

PEUGEOT RallyCup IBERICA

AWAITING FIA APPROVAL
TECHNICAL REGULATION 2023



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GENERALITY

These technical regulations have been registered to the:

FPAK - Portuguese Federation of Motoring and Karting

Under the organiser's permit number:

These regulations are written in terms of authorisation; therefore, what is not expressly authorised here in after is prohibited. The reader must always bear in mind that no modifications are permitted unless they are expressly authorised by the documents listed below:

- 2023 Technical Regulations of the **Peugeot Rally Cup Iberica**
- Appendixes and additives to these technical regulations
- Assembly instructions and technical bulletins for the 208 Rally4
- Catalog of constituent parts of the Rally4 kit (base or options) of the 208 Rally4

The technical regulations and appendixes will be published on the websites www.peugeotrallycupiberica.com and www.fpak.pt. The assembly manuals, catalogues and technical bulletins on the **DAM** dedicated to the 208 Rally4.

Worn or damaged components may only be replaced with:

- Original Peugeot parts (for original and standard parts)
- Stellantis Motorsport part or Stellantis Motorsport option (for specific parts)

as defined, referenced by Stellantis Motorsport in the parts lists and catalogues that make up the kits for 208 Rally4.

All work on the vehicle must be carried out according to the repair methods defined by Peugeot for original parts or Stellantis Motorsport for specific parts, while remaining in compliance with these technical regulations.

Stellantis Motorsport reserves the right to modify the technical definition of the 208 Rally4 as well as the technical regulations of the Peugeot Rally Cup Iberica 2023.

Competitors will then be informed of these modifications by the publication of addenda to these regulations and/or modification of the specification sheet (spec-sheet) dedicated to the event concerned and/or publication on the **DAM** dedicated to the 208 Rally4. These announcements and updates will be published in the FPAK's website (www.fpak.pt) and in the Peugeot Rally Cup Iberica's website (www.peugeotrallycupiberica.com).

Entrants are entirely responsible for the technical conformity their vehicle for the duration of **Peugeot Rally Cup IBERICA** qualifying events, from preliminary technical scrutineering until the publication of the official results.

ARTICLE 1 – DEFINITION AND IDENTIFICATION OF ELIGIBLE VEHICLES

Vehicle type used

The **Peugeot Rally Cup Iberica** is reserved for Peugeot 208 Rally4 vehicles.

The assembly of 208 vehicle must be carried out exclusively using specific 208 Rally4 parts kits as well as 208 Rally4 options sold by Stellantis Motorsport and original parts corresponding to this car, in compliance with the assembly instructions and within the limits explained later in these regulations.

All parts external to the Peugeot 208 Rally4 kits and options are prohibited (e.g: quick couplings, additional thermal protection, etc.).

The following parts are free in compliance with the regulations of the national federation of the country where the event takes place:

- Brake pedal cover
- Fixation of the bumpers to their mountings
- Trip master and mounting bracket
- Map light and mounting bracket
- Hydraulic Jack and bracket
- Cornering lights and mountings
- Second spare wheel mounting bracket

The vehicle must comply with the regulations of published by the FPAK as well as the FIA homologation form N°A 5780, relating to the 208 Rally4 including the latest up-to-date amendments for each round.

ARTICLE 2 – TECHNICAL SCRUTINEERING OPERATIONS

2.1 - Technical specification sheet (Spec-sheet)

At preliminary technical scrutineering, the entrant or his representative completes the specification sheet for the current round, the mandatory declarative fields concerning the mechanical and electronic components present on his vehicle.

The serial numbers entered in this document are registered as associated with the entrant's race number for the current round of the **Peugeot Rally Cup Iberica**, from preliminary scrutineering to final scrutineering.

Any operation resulting in a modification of the components and/or numbers initially registered in this document can only be done after the agreement of the scrutineer.

This document – see e.g document in appendix section – signed by the entrant or his representative, must be given to the technical scrutineer, or to the technical representative of Stellantis Motorsport.

