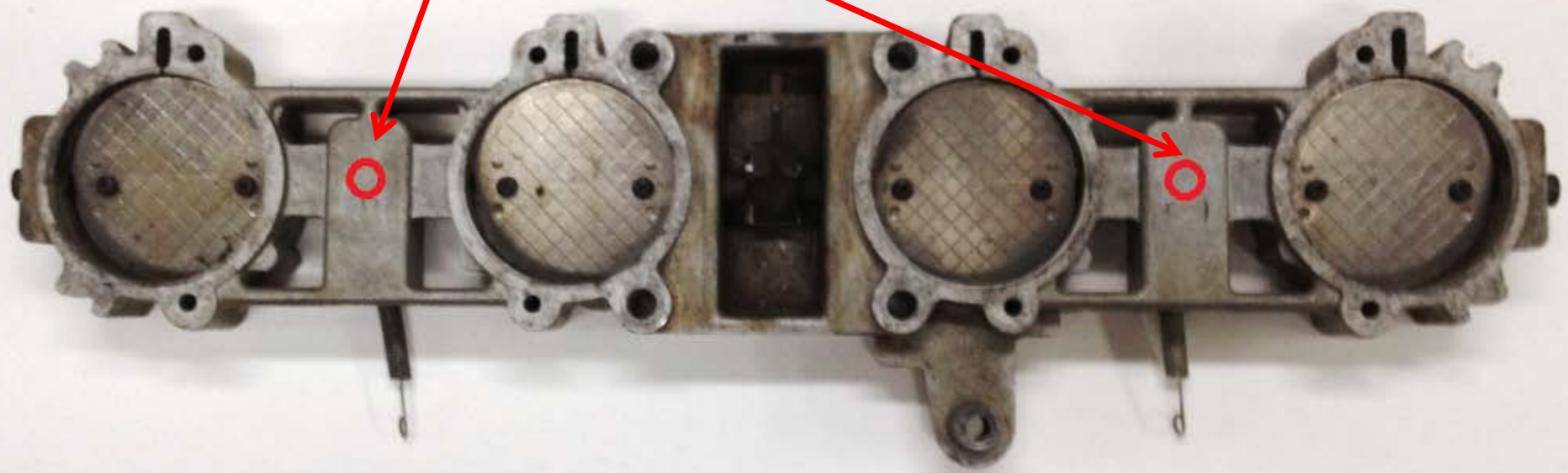
