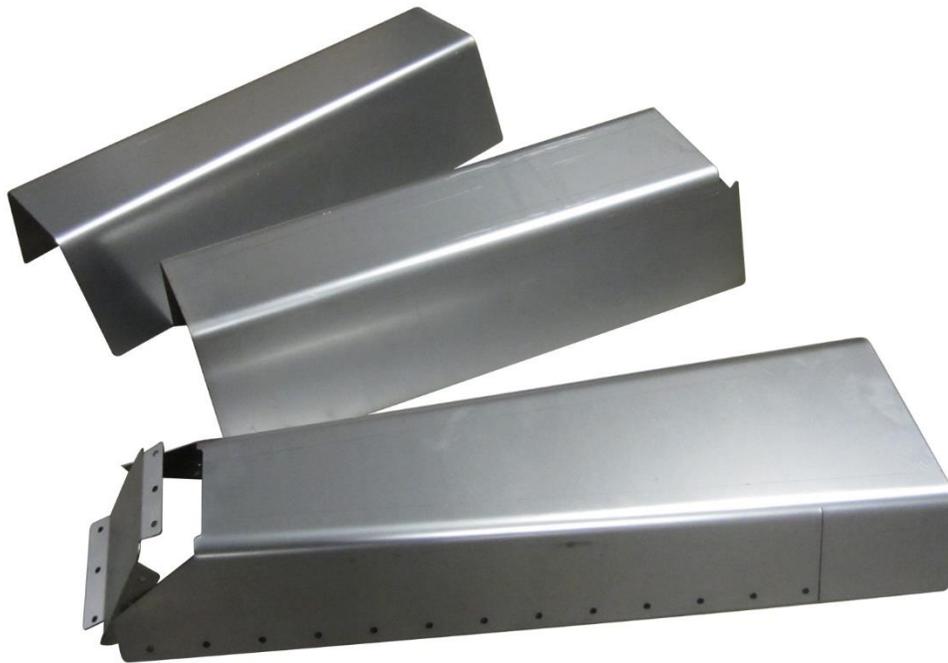


Speedtech **PERFORMANCE**

April 27, 2020

1968-1974 Nova ExtReme Tunnel Cover

Part number 121510



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 must be installed by qualified professionals only. Read all instructions through before beginning.

Thank you for purchasing your new Speedtech Extreme Transmission Tunnel Cover. 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.

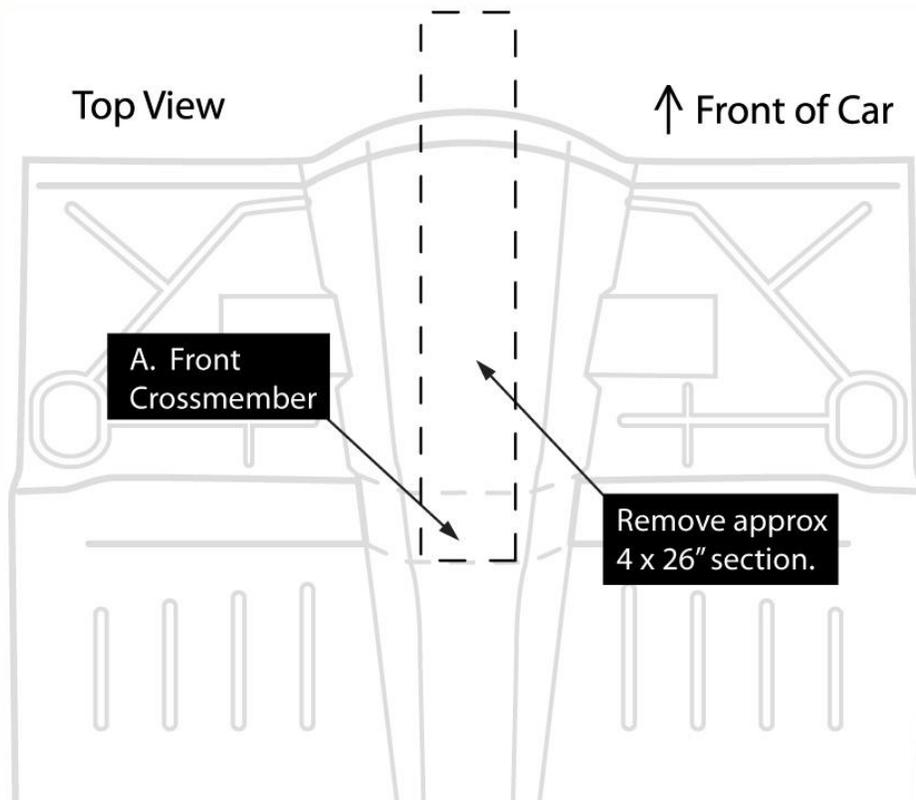
This Tunnel Cover can be installed with basic hand and power tools and requires a slight bit of welding. You will also need two small pieces of scrap 16 ga. sheet metal (step 4) and seam sealer. You will be required to drill some holes, cut a hole in the floor for transmission clearance and a hole in the Tunnel Cover for the shifter. To maintain proper drivetrain and driveline angle, using the T-56 with an ExtReme subframe requires removing portions of the front floor pan cross brace and the bucket seat mount brace if the car is so equipped. **You will need to fabricate and weld these portions back into the floor to maintain factory engineered support.** 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 it's 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. 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.

