Instruction Guide

Firewall Clutch Master Cylinder Bracket
67-81 F-Body / 64-67 A-Body

Speedtech PERFORMANCE

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

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Figure 1: 1967 Camaro features our ExtReme subframe, torque arm, and components [photo by Ironworks Speed and Kustom]

Congratulations on the purchase of your new Speedtech Performances firewall bracket. 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 firewall bracket 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 firewall bracket. 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.

NOTE: Some items pictured may look different then the parts you received in the kit. For example, in this guide we have only used pictures of the firewall bracket. 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 firewall bracket.

Installation of this kit requires some grinding and TIG welding. Take necessary precautions when welding the inside of your vehicle and remove any close-by flammable materials including the seats, carpet, inner heater box, and insulation padding before performing this instruction. Be sure to wear proper protective gear when using power tools and keep sparks away from glass and other interior components when grinding and welding.

Pushrod modification for GM master Cylinder #

LT applications- Master Assembly 12559912
LS applications- Master Assembly 12570277

1.3 TOOLS

Installation of the Speedtech Performance firewall bracket can be done on the floor with simple hand tools.

Additional things to have before you start:

- Socket / Wrench
- Floor Stands
- Floor Jack
- Drill with 3/8 and 7/16 bits

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 a table which can be used as check list, 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	Firewall Bracket	
	2	Bolt	5/16 x ½
	1	Adj. Push Rod Conversion Assembly	

Figure 2: Check in table with amounts, descriptions, and sizes

3.0 GETTING STARTED

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3.1 LEVELING AND SUPPORT

Always ensure the car is safely supported. This can be done on the ground with the suspension installed, or on a lift or jackstand. Be sure to keep the car level and square during the building process.

3.2 REMOVAL

The push rod on the GM master cylinder is too long and needs to be shortened. Supplied with this kit is a new sleeve with a rod end and mounting bolt.

Remove the crimped-on factory rod end. Speedtech suggests using a die grinder or cut off wheel to score the rod end portion lengthwise, until you are able to remove it from the push rod shaft. Be careful not to cut into the master cylinder push rod shaft.

Figure 3: Removing rod end

4.0 INSTALLATION

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4.1 PUSH ROD

Once the factory rod end is removed, slide the ATS supplied rod end onto the shaft until it bottoms out. Crimp and/or TIG weld the assembly together.

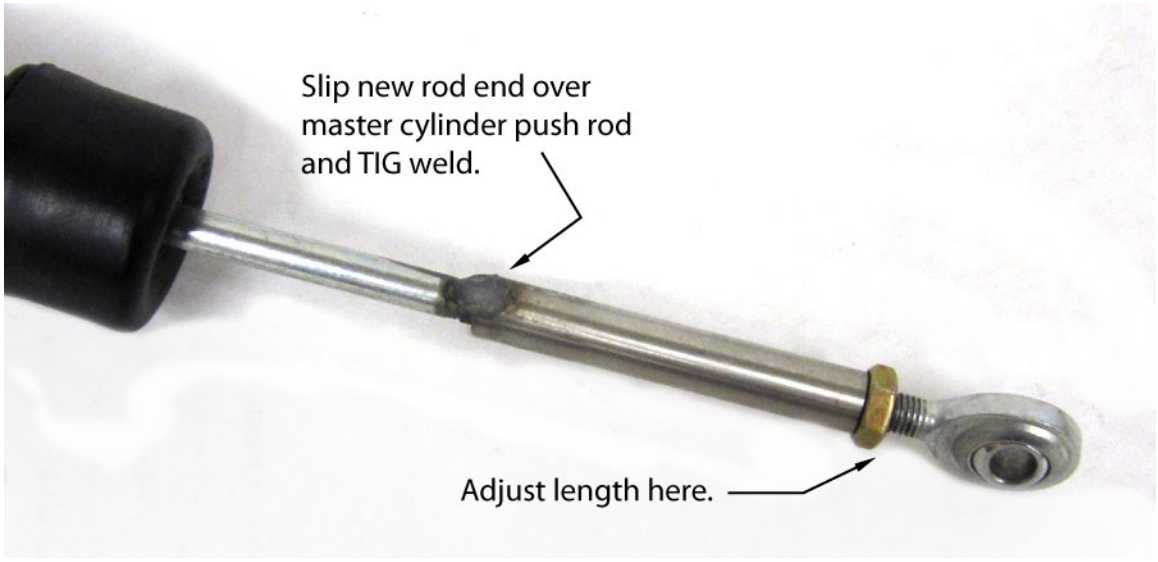

Figure 4: Sliding the rod over the cylinder and adjusting the length

4.2 BRAKE MASTER CYLINDER

Unbolt and carefully move your brake master cylinder and power booster away from the firewall. Depending on the application, removing brake lines may not be necessary. However, you must keep the assembly supported and be careful not to kink or excessively bend any brake lines.

