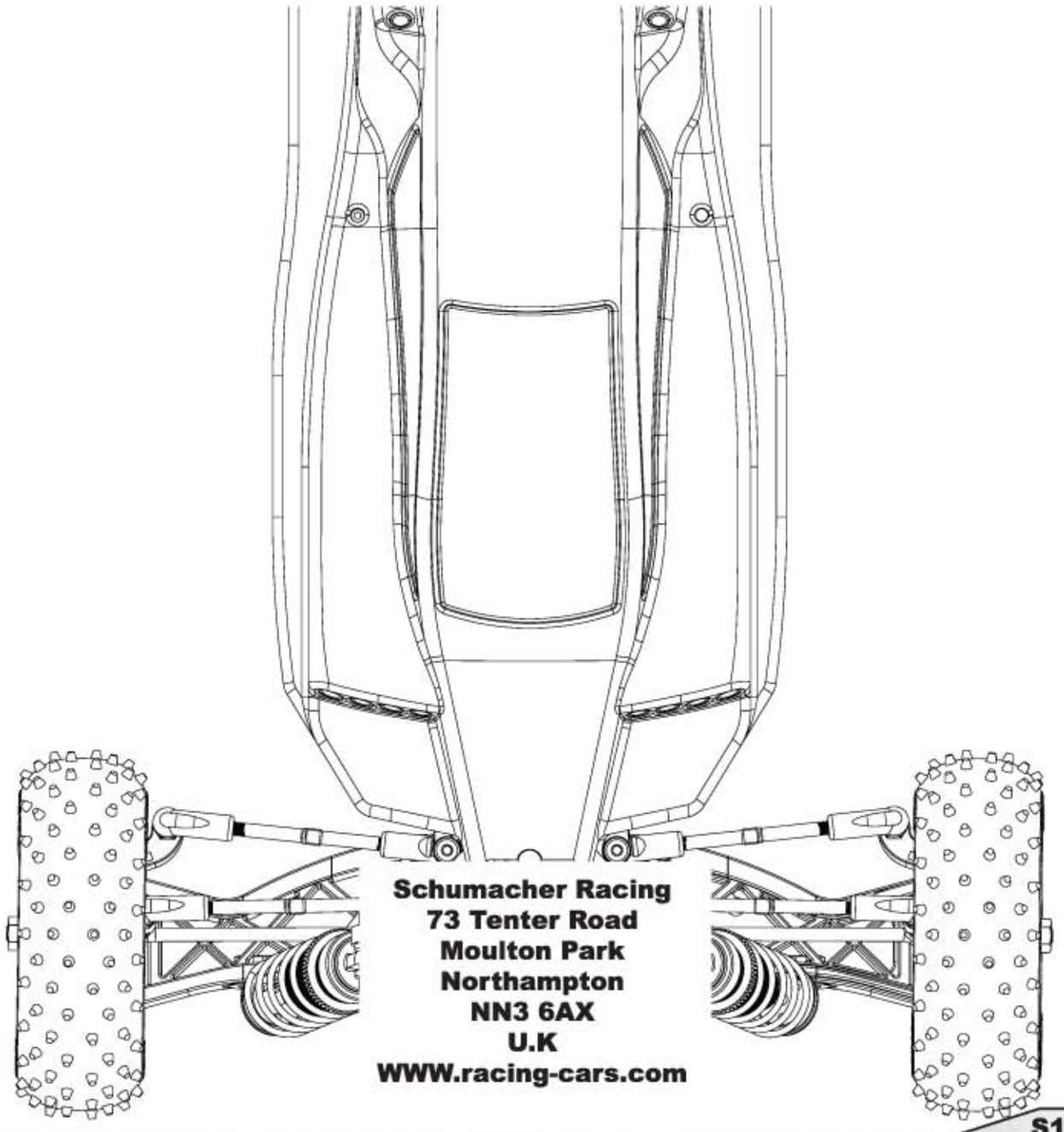
Competition - All - Terrain

CATSX3

1/10TH - 4WD - OFF ROAD

Instruction Manual v1.0



Schumacher Racing
73 Tenter Road
Moulton Park
Northampton
NN3 6AX
U.K
WWW.racing-cars.com

S1225

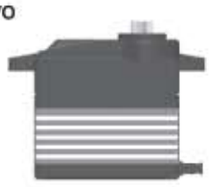
Additional Items Required

Transmitter and Receiver
(including batteries for tx)

CR138
CODE 2.4G 2 Stick 3Ch Tx+Rx
CR139
CODE 2.4G 2 Stick 3Ch Receiver ONLY



Servo



Electronic Speed Control



Li-Po Battery



Motor



Pinion Gear



Battery Charger



Paint





Shock Oil



SuperGlue

Tyres and Inserts



Tools

3mm Dia. Drill





5.5 A/F Combination Wrench



Long nose Pliers



HW010 Wiha Precision Circlip Pliers



CR044 Curved Body Scissors



U2789 Hex Driver - 1.5mm
U2790 Hex Driver - 2.0mm
U2791 Hex Driver - 2.5mm
U2792 Hex Driver - 3.0mm



U2795 M3 Nut Driver
U2796 M4 Nut Driver



ED190009 Turnbuckle Wrench 4mm



Soldering Iron



U3107 - Solder

CATSX3

Schumacher Racing stocks and distributes the following manufacturers products and full product listings are available on our website at www.racing-cars.com.

PLEASE NOTE THAT SOME OF THE PRODUCT RANGES BELOW ARE ONLY AVAILABLE IN THE UNITED KINGDOM.

ARROWMAX

CS-ELECTRONIC

CORE-RC.com

NOSRAM

Speed Passion
RC Technology Revolution

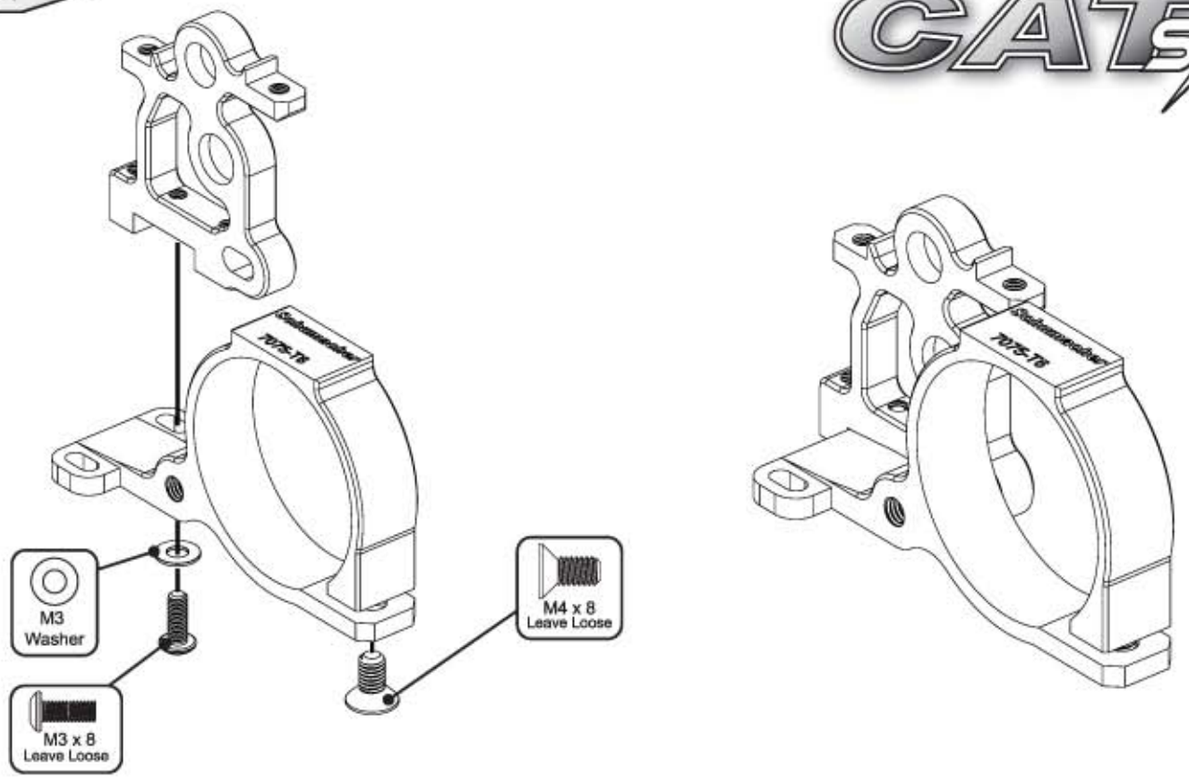
GM RACING

EDS
Specialized R/C Tools

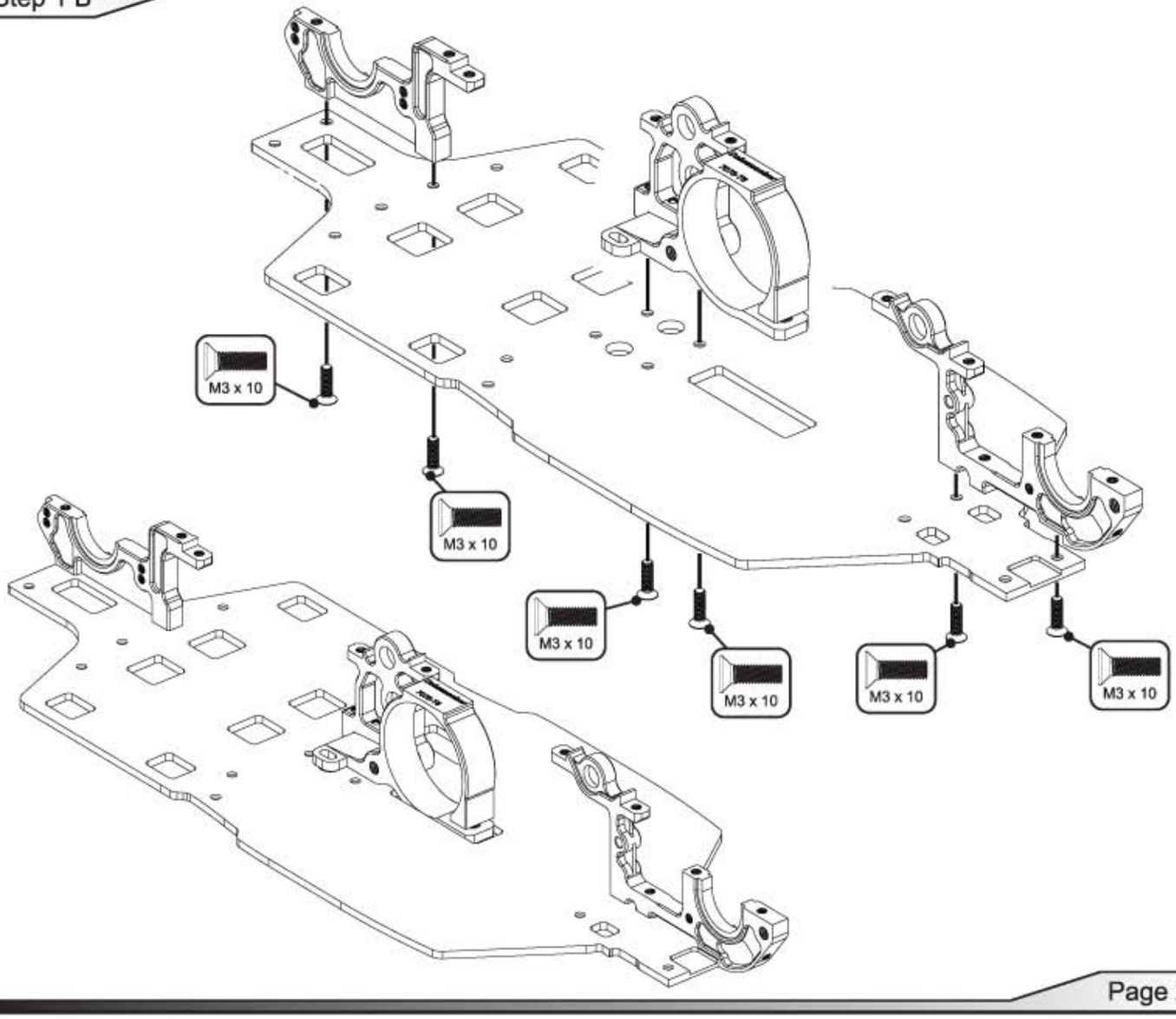
IMPORTANT SAFETY NOTES

- This product is not suitable for children under the age of 14, without the direct supervision of an adult.
- Select an area for assembly that is away from the reach of small children. The parts in this kit are small and can be swallowed by children causing choking and possible internal injuries.
- Exercise care when using hand tools and sharp instruments during assembly.
- Carefully read all manufacturers warnings and cautions for any additional parts used in the construction.
- In line with our policy of continuous development the exact details of the kit may vary.

