FITTING INSTRUCTIONS

MECHANICAL LEFT FOOT ACCELERATOR

PRODUCT CODE → NEW PASV

We just remind you that you're installing a driving device for disable people, so this device will be essential for a life as normal as possible in full autonomy.

Sure of your comprehension, we're certain that you'll install our device with the maximum attention in order to guarantee a trustable and lasting use.

Summary

Introduction 3

Kit parts 3

Positioning of the bracket to be fixed to the floor 4

Definitive fixing of the bracket to the floor 8

Adaptation to the double pedal board 13

Details 14

What to do if 15

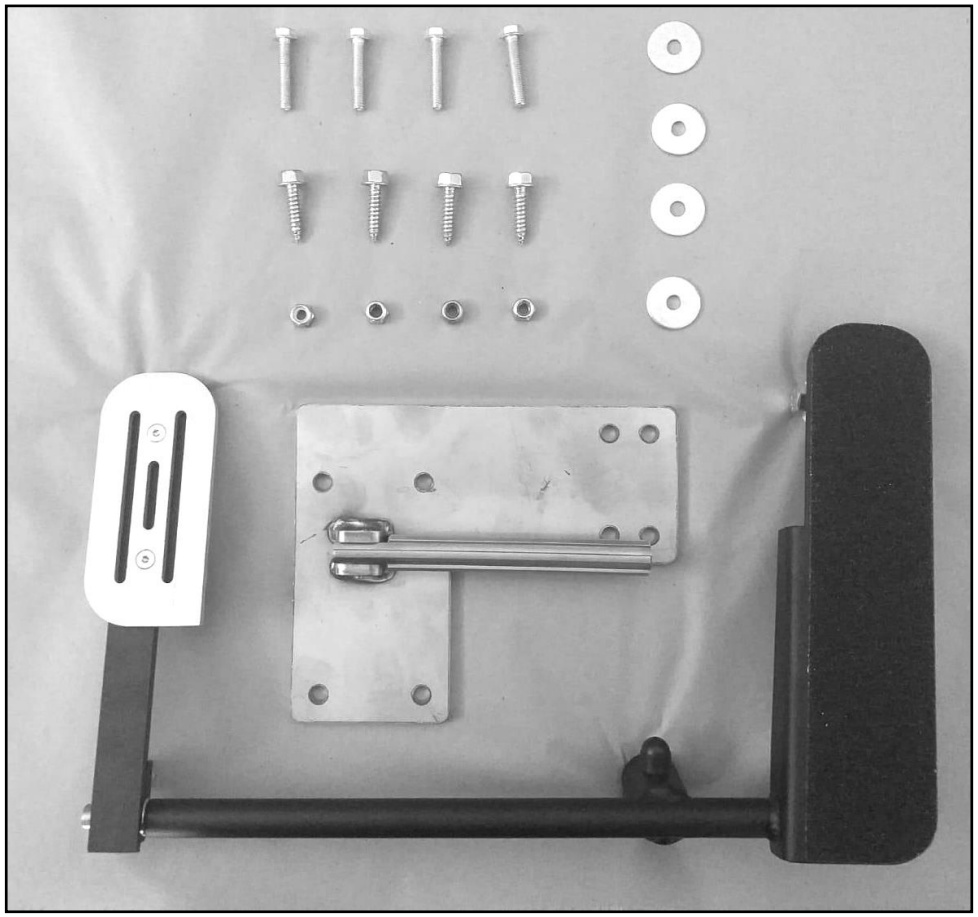
Maintenance 16

Introduction

This device is supplied with a standard kit that can easily be adapted to all types of vehicle with automatic gear change, and can be installed on vehicles with a mechanical gear, naturally with a clutch servo. If being installed in a vehicle with clutch servo, the vehicle clutch pedal has to be modified (cut and made resettable quickly).
The system makes it possible to keep the original accelerator integral; this pedal is made unusable by a fixed cover (right pedal).

