



**RENAULT  
SPORT**

**FORMULA  
RENAULT 2.0**

## Technical Bulletin N°1

January 20<sup>th</sup> 2008

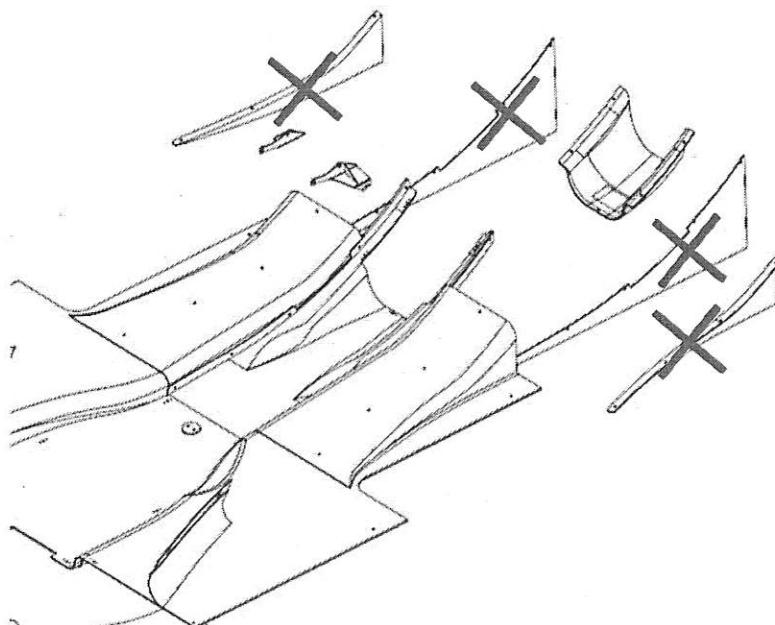
**Reference:** BT\_2008\_FR20\_01  
**Date:** January 22<sup>th</sup> 2008  
**Subject:** 2008 Evolutions

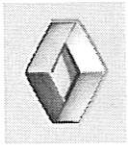
From the first 2008 collective test, all the following parts must be removed from the cars to be in conformity with the 2008 technical regulation.

It is allowed to fix the holes.

Rear diffuser:

- 77 11 163 100 Central diffuser fences
- 77 11 163 101 Left diffuser fence
- 77 11 163 102 Right diffuser fence

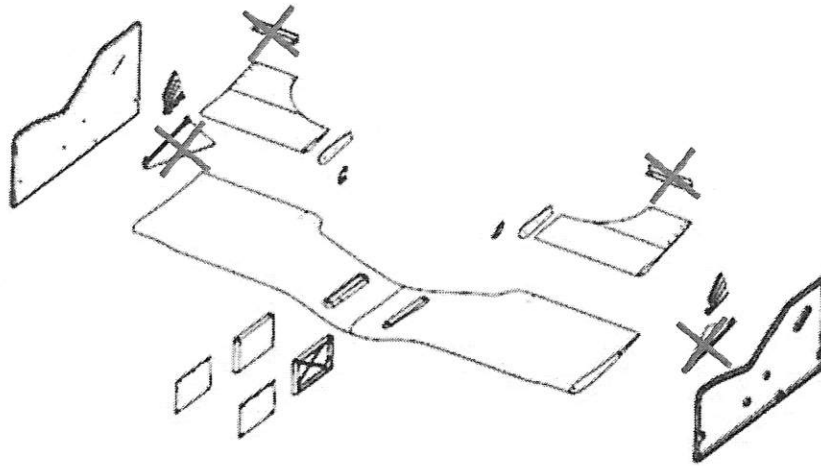




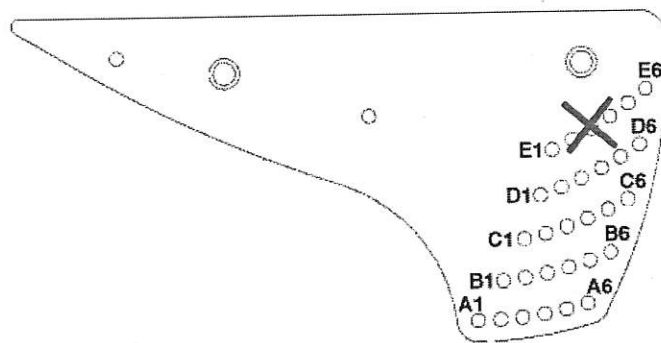
**RENAULT**  
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Front wing:

- 77 11 163 079 Left flick-up
- 77 11 163 080 Right flick-up
- 77 11 163 088 Gurneys



In addition, the use of the highest line of the rear flap regulations holes (From E1 to E6), will be prohibited. Note: new parts will progressively be sold without this line.





## Information Note n°2

March 28<sup>th</sup>, 2008

**Reference:** NI\_2008\_FR20\_02  
**Date:** March 28<sup>th</sup>, 2008  
**Subject:** New AIM Evo3 firmware  
**Part:** AIM evo3 data acquisition box

Dear competitors,

A new firmware is now available on the AIM website concerning the AIM Evo3 data logger. This firmware solves the compatibility problems between the AIM Evo3 and the SRAE E.C.U. New engine sensors definitions for SRAE E.C.U. are available with this release.

We advise you to install it even if you have a MF4L E.C.U. on your car to anticipate the E.C.U. sorting of lot.

You will find the firmware by this link:

[http://www.aim-sportline.com/pages/download/section\\_firmware.htm](http://www.aim-sportline.com/pages/download/section_firmware.htm)

This note does not concern AIM Evo3 PRO data logger.

Renault Sport Technologies  
Racing Technical Support Dpt







**Information Note n°3**  
22th May 2008

**Reference:** NI\_2008\_FR20\_03\_UK  
**Date:** 22th May 2008  
**Subject:** New rear inferior wishbone supports  
**Part:** rear inferior wishbone

Dear competitors,

New rear inferior wishbone supports are now available. They keep the same reference (77 11 154 537) because they completely replace the old ones.

The laming depth at the mounting holes is smaller on the new parts, in order to improve the reliability level of this part:



The thickness between the screw head and the gearbox comes from 6 mm to 8 mm.

Renault Sport Technologies  
Technical Direction – Racing Dpt.





## Information Note n° 4

15th July 2008

**Reference:** NI\_2008\_FR20\_04\_UK  
**Date:** 15th July 2008  
**Subject:** AIM Evo3 setup  
**Part:** AIM Evo3 Box

Dear competitors,

Following different problems encountered regarding AIM Evo3 boxes' setup, please find a reminder about the channels' configuration that you have to use.

Configuration of the channels :

**TPS** (on analog input 1)  
**OIL P** (on analog input 2)  
**WATER T** (on analog input 3)  
**AIR P** (on analog input 4)  
**AIR T** (on analog input 5)  
**Lambda sensor** (on analog input 6)

Each channel is amplified by the AIM box with a specific gain for each sensor, that's why you have to strictly respect this configuration.

