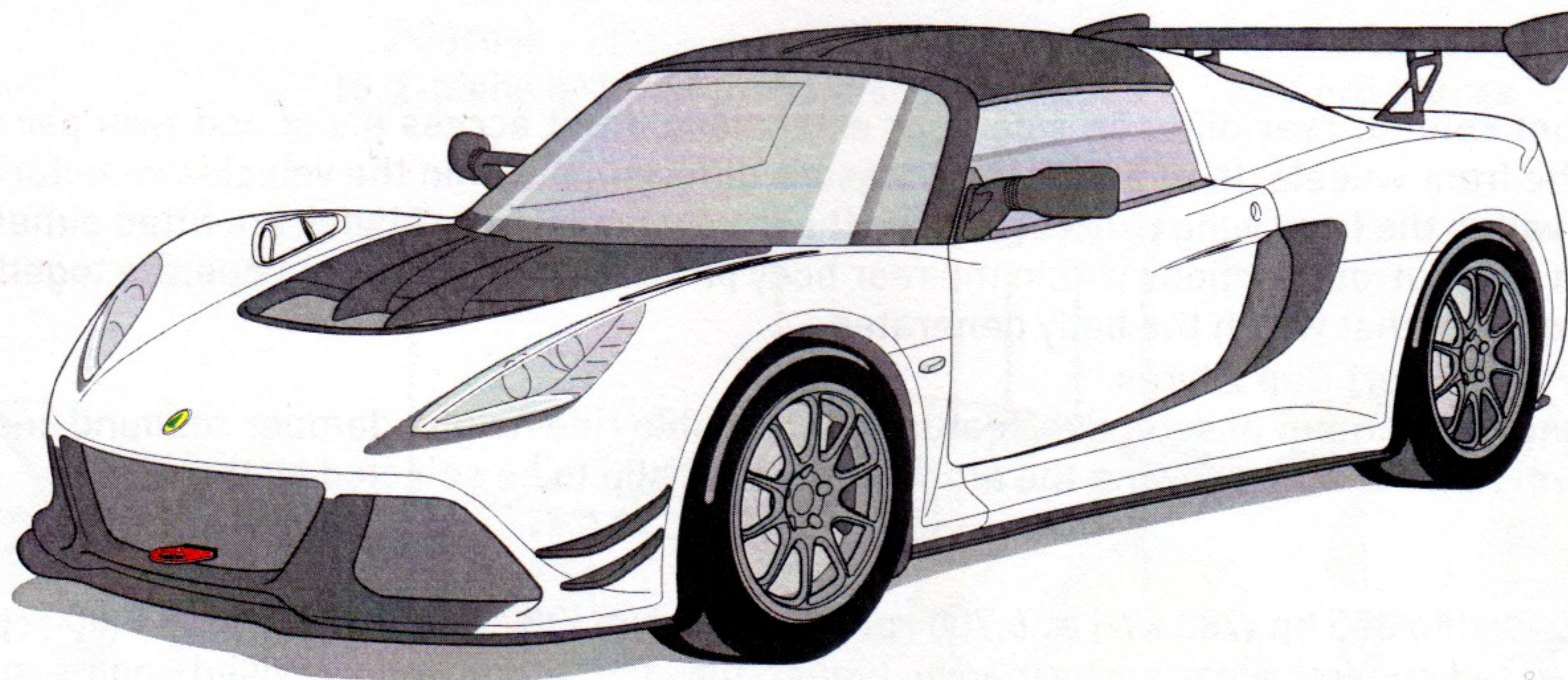




EXIGE 380
CUP



OWNER'S HANDBOOK SUPPLEMENT

To be read in conjunction with the Elise & Exige Sport 350 main owner's handbook

INTRODUCTION

Building on the achievements of the Lotus Exige Sport 350, the Lotus Exige Cup 380 focuses on increased performance and greater driver involvement which has been accomplished by:

Weight Reduction

Fitment of carbon fibre components: Revised front splitter, front access panel, side floor extensions, roof panel assembly, diffuser surround, side air-intake side pods, one-piece tailgate, Motorsport derived rear wing, seats, interior sill panels, one-piece inner door panels (optional), HVAC console and face-level vent surrounds (optional).

Revisions to original equipment: Fitment of a lightweight lithium battery, T45 steel roll over bar, ultra-lightweight forged alloy wheels, polycarbonate backlight screen (replacing standard glass version), Fitment of titanium exhaust silencer (optional), revised rear transom and rear light configuration.

Deletions: Removal of the boot carpet, deletion of driver and passenger airbags (if non-airbag steering wheel option selected).

Dynamics

Revised rear wing, front splitter, rear diffuser, side floor extensions, front access panel and twin pairs of front canard wings, mounted forward of the front wheels. In addition, the pressure differential within the vehicles wheelarch areas is equalised by the fitment of louvers within the front wings, directly above the front wheels. Aero blades are fitted either side of the revised rear diffuser in conjunction with cut-out sections within the rear body panel, all these features operate together to provide additional aerodynamic downforce over that which the body generates.

Fitment of Michelin® Pilot® Sport Cup 2 tyres.

Fitment of Nitron spring and damper assemblies, featuring adjustable ride height, damper rebound and compression settings. Variable traction control functionality allowing the amount of wheel slip to be selected by the driver.

Performance

Maximum power increased to 375 hp (280 kW) at 6,700 rpm and 410 Nm (302 lb-ft) of torque at 5,000 rpm.

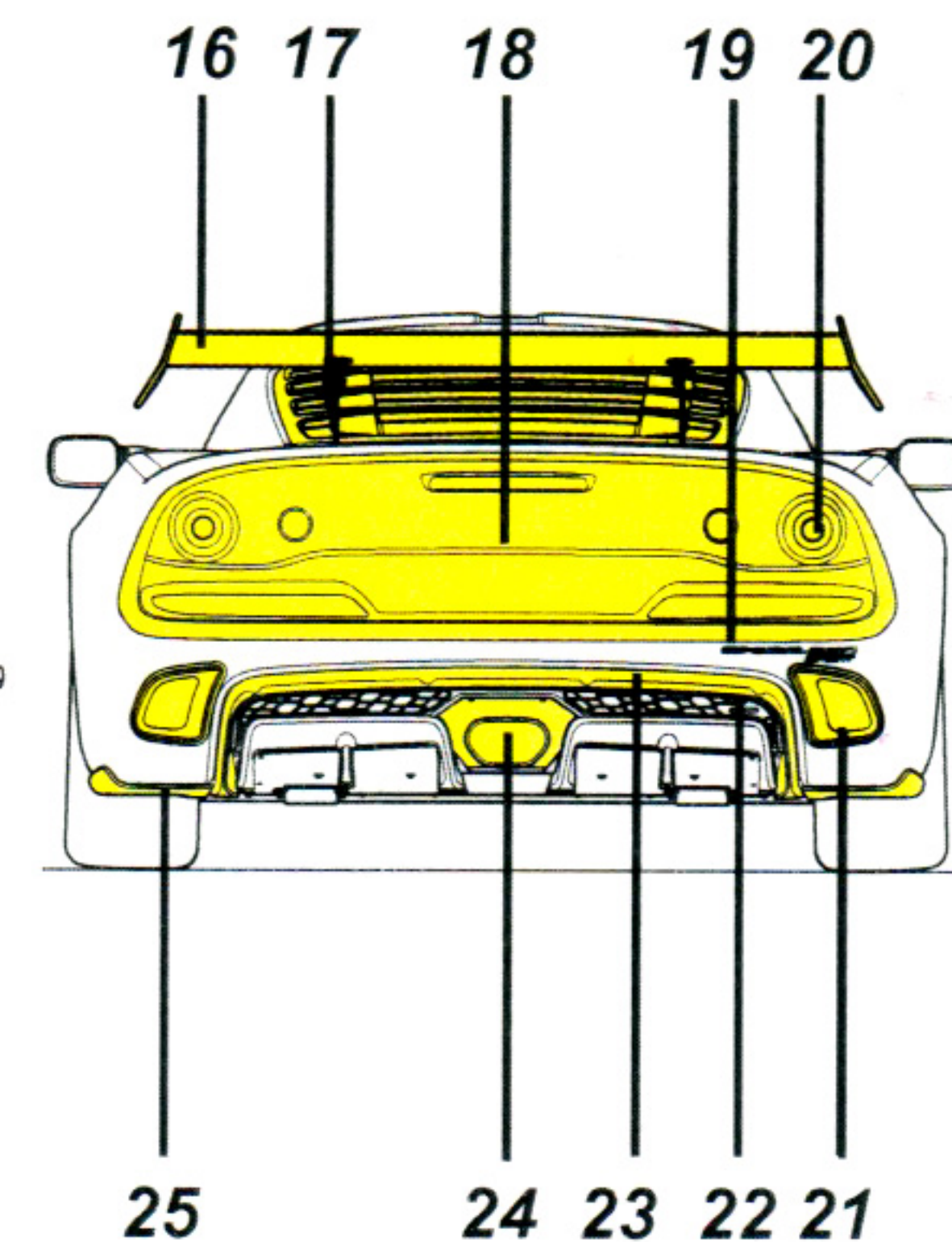
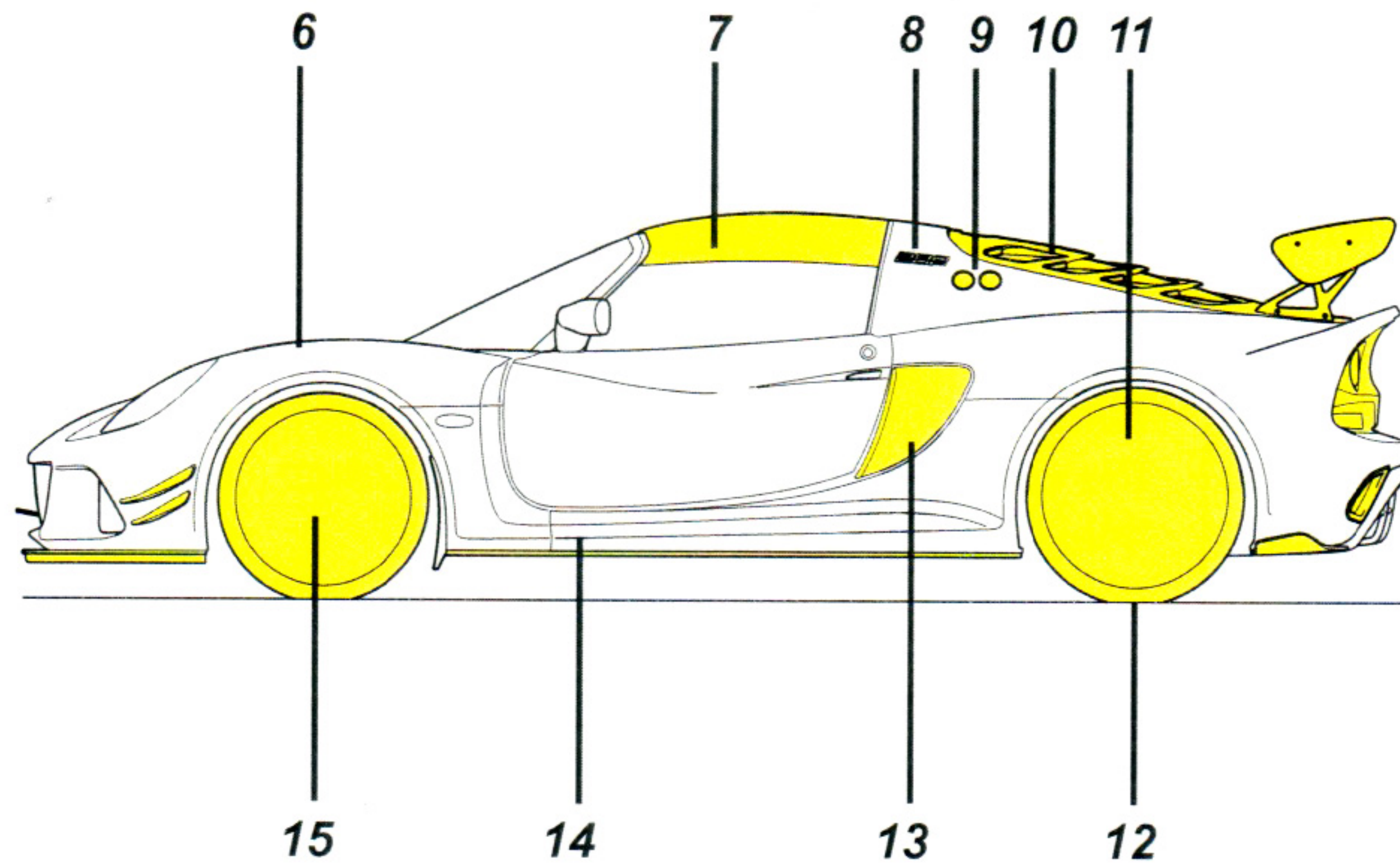
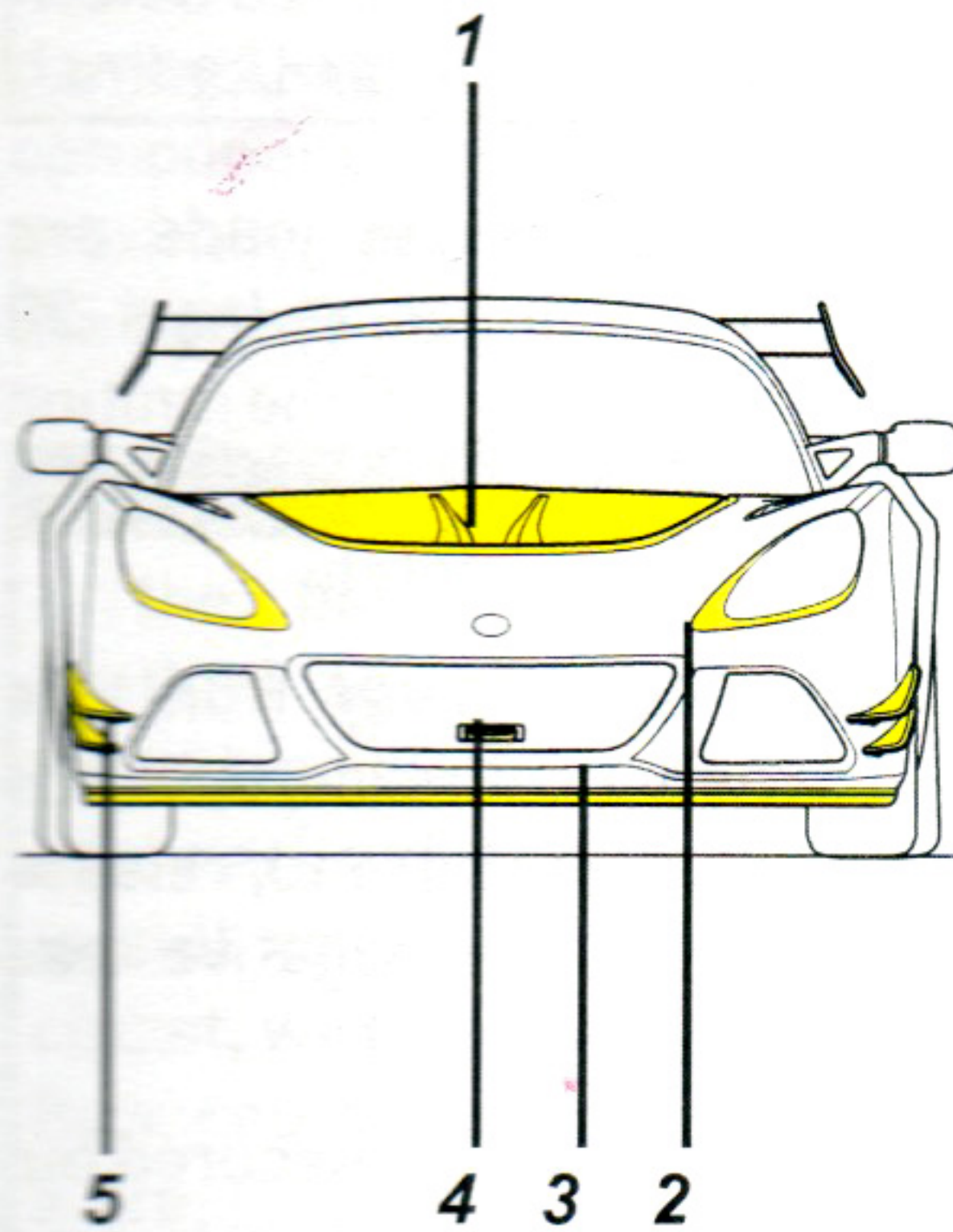
Features such as increased supercharger performance, higher-flow fuel pump and a revised engine management programme etc, has increased the power to weight ratio to 349 hp/tonne (354 PS/1000kg).

IMPORTANT

This supplement has been produced to inform of any major revisions to specification as compared to the Exige Sport 350; minor revisions such as changes to trim materials and colours etc are not included. Therefore this supplement must be read in conjunction with the main owner's handbook to ensure that you have a full understanding of all relevant vehicle information such as instructions and safety warnings required when operating any of the driver operated controls as well as the terms and conditions of the vehicle warranty, regular owner maintenance and service requirements.

Exterior specification differences as compared to Exige Sport 350

- | | | |
|---|--|--|
| 1. Carbon fibre front body access hatch | 6. Front wing louvers | 16. Carbon fibre rear wing (fixed) |
| 2. Headlamp aperture decalling | 7. Carbon fibre hardtop | 17. Revised wing mounts |
| 3. Carbon fibre front spoiler | 8. Cup 380 decal | 18. Revised rear transom panel in matt black colouring |
| 4. Track use towing eye | 9. Engine cut-off & fire extinguisher buttons (option) | 19. Exige Cup 380 decal |
| 5. Canard wings | 10. Carbon fibre louvered engine cover | 20. Revised rear light configuration |
| | 11. Lightweight 10 spoke forged alloy wheels | 21. Aero assist rear panel aperture grilles |
| | 12. Michelin® Pilot® Sport Cup 2 tyres | 22. Motorsport derived fabric towing strap |
| | 13. Carbon fibre side-air intake pods | 23. Carbon fibre rear diffuser surround |
| | 14. Carbon fibre side floor extensions (barge boards) | 24. Revised rear silencer (optional titanium version also available) |
| | 15. 2-piece grooved brake disc assemblies | 25. Aero blades |



ohe409

LITHIUM BATTERY

⚠ WARNING

Lithium batteries contain harmful liquid electrolytes; avoid contact with skin, eyes, mouth or clothing. If in contact with skin or eyes; wash the affected areas with soap and water, remove contaminated clothing and seek immediate medical attention.

If ingested; seek immediate medical attention. Do not induce vomiting or give fluids to drink.

Batteries produce explosive gases. Keep sparks, flames and cigarettes away. Ventilate when charging or using in enclosed space. Always shield eyes when working near batteries.

If a battery leaks electrolyte or gas vapours, do not inhale leaked material. Leave the area and allow the batteries to cool and the vapours to dissipate. Remove spilled liquid with absorbent towels and dispose of safely.

Observe all warnings on the battery and battery retaining plate.

Battery Access

The lithium battery is located at the left hand of the rear luggage compartment; refer to the 'Electrical' section of the main owner's handbook for further information.

Maintenance

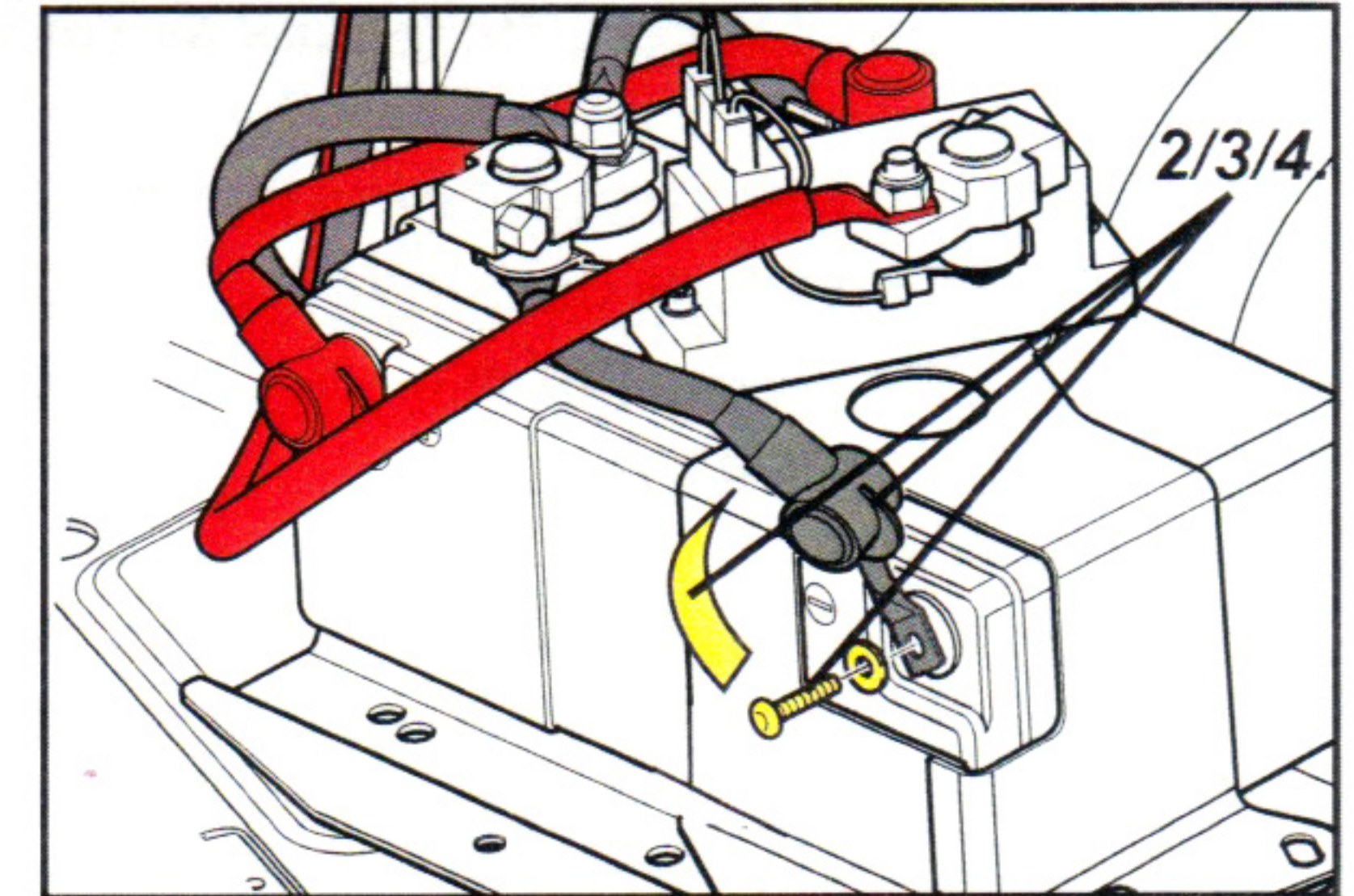
No maintenance is required, but the battery's charge status should be routinely checked. There is no requirement to apply grease to the battery terminals as part of the scheduled service or if the battery is renewed.

