



Factory Five Racing, Inc.

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818 Wilwood Pedal Instructions

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✂ Drill, $\frac{1}{8}$ " , $\frac{3}{16}$ " , $\frac{1}{4}$ " , $\frac{25}{64}$ " drill bits, $\frac{5}{32}$ " hex key, 11mm wrench, Tin snips, clamps, silicone, razor knife.

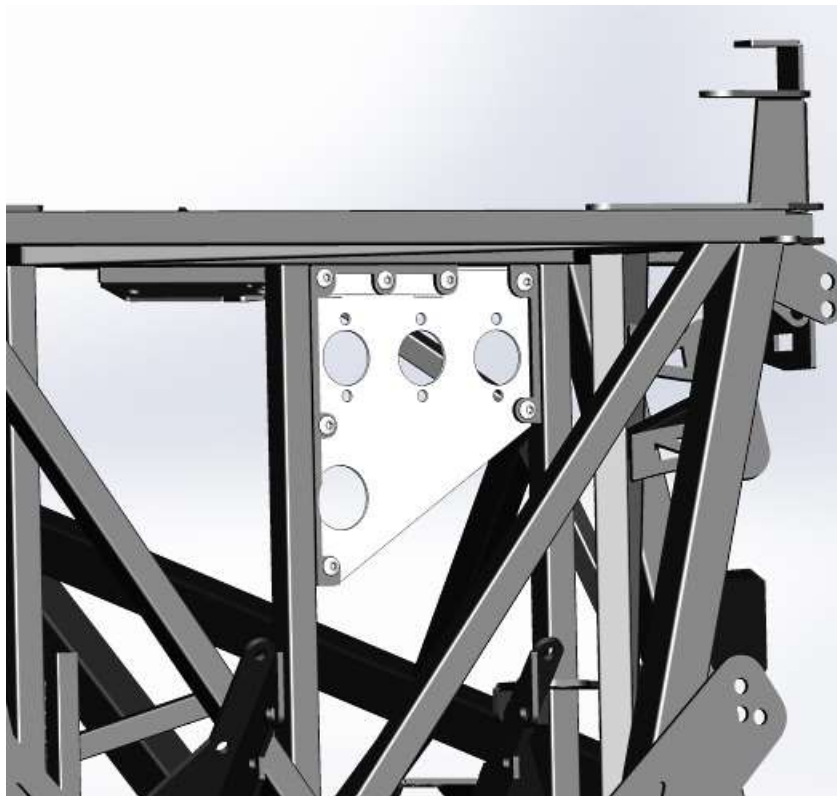
Wilwood Pedalbox mount bracket

🔩 $\frac{1}{4}$ "-20 x 0.75" flanged button head screws and locknuts.

✂ $\frac{7}{16}$ "wrench, $\frac{5}{32}$ " hex key.

