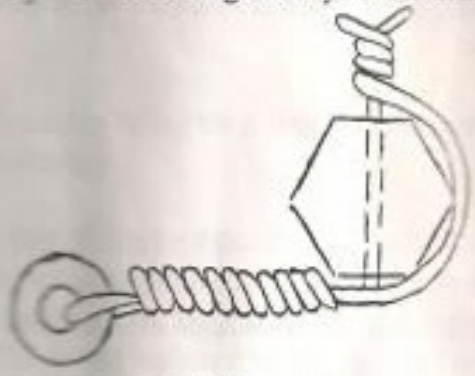
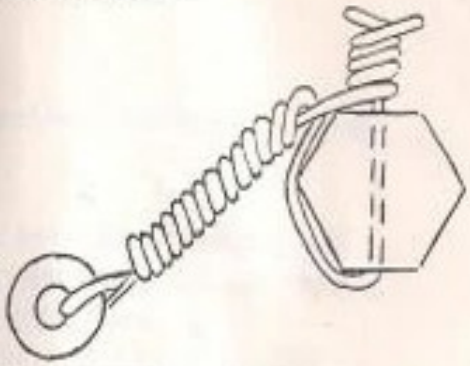
G. Good vehicle handling depaends on all relevant components being in good working order. If a new rear wishbones have not been fitted please check rear toe. Under no circumstances should either rear wheel toe out.

H. Many of these delightful cars came to a fiery premature end due to the carburettor banjo bolt loosening. Always cross drill and lace the heads as shown.



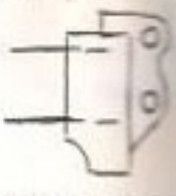
DOUBLE TWIST METHOD - CORRECT



DOUBLE TWIST METHOD - INCORRECT

I. APPLIES TO SPACEFRAME ONLY

The engine mounting layout of the Spyder spaceframe chassis has been redesigned to make removal and replacement of motor and gearbox easier. On both sides use the standard rubber engine mounting and attach these by their four mounting holes to the engine bay and NOT THE MOTOR. To retain the failsafe facility of the mounting it must now be fitted in the inverted position.

i.e 

Observe L.H (N.S.) and R.H (O.S) stamping on engine mounting brackets and attach these to each side of the block using the original spacers on the exhaust side.

J. As the top diff mountings locate on the spaceframe chassis at a slightly different angle to those on a stressed skin frame, it is convenient during the first fitting of the bodyshell to the chassis to mark and reshape this aperture thus making the renewal of the rubber mounting much easier if found necessary in the future.

K. Fit the gearbox rubber mounting directly to the Spyder gearbox crossmember as the original spacers between mounting and bracket are not required.

a.b When installing motor and gearbox leave the bolts and nuts loose in the slotted holes of the crossmember until settlement and then tighten.

L. An improved position for the drop links of the front antiroll bar can be achieved on the spaceframe chassis by attaching them to the outside of the frame and not the inside. These pick up points are located just beneath the engine mountings.