

## Exige/Elise S2 Adjustable 150/225mm Rear Wing

### R01SB0213, R01SB0159



#### INTRODUCTION

ReVerie have available a range of high performance wing profiles, these profiles have been designed by Aero dynamists & writer Simon McBeath using CFD. The 225mm profile has also been wind tunnel tested at Mira and correlated well to the CFD results. The 150/225mm profile Wings feature clever internal autoclaved carbon stringers running the length of the wing to add high strength and little weight.

The 150 and 225mm profiles are available in a curved plan view radius to match that of the back of Elise S1 This looks right and also allows the boot to open normally.

Our recommendation for Road/Track Elise S1 is the 150mm chord plan view curved wing, in either 1245mm or 1450mm width (depending on your choice of aero modifications at the front), or 225mm Race Elise S1. Please see

<http://www.reverie.ltd.uk/en/data/techdata.php> for wind tunnel and cfd data on the profiles.

You should reinforce the underside of the clamshell with supplied carbon/foam internal supports to take the loads down to the boot floor or chassis longerons as otherwise the rear clamshell gel coat/fibre glass is likely to craze around the alloy mounts.

**Experienced Fitters only for fitting wing. Check before drilling holes in clamshell, best to loosely position carbon/foam uprights in foam first and bolt alloy supports to lower side wing tabs so threads on alloy mounts underside approx 900mm apart as boot drill template. Position all first for a visual check.**

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### Parts available:

[R01SU0151](#)

10x 5mm, 90°Angle, Curved Rear Gurney Flap, Double-Side Gloss (1800mm Length, 1600mm Radius)

[R01SU0152](#)

10x10mm, 90°Angle, Curved Rear Gurney Flap, Double-Side Gloss (1800mm Length, 1600mm Radius)

[R01SU0149](#)

10x 5mm, 90°Angle, Straight Rear Gurney Flap, Double-Side Gloss (1800mm Length)

[R01SU0150](#)

10x10mm, 90°Angle, Straight Rear Gurney Flap, Double-Side Gloss (1800mm Length)

**Straight 150 / 225mm wings available if required**

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

### **READ OUR FITTING INSTRUCTIONS CAREFULLY**

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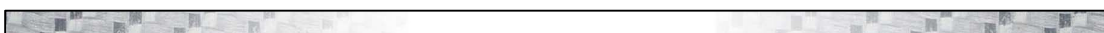
[WWW.REVERIE.LTD.UK](http://WWW.REVERIE.LTD.UK)

## **UV-PROTECTION**

Please Note Epoxy Pre-preg products are not UV stable. Texallium products are particularly liable and can yellow in only 2 – 6 weeks. The epoxy resin will 'yellow' with prolonged exposure to UV radiation and material strength properties will slowly deteriorate. 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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## ELISE S1 ADJUSTABLE REAR WING KIT CONTENTS

CLAMSHELL SCALE WING FEET DRILL JIG PAPER PLOT

1 X CARBON REAR WING With End plates & Lower tabs fitted -

Choose from:

150mm or 225mm chord profile Plan view curved to allow boot opening (225mm recommended if using with front splitter)

150mm, 225mm or 300mm chord profile Plan view Straight (Cannot open boot!)

Choose your span width 1245 and 1450mm are normally stock items, any span available to special order

Specify optional gurney flap if required for straight or curved profiles

2 X 200mm Strips 3mmX20mm thick self adhesive foam 2 for under alloy clam mounts, 4 for top of carbon internal clam shell

Carbon/foam brackets

2 X Satin Black Powder coated 12mm CAST ALUMINIUM Boot

Mounts Low level recommended, High level versions available if required.

2 x Satin Black Powder coated 12mm cnc Machined Boot to mount adapter spacers.

