



**FIVE AND SIX SPEED CONVERSION SPECIALISTS**

**MD-6065F-CC 60-65 Falcon Clutch Cable Installation Instructions**



**Tool List**

- Hand drill
- 1" uni bit drill
- 7/16" wrench
- two 1/2" wrenches
- two 9/16" wrenches
- 1/2" ratchet
- 9/16 socket with a 6" extension pliers.

**This kit works with Ford cable operated bellhousing (T-5, T-45, 3650, T-56, TKO) with a cable release clutch set.**

Before beginning, it is important to check header clearance. Some long tube headers are not compatible with clutch cable kits. If headers are allowed to superheat the cable, the inner lining will be damaged. The shielding provided will only reduce the heat by 50%. Depending on temperature, 1+ inch of clearance is recommended for the cable. MDL does offer a high temperature silicon heat shield that wraps round the cable part number Heatsheild -HT

**1** The following exhaust systems are known to work with this kit.

- All stock exhaust manifolds
- Most shortie and mid length headers
- Heddman 88660, Doug's H8434, D660YS
- Ford Powertrain Applications (FPA)

**Note: Ceramic coated headers (and/or header wrap) will greatly reduce radiant heat!**

**2** If you are installing a used pedal make sure you have the correct pedal, otherwise this kit will not fit properly.

This kit will only work with 1960-65 Falcon/Comet  
**This kit will not fit a Mustang.**



**DO NOT RE-INSTALL THE SPRING.**

**Installing the spring may cause the pedal to stay on the floor**

**3** If the clutch pedal is equipped with a pedal assist spring, it will need to be removed. To remove the pedal spring from above the pedal hanger, remove the mounting bolts to allow the spring to unload.  
**Tech Tip:** *Stuff washers in the gaps with the spring fully extended. This will lighten the load on the mounting bolts and make it easier to remove.*  
**Use caution while removing the spring!**

This is a good time to inspect the clutch pedal bushing conditions for wear or to install a roller bearing kit (MD-411-1081)

4

If the firewall is equipped with a firewall factory reinforcement plate, it will need to be removed to allow the MDL firewall plate to lay flat.



5

Temporarily bolt the support plate to the firewall (*as shown*). Mark the cable hole location and remove the plate.



**Caution:**

**Do not drill the firewall hole with the plate installed as the support plate may be damaged!**

6

Using a unibit drill bit, drill a 1" hole in the middle of the mark made (step 5) in the firewall for the clutch cable.



7

From the right side of the clutch pedal, measure .280" from the top edge cross bracket. Find the center of the clutch pedal and mark. Drill a 3/8" hole on center.



*Note: The MDL pedal has the hole pre-drilled for you.*

8

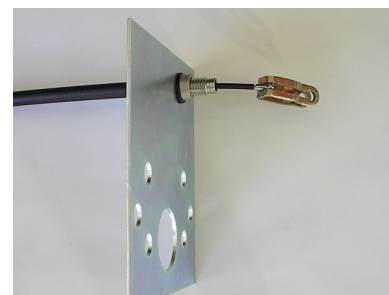
Bolt the clutch cable bracket to the clutch pedal from the left side (*as shown*). Feed the bolt in from the back side with the flat side of the bolt against the clutch pedal. This will prevent the bolt from turning while tightening the nut.



9

Insert the cable adjuster nut found on the clutch cable into the support plate and slide the O-ring into the groove.

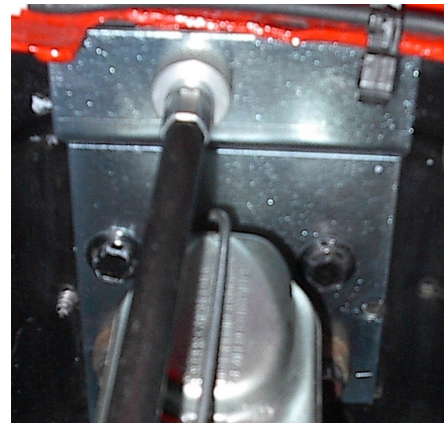
Place the firewall plate in place while passing the cable end through the 1" hole.



Install the fasteners for the brake master cylinder or brake booster. Center the plate so the cable cannot drag across the firewall.

**10**

(Due to the thickness of the plate, a longer adjustable push rod may be desired to maintain brake pedal height) Check with your local supply house for one.



**11**

Install clevis pin through clevis and clutch bracket.  
Install cotter pin and bend.

Verify the pedal bracket shoulder is against the clutch pedal. Pull the pedal hanger/support down at the firewall to provide as much room as possible.

