



2008 SEAT Sport UK

Technical Manual – New Leon Cupra

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1. Introduction: (5.1)

The following document (2008 SEAT Sport UK, Technical Manual – New Leon Cupra) is to be viewed as a technical reference in conjunction with the 2008 SEAT Cupra Championship Regulations. All measurements and restraints are to be as listed and referenced from an Official SEAT Sport UK Reference Specification Car and/or parts.

For ease of use and where possible, the manual is set out in accordance with the MSA specified format, to correspond with the 2008 SEAT Cupra Championship Regulations. It should be understood that where a Regulation is included this is for ease of reference and does not indicate that the entry only refers to that particular Regulation. For the avoidance of doubt, a breach of the Technical Manual may be regarded as a breach of the Technical Regulations and treated as such.

Draft - Non MSA Approved

2. General: (5.2)

Steering Type:	Rack and pinion with power assistance
Front Suspension:	Independent McPherson strut with anti-roll bar
Rear Suspension:	Independent multiple arm with anti-roll bar
Shock Absorber:	Koni 2-way adjustable
Rims:	8" x 18" / 8.5" x 18"
Front calliper:	6 pistons
Front brake disc:	362 x 32 mm
Rear brake disc:	255 x 10 mm
Brake distribution:	Adjustable from the cockpit
Master cylinders (standard):	19 mm (0.75") front and 22.2 mm (7/8") rear
Adjustments:	Front and rear camber Front and rear toe Front and rear ride height Anti-roll bars Springs Dampers Tyre pressures Rear wing angle Brake Master Cylinders

Chassis

Wheel Base:	2596mm between axle centre lines
Front Track:	1915mm max.
Rear Track:	1810mm max.
Body Height:	1390mm max.
Body Width:	1915mm (without rear view mirrors).
Body Length:	4485mm max.

Vehicle Weight

With Competitor:	1250kg min.
Minus Comp. & Comp. ballast:	1155kg min.

Table of Capacities

Engine Oil:	4.5 lts (Oil type and manufacture .T.B.C.)
Gearbox Oil:	7.2 lts. V.A.G G052182A2 Direct Shift Gearbox oil. 4.5 – 5.0 lts. Gearbox Oil change capacity (see page 48)
Fuel Tank:	65 lts.
Coolant:	7 lts.
Screen wash:	Screen wash level is free

Timing Module Transponder: (3.15.1)

Timing Modules shall remain as fitted inside the front right hand wheel arch shown in diagram 1.
Model No. AMB TRANX 260 DP.

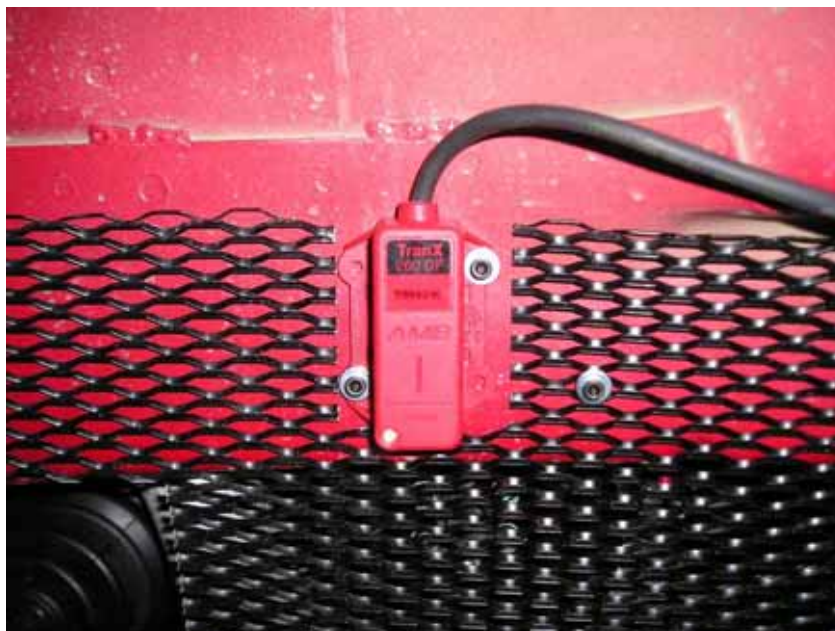


Diagram 1

Vehicle Geometry:

REFERENCE	MIN	MAX
Front Track	Free within adjustments	1915mm
Rear Track	Free within adjustments	1810mm
Front Camber	Free within adjustments	3.5 Degrees negative
Rear Camber	Free within adjustments	3.5 Degrees negative
Front Ride Height	55mm	Free within adjustments
Rear Ride Height	55mm	Free within adjustments
Front Castor	Fixed	Fixed
Rear Castor	Fixed	Fixed
Front Toe	Free within adjustments	Max Car Width
Rear Toe	Free within adjustments	Max Car Width
Tyre Pressures	1.6 Bar cold	Free
Dampers	See section 8	See section 8
Rear Wing	A1	C5
Spring Rate Front	160-60-130 / 160-60-110 / 160-60-90 / 250-60-70	
Spring Rate Rear	160-60-80 / 160-60-70 / 160-60-60 / 160-60-50	

Tightening Torques

This table shows the standard tightening torques. These are recommended values which a bolt of this type should be tightened to. These tightening torques are for steel on steel. For aluminium or on heli-coil, the torque should be lower. Bolts fitted into heli-coils should be installed with Coppaslip/anti-seize compound.

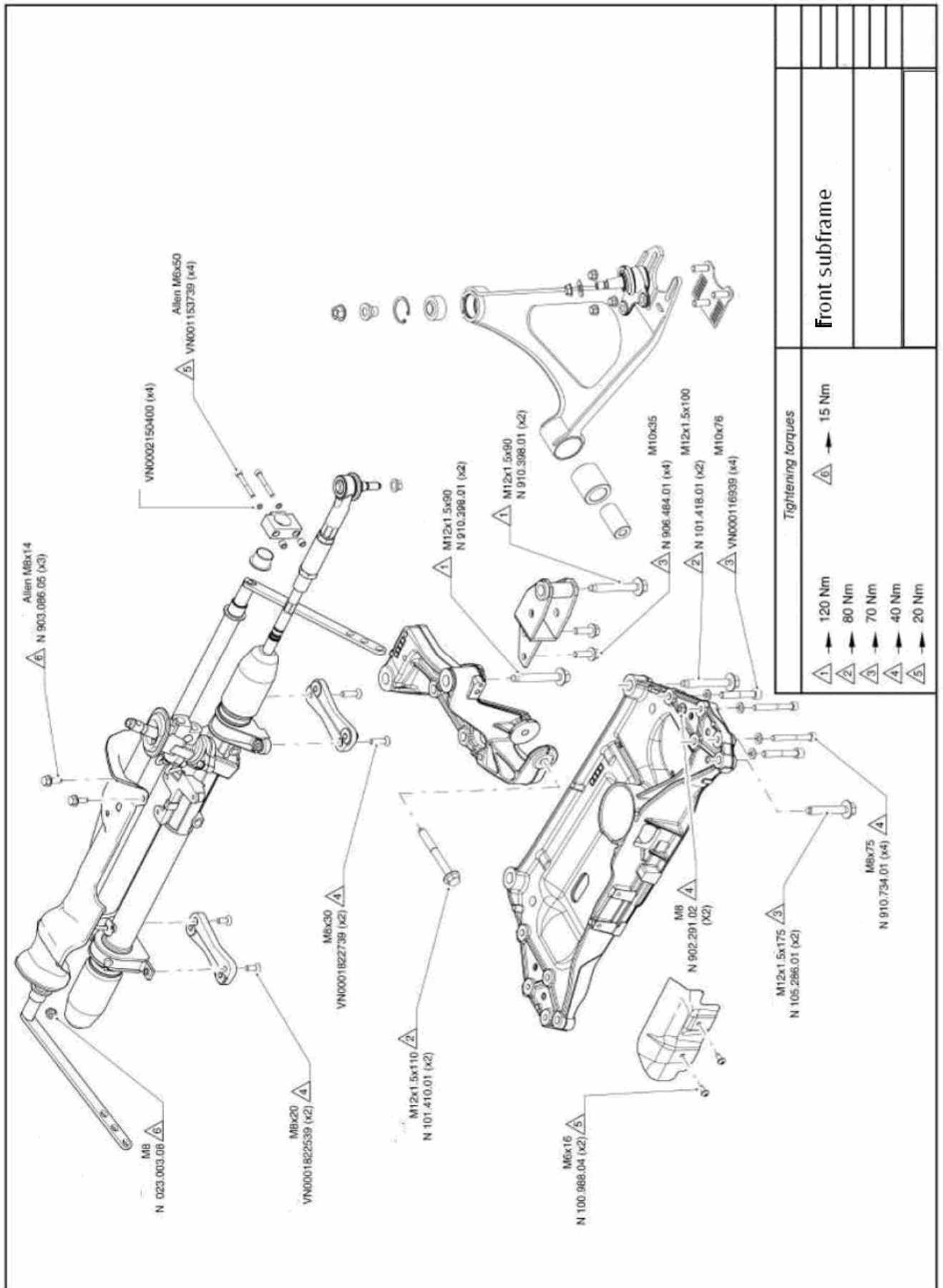
Please note that the torque values detailed in this manual are for fitting purposes only. Do not check at these torques. The table gives the dry and lubricated tightening torques. Common, medium-viscosity grease has been used as a reference.

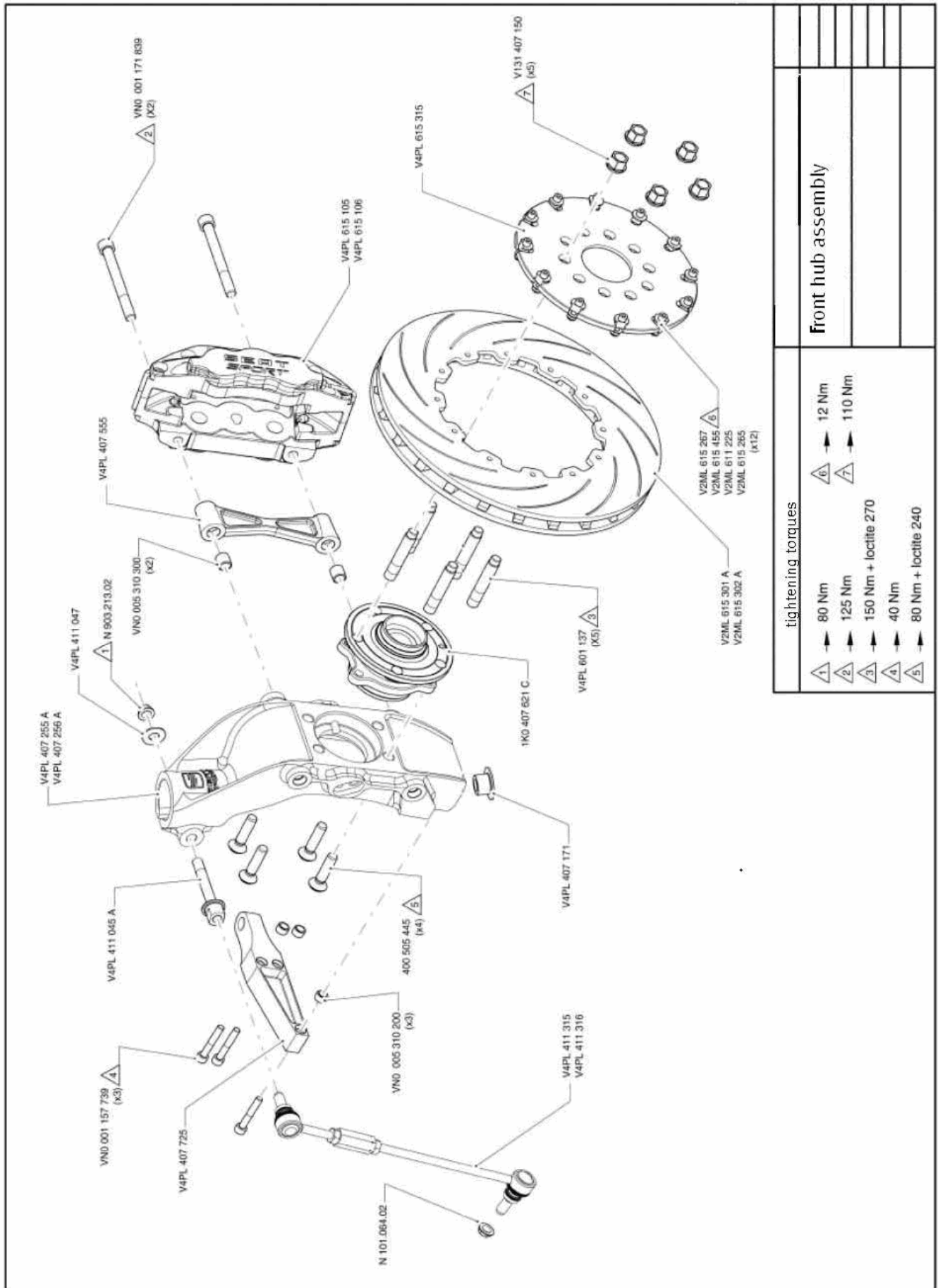
ISO PROFILES		Dry			Lubricated		
Metric		8.8	10.9	12.9	8.8	10.9	12.9
Quality	Thread	Torque lb ft			Torque lb ft		
4	0.70	3.1	4.3	5.2	2.1	2.9	3.5
5	0.80	6.2	8.8	10.5	4.1	5.8	7.0
6	1.00	10.6	14.9	17.9	7.1	9.9	11.9
8	1.25	25.8	36.2	43.5	17.1	24.0	28.8
9	1.25	38.1	53.5	64.2	25.0	35.1	42.2
10	1.00	56.5	79.4	95.3	36.3	51.0	61.3
10	1.25	53.7	75.6	90.7	35.0	49.2	59.1
10	1.50	51.0	71.7	86.1	33.7	47.4	56.8
12	1.50	92.9	130.6	156.7	60.5	85.1	102.1
12	1.75	88.9	125.1	150.1	58.6	82.4	98.9
14	2.00	142.1	199.8	239.8	93.5	131.4	157.7
16	2.00	220.1	309.6	371.5	143.4	201.7	242.0
18	2.00	322.3	453.2	543.8	208.4	293.1	351.7
20	2.50	429.9	604.6	725.5	280.1	393.9	472.7
22	2.50	585.5	823.3	988.0	379.1	533.2	639.8

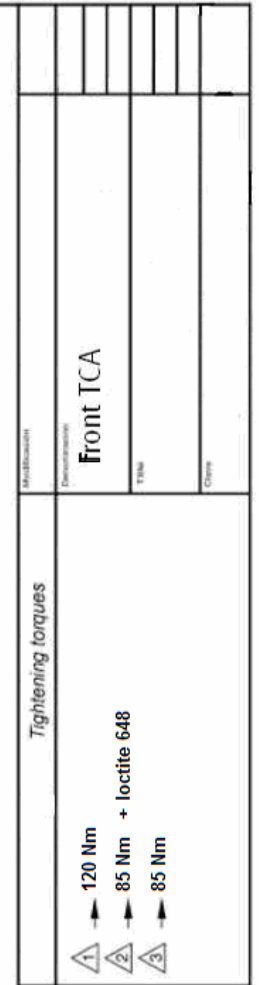
The standard tightening torque table should be used for bolts that have not been specifically indicated in this manual.

