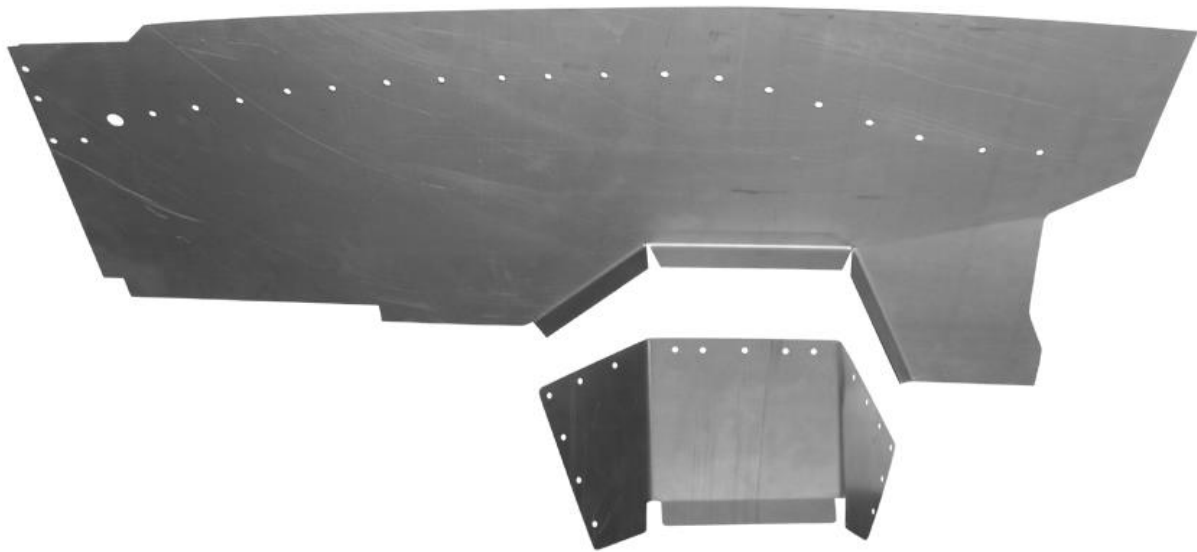


Instructional Guide

Smooth Firewall
67-69 F-Body / 68-74 X-Body



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Figure 1 1968 Camaro Phat68, features our ExtReme subframe and Torque Arm suspension, Michael Cuthbertson

Congratulations on the purchase of your new Speedtech Performance Smooth Firewall. 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 Smooth Firewall 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

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

4. CUTTING / REMOVAL

- 4.1 MOCK UP AND REMOVAL
- 4.2 SPOT WELD REMOVAL
- 4.3 FIREWALL CUTTING

5. INSTALLATION

- 5.1 MOCK UP FIREWALL
- 5.2 MOCK UP TUNNEL
- 5.3 WELDING

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 Smooth Firewall 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 Smooth Firewall. Some photos in the install process may vary slightly from your exact application.

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. Remove the inner heater box and all attached components.

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.

1.3 Tools

Installation of the Speedtech Performance Smooth Firewall can be done on the floor with simple hand tools, cut off wheel and a basic welder.

Additional things to have before you start:

- Drill
- Floor Stands
- Floor Jack
- Welder
- Grinder

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 from your order, call your authorized dealer as soon as possible.

2.2 Check in Tables

BRACING

X	#	Description	Size
	1	Smooth Firewall	
	1	Tunnel Transition Piece	

3.0 GETTING STARTED

[Back to Table to Contents](#)