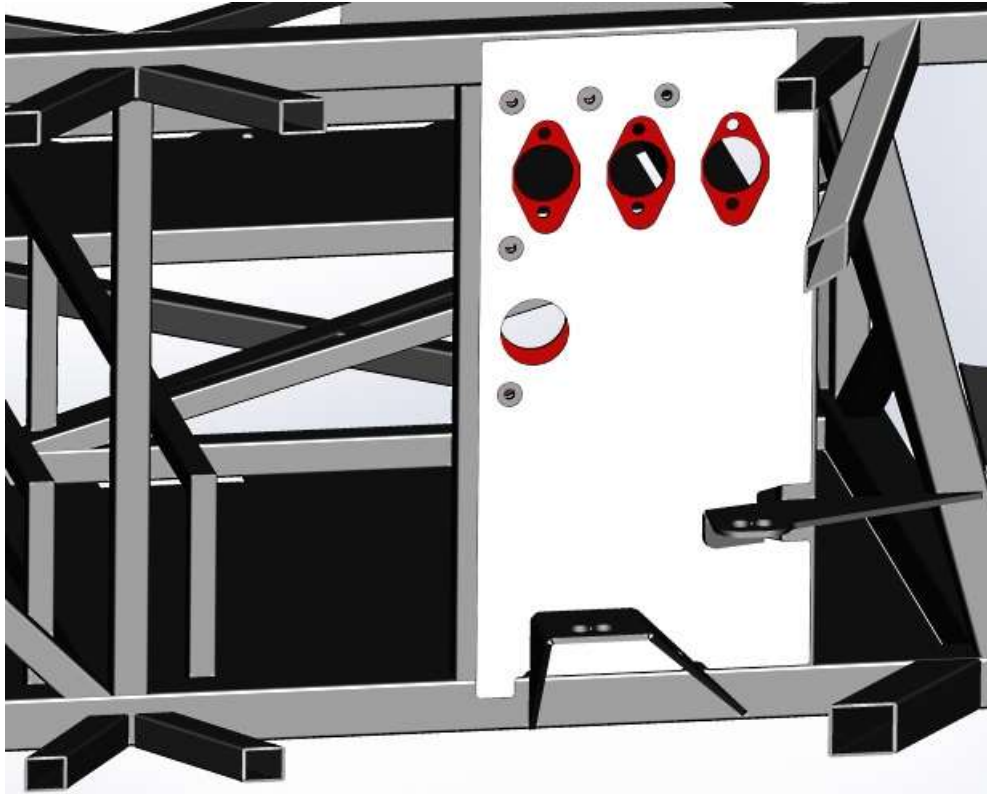


Locate the pedalbox front mount.



Attach the pedalbox mount to the backside of the frame mounts using the $\frac{1}{4}$ " x 0.75" flanged button head screws from the kit fastener pack.

Cockpit front panel



Position the front aluminum panel on the frame.



The following few steps show the stock panels but the steps are the same with the Wilwood front.

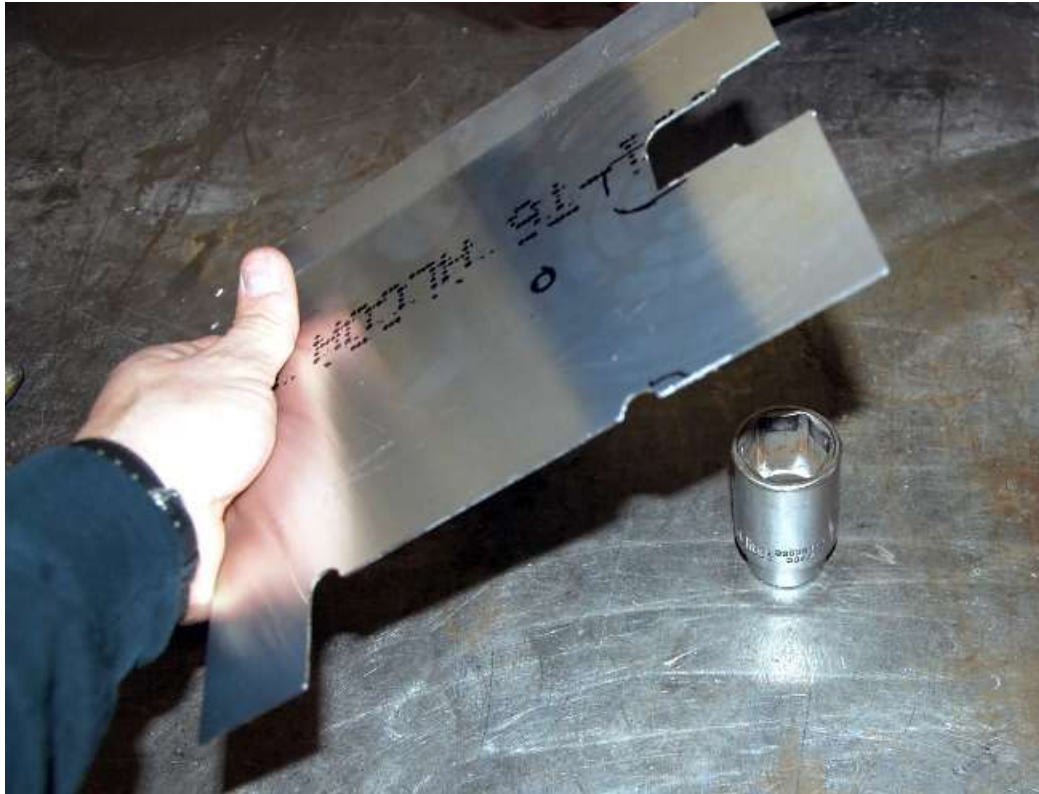


Use the rear front lower mount to mark the center of the bolt location on the aluminum. Sedans use the inside holes and the wagons use the outside holes.

Pull the piece off the chassis and mark the locations for riveting.

