



# *Speedtech*

PERFORMANCE

PRO TOURING - RESTOMOD - PERFORMANCE - CHASSIS - SUSPENSION

435.628.4300 SPEEDTECHPERFORMANCE.COM



# ***Speedtech*** **PERFORMANCE**

Vintage American muscle cars and trucks were built with timeless body lines, big horse power and top speeds. But, let's face it; when it came to steering and braking, there was a lot to be desired.

With a blank sheet of paper, the in-house engineering team at Speedtech Performance went to work. For nearly 20 years, Speedtech Performance has been able to offer you the best performance upgrades from simple bolt-on options to full chassis systems. With over 20 different vehicle applications, and growing, we offer options for your GM, Mopar and Ford projects.

In January 2024, Speedtech Performance became a QA1 company, a leading manufacturer of coilover shocks and bolt-on suspension components. The combination of QA1 and Speedtech Performance will provide unmatched performance potential.

## #PERFORMANCEDRIVEN

4160 S. River Road, St. George, Utah 84790

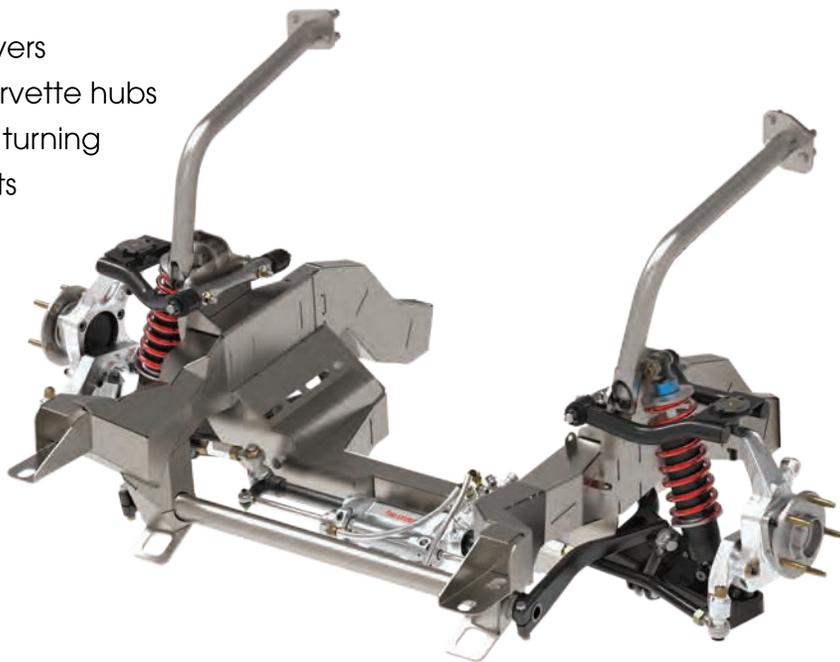
# TEAM *Speedtech*

Speedtech Performance has dealers and builders located around the globe. Additionally, we have a team of 30+ sponsored drivers competing in world class events pushing these vintage cars and trucks harder and faster than ever before.





- Proprietary geometry design giving you the best set up for exceptional street performance and ride quality, autocross and road racing
- Comes standard with QA1 adjustable coilovers
- Speedtech forged 7075 spindle with C7 Corvette hubs
- Fits up to 315\* front tire with 30+ degrees of turning
- \*Designed to use factory body mount points
- 3 piece sway bar for great tuning ability
- Fully adjustable toe, caster and camber
- Laser cut, CNC bent and jig welded
- Internal gusseting for added rigidity
- Dual power rack and pinion
- Designed for Small Block, Big Block and modern engine options such as LS, LT, 3RD Gen HEMI and Coyote
- Aggressive ride height
- Multiple brake options



\*Most applications

# SPINDLE

- Adjustable bump steer kit for multiple applications
- Billet steering arms that increase Ackermann and give more aggressive turn-in



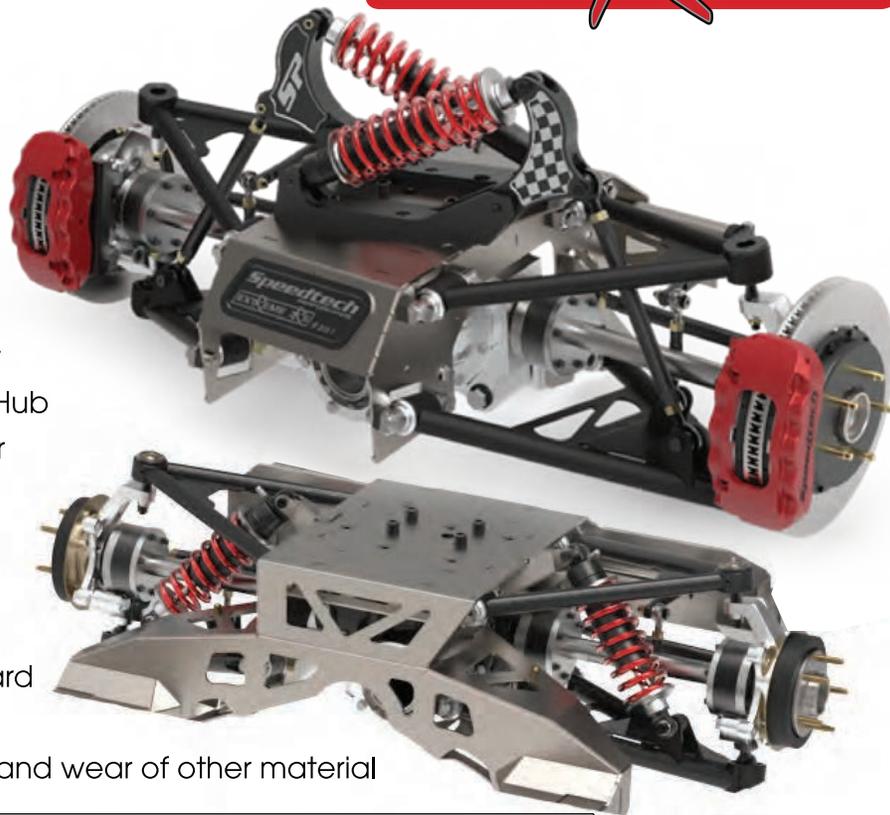
- Proprietary ball joint locations yielding improved suspension geometry
- Forged and heat treated 7075 T73 aircraft aluminum
- Multiple steering arm options for reduced and adjustable bump steer
- C7 Corvette sealed hub, adds strength
- Wide variety of brake options





