

CLUTCH CABLE FOR 2L into MKI

Harley McNamara

Sunday, October 27, 2002 04:55 PM

Hey guys I am on my third clutch cable and I need something that wont snap I had a custom one made up however that still went. What do I need to do? They have both broken in different spots I heard a cable from a Mk1 Panel van will do the trick I live in Canberra can anyone help me?

Bud DaDude

Sunday, October 27, 2002 06:36 PM

Make sure you are not getting to the end of your clutch travel before the pedal hits the floor. You are probably stressing the cable.

You may need to adjust the cable so this doesn't happen.

Harley McNamara

Monday, October 28, 2002 12:59 PM

Thanks for the reply guys I'll take the info in.

Good to here from u Jason I'll have to email you I actually drove the car from Adelaide to Canberra 1274 k's. She went well and the only problem was I broke down in Victoria. Battery was cooked and gave up. Turns out the alternator was over cooking it. We gave up testing the alternator at 19 volts! Reckon it would have been good for a truck probably would have done 24.

Bill I have located a clutch cable and I am adjusting using some steel tubing to space the cable to fit. I had this last time is this a good idea?

Thanks.

Bill Hempstead

Monday, October 28, 2002 06:45 PM

Harley

Yes that is it, from front to back it goes two nuts, metal pipe spacer, washer then plastic guide. Washer stops pipe from destroying the all important plastic guide.

Regards

Bill Hempstead

Old Skool

Monday, October 28, 2002 02:44 PM

Harley...a different angle..

I used to fry my cables as not much room near extractors but I got some heat wrap (\$10/m) and used copper ties to hold it around the cable....now she all sweet in hot weather..

The wrap was for the cable and not on the extractors that is.

Sir Sneaky

Wednesday, October 30, 2002 05:44 PM

Is it a manual conversion from an auto?

If so I have seen that some people have done this very poorly, on more occasion than once, and no, it wasn't me!

The pipe in the firewall that holds the clutch cable was not installed to the correct depth or angle resulting in the cable scrubbing on either the second skin of the firewall or on the pedal box. The cables only last a short time then break.

If this is not the problem, try using a Cortina clutch cable, which is shit loads longer, you can keep it well away from the exhaust, but i would still recommend insulation tape on the clutch cable and speedo cable as there is not very much room and my extractors glow red hot all the way to the collector pipe.

Roger Miller

Wednesday, October 30, 2002 07:42 PM

The difference with the MK1 cable is the inner is about 2 inches shorter [this would be a 1300cc one], than the MK2.

Next problem is the outer is really too short and scrubs on the engine mount and flexy thing on steering shaft.

It will also run real close to the extractors which melts the inner and glues up the works. Some heater hose, split length wise, siliconed to the outer, will fix a lot of this.

It really needs a MK 2 cable, but an outer extension to will have to be made up. Is there a cable that will fit without too much modification, available here in OZ? RM in Adelaide

Danny Mischok

Thursday, October 31, 2002 07:36 AM

No you still need to turn up an extension
Danny

Old Skool

Thursday, October 31, 2002 11:40 AM

I agree with what has been said so far AND

I found a lot of problems tend to stem from how cable protrudes/sits in the firewall. Best solutions I found:

Remount the standard MK1 clutch hole sleeve.....so that it angles in a better position....away from extractors (down more). It should also line up with pedal box so that cable doesn't rub.

Cut and shut part/all of the MK2 pedal box bracket (that sits inside the firewall)....and adapt it to the inside of your mark (between pedal box and inner firewall).

Ok these are not easy options for all but if any1 is out there and car engine bay OR interior is stripped this is worth doing.

I've stuffed around with plenty of different cables and bracket ideas to come to this conclusion.

Bill Hempstead

Friday, November 01, 2002 12:54 PM

That's it I just have to put my two cents worth in

Why is everybody going through the trouble of modifying the firewall and pedal box. I removed the top plastic bush from the two litre cable with my Dremel. Now the cable fits exactly into the Mk1 firewall hole.

Then I used a piece of brass water piper to space out the extra cable I didn't need. Then cut a v shaped groove in the brake booster mounting bracket near the firewall and pulled the cable away from the extractors with a cable tie around the cable and around the brake line going to the right hand front brake. A couple more cable ties to keep it away from the steering column and its done. It works fine.

Simon Piper

Friday, November 01, 2002 01:38 PM

I did something similar to Bill, except instead of using a tube to space it, I had the cable shortened (\$24). Still sleeved it with a bit of heater hose though - just in case.

Simon.

Bill Hempstead

Friday, November 01, 2002 06:31 PM

No fire wall flex.

Running a brass button clutch with a reinforced clutch fork.

Regards

Bill Hempstead

Danny Mischok

Friday, November 01, 2002 11:39 PM

You guys are a bit hard core aren't you as I've never had any firewall flex or clutch forks requiring reinforcing

Danny

Danny Mischok

Tuesday, November 05, 2002 06:53 AM

Roger they aren't unobtainable it's just that there are other clutch suppliers out there who have tried to copy and have totally stuffed them up which you guys are copping the results

What this guy does for me is to supply an after market Sierra cover which has the fulcrum points and base plate changed to up the clamp from around 820LB's to 2000LB's plus (Holden 1 tonners are around 970-1050LB's) with no increase in required pedal pressure or in some instances they actually get softer! He also does a lot of after market Japanese stuff which gets supplied direct to specialists like Possum Bourne etc

So if you want to call me secretive and a bastard then fine but I've spent too much money and time pulling gearboxes out getting these clutches the way I like too give the game away and see it get cocked up as we have another clutch "GURU" here in Brisbane who's copied the idea and has stuffed it up totally

Danny

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