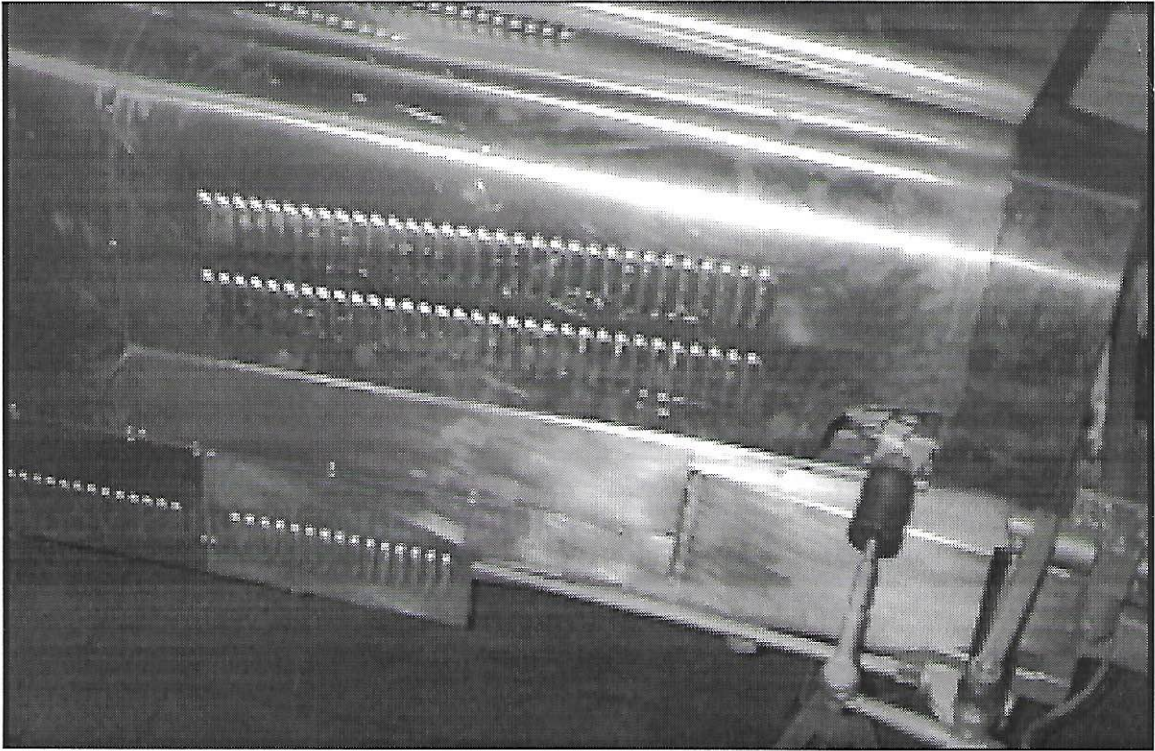
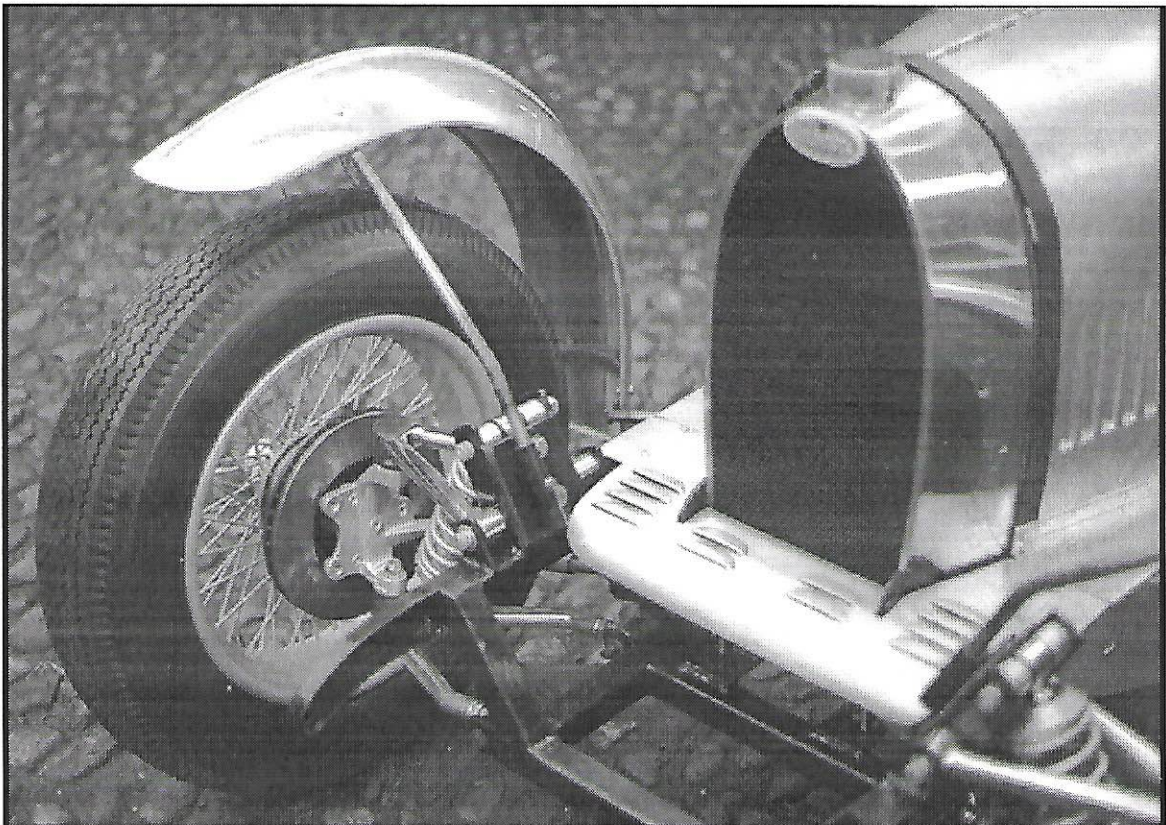


Body Panels (continued).