👉 We generally use a 3 inch space between rivets although some areas it is easier to space evenly in from

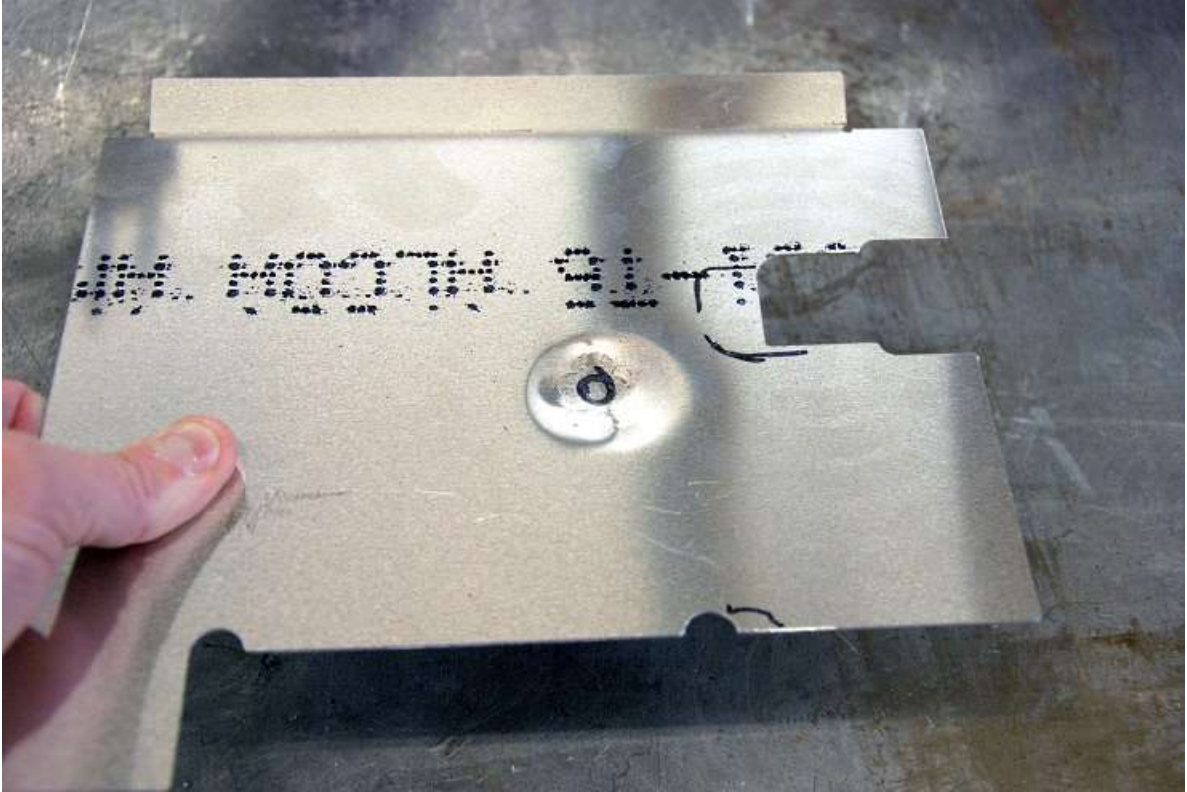
the corners. If two panels are next to each other it looks best if the rivets line up all the way down.



Put a large socket like the one for the front CV axle on a bench and put the center aluminum mark over the socket.



