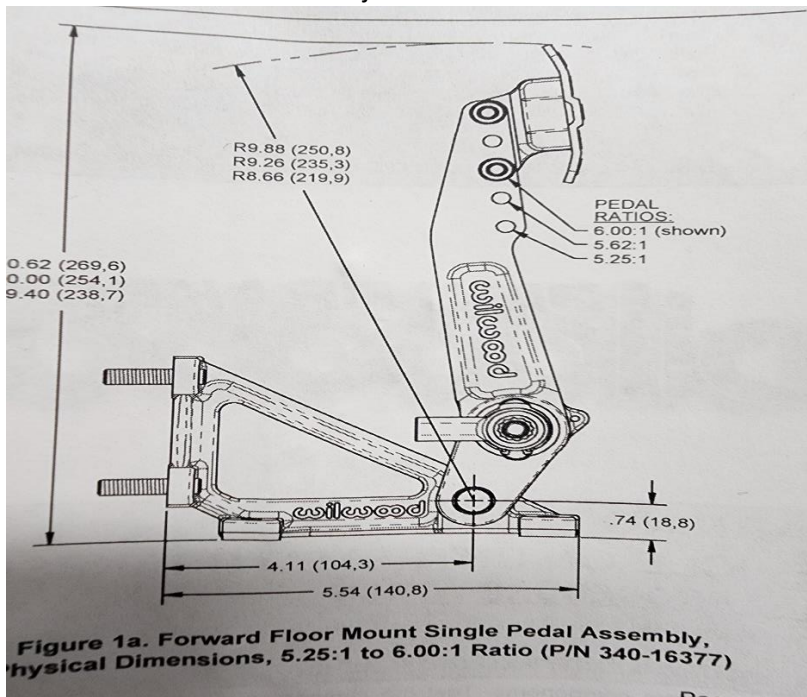


TECHNICAL BULLETIN #25 19/12/24

Introduction of a revised brake pro brake pedal:

The revised pedal has 3 ratio settings 5.25:1, 5.65:1 and 6.00:1, adjustable pedal pad and a true bar balance bar for mor consistent bias adjustment.



Part # WW340-16377

Oil Cooler Relocation Option:

It is permissible to mount the engine oil cooler directly to the front upper LH side of the radiator. A 14-row transmission cooler is now available. The preferred mounting location is currently being tested. New cooler part no is # **PWO5929**

Ball joint steel caps:

There's now an option to use steel ball joint caps to replace the supplied aluminum cap. Upper steel cap part no is # **22312X** and lower steel cap # **22415X**. These caps are a direct replacement.

Air box redesign and air filter relocation, Section 5.0(h):

Testing has commenced following a re-design of the current airbox into a more efficient design to increase the cooling efficiency.

CFD scanning of cars:

PBR has now scanned all 3-body styles to do CFD analysis with a view to altering the rear wing position on the Dodge and Camaro bodied cars, should the analysis suggest an improvement is required.

Revised Dodge front nose:

The splitter lip has been updated to represent the same profile as the Camaro/Mustang.
Production of the new nose has commenced, and we envisage seeing product by the 1st qtr of 2025.

Tilton clutch kit Section 6.2.1(d):

To maintain technical alliance with the Holinger gearbox option, it will be permissible to use the same Tilton spec clutch with the G-force gearbox.

Fire Bottles:

It is strongly recommended that the fire bottles are checked to ensure they are not out of date as it will be too late to get them recertified a week out from the first round of the season.



For More Information:
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