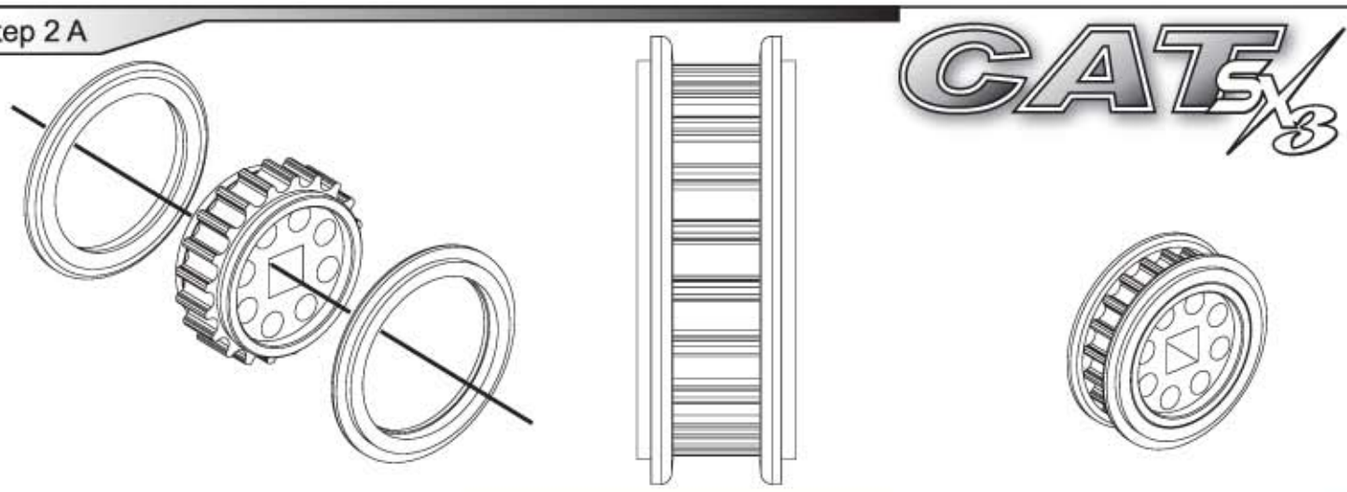
Step 1 A



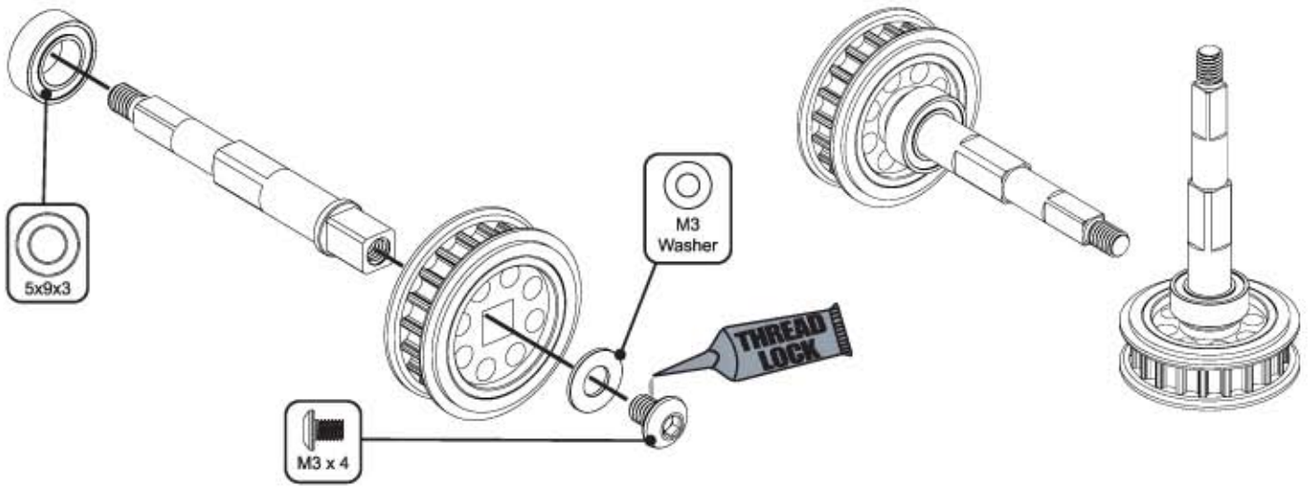
Step 1 B



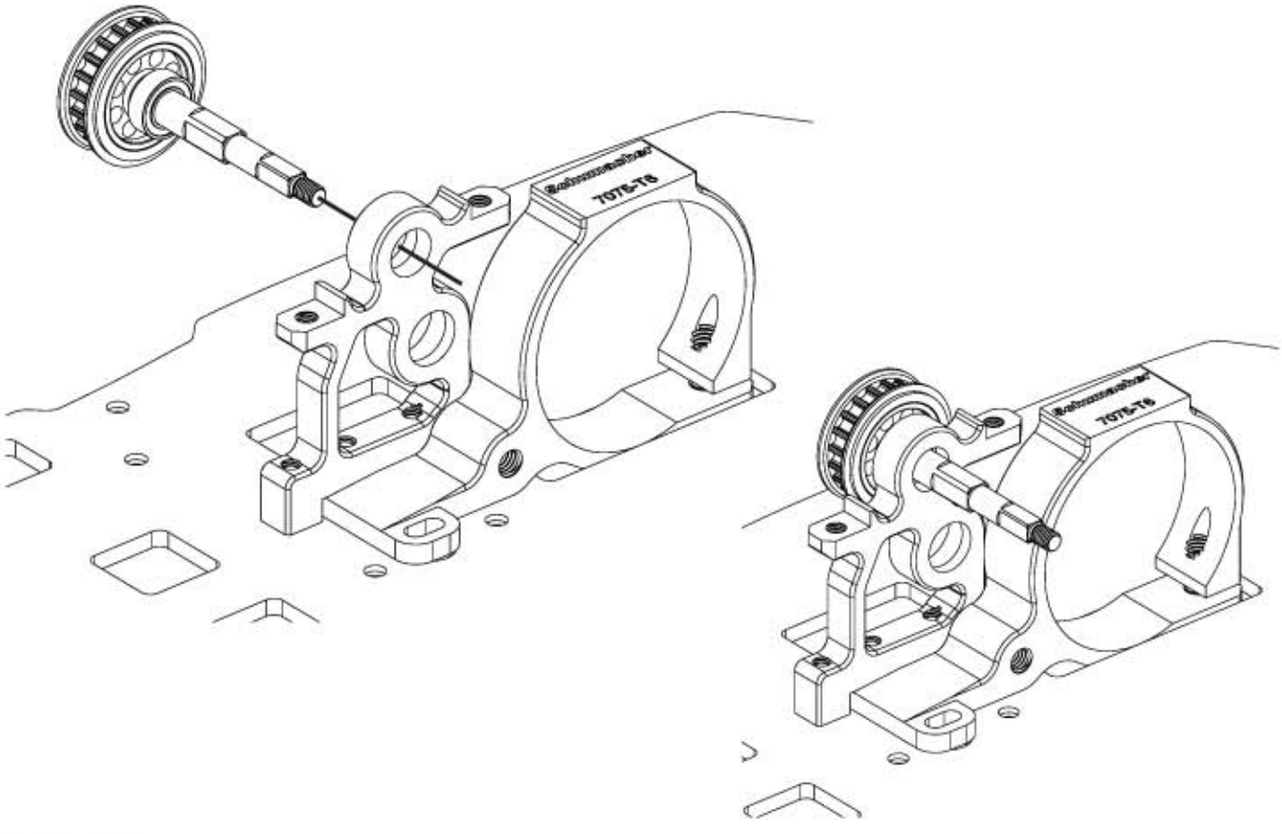
Step 2 A



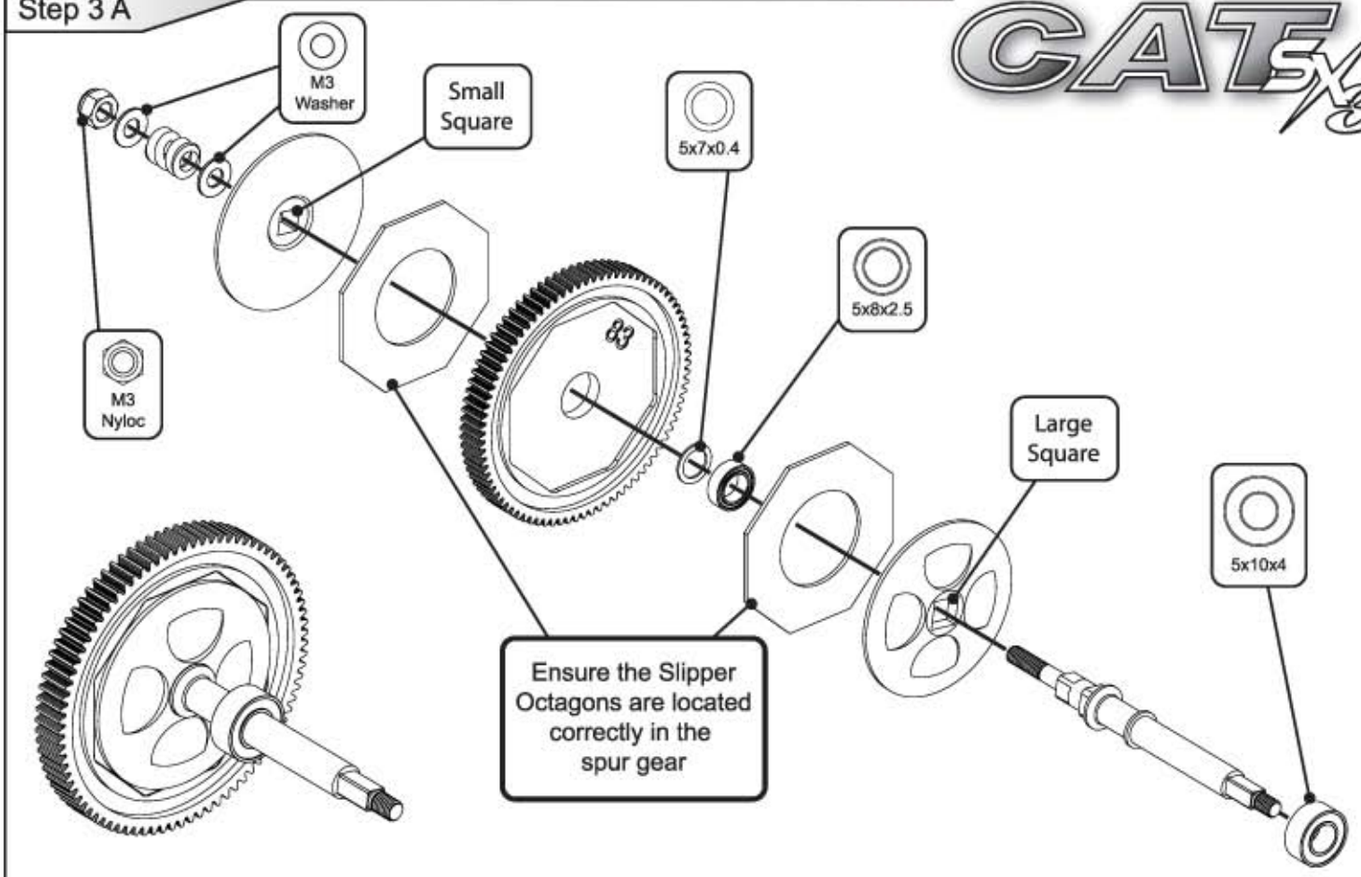
Step 2 B



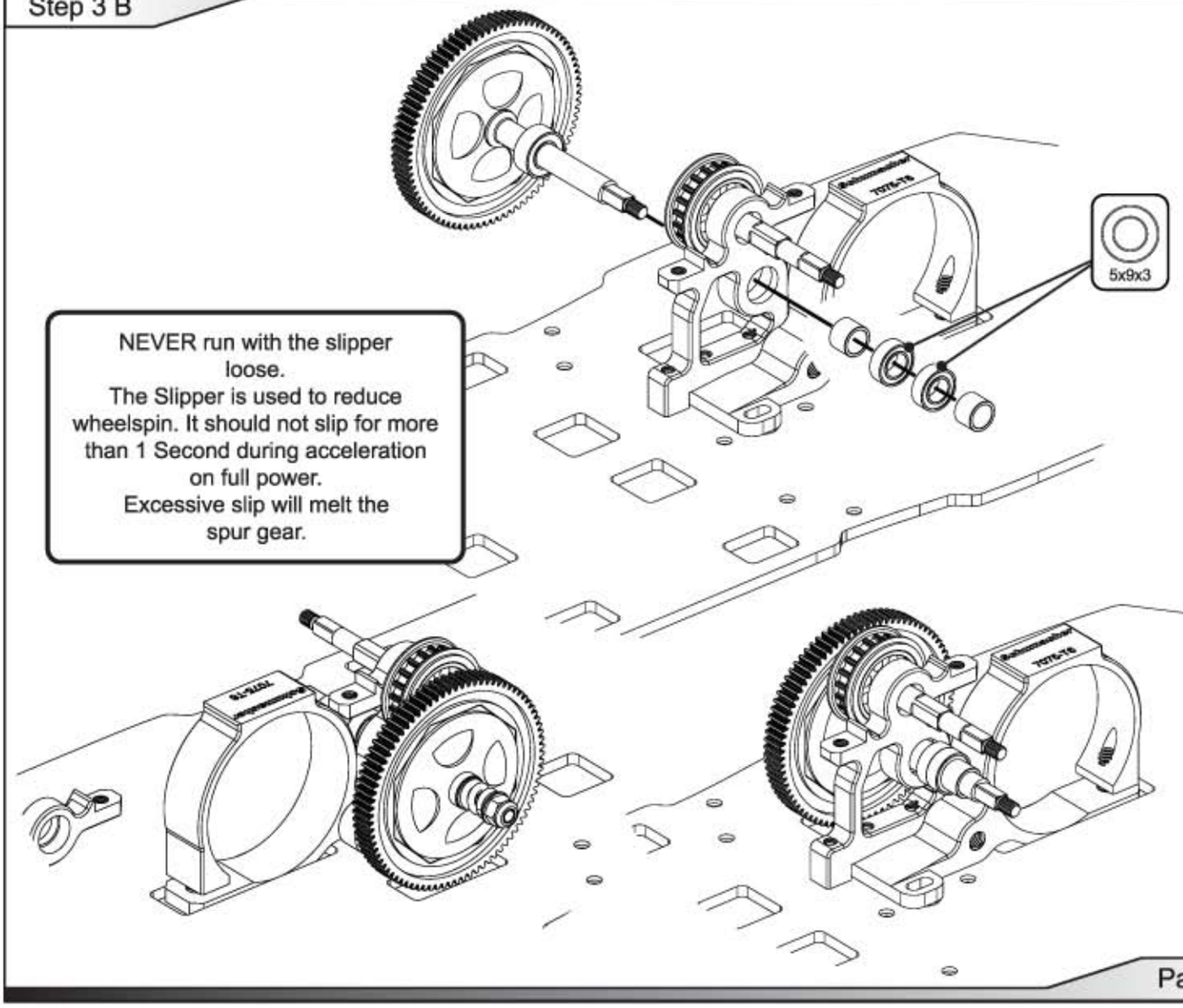
Step 2 C



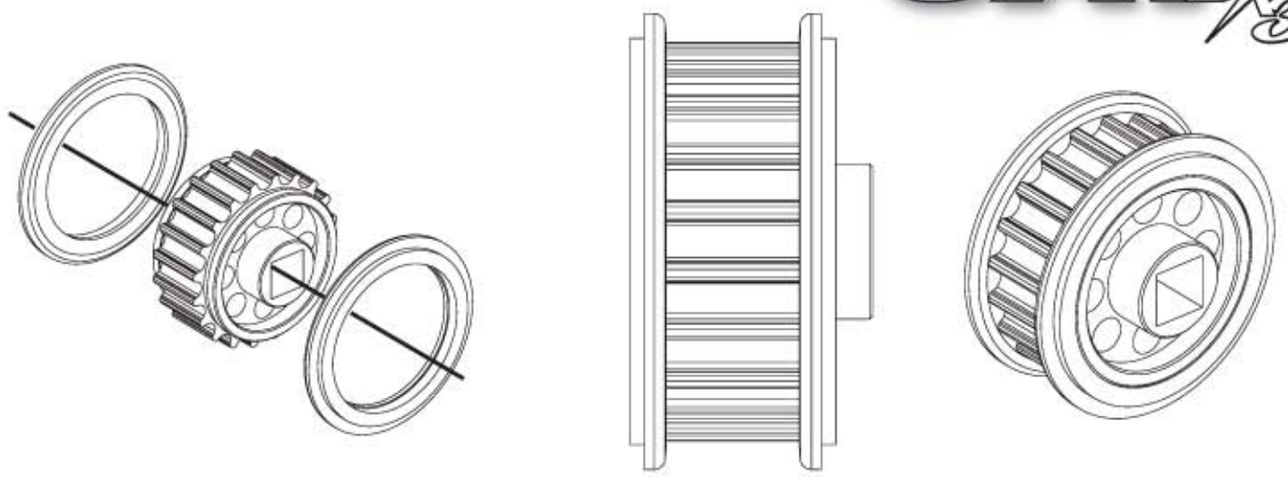
Step 3 A



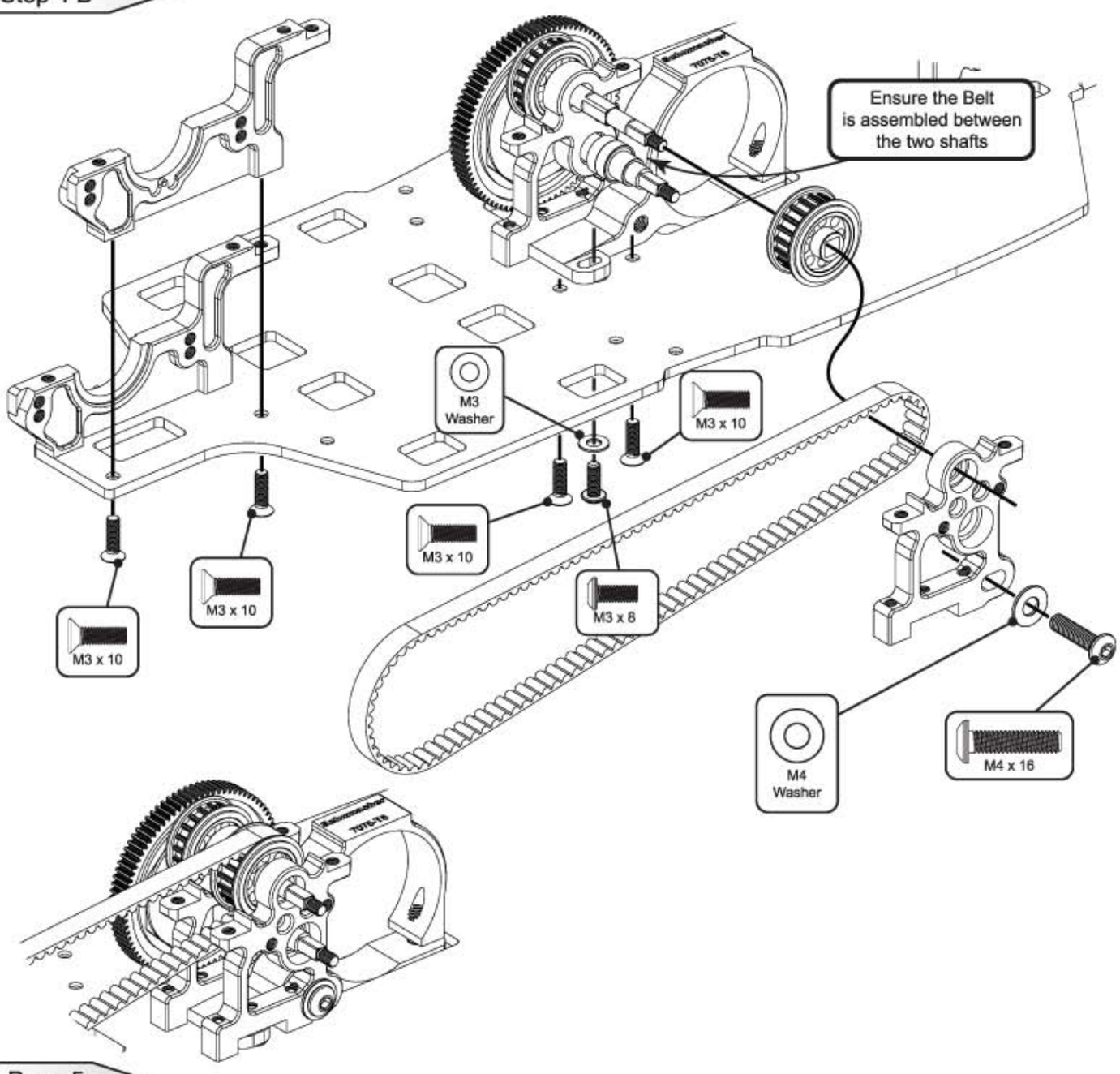
Step 3 B



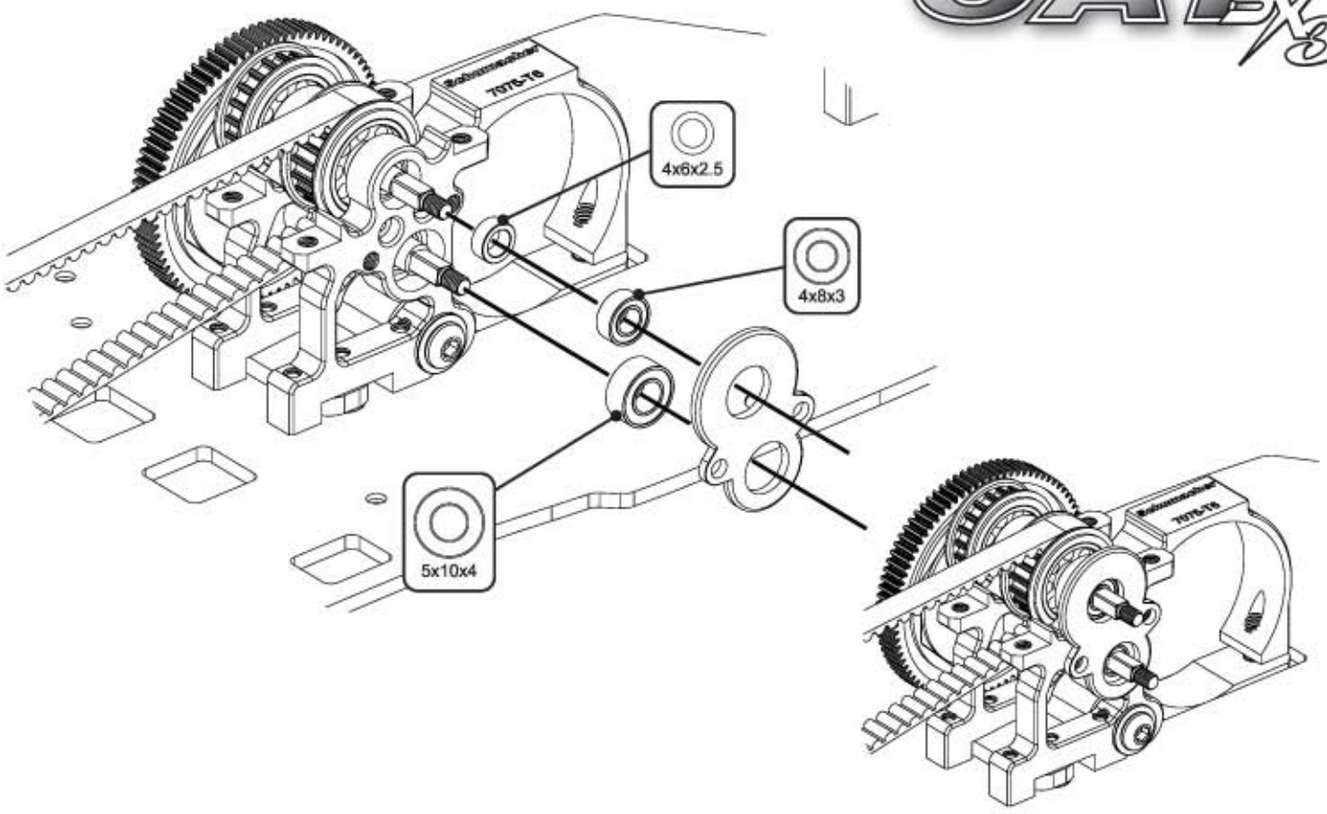
Step 4 A



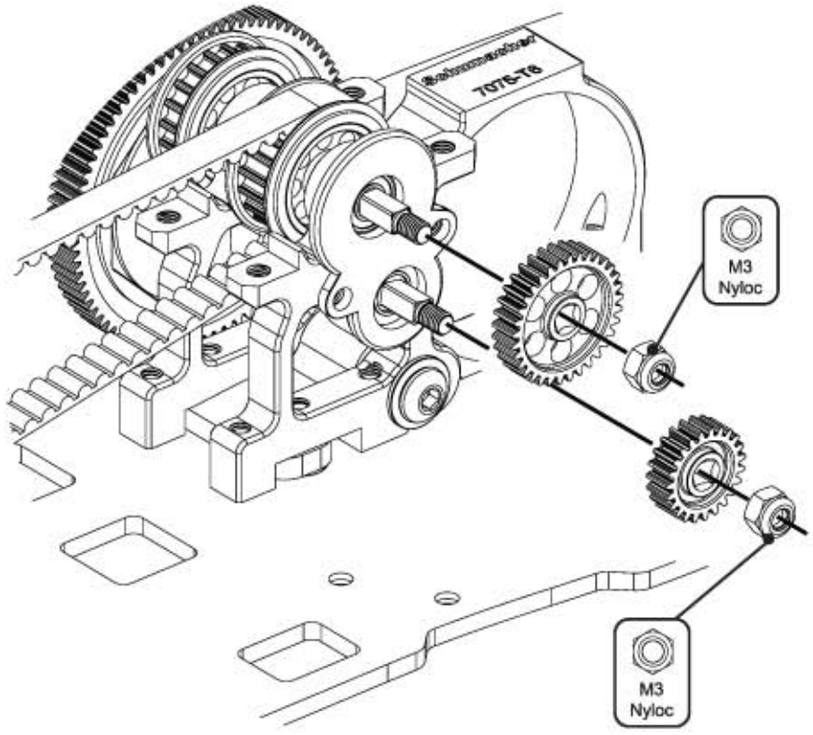
Step 4 B

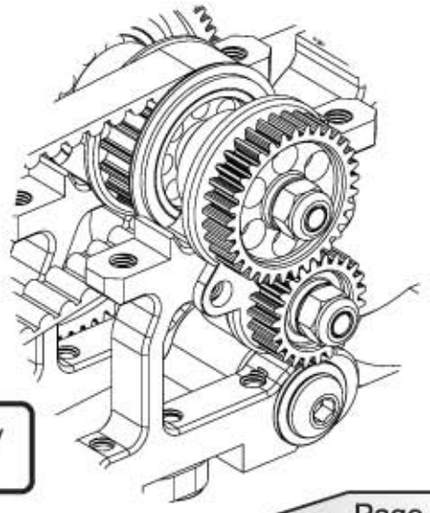


Step 5



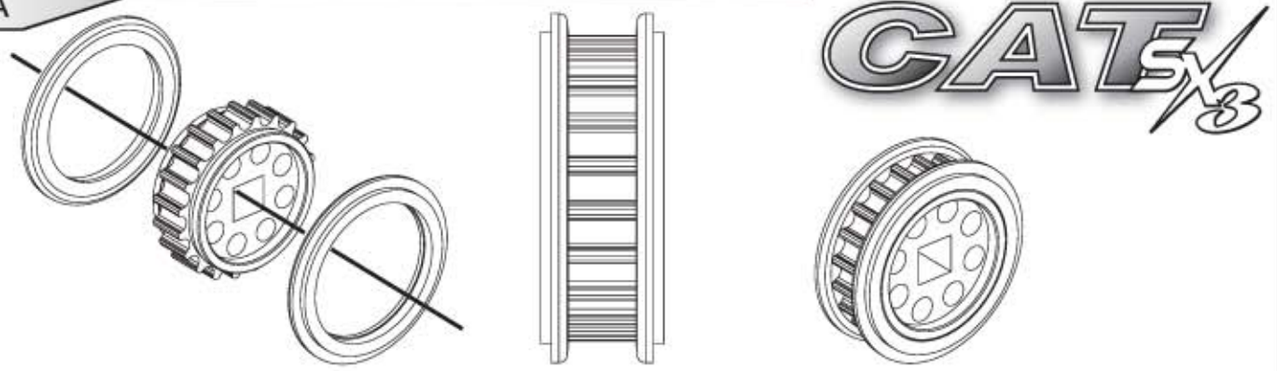
Step 6



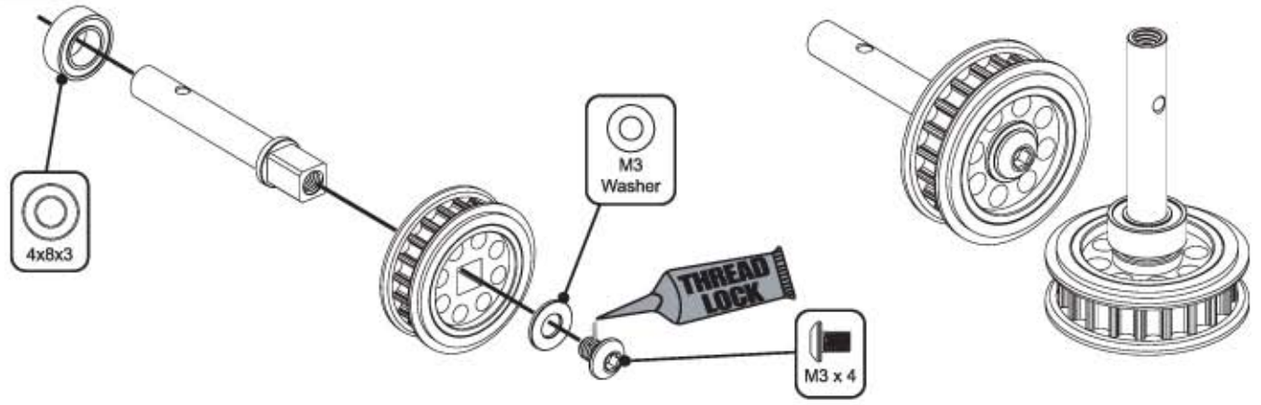


Now Check this Assembly
