

The top wishbone is connected to the upright by a ball joint which in turn serves for camber adjustment. The front hub is manufactured from light alloy material and the bearing outers are shrunk into the hubs, the hubs being heated to 200° C. and the bearings chilled to -50° C. On re-assembly the hubs should be packed with high melting point grease. Recommended grease is Esso TSD 1309. The front anti-roll bar is non-adjustable and is connected to the bottom wishbones by links and rose joints. The front of the car is supported on coil spring/damper units, the damper being attached to the chassis as at the rear of the car.

BRAKES

The front and rear wheels are fitted with discs of 10½" dia., the calipers being A.R. type Girling with DS.11 pads. The fluid to be used is Girling "Amber" high temperature (extra heavy duty). The braking system is fitted with twin master cylinders, the cylinders being .7" bore. Note: Before each race or testing session, the level of fluid in the master cylinder reservoirs should be checked and topped up if necessary. The two master cylinder push rods are connected by an adjustable balance bar to enable adjustment of ratio between front and rear to be obtained. It is important when adjusting this balance bar to make sure that the push rods are adjusted to such a length so as the balance bar remains parallel when the brakes are applied.

To adjust balance bar

Note: Do not carry out adjustment to braking ratio until pads have become properly bedded.

- (a) Slacken both nuts on the ends of the balance bar.
- (b) Screw the balance bar in or out as needed, half or one turn.

Note: Adjustment is very sensitive.

- (c) Re-tighten the nuts at each end.
- (d) Adjust length of master cylinder push rods.

ELECTRICAL SYSTEM

The car is fitted with a 12 volt system, the battery being located beneath the driver's knees. The battery fitted being a Varley 12 19/25 when fully charged the open circuit voltage reading should be 12.55 - 12.9 volts. Full maintenance instructions will be found on the side of the battery. The starter switch is located on the rear face of the instrument-panel together with ON/OFF switch which doubles as an isolating switch.