



Ginetta

BRITISH SPORTS CARS

Ginetta G50 Cup Car Build Manual v.5



*Typical chassis
number*

[G50 LT 001](#)





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Ginetta G50 Cup Car





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Ginetta G50 Dimensions

Minimum weight

940 kg

Overall length

4124 +/- 5 mm

Wheelbase

2445 +/- 10 mm

Overhang

| Front | Rear |
|----------------------|----------------------|
| <u>846</u> +/- 10 mm | <u>831</u> +/- 10 mm |

Overall width

1890 mm +/- 1 %

Where measured FRONT AXLE

Width of bodywork at axle centreline

| Front | Rear |
|------------------------|------------------------|
| <u>1890</u> mm +/- 1 % | <u>1890</u> mm +/- 1 % |

Maximum track

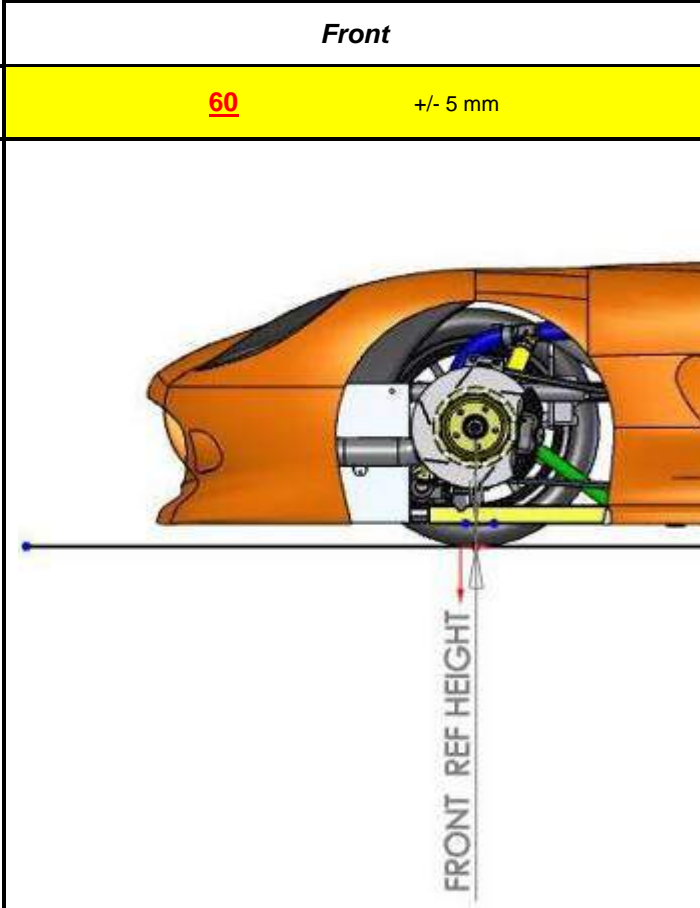
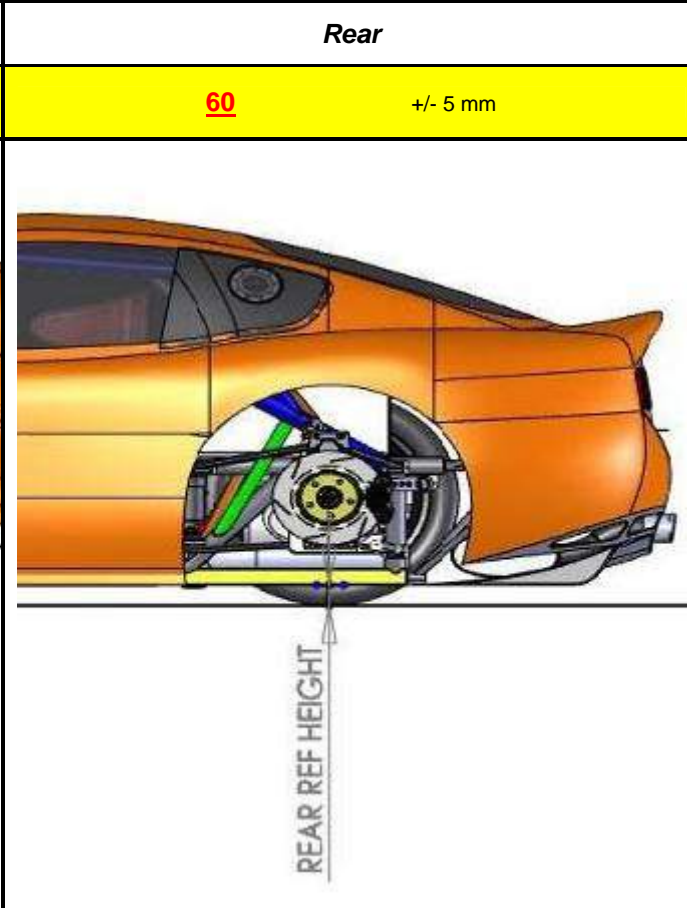
| Front | | Rear | |
|------------------------|------------------------|------------------------|------------------------|
| mini | maxi | Mini | maxi |
| <u>1876</u> mm +/- 1 % | <u>1894</u> mm +/- 1 % | <u>1876</u> mm +/- 1 % | <u>1894</u> mm +/- 1 % |



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Ginetta G50 Ride Height Reference

| | Front | Rear |
|--|---|--|
| Minimum Ride Height of car (At all times) | 60 +/- 5 mm | 60 +/- 5 mm |
| References on chassis |  |  |

This measurement is for set-up use only, and should not be used as a measurement for the championship regulations minimum ride height



Ginetta G50 Initial Run Recommendations

It is important to realise when running a car for the first time, that painted, powder coated, and plated surfaces tend to bed together and can work loose during the initial running period.

Consequently, it is strongly recommended that one out lap is completed after which all oil, water, and fuel lines are checked for security, along with the wheel nuts.

After this, a further run of four laps should be completed, after which a thorough spanner check must be carried out, checking the security of all components.

Particular attention should be paid to hub nuts, CV joints, braking and steering systems, suspension mounts and lock nuts, and also the airjack locking rings.

As with all new car builds, it can be increasingly difficult to get all the air from the brake system, at sometime during the first run it is also advised that you should bleed the brakes and clutch to remove any excess air from the systems.

At all times during testing, visual checks should be made whenever the car is stationary.

Once testing is complete the car must be thoroughly cleaned, spanner checked, all fluid levels checked, and generally inspected, before returning to the track.

Extra attention should be paid to all engine drive belts, after any visits to gravel traps, for damage or misalignment.

Please note that the regulations for the G50 Cup will be very closely controlled and we would strongly advise that you consult Ginetta before making **any** alterations to the car, no matter how miniscule this may be. The regulations will focus primarily upon maintaining the original specification of the car and you should work on the assumption that **any modifications will render the car ineligible.**



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Ginetta G50 Car Set Up

ALL THESE ITEMS CAN BE SET UP IN THE AIR

| | | |
|----------------------|----------------|----------------|
| DAMPER TYPE | Ohlin | Ohlin |
| DAMPER SETTING | - 10 | - 10 |
| AEON TYPE / SIZE | Rubber / 25mm | Rubber / 25mm |
| A R BAR & SETTING | Hole 3 | Full Soft |
| MASTER CYLINDER SIZE | 0.7 inch | 0.7 inch |
| BRAKE DISCS / PADS | Alcon / PF 01 | Alcon / PF 01 |
| BIAS SETTING | | |
| SPRINGS | 800lbs | 650lbs |
| PRELOAD STATIC | Zero | Zero |
| DAMPER PLATFORM AIR | 58mm ^ 58mm | 57mm ^ 57mm |
| CAMBER SHIMS | 8mm ^ 8mm | 4mm ^ 4mm |
| CASTOR SETTINGS | ^ | ^ |
| TYRE | Michelin Slick | Michelin Slick |

ALL THESE ITEMS TO BE SET UP ON FLAT PATCH

| | | | |
|----------------------|-----|-------------------|-----------------|
| TYRE PRESSURE | HOT | 28psi ^ 28psi | 28psi ^ 28psi |
| CAMBER ANGLE DEGREES | | 3.25 ^ 3.25 | 2.0 ^ 2.0 |
| TOE IN / OUT | | 1mm out ^ 1mm out | 2mm in ^ 2mm in |
| RIDE HEIGHT | | 62mm ^ 62mm | 72mm ^ 72mm |

THESE ITEMS REFERENCE ONLY

| | | | |
|---------------|------|---------------|---------------|
| BRAKE DUCTS | | None Fitted | None Fitted |
| TYRE PRESSURE | COLD | 22psi ^ 22psi | 20psi ^ 20psi |
| Wing Setting | | - | 5° |

This set-up is based on a complete car with all fluids, (water, oil, etc), no driver, and 10 litres of fuel.
Alternative Camber shims are available in sizes 2mm, 3mm, and 5mm.



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Ginetta G50 Set-up Details

| | <i>Front</i> | <i>Rear</i> |
|--|---|--|
| Ride Height Change | <u>1 TURN SPRING PLATFORM = 2.5 MM RIDE HEIGHT</u> | <u>1 TURN SPRING PLATFORM = 2.5 MM RIDE HEIGHT</u> |
| Camber Change | <u>3 MM SHIM = 0.5 DEGREES</u> | <u>3 MM SHIM = 0.5 DEGREES</u> |
| Toe Change | <u>¼ TURN TRACK ROD = 2.5 MM TOE CHANGE @ WHEEL</u> | <u>¼ TURN TOE LINK = 2.5 MM TOE CHANGE @ WHEEL</u> |
| Ride Height Change With Camber Change | <u>1 DEGREE CAMBER CHANGE = 3 MM RIDE HEIGHT</u> | <u>1 DEGREE CAMBER CHANGE = 3 MM RIDE HEIGHT</u> |
| Toe Change With Camber Change | <u>NO CHANGE</u> | <u>NO CHANGE</u> |
| Damper Adjustment | <u>1 CLICK = 70% BUMP, AND 30% REBOUND</u> | <u>1 CLICK = 70% BUMP, AND 30% REBOUND</u> |
| Anti-rollbar adjustment, hole 1 – hole 2 | <u>STIFFNESS INCREASE = 22.8%</u> | <u>STIFFNESS INCREASE = 17.3%</u> |
| Anti-rollbar adjustment, hole 2 – hole 3 | <u>STIFFNESS INCREASE = 25.7%</u> | <u>STIFFNESS INCREASE = 19.0%</u> |
| Anti-rollbar adjustment, hole 3 – hole 4 | <u>STIFFNESS INCREASE = 29.1%</u> | <u>STIFFNESS INCREASE = 20.8%</u> |



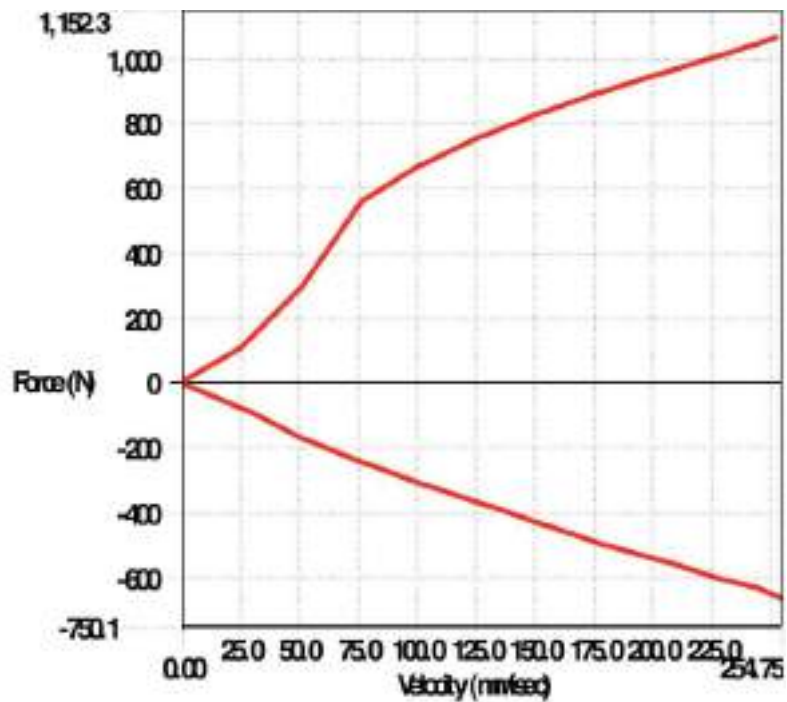
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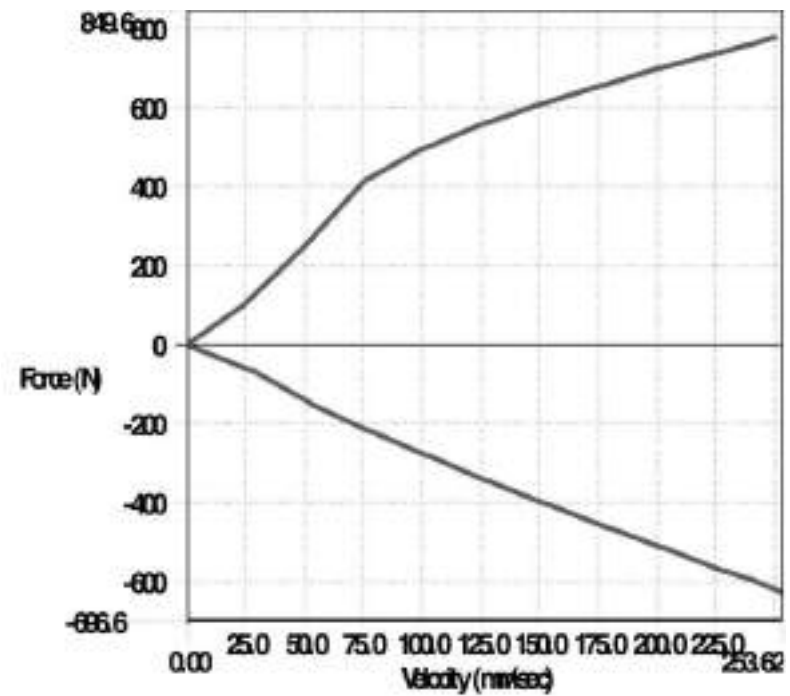
Ginetta G50 Damper Detail

| Make and Type | <u>OHLINS OIL FILLED SINGLE ADJUSTER</u> | <u>OHLINS OIL FILLED SINGLE ADJUSTER</u> |
|-----------------------|--|--|
| Maximum open length | <u>437</u> mm | <u>437</u> mm |
| Minimum closed length | <u>350</u> mm | <u>350</u> mm |

Front damper graph



Rear damper graph





Ginetta G50 Mileage Advice of Critical Components

The following parts must follow a life-mileage program for periodic maintenance / replacement / refurbishment / dimensional and crack checks.

Listed below are typical expected life (in kilometres) to be intended just as a starting reference.

For safety reasons, please contact Ginetta Cars immediately if you discover premature wear or problems.

| SUSPENSION | |
|---|----------|
| Suspension wishbones | 5000 km |
| Anti Roll Bars and anti roll bar drop links | 5000 km |
| Suspension ball joints | 3000 km |
| Front hubs | 10000 km |
| Rear hubs | 10000 km |
| STEERING | |
| Steering column and track rods | 5000 km |
| Steering rack | 10000 km |
| CONTROLS | |
| Brake pedal | 5000 km |
| Chassis to Engine installation bolts | 5000 km |
| WHEELS, TRANSMISSION and STARTER MOTOR | |
| Brake disc bell (unless fretting occurs) | 3000 km |
| Wheel rims | 5000 km |
| Wheel bearings | 5000 km |
| SYSTEMS | |
| Wiring Loom | 10000 km |
| Water Radiators & Oil coolers (unless fins getting damaged) | 10000 km |



Ginetta G50 Crack Checking of Critical Components

CRACK CHECKS

Routinely performing crack checks on structural parts at regular intervals and after every accident, is strongly recommended.

Parts which should be monitored are:

- Rims
- Seat mounting brackets
- Brake disc bells
- Wishbones, Toe links, and Track rods
- Uprights
- Suspension mounts, and Steering arms
- Anti roll bars and anti roll bar drop links
- The crack checking of any components can be carried out at Ginetta Cars.



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Ginetta G50 Systems

Fuel System

The Ginetta G50 Cup Car has an ATL Saver Cell 60 litre. This style of fuel cell regulates the fuel pressure with a 5 bar fixed regulator at the tank. This means that there is only one fuel line to run through the car to the engine.

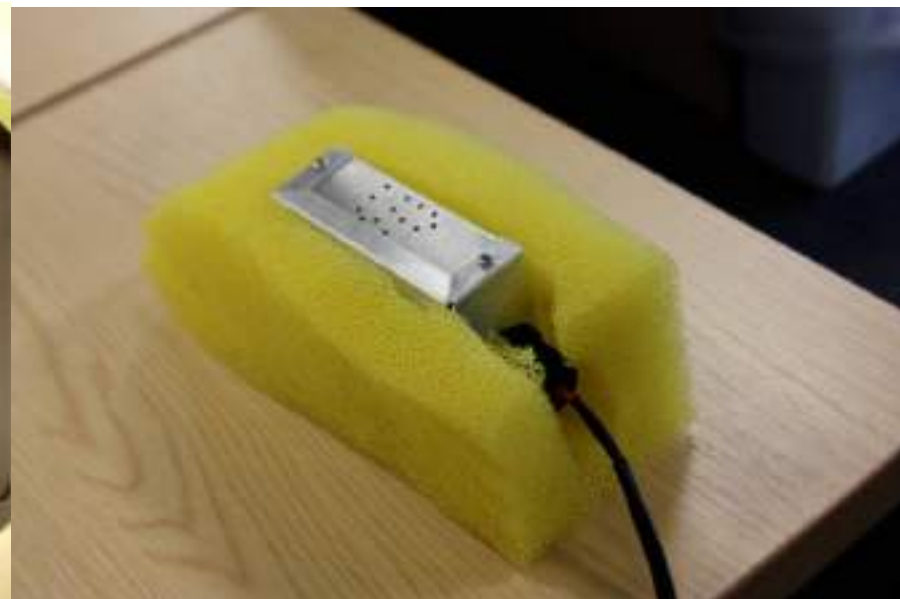
In a case of running out of fuel the engine may take around 30 seconds of running to self-bleed itself.

Below is the schematic of the fuel cell:

Internals



Low level sensor





Ginetta G50 Systems

Checking fluid levels

Checking the fluid levels on the Ginetta G50 Cup Car should be carried out at the start of each day the car will be running. The oil, water and power steering levels should be checked using the following procedure:

- Before starting the engine remove all caps and check the levels. The oil should be around 20-30mm below the top baffle, the water and power steering levels should be around half their tank capacity.
- The engine should now be started. Whilst waiting for the thermostat to open (around 70-75 degrees C), several cycles of the steering should be carried out, ensuring a full sweep each time from full left hand lock to full right hand lock. During this time the power steering fluid level should be monitored, keeping its level around half the tank capacity. The cap should now be replaced.
- As the engine temp rises, attention should be paid to the radiator, ensuring that as the thermostat opens the whole area of the radiator is hot. If this isn't the case then the bleed screw on top of the radiator should be carefully opened to bleed out any air in the system. After any air is removed the water level should topped up to two thirds of the tank capacity and the cap replaced.
- After the fan starts at 95 degrees C, the engine revs should be raised to 3000 rpm, held for 5 seconds then switched off. The oil level should now be checked and topped up if required. The level at this point should be around -0 +10mm above the top baffle.

Ginetta Cars recommends the follow lubricants: 5w30 synthetic oil in the Engine, 75w90 gear oil in both the gearbox and in the Differential, and a premium grade of power steering fluid.



Ginetta G50 Battery care

Dry Cell Battery Care

Charging Procedure:

Only use specific DRY BATTERY chargers

- The charger must give a constant tension between 14.0V and 14.7V.
- The charger must be able to charge with a current of at least 40% of the nominal capacity of 26-27Ah, which is about 10A. The current will come down during charging.
- A complete charge can take up to 10 hours.

SAFETY NOTES:

- Never charge the battery when the battery is "HOT".
- Tighten the cable-nuts not more than 4Nm.
- Charge an empty battery immediately. Do not leave it empty.
- When the battery is stored do not let the tension come down under 12V. Charge it again as soon as possible.
- Store the batteries in ambient temperature of about 25°C. Hotter conditions will reduce the life of the battery.



TO ALL GINETTA OWNERS AND DRIVERS

As you are probably aware there was an accident involving Hunter Abbott in the Ginetta G50 GT4 car which has made everybody at Ginetta think – particularly about the fact that motor racing is dangerous and that the cars we build are going to be entering into an environment where accidents happen and the unexpected occurs.

Whilst we do all that we can within the constraints of providing affordable cars for people to compete in, to make the cars as safe as possible to meet the expected unexpected we cannot eliminate all risks of accidents happening or provide a totally safe environment in which those who drive the cars compete.

Every driver and every person involved in the preparation of the cars for circuit use can and should take steps themselves to limit the risks of accidents happening and to minimise the consequences of any accidents.

Whilst Hunter's accident was completely out of the ordinary Lawrence Tomlinson has his own experience of flight at Oulton Park in a Ginetta G20 and he has done his best to make sure that everybody learns from the mistakes of others.

Whilst the following are not directly related to these accidents there are points which Ginetta Cars Ltd feel should be borne in mind when Ginetta Cars are used.

- 1 All racing cars require regular inspection and mechanical checks to make sure that everything is as it should be. If you are in any doubt there are normally Ginetta staff at the circuit that will be happy to inform and advise as best they can on any problems you experience.
- 2 All drivers should be fully familiar with the use and proper operation of their seat harnesses. They are fitted and required for reasons of safety and their proper operation should be second nature to a driver before he or she goes out on circuit. The harness should be properly secured to hold the driver in the seat and all points connected. Whilst we cannot offer training in evacuation from a burning car whilst it is upside down drivers have to be aware that they may need to get out quick and should prepare for this.



- 3 Fire is an ever present risk and so caution should be taken when fuelling cars. Hot metal can ignite fuel and precautions should be taken to ensure that cars are not overfilled with fuel.
- 4 A closed visor does help prevent burns to the face. The element of choice available to drivers is something they can decide upon when open face helmets are permitted but I lost eyebrows when my Dodge Viper caught fire and I was wearing a partial visor. Never again was my decision.
- 5 Check to ensure that safety pins from internal fire extinguishers are removed when the car goes on circuit. The pin provides security against accidental discharge when the car is being worked on and in the paddock. On circuit the extinguisher should be ready for instant activation by driver or marshals. Again drivers should be aware that they might need to activate a fire extinguisher and know what to do before they go out on circuit.
- 6 Tyres are not wholly predictable in the amount of grip which they provide and care should be taken when trying to warm them. Grip can suddenly appear and if this is not expected in circumstances where a driver is weaving an accident can occur.

We are studying the wreckage of Hunter's chassis to see whether there are areas for improvement.

Any lessons which we learn will be passed on as soon as we are able to.

Richard Dean



Ginetta Cars Contacts

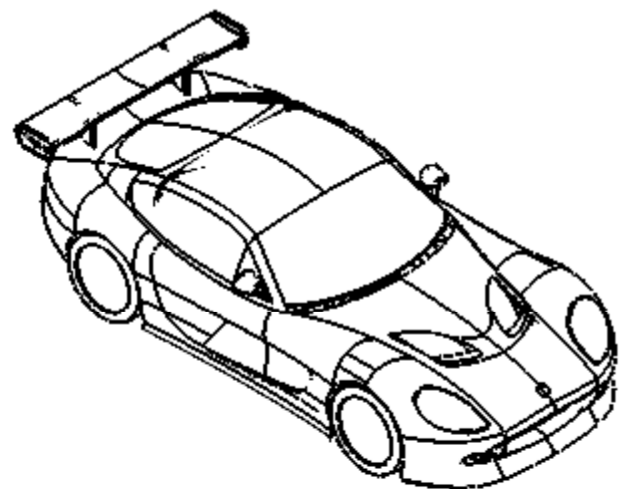
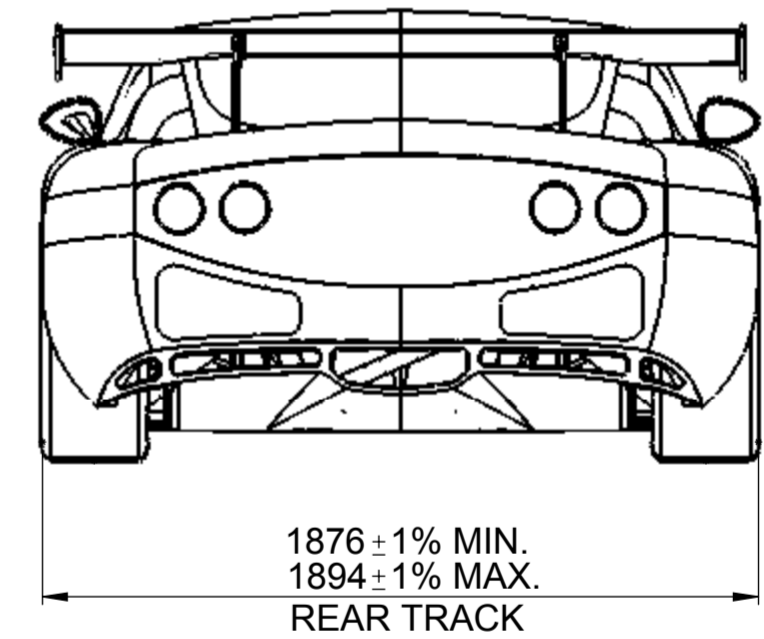
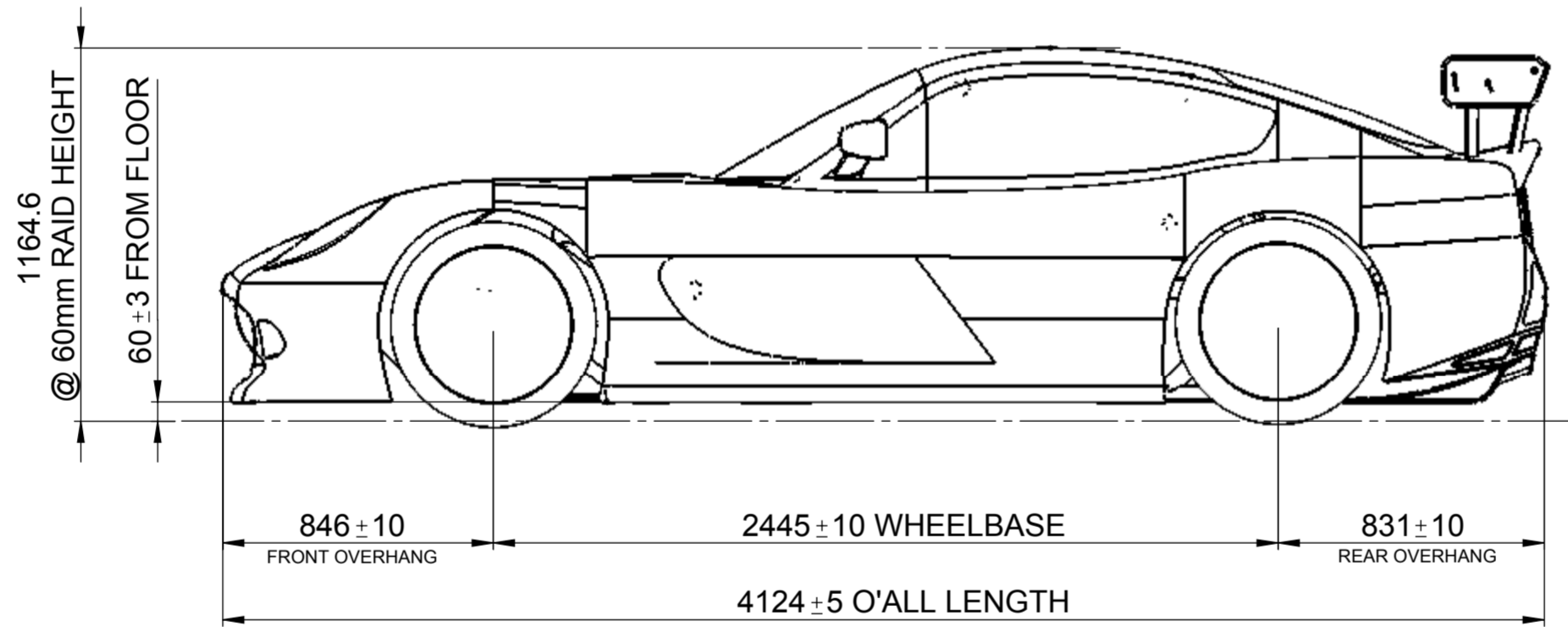
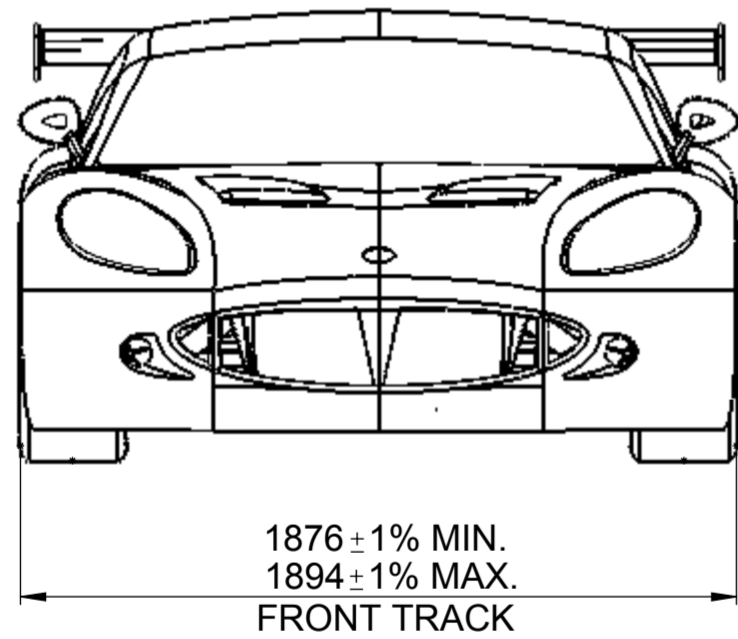
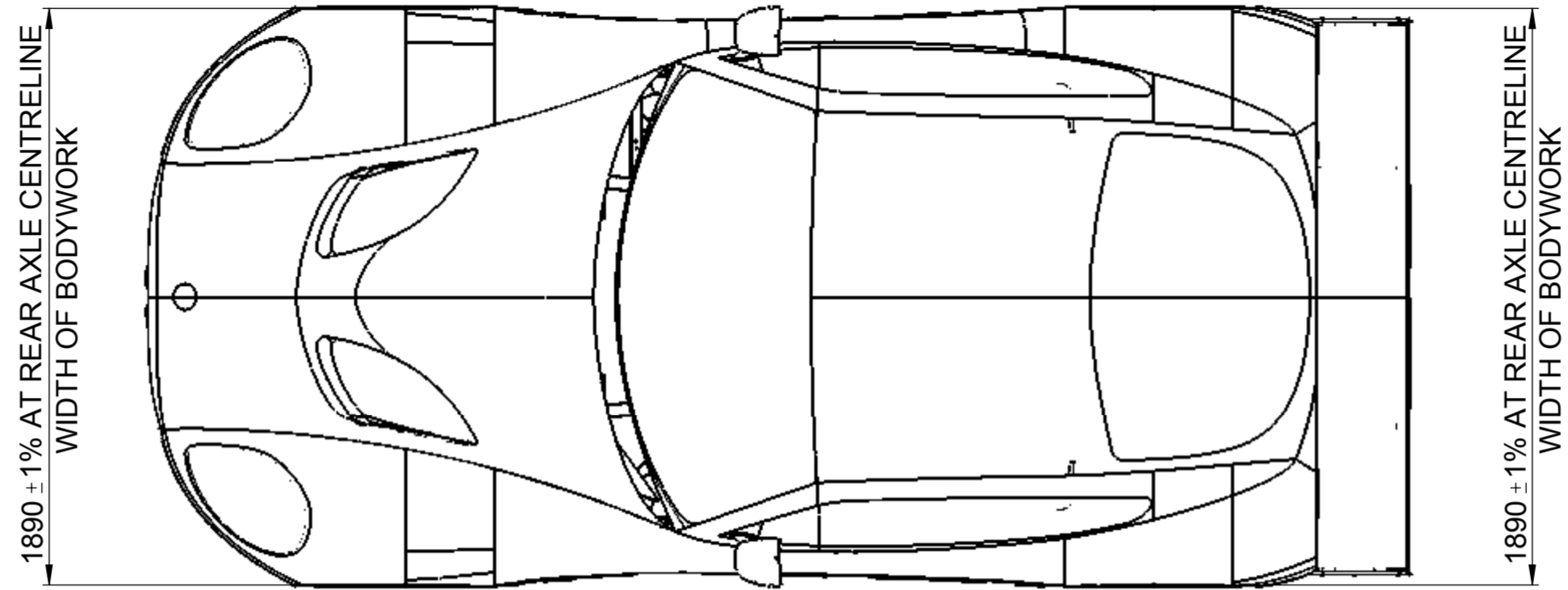
For any queries on the Ginetta G50, or about Ginetta Cars, please use the relative contacts below to help us deal with your queries as smoothly as possible.

- Championship enquires – Stewart Linn– 0113 385 4144172
- Technical enquires – Simon Finnis, Dan Martin, or Marcos Lameirao – 0113 3854148 – 0113 3854167 – 0113 3854170
- Parts and ordering – James Morgan– 0113 3854164 (stores@ginettacars.com)
- General enquires – Julie Harrison – 0113 3854144
- Media enquires – Aimi McNeill – 0113 3853564
- Sales enquiries – Mike Simpson- 0113 3854171
- Design enquires – Marcos Lameirao, Dan Martin – 0113 3854170 – 0113 3854167

Alternatively Ginetta Cars can be reached by the following;

- Ginetta Main Line – 08452 105050
- By Fax – 0113 3854141
- E- mail – enquires@ginettacars.com

| | | | | | | | | | | | | |
|------|--------------|-------|---------|------|---|---|---|---|---|----|----|----|
| REV. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | MODIFICATION | DRAWN | CHECKED | DATE | | | | | | | | |

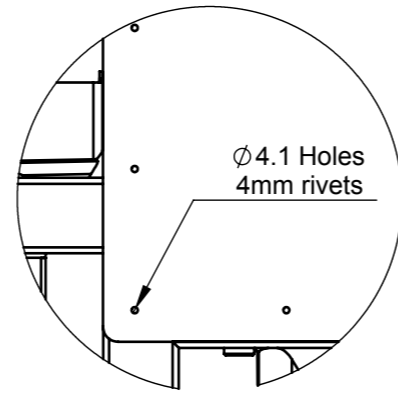
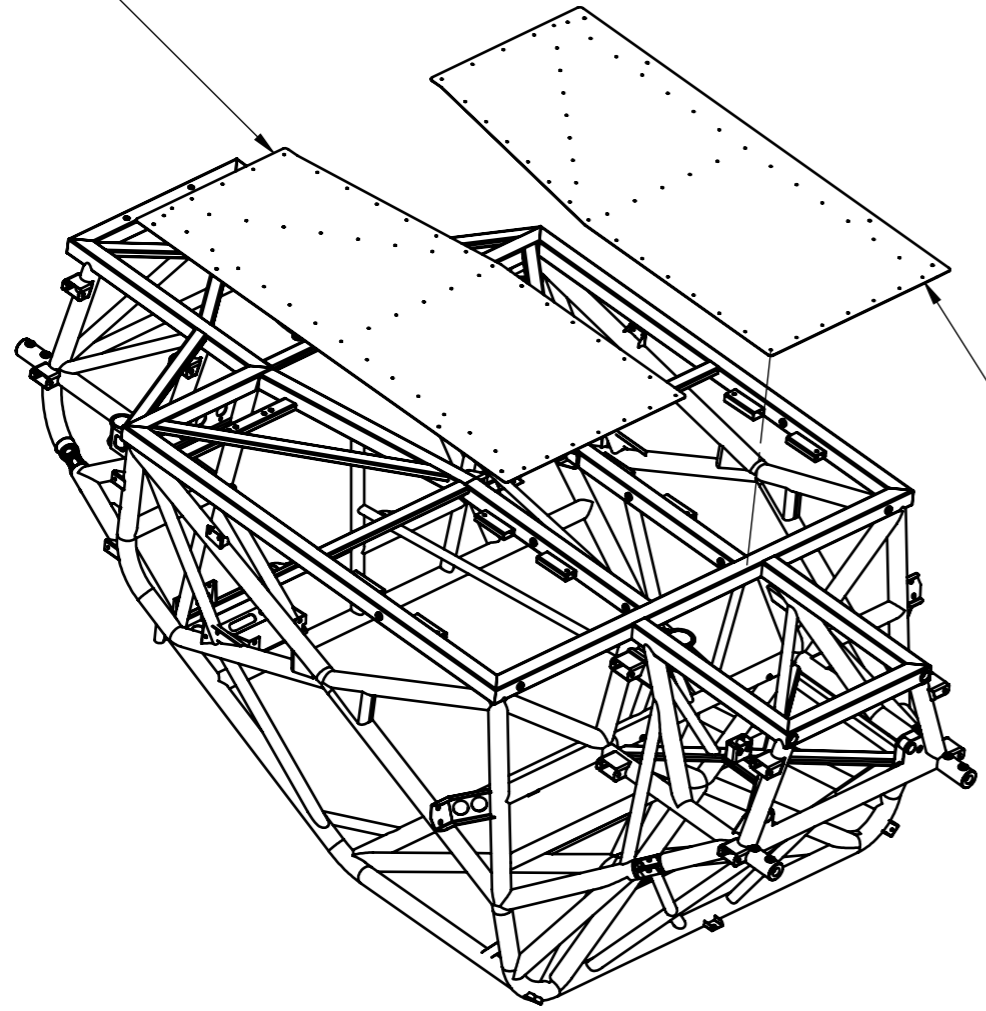


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| WEIGHT(g) | MATERIAL | COPYRIGHT NOTE THIS DRAWING AND INFORMATION IS THE PROPERTY OF LNT AUTOMOTIVE AND MUST NOT BE REPRODUCED, USED FOR MANUFACTURE OR DISCLOSED TO A THIRD PARTY WITHOUT WRITTEN CONSENT. | |
| TOLERANCE : UNLESS STATED LINEAR ±0.1mm ANGULAR ±0.5° | FINISH REMOVE ALL BURRS AND SHARP EDGES | PROJECTION THIRD ANGLE | DO NOT SCALE IF IN DOUBT ASK ALL DIMENSIONS IN MILLIMETRES |
| DRAWN CTB | DESCRIPTION OVERALL DIMENSIONS SCHEMATIC | | QUANTITY PER CAR: 1 |
| DATE 4/2/2008 | | | REV. |
| APPROVED ML | SCALE 1:20 A2 SHEET 1 OF 1 | DRG. NO. X0019 | |



| | | | | | | | | |
|------|--------------|-------|---------|------|---|---|---|---|
| REV. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | MODIFICATION | DRAWN | CHECKED | DATE | | | | |

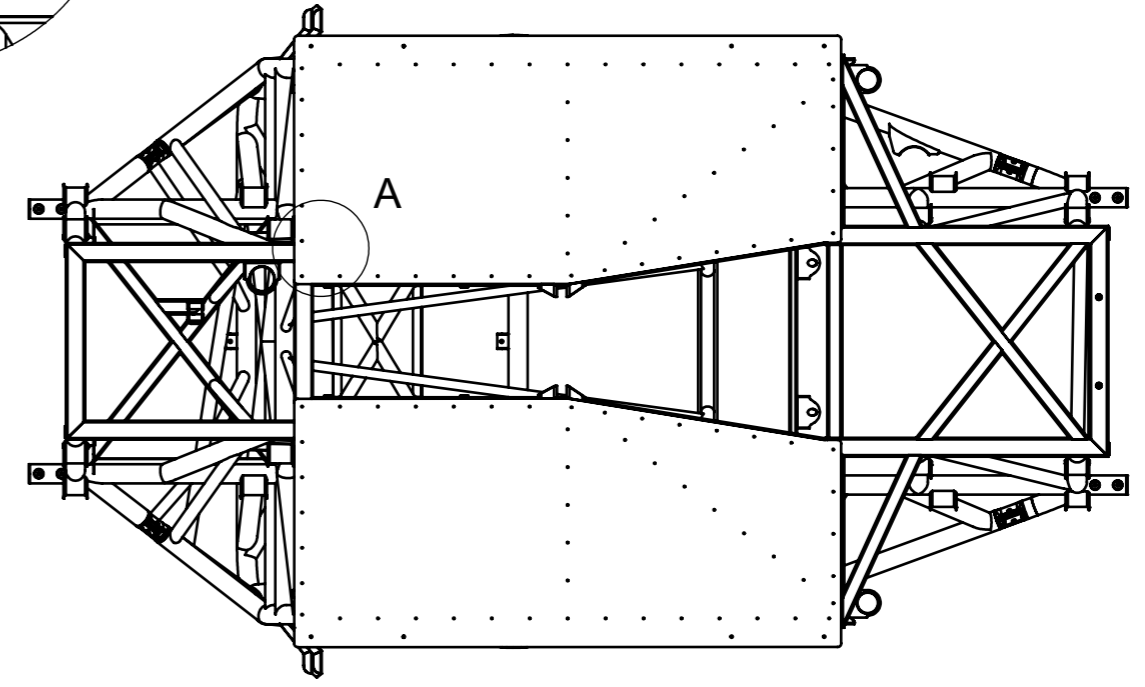
Bonded with Sikaflex before reveting



DETAIL A
SCALE 1 : 5

Ø4.1 Holes
4mm rivets

Bonded with Sikaflex before riveting



| Ref. | Part | Description | Qty. | Grade |
|------|-------|-------------|------|-------|
| 1 | A0100 | Chassis | 1 | A |
| 2 | A0239 | Floor Panel | 2 | A |

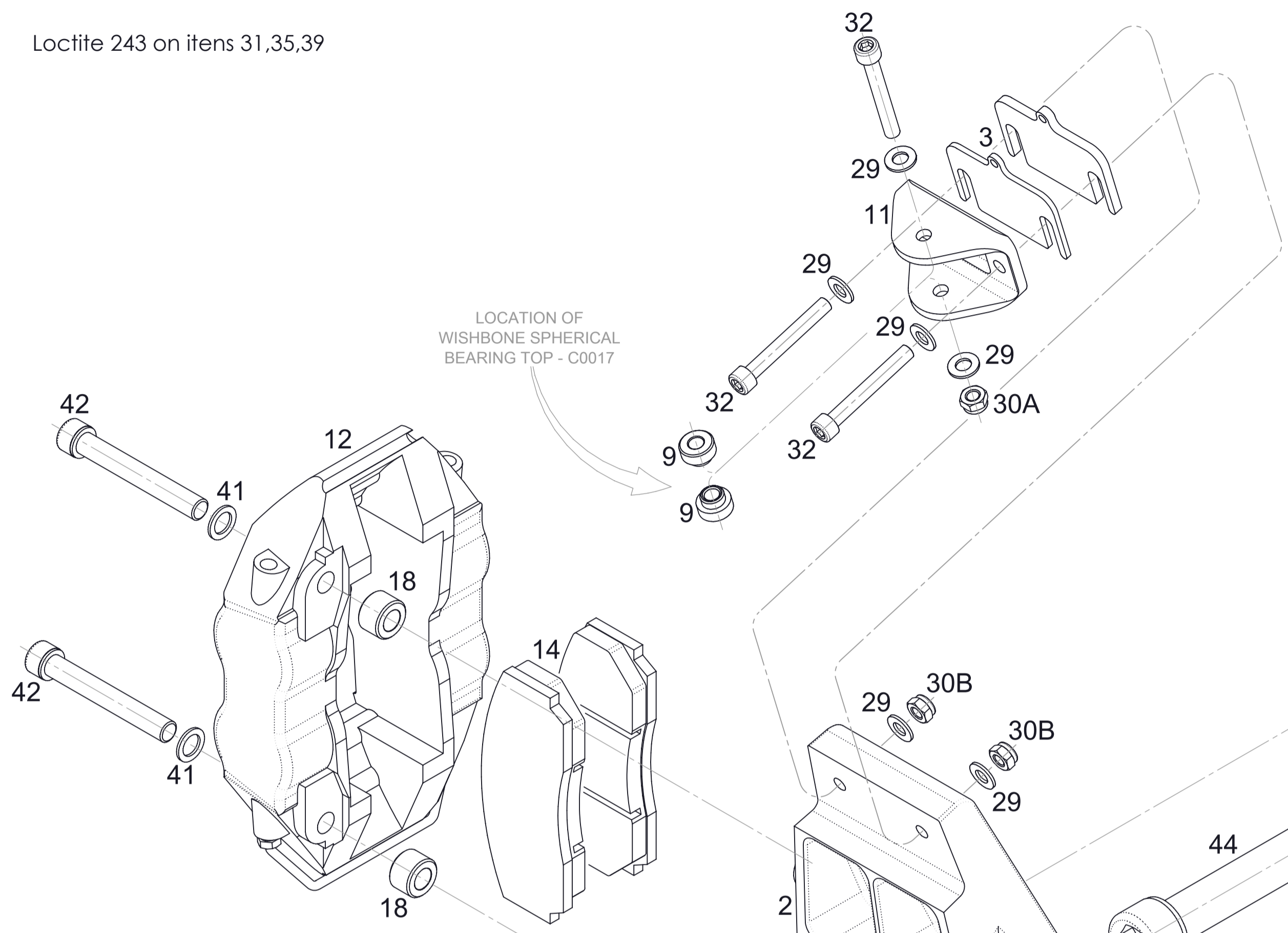
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| WEIGHT(g) | | MATERIAL N/A | | COPYRIGHT NOTE <small>THIS DRAWING AND INFORMATION IS THE PROPERTY OF LNT AUTOMOTIVE AND MUST NOT BE REPRODUCED, USED FOR MANUFACTURE OR DISCLOSED TO A THIRD PARTY WITHOUT WRITTEN CONSENT.</small> | |
| TOLERANCE : LINEAR ±0.1mm ANGULAR ±0.5° | | FINISH N/A <small>REMOVE ALL BURRS AND SHARP EDGES</small> | | PROJECTION <small>THIRD ANGLE</small> | |
| DRAWN ML | | DESCRIPTION X0040 Floor Panels | | QUANTITY PER CAR: N/A | |
| DATE 17/04/2008 | | | | REV. | |
| APPROVED ML | | SCALE N/A | A3 | SHEET 1 OF 1 | DRG. NO. X0040 |

Ginetta Cars, Unit 2, Helios 47, 1 Isabella Road, Garforth, West Yorkshire, England LS25 2DY.
Tel: 44 (0)1909 515 116 Fax: 44 (0)1909 515 699 www.Ginettacars.com

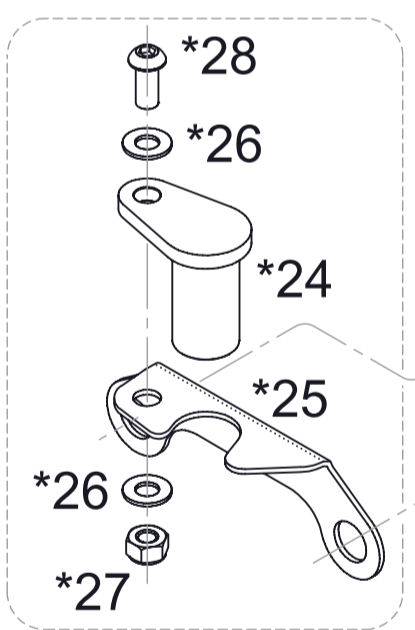


LNT automotive

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SPEED SENSOR SUB-ASSEMBLY

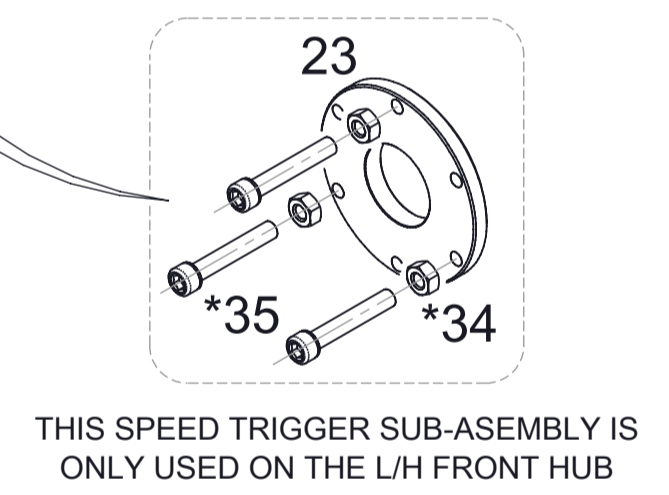
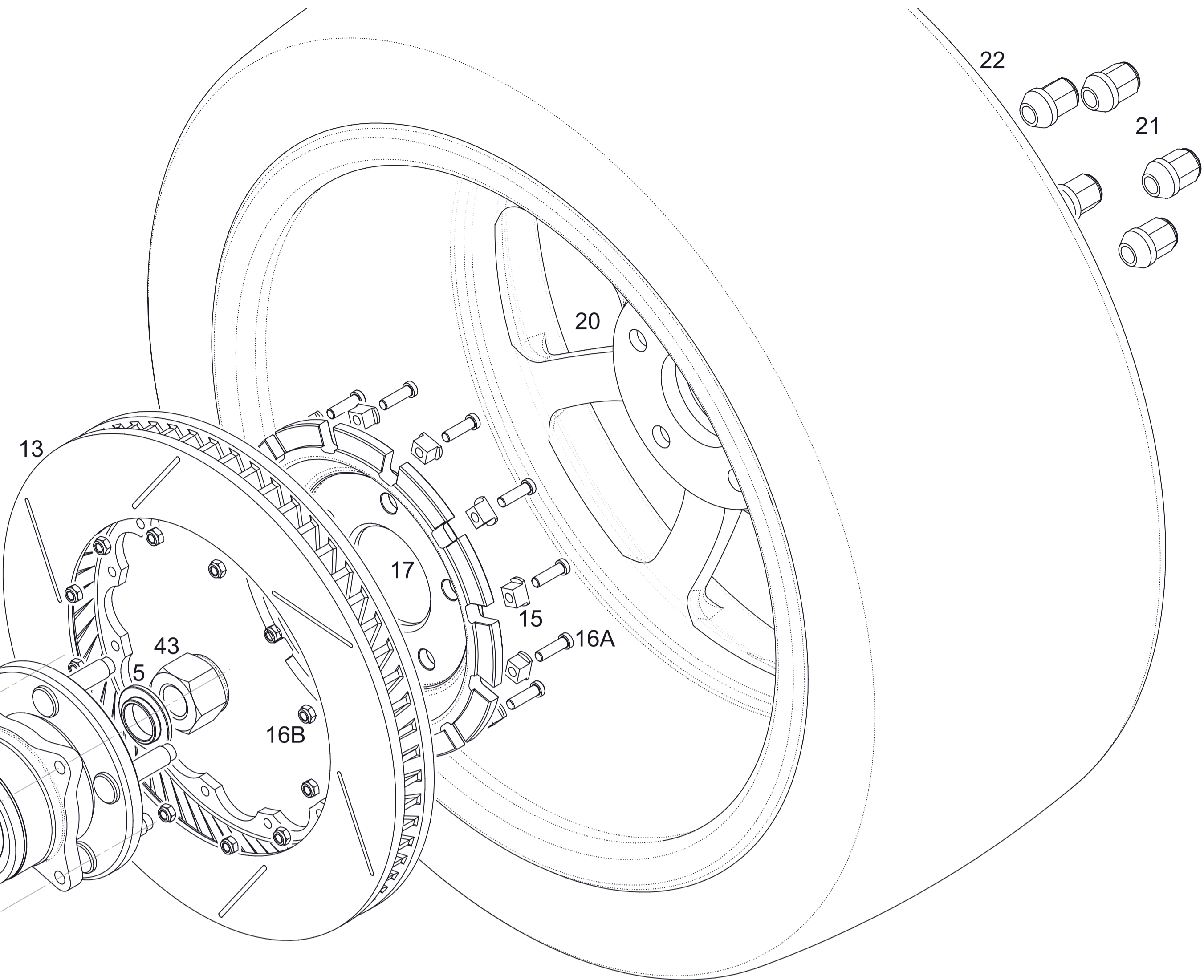
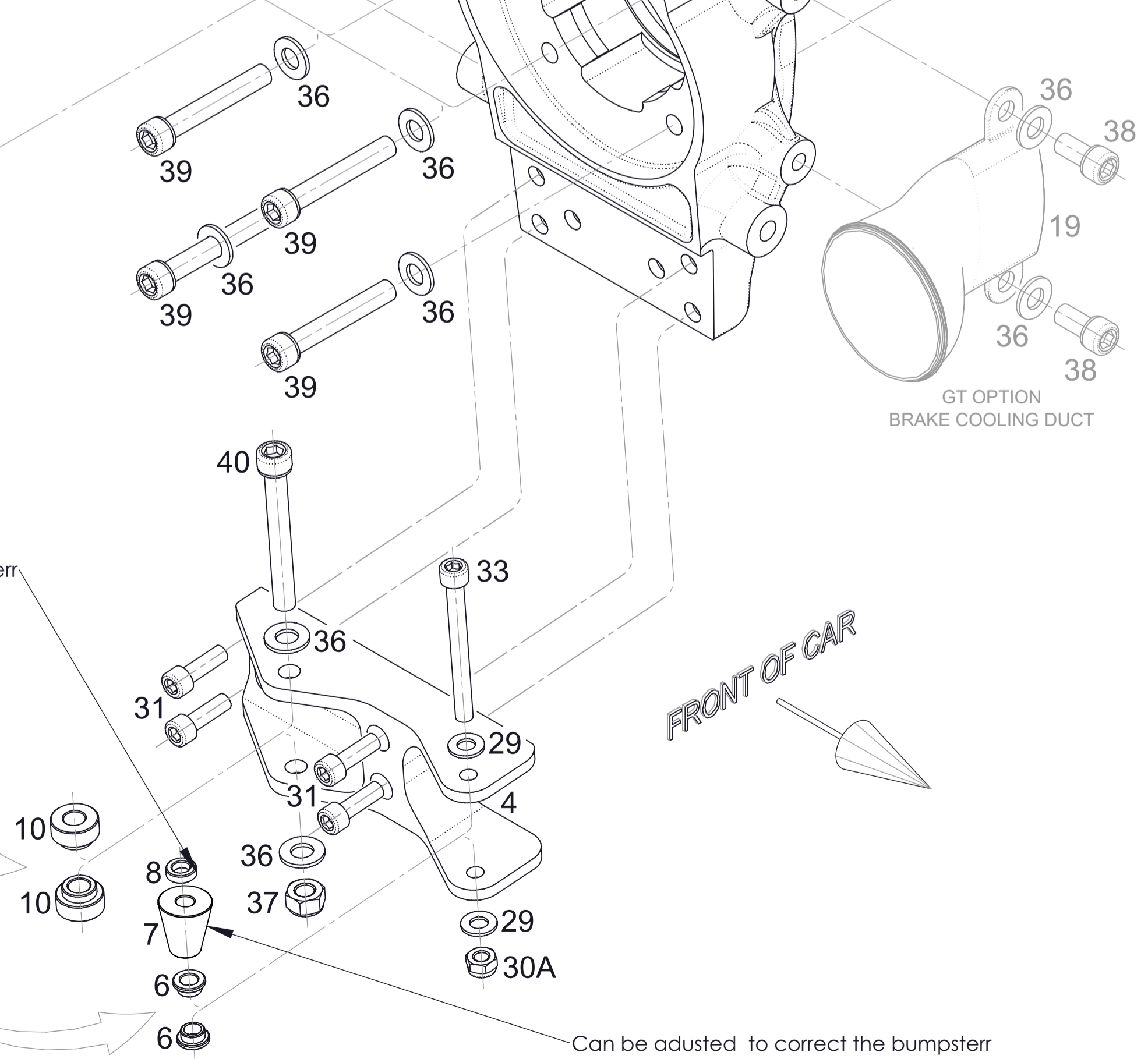


THIS SUB-ASSEMBLY IS ONLY USED ON THE L/H FRONT HUB
 ONCE ASSEMBLED, THE BRACKET (25) IS LOCATED BETWEEN THE WASHERS (26) & THE UPRIGHT (2)

