

Part Number: A702T0002A
Version: 6

Exige V6 Cup Car
Supplementary Manual



**Lotus Racing Exige V6 Cup Car
Supplementary Manual**

VINs: SCCLKHSC4DHD10447 Onwards

All data and instructions in this Supplementary Manual take precedence over material in the Owner's Handbook.

Technical Data

Supplementary to Workshop Manual A138T0327

Supplementary to Parts Manual A138T0325

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Welcome to Lotus Racing

Everyone at Lotus Racing would like to thank you and congratulate you on your choice of a Lotus Exige V6 Cup Car. The Exige Cup range was developed to allow Lotus enthusiasts to expand their driving activities beyond the standard road car.

Over the last 10 years Exige V6 Cup Cars have been entered into numerous track days, club racing activities and even tarmac rallycross events (once suitable upgrades are fitted).

Each car is developed by hand in our factory based workshop by our highly skilled technicians. Only factory produced cars can proudly display a Lotus Racing build plate.

This Supplementary Manual to the Owner's Handbook has been produced to provide you with important information on operating and maintaining your Exige V6 Cup car. Please read it carefully, in conjunction with the standard Owner's Handbook supplied, before using the vehicle.

Lotus Racing wishes you many enjoyable driving days with your car and look forward to receiving your news of 'Cup' adventures.

Thank you once again

R Manwaring, Director and all at Lotus Racing

IN CASE OF CONFLICT BETWEEN THIS SUPPLEMENTARY MANUAL AND THE STANDARD OWNERS HANDBOOK, THIS SUPPLEMENTARY MANUAL SHALL CONTROL. PLEASE CONTACT YOUR LOCAL DEALER OR LOTUS RACING IF ANY EXPLANATION OR CLARIFICATION IS REQUIRED.



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NOTE: This manual is written for the experienced track enthusiast; proper experience is necessary to both understand this manual and operate the Exige V6 Cup Car.



1.0 LEGAL, SAFETY AND WARRANTY ISSUES

1.1 Important Safety Information

To help you make informed decisions about safety, this section details some important safety information about hazardous situations which, if not avoided, could result in death or serious injury.

In addition, important safety information is also provided in forms including;

- Safety labels on the car;
- Safety messages throughout the Owner's Handbook; and
- Safety messages throughout this Supplementary Handbook, highlighted as follows:



WARNING indicates a hazardous situation which, if not avoided, could result in death or serious injury.



NOTICE is used to address practices not related to personal injury.



The following paragraphs of this section contain safety messages:

THE PURPOSE OF THIS SUPPLEMENTARY DOCUMENT IS TO INFORM THE OWNER/DRIVER OF SOME OF THE TECHNICAL SPECIFICATIONS AND OTHER DIFFERENCES FROM THE STANDARD LOTUS EXIGE. ANY ALTERATION OR MISUSE OF THE CAR OR DEVIATION FROM THE INSTRUCTIONS IN THIS DOCUMENT OR OTHER DOCUMENTS SUPPLIED WITH THE CAR COULD RESULT IN SERIOUS INJURY OR DEATH.

THIS IS A PERFORMANCE CAR WITH CHARACTERISTICS THAT DIFFER FROM NORMAL PRODUCTION VEHICLES. PROPER TRACK TRAINING IS REQUIRED PRIOR TO USAGE.

NO ADJUSTMENTS OR SERVICING EXPLAINED IN THIS MANUAL SHOULD BE UNDERTAKEN BY INEXPERIENCED OR UNTRAINED INDIVIDUALS. ADJUSTMENTS OR SERVICING BY INEXPERIENCED OR UNTRAINED INDIVIDUALS CAN RESULT IN SERIOUS INJURY OR DEATH.

IT IS ESSENTIAL THAT VEHICLE SAFETY CHECKS ARE CARRIED OUT ON THE VEHICLE BEFORE EACH TRACK SESSION. PLEASE REFER TO 'SECTION 8 SERVICE GUIDE' IN THIS MANUAL FOR FURTHER INFORMATION.

NEVER DRIVE THIS VEHICLE ON TRACK WITHOUT SAFETY HARNESSSES FITTED, AND WITHOUT WEARING AN APPROPRIATE SAFETY HELMET CORRECTLY.

LOTUS RACING STRONGLY RECOMMENDS THAT FULL SAFETY CLOTHING, BOOTS AND GLOVES ARE ALSO WORN WHILST DRIVING THIS VEHICLE ON TRACK.

ONLY USE AN APPROVED FUEL CONTAINER FOR REFUELLING IN THE PITS. ALWAYS ENSURE THE ENGINE IS SWITCHED OFF, AND APPROPRIATE SAFETY CLOTHING IS WORN DURING REFUELLING. ENSURE FUEL CAP IS IN PLACE AND SECURED TIGHTLY BEFORE STARTING ENGINE.

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1.2 Warranty & Disclaimer

Please note that some of the technical data included in this document refers to options that may not be fitted to your specific vehicle.

Although we have made every effort to ensure that the particulars contained in this manual are correct we cannot guarantee the accuracy of the information. Neither the manufacturer nor the distributor or dealer shall in any circumstances be held liable for any inaccuracy of any information or illustrations.

Lotus reserves the right to change any product specifications at any time without notice or incurring obligation. Descriptions and images in this manual may describe or depict equipment that may not be available in all markets around the world or may be optional equipment. All information presented herein is based on data available at the time of printing and is subject to change without notice.

The vehicle owner is responsible for ensuring their vehicle complies with their respective race and / or track regulations.

Purchaser assumes all risks of using this vehicle on the track or in racing events.

Warranty

The Warranty provided by Lotus on this vehicle comprises (1) an 8 year unlimited mileage chassis anti-corrosion warranty, and (2) a one year or (6,000m/9,600Km) (whichever occurs first), defect warranty excluding consumable parts. Page 5 of the New Vehicle Warranty booklet is therefore amended as necessary to reflect this warranty.

Intended Purpose

The Exige V6 Cup Car is intended for use as a road going passenger car and for use in non-competition track day events. **USE IN A COMPETITIVE MANNER, INCLUDING TIMED LAPS OR RUNS WILL INVALIDATE THE NEW VEHICLE WARRANTY.** Participation in track day events other than competitive events or timed laps or runs will not invalidate the New Vehicle Warranty, unless the vehicle is hired to participate in such events on a commercial basis.

The manufacturers warranty is in addition to any legal rights you may have in relation to the car under the law of the country in which you purchased it.

2.0 ADDITIONAL PARTS (INCLUDING OPTIONS)

The Lotus Racing Exige V6 Cup car is fitted with the following equipment that differs from the standard Exige.

Lotus reserves the right to change any product specifications at any time without notice or incurring obligation. Descriptions and images in this manual may describe or depict equipment that may not be available in all markets around the world or may be optional equipment. All information presented herein is based on data available at the time of printing and is subject to change without notice.

WARNING

THE EXIGE V6 CUP CAR IS A HIGH PERFORMANCE TRACK CAR. IT NEITHER HAS THE SAME EQUIPMENT AS A PASSENGER CAR NOR HAS THE SAME HANDLING CHARACTERISTICS. IT IS IMPERATIVE THAT YOU HAVE PROPER INSTRUCTION ON OPERATION TO ENSURE A SAFE AND ENJOYABLE EXPERIENCE. ALWAYS WEAR A HELMET WHEN DRIVING ON TRACK AND BUCKLE YOUR SEAT BELT HARNESS.

2.1 Nitron Dampers

The Nitron Dampers as fitted to the Lotus Racing Exige V6 Cup Cars are two way adjustable in Compression (Bump) and in Rebound, thus offering a greater tuning potential than a standard damper.

