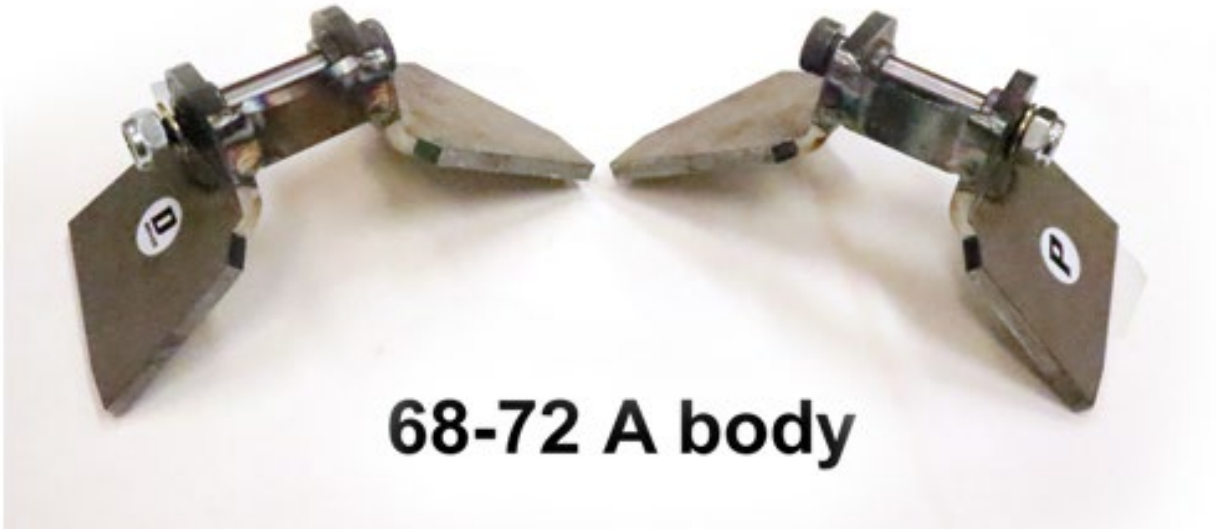
Instructional Guide

Chicane Coilover Bracket
64-72 A-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 1970 Chevelle, features our Chicane Conversion Brackets – Alan Miller

Congratulations on the purchase of your new Speedtech Performance Chicane Coilover Brackets. Installing this system will require removing your old suspension from the car. Use only approved and appropriately rated jacks 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, the assembly and setup of your new suspension can be done in a home garage with hand tools and basic welding 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 wish you all the best with 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.

NOTE! Some Items pictured may look different from the parts you have in the kit you received. For example, in this guide, we have only used pictures of the Chicane Coilover Brackets for the early Camaro. 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 Chicane Coilover Brackets. The system has been designed to work with a factory subframe or chassis. Some photos in the install process may vary slightly from your exact application.

WARNING! Once assembled, you will need a professional wheel alignment performed. Driving a vehicle without proper alignment can be dangerous; towing is recommended to transport the car before the alignment is performed.

While Speedtech's Chicane Coilover Brackets work great as an upgrade for your factory suspension, they are also designed to meet the needs of those intending to participate in off-highway road racing and autocross competition. To achieve maximum benefit from our system, you should anticipate adjusting and tuning the suspension to optimize performance for the vehicle, driver, and type of racing. Some of this, such as tuning sway bars and shock settings, can be done trackside by making adjustments and seeing/feeling how the car reacts to these changes. We recommend that a tire probe pyrometer and a good-quality air pressure gauge be in your track-side tuning kit.

1.3 Tools

Installation of the Speedtech Performance Chicane Coilover Brackets can be done on the floor with a simple hand tool, a cut-off wheel, and a basic welder.

Additional things to have before you start:

- Silicon-Based Grease
- Anti-Seize
- Wrench Set
- Torque Wrench
- Floor Stands
- Floor Jack
- Plasma Cutter (if possible)

2.0 CHECK IN PARTS AND HARDWARE

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2.1 Checking in the Order

Best practice is to check your order as soon as possible after receiving it. To check the order, we have provided tables, which can be used as checklists 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	Driver's Side Chicane Coilover Bracket	Depends on Vehicle
	1	Passenger Side Chicane Coilover Bracket	Depends on Vehicle
	2	Upper Shock Mount Shoulder Bolt	½" x 1 ¾"
	2	Nylock Nuts	3/8" NC

3.0 Getting Started

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3.1 DISCONNECT BATTERY

Because you will be cutting and welding, disconnect the battery before any removal begins.

