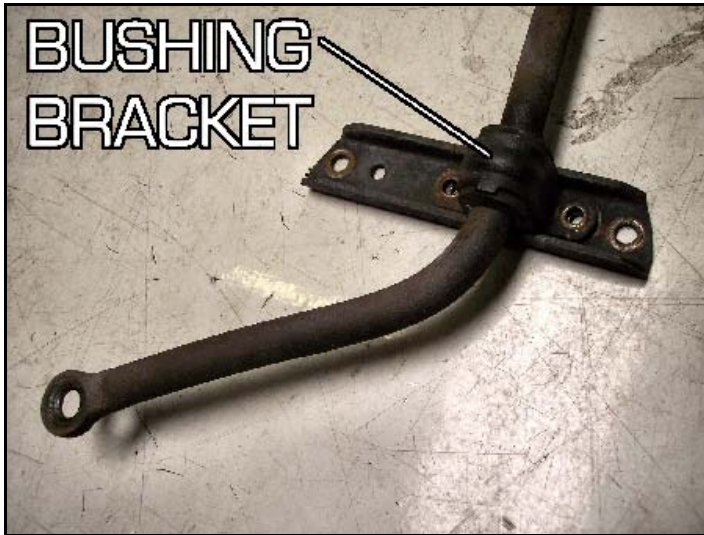
Disconnect the stock sway bar end links from the lower control arm and the sway bar

3F. *Disconnect Bushing Brackets*

Disconnect the bushing bracket from the subframe bushing mounts.

4F. *Remove Subframe Bushing Mounts.*

Unbolt the 2 nuts and remove the subframe bushing mounts.



5F. Remove the Front Stock Sway Bar

Fish the stock bar towards the side that the wheel was taken off. The stock sway bar should be able to be completely removed from the vehicle.

6F. Disconnect the Radiator Bracket

There is a radiator bracket directly in front of the k-frame. Disconnect the rearward bolt and loosen the front bolt to swing the bracket out of the way.



7F. Cut Skid Plate

If your k-frame has a skid plate you will need to cut the front welds that attach the plate to the k-frame. This will allow you to carefully bend the skid plate downward to allow the new bar to go in. Use a cut-off wheel or grinder to cut the welds. You will be re-bending and rewelding the plate back to it's original position later in this installation.



8F. Install Hotchkis Sway Bar

Insert the Hotchkis front sway bar through the middle of the k-frame like the stock bar use to.

9F. Install New Subframe Bushing Mounts

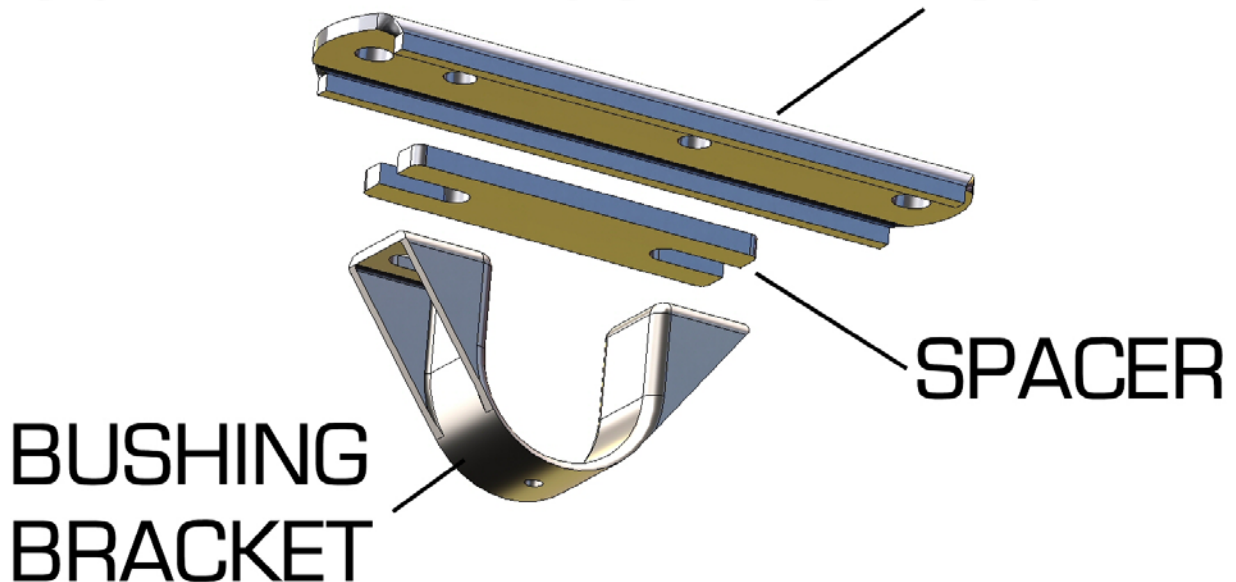
Install the Hotchkis subframe bushing mounts with the included hardware. Use the fine thread 3/8 hex bolts for this mount. Make sure to use a washer for the bolt head and the nut side.



10F *Install the Bushings & Brackets*

Lube the inside surface of the new bushings with the provided grease. Install the bushings on to the bar. Install the bushing bracket onto the bushing. Due to tolerances in subframes, you may need to install one or two 1/8" spacers between the bushing and the subframe bushing mounts. Please check the clearance the bar has inside the k-member. If it needs to move up or down, use add or remove the spacers to achieve proper clearance. Use the provided 3/8 socket head bolts and nuts. These are coarse thread. Use the flat cut washers on the socket head side and insert the bolts from the bottom

SUBFRAME BUSHING MOUNT



11F. *Install End Links*

Install the new end links in the same fashion as the stock removal.



12F Re-Weld Skid Plate

Use a jack to push the skid plate back to its original position. Sand or grind down the area near the cut. Disconnect the car battery and re-weld the plate.

13F Sway Bar Stiffness

This bar is 220% stiffer than stock.



Installation of Hotchkis Rear Sway Bar

1R. *Raise the Vehicle, Remove Rear Bar*

Installation must be done at ride height. Drive vehicle on to ramps, or use a 4-post alignment style rack. If your vehicle has a factory sway bar, jack up the vehicle and support with jack stands, remove one wheel, remove end links and bushing brackets, and slide bar out side of vehicle. Install wheel, and lower vehicle back down to ride height.



