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### **EFI Throttle Cable Installation Instructions**

**For GM TPI, LT1, LT4, Vortec, LS1, and Ram Jet 350  
Ford EFI 1994-95, and Modular Engines**

#### **General Installation Notes:**

Please read instructions completely before beginning installation. If you have any questions, please do not hesitate to call.

Do not attempt to install or adjust Throttle Cable while engine is running. Disconnect negative battery cable and chock vehicle wheels before beginning installation. Be sure engine, body and frame are grounded properly.

We recommend using an anti-seize lubricant on all aluminum threads before installation. Do not over tighten.

**NOTE:** Lokar's Throttle Cable Kits are designed to work with Lokar Throttle Pedals and Throttle Cable Brackets, but may be adapted to work with factory and other aftermarket pedals and brackets. This throttle cable is designed to be Cut-To-Fit for your particular application.

Refer to Fig. 1 for the component names.

The GM Tuned-Port Injection (TPI) kit includes two throttle body fittings. The aluminum throttle body fitting with two set screws fits early TPI systems up through 1988 (Fig. 2). The brass throttle body fitting with one set screw is used on 1989 and later TPI, LT1, and LT4 systems.

**Step 1:** Install the Lokar throttle pedal and throttle cable bracket if they are not already installed, following the instructions that are provided with those parts.

**Step 2:** The hole in the firewall must line up with the hole in the throttle pedal. Determine exactly where the throttle cable needs to pass through the firewall and drill a 5/16" hole.

**Step 3:** Remove the throttle body fitting and throttle cable adjuster from the engine end of the new Lokar throttle cable. Pull the inner wire out of the cable housing.

**Step 4:** On the pedal end of the cable housing, remove the adjuster nut from the firewall fitting. Insert the firewall fitting through the firewall from the engine side, and then reinstall the adjuster nut. **Fig. 3**

**Step 5:** Remove the front adjuster nut from the throttle cable adjuster and insert the throttle cable adjuster into the throttle cable bracket (bracket sold separately). Position the rear adjuster nut so that the throttle cable bracket is approximately centered on the threaded part of the throttle cable adjuster. Reinstall the front adjuster nut. **Fig. 4**

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**Step 6:** Make sure that the inner wire is removed from the cable housing. If the cable housing is braided stainless steel, slide the ferrule up the housing towards the firewall, away from the end that is being cut. **DO NOT** remove the ferrule from a braided stainless steel housing! If the cable housing is black universal, remove the ferrule.

Measure the distance between the throttle cable adjuster and the firewall fitting. Add 2" to the measurement and cut the cable housing to that length.

**NOTE:** Cable housing must not be straight between the throttle cable adjuster and the firewall. There must be some slack to allow for engine movement.

If the throttle cable has a braided stainless steel housing, wrap tape around the area to be cut and use an abrasive cutoff saw or fine-toothed hacksaw. If the throttle cable has a black universal housing, cut the cable housing with heavy duty 8" diagonal cutting pliers or a hacksaw. Lokar recommends Klein brand Diagonal Cutting Pliers, # 2-2000-28 available at The Home Depot or through W. W. Graingers, Part # 4A838.

After cutting the cable housing, put the ferrule back in place at the end of the cable housing. Insert the cable housing and ferrule into the throttle cable adjuster.

**Step 7:** Reinstall the inner wire into the cable housing from inside the passenger compartment. Connect the clevis on the new Lokar throttle cable to the throttle pedal.

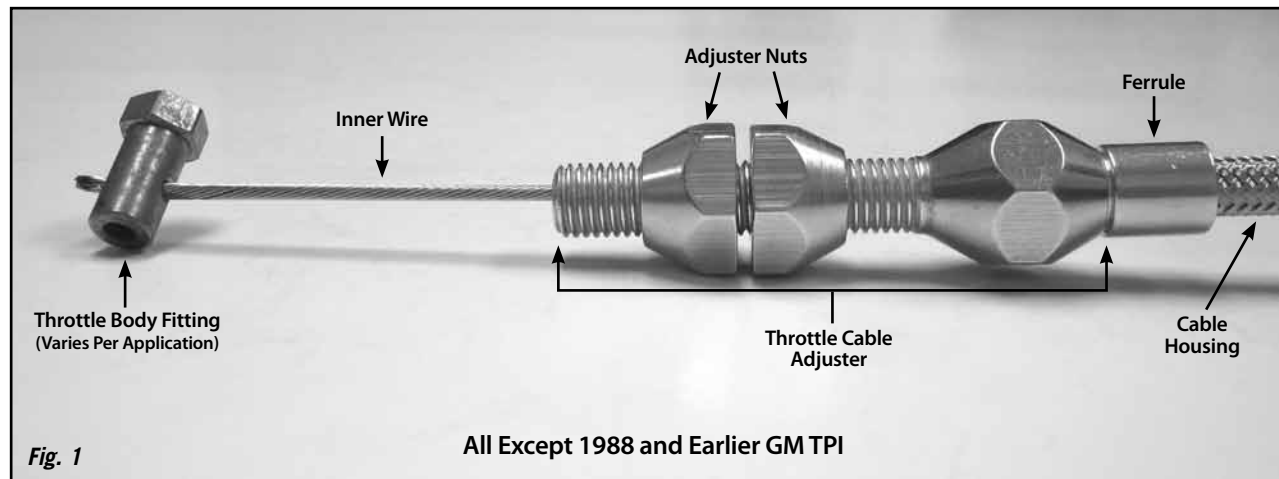
**Step 8:** Depress the throttle pedal to the floor and hold the throttle body at the wide open throttle position. Pull all the slack out of the inner wire. Mark the inner wire at the spot that the throttle body fitting attaches to the throttle lever or fits into the hole on the pulley.

