

Instruction Guide

Down Tube Braces
62-67 Chevy II



Speedtech
PERFORMANCE

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

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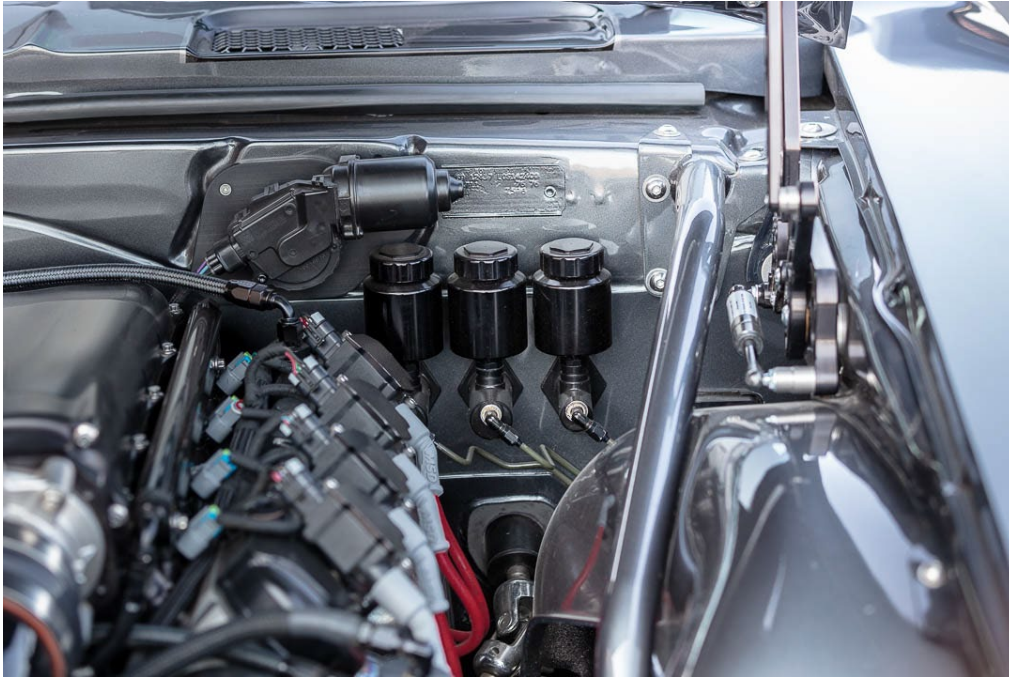


Figure 1: 1969 Camaro with Speedtech Performance down tube brace

Congratulations on the purchase of your new Speedtech Performance down tube braces. 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 down tubes can be done in a home garage with hand tools and a welder.

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 down tube braces. 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. If you have uncertainty, seek the assistance of a highly qualified workshop.

1.2 OVERVIEW

These instructions outline the down tube. Photos in the instruction process may vary slightly from your exact operation.

1.3 TOOLS

Installation of the Speedtech Performance down tube can be done on the floor with simple hand tools.

Additional things to have before you start:

- Loctite Red
- Anti-seize
- Welder
- Personal Protection Equipment

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 TABLES

X	#	Description	Size
	2	Down Bars – Mirrored	1 ½ Tube
	2	Firewall Plates	
	2	Subframe Connector Bung	Machined Steel
	4	Subframe Connector Bung Bolt	7/16 x 1 SHCS
	4	Subframe Connector Bung Nylock Nut	7/16
	10	Firewall Bolt - Button Head	3/8 x 1 NC
	10	Firewall Washer Outside	3/8 Stainless
	10	Firewall Washer Inside	3/8
	10	Firewall Nylock Nut	3/8 NC

Figure 2: Check in list with amounts, descriptions, and sizes

3.0 GETTING STARTED

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3.1 PREPARE

First, unpack all the components and organize them on a table with their accompanying hardware. Use the check list above. Level the car above a flat work area.

IMPORTANT: Before you continue be sure the subframe is in its final position with all the weight on the car prior to fitting the down tubes. This includes final body panel fitment. To ensure a custom fit to your application, mock up all parts before welding. Some trimming may be required.

IMPORTANT: Make sure the subframe is in its final position with all the weight on the car prior to fitting the down tubes. This includes final body panel fitment.

4.0 FITTING THE DOWN BARS

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4.1 INSTALL LOWER MOUNT

Start by bolting the lower mount to the sub frame boss in front of the shock using the supplied 7/16 x 1 socket head cap screws.

Figure 3: Lower mount



4.2 BRACKET FITTING

While holding the backing plate to the firewall, mark and drill holes for the 3/8" bolts and mount the brackets to the firewall.

IMPORTANT: This will look different than what's pictured, refer to the cover page.



Figure 4: Brackets

4.3 TRIM TUBE

With the lower mount and upper bracket bolted in place, trim the down tube so that it fits snug between the upper and lower brackets. Tack weld the bar to the mounts.

4.4 WELD, FINISH, AND INSTALL

Remove the assembly and weld all the way around the joint at each end and let cool. Prep and coat with your choice of paint, powder coat or other appropriate material then reinstall the Speedtech Performance down bars into vehicle.



Figure 5: Finished assembly

5.0 FINAL STEPS

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Be sure that all measurements are correct and double-check that all components have proper clearance. 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 down tube braces.

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 down tube needs for your custom muscle cars.

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