

Instruction Guide

Inner Wheel Wells – 67-69 F-Body



Speedtech
PERFORMANCE

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

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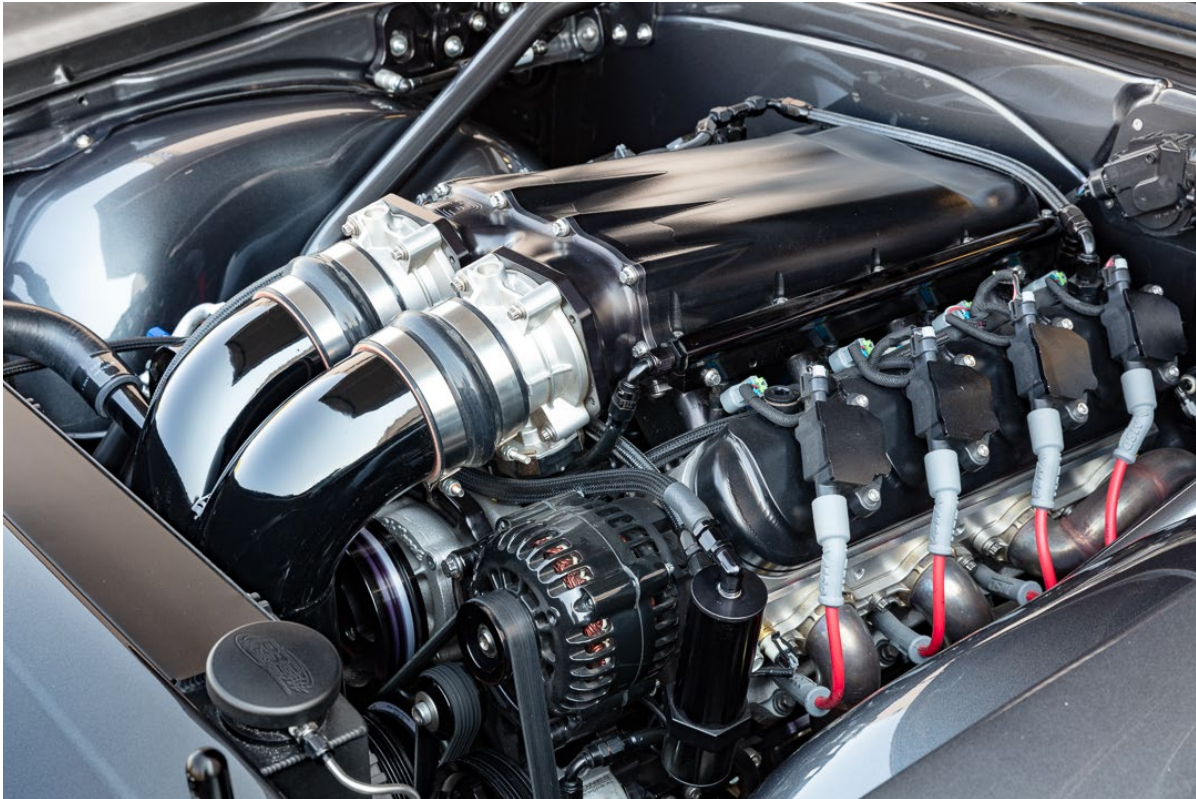


Figure 1: 1969 Hex Camaro features our Inner Wheel Wells

Congratulations on the purchase of your new Speedtech Performance inner wheel wells. 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 inner wheel wells can be done in a home garage with hand tools.

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 inner wheel wells. 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.

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.

1.2 OVERVIEW

These instructions outline the inner wheel wells installation. These inner wheel wells have been designed to fit with our ExtReme front subframe for the first-generation, GM F-Body. Photos in the instruction process may vary slightly from your exact operation.

1.3 TOOLS

Installation of the Speedtech Performance inner wheel wells can be done on the floor with simple hand tools and no special tools are required.

