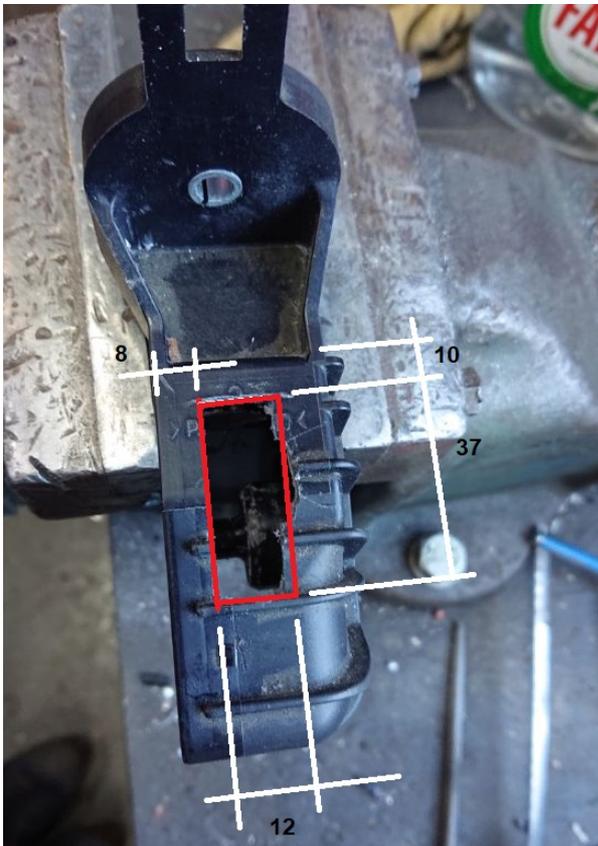


## **Mazda MX5 NC Throttle Linkage Kit**

This kit is intended to allow the MX5 NC throttle pedal to be adapted to a cable throttle when deleting the DBW functionality (typically when fitting individual throttle bodies). The photo's in this document illustrate how to fasten the two machined aluminium components into the throttle pedal. Drawing **TPED-MX5NC-003** (available on our [website as a download](#)) should also be used in conjunction with this document.

Firstly the pedal must be removed from the vehicle and disassembled as shown and the return spring removed. A rectangular window will need to be drilled/cut into the top of the plastic pedal housing to allow the arm to pass through as shown in **Figure 1**.



**Figure 1: Pedal Housing Window Cutout**

With the pedal arm removed the aluminium extension can be inserted into the pedal as shown in **figure 2** and the arm located back in the housing to check fit and free movement before any further work is carried out. The supplied rectangular bracket (TPED-MX5NC-002) can also be secured to the pedal housing as shown.

Once this check has been carried out a hole will need to be drilled in the flat face at the top of the pedal arm to match the M5 tapped hole in the back of the extension arm. This will then allow the M5 screw to be used to secure the extension permanently into the arm.

Grub screws to be used to secure the plain end of the supplied cable (nipple end to be at throttle body end)



M6 screw used to secure TPED-MX5NC-002 through square hole in pedal mount

Supplied M5 screw secures arm to original plastic pedal top. Some material may need to be removed from this area to allow the pedal to return further, giving more pedal travel/cable pull

**Figure 2. General Assembly**

**NOTE! The arm and bracket have been extended upward since the photographs in this document were taken to provide greater cable pull. An additional hole is provided higher up in the bracket for the outer cable/barrel adjuster.**



**Figure 3: Pedal arm drilling**



**Figure 4: General Assembly images.**

Some trial and error will be required in establishing if enough cable pull has been achieved for your particular application when using this kit. The standard pedal travel may not be enough, in which case some material may need to be removed from the external pedal stop (back of the pedal contacting the mounting bracket) and any potential clashes within the housing itself. **Figure 5 & 6 demonstrates these modifications.**



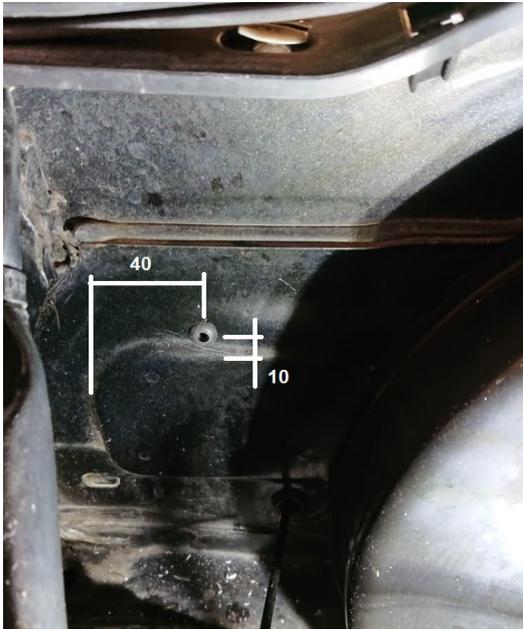
**Figure 5: Relieving the plastic casting for the M5 bolt head**



**Figure 6: Pedal Stop ground back to provide additional travel**

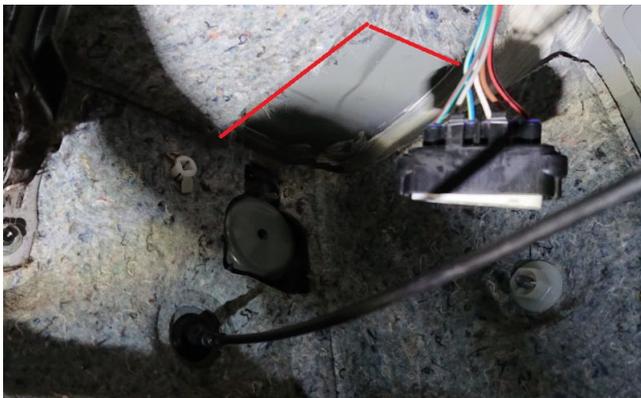
Once the work has been completed and the appropriate cable pull has been achieved the pedal can be re-assembled by clipping the side panel back into position.

The vehicle bulkhead will need to be drilled to pass the outer (and inner) cable through. The hole will need to be inline with the bulkhead adjuster mounted in the aluminium mount bracket. **Figure 7** illustrates the position from the engine bay side.



**Figure 7. Bulkhead Drilling Position**

Some sound deadening may need to be removed from the underside of the bulkhead in the footwell to ensure that the arm extension does not foul - this is **important** to avoid any potential sticking throttle situation. **Figure 8** illustrates this.



**Figure 8: Sound deadening removal**

Once the cable has been fed through the bulkhead the pedal can be re-mounted (using the supplied longer screw for the top hole). The outer cable should terminate in the supplied barrel adjuster (adjustment should not be required here as this can be done at the throttle body end). The inner cable can be passed through the hole in the top of the pedal extension arm and secured using the M6 grub screws supplied. to the pedal and the pedal installed back into the vehicle.