



# NASA Prototype Series (NP01)

## Official 2021 National Rules

(Rules subject to change)

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(Note: Latest revisions are in **blue** font, and all previous revisions are in **green**)

### 1. **Introduction**

The NASA Prototype Series was created to meet the needs of competitors seeking an extremely competitive, cost effective platform utilizing a purpose built closed cockpit prototype style chassis specifically designed with the series goals in mind; fun, fast, safe, and affordable. The series focus is on driver skill by way of intentionally limiting the number of electronic aids and adjustments available to series competitors.

The NASA Prototype Series encourages competitors to focus on driver development utilizing a proven package with the purpose built and designed NASA Élan NP01.

### 2. **Intent**

The intent of the rules is to establish a clear precedent for discouraging creative rules interpretation and instead focus on maximizing driving skill operating within a series with clearly defined areas of exploitation. The series rules seek to discourage frivolous spending while providing for an unmatched level of parity through advanced control measures built into the series. The series should serve as a “showcase” for driving talent providing a friendly, accommodating, and challenging environment for varied levels of driver skill. The series is

designed to keep costs under strict control utilizing specified parts at a fixed price while limiting data acquisition, engine, suspension, brake, and body modifications.

The NP01 is intended to be raced in its preferred classes, NASA Prototype (NP) and NASA Prototype Endurance (ENP). Competitors may compete as well in the appropriate Super Unlimited (SU), Super Touring (ST) and Time Trial (TT) classes. The car must remain in its NP01 legal configuration at all times while being driven in NASA Prototype (NP or ENP) races and series.

### 3. **Sanctioning Body**

The Class/Series is supported and sanctioned by the National Auto Sport Association (NASA). All race events are governed by the rules set forth by the Class/Series Directors and NASA officials. All competitors agree to also abide by the rules set forth in NASA's current Club Codes and Regulations (NASA CCR) and any supplemental rules issued by the Class/Series Directors

### 4. **Eligible Vehicles Manufacturers/Models/Configuration**

One design, fixed specifications, closed cockpit, single seat prototype sports racer utilizing the Mazda 2.0L MZR engine and Sadev 6 speed sequential transmission. Cars are produced and sold by Élan Motorsports Technologies. Replacement parts are supplied through Carl Haas Automobile Imports ([haasauto.com](http://haasauto.com)) and must be official Élan Motorsports Technologies parts except as noted in these rules. Cars must be assembled per Élan Motorsports Technologies Assembly Manual. No modifications may be made to any part or system unless specifically permitted by these rules.

### 5. **Safety**

The car is delivered from the manufacturer with approved safety equipment minus harnesses, side nets, seat bead/foam kits which may be sourced elsewhere provided they conform to the NASA CCR and these rules.

5.1. An SFI/FIA approved driver harness of 6/7 points must be installed using the factory attachment points

5.2. Two side nets meeting NASA CCR specifications must be installed

5.3. Headrest padding and roll cage padding must conform to the NASA CCR

5.4. One additional hand held 2.5 lbs fire extinguisher may be added (car must retain original on board fire system)

5.5. Exterior fire system trigger may be added, preferably next to the exterior master switch location. Exterior trigger must be marked per the CCR.

## 6. **Modifications**

### 6.1. **Élan Factory Options**

The majority of factory options for the MP01 as provided by Élan Motorsports Technologies are permitted in the NASA Prototype Series. There are however some factory items that are only intended for ‘track day’ or Super Touring competition and are often labeled in their spec sheets as not legal for NP competition. Competitors should verify the legality for factory options prior to installation.

### 6.2. **Chassis**

No modification to the chassis is permitted except as noted in these rules.

6.2.1 Up to ten (10) chassis rub blocks are permitted to be attached to the underside of the chassis, splitter and side floors to eliminate bottoming damage. The pads shall be no larger than 2” wide x 2” long x 1” thick. These rub blocks shall serve no other purpose and may be of any material except titanium.

6.2.2 The chassis may be painted or powder coated. Aluminum parts may be polished, anodized, coated or painted. Chassis parts may be polished anodized, coated or painted to protect them from corrosion. Industry standards must be followed when parts are plated or coated.

