

Installation Manual

Sure Grip

Left Foot Gas Pedal

Electronic Vehicle Acceleration

2.0



FeatherLite
by Sure Grip 

Prepared for

H/W: SCMV2.5

F/W: SCMV9.1.5

Howell Ventures Limited

4850 Route 102

Upper Kingsclear

New Brunswick

E3E 1P8



Sure Grip Products and Accessories are warranted against manufacturing or material defects for a period of 48 months on mechanical parts and 12 months on electronics, from date of purchase. This warranty covers replacement of parts and materials for original owner, labor is not covered. Warranty valid only upon receipt of the completed Warranty Registration Form.

Installation Details

Sure Grip serial number: _____

Installation Date: _____

Owner Name: _____

Address: _____

City: _____

Province _____ **Postal Code** _____
/State /Zip

Dealer Name: _____

Address: _____

City: _____

Province _____ **Postal Code** _____
/State /Zip

X Signature of Owner: _____

X Signature of Dealer: _____

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Sure Grip Hand Controls

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Appendix A- Terminology

ECM- Engine Control Module

VSS- Vehicle Speed Sensor

HCA- Hand Control Accelerator

SCM- Signal Control Module

OEM- Original Equipment Manufacturer

APPS- Accelerator Pedal Position Sensor

DTC- Diagnostic Trouble Code

WOT- Wide Open Throttle

LFG- Left Foot Gas

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Page 3 of 32



1.0 Purpose

The purpose of the Installer's Guide is to:

- Provide the *Sure Grip* Trained Installer with reference information and instruction (supplemental to the Training Program) during the installation of the *Sure Grip*.

2.0 Introduction

The *Sure Grip FL211* allows those who cannot use the OEM accelerator pedal of a vehicle the opportunity to operate the gas by means of a pedal mounted to the left of the brake pedal. Through an innovative design, *Sure Grip* has designed a left foot gas pedal that has many advantages over conventional left foot gas pedals that are the current Industry Standard.

The *Sure Grip FL211* Left Foot Gas Pedal includes the following user friendly advantages over conventional left foot accelerators:

- The top-down mounting style provides the feel and aesthetics of an OEM pedal and eliminates the need for drilling permanent holes in the vehicle's floor. In colder climates, it also eliminates the problem of sand and salt corroding the floor plate and release mechanism.
- The pedal is installed permanently: no more need to remove and re-install the pedal.
- No more accidental use! Control of the vehicle reverts to OEM pedal when the vehicle is turned off; driver must activate it when they start the vehicle.

The *FL211 Left Foot Accelerator* is a very accommodating product that is able to meet almost any installation challenge. The performance of the *FL211* depends completely on how well the installation is performed. Because all vehicles are different, the installer *needs to be creative*.

Please closely follow this manual and do the best possible job while being mindful of your client; give them the driving experience they deserve!

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Page 4 of 32



3.0 Instructions

- a. Prior to installing the *Sure Grip FL211*, **READ ALL SECTIONS**.
- b. RE-FAMILIARIZE yourself with the *FL211*'s components, parts terminology and relationship between parts, and how it is assembled.

4.0 Precautions

WARNING

**Improper installation may cause system failure,
which may lead to fatal accidents.**

Every vehicle in the market is different. The configuration of the vehicle's components found under the dash will consequently vary from vehicle to vehicle. For this reason it is imperative the installer be technically skilled to successfully perform any vehicle-specific fabrication. The Guide's purpose is to assist the installer during an installation. More in-depth instruction is obtained through the Training Program and direct consultation with the manufacturer.

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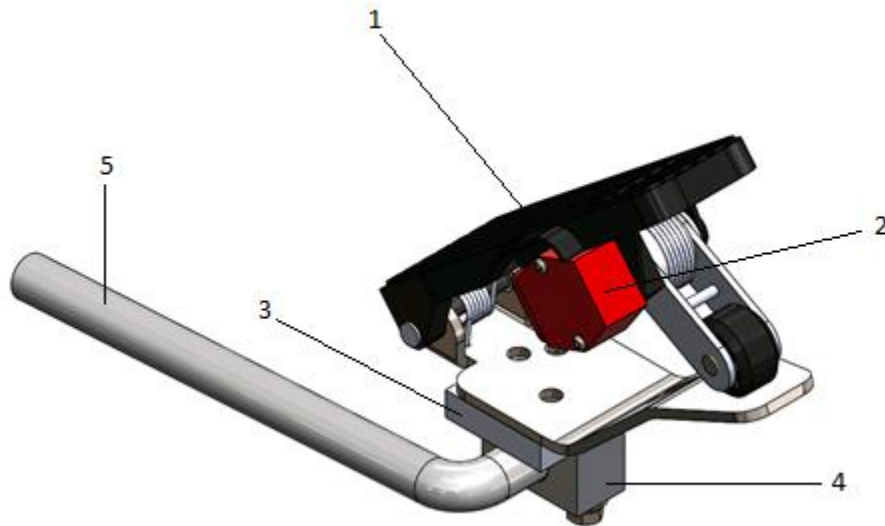
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Page 5 of 32



5.0 Sure Grip FeatherLite FL211 Parts List & Diagram



Parts List:

1. Pedal Assembly
2. Pedal Sensor
3. Pedal Bracket
4. Clamping Block
5. Support Rod
6. See electronics section for other components.

