

# Instruction Guide

ExtReme Transmission Tunnel Cover  
70-81 F-Body



***Speedtech***  
**PERFORMANCE**

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

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*Figure 1: 1970 Camaro ZL70 features our ExtReme Transmission Tunnel [picture by Nick Relampagoes]*

Congratulations on the purchase of your new Speedtech Performance ExtReme transmission tunnel. Use only approved and appropriately rated jack and jack stands, and be sure to take all safety precautions required to complete the job safely and correctly. If you have uncertainties, seek the assistance of a highly qualified workshop to assist you.

Read and understand all instructions thoroughly before you begin. Your main assembly and set up of your new ExtReme transmission tunnel can be done in a home garage with hand tools and basic welding equipment.

Speedtech enjoys seeing the progress our customers are making as they work through their builds. Join the group, [Team Speedtech](#), on Facebook and share your pictures and your story.

Speedtech Performance sends you best wishes for your project!

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## **1.0 GENERAL INFORMATION**

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### **1.1 THIS GUIDE**

Thank you for purchasing your new Speedtech Performance ExtReme transmission tunnel. Read through all instructions thoroughly before beginning and take all safety precautions required to do the job carefully and correctly. If you have uncertainty, seek the assistance of a highly qualified workshop.

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.

While Speedtech's ExtReme suspension systems are safer and more comfortable compared to factory suspension on the street, it is also designed to meet the needs of those intending to participate in off highway road races and autocross competitions. To achieve maximum benefit from our system, you should anticipate adjusting and tuning of the suspension to achieve optimum performance specific to the vehicle, driver, and type of racing. Some of this, such as tuning sway bars and shock settings, can be done track side through making adjustments and seeing or feeling how the car reacts to these changes. Speedtech recommends that a tire probe pyrometer and an air pressure gauge be in your track side kit.

Other adjustments, such as tuning a bump steer and caster may require specialized equipment and professional help. Speedtech's technical department can share insight on making these adjustments to help get you started.

### **1.2 OVERVIEW**

These instructions outline the ExtReme transmission tunnel. Photos in the instruction process may vary slightly from your exact operation since this has been designed to work with ExtReme Speedtech Performance subframe or chassis. 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, but the part is functionally the same and is installed in the same manner described.

### **1.3 TOOLS**

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

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.

Additional things to have before you start:

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

**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, also referred to as figure 12.

## 2.0 CHECK IN PARTS AND HARDWARE

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### 2.1 CHECKING IN THE ORDER

Check in your order as soon as possible. To check in the order, Speedtech has provided tables which can be used as check lists, as displayed in figure 2. All bolts and nuts are NF unless otherwise noted. Hardware comes in several boxes. If you discover anything missing from your order, call your authorized dealer as soon as possible.

### 2.2 CHECK IN TABLE

X	#	Description	Size
	1	Transmission Tunnel	T-56

*Figure 2: Check in table with amount, description, and size*

## 3.0 GETTING STARTED

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### 3.1 LEVELING AND SUPPORT

**WARNING:** 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

It is best practice to disconnect the battery because you will be cutting and welding the floor and tunnel of the car.

### 3.3 CARPET REMOVAL

Although not completely necessary, Speedtech has found it is 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

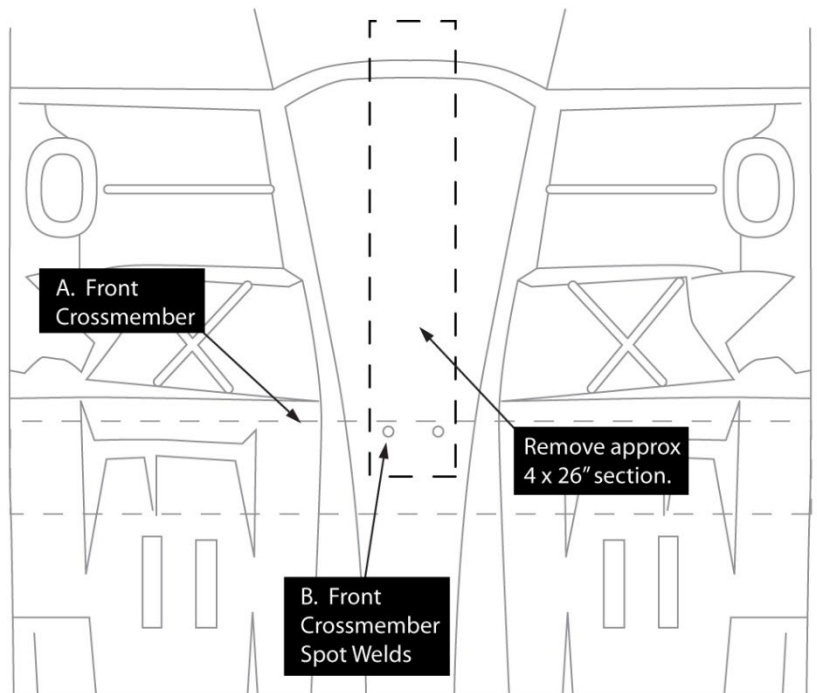
Before installing your T-56 transmission into your car, you will need to remove a portion of the transmission tunnel.

