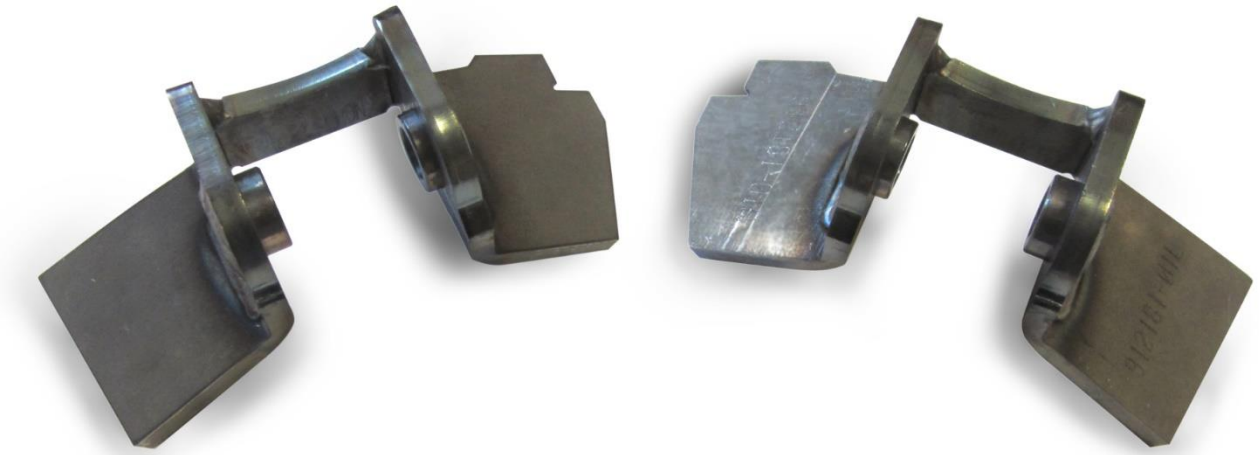
Instructional Guide

Chicane Coilover Mount Adapter Kit
77-87 G-Body



Speedtech PERFORMANCE

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Figure 1 1987 Grand National, features our Chicane Mount, Blake Foster

Congratulations on the purchase of your new Speedtech Chicane Conversion Mount. 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 Chicane Conversion Mount 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

Thank you for purchasing your new Speedtech Performance Chicane Coilover Conversion Kit. These instructions outline the Chicane Coilover Conversion Kit that will be installed with the stock G-Body frame.

1.2 Tools

Installation of the Speedtech Performance Chicane Coilover Conversion Kit can be done on the floor with simple hand tools and welder.

Additional things to have before you start:

- Welder
- Socket Set
- Cut Off Wheel
- Cutting Torch (if possible)

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.

2.2 Check in Tables

X	#	Description	Size
	1	Driver Side Bracket	
	1	Passenger Side Bracket	
	2	Upper Shock Mount Bolt	½ x 2 ¼ NC
	2	Upper Shock Mount Nylock Nut	3/8 NC

Note: Lower Shock Mount Bolts are included in your shock kits

3.0 GETTING STARTED / INSTALLATION

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3.1 LEVELING AND SUPPORT

Properly support the vehicle. This can be assembled on a work bench as well. Installing this product will require the removal of some suspension parts. Take all necessary precautions whenever jacking up your vehicle and use safe and sturdy jack stands to support the vehicle whenever it is off the ground. Be sure to take all other safety precautions required to do the job correctly.

Note: Since you will be cutting and welding, **disconnect the battery**.

3.2 DISASSEMBLY

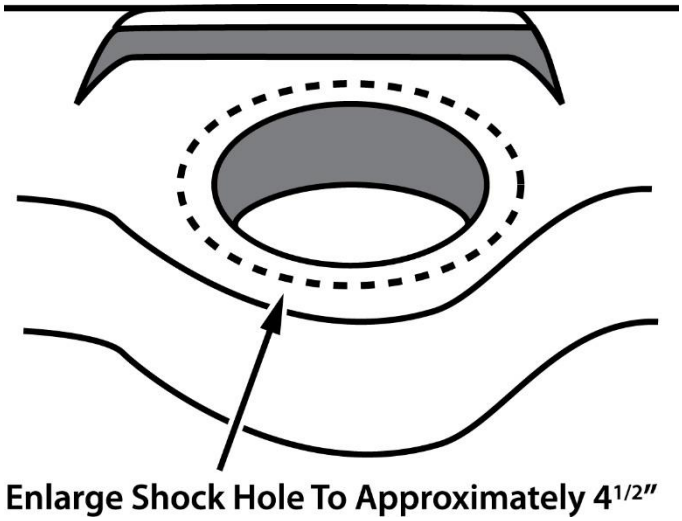
Using proper tools and safety precautions, remove the sway bar, upper control arms, coil springs and shocks. To give you more working room you may want to remove the spindle as well. This job can be done with the lower control arm in place. If not removed, be sure to protect the lower ball joint boot and brake parts from hot sparks.

