

Exige V6 S3 Side Skirts Fitting Guide

R01SB0462

Introduction

These side skirts help to reduce drag and increase down force by stopping air from the sides of the car trying to fill the low pressure void created under the exige under floor which of course is generating down force. The performance of these side skirts can be further improved by the use of the wider rear floor and wider rear diffuser, with longer and deeper vanes to work with racing dampers giving reduced rear droop suspension travel.

Parts Available:

[R01SB0462](#) Exige V6 S3 Horizontal Sill Extensions LH & RH Pair



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Tools Required

10mm spanner

Drill and metric drill bits set 3-10mm

Nutsert or Rivsert insert gun to fit alloy inserts to chassis rails

Metric allen key set

Sandpaper and block of various grits

Parts supplied

R01SW6571 20 off Rubber M5 x 15 ankle nut threaded inserts
R01SW6341 24 off Core Top Hat Insert bush 7mm deep
R01SW6425 4 off M6 x 40MM BZP Counter Sunk
R01SW6408 20 off M5 x 20MM S/Steel Counter Sunk



1. Handbrake on
Jack up the car carefully as per lotus handbook instructions and support on four axle stands safely. Caution vehicle very rear weight heavy.

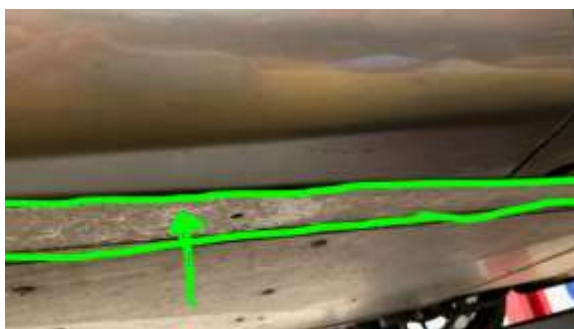
We find it is better to jack up with a low jack and 40mm spacer under the rear wishbones, then support the rear wheels with steel ramps.




2. Unbolt the three forward rear mid floor section side mounting bolts each side. Then offer the side sill up in place and re-fit with three c/sunk bolts and alloy c/sunk washers (supplied).



3. Support the front of the sill up on blocks against the chassis and adjust it so it fits and looks even. Do this on both sides of the car. Once happy drill through into the chassis and the fibre glass sill through the additional holes in the panel, use a 4mm then a 9mm drill bit..



4. Fit self-adhesive EPDM sponge rubber 50mm x 2mm strips 1.65m long to each outer side aluminium chassis strip to stop corrosion between the carbon sill top and aluminium chassis, then remake the holes through the foam

	<p>5. Fit the 2 off M6 c/sunk 40mm bolts and bevel washers in place of the lotus front fender lower bolts. Do this on both sides of the car. Once happy drill through into the GRP sill carefully! (oil pipes present!) through the additional holes in the panel, use a 4mm then a 9mm drill bit..</p>
	<p>6. Fit the 10 off M5 rubber ankernuts into the fibre glass sill as shown each side.</p> <p>Bolt each of these up with a standard M5 washer and M5 bolt so they compress inside the fibre glass and lock in. Then remove the bolt</p>
	<p>7. Put all m5 c/sunk washers and bolts in and tighten up all.</p>
	<p>8. Carefully lower the car to the ground.</p>

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

READ OUR FITTING INSTRUCTIONS CAREFULLY

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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 regularly treated with UV polish or screens such as Armour-all or 606 protectant or 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.