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PART #909

MUSTANG NON CONVERTIBLE SUBFRAME 1994-04

Installation requires the vehicle to be on a DRIVE ON LIFT, or supported under the rear axle and front lower control arms. Supporting the car with stands under the body rather than the suspension points will CAUSE THE BODY TO FLEX, CREATING MISALIGNMENT with the doors and related body panels .



WE RECOMMEND USING TIG OR MIG WELDING PROCESS.

1. The subframe fits along the factory floor support. It will weld to the support on the outside portion of the rail. The forward portion of the subframe has an (L) bracket welded to it that lays on the flat area of the floor rail. This should fit fairly flat and the end cap on the tube should rise up and contact the floor bulkhead. The photo to the right shows a damaged support rail, commonly found on cars that have been on jack stands.



If you run into this (damaged floor) on your car, a 3/16 thick plate must be added to the rail before installing the subframe. This area for the subframe must be flat. Depending on the extent of the damage, the length of the plate will be at least 5 inches long. Make the plate the width of the floor rail. Weld the 3/16 plate over the damaged area as shown in the photo.



2. Hold the subframe up and position it so you can mark the areas for buffing off the paint on the floor. Buffing off the paint will insure good welds. You will notice the rear of the subframe will fit matching the slope of the rear bulkhead. Align the plate so the edge of it contacts the main square portion of the rear bulkhead. **THE SUBFRAME SHOULD APPEAR TO BE PARALLEL TO THE FACTORY FLOOR RAIL.**



NOTE: Although both sides fit in the same manner, the passenger side has brake and fuel lines that run down the floor rail. Unbolt them from the floor, generally in two positions and move them out of the way so you can position the subframe correctly. After welding the subframe in you can reinstall the lines above the subframe. (The lines will be between the subframe and the floor.)



3. Before installing the subframe you will need to buff the powder coat paint off the edges of the flat plate at the back of the subframe and at the front where the angle bracket is located.

4. Hold the subframe up to the floor and make sure it is positioned correctly. The subframe should be pushed forward butting up tight against the bulkhead and floor. The back should be flat against floor and against the reinforcement plate. (see photo). Tack weld it now.



5. If the subframe looks parallel to the floor rail, finish welding the front and rear portions of the subframe to the floor rail and rear bulkhead. The welds should be around the entire plate front and rear. At the front location -- Extend the welding up into the area where the subframe butt's up to the bulkhead.

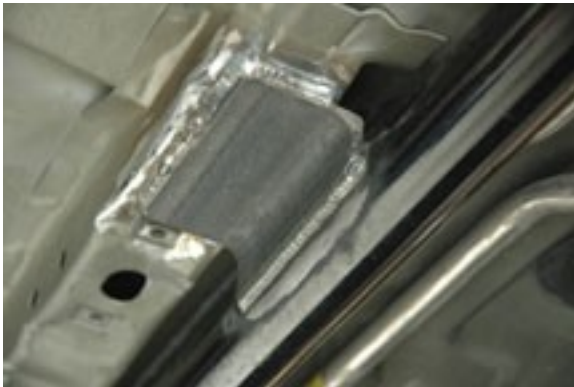
6. After welding the main subframes in place, weld the rear angle plate to the frame. See photo above.

7. The next step is to weld the angle support plate supplied in the kit to the subframe. The plate locates at the very end of the factory floor rail. (see photo).

Mark the area and buff the paint off on the floor and the subframe.



8.



Weld the angle plate to the floor rail and subframe.

9.

After welding is complete clean the area around all the welds and paint the areas.

