

# Instructional Guide

*Rear Coilover Conversion Kit*

*77-87 G-Body*

Parts in this kit may vary slightly from photo.



***Speedtech***  
**PERFORMANCE**

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

435.628.4300 [SPEEDTECHPERFORMANCE.COM](http://SPEEDTECHPERFORMANCE.COM)    

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*Figure 1 1987 Grand National, features our G-Body suspension – Blake Foster*

Congratulations on the purchase of your new Speedtech Performance G-Body Rear Coilover Conversion Kit. 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 G-Body Rear Coilover Conversion Kit 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.

**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 G-Body Rear Coilover Conversion Kit. 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 G-Body Rear Coilover Conversion Kit. 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. Now is a great time to upgrade to our Articulink rear trailing arms and adjustable rear sway bar.

The Speedtech coilover bracket is designed to slip over and bolt on to the existing shock bracket. **Note that for determining left and right sides, the shock mount tabs are located inward.**

### 1.3 Tools

Installation of the Speedtech Performance G-Body Rear Coilover Conversion Kit 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 bits

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## 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

#### Non-Currie

X	#	Description	Size
	2	Aluminum Shock Adapter	
	2	Bolt Sleeves	12MM
	4	Upper Bracket Mount -Bolt	3/8 x 1 3/4 NC
	2	Upper Bracket Mount -Bolt	7/16 x 3/4 NF
	4	Trailing Arm Mount -Bolt	12 x 100MM
	2	Shock Adapter Mount -Bolt	5/8 x 1 NC
	2	Shock Adapter Mount -Bolt	5/8 x 4 1/2 NF
	2	Nylock Nut	7/16
	4	Nylock Nut	3/8
	2	Nylock Nut	5/8
	2	Nylock Nut	12MM
	8	Washer	3/8
	2	Washer	7/16
	4	Washer	5/8
	4	Washer	12MM

## 3.0 GETTING STARTED

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### 3.1 LEVELING AND SUPPORT

2. Jack up and properly support the vehicle's frame on sturdy jack stands. Remove the rear wheels if needed for extra room to work. With the rear axle supported, remove one side's shock and the rearward part of the lower control arm. Carefully lower the rear axle to the point that you can remove the coil springs.

**Note:** Doing one side at a time keeps the rear axle stable in position.

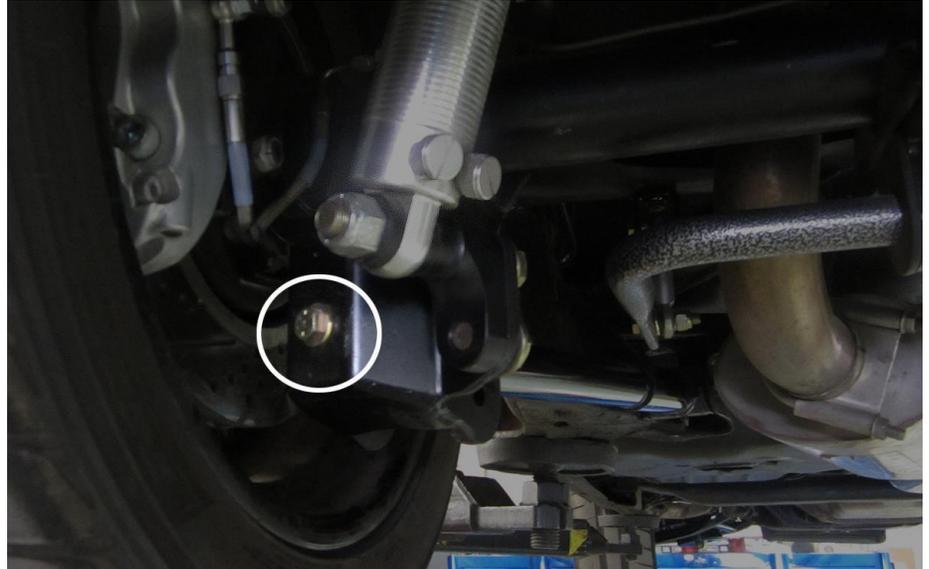
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## 4.0 INSTALLATION