6.2.3 Ballast (fabricated or purchased), if used, must be fastened in permitted locations:

6.2.3.1 Ballast may be added in front of the seat using the two provided bosses.

6.2.3.2 Ballast may be added to the area between the frame rails under the drivers seat.

6.2.3.3 Ballast may be added to the floor behind the exhaust.

### 6.3. **Bodywork**

All bodywork must be official Élan Motorsports Technologies components and be installed per Élan Motorsports Technologies assembly manual. Use of any other bodywork is strictly forbidden. Modification of factory-supplied bodywork is strictly prohibited.

6.3.1 Crash damage of body panels may be repaired. However, exterior shape and size shall remain unchanged. Repair may perform no other function except structural and aesthetic repair of a specific component. Sections shall meet the weight requirements in Section 26.

6.3.2 Racers/Gaffers tape may be used to repair crash damage, or as a precautionary means of securing the body retaining fasteners. Crash damage is defined as having occurred during the

current event, and the tape should be of an appropriate color if possible. Tape may not close body seams.

6.3.3 Any combination of body fasteners, i.e. Dzus, CamLoc, Body Latches, Terry Springs, tinnerman/bolts may be used. Factory provided body hardware may be replaced with hardware that performs the same attachment function.

6.3.4 The car may be painted and/or vinyl wrapped in any color(s), except primer. Bare gel coat is allowed.

6.3.5 The front windshield area commonly used for a sunshade is reserved for future series sponsors use. Until said time, owners may apply a sunshade no deeper than 6 (six) inches tall.

6.3.6 Side window vents may be added

6.3.7 The canopy may be modified per NASA TB NASA\_002. The intent of this modification is to allow removal of the canopy without removing fuel filler ports.

6.3.8 Air intake scoop extension (Elan P/N: NP01-40-070) is permitted.

#### **6.4. Rear Wing**

A gurney (wicker) may be fabricated or purchased provided it follows these requirements: A maximum height 26mm. Gurney must be installed only in the provided unmodified grove on the wing. This gurney must be 90 degrees to the mounting surface and its height must remain constant across the entire width of the component span.

#### **6.5. Front Splitter**

6.5.1 If damaged, repairs to the splitter must be performed in such a way as to maintain the original size, and shape of the component.

6.5.2 Front stay mounting location on crush box may be relocated or the crush box may be reinforced in that immediate area.

6.5.3 Two (total) additional cable stays may be added from the splitter to the tow hooks per NASA T/B NASA\_003

6.5.4 Splitter cable stays may be reinforced using a length of aluminum tubing. Splitter stay cables may be upgraded to vinyl covered.

6.5.5 The front splitter corner height should be adjusted per Élan Technical Bulletin [TB0003-2015](#).

#### **6.6. Side Floors**

6.6.1 The side floors may be notched adjacent to the bellhousing to allow the removal of the engine without removal of the side floors. The notches should be no larger than 1.5" x 3.0".

6.6.2 Side stay cable hardware may be upgraded

6.6.3 Side stay cables may be upgraded to vinyl covered.

### 6.7. Engine

6.7.1 The five (5) Élan Motorsports Technologies seals must be in place on the engine, and all other components shall remain in the original location as originally mounted. Locations for seals: 1 on the valve cover, 1 on the oil pan, 1 on front engine cover, 1 on cam timing sensor and 1 on fuel rail.

6.7.2 Engine maintenance, which is permitted, includes the replacement, but not modification of external engine and engine system parts.

6.7.3 All oil lines are free as long as they are the same ID and are within 2 inches overall length of the originals as supplied with the kit. Fitting may be Push Lock or AN style and quick disconnects are legal for oil lines in the engine bay.

6.7.4 All fluids, except fuel, are unrestricted.

6.7.5 The standard factory exhaust system (headers, tubing, muffler) supplied with the car by Élan Motorsports Technologies must be used without modification with these exceptions:

6.7.5.1 The slip fit connection points for the inlet/outlet on the exhaust muffler may be replaced with 2.5" ID V-band style connectors.

