

GROUP ONE

1st Edition

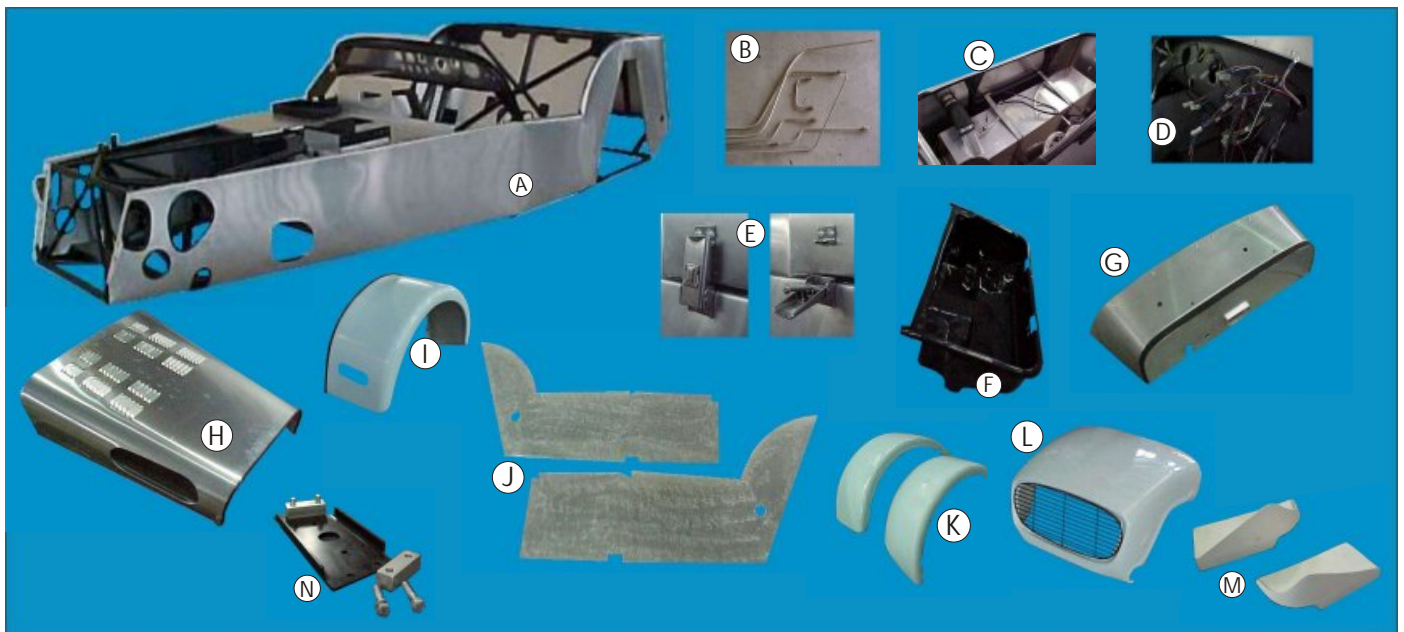
L.H.D. BODY CHASSIS

Assemblies included In this group: -

1:1	K3601202AA	ALUMINIUM CLAD FRAME	(A)
1:2	K3601203AA	BRAKE AND FUEL LINES	(B)
1:3	K3601004AA	FUEL TANK	(C)
1:4	K3601006AB	ELECTRICAL LOOM	(D)
1:5	K3601081AA	BONNET CATCH	(E)
1:6	K3601104AB	BOOT LINER	(F)
1:7	K3601207AA	SCUTTLE	(G)
1:8	K3601190AB	BONNET - Zetec	(H)
1:9	K3601260AA	REAR MUDGUARDS - UNPAINTED	(I)
1:10	K3601263AA	INNER SIDE PANELS UNCOVERED	(J)
1:11	K3601261AA	FRONT CYCLE FENDER KIT- UNPAINTED	(K)
1:12	K3601264AA	NOSE (UNPAINTED) AND GRILL	(L)
1:13	K3601273AA	DIFFUSERS (PAINTED)	(M)
1:14	K3601281AA	REMOVABLE GEARBOX MOUNTING	(N)

Tools required for assembly of this group: - Qty

Medium flat head screw driver.	1
10mm Spanner	1
8mm Spanner	1
Rubber / soft ended hammer	1
8mm Socket	1
5mm Allen Key	1
5,5mm Drill Bit	1
12mm Drill Bit	1



1:1

ALUMINIUM CLAD FRAME

No additional work needs to be done on the clad frame. However, to protect the aluminium, it is advisable to place a **non-plastic** protective covering over the panels to avoid scratch damage whilst working.

