



SILVER SPORT
Transmissions

MOPAR
67-76 A-Body
66-74 B-Body
70-74 E-Body



4-SPEED
ELECTRONICALLY CONTROLLED
AUTOMATIC TRANSMISSION

INSTALLATION MANUAL

FOLLOW FACTORY SERVICE MANUAL (FSM) RECOMMENDED SAFETY PRECAUTIONS. TRANSMISSION REMOVAL AND INSTALLATION IS A LABOR INTENSIVE JOB, WHICH CAN RESULT IN SERIOUS INJURY OR DEATH IF CAUTION IS NOT TAKEN. PLEASE BE CAREFUL PERFORMING THIS JOB, OR HAVE A PROFESSIONAL PERFORM THE JOB FOR YOU. REFER TO FSM FOR ADDITIONAL DETAILS OF THE PROCEDURES BELOW, AS REQUIRED.

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THANK YOU!
FOR PURCHASING THE MOST COMPLETE AUTOMATIC
TRANSMISSION CONVERSION SYSTEM AVAILABLE FOR
YOUR CLASSIC MOPAR!
SILVER SPORT IS READY TO ASSIST YOU WITH
TECHNICAL SUPPORT DURING THE INSTALLATION AND
TESTING OF YOUR NEW TRANSMISSION. DO NOT
HESITATE TO CONTACT OUR CUSTOMER SERVICE
DEPARTMENT IF YOU HAVE A QUESTION.

Before you start:

Test drive the vehicle, if possible, before you begin. Pay attention to noise and vibration and record your observations. At the end of the installation, perform another test drive to compare.

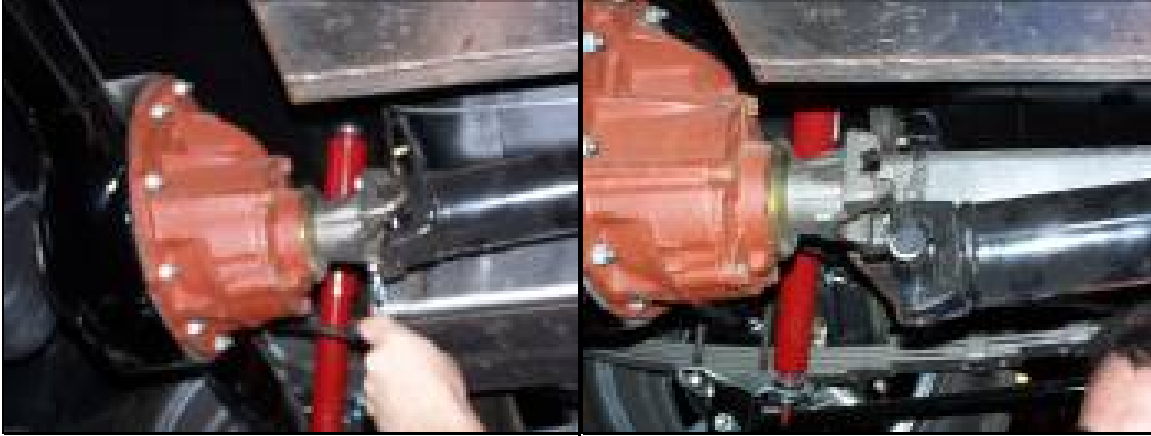
In addition to this manual, you should receive a "Transmission Control System" installation manual and a "Shift Linkage" installation manual.

Please verify the parts you received before beginning the installation. Compare the received items to the packing list provided in your shipment.

PLEASE READ ALL INSTRUCTIONS BEFORE INSTALLATION

TRANSMISSION REMOVAL PROCEDURE

- DISCONNECT NEGATIVE BATTERY CABLE
- LIFT & SECURE VEHICLE
 - PLACE VEHICLE ON LIFT OR SECURE ON JACKSTANDS (AT LEAST 18" VERTICAL CLEARANCE IS REQUIRED UNDER VEHICLE TO MOVE NEW TRANSMISSION INTO PLACE)
- TRANSMISSION ACCESS
 - REMOVE AS NECESSARY: EXHAUST, HEAT SHIELDS, CABLES, BRACKETS, ETC. TO ALLOW ACCESS FOR TRANSMISSION REMOVAL
 - MAKE REFERENCE NOTES FOR REINSTALLATION
- DRAIN TRANSMISSION FLUID
- REMOVE DRIVESHAFT
 - DISCONNECT DRIVESHAFT FROM DIFFERENTIAL AT REAR UNIVERSAL JOINT
 - REMOVE DRIVESHAFT FROM TRANSMISSION AT SLIP YOKE