Can be adusted to correct the bumpsterr

LOCATION OF WISHBONE SPHERICAL BEARING BOTTOM - C0018

LOCATION OF 7/16" MALE ROD END - C0023

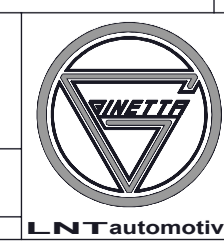


THIS SPEED TRIGGER SUB-ASSEMBLY IS ONLY USED ON THE L/H FRONT HUB

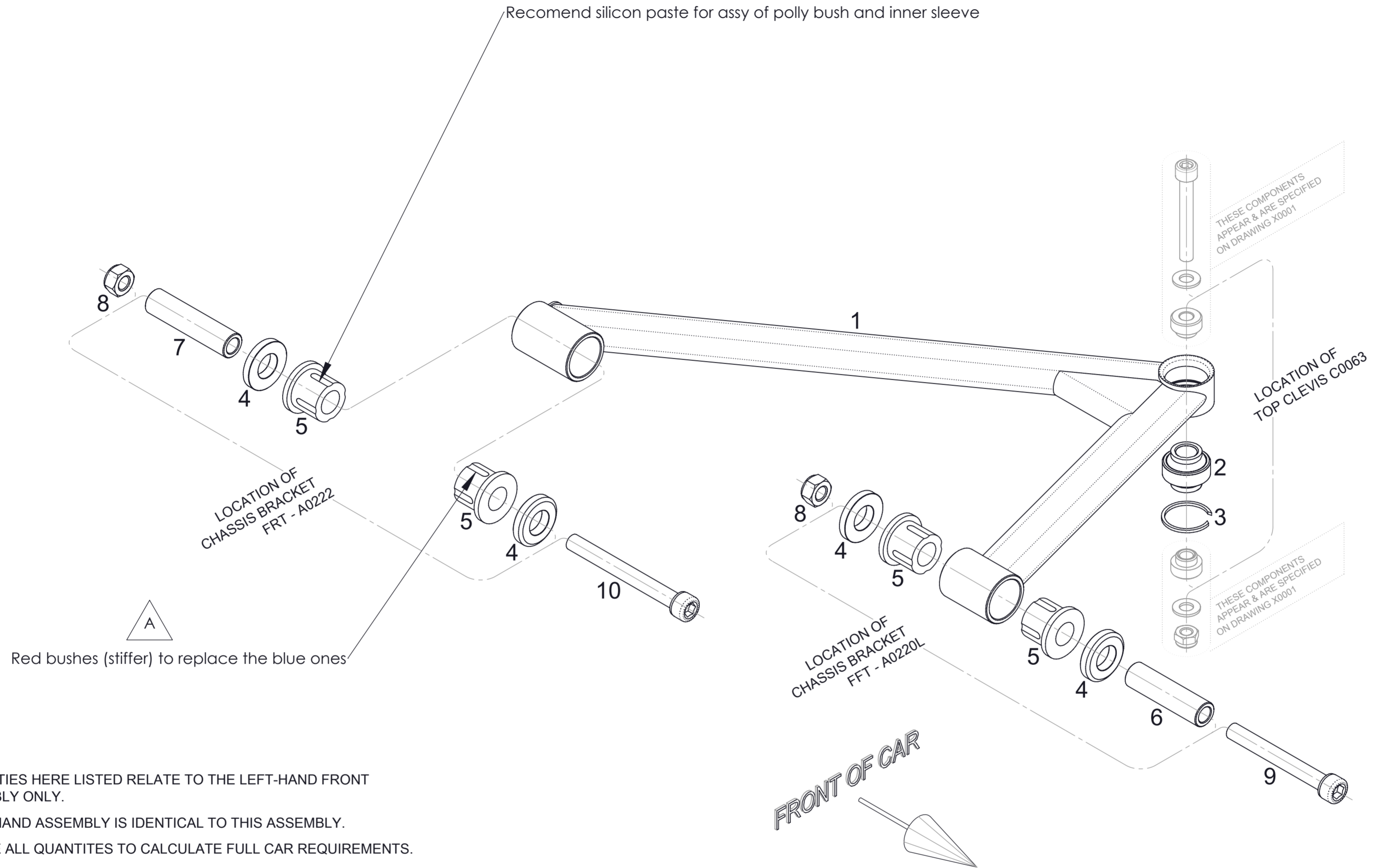
QUANTITIES HERE LISTED RELATE TO THE LEFT-HAND FRONT ASSEMBLY ONLY.
 PART NUMBERS SUFFIXED "L" DENOTE LEFT-HAND VERSIONS, ASSUME SAME PART NUMBER WITH "R" SUFFIX FOR RIGHT-HAND SIDE OF CAR UNLESS OTHERWISE STATED.
 PART NUMBERS PREFIXED "*" DENOTE ITEMS USED ON LEFT-HAND FRONT ASSEMBLY ONLY.
 DOUBLE QUANTITIES OF UN-HANDED PARTS (NOT INCLUDING "*" PREFIXED ITEMS) TO CALCULATE FULL CAR REQUIREMENTS.

| REF. | GRADE | DESCRIPTION | PART | QTY. | TORQUE FT. LBS |
|------|-------|--------------------------------------|---------|--------|----------------|
| 1 | A | BEARING PACK | C0001 | 1 | - |
| 2 | A | UPRIGHT | C0002 | 1 | - |
| 3 | A | CAMBER SHIMS | - | - | - |
| 4 | A | FRONT LOWER CLEVIS | C0014 | 1 | - |
| 5 | A | FRONT WHEEL BEARING WASHER | C0029 | 1 | - |
| 6 | A | TRACK LINK BUSH | C0049 | 2 | - |
| 7 | B | TRACK LINK BUSH2 | C0050-A | 1 | - |
| 8 | B | TRACK LINK BUSH1 | C0051 | 1 | - |
| 9 | A | TOP PICK-UP BUSH | C0052-A | 2 | - |
| 10 | A | SUSPENSION BOTTOM CLEVIS BUSH | C0053 | 2 | - |
| 11 | A | TOP CLEVIS | C0063 | 1 | - |
| 12 | A | FRONT BRAKE CALLIPER | I0001 | 1 | - |
| 13 | A | FRONT DISC | I0002L | 1 | - |
| 14 | A | FRONT BRAKE PADS | I0003 | 1 PAIR | - |
| 15 | A | FLOATING DISC BOBBIN | I0004 | 12 | - |
| 16A | A | DISC BELL 0.25" SOCKET CAP HEAD BOLT | - | 12 | 12 |
| 16B | A | DISC BELL 0.25" ALL METAL LOCK-NUT | - | 12 | - |
| 17 | A | FRONT DISC BELL | I0005 | 1 | - |
| 18 | A | FRONT CALLIPER MOUNTING | I0011 | 2 | - |
| 19 | | FRONT BRAKE DUCT PART B | I0015 | 1 | - |

| REF. | GRADE | DESCRIPTION | PART | QTY. | TORQUE FT. LBS |
|------|-------|--|-------|------|----------------|
| 20 | A | 245mm x ϕ 18" x 35 ET WHEEL | J0001 | 1 | - |
| 21 | A | WHEEL NUT | J0002 | 5 | 55 TO 60 |
| 22 | A | 240mm x ϕ 640mm x ϕ 18" TYRE | K0001 | 1 | - |
| 23 | A | WHEEL SPEED TRIGGER | L0001 | 1 | - |
| *24 | A | WHEEL SPEED SENSOR | L0002 | 1 | - |
| *25 | A | BRACKET WHEEL SPEED PICKUP | L0003 | 1 | - |
| *26 | C | M6 PLAIN WASHER | - | 2 | - |
| *27 | C | M6 NYLOC NUT | - | 1 | - |
| *28 | C | M6 x 16mm SOCKET BUTTON HEAD BOLT | - | 1 | - |
| 29 | C | M8 PLAIN WASHER | - | 10 | - |
| 30A | C | M8 NYLOC NUT | - | 2 | - |
| 30B | C | M8 NYLOC HALF-NUT | - | 2 | - |
| 31 | C | M8 x 25mm SOCKET CAP HEAD BOLT | - | 4 | 15 TO 20 |
| 32 | C | M8 x 60mm SOCKET CAP HEAD BOLT | - | 3 | 15 TO 20 |
| 33 | C | M8 x 80mm SOCKET CAP HEAD BOLT | - | 1 | 20 |
| *34 | C | M5 NUT | - | 3 | - |
| *35 | C | M5 x 25mm SOCKET CAP HEAD BOLT | - | 3 | - |
| 36 | C | M10 PLAIN WASHER | - | 6 | - |
| 37 | C | M10 NYLOC NUT | - | 1 | 25 |
| 38 | C | M10 x 20mm SOCKET CAP HEAD BOLT | - | 2 | - |
| 39 | C | M10 x 65mm SOCKET CAP HEAD BOLT | - | 4 | 55 |
| 40 | C | M10 x 80mm SOCKET CAP HEAD BOLT | - | 1 | 55 |
| 41 | C | M12 THIN AN WASHER | - | 2 | - |
| 42 | C | M12 x 85mm SOCKET CAP HEAD BOLT | - | 2 | 30 |
| 43 | C | M24 LOCK-NUT | - | 1 | - |
| 44 | C | M24 x 110mm SOCKET CAP HEAD BOLT | - | 1 | 180 |



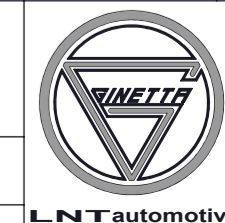
| REV. | MODIFICATION | DRAWN | CHECKED | DATE |
|------|-----------------------------------|-------|---------|------------|
| A | FROM BLUE TO RED BUSHES ON ITEM 5 | ML | ML | 19/01/2010 |



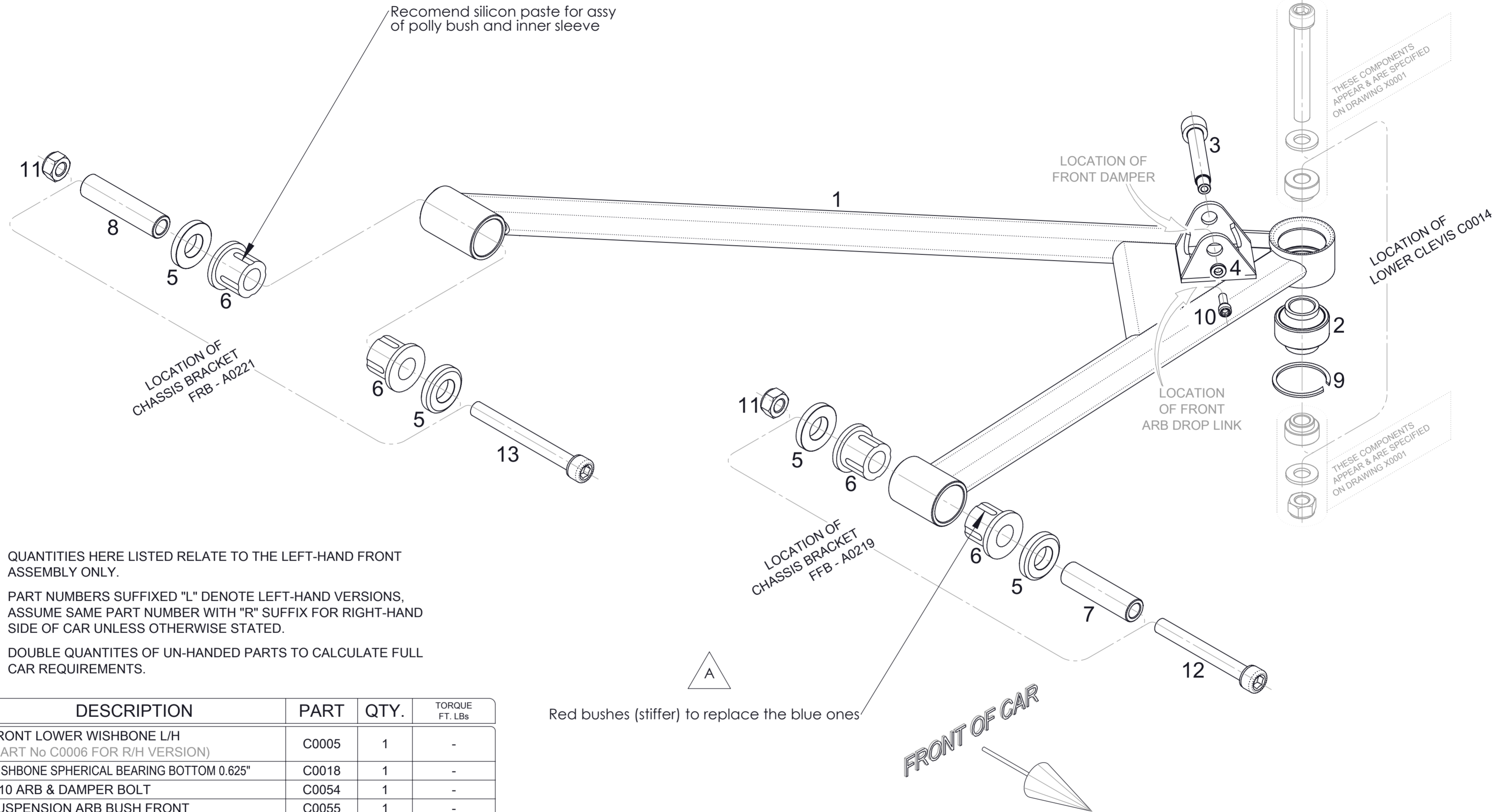
QUANTITIES HERE LISTED RELATE TO THE LEFT-HAND FRONT ASSEMBLY ONLY.
 RIGHT-HAND ASSEMBLY IS IDENTICAL TO THIS ASSEMBLY.
 DOUBLE ALL QUANTITIES TO CALCULATE FULL CAR REQUIREMENTS.

| REF. | GRADE | DESCRIPTION | PART | QTY. | TORQUE FT. LBS |
|------------------|-------|---------------------------------------|--------------|----------|----------------|
| FRONT SUSPENSION | 1 | A FRONT UPPER WISHBONE | C0004 | 1 | - |
| | 2 | A WISHBONE SPHERICAL BEARING TOP 0.5" | C0017 | 1 | - |
| | 3 | A UPPER WISHBONE RETAINING RING | C0033 | 1 | - |
| | 4 | A SUSPENSION NYLON BUSH | C0059 | 4 | - |
| | 5 | A STIFFER SUSPENSION BUSHES | C0102 | 4 | - |
| | 6 | A WISHBONE INNER SLEEVE BUSH SHORT | C0071 | 1 | - |
| | 7 | A WISHBONE INNER SLEEVE BUSH LONG | C0072 | 1 | - |
| M10 | 8 | C M10 NYLOC NUT | - | 2 | 45 TO 50 |
| | 9 | C M10 x 80mm SOCKET CAP HEAD BOLT | - | 1 | |
| | 10 | C M10 x 90mm SOCKET CAP HEAD BOLT | - | 1 | |

| | | | | | | | | |
|----------------------------------|-----|--|--|--|----------|--------|--|-------------------|
| MATERIAL | N/A | WEIGHT(g) | | COPYRIGHT NOTE | DRAWN | CTB | DESCRIPTION | QUANTITY PER CAR: |
| FINISH | N/A | TOLERANCE: LINEAR ±0.1mm ANGULAR ±0.5° | | THIS DRAWING AND INFORMATION IS THE PROPERTY OF LNT AUTOMOTIVE AND MUST NOT BE REPRODUCED, USED FOR MANUFACTURE OR DISCLOSED TO A THIRD PARTY WITHOUT WRITTEN CONSENT. | DATE | 3/1/08 | L/H FRONT UPPER WISHBONE EXPLODED ASSEMBLY | 2 |
| REMOVE ALL BURRS AND SHARP EDGES | | | | PROJECTION | APPROVED | ML | SCALE N/A A2 SHEET 1 OF 1 DRG. NO. X0002 | REV. A |



| REV. | MODIFICATION | DRAWN | CHECKED | DATE |
|------|-----------------------------------|-------|---------|------------|
| A | FROM BLUE TO RED BUSHES ON ITEM 6 | ML | ML | 19/01/2010 |



QUANTITIES HERE LISTED RELATE TO THE LEFT-HAND FRONT ASSEMBLY ONLY.

PART NUMBERS SUFFIXED "L" DENOTE LEFT-HAND VERSIONS, ASSUME SAME PART NUMBER WITH "R" SUFFIX FOR RIGHT-HAND SIDE OF CAR UNLESS OTHERWISE STATED.

DOUBLE QUANTITIES OF UN-HANDED PARTS TO CALCULATE FULL CAR REQUIREMENTS.

| REF. | GRADE | DESCRIPTION | PART | QTY. | TORQUE FT. LBS |
|------|-------|--|--------------|----------|----------------|
| 1 | A | FRONT LOWER WISHBONE L/H (PART No C0006 FOR R/H VERSION) | C0005 | 1 | - |
| 2 | A | WISHBONE SPHERICAL BEARING BOTTOM 0.625" | C0018 | 1 | - |
| 3 | A | M10 ARB & DAMPER BOLT | C0054 | 1 | - |
| 4 | A | SUSPENSION ARB BUSH FRONT | C0055 | 1 | - |
| 5 | A | SUSPENSION NYLON BUSH | C0059 | 4 | - |
| 6 | A | STIFFER SUSPENSION BUSHES | C0102 | 4 | - |
| 7 | A | WISHBONE INNER SLEEVE BUSH SHORT | C0071 | 1 | - |
| 8 | A | WISHBONE INNER SLEEVE BUSH LONG | C0072 | 1 | - |
| 9 | C | LOWER WISHBONE RETAINING RING | C0076 | 1 | - |
| 10 | C | M5 x 13mm SOCKET CAP HEAD BOLT | - | 1 | - |
| 11 | C | M10 NYLOC NUT | - | 2 | 45 TO 50 |
| 12 | C | M10 x 80mm SOCKET CAP HEAD BOLT | - | 1 | |
| 13 | C | M10 x 90mm SOCKET CAP HEAD BOLT | - | 1 | |

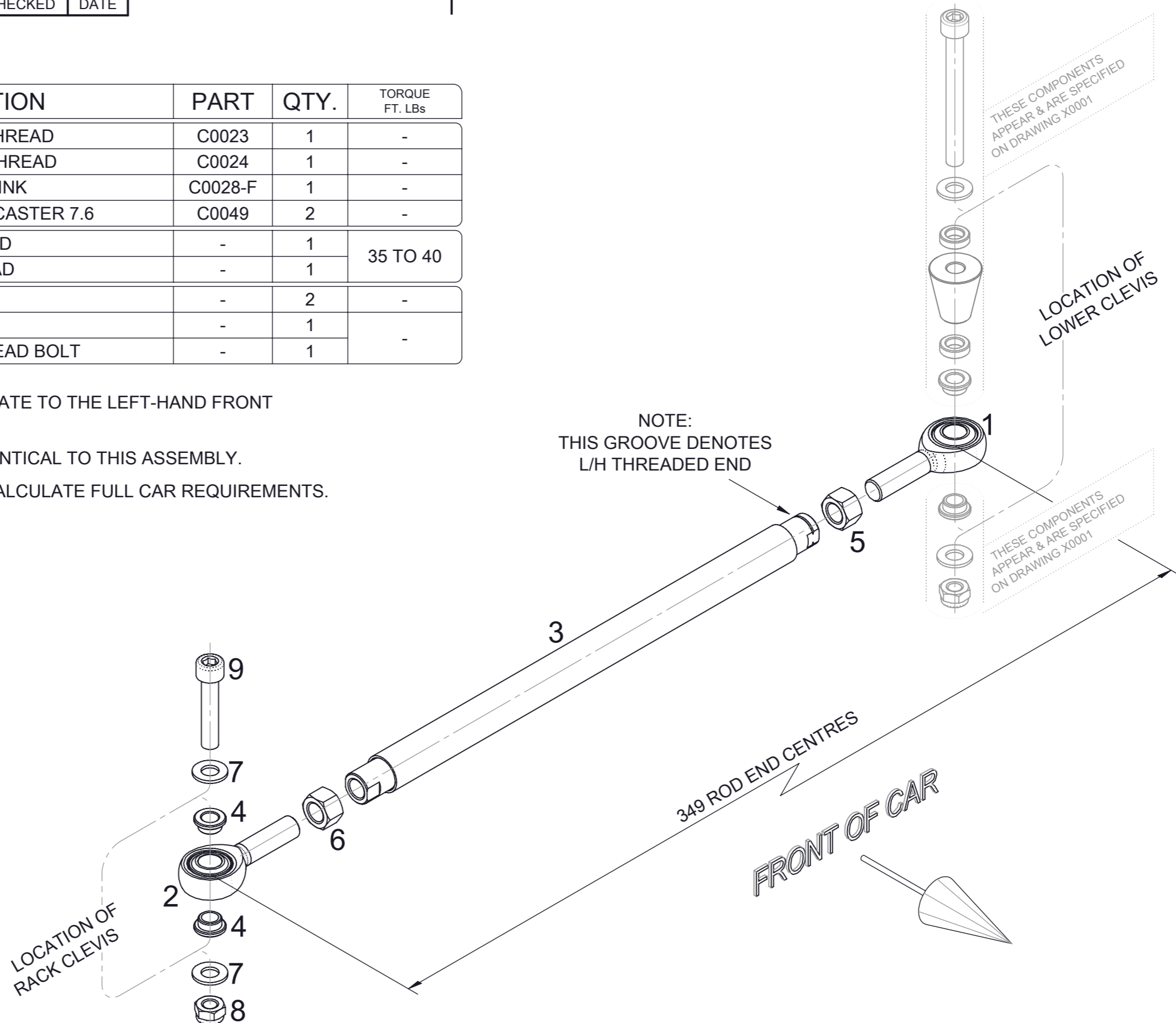
| | | | | | | | | |
|----------------------------------|-----|--------------------------|-----------------------------|--|----------|--------|--|-------------------|
| MATERIAL | N/A | WEIGHT(g) | | COPYRIGHT NOTE | DRAWN | CTB | DESCRIPTION | QUANTITY PER CAR: |
| FINISH | N/A | TOLERANCE: LINEAR ±0.1mm | UNLESS STATED ANGULAR ±0.5° | PROJECTION | DATE | 9/1/08 | L/H FRONT LOWER WISHBONE EXPLODED ASSEMBLY | 1 PAIR |
| REMOVE ALL BURRS AND SHARP EDGES | | | | DO NOT SCALE IF IN DOUBT ASK ALL DIMENSIONS IN MILLIMETRES | APPROVED | ML | SCALE N/A A2 SHEET 1 OF 1 DRG. NO. X0003 | REV. A |



| | | | | | | | | |
|------|--------------|-------|---------|------|---|---|---|---|
| REV. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | MODIFICATION | DRAWN | CHECKED | DATE | | | | |

| | REF. | GRADE | DESCRIPTION | PART | QTY. | TORQUE FT. LBS |
|------------------|------|-------|----------------------------------|---------|------|----------------|
| FRONT SUSPENSION | 1 | C | 7/16" MALE ROD END L/H THREAD | C0023 | 1 | - |
| | 2 | C | 7/16" MALE ROD END R/H THREAD | C0024 | 1 | - |
| | 3 | A | FABRICATED FRONT TOE LINK | C0028-F | 1 | - |
| | 4 | A | TRACK LINK BUSH FRONT CASTER 7.6 | C0049 | 2 | - |
| 7/16" | 5 | C | 7/16" PLAIN NUT L/H THREAD | - | 1 | 35 TO 40 |
| | 6 | C | 7/16" PLAIN NUT R/H THREAD | - | 1 | |
| M8 | 7 | C | M8 PLAIN WASHER | - | 2 | - |
| | 8 | C | M8 NYLOC NUT | - | 1 | - |
| | 9 | C | M8 x 45mm SOCKET CAP HEAD BOLT | - | 1 | - |

QUANTITIES HERE LISTED RELATE TO THE LEFT-HAND FRONT ASSEMBLY ONLY.
 RIGHT-HAND ASSEMBLY IS IDENTICAL TO THIS ASSEMBLY.
 DOUBLE ALL QUANTITIES TO CALCULATE FULL CAR REQUIREMENTS.

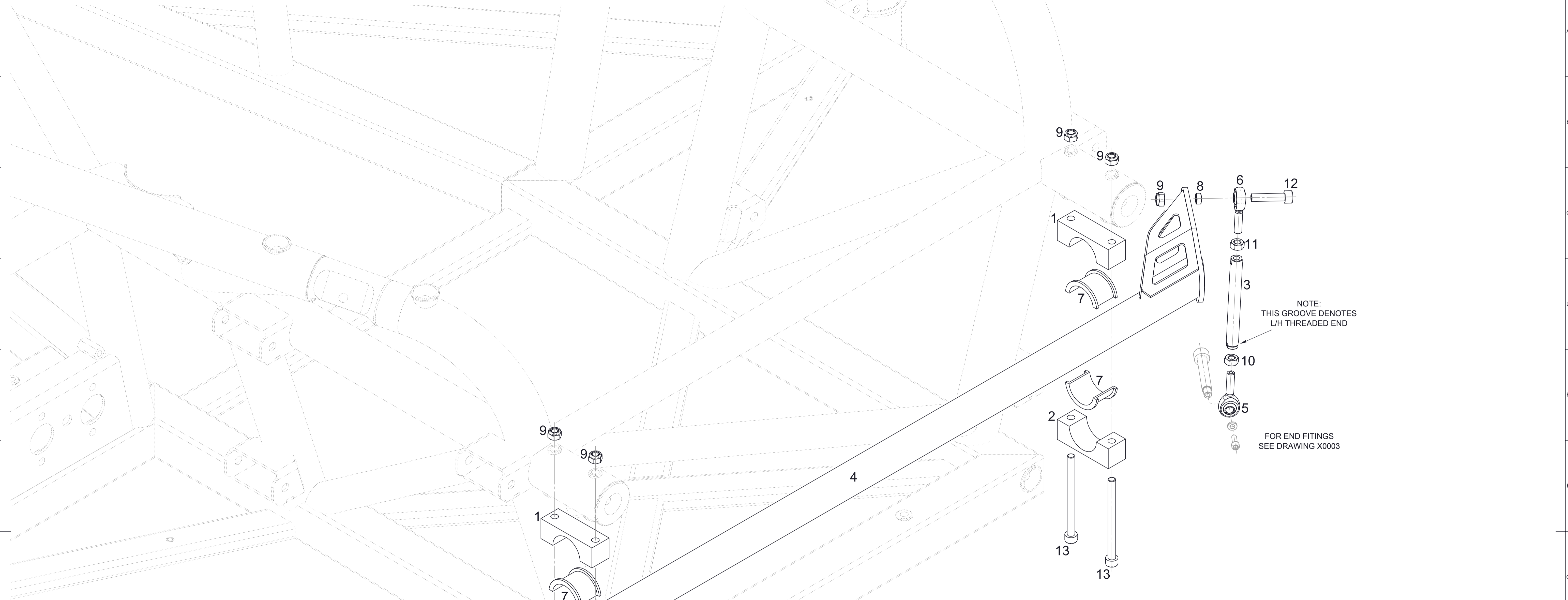


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| | | | | | | | |
|----------------------------------|-----|-----------------------------|--|----------|--------|--|-------------------|
| MATERIAL | N/A | WEIGHT(g) | COPYRIGHT NOTE | DRAWN | CTB | DESCRIPTION | QUANTITY PER CAR: |
| FINISH | N/A | TOLERANCE: UNLESS STATED | PROJECTION | DATE | 5/1/08 | L/H FRONT TOE LINK EXPLODED ASSEMBLY | 2 |
| REMOVE ALL BURRS AND SHARP EDGES | | LINEAR ±0.1mm ANGULAR ±0.5° | DO NOT SCALE IF IN DOUBT ASK ALL DIMENSIONS IN MILLIMETRES | APPROVED | ML | SCALE N/A A3 SHEET 1 OF 1 DRG. NO. X0004 | REV. |



LNT automotive



NOTE:
THIS GROOVE DENOTES
L/H THREADED END

FOR END FITTINGS
SEE DRAWING X0003

Ø35mm O/D x 2mm WALL T45
FRONT ANTI-ROLLBAR SETTINGS

| HOLE | DESCRIPTION | Kg*mm/Deg | Lb*In/Deg |
|------|----------------|-----------|-----------|
| H1 | G50 FULL SOFT | 10115.17 | 116784.2 |
| H2 | G50 HALF SOFT | 12417.45 | 143365.2 |
| H3 | G50 HALF STIFF | 15605.51 | 180172.7 |
| H4 | G50 FULL STIFF | 20139.79 | 232523.1 |

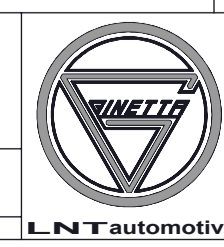
ASSEMBLY SHOWN AT FULL SOFT SETTING

NOTE:
THIS GROOVE DENOTES
L/H THREADED END

FOR END FITTINGS
SEE DRAWING X0003

| REF. | GRADE | DESCRIPTION | PART | QTY. | TORQUE | |
|------------------|-------|---------------------------------|-----------------------------------|------|---------|---|
| | | | | | FT. LBs | |
| FRONT SUSPENSION | 1 | A ANTI-ROLLBAR MOUNTING BOTTOM | C0019 | 2 | - | |
| | 2 | A ANTI-ROLLBAR MOUNTING TOP | C0107 | 2 | - | |
| | 3 | A ANTI-ROLLBAR LINK | C0020 | 2 | - | |
| | 4 | A FRONT ANTI-ROLLBAR 35x2 T45 | C0022 | 1 | - | |
| | 5 | C M8 MALE ROD END L/H THREAD | C0025 | 2 | - | |
| | 6 | C M8 MALE ROD END R/H THREAD | C0026 | 2 | - | |
| | 7 | A ANTI-ROLLBAR BUSH Ø35 | C0045 | 4 | - | |
| | 8 | A ANTI-ROLLBAR MOUNTING BUSH M8 | C0048 | 2 | - | |
| | M8 | 9 | C M8 NYLOC NUT | - | 6 | - |
| | | 10 | C M8 PLAIN NUT L/H THREAD | - | 2 | - |
| | | 11 | C M8 PLAIN NUT R/H THREAD | - | 2 | - |
| | | 12 | C M8 x 35mm SOCKET CAP HEAD BOLT | - | 2 | - |
| | | 13 | C M8 x 100mm SOCKET CAP HEAD BOLT | - | 4 | - |

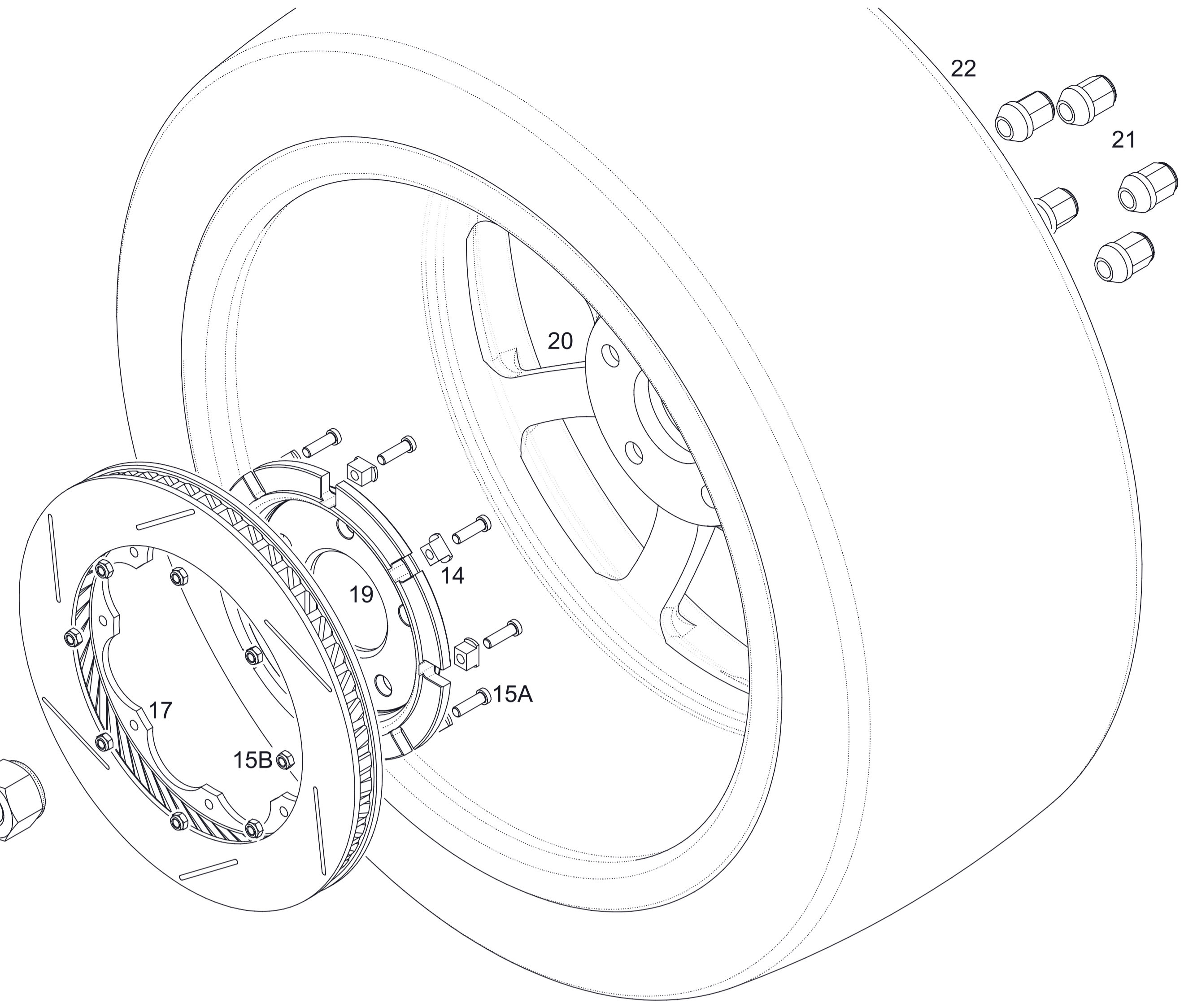
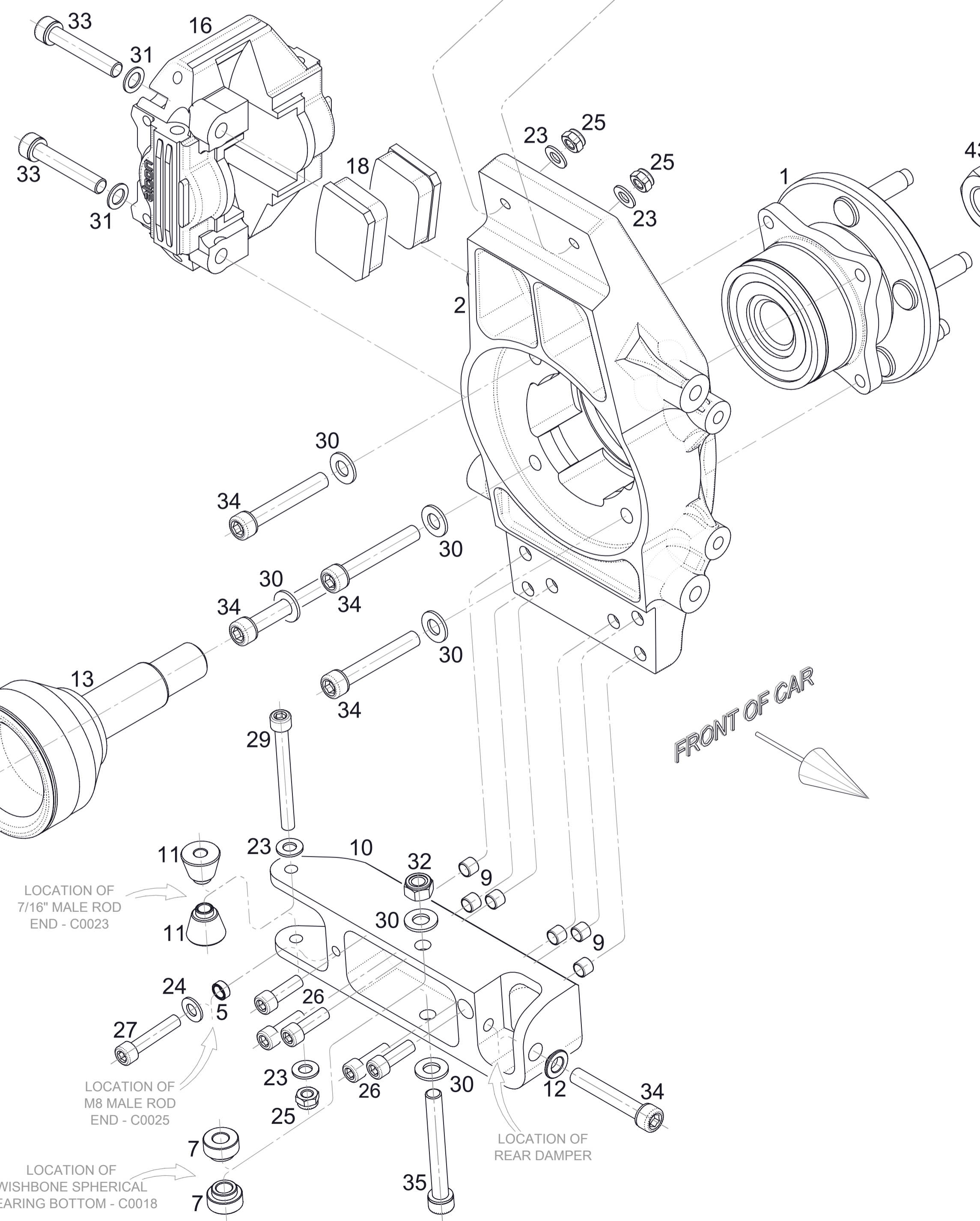
| | | | | | | | |
|----------------------------------|-----|-----------------------------|--|----------|--------|--|-------------------|
| MATERIAL | N/A | WEIGHT(g) | COPYRIGHT NOTE | DRAWN | CTB | DESCRIPTION | QUANTITY PER CAR: |
| FINISH | N/A | TOLERANCE: UNLESS STATED | THIS DRAWING AND INFORMATION IS THE PROPERTY OF LNT AUTOMOTIVE AND MUST NOT BE REPRODUCED, COPIED, MANUFACTURED OR DISCLOSED TO A THIRD PARTY WITHOUT WRITTEN CONSENT. | DATE | 6/2/08 | FRONT ANTI-ROLLBAR EXPLODED ASSEMBLY | 1 |
| REMOVE ALL BURRS AND SHARP EDGES | | LINEAR ±0.1mm ANGULAR ±0.5° | PROJECTION | APPROVED | ML | SCALE N/A A1 SHEET 1 OF 1 DRG. NO. X0020 | REV. |
| | | | DO NOT SCALE IF IN DOUBT ASK ALL DIMENSIONS IN MILLIMETRES | | | | |



Loctite 243 on items 26 and 34

C0011 - 2mm
C0012 - 3mm
C0013 - 5mm

LOCATION OF WISHBONE SPHERICAL BEARING TOP - C0017



QUANTITIES HERE LISTED RELATE TO THE LEFT-HAND REAR ASSEMBLY ONLY.
PART NUMBERS SUFFIXED "L" DENOTE LEFT-HAND VERSIONS, ASSUME SAME PART NUMBER WITH "R" SUFFIX FOR RIGHT-HAND SIDE OF CAR UNLESS OTHERWISE STATED.
DOUBLE QUANTITIES OF UN-HANDED PARTS TO CALCULATE FULL CAR REQUIREMENTS.

| REF. | GRADE | DESCRIPTION | PART | QTY. | TORQUE FT. LBS |
|------|-------|---|---------|------|----------------|
| 1 | A | BEARING PACK | C0001 | 1 | - |
| 2 | A | UPRIGHT | C0002 | 1 | - |
| 3 | A | CAMBER SHIMS | - | - | - |
| 4 | - | - | - | - | - |
| 5 | A | ANTI-ROLLBAR MOUNTING BUSH M8 | C0048 | 1 | - |
| 6 | A | TOP PICK-UP BUSH | C0052-A | 2 | - |
| 7 | A | SUSPENSION BOTTOM CLEVIS BUSH | C0053 | 2 | - |
| 8 | A | TOP CLEVIS | C0063 | 1 | - |
| 9 | A | DOWEL REAR LOWER CLEVIS | D0003-A | 6 | - |
| 10 | A | REAR LOWER CLEVIS L/H (PART NUMBER D0006-A FOR R/H VERSION) | D0007-A | 1 | - |
| 11 | A | TRACK LINK BUSH REAR | D0013 | 2 | - |
| 12 | A | REAR DAMPER BUSH | D0014 | 1 | - |
| 13 | A | DIFF. C.V. JOINT OUTER | G0006 | 1 | - |

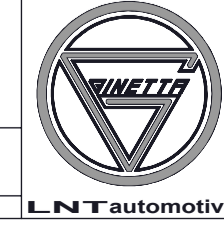
| REF. | GRADE | DESCRIPTION | PART | QTY. | TORQUE FT. LBS |
|------|-------|--|--------|--------|----------------|
| 14 | A | FLOATING DISC BOBBIN | I0004 | 8 | - |
| 15A | A | DISC BELL 0.25" SOCKET CAP HEAD BOLT WITH SHORTENED HEAD | - | 8 | - |
| 15B | A | DISC BEL 0.25" ALL METAL LOCK-NUT | - | 8 | - |
| 16 | A | REAR CALLIPER L/H | I0006L | 1 | - |
| 17 | A | REAR DISC L/H | I0007L | 1 | - |
| 18 | A | REAR BRAKE PAD | I0008 | 1 PAIR | - |
| 19 | A | REAR DISC BELL | I0010 | 1 | - |
| 20 | A | 245mm x ϕ 18" x 35 ET WHEEL | J0001 | 1 | - |
| 21 | A | WHEEL NUT | J0002 | 5 | 55 TO 60 |
| 22 | A | 240mm x ϕ 640mm x ϕ 18" TYRE | K0001 | 1 | - |
| 23 | C | M8 PLAIN WASHER | - | 8 | - |
| 24 | C | M8 THIN AN WASHER | - | 1 | - |
| 25 | C | M8 NYLOC NUT | - | 4 | - |
| 26 | C | M8 x 25mm SOCKET CAP HEAD BOLT | - | 5 | 15 TO 20 |
| 27 | C | M8 x 35mm SOCKET CAP HEAD BOLT | - | 1 | - |
| 28 | C | M8 x 60mm SOCKET CAP HEAD BOLT | - | 3 | 50 TO 55 |
| 29 | C | M8 x 80mm SOCKET CAP HEAD BOLT | - | 1 | 35 TO 40 |
| 30 | C | M10 PLAIN WASHER | - | 6 | - |
| 31 | C | M10 THIN AN WASHER | - | 2 | - |
| 32 | C | M10 NYLOC NUT | - | 1 | - |
| 33 | C | M10 x 55mm SOCKET CAP HEAD BOLT | - | 2 | 25 |
| 34 | C | M10 x 65mm SOCKET CAP HEAD BOLT | - | 5 | 55 |
| 35 | C | M10 x 80mm SOCKET CAP HEAD BOLT | - | 1 | 60 TO 70 |
| M24 | 43 | M24 LOCK-NUT | - | 1 | 180 |

LOCATION OF 7/16" MALE ROD END - C0023

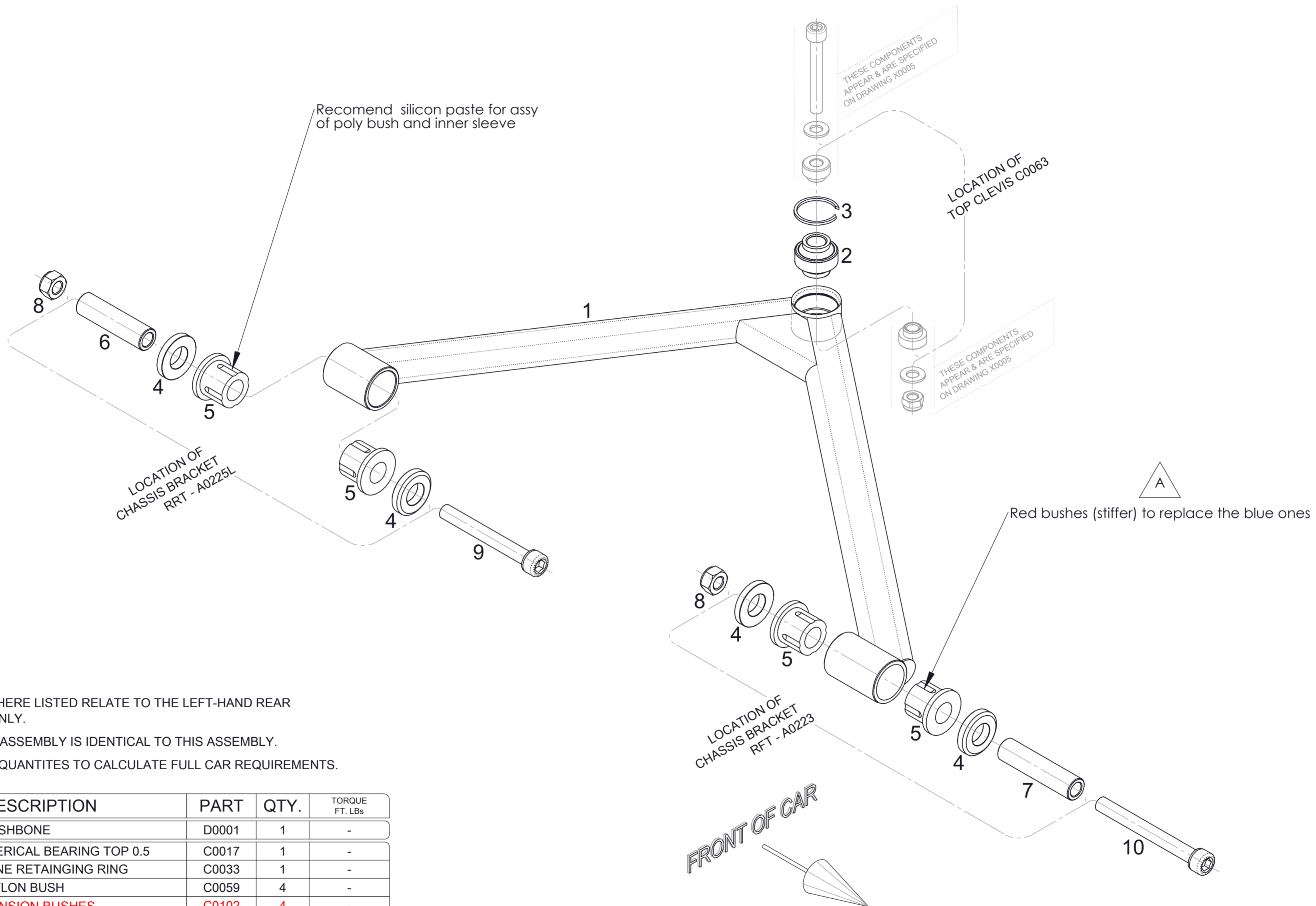
LOCATION OF M8 MALE ROD END - C0025

LOCATION OF WISHBONE SPHERICAL BEARING BOTTOM - C0018

FRONT OF CAR



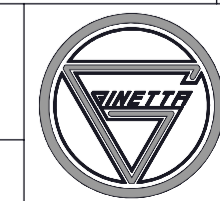
| REV. | MODIFICATION | DRAWN | CHECKED | DATE |
|------|-----------------------------------|-------|---------|------------|
| A | FROM BLUE TO RED BUSHES ON ITEM 5 | ML | ML | 19/01/2010 |



QUANTITIES HERE LISTED RELATE TO THE LEFT-HAND REAR ASSEMBLY ONLY.
 RIGHT-HAND ASSEMBLY IS IDENTICAL TO THIS ASSEMBLY.
 DOUBLE ALL QUANTITIES TO CALCULATE FULL CAR REQUIREMENTS.

| REF. | GRADE | DESCRIPTION | PART | QTY. | TORQUE FT. LBS |
|------|-------|------------------------------------|--------------|----------|----------------|
| 1 | A | REAR UPPER WISHBONE | D0001 | 1 | - |
| 2 | A | WISHBONE SPHERICAL BEARING TOP 0.5 | C0017 | 1 | - |
| 3 | C | UPPER WISHBONE RETAINING RING | C0033 | 1 | - |
| 4 | A | SUSPENSION NYLON BUSH | C0059 | 4 | - |
| 5 | A | STIFFER SUSPENSION BUSHES | C0102 | 4 | - |
| 6 | A | WISHBONE INNER SLEEVE BUSH SHORT | C0071 | 1 | - |
| 7 | A | WISHBONE INNER SLEEVE BUSH LONG | C0072 | 1 | - |
| 8 | C | M10 NYLOC NUT | - | 2 | 45 TO 50 |
| 9 | C | M10 x 80mm CAP HEAD BOLT | - | 1 | |
| 10 | C | M10 x 90mm CAP HEAD BOLT | - | 1 | |

| | | | | | | | | |
|----------------------------------|-----|---------------|---------------|--|----------|--------|---|-------------------|
| MATERIAL | N/A | WEIGHT(g) | | COPYRIGHT NOTE | DRAWN | CTB | DESCRIPTION | QUANTITY PER CAR: |
| FINISH | N/A | TOLERANCE: | UNLESS STATED | THIS DRAWING AND INFORMATION IS THE PROPERTY OF LNT AUTOMOTIVE AND MUST NOT BE REPRODUCED, USED FOR MANUFACTURE OR DISCLOSED TO A THIRD PARTY WITHOUT WRITTEN CONSENT. | DATE | 3/1/08 | L/H REAR UPPER WISHBONE EXPLODED ASSEMBLY | 2 |
| REMOVE ALL BURRS AND SHARP EDGES | | LINEAR ±0.1mm | ANGULAR ±0.5° | PROJECTION | APPROVED | ML | SCALE N/A A2 SHEET 1 OF 1 DRG. NO. X0006 | REV. A |

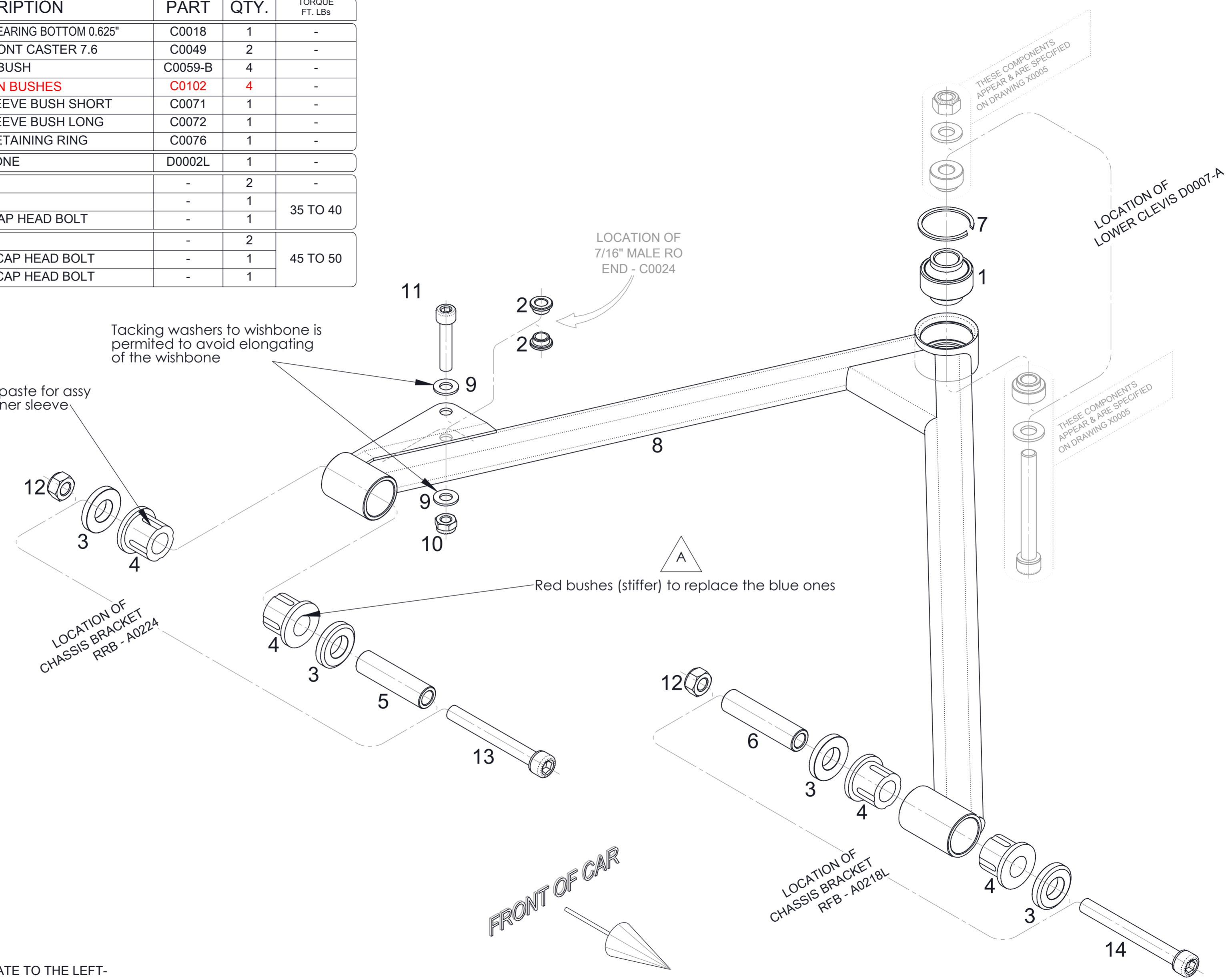


| REV. | MODIFICATION | DRAWN | CHECKED | DATE |
|------|-----------------------------------|-------|---------|------------|
| A | FROM BLUE TO RED BUSHES ON ITEM 4 | ML | ML | 19/01/2010 |

| REF. | GRADE | DESCRIPTION | PART | QTY. | TORQUE FT. LBS |
|-------------------------|-------|--|--------------|----------|----------------|
| 1 | A | WISHBONE SPHERICAL BEARING BOTTOM 0.625" | C0018 | 1 | - |
| 2 | A | TRACK LINK BUSH FRONT CASTER 7.6 | C0049 | 2 | - |
| 3 | A | SUSPENSION NYLON BUSH | C0059-B | 4 | - |
| 4 | A | STIFFER SUSPENSION BUSHES | C0102 | 4 | - |
| 5 | A | WISHBONE INNER SLEEVE BUSH SHORT | C0071 | 1 | - |
| 6 | A | WISHBONE INNER SLEEVE BUSH LONG | C0072 | 1 | - |
| 7 | C | LOWER WISHBONE RETAINING RING | C0076 | 1 | - |
| FRONT SUSPENSION | | | | | |
| 8 | B | REAR LOWER WISHBONE | D0002L | 1 | - |
| REAR SUSP. | | | | | |
| 9 | C | M8 PLAIN WASHER | - | 2 | - |
| 10 | C | M8 NYLOC NUT | - | 1 | 35 TO 40 |
| 11 | C | M8 x 40mm SOCKET CAP HEAD BOLT | - | 1 | |
| M8 | | | | | |
| 12 | C | M10 NYLOC NUT | - | 2 | 45 TO 50 |
| 13 | C | M10 x 80mm SOCKET CAP HEAD BOLT | - | 1 | |
| 14 | C | M10 x 90mm SOCKET CAP HEAD BOLT | - | 1 | |
| M10 | | | | | |

Recommend silicon paste for assy of poly bush and inner sleeve

Tacking washers to wishbone is permitted to avoid elongating of the wishbone



QUANTITIES LISTED IN TABLE (ABOVE) RELATE TO THE LEFT-HAND REAR ASSEMBLY ONLY.

PART NUMBERS SUFFIXED "L" DENOTE LEFT-HAND VERSIONS, ASSUME SAME PART NUMBER WITH "R" SUFFIX FOR RIGHT-HAND SIDE OF CAR UNLESS OTHERWISE STATED.

DOUBLE QUANTITIES OF UN-HANDED PARTS TO CALCULATE FULL CAR REQUIREMENTS.

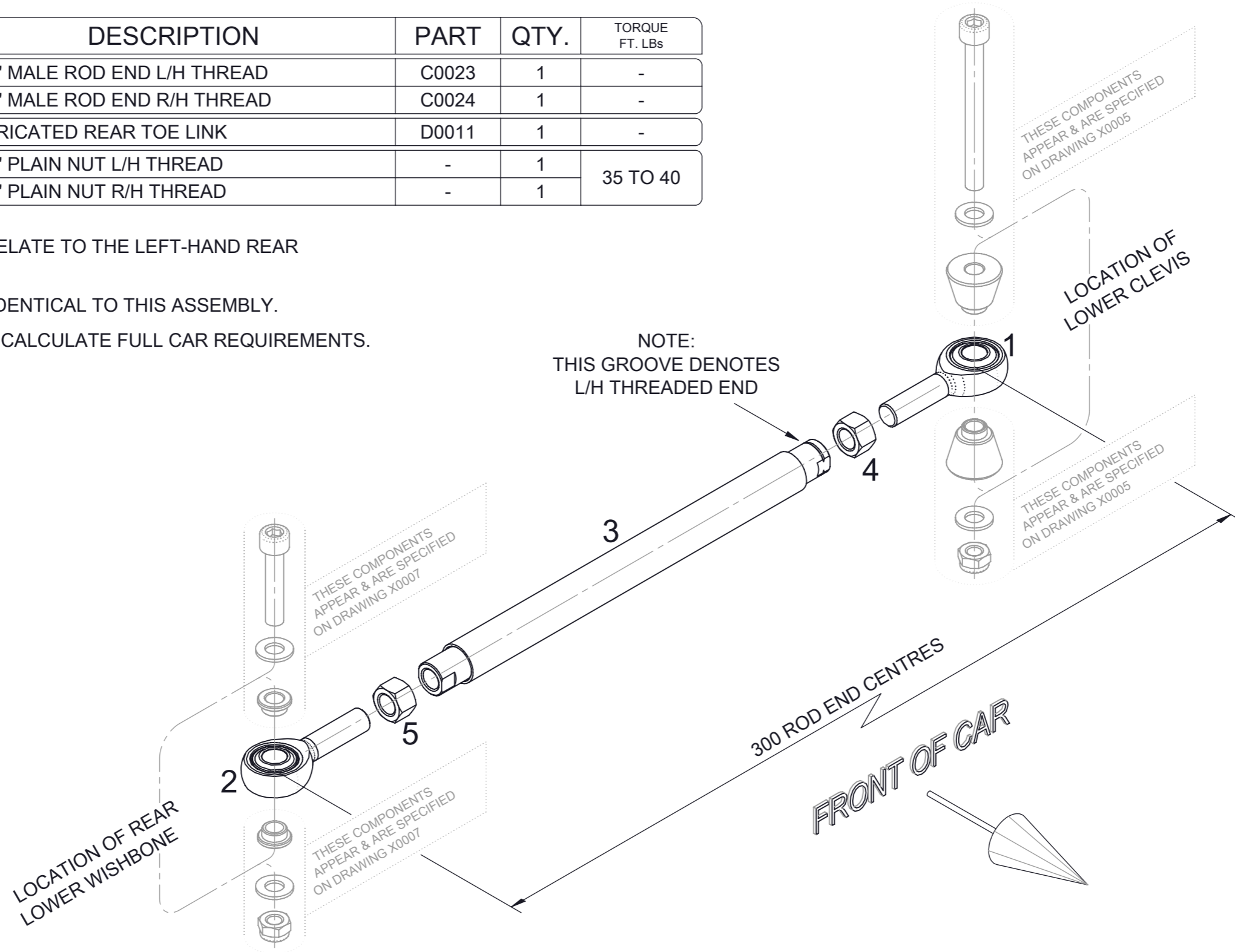
| | | | | | | | | |
|----------------------------------|-----|------------|---------------|--|----------|---------|---|-------------------|
| MATERIAL | N/A | WEIGHT(g) | | COPYRIGHT NOTE | DRAWN | CTB | DESCRIPTION | QUANTITY PER CAR: |
| FINISH | N/A | TOLERANCE: | UNLESS STATED | THIS DRAWING AND INFORMATION IS THE PROPERTY OF LNT AUTOMOTIVE AND MUST NOT BE REPRODUCED, USED FOR MANUFACTURE OR DISCLOSED TO A THIRD PARTY WITHOUT WRITTEN CONSENT. | DATE | 18/1/08 | L/H REAR LOWER WISHBONE EXPLODED ASSEMBLY | 1 PAIR |
| REMOVE ALL BURRS AND SHARP EDGES | | LINEAR | ±0.1mm | PROJECTION | APPROVED | ML | SCALE | REV. A |
| | | ANGULAR | ±0.5° | DO NOT SCALE IF IN DOUBT ASK ALL DIMENSIONS IN MILLIMETRES | | | N/A A2 | |
| | | | | | | | SHEET 1 OF 1 | |
| | | | | | | | DRG. NO. | |
| | | | | | | | X0007 | |



| | | | | | | | | |
|------|--------------|-------|---------|------|---|---|---|---|
| REV. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | MODIFICATION | DRAWN | CHECKED | DATE | | | | |

| | REF. | GRADE | DESCRIPTION | PART | QTY. | TORQUE FT. LBs |
|------------------|------|-------|-------------------------------|-------|------|----------------|
| FRONT SUSPENSION | 1 | C | 7/16" MALE ROD END L/H THREAD | C0023 | 1 | - |
| | 2 | C | 7/16" MALE ROD END R/H THREAD | C0024 | 1 | - |
| REAR SUSP. | 3 | A | FABRICATED REAR TOE LINK | D0011 | 1 | - |
| 7/16" | 4 | C | 7/16" PLAIN NUT L/H THREAD | - | 1 | 35 TO 40 |
| | 5 | C | 7/16" PLAIN NUT R/H THREAD | - | 1 | |

QUANTITIES HERE LISTED RELATE TO THE LEFT-HAND REAR ASSEMBLY ONLY.
 RIGHT-HAND ASSEMBLY IS IDENTICAL TO THIS ASSEMBLY.
 DOUBLE ALL QUANTITIES TO CALCULATE FULL CAR REQUIREMENTS.