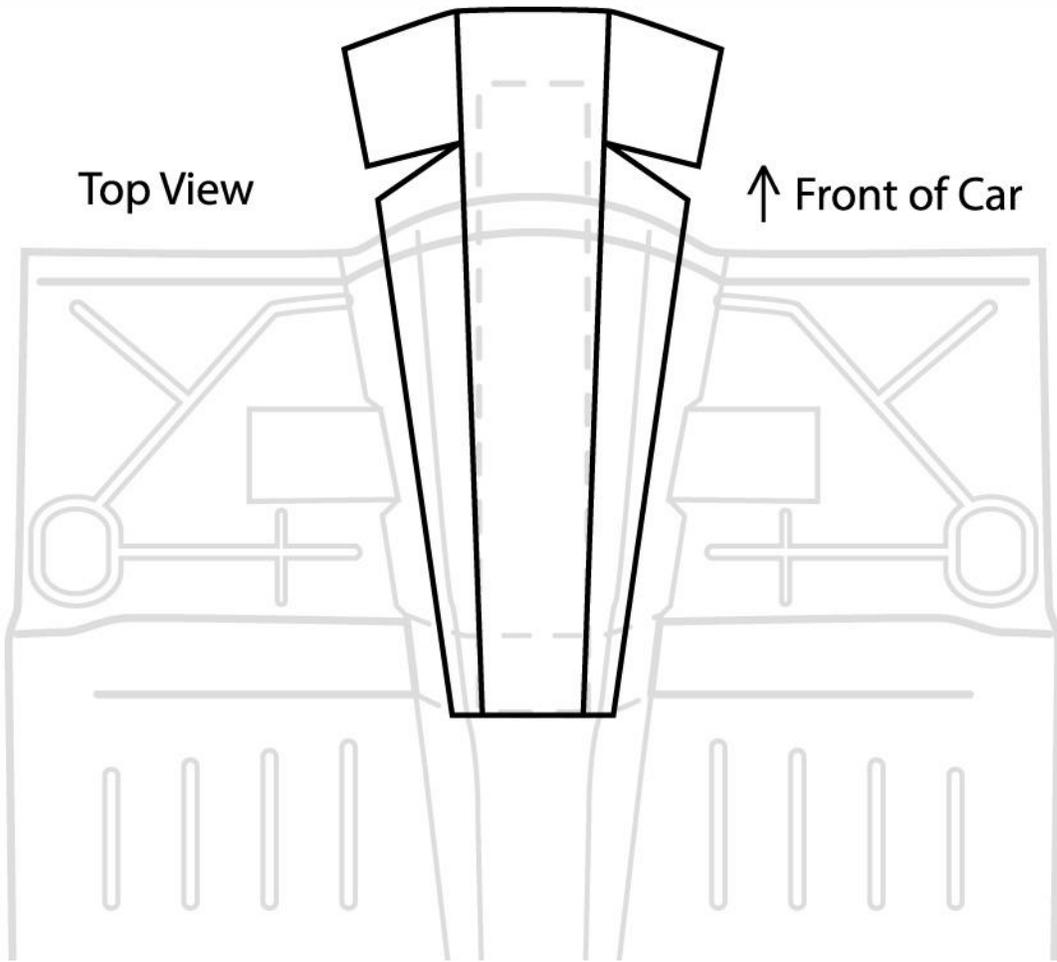
Removing this section should be enough to allow the transmission to be installed. Using the transmission as a reference, trim and reshape the tunnel further as needed for sufficient clearance. Once you get the tunnel cover mocked up and located properly you can then hammer and dolly the floor and tunnel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



