

ELAN
MICK MILLER
CLASSIC LOTUS

Parts List Winter 2024

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What3words:viewing.restores.dragons

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TWENTY YEARS-WHO WOULD HAVE THOUGHT IT !

For four decades Mick Miller had a love affair with the Lotus Elan. It started with his building of new kits in the 1960's, continued with repairs and servicing and gradually evolved into restoration, only ending with his early death in 2003. By this time he was acknowledged across the world as a leading expert of the marque, accompanied by a legendary reputation for attention to detail.

Although the restoration workshop closed when Mick died, the spare parts side of the business continues to flourish, supplying both individual car owners and other restoration firms. We are also still able to answer restoration queries and offer advice.

We try to keep in stock all service items for the Elan and Elan Plus Two, along with many trim and body parts. In keeping with Mick's philosophy, we aim to ensure that the quality is as high as possible.

Fifty years after the cessation of Elan production, there are few original equipment items still available from the Lotus Factory, but if they are obtainable, we try to stock them. Other parts are sourced from alternative suppliers and many are specially made for us. We are constantly trying to source and remanufacture previously unobtainable parts.

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Terms & Conditions

This list is intended as a guide : prices may change without warning.

For the convenience of UK customers prices are shown without (1st column) and with (2nd column) VAT at 20 %

Oversea customers will not be charged UK VAT but will be responsible for any VAT/import duty/handling charges levied in their home countries.

We require a local telephone number and, if possible, an e-mail address with each order. We like to despatch parts as soon as possible after taking an order: but as there are so few of us (i.e. just one !) occasional delays do occur. If you are kept waiting we apologise in advance.

On the very rare occasion that a part proves to be faulty we will either replace or refund without question, providing we are notified within 7 days of your receipt of the part and the unsatisfactory part is returned for our inspection.

If a part is returned for any other reason we will accept it providing it is in the condition in which it was sent: we reserve the right to exert a 20% handling charge.

We accept payment by cash, VISA, Mastercard and bank transfer (preferred). Sorry, no cheques.

OPEN: Monday to Thursday 9.00 a.m. to 4.30p.m. CLOSED: Friday to Sunday & Bank Holidays

***** THE ELUSIVE MRS MILLER *****

ALTHOUGH WE TRY TO ANSWER THE TELEPHONE IT IS OFTEN NOT POSSIBLE, SO THE MOST RELIABLE WAY TO GET IN TOUCH IS BY E-MAIL AS WE CHECK REGULARLY. NO SOCIAL MEDIA. PERSONAL VISITS BY PRIOR APPOINTMENT ONLY, PLEASE.

2.

SUPERFLEX BUSHES

These Superflex polyurethane bushes are much longer lasting than the current rubber bushes.
They are intended for road, not track, use and therefore do not produce a significantly harder ride.

	VAT	
	£ ex.	£ incl.
Front wishbone (set of 8)	95.00	114.00
Rear A-frame, inner (set of 4)	85.00	102.00
Rear A-frame, outer (set of 4)	55.00	66.00
Anti-roll bar (set of 2)	6.75	20.10
Drop link (set of 2)	24.00	8.80
Trunnion (set of 2)	28.00	33.60
Steering rack mounting (set of 2)	14.50	17.40
Torque rod/lower front shock absorber	20.00	24.00
Torque rod washer set	6.00	7.20

3.

GLASS-FIBRE PANELS

	VAT	
	£ ex.	£ incl.
Exterior:		
Front bumper	110.00	132.00
Rear bumper	98.00	117.60
Bonnet, flat	please ask	
Bonnet, with bulge (S4)	please ask	
Boot lid, S3 to Sprint	please ask	
Door shell, S4-Sprint	210.00	252.00
Light pod, LH or RH	90.00	108.00
Hood tray, S3-Sprint, DHC	120.00	144.00
Windscreen frame, S3-Sprint, DHC	45.00	54.00
Heater plenum chamber	95.00	114.00
Cant rail, S1-2, LH or RH	75.00	90.00
Differential cooler scoop (some S3)	40.00	48.00
Interior:		
Door panel, S3, LH or RH, untrimmed	48.00	57.60
Door panel, S4-Sprint, LH or RH, untrimmed	48.00	57.60
Door panel extension, S1-2, LH or RH	65.00	78.00
Battery box, S1-2	60.00	72.00
Boot battery tray, S3-Sprint	60.00	60.00
Interior side panel (originally hardboard)	24.00	28.80
Interior rear panel, S3-Sprint DHC (originally millboard)	27.50	33.00
Centre console, without armrest	90.00	108.00
Centre console, with flat armrest	145.00	174.00
Centre console, with curved armrest	165.00	198.00
Glovebox, S1 RHD	75.00	90.00
Carburettor airbox, Sprint-type	60.00	72.00
Radiator lower blanking plate (originally treated millboard)	28.00	33.60

BODY EXTERIOR

Windscreen, S1-2, clear (collect only)	195.00	234.00
Windscreen, S3-Sprint, clear (collect only)	205.00	246.00
Windscreen, S3-Sprint, green tint (collect only)	205.00	246.00
Windscreen, S3-4, with top-tint (collect only)	215.00	258.00
(Please note that our windscreens are made by Pilkington, with Triplex XXX logo)		
Windscreen rubber, S1-2, straight strip	35.00	42.00
Windscreen rubber, S3-Sprint, formed	60.00	72.00
Rear screen rubber, straight strip	35.00	42.00
Chrome plastic infill, front or rear	7.50	9.00
Windscreen tensioner rod, S1-2	28.00	35.60
Windscreen tensioner rod, S3-Sprint DHC	35.00	42.00
Windscreen tensioner block	24.00	28.80
Hood Bars, pair, S1-2	185.00	222.00
Hood frame bobbin, white nylon	4.50	5.40
Hood, S3-Sprint, black everflex (not cheaper PVC)	324.00	388.80
Hood envelope, black everflex " " "	172.50	207.00
Tonneau cover, S3-Sprint, black everflex	252.00	302.400

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Hood, S3-Sprint, black mohair	495.00	594.00
Hood envelope, black mohair	240.00	288.00
Tonneau cover, S3-Sprint, black mohair	350.00	420.00
Please note that fixings are not included		
• For LHD tonneau covers, made to order, please add £20 to basic cost *		
Hood stowage instruction sheet	4.00	4.80
Hood tray finishing trim , textured plastic	7.50	9.00
Hood retaining metal strip	39.50	47.40
Tenax button c/w flat nut	3.75	4.50
Tenax stud, incl. nut & cup	1.50	180
Hood snap	.40	.48
Hood tray to interior metal strip (straight- you will need to curve it to shape)	24.00	28.80
Twinscrew, hood tray	1.50	1.80
Drip rail, S1-2, LH or RH	44.00	52.80
Drip rail, S3-Sprint FHC, LH or RH	44.00	52.80
Drip rail, S3-Sprint, DHC, LH or RH	31.00	37.20
Air intake grille, chromed	50.00	60.00
Nose grille, stainless, powder-coated gloss black	56.00	67.20
Grille clip	.50	.60
Front bumper trim strip, chromed plastic	13.50	16.20
Front bumper bolt	9.25	11.10
Boot hinge	19.50	23.40
Boot hinge gaskets, car set	5.70	6.84
Nose badge, green yellow, correct original early font	135.00	162.00
Nose badge, black/silver , “ “ “ “	135.00	162.00
Sprint decal set, gold	85.00	102.00
“Lotus” script badge	15.50	18.60
“Elan script” badge	15.50	18.60
“S2” script badge	10.50	12.60
“S/E” script badge	10.50	12.60
“Coupé” script badge	16.50	19.80
“World Champion” badge insert (1,2,3,4 or 5 years, state which)	14.50	17.40
“Indy 500” badge insert	14.50	17.40
“Sprint” badge insert	14.50	17.40
“Sprint 5” badge insert	16.50	19.80
Shield-shaped badge holder, S1-3	22.50	27.00
Short rectangular badge holder, S4	20.00	24.00
Long badge holder	19.00	22.80
“ELAN” side badge, S4	39.00	46.80
“S4” badge insert	19.50	23.40
“SE” badge insert	19.50	23.40
“LOTUS” boot letter set	29.00	34.80
Washer jet, chromed	4.75	5.70
Wiper bezel kit (does both bezels)	11. 75	14.10
Wiper arm, S1-2, 5.2mm	15.50	18.60
Wiper arm, S3-Sprint 7.2mm	19.50	23.40
Wiper blade, S1-2 11”, stainless steel	13.50	16.20
Wiper blade, 14”, repro. Speedblade	17.50	21.00
Secondary door seal kit, each , 2 per car,(goes on underside of scuttle ,above door)	5.00	6.00

5.

