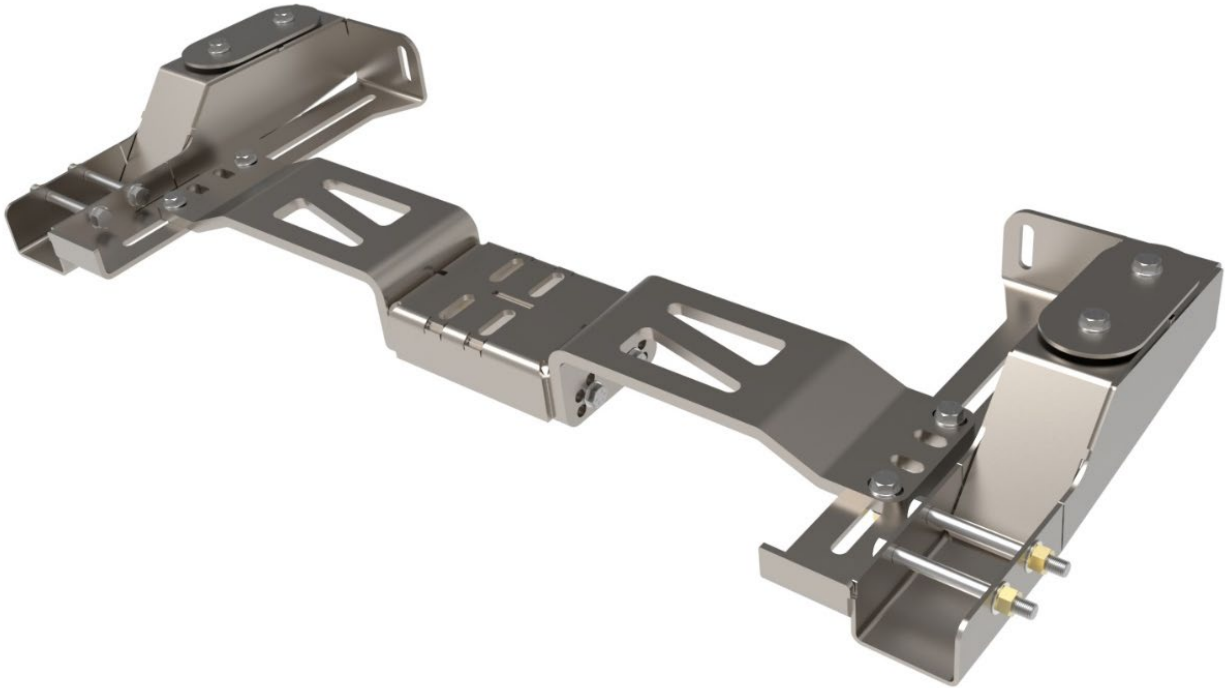


# Instruction Guide

ExtReme Front Transmission Crossmember  
62-67 Chevy II



***Speedtech***  
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*Figure 1: 1967 Camaro built by Speedtech Performance*

Congratulations on the purchase of your new Speedtech Performance ExtReme front transmission crossmember. 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 front transmission crossmember 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 ExtReme front transmission crossmember. 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.

**NOTE:** This kit requires approximately ten minutes of welding time to install. The upper rear crossmember, lower arm mounted support brackets, torque arm cross member, and sub frame connector are permanently welded to the unibody. Speedtech recommends after trimming and fitment of the various components, and before welding, that care is taken to protect all non-accessible surfaces. A quality weld through primer strategically placed works well. After welding, finish the underside as desired.

### 1.2 OVERVIEW

These instructions outline the ExtReme transmission crossmember and has been designed to work with ExtReme Speedtech Performance subframe. Photos in the instruction process may vary slightly from your exact operation.

If you are unsure how to use the tools and materials and carryout the work required to install this cover, stop and seek a professional installer's help.

### 1.3 TOOLS

Installation of the Speedtech Performance ExtReme Transmission Crossmember can be done on the floor with simple hand tools, cut off wheel and a basic welder.

