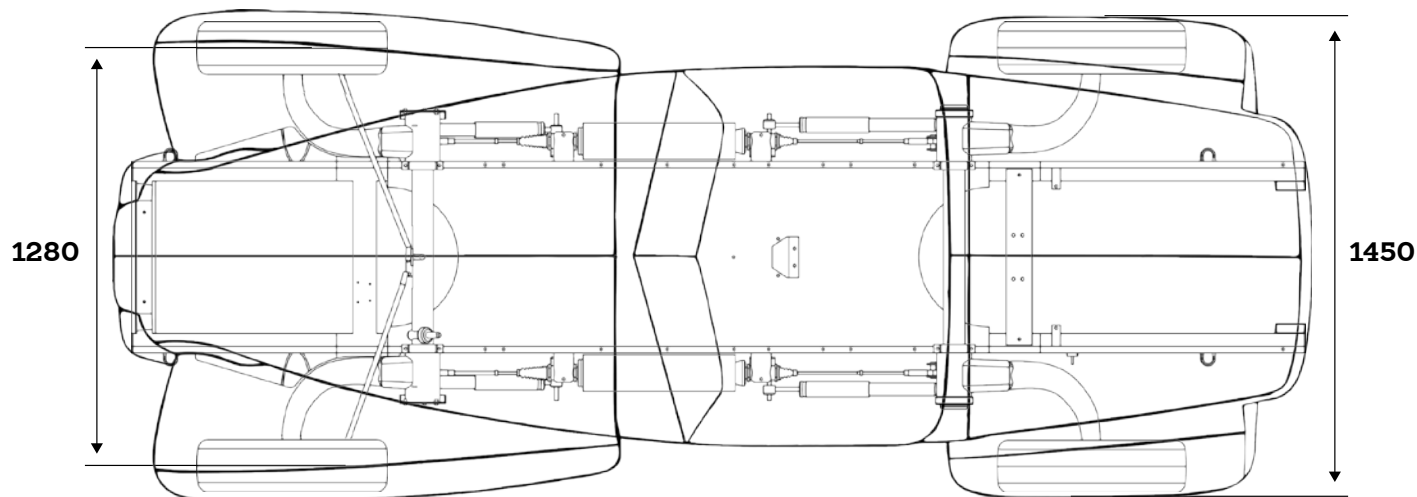
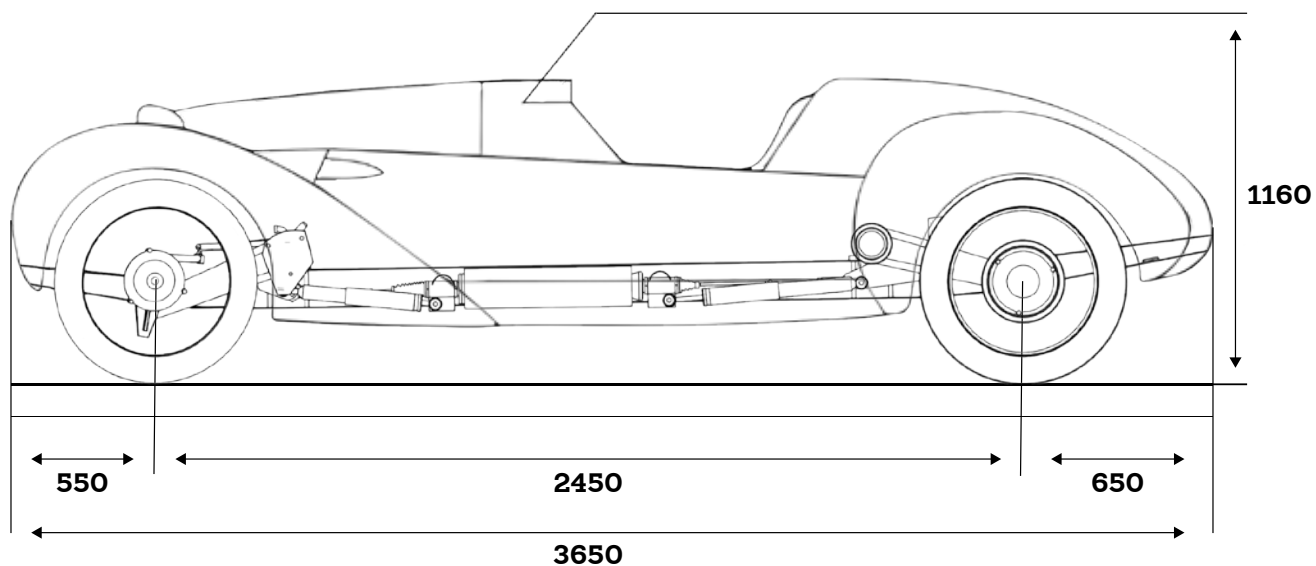


BURTON CONSTRUCTION MANUAL



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1. Introduction

The Burton is a product of brothers Dimitri and Iwan Göbel. The brothers, who come from a family of artists, developed the Burton out of their artistic passion for car design. Iwan is the business head of the two, while Dimitri is responsible for the creative part.

Together they started importing the Lomax kitcar in 1993, and soon their first own product was added, the 2CV pick-up. Duck Hunt Car Design was born.

The idea of the Burton was ultimately born out of dissatisfaction with the quality of the Lomax and the many necessary adjustments to the rolling section of the 2CV. In 1998 Dimitri started the design process that was code-named the "Hunter".

For over a year Dimitri worked in his studio in Laag-Soeren. A number of sketches, 160 kg of putty and 15,000 km of sanding later, he had created the final shape of the car. The design is reminiscent of early Alfa Romeos, Delahaye, Jaguar, Bugatti, and Morgan, but the result is completely new and is appreciated by young and old.

On 9 February 2000 the first body came out of the mold, and the definitive name "Burton" was announced. At the Citromobile fair in May 2000, the Burton, then still without a roof, was presented to the Dutch 2CV-loving public. On New Year's Day 2000, the order counter was already at an impressive 98, all without a marketing budget.

By now, in 2021, this number has risen to over a thousand. This makes the Burton the best-selling Dutch sports car of all time to date.

If we look at some of the characteristics of the Burton, that success isn't really surprising:

- The Burton has a very reliable technology.
- A fuel consumption of 1:20.
- Excellent road holding.
- The road tax & insurance costs are less than €200 per year.
- Much of the maintenance is easy to do yourself and very affordable.
- With a hard top and soft top suitable for all seasons and a spacious boot, the Burton is a very practical touring car.

We combine all the advantages of the old 2CV with a beautiful appearance and even better road holding.

Between its introduction some 50 years ago until its discontinuation in 1988, a total of over 5 million 2CVs were put on the road. Through the years, the car has seen many developments and modernizations. This has created the ideal basis on which to put the attractively shaped body of a Burton. Thanks to the lower weight and especially the lower center



of gravity of the Burton, the standard 2CV chassis is comfortable but far from instable, making the Burton a fine travel companion.

The Burton is a completely open sports car for young and old, which due to its practical applicability is extremely suitable for daily use. Great for making lovely tours or simply doing the groceries. The Burton's big surprise is its performance. The standard 2CV engine already really knows how to handle the 450 kg Burton. But if you opt for the tuned-up version of the two-cylinder boxer engine, you will certainly not be short of anything. Due to its maximum rpm, the car's top speed is about 140 kph. Further tune-up of the engine is possible, but the chassis has its limitations.

All in all, the Burton is a nostalgic-looking sports car, with features that make it suitable for everyday use. Because it is a kit car, you can decide for yourself how you want everything to look. This construction manual will show you the many options and choices you have when putting together your car.

The construction manual will also help you to build your Burton. The manual refers to the 'left side' and 'right side'. In this context, 'left side' means the driver's side and 'right side' means the passenger's side.

We wish you lots of success building your Burton, and lots of driving fun after that.

The Team of Burton Car Company.

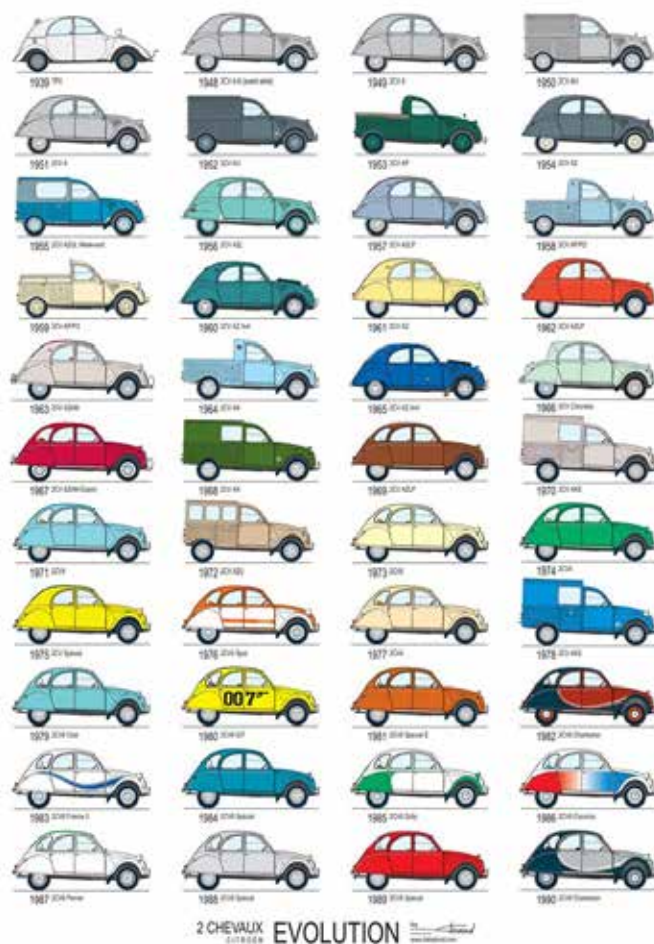
2. Donor car



The Burton

The idea behind the Burton is simple: remove the standard carriage from a 2CV or Dyane and put a new polyester body on it. In principle, every 2CV or Dyane is suitable to use as a donor for the Burton. An Acadiane is not suitable because of the longer wheelbase and the reinforced chassis. The suspension, fuel tank, suspension cylinders and handbrake are also different. Also, an Acadiane does not have a backseat.

Before you buy a donor car, you must first determine which car you want to use for your Burton. There are different versions of the 2CV or Dyane on the market, which not only vary in terms of color, stickers and equipment, but also differ in terms of cylinder capacity and brakes. We will try to explain the different choices as best we can.



Source: dapelprob.com

2. Donor car

License number

As far as the license number and construction is concerned, the chapters below explain how this is done in the Netherlands. For builders abroad we would like to refer you to our representatives in your own country for any country-specific requirements and rules. The RDW, the Dutch Vehicle and Driving Licence Registration Authority, transfers the license number of the donor car to the Burton. This means that instead of issuing a new license number, the existing number is adjusted. For the RDW, a car consists of 3 parts: body, powertrain and chassis. A license number can be maintained if no more than one of the three parts is modified. In the case of the Burton, this is the bodywork.

If you want to drive free of road tax, it is important to look for a license number that is 40 years or older. And with license numbers older than 50 years, the car is even exempt from periodic vehicle inspections. The older the license number is, the rarer and more expensive it will become. The license number for a Burton may also be subject to a transitional arrangement for vintage cars. Under such an arrangement, the car may not be used in December, January and February in exchange for an adjusted road tax rate.

Buying a donor car

The quickest way to build a Burton is to take a 2CV that is still in good technical shape, remove the coachwork and mount the body on it. But how realistic is that? After all, 2CVs are becoming more and more expensive. We therefore advise you to look for a 2CV of which at least the chassis number is original; the chassis and coachwork may be in a bad condition because those are parts that you can either buy new or are no longer necessary. If you have trouble finding such a 2CV, you can always contact us and choose from the different donor cars on offer.

It is important to suspend the license number during construction of the Burton; this is possible using your DigiD or at a license number office. It saves you road tax, insurance and periodic vehicle inspection costs. Besides, if you fail to do so, you might get fined. So don't forget this!

Information about the chassis

The most important thing about the old chassis is the chassis number. Make sure it matches the license number and the plate on the coachwork. If a new chassis has been mounted in the meantime, the chassis number is sometimes missing or has been stamped in manually. If they conduct an inspection/identity investigation, the RDW will not accept such cars. The license number will be rejected and you will no longer be able to use it. An original chassis number can be recognized by the double chevrons on either side. It may be covered with a thick layer of undercoat to preserve the number.

Compared to the chassis from the 1980s, older chassis are often in better condition. The reason is that, during the end period of 2CV production, so-called crisis steel was used. As a result, it is quite possible that an older 2CV still has its original chassis where in a more modern 2CV the chassis may already have been replaced.

The chassis is one of the parts of the 2CV that will rust when it has not had the right treatments in time. Moisture can cause rust from the inside, which is difficult to assess from the outside. If you notice weld spots on the chassis or swollen weld seams, the chassis will probably need replacing. At Burton Car Company we offer 2 types of replacement chassis: a cathaphoretic chassis and a galvanized chassis.

Most Burton builders start with a new galvanized chassis. This chassis requires no further anti-corrosion treatment and is therefore more maintenance-free than cathaphoresis.

At the same time, a new chassis provides a sound and solid foundation to start with. Please ensure that, before disposing of the old chassis, you have the RDW carry out a complete inspection/identity investigation of the car as a whole. This serves to officially record its identity by means of a leaden seal or a vehicle registration certificate. Later on, the RDW will be able to stamp in the old chassis number when you offer the Burton for re-stamping and modification of the bodywork. Also carefully keep the old chassis number, engine number & carriage plate corresponding to the inspection report.

The donor cars sold at Burton Car Company are always checked by the RDW and therefore come with a vehicle registration certificate.

2. Donor car

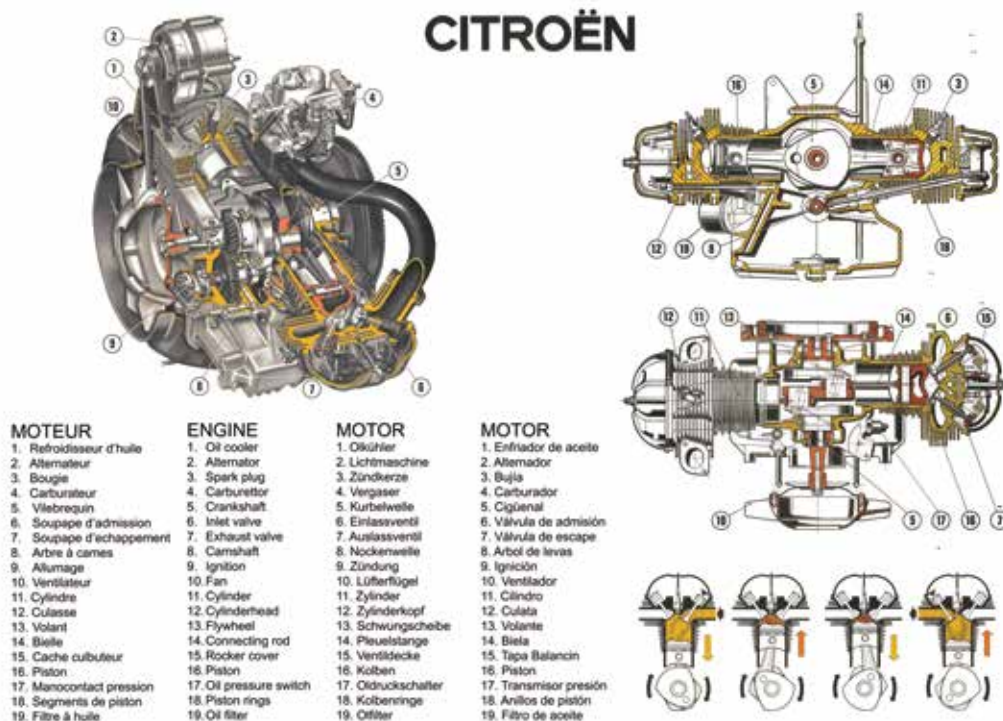
Engines

The engines from the 2CVs and Dyanes are proven to be very reliable air-cooled 2-cylinder boxer engines of 375, 425, 435 or 602cc. The 602cc engine is the most suitable engine for the Burton and comes from a 2CV6, Dyane 6, Ami, Mehari or Acadiane. This engine is the most powerful engine delivered in a 2CV or a Dyane and has sufficient power for the light Burton.

Furthermore, there are several possibilities to upgrade the engine, including a larger cylinder kit (652cc big-bore) or an electronic ignition.

Please note that when you start with a Dyane as a donor car, the fan cooler housing is different from that of a 2CV because of the air filter connection on the side. Ask us about the possibilities to obtain a 2CV housing.

The engine is not known to leak a lot of oil, and if you do find a leak it is often due to a faulty oil filler neck or a dried-out pushrod tube or gasket. We regularly come across this in engines that have not been used for a long time, which happens frequently with donor cars for the Burton. A defective oil filler neck will result in excessive pressure in the crankcase, causing the engine to leak at the sealing rings. So an engine that 'sweats' a little is no cause for concern.



Gearboxes

A special feature of the 2CV gearboxes is that the brakes are mounted onto the gearbox. There is one major difference between the gearboxes that have been used over the years. Older types, used until 1982, may be fitted with a gearbox with drum brakes. From 1978, the disc brake gearbox was an option.

Pay attention to the following points when checking a gearbox:

- No grating should be audible when shifting gears. The synchromesh rings of 2nd and 3rd gear wear out first and may cause a scraping noise when shifting to this gear.
- 1st gear and reverse are not synchronized and will always be audible when the car is not completely stationary.
- Sudden hard reversing can cause the gearbox to jam. In that case, the gearbox will have to be opened, which is a specialist job.

Disc brakes have a number of advantages over drum brakes:

- Disc brakes are easier to maintain because they can be reached with the drive shafts still in place.
- There is no need to lift the car in the interim.
- The braking deceleration is better and, as a result, the braking distance is shorter.
- They are less likely to overheat due to better cooling, making them more suitable for sporty or mountain driving.

Brakes are a part of the car you should not cut back on, so we usually recommend rene-wing or overhauling the entire braking system. However, this does not prevent the need for repairs or maintenance to your braking system in the first period.

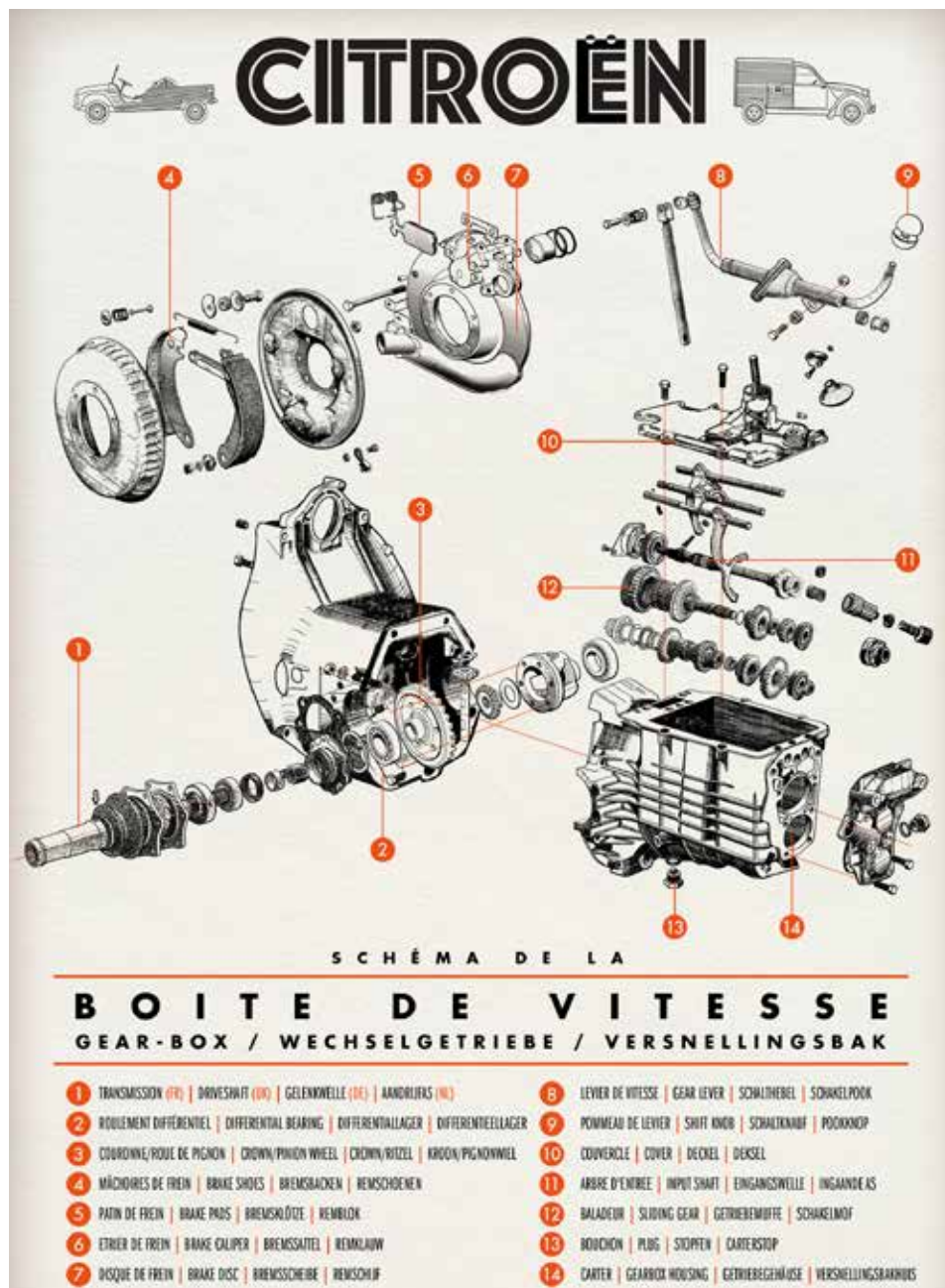
Beware of jammed brakes. Jammed brakes can be loosened to a certain extent, but if there is too much rust you will have to replace parts.