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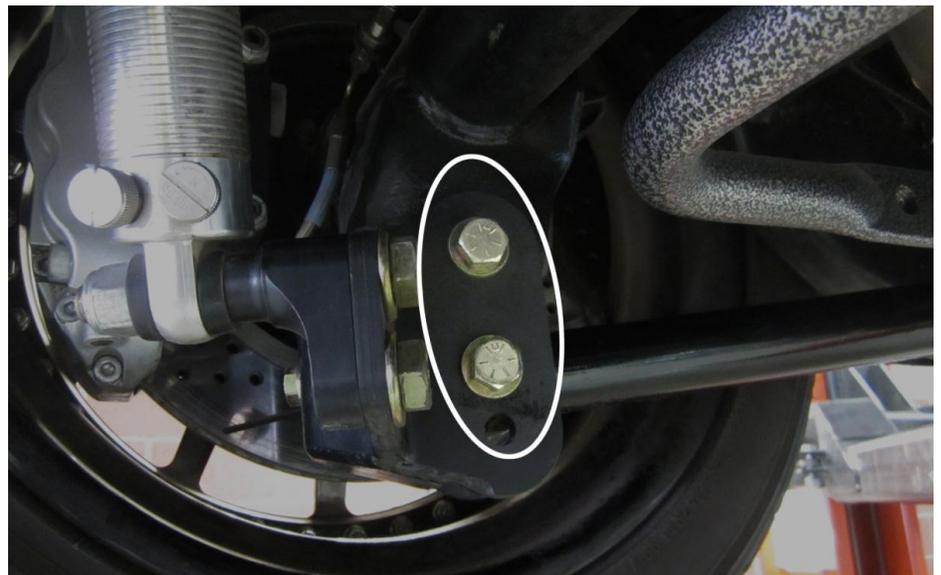
### 4.1 FACTORY SHOCK MOUNT

Bolt the 7/16 x 1 ¼ bolt, 7/16 washer, and 7/16 Nylock nut through the back side hole where the factory shock bolt used to be. Do not fully tighten at this time.

