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**EFI Throttle Cable Installation Instructions**  
For GM TPI, LT1, LT4, Vortec, LS1, and Ram Jet 350  
Ford EFI 1994-95, and Modular Engines

**General Installation Notes:**

Please read these instructions completely before beginning the installation. If you have any questions please call.

Before beginning the installation, disconnect the negative battery cable and use wheel chocks to block the vehicle's wheels. Do not attempt to install or adjust this product while the engine is running.

Make sure the engine, transmission, body and frame are properly grounded. We recommend applying anti-seize lubricant to all aluminum threads before final assembly. Do not over tighten.

**NOTE:** Lokar's Throttle Cable Kits are designed to work with Lokar Throttle Pedals and Throttle Cable Brackets. This Throttle Cable is designed to be Cut-To-Fit for your particular application.

Refer to Figs. 1, 2 and 3 for the component names.

The GM Tuned-Port Injection (TPI) kit includes two throttle body fittings. The aluminum throttle body fitting with two set screws fits early TPI systems up through 1988 (Fig. 2). The brass throttle body fitting with one set screw is used on 1989 and later TPI, LT1, and LT4 systems.

**Step 1:** If the Lokar Throttle Pedal and Throttle Cable Bracket have not already been installed, do so now, following the instructions provided with those parts.

**Step 2:** The throttle cable hole in the firewall must line up with the hole in the throttle pedal. Determine exactly where the throttle cable needs to pass through the firewall and drill a 5/16" hole.

**Step 3:** Remove the throttle body fitting and throttle cable adjuster from the engine end of the new Lokar Throttle Cable. If you have the braided stainless steel housing, make sure you **DO NOT** remove the ferrule from the cable housing. Pull the inner wire out of the cable housing.

**Step 4:** On the pedal end of the cable housing, remove the adjuster nut from the firewall fitting. Insert the firewall fitting through the firewall from the engine side, and reinstall the adjuster nut. **Fig. 3**

**Step 5:** Remove the front adjuster nut from the throttle cable adjuster and insert the throttle cable adjuster into the throttle cable bracket (bracket sold separately). Position the rear adjuster nut so that the throttle cable bracket is approximately centered on the threaded part of the throttle cable adjuster. Reinstall the front adjuster nut. **Fig. 4**

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**Step 6:** Make sure that the inner wire is removed from the cable housing!  
If the cable housing is braided stainless steel, slide the ferrule up the housing towards the firewall, away from the end that is being cut.

**DO NOT** remove the ferrule from the braided stainless steel housing!

If the cable housing is black universal, remove the ferrule.

Measure the distance between the throttle cable adjuster and the firewall fitting. Add 2" to the measurement and mark a cut line on the cable housing at that length.

**NOTE:** The cable housing must not be straight between the throttle cable adjuster and the firewall. There must be some slack to allow for engine movement.

If the throttle cable has the braided stainless steel housing, wrap tape around the area to be cut and use a cutoff wheel or fine-toothed hacksaw to cut the cable housing. If the throttle cable has a black universal housing, cut the cable housing with heavy duty 8" diagonal cutting pliers or a hacksaw. Lokar recommends Klein brand Diagonal Cutting Pliers, # D2000-28 available at The Home Depot or through W. W. Graingers, Part # 4A838.

After cutting the cable housing, put the ferrule back in place at the end of the cable housing. Insert the cable housing and ferrule into the throttle cable adjuster. The ferrule does NOT need to be crimped or otherwise attached in place.

**Step 7:** Reinstall the inner wire into the cable housing from inside the passenger compartment. Connect the clevis on the new Lokar Throttle Cable to the throttle pedal.

**NOTE:** If you are using a factory style pedal with a ball type connection, the clevis can be removed by simply sliding it off of the inner wire before you install the inner wire into the cable housing.