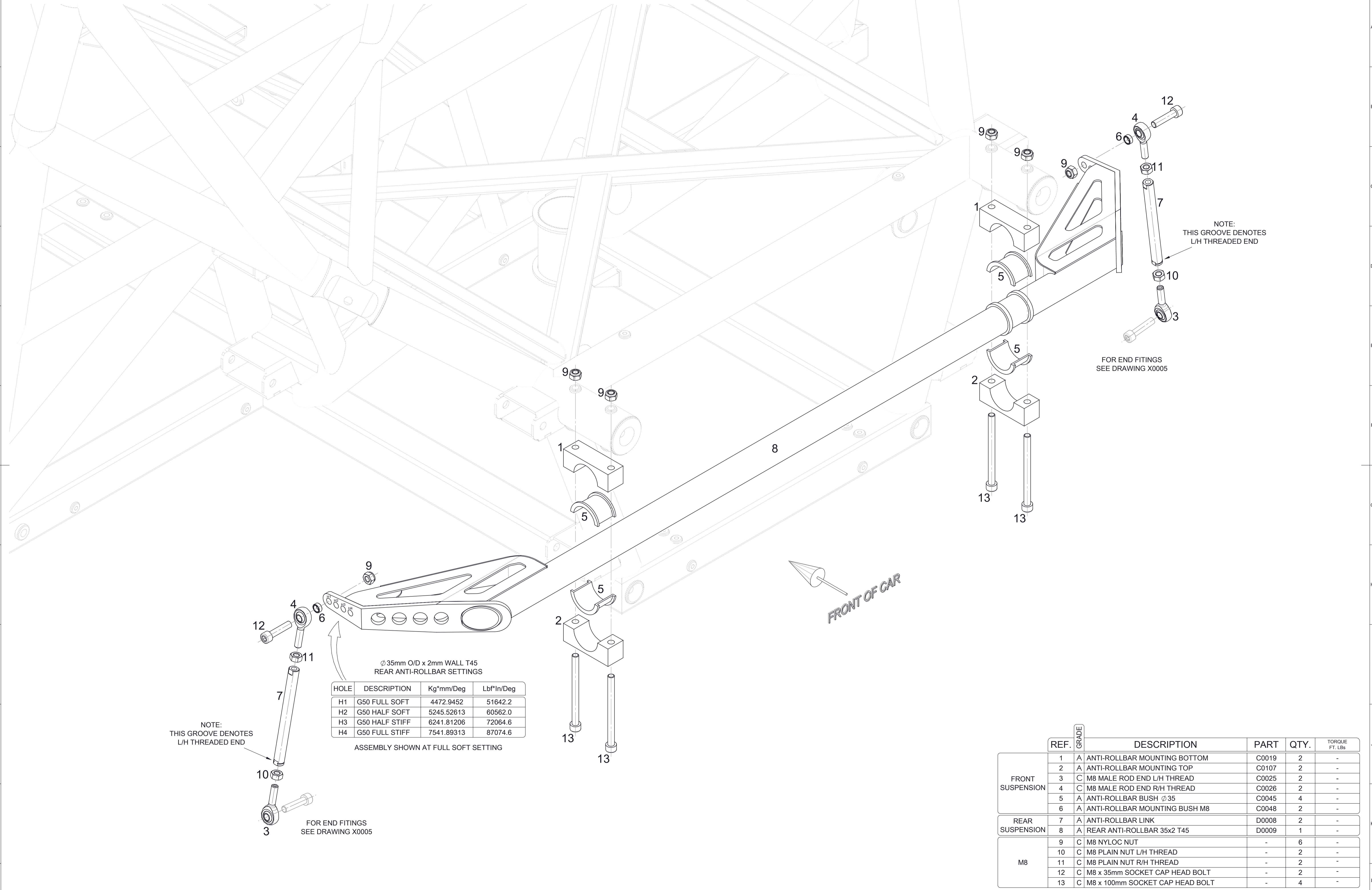


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| | | | | | | | |
|----------------------------------|-----|-----------------------------|--|----------|---------|--|-------------------|
| MATERIAL | N/A | WEIGHT(g) | COPYRIGHT NOTE | DRAWN | CTB | DESCRIPTION | QUANTITY PER CAR: |
| FINISH | N/A | TOLERANCE: UNLESS STATED | THIS DRAWING AND INFORMATION IS THE PROPERTY OF LNT AUTOMOTIVE AND MUST NOT BE REPRODUCED, USED FOR MANUFACTURE OR DISCLOSED TO A THIRD PARTY WITHOUT WRITTEN CONSENT. | DATE | 17/1/08 | L/H REAR TOE LINK EXPLODED ASSEMBLY | 2 |
| REMOVE ALL BURRS AND SHARP EDGES | | LINEAR ±0.1mm ANGULAR ±0.5° | PROJECTION | APPROVED | ML | SCALE N/A A3 SHEET 1 OF 1 DRG. NO. X0008 | REV. |
| | | | | | | | |

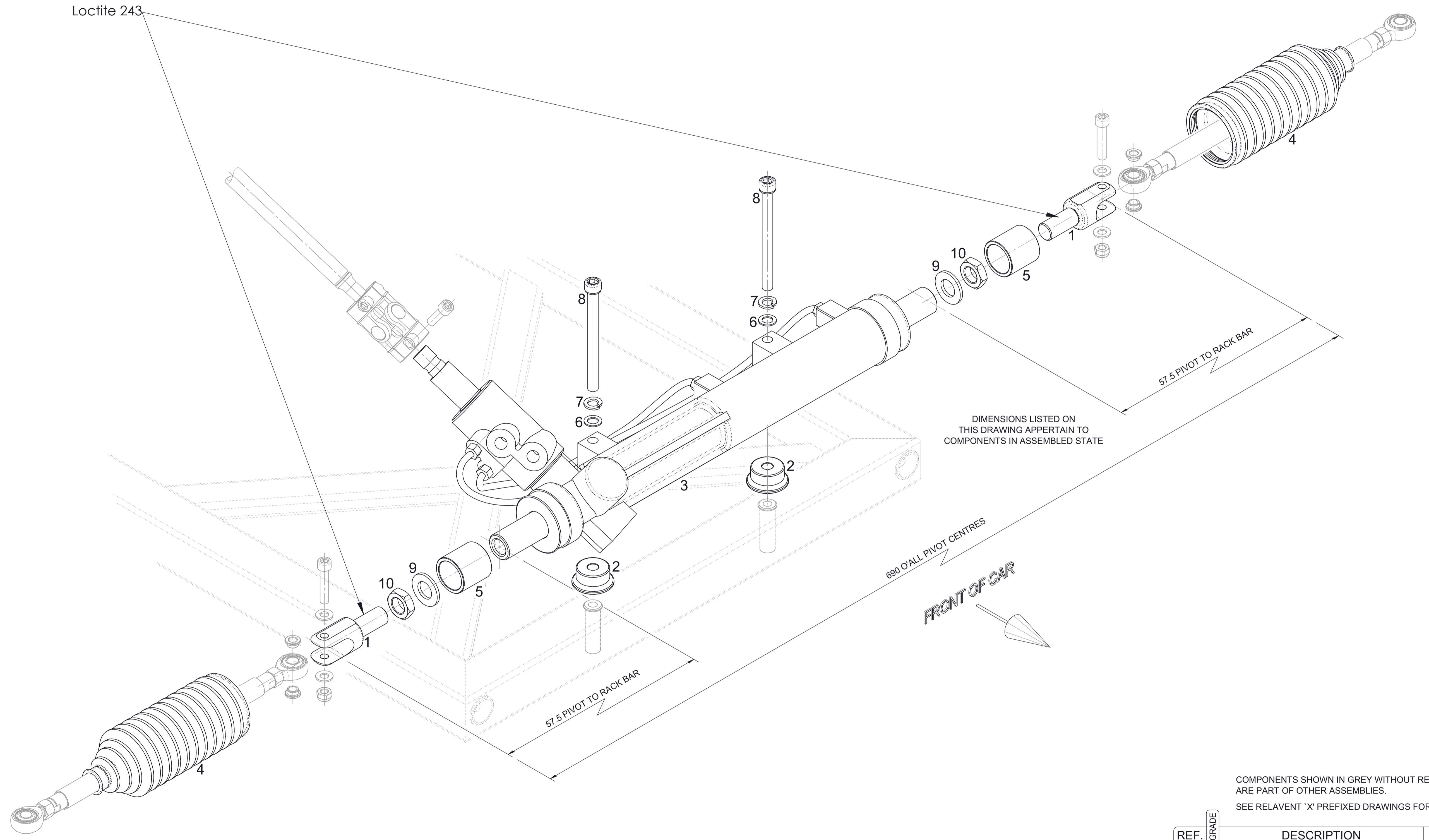


LNT automotive



| REF. | GRADE | DESCRIPTION | PART | QTY. | TORQUE FT. LBs |
|------------------|-------|-----------------------------------|-------|------|----------------|
| FRONT SUSPENSION | 1 | A ANTI-ROLLBAR MOUNTING BOTTOM | C0019 | 2 | - |
| | 2 | A ANTI-ROLLBAR MOUNTING TOP | C0107 | 2 | - |
| | 3 | C M8 MALE ROD END L/H THREAD | C0025 | 2 | - |
| | 4 | C M8 MALE ROD END R/H THREAD | C0026 | 2 | - |
| | 5 | A ANTI-ROLLBAR BUSH ϕ 35 | C0045 | 4 | - |
| | 6 | A ANTI-ROLLBAR MOUNTING BUSH M8 | C0048 | 2 | - |
| REAR SUSPENSION | 7 | A ANTI-ROLLBAR LINK | D0008 | 2 | - |
| | 8 | A REAR ANTI-ROLLBAR 35x2 T45 | D0009 | 1 | - |
| M8 | 9 | C M8 NYLOC NUT | - | 6 | - |
| | 10 | C M8 PLAIN NUT L/H THREAD | - | 2 | - |
| | 11 | C M8 PLAIN NUT R/H THREAD | - | 2 | - |
| | 12 | C M8 x 35mm SOCKET CAP HEAD BOLT | - | 2 | - |
| | 13 | C M8 x 100mm SOCKET CAP HEAD BOLT | - | 4 | - |



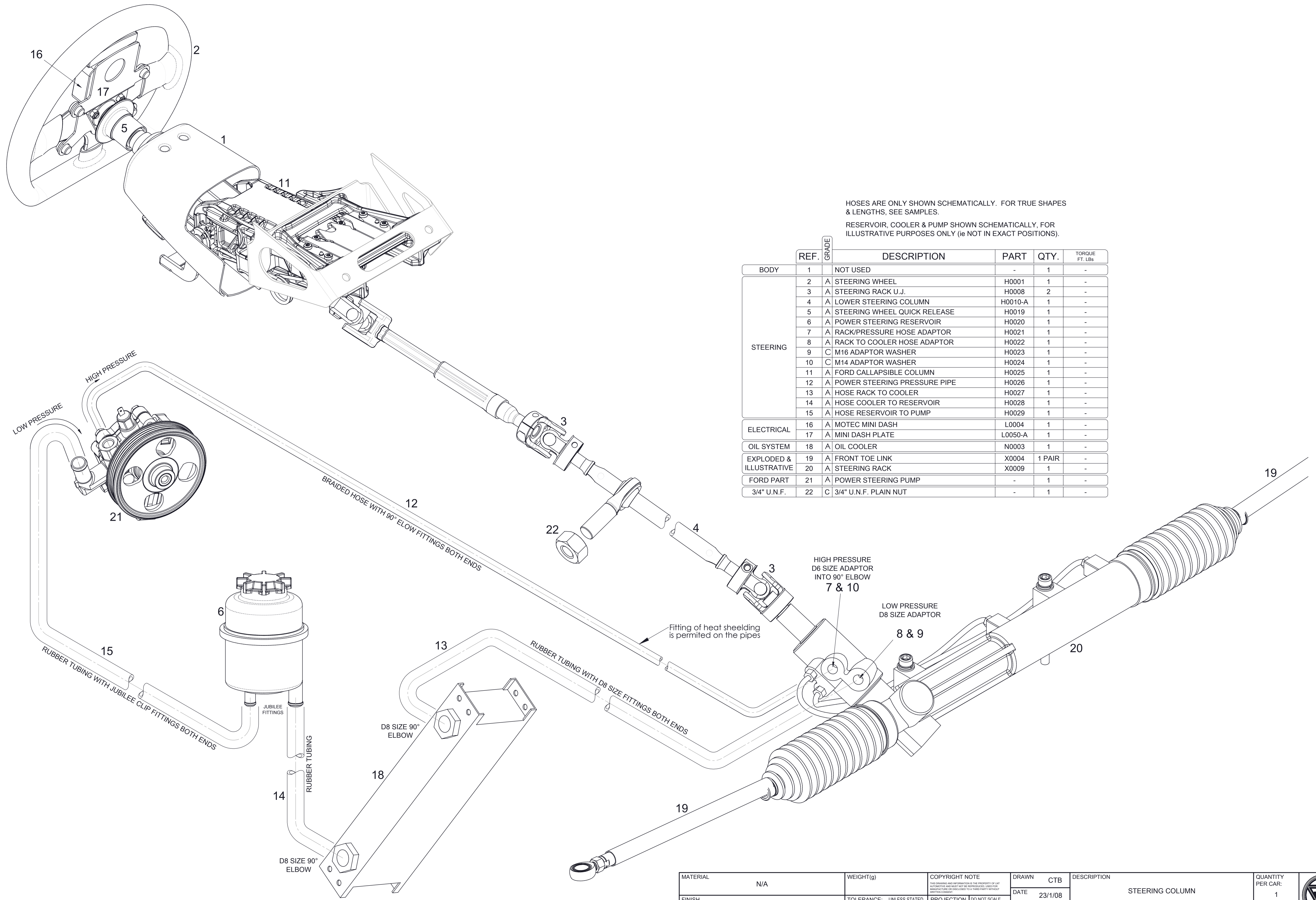


COMPONENTS SHOWN IN GREY WITHOUT REFERENCE NUMBERS ARE PART OF OTHER ASSEMBLIES.
 SEE RELAVANT 'X' PREFIXED DRAWINGS FOR DETAILS.

| | REF. | GRADE | DESCRIPTION | PART | QTY. | TORQUE FT. LBS |
|----------|------|-------|--------------------------------|-------|------|-------------------|
| STEERING | 1 | A | RACK CLEVIS | H0007 | 2 | - |
| | 2 | A | RACK MOUNTING BUSH | H0012 | 2 | - |
| | 3 | A | STEERING RACK | H0013 | 1 | - |
| | 4 | A | STEERING RACK BOOT | - | 2 | - |
| | 5 | A | LOCK STOP | H0014 | 2 | - |
| M10 | 6 | C | M10 PLAIN WASHER | - | 2 | - |
| | 7 | C | M10 SPRING WASHER | - | 2 | - |
| | 8 | C | M10 x 115 SOCKET CAP HEAD BOLT | - | 2 | - |
| M18 | 6 | C | M18 PLAIN WASHER | - | 2 | - |
| | 8 | C | M18 x 1.5P HALF NUT | - | 2 | - |

| | | | | | | | |
|----------------------------------|-----|-----------------------------|--|----------|---------|--|-------------------|
| MATERIAL | N/A | WEIGHT(g) | COPYRIGHT NOTE | DRAWN | CTB | DESCRIPTION | QUANTITY PER CAR: |
| FINISH | N/A | TOLERANCE: UNLESS STATED | PROJECTION | DATE | 18/1/08 | STEERING RACK EXPLODED ASSEMBLY | 1 |
| REMOVE ALL BURRS AND SHARP EDGES | | LINEAR ±0.1mm ANGULAR ±0.5° | DO NOT SCALE IF IN DOUBT ASK ALL DIMENSIONS IN MILLIMETRES | APPROVED | ML | SCALE N/A A1 SHEET 1 OF 1 DRG. NO. X0009 | REV. |

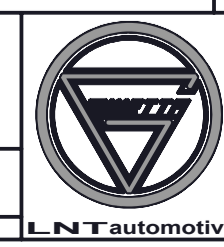




HOSES ARE ONLY SHOWN SCHEMATICALLY. FOR TRUE SHAPES & LENGTHS, SEE SAMPLES.
 RESERVOIR, COOLER & PUMP SHOWN SCHEMATICALLY, FOR ILLUSTRATIVE PURPOSES ONLY (ie NOT IN EXACT POSITIONS).

| REF. | GRADE | DESCRIPTION | PART | QTY. | TORQUE FT. LBS |
|------|-------|------------------------------|---------|--------|----------------|
| 1 | | NOT USED | - | 1 | - |
| 2 | A | STEERING WHEEL | H0001 | 1 | - |
| 3 | A | STEERING RACK U.J. | H0008 | 2 | - |
| 4 | A | LOWER STEERING COLUMN | H0010-A | 1 | - |
| 5 | A | STEERING WHEEL QUICK RELEASE | H0019 | 1 | - |
| 6 | A | POWER STEERING RESERVOIR | H0020 | 1 | - |
| 7 | A | RACK/PRESSURE HOSE ADAPTOR | H0021 | 1 | - |
| 8 | A | RACK TO COOLER HOSE ADAPTOR | H0022 | 1 | - |
| 9 | C | M16 ADAPTOR WASHER | H0023 | 1 | - |
| 10 | C | M14 ADAPTOR WASHER | H0024 | 1 | - |
| 11 | A | FORD CALLAPSIBLE COLUMN | H0025 | 1 | - |
| 12 | A | POWER STEERING PRESSURE PIPE | H0026 | 1 | - |
| 13 | A | HOSE RACK TO COOLER | H0027 | 1 | - |
| 14 | A | HOSE COOLER TO RESERVOIR | H0028 | 1 | - |
| 15 | A | HOSE RESERVOIR TO PUMP | H0029 | 1 | - |
| 16 | A | MOTEC MINI DASH | L0004 | 1 | - |
| 17 | A | MINI DASH PLATE | L0050-A | 1 | - |
| 18 | A | OIL COOLER | N0003 | 1 | - |
| 19 | A | FRONT TOE LINK | X0004 | 1 PAIR | - |
| 20 | A | STEERING RACK | X0009 | 1 | - |
| 21 | A | POWER STEERING PUMP | - | 1 | - |
| 22 | C | 3/4" U.N.F. PLAIN NUT | - | 1 | - |

| | | | | | | | |
|----------------------------------|-----|-----------------------------|--|----------|---------|--|-------------------|
| MATERIAL | N/A | WEIGHT(g) | COPYRIGHT NOTE | DRAWN | CTB | DESCRIPTION | QUANTITY PER CAR: |
| FINISH | N/A | TOLERANCE: UNLESS STATED | THIS DRAWING AND INFORMATION IS THE PROPERTY OF LNT AUTOMOTIVE AND MUST NOT BE REPRODUCED, COPIED, MANUFACTURED OR DISCLOSED TO A THIRD PARTY WITHOUT WRITTEN CONSENT. | DATE | 23/1/08 | STEERING COLUMN | 1 |
| REMOVE ALL BURRS AND SHARP EDGES | | LINEAR ±0.1mm ANGULAR ±0.5° | PROJECTION | APPROVED | ML | SCALE N/A A1 SHEET 1 OF 1 DRG. NO. X0010 | REV. |

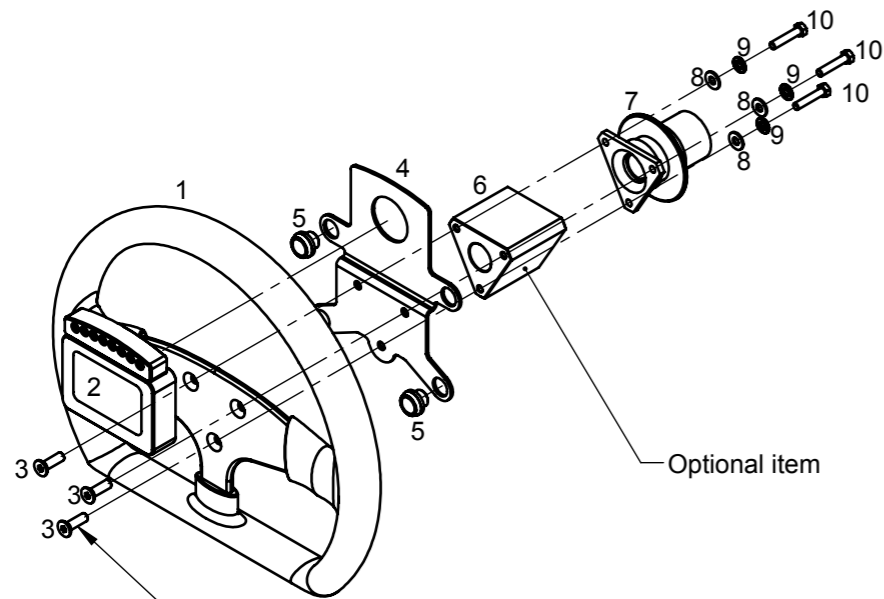


| REV. | MODIFICATION | DRAWN | CHECKED | DATE |
|------|--------------|-------|---------|------|
|------|--------------|-------|---------|------|

Alarm Settings

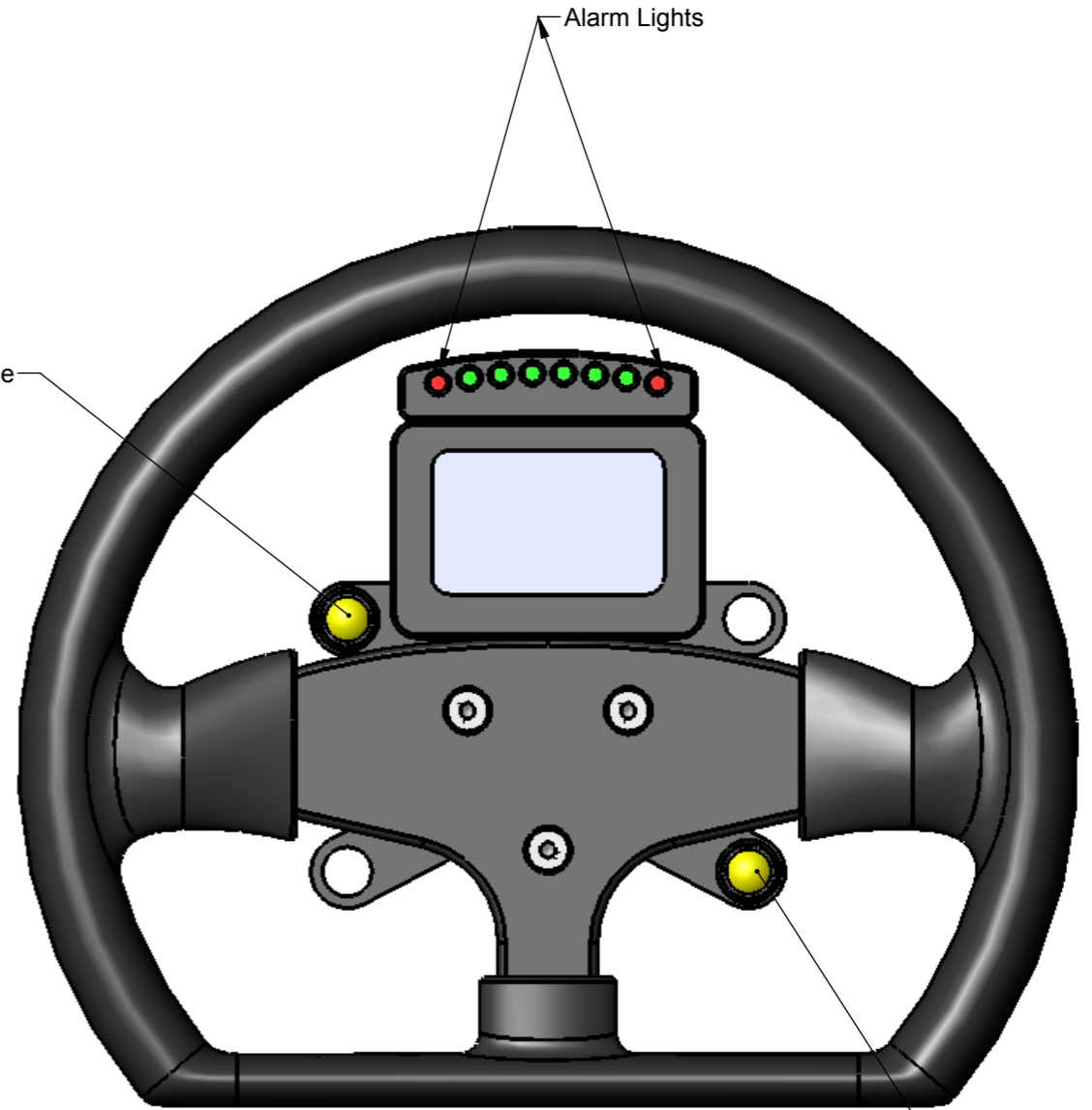
- The current alarm settings on the dash for alarms [2 outside red LEDs]
- Ecu temp HI 80 deg C
- Battery LO 11.2 Volts
- Oil Pressure LO 29 PSI
- Air Inlet Temp LO 0 deg C HI 60 deg C
- Engine Temp LO 0 deg C HI 105 deg C
- Oil Temp HI 120 deg C

| Ref. | Description | Part | Qty | Grade |
|------|------------------------------|-------|-----|-------|
| 1 | Steering Wheel | H0001 | 1 | A |
| 2 | Motec Mini Dash | L0004 | 1 | A |
| 3 | M5x16 Countersunk Bolt | - | 3 | C |
| 4 | Mini Dash Plate | L0050 | 1 | A |
| 5 | Button Steering Wheel | L0056 | 2 | A |
| 6 | Steering Wheel Spacer | H0036 | 1 | B |
| 7 | Steering Wheel Quick Release | H0019 | 1 | A |
| 8 | M5 Plain Washer | - | 3 | C |
| 9 | M5 Spring Washer | - | 3 | C |
| 10 | M5x20 Hex Head Bolt | - | 3 | C |



Mount with M5 nyloc nuts if used without spacer

-Page Button
-Press for 5 Sec.
to change the mode



| | | | |
|---|--|--|---|
| WEIGHT(g) | MATERIAL N/A | COPYRIGHT NOTE THIS DRAWING AND INFORMATION IS THE PROPERTY OF LNT AUTOMOTIVE AND MUST NOT BE REPRODUCED, USED FOR MANUFACTURE OR DISCLOSED TO A THIRD PARTY WITHOUT WRITTEN CONSENT. | |
| TOLERANCE : LINEAR ±0.1mm ANGULAR ±0.5° | FINISH N/A REMOVE ALL BURRS AND SHARP EDGES | PROJECTION THIRD ANGLE | DO NOT SCALE IF IN DOUBT ASK ALL DIMENSIONS IN MILLIMETRES |
| DRAWN ML | DESCRIPTION X0054 Steering Wheel & Mini Dash Assy | | QUANTITY PER CAR: - |
| DATE 19/11/2008 | | | REV. |
| APPROVED ML | SCALE 1:5 | A3 | SHEET 1 OF 1 |
| DRG. NO. X0054 | | | |



| | | | | | | | | | |
|------|--------------|-------|---------|------|---|---|--|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | |
| REV. | MODIFICATION | DRAWN | CHECKED | DATE | | | | | Circuits/Loads |
| A | | | | | | | | A | <ul style="list-style-type: none"> -Start button -IGN switch ECU relay -Spur to diff pump on separate fuse located above relays |
| B | | | | | | | | B | <ul style="list-style-type: none"> -Green master switch button -Master switch relay |
| C | | | | | | | | C | <ul style="list-style-type: none"> -Brake switch (front bulkhead loom) -Wiper motor (front bulkhead loom) -Flasher relay -Wiper switch -Light switch |
| D | | | | | | | | D | <ul style="list-style-type: none"> -12v (front bulkhead loom not used) cover -12v (rear bulkhead loom not used) cover -Cooling fan relay -Heated screen relay -Radio -Gear box oil pump |
| | | | | | | | <ul style="list-style-type: none"> A) IGN switch 20 AMP STD or 30 AMP with for higher grade diff pump (G0110) and 80 or 107 lts tank B) Master switch 5 AMP C) Lights& lighter switch 25 AMP D) Heated screen 20 AMP | | |

If any of this circuit breakers pop out use this to check the relevant components to the breaker. Quite often it's an easy problem to fix. Have a look at the terminals used in the relays. Have they come loose? Look at the legs on the looms have they been damaged creating a short.

Other things that have happened are, cooling fan sticking so it peaks at 80 AMP
 lambda link looms falling onto exhaust, gear box oil pump connectors doing the same.
 The 12v connectors should be covered so they don't short, along with anything else that is not used.

If any wet running has been done make sure all the connectore are fully dry the same applies if the car has been washed with water.

| | | | |
|---|---|--|---|
| WEIGHT(g) | MATERIAL: N/A | COPYRIGHT NOTE <small>THIS DRAWING AND INFORMATION IS THE PROPERTY OF LNT AUTOMOTIVE AND MUST NOT BE REPRODUCED, USED FOR MANUFACTURE OR DISCLOSED TO A THIRD PARTY WITHOUT WRITTEN CONSENT.</small> | |
| TOLERANCE : LINEAR ±0.1mm ANGULAR ±0.5° | FINISH: N/A REMOVE ALL BURRS AND SHARP EDGES | PROJECTION <small>THIRD ANGLE</small> | <small>DO NOT SCALE IF IN DOUBT ASK ALL DIMENSIONS IN MILLIMETRES</small> |
| DRAWN: ML | DESCRIPTION: X0063 Switch Panel & Relays | QUANTITY PER CAR: | |
| DATE:19/02/2010 | | | |
| APPROVED: SF | SCALE N/A | A3 | SHEET 1 OF 2 DRG. NO. : X0063 REV. |

| | | | | | | | | |
|------|--------------|-------|---------|------|---|---|---|---|
| REV. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | MODIFICATION | DRAWN | CHECKED | DATE | | | | |



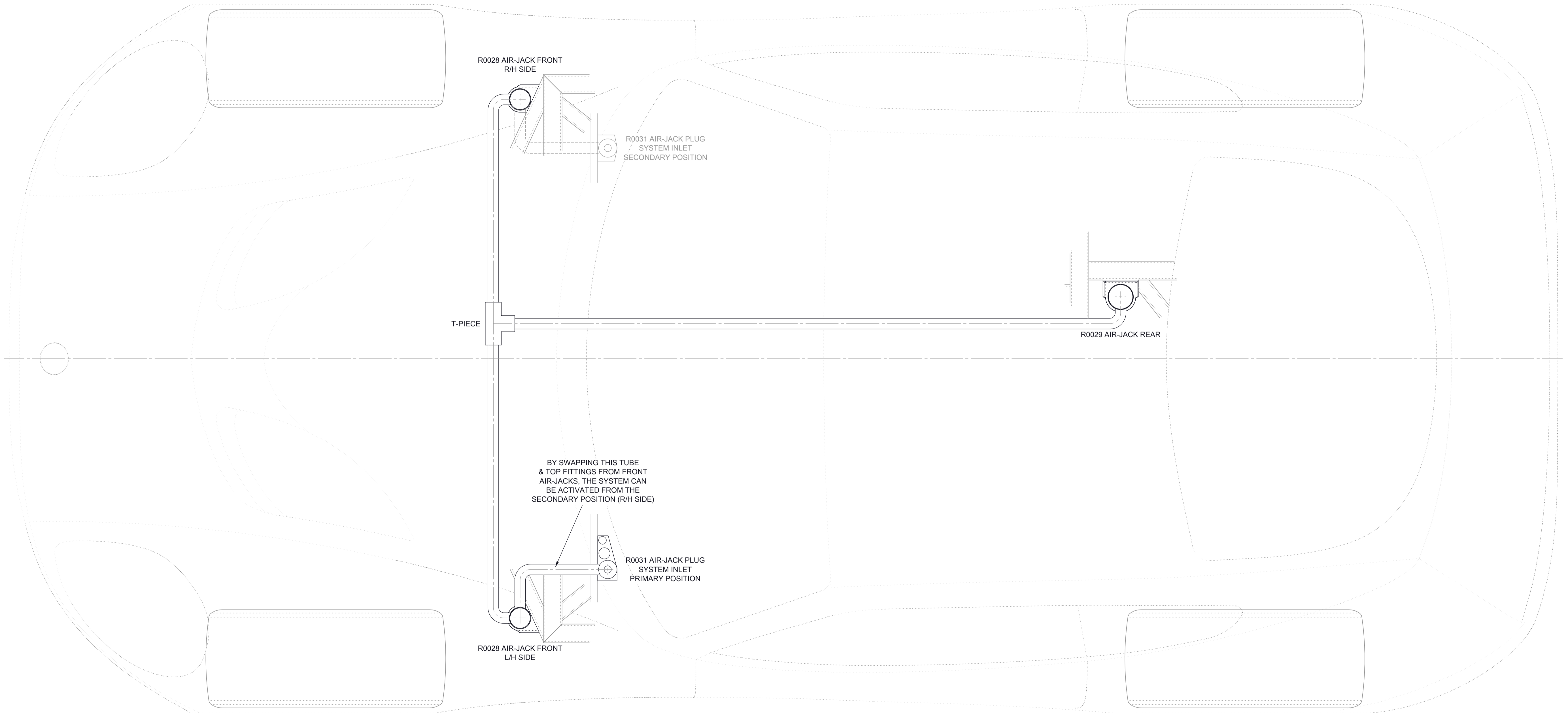
| Ref. | Curcuit/Loads |
|------|---|
| 1 | Heated screen |
| 2 | Cooling fan |
| 3 | Flasher unit |
| 4 | Fuel/Diff pump |
| 5 | Engine loom/ECU and power for fuel pump relay |
| 6 | Master Switch |

For higher grade diff pump (G0110) the fuse must be changed from 10 to 20 AMP

- 1
- 2
- 3
- 4
- 5
- 6

| | | | |
|--|---|--|---|
| WEIGHT(g) | MATERIAL: N/A | COPYRIGHT NOTE THIS DRAWING AND INFORMATION IS THE PROPERTY OF LNT AUTOMOTIVE AND MUST NOT BE REPRODUCED, USED FOR MANUFACTURE OR DISCLOSED TO A THIRD PARTY WITHOUT WRITTEN CONSENT. | |
| TOLERANCE : LINEAR ±0.1mm ANGULAR ±0.5° | FINISH: N/A REMOVE ALL BURRS AND SHARP EDGES | PROJECTION THIRD ANGLE | DO NOT SCALE IF IN DOUBT ASK ALL DIMENSIONS IN MILLIMETRES |
| DRAWN: ML | DESCRIPTION: X0063 Switch Panel & Relays | QUANTITY PER CAR: | |
| DATE: 19/02/2010 | | | |
| APPROVED: SF | SCALE N/A | A3 | SHEET 2 OF 2 |
| | DRG. NO. : X0063 | REV. | LNT automotive |

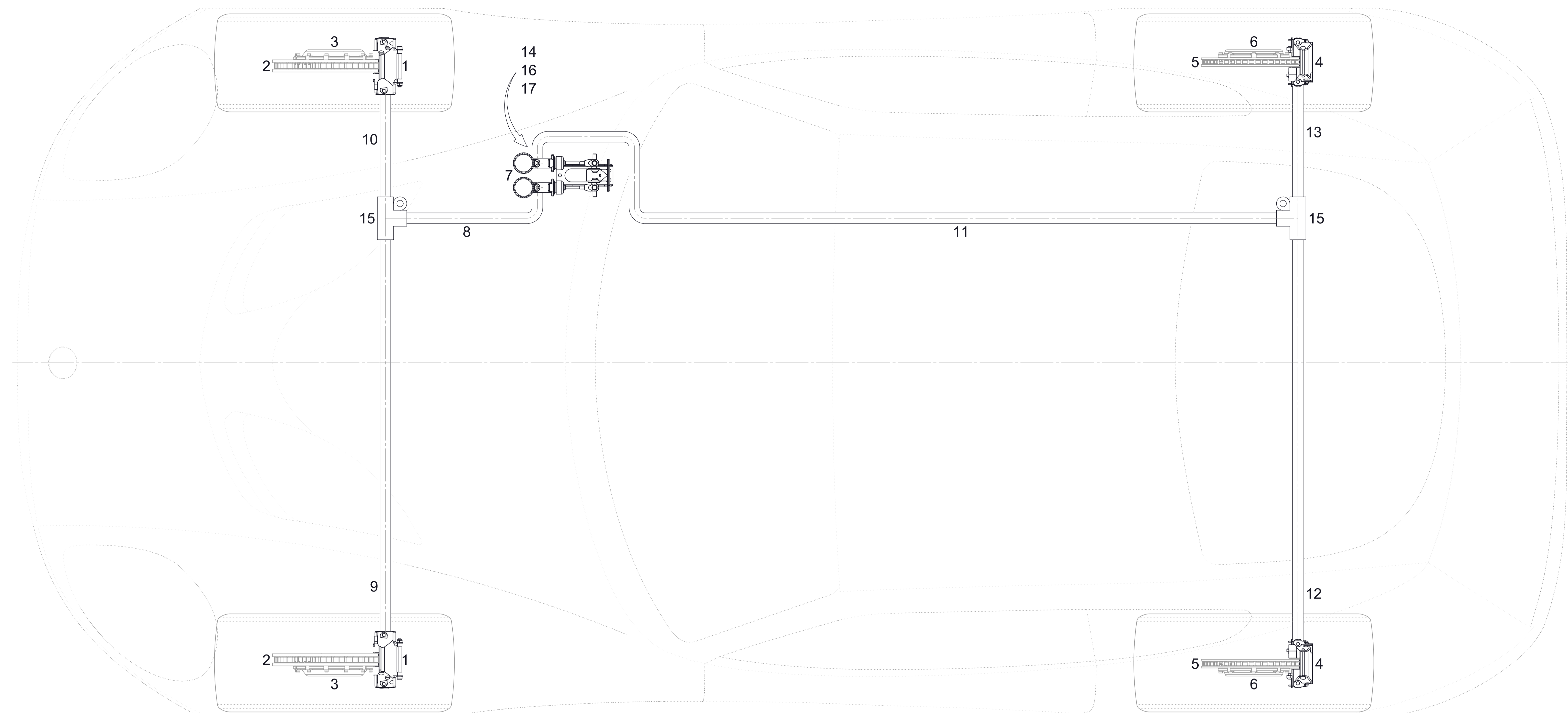
Ginetta Cars, Unit 2, Helios 47, 1 Isabella Road, Garforth, West Yorkshire, England LS25 2DY.
Tel: 44 (0)1909 515 116 Fax: 44 (0)1909 515 699 www.Ginettacars.com



All parts category "A"
Max operating pressure 40 bar

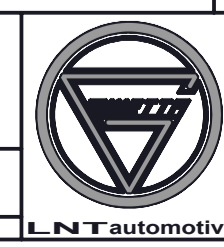
| | | | | | | | | |
|----------------------------------|-----|--------------------------------|---|---|----------|---------|--|-------------------|
| MATERIAL | N/A | WEIGHT(g) | COPYRIGHT NOTE <small>THIS DRAWING AND INFORMATION IS THE PROPERTY OF LNT AUTOMOTIVE AND MUST NOT BE REPRODUCED, COPIED, MANUFACTURED OR DISCLOSED TO A THIRD PARTY WITHOUT WRITTEN CONSENT.</small> | | DRAWN | CTB | DESCRIPTION | QUANTITY PER CAR: |
| FINISH | N/A | TOLERANCE: UNLESS STATED | PROJECTION | DO NOT SCALE IF IN DOUBT ASK ALL DIMENSIONS IN MILLIMETRES | DATE | 24/1/08 | AIR-JACK SYSTEM SCHEMATIC | N/A |
| REMOVE ALL BURRS AND SHARP EDGES | | LINEAR ±0.1mm ANGULAR ±0.5° | | | APPROVED | ML | SCALE N/A A1 SHEET 1 OF 1 DRG. NO. X0012 | REV. |

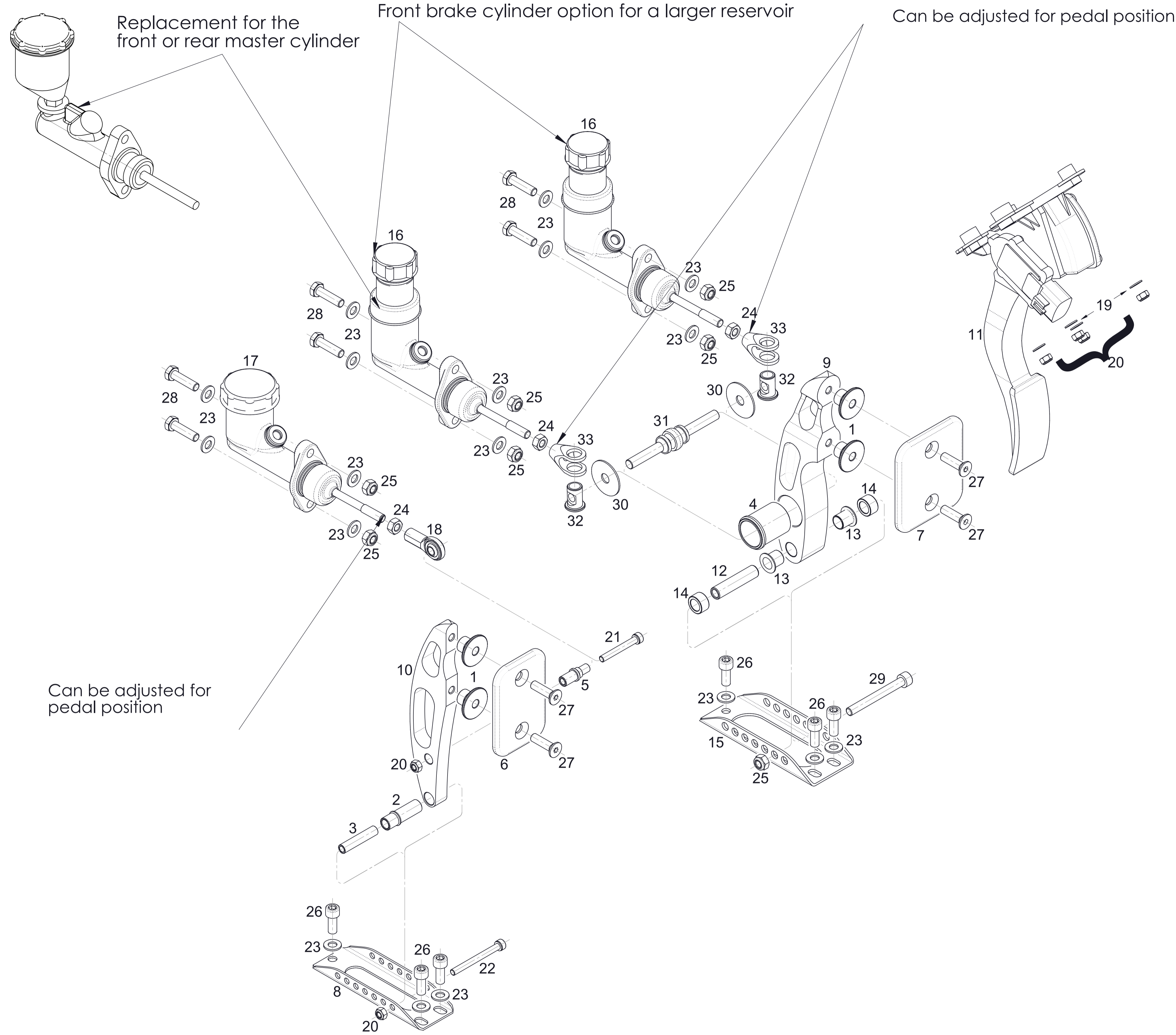




| REF. | GRADE | DESCRIPTION | PART | QTY. |
|------|-------|--|------------------|--------|
| 1 | A | FRONT BRAKE CALIPER | I0001 | 1 PAIR |
| 2 | A | FRONT DISC | I0002L I0002R | 1 |
| 3 | A | FRONT DISC BELL | I0005 | 2 |
| 4 | A | REAR BRAKE CALIPER | I0006 | 1 PAIR |
| 5 | A | REAR DISC | I0007L I0007R | 1 |
| 6 | A | REAR DISC BELL | I0010 | 2 |
| 7 | A | MASTER CYLINDER BRAKE INTEGRAL 0.7 | I0016 | 2 |
| 8 | A | FRONT BRAKE MASTER CYLINDER TO T-PIECE | I0031 | 1 |
| 9 | A | FRONT BRAKE T-PIECE TO CALIPER L/H | I0032 | 1 |
| 10 | A | FRONT BRAKE T-PIECE TO CALIPER R/H | I0033 | 1 |
| 11 | A | REAR BRAKE SWITCH TO T-PIECE | I0034 | 1 |
| 12 | A | REAR BRAKE T-PIECE TO CALIPER L/H | I0035 | 1 |
| 13 | A | REAR BRAKE T-PIECE TO CALIPER R/H | I0036 | 1 |
| 14 | A | REAR BRAKE MASTER CYLINDER - SWITCH | I0037 | 1 |
| 15 | A | FEMALE BRASS T-PIECE | I0038 | 2 |
| 16 | A | BANJO BOLT/SWITCH | I0040 | 1 |
| 17 | A | BONDED SEAL FOR ABOVE | I0041 | 1 |

| | | | | | | | | |
|----------------------------------|-----|--------------------------|---------------|--|----------|---------|--------------------------|-------------------|
| MATERIAL | N/A | WEIGHT(g) | | COPYRIGHT NOTE | DRAWN | CTB | DESCRIPTION | QUANTITY PER CAR: |
| FINISH | N/A | TOLERANCE: UNLESS STATED | | THIS DRAWING AND INFORMATION IS THE PROPERTY OF LNT AUTOMOTIVE AND MUST NOT BE REPRODUCED, COPIED, MANUFACTURED OR DISCLOSED TO A THIRD PARTY WITHOUT WRITTEN CONSENT. | DATE | 24/1/08 | BRAKING SYSTEM SCHEMATIC | N/A |
| REMOVE ALL BURRS AND SHARP EDGES | | LINEAR ±0.1mm | ANGULAR ±0.5° | PROJECTION | APPROVED | ML | SCALE | N/A |
| | | | | DO NOT SCALE IF IN DOUBT ASK ALL DIMENSIONS IN MILLIMETRES | | | A1 | SHEET 1 OF 1 |
| | | | | | | | DRG. NO. | X0013 |
| | | | | | | | REV. | |

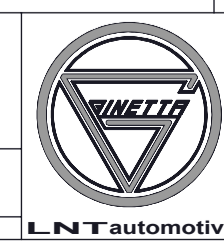




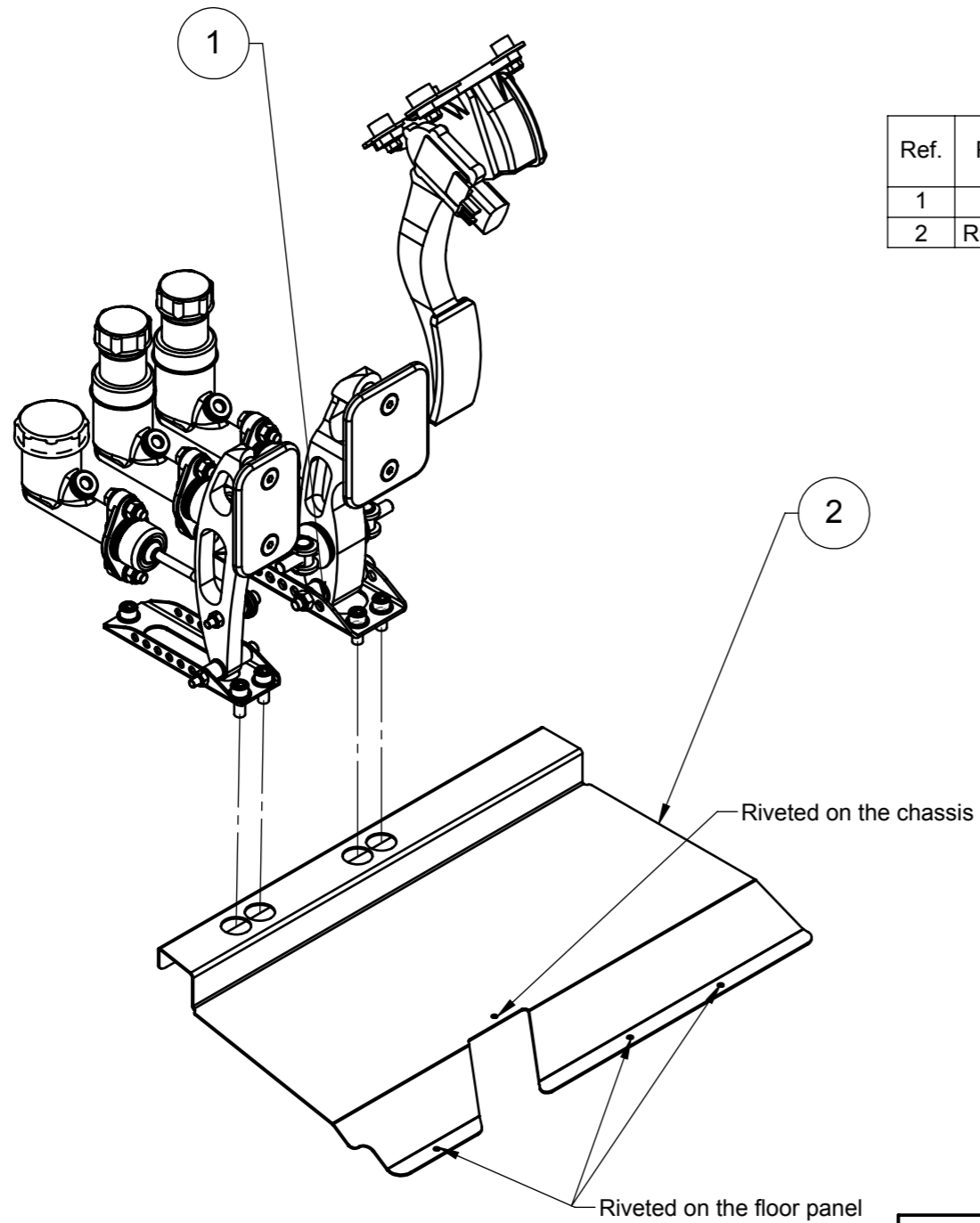
-Molding mark on the pedal can be removed to achieve 100%
 -Stop may be adjusted to achieve 100% throttle position
 (Full throttle is achieved after 95% opening so there is no power gain)
 -Trying to gain any more could cause the pedal to go off the range and go to tickover safety mode in full

-Item 1 (R0001) may be removed/modified to adjust pedal position on brake and clutch

| REF. | GRADE | DESCRIPTION | PART | QTY. | TORQUE FT. LBS |
|------|-------|--|---------|------|----------------|
| 1 | B | PEDAL PAD MOUNTING BUSH | R0001 | 4 | N/A |
| 2 | A | PEDAL PIVOT - OUTER BUSH | R0002 | 1 | N/A |
| 3 | A | PEDAL PIVOT - INNER BUSH | R0003 | 1 | N/A |
| 4 | A | BRAKE PEDAL BIAS BUSH | R0004 | 1 | N/A |
| 5 | A | CLUTCH PEDAL BUSH | R0005 | 1 | N/A |
| 6 | A | CLUTCH PEDAL PAD | R0006 | 1 | N/A |
| 7 | A | BRAKE PEDAL PAD | R0007 | 1 | N/A |
| 8 | A | PEDAL MOUNT | R0009 | 1 | N/A |
| 9 | A | BRAKE PEDAL ARM | R0010-B | 1 | N/A |
| 10 | B | CLUTCH PEDAL ARM | R0011 | 1 | N/A |
| 11 | A | THROTTLE PEDAL (FORD PART) | R0012 | 1 | N/A |
| 12 | A | BRAKE PEDAL BUSH | R0045-A | 1 | N/A |
| 13 | A | BRAKE PEDAL FLANGE BEARING JFM-1214-15 | R0046 | 2 | N/A |
| 14 | A | BRAKE PEDAL THRUST WASHER MSM-1218-10 | R0047 | 2 | N/A |
| 15 | A | BRAKE PEDAL MOUNT | R0048-A | 1 | N/A |
| 16 | B | BRAKE MASTER CYLINDER (WITH RESERVOIR) | - | 2 | N/A |
| 17 | A | CLUTCH MASTER CYLINDER | - | 1 | N/A |
| 18 | A | ∅0.3125" FEMALE ROD END | - | 1 | - |
| 19 | C | M6 PLAIN WASHER | - | 4 | N/A |
| 20 | C | M6 NYLOC NUT | - | 6 | - |
| 21 | C | M6 x 45mm SOCKET CAP HEAD BOLT | - | 1 | - |
| 22 | C | M6 x 60mm SOCKET CAP HEAD BOLT | - | 1 | - |
| 23 | C | M8 PLAIN WASHER | - | 18 | N/A |
| 24 | C | M8 PLAIN NUT | - | 3 | - |
| 25 | C | M8 NYLOC NUT | - | 7 | - |
| 26 | C | M8 x 20mm SOCKET CAP HEAD BOLT | - | 6 | - |
| 27 | C | M8 x 30mm SOCKET C'SUNK HEAD BOLT | - | 4 | - |
| 28 | C | M8 x 35mm HEX HEAD BOLT | - | 6 | - |
| 29 | C | M8 x 70mm SOCKET CAP HEAD BOLT | - | 1 | - |
| 30 | C | M10 LARGE WASHER | - | 2 | N/A |
| 31 | | BRAKE BIAS BAR | - | 1 | - |
| 32 | | BRAKE BIAS BUSH | - | 2 | N/A |
| 33 | | BRAKE BIAS CLEVIS | - | 2 | N/A |



