

Instructional Guide

Inner Wheel Wells – 67-69 F-Body



Speedtech
PERFORMANCE

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

435.628.4300 SPEEDTECHPERFORMANCE.COM    

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

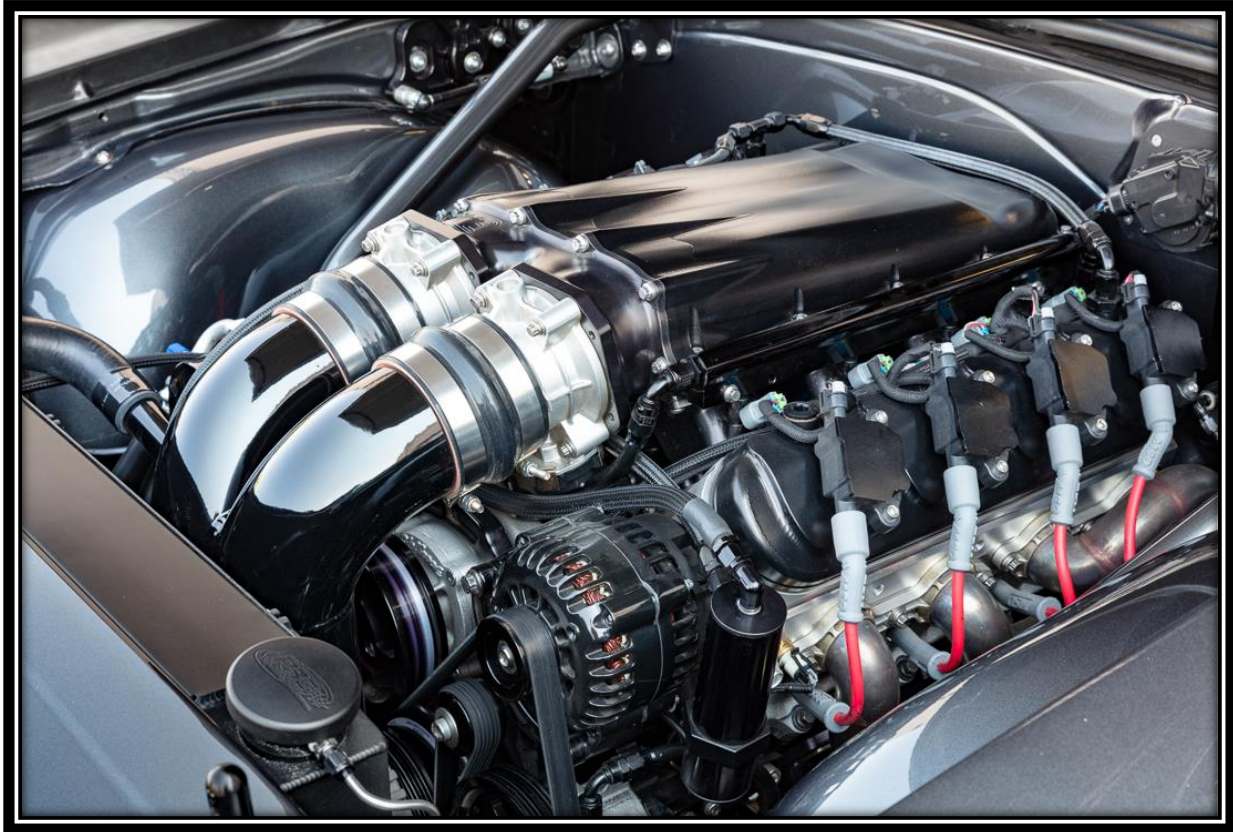


Figure 1 1969 Hex Camaro, features our Inner Wheel Wells

Congratulations on the purchase of your new Speedtech Performance Inner Wheel Wells. Installing this system will require the removal of your old suspension from the car. 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 suspension 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 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.

1.2 Overview

These instructions outline the Inner Wheel Wells installation. These Inner Wheel Wells have been designed to fit with our ExtReme front subframe for the First-Generation GM F-Body.

NOTE! This kit does NOT come with a bolt/hardware kit.

1.3 Tools

Installation of the Speedtech Performance Inner Wheel Wells can be done on the floor with simple hand tools and no special tools are required.

