

REFERENCE	BT_2014_FR16_5_UK
DATE	27 August 2014
SUBJECT	Wheel stud locking system, upgraded fuel tank release
PART	Wheel stud lock, fuel tank

1. Wheel stud locking system **MANDATORY FROM AUGUST 30th, 2014**

In order to secure the rear Wheel Studs (**G04-17B008V2 Wheel Stud**) mounting, a new part (**G04-17B019V1 Wheel Stud Lock**) is now available and **must be** mounted from August 30th, 2014 on the left rear wheel of the car.



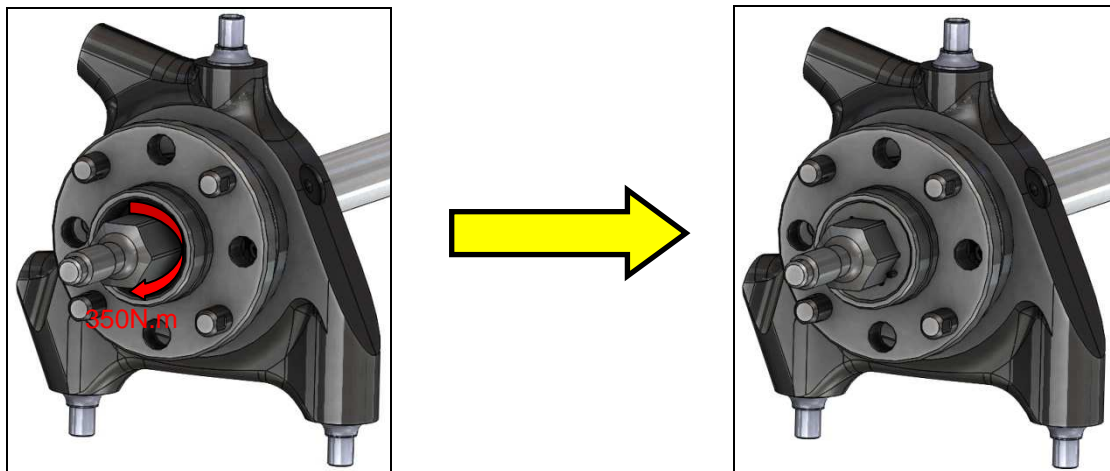
G04-17B008V2 Wheel Stud



G04-17B019V1 Wheel Stud Lock

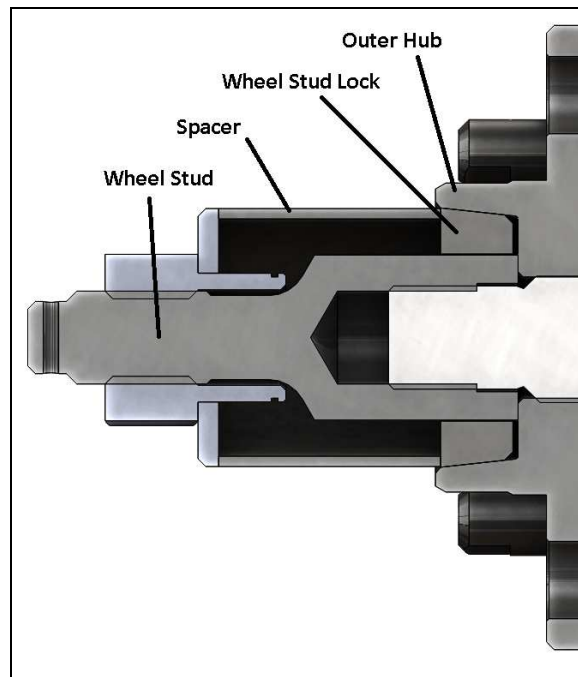
Mounting description

- Prior to assembly, check transmission and hub parts from wear and ensure that they are in good conditions.
- Proceed to the upright assembly **tightening the Wheel Stud to 350 N.m** (and not to 180N.m) and bonding the Wheel Stud using Loctite 270.
- Place the Wheel Stud Lock as shown in the picture below positioning the countersunk face inward and push it as much as you can into the Outer Hub.