2R. *Install Axle Brackets*

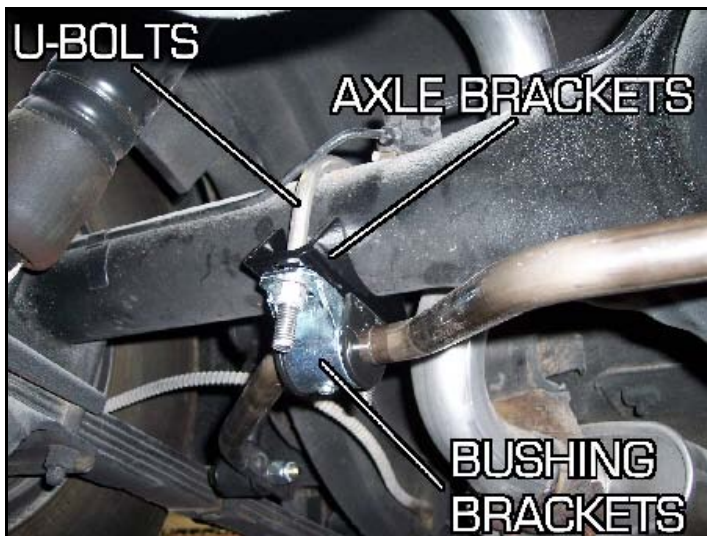
Hang the bushing bracket u-bolts over the axle tubes.

3R. *Install Bushings & Brackets*

Apply grease to the new bushings with the supplied grease, install onto sway bar, and press bushing brackets over bushings.

4R. *Attach bar to Axle*

Lift the sway bar into position, and attach to u-bolts with the axle brackets. Install the nuts onto the u-bolts, but do not completely tighten yet. Align the axle brackets so they are level with the ground.



5R. Install End Link Dog Bones & Frame Bracket for Mock Fit

Install dog-bones and triangle frame brackets onto sway bar with the supplied hardware in the center hole of the sway bar.

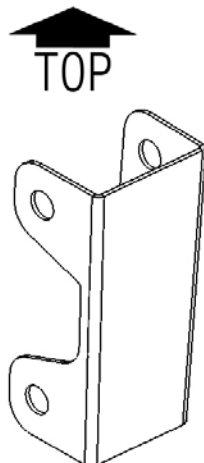


We've noticed on some E-bodies that the distance between the left and right frame rails were $\frac{1}{2}$ " wider. If the frame bracket does not line up in the center of each frame rail due to the frames having a wider span, then please install the optional spacer between the sway bar and the end link.

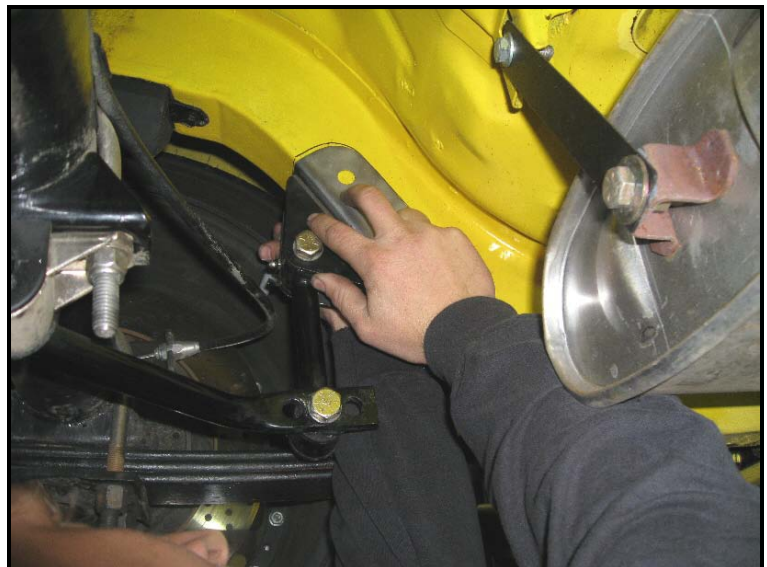


6R. *Mock Up Reinforcement Frame Brackets*

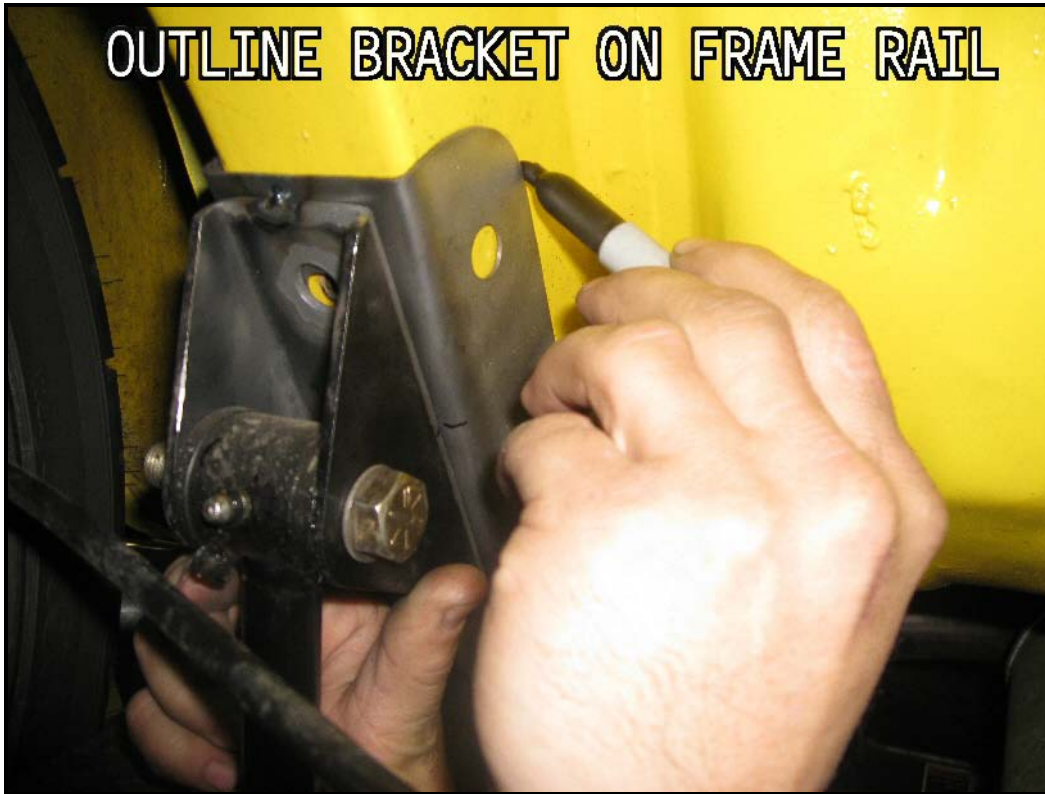
Since the vehicles frame rails are made out of thin steel, it is necessary to reinforce the frame rails in the area that the sway bar mounts to. There are 2 brackets that are included in your kit (one per side).