(Pedal oriented in picture to best display all components.)

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6.0 Sure Grip FL211 Components

The *Sure Grip* FeatherLite Left Foot Accelerator system consists of the following five key components:

1. Pedal
2. Clamping Block (x2)
3. Support Rod
4. Electronics
5. Mounting Equipment

7.0 Tools for Installation

The tools necessary for the *Sure Grip* installation are as follows:

- ***Sure Grip Jack Press*** (for bending support rod)
- Full Socket Set
- Allen Wrenches
- Permanent Strength Thread Lock
- Torque Wrench
- 16mm Hole Saw and Drill
- Safety Glasses

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Page 7 of 32



8.0 Pre-Installation Checks

Prior to installing the Sure Grip FeatherLite Left Foot Gas Pedal, ENSURE the following:

- a. Vehicle is equipped with power steering, power brakes and automatic transmission ONLY.
- b. Vehicle meets all motor vehicle safety standards.
- c. Brakes operate satisfactorily.
- d. IF brakes are worn, THEN POSTPONE *Sure Grip* installation until brakes repaired.
- e. Gas pedal is in good working order.
- f. Power adjustable pedals disengaged.
- g. All sections of the Installation and Owner's Guide have been read as stated per Section 3.0 "Instructions."

WARNING

Vehicle must meet all motor vehicle safety standards.

Installation of the *Sure Grip* on modified vehicles is not authorized.

"Modified" is defined as changes not made or authorized by the vehicle's manufacturer. These changes include:

- oversized, undersized or un-treaded tires
- modified suspension systems
- additional or modified carburetors or linkages
- small steering wheels not supplied by the vehicle's manufacturer
- any change that tends to make the vehicle difficult or dangerous to drive.

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Page 8 of 32



9.0 Installation Procedure

Upon successful completion of Section 8 PRE-INSTALLATION CHECKS, the vehicle should be ready for the installation of the *FL211*.

There are four major steps to installing the *Sure Grip*. These major steps are:

- 9.1 Mounting the Clamping Block & Support Rod
- 9.2 Installing the Pedal Assembly
- 9.3 Adjusting the Pedal
- 9.4 Proceeding to Electronics

Remember, upon completion of the *FL211* installation, please COMPLETE Section 10 "Post-Installation Checks."



(Pedal installed in a 2014 Ford Mustang.)

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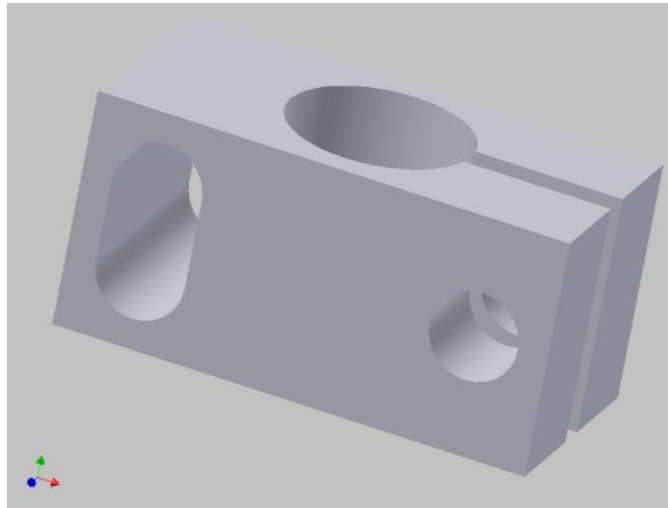
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9.1 Mounting the Clamping Block & Support Rod

1. **REMOVE** the knee bolster and lower dash panel to examine the steering column.



2.
 - a. DETERMINE where the Support Rod will travel and where the Clamping Block should be mounted as follows:
 - b. SIMULATE the “final install” by holding the pedal in the desired location. For specifications related to the final position of the pedal, please refer to section 9.4.
 - c. IDENTIFY the best mounting method for the Clamping Block. To see the different options for mounting the block, REFER to Section 9.1.1-3 Clamping Block Mounting Options.
 - d. MODIFY the Support Rod by bending or cutting it until you can mount the pedal in its proper location. **Take extra time and care to ensure you are getting the Support Rod in the right position.**