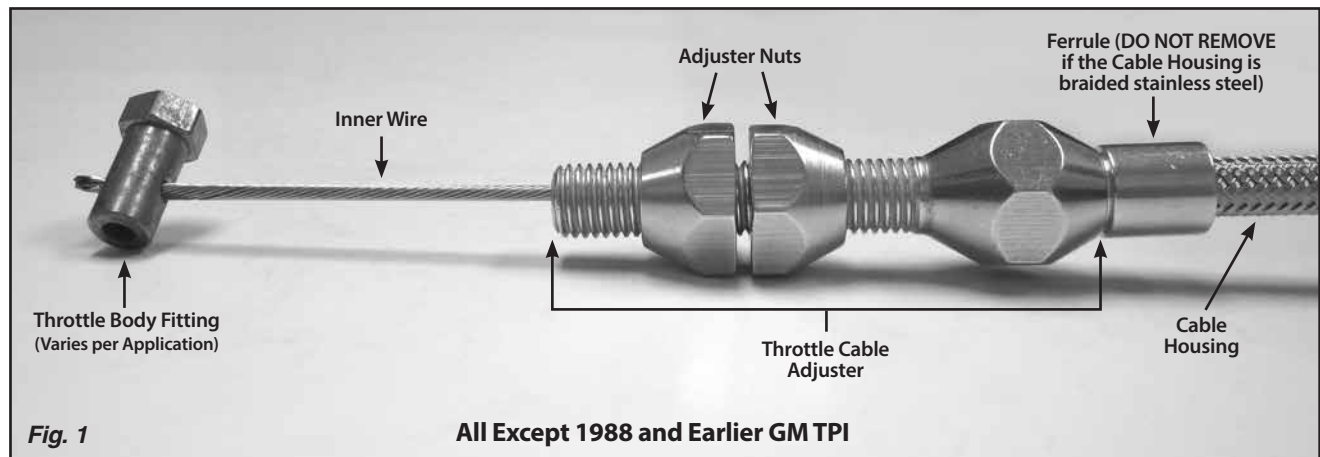
**Step 8:** Depress the throttle pedal to the floor and hold the throttle body at the wide open throttle position. Pull all the slack out of the inner wire. Mark the inner wire at the spot that the throttle body fitting attaches to the throttle lever or fits into the hole on the pulley.

**Step 9:** On 1988 and earlier TPI with a throttle lever, cut the inner wire 1/4" **shorter** than the mark. On all others with a throttle pulley, cut the inner wire 1/4" **longer** than the mark. **MAKE SURE** you are not cutting the inner wire too short! Install the throttle body fitting onto the end of the inner wire and tighten the set screw(s).

**Step 10:** Still holding the throttle wide open, release the throttle pedal so that it creates slack in the inner wire. Attach the throttle body fitting to the throttle lever or insert it into the slot or groove in the pulley.

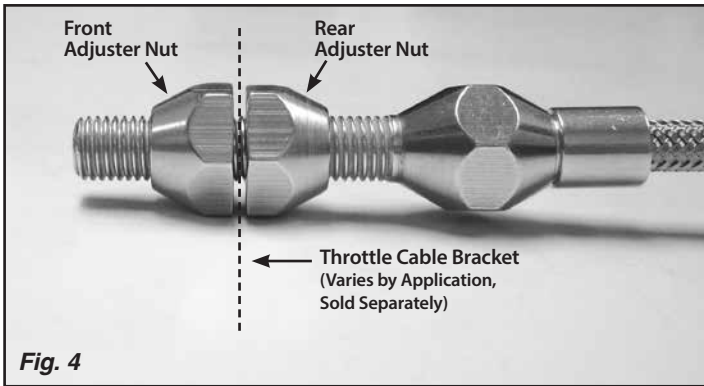
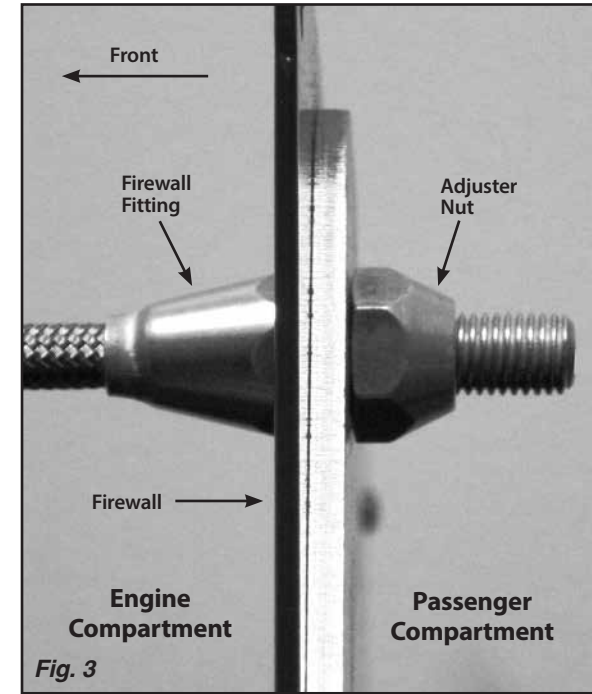
**Step 11:** Release the throttle. Take any slack out of the inner wire with the adjuster nuts. The throttle cable adjustment should allow the throttle to close fully, and the pedal should touch the floor at the same time the throttle reaches wide open. **NOTE:** Check to make sure there is no binding of the throttle cable at both the throttle pedal and at the throttle linkage before starting the engine or driving the vehicle.

