DIY Fitting Guide
ReVerie Daytona Induction Kit
Elise S2 111R/S2 Exige

Hi all,
Having the honor to be the first customer of the ReVerie Daytona Induction Kit for the Elise 111R, I tried to create a DYI fitting guide which will help you to fit it quickly yourself.

ReVerie accompanied the kit with a very explanatory fitting guide which helped me a lot in fitting it by myself without needing any assistance from a skilled mechanic.

Nevertheless my personal experience might always help someone out there, fitting it on his/her 111R/S2Exige by him(her)self too ;-).

Introduction

This Daytona remote induction kit is designed to fit the Elise S2 111R and S2 Exige (Toyota engined) with single throttle body. The kit will give a noticeable sporty induction note and results in increased power throughout the rev range. (more on this topic later on)

Delivery of parts

Once the kit was ready for delivery, Reverie Ltd. sent it to me very quickly. All my kudos go both to Simon Farren and Thomas Crow who were always available to give me answers to everything I asked about.
The packaging was very good protecting thoroughly all parts included which arrived in perfect condition.

Tools Required

No specialist tools or equipment are required to fit this Daytona induction kit to your S2 111R/S2 Exige. If you're reading this fitting guide, your toolbox should already have enough tools to unscrew a couple of bolts ☺.

Instructions

Please read fully before starting installation.

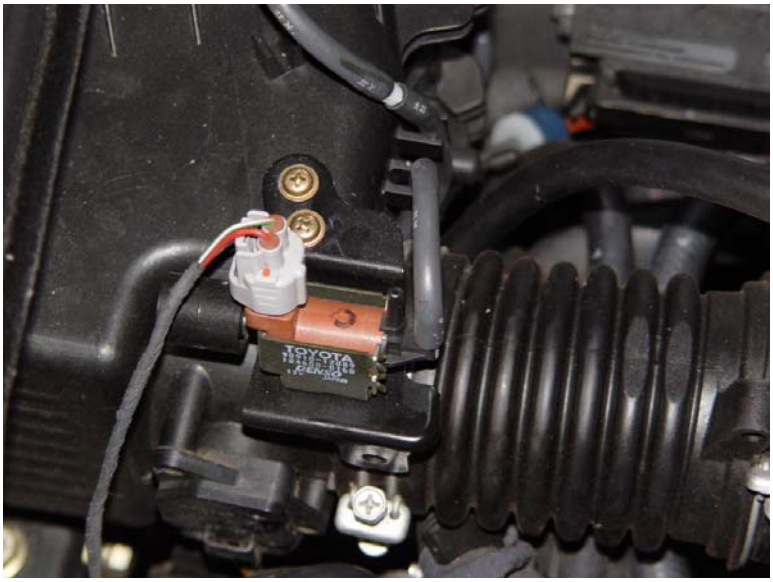
First of all you have to take off the engine cover. 4 bolts and it's out!

Mid-engined car ergonomics are not the best available for accessing the engine bay, and Lotus wouldn't be an exception to the rule;-).

So, be prepared to make some stretching exercises before you start dealing with the filter :-)

This is the standard S2 111R & S2 Exige throttle body set-up.

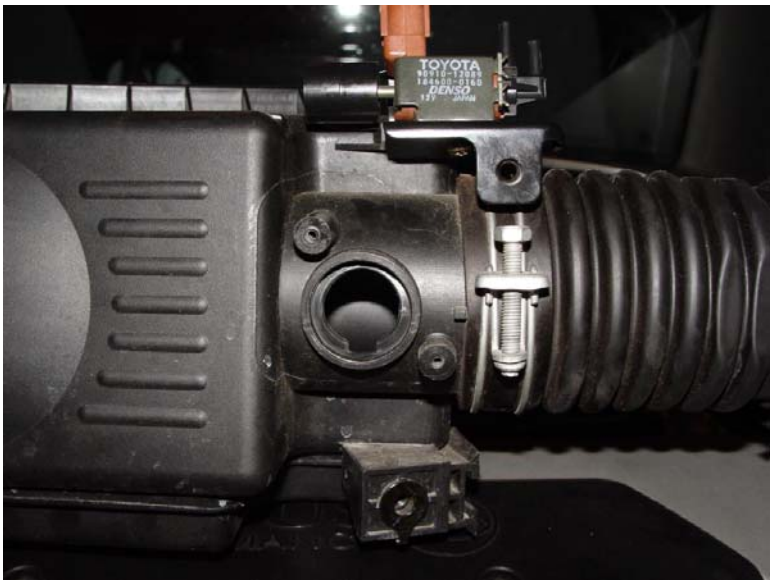
Remove (unscrew) the clip at the throttle body end.



