

Instruction 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 [picture by Resurrection]

Congratulations on the purchase of your new Speedtech Performance 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 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

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.

Installing this product will require welding. You will be required to drill holes, cut a hole in the floor for transmission clearance, and drill a hole in the tunnel cover for the shifter.

Read all instructions thoroughly before beginning, and take all required safety precautions to do the job carefully and correctly. If you are unsure how to use the tools and materials or how to carry out the work required to install this cover, stop and seek a professional installer or a highly qualified workshop for help.

1.2 OVERVIEW

These instructions outline the transmission tunnel cover. It has been designed to work with the Speedtech Performance subframe or factory setup. Photos in the instruction process may vary slightly from your exact operation. For example, this instruction guide includes pictures of the Camaro's transmission tunnel. Your application may have a slightly different shape; however, the part is functionally the same and is installed in the same manner described.

This tunnel cover can be installed with basic hand and power tools and requires a slight bit of welding.

Take necessary precautions when welding inside your vehicle, and remove any nearby flammable materials, including the seats, carpet, inner heater box, and insulation padding, before performing this instruction. Be sure to wear proper protective gear when using power tools and keep sparks away from glass and other interior components when grinding and welding.

1.3 TOOLS

Installation of the Speedtech Performance tunnel cover can be done on the floor using a cutoff wheel, a basic welder, and simple hand tools.

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

Check in your order as soon as possible. To check the order, Speedtech has provided a table that can serve as a checklist, as shown in Figure 2. 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

Figure 2: Check in table including the amount, description, and size

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.

First, jack up and properly support the vehicle's frame and 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

Disconnect the battery, as you will be cutting and welding the car's floor/tunnel.

3.3 CARPET REMOVAL

Although it is not mandatory, 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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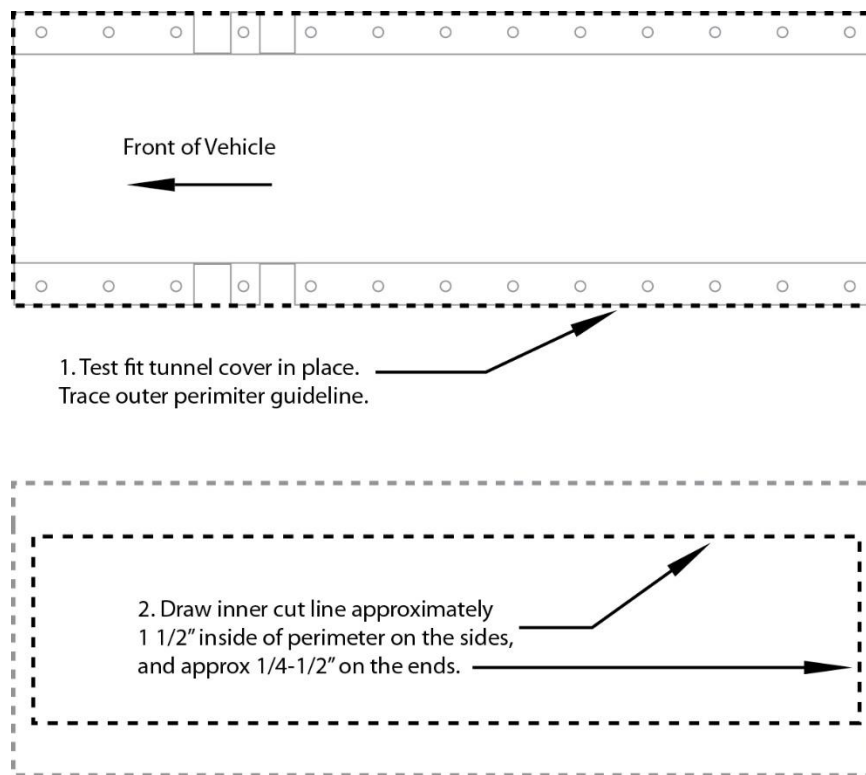


Figure 3: Marking cut lines

4.1 MARKING

The following instructions explain how to mark your cut lines, which are also displayed in Figure 3.

- First, find the final location for the 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 to mock up its placement on the car's interior. 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.

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 result should look something like Figure 4.