See **Fig. 5** for an example of the throttle cable installed on a GM LS1 engine, **Fig. 6** for an early TPI installation, and **Fig. 7** for an LT1/LT4 installation.

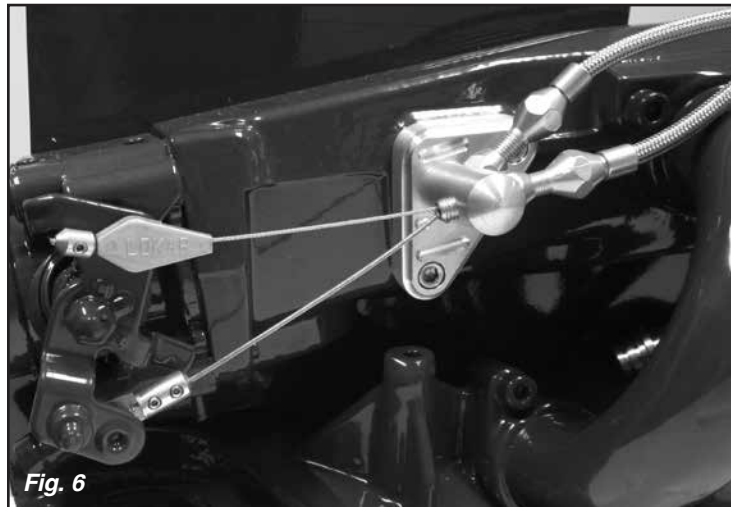


**Fig. 1**

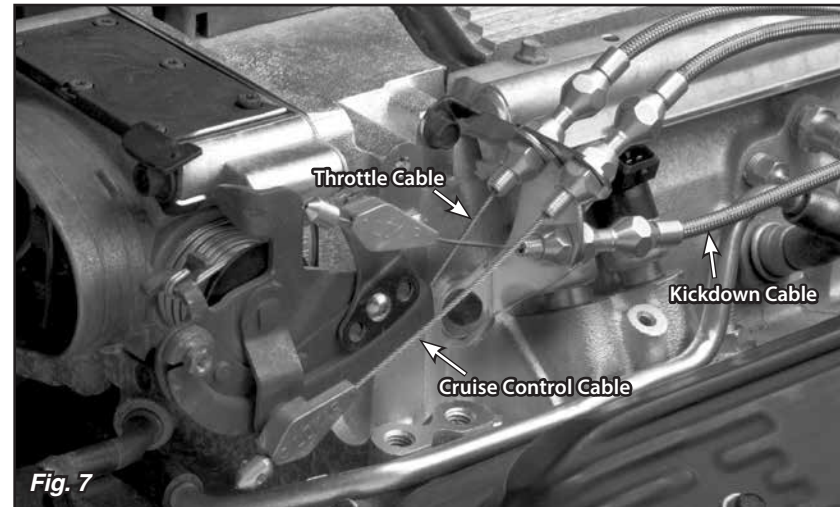
**All Except 1988 and Earlier GM TPI**



GM LS1 Shown with Lokar Throttle Cable Bracket



GM 1988 and Earlier TPI shown with Lokar Tuned-Port Bracket with Double Stud and Kickdown Cable



GM LT1 or LT4 shown with Lokar Throttle and Kickdown Cable Bracket and Lokar Cruise Control Bracket