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Part # 929C
1994 to 04 CONVERTIBLE
Mustang Competition Subframe

- (1) Right seat support
- (1) Left seat support
- (2) angle gussets
- (12) metal screws with washers
- (4) 10mm bolts
- (4) 10mm Flex-lock nuts



Installation requires the vehicle to be on a drive on lift or be supported under the rear axle and front lower control arms. Supporting the car with stands under the body will cause the body to flex and possible miss-alignment of the door panels may occur.

We recommend using a Tig or Mig welder for installation. A helper for holding the subframe in place during installation is helpful.

The 929C is fully assembled (pre-welded for easy installation). The seat supports and two angle gussets are added during the installation. Both are furnished in the kit.

1. First install the seat supports. Slide the front seats forward and remove the two rear bolts that hold the seat rails. Use a 15mm socket head.
2. In the kit there are four seat bolts, install the longer seat bolts now and retighten down the seat rails. Use a 17 mm socket head.
3. From under neath the car, place one of the seat braces up against the floor. The angle plate with the notch goes towards the front of the car. The notch is in towards the center of the car. Place the seat braces over the bolts and with the flex lock nuts supplied in the kit, install the nuts just enough to hold the braces up. You want them to be able to slide side to side for fitting the subframe.
4. Along the rocker rail you may have plastic side skirts. If so, you will have to remove the plastic buttons that hold the skirt to the rocker rail. The 2 bolts located at the front of the rocker rail will not need to be removed. Remove the buttons NOW. The rocker rail / seam should be clean of any undercoating and dirt.
5. Trial fit the subframe. The subframe with the notch cut out is the driver side. The square tube butts up against the inside portion of the rocker rail. The forward portion of the square rail will butt up to the front convertible support bracket. The round tube will then pitch up and rest against the rear bulk head and the factory floor rail under the front seat. You will have to position the notch in the seat brace to index with the subframe tube. The back of the subframe should be fairly flat with the end cap of the bulkhead. (This location is where the rear lower control arm attaches). At this time you may want to clamp the square tube to the rocker rail. This is where you helper comes in handy. Mark the floor around the front angle plate that is welded to the subframe where it contacts the factory floor support, also mark around the rear flat plate next to the rear arm. Next make sure the square rail is pushed up as high as it can go next to the floor and draw or scribe a line the full length on the subframe at the base of the rocker rail seam. Also mark the area where the seat brace contacts the subframe tube. **THE SUBFRAME SHOULD APPEAR TO BE PARALLEL TO THE FACTORY FLOOR RAIL.**

6. Once you have marked the floor and the subframe, you will need to buff off the powder coat on the subframe around the edges of the plates at the back of the subframe and at the front where the angle bracket is located. You will also buff off the paint along the scribe line on the rocker rail.
7. Buff the floor of the car also and clean the rocker rail of dirt and paint just on the edge. You are going to weld in strips at this location.
8. After buffing, it is time to install the subframe. Lift the subframe back up into position. Position the frame just as you did before. Clamp the square subframe rail to the outer rocker rail. Make sure it is up tight against the floor; push the inner portion of the subframe up to the floor. Tack weld the main round tube frame first and then tack weld the outer rail to the factory outer rail seam. NOTE: Make sure to hold the factory side skirt away from the area being welded.
9. Next with the seat supports indexed properly tighten down the 2 nuts holding the support to the floor first before welding the seat brace to the subframe. Once they are tightened down, weld the seat brace to the subframe.
10. Weld the square tube to the rocker rail. You should strip weld the floor seam to the square rail every 3 inches, then skip 3 inches, weld 3 inches, etc.
11. Weld the main subframe to the floor next. Weld the front angle bracket to the factory floor support and extend the welding up into the area where the subframe butts up to the bulkhead.
12. Weld the rear plate on three sides to the floor.
13. Once the frame is welded to the floor, locate 1 of the 2 angle plates furnished in your kit. This plate will weld approximately in the middle of the subframe and at the end of the factory floor support. Butt the short side of the angle up to the round tube and rest the flat on the factory floor support. Mark the area, buff the paint off and weld the angle gusset to the floor and subframe.
14. After the welding is complete, make sure the outer rail is cool before attaching the side skirt. Locate 6 sheet metal screws with washers attached in your kit. These will replace the plastic buttons that held the side skirts originally. Use a drill bit size 13/64 and drill a hole into each location where the original buttons are installed. After drilling the holes simply screw in the self tapping screws.
15. The other side of the car will be completed in the same fashion. The factory brake lines and fuel lines are not generally in the way. However, if they are close to the area that is going to be welded, simply move them over until the subframe is installed, then push them back into position.