REINFORCEMENT BRACKET

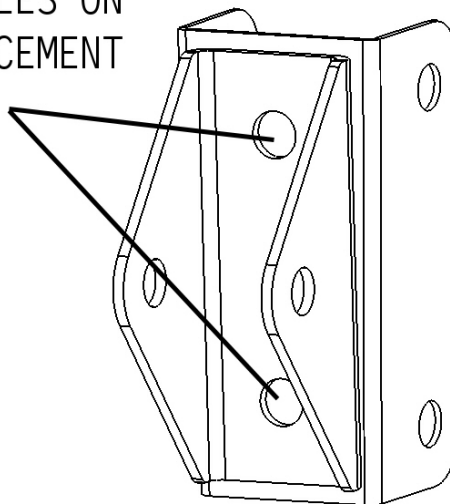


Place the reinforcement bracket onto the frame rail and position the sway bar triangle frame bracket up against the reinforcement bracket. Mark the frame rails outlining the entire bracket including the side holes. Do this for both sides.



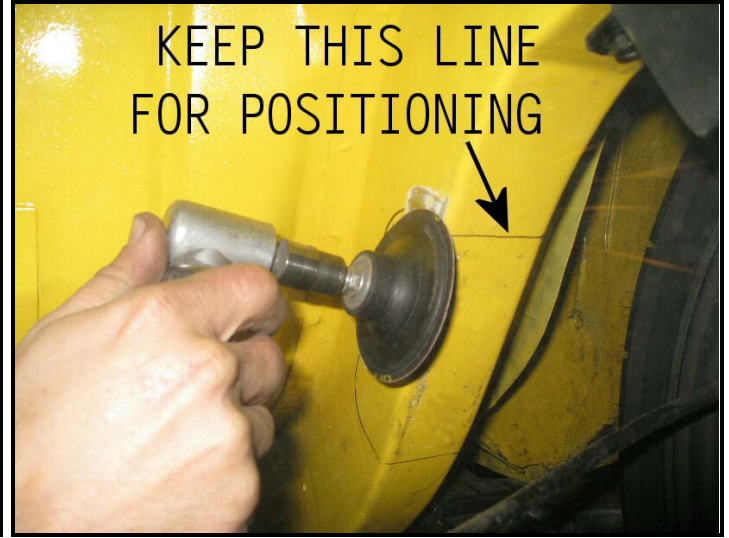
With the brackets in position, mark the hole position of the triangle bracket onto the reinforcement bracket.

MARK HOLES ON
REINFORCEMENT
BRACKET



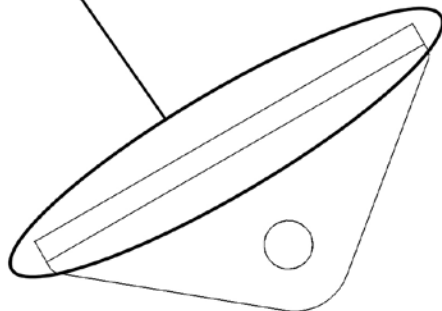
7R. *Clean Area for Welding*

Raise the rear of the vehicle and remove the rear wheels. This will allow you to access the outer section of the frame rails easier. Sand the paint off the frame rails near the outline of the bracket.

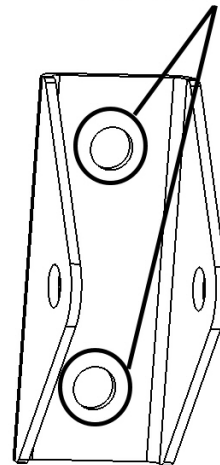


Sand the frame triangle bracket in the sections showed below.

