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INSTALLATION INSTRUCTIONS
921 SUBFRAME CONNECTORS
1979-93 MUSTANG, 84-86 SVO, 79-86 CAPRI

INCLUDED IN YOUR KIT:

- 2 ANGLE PLATES
- 2 FLAT PLATES
- 2 SEAT SUPPORTS
- 1 PASSENGER SUBFRAME
- 1. DRIVER SUBFRAME
- 4 10mm 1.75 x 90 mm 10.9 bolts #40174
- 4 10mm 1.75 wiz lock nuts #40167
- 12 .312 x 500 sheet metal screws #40183



The subframe consists of our standard 912 subframe and a 915 supplemental kit pre-welded for your convenience. This kit provides the ultimate undercarriage bracing for strength, allowing roll cage tie in, plus real jacking rails for when jacking from the side is necessary!

Installation will require welding. We use TIG or MIG welding. The subframe will tie in to the front bulkhead located at the firewall and span the entire distance to the rear torque boxes.

TO INSTALL:

1. For best results the car should be on a drive on lift. Jacking the car up and putting jack stands under the car will cause the body to flex. If you weld the subframe in this position the car will remain in a flexed state. When you lower the car back on the ground the subframes will keep the car in this flexed state and not relax the car. Do not do this.
2. Locate the proper seat bracket and bolt them to the existing seat bolts that protrude through the floor. There are right and left brackets. The cut out for the subframe will ONLY ALLOW them to fit one way.
3. Take the driver side subframe and hold it up to the floor pan. The front of the subframe has an angle plate welded to it. The back of the subframe has a flat plate capping it, which butts up against the rear bulkhead. The outer rails will butt up against the inside rocker the seat bracket opening should slip around the main frame tube. NOTE: THE BRACKET MAY HAVE TO SLIDE RIGHT OR LEFT FOR PROPER FIT. THE HOLES ARE SLOTTED.

4. Prep driver side:
 - A. Clean away the under body caulking sealant along the rocker panel lip on the floor seam. The subframe must push up as high as it can go for the best fit. THE TUBE SHOULD BE NO MORE THAN 3/8 OF AN INCH BELOW THE FACTORY ROCKER LIP. NOTE: LESS IS BETTER ALSO FACTORY PANEL LIPS DO VARY.
 - B. Use a wire brush and buff the paint/dirt off the car rocker lip. We buff on the bottom of the seam along the outside edge about a 1/2-inch up.
 - C. Buff the paint off the subframe around the front angle plate, rear end cap flat plate, and along the outer rail. We weld every 3 inches, which means weld 3 inches, skip 3 inches, weld 3 inches, etc.
5. Once you have completed prepping the floor and sub frame hold the unit up to the floor and tack in place. We WILL FIRST SLIDE THE SUBFRAME UP AND BACK TO CONTACT THE REAR BULKHEAD. THE FRONT ANGLE PLATE WILL BE FLAT AGAINST THE CAR'S LOWER PAN RAIL. THE OTHER RAILS WILL BE SOMEWHAT IN POSITION. PUSH HARD UP AND TACK THE REAR PART OF THE UNIT.
6. Tack weld the front angle plate to the floor pan next, AGAIN PUSH UP HARD SO IT IS FLAT TO THE FLOOR RAIL.
7. Take two clamps and with upward pressure against the subframe outer rail, push the rail up into position against the rocker rail and the floor. Tack weld the rails now.
8. At this point the subframe should be in position for permanent welding.
9. Weld the angle and end cap plate to the bulkhead.
10. Weld the rear subframe to the frame as in the diagram.
11. Proceed to the outer rail and strip weld the rail to the rocker panel. Weld 3 inches, skip 3 inches, weld 3 inches, etc.
12. Weld the seat bracket to the subframe.
13. In your kit locate the larger of two flat plates. The flat plate is a gusset for the rear bulkhead to subframe. The plate welds on a slight angle from the frame rail to the subframe. This rail ends about in the middle of the car.
14. Locate also an angle plate. This plate will butt up to the main subframe. This rail ends about in the middle of the car.
15. After completing the driver side, you will find the passenger side is almost the same except there are 2 hard lines and 1 plastic YOU WILL NOT NEED TO DISCONNECT THEM, HOWEVER YOU WILL HAVE TO SLIDE THEM OVER.
 - A. Remove the pop rivets and clips that hold the lines along the floor pan rail.
 - B. Remove the little clamping plate under the plastic inner fender well and the clamp holding the small steel line. Push the lines over so the subframe can locate up against the floor as did the driver side. NOTE: YOU WILL NOT NEED THE CLAMPS AGAIN.
 - C. Unbolt the rear parking brake cable from the frame. This will go back after installation.
 - D. There are metal lines along the rocker rail. Pop the rivets and clips so the lines can be moved slightly. WHEN THE SUBFRAME IS INSTALLED THE LINES WILL FIT UP IN BETWEEN THE FLOOR AND THE SUBFRAME. YOU WILL NOT NEED THE CLIPS AGAIN.
16. Prep and install the subframe the same as the other side the lines will be between the subframe and the floor of the car.

17. After the subframe has been completely welded and cooled, push the main tube. The subframe will hold them.