Rotates Freely

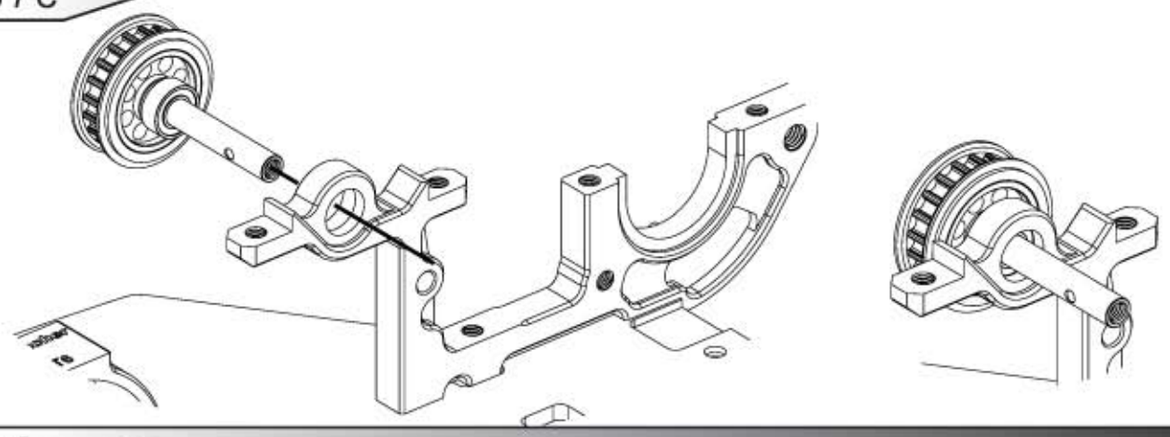
Step 7 A



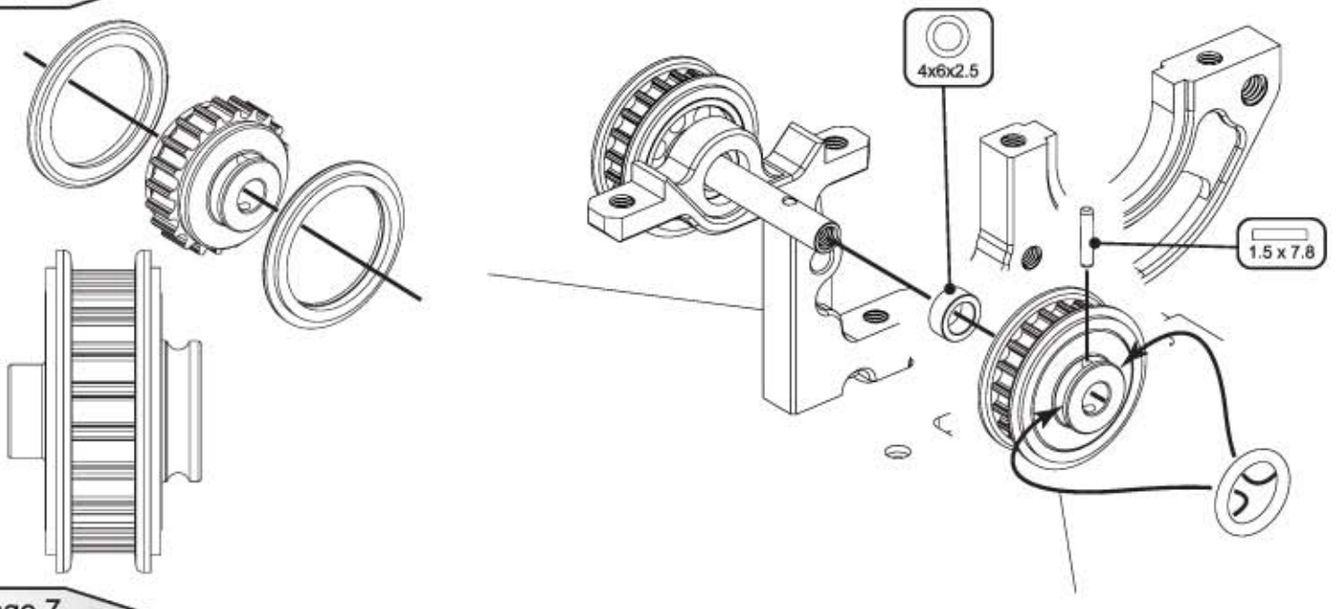
Step 7 B



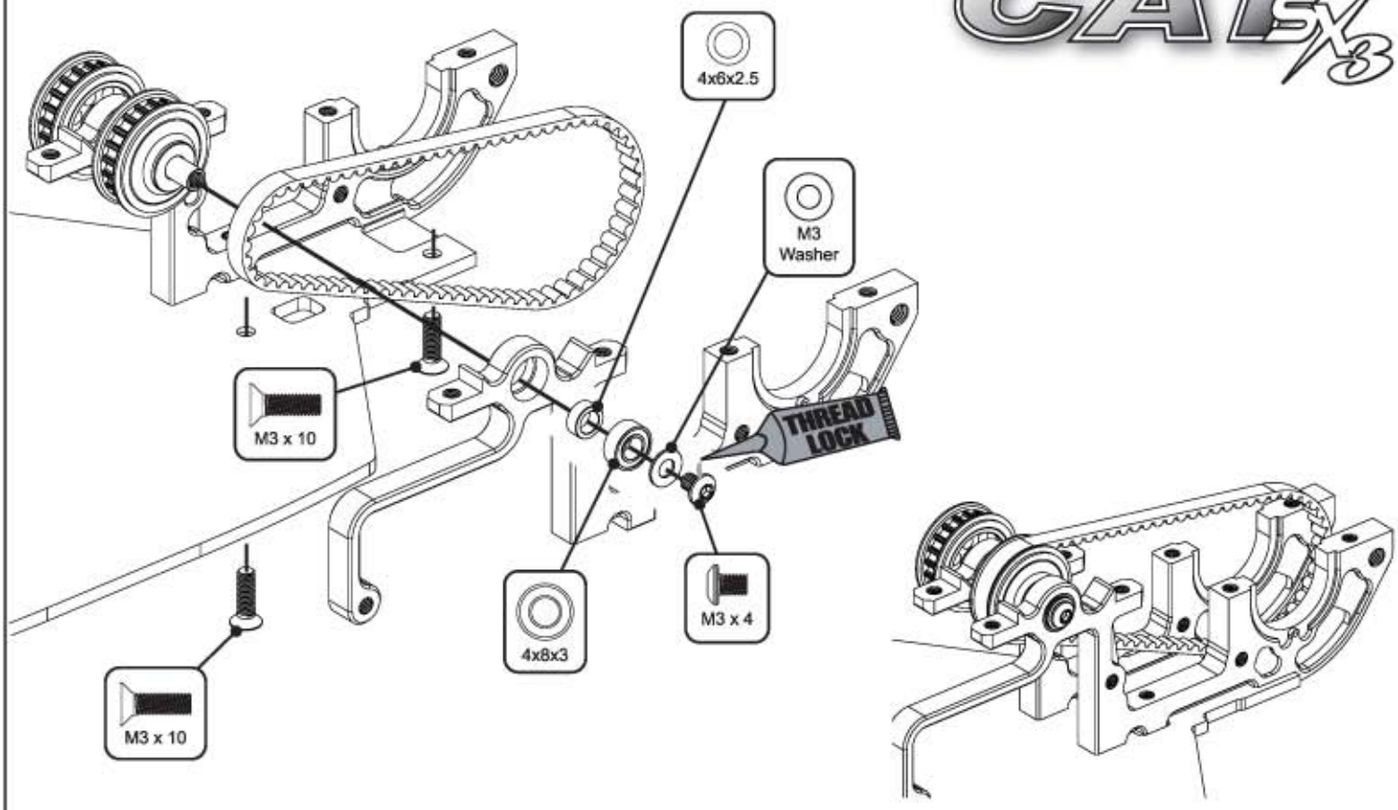
Step 7 C



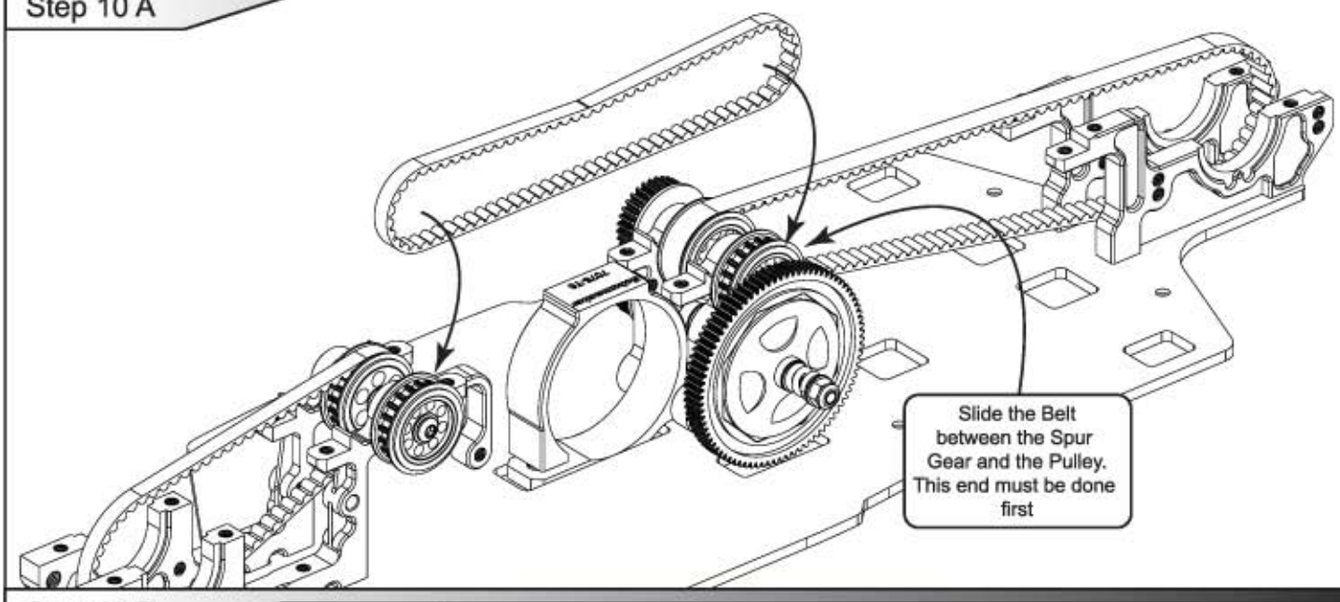
Step 8



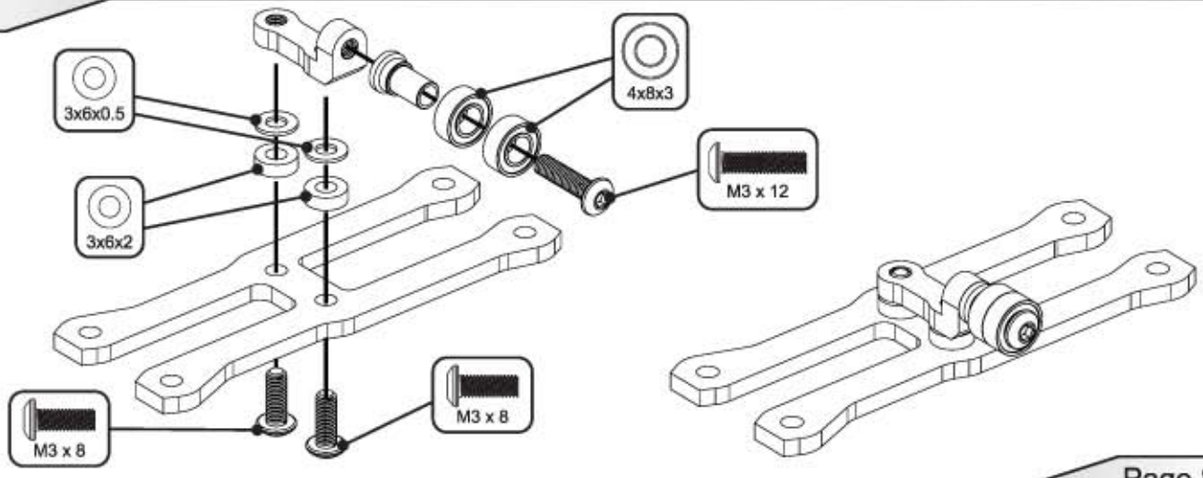
Step 9

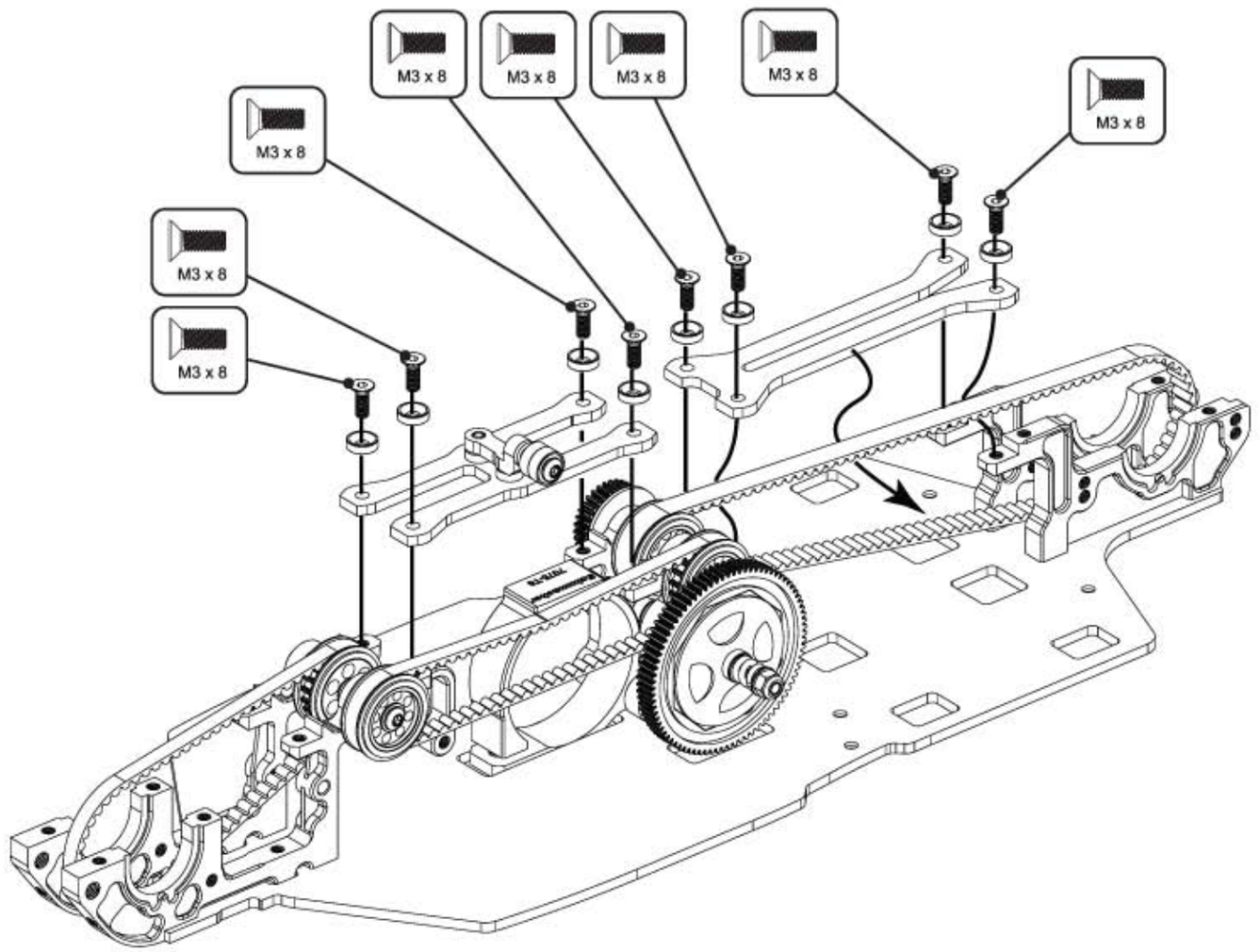


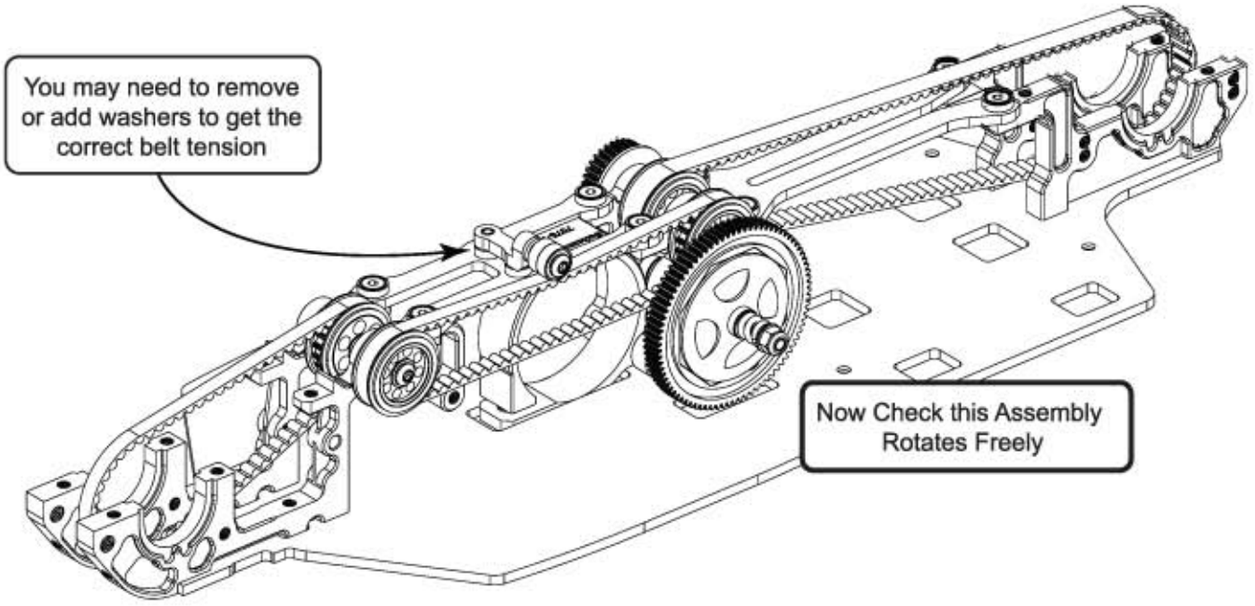
Step 10 A



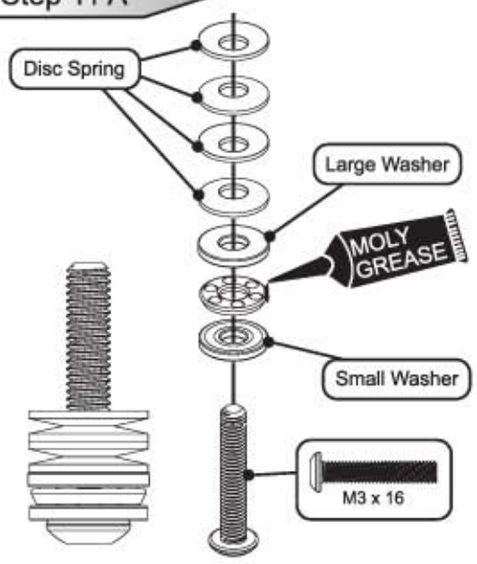
Step 10 B



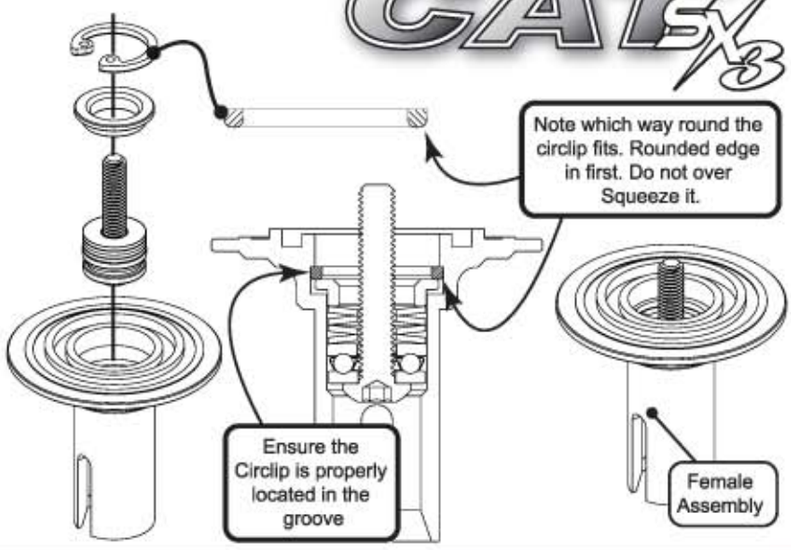

M3 x 8
M3 x 8
M3 x 8
M3 x 8
M3 x 8
M3 x 8
M3 x 8


You may need to remove or add washers to get the correct belt tension
Now Check this Assembly Rotates Freely

