

**2G DSM AWD-swap Bushing Kit  
Installation Instructions**

The idea behind this kit is to avoid cutting into the frame rails and inserting the longer AWD subframe bolts. This bushing solution utilizes the existing FWD subframe bolts for the two rear corners of the subframe, and it uses two weld-on positions for the front two corners. See next page for component names.  
 **Step 1:** Remove the (4) OEM rubber subframe bushings from the OEM subframe, including the steel liners that encapsulate the rubber. Cut, burn, pry – whatever it takes to get them out. Once removed, make sure you clean that inner race. Sand down any gouges and/or rust. Clean and smooth is good.  
  
**Step2:** Press in the aluminum bushings on all 4 corners. The end with the heavy bevel goes ‘in’. Before disassembling the bushings, note their orientation and how they go together.  
   
**Step3:** You’ll want to mock everything up to locate the weld slugs on the chassis. This is important to get these in precisely the right spot due to the tight tolerances of everything. Assemble the steel portions of the bushings into the pressed-in aluminum bushings (just as they were when they shipped to you) and install the subframe in place against the frame. Even go as far as tightening the rear two corners to make sure everything is exactly in place where you want it, while supporting the weight of the subframe with a floor jack. The “aluminum spacers” go between the subframe and frame for the rear two corners. The weld slugs have a pilot on the top side of the bushing and it should find a hole in the frame on each side of the chassis. The copper coating is a weld-through primer. Just make sure the steel on the chassis is clean and also sanded down to bare steel. Once the subframe is in place, you can tack weld the slugs to the frame.   
  
**Step 4:** Lower the subframe assembly off of the weld slugs and completely weld around both weld slugs to the frame. MIG welding is perfectly fine for the job and probably the easiest and most efficient method. Once cooled down, you can coat any exposed steel with primer or paint to prevent rust.   
  
**Step 5:** Lift the subframe into place and torque all fasteners. Crack a beer and relish in the fact that you’re one step closer to all wheel drive!

