

fit. Carry the chassis out to the body and as before jack up into the body and begin to try the body fixing bolts. If no problem just pinch them up do not tighten yet. If one of the bobbins does not come fully down to the chassis, do not pull down with the bolt, make up a spacer. Spacers are better than a standard washer as you can make them the size of the chassis flange which really does spread the load. Use aluminium which does not rust.

Normally the body 'wedges' between the front chassis turrets, but sometimes there is a gap and again a spacer is imperative here. Bolting up tight with a gap will stress the turrets, which will be pulled inwards at the top, increasing the negative camber of the wheels. If the spacer is made to the exact size of the chassis drilling pad a very neat and practical job is obtained. See also handling problems in SECTION X.

There is always the chance that a bobbin and hole do not line up if you have not taken care. If only a fraction and I do mean fraction, if one of the main chassis screw threads, ease the body bobbin with a file on the interference side. If a flange hole then ease the flange hole where tight. If widely out the chassis must be taken off and the following procedure followed.

1. If a chassis threaded hole, have the hole professionally welded up and then start again being more careful this time. Do not, repeat do not, screw a bolt in the wrong hole and weld up. There will be severe problems trying to drill any part of a high tensile bolt.
2. A chassis flange hole can have a small plate welded in, and once more start again.

Note.

Make sure the chassis is painted properly after the welding.

Install the body bonnet supports. At the bottom end of the support, the slot goes on the front turret chassis fixing. The top end bolts to the bonnet support curve with a 3/16 UNF bolt (No.10 Pan head set screw) I always use stainless steel. Fix and adjust the bonnet, see Section B, Body. Tighten the 3/8 UNF Chassis bolts to 22- 27 lbs.ft.

Install the rear strut brace. I connect the battery earth to the left hand strut bolt. See SECTION M. Tighten the 7/16 UNF bolts to 40- 45 lbs.ft. The brace has angled slots for the bolts to allow for the bonding tolerance of the bobbins. Use penny washers over the brace to ensure it is totally secure. This brace is not required on the early S1 & 2 cars there being a bonded panel between the undertray strut housings.

If all the dashboard is in place tighten the dashboard main chassis 3/8 UNF bolts to 22-27 lbs.