2.2 - Scrutineering check operations

At preliminary technical scrutineering, the scrutineers of the local federation where the event takes place will check the security components, identification elements and sealed parts as well as the compliance of the vehicle with these regulations. In this context they can be assisted by the Stellantis Motorsport technical representative.

The scrutineer(s) may write remarks on the technical passport of the vehicle. These remarks must be addressed by the competitor for the preliminary technical checks of the following event.

The authorization to start the **Peugeot Rally Cup Iberica** event given by the technical scrutineer implies that the vehicle needs to comply with spec-sheet from the preliminary technical scrutineering to the final scrutineering.

2.3 - Technical scrutineering operations

At any time during a **Peugeot Rally Cup Iberica** round, technical checks may be carried out to verify that vehicles comply with these regulations. Accordingly, technical scrutineers may carry out any check or comparison, take any sample, or undertake any performance measurement concerning all or part of the car to ensure that its compliance to these regulations.

These checks will be carried out by the scrutineers of the local federation where the event takes place in accordance with the FIA sporting rules in force.

All costs resulting of these checks will remain the responsibility of the entrant without any possibility of financial participation from of Stellantis Motorsport or the **Peugeot Rally Cup Iberica** promoter.

ARTICLE 3 – INTEGRATED ROLL CAGE

Designation and definition

The bodyshell and its roll cage defined by Stellantis Motorsport and homologated by the FIA is the only one authorized. It must be possible to clearly identify the chassis via the chassis number plate welded to the roll cage.

Any modification of the roll cage is prohibited. Forbidden modifications include machining, reinforcement, welding or treatment of the cage which results in a permanent modification to the material used for the cage or to its construction. These roll cage needs to comply with the homologation form n° FH A-5780.

Repairs to the roll cage are not permitted. Any bodyshell whose roll cage has been damaged would have to be replaced.

ARTICLE 4 – ENGINE, FUEL AND MAPPING

4.1 - Designation and definition

Engine and turbo of the 208 rally4 are those defined by Stellantis Motorsport and only sell by Racing Shop. Any engine and turbo used to participate in the **Peugeot Rally Cup Iberica** must have been assembled or overhauled, validated and sealed by Stellantis Motorsport through its technical partner Oreca Magny-Cours or Sports&You.

Neither Stellantis Motorsport nor his engine partner can be held responsible regarding the reliability or changes to the performance characteristics of an engine whose performance has been certified.

No modifications other than those defined in the assembly instructions are authorized.

The engine serial number is the one entered in the specification sheet (spec-sheet) and registered as associated with the entrant's race number for the current round of the **Peugeot Rally Cup Iberica**, from preliminary scrutineering to final ones.

4.2 – Approval & Engine sealing

Identification

Any engine used to take part to the **Peugeot Rally Cup Iberica** must present seals at the cylinder head cover and the oil sump as illustrated in the images below:



Seals numbers must be those associated to the engine number present on the identification plate.

The readability of the numbers of the seals/seals are the responsibility of the entrant.

4.3 - Turbocharger sealing

4.3.1 Identification

Any turbo used to participate in the **Peugeot Rally Cup Iberica** must present a seal to the crankcase as illustrated in the images below:



The seal number must be the one associated to the turbo number installed in vehicle.

The readability of the numbers of the seal is the responsibility of the entrant.

4.3.2 Replacement

Replacement of the turbo assembly may only be carried out after scrutineer's agreement. Only the use of the turbo declared as "spare" in the specification sheet and presented during preliminary scrutineering is allowed.

A single turbocharger may be allocated to no more than two competitors.

4.3.3 Flange / Air restrictor

Since January 1, 2021, the turbo of the 208 Rally4 must be equipped with a 30mm FIA flange (air restrictor) as defined by Stellantis Motorsport and sold by the Racing shop. A seal must be present on the two fixing screws at each preliminary check.

In the event that the turbocharger does not have a seal in place, the scrutineer of the local federation where the event takes place will measure the internal diameter of the restrictor and proceed to affix a new seal.



4.4 – Seals

A scrutineer is free to affix seal(s) to any mechanical part(s).

