RENAULT SPORT

Technical Bulletin N°1

FORMULA RENAULT 1.6

REFERENCE	BT_2013_FR1.6_1_UK
DATE	May 1st, 2013
SUBJECT	Brake reservoir mounting, New exhaust, Wheel stud replacement
PART	Brake reservoirs, Exhaust, Wheel stud

1. Brake reservoir mounting

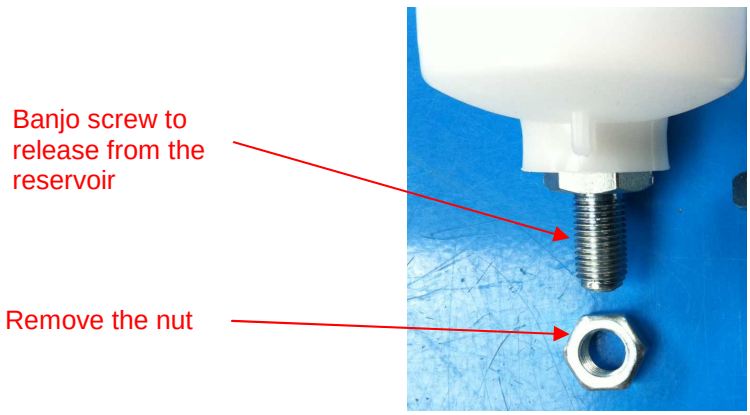
Wrong old brake reservoir mountings have been pointed on some FR1.6 leading to potential brake liquid leaking. An evolution of the old brake reservoir assembly has been done as shown below:

Old mounting

New mounting

To achieve the new mounting, you must respect the following instructions:

- Disassemble the brake reservoirs removing the counter nut
- Release the banjo screw mounted with the brake reservoir

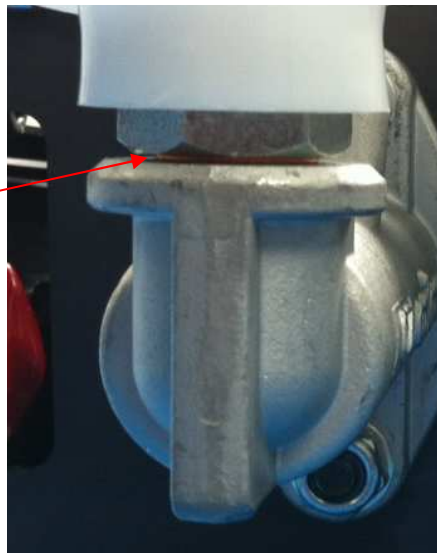


- Cut the outer threaded section of the banjo screw to a length 12mm as follow:

Cut the banjo to a length of 12mm

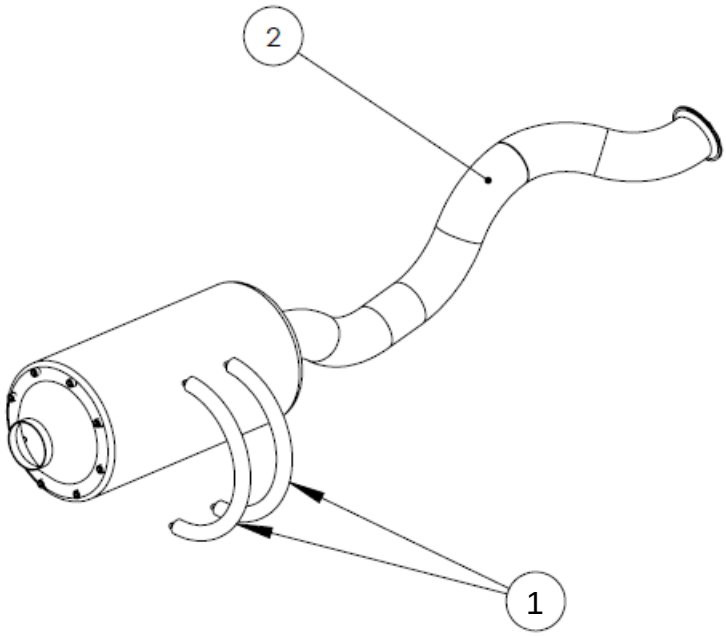
- Assemble the banjo screw with the brake reservoir
- Fit back the brake reservoir on the brake master cylinder fitting between a copper seal washer (11x15mm) as follow:

Fit a copper seal washer



2. New exhaust

Due to lots of 90db exhaust failures, a new exhaust has been designed respecting the 95db noise level.



