Instructional Guide

ExtReme Transmission Tunnel Cover
68-74 X-Body

Speedtech PERFORMANCE

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

435.628.4300 SPEEDTECHPERFORMANCE.COM

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Figure 1 1972 Nova, features our ExtReme Transmission Tunnel – RessureXion

Congratulations on the purchase of your new Speedtech Performance ExtReme Transmission Tunnel. 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 ExtReme Transmission Tunnel can be done in a home garage with hand tools and basic welding equipment.

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.

NOTE! Some Items pictured may look different then the parts you have in the kit you received. For example, in this guide we have only used pictures of the Transmission Tunnel 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 ExtReme transmission tunnel. The system has been designed to work with ExtReme Speedtech Performance subframe or chassis. Some photos in the install process may vary slightly from your exact application.

This Tunnel Cover can be installed with basic hand and power tools and requires a slight bit of welding. You will also need two small pieces of scrap 16 ga. sheet metal (step 5) and seam sealer. You will be required to drill some holes, cut a hole in the floor for transmission clearance and a hole in the Tunnel Cover for the shifter. If you are unsure how to use the tools and materials and carryout the work required to install this cover, stop and seek a professional installer's help.

Fitment Note: This tunnel cover has been designed around the T56 Magnum aftermarket transmission and its associated shifter locations. Some factory OEM transmissions put the shifter in different locations, for example Viper, '98-02 Camaro, GTO, etc. Some adjustment and/or modification to the tunnel and/or Tunnel Cover may be required in those cases. For your convenience a diagram of all tunnel measurements is at the end of these instructions.

1.3 Tools

Installation of the Speedtech Performance ExtReme Transmission Tunnel can be done on the floor with simple hand tool, cut off wheel and a basic welder.

Additional things to have before you start:

- Welder
- Drill
- Grinder
- Floor Stands
- Floor Jack
- Hammer and Dolly

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 form your order, call your authorized dealer as soon as possible.

2.2 Check in Tables

X	#	Description	Size
	1	Transmission Tunnel	T-56
	1	Center Tunnel Piece	
	1	Rear Tunnel Piece	

3.0 GETTING STARTED

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3.1 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.

3.2 DISCONNECT BATTERY

Because you will be cutting and welding the floor/tunnel of the car, it is best practice to disconnect the battery.

3.3 CARPET REMOVAL

Although not completely necessary, we have found it easiest and safest to remove the carpet from the car to perform this installation.

4.0 CUTTING AND MOCK UP

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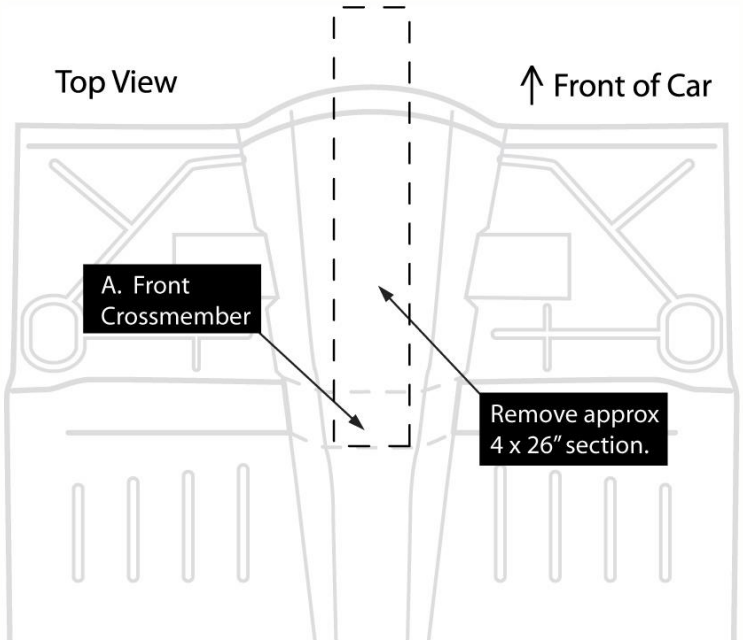
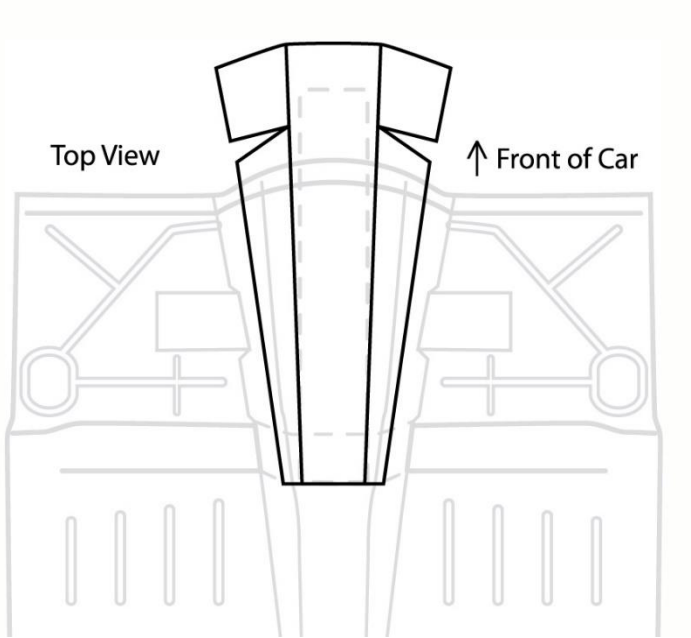
4.1 CUTTING



