

Instructional Guide

*T-56 Transmission Tunnel Cover
68-74 X-Body*



Speedtech
PERFORMANCE

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

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Figure 1 1970 Nova, features our components – ResurreXion

Congratulations on the purchase of your new Speedtech Performance 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 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 Nova. 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 Speedtech Performance subframe or a factory set up. 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 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.

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

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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 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

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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

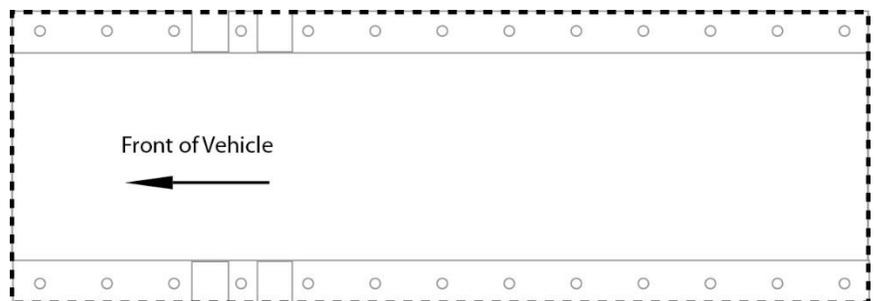
Although not completely necessary, we have found it easiest and safest to remove the carpet from the car to perform this installation.

4.0 CUTTING AND MOCK UP

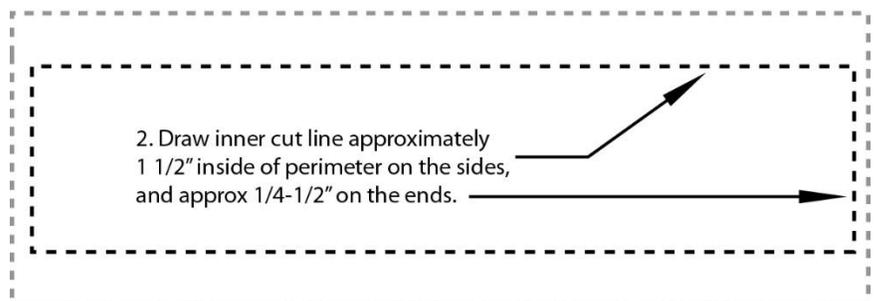
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4.1 MARKING

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. The slanted end goes towards the front 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. DON'T cut at the outer perimeter.



1. Test fit tunnel cover in place. Trace outer perimeter guideline.



2. Draw inner cut line approximately 1 1/2" inside of perimeter on the sides, and approx 1/4-1/2" on the ends.

4.2 CUTTING

Once your 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 a small amount of clearance to allow the drive train to flex without hitting the floor. The end result should look something like this.



