

Instructional Guide

*Firewall Clutch Master Cylinder Bracket
67-81 F-Body / 64-67 A-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



Figure 1 1967 Camaro, features our ExtReme Subframe, Torque Arm and components – Ironwrks Speed and Kustoms

Congratulations on the purchase of your new Speedtech Performance Firewall Bracket. 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 Firewall Bracket 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 Firewall Bracket. 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 Firewall Bracket. Some photos in the install process may vary slightly from your exact application.

Installation of this kit requires some grinding and TIG welding. Take all necessary safety precautions whenever working on your vehicle.

Pushrod modification for GM master Cylinder

LT applications- Master Assembly 12559912

LS applications- Master Assembly 12570277

1.3 Tools

Installation of the Speedtech Performance Firewall Bracket can be done on the floor with simple hand tools.

Additional things to have before you start:

- Socket / Wrench
- Floor Stands
- Floor Jack
- Drill with 3/8 and 7/16 bits

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	Firewall Bracket	
	2	Bolt	5/16 x 1/2
	1	Adj. Push Rod Conversion Assembly	

3.0 GETTING STARTED

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3.1 LEVELING AND SUPPORT

Always ensure the car is safely supported. This can be done on the ground with the suspension installed, or on a lift/jackstands. Be sure to keep the car level and square when in the build process.

3.2 REMOVAL

The push rod on the GM master cylinder is too long and needs to be shortened. Supplied with this kit is a new sleeve with heim joint and mounting bolt.

Remove the crimped-on factory rod end. We suggest using a die grinder or cut off wheel to score the rod end portion lengthwise until you are able to remove it from the push rod shaft. Be careful not to cut into the master cylinder push rod shaft.

Grind pinch area until
rod end can be removed.

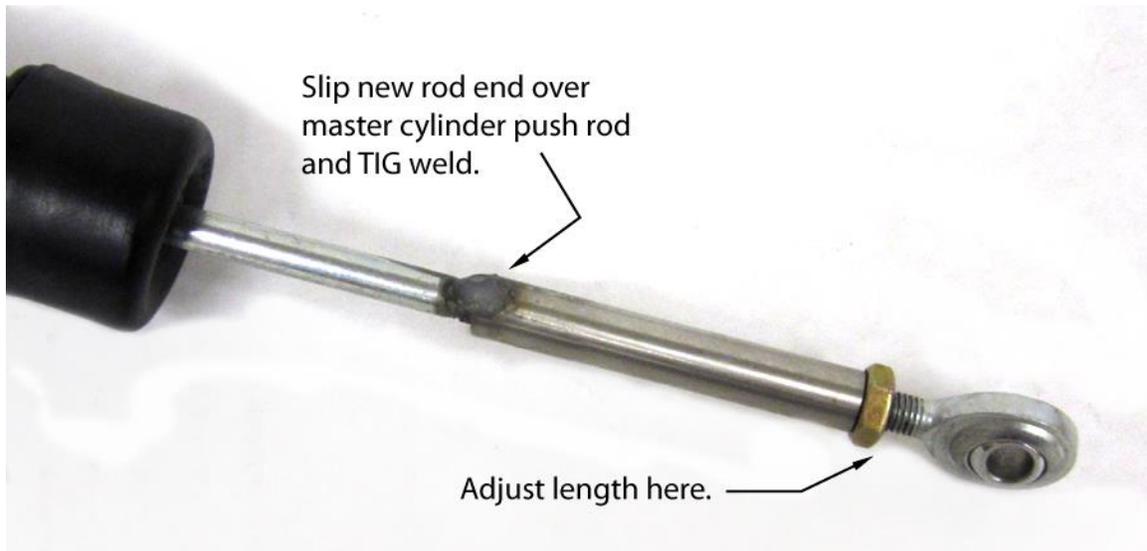


4.0 INSTALLATION

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4.1 PUSH ROD

Once the factory rod end is removed, slide the ATS supplied pushrod end onto the shaft until it bottoms out. Crimp and/or TIG weld the assembly together.

