



Global West Suspension
655 SOUTH LINCOLN AVE / SAN BERNARDINO CA. 92408
PHONE 877-470-2975 / FAX 909-890-0703

Installation Instructions Part #905, 93-02 Camaro/Firebird Subframe Connectors



905 Subframe connectors will connect into the floor bulkhead supports. There is a right and a left subframe. The subframe when installed will follow the contour of the floor and tuck up inside the outer rocker rail. They will not hang down or be seen once they are installed. Based on the photo – the top subframe is the driver side.

To install:

1. The car should be on a drive on rack or at least supported under the tires as if it was on the ground. We recommend installing in this manner because you do not want the car to be flexing any unusual way. The 905 kit is somewhat self explanatory; it will only fit on the car one way. You will notice that the kit consists of a right and a left side subframe connector. The tube when installed, angles out towards the outside of the vehicle and the large box section go toward the front.
2. Install the driver side first – it is the hardest because you have to deal with fuel lines. First lift the subframe up into position for a trial fit. The fuel lines will rest between the subframe and the floor. The large 4 inch wide front box section butts up to the floor cross support and lays flat on it. Slide the subframe as far forward as you can, then lift the back of the subframe up and position it between the outer rocker rail and the rear lower control arm mount. Next mark the area around the front 4 inch plate in the front and the rear end plate bridging the outer rail to the lower arm mount. Note: This is the very back of the subframe. You will also weld in the back along the bottom edge of the subframe next to the lower arm mount (about 4 inches).
3. Buff the paint off the floor along your marked areas and remove the powder coat off the subframe before welding.
4. Hold the subframe up in position and tack weld the front and back. Since the fuel lines are exposed, we recommend tig welding in this area. You will most likely need to loosen the lines from the floor so you can slide them out of the way. We also only weld small portions at a time to keep the area as cool as possible. Wet rags wrapped around the fuel lines and we also use a small aluminum shield for heat dissipation. The lines are pulled away from the welding area but we go overboard during installation. It sounds like a lot of hassle but it isn't.

5. Weld all along the front box and up the backside where it butts up to the floor rail. Remember to allow for cooling time.
6. Weld the end of the subframe to the outer rocker rail (side) and down the side of the rear mount. Not the very top. Weld along the lower portion of the subframe to the rear lower control arm mount. The weld is about 4 inches long.
7. After welding, buff the area and repaint for rust protection.
8. Once one side is completed, proceed to the other. This side is much easier, no fuel lines.
9. The subframes are the strongest on the market, 2 - inch diameter .125 Dom tubing. Once these are installed you can use these as jacking rails and pickup the car.