

Instructional Guide

*T-56 Transmission Tunnel Cover
67-81 F-Body*



Speedtech
PERFORMANCE

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

435.628.4300 SPEEDTECHPERFORMANCE.COM    

4160 S. RIVER RD, ST. GEORGE, UT 84790

Revision Sheet

Release No.	Date	Revision Description
Rev. 0	7/25/22	Created - CF
Rev. 1		
Rev. 2		
Rev. 3		

Installation Guide Approval Memorandum

I have carefully assessed the Installation Guide for **UPPER CONTROL ARMS**. This document has been completed in accordance with the expectations as follows.

APPROVAL - Please initial the appropriate statement.

_____ Engineering: The document is accepted pending the changes noted.

_____ Workshop: The document is accepted pending the changes noted.

_____ The document is not accepted.



Figure 1 1972 Nova, features our Transmission Tunnel – Charles Huffhines

Congratulations on the purchase of your new Speedtech Performance Transmission Tunnel. Installing this system will require the removal of your old suspension from the car. 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 Transmission Tunnel can be done in a home garage with hand tools and basic welding equipment. As your final step, review each assembly step again to be sure all fasteners are correctly secured and torqued to specification.

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

TABLE OF CONTENTS

1. GENERAL INFORMATION

- 1.1 THIS GUIDE
- 1.2 OVERVIEW
- 1.3 TOOLS

2. CHECK IN PARTS AND HARDWARE

- 2.1 CHECKING IN THE ORDER
- 2.2 CHECK IN TABLES

3. GETTING STARTED

- 3.1 LEVELING AND SUPPORT
- 3.2 DISCONNECT BATTERY
- 3.3 CARPET REMOVAL

4. CUTTING AND MOCK UP

- 4.1 MOCK UP
- 4.2 CUTTING
- 4.3 SHIFTER HOLE

5. INSTALLATION

6. CONGRATULATIONS

1.0 GENERAL INFORMATION

[Back to Table to Contents](#)

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 transmission tunnel. The system has been designed to work with a factory or Speedtech Performance subframe or chassis. Some photos in the install process may vary slightly from your exact application.

1.3 Tools

Installation of the Speedtech Performance 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

2.0 CHECK IN PARTS AND HARDWARE

[Back to Table to Contents](#)

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

3.0 GETTING STARTED

[Back to Table to Contents](#)

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

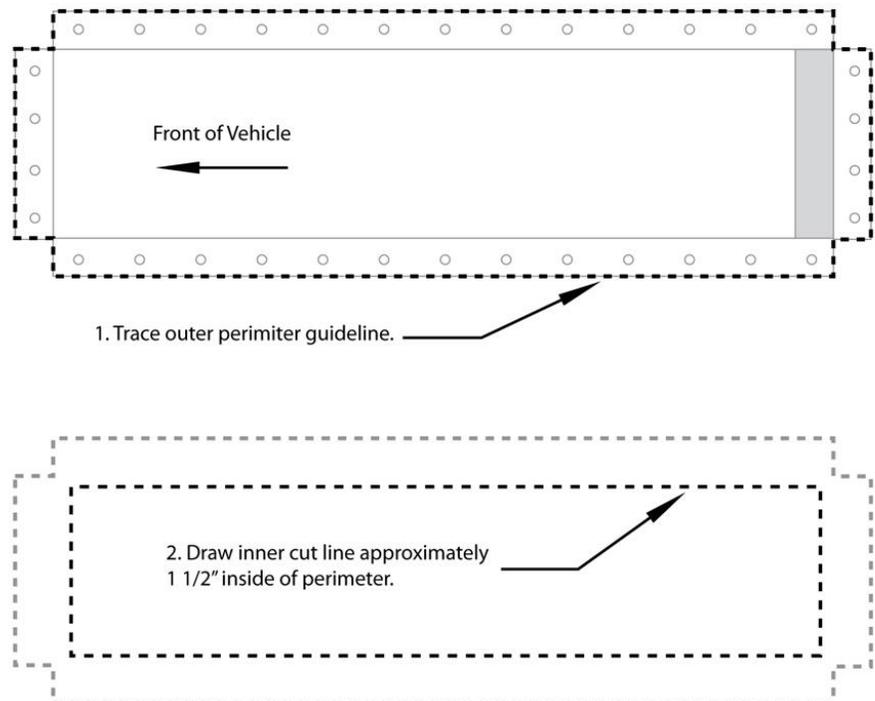
Although not completely necessary, we have found it easiest and safest to remove the carpet from the car to perform this installation.