Kit parts

- N. 1 Bracket to be fixed to the standard floor
- N. 1 Double pedal board
- N. 1 Small parts bag composed by:
  - N. 4 washers Ø6x24
  - N. 4 self-tapping screws Ø6x25
  - N. 4 Hex head bolts M6x30
  - N. 4 Selflocking nuts M6 bassi



General mounting instructions

In order to get a correct installation, you need to carry out a series of steps in a correct sequence.

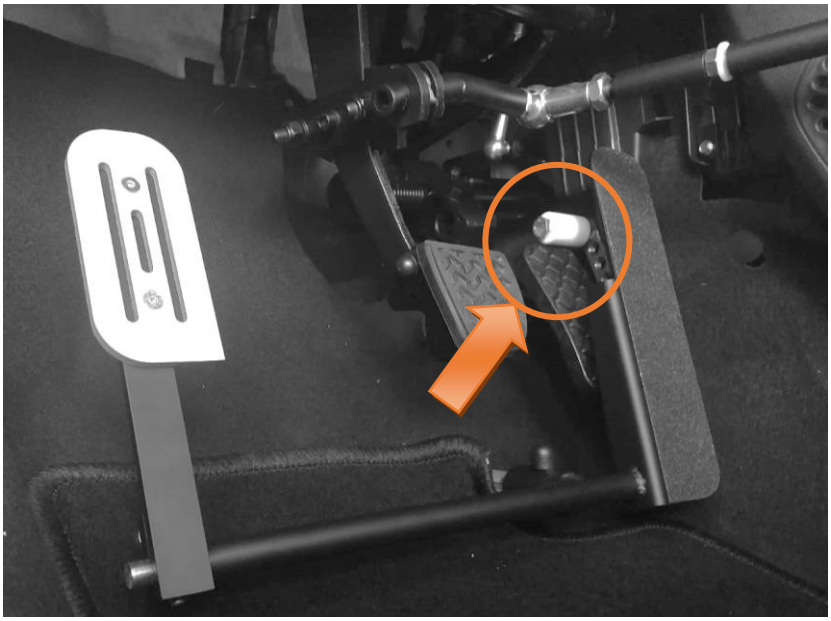
Disconnect the battery.

In the area near the pedals, lift the carpet and the padding and move them towards the driver's seat as shown in *Picture 1*; if necessary, remove the plastic parts that limit the possibility of lifting both the carpet and the padding.

Picture 1

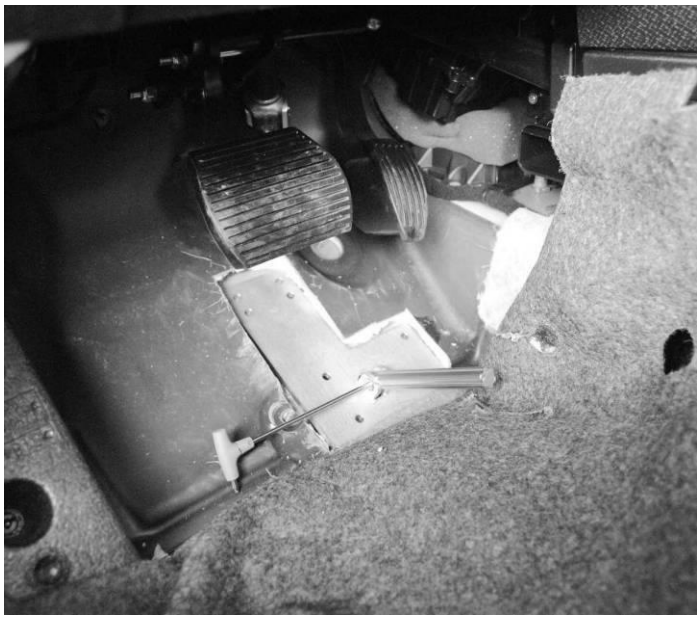
Positioning of the fixing bracket to the floor

After lifting the carpet, position the pedal as shown in *Picture 2*, so that the plastic roller on the double pedal rests against the original accelerator; the roller should remain against the accelerator as the pedal is being pressed and released, as shown in the *Picture 2*.