Radio aerial	17.00	20.04
Aerial extension lead , 3m.	12.50	15.00

BOOT EXTERIOR

Boot hinge	19.50	23.40
Boot hinge gasket set, 2 long, 2 small	5.70	6.84
Locking boot handle	42.50	51.00
"Weathershield " lock, S1/2	25.00	30.00
"LOTUS" boot letter set	29.50	34.80
"LOTUS" boot individual letter, each	7.00	8.40
Number plate lamp ,S1-2 (as OE but note this has a switch with an aperture at the top)	18.00	21.60
Number plate lamp, S3-Sprint	16.50	19.80
Boot buffer, original pattern	3.95	4.74
Boot buffer, replacement shape	1.50	1.80

(The buffers are also used on bolts as headlamp pod stops- we suggest using the cheap ones for that as they are hidden)

BODY INTERIOR

Dashtop, S1-2, with large grille	please ask	
Dashtop, S3-early S4, with large grille	please ask	
Dashtop, later S4-Sprint, with two small grilles	please	
Under-dash panels, pair ,ABS plastic	80.00	96.00
Centre console,GRP , but looks as original ABS, bare shell, with gear lever hole cut	90.00	108.00
Centre console, GRP, with flat welded-vinyl arm-rest	145.00	174.00
Centre console, GRP, with curved welded-vinyl arm-rest	165.00	198.00
Arm-rest panel only, with flat welded vinyl	60.00	66.00
Arm-rest panel only, with curved welded vinyl	75.00	90.00
Windscreen pillar trim, GRP, looks like original, but much stronger, LH or RH, each	44.00	52.80
Parcel-shelf, FHC, trimmed plain vinyl	52.00	62.40
Parcel-shelf, FHC, trimmed basket-weave vinyl	55.00	66.00
Parcel shelf clip, sprung stainless, each, 7 per car	2.99	3.59
Headlining and rear quarter panel kit, cream weave pattern	145.00	174.00
(The headlining kits include the rear quarter panels, covered in matching fabric & clips)		
Headlining, OE confetti	185.00	222.00
Headlining locating clip (6 needed)	1.50	18.00
Seat re-trim kit, pair,S1, stag grain black vinyl,	875.00	1050.00
Seat retrim kit, pair, S1, Atlas grey vinyl	875.00	1050.00
Seat re-trim kit, pair, S2-3,stag grain black vinyl	875.00	1050.00
Seat re-trim kit, pair, S 4- Sprint, stag grain black vinyl with basket weave,	875.00	1050.00
Door surround covers, pair, S1-2, stag grain black vinyl	60.00	72.00
Seat frame clamping bracket	12.50	15.00
Seat runner, stainless , S1-2	7.50	9.00
Seat runner, Sprint non-tip	15.50	18.60
Carpet set, interior, cut as original, incl. loose footwell mats with rubber heel pad, black	198.00	237.60
Footwell mats, pair incl. fixings	62.00	74.40
Interior « frogskin » mat set, S1/2	550.00	660.00
Underfelt, OE type,per metre	17.50	21.00
Interior carpet back-board, S3-Sprint FHC, hardboard	12.00	14.40
Interior carpet backboard, S3-Sprint FHC, GRP(originally millboard) collect only	28.00	33.60
Interior side carpet board ,GRP (originally hardboard) collect only	23.00	27.60
Footwell mat fixing (4 per mat)	1.50	1.80

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Door seal, S3-Sprint FHC, pair	33.00	39.60
Door seal, S3-Sprint DHC	33.00	39.60
Door seal end-capping, DHC, chromed brass	15.50	18.60
Dashboard, S1 RHD	175.00	210.00
Dashboard, S2 RHD	230.00	276.00
Dashboard, S3 RHD without window switches	270.00	324.00
Dashboard, S3,RHD with window switches,	280.00	336.00
Dashboard, S4 RHD	280.00	336.00
Dashboard Sprint RHD	280.00	336.00

For LHD please add £20.00 to the above prices

All Elans should have teak straight-grain dashboards. Burr walnut is for the less-discerning. But if you want it you may have it. Made to order, same prices as above. All dashboards come complete with white lettering applied where appropriate. Please note that we much prefer our customers to collect their dashboards. This is for two reasons; firstly trees grow differently and no two grains are exactly the same- all the dashes are handsome but you may like one grain pattern more than another; secondly because of the risk of damage in transit. If collection is impossible the inland packing and carriage charge will be £30.00 + VAT.

Dashboard chromed screw,5/16" UNC (with fibre washer)	1.50	1.80
Dashboard screw, small beside steering column	.70	.84
Dashboard support bracket, S3-Sprint, Y-shaped, fits behind dashboard	23.00	27.60
Glove box, S1 RHD GRP	75.00	90.00
Glove box , S2 RHD	25.00	30.00
Glove box S2 LHD	28.00	33.60
Glove box, S3-Sprint RHD, incl. rear grommet	25.00	30.00
Glove box, S3-Sprint LHD, incl. rear grommet	28.00	33.60
Glove box touch catch	6.50	7.80
Glove box security slide switch	5.00	6.00
Radio bracket, each (2 needed)	5.50	6.60
Radio surround, chromed	7.50	9.00
Sun visor bracket, DHC LH or RH, chrome-plated	25.00	30.00
Cigar lighter, modern repro. Useful for charging & satnav	22.00	26.40
Metal blanking plug (for cigar lighter hole)	1.50	1.80
Dashboard warning lamp- red, amber, blue or green	4.00	4.80
Steering column shroud 2 per car)	8.50	10.20
Shroud transfer, high beam/dip	2.72	3.30
Shroud transfer, indicator direction	2.72	3.30
Tunnel grommet (propshaft access)	14.00	16.80
Gear lever, upper, chromed, c/w bush	55.00	66.00
Gear lever gaiter	12.50	15.00
Gear lever bush	18.50	22.20
Gear lever sleeved nut	6.50	7.80
Gear knob, pear-shaped	24.00	28.80
Gear knob, round	24.00	28.80
Static seat belt renovation service (your belt using re-chromed fittings)	55.00	66.00
Seat belt clasp black/silver sticker	3.00	3.60
Seat belt mounting plate (bolts to chassis rear turret)	36.00	43.20
Seat belt top fixing eye bolt, goes into seat belt mounting plate), polished stainless	24.00	28.80

BOOT INTERIOR

Boot seal, S3-Sprint	13.75	16.50
Boot hinge support bar	12.50	15.00
Boot stay	10.00	12.00
Boot stay bracket, S1-2	13.00	14.40

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Boot stay bracket, S3-Sprint	10.50	12.60
Boot stay bobbin	6.75	8.10
Battery clamp, front	6.50	7.80
Battery clamp, rear	5.50	6.60
Boot floorboard, plywood	20.00	24.00
Boot floorboard peg	6.50	7.80
Boot floorboard peg bracket	5.50	6.60
Boot corner board	20.00	24.00
Blanking panel (rear top of petrol tank)	19.50	23.40
Backboard, millboard (over rear of lamps)	18.00	21.60
Backboard support bracket, each, S4-Sprint (2 needed)	4.50	5.40
Boot buffer (2 needed) OE type pattern, incl. bolt	3.95	4.74
Handle latch (on body)	19.50	23.40
Handle latch support bracket	19.50	23.40
Catch plate, on boot lid, BZP, S3-4	10.50	12.60
Battery supporting tray	50.00	60.00
Boot carpet set, complete	55.00	66.00
Boot floor carpet, S1-2, black hardura	75.00	90.00
Petrol tank , aluminium	320.00	384.00
Tank sender unit, S1-3	127.00	152.40.
Tank sender unit S4-Sprint	72.00	86.40
TSU gasket	2.50	3.00
Spare wheel bracket	5.50	6.60
Foam disc, spare wheel well	15.00	18.00
Negative ground sticker red/silver	3.00	3.60

ENGINE BAY

Bonnet springs, S1-2, pair	28.00	33.60
Bonnet spring, S3-Sprint	15.00	18.00
LH side mesh grille	3.50	4.20
Bonnet catch (on bonnet) 2 per car	5.00	6.00
Bonnet spring clip, (on bulkhead) 2 per car now in stainless and stronger	10.75	12.90
Bonnet support bracket, 2 per car	10.50	12.60
Bonnet cable bracket (attached to dashboard)	12.50	15.00
Bonnet cable support bracket (on cam cover)	2.50	3.00
Bonnet skid plate, polished stainless, pair	10.00	12.00
Bonnet adjusting white nylon bolts & nuts set	4.50	5.40
Bonnet large foam strip	4.55	5.46
Engine bay small foam strip	2.55	4.26
Commission plate, Cheshunt	22.00	26.40
Commission plate, Norwich	18.00	21.60
Tudor washer / recuperator bottle, OE 2 pint size	36.00	43.20
Tudor blue transfers set	3.75	4.50
Tudor bottle bracket, large	17.50	21.00
Tudor washer bottle, 1 pint, not original 2 pint	15.50	18.60
Tudor bottle bracket, small	12.00	14.40
Washer bag & top	28.00	33.60
Washer bag bracket	7.00	8.40
Washer motor and pump (metal, not plastic)	18.50	22.20
Carburettor airbox cover, GRP	60.00	72.00
Airbox rubber seal	3.50	4.20
Airbox stickers, pair,1 silver on black, 1 red on white	6.50	7.80
Air filter casing	95.00	114.00
Air filter casing bracket, large	5.00	6.00

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Air filter casing bracket, small	4.50	4.80
Airbox trunking, OE	40.00	48.00
Airbox trunking, plastic alternative	17.50	21.00
Air filter element	9.50	11.40
Oil filter, canister, replacement	5.75	6.90

DOORS & WINDOWS

Unless otherwise stated the following parts are for the S3 to Sprint. We are trying to extend our range to include more parts for the S1 and S2 and are gradually adding to what we have available.

