

# Patented Pedal Assembly 1979-1993 Mustang Throttle Pedal Instructions



If you are reading this, you have already installed the FFP Customs pedal assembly's main structure and brake pedal subassembly. With that, you can move on to the throttle pedal subassembly. As we have mentioned, everything is built off the pedal assembly's main structure. As such, the throttle pedal uses the main structure as its attaching point.

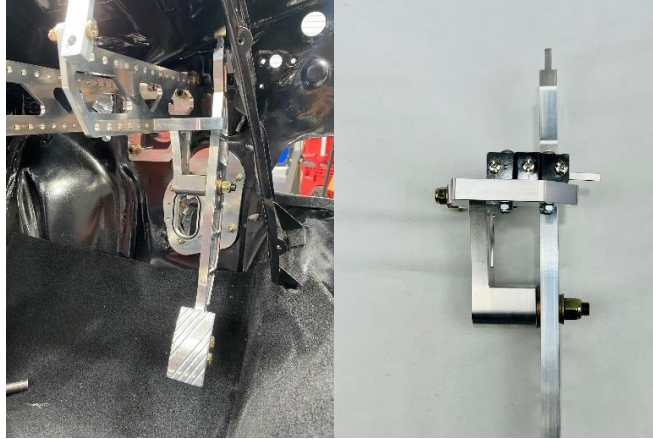


*The throttle pedal is sectioned off by itself in the box when you receive the pedal assembly. It uses a throttle pedal stop and hanger that attach it to the main structure. This is the throttle pedal stop and hanger (Right). It attaches to the pedal, which attaches the pedal to the main structure.*



*Additional hardware for the throttle pedal is for the pedal pad installation and for the throttle cable firewall bracket.*

At the top of the throttle pedal is where you attach the throttle cable. The pedal has 3 pivot holes to adjust it up or down. Of the three pivot holes in the center of the pedal, we use the middle hole to best line up to our throttle cable firewall bracket. At the bottom of the throttle pedal there are three adjustment holes for the pedal pad. The adjustment holes are designed to help you arrive at the throttle pedal's sweet spot.



*The throttle pedal is mounted to the main structure through the throttle stop and hanger mounting arm. Either way you choose to mount the throttle pedal, whichever is easier would be what we recommend. The orientation of the throttle pedal assembly hardware with the optional wide open throttle switch is on the right. You have the stud, which is threaded into the hanger, a large oil-impregnated bronze bushing, the pedal itself, small oil-impregnated bronze bushing, flat washer, and lock nut. Do not overtighten the throttle pedal nut because that will keep it from being able to move. Finding the optimum torque setting is up to your individual combination because that setting will vary depending on your return spring setup.*

When it comes to the throttle pedal, we do have an optional throttle switch that can be attached to the throttle pedal stop. You can set this up as a wide-open throttle switch to control a nitrous system, or any other system that works off wide open throttle. The switch provision is in the mount, regardless of if you order the switch at the time of purchase or not. Therefore, if at the time of purchase, you do not need it, but later you add nitrous or another system needing to see WOT, the switch can still be added to the throttle pedal mount.

The installation of the throttle pedal is straightforward. The most important aspect of the throttle pedal assembly is the tightening of the pedal nut to the mount. You will have to find the happy medium between too tight and too loose to arrive at the proper torque setting. Aside from that, the throttle pedal is a simple, Bolt On & Go installation.



*The throttle cable firewall bracket uses the factory clutch cable opening in the firewall. There is already one hole that is used to secure the factory clutch cable, so you must make another hole for the throttle cable bulkhead. This picture was taken facing the firewall.*



*With all the different throttle cable lengths and applications, we do not include one with our pedal assembly. However, this Lokar cable is an example of what we recommend. The Lokar TC-1000U36 is a 36" cable, which may work for some of you, while others may need a longer or shorter throttle cable. The throttle cable attaches to the top of the throttle pedal using the attached clevis, goes through the firewall, and then attaches to your car's throttle linkage.*

If you have made it this far, you have now installed the main structure, brake pedal assembly and throttle pedal assembly. If you are installing a clutch, brake, and throttle pedal assembly, you still have a little work to do. However, if you are installing a brake and throttle-only pedal assembly, you are ready for a blast down the track.

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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