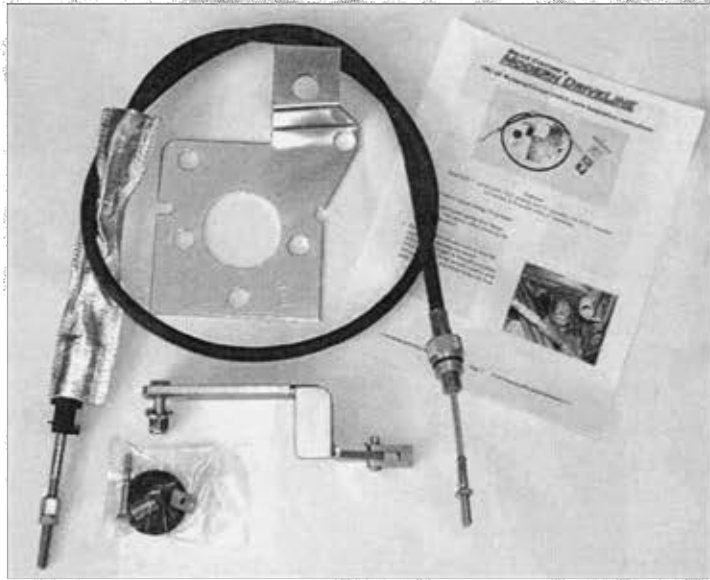




1969-70 Mustang/Cougar Clutch cable installation instructions



Tool List

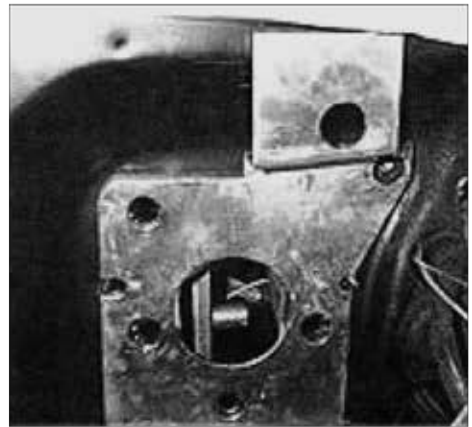
Hand drill, 1" uni bit drill, 7/16" wrench, two 1/2" wrenches, two 9/16" wrenches, 1/2" ratchet, 9/16 socket with a 6" extension,

1. Remove factory clutch linkage if equipped.
2. Remove master cylinder bolts to slide the support plate between the master cylinder/booster and the firewall (*see photo below*). If there is not enough room to slide the support plate, disconnect brake rod from pedal.

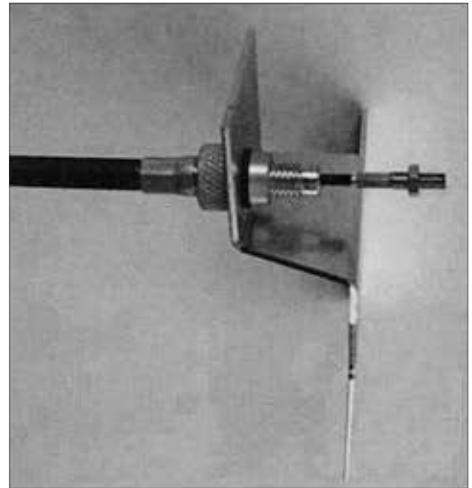


3. Temporary bolt the support plate to the firewall as show. Mark the cable hole location and remove plate.

Caution: Do not drill the firewall hole with the support plate installed as the support plate hole may become damaged!



4. Remove support plate and drill a 9/16" hole (A uni-bit works the best) on the center of the mark. Take the time to debur the hole.
5. Insert the cable adjuster found on the clutch cable into the support plate and slide the O-ring into the groove. Make sure the O-ring is fully seated for a tight fit.

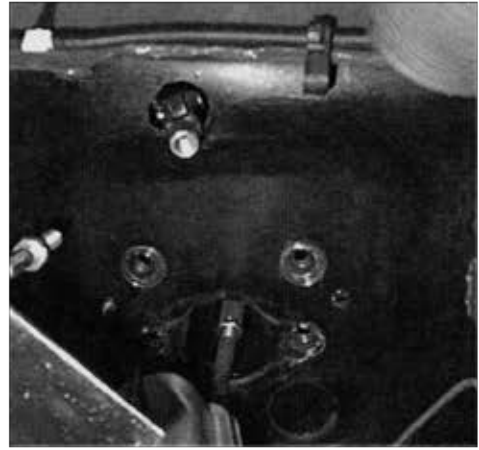


6. From the under the dash, remove the clutch pedal from the car in order to remove the spring and bracket as they are not needed. Use caution in removing the spring as it is loaded.
7. To make room for the clutch bracket, the top spring lever on the clutch pedal needs to be cut off.
8. After cutting of the clutch spring lever, reinstall the clutch and brake pedal.
9. Place the clevis/bracket assembly through the 9/16" hole. Hold in place using vise grips or have someone hold the clevis/bracket assy in the hole.