Additional things to have before you start:

- Welder
- Drill
- Grinder
- Floor Stands
- Floor Jack
- Socket Set

## 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

#### Floor Attachment Rails

2	Transmission Crossmember Rails Mirrored	Welded
2	Sandwich Plates	
4	Sandwich Plate Bolts	3/8" x 1"
4	Sandwich Plate Nuts	3/8"
8	Sandwich Plate Washers	3/8"
4	Frame Rail Through Bolts	3/8" x 3-1/2"
4	Frame Rail Through Nuts	3/8"
8	Frame Rail Through Washers	3/8"

#### Transmission Crossmember

2	Crossmember Arms	Formed Plate
1	Crossmember Box	Welded
8	Crossmember Bolts	3/8" x 1"
16	Crossmember Washers	3/8"
8	Crossmember Nylock Nuts	3/8"

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

### 2.3 ASSEMBLY OVERVIEW

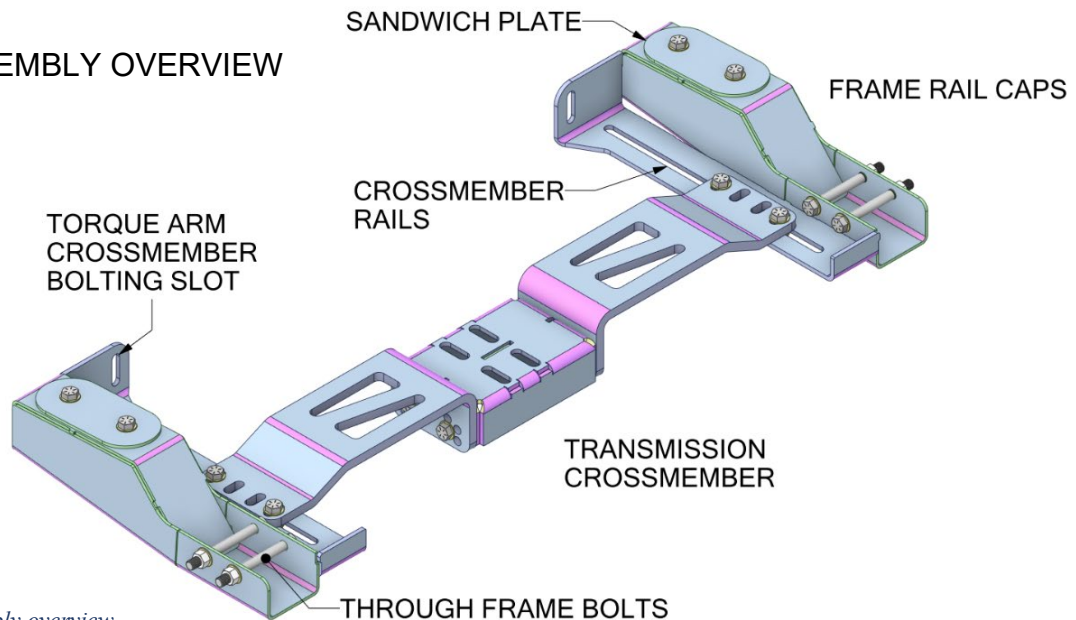


Figure 3: Assembly overview

## 3.0 GETTING STARTED

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### 3.1 LEVELING AND SUPPORT

**WARNING:** The vehicle should be on a level surface before you start.

- Jack up and properly support the vehicle's frame.
- Disconnect the battery since you will be cutting and welding the floor and tunnel of the car.
- Lastly, remove the carpet from the car.

### 3.2 PREP WORK

- Disassemble the stock transmission mount.
- Clean the underside floor surfaces, prepping it for cutting and welding.
- Starting with the stock mount location, clean the frame rail on all sides back to where it ends.
- Continue to clean the floor back behind the frame rail about 7"
- Add 1/2" of cleared space on both sides of the frame rail.
- Protect the exposed metal with a coat of weld through primer.
- Level the car above a level work surface. Measurements will be made off of the work surface and projected onto the car, doing this will avoid alignment problems later in assembly.

**NOTE:** There are a number of little stock brackets scattered throughout the underside of the car. At times, these brackets will get in the way of any new system underneath the car. They will have to be cut out and removed as needed.

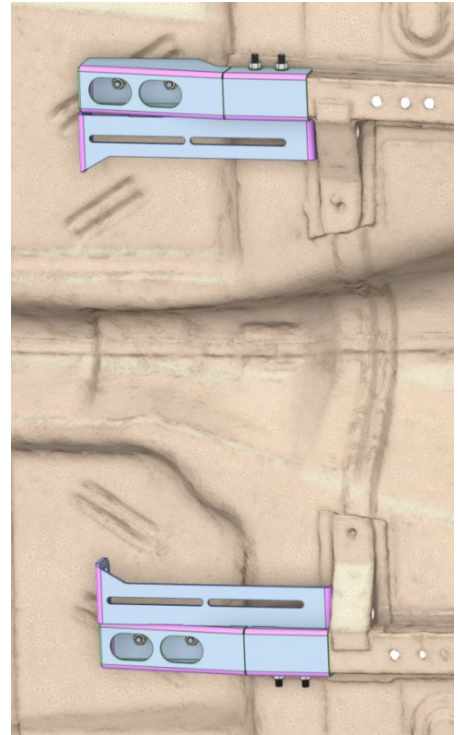
## 4.0 INSTALLATION

### 4.1 CROSSMEMBER RAILS

Figure 4: Crossmember rails

**NOTE:** The two rails are installed separately. They are intended to be parallel with each other and hold a distance. There is some forgiving wiggle room with the assembly, but these rails need to be as square as possible.