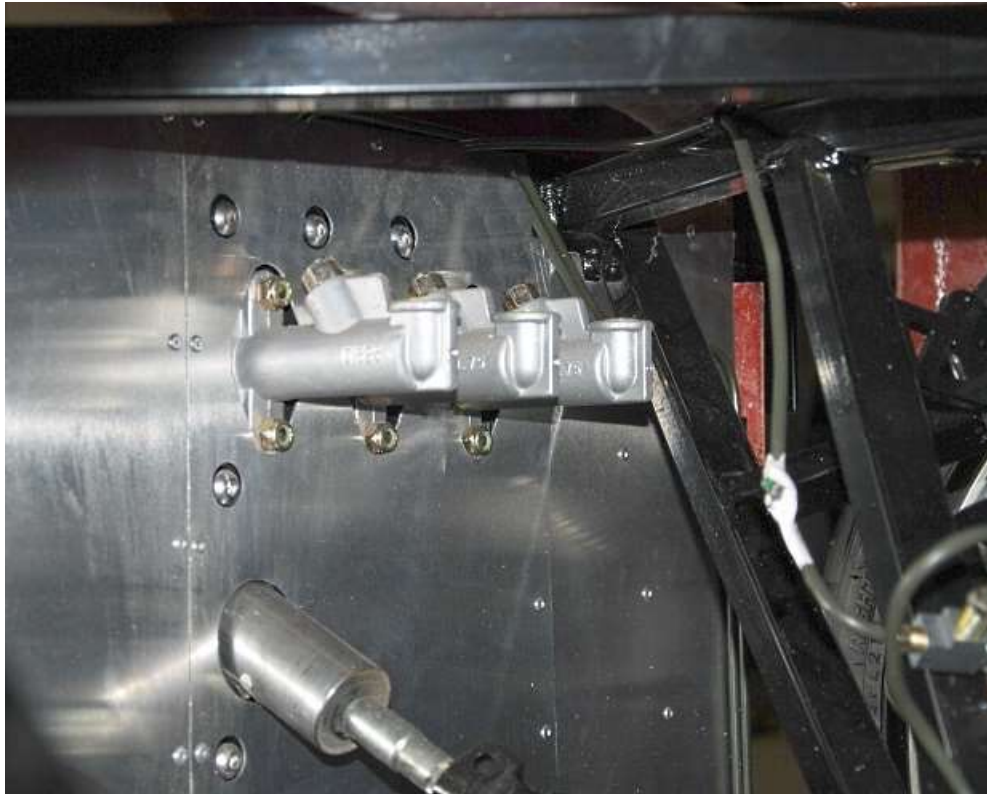
Use a ball peen hammer to dent the center bolt location.



Dented center location.

Reposition and rivet the panel in place on the frame.

