

## **Accelerator Cable Problems**

### **By David de Saxe**

I felt I was detecting a slight loss of power with the Twin Cam, and thought it may have to do with the fact that I run the car with the ignition retarded a few degrees to allow for the fact that what passes for petrol nowadays is rated at 95 RON, compared with the 101 octane fuel available when the car was launched and the setting determined accordingly. I made a slight adjustment, but without noticeable result. It was only when I came to perform the annual maintenance service that I discovered the culprit. As I was about to lubricate the accelerator pedal pivot I noticed there was about an inch of free cable (there needs to be a tiny amount of slack so as to avoid opening the throttle immediately you put your foot on the pedal, which would result in an unwanted sudden lurching!). This meant that full throttle opening wasn't achievable, although I hadn't experienced that because I don't thrash the car nowadays. I inspected the business end of the cable, which seemed rather less than tightly secured in its anchoring pin. I loosened the end nut and pulled sufficient cable through to give the right adjustment at the pedal end. On retightening the nut the pin sheared. Inspecting the fractured pin it was evident that what had been happening was that fatigue had set in across its weak point (i.e., where the hole is drilled to accommodate the cable end), allowing grip on the cable gradually to loosen, but not sufficiently for the accelerator return spring to cancel out the force at the pedal. The effect was progressively to counterbalance increases in throttle opening.

I have no commercial connection with either Moss Europe or the Post Office, but I think both should be applauded. At about 3.00 p.m. on 22nd December I telephoned Moss' Bristol branch, and a new pin and nut was through my front door the following morning. Bearing in mind the Christmas load, I think that's splendid service.

May I suggest you keep a spare clamp pin. The clamping assembly has changed from the original, and now both push rod and Twin Cam models use the same arrangement. The part number of the pin is ACC 5062, and if you want a new nut it's GHF 200. You'll need a couple of flat washers and a split pin to retain the assembly.