

## Exige S2 pre-2010 Wind Tunnel Front Spoiler

**R01SB0191, R01SB0198, R01SB0255, R01SB0256**

### *Introduction*

The spoiler has been designed to provide increased aerodynamic down force on the front of the Exige S2 to balance the effect of fitting a reverie rear diffuser and 230mm chord adjustable full width rear wing. It should allow a good aero balance to be achieved

Also we produce front canards that can be fitted just below the headlamps again to further tune the aero balance of the car.

### **Parts Available:**

Exige S2 Std Arch Front Spoiler / Splitter fits std clamshell (with hump cut outs R01SB0198, without cut outs R01SB0255)  
Exige S2 Wide Arch Front Spoiler / Splitter fits wide arches (with hump cut outs R01SB0191, without cut outs R01SB0256)

All fixings are supplied with the arch fenders, but the wheel spacers if required must be ordered separately.



Photo courtesy of Barrie Whight. Lotus Sport Cadena Gt3 Team, with Reverie Rear Arch Kit (modified)



Exige S2 with Front Spoiler & Canards  
Notice raised centre to accelerate air into Rear diffuser

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### ***Tools Required***



Metric spanner set  
Metric socket set  
Metric Ball end allen key set  
Drill and drill bits  
Dremel with diamond or tungsten taper point  
Dremel with diamond or 1" carbide reinforced cut off wheel  
Sandpaper and block of various grits  
Jack, Axle stands, wheel wrench




## Parts supplied

Front spoiler (wide to suit reverie wide arch or narrow for std cars)

- 4\* 4mm alloy large head peel rivets \* 16mm (to hold rear flap up into floor pan)
- 15\* M5 20mm/25mm dia penny Washers (front, second row from front and three each side to crash structure)
- 3 \* 6mm, 25mm dia penny washers (for rear fixings)
- 3 \* M6 \* s/steel cap heads \* 20mm (for rear fixings)
- 3\* M5 Deep threaded U-Nut long version (1 for each side, wide arch only) and one for centre front of clamshell)
- 6 \* M5 s/steel cap heads \* 20mm
- 1 \* M5 but head s/steel bolts \* 40mm (centre of second row from front)
- 2 \* M5 but head s/steel bolts \* 30mm (each side centre row from front)
- 2\*M5 \* 20 but head s/steel bolts for outside (under arch flare)
- 2\*M5 Nyloc nuts for outside (under arch flare)
- 4\* M5 \*20mm s/steel washers for outside (under arch flare)
- 1.7M Length of round rubber edging IRS0816ep with 1" rear lower tail (for front edge)
- 2\* M5 rivserts for number plate to clamshell
- 2\* M5 s/steel but head bolts \* 20mm for number plate
- 7\* 50mm diameter self adhesive round black stickers to go over bolt holes on underside

**You need to source a super glue and an activator to affix the rubber to the spoiler in correct position.**

	<ol style="list-style-type: none"> <li>1. Jack up the front of the car carefully as per lotus handbook instructions and support on two axle stands safely.</li> </ol>
	<ol style="list-style-type: none"> <li>2. Remove standard front spoiler and number plate from old spoiler.</li> </ol>

	<p>3. Decide if you wish spoiler to run flat under clam shell or you wish to cut the spoiler out where marked ontop side at sides(using the dremel and 1" carbide cut off wheel) to clear the clamshell protrusions at the sides. We recommend for best aero cutting the clam protrusions off. If you want to cut these parts out you are welcome to ask reverie to do this for you prior to despatch of your part.</p>
	<p>4. Cutting the clamshell protrusions away shown if you want to run the spoiler flat without the side cut outs (marked on upper surface).</p>
	<p>5. Drill the additional centre hole front and then dremel the slot in the clamshell to allow the M5 deep threaded u-nut to be fitted. Bolt the spoiler up into position, then cut the rubber to length, slit the 1" wide flat section as required to allow the rubber to be bent along the curves and carefully bonded inplace to the spoiler only as shown.</p>





6. Wide Arch version only - Dremel or drill the hole shown each side in the wheel arch and fit deep threaded M5 u-nut fixing. Then rivet the 90° carbon channel above the spoiler to come up and over the u-nut. Put a hole through the carbon bracket and bolt up using the m5\*16mm s/steel but head cap. The rubber should be positioned as shown and bonded to the spoiler only with super glue. Check the wheel on lock to lock will clear the front spoiler, if not cut back to give clearance as required. The 5mm foam core should be painted black to seal it if trimming is required.



Cuts shown on IRS0816EP (Internal note only: IRS0834EP is offset not used) rubber to allow it to bend along the curve required. The rubber should be glued on so the round section faces upwards, not down over the carbon part.





Rubber shown neatly super glued in place on front spoiler which has had side clam cut outs made so clam does not need modifying to fit (ideally use black superglue from Wurth ARTno. 0893 092-GB)



7. Std Version - Drill through and bolt spoiler to clam shell bottom each side where shown with M5\*16mm bolt, 20mm washer each side and M5 Nyloc nut.



8. Once all bolts are tight, apply some black duct tape neatly over the front fixing hole recesses to smooth the airflow and lower the car back onto its wheels. Hold the front number plate in position and drill a 5.5mm hole either side through the plate and into the clamshell. Then Fit M5 rivserts into the clamshell and bolt the number plate on as shown. Optional front canards also shown to improve front down force.

	<p>Std Arch Exige Front spoiler shown, image courtesy of Sector 111 (usa)</p>
	<p>9. You may wish to add M5 adjustable stainless bottle screw supports either side we can supply these if required. We have not found these necessary as the front splitter extension is very stiff. Shown here on a Renault spider fitted with reverie splitter.</p>

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

## **READ OUR FITTING INSTRUCTIONS CAREFULLY**

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