We also remind you that the data acquisition of all these sensors is mandatory, as specified in the Formula Renault 2.0 2008 Technical Regulations.

This information note doesn't apply to AIM Evo3 Pro boxes.

Renault Sport Technologies  
Racing Technical Dpt.









**Information Note n° 5**  
**15<sup>th</sup> July, 2008**

**Reference:** NI\_2008\_FR20\_05\_UK  
**Date:** 15th July, 2008  
**Subject:** Renault Sport operating service expansion

Dear competitors,

From 1<sup>st</sup> of July, 2008, Julien JEHANNE is in charge of the Formula Renault 2.0 technical support.

Please find hereafter his complete contact details:

**Julien JEHANNE**

Renault Sport Technologies  
Racing Technical Dpt.  
Formula Renault 2.0 & Clio Cup Technical Support  
Tel: +33 1 69 82 46 75  
mobile: +33 6 07 28 01 75  
Fax: +33 1 69 82 82 61

E-mail: [julien.jehanne-renexter@renault.com](mailto:julien.jehanne-renexter@renault.com)

Renault Sport Technologies  
Racing Technical Dpt.







## Information Note n° 6

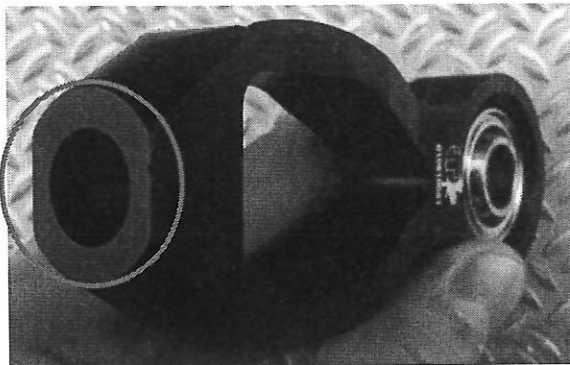
4<sup>th</sup> September, 2008

**Reference:** NI\_2008\_FR20\_06\_UK  
**Date:** 4<sup>th</sup> September, 2008  
**Subject:** New rear toe-in supports

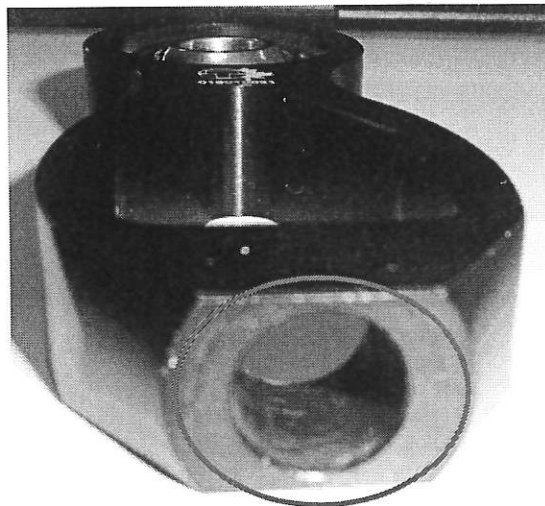
Dear competitors,

New rear toe-in supports (reference of the genuine part: 77 11 154 539) are now available at the Renault Sport Spare Parts Department from this week end. The thickness of the part is increased by 4 mm around the through hole following to a few cases of cracking at this site.

These new parts are specified under the reference 77 11 163 148.



New part



Old part

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Racing Technical Dpt.





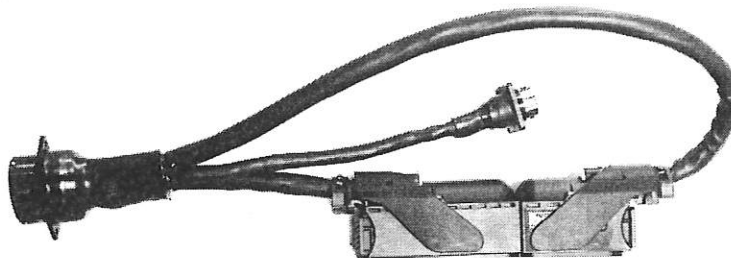
## Information Note n°7

30<sup>th</sup> October, 2008

**Reference:** NI\_2008\_FR20\_07\_UK  
**Date:** 30th October 2008  
**Subject:** ECU SRA-E adaptation loom

Dear competitors,

New SRA-E adaptation looms using components of superior quality are now available at the Renault Sport Spare Parts Department. The arrangement of the ECU and the engine harness is also simplified.



These new parts are specified under the reference 77 11 163 146.  
The old adaptation looms are not available anymore.

It is possible to exchange an old SRA-E adaptation loom with this one for 210 € excl. VAT, until the 30th November 2008 included.

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Racing Technical Department





## Information Note n° 8

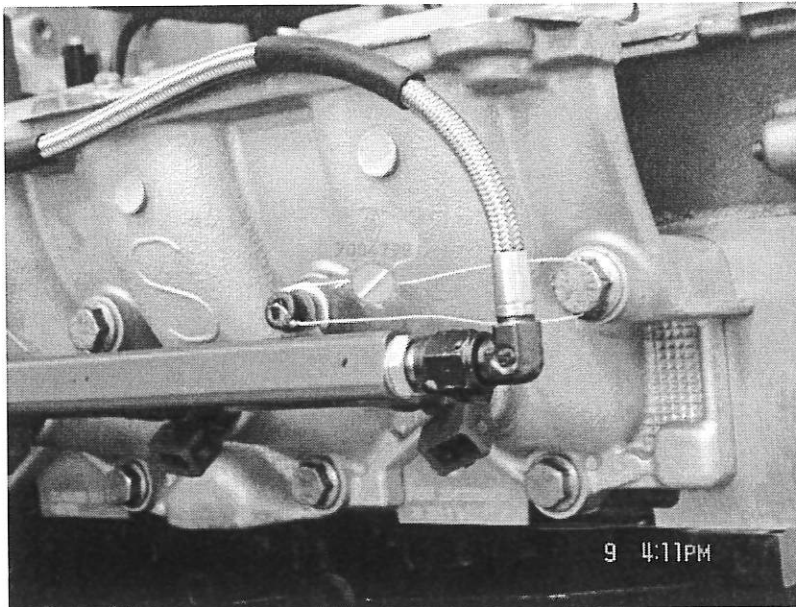
30<sup>th</sup> October, 2008

**Reference:** NI\_2008\_FR20\_08\_UK  
**Date:** 30th October 2008  
**Subject:** Engine delivery to ORECA Magny Cours

Dear competitors,

From now on, for an engine dyno test or/and an engine rebuilding at our engine tuner Oreca Magny Cours, engines will have to be delivered with their fuel rail and injectors.