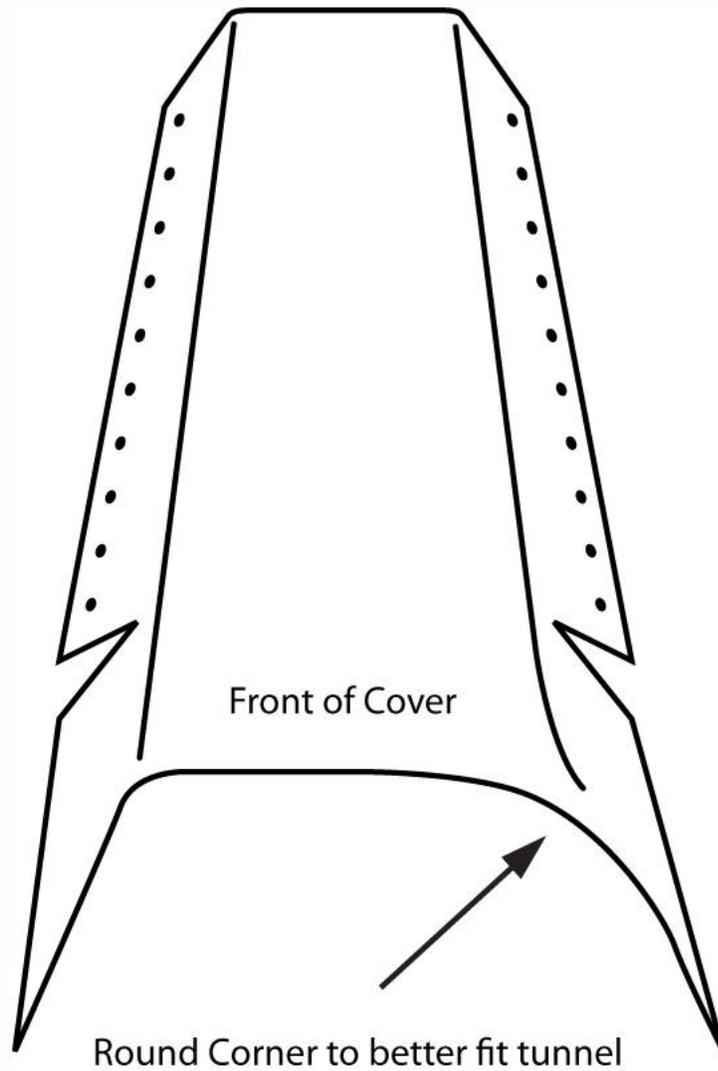
Suggestion:

When installing the engine/ transmission we suggest you also install the headers so that you can adjust transmission tailshaft height position according to header to floor clearance. We have found 1.5-2 degrees of driveshaft angle works best in ExtReme chassis'. Adjust engine/ 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.