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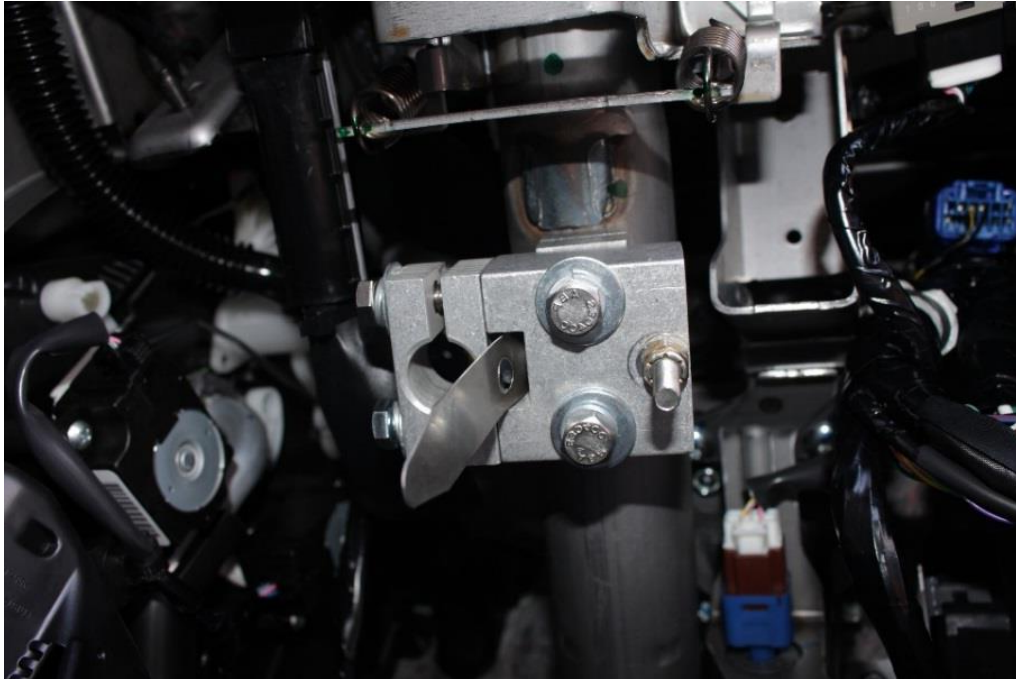
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9.1.1 Clamping Block Mounting Options

BRK 800 Clamp-On Bracket



REFER to the following instructions to install the A501 Universal Clamp-On Bracket:

1. LOCATE an area on the Steering Column where there are at least two inches of exposed column cover. Make sure it is the steel cover for the steering column and not the column itself as the column will move when the vehicle is steered.
2. MOUNT the bracket to the column by wrapping the steel strap around the column, selecting a hole, and tightening the 11mm lock nut to at least 13.5 ft/lbs. (For complete instructions look inside the BRK 800 packaging.)
3. SECURE the Clamping Block the Clamp-On Bracket with the two 2 1/2" bolts.
4. INSERT one end of the Support Rod into the Clamping Block, in a way that best suits getting the FL211 in the best possible position.

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9.1.2 Clamping Block Mounting Options

BRK 1100 Bolt-On Bracket



REFER to the following instructions to install the BRK 1100 Universal Block-On Bracket:

1. LOCATE two of the studs that hold the steering column assembly onto the vehicle frame.
2. Using the column studs as your mounting point, use the “L shaped” brackets from the Bolt-On Bracket kit to build a frame around or parallel to the steering column.
3. MOUNT the Clamping Block to the bottom of the Bolt-On Bracket.
4. INSERT one end of the Support Rod into the Clamping Block, in a way that best suits getting the FL211 in the best possible position.

Notes on BRK 1100

- A. Always try to use the studs that are closest to the firewall. The farther down the column you are, the closer your bracket will be to the desired location of the pedal.
- B. Use the versatility of the bracket to your advantage. You can build the bracket anyway you like as long as there are two mounting points to the vehicle.

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Page 12 of 32



9.1.3 Structural Mounting Options

Installing Without a Bracket

Commonly, the simplest and easiest installation is accomplished by using OEM vehicle structure to mount the Clamping Block. If, upon removing the dash panel, you discover an OEM component strong enough to support the pedal, feel free to use it as a mounting point for the Clamping Block.

Follow these instructions in order to install the main pedal assembly without the use of a bracket.

1. CHOOSE the structure to which you will mount the Clamping Block.
2. DRILL two holes in said structure with a 5/16" drill bit. MAKE SURE the two holes match the holes in the Clamping Block.
3. INSERT the Support Rod into the Clamping Block.
4. TIGHTEN the Clamping Block Bolts to 25 ft·lbs.

Note

Using the OEM structure as your mounting point will typically reduce the adjustability in the position of the Clamping Block that is usually provided by using a bracket. It is important to remember that the Support Rod can be bent or cut in any way necessary to achieve the desired pedal position. Bending the support rod will help you compensate for the lack of flexibility from the mounting point.



