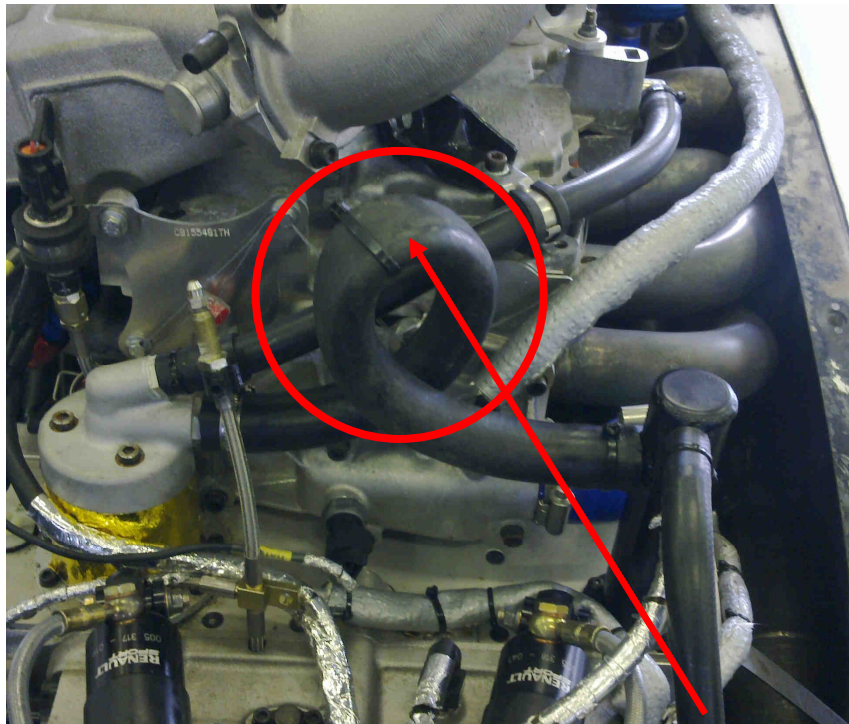


REFERENCE	BT_2010_FR20_07_UK
DATE	2010 March 22 nd
SUBJECT	Provisional modification for Engine oil transfer – Heel-rest – Engine loom modification – Pad retaining bolt
PART	Vortex to catch tank pipe, heelrest, engine looms, brake callipers

1. Provisional modification for Engine oil transfer

ONLY FOR EURO CUP TEAMS DURING MOTORLAND COLLECTIVE TEST

Renault Sport will be able to provide to the more impacted teams a longer pipe to connect the oil tank to the catch tank as shown below:



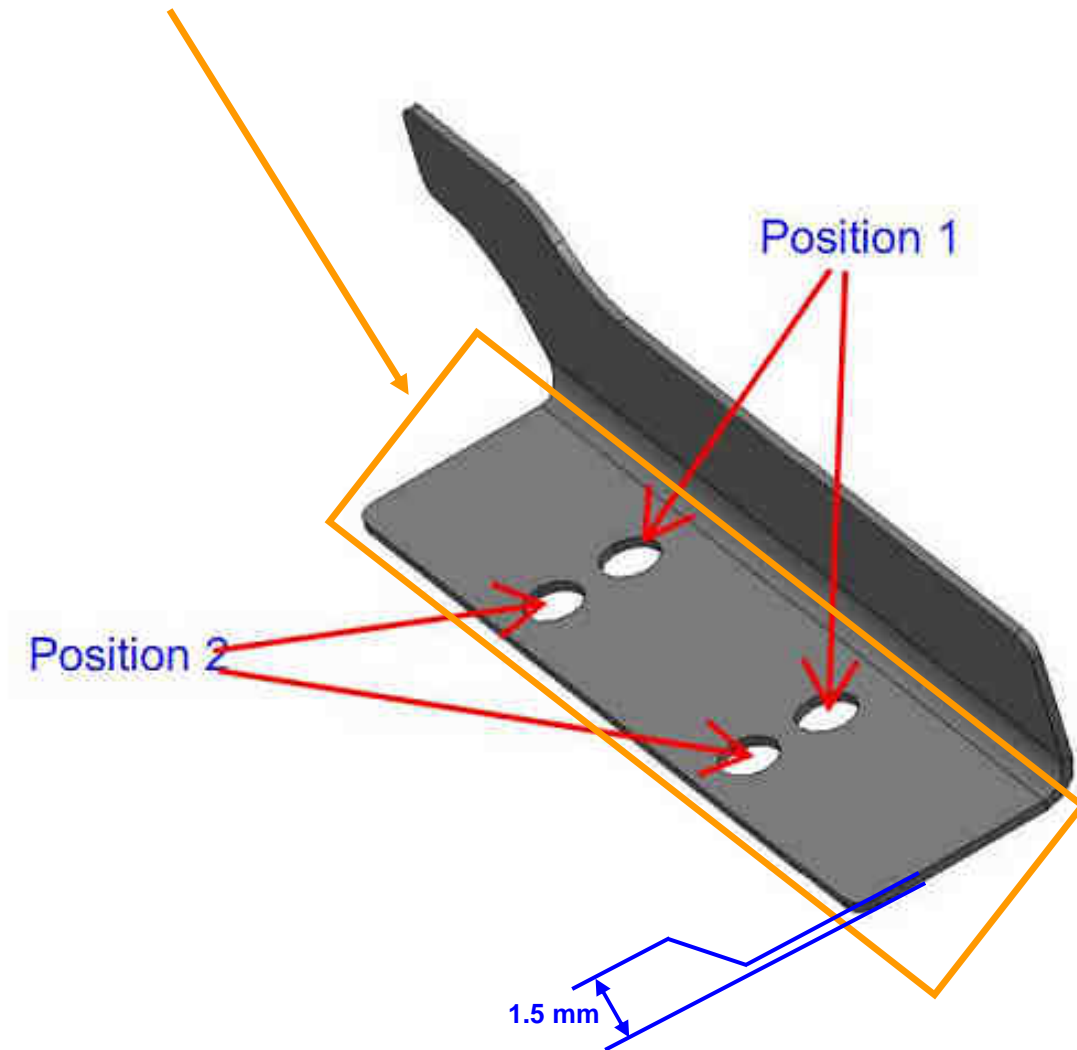
If the pipe is pinched, please add a metallic collar here

