



Please read the following key points before installing this kit.

- 1 – Before performing the subframe connector installation, the vehicle must be completely assembled with all body and component parts installed (e.g. fenders, hood, quarterpanels, trunk, full interior, engine, glass, etc.). Basically, the subframe connectors should be one of the last components installed on your vehicle. Reason being is you want the vehicle settled with all of it's own final weight. The car's body is always in constant tension, with forces pushing or pulling within the chassis & body. You want to make sure these forces don't change after you install the subframe connectors. For example, if you installed subframe connectors before installing the engine and body panels this may result in having misaligned fenders, door panels and/or hood later on. The car must be in it's final state before the subframe connectors are installed.
- 2 – The subframe connectors must be installed on an alignment rack or floor ramps (all 4 wheels). The vehicle must be sitting on it's wheels at ride height in order to install the subframe connectors. Do not use a two-post lift, as this will load the chassis/body in the wrong points causing the chassis to tweak.
- 3 – If you your vehicle is equipped with torque boxes, please pay attention to step 3b of this manual. You may be required to purchase extra hardware in this case.

4019

Subframe Connectors 71-72 Chrysler B-Body



**Thank you for your purchase from our new line of Chrysler parts.
Please call us at (877) 4NO - ROLL if you have any questions
regarding the service or installation of your Hotchkis products.**

Subframe Connectors:

Your new subframe connectors will increase the overall rigidity of your chassis and improve handling and response. These engineered components connect the rear frame rails with the front subframe to simulate a complete full frame chassis.

Notes:

The subframe connector is essentially a Weld-In component, effectively connecting the front subframe and rear frame rails.

Before You Start:

The installation of these subframe connectors will require you to grind and weld. It is recommended that a trained professional install this product. Always wear eye protection when grinding or welding. Please read the entire manual before starting. All images will depict the driver side installation.

1. Raise Vehicle

It is best to weld the subframe connectors at ride height. To do this properly, please use a 4-Post lift or alignment rack. Disconnect the negative battery cable.

**2. Prepare Subframe Connectors for Welding**

Subframe pieces come fully powder coated so you will want to first prep them for the welding process. Sand the ends that do not have the bolt connectors (front side).



3. Relocate Parking Brake Rod

Unhook the parking brake rod and relocate it to the bottom of the cross member. Adjust parking brake as needed.



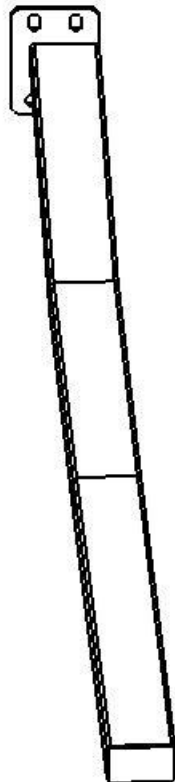
4. Prepare Cross Member for Welding

Grind the cross member in the areas shown below:

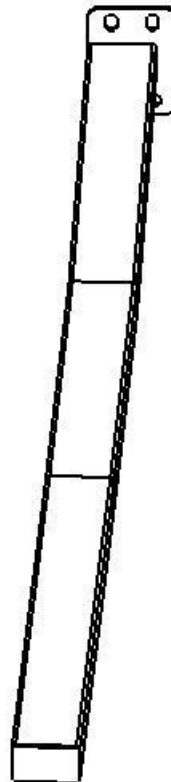


Left/Right Identification

PASSENGER SIDE



DRIVER SIDE



5. Remove Nuts from Frame

Temporarily support the rear subframe with jacks to relieve the load on the leaf springs. Do not jack up the car too much or else the weight of the rear end and wheels will hang in the air and cause the front mount to pull downward. Remove the 4 nuts on the front leaf spring mounts.



6. Mock up Subframe Connector

Slide the rear of the subframe connector onto the 4 studs that you just removed the nuts from. Reinstall the nuts and fully tighten. Do this for both connectors.



We have noticed on several cars that the chassis is not perfect. It may be necessary to shim the rear mounting point to get the front end of the connector in the correct position.