Brake discs can be very rusted, worn out or warped; you will notice this quickly enough because this will cause the car to vibrate significantly when braking. A brake disc must be at least 4 mm thick.

2. Donor car

Drum brakes can also cause vibrations or a pounding sound, which often indicates oval drums.

In both cases, it is best to replace them; turning or refurbishing is not really feasible given the relatively low price. Almost all parts of the braking system are available new from us.



Suspension

To check the suspension, it is best to start by checking tire wear. When the tires are worn evenly, the suspension arms are usually not crooked.

Another point of attention are the suspension arm bearings. These are expensive bearings and a car has 8 of them. They are almost indestructible, but sand or water will ruin them in no time. So check that the suspension moves smoothly and quietly. Worn bearings cause a rattling noise when driving slowly over rough surfaces.

The suspension of the 2CV often starts to rust at the front lids; if the suspension cylinders grate or squeak there is probably rust in the suspension cylinder. A temporary solution is to apply a little oil. The best solution is to replace them with stainless steel suspension cylinders or to remove all rust from the inside. Ask Burton about the possibilities to make the suspension stiffer for better handling.

Steering system

Check that the steering works smoothly and without play. Also pay attention to grating noises at the front wheels; this will help you determine the condition of the king pins and steering ball joints. Turning to the maximum left or right should be a smooth and gradual movement.

A test drive would be optimal to assess the steering, but only when the car is still in driveable condition.

2. Donor car

Parts of the 2CV for the Burton

There are many parts that can be reused for the Burton. It does not matter if the donor car is missing a fender, as this is no longer used. Do not throw away parts that you no longer use! Give them away or try to sell them on the internet or a car forum so that you can make a 2CV enthusiast happy again.

The parts you need from the 2CV to build a Burton are:

- Chassis
- Chassis number with license number and vehicle registration certificate
- Suspension cylinders including fixing material
- Shock absorbers including fixing material
- Engine including cooling plates
- Gearbox
- Front suspension
- Rear suspension
- 2CV backseat
- Battery
- Hand brake lever, handbrake handle including locking pins and guidance
- Brake and fuel lines
- Heating control and cables including fixing material
- Pedal set
- Master brake cylinder including reservoir
- Bonnet strut
- Heater hoses
- Horn
- Ignition coil
- Fuel tank including tank bracket
- Wheels and tires
- Speedometer
- Headlights
- Switches and levers of the dashboard
- Cantilever windows including hinges (possibly for a hard top)

We recommend keeping all bolts and nuts including washers, springs and clips, because they are often a different French size and are not available everywhere.

The above parts are available from the Burton Car Company new or used.

To disassemble the donor, you can find a video [here](#).

3. Rolling section

The rolling section is the foundation on which a Burton is built. The following chapters provide a general explanation of how the rolling section should be built up and what aspects require special attention.

When building the rolling section we recommend that you use a workshop manual of the 2CV as a reference. Any issues that may arise will be answered in the workshop manual. You can also find useful instruction videos on our YouTube channel: [Burton 2CV Parts](#)

The video for building the rolling section is available [here](#). Since the rolling section is the basis of your Burton, it is important to build it up as soundly as possible with good/new parts. Our advice is to work neatly, as you still have access to the loose parts at this stage.



3.1 Chassis preparation

The chassis must be prepared before any parts are assembled. To prepare the chassis properly, you will need the following parts:

- [A1.1504](#) Chassis 2cv Galvanized
- [A1.1505](#) Chassis 2cv cataphoresis
- [A1.1506](#) Chassis 2cv cataphoresis (undercoat)
- [A1.5140](#) Rubber grommet for fuel line
- [A1.1553](#) Impact rubber set for suspension arm
- [A1.1126](#) Fuel line set
- [A1.5734](#) Brake line set LHM



First place the chassis at a comfortable working height.



Place the supplied caps in the holes of the chassis.



Due to the galvanizing process, there may be excess zinc in places. Grind this away so that the axles fit well on the chassis.



Repeat this on the side of the chassis.



Place the impact rubber set for the suspension arms.



Using a 6.0mm drill bit, drill the holes on the side of the chassis for the fuel/brake line clamps.



Mount the rubber grommet for the fuel line.

3.1 Chassis preparation



Push the clamps into the holes on the side of the chassis.

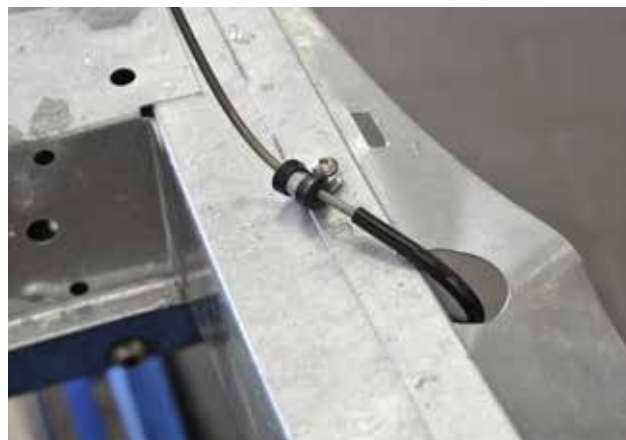


Mount the fuel line in the clamps and through the rubber grommet.



Place the longest brake line from the set. Mount it in the clamps.





Secure the brake line with the bracket from the brake line set, as above.



Mark off 15mm slantwise for later placement of the Burton body.

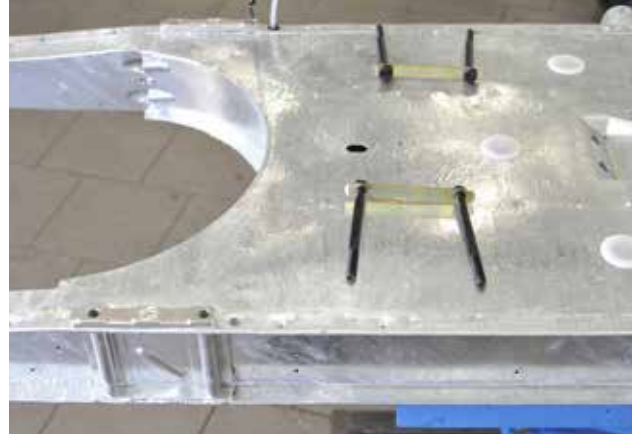


Grind off the piece of chassis. De-burr the edges and spray it with zinc spray.

3.2 Axles

The following components are required to assemble the axles:

- [A1.1532](#) Front and rear axle assembly kit
- [A1.1537](#) Axle bolt rear shim plate (2x)
- [A1.8395](#) Front axle revision
- [A1.8390](#) Rear axle revision



Place the aluminum shim plates at the rear axle. Use the longest bolts from the set for the rear axle.



Grease the bolts well with copper grease or equivalent.



Place the rear axle on the shim plates and chassis.



Fit the bolts to secure the rear axle.



Place the front axle on the chassis.



Fit the bolts to secure the front axle.



Tighten the bolts.

3.2 Axles



Check that all bolts are tight and torqued (see appendix).



Secure the bolts with the locking plates from the axle assembly set.

3.3 Tank bracket & Fuel tank

The following parts are required to mount the tank bracket and fuel tank:

- [A1.1560](#) Tank bracket 2CV
- [A1.1163](#) Mounting strip
- [A1.1161](#) Plastic fuel tank
- [A1.1145](#) Tank float 12V
- [A1.1126](#) Fuel line set
- [A1.1128](#) Rubber sleeve for fuel filler neck
- [A5.0203](#) Hose clamp 40/60mm
- [A5.0201](#) Hose clamp 50/65mm
- Mounting material for the parts



Place the tank bracket on the chassis.



Mount the tank bracket to the chassis.

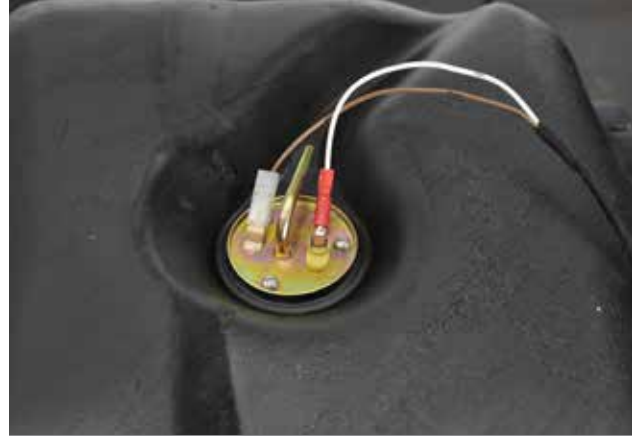


Place the tank float in the tank.

3.3 Tank bracket & Fuel tank



Secure the tank float in the tank.



Connect the cables to the tank float.



Tighten the bolts in the rear axle before placing the tank with the corresponding round adapter bushes.



Slide the tank between the rear axle and tank bracket. Then mount the tank to the chassis with the correct shim plates.



Mount the ground cable of the tank and the adapter bushes. The bolt goes through the eye of the tank into the bracket on the chassis.



Take a thicker fuel hose and place it over the plastic pipe. This serves to protect the plastic pipe.



3.3 Tank bracket & Fuel tank



Connect the fuel line with a piece of rubber hose from the fuel line set to the tank float.



Secure the cables and fuel lines to the rear axle and chassis. Take care not to tighten too tightly so that the pipe is not pressed shut.



Place the rubber sleeve for the fuel filler neck with the hose clamps.

3.4 Suspension cylinders & Shock absorbers

The following parts are required to mount the suspension cylinders and shock absorbers:

- [A1.8362](#) Suspension cylinder set stiff springs
- [A1.8329](#) Suspension cylinder 2CV (2x)
- [A1.8363](#) Suspension fitting set (2x)
- [A1.8330](#) Suspension fitting set 2CV (2x)
- [A1.1544](#) Shock absorber assembly set (4x)
- [A1.8300](#) Shock absorber set
- [A5.1208](#) Body washer M12 Thick (2x)
- [A5.1205](#) Body washer M12 (4x)
- [A5.1241](#) Lock nut M12x1.25 (4x)
- [A1.8370](#) Suspension knife edge pivot pin
- [A1.8361](#) Tie rod end eye (2x)
- [A1.8365](#) Tie rod end eye long (2x)

Optional:

- [A1.2730](#) Open-end wrench 46mm



Screw the shock absorber bolt into the holes in the chassis.



Tighten the shock absorber bolts securely.



Lubricate the wire on the suspension cylinders centering bushing with copper grease or equivalent.

3.4 Suspension cylinders & Shock absorbers



Place the rubber bump stop and a nut on the suspension cylinder on both sides.



Suspend the suspension cylinder between the suspension cylinder mounting points of the chassis.



Fit the centering bushings with a pre-assembled nut. Center the suspension cylinder.



Repeat this on the other side of the suspension cylinder.



Repeat this on the other side of the chassis.



Secure the suspension cylinders with the special 46mm wrench. First tighten the inner nut to the outside so that the suspension cylinders are not loose.



Repeat this on the other side.



Tighten the suspension cylinders with the nut on the other side.

3.4 Suspension cylinders & Shock absorbers



Place all 4 dust covers over the tie rod.



Make sure that the dust cover fits properly on the centering bushing.



Turn the eye on the tie rod. Make sure that the tie rod is lubricated with copper grease.



Mount the suspension knife edge pivot pins. They have to go through the suspension end eye and can only be mounted in one way.



Secure the locking clip to the suspension edge knife pivot pin. Do this with all 4 tie rods and suspension end eyes.



First mount the thick M12 body washer. Lubricate the shock absorber bolt well with copper grease.



Install the rear shock absorber to the shock absorber bolts.



Close the shock absorber with the flat M12 body washer.

3.4 Suspension cylinders & Shock absorbers



Secure the shock absorbers with the self-locking M12 nuts.



Tighten the nuts.



To mount the front shock absorbers, the shock absorber plate on the front axle suspension arm must be removed.



Lubricate the stud well with copper grease. Mount the shock absorber, flat M12 body washer and then the self-locking M12 nut.



Place the shock absorber on the chassis. Make sure the shock absorber bolt is lubricated with copper grease.



Replace the shock absorber plate on the suspension arm.



Secure the shock absorber with a flat M12 body washer and a self-locking M12 nut.



Secure the shock absorber plate to the suspension arm.

3.5 Handbrake lever, gearbox & engine

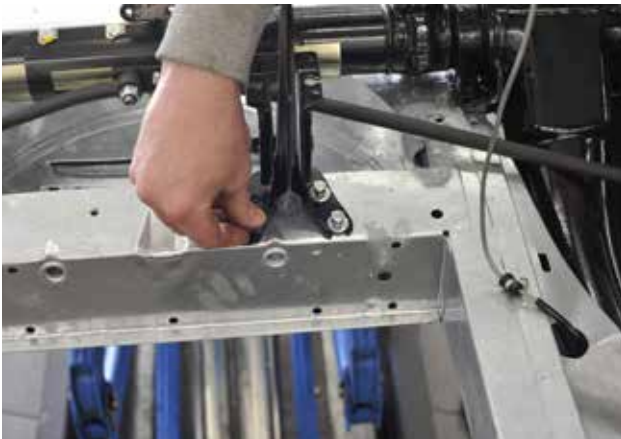
The following parts are required to mount the handbrake lever, gearbox and engine:

- [A1.3330](#) Handbrake lever disc
- [A1.5917](#) Gearbox mount
- [A1.5918](#) Gearbox mount strip
- [A1.8705](#) Gearbox disc brake
- [A1.4309](#) Engine 2CV6 big bore
- [A1.5915](#) Front engine mount (2x)
- [A1.5910](#) Lock tab plate for engine bolt (2x)
- Mounting material for the parts-

NB: all parts used in this chapter are fully pre-assembled. The parts listed above comprise a basic selection.



Place the handbrake lever on the chassis. Check that it fits on the holes, adjust the foot of the lever if necessary.



Secure the lever to the chassis.





Place the stainless steel gearbox mount strip on the mount with M7 bolts with a toothed lock washer.



Secure the gearbox mount to the front axle.



Prepare the gearbox with 2 bolts, spacers and washers (reusable from the donor).



Place a bar under the gearbox and mount the gearbox to the gearbox mount.

3.5 Handbrake lever, gearbox & engine



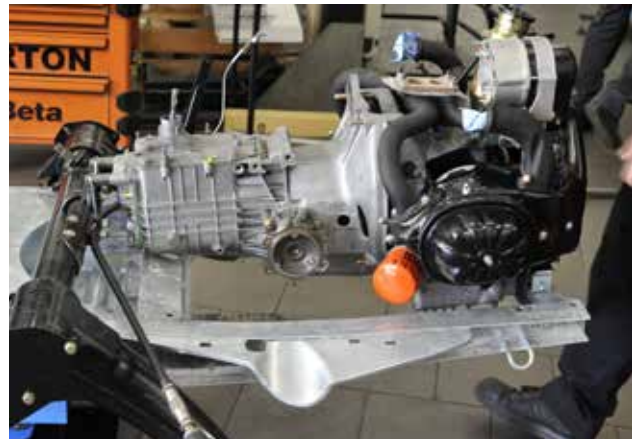
Secure the gearbox to the gearbox mount.



Make sure that the engine and gearbox are equipped with threaded ends, centering bushings, clutch and grease on the input shaft. Then mount the engine to the gearbox.



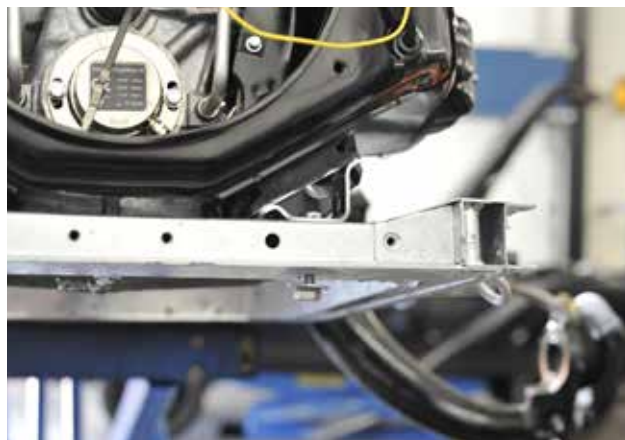
Put the gearbox in 2nd gear and turn the output shaft so that the input shaft is in front of the clutch gearing and the engine is attached to the gearbox.



Place the engine and gearbox in the middle of the chassis.



Insert the bolts of the engine mounts and the locking plate. Tip: Do not yet tighten the mounting points of the engine mounts in the cooling housing to make centering easier.



When all bolts are in the holes, everything can be tightened. Make sure that the locking plate hooks securely behind the edge of the chassis.



Attach the engine to the gearbox by means of the nuts.

3.6 Brakes front

The following parts are required for mounting the brakes:

- [A1.5749](#) Brake repair kit LHM front
- [A5.0900](#) Stud M9x42 (4x)
- [A5.0915](#) Bolt M9x25, driveshaft (8x)
- [A1.0115](#) Drive shaft gearbox side (2x)
- [A1.5730](#) Brake caliper pad (2x)
- [A5.1025](#) Brake caliper bolt M10X140 (4x)
- [A5.1054](#) Washer M10 stainless steel (4x)
- [A1.3340](#) Handbrake lever set (2x)
- [A5.0917](#) Tap bolt M9x35 handbrake (4x)
- [A1.3326](#) Handbrake cable spring (2x)
- Handbrake cables long and short
- Mounting material for the parts

Optional:

- [A1.2737](#) Brake line spanner 8 & 9mm.



Secure the 4 studs in the output shaft with Loctite.



Align the studs with each other as shown in the picture above.



Place the brake disc on the studs.
Tip: roughly sand the brake surfaces of the disc.



Also place the drive shaft side on the studs.



Turn the M9 nut on the stud several turns. Do this on both sides



3.6 Brakes front



Mount the drive shaft bolts with Loctite. Put all the bolts in place first. Tighten and torque all bolts.



Do this on both sides



Mount the brake caliper using the long M10 bolts and the M10 washer.



Place the shim plate between the brake caliper and the gearbox.



Mount the brake caliper to the gear-box.



Mount the brake caliper on the other side of the gearbox as well.



3.6 Brakes front



Mount the brake line between the 2 brake calipers from the brake line set. Don't forget to mount the brake line rubbers first.



Tighten the brake line with the brake line spanner. NB: do not tighten the lines too tightly.



Place the bleed nipple on the left-most hole.





Place the parking brake pads in the calipers.



Place the handbrake levers with eccentrics on the brake caliper. (Reuse from the donor).



3.6 Brakes front



Also place the other handbrake lever and the spring.



Mount the parking brake cables. Place them in the handbrake lever first.



Then run the cables through the handbrake levers and spring and secure them with the nuts provided.



Secure the brake line with the clamps supplied on the gearbox.



3.6 Brakes front



Install the brake pads.



Slide them over the brake disc and press them into the brake caliper. The spring in the brake caliper keeps the pads in place.



Do this on both sides to make sure that all brake pads are in place.

3.7 Drive shafts

The following parts are required for mounting the drive shafts:

- [A1.0123](#) Drive shaft wheel side 2CV (2x)
- [A1.0132](#) Driveshaft gaiter middle set (2x)
- [A1.3922](#) Hub nut drive shaft (2x)
- [A5.0110](#) Split pin 5x50mm (2x)
- Mounting material for the parts-

Optional:

- [A1.2718](#) Shaft cover mounting tool
- [A1.0110](#) Lubricating grease drive shafts



There is a special tool to place the driveshaft gaiter on the middle. This tool can be placed on top of the drive shaft and stretches the cover to fit over the shaft.



