

Instructional Guide

*Billet Aluminum Body Mounts
63-67 C2 Corvette*



Speedtech
PERFORMANCE

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

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Figure 1 C2 Corvette, features our ExtReme IRS Chassis, and Body Mount Kit

Congratulations on the purchase of your new Speedtech Performance Aluminum Body Mounts. 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 Aluminum Body Mounts can be done in a home garage with hand tools and basic 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 Aluminum Body Mounts. These instructions outline the Aluminum Body Mounts that will be installed with the Speedtech Performance ExtReme chassis only.

1.2 Tools

Installation of the Speedtech Performance Aluminum Body Mounts can be done on the floor with simple hand tools.

Additional things to have before you start:

- Wrench
- Jack Stands
- Anti-Seize
- Post Lift (If possible)
- Cut Off Wheel

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
	16	Upper Mounts	
	16	Lower Mounts	
	6	Hex Cap Screw	3/8 x 2 1/2 NC
	8	Hex Cap Screw	3/8 x 3 NC
	2	Hex Cap Screw	3/8 x 4 NC
	16	Washer – Flat	5/8
	28	Washer – Flat	3/8
	6	Washer – Lock	7/16
	10	Nylock Nut	3/8

Note: There may be some extra hardware that was packaged that is not accounted for in the check list. The hardware kits are made to fit multiple products and the excess is from that process.

3.0 GETTING STARTED / INSTALLATION

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3.1 LEVELING AND SUPPORT

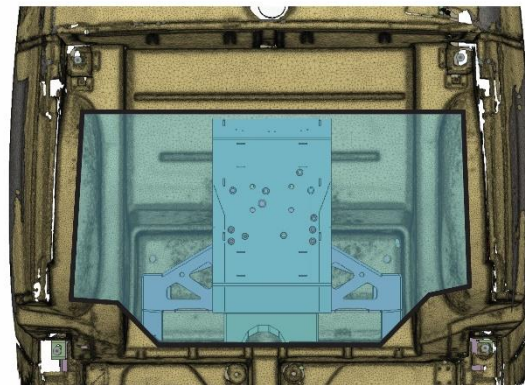
The vehicle should be on a level surface before you start. Leave the vehicle on the ground and remove all body mount bolts and lower bushing halves. Some bolts may be rusty, you may need to apply penetrating fluid to remove them.

3.2 BODY PREPERATION

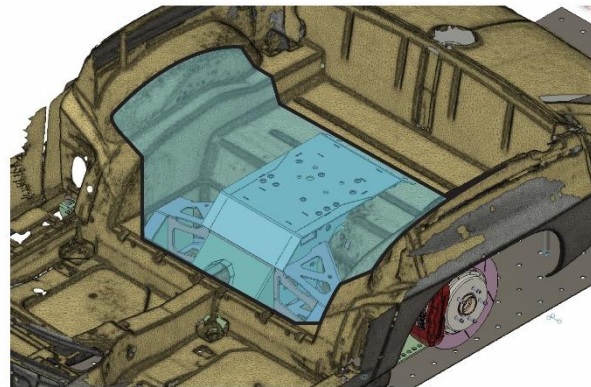
Before you install the body to the chassis, there will be fiberglass work to modify the rear-inner section of the body. See below where the cuts will be. Please note that you exact set up may be different depending how you choose to finish the inner wheels tubs.

We used the rear wheel-well kit from [Dynamic Corvettes](#)

NOTE: This is just a guide. You will have to do your own enclosure fabrication.



FRONT OF CAR



FRONT OF CAR

3.2 INSTALLATION

SEE THE DIAGRAM ON THE FOLLOWING PAGE.

