

The Build

Phase 1

Once all the refurbishment is done its time to start building the car.

First job is to remove the 2" diameter hooped rear tube as close as possible to the chassis and the section of the tube previously attaching the gearbox – (see pics provided - Chassis1 main tube out and chassis 2 – gearbox tube).

You should also remove the surplus front outriggers which originally held the front door hinge pillar.

A semi circular cut out is needed in the gearbox support – 9 picture chassis8th) . We do this with a 30mm circular hole cutter using a pilot hole 10mm in from edge of the plate and positioned to allow for the speedo cable to be fitted at a later date

If you wish to paint the chassis, you will need a special primer to etch the galvanising - not etching primer. We have found a product called Morgan T-wash available from commercial paint suppliers - the product is used to prime galvanised steel railings! The best paints are chip resistant ones – even house hold oil based gloss is preferable to car paint at this time.

Start the build by fitting the engine-mounting bracket (Chassis5th.jpg.) To do this turn the chassis upside down and fix the bracket to the underside in the position shown in the drawings. The bracket has pilot holes drilled in at and these need to be opened to allow for the bolt fixings – we use an 8mm drill size). Some builders have experienced some tolerance variance in their chassis requiring for the holes to be slightly elongated.

Before fixing the gearbox bracket it is a good idea to relieve a slot in the drivers side edge to ensure good clearance for the fule and brake lines which will run along the chassis rail.(chassis4)

Attach the bracket and fix the original gearbox bracket to the new subframe

Suspension-lowering bracket

The suspension-lowering bracket fits in the holes previously occupied by the upper front spring mounting. The bracket has captive nuts fitted within the bracket. Position the bracket onto the suspension turrets (radiator bracket facing rearwards) . It is sometimes necessary to tap outwards the top flanges of the chassis flange to allow the bracket to sit snugly. Notice that the hole position is at the rear of the bracket – this is to allow some spring clearance once the suspension is reassembled. Use large washers to ffix the bracket in postion using the bolts provided/(pictures 91030001-3 show the fitment)