Battery Specification

Refer to 'Technical Data' section of this supplement for further information.

Conversion to Standard Battery

If required the lithium battery can be replaced with a standard lead acid battery, but it is recommended that the conversion is performed by a Lotus dealership.



Disconnecting the Battery

⚠ WARNING

Failure to follow the correct battery disconnection procedure detailed below could result in serious burns and/or fire.

1. Ensure that all electrical loads are switched off and wait for at least **30 MINUTES** after switching off the ignition to allow the engine management system to turn off completely.
2. Pull the black cover away from the negative '-' battery post, slide upwards along the negative (earth) lead, release the screw securing the negative lead terminal to the battery post.
3. Ensure the negative lead is secured out of the vicinity of the battery retaining plate

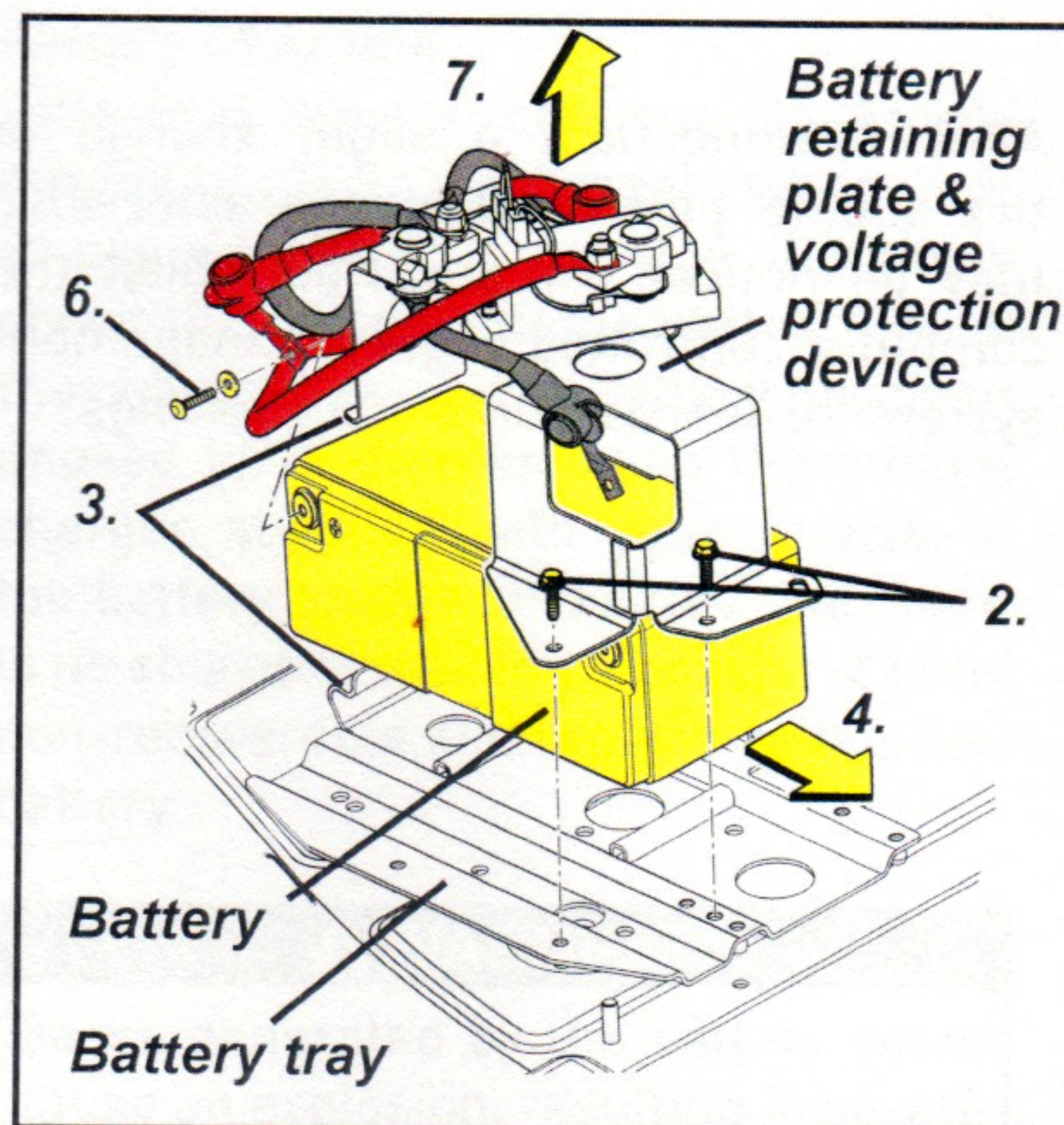
- To prevent the negative terminal from accidentally creating an earth circuit, it is also recommended to place insulation tape around the negative terminal.

Because of the battery position within the luggage compartment, it is only practicable to isolate the battery from the vehicle's electrical systems by disconnecting the negative '-' battery lead.

Attempting to disconnect the battery positive ('+' red) lead whilst the battery is still in position may result in accidental damage to other ancillary electrical components and systems within close proximity, or inadvertently earthing of the battery positive terminal.

⚠ WARNING

If the battery positive terminal is earthed against the metallic battery retaining plate (e.g. when using a spanner) whilst the negative terminal is still connected, the resultant short circuit, with heavy sparking and current flow, could cause serious burns and/or a fire.



Battery Removal

- Disconnect the battery negative '-' terminal, (see previous page).
- Release the two screws securing the battery retaining plate to the battery tray.
- Unhook the retaining plate from the battery tray.
- Partially pull the battery with combined retaining plate, voltage protection device and battery harnesses outwards, away from the battery tray.

- With the battery and retaining plate removed from the tray, pull the red cover away from the positive '+' battery post and slide upwards along the positive lead, then release the screw securing the positive lead terminal to the battery post.
- The retaining plate assembly and voltage protection device can now be lifted upwards and the battery can now be removed from the vehicle.

LITHIUM BATTERY

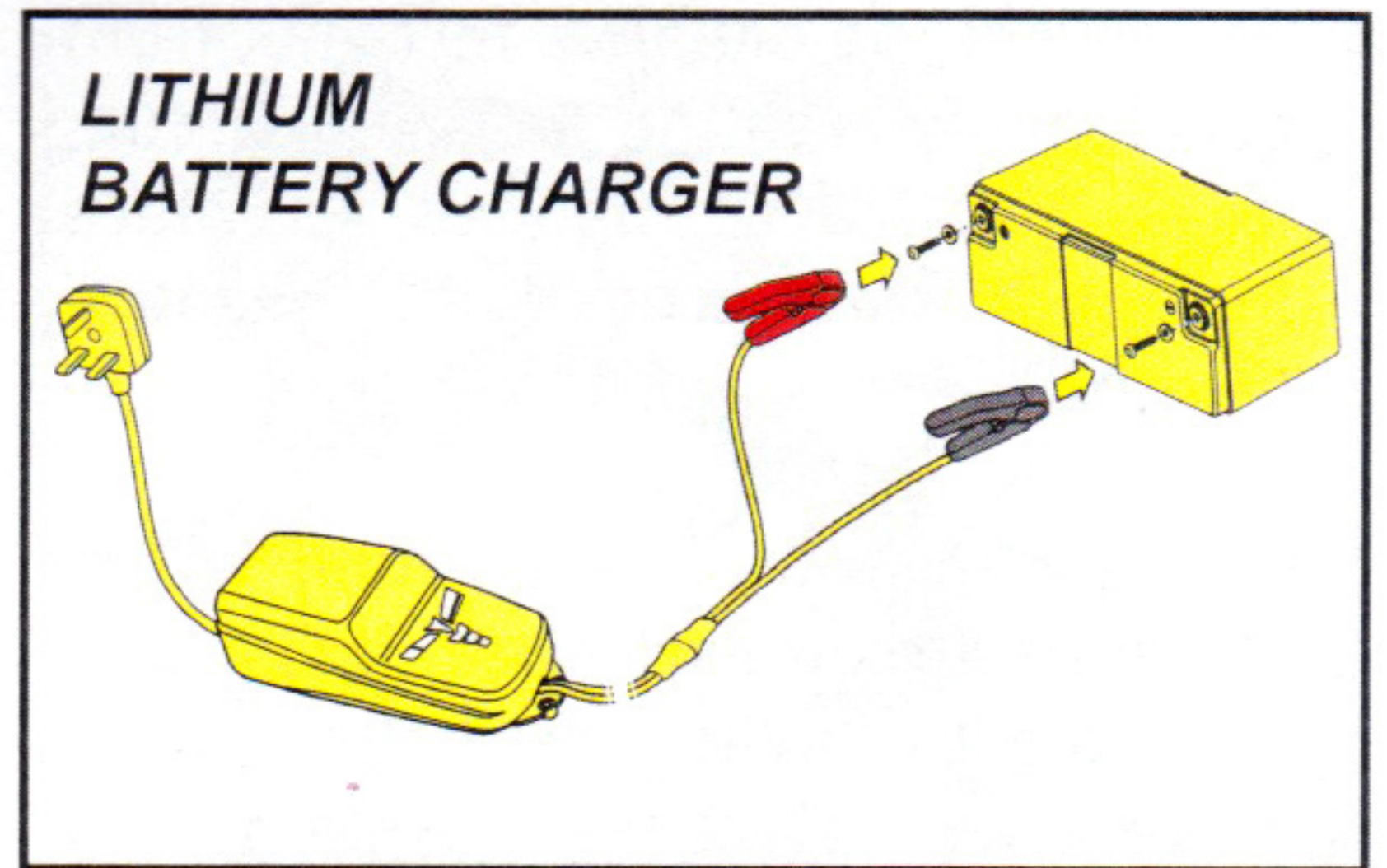
Reconnecting the Battery

⚠ WARNING

Failure to follow the correct battery re-connection procedure could result in serious burns and/or fire.

1. Place the battery retaining plate over the battery. Ensure the terminal posts are uppermost and the polarity symbols ('+' positive & '-' negative) marked on the battery case are in the correct position.
2. Check again that all electrical loads are switched off.
3. Connect the positive ('+' red) battery cable to the battery '+' terminal post and then slide the red cover back over the '+' post.
4. Fit the combined battery retaining plate, voltage protection unit and battery harnesses into the battery compartment and hook the retaining plate back into the battery tray base.
5. Connect the negative ('-' black) earth cable to the battery '-' terminal post and then slide the black cover back over the '-' post.

After reconnection, a slight change in the engine performance characteristics may be noticed for a period whilst the computer controlled engine management system 're-learns' some of its settings.



Battery Charger

Under conditions of normal daily use, it should not be necessary to use an external battery charger. In low usage conditions, however, it is important to maintain the charge state of the battery using the lithium battery charger supplied with your vehicle.

NOTICE: Do not use a charger or battery conditioner specified for normal lead-acid type batteries, as these chargers use methods of charging and safeguarding which are unsuitable for the lithium battery fitted to this vehicle.

Starting difficulties may be encountered if the vehicle or battery is not used for extended periods of time. The battery charger supplied with your vehicle can be connected to the battery and used as

a battery conditioner whilst the vehicle is not in use. It is able to continuously monitor the battery charge state and switch on and off automatically in order to maintain the battery in a fully charged condition without danger of damage through overcharging. Before connecting the charger to the battery, please read and follow the instructions contained within the separate instruction guide supplied with your lithium battery charger.

Battery Charging

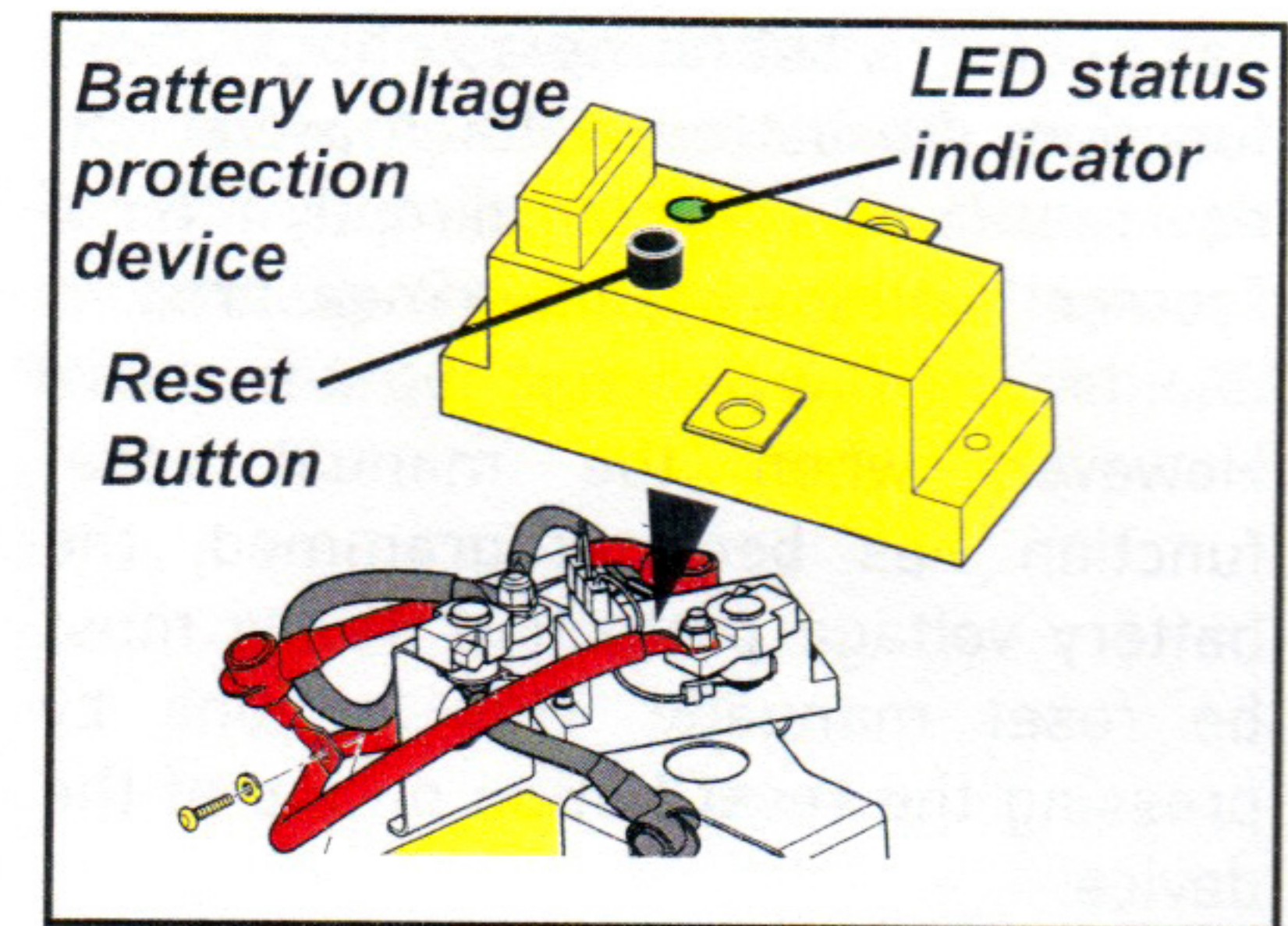
Lithium batteries continue to slowly discharge (self-discharge) when not in use or whilst in storage. Routinely check the battery charge status. Check the charge status if the battery has been unused for 6 months using the lithium charger supplied with your vehicle. If the battery charger indicates that there is no charge remaining, consider it to be non-recoverable and replace with a new battery.

⚠ WARNING

Gases generated by the battery could cause an explosion, resulting in severe personal injuries. Charge the battery in a well ventilated area.

Never charge a frozen battery it may explode because of gas trapped in the ice. Allow a frozen battery to thaw out first.

Lithium batteries contain harmful liquid electrolytes, avoid contact with skin, eyes, mouth or clothing. If in contact with skin or eyes then wash the affected areas with soap and water, remove contaminated clothing and seek immediate medical attention.



Battery Voltage Protection

To protect the battery from extremes of over charging or discharging and ensuring the maximum life cycle is achieved, a voltage protection device is fitted to control the charge voltage entering the battery as well as isolate the battery from the vehicle if the battery voltage drops below 10 Volts.

Resetting

There are two ways the battery protection device is reactivated after automatically switching off (i.e., because the battery voltage had dropped below 10V but has not risen to over 11V after recharging etc).

If the battery voltage protection device

LITHIUM BATTERY

has been pre-set to the automatic reset function, the battery voltage protection device will be activated directly after a "correct" voltage has been measured.

However, when the manual reset function has been programmed, the battery voltage protection device must be reset manually. This is done by pressing the reset button on top of the device.

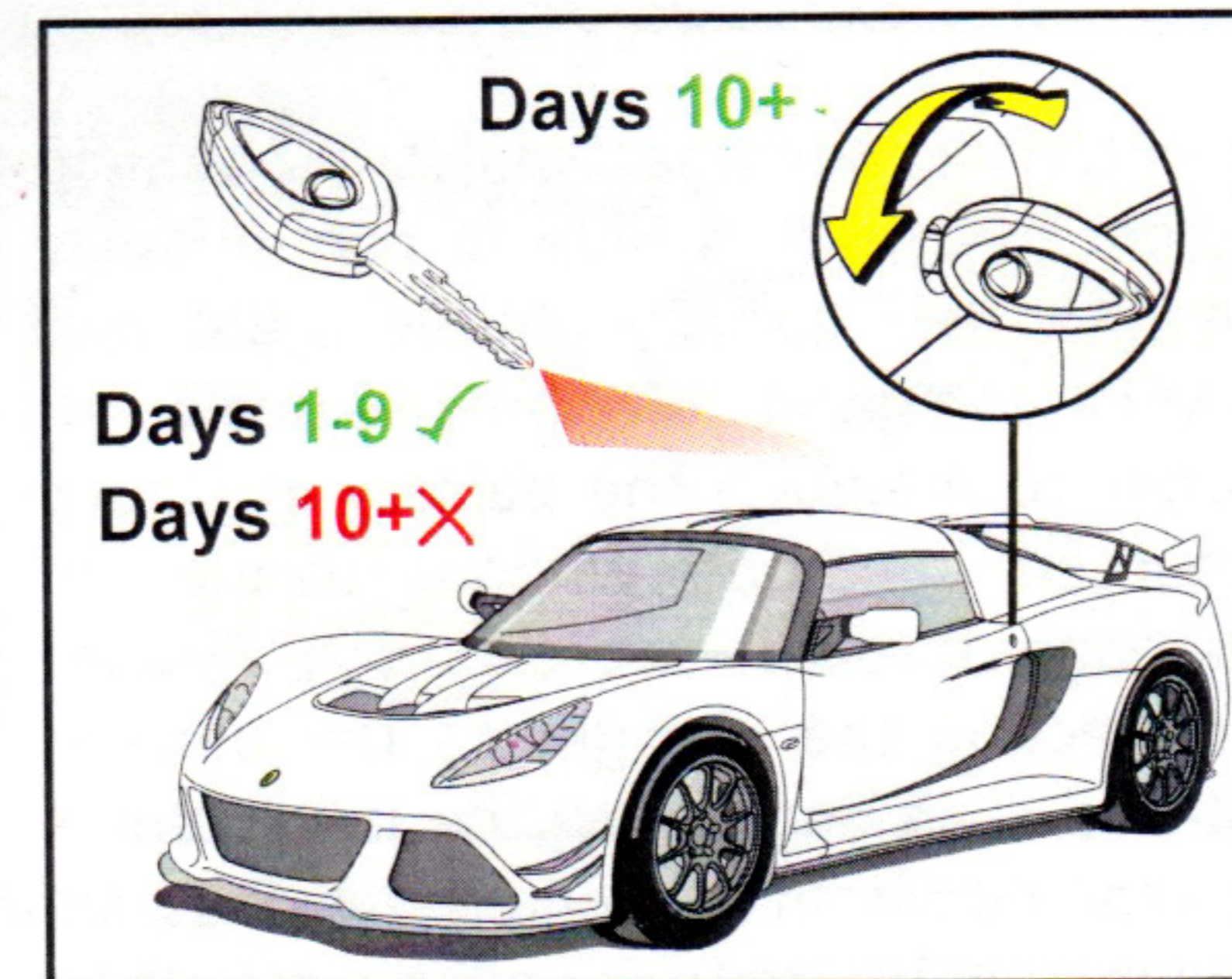
The method in which the battery voltage protection device is reset is programmable.

To enter programming mode:

- Press and hold down the programming button until the LED on top of the device flashes. This indicates that the battery voltage protection device is in programming mode.
- Release the button.
- *Automatic reset option:* Press and release the button once.
- *Manual reset option:* Press and release the button twice.

Approximately 4 seconds after the last time the button is pressed, the LED will blink to show the option selected. (e.g.: manual reset selected, the LED will blink twice).

NOTE: These are small extracts taken from the manufacturers' instructions which have also been supplied with this vehicle. Please read, fully understand and follow the instructions.



Extended Parking

If the vehicle is not used for a long time periods, i.e. 10+ days, (such as long stay airport parking etc), the voltage protection device may activate as the battery discharges, isolating the battery from the vehicle, (this time period may shorten dependant on battery wear due to age, the ambient temperature of the parking environment and vehicle usage etc).

IMPORTANT: If the vehicle is locked with the alarm system armed using the key-fob to operate the CDL (Central Door Locking) system and the vehicle battery becomes excessively discharged subsequently activating the voltage protection

device, then the CDL system **WILL NOT** operate and it will **NOT** be possible to unlock the doors using either the keyfob or the mechanical key. **The doors cannot be unlocked using the mechanical key if the CDL system was initially used to lock the car.**

To maintain complete vehicle protection if being stored or parked for extended time periods then it is recommended to use the lithium charger supplied, connected to the battery, operating as a battery conditioner whilst the vehicle is not in use.

