

SECTION A

CHASSIS

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### A.1. - GENERAL DESIGN ASPECTS

In order to achieve the desired performance from a modest capacity power unit, the basic philosophy behind the design of all Lotus touring cars, is that any part or combination of parts should be of the minimum weight consistent with adequate strength - the strength required being determined from the calculated NORMAL loads applied to any part of the car, plus a safety factor, to arrive at a final figure which is acceptable in the context of the car's envisaged use.

### A.2. - ACCIDENT DAMAGE

Economics, available repair facilities and delivery circumstances provide the criteria for assessment of a chassis repair or replacement.

It follows from this that when parts are subjected to an ABNORMAL load possibility of failure is increased and indeed incipient failure may be initiated. Incipient failure is the more dangerous form, as having no visible effect, the part may be assumed to be in good condition and then fail in ensuing normal service.

Consequently, whenever a car suspension or steering is damaged, consideration should be given to secondary or shock damage.

For example, in the case of the front suspension, both steering mechanism and chassis mountings should be carefully examined for both misalignment and micro-cracks. Even when no damage is apparent to the mounting pins, if the wishbones have been damaged it is strongly advised that a new chassis be fitted. Should the mounting pins be damaged or bent, (however slightly) A NEW CHASSIS MUST BE FITTED. These principals must always apply where driver safety is the prime consideration.

Inspection should be made of engine and gearbox mounting points where a vehicle has been involved in impact. As the unit may have traveled forward, distortion could have occurred; check for broken welds etc.

Where broadside impacts or fire have created severe distortion conditions a replacement unit is essential.

Patching as a repair expedient is not recommended, whilst stretching can only be achieved with heat on the buckled surface of larger sections.

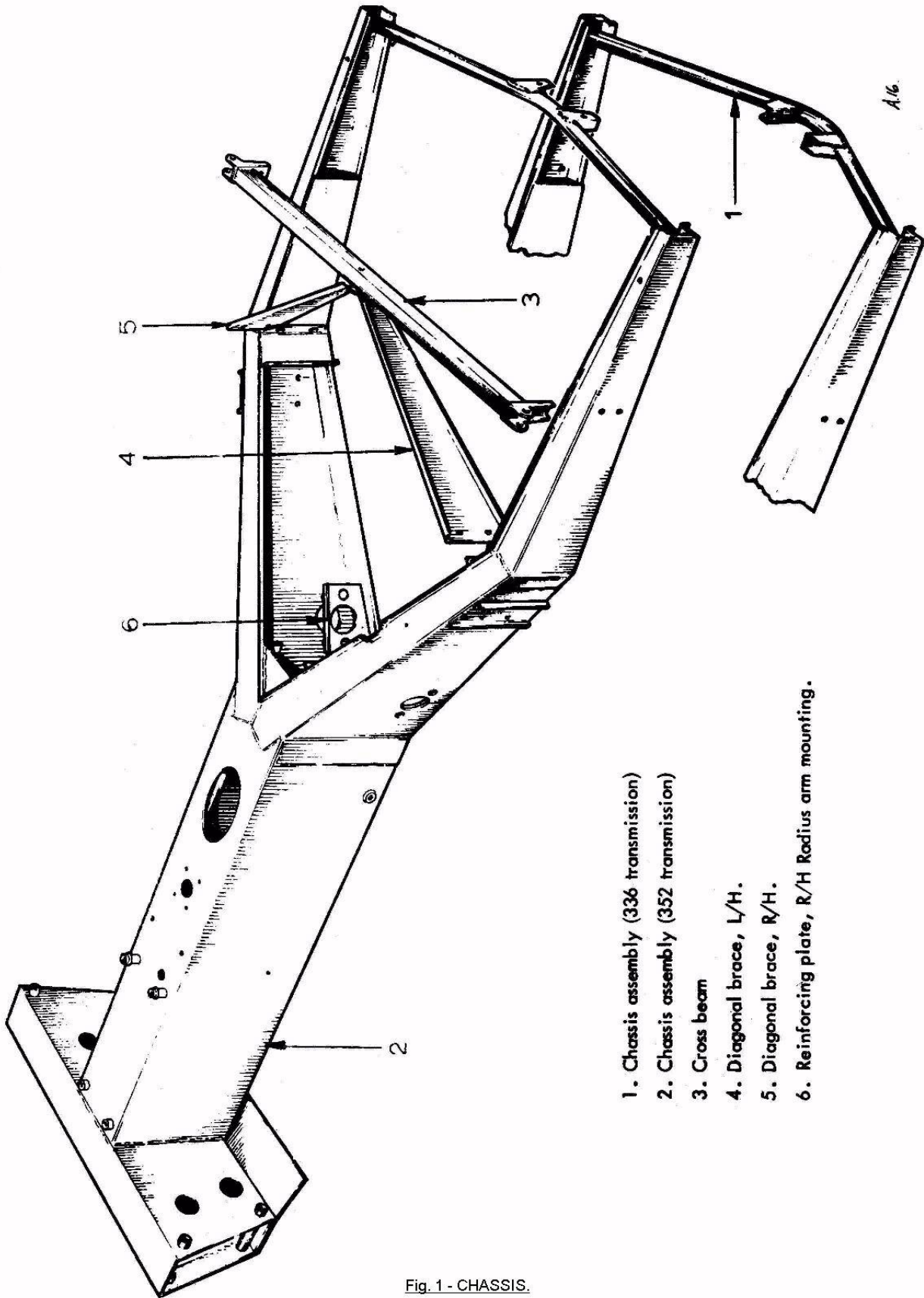


Fig. 1 - CHASSIS.