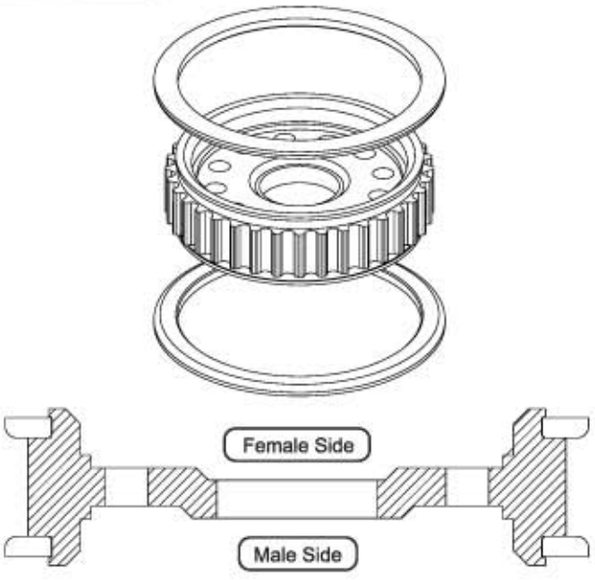
Step 11 A



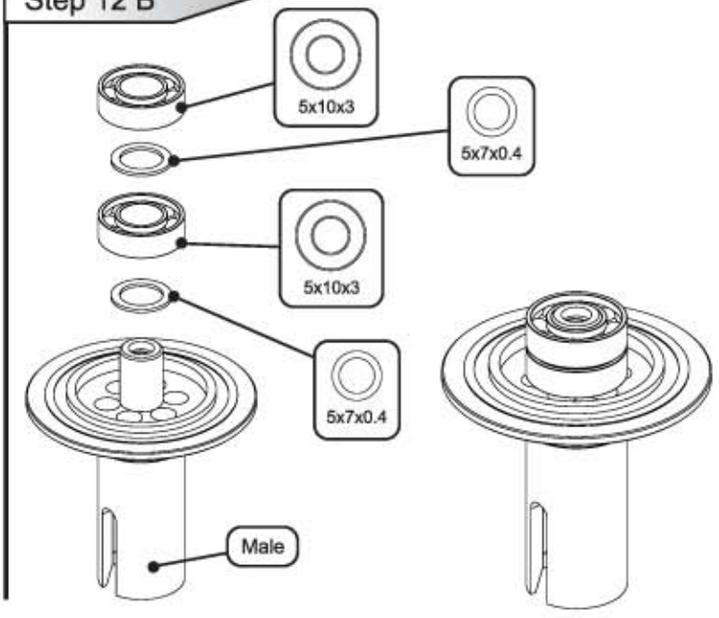
Step 11 B



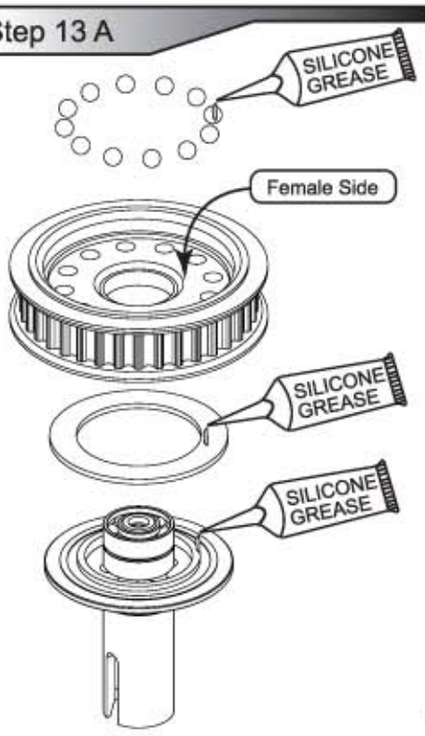
Step 12 A



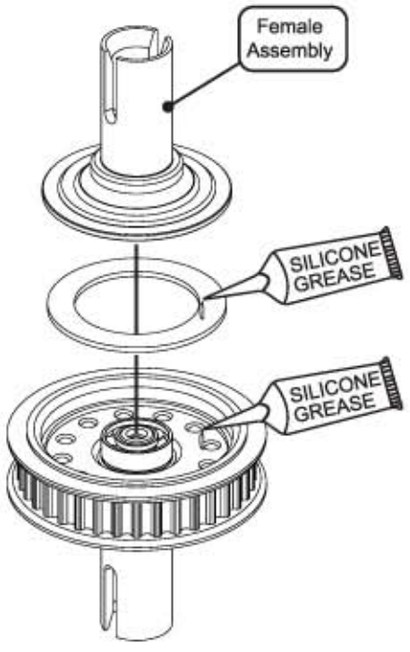
Step 12 B



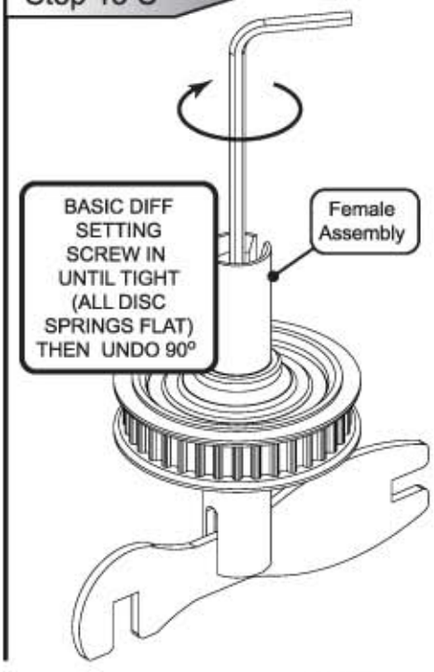
Step 13 A



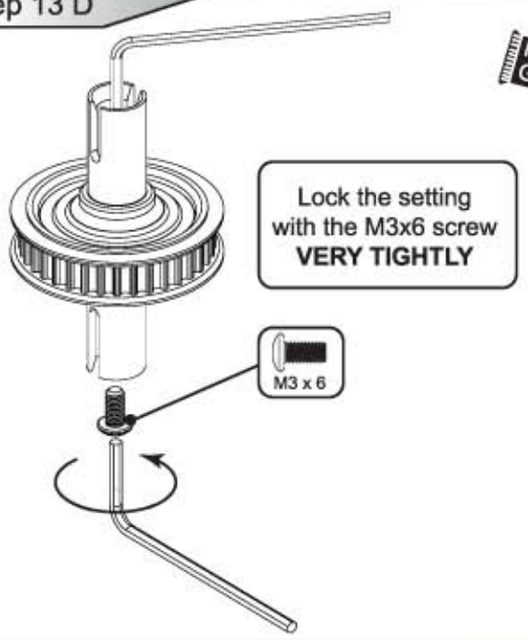
Step 13 B



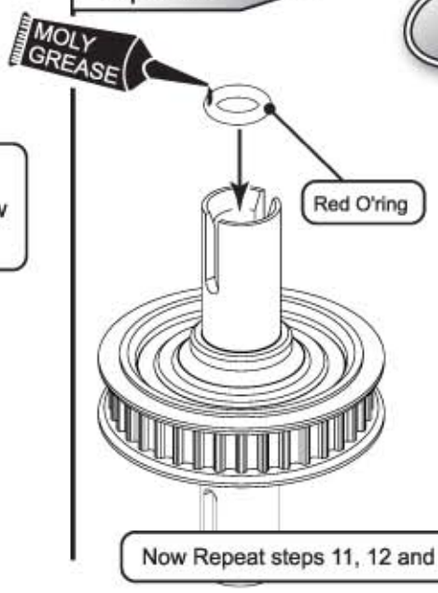
Step 13 C

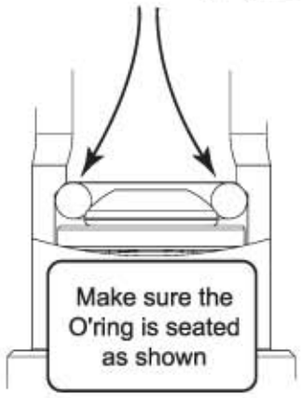


Step 13 D



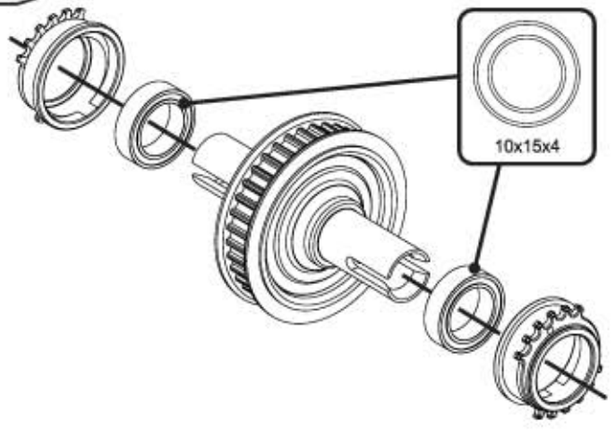
Step 13 E

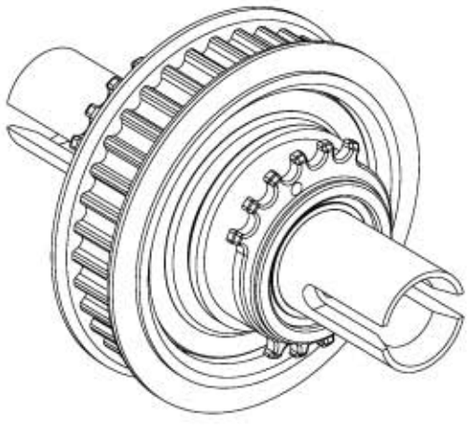




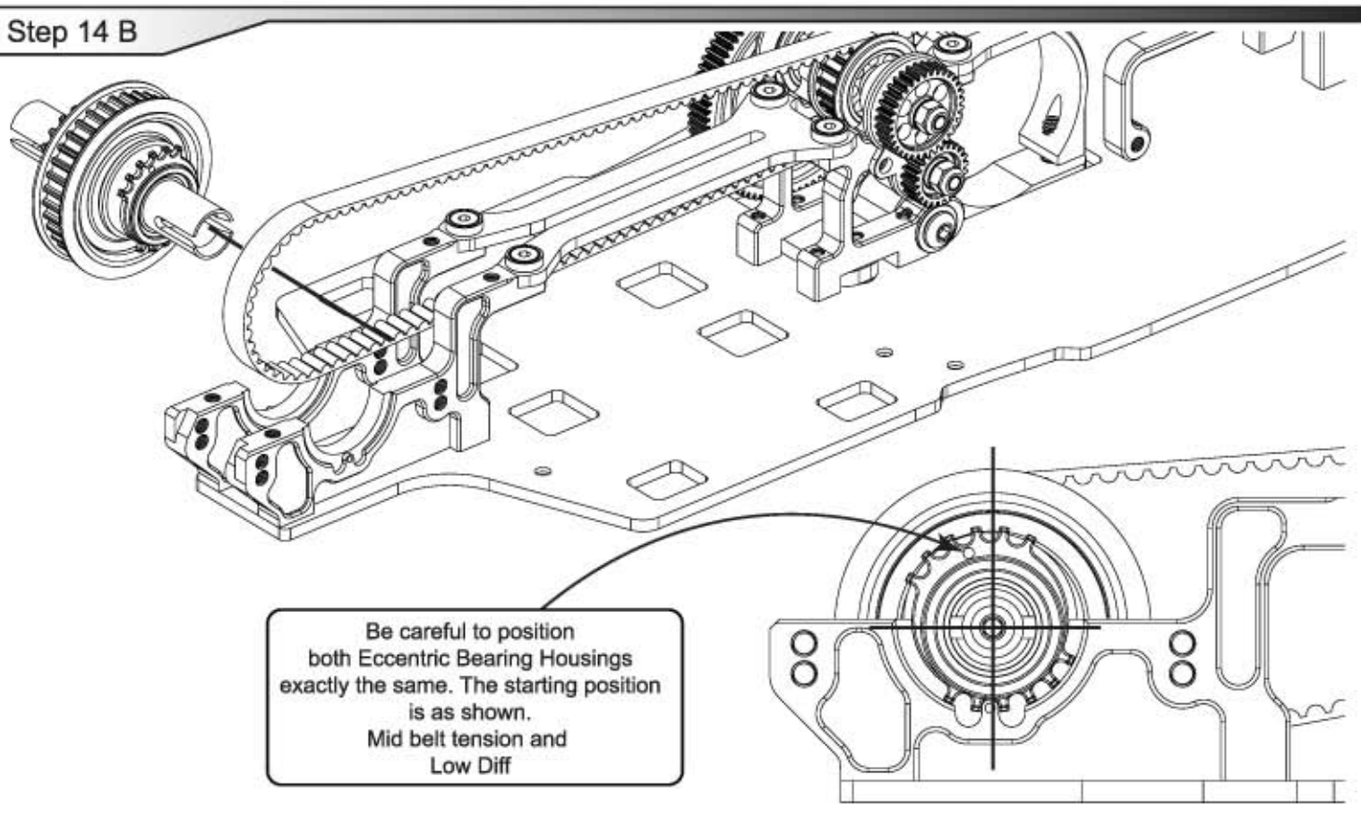
Now Repeat steps 11, 12 and 13 to build a second identical Diff

Step 14 A



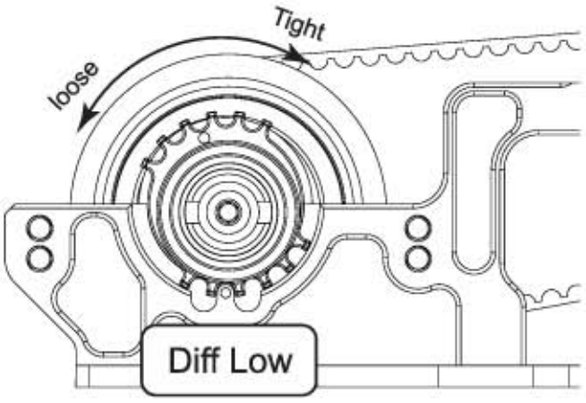


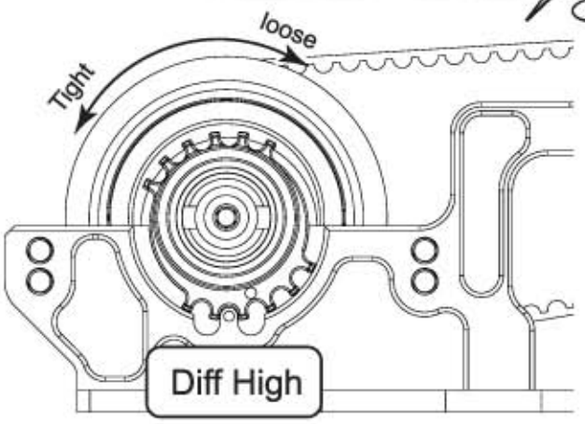
Step 14 B



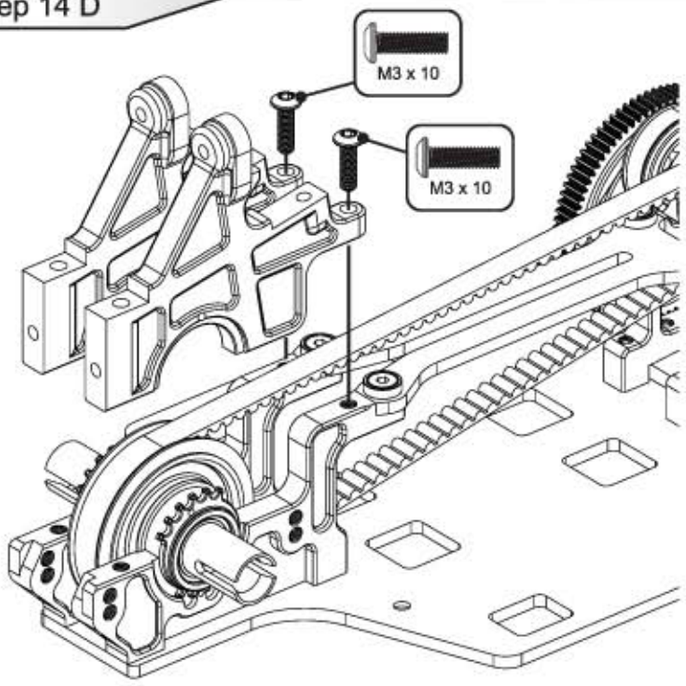
Be careful to position
both Eccentric Bearing Housings
exactly the same. The starting position
is as shown.
Mid belt tension and
Low Diff

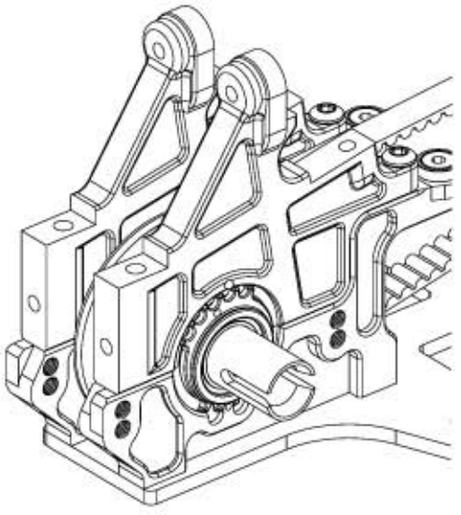
Step 14 C (Setting Rear Belt Tension)



