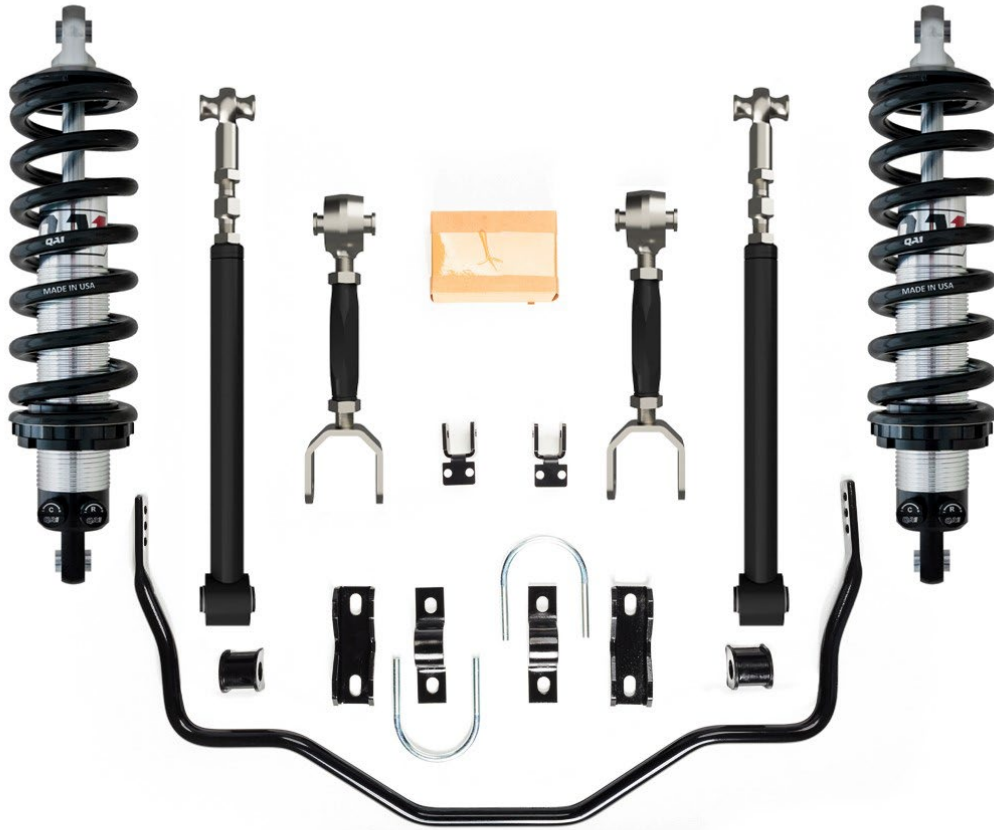


Instruction Guide

Rear Coilover Conversion Kit
71-76 and 94-96 B-Body



Speedtech
PERFORMANCE

CHASSIS - SUSPENSION - PRO TOURING - AUTOCROSS - DRAG RACING - CUSTOM BUILDS

435.628.4300 SPEEDTECHPERFORMANCE.COM



4160 S. RIVER RD, ST. GEORGE, UT 84790



Figure 1: 1996 Impala, features our B-Body suspension [photo by @6ohmoe]

Congratulations on the purchase of your new Speedtech Performance B-Body rear coilover conversion kit. Use only approved and appropriately rated jack and jack stands, and be sure to take all safety precautions required to complete the job safely and correctly. If you have uncertainties, seek the assistance of a highly qualified workshop to assist you.

Read and understand all instructions thoroughly before you begin. Your main assembly and set up of your new ExtReme b-body rear coilover conversion kit can be done in a home garage with hand tools and basic welding equipment.

Speedtech enjoys seeing the progress our customers are making as they work through their builds. Join the group, [Team Speedtech](#), on Facebook and share your pictures and your story.

Speedtech Performance sends you best wishes for your project!

TABLE OF CONTENTS

1.0	GENERAL INFORMATION.....	4
1.1	THIS GUIDE.....	4
1.2	OVERVIEW.....	4
1.3	TOOLS.....	4
2.0	CHECK IN PARTS AND HARDWARE.....	5
2.1	CHECKING IN THE ORDER.....	5
2.2	CHECK IN TABLES.....	5
3.0	GETTING STARTED.....	5
3.1	LEVELING AND SUPPORT.....	5
4.0	INSTALLATION.....	6
4.1	FACTORY SHOCK MOUNT.....	6
4.2	DRILLING.....	6
4.3	SHOCK MOUNT ADAPTER.....	7
4.4	REPEAT.....	9
5.0	FINAL STEPS.....	9
5.1	FINAL PREPERATION BEFORE DRIVING.....	9
6.0	CONGRATULATIONS.....	10

1.0 GENERAL INFORMATION

[Back to Table of Contents](#)

1.1 THIS GUIDE

Thank you for purchasing your new Speedtech Performance ExtReme B-Body rear coilover conversion kit. Read through all instructions thoroughly before beginning and take all safety precautions required to do the job carefully and correctly.

