July 27 2020

94-96 Impala SS/ B-Body Rear Coilover Conversion Kit

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. All products must be installed by qualified professionals only.

Thank you for purchasing your new Speedtech B Body coilover conversion kit. Installing this product will require the unbolting and removal of some of your rear suspension. 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.

B Body Rear Coilover Conversion Hardware Kit Checklist

- ☐ Installation Instructions (1)
- ☐ Black Aluminum Shock Adapters (2)
- ☐ Shock Mount Conversion Brackets (2)

Bolts

- ☐ Upper Shock Mount (4)

  3/8 x 1 1/4 NC

- ☐ Upper Bracket Mount (4)

  7/16 x 1 1/4 NF

- ☐ Lower Bracket Mount (2)

  1/2 x 1 1/4 NF

- ☐ Shock Adapter Mount

  5/8 x 4 ½ NF (2)

  5/8 x 1 NF (2)

Nylock Nuts

- ☐ 3/8 (4)
- ☐ 7/16 (4)
- ☐ 5/8 (2)

Washers

- ☐ 3/8 (8)
- ☐ 7/16 (8)
- ☐ 5/8 (6)

***Additionally, you will need a drill with a 3/8” and a 7/16” bit to properly mount this bracket and shocks.**

The vehicle should be on a level surface before you start.

1. In a couple short hours you can update your Impala SS or B Body Caprice with your new Speedtech Performance coilover brackets and shocks. We recommend you inspect all of your car's suspension prior to installation of our parts, such as bushings and trailing arms which may be worn and could cause adverse effects. Replace parts as necessary. Now is also a great time to upgrade to our Articulink rear trailing arms and adjustable rear sway bar.

2. Jack up and properly support the vehicle's frame on sturdy jack stands. Remove the rear wheels if needed for extra room to work. With the rear axle supported remove the shocks. Carefully lower the rear axle to the point that you can remove the coil springs.

3. The Speedtech coilover bracket is designed to slip over and bolt on to the existing shock bracket. Note that for determining left and right sides, the shock mount tabs are located inward.

4. Attach the new conversion bracket to the factory shock mount bracket. First bolt the 1/2 x 1 ¼” bolt, (2) 1/2” washers, and 1/2” Nylock nut through the original hole where the factory shock bolt used to be. Be sure Speedtech bracket fits snug up against the factory shock bracket before tightening.

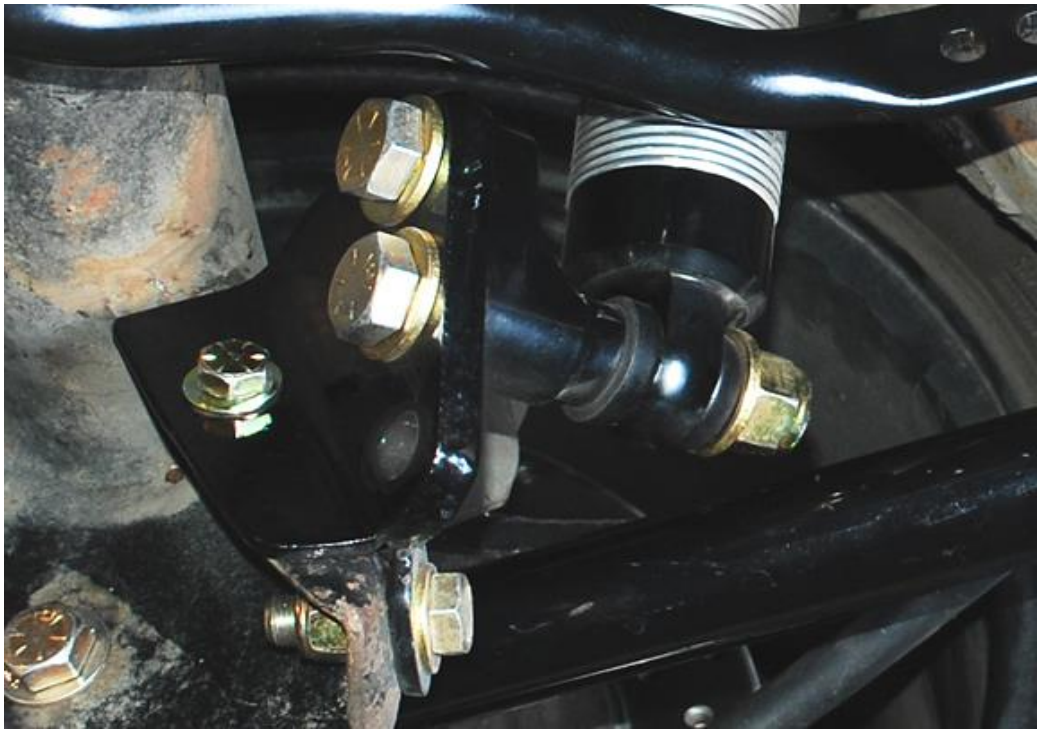
Next, clamp the bracket to the factory mount. This will keep it stable while you drill the two required holes.

