



QUALITY... PLAIN & SIMPLE®

## Competitor™ Series 1967-1972 F-100 Throttle Pedal Installation Instructions

### General Installation Notes:

Please read these instructions completely before beginning the installation. If you have any questions, please call.

Before beginning the installation, disconnect the negative battery cable and use wheel chocks to block the vehicle's wheels.

We recommend using anti-seize lubricant on all aluminum threads.

All Lokar Installation Instructions can be found by visiting  
[www.lokar.com/instructions.html](http://www.lokar.com/instructions.html).

**IMPORTANT APPLICATION INFORMATION:** The Lokar Throttle Pedal is designed for use with a Lokar Throttle Cable. If your vehicle has an automatic transmission, installation of a Lokar Kickdown Kit (if applicable) is strongly recommended. Lokar Throttle Cables and Kickdown Kits are application-specific according to the type of induction system and the transmission model.

Refer to Fig. 1 for the component names.

**Step 1:** Install the steel firewall mounting bracket onto the throttle pedal assembly as shown in Fig. 2, using the provided 1/4"-20 x 1/2" Phillips flat head bolts in the countersunk holes.

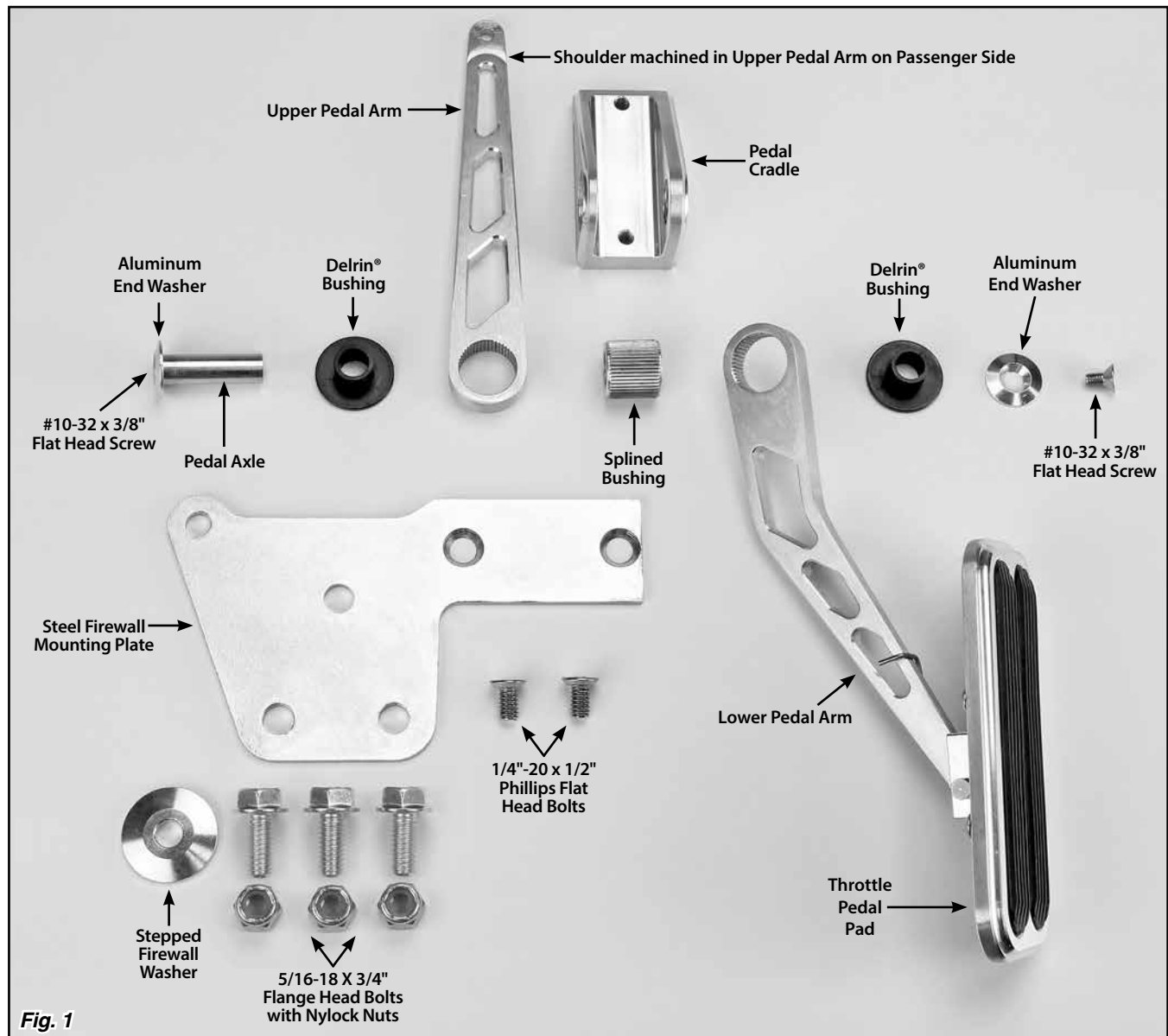
**Step 2:** Remove any existing throttle pedal assembly and linkage components from the vehicle. The new Lokar Throttle Pedal will use the vehicle's original throttle pedal mounting points. Position the throttle pedal assembly so the holes in the steel firewall mounting plate are aligned with the original bolt holes in the firewall. Attach the steel firewall mounting plate by installing the provided 5/16" -18 x 3/4" flange head bolts into the factory nuts welded on the firewall or the provided nylock nuts.