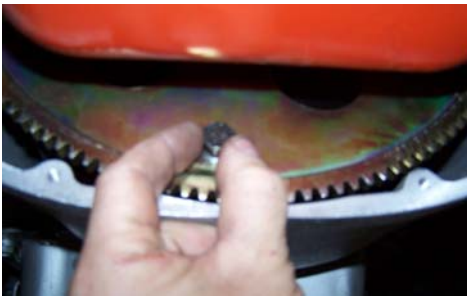
- DISCONNECT PARTS ATTACHED TO TRANSMISSION
 - DISCONNECT REVERSE LIGHT / NEUTRAL SAFETY WIRING
 - DISCONNECT AND MOVE SHIFT LINKAGE FOR CLEARANCE
 - DISCONNECT SPEEDOMETER CABLE
 - REMOVE TRANSMISSION FLUID LINES FROM TRANSMISSION AND RADIATOR
 - REMOVE DIPSTICK
 - REMOVE ANY OTHER BRACKETS, ETC.

NOTE: FLUSH EXISTING TRANSMISSION OIL COOLER(S) TO REMOVE ALL OLD TRANSMISSION FLUID AND ANY DEBRIS THAT MAY BE PRESENT IN THE EXISTING COOLER.

- REMOVE STARTER
 - MAKE SURE NEGATIVE BATTERY CABLE IS DISCONNECTED
 - REMOVE FROM CAR OR MOVE FOR CLEARANCE
- DISCONNECT TORQUE CONVERTER
 - REMOVE DUST COVER TO GAIN ACCESS TO TORQUE CONVERTER BOLTS



- LOOSEN BOLTS AND REMOVE



- REMOVE TRANSMISSION

- SUPPORT REAR OF ENGINE WITH HYDRAULIC JACK
- REMOVE TRANSMISSION CROSSMEMBER
- SECURE TRANSMISSION (TRANSMISSION JACK RECOMMENDED) AND UNBOLT BELLHOUSING FROM ENGINE
- BE AWARE THAT TORQUE CONVERTER IS NOT FIRMLY ATTACHED TO TRANSMISSION
- MOVE TRANSMISSION REARWARD IN VEHICLE AND REMOVE

WARNING:
TORQUE CONVERTER IS NOT FIRMLY ATTACHED TO TRANSMISSION AT THIS POINT

- EXCHANGE FLEXPLATE

- UNBOLT EXISTING FLEXPLATE FROM ENGINE CRANK



WARNING
SOME CRATE ENGINES ARE BEING SUPPLIED WITH CLUTCHES CHECK FOR AND REMOVE PILOT BEARING

- BOLT NEW FLEXPLATE TO CRANK. USE THREAD LOCKING COMPOUND AND TORQUE TO THE FACTORY SPEC.

NOTE: SOME LATE MODEL HEMI ENGINES COME WITH A FLAT EIGHT HOLE RING BETWEEN THE FLEXPLATE AND THE BOLTS. THIS RING IS NOT NEEDED WITH THE SILVER SPORT FLEXPLATE.

VEHICLE PREPARATION

- ALL MOPARS REQUIRE SOME TUNNEL MODIFICATION:

- "A" BODY CARS NEED A SECTION OF THE TORSION BAR BRACE MODIFIED. SEE MAM-02005 MOPAR A-BODY TUNNEL MOD INSTRUCTIONS
- "B" BODY 1966-1970 CARS ONLY: USE SUPPLIED TEMPLATE TMM-00301 TO CREATE DIMPLE IN TUNNEL
- ALL CARS: ROLL THE PINCH WELD AT THE FRONT OF THE TUNNEL FORWARD AT THE TEN O'CLOCK AND TWO O'CLOCK POSITIONS TO CREATE CLEARANCE FOR THE TRANSMISSION-TO-BELLHOUSING BOLTS



TRANSMISSION PREPARATION

- CAREFULLY REMOVE TRANSMISSION FROM SHIPPING CARTON

- INSPECT TRANSMISSION CAREFULLY FOR DAMAGE. REPORT ANY DAMAGE TO SILVER SPORT CUSTOMER SERVICE IMMEDIATELY.