Picture 2

Before positioning, adjust the angle of the pin on the bracket to be fixed to the vehicle floor (*Picture 3*)



Picture 3

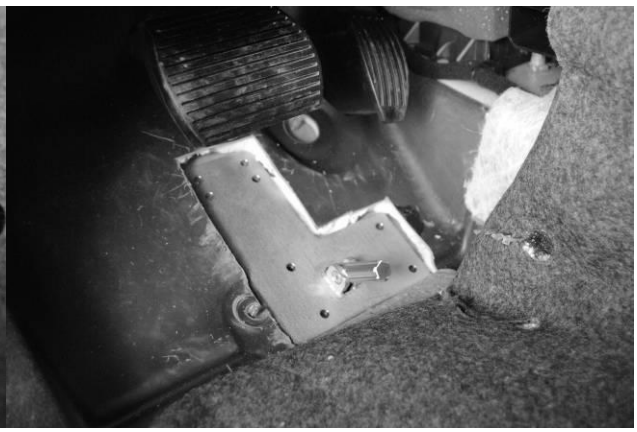
The plastic roller can also be placed in different positions (*Picture 4*) to adapt the device to different vehicles and make the run of the device accelerator pedal longer or shorter.

Picture 4

During the positioning phase, consider that after being cut, the pin of the bracket to be fixed to the vehicle floor must not disturb the feet of a possible non-disabled person who uses the vehicle.

Remove the double pedal as shown in *Picture 5* and then shorten the pin using suitable tools, as shown in *Picture 6*.

Picture 5



Picture 6

The pin should be shortened so that it exits from the carpet enough to permit insertion of the bushing present on the double pedal.

Cut the insulating padding on the vehicle floor, shaping it as shown in *Picture 7*, so that the pedal bracket can be placed directly on the sheet floor of the vehicle (the padding that was removed must be kept to be repositioned later).

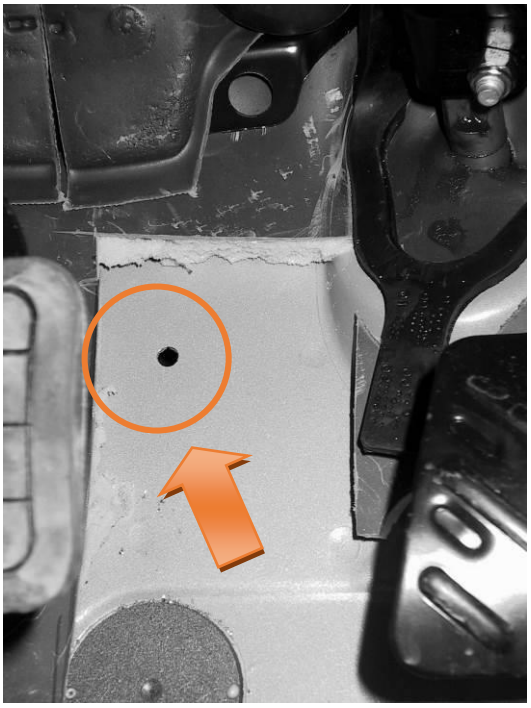
Picture 7

At this point, and only if necessary, shape the bracket to the surface so that it lies correctly against the vehicle floor.

If possible, use the holes that are already present, or threaded pins to fix the bracket (this can only be done in a few cases).

Should it not be possible to use existing holes, make a diam. 6.5 mm hole (if using M6 bolts) or diam. 5 mm (if using a self-tapping screw), using one of the 8 holes available on the bracket, as shown in *Picture 8*. We recommend making a hole of diam. 6.5 mm in cases where the M6 bolt can be inserted from the opposite part, and making a diam. 5 mm hole if there is a boxed section where a self-tapping screw needs to be inserted; in both cases be very careful not to come into contact with electric strips, the braking system or others.