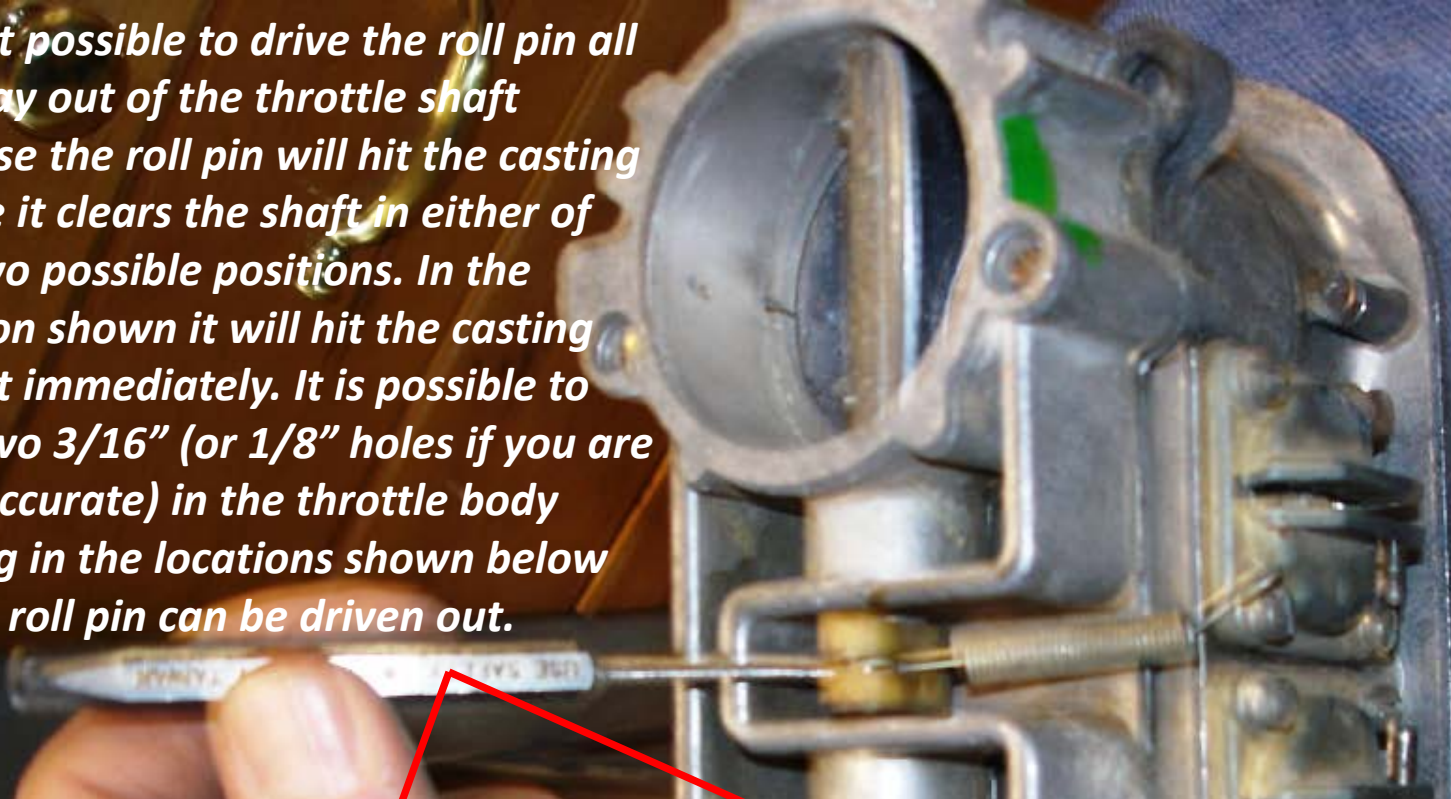


