

## Emma's Carbs and Throttle:

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While carrying out a service after purchasing Emma I found that the engine had a fuel leak (cured by renewing the hose between the two carbs), and an air leak, cured by blanking off the pipe in the inlet manifold that leads to the suction advance/retard on the distributor (the distributor never had a vacuum device fitted). Also there was a considerable delay when shutting down the engine caused by a sticking throttle cable; the immediate rectification was a big throttle return spring but after doing around 20 miles I decided that it needed sorting.

First expense was a new throttle cable (2m of inner and outer Bowden cable\*\* from CBS), plus a couple of solderless nipples from the MGB Hive and a couple of cable adjusters from eBay. I already had a selection of cable ferrules from my old bike hobbies.

### Note.

*\*\* I discovered later that If you buy 3m of inner and 2m of outer cable it will be enough to make two cables.*

First job was to snip the old choke and throttle cables off at the carburettor end. The choke had a very stiff action and the cable was way too long so I pulled the knob all the way out and cut 4" off the end of the outer cable, then greased the inner cable and put it back in. The other end was treated to a new solderless nipple, then snipped to length; the end result was a nice light choke action. The throttle cable was much more difficult and the nut securing the bolt that formed the pivot for the pedal was a plain nut that had come loose causing the pedal to flop about. There was no way I could fix that in situ as my best try put my hand a good 6" away from where it needed to be. Biting the bullet I set up an 18" extension with a deep socket and removed the two nuts holding the bracket (the bolts holding it were the two outer ones holding the right hand diagonal body to chassis bracing bar in situ).

With the pedal and bracket removed it was cleaned and greased and reassembled with a Nyloc nut, I also put another Nyloc nut behind it and locked the two nuts together (I'm not taking that bugger apart again!).

Reassembly was a nightmare and at one stage I got very close to cutting an access hole in the side of the adjacent fibreglass bit. Persevering, and with the aid of a long pointy tool (wedged into one of the securing holes for the pedal bracket and used as a handle), the 18" socket extension and some masking tape (used to tape a nut and washer to the deep socket), I managed to get it all back together. Once back in I could see that with the pedal located in its correct position the cable pull was out of line with the cable by at least 20mm; obviously not conducive to a good pedal action. Luckily I managed to change the angle of the lever part of the pedal by some nifty bending work with a Stilson wrench (never leave home without one!).

The original cable had no cable adjusters or ferrules on the ends of the cable and at the throttle pedal end the inner cable simply passed through a washer then a hole in the bulkhead before attaching to the pedal with a solderless nipple. First job was to make a cable locator using a piece of 20mm round aluminium bar suitably turned up in the lathe (first photo). Next I enlarged the hole in the fibreglass bulkhead (to take the cable locator), then drilled a hole in the master cylinder bracket to take a stainless 'P' clip (Second photo).

Back at the carburettor end I enlarged the hole in the bracket to take another home made cable locator\*\* (third photo), then fitted the solderless nipple. This revealed that the copper pipe that carried the hot water for the heater prevented a good cable run so longer retaining brackets were made up to move it clear. In the new position the choke cable touched the pipe so a small piece of split fuel hose was cable tied in position as protection against both rubbing and heat. The whole job

took around 5 hours, the worst part was the five day wait for parts, Sod's Law resulted in nice weather but we couldn't use the car.

**Note.**

*\*\* I had ordered a cable adjuster to do this job but after 5-days it hadn't arrived so turned up the aluminium cable locater. Sod's Law was at its finest and the adjuster arrived the next day.*



