

Replacing the lower hinge cup bobbins – 1966 Elan S2

A method described by Sue Miller in her document “Small tips to enhance you Elan” that was supplied with her parts list (www.mickmillerlotus.com) and put into practice here by Paul Haigh

Old bobbins are badly worn. Drivers side:



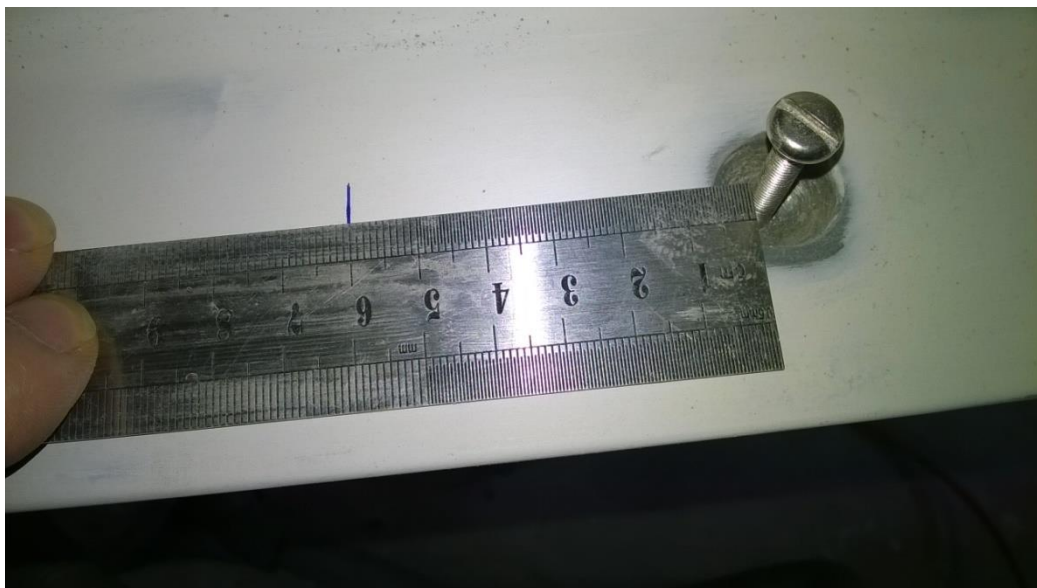
Passenger side:



New bobbins laid up with 4 layers of glass fibre matting. Just make a short cut with a knife blade and the glass fibre matt will push over the bobbin. Position the cut in a different direction for the next layer.



Marked up reference points using a screw mounted in the centre hole of the old bobbin



Cut out the old bobbin along measured reference lines



The new bobbin GRP was cut to size. The position of the bobbin was checked by measuring from a screw in the centre of the bobbin to the reference marks. A piece of aluminium was fixed to the new bobbin using the centre screw and this aluminium was screwed to the car body to fix the bobbin in the correct position. The top of the bobbin is positioned level with the car body surface.



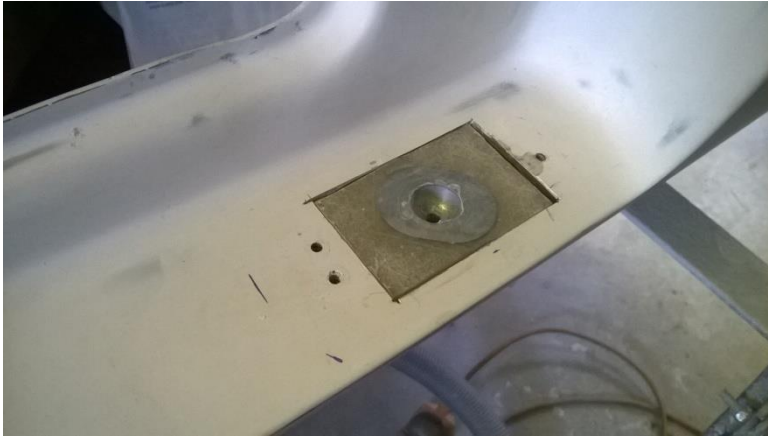
Same procedure on the other side



Fibre glassed in place on the underside with 2 layers of matting.



Aluminium fixing plate removed



Joints ground with tapered edges





Layers of matting and top layer of tissue. Centre of bobbin protected with blue tack.



Flatted with sandpaper and made good with polyester filler.