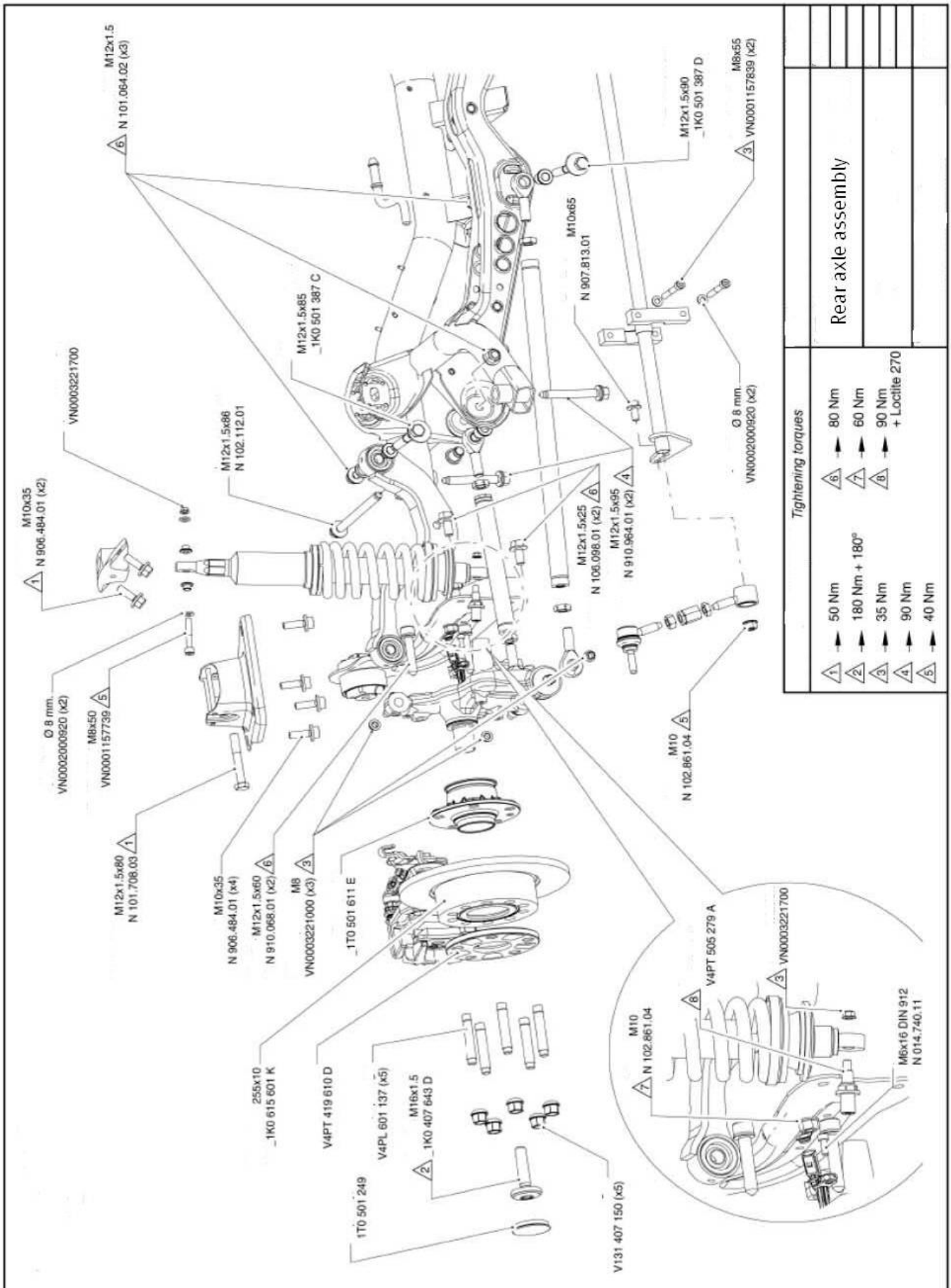
Specific Torques and common fixings are shown in the following table and diagrams:

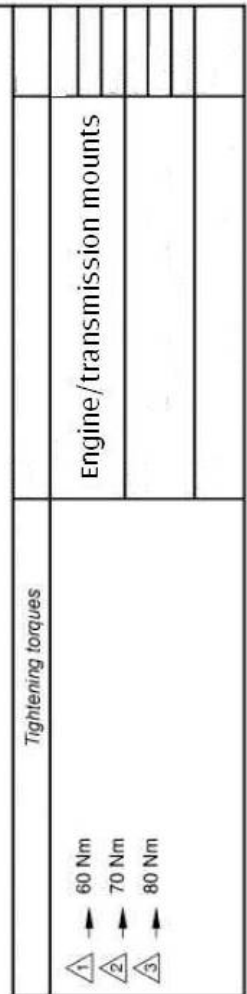
Description	Torque	Note
Wheel nut	110 Nm	Coppaslip grease
External Drive shaft	Tighten to 240 Nm loosen 1 turn Tighten to 240 Nm +90°	Replace bolt after 2 installations
Internal Drive shaft	80 Nm	Coppaslip grease
Track rod end to adjuster	60 Nm	648 loctite
Front damper to wheel hub	80 Nm	Coppaslip grease
Front damper top mount	70 Nm	Coppaslip grease
Rear damper to wheel hub	35 Nm	Coppaslip grease
Rear wheel bearing central bolt	300 Nm	Replace bolt after 2 installations











Service/Inspection Recommendations:

Description	Part Number	Km check	Km life	Remarks
Engine Assembly	VLH1100010	Season	N/A	Rebuild SEAT Sport UK
Throttle Butterfly	06F133062G	Every event	2000	Visual check
Spark Plugs	101905631B	N/A	2 events	Gap set at 0.8mm
Engine Oil	NSCAS0W40	N/A	1 event	4.5 lts
Engine Oil Filter	06D115562	N/A	1 event	SEAT Sport UK
Air Filter Element	V4PL133838	1 event	N/A	Oil after washing
Boost Control Solenoid	06F906283F	N/A	2000	Engine rebuild
Accelerator Module Unit	1K1721503L	N/A	Season	SEAT Sport UK
Auxiliary Water Pump	1K0965561G	N/A	Season	SEAT Sport UK
Lambda Probe	06F906262AC	N/A	3000	SEAT Sport UK
Flywheel	V4PL105273	2 event	3000	Check rotational play max : 4 teeth = 8°
Fuel Filter	1K0201051C	N/A	2 events	SEAT Sport UK
Low Pressure Fuel Pump	V4PL919085	1500	3000	Check pre-filter
Additional Fuel Lift Pump	35906092C	1500	3000	Check pre-filter
Gearbox Assembly	VL1E300C00	3000	N/A	SEAT Sport UK
Gearbox Support	V4PL199555A	500	N/A	Visual check
Gearbox Oil	G052182A2	N/A	1000	See transmission section 9
Drive Shaft Assembly	V4PL407271B	Every event	Std grease 300k Neo grease 600k	Strip, clean, repack with grease 125 grams
Front Roll Bar	V4PL411303	Every event	N/A	Horizontal Checking/Clean and Lubricate
Rear Roll Bar	V4PL511407	Every event	N/A	Horizontal Checking/Clean and Lubricate
Front Upright Assembly	V4PL407251	500	N/A	Visual check and crack test
Front Upright Bearing	1K0407621C	300	Re grease 1000k	Check free play
Rear Upright Bearing	1T0501611E	600	Re grease 2000k	Check free play
Front Wishbone Spherical Joints	NSSCC407502	500	6000	Check free play
Rear Arm Joints	V4PL50167 3 / 4	2000	N/A	Check free play
Front Wishbone Bushing	V4PL407186A	500	3000	Check free play
Front Damper	V4PL413031	1000	N/A	Dyno at SEAT Sport UK
Rear Damper	V4PL513025	1000	N/A	Dyno at SEAT Sport UK
Front Damper Spherical Joint	SSV2ML407502A	500	6000	Check free play

Description	Part Number	Km check	Km life	Remarks
Front Damper Friction Washer	SSV2ML412145	N/A	6000	N/A
Steering Rack	IML422061	1000	10000	Free Play and Hard Points
Steering Rod Joint	LH = 1K0423811F RH = 1K0423812F	1000	N/A	Check free play
Steering Arm	V4PL407725	1000	N/A	Visual check
Front Brake Calliper	LH = V4PL615105 RH = V4PL615106	300	N/A	Inspect seal condition
Brake Master Cylinder	NSMAR1210BF95 = 17.8 NSMAR1220BF95 = 19.1 NSMAR1230BF95 = 20.6 NSMAR1240BF95 = 22.2	N/A	3000	
Alternator	06F903023B	N/A	3000	SEAT Sport UK
Starter		N/A	6000	SEAT Sport UK
Battery	NSDTV2	N/A	3000	Maintaining 12v
Fire Extinguisher	MFE400AKIT	2 years	N/A	Following MSA/FIA Control
Intercooler Pipes	All	Every session	N/A	Visual/Pressure check
Intercooler	1K0145803A	Every event	N/A	Visual/Pressure check
Front Brake Discs	LH/V4PL615297 RH/V4PL615298	Every event	N/A	Check for cracks and free play in bells
Power Steering Hoses	All	500	season	Visual check

3 Safety Requirements: (5.3)

Seat (5.3.2)

Replacement of the driver's seat must comply with Regulation 5.3.2.1.

Seat Mounting Brackets (5.3.2.2)

Whilst installing the seat, note the clearance of the lap strap holes in the side of the seat.

Replacement of the seat mounting brackets must comply with regulation 5.3.2.2.

Internal Rear View Mirror (5.3.6.3)

The single internal rear view mirror original supplied by SEAT Sport UK, (shown in diagram 2) may be replaced with an optional mirror kit, SEAT Sport UK Part No.NS225MK-1 (shown in diagram 3) the fitting, location and orientation of either mirror must be as show in diagrams 2 or 3. It is not permitted to fit any other internal mirror.



Diagram 2 – Standard size internal mirror



Diagram 3 – SEAT Sport UK convex wide mirror

4 General Technical Requirements: (5.4)

Fixings (5.4.5)

Fixings specification must remain as those supplied by SEAT Sport UK.

Heat Insulation (5.4.7)

Heat insulation specification must remain as those supplied by SEAT Sport UK.

SEAT Sport UK Base Set Up for the New Leon Cupra Race Car

At the point of collection all cars will have the following base set up:

Toe

Front Toe: 15' out each wheel
Rear Toe: 15' out each wheel

Camber

Front Camber: -3.5°
Rear Camber: -3.0°

Roll Bars

Front Roll bar: Middle Position
Rear Roll bar: Middle Position

Dampers

Front compression: Centre Position
Rear compression: Centre Position
Front Rebound: Centre Position
Rear Rebound: Centre Position

Springs

Front: 160/60/90 main 60/60/2 helper
Rear: 160/60/60 main 60/60/2 helper

Rear Wing

Rear Wing Position: B2 = 0°

Brake Bias

Front/Rear Brake Bias: 50/50 %

5 Chassis: (5.5)

Each car will be fitted with a Chassis SEAT Sport UK Conformation Seal. The SEAT Sport UK Conformation Seal is placed on the roll cage centre cross brace. This seal must not be altered or interfered with in any way.

Chassis SEAT Sport UK Confirmation Seal is shown in diagram 4.



Diagram 4

Tyre to Chassis Clearance

To allow extra clearance for the front tyres, the shaded area marked below in diagram 5 may be folded in at a 90° angle towards the strut tower. The diagram shows the right hand side of the car, but the same is true of the left hand side. No other modifications are permitted. For further information, please contact the SCC Technical Manager.



Diagram 5

To allow extra clearance for the rear tyres, the orange shaded area marked below in diagram 6 may be folded outward so that it is flat to the rest of the inner rear wheel arch. The diagram shows the left hand side of the car, but the same is true of the right hand side. No other modifications are permitted. For further information, please contact the SCC Technical Manager.



Diagram 6

Rear Wheel Arch Liner

To reduce debris collecting on top of the flat floor, a wheel arch liner kit shown in diagram 7 (marked A with fixings marked B), is available from SEAT Sport UK, Part No .NSRA1KIT

The fitting of this kit is optional.

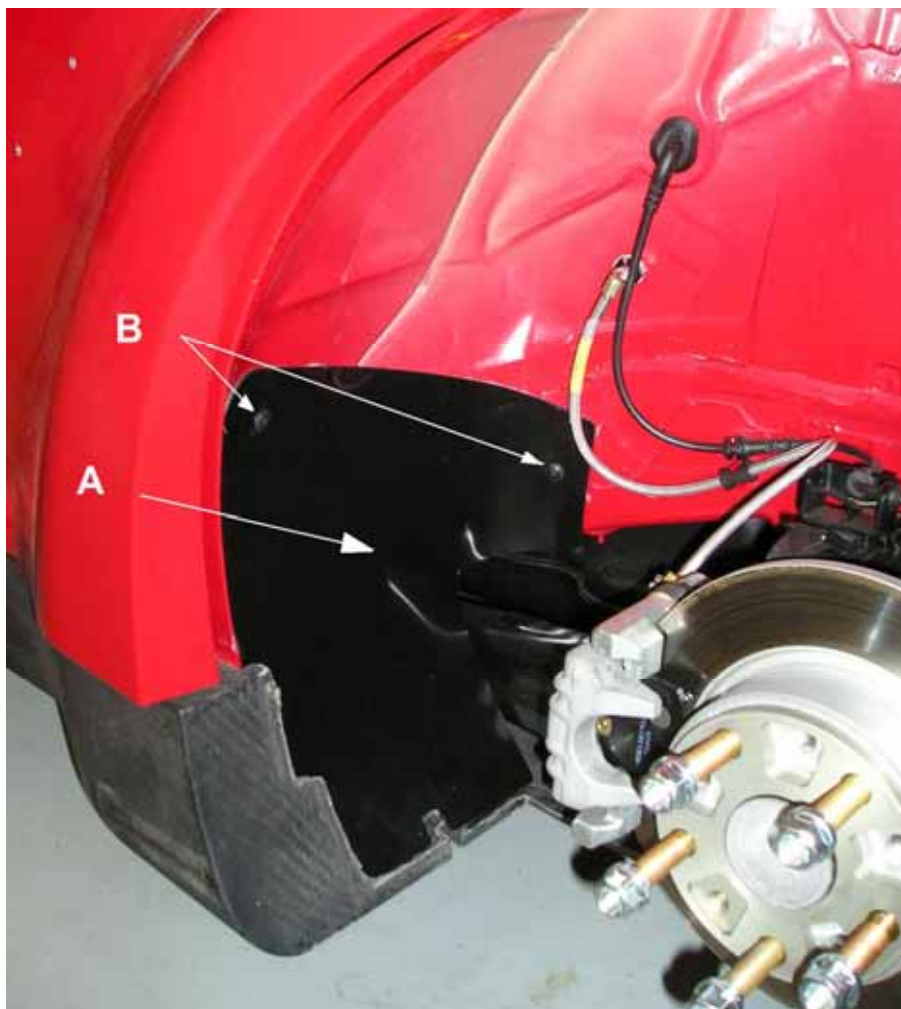


Diagram 7

Rear Tow Strap-Mounting Point

The mounting point for the rear tow strap may be modified to reinforce the area. Only the exact modifications detailed below are authorised. For further information, please contact the SCC Technical Manager.