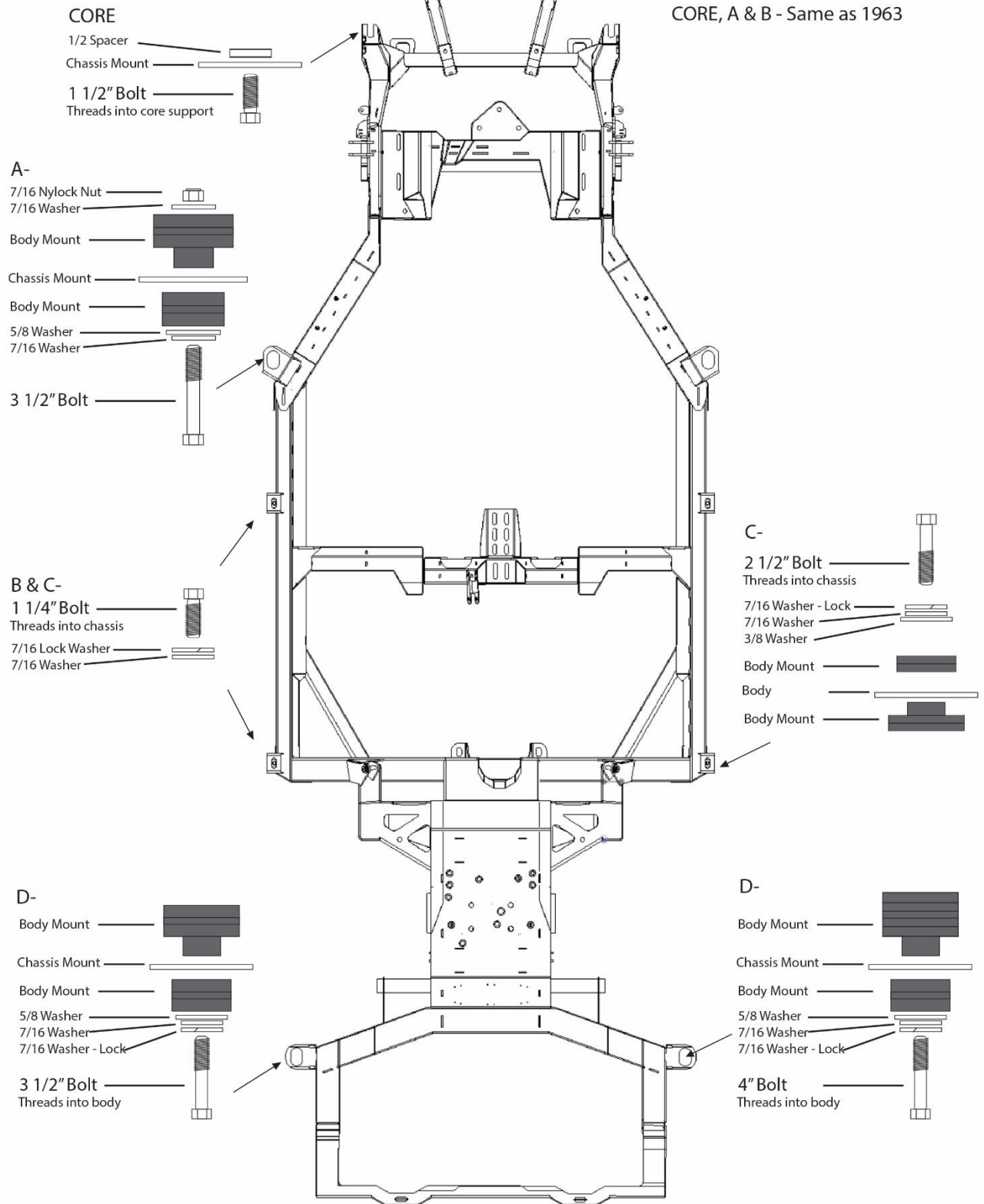
NOTE: Ensure the body is square on the chassis during the mounting process.

NOTE: You may need additional shims between upper mount and the body, due to years of use and variations on your individual vehicle.

1963 ONLY

1964+ Mounts C & D

CORE, A & B - Same as 1963



4.0 FINISHING

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4.1 TORQUE

As rubber mounts tend to compress and distort over time and all floor pans are slightly different, ensure that the hood and fenders line up properly with the body, and that all bushings fully contact the floor before torquing. Use additional shims (not included) to adjust as necessary. Cross measure the frame to ensure it is straight and square to the body. When the frame is squared in, **torque all bolts to 90 ft lbs.**

NOTE: Recheck torque after approximately 100 miles of driving.

4.1 FIBERGLASS

The way you finish your wheel tubs and rear tray will be up to your design. This is an example of an enclosure on a Traditional IRS on a convertible.

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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