If it is not possible to connect the battery charger then it is recommended to use the key to manually operate the door locks. Refer to the 'To lock the car with a flat or disconnected battery' information contained within the 'Vehicle Entry' section of the main owner's handbook for further information.

Once locked using the key **DO NOT** arm the alarm as this will also operate the CDL system, overriding the manual locking procedure, **NOT** allowing the doors to then be unlocked using the key.

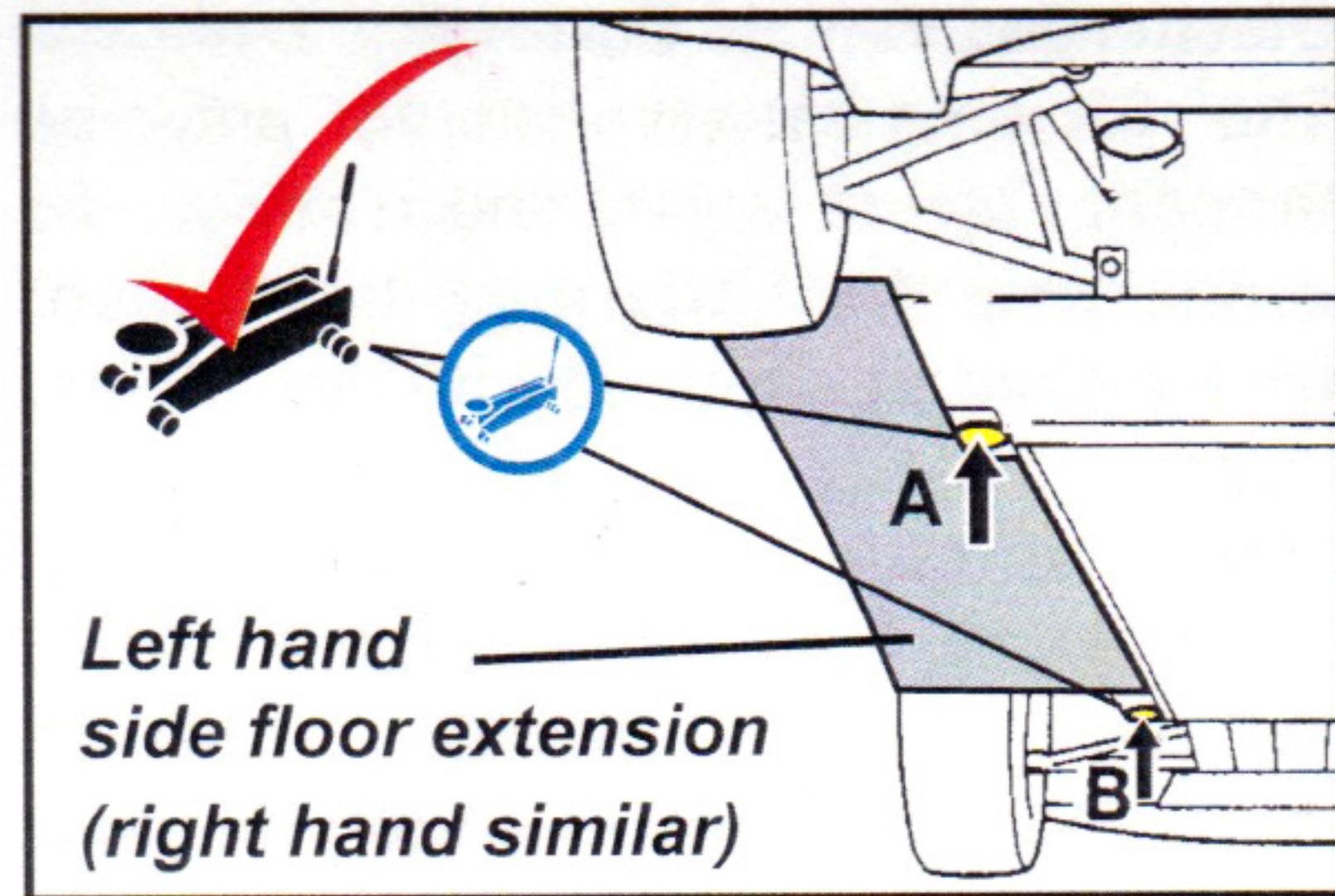
'Jump' Starting

If the lithium battery becomes discharged then 'Jump' starting the vehicle using an auxiliary booster pack or another vehicle **should only be considered as a last resort** in emergency situations as this can irreparably damage sensitive components within the battery. Damage caused to the battery or any other of the vehicles electronic components by attempting a 'Jump' starting procedure will not be covered by the New Vehicle Warranty.

Discharged Vehicle Battery

The lithium battery should only be brought up to operating voltage by connecting the battery to the lithium trickle charger supplied with the vehicle.

VEHICLE LIFTING AND TOWING



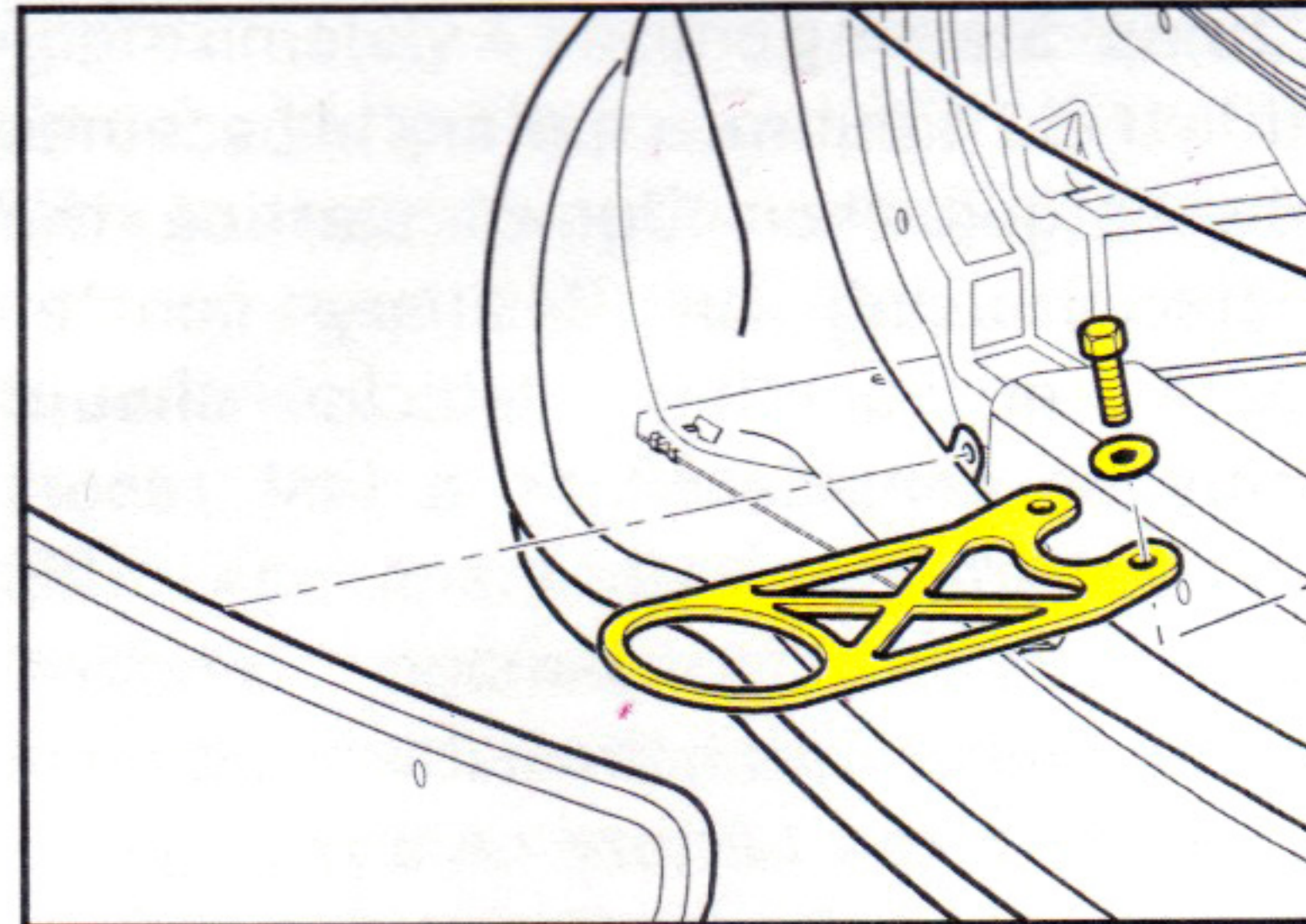
Vehicle Lifting Points

The side floor extensions are designed so that the vehicle can still be lifted using the dedicated chassis lifting points. The lifting points are identified by blue stickers located behind the left and right hand front wheelarches (B) and in front of the left and right hand rear wheelarches (A), also refer to the 'Recovery & Lifting' section of the main owner's handbook for further information.

⚠ WARNING

Lifting the vehicle from any other points including the side floor extensions may jeopardise safety.

NOTICE: Lifting the vehicle from any other points will damage the undertray, chassis, side floor extensions and body structure.

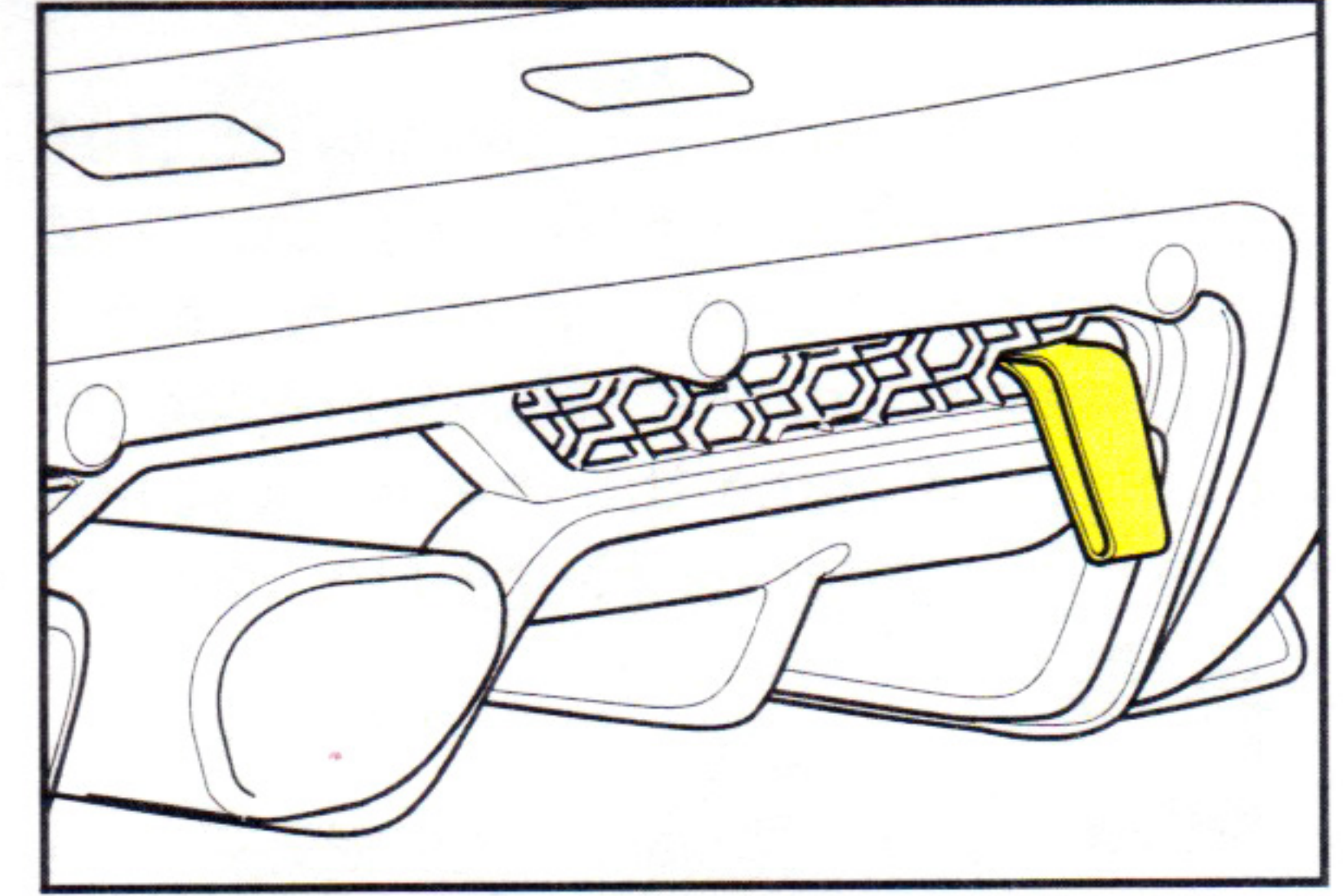


Front Recovery Eye

Use of the recovery eye is for track use only. For road use, if it is necessary to recover the vehicle using the front towing bar mount, then refer to the 'Recovery & Lifting' section of the main owner's handbook for further information.

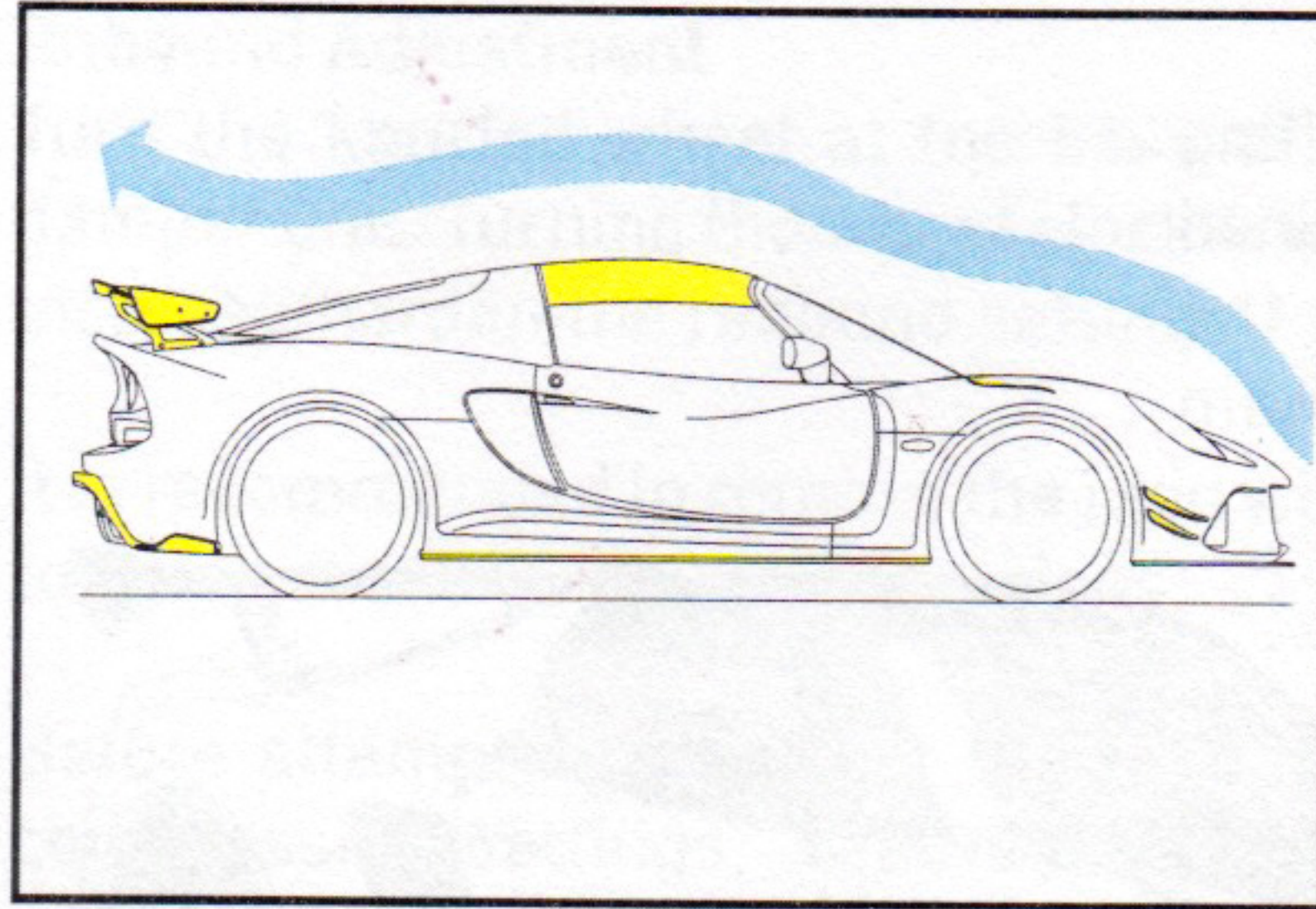
Recovery Eye Fitment (Track Use Only)

- Remove the front centre grille, refer to instructions then refer to the 'Recovery & Lifting' section of the main owner's handbook for further information.
- Release the bolts and washers (2) securing the lower section of the recovery mounting bar to the vehicle crash structure.
- Position the recovery eye into position and refit the bolts and washers, torque tightening them to 24Nm.



Rear Recovery Strap

Permanently attached to a mounting bracket on the rear subframe, it is constructed from pliable webbing and is MSA (Motor Sports Association) compliant.



Aerodynamics

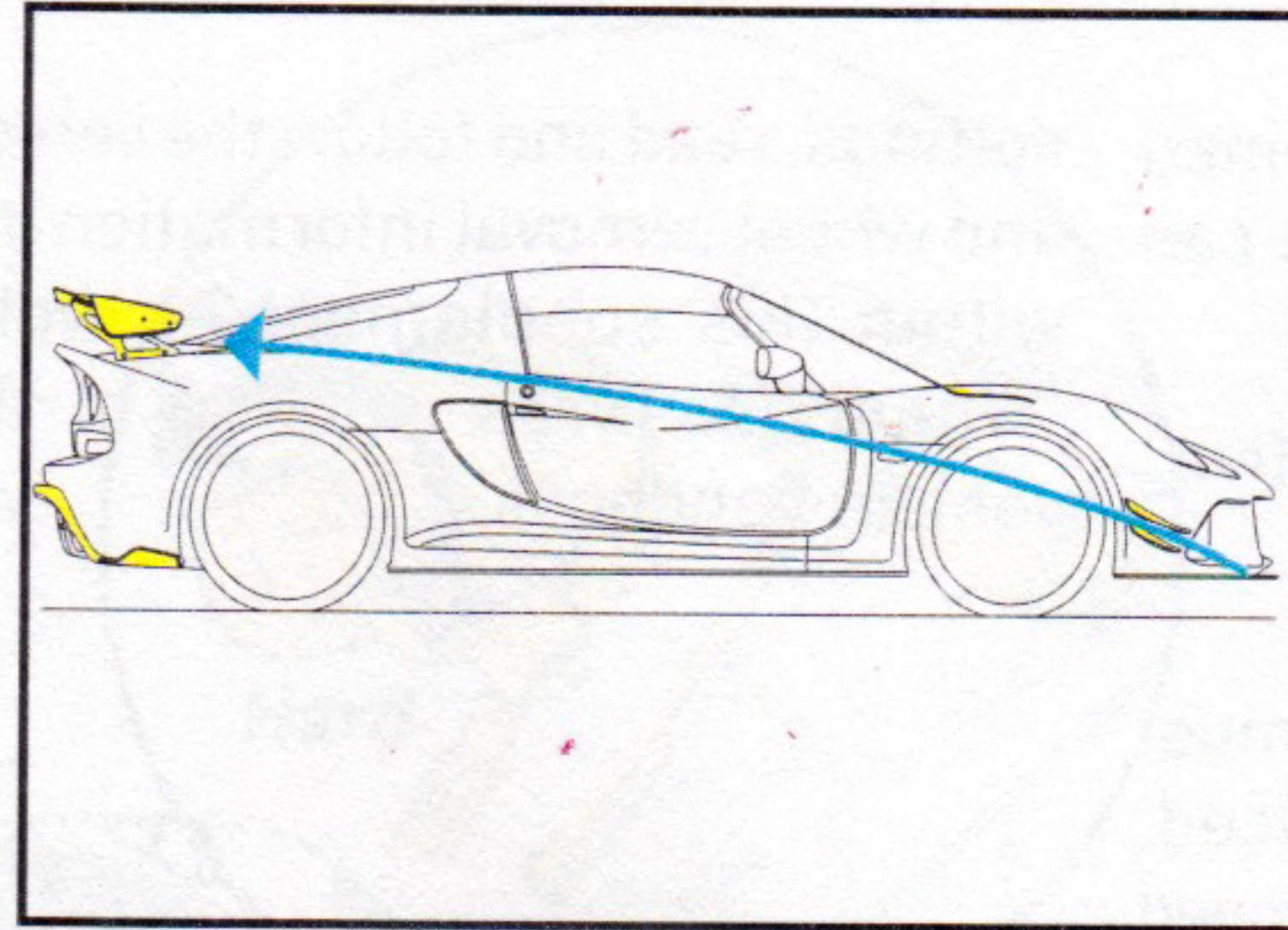
The front splitter, undertray, canards, front access panel, side floor extensions, roof, rear wing and diffuser all operate together in order to provide additional downforce (with minimal drag) over that which the body generates.

Hardtop Roof

To exploit the Exige Cup 380 dynamic capabilities, it is only available as a coupe body variant.

