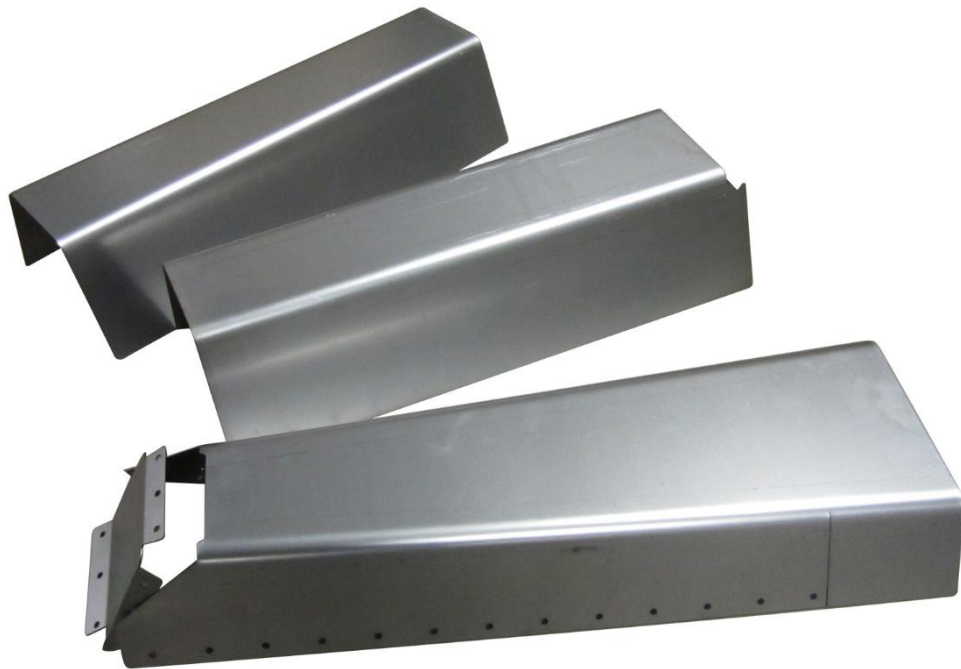


Instruction Guide

Extreme Transmission Tunnel Cover
68-74 X-Body



Speedtech
PERFORMANCE

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

435.628.4300 SPEEDTECHPERFORMANCE.COM    

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Figure 1: 1972 Nova features our Extreme Transmission Tunnel [picture by RessureXion]

Congratulations on your purchase of the new Speedtech Performance Extreme transmission tunnel. Use only approved, appropriately rated jack and jack stands, and take all required safety precautions to complete the job safely and correctly. If you have any uncertainties, seek the assistance of a highly qualified workshop.

Read and understand all instructions thoroughly before you begin. Your main assembly and setup of your new Extreme transmission tunnel can be done in a home garage with hand tools and basic welding equipment.

Speedtech enjoys seeing the progress our customers are making as they work through their builds. Join the group Team Speedtech on Facebook and share your pictures and story.

Speedtech Performance wishes you the best with your project!

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1.0 GENERAL INFORMATION

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1.1 THIS GUIDE

Thank you for purchasing your new Speedtech Performance Extreme transmission tunnel. Read all instructions thoroughly before beginning, and take all required safety precautions to do the job carefully and correctly. If you have uncertainty, seek the assistance of a highly qualified workshop.

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.

While Speedtech's Extreme suspension systems are safer and more comfortable compared to factory suspension on the street, they are also designed to meet the needs of those intending to participate in off-highway road races and autocross competitions. To achieve maximum benefit from our system, you should anticipate adjusting and tuning the suspension to achieve optimum performance specific to the vehicle, driver, and type of racing. Some of this, such as tuning sway bars and shock settings, can be done trackside by making adjustments and seeing or feeling how the car reacts to these changes. Speedtech recommends including a tire probe pyrometer and an air pressure gauge in your track-side kit.

Other adjustments, such as tuning a bump steer and caster, may require specialized equipment and professional help. Speedtech's technical department can share insight on making these adjustments to help get you started.

1.2 OVERVIEW

These instructions outline the Extreme transmission tunnel. Photos in the instruction process may vary slightly from your exact setup, as this has been designed to work with the Extreme Speedtech Performance subframe or chassis. 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, but the part is functionally the same and is installed in the same manner described.

1.3 TOOLS

Installation of the Speedtech Performance Extreme Transmission Tunnel can be done on the floor using simple hand tools, power tools, and a basic welder.

You will also need two small pieces of 16-gauge scrap 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 drill 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.