WARNING

THESE DAMPERS ARE SPECIFICALLY TUNED TO THIS CAR WHILST OPERATING ON PIRELLI TROFEO TYRES. THIS TUNING INCLUDES BOTH THE VALVE SPECIFICATION AND SPRING RATE. THESE ARE THE ONLY TYRES RECOMMENDED BY LOTUS FOR USE ON THIS VEHICLE. IF YOU CHOOSE TO DEVIATE FROM THIS YOU DO SO AT YOUR OWN RISK.

These dampers have a separate reservoir, where the Compression adjustment wheel can be found. Rebound control is adjusted by using the wheel at the foot of the damper unit. On both the front units the compression reservoir is positioned underneath the front access cover and the rear are positioned on each side of the trunk (Note: The LH adjuster is located behind the fusebox and may not be immediately obvious).

Ride Height adjustment is made by slackening off the top retaining ring, then either screwing the spring platform in or out. Compressing the spring will raise the ride height; releasing compression from the spring will lower the ride height. Please refer to Section 5 of this Supplementary Manual for suspension adjustment details.



Rebound Adjustment – Clockwise Full Hard



Bump Adjustment – Clockwise Full Hard

2.2 Fluids

The fluids used on the Lotus Racing Exige Cup Car remain the same as shown in the Owner's Handbook.

NOTICE

This vehicle is supplied on running in oil. Under no circumstances should the engine be stressed whilst this oil is in the system. Please follow the running in procedure laid out in the standard Owner's Handbook (1,000 miles of careful driving) to bed in the engine, clutch and gearbox. Once this is complete Lotus Racing recommend that the oil and filter are changed and that Mobil 1 10w 60 is used on refill.

Also please note that when on track it is recommended that the oil level is kept to a maximum on the dipstick in order to ensure engine durability.

2.3 Catch Tank

There is an oil catch tank located on the LH rear bulkhead that is connected to the oil breather system. During heavy track use this may receive a small quantity of oil. There is a drain tap located on the LH sill to enable regular draining of this tank. It is recommended to drain this after every 2 hours of running. Always check the oil level once the tank has been drained and top up to the maximum mark as necessary. If excessive quantities of oil start to appear in the catch tank please contact your local dealer for advice.



2.4 Wheels and Tyres

The wheels used are a cast five Y-spoke wheel that are 17" x 7.5J at the front and 18" x 9.5J at the rear.

The centre wheel caps are removable on these wheels for service reasons. It is recommended that these be removed whilst on track, to avoid being lost.

WARNING

THE TYRES THAT ARE SUPPLIED WITH THIS CAR ARE THE PIRELLI CORSA PERFORMANCE ROAD TYRE. THESE ARE THE ONLY TYRES RECOMMENDED BY LOTUS FOR USE ON THIS VEHICLE. IF YOU CHOOSE TO DEVIATE FROM THIS YOU DO SO AT YOUR OWN RISK.



2.5 Tyre Pressures and Tyre Life

Tyre operating pressures should be varied to each individual circuit in order to obtain the optimum performance.

Initial recommendations for tyre pressures are:

Front Tyre	29 PSI COLD (WEATHER DEPENDENT)
Rear Tyre	26 PSI COLD (WEATHER DEPENDENT)

Front Tyre	32 PSI HOT
Rear Tyre	38 PSI HOT

Note: This is dependent upon camber/toe and ambient and track temperature conditions, and should be adjusted to suit particular conditions.

Tyre operating data can be found in the Owner's Handbook, supplied with the car.



FAILURE TO MAINTAIN PROPER TYRE PRESSURE AND TYRE CARE CAN LEAD TO SERIOUS INJURY OR DEATH

2.6 Brakes

The front and rear brake discs are uprated to sports specification for increased track performance.

Please be aware that discs used on racing circuits and/or test tracks will be subject to higher temperatures and wear rates than achieved with normal road use. This can have an effect on the life of the disc, especially when high friction competition pads are used. Discs along with pads are consumable items, and service life will vary, depending on driving style and vehicle use.



DISCS MUST BE REGULARLY AND FREQUENTLY INSPECTED FOR EXCESSIVE HEAT CRAZING AND CRACKING. DISCS WITH CRACKS EMANATING FROM MOUNTING HOLES / SLOTS, INSIDE DIAMETER, SCALLOPS, OR OUTSIDE DIAMETER SHOULD BE CHANGED IMMEDIATELY. AFTER HEAVY AND PROLONGED USE SOME SURFACE CRAZING WILL OFTEN BE EVIDENT. IF THIS TURNS INTO DISTINCT SURFACE CRACKS RADIATING TOWARDS THE INSIDE OR OUTSIDE DIAMETER, THE DISC SHOULD BE CHANGED. IF IN DOUBT, REPLACE!

ALL CAST IRON BRAKE DISCS NEED TO BE BEDDED-IN TO ENSURE HEAT STABILIZATION AND IMPROVE RESISTANCE TO CRACKING. CRACKS OR EVEN DISC FAILURE CAN OCCUR DURING THE FIRST FEW HEAVY STOPS IF CAREFUL BEDDING IS NOT CARRIED OUT.

If pads are not bedded properly and / or are used too hard right out of the box, it is likely to lead to pad glazing. Pad glazing is a condition where the resins in the pad crystallize on both the pad friction surface and the brake disc surface, resulting in poor stopping performance, brake judder and vibrations. Also rapidly escaping volatile elements and moisture from the resin would seek an immediate escape route out of the friction compound, creating small fissures that would lead shortly to cracking and chunking.

See Section 6 for proper bedding in procedure.

WARNING

FAILURE TO BED THE BRAKES IN PROPERLY IS LIKELY TO RESULT IN POOR STOPPING PERFORMANCE WHICH COULD CAUSE SERIOUS INJURY OR DEATH

Brake Calipers are a safety critical item and it is recommended that calipers are reconditioned and piston seals inspected regularly to maintain optimum performance. Where calipers have been subjected to high temperatures or have been used in adverse conditions, the calipers should be reconditioned and the seals replaced more frequently to ensure that safety and performance levels are maintained. It is recommended that Brake Calipers, if cleaned, should be washed with soapy water. Do not use petrol or gasoline, as this will damage the seals. Parts must be absolutely dry before re-assembly.

To obtain the best performance from racing brake systems bleed the system thoroughly immediately prior to each event and refill using brake fluid from a new sealed bottle. This is particularly important in wet or humid conditions or when the brakes are excessively hot. Always use fresh fluid and replace bottle cap when not in use. Never re-use brake fluid. Circuits and drivers vary enormously in the amount of work they demand from the brakes and therefore the brake system may need to be tuned for each circuit by adjustment of the cooling airflow. The temptation to over cool the disc should be resisted. The aim is to keep the temperature as stable as possible within the working temperature range. High maximum to low minimum temperature cycles are the enemy of disc life.

2.7 Fire Extinguisher

The Fire Extinguisher fitted is an electrically operated FIA approved system. The bottle will require servicing, please check with the date shown on your extinguisher bottle label for servicing requirements. As an additional safety measure, please check that the needle on the gauge is located within the green section before driving the car.



Bottle Pressure Gauge



Extinguisher Control Box



Service Date

There are four nozzles installed as part of the fire extinguisher system. Two nozzles are located in the cockpit, both underneath the dash and aimed at the driving position. The other two nozzles are located in the engine bay and aimed at the fuel rail and catalytic converter. To operate the fire extinguisher, there are two red push buttons. One is located inside the cockpit next to the battery master switch; the other is located on the rear clamshell on the opposite side to the fuel filler cap and labelled with the letter E.

