

## Throttle Pedal and Cable Maintenance

You have just pulled up to the onramp of Avenue 43 on the Pasadena Freeway heading to Los Angeles. Anyone knows it's a drag race condition to "blend" with the traffic so you really jam it, laying the tach on six grand. Second gear will just keep you ahead of that thundering mass of steel hurtling down upon you. Down goes your tractor-tread brogan on the accelerator pedal and "ZONK" ... nothing...the Minnie Mouse cable has malfunctioned. If you haven't had a coronary at this point, and have been able to coast to a stop, an examination of the problem will probably show not a snapped cable, but one which has pulled through the "eye" on its anchorage point.

The ELAN utilizes a flange attached to the metal half of the cold air box for this purpose. On it is drilled a hole which serves as the eyelet. To insert the cable a slot is provided into the eye itself. The cable is made with a bulbous tip which is larger in diameter than the eyelet. A new cable will not slip through the eyelet, but one with surprisingly few miles may. This writer can attest to how low the mileage may be. His Lotus Cortina did this on Highway 101 at 80 mph with only 8000 miles, his Elan on the Pasadena freeway (above). Apparently the outer shoulder of the tip simply wears down until it will pass through the opening. It is urged that ELAN owners examine their cables and perform the simple remedy found suitable on the cars mentioned.

The solution is to restore the tip of the cable to a proper diameter. After much fuming a small flat washer was found to be perfect. Find one with a hole slightly larger in diameter than the cable itself. The brass or steel washers found in ignition points kits are good! Merely cut through one side of the washer to allow it to be spread sufficiently to go around the cable. Next slide it down to the tip and onto the shoulder of the worn tip. Take the pliers and close the washer down. You will find this will enlarge your cable tip up to twice the diameter needed. Now connect the cable to the eyelet. Note that the lower end of the return spring acts as a retainer for the cable. Take care to have the cable inside the "L" shape formed by this spring. Next seat the cable housing tip in the throttle lever seat. The tension present will insure that your washer will remain seated. Incidentally cables have adjustment for length and make a lot of difference in throttle response and idle speed. Check your cable for excessive slop by walking to the exhaust side of the car and grasping the cable housing above the adjusting nuts where it goes into the panel above the accelerator pedal. If you can move the cable housing over 1/16" you have excessive slop. Take out the extra with the adjustment nuts. There are also three adjustments on the accelerator pedal which can increase driving pleasure if properly maintained. One is a dampening adjustment you can achieve with the pedal swivel bolt. It may be tightened to take out lateral play and to dampen throttle action. Another is a throttle stop on top of the pedal which should be loosened and adjusted upward so that it just touches the bracket above it after the engine has been tuned to an acceptable idle speed. The last adjustment is the throttle stop on back of the pedal. It may be turned in or out and will affect the total butterfly openings on the Webers. If your performance oriented check for total opening on the Webers with the throttle to the floor. If shy turn in the adjuster.

Finally, if you have wished for better brake pedal-throttle pedal proximity for heel-toe driving it is possible to lower the throttle  $\frac{1}{2}$ " to  $\frac{3}{4}$ " by merely making two lengthening-links.