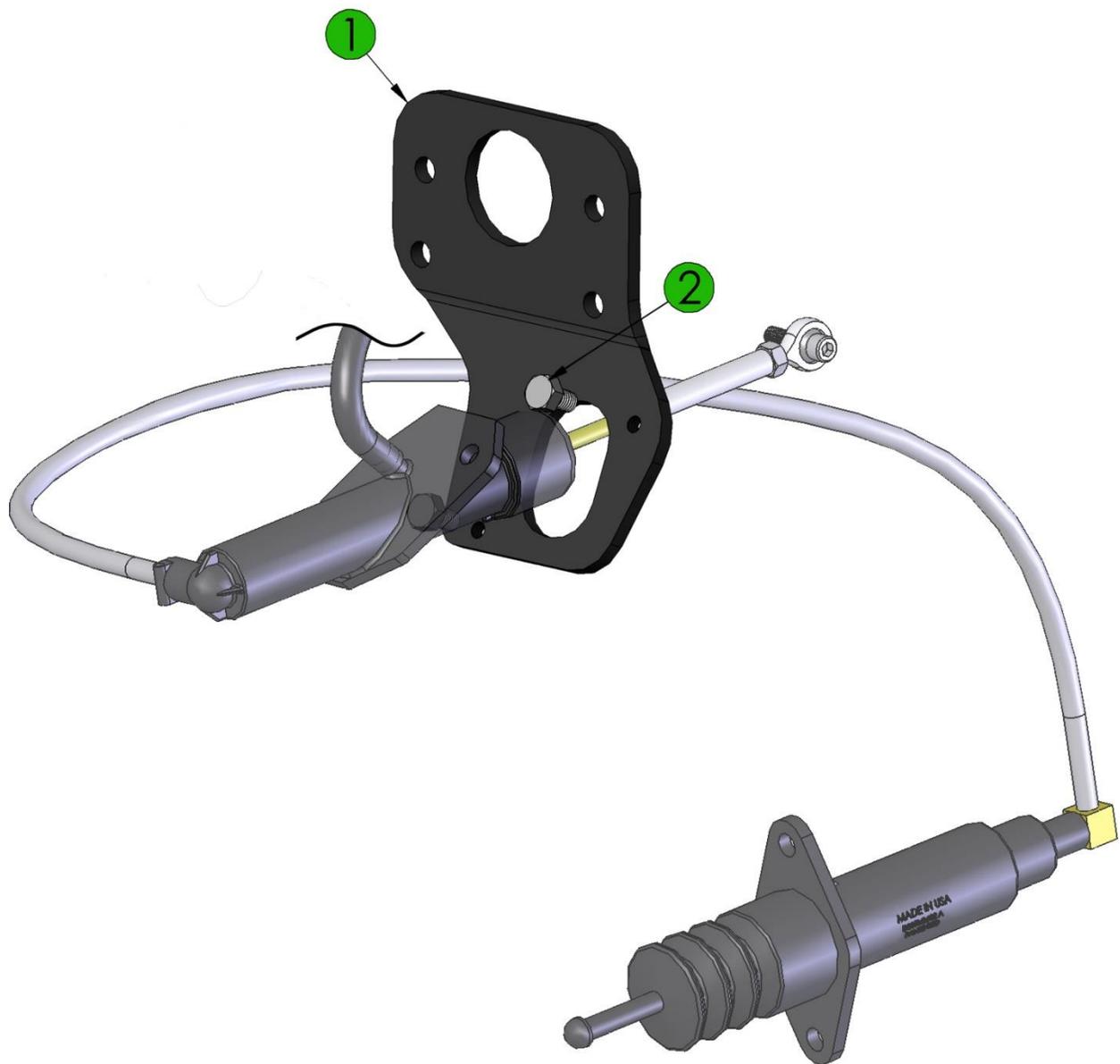


4.2 BRAKE MASTER CYLINDER

Unbolt and carefully move your brake master cylinder and power booster away from the firewall. Depending on the application, removing brake lines may not be necessary. However, you must keep the assembly supported and be careful not to kink or excessively bend any brake lines. Slip the Clutch Master Bracket over the original mounting studs. Bolt the clutch master cylinder to the bracket using the supplied 5/16" bolts. Now reinstall your brake booster/ master cylinder.



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1. Clutch Master Cylinder Bracket
 2. 5/16" Mounting bolt



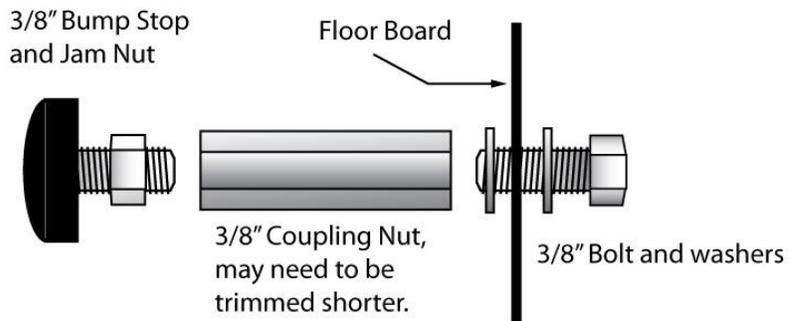
4.3 FACTORY PEDAL MODIFICATION

If the clutch pushrod enters the cylinder on an angle the cylinder will be damaged and leak. To prevent this, you will need to modify your factory pedal to place the pivot in the right location. From the pedal pivot, measure down $2\frac{3}{8}$ " and over $\frac{3}{8}$ " to drill a $\frac{1}{4}$ " hole. Shown is a 1st gen Camaro pedal. This location may vary slightly depending on application, mock up the assembly in the car first to be sure you have the pivot in the right location before modifying the pedal.



4.4 PEDAL STOP

We recommend an adjustable clutch pedal stop be installed on the floor of the car to stop the pedal from bottoming out the clutch master cylinder. This is necessary to avoid bending the shaft. A simple $\frac{3}{8}$ " coupling nut bolted or welded to the floor will allow you to adjust a bump stop or bolt and jam nut to achieve the proper pedal travel.



5.0 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.

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

(435) 628-4300