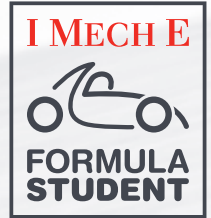


FORMULA STUDENT

Institution of Mechanical Engineers



Congratulations to KTH Royal Institute of Technology

FOR PARTICIPATING IN FORMULA STUDENT 2008

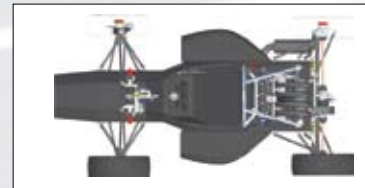
KTH Racing brings this year's car, the KTHR5 to England full of confidence.

For the second time in the team's history the car is built based on a carbon fibre monocoque. Other exciting highlights include the variable intake manifold, which has been made using rapid prototyping, and the monoshock system acting as front suspension. The engine itself stems from a Suzuki GSX-R 600 and has been converted in order to be able to run on E85. The team has never before spent so much time in the preparation, design, and calculation phase, as this year.

A highly detailed CAD assembly along with extensive FE analysis will guarantee a successful performance in Formula Student UK. The team consists of about 25 students, 7 of those have served as teachers this year, thanks to experience from previous competitions. No courses have been involved in the development of this car; all students have showed commitment and dedication during the entire year.

KTHR5 and the team around it have the potential to challenge the top Formula Student teams in the world and with good performances in all events and a little bit of luck, KTH Racing definitely has the chance to become number 1.

Winner
Most Innovative
Use of
Electronics



Length/width/height/wheelbase
2,805mm/1,367mm/1,115mm/1,600mm

Track (front/rear)
1,200mm /1,150mm

Weight including 68kg driver (front/rear)
129kg/151kg (full wet weight 212kg)

Suspension (front/rear)
Double unparallel unequal length A-Arm.
Push rod actuated monoshock
with roll damper/Push rod actuated
bellcranks with adj. anti-roll bar

Tyres (front/rear)
178x50 R13, Goodyear D2692 R075

Wheels (front/rear)
6.0x13, 14 mm offset, 1 pc Mg Rim

Brakes (front/rear)
Floating, High Carbon Steel, hub mounted,
OD 220 mm, 25 mm swept height/diff
mounted, OD 215 mm, 25 mm swept height

Frame type
Two piece CFRP monocoque,
Carbon fiber, non-crimp weave, 20
mm DIAB Divinycell core/20mm
end-grain balsa core

Engine
2005 Suzuki GSX-R600

Bore/stroke/cylinders/cc
67.0 x 42.5 mm/4 cylinder/599 cc

Fuel
E-85 ethanol

Fuel system
Student des/built, fuel injection,
sequential, fuel pressure gauge on rail

Max power/max torque
10,500rpm/7,000rpm

Transmission/differential/final drive
Chain drive, 428 size chain/Clutch
pack limited slip, Adjustable pre-load
(non to virtually locked)/2.86