

# Instructional Guide

*ExtReme Transmission Tunnel Cover  
55-57 Tri-5*



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

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

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*Figure 1 1955 Bel Air, features our ExtReme Transmission Tunnel – Tony Phillips*

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 Tri-5. 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 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

## 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
	1	Body Transition	
	1	Transmission Tunnel Cap Piece	
	2	Floor Tunnel Piece	
	1	Trunk Tunnel Piece	

## 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.

### 3.4 FLOOR CUTTING

Before installing your ExtReme Chassis into your car, you will need to remove a portion of the transmission tunnel first as the chassis crossmembers and transmission case will be taller than the factory tunnel. Completely assemble the chassis with the engine, transmission, driveline, and rear axle in place.

**Note:** We suggest you have the headers on the engine so that you can adjust the transmission tail shaft height position according to header to floor clearance. This will also give you your end shifter height. With this height you will be able to adjust accordingly your tunnel cover's final installed height.

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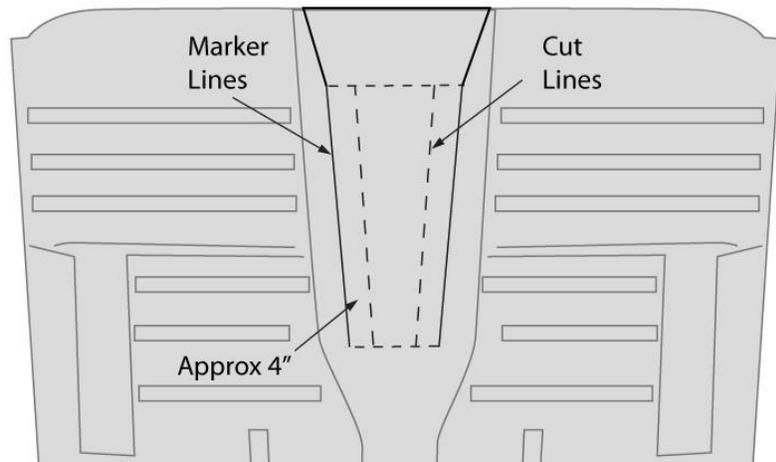
## 4.0 CUTTING AND MOCK UP

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### 4.1 TRANSMISSION TUNNEL MOCK UP

Mock up the front bell housing portion of the tunnel cover against the firewall and the second cover piece up against the first, overlapping the laser cut flaps. Trace with a marker the bottom edge of the tunnel cover onto the transmission tunnel and then remove the cover pieces. Move 4" inward from your marker lines on each side and draw parallel lines, these will be your cut lines. \*Remove the section of the tunnel at the new lines. Note the horizontal cut lines in the diagram below will help you bend the tunnel upwards to meet the sides of the cover. Removing this section should be enough room to allow the transmission to extend up through the transmission tunnel. Depending on which transmission you're using further trimming may be necessary. Remember, to assure you have enough sheet metal to later attach the tunnel cover to the tunnel it's better to initially cut too little rather than too much. Once you get the tunnel cover mocked up and located properly you can then hammer and dolly the floor and tunnel as needed to better match the vertical sides of the tunnel cover.