The extinguisher control box has a toggle switch that auto-returns away from the driver and latches towards the driver. With the toggle in the centre position, the red E buttons in the cockpit and on the clam can be tested; pressing the buttons

will light the green system test LED on the extinguisher control box. With the toggle pushed to the auto-return side, the amber battery check LED will illuminate. If either of these tests fail, there is an issue with the fire extinguisher system and it will not function. This must be resolved before any driving commences. If the two system tests pass, and the bottle gauge shows sufficient pressure, then the system can be armed ready for racing. This is done by switching the toggle towards the driver. This is accompanied by the red system armed LED illuminating. Ensure the fire extinguisher is armed before starting any track session. It is recommended that the system is disabled when the car is not being driven, to avoid accidental triggering of the system.

2.8 Battery Master Switch

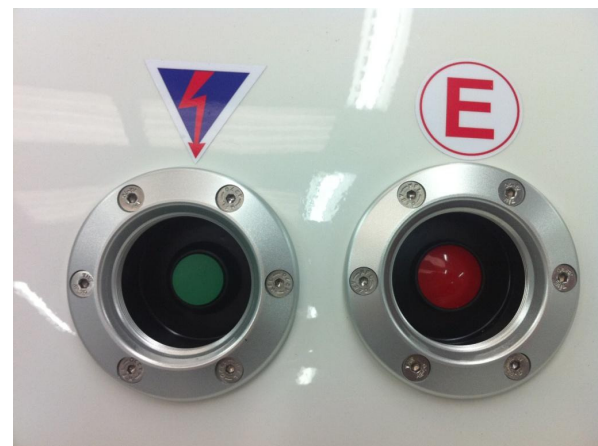
The battery master switch system consists of 2 emergency buttons, one fitted inside the cockpit and the other on the right hand rear clamshell. These buttons isolate the battery's main power supply to all electrical components. This is required by race regulation for use if the vehicle should be involved in a trackside incident where it may have crashed or caught on fire.

The battery master switch is intended and designed for EMERGENCY use only on the race track and not day to day use. Always turn the engine off using the main vehicle ignition key, NOT the battery master switch. When leaving the vehicle for any period of time turn the battery master switch to the OFF position.

Please note that the battery master switch can be operated by either pressing the green button inside the cockpit or from outside the vehicle with the green button located in the rear clamshell opposite the fuel filler. Activating the battery master switch whilst the engine is running will lose the 'learning' that the ECM has accrued during that single trip (since the ignition was switched on) and some period of time will be required to allow the ECM to 're learn' the information.



Internal Switches



External Switches

2.9 Lotus Racing Build Plate

Each Exige V6 Cup car is fitted with a bespoke factory Lotus Racing build plate. The plate shows that the car is an official Lotus Racing model and has been created at the Lotus Racing headquarters at the Lotus Cars factory, Hethel in the UK. Each build plate is numbered to distinguish the car from other Exige V6 Cup cars produced. The build plate is mounted on the passenger's side inner sill.

2.10 Removable Steering Wheel

The standard steering wheel is replaced with a removable steering wheel. This assists both ingress and egress from the vehicle.



IT IS PARAMOUNT TO ENSURE THAT THE STEERING WHEEL IS 100% ENGAGED AND SECURE PRIOR TO DRIVING.

THIS STEERING WHEEL DOES NOT HAVE AN AIRBAG FITTED. NOTE THERE IS ALSO NO PASSENGER AIR BAG FITTED.

2.11 Roll Cage Removal/Refitting (Optional Component)

The Front section of the Roll Cage as fitted to the Exige V6 Cup Cars is designed to be easily fitted or removed. To remove the cage simply follow these instructions:

1. Following the procedures laid down in the Service Notes, remove the hardtop, steering wheel, lower column shroud, and sill protectors.
2. The front section of the cage is held in place with 8x M8 bolts on the lower section and 2x M10 bolts in the upper section. The upper section bolts have nuts on the back. Remove all 10 bolts then carefully remove the cage from the vehicle.



Front Section



Rear Section

3. Refit the 2 bolts/nuts that retained the upper section of the cage (using the torque stated below).
4. Refit all components removed in reverse order, again following the procedures in the standard Service Notes

To refit the cage simply follow these same procedures but with fitting the cage instead of removing it.

All M8 Bolts to be torqued to 23Nm.

All M10 Bolts to be torqued to 83Nm.



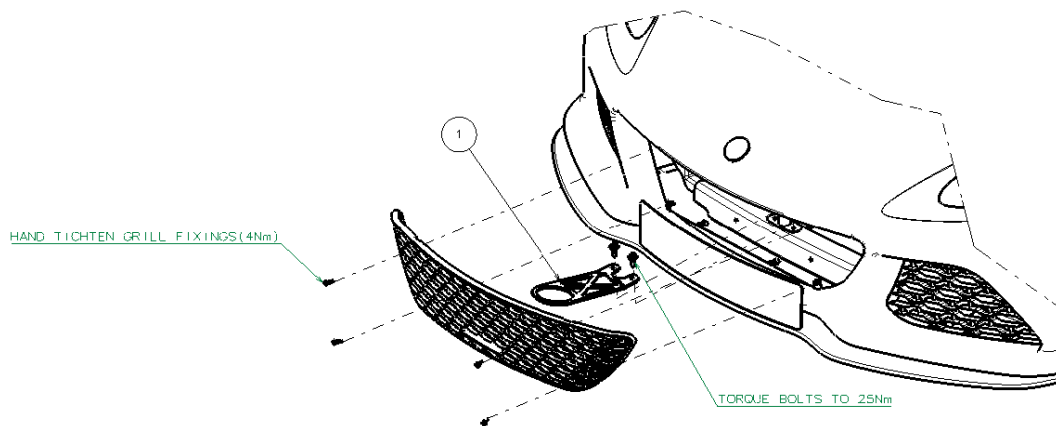
IT IS CRITICAL TO THE SAFETY OF THE OCCUPANT THAT WHEN REFITTING THIS ROLL CAGE THE CORRECT PROCEDURE IS ADHERED TO.

2.12 Front and Rear Towing Eyes

The Exige Cup V6 is supplied with a rear towing strap already fitted to the rear of the vehicle and a front towing eye in the boot. These are required for track day and race regulations.

To fit the front towing eye

1. Remove the front number plate.
2. Unscrew the 4x torques head fasteners that retain the front grille and remove the front grille from its location.
3. Remove the 2x lower M8 bolts that mount the lower part of the standard tow strut.
4. Place the 2x M8 bolts removed in 3. through the 2x 9.5mm holes at the rear end of the race towing eye and screw back into the holes they were removed from. Torque to 25Nm.
5. Refit the front grille, torque the torques head screws to 4Nm. The grille should be pre fettled to permit the race towing eye to pass through the grille.
6. Once you have finished the track day the towing eye should be removed and the number plate refitted.



WARNING

THE FRONT TOWING EYE IS A TRACK USE ONLY COMPONENT AND SHOULD NOT BE LEFT FITTED TO THE VEHICLE WHEN BEING USED ON THE PUBLIC HIGHWAY. ALWAYS REMOVE THIS COMPONENT AFTER YOUR TRACK DAY IS FINISHED.

2.13 Baffled Sump

This vehicle is fitted with a bespoke Lotus Designed baffled sump in order to reduce the effects of oil surge experienced during high G force corners. This operates by restricting the movement of the oil within the sump to ensure that the oil pick up is always immersed in oil thus not drawing air instead and keeping the engine internal bearings lubricated. Please note the service intervals for the flaps inside of the sump.

NOTICE

When on the race track ensure that the oil level is kept to the maximum level at all times.