Additional things to have before you start:

- Drill
- Socket Set

NOTE: This kit does not come with a bolt/hardware kit.

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 a table which can be used as a check list, as displayed in figure 2. All bolts and nuts are NF unless otherwise noted. Hardware comes in several boxes. If you discover anything missing from your order, call your authorized dealer as soon as possible.

2.2 CHECK IN TABLE

Upper Control Arms

X	#	Description	Size
	1	Drivers Side Wheel Well	
	1	Passenger Side Wheel Well	

Figure 2: Check in table with the amount and description

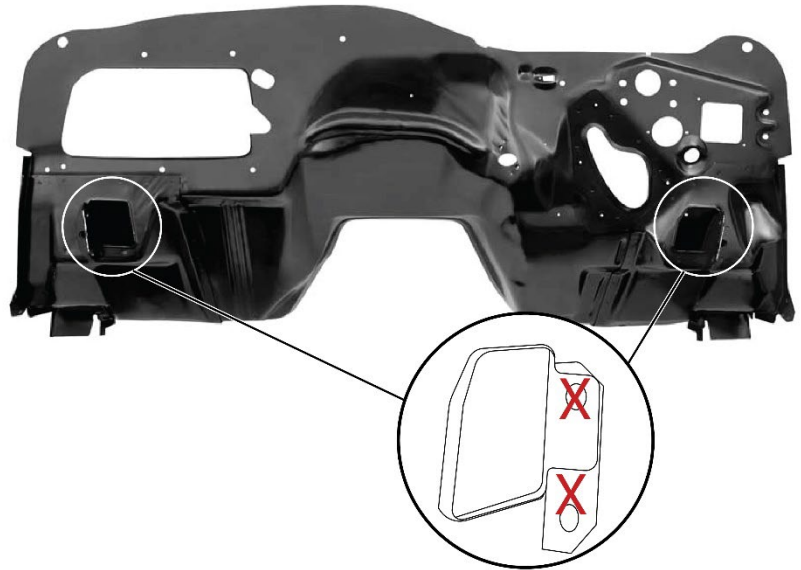
3.0 GETTING STARTED

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3.1 FIREWALL MODIFICATION

The factory inner wheel wells have a mounting bracket that mounts to the firewall. You will not be using this, so it will need to be removed for clearance.

Figure 3: Firewall modification



3.2 FITMENT

It is best practice to fit these in the car after your front ExtReme subframe has been installed, with suspension and wheels/tires in place. This will ensure you have proper fitment both front to back as well as around the upper suspension.

3.3 OUTER FENDER MODIFICATION

You will need to flatten the flange on the factory outer fender to better fit the contour of the new inner wheel wells. Speedtech has run into cases where the flange around the rear hole on the outer fender has to be cut and sectioned. You will be using the front hole and the rear two holes. It is best practice to roll the outer fender lip around the inner fender.

3.4 CLUTCH MASTER FITMENT

If you have a manual transmission car, you will have to cut an access hole on the rear of the driver side's inner wheel well. You will need to check proper location of the whole to be cut, dependent on your exact application. An accessible cover can be fabricated out of aluminum or fiberglass.

3.5 BRAKE BOOSTER

When Speedtech designed these inner wheel wells, they were engineered to fit on a manual brake set up. If you are running a boosted brake system, you will need to modify the fender to properly fit your exact application.

