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1967-1972 C-10 Chevrolet & GMC Throttle Pedal Installation Instructions

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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.

Make sure the engine, transmission, body and frame are properly grounded. We recommend using anti-seize lubricant on all aluminum threads.

The Lokar Throttle Pedal is designed to work with a Lokar Throttle Cable. A stock-style throttle cable will not work. If the vehicle has an automatic transmission, installation of a Lokar Kickdown Kit (if applicable) is strongly recommended. Lokar Kickdown Kits are application-specific according to the type of induction system and the transmission model.

1967-1970 Models:

Refer to Fig. 1 for the component names.

Step 1: Remove all of the existing factory throttle linkage from the vehicle.

Step 2: Remove the original throttle pedal footpad and mounting studs from inside the vehicle. Remove the throttle pedal arm assembly from the outside of the firewall. **Fig. 2**

Step 3: Using a 17/64" (0.2656") drill bit, drill out **ONLY TWO** of the three original mounting holes where the factory pedal was mounted to the firewall: the upper left, and the lower middle bolt holes. The arrows in **Fig. 3** show which holes are to be drilled out (photo taken from INSIDE the passenger compartment).

Step 4: On the new Lokar Throttle Pedal, remove the 1/4"-20 x 1/2" flat head bolt and aluminum end washer from the pedal pivot shaft on the left side of the pedal base using a 5/32" Allen wrench. Slide the lower pedal arm and pedal pad off of the pedal pivot shaft.

Step 5: Position the pedal base with the upper pedal arm on the inside of the firewall. The two bolt holes in the pedal base should be aligned with the two holes you drilled out earlier.

Install the firewall trim plate to the outside of the firewall using the supplied flat head bolts. The two 1/4"-20 x 1-1/4" flat head bolts will pass through the firewall trim plate first, then through the firewall holes you drilled out earlier, and then thread into the Lokar throttle pedal base. The 1/4"-20 x 5/8" flat head bolt will go through the third hole in the firewall trim plate and thread into the original mounting hole on the firewall that you did not drill out.

Step 6: The Lokar Throttle Cable will be installed into an existing hole in the firewall. This hole is approximately 5" above the pedal pivot shaft and has a factory firewall pad retaining button in the hole. In some cases it might require some trimming of the factory firewall pad. Drill the existing hole to 1/2" diameter. **Fig. 4**

Step 7: Install the throttle cable firewall fitting (not included, part of Throttle Cable) into the hole in the firewall with the supplied bezel washers (one washer on each side of the firewall). Adjust the firewall fitting so that it is in line with the hole in the upper pedal arm. Tighten the adjuster nut on the firewall fitting. Refer to the Lokar Throttle Cable Instructions to complete the cable installation.

Step 8: After the Throttle Cable is connected to the upper pedal arm and to the carburetor or throttle body, open the throttle to wide open position and hold it there. Reinstall the lower pedal arm and pedal pad onto the pedal base so that the pedal is in the "floored" position. This will ensure that the throttle is reaching the wide open position at the same time as the throttle pedal reaches the end of its travel. It may require some trial and error to get the lower pedal arm positioned correctly. Reinstall and tighten the 1/4"-20 x 1/2" flat head bolt with the aluminum end washer onto the pedal pivot shaft. A completed installation is pictured in **Fig. 5**.

NOTE: Check to make sure that there is no binding of the Throttle Cable at both the Throttle Pedal and at the carburetor or throttle body before starting and driving the vehicle.