Before installing your T-56 transmission into your car you will need to remove a portion of the transmission tunnel. Find the location of the factory front crossmember that's attached to the underside of the floor pan, see (A) below. In most cars you will be able to see the spot welds from the top of the floor. From the rear side of the crossmember moving forward cut through the crossmember and the tunnel to remove a section approximately 4" wide and 26" long, see diagram below.

Removing this section should be enough to allow the transmission to be installed. Using the transmission as a reference, trim and reshape the tunnel further as needed for sufficient clearance. Once you get the tunnel cover mocked up and located properly you can then hammer and dolly the floor and tunnel as needed to better match the contour of the tunnel cover.

4.2 DRIVELINE ANGLE



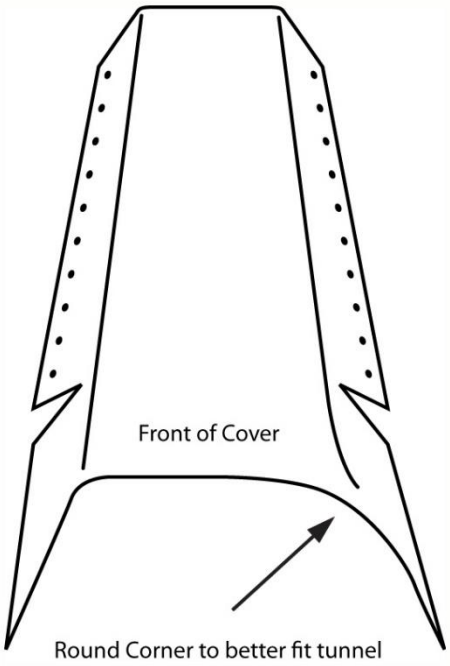
Find the final location for engine and transmission fitment within the car's frame. When installing the engine/ transmission we suggest you also install the headers so that you can adjust transmission tail shaft height position according to header to floor clearance. We have found 1.5-2 degrees of driveshaft angle works best in Ext***R***eme chassis. Adjust engine/ transmission angle with proper header clearance and drive shaft angle, this will give you your end shifter height.

4.3 MOCK UP

Fit the first portion of the cover in place with the back of the tunnel cover lined up with your rearward cut line. (The large open end of the of the cover goes towards the front.)

4.2 RESHAPING

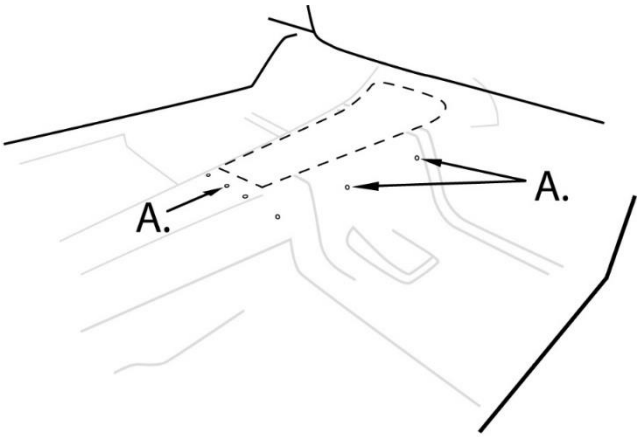
Some reshaping of the tunnel cover will be required. At the front of the tunnel cover reshape both corners of the folds to fit the contour of the bell housing area better, see below.