3.1 LEVELING AND SUPPORT

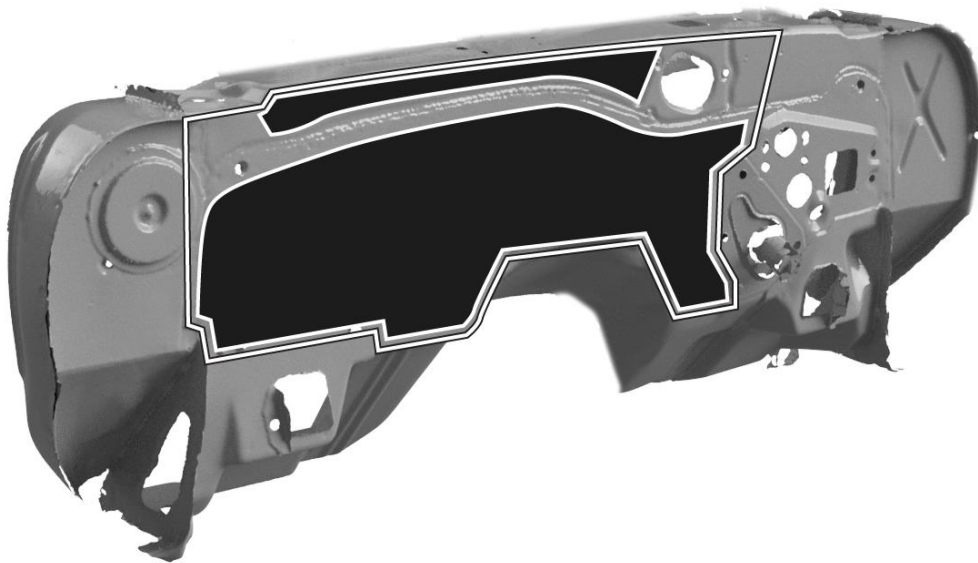
The vehicle should be on a level surface before you start. Jack up and properly support the vehicle's frame. Remove the front wheels. For cars with drop off style rotors, reinstall one lug nut if needed to prevent the rotor from falling off.

4.0 CUTTING/REMOVAL

[Back to Table to Contents](#)

4.1 MOCK UP AND REMOVAL

Place the smooth firewall up against the factory firewall to become familiar with its 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. This image depicts how the firewall fits on the factory wall. The blacked-out area represents what will be removed.

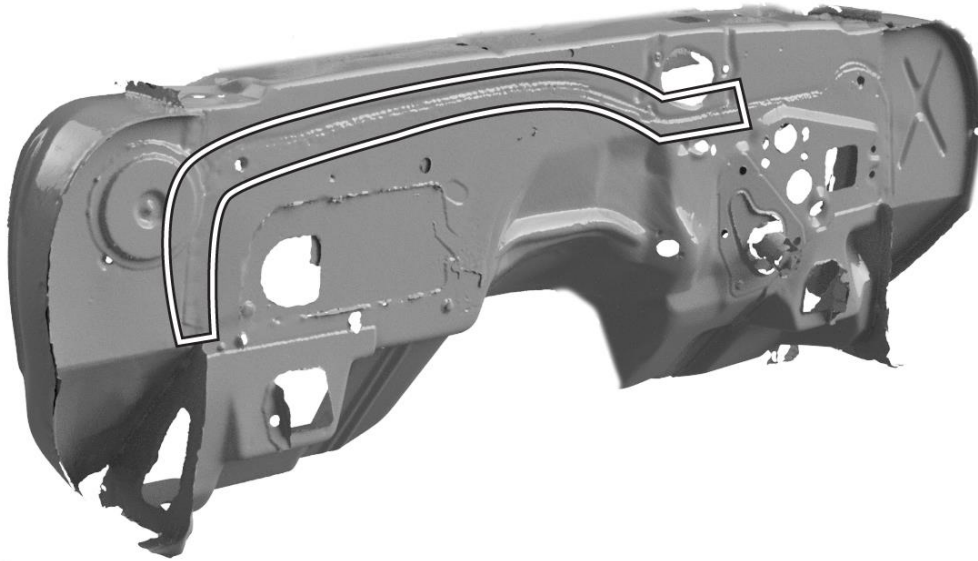


Also note at **(A.)** the old firewall creates a natural ledge for the new firewall to mate to.



4.2 SPOT WELD REMOVAL

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



4.3 CUTTING FIREWALL

Proceed to cut along your marked cut lines and remove the old firewall.

5.0 INSTALLATION

[Back to Table to Contents](#)

5.1 MOCK UP - FIREWALL

After the firewall is removed, mock up your new firewall in place. You can hold it with sheet metal screws, clecos, etc.

5.2 MOCK UP - TUNNEL

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.

NOTE: 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 dollied to match the contour of the factory transmission tunnel.

5.3 WELDING

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.



NOTE: 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.

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.

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