Measure and mark the rear side of the factory bracket 3” above the 1/2” bolt. Using your mark, drill a 7/16” hole through both the factory and Speedtech bracket. Install one 7/16 x 1 1/4”, (2) 7/16” washers, and one 7/16” Nylock nut through the hole and tighten.

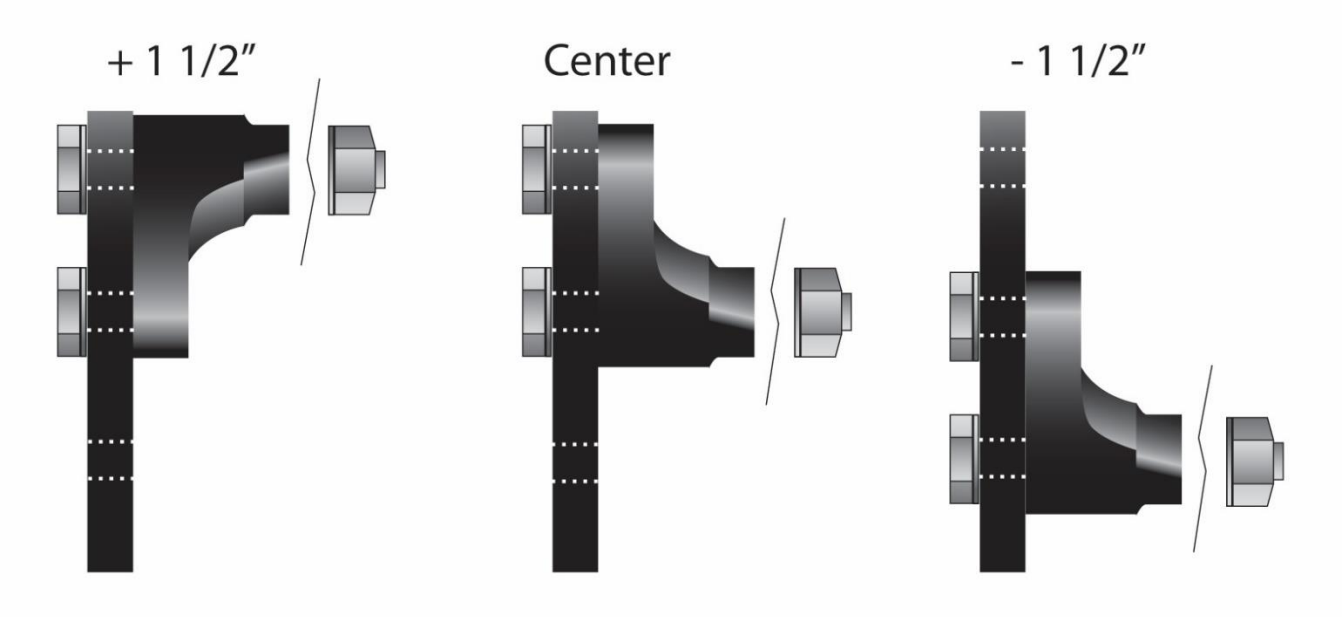
Using the pre-drilled hole in the Speedtech bracket as a guide, drill a 7/16” hole in the side of the factory bracket. Use one 7/16 x 1 1/4” bolt, (2) 7/16” washers, and one 7/16” Nylock Nut and tighten down.