In the event of an intervention which would require the removal of one or more seals, a request must be made to the scrutineer or, if that is not possible, a member of the **Peugeot Rally Cup Iberica** technical support so that he is able to supervise the operation and affix a new seal.

4.5 – Compliance

Seals are not a sufficient condition of conformity of the engine or its turbo. Thus, as part of the conformity checks, the performance of the engine and/or turbo may be checked as well as the dismantling of these.

In the FIA events, FIA seals are mandatory as well as the Stellantis Motorsport seals.

4.6 - Maintenance

Any maintenance or overhaul operation on a 208 Rally4 engine cannot justify the removal of one of the 3 mandatory seals (oil sump, cylinder head cover, turbo sump) whether in the context of the race or outside.

4.7 - Fuel

Only Lead-free 98- octane petrol available at ordinary pumps and complying with the FPAK general prescriptions and in the RFEDA ones may be used.

The use of any other fuel, even blended with the above type of fuel, or of an additive is expressly forbidden.

Entrants must take all necessary measures to ensure that a fuel sample at least three litres can be taken for the vehicle's tank at any time during an event for analysis purposes.

Samples will be taken and analysed in compliance with the procedure described in the FPAK General prescriptions and in the RFEDA ones.

4.8 - Engine mapping

4.8.1 Mapping / Fuel:

Only the engine mapping specified in the specification sheet drawn up by Stellantis Motorsport for 98-octane lead-free petrol is authorised.

4.8.2 Torque management system (TMS):

The use of the device allowing engine torque management through mapping defined by Stellantis Motorsport (see technical bulletins-2213_INFOTECH) is authorised. The use of this device is not mandatory.

4.9 - Engine Control Unit & data logging

4.9.1 Engine Control Unit:

Only the SRG 141 Magneti Marelli control unit defined and homologated for the 208 Rally4 by Stellantis Motorsport and sell by the Racing Shop is authorised. It must remain in its original location as described in the assembly instructions.

The ECU serial number is entered in the specification sheet (spec-sheet) and registered as associated to the competitor's race number for the current round of the **Peugeot Rally Cup Iberica**, must remain from preliminary scrutineering to scrutineering finals.

Its replacement can only be made in the case of proven failure and after the scrutineer's agreement and his attendance, or if that is not possible, a member of Stellantis Motorsport.

4.9.2 Data logging:

Scrutineers must be able to connect to this control unit at any time during an event. By connecting to these control units, they are able to use stored data during conformity checks. It is the responsibility of the entrant to ensure that the ethernet connection and wiring remain in perfect working condition.

It is expressly forbidden to delete any data stored in the onboard control unit during a round of the **Peugeot Rally Cup Iberica** (from preliminary technical checks to post-event scrutineering).

ARTICLE 5 - LUBRICANTS

Use of the following lubricants is mandatory:

- Engine oil: Total Quartz Ineo First 0w30 (Ref: PS97727A10)
- Power steering fluid: Total LDS (Ref: 1615099680)

There are no restrictions concerning the type of brake fluid or engine coolant competitors wish to use.

ARTICLE 6 - TRANSMISSION

Only medium final drive ratio is authorized with the following reference: Final Drive CPL12569062091. Gearbox oil is free.

ARTICLE 7 – ELECTRICITE

All electrical equipment (power box, wiring harnesses, control unit, sensors, actuators, etc.) must be present, operational and in perfect working order at any times during an event.

ARTICLE 8 – SUSPENSION & BRAKING

8.1 Suspension

Adjustment of the car's suspension setting and geometry is authorised on the condition that only adjustable parts sold by Stellantis Motorsport for 208 Rally4 are used, in compliance with the specification sheet that covers the event in question and with the recommendations of Stellantis Motorsport.

Only dampers sold by Stellantis Motorsport for 208 Rally4 are authorized. No internal or external modification may be made, in compliance with the specification sheet that covers the event in question.

The front and rear anti-roll bars specified by the specification sheet for a particular type of surface, may be disconnected, or removed.