9.1.4 Direct to Floor Mounting

The FL211 can also be mounted directly to the floor, which would mean you could bypass both the Clamping Block and the Support Rod. The execution of this mounting option will be different on every vehicle. We leave it to our certified technicians to decide whether this option is the mounting solution they feel most comfortable with.



The objective is to make sure the pedal is secure and in the right position. Once you have found the ideal position mark where the pedal should be, **DO NOT DRILL AT THIS TIME**. Before making any holes, take the time to be sure you will not be hitting anything important (brake lines, gas lines, vents, or wiring harnesses). Once you are sure the marked points will not interfere with the operation of the vehicle, drill the holes so that you can through bolt the pedal to the floor of the vehicle. You will be provided with two 3" all thread bolts for the installation. If longer bolts than the bolts provided are required technicians will need to source their own hardware.

WARNING: Sure Grip does not have the information available in regards to the location of wires, vents, gas lines and brake lines. Sure Grip does not accept any responsibility for damage caused by using the floor mounting method of installation.



9.2 Mounting the Pedal Assembly



To install the main pedal assembly:

1. ATTACH the Clamping Block to the Pedal Assembly. There are two settings for orienting the hole of the Clamping Block. **Position the clamping block in such a way that it will require the least amount of bending.**
2. SLIDE the Support Rod into the Clamping Block
3. ADJUST the Pedal to the proper position. If you are unsure of how to make adjustments to the pedal, REFER to Section 9.3 Adjusting the Pedal.
4. TIGHTEN the Clamping Block Bolts to 25 ft·lbs.

NOTE

The ideal position of the Left Foot Pedal is always to have it mirror the position of the OEM gas pedal.

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Page 15 of 32



9.3 Adjusting the Pedal

Ideally, you want to position the left side pedal so it mimics the position of the OEM gas pedal. In many vehicles, the shape of the firewall makes this extremely difficult or even impossible. Refer to the following instructions to adjust the position of the pedal.

9.3.1 Adjust the Position from the Brake



To adjust the distance of the pedal from the brake:

- a. LOOSEN the bolt from the slotted end of either Clamping Block to make any adjustments. Be sure to use your ability to bend the Support Rod to get the best position, but you can make small shift up, down, left and right by loosening the Clamping Blocks. Loosening the clamping block circled in red will also allow you to adjust the angle of the pedal.
- b. You can cut the Support Rod as well to make sure your Support Rod is in the right position.

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c. Once you have found the proper position, **TIGHTEN** the bolt on the slotted end of the Clamping Blocks to 25 ft·lbs.

Note

In order to place the pedal so it mimics the position of the OEM gas you may have to modify the firewall. Sometimes there are foot rests that can be removed. You can also peel back the carpet and beat in the firewall with a hammer to create more space for the pedal.

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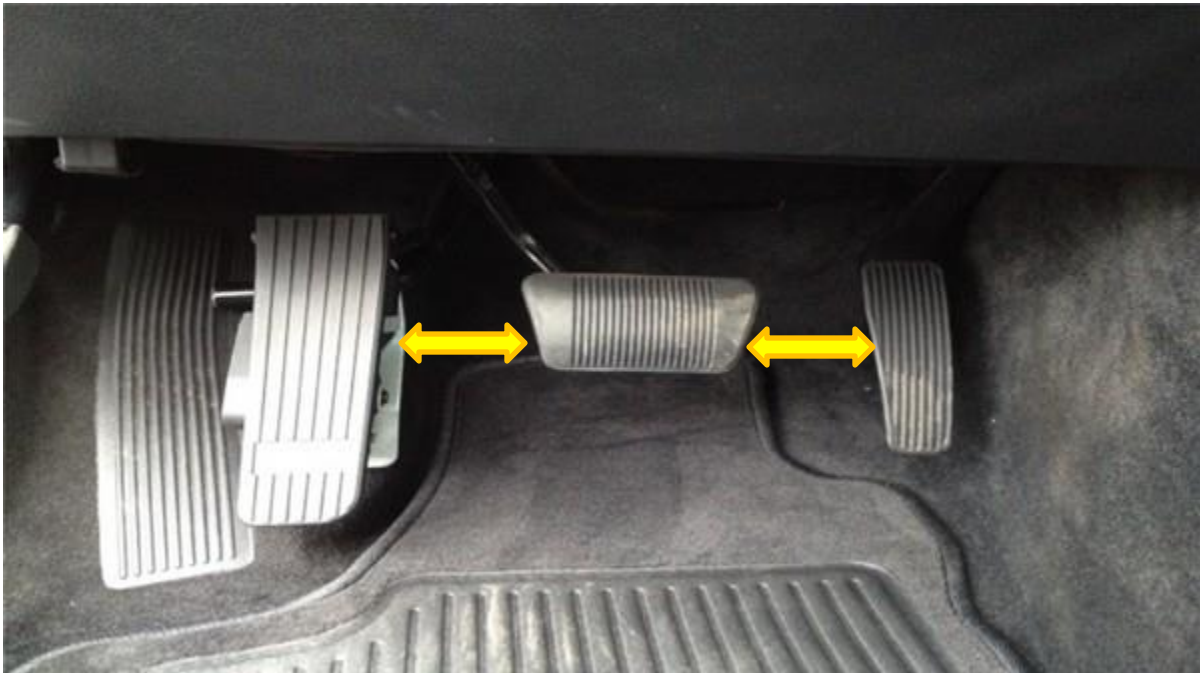
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Page 17 of 32



