

Billet gas pedal and cable assembly, part one

Hey, bunkie! Built the baddest car in the land, and you're still adjusting the carburetor with a piece of thread and rod and cotter pins? It's time to step up to something hi-tech. Classic Chevy, along with LoKar Manufacturing, is now offering a complete bolt-in gas pedal and throttle cable assembly for your '55-'56-'57. With this system, you will be able to hook up a single carburetor, a 2 x 4, or a late model fuel injection with no problem. With the kickdown cables that LoKar offers, you will also be able to hook up a turbo 350, or a 700R with plenty of adjustment to dial in the transmission exactly where you want it.

Part #	Description	List	Member
213-25	Complete gas pedal & cable assembly kit	\$205.00	\$194.95
213-01	Gas pedal w/o rubber	102.00	92.95
213-02	Gas pedal with rubber	102.00	92.95
213-11	Throttle cable	38.00	33.95
213-12	Throttle cable return bracket w/ return spring	22.00	19.95
213-21	Throttle cable tune port	38.00	33.95
213-15	Kick down cable assembly TH700R	57.00	51.95

➔ Check out page 11 for a look at these and other neat new parts!

**Photo #1** shows the stock throttle linkage assembly on our 1998 '57 sedan giveaway car. After removing the throttle linkage assembly, remove the throttle arm from the pivot on the firewall. This is held to the pivot with one 1/4" bolt. Now the gas pedal pivot can be removed from the inside. (See **photo #2**.)

**Photo #3** shows us removing the gas pedal pivot from the firewall. This gas pedal pivot bracket is held to the firewall with two 1/4" bolts from the engine compartment side. **Photo #4** shows the LoKar gas pedal mounting bracket. This will mount from the engine compartment side to the two existing holes on the firewall that the original gas pedal pivot mounted to.

**Photo #5** shows an inside shot of the gas pedal pivot after it's been mounted. We had to do a slight amount of trimming to the firewall pad. We are running an ABS style firewall pad on our giveaway car. Next, we mocked up the gas pedal to the gas pedal mounting bracket, and made a mark on the firewall pad at the top of the gas pedal assembly where we will have to drill a hole for the throttle cable assembly. (See **photo #6**.)

Now we have removed the gas pedal and have used a 15/16" hole saw and drilled a hole through the firewall pad, and then with the 3/16" pilot from the hole saw, we have drilled through the firewall into the engine compartment. This 3/16" hole will now have to be drilled out to a 5/16" hole so that the bulkhead fitting for the throttle cable will fit through. (See **photo #7**.)

The hole will end up right above the valve cover on a small block. If you are running a big block with a tall valve cover it will be behind the valve cover but will have plenty of clearance to install the throttle cable assembly. (See **photo #8**.)

**Photo #9** shows installing the throttle cable and bulkhead fitting to the firewall. Note the throttle cable will be much longer than needed. This is for universal application: i.e., a carburetor, 2 x 4's, or a fuel injection system.

Next, mount the throttle cable mounting bracket to the rear stud on the driver's side of the carburetor. (See **photo #10**.) Now install the bulkhead fitting to the throttle cable bracket on the carburetor. (See **photo #11**.)

Now you will want to shorten up the throttle cable housing. This is done by removing the sleeve on the end of the housing. Using a sharp pair of side cutters, cut the throttle cable housing to length and slip the sleeve back over the throttle cable housing. Always make sure that you make the throttle cable housing plenty long enough for engine movement. (See **photo #12**.)

Next, we will install the throttle cable in the throttle sleeve. The cable attaches to the arm on the gas pedal with a machine clevis and a clevis pin with a snap ring. (See **photo #13a**.) Once this is done, you can install the gas pedal for the final time to the gas pedal bracket in the driver's compartment and run the throttle cable through the housing and out into the engine compartment. (See **photo #13b**.)