Mount the drive shaft on the drive shaft gearbox side.



Press the drive shaft and insert it through the stub axle housing.

3.7 Drive shafts



Make sure that the drive shaft is fully seated through the hole so that the castellated hub nut can be screwed on.



Screw the castellated hub nut on the drive shaft.



Tighten the castellated hub nuts.



The castellated hub nuts must be tightened to such an extent that a split pin can be inserted through the castellated hub nut and the drive shaft.



Insert the split pin through the castellated hub nuts and the drive shaft.



Bend the split pin tightly around the castellated hub nut.



Mount the driveshaft gaiter middle on the driveshaft gearbox side.

3.7 Drive shafts



Tighten the shaft cover only on the drive shaft gearbox side.

3.8 Starter motor & air filter housing

The following parts are required for mounting the starter motor and air filter housing:

- [A1.2337](#) Starter motor 12V 2CV
- [A1.2531](#) Air filter support set
- [A1.2526](#) Air filter housing plastic
- [A1.1154](#) Double-stage air intake rubber
- [A5.0200](#) Hose clamp 60/80mm
- [A5.0201](#) Hose clamp 50/65mm
- Mounting material for the parts-



Mount the starter motor on the support on the gearbox.



Tighten the bolts to secure the starter motor.



Attach the air filter supports to the air filter. Then mount the air filter with the supports on the gearbox.

3.8 Starter motor & air filter housing



The holes of the front bracket are attached to the engine studs with an extra nut.



The other support is attached to the gearbox on a stud.



Tighten the nuts to secure the supports.



3.9 Carburettor & fuel line

The following parts are required for mounting the carburettor and fuel line:

- [A1.1133](#) Carburettor base spacer
- [A1.1151](#) Double-stage carburettor new
- [A5.0850](#) Nut M8 carburettor (4x)
- [A5.0807](#) Toothed lock washer M8 (4x)
- [A1.1126](#) Fuel line set (remaining parts)
- Mounting material for the parts-

Optional:

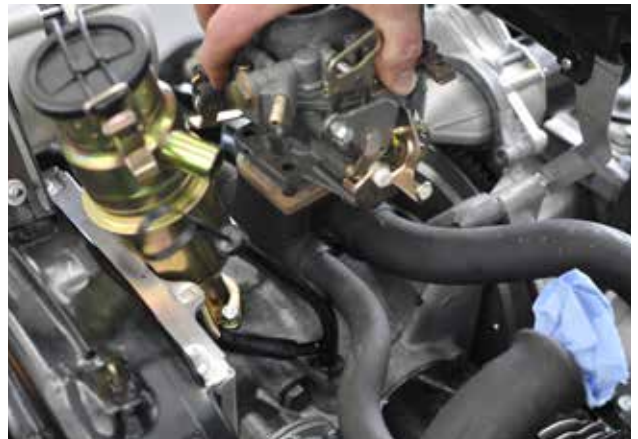
- [A1.1116](#) Fuel filter chrome
- [A1.2717](#) Ring spanner 12mm carburettor



Before mounting the carburettor and gasket, make sure the surface is clean and as flat as possible.



Insert the carburettor base spacer flange.



Place the carburettor on the manifold.

3.9 Carburettor & fuel line



Position the gas cable bracket to the rear of the manifold.



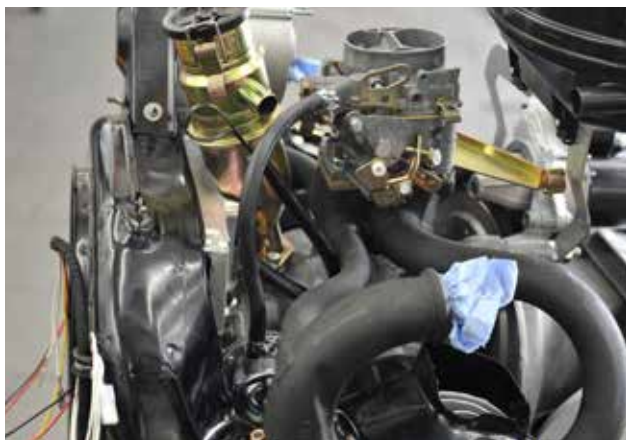
Provide all studs with toothed lock washers and nuts.



Tighten the carburettor with the carburettor spanner. NB: not too tight as the foot may warp.



Connect the fuel line to the carburettor and to the fuel pump.



Make sure that the filter is mounted safely to the chassis.

3.10 Exhaust

The following parts are required for mounting the exhaust:

- [A2.5100](#) Exhaust package Burton
- [A1.7980](#) Powder-coated heat exchangers
- [A1.8143](#) Exhaust clamp set special
- [A1.8130](#) Heat shield for handbrake cable
- Mounting material for the parts-

Optional:

- [A2.5151](#) Exhaust set Burton Sport
- [A1.8080](#) Stainless steel heat exchangers



Place an M7 bolt with 2 washers both left and right in the gearbox.



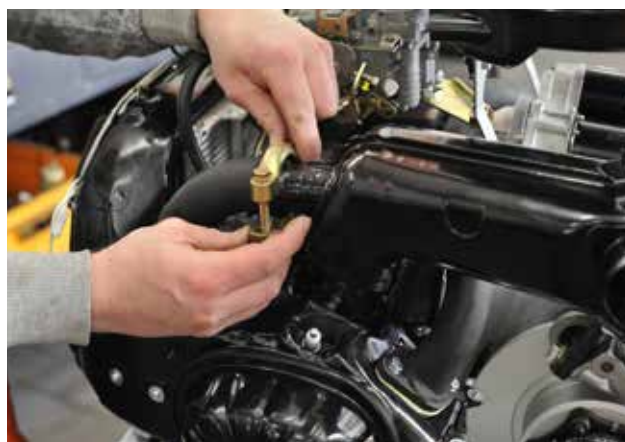
Hang the 1st silencer on the gearbox.



Mount the heat exchangers on the engine and on the manifold.



The heat exchangers are placed between the manifold and the 1st silencer.



Tighten the heat exchanger with 49mm exhaust clamps.



Before mounting the heat exchanger to the 1st silencer, a heat shield must be placed on the left side of the engine.

3.10 Exhaust



Mount the 49mm exhaust clamp without nuts and the heat shield first. When the shield is in place, the nuts can be screwed onto the bolts.



Make sure the cable rests against the shield.



Mount the last 49mm exhaust clamp to the heat exchanger and 1st silencer on the right side.



Tighten all the clamps and tighten the bolts in the gearbox with which the 1st silencer hangs from the gearbox.



Mount the interpipe with a 47mm exhaust clamp.



Tighten the clamp a little so that the interpipe can still rotate but does not fall out.



3.10 Exhaust



Mount the 1st silencer with a 36mm clamp.



Attach the exhaust suspension rubber to the tailpipe.



Attach the tailpipe to the chassis.



Mount the tailpipe to the 2nd silencer by means of a 36mm exhaust clamp and in between a stainless steel plate from which the exhaust will hang.



Make sure that both the interpipe and the tailpipe are far enough into the 2nd silencer to be gastight.



Fasten all exhaust clamps.



Mount the suspension rubber to the stainless steel strip.

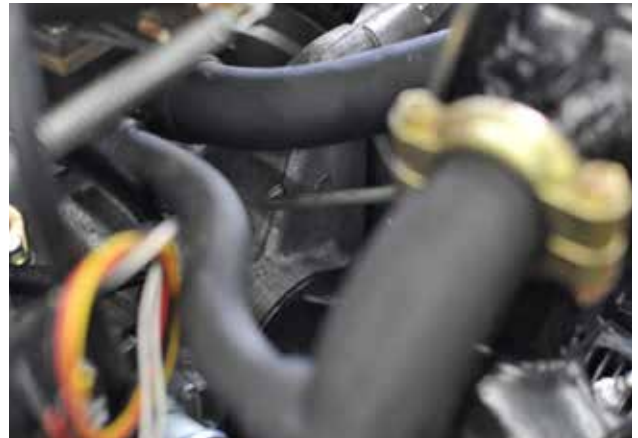
3.11 Ignition, fan & dynamo

To mount the ignition, fan and dynamo, the following parts are required:

- [A1.5100](#) Electronic ignition 123
- [A1.4515](#) Rubber for covering ignition
- [A1.4517](#) Bracket for rubber ignition cover
- [A2.1595](#) V-belt Burton
- [A1.4360](#) Fan pulley
- [A1.4359](#) Fan plastic black
- [A5.1010](#) Fan bolt
- Mounting material for the parts.

Optional:

- [A1.2772](#) Ignition timing pen
- [A1.5104](#) 123 Tune with Bluetooth
- [A1.2771](#) Flywheel locking pin
- [A1.4504](#) Powertube



Insert the ignition timing pin through the hole in the crankcase into the hole in the flywheel.



To get the hole in the flywheel exactly in front of the hole in the crankcase, the engine has to be rotated with a ratchet or spanner.



Can you use a stroboscope? Then mark the flywheel in relation to the gearbox.



Connect the ignition.



First follow the instructions enclosed with the 123 ignition. Then point the strobe at the mark when the engine is running. If the mark is aligned, the ignition is set correctly.

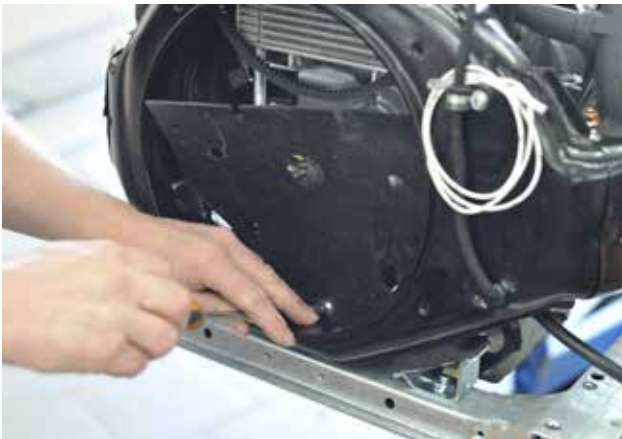


Fasten the ignition in the position as set.

3.11 Ignition, fan & dynamo



Place the ignition rubber bump stop large.



First tighten the bolts a few turns. Only when all bolts are in place can they be tightened.





Place the stainless steel bracket over the rubber ignition cover.



3.11 Ignition, fan & dynamo



Assemble the fan and pulley and then mount it on the engine. Make sure that the V-belt is properly seated in the groove.



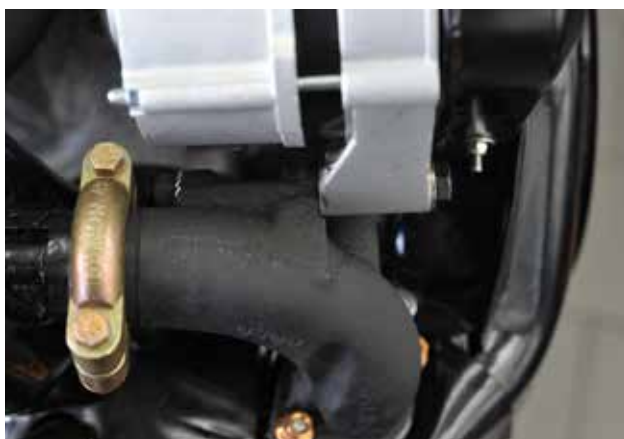
Secure the fan with the fan bolt and a spring washer.



The fan bolt can be tightened using the flywheel locking pin.



Torque the dynamo. Don't make it too tight.



3.12 Chassis tape & clamps

The following parts are required to mount the chassis tape and the clamps:

-[A2.0131](#) Burton Body assembly set

Optional:

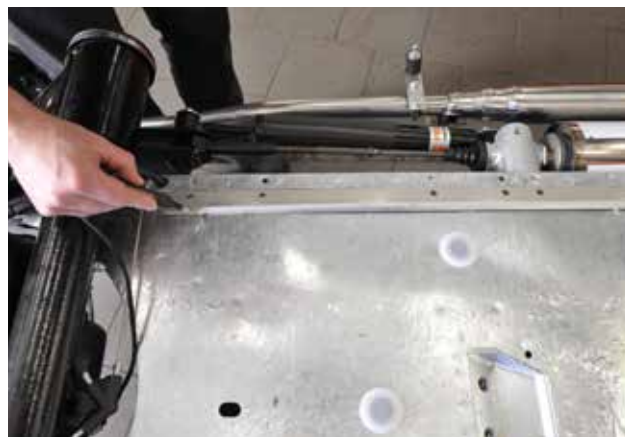
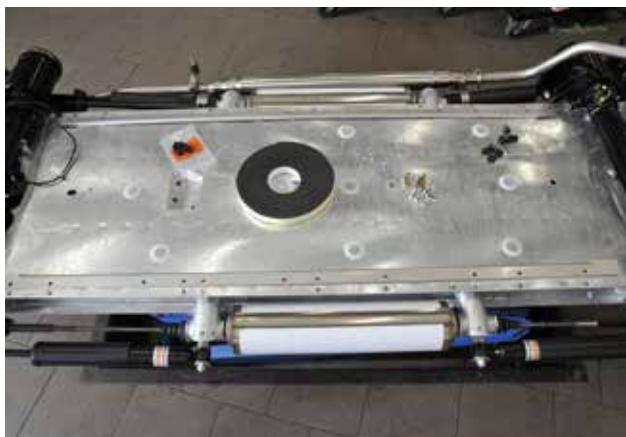
-[A1.4925](#) Brake cleaner



Drill all holes for mounting the body with an 8.0mm drill bit.



Thoroughly degrease the surface before bonding the chassis tape.



Optionally, the holes for the 2-point seat belt can be drilled in advance. These are prepared in the stainless steel mounting strips.



Mark off the strip on the chassis.



Mark off the extra holes for the seat belt system.

3.12 Chassis tape and clamps



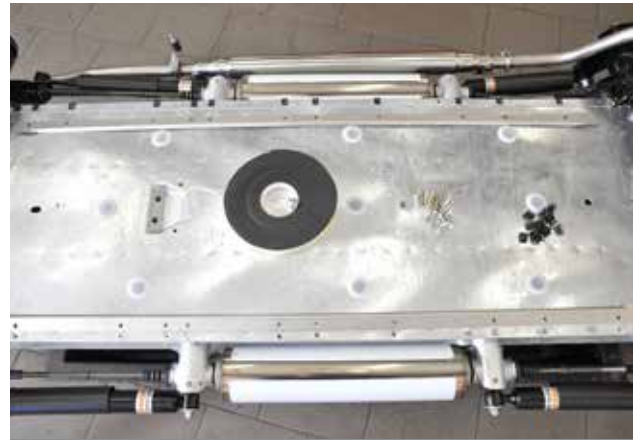
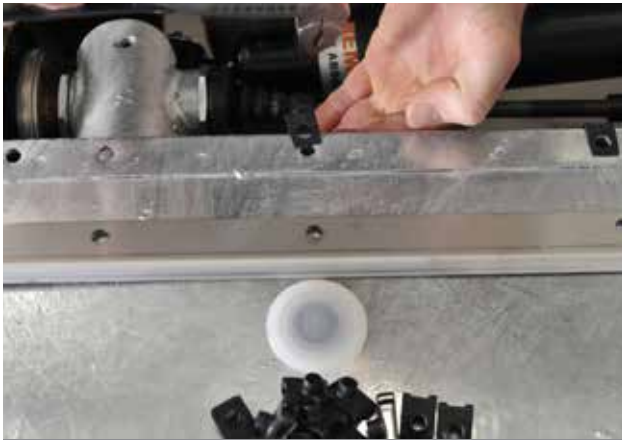
Optional: drill the holes for the seat belt system with an 8mm drill bit.



Countersink all holes after drilling so that there are no burrs around the hole.



Place the body clamps on the chassis.



Stick the chassis tape on the chassis.

3.12 Chassis tape and clamps



Fit double chassis tape to the front.





Fit double chassis tape to the rear.



3.12 Chassis tape and clamps



Drill the holes through the chassis tape with the drill bit rotating counterclockwise. Drilling counterclockwise ensures that the drill only removes the foam.



Make sure the clamps are directly in front of the hole.

4. Burton Body

In this chapter we will go through the steps necessary to do all the bodywork.

When you have received the body in the crate, you can take all the parts from the crate and put them away neatly. Then remove the body from the plastic and unscrew the body from the crate. Put the plastic next to the crate and carefully place the body on the ground on the plastic (lift with at least 2 people). Then you can turn the body crate. The outside of the crossbars at the top of the crate must be cut approx. 30 cm so that the sills of the body fall over them. Lift the body and carefully place it on the crate. When the body is in place, you can screw it down through the 6 holes in the base plate.

Now everything is accessible and all parts can be painted on the inside for a neater finish. You can get paint in the right RAL color from a DIY store.

Before you start building, we recommend that you polish all parts well while they are still easily accessible.



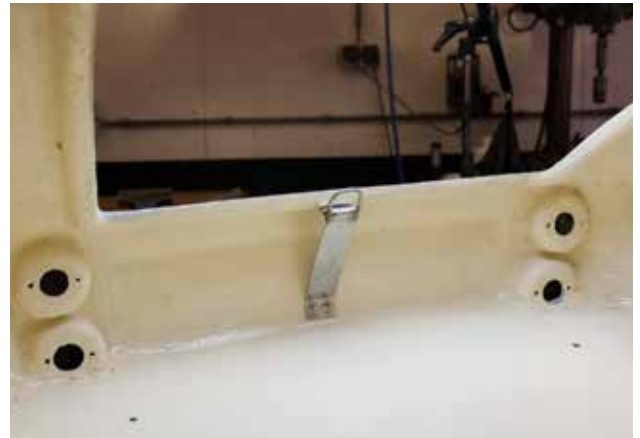
4.1 Boot lid

Required parts for this chapter:

- [A2.0500](#) Burton bootlid set
- [A2.5300](#) Burton lighting set

Optional:

- [A2.0550](#) Luggage rack
- [A2.0555](#) Boot lid logo
- [A5.8008](#) Spiral drill 5.0mm
- [A5.8009](#) Spiral drill 5.5mm
- [A5.8014](#) Spiral drill 8.0mm



The holes for the lock catcher are prepared in the body (drill with 5.0mm drill bit). Make sure that the license plate light is fitted at the same time as the lock catcher.



Mount the license plate light at the same time as the lock catcher on the inside.



Place the boot lid support 190mm from the top, measured to the center of the support.



Drill holes with a 4.0mm drill bit and tighten with countersunk stainless steel screws.



Check the thickness of the raised edge of the boot lid opening. It should be 4 mm thick at all locations for a correct fit of the boot lid rubber.



The edge should be 17 mm high. Excess material should be sanded off.



When mounting the rubber, make sure that the opening is at the bottom.

4.1 Boot lid



Place the rubber.



Cut off the rubber so that it fits exactly.



Glue the two sides together with instant glue.



Let the glue dry and the boot lid rubber is ready.



Remove the boot lid lock rubber.



Place the rubber on the boot lid lock recess. Mark the holes and the hole with a marker.



Drill a hole in the corner of the lock recess using an 8.0mm drill bit.

4.1 Boot lid



Take a small file and file the hole.



File out the hole and, if desired, tape the edges with masking tape to avoid errors.



Adjust the boot lid lock each time to make sure the lock fits exactly.



Drill the holes with a 5.5mm drill bit.



When the lock is in place you can screw it on from the inside with the bolts provided. Hold the lock to the back of the boot lid.



To mount the boot lid strut catcher, first mark a measuring point on the underside of the boot lid.



Put a line at 300mm.

4.1 Boot lid



To mount the boot lid strut catcher, first mark a measuring point on the underside of the boot lid.



Mark off the hole for the boot support.



Drill a hole the size of the marked hole. Start in the corner of the marked hole.



File the hole with a square file.



Lightly sand the plate so that the sealant adheres well.



Use SikaFlex to mount the plate



Put the plate in position. Press it gently and secure it with tape.



4.2 Rear lights

Required parts for this chapter:

-[A2.5300](#) Burton lighting set

Optional:

-[A1.8545](#) Chrome edge indicator light
Stainless steel

-[A1.8556](#) Indicator light glass 2CV
left/right front, clear.

File the holes larger for the rear lights to fit. Make sure that the brake lights are above the indicators because of RDW requirements.



