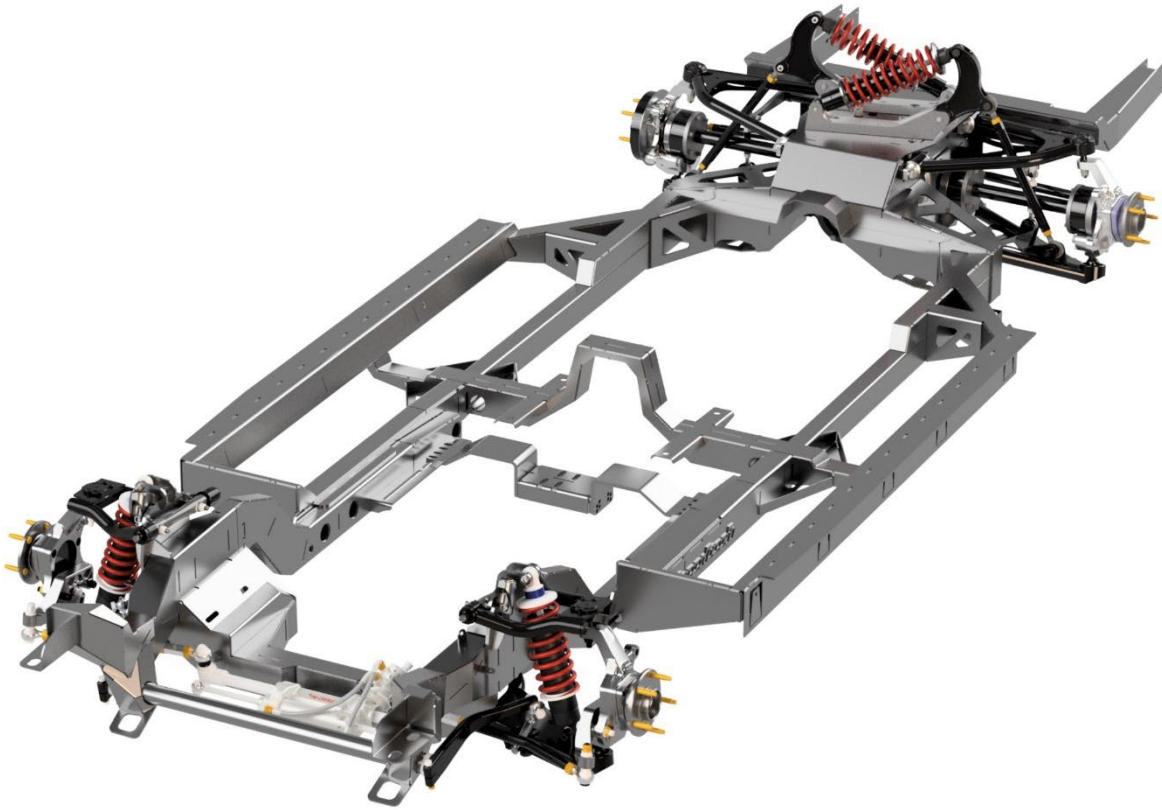


Instruction Guide

ExtReme Chassis
64-72 A-Body



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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: 1967 Camaro features our ExtReme subframe, torque arm, and components [photo by Ironworks Speed and Kustom]

Congratulations on the purchase of your new Speedtech Performance ExtReme chassis. 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 chassis 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 GETTING STARTED

Thank you for purchasing your new Speedtech Performance ExtReme Chassis. Read through all instructions thoroughly before beginning and take all safety precautions required to do the job carefully and correctly. If you have uncertainty, seek the assistance of a highly qualified workshop.

Installing the chassis will require you to cut through the factory "hat channel" and floor pan crossmembers for drive train clearance. It will also require you to drill holes in the floor pan. To maintain the strength of the floor pan you are provided additional L brackets that tie the frame into the hat channel crossmembers.

IMPORTANT: Installments for '64-67 cars and '68-72 cars are different. You will need to refer to the general ExtReme chassis instruction during part of this installment and follow the guided instruction for your car only.

NOTE: Since this instruction covers two generations of A-Body's there will be unused bracket parts based on the year of your car.

1.2 OVERVIEW

These instructions outline the ExtReme Chassis for the '64-67 A-Body and '68-72 A-Body. Photos in the instruction process may vary slightly from your exact application.

2.0 PARTS AND HARDWARE

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Check in your order as soon as possible. To check in your order, make sure you have all of the parts listed in figure 2. You will notice that the parts are organized into two sections; the '64-67 A-Body hardware and brackets are on the left and the '68-72 A-Body hardware and brackets are on the right.

