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Patented Pedal Assembly 2005-2014 Mustang Clutch Pedal Instructions

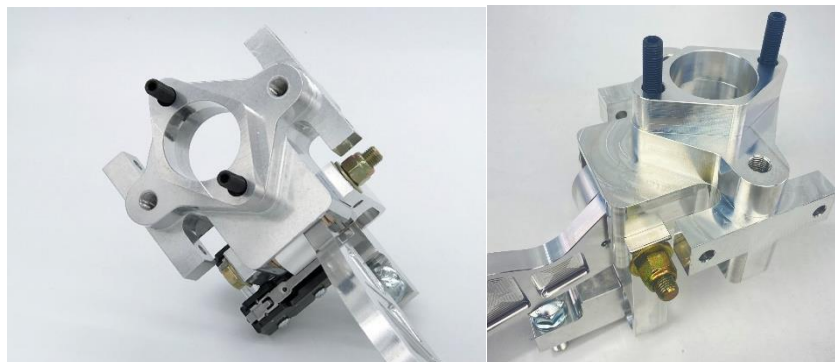


If you are reading this, you have already installed the FFP Customs pedal assembly's main structure, brake pedal subassembly, and most likely, the throttle pedal subassembly. The last piece of the FFP Customs patented pedal assembly is the clutch pedal subassembly. As we have mentioned, everything is built off the pedal assembly's main structure. As such, the clutch pedal uses the main structure as its attaching point.



The clutch pedal is sectioned off by itself in the box when you receive the pedal assembly. It uses a mount like that of the brake pedal to attach it to the main structure. We include labeled hardware bags for the pedal pad, reservoir mount, and clutch master cylinder mount.

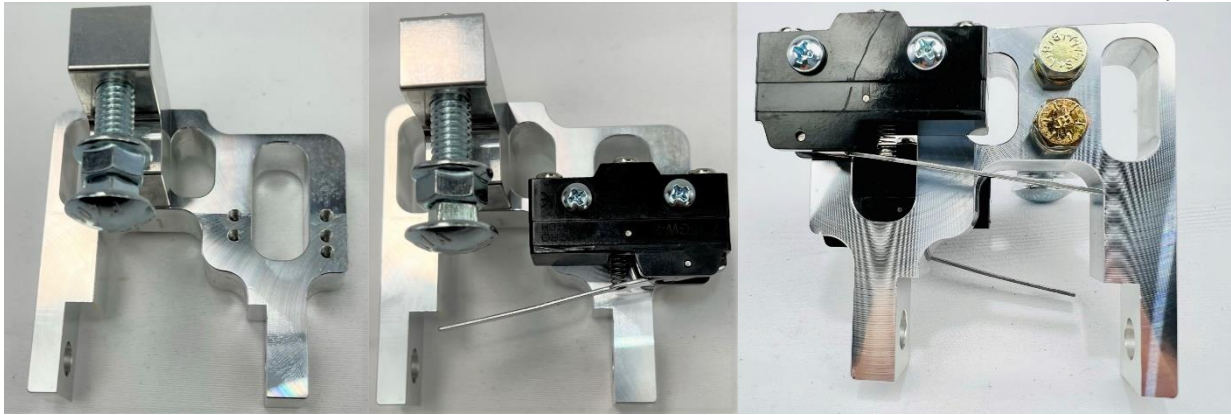
The clutch pedal subassembly consists of the clutch pedal, master cylinder mount, clutch pedal stop, and a neutral safety switch mount and switch. A Wilwood master cylinder is included with the kit, but it must be assembled, bled, and then installed onto the pedal assembly's main structure.



The clutch master cylinder uses this spacer and studs to attach it to the clutch pedal.



With the master cylinder spacer and studs installed into the master cylinder mount, install the Wilwood master cylinder. Make sure the pedal has freedom of movement. We include a threaded Heim joint to connect the master cylinder to the clutch pedal at the top. The Heim joint shoulder bolt and nut needs to be arranged in this fashion to provide clearance for full clutch pedal travel (Right). This is looking down at it from overhead. Make sure not to preload the master cylinder. The 90-degree 1/8" male NPT fitting in the master cylinder is included. Now you are ready to attach it into the main structure. Take the provided hardware from the clutch master cylinder mount bag and attach it to the main structure.