This exhaust (2) includes under the same reference a muffler, a catalyser and the intermediate exhaust line. The genuine exhaust supports remain the same to fit this exhaust, except the muffler support springs (1) which are longer than the genuine one.

Below the new parts related to this exhaust:

Rep.	Reference	Part Name	Qty
1	G04-06C007V2	Muffler Support Spring	2
2	G04-06C002V3	Exhaust Muffler with Catalyser	1

This new exhaust must now be used in FR1.6 NEC & SWE championships.

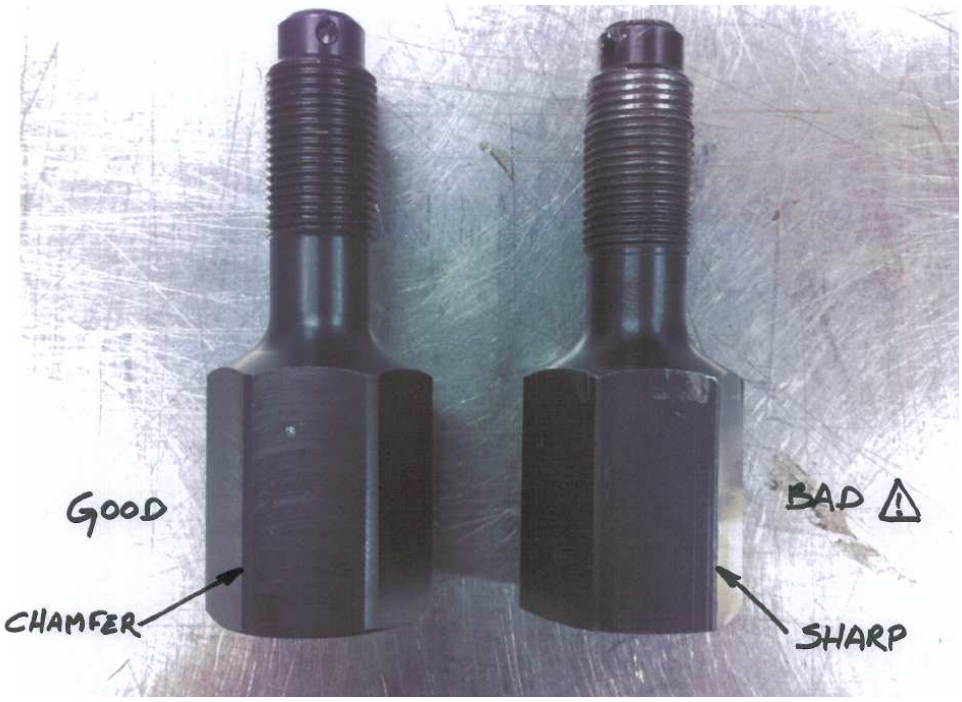
These new exhaust parts replace the wrong 90db exhaust parts and will be given for free to teams as follow:

- For FR1.6 SWE teams, one set of new parts will be given for each cars directly for the 1st meeting at Knutstorp Ring during Thursday, May 2nd morning. Parts have to be required from your promoter.
- For FR1.6 NEC teams, the parts delivering process will be communicated later.

3. Wheel stud replacement

A batch of wrong wheel studs has been pointed with a too short inner threaded section. Some of them have been fitted on some cars.

The wrong wheel studs can be recognized as follows



Due to a potential risk of wheel coming loose, these wrong wheel studs must be replaced immediately following the procedure below:

- Check all your wheel studs fitted on your car and available in your spare parts
- In case of wrong wheel stud, lock the wheel hub with a roll pin set or a screwdriver between brake disc and calliper for the rear, or using the specific tool G04-20A001V1 for the front.
- Heat the wheel stud around 200°C with a heat gun in order to overheating and ruining the threadlocker (Loctite).
- Loose the wheel stud. The loosing torque must not exceed 180Nm. If the loosing torque is higher, the threadlocker is not enough ruined. Heat again the wheel stud.
- Clean the new wheel stud from the remaining Loctite either the homocinetic joint for the rear or the front bearing stud for the front.
- Degrease the new wheel stud thread and put Loctite 270 on the homocinetic joint for the rear or the front bearing stud for the front. Put a sufficient amount of Loctite.
- Tight the new wheel stud to 180Nm.

Right wheel studs will be given for free in exchange of wrong wheel studs to teams as follows:

- For FR1.6 SWE teams, wheel studs will be available from your promoter directly for the 1st meeting at Knutstorp Ring from Thursday, May 2nd.
- For FR1.6 NEC teams, the parts delivering process will be communicated later.