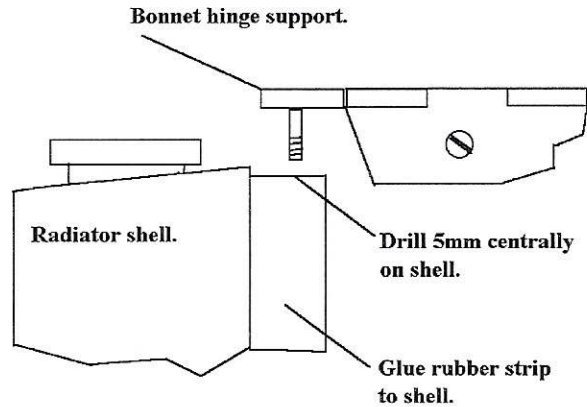


The lower louvred side panels, Bonnet closing panels & front side cheeks can now be fitted. As mentioned earlier the Rad shell is free to move a small amount in all directions for the purpose of lining up the Bonnet panels.



In this Illustration you can see the Type 35B fitted with the Early, narrow style of Rad shell. This was the first T35B to be assembled & is shown here in rolling Body/Chassis form. The front panel was thought to be slightly too short & has since been lengthened.

Body Panels.



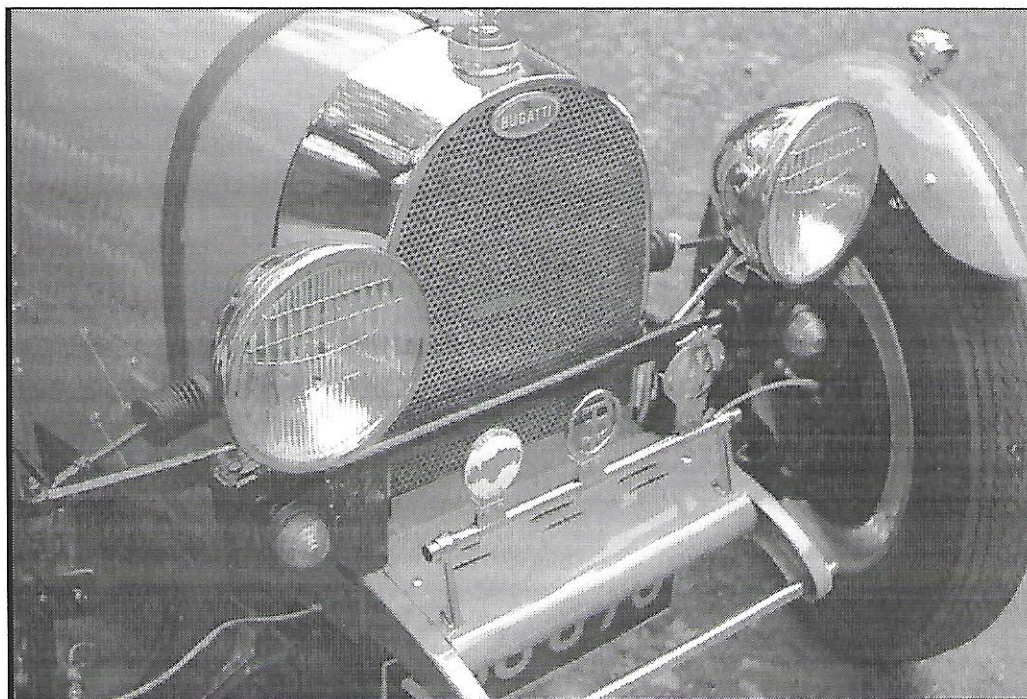
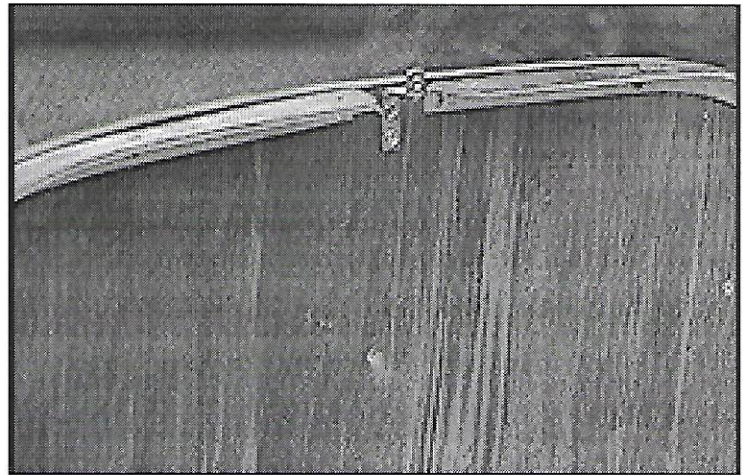
The Bonnet Hinge can now be fitted to the Radiator shell & the Bulkhead. Drill the Radiator shell 5mm as shown in the diagram.

The rear bonnet hinge support is screwed to the bulkhead as shown in the illustration. It is important to make sure it is fitted centrally on the bulkhead at this stage. If it is not fitted centrally it will be impossible to accurately align the bonnet panels.

In this view you can also see the angled support panels screwed to the bulkhead.

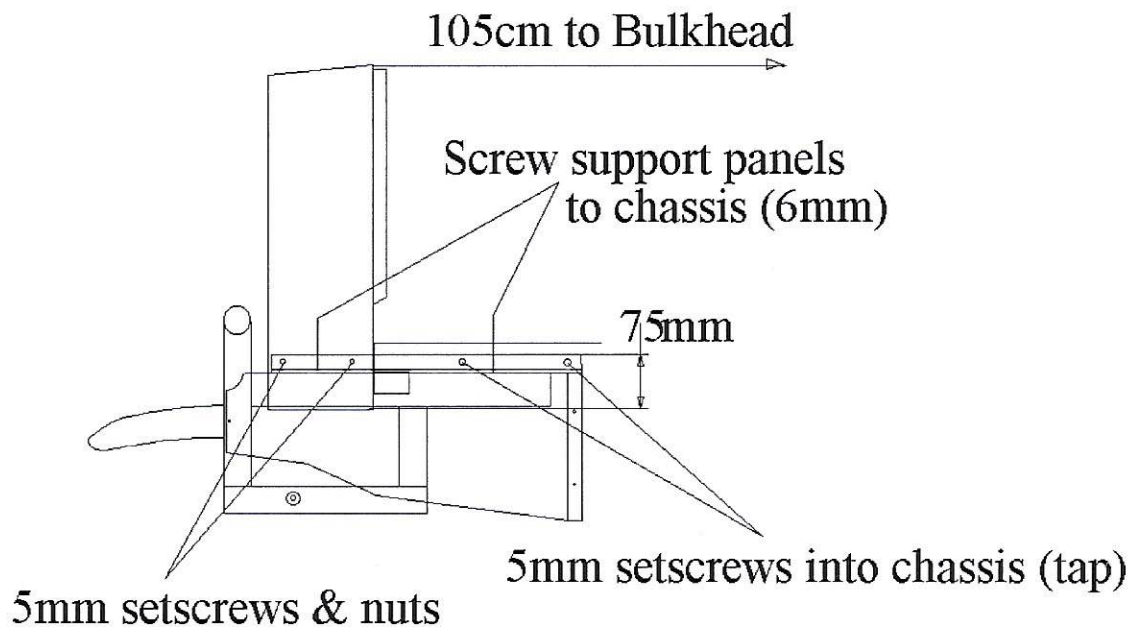
The circled Alloy panel can be fitted on top of all of these fittings if countersunk setscrews are used.

