

## Elise S1 Front Splitter Fitting Guide

### R01SB0102

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Front splitter

#### Introduction



This front spoiler R01SB0102 is designed to be fitted to Fast road or Race cars to give much improved front end down force.

**We strongly recommend a full width adjustable 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 front splitter will further upset the Aero balance, without a proper rear wing to then balance and enhance the car.**

#### 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.



1. View underneath car where front splitter R01SB0102 can be fitted, original M5 fixings circled.



2. With the car carefully jacked up fit the splitter plate with shiniest surface upper. Use large washers and longer retaining m5 bolts as required to fit, loosely bolt in place with the three rear fixings and one further forwards centre fixing

Then 5 off additional 6.5mm holes need to be drilled into the clamshell nearer the front to provide better support to make the splitter stiff so as to give good down force. The clamshell then needs M6 captive nuts fitted above recommended for strength (inside), threaded M6 jack nuts or Floating two leg M6 anchor nuts riveting in (can be fitted from underside if needed) to provide a thread.



3. Splitter shown up in position and fully bolted up with top hats etc. All the original holes and fixings should be M5, the 5 new additional fixings along the front are M6



4. Optional S1 front tyre deflectors R01SB0152 can also be riveted onto the arch lip return each side to provide further front down force with little drag penalty.