Next, install the throttle cable pivot ball to the throttle arm on the carburetor. (See **photo #14**.) The throttle cable is attached to the throttle cable pivot ball with a bulkhead on the end. This fitting will snap over



Photo #1



Photo #2



Photo #3



Photo #4



Photo #5



Photo #6



Photo #7



Photo #8



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the ball on the carburetor and then has a female hole in the back side of it with a set screw that the cable will slide up into and then get locked down into. (See photo #15.)

Feed the cable through the fitting on the throttle cable ball pivot and lay it next to the throttle cable ball pivot and determine the length of the cable to be cut. (See photo #16.)

Once you have determined the length of the cable and have locked it in place with a set screw on the fitting, take a sharp pair of side cutters and cut off all the excess cable. (See photo #17.)

Now screw the fitting on the end of the cable into the throttle pivot ball fitting and clip the pivot ball fitting to the pivot ball on the carburetor. Install the throttle return springs and you're completed. (See photo #18.)

Shown here is the complete throttle cable and 700R kickdown assembly installed. (See photo #19.) The 700R kickdown assembly installation will be shown in part two of this tech help article, which will appear in next month's issue. ❖



Photo #13b



Photo #14

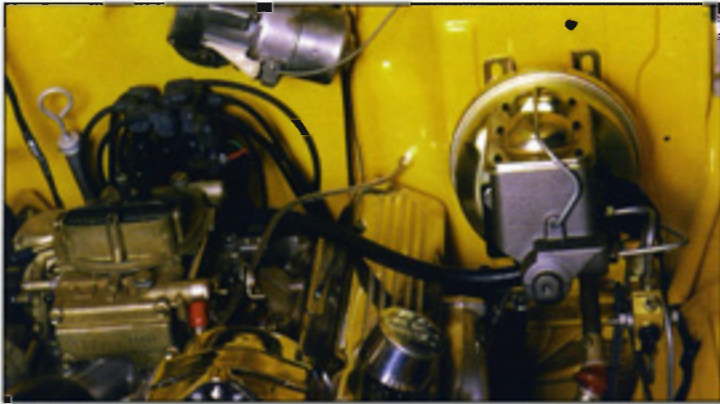


Photo #9



Photo #15

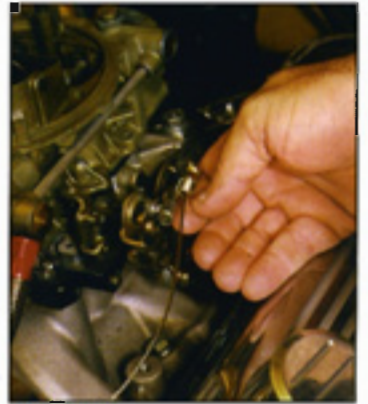


Photo #16



Photo #10



Photo #11



Photo #17



Photo #18



Photo #12

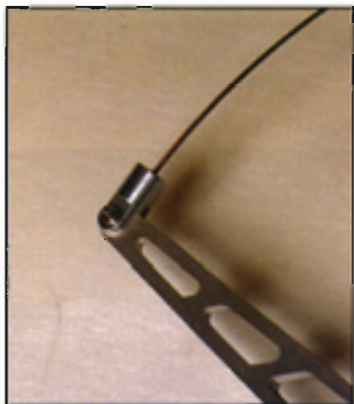


Photo #13a



Photo #19



Now that we're finished with the throttle pedal and cable assembly installation (October 98 issue, pg. 8-9) let's look at the 700R kickdown cable assembly.

The 700R kickdown cable is attached to the transmission on the right hand side or passenger side of the transmission. The wire from the valve body is attached to the cable with a hook. (See photo #1.)

Once the cable is attached to the wire from the valve body, slide the aluminum housing down into the transmission making sure to put a small amount of grease on the two O-rings, then lock the housing in place with the hold down and allen wrench supplied with the cable assembly. (See photo #2.)