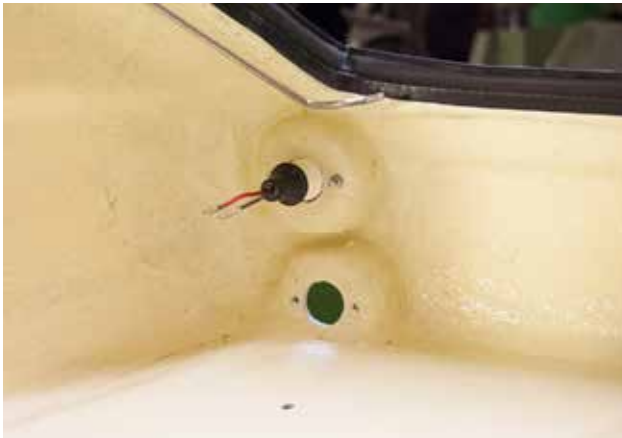
Make sure the rear lights are straight. File the body where necessary.



Make sure the rear lights are straight and tighten the screws.



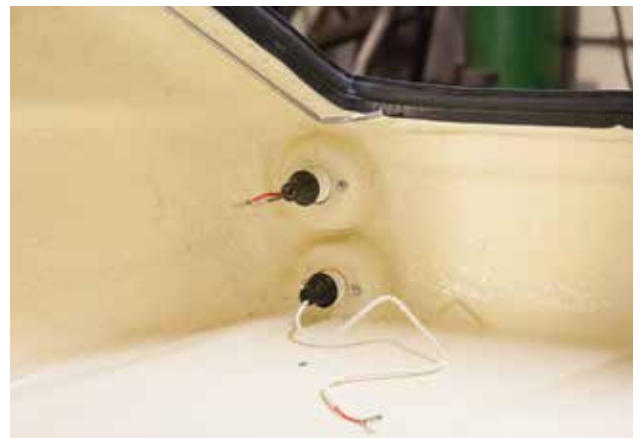
Tighten the rear lights from the inside of the body.



Make sure that the brake lights are at the top due to lighting requirements of the RDW.



Repeat these steps for the indicators. There is no difference between left and right.



4.2 Rear lights



The rear lighting is ready.



OPTIONAL: Place the chrome ring over the rear lights for mounting.



Now the rear lights are ready.

4.3 Hinges

Required parts for this chapter:

-[A2.0500](#) Burton boot lid set (remaining - parts).

Optional:

-[A5.8011](#) Spiral drill 6.5mm

When assembling the hinges, make sure that the boot lid has the same amount of play on all sides and is not sitting against the body. It is indicated on the inside of the hinges which hinges are to be mounted where. Holes boot lid 6.5mm



Stick tape where the hinges are to be placed and, if necessary, for reference.



Adjust the boot lid in the body so that it sits in the middle and the gap is the same all around.

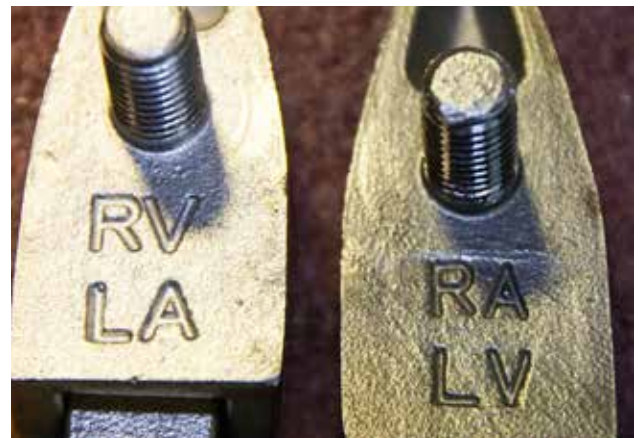


Use rubber strips, for example, to keep the distance constant.

4.3 Hinges



Affix the boot lid to the body.



Position the hinge on the boot lid.
NB: There's a left and a right hinge.



Mark off the holes.



Drill the holes with 6.5mm.



Mount the hinges.



4.4 Scuttle



Required parts for this chapter:

- [A2.3700](#) Burton scuttle set
- [A2.2900](#) Engine bonnet set (engine mount bonnet strut)
- [A1.5701](#) LHM double master cylinder
- [G1.3160](#) Pedal set used
- [A1.5734](#) Brake line set LHM
- [A1.5746](#) Brake line clamp
- [A1.8566](#) Horn 12v Hz Hella
- [A1.0112](#) Driveshaft gaiter wheel side
- [A2.5750](#) Demisting set
- [A2.5740](#) Windshield washer kit

Optional:

- [A5.8006](#) Spiral drill 4.0mm
- [A5.8015](#) Spiral drill 8.0mm
- [A5.8016](#) Spiral drill 9.0mm
- [A1.2795](#) Hole saw set
- [A1.2737](#) Brake line spanner
- [A2.3745](#) Short legs kit (see Ch11.2)



You start by fitting the pedal bracket to the pedal set, followed by the master brake cylinder.

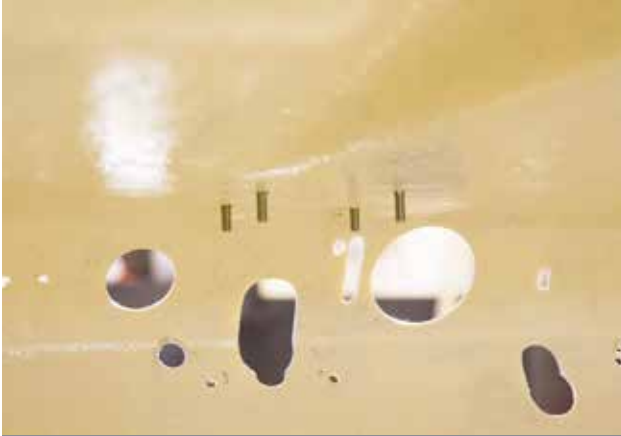


The hole of the master brake cylinder has to be filed out wider; use the master brake cylinder to fit.



Push the bolts of the pedal set through the pre-drilled holes in the body.

4.4 Scuttle



Insert the bolts through the four holes for the pedal set.



Then you can stand in the crate to mount the pedal bracket from the inside.



Tighten the nuts on the bolts. If you have no-one to help you, you can insert the bolts of the pedal bracket through the body and keep them in place with tape.



Mount the clutch lead-through with the bolts supplied.



The top is now fixed; next, the pedal bracket has to be fixed at the bottom with 4 bolts. Please note that various parts have to be mounted along with this.



Mount the brake line on the body using the clamps supplied in the pre-drilled holes.



Remove the inner cap from the master brake cylinder to mount the brake line.



Pay attention to the curl of the brake line, this serves to absorb engine vibrations.

4.4 Scuttle



Use a suitable spanner to fit the brake line.



After installing the clutch cable lead-through, drill the hole with a 12 mm drill bit to ensure a good fit of the clutch cable.



Mount the support bracket for the voltage regulator.



Mount the voltage regulator.



Mount the heater lead-through; Make sure it fits nicely on top of the body, check the lead-through holes and file away any excess material.



Position the heater lead-through.



Affix the lead-through with tape.



4.4 Scuttle



Tighten the heater lead-through.



Fit the accelerator cable.





Hook the accelerator cable to the accelerator pedal.



Position the battery box and secure it.



Place the horn under the battery box.

4.4 Scuttle



Place the drive shaft wheel side through the hole where the steering column will be located.



Mount the driveshaft gaiter with sufficient Sikaflex, as this is very difficult to access after mounting the body.



4.5 Demisting Blower



Stick painting tape on the scuttle on the right side of the body.



Fit the demisting blower.



Mark off the lead-through of the demisting blower on the painting tape.



Mark off the center of the leadthrough.

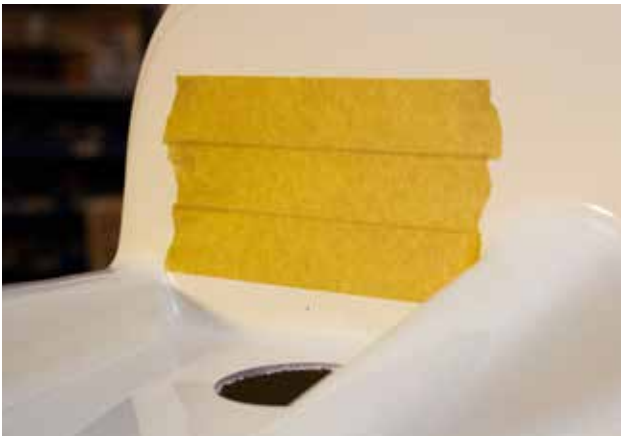
4.5 Demisting Blower



Mark off the center of the hole.



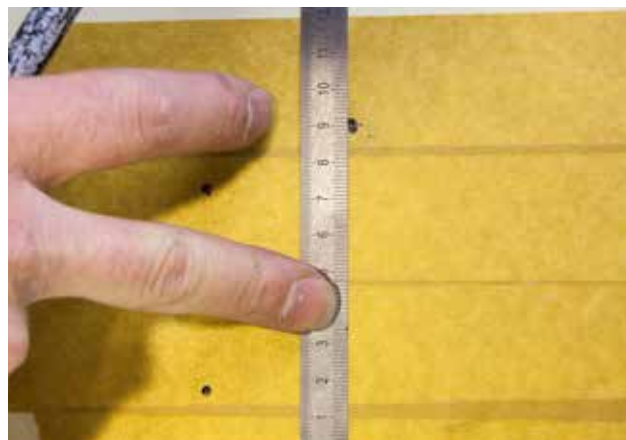
Use the Burton hole saw set. Use the 80mm drill bit for this hole.



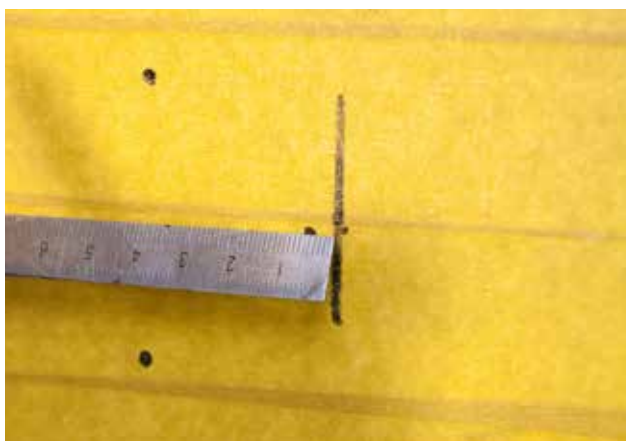
Affix tape to the scuttle now as well



Mark off the mounting holes on the scuttle.



Measure the distance between the holes and draw a line halfway.



Drill the hole with the 52mm drill bit from the Burton drill set.

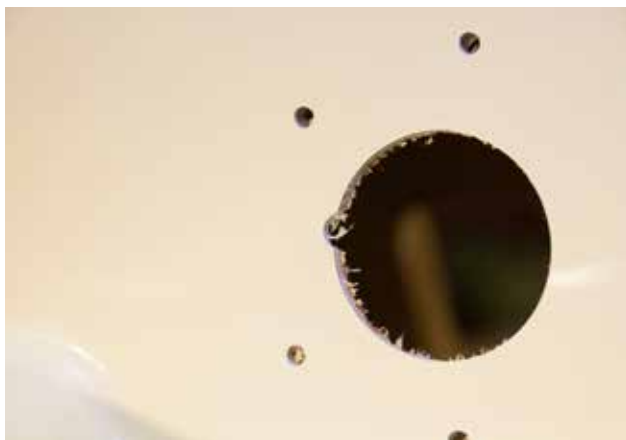
4.5 Demisting Blower



Drill the mounting holes with a 5.0mm drill bit.



Remove the tape and file a small bite out of the hole so that the hose can twist more easily.



Mount the transfer hose. The easiest way to do this is by twisting the hose.



Mount the windshield demister.



Tighten the nuts on the inside of the body.

4.5 Demisting Blower



Drill a 3.0mm hole next to the windshield demisting blower for the cables.



Feed the cables through the scuttle.

4.6 Engine bonnet strut support



In addition, mount the bonnet strut holder.



Drill with 6.0mm.



Position windshield washer reservoir.

4.7 Windshield wiper reservoir



Make sure the reservoir is detached from the bottom.



Hold the reservoir holder in place and mark it off at the top, so that the bracket can be raised if necessary.



Drill the hole for the reservoir holder with a 5.0mm drill bit.



Mount the reservoir holder. Don't forget the ring. When the bracket is neatly straight and at the correct height, also fix the lower hole.



Then slide the reservoir in place.



Mount the connectors.



Drill two 5.0mm holes, one for the cables and one for the water hose.



Attach the water hose to the lower nipple. Feed both hose and cables through the scuttle.

4.8 Mark off the top of the dashboard

Required parts for this chapter:

- [A2.5750](#) Demisting set (remaining-components)
- [A2.2370](#) Tonneau cover without steering wheel pocket flat (several versions available)

Optional:

- [A5.8006](#) Spiral drill 4.0mm
- [A5.8015](#) Spiral drill 8.0mm
- [A5.8016](#) Spiral drill 9.0mm

Mark off the top of the dashboard; **IMPORTANT**: start by taping off the top of the dashboard; measure from the center of the right hole hinge (passenger's side). See appendix 1 for mark-off overview.



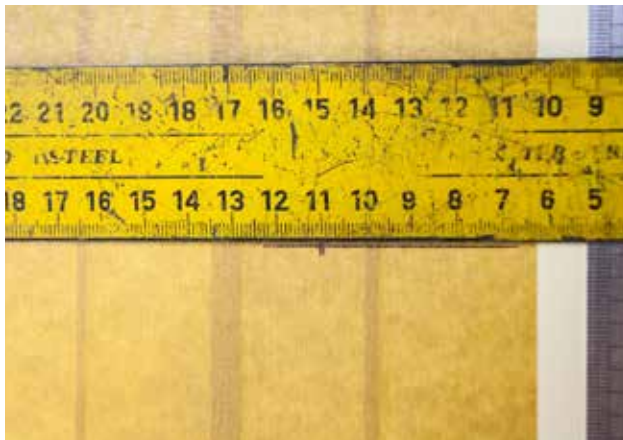
Stick a ruler from the center **RIGHT-HAND HOLE** (passenger's side) hinge; mark off 20mm from the front for windshield washer. Drill 8.0mm.



152mm read from ruler (for wiper shaft) 110 mm up



311mm read from ruler (for windshield // demisting plate) 136mm up.



Mark off wiper shaft R at 110mm.



Mark off the windshield and demisting plate at 136mm.

4.8 Mark off the top of the dashboard



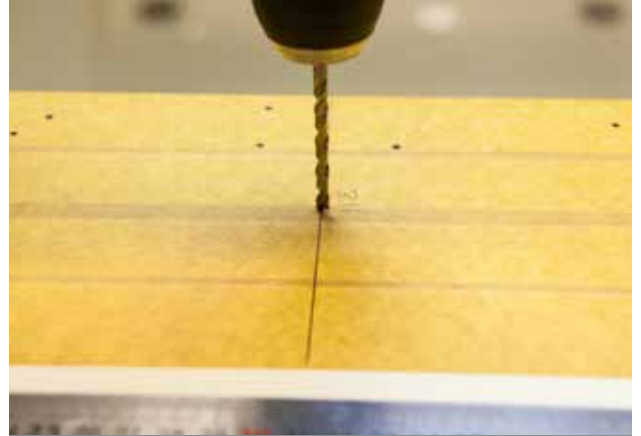
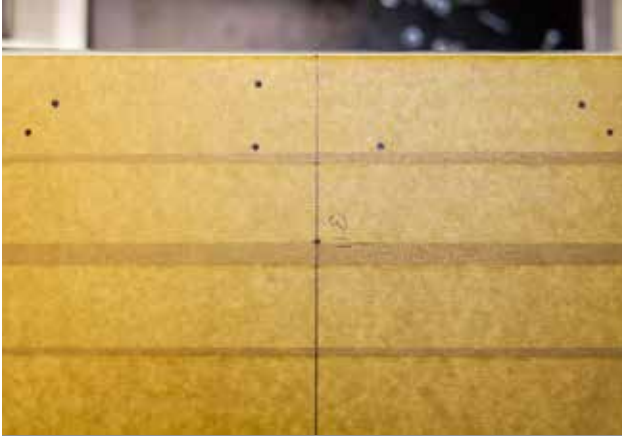
Mark off wiper shaft L 472mm.



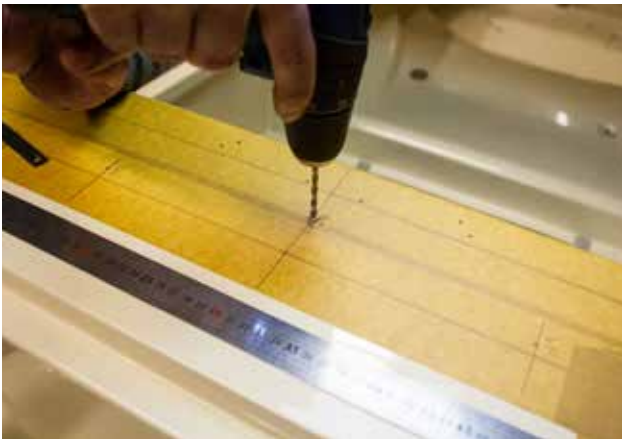
Mark off wiper shaft L 110mm.

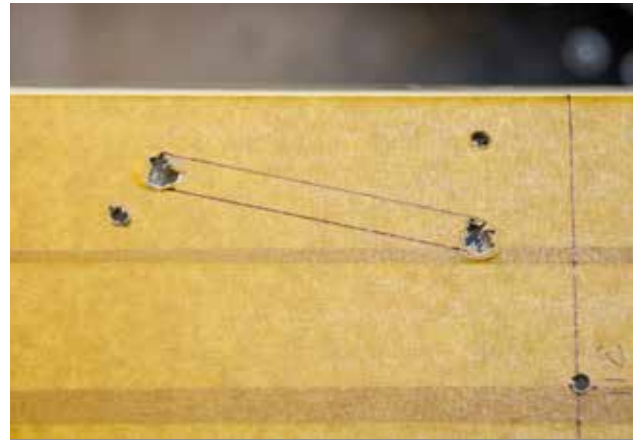


4.8 Mark off the top of the dashboard



Predrill all holes with a 4.0mm drill bit.





Drill holes for demisting with a 9.0mm drill bit.

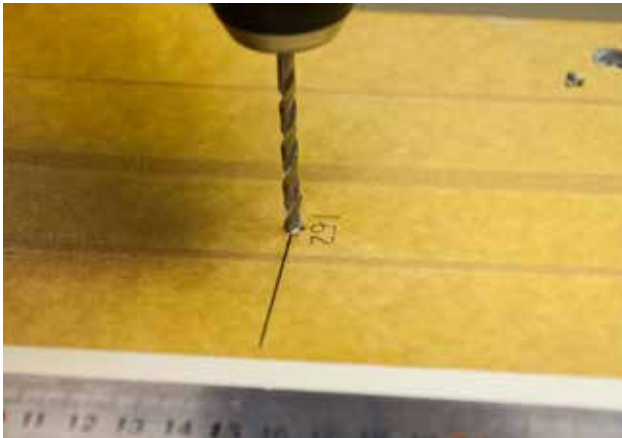


Drill the holes between the lines tightly together.

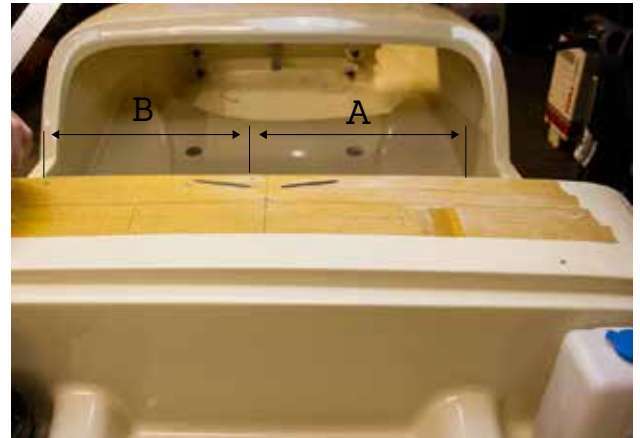


Make slots by filing out the holes.

4.8 Mark off the top of the dashboard



Drill wiper shaft holes with a 3.0mm drill bit.



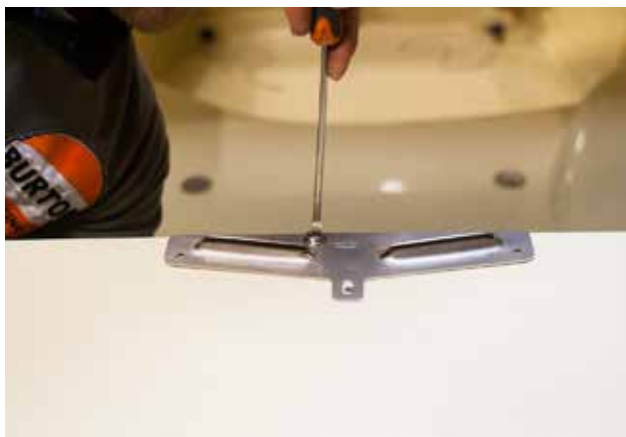
Measure the tonneau cover holes from the center of the demisting plate A 320mm & B 270mm.