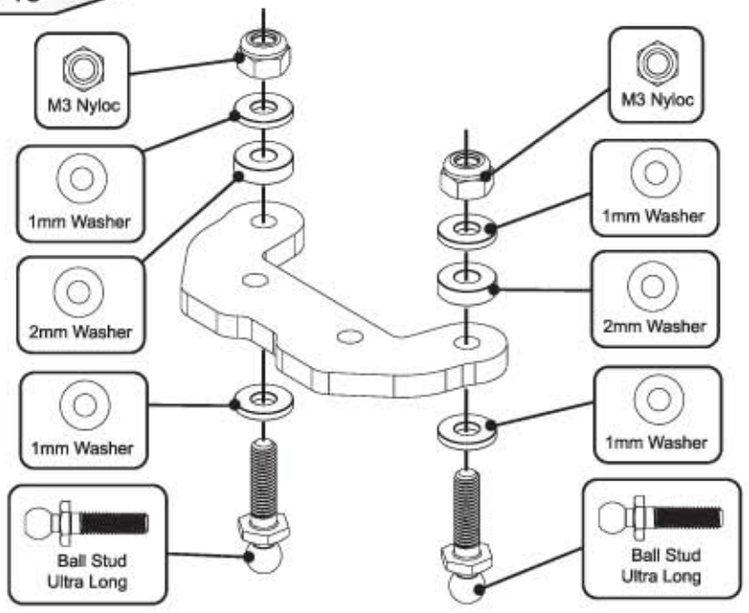


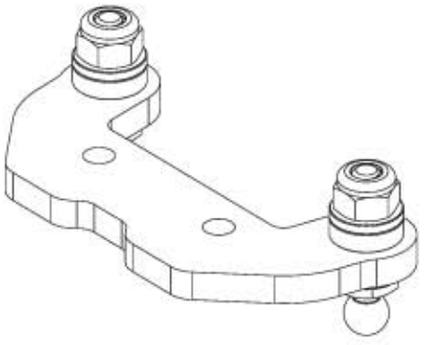
Step 14 D



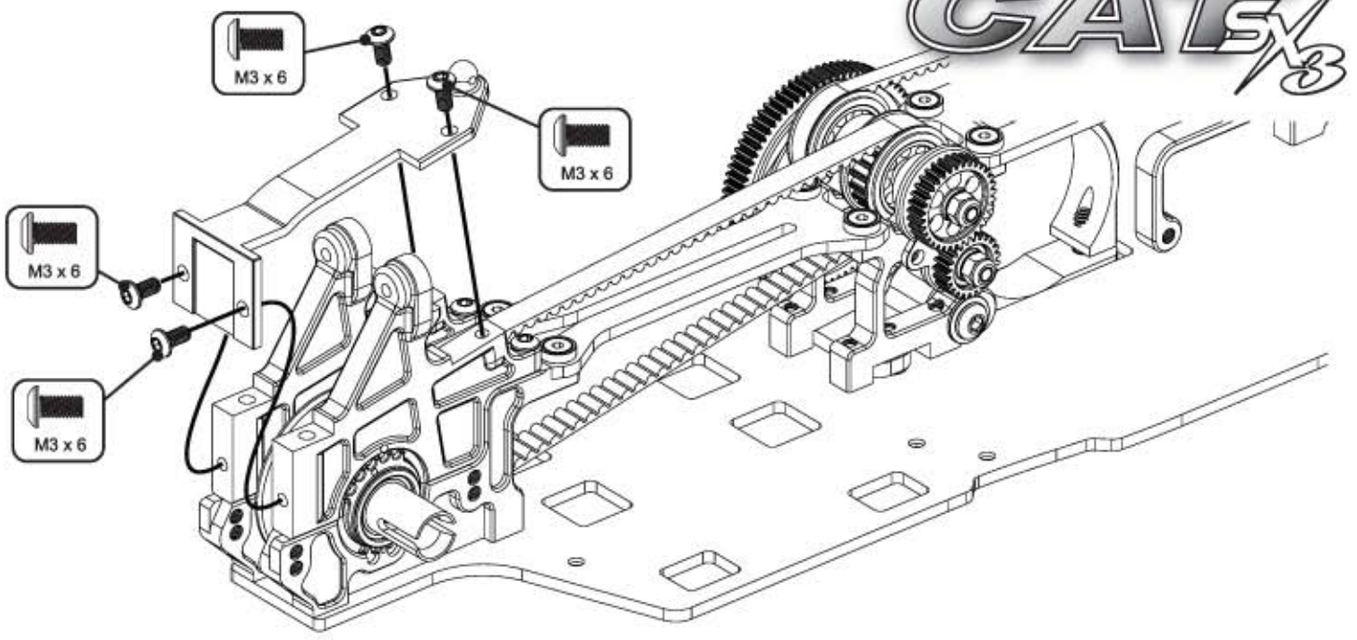


Step 15

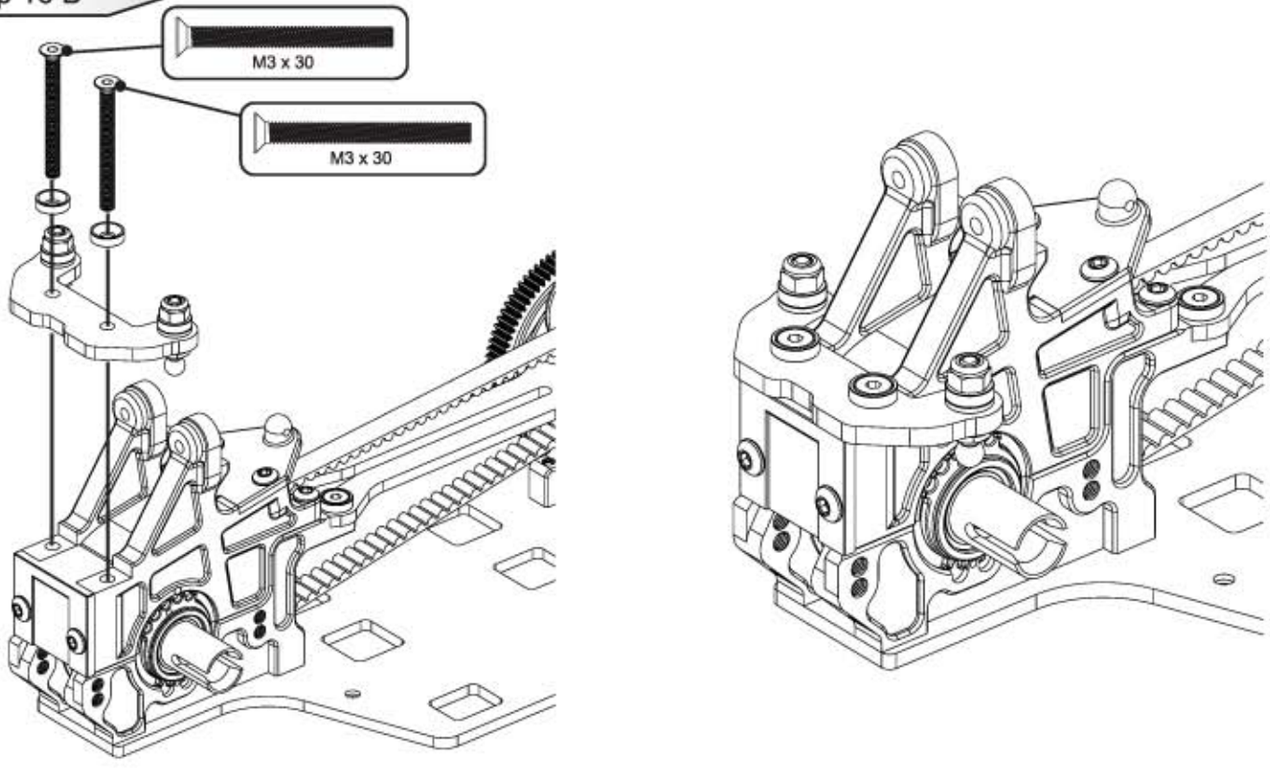




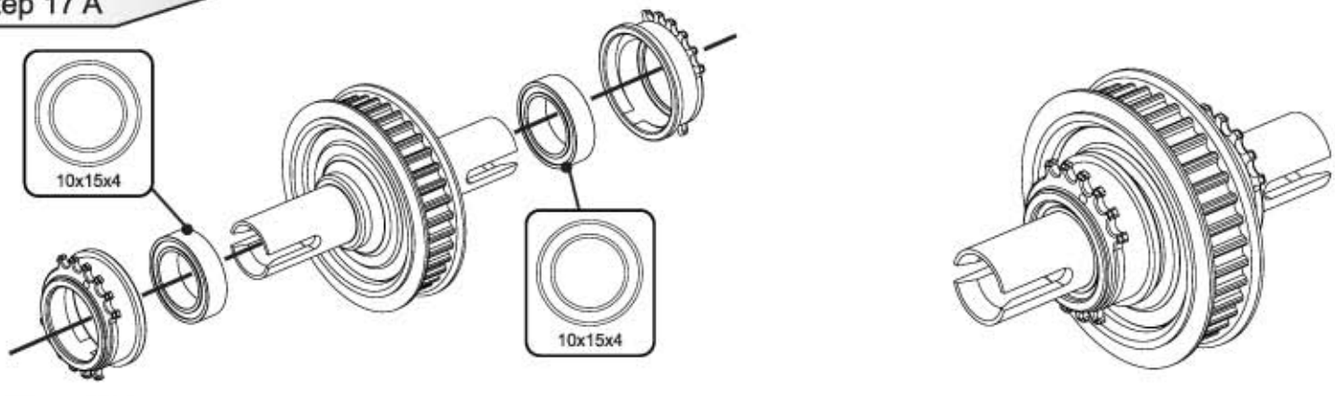
Step 16 A



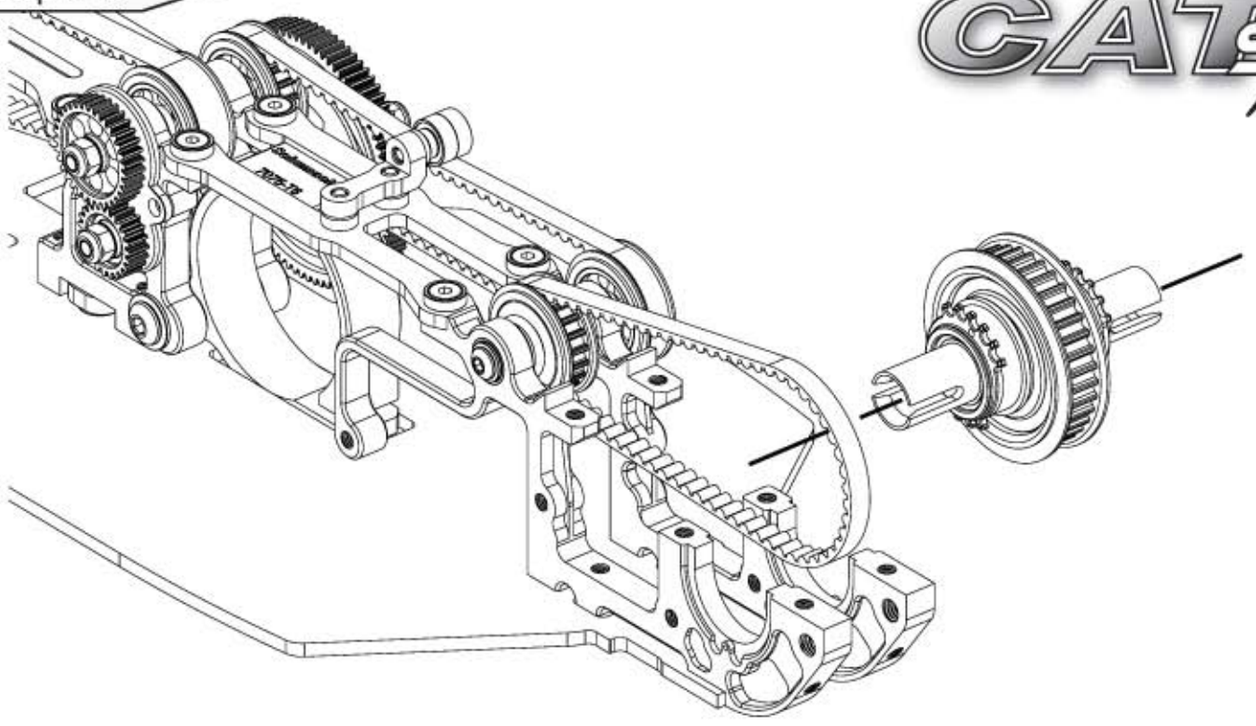
Step 16 B

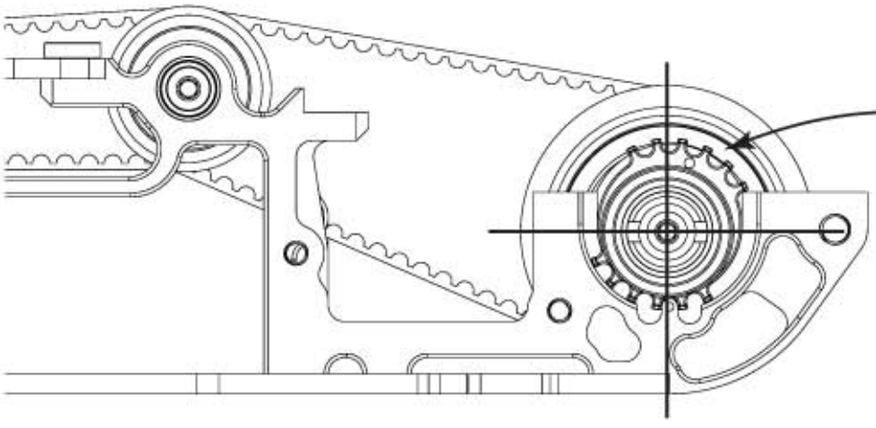


Step 17 A



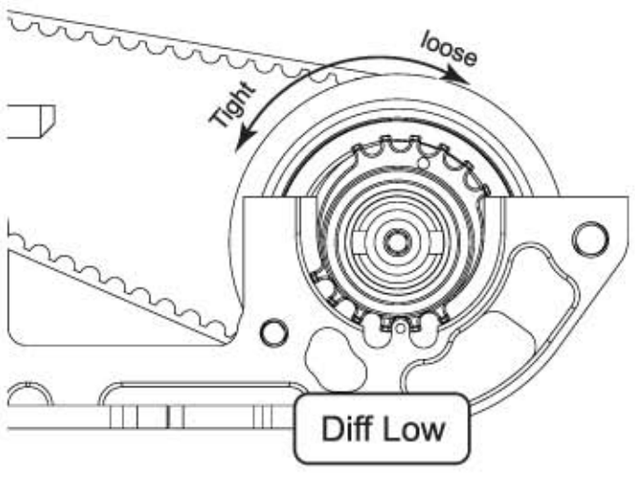
Step 17 B

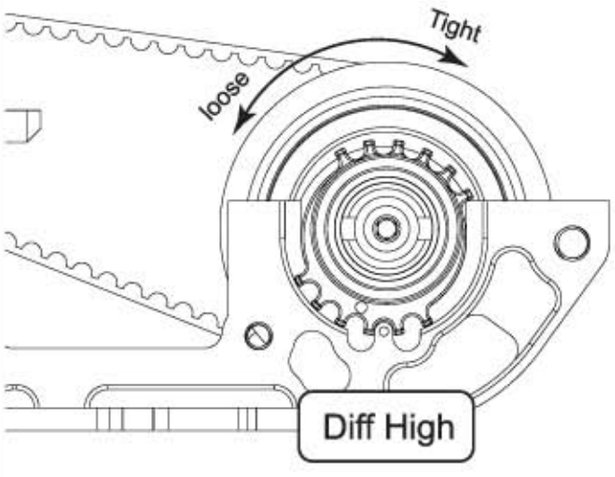




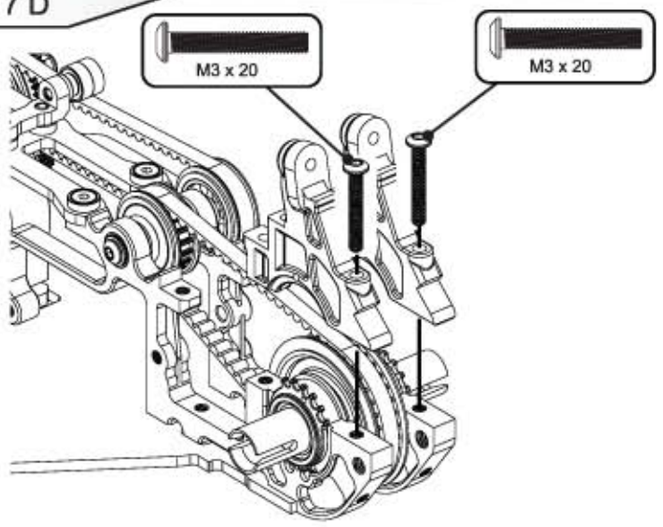
Be careful to position
both Eccentric Bearing Housings
exactly the same. The starting position
is as shown.
Mid belt tension and
Low Diff

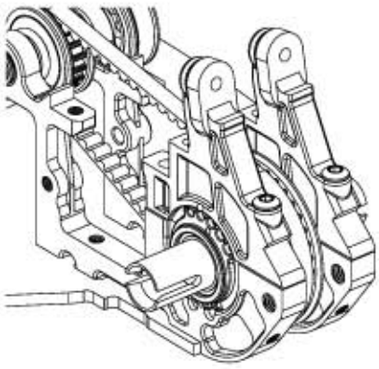
Step 17 C (Setting Front Belt Tension)



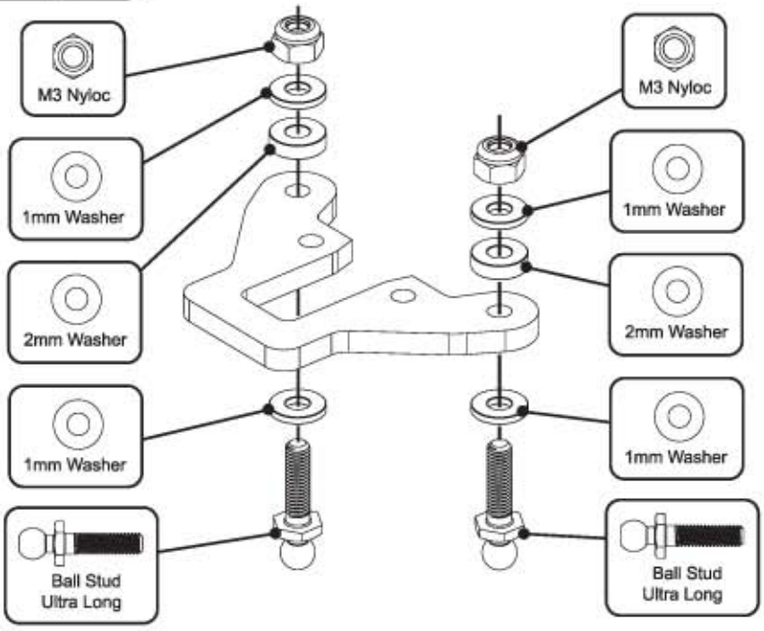


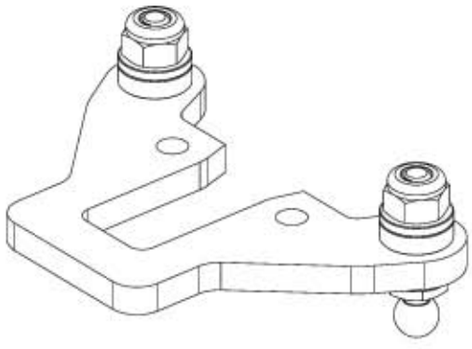
Step 17 D



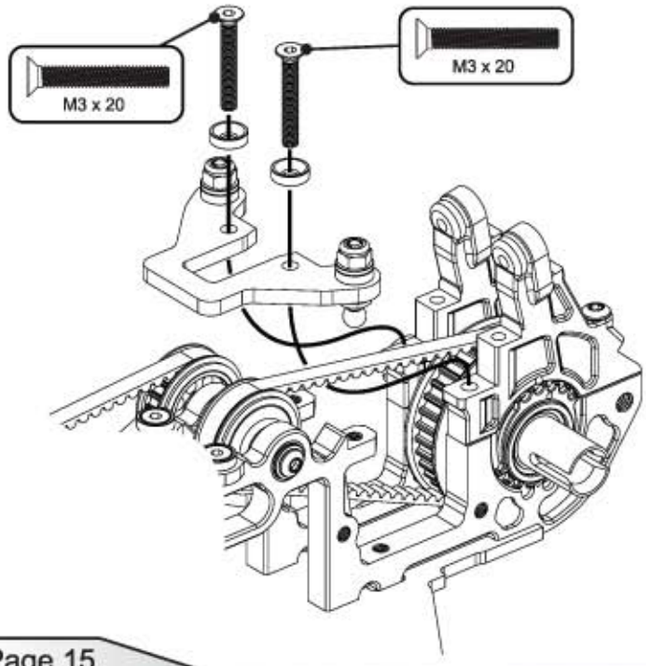


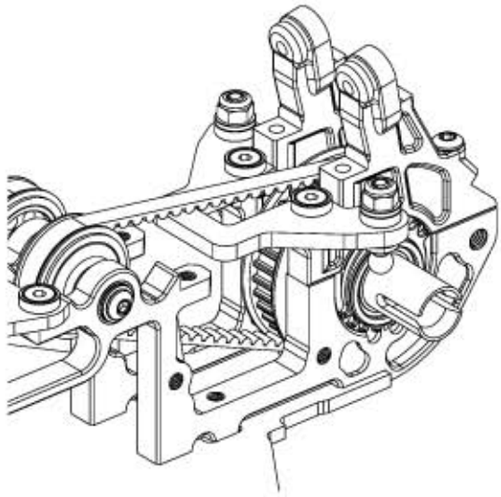
Step 18



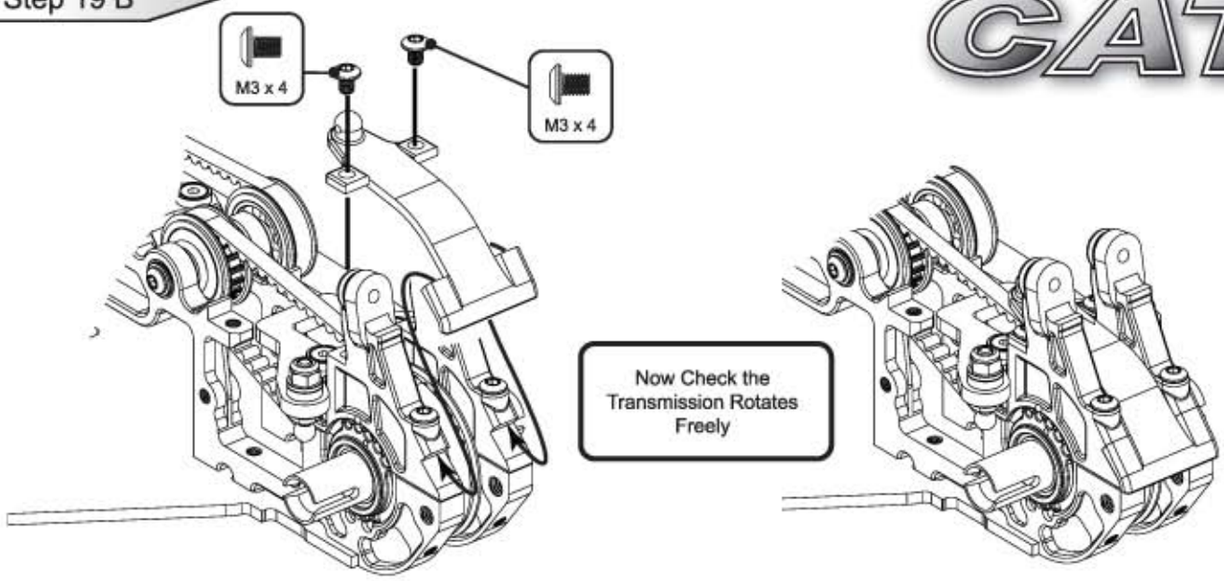


Step 19 A

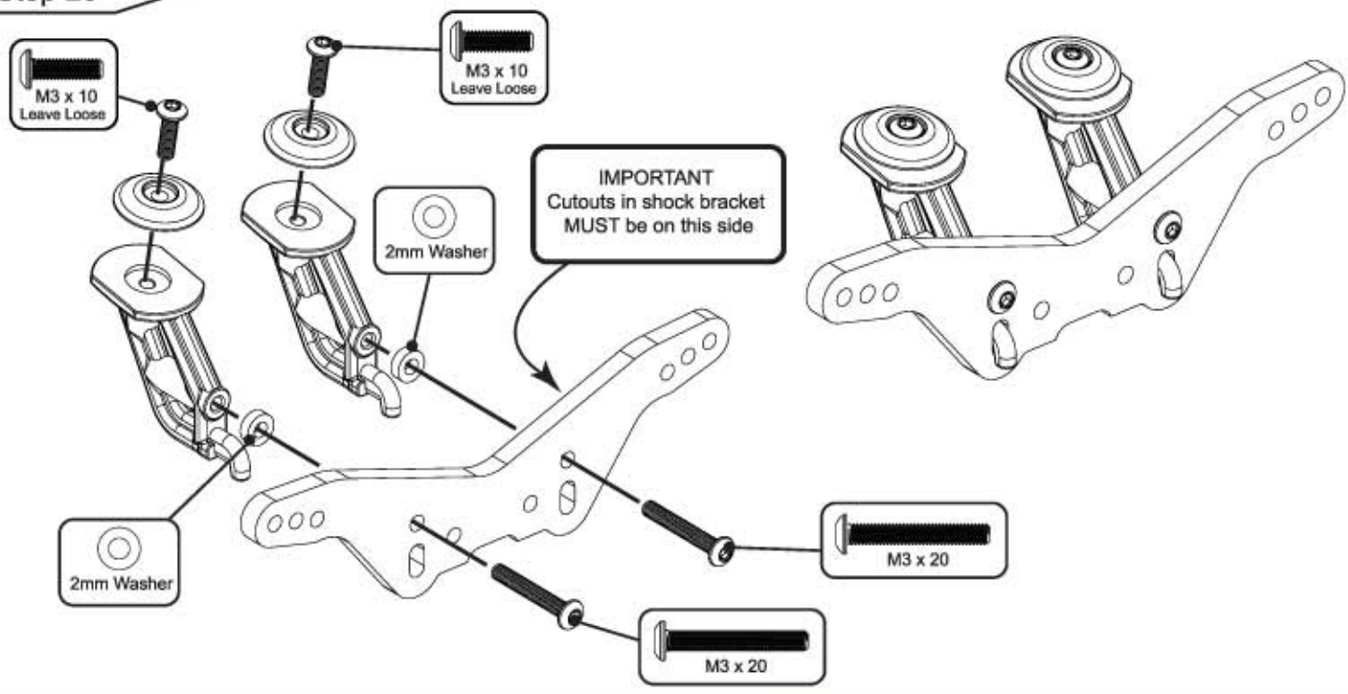




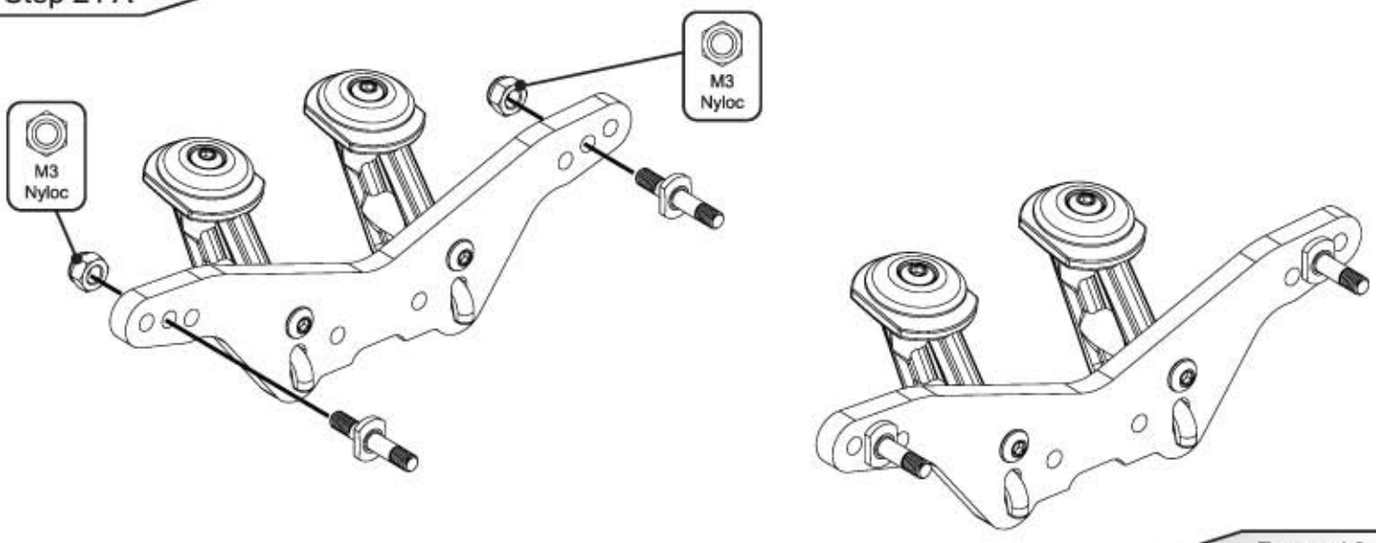
Step 19 B



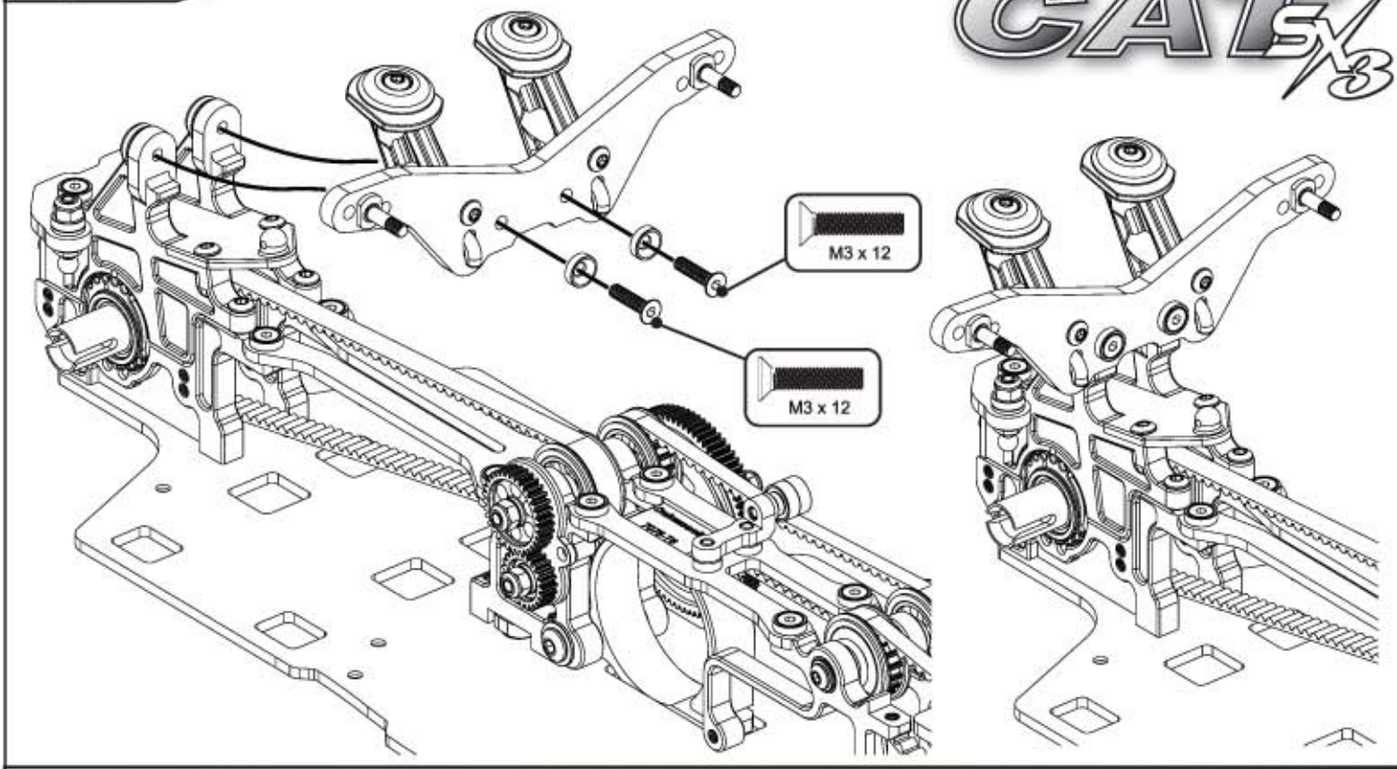
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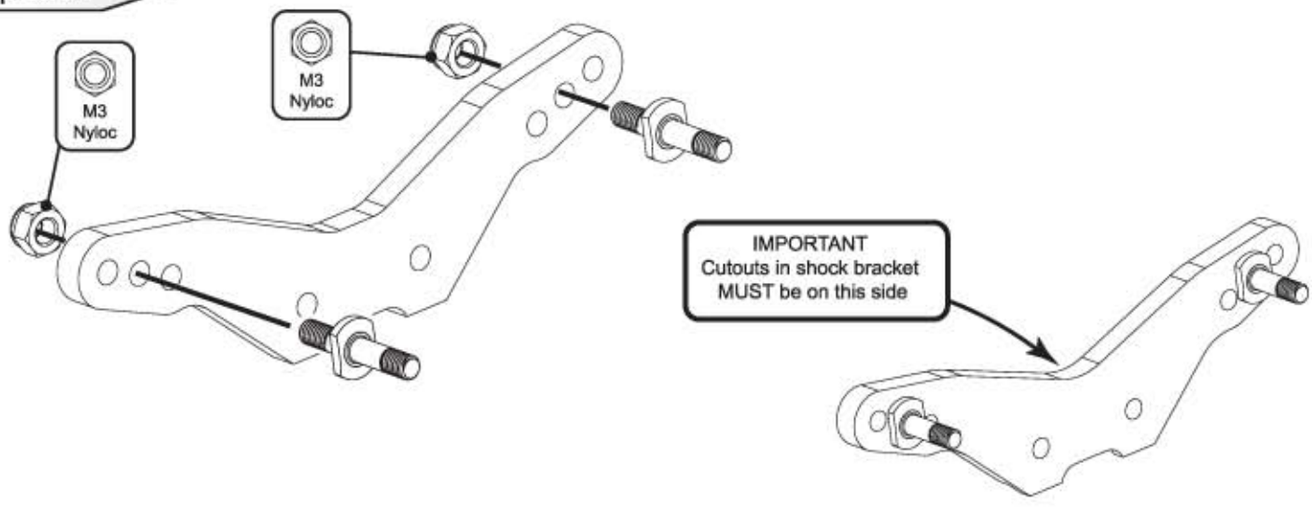
Step 21 A



