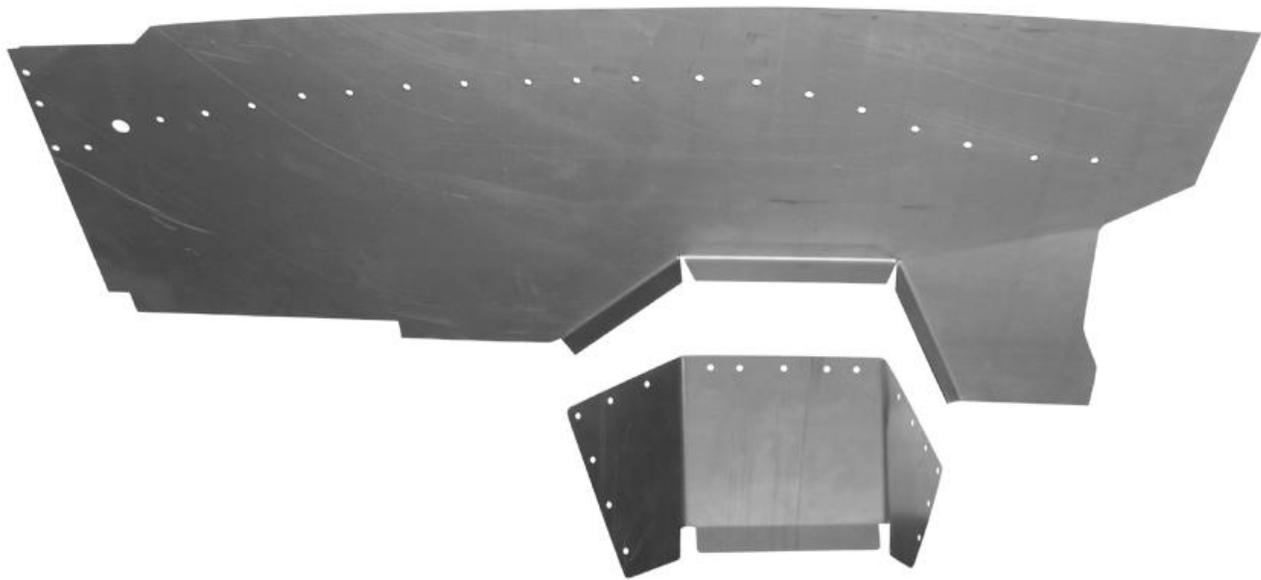


Speedtech **PERFORMANCE**

April 27, 2020

1967-1969 Camaro and 1968-1974 Nova **Smooth Firewall**

Part number 11511



Installation Instructions

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 are intended for off road use only and must be installed by qualified professionals only. *Read all instructions through before beginning.*

Thank you for purchasing your new Speedtech Smooth Firewall. Before beginning the install, please read all instructions first to familiarize yourself with the process and tools required to complete the job. Take all necessary precautions whenever

jacking up your vehicle and be sure to use safe and sturdy jack stands to support the vehicle whenever it is off the ground. Be sure to take necessary precautions when welding inside a vehicle and remove from the car any close-by flammable materials including the seats, carpet and insulation padding before performing this installation. Be sure to wear the proper protective gear when using power tools, and be sure to keep sparks away from glass and other interior components when grinding and welding.

This install is not intended for the entry level garage builder. This Firewall kit requires a higher level of fabrication experience and skills, and the ability to think through the process while filling in any gaps that the instructions may not cover. It can be installed with basic hand and power tools and requires welding. ***If you are unsure how to use the tools and materials and carryout the fabrication work required to install this kit, stop and seek a professional installer's help.***

A note before you begin cutting: The firewall is a major structural part of the car's body. Modifying the structural integrity of a vehicle may cause the body to become flimsy and shift while you are working on it. We recommend installing temporary bracing to hold the car's shape rigid. For example a brace welded in from the front kick panel area to the base of the transmission tunnel. It is anticipated the installer should be able to make good judgment of how and where to do this. If you are also installing our Camaro part # 11510 or Nova part # 121510 Transmission Tunnel Cover kit we recommend completing one kit at a time so that one area will help maintain structural integrity while the other area is being modified. DO NOT cut out the firewall and transmission tunnel at the same time.