3.3 UPPER SHOCK MOUNT REMOVAL

Passenger side pictured, front of vehicle is to the right. Remove the existing upper shock mount. Cut along the top, parallel to the control arm mount face. **DO NOT CUT OFF/ ROMOVE THE UPPER CONTROL ARM MOUNT!** Then cut near the lower factory welds (arrows). Be careful to not cut into the frame.

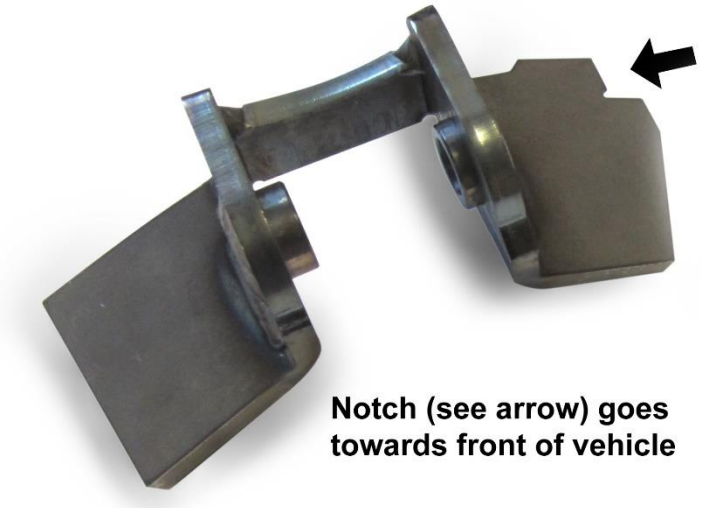
3.4 UPPER SHOCK HOLE

After the shock mount is removed, grind down any remaining remnants of the factory welds. You will need to remove the inner spring cup and clearance the hole to about 4 ½" in diameter. This is best done with a plasma cutter or oxyacetylene torch. As you later test fit the shock, additional clearance may be required.



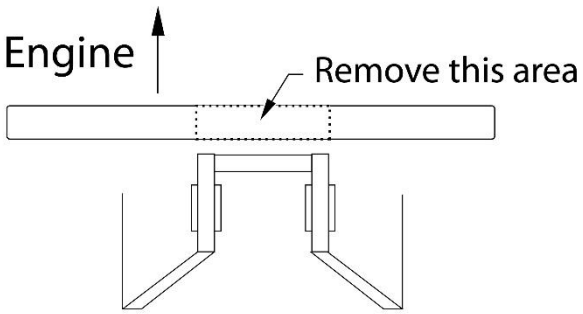
3.5 BRACKET TEST FIT

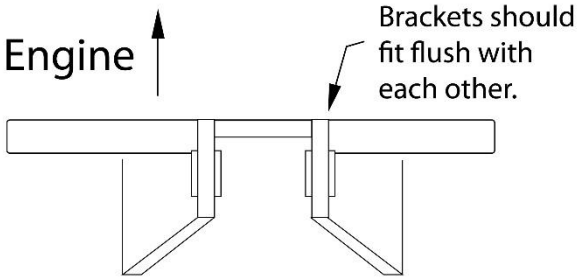
Notice the front side of each bracket has a notch in the rear of the base. This side goes towards the FRONT of the vehicle. Test fit the Chicane upper shock bracket into place, centered over the shock hole.