9.4 Mechanical Final Check

Be sure you have made all mechanical adjustments before moving onto the electronics section of the installation instructions. Make sure everything is secure and tightened down to specifications. **Remember getting the pedal in the proper position will require proper bending of the Support Rod.** Once you are satisfied that your mount is good and the pedal is positioned properly, you can move on to the electrical portion of the installation.



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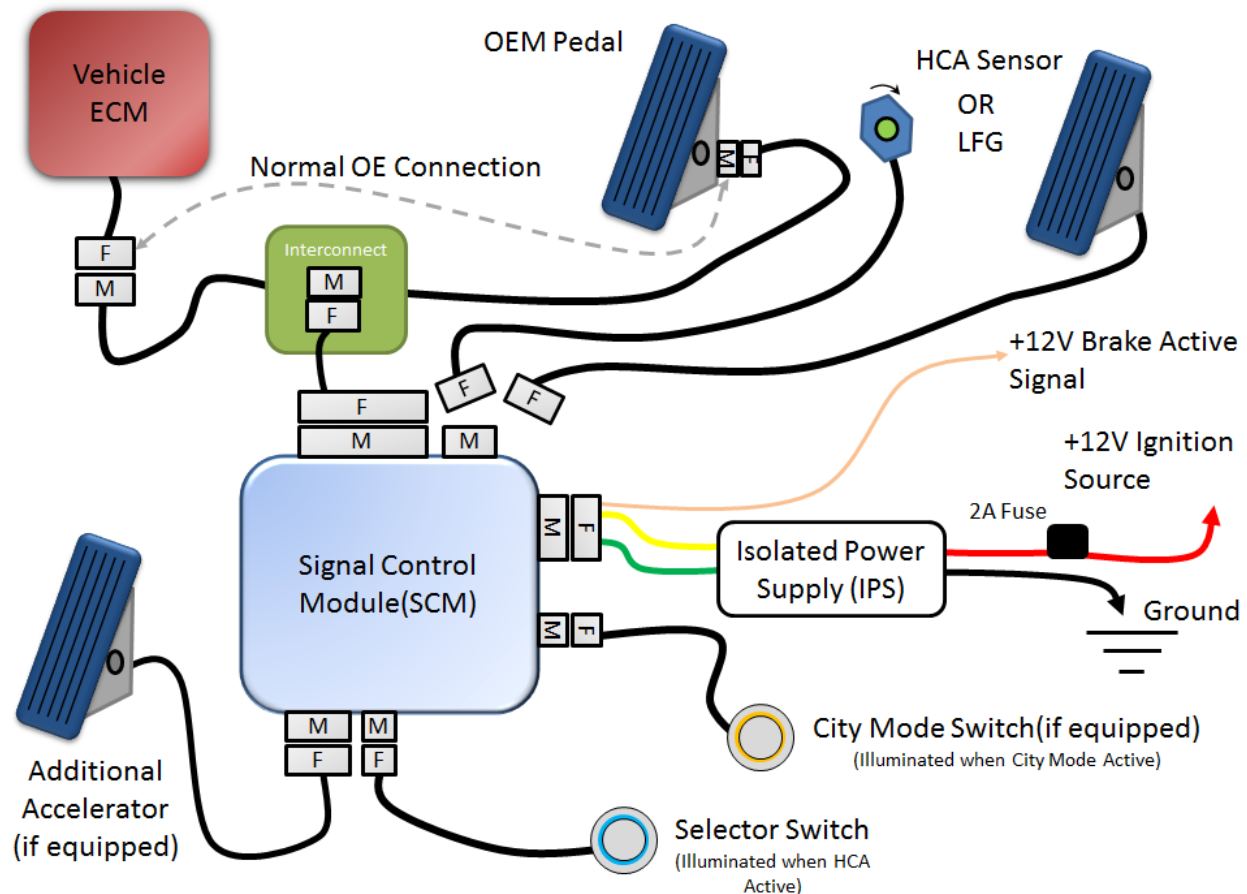
Page 18 of 32



Introduction

System Overview

The FeatherLite LFG (Left Foot Gas) is used for controlling acceleration through left foot gas activation. The LFG system keeps all OEM pedal functionality and allows for an alternative method of accelerator activation. The benefits of having an electronic accelerator system over the conventional mechanical systems include: increased safety, easier installation and push button switching between OEM and LFG accelerators.