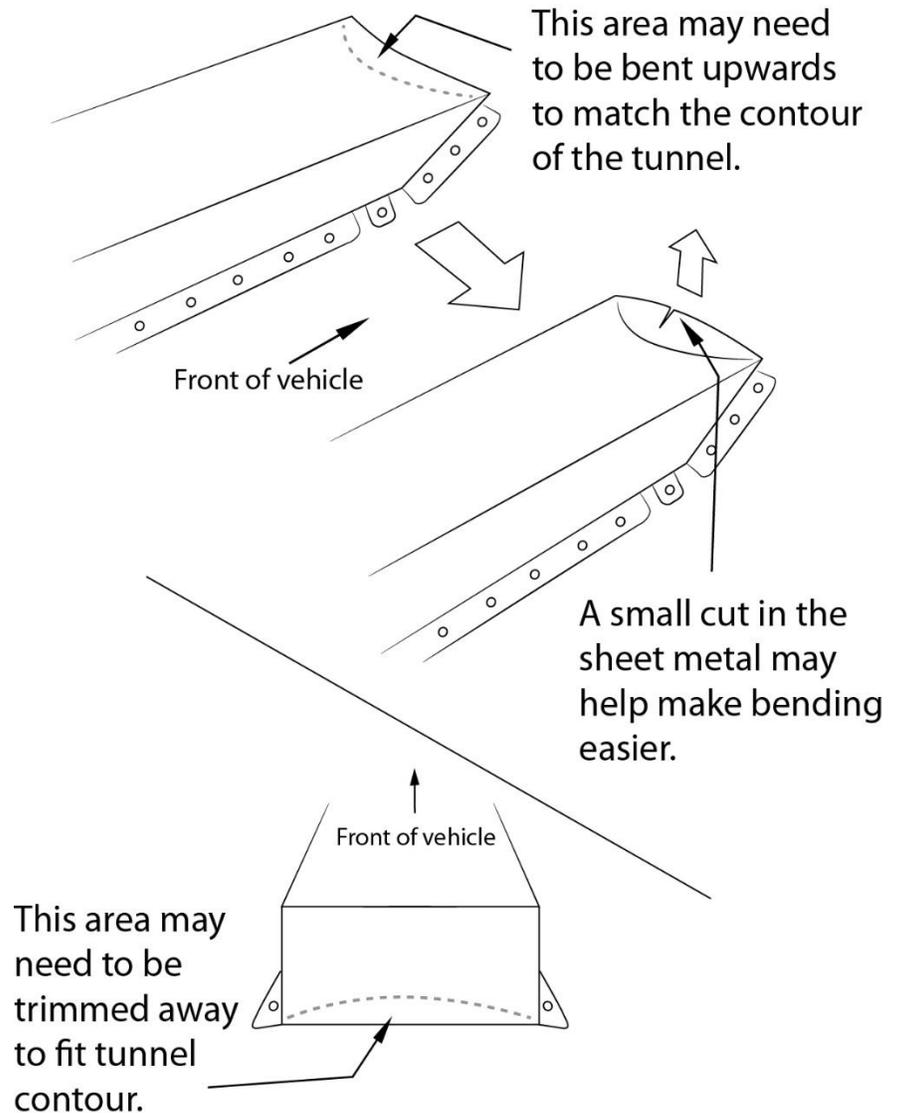
4.3 FACTORY FLOOR SHIFTER

Factory floor shifted Camaros will need the shifter hump removed and a piece of sheet metal attached in its place to seal off the rest of the tunnel.



4.4 CUSTOM FITTING

Some slight modification may be required to custom fit your tunnel cover to your specific car. Most common is bending the forward edge up to match the rise towards the firewall, and some slight trimming on the rear to match the contour of the tunnel.



4.5 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 in the cover centered over where the shifter will be located.



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. 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.

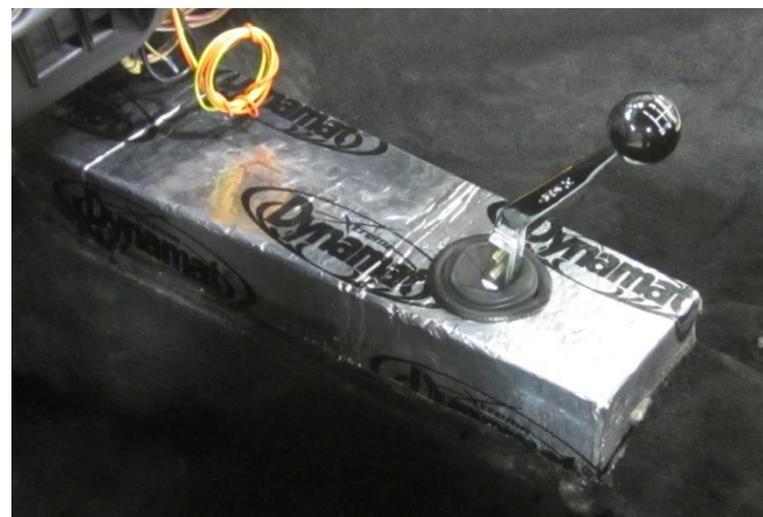
5.2 SEAM SEALING

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.



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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CHEVELLE TUNNEL DIMENSION SHEET