Drill the tonneau cover holes with a 4.0mm drill bit.



Remove tape.



Mount the 3 snap-fasteners of the tonneau cover.



Slide the sliding nut over the PVC tube.



Drill a 4.0mm hole in the PVC tube.

4.8 Mark off the top of the dashboard



Secure the PVC tube with the supplied self-tapping screws.



Connect the flexible hose.

4.9 Wiper mechanism

Required parts for this chapter:

-[A2.5700](#) Burton windshield wiper set

Optional:

-[A5.8003](#) Spiral drill 2.5mm

-[A5.8010](#) Spiral drill 6.0mm



Disassemble the mechanism according to the following steps.

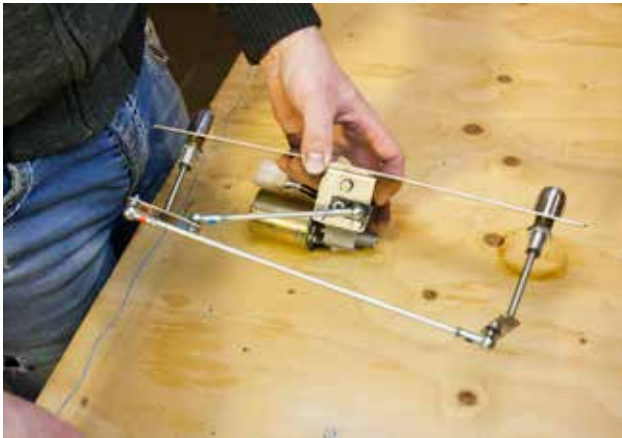


4.9 Wiper mechanism



Remove the wiper shafts.





Remove the spring washer with a small screwdriver.

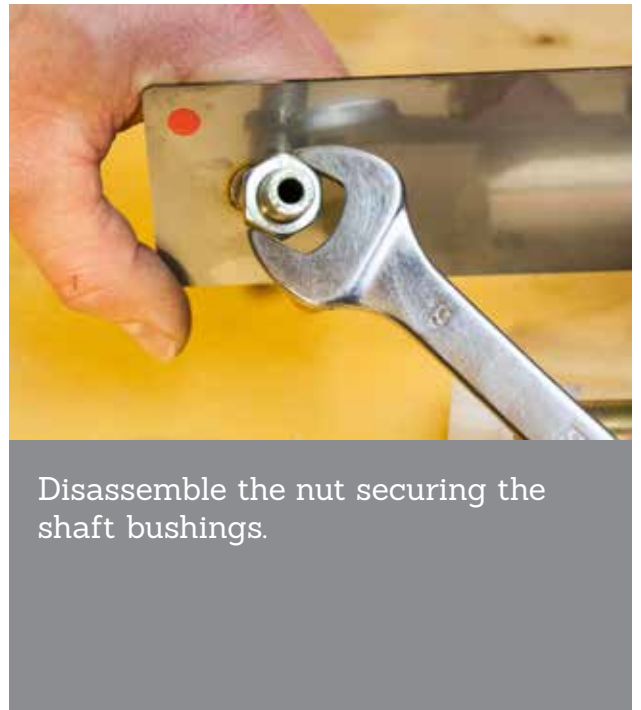
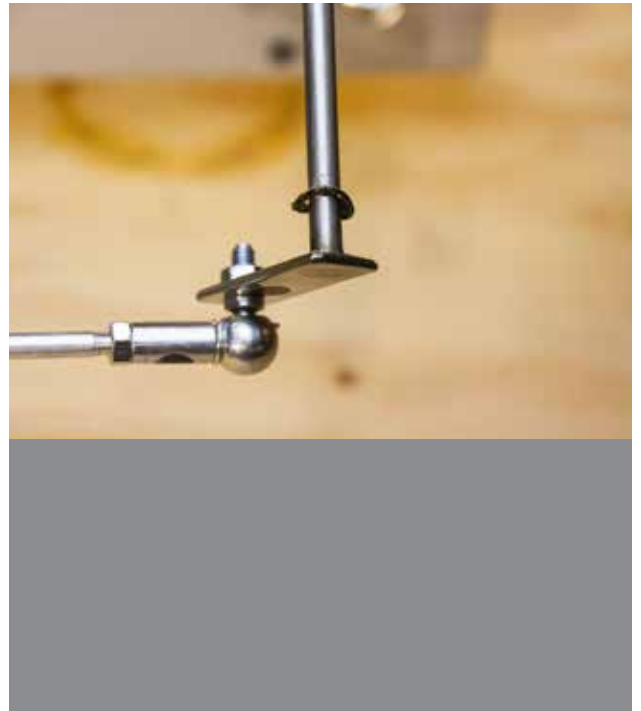


Make sure it doesn't fly off, keep the ring.



Now disconnect the rod mechanism from the wiper motor.

4.9 Wiper mechanism



Disassemble the nut securing the shaft bushings.



Disassemble the shaft bushings.

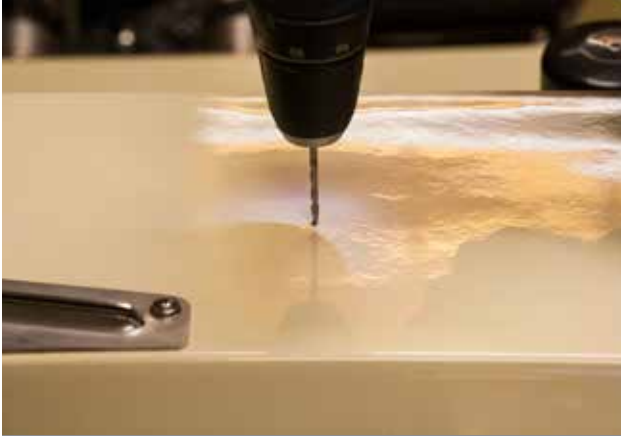


Fit the disassembled wiper mechanism into the body.



Secure the wiper mechanism with the bolt in the middle.

4.9 Wiper mechanism



Fit the plate and determine the holes for the wiper shafts (maximum use of the slotted hole, maximum sliding forward). Predrill holes with a 2.5mm drill bit.



From the bottom, determine whether the mechanism is straight and the holes are in the middle of the shaft holes.



Drill holes with a 6mm drill bit and then file out at an angle.



File out the holes at an angle so that the shaft bushings fit in tightly.



Check that the shaft bushings fit properly.

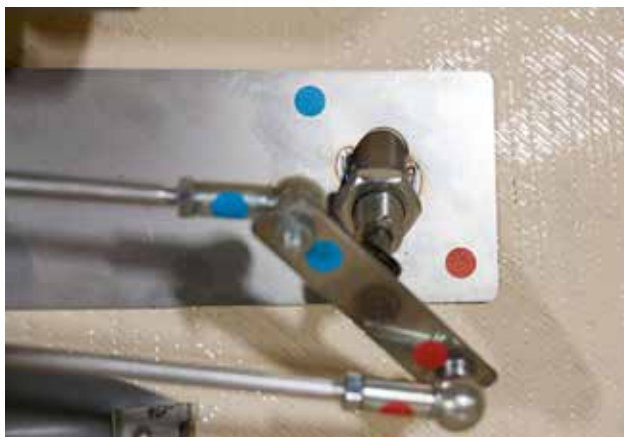
4.9 Wiper mechanism



Make sure the shafts are at least 8.5cm from the body.



Re-assemble the shaft bushings to the mechanism.



Pay attention to the dots when reassembling the mechanism.



Re-assemble the wiper shafts.



Re-assemble the rod mechanism.

4.9 Wiper mechanism



Make sure that the safety clip is correctly inserted again.



4.10 Optional: Passenger's handle

Required parts for this chapter:

-[A2.1560](#) Passenger's handle

Optional:

-[A5.8011](#) Spiral drill 6.5mm



Measure 80mm in width and 40mm in height.

4.10 Optional: Passenger's handle



Drill with a 6.5mm drill bit.



Drill with a 6.5mm drill bit. And mount the handle.

5. CABLE HARNESS

In this chapter we will go through the steps required to connect the cable harness. The following parts are required:

- [A2.5345](#) Burton cable harness
- [A1.2757](#) Insulation tape
- [A1.2758](#) PVC tape

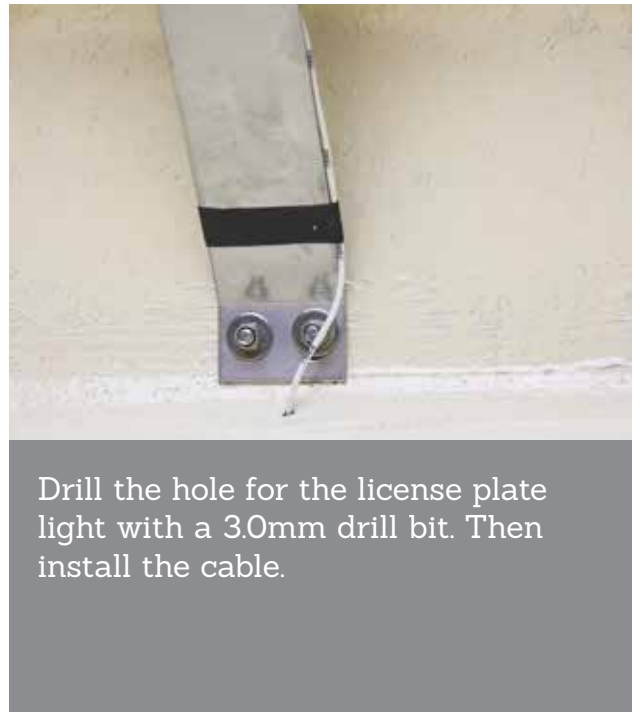
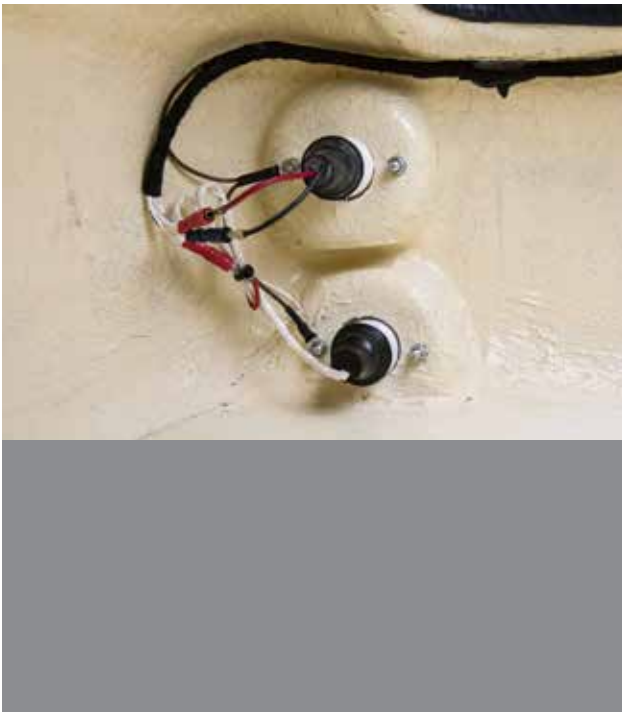
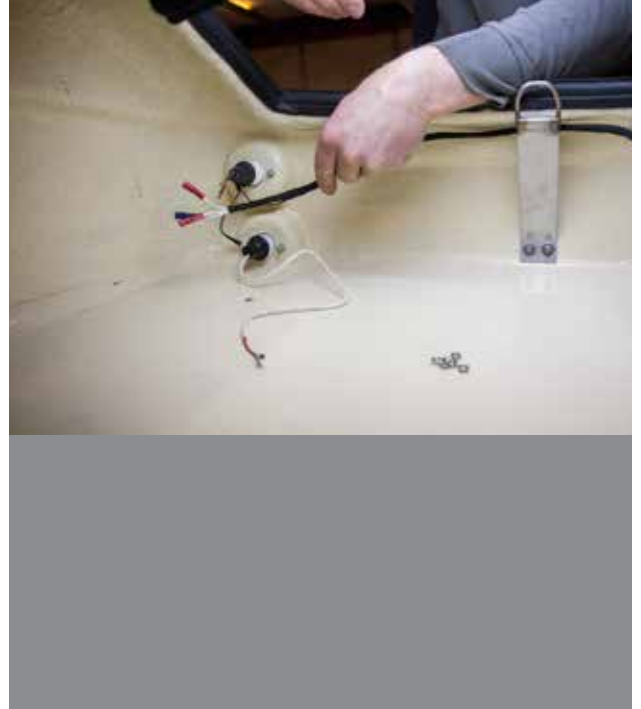
Optional:

- [A2.5385](#) Ground switch
- [A1.5744](#) Rubber grommet
- [A5.5506](#) Pull straps 100pcs.

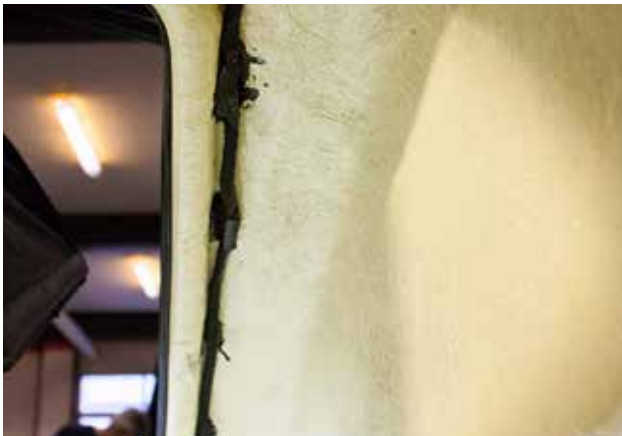
Follow the wiring diagram described in the manual.



5. Cable harness



Drill the hole for the license plate light with a 3.0mm drill bit. Then install the cable.



5. Cable harness



5.1 Cable harness connection overview

Rear:

- >582 Rear light and license plate light
- >490 Indicator light left
- >54 Brake light
- >312 Ground (brown)
- >491 Indicator right
- >57 Fog lamp (option, this is a loose wire)

Tank gage connection:

- >25 Tank float connection
- >312 Ground

The connections at the level of the separation panel:

- >54 Third brake light
- >301 +12V fused
- >312 Ground

Under the dashboard:

- >57 Fog lamp (option)

Fuse box:

- >30, >301 Fuse 1, 10 Amps
- >15, >151 Fuse 2, 15 Amps
- >58, >581 Fuse 3, 10 Amps
- >16, >161 Fuse 4, 10 Amps
- >32, >32 Fuse 5, 40 Amps
- >20, Fuse 6, as you see fit.

Light switch:

- >30 Battery connection -> Contact '+' of switch
- >56a High beam -> Contact '4' of switch
- >56b Low beam -> Contact '3' of switch
- >58 Instrument panel lighting, sidelight, rear lights -> Contact '1' of switch

Indicator switch:

- >490 Indicator Left -> Contact 1 of the switch
- >3 Indicator -> Contact 54 of the switch (center contact)
- >491 Indicator Right -> Contact 2 of the switch
- >161 -> contact A (12V)
- >49 -> contact B (to horn)

Indicator:

- >151 X, +12 Volt of contact
- >2 P.R Warning light
- >3 L.C Switch

Instrument lighting (7x):

- >310 Ground
- >580 lighting

For each instrument, the lighting can be connected via cables >580 and >310 (ground). This ground connection is the same as the ground connection for the instrument.

Ignition:

- >30 Battery
- >50 Starter motor
- >15 Contact

If you want to mount an ignition with a separate start button, connect >30 and >15 to the ignition. Pull an additional cable from >15 to the start button and connect >50 to the other terminal of the start button.

Demisting switch:

- >92 to connection (2)
- >93 to connection (3)
- >163 (12V via contact)

Wiper switch:

- >23 to connection (A)
- >24 to connection (B)
- >164 to connection (C) (+12V via contact)

Windshield washer switch / Button:

- >91 Windshield washer motor
- >162 +12V via contact

Oil pressure warning light (red):

- >87 Oil pressure
- >151 12V of contact

Brake fluid warning light (red):

- >540 Brake fluid level
- >301 Constant voltage

Indicator light (green):

- >310 Ground
- >2 Indicator light

High beam light (blue or orange):

- >310 Ground
- >56a High beam

Brake light switch:

- >301 Battery voltage fused
- >54 Brake light

The horn, is mounted under the battery box:

- >49 Horn

5.1 Cable harness connection overview

Gearbox ground connection:

>312 Ground

Place this connection under one of the rear bolts of the gearbox cover where the battery ground cable is also mounted.

Connection voltage regulator:

>311 Ground D-

>152 12 Volts of contact D+

>4 EXC connection dynamo DF

Brake fluid level, these are the 2 connections on the brake pot cover.

>540 Warning light

>311 Ground

Starter motor:

>32 Battery voltage, this is the M8 thread, attach the "+" cable of the battery to this as well.

>50 Start button/ignition, this can be either a 6.3mm flat plug or a screw-eye connection "

Ignition coil:

>1 Control signal ignition coil (- connection)

>15 12V from Contact (when using contact points)

>123 12V via 123 ignition (+ connection) (when using 123 ignition)

Dynamo:

>30 Ring connector 6mm

>4 flat plug EXC

Multi-plug engine cable harness (x6)

>86 Oil temperature

>87 Oil pressure light

>123 123 ignition

>187 Oil pressure gauge

>1 Control signal ignition coil

>15 12 Volts of Contact

Indicator Left (multi-plug x4):

>311 Ground

>490 Indicator

>581 Sidelight

Headlight left (multi-plug x5):

>311 Ground

>56A High beam

>56B Low beam

>optional 581 Sidelight

Indicator right (multi-plug x7):

>311 Ground

>491 Indicator right

>581 Sidelight

Headlight right (multi-plug x8):

>311 Ground

>56a High beam

>56b Low beam

>optional 581 Sidelight

Demisting and windshield washer (Separate Cable harnesses):

>311 (2x) ground

>93 demisting motor

>91 windshield washer motor

Connection for the oil pressure sensor:

This consists of 2 wires >187 and >87, which are screwed to the sensor. The sensor has a connection for the light, >87 WK (Warnlicht Kontakt) and one for the instrument, >187 G (Geber).

Connection for the temperature sensor in the crankcase:

Wire number >86

From 123: Multi-plug: Description:

Red wire >15 +12V of contact

Black wire >1 "-" ignition coil connection

Yellow wire >123 "+" ignition coil connection

Triangle plug:>1/L Indicator left

>2/54G Fog lamp

>3/31 Ground

>4/R Indicator right

>5/58R Rear light/license plate light R

>6/54 Brake light

>7/58L Rear light/license plate light L

Rev counter:

>310 - Ground

>151 +12V from Contact >1 S ignition signal

Alarm light switch (Option):

Mount additional indicator; R(>2) loop wiring; X (>30) run new wire from fuse box; C (wire to alarm light switch A2.1546) >1 4 loop from indicator C >3 to >490 >6 to >491

6. BODY ON CHASSIS

In this chapter we go through the steps needed to put the body on the chassis and connect everything. The following parts are required:

- [A2.0131](#) Burton body assembly set
- [A5.0001](#) Burton bolt and nut set

Optional:

- [A5.8012](#) Spiral drill 7.0mm.

The other parts are indicated in each sub-chapter.



6.1 Placing the body on the chassis

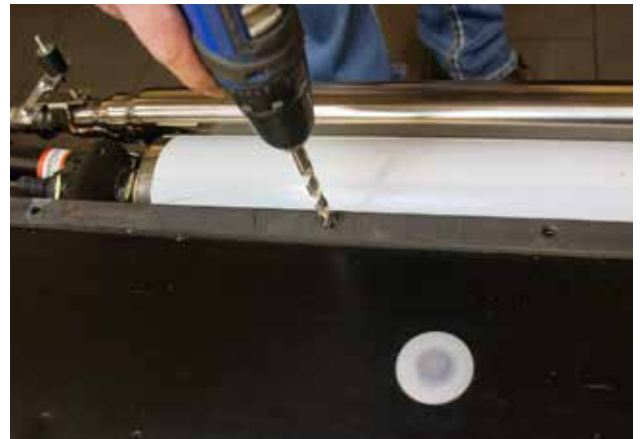
This chapter explains how to place the body on the chassis.

Before putting the body on the chassis, make sure that the chassis tape is in place and all mounting materials are in place.

TIP: Make sure that all parts are in good and working condition before the body is placed on top of it.



Remove the foam by rotating the drill counterclockwise.





Lower the back first.



Cut off the rear legs of the chassis 15 mm at an angle (because the body is a handmade product, you may have to cut off a little more or a little less).



Tighten all bolts connected to the chassis.

6.2 Connecting cables and lines

This chapter explains how to connect the cables and lines. The following parts are required:

-[A2.3700](#) Burton scuttle set (remaining parts)

Optional:

-[A1.2737](#) Brake line spanner



Place the support under the battery box from the battery box set.



