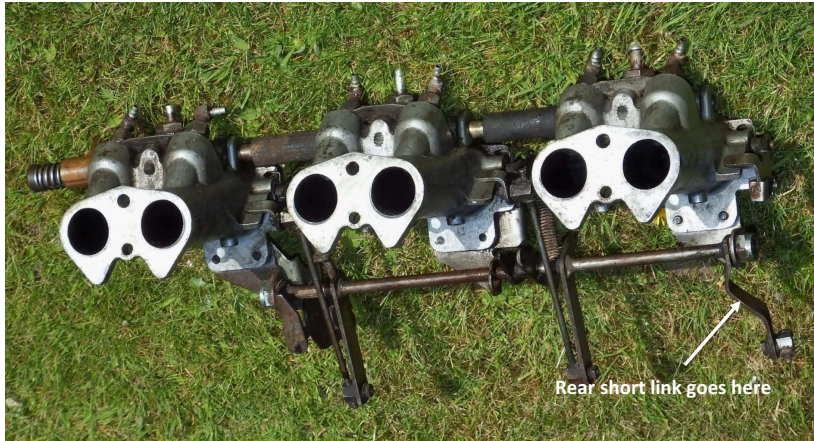


## OE Spec Lucas PI Throttle Linkage Set

### 2.5PI Saloons – Mk1 Engines

#### Application and Fitment Information



These throttle linkages are manufactured to the same specification as those used on the Lucas Mk 2 petrol injection systems originally fitted to the early mk1 2.5 PI cars.

There are 3 throttle linkage rods. The front two are identical, the rear one is different.

The front two throttle linkage rods are 18-19cm long and have a right-hand thread on the bottom. The upper swivel posts are held in place by brazed flanges and star lock washers. The lower swivel posts are threaded.

The rear throttle linkage rod is 16-17cm long and is threaded at the bottom and has a bracket brazed to the top which connects directly to the throttle shaft with a pin. There is no upper swivel post. The lower swivel post has no internal threads and is secured using half nuts. The journal linking the rear swivel post to the lower actuating arm is smaller than on the front two.



Our throttle linkages are made to the original specifications and will remove play due to wear on the rods and swivel posts. Each linkage has been trial fitted to original Mk1 2.5 PI Saloon throttle spindles and linkages to ensure correct fit.

Over the years many cars have been fitted with replacement rose type spindles with fittings that bolt through the original holes in the linkage arms. This may have damaged or distorted the original holes. Original set ups may also have been machined and fitted with oversize bushes to remove play.

When fitting you must ensure that the linkages fit and rotate freely in your throttle spindles and linkage arms. A tight fit is not acceptable as it may result in your throttles sticking in the open position. Engines should not be started or driven if the linkage assembly is tight.

Fitting and balancing instructions are as the original manual. Feeler gauges or air flow meters can be used to balance the manifolds. In practice I have always found the most effective means is by comparing the colour of the spark plugs. If cylinders 3 & 4 are correct and 1 & 2 are lean, and 5 & 6 are rich, you need to adjust the spindles so that the butterflies in manifold 1 & 2 open later and the butterflies in manifolds serving cylinders 5 & 6 open earlier.



Made by  
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*\* throttle linkage sets in the correct specification for TR5 / early CP TR6 and CR TR6 / Mk 2 2.5 PI cars are also available. As are stainless steel linkage sets.*