- ATTACH COMPONENTS TO TRANSMISSION

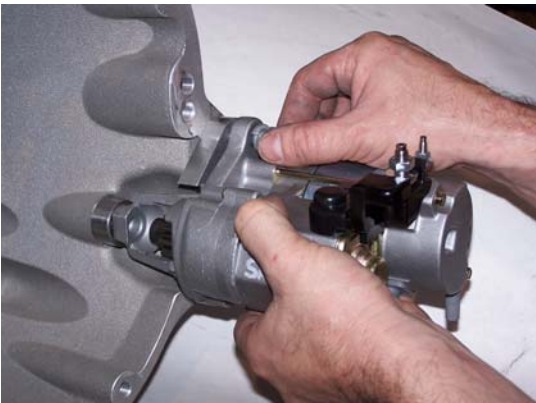
- REMOVE EXISTING QUICK-DISCONNECT FITTINGS FROM THE A41 AND INSTALL THE SUPPLIED 90 DEGREE FITTINGS INTO BOTH TRANSMISSION OIL COOLER LINE PORTS ON THE PASSENGER SIDE OF THE TRANSMISSION USING TEFLON PIPE SEALANT.
 - DO NOT USE TEFLON TAPE OR THE CASE COULD CRACK!



- MAKE SURE THE STARTER NOSE BUSHING IS PRESSED FIRMLY INTO THE BELLHOUSING



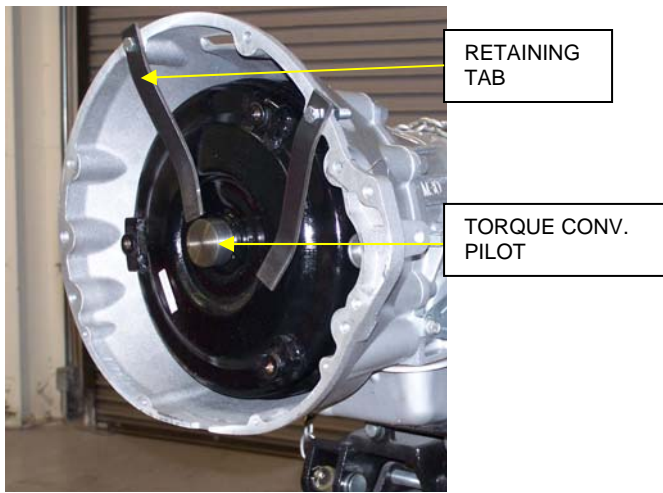
- TEST FIT YOUR STARTER INTO THE BELLHOUSING AS SHOWN USING THE SUPPLIED SPACER PLATE. THIS WILL CORRECTLY POSITION THE GEAR TO YOUR FLYWHEEL.



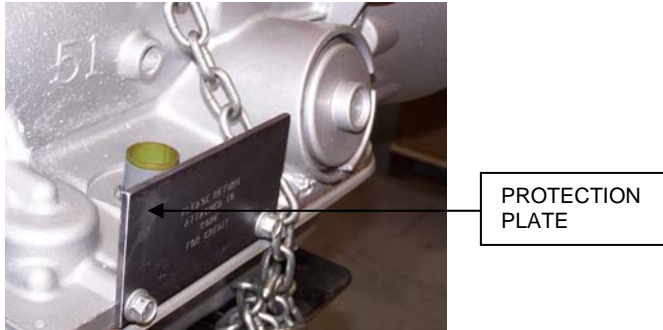
NOTE: LATE MODEL HEMI ENGINES WILL REQUIRE USE OF A MINI STARTER, RELOCATED TO THE DRIVER'S SIDE OF THE ENGINE IN ORDER TO MATE UP TO THE NEW BELLHOUSING. CONTACT SILVER SPORT TRANSMISSIONS TO PURCHASE A MINI STARTER.

- FINAL PREPARATION FOR INSTALL

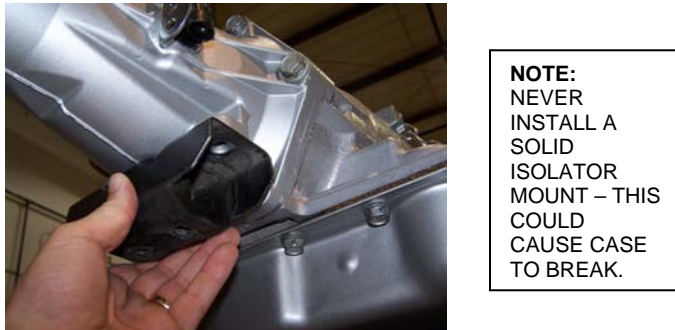
- SECURE THE UNIT TO THE TOP OF A TRANSMISSION JACK
- ADD A LIGHT COATING OF GREASE TO OUTSIDE OF PILOT
- REMOVE THE TORQUE CONVERTER RETAINING TABS. DO NOT DISCARD, THEY WILL BE NEEDED IF THE UNIT EVER NEEDS TO BE SENT IN FOR SERVICE.