**12**

Using the slotted hole that bolts the bracket to the clutch pedal, adjust the bracket so it is aligned with the cable housing. Tighten pedal bracket nut.

Verify the bracket does not rub on cowling.



Route the clutch cable under the support brace, around the oil filter and then between the oil pan and driver's side motor mount.

**13**

If long tube headers are installed, it is very important to check the exhaust tube clearance next to the cable. If a heat source is less than 1 inch from the cable, the cable will be damaged by heat.

An optional high temp sleeve is available  
PN Heatsheild -HT

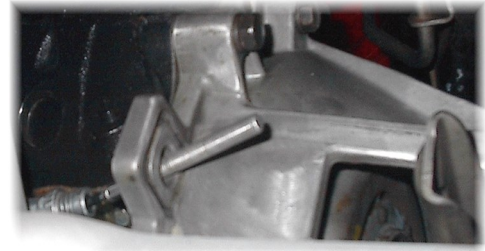




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Remove the clutch lever jam nuts from the cable and feed the cable through the bell housing mounting hole.

Install C-clip to the cable housing to lock the cable housing to the bellhousing. If a scattershield is used, add a spacer to take up the gap.



15

Depending on your exhaust system, we recommend mounting the clutch cable clamp to the third oil pan bolt with the bolt and standoff provided. Install the heat shield on the cable between the bell housing and clamp. It is important to keep the cable housing as straight as possible.

**THE CABLE CANNOT TOUCH THE EXHAUST. ANY CABLE DAMAGE FROM EXCESSIVE HEAT WILL NOT BE WARRANTIED!!**



*Tri-y headers shown here with the cable too close.*

16

Pass the cable through the clutch lever and install the two cable adjusting nuts on the back side of the lever. Pull all slack out of the cable at the clutch fork and tighten the nuts.

***Note:** The clutch lever should be about 2/3 back in the bellhousing opening. If the clutch lever is too far forward the pressure plate will not release. An adjustable pivot stud will help in most cases. Too far back means a mechanical pressure plate clutch has been installed. If this is the case, replace clutch with a cable release clutch. An adjustable pivot stud will not overcome this problem.*



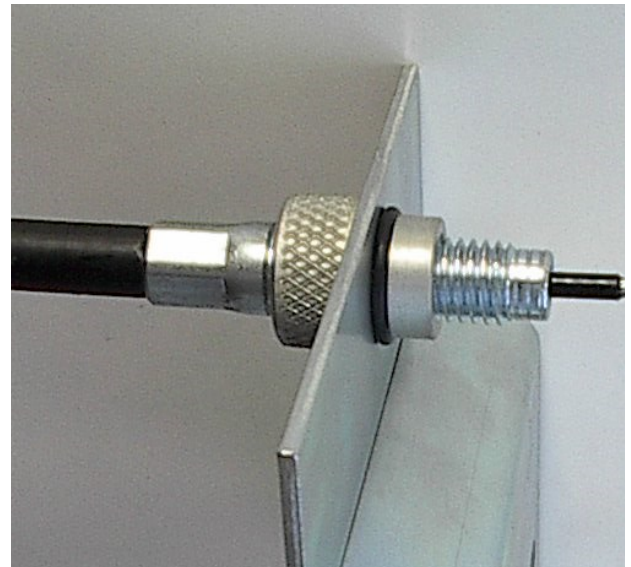
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Adjust cable travel at clutch fork. Fine adjustment of the cable can be done at the firewall by turning the adjuster on the support plate. Turning the nut clockwise will tighten the cable. There should be minimal slack in the cable when properly adjusted.

**Note:** It is ok for the throwout bearing to touch the clutch fingers.

**Do NOT preload the throwout bearing.**

If you have to preload the cable/bearing to get the clutch to release, most likely the clutch is adjusted too low or the clutch was designed to work with stock mechanical linkage. There should be enough swing in the clutch pedal to move the clutch lever at the bellhousing 1.2" or more.



**19**

Once the cable is working properly...

The clutch should start to engage about 1-2" off the floor with a factory clutch pedal swing/travel. If equipped, install clutch lever cover and double check the cable has not shifted or is rubbing anywhere. Cable movement should be smooth.

If it is difficult or won't release the clutch, re-check earlier steps.

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**Carefully test drive your vehicle**



For Tech support you can call 208-453-9800  
Or Email us at [Tech@moderndriveline.com](mailto:Tech@moderndriveline.com)

**Thank you for making it Modern!**