The fuel rail will be sealed for the 2009 season as shown on the picture below :



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Racing Technical Department







## Information Note n° 1

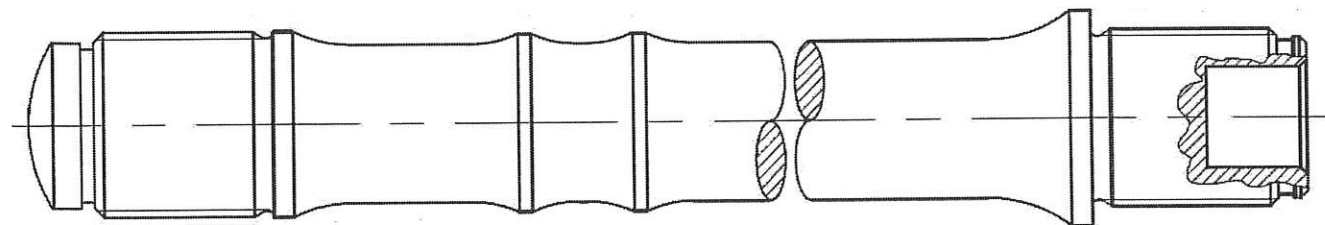
18<sup>th</sup> February, 2009

**Reference:** FR20\_NI\_2009\_01\_UK  
**Date:** 18th February 2009  
**Subject:** New driveshafts

Dear competitors,

New driveshafts will be available at our Renault Sport Spare Parts Department from the last collective tests of the Eurocup Formula Renault 2.0 taking place in Spa on the 23rd and 24th of March, 2009.

The part number is 77 11 154 109.



Renault Sport Technologies  
Racing Technical Department





**Information Note n°2**  
18<sup>th</sup> February, 2009

**Reference:** FR20\_NI\_2009\_02\_UK  
**Date:** 18th February 2009  
**Subject:** Oram damper servicing

Dear competitors,

For 2009 season, Renault Sport recommends the french company Texam Amortisseur of Thierry LAVENDOME for any Formula Renault 2.0 Oram damper servicing.

Servicing details :

- Seals and oil change
- Valve bed-in
- Azote recharging
- Price : 128 € Excl. VAT / damper

Dyno tests :

- 35 € Excl. VAT for 1 damper
- 12 € Excl. VAT per additional damper

Additional parts will be invoiced at the Tatuus price.

TEXAM AMORTISSEUR  
Rue de Verdun  
17320 MARENNES  
FRANCE  
mobile : +33 (0)6 11 39 10 63  
@ : [texamamortisseur@wanadoo.fr](mailto:texamamortisseur@wanadoo.fr)

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Racing Technical Department





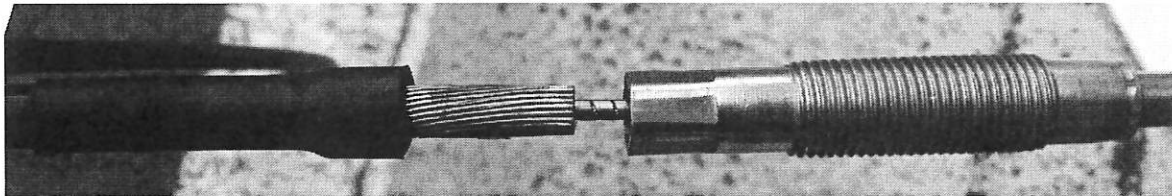


## Technical Bulletin n°3 17<sup>th</sup> July, 2009

**Reference:** FR20\_BT\_2009\_03\_UK  
**Date:** 17th July, 2009  
**Subject:** Push-pull cable default  
**Parts:** Push-pull cable

A production problem in 2 batches of push pull cable (Ref 77 11 154 263) has been detected. This concerns cables with the reference "08/09" or "09/09" written in white on the cable casing.

A crimping problem might appear after a few kilometres on some cables with these references, as shown below:



If you have such cables, check with your local Renault Sport spare parts dealer to arrange the exchange.

Otherwise, this exchange is also possible at the Renault Sport Spare parts truck for those who are participating in the Eurocup Formula Renault 2.0 in Le Mans this week end.





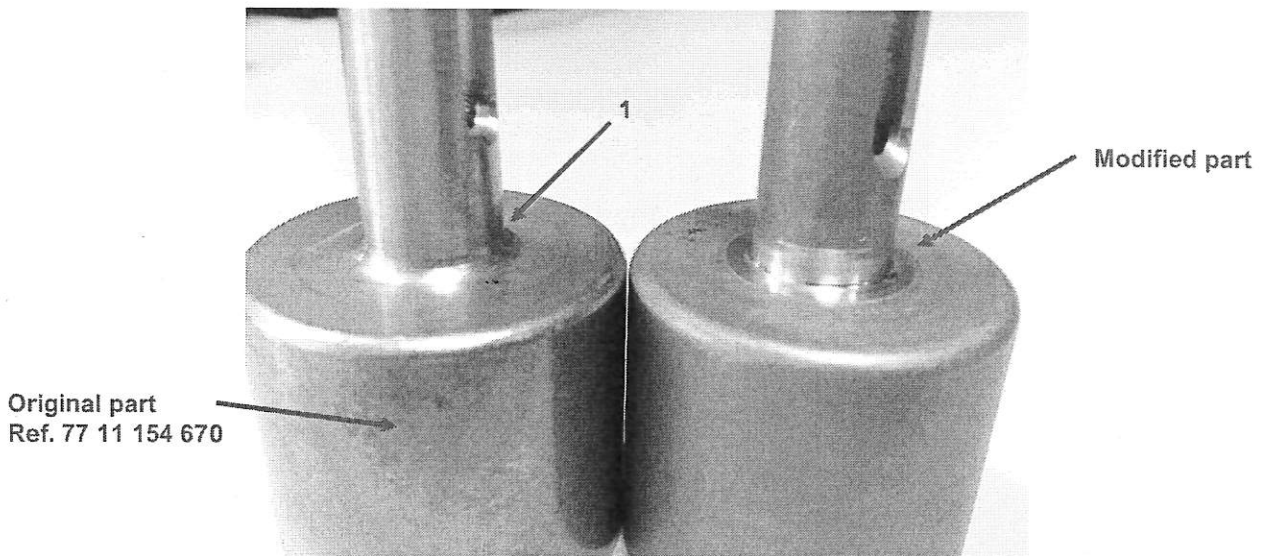
## Technical Bulletin n°2

22<sup>th</sup> April, 2009

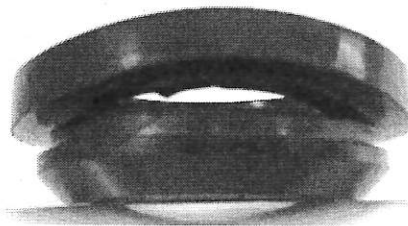
**Reference:** FR20\_BT\_2009\_02\_UK  
**Date:** 22th April, 2009  
**Subject:** Fuel filter mounting  
**Parts:** Fuel filter, filter support

It is permitted to improve the fuel filter assembly respecting the following instructions:

- It is allowed to reduce the radius coming from the machining process of the original part, (1) as shown on the picture below :