## NATIONALLY AWARD WINNING

- Proprietary geometry
- 35 Spline axles standard
- Parking brake standard
- QA1 adjustable shocks standard
- Adjustable ride height
- 3 piece sway bar for great tuning ability
- 7075 Forged aluminum spindle with C7 Hub
- Fully adjustable toe, caster and camber
- 345mm tires on a mini-tubbed application
- Multiple shock mount options (Cantilever or Traditional stock mount)
- Built to handle 1,200 horsepower standard with additional upgrade options
- Delrin bushings eliminate the flex, noise and wear of other material



# TORQUE ARM



- Provides better load transfer under braking
- Panhard bar system for roll center adjust-ability
- Coilover shocks allow adjustable ride height
- Optional complete rear axle with brackets installed
  - 345mm\* tires in mini-tubbed applications
- Kits available for 9" Ford, 12 and 10 Bolt GM differentials
- Delrin bushings eliminate the flex and wear of other material

\*Most applications

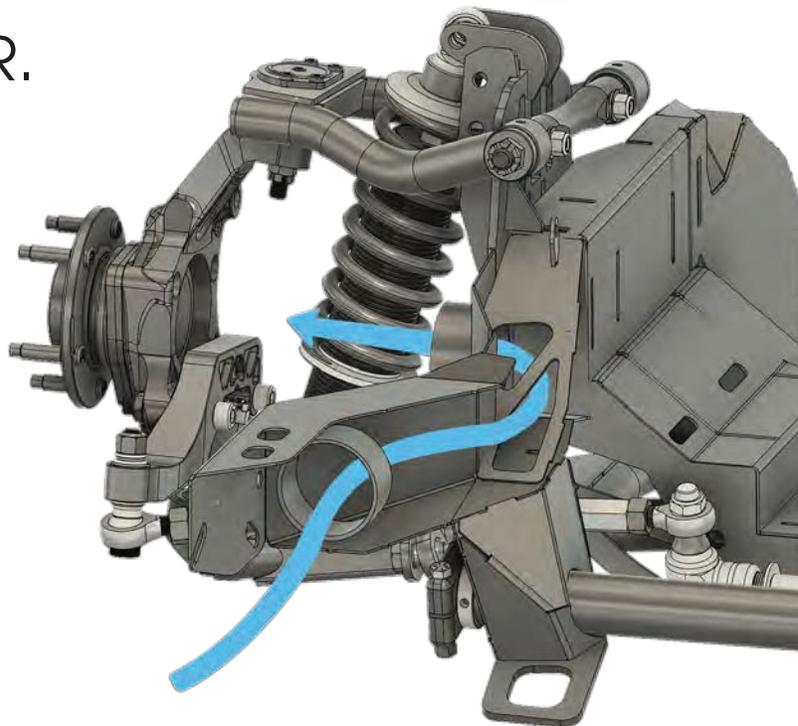
F-BODY 67-81 X-BODY 68-74 C2 CORVETTE 63-67



## LIGHTER. STRONGER. FASTER.

IF YOU WANT TO BE THE BEST, YOU NEED THE BEST!

- Constructed of Strenx® performance steel
- 20% lighter weight
- Integrated brake cooling ducts
- Chromoly constructed control arms
- Podium proven ExtReme front geometry
- ExtReme quality components
- Adjustable coilover suspension
- 3 piece tunable swaybar
- Award winning IRS in C2 application

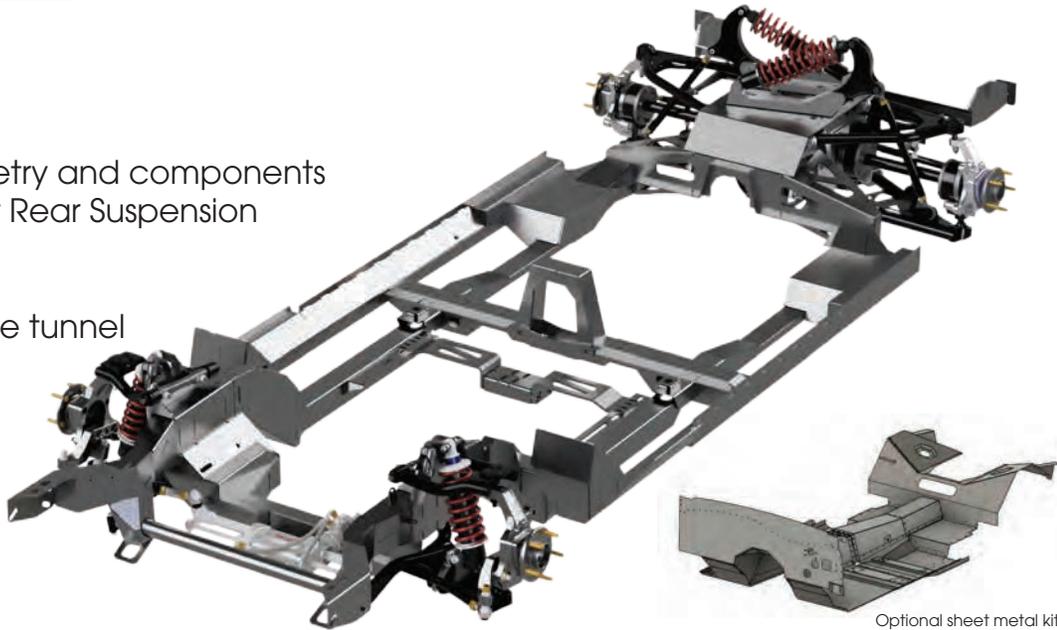
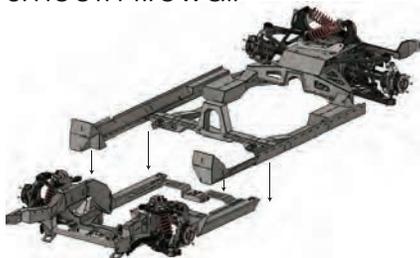




# F-BODY 1967-1969



- Proven front ExtReme geometry and components
- Award winning Independent Rear Suspension
- Fully weld-in frame rails
- Removable subframe
- Pre-fabricated floor with large tunnel
- Smooth firewall



Optional sheet metal kit



- All in one Subframe and Rear Suspension Package
- Includes all suspension components
- Available in both ExtReme and Pro Touring chassis for F-Body cars



ExtReme subframe

Pro Touring subframe

Available with Torque  
Arm or IRS rear ends  
\*See details on page 5 and 6

\*Track Time packages are custom tailored for each vehicle. Please call to speak to a sales rep for help personalizing your package, and learn more about available upgrades.