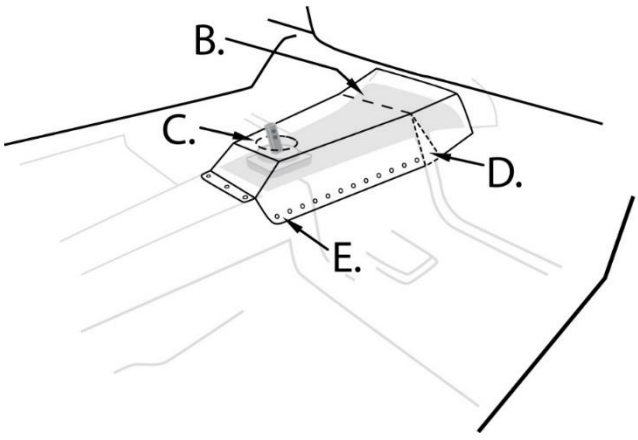


4.3 CUSTOM FITTING

The front portion of the cover will need to be bent upward at the cut lines located on each side of the cover (**D**). This will help it better conform to the upward rise of the car's floor pan and bell housing area, see (**B**) below. Some hammer and dolly reshaping of the floor and tunnel cover will now be necessary for a closer fit to each other. With everything fitting well together trace a few of the pre drilled holes (**E**) onto the floor pan (**A**) for future alignment purposes.

Bending the front portion of the cover upward will create a small pie shaped open area, see (**D**) on the previous page. These areas will need to be filled with a scrap piece of 16-gauge steel sheet metal. We recommend welding it together outside of the car to prevent flying sparks and possible fires in your interior.



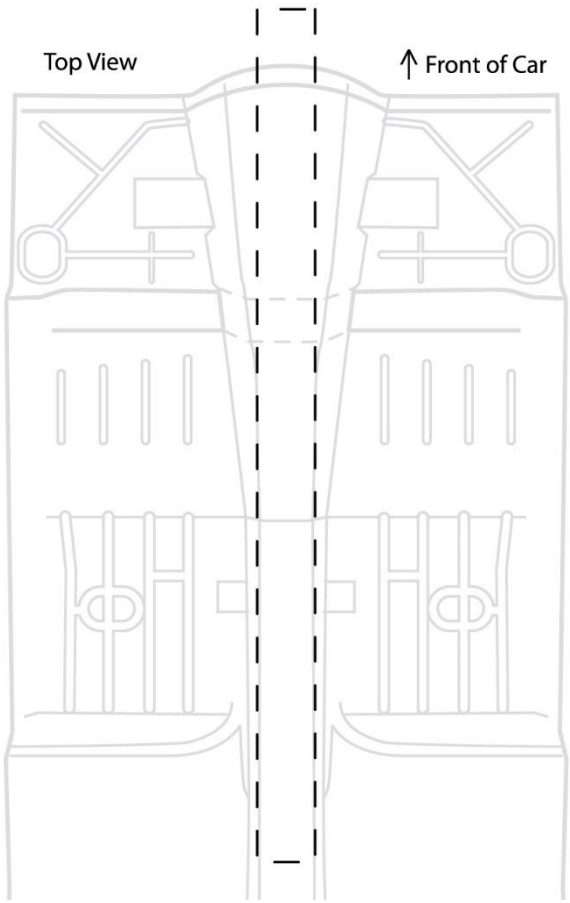


4.4 SHIFTER HOLE

Once the tunnel cover is located properly and fits snug, mark and cut a hole approximately 3¾" (3.75) in diameter in the cover centered over where the shifter will be located. See (**C**) on the previous page. Then fit the pre bent cap on the rearward end (left side as pictured) of the cover as seen below.

4.5 TUNNEL

Now fit the remaining two portions of the cover on the floor. All three main parts get narrower as they go towards the back and can only be installed this way. Make a mark on the rear floor where the complete tunnel cover ends. Starting from there cut another 4" wide hole forward to the first area you removed. The end result will be a long hole front to back.