2.14 Interior Trim

Both the driver's and passenger's seat are carbon fibre HANS compliant race seats with bespoke trim providing a more race style cockpit environment. The seats are mounted on the standard road car runners for your every day convenience, please see the below note regarding FIA Approval.

Other differences are noticeable in the trimming style of the door panels, dash panel and centre console. All of these are designed to match the more track orientated feel of the cockpit.

WARNING

THE SEATS SUPPLIED IN THIS VEHICLE ARE MOUNTED ON STANDARD PRODUCTION SEAT RUNNERS. IN ORDER FOR THE SEATS TO BE FIA APPROVED AND HANS COMPLIANT THEY MUST BE FITTED IN CONJUNCTION WITH THE FIA FIXED SEAT RUNNER KIT (A128U0047S). THIS IS OFFERED AS AN OPTION WITH THE CAR OR CAN BE PURCHASED SEPARATELY.

WARNING

THERE ARE NO AIRBAGS FITTED TO THIS VEHICLE.

2.15 Drivers and Passenger Seat Belt Harness

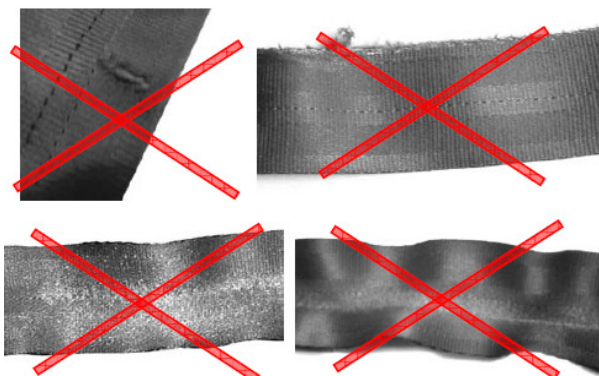
A 4-point Harness is supplied in the boot and a standard 3 point inertia reel belt is fitted. When selecting the optional fixed seat runner, the driver's harness supplied is a 6 point harness suitable for racing.

WARNING

The following paragraphs of this section contain safety messages:

IMPROPER USE OF ANY HARNESS BELT CAN CAUSE SERIOUS INJURY OR DEATH. TO HELP REDUCE THE RISK OF SERIOUS INJURY IN AN ACCIDENT:

- PLEASE CHECK THE LABEL ON THE HARNESS FOR RENEWAL DATE, DO NOT USE BEYOND THIS POINT OR AFTER AN ACCIDENT. REPLACE WITH SUITABLY APPROPRIATE HARNESSES.
- NEVER USE ANY BELT THAT IS CUT, TORN OR DAMAGED IN ANY WAY. REPLACE IT IMMEDIATELY. CUT THE OLD BELT IN HALF AND DISCARD THE OLD BELT SO THAT IT CANNOT BE USED AGAIN. CUTS, TEARS AND OTHER DAMAGE TO THE BELT WILL GREATLY REDUCE ITS EFFECTIVENESS AND MAY CAUSE IT TO FAIL.



Cut and Abrasion as shown here require an immediate belt exchange



- NEVER STRAP MORE THAN ONE PERSON IN PLACE WITH EACH HARNESS BELT.
- NEVER USE THE HARNESS BELT SYSTEM FOR PERSONS WHO WEIGH LESS THAN 40 KG (88 LBS) OR THOSE WHO ARE LESS THAN 150 CM (4'11") TALL, REGARDLESS OF AGE.
- NEVER USE THE LAP BELT PORTION OF THE HARNESS BELT WITHOUT THE SHOULDER BELTS.
- ALL STRAPS MUST PERMANENTLY RUN THROUGH THE SLOTS OF THE BUCKET SEAT.
- ALWAYS MAKE SURE THAT NO STRAP IS TWISTED WHEN WORN.
- ALWAYS WEAR THE LAP BELT PORTION OF THE HARNESS SYSTEM LOW AND TIGHT ACROSS THE PELVIS.
- PRESSURE OF SHOULDER BELTS ON YOUR SHOULDER AND CHEST MUST BE EQUAL.
- NEVER WEAR THE BELTS OVER HEAVY CLOTHING AS IT CAN INTERFERE WITH PROPER POSITIONING AND ADJUSTMENT OF THE BELTS, REDUCING THE OVERALL EFFECTIVENESS OF THE SYSTEM.
- NEVER WEAR THE BELTS OVER RIGID OR BREAKABLE OBJECTS IN OR ON YOUR CLOTHING, SUCH AS EYE GLASSES, PENS, JEWELRY, KEYS ETC AS THESE MAY CAUSE INJURY.
- NEVER ALLOW STRAPS TO RUB AGAINST SHARP OBJECTS.
- NEVER ALLOW THE BELTS TO BE DAMAGED BY BECOMING CAUGHT IN DOOR OR SEAT HARDWARE.

INSPECTION

- INSPECT THE HARNESS BELT THOROUGHLY FOR DAMAGE BEFORE EACH USE.
- MAKE SURE THAT THE INSPECTION OF THE BELT IS INCLUDED WITH REGULAR CHECKUPS OF THE CAR AND ITS EQUIPMENT.
- REGULARLY CHECK CORRECT TORQUE OF BOLTS.
- CHECK FOR EXPIRATION DATE OF THE RACING HARNESS AS IT APPLIES TO THE REGULATION OF YOUR SANCTIONING BODY AND/OR THE FIA, SFI OR NASCAR TAG, PRIOR TO EACH USE.

CLEANING AND MAINTENANCE

- TO CLEAN THE HARNESS BELT, USE ONLY MILD SOAP AND WARM WATER.
- NEVER USE SOLVENTS OR OTHER CLEANING SOLUTIONS, THEY CAN WEAKEN THE WEBBING OR STITCH PATTERN.
- NEVER USE CHEMICAL SOLVENTS OR CLEANING SOLUTIONS TO CLEAN THE ROTARY BUCKLE. THE HIGH IMPACT RESISTANT POLYCARBONATE [PC] MATERIAL IS SENSITIVE TO ANY KIND OF HYDROCARBONS, ALSO TO SPRAY CLEANERS CONTAINING HYDROCARBONS.
- DO NOT DRY THE BELT IN THE SUN OR NEAR A RADIATOR, IN A CLOTHES DRYER OR WITH A HAIR DRYER OR WITH ANY OTHER MECHANICAL OR ELECTRICAL HEATING DEVICE. HEATING WEBBING MAY MAKE THE MATERIAL SHRINK AND THE PRECISELY DESIGNED ELONGATION RATE WILL BE CHANGED.
- ALWAYS ALLOW A CLEANED BELT TO AIR DRY NATURALLY.
- ALWAYS HAVE DAMAGED SUB-ASSEMBLIES OF THE HARNESS BELT REPLACED BEFORE USING THE HARNESS BELT AGAIN.
- NEVER MODIFY, DISASSEMBLE OR REPAIR THE BELT BY YOURSELF.

ACCIDENT

- ANY HARNESS BELT WHICH WAS USED DURING AN ACCIDENT IS UNFIT FOR FURTHER USE AND MUST BE REPLACED.
- NEVER CONTINUE TO USE A HARNESS BELT, WHICH WAS IN USE DURING AN ACCIDENT. REPLACE IT IMMEDIATELY.
- IN SCHROTH PROFI ASM ® MODELS, A PARTLY OR FULLY RIPPED OPEN SCHROTH ASM ® SYSTEM INDICATES THE NEED OF IMMEDIATE REPLACEMENT OF THE RACING HARNESS.

