

Stu 50-2181

0994	Introduction of fuel tank breather hose/body grommets		revised hoses and bundy pipes
1087	Negative-earth battery system introduced to all other markets - rev-counter, coil and dynamo revised to suit	1880	New differential mounting bolts
1142	Modified handbrake pivot and operating rods	1892	New headlight microswitches and mounting bracket assembly
1170	Heater deflector introduced	1907	New anti-tilt front seats without headrests for West German market
1174	Introduction of fail-safe headlamps on Federal cars	1930	Revised glovebox handle, lock and catch plate
1251	Outer steering column/body seal gasket introduced	1987	Revised front seat belts
1280	Stromberg carburettors introduced New bonnet with power bulge to suit Strombergs	2010	Revised certification tag on Federal cars
1330	Bonnet support frame modified	2121	Revised front suspension springs and dampers
1333	Introduction of rear brake dirt shields	2447	Introduction of Federal-specification +2S
1363	New headlight microswitches on Federal cars New headlight lift operating valve assembly	2526	New hazard warning light switch
1367	Modified troughs between body sides/rear suspension housing	2527	Revised windscreen weatherstrip with new upper and lower mouldings on Federal +2S cars
1436	Stover or Philidas type nuts replaced by Nyloc on all suspension and drive coupling bolts		
1452	New headlight vacuum pod mounting brackets	70.01.01.0001N	Federal cars only: New hazard warning light switch Revised front and rear flasher/sidelamp assemblies Introduction of direct-glazed front windscreen Introduction of interior lamp buzzer
1460	Revised rear suspension mounting rubber (Lotocone)	70.01.03.0077L	Introduction of improved quality air trunking
1469	Revised bodyshell moulding	70.02....	Modified roof drip gutter moulding Revised dashboard
1480	Modified clutch slave cylinder hose and mounting bracket assembly0218L	Introduction of battery condition gauge on non-Federal cars
1510	Radiator mounting bracket lowered to increase clearance between inside of bonnet and radiator filler cap	70.04....	Introduction of bootlid hinge gaskets Revised front brake calipers and pads
1531	Introduction of rear suspension bump-limiting spacer	70.04.10.0250L	Introduction of front foglamps
1541	Modification to intermediate exhaust pipe Revised front flasher/sidelamp clusters	70.09....	Revised front suspension top mounting
1550	New differential mountings Upated drive-couplings Improved specification of drive-coupling bolts0296L	Revised front LH brake bundy pipe
1589	Revised control box, except 'S' types0297L	Revised servo/5-way brake bundy pipe
1593	Introduction of +2S with new luxury interior including revised seats and centre console Revised control box and dynamo	70.10.14.0335L	Aerial earth braid repositioned on to rear strut brace
1614	Introduction of lockable steering column	70.11.15.0087M	Upated drive couplings
1645	Modification to air filter mounting bracket Introduction of washers between differential and mounting rubbers	70.12.16.0068N	Upated drive couplings
1661	New voltage stabilizer New ammeter	71.01.01.0335L	Upated drive couplings
1711	Revised boot section moulding	71.01....0001	Big Valve engine introduced - +2S 130 Differential casing strengthened Differential stiffening bracket fitted
1751	Revised direction indicator flasher unit mounting clip assembly	71.....	Introduction of fuel evaporative loss control system on Federal cars
1779	Modification to location of rear lamps	72.05....0235M	Introduction of metric pipe connection threads to front brake calipers on non-North American export cars Complete revision of electrical system
1831	New radio on UK-market cars		
1857	Girling Mk2B brake servo introduced with		

- 72.05....0272N Introduction of fixed-back rear seat on North American cars
Introduction of metric pipe connection threads on front brake calipers
Complete revision of electrical system
- 72.05....0732L Complete revision of electrical system on UK cars
- 72.06....0768L Reintroduction of metric pipe connections on front brake calipers of UK cars
- 72.10.... Introduction of 5-speed gearbox option – +2S 130/5

Notes

1. In his Collector's Guide *Lotus Elan and Europa* (see Appendix E), John Bolster quotes a chassis identification table previously published in *Autocar* in June 1974, which records the introduction point of the +2S as 50/1554.

2. Metric pipe connections to front brake calipers for UK cars were originally fitted from 72.05.0744L to 72.05.0753L, then dropped prior to their reintroduction in June 1972 as detailed above.



Unrestored cars can still be found in the most unlikely of places and offer an inviting challenge to the serious enthusiast looking for a winter project.