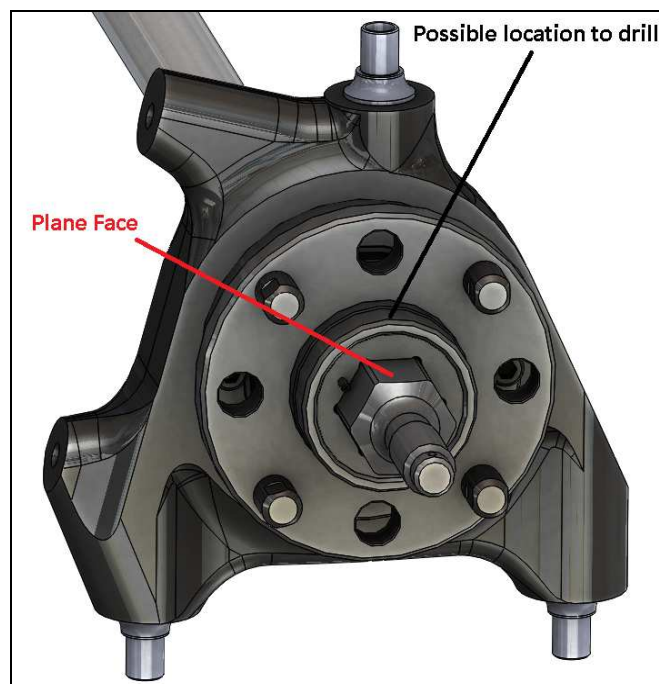


Now; you will have to drill the Outer Hub (**G04-17B005V1 Outer Hub**) and the Wheel Stud Lock (**G04-17B019V1 Wheel Stud Lock**) together with a $\varnothing 5$ mm drill bit following the steps below:

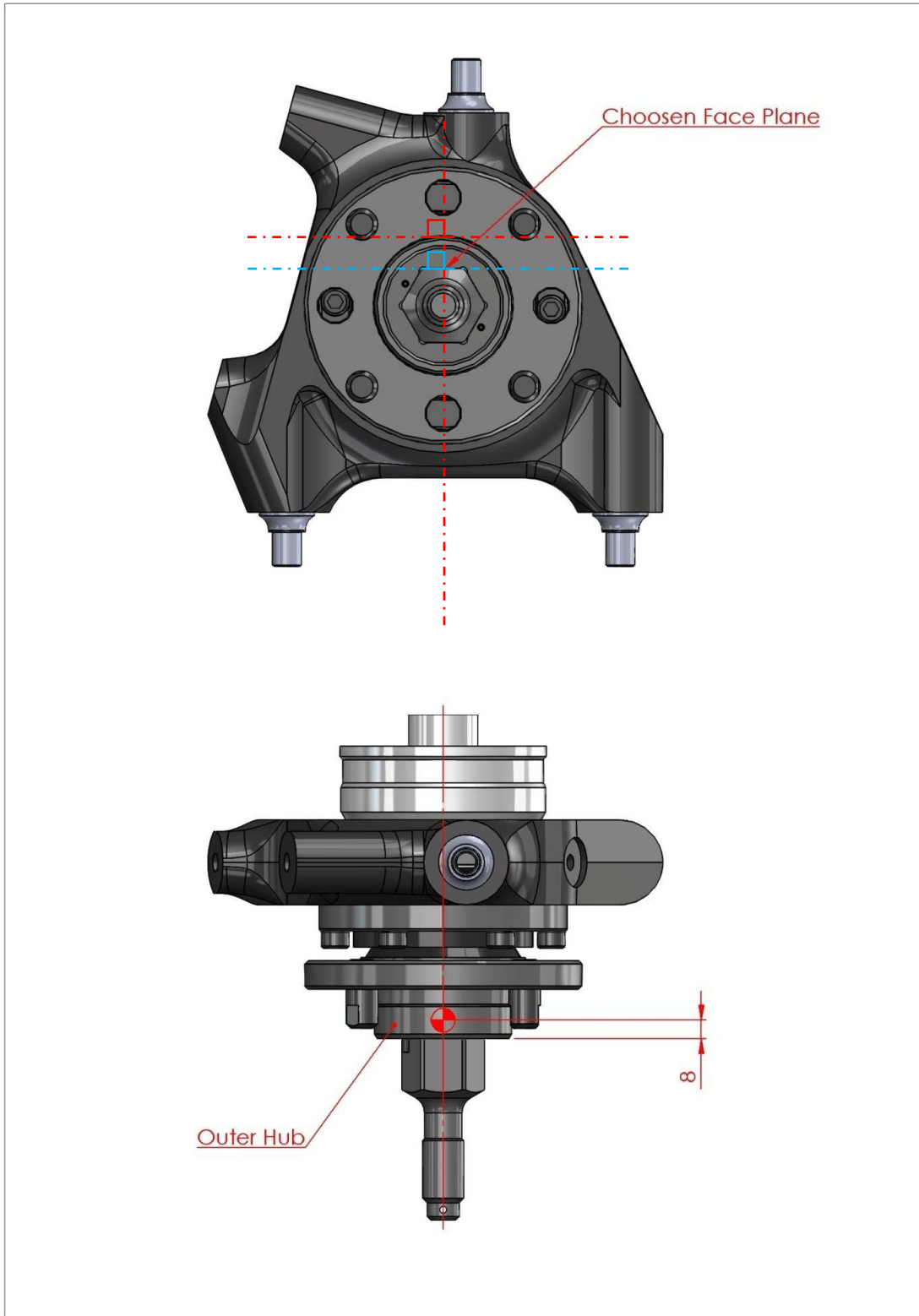
- Block the Wheel Stud Lock by using a spacer (External $\varnothing 50$, internal $\varnothing 46$ and 43 mm length) and hand tight the wheel nut (do not tighten too much due to the cone)