4.0 CUTTING AND MOCK UP

[Back to Table to Contents](#)

4.1 MOCK UP

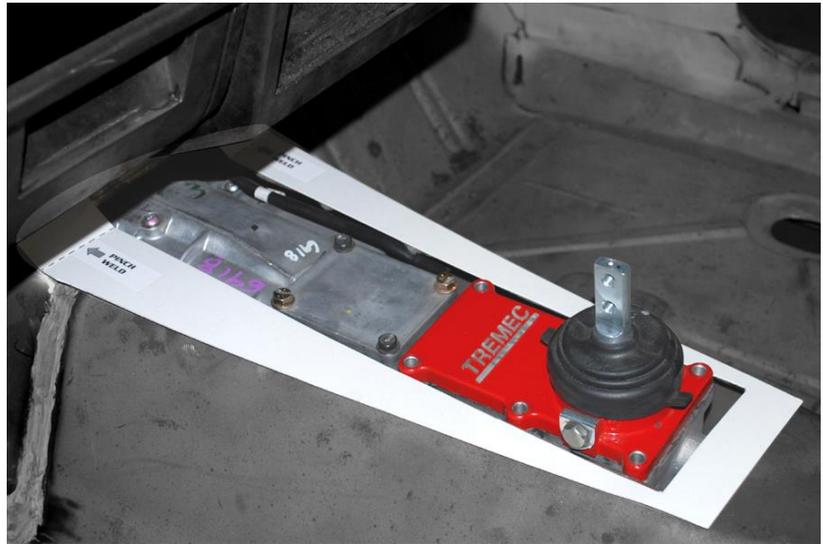
Find the final location for engine and transmission fitment within the car's frame. Find and mark the shifter arm location on the transmission tunnel on the interior of the car. Considering where the shifter will be located, use your tunnel cover and mock up its location on the interior of the car. Trace the outside of the tunnel cover and set it aside. Then draw another line approximately 1 1/2" to the inside of the first line. These will be your cut lines. **DO NOT** cut at the outer perimeter line.



[*See dimensions on page 8](#)

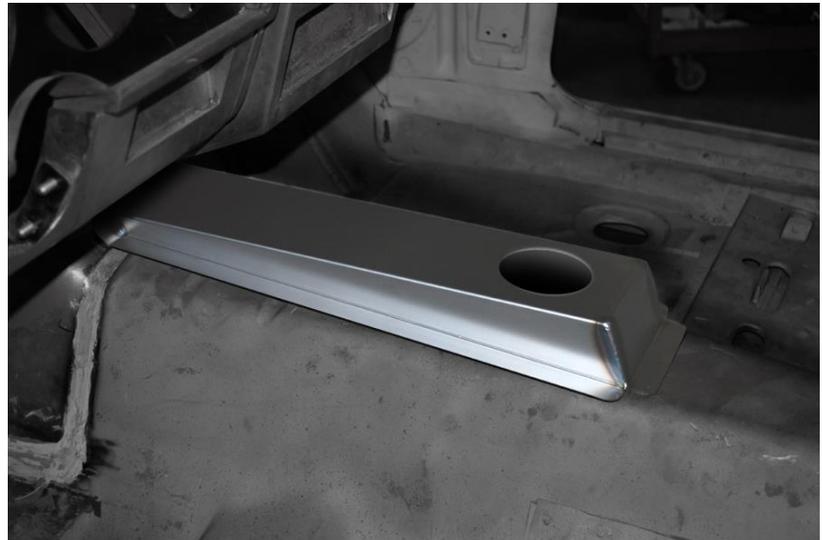
4.2 CUTTING

Once the cut lines are laid out, take the necessary safety precautions and carefully cut out the rectangular portion of the tunnel within your marks. Test fit the transmission in place. Because of model differences and factory tolerances further trimming may be required. Be sure there is At least a small amount of clearance to allow the drive train to flex without hitting the floor. The end result should look something like this.



4.3 SHIFTER HOLE

Next you will need to mark the Tunnel Cover for the shifter location in relation to the cover's position on the transmission tunnel. Cut a hole approximately 3.5" in diameter for the T-56 boot to fit through. We recommend splitting and wrapping vacuum tubing around the diameter of the hole to prevent gouging the shifter boot. Lay the Tunnel Cover over the transmission. With a plastic mallet tap the flanges down so that they mate up to the angle of the floor pan. Reposition the shifter boot as necessary to seal off the round hole.



5.0 INSTALLATION

[Back to Table to Contents](#)

As the inside of the Tunnel Cover and the area of the floor pan covered by the Tunnel Cover may be exposed to outside elements, we recommend protecting these areas with a high-quality paint or other surface protector. Attach the Tunnel Cover securely to the floor. We recommend using a high-quality seam sealer on areas where the Tunnel Cover makes contact with the floor pan, and in any area where there may be gaps because of floor pan shape.



