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Elise S2 111R / Exige S2 Daytona Fitting Guide

R01SE0273, R01SE0275, R01SE0276, R01SE0277, R01SE0278, R01SE0206

Introduction

This Daytona remote induction kit is designed to fit the Elise S2 111R and S2 Exige (Toyota engine) with single throttle body. The kit will give a noticeable sporty induction note and results in increased power throughout the rev range.

includes, Air filter (ext), Alloy filter case (75), Carbon bracket, VVTI cast adapter, 2* MAF spacers, 2* M4*16 bolts, 2 * m4 washers, Vac Blank cap

includes, Air filter (ext), Carbon filter case (75), Carbon bracket, VVTI cast adapter, 2* MAF spacers, 2* M4*16 bolts, 2* M4 washers, Vac Blank cap

Includes, Air filter (ext), Carbon filter case (75), VVTI cast adapter, 2* MAF spacers, 2* M4*16 bolts, 2 * M4 washers, Vac Blank cap, Carbon 45' 100mm adaptor (100), 100mm ducting (90mm length), 2 * 100mm hose clips
No bracket supplied as not required when used with inner duct & short link hose.

Tools Required

No specialist tools or equipment are required to fit this Daytona induction kit to your Elise S2 111R / S2 Exige.

Stanley Knife

1/8” Punch

Hammer

Metric spanner set

Metric socket set

Long nose pliers

Flat bladed Screwdriver

Wire Cutters

Metric Allen key set

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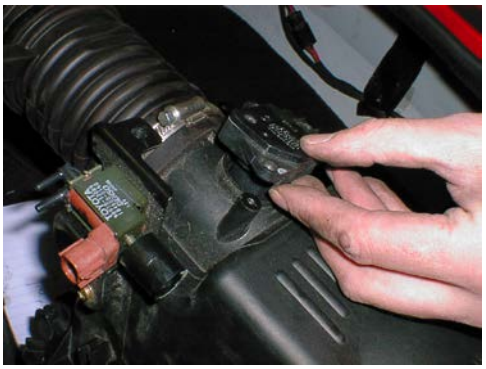
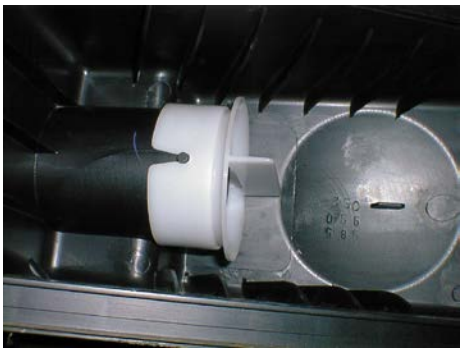
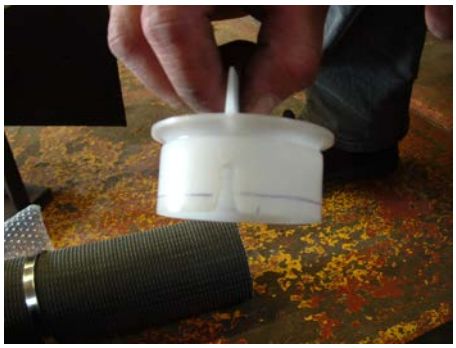
Instructions

Please read fully before starting installation.

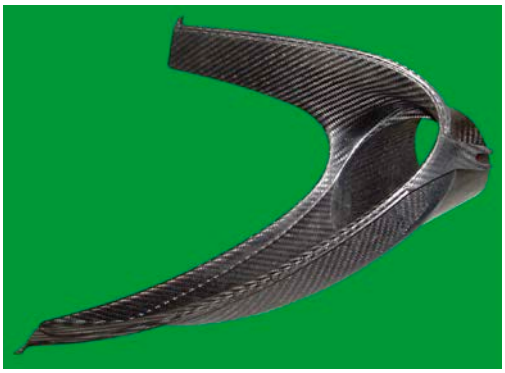
	1. First of all you have to take off the engine cover (Not exige s2) It can be helpful, although not essential to jack up the rear of the car (and support on axle stands refer to lotus elise owners manual) remove the passenger rear wheel and inner rear wheel arch liner, at least removing the front portion to allow access. Do not forget to follow the Lotus refitting and torque tightening procedure for the wheel.
	2. Standard S2 111r & Exige S2single throttle body set-up. Remove clip at throttle body end.
	3. Remove vac pipes and vac switch connector plug (shown on-top)
	4. Remove one-way vacuum valve before vacuum t-piece and the orange pipe that links that to the inlet manifold. Fit the black 3.2mm rubber blanking cap supplied over the inlet manifold take off. Also unclip filter box and remove air filter.

