INSTALLATION INSTRUCTIONS
FOR
FORWARD FLOOR MOUNT BRAKE/CLUTCH/THROTTLE PEDAL ASSEMBLY WITH TRU BAR, ADJUST. RATIO PEDALS (4.75:1 - 5.75:1)*

BASE PART NUMBER
340-16604

FORWARD FLOOR MOUNT BRAKE/CLUTCH/THROTTLE PEDAL ASSEMBLY WITH TRU BAR, ADJUST. RATIO PEDALS (4.75:1 - 5.75:1) AND THROTTLE LINKAGE*

BASE PART NUMBER
340-16605

*For additional vehicle compatibility, visit www.wilwood.com

DISC BRAKES SHOULD ONLY BE INSTALLED BY SOMEONE EXPERIENCED AND COMPETENT IN THE INSTALLATION AND MAINTENANCE OF DISC BRAKES

READ ALL WARNINGS

WARNING
IT IS THE RESPONSIBILITY OF THE PERSON INSTALLING ANY BRAKE COMPONENT OR KIT TO DETERMINE THE SUITABILITY OF THE COMPONENT OR KIT FOR THAT PARTICULAR APPLICATION. IF YOU ARE NOT SURE HOW TO SAFELY USE THIS BRAKE COMPONENT OR KIT, YOU SHOULD NOT INSTALL OR USE IT. DO NOT ASSUME ANYTHING. IMPROPERLY INSTALLED OR MAINTAINED BRAKES ARE DANGEROUS. IF YOU ARE NOT SURE, GET HELP OR RETURN THE PRODUCT. YOU MAY OBTAIN ADDITIONAL INFORMATION AND TECHNICAL SUPPORT BY CALLING WILWOOD AT (805) 388-1188, OR VISIT OUR WEB SITE AT WWW.WILWOOD.COM. USE OF WILWOOD TECHNICAL SUPPORT DOES NOT GUARANTEE PROPER INSTALLATION.

YOU, OR THE PERSON WHO DOES THE INSTALLATION MUST KNOW HOW TO PROPERLY USE THIS PRODUCT. IT IS NOT POSSIBLE OVER THE PHONE TO UNDERSTAND OR FORESEE ALL THE ISSUES THAT MIGHT ARISE IN YOUR INSTALLATION.

RACING EQUIPMENT AND BRAKES MUST BE MAINTAINED AND SHOULD BE CHECKED REGULARLY FOR FATIGUE, DAMAGE, AND WEAR.

DISC BRAKES

DO NOT OPERATE ANY VEHICLE ON UNTESTED BRAKES!

SEE MINIMUM TEST PROCEDURE WITHIN

ALWAYS UTILIZE SAFETY RESTRAINT SYSTEMS AND ALL OTHER AVAILABLE SAFETY EQUIPMENT WHILE OPERATING THE VEHICLE

IMPORTANT • READ THE DISCLAIMER OF WARRANTY INCLUDED IN THE KIT

NOTE: Some cleaners may stain or remove the finish on brake system components. Test the cleaner on a hidden portion of the component before general use.
This document is applicable to two pedal assemblies, p/n’s 340-16604 and 340-16605. Both pedal assemblies require the customer to do the final assembly of the throttle pedal to the main assembly. Kit p/n 340-16003 requires an additional step of installing the throttle linkage assembly, p/n 340-12412.

### FEATURES
► Pedals have three adjustable ratios ranging from 4.75:1 to 5.75:1
► Adjustable stainless steel brake and clutch pedal foot pads
► Includes Tru-Bar balance bar and spherical rod ends
► High strength computer design and lightweight construction
► High strength steel master cylinder mounting studs
► Use with Wilwood compact, high volume, or combination remote master cylinders
► Easy mounting location
► Wilwood’s own black E-Coat finish
► Finest quality hardware
► Keeps master cylinders away from heat source

### Assembly Instructions

This document is applicable to two pedal assemblies, p/n’s 340-16604 and 340-16605. Both pedal assemblies require the customer to do the final assembly of the throttle pedal to the main assembly. Kit p/n 340-16003 requires an additional step of installing the throttle linkage assembly, p/n 340-12412.

**P/N 340-16604**

**NOTE:** Numbers in parenthesis refer to the parts list and Figure 1 on page 3.

**STEP 1** Slide nylon shim (4) and then throttle pedal (1) onto pivot pin of base assembly. Install pedal return spring (5), then secure using nylon shim (4), wave washer (6), washer (7) and bolt (8), as shown in Figure 1. Apply red Loctite® 271 and torque to value shown in Figure 1.

**STEP 2** Screw the throttle pedal stop bolts (10) into nuts (9) and then into the throttle pedal (1), front and rear. **NOTE:** Final adjustment of the stop bolts will be performed after pedal installation in vehicle.

