


HEAVY DUTY BOXED SUBFRAME CONNECTORS

SFC006 – 1967-1969 Camaro and Firebird

Please read the following important information before proceeding with this installation.

- It is recommended to perform this installation on a 4 post service lift with the suspension loaded. Two post lifts or floor jacks cannot be used because it is necessary to separate the body from the frame during the installation.
- This installation does not account for brake and fuel lines that may need relocation due to interference. Please have all the materials necessary to perform modifications to these items before proceeding.

Tools required:

- Pry-bar
- Rubber mallet
- MIG welder
- Sawzall or Cut-off wheel
- ¾” wrench
- ¾” and 15/16” sockets
- Drill with ½” bit

Installation:

1. Before raising the vehicle it is necessary to remove the lower portion of the rear seat and the front seats to gain access to the floor pan area. The front seats unbolt using a ½” or 9/16” socket depending on the year the vehicle was manufactured. The rear lower seat can be removed by pushing in on the front of the seat and lifting upward at the same time. There is a seat retainer on both the driver’s side and the passenger side lower seat that must be unfastened to lift the seat upward. Once released, remove the seat and place aside.
2. Pull up the carpet and insulation from the rear foot well to gain access to this area.
3. Lift the vehicle. Position one of the subframe connectors up against the floor as shown in Image 1. The subframe connector should be centered to the front subframe and the rear subframe.
4. Once properly positioned, trace the subframe connector on the floor pan with a grease pencil or paint marker. This will be your cut-line.
5. SEE NOTES BELOW BEFORE PROCEEDING: Using a Sawzall, body saw, or cut-off wheel carefully cut on the inside of the lines and remove the cut portion.

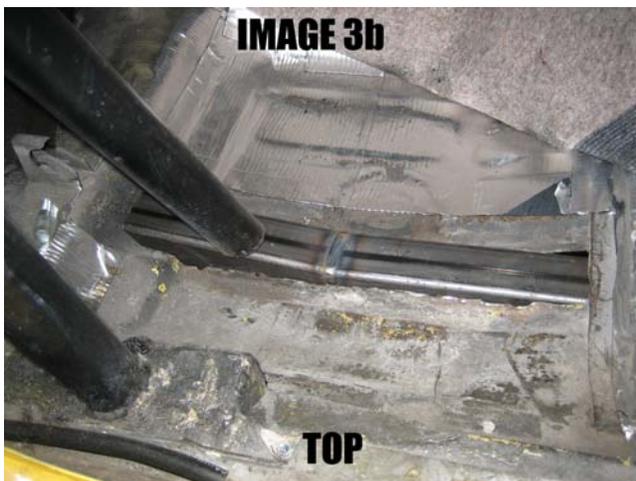
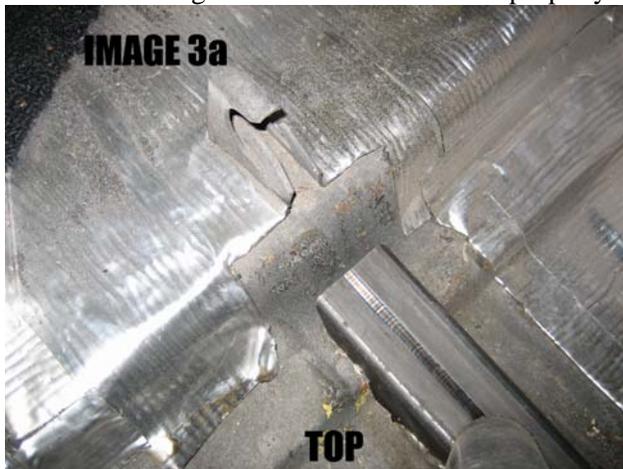
NOTE: make your cuts smaller than needed, it is always easier to widen the hole with a second cut than to make the hole too large and have a big gap to weld.



NOTE: do not cut the entire length of the foot well. Stop the cuts at the body seams as shown in Image 2 below. The rear body seam is only visible from underneath the car while the front body seam is only visible from inside the car.



6. Test-fit the subframe connector up into the slot. It should slide rearward, up against the rear subframe as shown in Image 3a and 3b below. Once properly fit, remove the subframe connector.





7. Using a wire wheel, remove all paint, rust, and scale from the weld areas surrounding the cut slot.
8. Locate the rear-most body mount bushing on the front subframe. Using a 15/16" socket, remove this bolt. Loosen the next bolt forward also but do not remove it. The subframe should separate from the body slightly.
9. Using a pry-bar, pry the subframe down until the factory body mount bushing can be removed. The bushing is a two-piece design, one portion on top of the subframe and one below.

NOTE: depending on the condition of the vehicle, this area is subject to rust and scale. Before proceeding, inspect the area for damage and repair, if necessary.

10. Slide one of the supplied frame boxes onto the rear of the subframe as shown in Image 4. Slide it as far forward as possible.
11. Re-install the subframe connector into the cut portion of the floor pan.
12. Slide the frame box rearward until it fits flush against the end of the subframe connector.
13. Again pry downward on the subframe and insert the supplied BMR aluminum upper body mount bushing from the top. Insert the supplied lower bushing along with the new bolt and washer then tighten the bolt.
14. Begin the welding process by stitch welding in multiple locations from front to back. If your cuts were precise enough it is entirely possible to weld the entire perimeter top and bottom. **NOTE:** Take care when welding the front frame box to the subframe connector that you do not burn the body mount bushing. To accomplish this, weld one side at a time allowing cooling cycles between each step.



15. Lift the rear of the subframe connector up until it lines up with this bolt hole as shown in Image 3 below.
16. Wire wheel the entire weld then apply seam sealer to the area followed by a rust preventative sealer or undercoat.
17. The front frame box can be bolted into place or welded to the front subframe. *Take note that bolting it into place permits the removal of the front subframe while welding it in place is a permanent solution.*
18. If welding, proceed to step 20 below. If bolting into place, use the holes in the front frame box as a drill-guide and drill two 1/2" holes through the subframe. **NOTE:** It may be necessary to remove the exhaust or use a 90 degree drill to gain access to the inside drill area.
19. Insert the 1/2" x 1" bolts, washers and nuts into the holes and tighten to 110 ft/lbs.





20. Prep the front subframe and weld all the way around the frame box. (Optional)
21. Wire wheel the weld and apply a rust preventative sealer.
22. Repeat steps 3-21 for the other side of the vehicle.
23. Torque all body mounting bolts to 150 ft/lbs.
24. Re-install carpet and seats.
25. Lower vehicle.

This product is an aftermarket accessory and not designed by the vehicles manufacturer for use on this vehicle. As such, Buyer assumes all risk of any caused to the vehicle/person during installation or use of this product.