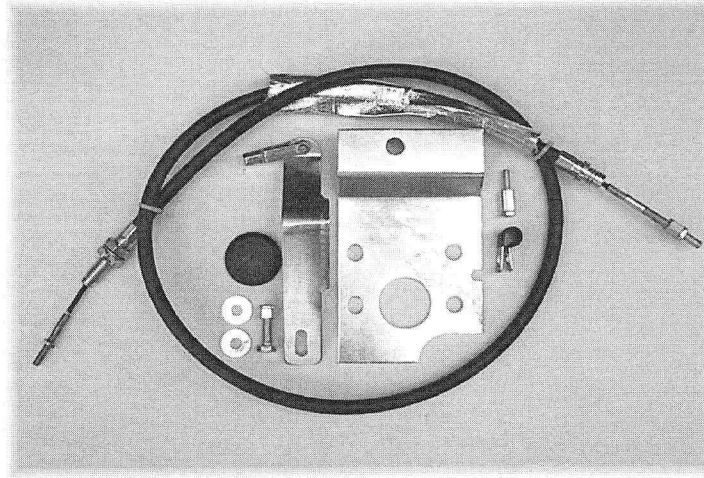


BRUCE COUTURE'S MODERN DRIVELINE

"Five and Six speed conversion specialists"

1965-66 Mustang Clutch Cable Installation Instructions




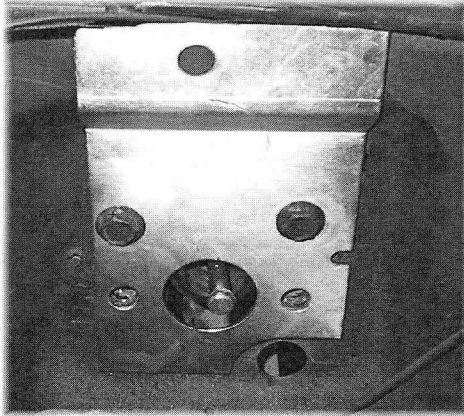
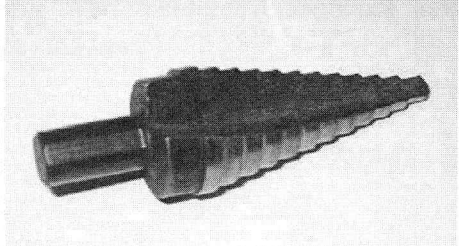
Tool List

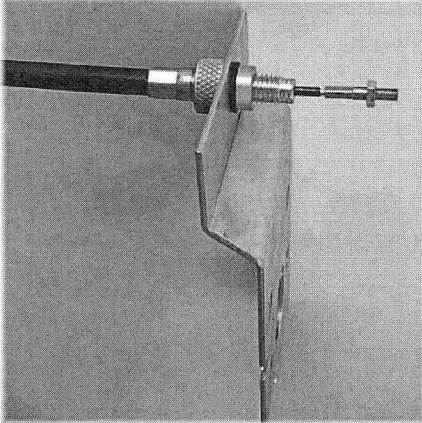
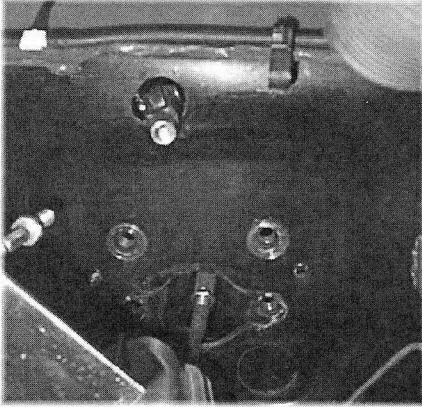

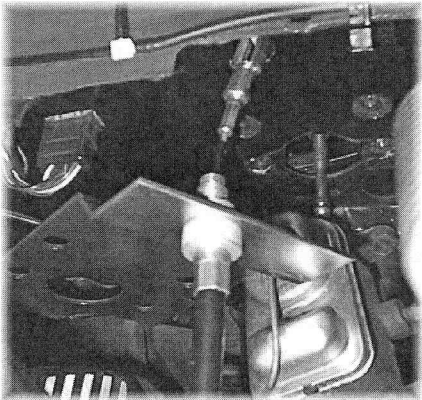
Hand drill, 1" unibit drill, 7/16" wrench, two 1/2" wrenches, two 9/16" wrenches, 1/2" ratchet, 9/16 socket with a 6" extension.


