

# SILVER SPORT

## Transmissions

### MOPAR B or E-BODY Manual Pedal Kit Installation Instructions

**Kit contents** - Please confirm that all parts have been received.

1. Brake pedal
2. Clutch pedal
3. Side bracket
4. Pivot pin
5. 3/8" locknut
6. 5/16" bolts (3)
7. 5/16" nuts (2)

#### Disassembly

1. Remove air vent from under dash.
2. Disconnect brake master cylinder pushrod from brake pedal. Retain Fasteners.
3. Remove pivot pin nut from RH side of pedal housing.
4. Holding brake pedal, pull pivot pin out from LH side of pedal housing.
5. Remove brake pedal.

#### Assembly

1. Install new clutch pedal stop to pedal housing.
2. Grease clutch pedal bearings (2) and brake pedal bushings with multi-purpose bearing grease.
3. Slide pivot pin through clutch pedal.
4. While supporting clutch pedal, insert pivot pin into pedal housing from left side.
5. Check brake pedal pivot bushings are in place.
6. Place brake pedal in line with pin, then slide pin through brake pedal and RH side of housing.
7. Install 3/8" locknut provided to pivot pin. (30-35 ftlbs)
8. Place side bracket in place over pivot pin.
9. Use a 5/16" bolt to fasten the side bracket to the pedal housing.
10. Transfer the locations of two holes on the side bracket to the firewall with a scribe or a fine point pen. The firewall may already be dimpled.
11. Remove the side bracket.
12. Center punch, then drill the two side bracket mounting holes in the firewall. Use 11/32" drill bit.
13. Deburr holes.
14. Loosely fasten side bracket in place with 5/16" bolts and two 5/16" nuts. Put the nuts to the inside of the firewall.
15. Fasten the side bracket to firewall using two 5/16" bolts and two 5/16" nuts. Put the nuts to the inside of the firewall.
16. Tighten all three 5/16" bolts to 25-30 ft-lbs.
17. Check for free motion on clutch and brake pedals.
18. Attach master brake cylinder linkage to brake pedal with the original hardware.
19. Attach mechanical linkage to the clutch pedal in the original, factory location (see pictures on next page).  
**Note:** If installing the SST hydraulic clutch conversion kit, follow the instructions in the hydraulic kit instruction manual for attaching the master cylinder linkage to the clutch pedal.
20. Install pedal footpads.

#### Inspection and Testing

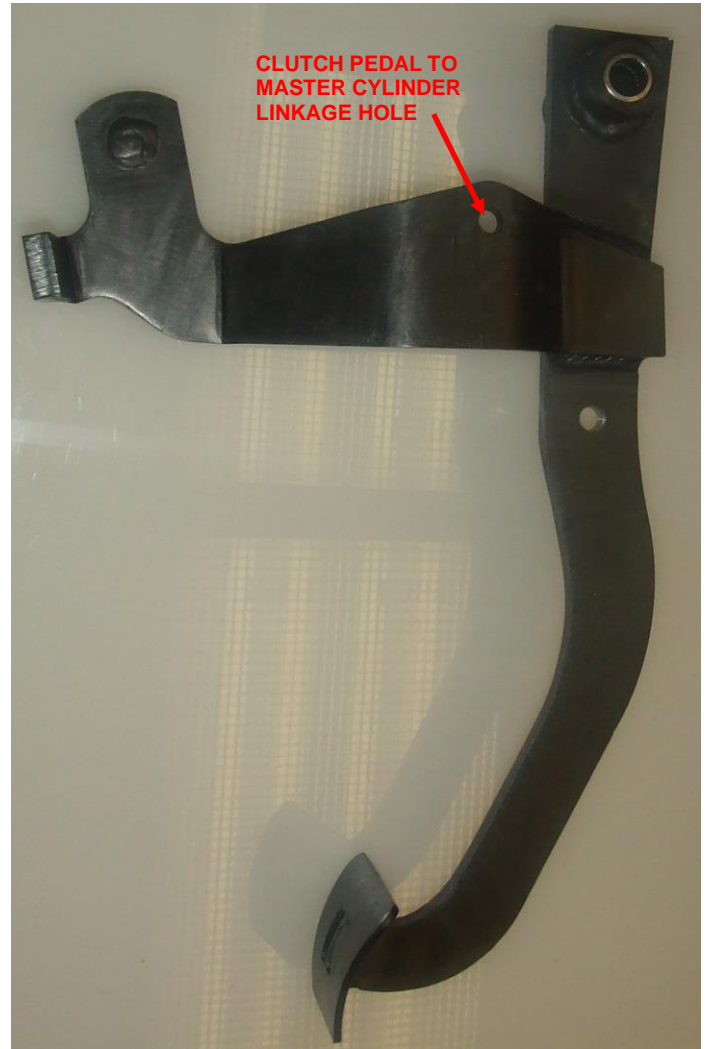
Thoroughly inspect and test the operation of the brake and clutch before driving car.  
For technical service, call Silver Sport Transmissions at 888-609-0094.

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**1966-70 B-Body Clutch Pedal**



**1971-74 B-Body Clutch Pedal  
1970-74 E-Body Clutch Pedal**

### Accessory items

The following accessory items will enhance your vehicle installation:

- Cast aluminum bellhousing (Tremec TKO and 18/23 spline A833) – New casting features super high strength aircraft alloy, lightweight (15lbs), precision CNC machining for accurate alignment of transmission to crank bore, dual 130 & 143 tooth flywheel mounting. For both 4 & 5 speeds.
- HYDRAULIC CLUTCH CONVERSION KIT - Complete bolt-in kits for B & E-bodies (Tremec TKO, T-56 Magnum 6-speed). Easy conversion from automatic. Modern, race-duty slave cylinder, aluminum master cylinder, reservoir, SS lines, fittings & accessories. No fabrication required.
- Clutches/Flywheels - We carry a full range of clutches for the TKO 5-speed, from 450-HP units to 1200HP race-ready units. All flywheels are available, including 130/143/172 HEMI tooth versions, for all internal and external balanced SB/BB/RB engines (including newer Magnum and new Hemi engines).
- SHIFTER HANDLES - Full line of 4, 5, & 6-speed shifter handles.