FIA AND OTHER SANCTIONING BODIES REQUIRE THAT INSPECTORS CUT THE RACING HARNESS, OR CUT THE LABELS OFF THE RACING HARNESS, AFTER AN ACCIDENT. ALWAYS INSPECT ALL ANCHORAGES FOR DAMAGE SUCH AS DEFORMATIONS OR CRACKS, AFTER AN ACCIDENT. STRICTLY FOLLOW THE RECOMMENDATIONS OF THE VEHICLE OR ROLL CAGE MANUFACTURER IF A REPAIR SHOULD BE NECESSARY.



3.0 DELETED ITEMS

The Lotus Racing Exige V6 Cup car does not have the following equipment which is included in the standard road vehicle and may be referred to in the Owner's Handbook

3.1 Security Features

This vehicle is not fitted with either remote or central locking. In order to lock each door, the ignition key must be used to manually lock each door lock.

Neither the alarm nor immobiliser is fitted to this vehicle. The vehicle is immobilised through using the electrical battery master switch.

3.2 Hard Trim

This vehicle is not fitted with NVH pads, passenger footrest or bulkhead trim.

3.3 Radio

This vehicle is not fitted with a radio or speakers.



4.0 PARTS LIST

Exige V6 Cup Car Additional Parts – Standard Fit

Part Number	Description	Qty Per Car
Dampers		
A702C0001F	SPRING & DAMPER, FRT 40MM, 550LB/IN	2
A702D0001F	SPRING & DAMPER, RR 46MM, 1100LB/IN	2
B138D4025	MTG BRKT, REAR DAMPER, LH	1
B138D4026	MTG BRKT, REAR DAMPER, RH	1
A702C4001F	DAMPER MTG BRKT, FRT LH	1
A702C4002F	DAMPER MTG BRKT, FRT RH	1
A702B6000F	GROMMET	2
TOW EYES		
A702A6000F	TOW EYE	1
A702A0001F	TOW EYE, FRONT	1
A702A4001F	NUT PLATE, TOW EYE BRKT, LH	1
A702A4002F	NUT PLATE, TOW EYE BRK, RH	1
A702A0002F	TOW EYE BRKT	1
INTERIOR		
A122V0050F	HARNESS-4 PT BELT-RH	1
A122V0049F	HARNESS-4 PT BELT-LH	1
A702H6000F	REMOVABLE STEERING WHEEL	1
A702H0001F	HUB ASSY	1
A702H6001F	QUICK RELEASE BOSS	1
A111H6024S	HORN PUSH	1
A111H6008F	HORN CONTACT RING	1
SEATS		
A702V0003J	DRIVERS HANS RACE SEAT	2
INTERIOR		
A128B0071F	A FRAME KIT	1
C122A0046F	T45 MAIN HOOP	1
A122A0033F	SHIM, MAIN HOOP	2
A702B0002J	ASSY_HARDTOP_V6 CUP	1
C121B0071	ROOF, OUTER, ELISE	1
A128B0087	ROOF INNER, CUP 260	1
A702B4001F	ASSY-BRKT HARD TOP REAR-CUP-LH	1
A702B4002F	ASSY-BRKT HARD TOP REAR-CUP-RH	1
A702B4003F	HOOK HARD TOP REAR-CUP-LH	1
A702B4004F	HOOK HARD TOP REAR-CUP-RH	1
A128B0070	SPREADER PLATE	2
Oil Control		
A702E0002J	ASSY-BAFFLED SUMP-FABRICATED	1
A702E0004F	GATE FLAP-BAFFLED SUMP-ALLOY SUMP	7
A702E0004F	GATE FLAP-BAFFLED SUMP-FABRICATED SUMP	5
A702E0005S	SUMP SERVICE KIT-ALLOY SUMP	1
A702E0006S	SUMP SERVICE KIT-FABRICATED SUMP	1
A702E6005F	SUMP WASHER-ALLOY SUMP	1
A702E6006F	O RING-VITON-ALLOY SUMP	1

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Additional Parts		
A702U0001F	DECAL SET, TOW, ARROWS & ISOLATOR	1
A702U0002F	DECAL, V6 CUP, REAR CLAMSHELL	1
A702U4001F	DECAL, BLACK, SILL, LH (DOES NOT INCLUDE V6 CUP)	1
A702U4002F	DECAL, BLACK, SILL, RH (DOES NOT INCLUDE V6 CUP)	1
A702U0003F	DECAL, V6 CUP, SILL	2
A702U0004F	DECAL, LOTUS, REAR WING	1
A702U4003F	DECAL, UNION JACK, REAR WING END PLATE, LH, STD WING	1
A702U4004F	DECAL, UNION JACK, REAR WING END PLATE, RH, STD WING	1
A702U0005F	DECAL, EXIGE, REAR CLAMSHELL	1
A702E6000F	Catch Tank, Oil, Engine Red 1L	1
A702E6001F	FUEL LINE TAP	1
A702E6002F	CONNECTOR, 90 DEG - HEFAP97-6	1
A702E6003F	CONNECTOR, 45 DEG - 536-4506	1
A702E6004F	Hose, Fuel Dash 6 (TF-TU026-06)	1
A702L6000F	P CLIP, 22MM	1
A132E0080F	Bung	1
A120E6007F	Breather Hose	1
A117W6706F	25.6 Otieka Clip	2
A121W6773F	22.6 Otieka Clip	3
A121W6768F	21.5 Otieka Clip	1
A116L6050F	16.5 Otieka Clip	2
A918W6583F	19.5 Otieka Clip	3
A702E0001F	BUNG	1
A120M0049F	KEYFOB TRANSMITTER	2
A702U0006F	PAINT MASK, FRONT CLAMSHELL, V6 CUP & CUP R	1
A702U0007F	PAINT MASK, REAR CLAMSHELL, V6 CUP & CUP R	1
Electrical Kill Switch & Fire Extinguisher		
A702T6000F	FIRE EXTINGUISHER	1
A702A0004F	BRKT-FIRE EXT NOZZLE MTG	3
A702B0001F	PANEL-EMERGENCY BUTTONS	1
A128B0046	Mtg bezel - emergency buttons, RING	2
A128B0061	Assy Plug - Bezel emergency, PLUG	2
A128B0062	Mtg cup - emergency bezel	2
A128M6000	SWITCH ON-OFF for battery isolator	2
A128M6001	Battery isolator unit	1
A128M6002	Battery isolator spike suppressor	1
Option Parts		
Front Roll Cage		
A702A4003F	Cage, FIA Approved, LHD	1
A702A4004F	Cage, FIA Approved, RHD	1
ALS9A0021	Bolt M10 x 1.5 X 90	2
A120W1001F	Bolt, M8 x 25, foot plate	8
A075W4020Z	WASHER, M8	8
A075W4024Z	WASHER, M10	4
A075W5012F	SILL TRIM SCREWS	2
A132W2044F	BOLT, M10 X 40	2

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A111U6034V	RUBBER EDGING STRIP	4
B111W3151F	KNUT, M10	2
A128B0070	CLAMP PLATE	4
A128B0072	ROLL HOOP PADDING	1
A128B0074	ROLL CAGE SHIM	2
A702T0001F	ROLL CAGE CERTIFICATE	1
Fixed Drivers Seat Runner		
A128U4013(S)	BRACKET SEAT MOUNTING FIA LH	1
A128U4014(S)	BRACKET SEAT MOUNTING FIA RH	1
A128B4108(S)	SEAT SUPPORT PLATE FIA RH	1
A128B4107(S)	SEAT SUPPORT PLATE FIA LH	1
A127W4000(F)	WASHER M8 X 16 X 1.5 FORM A STEEL ZINC BLACK	16
A075W3010(F)	NUT-NYLOC M8 PTYPE GR8 ZnCr3	2
A120W5284(F)	SCREW M8X22 CAP HD BRIGHT	2
A111W7130(F)	SCREW-SKT CAP M8X20 Gr12.9 G500 BLK	10
A111W7125(F)	SCREW-SKT CAP M8X16 Gr12.9 G500	2
A702V6001F	Harness, 6pt Hans	1
A127V0001	Brkt - Crutch 6 Point Harness	1
A127V0002	Plate - Spreader Brkt Crutch 6 Point Harness	1
A702V0001J	Plate - Spreader Strap Plate, 7/16 UNF	2
Ohlins Dampers		
A702C0002F	DAMPER, FRT, OHLINS TTX36	2
A702D0002F	DAMPER, REAR, OHLINS TTX36	2
A702D0003F	SPRING, OHLINS TTX36, 1250	2
A702C6000F	SPRING, OHLINS TTX36, 950	2
A702D0004F	SPACER, DAMPER MTG LOWER	4