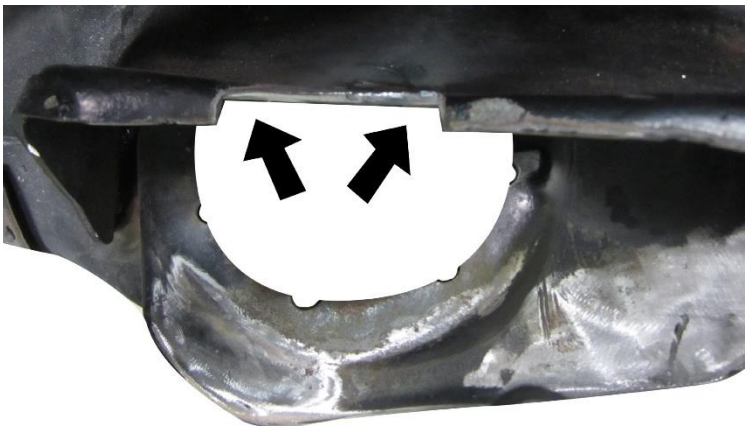
3.6 NOTCH SHOCK MOUNT

Mark the width of the upper area of the bracket onto the upper control arm mount. Using these marks as a guide, cut out a notch so that the shock mount bracket butts up flush with the engine side of the control arm mount. Below is what you should end up with.





Note: because of differences in years and factory tolerances, some slight trimming of the bracket may be required to custom fit it to your specific frame. **Do not** proceed to welding at this time.



4.0 MOCK UP / COILOVERS

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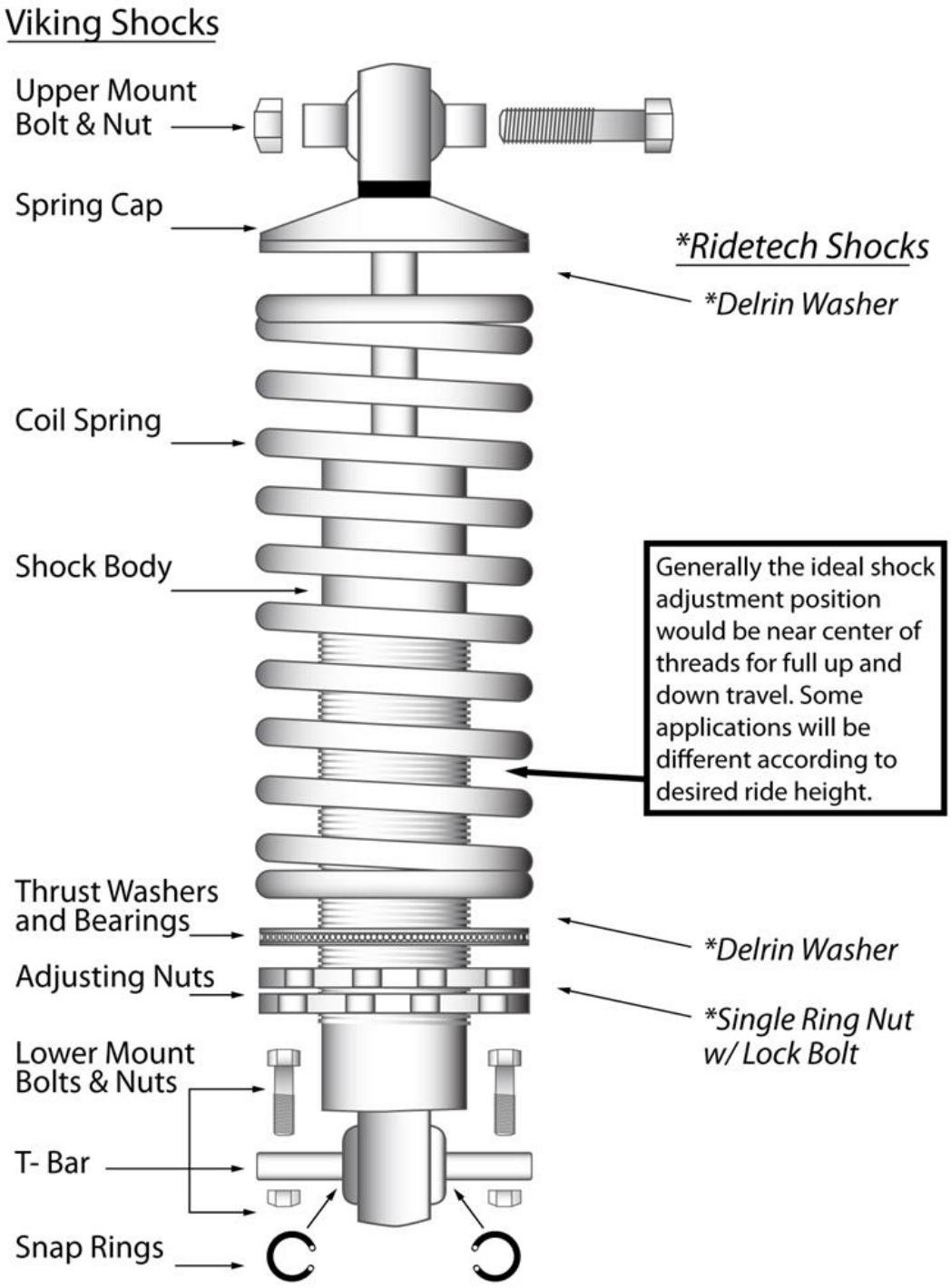
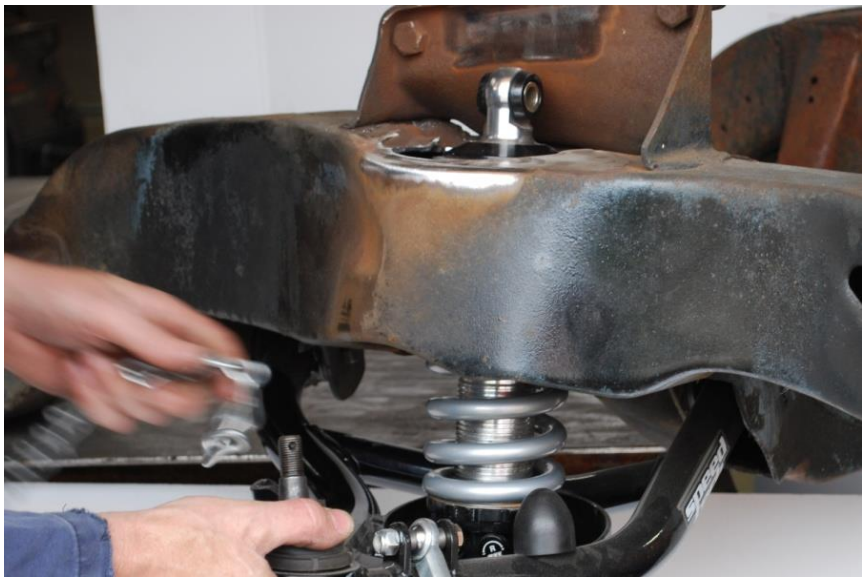
Assemble the coilover shocks as per the supplied instructions. Be sure to place the “T” bar in the lower mount and secure it with external snap rings. Make sure the snap rings are seated in the grooves correctly.



