

SKISSER

Skisser angivna i Appendix J Art. 251 - 279.

På sidorna 76 - 107 visas de skisser till vilka det anvisas direkt i regeltexten.

FIA Board NO. från FIA numrering år 2005.

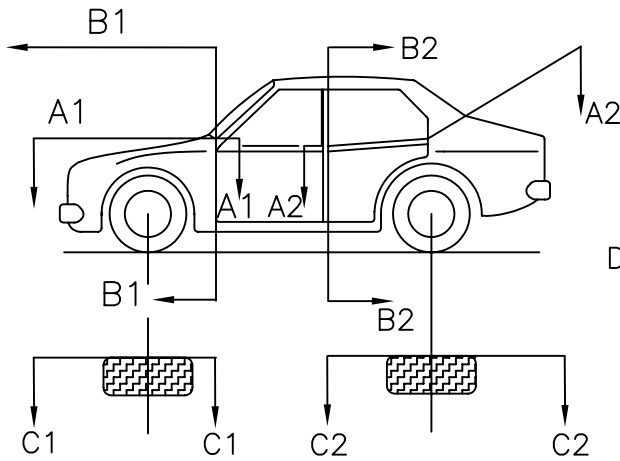
OBS! Sidnummer på dessa sidor, se nedan!

Vid oklarheter hänvisas till gällande utgåva av FIA Appendix J.

Länk till FIA "drawings": <http://www.fia.com/sport/Regulations/appjdrawings.html>

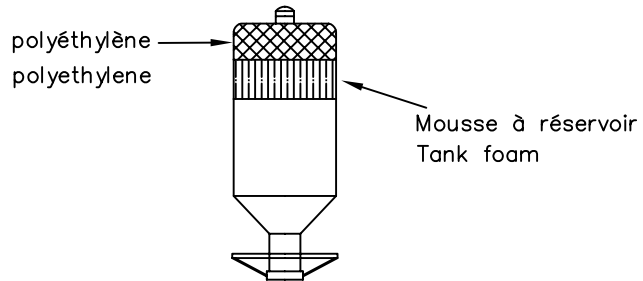
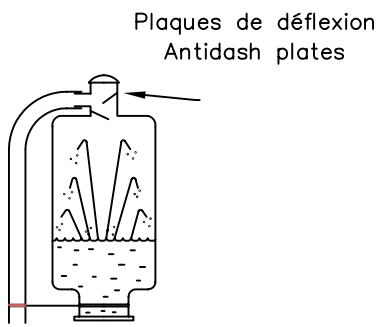
Skiss NO	Sid i häftet	i detta dok!
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Alla Skisser uppdaterade per: 2005-12-14!



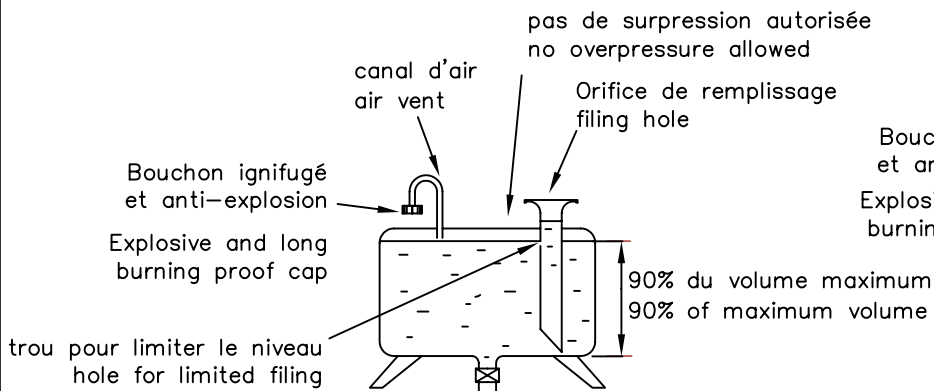
Dessin / Drawing N° 251-1

tuyau flexible / flexible pipe
D intérieur / internal D : 20mm

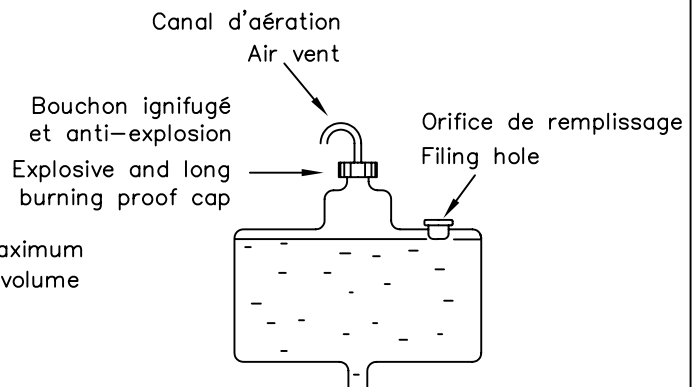


Dessin / Drawing N° 252-1

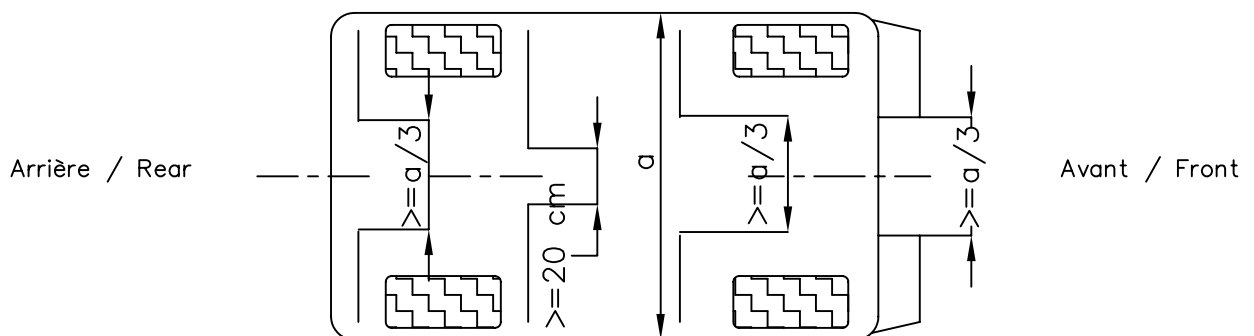
Dessin / Drawing N° 252-2



Dessin / Drawing N° 252-3

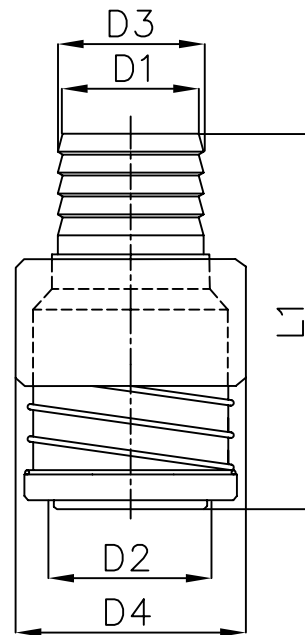


Dessin / Drawing N° 252-4



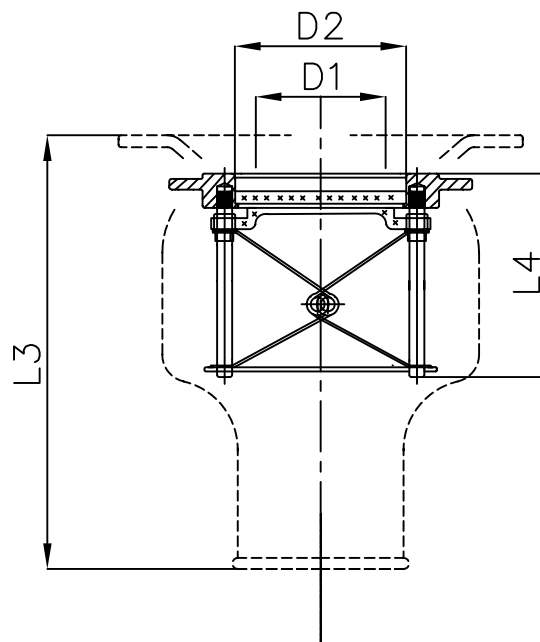
Dessin / Drawing N° 252-6

	D1	D2	D3	D4	L1
PP20M	2.0"	2.5"	2.25"	3.7"	6.3"
PP20MR	1.5"	2.5"	1.75"	3.7"	6.3"
PF20MS	1.5"	2.5"		3.7"	6.9"
PP15M	1.5"	2.0"	1.75"	3.3"	5.7"
PF30M	1.25"	1.65"	1.45"	2.68"	4.64"
PF40M	1.25"	1.65"	1.45"	2.68"	4.64"
PP125M	1.25"	1.75"	1.5"	2.9"	5.1"



Prise male / Push pull series male

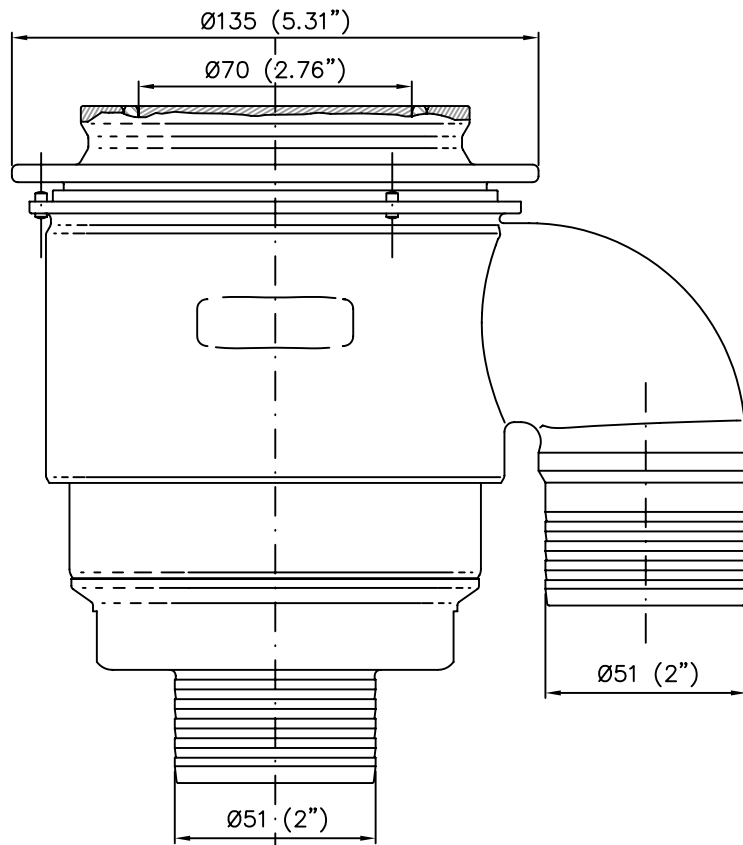
	D1	D2	L3	L4
PP20F	2.0"	2.5"	6.75"	3.25"
PP20FR	2.0"	2.5"	6.75"	3.25"
PF31F	1.75"	2.12"	5.3"	3"
PF41F	1.75"	2.12"	5.7"	3.38"
PP15F	1.5"	2.0"	6.75"	3.25"
PP125F	1.25"	1.75"	6.25"	3.1"