Door shell, S4 –Sprint, LH or RH, made to order	210.00	252.00
Interior door panel, bare GRP, S3, LH or RH	48.00	57.60
Interior door panel ,bare GRP, S4-Sprint, RH or LH	48.00	57.60
Bottom window frame repair panel, LH or RH,	36.00	43.20
Door trim kit, pair, black vinyl with welded pattern, S1-2	105.00	126.00
Door trim kit, pair Atlas Grey, with welded pattern, early S1	105.00	126.00
Door trim kit, pair, plain black, S3	215.00	258.00
Door trim kit, pair, black, with basket-weave, S4-Sprint	215.00	258.00
Window glass S1-2, clear, with either one top hole or two top holes, please state which	80.00	96.00
Window glass, S3-Sprint, clear	85.00	102.00
Window glass, S3-Sprint, green tint	85.00	102.00
Window pull, S1, chrome-plated,with twinscrew	20.00	24.00
Window frame to door mounting bolt, 4 x1",4 x 1 ½" per car	.40	.48
Disc latch to window frame mounting bolt , 8 per car, stainless 1" countersunk	.75	.90
Window motor mounting bolt, 6 per car	.30	.36
Window frame domed chromed bolt	1.50	1.80
Window cable	15.00	18.00
Window cable spool	40.00	48.00
Cable pulley	4.40	5.28
Pulley e-clip	.50	.60
Cable spool bracket, LH or RH	21.50	25.80
2-pronged locating bracket (motor to spool)	8.00	9.60
Clamp stud, improved pattern incl. washers and nut	13.50	16.20
Door hinge casting	36.50	43.80
Door top hinge plate, LH or RH	24.50	29.40
Door hinge white nylon bobbin	6.25	7.50
Bobbin lock bolt	6.75	8.10
Door hinge locating cup bobbin (in sill)	6.00	7.20
Door check plate and clip assembly	17.50	21.00
Door check clip only	9.00	10.80
Door check buffer	4.50	5.40
Door check tube	37.50	45.00
Door rod, S4-Sprint, long, interior handle to lock, RH or LH	4.75	5.70
Door rod, S4-Sprint, long, handle to handle RH or LH	4.75	5.70
Door rod, S4-Sprint, short, exterior handle to lock RH or LH	4.75	5.70
Door rod, S4-Sprint, short, private lock to lock, RH or LH	4.75	5.70
Door rod clip	1.75	2.10
Striker plate, BZP, S4-Sprint	16.50	19.80
Cover plate, polished stainless steel	10.50	12.60
Cover/striker plate screw, stainless	1.00	1.20
Door pull, S1-2	11.00	13.20

Door pull, S3-4	8.00	9.60
Exterior door handle, S4-Sprint,	50.00	60.00
Interior door handle, S4-Sprint temp.unavailable	40.00	48.00
Private locks, S4-Sprint, matched pair	40.00	48.00
Trim panel clip, S3-Sprint, 16 per car	.25	.30
Trim panel socket, S3-Sprint, 16 per car	.25	.30
Window flock channel, S3-Sprint, each, per car	9.00	10.80
Window waist strips, 4 per car	6.50	7.80
Waist felt strip clip ,20 per car	.20	.24
Courtesy switch	7.00	8.40

CHASSIS & MECHANICAL

Chassis, OE Lotus, bare metal, no longer galvanised (collect only)	please ask	
Chassis powdercoating black (recommended)	320.00	384.00
Chassis bolt kit	18.50	22.20
Chassis brace, rear, between turrets	26.95	32.34
Seat belt mounting plate, black powder-coated	36.00	43.20
Chassis felt saddle	17.00	20.40

Front suspension:

Vertical link, b/o wheels	100.00	120.00
Vertical link, k/o wheels	127.00	152.40
Upper ball joint	9.95	11.94
Upper ball joint bolts & nuts, pair	1.50	1.80
Front wheel bearings, pair, (i.e. one side) b/o wheels	15.00	18.00
Front wheel bearings, pair, (i.e. one side)k/o wheels	15.00	18.00
Hub felt seal	4.50	5.40
Trunnion, RL or LH	23.00	27.60
Trunnion bush kit OE, one side	6.50	7.80
Trunnion bush kit, Superflex, pair	25.00	30.00
Trunnion seal	1.50	1.80
Trunnion bolt & nut	.85	1.02
Vertical link grease nipple	1.25	1.50
Upper wishbone, not tubular, fabricated to look as original, black powder-coat	45.00	52.80
Lower wishbone, not tubular, fabricated to look as original, black powder-coat	49.00	58.80
Shock absorber/spring unit, adjustable Tony Thompson Comfort, pair	290.00	348.00
Upper shock absorber bush kit, rubber, does both sides	12.50	15.00
Lower shock absorber bush kit, rubber, does both sides	7.50	9.00
Lower shock absorber bush kit, Superflex, does both sides	14.00	16.80
Wishbone bushes, set of 8, OE-type rubber	52.00	62.40
Wishbone bushes, set of 8, Superflex	79.00	94.80
Wishbone ½" nyloc nuts & washers, set of 8	4.00	4.80
Steering arm, LH or RH	25.50	30.60
Stub axle, b/o wheels	35.00	42.00
Stub axle, k/o wheels	35.00	42.00
Stub axle nyloc nut, either size	.35	.42
Anti-roll bar bushes, pair, Superflex	10.50	12.60
Castellated hub nut	1.00	1.20
D hub washer	1.20	1.44

Rear suspension:

Lotocone	34.00	40.80
Lotocone bolt	.25	.30
Spring , std.	47.00	56.40
A-frame, OE-type round tube, powdercoated black	125.00	150.00
Outer A-frame bolt, 4" & nyloc, nut, 2 per car	4.50	5.40
Outer A-frame bolt, 3 & nyloc nut, 2 per car	4.50	5.40
A-frame to chassis bolt,incl. nuts,,set of 4	2.60	3.12
Shock absorber insert, adjustable Tony Thompson Racing Comfort ,pair	258.00	309.60
Outer wheel bearing, SKF	11.75	14.10
Inner wheel bearing, early, SKF	11.75	11.10
Inner wheel bearing, late, SKF or similar quality	29.00	34.80
Dust shield	4.00	4.80
Large circlip	.80	.96
Small circlip	.60	.72
Bump stop, OE,each	30.00	36.00
Bump stops, polyurethane, pair	15.00	18.00
Rear shock absorber dust shroud	15.00	18.00
Hub nut	.55	.66
Shaft woodruff key	2.75	3.33
C-spanner for adjustable shock absorbers	6.50	7.80
Rotoflex coupling	98.00	117.60
Rotoflex bolt set, c/w nyloc nuts, 18 + 6	38.00	45.60
C.V. joint driveshaft conversion	519.00	622.80

BRAKES

Master cylinder, Girling	95.00	114.00
Master cylinder repair kit	10.95	13.14
Master cylinder cap and seal	10.50	12.60
Front hose, S1-4, rubber with spiral protector	12.50	15.00
Front hose, Sprint, rubber with spiral protector	12.50	15.00
Rear hose, all, rubber with spiral protector	12.50	15.00
Braided steel hose set, S1-4	65.00	78.00
Braided steel hose set, Sprint	65.00	78.00
Front discs, EBC pair	110.00	132.00
Front discs, std ,pair	32.00	38.40
Rear discs, EBC, pair	125.00	150.00
Rear discs, pair std.	110.00	132.00
(Please note that for safety reasons we cannot supply single discs)		
Front pad set, EBC	35.00	42.00
Rear pad set EBC	25.00	30.00
Handbrake pad set	35.00	42.50
Front pad pins & R-clips ,set of 4	6.00	7.20
Rear pad pins & R-clips, set of 4	6.00	7.20
Front bleed screws, steel, pair	2.60	3.12
Front bleed screw, brass, pair	6.50	7.80
Rear bleed screws, steel, pair	2.60	3.12
Rear bleed screws, brass, pair	6.50	7.80
Front caliper mounting bolt, set of 4	2.00	2.40
Front disc bolt, set of 8	3.20	3.84
Rear caliper mounting bolt, cross-drilled	2.50	3.00
Front caliper pistons, set of 4	68.20	81.84
Front seal kit	12.95	15.54

11.

