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904 Subframe Installation
1982-1992 Camaro & Firebird

This kit requires welding. We do not recommend bolt-on subframes for unibody vehicles. Note: If the exhaust has been upgraded through the use of a larger than stock aftermarket system, it is possible that exhaust modifications will be necessary to properly fit our subframes.

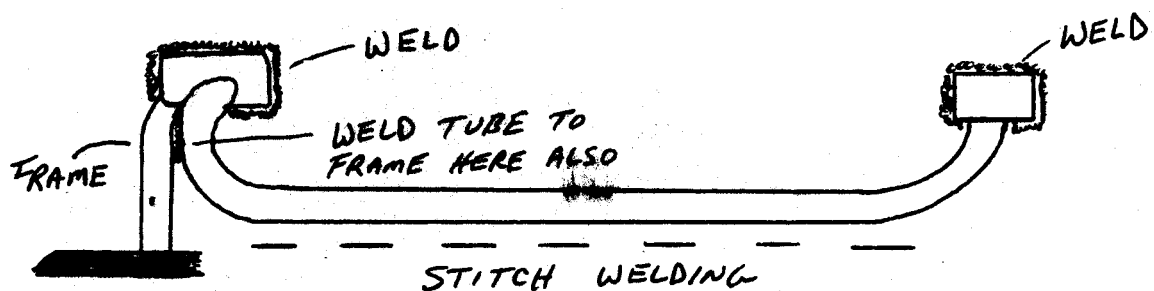
Kit contains:

Right side tube (passenger side)

1 gusset (passenger side)

Left side tube driver side (has large bend in it)

1. To install subframe connectors, you must lift up the carpet and the padding on the right front corner. (passenger side) Do this on the driver's side as well, where your feet rest.
2. Raise the vehicle or drive onto a rack where easy access for welding can be achieved.
3. The subframe for the driver's side has a large bend. This bend touches the front lower bulkhead. It will butt up next to the lower rocker panel and next to the rear lower control arm pickup point. Note: Sometimes the rocker panel pinch welds are bent over and cause interference; take out a hammer and tap the lip out of the way.
4. When you position the tube, you will notice that if you slide the tube as far forward as you can, it will self index. Weld into position. Make sure that it is tight to the floor.

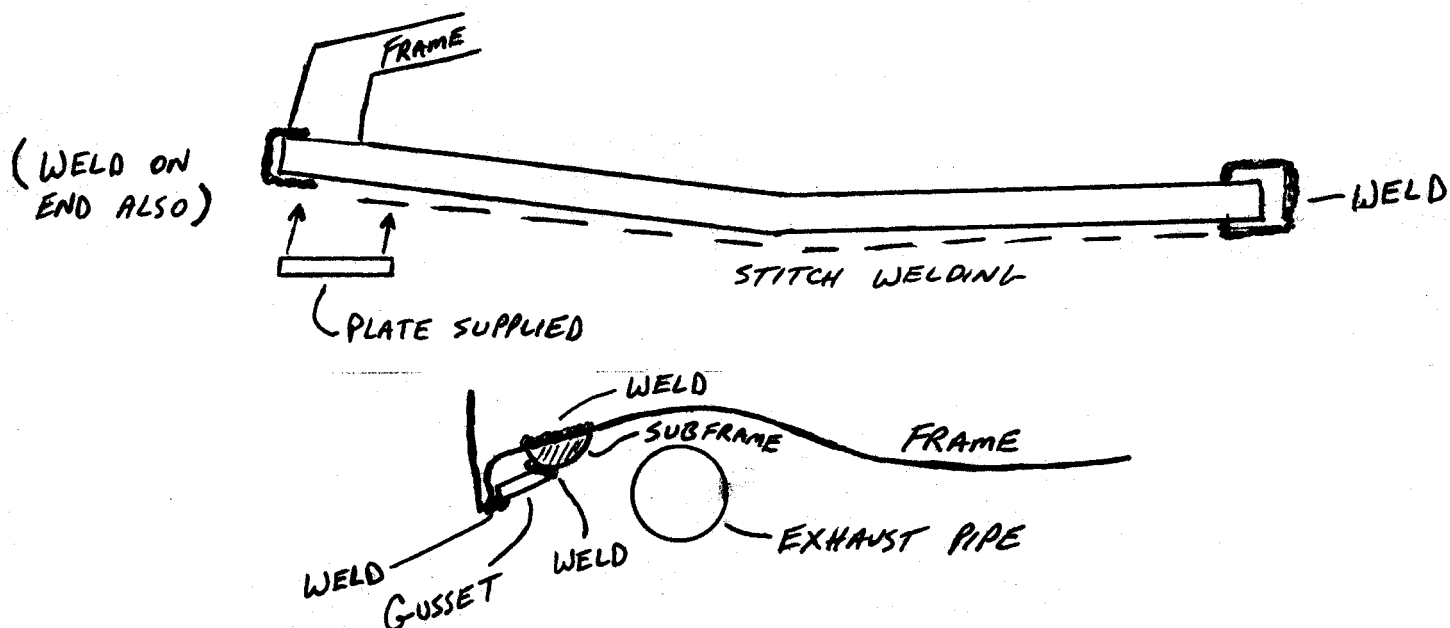


This diagram details the locations where you will weld. A solid weld will be done at the main pads. Stitch welding will be done along the tube to rocker panel seams. 2 inch beads, 2 inches apart work well. Note: You may have to tap the seams over to the tube for a proper fit.

The passenger side has the exhaust pipes, which sometimes come real close to the subframe connector. Under normal circumstances, the welder can get in the bulkhead area for welding. Good welding in the bulkhead area is very important. The forward part of the tube is notched and the back pad indexes just like on the driver's side. The edge of the notched tube should be flush with the bulkhead. Note: If aftermarket exhaust has been installed, it's possible that obtaining a proper fit in front of the vehicle will require a modification to the exhaust. This is where the pipe crosses over, underneath the oil pan. It will be necessary to cut and section this pipe. The proper location to perform the modification is directly behind the lower control arm. By sectioning the exhaust tube here, you will gain room at the bend, enabling you to fit the subframe in the front.

1. When you are holding the tube in position, note the clearance between the tube and exhaust pipe. You should have $\frac{1}{2}$ an inch. If it is less, the exhaust pipe may rub up against the subframe when the engine torques. If this is the situation, simply cut the large main exhaust pipe before the bend at the bulkhead. Remove about 1/2 inch of pipe and weld it back up. This procedure has always solved any clearance problems.

2. After you have located the correct position for the tube, weld it into position. Again, you may have to hammer the lower rocker panel lip for proper fit. These diagrams indicate welding areas. Once the two main



bulkheads are welded, place the extra plate onto the tube and position it by tying in the bulkhead to the tube. Weld accordingly.

3. Take your hammer and tap the rocker panel lip over to the tube and stitch weld as before. Spray paint the welded areas for rust prevention and reinstall the carpet.