**Step 3:** Disassemble the throttle pedal assembly by removing the #10-32 x 3/8" flat head screw and aluminum end washer from the passenger side of the pedal axle. You will need two 1/8" Allen wrenches (not included). One will be used to keep the pedal axle from spinning while you use the second one to remove the screw from the passenger side. Fig. 3 Pull the pedal axle out of the throttle pedal assembly, and remove the upper and lower pedal arms from the pedal cradle.

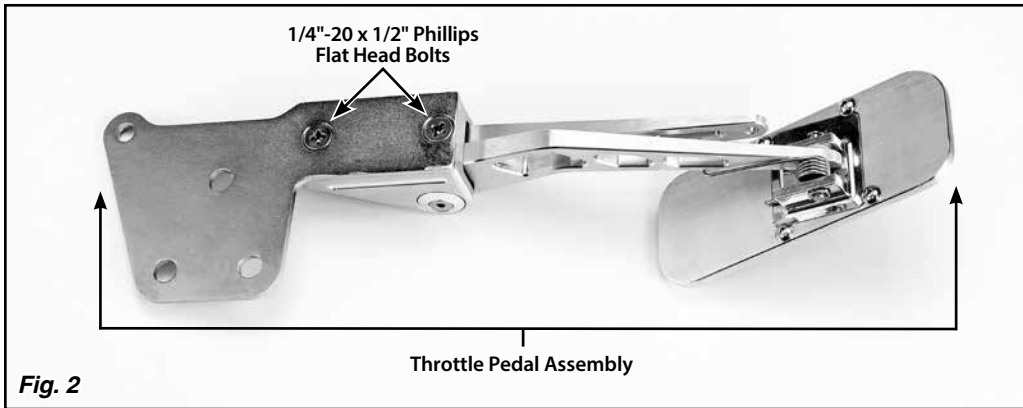
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**Step 4:** Remove the Delrin® bushing and the upper pedal arm from the splined bushing. One side of the upper pedal arm has a slight shoulder machined at the top end just below the cable connection hole. The upper pedal arm must be installed with that shoulder on the passenger side of the pedal arm.

Reinstall the upper pedal arm and Delrin bushing onto the splined bushing with the upper pedal arm pointed up at the desired angle, so the upper pedal arm will be parallel to the firewall with the Throttle Pedal at rest. **Fig. 4 and Fig. 5**

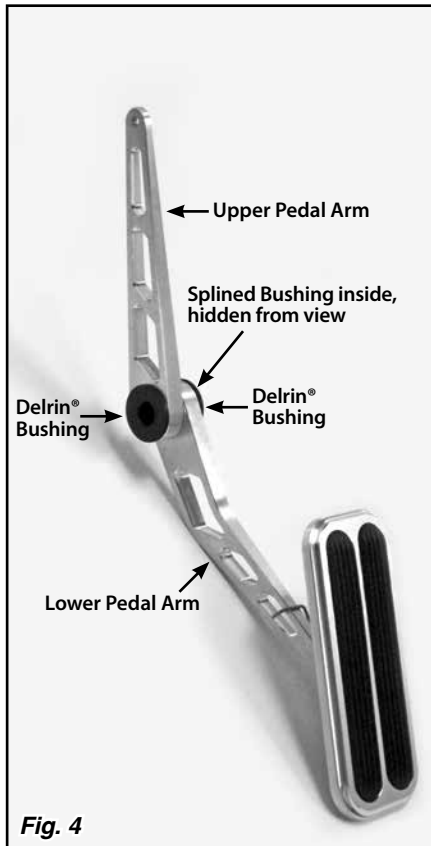
**Step 5:** Position the upper and lower pedal arms in the pedal cradle. Install the pedal axle through the driver side of the pedal cradle, through the splined bushing, and out the passenger side of the pedal cradle.

**Step 6:** Check to make sure the Throttle Pedal will travel far enough to get the full range of throttle movement without interfering with anything under the dash. Change the angle of the upper pedal arm as required.

