

# Technical Bulletin



<b>NP01</b>	<b>TB0018-2016</b>	<b>Élan Motorsports Technologies</b>	
<b>From:</b>	<b>Robert Lindsey – Project Engineer, NP01</b>		
<b>Subject:</b>	<b>Cooling Improvement Recommendations</b>	<b>Date:</b>	<b>31 Aug 2016</b>

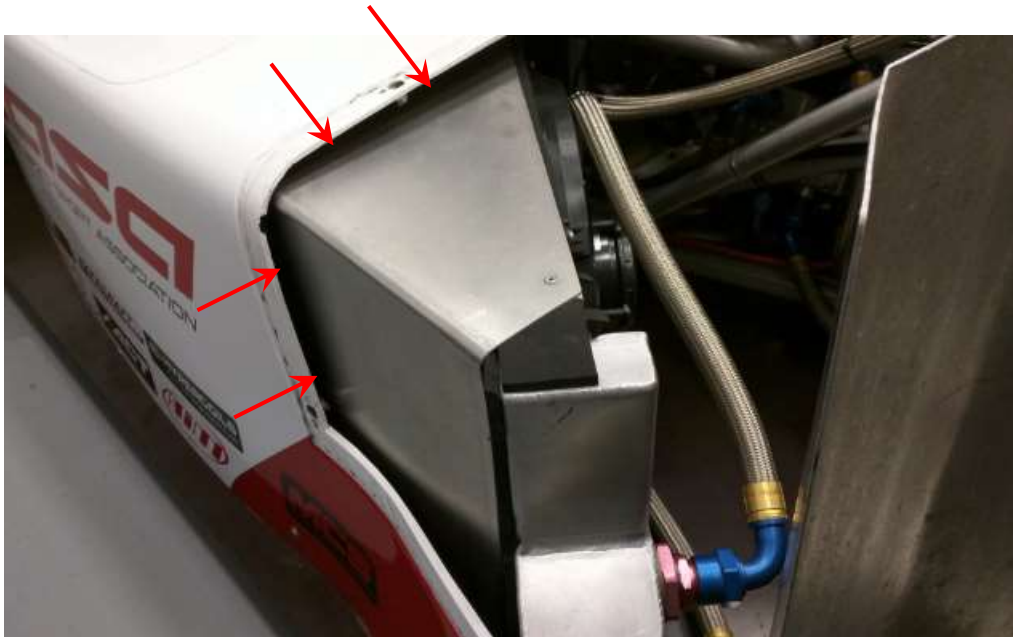
Attention all Élan NP01 customers:

A number of competitors have experienced overheating on hot days. Because the problems are not consistent and cannot be readily created, it is difficult for Elan to produce a guaranteed solution.

Elan is offering the following recommendations as options to solve this issue. These should be considered by any customer experiencing heat related issues. Please contact Brandon White or Dave Balingit for guidance relating to these. Please note that these trim details are the absolute legal limit. It is wise to leave tolerance for ease of measurement during tech.

- Radiator duct sealing

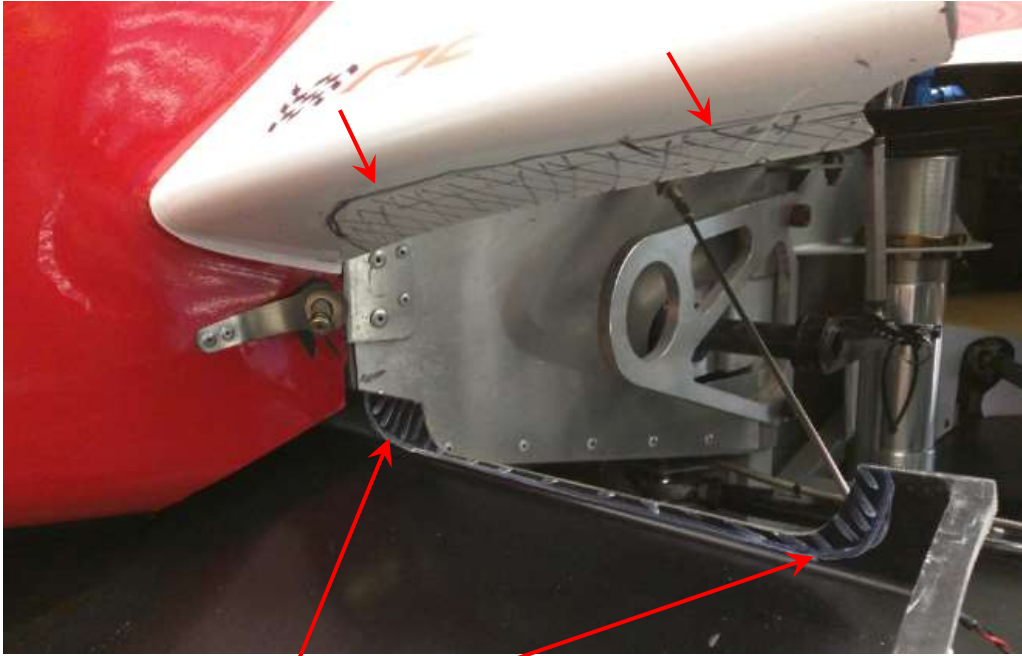
There is often a small gap between the sheet metal radiator duct and the sidepod. This should be filled with a soft foam to seal both the top and side to the bodywork, forcing all of the air into the radiator core. *This should also be applied between the radiator and the side impact structure (not seen in the image below)*