Additional things to have before you start:

- Drill
- Socket Set

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

Upper Control Arms

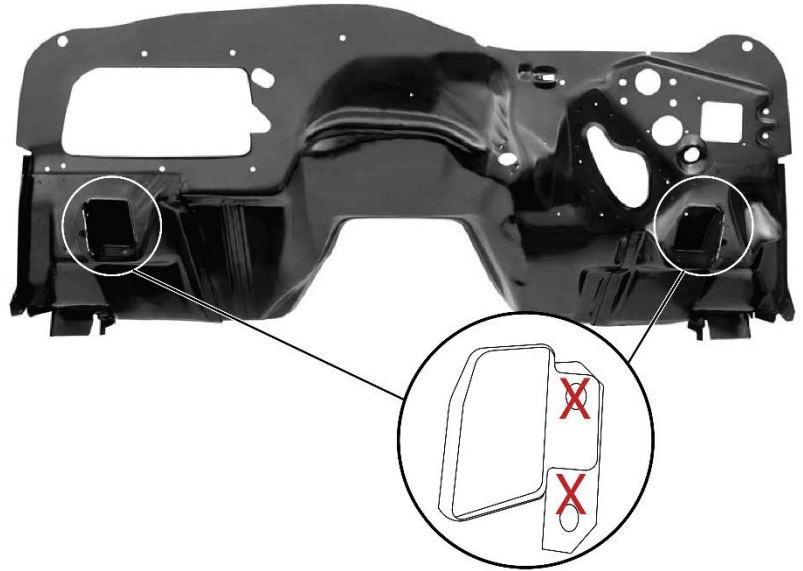
X	#	Description	Size
	1	Drivers Side Wheel Well	
	1	Passenger Side Wheel Well	

3.0 Getting Started

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3.1 Firewall Modification

The factory Inner Wheel Wells have a mounting bracket that mounts to the firewall. You will not be using this, so it will need to be removed for clearance.



3.2 Fitment

It is best practice to fit these in the car after your front ExtReme subframe has been installed, with suspension and wheels/tires in place. This will ensure you have proper fitment both front to back as well as around the upper suspension.

3.3 Outer Fender Modification

You will need to flatten the flange on the factory outer fender to better fit the contour of the new Inner Wheel Wells. We have run into cases that the flange around the rear hole on the outer fender has to be cut and sectioned. You will be using the front hole and the rear two holes. It is best practice to roll the outer fender lip around the inner fender.

