



## UPHOLSTERY

Speedway Motors offers attractive, affordable, pre-sewn upholstery kits that are designed for easy do-it-yourself installation. This is a great alternative to the time and expense required to have an upholstery shop put a custom interior in your car. The Speedway upholstery kit contains a pre-covered bench seat base, padded seat back, side panels and carpet for the floor and firewall.

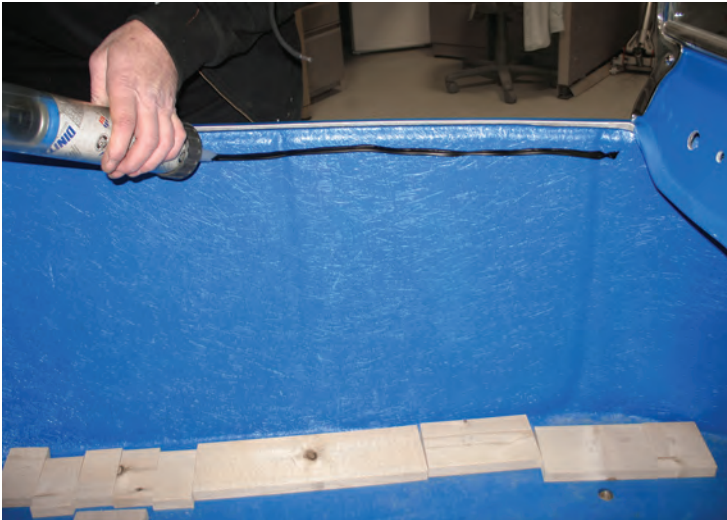


Here is the Speedway Motors T-bucket interior kit. It includes stitched side panels, a seat bottom cushion and riser, padded seat back, a wood support kit, plus floor and firewall carpeting. It's available in black or brown for both channeled and un-channeled floors.

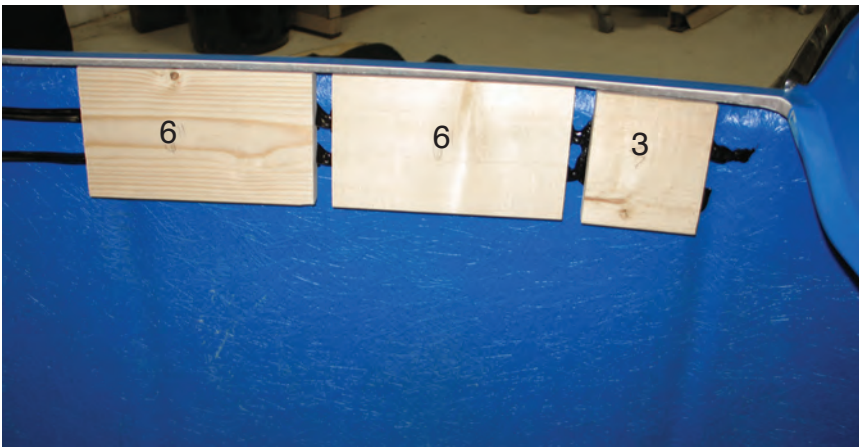
Interior kit installation can be performed with simple hand tools, plus a staple gun and upholstery adhesive you can purchase at your local home improvement store or auto parts retailer. We recommend 3M Super 77 Multipurpose Adhesive — available in aerosol cans — or an equivalent for use on the carpet and upholstery. You will also need an adhesive such as 3M Auto Glass Urethane Windshield Adhesive for installing the wood support pieces to which the upholstery panels attach.

