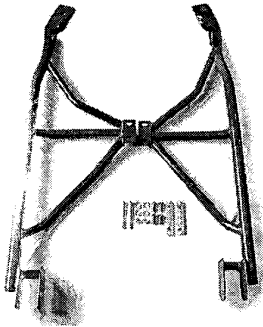
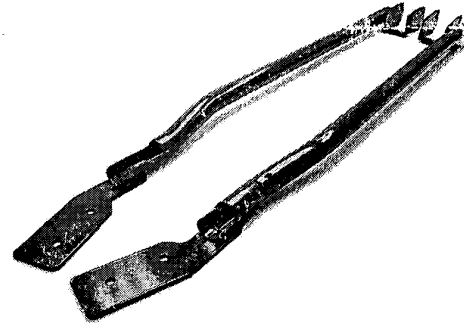


**93-02 GM F-Body Bolt-In Tubular Subframe Connectors, Convertible
2-Point and 3-Point Designs
Item # 2044**

Item # 2004- 3-Point Subframe Connectors



Item # 2002- 2-Point Subframe Connectors



Note: When installing Item # 2004 (3-Point Subframe Connectors) we highly recommend using a vehicle lift. If a vehicle lift is not accessible a jack and jack stands can be used, please have assistance of a partner when installing with out a vehicle lift.

1. Jack up front of vehicle to a good working height. Place (2) jack stands under each front A-arm. If possible, it is preferred to place the front tires on ramps or blocks to assure the suspension is loaded. Move to the back and jack rear of vehicle, place (2) jack stands on the inner frame rails on each side. Do not place jack stands under rear axle.
2. Once vehicle is supported on the stands and/or ramps jack up the rear end until the lower control arms are close to parallel with the ground, leave the rear end supported by the jack.
3. Remove the stock tunnel brace from the center of the vehicle.
4. Using (2) 18mm wrenches remove the front bolt of one rear lower control arm. The rear end may shift slightly.
5. Locate one subframe connector. Place the subframe connector under the vehicle and position the U shaped part of the connector over the rear lower control arm mount. The rear mounting point on the subframe connector is to be on the outside of the subframe/lower control arm mount. (See Image 1 for example)
6. Place the lower control arm back into place, use the provided bolts and nuts to reattach lower control arm. Bolt is too placed through the subframe connector, subframe and lower control arm. Install the provided nut finger tight only.
7. Lift the subframe connector up until the front mount of the connector sits flush on the vehicles subframe. Locate one supplied bar nut and slide it into the vehicles frame. Line the holes in the bar nut up with the (2) holes in the vehicles frame. Use (2) supplied 1/2" bolts and flat washers, place them through the front mount of the subframe connector, through the frame and thread them into the bar nut. Tighten bolts only snug, do not tighten fully. (See Image 2 for example). **93-97 Models-** There will be a plastic fuel clip that will need removed to allow the connector to sit flush.
8. **Item # 2004 3-Point Subframe Connectors Only-** Using the supplied 8mm bolts and washers now attach the center of the subframe connector to the center of the vehicle. Loosening the front mounting point bolts may be necessary in order to move subframe connector for center mounting holes to line up. Tighten all bolts snug, do not tighten fully. If the vehicle is equipped with a tunnel brace mounted torque arm bolt subframe connectors under torque arm cross brace. If re-installing stock tunnel brace install subframe connectors under it as well. If running a tunnel brace mounted torque arm re-adjusting pinion angle may be necessary. (Use Image 3 for example)
9. Repeat steps 3-8 on opposite side.
10. Vehicle suspension must be loaded when fully tightening bolts. Once all bolts are in place and snug jack up vehicle by rear axle, remove jack stands from frame and place under rear axle. Release the jack and let the vehicle weight rest on the jack stands. Make sure front suspension is still loaded. Keep vehicle level.
11. With vehicles suspension loaded bolts can now be tightened. Torque rear control arm bolts to 72 ft lbs, tighten all (4) front mounting bolts and all (4) tunnel mounting bolts (3-points only).
12. Check bolts for tightness periodically. If a "clunk" is detected from rear control arm after installation, re-torque control arm bolt to 90-100 ft.