8.2 Brakes

The use of brake discs and pads sold by the **Peugeot Rally Cup Iberica** racing shop presenting his own logo stamped on it, and covered by the specification sheet for the type of surface in question is mandatory.

For tarmac rallies:

FRONT: **TO BE ANNOUNCED!**

REAR: **TO BE ANNOUNCED!**

For Gravel rallies:

FRONT: **TO BE ANNOUNCED!**

REAR: **TO BE ANNOUNCED!**

ARTICLE 9 – TYRES

9.1. Tarmac rallies

Competitors may use a up to number of 8 new pre-registered tyres, spare tyres(s) included, from the manufacturer PIRELLI in the first race. In the remaining races competitors can use up to 8 tires (new and/or marked in previous races). The compounds to be used in each event are those available from the supplier for each event.

Authorised dimension: **205/45 R17** - Authorised models are: **RA5, RA7, RA7+, RW1C**

The possibility of re-cutting of the tyres tread pattern and the use of different types of tyre on the car at the same time are defined by the associated regulation with the event in question, FPAK for the Rallies in Portugal, RFEDA for the Rallies in Spain.

During all **Peugeot Rally Cup Iberica** rounds, the use of surface treatment by chemicals, or mechanical action, or any other heating system (heating blankets for example) is prohibited.

9.2. Gravel rallies

Competitors may use a up to number of 8 new pre-registered tyres, spare tyres(s) included, from the manufacturer PIRELLI in the first race. In the remaining races competitors can use up to 8 tires (new and/or marked in previous races). The compounds to be used in each event are those available from the supplier for each event.

Authorised dimension: **185/70 R15** - Authorised models are: **K4A, K6A**

The possibility of re-cutting of the tyres tread pattern and the use of different types of tyre on the car at the same time are defined by the associated regulation with the event in question, FPAK for the Rallies in Portugal, RFEDA for the Rallies in Spain.

During all **Peugeot Rally Cup Iberica** rounds, the use of surface treatment by chemicals, or mechanical action, or any other heating system (heating blankets for example) is prohibited.

Rallies in Portugal are governed by the regulation of Specific Rally Prescriptions 2023 / FPAK.

https://fpak.pt/sites/default/files/ficheiros/2023-02/PRESCRI%C3%87%C3%95ES%20ESPECIFICAS%20DE%20RALLIS%202023_v2.pdf

The rallies in Spain are governed by the regulations of the Prescriptions Comunes de los Campeonatos, Copas, Trofeos y Challenges de España, Super Campeonato de España de Rallyes/ S-CER

<https://www.rfeda.es/reglamentos/c/0/i/57614190/prescripciones-comunes-de-los-campeonatos-copas-trofeos-y-challenges-de-espana>

The authorized tire' suppliers are:

Spain :

MERAC RVR SERVICES, s.l.
C/ Grecia, Nau B-30 – Pol. Ind. Constanti,
43120 Constanti,
TARRAGONA
Tel. +34 630116319
Tel. +34 608935509
E-mail: comercial@racingservices.es

Portugal :

Q&F
-Q&F,Lda
Rua 1º de Maio 524
4445-245 Alfena
+351 229 699 490
Email : gferal@gf-ida.pt

ARTICLE 10 - WEIGHT

10.1 Minimum weight

The minimum weight of the 208 Rally4 is **1080kg**.

The minimum weight of the 208 Rally4 is the weight at any moment during an event, excluding the driver, co-driver, their helmets and Hans devices, including a single spare wheel, tools and spare parts carried inside the car, with the fuel tank and windscreen washer reservoir empty. Tools and spare parts carried inside the vehicle must be firmly fixed in place behind the driver and co-driver seats.

The minimum weight is the 208 Rally4 with the crew and their equipment on board is **1240 kg**.

Competitors must comply with these two points for the duration of the event.

10.2 Ballast

The vehicle's weight may be adjusted using one or more ballast weights on the condition that such ballast takes the form of solid, one-piece blocks fixed in place using tools and positioned underneath floor of the cockpit. Ballast must be visible and sealed by scrutineers.