END OF ADDITIONAL PARTS LIST

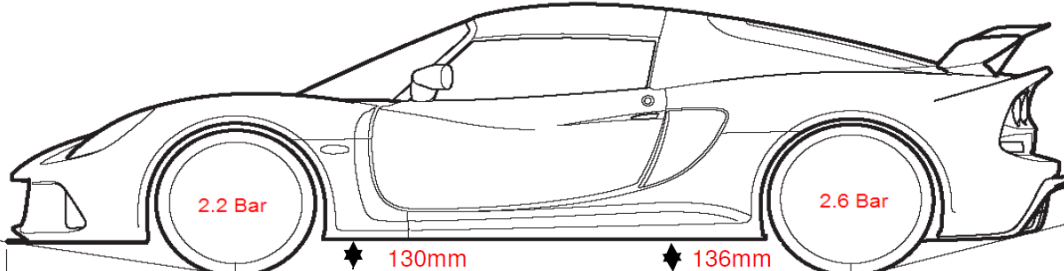
Lotus Racing Exige V6 Cup vehicles use a standard European Specification car as the base unit. For standard parts not listed above please refer to Parts Manual.

5.0 SUSPENSION SETTINGS



THESE DAMPERS ARE SPECIFICALLY TUNED TO THIS CAR WHILST OPERATING ON PIRELLI TROFEO TYRES. THIS TUNING INCLUDES BOTH THE VALVE SPECIFICATION AND SPRING RATE. THESE ARE THE ONLY TYRES RECOMMENDED BY LOTUS FOR USE ON THIS VEHICLE. IF YOU CHOOSE TO DEVIATE FROM THIS YOU DO SO AT YOUR OWN RISK.

Suspension Settings –Cup Nitron Dampers			
Recommended Settings – Easy Track			
Front Damper		Full Hard	Full Soft
Bump	P7	P1 (Clockwise)	P17 (Anti-Clockwise)
Rebound	P14	P1 (Clockwise)	P21 (Anti-Clockwise)
Rear Damper			
Bump	P7	P1 (Clockwise)	P17 (Anti-Clockwise)
Rebound	P12	P1 (Clockwise)	P21 (Anti-Clockwise)

Brooklands Static Geometry - Production Specification At Design Condition			
		Specification (deg)	Tolerance (deg)
Front			
	Camber	- 0.4	+/- 0.1
	Caster	+ 2.8	+/- 0.3
	Toe (Out) Per Wheel	- 0.03	+/- 0.03
	Cross Camber	0.00	+/- 0.2
	Cross Caster	0.00	+/- 0.3
	Total Toe (Out)	- 0.06	+/- 0.6
Rear			
	Camber	-1.90	+/- 0.15
	Toe (In) Per Wheel	+ 0.3	+/- 0.04
	Cross Camber	0.00	+/- 0.2
	Total Toe (In)	+ 0.6	+/- 0.08
Load condition: 2x75kg + Full tank of fuel			
			



6.0 BRAKE PAD BEDDING IN PROCEDURE

Why bedding?

- To transfer a layer of friction material onto the brake disc faces to achieve maximum performance.
- To stabilise compressible materials to avoid a spongy pedal.
- To boil off volatile elements in the friction compound in order to have the initial 'green' fading during bedding and not during the race.
- To align the pad surface with the brake disc surface to have full contact.

NOTICE

If pads are not bedded in properly and / or are used hard right out of the box, this is likely to lead to pad glazing. Pad glazing is a condition where the resins in the pad crystallise on both the pad friction surface and the brake disc surface, resulting in poor stopping performance, brake judder and vibrations. Also rapidly escaping volatile elements and moisture from the resin would seek an immediate escape route out of the friction compound, creating small fissures that would lead shortly to cracking and chunking.

WARNING

FAILURE TO BED THE BRAKES IN PROPERLY IS LIKELY TO RESULT IN POOR STOPPING PERFORMANCE WHICH COULD CAUSE SERIOUS INJURY OR DEATH.

The pads must be 'bedded in' as per AP Racing 'road' recommendations before any race or competition use.

- For the first 10 miles, light braking from 50/60 mph down to 30 mph if possible in blocks of 5.
- Do **not** attempt any high-speed stops down to zero at this point, as only the faces will heat up with the mass remaining cool along with the mounting area.
- Increase the braking pressures similar to stopping in traffic, again avoiding if possible full stops from above 70 mph.
- By the time you have completed the first 10 miles as above, the area around the mounting bolts should be a light blue temper colour. This is a good indication that the correct heat soak has been achieved.
- For the next 100 miles gradually increase the braking effort after this full power stops can be used. The disc should now be an even dark to light blue temper colour, depending on the pad type and the braking effort being used during the process.
- This process **must** be completed before any race or competition use.

At the start of a session use a minimum of one warming up lap for the brakes i.e. gradually increase the effort at each corner and do **not** drag the brakes under power as in left foot braking.

- Use at least one cooling down lap at the end of the session and if possible stay off the brakes.
- **Do not** leave your foot on the brake when parked in the paddock after a track session. If you do, the hot spot created by the pad can distort the disc in that localized area causing a high spot, resulting in vibration under braking.
- It is very important to check your brake system thoroughly after race circuit use. Bearing mind a typical race car on average will cover less than 50 laps of a circuit before being serviced.

NOTICE

Please note that after track use of a vehicle, the handbrake should not be used in order to prevent heat transfer from the discs through to the pads and brake fluid. It should be noted however that the vehicle should be otherwise restricted to prevent it from rolling forward or backward. Aggressive braking technique will result in accelerated disc and pad wear and more frequent service intervals will be required.

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7.0 VEHICLE RUNNING IN

NOTICE

For all running in details please refer to the owner's handbook.



8.0 SERVICE GUIDE



FAILURE TO FOLLOW THESE RECOMMENDATIONS COULD RESULT IN SERIOUS INJURY OR DEATH.

