

Sauber-Mercedes C9

Lightened cockpit
Offset 0.5 motor mount
16,5 mm rear wheels

Sauber Mercedes C9

#61 Presentation 1988

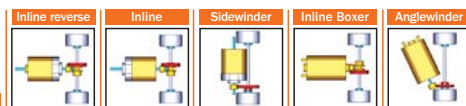
J. Mass - J.L. Schlesser



CA06f

↔ 149mm ↓ 31mm ● ↔ 84mm ↔ 62mm 📦 70gr

1:32



Motor mount

STANDARD	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
OFFSET	<input checked="" type="radio"/> 0.5mm	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Setup	ND Magnet	Race Magnet	Suspension	Light	Digital
<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

● Standard
○ Compatible
✗ Not compatible



Sauber-Mercedes C9



The Sauber Mercedes C9 was a Group C race car, built by Sauber in partnership with Mercedes-Benz.

Chassis was mainly an aluminium monocoque, with magnesium elements and carbon-fibre skins.

It had double wishbone suspensions, with direct-action at front and rocker-arm at rear, as well as Speedline magnesium rims, 17" front and 19" rear, and Brembo cast-iron 14" disc brakes.

In 1988, the car used the 'M117' engine, a twin turbo, 5 litres, V8, with semi-stressed function, which used the 500SL passenger car crankcase.

The two valves per cylinder were controlled by a single over head camshaft, with chain drive.

In qualifying specifications, the boost pressure was 1.2 bar, and power was 800 bhp at 7000 rpm.



Torque had a very flat band from 3000 to 8000 rpm, which gave the Sauber C9 a great advantage in exiting corners.

Overall weight was 865 kg.

In 1989, the last Sauber C9 evolution, with 4 valves per cylinder 'M119' engine, won the World Championship for Sport-Prototypes and achieved the 1st and 2nd place at the Le Mans 24 Hours.

