

HINTS AND TIPS

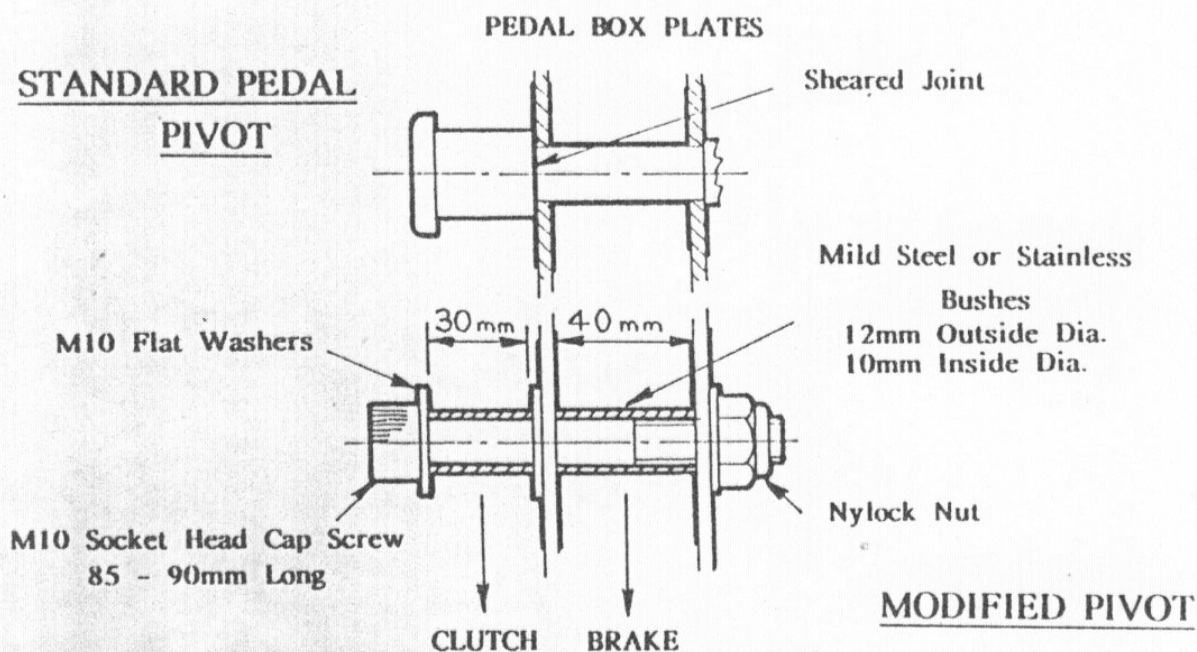
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From Maurice Bennie:

Citroën Pedal Box Pivot Pin Breakage And Its Cure

Below is a drawing of the Ami 8 pedal box pin that suspends the clutch and brake pedals on my Lomax. It appears to be made of hardened steel. This pin sheared at the centre and dumped both pedals on the floor whilst the car was being driven. Fortunately, I was able to coast to a halt with the car out of gear, but the outcome could have been tragically different.

With the pedal box removed, I was able to examine the damage and concluded that it occurred at the spot-welded joint. I replaced the pin with a 10mm high tensile cap bolt about 90mm in length. The obvious replacement, a 9mm bolt, is a size that is not readily available. In order to fit this, it was necessary to drill out the pedal box frame holes to accept the larger bolt. Two steel bushes, 12mm outer diameter and 10mm bore were turned up. The one intended for the brake pedal being 40mm long, that for the clutch, 30mm long. As shown below, the pedals were reassembled into the pedal box frame with mild steel washers sandwiched between the pedals in order to clamp them up tightly and prevent them rotating when the pedals are pressed. I suggest that you check your pedal box for this potential problem as soon as possible.