General Area	Service Interval	Service Interval	Service Interval	Service Interval	Service Interval	Service Interval	Service Interval
	Before Every Track Session	Every 500 km	Every 1000 km	Every 2000 km	Every 4000 km	Every 5000 km	Every 5 years
10.01 Body: Front & Rear Clamshells & Fixings							
Check and repair any damage, torque check all fixings			✓				
10.17 Door Latch Mechanism							
Check operation of doors			✓				
10.31 Towing Strut/ Hook							
Check and repair any damage, torque check all fixings		✓					
12.01 Wheelarch Liners							
Check and repair any damage, torque check all fixings		✓					
13.02 Race Seat							
Visual inspection of seat and fixings			✓				
Replace when FIA homologation expires							✓
13.27 Race Harnesses							✓
Visual inspection of harnesses and fixings			✓				
Replace when FIA homologation expires							✓
17.06 Engine Management & Sensors							
17.07 Instruments, Tell Tales, & Displays							
Check operation of all internal switches for correct functionality	✓						
17.11 Exterior Lamps, Except Headlamps							
Check all lights for operation	✓						
17.13 Headlamps							
Check all lights for operation	✓						
17.21 Windscreen Wiper Motor, Wipers & Washers							
Check windscreen security and damage		✓					
Check wiper operation	✓						
17.31 Battery, Clamps, & Cables							
Check battery charge		✓					
Check security of power cables			✓				
31.00 Suspension							
31.01 Front Suspension, Incl. Hubs							
Torque Check the Damper mounting bracket to chassis bolts		✓					
Wishbone bushes and rod ends - Check for play		✓					



Front and rear wheel bearings - Check for play	✓						
Suspension geometry - check and adjust		✓					
Hub nuts - check torque		✓				Replace	
Check security and condition of all suspension components and torque check	✓						
Check for free articulation of rear TCA.s		✓					
Check torque on inner rear TCA		✓					
Replace outer and inner TCA joints						Replace	
Inspect dampers for leak, security and performance		✓					
Check security of damper reservoirs, adjuster settings	✓						
lubricate spring platforms and adjustors		✓					
Lubricate anti roll bar chassis mountings and adjustor threads		✓					
Check all wishbones - replace components as necessary		✓					
Inspect front anti roll bar drops links and bushes, replace as necessary		✓					
Check upper and lower damper bushes for play. Replace if required		✓					
31.03 Rear Suspension, Incl. Hubs							
Wishbone bushes and rod ends - Check for play		✓					
Front and rear wheel bearings - Check for play	✓					✓	
Suspension geometry - check and adjust		✓					
Hub nuts - check torque		✓				Replace	
Check security and condition of suspension	✓						
Check for free articulation of rear TCA.s		✓				✓	
Check torque on inner rear TCA		✓				✓	
Replace outer and inner TCA joints						Replace	
Inspect dampers for leak, security and performance		✓				Service	
Check security of damper reservoirs, adjuster settings	✓						
lubricate spring platforms and adjustors		✓					
Lubricate anti roll bar chassis mountings and adjustor threads		✓					
Wishbones - crack test, replace components as necessary						✓	
Inspect anti roll bar drops links and bushes, replace as necessary		✓					
Check upper and lower damper bushes for play. Replace if required		✓					
32.00 Steering							
Check steering joints for play, lift, & end float	✓						
Check steering column for end float and lift.	✓						

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Check steering quick release for movement.	✓						
Ball joints checked for wear	✓						
Steering free lock to lock	✓						
33.01 Brake Discs, Calipers, & Parking Brake Assembly							
Check Pad retaining Pins for tightness	✓						
Measure disc runout. Replace if out of specification			✓				
Brake Calliper's- remove, clean, check pistons for leaks & freeness			✓			Service Caliper seals	
Replace caliper mounting bolts						✓	
Brake discs - check condition, and clean venting holes and grooves	✓						
Brake pads - check friction thickness - replace at 4mm	✓						
Ensure all brake lines are secure and banjos cannot undo through suspension movement.	✓						
Check tightness of all brake fittings, and flexible hoses throughout system.	✓						
33.03 Master Cylinder, Servo, ABS Controller, Pipes & Hoses							
Master Cylinder - Inspect for leaks and test system pressure	✓						
Inspect brake hoses, pipes and hydraulic units	✓						
Check Master Cylinder Reservoir level and cap tight	✓						
Check brake fluid level	✓						
Renew brake/clutch fluid and pressure check system				✓			
Ensure all brake lines are secure and banjos cannot undo through suspension movement.	✓						
Brakes bled and nipples free of fluid		✓					
Flexible lines checked for splits/wear etc	✓						
Pressure check for leaks		✓					
34.01 Wheels, Tyres & Valves							
Check wheel are torqued	✓						
Discard old wheel bolts and replace with new						✓	
Wheel studs/nuts checked for wear		✓					
40.00 Engine							
40.01a Engine Mounts							
Engine mounts - torque check		✓					
40.15 Lubrication System							
Engine oil - check level	✓						
Engine oil - change				✓			
Oil filter - renew				✓			
Ensure all fittings secure		✓					
Inspect condition of gate flaps within the baffled sump.				✓	Replace		



40.17 Ignition System, Spark plugs & Plug Top Coils							
Renew spark plugs						✓	
Check torque on spark plugs			✓				
Check integrity coils			✓				
Check integrity injectors				✓			
40.25 Power Steering Pump, Pulley, Mounts & Fixings							
Check PAS fluid level	✓						
Renew PAS fluid check bleed and end level					✓		Renew fluid
41.03 Auxiliary Drive Belts & Pulleys							
Check auxiliary belt condition		✓					Replace
42.01 Airboxes, Trunking & Air Filters							
Air filter - inspection			✓				Replace
44.00 Fuel System							
Inspect integrity of fuel system		✓					
44.01 Fuel Tanks, Filler							
44.03 Fuel Pump; Filter, Pipes							
45.01 Exhaust System							
Exhaust system - all joints secure		✓					
Replace silencer rubber isolators							Replace
46.00 Cooling							
Check whole system for leaks	✓						
Inspect radiator for damage and leaks	✓						
Check coolant level	✓						
Renew coolant							✓
Pressure system and check for pressure loss over one hour (NO LOSS)					✓		
Check every water hose clip		✓					
46.03 Oil Cooler & Pipes							
46.05 Engine Bay Cooling, Ducts & Trunking							
Check all cooling ducts for security and restriction/debris	✓						
47.01 Clutch & Release Mechanism							
Check operation of clutch	✓						
47.03 Transmission Assembly							
Gearbox Assembly							Service
Check gear oil level and top up		✓					
Gearbox oil - change					✓		
47.05 Gearchange Mechanism, External							
Check gear mechanism for free play		✓					
Check rod ends, bearings and bell crank for security				✓			
47.11 Final Drive & Bearings							
47.15 Driveshafts & Seals							
Driveshaft intermediate mount - visual check		✓					
Check for loss of driveshaft grease - replace if required					✓		
Inspect drive shaft gaitors for leaks/splits	✓						

