

## 1964 - 1970 CLUTCH PEDAL ROLLER BEARING REPAIR KIT INSTALLING INSTRUCTIONS

Thank you for your purchase! This kit replaces stock Ford plastic bushings that can wear out in as quick as one year. This is a very simple repair and upgrade, once you have removed the pedal support assembly from the car. Upon completion of this you will be rewarded with greatly reduced pedal pressure and the knowledge that you will never have to replace these bushings again. Please read the following instructions below.

### STEP #1

Refer to shop manual for clutch pedal removal and installation. After removing clutch pedal support from car. Remove original zinc cast bushing. These are swedged into the original clutch pedal support. Removal can be best achieved with a small die grinder.



### STEP #2

Examine the hole around the pedal assembly where you have removed the original zinc cast bushings. You may find that the hole is worn and oval.



### STEP #3

You first need to clean edges around hole and make certain that they are free from raised burrs. **IMPORTANT: AREA AROUND HOLE MUST BE FLAT.** Use a file and clean surface and hole edges.



(Assemble as shown above)

### STEP #4

Install wave washer onto new roller bushing prior to inserting and installing into clutch pedal assembly, then install large flat washer and then install external snap ring. Repeat procedures for opposite side. At this time it will be necessary for you to decide if you are going to weld the large outer flat washer to the clutch assembly or not. This is usually not necessary. Welding is optional and is only necessary if clutch hole is damaged due to excessive wear. If welding washer, care should be taken to assure that bearings are properly aligned and washer is in the correct position prior to welding. Before welding slide clutch shaft through both bushings. This will assure that both bushing assemblies are correctly aligned, this will also protect bearing assemblies from welding slag and damaging inside of bearing surfaces. **IMPORTANT** Avoid excessive heat build up to bearing surface. Do not apply grease before any welding.



**STEP #5**

Apply a small amount of grease on needle bearings.

**STEP #6**

Our clutch pedal support is now ready to install in your car. There are a couple of methods for installation.

**METHOD "A"**

One of the easiest methods is to pre install pedals on the pedal support assembly complete with return spring, note this is prior to installing in dash. However, this requires removing steering wheel and outer steering column sleeve on 1964-1967 cars. On 1968-1970 cars with rag joint steering column you do not need to pull the steering wheel but you will need to drop the steering column. You will have to loosen the retaining plate at the firewall to do so. Following this procedure allows you adequate clearance to install complete pedal assembly.

**METHOD "B"**

If you do not wish to remove steering column. Place pedal support up in dash but do not mount to firewall yet. You will need to rotate pedal support to be able to install pedals. Please note: there is no easy way to install the Heavy Return Spring once you have mounted the pedal assembly in the car. Do not forget the plastic bushings that are used for brake pedal. Once you have the clutch pedal and brake pedal installed slide on thin retaining washer and retaining clip. Now you are ready to mount to firewall and bottom of dash.



**C2AZ-7534-A**  
**1964-1968**  
**CLUTCH PEDAL**  
**RETURN SPRING**



**C1DZ-7A630-A**  
**1965-1970**  
**CLUTCH PEDAL**  
**SPRING INSULATOR**



**C5ZZ-7208-BK**  
**1964-1968**  
**MASTER SHIFT**  
**REBUILD KIT**  
**3 Speed**



**C5ZZ-7208-AK**  
**1964-1968**  
**MASTER SHIFT**  
**REBUILD KIT**  
**4 Speed**