Figure 4: Cutting and test fit

4.3 FACTORY FLOOR SHIFTER

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



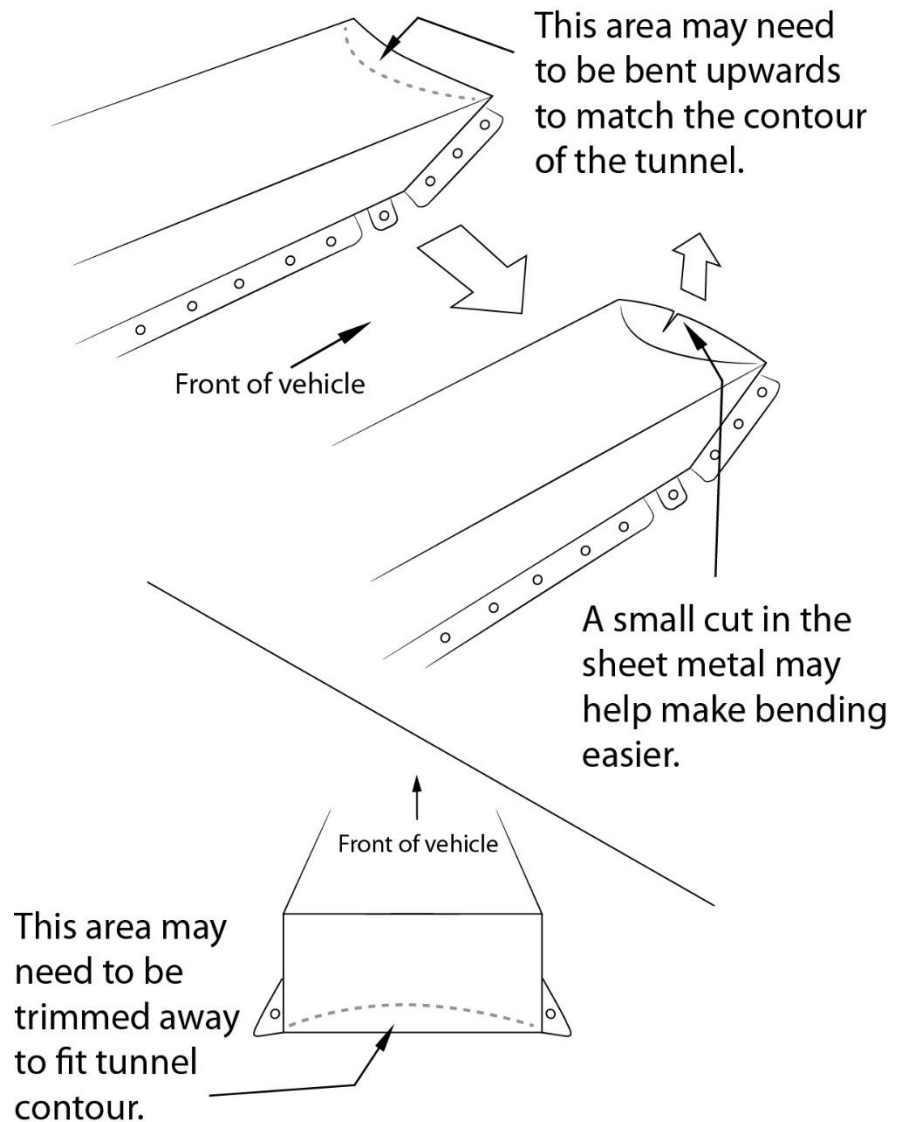
Figure 5: Factory floor shifter

4.4 CUSTOM FITTING

Some slight modifications may be required to custom-fit your tunnel cover to your specific car.

The most common is bending the forward edge up to match the rise towards the firewall, and some slight trimming at the rear to match the contour of the tunnel.

Figure 6: Custom-fitting the tunnel cover



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.



Figure 7: Shifter hole

5.0 FINAL INSTALLATION

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5.1 ATTACHING

Once you feel comfortable with the tunnel cover's fit, begin attaching it to the floor using the convenient pre-drilled holes. This may be done in several ways, such as plug welding, riveting, sheet metal screws, etc. There are no pre-drilled holes at the front because some trimming and shaping may be needed to fit different cars. You can drill these holes after the 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 result will look similar to this cover installed in a 1970 Nova.



Figure 8: Seam sealing in a 1970 Nova

5.3 COVERING

Cover your tunnel cover with one that fits your needs. 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. Because the cover design is fairly low, it will easily accommodate a custom center console.

