

# Instructional Guide

*ExtReme Transmission Tunnel Cover  
67-69 F-Body*



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

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

435.628.4300 [SPEEDTECHPERFORMANCE.COM](http://SPEEDTECHPERFORMANCE.COM)    

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*Figure 1 1969 Camaro, features our ExtReme Transmission Tunnel – Brian Coney*

Congratulations on the purchase of your new Speedtech Performance ExtReme Transmission Tunnel. 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 ExtReme Transmission Tunnel can be done in a home garage with hand tools and basic welding equipment.

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**

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## 1.0 GENERAL INFORMATION

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

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 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.

**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.

### 1.3 Tools

Installation of the Speedtech Performance ExtReme 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
- Hammer and Dolly

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## 2.0 CHECK IN PARTS AND HARDWARE

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### 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 from 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

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### 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.

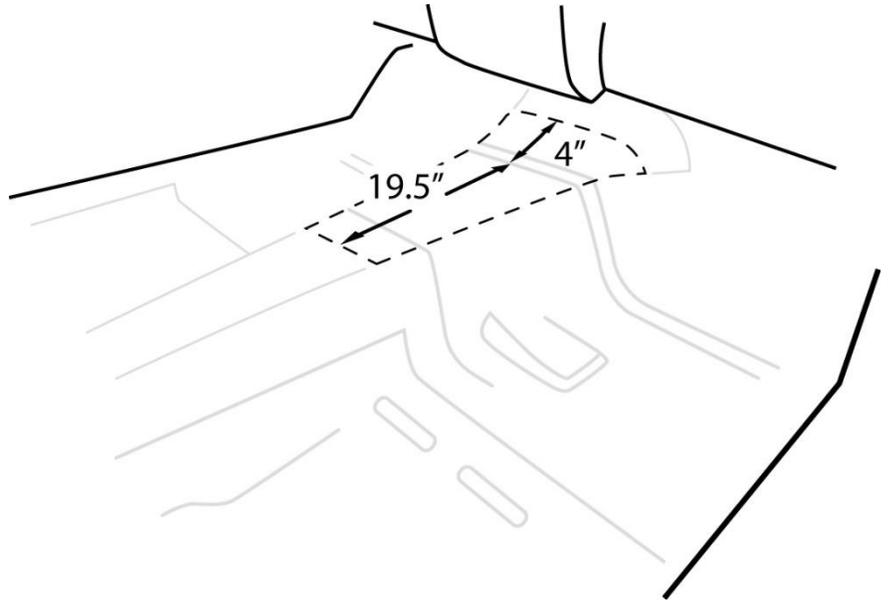
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## 4.0 CUTTING AND MOCK UP

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### 4.1 CUTTING

Mark out your cut lines approximately where the vertical sides of the factory tunnel meet the horizontal top of the tunnel, and extend approximately 19.5" behind and 4" forward of the factory overlap pinch weld area, refer to the diagram below. Cut this portion of the tunnel out of the car. This should be close to the final fitment, although further minor trimming may be necessary. Be sure to leave enough metal for the tunnel cover to overlap the floor pan on all sides.



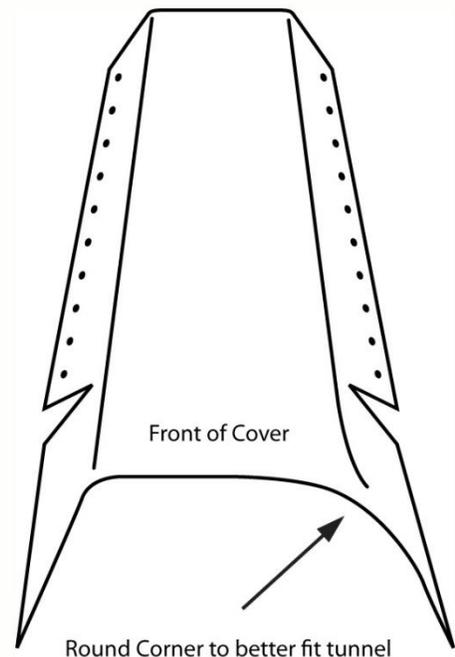
[\\*See dimensions on page 10](#)

### 4.2 DRIVELINE ANGLE

Find the final location for engine and transmission fitment within the car's frame. When installing the engine/ transmission we suggest you also install the headers so that you can adjust transmission tail shaft 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.