6.7.5.2 The exhaust system may also be thermal-coated or wrapped.

### 6.8. Transaxle

The transaxle is not a sealed unit. However, no modifications, alterations, or treatments are permitted.

6.8.1. Transaxle/drivetrain repair utilizing OEM parts from Sadev is permitted.

6.8.2 REM, Cryo or any treatment of transmission parts is specifically forbidden as it has been found to shorten the life of the gears/transmission.

6.8.3 Gears must conform to the ratios listed below. Gears and dog rings/sprockets may be replaced individually. There are no alternative gear sets permitted.

	Gear Set 1
1 <sup>st</sup>	12 – 36
2 <sup>nd</sup>	16 – 36

3 <sup>rd</sup>	15 – 26
4 <sup>th</sup>	20 – 29
5 <sup>th</sup>	17 – 21
6 <sup>th</sup>	25 – 27
Final Drive	- 31

## 6.9. ECU

6.9.1 ECU is a locked unit and may not be modified, written to or tampered with at any time. The ignition system is subject to testing procedures and must conform to OEM Élan Motorsports Technologies specifications.

6.9.2 Engine ECU data is available to the competitors and sanctioning body via the supplied AIM dash or via the flash drive on the AEM ECU.

6.9.3 A flash drive must be installed and functioning during all competition sessions for recording of ECU data per Elan TB0010-2016.

## 6.10. Fuel System

Only readily available pump gas (89-93 octane) is legal in the NP series. Discovery of “exotic”, “custom” or otherwise oxygenated fuels (other than pump gasoline) will result in immediate disqualification. Competitors must be prepared to provide fuel samples upon request at any time.

6.10.1 All fuel lines are free as long as they are the same ID and are within 2 inches overall length of the originals as supplied with the kit. Fitting may be Push Lock or AN style and quick disconnects are legal for fuel lines in the engine bay and to/from the fuel tank.

6.10.2 The fuel filter brand is free, but it must be a direct replacement.

6.10.3 Modification of the discriminator valve (vent) and hose is allowed. Discriminator valve must be one or as close to the tank as possible. Hose may be up to 1-inch ID. Vent hose may be rerouted but it must terminate behind the engine firewall and must confine fuel in the fuel system.

6.10.4 A single/dual quick fill unit(s) of open brand may be added in combination with the standard filler neck. Body and chassis may not be modified for fitment.

6.10.5 Holley Hydromat Fuel Blanket is allowed. The foam may be minimally modified for fitment as needed but the fuel cell/bladder may not be modified.

6.10.6 A “T” fitting may be placed in the fuel line for the purpose of draining the fuel tank or taking fuel samples. Fittings must meet SFI, FIA or NHRA requirements. The addition of an electrical switch is permitted to turn on the pump for draining.

6.10.7 The fuel pump may be shielded from the exhaust by an aluminum shield (Élan P/N: NP01-50-027) or similar. 3" ducting hose and NACA duct may be added on the right side pod forward of the muffler (NASA TB 8\_31\_16). The external bodywork may not be modified.

6.10.8 The top section of the fuel cell aluminum structure may be modified with a hinge to provide access to the filler plate per NASA TB XXXX.

6.10.9 The fuel pump may be one of the following part numbers: Bosch 044 (oem), AEM P/N: 50-1005 or Holly P/N: 12-130

### 6.11. **Electrical System**

Wiring harnesses and attachments must be as supplied and routed as outlined in the Élan Motorsports Technologies assembly manual. No modifications to the supplied harness are allowed except as noted. Wiring for additional components not provided for by Élan must be completed in such a way as to be easily visible.

6.11.1 Brake lights must be working at all times. Additional tail/brake lighting may be added.

6.11.2 A jump/charge plug may be added and connected directly to the battery, master switch or starter. The plug orientation must face rearward, preferably center mounted to prevent dragging of jump battery if vehicle drives off while connected.

6.11.3 Electrical accessories may be added. An extra fuse block may be added to protect additional electronic equipment but the power must come directly from the common power lug provided in the cockpit just to the left of the driver seat or the switched side of the main electrical kill switch.