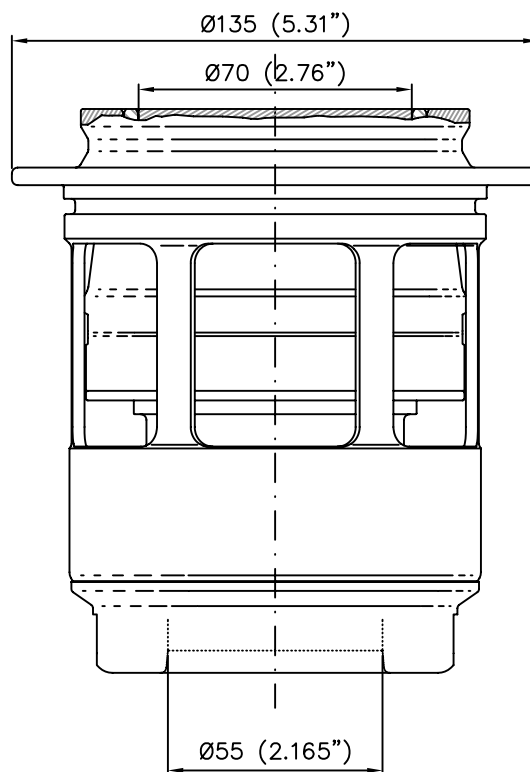
Prise femelle / Push pull series female

Dessin / Drawing N° 252-5 version A

Montage sur carrosserie
Mounting on bodywork

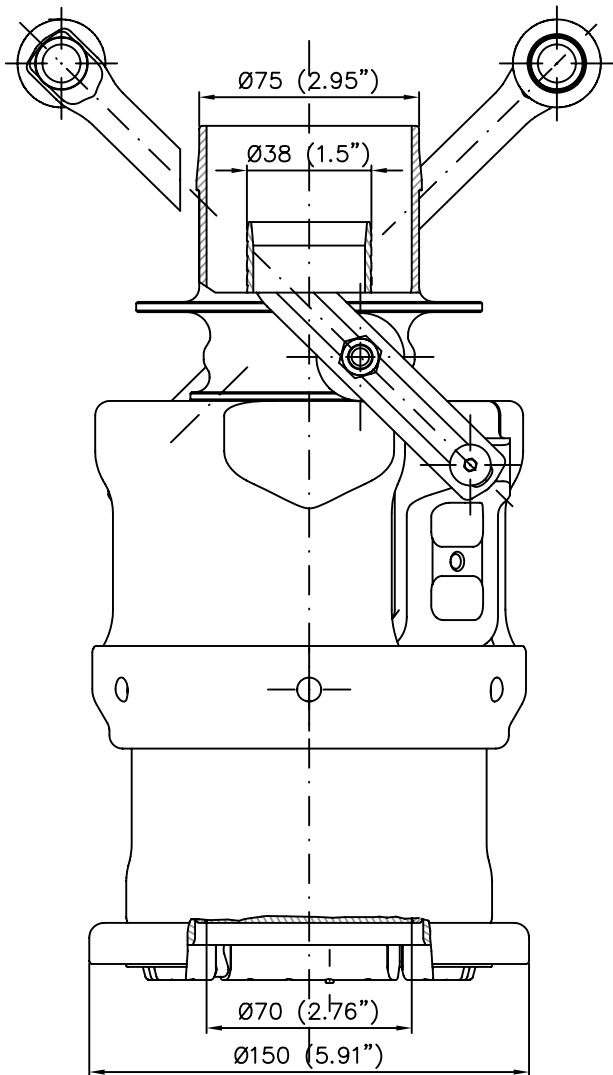


Montage sur réservoir
Mounting on tank

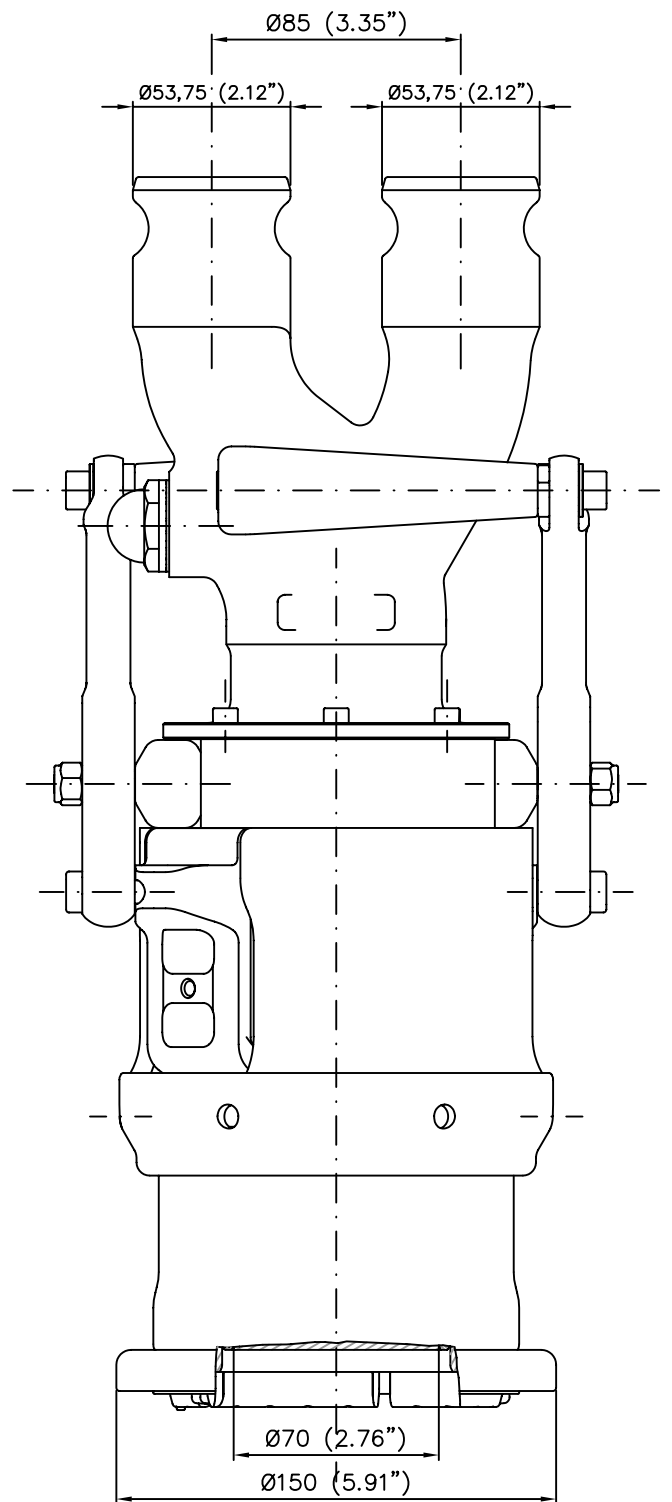


Dessin / Drawing N° 252-5 version B

Accoupleur femelle / Female coupling



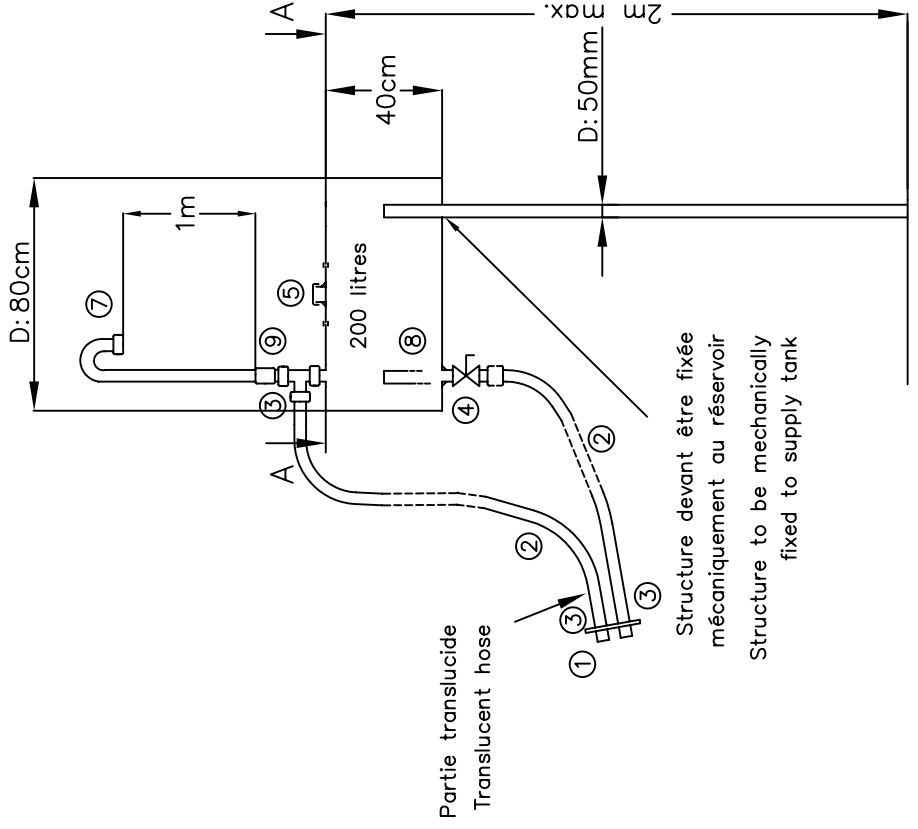
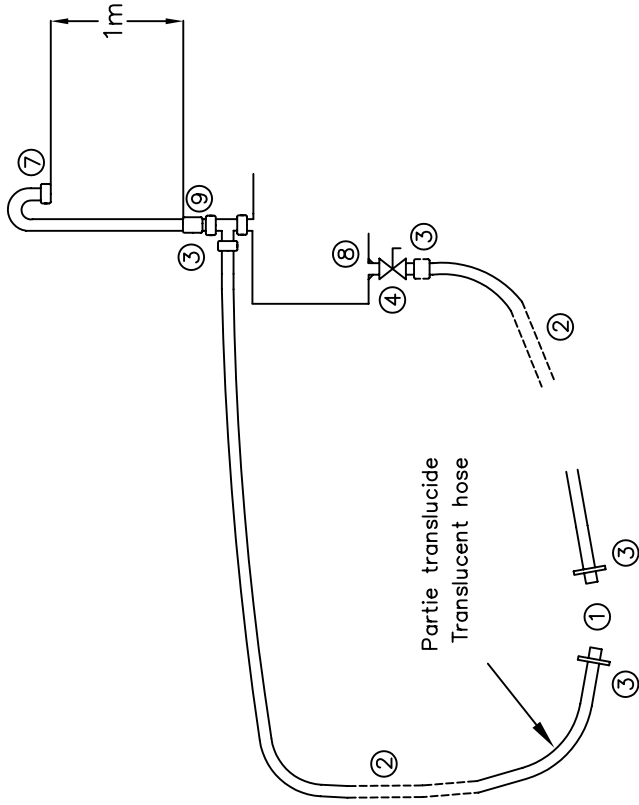
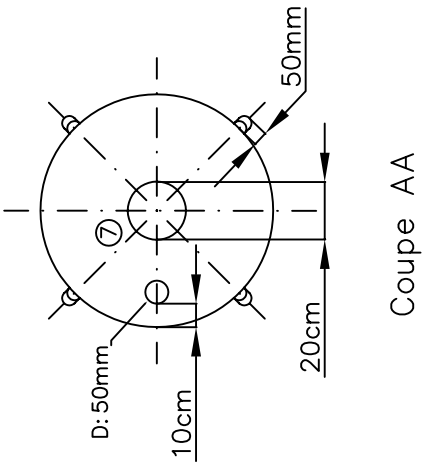
Coaxial



