

TLK2/D Twin Cable Throttle Linkage Kit

Dellorto DHLA 40/45/48

CABLE ENTRY LEFT OR RIGHT

Your throttle linkage is assembled as per configuration 2. The two configurations enable the cables to run either direction from the carbs, decide which is best for your car.

The base plate is double ended to change the configuration remove all four cir-clips from the assembly and remove the return springs. The pivot shafts are a tight fit in the baseplate, tap them out using a thin punch. Be careful not to bend the sides of the base plate. Reassemble to the desired configuration.

FITTING THE LINKAGE TO THE CARBURETTORS:

Fit the base plate and the cable bracket to the carburettor tops using the five existing screws. Adjust the push rod to length so that the top edge of the cast aluminium quadrant is horizontal when the throttle is fully closed. The operating lever on the shaft of your carburettors will almost certainly be one of two types ball pin or lotus lever. Remove the lever from the carburettor, if it is the ball pin type drill out the ball pin using a 3/16th drill and bolt the lower rod end joint to the lever. If it is the lotus lever type fit the bottom rod end joint using the adaptor and washer as shown, once assembled check that there is no restriction through the full range of movement especially a point 'A', if so you will have to remove a section of the casting to allow free movement

THROTTLE PEDAL:

Remove the throttle pedal and cut off just enough from the top to enable the pedal adaptor to fit on. The pedal adaptor is made of mild steel enabling it to be welded to the pedal to ensure reliability. The weight of the adaptor can be reduced by cutting and filing away the bottom two corners. For normal use the adaptor is fixed onto the pedal using the grub screw in the adaptor, ideally the throttle cable should run at the same height as the original installation. The bulkhead must now be drilled to take the two bulkhead fittings using a 5/16th diameter drill, drill the holes as the same spacing as those in the pedal adaptor and at an average height of the pedal during its travel. Care should be taken when drilling these holes because if they are miss positioned excessive cable flexing will occur which will reduce the cable life. Route the cables around the engine compartment in the most direct route avoiding sharp bends and cut the outer cable to length. Fit the ferrules to the cut ends, thread the inner cables through the pedal adaptor and the outer cables. Snap the bulkhead fittings into the drilled holes-once fitted these cannot be removed.

WHICH RATIO:

Three alternative ratios are provided by the three drillings labelled ratios 1,2,3 in the cast aluminium quadrant. Ratio 1 gives a long pedal stroke, ratio 2 an intermediate stroke and ratio 3 a short pedal stroke. Try the cable shaft in each and decide which you prefer.

Ensure that the cable shaft rotates freely in the cast aluminium quadrant when finally assembled. Periodically lubricate the linkage with engine oil.

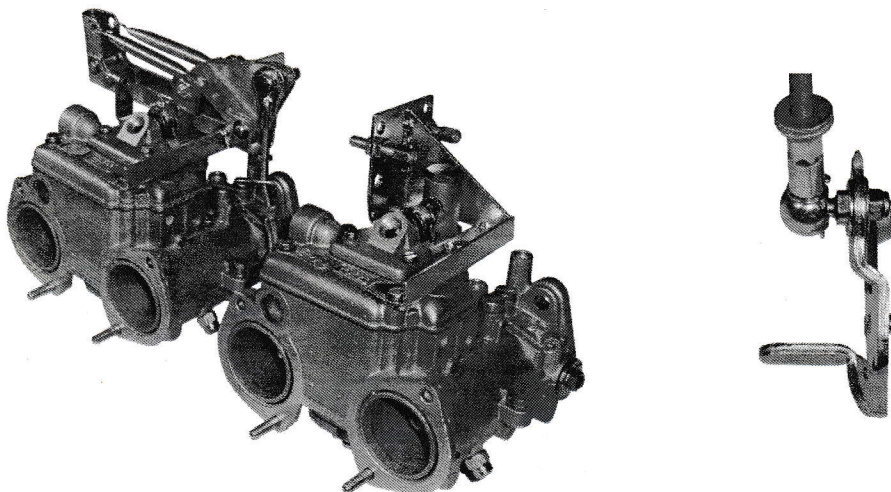


Fig 1