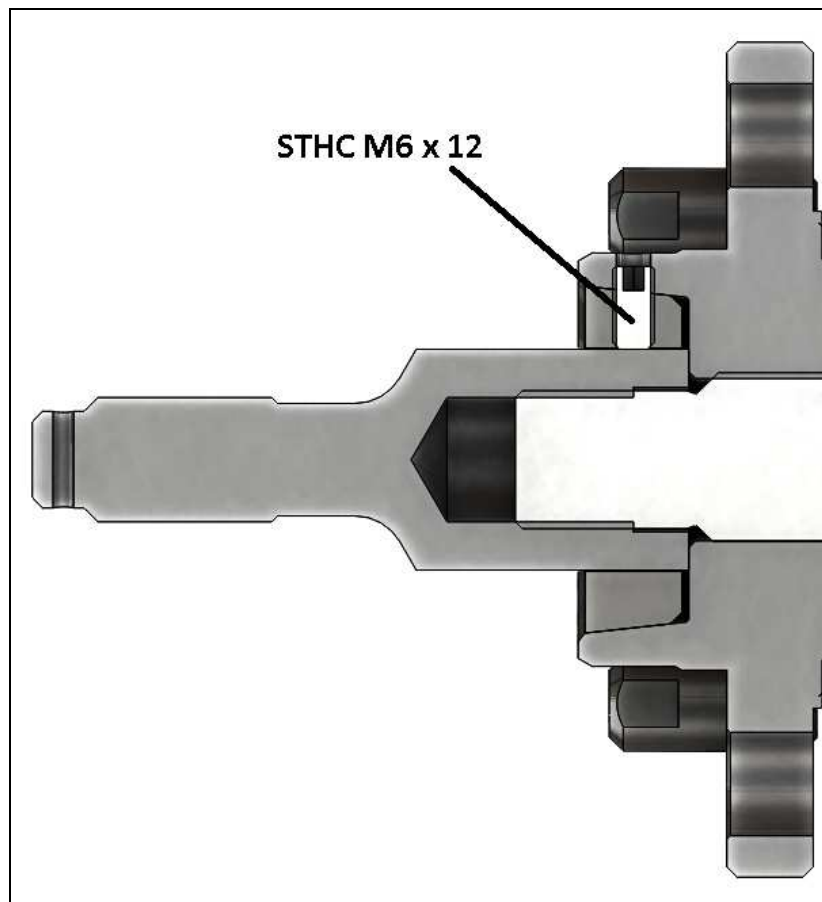
- Choose a location onto the wheel centering surface of the Outer Hub to drill a $\varnothing 5$ mm hole ensuring that the hole is drilled perpendicularly to a Wheel Stud plane face as shown on the picture below:



- Drill the $\varnothing 5$ mm hole according to the drawing below for the position of the hole



- Drill until you start to drill the Wheel Stud Lock (4-5 mm maximum)
- Remove the Wheel Stud Lock and finish drilling it through.
- Put the Wheel Stud Lock back in its place (be sure that the two $\varnothing 5$ holes are exactly in front of each other) and block it as previously
- Start to thread in M6 the two parts together. As for the drilling, thread to 4-5 mm maximum the Wheel Stud Lock
- Remove the Wheel Stud Lock and finish the M6 thread
- When the M6 thread is finished, put the Wheel Stud Lock back in its place and mount and tight the **STHC M6 x 12** at 10 Nm using Loctite 243

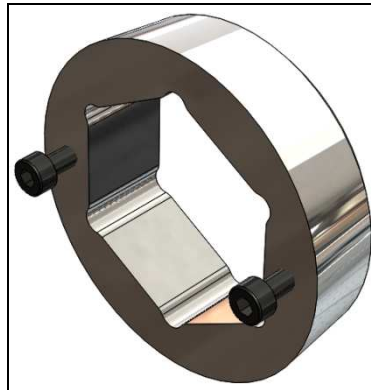


Removing description

To remove the Wheel Stud :

- Untighten and remove the screw STHC M6x12
- Remove the Wheel Stud Lock with the help of two CHC M3 x 25 as per the photo below

Two screws CHC M3x25 may be mounted in the two M3 threaded holes to remove the Wheel Stud Lock when necessary.



Mounting back description

To mount back the Wheel Stud Lock, repeat the mounting operation by choosing a new plane face of the Wheel Stud ensuring not to drill and thread in an older threaded hole. Hence, this new assembly method only allows 6 mountings.

Parts deliveries

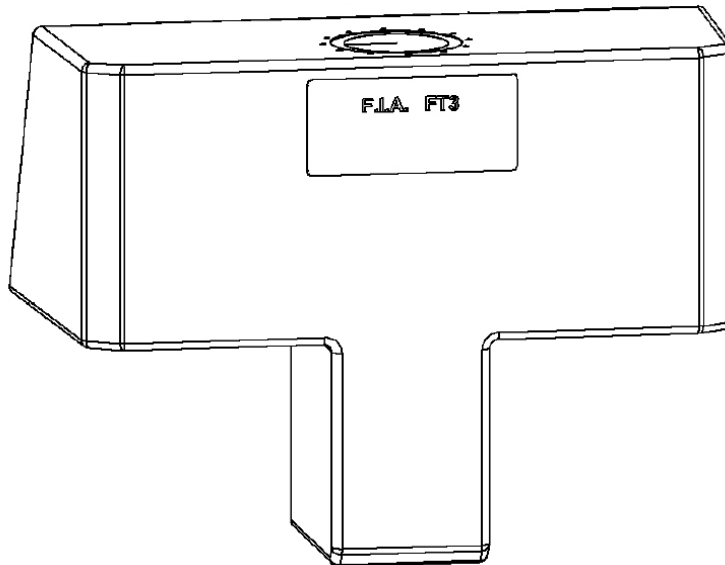
One Wheel Stud Lock (**G04-17B019V1 Wheel Stud Lock**) per car will be provided free of charge to teams as detailed below:

- For FR1.6 NEC Junior entrants, parts will be available from Thursday, August 28th directly to the Zolder track through Signatech. It will be at the Zolder track from Thursday evening to assist the teams in the parts mounting.
- For FR1.6 Nordic entrants, Signatech and RST are currently working for dispatching the parts for the Solvalla meeting (September 5th & 6th, 2014). However, a later communication will be done in a near future to confirm or not the part availability for this meeting.



2. Upgraded fuel tank release ALLOWED FROM NOW

In order to avoid the early fuel pump filter obstruction issues widely linked to the beginning of the fuel tank life, a new fuel tank (**G04-01A003V3 Fuel Tank V3**) has been released being provided by a new supplier.



This upgraded fuel cell has been tested on several cars removing efficiently the fuel pump filter obstruction issues in the early running life of the fuel tank.

Both fuel tanks G04-01A003V2 Fuel Tank V2 and G04-01A003V3 Fuel Tank V3 are now allowed on the car.