The following instructions are intended for professional installers and are guidelines only. Speedtech Performance assumes no responsibility for the installation of any of its products installed by others. All products are intended to be installed by qualified professionals. If you have uncertainty, seek the assistance of a highly qualified workshop.

1.2 OVERVIEW

These instructions outline the ExtReme B-Body rear coilover conversion kit. Photos in the instruction process may vary slightly from your exact operation.

Take all necessary precautions and inspect all of your car's suspension components prior to installation. This includes the bushings and brake lines which may be worn and could cause adverse effects. It is recommended that you replace the upper axle housing bushings with factory replacement rubber bushings and replace other parts as needed. This will allow the correct amount of power that the rear suspension requires.

NOTE: The Speedtech coilover bracket is designed to slip over and bolt onto the existing shock bracket. When determining left and right sides, the shock mount tabs are located inward.

1.3 TOOLS

Installation of the Speedtech Performance ExtReme B-Body rear coilover conversion can be done on the floor with simple hand tools.

Additional things to have before you start:

- Socket / Wrench
- Floor Stands
- Floor Jack
- Drill with 3/8 and 7/16 bits

2.0 CHECK IN PARTS AND HARDWARE

[Back to Table of Contents](#)

2.1 CHECKING IN THE ORDER

Check in your order as soon as possible. To check in the order, Speedtech has provided tables which can be used as check lists, as displayed in figure 3. If you discover anything missing from your order, call your authorized dealer as soon as possible.

2.2 CHECK IN TABLES

X	#	Description	Size
	2	Aluminum Shock Adapter	
	4	Shock Mount Conversion Brackets	
	4	Upper Bracket Mount -Bolt	3/8 x 1 1/4 NC
	4	Upper Bracket Mount -Bolt	7/16 x 1 1/4 NF
	2	Lower Bracket Mount -Bolt	1/2 x 1 1/4 NF
	2	Shock Adapter Mount -Bolt	5/8 x 1
	2	Shock Adapter Mount -Bolt	5/8 x 4 1/2 NF
	4	Nylock Nut	7/16
	4	Nylock Nut	3/8
	2	Nylock Nut	5/8
	8	Washer	3/8
	8	Washer	7/16
	6	Washer	5/8

Figure 2: Check in tables including amounts, description, and sizes

3.0 GETTING STARTED

[Back to Table of Contents](#)

3.1 LEVELING AND SUPPORT

First, jack up and properly support the vehicle's frame. Remove the rear wheels if needed for extra room to work. With the rear axle supported, remove one side of the shocks and the rearward part of the lower control arm. Carefully lower the rear axle to the point that you can remove the coil springs.

NOTE: Doing one side at a time keeps the rear axle stable in position.

4.0 INSTALLATION

[Back to Table of Contents](#)

The following explains the steps within the installation process.

4.1 FACTORY SHOCK MOUNT

Attach the new conversion bracket to the factory shock mount bracket. First, bolt the 1/2 x 1 1/4" bolt, 2 1/2" washers, and 1/2" Nylock nut through the original hole where the factory shock bolt used to be. Before tightening, be sure the Speedtech bracket fits snug when up against the factory shock bracket.



Figure 3: Shock mounts

4.2 DRILLING

Next, clamp the bracket to the factory mount. This will keep it stable when you drill the two required holes.

Measure and mark the rear side of the factory bracket 3" above the 1/2" bolt. Using your mark, drill a 7/16" hole through both the factory and Speedtech bracket. Install one 7/16 x 1 1/4", 2 7/16" washers, and one 7/16" Nylock nut through the hole and tighten.



Figure 4: Clamping the bracket to the factory mount



Figure 5: Measuring the rear side of the factory bracket



Figure 6: Pre-drilled holes

Using the pre-drilled hole in the Speedtech bracket as a guide, drill a 7/16" hole in the side of the factory bracket. Use 1 7/16 x 1 1/4" bolt, 2 7/16" washers, and 1 7/16" Nylock Nut and tighten down.



