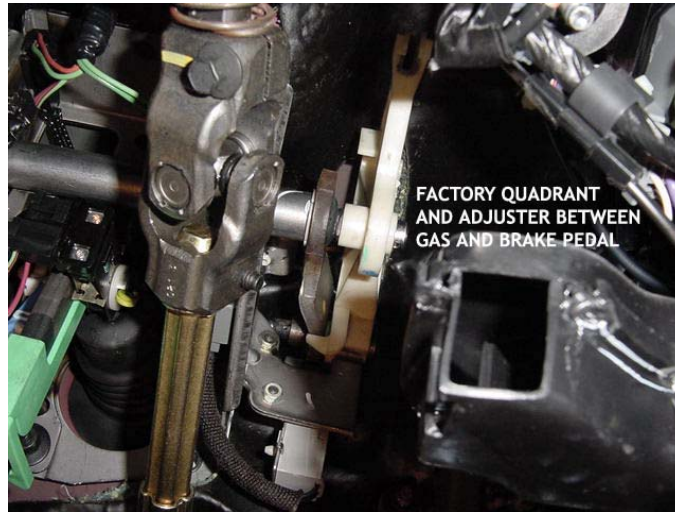


2003-2004 MUSTANG COBRA UPR TRIPLE PICK-UP AND FIREWALL ADJUSTER

These instructions should work for most of the quadrant and firewall adjusters on the market. Some of the steps may or may not be required for your application. I am not responsible for user/installer error. Use at your own risk. I put these instructions together to try and help others out that have not attempted this install before. This was done with the seat in the car and moved all the way back. Should take 20-30 minutes.

1. Locate stock quadrant and ratchet adjuster mechanism under dash connected to the clutch pedal.

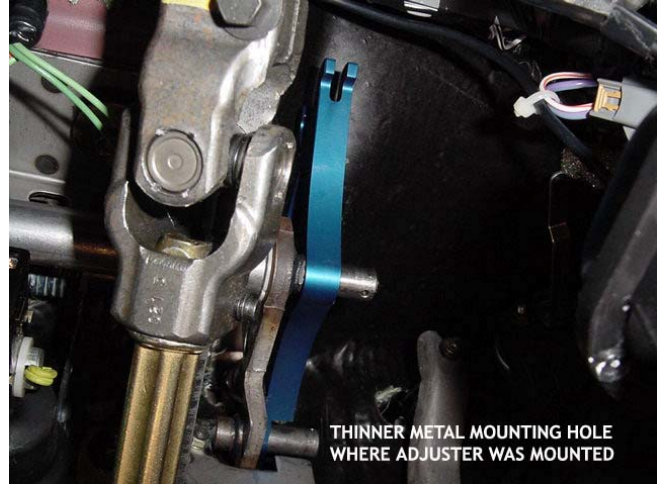


2. Remove retaining pin from both shafts. A flat head screwdriver and needle nose pliers work pretty good for this. Be careful, the retaining pins can easily be lost if they pop off. If you do lose one, the metal handle part from an office binder clip works great as a temporary fix.
3. Slide the stock quadrant and spring off with a flat head screwdriver. Be careful as the quadrant still has slight pressure on it from the spring. Then remove the clutch cable from the quadrant.
4. This is the hardest part. Using long handled needle nose pliers and a flat head screwdriver, detach the spring on the small adjusting mechanism from the clutch pedal. Maneuver the spring and adjuster off the shaft using the pliers and screwdriver.
5. These parts will not be needed. See picture below.



Prepared by Jason (03Redfiresnk) for my fellow Cobra Owners. Happy Boosting!

6. Slide the new quadrant over the 2 shafts where the factory quadrant and adjuster were mounted. Keep in mind the groove for the clutch cable and hooks should be facing up. On the UPR quadrant, the mounting hole with the thinner metal will be installed on the shaft where the smaller white plastic adjuster was (closer to firewall). See pictures below. You can install washers on the shafts that the quadrant slides onto in order to have it spaced correctly like the factory quadrant. I did not do this and have no problem. Depending on how you have the clutch adjusted, you might want to do this to ensure the cable rides in the groove on the quadrant.



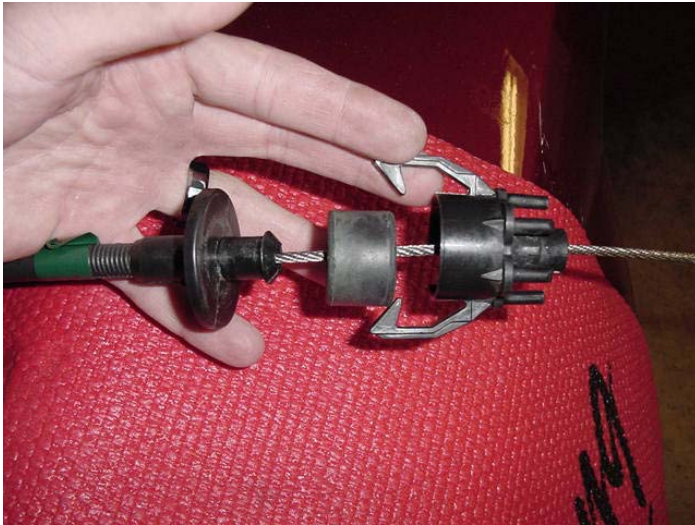
7. In the engine compartment, remove the plug wire cover (2 bolts) using a 10mm socket and ratchet.



8. Remove the factory firewall mechanism (2 bolts) using a 5mm socket and ratchet. Then slide assembly out of firewall.



9. Remove the metal retaining washer and unclip the plastic mount, then remove the rubber spacer. See pictures below.
10. Using cutting dikes or something similar, cut the plastic mount with the clips off from the clutch cable.



This is what you should be left with.

11. Slide the metal spacer that is provided with the UPR kit onto the clutch cable up to the plastic plate that is permanently part of the clutch cable.
12. Slide the UPR Firewall adjuster up over the spacer and with the supplied allen screw; tighten it down onto the metal spacer. This is a one-time thing. You do not need to tighten or loosen the allen screw for adjustment.
13. Remove the adjuster with spacer attached from the cable and slide into firewall hole without the cable. See pictures below for steps 13 through 15.
14. Be sure the adjuster is unscrewed most of the way. If unscrewed too far it will hit the valve cover.
15. Align the adjuster mounting holes with the firewall screw holes and using the supplied screws, secure the adjuster to the firewall using a phillips head screwdriver.



Step 13



Step 14 & 15: Tightening bottom screw.

16. Screw adjuster by hand all the way in so it is tight against firewall.
17. Reinstall plug wire cover.
18. Insert clutch cable through the adjuster. The clutch cable is held in the adjuster when connected to the quadrant. The allen key set screw does not tighten down on it, nor does the spacer. Find the cable under the dash. In most cases when using the factory clutch cable, the second hook works fine. Attach cable to hook.
19. In engine compartment, turn adjuster by hand counterclockwise to remove the slack in the cable.



20. The farther out the adjuster is, the higher the clutch will grab. The closer the adjuster is screwed in to the firewall the lower the clutch will grab. It is up to you to determine where you want the clutch to grab. Depending on how tight the cable is, you might need one hand to pull the clutch cable away from the adjuster a little and then the other hand to tighten or loosen the adjuster.
21. After setting the firewall adjuster to your desired position, turn the locking nut on the adjuster clockwise until it is tight against the firewall side of the adjuster.