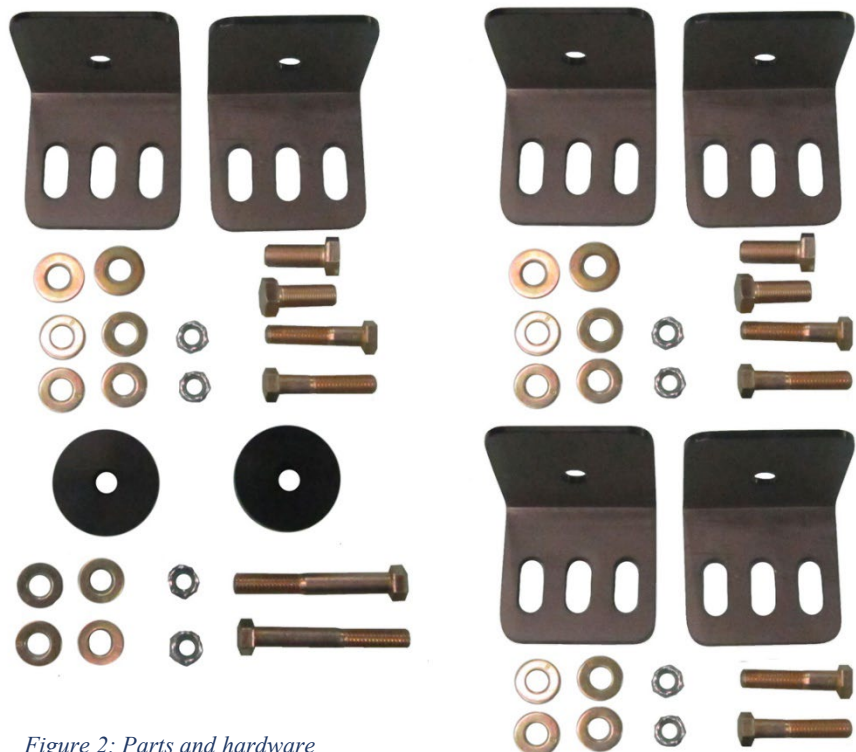


Figure 2: Parts and hardware

3.0 GETTING STARTED

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To get started, refer to Speedtech Performance's ExtReme Chassis instruction guide. After reading through the instructions, refer to the following guides for your specific vehicle.

3.1 '64-67 A-BODY ONLY

You will be using only two L brackets and the two small body mounts.

Rear brackets will utilize a pre-tapped hole on the inside of the frame rail just forward of the rear lower control arm mount.

NOTE: In the photo below the bolt will go through the rearward of the three oval laser cut holes. Use the L bracket top hole as a guide drill a hole through the floor pan and attach the bracket to the frame and floor with the appropriate hardware.

Repeat for opposite side.

Front small body bushings will utilize the rear portion of the transmission mount pads to tie the frame to the floor, refer to figure 4.

Next, align the bushing.

Drill the appropriate size hole through the hat channel and floor pan. Using the longer bolts in the kit, place a washer on the bolt and drop it down through the drilled hole in the floor on the interior side.

Due to varying tolerances in the floor pan, shims may be necessary to obtain a pre-torque no-gap fitment.

Do not suck the floor down to take up any additional space. Under the trans mount use a washer and nylock nut to tighten the bolt down.

Repeat for the opposite side.



Figure 3: Location of where the bolt goes



Figure 4: Small body bushings

3.2 '68-72 A-BODY ONLY

You will be using the four L brackets.

Rear brackets will utilize a pre-tapped hole on the inside of the frame rail, just forward of the rear lower control arm mount. Brackets are circled in figure 5.

Use the appropriate laser cut oval hole in the bracket to line up the bracket with the hat channel. Using the top L bracket hole as a guide, drill a hole through the floor pan and attach the bracket to the frame and floor with the appropriate hardware.

NOTE: On some cars the rear seat hook mount may need to be modified for bolt clearance.



Figure 5: Brackets

Repeat for opposite side.

Front L brackets will share the same bolts used for the torque arm front crossmember mount and should be located on the forward side closer to the transmission, see figure 6.

Using the top hole in the bracket as a guide, drill a hole through the floor pan.

Place a washer on the appropriate bolt and drop it down through the new drilled hole in the floor on the interior side. Repeat for opposite side.



Figure 6: Front L bracket locations

Laslty, fully tighten the bracket to the floor and then you can properly torque the torque arm crossmember bolts.

4.0 FINALIZATIONS

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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 ExtReme chassis instruction.

5.0 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 chassis and suspension needs for your custom muscle car.

Speedtech Performance, LLC
4160 S. River Rd.
St George UT, 84770
(435) 628-4300