6.11.4 Headlights of any manufacturer may be added provided they adhere to NASA Endurance CCR. Headlight wiring may use the OEM headlight circuit or auxiliary circuits may be added provide they follow all electrical system regulations. Mountings of headlights must perform no other function.

6.11.5 A windshield blower for the purpose of defogging the windshield/side windows may be added.

6.11.6 The fuel pump and/or fan relay(s) may be replaced with an alternate design that incorporates screw terminals and/or higher amperage. If the relay is replaced, there should be appropriate overcurrent protection included. All modifications are restricted to the relay sub harness only.

6.11.7 An additional high mounted “safety” flashing light is permitted

6.11.8 The battery may be replaced with any battery of identical size. It shall remain in the same location.

6.11.9 Fuel pump, ECU and Main Power Relays may be replaced with MSD Solid State Relay (PN-7564 (Red) or PN-75643 (Black). The addition of a fuel pump switch may be added on the dash. NASA TB 0004

## 6.12. Data System

6.12.1 AIM MXL2 dash/data acquisition system is standard in all Élan NP01's. Optionally, AIM MXS and MXG may be used instead. These are the only permitted data systems for use during practice, qualifying or competition.

6.12.2 Standard AIM sensors for use with data system as provided by Élan are mandatory. This includes the GPS module.

6.12.3 Steering Position Sensor and Brake Pressure Sensors may be added.

6.12.4 A fuel level sensor is allowed and may supply it's signal directly to the AIM display. The recommended part is from [www.centroidproducts.com](http://www.centroidproducts.com).

6.12.5 Mylaps X2 transponders may feed information to the AIM dash via CAN bus.

6.12.6 Up to four-wheel speed sensors (P/N: MC-217) feeding the AiM dash are permitted.

6.12.7 No other sensors or data acquisition equipment is permitted for use during practice, qualifying or competition.

## 6.13. Vehicle Ride Height

6.13.1 Ride height will be measured WITH driver. The minimum ride height is 2.25" at any point on the chassis/splitter/body not to include any bodywork hardware (rivets/nuts/screws).

## 6.14. Vehicle Weight

The car shall weigh 1775 lbs. minimum, including driver as raced.

## 6.15. Brakes

No modifications to any of the brake system are permitted. Only the Élan supplied rotors, hats and calipers may be used.

6.15.1 Required front and rear brake pads are Hawk HT-10 P/N: HB521S.800

6.15.2 Master cylinder caps are free. Rags may be placed over caps and secured with O-Rings, Duct Tape or Ty Wraps to prevent spillage while on track.

6.15.3 The front brakes (only), may be shielded per Élan TB0020-2016 with P/N NP01-10-037.



6.15.4 The brake master cylinder(s) may be replaced with an alternate manufacturer provided no modifications to the pedal assembly are required for replacement.

## 6.16. **Suspension**

No modifications to any of the suspension components are permitted.

6.16.1 Alignment adjustments are permitted within the limits of the suspension components.

6.16.2 Pick-Up and mounting points for suspension must be in the same location(s) as described in the instruction manual. This includes rear suspension pickup points. See Appendix C for photographs of the rear pick up points for guidance.

6.16.3 Wheel bearings may be repacked but must remain original OEM from Élan Motorsports Technologies. Grease must be used; oil is not permitted. No ceramic, no polishing, no coating of the bearing is permitted.

6.16.4 The front anti-roll bar (sway-bar) may be disconnected or removed.

6.16.5 The sway bar bolts, Élan P/N: PN-0005, may be replaced with quick release Pip Pins.

6.16.6 Rod ends and spherical bearings may be replaced with parts having specifications equal to those supplied by Élan Motorsports Technologies. Replacements shall be capable of being installed with no modifications to any original components and must be of same size/dimensions of those originally supplied by Élan.