4.1 MOCK UP

Do not skip this step.



- Mock up the lower control arm and coilover shock assembly to make sure the upper Chicane mount is located in the correct location. This also ensures that all shock components clear the frame. To allow you to work with both hands and keep everything in place, support the lower control arm and shock assembly. We recommend a small piece of chain or nylon rope. Align them so that the lower control arm is level to the ground and set the shock approximately in the middle of its travel. This will be close to the finished ride height. You must be sure the shock is not mounted in a way that binds the bushings and/or bearings.
- Assemble the Chicane Bracket to the shock top eyelet. Align bracket into position so that the shock is centered in the hole and will travel without hitting the frame. Some slight trimming of the bracket, frame, or notch you previously made may be necessary. When you are sure everything is aligned properly, **TACK** weld the upper Chicane mount in this location.
- Remove the shock assembly and then remove the spring from the shock. Reinstall the shock into the lower control arm and the Chicane bracket to test again for any binding throughout the control arm's full range of motion.

4.2 WELDING

Now that you have double checked everything and there is no bind and no clearance issues, you can weld the Chicane upper bracket in place. Once all welding is completed you can paint and/or reassemble all suspension components.

5.0 ALIGNMENT

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Bring the car to a reputable alignment shop that is familiar with performance alignment settings and how they all correlate with each other, including but not limited to caster, camber gain, toe settings for specific types of driving/ racing, bump steer adjustment, etc.

When the alignment is finalized the alignment technician will then tighten the tie rod adjuster jam nuts.

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

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

Torque Specs

- **Lower control arm nuts 40 ft/lbs**
- **Upper control arm nuts 40 ft/lbs**
- **Upper shock mount 30 ft/lbs**
- **Lower T bar mounting nuts 30 ft/lbs.**

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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