Diagram 8 shows four points where the reinforcing plate may be drilled and then connected to the plate behind using rosette welds.



Diagram 8

Diagram 9 and 10 detail seven points where stitch welds may be used to reinforce the chassis to the rear panel. No other welding or bolting is authorised.



Diagram 9



Diagram 10

Roof Vent Aperture (5.5.1.3)

Cars with the SEAT Sport roof vent aperture shown in diagram 11, are required to have roof vent cover SEAT Sport UK Part No. NSSCC 070061 (diagram 12) fitted.

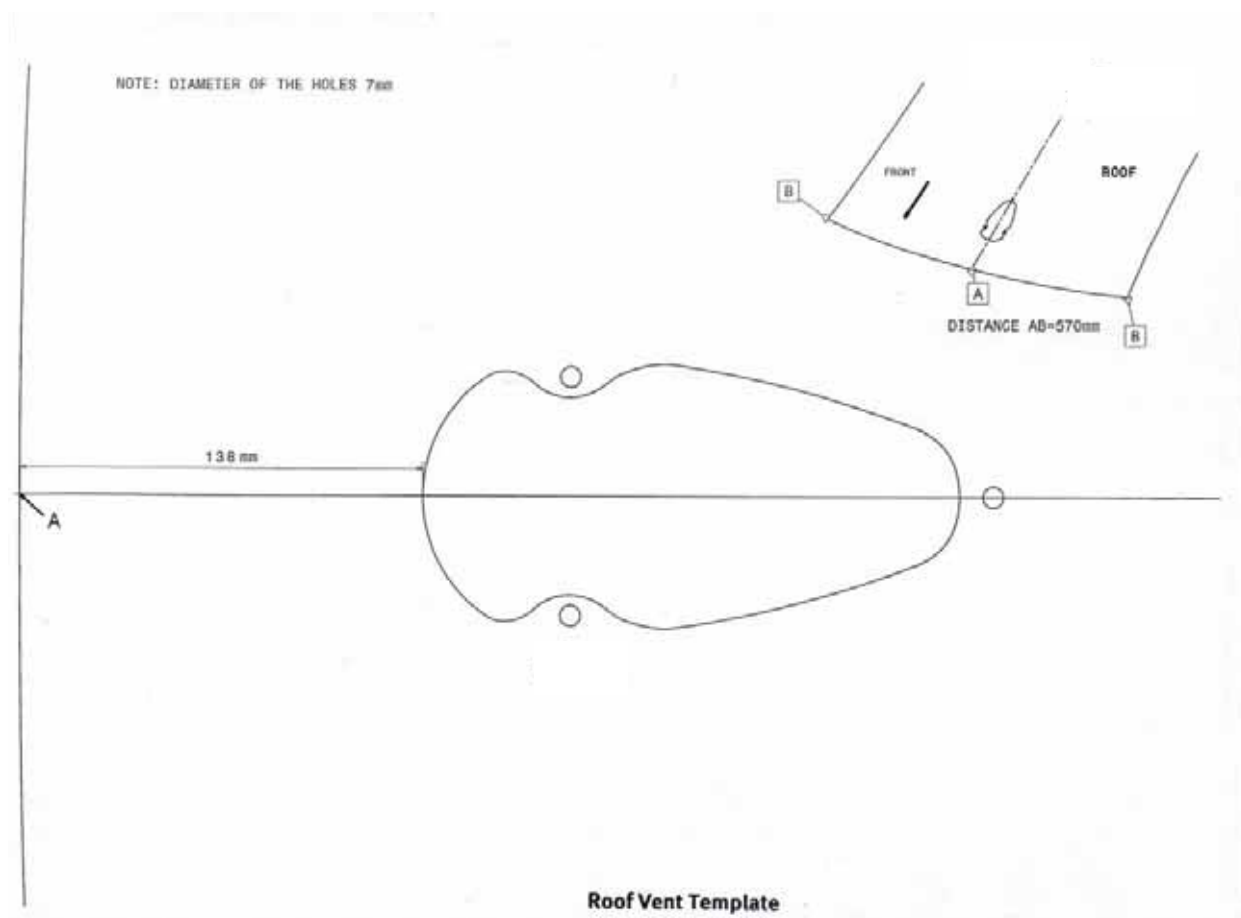


Diagram 11

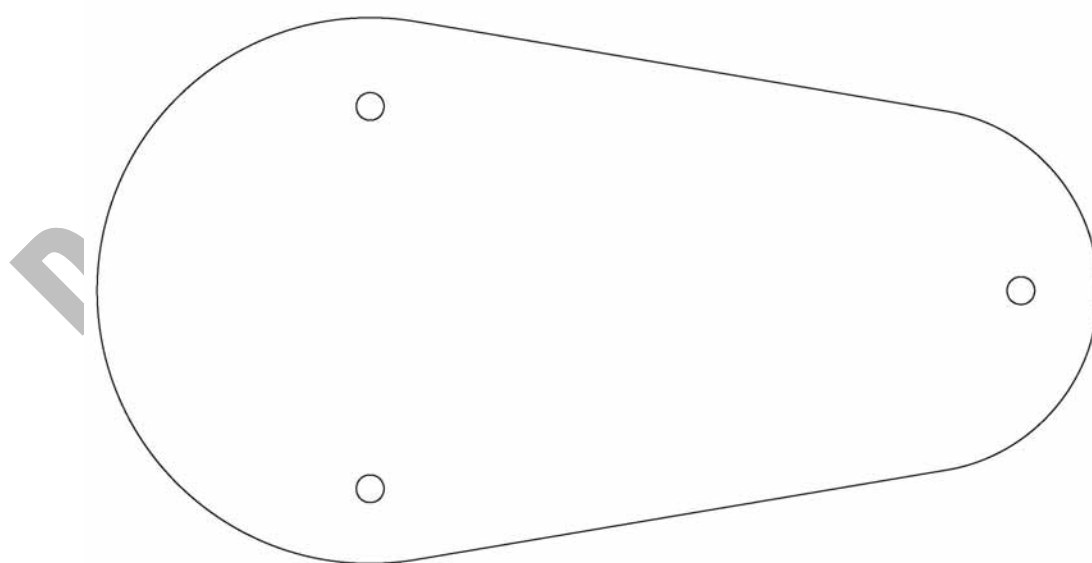


Diagram 12

6 Bodywork: (5.6)

Body Colour

The original car colour is S3H Red Emotion.

Flat Floor (5.6.6)

Front Splitter

The front splitter is part of the front floor section and is not adjustable in relation to its position on the car in height or angle. However the aerodynamic load can be adjusted by the rear ride height. The front splitter and floor must be attached in the correct manner, intended location and orientation as those supplied by SEAT Sport UK.

Flat Floor

The flat floor is not adjustable in any way and must be attached in the correct manner intended, location and orientation as those supplied by SEAT Sport UK.

To help prevent the rubber build-up from collecting under the front edge of the centre section of the flat floor, and to increase the clearance between the exhaust and the centre section of the flat floor, it is permitted to remove the section of the flat floor highlighted in green within diagram 13. The section of heat shield which is removed from the floor shown in diagram 14 must be re-attached to the front section of floor directly beneath its original location.

The figures within diagram 13 marked in red indicate millimetres. The modification requires the floor to remain symmetrical right to left when viewed from above with the floor in its normal fitted orientation. For further information, please contact the SCC Technical Manager.

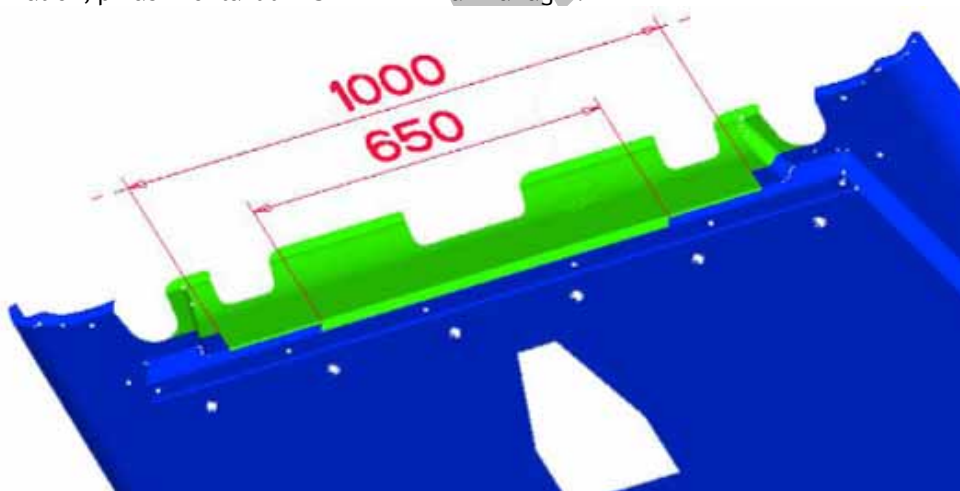


Diagram 13

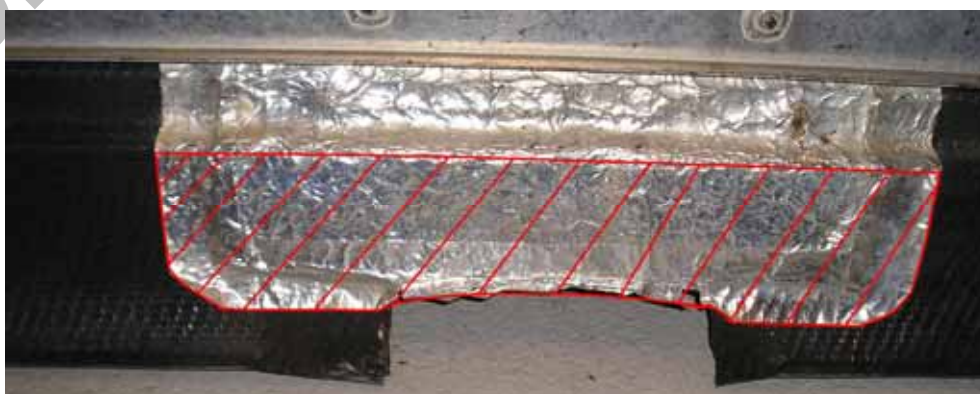


Diagram 14

The air ducts outlined in red in diagram 15 may be supplied by SEAT Sport UK in aluminium or Twintex. For the avoidance of doubt, both are permitted for use within the Championship.

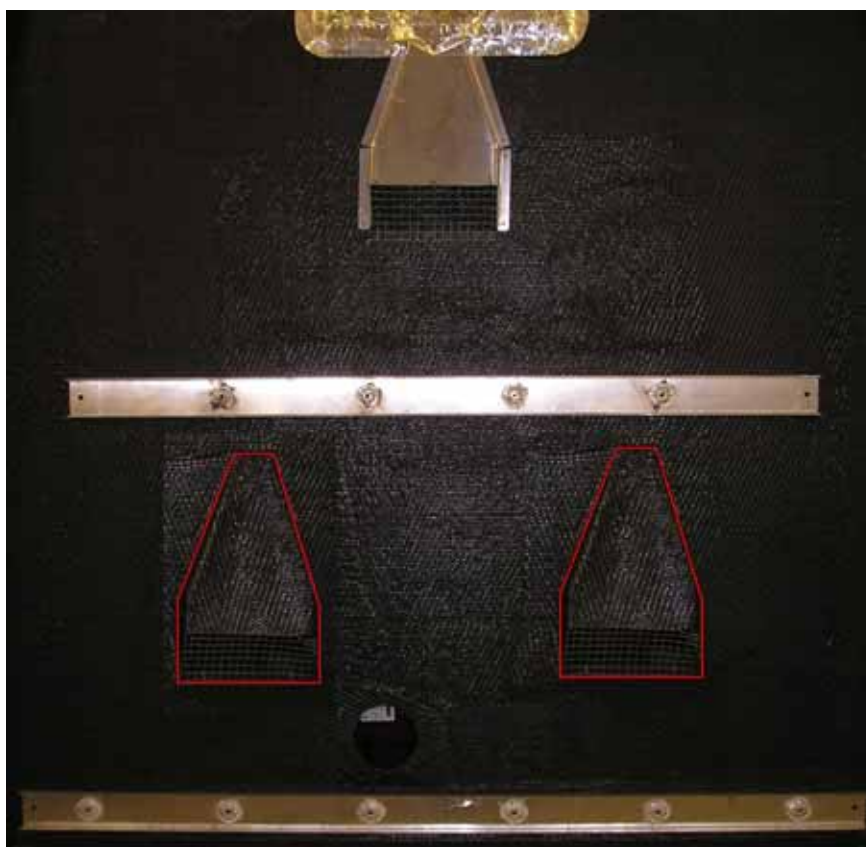


Diagram 15

Rear Diffuser

The rear diffuser is not adjustable in any way and must be attached in the correct manner intended, location and orientation as those supplied by SEAT Sport UK.

Repairs (5.6.6.2)

Repairs to the front splitter, flat floor and rear diffuser are permissible. However, they must retain the dimensions, material, construction and strength properties of the original part.

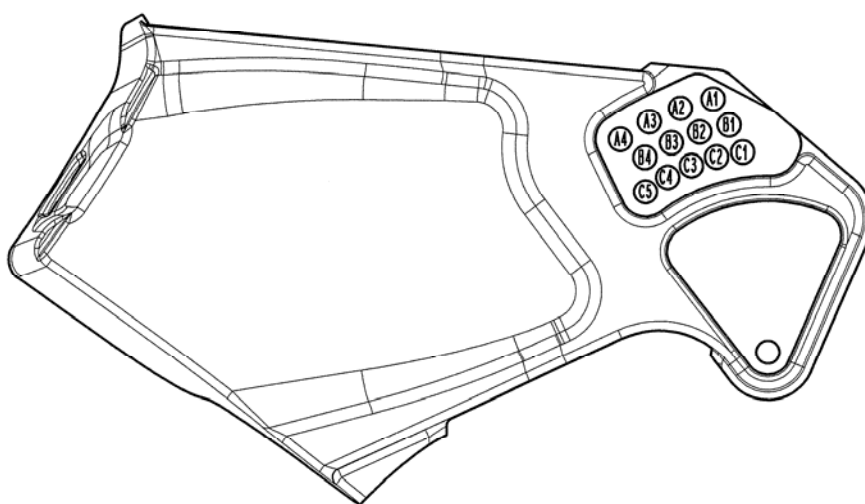
Rear Wing (5.6.7)

SEAT Sport UK Part No. = V4PL827929.