- REMOVE PLUG PROTECTION PLATE AND DISCARD



- INSTALL ISOLATOR TO BOTTOM OF TRANSMISSION TAILHOUSING USING SUPPLIED HARDWARE



IMPORTANT NOTE:
DO NOT REMOVE THE TORQUE CONVERTER UNLESS ABSOLUTELY NECESSARY. THERE IS AN O-RING ON THE INPUT SHAFT THAT IS EASILY DAMAGED WHEN INSTALLING THE TORQUE CONVERTER. IF THE TORQUE CONVERTER IS REMOVED FROM THE INPUT SHAFT, MAKE SURE THE GARTER SPRING IS STILL IN PLACE INSIDE THE PUMP-TO-TORQUE CONVERTER SEAL. MAKE SURE THE TORQUE CONVERTER IS STRAIGHT WHEN RE-INSTALLING. SUPPORT THE WEIGHT OF THE TORQUE CONVERTER AND ROTATE IT AS YOU INSTALL IT. DO NOT SLIDE THE CONVERTER INTO PLACE WITH THE WEIGHT OF THE CONVERTER ON THE INPUT SHAFT. CONFIRM FULL ENGAGEMENT BY CHECKING OFFSET DIMENSION USING A STRAIGHT EDGE (AS SHOWN ON NEXT PAGE). OFFSET FROM BELLHOUSING FACE TO MOUNT PADS MUST BE 1" AFTER INSTALLATION.

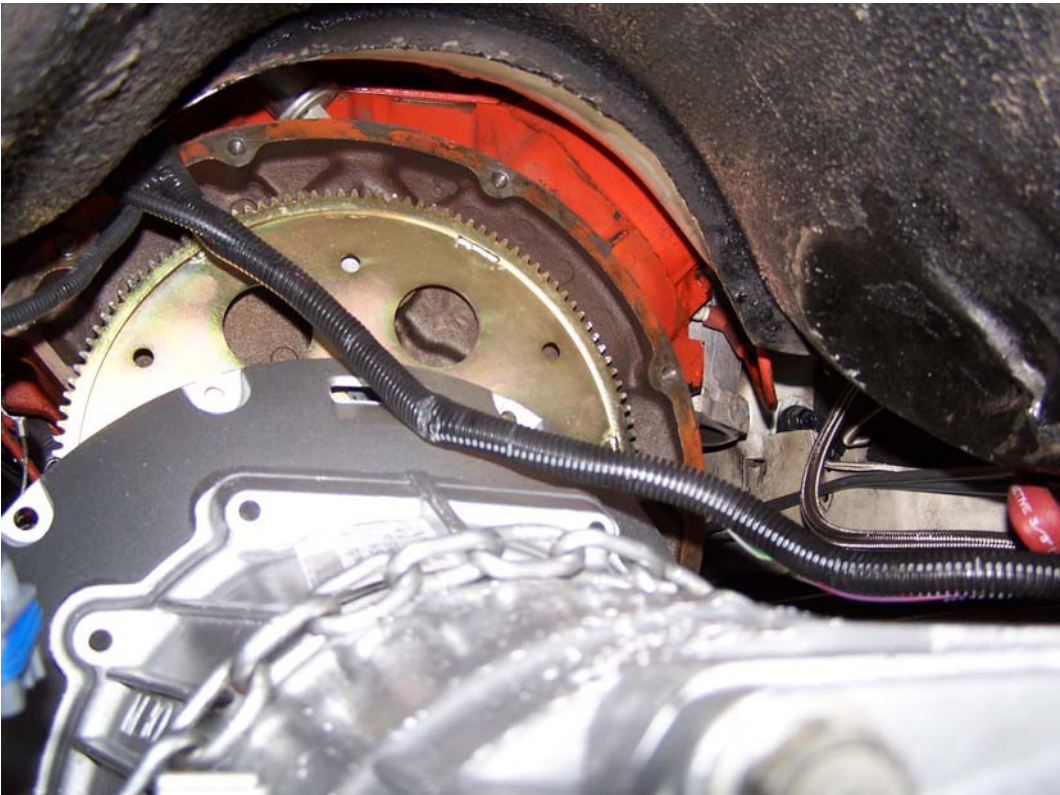


TRANSMISSION CONTROL UNIT INSTALL

- **INSTALL TCU BEFORE INSTALLING TRANSMISSION INTO VEHICLE**
 - THIS WILL ALLOW CLEARANCE FOR PROPER FITMENT OF WIRING HARNESS AND EASY ACCESS TO UNDERBODY
 - SWITCH TO “COMPUSHIFT INSTALL GUIDE” (COMPUSHIFT CONTROLLER) or “TCU INSTALLATION MANUAL” (MAA-04000)(EZ TCU CONTROLLER) NOW.
 - RETURN TO THIS POINT IN THE INSTRUCTIONS WHEN YOU HAVE COMPLETED THE TCU INSTALLATION