## 6.17. **Shocks**

6.17.1 Shocks may only be rebuilt by MCS directly and will be resealed at this time.

6.17.2 Both front and rear bump stops (MCS P/N: HRD-067-00) must be installed.

## 6.18. **Springs**

There are optional spring sets permitted for each axle:

6.18.1 Front: Hypercoil 186 series Springs 2.25" ID x 6" tall must be used in 600 lbs/in.

6.18.2 Rear: Hypercoil 186 series Springs 2.25" ID x 6" tall must be used in 1400lbs/in or 1600 lbs/in rates.

6.18.3 Springs rates may not be mixed on a given axle.

## 6.19. **Steering**

6.19.1 Steering wheel is unrestricted. Push button style steering wheel release are NOT allowed. 6-sided, ring style or the FIA type steering wheel hubs are permitted.

6.19.2 Any Torrington or Apex joint may be used in the steering column as a replacement part.

## 6.20. **Wheels**

NO MODIFICATIONS or MACHINING ALLOWED except to mount valve stems.

6.20.1 Wheels may be painted or powder coated any color(s).

6.20.2 No AIR BLEEDS are permitted

## 6.21. **Tires**

Anytime there is moisture present on the racing surface, rain tires may be utilized.

6.21.1 Toyo Proxes RR tires are the specified dry tire in the following sizes:

Front: 235/40/R17 and Rear: 235/40/R17

6.21.2 Toyo Proxes RA1 tires are the specified rain tire in the following sizes:

Front: 235/40/R17 and Rear: 235/40/R17

## 6.22. **Other Consumables**

6.22.1 Spark Plugs: Brand free, must be of the same heat range and type as originally supplied by Élan Motorsports Technologies.

6.22.2 Oil filter: Brand free, must be an OEM replacement

6.22.3 Air Filter: Élan Motorsports Technologies part number PM-0006. No other air filter permitted.

## 6.23. **Accessory Items**

6.23.1 Mirrors may be replaced with any suitable mirrors provided they perform no additional function such as increased downforce.

6.23.2 Rear view camera and in-cockpit display may be added.

6.23.3 Seat replacement is permitted. Seat modifications, including cutting, re-shaping and padding, are permitted to enhance the comfort and safety of the driver. Foaming of the seat is permitted. Halo type head/helmet supports may be added to the stock seat. Inexpensive “wings” available for inexpensive aluminum seats do not meet this rule. Additionally, the seat may be modified to allow the seat belt to cross the driver’s body and remain in proper alignment per the CCR.

6.23.4 Use of cool suits by drivers is authorized providing the water container is securely mounted in the approved location inside the cockpit just to the right of the driver.

6.23.5 Two-Way radios may be installed in the car. The radio helmet connections must be within reach of the driver while seated and belted in place.

6.23.6 Cockpit ventilation fan(s) may be added but may serve no other purpose.

6.23.7 Gauges may be added in addition to the AIM MXL2 data acquisition/dashboard readout. All additional gauges must be electric and use inline sensors, i.e. oil temp/pressure, water temp/pressure, EGT, fuel pressure. No additional gauges may connect to the stock wiring harness, sensors or ECU.

6.23.8 Engine compartment fluid hoses may be insulated using heat sleeve or wrap

6.23.9 Firewall, side floor and side impact structure may be insulated from engine compartment with heat shielding.

6.23.10 Dash, steering wheel height/distance, pedals and shift lever may be adjusted for driver access, comfort and visibility. A heel stop may be added.

6.23.11 Air jacks may be added using mounting kit available from Élan. ANP01- 75001. The brand of air cylinder and pneumatics is unrestricted.

6.23.12 A radiator screen mesh, if installed, must be installed either flush with the opening in the bodywork, conforming to the curvature of the bodywork or set back inside the opening all the way back to the radiator. This screen shall be one-fourth (1/4) inch minimum opening or Honeycomb Radiator Protector and shall serve no other purpose.

6.23.13 One additional front tow hook may be added at the center of the frame adjacent to the front shock mounts. The body may be slotted to allow clearance for the tow hook exposure.

6.23.14 Mylaps Timing Transponder location is unrestricted, but it is recommended to be located on the front crash box.

6.23.15 A radiator fan is allowed and is available through Élan or Haas. ANP01- 54004

6.23.16 An optional 75A alternator is allowed but must be sourced through Élan or Haas. ANP01- 60006

## **7. Rules/Procedures**

### **7.1. Rules Package**

The driver is responsible for vehicle legality.