Parallèle / Parallel

Dessin / Drawing N° 252-5 version B

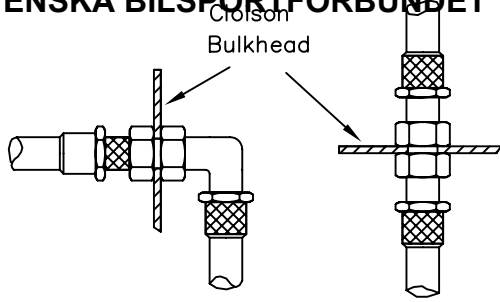
Accoupleur mâle / Male coupling



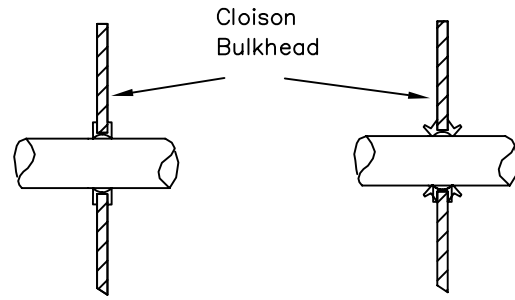
Structure devant être fixée
mécaniquement au réservoir
Structure to be mechanically
fixed to supply tank

Dessin / Drawing N° 252-7

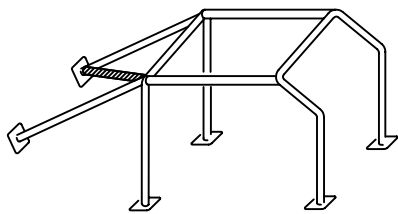
- ① Accoupleurs / Male refuelling valves (dessin / drawing 252-5)
- ② Flexible de diamètre intérieur / Hose internal diameter 38mm
- ③ Raccord rapide, diamètre intérieur / Quick coupling, internal diameter 38mm
- ④ Vanne autobloquante de diamètre intérieur / Self closing valve, internal diameter 38mm
- ⑤ Orifice de remplissage (autobloquant) / Filler (dry break)
- Arête flamme / Flame arrester
- Resitricteur / Flow restrictor (dessin / drawing 258-4)
- Valve de séparation / Discriminator valve



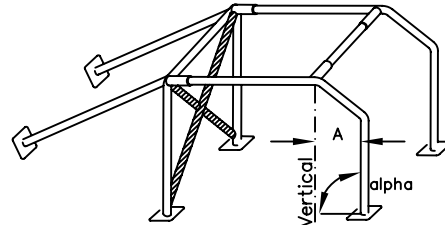
Dessin / Drawing N° 253-1



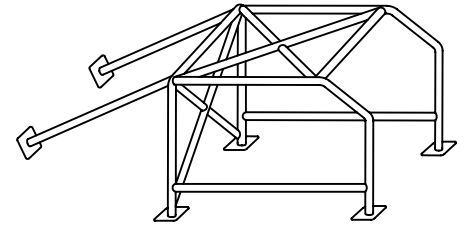
Dessin / Drawing N° 253-2



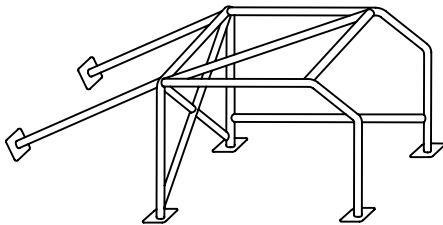
Dessin / Drawing N° 253-3



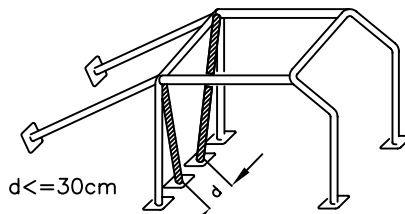
Dessin / Drawing N° 253-4



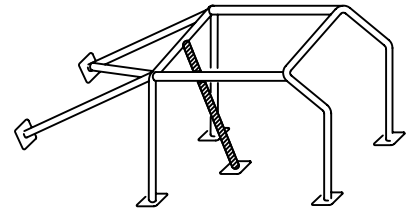
Dessin / Drawing N° 253-4A



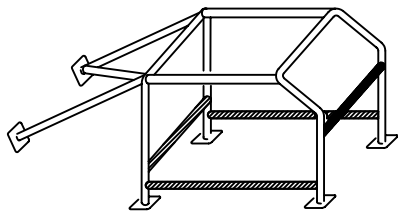
Dessin / Drawing N° 253-4B



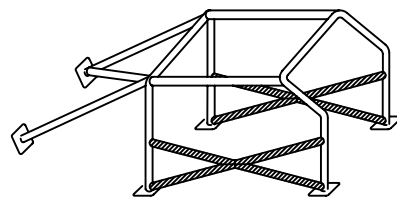
Dessin / Drawing N° 253-5



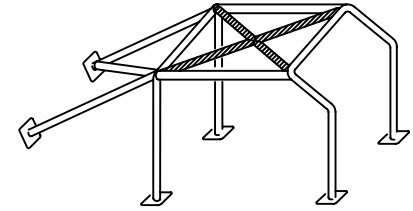
Dessin / Drawing N° 253-6



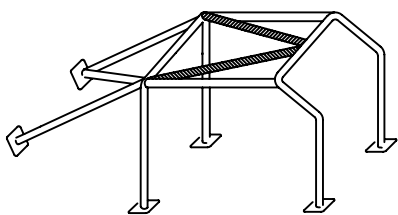
Dessin / Drawing N° 253-7



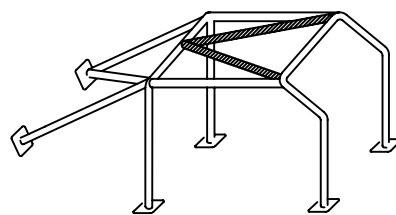
Dessin / Drawing N° 253-8



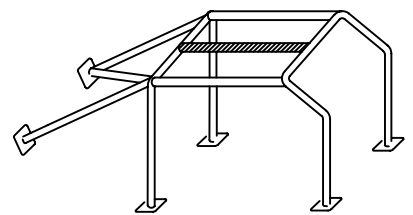
Dessin / Drawing N° 253-9A



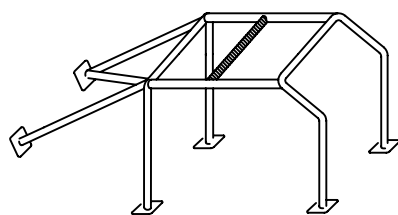
Dessin / Drawing N° 253-9B



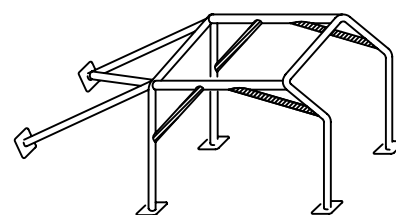
Dessin / Drawing N° 253-9C



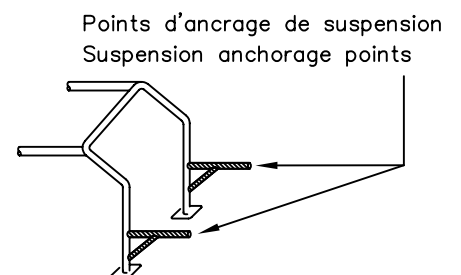
Dessin / Drawing N° 253-9D



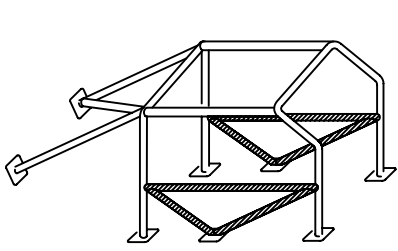
Dessin / Drawing N° 253-9E



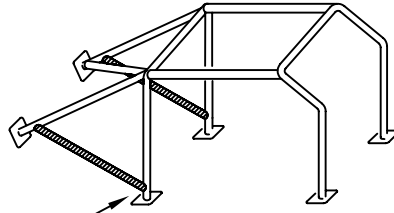
Dessin / Drawing N° 253-10



Dessin / Drawing N° 253-11

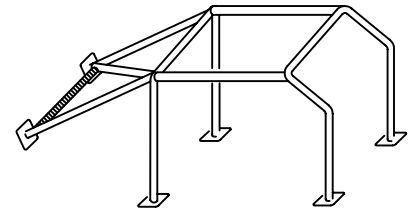


Dessin / Drawing N° 253-12

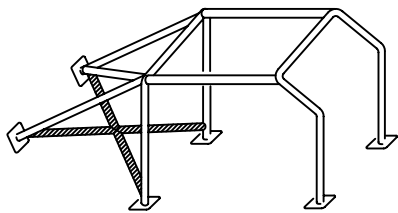


Cette connexion peut être située au niveau de l'entretoise de portière
This connection may be situated at the level of the doorbar

