

RUF Pedal Upgrade

By Leonard Zechiedrich

I was recently contacted by a "Porsche friend" regarding an aftermarket aluminum pedal set that he had seen on Ebay. He wanted to know my thoughts regarding the function and difficulty level of installing the pedals. I also had to hurry as there were only two days remaining in the auction to take advantage of this "unbelievable and rare" opportunity (at least that is what the item description said). I advised him against the pedal purchase for two reasons. The pedals looked cheap and flimsy, and also the ad listed models that did not fall in their correct production years.

Roughly two weeks later, my "Porsche friend" showed up at my house with the pedals. I could see that there was a lack of enthusiasm on his face when I opened the door. Once I inspected the pedals, I understood why. The pedals were lousy. Sure they cost less than \$100.00, including shipping, and he had to outbid numerous other bidders for this rare opportunity to own them, but none-the-less they were still pathetic. I suggested he put them on his Triumph. I spoke with him at length about the quality and craftsmanship of a Porsche and how it deserves only the best that can be acquired. However, he insisted on installing the pedals on his 3.2 Carrera.

After seeing the sense of desperation on my friend's face, I decided to help him with the installation. The new pedals had small straps which held them to the original pedals...sort of. This meant that installing these inferior pedals would not require any permanent modifications. Although the pedal covers slipped, were flimsy, and were aesthetically unpleasing, I did like the positive feel I got while the pedals were in the right place. After the test drive, the pedals were promptly removed and the search began for a new quality set of pedals.

I had only driven one other car with "sport pedals", and it was a dedicated track car. The pedals worked perfectly unless it was wet or the driver happened to be wearing hard sole shoes. Either of these made it difficult for the driver to keep his feet in the right spot on the pedals. With this in mind, our new pedal of choice would have to meet the following criteria.

1. Be functional for better heel-and-toe
2. Have a secure mounting system
3. CNC machined Billet, No cast or sheet stock cut-outs
4. Must have no-slip rubber dots (No punch-outs with razor edges)...

Ask me about my finger

5. Improve interior aesthetics with high-quality fit and finish

There are many manufacturers of after market pedals. Most can be ruled out relatively quickly after only a brief inspection due to poor quality, or poor aesthetics. The search was narrowed to a couple of manufacturers. It ended, however, after a trip to RUF Auto Centre in Dallas. Wayne Corley of RUF brought out a set of pedals for my 1979 930. The quality was excellent. Complete with anti-slip rubber dots, CNC machined, and stainless hardware. All of the criteria were met. In the shop, there were several vehicles with sport pedals already installed, and I was very impressed. The pedals were not the only thing impressive about the trip to the RUF facility, but that is another story.

The pedal kit came with three "sport pedals", all mounting hardware, instructions, and of course the awesome RUF logo. A dead pedal is optional. The installation can be performed by virtually anyone with a drill and a metric Allen wrench set.

Installation Steps and Tips: 911 (74-89), 930, 964, 993

1. Remove the rubber pads from original pedals.
2. Center the new clutch and brake sport pedals.
Insure that the lower-most hole on the sport pedal is at its lowest possible position on the original pedal. This should allow enough space for drilling a hole in the original pedal. There should be no interference between pedal lever (arm) and mounting hole.
3. Using the new sport pedal as a template, mark the holes and drill each one using a 4 mm (5/32") drill bit.
4. Use the provided stainless Allen bolts, nylocks, and washers to attach the clutch and brake sport pedals.
5. Adjust the throttle sport pedal at its center line. (I adjusted mine slightly off center toward the brake for better heel-and-toe.) Make sure that the floor mats do not interfere with the pedal operation. Use the provided stainless self-tapping screws to attach the sport throttle pedal. (I opted to add matching Allen bolts)
6. Make sure ALL pedals work without interference BEFORE driving. These sport pedals are available for most all Porsches. ENJOY!



Wayne Corley: 1-888-RUF-N-USA www.rufautocentre.com

Leonard Zechiedrich: melzechiedrich@aol.com