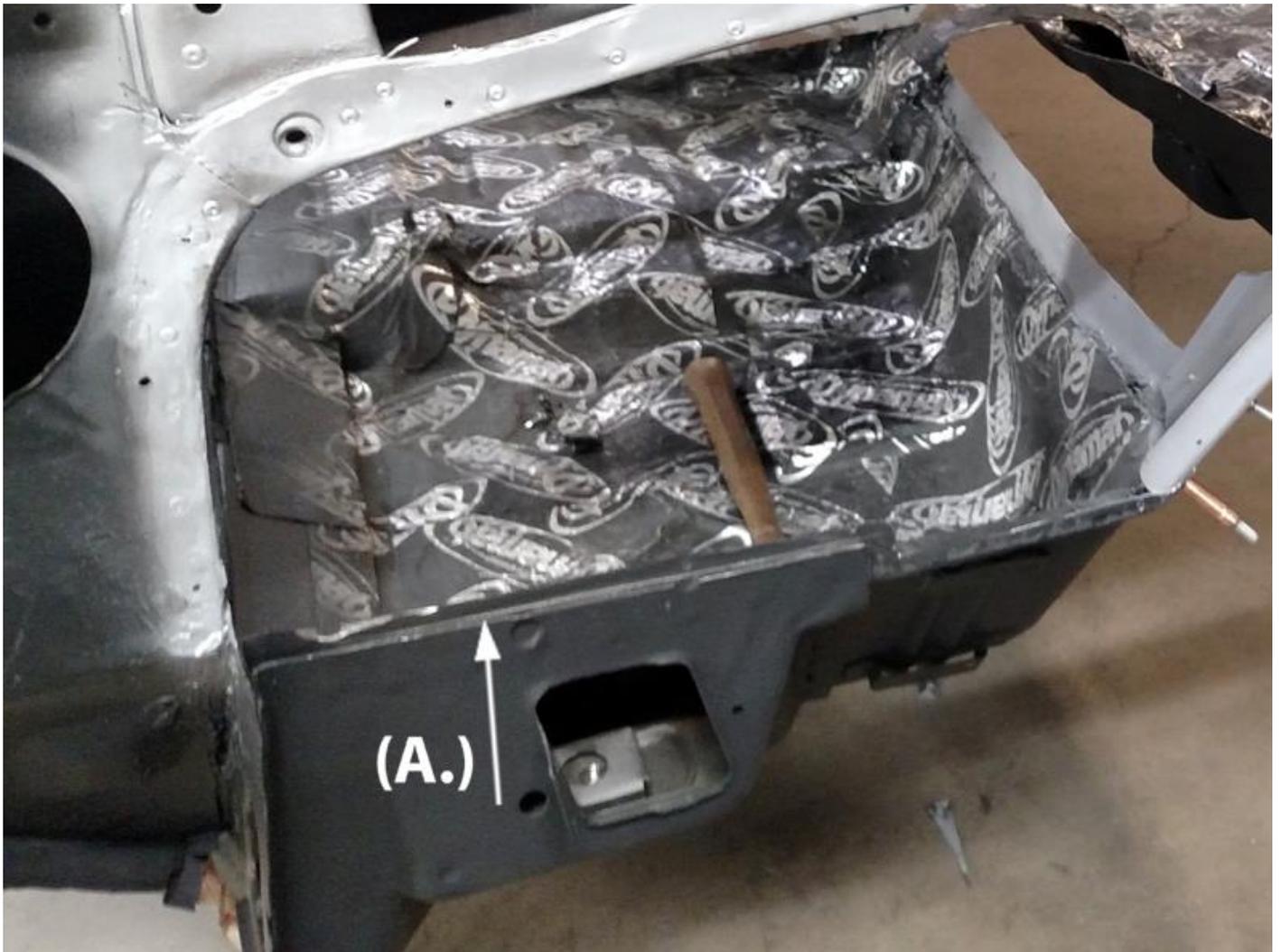
If you need help or insight on this install feel free to contact us at the information below.

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1. To avoid damage and potential fire danger in the interior, it is recommended that you remove any interior components that may be affected by sparks, cutting,

welding etc., for example seats, carpet, sound deadener under the carpet, under dash wiring, etc. Remove the inner heater box and all attached components.

2. Place the smooth firewall up against the factory firewall to become familiar with it's fitment. Note some areas may need to be trimmed for best fit. Mark the outside perimeter of the new firewall onto the factory firewall. Moving inward around 1/2 - 3/4" draw a parallel perimeter line on the factory firewall for your cut guide line as seen in **(A.)** . Also note at **(A.)** the old firewall creates a natural ledge for the new firewall to mate to.



3. Locate and drill out the spot welds across the firewall junction as seen in the highlighted area below.



4. Proceed to cut along your marked cut lines and remove the old firewall. Mock up your new firewall in place. You can hold it with sheetmetal screws, clecos, etc.

5. Mock up the tunnel transition in place and determine your cut lines to remove the front portion of the transmission tunnel. **BE SURE TO LEAVE EXTRA TUNNEL MATERIAL** to overlap the new transition for easier welding. the floor pan angle will likely need to be massaged more vertically to meet the sides of the transition properly.

*If you are also installing our ExtReme tunnel cover kit, it will line up with the end of the transition. If you are not, the rearward end of the transition will need to be massaged and hammer and dollyed to match the contour of the factory transmission tunnel.

6. With the firewall and transition properly in place proceed to weld them in. You can plug weld some of the predrilled holes to hold things in place while you weld the perimeter. It is anticipated that you will use any or all methods of butt welds, lap welds, and plug welds at the installer's discretion. To avoid warpage we recommend patience in welding small sections at a time, skipping around and taking breaks as needed so as not to overheat the metal. Once cooled grind and final body work as needed. The end result should be similar to the photo below.

*Before we welded this firewall in place we put a simple horizontal design line in place with a bead roller. You are welcome to do the same to create a design of your choice.



This concludes your smooth firewall installation. Please contact us with any questions or comments. Good luck with the rest of your project.