Pedalbox mounting



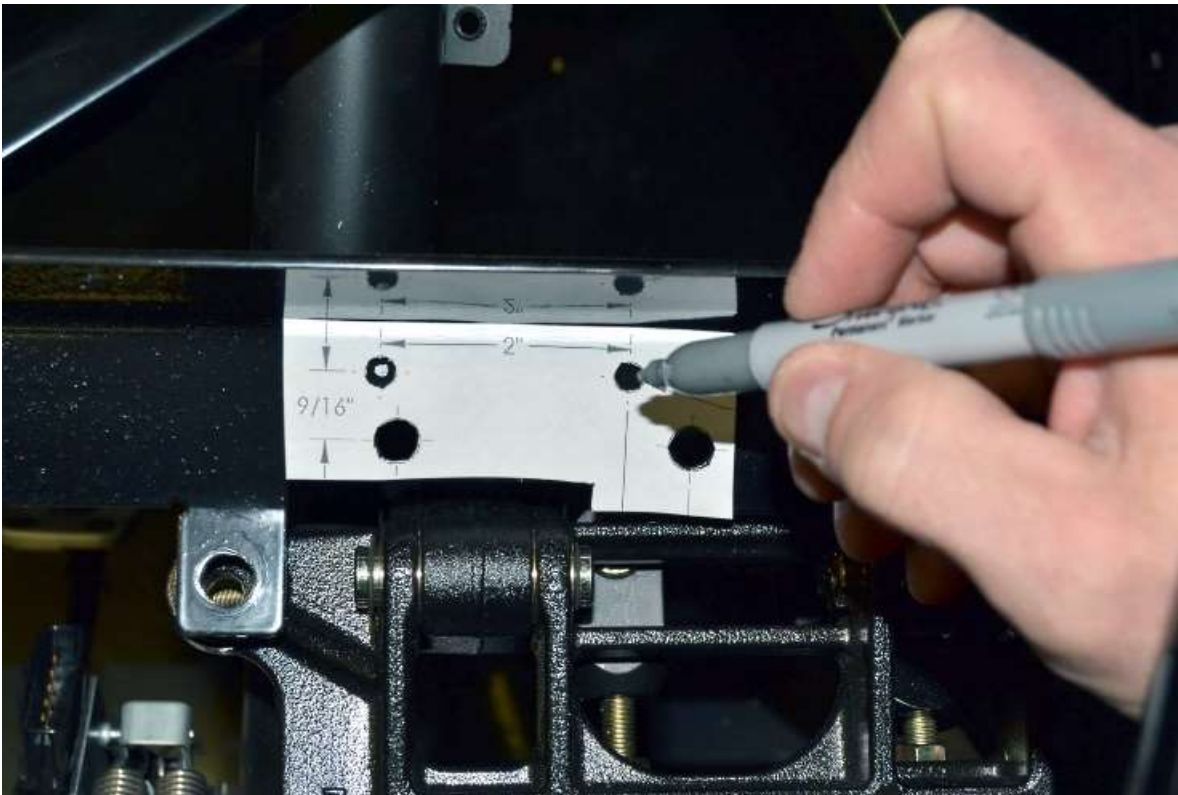
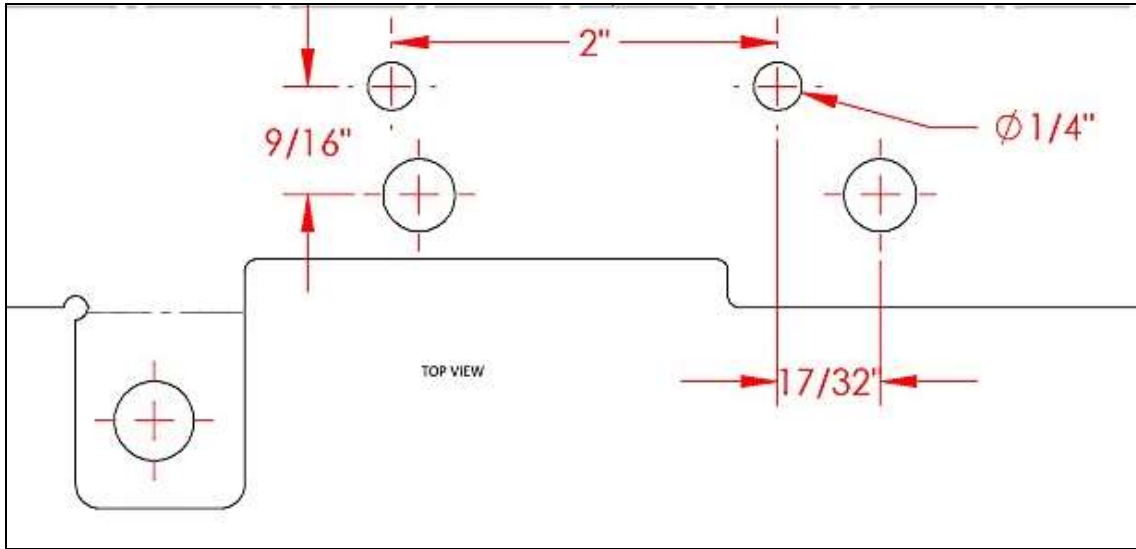
Attach the pedalbox and master cylinders to the front pedalbox mount.



Place spacers between the rear pedalbox mount and the Wilwood pedalbox and use the $\frac{5}{16}$ " x 1.75" bolts and locknuts to attach the pedalbox.

Brake Switch

👉 Brake switch may look different than in the pictures.



If the rear pedalbox mount does not have small $1/4"$ holes behind the $3/8"$ holes, use the template above to locate and drill the required holes.