Rear caliper pistons, set of 4	68.20	81.84
Rear seal kit	28.50	34.20
Union, 3- or 4-way	7.75	9.30
Pedal pivot bracket	temporarily unavailable	
Pedal rubber, Lotus generic type	6.00	7.20
Pedal rubber, early OE pattern	8.50	10.20
Pedal return spring	9.50	11.40
Copper brake pipe, 25ft roll	16.50	19.80
Brass pipe ending, male	1.20	1.44
Brass pipe ending, female	1.30	1.56
Brake pipe clip, OE Collett, metal	.95	1.03
Handbrake tree c/w spindle	36.50	43.80
Handbrake eye-bolt	12.50	15.00
Handbrake rods, adjustable, pair	56.00	67.20
Handbrake caliper spring	4.75	5.70
Handbrake centralizing strip kit, 2 strips & 1 bolt, does one side	10.00	12.00
Handbrake pivot pin	5.00	5.88
Brake light switch, hydraulic	8.50	10.20
Brake light switch, electric	6.75	8.10
Handbrake light switch	25.00	30.00
"Powerstop" green/white sticker for servo	2.50	3.00

STEERING

Flexible steering joint, imprpved pattern	32.50	39.00
Steering column aluminium top clamp	22.00	26.40
Steering column top support bracket, Sprint only	17.50	21.00
Steering column bush , each,2 per car	6.00	7.20
Steering wheel nut	4.00	4.80
Steering column shroud, each,2 per car	8.00	9.60
Shroud transfer, headlamp/dip	2.75	3.30
Shroud transfer, indicator direction	2.75	3.30
Column rectangular plate, engine bay bulkhead, stainless	6.00	7.30
Rectangular rubber gasket, bulkhead, under above plate	4.00	4.80
Track rod end	16.95	20.34
Rack mounting bracket	19.00	22.80
Rack mounting bushes , OE rubber ,pair	8.00	9.60
Rack mounting bushes, Superflex polyurethane, pair	14.50	17.40
Solid rack mountings, pair	52.00	62.40
Rack gaiters, pair	18.00	21.60
Rack nylon plug	1.00	1.20
Rack shim,+ .002" or +.010" (inside rack, not chassis shim)	1.25	1.50

We have other odd steering parts such as wiring channels, steering locks, etc.

ENGINE & TRANSMISSION

Piston, set, all sizes	please ask	
Piston rings, all sizes, set	92.50	111.00
Valve, std. inlet	14.00	16.80
Valve , Sprint inlet	14.00	16.80
Valve, exhaust	14.00	16.80
Valve springs, set	31.50	37.80
Valve platforms, std. set	9.00	10.80

12.

Valve seats, hardened, inlet, set	40.00	48.00
Valve seats, hardened, exhaust, set	62.00	74.40
Valve guides, iron, complete set , in.& ex.	14.00	16.68
Valve guides, colsibro, inlet, set	28.00	33.60
Valve guides, colsibro ,exhaust,set	28.00	33.60

Bearings:

Camshaft, set	90.00	108.00
Main, std. +.010, +.020, +.030	78.00	93.60
Big end, std., +.10 ,+.20, +.030	50.00	60.00

Front cover:

Water pump kit	36.00	43.20
Timing chain, endless	17.50	21.00
Timing chain, linked	17.50	21.00
Tensioner pad	23.50	28.20
Tensioner pad screws, 2	1.00	1.20
Tensioner hardware kit	22.00	6.40

(other timing case parts available-please ask)

Bolts & Nuts:

Cam stud, long	2.00	2.40
Cam stud, short	1.75	2.10
Head bolt	13.00	16.20
Carburettor stud	1.25	1.50
Exhaust stud	1.25	1.50
Main bolt	2.00	2.40
Big end bolt	7.50	9.00
Flywheel bolt	1.60	1.92
Engine mounting bolt	.20	.24
Bellhousing to block bolts, set	6.50	7.80
Timing case bolt set	6.50	7.80

Gaskets and seals:

Complete gasket and seal set, 4-bolt crank	72.00	86.40
Complete gasket & seal set, 6-bolt crank	72.00	86.40
Cylinder head	22.00	26.40
Head set	38.00	45.60
Cam cover	6.50	7.80
Timing case to head	2.25	2.70
Timing case to block	2.00	2.40
Sump set Mk I	8.50	10.20
Sump set MK II	8.50	10.20
Rear oil seal housing	2.00	2.40
Exhaust, set of 4 ,superior metal	5.00	6.00
Seloc washers, set of 8	4.80	5.76
Fuel pump spacer/gasket	2.50	3.00
Oil pump	1.20	1.44
Thermostat housing	1.00	1.00
Carburettor O-rings, Weber/Dell'Orto,set	4.00	4.80
Carburettor O-rings, Stromberg, pair	1.00	1.20
Breather tube wide grommet	.75	.90
Rear breather tube & 90-deg. elbow , S1-3	34.00	40.80
90-deg. Elbow	9.50	11.40
Half-moon plug	2.00	2.40
Head-to-block breather tube	9.25	11.10

13.

Tappet shim, 0.056 to .115	1.50	1.80
Tappet shim, 0.116 upwards	2.50	3.00
Hylomar, tube	6.75	8.10
Wellseal, tube	24.00	28.80

Pumps:

Oil pump	35.50	42.60
Petrol pump, glass-bowled reproduction	125.00	150.00
Petrol pump, metal replacement	42.00	50.40
Petrol pump rebuild kit, for OE glass-bowled type	22.00	26.40
Engine mounting, exhaust side	10.50	12.60
Engine mounting spacer	1.75	2.10
Engine mounting, carburettor side (Weber/Dell'Orto)	13.50	16.20
Gearbox	14.50	17.40

GEARBOX

External gasket set	8.50	10.20
Oil seal set (contains alternative front seals)	9.50	11.40
Rear oil seal only	5.00	6.00
Overhaul kit	95.00	114.00

CLUTCH

Centre plate, exchange	82.00	98.40
Cover, exchange	125.00	150.00
Release bearing	32.50	39.00
Release bearing carrier	38.50	46.20
Master cylinder, Girling temp. unavailable	55.00	66.00
Master cylinder repair kit	8.95	9.60
Slave cylinder, Girling	55.00	66.00
Slave cylinder, replacement	40.00	48.00
Slave cylinder repair kit	8.95	10.74
Slave cylinder snap ring	1.10	1.32
Slave cylinder spring	2.50	3.00
Slave cylinder push-rod, c/w plain and special nuts	32.00	38.40
Slave cylinder push-rod special nut	3.50	4.20
Clutch fork gaiter	17.50	21.00
Release bearing to fork springs, pair	8.00	9.60
D-link	15.50	18.60
Rubber hose	9.95	11.94
Goodridge braided hose, master cylinder to slave cylinder	30.00	36.00
Pedal rubber, generic	6.00	7.20
Pedal rubber, OE pattern	8.50	10.20
Pedal return spring	6.50	7.80
Ring gear	52.00	62.40
Spigot bearing	5.00	6.00

We prefer to get OE Borg & Beck clutches reconditioned rather than supply modern replacements. They look as new, and we can either supply them on exchange or get your own refurbished. We can also supply 5-speed clutches.

FINAL DRIVE

Differential:

Top mounting	24.00	28.80
Mounting bolt set, 2 long & nut, 4 short	3.50	4.20

14.

Thick mounting washer	2.50	3.00
Torque rod bush kit, Superflex, does both sides	17.25	20.70
Torque rod washer set	5.00	6.00
Pinion seal	10.50	12.60
Pinion bearing	12.95	15.22
Output seal	4.50	5.40
Output bearing ,SKF	11.75	14.10
Casing gasket	6.50	7.80
Collapsible spacer	12.50	15.00
Propshaft		
Universal joint	12.50	15.00
Bolts & nuts, set of 4	1.20	1.44

EXHAUSTS

All now in Double "S" stainless steel		
Manifolds, pair	285.00	342.00
Y-piece	70.00	84.00
Centre pipe, S4-Sprint	70.00	84.00
Transverse silencer ,S1-3	210.00	252.00
Inline twin-pipe silencer, S4	215.00	258.00
In-line oval silencer, Sprint	210.00	252.00
In-line oval silencer, Sprint with in-built heat shield	240.00	288.00
<i>Also highly polished manifolds £30 + vat extra</i>		

Clamp, Mikalor Supra, stainless either size	3.75	4.50
Bracket and clamp kit, off gearbox	18.50	22.20
Bracket, rear of silencer, takes strap	8.50	10.20
Bracket, front of silencer, takes cotton-reel mountings	10.50	12.60
Cotton-reel mounting	2.25	2.70
Rubber strap	3.00	3.60
Manifold nuts, set	6.40	7.68
Manifold studs, set	6.40	7.68
Manifold gaskets, metal, improved pattern, set of 4	6.00	7.20

HEATING & COOLING

Radiator S3, reconditioning with 3-row core and repaint	please ask	
Radiator S4-Sprint, reconditioning with 3-row core and repaint	please ask	
Radiator brackets, S3, pair	7.00	8.40
Radiator brackets, lower, S4-Sprint , pair	4.00	4.80
Fan bracket OE ,later radiator	25.00	30.00
Revotec High Performance fan, 10"	80.00	96.00
Revotec fan loom and quickmount fitting kit	15.00	18.00
Radiator cap, 7lb. or 10 lb.	6.50	7.80
Thermostat, 75 deg ,or 82 deg.	6.50	7.80
Thermostat housing ,alloy replacement	35.00	42.00
Thermostat housing gasket ,	.80	.96
Bonnet foam strip	4.55	5.46
Lower radiator blanking plate, GRP, looks like OE millboard	23.00	27.60
Top hose S1-2 , each, 2 required	17.50	21.00
Top hose, S3-Sprint	19.95	23.94
Bottom hose	21.95	26.34

15.