Find the location of the factory front crossmember that's attached to the underside of the floor pan, see (A.) in figure 3.

In most cars, you will be able to see the spot welds from the top of the floor. Drill out the forward crossmember spot welds (B.) and then, starting approximately 2-3" rearward of the spot welds, cut out a portion of the tunnel approximately 4" wide and 26" long, as presented in figure 3.

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. After you get the tunnel cover mocked up and located properly, you may then hammer and dolly the floor and tunnel as needed to better match the contour of the tunnel cover.

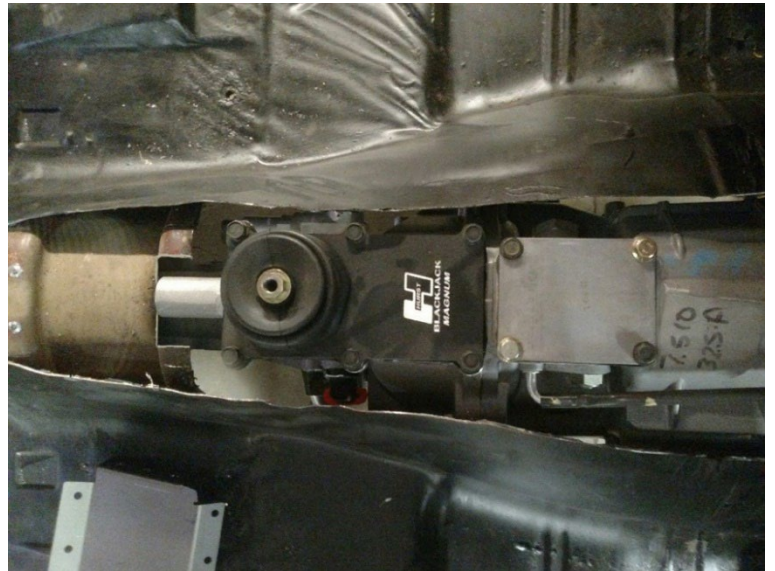


*Figure 3: Cutting necessary before installing the transmission*

## 4.2 TEST FIT

With this portion of the tunnel removed, test fit the engine and transmission into the car.

**SUGGESTION:** When installing the engine and transmission, Speedtech suggests you also install the headers so that you can adjust transmission tail shaft height position according to header to floor clearance. Speedtech has found 1.5-2 degrees of driveshaft angle works best in ExtReme chassis. Adjust engine and transmission angle with proper header clearance and drive shaft angle, this will give you your end shifter height. Once you have this height, you can adjust your tunnel cover height accordingly.



*Figure 4: Test fitting*

**NOTE:** To illustrate transmission fitment and crossmember location more material than necessary has been removed from the tunnel in the below photo.

Remove about 2-3" of the crossmember's horizontal portion to clearance the reverse lockout solenoid as seen below. Drive train front to back placement within the frame is up to you, so how far rearwards your cuts goes is up to your specific application.

### 4.3 MOCKUP

Mockup the tunnel cover in place (the large open end goes towards the front). Some minor reshaping of the tunnel cover will be required to fit the contour of the floor. At the front of the tunnel cover reshape both corners of the folds to fit the contour of the bell housing area better, see figure 5. If you are installing Speedtech's firewall kit at the same time this step isn't necessary; the firewall transition is made to fit to the unmodified shape of the tunnel cover.