This gives a very neat final appearance to the bulkhead but it does also mean that you cannot get to the screws holding the support panels or the hinge support if they should come loose. Make sure they are tight before fitting the panel!



Type 35 Front end.

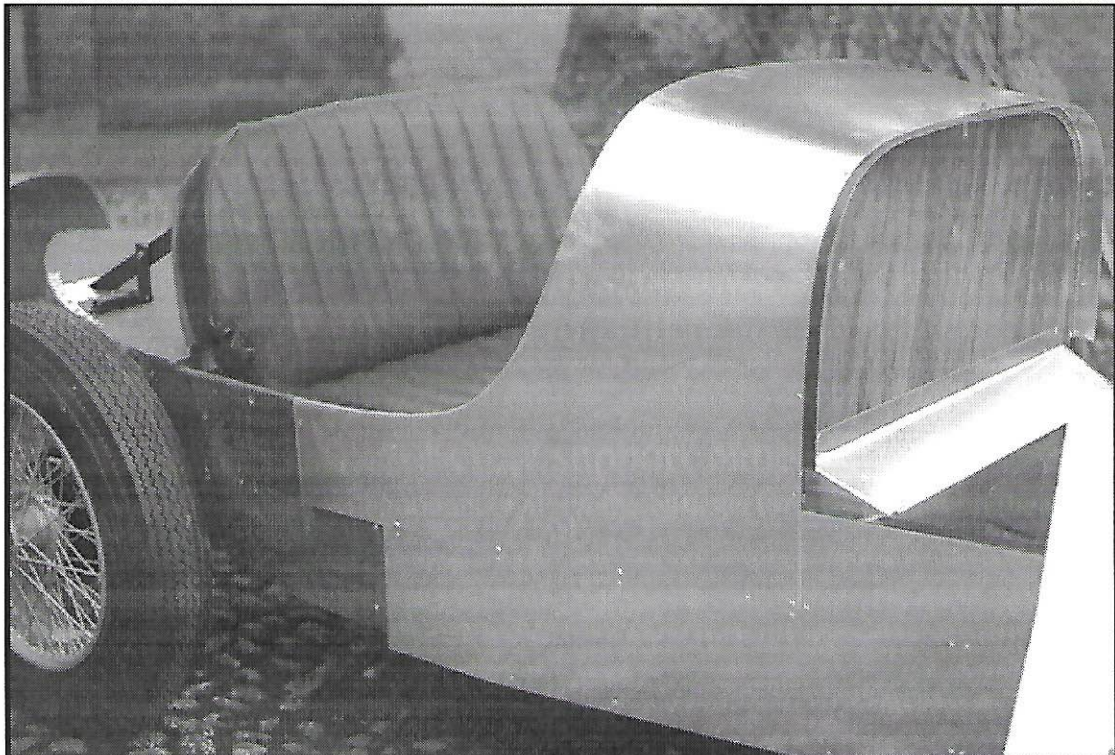
Body Panels.



Fit the Radiator Shell to the chassis top rails with 6mm setscrews.

Do not worry about adjustment at this stage.

The shell is able to move on its mounts to allow the bonnets to be aligned with the shell & the bulkhead.



Place the scuttle panel over the bulkhead & fit it to the inner panels.

You will see guide lines scribed on the inner panels showing the position of the bottom edge of the scuttle panel.

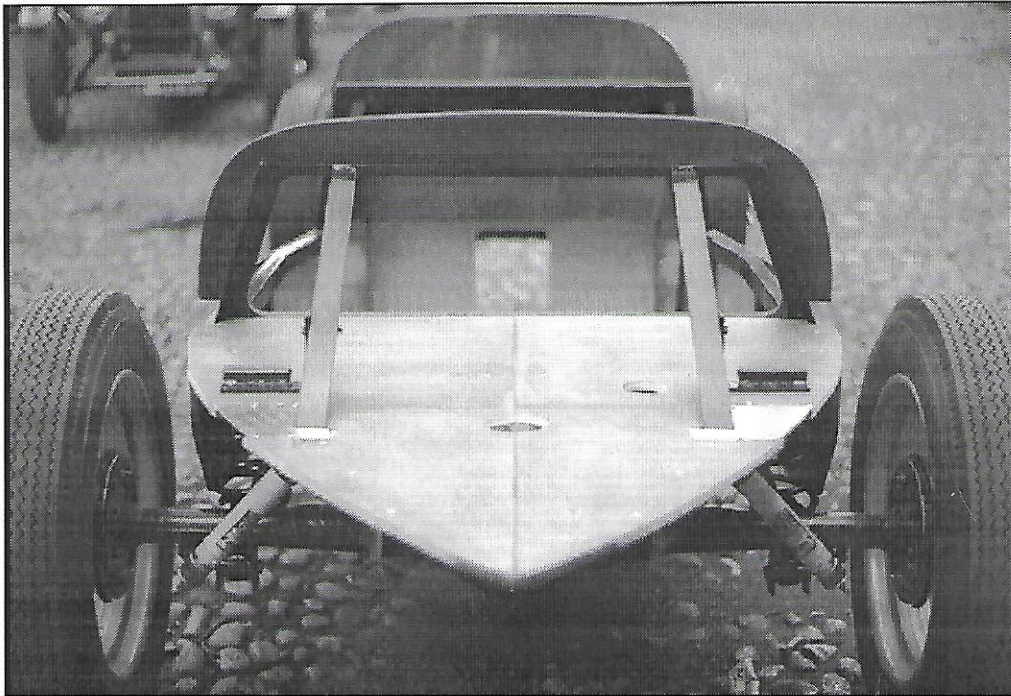
After the scuttle is in place fix the rubber to the front scuttle/bonnet support panels & slide them in place under the front of the scuttle. Leave about 5/8" in front of the scuttle to support the bonnet panels.