Radiator hose clips, Hi-grip stainless, either size	2.00	2.40
Heater hose. ½" dia., per metre	3.75	4.50
Heater hose clip, Hi-grip stainless	1.50	1.80
Convolute heater hose, 1 ½" dia., S1-2 (behind dashboard), per metre	5.50	7.80
Convolute heater hose 1 ¼" dia. S3-Sprint, per metre	5.50	7.80
Heater valve	23.00	27.60
Heater cable solderless nipple	2.50	3.00
Otter switch and seal	23.00	27.60
Water pump kit	35.00	42.00
Fan belt, dynamo	4.75	5.70
Fan belt, alternator	4.75	5.70

ELECTRICAL

Aldon distributor leads + plug caps set	43.00	51.60
Aldon Ignitor LU 142A electronic ignition system, 23D distr.	130.00	156.00
Aldon Ignitor LU143 , 43D distr.	130.00	156.00
Aldon Ignitor LU142AP12 23D positive earth	148.00	177.60
Sport coil	25.00	30.00
Contact set	3.85	4.62
Condenser	3.85	4.62
Rotor arm, red,HQ	6.85	8.22
Battery lead, long	25.00	30.00
Battery lead, short	7.50	9.00
Earth strap, 9"	2.20	2.70
Earth strap, 24"	2.20	2.70
Spark plug, NGKBP7ES	2.60	3.12
Spark plug, NGKBP6ES	2.60	3.12
Starter solenoid, early type, S1-3	58.00	69.60
Starter solenoid, later type, S4-Sprint	14.00	16.50
Starter motor, modern high-torque, WOSP	175.00	210.00
Distributor, 43D modern replacement	150.00	180.00
Distributor, 43D modern, pre-fitted with electronic ignition	295.00	354.00
Fuse box	13.75	16.50
Control box, early S1-3	29.95	35.94
Control box, late, S4-Sprint	29.95	35.94
Distributor cap	15.75	17.70
Relay, original -type metal 6RA	19.50	23.40
Relay, modern plastic replacement	5.00	6.00
Horn, high note or low note, looks original	13.50	16.20
Air horn kit	38.00	45.60
Horn pencil	7.95	9.54
Wiper wheel box, S1-3	25.00	30.00
Wiper wheel box, S4-sprint	36.00	43.20
Wiper motor c/w 110 deg. gear appropriate to the Elan	55.00	66.00
Wiper bezel kit	11.75	14.10
Indicator flasher unit	10.50	12.60
Headlamp flasher unit kit. Incl. resistor and instructions	12.50	5.00
Wiring loom, S1-3 main, includes engine bay & dash	225.00	270.00
Wiring loom, S1-3, rear	62.00	74.40
Wiring loom, windows, late S3	28 .00	33.60
Wiring loom, S4, main engine bay, dynamo	165.00	198.00
Wiring loom, S4, main engine bay, alternator	200.00	240.00
Wiring loom, S4, dashboard	165.00	198.00
Wiring loom, Sprint, main engine bay, dynamo	200.00	240.00

16.

Wiring loom, Sprint, main engine bay, alternator	200.00	240.00
Wiring loom, Sprint, dashboard	175.00	210.00
Wiring loom, S4-Sprint, rear	70.00	84.00
Speedo gear, black, 23-tooth	22.00	26.40
Audible indicator warning	7.50	9.00
Ignition switch, S1-3, dashboard	18.50	22.30
Ignition barrel & keys	6.50	7.80
Ignition switch, Sprint, column	33.00	39.60
Toggle headlamp switch, S1-3	20.00	24.00
Toggle switch, S1-3, 2-position, panel, or interior	12.00	14.40
Rocker switch, S4-Sprint window	40.00	48.00
Rocker switch, S4-Sprint, wiper, interior or panel	28.00	33.60
Rocker switch, momentary, washer	28.00	33.60
Rocker switch, 3 position, front lamps	28.00	33.60
Goodridge braided oil pressure gauge pipe	39.00	46.80

LIGHTING

Rear lamp, LH or RH	275.00	330.00
Rear lamp lens, LH or RH	51.00	61.20
Internal lamp gaskets, pair	5.00	6.00
Rear lamp to body gaskets, pair	21.50	25.80
Rear lamp to body gaskets, S3,pair	22.50	27.00
Rear lamp S1-2	69.75	83.70
Rear indicator lamp, S1-2	37.00	44.40
Side lamp, front	20.00	24.00
Indicator lamp, front	20.00	24.00
Indicator side repeater lamps, pair	9.00	10.80
Indicator switch stalk	28.50	34.20
Dip switch stalk	56.50	67.80
Headlamp metal bucket assembly complete, without glass lamp unit	22.00	26.40
Headlamp bucket, plastic	10.00	12.00
Headlamp unit wiring loom	6.50	7.80
Halogen headlamp unit, minus bulb	17.50	21.00
Halogen bulbs, up-rated, pair	15.00	18.00
Inner retaining ring	5.50	6.60
Outer chrome bezel	14.50	15.95
Headlamp microswitch	4.50	5.40
Headlamp vacuum tank LH	temporarily unavailable " "	
Headlamp vacuum tank RH		
Headlamp vacuum tank, failsafe (federal spec. i.e,where there is a single tank)	205.00	246.00
Vacuum tank bracket	4.50	5.40
Vacuum tank spring, LH	15.00	18.00
Vacuum tank spring, RH	15.00	18.00
Vacuum tank spring, heavy, failsafe	20.00	28.00
Failsafe lower bracket	25.00	30.00
Vacuum non-return valve & 2 connectors kit	33.00	39.60
Dashboard lamp, S1-early S4	18.00	21.60
Dashboard lamp, late S4-Sprint	4.00	4.80
Dashboard warning lamp, red, amber, green or blue	4.00	4.80
Rear interior quarter panel lamp, FHC	18.00	21.60
Number plate lamp, S3-Sprint	18.50	22.20

Handbrake warning lamp switch	23.00	27.60
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17.

Reversing lamp switch	25.00	30.00
Stop lamp switch, hydraulic	7.75	9.30
Stop lamp switch, electric	6.75	8.10
Courtesy lamp switch (door and later headlamp)	4.50	5.40

We can also supply most bulbs and electrical connectors, and we keep many colours of wiring on the roll.

FUEL SYSTEM

Fuel tank, aluminium	335.00	402.00
Tank sender unit ,S4-Sprint	69.95	83.94
Tank sender unit, S1-3	127.50	153.00
Tank sender screws set (6 x 4BA)	2.40	2.88
TSU gasket	2.10	2.52
Fuel filler cap, OE non-locking	52.00	62.40
Fuel filler cap, locking	55.00	66.00
Fuel filler grommet	9.50	11.40
Fuel filler neck, rubber	10.00	12.00
Pump to tank fuel line & olive	22.00	26.40
Weber carburettor overhaul kit , each	30.50	36.60
Stromberg carburettor overhaul kit, each	56.00	67.20
Dell'Orto carburettor over haul kit, does both	78.00	93.60
Braided fuel lines, Weber	55.00	66.00
Braided fuel lines, Dell'Orto	65.00	78.00
Throttle cable, Weber/ Dell'Orto	17.50	21.00
Throttle cable, Stromberg	19.50	23.40
Throttle cable brass barrel	5.50	6.60
Throttle spring, Weber	6.50	7.80
Throttle spring, Dell'Orto	6.50	7.80
Choke cable, Weber/-Dell'Orto	24.00	28.80
Choke cable, Stromberg	28.00	33.60
Carburettor O-rings, Weber/Dell'Orto, set of 8	4.00	4.80
Carburettor O-rings, Stromberg, set of 2	2.00	2.40
Thackeray washers, set of 8	2.00	2.40

CABLES

Handbrake cable, S1-4	33.00	39.60
Handbrake cable, Sprint,	33.00	39.60
Please note we normally have our handbrake cables made 2" than normal, for a better fit		
Bonnet cables, S1-3, pair	29.50	35.40
Bonnet cable, S4,-Sprint temp. unavailable	29.50	35.40
Speedo cable, 4-speed	24.00	28.80
Speedo cable, 5-speed	27.50	33.00
Heater cable	24.00	28.80
Throttle cable, Weber/Dell'Orto	17.50	21.00
Throttle cable, Stromberg	19.50	23.40
Choke cable, Weber/Dell'Orto	44.00	52.80
Choke cable, Stromberg	28.00	33.60

MANUALS

Factory Workshop Manual	please ask for current price
Factory Parts List (useful for expanded diagrams, not part numbers, which are mostly obsolete) "	
Brian Buckland Manual, ring-binder	85.00

STICKERS

Sprint decal set	please ask
Hood stowage instruction sheet	4.00 4.80
Airbox stickers, pair	6.50 7.80
Headlamp/dip transfer	2.55 3.06
Indicator/ direction transfer	2.55 3.06
Powerstop servo sticker, green/white	2.50 3.00
Negative ground sticker, red/silver	3.00 3.60
Running-in windscreen sticker	4.50 5.40
Retro World Champion windscreen sticker	5.00 6.00
Seat belt sticker	3.00 3.60

DROP-HEAD CONVERSION

It is not a difficult job to convert a fixed-head coupe into a drop-head, but it is time-consuming and quite expensive. Purists may disapprove, but other may consider it no worse than fitting a non-original chassis or replacing a 4-speed gearbox with 5-speed transmission. As the Elan was designed as a drop-head no strength is lost from the body by cutting off the roof, although the windscreen pillars must be reinforced in order to maintain the correct rake of the windscreen and to support the screen and hood properly. If you sell the car you are honour-bound to tell the buyer it is a conversion, even if it is obvious from the chassis number. The original DHC S3 to Sprint) is Type 45, the FHC is Type 36.