Secure the battery.

Tip: First put the M6x35 in the battery box with a nut. After that, the clamp is easy to place.



Make sure that the grounding cable is mounted as indicated in the photograph.



Connect the accelerator cable to the carburettor.



Check that the cable at the accelerator pedal is secure.



Connect the accelerator cable to the carburettor.

6.2 Connecting cables and lines



Pay attention to the location of the rubber seals in the brake calipers.



NB: do not over-tighten the lines.



Make sure that the lines are secured by means of clamps.





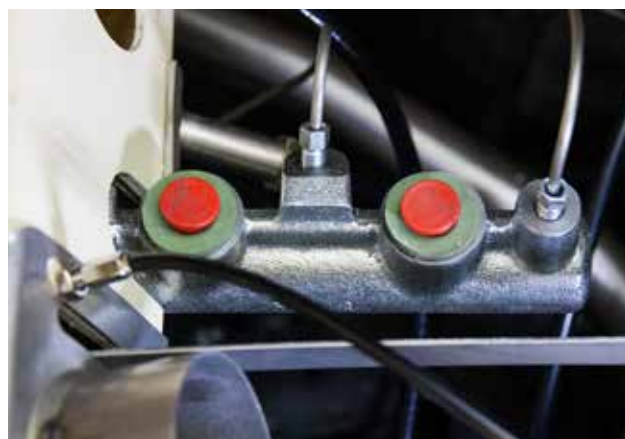
Connect the master brake cylinder.



NB: do not over-tighten the lines.



Make sure that the lines running along and on the chassis are clamped.



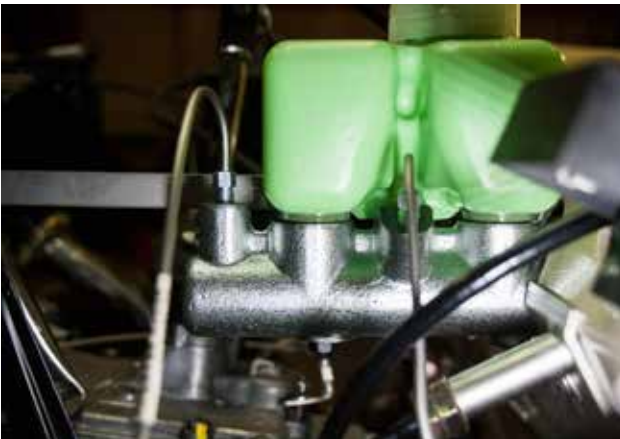
6.2 Connecting cables and lines



Injection with silicone spray for easier assembly.



Mount the reservoir on the master brake cylinder.



Check that the reservoir is properly seated.



6.3 Connecting the heater control

This chapter explains how to connect the cables and lines. The following parts are required:

-[A1.8100](#) Heater control set

Optional:

-[A5.8012](#) Spiral drill 7.0mm.



Drill 7.0mm hole for cable.



For the heating control cable through the scuttle.



6.3 Connecting the heater control



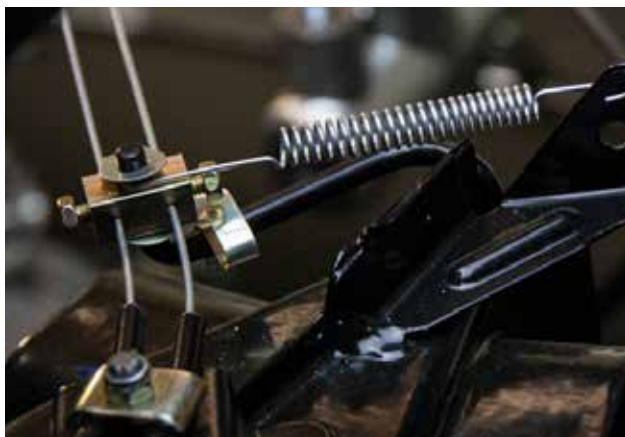
Take the heater control panel and set it to cold.



Mount the cable on the control panel.



Connect the cables to the heat exchangers.



Mount the double cable on the left heat exchanger.



Drill a 5.0mm hole to mount the control panel.



Secure the control panel on one side.



Drill 5.0mm hole on the other side. Then secure the control panel.

6.4 Connecting the handbrake

This chapter explains how to connect the handbrake. The following parts are required:

- [A1.3700](#) Scuttle set (remaining parts for the handbrake)
- [A5.0001](#) Burton body bolt and nut set (handbrake bolts).
- [A1.3330](#) Handbrake lever
- [A1.3338](#) Handbrake handle black
- [A1.3335](#) Handbrake locking pin
- [A5.0105](#) Locking clip

Optional:

- [A1.2735](#) Adjuster tool handbrakeeccen-
trics
- [A5.8012](#) Spiral drill 7.0mm



Start by inserting the handbrake handle through the hand brake guide. Then mount the handbrake strip and feed it through the scuttle.





Next, measure where in the body the guide is to be mounted (the guide should be slightly at an angle so the driver's knee does not touch it, also pay attention at the brake disc).



Mount the handbrake guide.

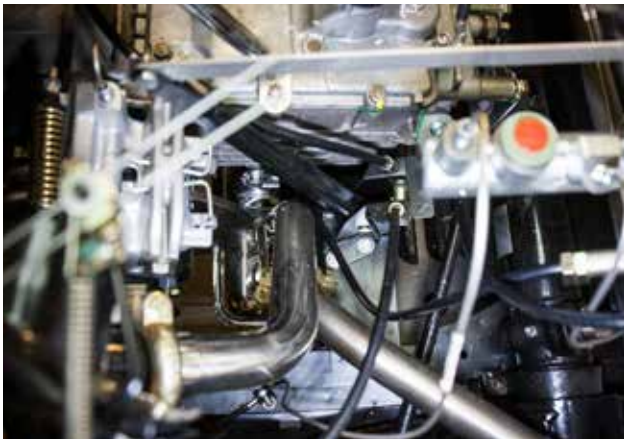


6.5 Clutch cable

Clutch cable adjusting nuts should be tightened to the maximum; install at the bottom of the gearbox; pull out and feed through the body to the clutch pedal; see pictures for how the cable should run; then adjust clutch.

Required parts:

- [A1.3700](#) Scuttle set (remaining parts for the clutch)



6.6 Rear fenders

This chapter explains how to fit the rear fenders. The following parts are required:

-[A5.0001](#) Burton body bolt and nut set (fender bolts).

-[A2.0133](#) Fender rubber sealing section

Optional:

-[A5.8011](#) Spiral drill 6.5mm



Measure out 10 holes in the rear fender and then drill with a 6.5mm drill bit.

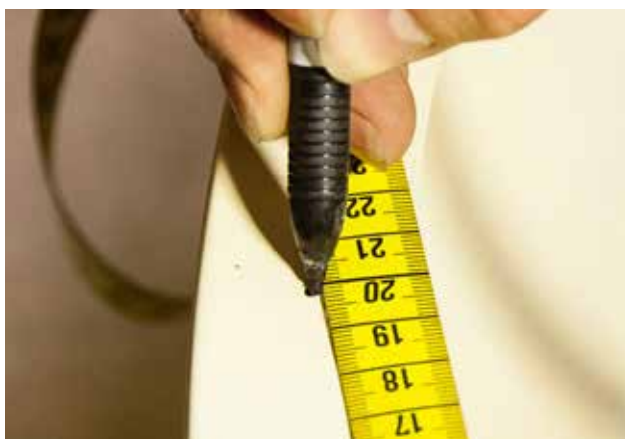


6.6 Rear fenders



Mark off the holes first and check the positions before drilling.





6.6 Rear fenders



Drill with 6.5mm.



Cut the rubber sealing section so that it forms nicely around the edge of the fenders.



Glue the rubber to the rear fenders.



Cut away unnecessary pieces.



Now measure the position of the fender on the body from the reference edge from which the top of the dashboard is also measured.



After measuring, check that the wheel falls nicely into the middle of the fender.

6.6 Rear fenders



Test-fit the fender on the body.



Mark off the holes to be drilled.
Then drill the holes.



6.7 Filler neck

Fitting the filler neck requires the following:

- [A1.1128](#) Rubber sleeve for fuel fillerneck
- [A5.0201](#) Hose clamp 50/70mm
- [A5.0200](#) Hose clamp 60/80mm
- [A2.0700](#) Burton fuel fastener set



File filler neck opening in rear fender all around at an angle so that the filler neck fits in.



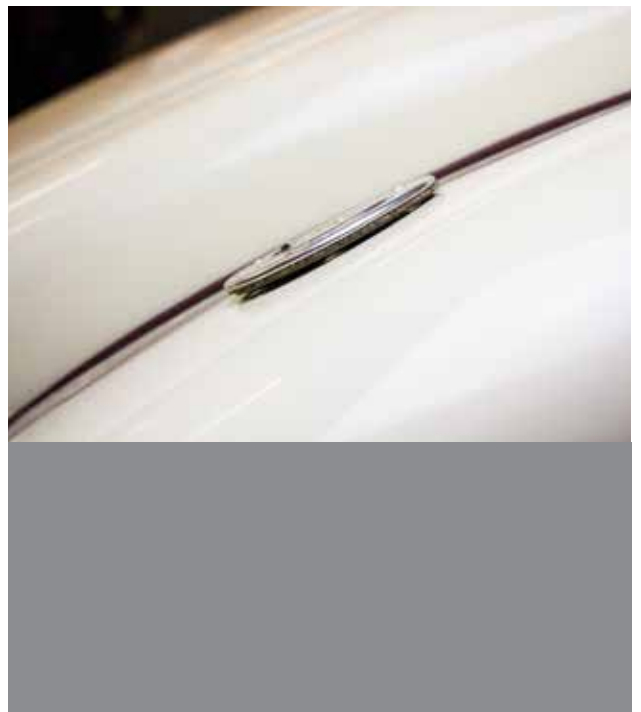
6.7 Filler neck



Mount the filler neck.



Secure the filler neck to the tank.





Mark off the holes.



Drill holes with a 5.0mm drill bit.



Finally, put the tank cap on.

6.8 Reflectors

Mounting the reflectors requires the following:

-[A2.5300](#) Lighting set (reflectors).

Optional:

-[A5.8009](#) Spiral drill 5.5mm.

Lucas reflectors; self-tapping screws to be replaced by M5x16mm stainless steel round socket head. Incl. M5 lock nut.



Disassemble the reflector.



Mark off the hole.



Drill a hole with a 5.5mm drill bit.



Make sure that the reflector is mounted correctly (with 'top' at the top).



Mount the chrome rim on the reflector.



6.9 Mounting the steering column

Mounting the steering column requires the following parts:

- [A2.4508](#) Steering column set
- [A5.0794](#) Steering pipe clamp bolt
- [A1.7729](#) Steering column clamp
- [A1.3700](#) Scuttle set (remaining parts)

Optional:

- [A2.4509](#) Steering column set with quick-release coupling
- [A2.3750](#) Triangle for gear shift
- [A5.8008](#) Spiral drill 5.0mm.



Insert the steering pipe through the scuttle.



Attach the steering pipe to the steering gear housing.



Mount the universal joint on the steering column.



A plastic ring must be placed on the upper part of the steering column to eliminate the play between the universal joint and the upper part.



Insert the ring behind the dashboard.

6.9 Mounting the steering column



Connect the steering column to the universal joint.



Drill the hole with a 5.0mm drill bit.



Secure the steering column with the upper bolts.



Tighten the universal joint with the M8 bolts.

6.9 Mounting the steering column



First mount clamp 36 on the steering pipe and the curved plate. Drill the holes in the scuttle and make sure that the steering column is not under tension.

6.10 Mounting the gear shift



Mount the gear lever to the scuttle.



Secure the gear shift to the bottom.



Connect the gear shift to the gear-box through the connecting piece.



6.10 Mounting the gear shift



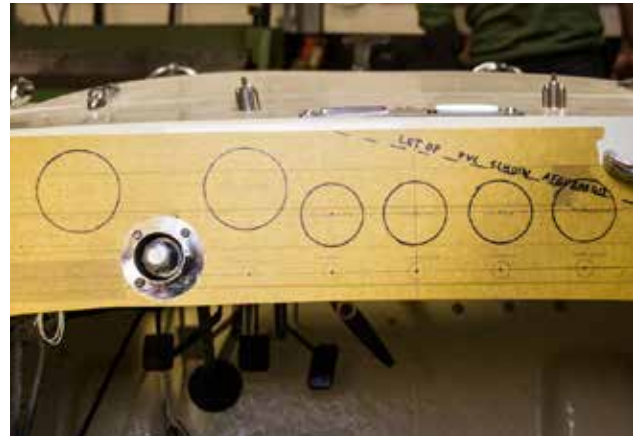
6.11 Setting up the dashboard

Setting up the dashboard:

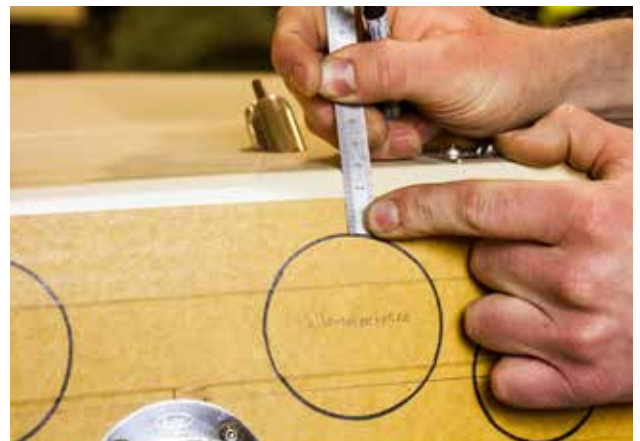
- Measure from the center point of the demisting plate.
- The pictures in this chapter serve as an example. The dashboard can be arranged as you please.
- Take into account PVC pipe demisting
- Take into account wiper mechanism
- Measured at least 3cm from top of dashboard.

Optional:

- [A1.2795](#) Hole saw set



Take into account the location of the PVC pipe for demisting when setting up the dashboard.



Check the positions of the holes after they have been marked off. Make sure they are not too high.

6.12 Dashboard examples

A dashboard can be set up to your own taste. Below are a number of examples to inspire how the dashboard was set up for other Burtons.





7. Front

In this chapter we go through the steps needed to mount the front on the car. The following parts are required:

-[A2.2900](#) Burton bonnet package

Self-adhesive nuts, available in the webshop:

-[A5.0690](#) Self-adhesive nut M6

-[A5.0590](#) Self-adhesive nut M5

-[A5.8008](#) Spiral drill 5.0mm

-[A5.8010](#) Spiral drill 6.0mm

-[A2.5380](#) Hella distance beam headlights

-[A2.5381](#) Brackets for Hella distance beam headlights



7.1 Mounting the front



Check the thickness of the body.
This must be approx. 5.0mm.



Check the thickness of the front.
This must be approx. 5.0mm.



Sand rough spots where necessary.



7.1 Mounting the front



Make sure the front fits.





Create grilles behind the air intake holes.



Affix them with SikaFlex.

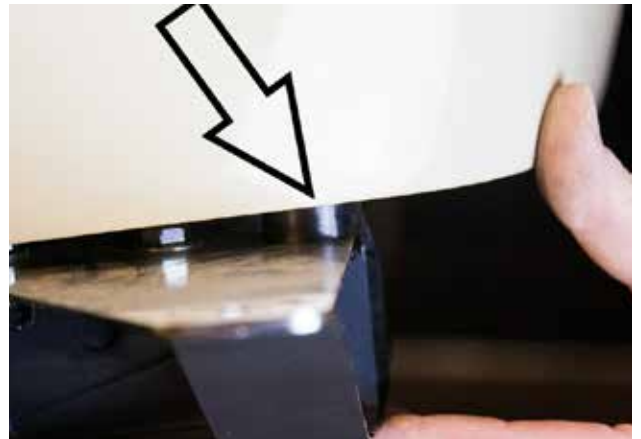
7.1 Mounting the front



First affix the front to the body to make sure everything fits properly.



Fit the front with tank bushes under the front; make sure there is enough space between the front and the dynamo.





Drill a 5.0mm hole.



Mark off at 137mm.



Mark off at 10mm.



Drill a 5.0mm hole.

7.1 Mounting the front



Make sure that the front does not touch the dynamo. If this is the case, the front must be raised.



Drill holes with 6.0mm.

7.2 Headlight bracket

In this chapter we go through the steps needed to mount the headlight bracket.

The following parts are required:

-[A2.5300](#) Lighting set (remaining parts)

Optional:

-[A5.8006](#) Spiral drill 4.0mm.

-[A5.8008](#) Spiral drill 5.0mm.

-[A5.8010](#) Spiral drill 6.0mm.

-[A5.8014](#) Spiral drill 8.0mm.



Adjust headlight bracket to fit the bonnet strut; Align left and right.



Measure the distance to the headlight bracket so you can measure it on the other side.



7.2 Headlight bracket



Mark off the slots to be removed from the front.



File out the location of the headlight bracket in the front.



Mark off the holes.



Drill holes with a 5.0mm drill bit.



7.2 Headlight bracket



Drill a 6.0mm hole for the cables.



Attach the headlight adjustment disc to the underside of the bracket.



Tighten the headlights.





Mark off the holes to be made for mounting the ignition coil.



Drill the ignition coil bracket with 4.0mm; be careful to drill all the way through the headlight bracket.

7.2 Headlight bracket



Mount the ignition coil in the holes made.

7.3 Front fenders

The following parts are required to mount the front fenders:

- [A2.0145](#) Fender brackets
- [A2.0133](#) Rubber sealing section (remaining piece)

Optional:

- [A5.8008](#) Spiral drill 5.0mm.

Note that self-adhesive nuts to be applied to the inside of the body are available in the webshop: A5.0690 & A5.0590



Measure the holes accurately.



Drill holes in fender and body 6.5mm



7.3 Front fenders





Make sure the front fender fits properly.



Mark off the holes.



7.3 Front fenders



Fit the rubber sealing section before fitting the fenders.



Mount the fender.



Find a location for the fender brackets.



Drill fender bracket with 5.0mm;
NB: bracket allows free movement of front wheel.



The fender must not touch the front wheel when it is suspended/wheels off the ground. This is a ground for disapproval during periodic vehicle inspection.

7.4 Bullit lights fender

Dimensions are indicative: drill holes with a 7.0mm drill bit.

Required parts for the bullit lights and fender:

- [A2.5300](#) Lighting set (bullit lights)
- [A1.8912](#) Heat exhaust hose (2x)

Optional:

- [A5.8014](#) Spiral drill 8.0mm.
- [A1.2795](#) Hole saw set for dashboard clocks.



Determine the top.



Also measure it in the length of the car.



Mount the mounting plate



Mount the bullet lights.

7.4 Bullit lights fender



Make sure that the cables can be connected. Drill with 8.0mm.



Drill hole for heat exhaust with 80mm.



Mount the heat exhaust hose between the heat exchanger and the drilled hole.

7.5 Wind hook and bonnet lock

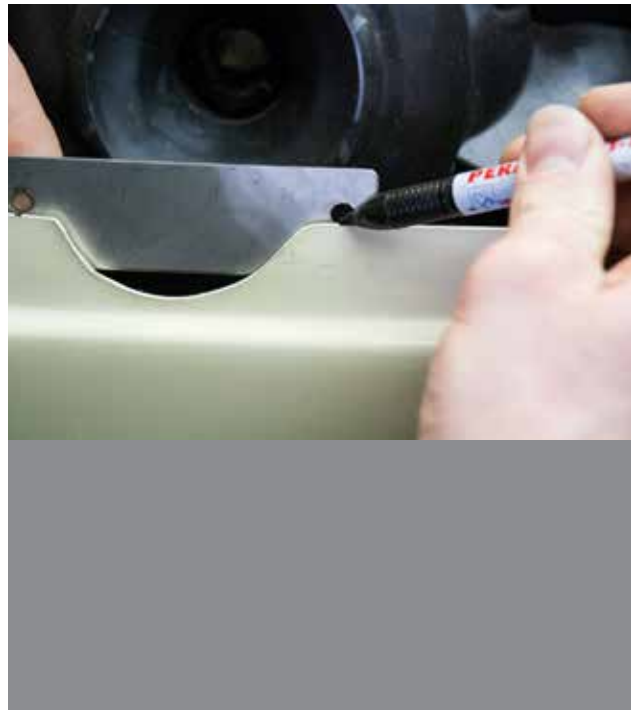
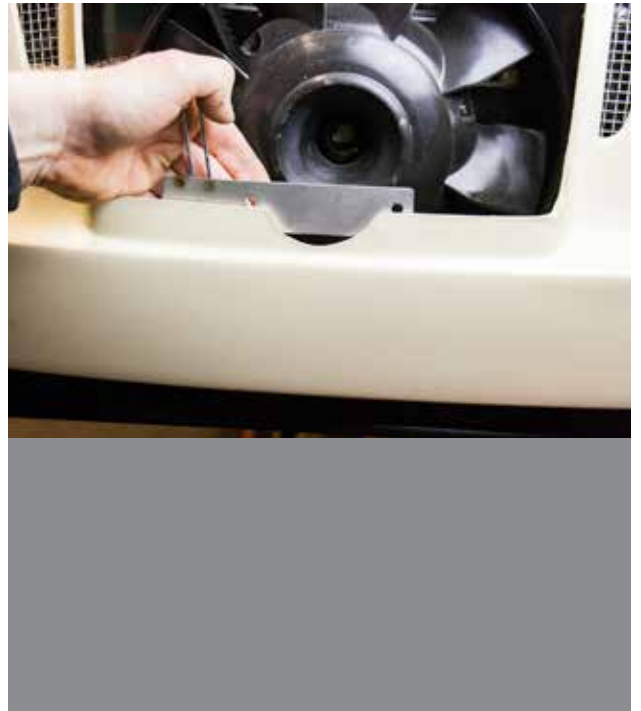
Mount bonnet lock and wind catch. This requires the following parts:

-[A2.2900](#) Burton bonnet package

Optional:

-[A5.8004](#) Spiral drill 3.0mm.

