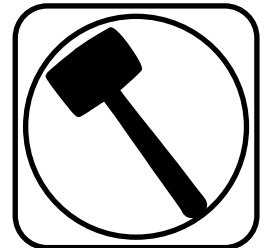




Part # 11167300

1967-1969 GM "F" Body Bolt-In Subframe Connectors

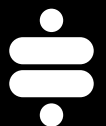
Recommended Tools



67-69 GM "F" Body Subframe Connectors Installation Instructions

Table of contents

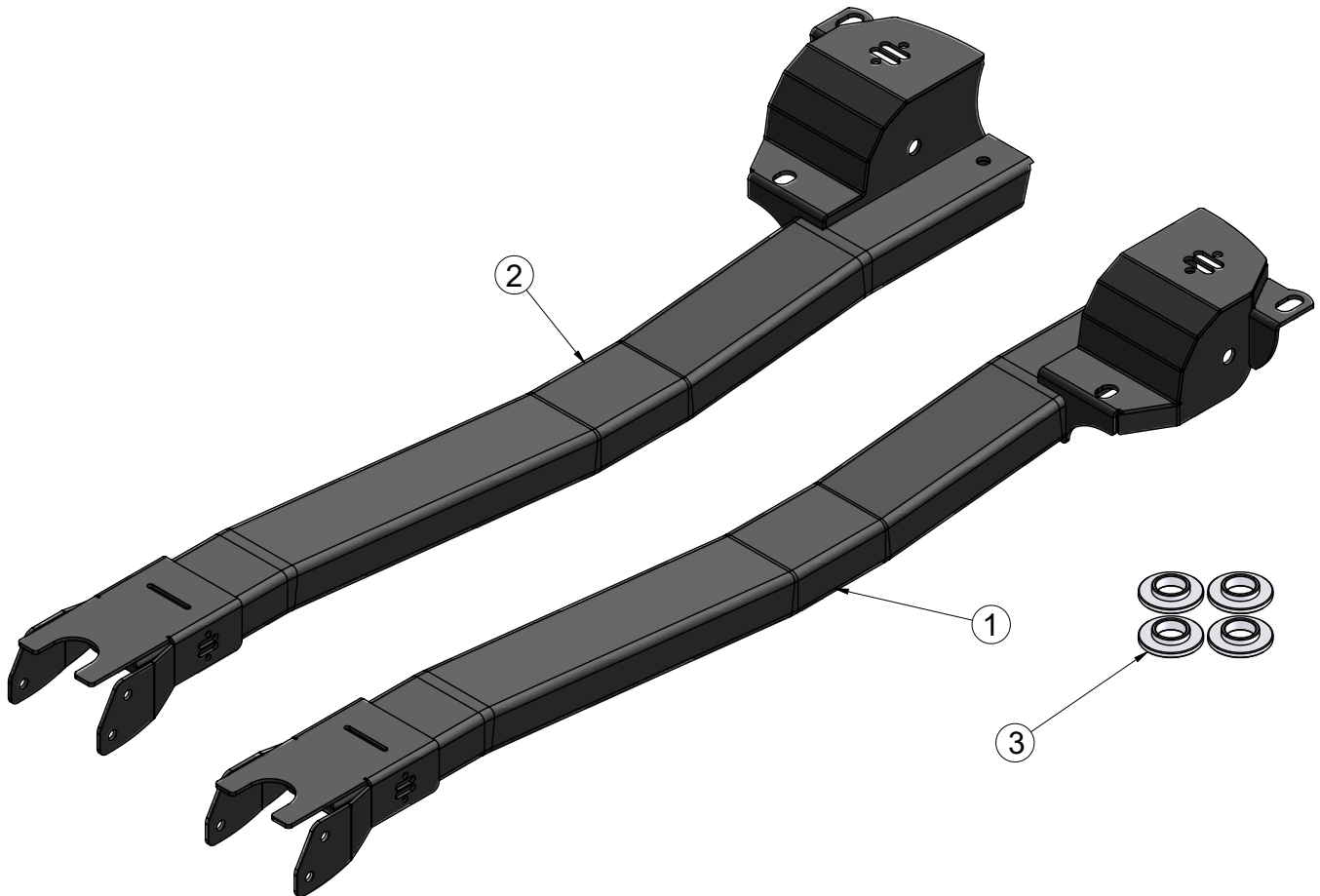
- Page 2..... Included Components & Hardware List
- Page 3-4..... Getting Started & Disassembly
- Page 4-6..... Installation





