



# SUBFRAME CONNECTORS

1964-1970 MUSTANG COUPE/FASTBACK



## Contact

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# THANK YOU FROM TEAM MMI

## Thank you for purchasing MMI's MOD Subframe Connectors

The MOD subframe connectors are intended to help the early unibody gain torsional stiffness, thus improving driveability and handling characteristics. These connectors are a **weld in only** chassis stiffening component, ensuring an effective and long-lasting installation in your early Mustang. They also serve as a convenient point for jacking up your car without damaging the floors or frame rails. We think they are a solid addition to any classic Mustang.

Mike Maier  
Mike Maier Inc.

# NECESSARY TOOLS

Safety Goggles

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Face Shield

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Ear Protection

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Dust Mask

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Long Sleeve Shirt

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Gloves

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MIG or TIG Welder

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Grinder to clean metal of paint

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Scraper for undercoating removal

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Jack

4 Large Jackstands or a Lift/Ramps

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Dead Blow Hammer

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Large Screwdriver

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Touchup Paint

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Scribe

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Extinguisher

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Water & Dish Soap in a Spray Bottle

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Rotary File

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Tools for Rear Wheel Removal



## NOTE BEFORE WE BEGIN

Read all installation instructions to their fullest before beginning the installation of your product. Always make sure to wear the appropriate safety equipment when working on your vehicle and that the car is safely placed on jack stands. If any questions arise before, during, after you install the product, please call MMI at 925-443-6300 or email us at [info@mikemaierinc.com](mailto:info@mikemaierinc.com).

**NOTE: All work should be performed by a qualified technician.**

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**Depending on the assembly of your car you might need to modify your fuel lines.** 1967-68 Mustangs sometimes need fuel line modification under the driver's side rear torque box. Have your fuel line plan sorted before you dive into the project if this applies to you.

## SETUP

1) Elevate your car safely with your lift of choice. If using jack stands, we like to mount the jack stands under the rear axle tubes and the front jack stands on either side of the front frame rails outside the strut rod mounts (Fig. 1-3). If using a scissor lift, do your best to spread the pads as far away from each other as possible. We have used trans jacks to support the rear end housing and the front cross member to keep the front and back of the car from drooping and widening the door gap. If a drive-on lift is your only option, do your best. We have found restrictive at times, making access difficult.



Fig. 1 - Jacks support under rear end housing.



Fig. 2 - Jack under rear end housing.



Fig. 3 - And jack under the front of cross member.

## SUBFRAME CONNECTOR PREPARATIONS

1) The MOD subframe connectors are side specific. They can only be installed one way (they will not fit into place on the wrong side.) Place each connector under the car in its respective location and scribe around the bracket locations (Fig. 4-8).



Fig. 4 - Bracket #1 front bracket.



Fig. 5 - Bracket #2 pocket bracket.

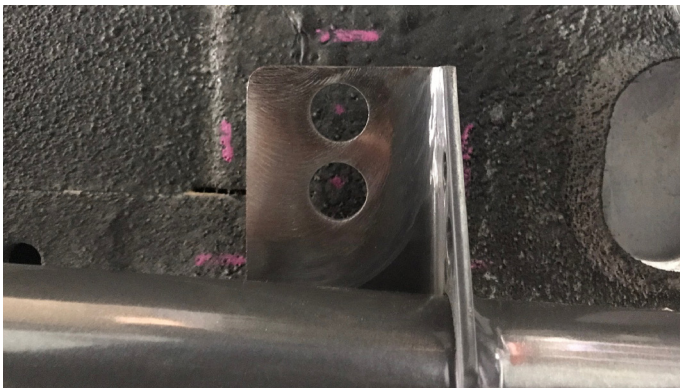


Fig. 6 - Bracket #3 torque box bracket.



Fig. 7 - Bracket #4 rear frame rail box bracket.



Fig. 8 - Connector lined up and fit into place.

## PREPARE WELDING SURFACES

- 1) Pull the subframe connectors off the car and proceed to clean the weld points of paint and undercoating
- 2) At this time, sand the powder coating from the sub frame connector brackets. You will want to clean the paint from the inside of the weld holes as well as around the brackets to ensure a clean weld (Fig. 9).



Fig. 9 - Start with a tack weld on bracket #2.