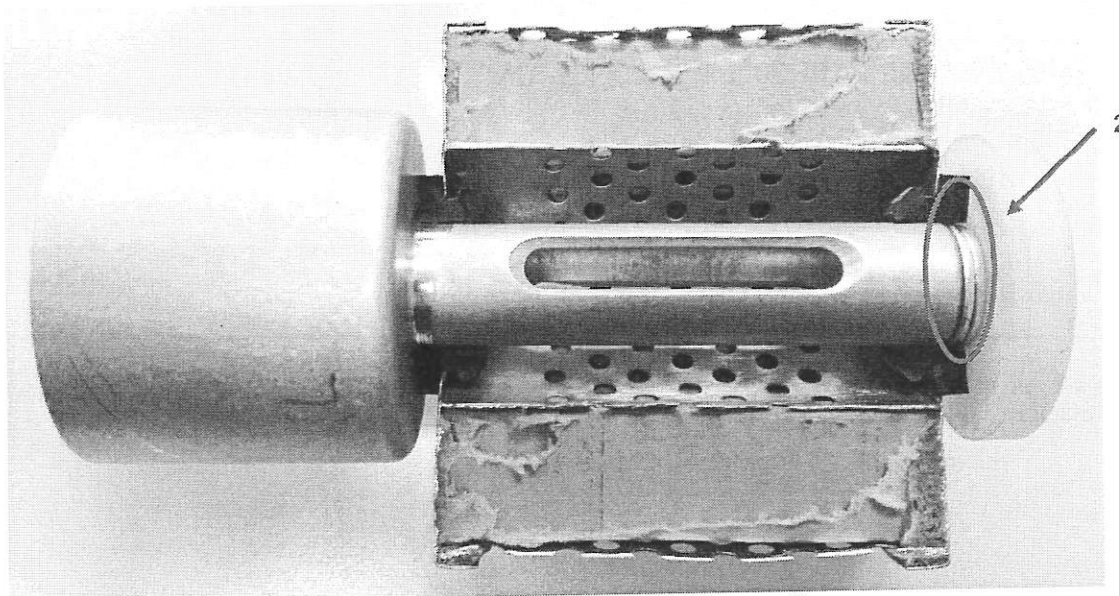


**NOTA:** this modification ensures a lifetime increased for the seal, and avoids any cut as shown below:



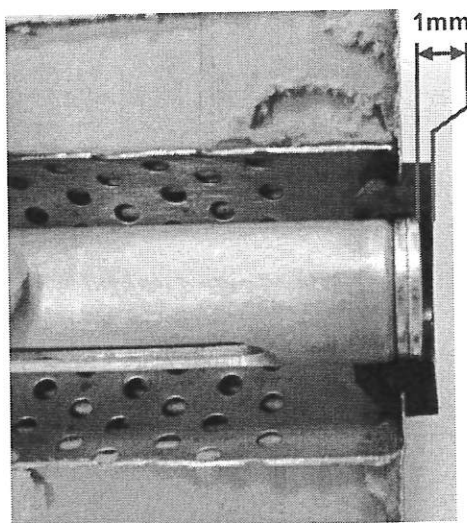


- It is allowed to add shim(s) (2) between the filter support and the PTFE washer retaining the filter, in order to avoid any damage of the filter and its seals during a too much important tightening :



Sectional view of the filter assembly

- It is recommended to let an approximate gap of 1mm before fastening, between the PTFE washer and the shim(s):



- The use of STANDARD locking compound (Loctite® 243 type) is strongly recommended.

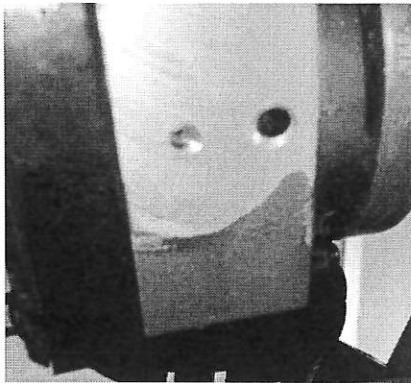




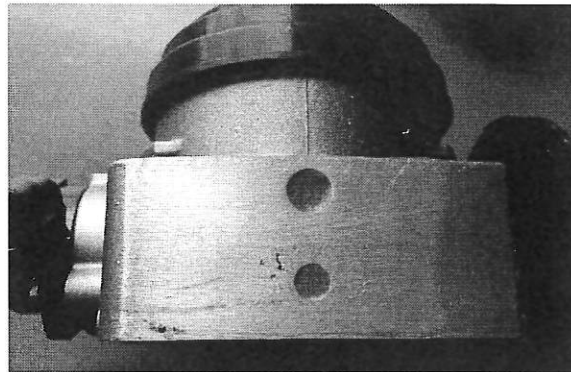
## Technical Bulletin n° 12<sup>th</sup> March, 2009

**Reference:** FR20\_BT\_2009\_01\_UK  
**Date:** 12th March, 2009  
**Subject:** Throttle body regulation  
**Parts:** Throttle body

A default has been found on a batch of throttle bodies of the Renault Sport Spare Parts Department: the 2 holes of the under machined surface aren't filled. It is mandatory to fill them with a glue type **Loctite 3455 Hysol**<sup>®</sup> (Aluminium Epoxy). This fast-drying glue is available at the Renault Sport Technical Support, if needed.



Holes not clogged



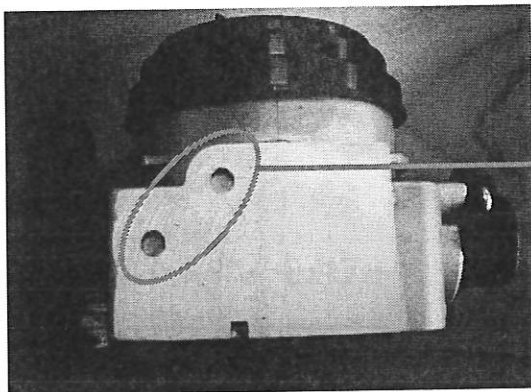
Holes clogged with glue

**NOTA:** Renault Sport advises you to fill the holes completely and to not forget to clog the holes (air intake pipe side) to prevent from any leakage.

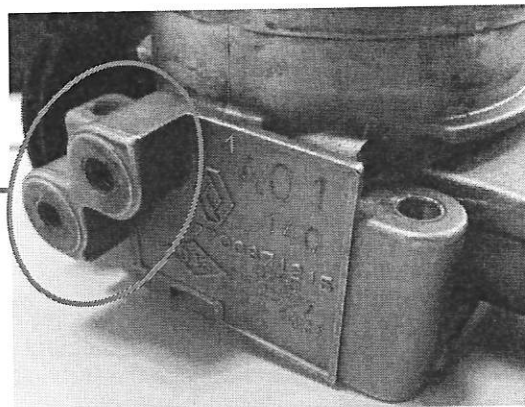




Otherwise, the superior surface of a few genuine throttle bodies is machined. The 2 raw bosses (1) are so deleted. The 2 types of throttle bodies are allowed.



