



**PEUGEOT 206 SUPER CUP**

**BUILD BOOK**



GROUP	PART NUMBER	DESCRIPTION	Quantity	Fitting instructions (no comment = straight swap for series part)
ENGINE	2000	Engine computer	1	See Technical Regulations
	2012	Inlet camshaft	1	Must be fitted by Peugeot Sport
	2013	Exhaust camshaft	1	
	2009	Oil cooler kit	1	See drawing of kit. The alloy plug is coated with Loctite sealer and tapped into the redundant drainback hole at three o'clock to the oil filter. The oil pressure switch is transferred from the redundant filter housing to the oil gallery point at twelve o'clock to the filter. The new bottom hose is cut as per drawing to accept the alloy take-off to the heat exchanger. Split and tie-wrap the heatproof sleeving to both the water and power steering hoses that are close to the new exhaust manifold.
	1016/3	Main bearing bolt	4	Replace the original main bearing cap bolts on numbers 2 and 3 caps (number 1 is the flywheel end cap) and torque to 55 ft/lbs. Fit the small baffle to the filter side of the oil pump using the standard bolts and refit the pump. Fit the two trapdoors to the <b>oil pump side</b> of the large sump baffle, then fit the baffle to the extended cap bolts using the M5 capheads, with Loctite 241, and torque to 8 ft/lbs. Check that the oil level probe clears the front trapdoor fixing lug, if it touches, you may remove a small part of the protruding rubber.
	1016/4	Trap door for sump baffle	2	
	2016/1	Sump baffles	1	
	2008	Oil catch tank + cap + hose	1	On the series engine breather Y-pipe, remove the hose to the inlet trunking, and cap the small pipe to the inlet manifold. Fit the new hose, and locate the catch tank in a free area away from exhaust heat.

	2003	Inlet manifold	1	<p>In order to give a minimum clearance of 10 mm between the new inlet manifold and the bulkhead, it is necessary to deform the underbonnet raised section immediately behind the manifold. This is an area of around 150 x 150 mm, and as this is a double skin plenum chamber, you may see the inner skin deform as well. This is acceptable, but do not move the inner skin by more than 10 mm as the heater unit is here.</p> <p>The new inlet manifold must be fitted with the engine out of the car, use the original fixings but replace the outer ones with two new M6 capheads supplied, and the extra plate and stud.</p> <p>Check that the casting raised boss on the rear head face does not contact the manifold or injector rail, if it does, you must grind away the alloy to give 2-3 mm clearance.</p> <p>Fit the servo takeoff tube, the original MAP sensor, and the air temperature sensor.</p> <p>Move the radiator plastic header tank by removing its support bracket and re-fixing rearwards to clear the manifold.</p>
	2003/1	Mounting kit for fuel rail	1	Bolt the two alloy bridge pieces to the new inlet manifold, fit the existing fuel rail, and then fit the centre support. Re-use the fuel injector harness from the series inlet manifold with the same injector connections, and tie-wrap the flying lead to an inlet tract.
	2004	Throttle body and fittings	1	<p>Fix to the inlet manifold with four capheads and the gasket fitted dry.</p> <p>To fit the original throttle cable, reduce the large boss of the rubber cable sleeve by half, fit it into the throttle body cable bracket, push the cable ferrule fully home, and connect the inner cable to the butterfly plastic cam.</p>
	2001	Wiring harness for throttle body	1	Adapts the redundant throttle pedal position sensor on the bulkhead to the new throttle body, and is best fitted with the engine out.
	2014	Spark plug	4	
	2005	Fuel injector	4	
	2007	Air box kit	1	<p>Replaces all the series inlet system except the airbox lid which is re-used.</p> <p>Fix the new air inlet housing to the LH chassis rail, and cut out the front grille backing, but not the horizontal slats, in this area to create a new air inlet.</p>

	2405	Aviation fuel line kit - in-car	1	Routed from the pump outlet, through the existing grommet hole which then must be sealed, along the RH floor, inside the roll cage but away from the tunnel exhaust heat. Cut a hole through the front bulkhead between the throttle pedal and RH wheelarch, to take a tight fitting grommet. Finally, re-use the two series straight plug-in fuel connectors from the standard front hose, and connect the ends using the supplied Pro-clamps. The tank breather is modified as per Technical Regulations.
	2006	Exhaust manifold	1	Straight swap using the ten specific new mounting studs.
	2006/1	Exhaust manifold studs	10	
	2066	Exhaust interpipe with catalyst	1	The original post catalyst sensor (blue plug) re-routed and fitted here.
	2067	Exhaust rear silencer	1	
<b>TRANSMISSION</b>	2100	Clutch plate	1	A reminder that the flat face is the flywheel side.
	2101	Clutch cover	1	
	2127	Clutch cable - RHD	1	Adjust after bedding-in to leave pedal level with brake pedal. Don't forget pedal floor stop to prevent clutch going over centre.
	2102	Clutch release bearing	1	
	2103	Gearbox 6-speed synchro + ZF diff	1	Fill with 2.25 litres of Total BV transmission oil. The ZF plate type differential comes as new with 40-45 lbs ft static preload, which is the ideal gravel or tarmac setting. You can measure this at any time with a dial type torque wrench with a hub nut socket as follows - Car in neutral, one front wheel jacked clear of the ground, apply torque until wheel turns. This is the static preload figure. As a rule of thumb, figures below 15-20 lbs ft mean although the diff is working, there can be too much wheelspin, figures over 75-80 lbs ft will give a lot of understeer, and on tarmac will create maybe too much torque steer under power for novice drivers, so stay around 40-45 lbs ft.
	2104	Driveshaft - LH	1	
	2105	Driveshaft - RH	1	
	2110	Engine / gearbox mounting kit	1	Adjust the lower torque link to 135 mm between centres.

