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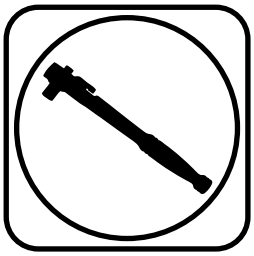
Installation Instructions

Part # 11187300

1970-1973 GM “F” Body Bolt-In Subframe Connectors



Recommended Tools







70-73 GM “F” Body Subframe Connectors

Installation Instructions

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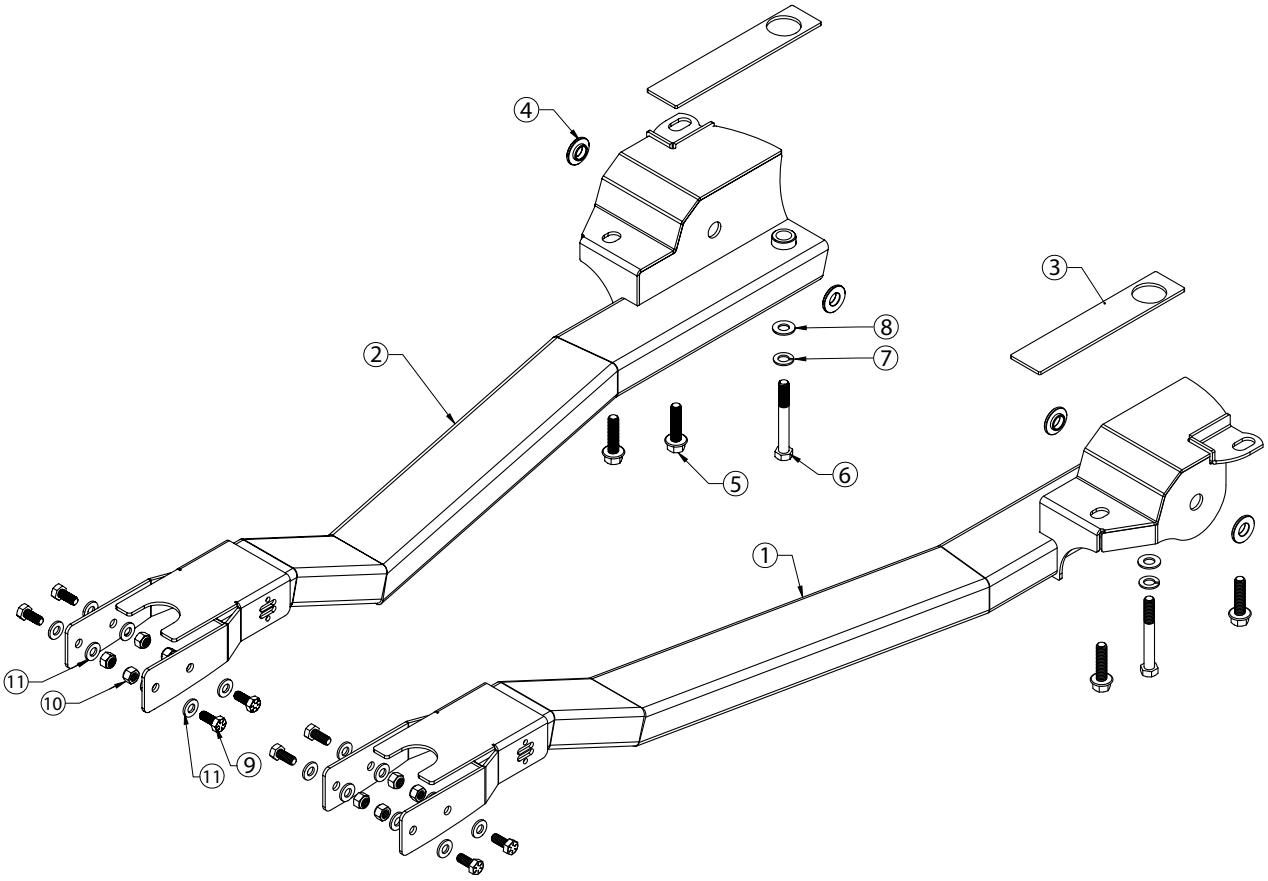
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Installation Instructions

