

Instructional Guide

*Rear Trailing Arm Kit
64-72 A-Body*

Parts in this kit may vary slightly from photo.



Speedtech
PERFORMANCE

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

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Figure 1 1970 Chevelle, features our A-Body suspension, Photo Cred Barrett-Jackson

Congratulations on the purchase of your new Speedtech Performance Trailing Arms. 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 Trailing Arms 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!

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.

NOTE! Some Items pictured may look different then the parts you have in the kit you received. For example, in this guide we have only used pictures of the Trailing Arms for the A-Body. Your application may have a slightly different shape the part is functionally the same and is installed in the same manner described.

1.2 Overview

These instructions outline the Trailing Arms. Some photos in the install process may vary slightly from your exact application.

We recommend you inspect all of your car's suspension components prior to installation of our parts, such as bushings and brake lines which may be worn and could cause adverse effects. Replace parts as necessary. We suggest you replace the upper axle housing bushings with factory replacement rubber bushings. This will allow the correct amount of articulation that the rear suspension requires. Axle mounted rubber upper trailing arm bushings are Moog #K5161.

1.3 Tools

Installation of the Speedtech Performance Trailing Arms can be done on the floor with simple hand tools.

Additional things to have before you start:

- Socket / Wrench
- Floor Stands
- Floor Jack
- Drill with 3/8" bit

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 form your order, call your authorized dealer as soon as possible.

2.2 Check in Tables

X	#	Description	Size
	2	Upper Trailing Arm	
	2	Lower Trailing Arm	
	2	Sway Bar End Link Assemblies	
	2	Sway Bar End Link Brackets	
	8	Trailing Arm Bolts	1/2 x 3 1/2"
	8	Trailing Arm Stover Lock Nut	1/2
	6	Trailing Arm Bolt Sleeves	1/2
	16	Trailing Arm Flat Washers	12mm
	4	Sway Bar Link Bolts – Fine	3/8 x 2"
	4	Sway Bar Link Nylock Nuts – Fine	3/8"
	4	Sway Bar Link Washers	3/8"
	6	Sway Bar Link Bracket Bolts	3/8" x 3/4"
	6	Sway Bar Link Bracket Coarse Nylock Nut	3/8"
	8	Sway Bar Link Bracket Washer	3/8"

3.0 GETTING STARTED

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3.1 LEVELING AND SUPPORT

Jack up and properly support the vehicle on sturdy jack stands, two supporting the rear axle and two supporting the front of the frame. Remove the rear wheels. With the rear axle supported, record pinion angle AT RIDE HEIGHT. You will need to match this number after your new trailing arms are installed. An easy way to do this is attach your pinion gauge to the heads of two rear end cover bolts that align vertically.

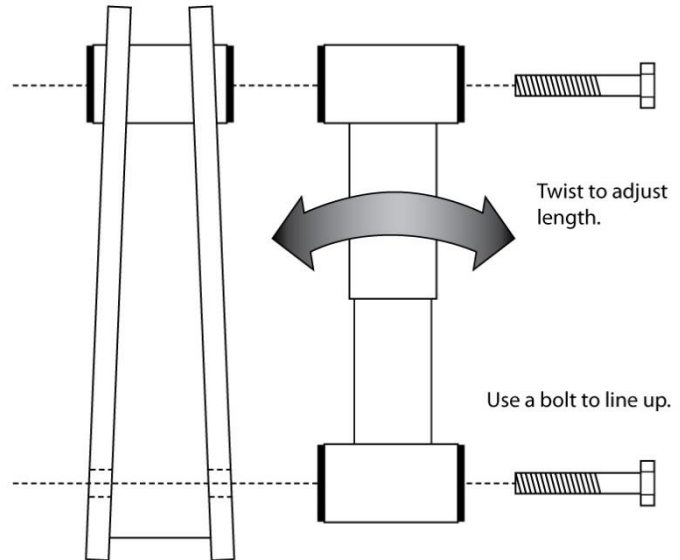
Support the rear of the frame with jack stands. Remove the shocks and watching that you don't stretch the brake hose, carefully lower the rear axle until you can remove the coil springs. Support the axle with jack stands. Place another jack stand under the pinion u-joint to keep the rear axle from rotating once it is unbolted. Remove the upper trailing arms.

4.0 TRAILING ARM INSTALLATION

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4.1 UPPER ARMS

Using the factory upper arms, line up the bolt holes with those on the Speedtech upper arms. If an adjustment is needed, the Speedtech Articulink control arms are threaded and can be adjusted by twisting them either to the right to shorten or left to lengthen. See diagram



Use this process for upper and lower trailing arms.

4.2 UPPER ARM – BOLT IN

Using the new bolts install the Speedtech upper trailing arms with the grease fitting pointing **downward**.



4.3 LOWER TRAILING ARMS

Remove the factory lower trailing arms. Adjust the Speedtech lowers as needed in the same manner as the uppers. Install the trailing arms with the new bolts. Raise the axle to ride height and recheck pinion angle. If the angle is off, remove the rearward end of the lower trailing arms. Adjust the driver's side arm and reinstall. Adjust passenger arm to match bolt hole alignment and reinstall. Check pinion angle again. Repeat process until desired pinion angle is achieved.



4.4 AXLE CENTER

Check to make sure the rear axle is laterally centered side to side in the car and the wheels are centered front to back in the wheel opening. Adjust trailing arms as needed. Always be sure pinion angle is rechecked as centering adjustments are made.

4.5 SHOCKS

Reinstall coil springs and shocks.

5.0 SWAY BAR INSTALLATION

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5.1 MOCK UP

Use the sway bar hardware to attach bar to the rear axle. Do not fully tighten at this time. See sway bar instructions for further information.

5.2 END LINKS

You **will not** be using the end links and associated hardware that come with the sway bar. Bolt the end links that come with the trailing arms to the sway bar on the inside of the bar, with the spacer between the link and the sway bar. Do not fully tighten yet. Attach the upper link brackets to the links and position with the vertical tab against the front of the frame cross member. Be sure the links are standing vertically. Mark two holes to bolt down each of the brackets, one for the horizontal hole and

one for a vertical hole. Remove the bracket from the links and drill the holes with the 3/8" bit. Bolt down the brackets, then bolt the links to the brackets.



NOTE: At this point, tighten all bolts.



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 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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