This modification significantly slows the engine oil transfer from the oil tank to the catch tank that a majority of cars suffered in Magny Cours. Renault Sport will come back to you with a definitive solution before the first WSR meeting in Motorland.

2. Heel-rest

This part is free and can be modified or replaced by another one respecting the following rule:

The thickness of the part of the heel-rest which is tightened between the pedalbox and the tub **must be 1.5 mm**:



3. Engine loom modification

ONLY FOR EURO CUP TEAMS DURING MOTORLAND COLLECTIVE TEST

Following reliability issues, Renault Sport will modify all the engine looms on Tuesday 23rd and Wednesday 24th of March in Motorland.

The wires of the air temperature and crankshaft sensors will be updated with a better quality wire as shown on the pictures below:

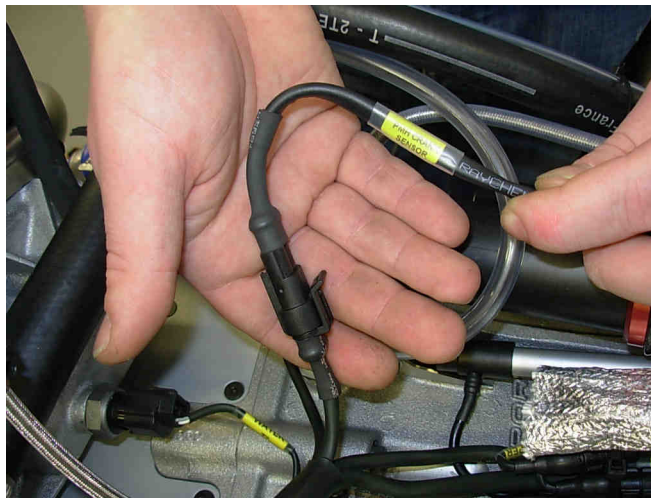
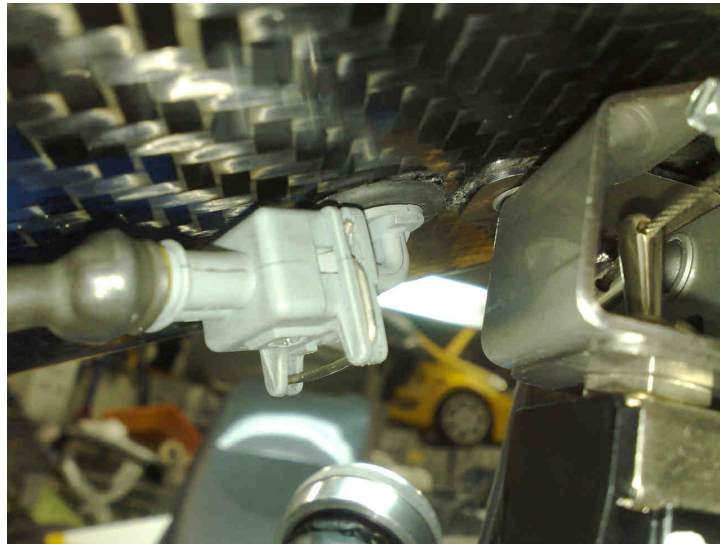


Please respect this mounting



This metallic collar is mandatory and considered as a C category part (available at the Renault Sport spare parts truck in Motorland from Tuesday afternoon). The head cylinder screw must be tightened at 12 N.m.

