

My Hawk build part 23 by Stuart Clarke

Finishing touches under the bonnet.

As the back end is now completed. I can turn my attention to getting things rounded off under the bonnet.

One of the things I need to finalise is the throttle linkage.

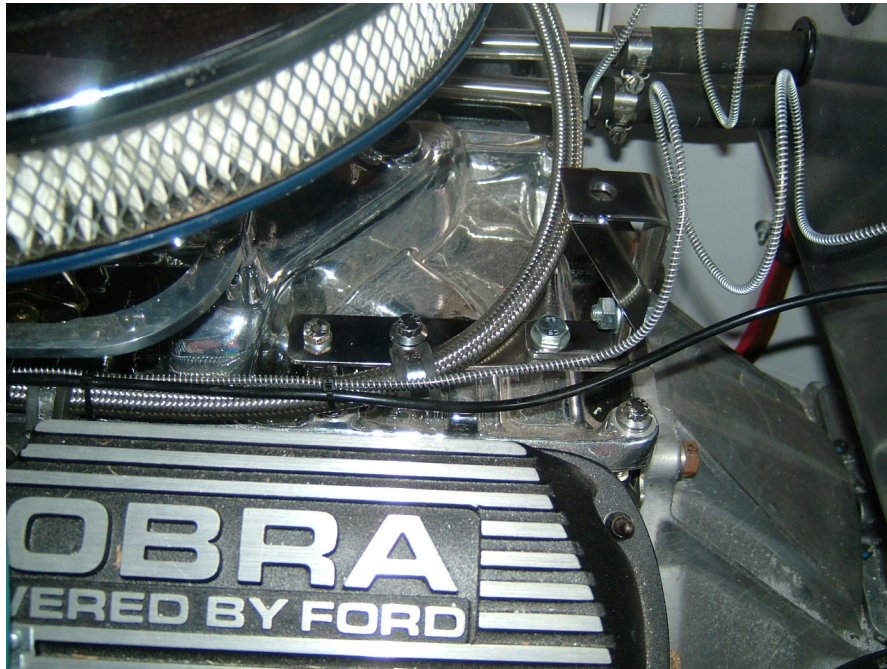
There are a couple of options for this and they can be cable type or mechanical type. I preferred the mechanical option as this is more in keeping with the original 289's.

I bought most of the bits and bobs from Gerry as he supplies laser cut stainless steel actuator arms, stainless brackets and the rose joints. I just needed to source some stainless bar and also I picked up some hexagonal aluminium bar too. I'm sure that all of the bits can be sourced or made yourself if needed.

I needed to make a bracket to mount the throttle linkage onto the engine. I cut a piece of stainless steel, drilled the holes and polished it up.

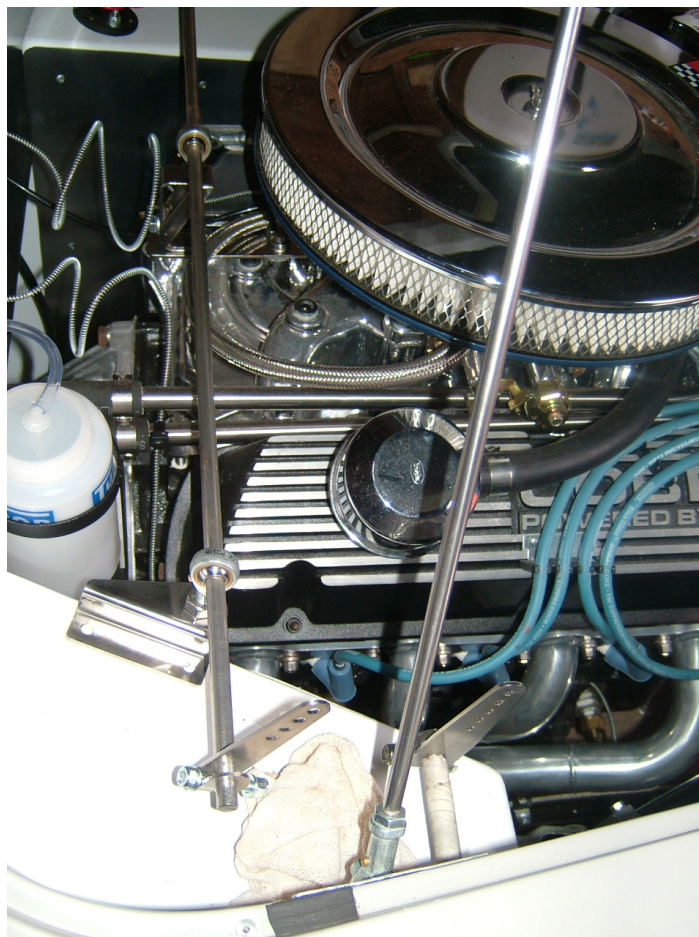


This could then be bolted onto the inlet manifold and using the angled bracket that Gerry supplied (I just polished it) this makes a nice support for the throttle linkage at the engine end.