F-BODY  
1967-1969



- Exceptional street performance and ride quality
- The best package for autocross and road racing
- Proprietary geometry design
- Complete bolt-in package
- Fast and easy install
- Fit up to 315 front tire with 30 degrees of turning
- Speedtech Performance forged 7075 spindle
- C7 Corvette hubs
- Multiple brake options



- Entire new level of performance over stock
- Stronger and lighter than stock
- Fit up to 275 front tire
- Complete bolt-in package
- Upgraded geometry
- Power rack and pinion steering
- Double adjustable coil over shocks
- High clearance components
- Uses stock or Speedtech spindle



## GRAND TOURING

SUSPENSION SYSTEM

- Complete bolt-in front suspension for improved handling
- Improved geometry in front tubular control arms
- Torque Arm rear suspension with optional larger sway bar
- Chicane coilover conversion brackets with QA1 adjustable shocks in the front and rear
- Excellent upgrade on your GM leaf spring car
- Improve the ride quality, tunability and handling



## ROAD ASSAULT

SUSPENSION SYSTEM

- Tubular upper and lower control arms
- QA1 bolt-in adjustable coilover shocks
- Billet tie rod sleeves
- Lightweight tubular sway bar



## PRO TOURING

SUSPENSION SYSTEM

- Better handling right out of the box at an affordable price
- Tubular upper and lower control arms
- QA1 bolt-in adjustable coilover shocks
- Billet tie rod sleeves





# F-BODY 67-69

# X-BODY 68-74

## DRAG RACE SPINDLE

Improved geometry

Forged 7075 heat treated

Fits Mark Williams hub and brake

Lighter weight (10.9 lbs)



## DRAG RACE SUBFRAME

### FEATURE

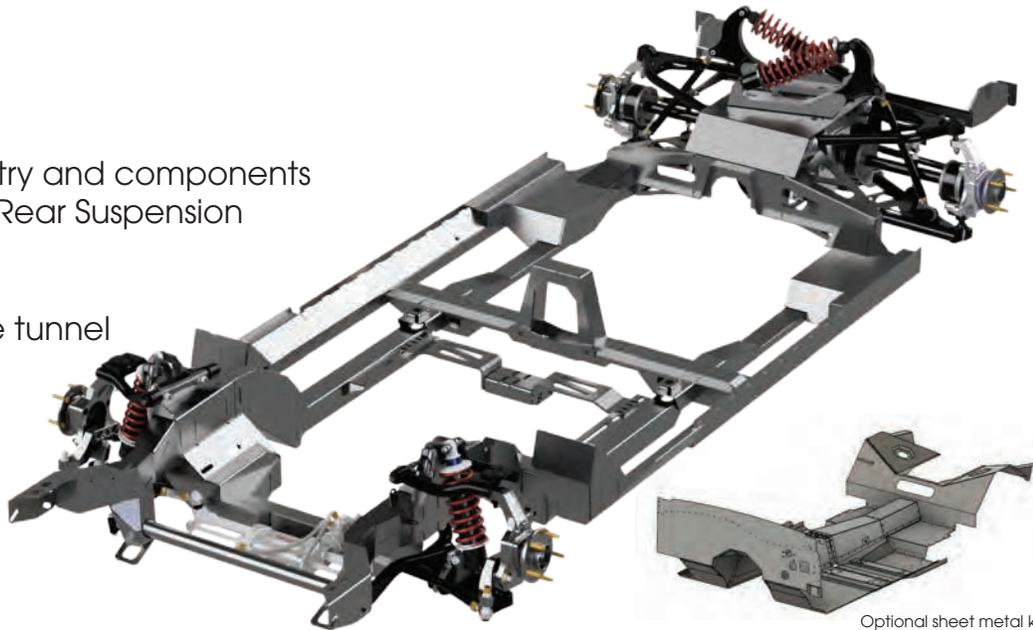
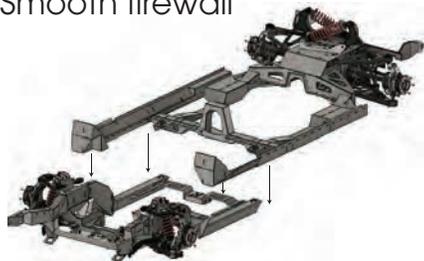
### BENEFIT

Double adjustable drag race valved shocks	Control launch and suspension travel in both compression and rebound
Multiple valving options available	Customizable depending on horsepower level
High shock motion ratio	Allows the shock to better control the suspension and makes shock valving more precise and reactive
Rack and pinion steering	Lighter weight and more precise input
Mid plates included	Engine angles and placement is already figured out
Most headers that fit stock subframe will fit	Save cost by not having to buy new headers
Add caster and stagger with lower control arm position	Better staging and high speed stability
Bolt-on fire wall bars	Easy subframe removal, adds stiffness and ties into body
Large diameter 1.5" .083 chromoly lower control arms	Slightly heavier but MUCH stronger and safer when coming down from a wheel stand
Billet steering arms with bump steer adjustability included	Bump steer is adjustable based on ride height
Uses factory spindle or Speedtech Aluminium spindle	No need to change existing brakes or wheels with stock spindle. Aluminum spindle improves geometry and with the Mark Williams hub, rolling resistance is reduced

# F-BODY 1970-1981



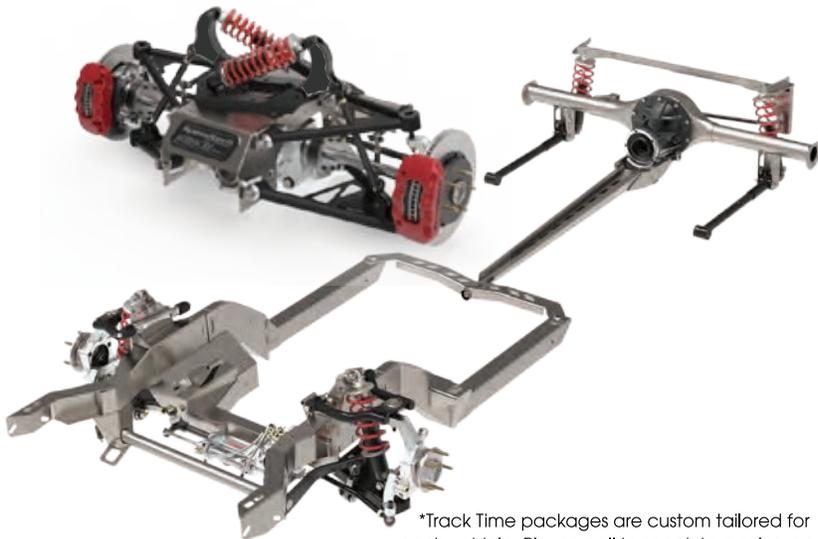
- Proven front ExtReme geometry and components
- Award winning Independent Rear Suspension
- Fully weld-in frame rails
- Removable subframe
- Pre-fabricated floor with large tunnel
- Smooth firewall



Optional sheet metal kit



- All in one Subframe and Rear Suspension package
- Available with Torque Arm or IRS rear ends
- Includes all suspension components



\*Track Time packages are custom tailored for each vehicle. Please call to speak to a sales rep for help personalizing your package, and learn more about available upgrades.