Additional things to have before you start:

- Welder
- Drill
- Grinder
- Floor Stands
- Floor Jack
- Hammer and Dolly

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. In those cases, some adjustments or modifications to the tunnel and/or tunnel cover may be required. For your convenience, a diagram of all tunnel measurements is at the end of these instructions, also referred to as Figure 11.

2.0 CHECK IN PARTS AND HARDWARE

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2.1 CHECKING IN THE ORDER

Check in your order as soon as possible. To check the order, Speedtech has provided a table that can be used as a checklist, as shown in Figure 2. All bolts and nuts are NF unless otherwise noted. Hardware comes in several boxes. If you discover anything missing from your order, call your authorized dealer as soon as possible.

2.2 CHECK IN TABLE

X	#	Description	Size
	1	Transmission Tunnel	T-56
	1	Center Tunnel Piece	
	1	Rear Tunnel Piece	

Figure 2: Check in table with the amounts, descriptions, and sizes

3.0 GETTING STARTED

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3.1 LEVELING AND SUPPORT

WARNING: 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

It is best practice to disconnect the battery because you will be cutting and welding on the car's floor and tunnel.

3.3 CARPET REMOVAL

Although not completely necessary, Speedtech has found it is 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 CUTTING

Before installing your T-56 transmission into your car, you will need to remove a portion of the transmission tunnel. Find the location of the factory front crossmember attached to the underside of the floor pan, as shown in (A) of Figure 3.

In most cars, you will be able to see the spot welds from the top of the floor. From the rear side of the crossmember, move forward and cut through the crossmember and the tunnel to remove a section approximately 4" wide and 26" long; refer to figure 3.

Removing this section should be enough to allow the transmission to be installed.

Using the transmission as a reference, further trim and reshape the tunnel to ensure sufficient clearance.

Once you have the tunnel cover mocked up and properly located, you can hammer and dolly the floor and tunnel to better match the tunnel cover's contour.

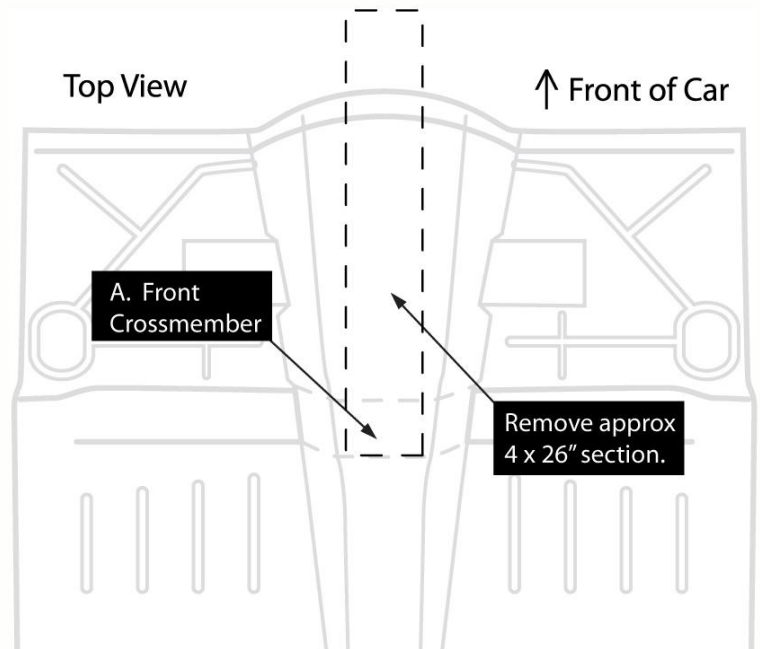
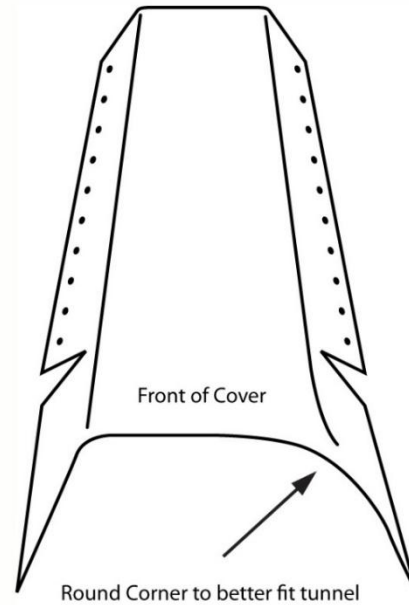


Figure 3: Dotted lines show where to cut

4.2 DRIVELINE ANGLE

Find the final location for engine and transmission fitment within the car's frame. When installing the engine and transmission, Speedtech suggests installing the headers so you can adjust the transmission tail shaft height to match the header-to-floor clearance.

