

# Technical Bulletin



<b>NP01</b>	<b>TB0005-2016</b>	<b>Élan Motorsports Technologies</b>	
<b>From:</b>	<b>Robert Lindsey – Project Engineer, NP01</b>		
<b>Subject:</b>	<b>Upright Improvement</b>	<b>Date:</b>	<b>3 Feb 2016</b>

Attention all Élan NP01 customers:

Based on internal testing, customer feedback, and in an effort to provide the best possible product, Elan is upgrading all current uprights with an improved design.

The original upright, NP01-10-001 is now superseded by NP01-10-040.

A representative from Carl Haas Automobile Imports, Inc. will be contacting each customer to coordinate the return and replacement of the uprights in service.

Shipping will be provided by Elan for both directions. The deadline for this will be shipments no later than Feb 22. Parts should be packaged in as few boxes as possible (1 or 2 at most). Coordination of this will be handled via Carl Haas.

This new part will coincide with an increase in the installation torque of the Lower Ball Joint Stud to the upright, as well as the addition of a washer at this interface. Previously this stud was installed at 75 ft-lb with red Loctite. The revised installation calls for 130 ft-lb with red Loctite.

Please note that the upright may be returned as an entirely bare part or with the lower ball joint stud installed. The hub bearing unit, axles, and camber blocks **MUST** be removed prior to shipment.

The process for removing these is shown below:

**Note: The updated CV boot and grease should be installed at this time if not already.**

If part is not installed on the car

- Clamp upright **FIRMLY** in a vice using either the side webs or the upper mounting block.
- Remove (3) hub bolts. This will require significant force using a breaker bar (installation torque is 75 ft lb + thread lock).

If installed on car

- Front:

- Disassemble and remove brake caliper and rotor
- Remove the (3) hub bolts. This will require significant force using a breaker bar (installation torque is 75 ft lb + thread lock).
- Remove hub, lower ball joint nut, upper spherical and tie rod bolts
- Unbolt camber block from upright

Any questions can be directed to:

Brandon White - Project Coordinator, NP01 - [bwhite@elangroup.com](mailto:bwhite@elangroup.com)

- Rear:

- Remove brake caliper and rotor



- Break free the (3) hub bolts. This will require significant force using a breaker bar (installation torque is 75 ft lb + thread lock).



- Remove inner tripod retainer ring (cap head bolts only, not countersink)



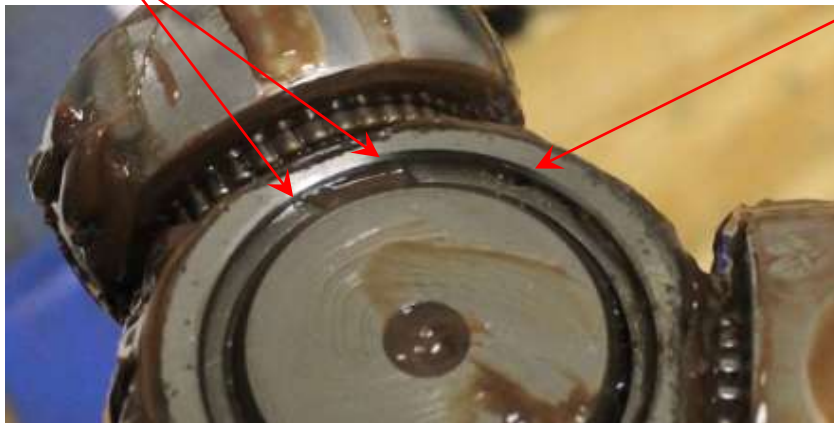
- Remove lower ball joint nut and camber block bolts



- Remove hub and axle assembly from car



- To remove inner tripod from axle, carefully prying the circlip in the "D"  
Do NOT pry on the ends of the clip or it will be damaged



An additional tool may be used to guide the clip off with minimal pressure



- At this point the tripod can slide down the axle splines allowing access to the second circlip. Remove by pushing both ends around axle, taking care not to deform the clip.



- If not replacing the outer CV boot, push it through the upright and remove the upright from the assembly.
- Assembly is the reverse of removal.
- Hub bolts are to be installed to 75 ft-lbs using blue thread lock.

- Now the inner tripod and CV boots (both inner and outer) may be removed.