**STEP 3** Screw the clutch stop bolt (12) into nut (11) and then into the clutch pedal, as shown in Figure 1. **NOTE:** Final adjustment of stop bolt will be performed after pedal installation in vehicle.

**STEP 4** **NOTE:** For rear engine installation only: Install the rear throttle pull rod (2) to the throttle pedal (1) using bolt (3).

**STEP 5** Install pedal heads and foot pad assemblies, see page 5 for detailed instructions.

**P/N 340-16605**

**NOTE:** Numbers in parenthesis refer to the parts list and Figure 2 on page 4.

**STEP 1** Perform the same throttle pedal assembly procedure as p/n 340-16602 and then add the throttle linkage, p/n 340-12412, as outlined below.

**STEP 2** Orient the bell crank assembly as shown in Figure 2 and attach to the pedal base using bolts (10). Apply red Loctite® 271 to the threads and torque to value shown in Figure 2.

**STEP 3** Assemble the connecting rod. Screw jam nut (9) onto male bearing end (8) and then screw the female bearing end (7) onto the male end, Figure 2. Do not tighten jam nut at this time.

**STEP 4** Install female bearing end (7) of the connecting rod into throttle pedal using bolt (11), and nut (6), as shown in Figure 2.

**STEP 5** Attach the male bearing rod end (8) to the bell crank assembly using bolt (12), three spacers (5), and lock nut (6) as shown in Figure 2. **NOTE:** The bell crank assembly can be set up for a variety of throttle ratios. Final adjustment of the bell crank and connecting rod to be performed after pedal installation in vehicle.

Refer to page 6 and Figure 4 for vehicle installation instructions and mounting dimensions.
Figure 1. Throttle Pedal Assembly Configuration for Pedal Assembly P/N’s 340-16604 and 340-16605

NOTE: Refer to Figure 3 on page 5 for detailed instructions on assembling the pedal pad heads and foot pads

Parts List • Throttle Pedal P/N 340-16604 & P/N 340-16605

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<th>ITEM NO.</th>
<th>PART NO.</th>
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<tr>
<td>1</td>
<td>330-16309X</td>
<td>Pedal, Throttle, Floor Mount</td>
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<td>2</td>
<td>330-12415</td>
<td>Pull-Rod, Throttle Pedal</td>
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</tr>
<tr>
<td>3</td>
<td>230-12454</td>
<td>Bolt, 1/4-28 x 1.50&quot; Long, Button Head</td>
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<td>4</td>
<td>240-5047</td>
<td>Shim, .035&quot; Thick, Nylon</td>
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<td>5</td>
<td>300-16348</td>
<td>Spring, Torsion, Pedal Return</td>
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<td>6</td>
<td>240-12986</td>
<td>Washer, Wave, .500&quot; I.D. x .870&quot; O.D. x .010&quot; Thick</td>
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<td>7</td>
<td>240-12451</td>
<td>Washer, .312&quot; I.D. x .730&quot; O.D. x .062&quot; Thick</td>
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<td>8</td>
<td>230-12450</td>
<td>Bolt, 5/16-24 x .500&quot; Long, Hex Head</td>
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<td>9</td>
<td>230-16719</td>
<td>Nut, Jam, 10-24, Hex</td>
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<td>10</td>
<td>230-16714</td>
<td>Bolt, 10-24 x 1.00&quot; Long, Socket Head</td>
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<td>11</td>
<td>230-1334</td>
<td>Nut, Jam, 5/16-18, Hex</td>
<td>1</td>
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<td>12</td>
<td>230-8210</td>
<td>Bolt, 5/16-18 x 2.00&quot; Socket Head</td>
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Figure 2. Throttle Linkage Assembly Configuration for Pedal Assembly p/n 340-16605

**Parts List • Throttle Linkage P/N 340-12412**

<table>
<thead>
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<th>ITEM NO.</th>
<th>PART NO.</th>
<th>DESCRIPTION</th>
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<td>2</td>
<td>330-12416</td>
<td>Housing, Throttle Linkage Assembly</td>
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<td>3</td>
<td>370-12432</td>
<td>Bearing, .250&quot; I.D. x .688&quot; O.D. x .313&quot; Thick</td>
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<td>4</td>
<td>230-12456</td>
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<td>5</td>
<td>300-12418</td>
<td>Spacer, .257&quot; I.D. x .375&quot; O.D. x .155&quot; Long</td>
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<td>6</td>
<td>230-3774</td>
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<td>370-12438</td>
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<td>9</td>
<td>230-12457</td>
<td>Nut, Jam, 1/4-28, Hex</td>
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<td>230-0743</td>
<td>Bolt, 1/4-20 x .75&quot; Long, Socket Head</td>
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<td>11</td>
<td>230-12584</td>
<td>Bolt, 1/4-28 x 1.25&quot; Long, Button Head</td>
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<tr>
<td>12</td>
<td>230-12454</td>
<td>Bolt, 1/4-28 x 1.50&quot; Long, Button Head</td>
<td>1</td>
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</table>
Assembly Instructions (Continued)

Pedal Pad Head and Foot Pad Assembly

**STEP 1** Install the pedal pad head (1) into the “fork” of the pedal arm in the desired location as shown in Figure 3. Secure in place using bolts (2), washers (3), and locknuts (4).