SAND PAINT OFF



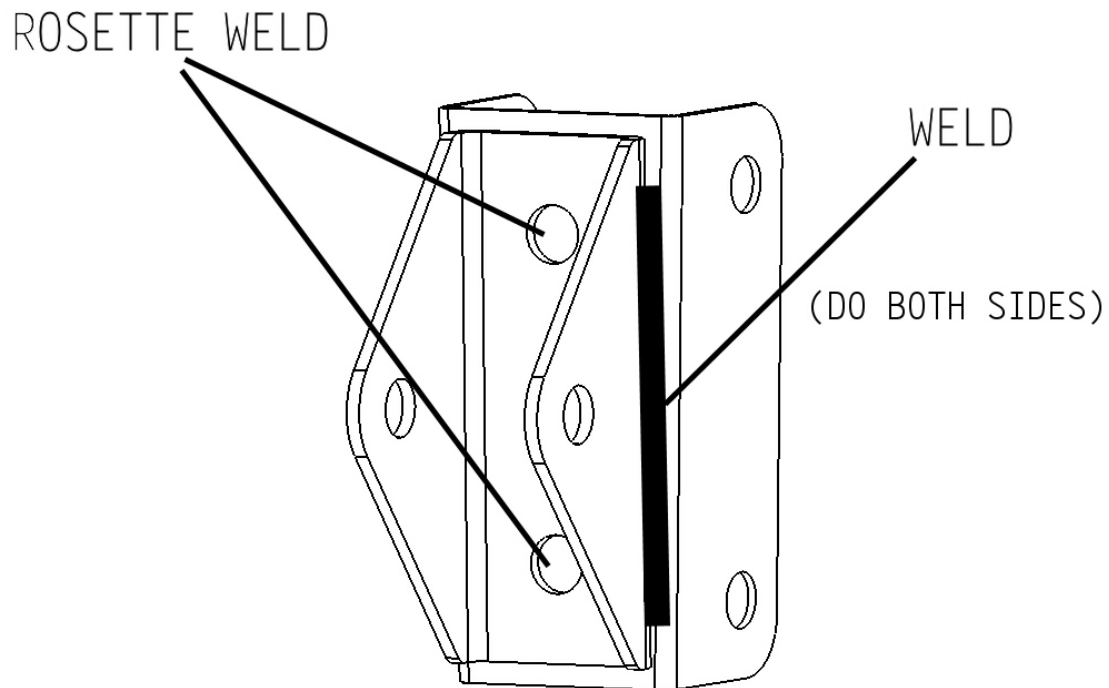
SAND PAINT OFF



8R. *Weld Triangle Bracket to the Reinforcement Bracket*

C-Clamp the triangle frame bracket to the reinforcement bracket and rosette weld the 2 holes you marked at the end of step 6R. Once the brackets are together, weld a bead along the

side edges of the triangle bracket and the reinforcement bracket. Do this for both driver and passenger sides.

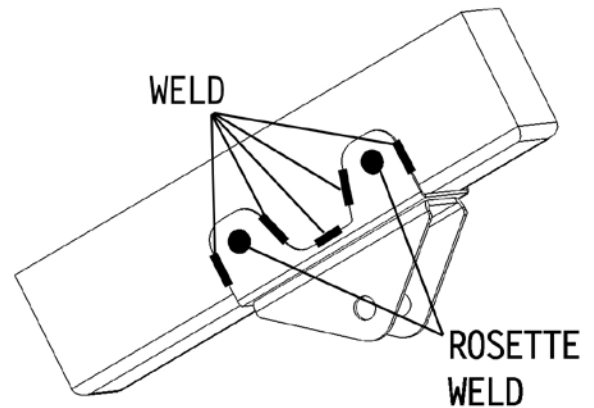
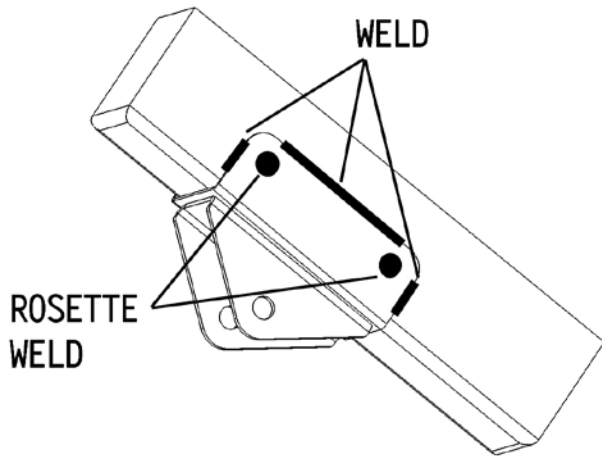


9R. *Weld Reinforcement Brackets to Frame Rails*

With the triangle bracket and reinforcement brackets welded together, slide the reinforcement bracket onto the frame rail. C-clamp it into place. Use the "positioning line" made in step 7R to get the assembly into the correct position.



Weld the bracket to the frame rail as shown below.



10R *Paint & Reassemble End Links*

Once the brackets are welded in place, paint the exposed metal with your choice of color. Reinstall the end links onto the triangle brackets and fully tighten all hardware. You are finished!

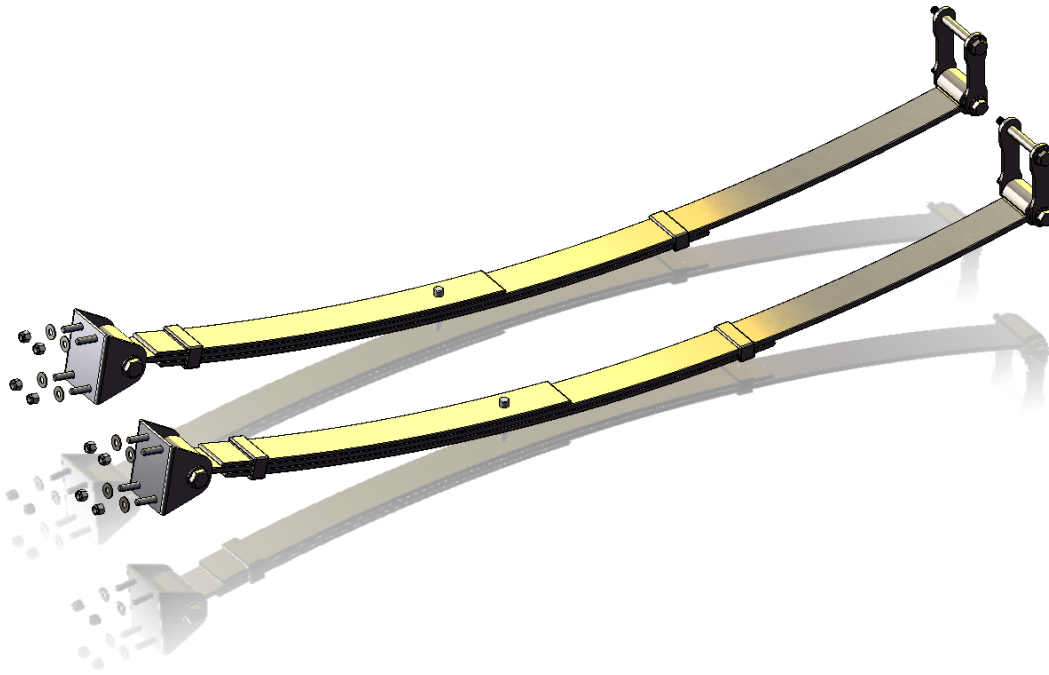


11R *Offset Leaf Springs Owners!*

If you have installed a 1-1.5" offset leaf spring kit prior or after the installation of the Hotchkis sway bar set, you may have an interference issue between the leaf spring and the dog bone attachment at the sway bar end. You can gain more clearance by installing our studded dog bone conversion kit 17366.