From Harry Agar:

Update on Pedal Box Shaft Modification

Re: Maurice Bennie's pedal assembly conversion in the Hints and Tips section of 'FLAT OUT' No. 31, a warning! Always in search of improvements, and the headaches they invariably bring, I had the bushes made and acquired the appropriate socket head bolt. I dismantled the assembly and drilled the end of the pin to free it from the cheek plate, only to find that the existing pin was a beautiful 12mm hardened steel shaft. I could have used the 10mm bolt and bushes had the cheek plate on the clutch pedal side not been drilled $\frac{1}{2}$ " for the original shaft. A full length bush is required, or a 12mm diameter socket head bolt. Headaches, who wants em? (Mine's a '76 Dyane)

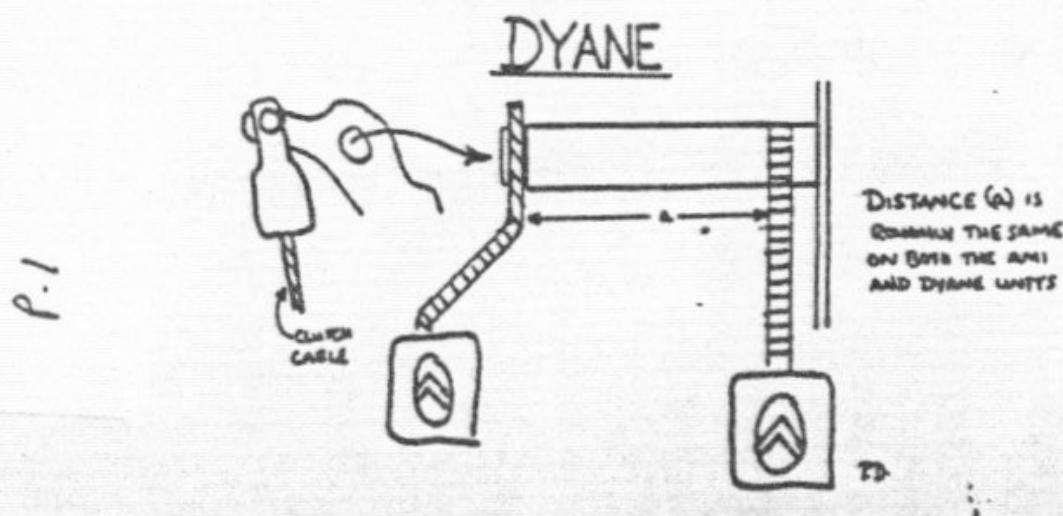
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From Phil Davison:

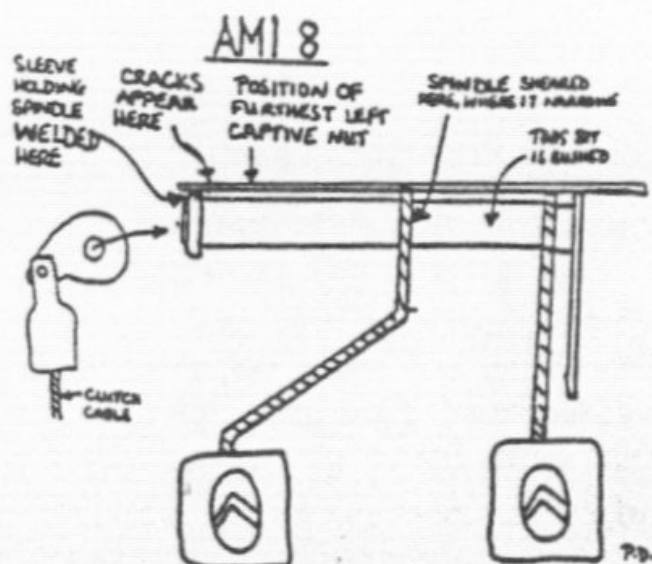
Pedal-box Problems

I built my Lomax out of an Ami 8 and enjoy the benefits of disc brakes (ie. easier maintenance). This has caused me other problems such as when my clutch pedal fell off.

