

PRAGA R1 Turbo TECHNICAL PARAMETERS

Characteristics

- Single-seater race car (two seater optional), carbon fiber-monocoque, light and agile, easy to maintenance
- Dimensions:
 - Dry weight: 625 Kg (1378 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 tyres:
 - Front: Praga, centre locking 15x 8, with 205/580R15 Hankook racing tyre
 - Rear: Praga, centre locking 16x 10,5, with 265/610R16 Hankook racing tyre

Body and Interior

- Light weight compact construction, longitudinal mid engine layout, great centrum 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 fine 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 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 aluminum 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
- Wössner low compression forged pistons and connection rods, Stainless steel valves, Garrett turbo charger GT2860R (0,6-1,0b)
- Unique Praga compact bellhousing with dampers
- Praga 280mm (11,03 in) steel brakes with 4-piston calipers
- Lightweight steel flywheel / competition triple plate TM Racing clutch
- Custom made stainless steel exhaust system
- Custom made HEWLAND JFR - six-speed sequential semi-automatic transaxle gearbox, interchangeable gear sets
- Custom made Praga Pneumatic paddleshift 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
- Military specification wiring loom

Engine

Configuration	F4R 832, Turbo-charged
Cylinder / Valves	4 / 16
Location	Mid, longitudinally mounted
Bore / Stroke	82,7 x 93 mm (3,256 x 3,661 in)
Displacement	1998 cm ³ (121,93 in ³)
Engine Life	3 000 Km (1864 miles) before rebuild (20 engine hours)
Engine Control System	Cosworth/Pectel SQ6
Engine Loom	Military specification wiring loom
Rev Limit	7000RPM
Power	
Calibration Switch 1 :	310bhp @ 6900RPM
Calibration Switch 2 :	325bhp @ 6750RPM
Calibration Switch 3 :	340bhp @ 6900RPM
Torque	
Calibration Switch 1 :	350 Nm (280 lb ft) @ 5100 RPM
Calibration Switch 2 :	380 Nm (284 lb ft) @ 5500 RPM
Calibration Switch 3 :	410 Nm (288 lb ft) @ 5750 RPM