a brake pedal pad which has been machined to reduce its size.

The clutch master cylinder was increased from 5/8-inch to 3/4-inch to reduce the travel required to release the clutch. This change results in a slight but acceptable increase in the operating pressure required. A clutch lever stop was fitted to the foot well to prevent over-travel.

Both the clutch and brake master cylinders are fitted with adjustable length push rods to facilitate fine tuning of the pedal locations. HM

Fuel Pumps

Based on the number of friends I knew in the Austin-Healey club who have had fuel pump problems on the road, I initially planned to carry a spare until it occurred to me that it would be even better if I had a backup pump already installed and wired. Two SU electronic fuel pumps were mounted on the vertical bulkhead behind the passenger seat near the original location. The pumps are plumbed in parallel so that either one can operate independently. The pumps include built-in check valves so the fuel cannot flow backwards through the inoperative pump.

Electrically the pumps are also wired in parallel through two toggle switches located on the dash so that each can operate independently. I switch between the "main" pump and the "auxiliary" pump periodically to make sure they are both in good working conditioning and to even out the wear on them.

Pedal Assembly

The stock pedal assembly was modified by drilling both the clutch and brake levers and pedal pads. I have added 1.5-inch pedal pad extensions so I can comfortably reach the brake and clutch with the seat all the way back. The accelerator pedal lever was modified to accept