LFG Overview

All two track OEM drive by wire accelerator systems are controlled by two redundant signals output from the OEM pedal. These two signals are read by the ECM. Both signals represent the accelerator pedal position. Their redundancy helps the system determine if there is a malfunction. Both signals must agree on

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the pedal position and must operate within the operation limits or else the ECM will detect a fault. When a momentary fault is detected by the ECM the vehicle will lose the ability to kick down and may operate at a reduced throttle. If the fault continues the vehicle will enter “limp home mode” and the throttle will be deactivated. The only method of movement with the ‘limp home mode’; this is a fast idle. Speed is controlled by the brake. Maximum speed will be 25 MPH. If there is no continuing fault, the vehicle will usually return to normal operation when the ECM is power cycled (shut engine off and restart). Some vehicles will require a multiple ignition cycles and will only clear after a test drive. Some vehicles may require a Diagnostic Test Code Reader (DTC) or scan tool to fully clear the fault.

Brake-Throttle Override (BTO) (Optional)

This SCM is equipped with a brake-throttle override (BTO) system. The BTO system works by eliminating throttle when the LFG throttle *and* the brake pedal are applied. The BTO will only eliminate throttle if the brake is applied after the LFG is applied. If the LFG throttle is applied after the brake is applied, the system will not reduce throttle.

Once the BTO has eliminated throttle, the brake *and* LFG must return to idle to enable LFG throttle control. The system requires the LFG to return to idle to eliminate the risk of accidentally having the LFG at an increased acceleration and having the vehicle lurch forward when the brake is released.

Hill starts are possible with this system, so long as the brake is pressed and the LFG throttle is applied after. The BTO will only reduce throttle if the LFG throttle has been applied prior to braking.

If the brake wire (TAN) is not connected during the installation, the BTO will be disabled. If the BTO is enabled, ensure that the user understands BTO operation.



Brake-Throttle Notification

The System is equipped with a brake-throttle notification. If the brake sense wire is installed, the brake-throttle notification will be active. With the brake-throttle notification active, if the LFG is used to accelerate while the brake is on for more than five second, the system will continuously beep. The beep is to notify the driver they are trying to accelerate with the brake on.

City Mode Push Button (Optional)

If equipped, the system can operate in 50% reduced throttle mode while the City Mode push button is depressed. If the City Mode push button is active, the 100% WOT on the LFG will be translated to output 50% WOT of the OEM pedal. City Mode is effective in situations where the user requires the LFG to be less sensitive. To active City Mode, press the push button. The push button will illuminate and remain illuminated. To deactivate, press the push button again. Activation and deactivation can be done at any point of the driving cycle. The City Mode push button will be illuminated when City Mode is active and will not be illuminated when City Mode is not active.

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Page 21 of 32



Signal Control Module(SCM)

The SCM is designed to output signals to mimic the OEM system based on the LFG sensor. When the OEM pedal is active or the system is unpowered the OEM signals are routed from the OEM pedal straight through to the ECM. With the LFG active, the OEM pedal signals are disconnected from the SCM. SCM signals are routed to the ECM instead. The calibration procedure ensures the LFG signal from the SCM matches the OEM signal coming from the OEM pedal. In this way, the ECM sees no difference between the OEM pedal signals and the LFG signals.

Interconnect Module(ICM)

The Interconnect Module is used to route the OEM pedal connections and ECM connections to the SCM. Screw terminals on the ICM allow compatibility with all vehicle OEM connectors.

Left Foot Gas Pedal Assembly(LFG)

The LFG consists of a mechanical linkage that rotates a sensor. The sensor provides feedback on the absolute position of the pedal. The sensor signal is used in conjunction with the SCM to control acceleration.

Installation

Required Equipment

- Drill and 16mm Hole Saw
- Safety glasses

Installation Procedure

Summary

The electronic installation will require four separate steps:

1. Complete the mechanical installation
2. Connector installation into the vehicle.
3. Calibration.
4. Securing wires and housekeeping.

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Page 22 of 32



Part 1: Vehicle Installation

 The ECM ensures the APPS (Accelerator Pedal Position Sensor) signals are correct during operation. Be sure not to press the selector push button until Part 2 Step 10. This will guarantee the ECM will not receive a fault condition and put the vehicle into “limp home” mode. In the case of a fault condition, some vehicles require a code reader to clear the Diagnostic Trouble Codes (DTCs).

Summary

The electronic installation will require three separate steps:

- Connector installation and installation into the vehicle.
- Calibration.
- Securing wires and housekeeping.

The ECM ensures that the APPS(Accelerator Pedal Position Sensor) signals are correct during operation. Be sure not to install any part of the system with the ignition on. In the case of a fault condition some vehicles will require a DTC reader or scan tool to clear the DTCs.

