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MM 1979-1993 Clutch Pedal Adjuster Kit (MMCL-10)

Thank you for purchasing Maximum Motorsports' Clutch Pedal Adjuster Kit. This kit allows the clutch pedal to be adjusted to a more effective position. In doing so, you'll notice smoother clutch actuation and improved clutch pedal placement relative to the brake pedal.

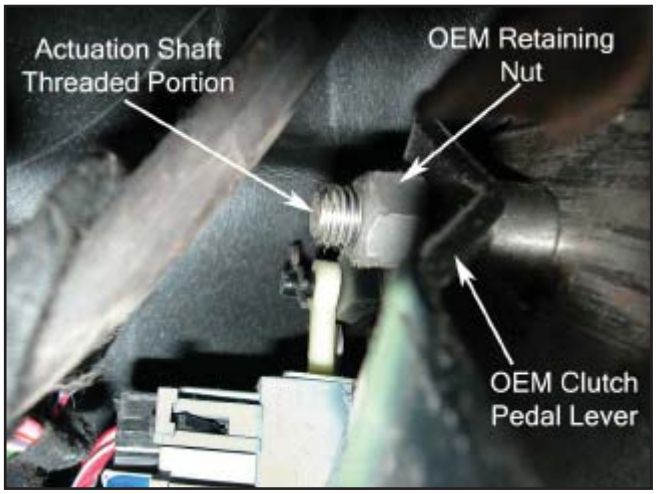
Read all of the install instructions before beginning work. Following the install instructions in the proper sequence will ensure the best and easiest installation.

Reminder: This product requires the use of an aftermarket (non-adjusting) cable quadrant. This product also requires the use of an adjustable clutch cable or a firewall cable adjuster.

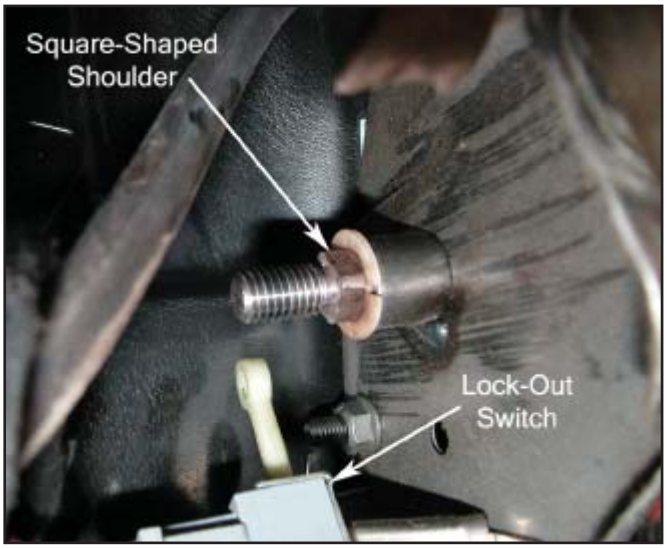
Installation Instructions

1. Remove the driver's seat to provide easier access under the dashboard.

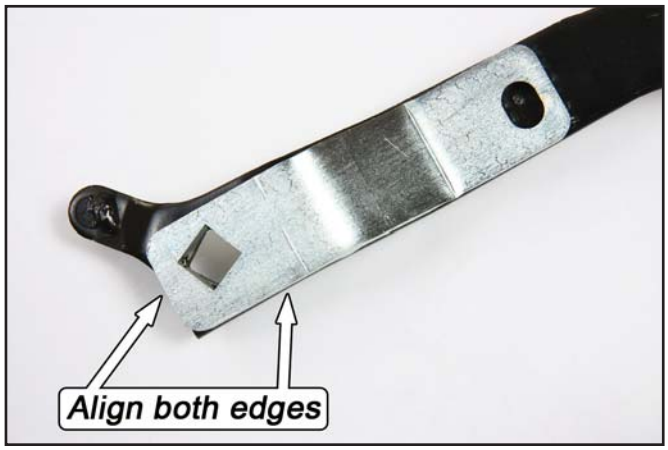
2. Using an 18mm wrench or socket, remove the OEM retaining nut securing the OEM clutch pedal lever on the actuation shaft.



3. Remove the retaining clip from the clutch lock-out switch shaft. Remove the OEM clutch pedal lever from the square-shaped shoulder on the actuation shaft. Rotate the OEM clutch pedal lever to facilitate the removal of the clutch pedal lock-out switch arm. Remove OEM clutch pedal lever from the car.