Rear Wing Adjustment Brackets

SEAT Sport UK Part No. = V4PT827930.

The rear wing is adjustable within the range of adjustments within the bracket. Diagram 16 and the corresponding table show the different degrees of inclination that can be obtained from the different positions. All the following data has been taken with an equal front and rear ride height.



A1	-5°
A2	2.5°
A3	10°
A4	17.5°
B1	-7.5°
B2	0°
B3	7.5°
B4	15°
C1	-10°
C2	-2.5°
C3	5°
C4	12.5°
C5	20°

Diagram 16

Glass and Transparent Surfaces (5.6.9)

Glass and transparent surface specifications must remain as those supplied by SEAT Sport UK.

- Front quarter windows are glass with safety laminate fitted.
- Front door windows are glass with safety laminate fitted.
- Rear door windows are 4 mm clear polycarbonate.
- Rear quarter windows are standard fitment polycarbonate.
- Tailgate window is glass with safety laminate fitted.

Windscreen (5.6.9.2)

SEAT Sport UK Part No. = 1P2845011B.

Windscreen must be of standard fitment to 2006 UK SEAT Leon.

Window Net (5.6.9.4)

Window net must be installed as those supplied by SEAT Sport UK shown in diagram 17.



Diagram 17

Bonnet Drain Hole

When racing in very wet conditions or washing the car, the spark plug in cylinder number 4 can suffer from water ingress. To help prevent the build up of water around the spark plug/coil pack the following modifications may be carried out.

Adhesive foil tape may be used to seal the drain hole in the underside of the bonnet (marked 'A' in diagram 18). The use of a body sealer is permitted around the retaining clips of the bonnet trim (SEAT Sport UK Part No.: 1P0 854699 H). No other modification will be authorised.

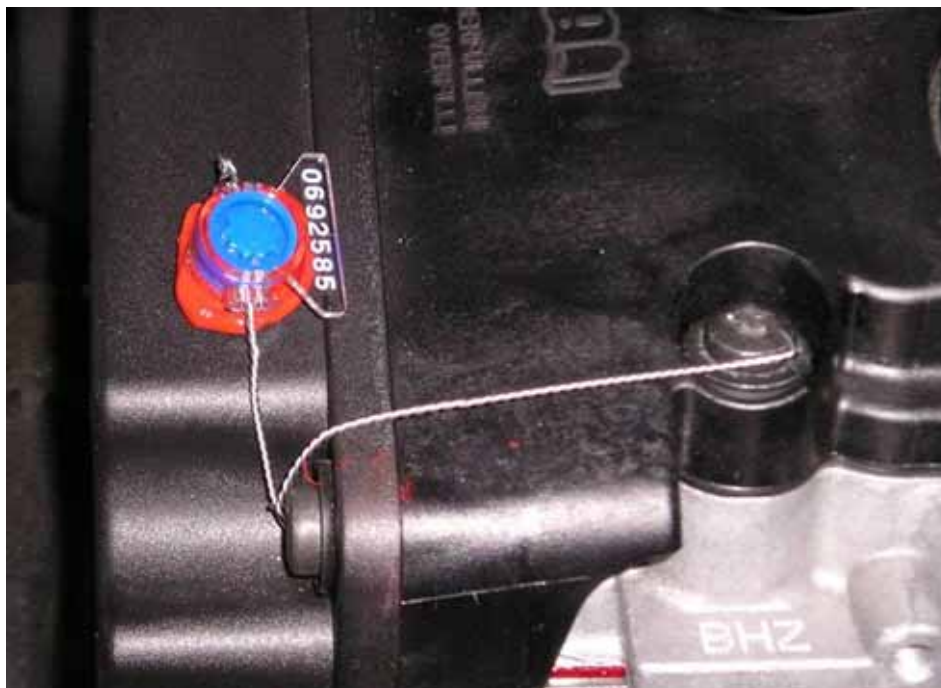


Diagram 18

7 Engine: (5.7)

Engine Sealing (5.7)

The location and fitment of SEAT Sport UK Confirmation Seals are shown in the following diagrams.



(i) Cam belt cover to cam cover seal.



(ii) Cam cover to cam end housing seal.



(iii) Cam cover to cam end housing SEAT Spain seal.



(iv) Cam end plate to CCS unit seal.



(v) High-pressure fuel pump seal.



(vi) Intake manifold seal.



(vii) Front sump seal.



(viii) Rear sump seal.



(ix) Throttle body to air temp sensor seal.



(x) Throttle body seal.

Engine Parts That May Be Replaced (5.7.1)

Only parts within the SEAT Sport UK Parts Manual may be used to replace accessible parts, i.e. parts with no SEAT Sport UK Confirmation Seal.

Prohibited Modifications (5.7.2)

Modifications to the engine in any form are prohibited including exhaust ports and manifold. Diagram 19 shows the finish of the exhaust ports.



Diagram 19

Loan Engine Scheme

A Loan Engine Scheme will be made available to competitors at the discretion of SEAT Sport UK. Details of the Loan Engine Contract, terms and conditions for the engine loan are included at the end of this manual or are available from the SEAT Cupra Championship Parts department.

Engine Rebuild

If a Team/Competitor requires an Engine rebuild SEAT Sport UK shall supply its engine partner with a complete set of parts as standard procedure. The kit comprises all the parts required for a standard rebuild and therefore may not cover the full extent of the rebuild. Any additional items required will need to be authorised in writing (email or fax) by the Team/Competitor. Please see the section below and Appendix A for further details on return procedures.

Engine Dressing

Engines which are being returned to SEAT Sport UK for repair will **only be accepted** if they are free of oil and coolant and in a clean condition. The engines must to be dressed as per the checklist in Appendix A.

SEAT Sport UK cannot guarantee the return of any additional ancillaries left on the engine. Parts missing from exchange engines will be charged to the team at retail prices. Engine frames/boxes will remain the property of SEAT Sport UK.

Coolant Including Antifreeze (5.7.4.2 & 5.7.4.5)

Choice of engine antifreeze manufacturer is free.

Engine Coolant level should be between Minimum and Maximum mark on Coolant Header Tank.

Always run the engine until the fan cuts in after refilling and before driving.

The thermostat is a re-circulating type and should not be removed.

Engine Oil Level (5.7.4.3)

When entering the circuit at the start of an Official Test, qualifying session or race the engine oil level must be at the maximum level. The oil level shall remain between the two marks in the oil dipstick as shown in diagram 20.

The dipstick length is 520mm from underside of top cap.

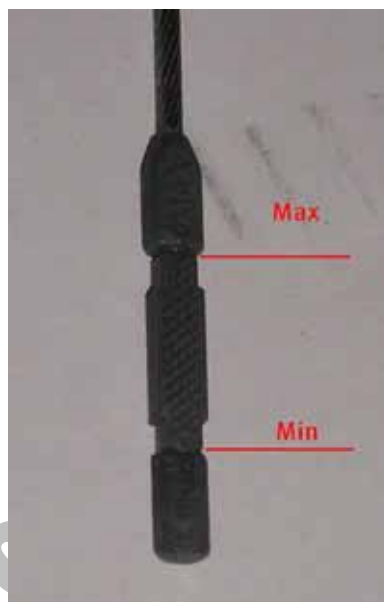


Diagram 20

Engine Oil (5.7.4.2 & 5.7.4.6)

Mandatory engine oil type and manufacture is T.B.C.

SEAT Sport UK recommends that Engine oil should be replaced after every Meeting. The quantity needed to fill the engine with oil filter replacement is 4.5 litres. It is recommended to change the oil filter each time the engine oil is changed.

For the avoidance of doubt oil additives, including friction reducers, are prohibited (5.7.4.2).

Turbo (5.7.5.1)

All turbo chargers are pre-calibrated, non-adjustable, sealed units sealed by SEAT Sport UK with SEAT Sport conformation seals, as shown in diagram 21 (clamp seal) and diagram 22 (clamp to intake seal) and must remain as those supplied by SEAT Sport UK at all times.



Diagram 21



Diagram 22

Please be aware that turbos must be made available to the Championship Eligibility/Safety Scrutineer or Championship Organisers at any time for any check to be made to confirm eligibility.

The turbo Inlet size is 52.1mm max and has a square edge and smooth cast finish shown in diagram 23.

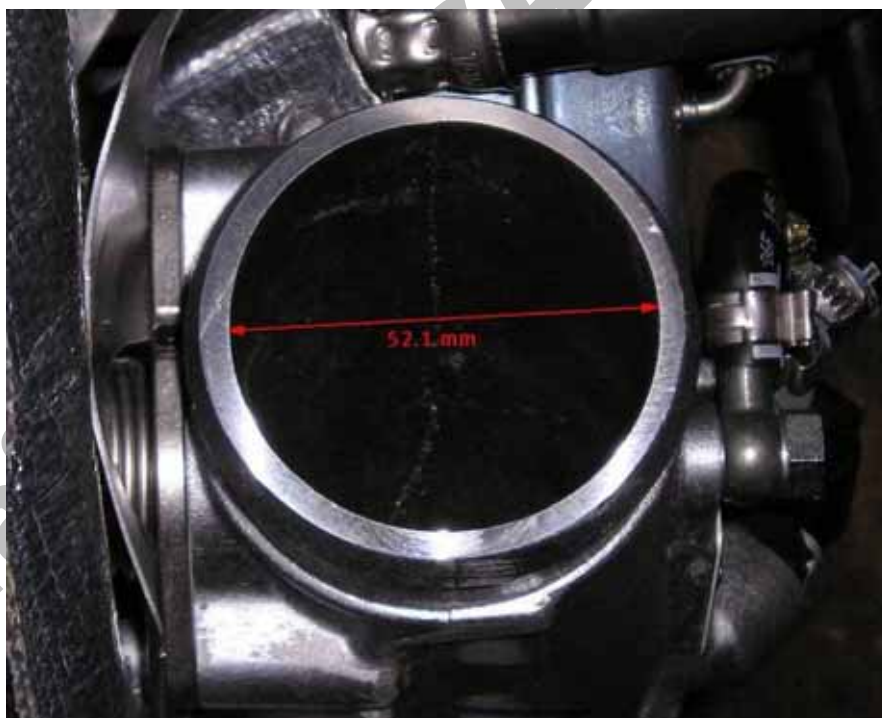


Diagram 23

Turbo Waste Gate Control

The waste-gate crack off pressure: = 0.41 bar $\pm$ 0.05 bar.

This measurement is made with a Dial Test Indicator (DTI) positioned onto the waste-gate actuator rod as shown in diagram 24. The crack off point at which the waste-gate valve "2" lifts off its seat is = to 10 thousandths of an inch (0.010") of travel on the actuator rod "1".



Diagram 24

The turbine housing is incorporated into the exhaust manifold and is of a roughcast finish shown in diagram 25.

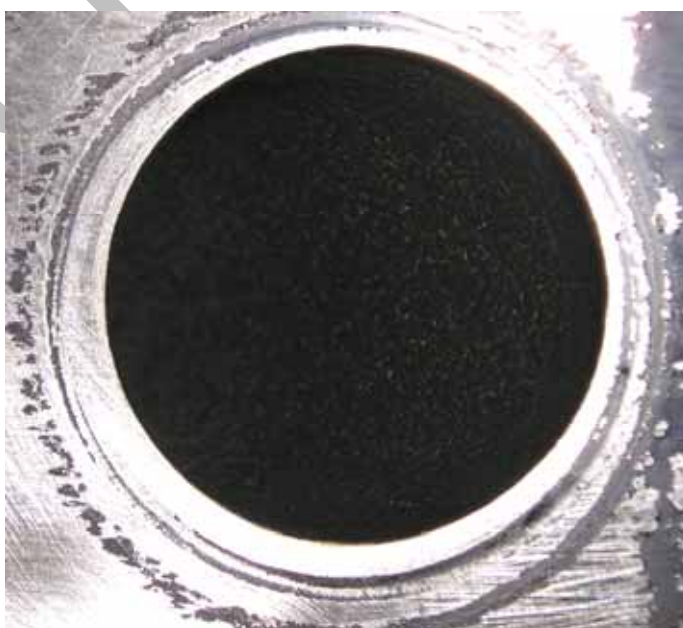


Diagram 25

Intercooler System (5.7.5.4)

The intercooler SEAT Sport Part No. 1K0145803A, and all associated parts must remain as those supplied by SEAT Sport UK.

Air Filtration Unit (5.7.5.5)

SEAT Sport UK Part No. = V4PL133838.

SEAT Sport UK recommends that the air filter should be checked every meeting and cleaned and re-oiled when necessary depending on its condition.

When racing in very wet conditions the air filter may become waterlogged resulting in an air mass meter fault being recorded in the engine ECU, to help reduce the chances of this occurring the following modification may be carried out.

Air Filter Box Drainage Hole:

A hole of $8.0 \pm 0.5\text{mm } \varnothing$ may be drilled in the air filter box, in the position marked in diagram 26 to allow water to drain from the air filter box. No other modification is authorised.



Diagram 26

Electronic Control Unit (5.7.7)

All ECU's are sealed by SEAT Sport UK with SEAT Sport conformation seals.



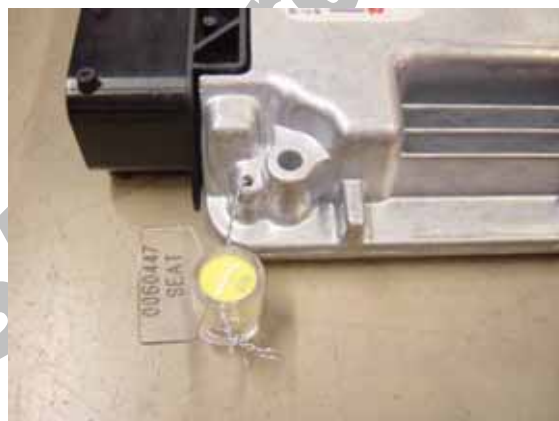
ECU location.



ECU number.



ECU UK seal.



ECU SEAT Spain seal.

Starting

The correct procedure for engine start up and engine shut down, to prolong engine serviceability is as follows:

- Always switch the master switch on before the ignition switch.
- Start-up procedure: The Engine MUST be idled for at least 2 minutes before revving/moving off.
- Shut down procedure: The Engine MUST be left to idle for 2-3 minutes before shutting down.
- Switch off the ignition switch, and leave the master switch on to power the turbo circulation pump which is controlled by the ECU (running time is around 15 minutes).

Fuel Delivery System (5.7.8)

The fuel delivery systems including the tank internals must remain as those supplied by SEAT Sport UK. The car is fitted with a double-sided fuel tank with two lift pumps. It is not recommended to run with less than 5 litres remaining in the tank. The system is assembled as shown in diagram 27.

The fuel pressure can be monitored on the data logger. The low-pressure system must run above 2bar and up to 6.5bar depending on engine load. The lift pumps located inside the fuel tank are operated via a pulsed current control module, controlled by the engine control unit.