Genuine machined body



Genuine unmachined body





## Technical Bulletin n°8

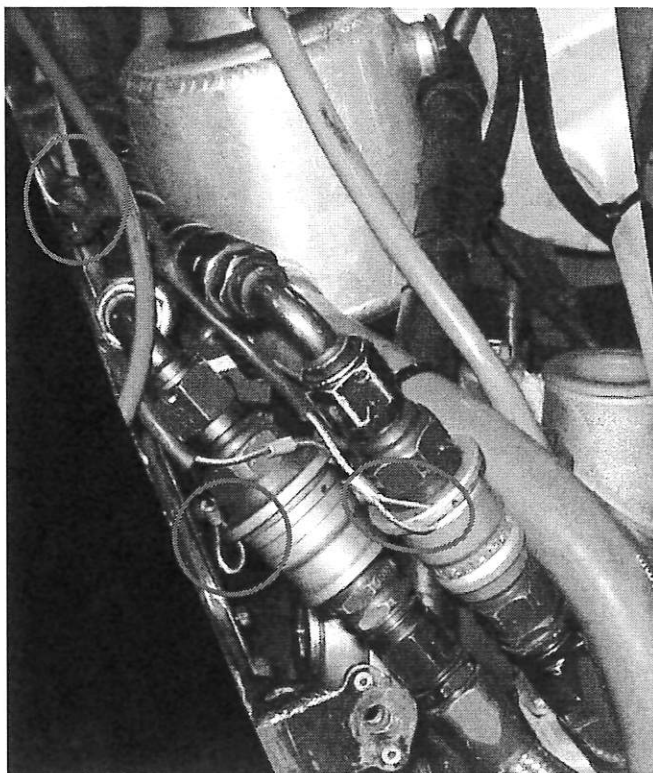
18<sup>th</sup> October, 2008

**Reference:** BT\_2008\_FR20\_08\_UK  
**Date:** 18th October, 2008  
**Subject:** second coupler on fuel pipe, barge board fitting on chassis  
**Parts:** fuel coupler, upper front barge board support

### 1 Fuel coupler

It is allowed to fit a coupler on the fuel pipe reference 77 11 154 959, in order to improve the driver's safety in case of a crash.

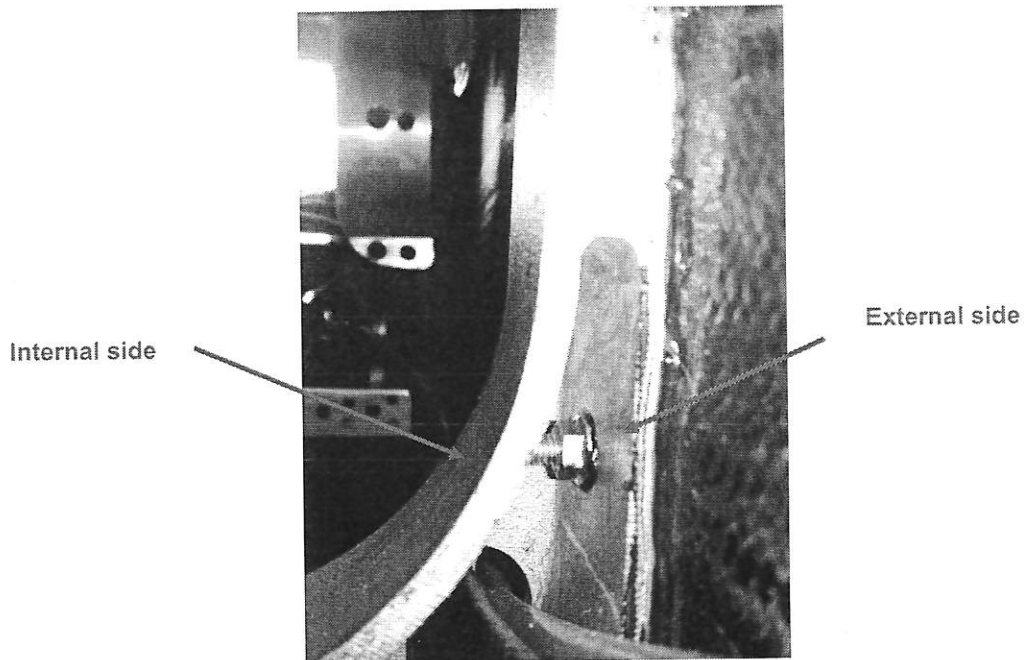
If this coupler is fitted, it is mandatory to connect it to the tub using a metallic cable as for the Formula Renault 2.0 original coupler.





### 2 Upper front barge board support

In order to make easier any upper front barge board support repair, it is allowed to fit it with a M5 stud ( 8.8 minimum class quality required ) right through the tub, fitted as shown on the picture below :



It is mandatory to respect a maximum diameter of 5 mm to drill the tub.  
It is only permitted to drill the external side of the aluminium frame.





## Technical Bulletin n°7

July 3<sup>rd</sup>, 2008

**Reference:** BT\_2008\_FR20\_07\_UK  
**Date:** July 3<sup>rd</sup> 2008  
**Subject:** "push pull" and throttle cables fitting, jump battery loom  
**Parts:** "push pull" cable, throttle cable, additional battery loom

### 1. Throttle cable fitting

It is allowed to secure the throttle cable to the engine, in order to keep it away from the exhaust manifold. The fitting type is free of choice.

### 2. « push pull » cable fitting

It is allowed to add a shim to your "push pull" cable support, in order to keep the cable clear away from the engine block. Only one type of mounting is still allowed by the Nomenclature.

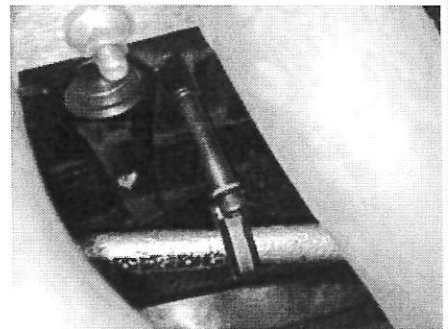
Extract of the Nomenclature V5 :

#### 1B : « push pull » cable

It is authorized:

- to fit a heat resistant sleeve to the « push pull » cable.
- to secure the push pull cable to the engine block, using a junilee clip to move it clear of the exhaust manifold.

Heat shields are forbidden.



### 3. Jump battery loom

It is mandatory to connect directly the additional battery either to the starter or to the alternator only. It is forbidden to connect it to the car battery. The aim is to improve driver's safety in case of electrical short cut. This procedure cancels the one from the Formula Renault 2.0 2008 User Manual.

**For immediate application.**





## Technical Bulletin n°6

May 28<sup>th</sup>, 2008

**Reference:** BT\_2008\_FR20\_06\_UK  
**Date:** May 28<sup>th</sup>, 2008  
**Subject:** New SRA-E Software release V3  
**Part:** SRA-E E.C.U.

We have achieved a new release of the SRA-E software and mapping. As a consequence we must update all SRA-E already sold.

