



Detroit Speed, Inc.
Subframe Connectors
1968-1974 Nova
P/N: 010102

The Detroit Speed Inc. Subframe Connectors are designed to give maximum longitudinal and torsional stiffness by integrating the connector into front and rear frame rails and floorpan. This installation is virtually unnoticed when finished. Please follow the guidelines below.



Item	Component	Quantity
1	LH & RH Subframe Connector	2
2	Inner Connector Bracket (P/N: 99010000)	2
3	Outer Connector Bracket (P/N: 99010001)	2
4	Connector End Cap (P/N: 99010050)	2
5	Floor Pan Template (not shown)	1
6	Instructions	1

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

NOTE: There is an installation video available through the Detroit Speed website in the tech/install video shown here: <https://www.detroitsspeed.com/1968-74-nova-installation-videos>.

The Subframe Connector installation is shown at the 46:08 minute mark of the 1968-74 X-Body Installation Video.

1. The first step is to inspect and/or install new body mount bushings and then correctly align the subframe to the body. This can be done by carefully checking measurements for wheelbase and diagonal corner measurements. Follow steps 2 through 5 for this process.
2. It is important to properly support the vehicle under the rear axle and the front frame to avoid tension in the body when installing the connectors.
3. Locate the lower control arm forward mounting locations and drop a plumb line to the ground and mark locations. (Figure 1)
4. On the rear of the vehicle, locate the round flanged hole that is next to the rear leaf spring front mounts and mark a center line on the frame. (Figure 2)



Figure 1

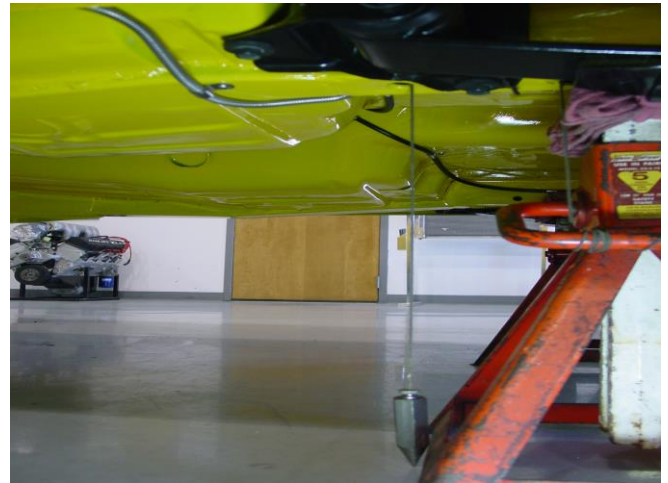


Figure 2

5. Drop plumb lines to the ground and mark. You can now check square by measuring diagonally. Loosen the core support and body mount bolts and position the frame as needed. Sheet metal measurements should also be checked by inspecting body fits and alignment.
6. Remove fuel lines and brake lines to provide adequate clearance for placing the templates and cutting the floor pan.
7. The subframe connectors are not symmetrical; they are labeled driver side and passenger side for your convenience. (Figure 3 on the next page)
8. Templates are provided for the installer to mark the floor pan. (Figure 4 on the next page) The templates should be cut from the provided sheet. The floor pan template should be placed on the underside of vehicle (using tape or small magnets) and mark the edges for your cuts. There are dimensions on the template to assist locating cut lines (do not use drain holes for locating template). The pinch weld flanges on the rocker are used as a reference. The template can be used on either side by flipping the template from side to side.