⚠ WARNING

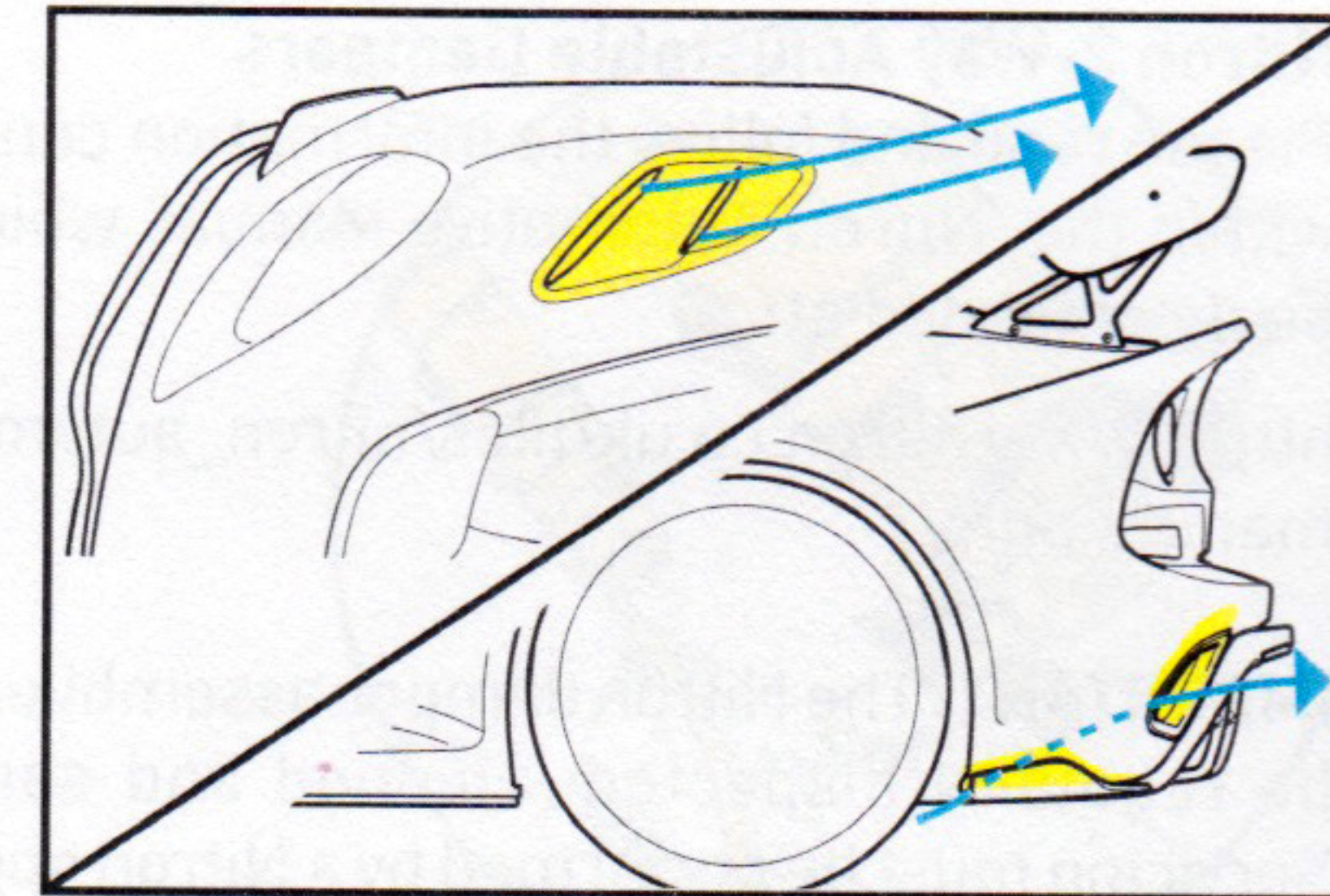
Driving an Exige Cup 380 with either the hardtop removed, insecurely fitted or substituted with a soft top could result in loss of vehicle stability, reduced steering and braking response causing possible loss of vehicle control.



Canards

The canards mounted forward of the front wheels help generate downforce in two different ways by:

- Redirecting the oncoming air's momentum upwards, producing a downward force on the canard. This downforce is only moderate, since the velocity near the skin is significantly slower than in the free stream because of boundary layer effect.
- Generating strong vortices that travel along the vehicle sides to act as a barrier. These strong vortices act to keep high-pressure air around the car from entering the low-pressure under body region, so increasing downforce.



Front Louvers & Rear Aero Blades

The pressure differential within the vehicle wheelarch areas is equalised by the fitment of louvers within the front wings, directly above the front wheels. Aero blades are fitted either side of the revised rear diffuser in conjunction with cut-out sections within the rear body panel,

ADJUSTABLE SUSPENSION

Nitron 2-Way Adjustable Dampers

Please read and follow the information contained within the 'Nitron Automotive Manual' which can be downloaded at:

http://www.nitron.co.uk/files/nitron_automotive_manual.pdf

IMPORTANT: The Nitron damper assemblies must be regularly inspected, cleaned and serviced. Servicing must be performed by a Nitron approved service centre (**every 12,000 miles for road use, please contact Nitron directly for track use recommendations**). Failure to adhere to the inspection and maintenance recommendations as set out by Nitron may invalidate the warranty on the damper assemblies.

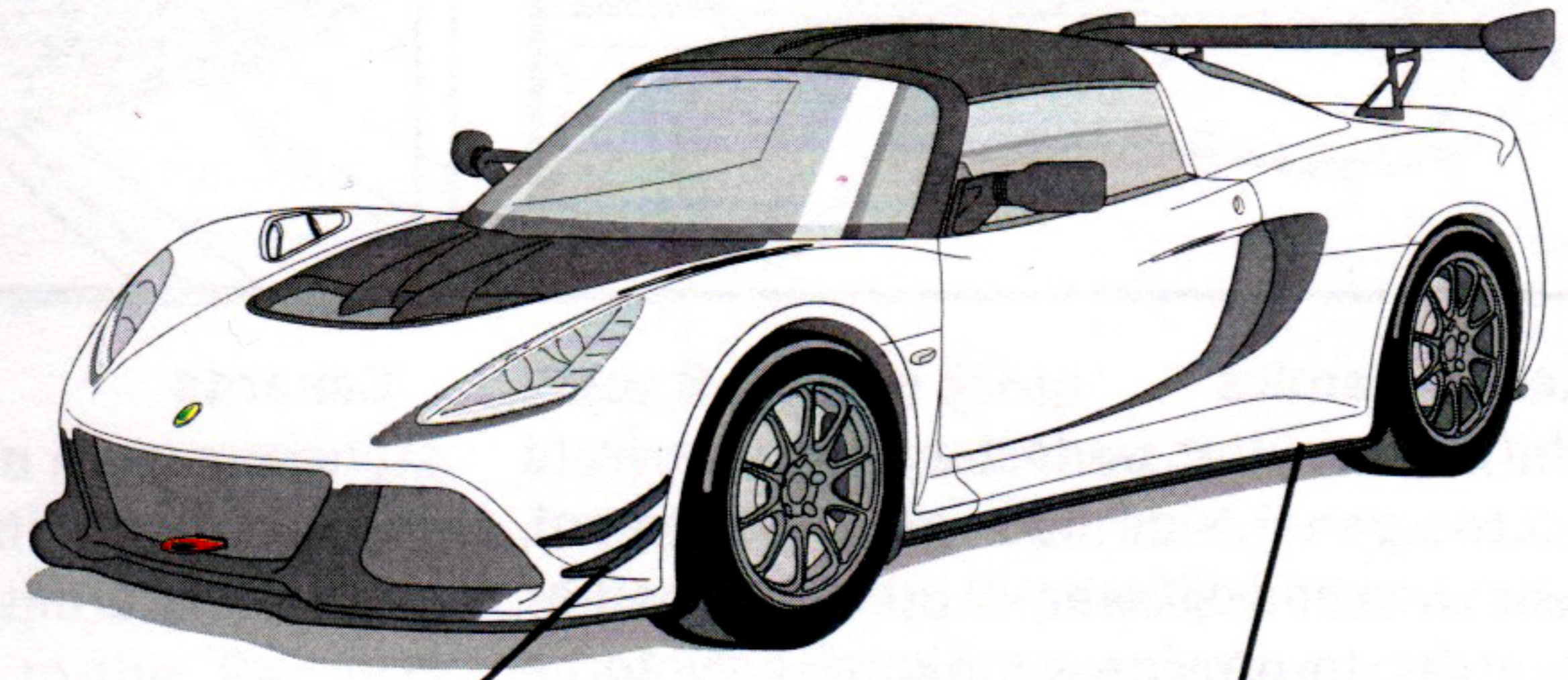
Ride Height Adjustment

Height adjustment is made by slackening off the top retaining ring located at the top spring platform, then either screwing the spring platform up or down. Compressing the spring will raise the ride height; releasing compression from the spring will lower the ride height, Refer to page 15 of this Supplementary Manual for suspension adjustment details.

It is recommended to remove the road wheels to gain access to the retaining rings.

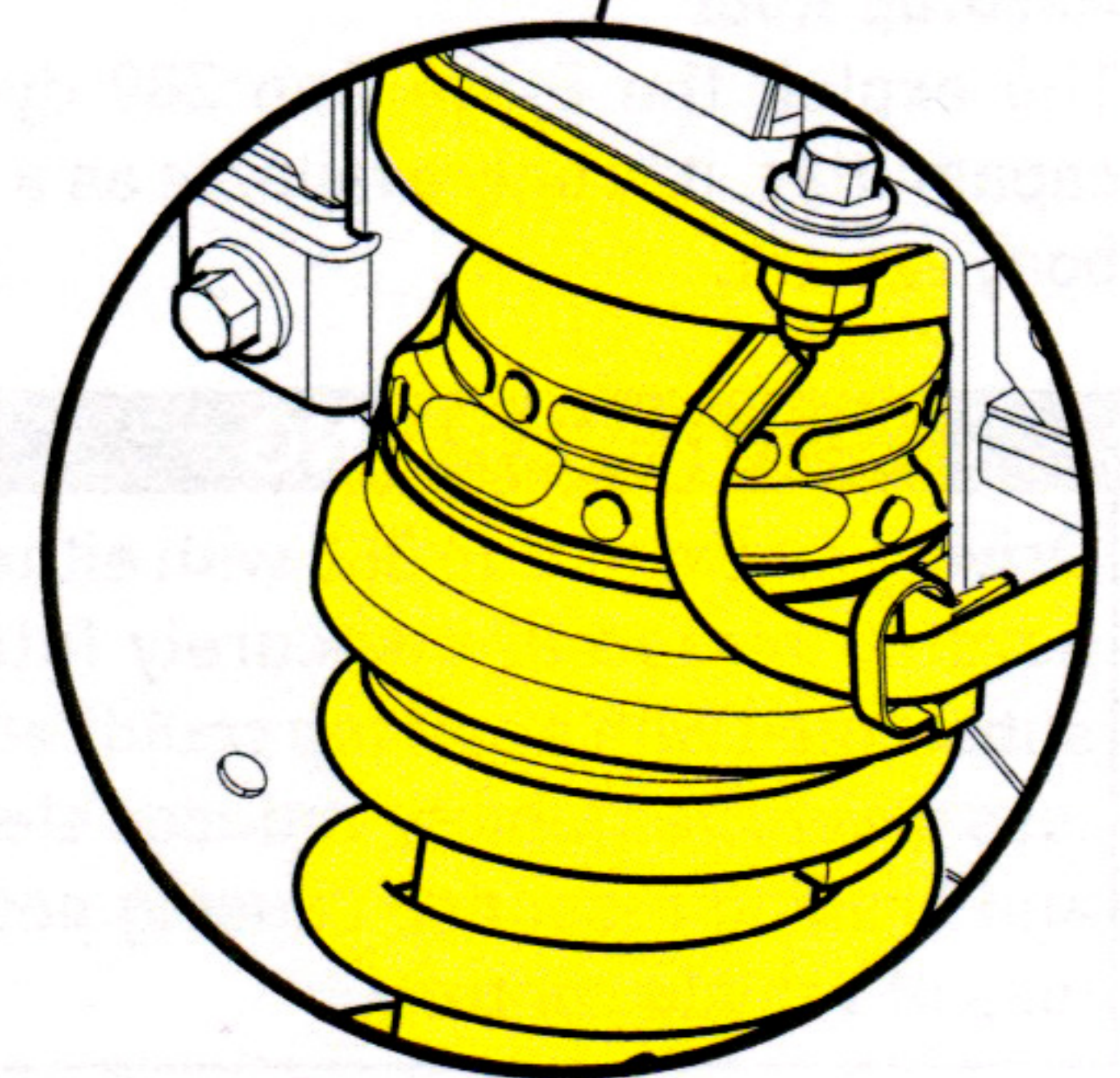
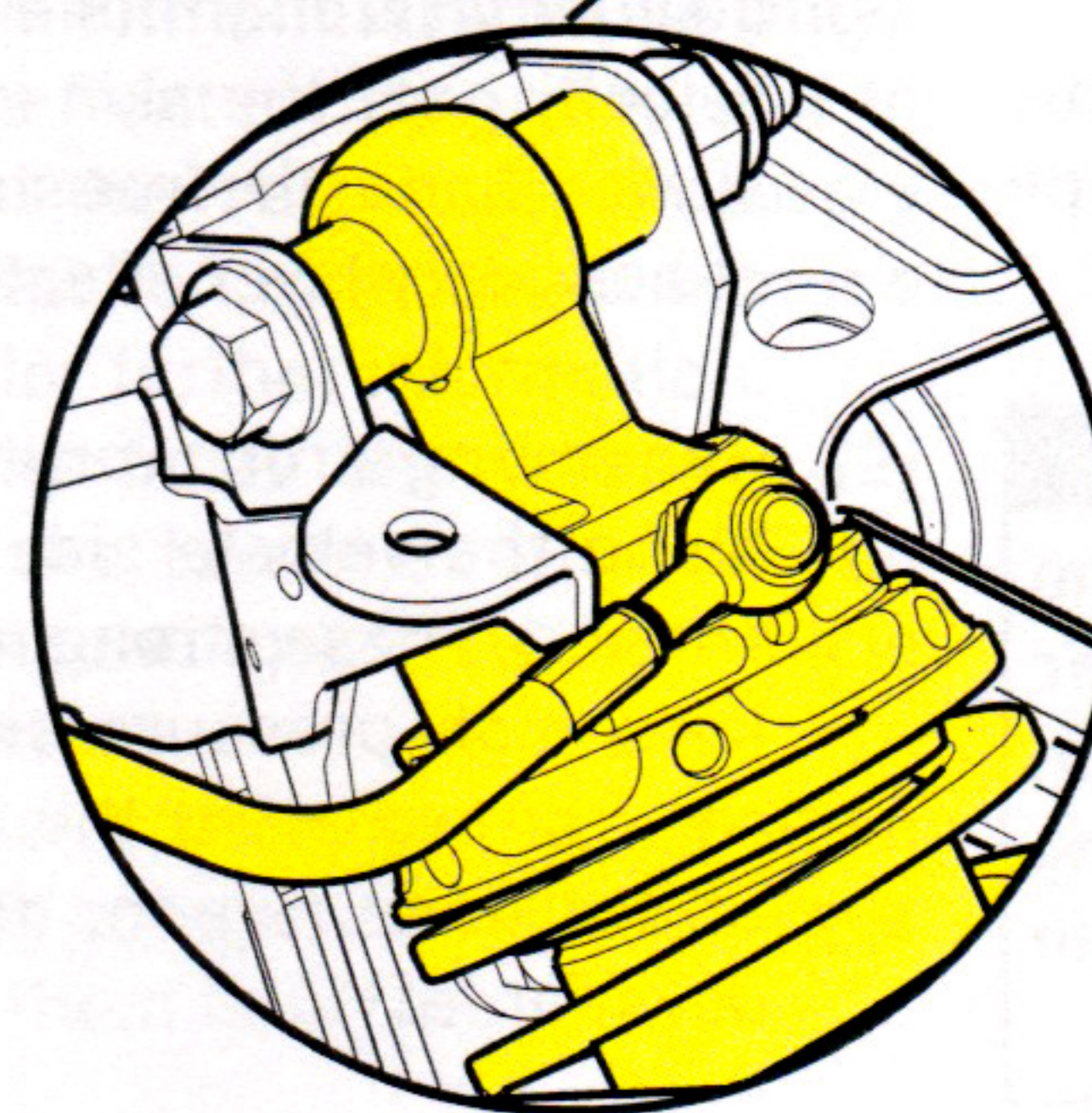
Before attempting to adjust the spring height

settings, read and follow the vehicle lifting and wheel removal information contained within this supplement as well as the 'Wheels & Tyres' section of the main vehicle handbook.



Front damper spring platform adjustment ring

Rear damper spring platform adjustment ring

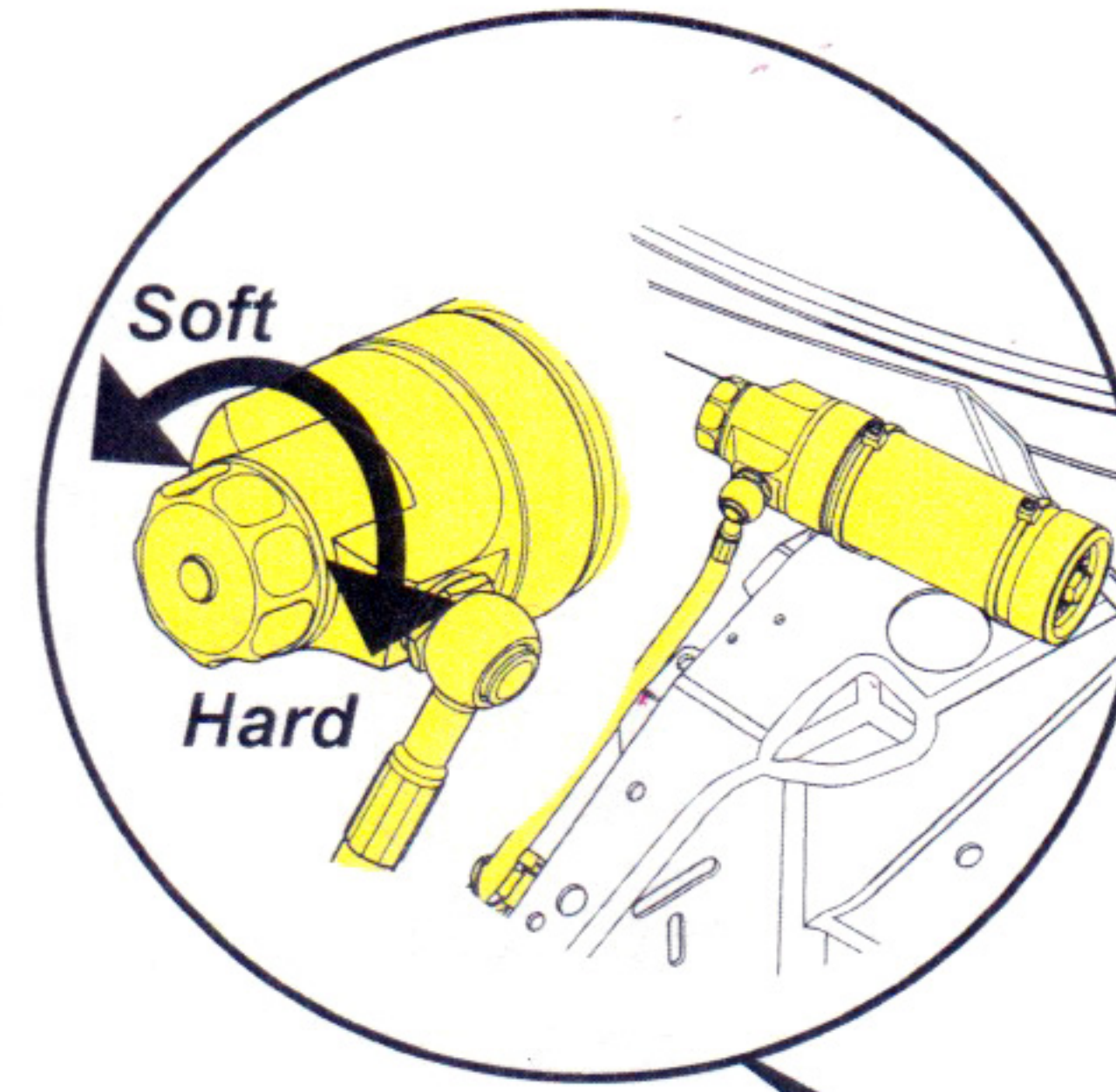


Rebound Adjustment

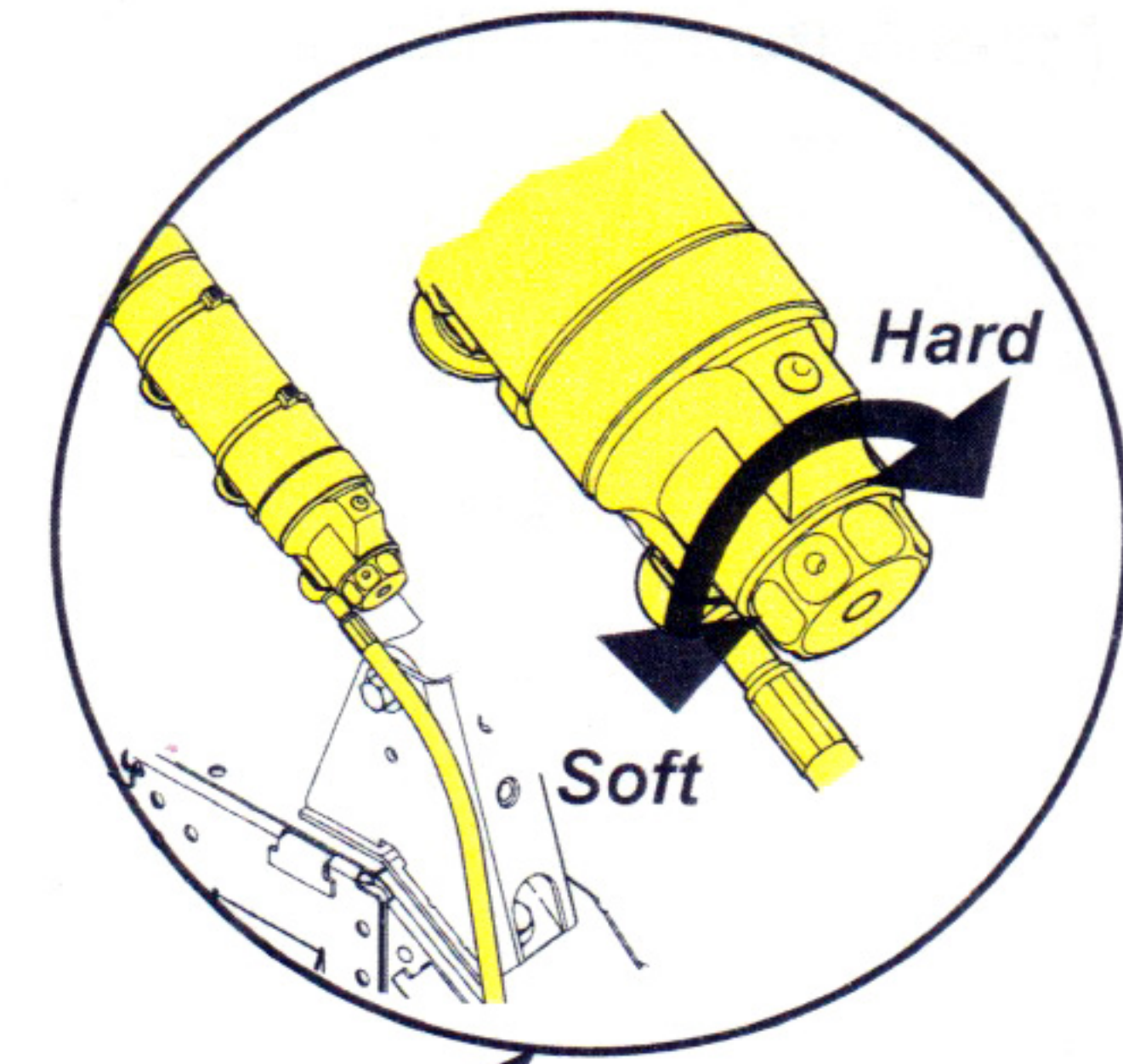
Turn the knurled wheel at the base of each damper unit. Turning the wheel clockwise will increase/harden the rebound setting.

