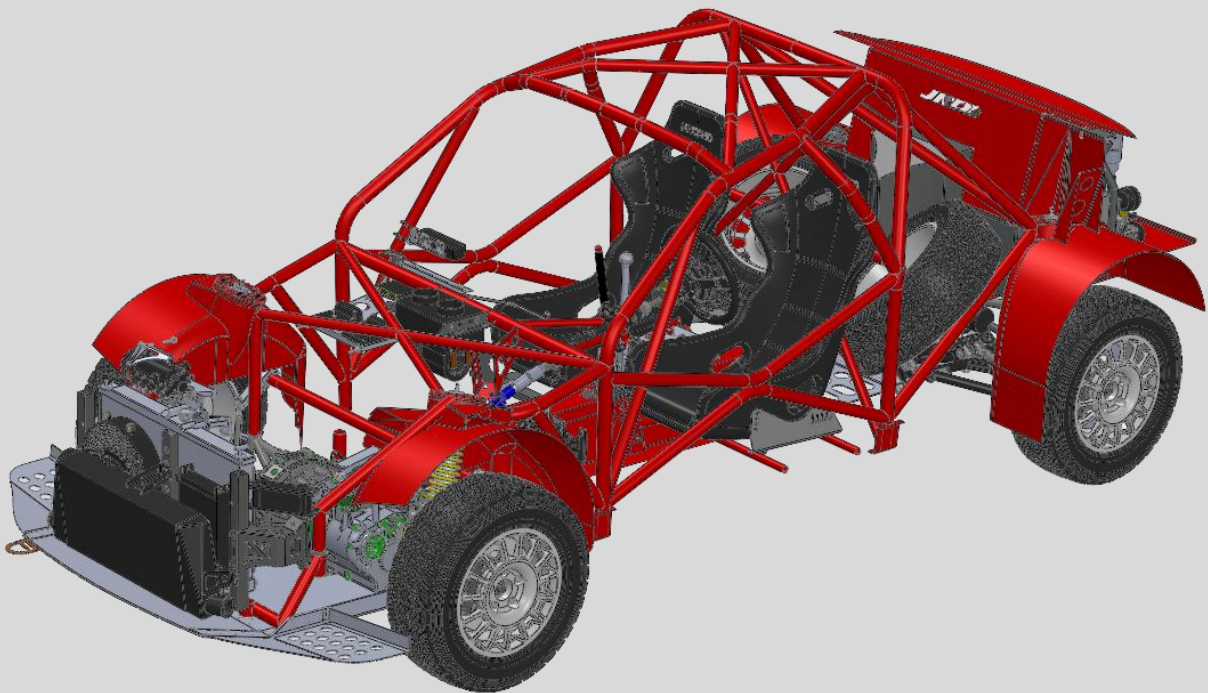


## **JRD Rally and Rallycross Technology Overview**

JRD is introducing a newly developed, proprietary rally and rallycross chassis design and related car construction.

- The chassis has been designed, constructed and verified by JRD with the support of it's sister companies within the Panoz organization located in Hoschton GA
- The chassis has been designed with emphasis on performance, longevity, durability, serviceability and cost-effective maintenance
- The chassis design can be incorporated into any mass produced B or C class automobile.
- The design features an AWD drive train in a transversally mounted engine layout
- It is available in an active center differential for Open Class Rally and Rallycross or R5 Rally configuration without center differential
- The specifications of this new JRD chassis are equivalent or exceeding those of current R5, WRC, GRC and World RX cars
- The chassis will be available as rolling chassis in rally or rallycross configuration or as complete race-ready cars