The following is a list of the parts needed for a drop-head conversion.

- 1 Windscreen frame GRP section
- 1 Rear panel GRP section
- 1 Vinyl strip and foam padding (top windscreen frame)
- 1 Hood tray
- 2 Hood tray grommets rear strut access)
- 1 Hood tray finishing trim
- 1 Hood frame, made with OE-type D-section tube
- 2 hood frame bobbins
- 11 twinscrews
- 1 Hood-retaining metal strip
- 2 Drip rails
- 1 Hood, everflex

1 Hood envelope, everflex

1 Tonneau cover, everflex (optional)

19.

23 Tenax suds

17 Tenax buttons for hood

17 Tenax buttons for hood envelope

23 Tenax buttons for tonneau cover (optional)

2 Hood snaps

1 Hood stowage sheet

1 Windscreen tensioner rod

1 Windscreen tensioner block

1 Interior backboard

1 Hood tray to interior backboard metal strip

2 Secondary door seals (on body over door)

Carpet pieces

1 Door seal

2 Door seal end-cappings

FANCY NEW-FANGLED PARTS

We tend to be of the Luddite persuasion and hate change for its own sake; we do like to see the Elans kept more or less as they left the factory. But even we have to admit that sometimes an innovation comes along which is worth considering.

Here are a few of such items:

- High –torque starter motor, Luke Motorsport- vast improvement for starting, especially for high compression.
- Electronic ignition system, Aldon Ignitor- hidden inside the distributor, thus keeping the look of originality.
- High quality rotor arm- great improvement on the current standard Lucas rotor arm
- Braided steel Goodridge clutch hose- this goes from master to slave cylinders, replacing both the rubber and rigid OE pipes.
- Braided steel brake hoses- these have zinc-plated steel fittings, but we can also supply them stainless steel fittings at extra cost.
- Braided steel oil pressure gauge pipe, also Goodridge.
- Superflex polyurethane bushes- these are much more durable than the OE rubber, without drastically altering the handling.
- Halogen headlamp units- these fit into the existing headlamp bowls and can be supplied with standard or up-rated xenon bulbs. We are informed that no changes are needed to existing wiring. Old-style sealed-beam units are now obsolete.
- Up-rated cooling fans- we normally supply a neat high-power Revotec model, which is very efficient.
- C.V. joint driveshaft conversion is still available- eliminates dough-nut worries. (must be fitted with restricted rear shock absorbers)
- Electric headlamp-raising conversion. Not for the purists but it works !

A final note----- we are always happy to help but use a bit of psychology. Do not call and ask for a very rare part saying “we have tried everywhere else”. We will answer gracefully, but secretly we will be offended, especially if you have bought all the big expensive parts elsewhere. We are happy to give endless time free to help with enquiries, but we, and the cats, do have to eat as well!

So- if you really have tried everyone else first-DON'T TELL US!

SMALL TIPS TO ENHANCE YOUR ELAN

(Some obvious, some not so)

When starting your restoration, take lots of pictures before you pull the car apart. Also look at and photograph as many other Elans as you can for reference and make notes where you can see improvements have been made. Do not be afraid to plagiarise good ideas!

- Buy a scalpel handle and a box of disposable blades (No. 11 are best). They are available from art supply shops or friendly surgeons. You will be surprised at how useful a fine blade will be for so many purposes.
- Do not throw a single part away until the restoration is finished. You may need it if sudden obsolescence strikes
- Handles, locks and hinges should always have gaskets between them and the glass- fibre. Most gaskets are still available. If not, cut your own from sheet rubber.
- Do make sure that the interior sides of doors are painted semi-matt black in the correct places. If you do not know where those correct places are, ask us .We will send pictures.
- Never use underseal or stone-chip schutz in the engine bay. It looks fine for about two minutes and then it collects dust. Use semi-mat black paint.
- Do, however, plaster a thick coat of underseal on the undersides of the top of the front wings. This will help to prevent the GRP being star-cracked by stones shooting up off the tyres.
- If your rocker switches have become dull, try wiping them lightly with a soft rag dipped in silicone brake fluid. Do this a couple of times a year. But do not use silicone fluid in the brakes- it may affect the rubber in your servo and master cylinder.
- Over-frequent use of metal cleaner will gradually strip the chrome from your window frames and wheel spinners. Wash with soapy water, then use ordinary car wax instead.
- The front bumper trim strip should be held in with body filler- that's the way it was originally done at the factory. Even mastic may not hold it and never, ever, trust the two end screws alone to hold it.
- You do need a bonnet spring, even if it fouls your fancy new fan bracket. In that case, trim the edge of the bonnet to accommodate the spring. And make sure that it is properly hooked . We have lost count of the number of Elan owners who have seen their bonnet sailing into the hedge because the front spring was left unsecured, either intentionally or by accident. And do not fit external racing –type clips- unless you are actually going racing. They look inappropriate on a road-going Elan. Spend time adjusting the spring clips properly so that the bonnet stays securely locked and will not suddenly pop up. The spring clip on very early Elans had an open back, which sometimes allowed the catch on the bonnet to become trapped behind it, making it difficult to release the bonnet without damage. If you still have these, change to later clips with a solid back to avoid this.
- Do not waste time trying to re-veneer your old dashboard; they rarely look as good as original. Buy a new one- it is cheaper and better in the long run

- Fitting the little high beam/ indicator transfers? Soak them in warm water until they just lift off the backing paper; then apply them to the steering column shroud. Do not leave them in the water a moment longer than necessary or they will wrinkle.
-
- Do not be afraid to ask, especially about the cosmetic aspect. We are by no means infallible, but enquiries. As for help with the mechanics and electrics- if we do not have the expertise ourselves to help we can often point you at someone who does.

PAINT COLOURS

While paint colour is a subjective choice, where possible use a genuine Lotus colour. The main (but not all) colours used were:

LO1 British Racing Green, LO2 French Blue ,LO3 Wedgewood Blue,LO4 Cirrus White ,LO7 Lotus Yellow, L10 Bahama Yellow, L11 Regency Red, L12 Lagoon Blue Metallic, L13 Pistachio Green, L14 Colorado Orange, L16 Tawney Metallic, L23 Burnt Sand. For bumpers use Ford Silver Fox or Talbot Aztec Gold.

When your paint supplier has identified the correct colour persuade him to mix a preliminary small amount, such as .10 litre in order to check the shade.

All Elans were originally painted in cellulose, which was ideal for the home user. It is now very difficult to find in the correct colours, having been superseded by isocyanate two-pack and then water-based paints. These paints are not suitable for amateur use because of the specialized conditions needed. It will also need care to match the colour exactly. Do not believe paintshop operatives when they say it cannot find the true colour – they can if they try hard enough.

ELAN DOORS:IMPROVING THE FIT

Contrary to received opinion, most Elan doors actually fitted quite well. At least they did with the early models before the Sprint, when the fit became less good on some, but not all, cars. The later the car, the less likely it would be to have well-fitting doors.

Allowances must be made for the ravages of time; many cars whose doors now stick out once may have had much better-fitting panels. The car may have been left in a garage with a window where sun played on the same area for long periods, the heat thus causing distortion. The door hinge bobbins may have worn and be overdue for replacement. The owner may have been in the habit of grasping the door or window frame to heave himself out of the car.

Each door was made in two sections and the outer and inner panels were joined around their edges. If you open the door and look at the top inner edge you will see pop rivets where the two sections were joined, in addition to bonding with glass-fibre. Many people think that the rivets denote a somewhat clumsy repair, but they do not, as they were put in at the factory.

When we were restoring Elans we would sometimes get a customer who requested that we leave the doors protruding at the bottom because “if the doors stick out it’s original”. We ignored this instruction because all cars should have doors which fit well. After all, you would not ask a builder fitting a new door to your cottage to leave a gap” because it’s what the Tudors would have done, would you?

What can be done to improve the fit? Here are some hints, starting with the simplest and leading up to the most complicated.