3.2 Leveling and Support

The vehicle should be on a level surface before you start. Jack up and properly support the vehicle's frame. Remove the front wheels. For cars with drop-off style rotors, reinstall one lug nut if needed to prevent the rotor from falling off.

4.0 FACTORY DISASSEMBLY

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4.1 SUSPENSION REMOVAL

Remove upper control arms, coil springs, and shocks. Spindle removal is optional as well.

5.0 CUTTING

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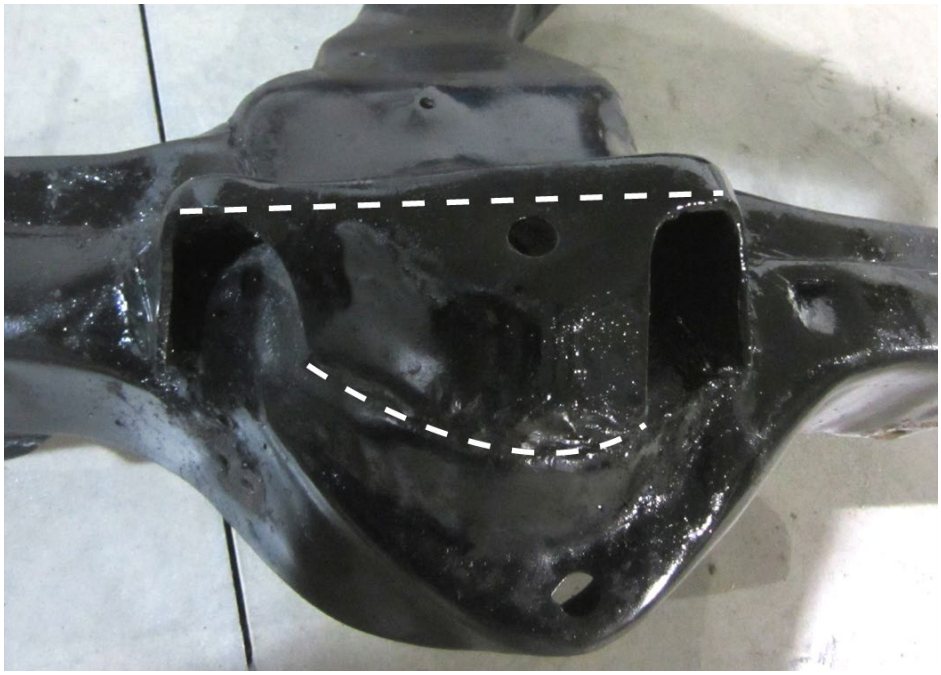
5.1 UPPER SHOCK MOUNT

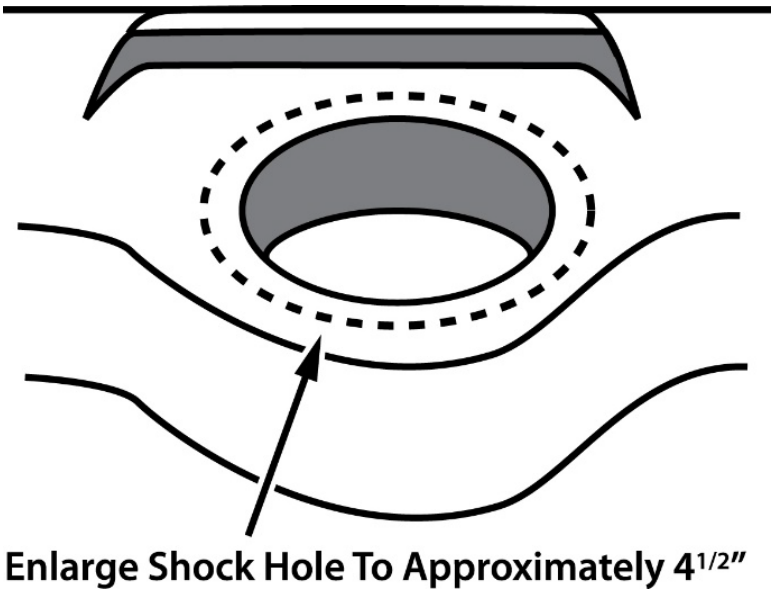
Remove the existing Upper Shock mount by cutting along the factory weld (as shown by the arrows).