When it comes to the clutch pedal, we do have a couple clutch pedal switches that can be attached to the clutch pedal mount. One is a neutral safety switch, which is included with the pedal assembly, and an optional ignition cutoff switch that can be ordered (Part Number Z-15GW-B), as well. The neutral safety switch is adjustable via 5 different mounting holes to accommodate different clutch pedal stroke lengths. This is dependent on your clutch pedal stop's final adjustment. It might be necessary to adjust the neutral safety switch to work with your clutch pedal's stop bolt. There are several mounting options for the neutral safety switch and the neutral safety switch arm can be manipulated to offer even more adjustment. The middle image shows just the neutral safety switch installed, whereas the far-right image shows both switches installed.



The Reservoir Mount either attaches to the roll bar, or you can remotely mount the reservoirs, but they must be mounted above the master cylinder since they are gravity fed. The Wilwood instructions go over this, as well as the bleeding procedure. The picture to the right shows an example of how you can add the clutch reservoir tank to the existing brake reservoir tanks.



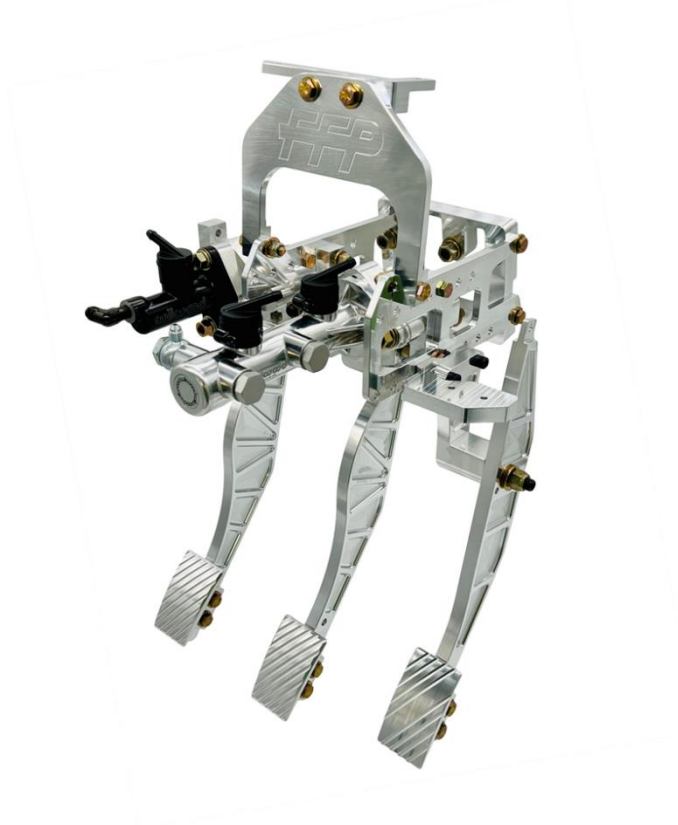
For a clutch car, it would be impossible for us to provide a one-size-fits-all fluid delivery system. We provide a -4 AN steel braided line from the master cylinder to the bulkhead at the firewall, a -4 AN bulkhead fitting, a 90-degree 1/8" male NPT to a -4 AN male fitting that screws into the end of the clutch master cylinder. Wilwood provides the line coming from the reservoir tank to the master cylinder. The bulkhead seen here has fittings for your front and rear brake lines at the top, and the clutch line to the hydraulic control at the transmission on the bottom.



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As for bleeding the system, Wilwood does a great job of explaining the bleeding process for the clutch master cylinder so source their instruction sheet within the provided clutch master cylinder box for that information.



Use the hardware marked Pedal Pads to attach the pedal pad to the clutch pedal, and you are done. The completed clutch pedal assembly is probably the last subassembly installed onto the pedal assembly. All lines should be connected and routed to the bulkhead at the firewall.

If you have made it this far, we trust you have installed a complete FFP Customs Patented Pedal Assembly. Remember, if you have any questions, feel free to contact us via phone or social media. We would rather you contact us for clarification instead of being frustrated with the installation.

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