After having made this hole, fix the bracket temporarily and make sure it is in the correct position (*Picture 9*). If this condition has been satisfied, fix it in another 2 points, considering the same warnings indicated previously.



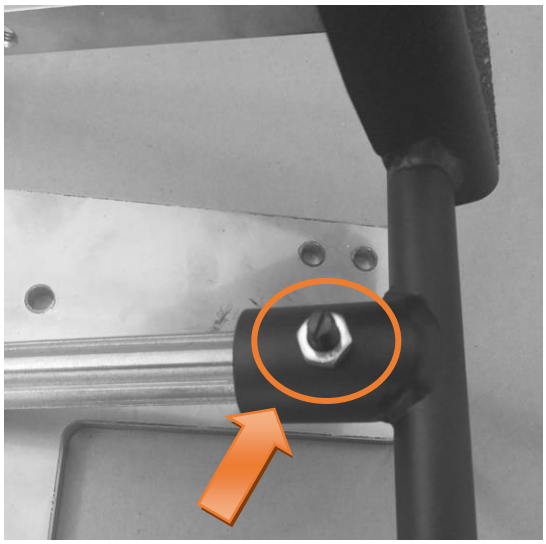
Picture 8

Picture 9

Definitive fixing of the bracket to the floor

Before fixing the bracket to the vehicle floor definitively, slightly countersink the pin in correspondence with the M6 threaded plug with spring plunger with ball;

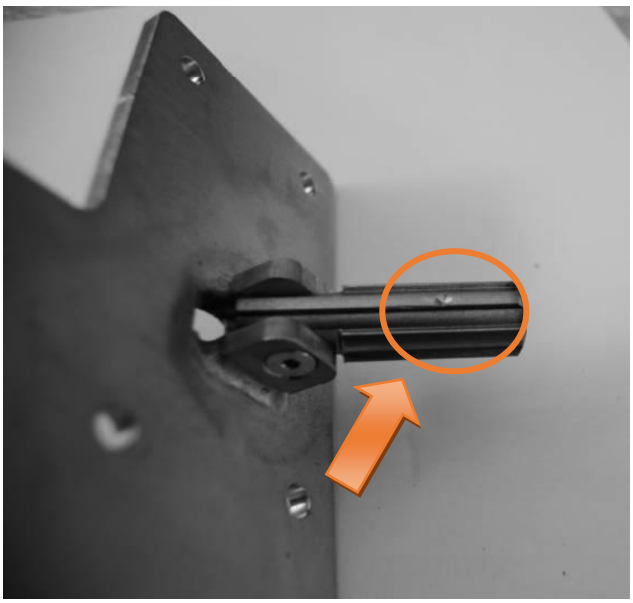
- Remove the black plastic M6 nut cover from the bushing, unscrew and remove the M6 threaded plug with spring plunger with ball (*Picture 10*), then insert the pin into the bushing as shown in *Picture 11*. Using a felt tip pen, mark the countersinking point, making sure that the bushing has stopped against the pin.
  Extract the pin, and bolt it where the previously made sign is.



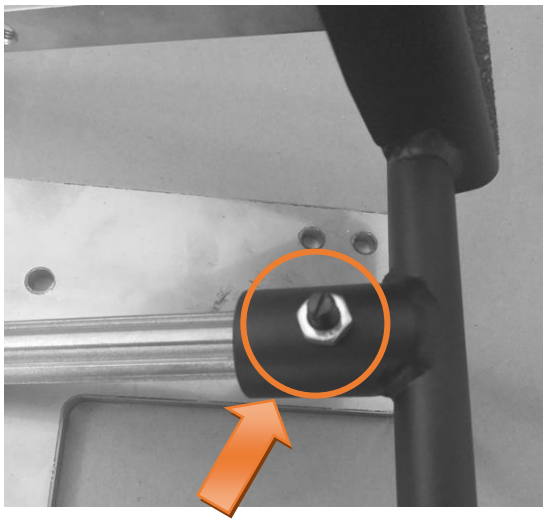
Picture 11

Picture 12

- Countersink the pin using a diam. 4 mm bit, as shown in *Picture 12*, then re-insert the M6 threaded plug so that the ball on the plug, when connecting the bushing to the pin, connects with the previously-made countersink. Tighten the M6 lock nut (*Picture 13*).