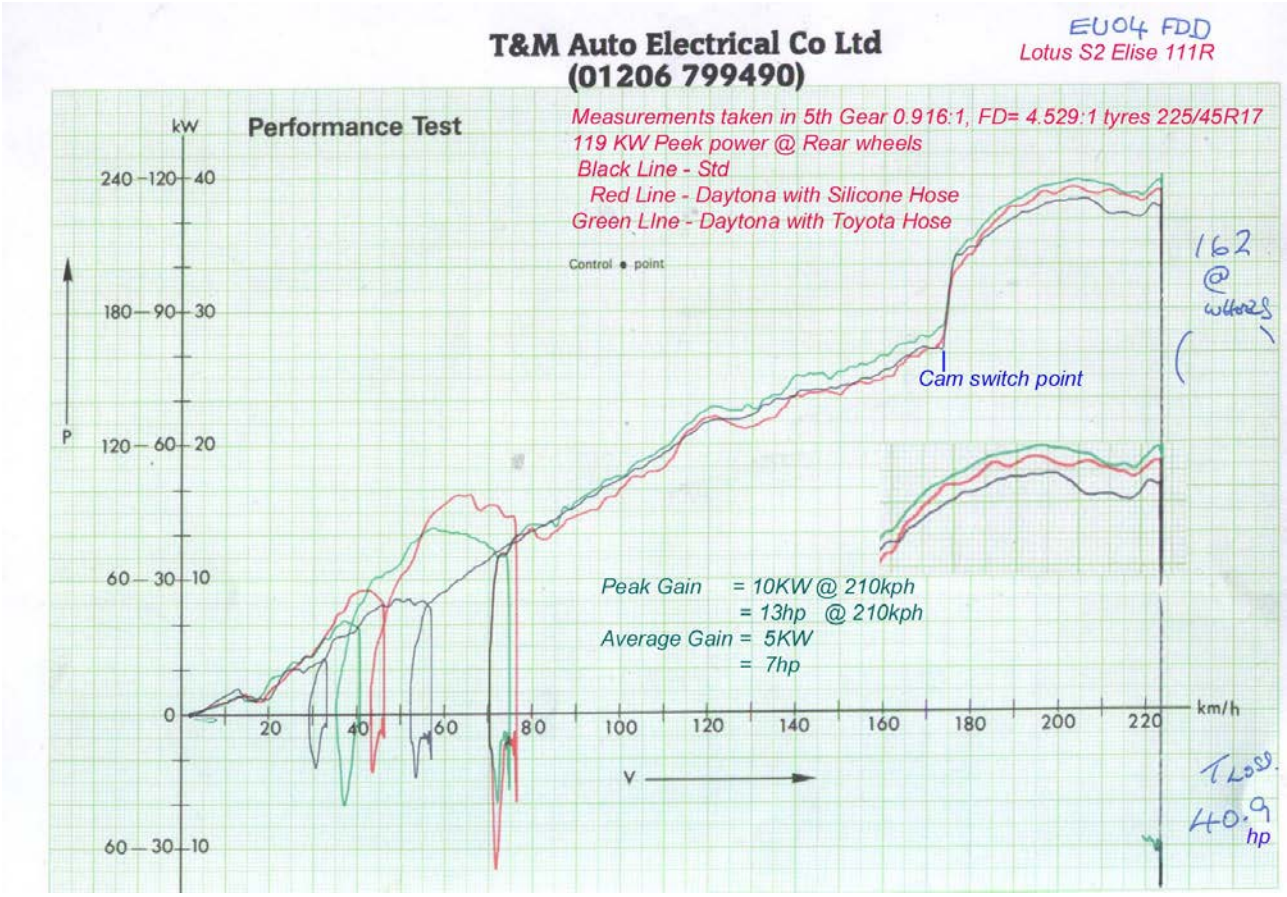
	5. Remove air filter and unbolt rear air filter casing from body work (3 bolts inside rear casing)
	6. Unscrew fixing from top of rear air filter case, this will allow the Air inlet snail that sits inside the passenger side wheel arch to come free from rear air filter box case.
	7. Remove MAF airflow sensor from std Toyota airbox.
	8. The whole airbox can now be totally removed.