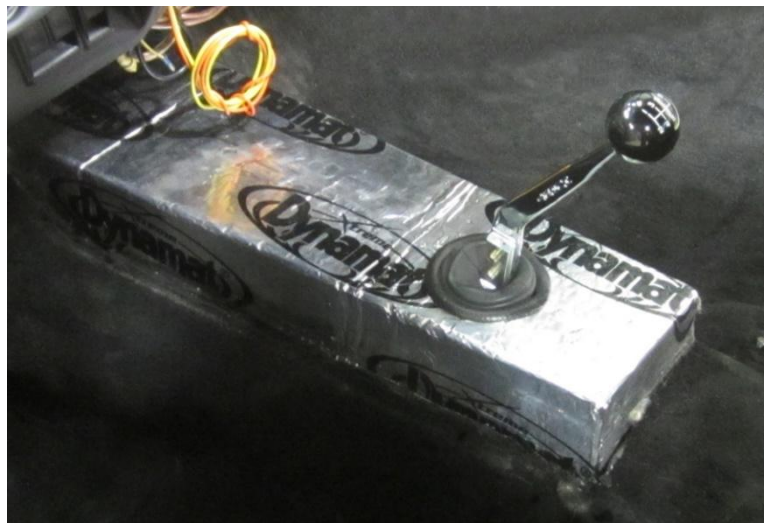


Figure 9: Covering

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 employers who have a passion for pro-touring muscle cars and use Speedtech Performance products. You can ask questions, get advice from 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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Tunnel Cover Dimensions

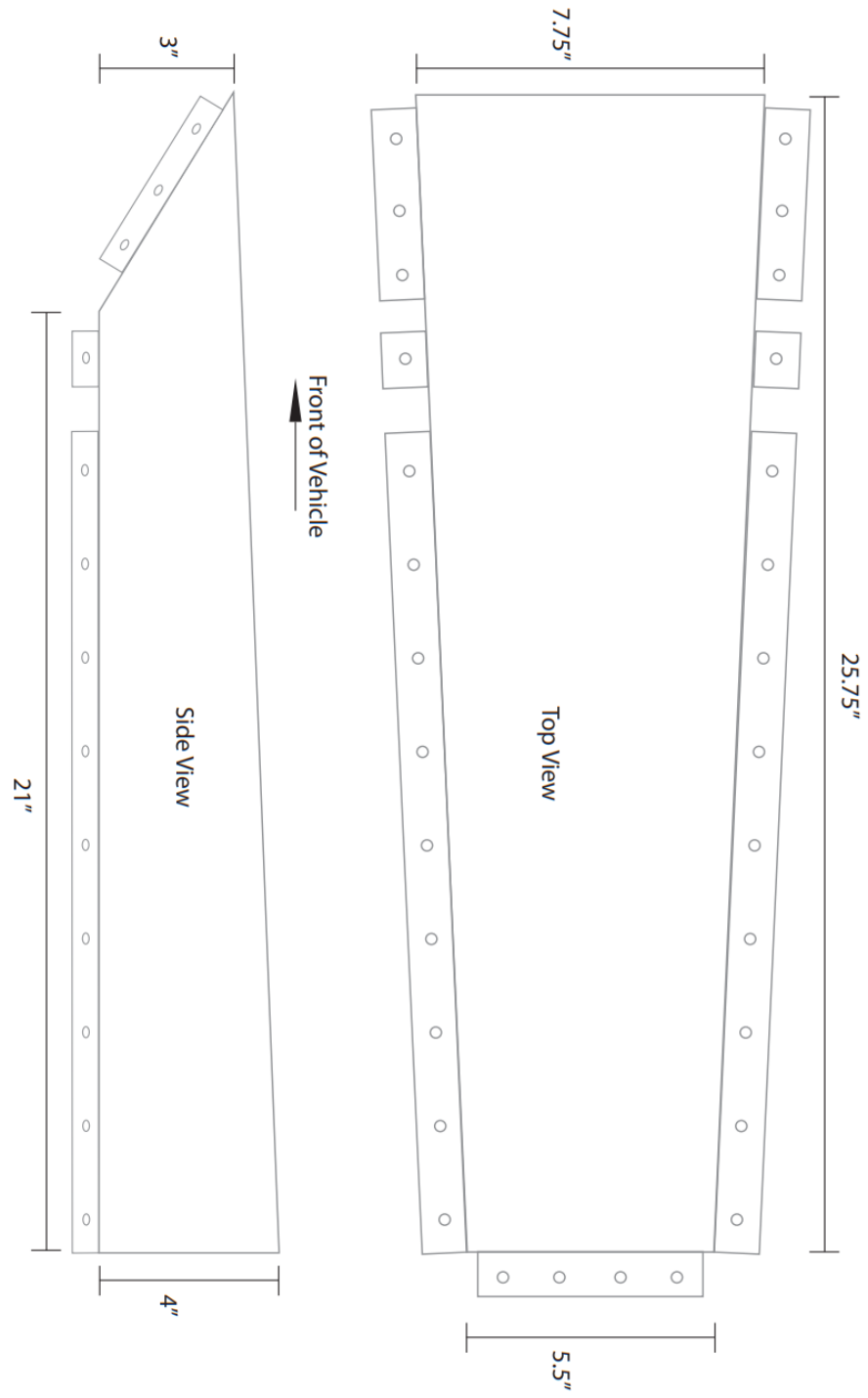


Figure 10: Tunnel dimension sheet