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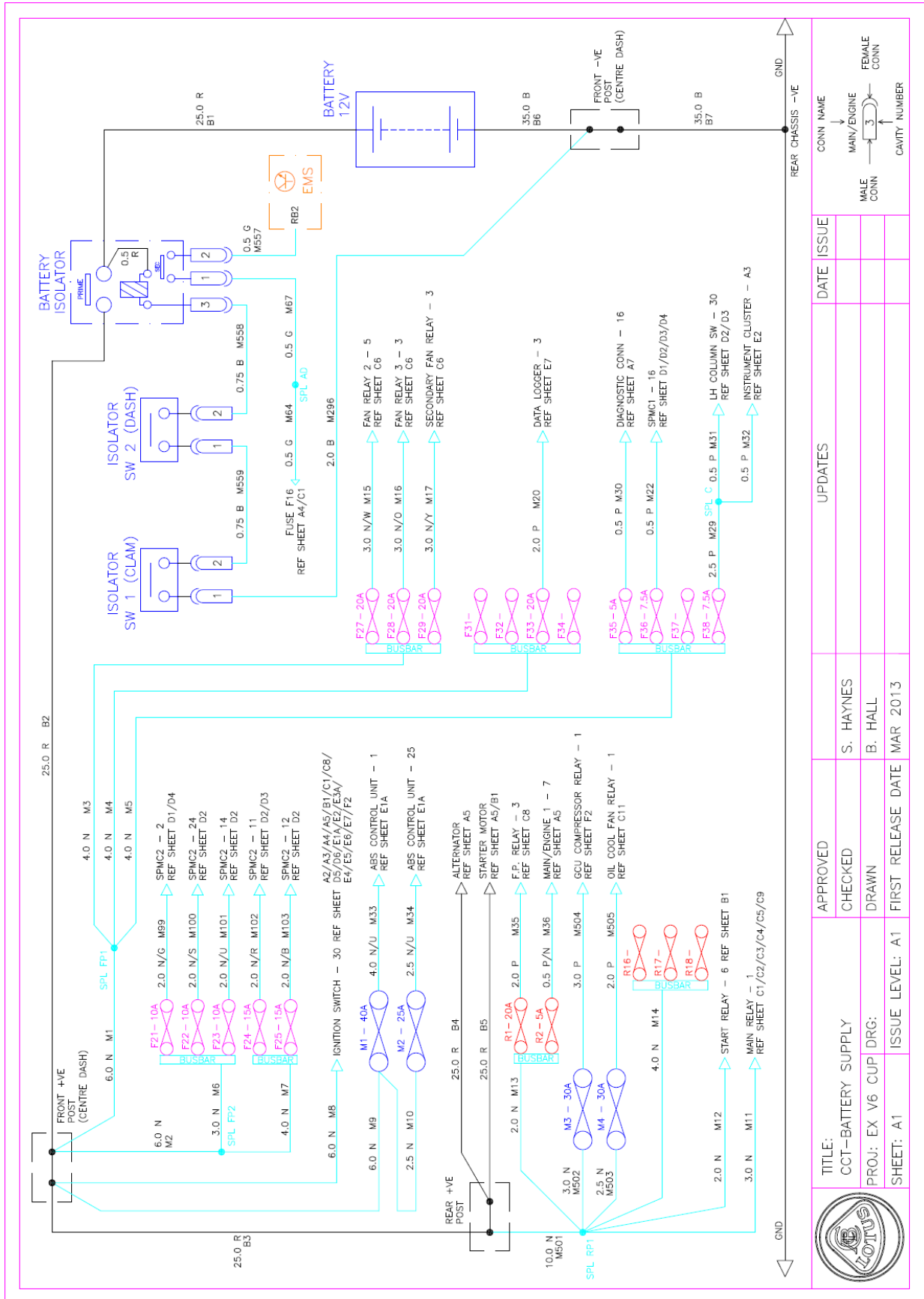
60.03 Fire Extinguisher							
Test via control box	✓						
Check and ensure correct extinguisher bottle pressure	✓						
Service Fire Extinguisher							2 year service interval
63.01 Other							
Check structural integrity of wing and mounts, torque check		✓					
Check structural integrity of rear diffuser and mounts, torque check		✓					
Check structural integrity of rear undertray and mounts, torque check		✓					

The above assumes a normal track day duty cycle for the car. Race or heavy use will reduce the service limits of all components.

Please note that the above timings are suggested service intervals. In no way does this list guarantee the service life of any part on this vehicle. The intervals will be dependent on driving style and vehicle use; the table above is therefore to be treated as a guideline.

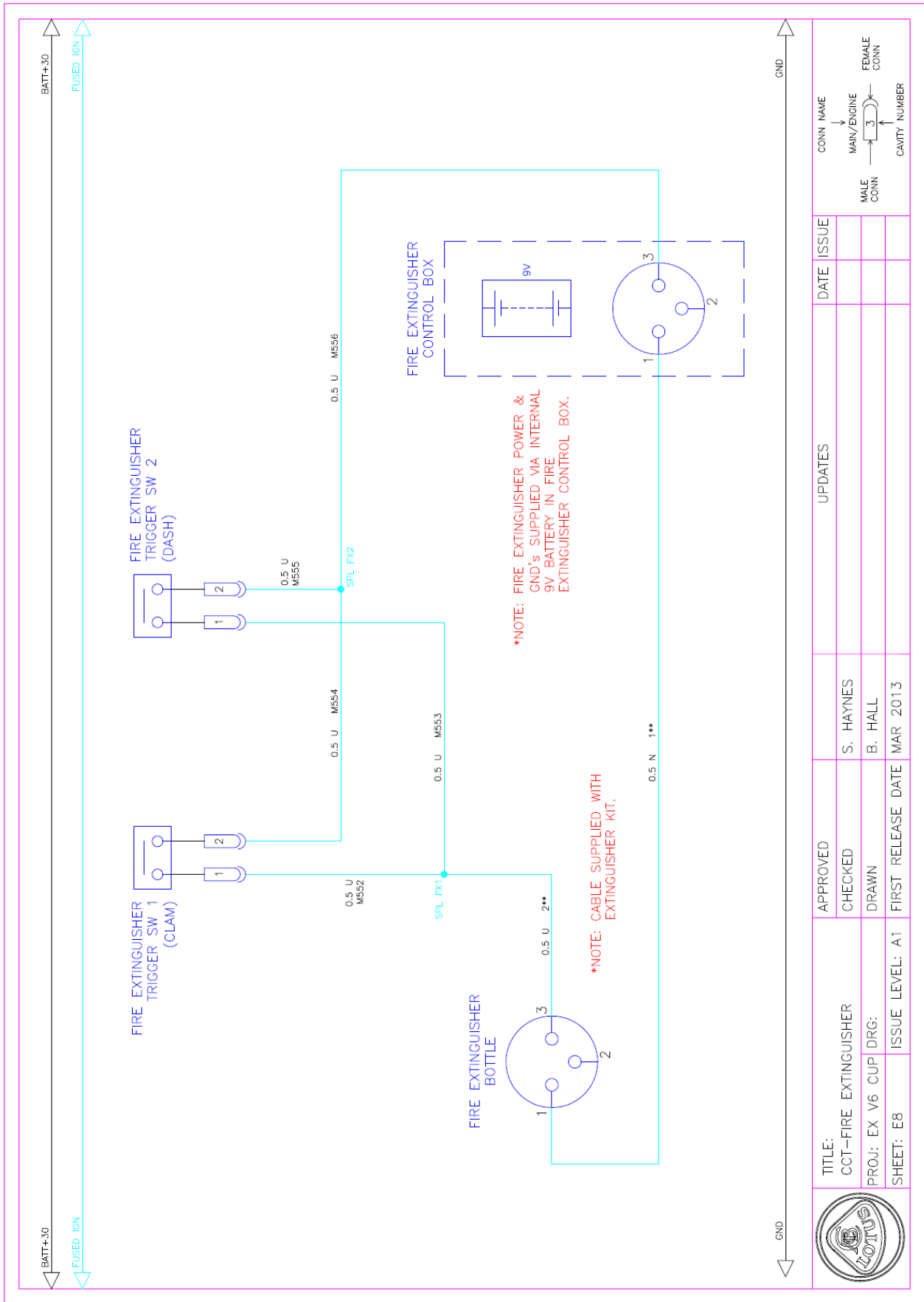


9.0 ELECTRICAL CIRCUITS



TITLE:	APPROVED	UPDATES	DATE	ISSUE
CCT-BATTERY SUPPLY	CHECKED			
PROJ: EX V6 CUP DRG:	DRAWN			
SHEET: A1	ISSUE LEVEL: A1	FIRST RELEASE DATE	MAR 2013	

CONN NAME	MALE CONN	FEMALE CONN	CAVITY NUMBER
FRONT +VE POST (CENTRE DASH)	3		
REAR CHASSIS -VE			



	TITLE: CCT-FIRE EXTINGUISHER	APPROVED CHECKED	UPDATES	DATE	ISSUE	CONN NAME MAIN/ENGINE
	PROJ: EX V6 CUP DRG: SHEET: E8	DRAWN FIRST RELEASE DATE	S. HAYNES B. HALL MAR 2013			MALE CONN 3 FEMALE CONN CAVITY NUMBER