

/// Race Louvers

Professional R&D - Wind Tunnel Tested - Track Proven

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Hood Louver Development Data

Welcome to Race Louvers. Below is some data we have gathered from our development vehicle. The data shows Race Louvers out perform the leading competition with more radiator cooling, lower engine compartment temperatures, quicker cool down once parked and reduced front lift. Race Louvers are not simply a vent like most others but an extractor design to pull air from under the hood to greatly increase the airflow thru the radiator and engine compartment.

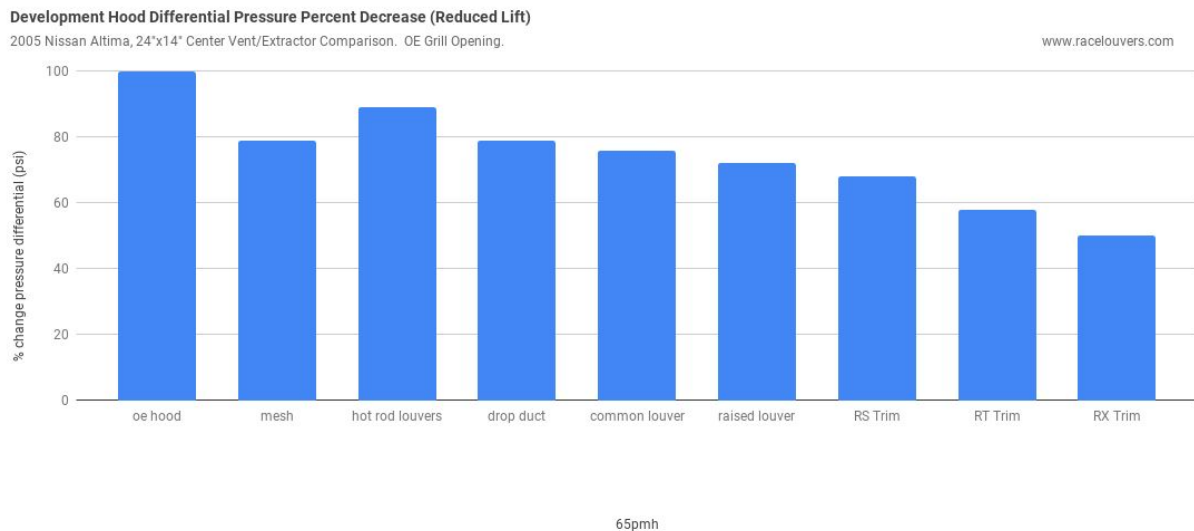


Figure 1

This shows percent hood differential pressure change which effects front lift (downforce). While this does not show exact downforce numbers it does indicate reduced lift. It also shows a direct comparison to the competition and to all of our prototypes which lead to the development of final test pieces and later their performance tested in the wind tunnel.

Development Radiator Differential Pressure Percent Increase (Air Flow Increase)

2005 Nissan Altima, 24"x14" Center Vent/Extractor Comparison. OE grill opening.

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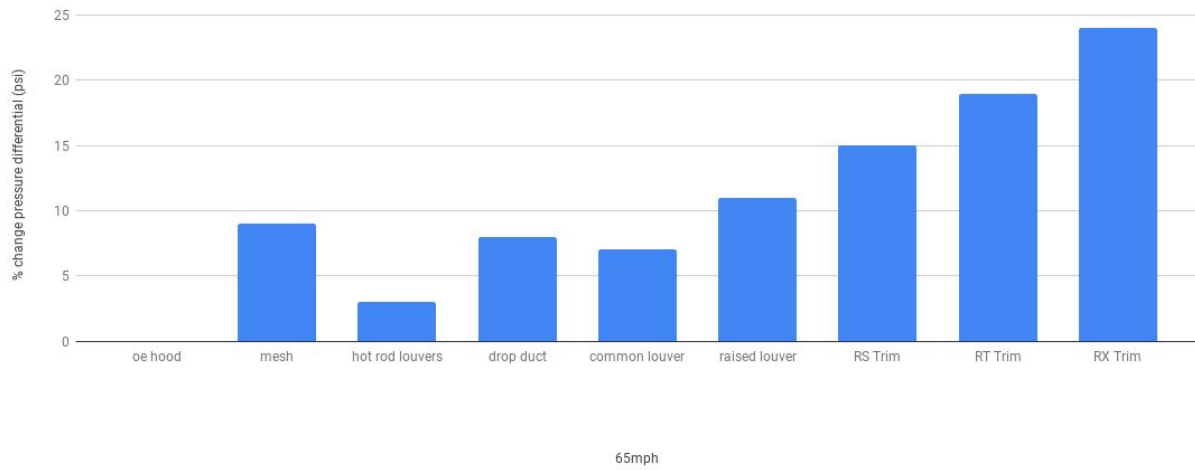


