



## Sporting Bulletin no. 5 – V2

**Date:** 04/05/2026

**Subject:** Sealing of the Junior CrossCar Restrictors

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For the 2026 season, all Junior CrossCar restrictors will be sealed. The sealing will be done from the mounting clamps on the restrictors to the mounting clamps on the throttle unit.

The fixing of the restrictors onto the throttle unit must only be carried out with superclamps.

Checking of the maximum internal diameter of the restrictor must be possible anytime without removing seals from the superclamps. (2026 new regulations)

The teams must prepare the heads of the screws of the superclamps with a 2.5-mm bore so that they can be sealed.

The FIA seals will be affixed by the FIA Technical Delegate during the pre-event scrutineering.



The engine will be considered non-compliant with Article 279B-4.14.2 if a broken seal is detected during an event.

Closing the restrictors with a plug as shown below must cause the engine to stop immediately.

This check must be carried out at an engine idle speed.

It must be possible to place the plugs directly into the restrictors without having to remove more than one part of the air box and/or without having to cut the restrictor seals.



Any infringement of the above instructions may be penalised up to disqualification.

#### A. Sealing of the Throttle Body

For the 2025 season, all Junior CrossCar throttle bodies will be sealed.

The teams must prepare the throttle body as follows:

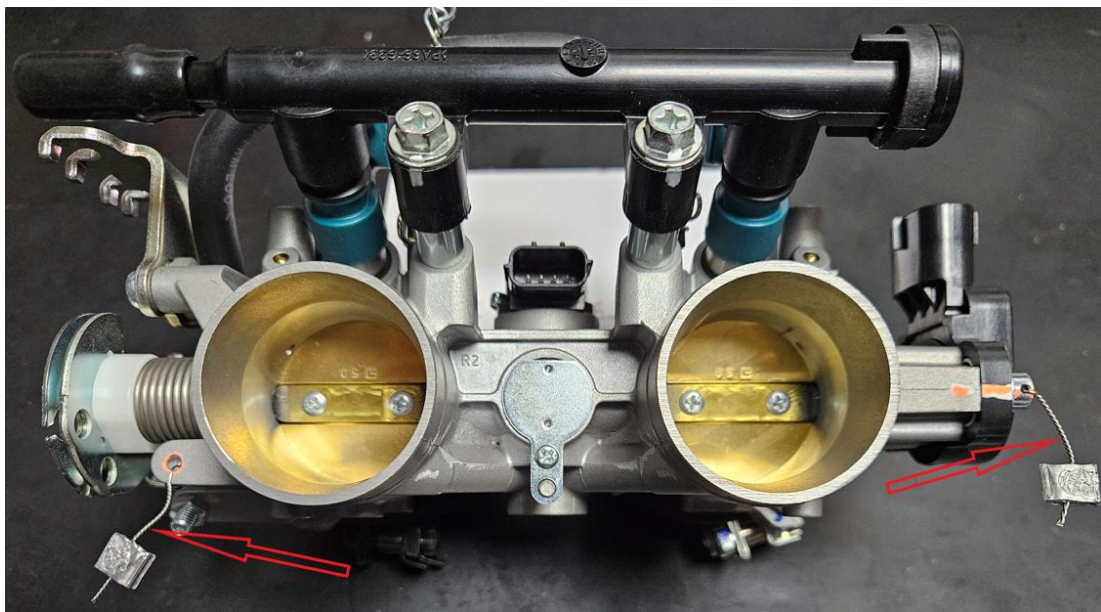
- a) A 3mm hole must be drilled on the throttle body. The position see below.



- b) The original potentiometer fixing bolt must be replaced with a prepared M5x12mm Allen head bolt. A 2.5 mm hole must be drilled to the Allen head of the bolt.



- c)  $\varnothing$  0.8mm locking wire must be fitted to the two below indicated positions so that the FIA seals can be affixed by the FIA Technical Delegate during the pre-event scrutineering.



Any infringement of the above instructions may be penalised up to disqualification.