It is recommended to remove the road wheels to gain access to the retaining rings.

Before attempting to adjust the rebound or compression settings, read and follow the vehicle lifting and wheel removal information contained within this supplement as well as the 'Wheels & Tyres' section of the main vehicle handbook.



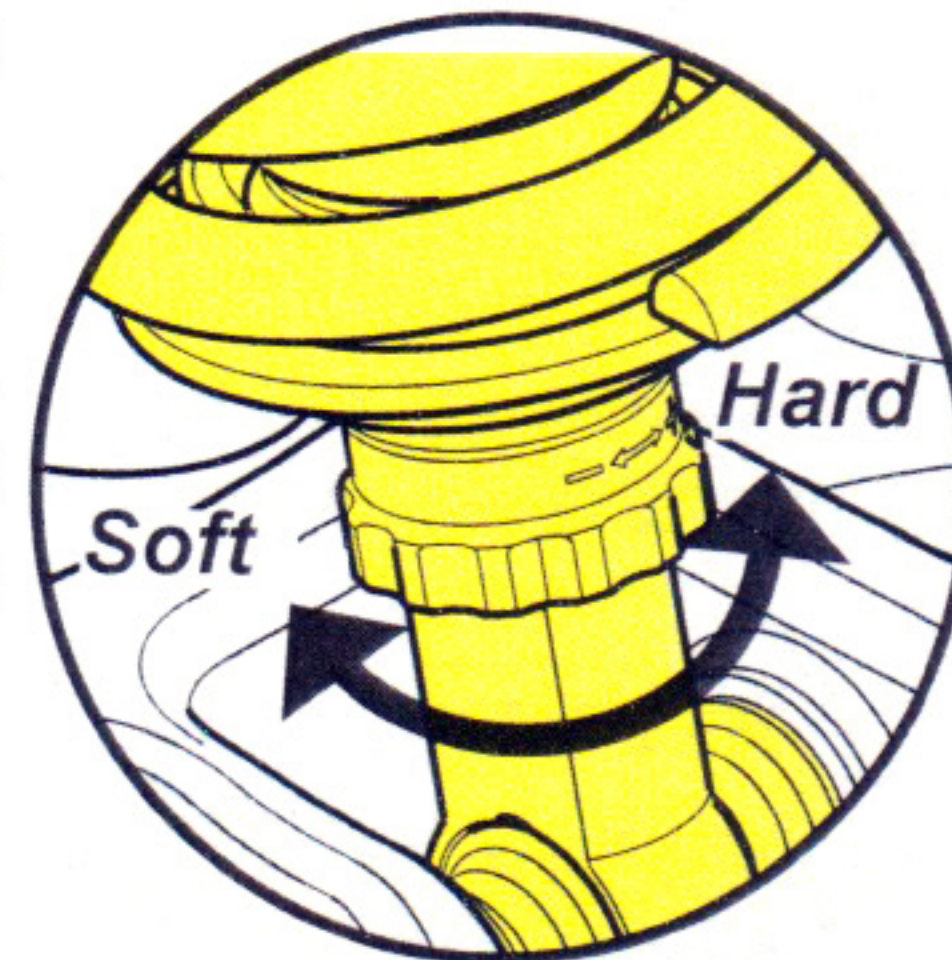
Compression adjustment



Compression adjustment

Front Damper Compression Adjustment

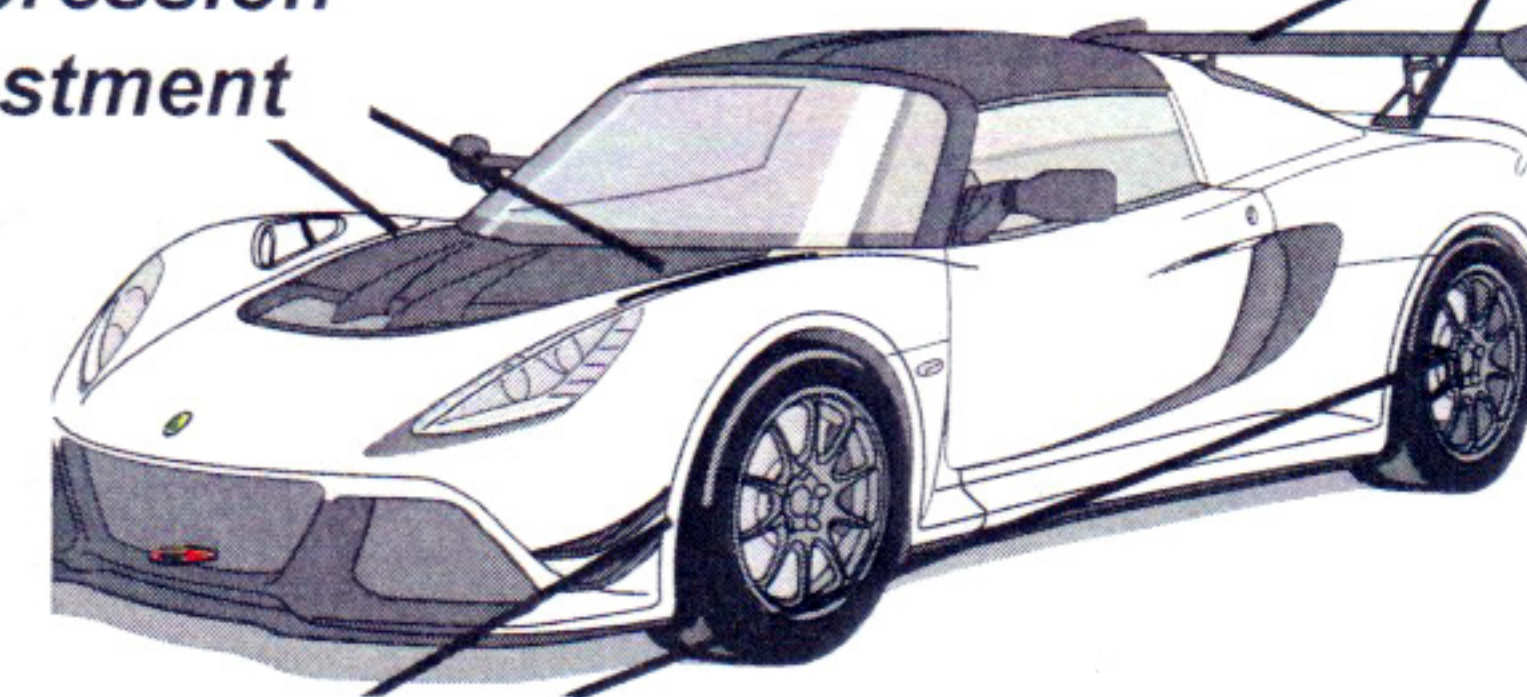
- Remove the front access panel; refer to the main handbook for further information.
- The remote reservoirs are positioned to the LH & RH of the services compartment. Turning the knurled wheel at the end of the reservoir clockwise will increase/harden the bump setting.



Rebound adjustment

Rear Damper Compression Adjustment

- With the engine stopped, open the tailgate; refer to the main vehicle handbook for further information.
- The remote reservoirs are positioned to the LH & RH of the engine bay, fitted behind trim panels and are attached to the seat belt anchor frame stays.
- Turning the knurled wheel at the end of the reservoir clockwise will increase/harden the bump setting, see page 15 of this supplement for further information.



⚠ WARNING

The supercharger pulley and drive belt are partially exposed even with the engine cover panels fitted in place.

To avoid injury, and to guard against entrapment of hands, hair, other body parts, loose clothing and tools etc. please take care when working around the supercharger and drive belt area even if the engine is not running.

ADJUSTABLE SUSPENSION

Front & Rear Anti-Roll Bar Stiffness

Adjustment is made by selecting one of the 3 hole positions on both sides of the anti-roll bar. Each mounting hole position will effect the stiffness of the anti-roll bar by 10%.

Front Anti-Roll Bar Adjustment

Elevate the vehicle with the front tyres safely off of the ground and install safety props (refer to 'Vehicle Lifting' section of this supplement for further information).

Turn the front road wheels as required to access the LH & RH lower drop link ball joints to anti-roll bar retaining nuts.

On both LH & RH outer anti-roll bar ends, release and remove the M10 nyloc nuts and washers securing the drop link lower ball joints to anti-roll bar retaining mounting holes.

Pull the ends of the anti-roll bar away from drop link ball joint studs.

Refit the drop link ball joint studs into a different anti-roll bar mounting hole as desired (same hole positions on both sides).

Refit the M10 nyloc nuts and washers and tighten to 45 Nm.

Rear Anti-Roll Bar Adjustment

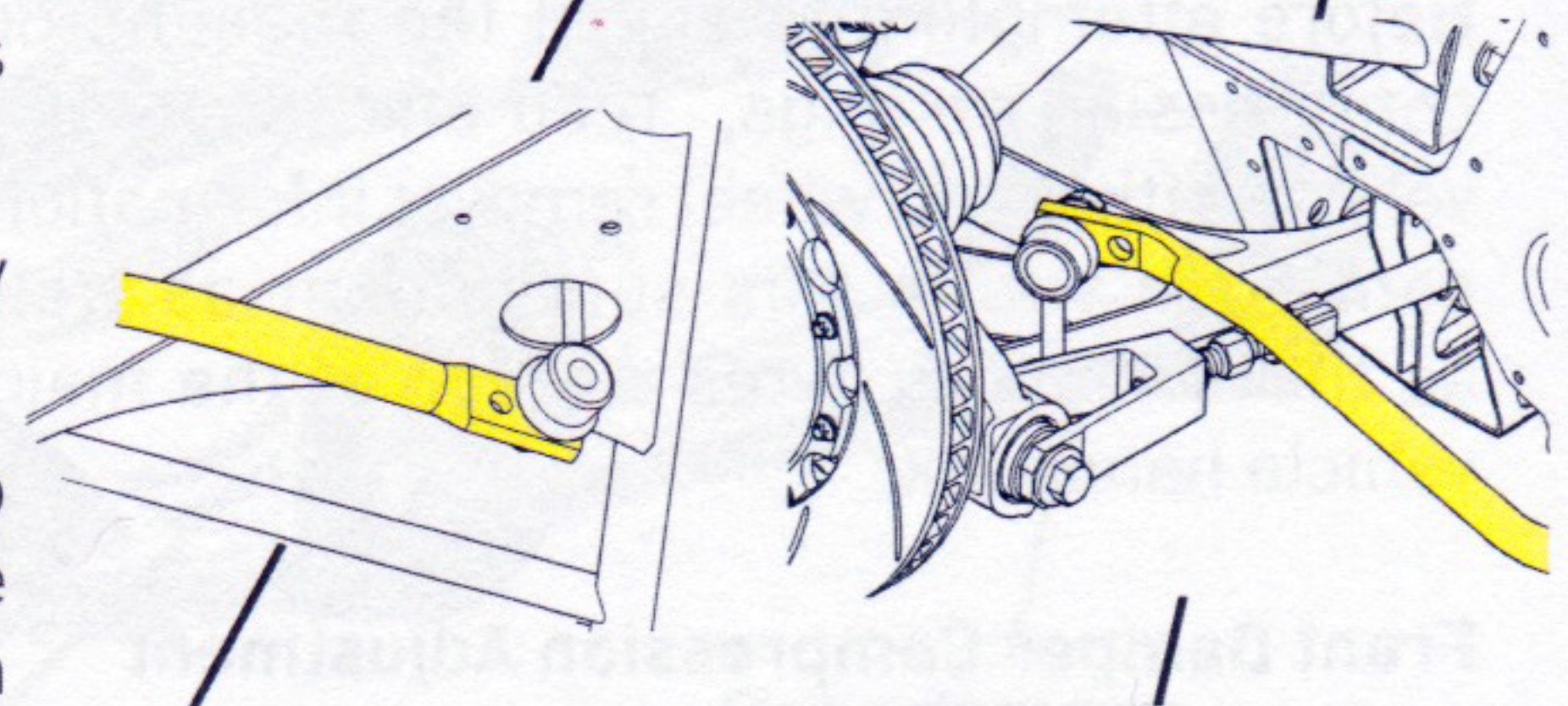
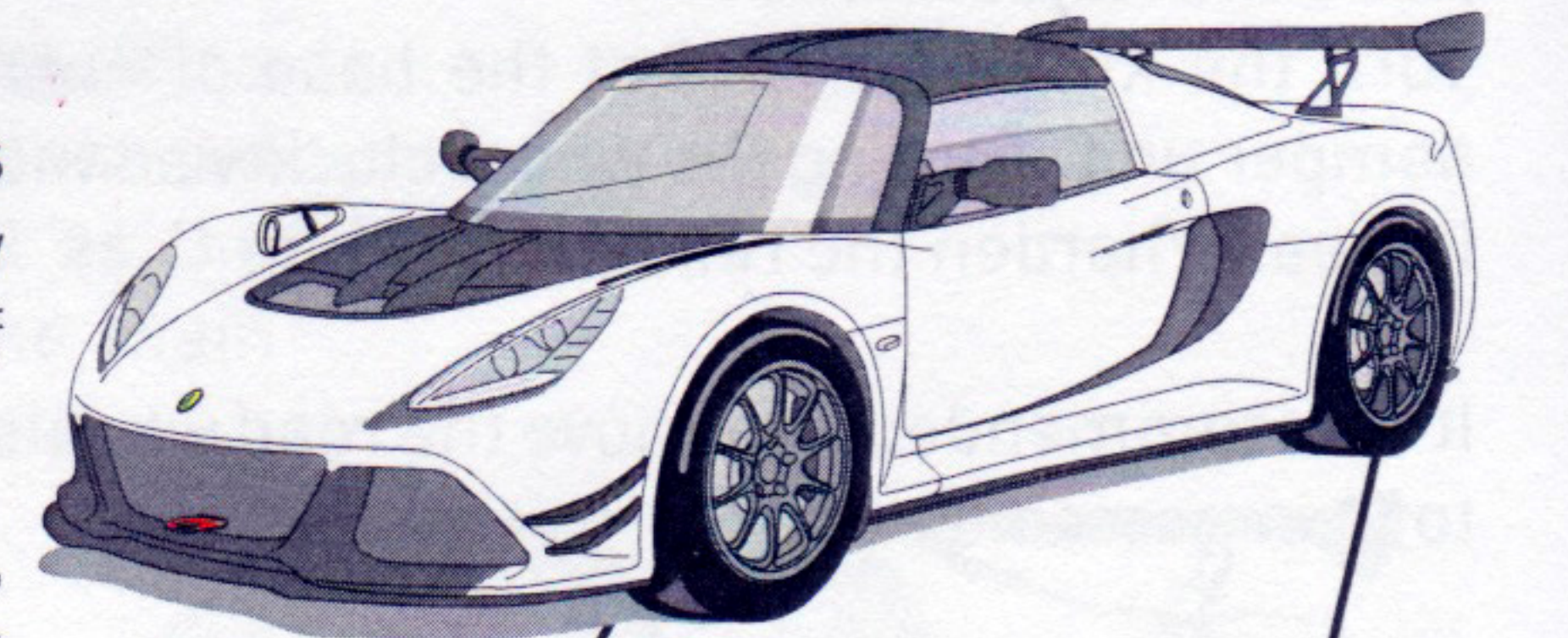
Elevate the vehicle with the rear tyres safely off of the ground and install safety props (refer to 'Vehicle Lifting' section of this handbook for further information).

On both LH & RH outer anti-roll bar ends, release and remove the M12 nyloc nuts securing the drop link upper ball joints to anti-roll bar retaining nuts.

Pull the ends of the anti-roll bar away from drop link ball joint studs.

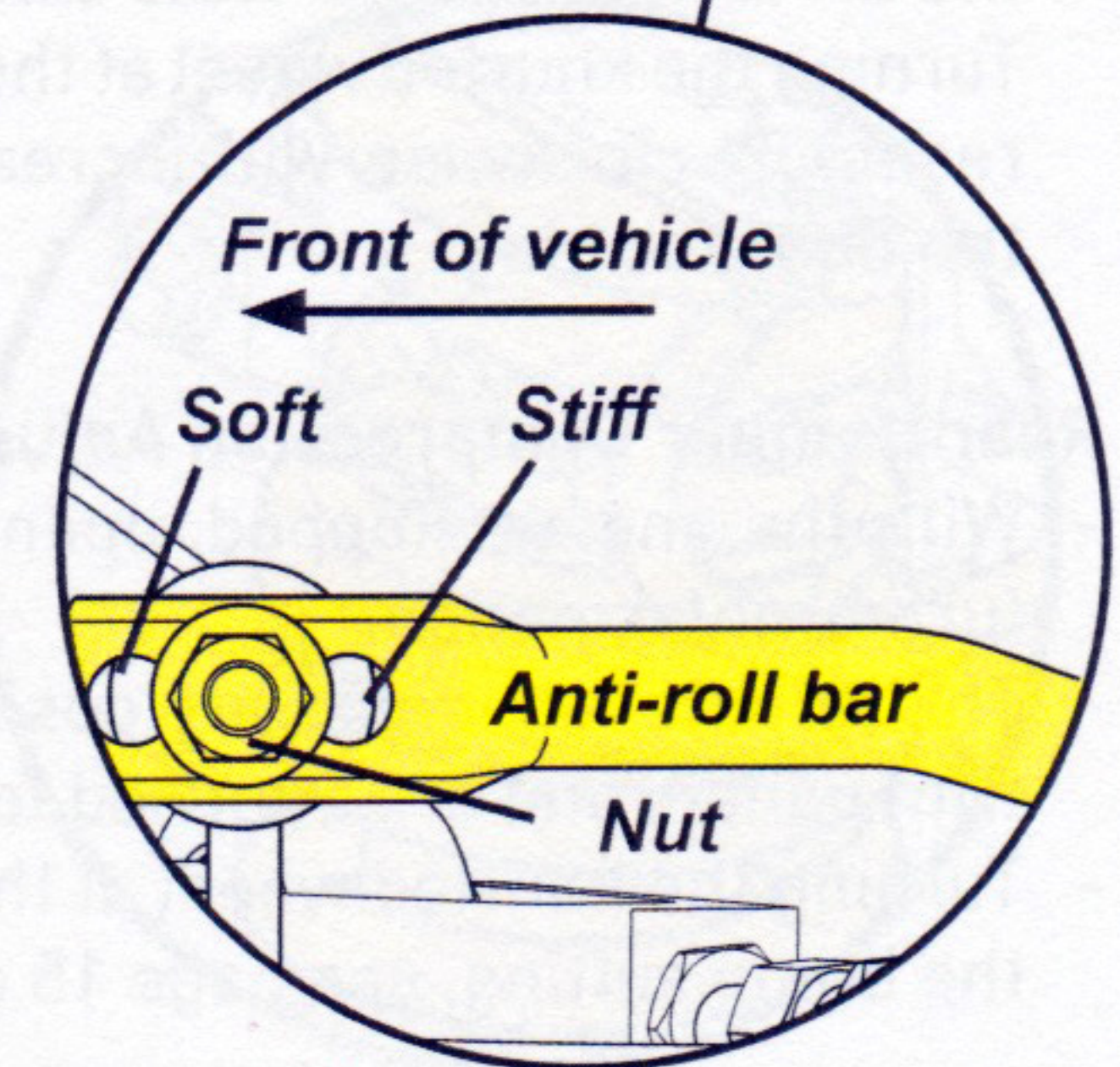
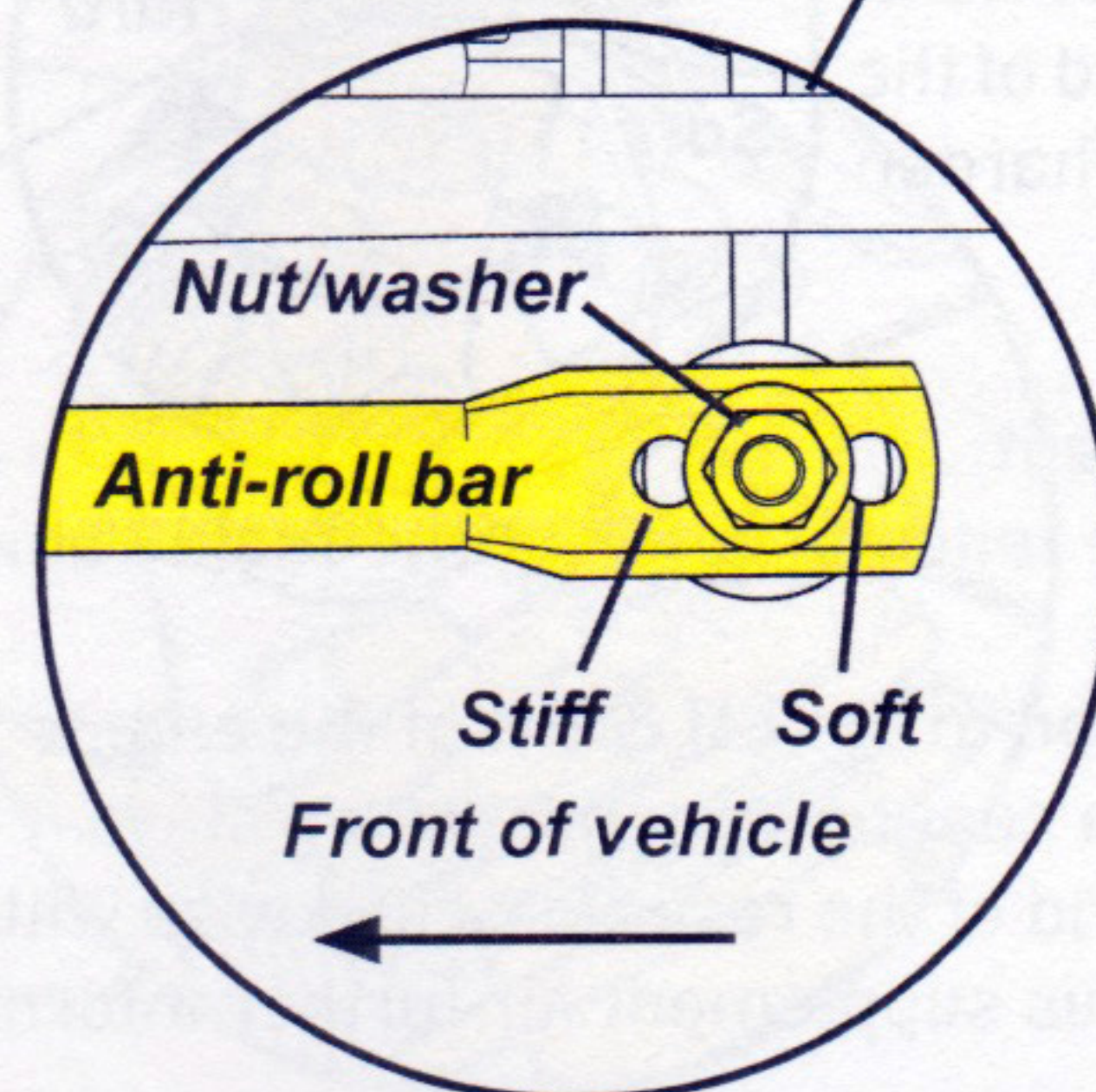
Refit the drop link ball joint studs into a different anti-roll bar mounting hole as desired (same hole positions on both sides).

