

PUTTING THE PEDAL "ON" THE METAL

Story and Photos: Lea Safley

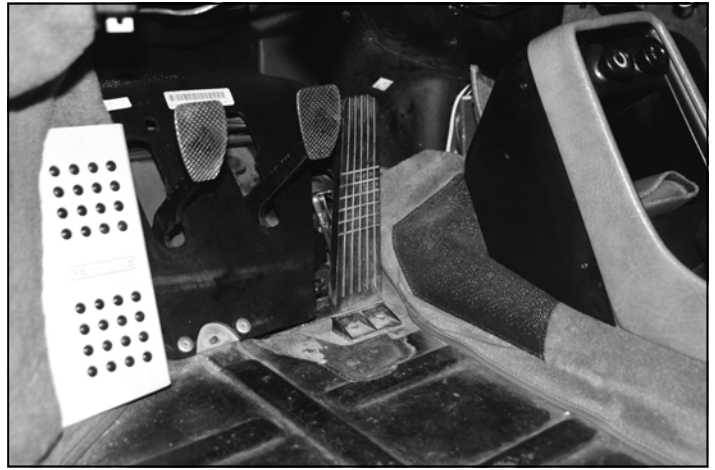
While flipping through one of the Porsche car parts catalogs or “dream catalogs” as I like to call them, I noticed a photo taken of a floor board and pedal cluster area. The part described in this catalog was for the aluminum floor mat, called a track mat. I’m sure the track mat serves a purpose for many enthusiasts, although I was specifically interested in the pedals. But to my surprise, the pedals were not sold through this “dream catalog.”

So, the quest to find the pedals was on! With a google.com search here and a google.com search there, I finally found the manufacturer of the pictured pedals. After a quick read of the particulars, I knew the rubber grip pedal set would surely enhance the interior of my P-car. Visions of an extra twenty horsepower and an equivalent increase in torque surely made the expense worthwhile.

With credit card in hand, a call was made to the manufacture to complete my purchase. Like a kid waiting for Christmas, I counted down the days until the friendly UPS driver made my delivery. Upon opening the box, I found the anodized aircraft grade aluminum parts to packaged and organized for easy identification. After reading the single-page of instructions, which I felt were a bit vague, I came to the conclusion that it couldn’t be that hard, could it? Also to my surprise, the performance gain information was not mentioned within the print material. Hmmmm.

Fast forward three days

It's 9:00pm and after a quick tool check (cordless drill, electric drill, screwdrivers and shop light) the project starts and I'm thinking to myself this shouldn't take to long. To gain access into the footwell, I had to slide the driver seat to the rear-most position. As my car doesn't have the removable racer style wheel or tilt, it remains stationary. My first hurdle to work around.



I start with the dead pedal as it looked easiest. I place the curved, rubber-grommeted pedal against the footwell, making sure it's placement would allow access to my floormats. Liking the location, I’m about to drill the pilot hole for the first screw when the thought crosses my mind that an actual photo of the dead pedal should be viewed to ensure my location is consistent with the manufacturers intended location. As I extract myself from the footwell, I’m reminded the steering wheel is stationary. As luck would have it, I find my wife Marsha is using the computer so it only takes a moment to open the manufacturer’s website for a quick peek. After viewing the photo, I’m happy with my original pedal location and return to the garage, but not before glancing at the VCR clock. It’s now 9:17pm and the first screw has yet to be inserted. .

Returning to the close quarters of the footwell, once again I place the dead pedal against the footwell and drill the pilot hole for the first screw. Using the cordless drill, I attempt to secure the pedal with the first screw, and I attempt to secure the pedal and yet again I attempt to secure the pedal without success. The location of my pilot hole and the shape of the dead pedal prevent the short screw from reaching its intended location. I grab the remaining two screws to compare lengths and find all three to be of equal length. Not a good sign. I again crawl from the car and begin a search of my “this that and the other” screws and find a suitable replacement. Back to the footwell I go, screw in hand where I find the pedal has fallen into the footwell. Darn the luck! I’m now forced to search for the small pilot hole in the carpet fibers like a mother chimp grooming a newborn. Once found, I’m ready for another attempt at my first screw. Success at last! Current time is now 9:39pm. With good fortune, I secure the final two

screws to complete the dead pedal installation as designed. Current time is 9:45pm.

As I extract myself from the footwell, admiring my handy work, I'm quickly reminded by my wife that tomorrow is a work day and maybe I should continue the project the next evening. Although the thought did cross my mind, I was committed to finishing. Heck, I've worked many a day on limited sleep, usually the day after completing our monthly issue of *PorscheNaut!*

Crawling back into the footwell, with the brake and clutch pedal pieces, I'm slowly coming to the conclusion that removing the seat from the car might have been a good idea, although it is the only soft and cushioned obstruction I have to deal with. I'm trying to ignore the occasional spike of pain from my knees as they protest being used like jack stands.



I remove the worn rubber pedal pads from both the clutch and brake pedal plates and I place the metal, rubber-grommeted clutch pedal against the clutch pedal backing plate. Allowing sufficient space for the mounting bolts, both horizontally and vertically, I drill two small pilot holes before up-sizing to the larger drill bit. Repositioning the clutch pedal against the pedal backing plate, I align the holes and secure the pedal in place. Although I experienced no issues with this pedal, time is still ticking away as it is now 10:20pm.

I repeat the steps to complete the brake pedal, taking care to keep the pedals aligned across the top. As I crawl from my lair, I envision what it must have been like to be a military tunnel rat or a modern day spelunker exploring a tiny crawl space in an underground cave.

A quick glance at the clock confirms my suspicions, the brake pedal went quicker than the clutch. Current time is now 10:50pm. I mentally begin to calculate the estimated time remaining to finish the job. Since the go pedal is made of plastic, the required drilling will be less time consuming versus the metal backing plates and I've already started the cleanup since the electric drill is no longer required. If the final pedal goes without problems, I might even have a few minutes left in the evening to do a bit of web surfing.

With three down and one to go, I contort myself, hopefully for the last time, back into the footwell. I position the gas pedal in the desired location and drill the required holes. Realizing I'm only moments away from completion, I find that my knee, back and neck pains are nonexistent or could it be that I'm completely numb. Time will tell.

Positioning the gas pedal against the stock plastic pedal, again aligning the holes, I insert the final screws. I replace the carpeted floor mat and extract myself for last time. I stand back, admiring my work and could swear I saw the car hunker down in preparation for the added horsepower!

I quickly replace my tools, bringing a bit of organization back to the garage, and head into the house. Current time is 11:35pm. Total project time was 2 hours 35minutes. Removing the time to review the instructions, view the online photo, enter and extract myself numerous times from the footwell, I calculate the actual work time to be approximately 15 minutes. After all, how long should it take to drill 9 holes for 5 screws and 4 bolts?