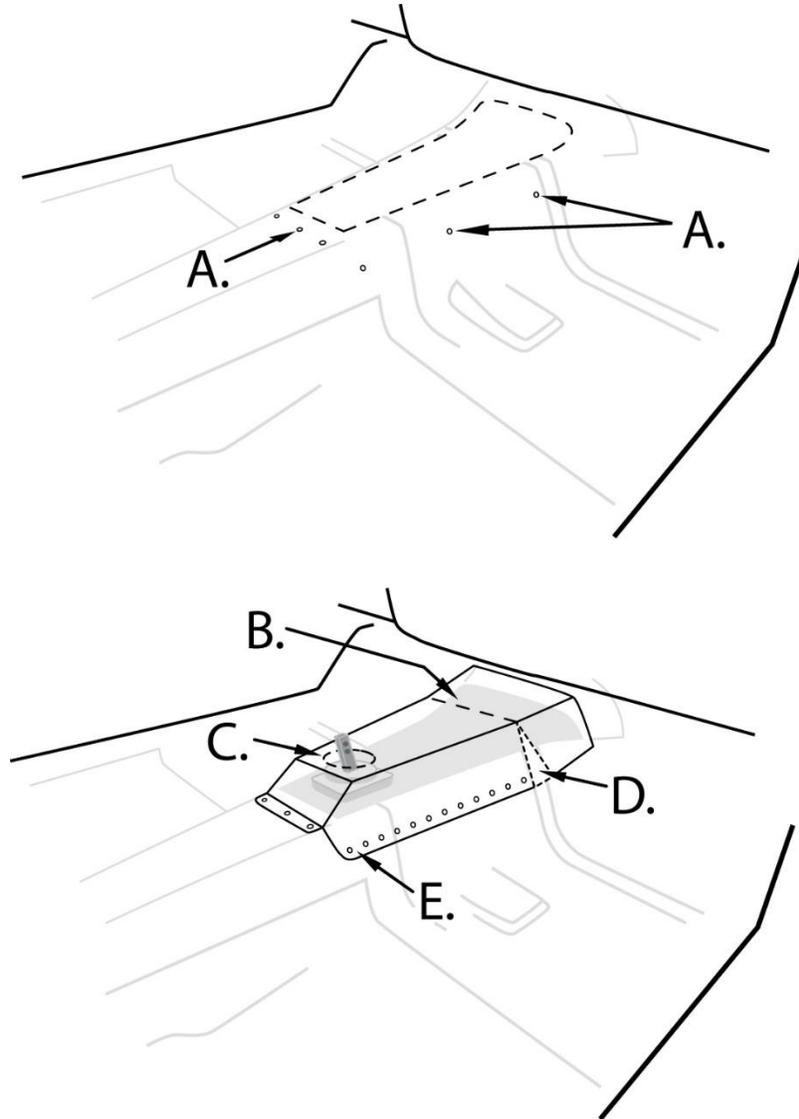
2. Fit the first portion of the cover in place with the back of the tunnel cover lined up with your rearward cut line. (The large open end of the of the cover goes towards the front.)



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.



The front portion of the cover will need to be bent upward at the cut lines located on each side of the cover. 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.

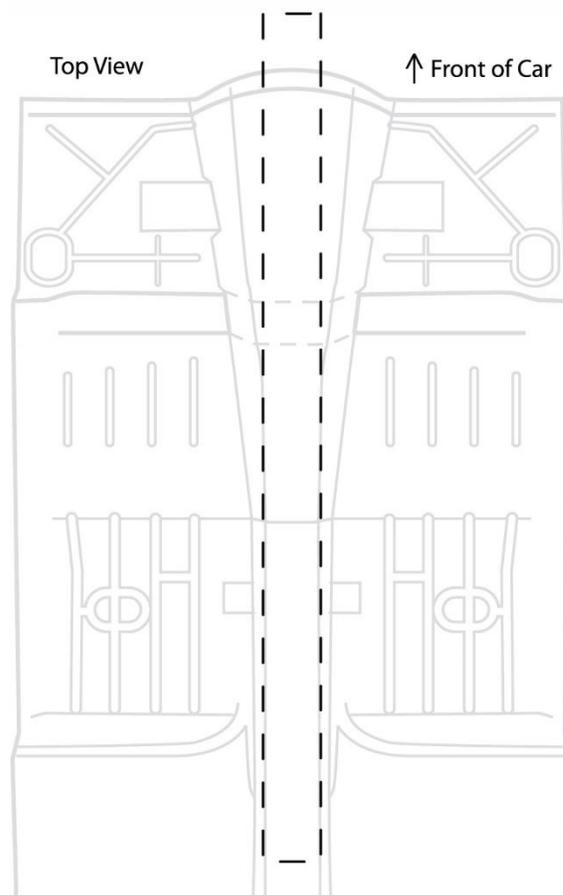


3. Bending the front portion of the cover upward will create a small pie shaped open area, see (D) above. These areas will need to be filled with a scrap piece of 16 gauge steel sheet metal. We recommend welding it together outside of the car to prevent flying sparks and possible fires in your interior.