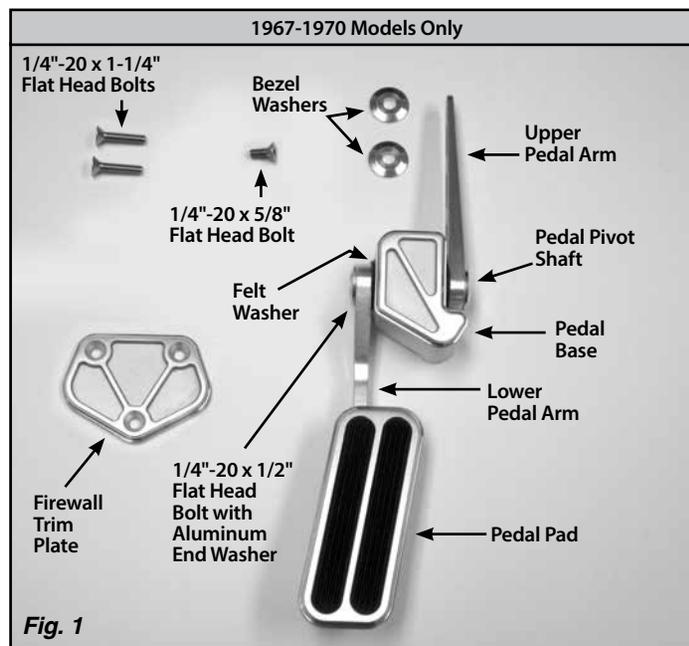


Fig. 1

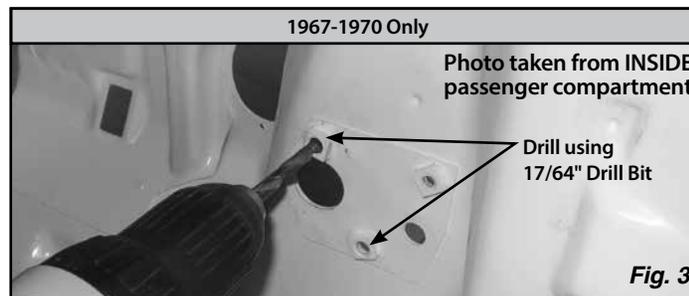


Fig. 3

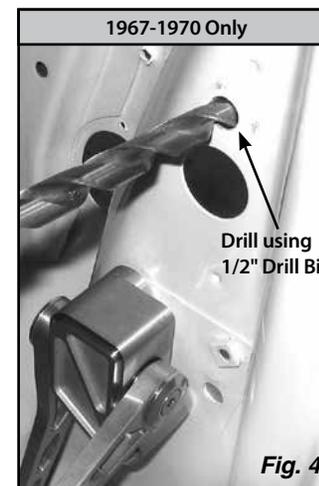
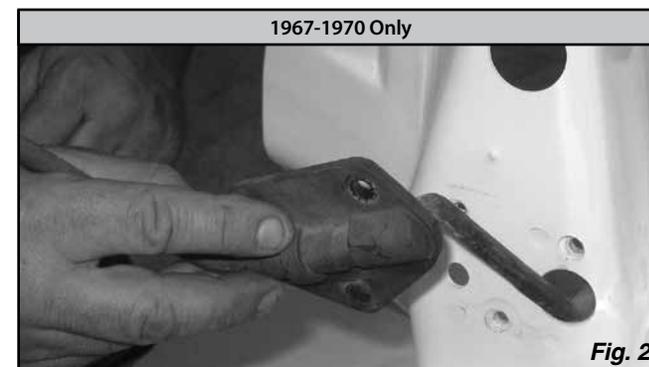


Fig. 4



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1971-1972 Models Only

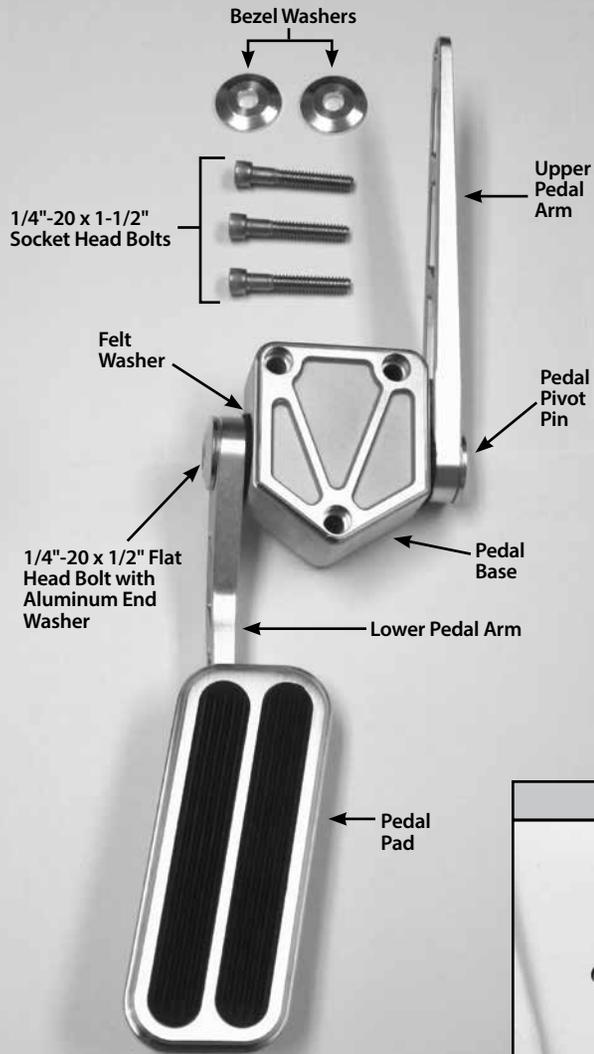


Fig. 6

1971-1972 Models:

Refer to Fig. 6 for the component names.

Step 1: Remove the original throttle cable from the vehicle.

Step 2: Remove the throttle pedal assembly from the inside of the firewall.
Fig. 7

Step 3: On the new Lokar Throttle Pedal, remove the 1/4\"-20 x 1-1/2\" flat head bolt and aluminum end washer from the pedal pivot shaft on the left side of the pedal base using a 5/32\" Allen wrench. Slide the lower pedal arm and pedal pad off of the pedal pivot shaft.

Step 4: Position the pedal base and upper pedal arm on the firewall in the same position as the original throttle pedal assembly. Install the supplied 1/4\"-20 x 1-1/2\" bolts using a 3/16\" Allen wrench.

Step 5: The Lokar Throttle Cable will mount into the square factory throttle cable hole in the firewall. Install the throttle cable firewall fitting (not included, part of Throttle Cable) into the hole in the firewall with the supplied bezel washers (one washer on each side of the firewall). In some cases it might require some trimming of the factory firewall pad. Adjust the throttle cable firewall fitting so that it is in line with the hole in the upper pedal arm. Tighten the adjuster nut on the firewall fitting. Refer to the Lokar Throttle Cable Instructions to complete the cable installation.

Step 6: After the Throttle Cable is connected to the upper pedal arm and to the carburetor or throttle body, open the throttle to wide open position and reinstall the lower pedal arm and pedal pad so that the lower pedal arm is touching the floor. This will ensure that the throttle is reaching the wide open position at the same time as the Throttle Pedal contacts the floor. Reinstall and tighten the 1/4\"-20 x 1/2\" flat head bolt with the aluminum end washer onto the pedal pivot shaft. *Fig. 8*

NOTE: Check to make sure that there is no binding of the Throttle Cable at both the Throttle Pedal and at the carburetor or throttle body before starting and driving the vehicle.

1971-1972 Models Only



Fig. 8

1971-1972 Models Only



Fig. 7