Fitted in the engine bay is a homologated 'Dry break connector' for draining and sampling fuel. To empty the fuel tank there is a pump out control switch available from SEAT Sport UK, Part No. U4PL 971 001.

Caution! Do not run the lift pumps dry, as this will result in damage.

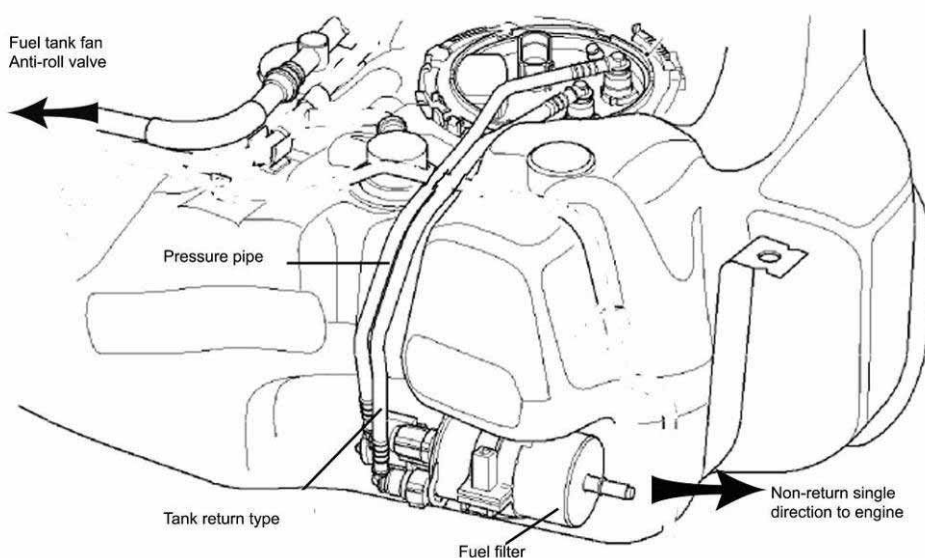


Diagram 27

Fuel Pressure (5.7.8.3)

The fuel system pressures will be measured and recorded by the scrutineering data logging system.

Maximum fuel pressures:

Low-pressure system 7.5 bar.

High-pressure system 135 bar.

Engine Parameters

Description	Value
Engine ID	BHZ
Type	4 cylinders – 4 valves per cylinder
Capacity	1984 cc
Bore/Stroke	82.5 x 92.8 mm
Compression ratio	Control
Maximum power	220 KW/301 HP at 6500 rpm
Maximum torque	340 Nm/2100 rpm
Intake system	Direct fuel injection, turbo and intercooler
Ignition	ECU controlled electronic ignition
Fuel	Unleaded control fuel
Generator	90 A
Battery	Dry 26 Ah/280 A

8 Suspension: (5.8)

Front Upright

Front upright is of cast alloy construction and is designed to be ambidextrous. It is shown in diagram 28 and 29.



Diagram 28



Diagram 29

Front Track Control Arm

Front track control arm (TCA) is of fabricated steel construction and is designed to be ambidextrous. The front camber adjustment (Regulation 5.8.7.1) is adjusted on the bottom ball joint mounting point shown in diagram 30.

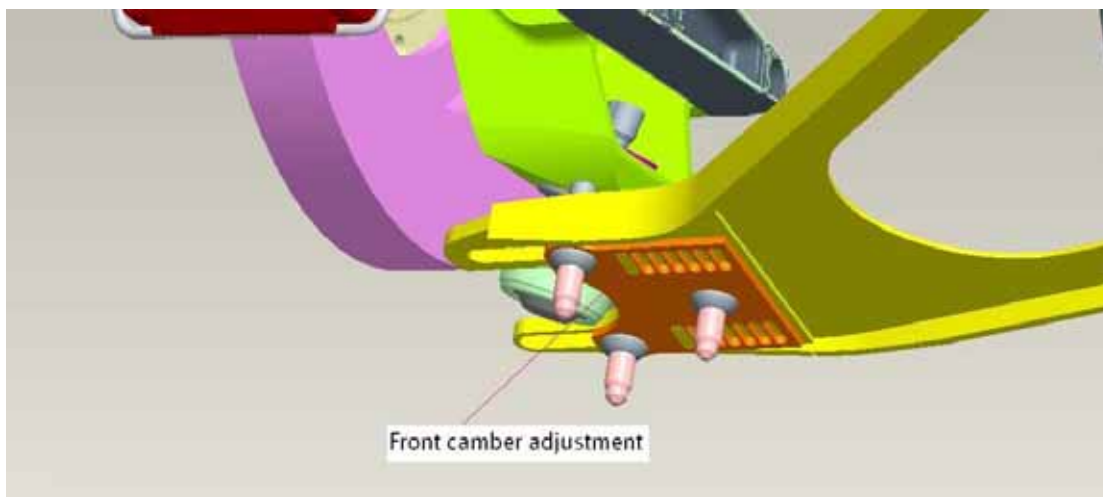


Diagram 30

Rear Lateral Links

Rear lateral links are of fabricated steel construction and are designed to be ambidextrous. The rear camber and toe adjustment (Regulation 5.8.8.1 and 5.8.8.2) can be adjusted on the lateral links shown in diagram 31.

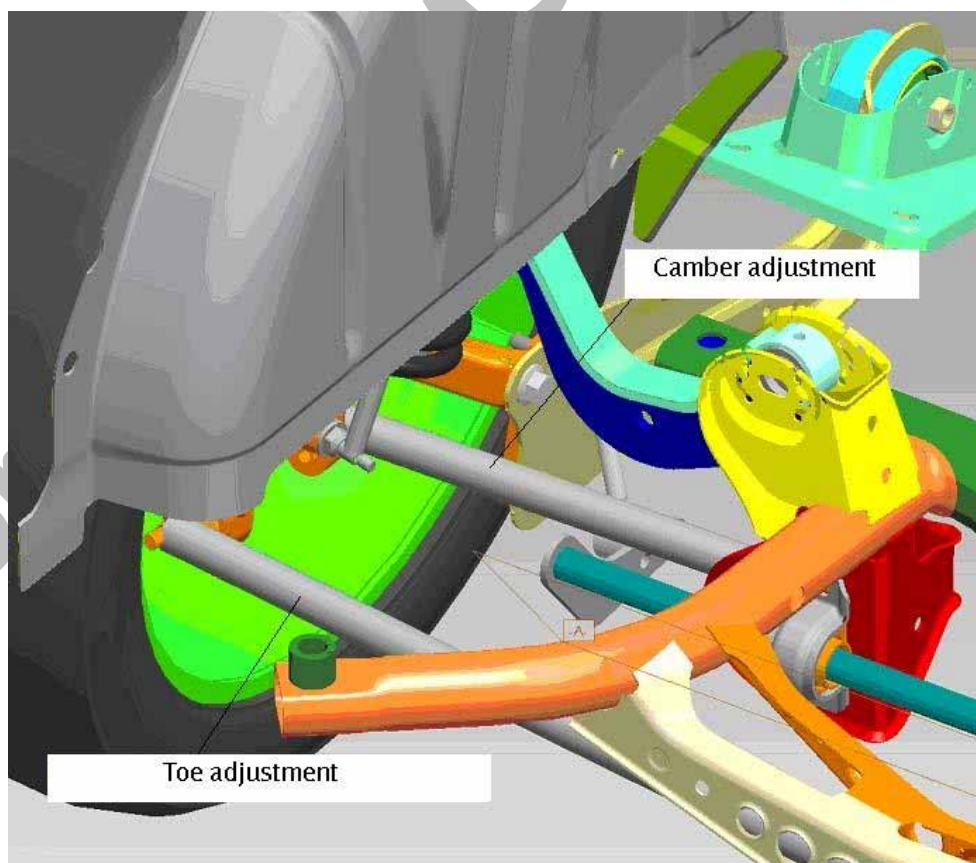


Diagram 31

Rear Sub-Frame

All new rear sub frames supplied by SEAT Sport UK will include an increased clearance for the exhaust. For the avoidance of doubt, both the original rear sub-frame and re-designed part are permitted within the Championship.



Original Design: SEAT Sport UK Part No. V4PL505315



New Design: SEAT Sport UK Part No. V4PL505315A

Dampers (5.8.3.2)

Dampers may be adjusted within their range of rebound and compression. Gas pressure is set and is non-adjustable.

Front Damper.

Front damper top mount, SEAT Sport UK Part No: V2ML412351. For the ease of servicing, the bore marked "A" (shown in the diagram 32) should be a clearance fit over the damper shaft.

If the fit is incorrect, please contact the SCC Technical Manager.

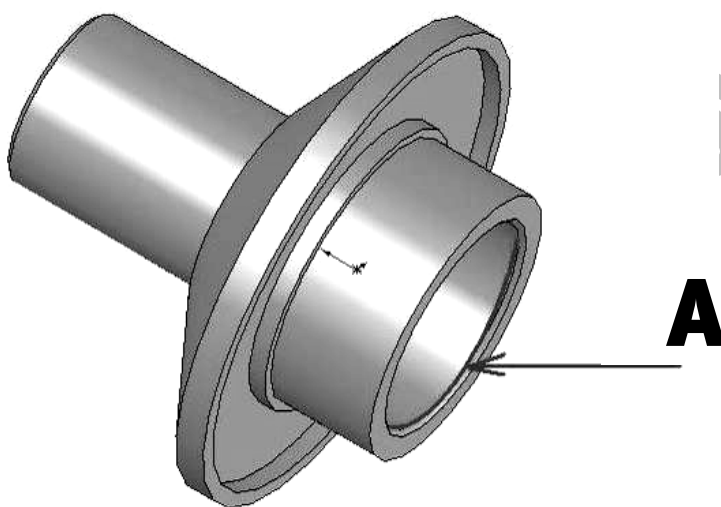


Diagram 32

The adjustment of the front dampers:

- The compression adjustment has a range of 12 clicks (clockwise is hard), shown in diagram 33.
- The rebound adjustment has a range of 2 ¼ turns (clockwise is soft). Use tool "1" shown in diagram 34.



Diagram 33

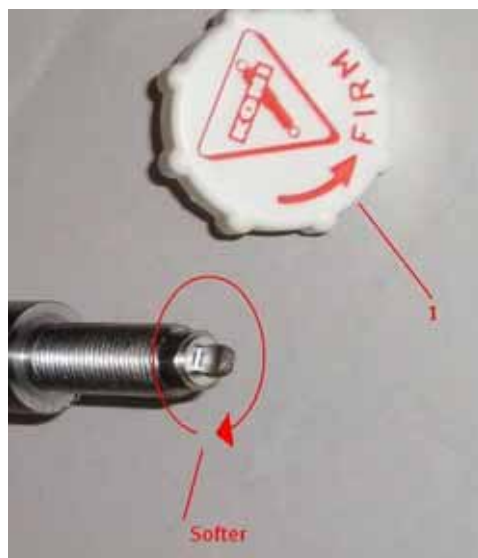


Diagram 34

Rear Damper

The adjustment of the rear damper (shown in diagram 35):

- The compression adjustment has a range of 12 clicks (clockwise is soft). Depress button “1”, while depressed rotate shaft to adjust “2”, to carry out this adjustment one end of the damper has to be removed from the car.
- The rebound adjustment has a range of 2 ¼ turns (clockwise is soft). Insert pin into “3” rotate adjuster.

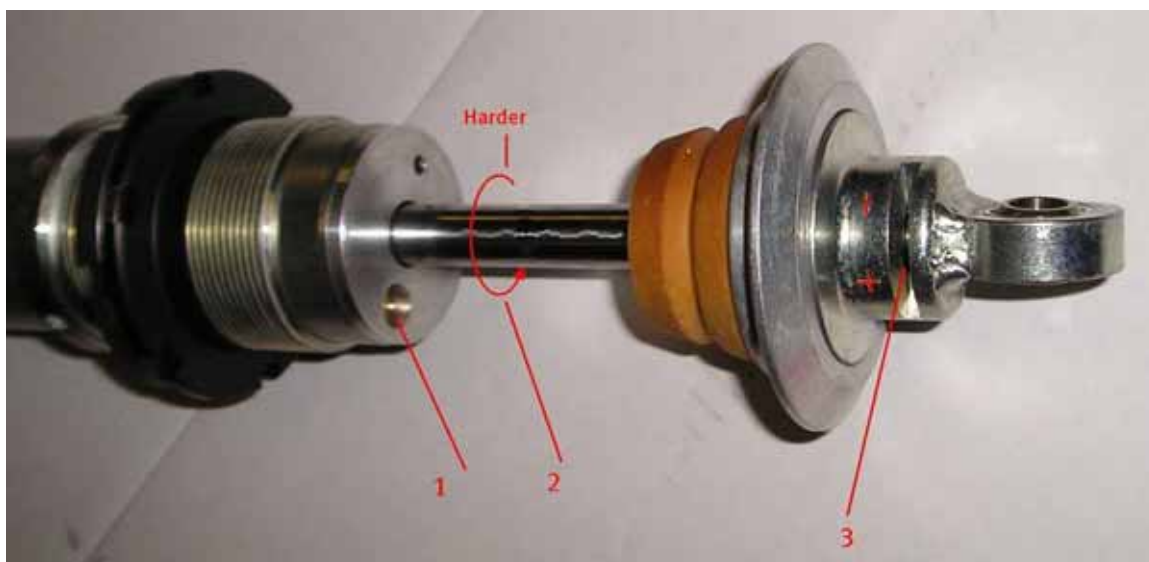


Diagram 35

Springs (5.8.6.2)

All front and rear spring options are to be mounted with a 60-60-2 helper spring part No.VN0020018100, except the 250-60-70 which is used without helper spring.

The car is supplied with the 160-60-90 front and 160-60-60 rear option.

Front Springs

Only the following front spring options are permitted to be used:

Reference	Front springs
VN0020011500	250-60-70
VN0020065500	160-60-90
VN0020065700	160-60-110
VN0020065900	160-60-130

Rear Springs

Only the following rear spring options are permitted to be used:

Reference	Rear springs
VN0020065100	160-60-50
VN0020065200	160-60-60
VN0020065300	160-60-70
VN0020065400	160-60-80

Bump Stops (5.8.6.4)

Bump stops must be fitted to the car, as supplied by SEAT Sport UK at all times.

Front bump stop, SEAT Sport Part No. V4PL413133 and bump spacer, SEAT Sport Part No. V4PL413139.
The rear bump stop is inclusive of the rear damper.

Extra bump stop spacers may be fitted, SEAT Sport Part No. V4PL413139, to the front. These are to prevent the spring from going coil-bound. As a guide, the table below shows spring and bump stop spacer combinations.