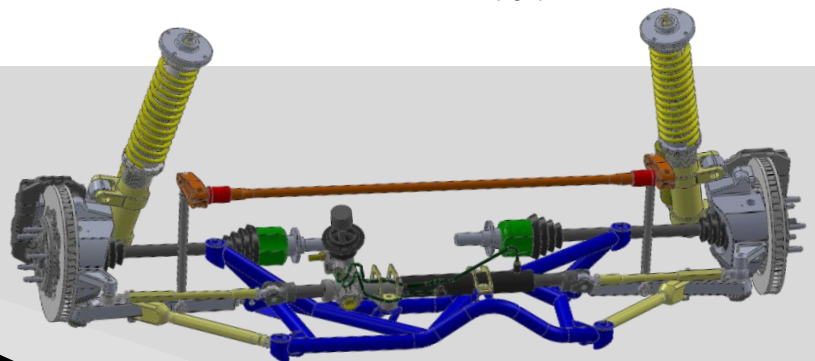
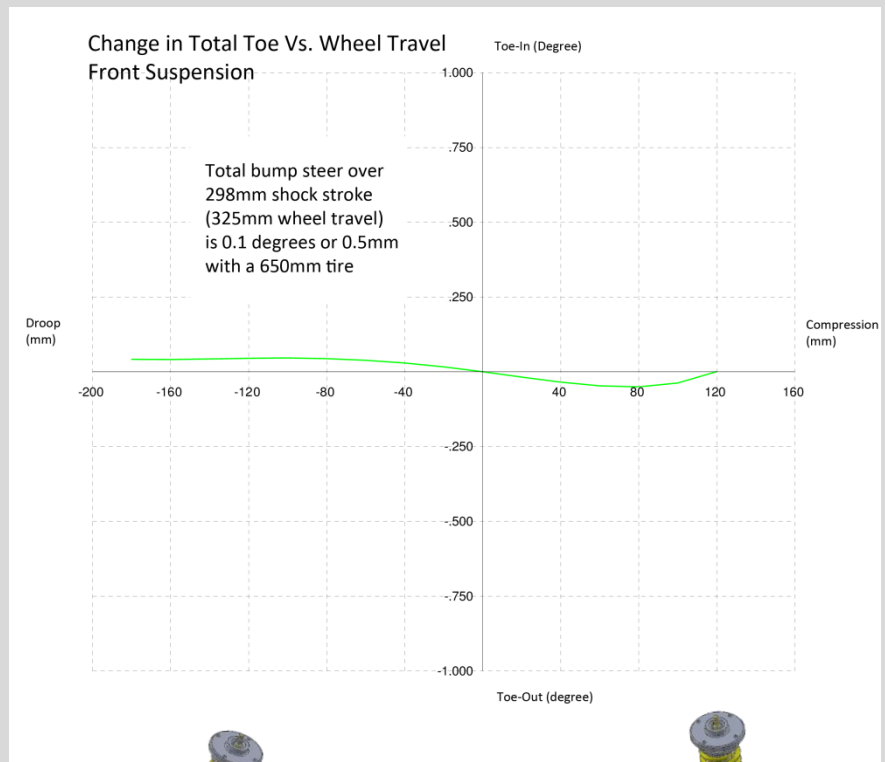
The JRD Chassis Layout in Rally Configuration

# Suspension

- The suspension is of MacPherson type in all four corners of chassis
- The suspension has been developed using the latest in CAD and suspension analysis software with input from the leading rallycross chassis developer in Europe
- Up to 320mm wheel travel with insignificant bump steer for maximum road compliance and smooth landings on rough surface and violent jumps .
- All suspension parameters such as Camber, Caster, Toe, Anti-Dive, Anti-Squat, Bump Steer, and Roll Center are easily adjustable
- Maximum camber gain to maximize corner traction and support
- The suspension features proprietary JRD/Öhlins TPX44 3-way adjustable shock absorbers with PDS
- All suspension components are made from lightweight and strong 7075 Aluminum or Docol R8 steel