**STEP 2** Torque locknuts (4) to value indicated in Figure 3.

*NOTE:* The position of the pedal head on the lever affects the pedal ratio. Ratio may be adjusted from 4.75:1 to 5.75:1.

**STEP 3** Orient foot pad (5) as shown in Figure 3. Pad may be installed in three different positions as shown in Foot Pad Detail of Figure 4, page 6 (not applicable to throttle foot pad). Secure to pedal head (1) using four T-20 drive Torx screws (6). Apply blue *Loctite®* 242 to the threads and torque to value indicated in Figure 3.

**STEP 4** Apply grip tape sticker (8) to throttle foot pad (7) (both not shown) after attaching foot pad to pedal head.

Installation and Adjustment Instructions

*Installation of this component should ONLY be performed by persons experienced in the installation and proper operation of disc brake systems.* Before assembly begins, familiarize yourself with the following procedure to ensure a trouble-free installation.

*NOTE:* Pedals must be free from obstructions over their entire range of motion. Allow enough space so balance bar adjustments can be made and master cylinders are accessible.

**Adjustments:**

• Throttle pedal apply and return limits can be adjusted via the bottom front (as it sits in the vehicle) and bottom rear stop screws on the pedal. Adjust screws to achieve desired pedal position and lock in place with nuts.

• Clutch pedal position adjustment is made by turning the pushrod in and out of the clevis. The hard stop can be adjusted to limit the clutch pedal travel, if desired, and locked in place with the nut.

• Adjust the Tru-Bar so that the appropriate front to rear brake balance is achieved. Brake pedal position is adjusted via the pushrods in the Tru-Bar rod ends. Reference our data sheet DS-1102 (available at www.wilwood.com/PDF/DataSheets/ds1102.pdf).

• The optional throttle linkage may be set up and adjusted to accommodate most any application. After setting the pedal stops, remove the connecting rod from the bell crank and turn the rod end in or out to adjust its length, and lock in position with nut. Reconnect the rod end to the bell crank in the desired hole location. Connect the throttle cable end (customer supplied) to the desired hole location in the other half of the bell crank.

• Attaching the connecting rod and throttle cable end to equal opposing holes on the bell crank will not affect the throttle pedal ratio. Moving the cable end closer to the bell crank pivot will increase the effective pedal ratio and decrease the available cable travel. Moving the connecting rod closer to the pivot will have the opposite effect.
The pedal assembly uses standard racing master cylinder mounting patterns. Wilwood’s compact, high volume, and combination remote master cylinders mount directly to the pedal assembly, as do most other high performance master cylinders. All master cylinder mounting hardware is included with the pedal assembly. Master cylinder flange should mount flush to pedal assembly and be held in place with enclosed washers and locknuts. The clevis on brake and clutch pedal has a 5/16-24 thread. Make sure to use a jam nut on the master cylinder pushrod when threaded into clevis and check that pushrod is allowed to fully retract when pedal is released.

Wilwood Hi-Temp® 570 Racing Brake Fluid (6 pack P/N 290-2210) is recommended for race cars and high performance vehicles where brake temperatures exceed normal operating conditions, or use Wilwood EXP 600 Plus Super Hi-Temp (6 pack P/N 290-8478) for severe conditions. For extreme braking temperatures of endurance racing, use Wilwood XR Race-Only Brake Fluid (4 pack P/N 290-16354, not DOT approved, off-highway use only). Used fluid must be completely flushed from the system to prevent contamination. **NOTE:** Silicone DOT 5 brake fluid is **NOT** recommended for racing or performance driving.

If after following the instructions, you still have difficulty in assembling your Wilwood floor mount triple pedal assembly, consult your local chassis builder, or retailer where the component was purchased for further assistance.

Figure 4. Forward Mount Triple Pedal Assembly, Physical Dimensions, 4.75:1 to 5.75:1 Adjustable Ratios (p/n’s 340-16604 & 340-16605)
Bedding Steps for New Pads and Rotors – All Compounds

Once the brake system has been tested and determined safe to operate the vehicle, follow these steps for the bedding of all new pad materials and rotors. These procedures should only be performed on a race track, or other safe location where you can safely and legally obtain speeds up to 65 MPH, while also being able to rapidly decelerate.