Major ComponentsIn the box

Item #	Part #	Description	QTY
1	90001404	Driver Subframe Connector	1
2	90001405	Passenger Subframe Connector	1
3	90001440	5/8" to 1/2" T-bushings	4
	99372009	3/8-16 U-NUT	6
	99010154	Hardware Kit	1



Hardware ListIn the box (Kit# 99010154)

QTY	Part Number	Description	QTY	Part Number	Description
SPRING BUCKET TO CAR			TUBE ADAPTER TO SUBFRAME		
4	99371050	3/8" -16 X 1 1/2" Conical Bolt	8	99311016	5/16" -18 x 3/4" Hex Bolt
2	99371069	3/8" -16 x 2 1/2" Hex Bolt	8	99312002	5/16" -18 Nylok Nut
2	99373002	3/8" SAE Flat Washer	16	99313001	5/16" SAE Flat Washer



Getting Started.....

1. Using a floor jack or lift, raise the vehicle to a safe and comfortable working height. The subframe connectors will attach to the car at the leaf spring and rear of the subframe. Make sure you have easy access to these areas.
2. Support the frame accordingly with jack stands or a lift. Keep in mind, you will need to be able to move the rear differential up and down and need to be able to lower the front of the leaf springs.
3. The leaf spring clamping plate will need to be removed from the rear differential to allow the front of the leaf springs to be lowered. You will need to be able to raise and lower the differential to install the subframe connectors on a leaf spring car.

Disassembly



4. Support the center of the differential with a jack. Remove the 3 bolts from the OEM leaf spring mounts. Do this for both sides.



5. Remove the leaf spring lower clamp plate. Retain the Hardware for reinstallation.



Disassembly & Installation



6. Remove the OEM leaf spring mount from the front of the leaf spring. Retain the leaf spring hardware for reassembly. Replace the OEM U-nuts in the floor pan and frame rail with the new ones supplied in the hardware kit.



7. Remove the REAR body bushing bolt from the front subframe. Retain the body bushing bolt and bottom half of the body bushing for reassembly.



8. The leaf spring mounting holes in the subframe connectors are 5/8" for many aftermarket suspensions. This kit also includes T-bushings for using 1/2" hardware. If you are using 1/2" hardware, insert a t-bushing in each leaf spring mounting hole. The large OD will be on the outside of the leaf spring pocket. Attach the rear of the subframe connector to the front of the leaf spring. Install the leaf spring bolt from the inside of the car with the nut to the outside. **The leaf spring bolt will need to be tightened before the subframe connector is installed.**

NOTE: If you have rubber leaf spring bushings, position the spring and connector as close to level with each other as possible before tightening the bolt. This will prevent excessive preload on the bushings.



Installation



9. Position the rear of the subframe connector so that the mounting holes line up with the u-nuts in the OEM locations. Install (2) 3/8"-16 x 1 1/2" conical bolts in the outer 2 holes of the subframe connector. Leave the hardware loose until later.



10. Install a 3/8" flat washer on a 3/8"-16 x 2 1/2" hex bolt. Insert the bolt/washer in the inner hole of the subframe connector. This hole goes through the tube of the subframe connector and lines up with the u-nut that is in the OEM frame rail. Thread the bolt into the u-nut. Leave the hardware loose until later.



11. Push the front subframe connectors up against the OEM subframe. Reinstall the OEM body bushing/bolt.



Installation



12. The 4 mounting holes in the front of the subframe connector will be used as a template to drill the new holes in the OEM subframe. **IF YOU ARE USING RUBBER BUSHINGS, YOU WILL NEED TO JACK THE FRONT OF THE SUBFRAME CONNECTOR UP TIGHT AGAINST THE OEM SUBFRAME.** Solid body bushings will hold the subframe connector tight against the OEM subframe. Tighten the (3) REAR subframe mounting bolts that were left loose in steps **9** and **10** to 30 ftlbs. Drill the 4 holes with a 5/16" drill bit.



13. Install a 5/16" flat washer on each of (4) 5/16"-18 x 1" bolts. Insert a bolt/washer in each of the 4 holes. Install a 5/16" flat washer and 5/16"-18 nylok nut on the threads of each of the (4) bolts. Torque the hardware to 25 ftlbs.

14. Repeat the previous steps on the 2nd side.

15. Reattach the leaf spring clamping plates and torque to 55 ftlbs.

16. Recheck all hardware.