

MT19 Clutch Pedal Bracket

by Dan Berg

During a Motorcar Operators West run I noticed that Dick Olson of Portland, Oregon had reversed his MT19's clutch pedal bracket to allow a lower pedal position. I have always thought the pedal was too high. Having to raise my leg high enough to operate the clutch made shifting gears a bit uncomfortable. When I returned home I attempted to reverse the L bracket and found the rubber pedal would not clear the opposite leg of the bracket angle. I decided to fabricate a new bracket to conform to the reversed pedal position.

A 2 1/2" x 2 1/2" x 1/4" angle iron provides the necessary clearance to accommodate the rubber pedal. The angle is trimmed 1 1/2" wide on an abrasive cut off saw.

Two 3/8" diameter holes are drilled into one leg for mounting on the clutch lever. The holes are spaced 1" apart, 1/2" from the end of the leg. The 3/8" diameter hole is used to clear the 1/4" x 1" carriage bolt's shoulders. I used carriage bolts to allow for a smooth surface for preventing boot soles from hanging up on the bolt heads.

The mounting hole for the original Fairmont pedal or the Les King replacement pedal is a 7/16" diameter hole drilled 1/2" inch from the end of the leg. The hole is tapped with a 1/4-18 NPT pipe thread pipe tap.

The bracket is primed and painted silver. Place one carriage bolt in the lower hole and screw on the rubber pedal. Place the second carriage bolt and mount to the clutch lever.

I have used this arrangement during the last couple of runs, and I am very pleased with its location and comfort.