Spring combinations	Mounting length	Car height	Bump stop package
250-60-70	238 mm	60mm to 80mm	Bump stop + 1x bump spacer
160-60-90 + 60-60-2	174 mm	60 mm	Bump stop + 1x bump spacer
	174 to 169 mm	65 mm	Bump stop + 2x bump spacers
	169 to 164 mm	70 mm	Bump stop + 3x bump spacers
	164 to 159 mm	75 mm	Bump stop + 4x bump spacers
160-60-110 + 60-60-2	181 mm	60 mm	Bump stop + 1x bump spacer
	181 to 176 mm	65 mm	Bump stop + 2x bump spacers
	176 to 171 mm	70 mm	Bump stop + 3x bump spacers
	171 to 166 mm	75 mm	Bump stop + 4x bump spacers
160-60-130 + 60-60-2	185 mm	60 mm	Bump stop + 1x bump spacer
	185 to 180 mm	65 mm	Bump stop + 2x bump spacers
	180 to 175 mm	70 mm	Bump stop + 3x bump spacers
	175 to 170	75 mm	Bump stop + 4x bump spacers

This is a guide only! Ride heights must be checked before entering the circuit .

Anti-Roll Bars (5.8.4)

Anti-roll bars, front and rear, may be adjusted within the three positions on each roll bar.

Front Anti-Roll Bar

Anti-roll bar dimensions:	Internal diameter	=21 mm.
	External diameter	=25 mm.

Anti-roll bar blade dimensions	Tube centerline to adjustment 1	=256 mm.
Shown in diagram 36 and 37	Tube centerline to adjustment 2	=226 mm.
	Tube centerline to adjustment 3	=198 mm.

New front anti-roll bars supplied by SEAT Sport UK will be SEAT Sport UK Part No. V4PL411303A, as shown in diagram 37. This supersedes SEAT Sport UK Part No. V4PL411303, shown in diagram 36. For the avoidance of doubt, both the original front anti-roll bar and redesigned part are permitted within the Championship.

In order to fit V4PL411303A there is also a change of front anti-roll bar mount to SEAT Sport UK Part No. V4PL411355A.

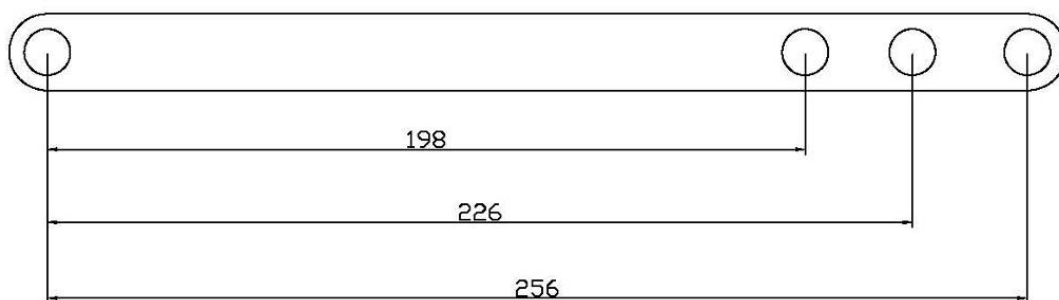


Diagram 36

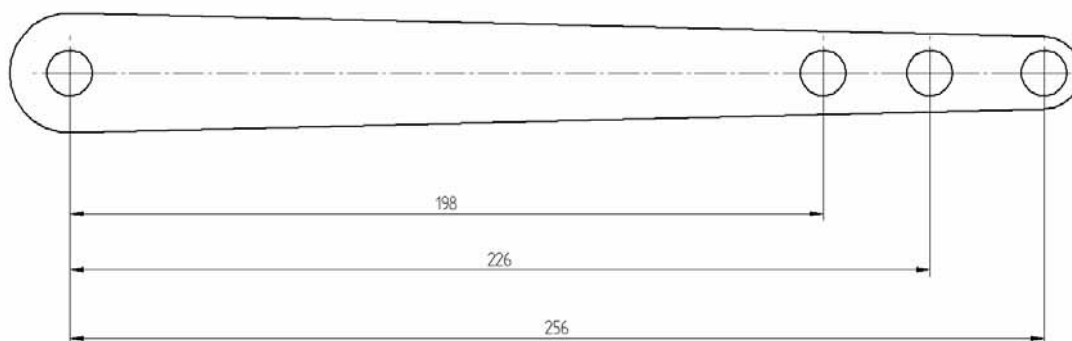


Diagram 37

Front anti-roll bar, SEAT Sport Part No. V4PL411303, is shown in diagram 38.



Diagram 38

Rear Anti-Roll Bar

Anti-roll bar dimensions:

Internal diameter	=8 mm.
External diameter	=20 mm.

Anti-roll bar blade dimensions

Shown in diagram 39

Tube centerline to adjustment 1	=132 mm.
adjustment 1 to adjustment 2	=16 mm.
adjustment 1 to adjustment 3	=32 mm.

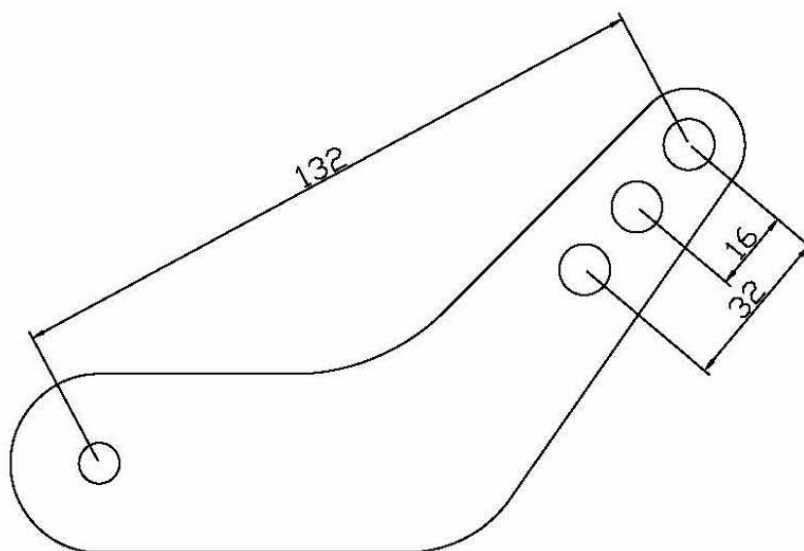


Diagram 39

New rear anti-roll bars supplied by SEAT Sport UK will be SEAT Sport UK Part No. V4PL511407A as shown in diagram 41. This supersedes SEAT Sport UK Part No. V4PL511407, as shown in diagram 40. For the avoidance of doubt, both the original front anti-roll bar and redesigned part are permitted within the Championship.



Diagram 40



Diagram 41

Anti-Roll Bar Drop Links (5.8.4.4)

Anti-roll bar drop links, front and rear, must remain connected to the car in the correct location at all times.

The left hand front and rear anti-roll bar drop links are adjustable. Diagram 42 shows the front anti-roll bar drop links.



Diagram 42

Anti-Roll Bar Drop Link Dimensions

Front right hand fixed length centre to centre:	=250mm.
Front left hand adjustable:	= N/A.
Rear right hand fixed length centre to centre:	=100mm.
Rear left hand adjustable:	= N/A.

Ride Height (5.8.5)

Minimum ride height: = 55mm.

The ride height is to be measured in race condition. The ride height is measured from any reasonably flat surface (Regulation 5.8.5.2.) and is defined as per MSA Competitors' Yearbook 2008, The Terminology, Ground Clearance.

For ease of reference, MSA Competitors' Yearbook 2008, The Terminology:

“Ground Clearance. *The clearance between the ground and the lowest part of the bodywork, or of the suspended part of the car, in normal trim with the driver aboard [C(b) 26(j)]”*

Wheel spacers (5.8.9.3 and 5.8.9.4)

Wheel spacer dimensions are shown in diagram 43. The only wheel spacers permitted to be used are listed as follows:

Front axle: = no spacer.

Rear axle: = 10mm thick.



Diagram 43

9 Transmission: (5.9)

The New Leon Cupra is fitted with a Direct Shift Gearbox (DSG). This six-speed gearbox, with steering wheel controls, has two main operating modes, tiptronic and automatic, controlled from the steering wheel, by the driver, through a SEAT Sport gearbox mode module. This system combines the best performance of traditional manual and automatic gearboxes.

Transmission Specifications

- Specific gear ratios.
- Specific mechanical limited slip differential.
- The replacement of the gear lever with a gearbox mode module and two pads on the steering wheel.
- Specific software.
- Sealed with SEAT Sport conformation seals shown in the following diagrams Regulation (5.9.3).



Top transmission seal.



Bottom transmission seal.



Transmission SEAT Spain seal.

Maintenance

It is recommended to make a transmission inspection every 3000km. The transmission inspections must be performed by SEAT Sport UK. Transmission returned to SEAT Sport UK for repair will only be accepted if they are free of oil and in a clean condition.

Please be aware that a Transmissions service will take at least seven working days.

Differential (5.9.6)

The specified maximum differential torque is 70 NM.

The differential pre-load is set by SEAT Sport UK and is non adjustable. The specified pre-load torque is to be checked at ambient temperature during assembly pre installation.

Gearbox Mode Module

This SEAT Sport control module centralises all the DSG gearbox controls onto the steering wheel. Consequently, you can select the different functions of the module by pressing the right and left buttons. The gear engaged is displayed on the screen and the mode is displayed on the mode indicator, see diagram 44.



Diagram 44

Neutral Mode

In neutral mode the vehicle has no gear engaged.

Display:

The mode indicator, shows a green 'N'.
The Dial shows a number '0'.

To access
Neutral:

From Tiptronic mode T: Press the left button once.
From reverse mode R: Press the right button once.

Operation:

This is the default mode when the engine is started up.
If you need to keep the vehicle stationary with the engine running, select neutral, otherwise the car will stay in first gear and move forward slowly if the brake is not applied.

Tiptronic Mode

In this mode the gears must be changed manually using the gear change levers. This is the mode recommended during the race.

Display:

The mode indicator shows a blue 'T'.
The screen shows the number of the gear engaged.

To access Tiptronic:

From neutral mode N: Keep Brake pedal pressed.
Press the right button once (if the button is pressed without pressing the brake pedal the dial displays the letter 'b').
From automatic mode S: Press the left button once.

Operation:

In this mode the gears are changed up only when the driver presses the right-hand lever marked with a + sign.

The gears are changed down only when the driver presses the left-hand lever marked with a - sign, it will not change down until the vehicle speed has reduced enough to prevent an over-rev.

If the vehicle comes to a complete stop with a gear higher than first engaged first gear will automatically be selected.

In Tiptronic mode, if the engine speed is too low, the gearbox will change down.

- Automatic Mode** In this mode the gears are selected automatically.
- Display: The mode indicator shows an orange 'S'.
The screen shows the number of the gear engaged.
- To access automatic: From Tiptronic mode T: Press the right button once.
- Operation: In this mode the gears are changed up and down automatically in accordance with the engine revolutions and vehicle speed.
- The driver can change between automatic and Tiptronic without having to stop the vehicle. To do this, press the right or left button once in accordance with the current mode.
- Reverse Mode** This mode selects reverse gear.
- Display: The mode indicator shows a red 'R'.
The screen shows the letter 'R'.
- To access reverse: From neutral mode N: Keep Brake pedal pressed.
Press the left button once (if the button is pressed without pressing the brake pedal, the dial displays the letter 'b').
- Launch Control** This control enables you to produce a standing start in the shortest time possible.
- Operation:
1. With vehicle stopped;
 2. Brake pedal pressed;
 3. Select Tiptronic or automatic mode;
 4. Fully press the throttle pedal (engine revolutions will not exceed 4500 rpm)
If the engine does not rev freely lift off the throttle pedal wait for a moment and press it again;
 5. Release the brake pedal and the vehicle will launch off.

Transmission Lubrication (5.9.9)

Transmission oil should be replaced after 3 events or 1000 km.

Mandatory oil is SEAT Sport Part No. G052182A2. The oil quantity is 7.2 litres.

Transmission Oil Level

To check the transmission oil level use the following sequence:

With the engine running and transmission in neutral, at a temperature of 35°C, unscrew oil inspection plug "B". The inspection plug "B" is located next to the engine stabiliser shown in diagram 45.

A small amount of oil will drain out when the plug is removed. This is oil which is left in the level tube shown in diagram 46. The gear oil level is correct when a small amount of oil still drains out when the oil temperature is between 35 °C and 45 °C.

Note: Every 30 seconds a small surge of oil will come out of the oil level tube, regardless of the oil level. The cooling oil supply to the clutch causes this oil surge. The surge of oil is no indication for the correct oil level and should therefore be disregarded.

If no gear oil drains out when the oil temperature is between 35°C and 45°C, the gear oil needs to be topped up. The oil-filling plug is located behind the transmission oil cooler shown in diagram 47.

To drain the oil, remove plug -B- and then remove the oil level tube. If carrying out an oil change, measure the quantity to gauge how much to refill then run through the checking sequence.

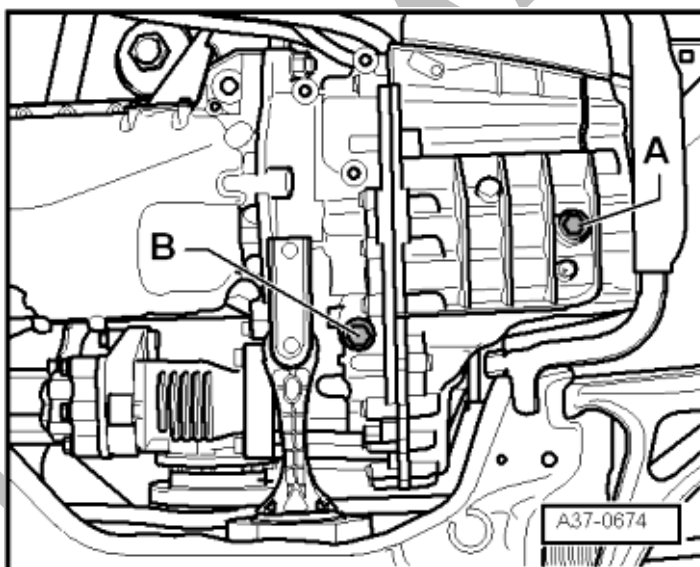


Diagram 45

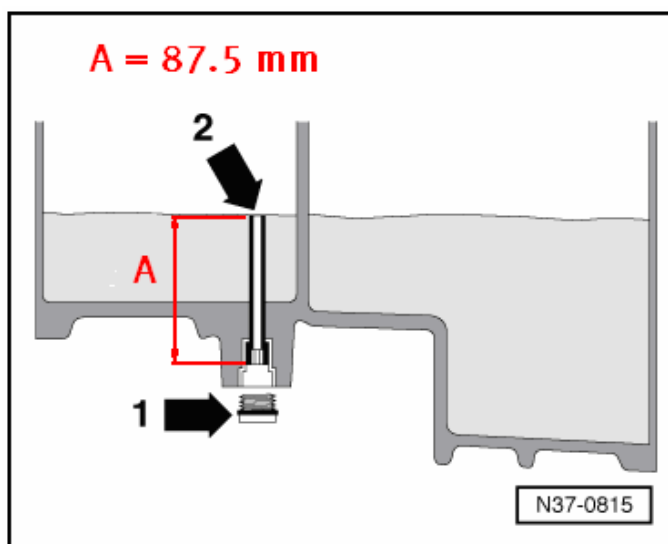


Diagram 46



Diagram 47

Loan Transmission

A Loan Transmission Scheme will be made available to competitors at the discretion of SEAT Sport UK. Details of the Loan Transmission contract, terms and conditions for the transmission loan are included at the end of this manual or from the SEAT Cupra Championship Parts Department.

