

# Technical specifications



## R1s Praga R1S

**592 kg** Weight  
**235bhp @ 7250rpm** Power  
**250Nm @ 5200rpm** Torque

### Characteristics

Single-seater race car (two seater optional), carbon fiber-monocoque, light and agile, easy to maintenance.

### Dimensions

Dry weight  
**592 Kg (1305 lb)**  
Height x Length x Width  
**965 x 4144 x 1800 mm (37,99 x 163,15 x 70,86 in)**  
Wheel base  
**2527 mm (99,49 in)**

### Wheels and tires

Front: Praga, centre locking 15x8 with 205/580R15 Hankook racing tyre  
Rear: Praga, centre locking 16x10,5 with 265/610R16 Hankook racing tyre

### Body and Interior

Light weight compact construction, longitudinal mid engine layout, great centre of gravity/mass balance, superb handling.

- Front and rear carbon fiber crashbox complying with FIA CN regulations.
- High downforce super duty splitter and diffuser made of unique combination of carbon and kevlar fiber layers for maximum scratch and bump resistance
- Quick-release lightweight fiber-glass body panels reinforced with carbon and kevlar
- Low-drag carbon fiber adjustable bi-plane rear wing
- Carbon fiber driver and passenger doors
- Custom made lightweight polycarbonate windows with anti-scratch protection
- 60 liter foam-filled FIA approved ATL (M.E.RIN) fuel cell located behind the seat (ATL dual quick fill valve – optional)
- Adjustable pedals and 2-way adjustable quick release Cosworth steering wheel with display, LED shift lights, paddles and rotary switches
- Custom made Praga racing seat with side head rest
- FIA approved SCHROTH 6 point seat-belts for use with HANS
- Fully adjustable front and rear suspensions
  - KONI 2-way adjustable, mono-tube, easy to adjust
  - unequal length upper and lower wishbones
  - CNC aluminium machined adjustable uprights
  - forged steel center lock hubs
  - adjustable anti-roll bars
  - custom made progressive racing coil-springs
- Mechanically activated fire extinguisher system in engine bay and cockpit
- Modern LED rear lights including rain light and turn lights
- Dash-mounted remote brake bias balancer

### Drivetrain

- Renault Sport Formula 2010 2.0 engine F4R832
- Praga Dual Barrel Throttle Body
- More aggressive cam-shafts
- Unique Praga compact bellhousing with dampers
- AP RACING 280mm (11,03 in) steel brakes with 4-piston calipers
- Lightweight steel flywheel / competition twin plate ZF Sachs Racing clutch
- Complete custom made stainless steel exhaust system with silencer
- Custom made HEWLAND JFR - six-speed sequential semi-automatic trans-axle gearbox, interchangeable gear sets
- Custom made Praga R1 Pneumatic paddle-shift system with flat shifts and auto blip made by KMP
- ECU Cosworth/Pectel SQ6 with closed loop lambda system, pit limiter speed control, fly by wire and full sequential shifting

### Engine

Configuration  
**Renault F4R 832 Naturally Aspirated**  
Cylinder / Valves  
**4 / 16**  
Location  
**Mid, longitudinally mounted**  
Bore / Stroke  
**82,7 x 93 mm (3,256 x 3,661 in)**  
Displacement  
**1998 cm<sup>3</sup> (121,93 in<sup>3</sup>)**  
Engine Life  
**10 000 Km (6214 miles) before rebuild  
circa 65 race hours**  
Drive time (62 L): typical, maximum  
**70 min. / 80 min.**  
Engine Control System  
**Cosworth/Pectel SQ6**  
Engine Loom  
**Military specification wiring loom**  
Rev Limit  
**7500RPM**  
Power  
**235bhp @ circa 7250RPM**  
Torque  
**250 Nm (162,3 lb ft) @ circa 5200 RPM**

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