- The best package for autocross and road racing
- Exceptional street performance and ride quality
- Proprietary geometry design
- Complete bolt-in package
- Fast and easy install
- Fit up to 315 front tire with 30 degrees of turning
- Speedtech Performance forged 7075 spindle
- C7 Corvette hubs
- Multiple brake options



## GRAND TOURING

SUSPENSION SYSTEM

- Improved geometry in front tubular control arms
- Torque Arm rear suspension with optional larger sway bar
- Chicane coilover conversion brackets with QA1 adjustable shocks in the front and rear
- Improve the ride quality, tunability and handling



## STREET FIGHTER

SUSPENSION SYSTEM

- Special designed upper control arms
- Forged 7075 aluminum spindles
- C7 Corvette hubs
- QA1 adjustable coilover shocks
- High clearance sway bar



## ROAD ASSAULT

SUSPENSION SYSTEM

- Tubular upper and lower control arms
- QA1 bolt-in adjustable coilover shocks
- Billet tie rod sleeves
- Lightweight tubular sway bar



## PRO TOURING

SUSPENSION SYSTEM

- Better handling right out of the box at an affordable price
- Tubular upper and lower control arms
- QA1 bolt-in adjustable coilover shocks
- Billet tie rod sleeves





# F-BODY 1982-1992



- A new take on the 3rd-Gen, helping your ride handle better than ever
- Engineered for high horsepower, top performance and modern comfort
- Comes with adjustable coilovers
- 315 front tires with 30 degrees of turning
- Available with multiple rear end options

## TORQUE ARM

- Provides better load transfer under braking
- Panhard bar system for roll center tuning
- Coilover conversion with ride height adjustments



\*Welding Required  
Full K-Member replacement

# A-BODY 1964-1972



- Proprietary geometry to give you the best ride quality and unmatched driving performance on the street or on the track
- Comes standard with adjustable coilovers
- Speedtech forged 7075 spindle with C7 Corvette hubs
- Designed to use factory body mount points
- Aggressive ride height
- Multiple brake options
- Available with multiple rear end options



Available with Torque Arm or IRS rear ends

A-BODY  
1964-1972

\*Ask about  
'73-77 options

## TRACK TIME

SUSPENSION SYSTEM

- Complete bolt-in front suspension for improved handling
- Improved geometry in front tubular control arms
- 4-Link rear suspension with optional larger sway bar
- Chicane coilover conversion brackets with QA1 adjustable shocks in the front and rear
- Excellent upgrade on your GM A-Body car
- Improve the ride quality, tunability and handling



## ROAD ASSAULT

SUSPENSION SYSTEM

- Tubular upper and lower control arms
- QA1 bolt-in adjustable coilover shocks
- Billet tie rod sleeves
- Lightweight tubular sway bar



## PRO TOURING

SUSPENSION SYSTEM

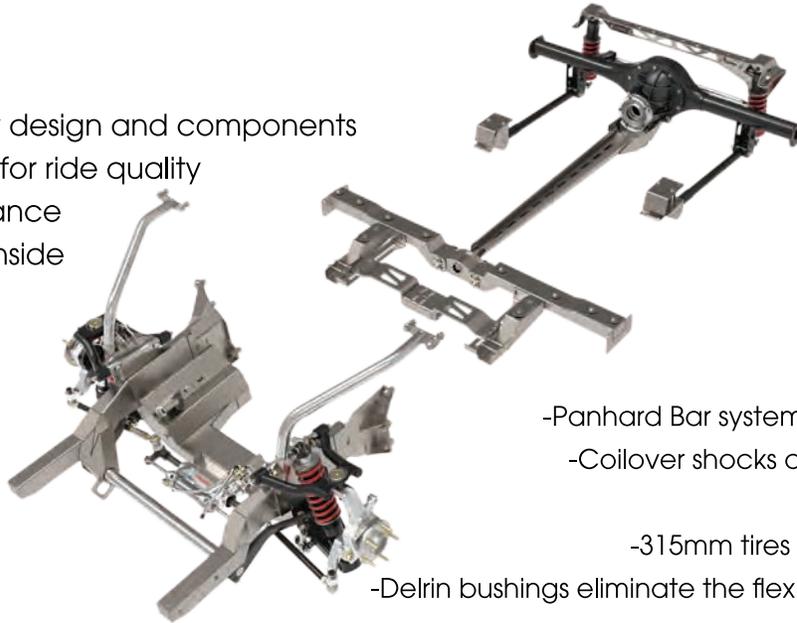
- Better handling right out of the box at an affordable price
- Tubular upper and lower control arms
- QA1 bolt-in adjustable coilover shocks
- Billet tie rod sleeves



# CHEVY II 1966-1967



- Industry leading geometry design and components giving you the best set up for ride quality and unbeatable performance
- 295mm front tires tucked inside outer fenders
- Adjustable coilovers
- Aggressive ride height
- Speedtech forged 7075 spindle with C7 Corvette hubs
- Multiple brake options



- Panhard Bar system for roll center adjust-ability
- Coilover shocks allow ride height adjustment
- Adjustable trailing arms
- 315mm tires in mini-tubbed applications
- Delrin bushings eliminate the flex and wear of other material



# X-BODY 1968-1974



- All in one Subframe and Rear Suspension Package
- Includes all suspension components
- Available in both ExtReme and Pro Touring chassis



ExtReme subframe



Pro Touring subframe

Available with Torque Arm or IRS rear ends

\*Track Time packages are custom tailored for each vehicle. Please call to speak to a sales rep for help personalizing your package, and learn more about available upgrades.