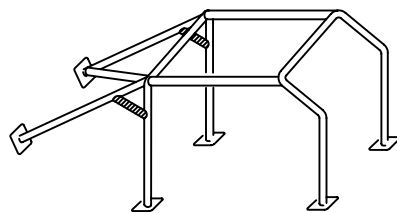
Dessin / Drawing N° 253-13



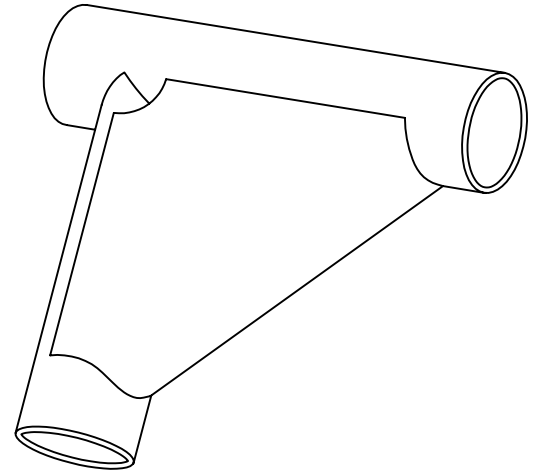
Dessin / Drawing N°253-14



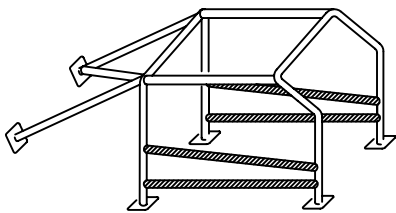
Dessin / Drawing N°253-15



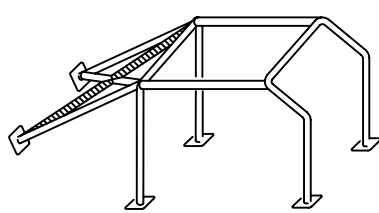
Dessin / Drawing N°253-16



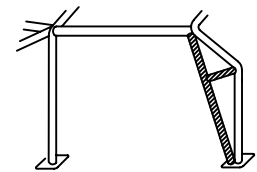
Dessin / Drawing N°253-16A



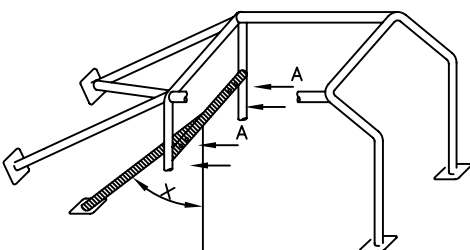
Dessin / Drawing N°253-17



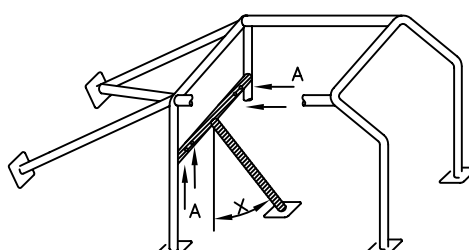
Dessin / Drawing N°253-17A



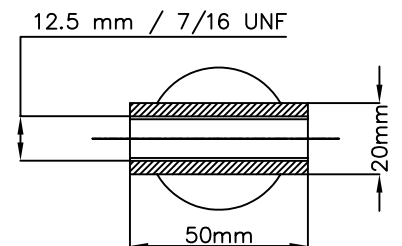
Dessin / Drawing N°253-17B



Ⓐ Trous de montage pour harnais
Mounting holes for harnesses

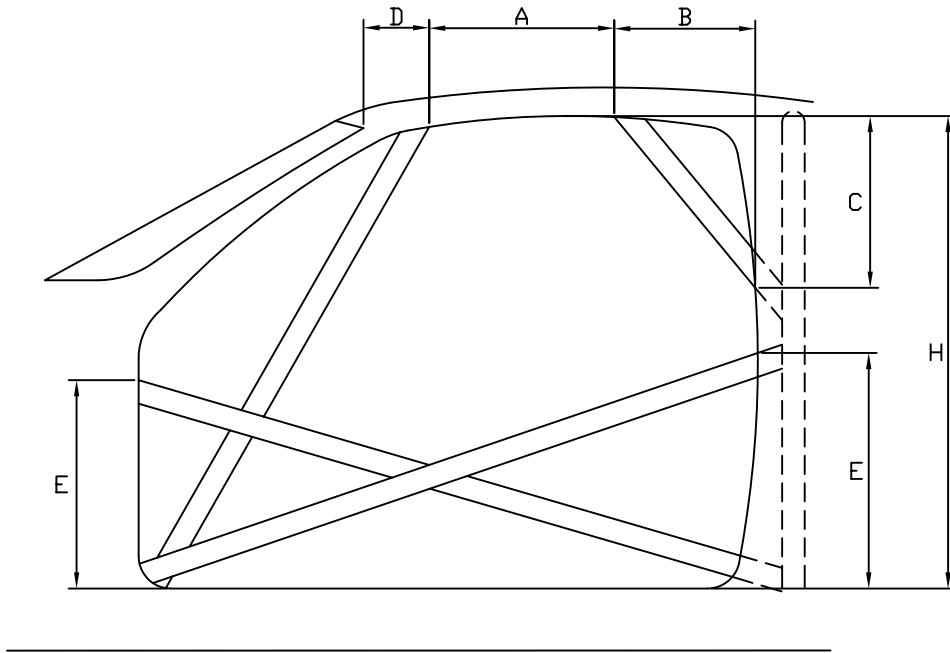


ⓧ Angle minimum 30°
Minimum angle 30°

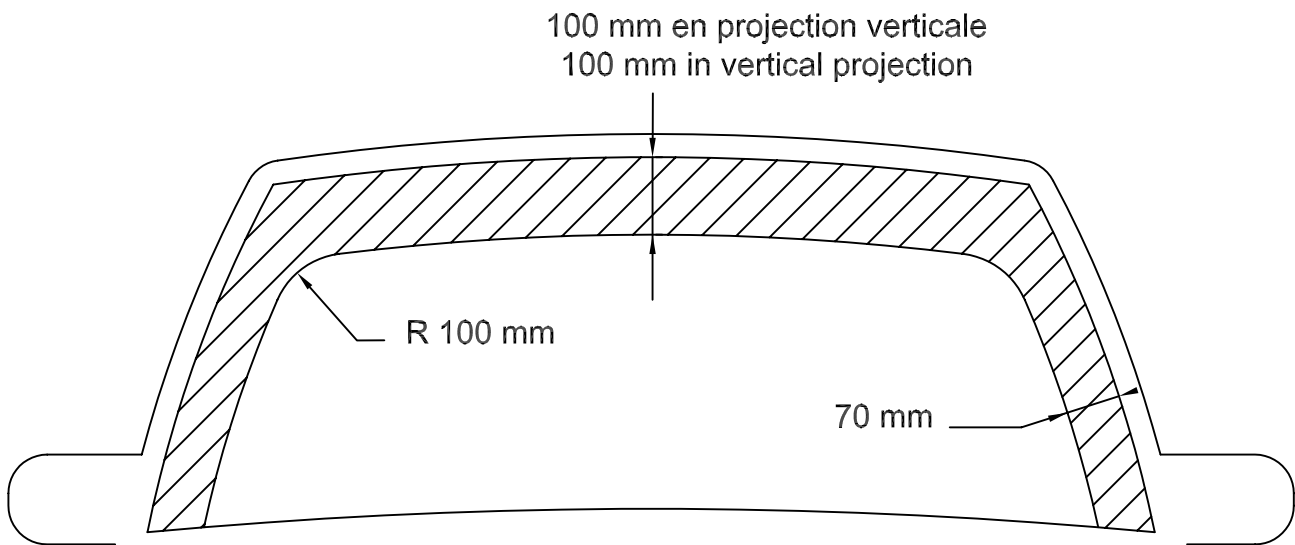


Agrandissement de A
Magnification of A

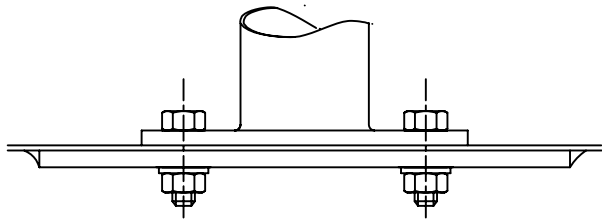
Dessin / Drawing N°253-17C



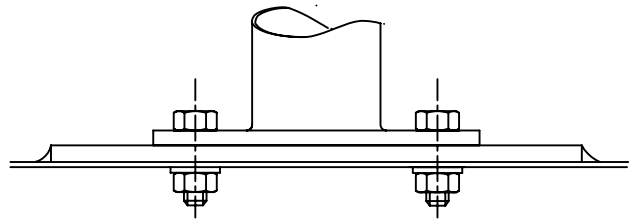
Dessin / Drawing N° 253-17D



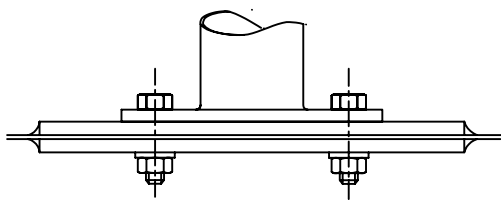
Dessin / Drawing N° 253-17E



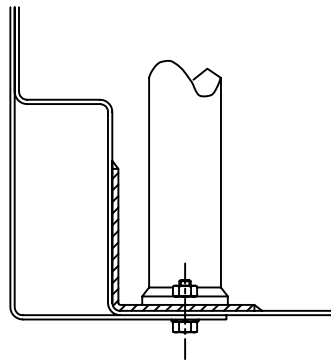
Dessin/Drawing N°253-18



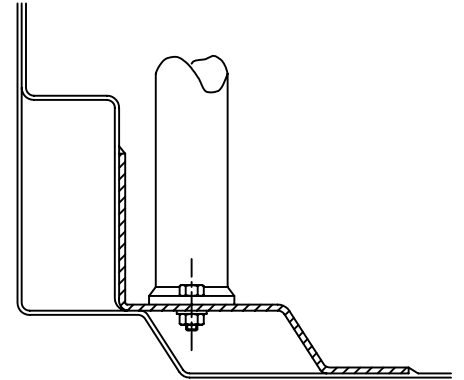
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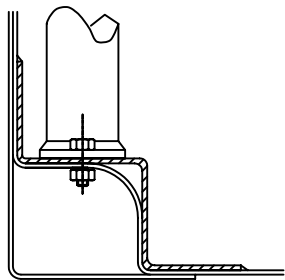
Dessin/Drawing N°253-20



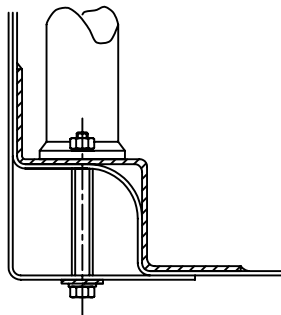
Dessin/Drawing N°253-21



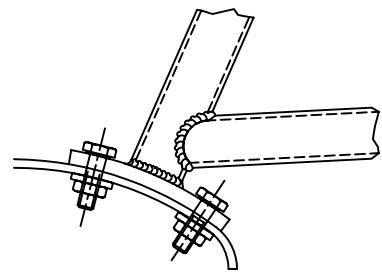
Dessin/Drawing N°253-22



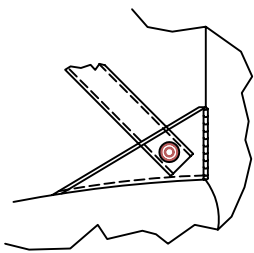
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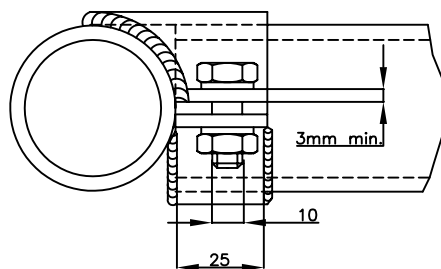
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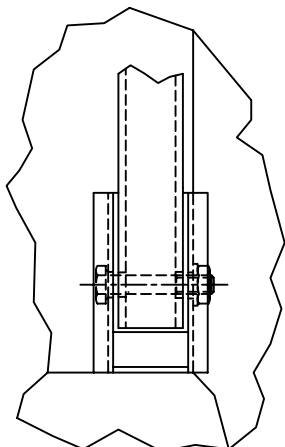
Dessin/Drawing N°253-25



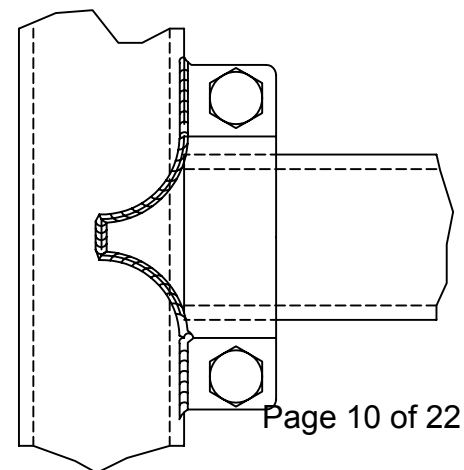
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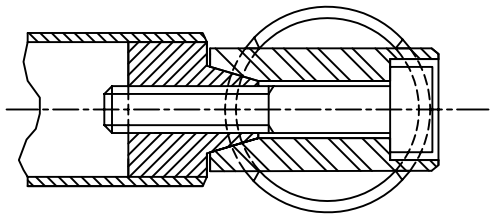