The competitor must inform the scrutineer that the car is carrying ballast at preliminary technical checks so that any seal(s) may be inspected or made.

ARTICLE 11 - EQUIPMENTS

11.1 Interior equipment

The use of a 330mm-diameter Sparco steering wheel or any other Sparco steering wheel according to FIA standard is mandatory.

11.2 External equipment

The underbody protections from Gravel kit are authorized for tarmac use when they come from the Rally4 kit defined and homologated for the 208 Rally4.

11.3 Safety equipment

The following safety equipment is mandatory:

- Sparco Circuit QRT seat, as provided in the 208 Rally4 kits.
Or
- Sparco Circuit II QRT seat, as provided in the 208 Rally4 kits.
Or
- Any other seat from the Sparco range, excluding carbon or Kevlar versions.

- Sparco 6-points harness belts, as provided the 208 Rally4 kits.

- Sparco harness belts cutters, as provided in the 208 Rally4 kits.

- Automatic fire extinguisher system, as provided in the 208 Rally4 kits.

- 2 kg manual hand-held fire extinguisher, as provided in the 208 Rally4 kits.

11.4 On-board automatic extinguishing system

11.4.1_ Manual extinguisher:

The presence of the manual fire extinguisher as defined in the 208 rally4 kit is compulsory, it is the responsibility of the entrant to ensure that it is in perfect working order, perfectly mounted and easily accessible by the crew.

11.4.2_ Automatic extinguisher:

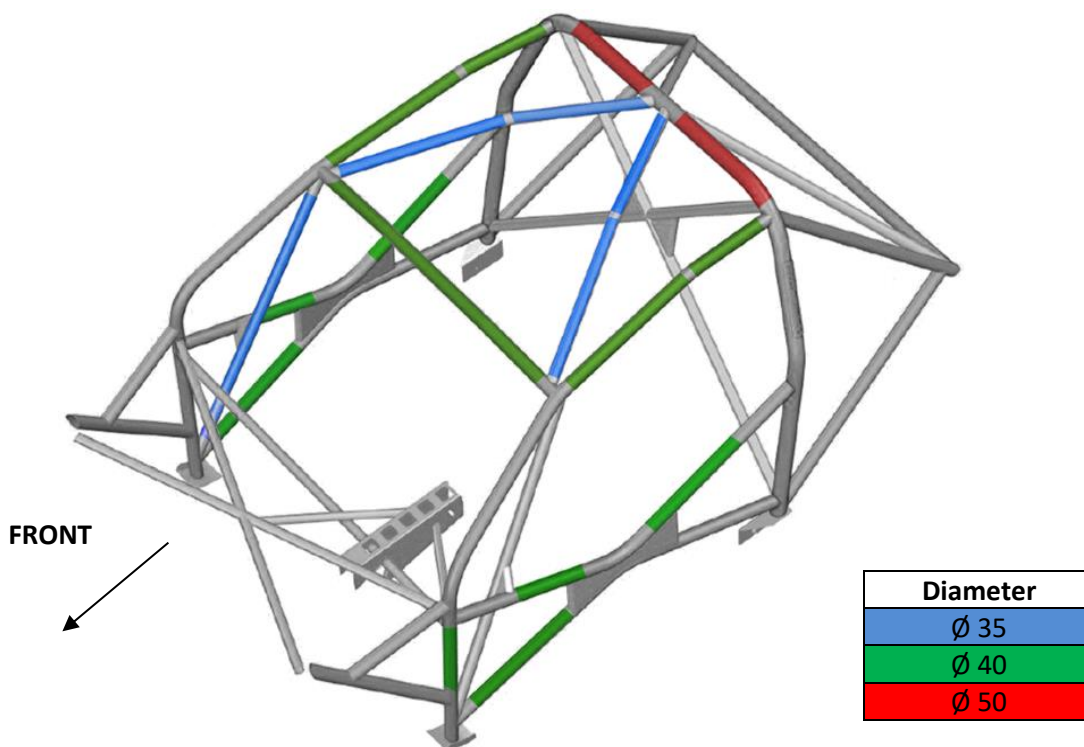
Only the automatic extinguishing system sold in the 208 Rally4 kits and homologated by the FIA is allowed. The layout of the fire extinguisher system must comply with the instructions specified in the manufacturer's manual.