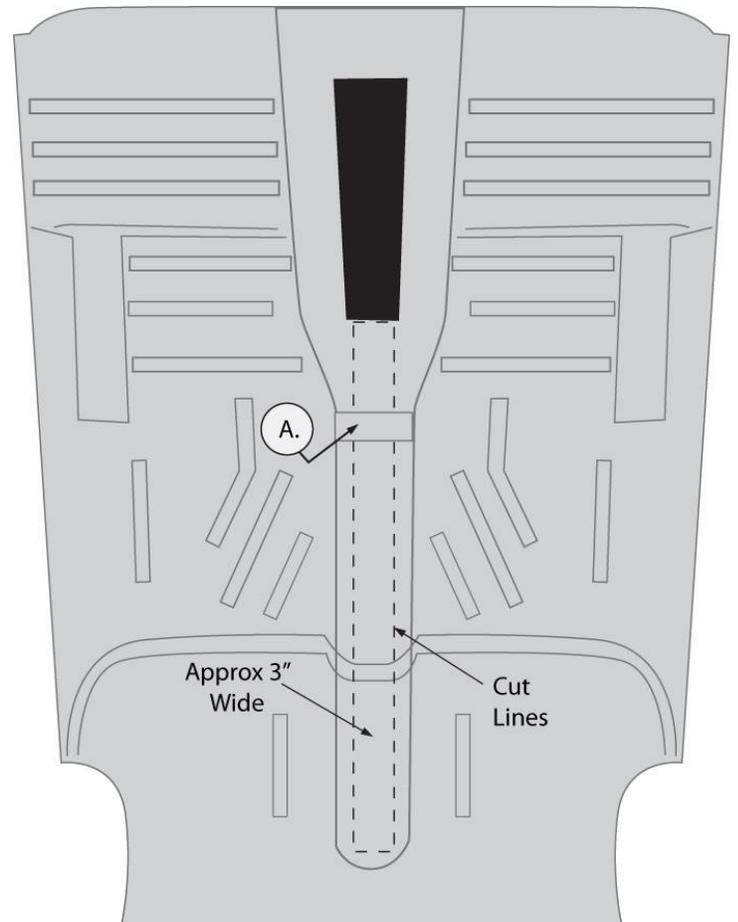
**\*A note before you begin cutting:** The transmission tunnel is a structural part of the car's body. Modifying the structural integrity of a vehicle may cause the body to become flimsy and shift. We recommend installing temporary bracing to hold the car's shape rigid. For example, from the front kick panel area to the base of the transmission tunnel, the rear seat side panel area to the base of the tunnel, and before cutting out the portion of the trunk, bracing from the package shelf to the trunk floor. The installer should be able make good judgment of how and where to do this.



### 4.2 FLOOR TUNNEL MOCK UP

With the front portion cut out, proceed to remove the top of the rest of the tunnel, cutting out an approximately 3" wide strip front to back. You must do this to allow the chassis' crossmembers to rise above the floor when the body is placed on the chassis. About mid floor there is a cross brace (**A.**) that the factory e-brake lever attaches to. At this time *do not cut through* this crossmember to help maintain floor pan stability, you will remove this crossmember later in the installation. You *will cut through* the rear crossmember at the rear seat at this time. See diagram and photo.

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.



**Note:** how much higher above the floor the ExtReme chassis crossmembers are. When you have the top of the tunnel removed, "peel back" the metal vertically to match the tunnel cover sides as seen in the above photo



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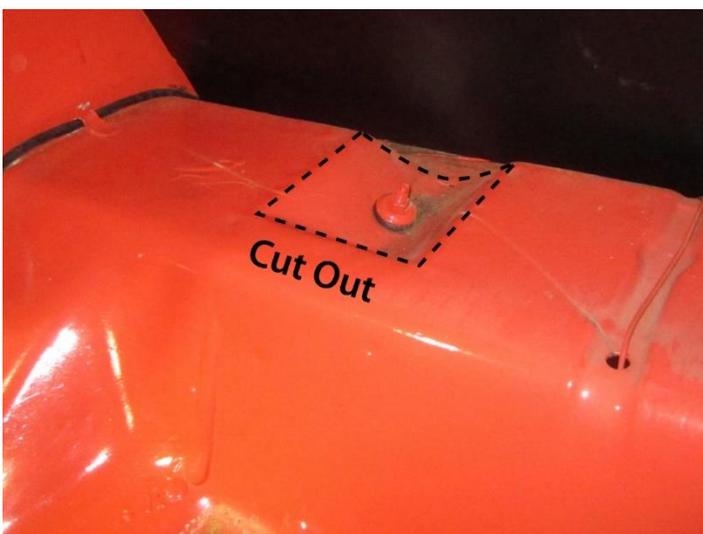
## 4.3 TRUNK MOCK UP

The vertical forward edge of the cove in the trunk will interfere with the chassis' raised rear frame rails and must be removed. A large flat panel has been included in your kit to patch this area. Place the flat rear panel portion of the tunnel cover kit in the trunk centered between the rear wheel wells. You may need to trim the panel if necessary to fit between widened mini tubs. Trace the entire perimeter of the panel with a marker to define the outer edge. Move inward of those lines about 1" on all sides and draw cut lines parallel to your panel outline. Remove this portion of the trunk floor at your cut lines.