Speedtech has found that a driveshaft angle of 1.5-2 degrees works best on the Extreme chassis. Adjust the engine and transmission angle with proper header clearance and drive shaft angle; this will give you your end shifter height.



4.3 MOCK UP

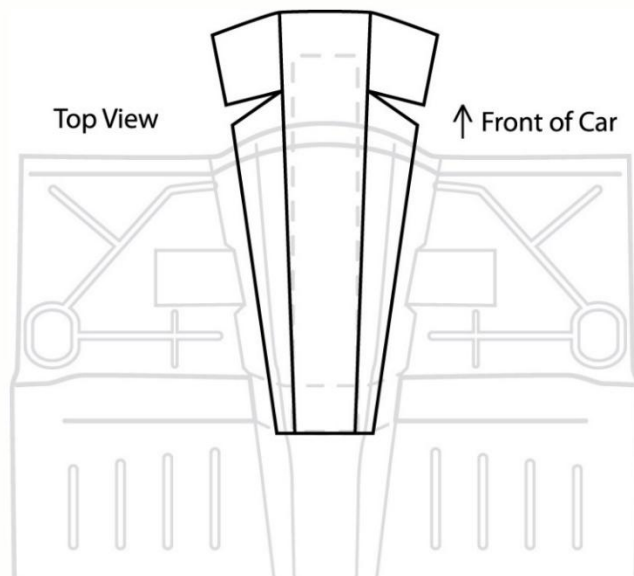
Fit the first portion of the cover in place, with the back of the tunnel cover aligned with your rearward cut line. (The large open end of the cover goes towards the front.)

Figure 4: Two depictions showing how to mockup the tunnel cover

4.4 RESHAPING

Some reshaping of the tunnel cover will be required.

At the front of the tunnel cover, reshape both fold corners better to fit the contour of the bell housing area; refer to the bottom image in Figure 4.



4.5 CUSTOM FITTING

The front portion of the cover will need to be bent upward along the cut lines 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, as shown in (B.) below. Some hammer-and-dolly reshaping of the floor and tunnel cover will now be necessary for a closer fit. 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.). These areas will need to be filled with a scrap piece of 16-gauge steel sheet metal. Speedtech recommends welding it together outside of the car to prevent flying sparks and possible fires in your interior.

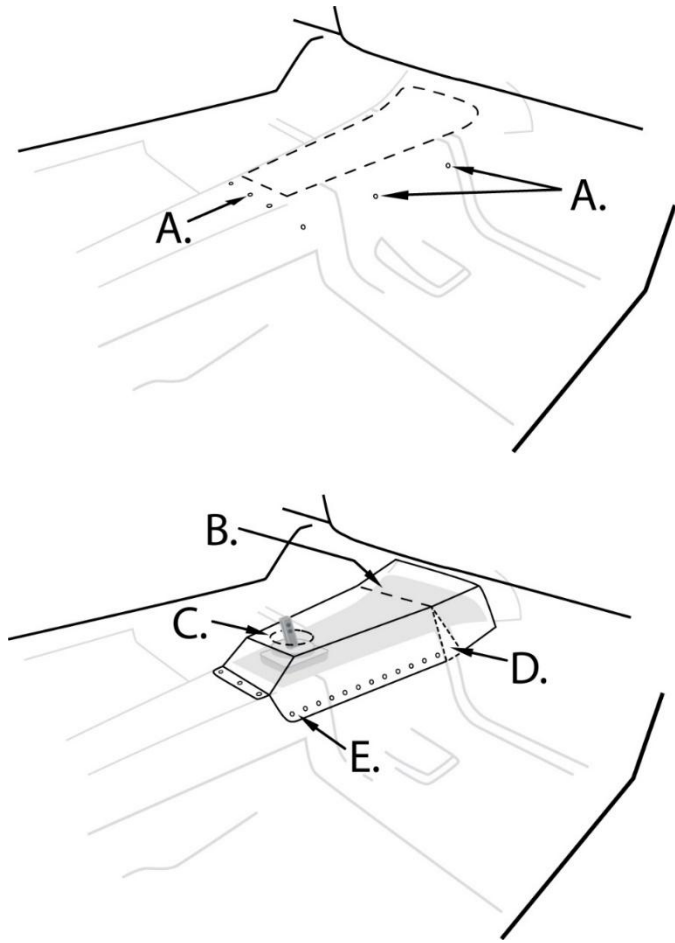


Figure 5: Two models depicting the custom fitting

4.6 SHIFTER HOLE

Once the tunnel cover is located properly and fits snug, mark and cut a hole approximately 3³/₄" (3.75) in diameter in the cover centered over where the shifter will be located, refer to (C.) in figure 5.