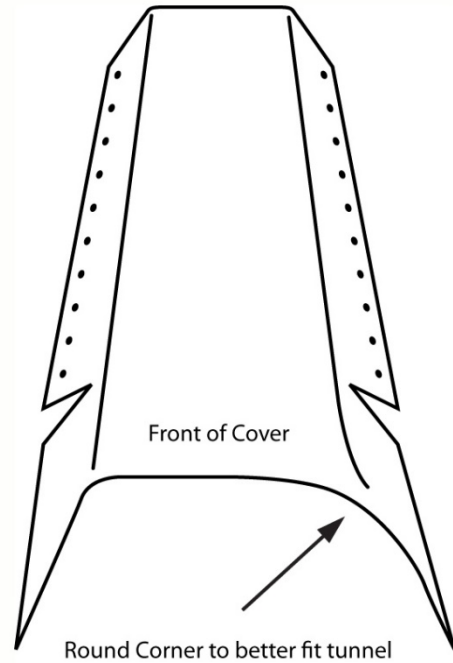
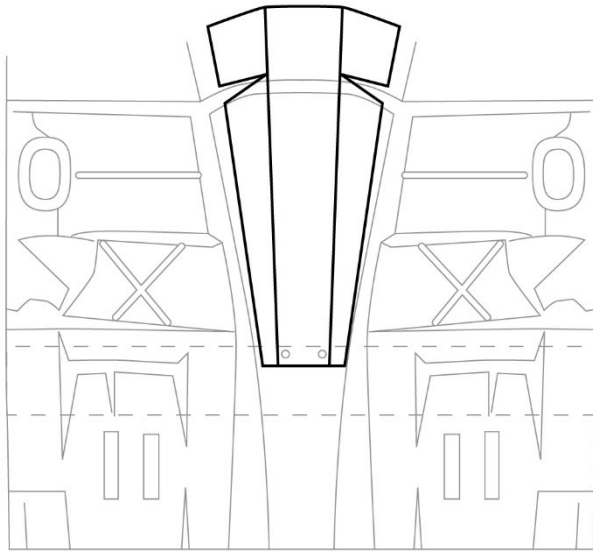


Figure 5: Two depictions showing how to mockup the tunnel cover

#### 4.4 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.**). These areas will need to be filled with a scrap piece of 16-gauge steel sheet metal. Speedtech recommends welding it together outside of the car to prevent flying sparks and possible fires in your interior.

Once the tunnel cover fits snug, mark and cut a hole approximately  $3\frac{3}{4}$ " (3.75 in) in diameter in the cover and center over where the shifter will be located. See (**C.**) on the previous page. Then fit and attach the pre bent tunnel cover cap on the rearward end (left side as pictured) of the cover, see figure 6.