Dessin/Drawing N°253-27

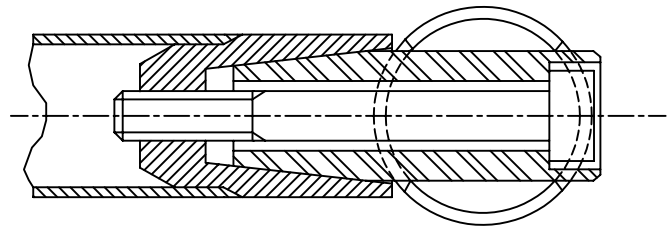


Direction d'application de la charge
Direction of applied load

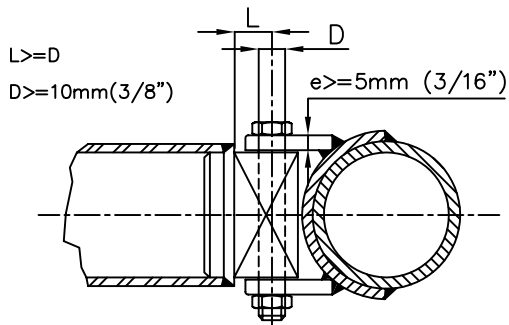




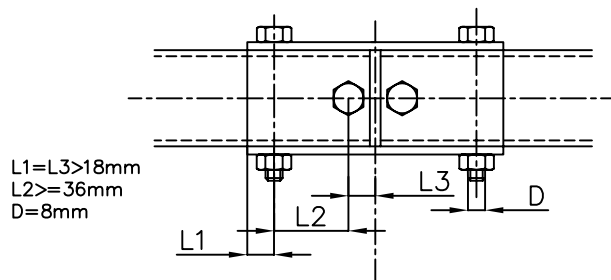
Dessin / Drawing N°253-28



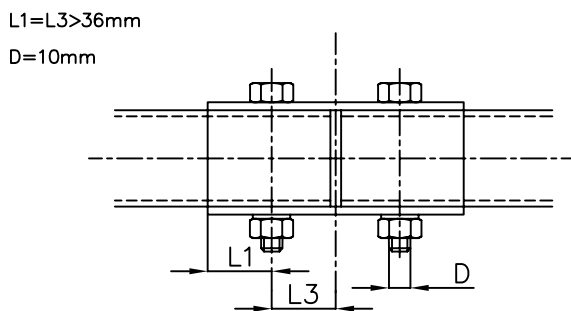
Dessin / Drawing N°253-29



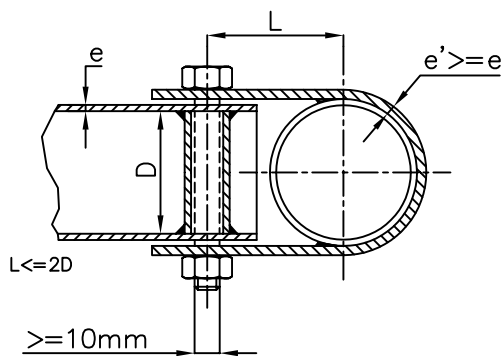
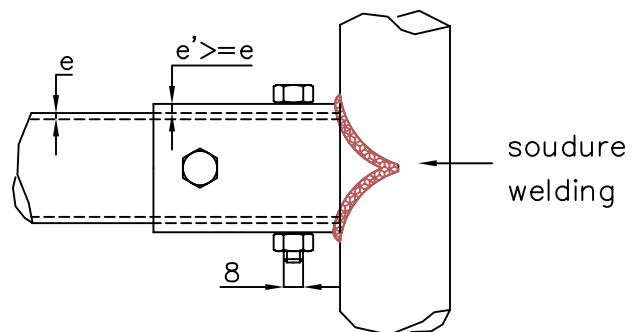
Dessin / Drawing N°253-30



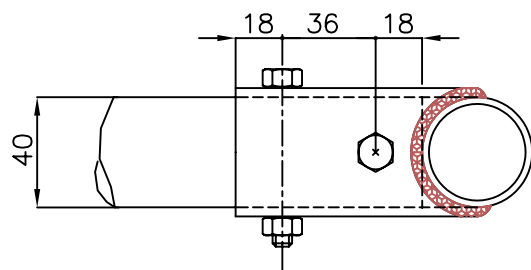
Dessin / Drawing N°253-31



Dessin / Drawing N°253-32



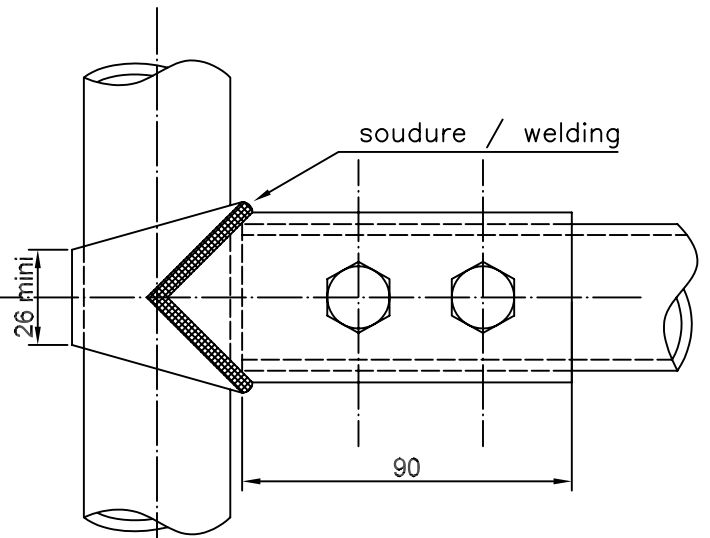
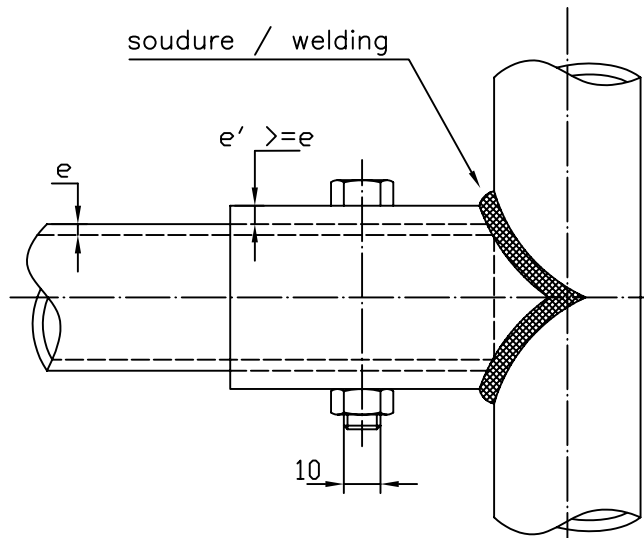
Dessin / Drawing N°253-33



Dessin / Drawing N°253-34
(Dimensions en/in mm)

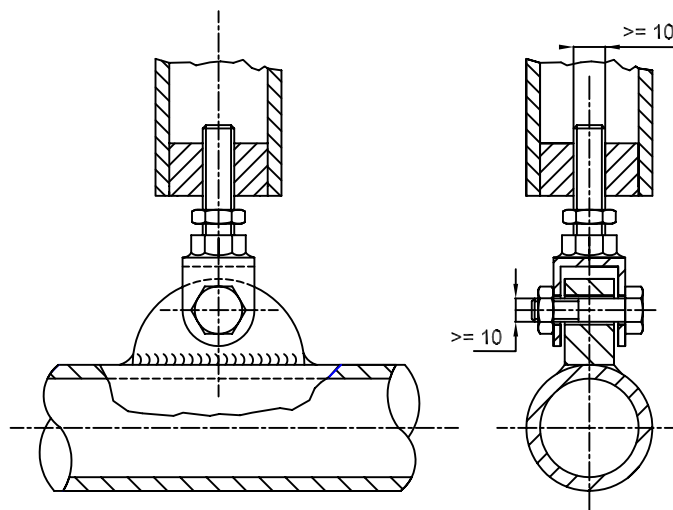
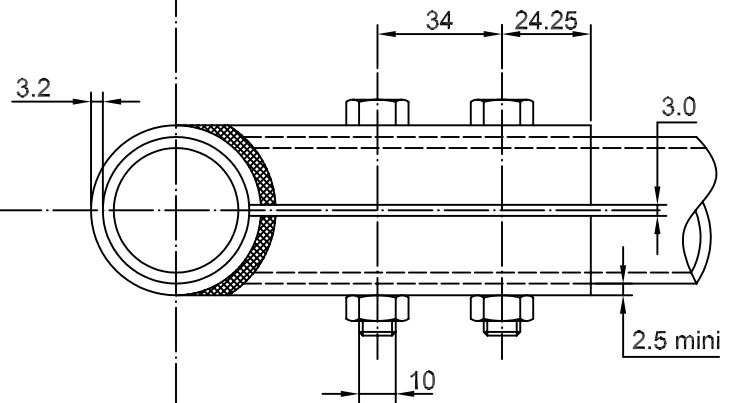
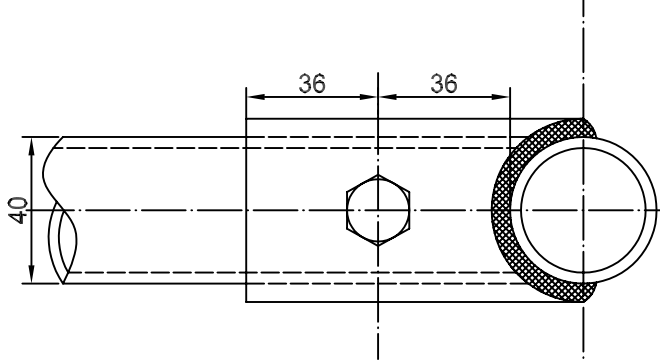
L doit être minimum
La largeur de la patte doit
être d'au moins 25mm

L must be minimum
The clamp width must
be at least 25mm

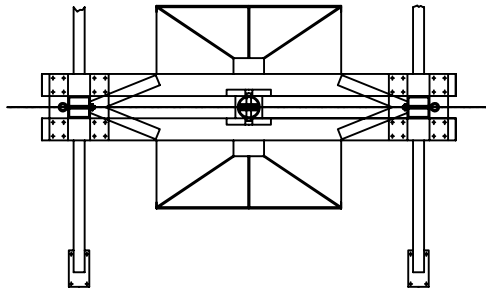
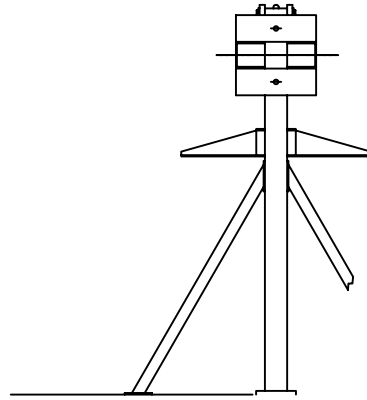
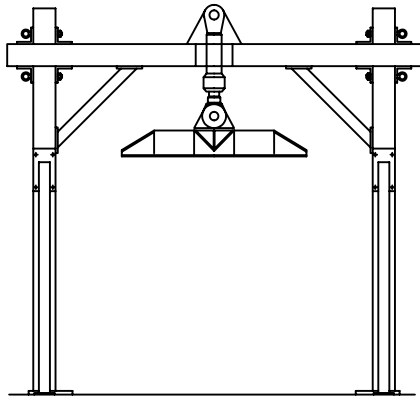


