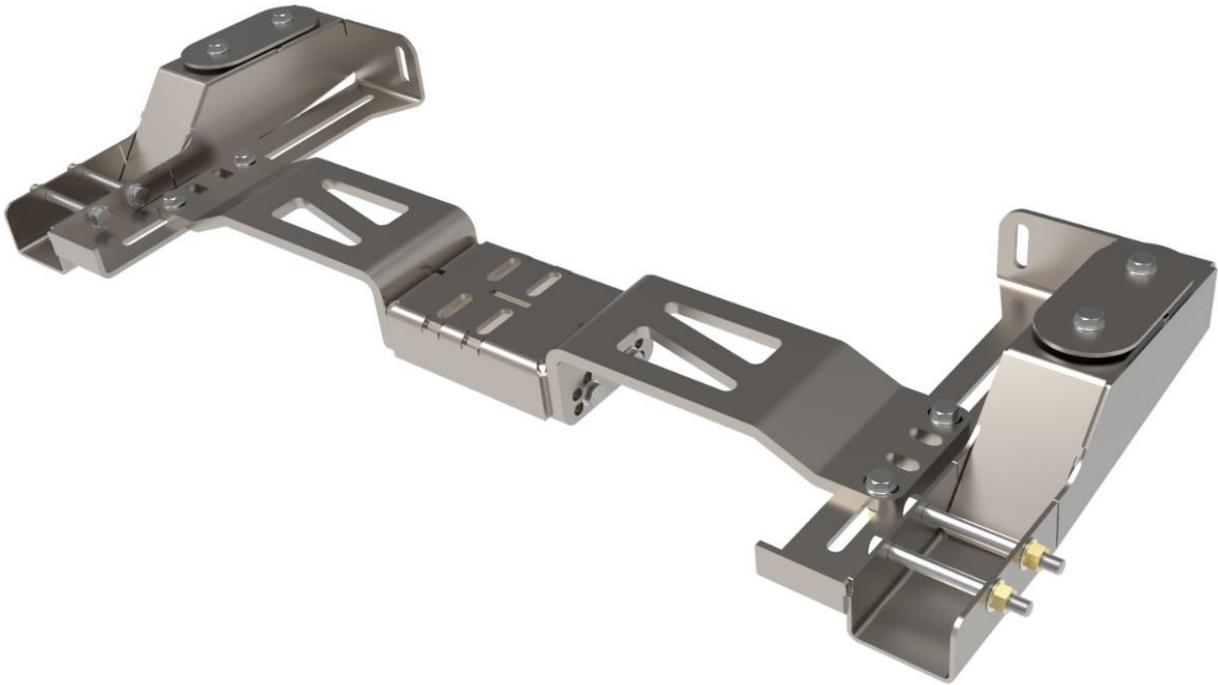


# Instructional Guide

*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 Transmission Crossmember. Use only approved and appropriately rated jack and jack stands, be sure to take all safety precautions required to do the job safely and correctly. If you are unsure seek the assistance of a highly qualified workshop to assist you.

Read and understand all instructions thoroughly before you begin. For the most part, assembly and set up of your new ExtReme Transmission Crossmember can be done in a home garage with hand tools and basic welding equipment.

We enjoy seeing the progress our customers are making as they work through their builds so join the Team Speedtech group on Facebook and share your pictures and your story.

From everyone at Speedtech Performance we send you all best wishes for your project!

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# Installation Guide

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## 1.0 GENERAL INFORMATION

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### 1.1 This Guide

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 ExtReme Transmission Crossmember. The system has been designed to work with ExtReme Speedtech Performance subframe. Some photos in the install process may vary slightly from your exact application.

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.

**Note: This kit requires approximately 10 minutes of welding time to install.** The upper rear cross member, lower arm mounted support brackets, torque arm cross member, and sub frame connector are permanently welded to the unibody. We highly recommend 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.

### 1.3 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

Best practice will be to check in your order as soon as possible after receiving the order. To check in the order we have provided tables, these can be used as check lists for your order. If you discover anything missing from your order, call your authorized dealer as soon as possible.