SRA-E's will be updated during your next meeting according to the following board :

Championship	Release updated in
Eurocup	Silverstone
NEC	Zandvoort
WEC	Valencia
UK championship	Silverstone
Italian championship	Misano
Finland championship	Seinajoki
Swiss championship	Spa Francorchamps

So we ask all teams in this situation to bring all their SRA-E's at the concerned meeting.

This new software will be mandatory to take part in a Formula Renault 2.0 championship from the respective updating meeting.

It particularly solves a problem when the gearbox sensor is on default.

A SRA-E with this new release will have a "SRAE 2005" sticker, like on the picture below:









## Technical Bulletin n°5

March 14<sup>th</sup>, 2008

**Reference:** BT\_2008\_FR20\_05  
**Date:** March 14<sup>th</sup>, 2008  
**Subject:** Regulation modifications  
**Part:** Controls-bracket, E.C.U., Oil pump stainer, Central wooden floor

### 1. Radio and dashboard control buttons

It's forbidden to weld a new controls-bracket (part n°77 11 154 520) on the quick release hub.

To fit extra buttons, it is allowed to fit a metallic or composite plate on the steering wheel assembled by the 3 central screws (circled in red) maintaining the wheel to the quick release hub.



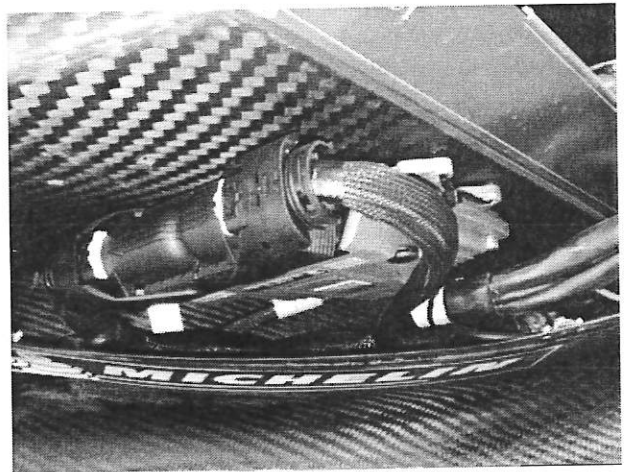
The fixation of the radio control button is free of manufacture.



## 2. MF4L and SRAE fitting

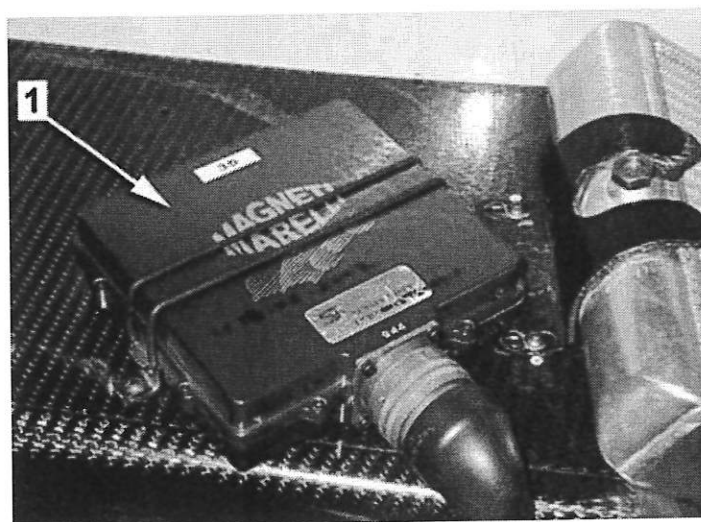
Because of the E.C.U. sorting of lot, each car may run either a MF4L or a SRAE E.C.U.  
Each type of E.C.U. has a specific position. All teams must ensure that they will be able to fit the two E.C.U.  
according to the examples below:

- **SRAE fitting:** it is allowed to drill the left radiator duct on this purpose. (Using plastic collars)



The E.C.U. is located on the side of the left radiator duct.

- **MF4L fitting:**





We advise you to use the Renault Sport genuine parts:

- 77 11 154 833 x 1 foam
- 77 11 154 401 x 1 O'ring seal
- 77 11 154 400 x 2 hooks
- 77 11 154 333 x 2 screws
- 77 11 154 863 x 2 nuts

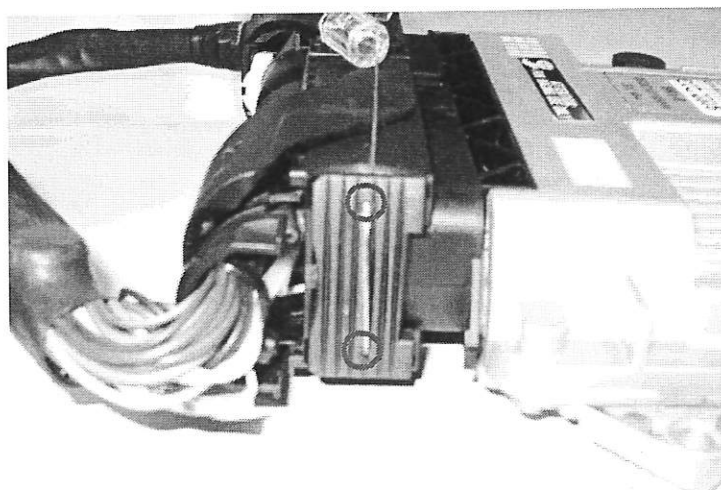
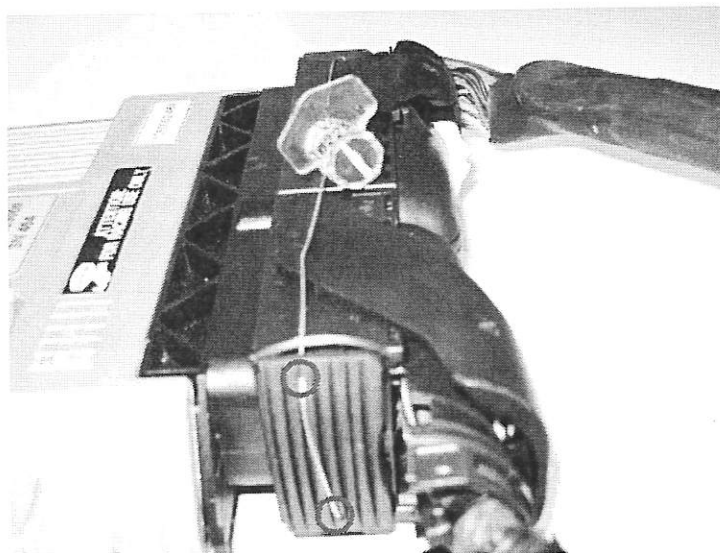
According to that, all SRAE mounted like on the picture below have to be moved on the duct side, for reliability purposes.