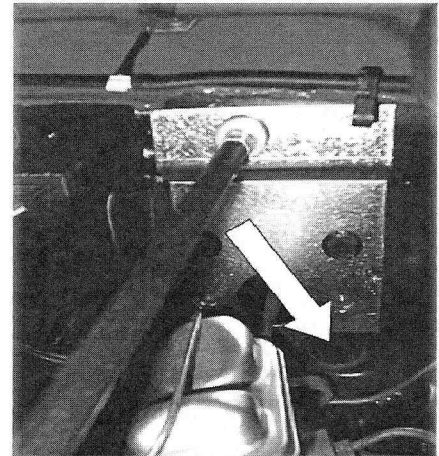

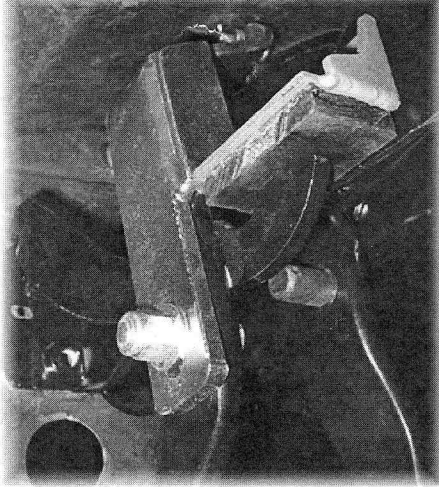
This kit works with any Ford cable operated bellhousing (T-5, T-45, T-56, and TKO) with a cable release clutch set.

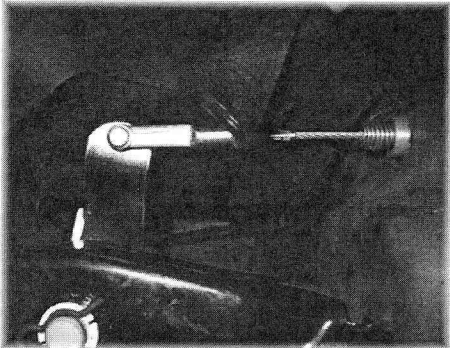
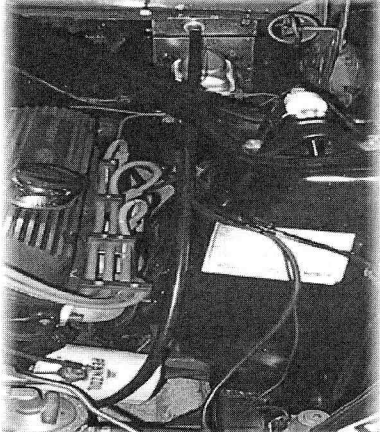
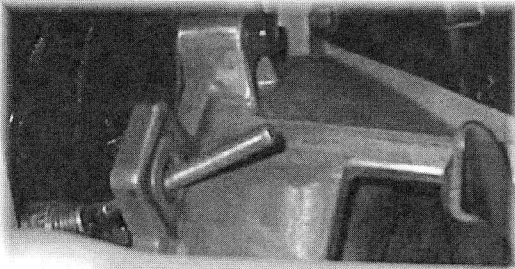
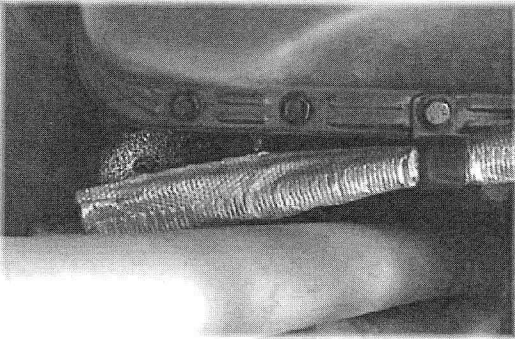
This cable kit will work on both manual brakes and factory power brake booster, some aftermarket brake booster will not fit, please make sure to check for cable clearance before beginning.