Front suspension in full droop

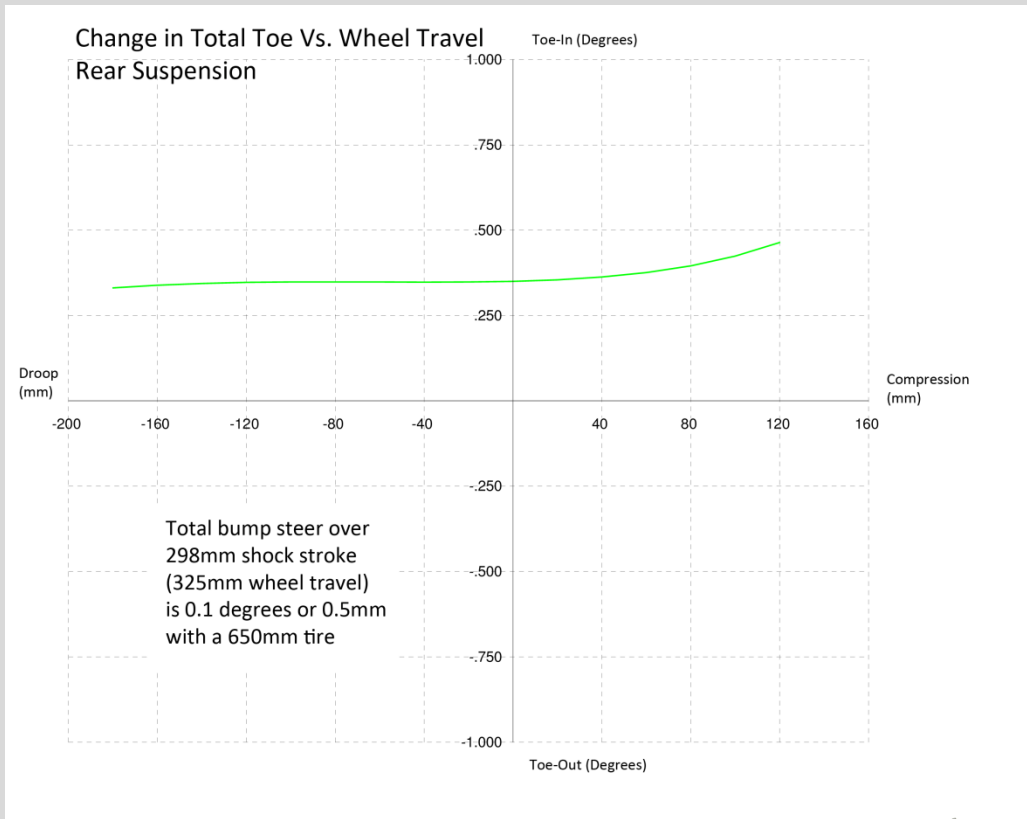




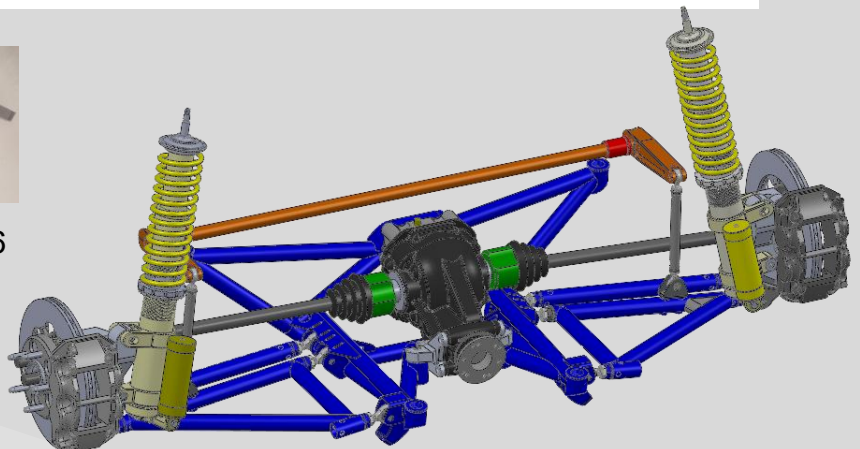
Rear suspension in rally configuration



Suspension uprights 7075 T6

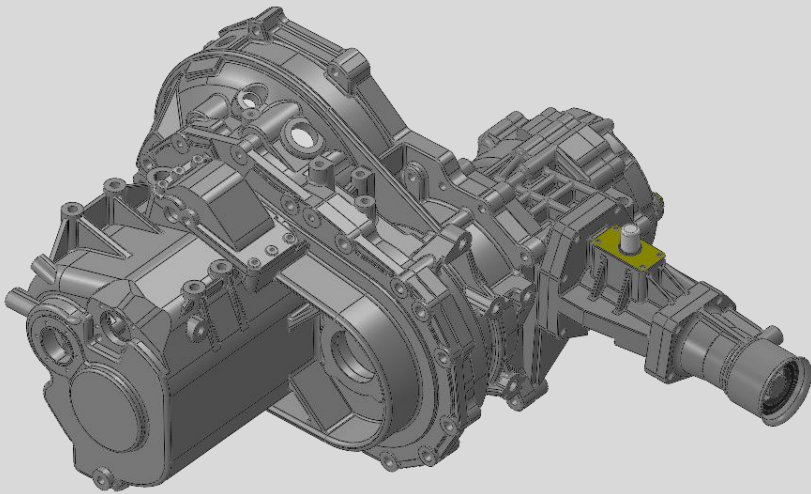


Front control arm in 7075 T6

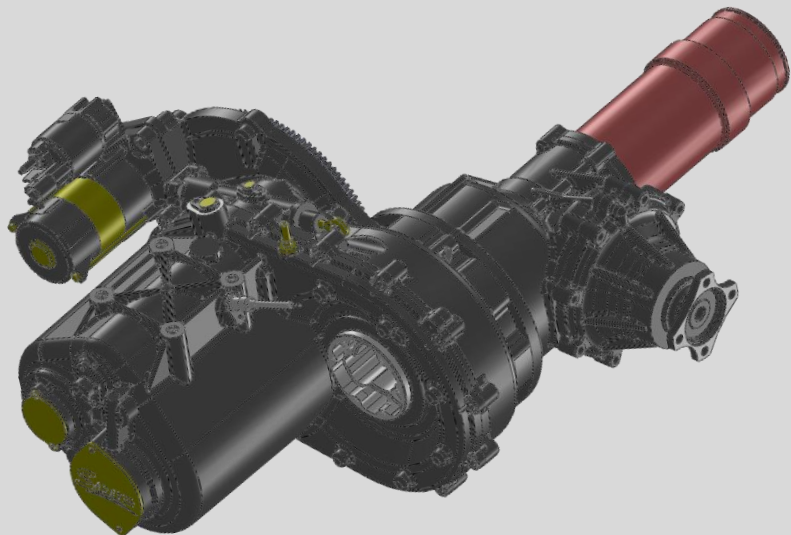