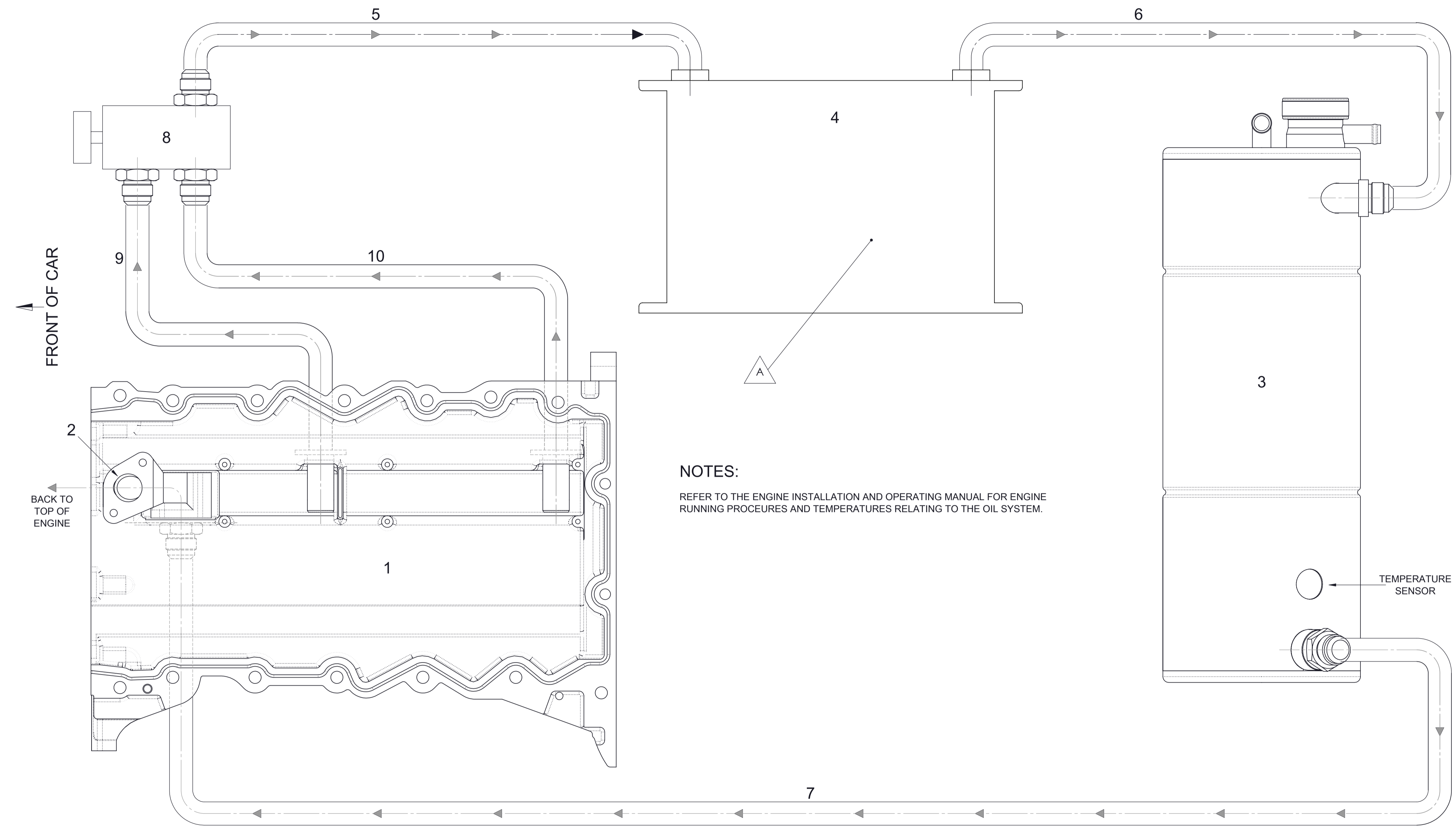
| | | | | | | | |
|------|--------------|-------|---------|------|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| REV. | MODIFICATION | DRAWN | CHECKED | DATE | | | |



| Ref. | Part | Description | Qty | Grade |
|------|-------|-----------------|-----|-------|
| 1 | - | Pedals Assy | 01 | A |
| 2 | R0057 | Floor Heal Rest | 01 | A |

| | | | |
|---|--|---|---|
| WEIGHT(g) | MATERIAL N/A | COPYRIGHT NOTE <small>THIS DRAWING AND INFORMATION IS THE PROPERTY OF LNT AUTOMOTIVE AND MUST NOT BE REPRODUCED, USED FOR MANUFACTURE OR DISCLOSED TO A THIRD PARTY WITHOUT WRITTEN CONSENT.</small> | |
| TOLERANCE : LINEAR ±0.1mm ANGULAR ±0.5° | FINISH REMOVE ALL BURRS AND SHARP EDGES | PROJECTION THIRD ANGLE | DO NOT SCALE IF IN DOUBT ASK ALL DIMENSIONS IN MILLIMETRES |
| DRAWN : ML | DESCRIPTION | QUANTITY PER CAR: | |
| DATE: 17/04/2008 | X0040 Pedal & Foot Rest | REV. | |
| APPROVED: ML | SCALE N/A | A3 | SHEET 1 OF 1 |
| | DRG. NO. | | |

Ginetta Cars, Unit 2, Helios 47, 1 Isabella Road, Garforth, West Yorkshire, England LS25 2DY.
Tel: 44 (0)1909 515 116 Fax: 44 (0)1909 515 699 www.Ginettacars.com

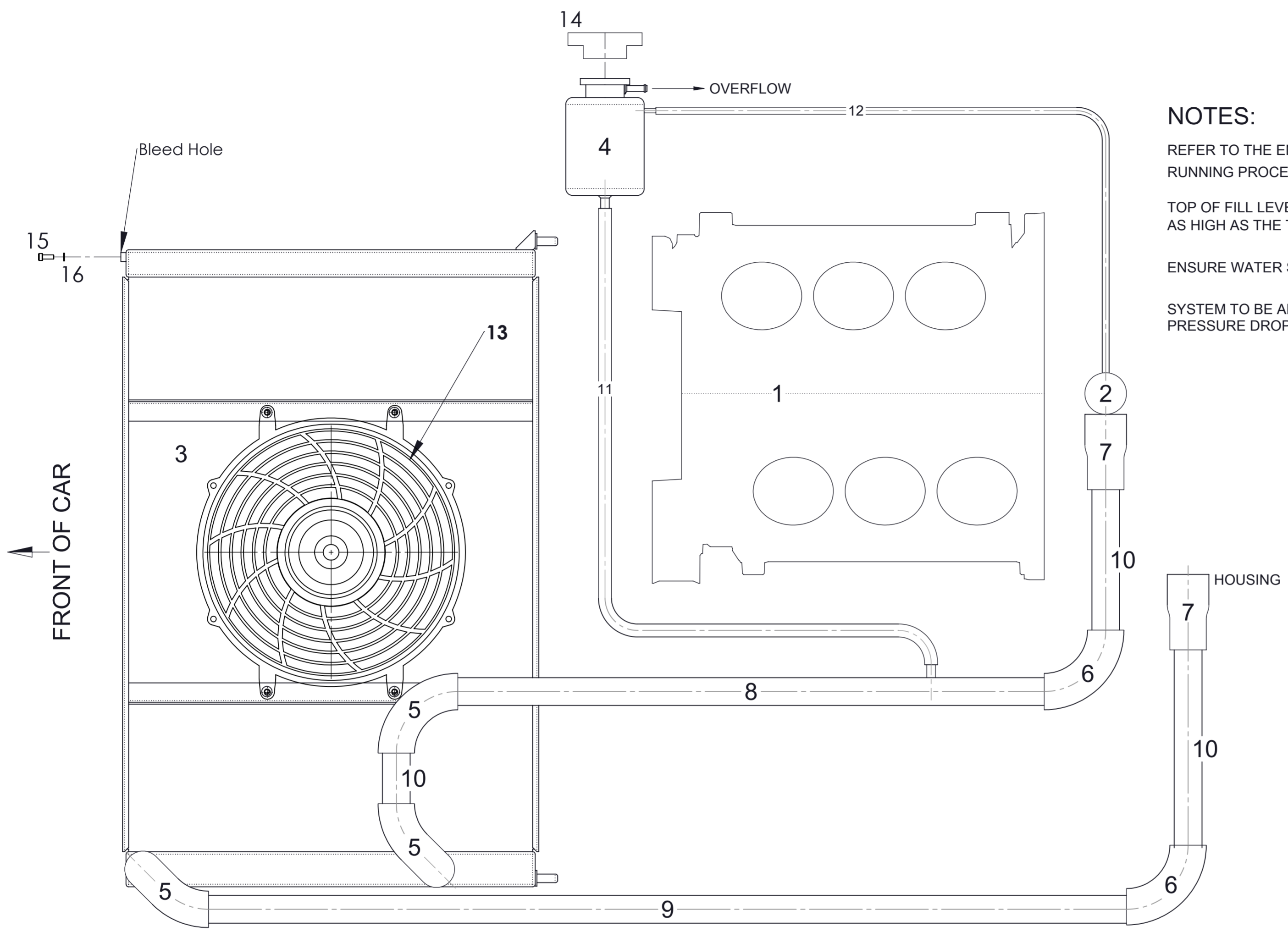


NOTES:
REFER TO THE ENGINE INSTALLATION AND OPERATING MANUAL FOR ENGINE RUNNING PROCEDURE AND TEMPERATURES RELATING TO THE OIL SYSTEM.

| | REF. | GRADE | DESCRIPTION | PART | QTY. |
|------------|------|-------|--|-------|------|
| ENGINE | 1 | A | SUMP CASTING | E0012 | 1 |
| | 2 | A | SUMP OIL PICK-UP | E0014 | 1 |
| OIL SYSTEM | 3 | A | OIL TANK | N0001 | 1 |
| | 4 | A | 25 ROW OIL COOLER | N0014 | 1 |
| | 5 | A | OIL PIPE - PUMP TO COOLER | N0006 | 1 |
| | 6 | A | OIL PIPE - COOLER TO TANK | N0007 | 1 |
| | 7 | A | OIL PIPE - TANK TO SUMP | N0008 | 1 |
| | 8 | A | OIL PUMP (SUPPLIED WITH ENGINE) | - | 1 |
| | 9 | A | FRONT SCAVENGE TUBE (SUPPLIED WITH ENGINE) | - | 1 |
| | 10 | A | REAR SCAVENGE TUBE (SUPPLIED WITH ENGINE) | - | 1 |



| | | | | |
|------|--------------|-------|---------|------|
| REV. | MODIFICATION | DRAWN | CHECKED | DATE |
|------|--------------|-------|---------|------|



NOTES:

- REFER TO THE ENGINE INSTALLATION AND OPERATING MANUAL FOR ENGINE RUNNING PROCEDURE AND TEMPERATURES RELATING TO THE COOLING SYSTEM.
- TOP OF FILL LEVEL TO BE AS HIGH AS POSSIBLE IN THE CAR AND AT LEAST AS HIGH AS THE TOP OF THE ENGINE CAM COVERS.
- ENSURE WATER SYSTEM BENDS ARE NOT RESTRICTED IN FLOW AREA.
- SYSTEM TO BE ARRANGED WITH THE MINIMUM NUMBER OF BENDS TO MINIMISE PRESSURE DROP.

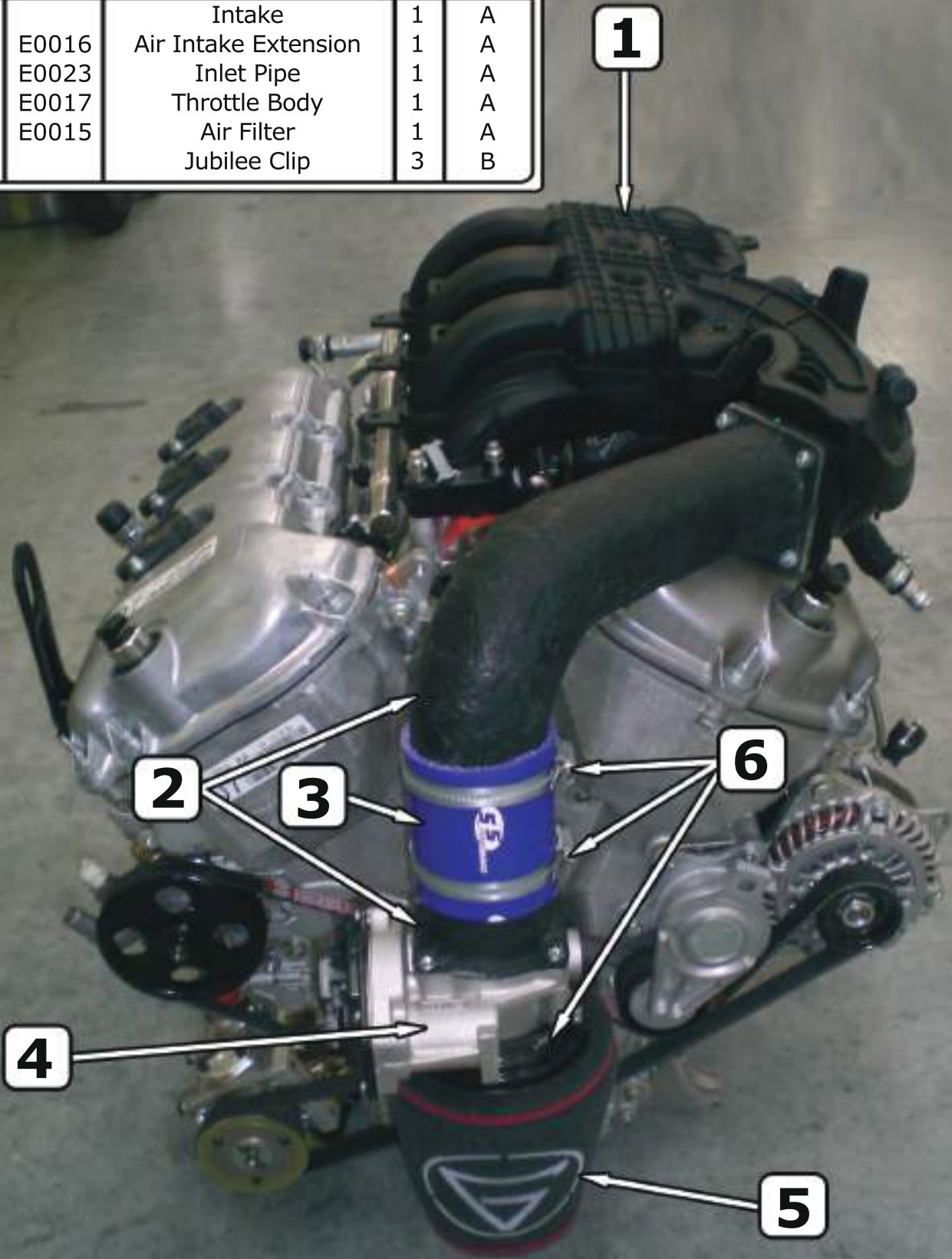
| Ref | Φ | Description | Part | Qty. |
|-----|---|-----------------------------|-------|------|
| 1 | A | ENGINE | - | 1 |
| 2 | A | STAT - SUPPLIED WITH ENGINE | - | 1 |
| 3 | A | WATER RADIATOR | P0001 | 1 |
| 4 | A | WATER HEADER TANK | P0003 | 1 |
| 5 | B | HOSE - 45 DEGREE BEND | - | 3 |
| 6 | B | HOSE - 90 DEGREE BEND | - | 2 |
| 7 | B | HOSE - Ø38/Ø32 REDUCER | - | 2 |
| 8 | A | GINETTA PIPE - WITH TEE | - | 1 |
| 9 | A | GINETTA PIPE - PLAIN | - | 1 |
| 10 | A | Ø32 ALUMINIUM PIPE | - | - |
| 11 | B | Ø15mm HOSE | - | 1 |
| 12 | B | Ø8mm HOSE | - | - |
| 13 | A | RADIATOR FAN | P0005 | 1 |
| 14 | A | RADIATOR CAP | P0006 | 1 |
| 15 | B | M6X12 CAP HEAD BOLT | - | 1 |
| 16 | B | M6 WASHER | - | 1 |

| | | | | | | | | |
|----------------------------------|-----|------------|---------------|--|----------|---------|--------------------------|-------------------|
| MATERIAL | N/A | WEIGHT(g) | | COPYRIGHT NOTE | DRAWN | CTB | DESCRIPTION | QUANTITY PER CAR: |
| FINISH | N/A | TOLERANCE: | UNLESS STATED | THIS DRAWING AND INFORMATION IS THE PROPERTY OF LNT AUTOMOTIVE AND MUST NOT BE REPRODUCED, USED FOR MANUFACTURE OR DISCLOSED TO A THIRD PARTY WITHOUT WRITTEN CONSENT. | DATE | 31/1/08 | COOLING SYSTEM SCHEMATIC | 2 |
| REMOVE ALL BURRS AND SHARP EDGES | | LINEAR | ±0.1mm | ANGULAR | APPROVED | ML | SCALE | N/A |
| | | | | | | | A2 | SHEET 1 OF 1 |
| | | | | | | | DRG. NO. | X0014 |
| | | | | | | | REV. | |



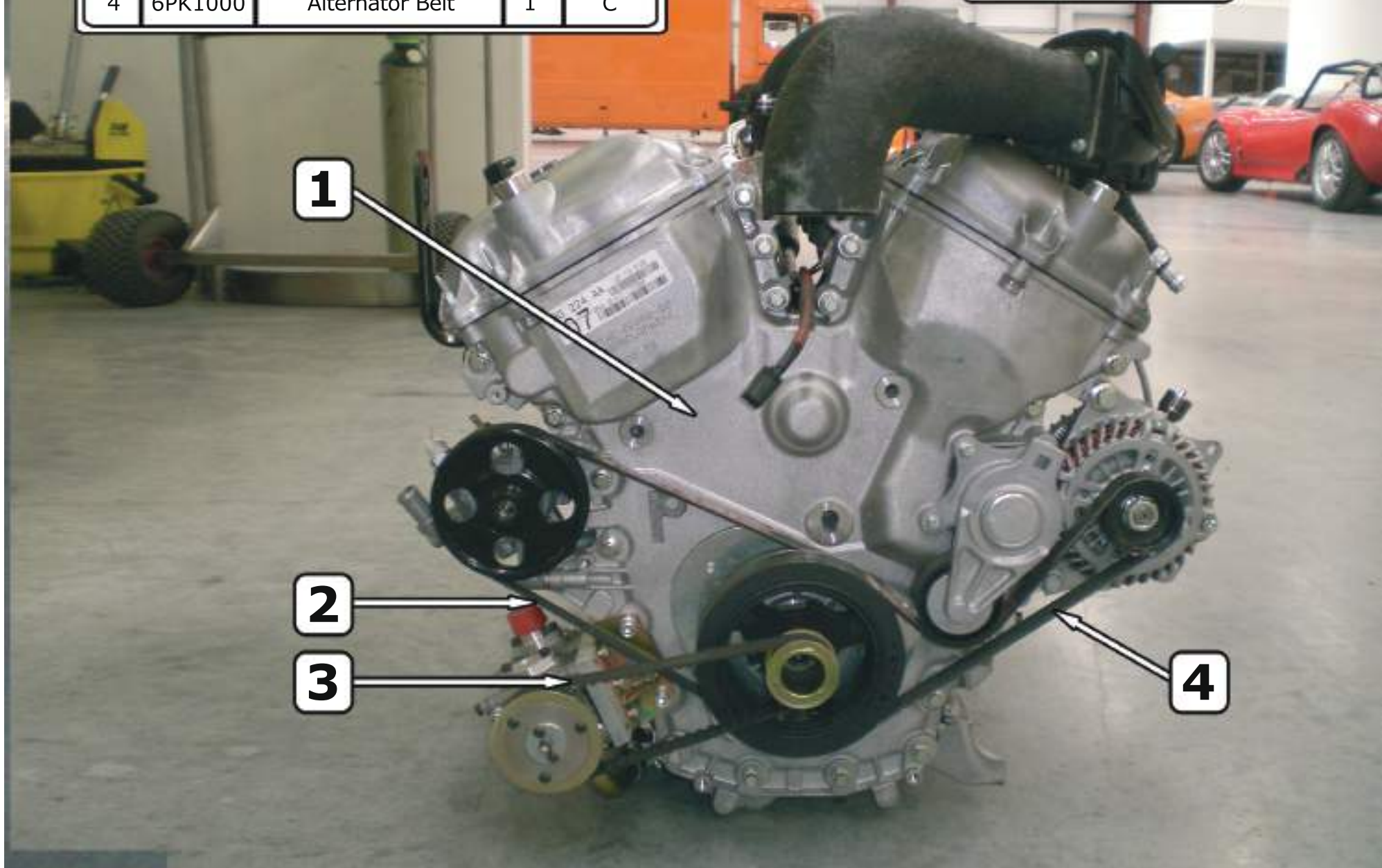
Part #: X0042
Ginetta G50 Ford V6 Engine
Intake Diagram

| Ref. | Part | Description | Qty | Grade |
|------|-------|----------------------|-----|-------|
| 1 | | Intake | 1 | A |
| 2 | E0016 | Air Intake Extension | 1 | A |
| 3 | E0023 | Inlet Pipe | 1 | A |
| 4 | E0017 | Throttle Body | 1 | A |
| 5 | E0015 | Air Filter | 1 | A |
| 6 | | Jubilee Clip | 3 | B |



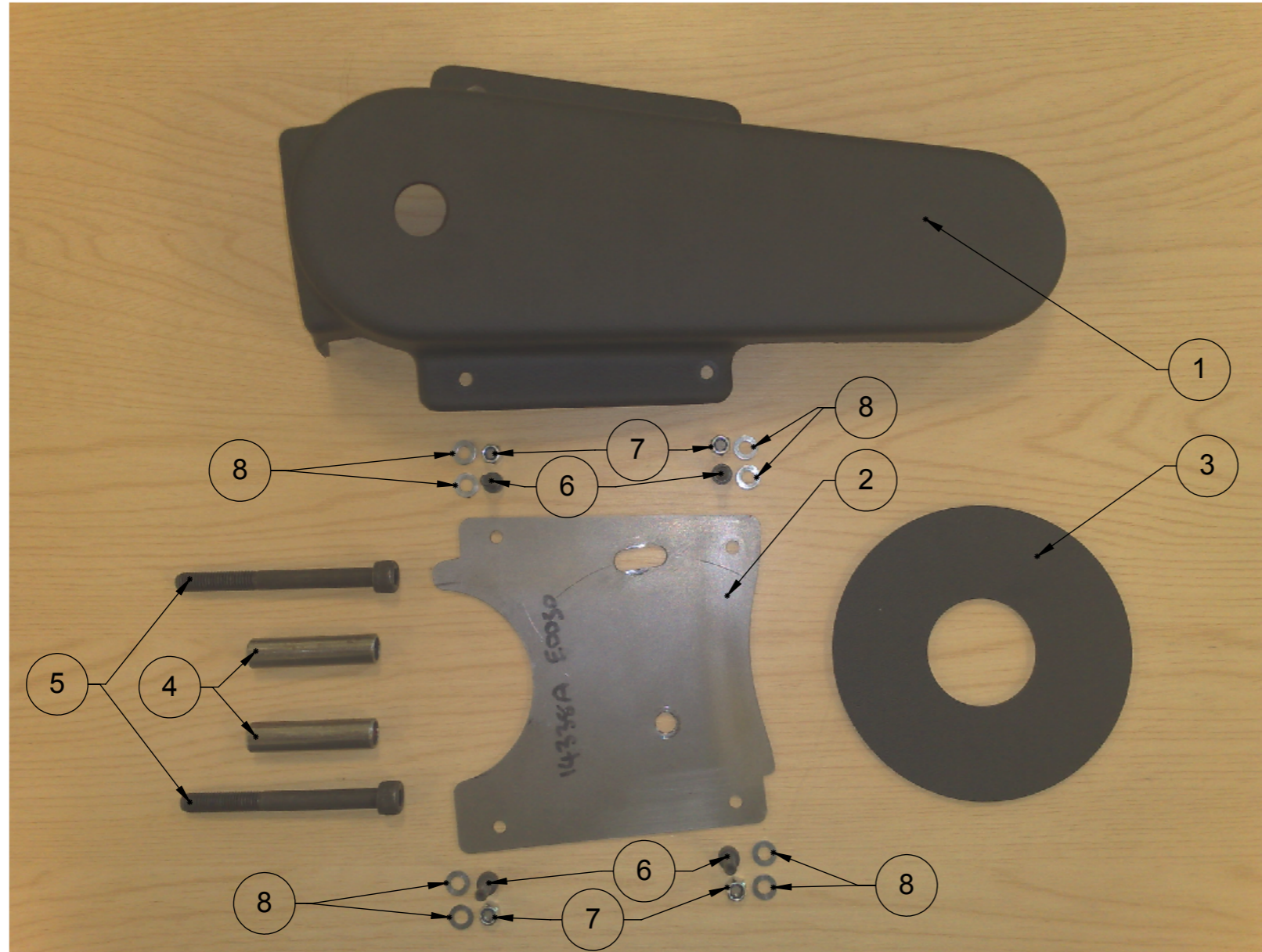
| Ref. | Part | Description | Qty | Grade |
|------|---------|---------------------|-----|-------|
| 1 | E0001 | Engine | 1 | A |
| 2 | 4PK938 | Power Steering Belt | 1 | C |
| 3 | 240L | Scavenge Pump Belt | 1 | C |
| 4 | 6PK1000 | Alternator Belt | 1 | C |

Part #: X0043
Ginetta G50 Ford V6 Engine
Belts Diagram



| | | | | | | | |
|------|--------------|-------|---------|------|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| REV. | MODIFICATION | DRAWN | CHECKED | DATE | | | |

| Ref. | Description | Part | Qty | Grade |
|------|---------------------------------|-------|-----|-------|
| 1 | Oil Pump Belt Main Cover | E0032 | 1 | B |
| 2 | Oil Pump Belt Cover BKT | E0030 | 1 | B |
| 3 | Oil Pump Belt Rear Cover | E0031 | 1 | B |
| 4 | Spacer Oil Pump Cover 50mm tube | E0035 | 2 | B |
| 5 | M8x80 Button Head Bolt | | 2 | C |
| 6 | M5x16 Cap Head Bolt | | 4 | C |
| 7 | M5 Nyloc Nut | | 4 | C |
| 8 | M5 Plain Washer | | 8 | C |

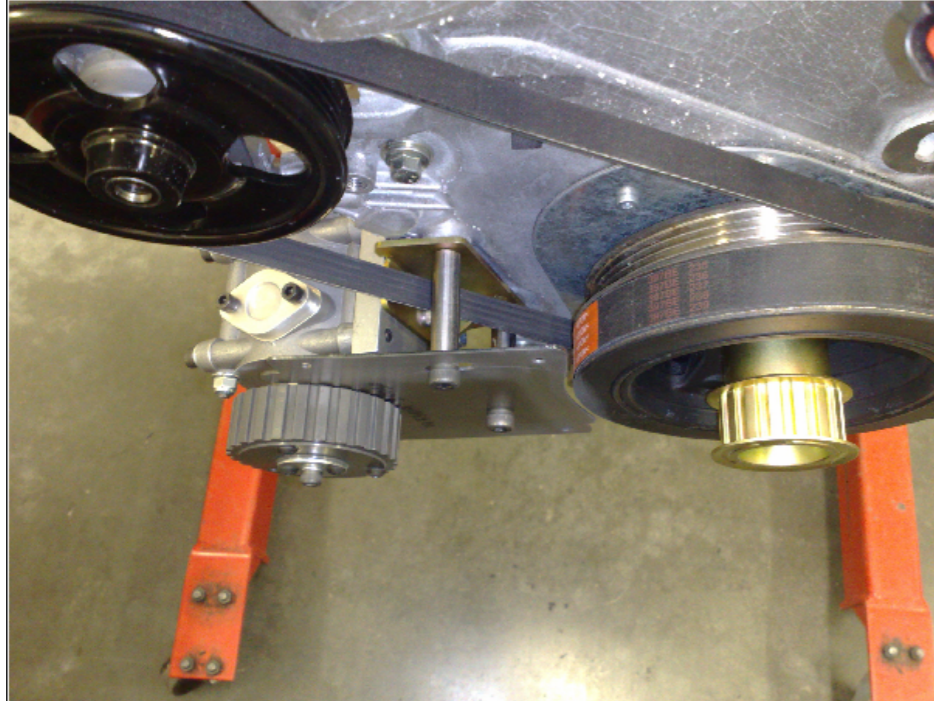


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|---|--|---|---|
| WEIGHT(g) | MATERIAL N/A | COPYRIGHT NOTE <small>THIS DRAWING AND INFORMATION IS THE PROPERTY OF LNT AUTOMOTIVE AND MUST NOT BE REPRODUCED, USED FOR MANUFACTURE OR DISCLOSED TO A THIRD PARTY WITHOUT WRITTEN CONSENT.</small> | |
| TOLERANCE : LINEAR ±0.1mm ANGULAR ±0.5° | FINISH N/A <small>REMOVE ALL BURRS AND SHARP EDGES</small> | PROJECTION THIRD ANGLE | DO NOT SCALE IF IN DOUBT ASK ALL DIMENSIONS IN MILLIMETRES |
| DRAWN: ML | DESCRIPTION X0059 Oil Pump Belt Cover | QUANTITY PER CAR: | |
| DATE: 18/02/2010 | | N/A | |
| APPROVED: ML | SCALE N/A | A3 | SHEET 1 OF 2 |
| | DRG. NO. X0059 | REV. | |

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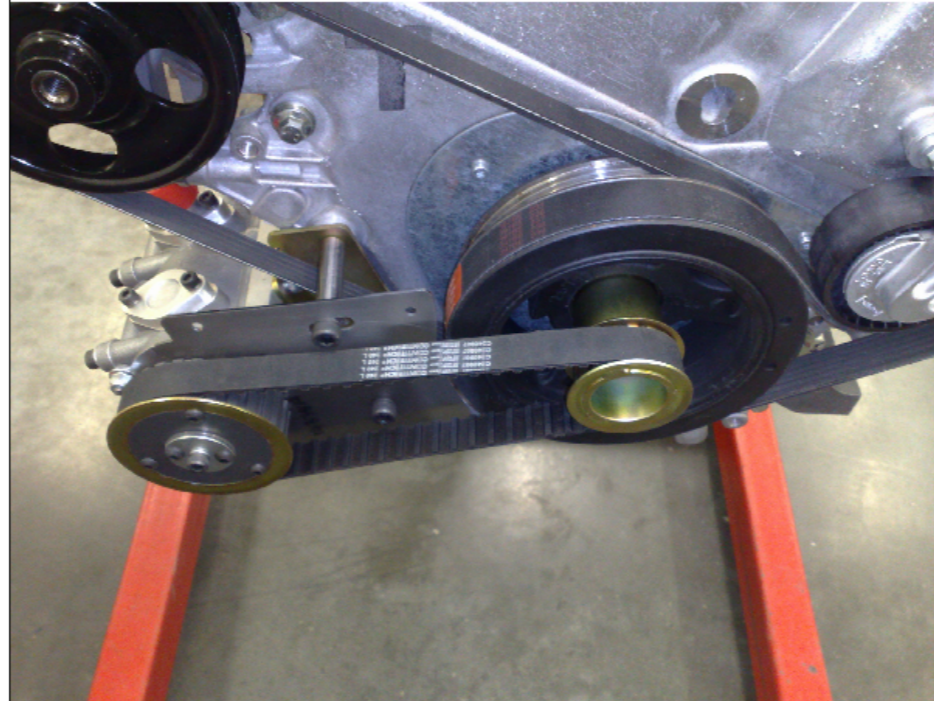
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|------|--------------|-------|---------|------|---|---|---|---|
| REV. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | MODIFICATION | DRAWN | CHECKED | DATE | | | | |

Step 1



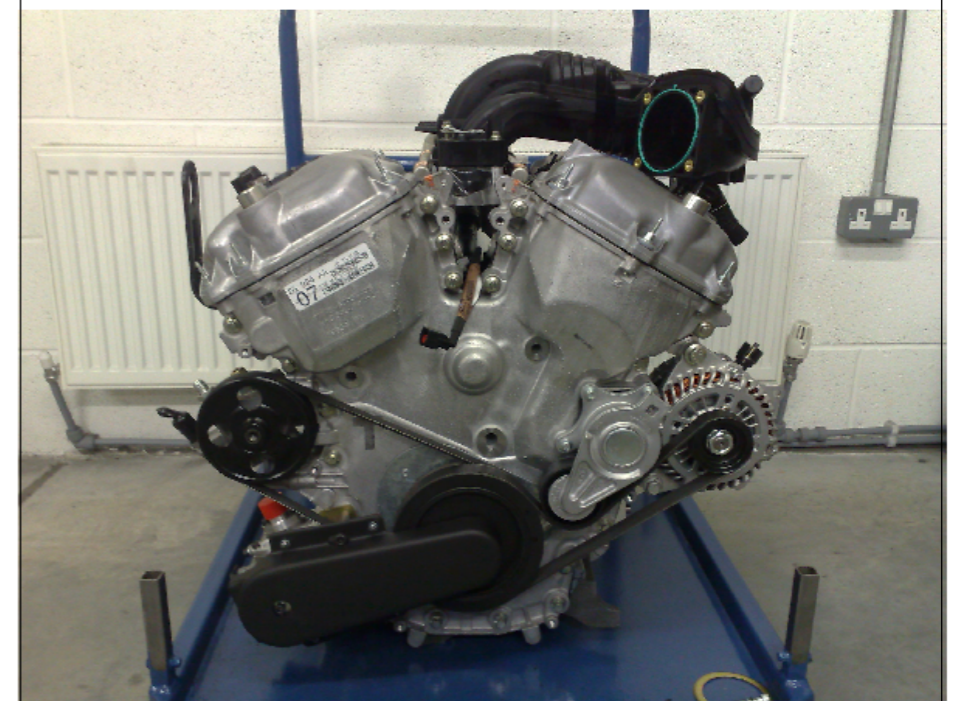
- Fit item2
- Item 3 must be glued onto pulley
- Tighten crank pulley to 75 ft.lb with loctite 243

Step 2



- Fit retaining ring to the pump pulley

Step 3



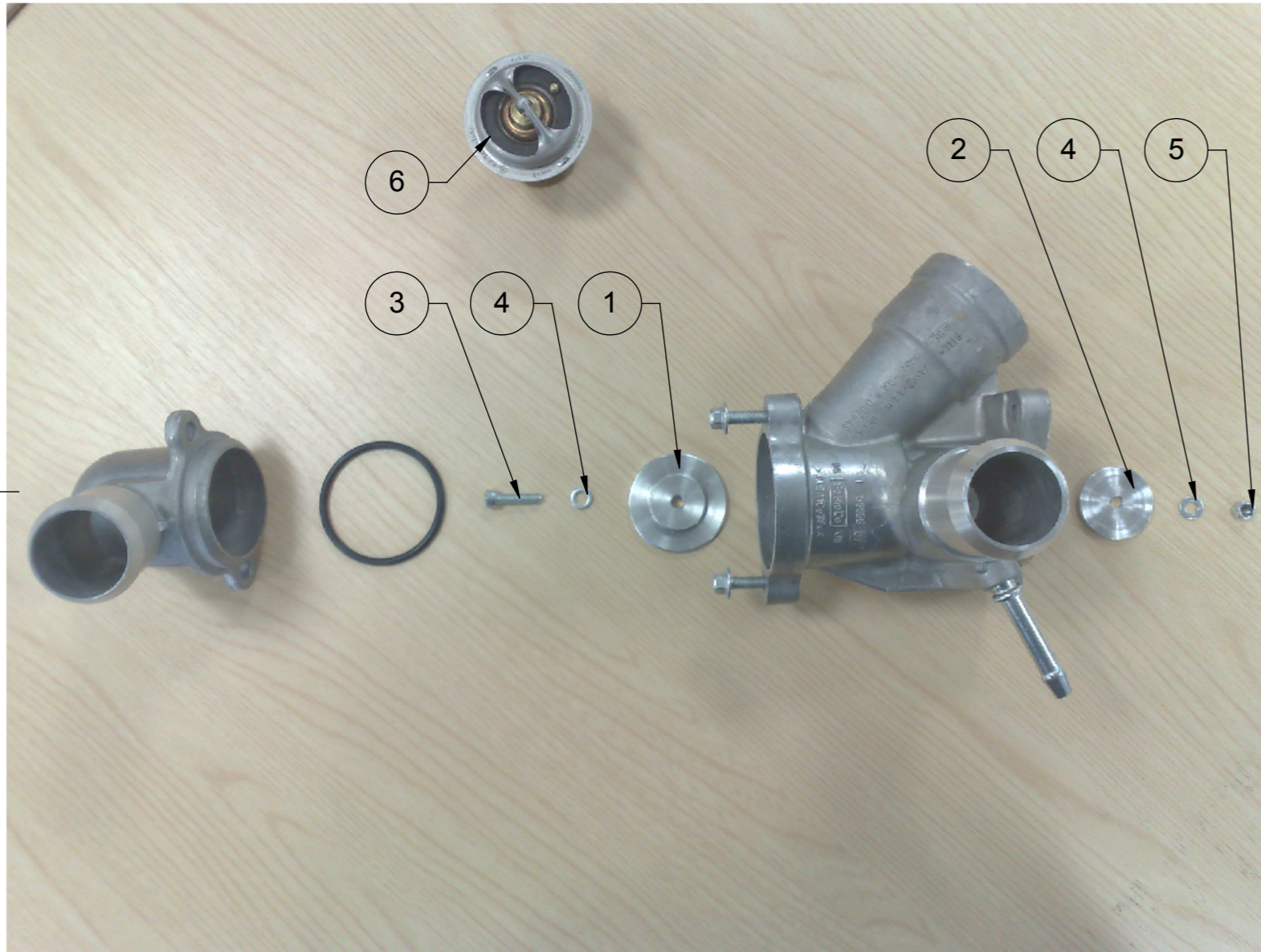
- Fit item 1

| | | | |
|--|--|---|---|
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| DRAWN: ML | DESCRIPTION X0059 Oil Pump Belt Cover | QUANTITY PER CAR: | |
| DATE:18/02/2010 | | N/A | |
| APPROVED: ML | SCALE N/A | A3 | SHEET 2 OF 2 |
| | DRG. NO. | X0059 | REV. |

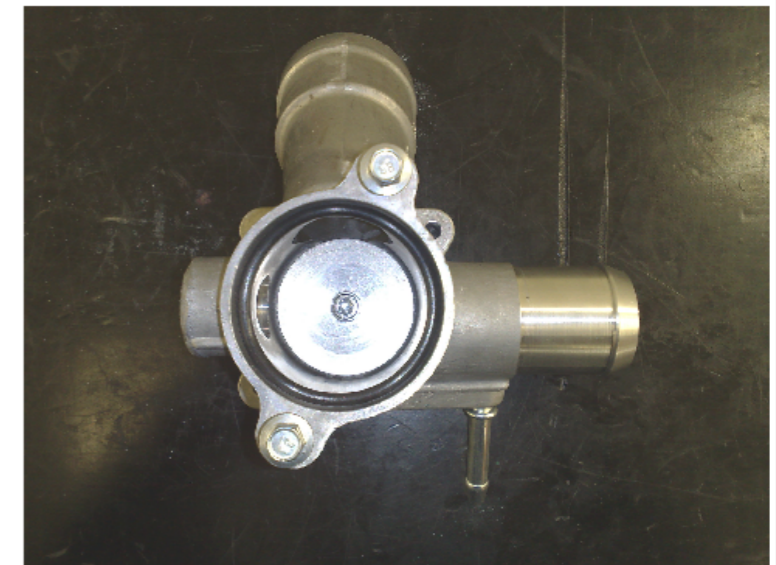
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|------|--------------|-------|---------|------|---|---|---|
| REV. | MODIFICATION | DRAWN | CHECKED | DATE | | | |

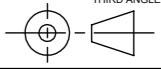
| Ref. | Part | Description | QTY. | Grade |
|------|-------|--------------------------------|------|-------|
| 1 | P0018 | Thermostat Blanking Cap | 1 | A |
| 2 | P0019 | Thermostat Blanking Cap Washer | 1 | A |
| 3 | - | M5x20 Cap Head Bolt | 1 | C |
| 4 | - | M5 Plain Washer | 2 | C |
| 5 | - | Nyloc Nut | 1 | C |
| 6 | - | Thermostat Valve | 1 | A |

Option to replace Item 6 for items 1 to 5 to blank the thermostat valve.



Assembled



| | | | | | | |
|--|--|---|----|-----------------|--|------|
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| DRAWN ML | | DESCRIPTION X0060 Thermostat Housing | | | QUANTITY PER CAR: N/A | |
| DATE 20/01/2010 | | | | | DO NOT SCALE IF IN DOUBT ASK ALL DIMENSIONS IN MILLIMETRES | |
| APPROVED ML | | SCALE N/A | A3 | SHEET 1 OF 1 | DRG. NO. X0060 | REV. |

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|------|--------------|-------|---------|------|
| REV. | MODIFICATION | DRAWN | CHECKED | DATE |
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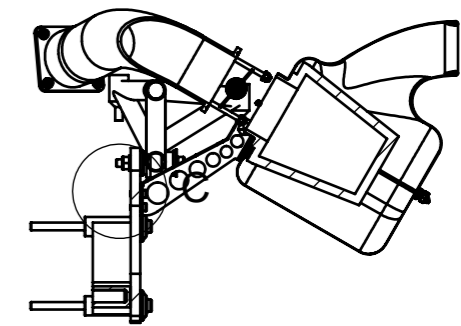
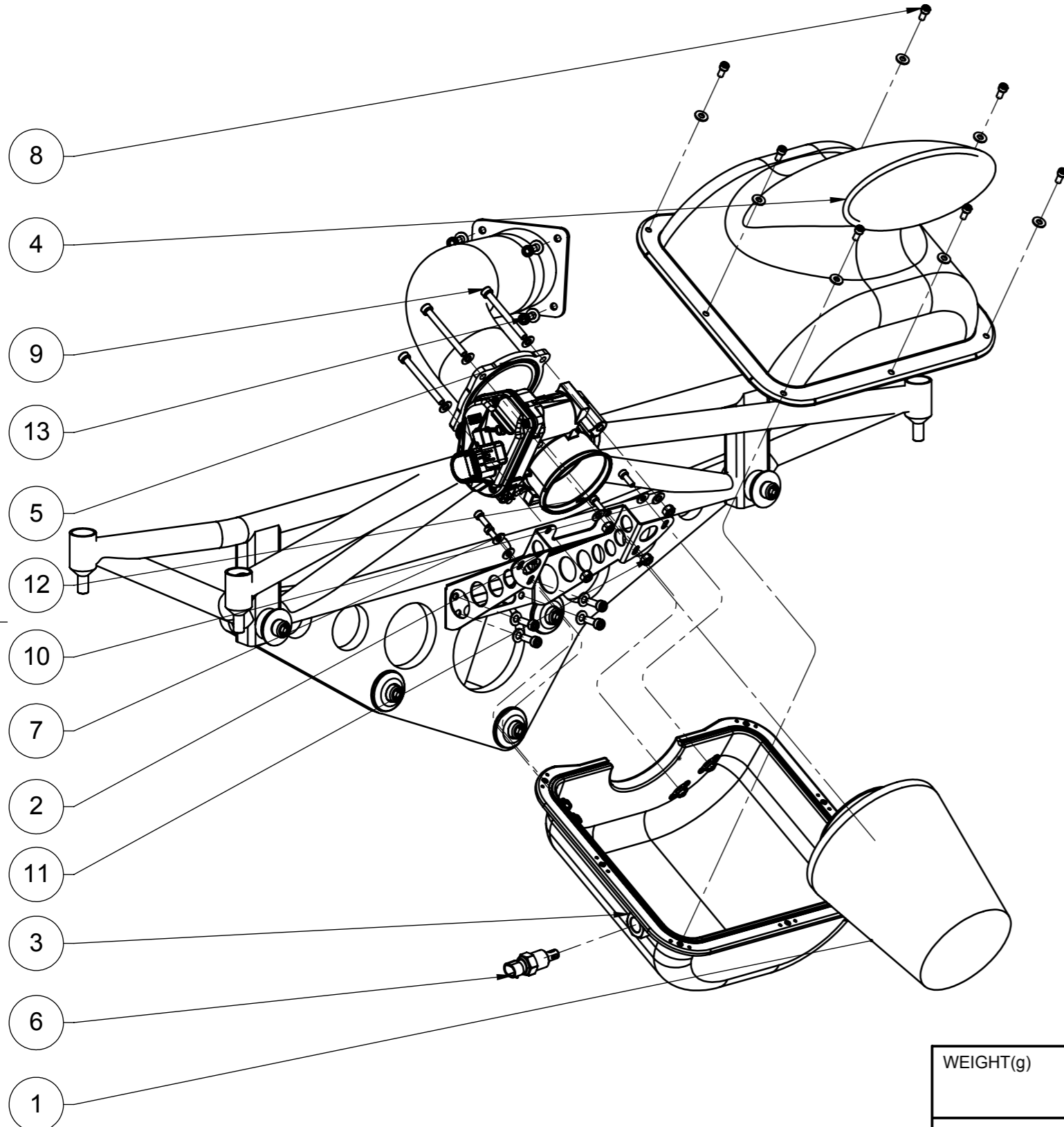
GT4 2010 Spec

DETAIL C
SCALE 1 : 5

Existing MTG bolts

Use item 2 as a drilling jig
and tap two M6 thread holes

| Ref. | PART | DESCRIPTION | Default /QTY. | Grade |
|------|-------|---------------------------|---------------|-------|
| 1 | E0015 | Air Filter | 1 | A |
| 2 | E0061 | Throttle Body-Air Box BKT | 1 | A |
| 3 | E0062 | Air Box Bottom Tray | 1 | A |
| 4 | E0063 | Air Box Top Scope | 1 | A |
| 5 | E0064 | Intake Extension Tube_ | 1 | A |
| 6 | L0042 | Air Temp. Sensor | 1 | A |
| 7 | - | M5 washer | 11 | C |
| 8 | - | M5x10 cap head | 7 | C |
| 9 | - | M6x60 cap head | 4 | C |
| 10 | - | M6 washer | 14 | C |
| 11 | - | M6 Nyloc | 4 | C |
| 12 | - | M5x13 cap head | 4 | C |
| 13 | - | M6x16 cap head | 8 | C |



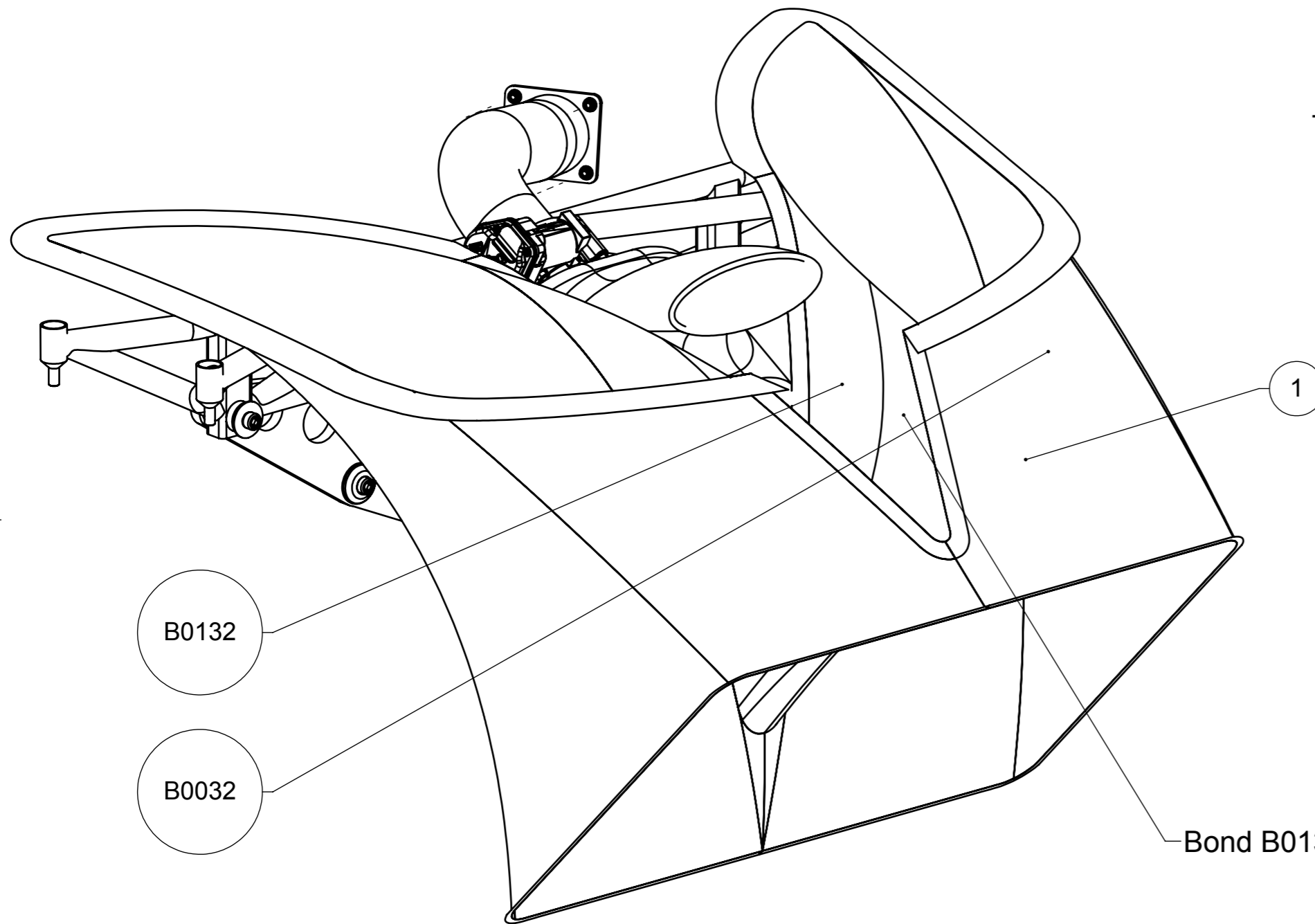
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|--|--|--|----|---|--|
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| DRAWN ML | | DESCRIPTION X0061 Air Box Assy | | QUANTITY PER CAR: - | |
| DATE 21/01/2010 | | | | | |
| APPROVED ML | | SCALE N/A | A3 | | |
| | | | | REV. | |

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| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|------|--------------|-------|---------|------|---|---|---|
| REV. | MODIFICATION | DRAWN | CHECKED | DATE | | | |

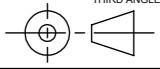

GT4 2010 Spec

| Ref. | Part | Description | Qty. | Grade |
|------|-------|-------------------------------|------|-------|
| 1 | B0180 | Radiator Exit Duct-V6 Air Box | 1 | B |



-Item 1 can be made with B0032 and B0132

Bond B0132 in place and trim B0032 in order to clear the air box

| | | | | | |
|--|--|--|----|---|--|
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| TOLERANCE : UNLESS STATED LINEAR ±0.1mm ANGULAR ±0.5° | | FINISH N/A <small>REMOVE ALL BURRS AND SHARP EDGES</small> | | PROJECTION THIRD ANGLE  | |
| DRAWN ML | | DESCRIPTION X0061 Air Box Assy | | QUANTITY PER CAR: - | |
| DATE 21/01/2010 | | | |  | |
| APPROVED ML | | SCALE N/A | A3 | | |

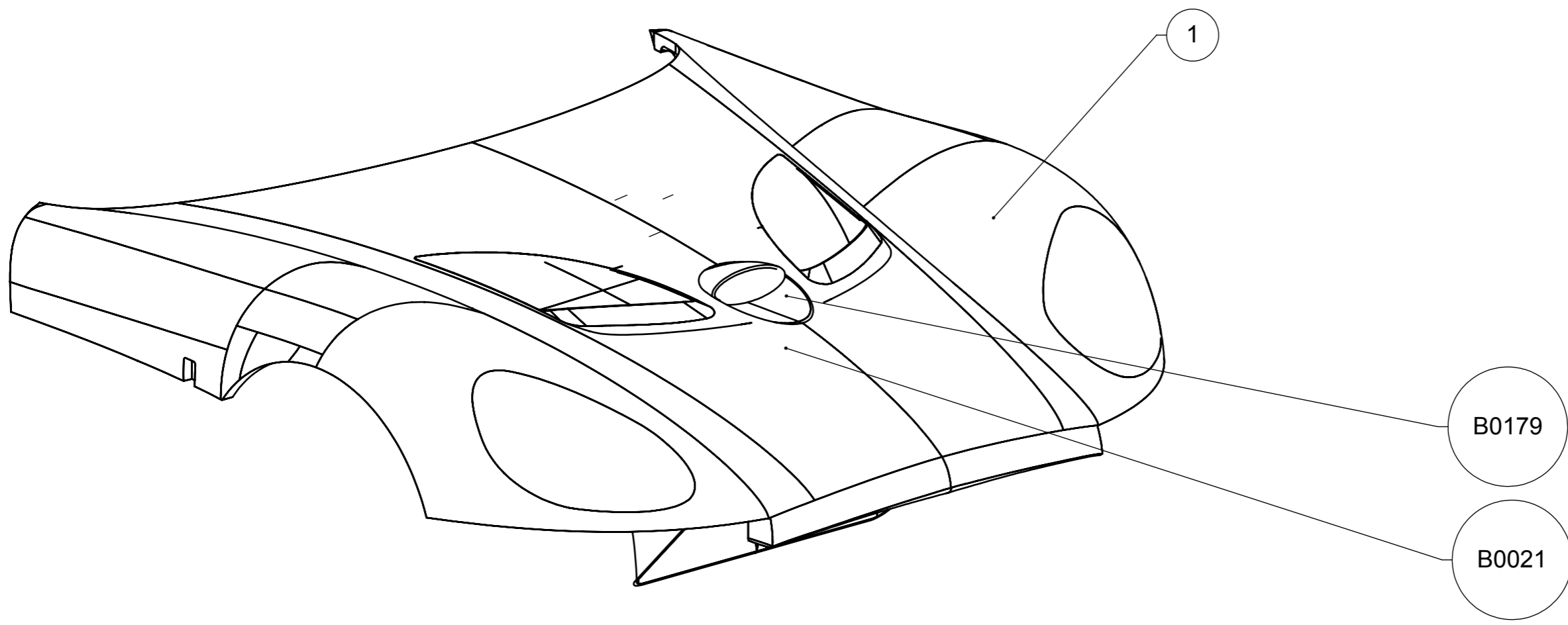
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|------|--------------|-------|---------|------|---|---|---|
| REV. | MODIFICATION | DRAWN | CHECKED | DATE | | | |

GT4 2010 Spec

| Ref. | Part | Description | Qty. | Grade |
|------|-------|-------------------------|------|-------|
| 1 | B0178 | Bonnet V6 Air Box Scope | 1 | B |

-Item 1 can be made with parts B0021 and B0179



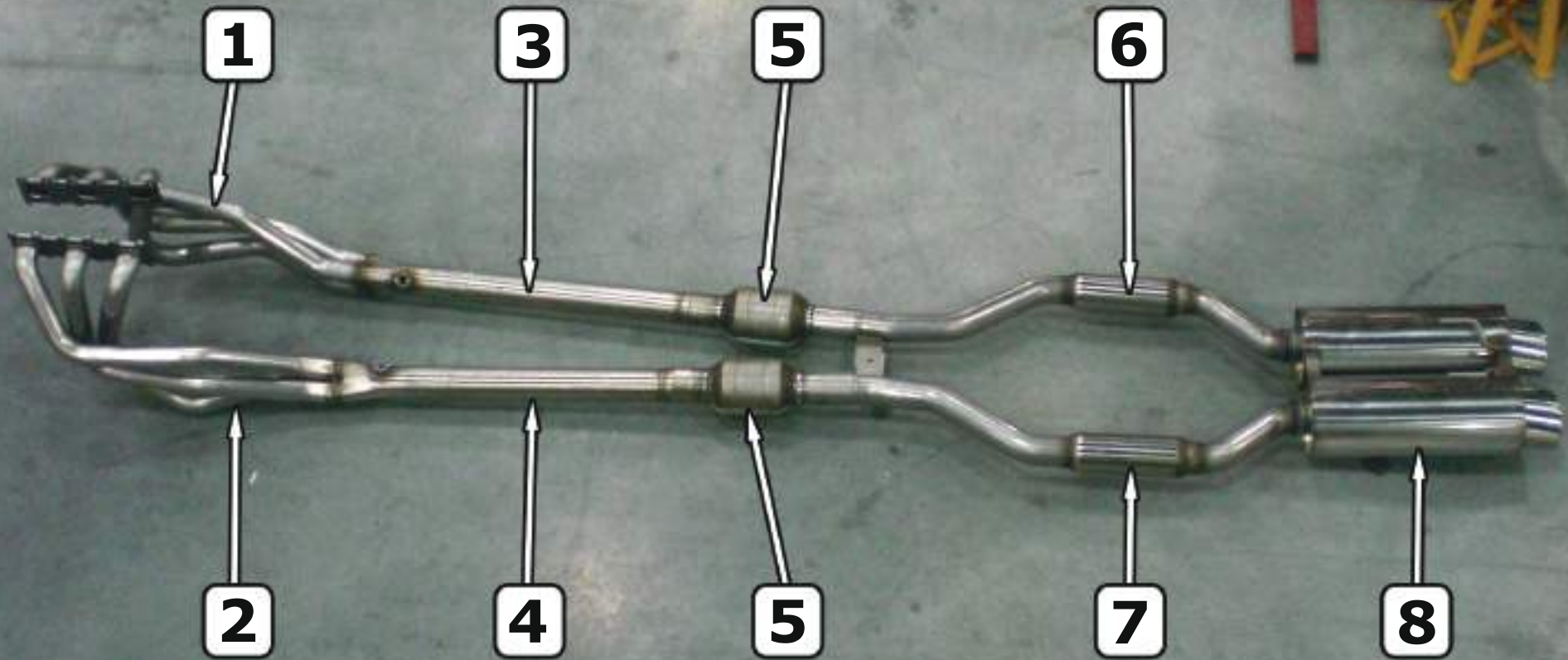
Use splash mould to describe the bonnet, cut a hole on that and bond B0179 in place

| | | | | | |
|--|--|--|----|---|--|
| WEIGHT(g) | | MATERIAL N/A | | COPYRIGHT NOTE <small>THIS DRAWING AND INFORMATION IS THE PROPERTY OF LNT AUTOMOTIVE AND MUST NOT BE REPRODUCED, USED FOR MANUFACTURE OR DISCLOSED TO A THIRD PARTY WITHOUT WRITTEN CONSENT.</small> | |
| TOLERANCE : UNLESS STATED LINEAR ±0.1mm ANGULAR ±0.5° | | FINISH N/A <small>REMOVE ALL BURRS AND SHARP EDGES</small> | | PROJECTION THIRD ANGLE | |
| DRAWN ML | | DESCRIPTION X0061 Air Box Assy | | QUANTITY PER CAR: - | |
| DATE 21/01/2010 | | | | | |
| APPROVED ML | | SCALE N/A | A3 | | |
| | | | | REV. | |

