

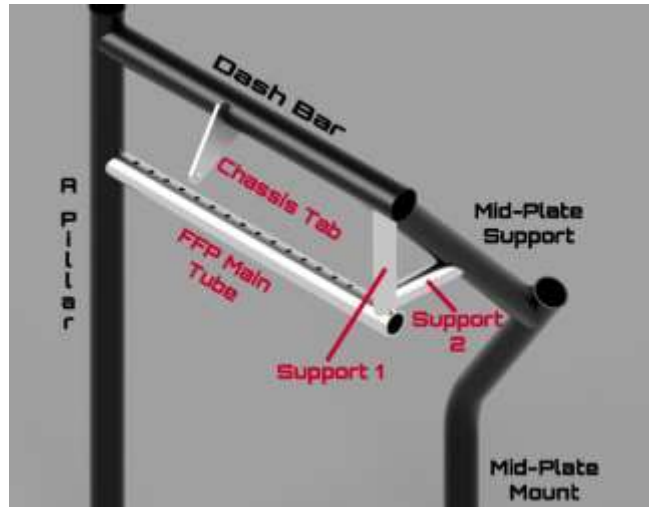
Skeletor Pedal Assembly



Start by making sure you have all the pieces of the kit which includes the following:

- FFP Main Tube (Tube with Holes in it)
- Material for Support 1 and 2 (16" Segment of 1" OD Tubing)
- Chassis Tab
- 2 Brake Arms
- Brake pedal + brake master cylinder mount
- Brake Pedal Pad
- Throttle Arm
- Throttle Pedal
- Throttle Pedal Pad
- Throttle Pedal Hanger and stop
- 3 Tube Clamp Tops
- Cowl Panel Support
- Wilwood Master Cylinder with Fittings

The first task for installation is installing the FFP Skeletor tube structure in your chassis. Below is a picture with all tubes labeled. The black tubes are tubes that should reference your chassis, while the metallic silver tubes are tubes which we've included in the kit for proper installation.

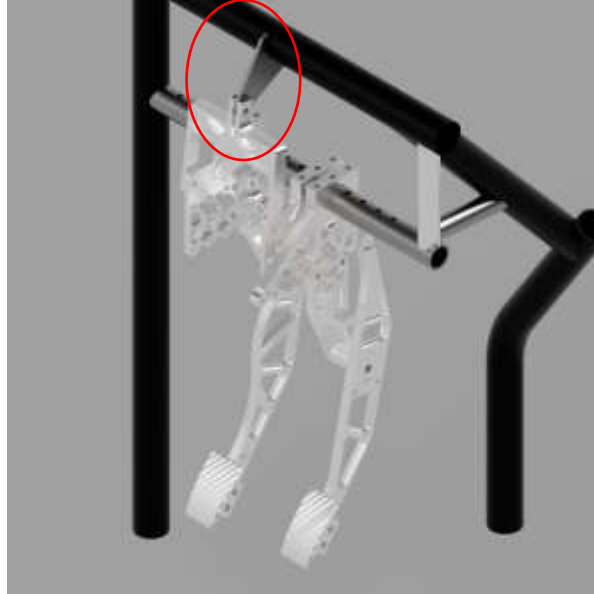


We recommend mocking everything up by tacking each tube in and insuring pedal positions work for the driver before fully welding each tube. The first tube to be installed to your chassis will be the FFP Main Tube. This tube will set the pace for the rest of the assembly. Notch the FFP Main tube so that it can be joined to the A-Pillar bar with the holes pointing up and down. Make sure the holes are pointed up and down so the brake pedal and master cylinder are level when installed on the bar. To do this we use one of the brake arms and clamps to square the bar to the floor using a level or a square. Use the brake pedal, brake arms, and tube clamps, to determine the correct height placement of the FFP Main tube and then tack it in place. Make sure the pedal can move freely with no obstructions and that the driver can reach both pedal pad heights. It should be noted that if the driver wishes to use the holes farthest to the front of the car, the brake reservoirs must be mounted remotely. The height of the pedal will be permanently set once the FFP Main Tube is fully welded so make sure everything is placed correctly before welding.

With the FFP Main tube tacked in we can move on to the bars labeled “support 1” and “support 2”. When placing these bars on the FFP Main Tube, make sure to keep these bars far enough away from the mounting hole at the end of the tube, just in case it is needed for pedal adjustment. In the figure above, you will see “support 1” this tube should be as vertical as possible and ties the FFP Main Tube to the chassis dash bar or equivalent horizontal bar above the FFP Main tube. This tube will require notching on both sides. With that bar tacked in, we can move on to the “support 2” bar which will tie the FFP Main Tube into your chassis’s mid-plate support bar. Ideally, the placement of this bar should be 90 degrees to “support 1”. Once all 3 bars are tacked in place, loosely install the brake pedal and throttle pedal to make sure the placement is correct. If everything is in the correct place, the tubes can be fully welded in.

All weld joints on the FFP Main tube should be FULLY welded to ensure a rigid structure under emergency braking conditions.

Now that the tube structure is fully welded, the pedals can be installed to the FFP Main tube. All tube clamp $\frac{1}{4}$ " hardware should be torqued to 10 ft-lbs. The brake pedal subassembly requires a chassis tab welded to the dash bar. To determine placement of this tab, figure out which holes (left to right) on the FFP Main tube work for the driver. Once determined, you can fully tighten the brake arm clamps and loosely install the FFP cowl panel so that it can pivot on the brake arms. Then, place the included tab into



the cowl panel slot to find the correct hole location on the chassis tab. Ideally the Cowl panel should be as vertical as possible with the tab fully in contact with the dash bar. Tighten ALL hardware (including the 3 bolts on each side of the master cylinder mount and tube clamps), push the chassis tab against the dash bar with all hardware snugged then mark and drill a $\frac{1}{4}$ " hole in the chassis tab. Once, the hole is drilled place the chassis tab back in place and fully weld the chassis tab to the dash bar. Following this process will help with binding when reassembling or disassembling.

IMPORTANT: ALL HARDWARE ON BRAKE ARM CLAMPS, AND MASTER CYLINDER MOUNT NEED TO BE TORQUED TO 10 FT-LBS BEFORE WELDING THE CHASSIS TAB IN PLACE.

All $\frac{1}{4}$ " hardware on both brake and throttle subassemblies should be torqued to 10 ft-lbs. With the brake structure tightened, place the throttle pedal in the desired FFP Main tube holes left to right and tighten the clamps down. With the throttle arm in place, you can now install the throttle pedal hanger along with the throttle pedal. Orientation of throttle pedal is as follows, the stud, which is threaded into the hanger, a large oil-impregnated bronze bushing, the pedal itself, small oil-impregnated bronze bushing, flat washer, and lock nut. Do not overtighten the throttle pedal nut because that will keep it from being able to move. Finding the optimum torque setting is up to your individual combination because that setting will vary depending on your return spring setup. The top of the pedal was designed for a clevis style throttle cable with a 3/16 pin and slot but can be used with solid linkages and a morse cables. Double check that all parts are tight and that all welds are complete before operating the pedals. Correct installation means correct orientation of BOTH support bars, chassis tab, and fully welded FFP main tube. With everything verified, you can now start bleeding your brakes and fine-tuning the pedal position from front to back. If you do hit any snags with the installation, feel free to contact us via phone or social media.



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We would rather you contact us for clarification instead of being frustrated with the installation.
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