Figure 2

This shows the percent change in differential pressure across the radiator. More pressure differential relates to more airflow which increases cooling.

Development Radiator Core Temperatures

2005 Nissan Altima, Ambient Temp 84F, Single Probe on Radiator Outlet Hose, 24x14" Center Vent/Extractor Comparison. OE Grill Opening.

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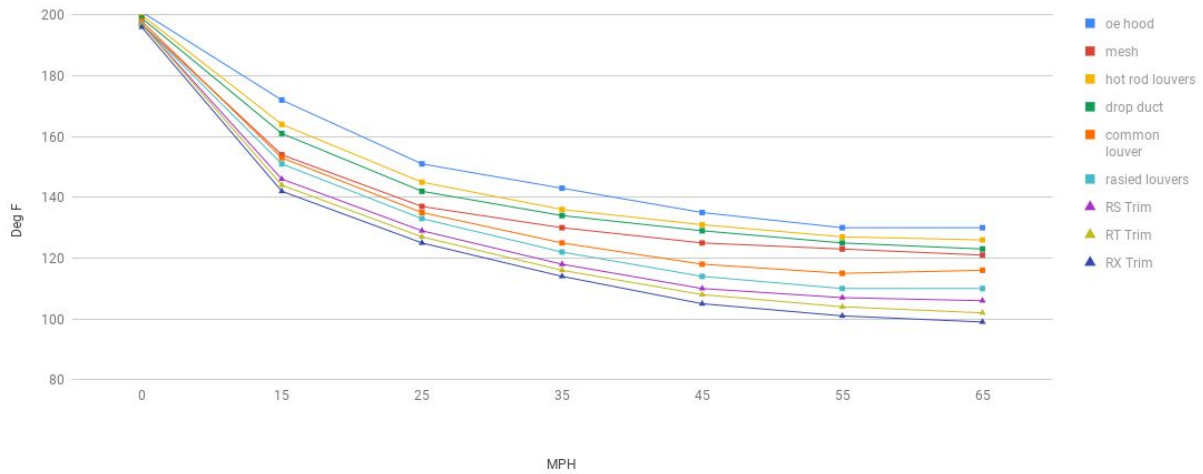


Figure 3

Radiator core outlet temperatures measure during testing. This shows while operating the vehicle Race Louvers keep the stored coolant in the radiator much cooler than the rest forgoing the need for larger radiators or other cooling system upgrades.