4.6 MOCK UP / ATTACHING

Mock up the four parts of the tunnel in place and secure to each other. We recommend welding for the best strength and seal. To protect the interior of the car you can either hold them together with self-tapping screws, cleco fasteners, or tack welds, then remove the entire assembly and finish weld outside of the car.

Now attach the completed cover to the floor. You can hold it in place using the convenient pre-drilled holes and self-tapping screws. Final attachment may be done in several ways, for example spot welding, fully welding, rivets, sheet metal screws, etc. We recommend welding for the best strength and seal.

Once the cover is properly and securely fastened to the floor, be sure to seam seal all areas on top *and* underneath where the tunnel cover meets the floor. The end result will look similar to the photo below. *Note this photo represents a prototype cover and yours may look slightly different.*

5.0 FINAL INSTALLATION

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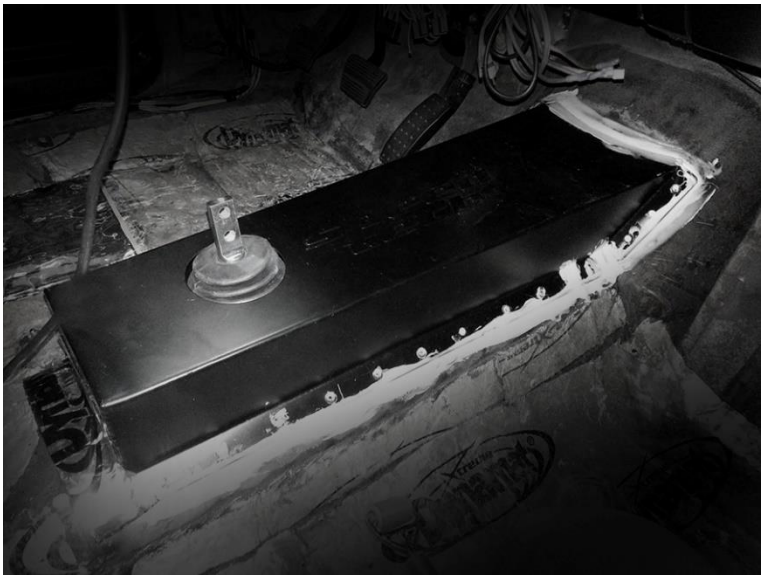
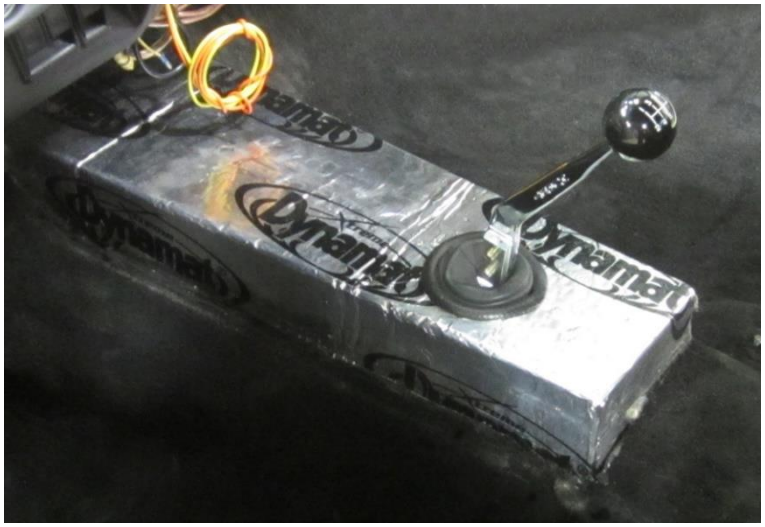
5.1 SEAM SEALING

With the cover properly and securely fastened to the floor, be sure to seam seal all areas on top *and* underneath where the tunnel cover meets the floor. The end result will look similar to this cover installed in a 1970 Nova.



5.2 COVERING

Cover your tunnel cover as fits your needs. We recommend splitting and securing vacuum tubing around the diameter of the shifter hole to prevent the metal edge gouging the transmission's rubber shifter boot. Because the cover design is fairly low it will easily accommodate a custom center console.



6.0 Congratulations

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

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