



**4494 Raceway Drive   Concord, NC 28027   (704)786-6400**

**Kit # 7 – FWD Mitsubishi 3000GT & Dodge Stealth  
Polyurethane Subframe Mount Kit**

Attention: DO NOT press out the existing bushings if you intend to use this kit – read before beginning.

**Design Goals:**

This kit has been designed to more easily replace worn and deteriorated rubber bushings with polyurethane bushings. The result is a stronger, longer lasting, and more geometrically correct suspension especially under high loads. Pressing out the old corroded bushings/sleeves is NOT required, saving a great deal of time and effort.

**Parts Supplied:**

See Attached Packing List for Complete Listing of all parts included.



**Installation Procedure:**

Take some time to double check the contents of your kit with the attached packing list. Familiarize yourself with each bushing and where it will be installed on the car. Always use the appropriate safety equipment. Follow good common sense practices and think safety at all times. We recommend a suspension alignment after installation. To minimize the amount of misalignment upon reinstallation of suspension components, mark the locations of alignment points on the suspension so that you can re-install all suspension arms as close to their original settings as possible.  
Raise and support the vehicle.

## Front Subframe:

The front subframe bushing install can all be accomplished without removing the suspension or even the wheels, especially if you are working on a lift. If you are working on the ground, (God, help you), we recommend removing the wheels for extra working space. Remove the front lower cross brace, that runs across the bottom of the radiator support, by removing the bolts on either side from the bottom and the bolt that runs through the rubber front lower motor mount. (Any accessories that are attached to this cross brace can remain in place, and should not be removed from the car.) At the frame mounting points, there will be 2 small rubber pieces to the top and 2 larger pieces that come up from the bottom. Neither are pressed in and can simply be replaced with the poly ones. If the larger ones from the bottom are sticking in the bores, simply tap them out from the top with a hammer and large punch. Clean these bores thoroughly, and be sure to apply the supplied grease to all mating surfaces. Do not reinstall this portion of the subframe until the remainder of the front subframe install has been completed.

This will familiarize you with the style of the front subframe bushing. Although a little harder to reach, the remainder of the front subframe bushings are similar in size, shape and style.

Next, remove the 4 nuts that secure the front subframe to the unibody. You must also remove the single bolt that goes through the rubber bushing within the front lower control arm mount to the rear. (See photo "A" below) At this point, the subframe should have lowered itself from the unibody a bit. The rubber bushings for the subframe are installed from the bottom and will need to be removed. These are NOT pressed in, but usually are stuck or corroded in place. If this is the case, you can use a small socket to ease their removal. One at a time, place the socket at the stud between the stuck bushing sleeve and the unibody. (You can reach in between the newly lowered subframe and the unibody with your fingers.) Using either a jack stand or a floor jack, depending upon whether or not you are using a lift, (*remove your fingers!*), contact and raise the portion of the subframe nearest the bushing you are working with. As the subframe tries to go back into place under the car, the bushing will contact the socket, forcing it out the bottom of the car. Do this to the 4 subframe mounts one at a time until all 4 bushings have fallen out of place. If they have not yet come out, remove the smaller rubber washers on top of each mounting point by pulling them through the hole in the subframe around each stud. (Needle nose pliers work well.) The easiest way to install the new Polyurethane "washers" is to bend them and pass them between the holes in the subframe and the subframe studs. If this can't be accomplished, (95 durometer kits make this even more difficult) the subframe will have to be lowered to a point below the studs. Clean all bushing bores thoroughly, (Scotch-Brite pads work well). Again, grease all mating surfaces, and install the new poly bushings, along with the supplied steel sleeves and steel washers. Raise the Subframe back up to its original position and reinstall all nuts & bolts. Now, install the front crossmember and motor mount bolt. The front subframe portion of the install should now be complete.

## Rear Subframe:

This is the easier part. The rear subframe on FWD models doesn't have to be removed. We recommend leaving the struts, rear hubs, brakes, brake lines, E-brake cables, wheels, etc. in place. Simply remove the 4 main nuts that hold the subframe to the uni-body one side at a time. Save the washers below the bushings for later re-use. Remove the bushings, using the removal tool in the same manner in which the front was removed. Pass the small rubber washers around the studs and out the bottom of the bushing bore. Pass the polyurethane ones back around the studs and above the subframe. As in the front suspension, if this can't be accomplished, support the subframe from the underside, remove all 4 main support nuts, and lower the subframe to a level below the studs. Insert the polyurethane "washers" and raise the subframe back into place. Clean the bores where the new poly bushings will be installed. The cleaner, the better. Install the new bushings and steel sleeves, while applying the supplied grease evenly over all mating surfaces. The factory washers will be reinstalled in their original location under the rearward mounting points. Tighten the 4 mounting points to the factory specifications.

