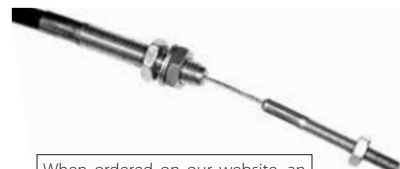
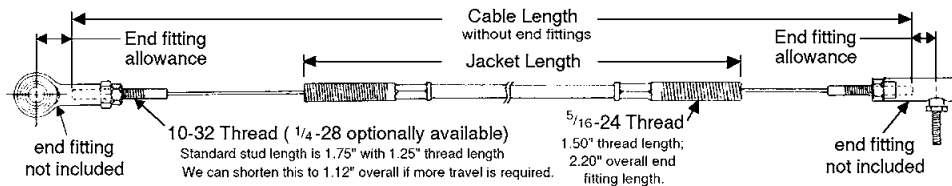


## Custom-Made Throttle Cables

These throttle cables use a PTFE lined casing for long-wearing, smooth, low-friction operation and are covered by an extruded jacket. A 5/16-24 threaded bulkhead fitting is attached to each end of the jacket for maximum adjustment range. The inner cable is 1/16 inch diameter, 49 strand stainless steel aircraft cable with swaged 10-32 threaded studs at each end (8-32 and 1/4-28 studs are also available). Rated breaking strength of the cable is 400 pounds. These cables are for use in tension only. They are not meant for push-pull applications. A variety of fittings are available to adapt the 10-32 cable end to your carburetor or pedal assembly. **We just need three dimensions from you to complete the assembly: the jacket length, the inner cable length and the total travel required**

on the finished assembly. Please note that **the most critical measurement is the difference between the casing length and the inner cable length.** If this difference is too small, you may not get the required travel. The threaded fittings will give only about three inches of total adjustment so please measure carefully to avoid errors. We suggest either measuring your old cable or taking measurements on the car with the pedal held to the floor and the throttle held fully opened since this is the most critical adjustment position. **Be sure to allow for the fittings you plan to add to the cable ends** (see the listing below for length allowances for various ends). Mounting hardware is furnished. **Note:** It is neither necessary nor desirable to lubricate these PTFE lined cables!



When ordered on our website, an interactive form will guide you and calculate maximum cable travel!

**Example:** A 1270-Basic throttle cable with 54 inch inner cable and 44 inch jacket would cost \$55.99 + (44 x 24¢) = \$64.05

### How to order a Custom-Made Throttle Cable

- Step 1. Based upon which ends are required on the inner cable, use the chart below to determine which basic part number to order.
- Step 2. Determine the proper measurements for the jacket and cable lengths.
- Step 3. Calculate the jacket length cost and add it to the basic Part No. price.

**Custom-made items can not be returned for credit.**

Cable Ends Terminated	Size of Cable Ends	Part No. of Complete Assembly	Base Price	Add 24¢ per inch of Jacket Length
2	10-32	1270-Basic	\$55.99	+ 24¢ per inch
2	1/4-28	1270-Basic2	\$61.99	+ 24¢ per inch
2 (1 of each)	10-32 1/4-28	1270-Basic3 (mixed ends)	\$58.99	+ 24¢ per inch
1	10-32	1270-Basic4	\$43.99	+ 24¢ per inch
1	1/4-28	1270-Basic5	\$46.99	+ 24¢ per inch
1	8-32	1270-Basic6	\$41.99	+ 24¢ per inch
0	none	1270-Basic7	\$31.99	+ 24¢ per inch
2	8-32	1270-Basic8	\$52.49	+ 24¢ per inch

\* One end of the 1/16 inch diameter inner cable is not terminated on the Basic4, Basic5 and Basic6 versions. Neither end is terminated on the Basic7.

### Carburetor Linkage Kit



Easily forms to any front-engine car. Just bend to clear obstructions, cut to length and thread one end (requires a 1/4-28 tap). Complete with two rod ends, aircraft aluminum anodized tube, Holley Carb bushing, two return springs, bolts and nuts.

Carburetor Linkage Kit ..... Part No. 4680 ..... \$33.99

### Individual Throttle Cable Parts

- 8-32 Cable Stud End (1.5" approx. overall length) ..... Part No. 1271-2-Stud ..... \$5.49
  - 10-32 Cable Stud End (1.8" approx. overall length) ..... Part No. 1271-3-Stud ..... \$6.99
  - 10-32 Clamp-On Cable Stud End (1.5" overall length) ..... Part No. 1579-105 ..... \$6.99
- This stud end can be installed in the field to finish or repair your cable.
- 1/4-28 Cable Stud End (2.1" approx. overall length) ..... Part No. 1271-4-Stud ..... \$9.99
  - 5/16-24 Brass Housing End (2.2" overall length) ..... Part No. 1271-Ends ..... \$6.49
  - Labor Charge to terminate one end fitting ..... Part No. Termination ..... \$4.79
  - Labor Charge to shorten one cable end stud ..... Part No. 1270-Shorten ..... \$1.99

Items below are priced per inch.