### 3. SRAE sealing

SRAE will be sealed on the first meeting. To prepare the sealing, teams which own SRAE must make 4 holes according to the pictures below (circled in red):



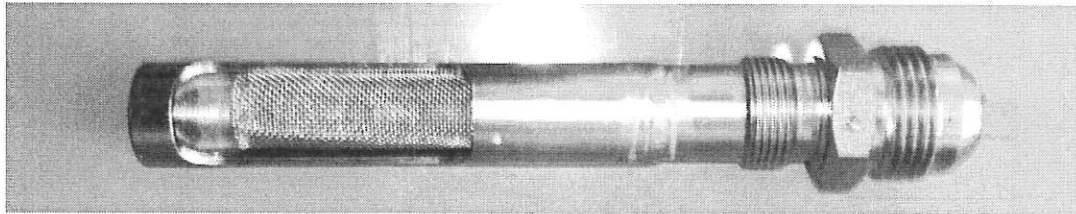
As a consequence, SRAE will be unplugged using exclusively the round souriau military connector, for reliability purposes.



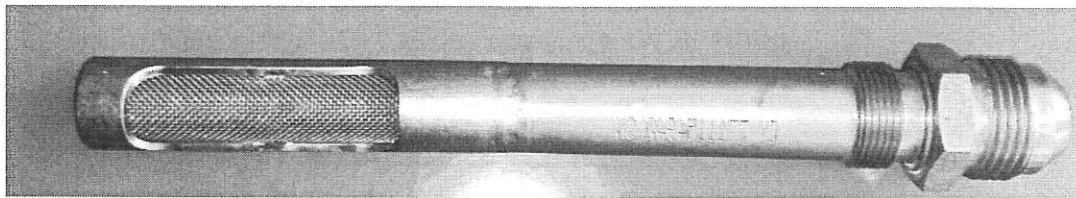


#### 4. New oil pump stainer regulation

For the first meeting of each championship, it will be mandatory to use the long oil pump stainer reference **77 11 154 940**. This part has been introduced early 2006 on all new cars. The price of this part is 82,2 € VAT excluded.



*The old one, ref 77 11 154 149*



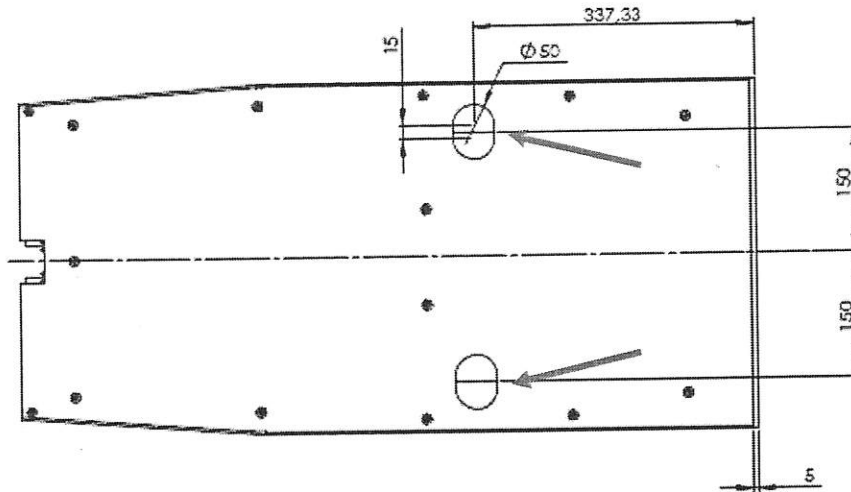
*The new one, ref 77 11 154 940*

To recognise what type of oil pump stainer you have, just look the reference number engraved on the part.



5. Lift points on the central wooden floor

For all Formula Renault 2.0 2008 championships, the central wooden floor (ref 77 11 163 104) must be drilled in order to enable the Renault Sport scrutineers to check all the cars on the Renault Sport control plane. Two holes must be drilled according to the drawing below:



Central wooden floor

**NOTE:** a new version of the nomenclature including all these modifications is now available on the Renault Sport extranet.





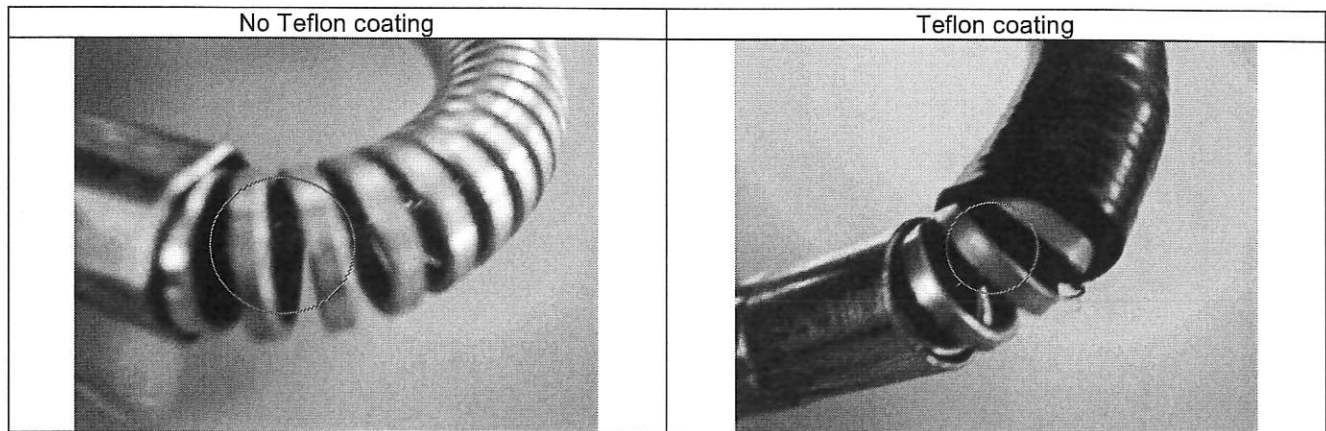
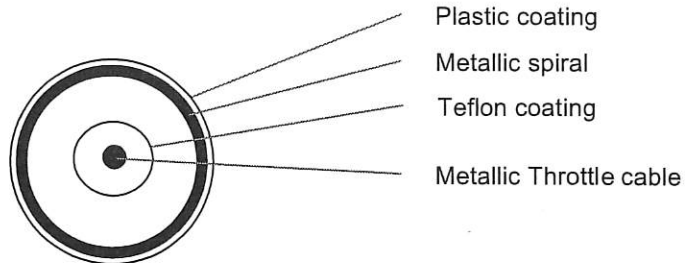
**Technical Bulletin n°04**  
25<sup>th</sup> February 2008

**Reference:** BT\_2008\_FR20\_04  
**Date:** 25<sup>th</sup> February 2007  
**Subject:** Throttle cable control  
**Part:** Throttle cable

A production problem in a recent batch of throttle cable (Ref 77 11 154 144) has been detected. This concerns especially new cars purchased this winter or recently purchased throttle cable.

The lack of Teflon coating around the cable can create problems (harder pedal).

Please check that the cable mounted in the car has a Teflon coating (see picture underneath).



If you have such cables, check with your local Renault Sport spare parts dealer to arrange the exchange. A new production batch is being processed and should arrive shortly.