TRANSMISSION INSTALLATION

- **LIFT TRANSMISSION INTO PLACE**
 - IF AVAILABLE, USE A TRANSMISSION JACK TO MANEUVER THE UNIT INTO THE VEHICLE
 - BE CAREFUL OF INTERFERENCE WITH SENSORS AND VEHICLE WIRES DURING INSERTION
 - BE CAREFUL NOT TO PINCH TCU WIRING HARNESS ABOVE TRANSMISSION



- DO NOT ALLOW TRANS TO HAVE “NOSE-DOWN” ATTITUDE OR TORQUE CONVERTER MAY SLIDE OFF OF INPUT SHAFT



- **ENGAGE WITH ENGINE**

- GUIDE TORQUE CONVERTER PILOT INTO CRANK CAREFULLY
- ATTACH BELLHOUSING TO ENGINE USING BOLTS PROVIDED
 - 3/8" BOLTS ARE THREADED INTO THE ENGINE BLOCK AROUND THE TOP
 - 7/16" BOLTS ARE THREADED INTO THE BELLHOUSING AT THE BOTTOM
 - NOTE THAT THE LONGER OF THE TWO 7/16" BOLTS SHOULD BE USED ON DRIVER'S SIDE AS SHOWN BELOW



- **PLACE CROSSMEMBER UNDER TAILHOUSING**



- FASTEN ORIGINAL CROSSMEMBER BOLTS THROUGH CROSSMEMBER



- ALLOW ISOLATOR TO REST ON CROSSMEMBER TEMPORARILY

- CONFIRM PROPER CLEARANCE AROUND TRANSMISSION

- IN THE CASE OF BODY INTERFERENCE, CONFIRM STOCK ENGINE MOUNT HEIGHT, STOCK CROSSMEMBER ATTACHMENT POINT, STOCK TUNNEL SHEETMETAL, ETC.
- THERE SHOULD BE A MINIMUM OF ¼" CLEARANCE BETWEEN TUNNEL AND TRANSMISSION AT ANY POINT

- ATTACH CROSSMEMBER

- TIGHTEN ORIGINAL CROSSMEMBER BOLTS THROUGH CROSSMEMBER
- FASTEN ISOLATOR TO CROSSMEMBER USING BOLTS PROVIDED

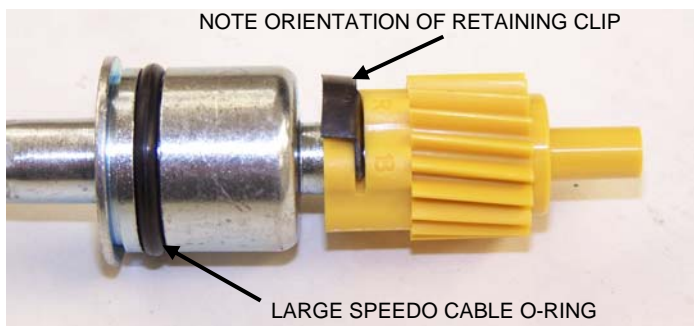
- ATTACH TORQUE CONVERTER TO FLEXPATE

- WITH INSPECTION COVER REMOVED, ROTATE CRANK SO THAT FLEXPATE HOLES ALIGN WITH TAPPED HOLES IN TORQUE CONVERTER
- FASTEN FLEX PLATE TO TORQUE CONVERTER USING BOLTS FROM HWM-PACK J (QTY 3)