Refit the M12 nyloc nuts and tighten to 36 Nm.



Front anti-roll adjustment

Rear anti-roll adjustment



Nitron Damper Factory Settings

At the time of production, the Nitron damper assemblies were adjusted to provide suitable compression, rebound and ride height settings for road use.

To Set To Factory Specification

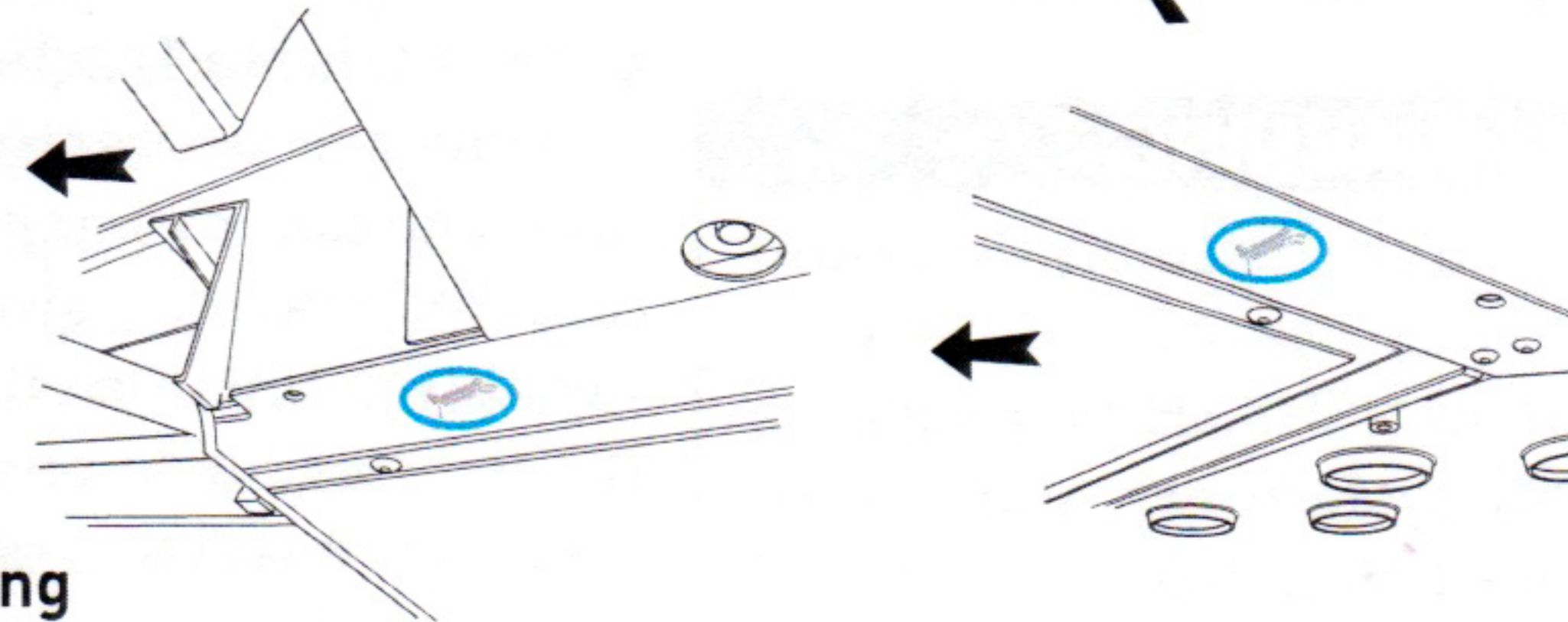
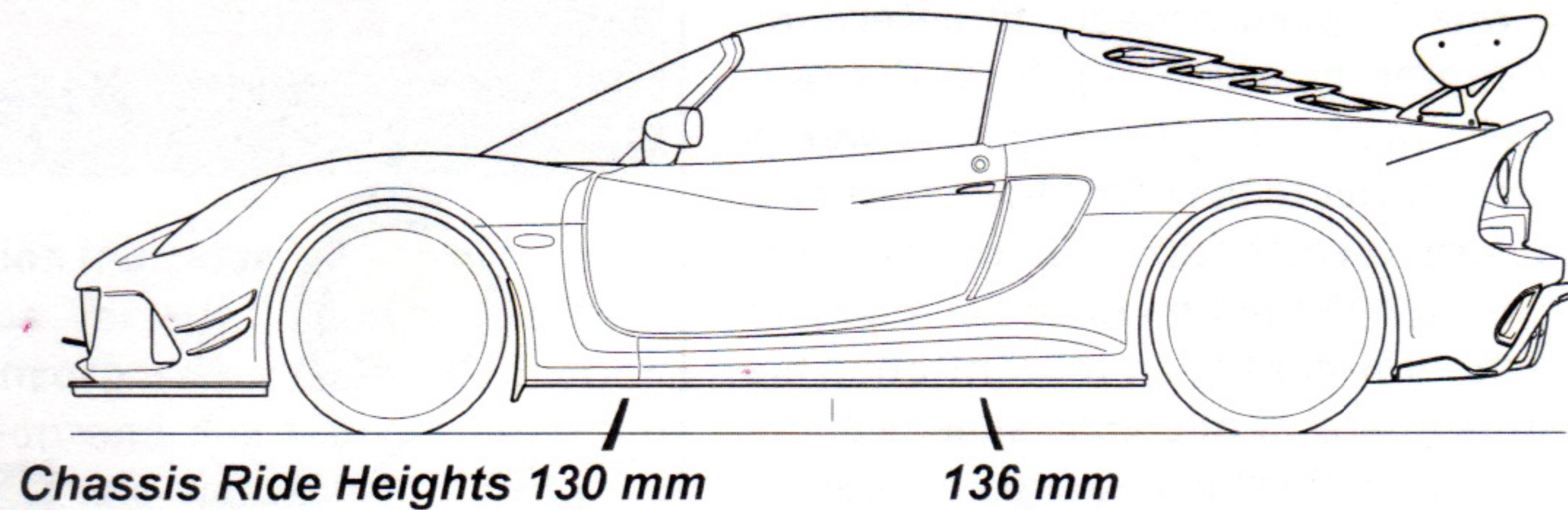
To return to the factory settings (if previously adjusted for track use), turn all adjuster wheels fully clockwise to the 'Hard' setting, then turn the wheels counter-clockwise by the number of 'Clicks' as shown in the table below.

Damper Position	Compression Setting	Rebound Setting
Front	12 Clicks	9 Clicks
Rear	14 Clicks	6 Clicks

Chassis Ride Height

The optimum chassis front/rear ride heights are shown in the illustration. Any adjustments to the ride height will affect the static camber and the toe settings which should always be checked and corrected after the ride heights have been altered.

Lotus recommends when driving on public roads that the vehicle ride height and damper compression, rebound resistance values are adjusted to the factory settings.



Ride Height Setting

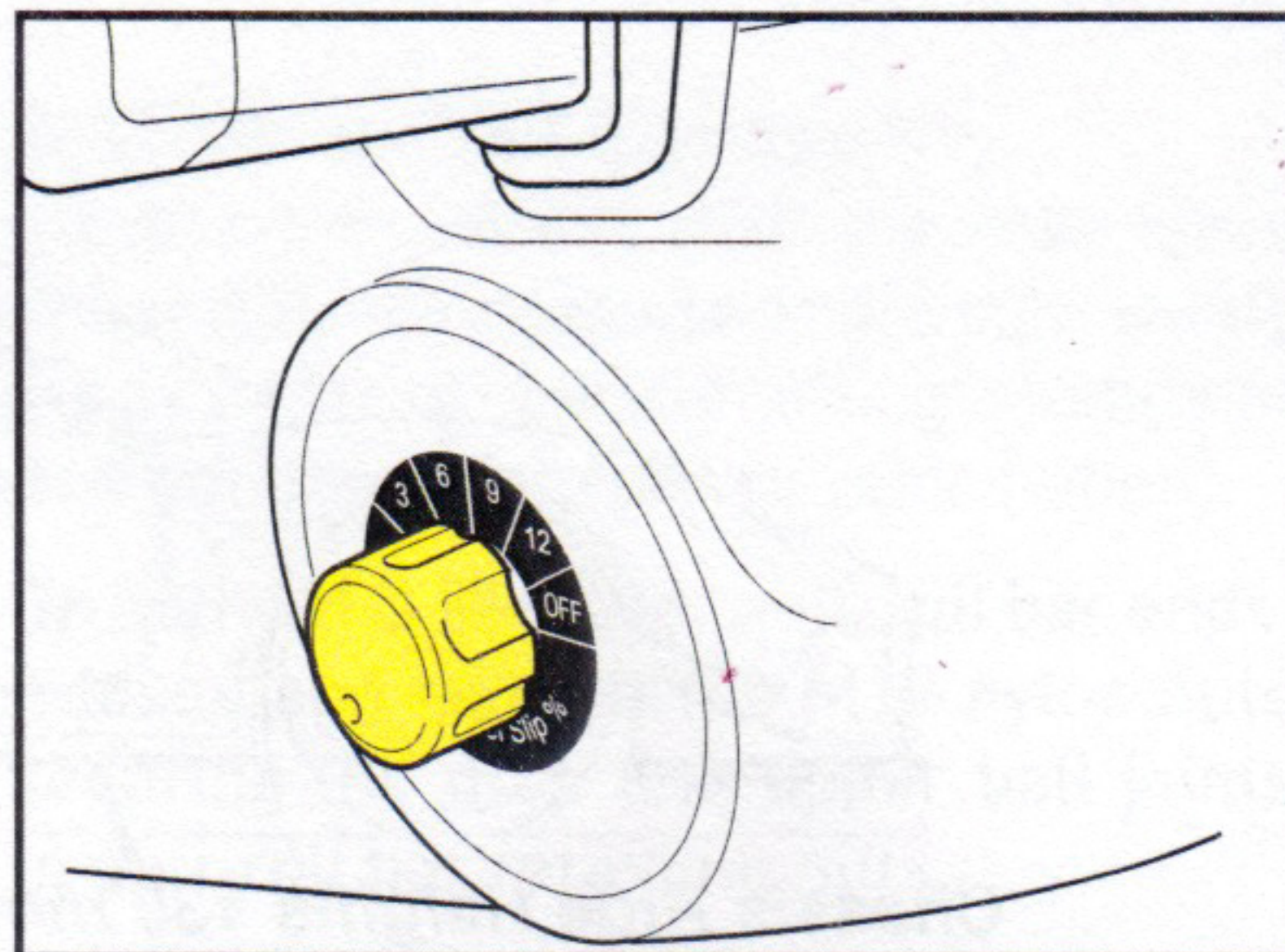
Set the vehicle to the mid-laden* ride height, (measured from the ground up to the chassis siderails at the location of the 'Jacking' point labels).

*Mid-laden ride height is equivalent to the vehicle having 2 x 75 kg occupants and a full fuel tank.

LOTUS VARIABLE TRACTION CONTROL

Lotus Traction Control (LTC)

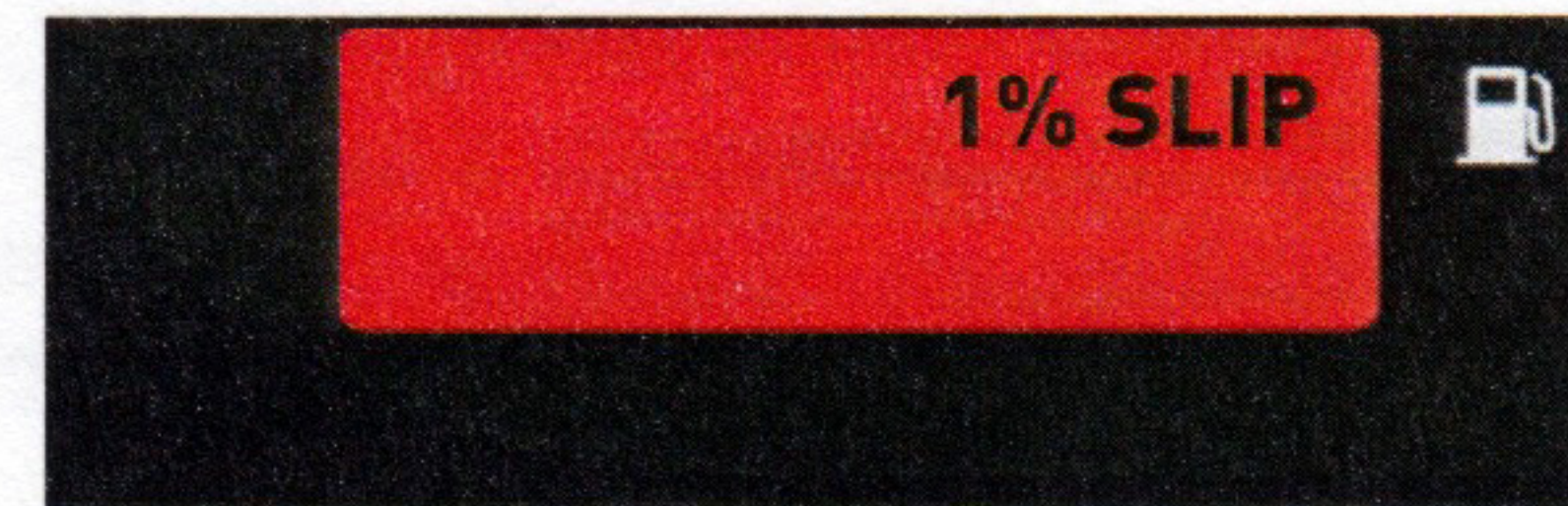
Lotus Traction Control uses inputs from the wheel speed sensors to determine the degree of wheel slip from the rear wheels, modulating the engine power to control power to the rear (driving) wheels until grip is restored, which provides the driver with the option to select a degree of traction control intervention. This feature operates at engine speeds above 1800 rpm and vehicle speeds between 3 mph - 158 mph (5 kph - 255 kph).



Lotus Variable Traction Control

The degree of traction control, ranging from maximum intervention (1% slip) to fully 'Off' can be set using the 6 position variable traction control knob located on the left hand side of the steering column below the headlamp dipswitch/flasher and indicator stalk.

To activate the Lotus Variable Traction Control system, the vehicles Electronic Stability Program mode must first be set to ESP 'Off', refer to the 'Driving Controls' section of the main vehicle handbook for further information.



With the vehicle in ESP 'Off' mode, the tell tale within the instrument pack will be illuminated and the current traction control setting selected will be displayed in the LCD screen (by overriding the fuel contents display for 40 seconds).

After 40 seconds the fuel contents display will return for 10 seconds and then, again will be overridden by the traction control setting display.

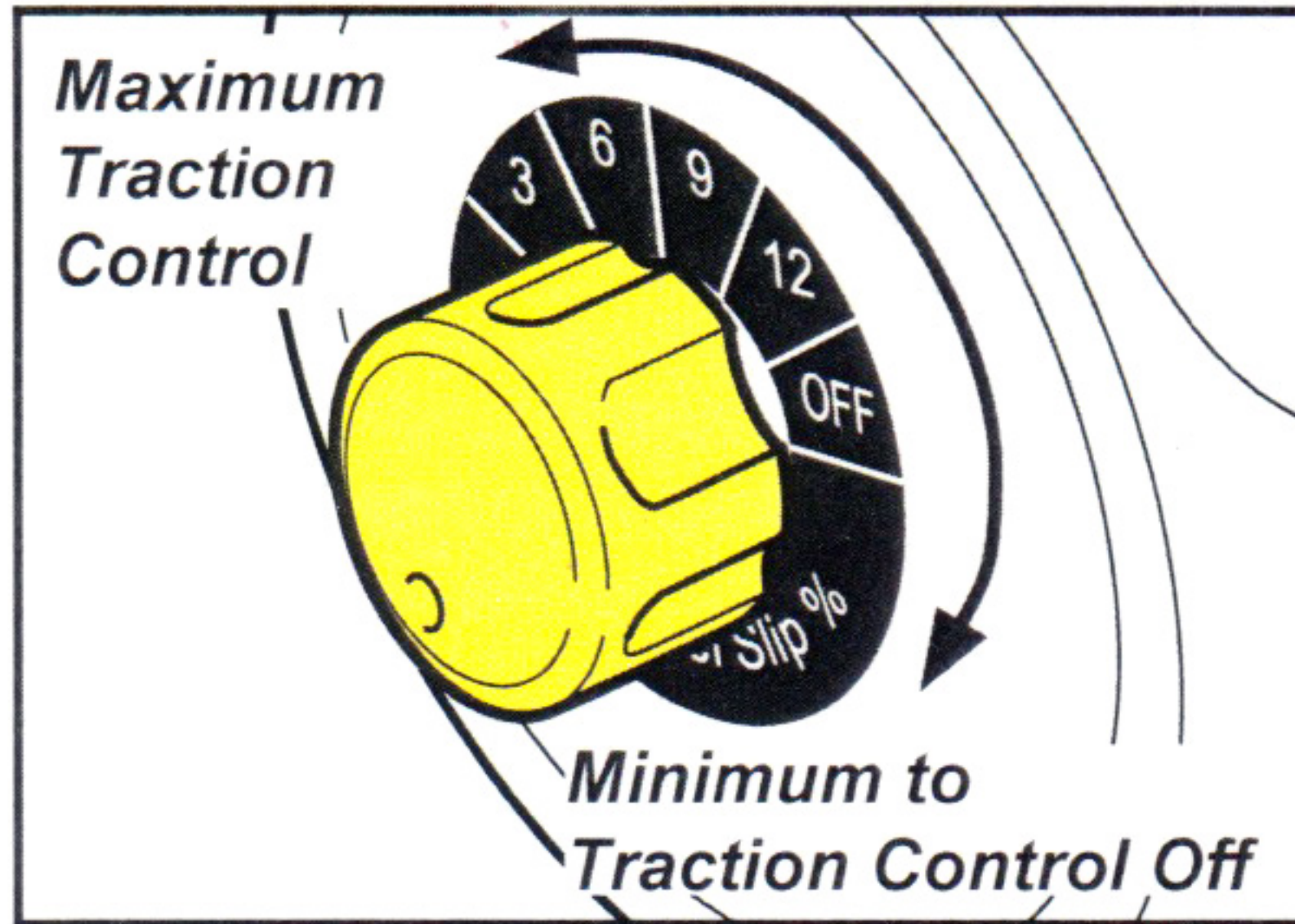
This display cycle will continue until the Electronic Stability Program is returned to 'Tour' Sport' or 'Race' mode.

To exit both Lotus Variable Traction Control and ESP 'Off' mode, refer to the 'Driving Controls' section of the main vehicle handbook for further information.

⚠ WARNING

With ESP (Electronic Stability Program) deactivated only the ABS (Anti-lock Braking System) and the HBA (Hydraulic Brake Assist) system are still active. Even with the Lotus Traction Control system set all other safety features and benefits associated with the ESP system are NOT operating.

This will alter the handling characteristics of the vehicle, therefore Lotus recommends that ESP should always be active when driving on public roads.