Repairing a Broken Accelerator Pump Drive Lever

There are several pitfalls to avoid at all cost when removing the accelerator pump drive lever and throttle shaft. The accelerator pump drive lever is what poses the challenge and they often become brittle with age.

It's not possible to drive the roll pin all the way out of the throttle shaft because the roll pin will hit the casting before it clears the shaft in either of the two possible positions. In the position shown it will hit the casting almost immediately. It is possible to drill two 3/16" (or 1/8" holes if you are very accurate) in the throttle body casting in the locations shown below so the roll pin can be driven out.

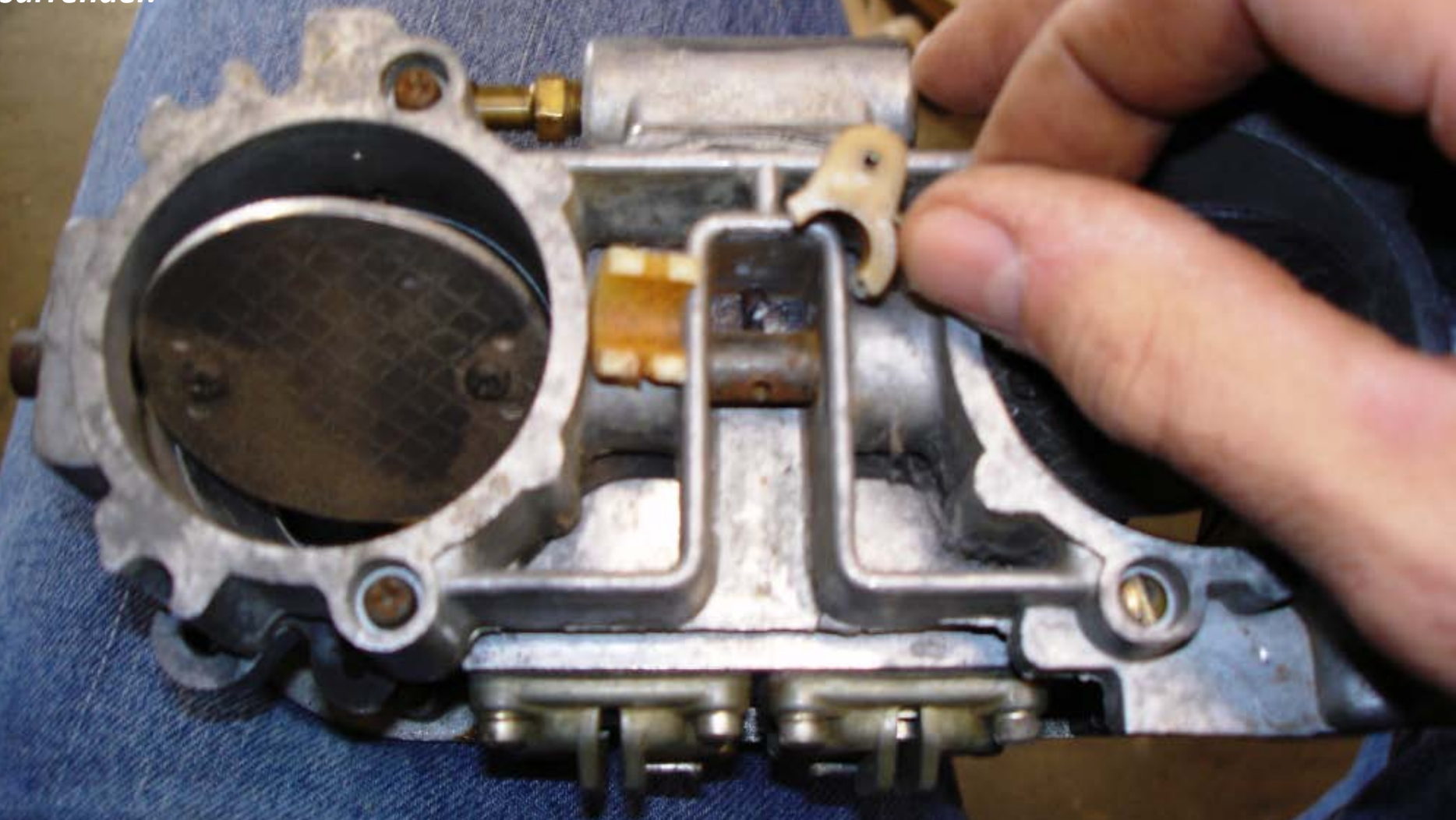


This is the direction you must drive the roll pin but be very careful not to drive it too far. If you do, you will not be able to rotate the shaft due to the roll pin interfering with the casting. This is how you become a customer for my billet drive levers because the only way to get to the roll pin is to break off the nylon drive lever and grind away the hardened pin.

I recommend clamping the shaft so the roll pin is horizontal and then place a small piece of shim stock behind the roll pin so it can be used to insure the pin does not travel into the casting.



If the pin is driven too far, you will be very unhappy. I had this happen to me once many years ago and have about five carbs sent to me with the pin driven down into the corner of the casting as shown. There is no saving th Nylon drive arm at this point as it must be broken to get at the roll pin, which is of course too hard to be nipped with cutters but the space is too confined to get in their with anything substantial enough to make the roll pin surrender.

