



# Ferrari North America

## Technical Information

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Section:

**Model Type:** 458 Challenge  
**Model Year:** All  
**Subject:** Daytona World finals car setup

We kindly remind you that any car attending the World Finals in Daytona must be in compliance with the following:

### **SET UP**

It will be permitted to reduce the front and rear camber as the uniqueness of the Daytona track will require. To reduce the front camber it will be necessary to use the shim p/n 220605. This shim will be available on track in small quantity to cover the needs for the event; for this reason we ask to order the part and prepare the cars before arriving in Daytona.

For the technical instructions, please refer to the following pages of this bulletin.

The Pirelli prescription for this change will be outlined in a separate bulletin

### **SIDE WINDOWS and HEAD NETS**

All the car must be the two side windows installed and the window nets will be removed.

It will be permitted to install the head nets (strongly suggested as a safety prevention).

The head net kit must be in compliance with the latest standard and any modification and welding of the roll cage have to be carried out to install it.

### **MINIMUM WEIGHT and BALLAST**

The minimum weight (car without fuel + driver + Hans + helmet) is confirmed to be 1383 Kg (3049lbs.) To reach the minimum weight it is mandatory to utilize the official kit p/n 278804. The installation procedure of the kit is reported in the Technical Bulletin n°007 and n° 016.

### **DATA SERVER**

All the information requested on the technical web portal <http://ferrari.fcc.waycon.it> must be updated , especially the brake rotors wear percentage and serial numbers as well as the engine number and seals.

### **TIRES:**

REMINDER: At the end of Homestead, teams will have to bring all the wheels (3 sets) to Pirelli for the cars that will attend the World Final.

The team must take care to bring independently the rims to Daytona following the Pirelli request to have three sets available for each car in addition the one on the cars. (3+1=4 sets).

For all the other information please refer to the official Sporting and Technical Regulations 2016 and to the official Technical Documentation and Bulletins.

Thank you for your co-operation.



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In the next Daytona event World Finals (November, 30th - December, 4th 2016) it will be possible to modify the suspension layout of the front corners to respect the Pirelli prescription.

The modification will permit to better adapt the camber to get the best performance of the tires, considering the car will run straight for a long part of a lap with 18° to 31° of banking.

### Front upper suspension lever - shims:

It is permitted to have a pack of shims of maximum 16 mm as shown in Pic. 1

To help ensure safety, it is **mandatory** to have at least 1 turn of threading of the stud-bolt came out from the nut.

**If this condition is not confirmed, using 16 mm of shims, it is mandatory to reduce the pack of shims until the requested condition is satisfied.**

Refer to the 458 Challenge manual for the correct torque to tight the nut.

### Front lower suspension lever - spacers :

It is permitted to replace the original spacers part n° 267549 (see Pic. 2 - height 24 mm) with the shorter part n° 220605 ( see Pic. 3 - height 12 mm).

Refer to the 458 Challenge manual for the correct torque to tight the nut.

**The above described layout modification is valid only for Daytona track.**

**After Daytona World finals the cars must be brought back to the original layout and components.**

The correct and official minimum camber will be communicate from Pirelli staff at the start of the event in Daytona.





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