

Elise S1 Front Spoiler Fitting Guide

Contents

Front spoiler
2M of Dx92 knock on
rubber for front lower lip



Introduction

This front spoiler R01SB0057 is designed to be fitted to Race cars to give much improved front end down force, particularly when fitted with the optional lower splitter panel R01B0102 .

We strongly recommend a full width race profile rear wing to be used in conjunction, mounted well off the boot, as the S1 rear end is aerodynamically light at speed in standard form, this spoiler will further upset the Aero balance, without a proper rear wing.

Tuning The Front Down Force Provided by this Product:

Some customers have tuned this spoiler by cutting off the top two by-planes to slightly reduce the much increased front end aero down force this product can give. It still fits very nicely should you decide to do this.

If you need to increase front end grip then fit the splitter R01B0102 to the underside, we recommend c/cunk rivets for this purpose, every 5" around the perimeter.

UV-Protection / Deteriation 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. Pin holes may be dubbed in carefully with a brush, 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.

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Instructions

Please read fully before starting installation.

	<p>1. Remove front number plate plinth Trial fit spoiler with 2 people, one each side as the wheel arch return lip has to be sprung over.</p>
	<p>2. If the trial fit is ok, mark where the top bi-planes finish along the body. Also mark how much needs to be trimmed back in the front intake grille area to make the spoiler finish flush with the original body line. Then remove spoiler, trim the radiator entry area of the spoiler to suit and then sand the body work with 120 grit just below the bi-plane marked lines to give the adhesive a good bond. Also key the wheel arch return areas.</p>
	<p>3. Key the rear areas of the spoiler along the wheel arch lip returns and the under side of radiator duct mouth and the return lips under the top bi-planes. Then affix the spoiler with 2 hour cure sika flex (available through ReVerie). Then simply fit in position and rivet along the wheel arch return lips, stainless c/sunk rivets recommended. Best to bull the spoiler against the front clamshell at the top bi-plane lips with strong masking tape, or park vehicle against a wall and use suitable wedges. Allow 3 hours @ 25'c before moving to be safe.</p>



4. Fitting optional lower splitter.
First fit the supplied DX92 knock on rubber seal trim bead along the lower front edge of the spoiler



4. With the car carefully jacked up fit the splitter plate with shiniest surface upper. Use large washers and longer retaining bolts as required to fit.

Some additional holes need to be drilled into the clamshell to provide better support to make the splitter stiff so as to give good down force. The clamshell then needs captive nuts fitted, threaded jack nuts or Floating two leg anchor nuts riveting in to provide a thread.

Then bolt the splitter in place



5. Optional front tyre deflectors can also be riveted onto the arch lip return to provide further front down force with little drag penalty.