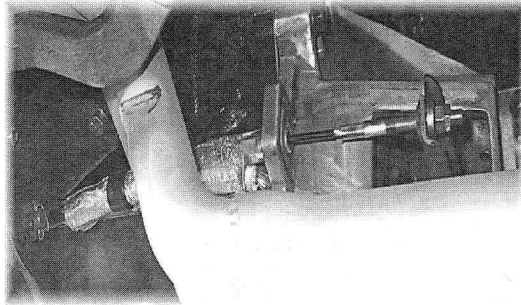
<p>1. If you are installing a used pedal make sure you have the correct pedal.</p> <p>It is important to use the correct pedal otherwise this kit will not fit properly.</p> <p>This kit will only work with 1965-66 Mustangs.</p>	
<p>2. Before beginning, it is very important to check for header clearance on the driver's side. Some long tube headers are not compatible with clutch cable kits. If the headers are allowed to super heat the cable, the inner liner will become damaged. The shielding provided will only reduce the heat</p>	<p>The following exhaust systems are known to work with this kit.</p> <p>All stock exhaust manifolds Most shortie and mid length headers Heddman 88660 Doug Thorley Tri-ys or 268</p>

	<p>by 50%. Depending on temperature, 1" + of clearance is recommended between the cable and header.</p>	<p>Ford Powertrain Applications</p> <p>Ceramic coated headers will greatly reduce radiant heat! (and/or header wrap)</p>
<p>3.</p>	<p>If the clutch pedal is equipped with a clutch pedal assist spring it will need to be removed and won't be used. Remove clutch pedal spring from above pedal hanger by removing the mounting bolts to allow the spring to unload. Caution should be used while removing the spring! The spring is no longer needed as the pressure plate is the return spring. DO NOT RE-INSTALL.</p>	<p>Now would be a good time to inspect the clutch pedal bushing condition for wear or to install a roller bearing kit. MD-504-1081 or with a repair shaft MD-504-1080</p>
<p>4.</p>	<p>Remove master cylinder bolts to slide the support plate between the master cylinder/booster and the firewall (<i>see photo</i>). If there is not enough room to slide the support plate, disconnect brake rod from pedal</p>	
<p>5.</p>	<p>Temporarily bolt the support plate to the firewall as shown. Mark the cable hole location and remove plate.</p> <p>Caution: Do not drill the firewall hole with the support plate installed as the support plate hole will become damaged!</p>	
<p>6.</p>	<p>Using a unibit drill bit, drill a 1" hole in the middle of the mark just made in step 5 in the firewall for the clutch cable.</p>	

7.	<p>Insert the cable adjuster found on the clutch cable into the support plate and slide the O-ring into the groove.</p>	
8.	<p>From the under the dash, place the clevis/bracket assembly through the 1" hole.</p> <p>(It really helps to have second person help you with this step.)</p>	
9.	<p>Place the 1/4" threaded end towards the 1" hole. Lay the cable straight out pointing away from the 1" hole so that the cable can be rotated and threaded into the clevis.</p>	
10.	<p>Thread the 1/4" cable end fully into the clevis. Make sure end of the cable doesn't protrude into clevis opening. Lock the jam nut against the clevis.</p>	

