



# SILVER SPORT Transmissions

## Floor Hump Sheet Metal Installation Instructions

MOPAR 1970-1974 E-Body / 1971-1974 B-Body

Thank you for purchasing our new 1970-1974 E-Body / 1971-1974 B-Body sheet metal floor hump for manual shift cars. This hump was constructed using new tooling made in USA. The brief instructions below should ease the installation of your part and eliminate common problems and installation mistakes.

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### **Installation: PLEASE READ COMPLETELY BEFORE BEGINNING!**

1. Remove seats, carpet, seat belts, or any other interior items attached to your floor pan.
2. Clean your floor pan of any grease, dust, dirt, or oil.
3. Remove transmission & cross member bracket if so equipped, and all other associated hardware.
4. Place the new 4 speed hump over the transmission tunnel and line it up against the contours on the driver's side of the floor pan for a rough trail fitting. Once roughly fitted into place use a large black magic marker to trace an outline on the floor pan around the floor hump flange.

5. Locate the under floor cross member that passes from the passenger side to the drivers side and is a piece of frame that is welded to the floor pan and transmission tunnel. You will **NOT** be cutting this cross member! You will be cutting **AROUND** it when removing sheet metal for the hump installation. See Fig. 1.
6. Remove hump and cut away the sheet metal 1 inch **INSIDE** the marked outline. (an airsaw, abrasive wheel, or other cutting tool is best; using a torch is **NOT** recommended) Use caution not to cut away the cross member near the center. Additional cutting and trimming may be need later but this will leave room for errors in fitting the hump without making the holes too large.

**7. BE VERY CAREFUL NOT TO CUT UNSEEN OBJECTS UNDER OR ATTACHED TO THE FLOOR PAN OF THE CAR!**

8. Install 4 speed transmission, shift linkage, and shifter handle

**\*Steps 8-10 are recommended but not absolutely necessary. The humps should fit close enough to a factory location that a stock transmission should fall right into place with the linkage in the proper place under the shifter opening. In any case, it's always better to install the transmission first.**

9. Align shifter hump over the new floor hole and put it into the position over the shifter handle. Use duct tape or other method to hold it down into place temporarily.
10. Shift the transmission into each forward and reverse gear to check proper clearance for the shift handle within the shifter opening in the hump. Remove transmission.
11. Use a wire wheel or other to remove any rust, paint, or other build up on the new hump flanges and the mating surfaces of the floor pan. This will allow for a clean weld.
12. Use your favorite weld thru primer to prime all bare metal areas.
13. Starting at the drivers side rear of the hump tack weld the hump flanges in place working your way around in a random method alternating from side to side to reduce welding heat warping issues, stop after just a few welds hold it in place, check for clearance issues around the new cut opening, remove more metal as deemed appropriate. Once clearance is found to be appropriate continue tack welding while continuing to check alignment after each weld. Once the tack welds are holding it in the proper position begin filling in between the tacks with short welds of about 1.00" or so every 3- 4 inches. Alternatively, you can rivet or screw the hump to the floor if you do not wish to weld the part. See Fig. 2
14. Once solidly welded in place, seam seal the inside and underneath completely around the perimeter to prevent water from entering the car. This is how the factory did it! Prime, paint, install interior

Fig. 1

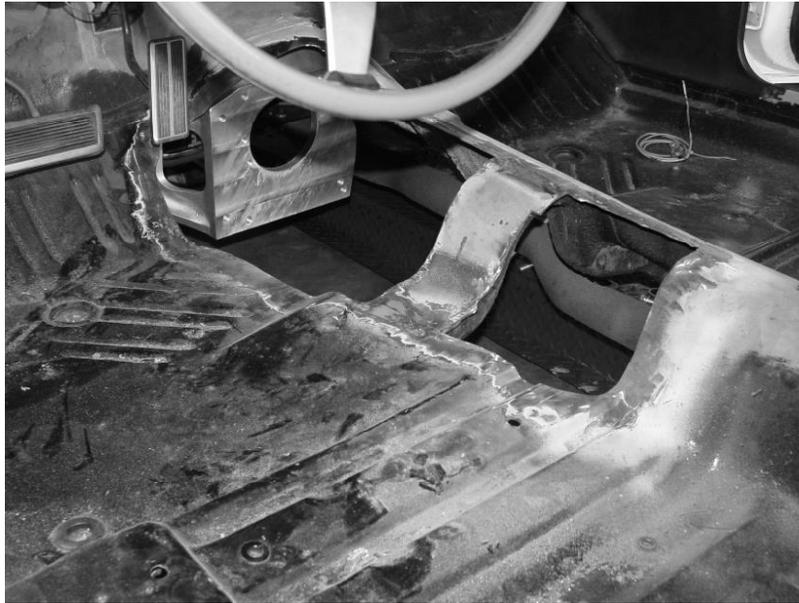


Fig. 2