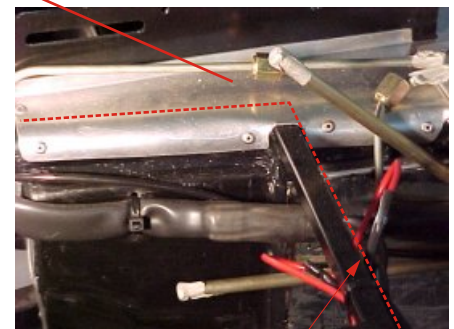
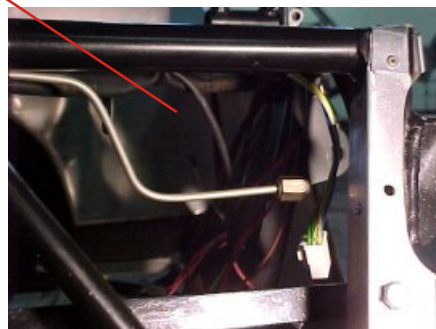
1:2

BRAKE AND FUEL LINES

All brake and fuel lines are pre-fitted to the chassis.



All brake and fuel lines are sealed at their ends with masking tape. This ensures they are kept clean until installation of the relative flexible brake hoses and fuel line extensions in groups 3, 4, and 10. In the event that the seals have become detached during shipping, reseal them with a paper based-tape (masking tape). Cleaning the lines will be illustrated in the above mentioned groups.



LHD Brake line position.

1:3

FUEL TANK

The fuel tank is pre-fitted and does not need to be removed.

1:4

WIRING LOOM

The wiring loom is pre-fitted and does not need to be removed.



Do not alter the position / location of the loom in any way.

1:5

BONNET CATCHES

The bonnet catch is made up of two parts: The Catch, fitted to the chassis and the Strike, fitted to the bonnet. All four catches come pre-fitted and adjusted.



1:6

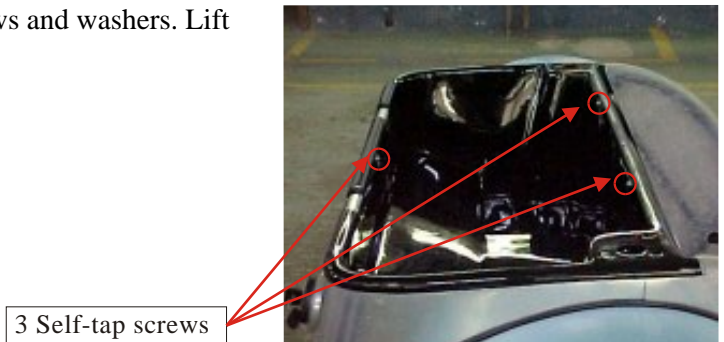
BOOT LINER



The pre-fitted boot liner must be removed to install various components throughout this manual with reinstallation in Group 10.

Procedure

To remove the boot liner, unscrew the 3 self-tapping screws and washers. Lift the liner up and out of the chassis.



1:7

SCUTTLE



The pre-fitted scuttle must be removed to install various components throughout this manual with reinstallation in Group 10.

Procedure

1. Remove the four, M6 Nyloc nuts, washers and closing angle brackets, from the inside of the scuttle on both the left and right hand side.

2. Remove the eight, M5x16 setscrews, washers and nuts on the scuttle closing angle.

3. Using two people, gently lift the scuttle up and off the chassis.



Note the positions of the closing angle brackets. They will need to be reinstalled to the same position.



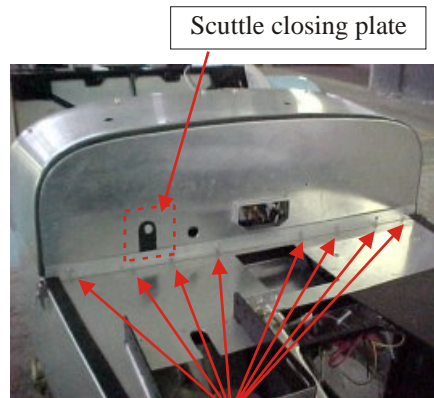
The above mentioned screws also hold the scuttle closing plate around the steering shaft cut out illustrated below.



When lifting the scuttle, take care that the inner sides do not catch on the thread of the M6 studs attached to the chassis.



M6 Nyloc nuts



M5x16 setscrew positions



1:8

BONNET



The pre-fitted bonnet should be removed and stored until the completion of Group 10.

1:9

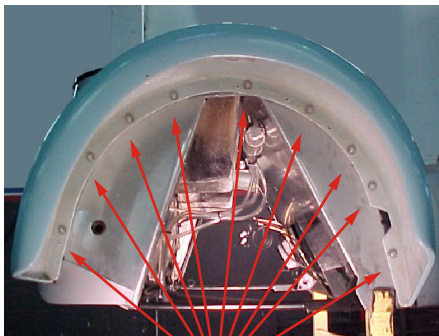
REAR MUDGUARDS - UNPAINTED



The pre-fitted mudguards will need to be removed for painting.