1. Ensure the vehicle is not powered
 - a. Remove the key from the ignition (keyed ignition) or verify the cluster is not illuminated (push button start). This will ensure the vehicle will not enter “limp home” mode during the installation.
2. Install Power Source
 - a. SOLDER the red wire from the power cable into a vehicle ignition source. There is a recommended ignition source at the bottom of the Interconnect Module Data Sheet.
 - b. Connect the black wire to chassis ground by using either a bolt to the vehicle frame or using an existing ground connection. Be sure to scrape any paint or corrosion away from the ground point and use an

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Page 23 of 32



external star washer to achieve a low resistance ground connection.

3. Install the Brake Sense (OPTIONAL)

- a. If the use of brake throttle override (BTO) is required, solder the brake sense (TAN) wire to a +12V brake active wire.
- b. If the BTO is not required, do not connect the TAN wire to the vehicle and ensure it is insulated and tied up properly.

4. Mount the Push Button

- a. SELECT the location for the selector button on the dash. It should be in a place is easily accessible to the driver but not in their direct line of sight, as the blue LED can be distracting during night time driving. You must also ensure there is 1 ½" of space behind the push button location in the panel to provide enough room for the back end of the button assembly.
- b. DRILL a 16mm (or 5/8") hole in the dash.
- c. INSTALL the button into the hole and tighten the nut onto the threaded shaft on the back of the assembly.

5. Unplug OEM Connectors

- a. LOCATE the connector at the OEM pedal. Some vehicles may require the pedal to be removed in order to access the connector.
- b. UNPLUG the OEM connector at the accelerator pedal.

6. Plug in the pedal connectors

- a. PLUG the mating ICM connector from the ICM into the pedal
- b. PLUG the mating ICM connector from the ICM into the ECM harness.

7. Test the ICM.

- a. PLUG the test jumper into the ICM. This ensures the pedal signals are connected during the testing procedure.
- b. TURN the key to ignition. Do not start the engine.
- c. REMOVE the lid from the the ICM by removing the four corner screws.
- d. VERIFY the green and yellow LEDs are illuminated on the ICM.
- e. PRESS the OEM Pedal. Verify the brightness of the green and yellow LEDs does not change when the pedal is pressed. If the LEDs do not operate as outlined in Steps d and e, see Appendix E or contact Sure

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Page 24 of 32



Grip technical support.

- f. TURN the key to the OFF position and remove the key from the ignition switch.
8. Plug in the ICM Cable.
 - a. PLUG the 6 Pin connector from the ICM cable into the mating 6 pin ICM connector.
 - b. PLUG the 12 Pin connector from the ICM cable into the mating 12 pin SCM connector.
9. Plug in LFG Sensor.
 - a. PLUG the 6 Pin connector from the LFG into the LFG Sensor 6 pin connector at the SCM.
10. Test OEM Operation.
 - a. ENSURE the vehicle is in park and start the vehicle.
 - b. VERIFY the OEM pedal is operational by lightly applying the throttle.
 - c. Turn off the vehicle.

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Page 25 of 32



Calibrating the Throttle System

1. Start the vehicle.
2. Ensure the OEM pedal and left foot accelerator are at the idle position.
3. Press the selector switch push button one time. The LED on the selector switch push button will begin flashing rapidly.
4. Bring the left foot accelerator from the idle position to the 100% wide open throttle (WOT) position. Be sure to bring it to the 100% WOT position in one fluid motion. Hold the left foot accelerator at 100% WOT for a minimum of one second.
5. Return the left foot accelerator to the idle position. The system will beep once.
6. Bring the OEM pedal to the 100% WOT position. Be sure to bring it to the 100% WOT position in one fluid motion. Hold the OEM pedal at 100% WOT for a minimum of one second.
7. Bring the OEM pedal to the idle position. The system will beep once. The system is now calibrated and ready for testing.
8. Activate the left foot accelerator. See Operation Section on how to activate the left foot accelerator. The engine should be idling the same with the left foot accelerator active as it does with the OEM pedal active. If the engine idle is different, perform a recalibration. See Page 29 for how to perform a recalibration.
9. Test the left foot accelerator by slightly revving the engine. The system should respond to the left foot accelerator the same as it would the OEM pedal.

NOTE

The system is able to calibrate for a positive accelerator slope and for a negative accelerator slope. It is very important that the OEM accelerator is at idle at the start of step 6. If the OEM pedal is not at idle for this step it can potentially calibrate to a negative slope. This will be apparent at step 8. If the engine idle revs up when the hand control is active a recalibration must be performed.

NOTE

Do not apply acceleration on the LFG when starting the vehicle. The system always checks the current sensor position with the calibrated idle on start up. If the sensor position differs significantly, the LFG will not operate. The calibration LEDs on the circuit board will blink rapidly.

The system must be restarted in order to use the LFG.

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Page 26 of 32



House Keeping

Ensure all unused wires are cut and individually isolated with either heat shrink tubing or electrical tape and zip ties. Similarly, make sure all connections made to the vehicle wiring are properly insulated from the vehicle chassis. Make sure all loose wires from the wire harness are fastened securely to the vehicle with zip ties or similarly permanent means. Be sure not to fasten wires to any moving parts of the vehicle.