## 4.4 REAR SHOCK MOUNT

Cut out the upper trunk shock mounts as seen in the photo below. Next remove the spare tire well. You can use leftover flat scraps to patch the shock mount holes. For the spare tire well, you can purchase a patch kit or a full flat trunk floor pan from Tri-5 restoration parts suppliers.



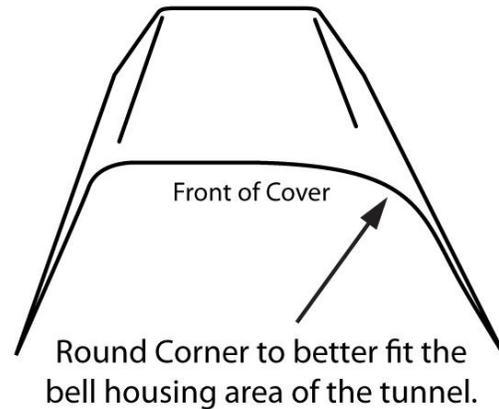
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## 4.5 BODY MOCK UP

With the floor pan and trunk now cleared, place the body on the chassis for test fitting, trimming and shaping the open areas as needed. You may need to cut out a portion of the front bell housing area for more clearance depending on which transmission you're using, or if you are also installing our part number 81511 smooth firewall kit. With the body bolted down to the chassis you can now cut out the remaining factory mid floor cross member, **(A)** from step 4.2.

## 4.6 TRANSMISSION TUNNEL MOCK UP

With the body in position on the chassis, place the tunnel cover parts in position and check for fit and clearance. Some reshaping of the bell housing area of the cover will be required, see illustration below. Hammer and dolly and shape the floor as well so that it meets up snug with the rest of the tunnel cover parts. According to your shifter position locate, mark and cut a 3.5" diameter hole for your shifter rod and boot.



## 5.0 FINAL INSTALLATION

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### 5.1 ATTACHING

With all sections of the tunnel cover in position affix the tunnel cover and rear trunk panel permanently to the floor. Several methods could be used including sheet metal screws, rivets, welding, etc. We recommend welding for the best seal and structural integrity. Even with welding we also recommend seam sealing where each tunnel cover section meets and everywhere the cover and floor meets. We also recommend covering the underside with undercoating, quality paint or other weatherproof coatings.

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Photos below show complete cover mocked up in place. Some trimming of overall length may be required. Note also temporary structural bracing.

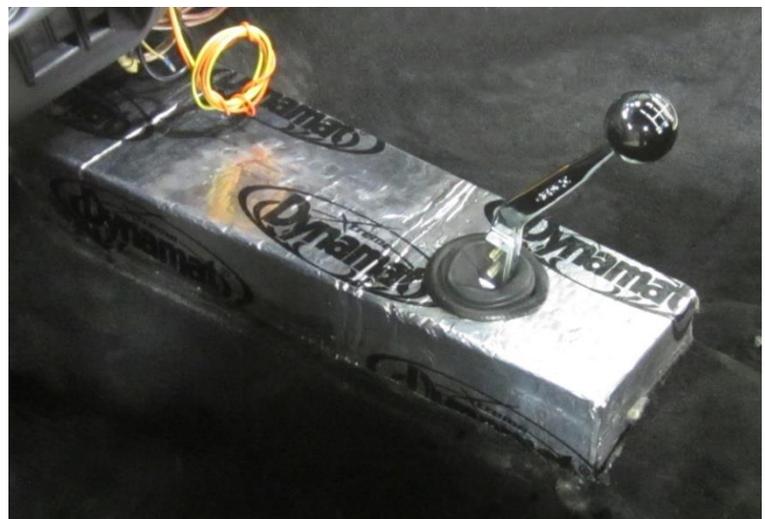


## 5.2 SEAM SEALING

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.

## 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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