4. 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 the rearward end (left side as pictured) of the cover as seen below.



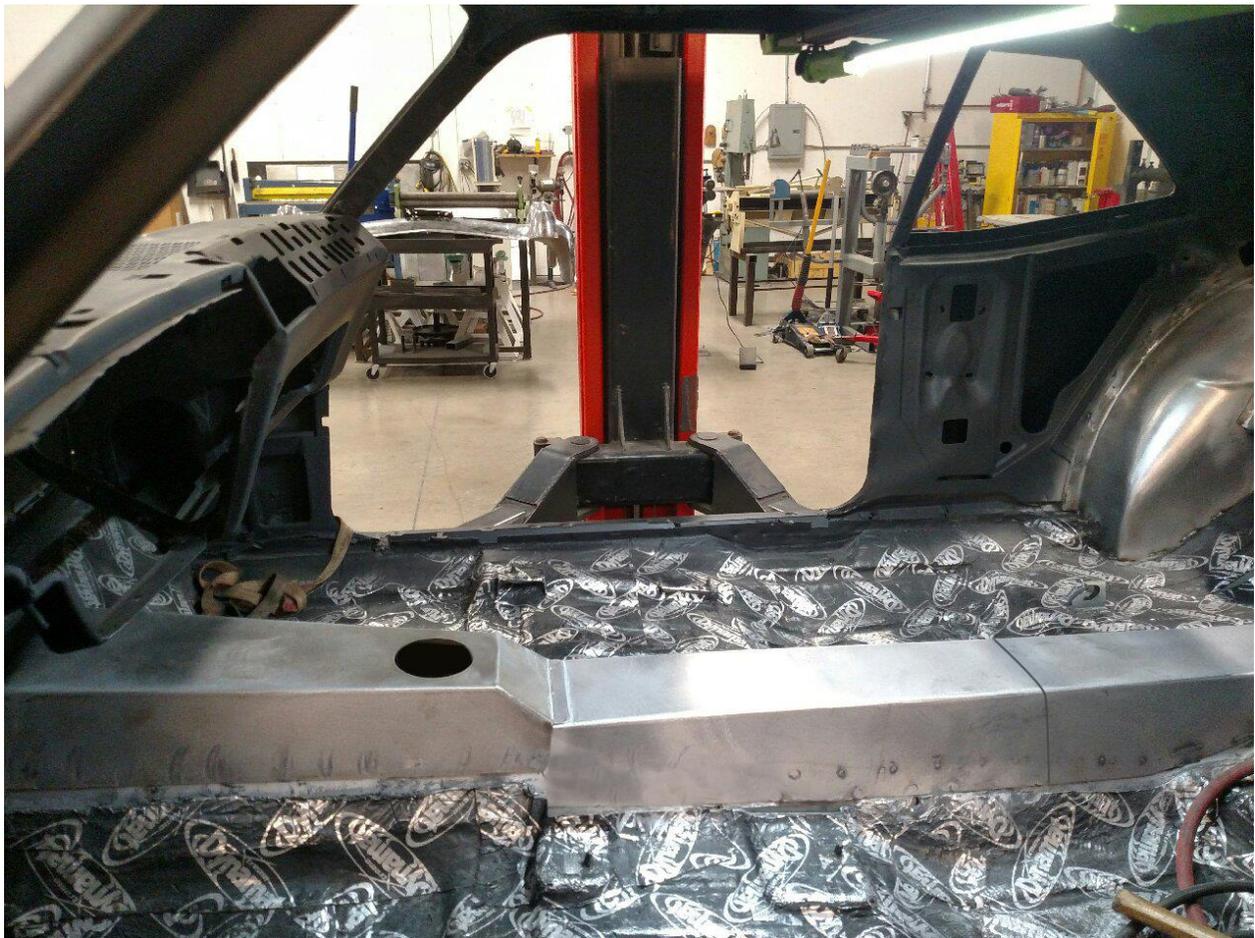
5. Now fit the remaining two portions of the cover on the floor. All three main parts get narrower as they go towards the back and can only be installed this way. Make a mark on the rear floor where the complete tunnel cover ends. Starting from there cut another 4" wide hole forward to the first area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