Do not use expensive "Body Keys" at this stage as you may damage the plating.

It is best to use cheap 5mm setscrews for initial setting up purposes.

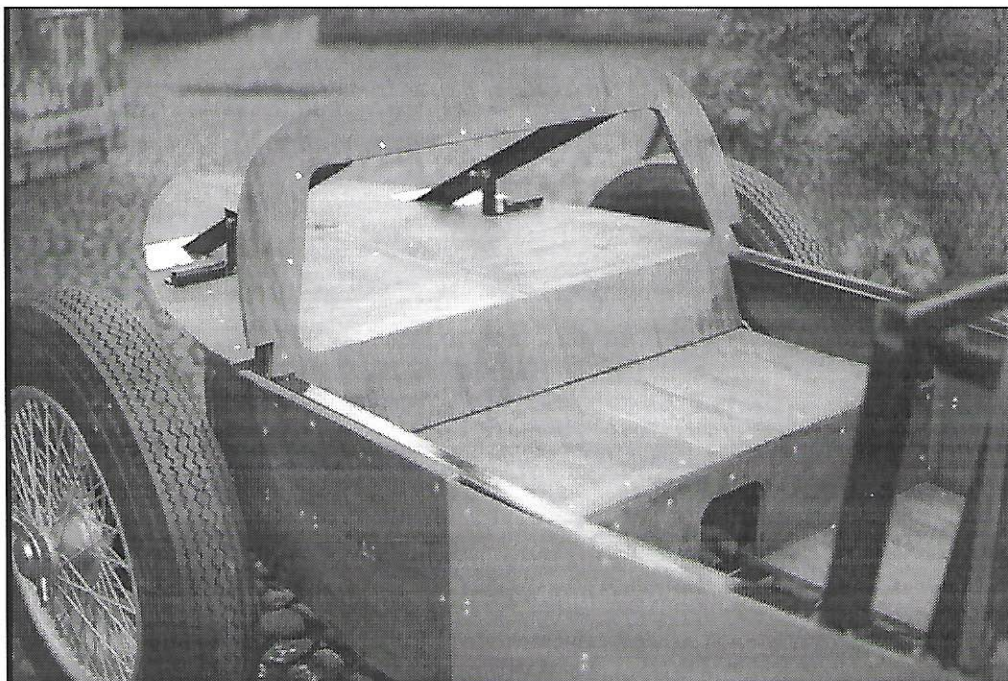
Woodwork & inner panels (continued).

In this view you can see the rear boards are in two separate halves.
The boards are dropped in place from the centre of the car & pushed outwards.
The centre joint should be filled with Purflex or similar type of sealer.



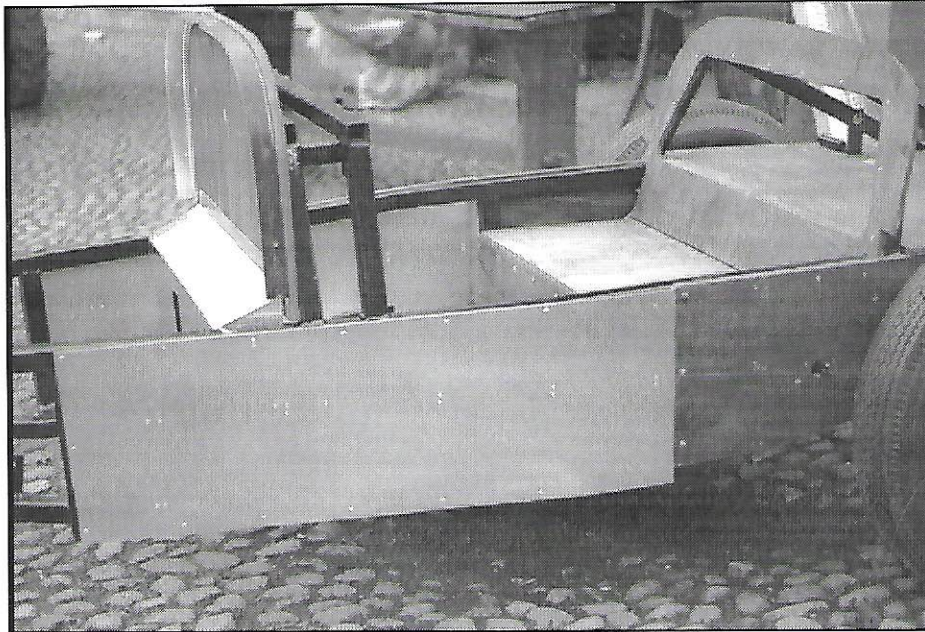
Type 35 Seat base board in the above illustration has been fitted as supplied by ourselves.
If you wish you can cut two openings under the seat & fit boxes for tools etc on either side
of the propshaft.

This also means that the upholstered seat base itself can be supplied with two matching
cutouts & Pirelli webbing on the underside instead being a plain ply board.
This gives a much more comfortable ride.