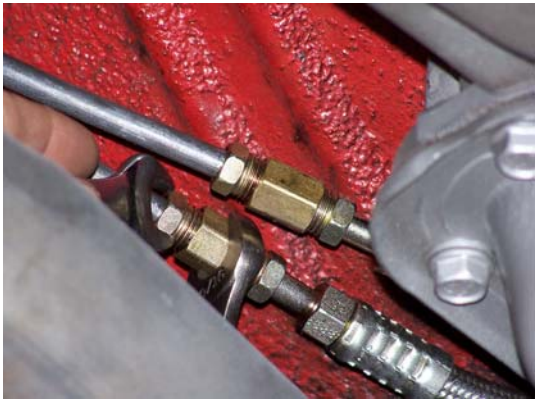
- ATTACH SPEEDOMETER CABLE USING HARDWARE PACK HWA-PACK S

- ROUTE SUPPLIED SPEEDO CABLE TO TRANSMISSION TAILHOUSING
- CONFIRM THAT O-RING IS ASSEMBLED BEFORE INSERTION
- CONNECT SUPPLIED GEAR TO CABLE END AND ATTACH C-CLIP
- C-CLIP FLANGE MUST FACE AWAY FROM GEAR TOWARDS CABLE TO AVOID INTERFERENCE WITH DRIVE GEAR



FINAL INSTALLATION

- ATTACH FLUID LINES TO TRANSMISSION
 - CONNECT HARD BENT LINES TO FLEXIBLE HYDRAULIC LINES



- CONNECT OUTGOING LINE TO STOCK RADIATOR. BEND THE STEEL LINES BY HAND AS REQUIRED TO REACH THE RADIATOR. FLUID LEAVES TRANSMISSION ("OUTGOING LINE") THROUGH LOWER PORT IN TRANSMISSION CASE.



- IF AUXILIARY OIL COOLER IS NOT SUPPLIED, CONNECT RETURN LINE TO REMAINING RADIATOR PORT



UPPER LINE (INLET) –
RETURN FROM
RADIATOR/COOLER

LOWER LINE (OUTLET) –
PRESSURE (HOT) LINE
TO RADIATOR/COOLER

- ROUTE FLUID LINES ALONG PASSENGER SIDE FRAME RAIL AND FIX WITH NYLON TIES



- ATTACH AUXILIARY OIL COOLER (IF INCLUDED)
 - FOLLOW ATTACHMENT INSTRUCTIONS INCLUDED WITH OIL COOLER
 - AUXILIARY COOLER INLET WILL BE CONNECTED TO STOCK RADIATOR OUTLET
 - BEND FLUID RETURN LINE BY HAND TO ALLOW CONNECTION TO OIL COOLER OUTLET

NOTE: IF AUXILIARY COOLER IS USED, FLUID MUST CIRCULATE THROUGH STOCK RADIATOR, THEN AUXILIARY OIL COOLER.

- INSTALL LEVER POSITION SWITCH AND ATTACH SHIFT MECHANISM
 - REFER TO INSTRUCTION SUPPLEMENT INCLUDED WITH SHIFTER MODIFICATION KIT FOR INSTALLING LEVER POSITION SWITCH AND CONVERTING YOUR SHIFT MECHANISM FROM THE ORIGINAL 3 SPEED TO THE NEW A41 4-SPEED OVERDRIVE SHIFT PATTERN.
 - IF USING AN AFTERMARKET SHIFTER, IT MUST BE COMPATIBLE WITH A GM THM700R4 / 4L60 / 4L60E MODEL TRANSMISSION.
- CONNECT REVERSE LIGHTS / NEUTRAL SAFETY
 - THE WIRING HARNESS PROVIDED IN YOUR KIT (ELA-00301) WILL CONNECT TO 3 WIRES WHICH ARE FOUND IN YOUR OLD TRANSMISSION ELECTRICAL CONNECTOR
 - CAREFULLY CONFIRM IDENTIFICATION OF EACH WIRE BEFORE CRIMPING
 - CONNECT WIRE "A" (WITH RING TERMINAL) TO A CLEAN VEHICLE GROUND POINT
 - CRIMP WIRE "C" TO +12V SUPPLY (USUALLY BLACK W/ WHITE TRACER)
 - CRIMP WIRE "D" TO NEUTRAL SAFETY GROUND (USUALLY BROWN W/ YELLOW TRACER)
 - CRIMP WIRE "F" TO REVERSE LIGHT LOAD (USUALLY SOLID BLACK WIRE)
 - CAREFULLY INSULATE UNUSED WIRES SO THEY ARE NOT EXPOSED OR DANGLING



- CONNECT HARNESS TO THE UPPER 7-PIN TERMINAL ON LEVER POSITION SWITCH. THE LOWER TERMINAL IS LEFT EMPTY.