The following rules are not guidelines for this class, but an actual listing of the allowed and the required modifications. These rules, manufacturer technical bulletins and addendums specify the only modifications permitted. If these rules do not expressly state a modification is allowed, it is prohibited. No item, which is allowed, shall also perform a prohibited function. Some equipment may be required to support the sponsors that have contributed to the series.

### 7.1.1 Rules are subject to change

The following rules are not guidelines for this class, but an actual listing of the allowed and the required modifications. These rules, manufacturer technical bulletins and addendums specify the only modifications permitted. If these rules do not expressly state a modification is allowed, it is prohibited. No item, which is allowed, shall also perform a prohibited function. Some equipment may be required to support the sponsors that have contributed to the series.

### 7.1.2 Rule change request process

Each NASA Prototype competitor has the right to request a change to the series rules at anytime. To do so, you'll need to send an email to the Technical Director of Competition at [bcohn@drivenasa.com](mailto:bcohn@drivenasa.com) and copy the NP01 Series Director at [NP01@drivenasa.com](mailto:NP01@drivenasa.com). To ensure the highest chance of being accepted, we suggest you be very thorough and include as much data as you can to support your request. You'll be notified of a decision as soon as possible. You may submit the same request at a later date with additional information should the request be denied.

## 7.2. Maintenance and Repairs

It is permitted to perform routine maintenance and repairs provided existing parts are in no way modified. Unless otherwise noted, replacement parts shall be official Élan Motorsports Technologies parts purchased through Carl Haas Automobile Imports ([haasauto.com](http://haasauto.com)) except as allowed by these rules. If any official Élan Motorsports Technologies engine or component seal is broken, by accident or intent, the procedures outlined in Appendix B shall be followed.

7.2.1 Parts listed under "Accessory Items" are considered to be unrestricted, providing the dimensions, design and materials of the replacement part are comparable to the originally supplied component and they perform the same function. Driver comfort and cockpit amenities are not restricted, as long as the changes serve no other purpose and are in accordance to NASA CCRs and these class rules.

## 7.3. Mandatory Items

7.3.1 All cars must have all parts installed and functioning as provided by Élan unless otherwise noted in these rules or technical bulletin.

7.3.2 All cars must display the required series decals in their specified location. Refer to appendix A for further information regarding required decal placement.

7.3.3 All cars shall install and record video using at least one video camera during main race sessions. The sanctioning body retains the shared rights to all footage for use in promotion and rules enforcement. Failure to submit requested video footage from a race session may result in forfeiture of season points and contingencies.

## 7.4. Non-Compliance

Drive train violation components will be identified within the class specifications. NASA will permanently track drive train violations. Any competitor found to have an illegal drive train, including a broken seal will receive the following penalties:

