



**In brief...**

The Rally Super 2000 championship is composed of cars in group A developed from production models, with a bodystyle which must have been produced in more than 25,000 examples. The regulations specify specific changes to the production car, in particular wider wings to install McPherson type suspension front and rear, as well as 18" wheels clad with special rally tyres. A maximum width, however, is imposed and all driving assistance systems are prohibited. The Super 2000 category offers a blend of simplicity, cost and competitive performance, an important factor for private teams, independent international Peugeot importers and international Peugeot subsidiaries, for the use of their customers to campaign in their national championships.

PEUGEOT 207<sup>Super</sup>2000

Main technical features

**Chassis**

The standard monocoque is modified in order to place an impressive rollcage measuring 47m in steel tube. This work allows a sizeable stiffness (+5% compared to the 307 WRC and +15% compared to the 206 WRC), synonymous of performances and security. The front and rear suspension are McPherson struts with adjustable Peugeot damper units.



**Engine**

The engine has a capacity of 2.0 liters naturally aspirated and is positioned transversally at the front; it is based on the EW10J4S engine with a capacity of 1998 cm<sup>3</sup> and reaching 280 bhp at 8500 rpm (maximum speed fixed by the FIA).



**Transmission**

The 207 Super 2000 is four wheel drive and has a sequential 6-speed "dog clutch" gearbox as required by the regulations. It also has two auto locking disc differentials.



**Loose surface or tarmac**

The technical details vary depending on the surface the car is to be driven over :  
 Front and rear brakes (FIA regulations) : The brake callipers are Brembo 4 piston callipers and are the same for both configurations. Only the diameter of the ventilated front discs change. For the tarmac version they are 355 mm diameter, instead of 295 mm for the loose surface version. The rear brake discs are the same for both versions, 295 mm diameter.  
 Wheels (FIA regulations) : For loose surfaces, the 207 Super 2000 is fitted with 15" x 6.5" diameter aluminium wheels and for tarmac 18" x 8" diameter wheels  
 Weight (FIA regulations ) : The gravel version weight is now the same than the tarmac version with 1200 kg (kerb weight).



**ENGINE**

- Type : EW10J4S
- Position : Transverse, front mounted
- Capacity : 1,998cc
- Number of cylinders : 4
- Max. power : 280 ch
- Max. torque : 28 m.daN
- Max. revs : 8,500rpm
- Fuel injection : Magneti Marelli
- Intake : Single butterfly valve
- Number of valves : 16
- Electronics : Magneti Marelli SRD

**TRANSMISSION**

- Type : Four-wheel drive
- Clutch : Bi-disc
- Gearbox : Six-speed straight-cut
- Differential : Disc-type limited slip differential

**CHASSIS**

- Structure : Body shell with welded roll cage
- Front suspension : MacPherson-type with Peugeot dampers
- Rear suspension : MacPherson-type with Peugeot dampers

**BRAKES / STEERING**

- Front brakes : Four-piston Brembo Ø300x22mm (gravel), Ø355x28mm (asphalt)
- Rear brakes : Four-piston Brembo Ø300x9mm (gravel/asphalt)
- Direction : Direct with hydraulically power assistance
- Asphalt rims : 20x68x18
- Gravel rims : 17x65x15

**DIMENSIONS**

- Length : 4,030mm
- Width : 1,800mm
- Wheelbase : 2,560mm
- Weight : 1,200kg (asphalt/gravel)

Technical data

Contacts and Prices

207<sup>Super</sup>2000

Contact Racing Shop  
 Tel: +33 (0)1 61 45 95 55  
 Fax: +33 (0)1 30 70 21 03  
 Pre-VAT prices\*

- €218,000 (Full asphalt kit without option)
- €225,000 (Full gravel kit without option)
- €238,000 (Fully-built asphalt car without option)
- €245,000 (Fully-built gravel car without option)



\*Prices subject to change in the course of 2010