

Caterham non SV De-Dion Diffuser Fitting Guide

Introduction

The c/fibre diffuser is designed to be fitted by a race shop with access to tools and fabrication facilities for clamps and brackets required.

The diffuser is undrilled to allow the race shop to custom fit, it may also require some cut outs in to clear suspension arms and possible a towing bracket on one side common on some chassis

Important note: Our Diffusers when fitted do not meet the minimum radius required for highway use which may vary from country to country and state to state due to they're sharp edges, rubber edging is not included in the kit due to ReVerie Ltd's intention that they're use be for track and not highway.

It is the consumer's responsibility to ensure sufficient clearances to hot exhaust components and or additional heat shielding as required. Diffusers that have good airflow over there upper and lower surfaces can present less problems, but again the situation of a car at full load on a rolling road, or idling after some quick laps must be considered.

Fixings Enclosed:

12* M5 S/steel penny washer 20mm diameter (can use 25mm if OOS)

12* M5 *16mm s/steel M5 Cap hex bolt (can use 20mm if OOS)

12 * M5 rivserts or nutserts for rear of chassis bar

10 * 4.2mm powder coated rivets

10 * 3.2mm powder coated rivets

Hydraulic hose clamps buy to suit chassis as required (see (4))

WARNING, MOTORSPORT OR DRIVING CAN BE DANGEROUS RESULTING IN DEATH OR PERSONAL INJURY.

READ OUR FITTING INSTRUCTIONS CAREFULLY

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We take no responsibility for the incorrect use and / or installation of REVERIE products.


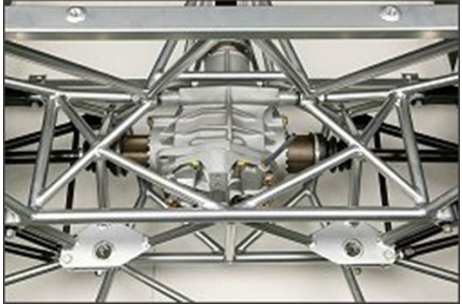



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UV-Protection / Deterioration of properties

Please Note Epoxy Pre-preg Carbon and Glass or Aramid products are not UV stable. Texallium products are particularly bad and can yellow in 2-6 weeks. The epoxy resin will 'yellow' with prolonged exposure to UV radiation and material strength properties will slowly determinate. We recommend exterior products or those exposed to constant UV, are either colour painted or at least lacquered. We use predominately 2K car lacquers of medium solids, the DBS range has been found very suitable, although people have had equally good results with Urethanes varnishes and epoxy clear coats.

The surface should be sanded with 180, 240 then 320 grit and a cleaning solvent used to remove grease or dirt prior to paint application. Several coats may be required (normally 3 to 4 light coats) to avoid pin holing, common with painting composite products. Pinholes may be dubbed in carefully with a brush, and then wet flatted for a final application of 3 thin coats. **Let air dry only**, you may stove the paint at 70°C once fully air-dried.

Instructions

	<ol style="list-style-type: none"> 1. Have a race shop skilled mechanic Safely jack up the rear of the car and support with axle stands as required. (Sorry independent rear car shown)
	<ol style="list-style-type: none"> 2. Offer up the diffuser and mark for any suspension cut outs or chassis bracket cut outs as required. Then wearing eye protection, ear defenders and a fine dust mask, cut the required cut outs with 3" thin carbide cut off wheel in a right angled grinder. You can use a hole saw to neatly end any wishbone arm cut outs required. Carefully dress and sand the sharp edges of any cuts made. (Sorry independent rear car shown)
	<ol style="list-style-type: none"> 3. Drill the chassis and diffuser for required fixings, the chassis can be opened up and have m5 threaded rivserts fitted or in some areas if the tube is thick enough drilled and taped or rivets and washers under head may be used to secure in position, other options include using hydraulic clamps see 4.
	<ol style="list-style-type: none"> 4. Obtain plastic hydraulic type hose clamps to suit chassis diameter tubing where required to give a firm fixing and save drilling the chassis tubes. Note these are also often used on race cars as anti roll bar clamps or sway bar clamps. These can be purchased from http://www.merlinmotorsport.co.uk/SUSPENSION-Associated-Suspension-Parts-Roll-Bar/c31_32_33/index.html Please also source your bolts to suit
	<ol style="list-style-type: none"> 5. View of diffuser non sv un fitted

	<p>6. Diffuser shown fitted in place with De-dion axle arm in full droop coming through diffuser cut out. Some spacers may be required around the rear fixings between diffuser and chassis tubes.</p>
	<p>7. Diffuser shown fitted in place with De-dion axle arm in full droop coming through diffuser cut out.</p>
	<p>8. Diffuser shown fitted in place with De-dion axle arm in full droop coming through diffuser cut out.</p>
	<p>9. Check full bump and droop suspension clearances on tyres and wishbones with a spring professionally removed from the shock and the shock unit re fitted so you can see full bump and droop. Then ensure all bolts tight and the diffuser is fixed so rigid as any movement will effect aerodynamic performance. Carefully lower to ground and check wheel torques and tyre clearance again before carefully test driving to ensure all ok.</p>