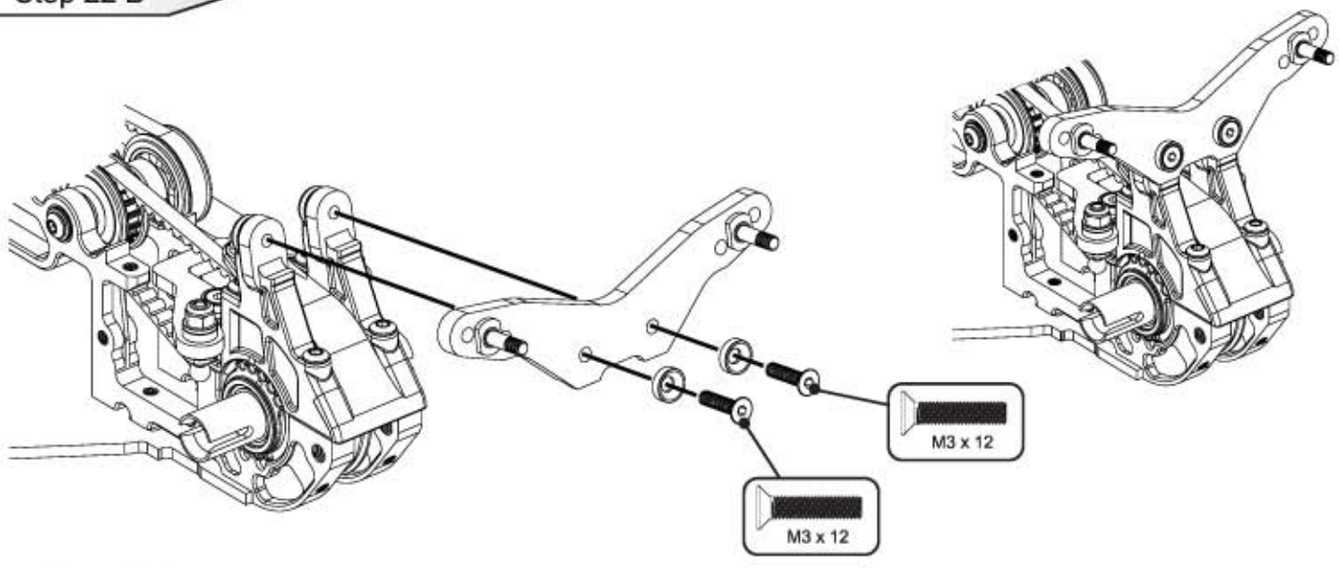
Step 21 B



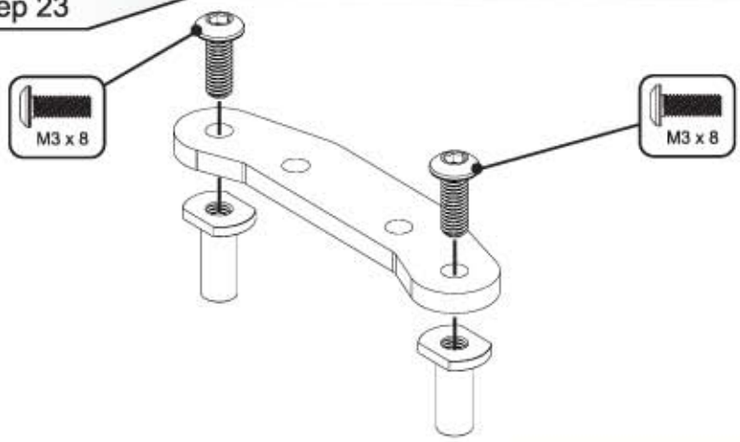
Step 22 A

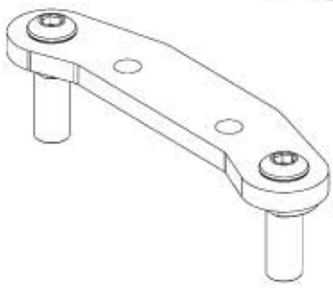


Step 22 B

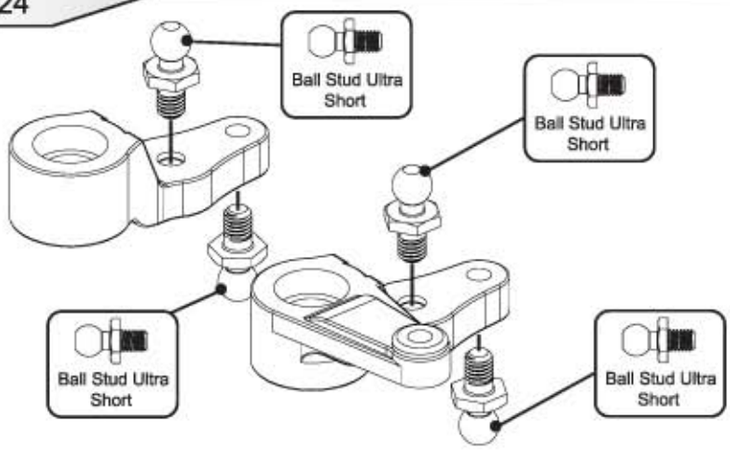


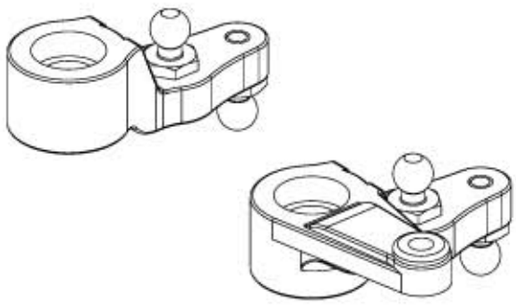
Step 23



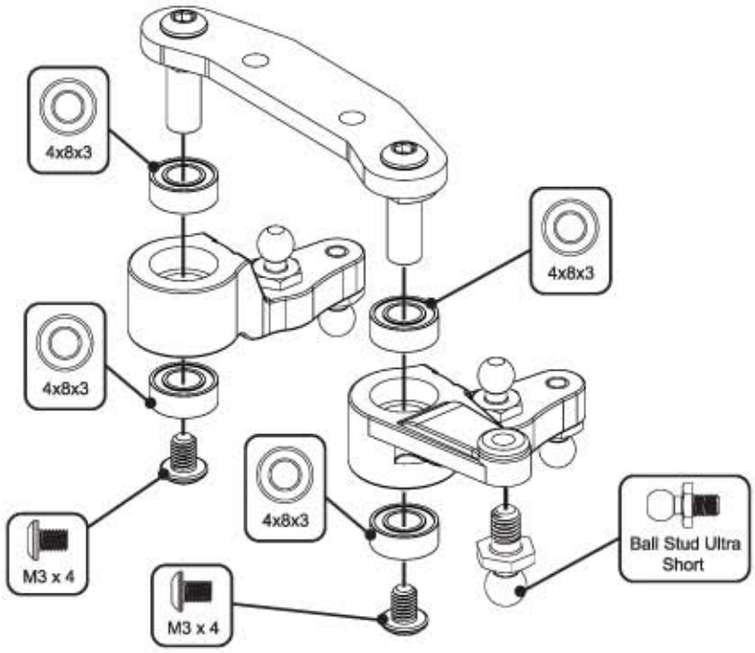


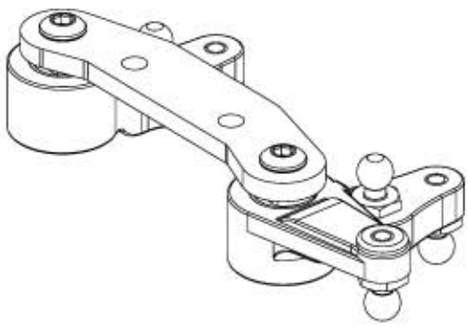
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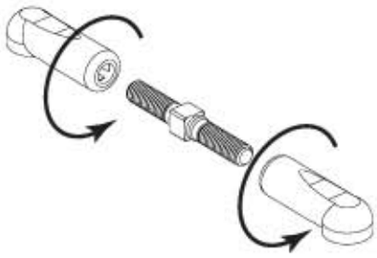