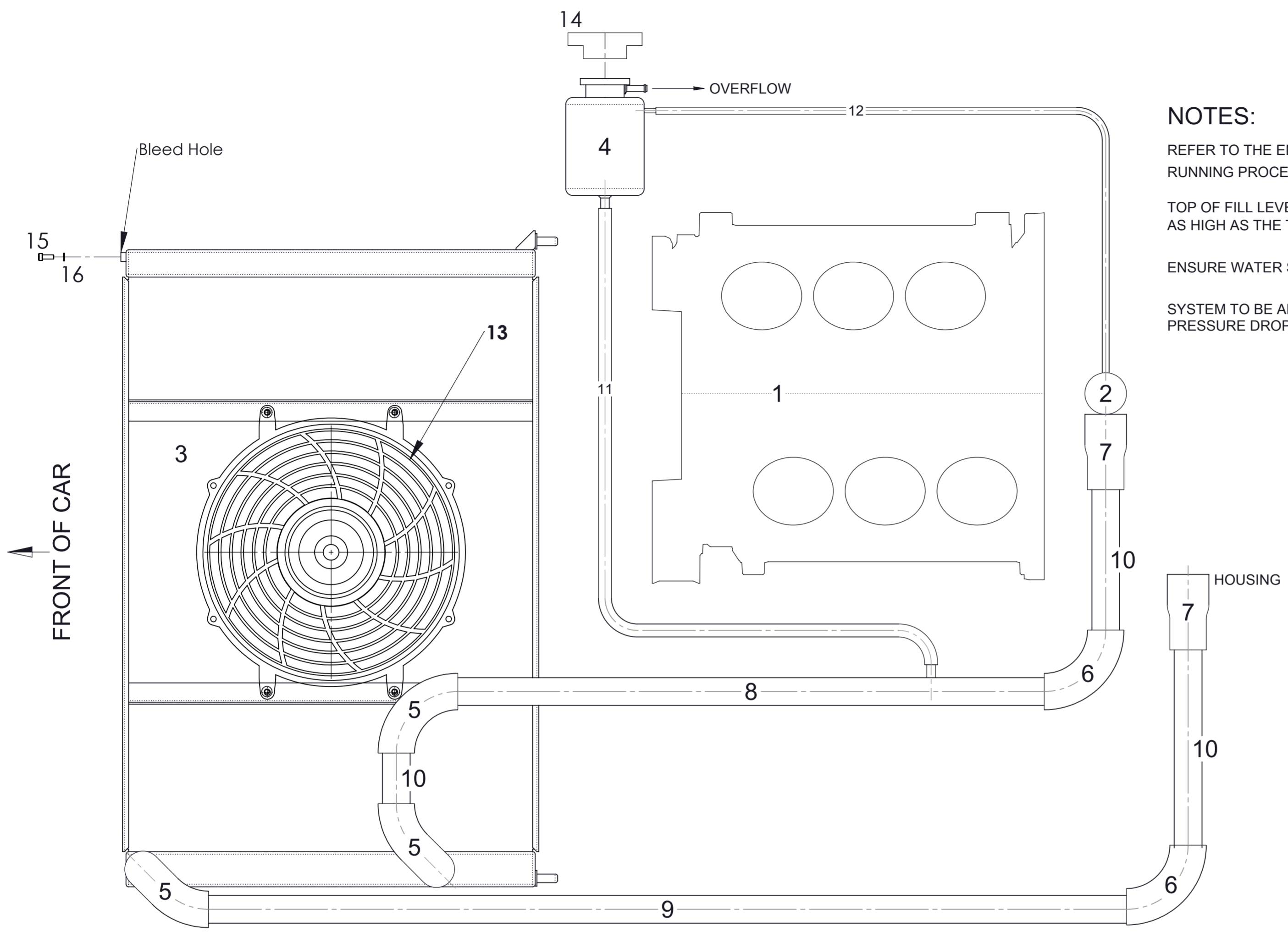
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| Ref. | Part | Description | Qty | Grade |
|------|-------|------------------------|-----|-------|
| 1 | F0002 | Exhaust Manifold RH | 1 | A |
| 2 | F0003 | Exhaust Manifold LH | 1 | A |
| 3 | F0007 | Exhaust Front Pipe RH | 1 | A |
| 4 | F0006 | Exhaust Front Pipe LH | 1 | A |
| 5 | F0001 | Catalytic Converter | 2 | A |
| 6 | F0005 | Exhaust Centre Pipe RH | 1 | A |
| 7 | F0004 | Exhaust Centre Pipe LH | 1 | A |
| 8 | F0008 | Exhaust Rear Box | 1 | A |

Part #: X0036
Ginetta G50 Exhaust System



| | | | | |
|------|--------------|-------|---------|------|
| REV. | MODIFICATION | DRAWN | CHECKED | DATE |
|------|--------------|-------|---------|------|



NOTES:

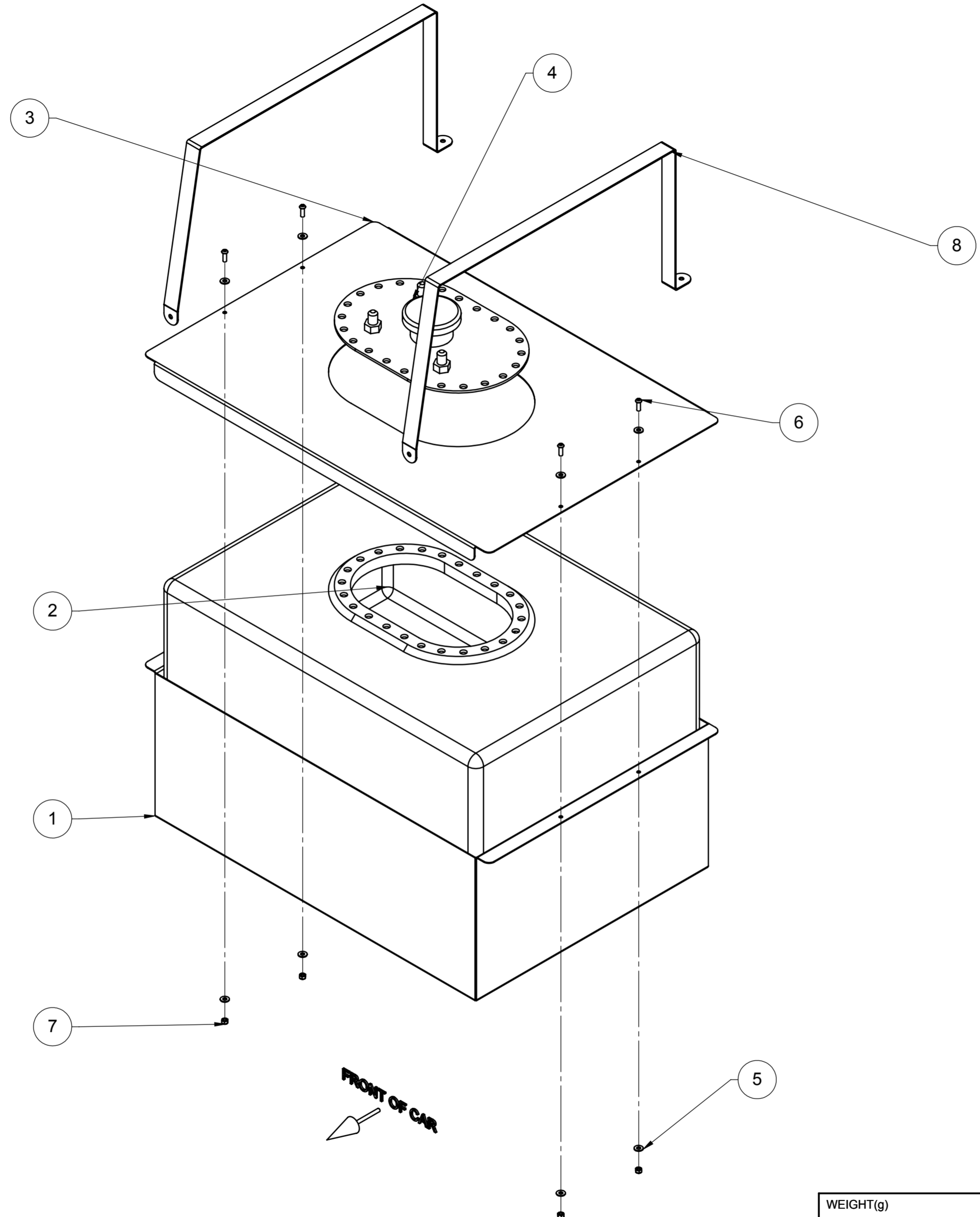
- REFER TO THE ENGINE INSTALLATION AND OPERATING MANUAL FOR ENGINE RUNNING PROCEDURE AND TEMPERATURES RELATING TO THE COOLING SYSTEM.
- TOP OF FILL LEVEL TO BE AS HIGH AS POSSIBLE IN THE CAR AND AT LEAST AS HIGH AS THE TOP OF THE ENGINE CAM COVERS.
- ENSURE WATER SYSTEM BENDS ARE NOT RESTRICTED IN FLOW AREA.
- SYSTEM TO BE ARRANGED WITH THE MINIMUM NUMBER OF BENDS TO MINIMISE PRESSURE DROP.

| Ref | Φ | Description | Part | Qty. |
|-----|---|-----------------------------|-------|------|
| 1 | A | ENGINE | - | 1 |
| 2 | A | STAT - SUPPLIED WITH ENGINE | - | 1 |
| 3 | A | WATER RADIATOR | P0001 | 1 |
| 4 | A | WATER HEADER TANK | P0003 | 1 |
| 5 | B | HOSE - 45 DEGREE BEND | - | 3 |
| 6 | B | HOSE - 90 DEGREE BEND | - | 2 |
| 7 | B | HOSE - Ø38/Ø32 REDUCER | - | 2 |
| 8 | A | GINETTA PIPE - WITH TEE | - | 1 |
| 9 | A | GINETTA PIPE - PLAIN | - | 1 |
| 10 | A | Ø32 ALUMINIUM PIPE | - | - |
| 11 | B | Ø15mm HOSE | - | 1 |
| 12 | B | Ø8mm HOSE | - | - |
| 13 | A | RADIATOR FAN | P0005 | 1 |
| 14 | A | RADIATOR CAP | P0006 | 1 |
| 15 | B | M6X12 CAP HEAD BOLT | - | 1 |
| 16 | B | M6 WASHER | - | 1 |

| | | | | | | | | |
|----------------------------------|-----|------------|---------------|--|----------|---------|--------------------------|-------------------|
| MATERIAL | N/A | WEIGHT(g) | | COPYRIGHT NOTE | DRAWN | CTB | DESCRIPTION | QUANTITY PER CAR: |
| FINISH | N/A | TOLERANCE: | UNLESS STATED | THIS DRAWING AND INFORMATION IS THE PROPERTY OF LNT AUTOMOTIVE AND MUST NOT BE REPRODUCED, USED FOR MANUFACTURE OR DISCLOSED TO A THIRD PARTY WITHOUT WRITTEN CONSENT. | DATE | 31/1/08 | COOLING SYSTEM SCHEMATIC | 2 |
| REMOVE ALL BURRS AND SHARP EDGES | | LINEAR | ±0.1mm | ANGULAR | APPROVED | ML | SCALE | N/A |
| | | | | | | | A2 | SHEET 1 OF 1 |
| | | | | | | | DRG. NO. | X0014 |
| | | | | | | | REV. | |



| | | | | | | | | | | | | |
|------|--------------|-------|---------|------|---|---|---|---|---|----|----|----|
| REV. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | MODIFICATION | DRAWN | CHECKED | DATE | | | | | | | | |

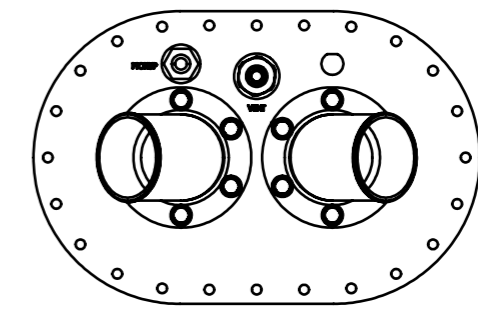
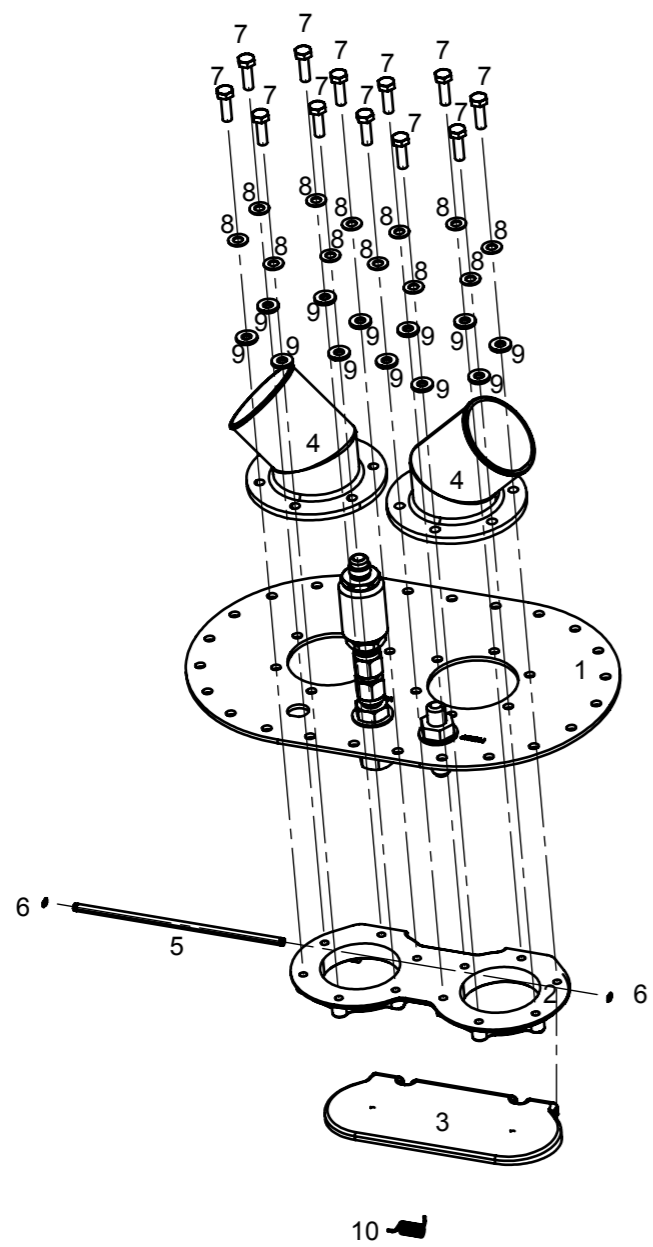


| REF. | PART | DESCRIPTION | QTY. | Grade |
|------|-------|--------------------------------------|------|-------|
| 1 | M0001 | Fuel Cell Box-Main Body | 1 | A |
| 2 | M0003 | 60 Lts Fuel Cell With Internal Parts | 1 | A |
| 3 | M0014 | Fuel Cell Box -Lid | 1 | A |
| 4 | - | Fuel Cell Flange | 1 | A |
| 5 | - | M5 washer | 8 | C |
| 6 | - | M5 x 15 button head | 4 | C |
| 7 | - | M5 nyloc | 4 | C |
| 8 | M0013 | Tank Strap | 2 | A |

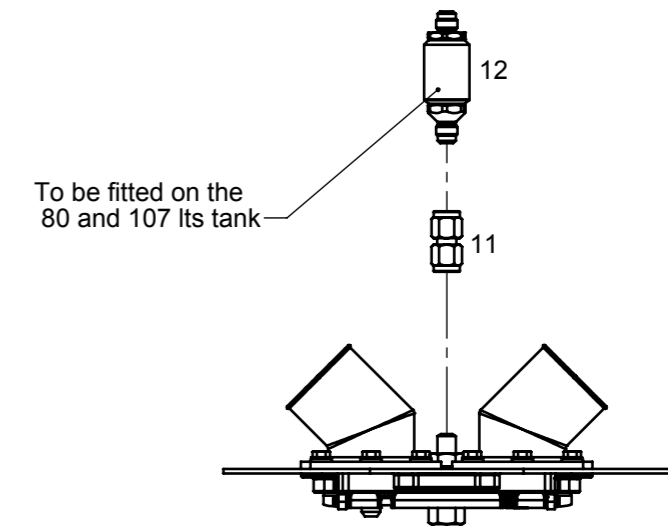
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|--|------------|------------------------------------|----|---|----------------|
| WEIGHT(g) | MATERIAL | SEE COMPONENT DRAWINGS | | COPYRIGHT NOTE | |
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| DRAWN | ML | DESCRIPTION | | QUANTITY PER CAR: | |
| DATE | 11/02/2008 | 60 LTS FUEL CELL EXPLDOED ASSEMBLY | | 1 | |
| APPROVED | CTB | SCALE | A2 | SHEET 1 OF 1 | DRG. NO. X0022 |
| | | 1:10 | | | REV. |



| | | | | | | | | |
|------|--------------|-------|---------|------|---|---|---|---|
| REV. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | MODIFICATION | DRAWN | CHECKED | DATE | | | | |

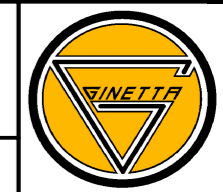


| Ref. | Description | Part | Qty | Grade |
|------|--------------------------|-------|-----|-------|
| 1 | Top Plate | M0066 | 1 | A |
| 2 | Fuel Flapper Body | M0051 | 1 | A |
| 3 | Fuel Flapper Lid | M0052 | 1 | A |
| 4 | Filler Neck 45 deg | - | 2 | A |
| 5 | Flapper Hinge Pin | M0067 | 1 | A |
| 6 | Hinge Pin Circlip | M0068 | 2 | A |
| 7 | M6x20 Hex Head Bolt | - | 12 | C |
| 8 | M6 Plain Washer | - | 12 | C |
| 9 | Nylon Washer 6mm Hole | - | 12 | A |
| 10 | Flapper Spring | - | 1 | A |
| 11 | -6 Female Female Adaptor | - | 1 | A |
| 12 | FIA Inversion Valve | M0053 | 1 | A |



| | | | |
|---|---|--|---|
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| TOLERANCE : LINEAR ±0.1mm ANGULAR ±0.5° | FINISH N/A REMOVE ALL BURRS AND SHARP EDGES | PROJECTION THIRD ANGLE | DO NOT SCALE IF IN DOUBT ASK ALL DIMENSIONS IN MILLIMETRES |
| DRAWN ML | DESCRIPTION X0057 Flapper Valve Assy | | QUANTITY PER CAR: - |
| DATE 28/11/2008 | | | |
| APPROVED ML | SCALE 1:10 | A3 | SHEET 1 OF 1 |
| | DRG. NO. X0057 | | REV. |

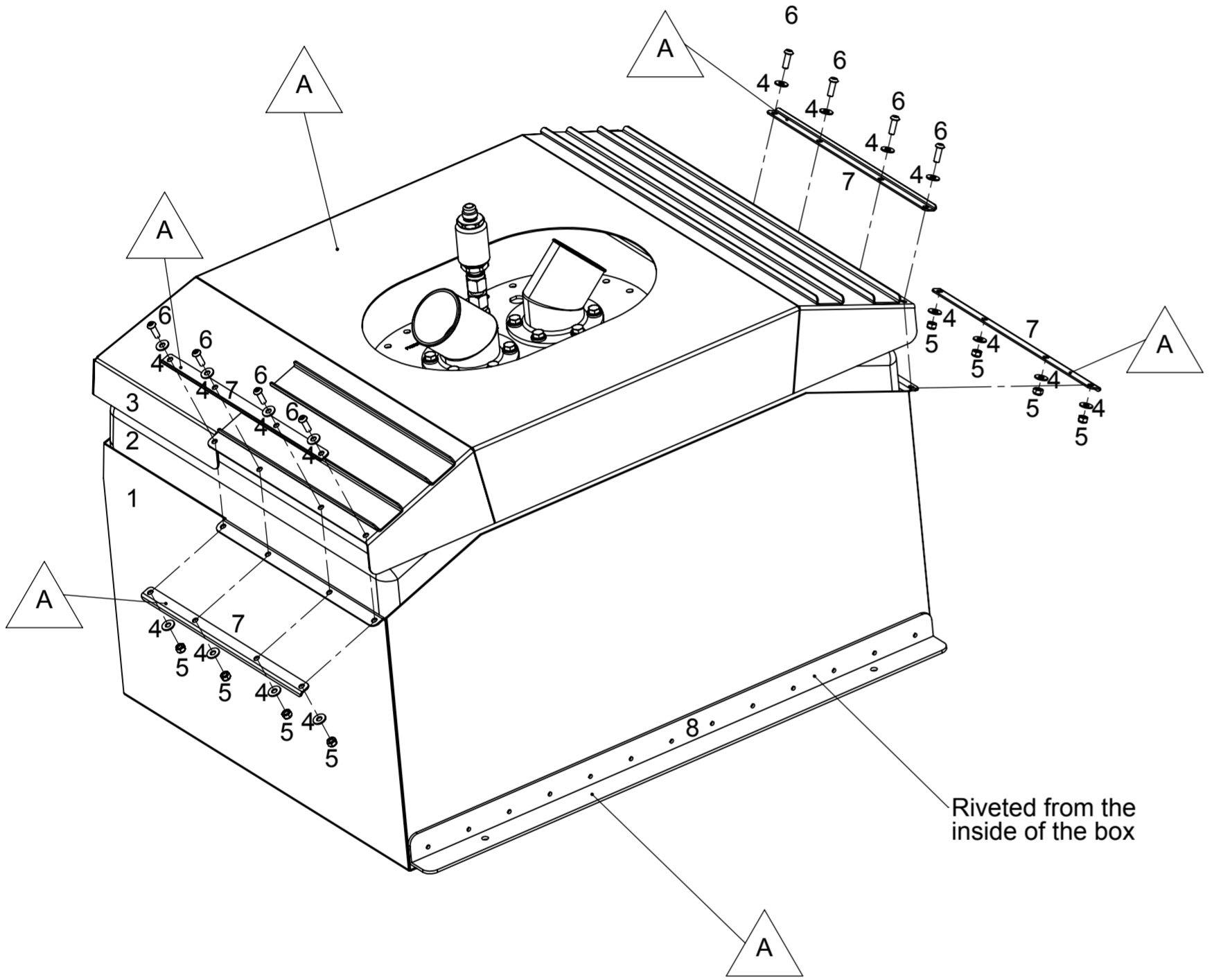
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| REV. | MODIFICATION | DRAWN | CHECKED | DATE |
|------|--|-------|---------|------------|
| A | Reinforced steel lid, side straps & back angle | ML | ML | 27/11/2008 |

Step One Assemble Fuel Cell

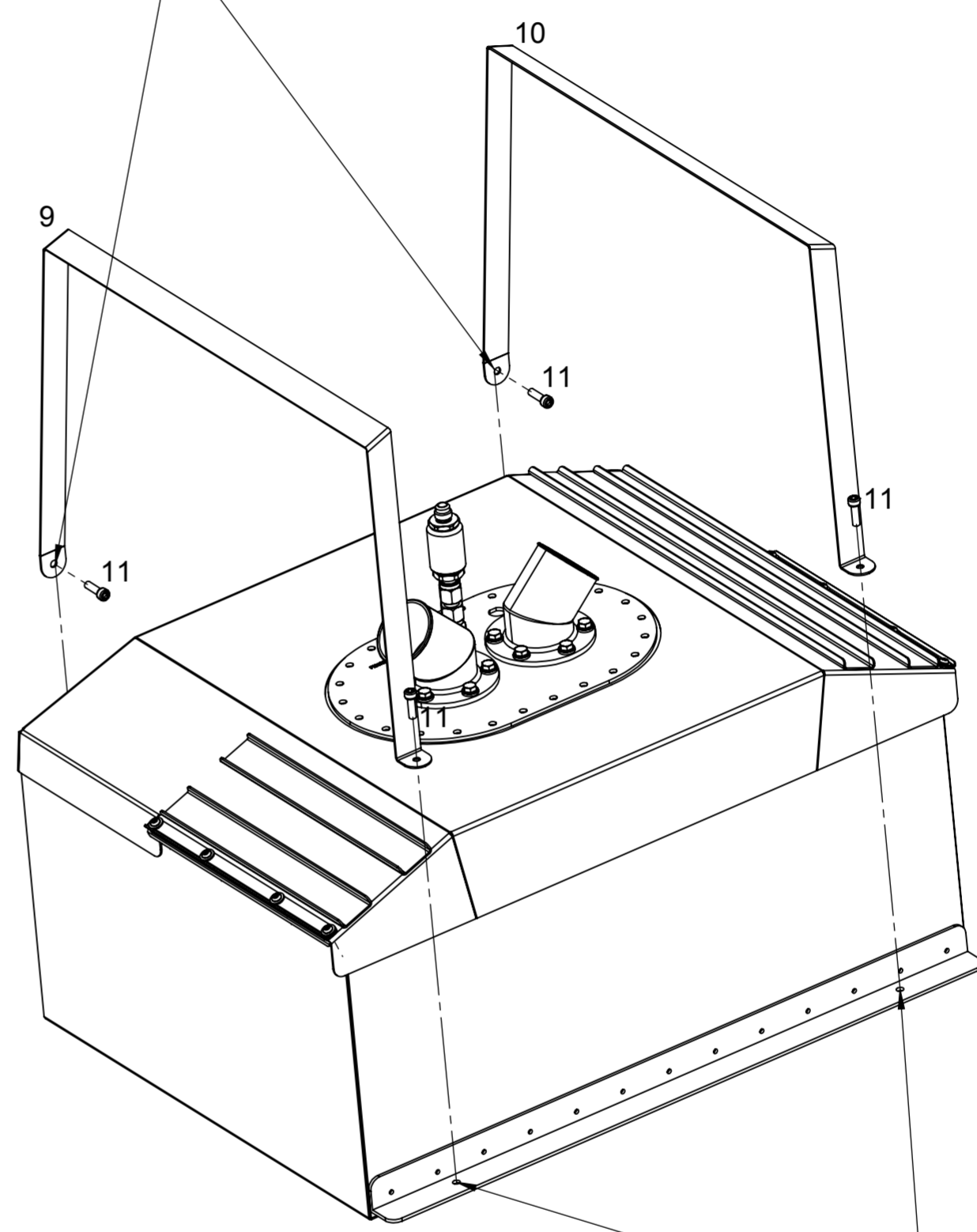


Riveted from the inside of the box

| Ref. | Description | Part | Qty | Grade |
|------|--------------------------------------|-------|-----|-------|
| 1 | 80 lts Fuel Cell Box | M0016 | 1 | A |
| 2 | 80 lts Fuel Cell Top | M0017 | 1 | A |
| 3 | 80 lts Fuel Cell Including Internals | M0021 | 1 | A |
| 4 | M5 Washer | - | 16 | C |
| 5 | M5 Nyloc Nut | - | 8 | C |
| 6 | M5x16 Button Head Bolt | - | 8 | C |
| 7 | Side Strap FIA | M0070 | 4 | A |
| 8 | Tank Back Angle BKT | M0073 | 1 | A |

Step Two Mount In Chassis

Attached on the chassis



Attached on the chassis

| Ref. | Description | Part | Qty | Grade |
|------|----------------------------|-------|-----|-------|
| 9 | 80 lts Strap LH | M0019 | 1 | A |
| 10 | 80 lts Strap LH | M0020 | 1 | A |
| 11 | M6x20 Socket Cap Head Bolt | - | 4 | C |

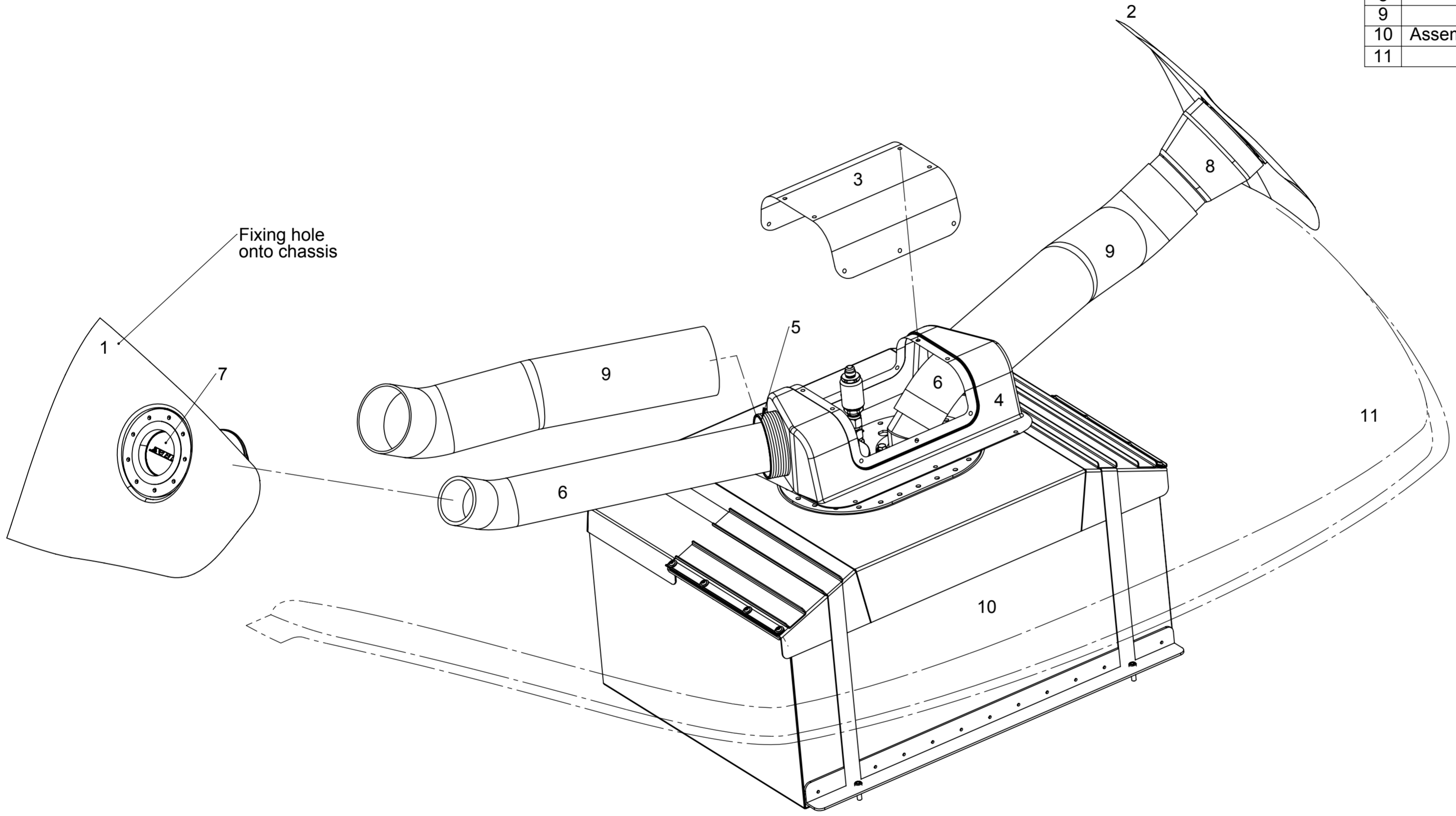
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| DRAWN CTB | DESCRIPTION X0016 | PROJECTION <small>THIRD ANGLE</small> |
| DATE 9/02/2008 | | |
| APPROVED ML | SCALE 1:5 A2 SHEET 1 OF 2 DRG. NO. X0016 | DO NOT SCALE <small>IF IN DOUBT ASK ALL DIMENSIONS IN MILLIMETRES</small> |
| | | QUANTITY PER CAR: |
| | | REV. A |



| REV. | MODIFICATION | DRAWN | CHECKED | DATE |
|------|--------------|-------|---------|------------|
| A | See Sheet 1 | ML | ML | 26/11/2008 |

**Step Three
Final Assembly**

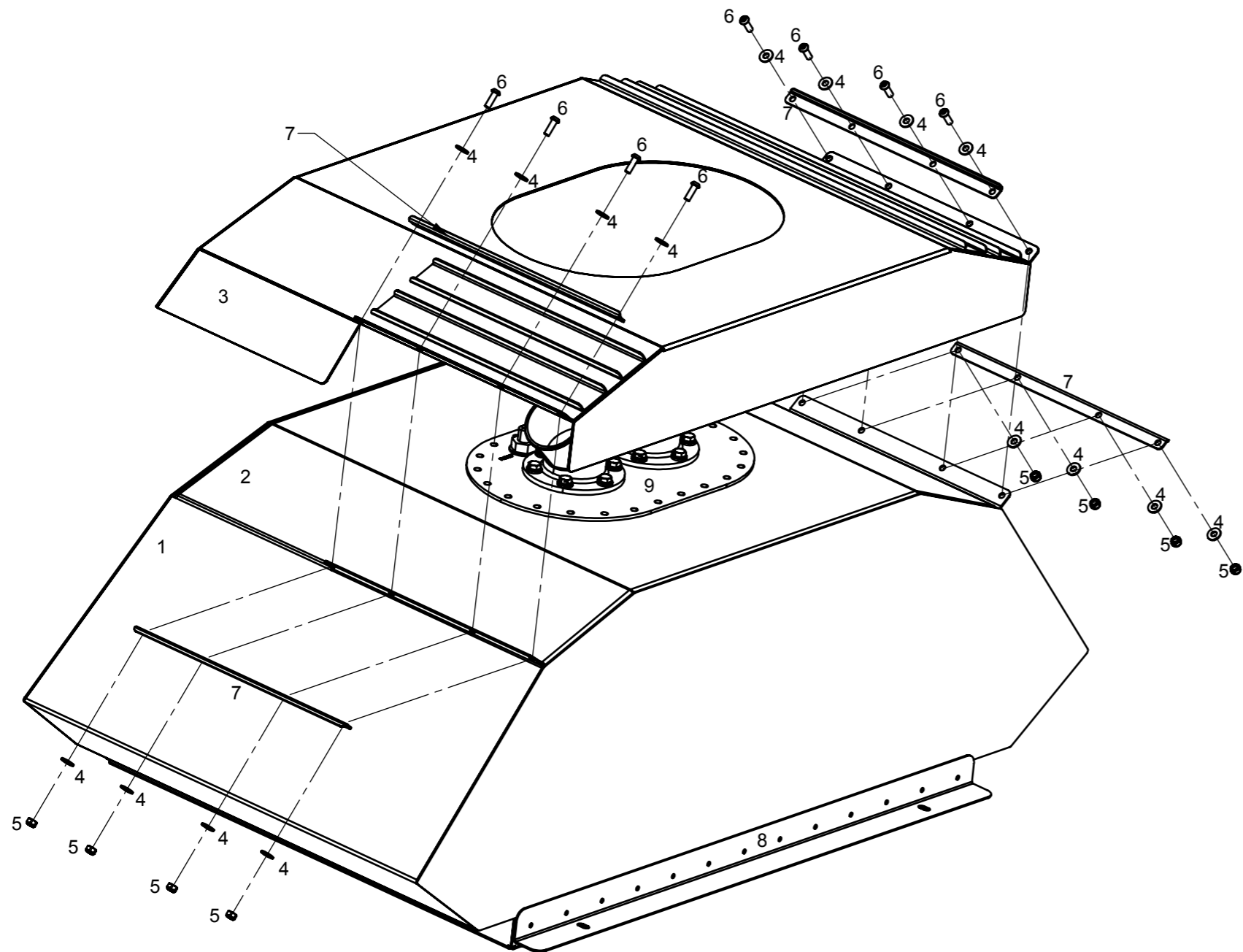
| Ref | Description | Part | Qty | Grade |
|-----|--|-------|-----|-------|
| 1 | Side Window With Filler Neck Recess LH | B0073 | 1 | B |
| 2 | Side Window With Filler Neck Recess RH | B0074 | 1 | B |
| 3 | Fuel Cell Cover 80 lts Top | B0075 | 1 | B |
| 4 | Fuel Cell Cover 80 lts Bottom | B0076 | 1 | B |
| 5 | 3.5" Adaptor Flange | M0028 | 2 | A |
| 6 | Flexi light 2 1/4 " fuel hose | M0033 | 2 | A |
| 7 | Dry Break Valve | M0030 | 2 | A |
| 8 | Filler Neck | M0031 | 2 | A |
| 9 | 3.5 inch fire guard | M0032 | 2 | A |
| 10 | Assembled Fuel Cell (See X0016 Step 1) | - | 1 | A |
| 11 | Parcel Shelf Rear | B0069 | 1 | B |



| | | | |
|--|--|---|---|
| WEIGHT(g) | MATERIAL N/A | COPYRIGHT NOTE <small>THIS DRAWING AND INFORMATION IS THE PROPERTY OF LNT AUTOMOTIVE AND MUST NOT BE REPRODUCED, USED FOR MANUFACTURE OR DISCLOSED TO A THIRD PARTY WITHOUT WRITTEN CONSENT.</small> | |
| TOLERANCE : UNLESS STATED LINEAR ±0.1mm ANGULAR ±0.5° | FINISH N/A REMOVE ALL BURRS AND SHARP EDGES | PROJECTION THIRD ANGLE | DO NOT SCALE IF IN DOUBT ASK ALL DIMENSIONS IN MILLIMETRES |
| DRAWN ML | DESCRIPTION | QUANTITY PER CAR: | |
| DATE 10/02/2008 | X0016-A 80 lts Fuel Cell Exploded Assy | N/A | |
| APPROVED ML | SCALE 1:5 A2 SHEET 2 OF 2 DRG. NO. X0016 | REV. A | |



| | | | | | | | | |
|------|--------------|-------|---------|------|---|---|---|---|
| REV. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | MODIFICATION | DRAWN | CHECKED | DATE | | | | |

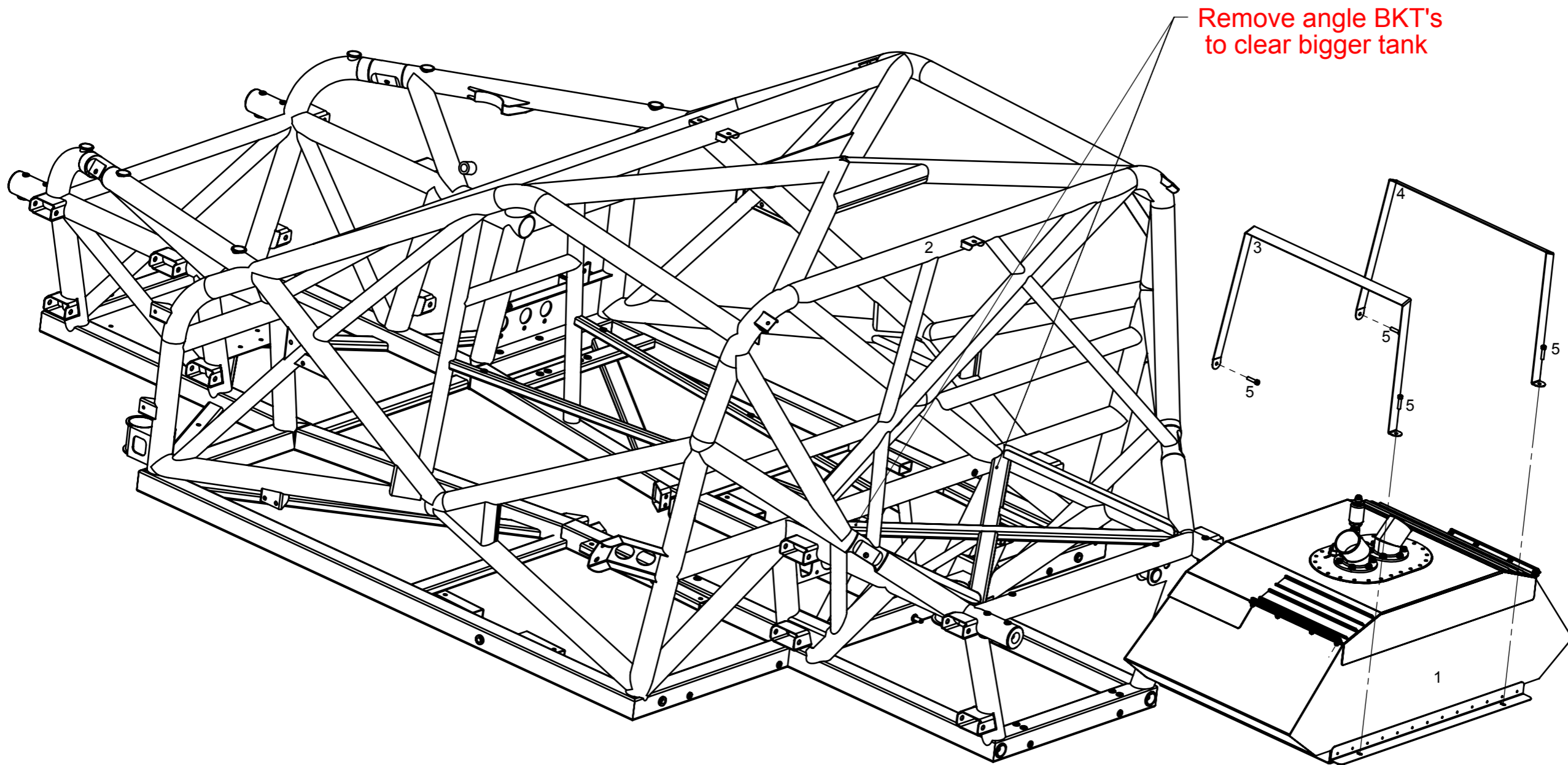


| Ref | Description | Part | Qty | Grade |
|-----|------------------------|-------|-----|-------|
| 1 | 107 lts Tank Box | M0076 | 1 | A |
| 2 | 107 lts Bag Tank | M0075 | 1 | A |
| 3 | 107 lts Tank Lid | M0077 | 1 | A |
| 4 | M5 Washer | - | 16 | C |
| 5 | M5 Nyloc Nut | - | 8 | C |
| 6 | M5x16 Button Head Bolt | - | 8 | C |
| 7 | Side Strap FIA | M0070 | 4 | A |
| 8 | Tank Back Angle BKT | M0073 | 1 | A |
| 9 | Flapper Valve Assy | - | 1 | A |

| | | | | | |
|--|--|--|----|---|--|
| WEIGHT(g) | | MATERIAL N/A | | COPYRIGHT NOTE <small>THIS DRAWING AND INFORMATION IS THE PROPERTY OF LNT AUTOMOTIVE AND MUST NOT BE REPRODUCED, USED FOR MANUFACTURE OR DISCLOSED TO A THIRD PARTY WITHOUT WRITTEN CONSENT.</small> | |
| TOLERANCE : UNLESS STATED LINEAR ±0.1mm ANGULAR ±0.5° | | FINISH N/A <small>REMOVE ALL BURRS AND SHARP EDGES</small> | | PROJECTION THIRD ANGLE | |
| DRAWN ML | | DESCRIPTION X0058 107 Lts Tank Assy | | QUANTITY PER CAR: - | |
| DATE 01/12/2008 | | | | | |
| APPROVED ML | | SCALE N/A | A3 | | |
| | | | | REV. | |

Ginetta Cars, Unit 2, Helios 47, 1 Isabella Road, Garforth, West Yorkshire, England LS25 2DY.
Tel: 44 (0)1909 515 116 Fax: 44 (0)1909 515 699 www.Ginettacars.com

| | | | | | | | | |
|------|--------------|-------|---------|------|---|---|---|---|
| REV. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | MODIFICATION | DRAWN | CHECKED | DATE | | | | |



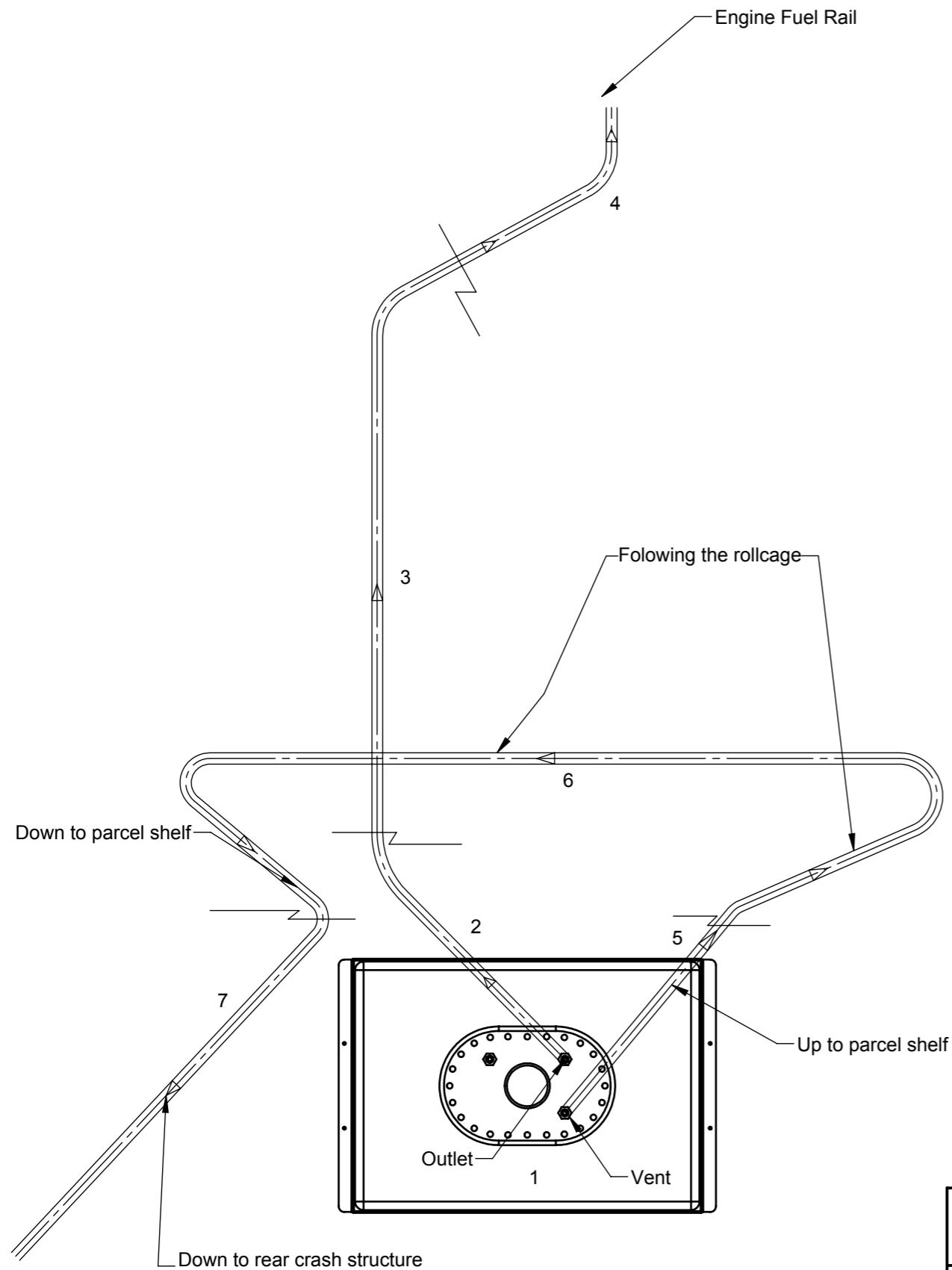
| Ref | Description | Part | Qty | Grade |
|-----|----------------------|-------|-----|-------|
| 1 | 107 Tank Assembled | - | 1 | A |
| 2 | Chassis | - | 1 | A |
| 3 | 80 lts Tank Strap LH | M0019 | 1 | A |
| 4 | 80 lts Tank Strap RH | M0020 | 1 | A |
| 5 | M6x25 Cap Head Bolt | - | 4 | C |

| | | | |
|--|--|--|---|
| WEIGHT(g) | MATERIAL N/A | COPYRIGHT NOTE THIS DRAWING AND INFORMATION IS THE PROPERTY OF LNT AUTOMOTIVE AND MUST NOT BE REPRODUCED, USED FOR MANUFACTURE OR DISCLOSED TO A THIRD PARTY WITHOUT WRITTEN CONSENT. | |
| TOLERANCE : UNLESS STATED LINEAR ±0.1mm ANGULAR ±0.5° | FINISH N/A REMOVE ALL BURRS AND SHARP EDGES | PROJECTION THIRD ANGLE | DO NOT SCALE IF IN DOUBT ASK ALL DIMENSIONS IN MILLIMETRES |
| DRAWN ML | DESCRIPTION | QUANTITY PER CAR: | |
| DATE 01/12/2008 | X0058 107 lts Tank Assy | REV. | |
| APPROVED ML | SCALE N/A | A3 | SHEET 2 OF 2 |
| | DRG. NO. X0058 | | |

Ginetta Cars, Unit 2, Helios 47, 1 Isabella Road, Garforth, West Yorkshire, England LS25 2DY.
Tel: 44 (0)1909 515 116 Fax: 44 (0)1909 515 699 www.Ginettacars.com

| | | | | |
|------|--------------|-------|---------|------|
| REV. | MODIFICATION | DRAWN | CHECKED | DATE |
|------|--------------|-------|---------|------|

| Ref | Part | Description | Qty | Grade |
|-----|-------|---|-----|-------|
| 1 | M0003 | 60 lts Fuel Cell | 1 | A |
| 2 | M0025 | Hose pumpto bulkhead 90/45 350 mm | 1 | A |
| 3 | M0026 | Hose through cockpit fuel 90/90 2300 mm | 1 | A |
| 4 | M0027 | Hose eng bay fuel ST 700 mm | 1 | A |
| 5 | M0044 | dash 6hose 90/90 240 mm | 1 | A |
| 6 | M0043 | Dash 6hose 45/st 1.22m | 1 | A |
| 7 | M0046 | Drain Hose | 1 | A |



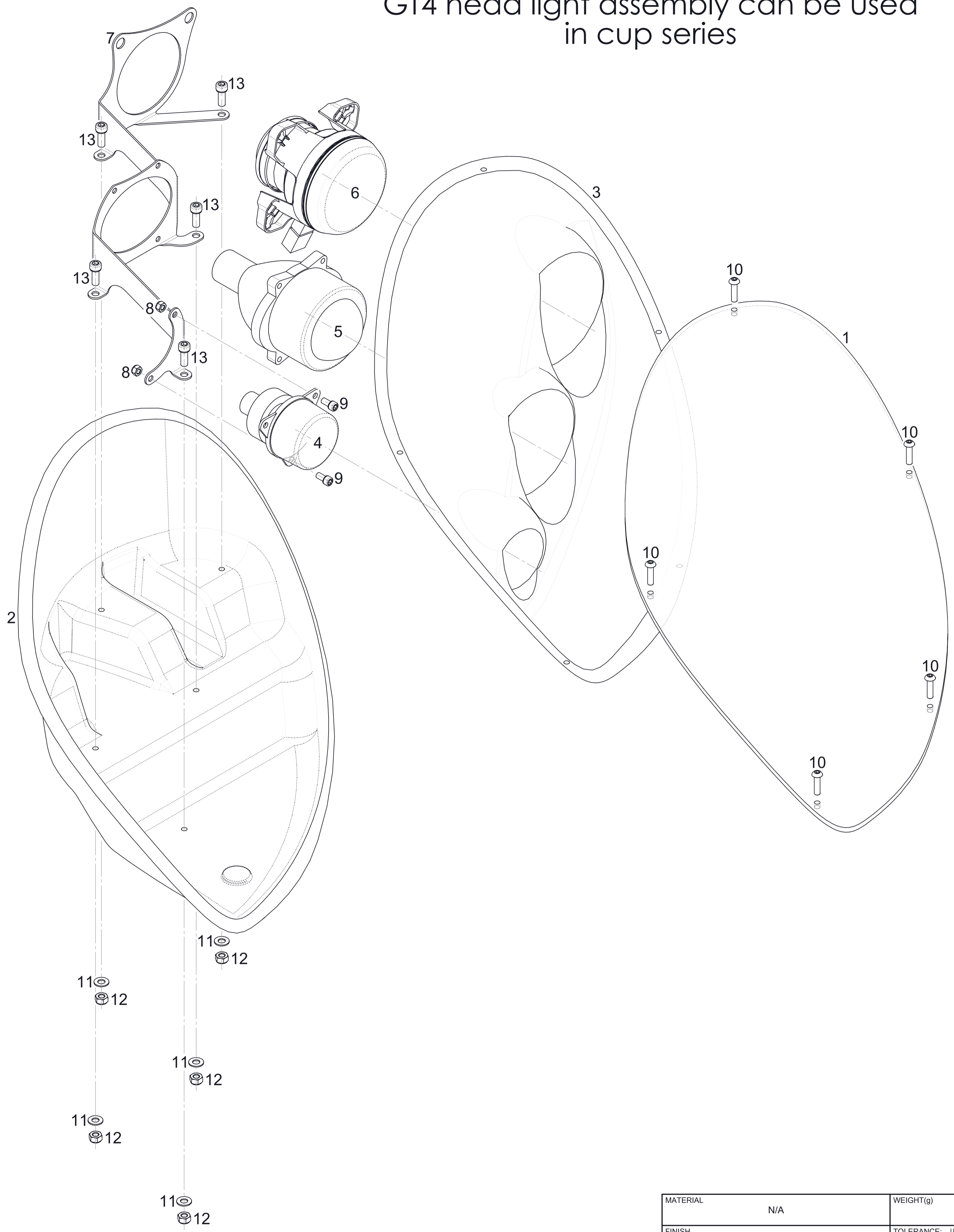
| | | | | | |
|--|--|---|----|--|-------------------|
| WEIGHT(g) | | MATERIAL N/A | | COPYRIGHT NOTE THIS DRAWING AND INFORMATION IS THE PROPERTY OF LNT AUTOMOTIVE AND MUST NOT BE REPRODUCED, USED FOR MANUFACTURE OR DISCLOSED TO A THIRD PARTY WITHOUT WRITTEN CONSENT. | |
| TOLERANCE : UNLESS STATED LINEAR ±0.1mm ANGULAR ±0.5° | | FINISH N/A REMOVE ALL BURRS AND SHARP EDGES | | PROJECTION THIRD ANGLE | |
| DRAWN ML | | DESCRIPTION X0044 Fuel Line Schematic | | QUANTITY PER CAR: N/A | |
| DATE 24/04/2008 | | | | REV. | |
| APPROVED ML | | SCALE N/A | A3 | SHEET 1 OF 1 | DRG. NO. X0044 |

Ginetta Cars, Unit 2, Helios 47, 1 Isabella Road, Garforth, West Yorkshire, England LS25 2DY.
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LNT automotive

GT4 head light assembly can be used in cup series



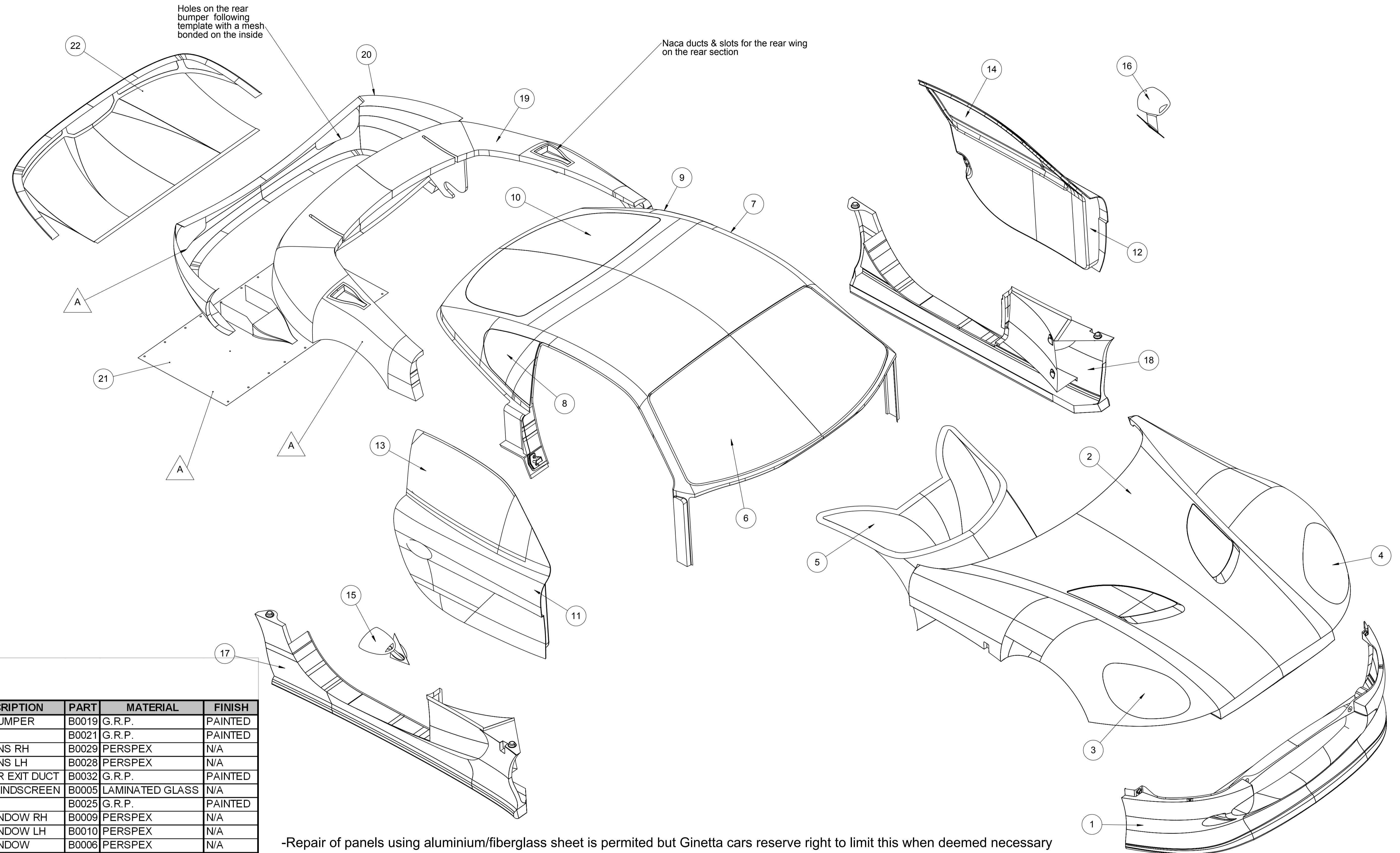
QUANTITIES HERE LISTED RELATE TO LEFT-HAND ASSEMBLY ONLY.
 PART NUMBERS SUFFIXED "L" DENOTE LEFT-HAND VERSIONS,
 ASSUME SAME PART NUMBER WITH "R" SUFFIX FOR RIGHT-HAND
 SIDE OF CAR UNLESS OTHERWISE STATED.
 DOUBLE QUANTITIES OF UN-HANDED PARTS TO CALCULATE FULL
 CAR REQUIREMENTS.