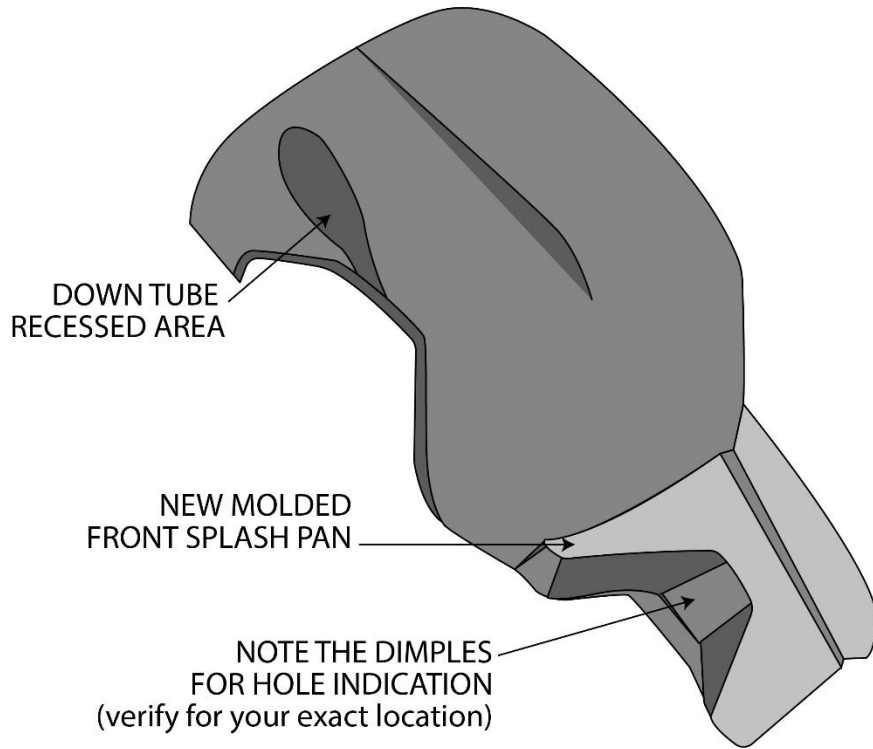
3.4 Clutch Master Fitment

If you have a manual transmission car, you will have to cut an access hole on the rear of the driver side Inner Wheel Well. You will need to check proper location of the whole to be cut, dependent on your exact application. An accessible cover can be fabricated out of aluminum or fiberglass.

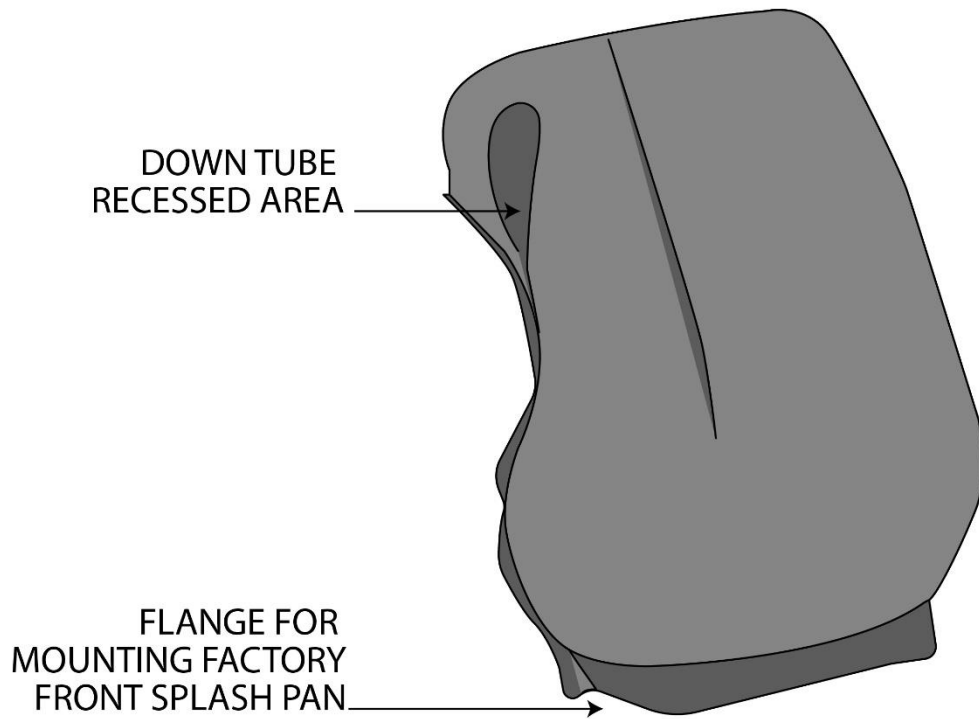
3.5 Brake Booster

When we designed these Inner Wheel Wells, they were engineered to fit on a manual brake set up. If you are running a boosted brake system you will need to modify the fender to properly fit your exact application.

1967-1968



1969



4.0 INSTALLTION

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4.1 Mock Up – 1969 ONLY

You will need to drill out the spot-welds on the front Splash Pan and attach it to the flange of the Inner Wheel Wells. This can be bonded on through means such as fiberglass, panel bond, bolted or whatever system you are most comfortable with. This piece will need to be trimmed to fit.

4.2 Mock Up

After you have ensured your ExtReme font subframe and suspension is in its final location and the front fenders/clip is in place; mock up the Inner Wheel Wells. Once they are in place, mark the locations to drill the holes for the bolts.

5.0 FINISH

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5.1 Finish

Once you have the Inner Wheel Wells in place you will want to finish these to your own liking and style.

Pro Tip: We coat the underside of the Inner Wheel Wells with a bedliner/insulation material.

7.0 Congratulations

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

Speedtech Performance, LLC
4160 S. River Rd.
St George UT, 84770

(435) 628-4300