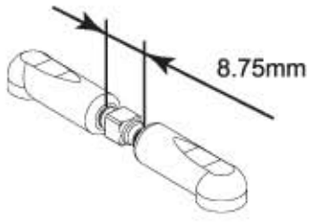
Step 25



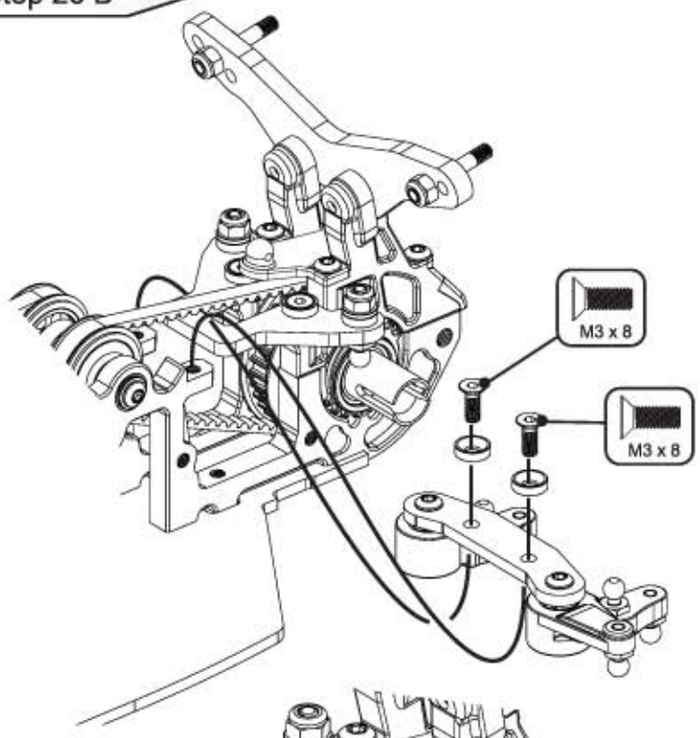


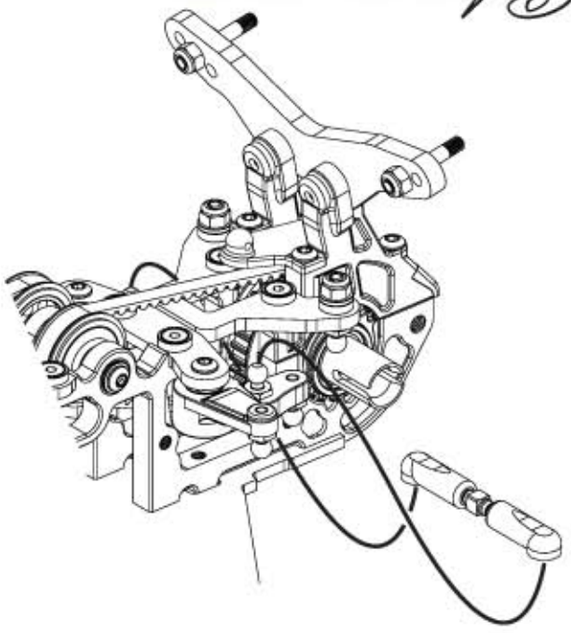
Step 26 A

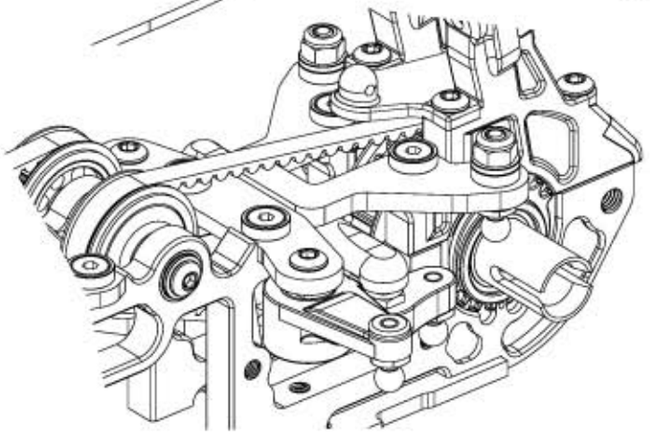


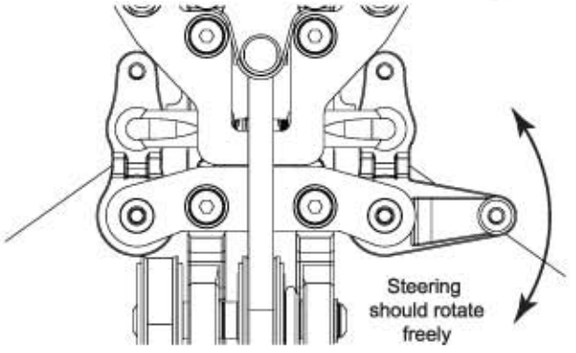


Step 26 B

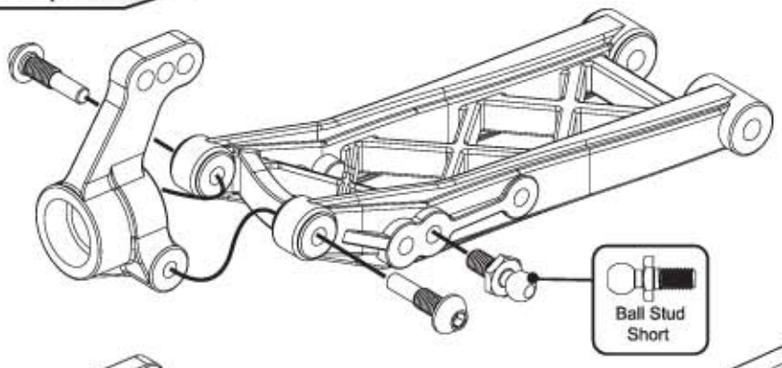


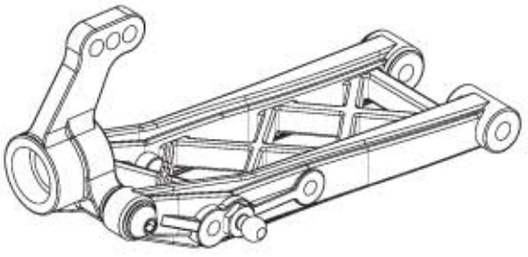


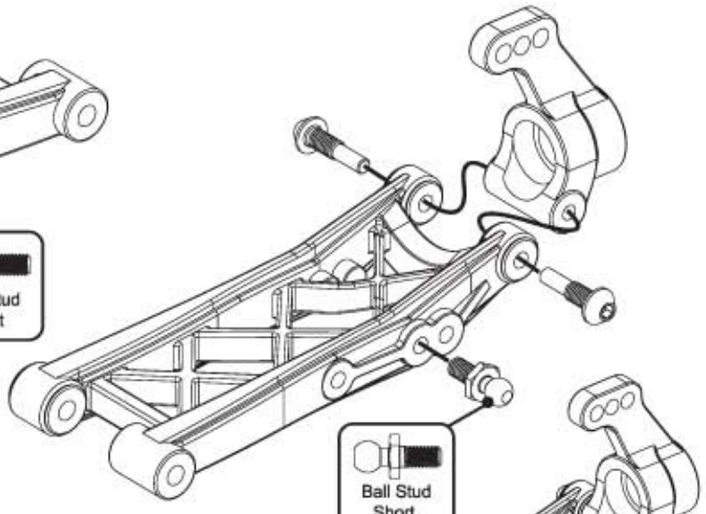


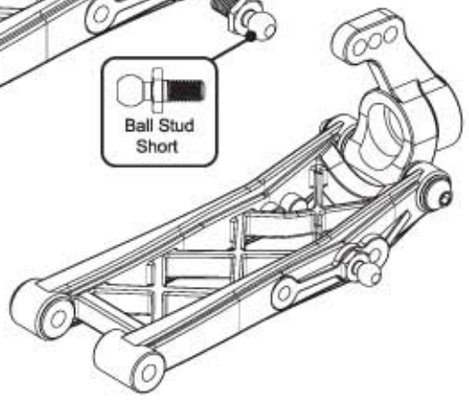


Step 27

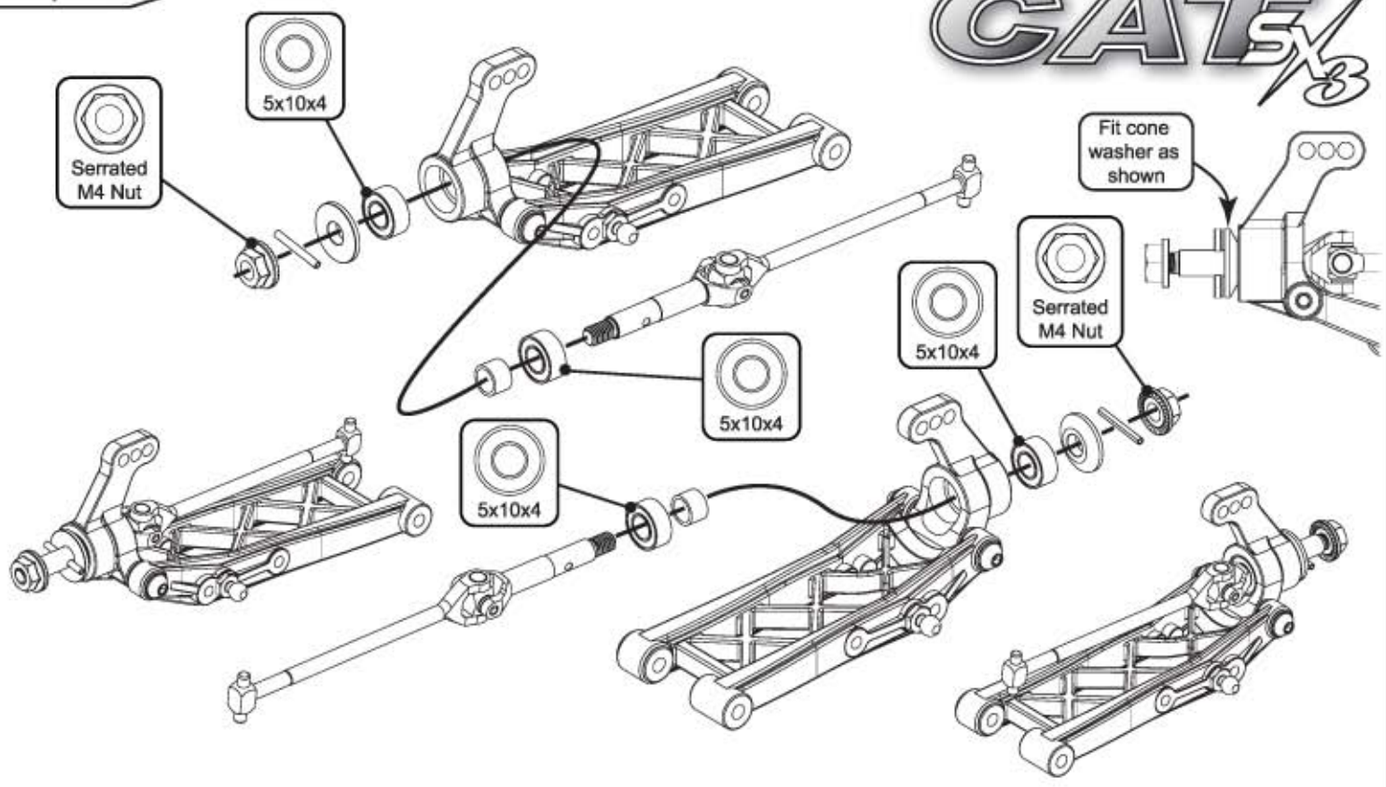




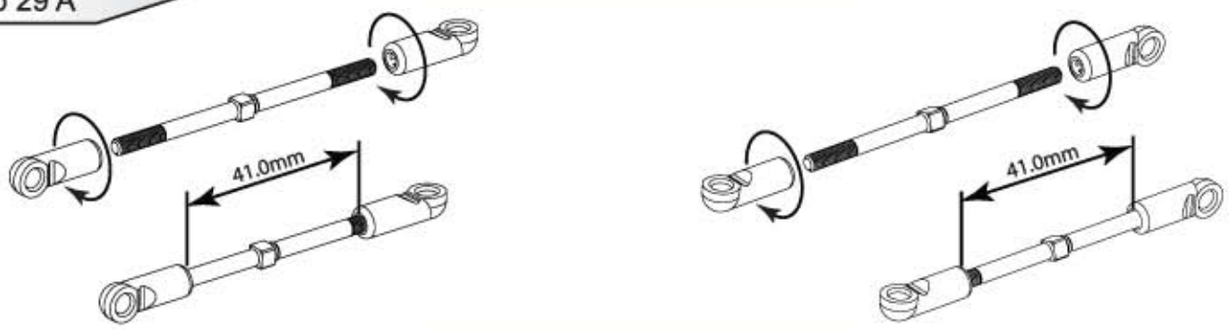




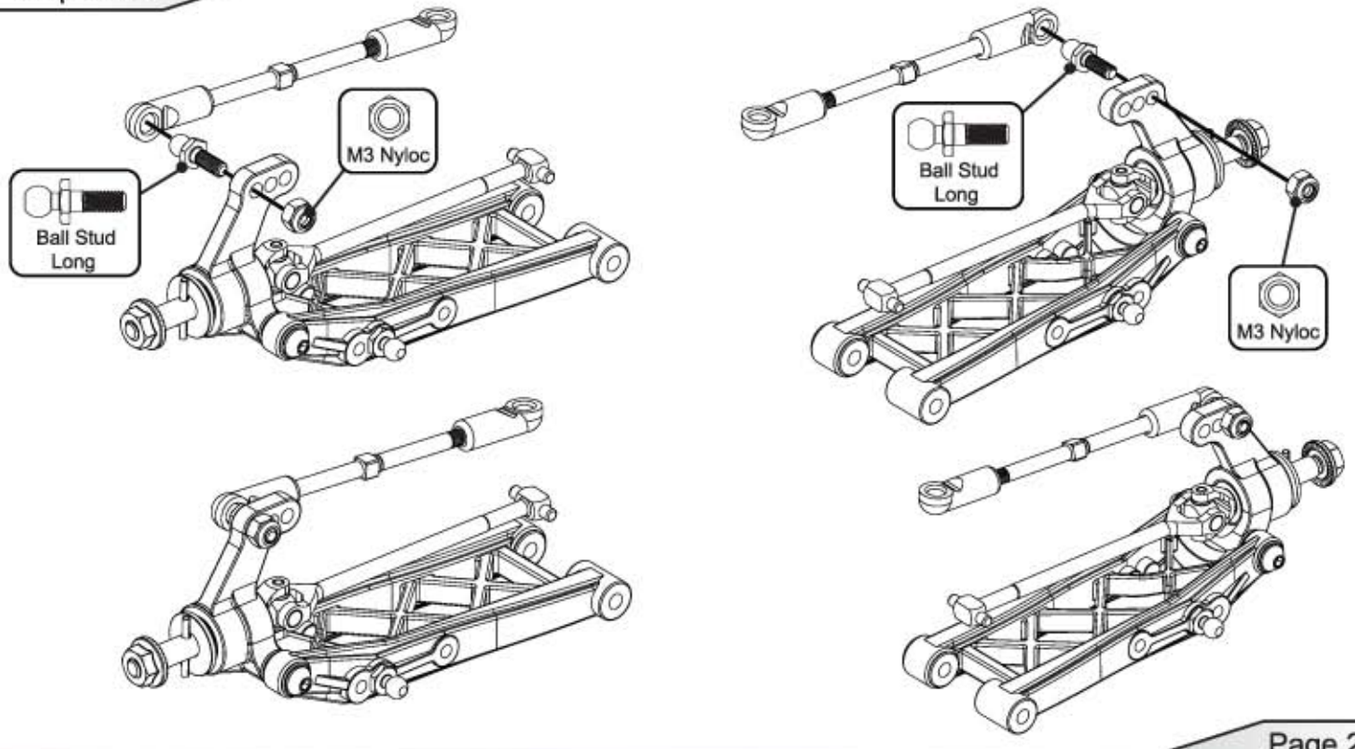
Step 28



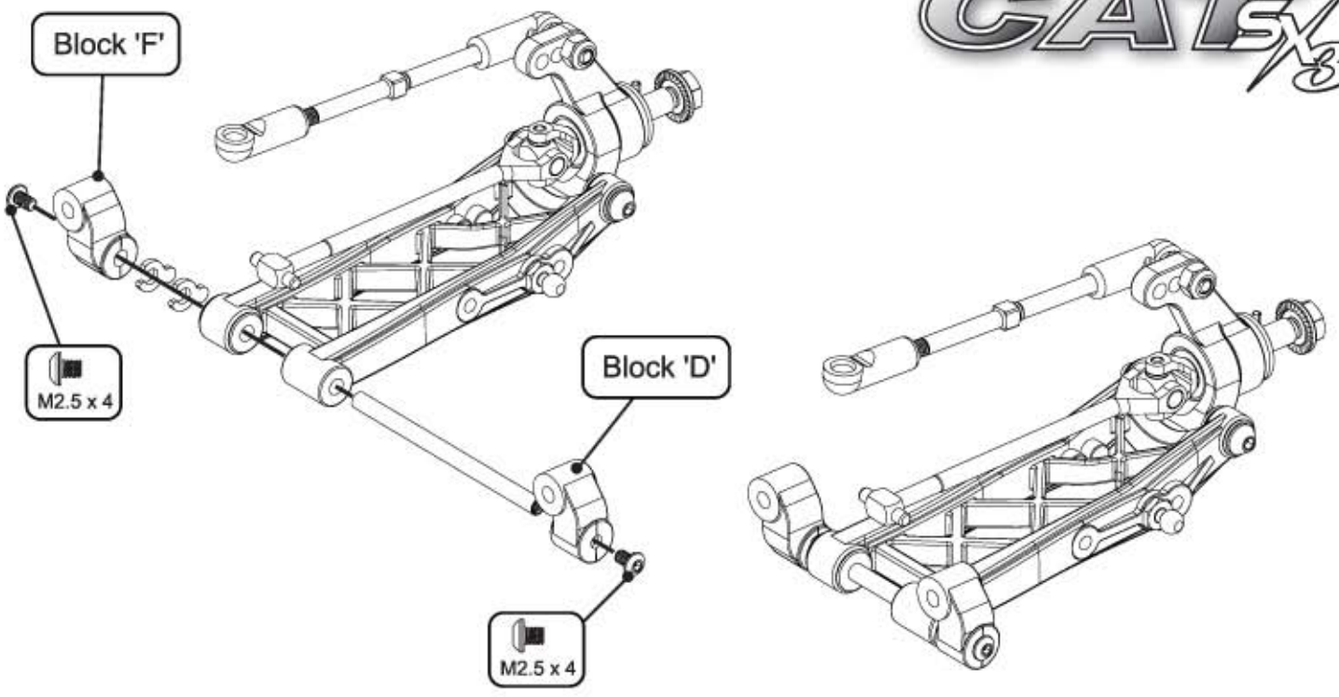
Step 29 A



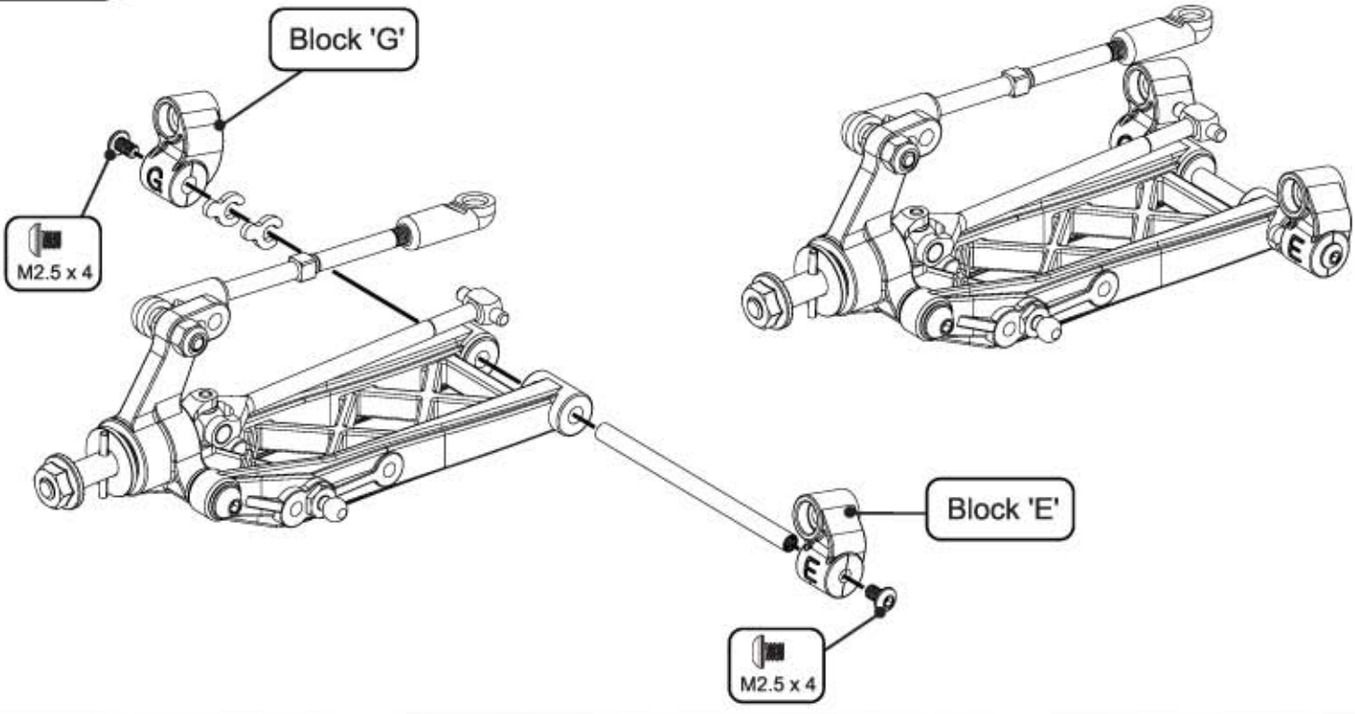
Step 29 B



Step 30



Step 31

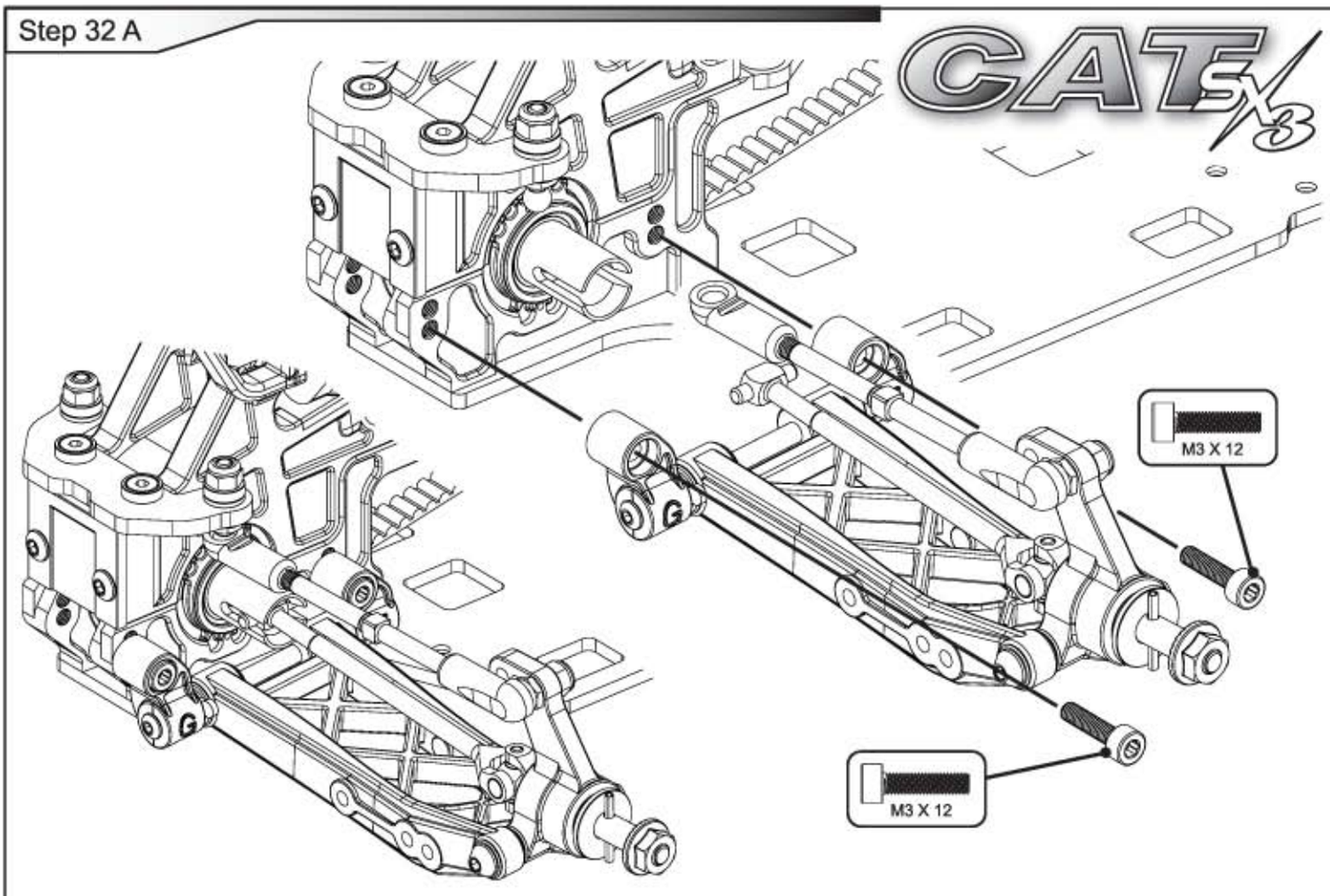


Optional Alloy Pivot Blocks

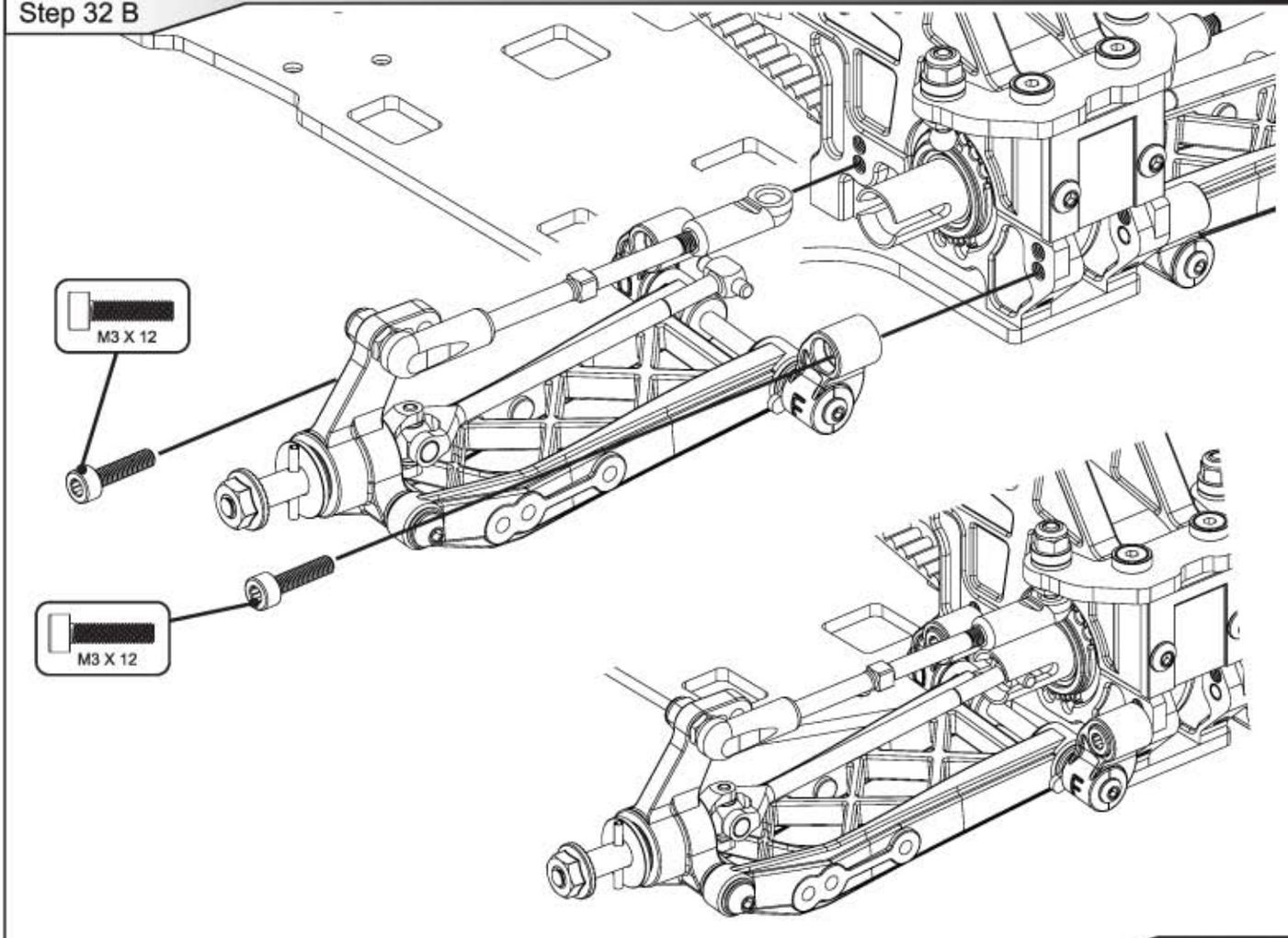
Alloy Block Susp Set
U3517



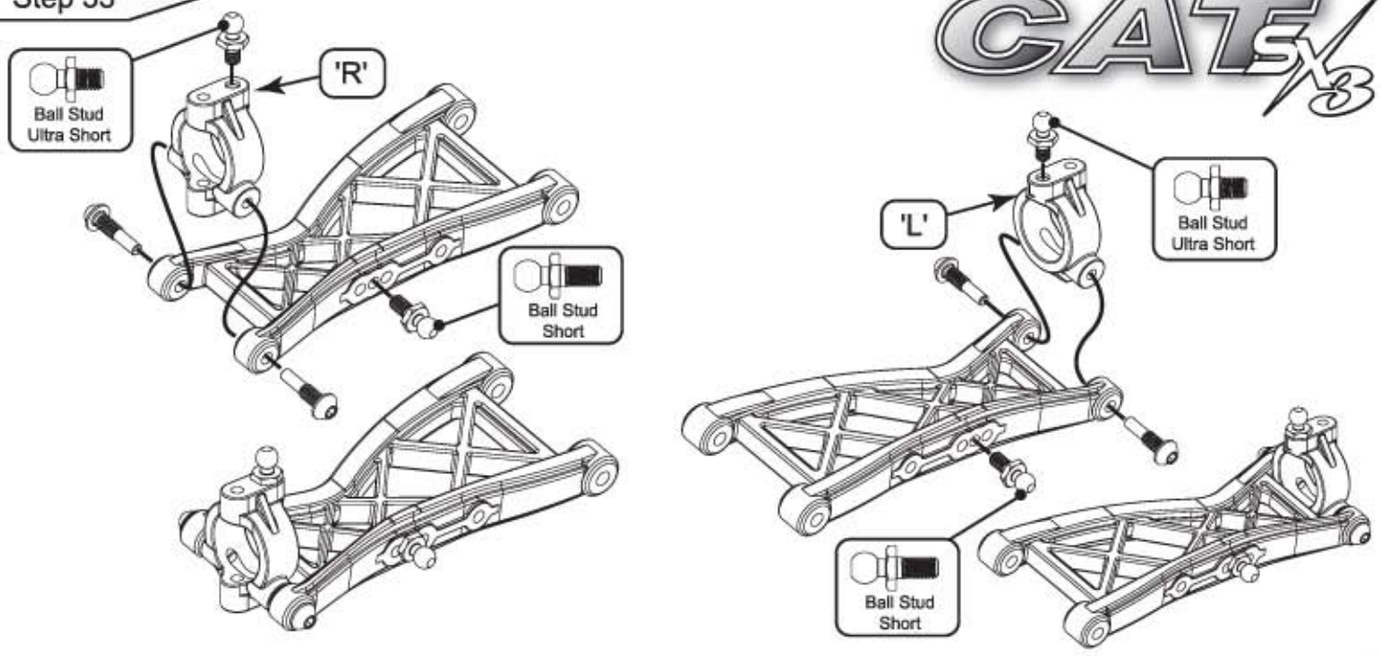
Step 32 A



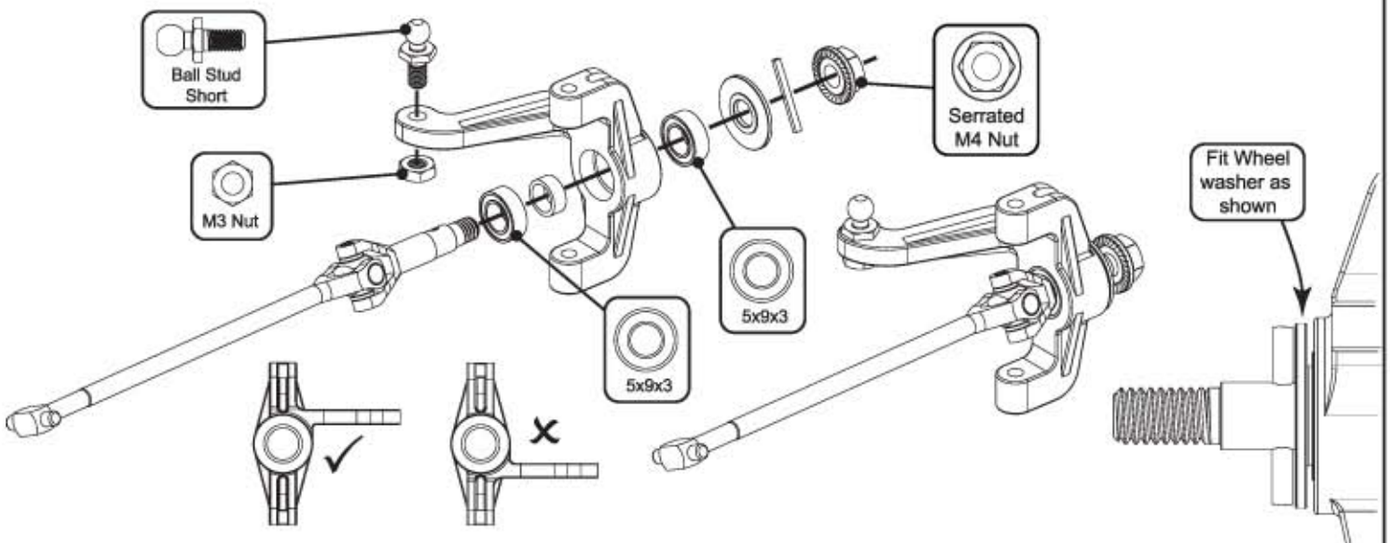
Step 32 B



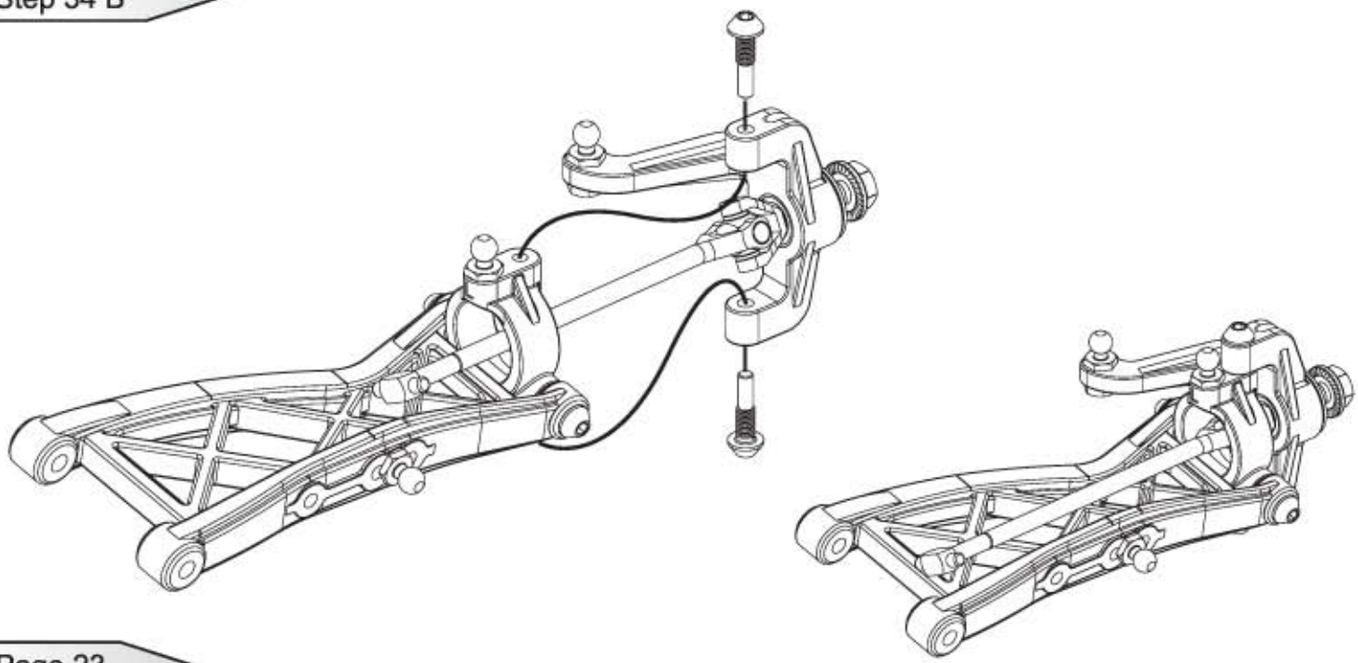
Step 33