Figure 4: 1967-1968 brake booster

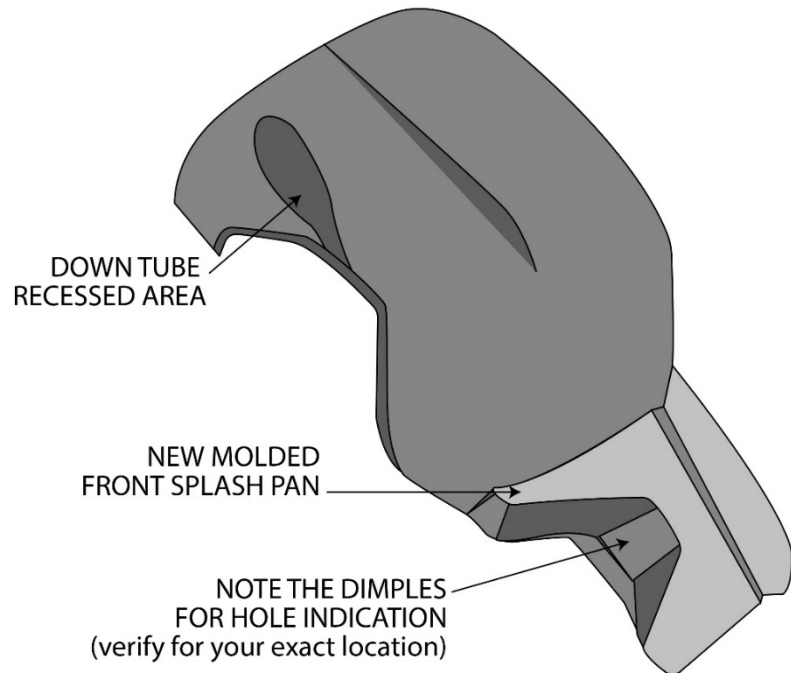
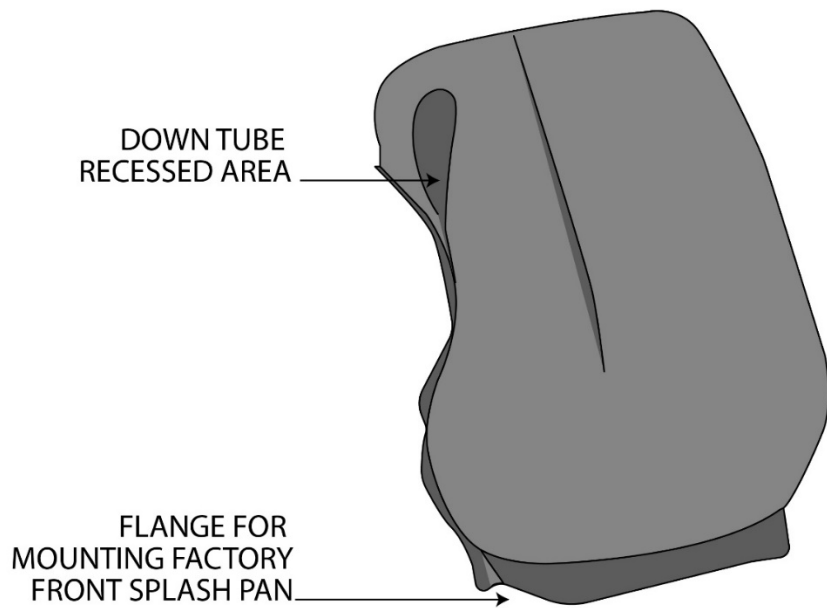


Figure 5: 1969 brake booster



4.0 INSTALLTION

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4.1 MOCK UP – 1969 ONLY

You will need to drill out the spot-welds on the front splash pan and attach it to the flange of the inner wheel wells. This can be bonded on through fiberglass, panel bond, bolted, or whatever system you are most comfortable with. This piece will need to be trimmed to fit.

4.2 MOCK UP

After you have ensured your ExtReme front subframe and suspension is in its final location and that the front fenders/clip is in place, mock up the inner wheel wells. Once they are in place, mark the locations to drill the holes for the bolts.

5.0 FINISH

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5.1 FINISH

Once you have the inner wheel wells in place you will want to finish them to your own liking and style.

Pro Tip: Speedtech coats the underside of the inner wheel wells with a bedliner/insulation mat.

6.0 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 inner wheel wells for your custom muscle car.

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