- Begin with a series of light decelerations to gradually build some heat in the brakes. Use an on-and-off the pedal technique by applying the brakes for 3-5 seconds, and then allow them to fully release for a period roughly twice as long as the deceleration cycle. If you use a 5 count during the deceleration interval, use a 10 count during the release to allow the heat to sink into the pads and rotors.

- After several cycles of light stops to begin warming the brakes, proceed with a series of medium to firm deceleration stops to continue raising the temperature level in the brakes.

- Finish the bedding cycle with a series of 8-10 hard decelerations from 55-65 MPH down to 25 MPH while allowing a proportionate release and heat-sinking interval between each stop. The pads should now be providing positive and consistent response.

- If any amount of brake fade is observed during the bed-in cycle, immediately begin the cool down cycle.

- Drive vehicle at low speed (15-20 mph) making moderate and hard stops. Brakes should feel normal and positive. Again check for leaks and interference.

- Always test vehicle in a safe place where there is no danger to (or from) other people or vehicles.

- Always wear seat belts and make use of all safety equipment.

Pad and Rotor Bedding

Bedding Steps for New Pads and Rotors – All Compounds

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- If any amount of brake fade is observed during the bed-in cycle, immediately begin the cool down cycle.

- Drive at a moderate cruising speed, with the least amount of brake contact possible, until most of the heat has dissipated from the brakes. Avoid sitting stopped with the brake pedal depressed to hold the car in place during this time. Park the vehicle and allow the brakes to cool to ambient air temperature.

Competition Vehicles

- If your race car is equipped with brake cooling ducts, blocking them will allow the pads and rotors to warm up quicker and speed up the bedding process.

- Temperature indicating paint on the rotor and pad edges can provide valuable data regarding observed temperatures during the bedding process and subsequent on-track sessions. This information can be highly beneficial when evaluating pad compounds and cooling efficiencies.
POST-BEDDING INSPECTION – ALL VEHICLES

• After the bedding cycle, the rotors should exhibit a uniformly burnished finish across the entire contact face. Any surface irregularities that appear as smearing or splotching on the rotor faces can be an indication that the brakes were brought up to temperature too quickly during the bedding cycle. If the smear doesn’t blend away after the next run-in cycle, or if chatter under braking results, sanding or resurfacing the rotors will be required to restore a uniform surface for pad contact.

PRE-RACE WARM UP

• Always make every effort to get heat into the brakes prior to each event. Use an on-and-off the pedal practice to warm the brakes during the trip to the staging zone, during parade laps before the flag drops, and every other opportunity in an effort to build heat in the pads and rotors. This will help to ensure best consistency, performance, and durability from your brakes.

DYNO BEDDED COMPETITION PADS AND ROTORS

• Getting track time for a proper pad and rotor bedding session can be difficult. Wilwood offers factory dyno-bedded pads and rotors on many of our popular competition pads and Spec 37 GT series rotors. Dyno-bedded parts are ready to race on their first warm up cycle. This can save valuable time and effort when on-track time is either too valuable or not available at all, Dyno-bedding assures that your pads and rotors have been properly run-in and are ready to go. Contact your dealer or the factory for more information on Wilwood Dyno-Bedding services.

NOTE: NEVER allow the contact surfaces of the pads or rotors to be contaminated with brake fluid. Always use a catch bottle with a hose to prevent fluid spill during all brake bleeding procedures.

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Associated Components

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<tr>
<th>PART NO.</th>
<th>DESCRIPTION</th>
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<tbody>
<tr>
<td>260-5920</td>
<td>Wilwood Combination Remote Master Cylinder, 13/16&quot; bore</td>
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<td>260-6764</td>
<td>Wilwood High Volume Master Cylinder, 3/4&quot; bore</td>
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<td>260-10371</td>
<td>Wilwood Compact Remote Master Cylinder, 5/8&quot; bore</td>
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<td>260-13706</td>
<td>Wilwood Residual Pressure Valve (2 lb for disc brakes)</td>
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<td>260-13707</td>
<td>Wilwood Residual Pressure Valve (10 lb for drum brakes)</td>
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<td>260-8419</td>
<td>Wilwood Proportioning Valve, Knob Style</td>
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<td>260-8420</td>
<td>Wilwood Proportioning Valve, Lever Style</td>
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<tr>
<td>260-11179</td>
<td>Wilwood Combination Proportioning Valve with Brake Light Switch</td>
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<tr>
<td>290-0632</td>
<td>Wilwood Racing Brake Fluid (Hi-Temp° 570) (12 oz)</td>
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<td>290-6209</td>
<td>Wilwood Racing Brake Fluid (EXP 600 Plus) (16.9 oz)</td>
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<tr>
<td>290-16353</td>
<td>Wilwood Racing Brake Fluid (XR Race-Only) (16.9 oz)</td>
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