	2115	Gearchange kit + reverse lockout cable	1	See layout drawing. The base settings for the cross rods between centres are - Lower fixed rod = 165 mm Bellcrank to gearbox = 358 mm Main bar in tunnel to gearbox = 177 mm You can adjust the last two figures, independently, to change the H pattern gear knob movement in the car. Fit the reverse gear lockout finger pull in a comfortable position under the gearknob.
	2106	BE pinion for speed sensor	1	Replaces the MA standard pinion to drive the electronic speed sensor.
	7119C	Nyloc hub nut	2	Torque to 180 ft/lbs.
	7209/2	Wheel stud	16	Loctite is recommended.
	7206/1	Wheel nut	16	Torque to 60 ft/lbs.
<b>FRONT SUSPENSION</b>	2200	Front wishbone - RH	1	
	2201	Front wishbone - LH	1	
	2202	Front strut assembly- RH -gravel	1	
	2203	Front strut assembly- LH -gravel	1	
	2205	Top strut mount - RH	1	The locating pin in the top face means they cannot be fitted on the wrong side.
	2206	Top strut mount - LH	1	
	2601	Top strut reinforcing plate	2	To be fully welded to the top face of the front strut turrets. They are handed, the position of the top mount locating pins is different LH/RH. The OUTER set of holes must be lined up with the standard holes in the inner wing, then weld the outer edges. Using the inside profile, remove that part of the original wing that is showing. Fully weld the inside edges together for extra strength. Drill through the new inner set of holes, this will give an optional top strut mount position with 1.5 degrees of negative camber.
	2207	Top spring pan	2	
	2208	Front spring -gravel	2	
<b>REAR SUSPENSION</b>	2220	Rear axle solid mount	4	Press out the standard rubbers, press these in with the boss face on top.
	2204/1	Top rear damper bolt + locknut	2	A stronger version of the standard type.

	2221	Torsion bar - pair -gravel	1	<p>Dummy shock absorber setting length for gravel ride height is 350 mm. For tarmac, a dummy shock absorber length of 335 mm will lower the chassis by 70 mm. used with the optional tarmac rear dampers. These are base settings and can be altered to give driver preferred ride height.</p> <p>The quick guide to rear ride height adjustment :</p> <ol style="list-style-type: none"> <li>1. Car on stands, hydraulic or scissor jack under trailing arm, just taking the weight of the arm.</li> <li>2. Remove the torsion bar offset washers and Torx screws both ends.</li> <li>3. Slide out the torsion bar to clear the splines (you may need a slide hammer as the splines tend to fill with road grit).</li> <li>4. Move the trailing arm to achieve the dummy shock setting between the bolt centres (switched-on crews make a jig for this instead of using a tape measure !)</li> <li>5. Copaslip the splines, locate the new mating splines by slowly turning the bar until it slides home easily (they are vernier offset splines).</li> <li>6. Refit the Torx screws and offset washers.</li> <li>7. Repeat on the other torsion bar.</li> </ol>
	2204	Rear damper - gravel	2	
<b>BRAKES</b>	2400	Front brake kit - 292,0	1	<p>After fitting kit, brake bleeding must be made on opposite corners at the same time. Do not force heavily on the brake pedal at the bottom of each stroke, you risk damaging the servo internal diaphragm. When the handbrake lever is fully down, adjust the cylinder pushrod so there is free play, otherwise the rear circuit may hold air. See drawing for brake line layout.</p> <p>With the AP Racing bias valve fitted to the RH side of the master cylinder support, the lever fully forward gives full front bias, then seven clicks to the rear for fine tuning, to full rear bias.</p> <p>A reminder that for FIA Gp A regulations you must retain the rear brake proportioning valve above the axle, but remove its pipes and connections !</p> <p><b>For 2003, an improved lever and master cylinder bracket will be introduced giving 55% more rear braking.</b></p>
	2402	Brake servo - 200,0	1	
	2401	Master cylinder - 25,4	1	

