



RACING PRODUCTS

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TERRYCABLE'S UNIVERSAL THROTTLE AUTOMOBILE CABLE

80-100	Domestic and foreign auto's	3' long
80-101	RVs, vans, and trucks	5' long

This cable is made of the finest material and should provide a very smooth response and long life if properly installed. Please read these instructions thoroughly before cutting the cable.

Warning: If you do not have the proper tools and knowledge to install the cable, then take it to a qualified mechanic.

Package contents:

- 1 – Black housing with 8mm adjuster swaged on one end with washer and 2 nuts.
- 1 – Wire with one throttle end swaged on, fire wall bracket (for housing) 2 threaded holes, 1 allen screw.
- 1 – Ball and shank throttle end (for wire) 2 threaded holes, 1 allen screw.
- 2 – Clevis and cotter pin and cotter key
- 1 – Set screw barrel (vertical)
- 1 – Set screw hex (horizontal)
- 1 – Allen wrench

1. The cable should be routed in the straightest manner possible; however, it is better to have slow gradual corners rather than sharp bends for better wear resistance.
2. Remove your stock cable and all its parts and place it on your workbench. The housing will be cut first. Before cutting the cable, make sure the wire is not in the housing. Remember the 8mm adjuster is swaged on, so your housing cut should be made from the open end. Place the firewall bracket on the open end and set the allen bolt. Only tighten the allen bolt $\frac{1}{4}$ to $\frac{1}{2}$ a turn after the allen bolt makes contact with the housing.
3. The cable comes with one end on the wire generally used on domestic; additional end fittings are provided in the bag of fittings. Compare the ends with those on the cable you removed, and select the necessary ends which match as closely as possible to the stock. The cable fittings may appear somewhat different from stock, but as a universal cable, the fittings can easily be adapted.
4. Next, thread the wire through the housing with the fittings you selected to attach to throttle. The Terry cable should then look similar to the stock cable. It is suggested that you make your final wire cut on the cable after the cable is mounted in the vehicle. It is generally easier to cut the wire at the carburetor side as you can line the cable fittings to the attaching bracket of the carburetor.

5. Route the complete cable from the intake manifold to the firewall. The 8 mm adjuster with 2 nuts is made of brass and cannot be over tightened, as it will break. The 8 mm adjuster should be set in the middle of its adjustment so that you will have movement to take out the slack. Route the housing away from the hot motor parts.
6. Attach the wire on the throttle, remember, the throttle and the carburetor should be in the idle position before any final cuts are made. The 8mm adjuster should be set in the middle of its adjustment. When screwing the fitting on the wire, only turn the allen bolt $1 \frac{1}{4}$ to $1 \frac{1}{2}$ turns maximum after making contact with the wire. **Note:** The wire should be a straight pull from the housing to the carburetor away from the firewall to the throttle. It is better to cut the inner wire too long and have to make one more short cut to make it fit perfectly. You can adjust some of the free length by adjusting the 8 mm adjuster. If you cut the wire too short, you can shorten the housing a little to get more free length, but you cannot shorten the housing to the point of causing sharp bends.
7. **Double check your work**, making sure the cable fittings are tightened as instructed. Make sure the housing is routed smoothly and the housing fittings are secured. You may want to secure your cable with cable ties or tape in order to help hold the cable in the routed position to prevent it from moving.
8. Before starting the vehicle, make sure the throttle is working smoothly and that it opens and closes completely. If not, find the problem and correct it before starting the car. **Caution:** Remember to attach the carburetor return spring to stock before starting the vehicle.
9. Check your cable periodically with your normal maintenance schedule or sooner if you have any sign of throttle or carburetor sticking or if the vehicle is not slowing down as fast as normal. Should any of these symptoms occur, check the throttle, carburetor, and cable to determine the problem and fix immediately. If you have any questions, problems, or if you are just plain confused by these instructions, feel free to call for technical help.