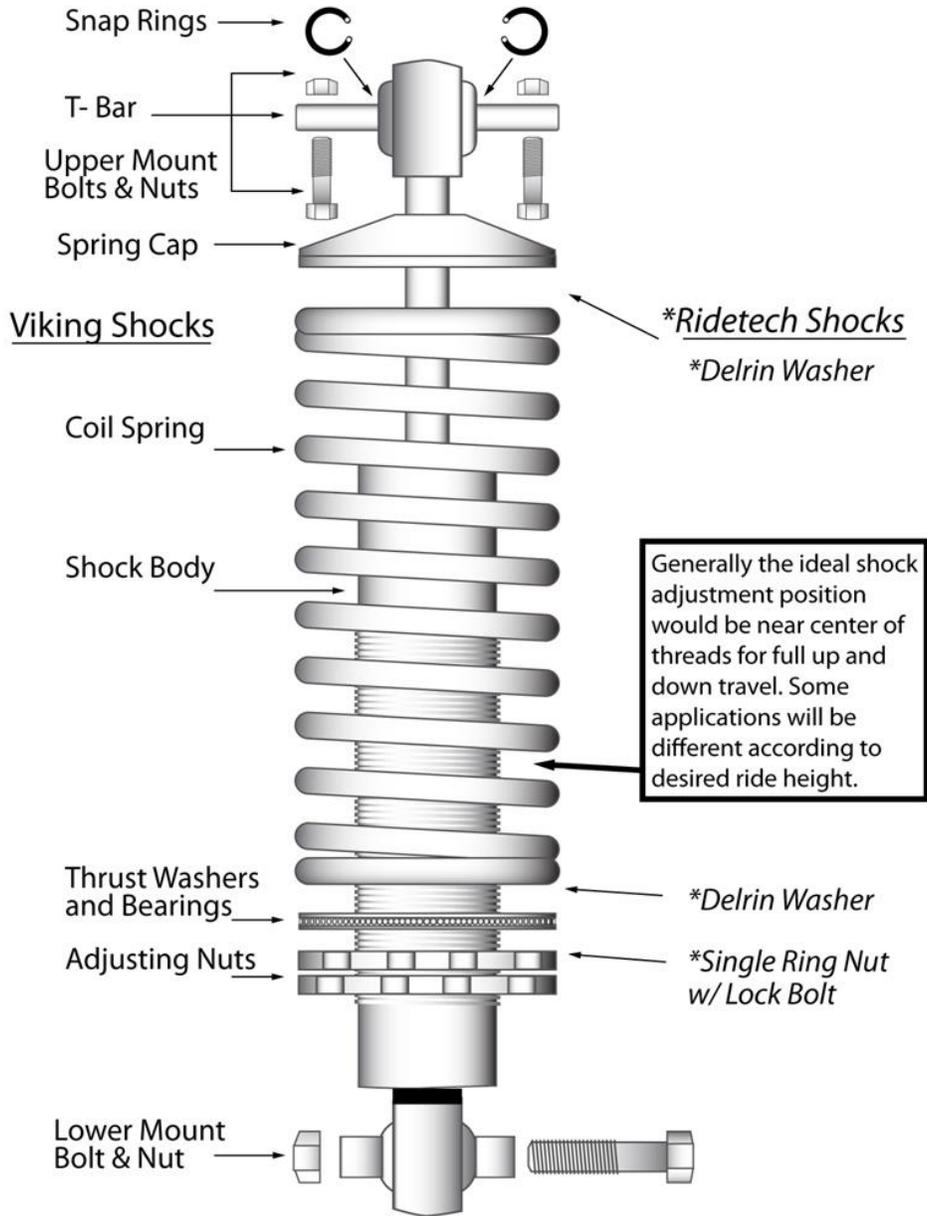


### 4.2 BRACKET

Your new bracket has 3 possible placements for the trailing arm so that you can adjust instant center. For stock specs, use only one 12x100 mm bolt, 12 mm washer, and nylock nut and place the trailing arm back in the factory location. To adjust the arm downward, use one 12x100 mm bolt, 12 mm washer, nylock nut and the 1/2" sleeve in the factory trailing arm mount location. Then use the extra 12x100 mm bolt, 12 mm washer, nylock nut bolt to attach the arm through one of the remaining lower holes.



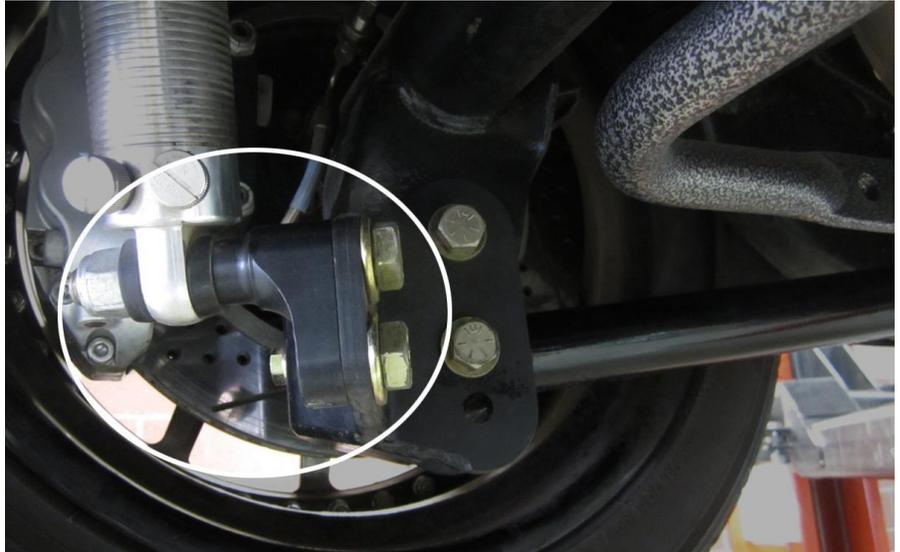
### 4.3 SHOCK ASSEMBLY



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## 4.4 ASSEMBLY CONT.

The 5/8 x 4 1/2 and 5/8 x 1 bolts attach your shock adapter to the bracket. Placing the bracket as pictured is a good starting point. If you want additional ride height drop, simply flip the adapter vertically 180 degrees so that the longer bolt goes through the lower hole in the bracket.



## 4.5 UPPER INSTALL

Attach the upper portion of the shock with the T bar bracket in the factory shock mounting position using the 3/8 bolts and washers.



## 4.6 BOLTS

At this time, be sure all bolts are tight.

## 4.7 REPEAT

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## 5.0 RIDE HEIGHT / ALIGNMENT

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With the weight off the rear suspension, support the rear axle and set the initial ride height according to manufacturer recommendations. Replace wheels and tires and carefully lower the vehicle back onto the ground. Now fine tune your ride height adjustments.

Because you have used factory mounting points as a base for this kit a wheel alignment may not be necessary. If you have installed adjustable trailing arms and/or changed front suspension components at the same time we do recommend having an alignment performed by a reputable source familiar with performance-based alignments on older vehicles.

When finished, take the vehicle to a competent professional alignment shop to have an alignment performed.

**Note: Use alignment specifications below, not alignment shop pre-programmed factory specs!**

These specs are only suggestions and may need additional changes to achieve the optimum settings for your driving style or situation.

**See specifications below**

### Daily Driving, Street Performance Specifications

Driver Side	Passenger Side
4 Degrees positive Caster	4 ½ Degrees positive Caster
0 to ½ Degree negative Camber	0 to ½ Degree negative Camber
3/ 32 Total Toe-in	3/ 32 Total Toe-in

### Aggressive Track Alignment Specifications

Driver Side	Passenger Side
5 ½ Degrees positive Caster	6 Degrees positive Caster
½ to 1 Degree negative Camber	½ to 1 Degree negative Camber
3/ 32 Total Toe-in	3/ 32 Total Toe-in

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## Original Alignment Specifications

\*\*For reference purposes only. **Do Not** use these specs.

Driver Side	Passenger Side
½ Degree positive Caster	½ Degree positive Caster
¼ to ½ Degree negative Camber	¼ to ½ Degree negative Camber
1/8 Total Toe-in	1/8 Total Toe-in

## 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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