## 2.2 Check in Tables

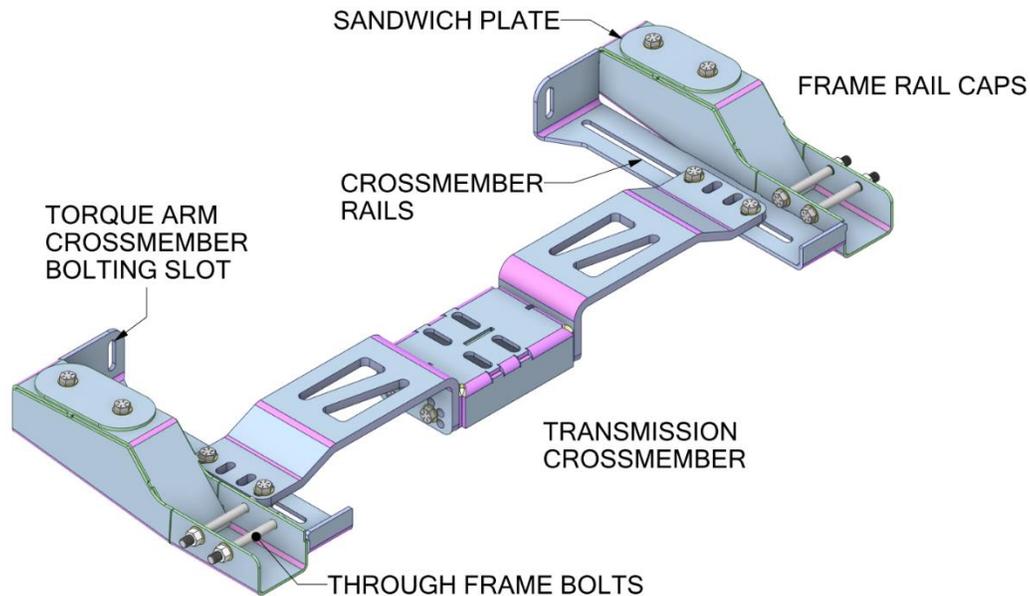
All bolts and nuts are NF unless otherwise noted

### 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"



## 3.0 GETTING STARTED

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### 3.1 LEVELING AND SUPPORT

**The vehicle should be on a level surface before you start.** Jack up and properly support the vehicle's frame. Because you will be cutting and welding the floor/tunnel of the car, it is best practice to disconnect the battery. You will need to remove the carpet from the car to perform this installation.

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## 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. Take time to avoid alignment problems later in assembly.