- The best package for autocross and road racing
- Exceptional street performance and ride quality
- Proprietary geometry design
- Complete bolt-in package
- Fast and easy install
- Fit up to 315 front tire with 30 degrees of turning
- Speedtech Performance forged 7075 spindle
- C7 Corvette hubs
- Multiple brake options



X-BODY  
1968-1974



- Entire new level of performance over stock
- Stronger and lighter than stock
- Fit up to 275 front tire
- Complete bolt-in package
- Upgraded adjustable geometry
- Power rack and pinion steering
- Double adjustable coil over shocks
- High clearance components



## GRAND TOURING SUSPENSION SYSTEM

- Complete bolt-in front suspension for improved handling
- Improved geometry in front tubular control arms
- Torque Arm rear suspension with optional larger sway bar
- Chicane coilover conversion brackets with QA1 adjustable shocks in the front and rear
- Excellent upgrade on your GM leaf spring car
- Improve the ride quality, tunability and handling



## ROAD ASSAULT SUSPENSION SYSTEM

- Tubular upper and lower control arms
- QA1 bolt-in adjustable coilover shocks
- Billet tie rod sleeves
- Lightweight tubular sway bar



## PRO TOURING SUSPENSION SYSTEM

- Better handling right out of the box at an affordable price
- Tubular upper and lower control arms
- QA1 bolt-in adjustable coilover shocks
- Billet tie rod sleeves



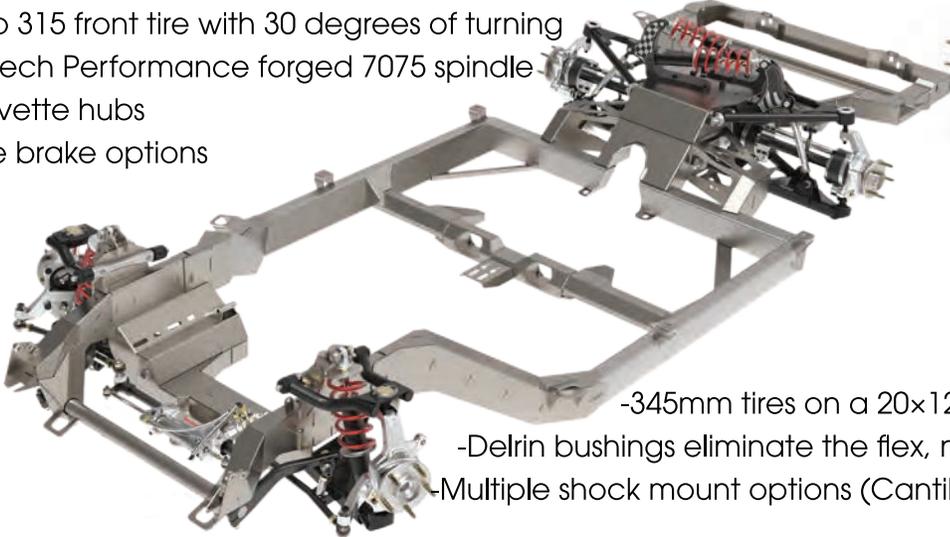
# CORVETTE

## 1963-1982

C2 & C3



- Proprietary geometry design offering the best package for autocross, road racing, exceptional street performance and ride quality
- Fit up to 315 front tire with 30 degrees of turning
- Speedtech Performance forged 7075 spindle
- C7 Corvette hubs
- Multiple brake options



Traditional Mount Option



- 345mm tires on a 20x12 rim in mini-tubbed applications
- Delrin bushings eliminate the flex, noise and wear of other material
- Multiple shock mount options (Cantilever, or Traditional stock mount)

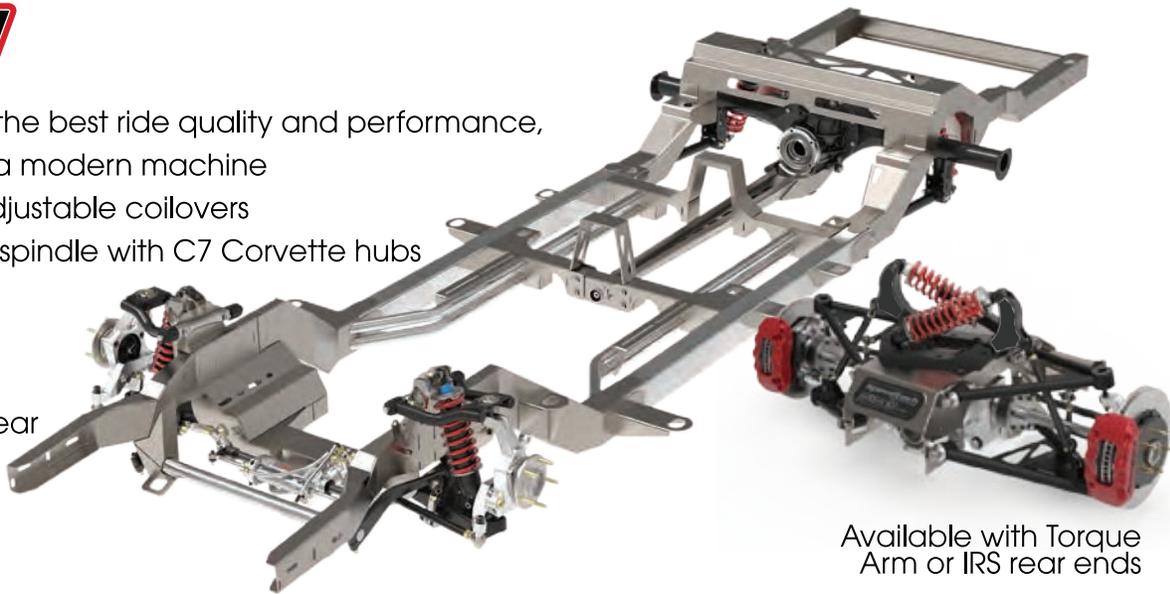
- Parking brake standard
- 35 Spline axles standard
- Adjustable shocks standard



# TRI 5 CHEVY 1955-1957



- Engineered to give you the best ride quality and performance, turning your classic into a modern machine
- Comes standard with adjustable coilovers
- Speedtech forged 7075 spindle with C7 Corvette hubs
- 315mm front tire
- Aggressive ride height
- Multiple brake options
- Available with multiple rear end options



Available with Torque Arm or IRS rear ends

# IMPALA 1971-1976



- A whole new attack on the DONK market, your B-Body will handle better than ever
- Designed to fit 26" wheels
- Engineered for high horsepower, top performance and modern comfort
- Proven ExtReme geometry
- Comes with adjustable coilovers
- Multiple brake options

HYDRAULIC HYBRID OPTIONS AVAILABLE

\*Bolt-on suspension options also for 94-96



Frame Brace  
Kit and Bolt-On  
options for stock chassis



# G-BODY 1978-1988

## TRACK TIME SUSPENSION SYSTEM

- Complete bolt-in front suspension for improved handling
- Improved geometry in front tubular control arms
- 4-link suspension with optional larger sway bar
- Chicane coilover conversion brackets with QA1 adjustable shocks in the front and rear
- Excellent upgrade on your G-Body car
- Improve the ride quality, tunability and handling