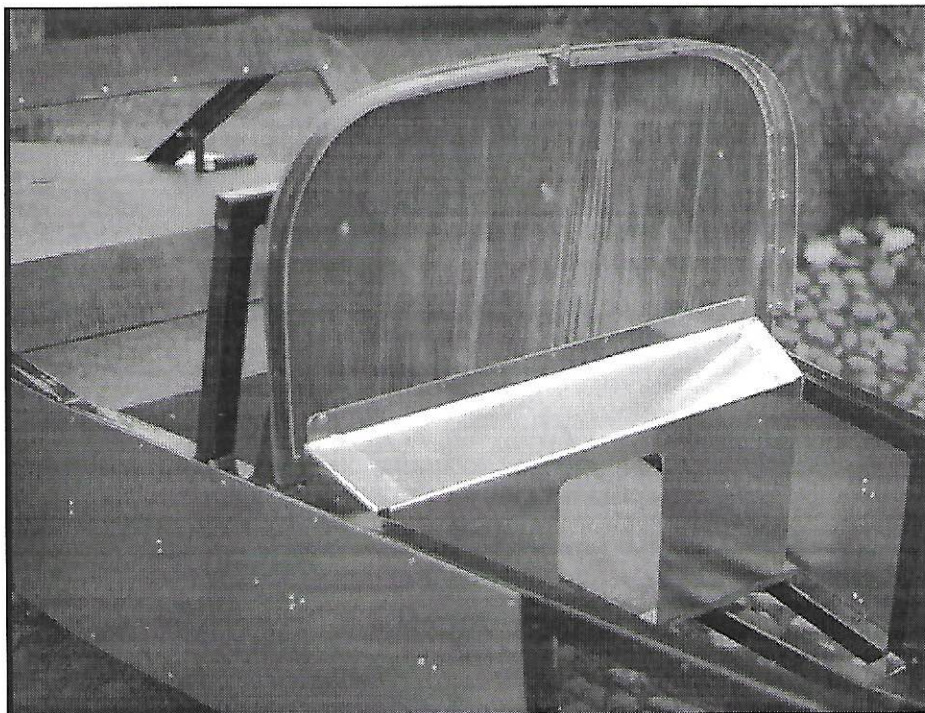


Woodwork & inner panels.

All plywood panels should be sanded & treated with a good quality exterior preservative. These are available in a variety of shades including black.

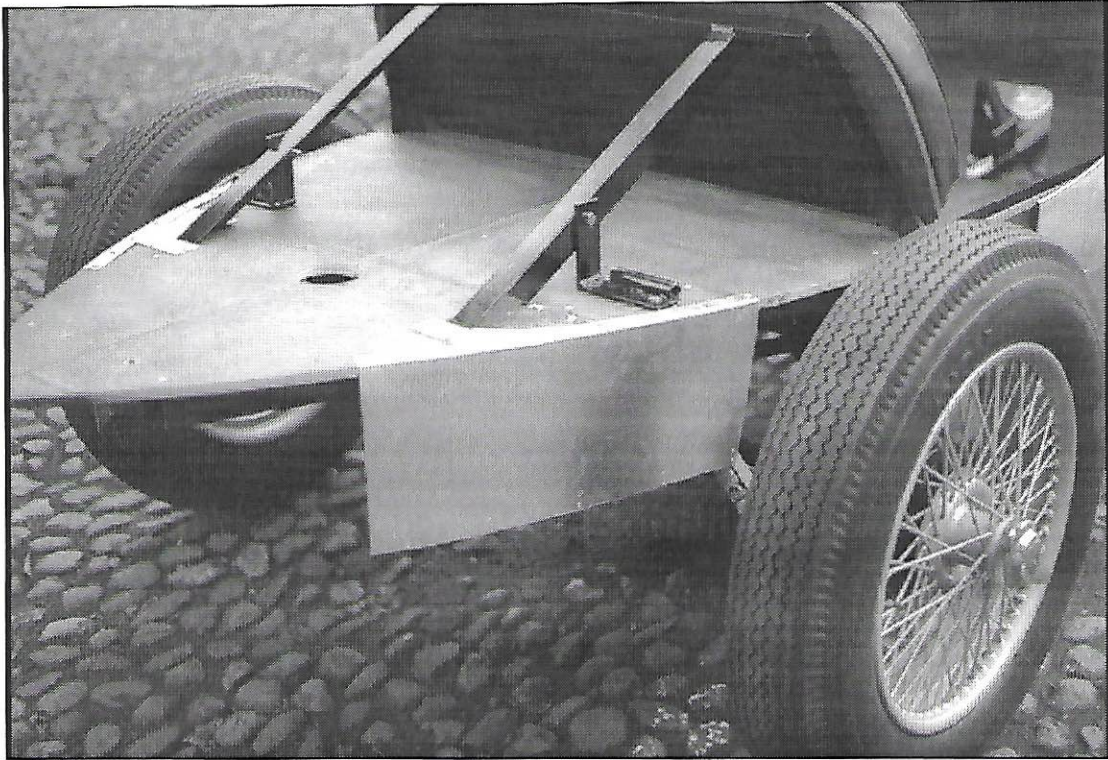


Fit the Alloy inner panels to the Chassis using 1/8" "pop" rivets
Screw the 3/4" ply side cheeks to the inner panels & the chassis.
The front edge of the ply cheeks should be level with the chassis uprights.
It will be necessary to drill a hole in the O/S cheek for the handbrake cable bracket.
Use No 8 countersunk screws to attach the ply panels to the Chassis.