Slip the clutch master bracket over the original mounting studs.

Bolt the clutch master cylinder to the bracket using the supplied 5/16” bolts; refer to figure 6.

Then you can reinstall your brake booster and master cylinder.

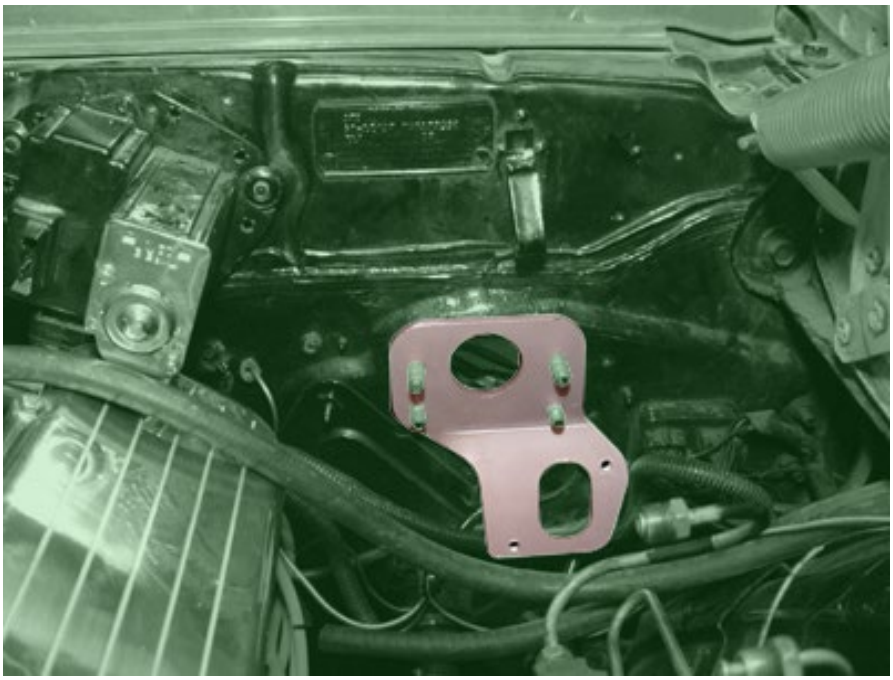

Figure 5: Brake master cylinder

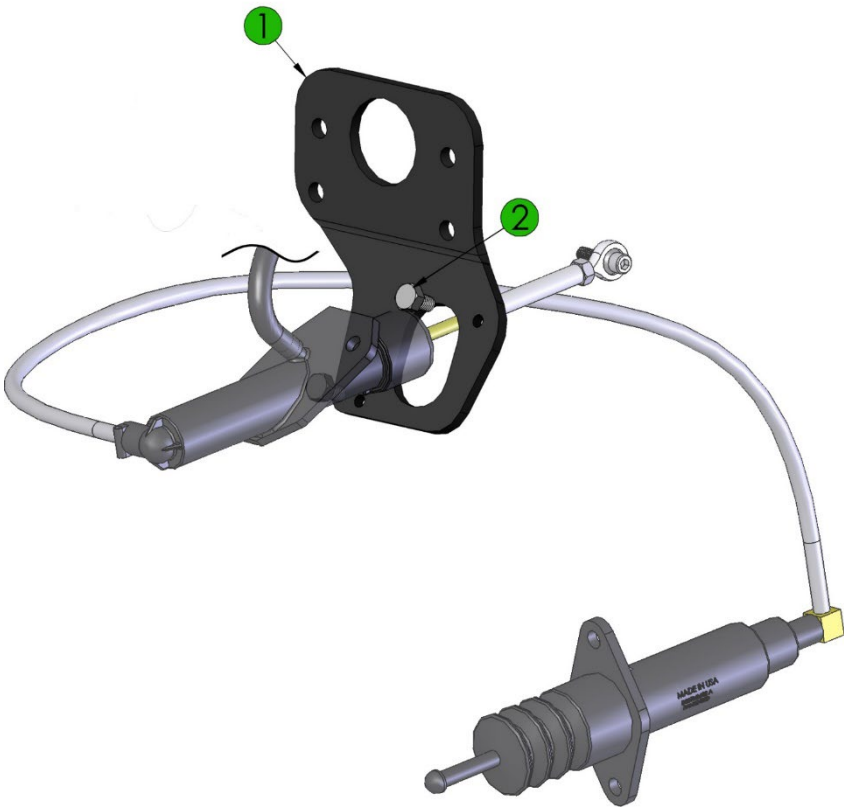

Figure 6:
Clutch master cylinder bracket (1) and the 5/16” mounting bolt (2)

4.3 FACTORY PEDAL MODIFICATION

If the clutch pushrod enters the cylinder on an angle, the cylinder will be damaged and leak. To prevent this, you will need to modify your factory pedal to place the pivot in the right location. From the pedal pivot, measure down 2 3/8” and over 3/8” to drill a ¼” hole.