Transmission Dressing

Transmissions which are being returned to SEAT Sport UK for repair will **only be accepted** if they are free of oil and coolant and in a clean condition. The transmissions must to be dressed as per the checklist in Appendix B.

SEAT Sport UK cannot guarantee the return of any additional ancillaries left on the transmission. Parts missing from exchange transmission will be charged to the team at retail prices. Transmission frames/boxes will remain the property of SEAT Sport UK.

Drive Shafts

Drive shafts are specific to the New Leon Cupra and it is recommended to replace them every 3000 km. The recommended grease used in the outer joints is NEO HPCC1 and GKN tripod grease for the inner joints.

A running-in period for the drive shafts must be made during the first laps to avoid any damage. This running-in consists of not applying 100% of the engine load in short gears for 2 or 3 laps.

10 Electrical and Electronic Systems: (5.10)

Generator/Charging System (5.10.5)

The Charging Circuit must be connected as supplied and operational as intended by SEAT Sport UK at all times whilst the Engine is running.

Data logger (5.10.6)

The AiM data logger fitted to the Car must remain as those supplied by SEAT Sport UK including the software configuration. Please be aware that any software or hardware support will be undertaken at the Competitor's/Team's cost.

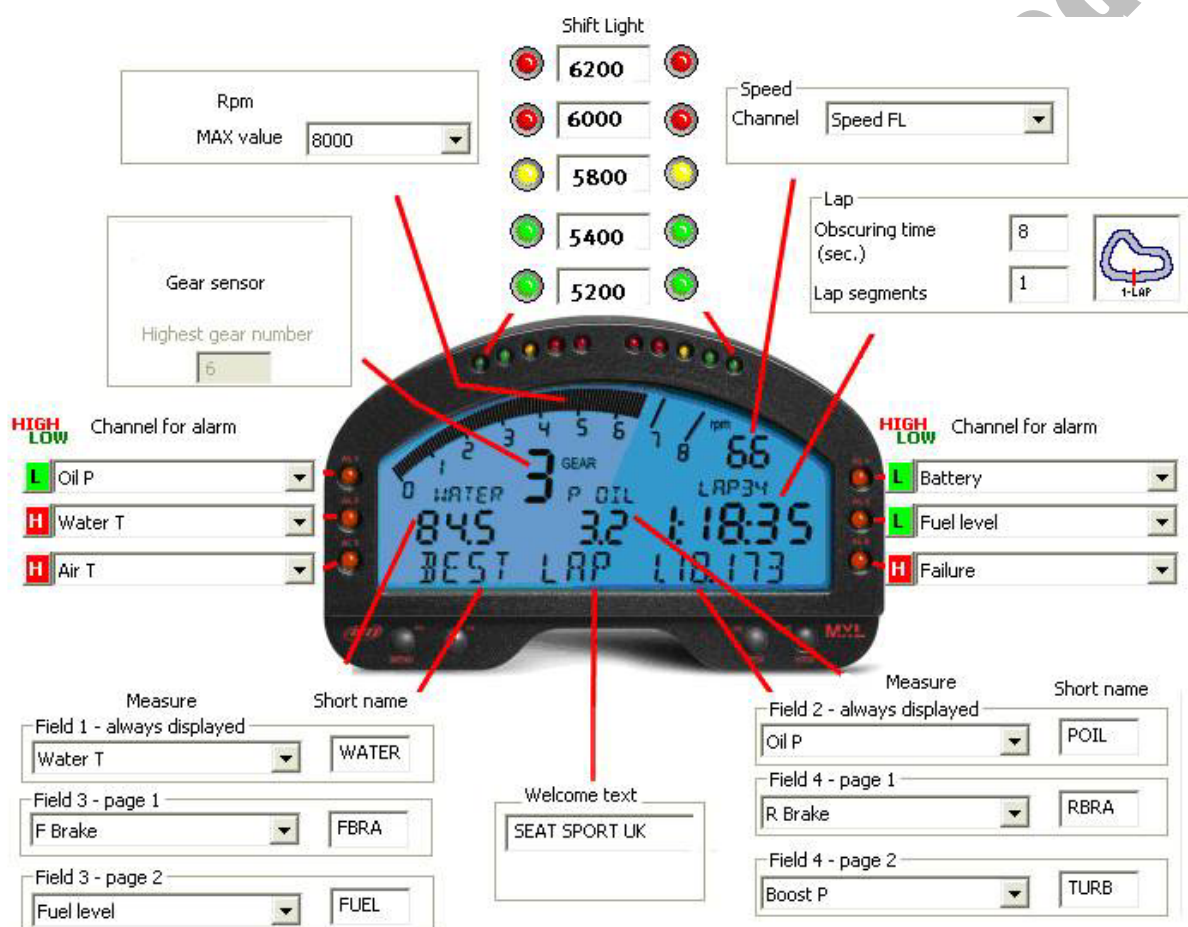


Table of Data Logging Channels Available

Channels	Comments
Battery	Battery voltage
Logger temp	Logger temperature
RPM	Engine speed
T water	Water temperature
T air	Air temperature
Pedal	Accelerator pedal position
Throttle	Engine throttle position
P turbo	Turbo pressure
Toil	Oil temperature
P fuel low	Fuel pressure
P fuel High	High fuel pressure
Gear	Gear engaged
GB lever pos	Gear lever position (up-shift)
GB lever pos	Gear lever position (down-shift)
Lambda	Exhaust gas
FL Speed	FL wheel speed
FR Speed	FR wheel speed
RL Speed	RL wheel speed
RR Speed	RR wheel speed
Fuel level	Fuel tank gauge
P oil	Engine oil pressure
P brake F	Front brake pressure
P brake R	Rear brake pressure
Acc 1	Lateral G force

Gear Shift Lights

The configuration of the gearshift lights is free.

Wheel Speed Sensors (5.10.6.4)

It is the Competitors responsibility to ensure that the data system and sensors are functional and logging at all times. Any data or channels found not to be in full working order by either the SEAT Sport UK representative or the Championship Eligibility/Safety Scrutineer may be considered a breach of Technical Regulations. Furthermore, the transmission control system monitors the vehicle's wheel speeds. There may be an effect on performance if the wheel speed sensing is not working correctly.

Driver Control Console

The operation of the battery master switch and master switch warning lamp “A”, ignition switch, start button, lights, rain lights, driver’s window and fire extinguisher are shown in diagram 48.



Diagram 48

Steering Column Controls

The controls on the steering column are the same as the road car. i.e. the indicators, windscreen wipers, and headlights. The forced ventilation for the driver is controlled on the windscreen wiper stalk.

Battery Master Switch

This type of circuit breaker has small power consumption when switched on, enough to drain the battery if connected for a long period (24 hours).

Fuse and Relay Box Lay Out

It is permitted to replace the original fuel pump fuse rated at 10A, with a 15A fuse. No other fuses may be up rated or modified, diagram 49 shows a 15 amp fuel pump fuse.

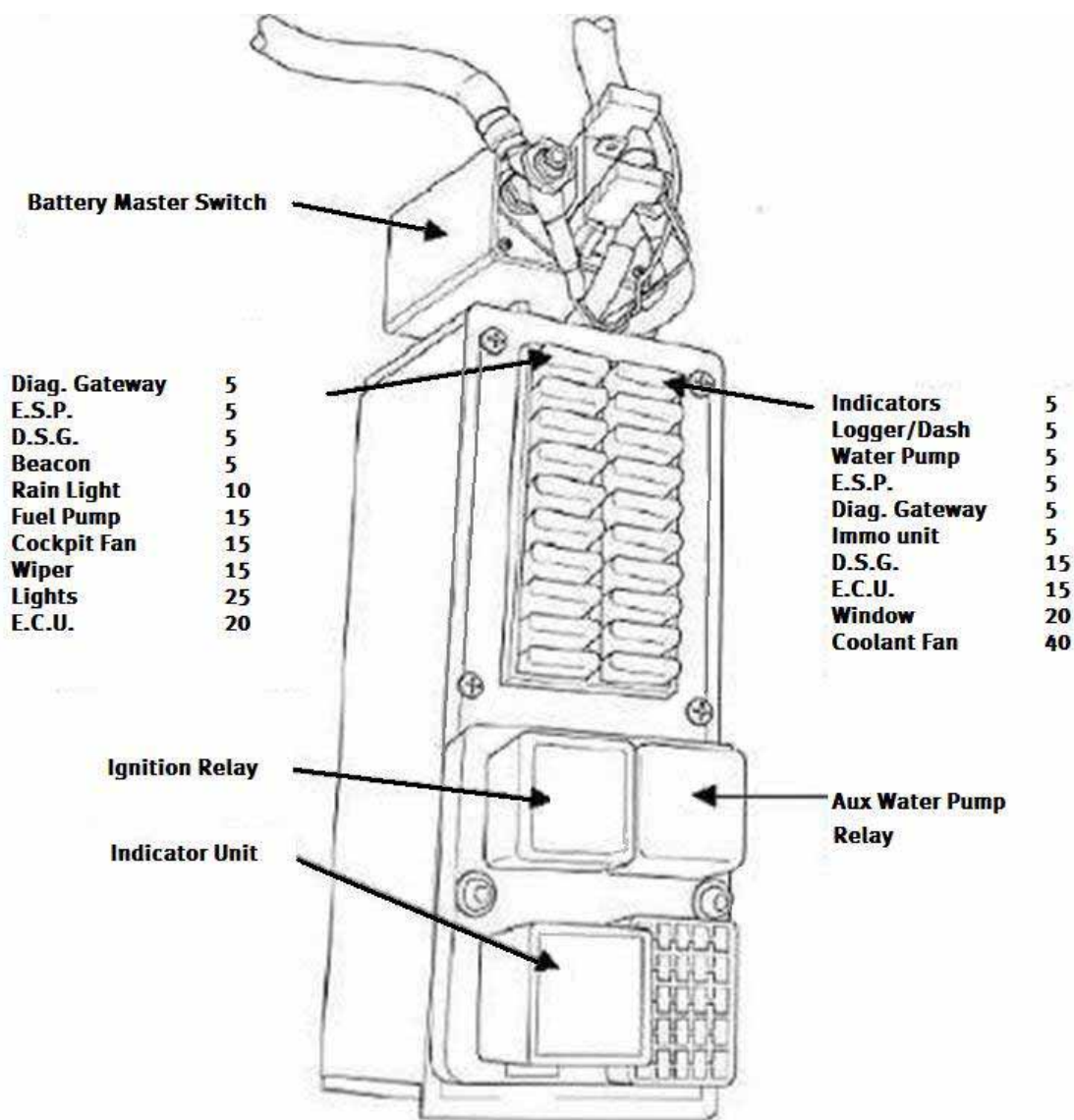


Diagram 49

11 Brakes: (5.11)

Brake Discs

Front disc dimensions:	Diameter	=362mm
	Width	=32mm
	No vanes	=48
	Weight	=9.1 Kg
Rear disc dimensions:	Diameter	=255mm
	Width	=10mm
	Weight	=3.5 Kg

Brake Callipers

Front calliper piston diameters: = 2 x 27 mm / 2 x 31.8mm / 2 x 38.1mm.

Rear calliper piston diameter: = 1 x 38 mm.

Knock-Off Springs

Use of Knock-off springs is prohibited.

Calliper Heat Shields

The SEAT Sport UK brake calliper heat shield (SEAT Sport UK Part No. NS698472B) may be inserted in both the right and left hand front brake callipers between the calliper and brake pads (four heat shields per car).

Brake Pads

Front brake pads are a control pad supplied by SEAT Sport UK, Part No. NSPNM0084B3724. Front brake pads will be supplied machine bedded.

Pad dimensions:	Length	= 149.0mm
	Depth	= 61.0mm

Rear brake pads are a control pad supplied by SEAT Sport UK, Part No NSPNM0084X3734.

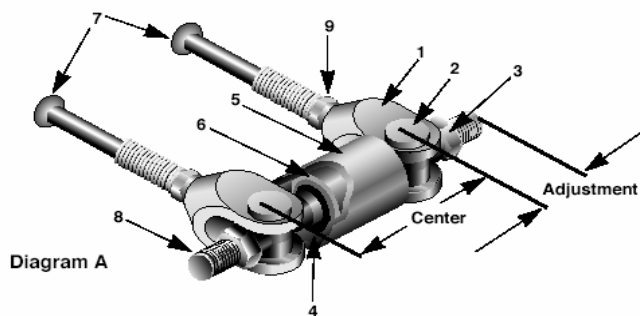
Pad dimensions:	Length	= 75mm
	Depth	= 40mm

Brake Master Cylinders

Front and rear master cylinder options:

System	Bore Size mm	Imperial Equiv.	SEAT Sport UK Part No.
Front option	17.8mm	(0.70") or 0.7"	NSMAR1210BF95
Front STD	19.1mm	(0.75") or 3/4"	NSMAR1220BF95
Rear option	20.6mm	(0.812") or 13/16"	NSMAR1230BF95
Rear STD	22.2mm	(0.875") or 7/8"	NSMAR1240BF95

Brake Bias Adjustment



- | | | |
|----------------|-------------------------|-----------------------|
| 1. Clevis | 4. Retaining Ring Clips | 7. Pushrod |
| 2. Barrel Nuts | 5. Pivot Sleeve | 8. Adjusting Shaft |
| 3. Jam Nuts | 6. Spherical Bearing | 9. Jam Nuts (Pushrod) |

The dimension marked “centre” on diagram “A” must be between 62 mm and 63.5 mm, never more than 63.5 mm. Please be careful to assemble the master cylinders to allow the balance bar to work completely perpendicular when you brake.

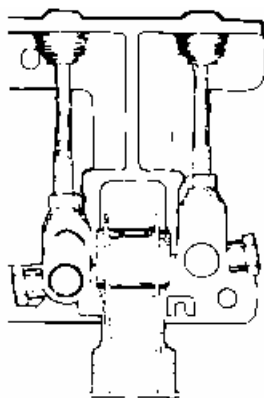


Diagram 50 – Pedal relaxed

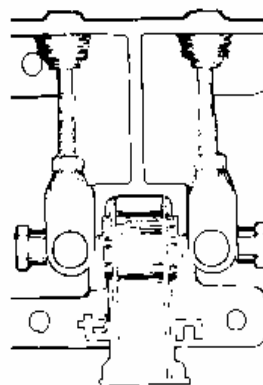


Diagram 51 – Pedal depressed

Apply the brakes and adjust the pushrod length so that the adjusting shaft is parallel to the master cylinder mount (diagram 51). Shorten one pushrod and lengthen the other equally and the pedal position will not change. Do not extend the pushrods to the point where they preload the master cylinders. When satisfied with the pushrod adjustment, tighten both of the lock nuts on pushrods. The smaller bore master cylinder has the long push rod (see diagram 50).