-[A5.8010](#) Primary drill 6.0mm.



7.5 Wind hook and bonnet lock



Measure and mark off the holes to be drilled.



Drill holes with 6.0mm.



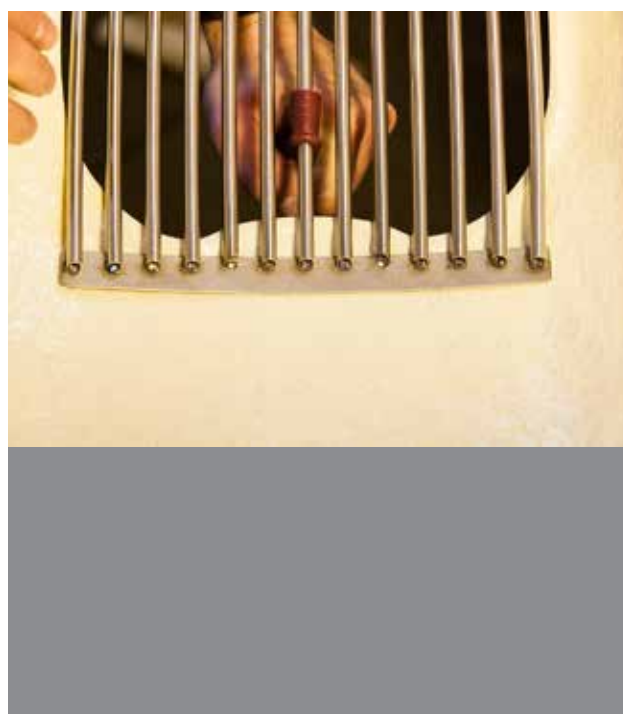
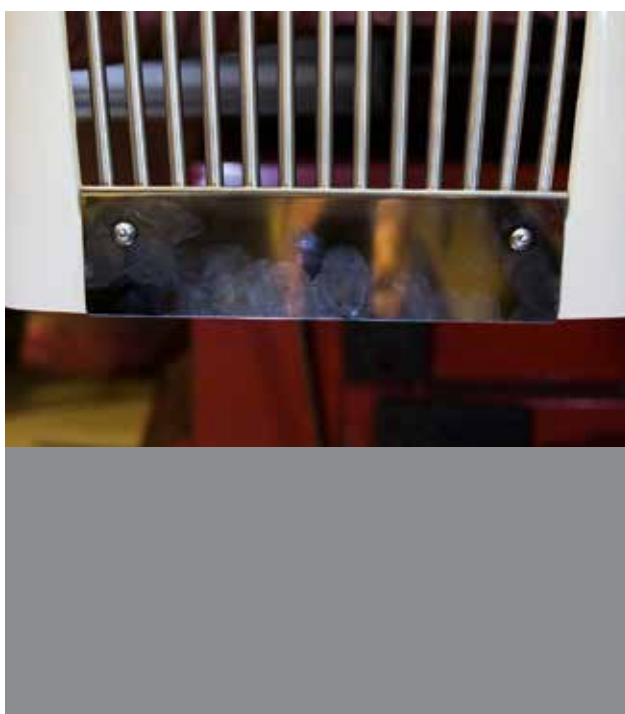
Secure the bonnet lock.



Measure out the grille; pay attention to the center, because of the logo.



Drill top with a 3.0mm drill bit.



7.5 Wind hook and bonnet lock



Drill bottom with a 6.0mm drill bit.



Sand the surfaces before applying sealant.





Seal the bottom at both the inside and the outside.



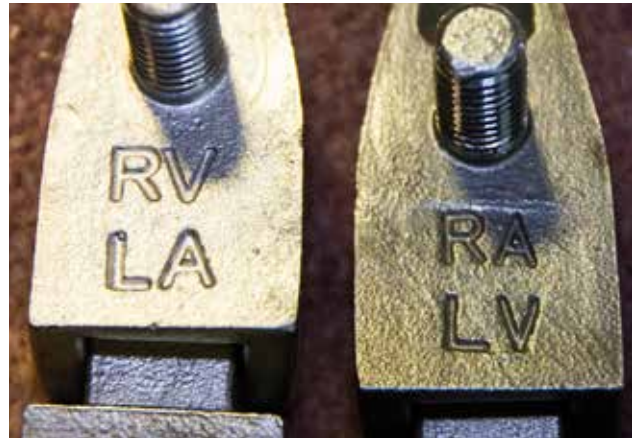
7.6 Mounting the bonnet

The following parts are required to mount the bonnet:

-[A2.2900](#) Burton bonnet package (-remaining parts)

Optional:

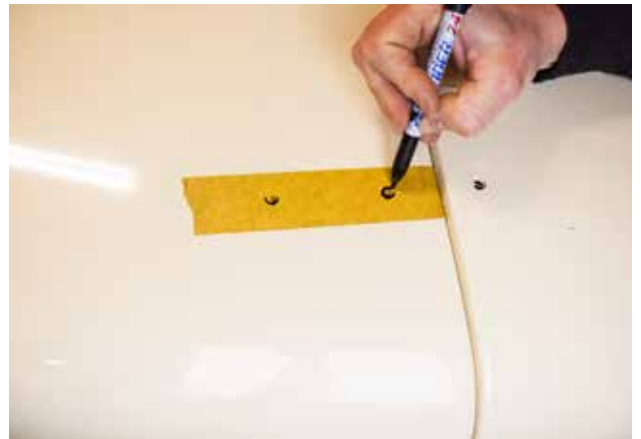
-[A5.8011](#) Spiral drill 6.5mm.



Make sure the hinges are correctly positioned (driver's side is on the left).



Measure out the hinges.





Drill holes with a 6.5mm drill bit.



Determine the hole for the headlight bracket.



7.6 Mounting the bonnet



File the hole out of the bonnet.



8. Windshield and Tonneau cover

In this chapter we go through the steps needed to mount the windshield and tonneau cover on the Burton.



8.1 Mounting the windshield

Before mounting the windshield, it must first be fitted to the Burton with the triangle rubbers. The following parts are required for this:

-[A2.5527](#) Windshield set high

Optional:

-[A2.5525](#) Windshield set low

-[A5.8008](#) Spiral drill 5.0mm

-[A5.8006](#) Spiral drill 4.0mm



Place the rubber triangles.



Mount the mounting bracket.



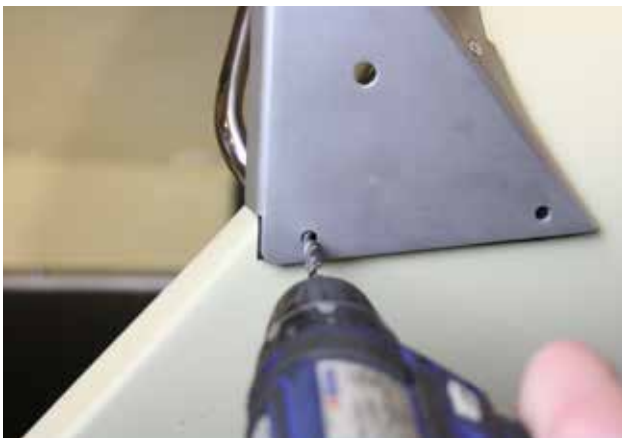
Fit with triangle rubbers.



8.1 Mounting the windshield



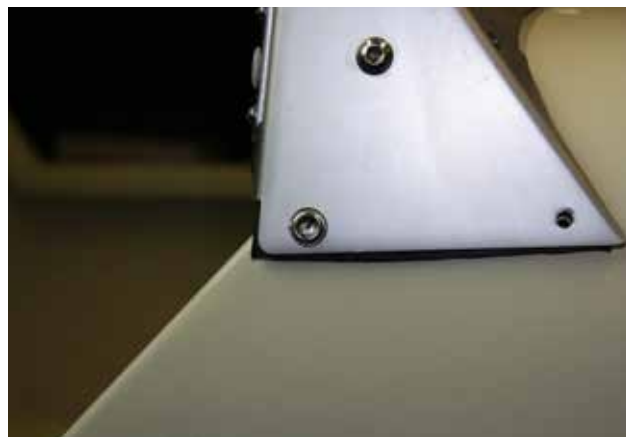
Check fit for soft top / hard top (760mm).



Then drill hole triangle with a 4.0mm drill bit.



Disassemble the windshield and fit rubber section to the underside.



Mount the snap-fasteners on the tonneau cover.



Bend out the ends of the wiper arms, then attach arms to the shafts.



Finally, fit windshield wipers.

8.2 Mounting the Tonneau cover

Fasten the front of the tonneau cover; then stretch it backwards; mark off the center behind first, drill and assemble it; continue working from here. Required parts to assemble the tonneau cover are:

-[A2.2370](#) Tonneau cover without steering wheel compartment

Optional:

-[A2.2371](#) Tonneau cover with steering wheel compartment

-[A2.2372](#) Tonneau cover without snap-fasteners

-[A2.2373](#) Tonneau cover without snap-fasteners with steering wheel compartment

-[A1.1757](#) Snap-fastener stainless steel roof.

-[A5.8006](#) Spiral drill 4.0mm.



Mount the snap-fasteners on the horizontal part of the dashboard.



Fasten the tonneau cover to the front snap-fasteners.



Also to the windshield frame.



Measure out the rear snap-fastener.

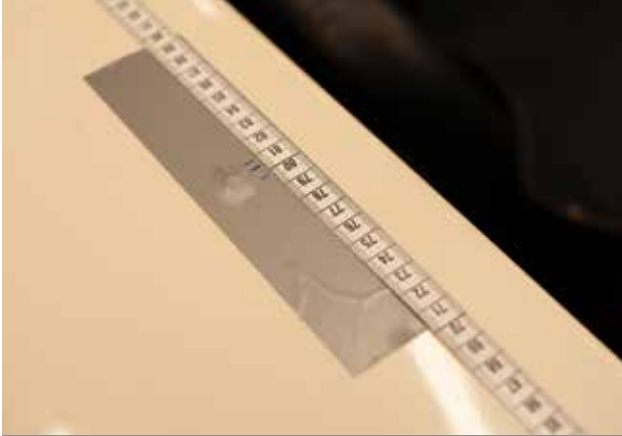


Repeat this on the right.



Mark off the hole to be drilled at 805mm.

8.2 Mounting the Tonneau cover



Pull the tonneau cover tight and press the snap-fastener onto the duct tape.



Drill a hole in the middle of the impression.



Drill holes with a 4.0mm drill bit.



Mount the snap-fastener.



Also measure the other points of the tonneau cover and use the same method.



9. Interior

In this chapter we will go through the steps needed to build the interior of the Burton. There are several possibilities and the interior can be made to your own taste.



9.1 Carpet set

Start by mounting the carpet set under the gear shift; then mark off the floor of the body using the carpet set fasteners. The following parts are required:

-[A2.2330](#) Carpet set

Optional:

-[A5.8006](#) Spiral drill 4.0mm



First mount the mat under the gear shift.



Measure out the other fasteners. Drill the holes for the snap-fasteners with a 4.0mm drill bit.



9.2 Interior backseat

These dimensions are based on an average driver length of 180cm; If you mount the backseat further to the front, make sure that the 1st and 3rd gear can still be operated. If you mount the backseat further back, care must be taken to adjust the body so that the backseat can fit under the body. The following parts are required:

- [G1.3131](#) 2cv Backseat
- [A2.2300](#) Burton seat upholstery set

Optional:

- [A5.8010](#) Spiral drill 6.0mm.
- [A5.8018](#) Spiral drill 10.0mm.

Drill a hole for exhaust suspension with a 6.0mm drill bit on the left side.



Carefully measure the backseat mounting brackets.





Drill holes to mount the backseat with a 6.0mm drill bit. Drill holes for seat hook with a 10.0mm drill bit.



9.2 Interior backseat



Use the sizes of the backseat that will be used in the Burton.





Mark off the holes to be drilled.



Drill the holes and secure.



Grind off the hook in the middle of the backseat.

9.3 Separation panel

To install the separation panel the following steps have to be followed. The following parts are required:

-[A2.0545](#) Separation panel

Optional:

-[A1.7565](#) Sikaflex



Put the separation panel in the body.



Pass the cables through the opening.



Glue the separation panel.

9.4 Seat belt system - 2-point

To install the 2-point seat belt system, the following steps have to be followed. The following parts are required:

-[A2.2363](#) Seat belt system 2-point

Optional:

-[A5.8010](#) Spiral drill 6.0mm.

-[A5.8018](#) Spiral drill 10.0mm.

-[A5.8022](#) Spiral drill 12.0mm.

Drill hole for exhaust suspension with a 6.0mm drill bit.

NB: all bolts must be UNF.



Mount the strip of the 2-point belt system.

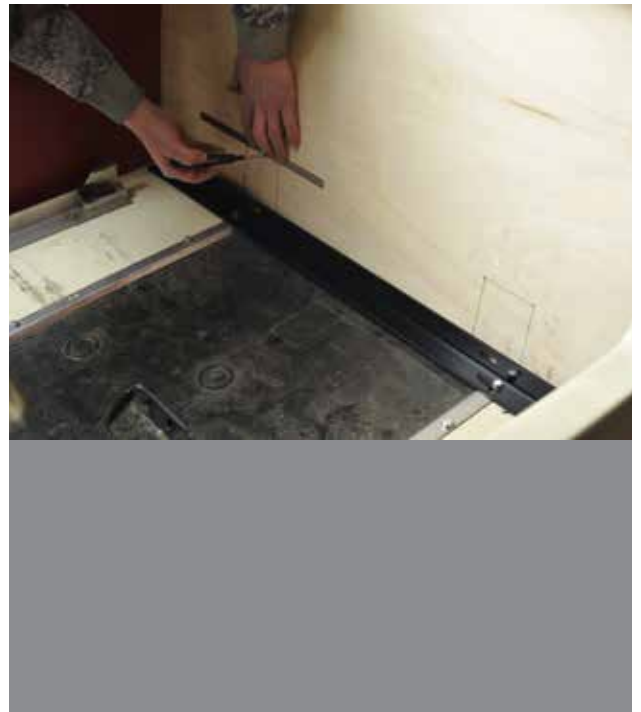


Mark off at 120mm.



Slot should be 80mm wide. Check the holes with the supplied bracket.

9.4 Seat belt system - 2-point





Cut out the marked holes with a Stanley knife. The holes can be sawn out before gluing the separation panel.



9.4 Seat belt system - 2-point



Remove any sharp edges on the wood.



Loosen the bolts.



Place the bracket through the separation panel.



Attach the bracket.

9.4 Seat belt system - 2-point



Do not tighten the corner profile completely. Make sure that the bracket and the corner profile are neatly aligned.



Also attach the brackets on the other side of the separation panel.



When properly centered secure the bracket and corner line.



Drill a 10.0mm hole to attach the belts.

9.4 Seat belt system - 2-point



Mount the seat belts





9.4 Seat belt system - 2-point



Drill extra holes with a 12.0mm drill bit to additionally secure the bracket.





Attach the bracket.



9.5 Seat belt system - 3-point

Interior 3-point seat belt frame. The following parts are required:

-[A2.2359](#) 3-point seat belt frame

Optional:

-[A5.8014](#) Spiral drill 8.0mm

-[A5.8016](#) Spiral drill 9.0mm

NB: use seat belt bolts (finer thread//UNF Bolts).

Attach seat belts; NB: all bolts must be UNF.



Place the seat belt system in the car.



Position the frame in the middle.



Drill 2x holes in undercarriage with an 8.0mm drill bit.



Attach large bracket.



Drill hole with a 9.0mm drill bit in the top of the body.

9.5 Seat belt system - 3-point



Amplify file out the hole because the body moves in relation to the bracket.



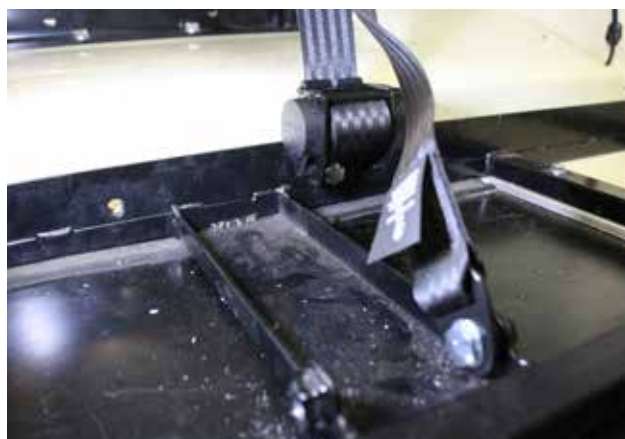
Drill holes so that the frame can be attached to the body.



Top bracket on the body may be secured with regular M10 bolts.



Attach the belts with UNF bolts.



Check that the belts are working properly.

9.6 Side panel upholstery

The following parts are required for fitting the side panel upholstery:

-[A2.2320](#) Side panel upholstery

Optional:

-[A1.0545](#) Upholstery adhesive 3M 1L



The side panel upholstery must be glued on. Follow the instructions on the adhesive packaging.

9.7 Seats

The following parts are required to mount the seats.

- [A2.2352](#) Seat frame cobra seats
- [A2.2340](#) Cobra seats
- [A2.2349](#) Guide rails cobra seats

First mount the special seat frame for the cobra seats.

The lower part of the 3-point belt system must be mounted before the cobra seats can be mounted as described in chapter 10.5.



Mount the guides under the seats.



Tighten all the bolts.



9.7 Seats



Attach the guides to the seat frame.

10. Getting ready to drive

Now that the Burton has been largely assembled, it needs to be made ready to drive. The following things must all be done to get the Burton ready to drive:

- Bleeding the brakes
- Setting the handbrake
- Setting the clutch
- Setting the accelerator pedal
- Setting the master brake cylinder pressure pin
- Filling up liquids
- Placing nameplate (incl. body number and conversion year)

The following must be prepared in the following order.

1. Tire pressure
2. Corner scaling the car
3. Setting the height of the car
4. Aligning the wheels
5. Adjusting the headlights

Lastly, final check that everything is correctly mounted and secure.

For all the above points you can consult a workshop manual of the 2CV to know how to adjust and check everything. Of course, you can also contact the Burton Car Company to help you with this. You can make an appointment via garage@burtoncar.com.



11.0 Accessories

This chapter gives a step-by-step description of how to mount the accessories. These accessories are of course optional and can be chosen to your own taste.



11.1 Spare wheel bracket

The following parts are required to mount the spare wheel bracket:

-[A2.5804](#) Burton spare wheel bracket, cut out

Optional:

-[A2.5803](#) Burton spare wheel bracket

-[A5.8010](#) Spiral drill 6.0mm.



Loosen the bolt between the heater hoses.



Remove the battery.



Position the spare wheel holder and insert the bolt through the middle hole in the spare wheel bracket.

11.1 Spare wheel bracket



Adjust the spare tire bracket nice and straight.



Mark the holes in the spare wheel plate when the plate is nice and straight.



Drill the holes with a 6.0mm drill bit.



Place the bracket and secure it with the three bolts.



Finally, the spare wheel can be placed.

11.2 Short legs kit

The following parts are required to install the short legs kit:

- [A2.3745](#) Short legs kit
- [A1.5701](#) LHM double master brake cylinder

Optional:

- [A1.3158](#) Pedal rubber with chevrons
- [A2.3710](#) Pedal Bracket

NB: These accessories use parts from previous chapters. It is possible that certain parts are already installed on your car.



Prepare the pedal bracket to mount the master brake cylinder.



