

Important safety precautions and recommendations for cars used on race tracks or in a competitive manner.

This information is published in response to the increasing use of Lotus cars on trackdays and similar closed circuit events. Its purpose is to remind owners of the vehicle warranty conditions, and also to alert them to the associated parts and servicing issues to be observed if considering using the car in this way.

Vehicle Warranty

The owner's handbook Maintenance Record booklet and Maintenance Schedule include the following statement:

"The Lotus Elise, Exige, Europa and 2-Eleven, are designed as road going sports cars. It is recognised that owners may wish to use the car occasionally on closed circuit tracks to experience the car's full range of dynamic capabilities. However, use of the car in a competitive manner, including timed runs or laps, is not endorsed by Lotus. This type of timed, competitive use will invalidate warranty and require appropriate levels of expert vehicle preparation and servicing."*

(* Owners statutory rights are not affected)

It is important that customers who exploit full vehicle performance on closed circuit tracks take appropriate action to optimise safety and vehicle durability. The following advice should be observed:

Pre-Track Use Check List, LSL520c

Lotus has produced a Pre-Track Use Check List detailing some important safety checks which should be undertaken by a properly qualified technician before any use of the car on a track day or similar closed circuit event. This document is available on the Lotus Cars website at:

http://www.grouplotus.com/cars/lotus_sport.html

Catalytic Converter (for cars with Toyota powertrain)

Track driving activity will tend to subject the exhaust system to increased stresses. In order to enhance the durability and robustness of the exhaust system in these circumstances, in March 2008 the catalytic converter/downpipe assembly was upgraded. This change was introduced at approx. '08 M.Y. VIN serial number 1087.

Only the revised catalytic converter should be used for driving on closed circuit tracks. If the car was manufactured prior to this introduction and it is intended to use it on track, or to fit a non-Lotus exhaust muffler, the **catalytic converter should first be upgraded.**

Failure of the catalytic converter/downpipe assembly, or of any joint in the exhaust system, could cause overheating of surrounding components or body structure and initiate a vehicle fire.

Exhaust Clamp

The slip joint between the catalytic converter outlet 'U' bend and the exhaust muffler is secured by a strap clamp and pinch bolt. The clamp is for **one use only**, and must not be re-used.

Be aware that the security of this joint is essential to ensure the integrity of the exhaust system, in respect of noise, heat release and safety. For cars used on closed circuits or in similar conditions, the Pre-Track Use Check List, LSL520c includes an operation to check the exhaust system for sealing and security.

Rear Brace Kit (for cars with Toyota powertrain)

For regular track use, Lotus recommends that all suspension fixings be checked between sessions, and that on Toyota powertrain cars, the chassis rear brace kit LOTAC05377 is fitted to spread the load distribution across a wider base and to increase tolerance to abusive driving.

Camber Shim Plates

Shim plates are fitted in the front and rear suspension assemblies in order to facilitate adjustments to individual wheel camber. For motorsport applications, where suspension loads are substantially increased, a higher grade shimplate specification is used. These upgraded shimplates were commonised to all cars from approx. '08 model year V.I.N. serial number 1742.

If camber adjustment is to be undertaken, or if any car is being prepared for track use, it is recommended that the later, "motorsport" type camber shim plates and securing bolts are fitted.

Be aware that any attempt to adjust camber outside of Lotus specification may result in inappropriate bolt thread engagement, and endanger security.

'Big' Brakes (for cars with Toyota powertrain)

Exige S models with the Performance Pack option, and Cup 260 cars are fitted with 'big brake' kits using 4-piston front brake callipers in conjunction with larger front discs. These brake kits are now available for retrofitment to any Toyota powertrain Elise/Exige model and are offered in two versions, Fast Road and Sport.

In general, the Fast Road brakes offer significant benefits over standard brakes where full vehicle performance is exploited, primarily through reduced brake fade in conditions of repeated or prolonged heavy application. The Sport brakes, have marginally better front disc cooling via separate alloy mounting bells. Trade offs for both versions include a greater susceptibility to noise generation, and a more noticeable change in response between cold and hot brake system temperatures.

Owners of existing cars with 'big brakes', need to be aware when ordering replacement parts, of differences in callipers, disc bells and wheel bolts which were introduced in June 2008 at approx. '08 model year V.I.N. serial number 1742. Your dealer will be pleased to advise.

Brake Pad Bedding-in

For cars built with Fast Road brakes, the pad bedding-in procedure detailed in the Owner's Handbook should be followed. For cars built with Sport brakes, and any car fitted with a 'big brake' retrofit kit using Pagid RS14B pads, an extended bedding-in procedure is necessary as detailed in form LSL534b, available from any dealer.

Whichever brake equipment is fitted, it is vital that the brake pad material is matched at all four wheels - **do not mix front and rear pad materials.**

Owners who intend to fit a 'big brake' kit, and/or use their cars on track days or similar closed circuit events, may wish to take advantage of the discount available on upgrade kit combinations, details of which are listed below, and may be ordered from your Lotus dealer.

Lotus encourages owners to use their cars in whichever manner they most enjoy, but only and always with safety as the highest priority. For further information, please do not hesitate to contact your favoured Lotus Dealer who will be pleased to advise.

SPECIAL OFFERS

The following upgrade kit combinations are offered at a discounted price:

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| 1. | Track Use/Fast Road Brake Upgrade Kit - Elise R, Elise SC, Exige | A120J0048S |
| | - Exige S | A128J0001S |
| | - Elise S | A131J0002S |

comprising:

Fast Road Retrofit Brake Kit (inc. 4-piston front callipers, single piece front discs, front & rear Ferodo brake pads, 4 x braided hoses)	A120J0045S
Plus (for kit A120J0048S)	
Cat. Converter, Elise R/Elise SC/Exige (Bifurcated downpipe)	D120S0002F
Or (for kit A128J0001S)	
Catalytic Converter, Exige S (Non-bifurcated downpipe)	B128S0001F
Or (for kit A131J002S)	
Catalytic Converter, Elise S (Non-bifurcated downpipe)	C131S0002F
Plus: Exhaust Clamp	A120S6000S
Plus: Camber Shim/Bolt Set (whole car)	A120J0047S
(includes selection of front & rear shims plus car set of 10.9 grade bolts)	

Lotus dealers will be pleased to quote price and delivery details, and also for fitting charges on request.

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| 2. | Track Use/Sport Brake Upgrade Kit - Elise R, Elise SC, Exige | A120J0049S |
| | - Exige S | A128J0002S |
| | - Elise S | A131J0003S |

comprising:

Sport Retrofit Brake Kit (inc. 4-piston front callipers, 2-piece front discs, front & rear Pagid RS14B brake pads, 4 x braided hoses)	A120J0046S
Plus (for A120J0049S)	
Cat. Converter, Elise R/Elise SC/Exige (Bifurcated downpipe)	D120S0002F
Or (for kit A128J0002S)	
Catalytic Converter, Exige S (Non-bifurcated downpipe)	B128S0001F
Or (for kit A131J0003S)	
Catalytic Converter, Elise S (Non-bifurcated downpipe)	C131S0002F
Plus: Exhaust Clamp	A120S6000S
Plus: Camber Shim/Bolt Set (whole car)	A120J0047S
(includes selection of front & rear shims plus car set of 10.9 grade bolts)	

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Track use web