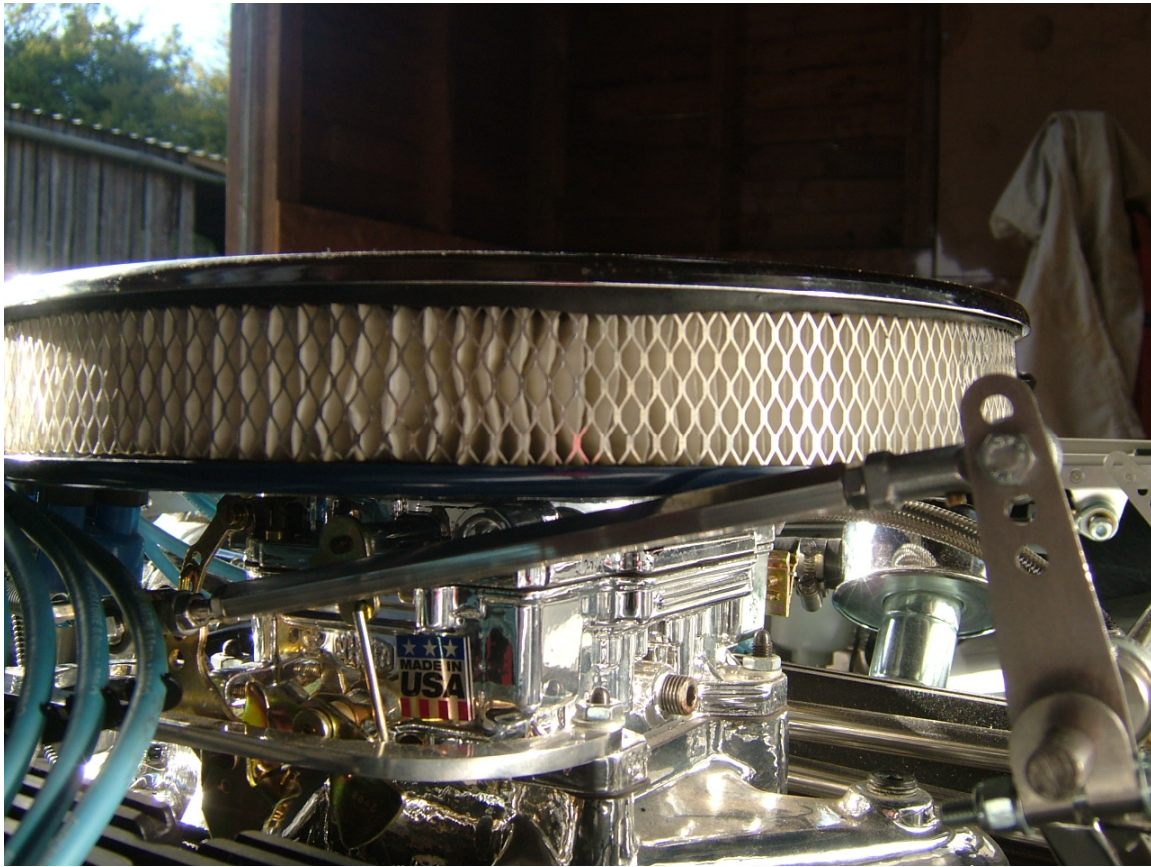


All that polishing has camouflaged it well.

At the drivers footwell end I fitted the other bracket that Gerry supplied (polished of course) to the top of the footwell. I could then fit the 10mm rod ends and a length of 10mm stainless bar.



For the carb end I made a connecting arm using the aluminium hexagonal bar and the rose joints supplied in the kit.



On the accelerator pedal end I fitted the stainless actuating arms and the longer length $\frac{1}{2}$ " diameter accelerator pedal bar. After connecting the linkage arms, I tried it out.

It all worked fantastic and then it stopped working. The accelerator pedal was fixed at the back of its stroke. The spring on the pedal was still attached. I checked the throttle return springs on the carb and they were fully stretched. Anyway it turned out the new $\frac{1}{2}$ " diameter stainless steel rod that fits through the accelerator pedal had galled up. Great! This frustration was heightened by the fact that I couldn't extract said rod from the casting and that I'd only ever fitted the accelerator pedal from underneath and the slot in the top of the footwell wasn't big enough to extract the whole mechanism as one. After a great deal of dremmeling and cursing I retired for a beer.