## ROAD ASSAULT SUSPENSION SYSTEM

- Tubular upper and lower control arms
- QA1 bolt-in adjustable coilover shocks
- Billet tie rod sleeves
- Lightweight tubular sway bar



## PRO TOURING SUSPENSION SYSTEM

- Better handling right out of the box at an affordable price
- Tubular upper and lower control arms
- QA1 bolt-in adjustable coilover shocks
- Billet tie rod sleeves



# GM OBS TRUCK 1988-1998



- Bringing your OBS truck into the modern high performance world
- Engineered for high horsepower, top performance and modern comfort
- Proven ExtReme front geometry
- Award winning IRS with multiple mounting options
- Comes with adjustable coilovers
- Speedtech forged 7075 aluminum spindles on all four corners
- C7 Corvette hubs
- Parking brake comes standard
- Aggressive ride height
- Built for 1,200 horsepower, upgraded axles available
- Multiple brake options





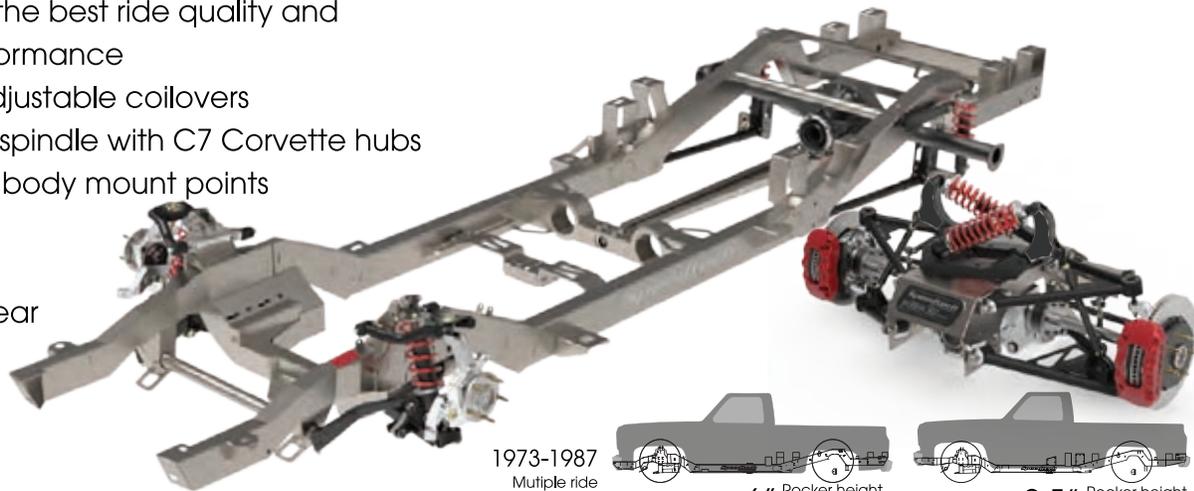
# GM TRUCK 1955-1987

Also available for  
69-72 Blazer/Jimmy

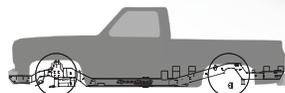


- Engineered to give you the best ride quality and unmatched driving performance
- Comes standard with adjustable coilovers
- Speedtech forged 7075 spindle with C7 Corvette hubs
- Designed to use factory body mount points
- Aggressive ride height
- Multiple brake options
- Available with multiple rear end options

HYDRAULIC HYBRID OPTIONS AVAILABLE



1973-1987  
Multiple ride  
height options



6" Rocker height  
from the ground



9.5" Rocker height  
from the ground

# F-100 1953-1956



- Proprietary geometry design giving you the best set up for street performance and ride quality.
- Comes with adjustable coilovers standard
- Speedtech forged 7075 spindle with C7 Corvette hubs
- Designed to use factory body mount points
- Aggressive ride height
- Multiple brake options
- Available with multiple rear end options



Available with Torque Arm or IRS rear ends



# MUSTANG 1965-1970

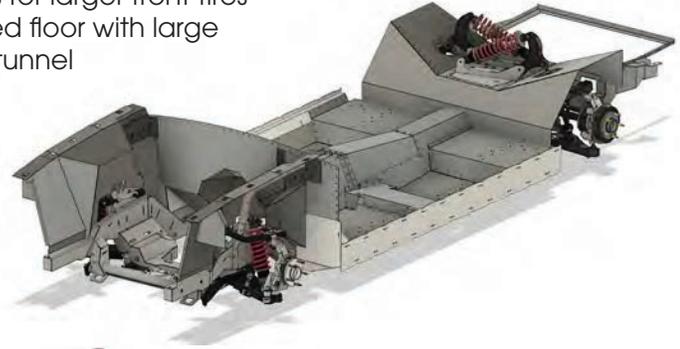
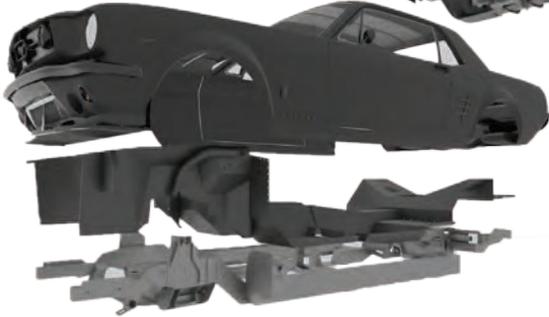


- Bringing your Mustang the newest and BEST high performance chassis
- Engineered for high horsepower, top performance and modern comfort
- Proven ExtREME front geometry
- Award winning IRS with multiple mounting options
- Comes with adjustable coilovers
- Speedtech forged 7075 aluminum spindles on all four corners
- C7 Corvette hubs
- Parking brake comes standard
- Aggressive ride height, with multiple options
- Built for 1,200 horsepower, upgraded axles available
- Multiple brake options



## Details/Options

- Early models - 275 front tires with no outside fender modifications
- Later models - 315 front tires with no outside fender modifications
- 335 rear tires with no outside fender modifications
- Fully weld-in frame rails
- Removable subframe
- Smooth firewall
- Inner fenders for larger front tires
- Pre-fabricated floor with large transmission tunnel