	9. The air inlet snail can be removed.
	10. Pull the white inlet trumpet off the tube inside the Toyota airbox.
	11. Mark a line at 7mm offset around the end of the trumpet that pushed onto the Toyota plastic internal airbox pipe. Then carefully hacksaw the 7mm ring off and clean up the end of the trumpet with emery paper. 
	12. Fit the Toyota Maf sensor into the new alloy casting supplied, using the two 4.7mm long alloy spacers supplied under the two bolted corners. **Put some grease on the o-ring and rotate it carefully home onto its seat (stops air leaks and ECU Fault codes!)** Fix with m4*16 bolts supplied **USE A THREADLOCK** Push the carbon Daytona filter canister onto the alloy adapter with the three tapped holes around its perimeter. Bolt the canister in place with the 3x M4 bolts supplied, **use a thread lock**.

	13. **Then very important – Push the Shortened Toyota plastic trumpet inside the Daytona and onto the internal protruding alloy casting. The trumpet should lock onto the 5mm peg in the casting – CHECK!! or shorten trumpet if req** Then push the 6” cone filter with extension onto the 6” open Daytona end fit the hose clips around the filter.
	14. The Maf sensor adapter housing, shown assembled into the filter canister housing with white trumpet internal and cone filter **N.B The 3 MAF housing fixing Allen bolts if ever removed must be refitted with Loctite thread lock.**
	15.Now fit the Daytona and alloy MAF adapter and Original 140mm long Toyota intake hose to throttle body. This can be a very tight fit over the new MAF casting, use washing up liquid and a small flat blade screwdriver to help guide it on. Plug the connector back into the MAF sensor.
	16.Now you have two options: 1 – Leave Daytona without ram air intake. You can always buy a CX cap to help collect air or even better, buy the inner scoop which plumbs into the Cx cap to upgrade your system later. If using the non plumbed in option be sure to fit the supplied bracket to the original equipment lotus bracket (LH vertical two holes) 2 – Fit optional side intake outer scoops and inner scoop for better cold air feed and duct straight in using 90mm long 100mm hose and 45’ carbon CX cap as shown (Cx kit). **Do not fit the bracket as the system is well supported by the inner duct and short link hose (not supplied in Cx kit).**

	Method to attach bracket to Daytona shown. This bracket bolts to the o.e alloy bracket on the rear bulkhead LHS. Check no tools left under engine cover, refit engine cover, shut cover and enjoy. **Filter must be cleaned and re-oiled every 1500 miles for best performance.**
	17. Optional inner side duct shown fitted in place. To best link up to the Daytona you should fit the Daytona 230CX which has a 100mm 45' carbon entry cap **NOTE: Should you fit the cold air feed scoop, you have to be VERY careful not to mix the bolts. The two bolts needed to fix the scoop on the car are of different length and you can crack the clamshell!!**
	Internal view of optional inner side duct (Passenger side UK) 100mm 45' entry cap as supplied with CX kit only shown below to best meet side duct. N.B Carbon bracket not required with CX kit when installed with the inner scoop.

	External View of Air inlet feed duct (optional). You may also then fit the optional outer deep carbon side scoops to further improve the induction system & reduce the amount of dirt and debris that can clog the filter.
	Optional outer carbon side ducts shown. N.B with holes for Exige S2, without holes for Elise S2 (bond on). See www.reverie.ltd.uk for details.
	Optional inner cold air feed scoop shown (UK passenger side only). See www.reverie.ltd.uk for details.



Rolling Road test data 1st/04/2005