

## Improved Carburetor Linkage

By Ira Erbs

I bought my first Healey in 1974. It cost me \$500.00 and it needed a lot of work, but it was straight and rust free. I rebuilt the engine, tranny, had a friend help me re-wire the car, replaced the kingpins and had my gauges rebuilt.

It was still a bit rough and needed a new interior, But with new top and side curtains, I was driving a Healey!!.

In 1980 I was ready for paint, when a car pulled in front of me and then locked up their brakes. Needless to say, I crushed the front end badly.

Car #2 arrived. It had rusty floorboards and wings, but was straight with surprising panel fit. \$350.00 and it was mine. So we went to work transferring all the good/new bit from my wreck into the donor body.

I continued to work on the car as I could afford to on new a teacher's salary. My first son arrived and I parked the car with occasional excursions for the next 7-8 years. I turned down offers to take my car off my hands and tight spots in our economic life. My wife twice talked me out of selling the car. We had our first date in the Healey, so it meant something to her and she knew what it meant to me.

When son #2 was three, I needed something to take my mind off a bad situation at work, so I towed the car up from Los Angeles where it had been in storage to my home in Portland, OR and began automotive therapy.

I began to freshen up the car, rebuilt the carbs, but kept it in a state of arrested decay.

Fast forward to Sept. 2009. After inheriting some money, I embarked on completing the restoration I began in 1975.

I worked at a CTE (vocational HS) and the auto shop teacher offered to assist me in restoring my car for a reasonable hourly rate. In addition, his students would get to see anachronistic automotive technology, and a select few would work on tearing the car down. We took it down to bare metal, repaired the rusted wings and assorted other small rusty spots, removed the wire harness, detailed the engine and engine compartment, had the intake and exhaust manifolds ceramic coated and based on my BMHT certificate painted the car Healey Blue over White(It's original color) and one of my two color scheme choices. The car was red when I got it.

Based on the work done to the engine when I rebuilt it (bored out +.40, hotter cam, balancing and so forth) I decided to upgrade my carbs.

This led to some decision points. Go with a tri-carb or HD8 set up. In the end, I did both. I managed to acquire a nearly complete tri-carb setup. I drove down to Bill Bolton's in Creswell, OR and spent a great afternoon working with him to complete the system from his inventory. In the end, I decided to go with the simpler higher CFM HD8 set up when I was offered a trade plus cash for my tri-power system.

This brought me to another decision point: do I modify my firewall and rebuild my faulty stock throttle "Rube Goldberg" or do I go with a more direct throttle cable conversion?

I ordered a cable kit from BCS that was sourced from Cape International. I had the kit for quite some time before I could get around to installing it.

This brings us to the focus of this story, i.e., how to install a throttle cable kit on your Healey.



The original kit did not fit correctly and the vendor was nice enough to replace it for the correct one

Although this "fit", I did not like the action and it required that I drill two holes in my foot box to attach the pedal shaft connecting plate. This might be easily accomplished with the engine out, but with it in place, it proved to be a difficult task.

I made an L bracket to attach the pedal bracket to, but that proved to have a too restrictive motion and reduced power.

I then purchase a kit from Dennis Welch, but it was a pull and I needed a push.

And again, the directions to attach to the pedal was ambiguous at best. Moreover, it had a very racecar looking mechanism to attach to the pedal rod and I wanted pretty.



So, after spending too much money on prebuilt kits, I took parts from both and added a LoKar cable to connect the bits. (See photo below of kit)

A student in our Engineering program at the High School I teach at fabricated a block that I bolted to the top of the pedal box to attach the cable and then connect to the OEM throttle pedal rod sticking out of the engine side foot-box.



I also added HD8 carbs and chokes to my BT7 engine in my BN4 Healey. Also, note the pull linkage on the carb connecting rod.



The cable is quite responsive I can adjust the throttle linkage more easily and I no longer have to deal with the Rube Goldberg design of the original throttle linkage bits.

Ira Erbs

1959 BN4

BT7 engine .040+ hotter cam, balance engine with HD8 carbs and chokes

BJ8 flywheel and clutch cover

BT7 front brakes, Smitty 5 sp Transmission kit

Factory and Smoothline Hard tops