

General Installation Notes:

Please read these instructions completely before beginning the installation. If you have any questions please call.

Before beginning the installation, disconnect the negative battery cable and use wheel chocks to block the vehicle's wheels.

Make sure the engine, transmission, body and frame are properly grounded. We recommend using anti-seize lubricant on all aluminum threads.

IMPORTANT: The Clayton Machine Works (CMW) Throttle Pedal is designed for use with a Lokar Throttle Cable. Most stock style cables will not work.

If your vehicle has an automatic transmission, installation of a Lokar Kickdown Kit (if applicable) is strongly recommended.

Refer to Fig. 1 for the component names.

Step 1: Remove any existing throttle pedal assembly and linkage components.

Step 2: Disassemble the CMW Throttle Pedal by removing the 1/4"-20 x 1/2" flat head bolt from the end of the mounting shaft or mounting block. Slide the lower and upper arm assemblies off of the mounting shaft or block.

Step 3: All with Mounting Shaft: Install the mounting shaft into the firewall from the engine compartment side using the stock hole where the original throttle linkage was mounted. Use the original hardware to attach the mounting shaft to the firewall. If your original hardware is missing, the mounting shaft is designed to accept 1/4" diameter bolts and nuts. **Fig. 4**

All with Mounting Block: Install the mounting block onto the firewall from the passenger compartment side, in the same position as the original and using your original hardware. If your original hardware is missing, the 1970-81 Camaro/Firebird mount block is threaded for 1/4"-20 bolts. The 1968-72 Chevelle mount block is not threaded, but is designed to accept 1/4" diameter bolts and nuts.

Step 4: Reassemble the CMW Throttle Pedal with the lower pedal arm assembly pointing down and the upper pedal arm assembly pointing up.

Step 5: Push the top of the upper arm assembly forward so that it is parallel to the firewall. Mark the firewall in line with the 3/16" hole on the end of the upper arm assembly. Drill a 5/16" diameter hole through the firewall for the Lokar Throttle Cable fitting to mount into. **Note:** On 1955-57 Chevys and some 1962-67 Novas, the two offset firewall washers will have to be installed on the firewall (one inside and one outside) and rotated to allow the Throttle Cable to come straight through the firewall.

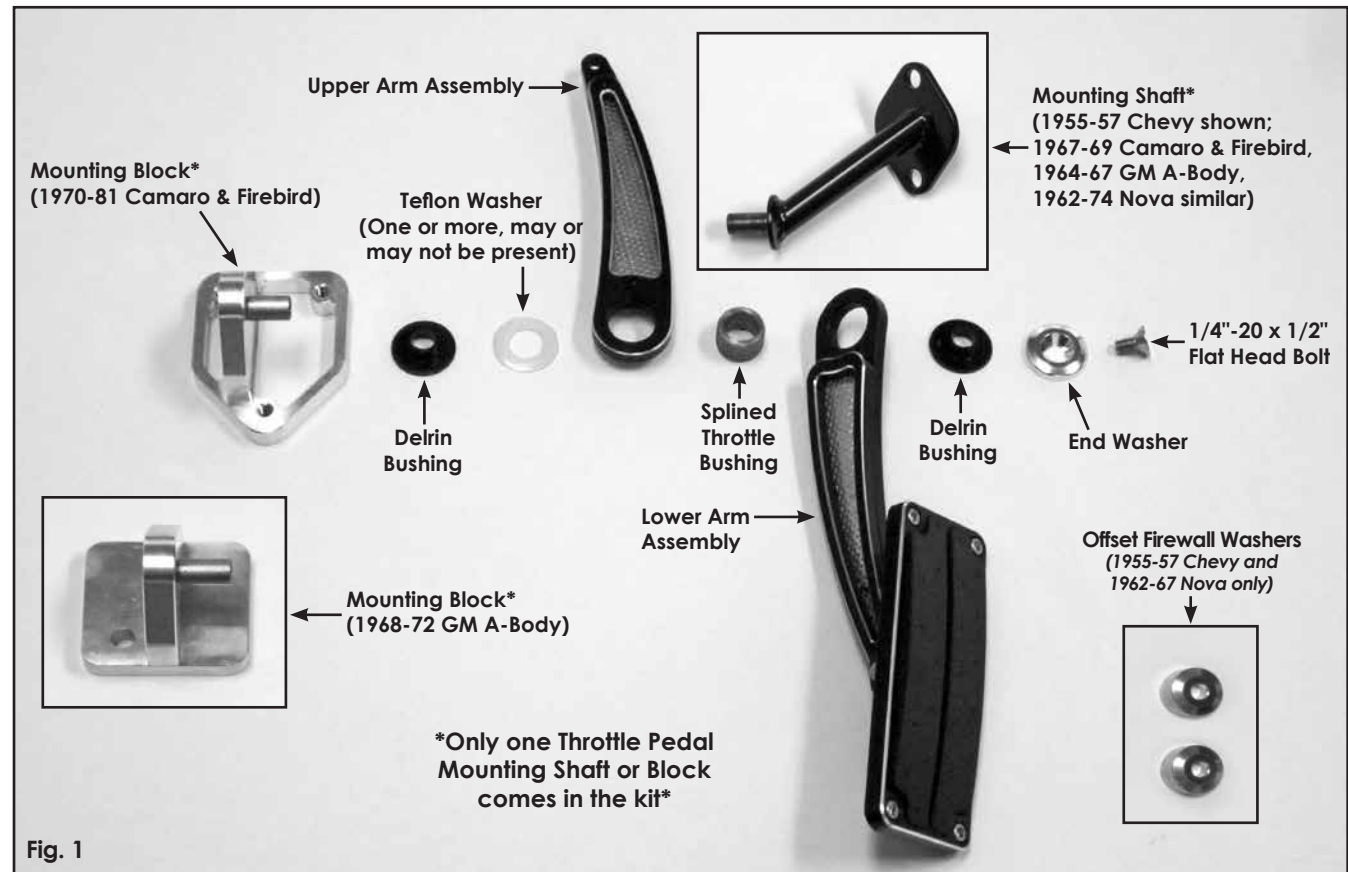


Fig. 1

Step 6: Install the Lokar Throttle Cable according to the instructions supplied with the Throttle Cable. You may have to reposition the upper arm assembly on the Throttle Pedal in order to get the Throttle Cable adjusted correctly. Make sure there is no binding in the throttle linkage and that the throttle returns to the closed position when it is released.

See Fig. 4, 5, and 6 for a fully assembled Throttle Pedal.

NOTE: Once the Throttle Cable is installed, make sure that the Throttle Pedal is completely floored when the throttle is wide open. If the Throttle Pedal is not completely floored at wide open throttle, you will need to either change the position of the lower arm assembly on the Throttle Pedal or install a pedal stop.

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**Throttle Pedal
Assembly
Installation
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