DO NOT CUT OFF THE UPPER CONTROL ARM MOUNT!



5.2 INNER SPRING CUP

After the shock mount is removed, 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. Clean up the rough edges as needed.



6.0 COILOVER ASSEMBLY

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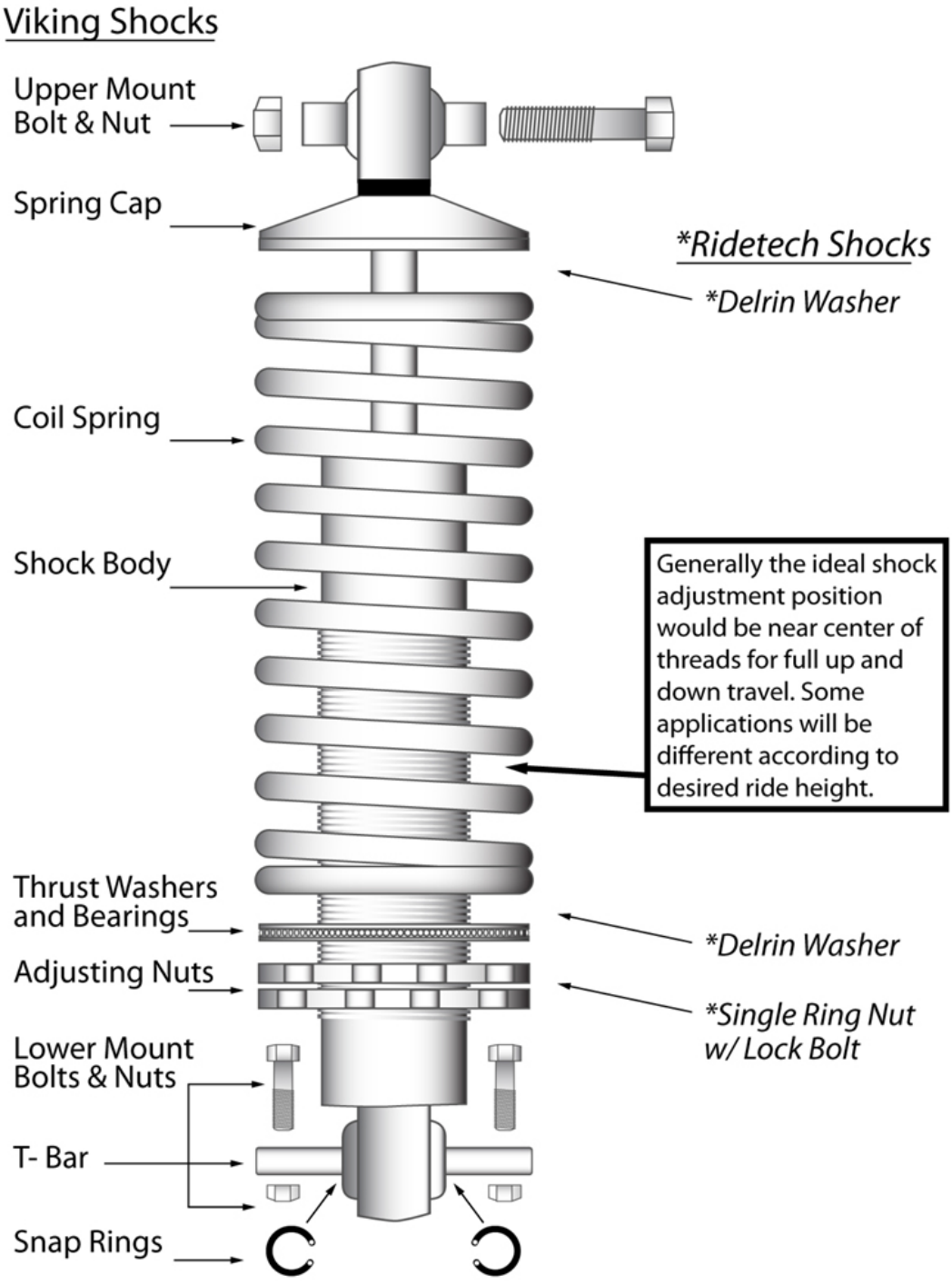
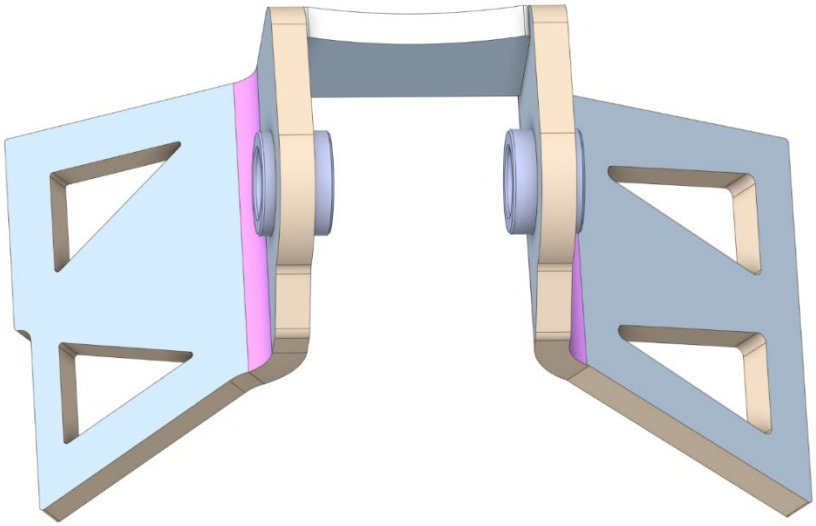
Assemble the coilover shocks as per the supplied instructions. Be sure to place the “T” bar in the lower mount and secure it with external snap rings. Make sure the snap rings are seated in the grooves correctly.