| REF. | GRADE | DESCRIPTION | PART | QTY. | TORQUE FT. LBs |
|------|-------|--|--------|------|-------------------|
| 1 | | LIGHT LENS L/H (PART No B0029 FOR R/H VERSION) | B0028 | 1 | - |
| 2 | | LIGHT POD L/H (PART No B0031 FOR R/H VERSION) | B0030 | 1 | - |
| 3 | | LIGHT POD COVER L/H (PART No B0053 FOR R/H VERSION) | B0052 | 1 | - |
| 4 | | FRONT INDICATOR | L0028 | 1 | - |
| 5 | | FRONT HEADLIGHT DIP BEAM | L0029 | 1 | - |
| 6 | | FRONT MAIN HEADLIGHT & SIDE | L0030 | 1 | - |
| 7 | | LIGHT POD BRACKET L/H | L0047L | 1 | - |
| 8 | | M5 NYLOC NUT | - | 2 | - |
| 9 | | M5 x 10mm SOCKET CAP HEAD BOLT | - | 2 | - |
| 10 | | M5 x 16mm SOCKET BUTTON HEAD BOLT | - | 5 | - |
| 11 | | M6 PLAIN WASHER | - | 5 | - |
| 12 | | M6 NYLOC NUT | - | 5 | - |
| 13 | | M6 x 16mm SOCKET CAP HEAD BOLT | - | 5 | - |

| | | | | | | | |
|----------------------------------|-----|-----------------------------|--|----------|---------|--|-------------------|
| MATERIAL | N/A | WEIGHT(g) | COPYRIGHT NOTE | DRAWN | CTB | DESCRIPTION | QUANTITY PER CAR: |
| FINISH | N/A | TOLERANCE: UNLESS STATED | PROJECTION | DATE | 26/1/08 | L/H FRONT HEADLIGHT EXPLODED ASSEMBLY | 1 PAIR |
| REMOVE ALL BURRS AND SHARP EDGES | | LINEAR ±0.1mm ANGULAR ±0.5° | DO NOT SCALE IF IN DOUBT ASK ALL DIMENSIONS IN MILLIMETRES | APPROVED | ML | SCALE N/A A1 SHEET 1 OF 1 DRG. NO. X0015 | REV. |



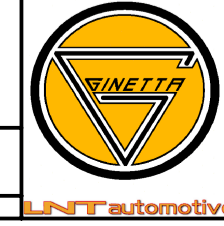
| REV. | MODIFICATION | DRAWN | CHECKED | DATE |
|------|--------------------------------------|-------|---------|------------|
| A | Rear Floor Panel & Rear Bumper holes | ML | ML | 24/11/2008 |



| REF. | GRADE | DESCRIPTION | PART | MATERIAL | FINISH |
|------|-------|--------------------|-------|-----------------|----------|
| 1 | A | FRONT BUMPER | B0019 | G.R.P. | PAINTED |
| 2 | A | BONNET | B0021 | G.R.P. | PAINTED |
| 3 | A | LIGHT LENS RH | B0029 | PERSPEX | N/A |
| 4 | A | LIGHT LENS LH | B0028 | PERSPEX | N/A |
| 5 | A | RADIATOR EXIT DUCT | B0032 | G.R.P. | PAINTED |
| 6 | A | FRONT WINDSCREEN | B0005 | LAMINATED GLASS | N/A |
| 7 | A | ROOF | B0025 | G.R.P. | PAINTED |
| 8 | A | REAR WINDOW RH | B0009 | PERSPEX | N/A |
| 9 | A | REAR WINDOW LH | B0010 | PERSPEX | N/A |
| 10 | A | REAR WINDOW | B0006 | PERSPEX | N/A |
| 11 | A | DOOR LH | B0018 | G.R.P. | PAINTED |
| 12 | A | DOOR RH | B0017 | G.R.P. | PAINTED |
| 13 | A | FRONT WINDOW RH | B0007 | PERSPEX | N/A |
| 14 | A | FRONT WINDOW LH | B0008 | PERSPEX | N/A |
| 15 | B | AERO MIRROR RH | B0002 | G.R.P. | PAINTED |
| 16 | B | AERO MIRROR LH | B0003 | G.R.P. | PAINTED |
| 17 | A | SIDE SILL RH | B0024 | G.R.P. | PAINTED |
| 18 | A | SIDE SILL LH | B0023 | G.R.P. | PAINTED |
| 19 | A | REAR SECTION | B0027 | G.R.P. | PAINTED |
| 20 | A | REAR BUMPER | B0020 | G.R.P. | PAINTED |
| 21 | A | REAR FLOOR | B0077 | G.R.P. | GEL COAT |
| 22 | A | REAR DIFFUSOR | B0001 | G.R.P. | GEL COAT |

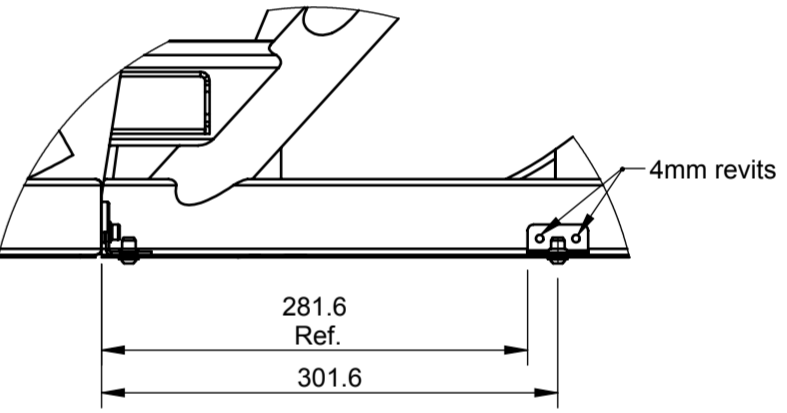
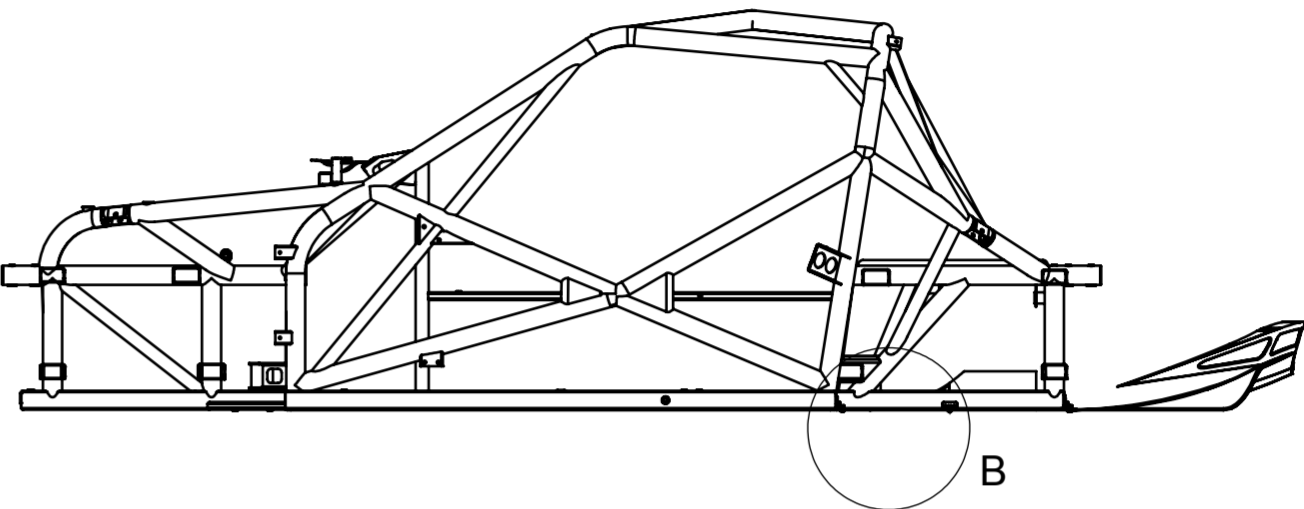
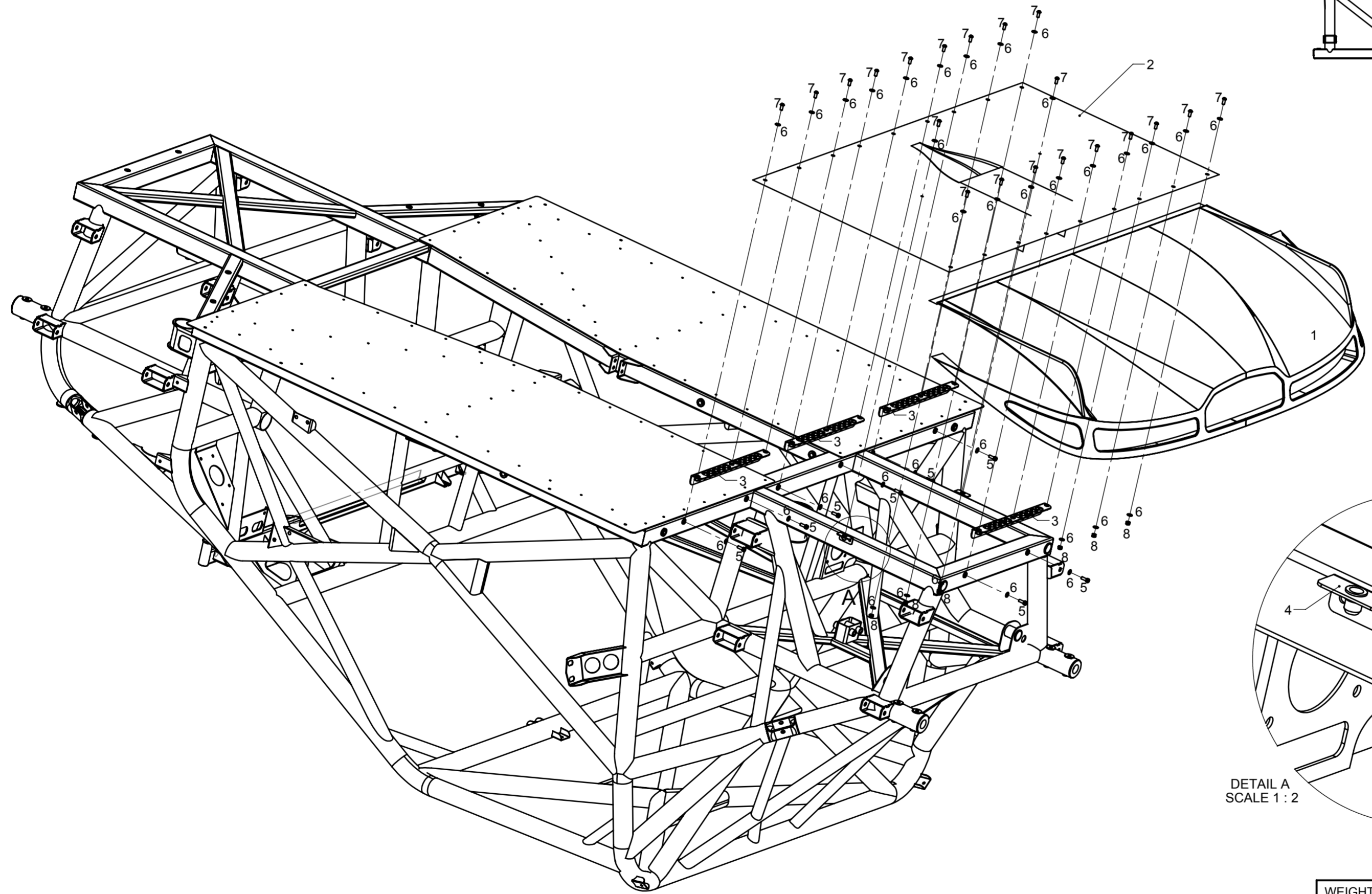
- Repair of panels using aluminium/fiberglass sheet is permitted but Ginetta cars reserve right to limit this when deemed necessary
- Fitting of a NACA duct in the driver's window is permitted for driver cooling
- No extra removals of return permitted
- Up to 50mm holes at either end of underneath of sills is permitted for drainage purposes
- Up to 10mm holes in bottom doors is permitted for drainage purposes
- Panels adjusted to fit
- Hole in the rear window allowed for beacon receiver

| | | | | | | | |
|----------------------------------|-----------|-----------------------------|--|----------|------------|---|-------------------|
| MATERIAL | SEE TABLE | WEIGHT(g) | COPYRIGHT NOTE | DRAWN | ML | DESCRIPTION | QUANTITY PER CAR: |
| FINISH | SEE TABLE | TOLERANCE : UNLESS STATED | PROJECTION | DATE | 23/01/2008 | BODYWORK EXPLODED ASSEMBLY | 1 |
| | | LINEAR ±0.1mm ANGULAR ±0.5° | DO NOT SCALE IF IN DOUBT ASK ALL DIMENSIONS IN MILLIMETRES | APPROVED | CTB | SCALE 1:10 A1 SHEET 1 OF 1 DRG. NO. X0017 | REV. A |
| REMOVE ALL BURRS AND SHARP EDGES | | | | | | | |

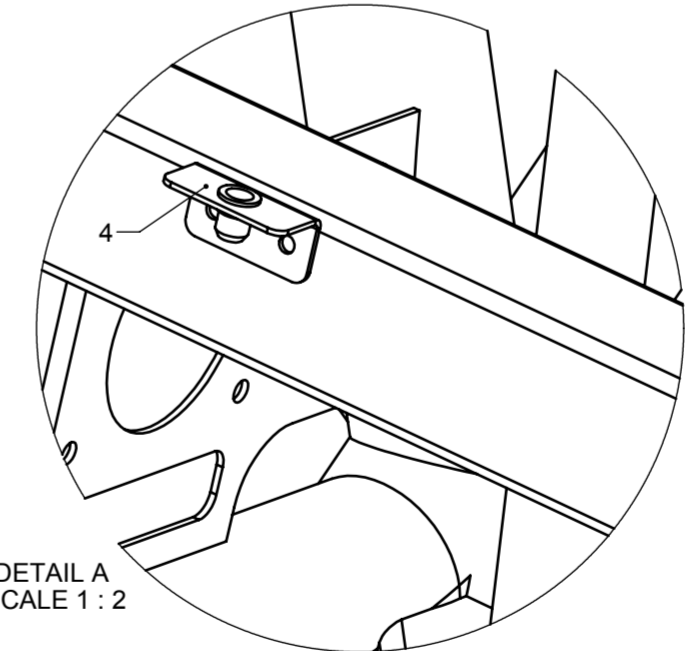


| | | | | | | | | | | | | |
|------|--------------|-------|---------|------|---|---|---|---|---|----|----|----|
| REV. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | MODIFICATION | DRAWN | CHECKED | DATE | | | | | | | | |

| Ref | Description | Part | Qty | Grade |
|-----|------------------------|-------|-----|-------|
| 1 | Rear Diffuser | B0001 | 1 | A |
| 2 | Rear Floor | B0077 | 1 | A |
| 3 | Rear Diffusor Braket | B0056 | 4 | A |
| 4 | Rear Floor BKT | A0335 | 2 | A |
| 5 | M6 x 15 Cap Head Bolt | - | 8 | C |
| 6 | M6 Plain Washer | - | 34 | C |
| 7 | M6x16 Button Head Bolt | - | 20 | C |
| 8 | M6 Nyloc Nut | - | 6 | C |



DETAIL B
SCALE 1 : 5

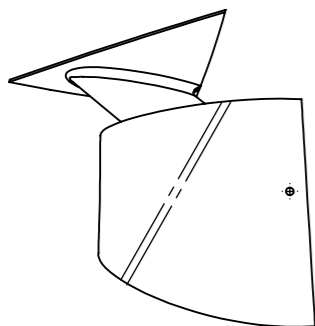
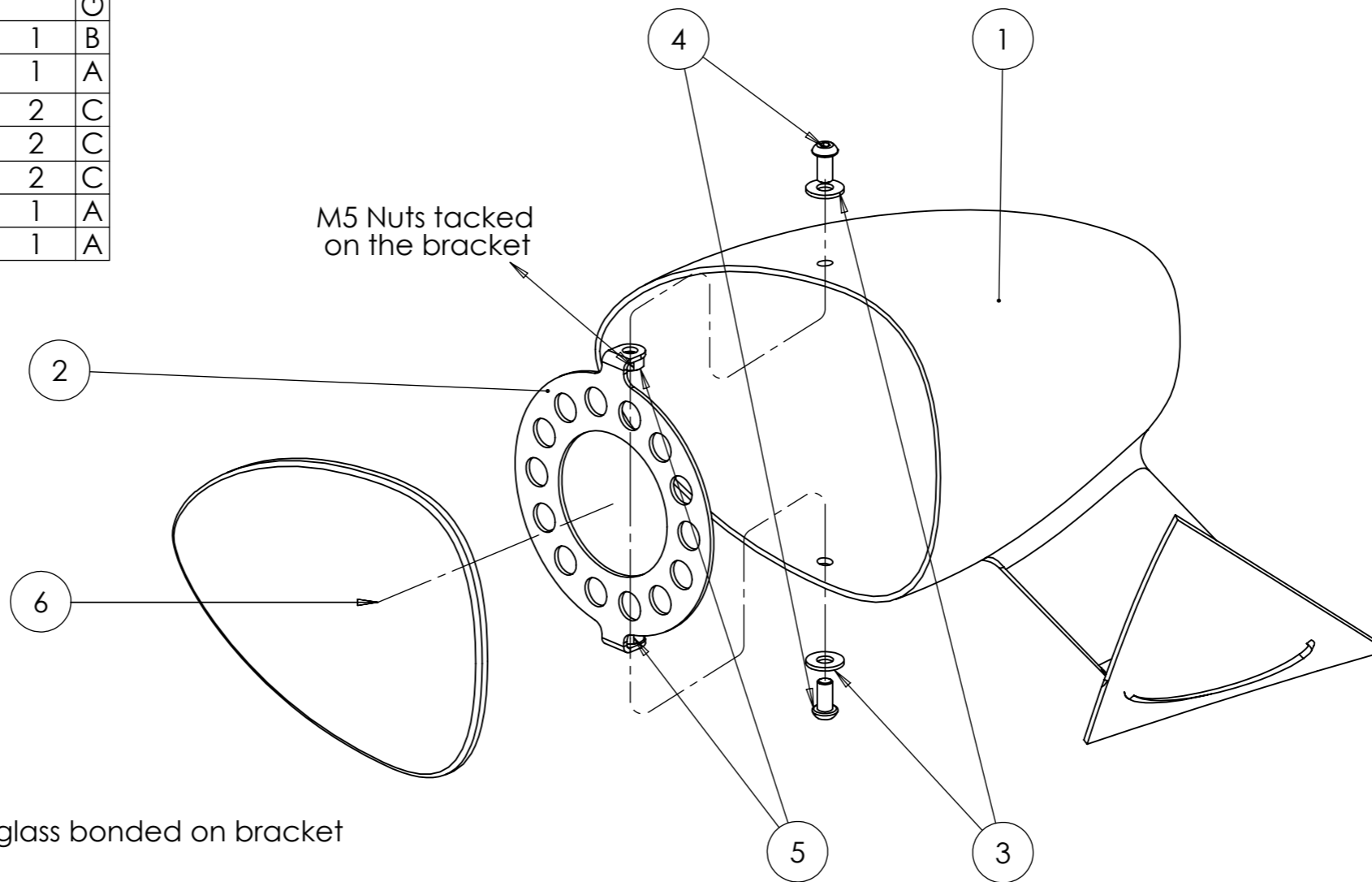


DETAIL A
SCALE 1 : 2

| | | | |
|---|---|---|---|
| WEIGHT(g) | MATERIAL N/A | COPYRIGHT NOTE <small>THIS DRAWING AND INFORMATION IS THE PROPERTY OF LNT AUTOMOTIVE AND MUST NOT BE REPRODUCED, USED FOR MANUFACTURE OR DISCLOSED TO A THIRD PARTY WITHOUT WRITTEN CONSENT.</small> | |
| TOLERANCE : UNLESS STATED LINEAR ±0.1mm ANGULAR ±0.5° | FINISH N/A REMOVE ALL BURRS AND SHARP EDGES | PROJECTION THIRD ANGLE | DO NOT SCALE IF IN DOUBT ASK ALL DIMENSIONS IN MILLIMETRES |
| DRAWN ML | DESCRIPTION X0055 Rear Floor Assy | QUANTITY PER CAR: - | |
| DATE 20/11/2008 | SCALE 1:20 | A2 | SHEET 1 OF 1 |
| APPROVED ML | DRG. NO. X0055 | REV. | |

| | | | | | | | | |
|------|--------------|-------|---------|------|---|---|---|---|
| REV. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | MODIFICATION | DRAWN | CHECKED | DATE | | | | |

| Ref. | PART | DESCRIPTION | QTY. | Grade |
|------|-------|------------------------------------|------|-------|
| 1 | B0003 | Aero Mirror LH | 1 | B |
| 2 | B0071 | Wing Mirror Glass Mounting Bracket | 1 | A |
| 3 | - | M5 washer | 2 | C |
| 4 | - | M5 x 10 button head | 2 | C |
| 5 | - | M5 NUT | 2 | C |
| 6 | B0078 | 3mm Mirror (LH/RH) | 1 | A |
| 7 | B0002 | Aero Mirror RH | 1 | A |

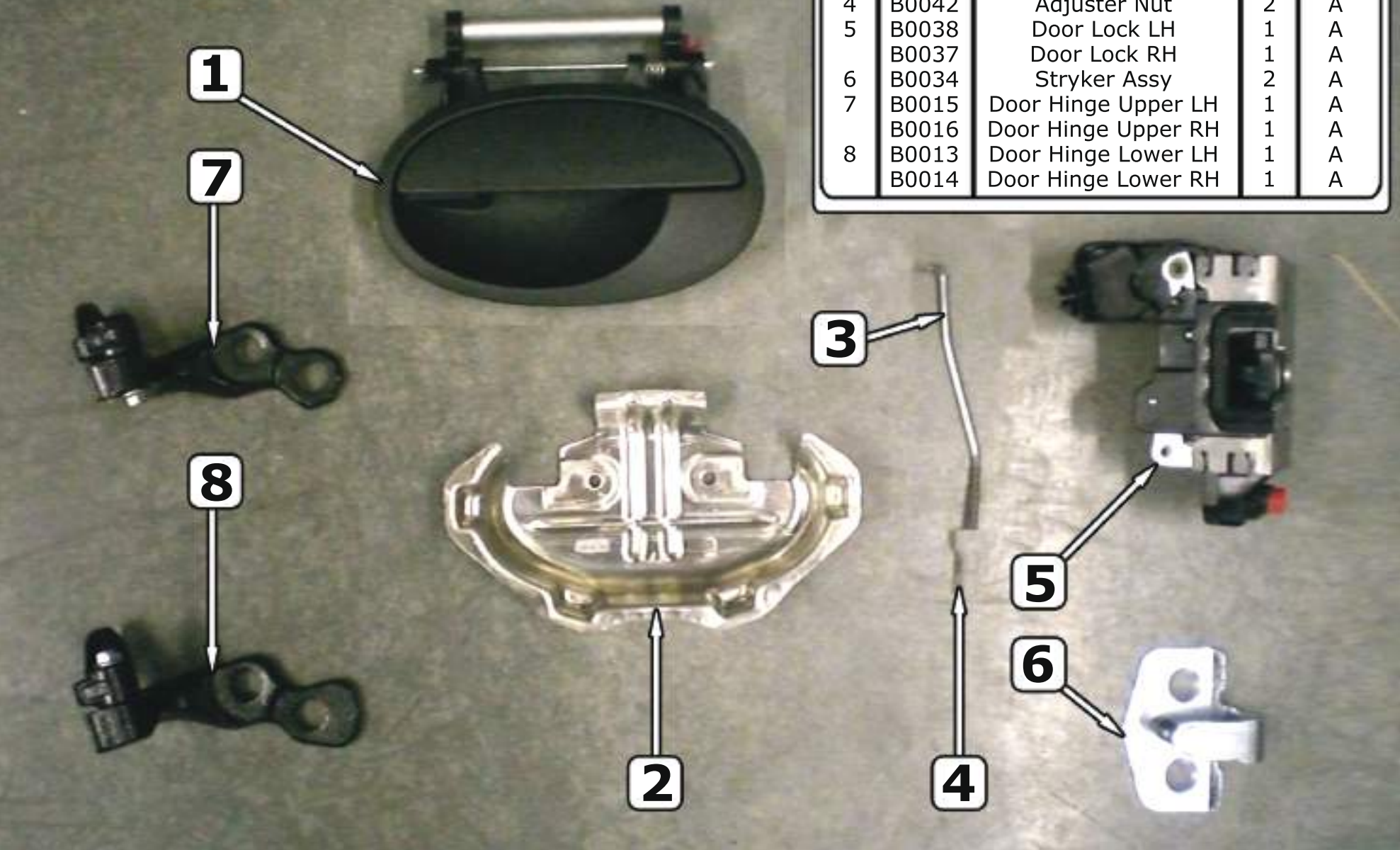


Aero Mirror (B0002/ B0003) LH/RH may be blanked internally to allow air to duct into the cockpit but must retain 5mm bleed hole

| | | | |
|--|--|--|---|
| WEIGHT(g) | MATERIAL N/A | COPYRIGHT NOTE THIS DRAWING AND INFORMATION IS THE PROPERTY OF LNT AUTOMOTIVE AND MUST NOT BE REPRODUCED, USED FOR MANUFACTURE OR DISCLOSED TO A THIRD PARTY WITHOUT WRITTEN CONSENT. | |
| TOLERANCE : UNLESS STATED LINEAR ±0.1mm ANGULAR ±0.5° | FINISH N/A REMOVE ALL BURRS AND SHARP EDGES | PROJECTION THIRD ANGLE | DO NOT SCALE IF IN DOUBT ASK ALL DIMENSIONS IN MILLIMETRES |
| DRAWN ML | DESCRIPTION | QUANTITY PER CAR: | |
| DATE 30/03/2008 | X0034 Mirror Assy | | |
| APPROVED ML | SCALE N/A | REV. | |
| | A3 | SHEET 1 OF 1 | DRG. NO. X0034 |

Part #: X0037
 Ginetta G50 Door Assembly

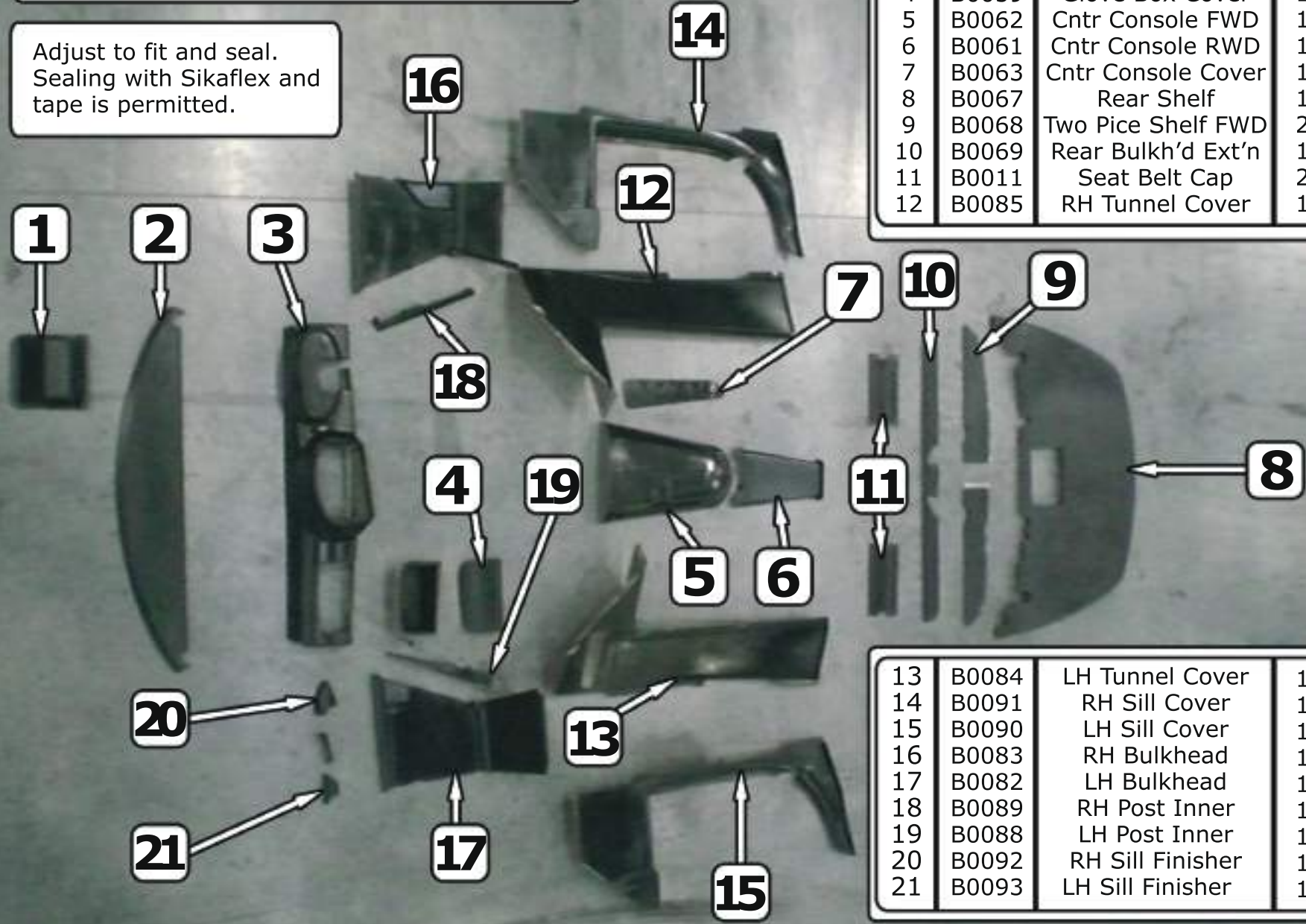
| Ref. | Part | Description | Qty | Grade |
|------|-------|----------------------|-----|-------|
| 1 | B0036 | Door Handle Outer LH | 1 | A |
| | B0035 | Door Handle Outer RH | 1 | A |
| 2 | B0041 | Door BKT Outer | 2 | A |
| 3 | B0040 | Pull Rod LH | 1 | A |
| | B0039 | Pull Rod RH | 1 | A |
| 4 | B0042 | Adjuster Nut | 2 | A |
| 5 | B0038 | Door Lock LH | 1 | A |
| | B0037 | Door Lock RH | 1 | A |
| 6 | B0034 | Stryker Assy | 2 | A |
| 7 | B0015 | Door Hinge Upper LH | 1 | A |
| | B0016 | Door Hinge Upper RH | 1 | A |
| 8 | B0013 | Door Hinge Lower LH | 1 | A |
| | B0014 | Door Hinge Lower RH | 1 | A |



Part #: X0038
Ginetta G50 Internal Panels

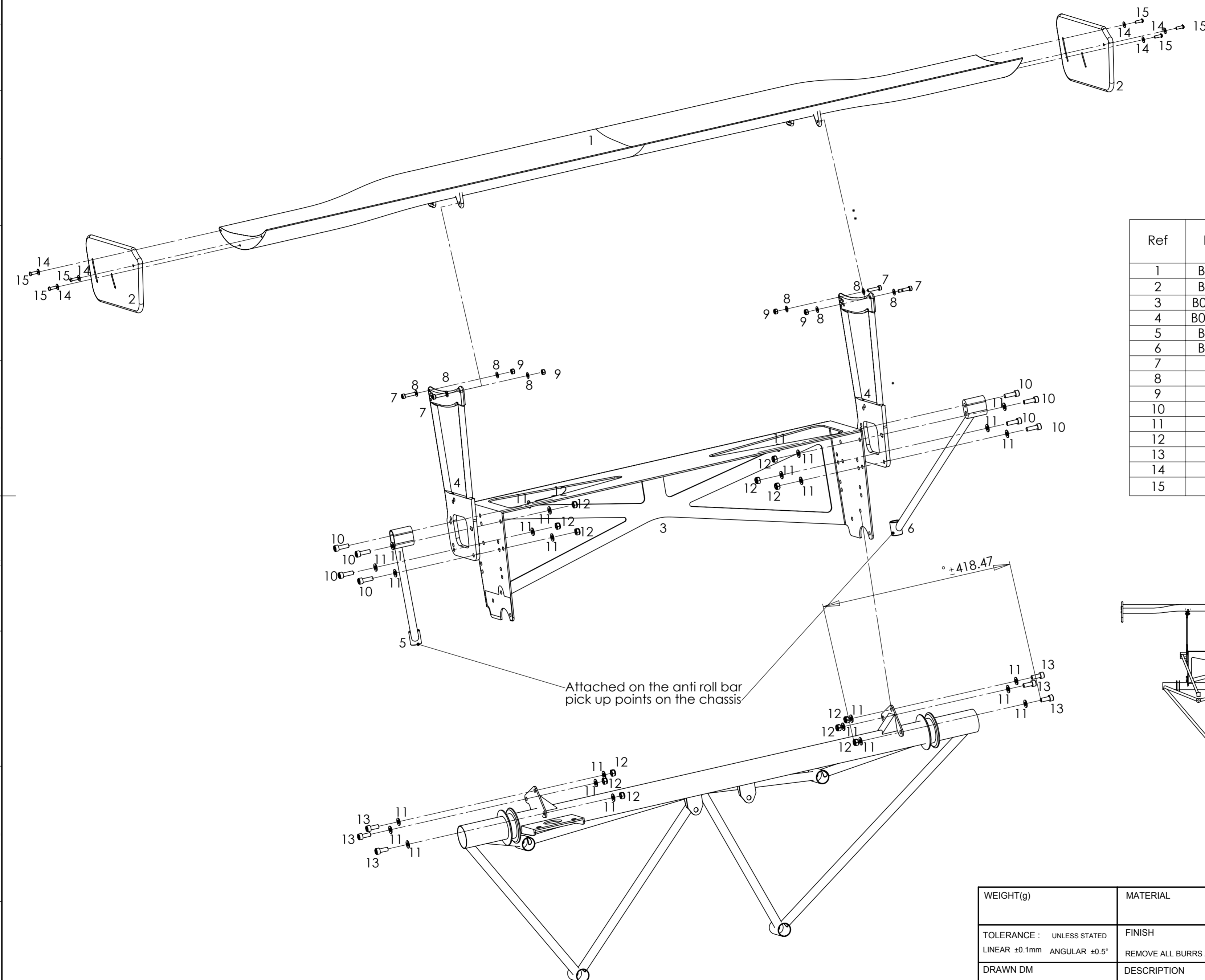
Adjust to fit and seal.
 Sealing with Sikaflex and
 tape is permitted.

| Ref. | Part | Description | Qty | Grade |
|------|-------|--------------------|-----|-------|
| 1 | B0106 | St Colun Sill | 1 | B |
| 2 | B0057 | Dash Top | 1 | B |
| 3 | B0058 | Dashboard | 1 | B |
| 4 | B0059 | Glove Box Cover | 1 | B |
| 5 | B0062 | Cntr Console FWD | 1 | B |
| 6 | B0061 | Cntr Console RWD | 1 | B |
| 7 | B0063 | Cntr Console Cover | 1 | B |
| 8 | B0067 | Rear Shelf | 1 | B |
| 9 | B0068 | Two Pice Shelf FWD | 2 | B |
| 10 | B0069 | Rear Bulkh'd Ext'n | 1 | B |
| 11 | B0011 | Seat Belt Cap | 2 | B |
| 12 | B0085 | RH Tunnel Cover | 1 | B |



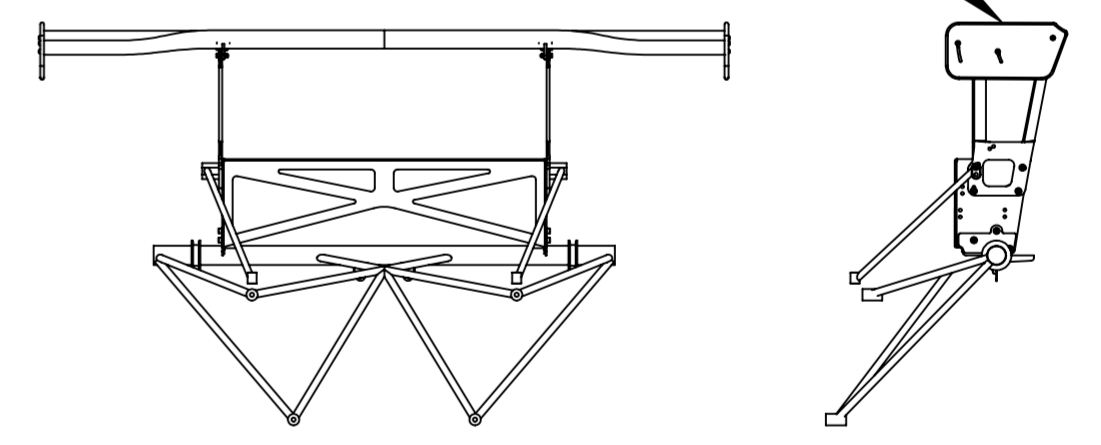
| | | | | |
|----|-------|------------------|---|---|
| 13 | B0084 | LH Tunnel Cover | 1 | B |
| 14 | B0091 | RH Sill Cover | 1 | B |
| 15 | B0090 | LH Sill Cover | 1 | B |
| 16 | B0083 | RH Bulkhead | 1 | B |
| 17 | B0082 | LH Bulkhead | 1 | B |
| 18 | B0089 | RH Post Inner | 1 | B |
| 19 | B0088 | LH Post Inner | 1 | B |
| 20 | B0092 | RH Sill Finisher | 1 | B |
| 21 | B0093 | LH Sill Finisher | 1 | B |

| | | | | |
|------|--------------|-------|---------|------|
| REV. | MODIFICATION | DRAWN | CHECKED | DATE |
|------|--------------|-------|---------|------|





| Ref | Part | Description | Quantity | Grade |
|-----|---------|---------------------|----------|-------|
| 1 | B0115 | REAR WING | 1 | A |
| 2 | B0116 | REAR WING END PLATE | 2 | A |
| 3 | B0117-B | WING BRKT LWR | 1 | A |
| 4 | B0118-A | WING BRKT UPPER | 2 | A |
| 5 | B0120 | WING STAY LH | 1 | A |
| 6 | B0121 | WING STAY RH | 1 | A |
| 7 | - | M6 X 25 CAP HEAD | 4 | C |
| 8 | - | M6 AN WASHER | 8 | C |
| 9 | - | M6 NYLOC | 4 | C |
| 10 | - | M8 X 25 CAP HEAD | 8 | C |
| 11 | - | M8 WASHER | 20 | C |
| 12 | - | M8 NYLOC | 14 | C |
| 13 | - | M8 X 20 CAP HEAD | 6 | C |
| 14 | - | M5 WASHER | 6 | C |
| 15 | - | M5 X 20 BUTTON HEAD | 6 | C |

-End plates must be level with horizontal ground plane $\pm 1^\circ$ at all times



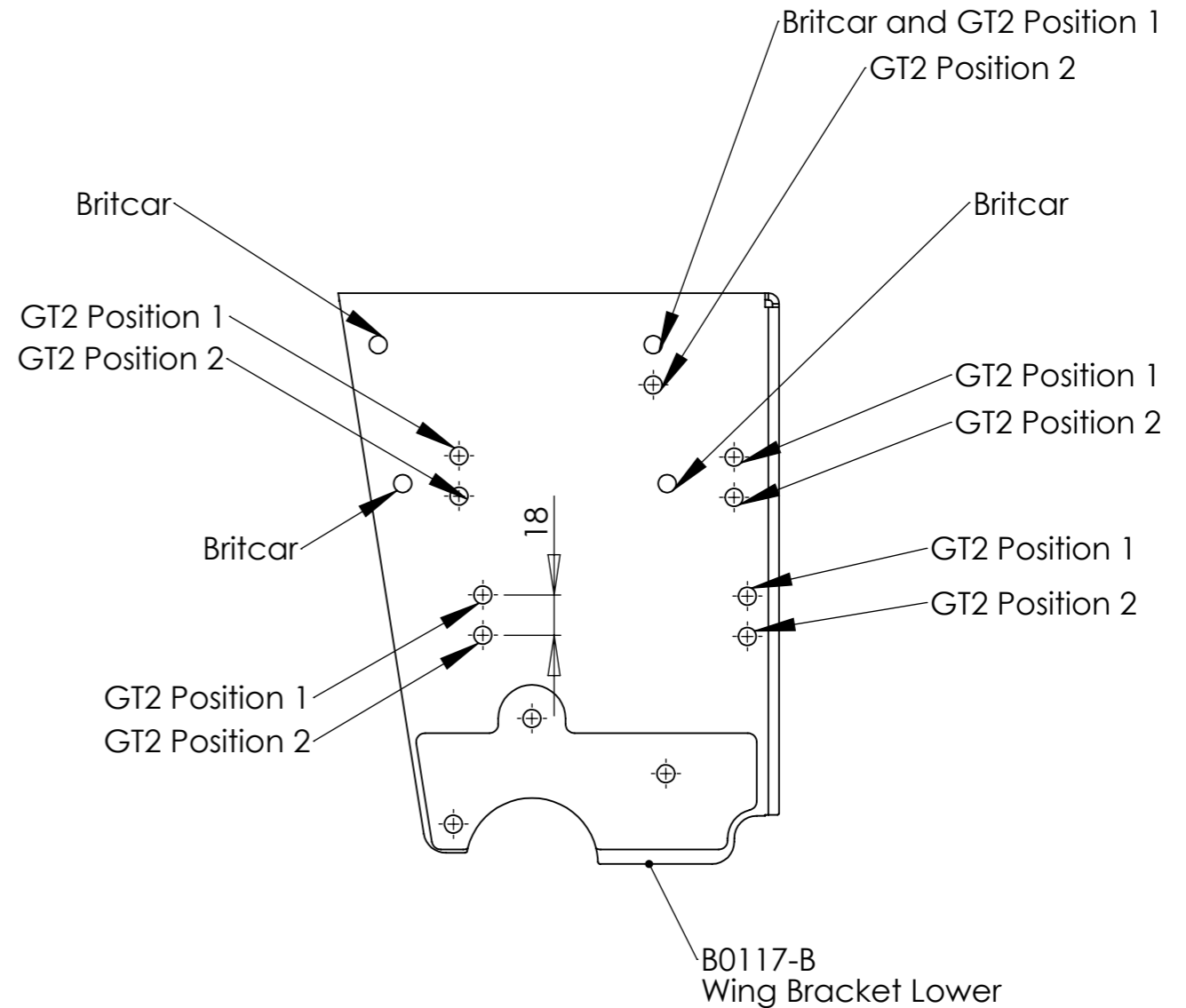
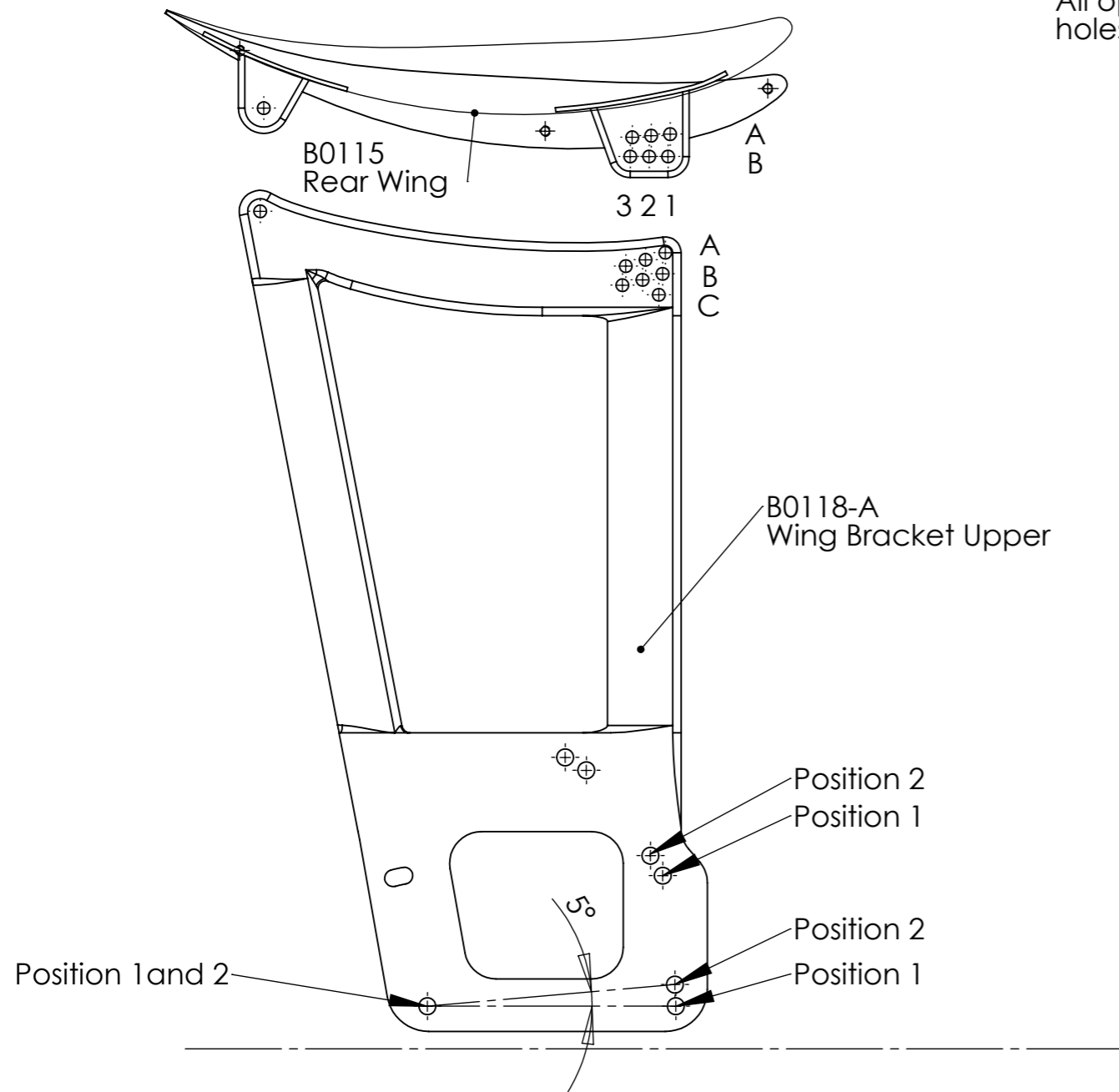
Attached on the anti roll bar pick up points on the chassis

$\pm 418.47^\circ$

| | | | |
|--|--|--|---|
| WEIGHT(g) | MATERIAL | COPYRIGHT NOTE THIS DRAWING AND INFORMATION IS THE PROPERTY OF LNT AUTOMOTIVE AND MUST NOT BE REPRODUCED, USED FOR MANUFACTURE OR DISCLOSED TO A THIRD PARTY WITHOUT WRITTEN CONSENT. | |
| TOLERANCE : UNLESS STATED LINEAR $\pm 0.1\text{mm}$ ANGULAR $\pm 0.5^\circ$ | FINISH REMOVE ALL BURRS AND SHARP EDGES | PROJECTION THIRD ANGLE | DO NOT SCALE IF IN DOUBT ASK ALL DIMENSIONS IN MILLIMETRES |
| DRAWN DM | DESCRIPTION | QUANTITY PER CAR: | |
| DATE 27/08/08 | X0046 BRITCAR & G-50 CUP WING ASSY | REV. | |
| APPROVED ML | SCALE N/A A2 SHEET 1 OF 1 DRG. NO. X0046 |   | |

| | | | | | | | | |
|------|--------------|-------|---------|------|---|---|---|---|
| REV. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | MODIFICATION | DRAWN | CHECKED | DATE | | | | |

All options are OK for Cup series, but no extra holes/slots may be added



Position 2 on the upper mounting bracket increases each of the wing angle increments by 5 degrees. All angles in the table below are taken from the chassis datum, therefore by changing the rake of the car these angles will change respectively.

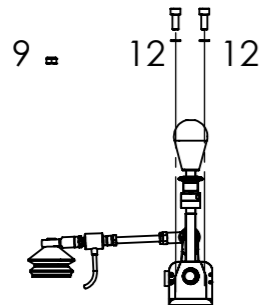
-GT2 Position 2 on the lower mounting bracket allows for an 18mm gurney to be used
-No Gurney allowed in Cup series

| Wing Angle | Wing Position | Pilar Position |
|------------|---------------|----------------|
| 0 Degrees | B1 | A1 |
| 1 Degrees | B2 | A2 |
| 2 Degrees | B3 | A3 |
| 3 Degrees | B1 | B1 |
| 4 Degrees | B2 | B2 |
| 5 Degrees | B3 | B3 |
| 6 Degrees | B1 | C1 |

| | | | |
|--|--|---|---|
| WEIGHT(g) | MATERIAL A/A | COPYRIGHT NOTE <small>THIS DRAWING AND INFORMATION IS THE PROPERTY OF LNT AUTOMOTIVE AND MUST NOT BE REPRODUCED, USED FOR MANUFACTURE OR DISCLOSED TO A THIRD PARTY WITHOUT WRITTEN CONSENT.</small> | |
| TOLERANCE : UNLESS STATED LINEAR ±0.1mm ANGULAR ±0.5° | FINISH N/A REMOVE ALL BURRS AND SHARP EDGES | PROJECTION THIRD ANGLE | DO NOT SCALE IF IN DOUBT ASK ALL DIMENSIONS IN MILLIMETRES |
| DRAWN DM | DESCRIPTION | QUANTITY PER CAR: | |
| DATE 03/12/2008 | X0045 Rear Wing Angle Positions | N/A | |
| APPROVED ML | SCALE N/A A3 | SHEET 1 OF 1 | DRG. NO. X0045 |
| | | | REV. |

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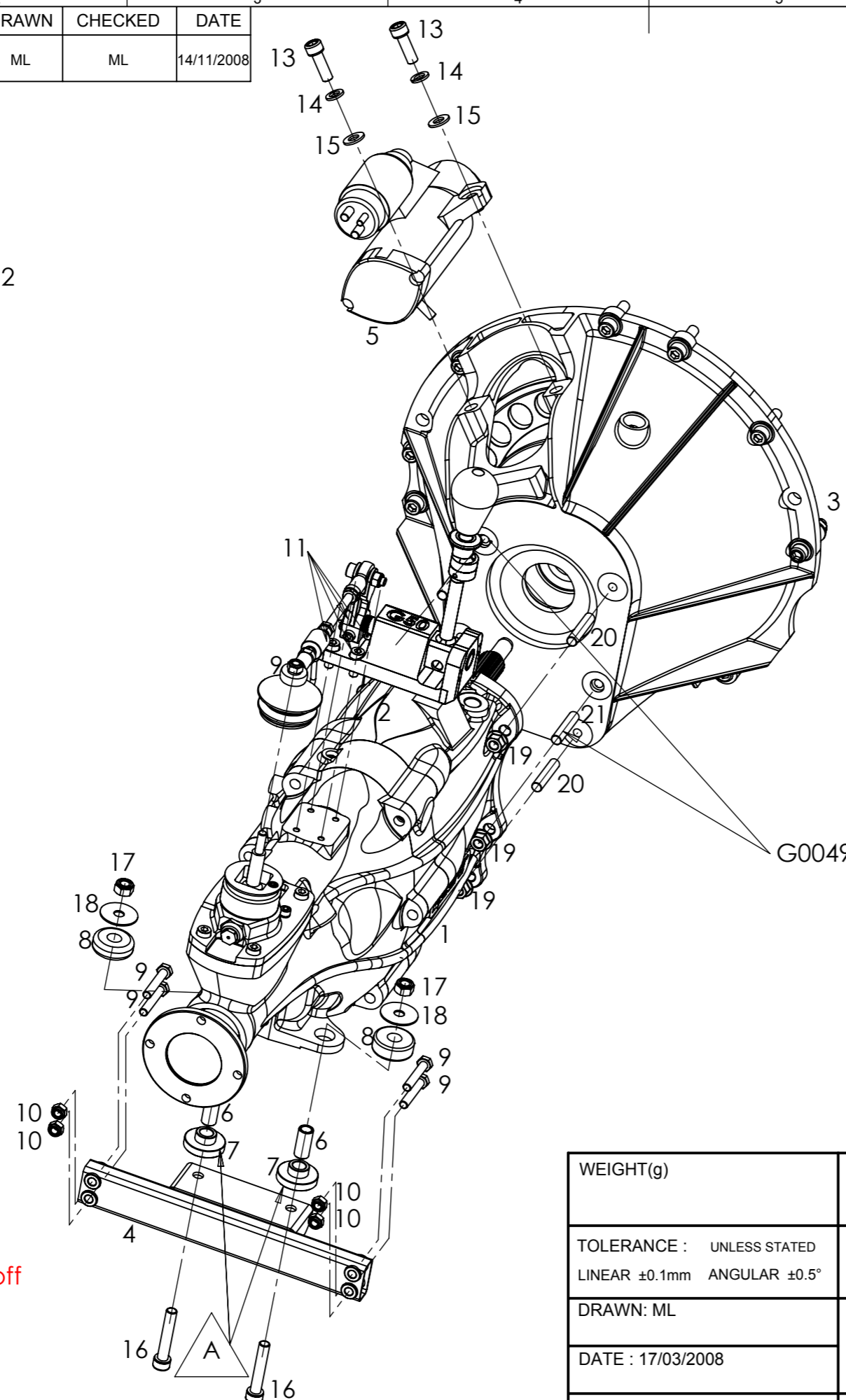
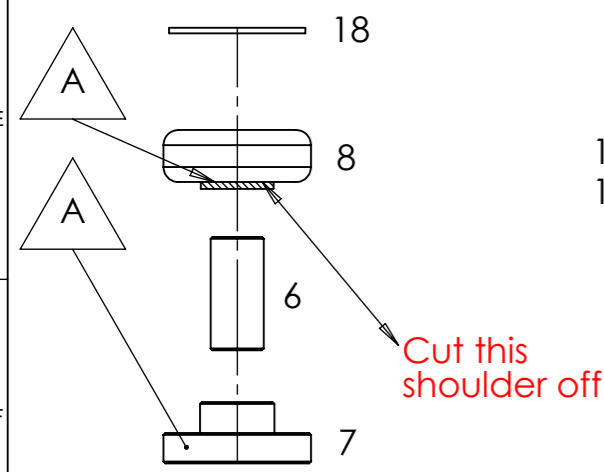
| REV. | MODIFICATION | DRAWN | CHECKED | DATE |
|------|--|-------|---------|------------|
| A | -Gearbox bottom bushes from polly to Nylon -Top bush cut the shoulder off | ML | ML | 14/11/2008 |