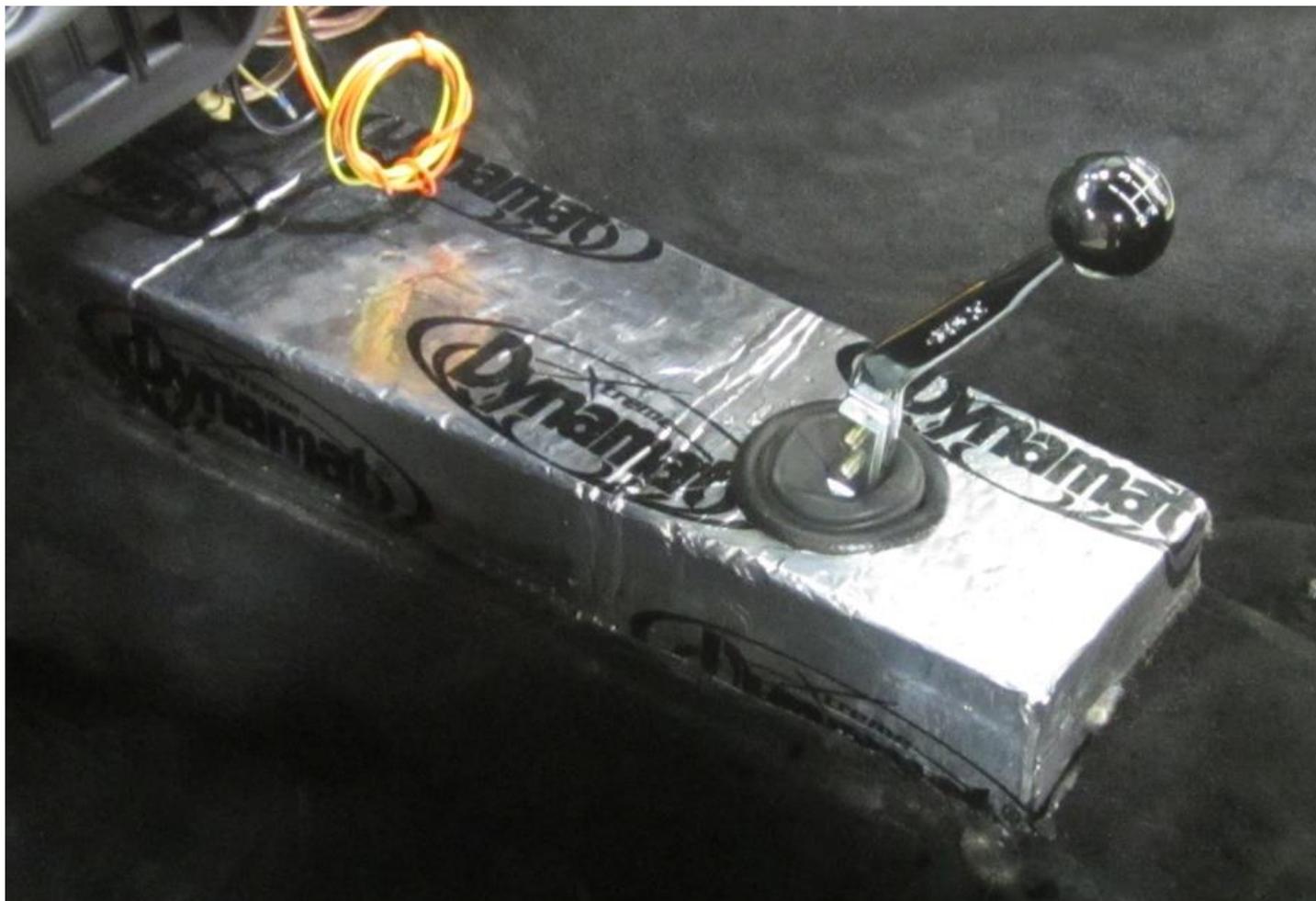
6. Mock up the four parts of the tunnel in place and secure to each other. We recommend welding for the best strength and seal. To protect the interior of the car you can either hold them together with self tapping screws, cleco fasteners, or tack welds, then remove the entire assembly and finish weld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



7. 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, as seen in the example below.



You will find the tunnel cover is short enough to allow a custom center console, as seen below. 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.



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