Rear Leaf Spring Kit 24366, 24367 66-70 Chrysler B-body, 70-74 Chrysler E-Body



IMPORTANT: PLEASE READ THE ENTIRE INSTRUCTION MANUAL BEFORE STARTING THIS INSTALLATION.

1. *Raise the Vehicle*

Raise the vehicle and safely secure it on jack stands.

2. *Disconnect Rear Shock*

Disconnect the lower shock mount nut for each rear shock. You do not have to disconnect the upper mounts

3. *Disconnect Stock U-Bolts*

Disconnect the stock U-bolts that secure the differential tubes to the leaf springs. It is very common for these u-bolts to be difficult to unfasten. In many cases it is necessary to cut the u-bolts with a cut-off wheel in order for removal. You Hotchkis kit comes with replacement u-bolts.

4. ***Support the Pumpkin***

Slide a floor jack underneath the rear end to relieve the differential/wheel weight off of the leaf springs.

5. ***Unfasten Rear Shackles***

Unfasten the rear leaf spring shackles, but do not disconnect.

6. ***Disconnect the Front Leaf Mount***

The front leaf spring mount has 4 studs and mounts to the chassis. Undo the 4 nuts for each mount to detach it from the chassis. It helps if someone can help with holding up the leaf spring at this time.

7. ***Remove Leaf Springs***

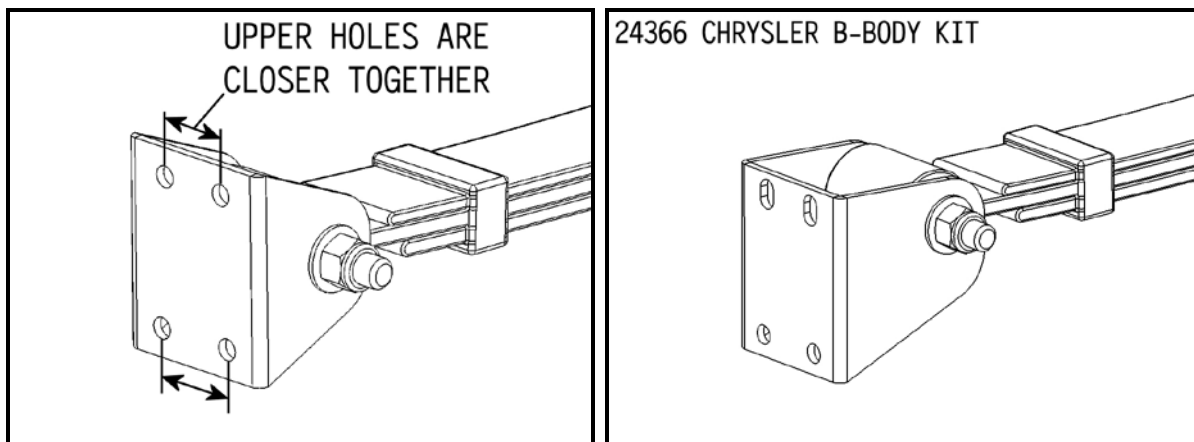
With the front mount disconnected, shift the leaf spring inboard to unhook the rear leaf eye from the shackle bolt. The leaf should be free from the car.

8. ***Assemble the Hotchkis Leaf Springs***

Your new Hotchkis Leaf Spring kit comes with new front mounts, u-bolts, and hardware. If you would like to replace your old rusty shackles you can purchase our new shackle kit which includes new powdercoated shackles, hardware and polyurethane bushings.

Assemble the front mount and leaf spring together using the large 5/8" bolt and hardware. Snug the 5/8" nuts, but do not fully tighten yet.

See diagram below:



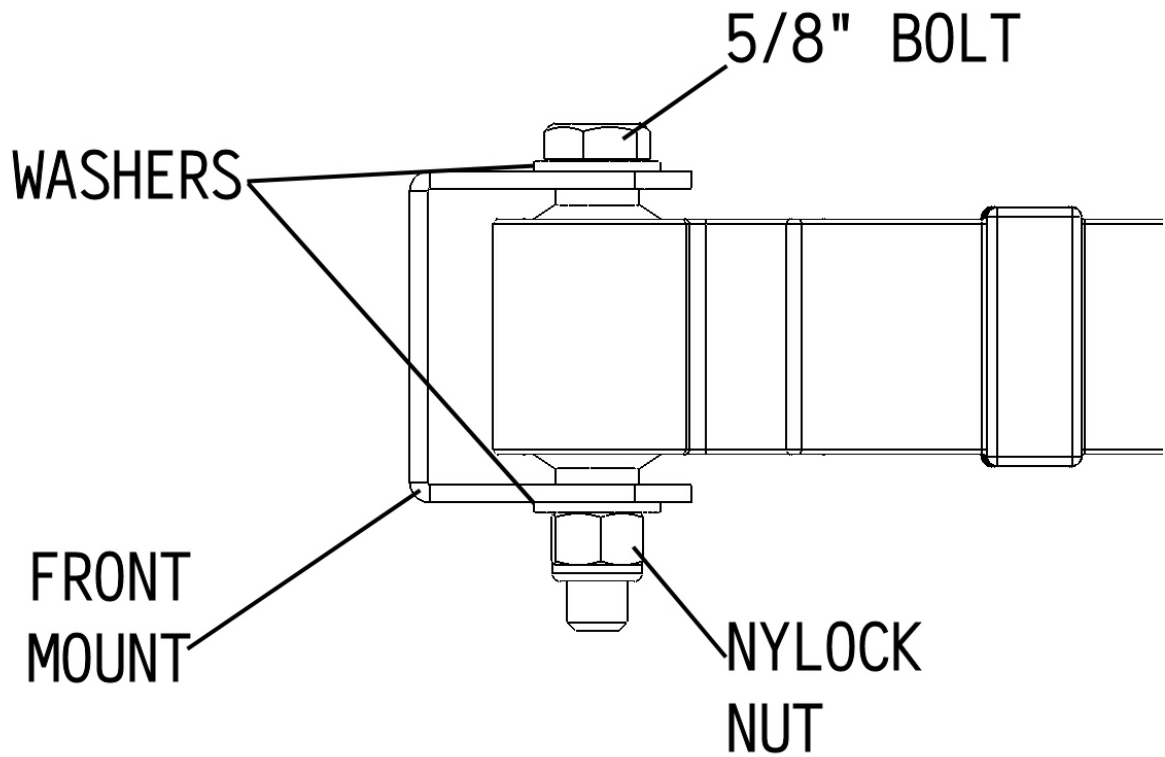
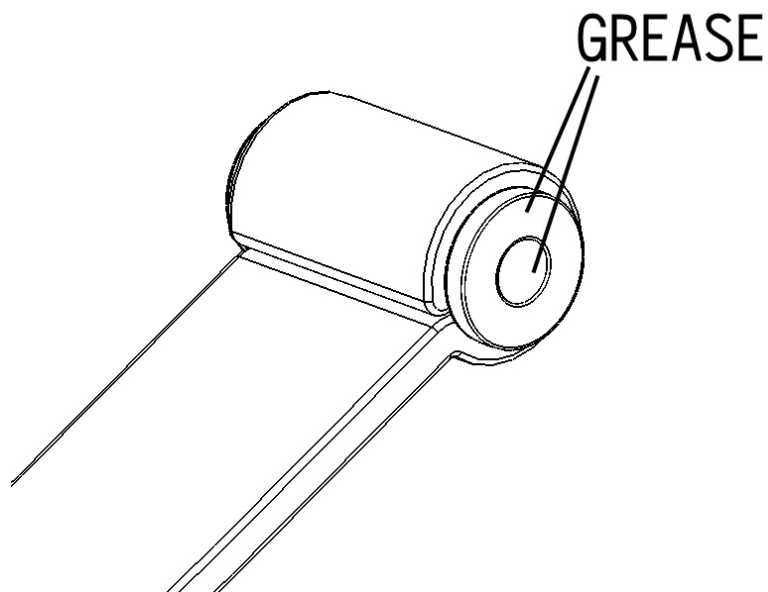


