

# Instructional Guide

68-70 B-Body Mopar Down Tube Kit



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

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

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

4160 S. RIVER RD, ST. GEORGE, UT 84790



*Figure 1 1968 Charger, with Speedtech Performance ExtReme Front Sub Frame*

Congratulations on the purchase of your new Speedtech Performance Down Bars and Inner Fenders. Installation in most cases can be installed without removing any major components. To provide the best possible product performance and fit you will want to custom fit the part. If you do not have welding skills and/or access to a welder, make arrangements ahead of time to have them available during installation.

Read and understand all instructions thoroughly before you begin. For the most part, assembly and set up of your new component can be done in a home garage with hand tools and basic equipment. As your final step, review each assembly step again to be sure all fasteners are correctly secured and torqued to specification.

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 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. These instructions are a guide that will outline fitting and installing the Speedtech Performance Down Bars and Inner Fenders.

### 1.2 Tools

Installation of the Speedtech Performance Mopar E-Body Down Tubes and Inner Fenders can be done on the floor with simple hand tools and no special tools are required.

Additional things to have before you start:

- Loctite Red
- Grinder/Cutter
- Welder

## 2.0 CHECK IN PARTS AND HARDWARE

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### 2.2 Check in Tables

#### Speedtech Performance Down Bar Kit

X	#	Description	Size
	1	Left Down Bar	
	1	Right Down Bar	
	1	Left Firewall Bracket	
	1	Right Firewall Bracket	
	1	Left Tube Bracket	
	1	Right Tube Bracket	

#### Hardware

	4	Socket Head Stainless Bolts	7/16" X 1"
	4	Nylock	7/16"
	12	Button Head Screws Stainless Steel	3/8" x 1"
	6	Nylock Stainless Steel	3/8"
	12	Flat Washer Stainless Steel	3/8"
	12	Flat Washer SAE	3/8"
	2	Billet Downtube Ends	

**Inner Fenders**

	1	Left Front Fender Piece
	1	Right Front Fender Piece
	1	Left Wheel Well
	1	Right Wheel Well
	1	Left Shock Tower Plate
	1	Right Shock Tower Plate

**3.0 GETTING STARTED**

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**3.1 PREPARE**

**IMPORTANT!** Before you begin be sure the sub frame is in its final position with all the weight on the car prior to fitting the down tubes. This includes final body panel fitment. To ensure a custom fit to your application, mock up all parts before welding. Some trimming may be required.

**3.2 CUT INNER FENDER**

**Note:** To allow the extra-large tires on the subframe, extra clearance is needed on the inside tubs. Although not required to use the Speedtech performance kit, it is required that the inside fender to be removed and the structure is replaced to maintain body rigidity and wheel clearance.

- Install the subframe into the car. **WARNING!** Locate the subframe to the desired front wheel location. Tighten all bolts.
- The subframe will support under the core support to prevent it from sagging.
- Mark the first cut line on the inner fender well.
  - On the shelf below the fender mount, where the serial plate is mounted, on the crease where the fender folds down into the engine bay, mark about 1/4in below that crease from the core support back to where the crease corners.
  - From there, mark down the fender behind the double seal with the shock mount. All the way to the bottom edge.
  - Refer to the diagram below.
- Drill out spot welds on the core support
  - Drill to separate the inner fender from the lower frame rail and up along the core support to the marked crease.
- Cut out the inner fender.
  - Follow the marked line and remove the inner fender from the core support back around the shock mount.





### 3.3 INNER FENDER MOCK-UP

Mock up new inner adjustments to the tub location:

- Center the cutout for the shock tabs,
- Even out the gap on the lower edge with the installed subframe.
- Drill and screw/cleco the front panel into the drilled-out core support flange and lower frame rail. Laying the top along the cut line and down and back on the stock fender well.
  - Screw/cleco the premade holes connecting the front panel to the tub. Laying the top along the cutline. Overlapping about 1/4in.
  - Attached the cover plate to the tub to test tub fitment.
- Trim and fit rear of the well to the old fender.
  - Mark and trim the old fender, leaving enough material to work and overlap the new fender panels. About 1/2in.
  - Metal work the old fender, flare up the edge to be in full contact with the new panel.
  - Drill spot weld holes in the old fender for attachment.
- Weld the new fender into place
  - Seem weld all joint areas and open corners.
  - Spot weld the new hole in the rear of the fender, and the drilled-out spot weld holes in the core support.