Then fit the pre-bent cap on the rearward end (left side as pictured) of the cover as seen in figure 6.



Figure 6: Shifter hole

4.7 TUNNEL

Now fit the remaining two portions of the cover on the floor. All three main parts get narrower as they go towards the back and can only be installed this way.

Mark the rear floor where the complete tunnel cover ends. Starting from there, cut another 4" wide hole forward to the first area you removed.

The result will be a long hole front to back, as seen in Figure 7.

4.8 MOCK UP / ATTACHING

Mock up the four parts of the tunnel in place and secure them to each other. Speedtech recommends welding for maximum strength and sealing. To protect the interior of the car, you can either hold them together with self-tapping screws, cleco fasteners, or tack welds. Then you may remove the entire assembly and finish welding outside of the car.

Attach the completed cover to the floor. You can hold it in place using the convenient pre-drilled holes and self-tapping screws.

The final attachment may be made in several ways, for example, spot welding, full welding, riveting, sheet metal screws, etc.

Once the cover is properly and securely fastened to the floor, seam seal all areas on top *and* underneath where the tunnel cover meets the floor. The result will look similar to figure 8.



Figure 7: Large hole for installment

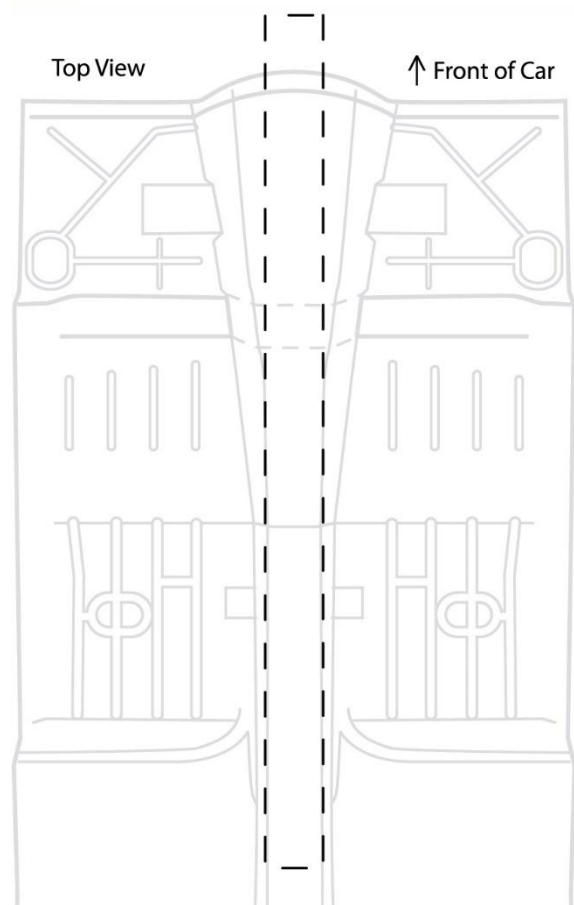


Figure 8: Mock-up

NOTE: This photo represents a prototype cover, and yours may look slightly different.

5.0 FINAL INSTALLATION

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5.1 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 result will look similar to this cover installed in a 1970 Nova.



Figure 9: Seam sealing

5.2 COVERING

Cover your tunnel cover as needed. Speedtech recommends splitting and securing the vacuum tubing around the shifter hole's diameter to prevent the metal edge from gouging the transmission's rubber shifter boot. Since the cover design is fairly low, it will easily accommodate a custom center console.

