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January 8, 2019

## **Enlarged steel Tri-5 Chevy transmission tunnels make modern GM, Tremec upgrades much easier**

Installing a modern transmission in a Tri-5 Chevy often requires enlarging the transmission tunnel, which means hand-fabricating new sheet metal.

Thanks to new all-steel transmission tunnels from Real Deal Steel, it is now easier to install a GM 6L80, 6L90 or Tremec T-56 transmission. These 16-gauge tunnels work with stock or recessed firewalls and are also available as an option on any Real Deal Steel 1955-1957 new steel body.

In stock and ready to ship, the tunnels are nearly two inches larger to clear these larger automatic and top-loader transmissions. Installation requires cutting, welding and fabrication skills.

Real Deal Steel is the largest producer of all-steel reproduction bodies for American Classics from the Fifties and Sixties: 1955-1957 Chevys, 1967-1969 Camaros and Firebirds and 1966-1967 Chevy II Nova two-door hardtops. All Chevrolet bodies are licensed by GM.

The bodies are assembled in Sanford, FL, from high quality steel structural components to exact factory specifications on Real Deal Steel's proprietary assembly fixtures that guarantee exact factory-spec fit every time.

All structural and skin assembly utilizes water-cooled 220V resistance spot welders – the same technology used in much-larger automotive assembly plants. Real Deal Steel generally uses 25 percent more spot welds than original to give the bodies added strength.

In addition to factory-original bodies, Real Deal Steel also offers modification options such as customized firewalls and mini-tub wheel housings, in addition to a wide selection of individual steel panels and replacement parts for American classics.

For more information visit [realdealsteel.com](http://realdealsteel.com) or call 407.585.1957. Follow Real Deal Steel on Twitter: @realdealsteel1.

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