

Technical Bulletin



DP02	TB0047-2012	Élan Technologies	
From:	Billy Waits		
Subject:	Engine Trigger Wheel	Date:	August 3rd, 2012

Attention all Élan DP02 teams

As an additional precautionary method of retaining the trigger wheel to front pulley, Élan Motorsports has begun using different hardware and assembly methods.

The following instructions are to be used, along with the supplied retrofit kit, to bring all engines currently in the field with a build date before August 1st 2012 to the new standard.

Kits will be shipped directly to the teams beginning August 3rd, 2012

1. Loosen alternator belt.
2. Remove front damper to crankshaft bolt.
3. Set aside oil pump crank pulley and belt.
4. Remove alternator belt and idler pulley.
5. Remove front damper/trigger wheel assembly.
6. Make note of the orientation of the trigger wheel to the pulley keyway.
7. Using a hand held butane torch heat the button head cap screws holding the trigger wheel onto the pulley, remove BHCS's.
8. Once the pulley and trigger wheel have cooled down clean out the holes with brake cleaner and allow to dry.
9. Using the 10/32 x 1/2" socket head cap screws supplied in the kit apply the Loctite 271 supplied to each bolt install with Bellville serrated washers and torque to 5-1/2ftlb (66inlbs)
10. Using the supplied safety lock wire install per the picture below.



Billy Waits, Head of Engineering – (706) 658-2672 ext. 234

bwait@elangroup.com

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11. Remove the bolt in the front cover of the engine (see picture below) located behind the trigger wheel and replace with the supplied modified bolt, torque bolt to 7-1/2ftlb (90inlbs).



12. Install front damper assembly with the oil pump crank pulley then remove the bolt and oil pump crank pulley to process the next steps.
13. Re-install alternator belt idler puller using Loctite 271 and torque to 18ftlb.
14. Re-install alternator belt and tighten alternator assembly.
15. Re-install oil pump crank pulley and bolt using Loctite 271 on the crank bolt and torque to 180ftlb.