



Praga R1T Technical specifications

R1T Praga R1T

625 kg Weight
up to 340bhp @ 6900rpm Power
up to 410Nm @ 5750rpm Torque

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 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
- 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
- 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 Turbocharged

Cylinder / Valves

4 / 16

Location

Mid, longitudinally mounted

Bore / Stroke

82,7 x 93 mm (3,256 x 3,661 in)

Displacement

1998 cm³ (121,93 in³)

Engine Life

**3 000 Km (1864 miles) before rebuild
20 engine hours**

Drive time (62 L): typical, maximum

45 min. / 60 min.

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 (258 lb ft) @ 5100 RPM**

Calibration Switch 2: **380 Nm (280 lb ft) @ 5500 RPM**

Calibration Switch 3: **410 Nm (302 lb ft) @ 5750 RPM**

Visit www.pragaglobal.com for more information.