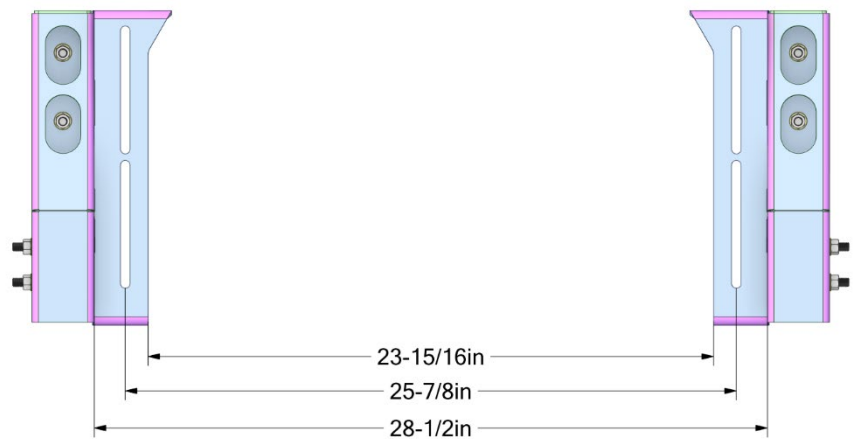
- Dry fit up the rail pieces into the floor. The “C” channel wraps around the stock frame, bumping up to the stock mounting point.
- Mark the centers of the floor holes and the frame rail holes. There are holes on both sides of the frame rail.
- Drill out the holes to an oversized  $3/8$ ”.
- Do the same to the other side.
- Protect the raw metal on the rails that are in contact with the car with weld through primer.
- Loosely bolt the side rails into place.
  - Use the 1” bolts to bolt through the floor and the sandwich plates.
  - Use the 3-1/2” bolts through the frame rails.



### 4.2 MEASUREMENT

Take some time and measure, square, and center the rails to the car and to each other, refer to figure 5.

- Once all measurements are satisfactory, lock into place by tightening the bolts down.
- Option: Weld the new rails into place.
  - Stich along the floor where the welder can reach
  - Weld the front “C” channel to the frame rail.
  - Stich the inside sandwich plate to the floor.



**NOTE:** Picture includes torque arm crossmember.

Figure 5: A model of measurements and the final assembly

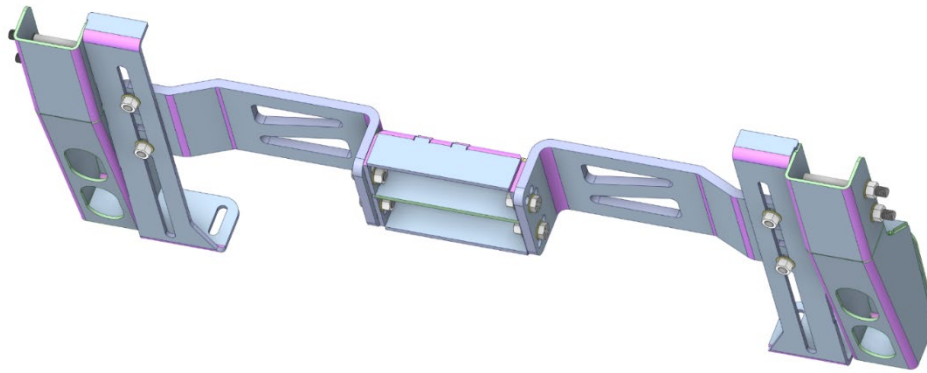


### 4.3 TRANSMISSION CROSSMEMBER

**NOTE:** The transmission crossmember is a direct bolt on into the newly installed crossmember rails. The crossmember has many different adjustments built into it to fit whatever needs the project requires.

- Bolt the box to the crossmember arms using (4) 3/8" nuts and bolts.
- Lift and rotate the arms to land on top of the newly installed rails.
- Bolt into desired locations using (4) 3/8" nuts and bolts.
- Adjust as needed by moving the box up and down the mounting holes on the sides of the box.
- Once all locations have been set torque bolts to 25 ft.lb.

*Figure 6: Finished Assembly*



## 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 ExtReme front transmission crossmember for your custom muscle car.

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