7.4.1 Disqualification from the event.

7.4.2 Suspension of NASA competition privileges for thirty (30) days.

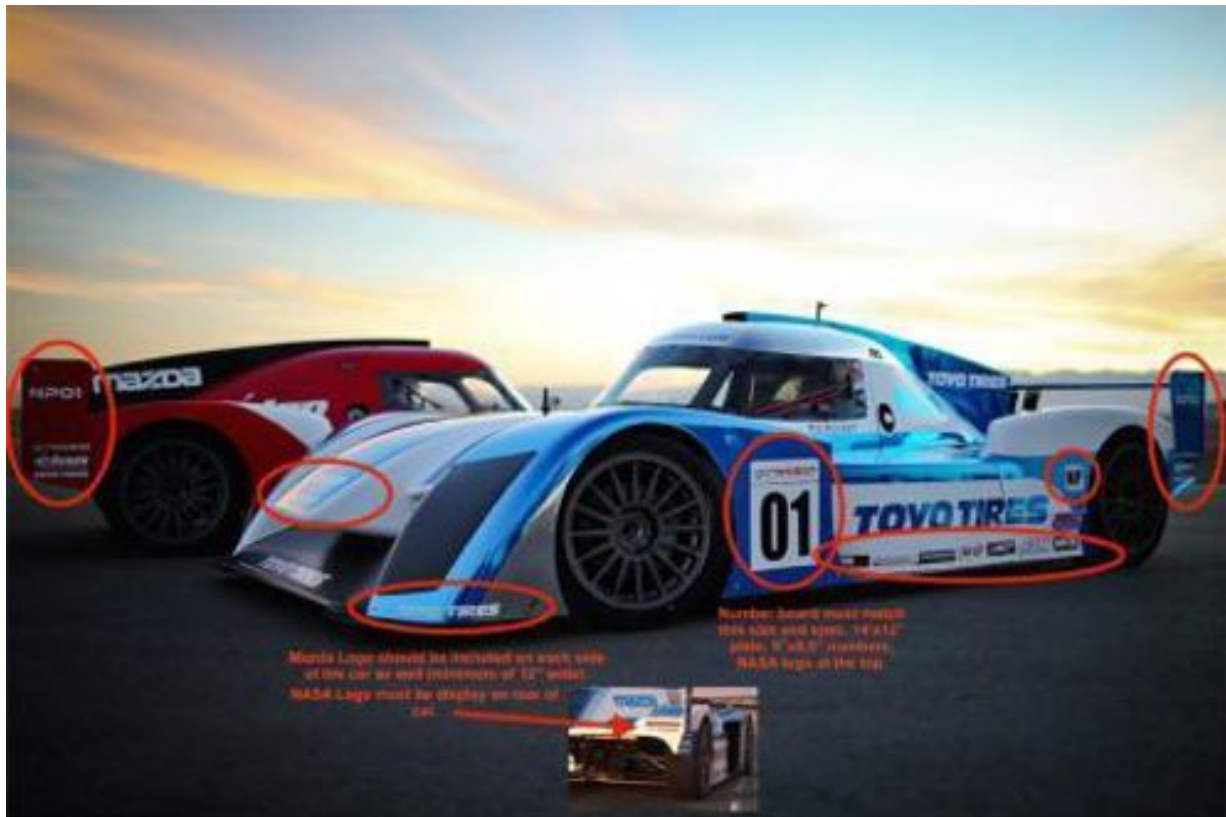
7.4.3 The car and drive train are suspended from competition until the unit(s) specified by the Tech Chief are checked, inspected and resealed by Élan Motorsports Technologies.

7.4.4 For a second illegal drive train violation, the competitor will be disqualified from NP01 competition for the remainder of the current season.

7.5.5 For a third illegal drive train violation, the competitor will be permanently disqualified from further NP01 competition.

## APPENDIX A

1. Decal packets may be purchased from the NASA National office
2. Order of decals along lower portion of side pods is not mandated
3. Required locations of decals are as shown

