

User Manual Saker



WWW.SAKERSPORTSCARS.COM

RapX - GT - Sniper - Sprint



FOREWORD.

Congratulations and thank you for choosing a Saker. Thorough familiarity with your vehicle will provide you with enhanced control and security when you drive it. We therefore have this request:

Please take the time to read this User Manual and familiarize yourself with the information that we have compiled for you before starting off in your new vehicle. It contains important data and instructions intended to assist you in gaining maximum driving fun and satisfaction from your Saker. The manual also contains information on maintenance designed to enhance operating safety and contribute to maintaining the value of your Saker throughout an extended service life.

We wish you an enjoyable and unforgettable driving experience.

Saker Sportscars B.V.

CONTACT INFORMATION.

Saker Sportscars B.V.
Ir van der Zeelaan 1
8191 JH Wapenveld
Netherlands
T +31(0)628 181 871
info@sakersportscars.com

Important! Saker parts and accessories are especially designed for Saker Sportscars. They are therefore perfectly suited for your Saker.

For your own safety, use genuine parts and accessories approved by Saker.

Saker will not accept any liability for damage resulting from installation of parts and accessories not approved by Saker.

Reproduction by any means, electronic or mechanical including photocopying, recording or by any information storage and retrieval system or translation in whole or part is not permitted without written authorization from Saker Sportscars B.V. Saker may change the contents without notice and without incurring obligation.

This User Manual describes every option and model variant available and therefore some of the items covered may not apply to your particular vehicle.

Remember to pass on this User Manual when reselling. It is an integral part of the vehicle.

© Copyright 2013

Published by Saker Sportscars B.V.
Wapenveld, The Netherlands

CONTENTS.

Getting to know your Saker	4
Introduction	
Specifications	
Dimensions	
Overview Saker	
Starting and driving	10
Liquids	
Tires	
Adjustments	
Starting and driving	
Servicing	?
Wiring schemes	
Maintenance schemes and checks	
Onboard computers	
Advisory list spare parts	
Car related technical details	



INTRODUCTION.

Since the founding in 2002, Dutch manufacturer Saker Sportscars has steadily and ambitiously worked towards her goals. Making pure racing accessible, with sportscars that are built for years of racing fun. With this vision, the following four models have been designed.

SAKER RAPX	SAKER GT
SAKER SNIPER	SAKER SPRINT

SPECIFICATIONS.

Engine

Engine type:	Subaru EJ22
Cylinder orientation:	Boxer
Cylinders:	4
Valves per cylinder:	4
Capacity:	2000cc
Bore x stroke:	
Compression ratio:	
Maximum power:	275 BHP
Maximum torque:	350 Nm
Transmission system:	5spd man. or 6spd seq.
Turbo type:	

Wheels

Tire size front	
Tire size rear	
Wheel size front	15 x 8.5 inch
Wheel size rear	15 x 10.5 inch

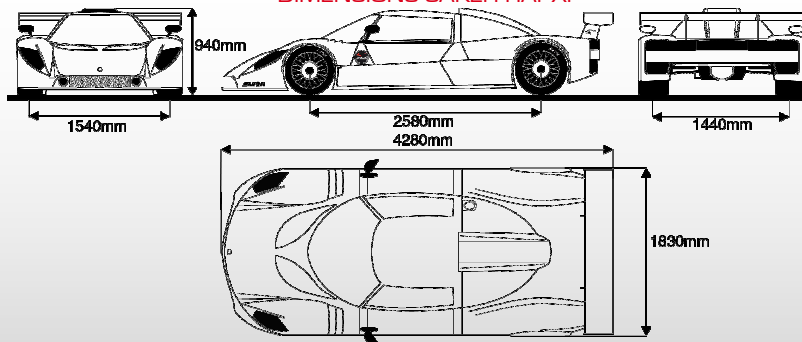
Performance

Top speed	
Acceleration 0-100 km/h	3.4 sec
Lateral G-forces	Up to 2G
Weight Rapx>:	785kg
Weight Sniper&Sprint:	765kg

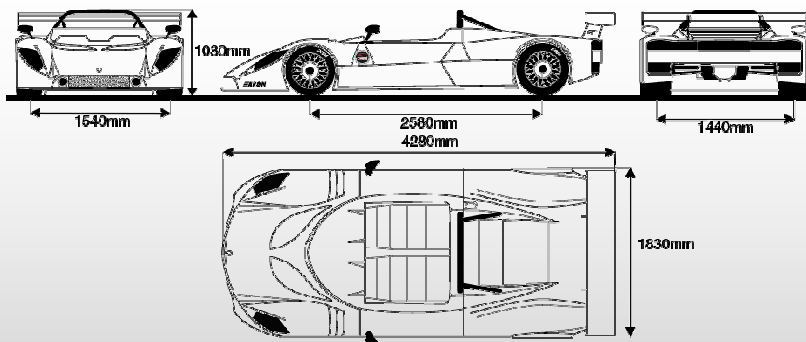
Chassis

Frame:	Steel spaceframe
Body:	Fibreglass (GRP)
Brakes:	Tarox 6-pot slotted discs
Suspension:	Adjustable Double Wishbones
Fuel capacity:	70L (optional 90)
Ride height:	5cm (adjustable)

