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Elise / Exige S2 Race Wheel Arch Fitting Guide

Introduction (BOLT ON TYPE) REARS ONLY

Important the Exige and Elise wheel arch flares differ at the rear please specify the correct vehicle when ordering!!

In order to facilitate larger wider wheels & tyres to improve grip on the rear axle for circuit use, we have styled and developed these bolt on wheel arch flares. The flares allow approx 40mm or an optional 60mm more clearance and allow modified arch inner liners to be re-fitted. You may also wish to order them vent ed with alloy mesh on the rear to let out high-pressure air from the wheel wells to improve stability at high speeds (as we supplied the Lotus Sport Cadena GT3 late in 2006)

The flares are available with internal hidden flange & big head fixings for bolt on, or as bond on units. The internal set up makes a better finish, but some racers may just prefer to rivet an external flange set on please ask if required. The hidden internal fix type could also be bonded on and faired and painted with the complete clamshell if a smoother look is required.

40mm or 55mm bolt on billet alloy wheel spacers are available if you wish to run the standard Elise / Exige S2 wheels and just increase track width, however for the more discerning enthusiast, particularly for the tuned Exige or Elise we recommend new wheels and tyres. Please download the pdf drawings from our web-site 9 * 17" Et25 with 245 35 R 18 with bolt on 20mm spacers front & rear work well or longer wishbones with std wheels if these should become available from a respected tuner.

Keep an eye on our website as we will list known wheel & tyre packages and other suspension components as they become available. For the moment the easiest option is billet machined centre & split rim wheels, where several manufactures can offer this service to suit the Elise / Exige S2 in several styles.

It is very important that you do not increase the rolling diameter over the standard set up, and check your chosen wheel and tyre package with the suspension in full bump (springs removed)

Parts Available:

R01SB6026	Elise S2/Exige S2 30mm Wheel Spacers 4*100mm PCD (Pair, for use with wheel arches)
R01SB6025	Elise S2/Exige S2 40mm Wheel Spacers 4*100mm PCD (Pair, for use with wheel arches) Std wheels with +40mm arches
R01SB0042	Elise S2/Exige S2 55mm Wheel Spacers 4*100mm PCD (Pair, for use with wheel arches) Std wheels with +60mm arches
R01SB0156	EXIGE S2 REAR LEFT WHEEL ARCH PLEASE SPEC 40 OR 60MM WHEN ORDERING, GRP WITH EXTERNAL FLANGE
R01SB0157	EXIGE S2 REAR RIGHT WHEEL ARCH PLEASE SPEC 40 OR 60MM WHEN ORDERING, GRP WITH EXTERNAL FLANGE
R01SB0186	EXIGE S2 REAR WHEEL ARCH KIT PLEASE SPEC 40 OR 60MM WHEN ORDERING, GRP (WITH HIDDEN INTERNAL FLANGE)
R01SB0187	EXIGE S2 REAR WHEEL ARCH KIT PLEASE SPEC 40 OR 60MM WHEN ORDERING, GRP (WITH EXTERNAL FLANGE)
R01SB0261	ELISE S2 REAR WHEEL ARCH KIT, Spec +40 / +60mm when ordering GRP (WITH HIDDEN INTERNAL FLANGES)
R01SB0262	ELISE S2 REAR WHEEL ARCH KIT, Spec +40 / +60mm GRP (WITH EXTERNAL FLANGES)
R01SB0274	ELISE S2 REAR WHEEL ARCH LH FLARE EXTENSION PLEASE SPEC +40 OR +60MM GRP (EXTERNAL FLANGE)
R01SB0275	ELISE S2 REAR WHEEL ARCH RH FLARE EXTENSION PLEASE SPEC +40 OR +60MM GRP (EXTERNAL FLANGE)

All fixings are supplied with the arch fenders, but the wheel spacers if required must be ordered separately.

Photo courtesy of Barrie Whight. Lotus Sport Cadena Gt3 Team, with Rear Arch Kit (modified)

S2 Exige with Full Wheel Arch Kit & 40Fr/40Rr mm Wheel Spacers.

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Tools Required

Metric spanner set

Metric socket set

10mm spanner

Drill and drill bits

Air hacksaw or 3" carbide cut off wheel in 90' high speed grinder

Use suitable dust mask, goggles, gloves and ear defenders with this!

Dremel with diamond or tungsten taper point

Sandpaper and block of various grits

Posi bladed Screwdriver

Jack, Axle stands, wheel wrench

Access to quality paint and finishing facilities

Parts supplied

For rear arch flares internal flange bolt fix type:

12* m6 nyloc nut s/steel

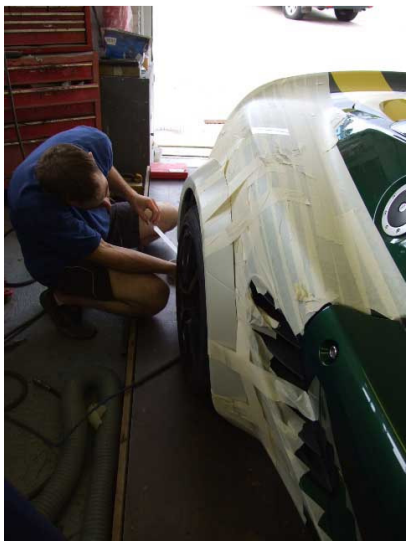
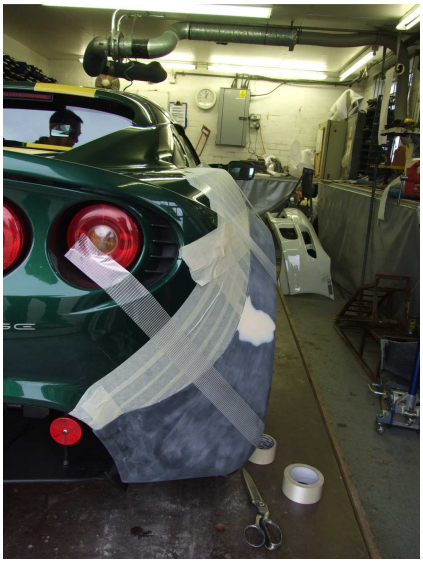
2* m6 40mm diameter washer

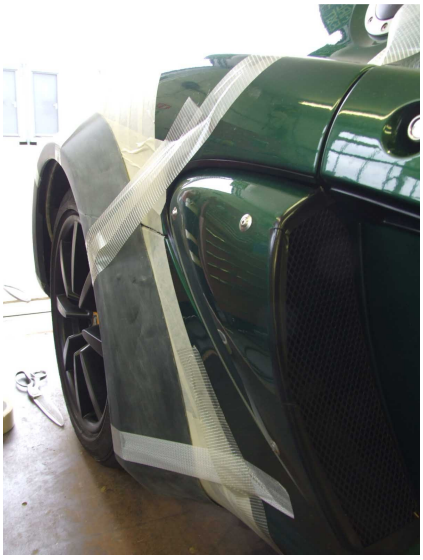
10 * m6 25mm diameter washers

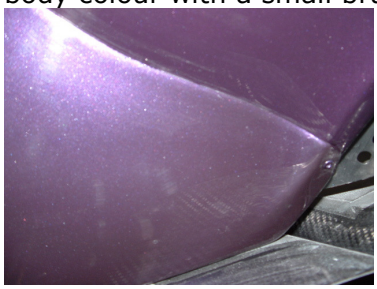
6* 4mm * 12mm peel rivets

2* 3.2mm * 15mm rivet

	1. Loosen wheel bolts, Jack up the car carefully as per lotus handbook instructions and support on four axle stands safely, remove the road wheels and the inner wheel arch liners.
	2. New rear arch trim line shown cut from paper template. Then through the template using a Dremel with a tungsten or diamond taper point, grind in the fixing bolt slots.
	3. New GRP Arch flare being shown taped into position. Note you must have dremeled square holes through the cars arch where the big head studs go to allow some float to set in position.
	4. Std arch to new arch gap shown, note this photo was taken before the std cars arch is cut away. You must cut the std cars arch away otherwise the tyre will fowl in bump!

	5. Std arch to new arch gap shown, note this photo was taken before the std cars arch is cut away. You must cut the std cars arch away otherwise the tyre will fowl in bump!
	6. New arch shown taped into position
	7. New arch shown taped into position

	8. New arch shown taped into position, align the groove in the arch with the cars styling line.
	9. Check the height of the arch in the centre to the top styling line both sides. Once happy with the fit, bolt up and check all gaps, sand the perimeter as needed to improve fit. Also remove any excess stud length and grind washers if needed to give maximum clearance to tyre. **Check suspension in full bump (with springs removed) with the wheel and tyre fitted, ensure the tyre can rotate freely without fowling on the arch or studs/rivets!** Then remove the arches and paint both body colour.
	10. Once fully dryed and buffed- Refit the arch flares and bolt up then drill and fit a 4mm dome headed peel rivet as shown at the front of the rear fenders to sill, then paint body colour with a small brush. **Make sure excess stud length after nyloc nut cut off and filed on rear of arch fixing studs.**

	11. Drill and fit a dome headed peel at the rear and paint the rivet head body colour with a small brush. 
	12. Rear arch flare – View showing the optional joggle (required for a bond on version) which aligns with the rear clam to sill joint. If using bolt on arches the arch does not require this split line and joggle as the arch can be un bolted as one to remove the clamshell. This joggle can be made with GRP if required.
	13. Rear arch flare – View showing the four hidden return tabs which take the bonded on M6 * 16mm big head stud fasteners. Please note this rear arch is shown with the reverie fitted optional rear wheel well venting mesh to reduce high pressure air build up under the arch. This modification will improve down force particularly at speed as used by cadena GT3 team in late 2006.
	14. Std rear inner arch liner shown re fitted using std fixings, no mods with 40mm width, you may need to rivet a wider strip of 3mm plastic into the arch liner if running the +60mm configuration..

	15. If using std Lotus fit wheels for your exige / elise fit either 40 or 55mm bolt on spacers depending on if you have 40 or 60mm flares. Best to remove Rear shocks, remove springs (follow handbook) and refit shocks to check clearance in full bump with wheels and tyres fitted.
	16. Then Re-fit springs and shocks, re-fit wheels, lower car carefully to ground and remove axle stands. Now torque wheel nuts as per lotus instructions. Check ride heights and adjust if necessary.
	17. Carefully drive your car around an off highway space to check for rubbing. Then slowly increase radius and speed. If possible try over rougher terrain to check clearance on bumps & lock. You are then ok to check at increasing speeds on a circuit with visual checks to tyres and arches, until you are happy you have made a correct installation without problems.

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