The air temperature sensor is now fitted with a rubber grommet on the airbox. You must remove the aluminium insert and drill the hole at $\varnothing 18\text{mm}$ (Tool available from the Renault Sport technical support). Then put the rubber grommet (available at the Renault Sport spare parts truck from Tuesday afternoon) on the airbox and mount the sensor:

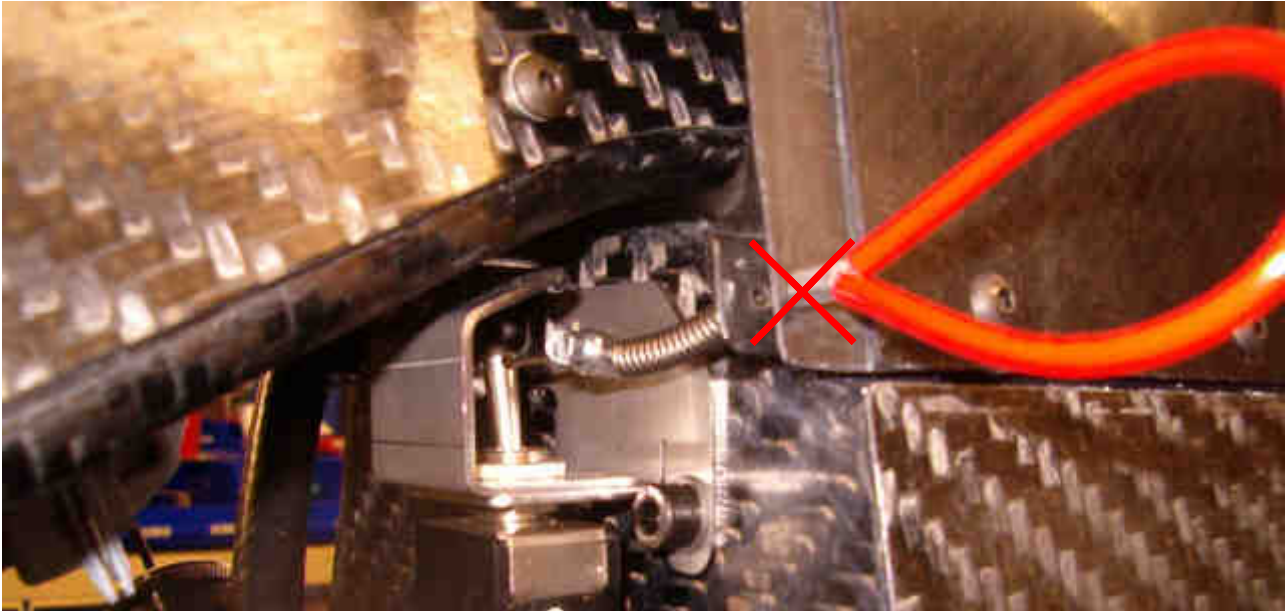


The new crank shaft wire is now connected to the engine loom using a Superseal connector.

A specific crankshaft loom has been created (due to its proximity with the exhaust line) and will be replaceable without replacing the complete engine loom.

NOTE: these modifications can be applied without removing the engine loom from the car.

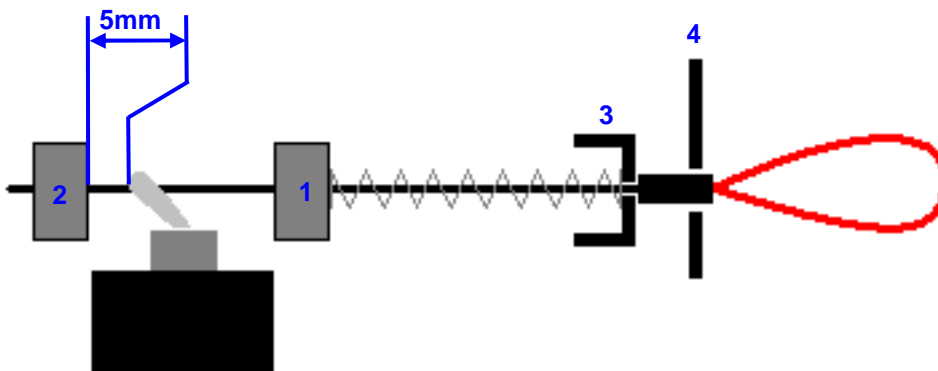
4. Master switch setup



The spring must be enough preloaded between the first cable stop (1) and the roll hoop bracket. There must be a minimal distance of 5 mm between the second cable stop (2) and the switch lever.

The hole in the roll hoop cover must be enlarged to permit the cable loop to stop against the roll-hoop bracket (3) and not against the roll hoop fairing (4) like on the above picture.

It is allowed to trim a little bit the engine cover around the master switch cable. This modification is recommended as the engine cover may pull the cable in some specific cases.



5. Pad retaining bolt

Following several mounting and unmounting operations, the spacer which is on the pad retaining bolt can deform. As a consequence when you tighten the bolt you also deform the calliper and it could get broken. For this reason, one must only put the nut in contact with the calliper (5N.m max.) rather than tighten the bolt at 13.5N.m as it is written in the User Manual (values will be updated in the new release).

