

/// Race Louvers

Professional R&D - Wind Tunnel Tested - Track Proven

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Wind Tunnel Data

Welcome to Race Louvers. Here we take a look at three different cars to see how louver size affects performance. On the miata we have tested a louver pair vs a 3 piece setup, on the mustang we have tested a small center vs a large center and on the bmw we have tested a center only vs center and side kits.

Test car prep level:

Miata:

- Nasa ST/TT3-6 spec hood louvers
- Flat splitter
- Air dam
- One pair canards
- Flat bottom
- Rear Wing
- Rear Diffuser

Mustang:

- RT track trim louvers
- Flat splitter
- One pair canards
- Rear wing

BMW:

- RX extreme trim louvers
- flat splitter
- Air dam
- Rear wing

Wind Speed:

- 100 mph

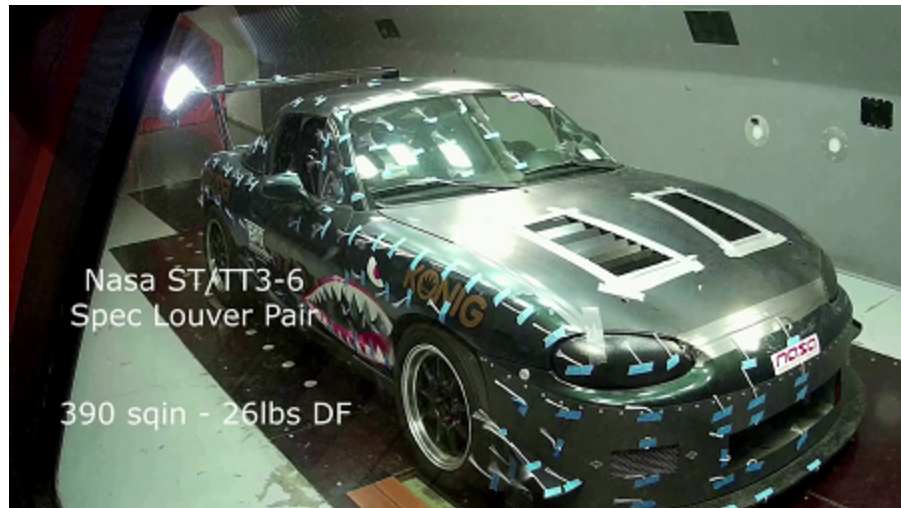
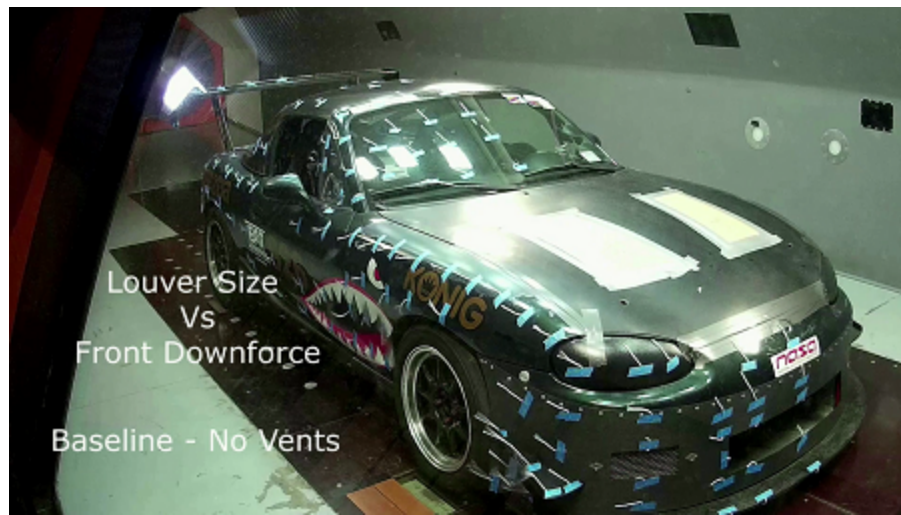
Test procedure:

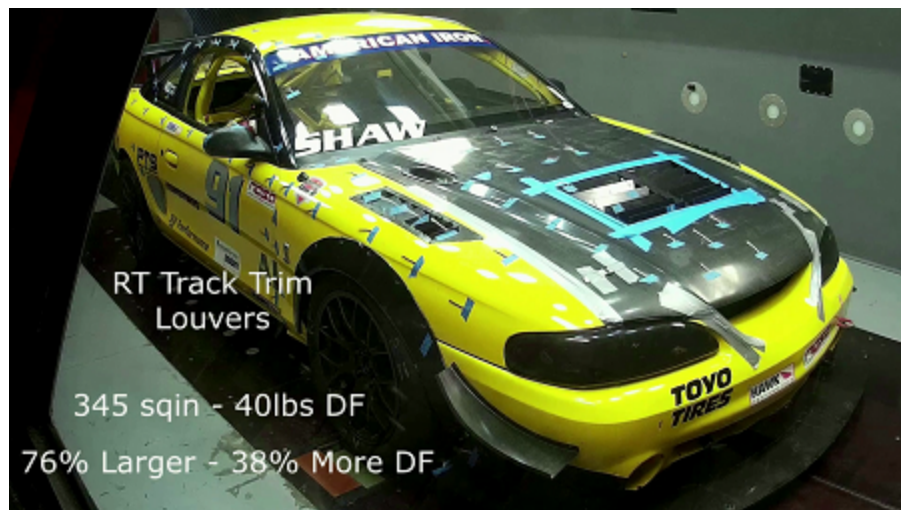
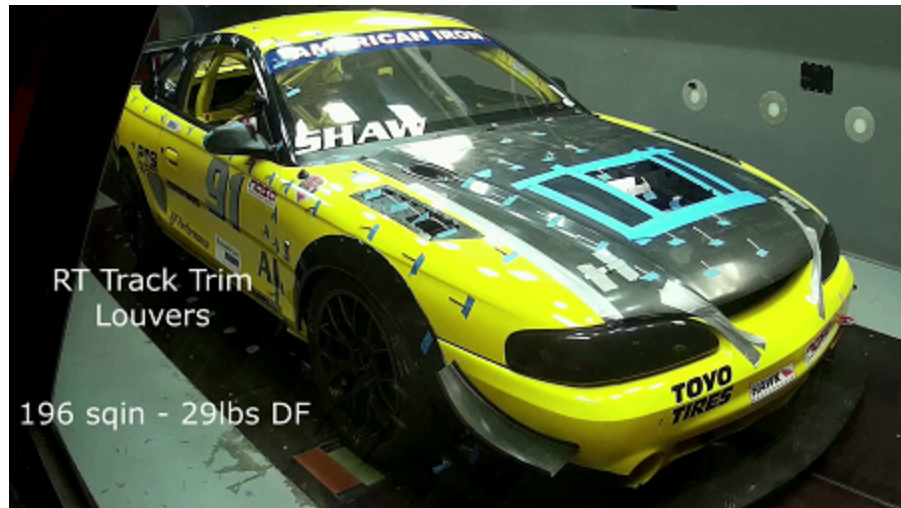
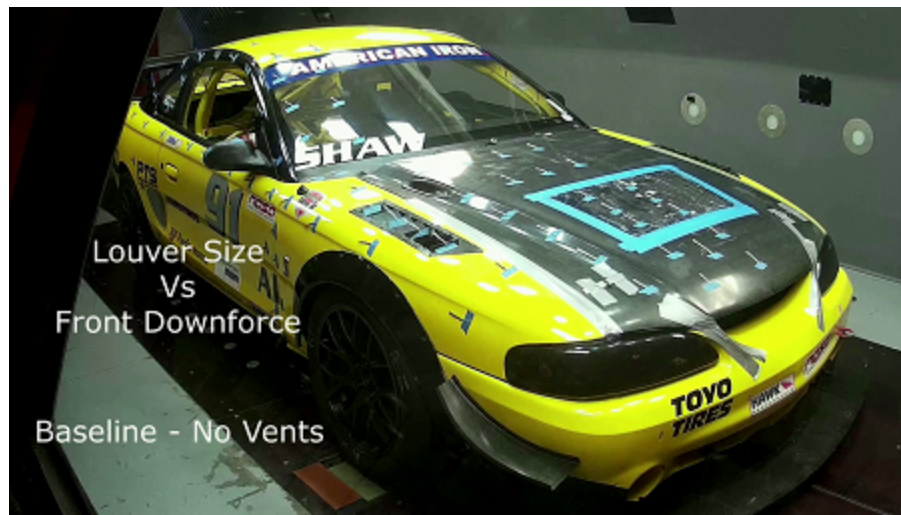
- Simply swap out hoods / Vents with no other changes for back to back testing

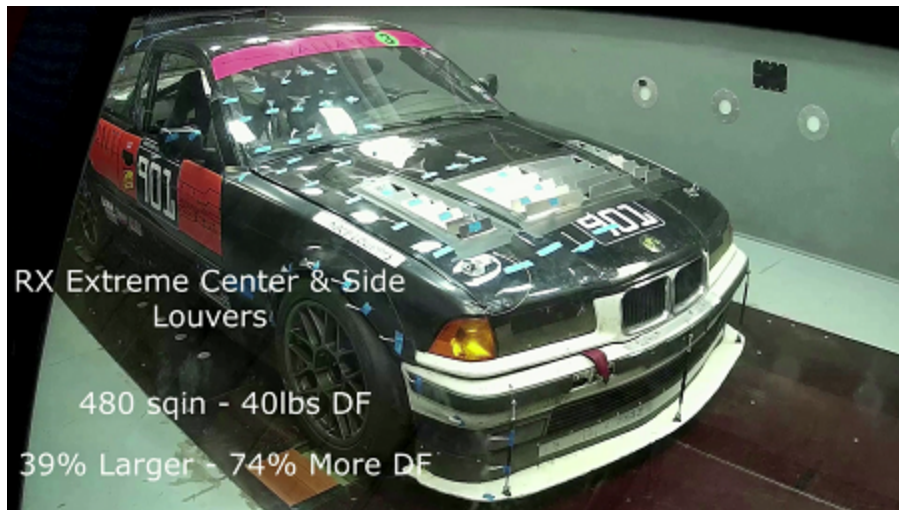
Conclusions:

- Louver area, square inches, directly affects functionality
- More louver area nets more cooling and front downforce
- Louver location must be right behind the radiator and not too close to the high pressure zone near the windshield

Wind Tunnel Video: <https://www.youtube.com/watch?v=3W2Oajr8O4c>







Average

**47% Larger Louvers
50% More Front Downforce**

Bigger is better but optimum location behind the radiator and not too close to the high pressure zone near the cowl area is the limiting factor