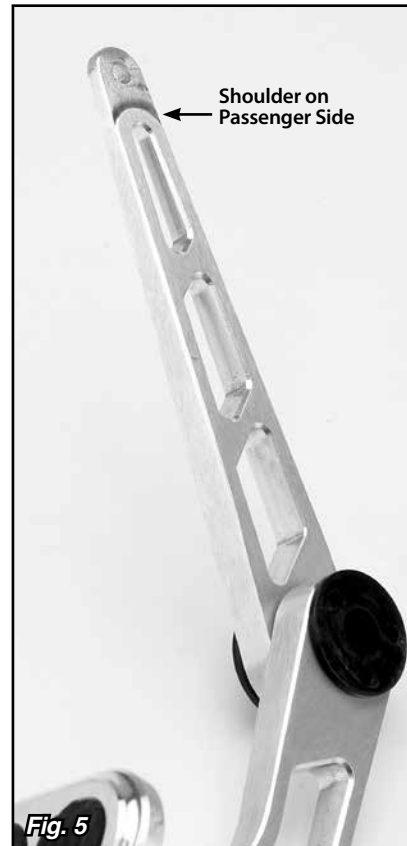
**Step 7:** Reinstall the #10-32 x 3/8" flat head screw and aluminum end washer onto the end of the pedal axle and tighten. Check the Throttle Pedal and make sure it is not binding.

**Step 8:** Using the steel firewall mounting plate as a template, drill a 5/16" diameter hole through the firewall that aligns with the uppermost hole in the plate. Install the Lokar Throttle Cable, following the instructions that are supplied with it. When installing the Throttle Cable, use the provided stepped firewall washer on the engine side of the firewall. **Fig. 6**

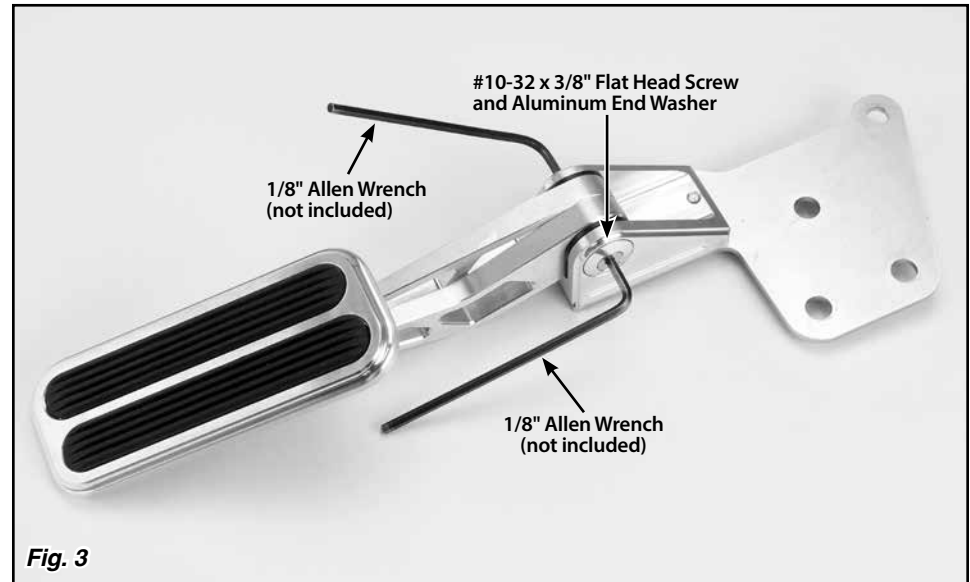
**Note:** Adjust the Throttle Pedal and Throttle Cable so the throttle pedal pad touches the floor at the same time the throttle reaches the wide open position. This will assure you will not over pull the throttle.



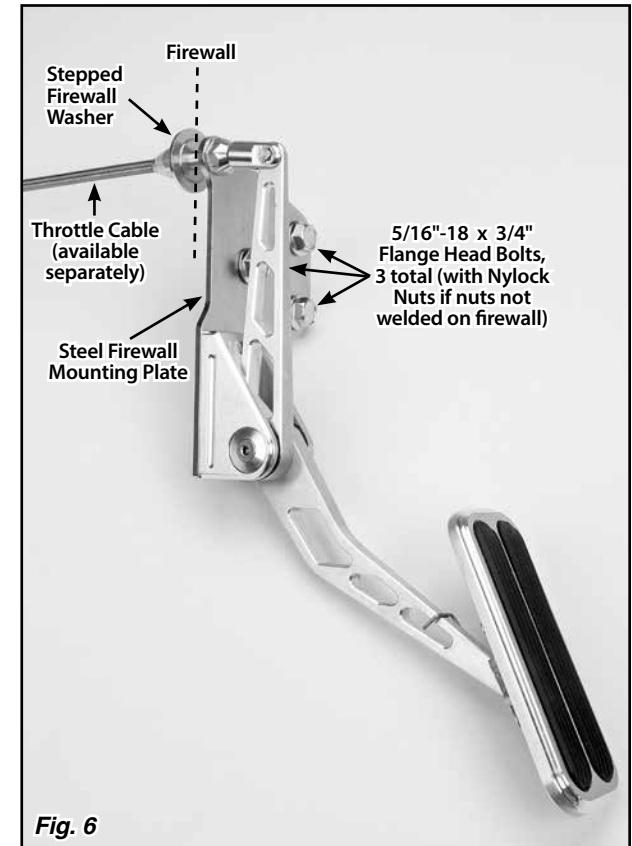
**Fig. 4**



**Fig. 5**



**Fig. 3**



**Fig. 6**