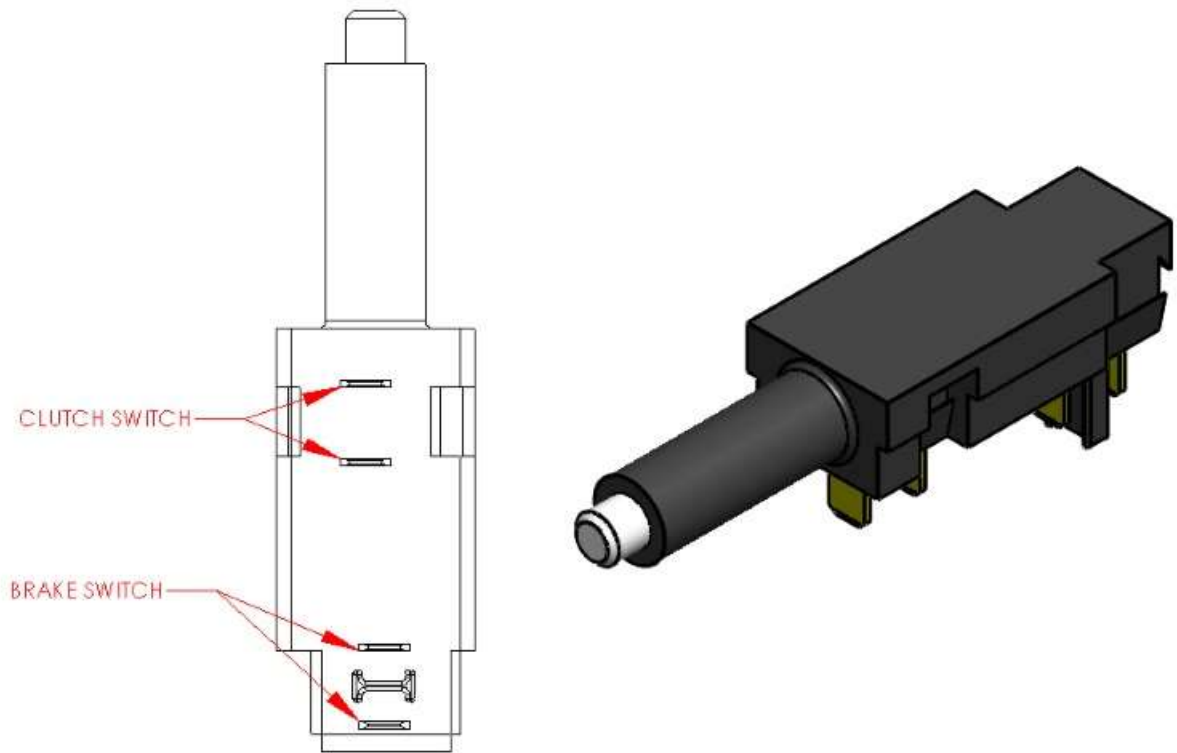
If necessary, drill the $1/4"$ holes.



Attach the brake switch to the brake switch mount as shown using two hex nuts, one on each side of the mount.



Attach the brake switch mount to the pedal box using the $\frac{1}{4}$ " x 0.75" bolts and locknuts.



Attach the brake light wires to the switch using 0.25" female connectors.

Clutch safety switch



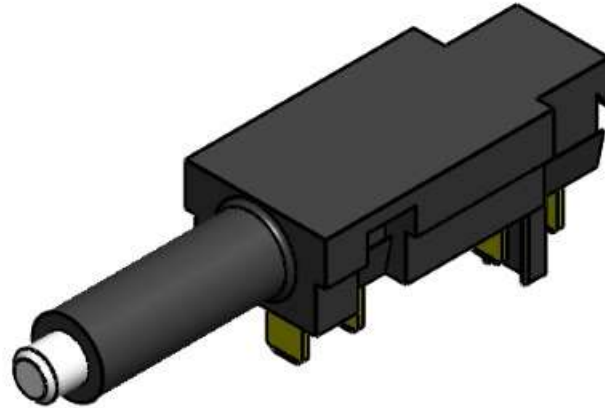
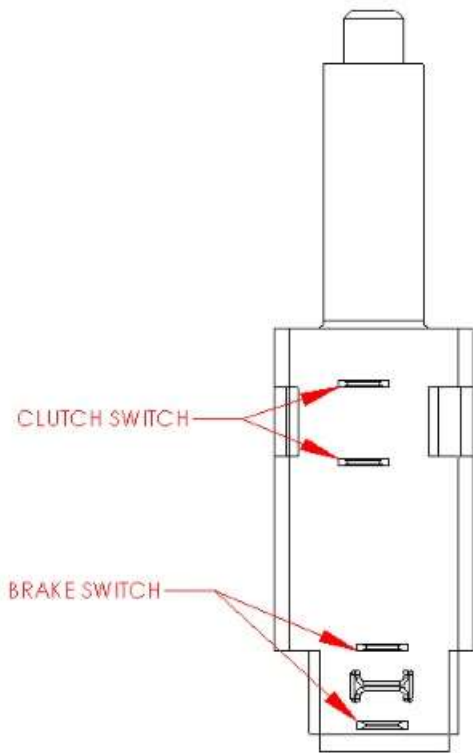
A second brake/clutch switch has been included in case a clutch safety switch is desired.



A clutch safety switch is used to prevent starting the car while in gear. It requires pushing the clutch pedal in while starting the car.



Another option is to use a momentary dash switch that must be used at the same time as the key.



Attach the two wires to the switch.