### 4.3 MOCK UP

Mock up 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 below. *If you're installing our 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.*



## 4.2 SHIFTER HOLE

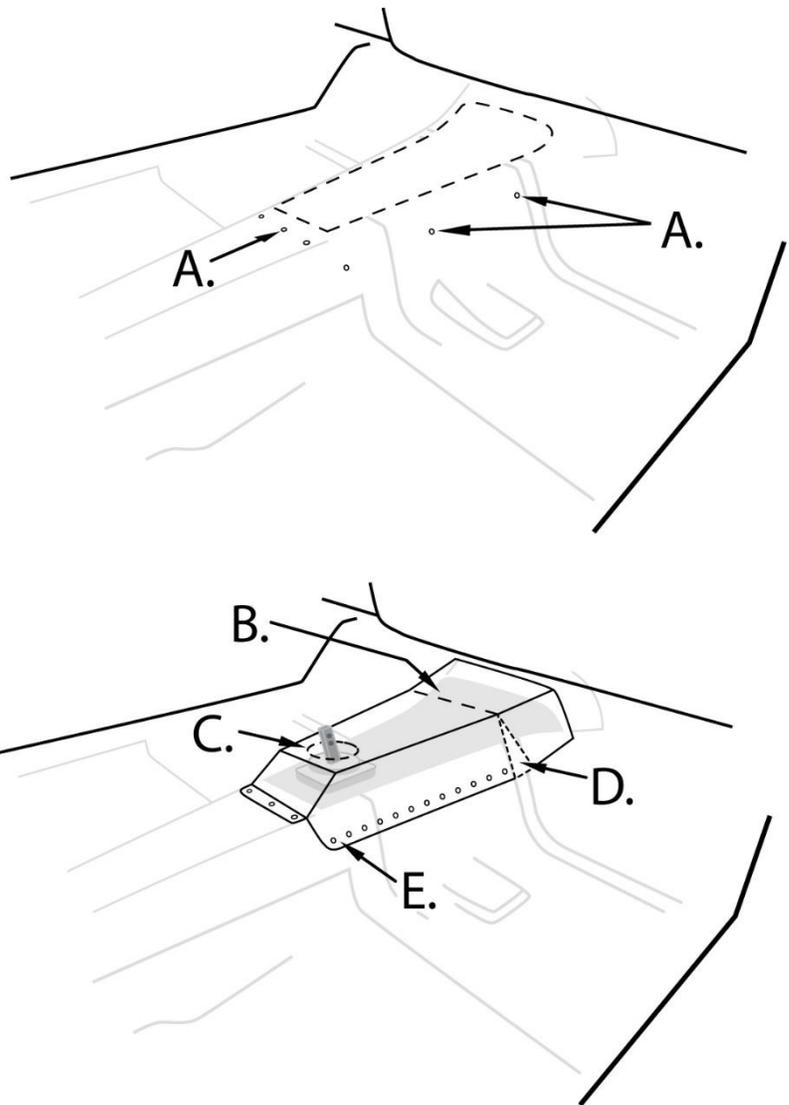
Once the tunnel cover is located properly and fits snug, mark and cut a hole approximately  $3\frac{3}{4}$ " (3.75) in diameter over where the shifter will be located. See also (C) on the next page. Fit and attach the pre bent cap on the rearward end (left side as pictured) of the cover as seen below.



## 4.3 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) on the previous page. 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.



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## 5.0 FINAL INSTALLATION

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### 5.1 ATTACHING

Once you feel comfortable with the fit of the tunnel cover, begin attaching the cover to the floor using the convenient pre-drilled holes, see (E) on the previous page. This may be done in several ways, for example plug welding, rivets, sheet metal screws, etc. There are no pre-drilled holes towards the front because there may be some trimming and shaping to fit different cars. You can drill these holes after modification is completed to help properly secure the front of the tunnel as well.

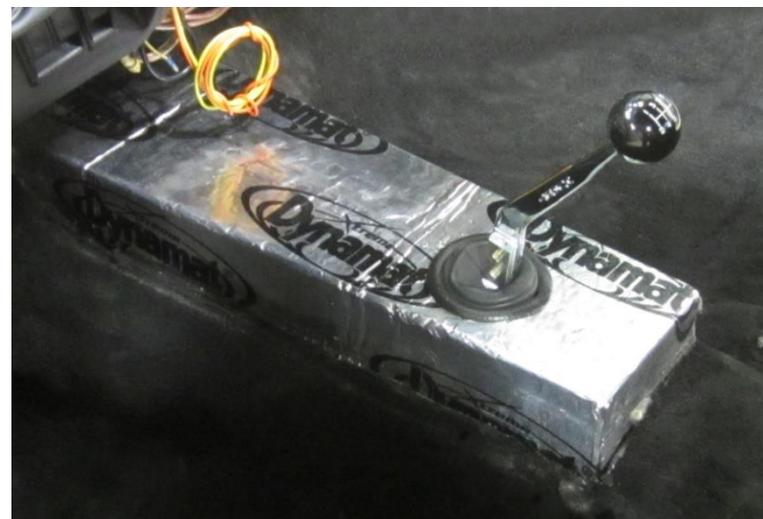
### 5.2 SEAM SEALING

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.



### 5.3 COVERING

Cover your tunnel cover as fits your needs. 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. Because the cover design is fairly low it will easily accommodate a custom center console.



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## 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 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.

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11510  
'67-69 Camaro w/T56  
Extreme Tunnel Cover

Front Perspective