4 X M6 X 25mm Cap head bolts S/Steel (to fix wing tabs to alloy supports)

8 X M6 X 14 dia Washers S/Steel (to fix wing tabs to alloy supports)

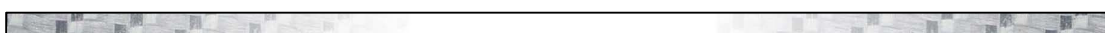
4 X M6 S/Steel Nyloc Nuts (to fix wing to supports)

4X M6 X 40mm Cap head bolts Black to fix internal boot supports, through clam to alloy mounts

4 X M6 X 50 dia Washers BZP to fix internal boot supports, through clam to alloy mounts

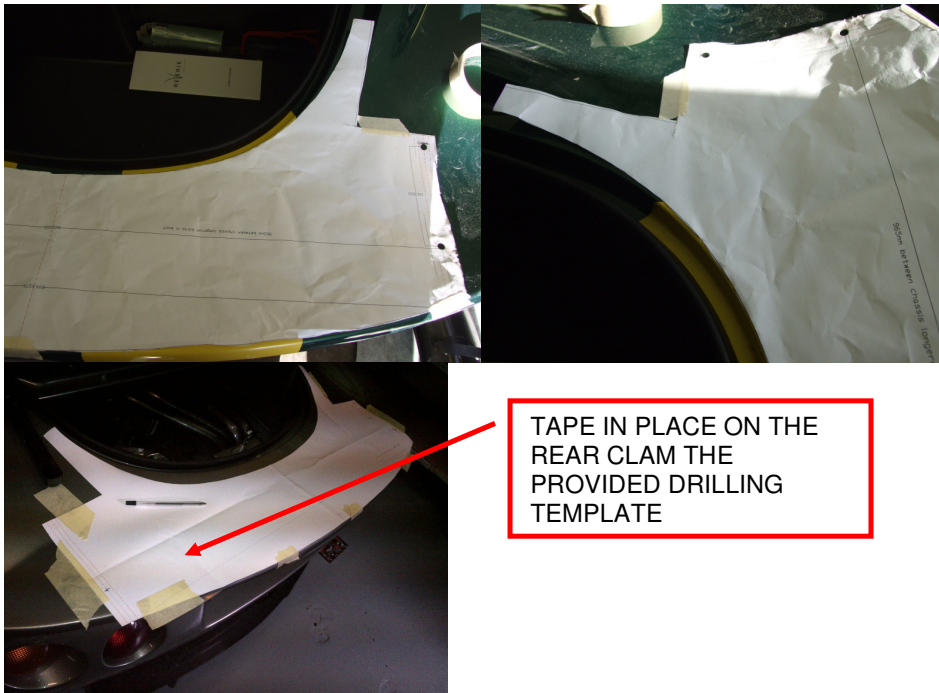
2 X Carbon/Foam sandwich Boot Support plus 4 of 90degree base to chassis brackets

See <http://www.reverie.ltd.uk/en/data/techdata.php> for wind tunnel and cfd data on the profiles.



## FITTING INSTRUCTIONS

**A.**



TAPE IN PLACE ON THE  
REAR CLAM THE  
PROVIDED DRILLING  
TEMPLATE

**B.**



Bolt the Alloy Wing mounts to the wing at a mid angle of attack position. The carbon wing supports outer sides should be approx 900mm apart. Then sit the wing and supports carefully on the boot, Centralise the wing on the boot using the lines on the template as reference to help. Check the boot can open if using the curved wing profile. Check the holes marked are in the right position if not then re-mark them in a new position you are