## Drivetrain

The JRD chassis can be fitted with 6 speed sequential Maktrak gearbox connected to a Mitsubishi Active Center Differential (for rally) or a 6 speed sequential Sadev gearbox without center differential (for rallycross)



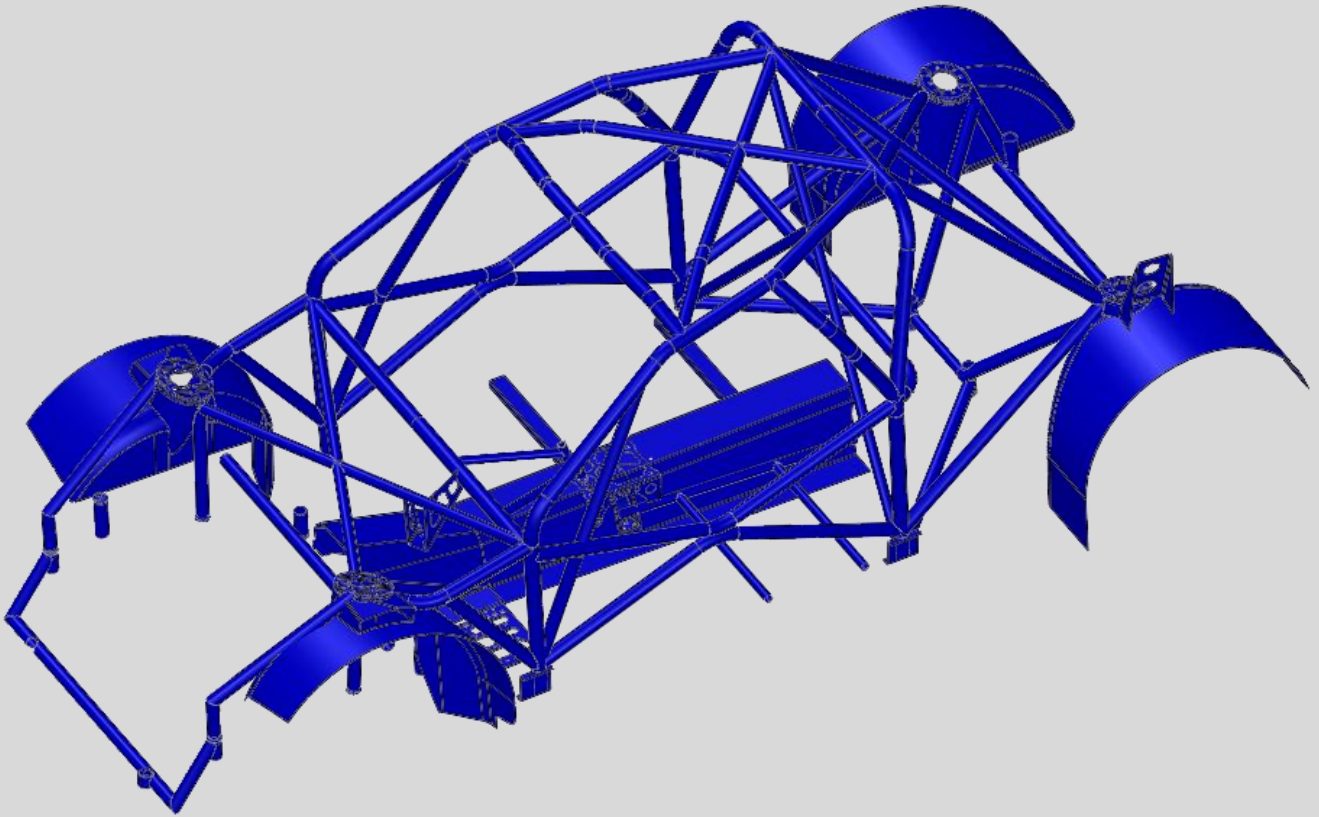
Maktrak 6 speed gear box with Mitsubishi ACD