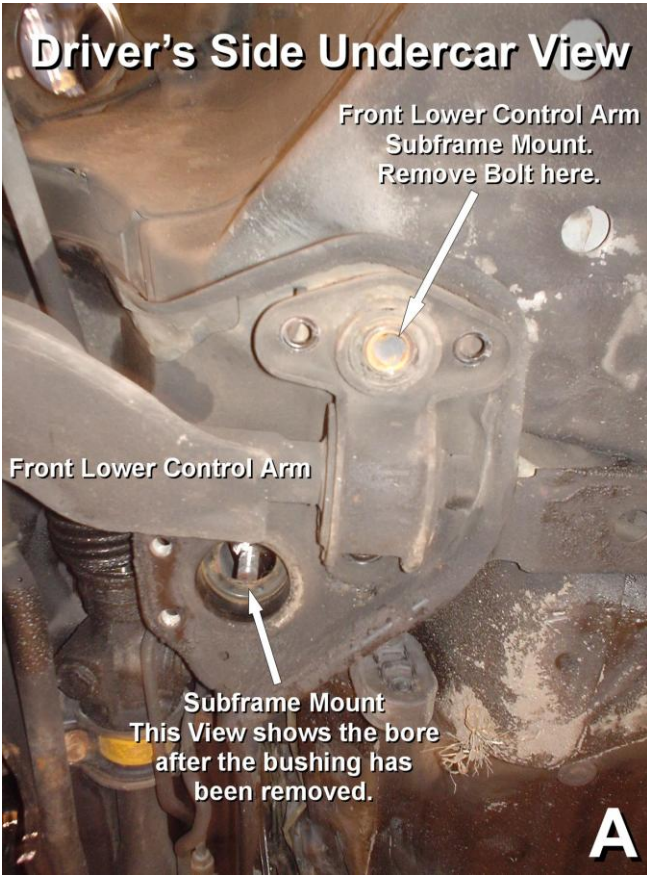
## Driver's Side Undercar View

Front Lower Control Arm  
Subframe Mount.  
Remove Bolt here.

Front Lower Control Arm

Subframe Mount  
This View shows the bore  
after the bushing has  
been removed.

A



## Kit # 7 - Subframe Bushing Packing List

#	Description	Tag	Qty	Part	Measurements
1	Poly Bushing – front subframe (small – bushing)	<b>F</b>	4	10	1.35" high, 2.35" od
2	Poly Bushing – front subframe (small – “stepped washer”)	<b>F1</b>	4	12	.2" high, 1.85 od
3	Poly Bushing – front subframe (big – bushing)	<b>E</b>	2	11	1.35" high, 2.575" od
4	Poly Bushing – front subframe (big – “stepped washer”)	<b>E1</b>	2	13	.32" high, 2" od
5	Poly Bushing – rear subframe (small – bushing)	<b>F</b>	4	10	1.35" high, 2.35" od
6	Poly Bushing – rear subframe (small – “washer”)	<b>F2</b>	4	-	.25" high, 1.625" od
7	Pin / Steel Sleeve - rear subframe (small)	<b>P2</b>	4	-10	7/8"od,.56"id, .156"w, 1.89"L
8	Pin / Steel Sleeve - front subframe (small)	<b>P2</b>	4	-10	7/8"od,.56"id, .156"w, 1.89"L
9	Pin / Steel Sleeve - front subframe (big)	<b>P4</b>	2	-11	1"od, .68"id, .156"w, 1.89"L
10	Steel Washer - front subframe (small)	<b>W5</b>	4	-10	2.25" od, .55" id, .10" thick
11	Steel Washer - front subframe (big)	<b>W7</b>	2	-11	2.5" od, .68" id, .10" thick
12	Grease Packet	-	1	-	-
13	Instruction Sheet	-	1	-	-

\*Should you require more grease than is supplied with this kit, we recommend a grey general purpose Moly grease, available at most hardware stores.