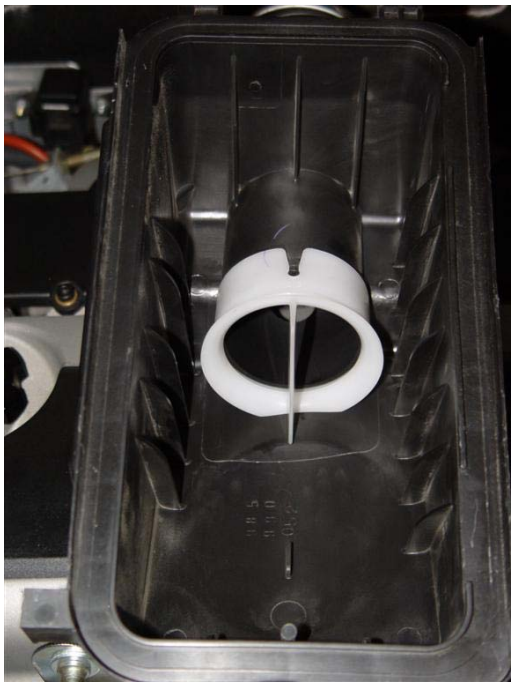
Remove the vacuum pies and the vacuum switch connector plug shown on top.

(The switch won't be needed later on, and after you complete the Daytona's fitting, you may tie it on a secure place, close to the MAF sensor's cable).

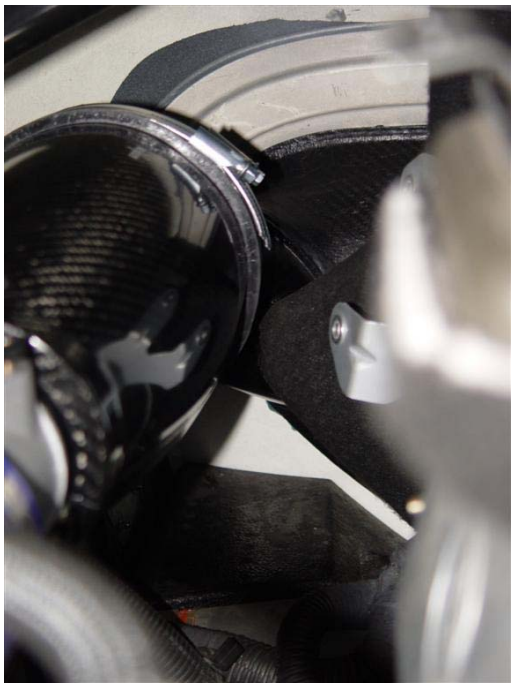
	Remove the one-way vacuum valve before vacuum t-piece and put a blanking screw into the end of the red vacuum pipe (in place of the removed valve). Unclip the filter box (clips are found deep inside the wheel arch) and remove the stock air filter. *(picture kindly provided by Simon @ ReVerie)*
	Unbolt the rear air filter casing from body work (3 bolts found inside the rear casing)
	Unscrew the fixing from the top of the rear filter case, allowing the air inlet snail that sits inside the driver side (passenger side for UK) wheel arch to be freed from the rear air filter box case.

	Remove the MAF airflow sensor from the standard Toyota airbox, by unscrewing the two screws found on top of the MAF.
	The airbox without the MAF sensor in place.
	What we have to take out of the filter, its majesty, the MAF sensor itself :-)

	The whole airbox can now be completely removed from the car's arch.
	The air inlet snail can also be removed now.

	Pull gently the white inlet trumpet off the tube inside the Toyota airbox. You'll have to fit it later on inside the Daytona Kit!!!
	MAF sensor's new home.
	The MAF sensor inside its new home ;-). Don't forget to put the two allow spacers supplied in order to fix the MAF sensor tightly into the alloy casting. Push the carbon Daytona filter canister onto the alloy adapter with the three tapped holes around the perimeter and bolt the canister in place with the 3 m4 bolts supplied.