Major Components .....In the box

Item #	Part #	Description	QTY
1	90003527	Driver Subframe Connector	1
2	90003528	Passenger Subframe Connector	1
3	90003529	Subframe Connector Shim	2
4	90001440	5/8" to 1/2" T-bushings	4
	99372009	3/8-16 U-NUT	6
	99010222	Hardware Kit	1



Hardware List .....In the box (Kit# 99010222)

Item #	Part Number	Description	QTY
	SPRING BUCKET TO CAR		
5	99371050	3/8"-16 X 1 1/2" Conical Bolt	4
6	99371074	3/8"-16 x 3" Hex Bolt	2
7	99373006	3/8" Split Lock Washer	2
8	99373002	3/8" SAE Flat Washer	2

Item #	Part Number	Description	QTY
	TUBE ADAPTER TO SUBFRAME		
9	99311034	5/16"-18 x 3/4" Hex Bolt	8
10	99312002	5/16"-18 Nylok Nut	8
11	99313001	5/16" SAE Flat Washer	16

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 plates may 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 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.

Disassembly & Installation



6. Remove the REAR body bushing bolt from the front subframe. Retain the body bushing bolt and bottom half of the body bushing for reassembly. Unbolt the brake/fuel line clamp from the rear of passenger the subframe rail.



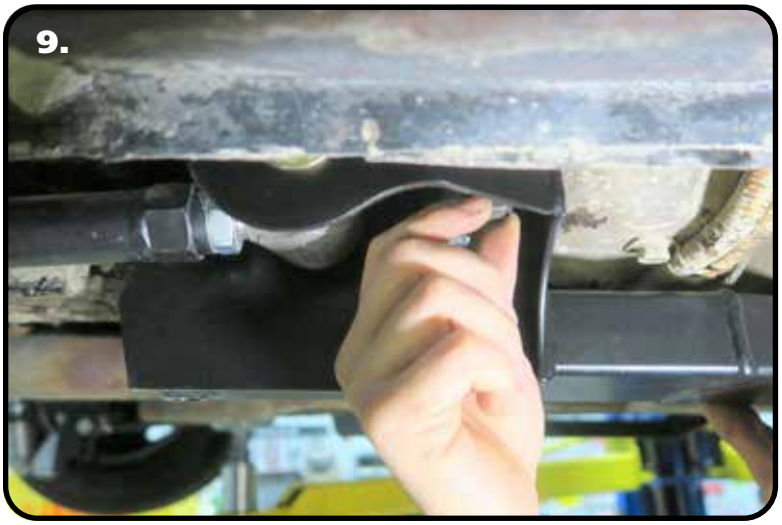
7. The kit includes a Driver and Passenger subframe connector. The leaf spring mount is positioned to the outside of the car with the subframe connector tube dipping down to clear the floor pan. **The leaf spring mounting holes in the subframe connector's are 5/8" for many aftermarket suspensions. The kit 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.



8. Attach the rear of the subframe connector to the front of the leaf spring. Install the leaf spring bolt from the outside of the car with the nut to the inside. **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. Start (2) 3/8"-16 x 1 1/2" conical bolts in the outer 2 holes of the subframe connector. This hardware needs to need left loose enough to insert the shim in the next step.



10. Place the shim on top of the subframe connector tube with the hole in the shim over the rear bung.



11. Install a 3/8" split lock washer and 3/8" flat washer on a 3/8"-16 x 3" 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.

Installation



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



13. 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** - **11** to 30 ftlbs. We use a stand to push the front of the connector up tight against the frame rail. Tighten the OEM body bushing bolt.



14. 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. Drill the 4 holes with a 5/16" drill bit.

Installation



15. If your brake/fuel line clamp has a tab sticking out of the rear, it will need to be flattened or cut off.



16. 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 the brake/fuel line clamp using the rear hole of the passenger subframe connector. 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.

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

18. Recheck all hardware.