## TACK WELD SUBFRAME CONNECTORS

- 1) Once the brackets and the car are clean it is time to place the subframe connectors to the bottom of the car. We use a jack to push up on the second bracket back from the front of the car. Press the bracket up and make sure it's seated against the back of the frame rail. Tack weld it in place just to hold it for the time being (Fig. 10). Make sure you tack in a place that if you need to you can cut the tack back off.
- 2) Move to the bracket at the rear torque box. We like to use a piece of wood to push up on the bracket (Fig. 11). This keeps the jack from marring up the sub frame connector. When pressing up the sub frame connector you will be doing it with a decent amount of force to make sure they are as tight to the floor as possible.



Fig. 10 - Use block of wood on jack to push up on brackets.

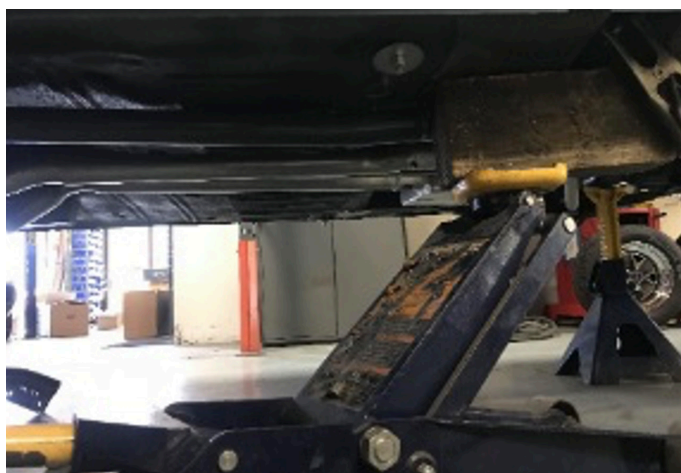


Fig. 11 - Push jack up on bracket near torque box.

## TACK WELD SUBFRAME CONNECTORS, CONT.

3) Be sure before tacking in place to check clearance between the last rear bracket and the leaf spring. If needed, pry the sub frame connector away from the leaf spring before tack welding the torque box mount (Fig. 12 & 13).



Fig. 12 - Check clearance of leaf spring.

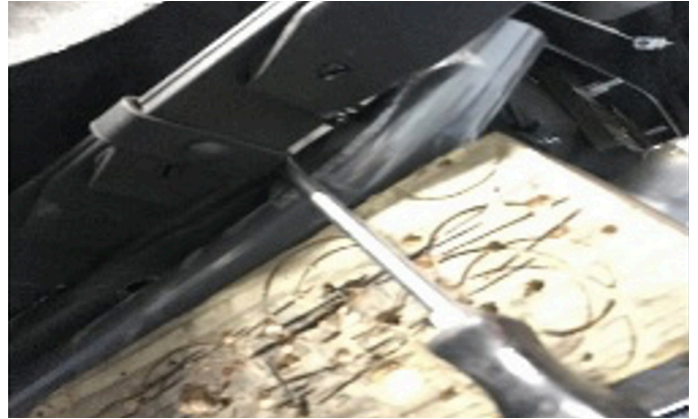


Fig. 13 - Pry the sub frame away from leaf spring.

4) Move the jack back to the rear mount and press it in to place. Tack weld the rear bracket to the frame rail. The rear bracket is designed to not fit absolutely snug do to the change in frame rail size and shape in that region. Once in place and ready to tack weld, use a C- clamp to pull the tabs together for a snug fit (Fig. 14).

5) The final bracket to tack weld is the front bracket. Once again take your jack and place it under the bracket. Press it into shape tightly to the floor. Then tack weld the bracket to hold it in place (Fig. 15).

6) Once you have all of the brackets in place and tack welded, repeat this whole process on the other side of the car.



Fig. 14 - Use a clamp to keep bracket #4 snug against frame rail during tack welding.



Fig. 15 - Tack weld final bracket.

## WELD SUBFRAME CONNECTORS INTO PLACE

1) Once both sides are tack welded you can start to weld in the brackets (Fig. 16-19). Be sure to have your safety equipment on. The water bottle with a little dish soap sure helps to put out little flare ups. Always be sure to have a friend and a fire extinguisher nearby to help spot and put out any flames that start.



Fig. 16 - Bracket #1 Front bracket welded.



Fig. 17 - Bracket #2 Pocket bracket welded.



Fig. 18 - Bracket #3 Torque box bracket welded.



Fig. 19 - Bracket #4 Rear frame rail box welded.

2) With the subframe connectors welded up you can final prep the brackets to your heart's desire. We like to clean up the welds, re-primer, and touch up paint on the brackets. Congratulations on your install!

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