Install the bolts and washers before fitting the master brake cylinder.





After fitting the master brake cylinder, washers must be fitted to both bolts again.



Mount the other pedal bracket.



Finally, install washers and the self-locking nuts.

11.2 Short legs kit



Mount the extended pin that goes into the master brake cylinder.



Place the spacer bushings. NB: insert the pin between the bushings.



Place the pedal set on the pedal bracket.



Insert the bolts through the pedal bracket and the bushings.



Tighten all bolts and nuts.

11.2 Short legs kit



Measure the distance that the pedal set comes further back and saw this distance from the bushing for the clutch cable.



Mount the pedal set to the body as described in Ch4.4.

11.3 Distance beam headlights

The following parts are required to assemble the distance beam headlights:

- [A2.5381](#) Brackets for Hella distance beam headlights
- [A2.5380](#) Hella Ø160mm distance beam headlight
- [A1.4124](#) Light bulb 12V 55W, H3, halogen, distance beam headlight

For the electrical connection, please refer to the enclosed document that comes with the Hella distance beam headlights.



Loosen the bolts with which the front is attached to the chassis.



Place the distance beam headlight brackets between the adapter bush and the chassis.

11.3 Distance beam headlights



Insert the bolts through the distance beam headlight bracket, adapter bush and the front.



Insert the other bolts.



Tighten the bolts.



Mount the distance beam headlights.



Mount the other distance beam headlight in the same way as described in the previous steps.

11.4 Logo

The following parts are required to mount the logo:

-[A2.0555](#) Burton logo for boot lid

Optional:

-[A5.8004](#) Spiral drill 3.0mm.



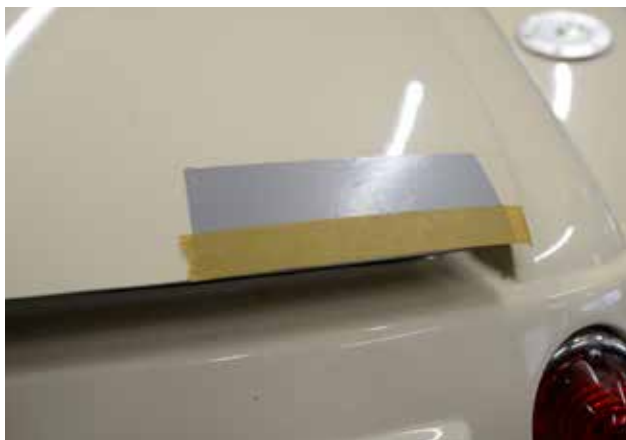
Find a position for the logo. Make sure there is no thickening on the other side of the boot lid preventing the logo from being attached.



Put duct tape on the position for the logo.



Press the logo onto its intended position so that the print of the pens is visible on the duct tape.



Drill the holes with a 3.0mm drill bit.



Press the logo through the holes.

11.4 Logo



Tighten with the supplied clamps.



11.5 Entry guards

The following parts are required to mount the entry guards:

-[A2.1728](#) Burton entry guards

Optional:

-[A1.7565](#) Sikaflex 260N



Clean the surface.



Find a nice position for the entry guard with the logo towards the front of the car.



Sand the surface of the molding to be glued to the body.

11.5 Entry guards



Distribute the Sikaflex over the entry guards as in the picture above.



Place the entry guards on the body.



Tape the entry guard onto the body and let it dry for 24 hours.

11.6 Luggage rack

The following parts are required to mount the luggage rack:

-[A2.0550](#) Burton stainless steel luggage rack

Optional:

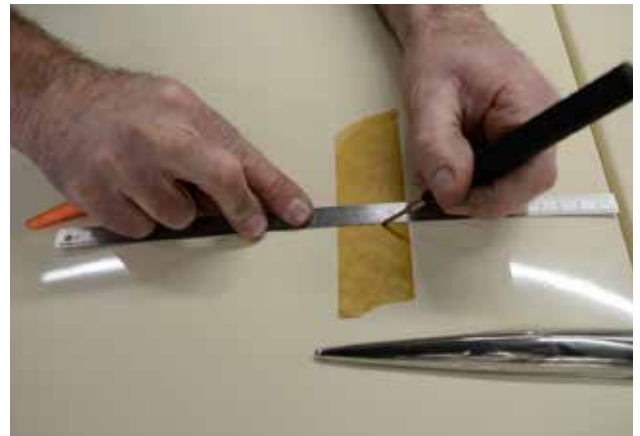
-[A5.8015](#) Spiral drill 8.5mm



Find a position for the luggage rack on the boot lid.



Tape the mounting spots.



Mark off the holes.

11.6 Luggage rack



Measure the holes carefully so that the bolts are not inserted into the thick part.





Drill the holes with an 8.5mm drill bit.



Make sure to use the correct order of rings when mounting the luggage rack.

11.6 Luggage rack



Insert all the bolts.



Gradually tighten the luggage rack.

11.7 Soft top

The following parts are required to assemble the fabric roof:

Select from the following soft tops:

- [A2.1350](#) Soft top low model
- [A2.1355](#) Soft top high model

Optional:

- [A5.8008](#) Spiral drill 5.0mm.

NB: Have holes marked at BCC because there is a special template for mounting the soft top. You can also outsource the entire assembly to us if you wish.



Drill a 5.0mm hole.



Tape the passenger side and put a line at the edge of the body (241mm).

11.7 Soft top



Also tape the driver's side at the edge of the body (237mm).



Attach the mounting points of the soft top to the horizontal part of the body.



Attach the soft top to the mounting points. Then mark off the holes for the side using the fabric roof bracket. Drill holes with a 5.0mm drill bit.



Remove the crosshead bolts from the windshield frame.



Mount the bracket to which the soft top is to be attached.



The bracket in the middle of the windshield must be changed in order to mount the soft top.



Attach the soft top to the rear.

11.7 Soft top



Attach the soft top at the front.



Stretch the soft-top so that it fits snugly around the windshield frame but not too tight. This can be adjusted by adjusting the tensioners.



Hang the doors in the soft top.



Affix duct tape to the doors. Do this at all places where the snap-fasteners are on the body of the tonneau cover.



Using revolving punch pliers, cut a hole in the middle of the 4.0mm print area.



11.7 Soft top



Nail down the snap-fastener.



Zip the doors back onto the soft top.



Cut a 10mm hole in the flap with punch pliers (see arrow). Make sure this hole is in a place where a Tenax fastener can later be mounted (both a hole in the door and a receiver on the windshield frame).



Insert an awl through the cut hole and mark the spot on the windshield frame.



Drill a 4.0mm hole and then tap M5 thread.



Attach the Tenax button to the windshield frame. Do this on both the left and the right.



Position this hole to be drilled as in the previous steps. After positioning, drill a hole with a 5.0mm drill bit.



Secure the Tenax button with a self-locking nut on the inside of the body.

11.7 Soft top



Put the Tenax fasteners in the soft top. This can be fixed with the supplied key.



11.8 Hard top

The following parts are required to mount the hard top:

-[A2.1320](#) Hard top set

Optional:

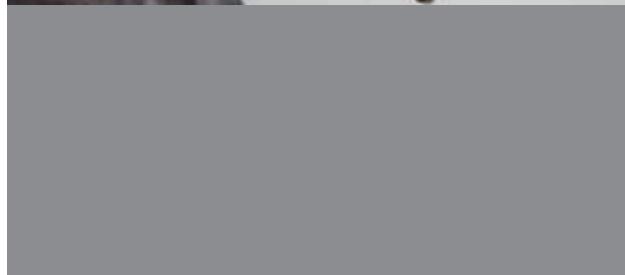
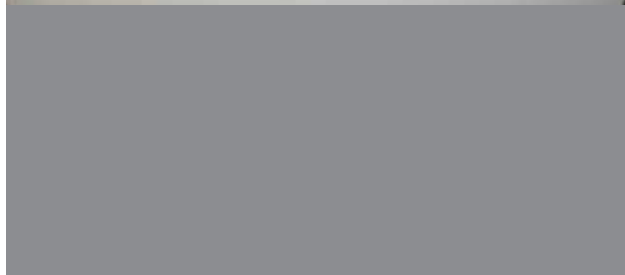
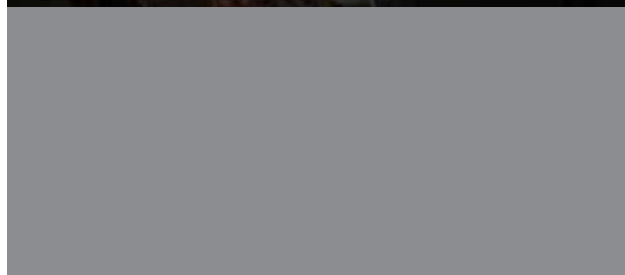
-[A5.8006](#) Spiral drill 4.0mm

-[A5.8008](#) Spiral drill 5.0mm

-[A5.8014](#) Spiral drill 8.0mm

-[A1.7565](#) Sikaflex

-[A1.1943](#) Window catch short



11.8 Hard top



Adjust the windows and adjust the height with shims.



Mark off the holes to be drilled.





Drill the holes with 4.0mm.



Secure the windows and check that they can move freely.

11.8 Hard top



Adjust the inner bracket and determine the position.



Mark off the holes at 200mm.





Drill with a 4.0mm drill bit.

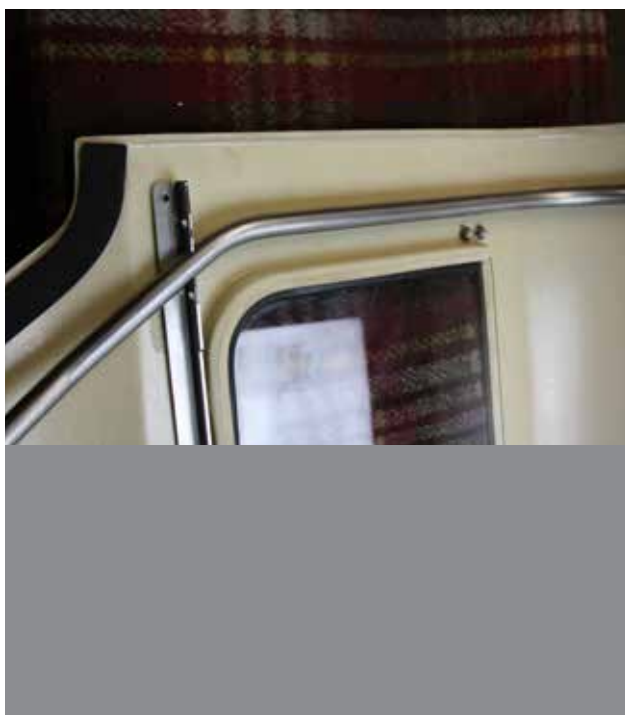
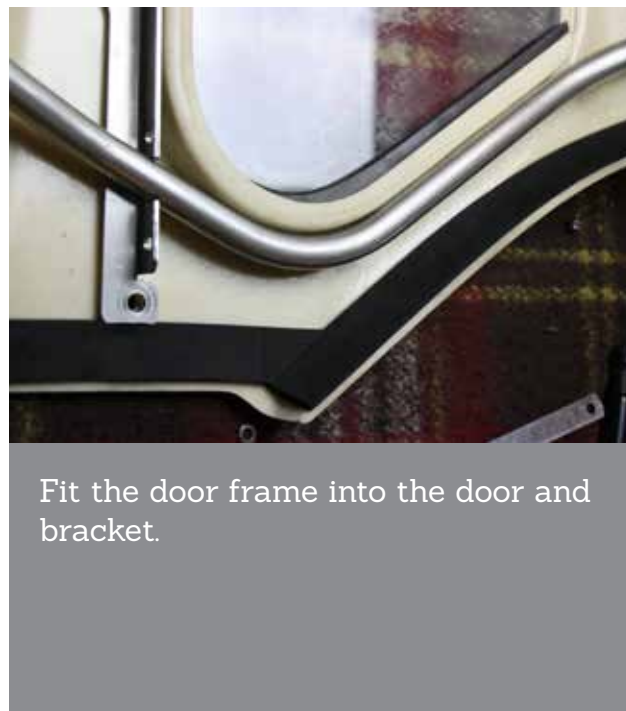


Drill 8.0mm holes in the large marked hole.



File the large hole exactly to size.

11.8 Hard top





Mount the brackets and the door frame.



The door frame should be 50mm from the bottom of the door.



Drill the holes for the handle with a 4.0mm drill bit. Then assemble the handle.



Sand the surface where the hinge is to be mounted.

11.8 Hard top



Sand the surface of the hinge to be mounted.



Thoroughly degrease the surfaces to be bonded.



1mm cardboard ensures the correct height and proper distribution of the kit.

11.8 Hard top



Provide the hinge surface with Si-kaflex.



Affix the hinge to the door.



Make sure the position of the hinge is correct and secure.





Connect the hinge to the door frame.



11.8 Hard top



Mount and adjust the window clip.



11.8 Hard top



Affix the chassis tape to the inside the doors.





Affix chassis tape to the shell.



Affix the sealing rubber to the edge of the shell.



Let the rubber protrude. Remove the iron particles in the rubber from the protruding part.



11.8 Hard top



The bracket must be tightly against the edge of the shell.



Predrill with a 5.0mm drill bit. Be careful not to damage the thread. Then drill through the shell from the other side with a 6.0mm drill bit.



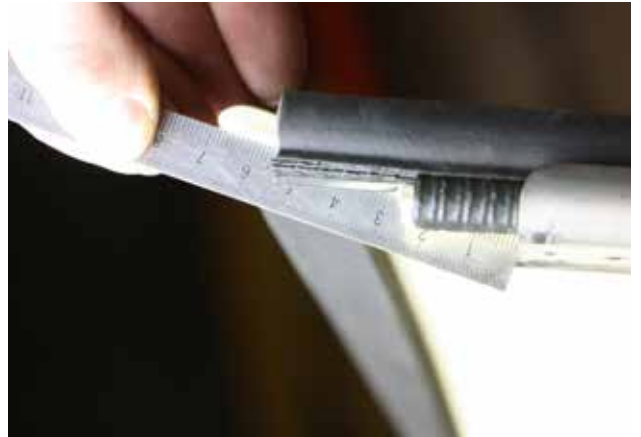
Sand lightly.

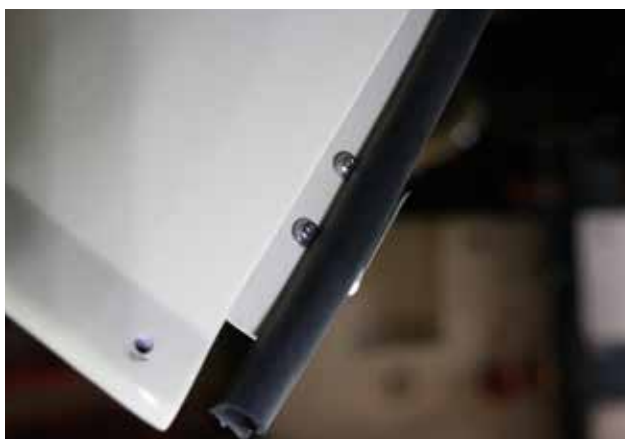


Use SikaFlex for sealing.



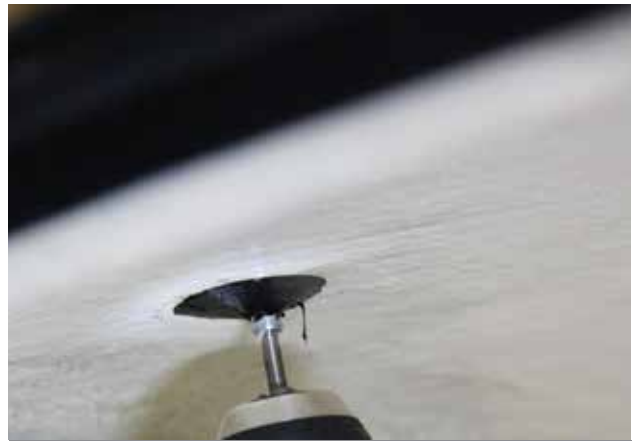
11.8 Hard top





11.8 Hard top

Now that the individual parts have been assembled, the hard top can be mounted on the car.



Drill through the bottom with a 4.0mm drill bit. Do this at all 3 mounting holes of the soft top. NB: Make sure that the shell is properly positioned in relation to the body.



Drill a hole from the top with a 5.0mm drill bit. Then insert all 3 bolts in the soft top mounting holes.



Mount the doors. Make sure the gap runs straight from bottom to top.



The position of the hole is determined by the gap between the door and the shell. Drill with a 5.0mm drill bit.

11.8 Hard top



Secure the shell to the body. The shell must not be tightened too much.



Mark off the position of the bracket where the lock will be.



Drill the holes with a 3.3mm drill bit. Then tap M4.



Adjust the height of the door by means of the eccentric.



First mount the rear gas spring on the existing mounting points. Then mount the gas spring on the front of the door.



Fix the gas spring to the windshield frame in the outermost position.



The open door is open horizontally and does not collide with the other door in the open position.

11.8 Hard top



Mark off the holes.

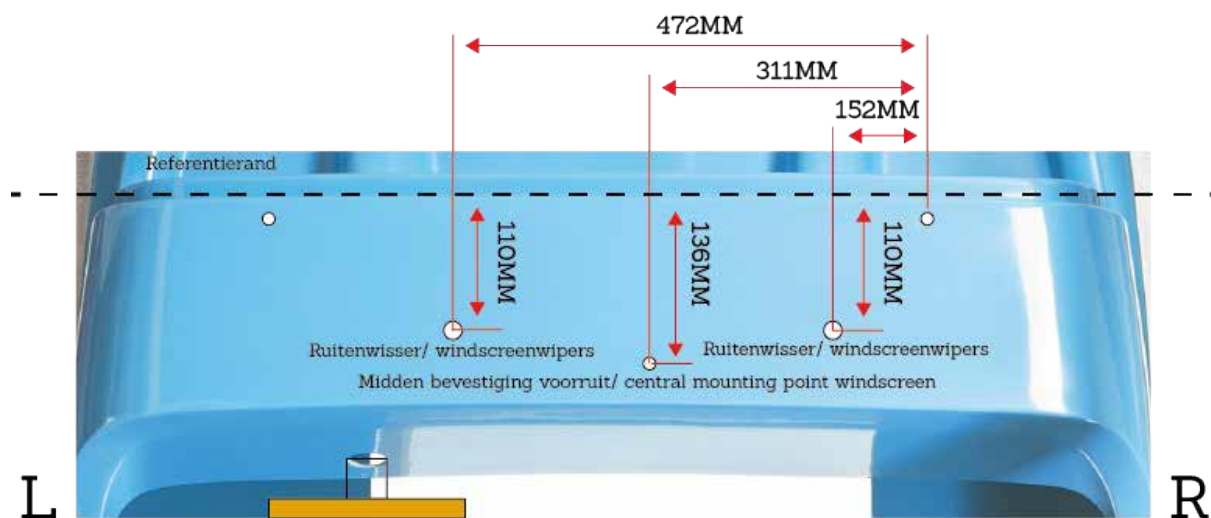


Drill the holes with a 3.3mm drill bit. Make sure not to drill all the way through. Then tap the holes with M4.



Mount the gas spring. Carry out the above steps for the other door as well.

12. Appendix



Appendix 1: This illustration serves to support the marking and determine the holes for the wiper shafts and the center point of the windshield.

12. Appendix

Tightening torques			Suspension	
Tightening torque in Nm.			Ring nut suspension arm bearing	50
Engine			Hub nut	350-400
Cylinder head	1° phase	5-10	Ring nut wheel bearing	350-400
	2° phase	20-23	Axle tube to chassis	50
Engine crankcase halves		15-20	Wheel nuts	90
Nuts of crankcase/studs		45	Steering system	
Stud engine housing half		3-5	Lock nut pinion shaft	100-140
Bearing stud		6-8	Knuckle arms on rack	40
Oil sieve		3-5	Brakes	
Valve covers		5-7	Brake caliper halves	40-45
Stud cylinder head		4-6	Drive shaft to disc	45-50
Stud valve cover		4-6	Handbrake eccentrics	40
Banjo fittings oil line		10-13	Brake cable glands	8-9
Oil cooler glands		10-14		
Oil pump cover		13-15		
Oil drain plug		35-45		
Flywheel bolts		42-45		
Oil pressure contact		20-22		
Fan fixing bolt		41-51		
Front engine mount		60		
Clutch pressure group bolts		10-13		
Gearbox				
Ring nut differential shaft bearing				
outside		60-75		
Crown wheel bolts		70-80		
Bevel pinion nut		70-85		
Worm wheel nut prim. axle		70-90		
Differential shaft holder on				
gearbox housing		38-42		
Drive shaft on output shaft		45- 50		

Appendix 2: can be used to adjust the tightening torques of different parts of the Burton