



Vodou Auto Kits VR5

Variations from book plans.

1. Lower Rails
 - 1.1. LR13, LR14 – Additional rails to add support for the MX5 engine, fully welded to LR8/LR9 with the square ends butting up to LR7/LR10/LR17.
 - 1.2. LR10, LR17 – The pieces are cut separately *not* as a single piece as in the book. The inner ends are angled at 45° to tie with the same angle which has been added to UR7/UR8; this creates a closed section.
 - 1.3. LR5, LR6, LR12 – The adjoining ends have been cut at 45° to create a closed joint when assembled.
2. Uprights
 - 2.1. UR7, UR8 – The ends have been cut at 45° to tie in with the changes to LR10/LR17 (see 1.2)
3. Front Frame
 - 3.1. F2, F3 – the profile has been changed to accommodate the differences found between the original Ford and MX5 donors.
 - 3.2. The suspension mounting point locations have changed to accommodate the Mazda uprights and Vodou wishbones.
 - 3.3. The upper suspension mounting brackets have been modified slightly to compensate for a different lateral measurement between the pivot points on the Ford and Mazda designs.
4. Top Rails – No changes
5. Diagonals – No changes.
6. Seat Back
 - 6.1. SB1 (x2), SB3 - are created from single lengths of 25x50 RHS
 - 6.2. The assembly differs in the placement of it's members; please refer to the supplied drawing for details.
7. Transmission Tunnel
 - 7.1. The transmission tunnel has been altered to reflect the differing shape of the Mazda transmission; please refer to the supplied drawing for details.
8. Rear Suspension / Diff mounts
 - 8.1. The rear frame enclosing the Mazda differential has been totally redesigned to accommodate the Mazda parts and to improve efficiency of the design; please refer to drawings for details.

- 8.2. The suspension mounting point locations have changed to accommodate the Mazda uprights and Vodou wishbones.

ⁱ An alternative is offered for those wanting to adhere to the book dimensions for the front frame, either method is valid when using Voodoo wishbones.