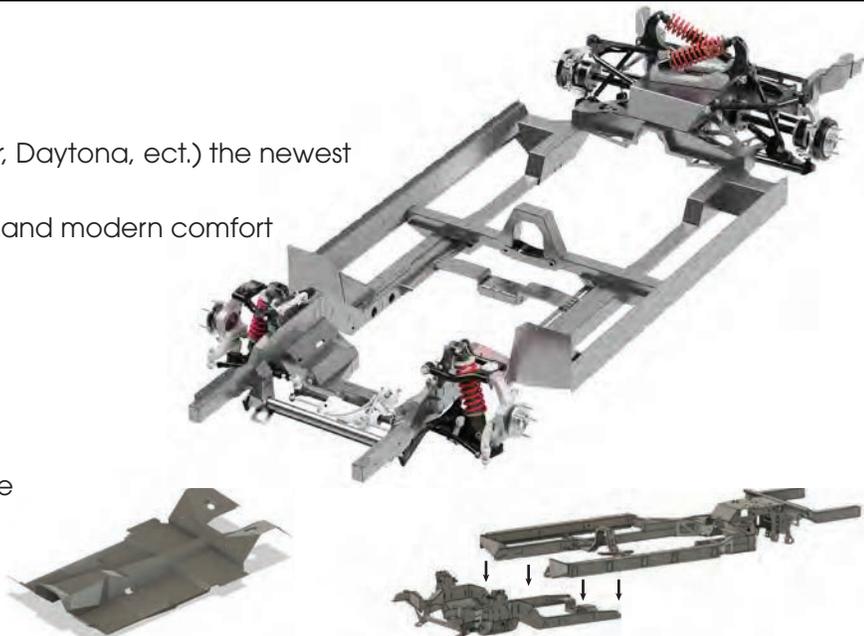


# B-BODY 1968-1970

MOPAR



- Bringing your Mopar B-Body (Charger, Road Runner, Daytona, ect.) the newest and BEST high performance chassis
- Engineered for high horsepower, top performance and modern comfort
- Proven ExtREme front geometry
- Award winning IRS with multiple mounting options
- Comes with adjustable coilovers
- Speedtech forged 7075 aluminum spindles
- Parking brake comes standard
- Built for 1,200 horsepower, upgraded axles available
- Removable front subframe
- Optional floor sheet metal kit





- Industry leading geometry and components
- Fits up to 325 tire in front with full steering
  - Fits a 345 in the rear
- Dual power rack and pinion
- Forged 7075 Aluminum spindle
  - Adjustable cross member
  - Adjustable coilover shocks allow ride height adjustment
- Provides better load transfer under braking



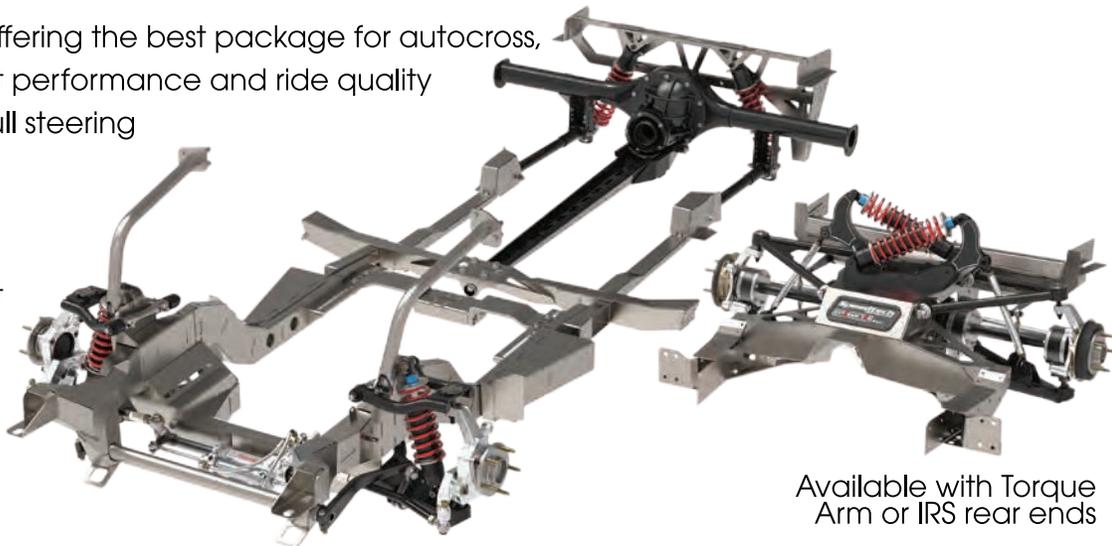


# E-BODY 1970-1974

MOPAR



- Proprietary geometry design offering the best package for autocross, road racing, exceptional street performance and ride quality
- Fits up to 325 tire in front with full steering
- Fits a 345 in the rear
- Dual power rack and pinion
- Forged 7075 Aluminum spindle
- Aggressive lowered ride height
- Adjustable shocks
- Adjustable cross member
- Adjustable trailing arms
- Multiple ride height options



Available with Torque Arm or IRS rear ends

# REAR END OPTIONS

Ford 9" axle options including Full Floater 9"



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## Speedtech 9" Housing

Upper bushings and brackets pre-welded and installed  
Coilover and Trailing Arm brackets pre-welded  
Sway bar brackets pre-welded



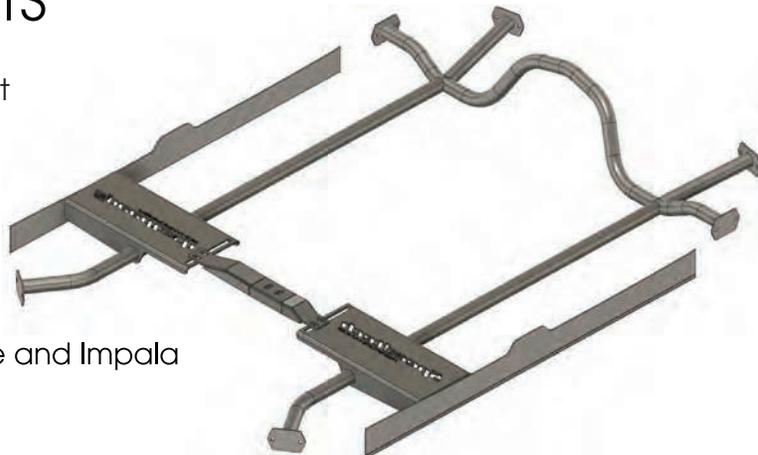
# BRACING AND CONNECTOR KITS

-Frame Brace Kit reduces unwanted chassis flex and twist giving a more predictable driving experience

-Sub frame connector kits for uni-body cars like Camaro along with front down tube chassis braces