Diagram shows Driver Side with the 5/8" bolt pointing outboard.

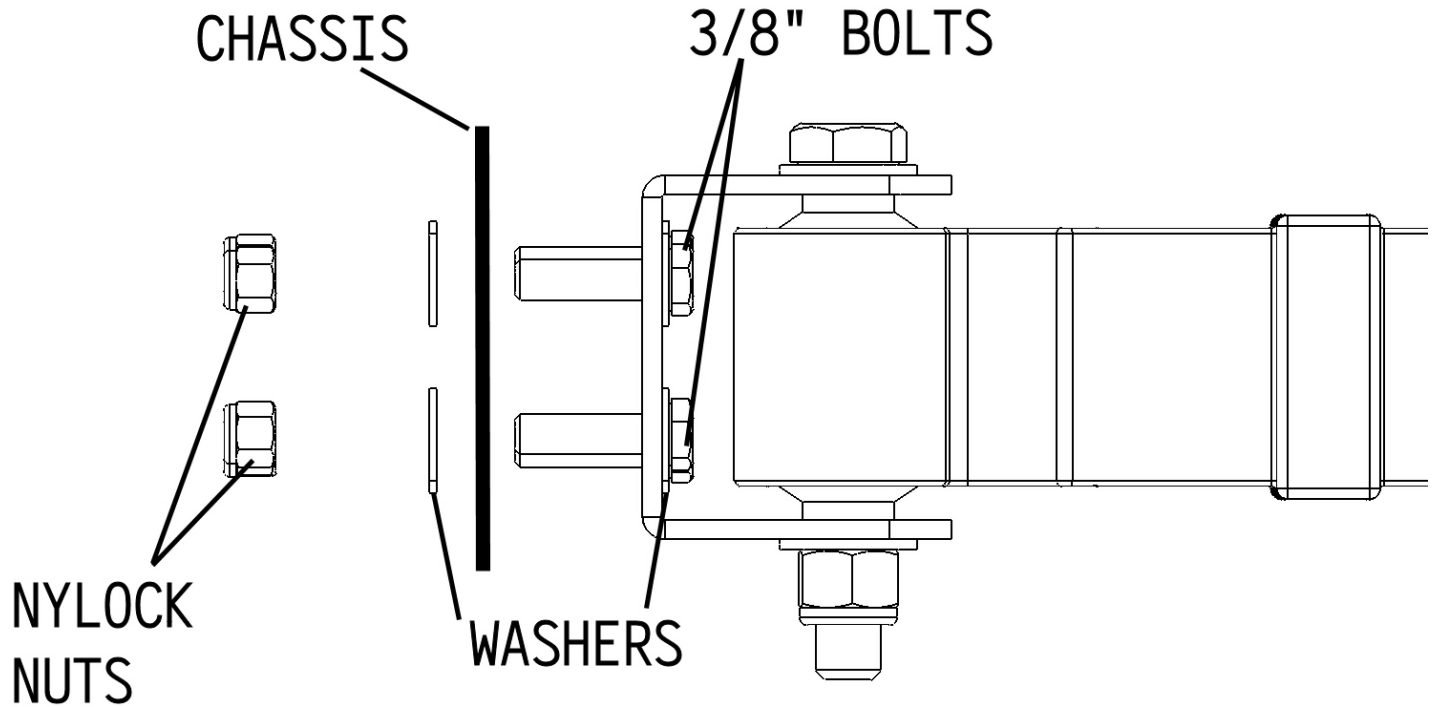
9. **Install Rear Bushings**

Your new Hotchkis Leaf Spring kit comes with new rear bushings. Insert the bushings into the rear eye of the leaf spring and grease the side surfaces and the inner hole with the supplied lube.



10. *Reinstall Hotchkis Leaf Springs*

Your new leaves are ready to be installed. Reinstall the leaf spring in the same manner as stock removal. Position the leaf spring in place by hooking the rear eye onto the shackle bolt and then mating the front bracket mount to the chassis. Insert the included 3/8" hardware to secure the front mount to the chassis. See diagram below:



10. *Tighten hardware*

Fully tighten all of the 3/8" hardware for the front mount and rear shackles bolts.

Lower the floor jack and align the leaf spring center bolt with the rear end mount. Reassemble the u-bolts in the same manner as removal. Tighten each u-bolt nut little at a time to ensure even load on each nut. A heavy duty 1/2" impact gun works well for this application.