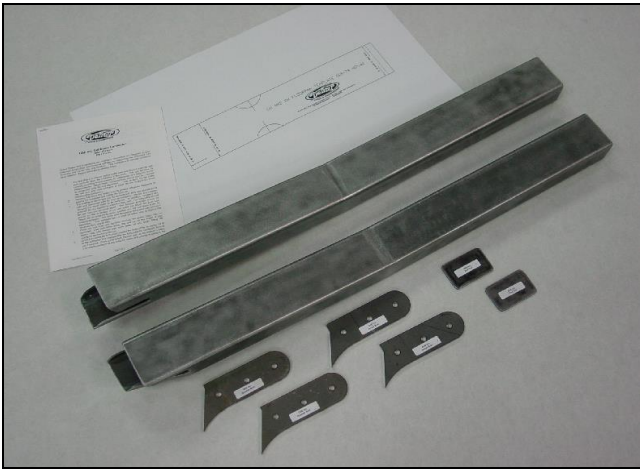


Figure 3

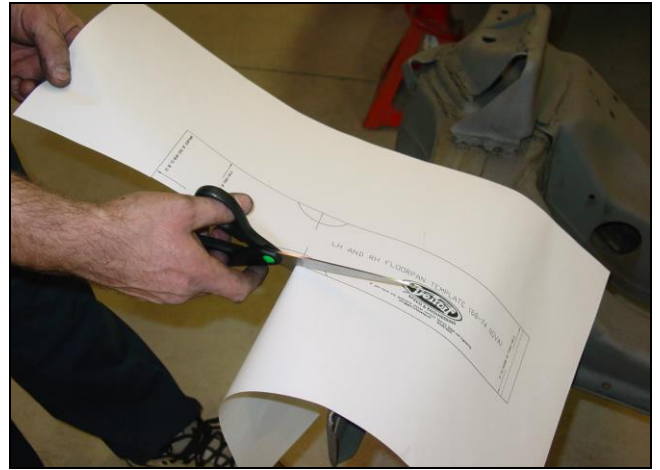


Figure 4

9. Once the cut lines are carefully marked, the sheet metal can be removed. Start by cutting on the inside of your marks. You can always trim more away as you begin fitting the subframe connector in the vehicle. Further trimming of the floor pan toward the front of the vehicle may be required to properly fit the top of the subframe connector flush to the top of the frame.
10. Starting with the rear (slotted end) of the correct subframe connector (driver or passenger side), insert the open slotted end into the rear floor pan. The lower portion of the connector will butt against the front of the rear rail.
11. Position the front of the connector as close as possible to the frame. (The front of the connector may be longer than needed.)
12. From the top of the frame, measure back 1/2" and mark the subframe connector. Cut the connector to length and weld the end cap (P/N: 99010050) in place.
13. Again, place the connector into position keeping the top of the connector even with the top of the subframe. Clamp the subframe brackets onto the front of the subframe connector (Figure 5). The brackets are laser cut to match the contour of the stock subframe. You may need to adjust the end of the stock subframe rail slightly due to subframe variation. The inner (P/N: 99010000) and the outer connector brackets (P/N: 9900001) should butt against the inside and outside subframe rail for a good weld connection. **NOTE:** If you have an aftermarket frame other than the Detroit Speed Hydroformed Frame, you may have to modify the bracket end to match the contour of your frame.

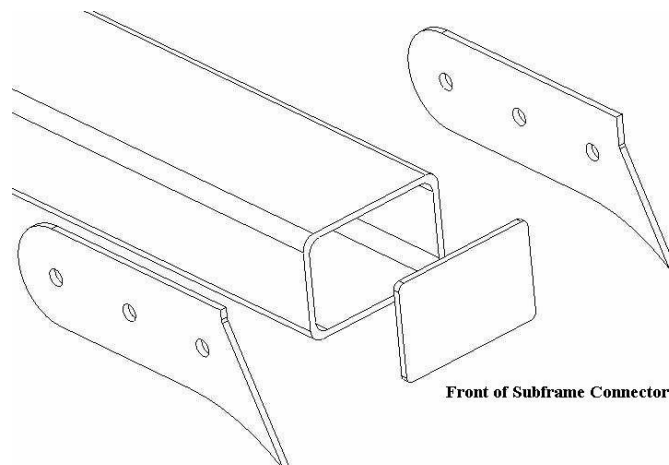


Figure 5

14. The inside and outside brackets can be welded to the connector. The holes in the brackets are designed to be puddle welded and edge welded. (DO NOT WELD SOLID TO THE FRAME AT THIS TIME.)
15. With the connector in position, begin by only tack welding the connector to the rear rail and the front frame.
16. Next, weld the floor pan to the connector. This should be done in short segments to avoid excessive heat build-up in the thin floor pan. (Figure 6)



Figure 6

17. Lastly, weld the front and rear of the connector solid to the vehicle (Figure 7).



Figure 7

18. Protect and paint accordingly and you have finished the installation of your subframe connectors.

If you have any questions before or during the installation of this product please contact Detroit Speed at tech@detroitsspeed.com or 704.662.3272

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