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64-1/2 to 73 Mustang Subframe Connectors

Part # 3644

The installation of these sub frame connectors on Ford Mustangs is relatively simple and requires the use of a welder, grinder, jack stands and a jack. Certain safety precautions must be taken to prevent personal injury or damage to the car.

- 1...Never work under a car that is only supported by a jack. Always use jack stands when working under any vehicle.
- 2...Never weld in the vicinity of fuel lines, brake lines, gas tank or any other flammable items. Either reposition or remove these items before welding.

INSTALLATION

- 1...Jack up the car to a good working height and support with jack stands.
- 2...Hold the connectors in place to check for fit and placement. **Note** that the early Mustang subframe connectors when done, will run front to back at an angle. The long end that is mandrel bent goes to the front of the car and the short end goes to the rear of the car. It may be necessary to remove the factory line clamps holding the fuel and brake lines for proper positioning before welding. The connectors should fit flush with the front and rear factory sub frames. Grind to fit if necessary.
- 3...Prepare the factory sub frames for welding by removing all the under coating, dirt and rust with the grinder. Be sure to remove the factory galvanized coating. It's very important to remove this coating to assure a proper surface for welding.
- 4...Remove all carpet and padding in the car where the welding will be done.
- 5...Tack weld the connectors into place to check for any interference between the connectors and any factory or aftermarket components. Finish welding the connectors in place. Weld all the way around both ends for maximum strength.
- 6...After cooling, spray on undercoat or paint to prevent rust or corrosion. Re-attach any components that were removed or repositioned for welding.