	2401/1	Brake reservoir	1	
	2413	Fly off handbrake lever	1	
	2425	Hydraulic handbrake kit	1	
	7252	Mintex rear pad set - 1144	1	
	4002	AP 600 brake fluid	2	500 ml each, enough for new car fill
	1423	Brake bias adjusting valve	1	
	2404	Aviation brake line kit	1	
	2403	Pedal box assembly - RHD for cable	1	
<b>CHASSIS</b>	2604	Roll cage - supply	1	The certified weld-in safety cage supplied to Peugeot Sport by VLR Ltd. is not customer repairable. In the event of an accident the car must be inspected by VLR Ltd. Prior to repairs or replacement.
	2605	Roll cage - weld-in fitment	1	
	2607	Seat mount bosses - car set fitted	1	
	2608	Seat belt boss-car set of 4 fitted	1	
	2609	Seat mounts - driver side	1	The drivers side is the tallest. Fitted with slots to the rear, various seat angles are
	2610	Seat mounts - co-driver side	1	
	2606	Alloy sumpguard	1	See attached drawings and text.
	2606/1	Sumpguard mounting kit	1	
	2611	Alloy tankguard kit	1	Front edge to car floor, suggested three bolts per side. Side of guard to inner sill returns, two bolts per side. M8 support towers, one uses existing exhaust fixing point, other is new point. For extra location, suggested front edge to tunnel centreline point.
	2315	Mudflap front	2	Specifically shaped to fit around front wing profile, fix using big head pop rivets.
	3641	Spare wheel ratchet strap	1	We recommend you also fit the optional 3640 alloy spare wheel post, particularly when carrying two spare wheels.
	4005	Sparco Rev seat	2	
	4013	Lumbar support	2	
	4001	Seat belts - Sparco Pro Race	2	Lap belt eyes to new floor locations, rear straps to safety cage horizontal bars.
4011	Steering wheel	1		
4020	Steering wheel boss	1		
4004	Battery master switch	1	Suggested location either radio/CD closing panel, or centre floor tunnel. See connection drawing enclosed.	
2612	Front door trim panel -LH	1	Panel fixing can be velcro, plastic buttons or similar.	

	2613	Front door trim panel - RH	1	
	2614	Rear quarter trim panel - LH	1	
	2615	Rear quarter trim panel - RH	1	
	2616	Front door pull strap + bolt + plate	2	
	4015	Electric fire bottle	1	
	4017	Plumbing kit	1	Two nozzles under bonnet, one at fuel rail, one at battery / brake reservoir. Two nozzles in cockpit, one in each footwell, but not at crews' legs.
	4016	Trigger box	1	Follow the Lifeline wiring diagram. The battery test light checks the internal battery, the centre position checks the two fire buttons, the armed position should only be used at the stage start line
	4010	Hand held extinguisher	1	Must be within reach of crew with seat belts fitted.
	4003	Pull cable	1	Location front LH screen wiper trim panel, clear of wipers and bonnet.
	4000	Bonnet and tailgate pin set	2	See drilling template, specific position to clear the new lamp pod area.
	2460	Compomotive controlled road wheel	4	
<b>Extra information</b>				
<b>Engine</b>		Exhaust manifold		You are advised to lag the primary pipes with race specification exhaust bandage
		Thermostat		Cut the two lugs and remove the centre section, then refit the outer section.
		Fuel filter		We have seen paint and debris from fuel jerry cans getting past the mesh filter in the fuel tank, so you may fit an in-line fuel filter under the bonnet, fitted in the aviation line before the fuel rail connector.
		Airbox inlet scoop		For stages where fords and watersplashes are envisaged, a modification to the airbox is recommended to stop water being rammed against the air cleaner element. On the inside face next to the radiator, cut a 100 mm square hole, 35 mm down from the element face and 33 mm from the rear edge.
		Running-in		A minimum of 250 normal stop-start road miles, not motorway, 500 is even better !
<b>Steering</b>		Drivers horn button		Remove steering wheel and circular contact ring, held by four screws to the COM 2000 module. Remove redundant airbag wires, unplug the two horn wires at six o'clock revealing two pins. Solder two wire to pins, long enough to reach the Sparco horn push on both full steering locks. (The co-drivers foot button can be spliced in at this point) Sheath the wires to stop chafing, fit two female Lucars, and connect to horn push.



		Lock stop		To prevent the left hand tyre touching the gearbox on right hand lock, please follow attached drawing.
<b>Chassis</b>		Standard tie-down loops		You may remove the front chassis leg tie-down loops.
		Optional tarmac suspension		It is strongly recommended that the struts, springs, and rear dampers are fitted as a complete set. They are designed to have similar bump and rebound travel to the gravel components when the car is set to run at tarmac ride heights. The gravel components will have very little bump travel on heavy landings if set too low.
<b>LHD versions</b>		Changes to controlled kit contents		<ol style="list-style-type: none"> <li>1. The LHD pedal box is retained, a new throttle pedal is issued, the pivot pin screws into the floor tunnel threaded boss, and uses two nylon bushes and a retaining clip.</li> <li>2. A specific LHD throttle cable is issued.</li> <li>3. A specific LHD clutch cable is issued.</li> <li>4. RHD headlight assemblies are issued for UK road use.</li> <li>5. An MPH / KPH speedo instrument cluster is issued.</li> </ol>