

I am the proud (I really am proud) owner of a 1980 Lotus Esprit. I bought it from Dave Bean in Jan, 1983. At that time it was the last S-2 sold in the USA. When the one in McAllen, Texas is sold, mine will be the second to the last S-2 sold in the US. Somehow the distinction is not quite the same.

One of the first things I noticed about my Esprit was that, compared to my very, very fast S-3 Elan with the tall, block Weber engine, it was incredibly average in the awesome speed department.

I really shouldn't mind, because I receive more admiring l-oks in my Esprit (even by 308 owners) than I ever did even at speed with my Elan. I do mind though, because I enjoy speed a lot.

I have since purchased a complete header system from Dave Bean for a ballpark figure of 500 big ones. The system itself is excellent, big fat smooth curved tubes, all necessary mounting hardware and as usual no instructions. Fortunately it is not too difficult to figure out.

For those of you who might want to do it yourself as I did, here are a few tips. First, when removing your old system remember as you always do when working under your car to wear goggles, as those manifold bolts have lots of rusty chips that will fall into your eyes. Want me to tell you what my emergency room bill was? Or the bill to the ophthalmologist who two days later removed the rust? The remover of old bolts are the hardest part.

Next I didn't have to remove the entire left engine mount, but probably could have. I unbolted each side and raised the engine enough to let the manifold pass.

The newer S-2's have a heat shield around the mount. There are those who say that with the header system on one doesn't need it; that is a lie! I fried mine in a wear. The old one will not go on properly so you either have to shave it down to fit or wrap it around the way it is and hold it any way you can.

A nice touch when you're done is to use black Hi-Temp paint on the muffler and tail pipe to the chrome tip to round the square edges of the bracket that fits on the back of the transaxle and to cut off the tips of the bolts flush with the lock nuts. The system now looks as neat as it performs, which is very nice.

Important note: The bracket which fits on the back of the transaxle has three washers welded to the back of each bolt hole. This is to make a flush mount. On my kit there were no replacement bolts, which meant that they would go into the threads about  $\frac{1}{2}$ " less than before. That is enough to cause it to strip, which it did on one. I have since replaced the bolts with longer ones, which is no easy feat either as two are 7mm bolts and one is 9mm. Have you ever tried to buy odd numbered mm bolts in Orange County? I haven't found anywhere yet, although in Santa Fe Springs there is supposed to be a large outlet, if anyone knows where it is or the telephone number please let me know. I got them from Dave Bean.

My next step was to replace the Zenith carbs with a Dellorto set-up also from Dave Bean. Total kit was ballpark \$800.00 which did include everything needed including air box which fits the S-2 air intake. If you still want the thermostatically controlled fan to work, you must take the sender off the old airbox and put it on the new one or other appropriate location. I haven't needed it however, even on hot days.

Again the kit had no instructions, but this is very straightforward. The only thing I would have liked was some data on the new 912 Dellortos.

If one was in the market for a but or trying to conserve one's bankroll for a new stereo or something similar, I would suggest pricing Dellortos from the Buggy Barn in Farmer's ville at \$89.00 apiece. It sounds like a real deal. Supposedly the Lotus-developed Dellortos are "different and smoother" but I don't know. If a guy could locate a used manifold, a couple of Dellortos and some good dry element filters, it sure would save a lot of money and it seems like it would have to be pretty close.

Another alternative would be to price out a set of Mikuni's. Their plant is in North LA and they seem to be very helpfull on the phone.

To summarize, I now have headers and Dellortos on my Esprit, which while it's on warranty is all I plan to do. The performance and smoothness is very noticeable and closer to what I had in mind when I bought the car, but come January Porting and Cams are a definite possibility (or as my wife would say, there's no doubt about it!). Then at the first sign of grey smoke and low compression, look out; new pistons, light rods etc, etc,...

Until then...