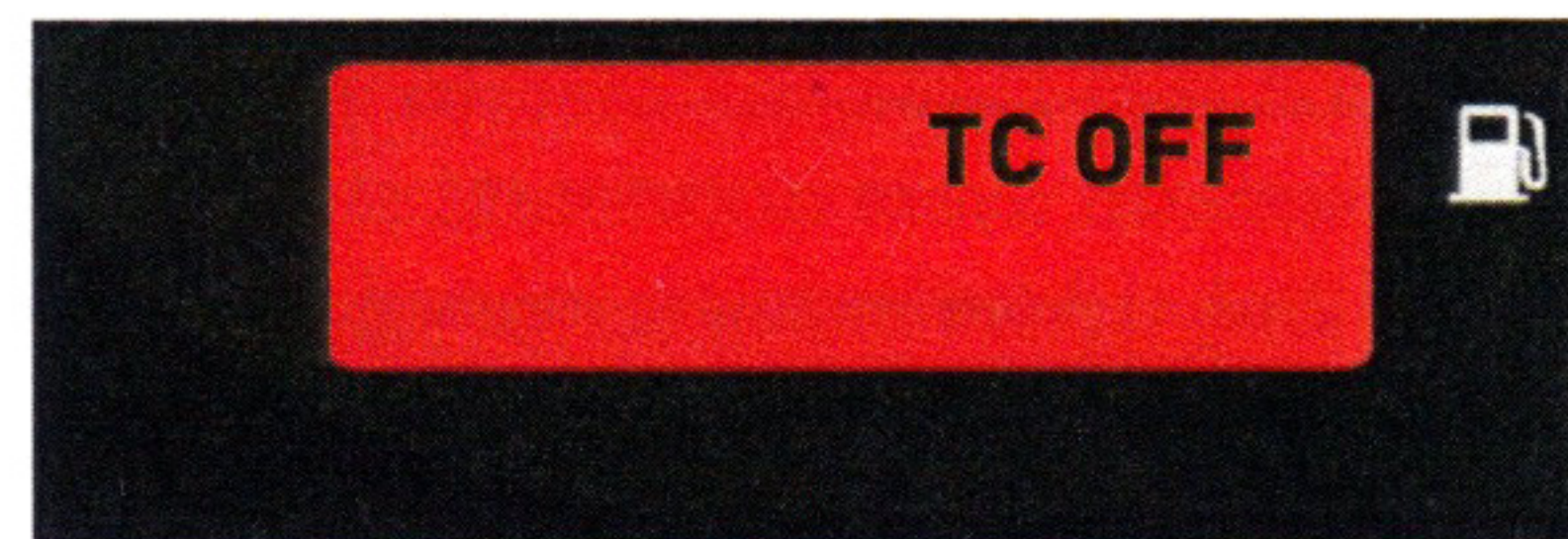


Setting Lotus Variable Traction Control


For maximum traction control intervention (1% slip) turn the knob fully counter-clockwise.

To reduce traction control intervention (to allow up to 12% slip), turn the knob 4 positions progressively clockwise. The slip % selected (1 - 3 - 6 - 9 or 12) will be shown in the display screen.

At the fully clockwise ('Off' - 6th knob position), traction control is deactivated and a 'TC OFF' message is shown in the display screen as shown below.



Malfunction Indicator

The Lotus Variable Traction Control system incorporates self-malfunction recognition and if a fault is detected the tell  tale will remain constantly illuminated. A 'TC FAULT' message will be displayed within the LCD screen located within the instrument panel, overriding the fuel contents display for 40 seconds after which time the fuel contents display will return for 10 seconds. This message sequence will be repeated for subsequent ignition cycles until the fault is corrected.

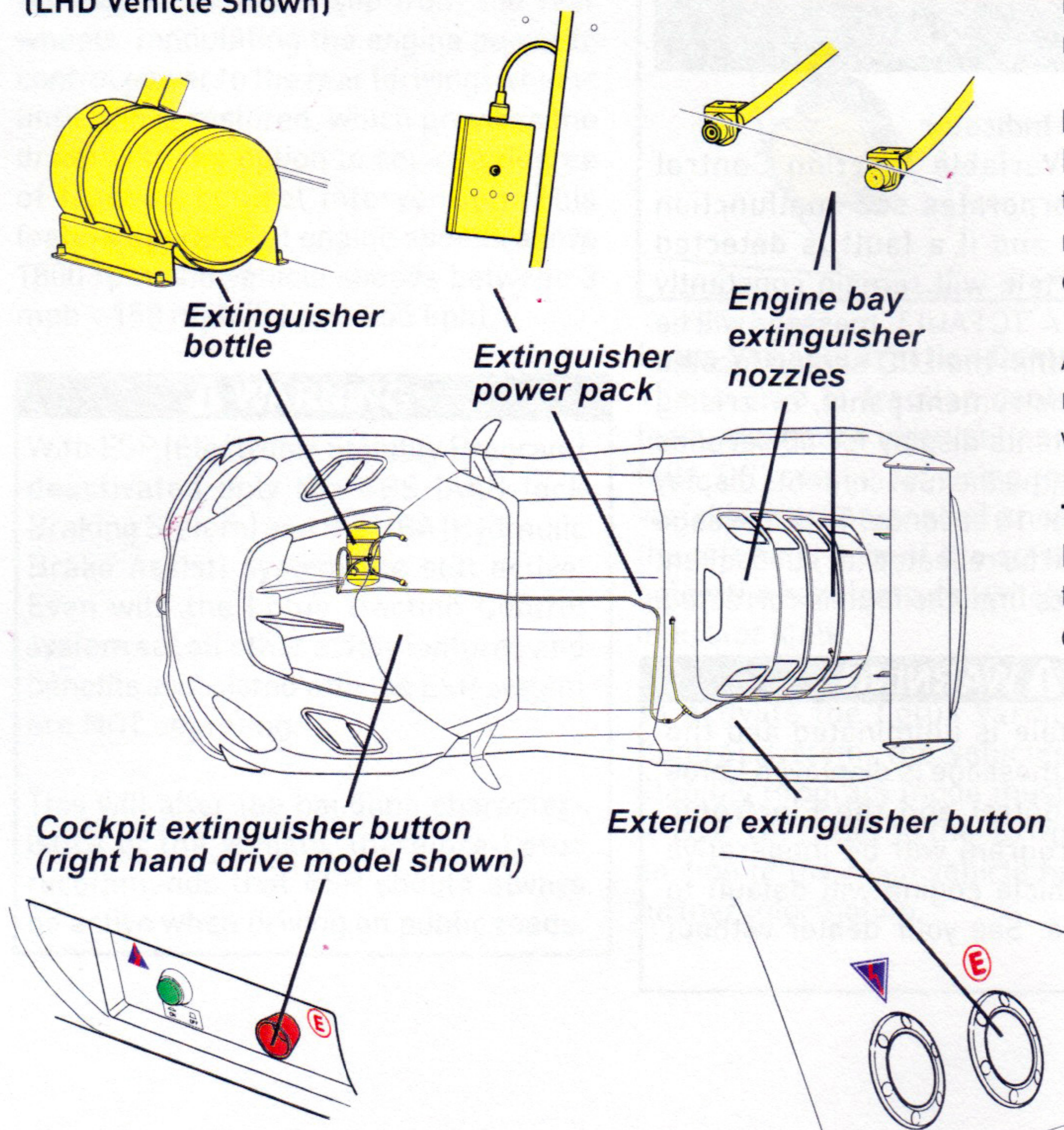
⚠ WARNING

If the tell tale is illuminated and the 'TC FAULT' message is displayed Lotus Traction Control and the Electronic Stability Program will be inoperative and the vehicle engine will default to 'Tour' mode. See your dealer without delay.

EMERGENCY CONTROLS

Fire Extinguisher System Components (If Fitted or Dealer Option)

(LHD Vehicle Shown)



Fire Extinguisher (If fitted)

Two nozzles are installed as part of the production specification fire extinguisher system, which are located in the engine bay; each aimed towards the exhaust manifold system.

Extinguisher Activation Buttons

Both red in colour, one is located inside the cockpit next to the battery isolator switch, the other is located on the rear exterior panel on the opposite side to the fuel filler cap and labelled with the letter E.

An anti-tamper plug is threaded into the external button recess. Use a suitable screwdriver to remove. To comply with race regulations, the cover must be removed.

To Operate the Fire Extinguisher

Press either of the two red activation push buttons. Note that the extinguisher, once activated, will continue to discharge until emptied.

When to Arm the System

Ensure the fire extinguisher is armed before starting any track session.

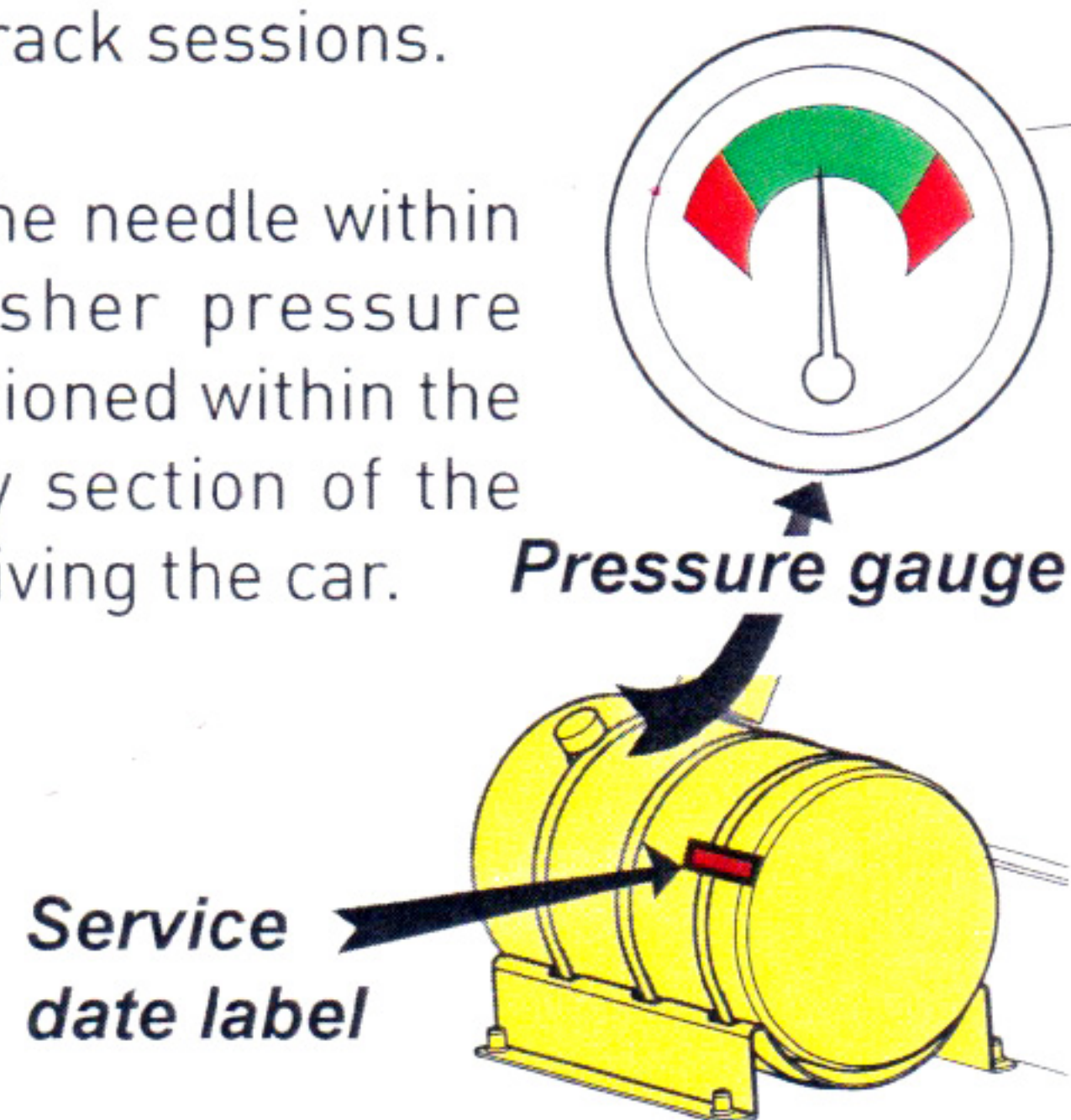
When to Disable the System

It is recommended that the control box switch is set to the centre position to disable the system when the car is not being driven, to avoid accidental triggering of the extinguisher and, if previously removed the anti-tamper plug refitted.

System Testing

Preparation: Ensure that the extinguisher bottle and the power pack electrical connectors are connected to the vehicle harness. Using the power pack positioned on the rear bulkhead, between the seats, the electrical circuits and components of the system can be tested without activating the extinguisher. A test procedure should be carried out before starting any track sessions.

Ensure that the needle within the extinguisher pressure gauge is positioned within the green display section of the dial before driving the car.



Testing Procedure

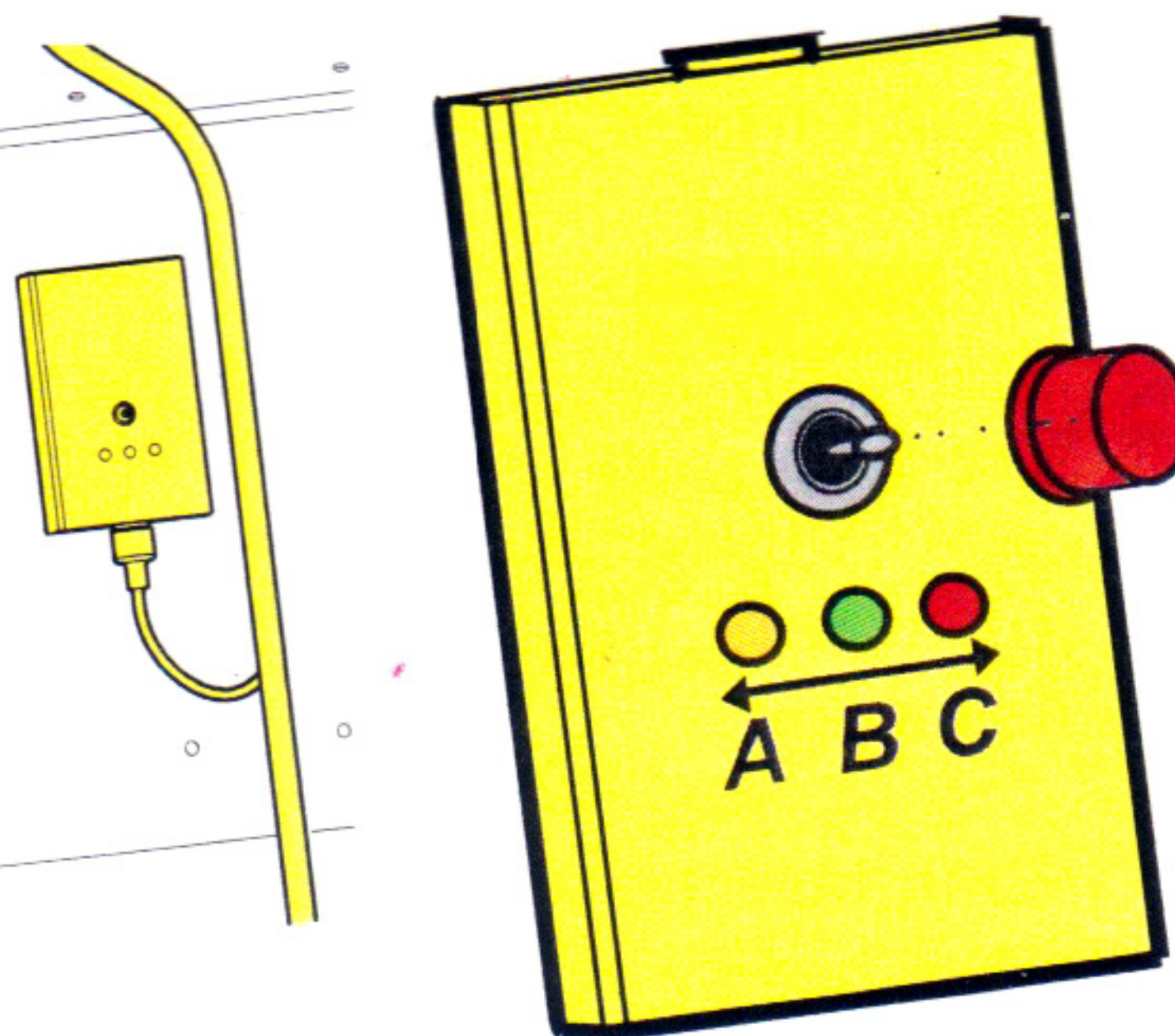
The extinguisher power pack has a 3-position switch which is covered by a red cap to prevent accidental system arming.

Position A - Battery test: With the switch pushed to the auto-return, amber LED side, the amber battery check LED will illuminate, release the switch to return it to the centre position.

IF THE AMBER LED DOES NOT ILLUMINATE, OR IMMEDIATELY EXTINGUISHES THEN THE BATTERY WITHIN THE POWER PACK MUST BE REPLACED WITH A MANGANESE/ALKALINE TYPE PP3 BATTERY ONLY.

Position B - Extinguisher button test: The system is isolated and the wiring of the circuit can be tested by pressing cockpit and/or rear exterior panel extinguisher button. Pressing either button will illuminate the central green LED on the extinguisher control box.

The green LED not illuminating is an indication that there is a break in the electrical circuit of the system.



The green LED illuminating BEFORE either of the extinguisher buttons are pressed indicates that there is an electrical 'short' in the circuit and the system is permanently 'live'. If this occurs then DO NOT PUT THE SWITCH INTO THE 'SYSTEM ARMED' POSITION AS THIS WILL DISCHARGE THE SYSTEM.

Position C - System armed: With the cap removed and switch pushed towards the left hand side of the vehicle, the red LED on the extinguisher control box will illuminate.

The fire extinguisher system will not function if either one of the tests fails. Any faults must be resolved before driving.

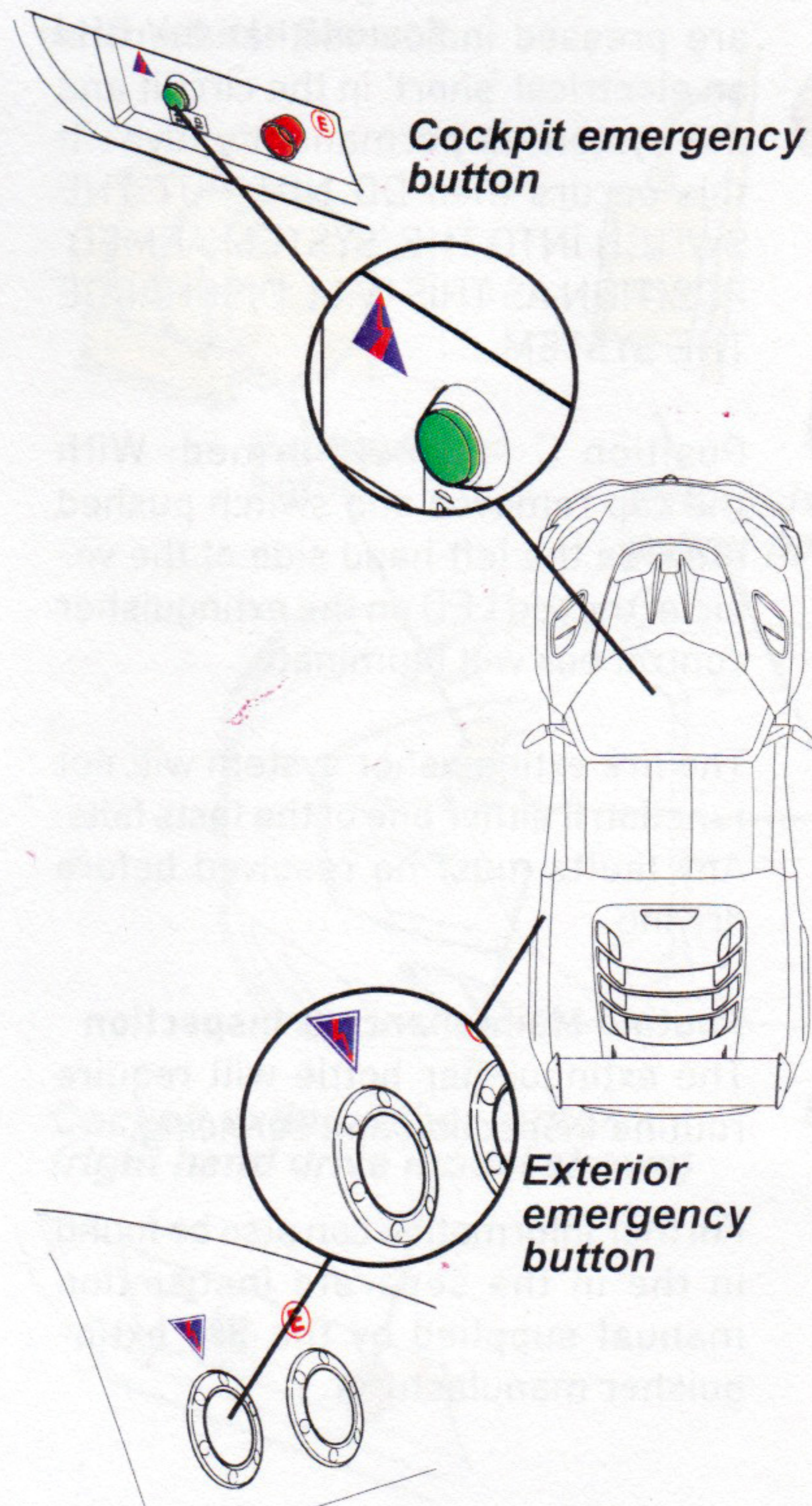
Routine Maintenance & Inspection

The extinguisher bottle will require routine inspection and servicing.

Further information can also be found in the separate instruction manual supplied by the fire extinguisher manufacturer.

EMERGENCY CONTROLS


Emergency Engine Cut-Off Switch (If fitted or Dealer Option)




Engine Cut-Off Switch Buttons


Cockpit: Positioned within the driver switch panel.

Exterior button: Positioned next to the fire extinguisher button. An anti-tamper plug is threaded into the external button recess. Use a suitable screwdriver to remove.

Both buttons are green in colour and identified by  a symbol. When either is activated the vehicles ECU (Electronic Control Unit) will immediately stop the engine.

Button Position/Battery Status

Button inwards: ECU will allow engine
ON  to run and/or start

Button outwards: ECU will stop engine
OFF  or not allow it to start

To Stop the Engine

Push the engine cut-off button and then release, a yellow ring around the base of the button will now be visible and if running, the engine will stop and the fuel pump will also cease to operate. If pressed whilst the engine is not running, it will not turn over or start.