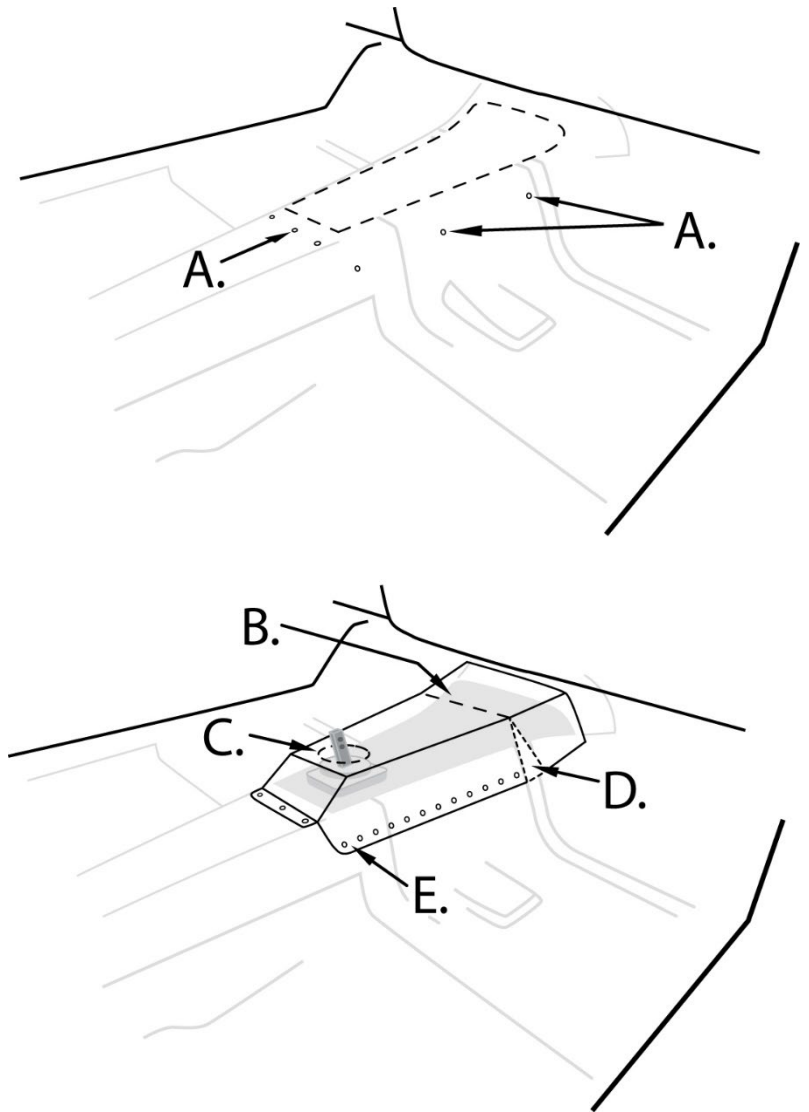


Figure 6: Three images depicting the custom fitting

## 5.0 FINAL INSTALLATION

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### 5.1 ATTACHING

Set the cover in place and hold it down using the convenient pre-drilled holes and self-tapping screws or clecos.

Final attachment may be done in several ways. For example, spot welding, full perimeter welding, rivets, sheet metal screws, etc. Speedtech recommends welding for the best strength and seal.

Depending on how high above the floor the tunnel cover is placed will depend on your transmission's installed height. You may have a gap between the floor and the tunnel cover, see figure 7. You can use scraps from the cut-out portion of the tunnel to make patches to fill this gap.



*Figure 7: Gap between the floor and tunnel cover*

### 5.2 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.

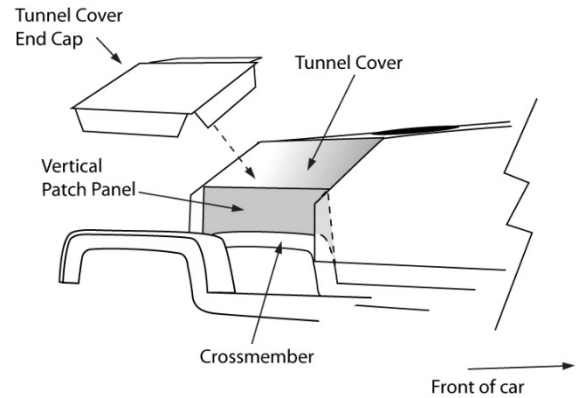


*Figure 8: Seam sealing*

### 5.3 PATCH PANEL

Road debris may collect up inside the crossmember. Speedtech highly recommends creating a vertical patch panel that will seal off the floor pan and crossmember to the tunnel cover on the bottom side, see figure 9.

