

FUEL SYSTEM

The fuel tank is situated below the seat and is manufactured from rubber, and holds approximately 12 gallons of fuel. The outlet at the rear lower is connected to an alloy fuel collector pot mounted on the undertray adjacent to the left hand side of the engine. This collector ensures an adequate supply under all conditions of fuel surge. The fuel is fed to the carburettor by a Bendix high pressure pump. Adjacent to the carburettor is fitted a pressure relief valve which ensures that the correct pressure is at all times applied to the float chamber of the carburettor. Overflow from the pressure relief valve is connected back to the fuel collector pot. The settings on the relief valve are factory adjusted and locked and should not need re-adjustment.

The bag tank is located in the chassis by press studs which are of a self locking type. To remove, the back of the stud must first be held in before the stud can be removed from its locating recess. Attention to the tank position in the chassis should be noted before removal to enable the correct installation later. The bag tank is manufactured in tough flexible rubber and should prove trouble free for the life of the car. If however the tank should become torn, repair kits are available from Lotus Components Spares Dept.

REAR AXLE AND SUSPENSION

This consists of a single non-adjustable link at the top with a radius arm running forward to a pick-up on the chassis just behind the rear bulkhead. The lower wishbone is located by a single rose joint inboard which is adjustable to enable camber setting changes, and outboard by a rose bearing at the front of the hub carrier and an adjustable rose joint to the rear to allow toe-in settings to be adjusted. It is located fore and aft by a radius arm which runs forward to the rear chassis bulkhead. Both top and bottom radius arms are non-adjustable and should the joints need to be replaced at any time, the length of the radius arms between centres should not be altered. The anti-roll bar is mounted rigidly on the chassis but the outer links are adjustable, but it must be noted that any adjustment should only be carried out in small increments. The rear end of the car is supported on coil spring/damper units which are mounted such that the cylinder end of the damper is attached to the chassis.

FRONT SUSPENSION

The front suspension consists of wishbones top and bottom which pivot on nylon bearings. They are set at the correct angle to the horizontal during manufacture to incorporate anti-dive properties under braking. The uprights carry the stub axles and steering arms. The bottom of this upright is located in the wishbone through a rose bearing, the locating nut being locked by a left hand threaded bolt.