If the front end of the connector dips down like the following, shim the bottom studs with the provided spacers.





Insure both connectors are positioned so the bottom of the front end is flush with the bottom of the frame rail cross member

Loosen the (4) nuts on the rear mount to allow the connector to tip down. Slip the front mount onto the connector. Use a screw jack to support the connector. Do not tighten the rear nuts at this point.



Take note of the position of the front brackets relative to the front frame rail.



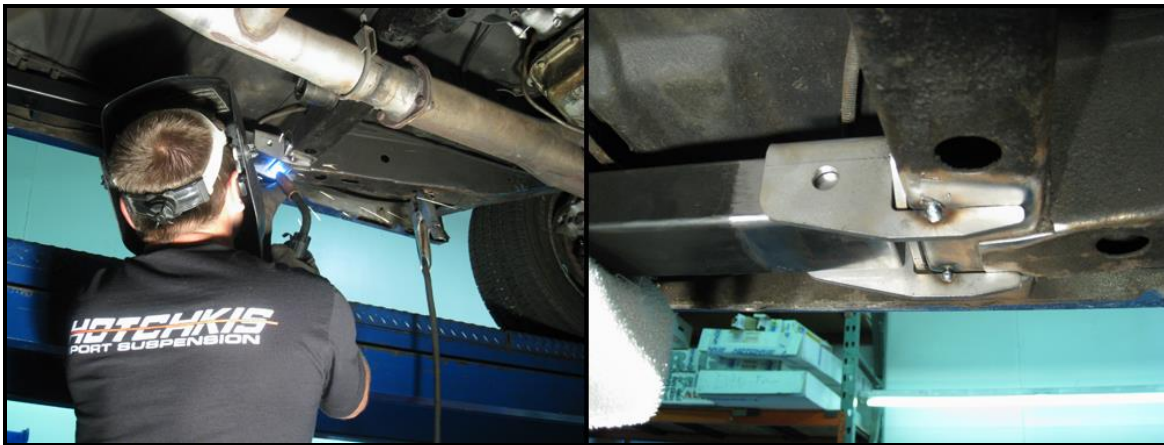
Driver Side



Passenger Side

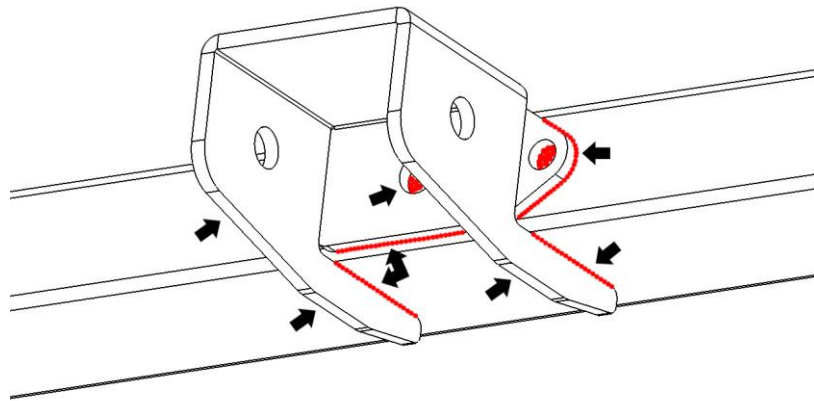
8. Spot Weld Mounting Bracket

Spot weld the mounting bracket and then once again, remove the subframe connector.

