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**Disclaimer. We are not responsible for any damages or injury that is incurred during the installation and use of these parts. It is implied that the installer is a professional (with SAE certifications) and abides with standard safety concerns while working on automobiles. We may ask for a receipt of the shop's installation in the result of a warranty inquiry. If the installer has any questions they are welcome to call or email. If you are looking for a good shop near you feel free to call us for a reference.

Thank you for purchasing our

2002 Manual Pedal Box Rebuild Kit (Option 2: Full Kit)

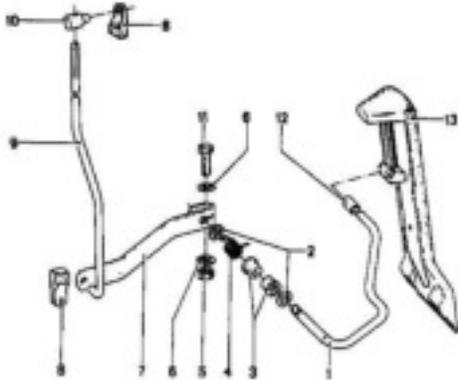


IMAGE 35/5 Accelerator Pedal Assembly

- x2 Throttle bushings - #3 (img.35/5)
- x1 Throttle lever spring - #4a (img.35/5)
- x1 Gas pedal roller - #12 (img.35/5)

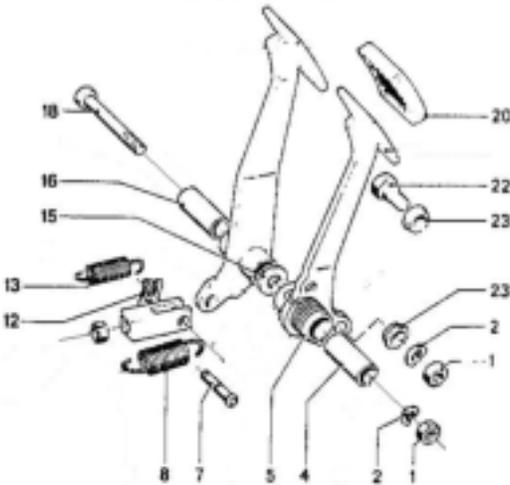


IMAGE 35/3 Clutch/Brake Pedal Assembly

- x2 Clutch pedal to Master Cylinder bushings - #23
- x1 Clutch pedal pivot bushing - #4b (img.35/3)
- x1 Brake pedal pivot bushing - #16 (img.35/3)
- x1 Clutch pedal return spring - #5 (img.35/3)
- x1 Brake pedal return spring - #13 (img.35/3)
- x2 Clutch and Brake pedal pads - #20 (img.35/3)
- x2 10mm Locknut & washer - #1,#23,#2 (img.35/3)

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- 1) Pedal Pads (#23)
 - 2) Clutch pedal return spring (#5)
 - 3) Throttle lever spring (#4a)
 - 4) Brake pedal return spring (#13)
 - 5) Throttle lever bushings (#3)
 - 6) Clutch pedal to Master Cyl. Bushings
 - 7) Brake pedal sleeve (#16)
 - 8) lock nuts x2 + washer x1
 - 9) Accelerator pedal roller (#12)
 - 10) Clutch pedal sleeve (#4b)
 - 11) (not pictured on right) Sleeve bolt (#16)



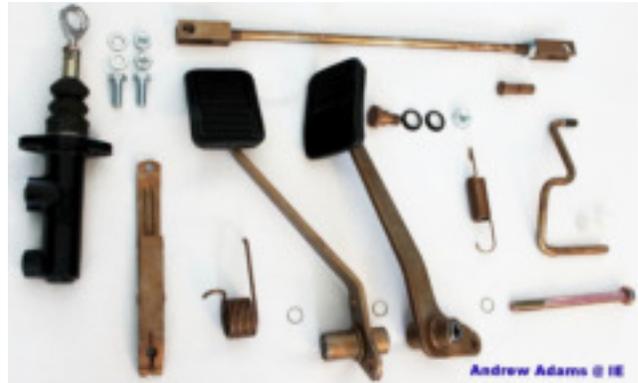
Intallation Tips and Summary

This is not a complete instruction manual, it is best to use the factory manual in conjunction with the following information. It is easiest to do this job with the pedal box removed from the car, however it can be done while in the car. For best results plan on doing this project in conjunction with a new Clutch Master Cylinder and a new Brake Booster Pivot Kit.

During disassembly take lots of pictures for reference. Using a marker, mark the position of the outboard accelerator arm on the inboard accelerator pedal arm's splined shaft. This will help during reassembly.

Once your pedal box has been disassembled, repaired, cleaned, and painted (or powdercoated) you can start the installation of this kit by sliding the sleeves into their respective clutch and brake pedals. The sleeves should fit in snugly.

Parts ready to go back together.



Use a C-clamp or light use of a rubber hammer if needed. If you encounter the sleeve binding DO NOT try and muscle it in (go back into the pedal tube and clean out whatever is causing the blockage). Do not bang on the sleeve with anything harder than the aluminum, this will destroy the sleeve.

Place a sealed bearing on the outside of each sleeve.

With each pedal assembly complete you can start the reassembly of the box. Start with the Accelerator Pedal arm, install the new white bushings and slide in the arm. On the outboard side put on the return spring and the outboard arm back on (using that mark you made earlier. If you forgot to make a mark, just wait until with it's pinch bolt (if the pedal is

Next you can bolt in the clutch master cylinder.

Begin the installation of the pedals by putting the lock washer on the mounting bolt and sliding the bolt through the tab in the pedal box.

- Before sliding the brake pedal assembly on put on one of the small special washers.
- Next slide on the brake pedal assembly (pedal/sleeve/bearings).
- Now slide on another of the small special spacing washers.



- Next slide on the clutch pedal assembly (pedal/sleeve/bearing/spring[oriented with the long end on the bottom side extending back inside the box]).
- Slip in the last special washer. (it may be easier to use a tiny bit of grease to hold the washer to the bearing face so as to stick this all in at once).**
- With the bolt now protruding out the other side of the box, thread on the locknut and tighten. It is important to tighten the nut until you feel the pedals start to bind and then back the nut off just enough to allow a full, smooth range of pedal travel.

**After doing many of these pedal boxes we have found a small amount of tolerance in the stock boxes. If it does not seem like there is enough space for the last washer you can remove the bolt and (using a hammer) tap the mounting tab open a little more. If you find there is too much space you can do the opposite.



Next just assemble the remaining components.

-Mastercylinder to pedal connection bolt and black step washers

-Brake booster rod, retaining dowel, and return spring

-pedal pads

And now you're finished with this project!

If you have any questions feel free to email,
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For a complete list of our policies please refer to the following page,
www.iemotorsport.com/policies