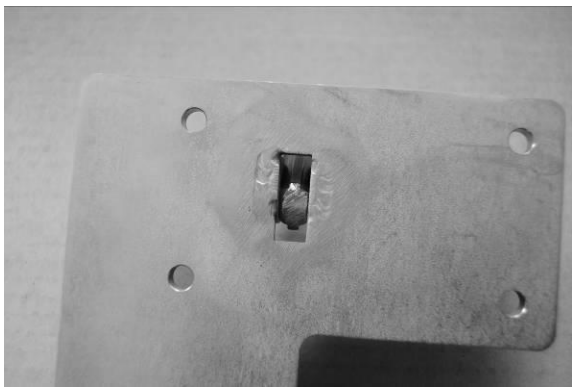


Picture 12

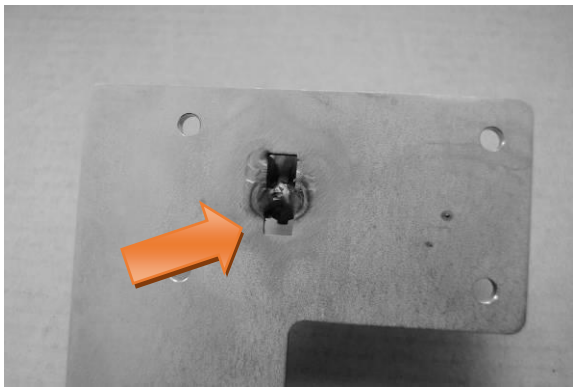


Picture 13

Before fixing the bracket definitively to the vehicle floor, tighten the countersunk screw that fixes the pin and, for more safety, weld it so that the pin is constrained to the bracket (*Pictures 14,15)*.

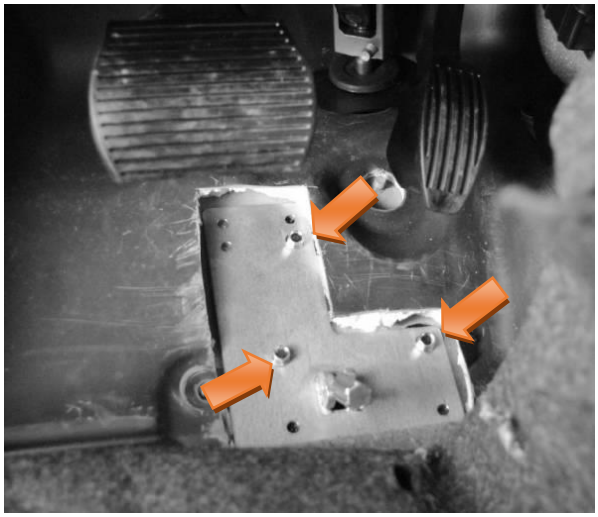


Picture 14, before



Picture 15, after

Fix the bracket to the vehicle floor definitively, remembering to treat the holes with anti-rust and, after having tightened the nuts or self-tapping screws, protect the part that exits below the vehicle floor with sheet sealant to prevent possible water penetration (*Picture 16).*



Picture 16

Picture 17

Shape the insulating padding cut previously and reposition it, allowing only the pin to exit, then fix it with glue or sealant (*Picture 17*); this operation makes it possible to soundproof the vehicle as it was originally and level the vehicle floor.

Now make a diam. 22 mm hole in the vehicle carpet to allow the pin to exit; this hole must be made very carefully to keep the vehicle aesthetics uncompromised.
Reposition the carpet definitively, return the plastic (if previously removed) to obtain a result as shown in *Picture 18*.

Picture 18

The result is satisfactory when the carpet is not raised near the pin, making the pin supporting bracket almost imperceptible.