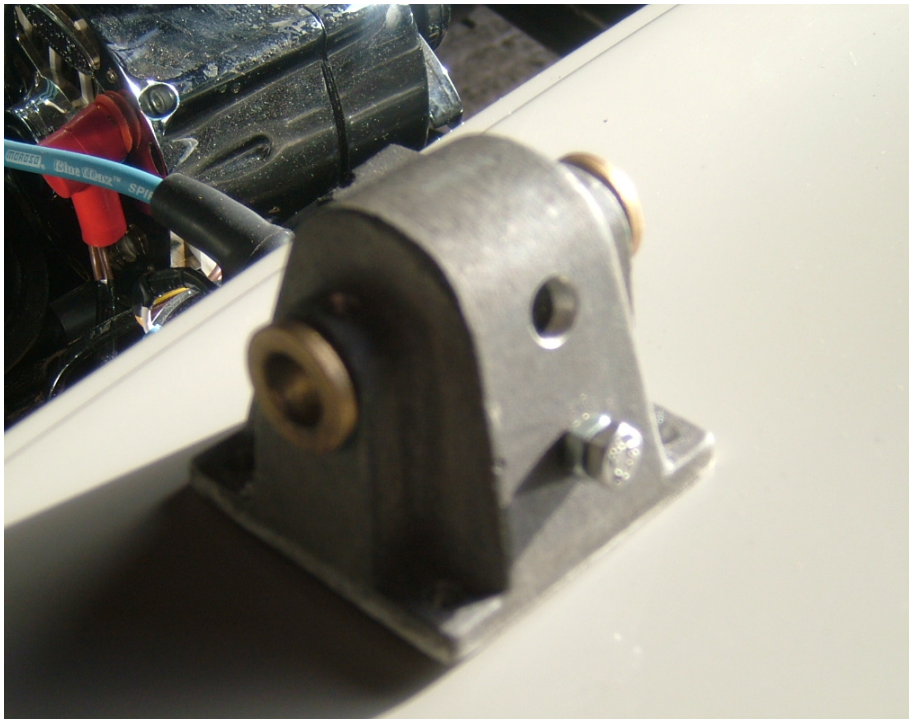
The next day (fully refreshed with the remnants of "post alcoholic stress reduction") I returned for another fix of car building. I decided that stainless steel revolving in aluminium was never going to work and if I didn't fix it properly then I'll have the same problem at a later date. So I tracked down some flanged oilite

bushes $\frac{1}{2}$ " ID and $\frac{5}{8}$ " OD. Oilite is a form of sintered bronze that is impregnated with oil and is self lubricating and ideal for such an application.

As I didn't have a lathe to bore the hole bigger I did it the hard way. This took me back to my apprenticeship days.

