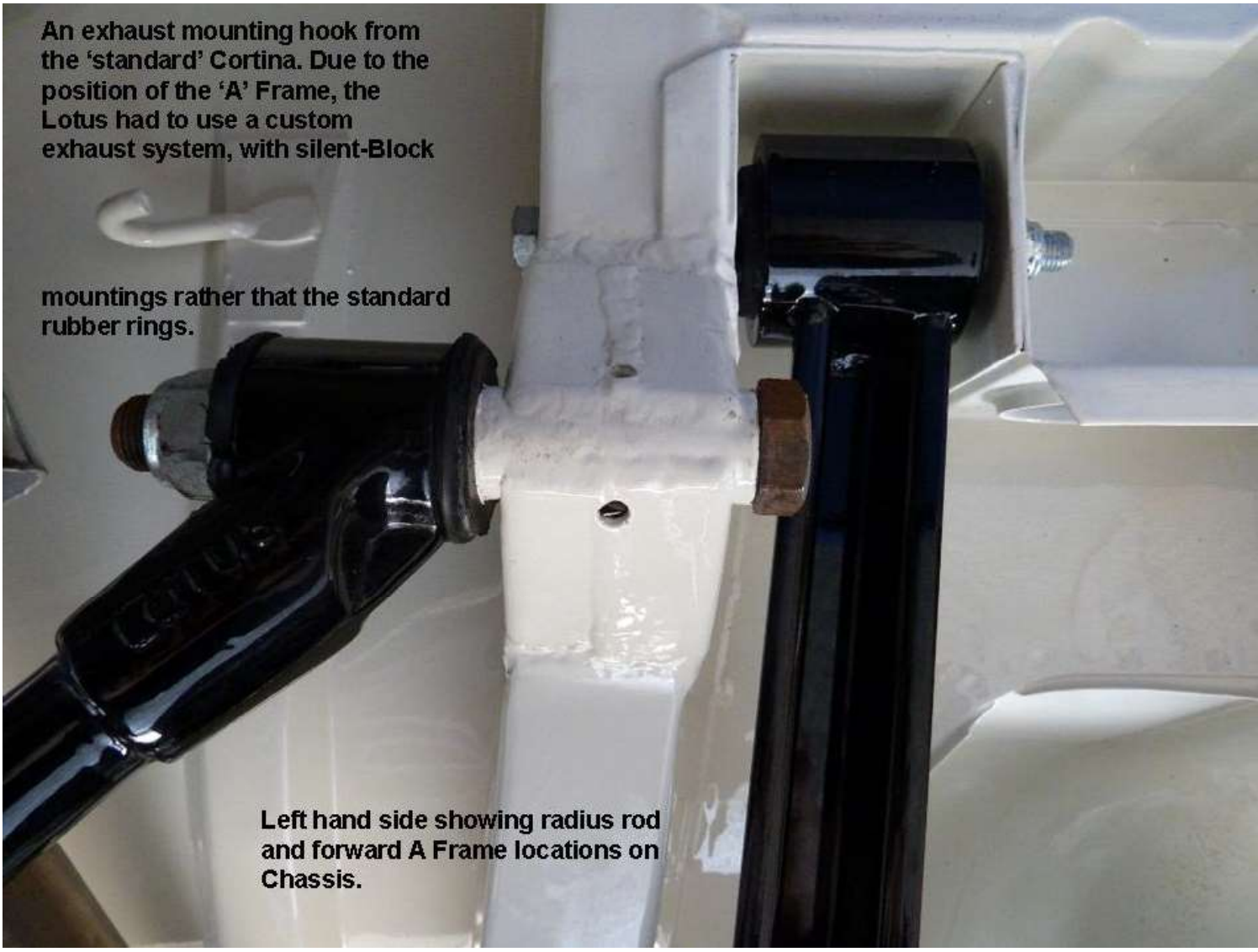
The back axle of the A Frame rear suspension is a modified standard axle, with a pair of centrally mounted brackets to take the rear mounting of the A Frame, together with two brackets on either side to take the radius rods (anti tramp bars).

The radius rods are secured to the outer side of the chassis in the same place as the old leaf springs, and the A Frame is secured via a new bracket mounted onto the chassis rail.

There were two types of A Frame brackets used, as the earlier ones were found to distort with hard use. A 'Car Service Sheet No 24' was issued by Ford on 13th Dec 1965 describing the procedure for changing the earlier bracket for the upgraded and larger bracket. See 'Books' section for details of that sheet

This car was obviously looked after as it retains the earlier bracket.

