

93-02 GM F-Body Weld-In Subframe Connectors
Item # 2003



Please Read: UMI Performance Incorporated is not responsible for incorrect installation of this product. This installation is recommended to be performed by a trained automotive technician with welding experience only. If you feel you are not capable of completing this installation please do not attempt.

Note: Will not fit convertibles

Note: Vehicles suspension **MUST** be loaded while welding! Please follow installation instructions carefully.

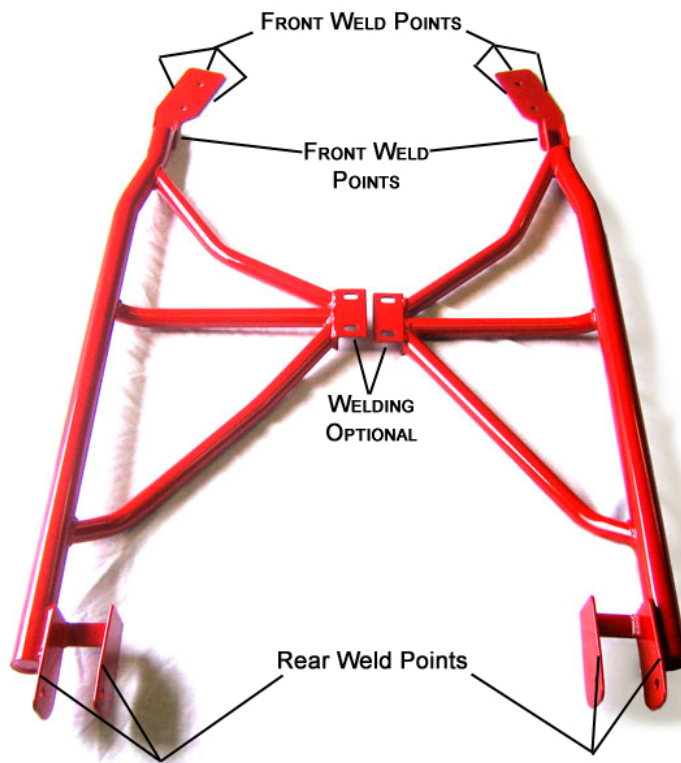
1. Jack up front of vehicle to a good working height. Place (2) jack stands under each front A-arm. If possible, it is preferred to place the front tires on ramps or blocks to assure the suspension is loaded. Move to the back and jack rear of vehicle, place (2) jack stands on the inner frame rails on each side. Do not place jack stands under rear axle.
2. Once car 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. Using (2) 18mm wrenches remove the front bolt of one rear lower control arm. The rear end may shift slightly.
4. 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)
5. Place the lower control arm back into place, use the stock control arm bolt and nut to reattach lower control arm. Bolt is too placed through the subframe connector, subframe and lower control arm. Install the nut finger tight only.
6. Remove stock tunnel brace. Using the supplied 8mm bolts and washers now attach the center of the subframe connector to the center of the vehicle. Tighten all bolts snug. If the vehicle is equipped with a tunnel brace mounted torque arm or drive shaft loop this may need removed to complete installation and subframe connector bolted underneath it. If the vehicle is equipped with a tunnel brace mounted torque arm re-adjusting pinion angle may be necessary.
7. Lift the subframe connector up until the front mounts of the connector sit flush on the vehicles subframe. **93-97 Models-** There will be a plastic fuel clip that will need removed to allow the connector to sit flush.
8. With the subframe connector into the correct position, use a permanent marker or paint stick and mark the areas to be welded on both the subframe connector and the vehicles subframe. Use Image 3 for recommended weld points. Please note welding center mount as image shows is optional.
9. Unbolt and remove the subframe connector from the vehicle. Using a wire wheel or sander remove the paint from the subframe connector in areas you marked from step 8. Also under the vehicle, clean up all areas where the subframe connector will be welded to the subframe. Remove all paint and rust.
10. Repeat steps 3-9 on opposite side.
11. **NOTE:** Vehicles suspension **MUST** be completely loaded and level while welding. We recommend placing the rear tires on blocks or ramps to insure the rear suspension is loaded. Let complete weight of vehicle rest on blocks/ramps. If using jack stands place them under both front A-Arms and (2) under rear end. Do not place under frame. (Over)
12. Place the subframe connector back into place using the rear control arm bolt and (2) tunnel brace bolts to hold it into position. Using image 3 and suspension completely loaded weld a bead around the front mounting point and all sides of the rear mounting point. Clean up welds and prep for paint.

13. After completion of welding, lower vehicle to ride height, tighten both lower control arm mounts with the suspension loaded. Torque rear control arm bolts to 72 ft lbs. If “clunk” is detected from rear control arm after installation, re-torque control arm bolt to 90-100 ft. lbs.

Image 1- Rear Control Arm Mount



Image 2- Tunnel Brace Mount



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