

## Exige V6 S3 Front Splitter Fitting Guide

### R01SB0454

### Introduction

This 'Cup' Style front splitter is longer than the OEM part and much stiffer and lighter due to the lightweight Autoclaved composite carbon/foam construction. The increased length will help the Car to generate more front down force at speed by giving the static pressure bubble created when the air meets the nose of the car more area to push down on. This increased front downforce can be balanced and adjusted or trimmed by a skilled driver by fitting our adjustable rear wing and diffuser. If additional front down force is sort then please fit our Race front canards.



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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

Main splitter panel and side diffuser panels

6 x M6 x 20mm button head hex screws (to fix side panels to chassis)


2 x M6 x 30mm c/sunk s/steel hex screws (Front 4 holes)

2 x M5 x 30mm c/sunk s/steel screws (Front 4 holes)

4 x M6 c/sunk bevel alloy washer (Front 4 holes)

Use other original OEM fixings from vehicles old spoiler.

	<ol style="list-style-type: none"> <li>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 wooden spacer under the rear wishbones each side, then support the rear wheels with steel ramps.</li> </ol>
	<ol style="list-style-type: none"> <li>2. Unbolt the standard front spoiler and retain all fixings</li> </ol>
	<ol style="list-style-type: none"> <li>3. Old OEM spoiler Removed with steel insert</li> </ol>
	<ol style="list-style-type: none"> <li>4. 2 Front centre bolts with spacers, spacers which must be retained and re used on rear of centre forward holes.</li> </ol>

	<p>5. The Side Diffusers are best Bonded and Riveted to the main spoiler assembly as these do not really need to be removed separately.</p>
	<p>6. Use C/sunk Alloy Bevel washers supplied on the two front centre holes which have the spacers on the rear and M6x30mm bolts. Then use M5 x 30mm and 2 countersunk bevel washers on the one hole either side at the front.</p> <p>This is important to make sure the spoiler does not become detached at high speed! They also provide some scuff protection</p> <p>The rest of the fittings use the OEM original fixings off the car.</p>
	<p>7. Splitter fitted and car ready to lower 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 protect ant 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.