### A.3. - LOWER FRONT SUSPENSION FULCRUM PIN

New lower fulcrum pins (Part No. C074 C 0115) may be fitted, PROVIDED THAT no excessive damage to the wishbones has occurred. Whatever repair is carried out, the responsibility MUST ALWAYS BE with the repairer.

To replace the fulcrum pin, it is only necessary to dismantle the wishbones from the fulcrum pin, then slide out the pin.

Fit new pin by merely sliding into the tubes built into the chassis front box. Ensure correct torque loading of wishbones securing nuts (see 'TECHNICAL DATA') on assembly.

### A.4.- CHASSIS ASSEMBLY WITH TYPE 365 TRANSMISSION

The main difference between this chassis, and those illustrated on Page 3 is that of the gearbox mounting tube.

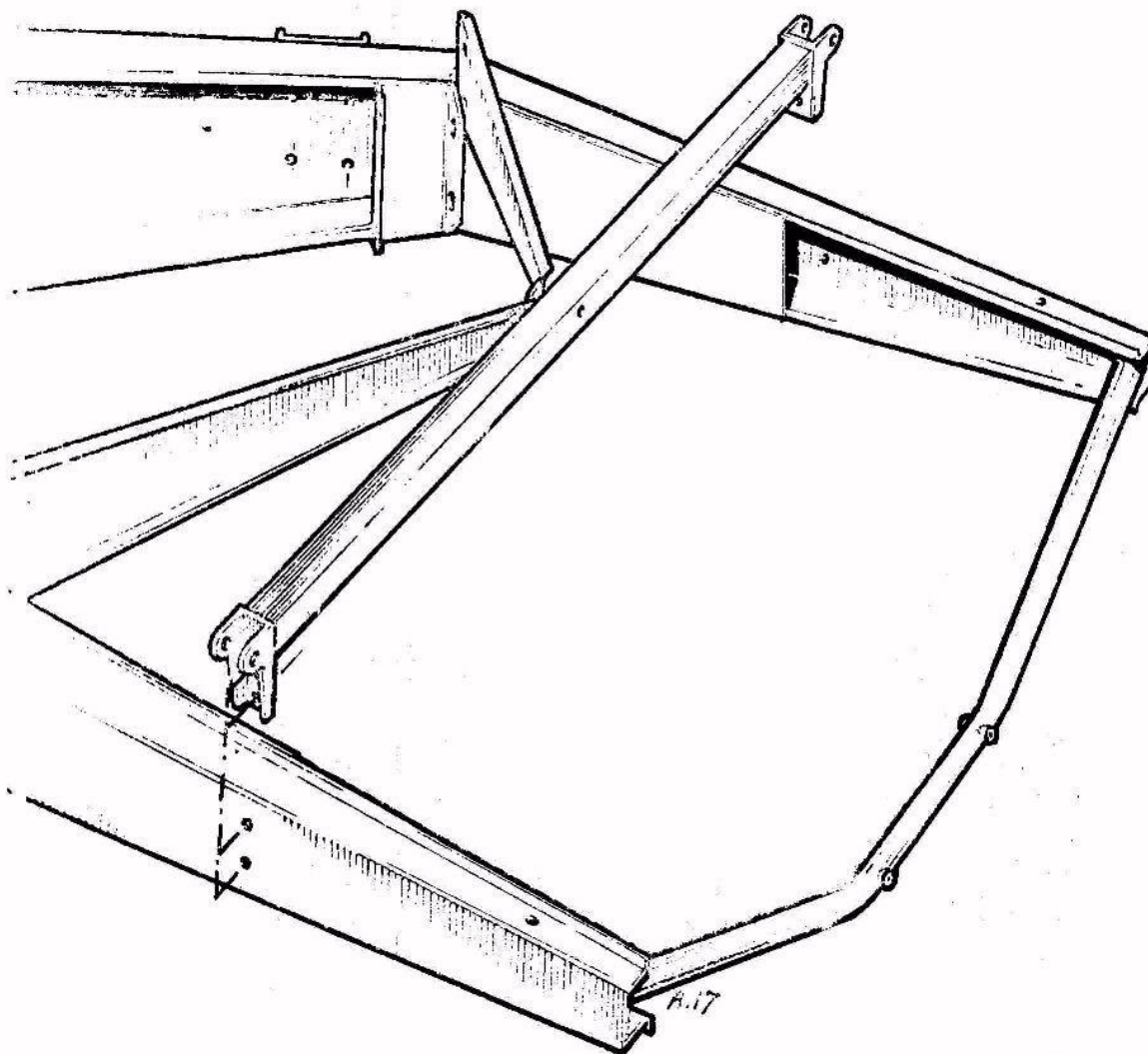


Fig. 2 - Chassis Assembly (Type 365)