

EXIGE S3 V6 ADJUSTABLE CLAM Mount 310mm REAR WING

R01SB0472



Exige V6 Wing Fitted



Similar Exige Based Wind tunnel Testing

INTRODUCTION

ReVerie have available a range of high performance wing profiles, these profiles have been designed using advanced CFD software and also from various profiles being studied and tested in MIRA's Wind Tunnel. Our Wings feature clever internal autoclaved carbon stringers running the length of the wing to add high strength and little weight.

You can order your Exige V6 Clam mounted 310mm wing in any width the standard default width is 1700mm

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

The Carbon internal boot supports which take the loads down to the chassis longerons and Aluminium wing support posts have been developed to allow adjustment to the wings angle of attack to allow tuning of the aero balance when required.

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:

You may decide to add an optional rear Gurney flap to your wing to allow slightly higher angles of attack before the onset of stall and therefore more downforce.

R01SU0149 10x5mm Gurney flap x 1800mm long (we can cut to your wing length)

R01SU0150 10x10mm Gurney flap x 1800mm long (we can cut to your wing length)

WARNING, MOTORSPORT OR DRIVING CAN BE DANGEROUS RESULTING IN DEATH OR PERSONAL INJURY. READ OUR FITTING INSTRUCTIONS CAREFULLY

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FITMENT OF REVERIE PRODUCTS TO AUTOMOBILES THAT ARE SUBJECT TO A MANUFACTURER'S WARRANTY MAY VOID THE MANUFACTURER'S WARRANTY AND THE VEHICLES ABILITY TO MEET EMISSION OR OTHER TRANSPORT REGULATIONS.

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The entire risk as to the quality and performance of these REVERIE parts is with the purchasers. Should the goods prove defective following their purchase; the purchasers assume the entire cost for all necessary servicing or repair or any resulting liability. Working on your car can be a dangerous activity. If you are unsure of what you are doing, please leave mechanical or Safety critical work to a skilled mechanic.

We take no responsibility for the incorrect use and / or installation of REVERIE products.

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UV-PROTECTION

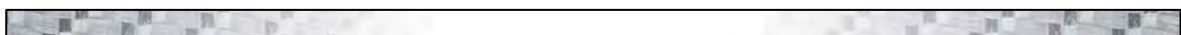
Please Note Epoxy Pre-preg products are not UV stable. Texallium products are particularly liable and can yellow in only 2 – 6 weeks. The epoxy resin will 'yellow' with prolonged exposure to UV radiation and material strength properties will slowly deteriorate. We recommend exterior products or those exposed to constant UV are either 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.

LOTUS DISCLAIMER

Although ReVerie Limited supply parts for use with/on vehicles manufactured by Lotus Cars Limited, ReVerie Limited is in no way connected to Lotus Cars Limited or any other member of the Lotus Group of companies ("Lotus") and is entirely independent of Lotus. Accordingly, none of the products offered for sale or supplied by ReVerie Limited (nor any advice or service offered or provided by ReVerie Limited) are in any way endorsed by Lotus and Lotus has not tested or approved any such products or services. Accordingly, Lotus shall not under any circumstances be liable for any loss, claim, damages or any consequential, indirect or special damages whatsoever arising out of or in connection with the use of products sold or supplied by ReVerie."

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EXIGE S3 V6 ADJUSTABLE REAR WING KIT CONTENTS

CLAMSHELL SCALE WING FEET DRILL JIG PAPER PLOT

1 X CARBON 310mm REAR WING With End plates & Lower tabs fitted

Choose your span width 1700mm are normally stock items, any span available to special order

Specify and order optional gurney flap if required

2 X Carbon / 15mm Foam Sandwich internal upright boot supports LH/RH (with M8 threaded inserts at base to mount to feet)

2 X Carbon 90° angle internal boot support base brackets to bond to boot floor

6 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 Black Powder coated 12mm CAST ALUMINIUM Boot Mounts

2 X Black Powder coated CAST ALUMINIUM Boot Feet spacers

4 X M6 X 25-30mm 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 M8 X 20mm Cap head bolts Black to fix internal boot supports, through clam to alloy mounts

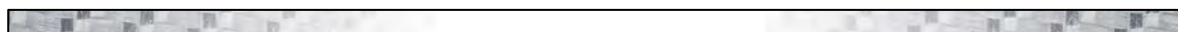
4 X M8 X 20 dia Washers BZP to fix internal boot supports, through clam to alloy mounts

4X BOLTS M8 X 20mm S/Steel to fix internal boot supports, to 90° carbon brackets

4 X M8 X 20 dia Washers BZP to fix internal boot supports, to 90° carbon brackets



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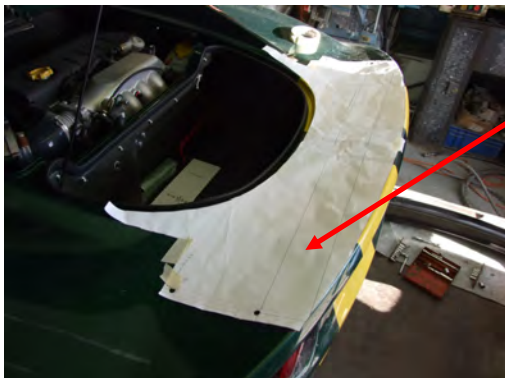


FITTING INSTRUCTIONS

A.



TAPE IN PLACE ON THE REAR CLAM THE PROVIDED DRILLING TEMPLATE, CHECK 1ST SEE (B)



B.



Bolt the Wing feet spacers to lower side of Wing supports, Check which way they go as they are tapered from car centre line. Then bolt the Alloy Wing mounts to the wing at a mid angle of attack position. The wing supports outer sides should be approx 956mm apart (outside to outside of drop tab) to match the clam drill Jig template. Then sit the wing and supports and feet adapters carefully on the boot (The feet bases will be approx. 910mm inside to inside apart), Centralise the wing on the boot using the lines on the template as reference to help. Note the wing needs to be removed to access the boot. Also test fit the Boot internal mounts roughly in position as shown below (C), confirm they will align with holes once drilled

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 in stepped sizes to 9mm.

Remove the paper template

D.



You now have to slide the boot supports into the boot. Best to remove the carpet first. These supports transfer loads from the Clam to chassis longerons under the boot floor. The top curved 90° return section should be pointing Outwards and the vertical edge of support to the front of the car. Make sure the bolt holes you have drilled will be in the middle of the top curved carbon return as you need to drill and bolt through. Check they are vertical with a small set. They should be a tight fit, grind/sand the bottom if required to get them in situ.

F.



Position the 90° carbon lower bracket along the bottom inside edge. Then mark the hole positions required in the mount to match those in the floor of the boot. Next drill 10mm holes in the base. Then Apply adhesive under the 90° Base brackets and bolt the bracket in place to the vertical supports and boot floor/chassis use M8 bolts. Now drill through the 4 clamshell mounting holes on outside of car into the carbon curved 90° support of the internal carbon/foam boot strengthens. 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 Wing feet above clam in place with M8 bolts.

G.

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.