**You may want to install the wood prior to having your body painted.**

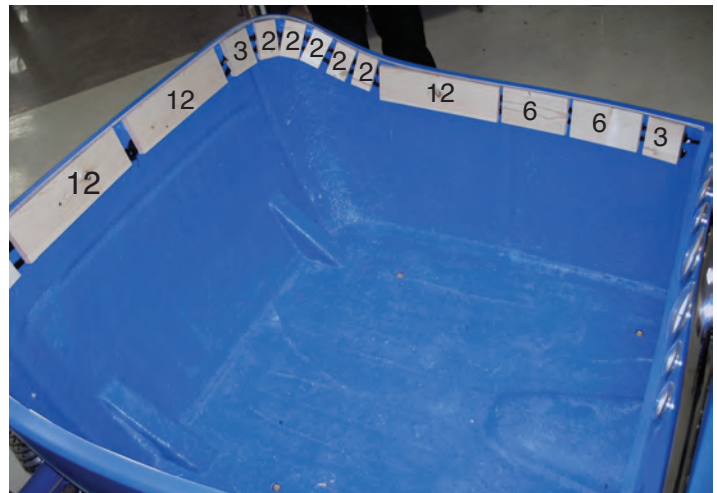
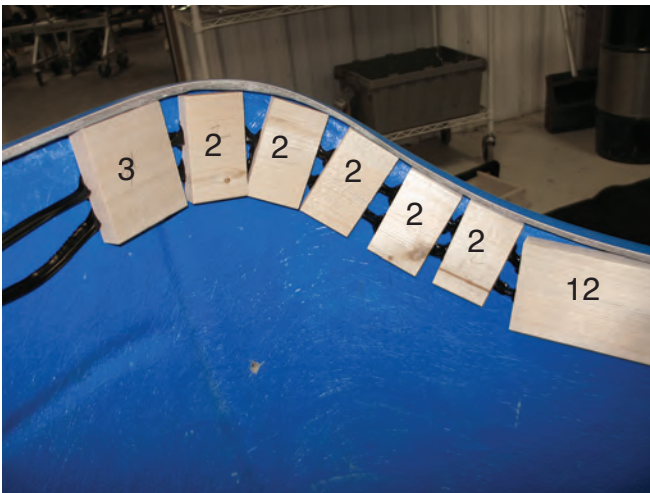
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Begin installation by applying two beads of adhesive around the perimeter of the body, approximately 1" below the body flange.



The wood blocks can then be attached. You may need to use clamps to temporarily hold them as the adhesive sets up. Start with a 3" block placed approximately 1" behind the dash, and then two 6" blocks behind it. Each block should be spaced about  $\frac{1}{2}$ " apart.



Continue with a 12" block followed by five 2" blocks where the body curves up and around toward the back. A 3" block and a 12" block will come next. Repeat the process on the other side of the body.

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Before installing carpet, make sure all wiring is taped down as flat as possible where it runs along the firewall or floor.



The carpet for the firewall comes trimmed to fit, but it's a good idea to trial fit it in your car before gluing. This will allow you to make any additional alterations that may be necessary.



Spray upholstery adhesive on the back of the carpet and on the firewall. Allow it a minute or two to get tacky before attaching the carpet.

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The side and back panels are secured to the body using the supplied hook-and-loop material. One side of the material is already attached to your panels; the other will need to be attached to the wood support pieces. Two 1" strips are applied approximately 1" below the body flange as shown.



It's a good idea to use a staple gun to attach the hook-and-loop strips more securely, especially in the corners.



You will also need to put vertical strips of hook-and-loop material at the front of the body, right next to the corner of the firewall. This will support the front edge of the side panels.



Set the side panel in place and attach it to the body using the hook-and-loop material. You may need to apply extra pressure to contour the panel to the curve of the body.



For a more permanent and secure installation, we recommend gluing the lower carpet section to the side of the body.



The carpet on the side panels is intentionally left long. Use a utility knife or razor blade to trim off the excess material where the side of the body meets the floor.



After attaching the side panels, you can trial fit the floor carpet. Before gluing the carpet down, you will need to trim a small access opening for the brake pedal.



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Next, fold the front half of the carpet back and apply glue to the floor and the underside of the carpet.



Give the glue a minute or two to get tacky, then slowly roll the front half of the carpet back down, using your hands to keep it smooth and flat as it adheres to the floor.



Be sure to trim any necessary shifter access holes - and route any electrical wires - before gluing down the rear half of the carpet.



The rear half of the carpet can then be glued down in the same manner as the front. On channeled-floor bodies, you will need to trim out small pieces to clear the frame kick up as shown.