6.0 Congratulations

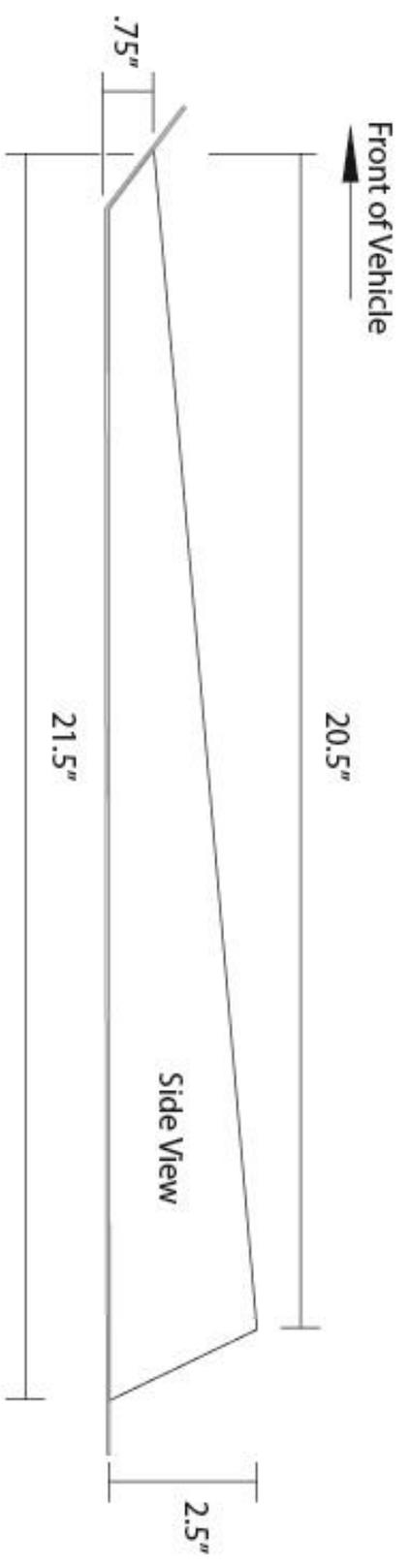
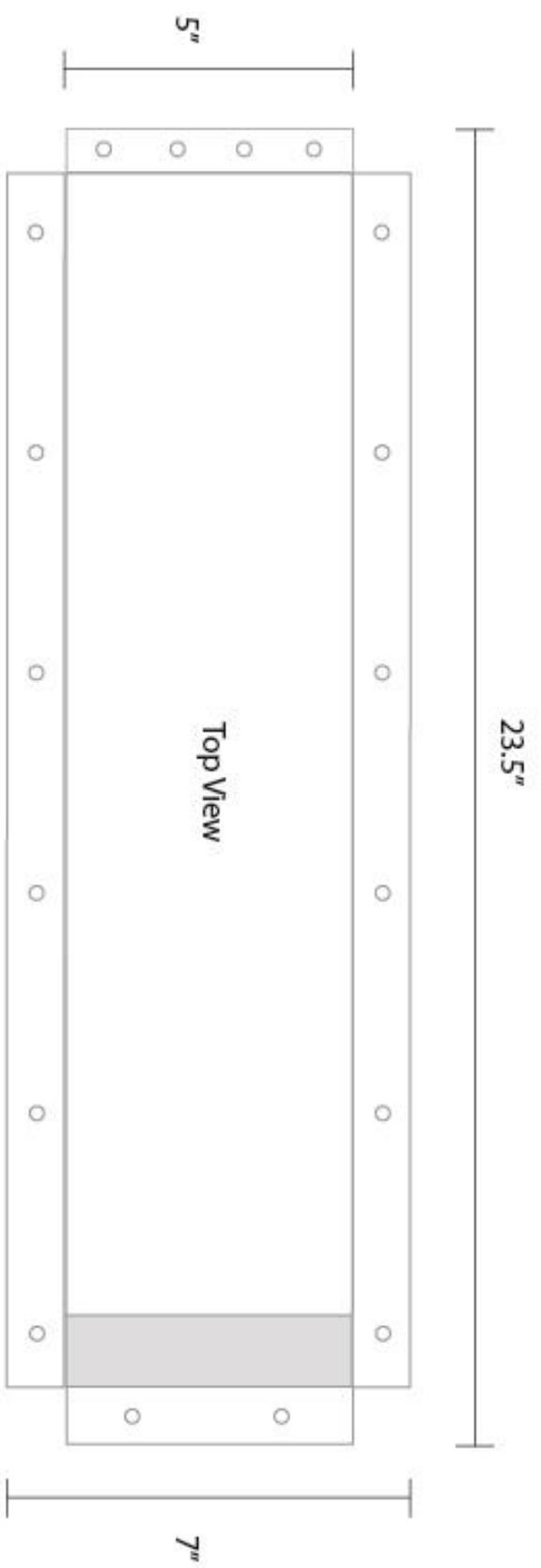
[Back to Table to Contents](#)

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.

Speedtech Performance, LLC
4160 S. River Rd.
St George UT, 84770

(435) 628-4300



'67-69 Camaro
T-56 Tunnel Cover