Figure 7: Bolting the coilover conversion kit

IMPORTANT: Both of the 7/16" bolts must be installed to properly secure the coilover conversion bracket.

4.3 SHOCK MOUNT ADAPTER

Install the shock mount adapter to the bracket using the 5/8 x 1" bolt. There are three possible positions to mount this adapter, each affecting ride height up or down. Speedtech recommends bolting the longer 5/8 x 4 1/2" bolts through the center hole as a starting point.

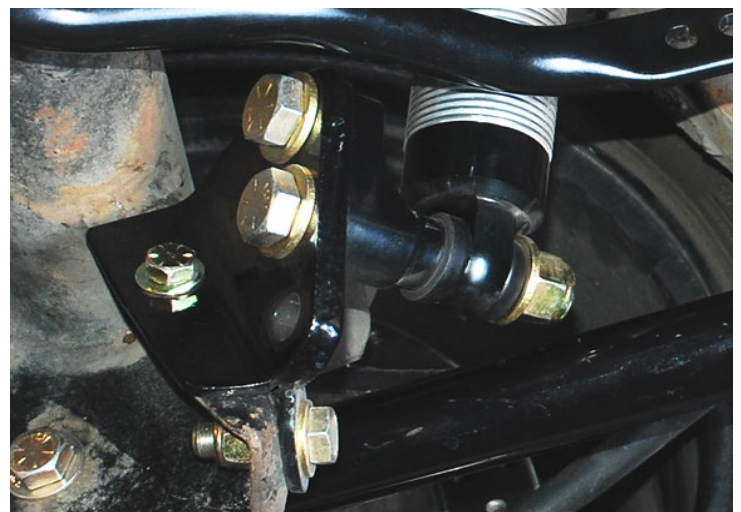


Figure 8: Bolting the adapter

NOTE: If you want additional ride height: drop or lift. Do this by simply rotating the adapter to move the longer bolt to one of the other holes, as presented in figure 5.

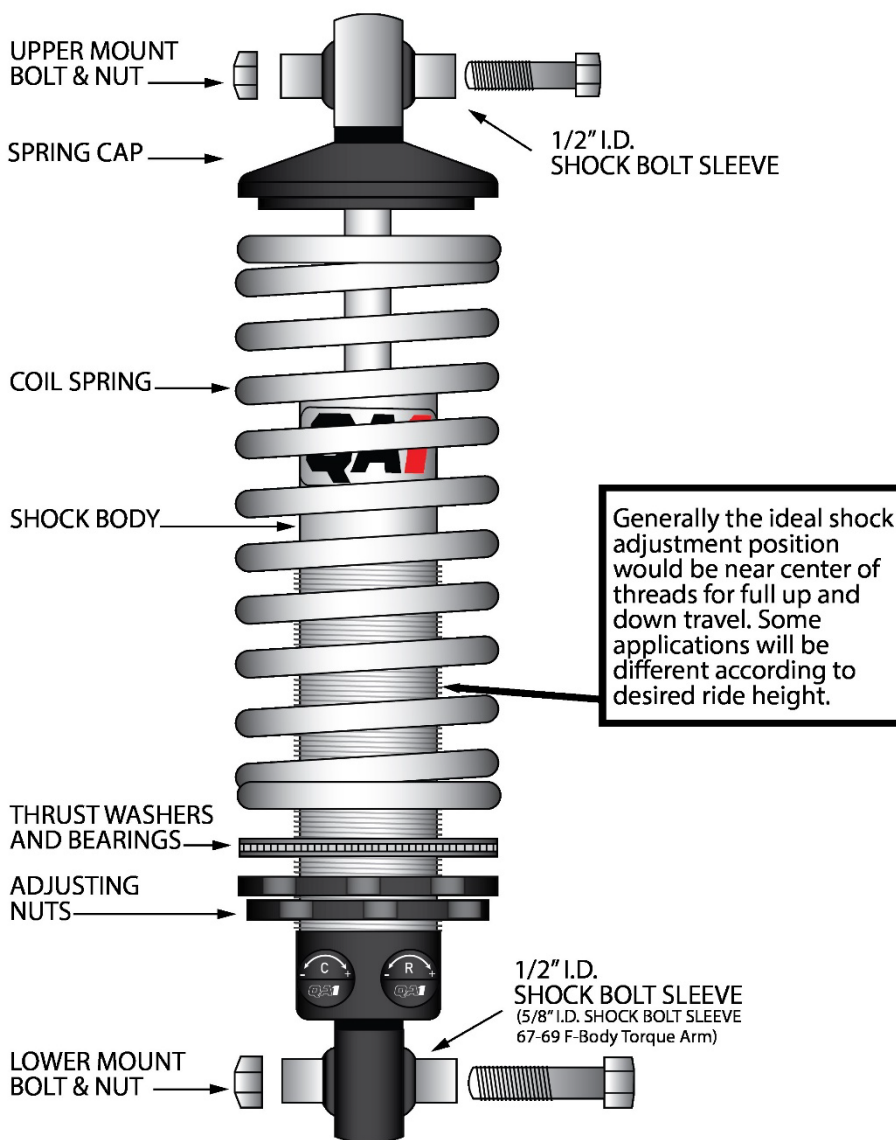
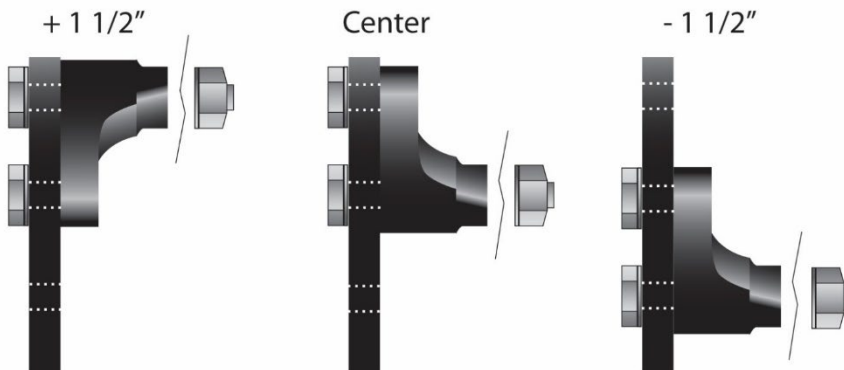