A
B
C

D
E

F



G0049 On the dowel's holes

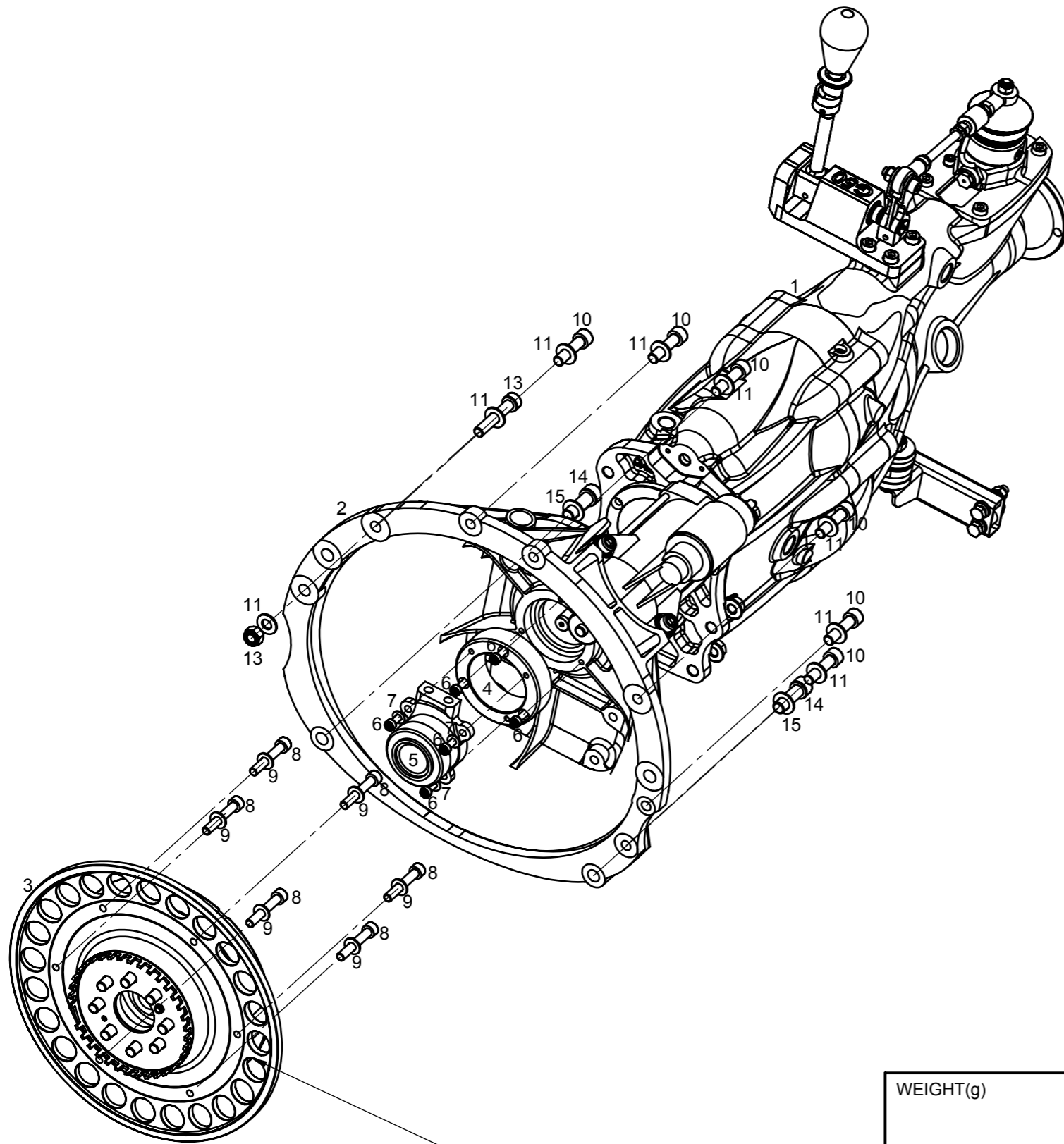
| REF. | Description | Part. | Qty. | Grade |
|------|---------------------------|---------|------|-------|
| 1 | Gearbox 6 Speed | G0030 | 1 | A |
| 2 | Gear Lever Mecanism | - | 1 | A |
| 3 | Bell Housing | G0027-D | 1 | A |
| 4 | Gearbox Mounting | G0010 | 1 | A |
| 5 | Starter Motor | E0004 | 1 | A |
| 6 | Gearbox Inner Sleeve Bush | GCJ0009 | 2 | A |
| 7 | Gearbox Nylon Bush | G0108 | 2 | A |
| 8 | Gearbox Rubber Bush | G0056 | 2 | A |
| 9 | M8x50 hex head | - | 4 | C |
| 10 | M8 Nyloc Nut | - | 6 | C |
| 11 | M8x20 Cap Head Bolt | - | 4 | C |
| 12 | M8 Plain Washer | - | 4 | C |
| 13 | M10x30 Cap Head Bolt | - | 2 | C |
| 14 | M10 Plain Washer | - | 2 | C |
| 15 | M10 Spring Washer | - | 2 | C |
| 16 | M10x55 Cap Head | - | 2 | C |
| 17 | M10 Nyloc Nut | - | 2 | C |
| 18 | M10 Large Washer | - | 2 | C |
| 19 | M10 K Nut | - | 6 | C |
| 20 | Bell Housing Stud | G0048 | 4 | A |
| 21 | Bell Housing Stud | G0049 | 2 | A |

A
B
C
D
E
F

| | | | |
|---|--|--|---|
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| DRAWN: ML | DESCRIPTION: X0023-A Gearbox Assy | QUANTITY PER CAR: | |
| DATE : 17/03/2008 | APPROVED: ML | REV. A | |
| SCALE N/A | A3 | SHEET 1 OF 1 | DRG. NO. X0023-A |

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|------|--------------|-------|---------|------|
| REV. | MODIFICATION | DRAWN | CHECKED | DATE |
|------|--------------|-------|---------|------|



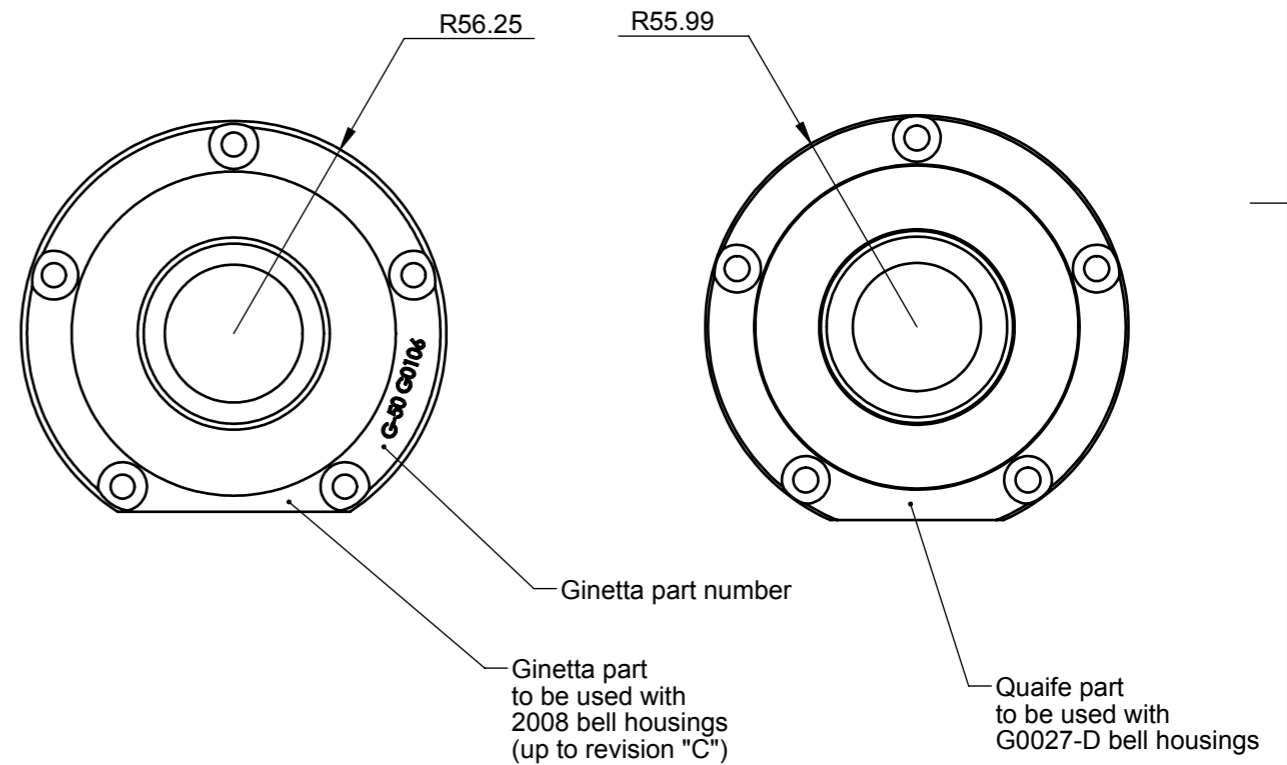
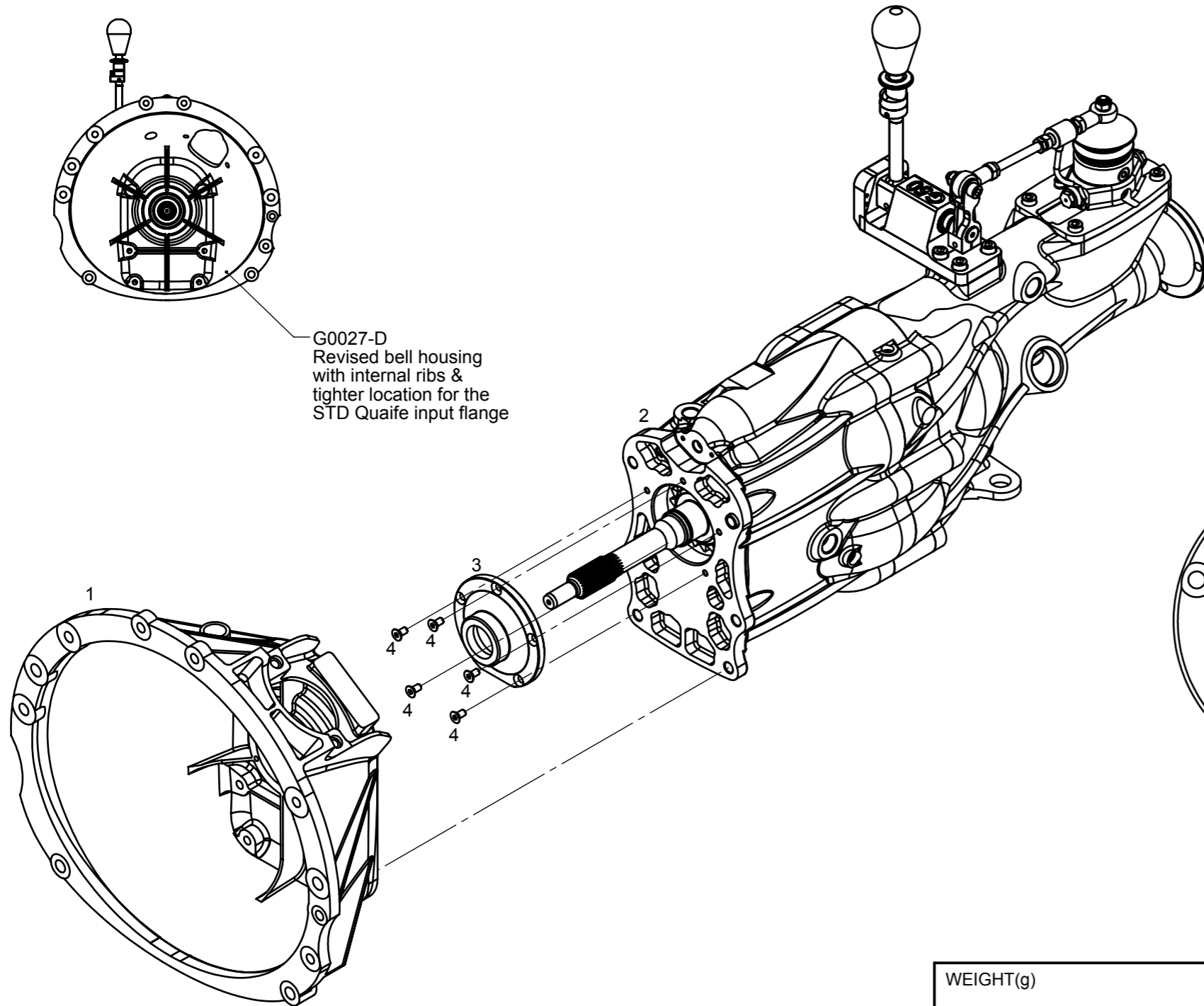
| Ref. | Description | Part | Qty. | Torque (Ft.Lb) | Grade |
|------|------------------------------|---------|------|----------------|-------|
| 1 | Gearbox 6 Speed | G0030 | 1 | - | A |
| 2 | Bell Housing | G0027-D | 1 | - | A |
| 3 | Fly Wheel | E0005 | 1 | - | A |
| 4 | Clutch Slave Cylinder Spacer | G0029 | 1 | - | A |
| 5 | Clutch Release Bearing | G0036 | 1 | - | A |
| 6 | M6x16 Cap Head Bolt | - | 6 | - | C |
| 7 | M6 Plain Washer | - | 3 | - | C |
| 8 | M8x55 Cap Head Bolt | - | 6 | 20 | C |
| 9 | M8 Plain Washer | - | 6 | - | C |
| 10 | M10x40 Cap Head Bolt | - | 6 | - | C |
| 11 | M10 Plain Washer | - | 8 | - | C |
| 12 | M10 Nyloc Nut | - | 1 | - | C |
| 13 | M10 x55 Cap Head Bolt | - | 1 | - | C |
| 14 | M12 x35 Cap Head Bolt | - | 2 | - | C |
| 15 | M12 Plain Washer | - | 2 | - | C |

| | | | | | |
|--|---|--|---|----|--------------|
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| DRAWN : ML | DESCRIPTION X0024 Clutch & Bell Housing | QUANTITY PER CAR: | | | |
| DATE: 17/03/2008 | | | | | |
| APPROVED: ML | SCALE N/A | | | A3 | SHEET 1 OF 1 |

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| | | | | |
|------|--------------|-------|---------|------|
| REV. | MODIFICATION | DRAWN | CHECKED | DATE |
|------|--------------|-------|---------|------|

| Ref | Description | Part | Qty | Grade |
|-----|-------------------------|-------|-----|-------|
| 1 | Bell Housing | G0027 | 1 | A |
| 2 | 6 Speed Gear Box | G0030 | 1 | A |
| 3 | Input Flange Quaife GBX | G0106 | 1 | A |
| 4 | 1/4" Countersink Bolt | - | 5 | B |

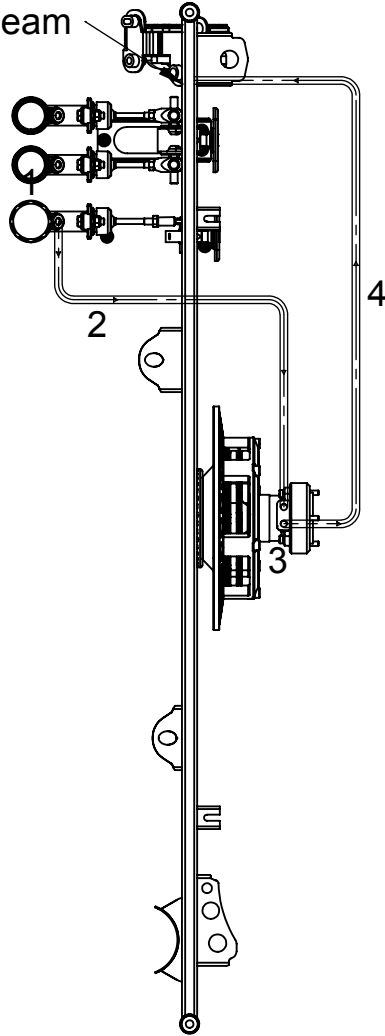


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|---|---|--|---|
| WEIGHT(g) | MATERIAL N/A | COPYRIGHT NOTE THIS DRAWING AND INFORMATION IS THE PROPERTY OF LNT AUTOMOTIVE AND MUST NOT BE REPRODUCED, USED FOR MANUFACTURE OR DISCLOSED TO A THIRD PARTY WITHOUT WRITTEN CONSENT. | |
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| DRAWN ML | DESCRIPTION X0056 Input Flange Gearbox Detail | QUANTITY PER CAR: - | |
| DATE 21/11/2008 | APPROVED ML | SCALE: 1:20 | |
| SHEET 1 OF 1 | | DRG. NO. X0056 | REV. |


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| | | | | | | |
|------|--------------|-------|---------|------|---|---|
| REV. | 1 | 2 | 3 | 4 | 5 | 6 |
| | MODIFICATION | DRAWN | CHECKED | DATE | | |

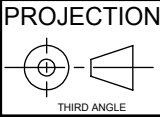
Bleed conector on the scuttle beam



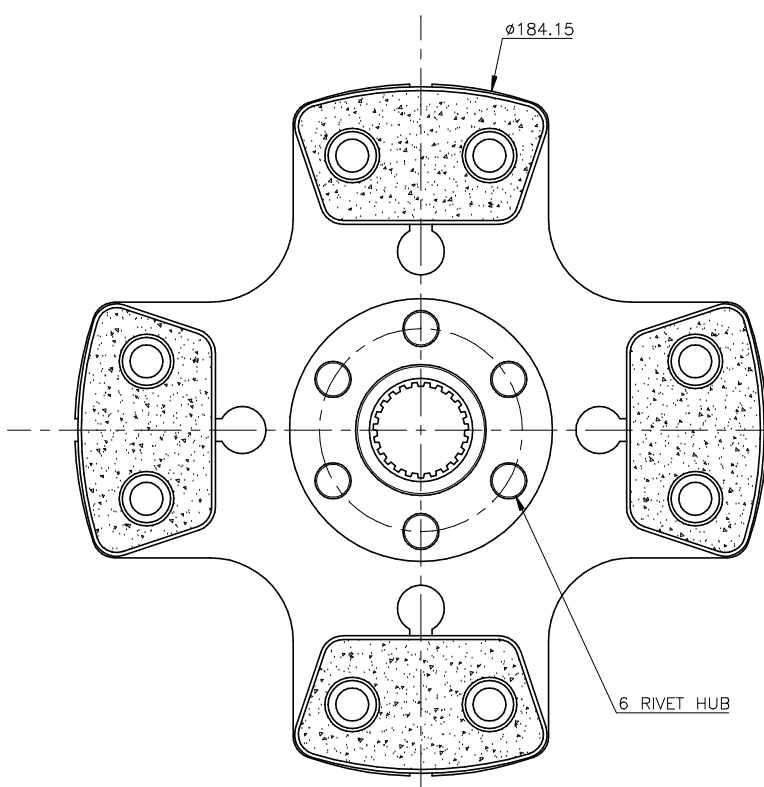
| REF. | Description | Part | Qty. | Grade |
|------|------------------------|-------|------|-------|
| 1 | Master Cylinder Clutch | R0022 | 1 | A |
| 2 | Clutch Pipe | G0019 | 1 | A |
| 3 | Clutch Release Bearing | G0036 | 1 | A |
| 4 | Clutch Bleed Pipe | G0020 | 1 | A |

| | | | |
|--------------------------------|----------------------------------|--|---|
| DESCRIPTION: | | WEIGHT(g) | |
| X0025 Clutch Circuit Schematic | | | |
| TOLERANCE : | | UNLESS STATED | |
| LINEAR ±0.1mm | | ANGULAR ±0.5° | |
| DRAWN: ML | MATERIAL | QTY. PER CAR |  |
| DATE:18/03/2008 | FINISH | REV. | |
| APPROVED: ML | REMOVE ALL BURRS AND SHARP EDGES | DO NOT SCALE IF IN DOUBT ASK ALL DIMENSIONS IN MILLIMETRES | |
| SCALE | - A4 | SHEET 1 OF 1 | DRG. NO. X0025 |

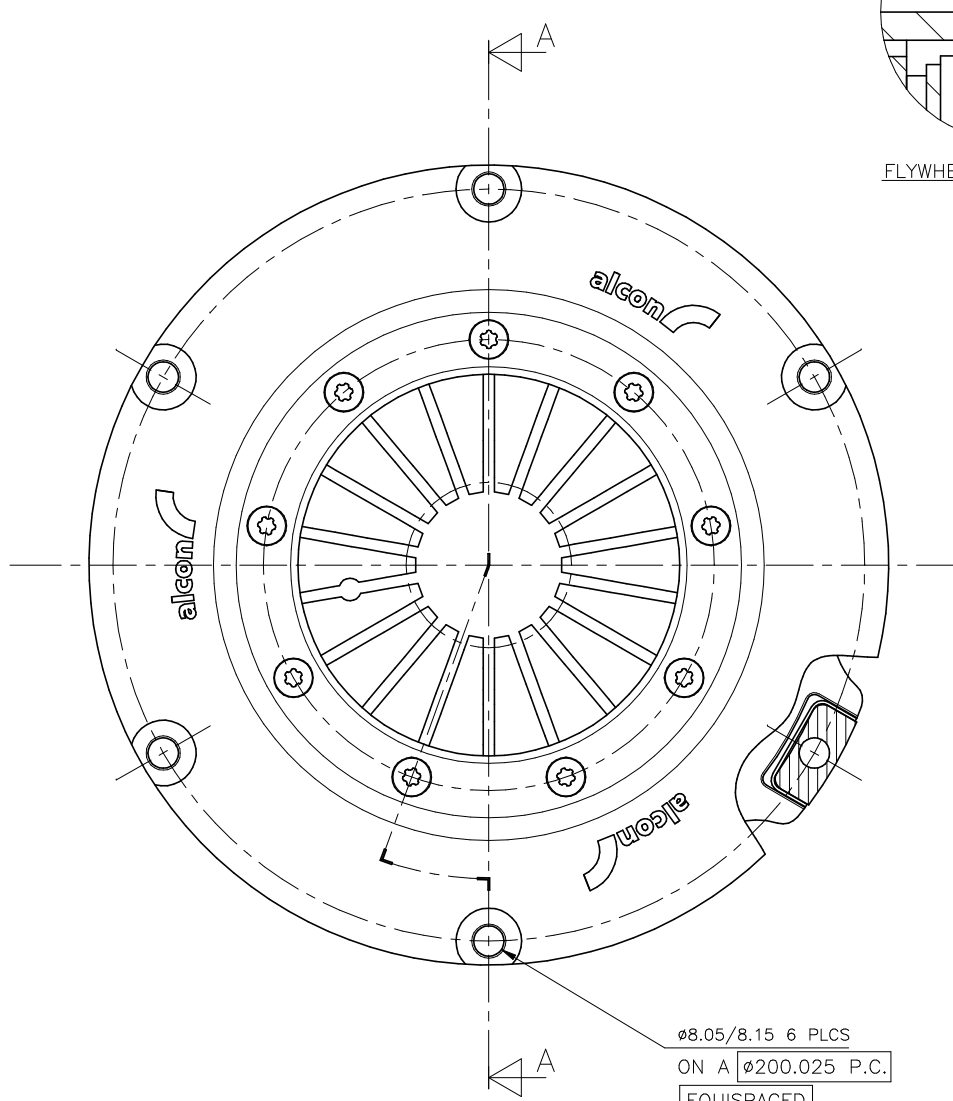
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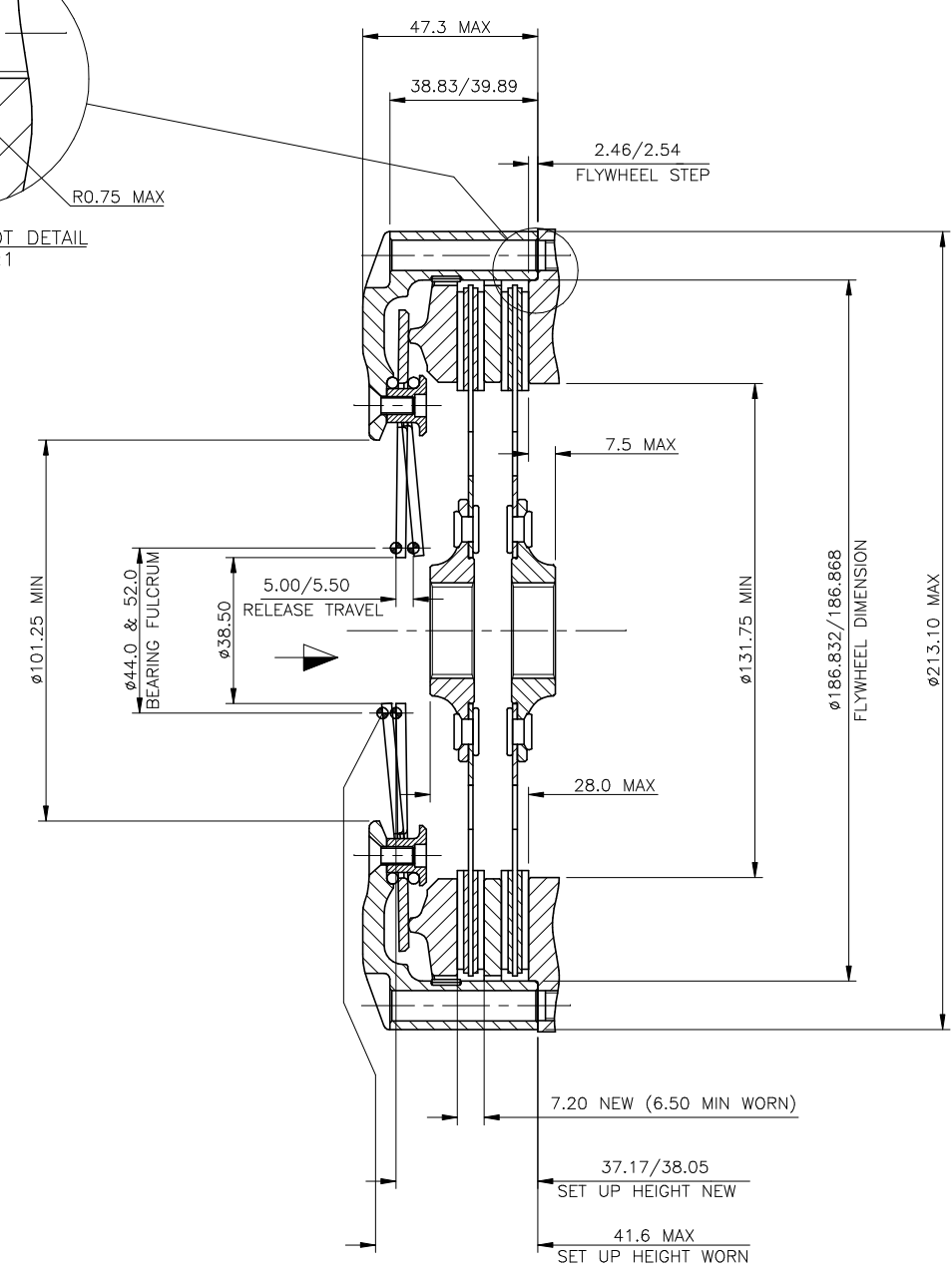
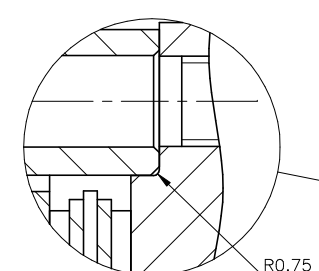
DO NOT SCALE IF IN DOUBT ASK



DRIVEN PLATE



$\phi 8.05/8.15$ 6 PLCS
ON A $\phi 200.025$ P.C.
EQUISPACED
 $\pm \phi 0.05$
C'BORE $\phi 17.3$ MIN



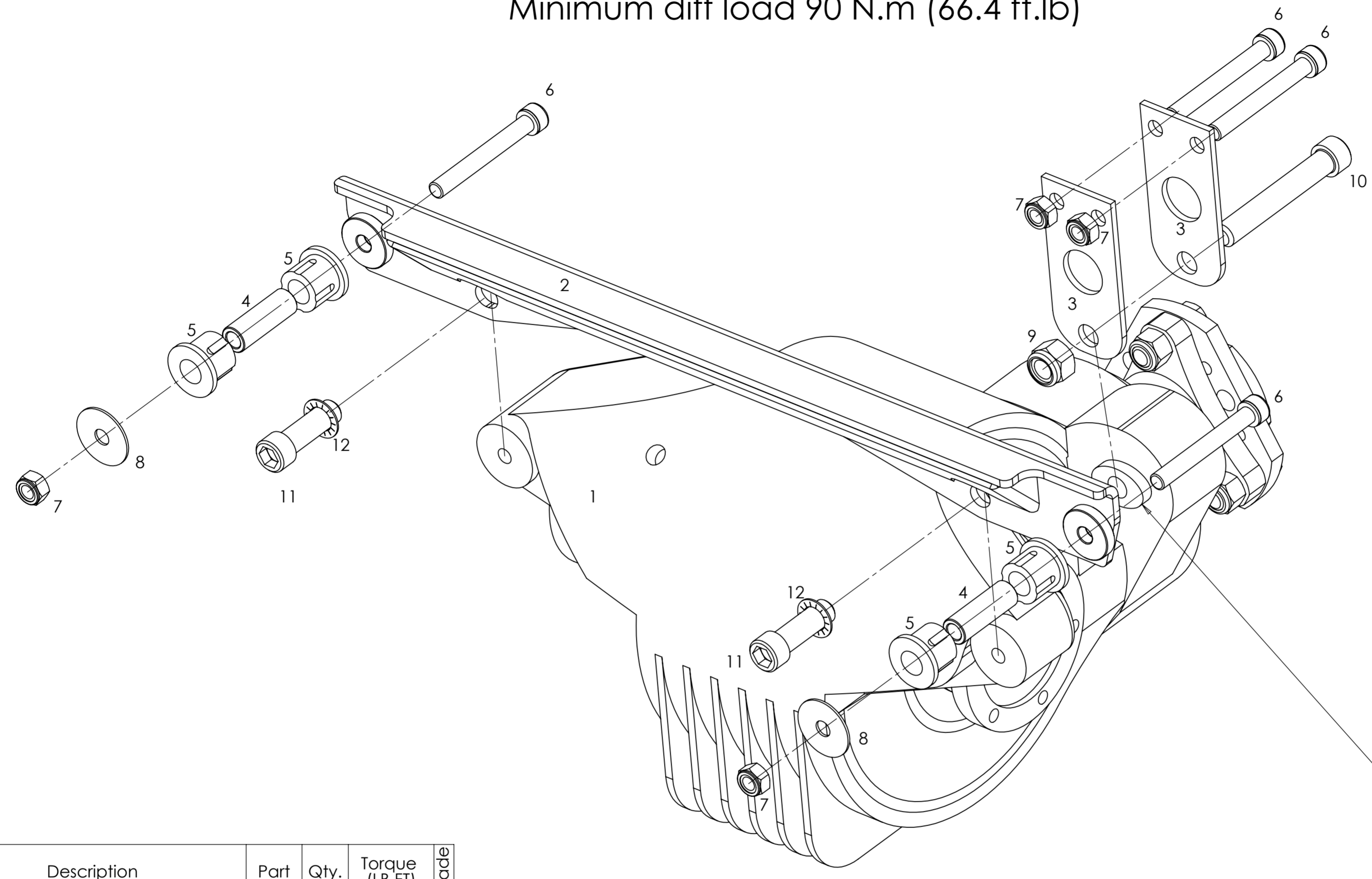
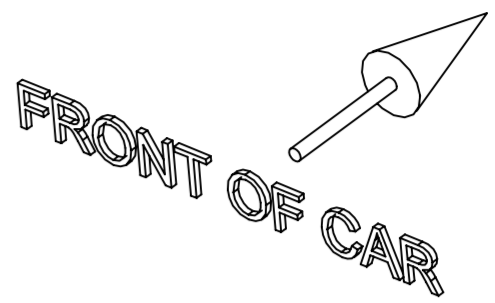
SECTION A-A

| CLUTCH ASSEMBLY PART NUMBER | SPRING IDENT. | RELEASE RATIO | RELEASE LOAD | | COMPLETE ASSY WEIGHT (INC DRIVE PLATES) | RECOMMENDED MAX. DYNAMIC TORQUE CAPACITY | COMPLETE ASSY INERTIA (INC DRIVE PLATES) |
|---|---------------|---------------|------------------|------------------|---|--|--|
| | | | 44mm REL.BEARING | 52mm REL.BEARING | | | |
| KKR1842HORSR01 | ORANGE | HIGH | 2.1kN | 2.25kN | 3.15Kg estimated | 520 Nm (383 lbft) | (TBA) |
| TIGHTENING TORQUE OF CLUTCH MOUNTING BOLTS = 22Nm | | | | | | | |
| MAXIMUM WEAR OF STACK = 0.75mm. AFTER THIS AMOUNT OF WEAR REPLACE DRIVE PLATES. | | | | | | | |

| | | | | | | | | | |
|---|------|--------|------------------------|-------------|---------|---|------|----------------|------|
| ISS | LOC. | CHANGE | DATE | DRN | CHK | DATE | DATE | DATE | DATE |
| A | | | 15.01.08 | A.SOLLIS | P.SMITH | | | | |
| 3D MODEL: YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> | | | SCALE | DRAWN BY | | ALCON COMPONENTS LIMITED | | | |
| WEIGHT | | | 1:1 | A.SOLLIS | | APOLLO TAMWORTH STAFFORDSHIRE B79 7TN TEL: +44(0)1827 723700 | | | |
| REMOVE ALL SHARP EDGES, BURRS AND SHARP | | | MATERIAL | CHECKED BY | | NOTE: THIS DRAWING AND INFORMATION THERE UPON IS THE PROPERTY OF ALCON COMPONENTS LIMITED. IT IS LENT ON THE CONDITION THAT IT, IN WHOLE OR IN PART, SHALL NOT BE REPRODUCED, COPIED OR DISCLOSED TO ANY PERSON WITHOUT WRITTEN CONSENT OF ALCON AND SHALL BE RETURNED TO ALCON COMPONENTS LIMITED. | | | |
| \sqrt{Ra} (\sqrt{Ra}) | | | | P.SMITH | | | | | |
| ALL DIMENSIONS ARE BEFORE TREATMENT UNLESS STATED | | | HEAT TREAT./CURE CYCLE | DATE | | PART NAME (Max. 40 digits) | | | |
| TOLERANCES UNLESS STATED | | | | DATE | | $\phi 184$ (7.25") CERAMETALLIC TWIN PLATE INSTALLATION | | | |
| SURFACE TREATMENT | | | | APPROVED BY | | PART NUMBER | | DRAWING MANUF | |
| | | | | DATE | | KKR1842HORSR01 | | ISSUE CODE | |
| | | | | | | | | SHEET 1 FROM 1 | |

| | | | | |
|------|--------------|-------|---------|------|
| REV. | MODIFICATION | DRAWN | CHECKED | DATE |
|------|--------------|-------|---------|------|

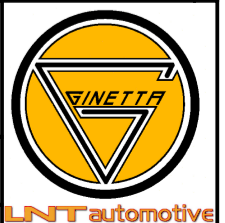
Minimum diff load 90 N.m (66.4 ft.lb)



Optional replacement may be used the top differential mounting as supplied by Ginettacars

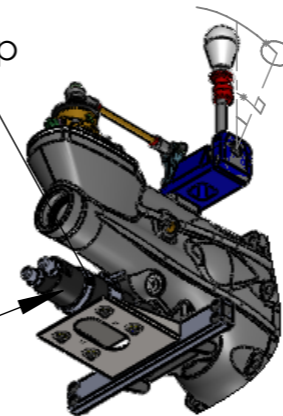
| REF | Description | Part | Qty. | Torque (LB.FT) | Grade |
|-----|-------------------------------------|-------|------|----------------|-------|
| 1 | Diff. | G0001 | 01 | - | A |
| 2 | Diff Mounting Rear | G0007 | 01 | - | A |
| 3 | Bkt Duff Mount Front | G0028 | 02 | - | A |
| 4 | Diff Mount Inner Sleeve Bush | G0029 | 02 | - | A |
| 5 | Suspension Poly Bush | C0064 | 04 | - | A |
| 6 | M10x80 Cap Head Bolt | - | 04 | - | C |
| 7 | M10 Nyloc Nut | - | 04 | - | C |
| 8 | M10 Large Washer | - | 02 | - | C |
| 9 | M14 Nyloc Nut | - | 01 | - | C |
| 10 | M14x90 Cap Head Bolt | - | 01 | - | C |
| 11 | M14x45 Cap Head Bolt | - | 02 | 95 | C |
| 12 | M14 Serrated Lock Washer | - | 02 | - | C |
| 13 | Diff Poly Bush - as supplied | G0062 | 02 | - | A |
| 14 | Diff Insert | G0058 | 01 | - | A |
| 15 | Diff Mount Inner Sleeve Bushes Long | G0059 | 01 | - | A |

| | | | |
|--|--|--|---|
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| DRAWN:ML | DESCRIPTION | QUANTITY PER CAR: | |
| DATE:18/03/2008 | X0026 Diff Assy | REV. | |
| APPROVED: ML | | SCALE N/A | A2 SHEET 1 OF 1 DRG. NO. X0026 |

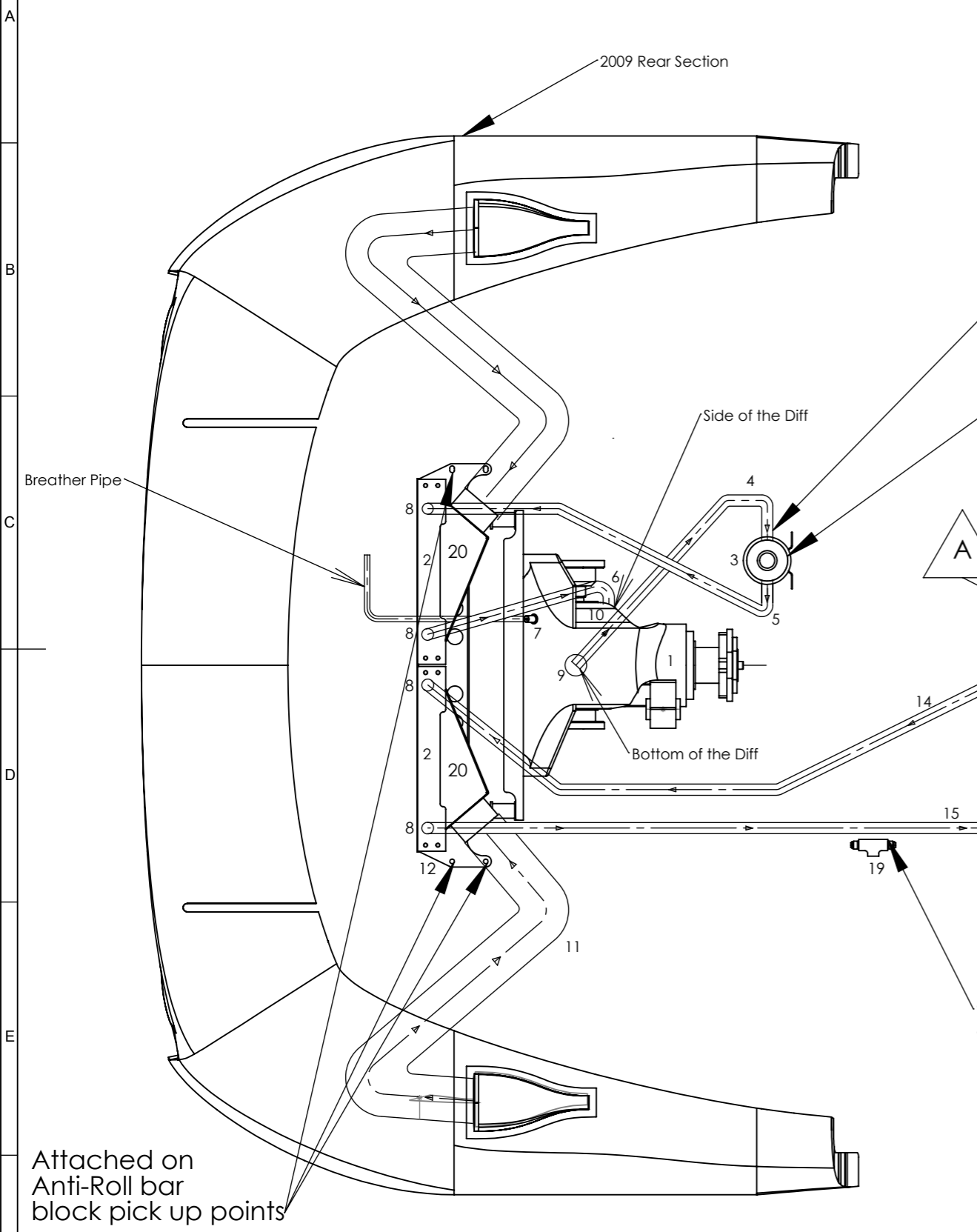


| REV. | MODIFICATION | DRAWN | CHECKED | DATE |
|------|---|-------|---------|------------|
| A | Higher grade diff pump as G-Box pump & 25 row oil cooler for diff and air box | ML | ML | 04/03/2010 |

G0110 Higher Grade diff pump allowed to cup series as well



| Ref | Part | Description | Grade |
|-----|-------|---------------------------|-------|
| 1 | G0001 | Diff | A |
| 2 | N0014 | 25 Row Oil Cooler | A |
| 3 | G0031 | Diff Oil Pump | A |
| 4 | G0045 | Diff Hose Diff to Pump | A |
| 5 | G0134 | Diff Hose Pump to Cooler | A |
| 6 | G0133 | Diff Hose Cooler to Diff | A |
| 7 | G0051 | Diff Breather Adaptor | A |
| 8 | H0033 | Cooler Adaptor | A |
| 9 | G0055 | Diff Adaptor Level Plug | A |
| 10 | G0054 | Diff Adaptor Drain Plug | A |
| 11 | G0071 | 3" Cooling Hose 1M | B |
| 12 | R0064 | Oil Cooler BKT | A |
| 13 | G0144 | G-Box to Pump Hose (-8) | B |
| 14 | G0145 | Pump Cooler Hose (-8) | B |
| 15 | G0146 | Cooler to G-Box Hose (-8) | B |
| 16 | G0110 | Higher Grade Diff Pump | A |
| 17 | G0087 | G-box Oil Filter | A |
| 18 | G0030 | Gear Box | A |
| 19 | N0011 | In Line Oil Temp Housing | A |
| 20 | B0135 | 25 Row GBX Cooler Duct | A |



Option for temp sensor adaptor plastic bung must be checked for tightness and scrued with silicone

G0110 Higher Grade diff pump allowed to cup series as well

-Oil Filter must be washed after each race

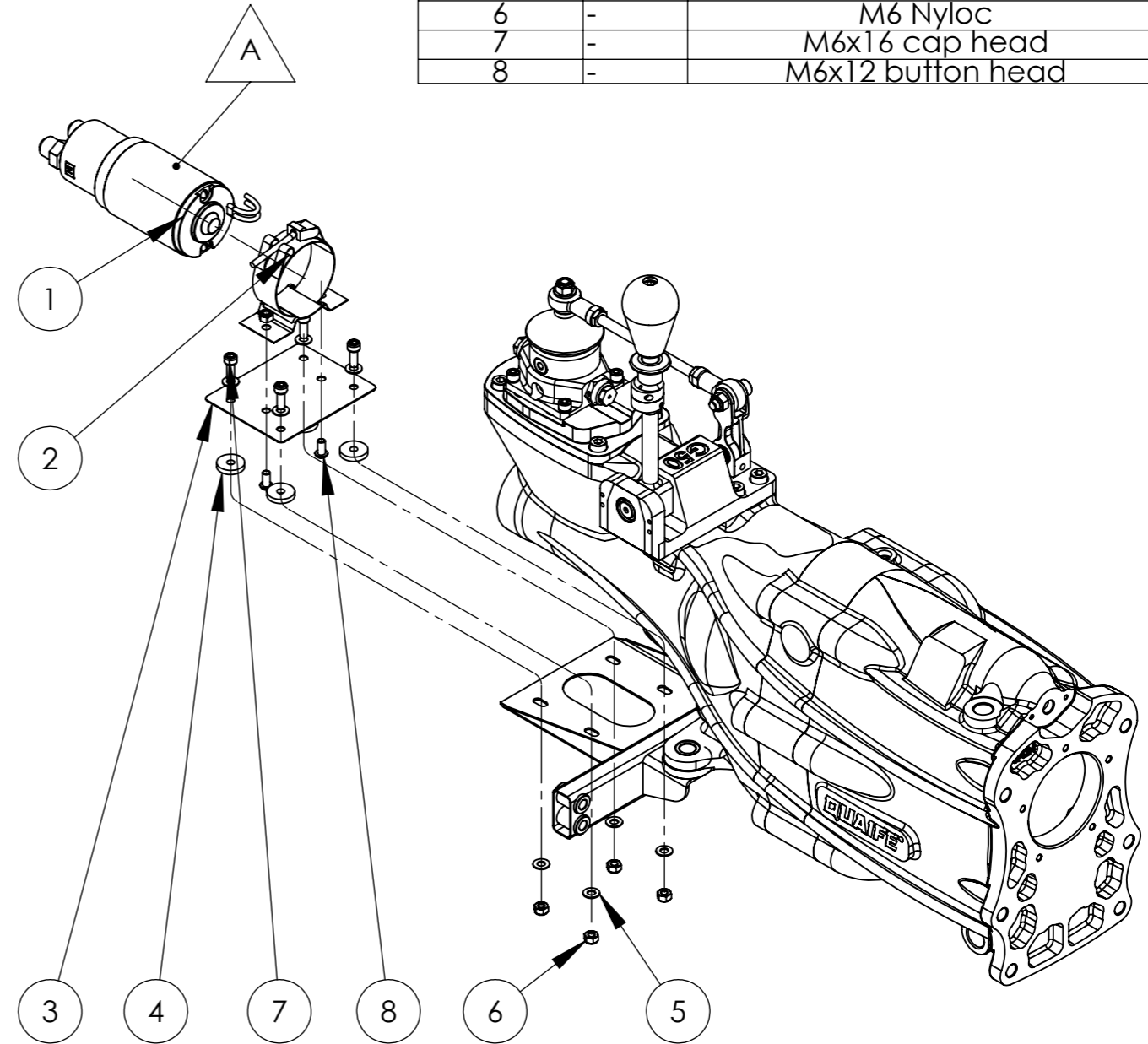
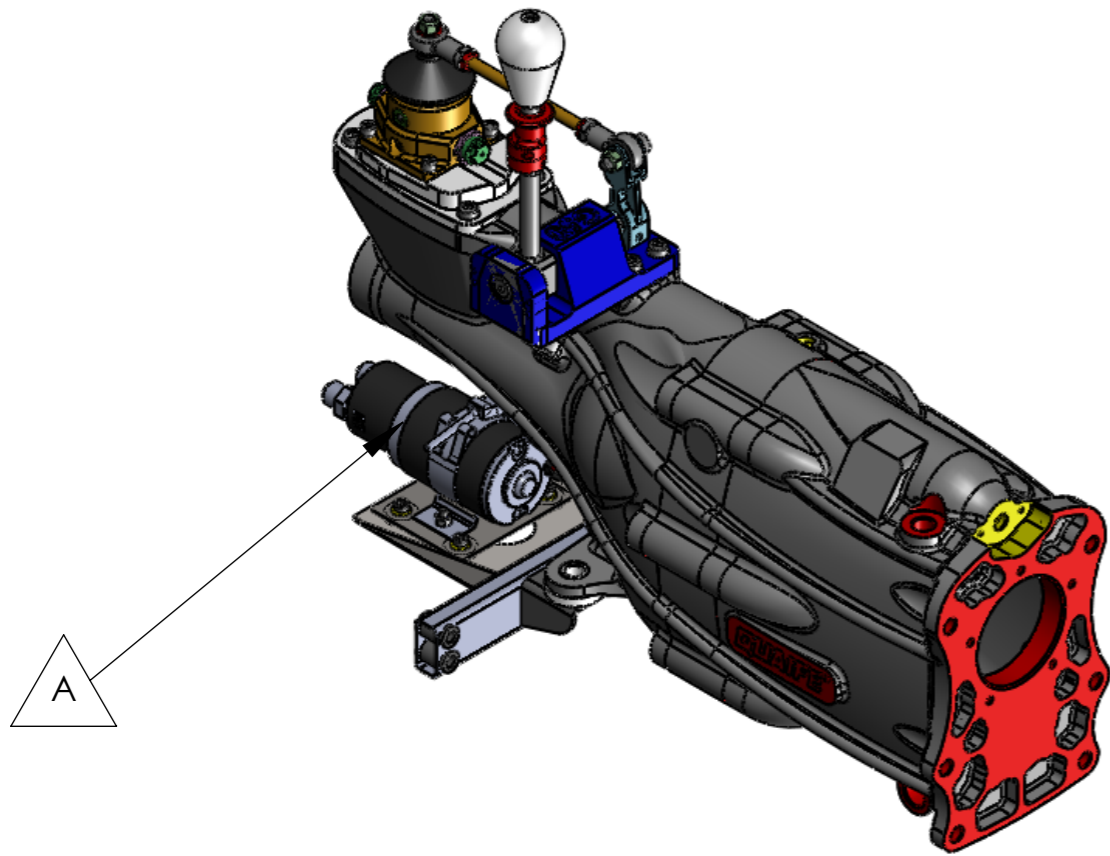
-Optional for Gearbox temperature logging
-To add that item 15 must be cut and -8 fittings can be fitted

Attached on Anti-Roll bar block pick up points

| | | | |
|---|--|--|---|
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| DRAWN DM | DESCRIPTION X0048-A Transmission Cooling System | QUANTITY PER CAR: | |
| DATE 29/08/08 | | REV.A | |
| APPROVED ML | SCALE 1:10 | A3 | SHEET 1 OF 2 |
| DRG. NO. X0048-A | | LNT automotive | |

| REV. | MODIFICATION | DRAWN | CHECKED | DATE |
|------|--------------------------------------|-------|---------|------------|
| A | Higher grade diff pump as G-Box pump | ML | ML | 04/03/2010 |

| ITEM NO. | PART | DESCRIPTION | GBX Pum p./ QTY. |
|----------|-------|-----------------------------|---------------------------|
| 1 | G0110 | Higher Grade Diff Pump | 1 |
| 2 | - | Clamp WCPI-B | 1 |
| 3 | G0139 | Adaptor Plate for Diff Pump | 1 |
| 4 | - | M6 Rubber Washer | 4 |
| 5 | - | M6 washer | 8 |
| 6 | - | M6 Nyloc | 6 |
| 7 | - | M6x16 cap head | 4 |
| 8 | - | M6x12 button head | 2 |



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| TOLERANCE : LINEAR ±0.1mm ANGULAR ±0.5° | FINISH N/A REMOVE ALL BURRS AND SHARP EDGES | PROJECTION THIRD ANGLE | DO NOT SCALE IF IN DOUBT ASK ALL DIMENSIONS IN MILLIMETRES |
| DRAWN DM | DESCRIPTION X0048-A Transmission Cooling System | QUANTITY PER CAR: | |
| DATE 29/08/08 | | REV. A | |
| APPROVED ML | SCALE N/A | A3 | SHEET 2 OF 2 |
| | | | DRG. NO. X0048-A |

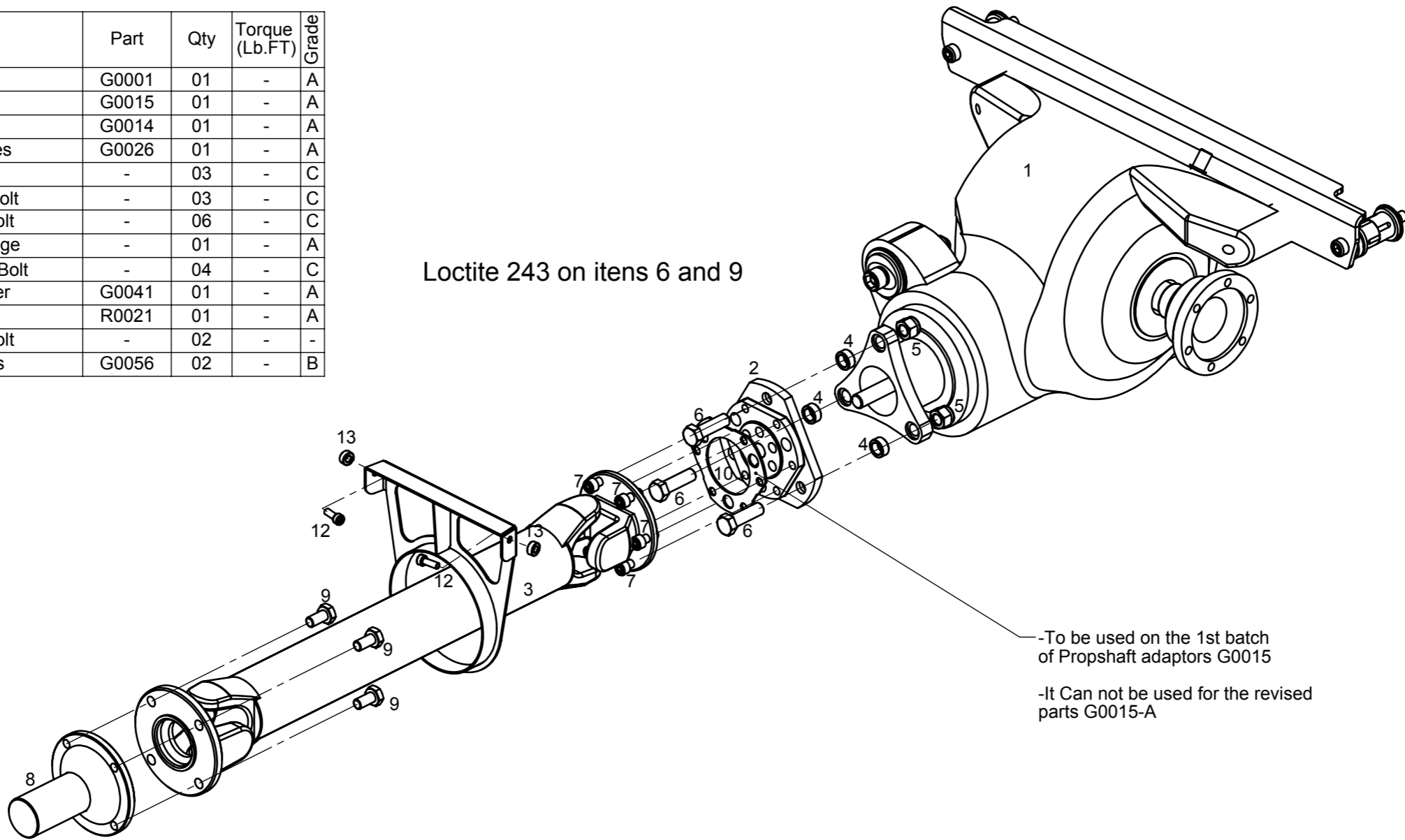
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| | | | | |
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| REV. | MODIFICATION | DRAWN | CHECKED | DATE |
|------|--------------|-------|---------|------|

| REF | Description | Part | Qty | Torque (Lb.FT) | Grade |
|-----|------------------------|-------|-----|----------------|-------|
| 1 | Diff | G0001 | 01 | - | A |
| 2 | Propshaft Adaptor | G0015 | 01 | - | A |
| 3 | Propshaft | G0014 | 01 | - | A |
| 4 | Prop Adaptor Bushes | G0026 | 01 | - | A |
| 5 | M12 Nyloc Nut | - | 03 | - | C |
| 6 | M12x40 Hex Head Bolt | - | 03 | - | C |
| 7 | M8x20 Cap Head Bolt | - | 06 | - | C |
| 8 | Gearbox Outout Flange | - | 01 | - | A |
| 9 | M10x1x20 Hex Head Bolt | - | 04 | - | C |
| 10 | Prop Adapter Spacer | G0041 | 01 | - | A |
| 11 | Prop Hoop | R0021 | 01 | - | A |
| 12 | M6x16 Cap Head Bolt | - | 02 | - | - |
| 13 | Prop Hoop Spacers | G0056 | 02 | - | B |

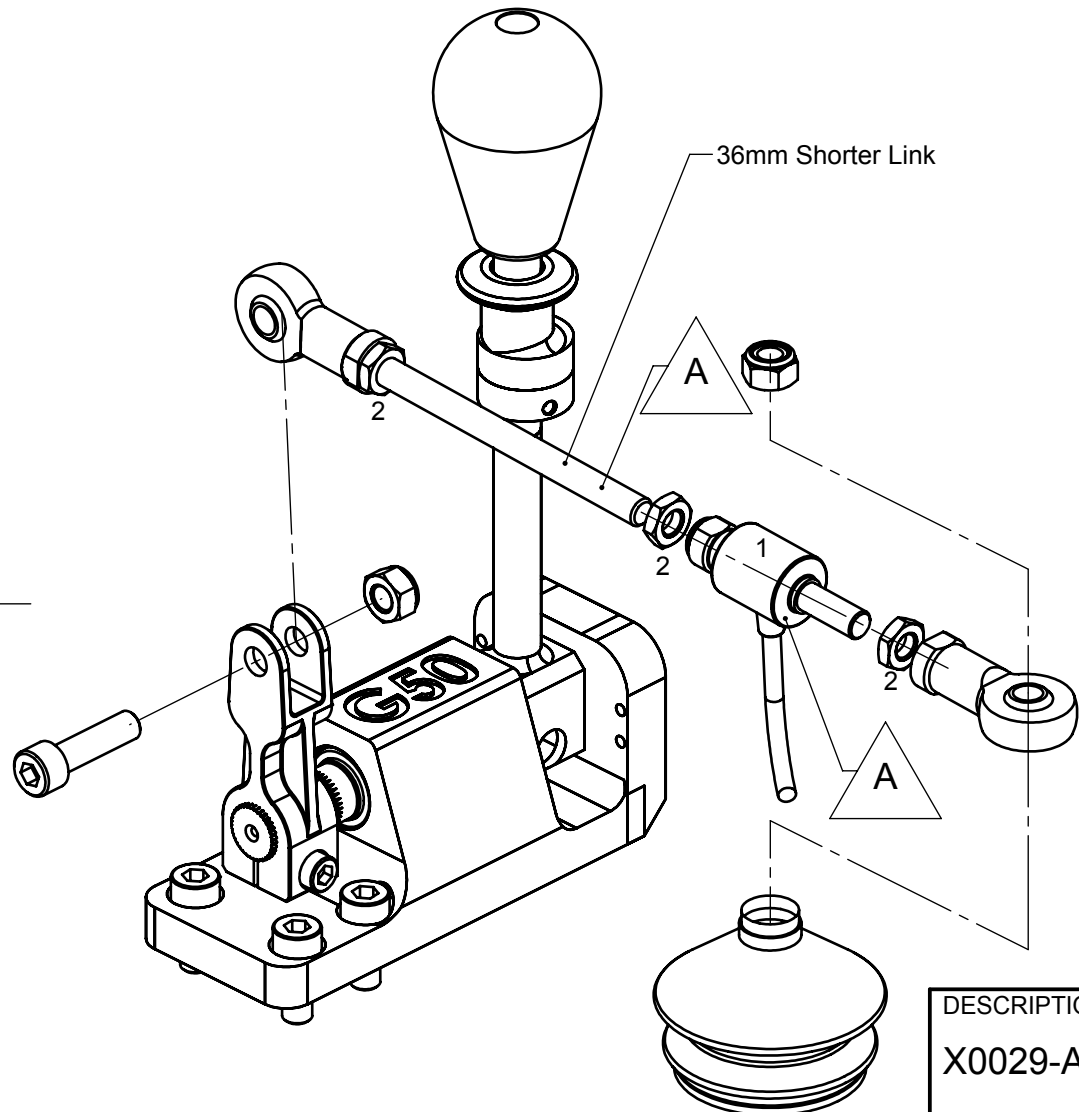


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| DRAWN: ML | DESCRIPTION: X0028 Propshaft | QUANTITY PER CAR: | |
| DATE: 10/03/2008 | SCALE N/A A3 SHEET 1 OF 1 DRG. NO. X0028 | REV. | |
| APPROVED: ML | | | LNT automotive |

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1 2 3 4 5 6

| REV. | MODIFICATION | DRAWN | CHECKED | DATE |
|------|---|-------|---------|------------|
| A | From micro switch to load cell; 36mm shorter link | ML | ML | 14/11/2008 |



