



1051/1051 Subframe Connectors Installation Instructions

Jack up the vehicle and support on Rear Jacking Points (Pinch Welds) and Front Under A Arms Closest to the wheels as possible. With E Brake (OFF). Remove Clip that attaches Cable to caliper by pulling out. Remove cable and pull thru Lower Control Arm. Do this on BOTH sides. With a 10mm socket Remove Bracket that attaches E Brake Cable to bottom of Lower Control Arm to frame mount.

Remove Plastic fuel/brake line cover on (Drivers Side ONLY). Using a Paper Template, trace around the edges. (Carefully cut out). Using sand paper or a file to remove burrs then set aside.

Apply slight pressure to front most (towards yoke) part of the Rear using a floor jack. Loosen and remove lower control arm from rear and frame side on (Drivers side only). Now apply pressure to the rear to help ease the removal of the lower control arm.

Insert Bar Nuts into the existing holes in the frame. $\frac{1}{2}$ X 1 is for Larger hole towards rear of the vehicle. And $\frac{3}{8}$ X $\frac{3}{4}$ is for the front smaller holes. Center so tapped holes can be easily seen. (Now this is were you might need a assistant) Install Sub Frame Connector and Lower Control Arm on the frame together using the NEW M 14 Bolt. DO NOT TIGHTEN DOWN. Now place the Subframe Connector were the bolt holes line up with the bar nuts. Using supplied $\frac{1}{2}$ X 13 bolts and lock washers, Start both bolts until they are snug. Once again DO NOT TIGHTEN DOWN as of yet. Reinstall E Brake Bracket using stock 8mm Bolt. Reinstall Lower Control Arm. And snug all bolts. Reinstall E Brake Cable to Caliper.

Now to the other side EVERYTHING is the same except for the cover for the fuel and brake lines. And then when the Sub Frame Connectors are snug. Tighten down (while suspension is loaded to avoid chassis bind) all of the hardware to specs which is the following.

M14-100ftlbs

$\frac{1}{2}$ "-75ftlbs