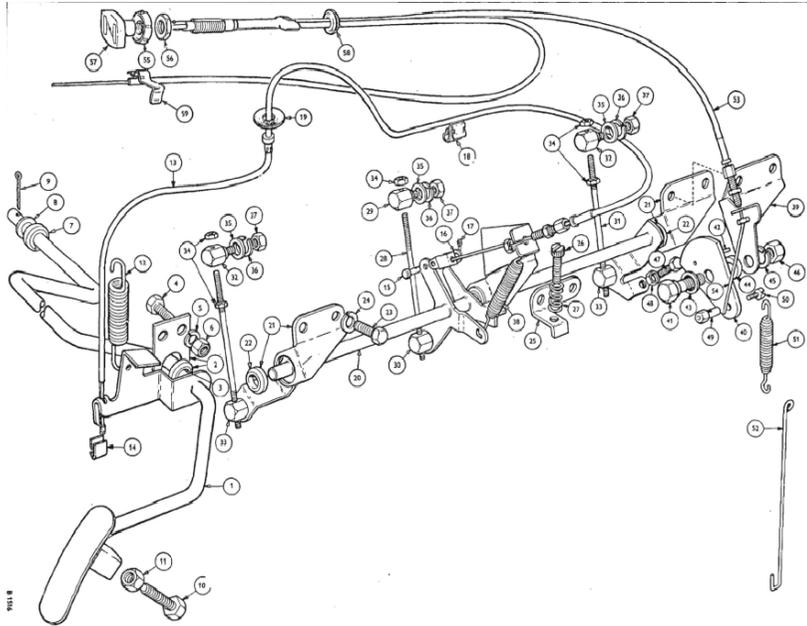


OE Spec Lucas PI Throttle Linkage Set

TR5/6 - Early CP 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 CP engine TR5&6 cars. The linkages will also fit the original fuel injection systems fitted to later CP TR6 cars*

There are 3 identical throttle linkage rods which are 12-13cm long. The rods have a right-hand thread on the top and left-hand thread on the bottom. The upper outer swivel posts have no internal threads and are held in position with half nuts. The upper middle swivel post has an internal right-hand thread. The lower swivel posts have internal left-hand threads.



The linkages will not fit the PI systems fitted to later CR engine TR6 cars or 2.5PI saloon cars, or cars that have been retro fitted with CR or 2.5PI saloon car PI systems.

These 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 an original CP throttle spindle and linkage to ensure a 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. The linkage with the threaded upper swivel post and single lock nut goes in the middle - see photos on reverse. 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.



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