- 1/16 inch diameter Stainless Steel Cable, per inch ..... Part No. 1271-Cable ..... 6¢/in
- A 49 strand, aircraft quality flexible cable.
- Cable Housing, Unlined, per inch ..... Part No. 1271-Housing ..... 19¢/in
- PTFE Liner Tubing for above housing, per inch ..... Part No. 1271-Liner ..... 13¢/in

### Throttle Cable End Fittings



**Female Rod Ends** These rod ends are made slightly loose so the cable can pivot freely on the pedal or carburetor linkage. A PTFE lined rod end can be too stiff for this application. The end fitting allowance to be used in determining cable length is shown below.

- 10-32 with 3/16 inch hole (.62" end fitting allowance) ..... Part No. 1275 ..... \$8.49
- Same as above with Left-Hand 10-32 female thread. .... Part No. 1272 ..... \$8.49
- 1/4-28 with 1/4 inch hole (.75" end fitting allowance) ..... Part No. 1279 ..... \$8.99



**Quick-Release Stud Type Ball Joints** Choose either 10-32 or 1/4-28 threads. The male stud thread size matches the female body thread size. We also offer the 10-32 size in a fixed (non-QR) version.

- 10-32 Quick Release Ball Joint (.56" end fitting allowance) ..... Part No. 1274 ..... \$8.99
- 1/4-28 Quick Release Ball Joint (.56" end fitting allowance) ..... Part No. 1033 ..... \$8.99
- 10-32 Fixed type Ball Joint (.56" end fitting allowance) ..... Part No. 1276 ..... \$8.99



**Forged Yoke and Clevis Pin** This quality, high-strength fitting works well in many applications. A dimensioned drawing of this part is available on our website.

- 10-32 Forged Yoke and Pin Assembly ..... Part No. 1273 ..... \$14.49

## Push-Pull and Vernier Control Cables

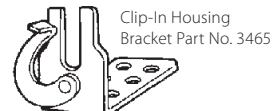
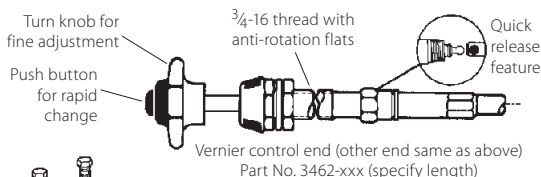
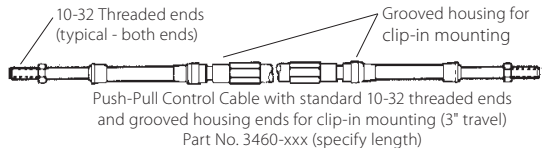
These heavy-duty cables are often used on adjustable sway bars. All have 3 inch maximum travel. Cable ends have 10-32 threads. The housing ends (except the vernier end) are grooved for easy clip-in attachment. The vernier control option eliminates the need for a special detent mechanism for input control. The vernier control moves the cable 3/16 inch for each full turn of the control knob. Depressing the button on the control allows rapid travel to either end of travel. Then just count turns to the desired setting. These cables have a working load rating of 60 pounds in compression and 120 pounds in tension.

**Standard Push-Pull Cables, length measured end-to-end (see our website for many more lengths):**

- 48" Standard Push-Pull Cable, 3" travel, 10-32 ends ..... Part No. 3460-48 ..... \$53.99
  - 60" Standard Push-Pull Cable, 3" travel, 10-32 ends ..... Part No. 3460-60 ..... \$58.99
  - 72" Standard Push-Pull Cable, 3" travel, 10-32 ends ..... Part No. 3460-72 ..... \$64.99
  - 84" Standard Push-Pull Cable, 3" travel, 10-32 ends ..... Part No. 3460-84 ..... \$69.99
  - 96" Standard Push-Pull Cable, 3" travel, 10-32 ends ..... Part No. 3460-96 ..... \$72.99
  - 108" Standard Push-Pull Cable, 3" travel, 10-32 ends ..... Part No. 3460-108 ..... \$75.99
- See page 144 for cockpit sway bar adjusters for these standard push-pull cables.

**Vernier Control Cables, length measured panel-to-end (see our website for many more lengths):**

- 48" Vernier Control Cable, 3" travel, 10-32 at output end ..... Part No. 3462-48 ..... \$97.99
- 60" Vernier Control Cable, 3" travel, 10-32 at output end ..... Part No. 3462-60 ..... \$98.99
- 72" Vernier Control Cable, 3" travel, 10-32 at output end ..... Part No. 3462-72 ..... \$101.99
- 84" Vernier Control Cable, 3" travel, 10-32 at output end ..... Part No. 3462-84 ..... \$104.99
- 96" Vernier Control Cable, 3" travel, 10-32 at output end ..... Part No. 3462-96 ..... \$107.99
- 108" Vernier Control Cable, 3" travel, 10-32 at output end ..... Part No. 3462-108 ..... \$110.99
- Replacement Vernier Control Head only (no cable) ..... Part No. 3463 ..... \$49.99
- Bolt down kit for grooved housing end with cable fitting ..... Part No. 3464 ..... \$16.49
- Quick release bracket for grooved housing end ..... Part No. 3465 ..... \$18.99



Sway bars can be difficult to adjust if the bar is heavily loaded and if the car is not moving. To minimize wear to the cable and vernier, avoid making adjustments under these conditions.