The SCM has two mounting flanges for easy installation. This box should be fastened to the vehicle chassis using either zip ties or screws. It is recommended to mount the box high under the dash to minimize the risk of water damage. Both flanges should be securely fastened to guarantee the SCM does not shift during operation.

Warning

Do not place any of the components in direct contact with any of the HVAC vents or modules. Failure to do so can result in a premature failure of the system.

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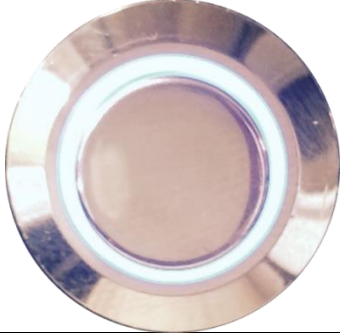
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Page 27 of 32

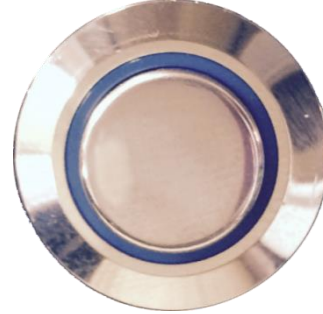


Operation

Selector Switch Activation



LFG Active, OEM Pedal Disabled



OEM Pedal Active, LFG Disabled

30s timeout mode: The system defaults to the OEM pedal active on start up. When the vehicle is started the LED on the selector switch will blink for 30 seconds. While the system is in this selection state the push button can be pressed to activate the LFG and disable the OEM pedal. If the push button is not pressed within the 30 second selection period the system will remain with the LFG disabled and the OEM pedal active. If the selector switch LED is not illuminated the system is locked out with the OEM pedal active. If the selector switch LED is illuminated the system is locked out with the LFG active.

If the push button is pressed 3 times within 5 seconds the modes will toggle from the LFG active to the OEM pedal active or from the OEM pedal active to the LFG active.

Same last state mode: The system defaults to the last mode selected. When the vehicle is started the LED on the selector switch will display if the LFG or OEM pedal is active. (See Pictures above)

To change modes from OEM pedal to LFG or from LFG to OEM pedal the vehicle ignition must be on. **Press the push button 3 times within 5 seconds to switch modes.** The LED will blink rapidly 3 times to confirm that the mode has been switched. The vehicle will always start up in the last mode selected.

For questions, comments or assistance, please contact:

Service and/or Electrical Dept.

Sure Grip Hand Controls

Tel: 1-888-370-5050

Email: Electrical@Suregrip-HVL.com



NOTE

The system will not switch from LFG to OEM pedal until the OEM pedal is brought back to IDLE. The system will not switch from OEM pedal until the LFG is brought back to IDLE. Pressing the button 3 times within 5 seconds will start the switching process but the switch will not occur until the OEM pedal or LFG is at idle.

How to Perform a Recalibration

If the initial calibration is performed incorrectly or the system is put into a different vehicle, a recalibration may be necessary. If the system is uncalibrated (default from factory) it will always start up with the OEM pedal active and will not allow the use of the left foot accelerator until a full calibration is performed. Once a full calibration is performed, if the calibration is required to be changed, a special procedure must be followed to clear the current calibration.

To clear the calibration:

1. Turn off the ignition and verify the system is not powered. Vehicles with timed ignitions may require the door to be opened.
2. Hold the selector switch and the LFG at 100% WOT.
3. Turn on the ignition while keeping the LFG at 100% WOT and the selector switch depressed. The LED on the selector switch will blink rapidly.
4. Keep holding the LFG at 100% WOT and the selector switch depressed until the selector switch has stopped blinking and remains illuminated.
5. Bring the LFG to idle and release the push button. The LED on the selector switch will turn off.
6. Press the selector switch once. The LED will blink rapidly to notify the system is in calibration mode.
7. Turn off the system. This will leave the system with the calibration cleared.
8. Follow Steps 1-9 on page 26 to calibrate.

NOTE

Once the calibration is cleared, the system will always start up ready to be calibrated. The left foot accelerator will be unusable until a full calibration is performed.

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Page 29 of 32



IMPORTANT

Upon delivery, the Sure Grip Delivery Checklist must be filled out with the customer.

The Sure Grip Delivery Checklist is included with the order. Please contact Sure Grip if a copy of the checklist is required.

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Page 30 of 32



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Page 31 of 32



“We here never stop looking at new and innovative ways to make using adaptive driving equipment safer, easier and less intrusive. The improvements we have recently made to our hand controls and left foot accelerators represent a dramatic improvement over the old traditional styles. I know a little something about driving with adaptive equipment, I have been doing it for over 25 years.”

KEITH HOWELL, *President*

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Page 32 of 32