<p>11. Re-install the master cylinder/booster bolts and push rod to the brake pedal.</p> <p><i>(Due to the thickness of the plate, a longer adjustable push rod maybe desired to maintain brake pedal height) Check with your local Mustang supply house for one.</i></p>	
<p>12. For installation from stock linkage to clutch cable, install 1 1/2" body plug into the clutch rod hole. (For automatic to stick conversion skip this step)</p>	
<p>13. Bolt on the bracket to clutch pedal. Adjust the bracket so that it is in alignment with the cable housing, but does not rub on cowling. In some cars, the cowling may need to be cleared.</p> 	 <p>(Make sure the bracket shoulder is against the clutch pedal).</p>

14.	<p>Using the slotted hole that bolts the bracket to the clutch pedal, adjust the bracket so it's in alignment with the cable housing. Tighten pedal bracket nut.</p> <p>If the cable is out of alignment it will wear on the housing causing damage to the inner cable. The warranty does not cover improper installation!</p>	
15.	<p>Route the clutch cable under the support brace; around the oil filter and then between the oil pan and driver's side motor mount.</p> <p>If long tube headers are installed, it is very important to check exhaust tube clearance next to the cable. If a tube is closer then 1" to the cable, the cable will become damaged from the heat.</p>	
16.	<p>Remove the clutch lever jam nuts from cable and feed the cable through the bell housing mounting hole.</p> <p>Install C-clip to the cable housing to lock the cable in place to the bellhousing. If a scattershield is used, make sure to add a spacer to take up the gap.</p>	
17.	<p>Depending on exhaust system, recommended to mount the clutch cable clamp to the third oil pan bolt with the bolt and standoff provided. Make sure to install the heat shield on the cable between the bell housing and clamp. It is important to keep the cable housing as straight as possible.</p> <p>*** MAKE SURE THAT THE CABLE DOES NOT TOUCH THE EXHAUST. ANY CABLE DAMAGE FROM EXCESSIVE HEAT WILL NOT BE WARRANTIED!!</p>	 <p>Tri-y headers shown here with the cable too close.</p>

<p>18.</p>	<p>Pass the cable through the clutch lever and install the two cable adjusting nuts on the back side of the lever. Making sure the radius end contacts the clutch lever. Test for clearance and cable movement. If cable is adjusted properly, you should see approx. 1" + of cable travel at end that connects to the clutch fork.</p> <p>Note: the clutch lever should be about $\frac{3}{4}$ back in the bellhousing opening.</p>	 <p>If clutch lever is too far forward the pressure plate is too short. An adjustable pivot stud will help in most cases.</p> <p>Too far back means a mechanical pressure plate clutch as been installed. If this is the case replace clutch with a cable release set. An adjustable pivot stud will not overcome this problem.</p>
<p>19.</p>	<p>Adjust cable travel at clutch fork. Fine adjustment of the cable can be done at the firewall by turning the adjuster on the support plate. Turning the knurl nut clockwise will tighten the cable. There should be very little to no slack in the cable when properly adjusted. It is normal for the throw out bearing to touch the clutch pressure plate release lever.</p> <p>Preloading the throw out bearing is not recommended.</p>	<p>If you have to preload the cable/bearing to get the clutch to release, most likely the clutch was designed to work with stock mechanical linkage. Check that there is enough swing in the clutch pedal to move the clutch lever at the bellhousing 1 1/8" or more.</p>
<p>20.</p>	<p>Once the cable is working properly, install clutch lever cover and double check that the cable has not moved or is rubbing.</p>	<p>Cable movment should be smooth. If it is difficult. Recheck earlier steps.</p>
<p>21.</p>	<p>Carefully test drive!</p>	<p>If the transmission is hard too shift, the clutch is not fully disengaging. Check the clutch adjustment, it is normal for the cable to take a set in the first week of driving. If any tech support is needed, call Modern Driveline at 208-453-9800 M-F 8-5 Mountain time.</p>