Figure 9: Two depictions of the ideal shock adjustment position

NOTE: If a shock is completely assembled it may be difficult to install the upper mount bolts. We recommend the following steps to ease installation. First, install the spring lower adjusting nuts on the shock body at the lowest setting. Slip the thrust washers and spring onto the shock body. Without the top spring cap in place, install the shock into the lower adapter mount with the 5/8 x 4 1/2" and into the upper mount with the 3/8" bolts, washers, and nuts. Moving the spring side to side should yield you enough room to tighten the two upper bolts. When the shock is bolted tight, install the upper spring cap. Then tighten the spring adjusting nuts so that the spring is up against the top cap.

4.4 REPEAT

Confirm that all bolts are tight, then repeat the process for the other side.

5.0 FINAL STEPS

[Back to Table of Contents](#)

5.1 FINAL PREPERATION BEFORE DRIVING

With the weight off the rear suspension, support the rear axle and set the initial ride height according to the manufacturer recommendations. Replace wheels and tires and carefully lower the vehicle back onto the ground. Then fine tune your ride height adjustments.

A wheel alignment may not be necessary since you have used factory mounting points as a base for this kit. If you have installed adjustable trailing arms and/or changed front suspension components at the same time, Speedtech recommends having an alignment performed by a reputable source familiar with performance-based alignments on older vehicles.

Be sure that all measurements are correct and double-check that all components have proper clearance throughout your suspension's travel range. Torque all bolts to spec. Tighten all loose suspension bolts and double-check all bolts to ensure they are all tight. It is recommended you fill all grease fittings at this time. Speedtech suggests using Permatex Ultra Slick Synthetic Grease, but any high-quality chassis grease will do. For your Sweet power rack and pinion we recommend using Sweet or Jones brand full synthetic power steering fluid for best performance and to avoid overheating standard type fluids during performance driving situations.

This concludes the instructions for the rear coilover conversion kit.

6.0 CONGRATULATIONS

[Back to Table of Contents](#)

Congratulations on completing your project! We know you will get many years of enjoyment from your project. Please join the group, [Team Speedtech](#), on Facebook. Team Speedtech is a community of customers, dealers, and factory employers that have a passion for pro touring muscle cars and are using Speedtech Performance products. You can ask questions and get advice from the group members and share your experience. Everyone enjoys seeing the videos and pictures during the progress of your project and Speedtech encourages you to share them!

Thank you for choosing Speedtech Performance and entrusting us with your chassis and suspension needs for your custom muscle cars.

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