To Enable the Engine to Start

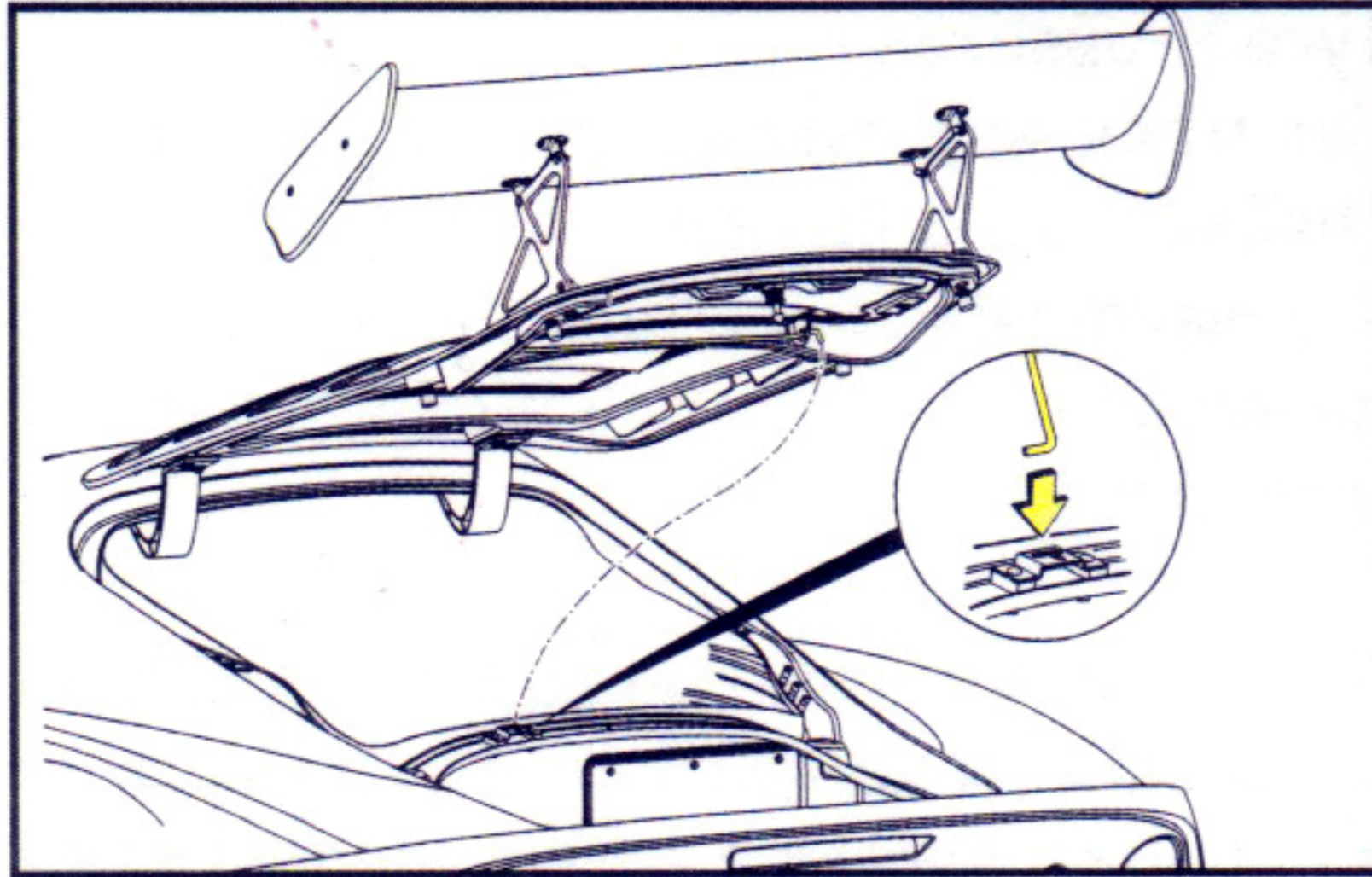
Push the button to the innermost position. The ECU will enable the engine to turn over activating the required ignition and fuel pump circuits.

These buttons are intended for EMERGENCY USE ONLY. Always turn the engine off using the vehicle ignition key.

WARNING

Activating either of the engine cut-off buttons whilst driving could result in unexpected or sudden reduction in vehicle speed or a loss of vehicle control.

NOTICE: Activating the engine cut-off switch whilst the engine is running or within 30 MINUTES after switching off the ignition may prevent the ECU and associated sensors to shut down the instrument panel and ABS (Anti-Lock Braking System) in the correct sequence. This could result in the ABS tell tale lamp to illuminate until the vehicle is next started.

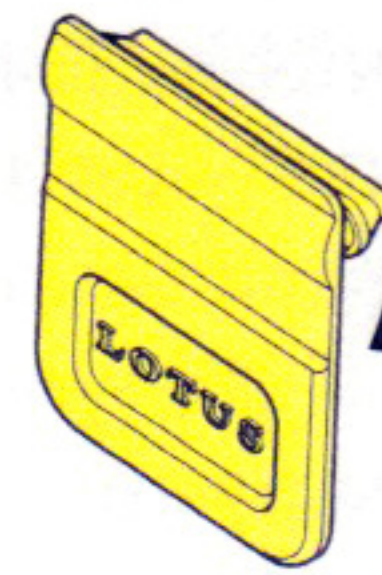


Raising & Closing the Engine Cover

To raise: Lift the cover panel fully upwards by hand, (but do not over extend the panel travel), pull the cover panel supporting stay out of its holder located on the underside of the cover panel and fit into the slotted plate located on the top of the luggage compartment panel.

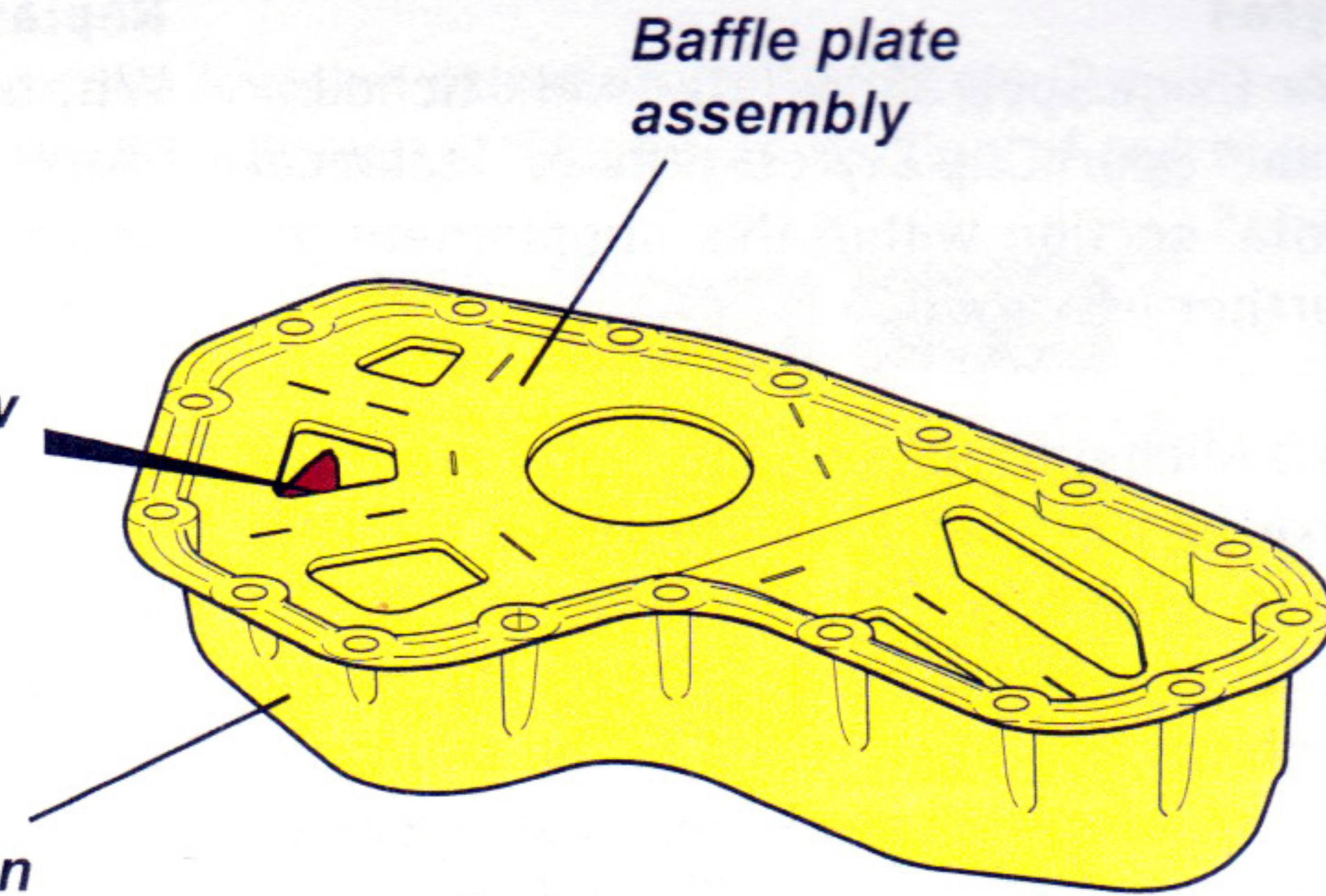
To lower: lift the cover panel slightly and remove the support stay out of slotted plate then refit into the supporting stay holder. Keeping fingers clear of entrapment and ensuring that no obstruction is present, lower the tailgate.

To close: Fully engage the latch mechanism by gently pressing the centre rear of the cover panel over the latch area until an audible click is heard, gently pull the cover upwards to ensure the latch has engaged



5 x Rubber gate flaps fitted below oil level line in the sump pan

Sump pan



Baffled Sump Assembly

To prevent potential engine oil starvation which could be experienced when the vehicle is subjected to high G force cornering conditions during track use, a sheet steel baffle plate assembly is fitted within the sump pan and 5 flexible hinged rubber gate flaps fitted within the baffle plate which are placed in strategic positions below the oil level line.

The immersed gate flaps restrict the movement of oil within the sump to ensure that the oil pick-up is always immersed in oil so not drawing air into the engine oil galleries ensuring the engine bearings are constantly lubricated.

The gate flaps should be renewed every 2 years or 18,000 miles.

TYRES/WHEELS

Tyres

The Exige Sport 380 is fitted with Michelin® Pilot® Sport Cup 2 tyres, refer to 'Technical Data' section within this supplement for further information.

The Michelin® Pilot® Sport Cup 2 is a track tyre (semi slick tyre) optimized for DRY road use, however, this tyre meets the legal requirements for use on the public highway and open roads of the countries where it is distributed. This tyre passes all the necessary rules and regulations and legal markings.

This tyre has been specifically optimized for use in dry track conditions, therefore, on a wet road, there is a risk of aquaplaning, which is a common risk with all wide sport tyres and especially as the tyre tread begins to wear out. Under these conditions adapt your driving style by reducing your speed and leaving the safety and driver assistance systems connected, (i.e. 'Tour' mode selected), refer to the 'Driving Controls' section of the main vehicle owners handbook for further information.

Replacement Tyres

When replacing tyres, refer to the 'Technical Data' section within this supplement, or consult your dealer to confirm the current Lotus specification and recommendations. Do not use tyres which have not been approved by Lotus.

Rear Tyres

The width of the rear tyres fitted to the Exige Cup 380 is increased as compared to those fitted on other Exige models. The rear wheel 'Offset', vehicle body and specific rear suspension mounting points have been modified to accommodate the increased width rear tyre.

Attempting to fit the Exige Cup 380 rear tyres to other Exige models will result in potential tyre and bodywork damage.

Tyre Pressures

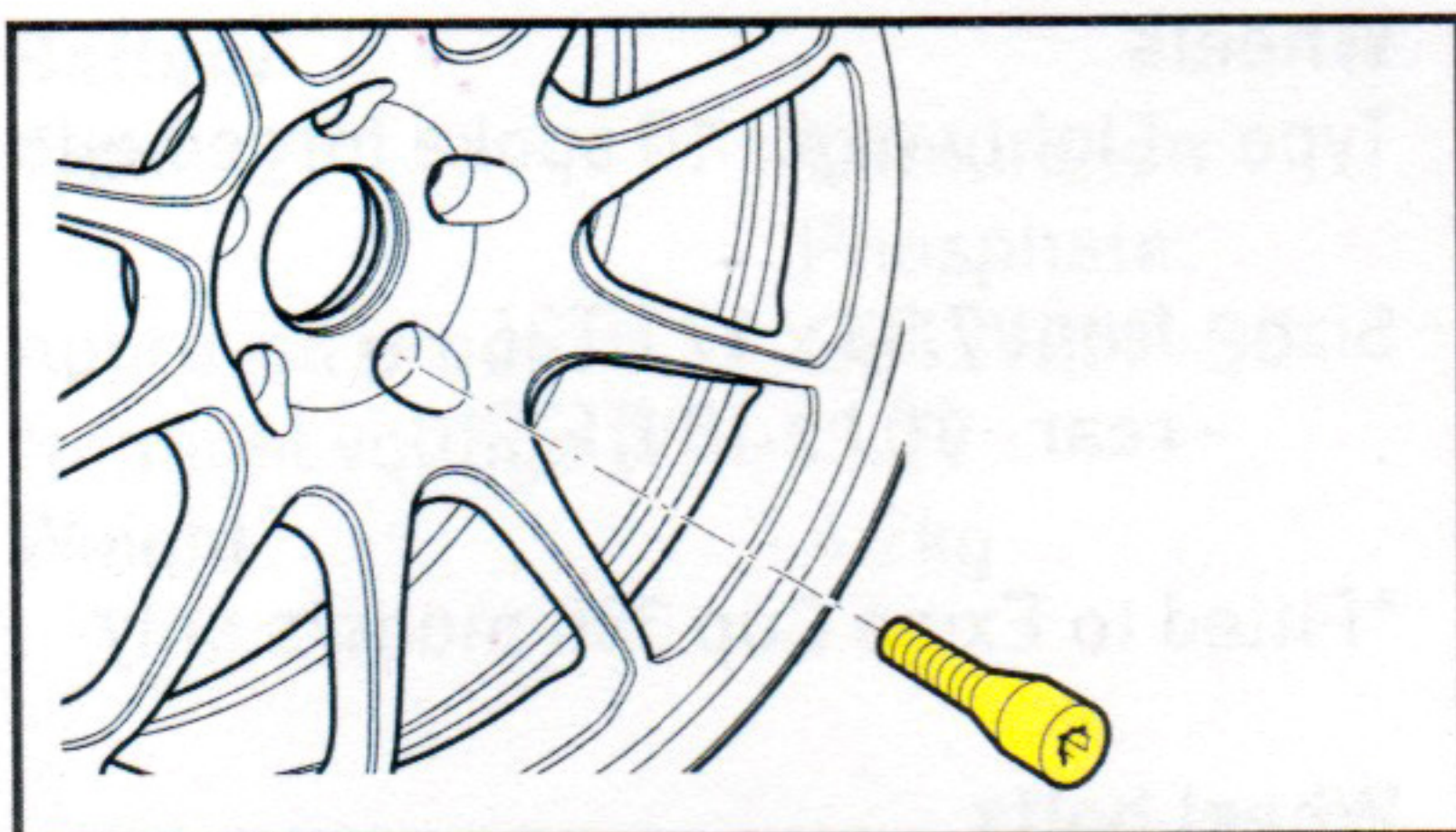
For track use, tyre pressures should be checked and adjusted only once the tyres are warm which can be achieved by performing approximately 3 moderate speed laps of the track circuit.

After rest intervals the pressures should be checked and adjusted to the correct inflation pressures, then warmed up again as described above prior to resetting them for track use.

Once track use is completed, the tyres should be given sufficient time to cool down before they are checked and adjusted to the correct inflation pressures for road use. Refer to the 'Technical Data' section at the end of this supplement for further tyre pressure information.

⚠ WARNING

Special vigilance is required for cars used on a race track or in a competitive manner, due to the severity of tyre operating conditions. Careful inspections must be carried out before and after each session. Note: Lotus does not endorse such use - refer to the Warranty Booklet section 2 'Intended Purpose'.



Rear Wheels & Wheel Bolts

The 'Offset' of the rear wheels fitted to the Exige Cup 380 is decreased as compared to those fitted on other Exige models and the rear wheel bolts are increased in length to ensure full thread engagement. Refer to the 'Technical Data section at the end of this supplement for further wheel and wheel bolt information.

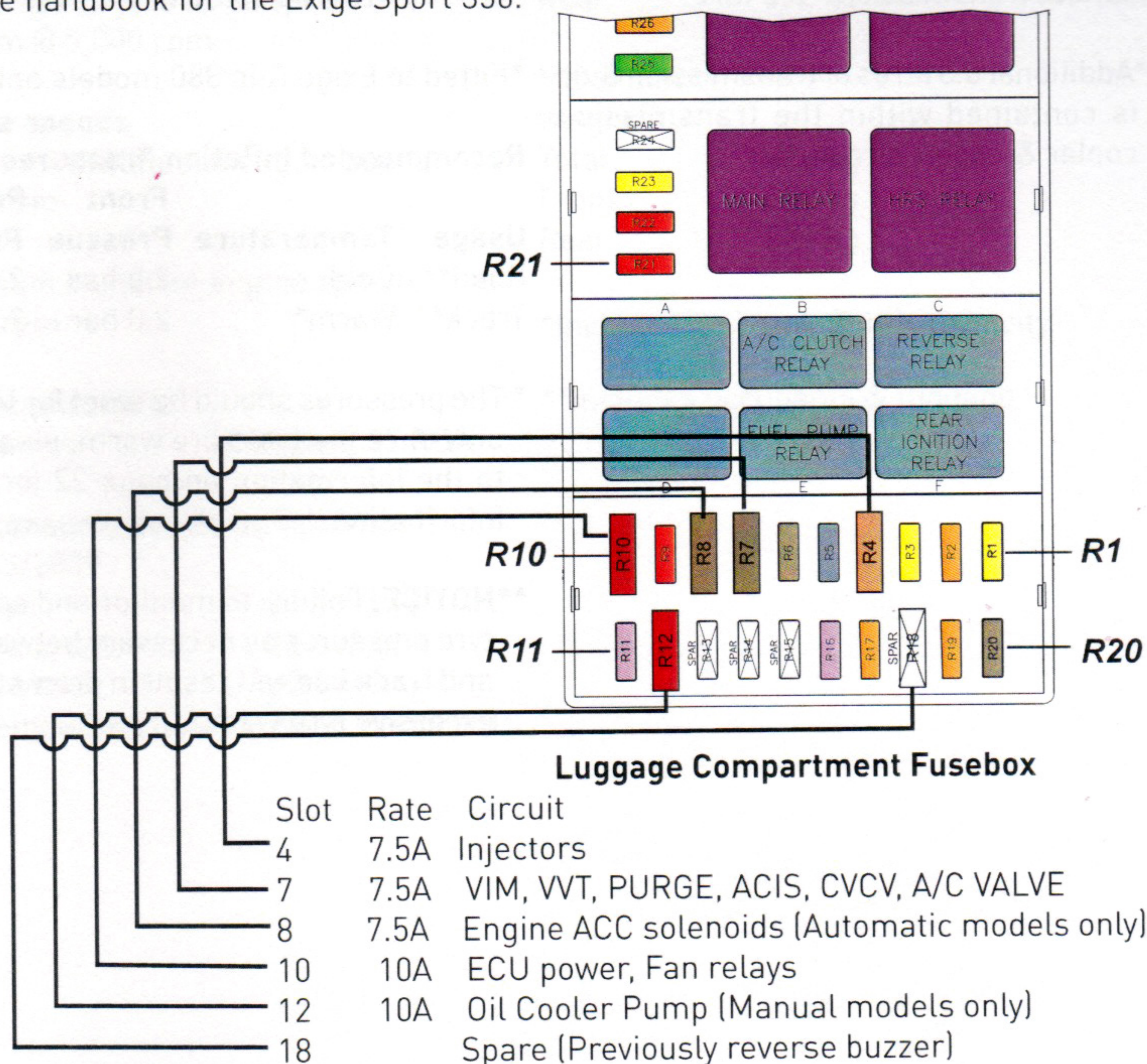
Exige Cup 380 rear wheels should NOT be fitted to any other Exige models,

Exige Cup 380 rear wheels should only be fitted to Cup 380 models using the specific wheel bolts supplied with the vehicle.

Before attempting to remove a road wheel, read and follow the vehicle lifting information contained within this supplement as well as the 'Wheels & Tyres' section of the main vehicle handbook.

Fuses

Listed below are any differences in fuse location or rating for the Exige Cup 380 as compared to the information contained within the 'Electrical' section of the main vehicle handbook for the Exige Sport 350.



TECHNICAL DATA

Capacities

Fuel tank - 48 litre

Manual transmission - 3.2 litre*

*Additional 0.5 litres of transmission fluid is contained within the transmission cooler & cooler circuit.

Tyres

Type - Michelin® Pilot® Sport Cup 2
Size - front 215/45 R17 - 91Y
- rear 285/30 R18 - 97Y*

*Fitted to Exige Cup 380 models only

Recommended Inflation Pressures

Usage	Temperature	Front Pressure	Rear Pressure
Road**	Cold	2.0 bar	2.2 bar
Track**	Warm*	2.0 bar	2.2 bar

* The pressures should be reset for track use only once the tyres are warm, please refer to the information on page 22 for further information.

****NOTICE:** Failure to monitor and adjust the tyre pressures as necessary between road and track use will result in premature and excessive tyre wear.

Wheels

Type - Lightweight 10 spoke forged alloy

Size - front 7.5J x 17 ET26
- rear 10J x 18 ET32*

*Fitted to Exige Cup 380 models only

Wheel bolts

Torque: 105 Nm (77 lbf.ft)
Total overall length: 57mm
Lotus part number: A138G6012F

Battery

Type - Lithium Ion Phosphate
 Approved product - SB12V25P-SC
 Nominal voltage (V) - 13.2V
 Weight - 4.2kg

Engine Data

Power output

280 kW (375 hp) @ 6,700 rpm
 410 Nm @ 5,000 rpm

Engine speeds

Maximum continuous engine speed:
 6,500 rpm

Maximum transient engine speed:
 6,700 rpm

Fuel requirement

- Minimum Unleaded, 97 RON

Fuel consumption (mpg (l/100km))

EC/715/2007

- urban 20.0 (14.1)
 - extra urban 34.0 (8.3)
 - combined 27.6 (10.4)
 CO₂ emissions (g/km) 242 (Combined)

Weights*

Total 1082 kg
 Front 480 kg
 Rear 602 kg

Maximum weight**

Total 1426 kg
 Front 528 kg
 Rear 898 kg

*Includes fuel tank @ 10% capacity

**Includes occupants & luggage