- ATTACH DRIVESHAFT
 - SLIDE SLIP YOKE ONTO TAILSHAFT



- ATTACH REAR U-JOINT AT DIFFERENTIAL

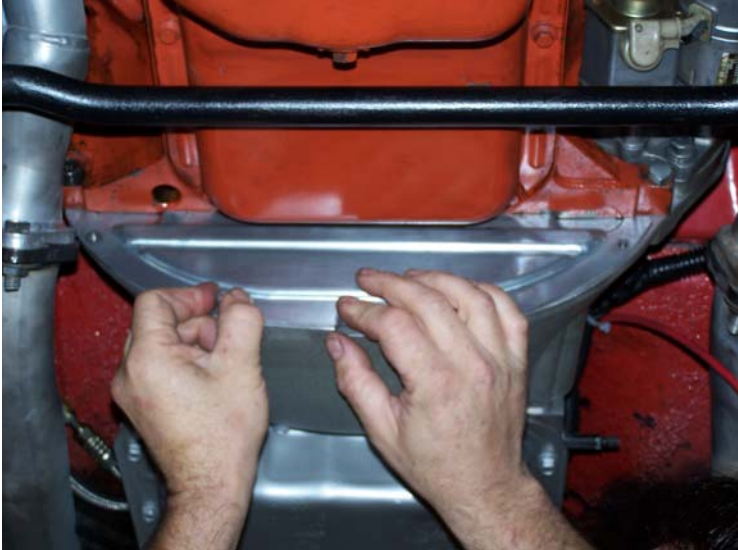


- INSTALL DIPSTICK TUBE
 - INSERT THE DIPSTICK TUBE INTO THE TOP OF THE TRANSMISSION PAN USING THE RUBBER GROMMET PROVIDED



- ATTACH TUBE BRACE TO BELLHOUSING USING EXISTING BELLHOUSING BOLT

- CHECK FLUID LEVEL BEFORE ADDING FLUID
 - NOTE: TRANSMISSION HAS BEEN FILLED WITH MOBIL 1 SYNTHETIC ATF FOR TESTING, AND THEN PARTIALLY DRAINED FOR SHIPPING. 5 TO 6 QUARTS OF MOBIL 1 REMAIN IN THE TRANSMISSION YOU HAVE RECEIVED.
 - REGULAR DEXRON® III OR MERCON® FLUID MAY BE USED, BUT THE BENEFITS OF THE SYNTHETIC FLUID ARE THEN LOST.
 - ADD FLUID 1 QUART AT A TIME UNTIL FLUID REACHES THE BOTTOM OF THE "HOT" RANGE ON THE DIPSTICK. **DO NOT OVERFILL!** -THIS WILL CAUSE FLUID TO AERATE AND FOAM RESULTING IN HIGHER HEAT AND POSSIBLE LOW PRESSURE PROBLEMS
 - THE TRANSMISSION WILL REQUIRE AN ADDITIONAL 6 TO 8 QUARTS TOTAL TO BE ADDED, DEPENDING ON YOUR PARTICULAR COMBINATION.
- ATTACH INSPECTION COVER (EXCEPT LATE MODEL HEMI APPLICATIONS)
 - USE SUPPLIED HARDWARE



NOTE: LATE MODEL HEMI APPLICATIONS (5.7L, 6.1L, 6.4L ETC.) DO NOT USE AN INSPECTION COVER.

- ATTACH STARTER
 - PLACE SPACER BLOCK BETWEEN STARTER AND BELLHOUSING AS SHOWN BELOW



- ATTACH STARTER TO BELLHOUSING USING BOLTS PROVIDED

VEHICLE TESTING

• FINAL CHECK

- MAKE SURE TRANSMISSION IS FILLED TO THE BOTTOM OF THE "HOT" RANGE ON THE DIPSTICK
- RECONNECT BATTERY AND CONFIRM FUNCTION OF BRAKE LIGHTS
- WITH IGNITION SWITCHED TO 'ON' (NOT 'START'), CONFIRM THAT REVERSE LIGHTS ARE LIT WHEN TRANSMISSION IS SHIFTED INTO REVERSE
- CONFIRM FUNCTION OF NEUTRAL SAFETY SWITCH BY PERFORMING THE FOLLOWING STEPS:
 1. DISABLE THE IGNITION COIL TO PREVENT ACCIDENTAL STARTING OF ENGINE.
 2. MAKE SURE NO PEOPLE, PETS, EQUIPMENT ETC. ARE IN FRONT OF THE VEHICLE.
 3. SHIFT TRANSMISSION INTO 'DRIVE' (OD OR 4TH).
 4. WITH FOOT FIRMLY ON BRAKE PEDAL, BRIEFLY TURN THE IGNITION SWITCH TO 'START' TO MOMENTARILY "BUMP" THE STARTER.
 5. IF STARTER FUNCTIONS, CHECK THE ADJUSTMENT AND WIRING OF THE NEUTRAL SAFETY SWITCH AND REPEAT THIS CHECK.
 6. SHIFT TRANSMISSION INTO REVERSE AND ALL FORWARD GEARS AND CONFIRM THAT IT WILL NOT START UNLESS IN PARK OR NEUTRAL.
 7. IF ALL GEARS ARE CORRECTLY LOCKED OUT AS EXPECTED, RECONNECT IGNITION COIL AND PROCEED TO THE NEXT STEP.