Dessin / Drawing N° 253-35

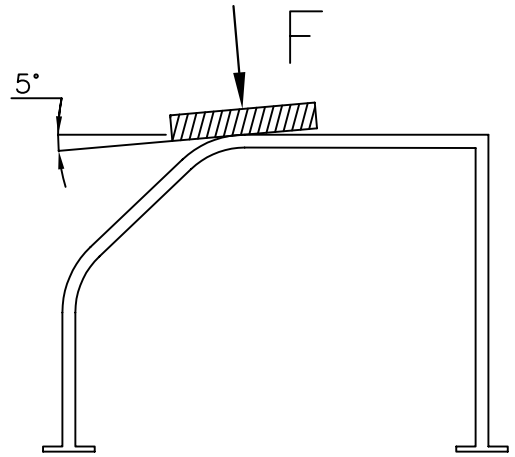
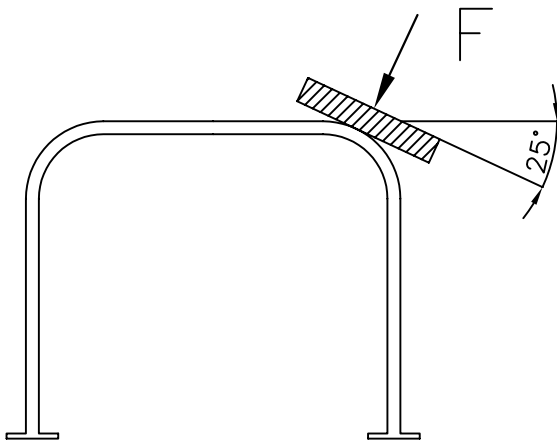
Dessin / Drawing N° 253-36



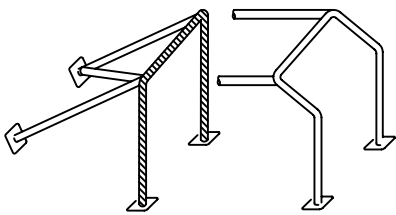
Dessin / Drawing N°253-37



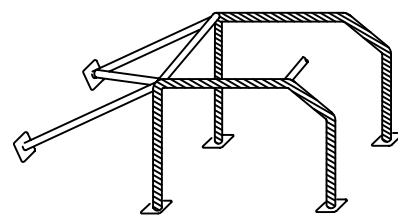
Dessin / Drawing N° 253-38



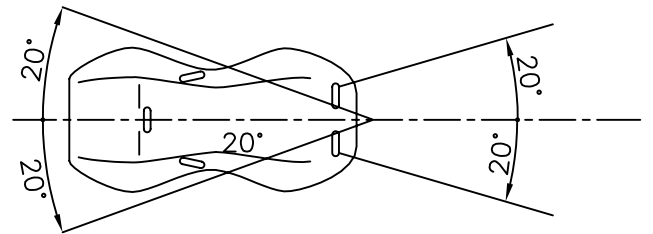
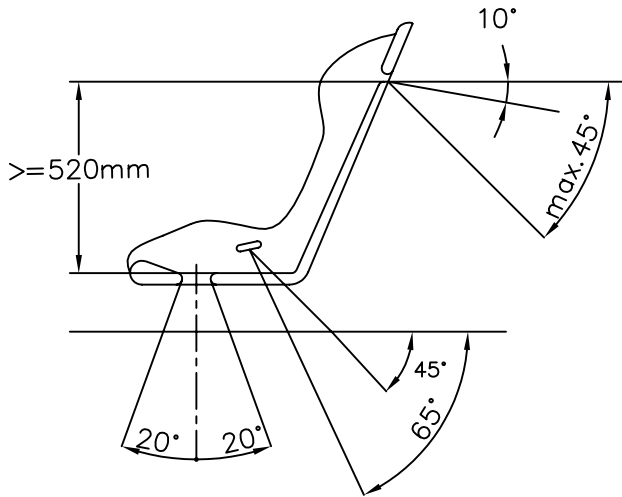
Dessin / Drawing N° 253-38B



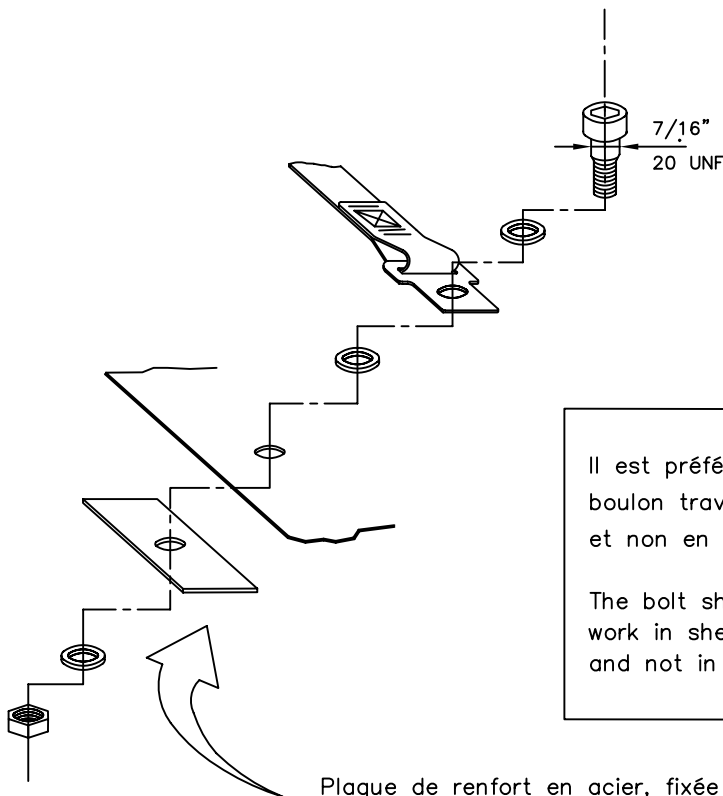
Dessin / Drawing N° 253-39



Dessin / Drawing N° 253-40



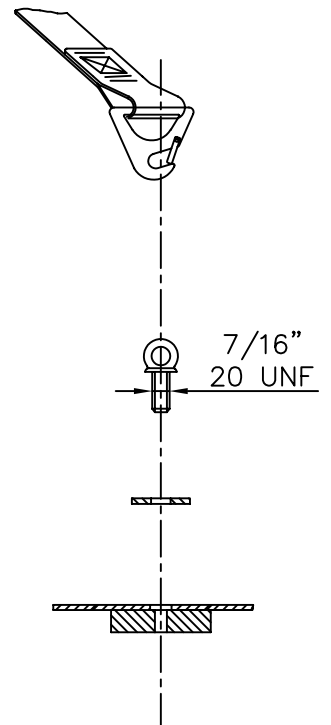
Dessin / Drawing N° 253-42



Il est préférable que le
boulon travaille en cisaillement
et non en traction

The bolt should preferably
work in shearing stress
and not in traction

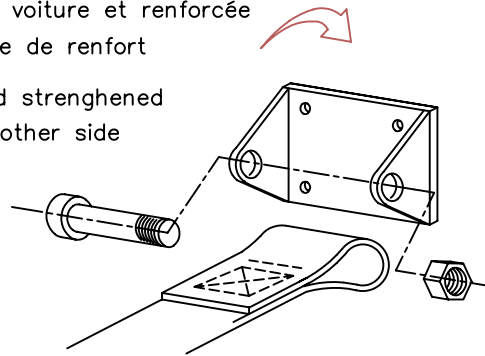
Plaque de renfort en acier, fixée
au châssis de la voiture
Steel reinforcing plate fixed
to the car's chassis



Dessin / Drawing N° 253-43

plaque fixée au châssis de la voiture et renforcée de l'autre côté par une plaque de renfort

plate fixed to the chassis and strengthened by a reinforced plate on the other side



Dessin / Drawing N°253-44

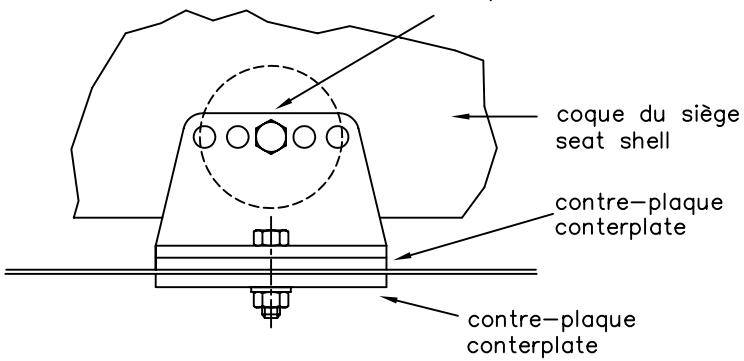
plaque de renfort fixée au châssis de la voiture
reinforcing plate fixed to the car's chassis