**C.**

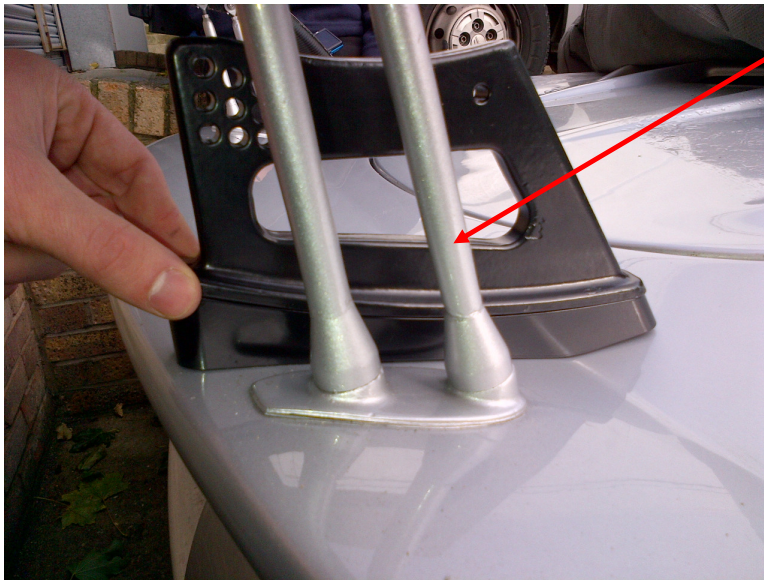


WITH A SMALL DRILL BIT (3-4mm IS IDEAL) PILOT DRILL THE FOUR MOUNTING HOLES INDICATED ON THE TEMPLATE, THEN REMOVE THE TEMPLATE AND DRILL THE HOLES OUT TO 7.5mm.  
Remove the paper template

**D.**

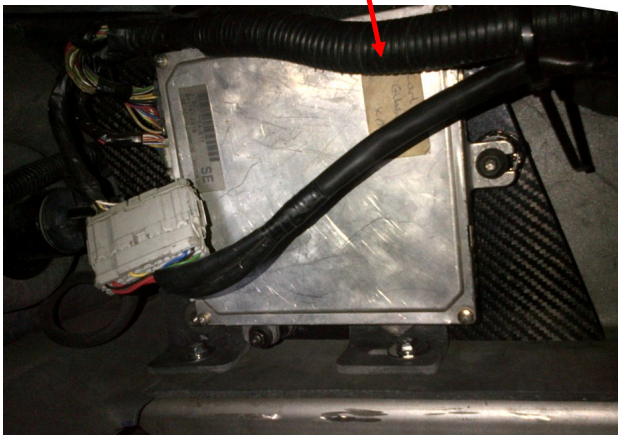




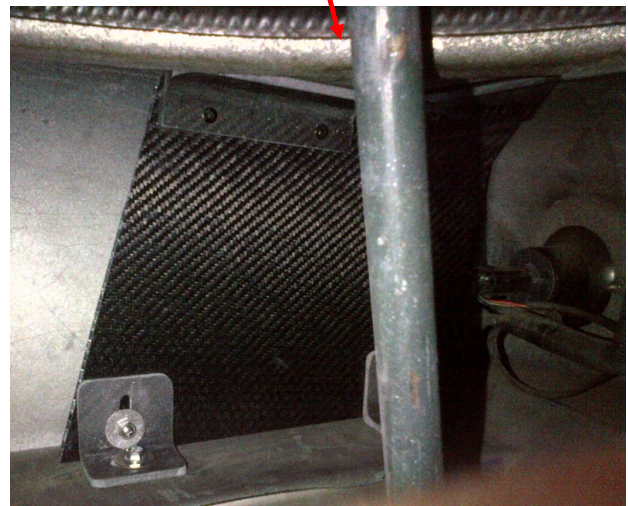


Now drill through the 4 clamshell mounting holes into the carbon curved 90° support of the internal carbon/foam boot strengtheners. Inject some silicone into the top 4 clamshell holes to stop water ingress. Stick some 3mm self adhesive neoprene to the underside of the alloy supports and trim around with a sharp knife. Next bolt the alloy supports in place and refit the wing.

Remount ECU on left hand boot support bracket



Fit boot support internal bracket with 90° brackets to inside boot and bolt to existing lotus chassis longeron bolts as shown



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## E.

THE WING'S ANGLE OF ATTACK CAN SIMPLY BE ALTERED BY MOVING THE REAR BOLT EACH SIDE INTO A DIFFERENT HOLE IN THE ARRAY OF 9 HOLES.



WITH THE VEHICLE ON A FLAT SURFACE AND THE RIDE HEIGHT EQUAL ALL-ROUND, SET THE WING TO THE ANGLE OF ATTACK YOU REQUIRE. TUNE THIS AT A RACE CIRCUIT OR WIND TUNNEL TO GIVE A NEUTRAL AERO BALANCE. NOTE ADD APPROX 2 DEGREES TO THE READING AS IT SHOULD BE TAKEN TO THE CENTRE OF FRONT WING RADIUS NOT TOP.