Brake Balance

The brake balance can be adjusted by the driver using the adjuster knob located to the right of the driver seat. Clockwise turns increases the braking force to the front. The brake pressure values can be shown in the instrument panel, “front brake pressure and rear brake pressure values”, in bar.

Brake Bleeding Procedure

Both the front and rear systems must be bled simultaneously:

- Front & rear passenger’s side,
- Front & rear driver’s side.

After bleeding minimal brake pedal travel should be observed. Bleeding the brakes does not require any power equipment or a massive amount of applied force.

Brake Fluid

Castrol SRF is the recommended brake fluid. Do not mix types of brake fluid as this can affect the seals.

12 Wheels and Steering: (5.12)

Wheels (5.12.1)

Wheels of either size are permitted to be used:

Ronal	=8" x 18" offset ET 35.
BBS	=8.5" x 18" offset ET 35.

Minimum weight for a bare rim must be:

Ronal	= 9.8kg $\pm$ 0.1kg
BBS	= 11.9kg $\pm$ 0.1kg

The refurbishment of the wheels is permitted using the original colour.

Steering (5.12.2)

Steering Lock Restrictor

The lock restrictors must remain fitted as supplied at all times.

Lock restrictor length: =30mm $\pm$ 1mm.

Lock restrictor shown in diagram 52.

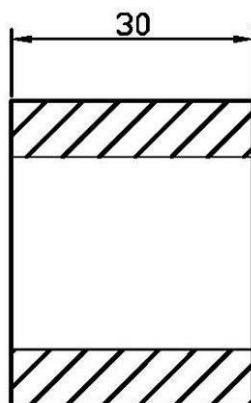


Diagram 52

Steering Arm

The steering arm is of fabricated steel construction and is designed to be ambidextrous.

The adjuster should remain secure in the track rod end at all times (648 loctite).

Steering Wheel Spacer (5.12.3.2)

The installation or use of steering wheel spacers is prohibited.

Steering Wheel Quick Release

Steering column quick release mechanism, SEAT Sport UK Part No. V2MT419073.

Steer Column Position

The steering column is adjustable in height and length; the steering column must remain as supplied by SEAT Sport UK. Except for fitting optional steering column mounts to increase the height adjustment, SEAT Sport UK Part No. SCC07001KIT.

13 Tyres: (5.13)

Tyre Pressures (5.13.15.1)

Minimum cold tyre pressure is = 1.6 bar.

Minimum recommended hot tyre pressure = 2.3 bar.

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14 Weight: (5.14)

Competitor Ballast (5.14.6.1)

To achieve 5.14.2.i and iii ballast must be mounted behind the driver's seat and fastened to the floor with M10 bolts and mounting plates as described in Technical Regulations (5.14.6.3).

The Ballast weight must be mounted in a dimensional box that is at least 140mm from the inner sill panel and 60 mm from the heel panel shown in diagram 53.



Diagram 53

Car Ballast (5.14.6.2)

To achieve 5.14.2.ii ballast must be mounted in the area opposite the driver's seat and fastened to the floor with M10 bolts and mounting plates as described in Technical Regulation (5.14.6.3)

The ballast weight must be mounted in a dimensional box of 400mm x 400mm, that is at least 200mm forward of the battery box and 30mm from the inner sill panel, shown in diagram 54.



Diagram 54

15 Fuel: (5.15)

Fuel Sample (5.15.3.4)

To assist with the removal of fuel, the system is fitted with a dry break connection, shown in diagram 55.



Diagram 55

16 Silencing: (5.16)

Exhaust System (5.16.2)

Exhaust down/front pipe, SEAT Sport UK Part No. = V4PL253091A.

New Exhaust tail pipe/catalysts supplied by SEAT Sport UK will be SEAT Sport UK Part No. V4PL253025B. This supersedes SEAT Sport UK Part No. V4PL253025. For the avoidance of doubt, both the original exhaust tail pipe/catalysts and the redesigned part are permitted within the Championship.

Exhaust Specification

Exhaust down/front pipe comprises of an 80mm±1mm bore pipe with a flexible section and section of 67mm±1mm bore pipe.

Tail pipe/catalyst section comprises of a 67mm±1mm bore pipe with a 100mm long x 130mm diameter catalyst.

Catalyst type WRC 1279-10 must remain as supplied in a complete and fully working condition.

The exhaust system exit must terminate 25mm ± 10mm inside the rear most edge of the rear diffuser.

Diagrams 56 and 57 show the exhaust dimensions.



Diagram 56

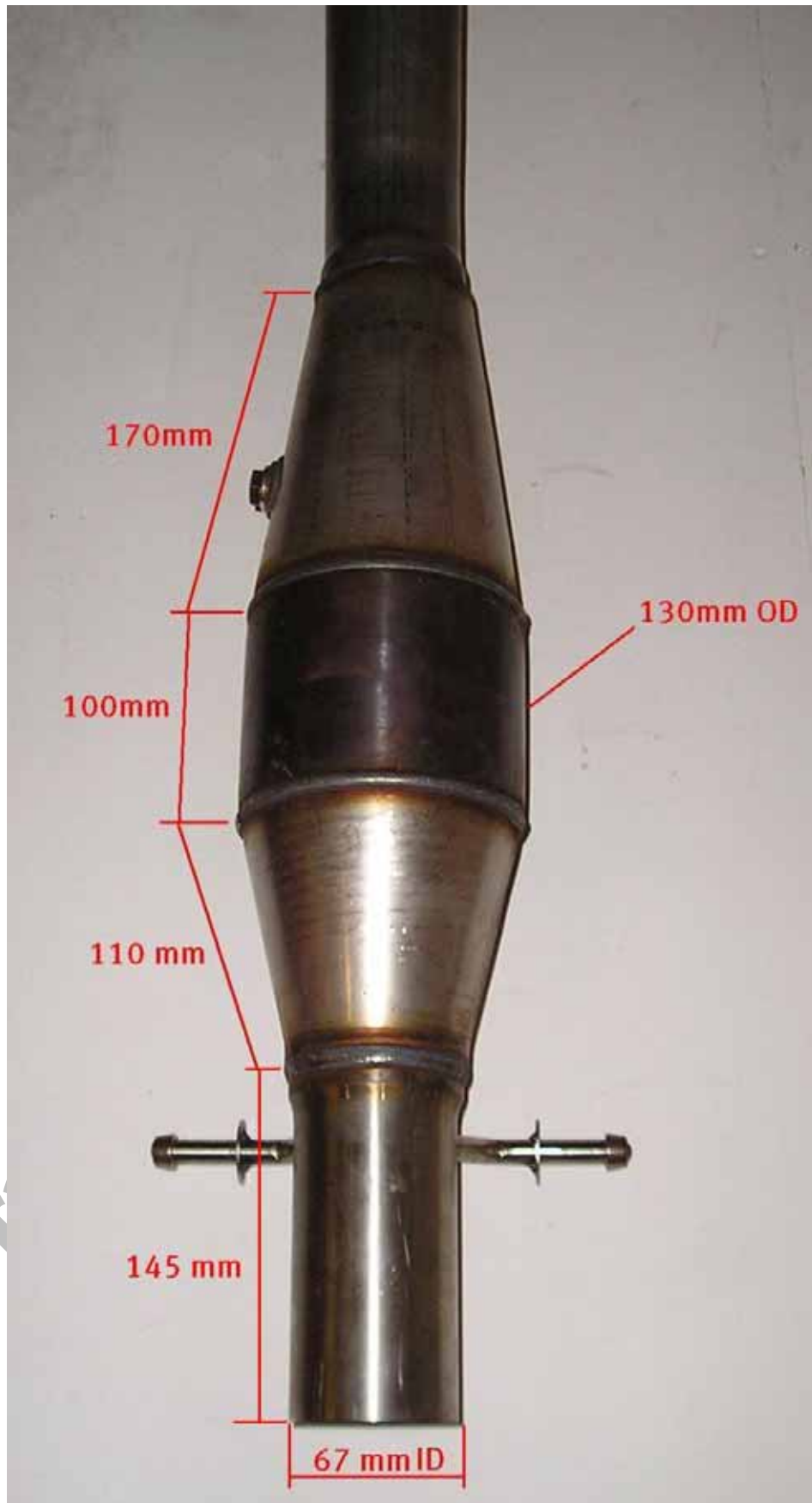


Diagram 57

Appendix A:

Engine Return Checklist

On returning an engine to SEAT Sport UK it must be dressed as follows:

- Be free of oil and in a clean presentable condition. ☐
- Include an estimated mileage _____ mls

Certain ancillaries **MUST** be removed and others **MUST** remain on the engine.

Ancillaries to be LEFT ON THE ENGINE

- Engine mount bracket ☐
- Engine wiring harness ☐
- Plastic water outlet on front of engine ☐
- Alloy bracket for carrying PAS and alternator ☐
- Oil filter and housing ☐
- Turbo, water and oil pipes ☐
- Breather pipe work ☐
- Dipstick and tube ☐
- Fly wheel ☐
- Oil cooler water pipes ☐
- Aux belt tensioner ☐
- Expansion bottle feed pipe ☐

Ancillaries to be REMOVED FROM ENGINE

- Chassis bracket ☐
- PAS pump and alternator ☐
- Rubber fuel pipes ☐
- Radiator hoses ☐
- Turbo outlet pipe & bracket ☐



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Appendix B:

Transmission Return Checklist

On returning a Transmission to SEAT Sport UK it must be dressed as follows:

- Be free of oil and in a clean presentable condition. ☐
- Complete with oil cooler and filter ☐

Ancillaries to be REMOVED FROM TRANSMISSION

- Transmission mounting bracket ☐
- Oil cooler water pipes ☐

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Loan Engine Contract

The Loan Engine Scheme available to competitors is at the discretion of SEAT Sport UK. The Loan Engine is to be used only for the replacement of a complete engine (with all SEAT Sport UK Confirmation Seals intact and in good condition) that has incurred damage and is no longer usable through either a mechanical failure or misuse. This engine will be of the same type and specification as per SEAT Sport UK regulations.

The Loan/Replacement Engine will be charged at a cost to the competitor of £400 + VAT per day/part day of use, plus a deposit of £2000 + VAT.

The Loan Engine will only be released to the team/competitor when the agreement is signed, the deposit and the first day charge (minimum) is paid and the competitor's original engine is returned to SEAT Sport UK.

The Competitor will be responsible for the entire repair and rebuild costs, including all transportation costs, of their existing damaged engine to bring it back to the same level and specification as the loan/replacement engine. This will be as per Championship standards and Regulations.

If the damaged engine is beyond economical repair, the Competitor will be liable for a full engine replacement cost, or will have the option to purchase the loan engine at full SEAT Sport UK price, or return the loan/replacement engine back to SEAT Sport UK with costs incurred as listed above plus any transportation costs by the date agreed.

The Loan Engine Terms and Conditions

- Sealed Engine to be supplied complete with turbo.
- The engine must, and may only, be transported on a frame or in a flight case supplied by SEAT Sport UK.
- Seals must not be tampered with in any way as per the 2008 SEAT Cupra Championship Regulations.
- The water system must be bled and free of air. The engine must be allowed to reach operating temperature and the coolant fan operation checked before it is driven for the first time in the respective car.
- The engine oil level must be maintained at max level on the dipstick at all times.
- The competitor / entrant will be liable for any damage or misuse on or off the track; this includes any damage during transportation to and from SEAT Sport UK. All costs including repairs will be charged at full retail price.
- SEAT Sport UK must be allowed to download the engine data at any time during the loan period without restriction.
- If at any time the required data is unavailable for whatever reason this will be seen as a breach of this agreement.

Should any breach of the terms and conditions occur, the competitor/entrant will be deemed liable for the ownership of the engine, including all costs, and in conjunction with the championship's exchange terms.

SEAT Sport UK will make all reasonable efforts to ensure that the loan units are in good mechanical condition when supplied to the Entrant/Competitor.

Team: _____

Driver: _____

Entrant: _____

Car No: _____

Payment details:

Invoice Address:

Card No. _____

Expiry Date. ____ / ____ Start Date. ____ / ____

Security No. ____

Name on card. _____

For the engine hired from ____ / ____ / 2008 until ____ / ____ / 2008

I understand and accept the terms of this agreement.

Signed _____

Print name _____

All costs and charges are subject to change at any time.

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Loan Transmission Contract

The Loan Transmission Scheme available to competitors is at the discretion of SEAT Sport UK. The Loan Transmission is to be used only for the replacement of a complete transmission (with all SEAT Sport UK Confirmation Seals intact and in good condition) that has incurred damage and is no longer usable through either a mechanical failure or misuse. This transmission will be of the same type and specification as per SEAT Sport UK regulations.

The Loan/Replacement Transmission will be charged at a cost to the competitor of £350 + VAT per day/part day of use, plus a deposit of £1500 + VAT.

The Loan Transmission will only be released to the team/competitor when the agreement is signed, the deposit and the first day charge (minimum) is paid and the competitor's original transmission is returned to SEAT Sport UK.

The Competitor will be responsible for the entire repair and rebuild costs, including all transportation costs, of their existing damaged transmission to bring it back to the same level and specification as the Loan/Replacement Transmission. This will be as per Championship standards and Regulations.

If the damaged transmission is beyond economical repair, the Competitor will be liable for a full transmission replacement cost, or will have the option to purchase the Loan Transmission at full SEAT Sport UK price, or return the Loan/Replacement Transmission back to SEAT Sport UK with costs incurred as listed above, plus any transportation costs by the date agreed.

The Loan Transmission Terms and Conditions

- Sealed Transmission to be supplied.
- The transmission must, and may only, be transported in a flight case supplied by SEAT Sport UK.
- Seals must not be tampered with in any way as per the 2008 SEAT Cupra Championship Regulations.
- The transmission oil level must be maintained at the correct level as specified in the SEAT Sport UK Technical Manual at all times.
- The transmission must be returned full of oil, unless written authorisation is given by SEAT Sport UK.
- The competitor / entrant will be liable for any damage or misuse on or off of the track; this includes any damage during transportation to and from SEAT Sport UK. All cost including repairs will be charged at full retail price.
- SEAT Sport UK must be allowed to download the transmission data at any time during the loan period without restriction.
- If at any time the required data is unavailable for whatever reason this will be seen as a breach of this agreement.

Should any breach of the terms and conditions occur, the competitor/entrant will be deemed liable for the ownership of the transmission, including all costs and in conjunction with the championship's exchange terms.

SEAT Sport UK will make all reasonable efforts to ensure that the loan units are in good mechanical condition when supplied to the Entrant/Competitor.

Team: _____

Driver: _____

Entrant: _____

Car No: _____

Payment details:

Invoice Address:

Card No. _____

Expiry Date. ____ / ____ Start Date. ____ / ____

Security No. ____

Name on card. _____

For the transmission hired from ____ / ____ / 2008 until ____ / ____ / 2008

I understand and accept the terms of this agreement.

Signed _____

Print name _____

All costs and charges are subject to change at any time.

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Prepared by Northern South for SEAT Sport UK