Use your floor jack to jack up the rear end so that the rear of the vehicle just lifts off the rear jack stands. This allows the leaf springs to be loaded at normal ride height. You can now fully tighten the 5/8" hardware in the front mount.

Reattach the shocks to the lower mounts and you are finished. Lower the vehicle back onto the ground and enjoy your new leaf springs.



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.

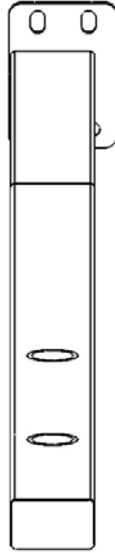


2. Prepare Subframe Pieces for Welding

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).



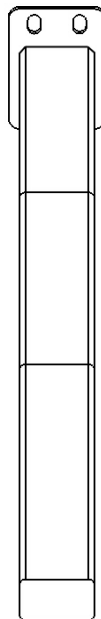
B-Body Connector



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!

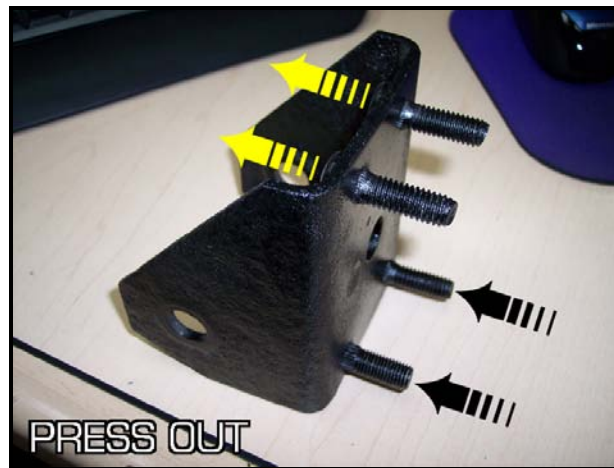
Some vehicles have torque boxes which may cover the path of the subframe connectors. *If your car does not have torque boxes, then you can proceed to step 4.* You will need to cut the forward section of the torque box so the subframe connector can mount flush to the floor pan.



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.

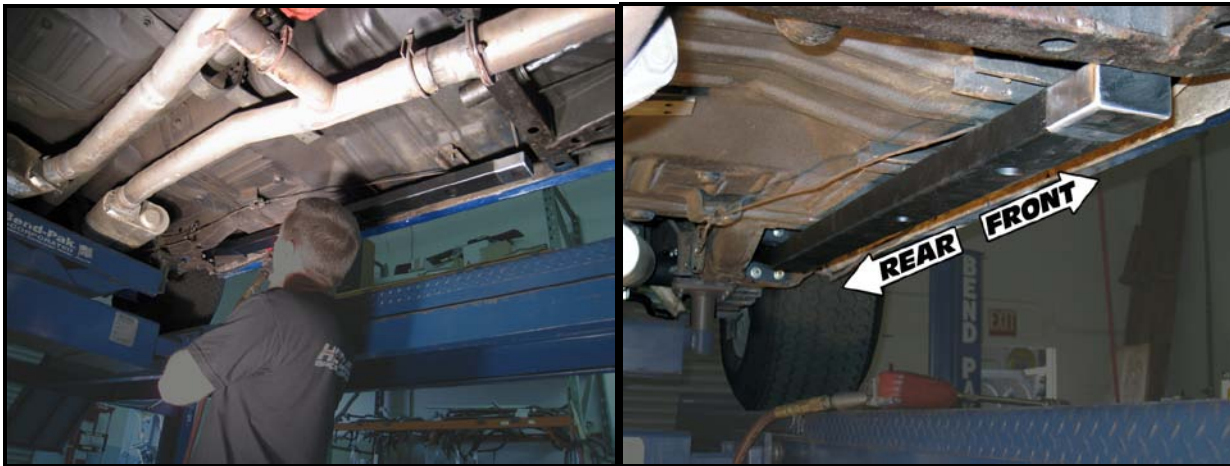
- Weld the bolt and washer to the subframe connectors. Disassemble the mock-up.



- 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.



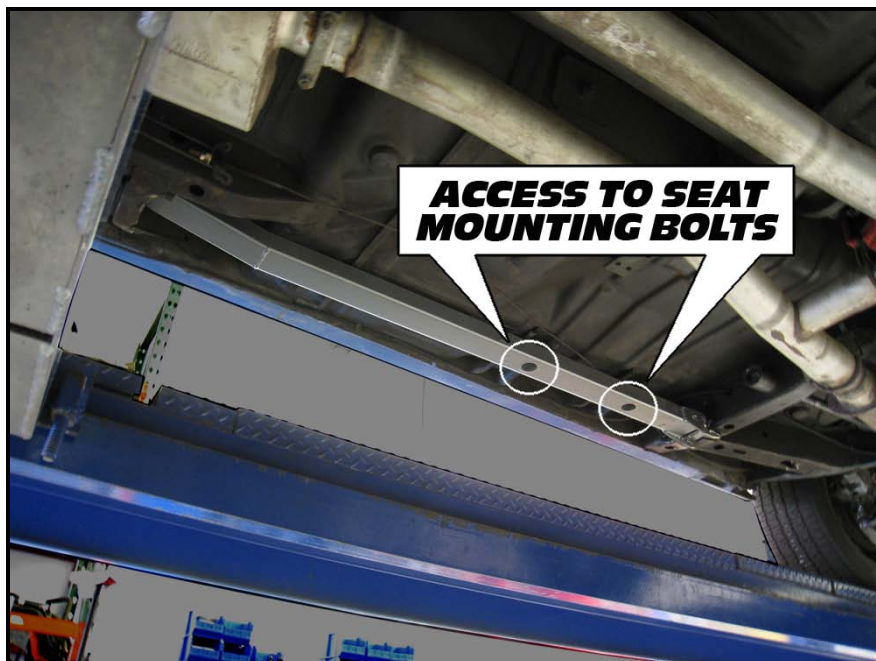
5. Position the Subframe

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.