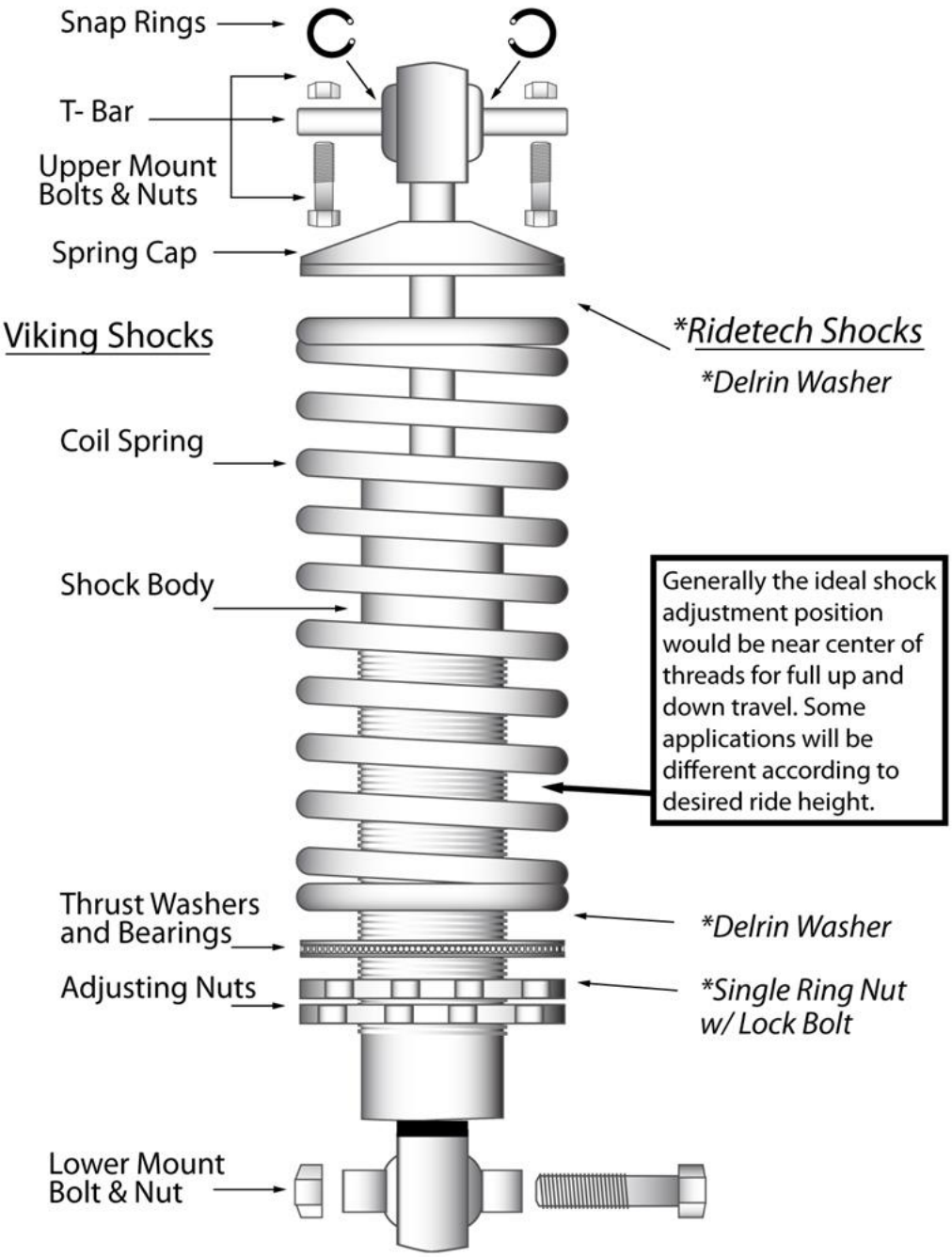
DO NOT skip these steps. Both of the 7/16” bolts must be installed to properly secure the coilover conversion bracket.

5. Install the shock mount adapter to the bracket using the 5/8 x 1” bolt. There are 3 possible positions to mount this adapter, each affecting ride height up or down. We recommend bolting the longer 5/8 x 4 1/2” bolt through the center hole as a starting point.



If you want additional ride height drop or lift, simply rotate the adapter accordingly to move that longer bolt to one of the other holes.





6. If a shock is completely assembled it may be difficult to install the upper mount bolts. We recommend the following steps to ease installation. First install the spring lower adjusting nuts on the shock body at the lowest setting. Slip the thrust washers and spring onto the shock body. Without the top spring cap in place, install the shock into the lower adapter mount with the 5/8 x 4 1/2” and into the upper mount with the 3/8” bolts, washers, and nuts. Moving the spring side to side should yield you enough room to tighten the two upper bolts. When the shock is bolted tight, install the upper spring cap and then tighten the spring adjusting nuts so that the spring is up against the top cap.

7. Be sure all bolts are tight.

8. Repeat this process for the other side.

9. With the weight off the rear suspension, support the rear axle and set the initial ride height according to manufacturer recommendations. Replace wheels and tires and carefully lower the vehicle back onto the ground. Now fine tune your ride height adjustments.

Because you have used factory mounting points as a base for this kit a wheel alignment may not be necessary. If you have installed adjustable trailing arms and/or changed front suspension components at the same time we do recommend having an alignment performed by a reputable source familiar with performance based alignments on older vehicles.

Speedtech Performance
4160 S. River Road
St. George, UT 84790
435-628-4300
www.speedtechperformance.com