The use of plastic "Rilsans" straps or plastic tie straps to fix nozzles and the extinguisher lines (see Infotech_2301) is not permitted on their own. It is mandatory to fix all of the system's nozzles using mounting brackets 904679498A and 904679208A (or equivalent) and the extinguisher lines using inox collars 904459498A.

It is the responsibility of the entrant to ensure that the two circuits are in perfect working order, pressurized and that the start-up device is easily accessible by the crew in driving conditions, with tighten harnesses.

11.5 Protection of roll cage tubing underneath the roof

As part of the **Peugeot Rally Cup IBERICA**, Protective foam for the roll cage from FIA Technical List n°23 must be applied in compliance with the illustration diagram below.



All sleeves must be fixed in such a way that they cannot move in relation to the tube.

For this purpose, the following items can be acquired from the Racing Shop :

- Roll-bar FIA Foam Ø35 ----- reference 904613428A
- Roll-bar FIA Foam Ø40 ----- reference 219001-40
- Roll-bar FIA Foam Ø50 ----- reference 219001-50

11.6 Additional lights

Only the headlight ramp defined by Stellantis Motorsport and sold by Racing Shop may be fitted.

The cornering lights and their supports are free.

Event:					Surface:	TARMAC	
CAR CONFIGURATION							
Bodyshell N°					Engine N°	-	
ECU N°					Gearbox N°	-	
SEALS	<u>Upper:</u>		<u>Lower:</u>		TURBO SEALS	<u>Housing:</u>	<u>Restrictor:</u>
						-	
SPARE TURBO		<u>Seals N°:</u>					
HOMOLOGATED / AUTORIZED PARTS							
#	Category	Description	Reference	Mandatory	Not Allowed		
A00	Bodyshell	Bodyshell	904630018_	One of them			
			904674158_				
A10	Assembled Engine	Assembled engine	904674028_				
		TOTAL Quartz Ineo First 0W30	PS97727A10				
A12	Hitch	Engine flywheel	904630118D				
A26	Air Intake	Air filter	0A2664486B				
A36	ECU	ECU's mapping	Last official update				
C234	Differential Ramps	Set of diff ramps (27°/57°)	F90623711	One of them			
		Set of diff ramps (42°/63°)					
C235	GB - Final Drive	Final drive 12/56	CPL125690620				
C71	Driveshaft	Left driveshaft D28 - 208	904661358B	One of them			
		Left driveshaft D26 - 208	904703128B				
		Left driveshaft D26 - Corsa	904680108A				
E13	Front Upright	Stop ring AE28	PS72555A10				
		Front Tarmac TCA Bracket	904639758A				
		Front Gravel TCA Bracket	904639768A				
E14	Front Suspension	Front shock absorbers - TARMAC	904640938B				
		Valving reference - TARMAC	FT011				
		Front Spring 45N/mm (Tarmac)	1E1420808A				
		Front Spring 46N/mm (Tarmac)	1E1420807A				
		Front Spring 51N/mm (Tarmac)	1E1420806A				
		Front Spring 56.5N/mm (Tarmac)	1E1420805A				
	Front Suspension	Front Spring 31N/mm (Gravel)	904659378A				
		Front Spring 35.5N/mm (Gravel)	1E1420810A				
		Front Spring 40N/mm (Gravel)	1E1420809A				
E15	Front Anti-Roll Bar	Front anti-roll bar Ø15	904639358A	One of them			
		Front anti-roll bar Ø18	904639388A				
		Front anti-roll bar Ø22	904639428A				