1. Firstly, when attempting a good door fit, use your new door seals. If you fit the door with the old seal, or no seal at all, the fit will not be correct when you put on the new seal. The original lip-seal is no longer available and a modern substitute is necessary. If you are having your car painted, supply the strip to the bodyshop and get them to correct the door alignment with it before the door is painted.
2. The next, and simplest, thing is to make sure that the catch is properly adjusted. Sounds obvious, but often a great improvement can be made by loosening the screws on the catch plate, moving
3. the plate and re-tightening the screws. You will find that the slot behind the cover plate is quite wide and allows a lot of movement.

4. The next move should be to fit new plastic door hinge bobbins. Your car will probably still have the original ones, in which case they will be worn.
5. Look at the metal cup bobbins in the sills; it is possible that they will have worn to an elliptical shape, allowing the plastic bobbins to move sideways.
The easiest way to replace one of these is to cut out a section of the door-shut around the bobbin about 2-3" square. Make up a flat square of mat, about 3 layers, then cut a hole in the centre of it and laminate in a new bobbin. Now fit this little panel into the square hole you have cut and laminate in. Sounds complicated, but it is easier than trying to cut out just the bobbin and replace it, and the new bobbin will not wriggle loose.
6. Next- to split the doors or not? There is much chatter about this by people who have never done it. It is possible to effect a good fit by doing this when the door only protrudes a small amount. A diamond wheel, or similar cutting tool, is run around the lower edge of the door and a little way up the handle end. A small sliver is cut out as necessary, the door offered up to the body to check the fit, then the slit is bound together with masking tape and rebonded by laminating in glass mat strips on the inside. A useful product for such a job is bonding paste, which is specifically designed to hold two edges together, but may be difficult for the amateur restorer to source. This all sounds complicated, but is, in fact, well within the capabilities of most do-it-yourselfers.
8. However, there is a limit to how much the bottom edge can be cramped in- too much and it will be impossible to insert the window frame and will also give curiously curved shape. And it does not solve the problem of the diagonally opposite corner; for when one lower corner sticks out the opposing corner will be indented- i.e. the top front corner will not line up with the scuttle. There are several techniques we would employ, depending on the severity of the misfit. Some of them sound outlandish but they work.
9. Often we would approach the problem laterally and alter the body to fit the door. We would split the body along the door shut, following the crease made by the upstand which holds the door seal. We would then push the upstand in as far as required, holding it in place with a little wooden wedge, and laminate a strip of glass on the inside of the body to fill in the gap, finishing cosmetically on the outside with filler, with the seal covering the join. The door could thus be pushed further into the door aperture, creating a better line. This technique is quick, easy and surprisingly effective.
10. We would also pack out the body. We would laminate an extra layer of glass-fibre mat to the outer surface of the lower body. Smooth it, then finish with filler, tapering it out along the rear wing and down the sill. Filler can also be used top and out the top leading edge of the door and front wing to create a smooth line. This needs a heavy-grade filler, such as Isopon P.38, not a lighter easy-spread filler.
11. Do not be afraid of using filler in deep quantities- if the surface is firstly well prepared it will adhere. Some bodyshops make a feature of not using filler, but remember that the Lotus factory used it literally in industrial quantities. Applied and finished carefully you need not worry about using it in deep layers. Great lumps of filler will not self-detach and fall onto the road.

If this all sounds great deal of work.-it is. But it really does not take that long once you get started. Keep looking at the panels from all angles, including lying on the floor. Keep running your eye and hand over the side of the car to make sure that you create a smoothly tapered line with your filler. And remember, when sanding back the filler, to keep using a light guide coat with a black aerosol to accentuate the highs and lows.

If you can get the doors to fit well, the other panels will seem simple.

ELAN PANELS: FITTING THE BONNET AND BOOT LID

Boot lid:

The boot lid and the hinge recesses on the body both have elongated holes in order to allow the hinges bolts to be slid back and forth for adjustment to obtain a good fit.

We have a better way. We fitted the lid accurately when preparing the body, then did away with the adjustment, so that when the car was painted the lid could only go back into exactly the same place. Time taken at the pre-paint stage was compensated by time saved after respraying, with no worry of accidental paint damage.

This involves destroying your old boot hinges, but, on a proper restoration, you were not going to use them again any way, were you ?

First of all make good any damage to the boot lid and repair any crazed areas on both top and under sides. Now fill over with glass fibre (not just filler) the holes in the lid and body.

Drill out from the top the bolt in the hinge which goes into the body so that you have a hole right through the hinge.

Align the hinges onto the lid so that they sit perfectly over the recesses, putting a little paint on the two studs to mark where to drill. Drill holes exactly the correct size to take the hinge studs. Fit the hinges to the lid and fit and tighten the nuts. Now fit the hinge to the body as perfectly as

you can, with equal gaps at the sides and making sure that the front edges align perfectly with the edges of the rear wings. Tape securely into place if you only have two hands. Then drill down through the holes in your hinges into the recesses on the body. As your new hinges will be exactly the same size as the old, when painted, or removed at a later date, the lid will go back in precisely the correct place.

Bonnet:

Unlike the other panels the final fit cannot be made until after painting and the metal support brackets on the body are in place and the front spring fitted., which is obviously after the body has been dropped back onto the chassis.

If you buy a new bonnet you should make sure that it has laminated into it the strengthening hoop which holds the bonnet fixing hook. The cars up to the very early S4 did not have this hoop , merely a small plate riveted on to take the hook. Consequently over the years many have become distorted. It is a good idea in this case to abandon originality and put in the strengthening hoop even for early car.

It is usually quite easy to attain an even gap all round. You may need to trim down the bonnet side edges a little more so that it sits well down , in order to get a smooth line against the wings. Please use the proper white plastic screws in the recesses, not number plate screws. The vertical adjustment is made by the addition and subtraction of small washers under the head of each plastic screw. A tiny washer can make a surprising difference. Do not forget to fit the stainless steel runners on the bonnet and anoint these and the screws with grease for smooth running. The final adjustment is made by the careful positioning and fine adjustment of the spring clips in the engine bay, which are held in place by self-tapping screws. This can take time to get it right. One further thing to note is the height of the engine and radiator in relation to the bonnet. Without sufficient clearance there is a risk of star-cracking the centre of the bonnet. You may need to file the slots of the engine mountings to drop the engine height fractionally to avoid the cam cover fouling the bonnet. Similarly, the radiator cap may need a judicious sideways thump with a rubber hammer. Do not forget the large foam strip on the bonnet over the radiator. It protects the bonnet and helps cooling by deflecting air through the radiator. The small foam strip on the ledge in front of the scuttle protects the leading edge of the bonnet and eliminates rattling; it should be stuck in place before the bonnet is fitted.

Bumpers:

The rear bumper usually needs no adjustment; just make sure that the edges of a new bumper are properly trimmed down. If retaining the old bumper, make sure that it has not distorted and spread out over the years: nothing much can be done about that.

The front bumper is the most problematic panel to fit, apart from the doors; Lotus fitted the plastic trim strip to hide any discrepancy between body and bumper. However it is a much better idea to make a nice even gap in which to fit the strip. This will mean packing either or both the body and bumper with filler. The worst cases may even mean splitting and cramping it in, strengthening with glass-fibre mat on the underside. We have even on occasion had to cut a bumper in half and rejoin it to get a good line. Do not just offer up the bumper-actually bolt it into place. Then you can apply filler and sand it back with the bumper in situ. Incidentally, if you buy a new bumper, make sure it has the small middle panel holding a metal bobbin; this is to bolt the bumper centrally to the body. If the new bumper does not have this, cut it out of your old bumper and stick it into place.

Headlamp pods:

There is not much you can do about these as the bobbins in both body and pod are in fixed positions. The only time you might have fitting problem is to correct a former bad repair. Worst case scenario would involve moving a bobbin, but this is rare.

If you have new pods ascertain before painting that they have been trimmed enough to take the lamp bowls. Incidentally, if you have an original S1 or S2 body you will have noticed that the front of the car is not symmetrical- there is a larger gap between pod and front bumper on the left side than on the right. Leave it.

FITTING A NEW HOOD TO THE DHC ELAN

This is much easier to do with an assistant.

Raise the hood frame and fix the side arms into the nylon spigots on the top corners of the windscreen frame. Do not yet tension the frame.

Lay the hood over the frame in as near to the correct position as possible.

Starting with the two Tenax studs immediately behind the doors, press the hood material over the studs and mark with chalk or a white wax pencil, making sure that the sides match, When you are certain that the marks are symmetrical make the smallest possible holes with a scalpel or very sharp craft knife and push the hood onto these studs.

Next measure and mark the centre of the back of the hood. Nick a tiny hole at this place and again push the hood onto the centre stud. Now do the same with the remaining studs as evenly as possible, You can either work from the centre back to the sides or vice versa.

You will have to enlarge the holes as the Tenax button shank needs a relatively large hole of 3/8", but, if you get a pucker, you can then enlarge a hole sideways to correct it. At 3/4" the outside diameter of the Tenax button is forgivingly wide to accommodate small errors in hole-cutting. Fix all the buttons onto the hood, using the little key normally provided to secure the flat nut on the back.

Snap the buttons onto the studs.

Tension the hood frame.

Pull the two top front corners forward as tightly as possible and mark as before over the stud fixings on the windscreen frame.

Relax the frame tension and remove the hood from the car.

