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1993-02
Camaro/Firebird
Convertible Subframe
Kit # 905-C

This kit requires welding the subframe to the unibody. We have designed both sides to self index. This makes placement simple. The 905-C does not require removal of the fuel lines or repositioning them. This installation will not interfere with exhaust or brake lines, nor will the interior need to be removed.

Note

We recommend mig (wire feed) or tig welding. Always protect the fuel lines especially when using mig. The fuel lines are plastic.

There are right and left subframes. The rail on the subframe goes on the outside of the rocker rail. You cannot install these backwards.

1. The vehicle must be supported on all 4 wheels. We recommend using a drive on rack. **Do not support the vehicle on jack stands in frame areas not associated with direct suspension loads. Raising the car up in any other manor will flex the chassis causing misalignment of the doors. Installing subframes while the vehicle is in this state will permanently misalign when the vehicle is lowered back onto ground.**
2. On both subframes, you will notice an L bracket with a 12mm hole drilled in them. The subframe will self index on the rear control arm attachment bolt. Depending on how the bolt is installed, you may have to slide the bolt out of the frame. Lay the subframe up into the pocket and slide the bolt though the subframe and into the unibody. Do not bolt this in yet.
3. With the bolt holding the back of the subframe, swing the front part of the subframe up along the outer rocker rail. You will notice a steel strip with holes welded to the subframe. This strip will lie on the outer portion of the rocker rail. The inner subframe pads will lie flat on the main unibody structure underneath the car.
4. An additional set subframe pads are furnished in your kit. One pad for each subframe. The subframe pads will install approximately 12-1/4 inches driver side and 13-1/4 inches passenger side forward (towards the front of the car), measured from the existing welded pads on the subframe. Simply take the loose pad and butt the edge of the plate up against the tube and mark the tube and the floor area.
5. Mark the other locations where you are going to weld also. These areas are located at the subframe pads underneath the car, around the angle plate at the rear bolt location, and where the holes are in the outer rocker rail plate.

6. Swing the subframe down out of the way and buff the paint off the subframe and the car at the locations to be welded. Removing the paint is standard procedure for proper welding.
7. After preparing both the subframe and vehicle. Reinstall the subframe the same as before. Holding the subframe tight up against the outer rocker rail and floor, tack weld the front portion of the subframe.
8. Torque the rear control arm bolt down holding the subframe. Torque to 70 foot pounds.
9. Take the loose pad and position it up against the subframe and tack weld it to the subframe tube and the floor. It should but up to the tube just as the pre-welded unit does.
10. The subframe is now positioned for final welding. Weld the subframe floor pads first. Spot weld the outer rocker rail to the subframe in the holes provided.
11. At the rear of the subframe, weld around the area bracket area.
12. After completion of the driver side, move to the other side and follow the same procedure.
13. Buff and touch up with paint for final.

Additional suspension components are:

- Rear tubular control arms
- Springs
- Shock
- Rear anti squat kit (adjusts lower control arm position for more traction)
- Adjustable panhard rod
- Non adjustable panhard rod
- Traclink traction kit
- Front adjustable ride height kit
- Front upper tubular control arms (Advantage: delivers more negative camber and more positive caster).
- Spherical bearing lower control arm kit (Replaces factory bushings with bearings).

For additional information please contact Global West.
Thank You