## Technical bulletin N°3

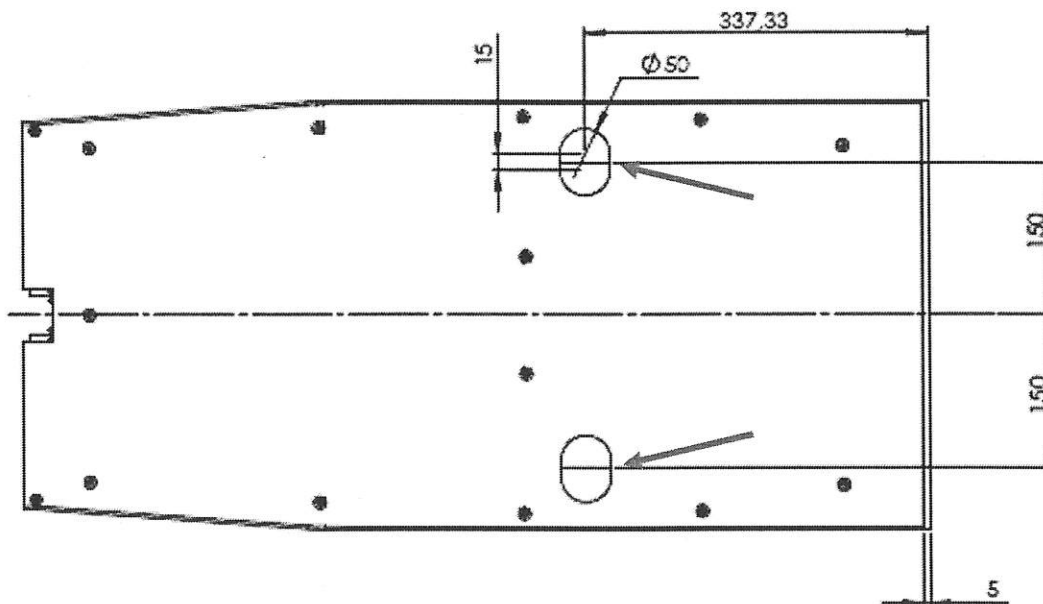
February 15<sup>th</sup>, 2008

**Reference :** BT\_2008\_FR20\_03

**Date :** February 15<sup>th</sup>, 2008

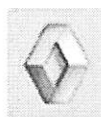
**Subject :** Lift points on the central wooden floor

For Formula Renault 2.0 Eurocup 2008, the central wooden floor (ref 77 11 163 104) must be drilled in order to enable the Renault Sport scrutineers to check all the cars on the Renault Sport control plane. Two holes must be drilled according to the drawing below:



*Central wooden floor*





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## Technical Bulletin nro 1, 11.2.2010

**Reference: FRF/Rata/10/5.3.1**

**Date: 11.2.2010**

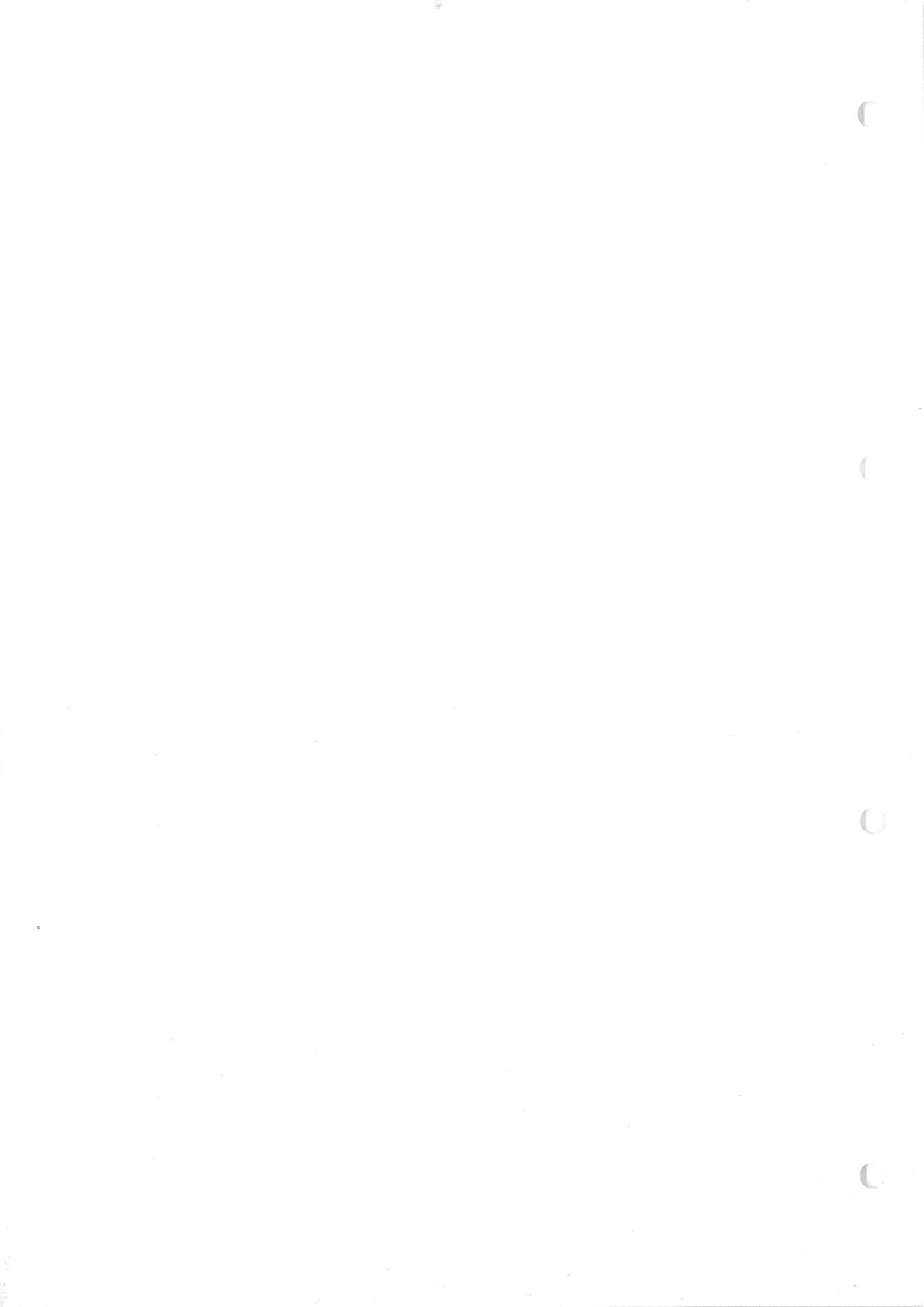
**Subject: Gearbox and gear ratios**

**Parts: Original Renault Sport medium gear ratios**

Only medium ratios are allowed in NEZ FR 2.0 races, listed in the technical conditions for Formula Renault.



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**Information note No 1**

**March 3 2010**

**Subject:**

**Colour combination start no:s**

For better visibility all cars should have either white figures on black bottom or black figures on white bottom both in front and on rear wing.

Start no:s to be applied during all tests, qualifications and races.