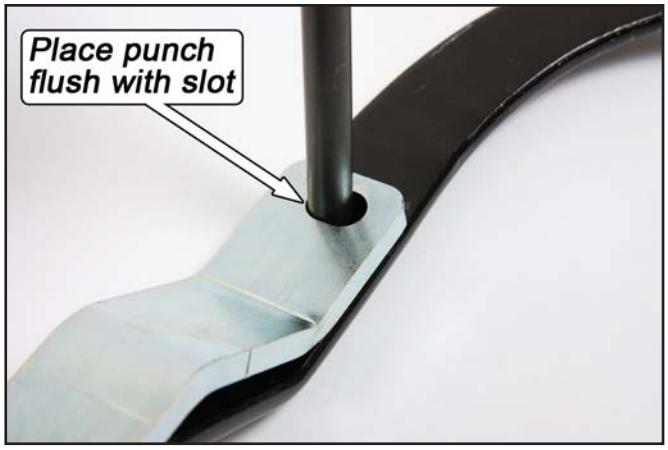


4. Place the arm as shown and line up the lower edges of the MM Clutch Pedal Adjuster with the edges of the OEM clutch pedal lever. The alignment of the edges does not have to be perfect.



5. Once the edges are aligned, tape the MM Clutch Pedal Adjuster to the OEM clutch pedal lever as shown. This will ensure that the alignment of the part doesn't change while locating the transfer punch in the next step.

6. Mark the location for a hole flush with the left-hand side of the adjustment slot of the MM Clutch Pedal Adjuster as shown in the picture below. The preferred method is using a 13/32" transfer punch against the edge of the adjustment slot. Once marked, remove the tape applied in Step 5.

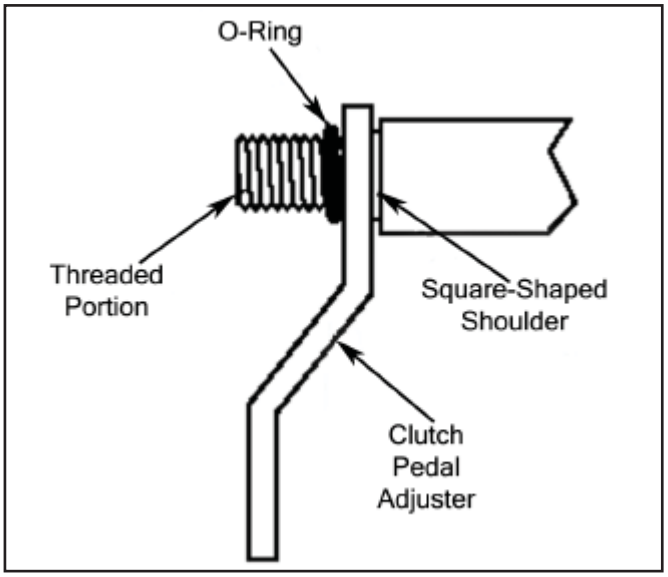


7. Using a 1/8" drill bit, drill a pilot hole through the OEM clutch pedal lever in the location marked in step 6. Enlarge the hole using a 13/32" drill bit. Deburr the hole.

8. Position the MM Clutch Pedal Adjuster on the actuation shaft with the square-shaped hole in the MM Clutch Pedal Adjuster engaged with the square-shaped shoulder of the actuation shaft.

   If needed, tighten the OEM retaining nut onto the threaded portion of the actuation shaft to press the MM Clutch Pedal Adjuster onto the square-shaped shoulder of the actuation shaft. Then remove the OEM retaining nut.

9. Position the supplied O-ring on the threaded portion of the actuation shaft, directly against the MM Clutch Pedal Adjuster. The O-ring acts to center the square-shaped hole in the OEM clutch pedal lever on the threaded portion of the actuation shaft, enabling smooth and precise clutch pedal actuation. (See the following illustration)



10. Position the OEM clutch pedal lever on the actuation shaft with the square-shaped hole over the O-ring on the threaded portion of the actuation shaft.

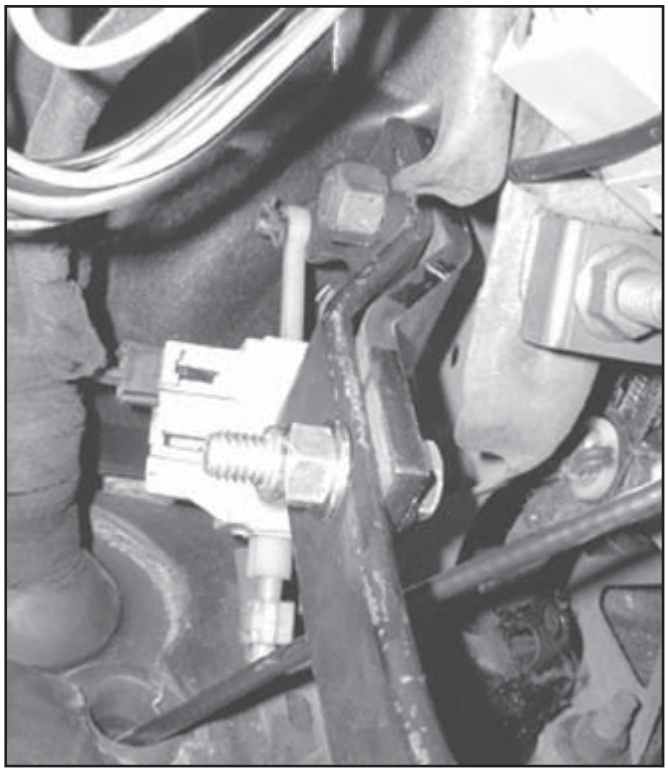
11. Reattach the OEM clutch pedal lever to the clutch lock-out switch and install the retaining clip.