**Step 9:** On 1988 and earlier TPI with a throttle lever, cut the inner wire 1/4" shorter than the mark. On all others with a throttle pulley, cut the inner wire 1/4" longer than the mark. **MAKE SURE** you are not cutting the inner wire too short! Install the throttle body fitting onto the end of the inner wire and tighten the set screw(s).

**Step 10:** Still holding the throttle wide open, release the throttle pedal so that it creates slack in the inner wire. Attach the throttle body fitting to the throttle lever or insert it into the slot or groove in the pulley.

**Step 11:** Release the throttle. Take any slack out of the inner wire with the adjuster nuts. The throttle cable adjustment should allow the throttle to close fully, and the pedal should touch the floor at the same time the throttle reaches wide open. **NOTE:** Check to make sure there is no binding of the throttle cable at both the throttle pedal and at the throttle linkage before starting the engine or driving the vehicle.

See **Fig. 5** for an example of the throttle cable installed on a GM LS1 engine, and **Fig. 6** for an early TPI installation.



**Fig. 1**

**All Except 1988 and Earlier GM TPI**



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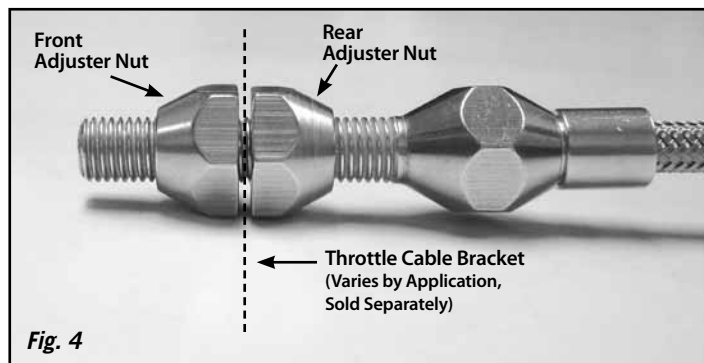
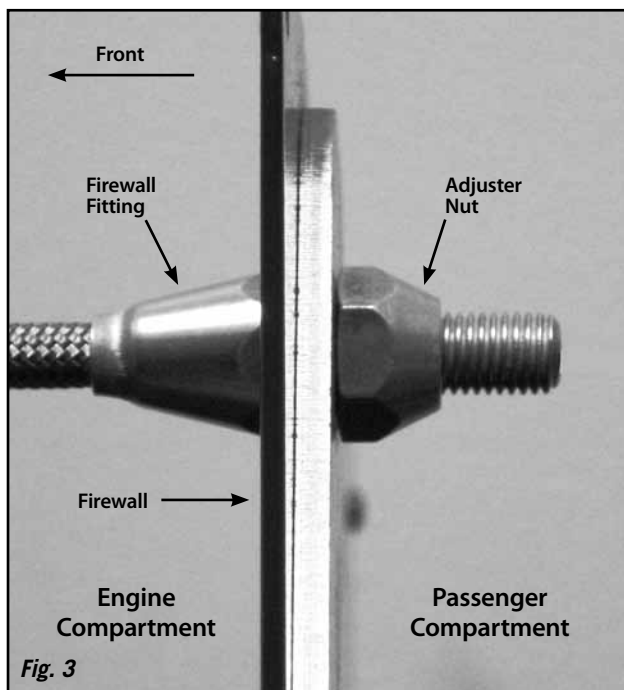
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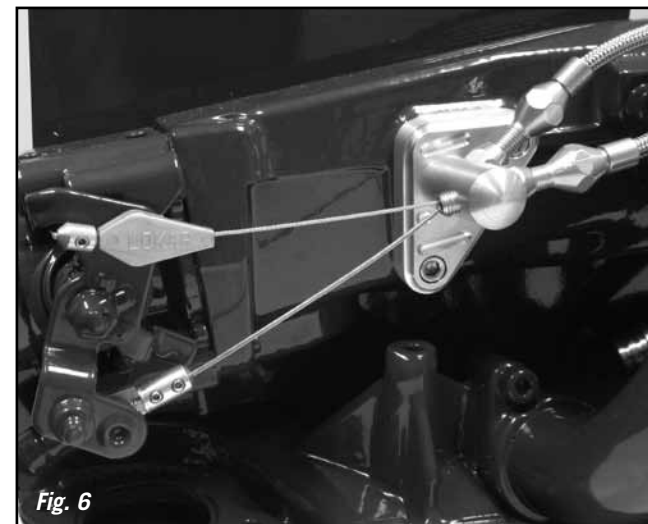
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GM LS1 Shown with Lokar Throttle Cable Bracket



1988 and Earlier GM TPI Shown with Lokar Tuned-Port Bracket with Double Stud and Kickdown Cable