Figure 7 is a 1st gen Camaro pedal; this location may vary slightly depending on application. Mock up the assembly in the car first to be sure you have the pivot in the right location before modifying the pedal.

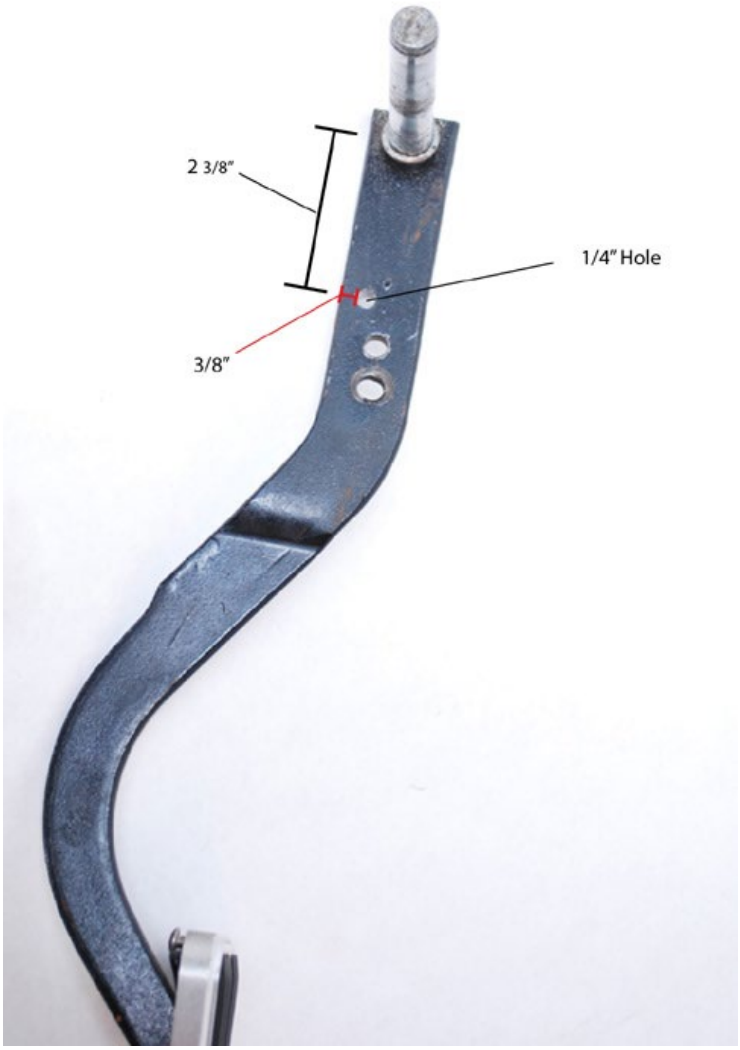

Figure 7: Pedal modification

4.4 PEDAL STOP

Speedtech recommends that an adjustable clutch pedal stop is installed on the floor of the car to stop the pedal from bottoming out the clutch master cylinder. This is necessary to avoid bending the shaft. A simple 3/8” coupling nut bolted or welded to the floor will allow you to adjust a bump stop, or bolt and jam nut, to achieve the proper pedal travel.

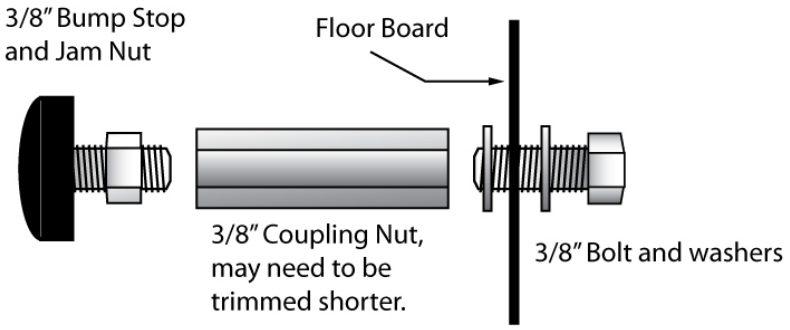

Figure 8: Building a pedal stop

5.0 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 firewall bracket for your custom muscle car.

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