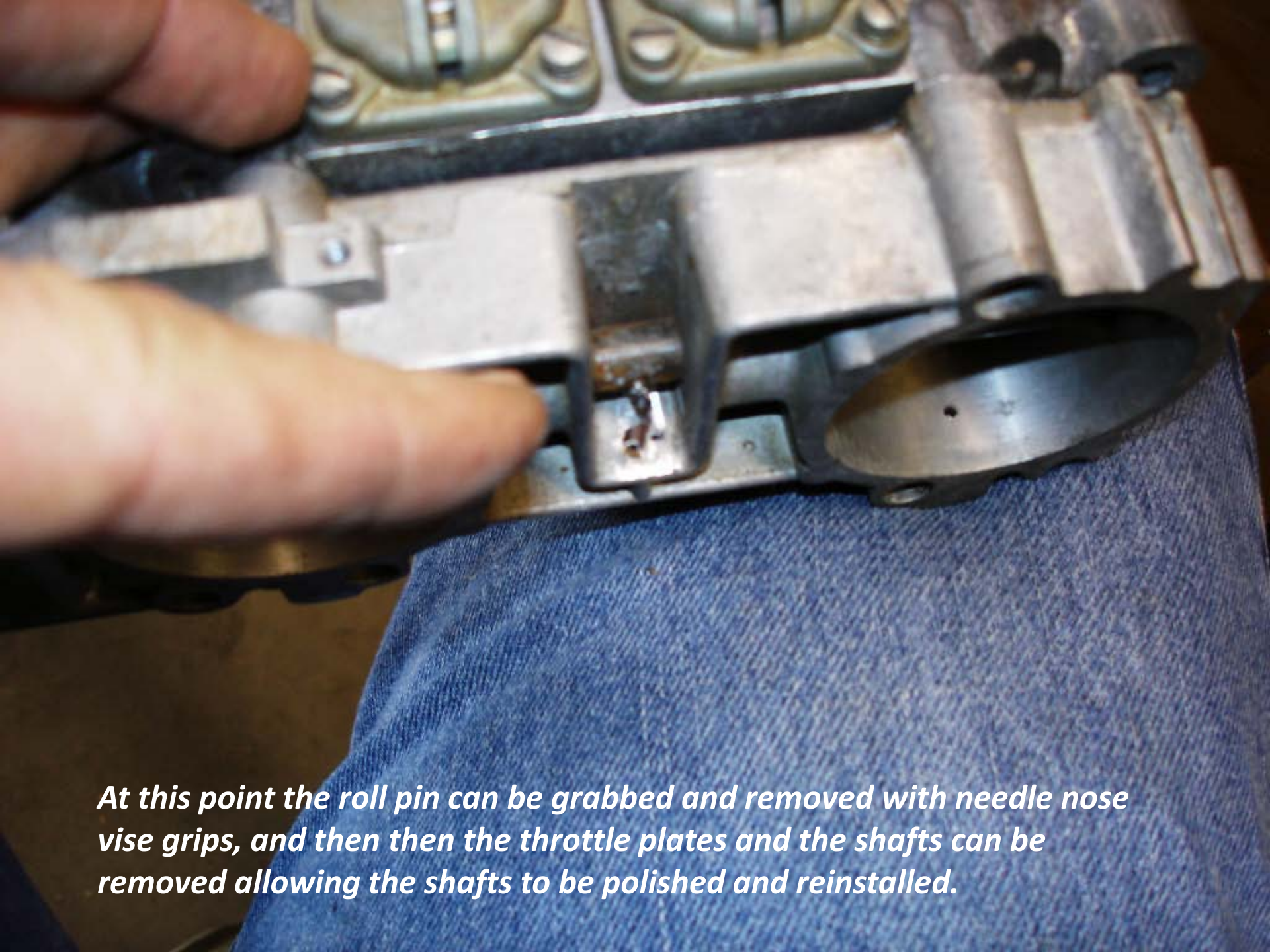


Once this occurs, a good stone on the die grinder and a steady hand is the only solution I have found. Grind enough of the roll pin away until you can once again rotate the throttle shaft.



After grinding away enough of the roll pin, you can either punch it through or rotate the shaft and grab it with a pair of needle nose vise grips and pull it out of their.





At this point the roll pin can be grabbed and removed with needle nose vise grips, and then then the throttle plates and the shafts can be removed allowing the shafts to be polished and reinstalled.

*Billet aluminum
accelerator pump
lever assembly. This
auction is for two of
these.*



*Comparison of
stock and billet
accelerator pump
lever.*



*Stock plastic
accelerator pump lever
(not included)*

Billet accelerator pump lever assembly



Billet accelerator pump lever



Modified set screw/pin



Reduced pattern lock nut



Stainless roll pin

Billet lever installed



***Billet lever at full
throttle shaft
rotation***

