

Instruction Guide

Rear Trailing Arm Kit
94-96 B-Body



Speedtech
PERFORMANCE

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

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

Congratulations on the purchase of your new Speedtech Performance rear trailing arm. 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 rear trailing arm 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!

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1.0 GENERAL INFORMATION

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1.1 THIS GUIDE

Thank you for purchasing your new Speedtech Performance ExtReme rear trailing arm. 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.

1.3 TOOLS

Installation of the Speedtech Performance ExtReme rear trailing arm 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 5/16 and 9/16 bit

2.0 CHECK IN PARTS AND HARDWARE

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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	Upper Trailing Arm	
	2	Lower Trailing Arm	
	2	Sway Bar End Link Assemblies	
	2	Sway Bar End Link Brackets	
	2	Trailing Upper Arm – Axle Mount Bolts	12mm x 90mm
	6	Trailing Arm Bolts	9/16 x 4”
	2	Trailing Upper Arm Nylock Nuts	12mm
	6	Trailing Arm Nylock Nuts	9/16”
	12	Trailing Arm Flat Washers	9/16”
	4	Sway Bar Link Bolts	3/8 x 2”
	4	Sway Bar Link Nylock Nuts	3/8”
	6	Sway Bar Link Bracket Bolts	5/16 x 1”
	6	Sway Bar Link Bracket Nylock Nut	5/16”
	12	Sway Bar Link Bracket Washer	5/16”

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

3.0 GETTING STARTED

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3.1 LEVELING AND SUPPORT

First, jack up and properly support the vehicle on jack stands: two supporting the rear axle and two supporting the front of the frame. Remove the rear wheels. With the rear axle supported, record pinion angle at ride height. You will need to match this number after your new trailing arms are installed. An easy way to do this is to attach your pinion gauge to the heads of two rear end cover bolts that align vertically.

Support the rear of the frame with jack stands. Remove the shocks while watching that you don't stretch the brake hose. Carefully lower the rear axle until you can remove the coil springs. Support the axle with jack stands. Place another jack stand under the pinion u-joint to keep the rear axle from rotating once it is unbolted. Remove the upper trailing arms.

4.0 TRAILING ARM INSTALLMENT

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4.1 UPPER ARMS

Using the factory upper arms, line up the bolt holes with those on the Speedtech upper arms. If an adjustment is needed, the trailing arms can be adjusted by using the threading.

4.2 UPPER ARM – BOLT IN

Next, drill out the trailing arm bracket holes to 9/16" at the body for the upper arm.

Do not drill out upper axle mounts.

IMPORTANT! Using the 9/16" bolts install the Speedtech upper trailing arms with the grease fitting pointing downward.



Figure 4: Installing the trailing arms

4.3 LOWER TRAILING ARMS

Remove the factory lower trailing arms. Adjust the Speedtech lowers as needed in the same manner as the uppers.

Install the trailing arms with the new bolts. Raise the axle to ride height and recheck pinion angle. If the angle is off, remove the rearward end of the lower trailing arms.

Adjust the driver's side arm and reinstall. Adjust passenger arm to match bolt hole alignment and reinstall.



Figure 5: Lower trailing arms

Check pinion angle again. Repeat process until desired pinion angle is achieved.

4.4 AXLE CENTER

Double-check to make sure the rear axle is laterally centered side to side in the car and the wheels are centered front to back in the wheel opening. Adjust trailing arms as needed. Always be sure pinion angle is rechecked as centering adjustments are made.

4.5 SHOCKS

Lastly, reinstall coil springs and shocks.

5.0 SWAY BAR INSTALLATION

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5.1 MOCK UP

Use the sway bar hardware to attach the bar to the rear axle. Do not fully tighten at this time.

NOTE! See sway bar instructions for further information.

5.2 END LINKS

You will not be using the end links and associated hardware that come with the sway bar. Bolt the end links that come with the trailing arms to the sway bar on the inside of the bar, with the spacer between the link and the sway bar.

Do not fully tighten yet. Attach the upper link brackets to the links and position with the vertical tab against the front of the frame cross member. Be sure the links are standing vertically.

Mark three holes to bolt down each of the brackets. Remove the bracket from the links and drill the holes with the 5/16" bit. Bolt down the brackets with the 5/16" bolts and nuts and washers. Then bolt the links to the brackets using the 3/8" bolts.

NOTE! At this point, tighten all bolts.



Figure 6: Two images of bolting the trailing arms and sway bars

6.0 FINAL STEPS

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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 instruction for the rear trailing arms.

7.0 CONGRATULATIONS

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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 trailing arm needs for your custom muscle car.

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