Removal Procedure

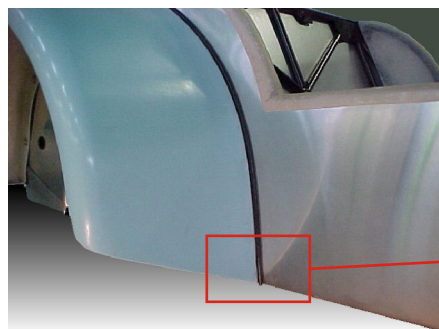
1. Remove the nine, M6 bolts and washers from the inside flange of the mudguard as illustrated below. Remove the mudguard and fender welting.



M6 Bolts

Installation Procedure

1. Apply Loctite to the nine, M6 bolts and loosely fit them with their washers. Then align the front lower lip of the mudguard flush with the underside of the frame.



2. Tighten the bolts starting from the front of the mudguard insuring the fender welting bead protrudes evenly.



1.10

INNER SIDE PANELS - UNCOVERED



The pre-fitted inner side panels need to be removed for upholstery.

Installation Procedure

Slide the panel into position ensuring the leading edge fits behind the lip on the outside face of the foot well. Using a rubber hammer, lightly tap into place on the points illustrated below.

Removal Procedure

Lift the rear of the panel upwards and remove by sliding out towards the rear of the vehicle.





The cycle fenders are supplied with fitted mounting plates which need to be removed for painting and attachment to the front suspension upright assemblies in Group 3.

Remove the M5 Nyloc nuts and washers on the mounting plates. Then remove the mounting plates and their rubber spacers.



The pre-fitted nose cone must be removed for painting and to install various components throughout this manual with reinstallation in Group 10. The semi attached grill and bonnet rubber will also need to be removed before painting.

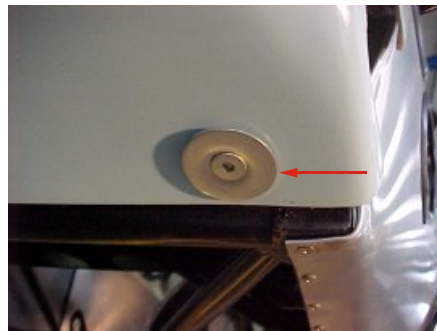
Procedure



Before removing the nose cone, take careful note of how its side lips sit on the chassis. It is important that it is reinstalled to the same position to prevent scratches to paint work.

1. Remove the two M6x20 countersunk screws, washers and grommets from the underside of the nose cone.

2. From the sides of the nose cone, remove the two M6x20 countersunk screws, washers and Nyloc nuts.



3. Tilt the nose cone up and away from the chassis.

4. To remove the grill, remove the packing string which holds it in position. Carefully pull the top of the grill a short distance away from the nose cone.

5. Lift the grill up and away from the nose cone so the lower mounting points slide out of the nose cone with ease.



Nose Cone and Grill Procedure cont.

6. Remove the masking tape that holds the bonnet rubber in position for shipping.



The bonnet rubber will be replaced after painting and attached with adhesive.



The nose cone has three dimples moulded on it. These indicate the hole positions required for installation of the optional (SVA) Front Indicators and Nose Badge (both available in Group 10.) If these components are to be installed, it is advisable to drill these holes before the nose cone is painted. If these components are not to be fitted to the vehicle at any stage, Do not drill the holes.

7. The two side dimples for the optional (SVA) Front indicators are drilled using a 12mm drill bit. The top dimple for the optional Nose Badge is drilled using a 5,5mm drill bit.



When required to drill a hole larger than 6mm into any surface, it is advisable to first drill a pilot hole using a smaller sized drill bit.



Dimple positions

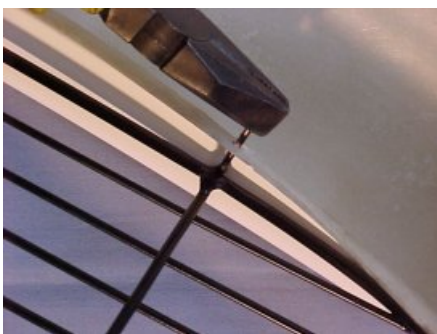


Dimple



Post paintwork Installation.

1. To reinstall the grill, reverse the removal process then gently bend the top mounting points up towards the top of the nose cone as illustrated



2. Using a non-abrasive, non-corrosive contact adhesive, apply the bonnet rubber to the nose cone in its original position (Refer to step 6 of the above procedure.)



When using a contact adhesive, always follow the manufacturers instructions.

3. To reinstall the nose cone after the completion of group 10, reverse steps 1-3 of the removal procedure on the previous page.



When fitting the nose cone, make sure the side lips sit on the outside of the chassis (Refer to the note before step one of the removal procedure on the previous page.)

1.13

DIFFUSERS - PAINTED

The diffusers are painted and pre-fitted.

1. The gearbox mounting plate is pre-fitted to the underside of the chassis. There is no need to remove the plate until the installation of the gearbox.