renfort / reinforcement

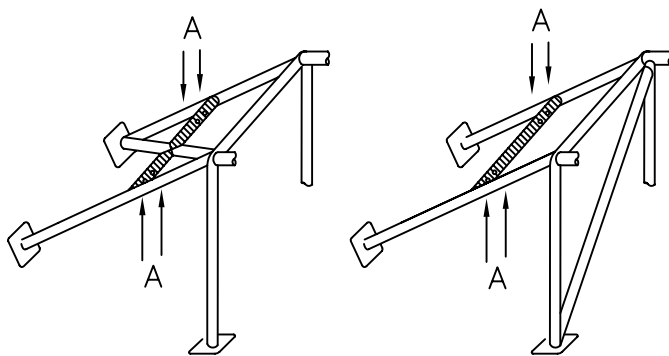
coque du siège
seat shell

contre-plaque
conterplate

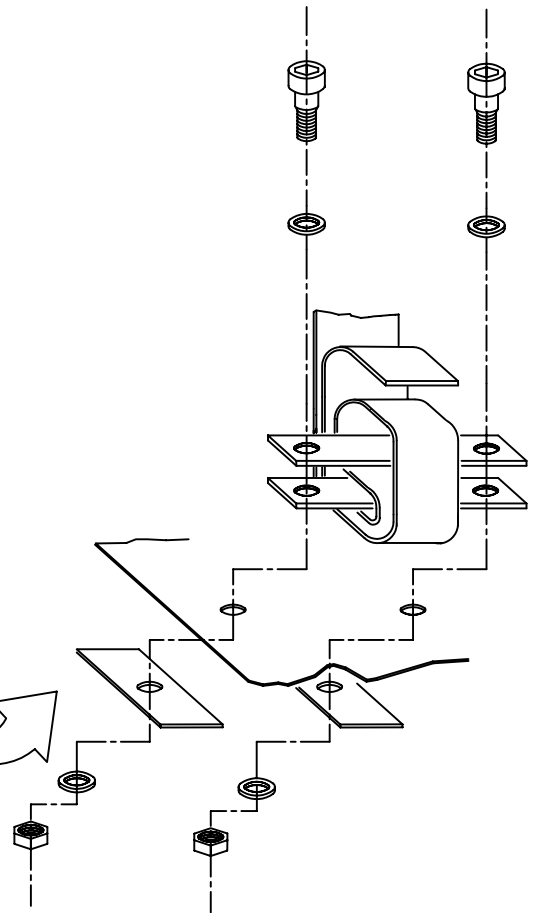
contre-plaque
conterplate



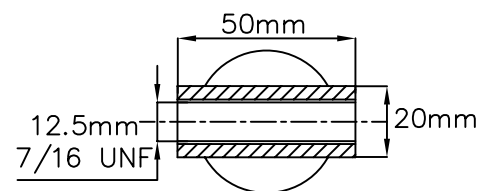
Dessin / Drawing N°253-52



Ⓐ trous de montage pour harnais
mounting holes for harness

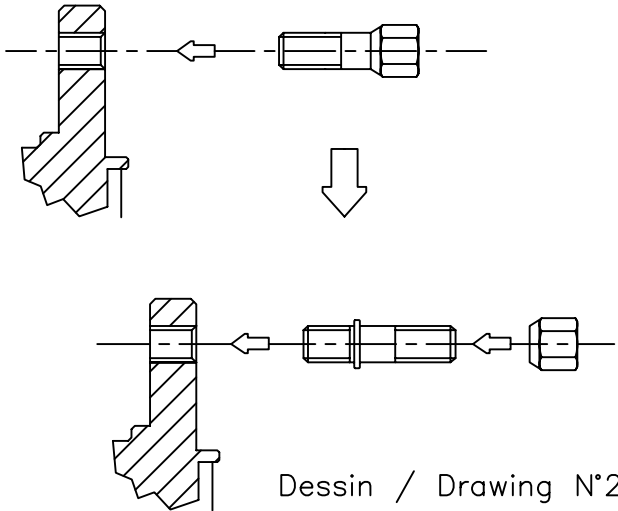


Dessin / Drawing N°253-45

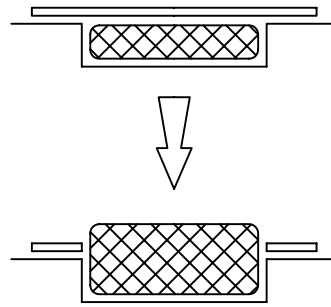


Agrandissement de A
Magnification of A

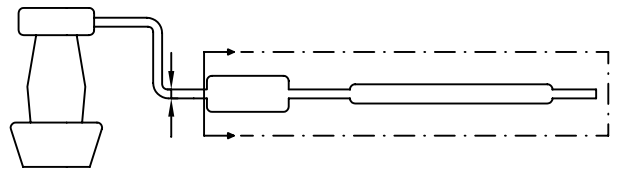
Dessin / Drawing N°253-53



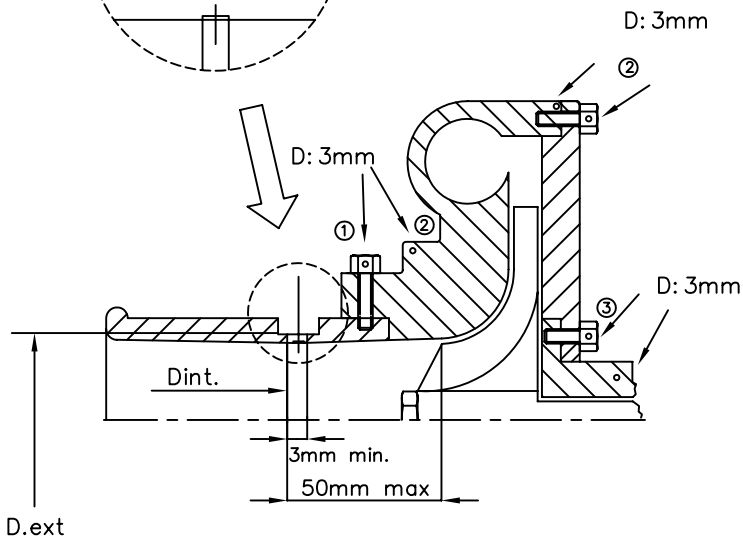
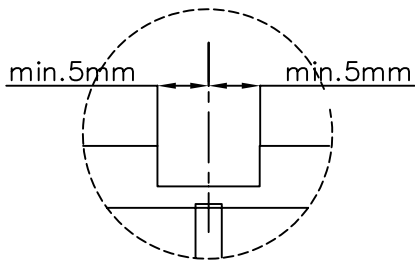
Dessin / Drawing N°254-1



Dessin / Drawing
N° 254-2



Dessin / Drawing N°254-3

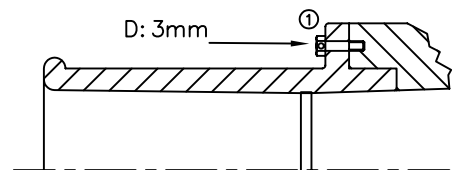
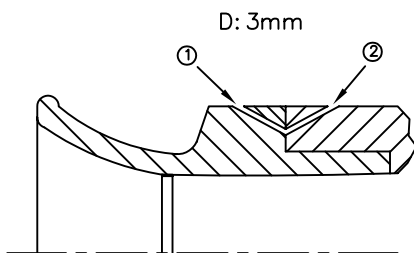


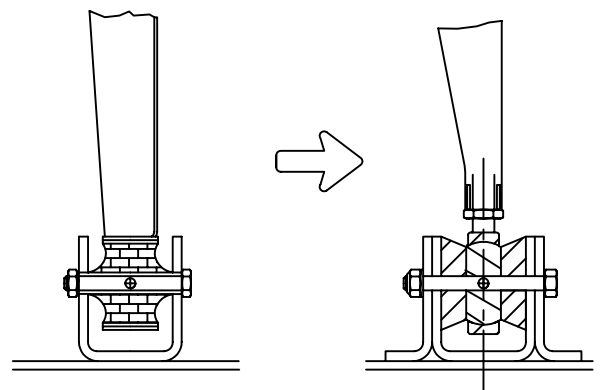
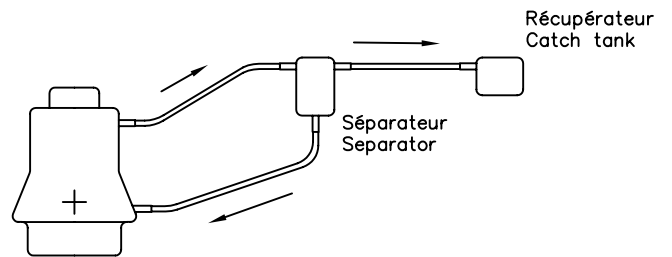
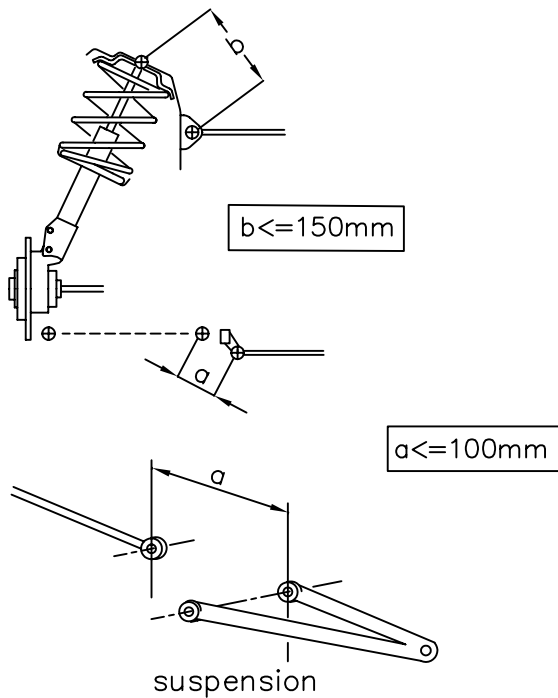
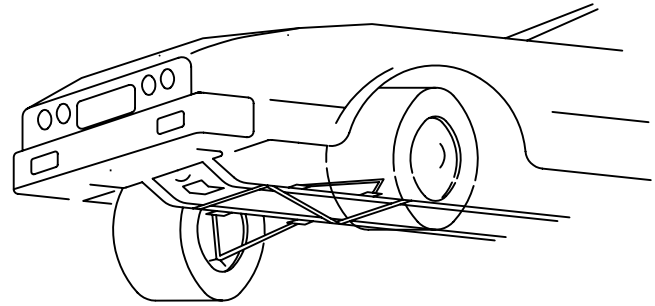
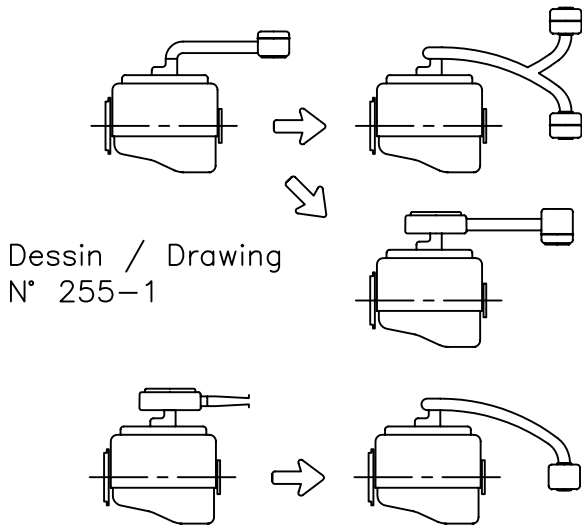
- ① trou pour bride ou bride/carter de compression
hole for restrictor/compressor housing
- ② trou pour carter de compression ou carter/flasque
hole for compressor housing or housing/flange
- ③ trou pour carter central ou carter/flasque
hole for central housing or housing/flange

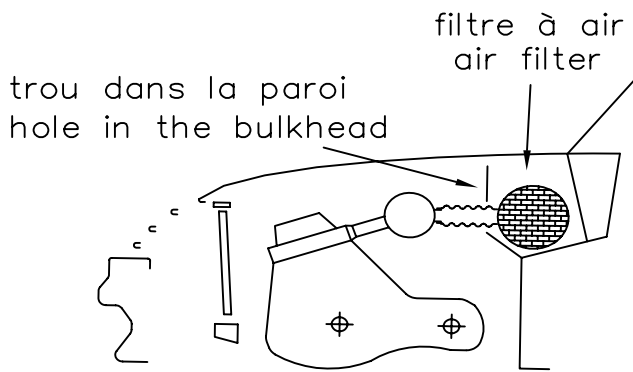
Dessin / Drawing N°254-4

AUTRES POSSIBILITES :

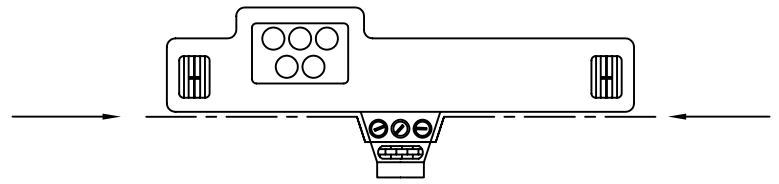
OTHER POSSIBILITES :



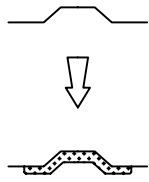




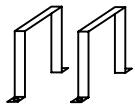
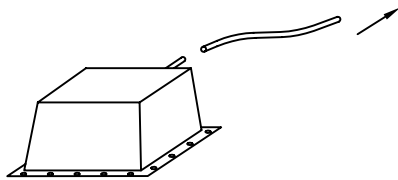
Dessin / Drawing
N° 255-6



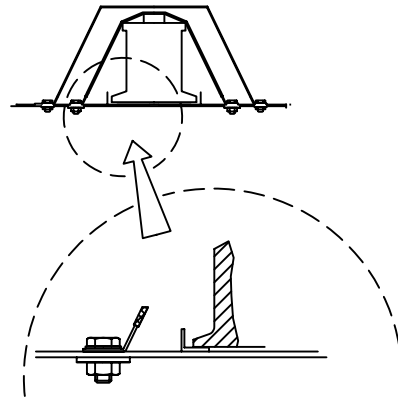
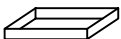
Dessin / Drawing N°255-7