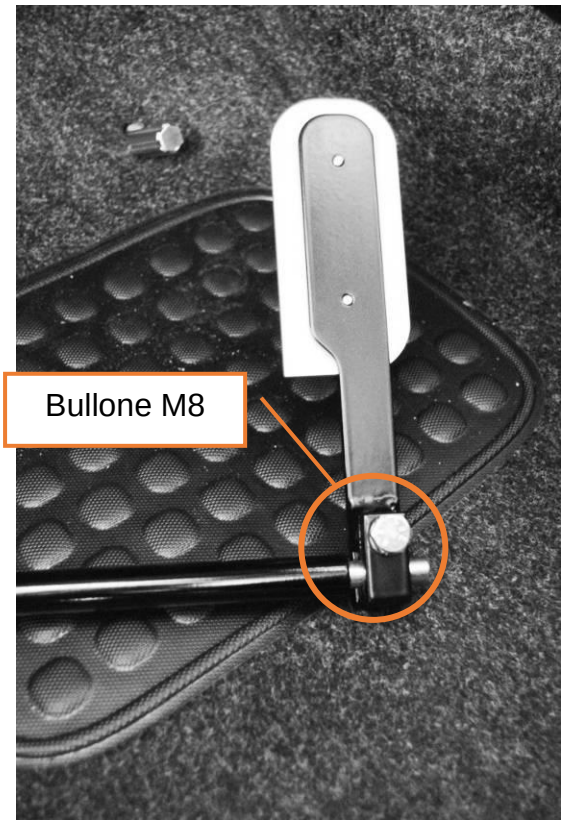
When inserting the double pedal onto the pin, in many cases the left-hand pedal is too distant from the brake pedal and collides with the wheel ach, as shown in *Picture 19.* As a consequence, the pedals must be adapted correctly, obtaining a result as shown in *Picture 20*, with the left pedal equidistant from the brake pedal and the wheel arch. In addition, we recommend keeping the left pedal at the same height as the brake pedal to make foot movement between the two pedals easier

Picture19

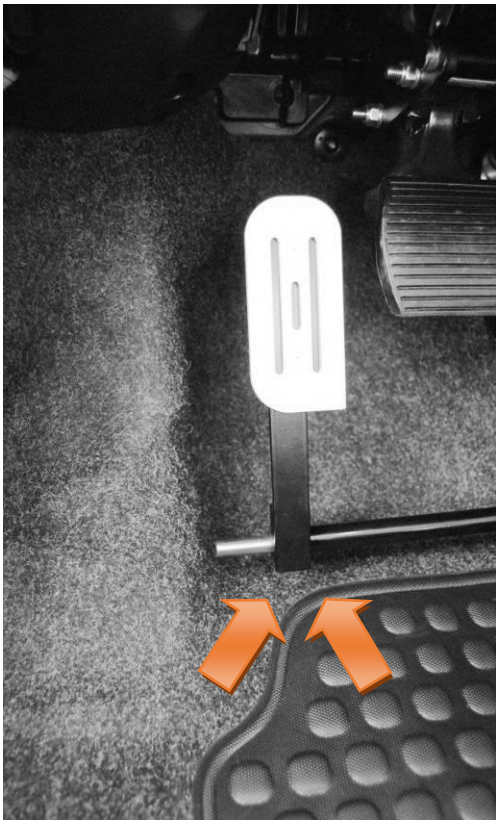
Picture 20

To obtain this result:

- Loosen the M8 bolt that constrains the left pedal to the transmission of the double pedal, as shown in *Picture 21*.



Picture 21



Picture 22

- Define the position of the left pedal on the transmission and then cut the tube to size, in order to obtain a result as shown in *Picture 22* (treat the cut part with anti-rust and black paint).

- **The M5 grub screws on the lower part of the left pedal must be tightened as shown in *Picture 23* (they must be tightened only when the pedal is in its definitive position).**

- Carefully tighten the M8 bolt that was loosened previously.

Picture 23

- Carry out a functional test.
- Cut finally, first of the final installation, also the other parts of support like Picture 23.