### 3.4 CUT HOLE FOR TUBE

- Using a scrap piece of tubing, mock it up to the lower mount ([see 4.1](#)) to get the approximate hole location.
- Using the template on the back of these instructions, center the hole over the marked line and draw your cutout hole.
  - The template top and bottom lines will line up, but the back crease line is just a reference to get it in the general area.
  - The exact location of the hole varies from car to car, so take extra care to properly mark the center, even drilling a center hole from the underside, to locate the template.
- Cut out the marked hole.

## • 4.0 FITTING THE DOWN BARS

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### 4.1 INSTALL LOWER MOUNT

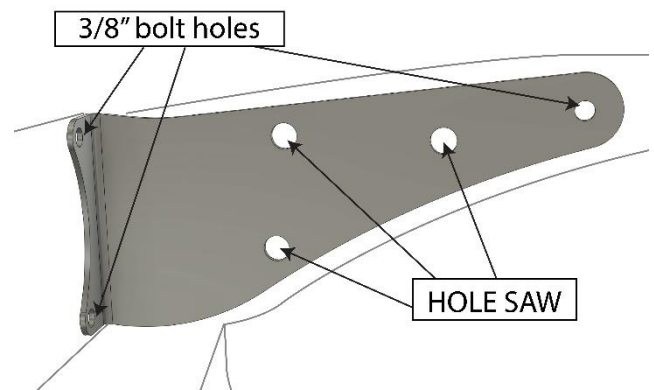
Start by bolting the lower mount to the subframe boss in front of the shock using the supplied 7/16 x 1 socket head cap screws.



### 4.2 FIT FIREWALL BRACKETS

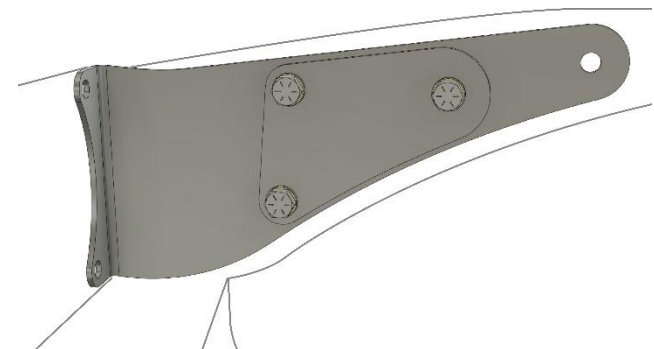
Hold the firewall bracket plate to the firewall.

- Mark and drill holes for the 3/8" bolts.
- Mark and use a hole saw to fit the plate flush on the firewall.



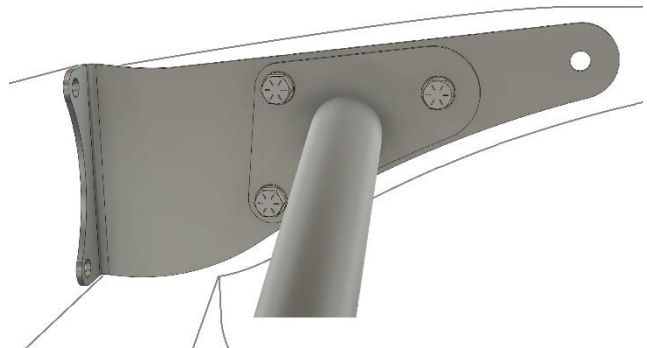
### 4.3 DOWNTUBE UPPER BRACKET

- Attach the firewall bracket using 3/8" bolts/washers and nylock nuts. You can access the inner hole through the dash access panel.
- Attach the Downtube Upper Bracket to the Firewall Bracket using 3/8" bolts.



### 4.4 DOWNTUBE FITMENT

With the lower mount and upper bracket bolted in place trim the down tube so that it fits snug between the upper and lower brackets. Tack weld the bar to the mounts.



## 4.5 WELD, FINISH AND INSTALL

Remove the assembly and weld all the way around the joint at each end and let cool. Prep and coat with your choice of paint, powder coat or other appropriate material then reinstall the Speedtech Performance down bars into vehicle.

## 5.0 CONGRATULATIONS

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Congratulations on completing your project, we know you will get many years of enjoyment from your Speedtech Performance products. 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.