#	Category	Description	Reference	Mandatory	Not Allowed
E21	Rear Subframe	Rear subframe	904665338D		
E25	Rear Suspension	Rear shock absorbers - TARMAC	904640968B		
		Valving reference - TARMAC	RT022		
		Rear Spring 40.5N.mm (Tarmac)	1E2521280A		
		Rear Spring 47N.mm (Tarmac)	1E2521278A		
		Rear Spring 52N.mm (Tarmac)	1E2521277A		
		Rear Spring 28N.m (Gravel)	904659388A		
		Rear Spring 32N.m (Gravel)	1E2521282A		
		Rear Spring 36N.m (Gravel)	1E2521281A		
E26	Rear Anti-Roll Bar	Rear anti-roll bar Ø19	1E1664119C	One of them	
		Rear anti-roll bar Ø22	1E2664122C		
		Rear anti-roll bar Ø24	1E1664124C		
F11	Front Brake Disc	Front brake discs - Ø285x26	1F1120703B		
		Front right brake disc - Ø330x30	904669958A		
		Front left brake disc - Ø330x30	904669968A		
F21	Front Brake Caliper	Front right brake caliper	904667368_		
		Front left brake caliper	904667378_		
		FR Brake pads To Be Announced	-		
F40	Rear Brakes	Rear brake caliper	904653278A		
		Rear brake discs - Ø290	904644488B		
		RR brake pads To Be Announced	-		
F63	Brake Circuit	Brake Master Cylinder Ø22.2	1655488880		
R5A	Rear View Mirrors	Side mirrors	All OEM models available for the 208	One of them	
T5B	Rest Pad	Copilote foot rest	904624658C		
Z2C	Lamp Pod	Lamp pod kit	See chapter Z2C0.01		

<u>Race N.</u>		<u>Entrant name</u> or his <u>representative:</u>	
<u>Date :</u>		<u>Signature :</u>	

Event:				Surface:		GRAVEL	
CAR CONFIGURATION							
Bodyshell N°				Engine N°			
ECU N°				Gearbox N°			
SEALS	<u>Upper:</u>		<u>Lower:</u>	TURBO SEALS	<u>Housing:</u>	<u>Restrictor:</u>	
SPARE TURBO		<u>Seal n°:</u>					
HOMOLOGATED / AUTORIZED PARTS							
#	Category	Description	Reference	Mandatory	Not Allowed		
A00	Bodyshell	Bodyshell	904630018_	One of them			
			904674158_				
A10	Assembled Engine	Assembled engine	904674028_				
		TOTAL Quartz Ineo First 0W30	PS97727A10				
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C234	Differential Ramps	Set of diff ramps (27°/57°)	F90623711	One of them			
		Set of diff ramps (42°/63°)					
C235	GB - Final Drive	Final drive 12/56	CPL125690620				
C71	Driveshaft	Left driveshaft D28 - 208	904661358B	One of them			
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		Rear Spring 32N.m (Gravel)	1E2521282A		
		Rear Spring 36N.m (Gravel)	1E2521281A		
E26	Rear Anti-Roll Bar	Rear anti-roll bar Ø19	1E1664119C	One of them	
		Rear anti-roll bar Ø22	1E2664122C		
		Rear anti-roll bar Ø24	1E1664124C		
F11	Front Brake Disc	Front brake discs - Ø285x26	1F1120703B		
		Front right brake disc - Ø330x30	904669958A		
		Front left brake disc - Ø330x30	904669968A		
F21	Front Brake Caliper	Front right brake caliper	904667368_		
		Front left brake caliper	904667378_		
		FR Brake pads To Be Announced	-		
F40	Rear Brakes	Rear brake caliper	904653278A		
		Rear brake discs - Ø290	904644488B		
		RR brake pads To Be Announced	-		
F63	Brake Circuit	Brake Master Cylinder Ø22.2	1655488880		
R5A	Rear View Mirrors	Side mirrors	All OEM models available for the 208	One of them	
T5B	Rest Pad	Copilote foot rest	904624658C		
Z2C	Lamp Pod	Lamp pod kit	See chapter Z2C0.01		

<u>Race N.</u>		<u>Entrant name or his representative:</u>	
<u>Date :</u>		<u>Signature :</u>	

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