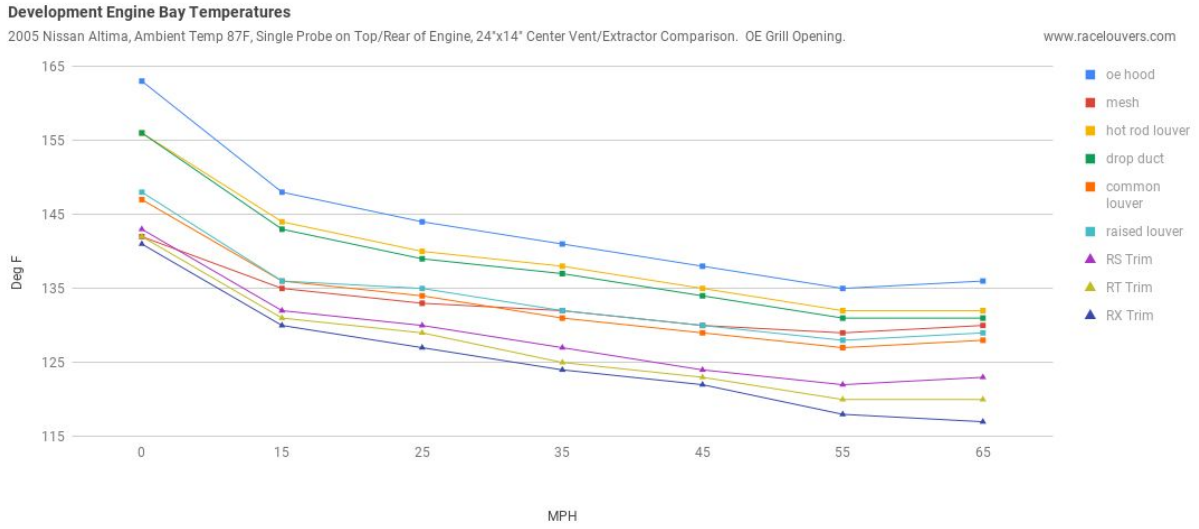


Figure 4

This demonstrates that the increased airflow from Race Louvers keeps the engine compartment much cooler at speed.

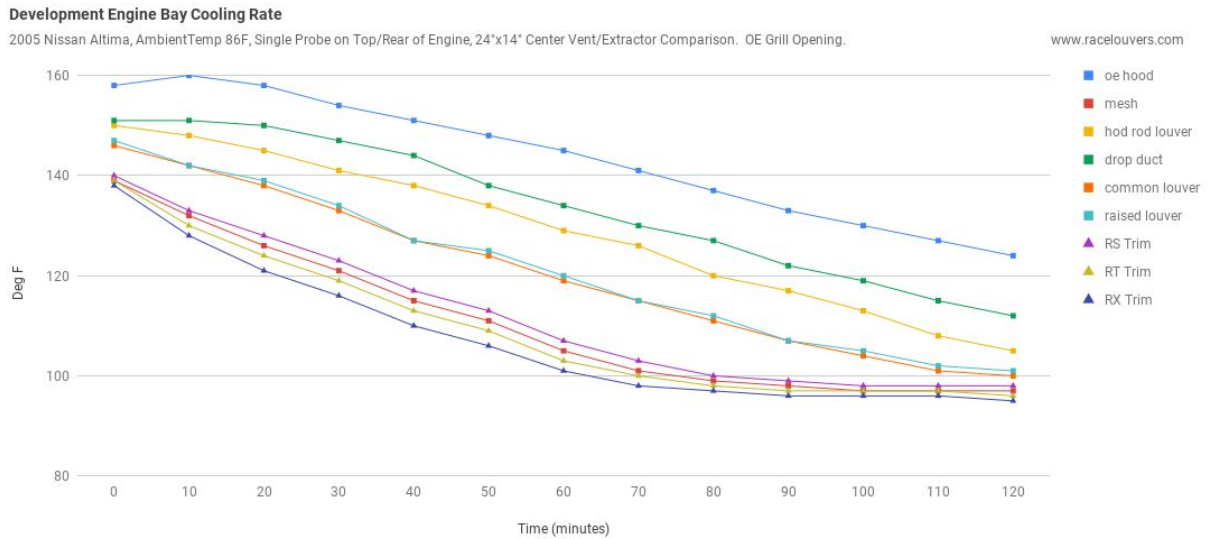


Figure 5

Often overlooked is the ability of hood louvers to reduce the cool down time once you park the vehicle. Race Louvers designed this ability into its louvers and cool down time is less than half the competition. This provides maximum cooling during a red flag condition at the track, waiting in impound or making that long slow crawl thru the paddock.

Summing up, Race Louvers are designed to increase airflow by venting air thru the hood which reduces front lift, increases radiator cooling, lowers engine compartment temperatures and reduces cool down time once parked. At a future date our development data and prototypes will be tested in a wind tunnel. We also have future plans to test on several high performance cars and track cars to back up our designs.