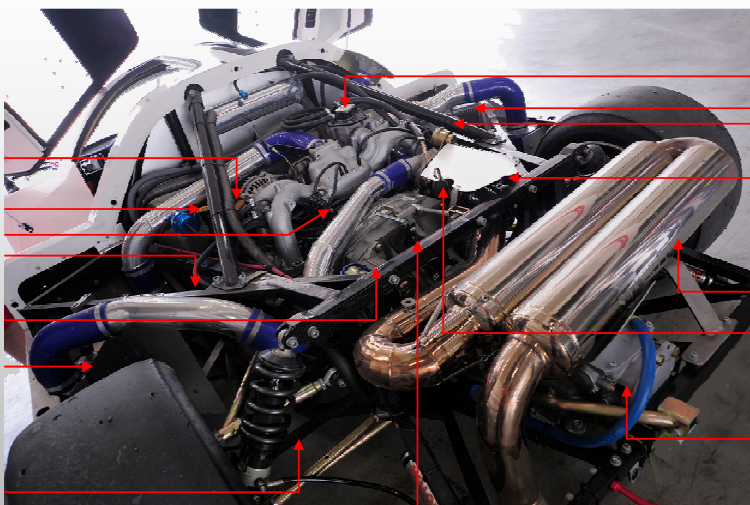
DIMENSIONS SAKER RAPX.



DIMENSIONS SAKER SNIPER.



OVERVIEW ENGINE COMPARTMENT.



1. Engine oil	4. Fuel pump	7. Drive shaft	10. Exhaust	13. Oil filter
2. Engine dipstick	5. Starter engine	8. Clutch release lever	11. Gearbox dipstick	14. Oil cooler
3. Ignition coil	6. Intercooler	9. Gearbox	12. Turbo	15. Coolant

OVERVIEW STANDARD DASHBOARD.



OVERVIEW LUXURY DASHBOARD.



9

LIQUIDS.

Fuel

The regular tank capacity is 70L, a tank capacity of 90L is optional. Saker strongly recommends unleaded petrol with a RON (Research Octane Number) of at least 98 (AKI or PON: 93-94). Lower octane numbers will suffer in bad engine performances and eventually damage to the engine.



Engine oil

Fill with 5,25L Kendall oil 5W50. Advice: cold engine 1cm above maximum on dipstick.



Important! Make sure the car stands on a horizontal surface while checking the oil level.

Gearbox oil

Fill with 5,25L Kendall oil 75W90. Advice old dipstick: cold engine between F and L on dipstick.



Advice new dipstick: cold engine below L on dipstick.

Coolant

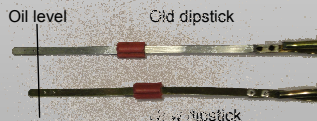
Fill with approximately 9 to 10L. Advice: fill with coolant and fill it up further during running the engine. Take into account there is air in the cooling system.



Braking fluid

Use TRW brake fluid super DOT 4 or DOT 5.1

Important! Never mix brake fluids with different DOT numbers! If not sure about the DOT number of the used brake fluid, refresh the oil of the whole brake system.



TIRES & BRAKES.

Before driving, make sure the tires and brake pads are in good condition and show no signs of damages. The center nuts must be tightened at 280Nm.

In normal conditions the tire pressure (warm) needs to be between 1.4 and 1.5 bar. Start driving at 1.2 bar, and let it off to the required pressure after the temperature and pressure have risen.

In rainy or cold ($T < 7^{\circ}\text{C}$) conditions the tire pressure needs to be between ?

Important! Check wheel nuts before every session, make sure they are tightened at 110Nm.



Adjust brake balancer static

Lift the car up with all four wheels off the ground. One person applies the brake at such a force that another person can *just* (so with a certain amount of force) turn the wheel on the front. The person in the car must keep the same load on the brake pedal, while the second person now turns the wheel on the rear. If the rear wheel is easier to rotate; move brake balancer to R (rear), and try again. If front wheel is easier to rotate; move brake balancer to F (front), and try again, until the resistance front and rear is the same.

Always check the brake balance on the track while driving for fine tuning it.



Adjust brake balancer dynamic

The brake balancer is adjustable step by step, by turning half rotation each time. Do it while driving, with warm tires, on a straight part of the track. Apply the brake and push until either front or rear wheels lock (release brake immediately). If front tires lock up first, more brake pressure is needed on the rear, so apply the brake balancer towards rear (R), by half a turn each time, and try again, until the brake balance is good. If rear tires lock up first, apply the brake balance to the front (F). Brake balance adjustment (to the rear) should always be done in rain conditions.

SETTINGS.

Engine (water) temperature should be kept between 78°C and 88°C . Warm up until at least 70°C , and don't run over 100°C . Engine temperature is controlled by putting (duct)tape on the front airdam gauze (B84N). At warm days no tape needs to be applied, at cold or rain conditions use the amount of tape to get to the required temperature range.

Temperature	Amount of tape
$< 0^{\circ}\text{C}$	
$^{\circ}\text{C}$	
$> 15^{\circ}\text{C}$	