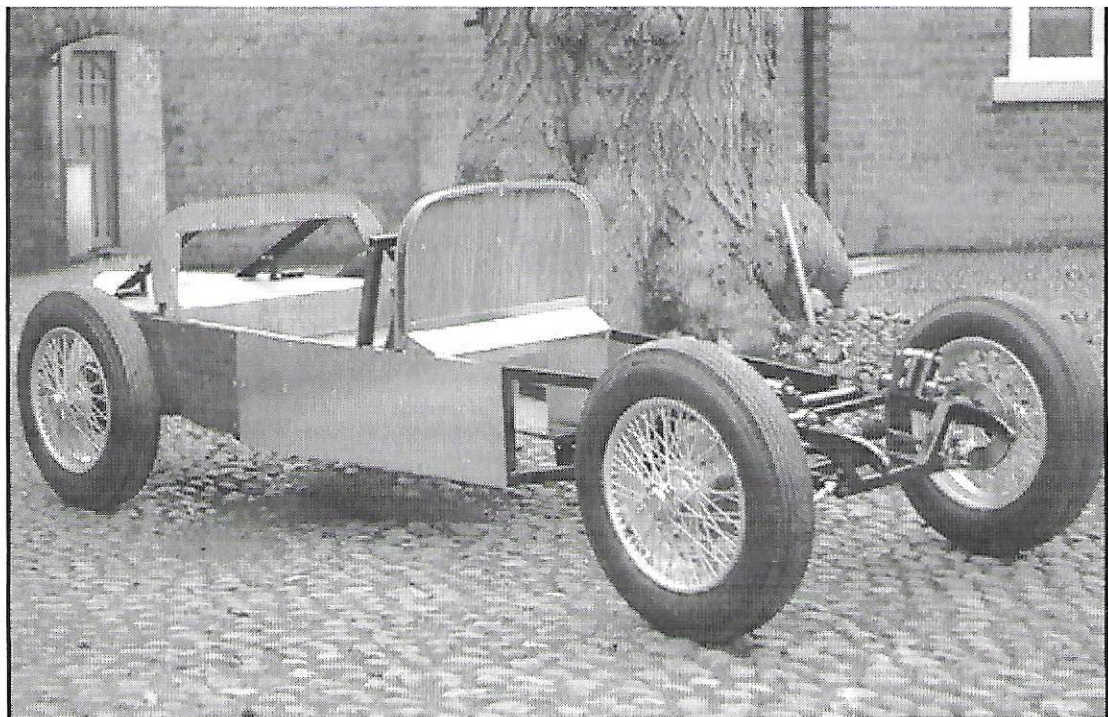
The bulkhead is attached to the frame with countersunk, No 8 self tapping screws.
Do not fit the Circle Polished panel at this stage.
The floor panels & Seat backrest can be fitted next but you may find it easier to route brake & petrol pipes first.

Woodwork & inner panels (continued).



In this View the alloy inner tail supports have been screwed down to the edges of the rear boards.

The brackets for holding the rear wing stays have also been bolted in position through the seat backrest support angle & the floor.



General view of T35B rolling chassis ready for fitting of Radiator shell & outer body panels.

Engine/Gearbox (continued).

With the power unit supported in the engine bay first fit the gearbox mount.

Marina/Ital Power Units use series one Marina gearbox mount.

Triumph 2000/2500 uses Triumph saloon gearbox mount.

Engine Mounts.

The engine should be lifted or lowered at the front until it sits level.

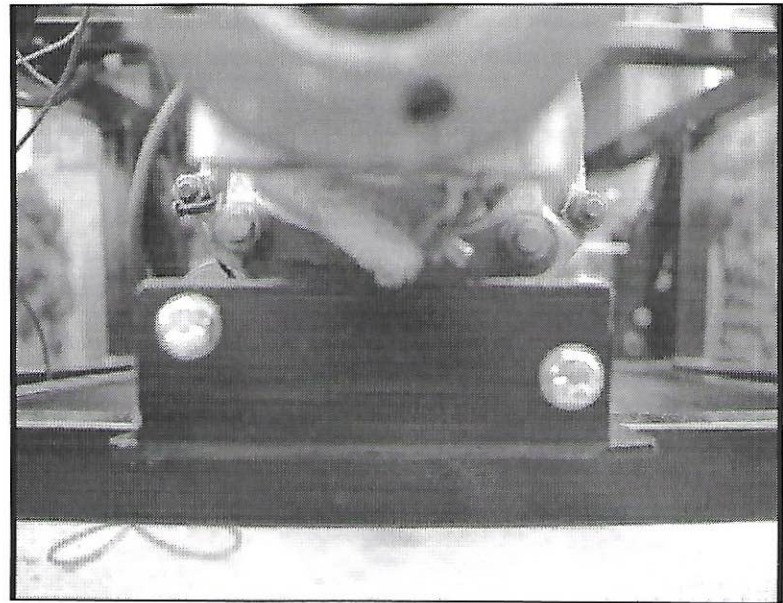
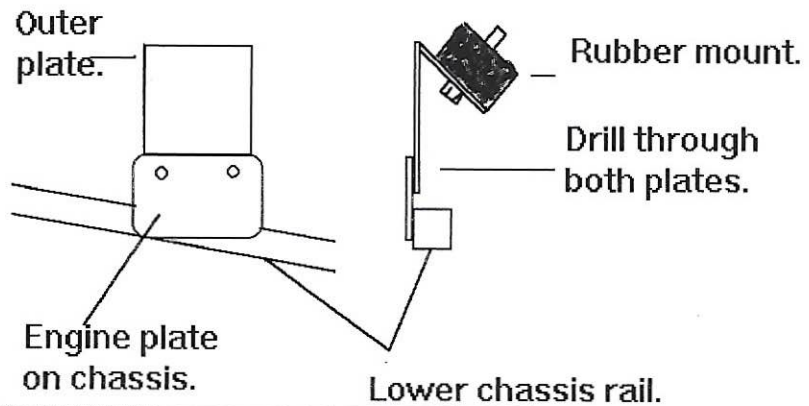
Assemble the engine plates & rubber mounts & clamp the outer plates

to the plates on the chassis.

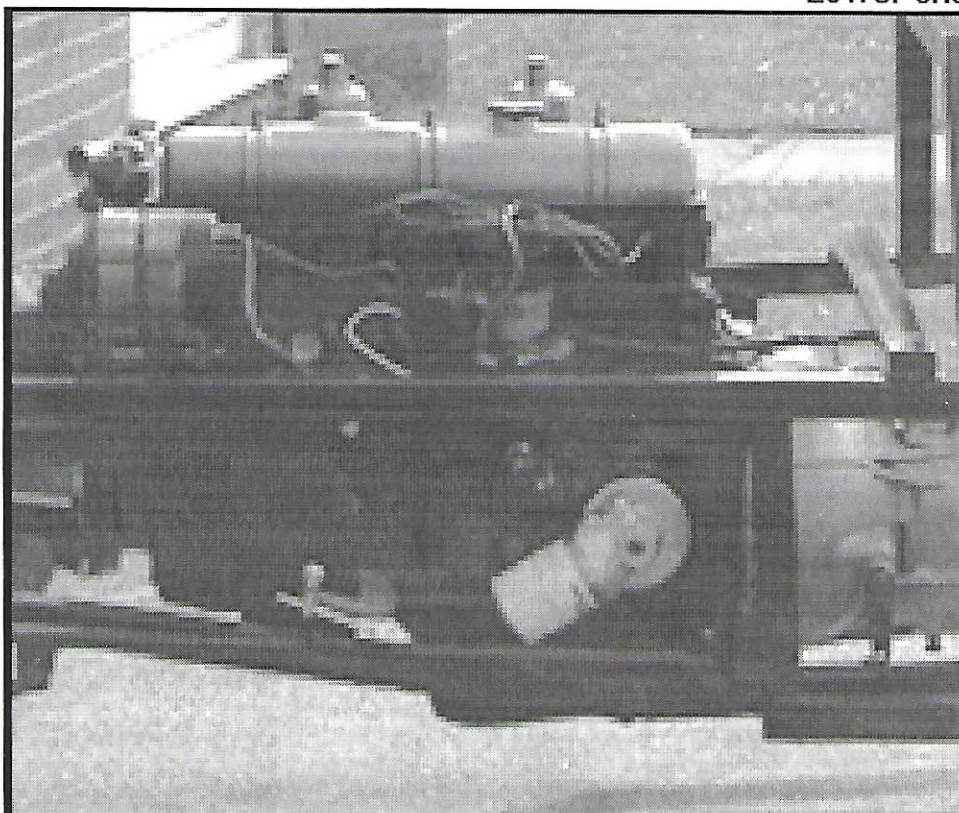
Drill right through the chassis plates & lower engine plates.