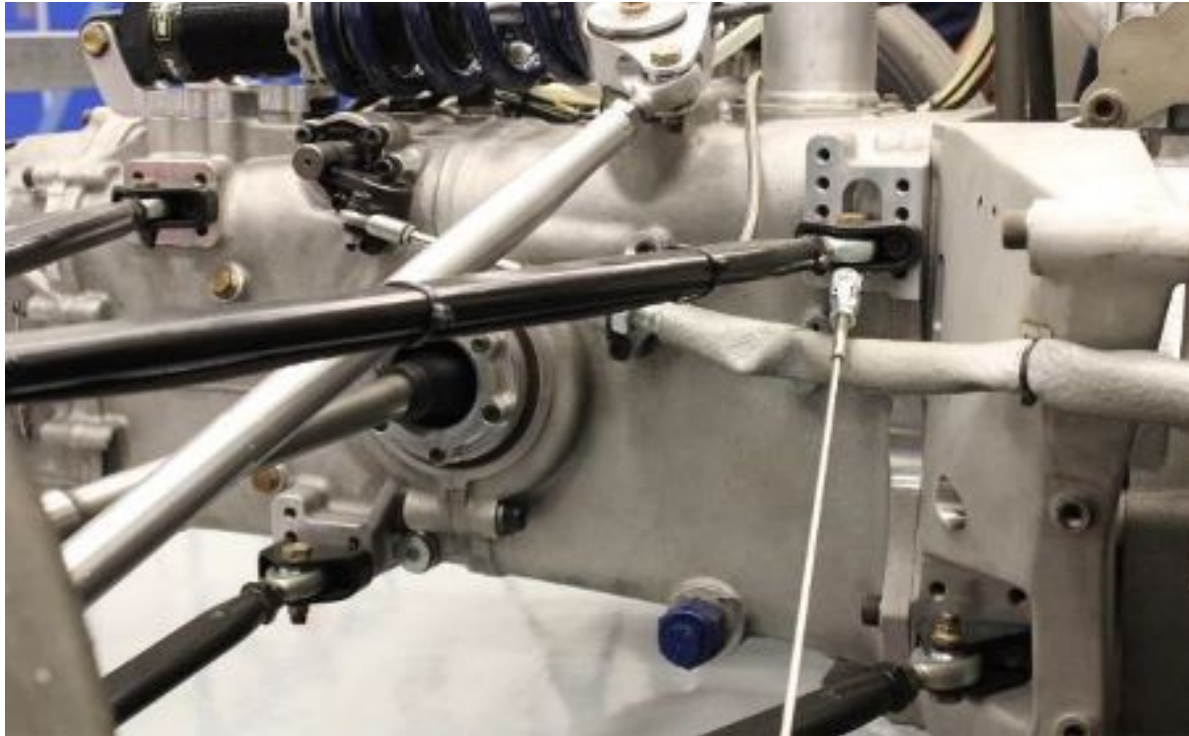


## APPENDIX B

Component resealing process: Seal replacement may only be done by Élan Motorsports Technology (engine) or MCS (shocks). The component must be shipped to Élan or MCS for testing, repair as needed and recertification. The car owner is responsible for all costs associated with this process.

## **APPENDIX C**

The rear suspension clevis brackets must be located as shown. Both sides must be assembled the same.



## **APPENDIX D: Body Work Specifications**

### 1. Nose:

- 1.1 Length: 919 mm +/- 5 mm
- 1.2 Minimum weight: 9 lbs, Maximum weight 14 lbs.

### 2 Front Fender (Left or Right):

- 2.1 Length 1559 mm +/- 5 mm. Width 385 mm +/- 5 mm.
- 2.2 Height at axle centerline: 600 mm +/- 5 mm.
- 2.3 Minimum weight: 9.5 lbs, Maximum weight 12.5 lbs.

### 3 Front splitter/base:

- 3.1 Length 686 mm +/- 5 mm. Width 1486,mm, 737 at chassis mm +/- 5.
- 3.2 Shape to be unaltered as supplied by Élan Motorsports Technologies.
- 3.3 Minimum weight, splitter: 6.5 lbs, Maximum weight 10 lbs.
- 3.4 Minimum weight base: 13.5 lbs, Maximum weight: 14 lbs.

### 4 Roof/windshield:

- 4.1 Height from reference plane to roof(center, front of scoop): 998 mm +/- 5 mm.
- 4.2 Minimum weight: Lbs, Maximum weight XXlbs.

### 5 Engine cover:

- 5.1 Minimum weight: 17 lbs, Maximum weight 20 lbs.

### 6 Door/window (Left or Right):

- 6.1 Minimum weight: XXlbs, Maximum weight XXlbs.

### 7 Side Pods (left or right):

- 7.1 Minimum weight: 12.5 lbs, Maximum weight 16 lbs.
- 7.2 Side pod floors Minimum weight: 23 lbs, Maximum weight: 24 lbs.

### 8 Rear fender (Left or Right):

- 8.1 Minimum weight: 9 lbs, Maximum weight 11 lbs.

### 9 Rear Wing:

- 9.1 Width 1778 mm +/- 2 mm. Cord Length 236 mm +/- 2 mm.
- 9.2 Height at axle centerline: XXmm +/- 5 mm.
- 9.3 Height from reference plane to trailing edge: 791 mm +/- 5 mm.
- 9.4 Minimum weight: 13.5bs