

INSTALLING ACCELERATOR LINKAGE

- 1) Remove clip holding the horizontal rod into the lever at the firewall and the nut attaching upper ball joint of the vertical link to the lever between the carbs. Remove the two nuts holding the main linkage bracket to the carb mounting flanges and lift away the linkage assembly.
- 2) The hole in the lever at the firewall is slightly under 1/4" and will need to be enlarged to 1/4" with a drill or file to fit the new ball joint.
- 3) Attach the new linkage bracket to the carb mounting flanges.
- 4) Attach the ball joint of the vertical link to the lever between the carbs. The idle rest stop of the bellcrank and if necessary, the length of the vertical rod, may be adjusted as needed so the bellcrank moves about 1/16" off its stop before the carb shafts start to rotate. If adjusting the length of the vertical link be sure to maintain minimum 1/4" of thread engagement in each ball joint.
- 5) Adjust the length of the horizontal link for desired accelerator pedal height while making sure that the carb shafts reach full open position when the pedal reaches the floor then attach the ball joint to the lever. Again, be sure to maintain minimum 1/4" of thread engagement in each ball joint.
- 6) **NOTE:** In 1973 Triumph added an extra return spring on the horizontal linkage rod and changed to a lighter return spring on the lever at the firewall. The addition of the spring caused more friction and wear of the linkage. Our linkage assembly is made like the early version without the extra spring. On 1973 and later cars, if you find the pedal return pressure to be too light you can change to the stronger early return spring (SKU 1836) at the firewall.



Good Parts Inc.
Richard Good
4316 New Holland Rd.
Mohnton, PA 19540
(610)777-4457
goodparts@verizon.net