← Front Of Vehicle

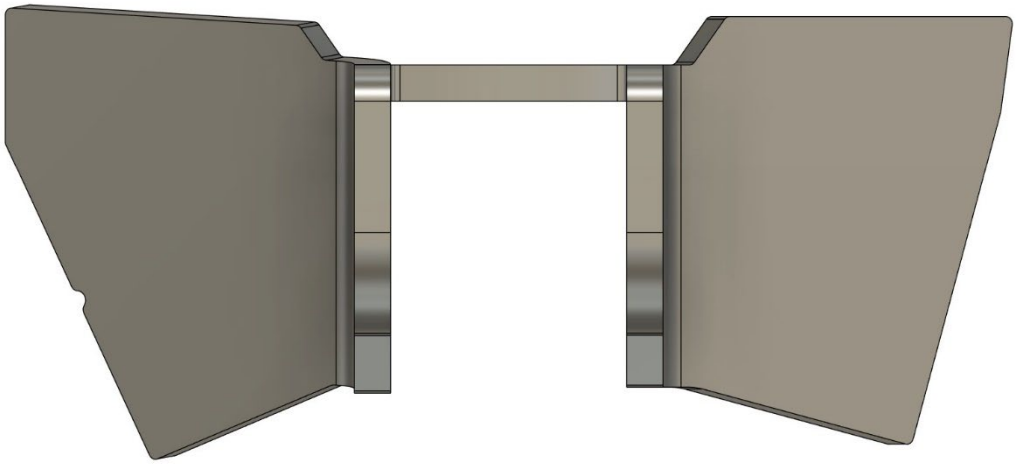
64-67 A-Body

Note: The notch on one side indicates the front.



68-72 A-Body

Note: The notch on one side indicates the front.



7.0 MOCK UP

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7.1 NOTCH

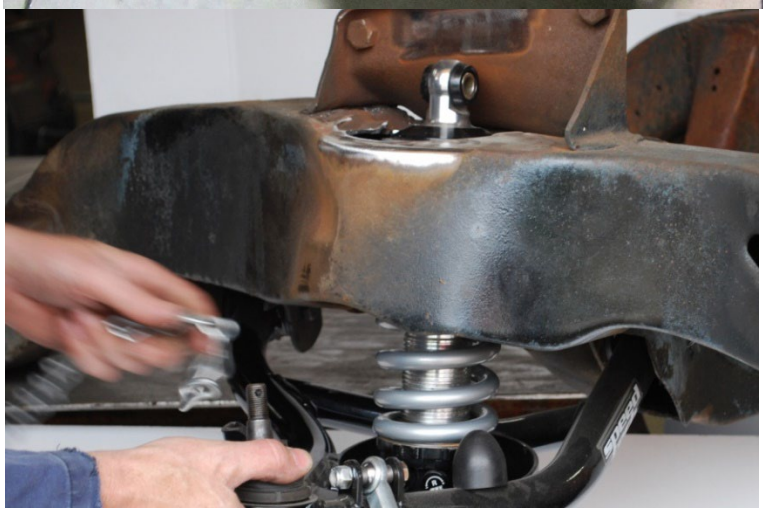
Mark the width of the shock bolt area of the bracket on the upper control arm mount. Using these marks as a guide, cut out a notch so that the shock bracket butts up flush against the side of the control arm mount. Below is what you should end up with.