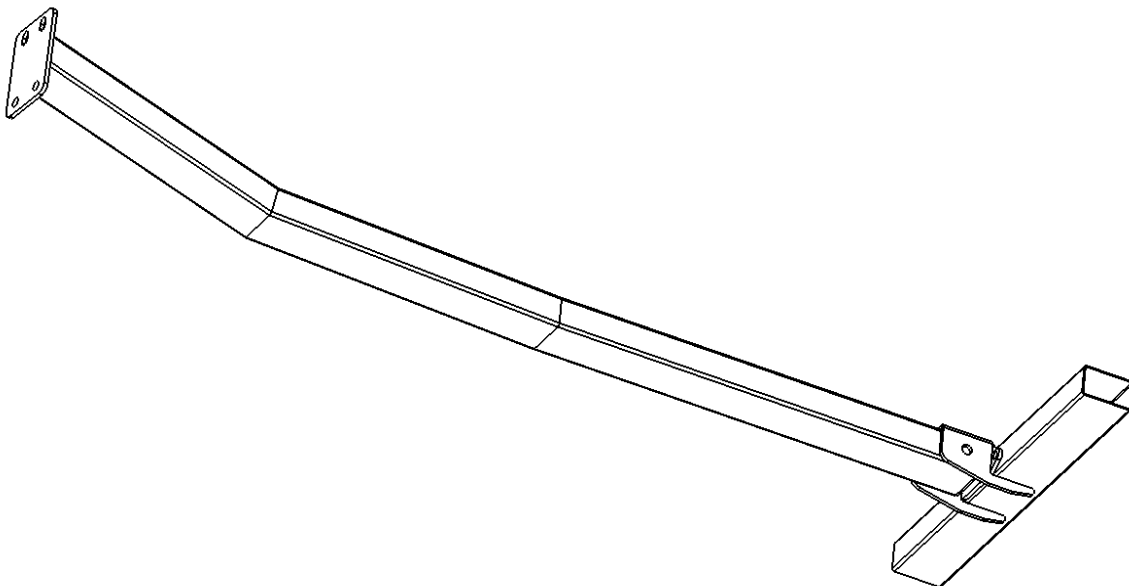


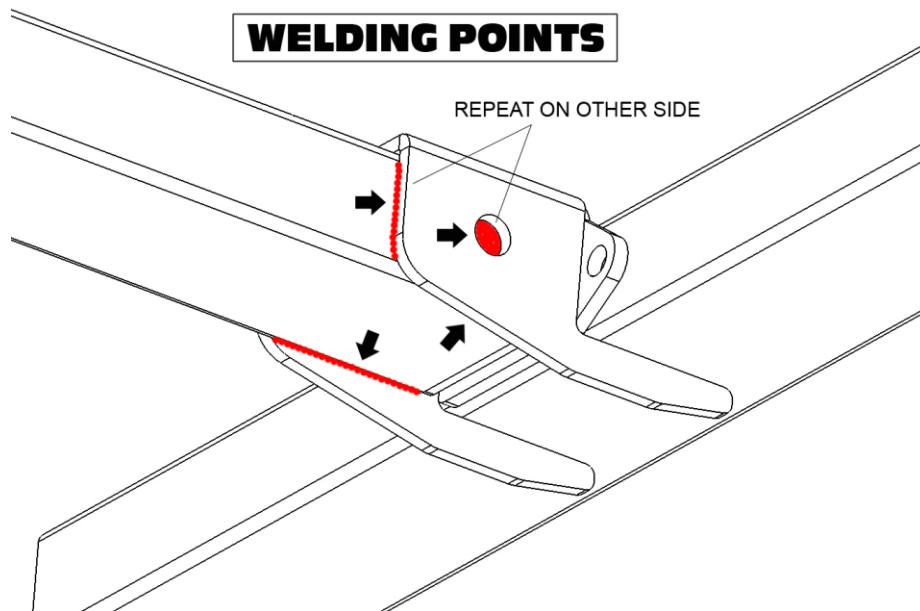
9. Clean Surface / Weld Mounting Bracket / Install Subframe / Weld Subframe

Before welding, be sure that all of the surfaces that you will be welding is clean. Weld the front mounting bracket to the frame.

WELDING POINTS

When you're done welding the front mounting bracket, reinstall the subframe connector. Fully tighten the 4 rear mount nuts. You may now remove the jacks supporting the rear subframe. The full weight of the car should be on all four tires from now on. Use the screw jack once again to hold the subframe in place if need be. Now weld the subframe connector to the front mounting bracket.





10. Paint

After the metal has cooled down, paint all exposed raw surfaces with a rust resistant paint.

**11. Finished**





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Mooresville, NC 28117

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