

1979-95 Adjustable Clutch Pedal Stop (MMCL-20A)

This Kit Contains



Description	Qty
Pedal Stop Bracket	1
Pedal Stop Bolt	1
3/8-16 Jam Nut	1
1/4-20 x 7/8" Long Socket Head Cap Screw	2
1/4 Washer	2
1/4 - 20 G5 Nylock Nut	2
Installation Instructions	1

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

Required Tools

- Standard Assortment of Hand Tools
- Drill
- 1/8", 1/4", and 3/8" Drill Bits
- Floor jack and 2 jack stands

Required Supplemental Items

- RTV Silicone

Installation Time

Shop: 2.5 Hours

Home Mechanic: 4 Hours

Supplemental Installation Notes

- The MMCL-20A requires the use of the MMCL-3 Firewall Adjuster. Please install the MMCL-3 before continuing with these instructions.
- The MMCL-20A can be used with the MMCL-7 or MMCL-10 Pedal Height Adjuster. Install the Pedal Height Adjuster before continuing with these installation instructions.

Component Identification

Clutch Pedal Stop Bracket



Pedal Stop Bolt



Preparation

1. Safely support the front of the vehicle on jack stands and remove the driver side front tire.
2. Remove the driver side front fender liner.
3. Remove the driver side seat
4. If present, remove the carpet and sound/heat resistant padding in the driver side foot well.
5. Thread the firewall adjuster in fully to provide as much slack in the clutch cable as possible.
6. Remove all hardware from the machined Pedal Stop Bracket.
7. Depress the clutch pedal by hand until it is touching the firewall.
8. Use a Sharpie pen to mark a line indicating where the lower half of clutch pedal arm touches the firewall.
9. Use a sharp chisel or screwdriver to remove a two inch wide band of the sound deadening material along this marked area. The spot welds should be visible in this newly cleaned area.

Clutch Pedal Stop Positioning

10. Looking through the driver side fender wheel opening, locate where the frame rail is spot welded to the firewall. There is a narrow, vertical flange roughly 6" long, with multiple spot welds on it. These spot welds are also visible inside the cabin, in the area cleaned in Step 9.
11. Locate the uppermost frame rail spot weld in the area cleaned in Step 9 and mark it with a Sharpie pen.
12. Use a center punch to mark a point 1/8" below the uppermost spot weld. Drill a 1/4" hole through the firewall at this point. This will be the upper mounting hole for the Pedal Stop Bracket.
13. Orient the Pedal Stop Bracket so that the inside curve on the bracket is facing outboard (toward the outside of the car). The inside curve on the bracket is to provide clearance for the tire clearance bulge in the foot well, so the Clutch Pedal Stop can be positioned properly.

14. Insert one of the provided socket head cap screws into the upper mounting hole of the Pedal Stop Bracket and through the hole drilled in the firewall.

15. Position the lower end of the Pedal Stop Bracket so that its mounting hole is slightly outboard of the spot welds on the vertical flange.

NOTE: If the mounting hole is located inboard of the spot welds, the nut cannot be installed on the opposite side because the hole will be too close to the frame rail.

16. Use a center punch to mark the position of the center hole of the Pedal Stop Bracket on the firewall.

17. Remove the Pedal Stop Bracket. Drill an 1/8" pilot hole at the point marked in Step 16. Drill that pilot hole out to a final size of at least 3/8", but not larger than 7/16".

18. Thread the jam nut all the way onto the Pedal Stop Bolt. Thread the Pedal Stop Bolt back into the Pedal Stop Bracket. Make sure the end of the bolt protrudes slightly past the bottom of the Pedal Stop Bracket.

19. Position the Pedal Stop Bracket onto the firewall using a socket head cap screw in the upper mounting hole and the protruding end of the Pedal Stop Bolt through the hole drilled in Step 17.

20. Use a center punch to mark the Pedal Stop Bracket's lower mounting hole onto the firewall.

21. Remove the Pedal Stop Bracket. Drill an 1/8" pilot hole at the point marked in Step 20. Drill that pilot hole out to a final size of 1/4".

Clutch Pedal Stop Installation

22. Install the Pedal Stop Bracket back onto the firewall by securing it with the two supplied socket head cap screws.

23. Install a washer and nut onto the two socket head cap screws.

24. Torque the nuts to 7 lb-ft.

25. Reinstall the fender liner.

26. If present, reinstall the carpet. Trim it to clear the Clutch Pedal Stop.
27. Thread the Pedal Stop Bolt into the firewall so it is at the shortest position.

Clutch Cable Adjustment

28. Thread the firewall adjuster out from the firewall far enough to take up all slack in the clutch cable.
29. Apply 5 lb of force to the clutch pedal pad and check that it does not move more than $\frac{1}{2}$ ". If the pedal pad moves more than $\frac{1}{2}$ ", thread the firewall adjuster out further until the pedal pad movement is reduced to $\frac{1}{2}$ " or less.

Pedal Stop Adjustment

If using a pedal height adjuster, make sure the pedal is at the desired height before continuing.

30. Support the rear of the car on jack stands.
31. A helper is required at this point. With the engine off and the car in gear, slowly depress the clutch pedal until the drive wheels just barely break free.
32. Push the pedal pad down an additional $\frac{1}{4}$ " of travel (measured at the pedal pad). Thread out the Pedal Stop Bolt until it contacts the back of the pedal arm. Release the pedal pad.
33. Tighten the jam nut against the Pedal Stop Bracket. Double-check the $\frac{1}{4}$ " dimension in Step 32.
34. There is a clutch interlock switch located on the outboard side of the pedal box assembly that must be readjusted to allow the engine to crank. Locate the notched plastic shaft extending from the switch. On the shaft is a small plastic ring. Slide the ring towards the switch housing until it touches.
35. Safely lower the vehicle back onto the ground.

Test Drive

36. Depress the clutch pedal and attempt to start the vehicle. If the vehicle does not crank, repeat Step 34.
37. With the car parked and idling, shift the transmission into first gear while fully depressing the clutch pedal. If the engine RPM drops, the clutch is not fully disengaged. Turn the firewall adjuster out in one revolution increments until RPM remains constant when shifting into first gear.