FIA FORMULA 1 WORLD CHAMPIONSHIP

MCLAREN FORMULA 1 TEAM

	Updated component	Primary reason for update	Geometric differences compared to previous version	Brief description on how the update works
1	Front Wing	Performance - Flow Conditioning	New, completely revised Front Wing.	The completely revised Front Wing Geometry results in a significant improvement of flow control which in conjunction with the updated Front Corner and Front Suspension, results in an overall load gain.
2	Front Suspension	Performance - Flow Conditioning	New Front Suspension Geometry	The new front suspension has been designed to suit the new front wing and to support and enhance the improvement in flow condition.
3	Front Corner	Performance - Flow Conditioning	Revised Front Brake Duct and Winglet	The new front brake duct has been designed to suit the new front wing and to support and enhance the improvement in flow condition.
4	Floor Body	Performance - Local Load	Completely revised Floor	The revised floor has been designed in conjunction with the new Sidepod Inlet and Bodywork to increase overall load in all conditions.
5	Sidepod Inlet	Performance - Flow Conditioning	Revised Sidepod Inlet	The revised Sidepod Inlet has been designed to complement the change in onset flow and in conjunction with the bodywork results in an improved flow to the rear of the car.
6	Coke/Engine Cover	Performance - Flow Conditioning	New Bodywork and Engine Cover	The new Bodywork and Engine Cover results in an improvement in efficiency and flow conditioning in conjunction with the Sidepod Inlet.
7	Cooling Louvres	Performance - Flow Conditioning	Updated Louvre Range	With the revised Bodywork Shape, the cooling louvre range has been updated, to suit the change in overall flow field.

8	Rear Suspension	Performance - Flow Conditioning	Updated Rear Suspension	The Rear Suspension has been updated to suit the change in onset flow condition and to improve load generation through the new Rear Brake Duct Geometry.
9	Rear Corner	Performance - Local Load	Revised Rear Brake Duct and Winglets	The new Rear Brake Duct geometry benefits from an improvement in onset flow and results in an overall gain in load.
10	Beam Wing	Circuit specific - Drag Range	Offloaded Beamwing	A new, offloaded Beamwing has been designed, which trades loading between Beamwing and Rear Wing efficiently, suitable to the track characteristics.