

# **2G** Performance Products

## 3 Point Subframe Connectors



Thank you for purchasing a set of our frame connectors. Our connectors should be installed on the vehicle with the car supported by jack stands. If a 2 post hoist is used, be sure to lift the rear of the vehicle by a suitable location other than the rear frame rails, as this will interfere with the installation. Removal of the rear wheels will make installation easier. It is a good idea to check that your frame is installed in the correct location, and all body bushings have been replaced with a set of our solid aluminum inter-locking bushings. Be safe, and if you have any questions please call!

**Step 1:** Your frame connectors are marked with what side of the vehicle they should be mounted to. You will need to remove any clamps securing your fuel lines to the subframe or the rear frame rail of the vehicle in the area the connectors will be installed. It shouldn't be necessary to re-route any factory lines for installation. If your lines have been modified in any way, be sure that they are rerouted safely around the connectors after installation.

**Step:2** Place connector in its desired location. On 70-74 models the front of the connector will slide all the way forward until the inside of the "U" shaped front bracket is touching the back edge of the subframe. On 75-81 models there may be a  $\frac{3}{4}$ " gap between them. On all years slide the connector as far forward as possible. The rear bracket is wedge shaped and will get tighter as the connector is moved forward. The front mount of the connector should be approx  $\frac{1}{8}$ " up from the bottom of the subframe. The rear bracket should be pushed up into the rear frame rail until it stops. Either location can be slightly repositioned for desired fitment. Be sure there is at least  $\frac{3}{16}$ " gap between the connector and the floor, except at the mounting point areas. A "C" clamp can be used to hold the connector at the front mount. Using a paint pen or suitable marker, trace along the perimeter of all 3 mounting locations. Remove the connector.

**Step 3:** Prepare the connector by removing the powder coating from the edges to be welded at all 3 locations. Prepare the subframe and rear frame rail to be welded by removing any paint along the areas to be welded. Clamp connector back in same location as before.

**Step 4:** Welding is the most effective method of installation. We recommend welding the front and rear locations in stitch welds of approx 1" long around the perimeter of the mounts. It is not necessary to fully weld the brackets, and even spaces should be left between the stitch welds. The rear frame rails are thin sheet metal, be careful not to burn through. If the center mount is going to be used,  $\frac{5}{16}$ " self tapping bolts are included, drill a  $\frac{9}{32}$ " hole, and use the thick spacer between the connector and floor member. Apply thread locker to bolts before installing. This location can also be welded.

**Step 4b:** The front of the connectors can be bolted to the subframe to allow the frame to be removed if necessary. If bolting is desired, Bolt each side independently to insure frame isn't collapsed and union is as strong as possible. We do not recommend bolting the rear of the connectors.

**Step5:** We recommend the use of autobody seam sealer around all areas of the mounts NOT welded. Touch up any areas where paint was removed, Rustoleum satin black matches well. Re-route or replace and lines or clamps that were removed during installation. You are finished!