• START-UP

- MAKE SURE TRANSMISSION IS FILLED TO THE BOTTOM OF THE "HOT" RANGE ON THE DIPSTICK.
- MOVE VEHICLE TO A SAFE , WELL-VENTILATED LOCATION
- WITH LEVER IN 'PARK', START ENGINE AND ALLOW TO IDLE FOR A FEW MINUTES
- CHECK FOR LEAKS WHILE ENGINE AND TRANSMISSION ARE WARMING UP
- NOTE THAT TRANSMISSION FLUID LEVEL MAY DROP AS THE PUMP FILLS THE TORQUE CONVERTER. ADD ATF FLUID ½ QUART AT A TIME UNTIL FLUID REACHES THE BOTTOM OF THE "HOT" RANGE ON THE DIPSTICK.
- SLOWLY REV ENGINE WHILE IN 'PARK' AND OBSERVE ANY UNUSUAL SOUND OR VIBRATION
- WITH FOOT FIRMLY ON BRAKE PEDAL AND ENGINE AT IDLE, SHIFT TRANSMISSION THROUGH ALL GEARS

• TEST DRIVE

- BEGINNING IN 'REVERSE' OR 'DRIVE', TEST DRIVE AT LOW SPEEDS AND LOW ENGINE RPM IN AN AREA FREE FROM PEDESTRIANS OR TRAFFIC CONGESTION
- GRADUALLY INCREASE ENGINE RPM THEN INCREASE VEHICLE SPEED, OBSERVING ANY UNUSUAL SOUND OR VIBRATION
- RE-CHECK FLUID AFTER TEST DRIVE. WITH TRANSMISSION FLUID HOT, IT SHOULD BE FILLED TO THE MIDDLE OF THE "HOT" RANGE ON THE DIPSTICK. **DO NOT OVERFILL!!!**
- DRIVE CONSERVATIVELY FOR THE FIRST 500-1000 MILES TO BREAK-IN THE TRANSMISSION
- COMPARE THIS TEST DRIVE WITH INITIAL TEST DRIVE

**IMPORTANT NOTE:
HARD LAUNCHES SHOULD BEGIN IN
MANUAL-LOW AND USE MANUAL
SHIFTING IN ORDER TO MAXIMIZE
TRANSMISSION LONGEVITY.
THIS WILL AVOID OVERLOADING
SPRAG CLUTCH UNDER MAXIMUM
TORQUE WHILE IN 'DRIVE'.**

SPECIFICATIONS AND MAINTENANCE

CHANGE TRANSMISSION FLUID AND FILTER EVERY 30,000 MILES.

FILTER & GASKET APPLICATION IS 2001 CHEVROLET 1500 2WD PICKUP TRUCK, GM # 24208576 OR EQUIVALENT.

DO NOT EXCEED THE FOLLOWING TORQUE MEASURED AT THE ENGINE CRANK:

- STAGE 1: 450 LB-FT
- STAGE 2: 550 LB-FT
- STAGE 3: 650 LB-FT

GEAR RATIOS:

- 1ST GEAR = 3.06:1
- 2ND GEAR = 1.63:1
- 3RD GEAR = 1.1:1
- 4TH GEAR = 0.70:1
- REVERSE = 2.29:1

CONTACT INFORMATION

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WWW.SHIFTSST.COM

SILVER SPORT TRANSMISSIONS IS DEDICATED TO YOUR SATISFACTION AND ENJOYMENT OF THIS PRODUCT. PLEASE SEND US PICTURES OF YOUR CAR ALONG WITH A TESTIMONIAL OF HOW YOU RATE THIS PRODUCT. WE WILL BE POSTING MANY CUSTOMER FEEDBACK LETTERS AND PICTURES ON OUR WEBSITE AND BROCHURES.

**ENJOY YOUR SILVER SPORT
AUTOMATIC TRANSMISSION!**