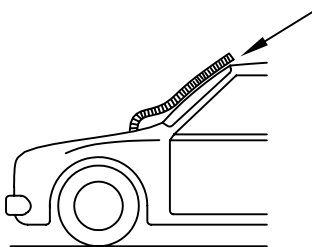
Dessin / Drawing
N° 255-8



Dessin / Drawing
No 255-10

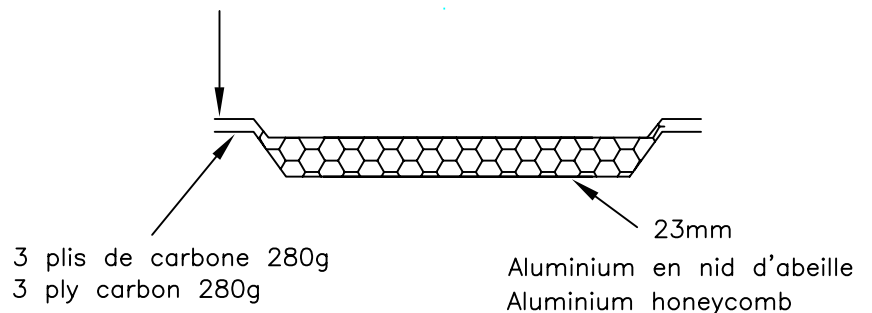


Dessin / Drawing N°255-11



Dessin / Drawing N°255-13

3 plis de carbone 280g
3 ply carbon 280g



Carbone 4/4 double 280gms E620

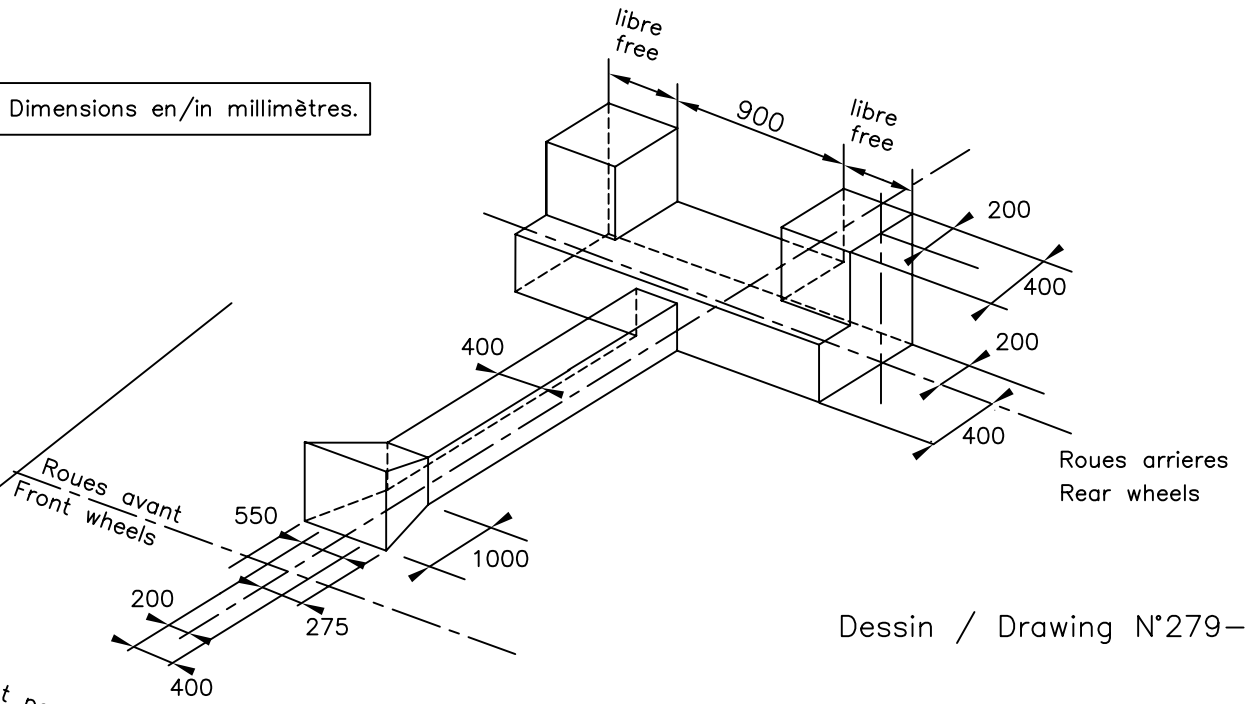
Carbon 4/4 twin 280gms E620

Aluminium en nid d'abeille 23mm 1/8" cel4.5 ou 6.35

Aluminium honeycomb 23mm 1/8" cel4.5 or 6.35

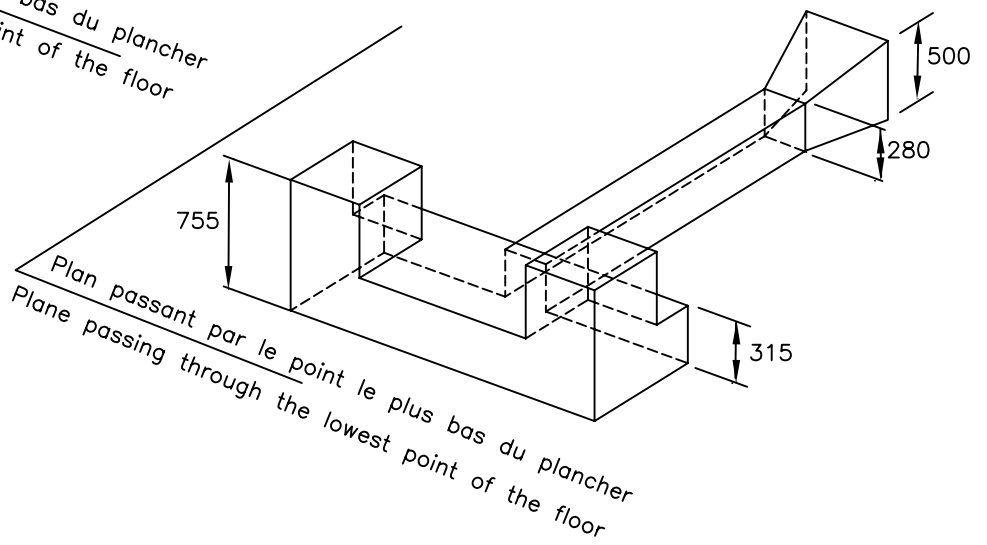
Dessin / Drawing N°255-14

Dimensions en/in millimètres.

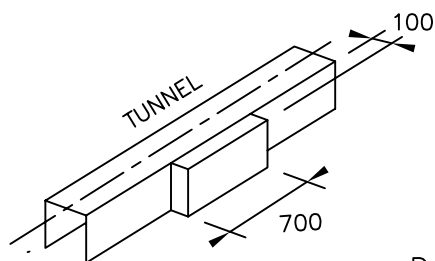


Dessin / Drawing N°279-1

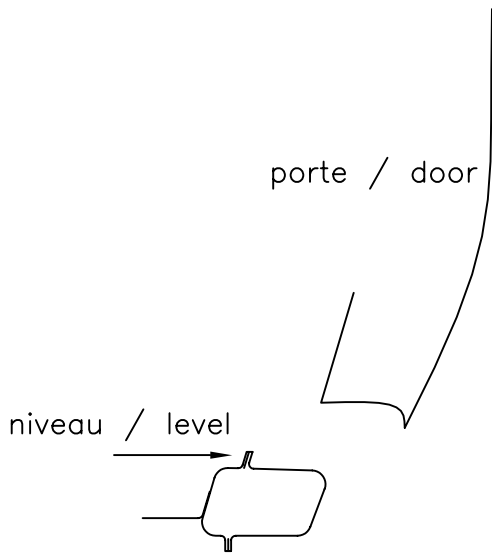
Plan passant par le point le plus bas du plancher
Plane passing through the lowest point of the floor



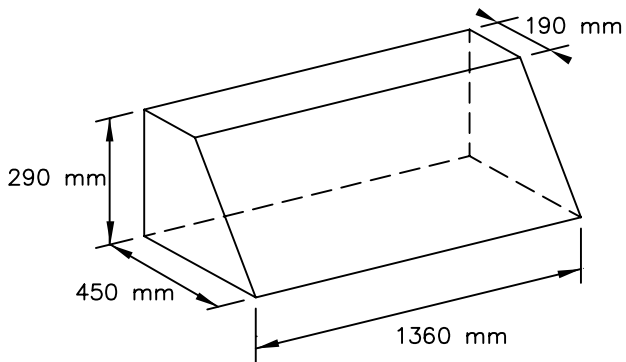
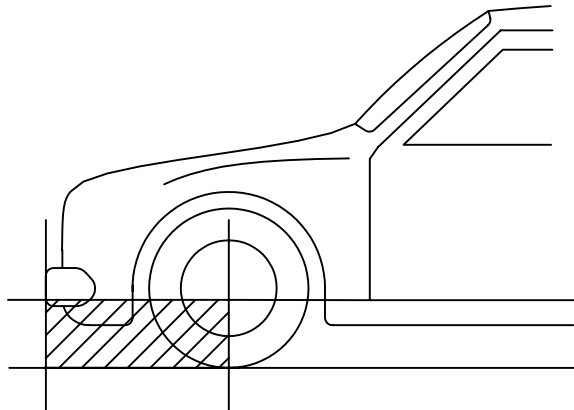
Plan passant par le point le plus bas du plancher
Plane passing through the lowest point of the floor



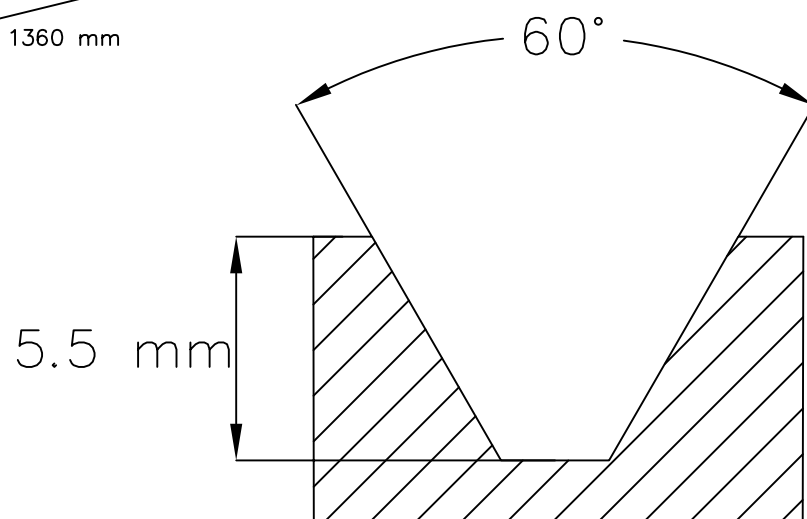
Dessin / Drawing N°279-2



Dessin / Drawing N°279-3



Dessin / Drawing N°279-4



Dessin / Drawing N°279-5

Denna sida är avsiktligt lämnad blank.

Denna sida är avsiktligt lämnad blank.