



T Clinic

CHASSIS RESTORATION

The early T-Type chassis is designed to flex and bend as an aid to road holding. With this in mind the chassis can be expected to fatigue and crack or for cross members to work loose. When stripped and well cleaned the chassis should be measured between the front spring mounts diagonally to the rear spring mounts. If there is more than a $\frac{1}{4}$ " difference between the diagonals then the chassis should be pulled into shape and the bent or twisted members straightened.

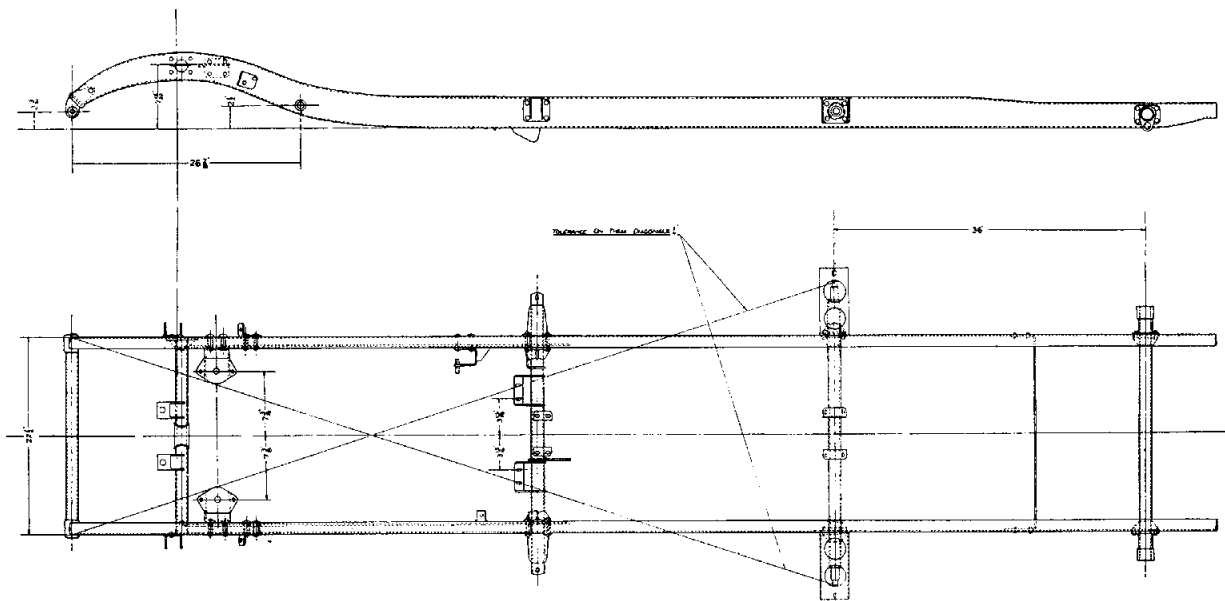
Loose members should be re-riveted or as a last possible resort, a bead of weld laid along the junction. Cracks often appear under the front engine mounts and within an inch or two of the end of the boxing in the centre of the chassis. Grid out a V section in the crack and drill a $\frac{1}{4}$ " or $\frac{3}{32}$ " hole at the end of the crack. Weld with high tensile electric rod (Eutetic 680 is suitable). If necessary use $\frac{1}{8}$ " steel plate to box the front dumb irons from the engine mounts forward. Weld a 1.75 inch square steel tube across the chassis boxing as close as possible to the round spring pin holding tube. This will hold the front of the chassis rigid and relieve stress on the spring pins. Steering and braking will be improved. The shock absorber mounting nuts are welded to the

inside of the chassis before the boxing is done. A nut inside all the bolt holes is a good idea so that an oil cooler or concealed horn can be mounted under the stone tray. A close examination should be made of the outriggers for body and rear spring mounts, rear engine mounts and pedal mounts as they may reveal cracks or wear.

If the car is to be used for hard driving over indifferent roads, it can be expected that the chassis will further fatigue and crack. Boxing of the complete chassis is possible but not recommended, as the inherent flexibility is part of the suspension. If the car is driven in reasonable manner over good roads, then the standard suspension and chassis will last indefinitely.

The chassis should be stripped to bare metal and sprayed with zinc chromate primer, then a good black enamel. It should be given a polish with a silicone wax or cream before any parts are assembled, as this makes for continued ease of cleaning at a later date.

Reprinted from the Australian T-Type, Dec. 1970
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2002 Update

This information is still as correct as it was in 1970