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

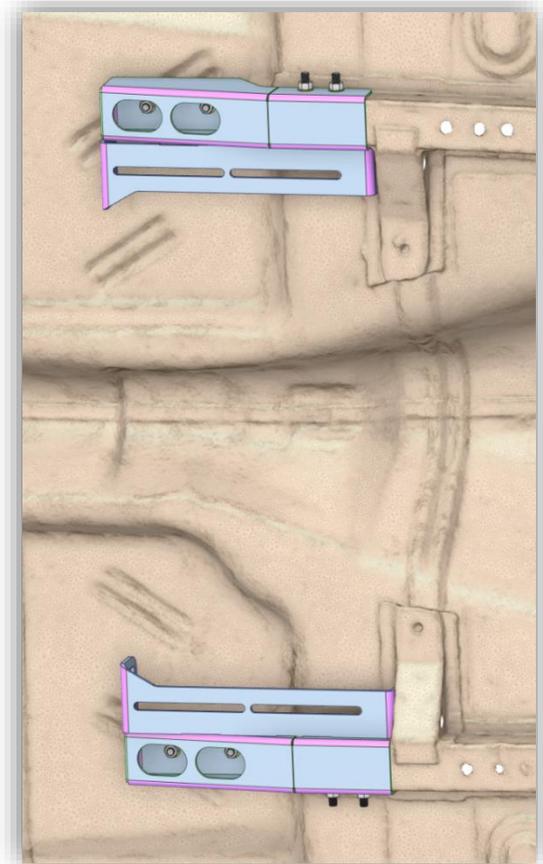
## 4.0 INSTALLATION

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### 4.1 CROSSMEMBER RAILS

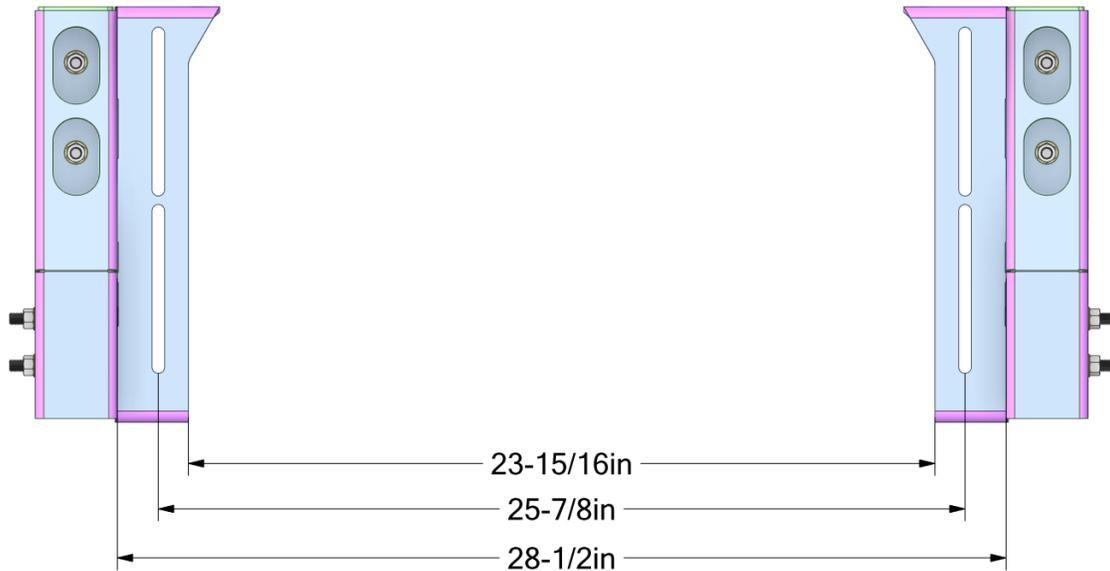
**Note:** The two rails are installed separately. They are intended to be parallel with each other and hold a gap distance. There is some forgiving wiggle room with the assembly, but these rails need to be as square as possible.

- 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 the diagram.



- 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.

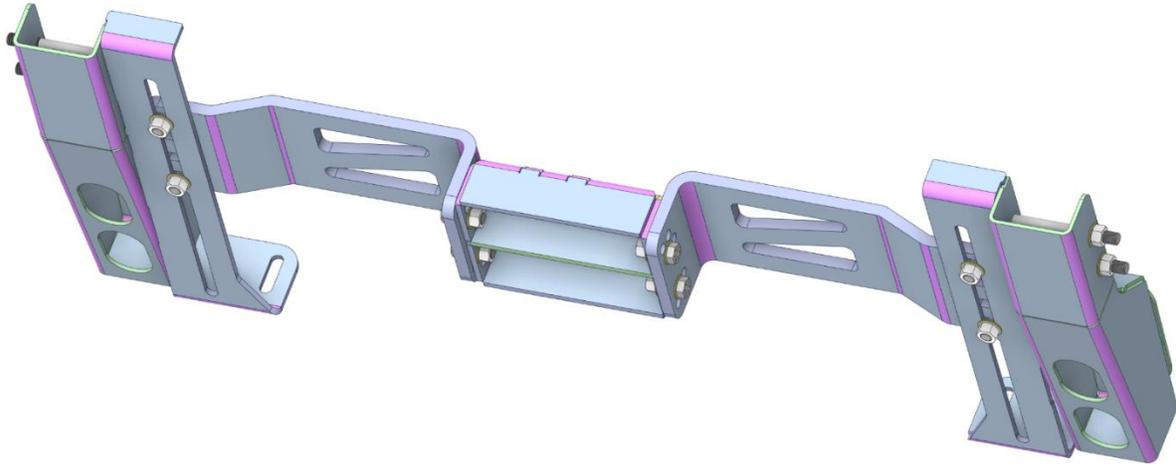


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## 4.3 TRANSMISSION CROSSMEMBER

**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.



## 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 like-minded individuals using Speedtech Performance products. The Group's members include customers, our dealers and factory employees - each with a passion for Pro Touring muscle cars. You can ask questions and get advice from the group members as well as share your experience. Within the group we enjoy seeing the videos and pictures during the progress of your projects so post up. We also encourage you to share pictures and videos of your finished projects out on the road, at the show & shine, on track or however you get enjoyment from your ride, we want to see it!

Thank you for choosing Speedtech Performance! We know you have a choice, and we appreciate that you entrust us with your chassis and suspension needs for you custom muscle cars.

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