Please direct questions Brandon White – Project Coordinator, Elan Motorsports - [bwhite@elangroup.com](mailto:bwhite@elangroup.com)  
Parts orders should be placed with Bo White – NP Sales Rep, Carl Haas Auto – [haasautorw@aol.com](mailto:haasautorw@aol.com)

- Front suspension cover leading edge trim

The leading edge of the suspension cover is delivered with an approx. 2" underside return lip. This can be trimmed back **to legal minimum 1" from the leading edge** to allow more air to the sidepod inlet.



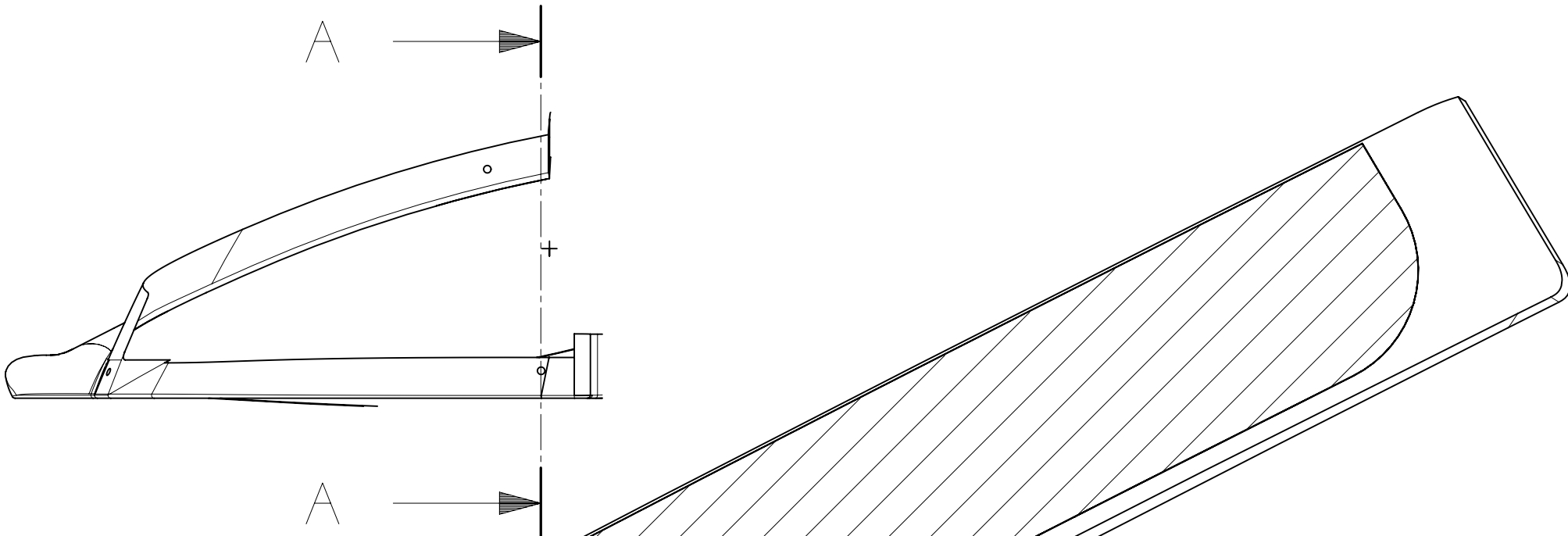
- Splitter top lip trim

This lip should be trimmed near flush with the splitter top surface. Be sure to leave a minimum of 1/2" at each end and use a large radius to prevent cracks forming in the corners.

- Nose exit vent blocker

A more extreme solution for increasing the air into the sidepod is to block some of the air exiting the suspension cover. A small "L" shaped blocker can be riveted to the sidepod leading edge, blocking the lower portion of the exit vent. **Max legal height 1.5"**





TRIM TEMPLATE  
SPLITTER TRAILING EDGE