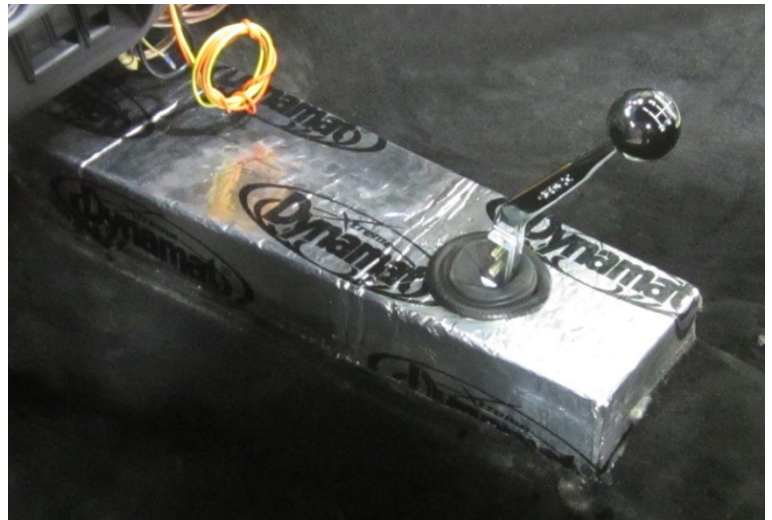
*Figure 9: Patch panel*



### 5.4 COVERING

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

*Figure 10: Covering, splitting, and securing*



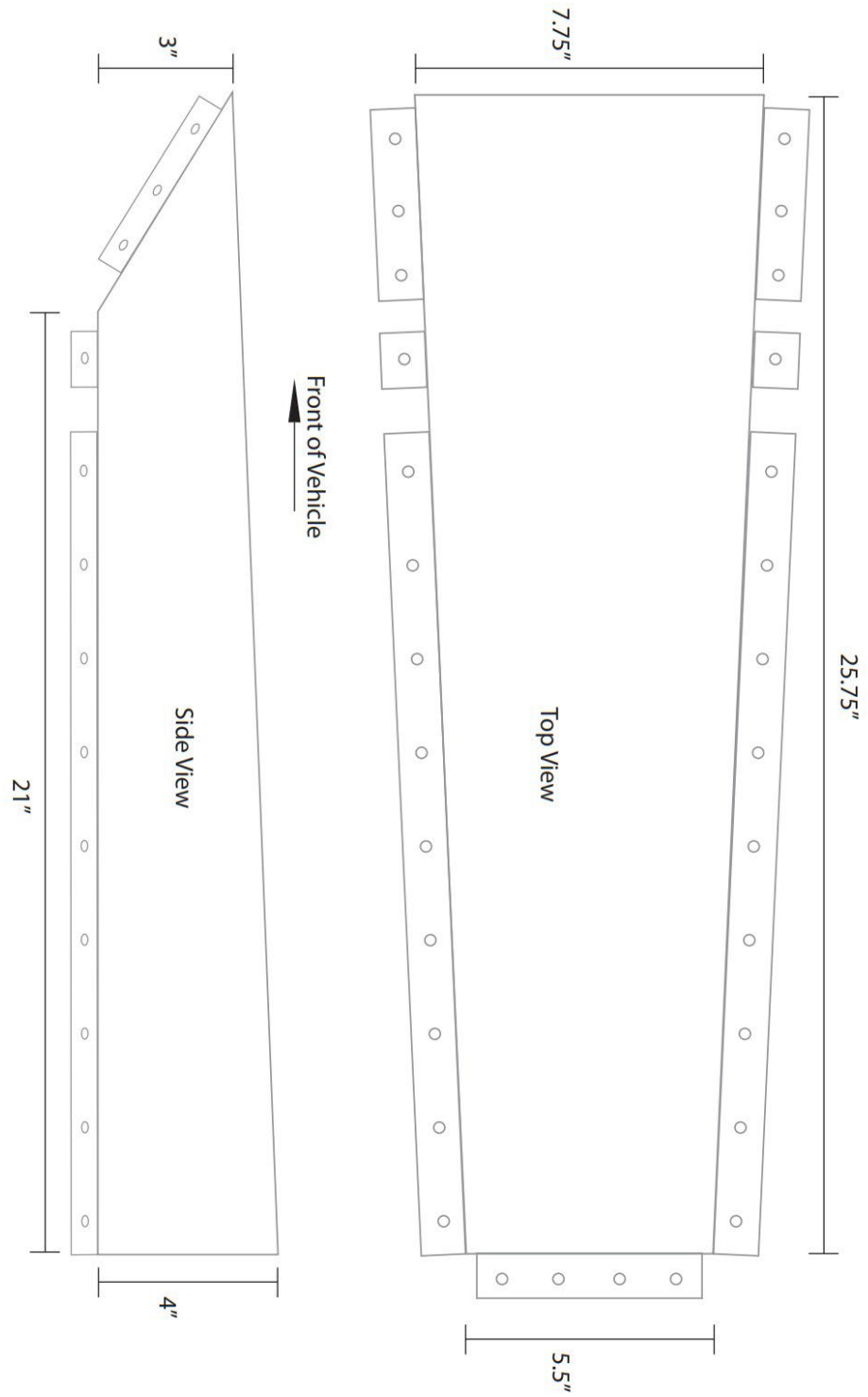
### 5.5 CUSTOM CONSOLE

You will find the tunnel cover is short enough to allow a custom center console, as seen in figure 11. A pre-formed carpet kit designed for an unmodified factory floor may or may not fit over the cover, depending on how much excess material is available to stretch over the new slightly taller tunnel. In some cases, carpet kits may need to be modified or custom carpet made to fit the floor.

*Figure 11: Custom center console*



Figure 12: Tunnel cover dimensions



## 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 customers, dealers, and factory employers that have a passion for pro touring muscle cars and are using Speedtech Performance products. You can ask questions and get advice from the group members and share your experience. Everyone enjoys seeing the videos and pictures during the progress of your project and Speedtech encourages you to share them!

Thank you for choosing Speedtech Performance and entrusting us with your transmission tunnel cover for your custom muscle car.

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