

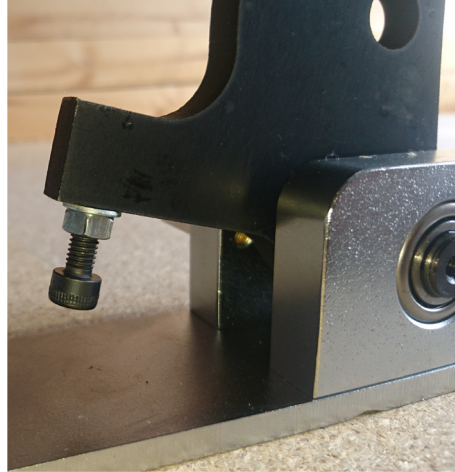
# Adjusting the Evo Pedals

## Throttle



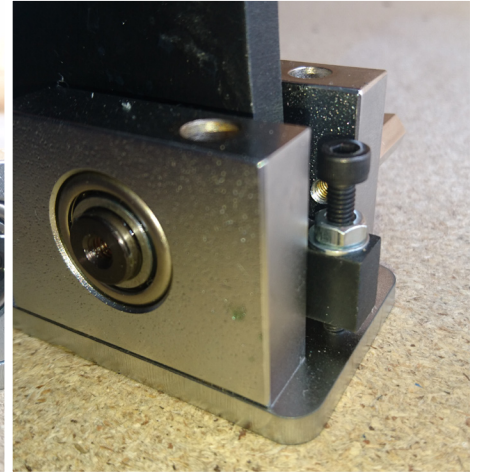
### Force

The throttle pedal has three force adjustment levels. To change the force it is necessary to undo the securing bolt attaching the gas spring to the throttle pedal arm and attach it to a different pivot hole. You may need to compress the spring in order to fit it to the lower holes. The highest hole requires the most amount of force to push the pedal while the bottom one requires the least.



### Travel

The pedal travel is altered by adjusting the screw at the base of the pedal at the rear. To adjust the screw, loosen the retaining nut and wind the screw in or out by hand and then re-tighten the nut. The smaller the amount the screw protrudes the larger the amount of travel and vice versa.



### Starting Angle

Adjusting the starting angle of the pedal is identical to adjusting the travel except the screw is at the front of the base of the pedal. Winding the screw out moves the pedal angle towards you and winding it in moves it further away.

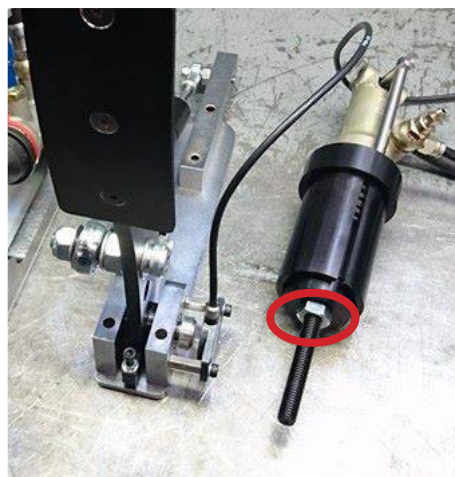
## Brake

### Force Adjustment

The brake pedal has hundreds of different configurations available to adjust the force curve to exactly how you require ranging from a linear to an exponential force curve and everything in between. To make the adjustments you need to loosen and remove the nut on our brake caliper shown in the image to the right.

With the nut removed the spacers and springs will come away allowing you to gain access to the belleville washers shown bottom right.

Changing the order, thickness and number of belleville washers inside the caliper is how the brake force curve is adjusted. We recommend using one of our predefined stacks which can be found on our website as a starting point and then fine adjustments can be made to suit your needs. Once you have placed the stack back into the cylinder, refit the components as shown in the image to the right and re-tighten the nut.



### Pad Knock-off

You can simulate pad knock-off by loosening the retaining nut that holds the washer stack in place (highlighted by the red circle to the left). This creates a small amount of free travel that simulates the small gap between the pad and caliper in a real car braking system.

### Starting Angle

Adjusting the starting angle of the brake pedal is identical to the throttle pedal. Winding the screw out moves the pedal angle towards you and winding it in moves it further away.



### IMPORTANT INFORMATION

The system is pre-filled with brake fluid which is a hazardous liquid. Do not loosen or undo any of the fittings relating to the hydraulic system. Doing so may damage unprotected surfaces and if the fluid comes into contact with your skin wash it off immediately or medical attention may be required.