

## New chassis for Turner 950, Mk 1, Mk 2 & Mk 3

### Base chassis:

- Constructed from 3" (76.2mm) OD 16 swg (1.63mm wall) DOM mechanical EN10305-2 E235+C tubing, to original Turner drawings. Assembled and MIG welded on a purpose-made jig.
- Tube ends capped with 2mm steel plates fitted with removable 6mm bolts to allow internal rust-proofing.
- Cut-outs in chassis to allow Triumph front suspension, where applicable.
- Propshaft recess in rear transverse chassis tube.
- Fuel/brake pipe clips welded to both main tubes either side of the transmission tunnel.
- 16 swg front floorpan brackets, to pattern, welded in original position - undrilled.
- 16 swg perforated side members with additional top and bottom bracing strips – to pattern.
- 16 swg folded gussets to rear of main chassis tubes, to pattern.
- Rear suspension uprights, in folded 2mm steel, with additional strengthening strip added to cockpit face. Pilot drilled for upper radius rod mounting in standard and modified positions – both uprights identical. (Pilot holes can be drilled to alternative size/s on request). (See Option 8)
- 3mm steel rear outer control arm (torsion arm) mounting plates with machined-from-solid steel tapered housings for the rubber bushes, to standard dimensions – fitted to chassis/rear uprights. Inner mounts for the torsion spring housing, to original dimensions, also fitted to the chassis. (See Option 3).
- Top rear damper brackets in 3mm steel welded to suspension upright in original position; pilot drilled in standard and modified positions to allow for non-standard ride height. (Pilot holes can be drilled to alternative size/s on request).
- 3mm steel plate with 20 x 20mm steel bar, pilot drilled for the panhard rod pick-up on the chassis. The steel bar is supplied bolted to the steel plate and is removable to allow for machining should a taper, rather than a parallel hole, be required. It may be welded on by the customer after such modification.
- All finished in black POR15 unless specified otherwise on order.

## Options:

1. Triumph front suspension towers fabricated to original dimensions, with the later additional side bracing for rigidity. 5/16" drilled to upper wishbone bracket mounting points. Drilled with 3½" hole for steering rack plus large cut out at centre bottom as standard. Supplied with internal bracing pieces fitted. Holes for wishbones drilled to 3/8". Usually made from 2mm steel, but can be 3mm if specified at time of order.
2. 2mm upper inner front wishbone brackets (2 pairs of) to suit Triumph wishbones folded to correct shape; drilled for 5/16" mounting bolts and for 3/8" pivot bolt.
3. For those not using the original torsion bars (i.e. conversion to coil-over dampers), the control arm outer bushes can be replaced with 3mm steel plates with pilot holes drilled in 3 separate locations to allow for different ride heights and suspension setup. These would be used with radius rods on the bottom instead of the standard torsion bar arms; radius rods of standard length can also be supplied, either for rod ends (rose joints) or for rubber/nylatron bushes.
4. 16 swg folded steel Ford gearbox mounting crossmember; supplied loose to enable fitting in the correct position unless specific dimensions are supplied at time of order.
5. Engine mounts, to original pattern, for Ford engine supplied welded together but not attached to the chassis unless specified, to allow for correct positional fixing. Also supplied loose with them are the fillet bracing pieces to be fitted after the mounts are welded to the chassis.
6. 16 swg 1.5" diameter front extension tubes with end plates for bodywork attachment. These are supplied loose unless exact dimensions are supplied. These are fabricated with a 2.5" circular plate on their rear face, which can be attached by the bolt in the main chassis tube end and then welded when correctly positioned. Anti-roll bar mounts fitted if required.
7. Chassis material: tubing is available in 14 swg (0.08") as an alternative to the original 16 swg (0.064") if specified. (It is also available in 18 swg for ultra-lightweight versions or in 3.5" diameter 16swg tubing if a chassis twice as stiff but only 17% heavier is required.)
8. Rear uprights in 80mm x 40mm x 3mm box section can be used to add significant strength to the rear end and are capable of acting as rollover bar supports as well. The weight of these is 7.6lbs each as against 2.8lbs each for the standard folded steel uprights.
9. 3mm steel seat belt mounting brackets can be supplied or added during construction.
10. Steering rack mounts to suit either BMC or Triumph steering rack are available.
11. Seat mounting supports or supports for seat runners, can be added during construction.



Profiled tube ready for welding



Basic chassis on jig



Triumph wishbone cutout



Rear chassis gusset



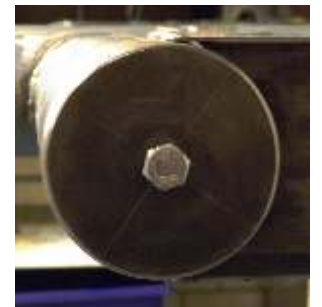
Propshaft recess



Front floorpan brackets



Tube end blanking plates



Fuel and brake pipe clips



Ford engine mounts

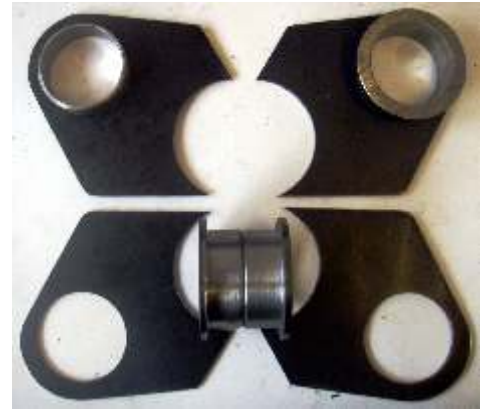




Folded steel rear uprights



Optional box section uprights



Control arm (torsion bar) brackets and bushes



Seat belt mount



Panhard rod mounting



Torsion spring brackets



Damper brackets



Triumph front suspension turret



More information & prices contact Robin Knight - [ip214ax@live.co.uk](mailto:ip214ax@live.co.uk)