After getting recovered home from Dartford by the RAC, I set about trying to get a new pedal box. John Nash told me that the 2CV or Dyane pedals I was hoping to find would not fit, and I thought I might be able to get a new pedal box made up to take the easier-to-get-hold-of pedals from one of those models. However, any replacement must be an Ami item because the spindle on which the clutch and brake pedals swing is about twice as long in the Ami as the Dyane. This probably started my problem off in the first place because the amount of leverage you can get on the longer item is much greater than on the Dyane unit (not leverage to move the clutch arm, but unwanted sideways leverage as the clutch cable kind of hangs off to the left on the Ami, which it does not on the Dyane). The Dyane pedals are therefore more practical. This sideways leverage caused the plate to which the pivot points are fixed to break and, though I didn't know it at the time, every time I dipped the clutch I was trying to bend the spindle in the middle. It did not like it and let me know in no uncertain terms in a petrol station in Dartford by shearing off.



I found the Dyane unit does not fit because the lever which pulls up the end of the clutch cable is at a different angle and is, in fact, slightly higher up than on the Ami. If the pedals themselves were in the same position as I am used to, the lever would be flush with the horizontal part of the bulkhead that the unit is bolted to even before the pedal is depressed. In other words, I need to cut a hole or lower the pedal unit. Then you have the reason for the Ami's pedal spindle being twice the length of the Dyane's in the first place; the Ami's clutch cable is operated to the left of the pedal instead of the right. I would have had to get something welded up to take the Dyane pedal unit so that the brake master cylinder stayed in the same place (and the pedals would not then be too offset) and then cut another hole in the bulkhead for the clutch cable which, knowing my luck, would then have fouled on the the steering arms. I suspect this is all something to do with the Ami's bulkhead being a different shape to the Dyane's.

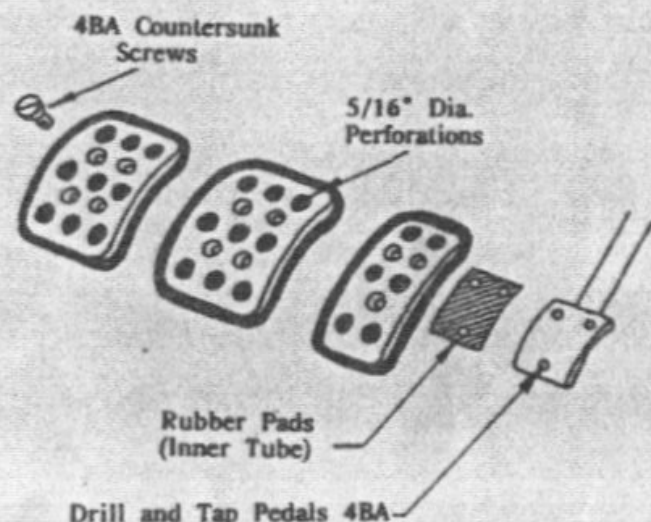


It seemed far easier to fix the old unit, so I took it to a tame welder in Potters Bar (Jeff at Moordale Motors, 01707-650284) and he fixed the original plate and then strengthened it so a break is less likely to happen again. I replaced the spindle with a large bolt but this has now caused problems in that the weedy Ami brake pedal return spring, unlike the macho item on the Dyane, needs assistance to bring the pedal back up and I can drive along or leave the car parked with the brake lights on. I am told that the bolt should be high tensile, or at least case-hardened, and if this is the case, the ones you can do up with Allen keys are almost always high tensile. However, I have decided to get another Ami pedal box. I could do with another trip to France and for me and the Lomax it only costs £30 for a five day return on Sally Line ! Now, where's my dictionary ? Ah, "boite de pédales", hmm....

From Tony Taylor:

Alloy Pedals

My pedal rubbers have been progressively decomposing, and having noted some perforated alloy pedals on a recent TV programme, I decided that this would look good and not cost anything.



I cut and shaped some 3/32" alloy sheet and screwed this to the existing pedals. They can be matched in size and hole pattern, and can also be made to suit large or small feet. It is worth making thin trial plates first in order to get the size right, and arrive at an even pattern of perforations. The finished result is much more attractive and individual than rubbers.