

Firewall Stabilizer Mount

Fits 1982 – 1993 with stock or aftermarket cable kits

Fits 1994 – 2000 with aftermarket cable kits ONLY



Stabilizer step 1. Follow adjustable clutch cable / quadrant instructions on reverse side through #6. Then pull the black rubber firewall bushing and metal retainer off of the white nylon clutch cable housing. (ON SOME 1994 AND LATER YEAR MODELS SEE THE FOOTNOTE BELOW). Using a pair of side cutters or wire cutters, trim the 4 small hooks off the white nylon clutch cable housing end in a matter to retain the $\frac{3}{4}$ " round shape. This will allow you to insert the round nylon end snugly onto the finished face of the Stabilizer. Check fit, but wait until step #3 to install.

Stabilizer step 2. Insert the 1 $\frac{1}{2}$ " large side of black rubber firewall bushing and metal retainer (removed in step #1 above), into the 1 $\frac{1}{2}$ " cavity of the Stabilizer and align the metal retainer hole in the rear of your Stabilizer.

Stabilizer step 3. NOW slide the white nylon cable end simultaneously into the finished face of the Stabilizer and clutch cable bushing assembly. Apply a sufficient amount of silicone sealer to the rear of the assembly to seal against the firewall.

Stabilizer step 4. Insert the siliconed Stabilizer/ bushing cable assembly into the clutch cable hole in the firewall and align the retainer screw hole in the Stabilizer and bushing with the retainer screw hole in the firewall. Insert the New longer screw provided in the Stabilizer kit and tighten appropriately.

Stabilizer step 5. If you are installing a New Adjustable clutch cable, now go back to #8 on the reverse side of these instructions.

Footnote: It may be necessary on some 1994 and later model Mustangs to first insert the black rubber cable housing into the back of the Stabilizer, then position the Stabilizer and rubber bushing assembly into the 1 $\frac{3}{8}$ " firewall hole with the attaching screw hole located at approximately the 1:00 o' clock position. If the attaching screw hole in the firewall does not line up, simply mark and drill a $\frac{9}{64}$ " hole in the firewall using the Stabilizer and rubber bushing as a template. Then continue with step 1 through step 5 above.

ADJUSTABLE CLUTCH CABLE AND QUADRANT

Installation Instructions for 1982 – 2000 Mustangs

Raise the car and place it on jack stands. Always be careful and observe all safety rules when working on any vehicle.

At the bellhousing, remove the plastic splash shield. Use a pry-bar to slacken the clutch cable and disconnect it from the clutch fork. Remove the clip which holds the cable to the bellhousing. In the engine compartment, disconnect the cable support bracket(s) from the car. Disconnect the cable from the firewall.

Inside the car, under dash, pull the end of the cable loose from the quadrant and remove the cable from the car.

Under the dash, there are two plastic parts which make up the factory clutch quadrant mechanism. They are held in place by clips on the end of the shafts. Remove the clips and springs from the end of the shafts.

Press the clutch pedal fully to the floor (you may have to pull the carpet aside) and remove the plastic quadrant parts.

Press the clutch pedal to the floor again. Align the New aluminum quadrant with the shafts and slide the aluminum quadrant on. Re-install the clips onto the end of the shafts. Insert the non-adjustable end of the cable through the firewall and bolt the cable to the firewall with the factory screw(s). On some vehicles, the original cable will have two screws at the firewall. In most cases this second screw is not used on the new cable.

For 1982 – 93 Mustangs, install the cable in the same position as stock; bolt the support bracket to the strut tower.

On 1994 – 2000 Mustangs, the new cable will follow a different route than the original cable, and the support bracket(s) are not used. To install the cable on 94-2000 Mustangs, follow steps A, B, & C below:

Route the cable down between the valve cover and brake proportioning valve, to the rear of the engine oil filter.

Route the cable through the engine cross-member, under the motor mount and steering shaft, towards the driver's side of the steering rack. Don't follow the original route under the oil pan. On 94-2000 cars it will be a close fit to get the cable between the upright part of the rack and the cross-member.

Use cable ties to support the new cable by strapping it to the master cylinder and / or proportioning valve.

Use a pry-bar to push the clutch fork forward and attach the cable to the fork.

Secure the cable away from hot engine parts and sharp edges with cable ties.

NOTE: Care must be taken to keep the cable away from the long tube headers. Clutch cables are not designed to withstand direct contact with exhaust components. Long tube headers should be wrapped to keep radiant heat from damaging the cable.

Adjust the clutch cable by turning the ball nut with a wrench. Be sure the clutch fully releases when the pedal is depressed, and the clutch is fully engaged with no tension on the cable when the pedal is released. Tighten the jam nut to lock your adjustment in place.