VERY IMPORTANT – push the Toyota plastic trumpet inside the Daytona and onto the internal protruding allow casting. The trumpet should lock onto the 5mm peg in the casting. Then push the 6”cone filter with the extension onto the 6”open Daytona and fit the hose clips around the filter.



Now you have two options:

1 – Fit the optional side intake outer scoops and inner scoop (as I did) for better cold and direct air feed and duct straight into 100mm duct and carbon as shown.

2 – Fit 100mm flex duct (300mm long) and carbon cap and force 100mm duct end onto Lotus plastic side vent exit (you may need to remove the arch liner to achieve this though…)

	Now fit the Daytona and alloy MAF adapter and short 100mm long SAMCO hose to Toyota throttle body. Fit the hose clamps around filter and hose. Plug the connector back into the MAF sensor. Check no tools are left under the engine cover, refit the cover and enjoy the absolutely addictive engine note :D. Good for me, the new Athens Ring road has a LOT of tunnels :-D
	You may install the optional carbon cold air feed scoop shown as I did, driver side only (passenger side for UK). **NOTE:** Should you fit the cold air feed scoop, you have to be VERY careful not to mix the bolts. The two bolts needed to fix the scoop on the car are of different length, and I hope the no one else will crack his clam because of a wrongly selected bolt. (Yes, the white mark in the picture is the small crack on the clam :(This is a collateral damage of doing upgrades in deep late night :) Hopefully, either a short visit to a reputable paint-shop near-by, or a nice small sticker will do the job...). See Reverie's site for details.

Also optional are the outer carbon side ducts. These parts are bolted on the S2 Exige, and bonded on the 111R. I haven't yet bonded them on my car but you can see how they will look.

The car will become an 111R/Exige hybrid

See Reverie's site for details.

Installation After-math

THE CAR ROCKS!!! This is not the 111R I knew and fully enjoyed up to now!
This is the new Lotus 111 SCR (SCReamer!) ☺.

I had already installed the Stage 2 exhaust, which obviously produces a much louder engine note than the stock one. But now….what a mechanical concerto is this!!! It's as close as it can be to F1 from an engine like that!!! The induction noise is so addictive!!! You can even stay idled and hear all day the sub pressure note from the induction kit. It's like I installed a big throttle body assembly.

Performance wise, the car feels significantly quicker all over the revs, but when the cams kick in, it's just mind blowing!!! I haven't dynoed my car yet, but I feel that apart from the obvious noise boost, the car has gained more hp compared to the gain I experienced when I fitted the Stage 2 exhaust. The kick I feel now is so at 6.200rpm is much more profound than before, and still the car pulls very well in lower revs. I feel it must be a win-win situation for the car under all circumstances, but the comparative dyno runs I'm expecting to do, will reveal the truth!

Do I have any concern about fitting the ReVerie Daytona 230CX induction kit?
Basically, no! The performance gain I experienced is very cost efficient and only severely noise-concerned owners would try to avoid it, however I'm sure they wouldn't stand it for long and would indulge in the acoustics and performance upgrade of their car immediately☺.

In the future I might try the Reverie Daytona induction kit with the stock exhaust on, and will give you my feedback on the experience.

Things to be added in the next revision.

1 – Dyno figures (all combinations with Stock exhaust and filter vs. Stage 2 and Daytona Induction Kit).
2 – Links for audio and video stuff. (Dyno, Track, etc.)
3 – Final pics and DYI installation guidelines of the outer carbon side ducts. They're still in their packaging waiting for me ;-)
4 – Creation of DYI PDF for fitting The ReVerie Carbon spoiler+splitters, and the Carbon rear wing.
5 – Creation of DYI PDF for steering wheel exchange with a new D-shaped OMP and Quick Release (Snap-Off) Installation… Here's just a hint of what you'll see next…

That's all chaps!
I hope you'll fit the ReVerie Daytona 230CX Induction kit as easy as I did, and enjoy the engine's new F1 note and amazing performance as much as possible :D.

Best regards,

Theo
aka **theob** at **Elisetalk.com** & **seloc.org**

History

A.1 – Creation of document