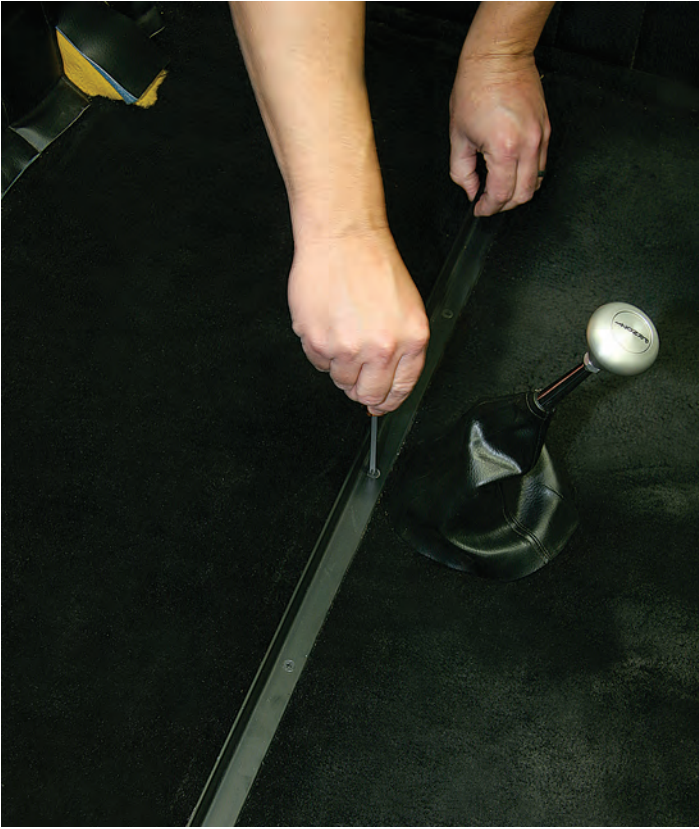
The seat back section is installed in the same manner as the side panels. You may need to make a couple of relief cuts on the bottom for the panel to fit flat on channeled-floor cars.



If you are building a T with an un-channeled body, you will probably want to use the supplied seat riser under your seat cushion. It can be attached to the seat bottom using 1½" wood screws. Channeled cars will not need this riser.



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You will need to install a brace to prevent the seat bottom from sliding forward. This can be made from a simple piece of angle steel or aluminum, and screwed to the floor using wood screws. Trial fit the seat bottom first to determine where the brace needs to be positioned.



With the brace in place, the seat bottom can be installed in the car, completing your interior installation. The seat bottom is easily removed to provide access to the under-seat area.

# T Buckets

One of the great things about building a T-bucket is the ability to tailor it to suit your own personal style. How you finish the rest of the car is entirely up to you!

Speedway Motors offers a vast selection of parts that will help you finish your T-bucket any way you want. A large selection of parts, plus complete pricing information can be seen in the Speedway Motors Street Rod Master Catalog, or online at [SpeedwayMotors.com](http://SpeedwayMotors.com). Speedway Motors has the parts you need.



## Speedway Motors T-Bucket Reference Chart

This specification chart can serve as helpful reference during final assembly of your T-bucket, or when performing future maintenance or updates.

<b>Torque Specifications</b>	
<b>Front Suspension</b>	
Front hairpin to frame	150 ft. lbs.
Front hairpin clevis to axle	20 ft. lbs.
Front four bar to frame	75 ft. lbs.
Front four bar to axle	35 ft. lbs.
Front spring U-bolts	40 ft. lbs.
Spring pivot to batwing	75 ft. lbs.
Front spring shackle	25 ft. lbs.
Front shocks	60 ft. lbs.
Front panhard bar to batwing	35 ft. lbs.
Front panhard bar to center bracket	60 ft. lbs.
<b>Steering</b>	
Steering box to frame	55 ft. lbs.
Steering arm to spindle	75 ft. lbs.
Steering arm to tie rod/drag link	125 ft. lbs.
Pitman arm to steering box	200 ft. lbs.
Drag link to pitman arm	150 ft. lbs.
<b>Rear Suspension</b>	
Rear hairpin to frame	150 ft. lbs.
Rear hairpin to axle bracket (coilover)	75 ft. lbs.
Rear hairpin to axle bracket (coil)	20 ft. lbs.
Rear four bar to frame	75 ft. lbs.
Rear four bar to axle	75 ft. lbs.
Rear shocks	60 ft. lbs.
Panhard bar	60 ft. lbs.
<b>Other Chassis Components</b>	
Engine mount bolts	35 ft. lbs.
Transmission mount bolts	30 ft. lbs.
<b>Alignment</b>	
Final front end alignment	$\frac{1}{16}$ " to $\frac{1}{8}$ " toe-in
Caster	4° - 6° positive
Thrust alignment	+/- $\frac{1}{16}$ "