12. Put one of the washers on the 3/8” bolt and insert the bolt through the slot at the lower end of the MM Clutch Pedal Adjuster and through the mating hole in the OEM clutch pedal lever.

13. Put the second washer on the end of the bolt and hand tighten the lock nut onto the bolt.

14. Tighten the OEM retaining nut onto the threaded portion of the actuation shaft enough to engage the OEM clutch pedal lever against the MM Clutch Pedal Adjuster, while still permitting the OEM clutch pedal lever to pivot relative to the MM Clutch Pedal Adjuster.

15. Tighten the lock nut onto the 3/8” bolt enough to snug the OEM clutch pedal lever against the MM Clutch Pedal Adjuster, while still permitting the OEM clutch pedal lever to pivot relative to the MM Clutch Pedal Adjuster.



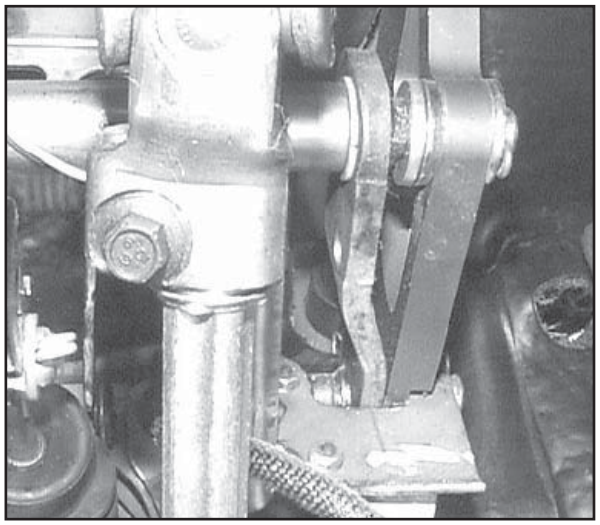
16. Reinstall the driver's seat.

17. Adjust the clutch pedal to a desired position (e.g. level with or slightly above the brake pedal). Sit in the driver's seat and get a feel for different pedal positions.

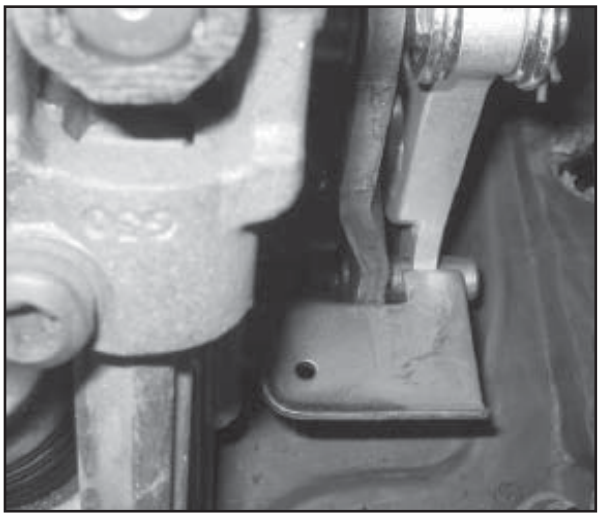
18. After adjusting the clutch pedal to a desired position, torque the OEM retaining nut to 40 ft-lbs and the 3/8" bolt to 33 ft-lbs.

19. Via an installed firewall adjuster or adjustable clutch cable, adjust the clutch pedal to engage/disengage the clutch about mid-way between the fully depressed position (pedal against the floor) and the at-rest position. To prevent clutch slippage and premature failure of the throw-out bearing, make sure that there is sufficient travel between the position of the clutch pedal where the clutch engaged/disengages and the at-rest position of the clutch pedal.

NOTE: The pedal adjuster is designed and intended for use with an aftermarket quadrant that maintains the OEM at-rest position of the actuation shaft. For most non-Maximum Motorsports clutch quadrants, the quadrant is seated in the recessed portion of the quadrant limit bracket in the at-rest position (See picture below). Confirm that the quadrant is seated in the factory at-rest position. For the quadrant to reliably return to the OEM at-rest position, some quadrants require 1.) shims (e.g., washers) to be installed on the actuation shaft on either side of the quadrant, 2.) the bracket to be bend slightly and/or 3.) the edge of the bracket adjacent to the quadrant to be modified.



The Maximum Motorsports clutch quadrant is designed to clear the quadrant limit bracket and maintain the OEM at-rest position of the actuation shaft. If using a Maximum Motorsports clutch quadrant, no modifications of the quadrant limit bracket are necessary (See picture below).



This kit includes the following:

1	Clutch Pedal Adjuster
1	3/8" x 1.25" Bolt
1	3/8" Lock Nut
2	3/8" Washer
1	O-Ring