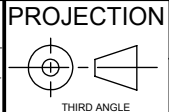
| Ref. | Description | Part | Qty. | Grade |
|------|----------------------|-------|------|-------|
| 1 | Flat Shift Load Cell | L0075 | 01 | A |
| 2 | M8 Plain Nut | - | 03 | B |

| | |
|---------------------------|---------------|
| DESCRIPTION | WEIGHT(g) |
| X0029-A Flat Shift System | |
| TOLERANCE : | UNLESS STATED |
| LINEAR ±0.1mm | ANGULAR ±0.5° |

| | |
|------------------|----------------------------------|
| DRAWN: ML | MATERIAL N/A |
| DATE: 19/03/2008 | FINISH N/A |
| APPROVED: ML | REMOVE ALL BURRS AND SHARP EDGES |

| | | | | |
|--------------|-----|----|--------------|------------------|
| SCALE | 1:5 | A4 | SHEET 1 OF 1 | DRG. NO. X0029-A |
| QTY. PER CAR | | | | |
| REV.-A | | | | |

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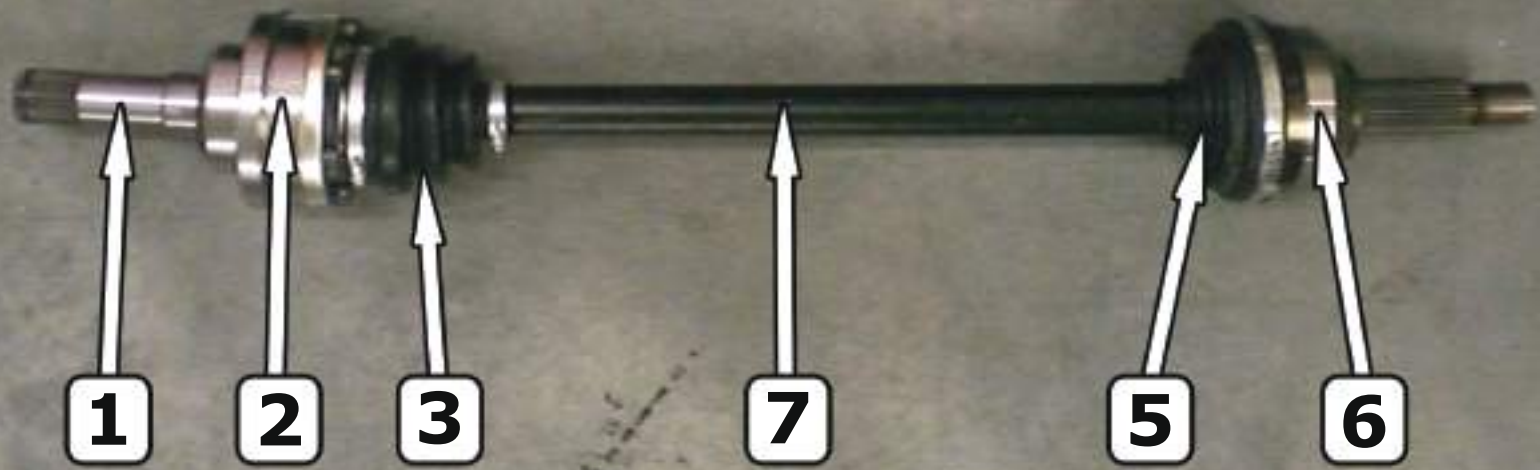
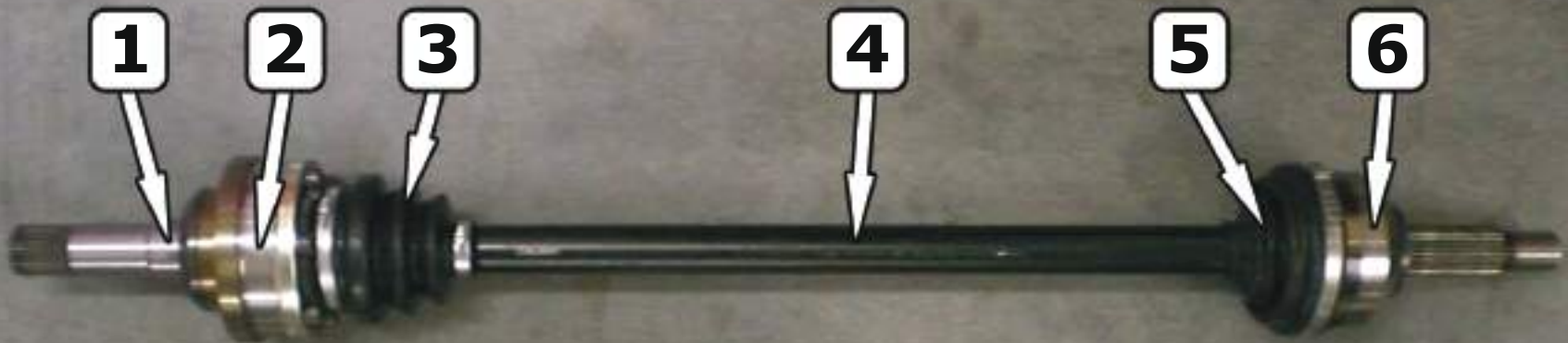


DO NOT SCALE IF IN DOUBT
 ASK ALL DIMENSIONS IN MILLIMETRES

LNT automotive

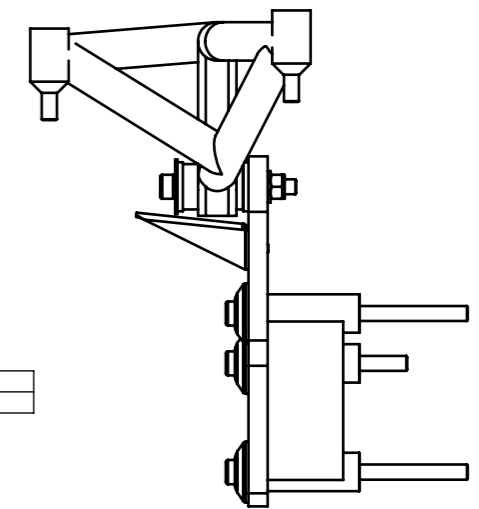
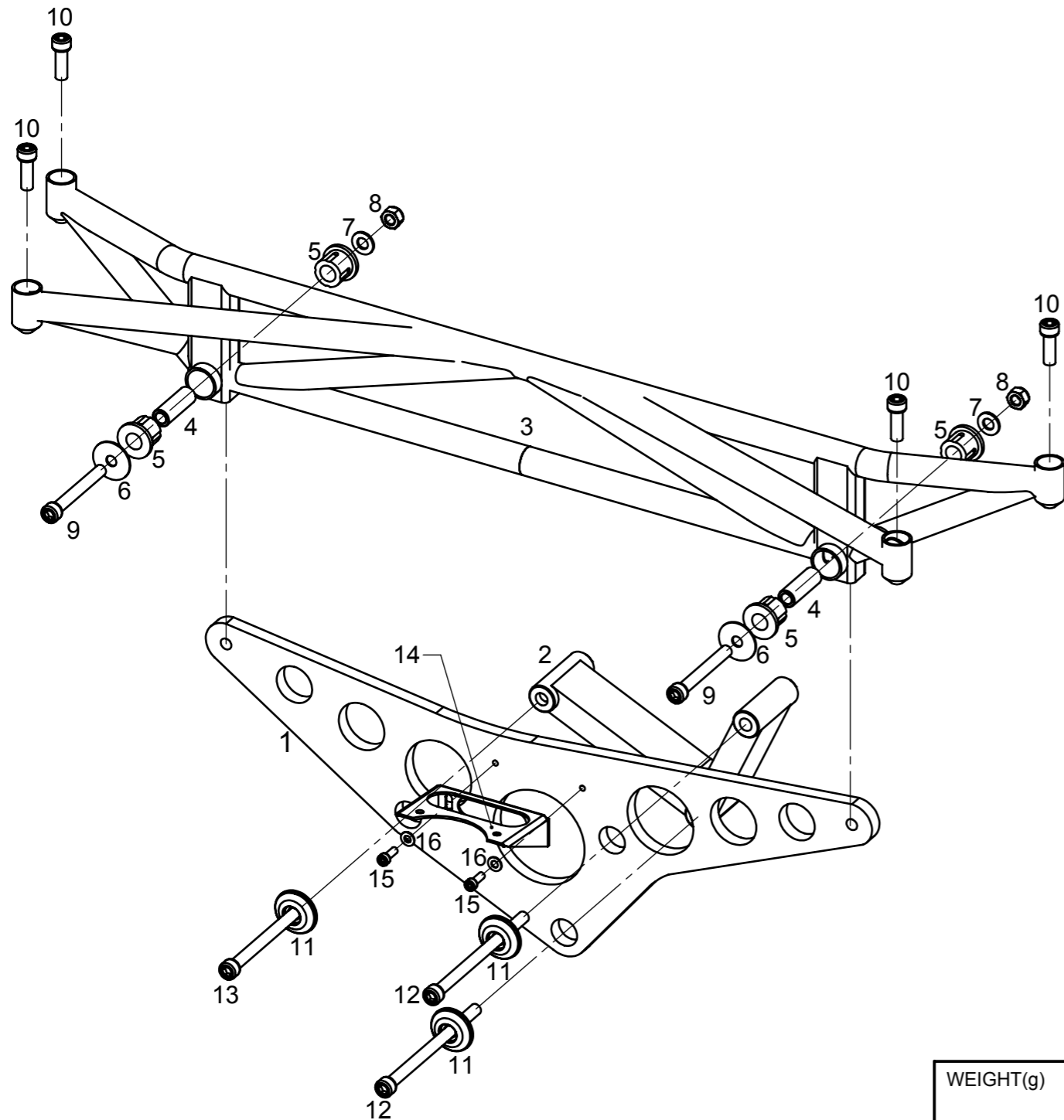
| Ref. | Part | Description | Qty | Grade |
|------|-------|---------------------|-----|-------|
| 1 | G0002 | Diff Output Flange | 2 | A |
| 2 | G0005 | Diff CV Joint Inner | 2 | A |
| 3 | G0037 | CV Boot Plate Inner | 2 | A |
| 4 | G0004 | Drive Shaft Right | 1 | A |
| 5 | G0035 | CV Booou Outer | 2 | A |
| 6 | G0006 | Diff CV Joint Outer | 2 | A |
| 7 | G0003 | Drive Shaft Left | 1 | A |

Part #: X0035
Ginetta G50 Driveshaft



| | | | | |
|------|--------------|-------|---------|------|
| REV. | MODIFICATION | DRAWN | CHECKED | DATE |
|------|--------------|-------|---------|------|

| REF. | Description | Part | Qty. | Grade |
|------|-------------------------------|-------|------|-------|
| 1 | Engine Mounting Plate | E0001 | 01 | A |
| 2 | Engine Mounting Billet | E0008 | 01 | A |
| 3 | Engine Mounting Frame | E0003 | 01 | A |
| 4 | Diff/Engine Inner Sleeve Bush | G0039 | 02 | A |
| 5 | Suspension Poly Bush | C0064 | 04 | A |
| 6 | M10 Large Washer | - | 02 | C |
| 7 | M10 Plain Washer | - | 02 | C |
| 8 | M10 Nyloc Nut | - | 02 | C |
| 9 | M10x80 Cap Head | - | 02 | C |
| 10 | M10x30 Cap Head | - | 04 | C |
| 11 | Engine Mounting Washer | - | 03 | A |
| 12 | M10x150 Cap Head Bolt | - | 02 | C |
| 13 | M10x110 Cap Head Bolt | - | 01 | C |
| 14 | Bkt Intake Extension | E0007 | 01 | A |
| 15 | M6x16 Cap Head Bolt | - | 02 | C |
| 16 | M6 Plain Washer | - | 02 | C |



FRONT OF CAR

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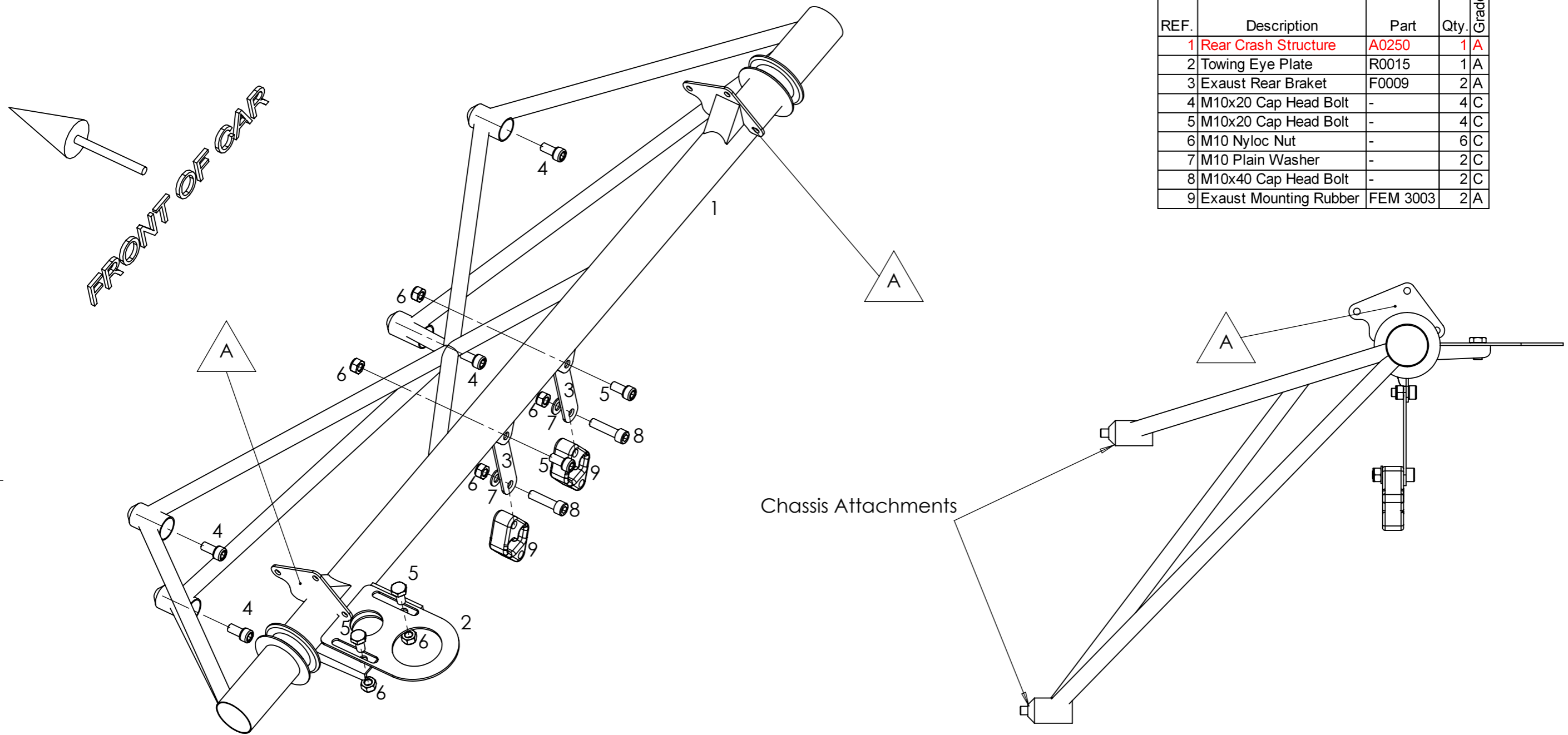
| | | | | | |
|--|--|---|----|--|-------------------|
| WEIGHT(g) | | MATERIAL N/A | | COPYRIGHT NOTE THIS DRAWING AND INFORMATION IS THE PROPERTY OF LNT AUTOMOTIVE AND MUST NOT BE REPRODUCED, USED FOR MANUFACTURE OR DISCLOSED TO A THIRD PARTY WITHOUT WRITTEN CONSENT. | |
| TOLERANCE : UNLESS STATED LINEAR ±0.1mm ANGULAR ±0.5° | | FINISH N/A REMOVE ALL BURRS AND SHARP EDGES | | PROJECTION THIRD ANGLE | |
| DRAWN ML | | DESCRIPTION X0030 Engine Mounting Assy | | QUANTITY PER CAR: - | |
| DATE 19/03/2008 | | | | REV. | |
| APPROVED ML | | SCALE N/A | A3 | SHEET 1 OF 1 | DRG. NO. X0030 |



LNT automotive

| | | | | |
|------|--|-------|---------|------------|
| REV. | MODIFICATION | DRAWN | CHECKED | DATE |
| A | Wing mounting points on the rear crash structure | ML | ML | 26/11/2008 |

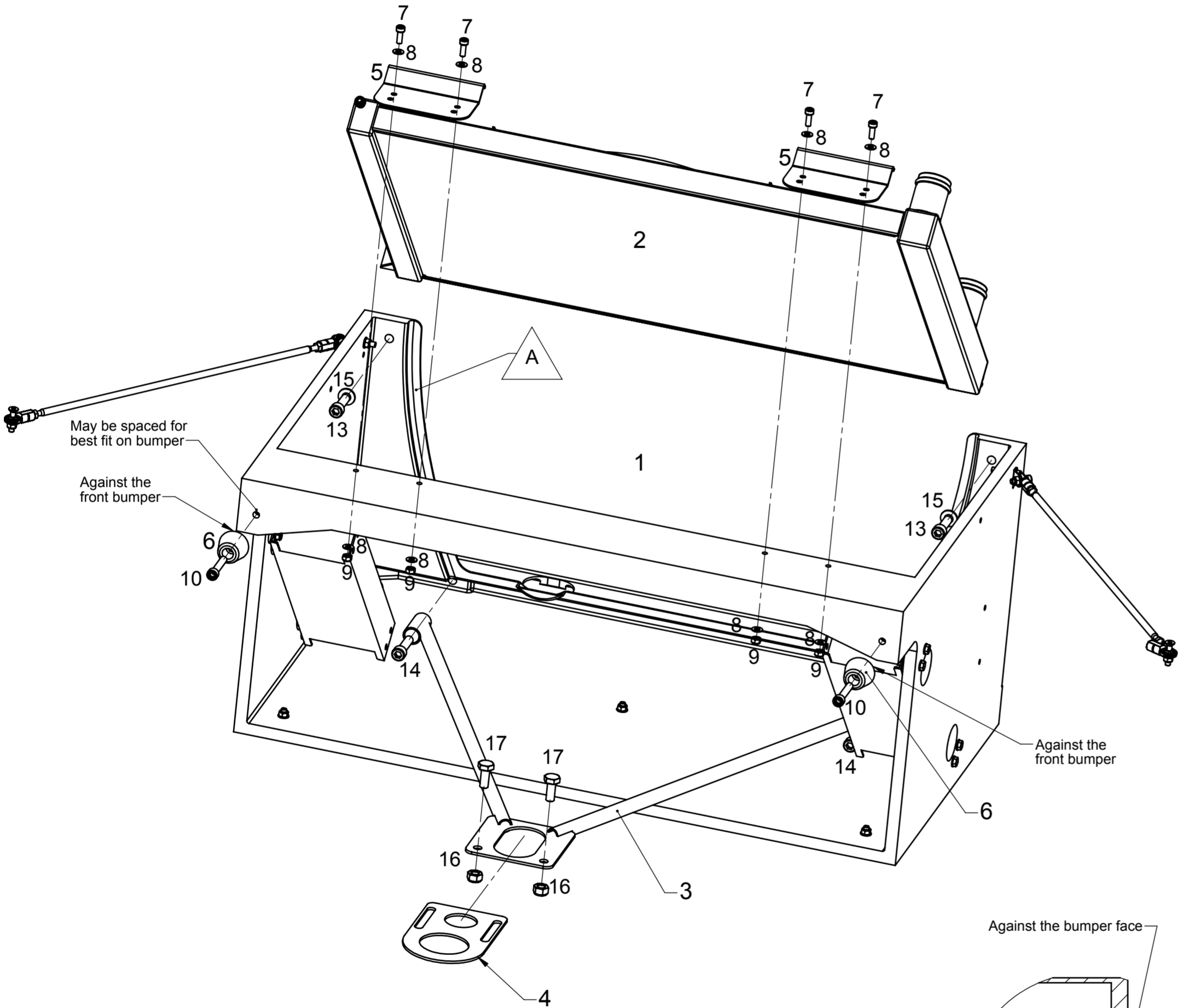
| REF. | Description | Part | Qty. | Grade |
|------|-------------------------|----------|------|-------|
| 1 | Rear Crash Structure | A0250 | 1 | A |
| 2 | Towing Eye Plate | R0015 | 1 | A |
| 3 | Exhaust Rear Braket | F0009 | 2 | A |
| 4 | M10x20 Cap Head Bolt | - | 4 | C |
| 5 | M10x20 Cap Head Bolt | - | 4 | C |
| 6 | M10 Nyloc Nut | - | 6 | C |
| 7 | M10 Plain Washer | - | 2 | C |
| 8 | M10x40 Cap Head Bolt | - | 2 | C |
| 9 | Exhaust Mounting Rubber | FEM 3003 | 2 | A |



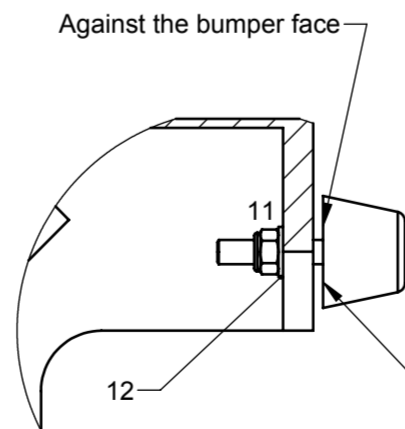
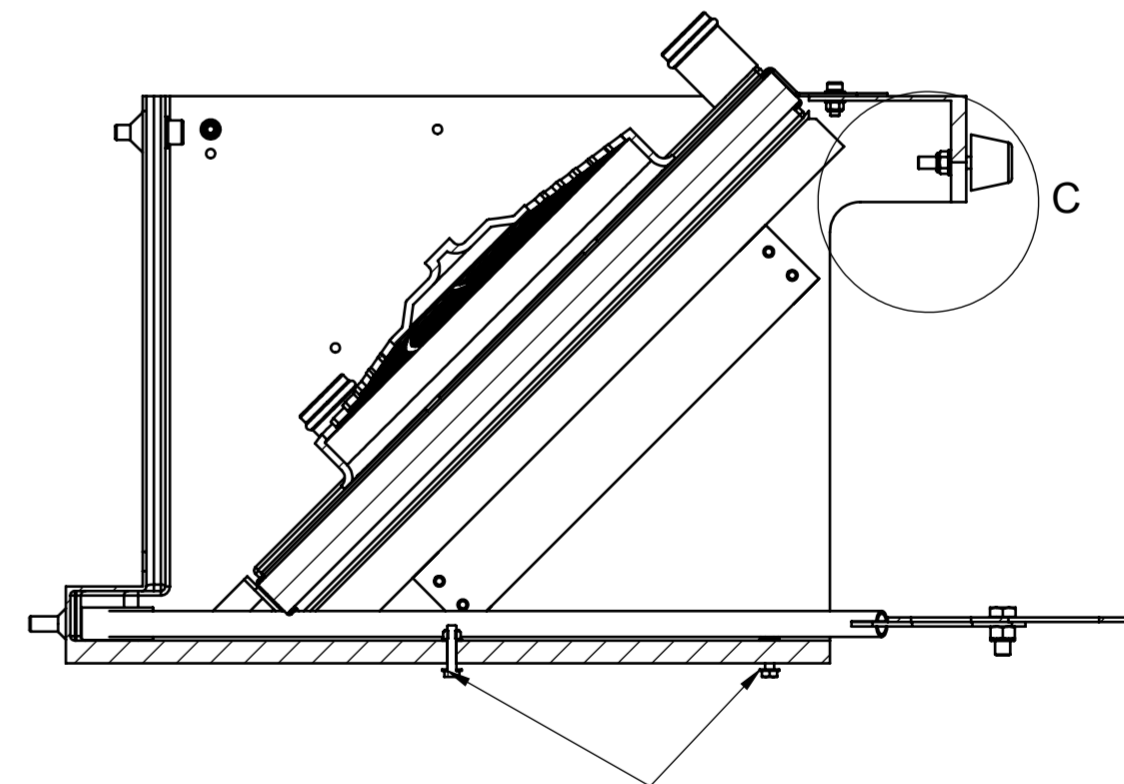
| | | | |
|---|--|--|---|
| WEIGHT(g) | MATERIAL N/A | COPYRIGHT NOTE THIS DRAWING AND INFORMATION IS THE PROPERTY OF LNT AUTOMOTIVE AND MUST NOT BE REPRODUCED, USED FOR MANUFACTURE OR DISCLOSED TO A THIRD PARTY WITHOUT WRITTEN CONSENT. | |
| TOLERANCE : LINEAR ±0.1mm ANGULAR ±0.5° | FINISH REMOVE ALL BURRS AND SHARP EDGES | PROJECTION THIRD ANGLE | DO NOT SCALE IF IN DOUBT ASK ALL DIMENSIONS IN MILLIMETRES |
| DRAWN: ML | DESCRIPTION: X0031-A Rear Crash Structure | QUANTITY PER CAR: | |
| DATE: 19/03/2008 | | | |
| APPROVED: ML | SCALE N/A | A3 | SHEET 1 OF 1 |
| DRG. NO. X0031-A | | REV. A | |

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| REV. | MODIFICATION | DRAWN | CHECKED | DATE |
|------|--|-------|---------|------------|
| A | Cut out at the back face of the nose box | ML | ML | 26/11/2008 |



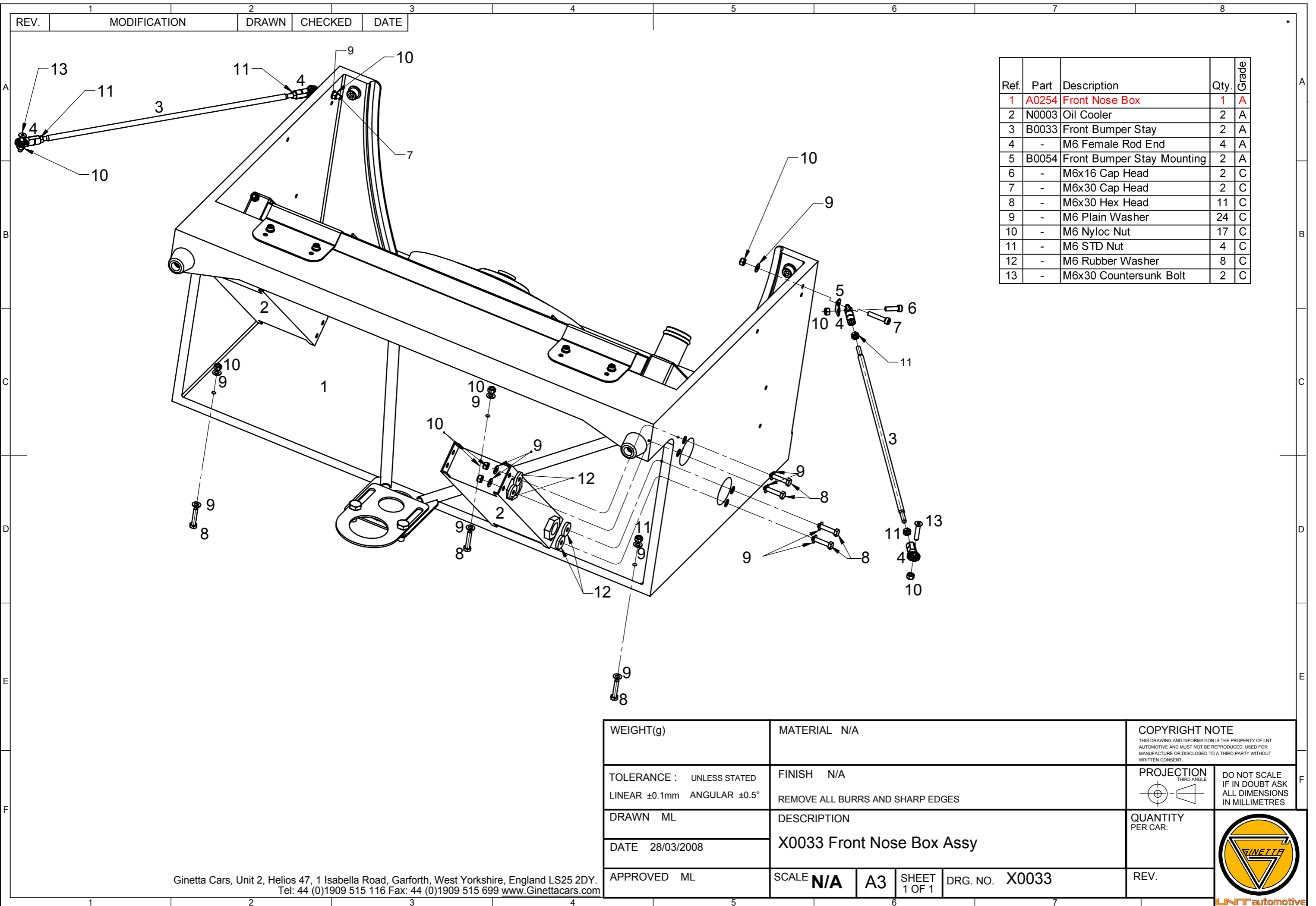
| Ref. | Part | Description | Qty. | Grade |
|------|-------|----------------------|------|-------|
| 1 | A0254 | Front Nose Box | 1 | A |
| 2 | P0001 | Water Radiator | 1 | A |
| 3 | R0039 | Towing Eye Frame | 1 | A |
| 4 | R0015 | Towing Eye Plate | 1 | A |
| 5 | R0013 | Rad Mounting Clamp | 2 | A |
| 6 | B0072 | Front Bumper Locator | 2 | A |
| 7 | - | M6x16 Cap Head Bolt | 4 | C |
| 8 | - | M6 Plain Washer | 8 | C |
| 9 | - | M6 Nyloc Nut | 4 | C |
| 10 | - | M8x45 Cap Head | 2 | C |
| 11 | - | M8 Nyloc Nut | 2 | C |
| 12 | - | M8 Plain Washer | 2 | C |
| 13 | - | M10x35 Cap Head Bolt | 2 | C |
| 14 | - | M10x40 Cap Head Bolt | 2 | C |
| 15 | - | M10 Plain Washer | 2 | C |
| 16 | - | M10 Nut | 2 | C |
| 17 | - | M10x25 Hex Head Bolt | 2 | C |



DETAIL C
SCALE 2 : 5

| | | | |
|--|---|--|---|
| WEIGHT(g) | MATERIAL N/A | COPYRIGHT NOTE THIS DRAWING AND INFORMATION IS THE PROPERTY OF LNT AUTOMOTIVE AND MUST NOT BE REPRODUCED, USED FOR MANUFACTURE OR DISCLOSED TO A THIRD PARTY WITHOUT WRITTEN CONSENT. | |
| TOLERANCE : LINEAR ±0.1mm ANGULAR ±0.5° | FINISH N/A REMOVE ALL BURRS AND SHARP EDGES | PROJECTION THIRD ANGLE | DO NOT SCALE IF IN DOUBT ASK ALL DIMENSIONS IN MILLIMETRES |
| DRAWN ML | DESCRIPTION X0032-A Front Nose Box Assy | QUANTITY PER CAR: | N/A |
| DATE 28/03/2008 | SCALE 1:20 | A2 | SHEET 1 OF 1 |
| APPROVED ML | DRG. NO. X0032-A | REV. | A |





| | | | | | | | | |
|------|--------------|-------|---------|------|---|---|---|---|
| REV. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | MODIFICATION | DRAWN | CHECKED | DATE | | | | |

| Ref. | Part | Description | Qty. | Grade |
|------|-------|----------------------------|------|-------|
| 1 | A0254 | Front Nose Box | 1 | A |
| 2 | N0003 | Oil Cooler | 2 | A |
| 3 | B0033 | Front Bumper Stay | 2 | A |
| 4 | - | M6 Female Rod End | 4 | A |
| 5 | B0054 | Front Bumper Stay Mounting | 2 | A |
| 6 | - | M6x16 Cap Head | 2 | C |
| 7 | - | M6x30 Cap Head | 2 | C |
| 8 | - | M6x30 Hex Head | 11 | C |
| 9 | - | M6 Plain Washer | 24 | C |
| 10 | - | M6 Nyloc Nut | 17 | C |
| 11 | - | M6 STD Nut | 4 | C |
| 12 | - | M6 Rubber Washer | 8 | C |
| 13 | - | M6x30 Countersunk Bolt | 2 | C |

| | | | | | |
|--|--|--|----|---|----------------|
| WEIGHT(g) | | MATERIAL N/A | | COPYRIGHT NOTE <small>THIS DRAWING AND INFORMATION IS THE PROPERTY OF LNT AUTOMOTIVE AND MUST NOT BE REPRODUCED, USED FOR MANUFACTURE OR DISCLOSED TO A THIRD PARTY WITHOUT WRITTEN CONSENT.</small> | |
| TOLERANCE : UNLESS STATED LINEAR ±0.1mm ANGULAR ±0.5° | | FINISH N/A REMOVE ALL BURRS AND SHARP EDGES | | PROJECTION THIRD ANGLE | |
| DRAWN ML | | DESCRIPTION | | QUANTITY PER CAR: | |
| DATE 28/03/2008 | | X0033 Front Nose Box Assy | | | |
| APPROVED ML | | SCALE N/A | A3 | SHEET 1 OF 1 | DRG. NO. X0033 |
| | | | | REV. | |

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| | | | | | | | | |
|------|--------------|-------|---------|------|---|---|---|---|
| REV. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | MODIFICATION | DRAWN | CHECKED | DATE | | | | |

GT4 2010 Update

Step 1

| Ref. | PART | DESCRIPTION | STEP 1/QTY. |
|------|-------|---------------------------------|-------------|
| 1 | A0283 | Hinge Mounting Plate Bush Lower | 2 |
| 2 | A0282 | Hinge Mounting Plate Bush Upper | 2 |
| 3 | A0431 | Hinge MTG Plate RH - Assy | 1 |
| 4 | - | M8 Lock Nut | 4 |
| 5 | - | M8 WASHER | 4 |
| 6 | - | M8x30 cap head | 2 |
| 7 | - | M8x65 cap head | 2 |

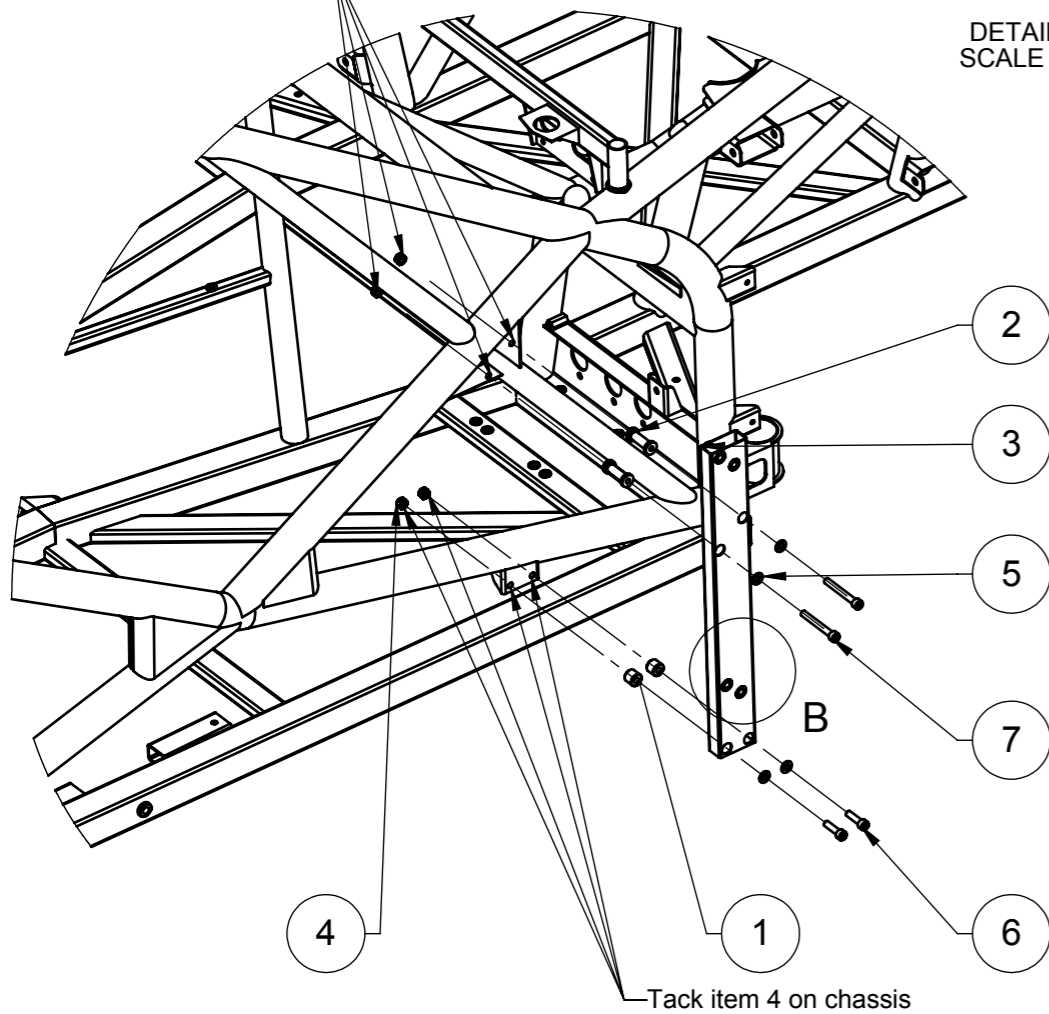
-Item 3 to replace part A0280-B
-Drill item 2 in order to clear a M8 bolt



DETAIL B
SCALE 1 : 5

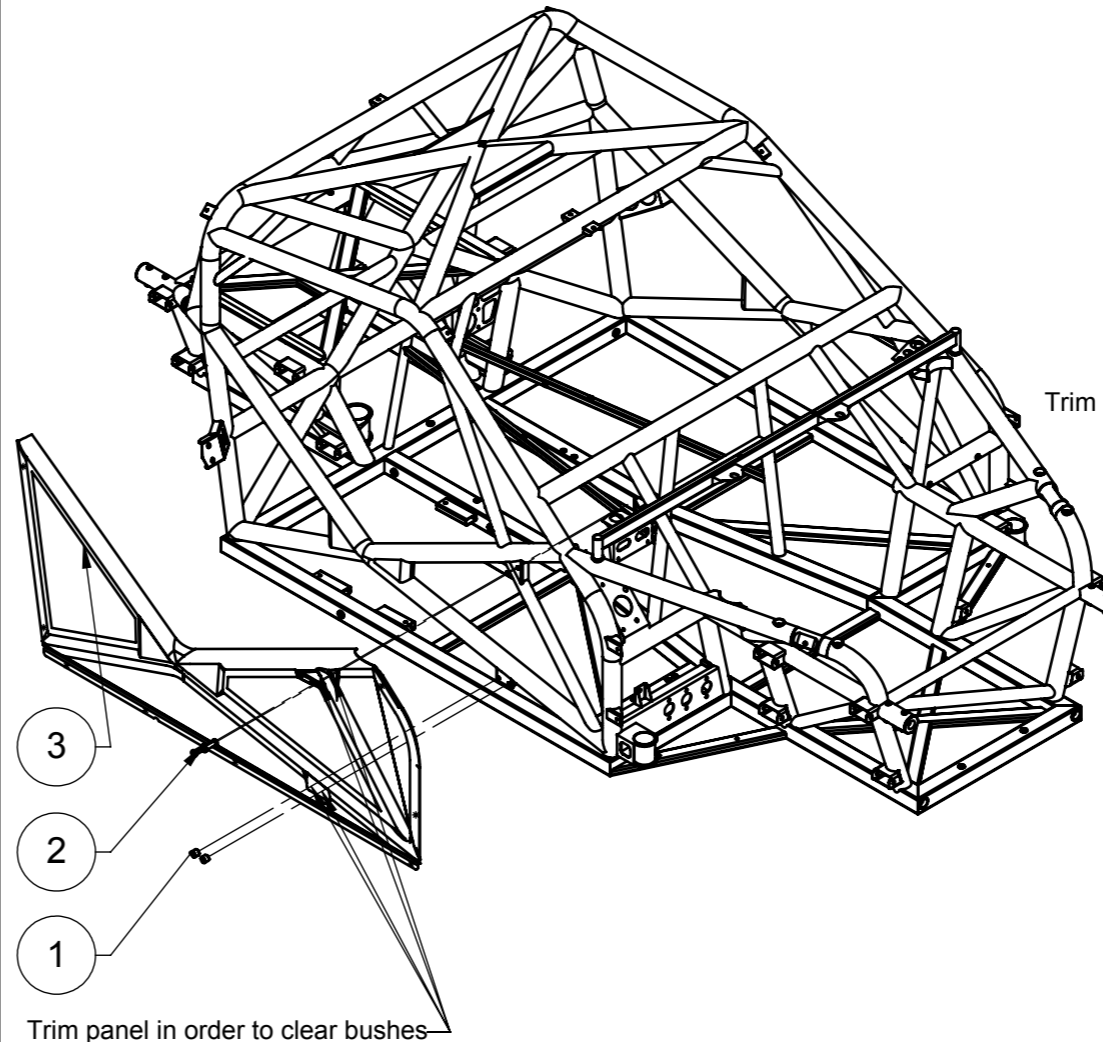
Tack item 4 on chassis

Threaded inserts to hinge MTG



Step 2

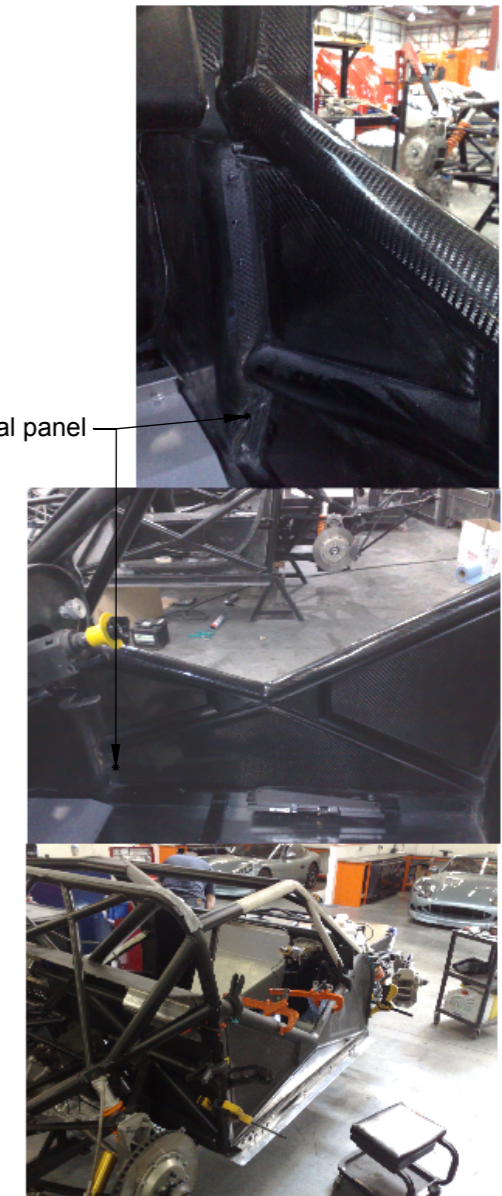
| REF. | PART | DESCRIPTION | STEP 2/QTY. |
|------|---------|--|-------------|
| 1 | A0283 | Hinge Mounting Plate Bush Lower | 2 |
| 2 | A0282 | Hinge Mounting Plate Bush Upper | 2 |
| 3 | B0157-A | G-50Z Inner Side Chassis Panel RH Assy | 1 |



Trim panel in order to clear bushes

-Bond item 1 in place using sikaflex
-Rivet and clamp panel in place whilst the bonding process

Trim internal panel



| | | | | | |
|--|--|---|--|--|--|
| WEIGHT(g) | | MATERIAL N/A | | COPYRIGHT NOTE THIS DRAWING AND INFORMATION IS THE PROPERTY OF LNT AUTOMOTIVE AND MUST NOT BE REPRODUCED, USED FOR MANUFACTURE OR DISCLOSED TO A THIRD PARTY WITHOUT WRITTEN CONSENT. | |
| TOLERANCE : LINEAR ±0.1mm ANGULAR ±0.5° | | FINISH N/A REMOVE ALL BURRS AND SHARP EDGES | | PROJECTION THIRD ANGLE | |
| DRAWN ML | | DESCRIPTION X0064 Side Impact Structure Assy | | QUANTITY PER CAR: - | |
| DATE 25/02/2010 | | SCALE N/A | | DRG. NO. X0064 | |
| APPROVED ML | | A3 | | SHEET 1 OF 2 | |
| Ginetta Cars, Unit 2, Helios 47, 1 Isabella Road, Garforth, West Yorkshire, England LS25 2DY. Tel: 44 (0)1909 515 116 Fax: 44 (0)1909 515 699 www.Ginettacars.com | | REV. | | LNT automotive | |

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Tel: 44 (0)1909 515 116 Fax: 44 (0)1909 515 699 www.Ginettacars.com



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| | | | | | | | |
|------|--------------|-------|---------|------|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| REV. | MODIFICATION | DRAWN | CHECKED | DATE | | | |

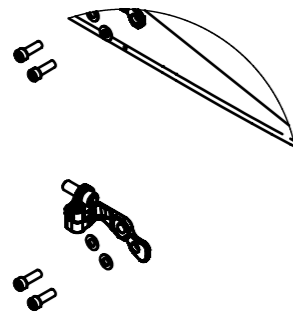
GT4 2010 Update

Step 3

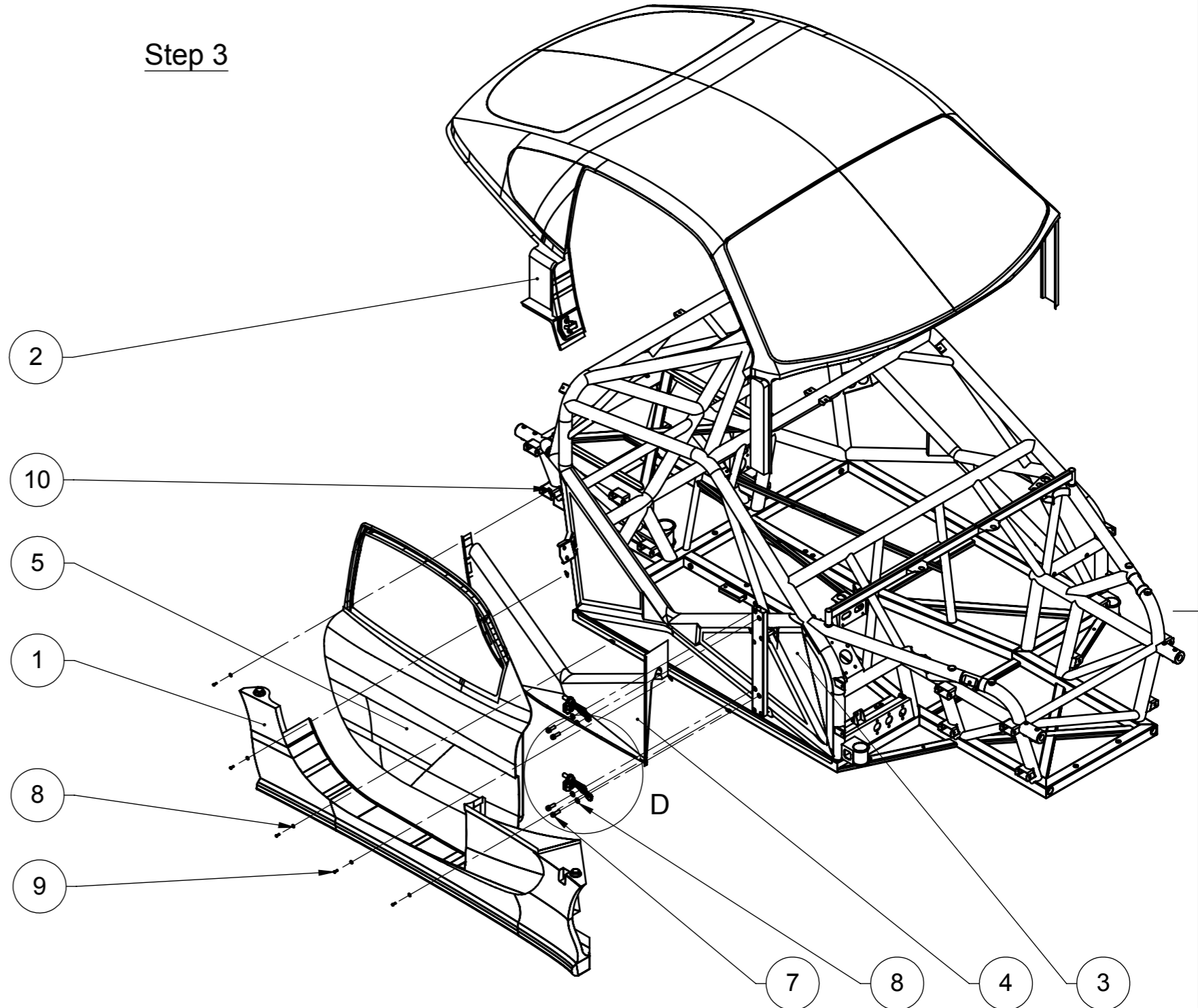
| Ref. | PART | DESCRIPTION | STEP 3/QTY. |
|------|---------|--|-------------|
| 1 | B0022 | Side Sill RH | 1 |
| 2 | B0024 | Roof | 1 |
| 3 | B0157-A | G-50Z Inner Side Chassis Panel RH Assy | 1 |
| 4 | B0170 | Zytek G50 Side impact infill | 1 |
| 5 | B0185 | GT4 Foam Filled RH Door | 1 |
| 6 | - | M10 plain washer | 4 |
| 7 | - | M10x30 cap head | 4 |
| 8 | - | M5 washer | 5 |
| 9 | - | M5 x 15 button head | 5 |
| 10 | - | M5 Captive Nut | 5 |

-Item 10 to be rivet on item 4

DETAIL D
SCALE 1 : 10



-Door hinge to be nut and bolt trough the door using M14x40 cap head bolts



| | | | |
|---|---|--|---|
| WEIGHT(g) | MATERIAL: N/A | COPYRIGHT NOTE THIS DRAWING AND INFORMATION IS THE PROPERTY OF LNT AUTOMOTIVE AND MUST NOT BE REPRODUCED, USED FOR MANUFACTURE OR DISCLOSED TO A THIRD PARTY WITHOUT WRITTEN CONSENT. | |
| TOLERANCE : LINEAR ±0.1mm ANGULAR ±0.5° | FINISH: N/A REMOVE ALL BURRS AND SHARP EDGES | PROJECTION THIRD ANGLE | DO NOT SCALE IF IN DOUBT ASK ALL DIMENSIONS IN MILLIMETRES |
| DRAWN: ML | DESCRIPTION X0064 Side Impact Structure Assy | QUANTITY PER CAR: | |
| DATE: 23/02/2010 | | - | |
| APPROVED: ML | SCALE N/A | A3 | SHEET 2 OF 2 |
| | DRG. NO. X0064 | REV. | |

Part #: X0039
Ginetta G50 Fire Extinguisher
Assembly: G50R0008



ROLL OVER PROTECTION SYSTEM CERTIFICATE

(Please complete in BLOCK CAPITALS)

MANUFACTURERS DETAILS

MANUFACTURER: GINETTA CARS LTD

ADDRESS: HEWDS 47, BARFORTH, LEEDS, LS25 2DY

TEL. NO: 08457 10 50 50 FAX NO: 0113 385 41 41

E-MAIL: enquiries@ginetta.cars.com

SYSTEM DETAILS

| | Main rollbar | Longitudinal strut | Diagonal strut | Front rollbar | Optional Bars |
|-------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Material | SAE 4130 | SAE 4130 | CDS153BK | SAE 4130 | SAE 4130 |
| External diameter | 50.8 mm | 50.8 mm | 50.8 mm | 50.8 mm | 50.8 mm |
| Wall thickness | 2.03 mm | 2.03 mm | 1.6 mm | 2.03 mm | 2.03 mm |
| Elastic limit | 62.8 daN/mm ² | 62.8 daN/mm ² | 36 daN/mm ² | 62.8 daN/mm ² | 62.8 daN/mm ² |
| Tensile strength | 75.6 daN/mm ² | 75.6 daN/mm ² | 61.6 daN/mm ² | 75.6 daN/mm ² | 75.6 daN/mm ² |

CAR/S FOR WHICH ROPS IS DESIGNED

MAKE: GINETTA FIA HOMOLOGATION NO(s): N/A

MODEL(s): G50

CAR WEIGHT: 1000 (kg)

DISCIPLINE(S): G50 CUP, BRITISH GT4, EUROPEAN GT4 CUP

THIS CERTIFICATE BECOMES INVALID IF THE STRUCTURE IS MODIFIED IN ANY WAY FROM THE DESIGN SHOWN HEREIN

THIS CERTIFICATE IS ONLY VALID IF FULLY COMPLETED, APPROVED BY THE MSA AND PRINTED ON MSA SECURITY PAPER


DECLARATION BY DESIGNER for ROPS not complying with FIA/MSA basic designs

I declare that the roll over protection system described herein has been:

(a) ~~tested under my personal supervision~~

(b) ~~shown by stress calculations, or~~

(c) shown by stress calculations carried out under my personal supervision

to meet the strength requirements specified in current FIA/MSA regulations. In addition I declare that all details of the ROPS design including joints, mountings and attachments are in conformity with these regulations. (*Delete as appropriate)

DATE: 14th Dec 2007 SIGNATURE: *[Signature]* NAME: D. M. TOMLIN

PROFESSIONAL QUALIFICATIONS: C.ENG. MIMechE
 Acceptable signatories must be Corporate Members of the Royal Aeronautical Society, Institution of Civil, Mechanical or Structure Engineers, or their equivalent, or FIA accredited laboratory.

DECLARATION BY MANUFACTURER.

I certify that the ROPS described herein complies with FIA/MSA criteria, in particular with regard to its mountings, joints, connections and stress resistances.

DATE: 4/12/07 SIGNATURE: *[Signature]* NAME: Paul Barber

STATUS: Senior Engineer

MSA REGISTRATION

The MSA accepts that this document has been completed in accordance with the prevailing regulations.

John Symes
 Technical & Risk Control Manager

John Ryan
 Technical Executive



MSA STAMP

NOTES:

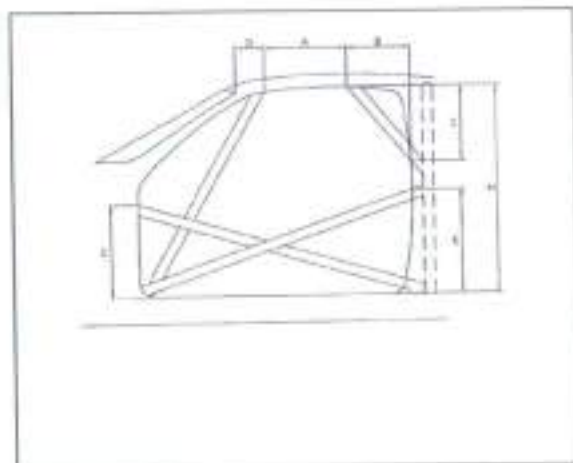
- THIS CERTIFICATE BECOMES INVALID IF THE STRUCTURE IS MODIFIED IN ANY WAY FROM THE DESIGN SHOWN HEREIN
- THIS CERTIFICATE IS ONLY VALID IF FULLY COMPLETED, APPROVED BY THE MSA AND PRINTED ON MSA SECURITY PAPER

MSA REF. NO:

2 2 3 2



MSA REF. NO:



**Door Aperture Reinforcements-
Dimensions.**

Dimension (Please insert where applicable)

- A = (min 300mm)
- B = (max 250mm)
- C = (max 300mm)
- D = (max 100mm)
- E = (max 1/2 height H)



Additional Information Page

Reason for Amendment:

Date:

MSA Signature & Stamp:

Msarops - 12 May 2004

6



FÉDÉRATION INTERNATIONALE DE L'AUTOMOBILE

**DOSSIER DE CERTIFICATION
POUR STRUCTURES DE SECURITE
CERTIFICATION DOSSIER
FOR SAFETY STRUCTURES**

CONSTRUCTEUR DE LA VOITURE
CAR MANUFACTURER

GINETTA CARS LTD
Helios 47
Leeds
UK

TYPE DE VOITURE
CAR TYPE

G50 (LS25 2DY)

DATE DE FABRICATION DU 1^{er} EXEMPLAIRE
DATE OF MANUFACTURE OF THE 1st UNIT

12.2007



NUMERO DE DOSSIER
DOSSIER NUMBER

TAMPON ET SIGNATURE
STAMP AND SIGNATURE

DATE

ST-08-0A

Fédération Internationale de l'Automobile
Chemin de St-Jeannet, 2
CH-1291 COUVREVE 15
Tél: 41 22 544 44 00
Fax Sport: 41 22 544 44 50

04/12/2009

STRUCTURE ABSORBANTE FRONTALE FRONTAL ABSORBING STRUCTURE

NUMERO D'APPROBATION
APPROVAL NUMBER

ST-CB-08-0A

ESSAI DE CHOC / CRASH TEST

(conformément à l'article 258A-16 de l'Annexe J / in accordance with article 258A-16 of Appendix J)

| EFFECTUE PAR CARRIED OUT BY | DATE | DELEGUE TECHNIQUE FIA FIA TECHNICAL DELEGATE | MASSE / VITESSE MASS / VELOCITY |
|---|------------|---|------------------------------------|
| TRL Old Wokingham Road Crowthorne Berkshire RG45 6AU UK | 04.06.2008 | J. CROOK | 1050 kg / 14 m.s ⁻¹ |

**Ginetta G-50
GT4 Homologation
number**

Nat-GT4-009