Cut very small holes on the marks and push the top part of the press stud through.

Lay the hood on a clean bench. Fix the under part of the press stud securely by peening over with punch.

Lay the hood back over the frame and secure all fastenings, including those on the tabs around the frame. Re-tension the frame. Make a cup of tea in relief.

When not in use the hood was originally designed to fold down over the frame, under the hood envelope. In this case the hood remained permanently attached to the centre five studs, the cups washers of these studs being fixed over the hood.

The disadvantage of this is that the hood windows can be damaged by folding. A better way, if you do not mind sacrificing originality and a little boot space, is to make the hood fully detachable by fitting buttons all the way round. Then you can lay the hood in the boot when not in use. An even further improvement is to use a bag of soft fabric in which to store it.

FITTING THE HEADLINING ON THE FHC

As with the DHC it is easier with two pairs of hands. Note that the three tubes which hold the headlining all have slightly different curves and lengths, so when removing the old headlining from the car be sure to mark them appropriately. If you have lost the tubes you will need to craft

some, following the line of the roof- it is a good idea to use 8mm. copper plumbing tubing as a substitute for the originals-easy to bend and will not rust.

With an assistant holding up the opposing side, insert the tubes into the channels on the lining and it offer to the roof, each person standing in the door opening .Secure the tubes into position using the wire clips which are fixed with small self-tapping screws- the holes where these go should be apparent. Secure the lining roughly into place using small bulldog clips- you will need at least twenty of these. Gradually work round the door and screen apertures, pulling the lining taut and moving and adjusting the clips as necessary.

When you are that there are no wrinkles left, stick the headlining to the glass-fibre, using a contact adhesive .Apply it to each surface and leave to dry before mating together. Try to stick only to the outside, using small amounts. Do not to get too much adhesive on the inside of the the glue has set, trim back any excess headlining. Fit the door and screen rubbers, which will then hide the edge of the headlining.

FITTING THE FRONT BUMPER TRIM STRIP

We have seen the trim strip held in with self-tappers mastic, Araldite, pop-rivets, hairgrips, chewing gum or simply will-power. The best way, the way we used to do it, and the way the factory originally did it, is with body filler.

It helps to have two pairs of hands for this job but it can be done adequately on ones own, in two stages, one side at a time. The strip comes in a two-metre length, which is about 20 cm. too long, but do not trim it before fitting.

Fit the bumper to the car and mark the centres of both body and bumper by attaching a small piece of masking tape to each and pencilling the centre mark on that.

Note that the back of the strip is asymmetrical ; the narrower side above the protruding tag should be on top, enabling the strip to go round the corners more smoothly.

Mark the centre of the strip and push it into the gap between body and bumper, lining up all marks.

Warm the strip gently- a hairdryer is safer than a hot-air gun; then carefully push the strip well down, pressing tightly against the glass-fibre and pulling tight sideways. Now bind it down tightly with masking tape and leave to cool.

It will not take perfect shape, but will retain much of the shape. Remove the strip. Place strips of 2" masking tape all round on either side of the gap between body and bumper, still retaining the centre marks.

Mix up a large wodge of ordinary body filler using rather less hardener than normal and push the filler evenly into the gap. The masking tape is to protect the paint.

Then put the strip back in, aligning the marks and pushing down evenly, especially on the curves.

Bind in tightly with masking tape and leave to set fully for several hours.

Remove all masking tape. Drill a small hole about 3/8" in from each end of the strip and fit a self-tapping screw . Black was used originally, but zinc-plated looks better

Trim off the ends of the strip flush with the body. They can be finished by filling in the end cavities with more body filler, which can then be brush-painted with either body or bumper colour- whichever you think looks less obtrusive.

It does not work to try to bend the end of the strip round and fix it under the wing without trimming off the excess . (Unfortunately we have seen this too many times)

The strips now available are not quite original, being rather too shiny, but they are more pliable and therefore easier to fit.

FITTING THE WINDSCREEN RUBBER

Do not try to fit this the old classical way with the rubber onto the screen and a piece of string in the rubber. This does not work with the Elan.

Instead, put the rubber around the frame first, fitting it well into the bottom corners and holding it onto the top with masking tape or by getting an assistant to support it. The rubber is rather heavy.

Fit the windscreen into the rubber, bottom corners first. Judicious slapping with an open palm helps. Do not panic. You will be extremely unlucky if the glass breaks.

When fitting the chrome plastic infill leave it too long. Use a proper fixing tool. This consists of a piece of thickish wire bent into a diamond shape with the two end fitted into a handle. These can be bought, borrowed or home-made.

The chromed plastic filler strips, both front and rear, should be fitted in a continuous length- do not cut and mitre in the bottom corners.

Thread the end of the strip through the wire diamond and push the tool along the groove of the rubber. The two side corners of the wire diamond will push open the groove, allowing the strip to slip in. A little lubricating smear of washing-up liquid will help.

Do not try to push the strip in with a screwdriver as it may slip and damage the paintwork.

Start and finish at exactly the lower centre of the windscreen. Cut the ends of the strip accurately at 90 degrees, making it at least ¼" too long. Then force the ends in to meet. This is because the filler strip will eventually shrink a little over time and by doing this you will lessen the gap.

The Elan windscreen rubber should not normally need mastic or sealant to make it water-tight.

The rear screen should be fitted in a similar manner. The rear rubber only comes now in a straight strip which needs to be cut, mitred and joined in the bottom corners.

FITTING THE SPRINT DECALS

These decals are obligingly wide, probably to disguise any discrepancy in the line between the two colours when the cars were first painted.

The line between the two colours should run from the bottom of the front bumper to the back corner ¾" above the rear bumper. The horizontal centre of the decal should be on this line. The decal is 2" wide.

Fit the decals with the front bumper correctly in place but with the rear bumper removed. The rear wing decal is always plain gold, without white stripes.

Run a line of 6mm fine-line low-tack masking tape right along the car parallel to the join and 1" above it, making sure that the tape is completely taut.

Cut the tape on either side of the doors and remove them from the car. It is much easier to fit the door decals with the doors removed.

Lay the doors on a bench (or dining table if allowed.) Attach the decals to the doors using the masking tape as a guide and peeling off the backing paper as you go.

You may find it easier to use some water with little detergent in it under the decals.

When the decals are in the correct place smooth out any wrinkles with a soft cloth, pressing from the centre outwards.

Turn the surplus decal round the edge of the door and press down. Do not be tempted to trim the decal off flush with the door edge. Two reasons: firstly, it looks as original when turned over, and secondly, the decal will not start to peel away first time you wash the car and catch the edge with your sponge.

Now refit the doors to the car, aligning and adjusting them correctly. Attach all other decals, lining them up with those on the doors and using the masking tape as a guide. You will need either to trim the bottom rear edge of the plain strip or nick it and tuck neatly between the body and the bumper.

Remove the masking tape strips.

N.B. If you are not repainting and just need to remove old decals before fitting new, then pick up a corner of the decal with a blade and gently peel off, heating carefully with a hair-dryer. (not hot-air stripper). Any adhesive residue can be removed with a fluid special to the purpose or with a small dab of petrol (never thinner) The area can then be wiped clean with a soft cloth prior to fitting new decals.

Fit the rear bumper. There is no adjustment – unlike the front bumper the rear is normally a good fit.

FITTING BADGES

The badge pins were originally held in tiny metal spring clips. At present these are not available, though there is a chance they will be re-made soon. Plastic alternatives are not as suitable as they are thicker and necessitate drilling larger holes: also the “top-hat” design makes some badges, especially the LOTUS boot letters, stand proud. Better to put a little clear or white mastic into the holes and push the pins into that to set. Larger badges could also have a strip of double-sided tape for security.

ROUTING THE VACUUM PIPING

Both pipes enter the engine bay through the LH bulkhead just under, and to the inner side of, the commission plate.

LH pipe goes at the side of the engine bay, under the washer bag, under the bonnet support bracket through to the LH vacuum tank.

RH pipe goes under the bonnet support bracket then bends to fit into the chassis T-piece.

From the other side of the T-piece the pipe goes along under the radiator and then curves upwards to connect into the brass fitting in the cylinder head.

The connecting hose between the tanks goes straight across the nose, behind the front grille.

IN ADDITION.....

- Our carpet sets are cut as original; the footwell mats are properly bound and have rubber heel mats both sides. All mat fixings are included. On the DHC the slots for the seatbelts are bound as original. The boot floor mat is also edged to stop fraying. (it never was originally) We even supply a chart showing how to fit the pieces and helpful notes for doing so.
- Similarly, our door and seat re-trim kits are all you need to make a professional job, and come with full instructions, in the original materials.
- Seatbelts are refurbished with re-chromed fittings and new webbing.
- Most, if not all, of our trim parts are ready-to-fit, with minimal adjustment. For instance, our centre consoles come with the correct size aperture for the gear lever gaiter pre-cut.
- We have a good selection of the specialized nuts, bolts and washers etc. you may need to perfect your restoration.
- As well as supplying parts, we can tell you where to go for services such as excellent quality powder-coating , re-chroming and bright-zinc plating, etc.