Sadev ST90-18RLC 6 speed

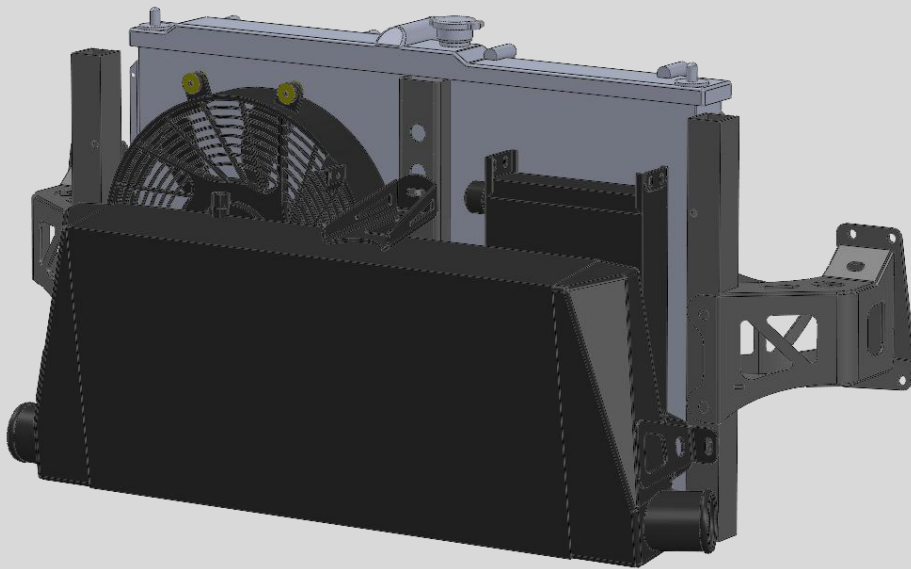
## Chassis

- A FIA certified T45 rollcage is integrated into each OE body shell and suspension pick-up points
- The chassis feature enlarged wheel houses raised shock towers and an oversized tunnel
- The JRD Chassis can be configured with front mounted radiator (for rally) or rear mounted radiator system (for rallycross)
- Option between a 22 gallon fuel cell axle (for rally) or 5 gallon fuel cell (for rallycross)



## Cost saving features

- Common parts reduce the amount of spares.
- Identical shock absorbers are used in all 4 corners of chassis
- LH front and LH rear uprights are interchangeable
- Left and right front control arms are interchangeable
- Left and right compression struts are interchangeable
- Left and right rear control arms are interchangeable
- The chassis is designed around existing, readily available OE and racing components
- The chassis is built in layered modules for quick repairs during events



Removable front aluminum structure for rally car



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