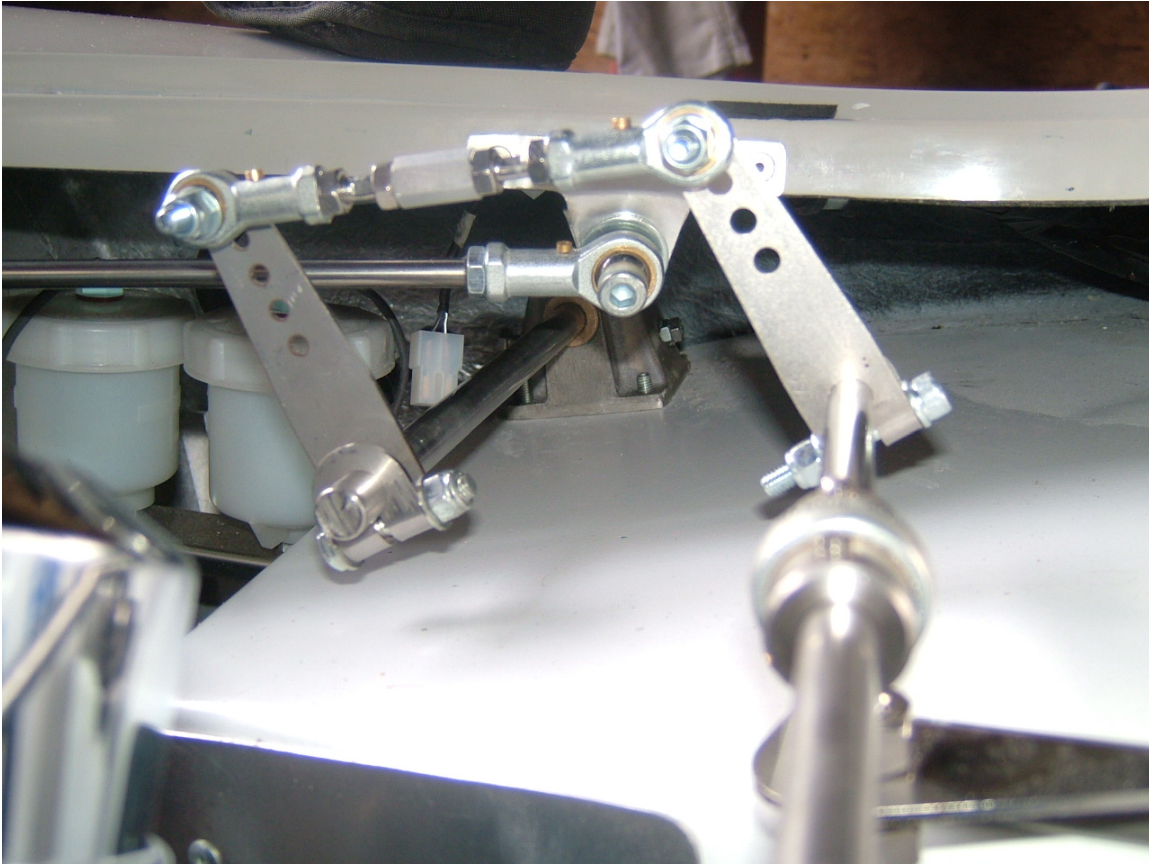


After copious amounts of filing, I loctited the bushes in place.



That's better.

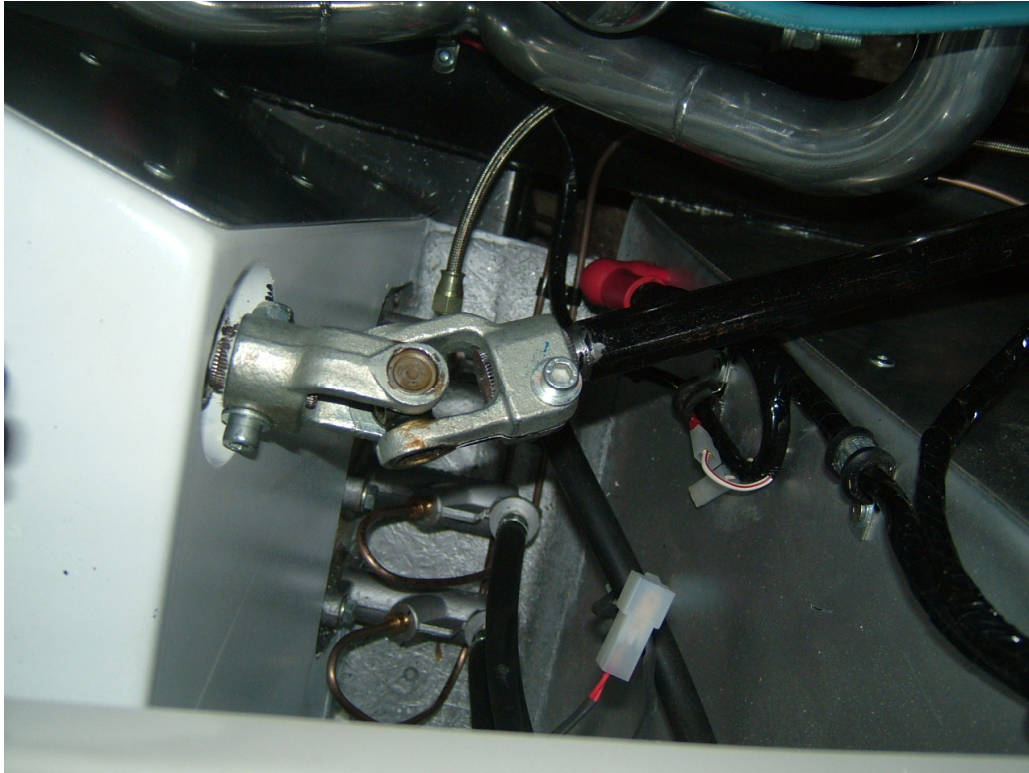
I refitted the accelerator pedal housing. This was fixed down with round headed M6 socket screws from below and the holes on the housing were tapped out to M6. I then fitted the pedal and extended actuator bar and I made a linkage using the same aluminium hex bar and the rose joints.



It all worked a treat.

I had to adjust the configuration to convert the pedal stroke to get the best out of the carburetor. It wasn't that difficult to do. It's just a case of which rose joints connect to which hole on the actuator arms and is a case of trial and error.

Next up was to secure the steering column and to drill the column to accept the locking bolts on the UJ's. The bolts are supplied with the Hawk kit. The closest hole size to the bolt diameter is 8mm. I drilled through the UJ holes progressively with drill bits at 6.5mm, 7mm, 7.5mm and finally 8mm. I initially tried to go straight through with an 8mm bit, but that doesn't work! The securing bolts come complete with washers and lock nuts and once fastened made everything nice and secure.



That was that.

I fitted a few cable ties to a couple of loose items and the engine bay was finished.

I had a few things to do in the cockpit, which I'll cover next time, and then I'd be on to testing!