Next, install the transmission kickdown bracket to the throttle cable bracket at the carburetor. This will be held in place with the throttle cable bulk head fitting and a small button head screw. (See photo #3.)

Attach the bulk head fitting to the new transmission kickdown cable bracket and then install the cable. (See photo #4.)

Then install the stud to the carburetor linkage arm. This is where the kickdown or TVI cable will attach to. (See photo #5.)

Now with the black plastic clip, set the collar in place and open the throttle linkage to full throttle. Pull the TVI cable on the 700R tight and set the set collar in place. This will be how you adjust a 700R cable. Once this is all done, cut the excess cable from the set collar and any final adjustment will be made after the car is driven. (See photo #6.)

Now that's the way to hook up a throttle cable and kickdown the clean way. (See photo #7.)

Good luck! ❖



Photo #4



Photo #5



Photo #1



Photo #2

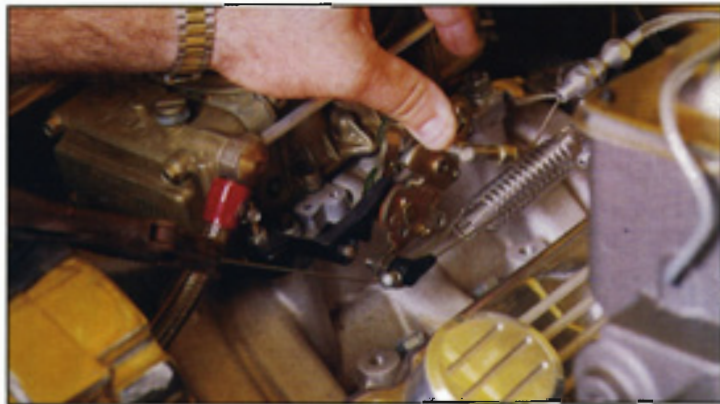


Photo #6

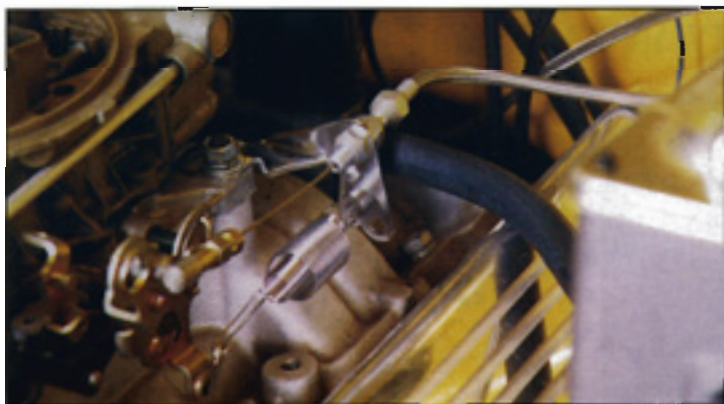


Photo #3

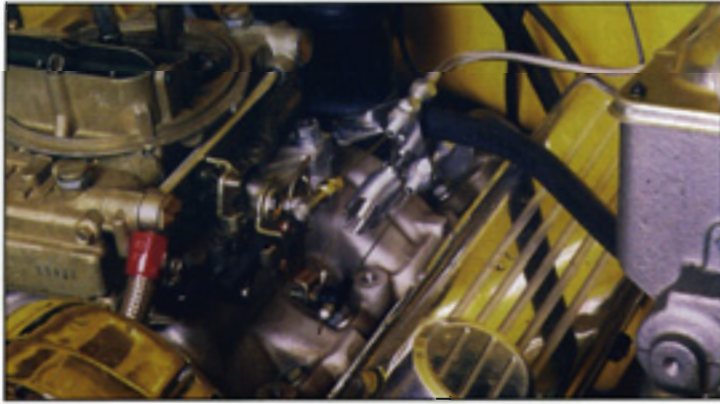


Photo #7