Clutch bracket and clevis installed

11. Place the 1/4" threaded end towards the 9/16" hole. Lay the cable straight out pointing away from the 9/16" hole so that the cable can be rotated and threaded into the clevis.



65-66 mustang shown

12. Thread the 1/4" cable end into the clevis. Make sure the locking nut threaded onto the cable before beginning. Tighten 1/4" lock nut against clevis.



65-66 mustang shown

13. Slide the firewall support plate between the booster/master cylinder and the firewall

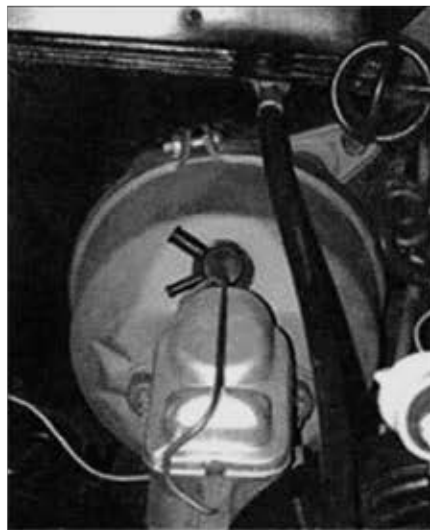
14. Re-install the master cylinder/booster bolts and push rod to brake pedal.

(Please note a longer adjustable push rod maybe needed to make up the difference in support plate)



69-70 mustang

Install 1 ½” body plug into the clutch rod hole.
(For automatic to stick conversion skip this step)

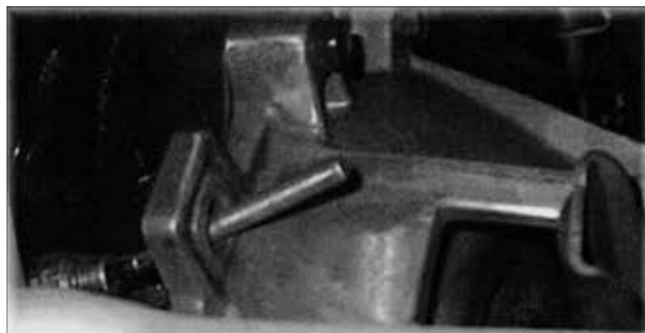


16. Bolt on the bracket to clutch pedal. Adjusted the bracket so that the cable is in alignment and the bracket does not rub against the cowl and tighten.

17. Make sure the bracket shoulder is against the pedal!

18. Route the clutch cable under any shock tower brace on the inside of the shock tower. Make sure there is nothing to run into the cable or pinch it. Then route the cable pass the oil filter between the oil pan and driver's side motor mount. Look for the best routing of the cable if long tube headers are used. Not all long tube headers will clear. Stock manifolds, shortie headers, Tri-y, and Hooker Super comp headers have been know to work.

19. Remove the clutch lever jam nuts from cable and feed the cable through the bell housing mounting hole. With the cable housing inserted into the bell housing, install C-clip.



20. For stock exhaust manifolds or Tri-Y headers, 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.

In some cases like Hooker Super comps, it is best to make a bracket as shown here.



Other way to mount the cable using Super Comps.



Photo of cable clamp on the third oil pan bolt with tri-y headers.



Photo of Hooker Super comp headers w/o bracket

MAKE SURE THAT THE CABLE DOES NOT TOUCH THE EXHAUST. ANY CABLE DAMAGE FROM EXCESSIVE HEAT WILL NOT BE WARRANTIED!!

21. Install the two cable adjusting nuts. Making sure the radius end contacts the clutch lever. Tighten cable so that there is little to no movement in the clutch lever. Do not preload the clutch by over tightening the cable. This will allow the clutch to slip and wear out.

It is normal for the throw out bear to touch the pressure plate. Again, no preloading the throw out bearing. Most the cable adjustment is done at the clutch lever.

22. Test for clearance and cable movement. Recheck the cable tension. If the cable has become very loose than the clutch pedal bracket was not installed properly and has moved.



Photo here is of stock T-5/Tremec bell housing with the clutch lever cover removed.

23. Install clutch lever cover if so equipped. Most scatter shields do not have a clutch lever cover.
24. Fine adjustment of the cable can be done at the firewall by turning the adjuster on the support plate. Turning the adjuster clockwise will tighten the cable. It is normal for the cable to need a small adjustment during the first six months.
25. Push the pedal to see if the cable moves smoothly. The cable should not bind or make any noise, if it does double-check the alignment and cable routing.
26. Carefully test drive!