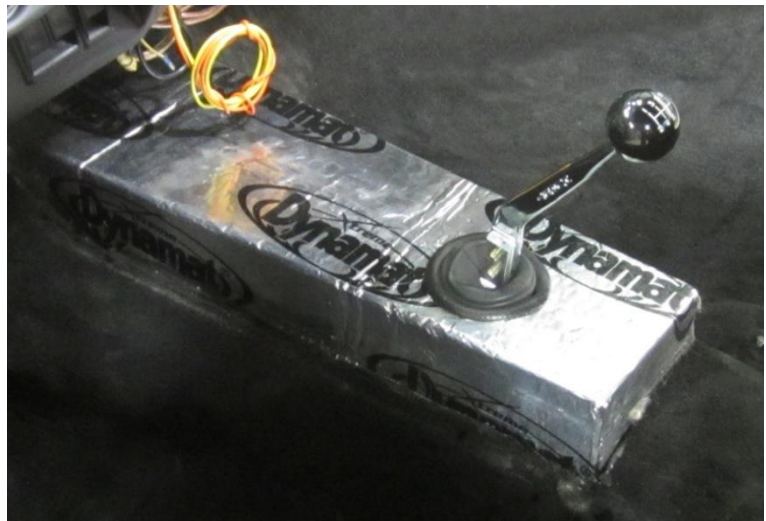
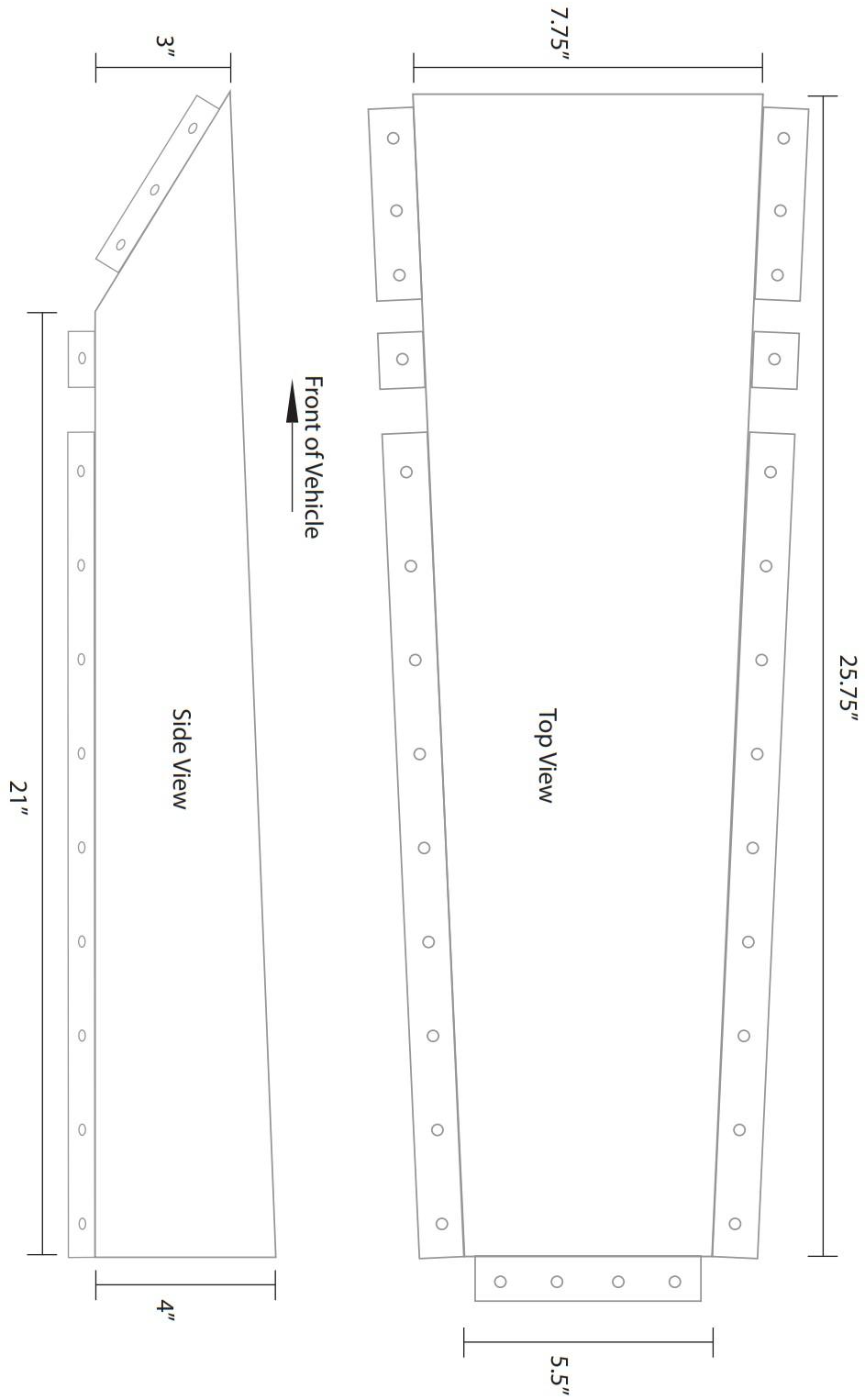


Figure 10: Covering

Figure 11: Tunnel cover dimensions



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 Team Speedtech group on Facebook. Team Speedtech is a community of customers, dealers, and factory employees who have a passion for pro-touring muscle cars and use Speedtech Performance products. You can ask questions, get advice from the group members, and share your experience. Everyone enjoys seeing the videos and pictures as your project progresses, and Speedtech encourages you to share them!

Thank you for choosing Speedtech Performance and entrusting us with your transmission tunnel cover for your custom muscle car.

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