Details

After having tested the vehicle both when stopped and moving, make sure the various parts are tightened correctly, that the transmission is positioned against the accelerator pedal correctly, both when in the rest position and when pressed (*Picture 24,25*) and that the double pedal has been inserted correctly on the pin.

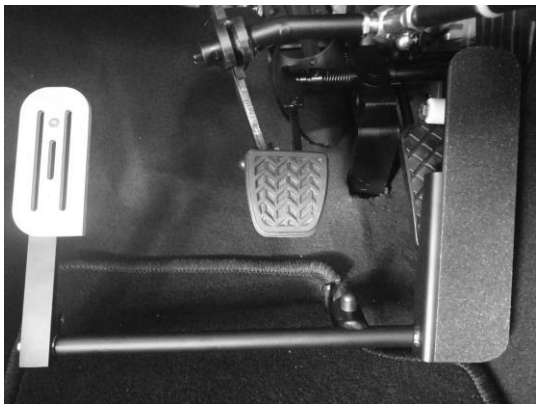
Picture 24

Picture 25

Return the black plastic M6 nut cover to the threaded plug after adjusting and lubricating the sliding parts with silicon spray if required.

Make a hole in the vehicle carpet to allow the supporting pin of the device to exit, using the same method described previously for perforating the carpet.
The final result should be the same as that shown in *Pictures 26,27*.

Picture 26



Picture 27

What to do if…

1) *The double pedal cannot be inserted fully onto the pin.*

- The bushing may be obstructed, therefore clean and dry lubricate it.
- The threaded plug with spring plunger with ball may have loosened, stopping insertion: adjust.
- The spring plunger with ball may have seized inside the threaded plug: replace the threaded plug.

2) *Full acceleration is not obtained when the left pedal is pushed*

- The M8 socket-head screw or the M5 threaded plug that constrain the left pedal to the transmission that transmits movement to the original pedal may be loose: reposition the pedal and tighten first the socket-head screw and then the threaded plug.
- The transmission that leans against the original pedal is not working correctly; while being disabled, the system may have accidentally fallen to the ground, folding the blade that constrains the roller to the transmission connected to the left pedal.
  Straighten any bent parts and carry out a running test.

If your system has a problem that is not listed, you must contact Carrozzeria 71 s.r.l.

MAINTENANCE ONLY TO BE CARRIED OUT IN AUTHORISED HANDYTECH CENTRES

First check: 1,500 km

- Check the tightness of the various parts and in particular for any irregular allowance
- Check and dry lubricate the transmission shaft.
- Make sure the bushing is correctly inserted on the pin and dry lubricate it.
- Make sure acceleration is correct and adjust the device if necessary.
- **Check how the vehicle works while it is moving**

Subsequent checks

25,000 km – recommended -
- Repeat the checks carried out at 1,500 km.
- **Check how the vehicle works while it is moving**

50,000 km
- Repeat the checks carried out at 1,500 km.
- **Check how the vehicle works while it is moving**

75,000 km – recommended -
- Repeat the checks carried out at 1,500 km.
- **Check how the vehicle works while it is moving**

100,00 - 125,000 - 150,000 km or at least once a year
- Repeat the checks carried out at 1,500 km.
- It is advisable to replace the parts that are subject to wear when checking the part conditions.
- **Check how the vehicle works while it is moving**

Above 175,000 km
- Repeat the checks carried out at 1,500 km.
- Check the system state and replace some parts if necessary.
- **Check how the vehicle works while it is moving**

PAY ATTENTION:

After 2 years, it is advisable, together with CARROZZERIA 71 S.r.l., to check the system's condition and replace any worn parts.
Please note that when the warranty ends the maintenance programme is at your discretion, but our advice is to follow it thoroughly because neglect may cause system faults, problems and dangerous situations while driving.
The device maintenance operations, both when covered by warranty and not, are fully borne by the customer, as specified on the use and maintenance booklet and on the warranty booklet.

GUARANTEE: 24 MONTHS OR 80.000 KM