Secure with three 3/8" UNF set screws & nylock nuts.

Repeat this operation for the opposite side.



Triumph Gearbox Mounting.



Engine mounting plates clamped in place ready for drilling

Engine & Gearbox.

Whichever Engine/Gearbox combination is used it is easier to fit them as a unit.

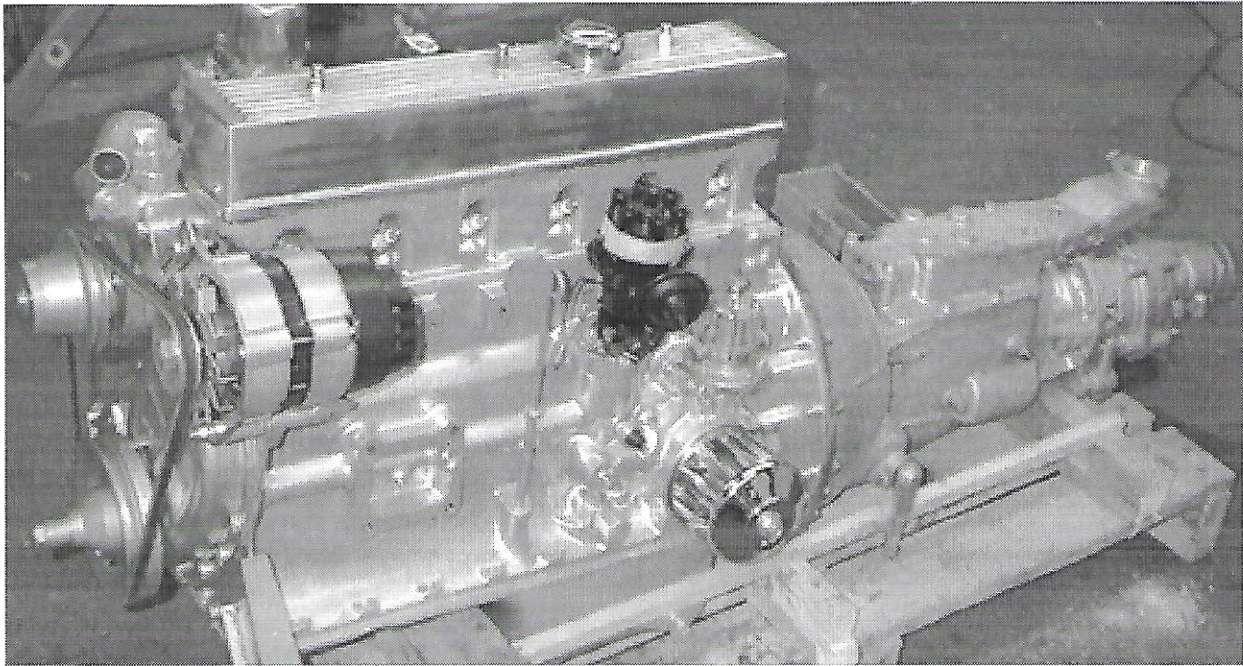


Figure 19

NOTE;

If you are using the Triumph power unit it is necessary to cut off the front engine mounting plates as close to the engine block as possible. This has still to be done in the above Illustration.

The triumph fan belt is also too long to use on the TEAL. When you purchase a new fan belt specify one size smaller than standard. This is to prevent the alternator from touching the bonnet.

All cars use Ford Cortina Mk 4/5 rubber engine mounts.

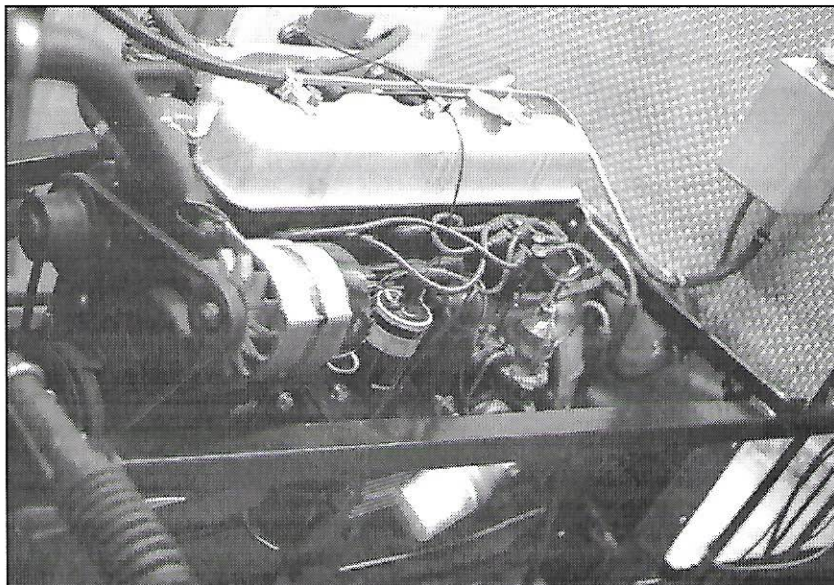


Figure 20

If the engine ancillaries are fitted it will be necessary to lower the unit in from above.