Brake Reservoirs

- ✎ There are two ways to plumb the brake/clutch fluid reservoirs. The provided parts use two reservoirs, one for both brake master cylinders and one for the clutch. The other way is three reservoirs, one reservoir for each of the master cylinders.



Unpack the master cylinder reservoir fittings and the reservoir kit from the pedal-box assembly.

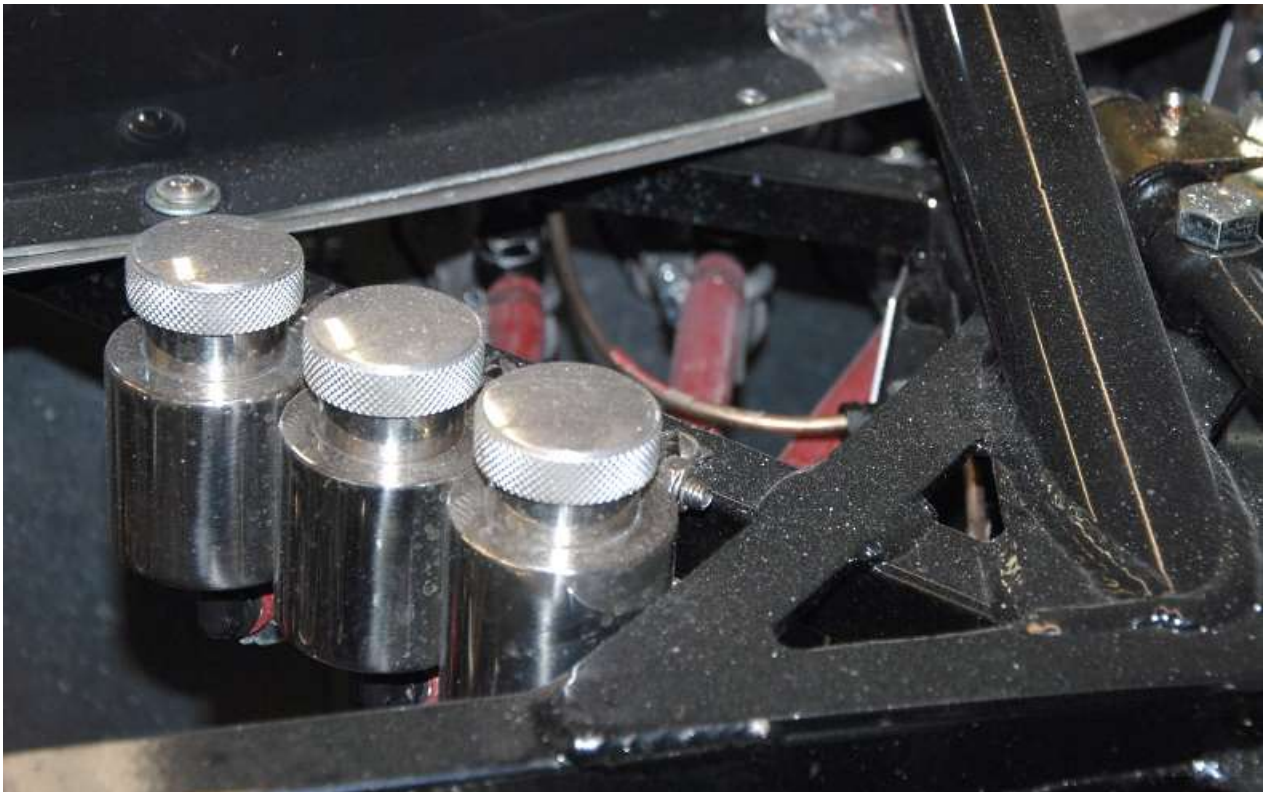


Pick and screw in the hose barb depending on how the master is mounted and where the hose will get routed.



Attach the reservoirs to the outside of the mounting bracket with the middle flange towards the top.

☞ Make sure that the reservoirs are located so that their caps will not hit the windshield mount.



A good location for the reservoirs is the angled tube going to the upper control arm location.



Locate the bracket on the frame to give enough clearance for the caps and mark the frame.

Screw the #10 self tapping screws through the bracket hole locations or use $\frac{3}{16}$ " rivets to fasten the bracket to the frame.



Attach the hoses to the reservoir and the master cylinders. Be careful tightening the master cylinder fittings. There is no pressure in the line so hand tight to prevent any leaks is all that is needed.