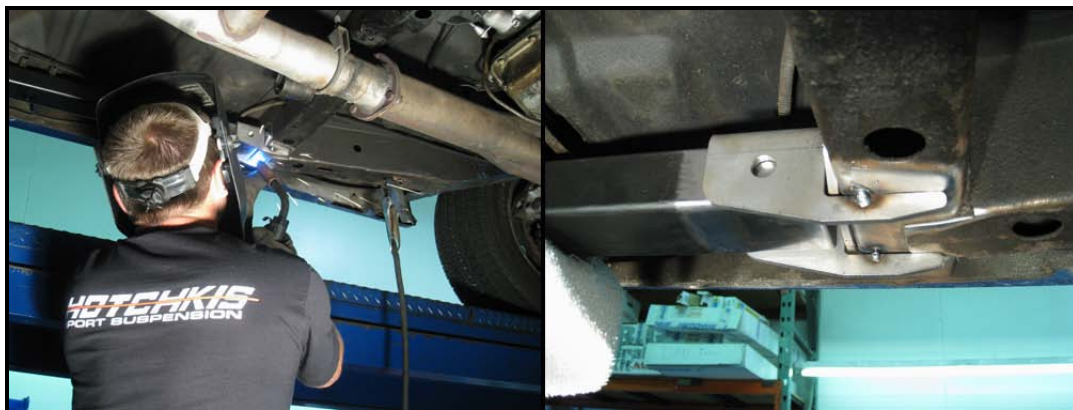
7. Prepare Frame for Welding

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



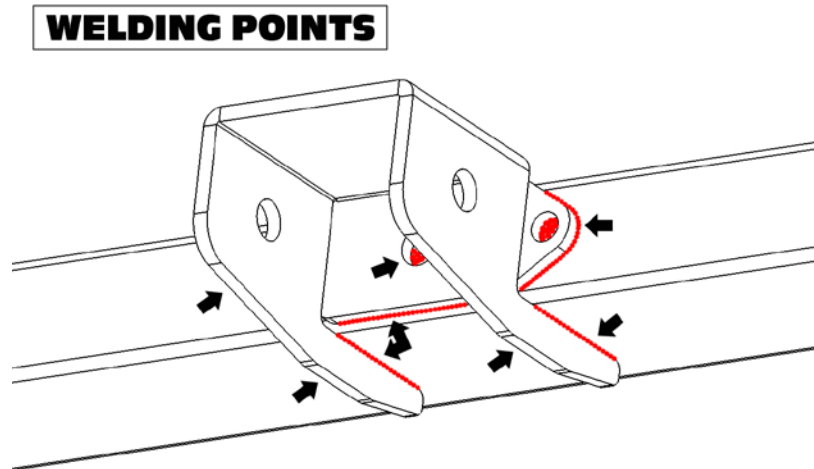
8. Spot Weld Mounting Bracket

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.

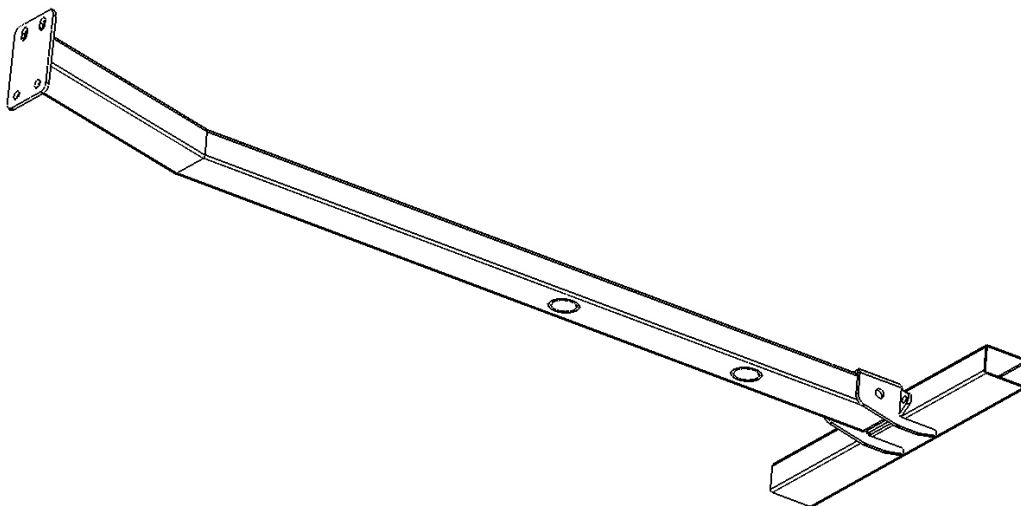


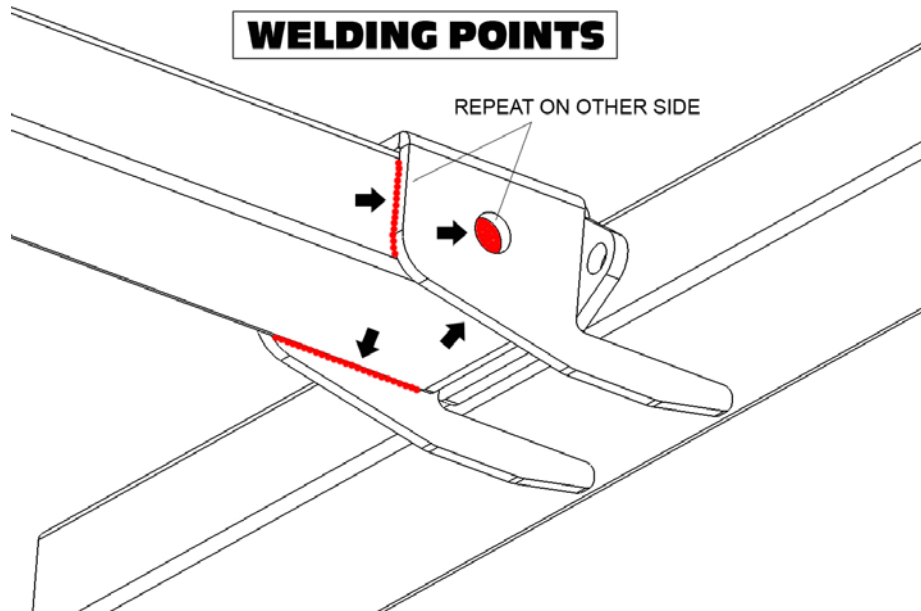
9. Clean Surface / Weld Mounting Bracket / Install Subframe / Weld Subframe

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.