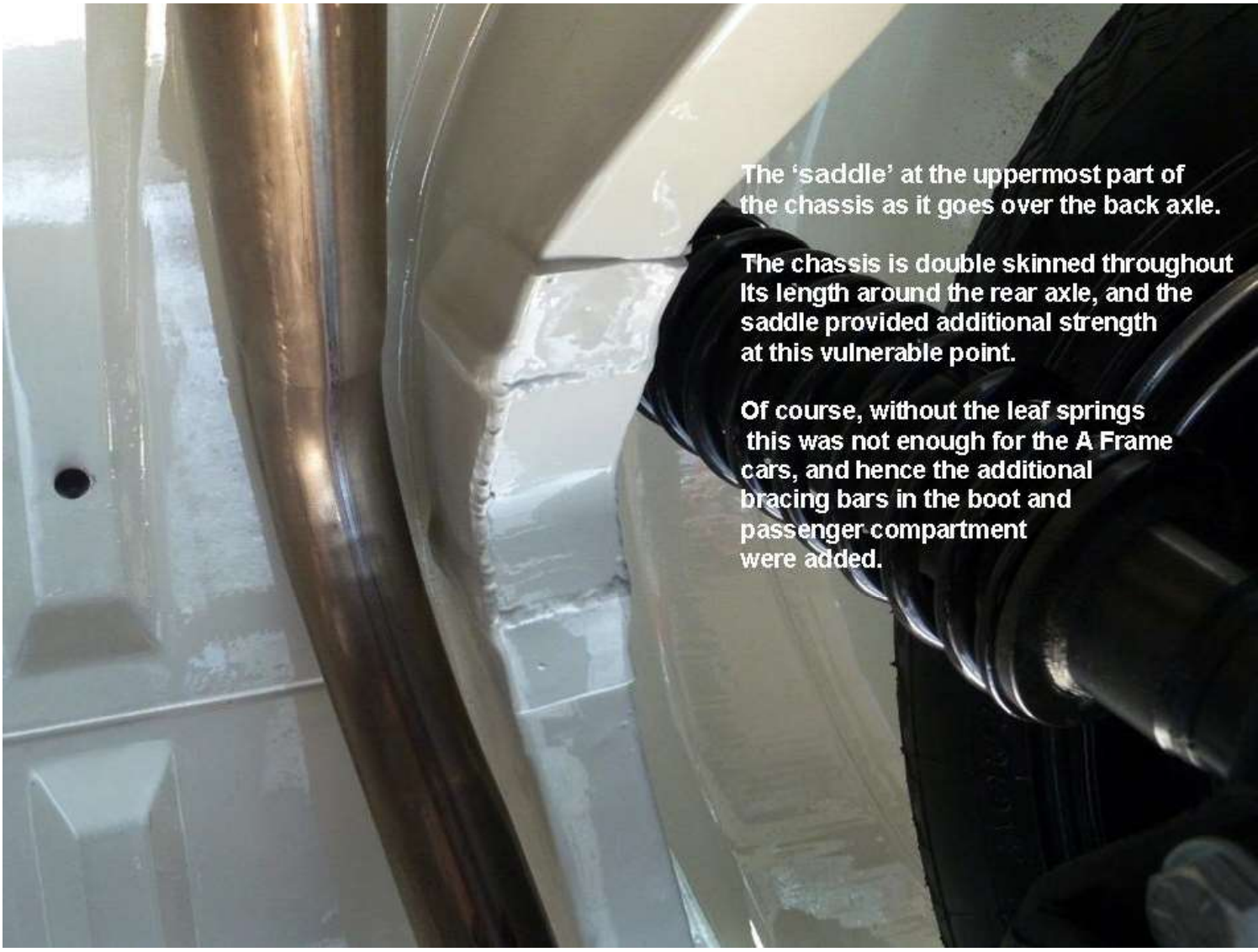

An exhaust mounting hook from the 'standard' Cortina. Due to the position of the 'A' Frame, the Lotus had to use a custom exhaust system, with silent-Block
mountings rather that the standard rubber rings.
Left hand side showing radius rod and forward A Frame locations on Chassis.

Left hand side showing further
detail of bracket and welds

Right hand side showing further detail of bracket and welds


Rear of the A Frame showing how it enables the axle to move freely in its vertical plane.


The underside of the A Frame joint at axle.


The ‘saddle’ at the uppermost part of the chassis as it goes over the back axle.
The chassis is double skinned throughout its length around the rear axle, and the saddle provided additional strength at this vulnerable point.
Of course, without the leaf springs this was not enough for the A Frame cars, and hence the additional bracing bars in the boot and passenger compartment were added.