

## Caterham CSR260 / SV independent Diffuser

### Fitting Guide R01SB0549

#### ***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)**

**Assorted black 4mm powder coated rivets**

**Hydraulic hose clamps please 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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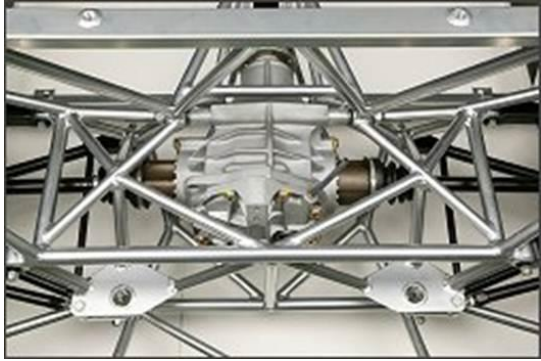


[WWW.REVERIE.LTD.UK](http://WWW.REVERIE.LTD.UK)

#### 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"> <li>1. Have a race shop skilled mechanic safely jack up the rear of the car and support with axle stands as required.</li> </ol>   |
|   | <ol style="list-style-type: none"> <li>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.</li> </ol> |
|  | <ol style="list-style-type: none"> <li>3. Underside of car shown with it jacked up</li> </ol>   |
|  | <ol style="list-style-type: none"> <li>4.</li> </ol>  |



5. You will need to make up 2 off 35mm thick spacer blocks for the below marked tube to space the diffuser down and fit it all ok



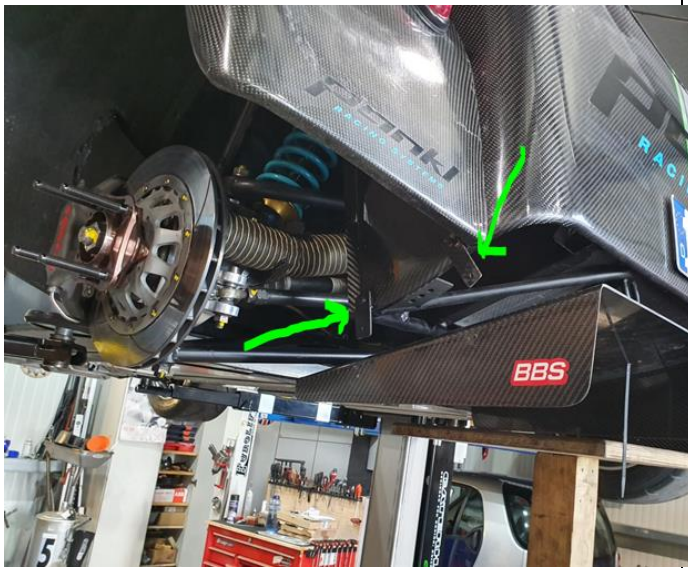
6. Hold up or cable tie in position, so you can fit the 2 off 35mm spacers blocks you have made and spot drill all hole centres



7. 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.



8. Obtain plastic hydraulic type hose clamps to suit chassis diameter tubing where required to give a firm fixing. 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](http://www.merlinmotorsport.co.uk/SUSPENSION-Associated-Suspension-Parts-Roll-Bar/c31_32_33/index.html)



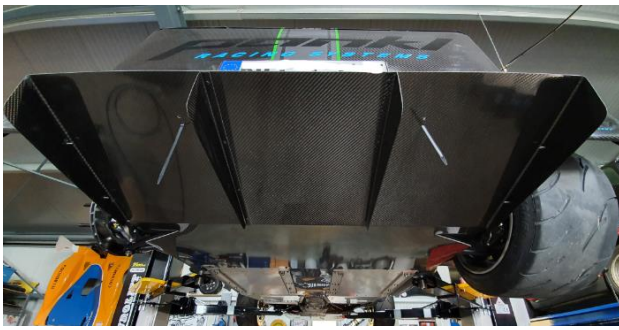
9. Make up two hanging/fixing brackets for each side as shown with green arrows



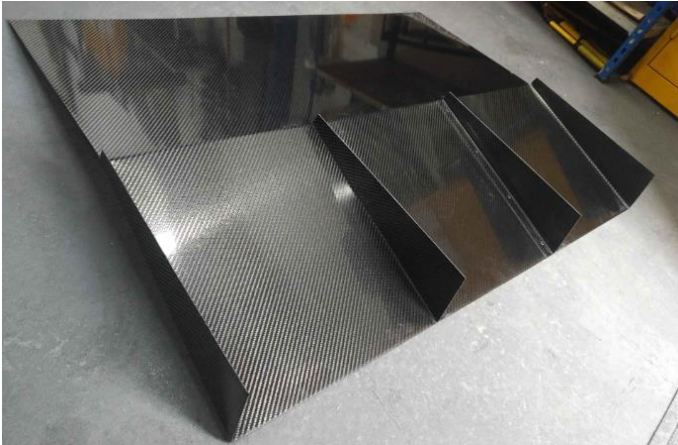
10. Fixing brackets shown in position



11. Rear diffuser shown fixed in position



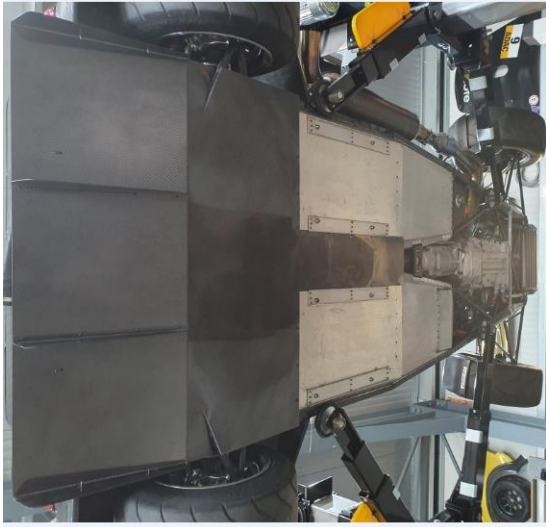
12. Rear diffuser shown fixed in position



13. Rear diffuser view only



14. Rear diffuser shown fixed in position



15. 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.