7.2 FITTING

The result for all years should have the bracket sitting flush against the upper control arm mount. **Note:** Due to differences in year and factory tolerances, some slight trimming of the bracket may be required to custom-fit it to your specific frame. **Do not** proceed with welding at this time.

7.3 LOWER

Do not skip this step. Mock up the lower control arm and coilover shock assembly to confirm the upper Chicane mount is 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.



7.4 UPPER

Assemble the Chicane Bracket to the shock top eyelet. Visually center the shock and measure. The clearance from the outside of the spring to the frame. Optimal clearance is 3/8” to 1/2”. If needed, remove the shock/spring assembly and trim the hole. Align the bracket into position so that the shock is centered in the hole and will travel without hitting the frame. When you are sure Everything is aligned properly. **TACK** weld the upper Chicane mount in this location.

8.0 WELDING / INSTALLATION

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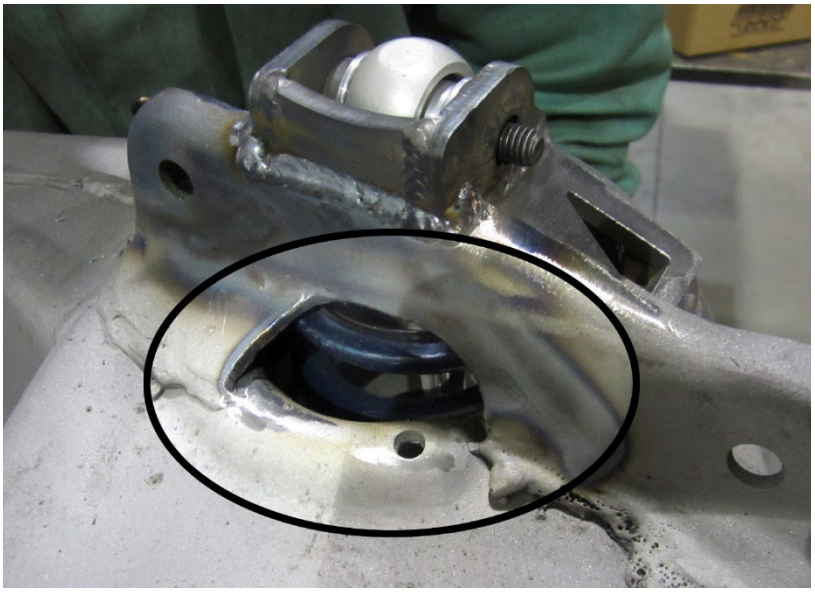

8.1 FINAL WELDING

Now that you have double-checked everything and there are no bind or clearance issues, you can perform the final weld on the Chicane upper bracket.

8.2 COATING

Once all welding is complete, you can paint or powder-coat your subframe/chassis.

8.3 SUSPENSION

Reassemble and install all suspension components.

9.0 ALIGNMENT / TORQUING

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9.1 TORQUE

- Lower control arm nuts 40 ft/lbs
- Upper control arm nuts 50 ft/lbs
- Upper shock mount 30 ft/lbs
- Lower T bar mounting nuts 40 ft/lbs

9.2 ALIGNMENT

Be sure to double-check all the fasteners! Set the car to the approximate ride height by adjusting the shock lower spring nuts. This should be done before aligning the car. When finished, take the vehicle to a competent professional alignment shop for an alignment.

Note: Use alignment specifications below, not the alignment shop's 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

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

10.0 Congratulations

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Congratulations on completing your project. We know you will get many years of enjoyment from it. 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 as your projects progress, 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 your custom muscle cars.

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

(435) 628-4300