-Solid body mount kits available

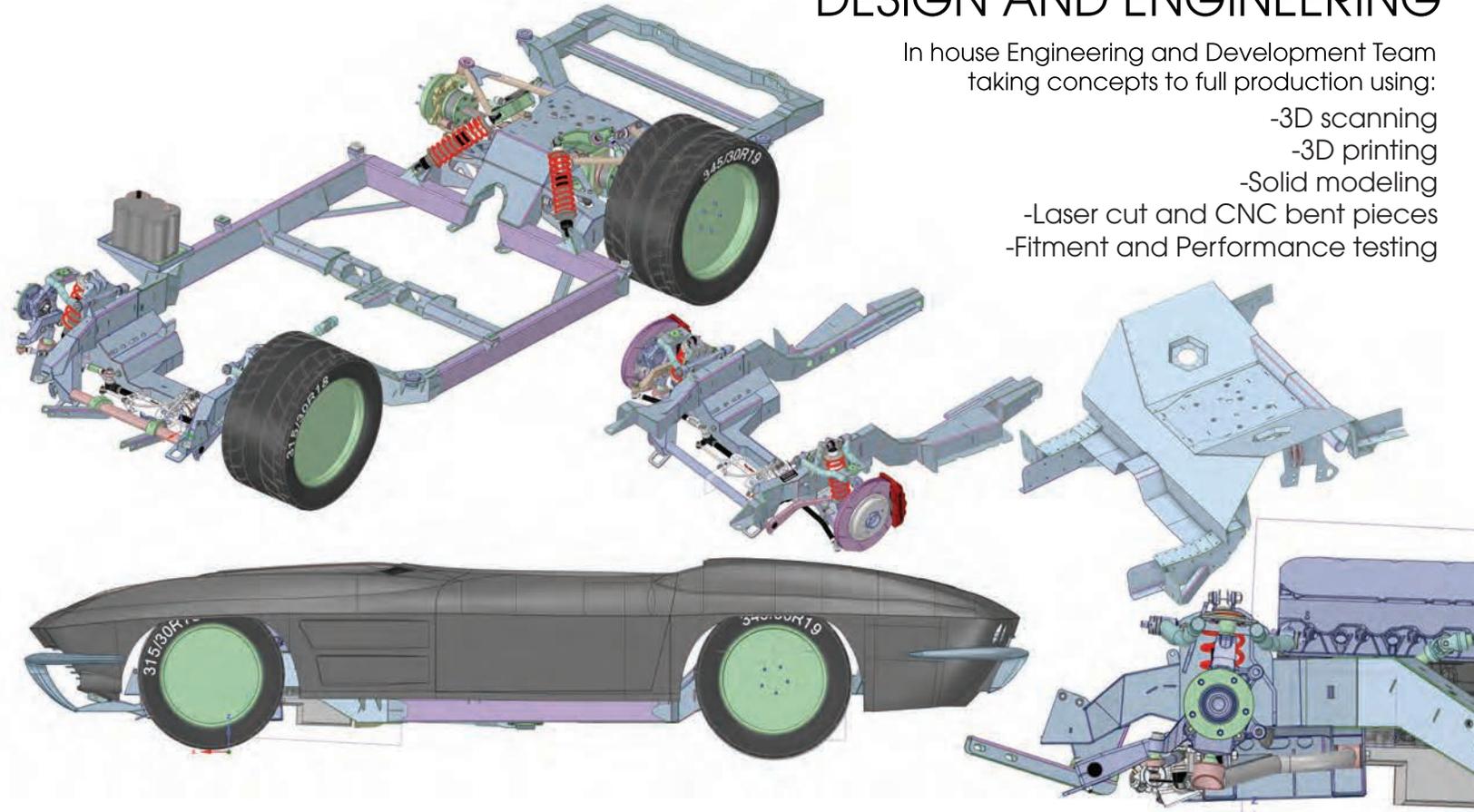
-Frame box and brace kit for full frame cars like Chevelle and Impala



# DESIGN AND ENGINEERING

In house Engineering and Development Team  
taking concepts to full production using:

- 3D scanning
- 3D printing
- Solid modeling
- Laser cut and CNC bent pieces
- Fitment and Performance testing



## MOD SERIES SHOCKS

The MOD Series shock was designed with one goal in mind: to make you go faster! Designed for the highest-performing pro-touring cars, interchangeable QuickTune™ Modular Valve Packs allow you to adapt to any track, any condition, anywhere.

- 4-way adjustable shocks with high and low speed adjustment for compression and rebound allows for next level tunability at the track
- Features QuickTune™ Modular Valve Packs that allow for completely revalving the shock without even having to remove it from the car!
- Large solid piston improves driver feel and control with up to 1,600 lbs of force at 10 inches per second
- Indexable base eyelet—multiple mounting position to optimize knob access and provide more mounting flexibility
- Piggyback or remote canister options for ideal fitment within your chassis
- American-made





## COIL-OVER SYSTEMS

Dialing in that perfect stance has never been easier. QA1's Pro Coil systems provide both ride height and valving adjustment. Whether you spend time cruising or racing, we have a solution that's just right for you.

Our coil-over shocks are a great option for anyone looking for fully adjustable ride height and valving control.

- On-the-car adjustable valving makes it easy to dial in your desired level of comfort and performance
- Adjustable shocks have 18 clicks of compression and rebound adjustment
- Easy, bolt-in installation with stock control arms or QA1 tubular control arms
- 100% dyno tested and serialized

## QA1 REV™ SERIES CUSTOM CARBON FIBER DRIVESHAFTS



QA1's high-performance driveshafts are wound in-house with resin specifically designed to build strength and surface protection right into the tube. As a result, these one-piece bolt-on driveshafts are lighter and stronger than aluminum, steel and other carbon fiber driveshafts while providing dramatic safety benefits. Available in several length and slip yoke options to fit the most popular applications.

- Proudly wound in-house using 3M™ Matrix Resin in QA1's Lakeville, Minnesota facility
- Precision CNC machined forged yokes specially developed for QA1's 11-step bonding procedure
- U-joints are high-strength alloy to provide durability and high torque capacity
- Harmonic tested and precision balanced to ensure smooth, vibration-free operation
- Torsion tested and serialized

### WHAT MAKES QA1 DRIVESHAFTS THE BEST?

- A truly engineered system from transmission to rear end
- Extends transmission and differential life
- Quicker acceleration
- More power to the ground
- Balanced as an assembly without the use of welded or bonded weights, ensuring a precise and more reliable balance
- Lighter and stronger than steel, aluminum and other carbon fiber driveshafts
- Safer than steel and aluminum driveshafts

# From the ultimate street car



# To the best track performance

*CHRIS SMITH*  
2023 SEASON HIGHLIGHTS  
GOODGUYS SEASON PRO CLASS CHAMPION  
OUSCI GTV CHAMPION  
USCA GTV SEASON CHAMPION  
SCCA SEASON CLASS CHAMPION



**EXTREME-IRS**  
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