8. OTHER NOTES

a. Along the inside vertical faces of both main side members were a series of drilled holes for clips. There were two rows on each side, to serve the following purposes:

i. On the right hand side, the upper row carried the brake pipe to the rear brakes, while the lower row carried the electrical wiring harness to the rear of the car.

ii. On the left hand side, the upper row carried the copper pipe to the rear jacks, while the lower row carried the copper fuel pipe from the petrol tank to the fuel pump. (Note that a new fuel pipe was introduced for cars with the centrally positioned battery box, see Appendix 1, under Y/4460.)

b. In addition, a clip for the Jackall pipe was provided on the upper surface of the left main side member, towards the front.

c. Finally, there was a water drain hole at the lowest point of the main members, under the rear axle.

9. DIFFERENCES ON "YB" CHASSIS

The chassis frames for the "Y" and "Y/T" were identical. That for the "YB" incorporated a few differences, as follows:

a. Under the front extensions, at the extreme front, a "U" shaped channel piece was bolted, to carry the 'anti-roll" bar.

b. The spacing of the bolt holes in the mounting pads for the front dampers (shock absorbers) was different, because of the different dampers used on the "YB". (The mounting pad itself was the same.)

c. As previously mentioned, the bolted-on bracket for the Engine Control Link ("Steady Link") was asymmetric in shape, because of the new dampers. (That of the "Y" and "Y/T" was symmetrical.)

d. A large, full width, bracket was welded, one each side, to the under-surface of the front cross member. The lower wishbone pivot bar was bolted to this bracket. (On the "Y" and "Y/T" this pivot bar was bolted directly to the under-surface of the front cross member.)

e. A steel plate was welded to the top and bottom flanges of the inside of the right (or left, in the case of the one-and-only left hand drive "YB") main side member, between the second cross member and the pedal box. The plate was welded to these latter components also, and its purpose was to mount the Brake Master Cylinder, which was of a different type to that fitted to the "Y" and "Y/T". (Because of this new mounting, there were no bolt holes for the Master Cylinder in the rear side of the pedal box.) The plate continued the gap between the side member and the pedal box, to allow the wiring harness and a brake pipe to pass between. However, the speedometer drive cable entered the gap through a slot half way along the plate, and above the Master Cylinder.

f. As previously mentioned, the small welded-on brackets on the inside of the main side members that provided the changeover point from metal pipe to flexible hose, for both the brake system (Right side) and "Jackall" system (left side), were attached further back on the "YB" chassis. While on the "Y" and "Y/T" they also provided mountings for the hand brake cable greasing points, this was not the case on the "YB".

g. Because the "YB" was not fitted with the Lateral Control Link ("Panhard Rod"), there was no bracket for this component on the right hand main side member.

h. The method of mounting the rear dampers was different. While on the "Y" and "Y/T" they were bolted directly to the main side member, with the bolts passing right through the member, on the "YB" chassis a special, substantial mounting bracket was welded to both sides of the main member, and extended above it. The dampers were bolted to this extension.

i. A drilled hole for a clip for the brake pipe was provided on top of the forward part of the right main side member. (See Chapter 6, Para 3b.)

j. Other differences were concerned with more details of the "anti-roll" bar on the "YB", and the rear springs of the "Y/T", but as these are considered part of the suspension, they are dealt with in more detail in the appropriate chapter.

****

All this was a far cry from the "spindly" chassis of the "TA", "TB" and "TC" Midgets, which had preceded the "Y" Type into production, and thus the new design provided a significant improvement in terms of rigidity and handling. The "Y" Type's engine and gearbox unit was mounted well forward in the chas-