If it is fitted as a bare block then the rolling chassis can be lowered over the power unit.

Whichever method is used make sure that heavy items are well supported & try to have an assistant on hand.

It is much easier if one person can operate the lifting tackle while the other checks alignment of mounting points etc.

If you do not own them yourself it is strongly advised that you hire a good quality jack and engine hoist This makes the job safer, more enjoyable & far easier than struggling to lift a heavy power unit or rolling chassis.

Braking system (Floor mounted pedals).

The floor mounted pedal assembly now available from Teal Cars is a neat & effective alternative to the Marina/Ital pedal box.

It allows the circle polished bulkhead to have a plain & uncluttered appearance much more in keeping with the style of the car.

It is used exclusively on the new Teal Type 35B & has enabled us to extend the length of the bonnet by moving the bulkhead further to the rear of the car while still maintaining cockpit length.

It has proved so popular that we plan to make it standard equipment throughout the range in the very near future.

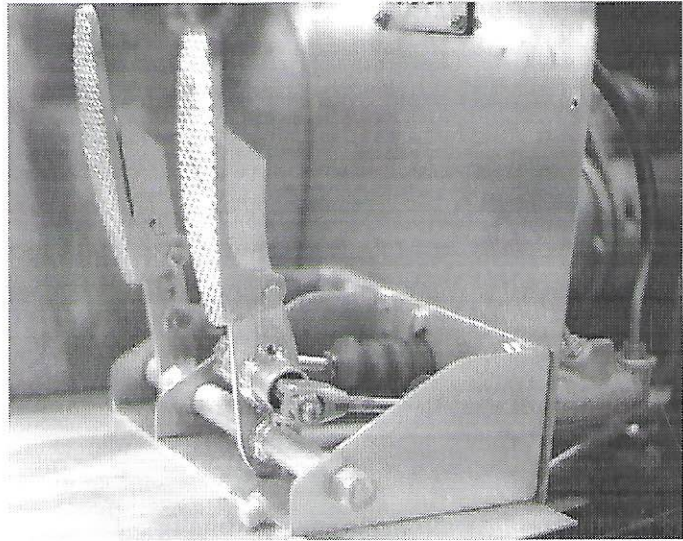


Figure 17



Figure 18

The pedal assembly can be used without a Servo but we strongly recommend the use of our Dual line Servo.

Without a servo the pedal lacks "feel" & although the brakes are still powerful pedal pressure is higher & this can be disconcerting in traffic.

The clutch & Brake pedal castings are replacement "Bugatti Type 35" items.

The unit uses an adjustable balance bar for setting front to rear bias.

The reservoirs are remotely mounted.

Braking system.

The complete pedal assembly, including the pedal box and accelerator pedal can be taken from the Marina 1.8/1.7 range.

*Make sure that new fittings are the correct type for the donor parts.
Earlier Marina components will be UNF thread, later Ital may be metric.
The later donors will provide dual circuit braking systems.*

Alternatively, floor mounted pedal assemblies with adjustable balance bar, can be purchased from Teal cars. We recommend the use of our Remote Dual circuit Servo with this system.

The bulkhead will be pre-cut & drilled if you have specified the Marina/Ital pedal assembly.

Before fitting the pedal assembly remove the pedals and bend to clear the gearbox.

Make sure that two short fly leads are attached to the brake light switch as it is difficult to connect them when the pedal box is in place.

Fit pedal box to bulkhead with 5/16" bolts & nylock nuts.

Use large diameter "penny" washers on the inside to spread the load on the wood. *Figure 15*

**Connect
before fitting
pedal box.**

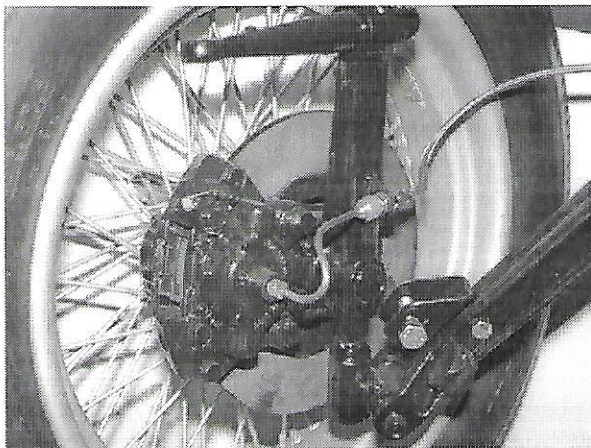
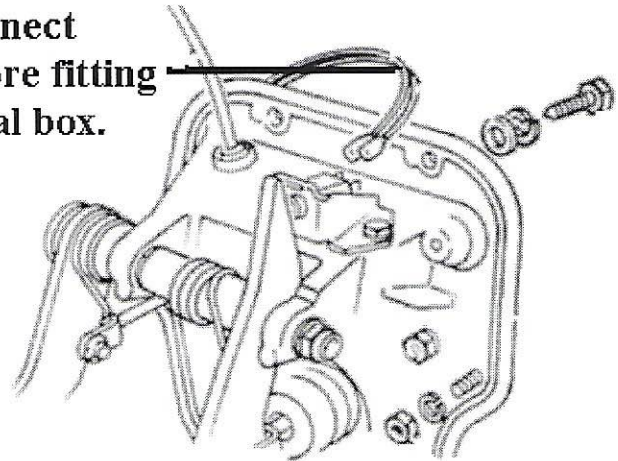


Figure 16

Fit the accelerator pedal with the lower bolts after bending to shape.

Secure brake pipes to chassis & bulkhead with clips positioned approx. 9" apart.

If you are using our floor mounted pedal assembly with remote dual servo the servo can be mounted in front of the bulkhead on the passenger side of the car.

Mount the servo as low as is practical but do not position too close to the exhaust pipe.

*When fitting callipers make sure that the bleed nipples are at the top.
It is possible to fit the callipers to the wrong sides.
It is very difficult to bleed the system after doing so!*

Check that the flexible pipes do not chafe when the steering is turned or at the rear as the suspension reaches the upper limits of its travel. After completing the assembly of braking system check all joints for tightness & bleed the system.

Check for leaks in the system while an assistant holds pressure on the pedal.