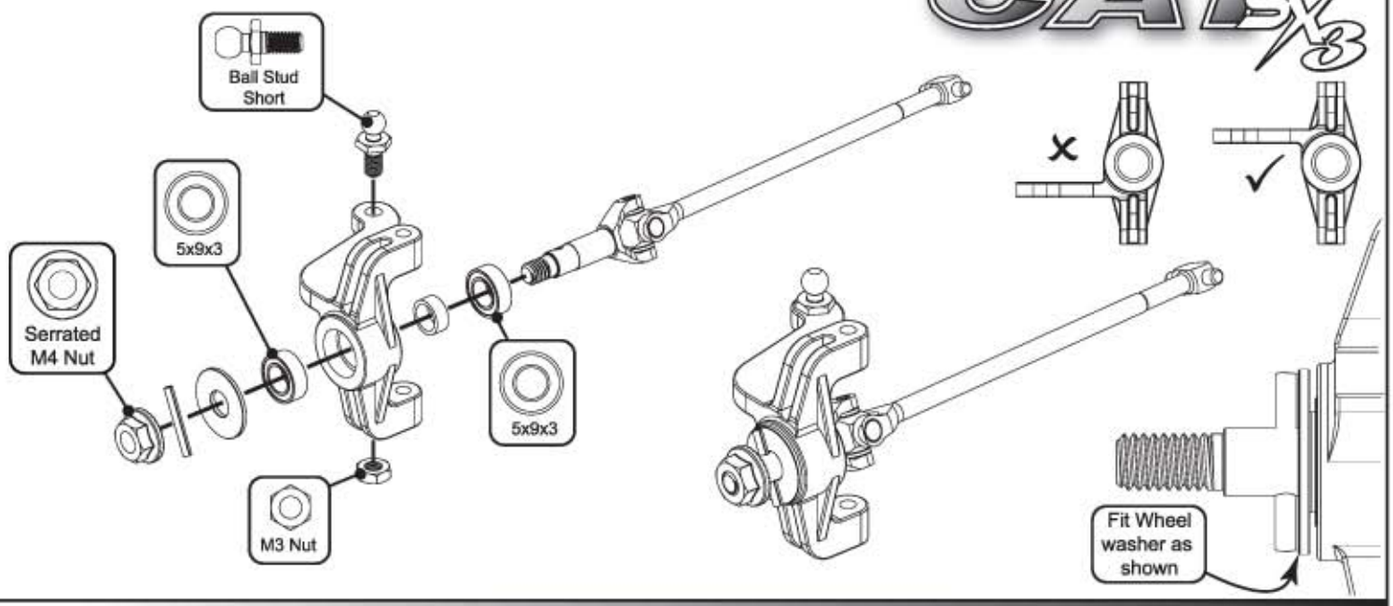
Step 34 A



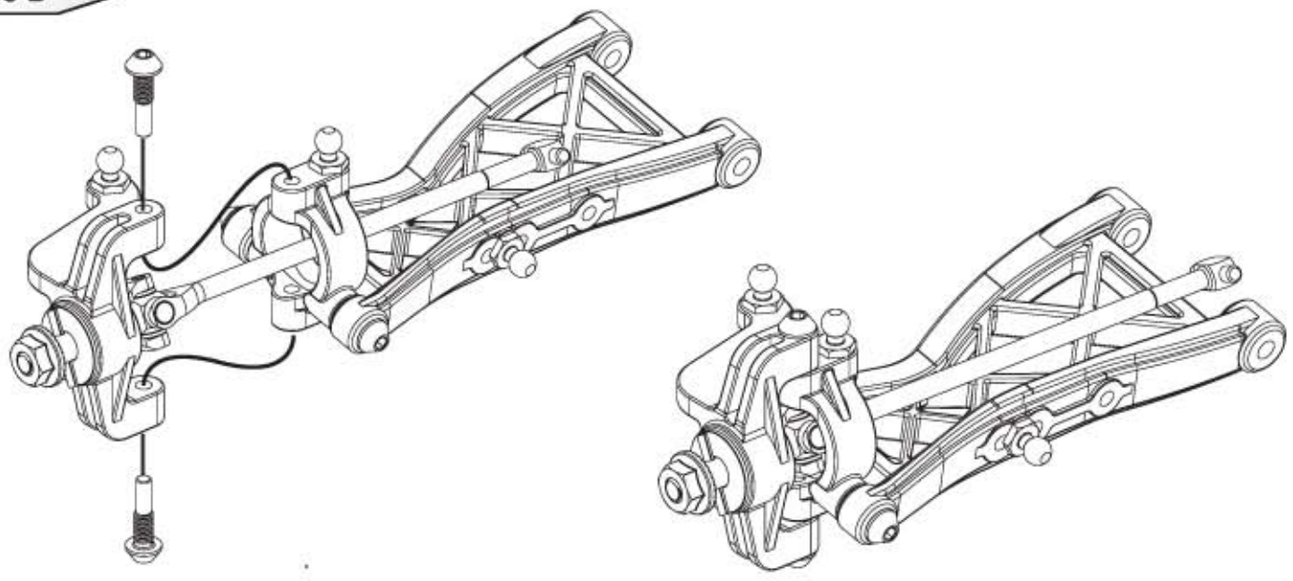
Step 34 B



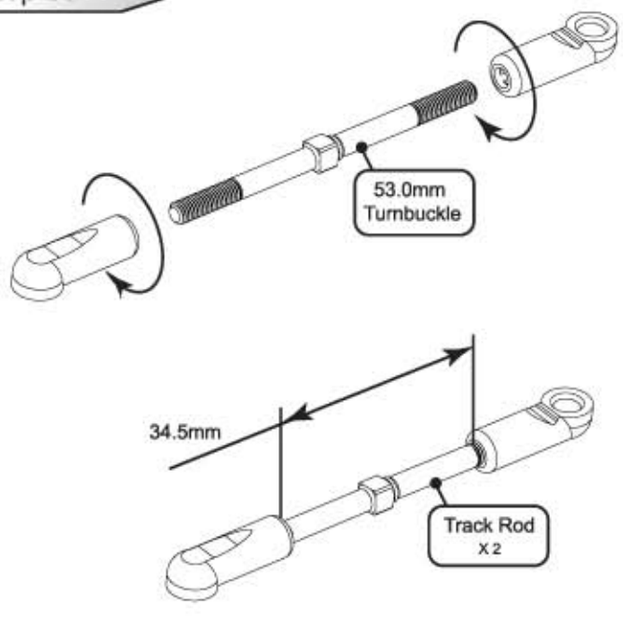
Step 35 A



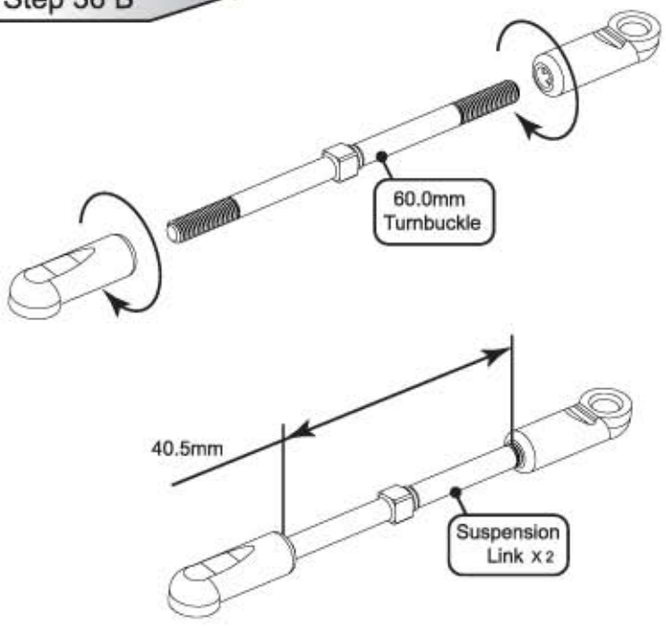
Step 35 B



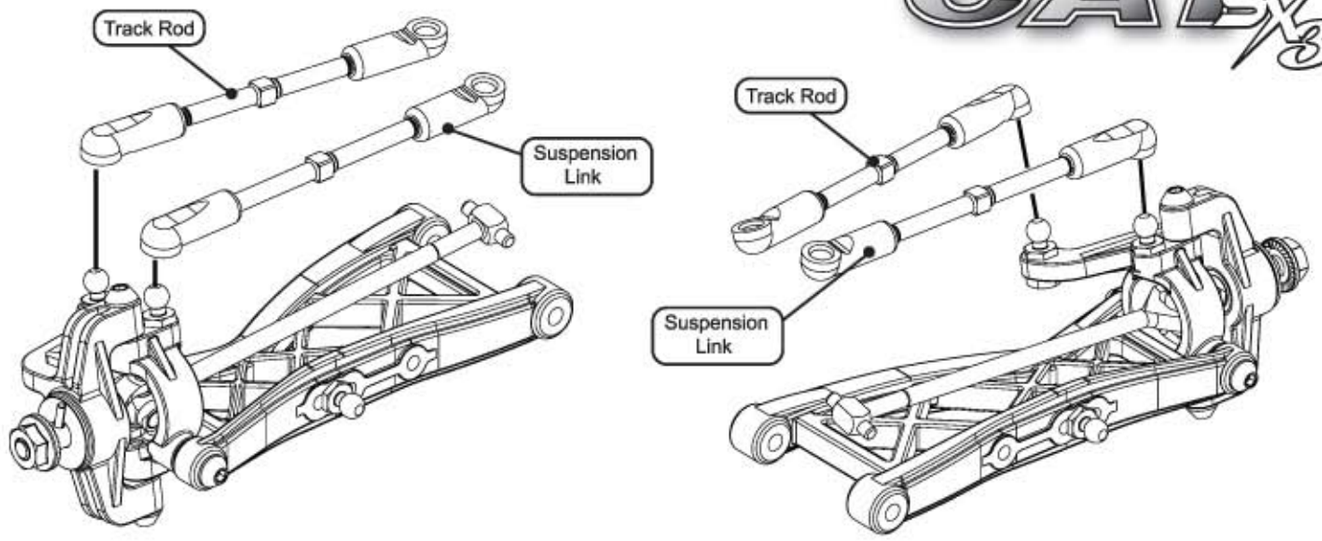
Step 36 A



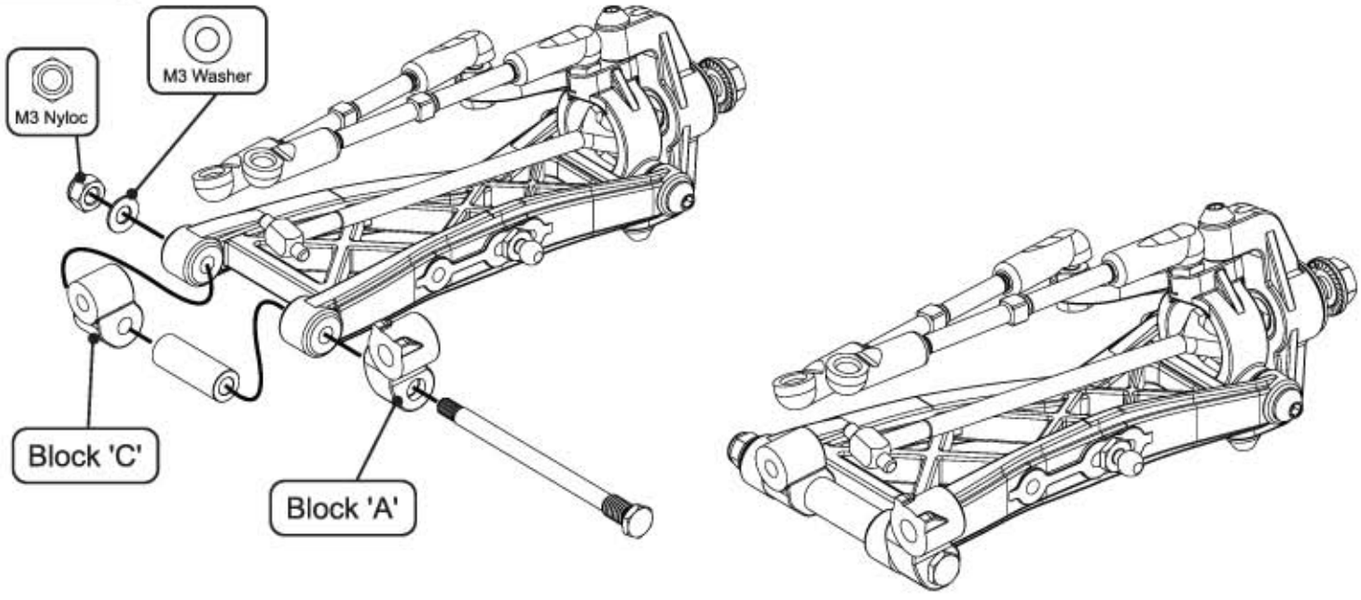
Step 36 B



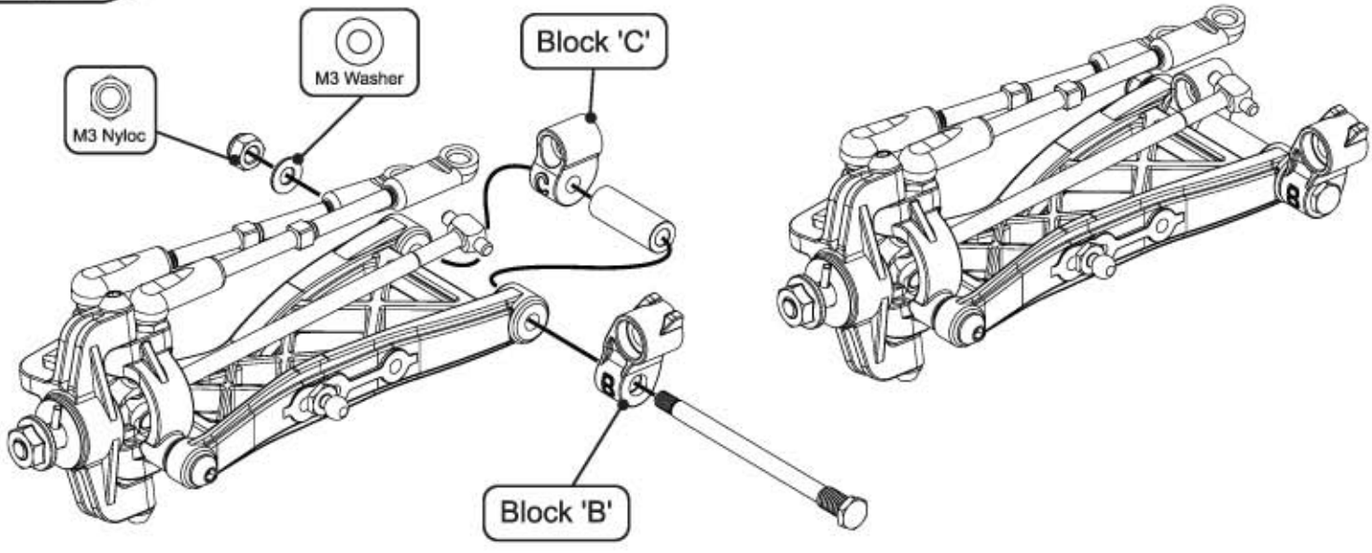
Step 36 C



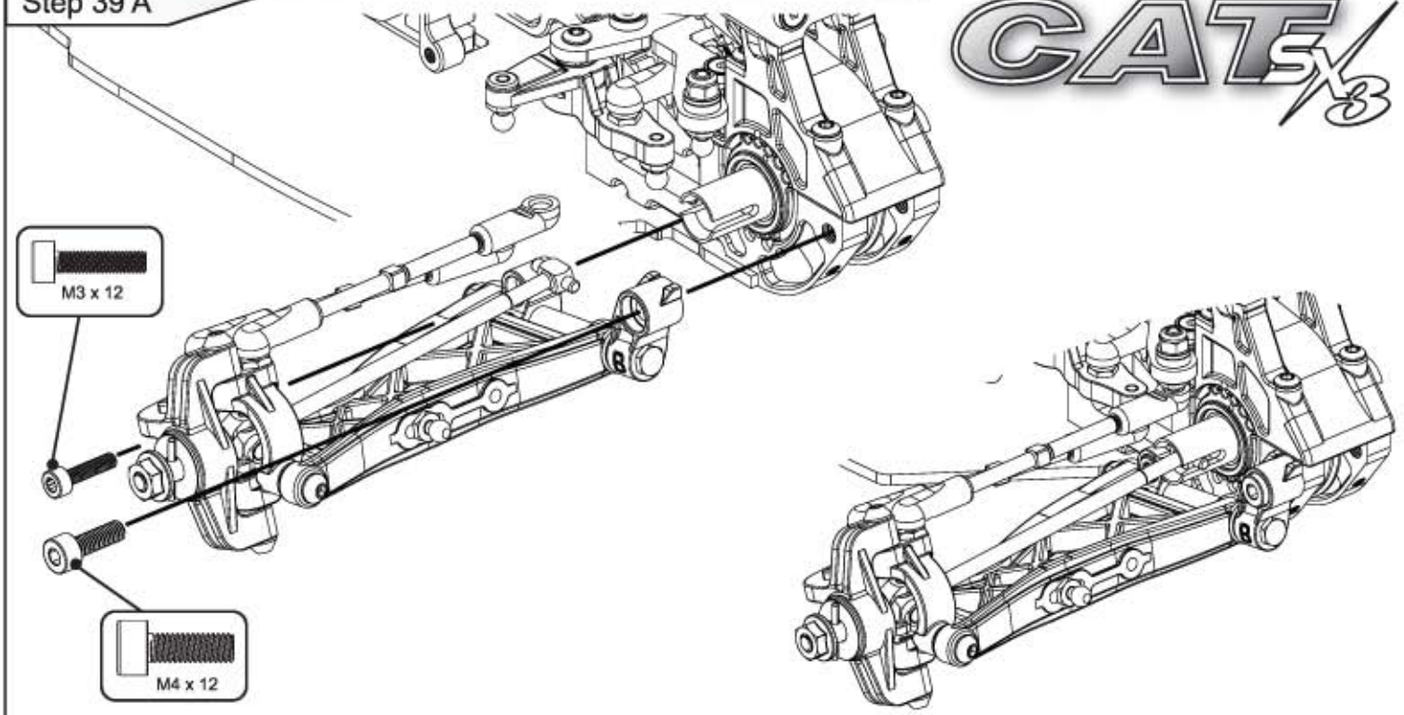
Step 37



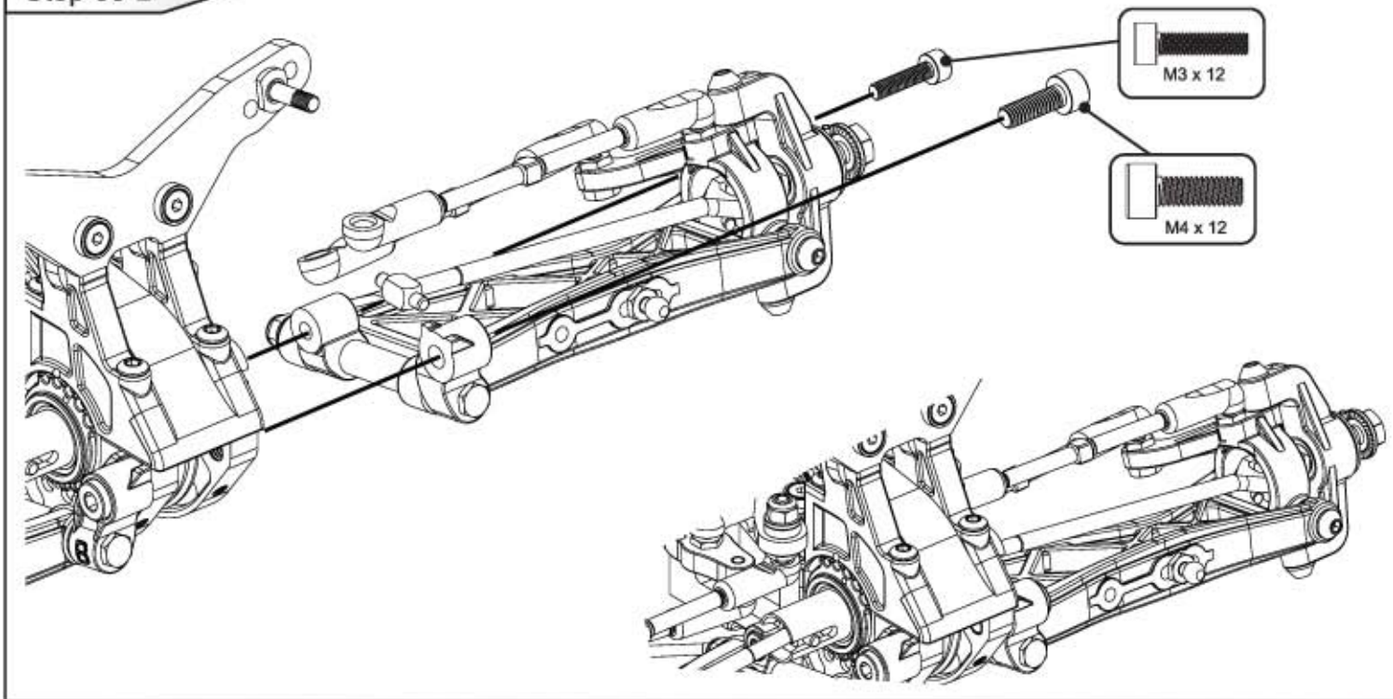
Step 38



Step 39 A



Step 39 B



Optional Alloy Pivot Blocks

Pivot Block M4; Front 10 degree - Cat SX
U3556



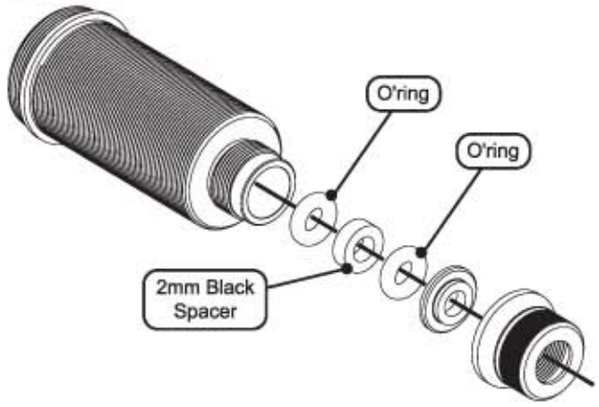
Pivot Block; Front - Cat SX pr
U3304



Pivot Block M4; Front 7.5 degree - Cat SX
U3603



Step 40

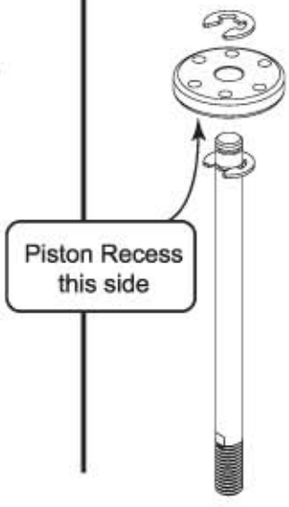




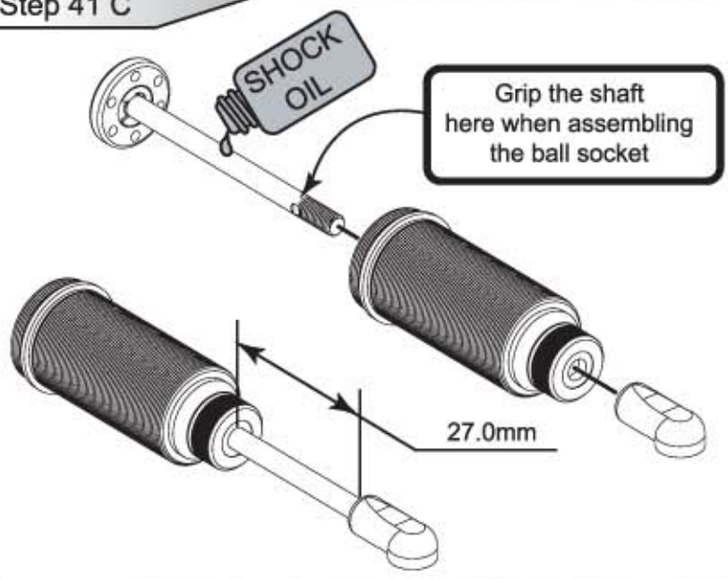
Step 41 A



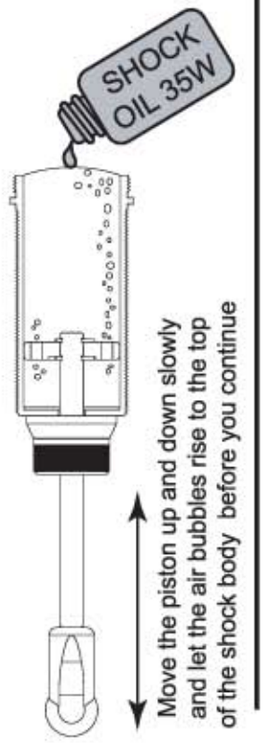
Step 41 B



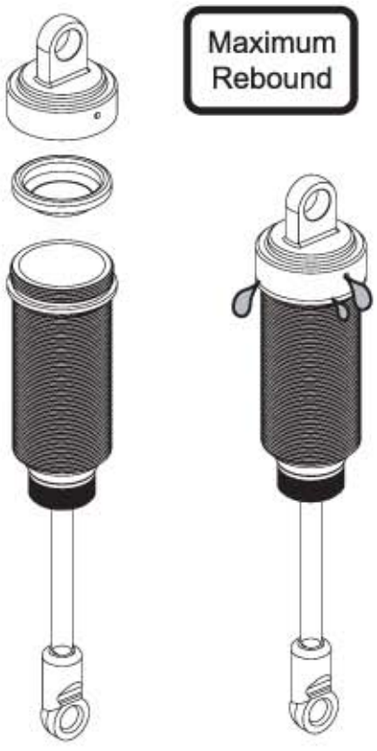
Step 41 C

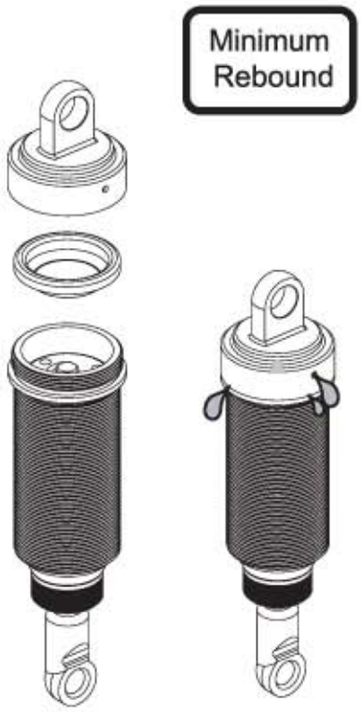


Step 42 A



Step 42 B

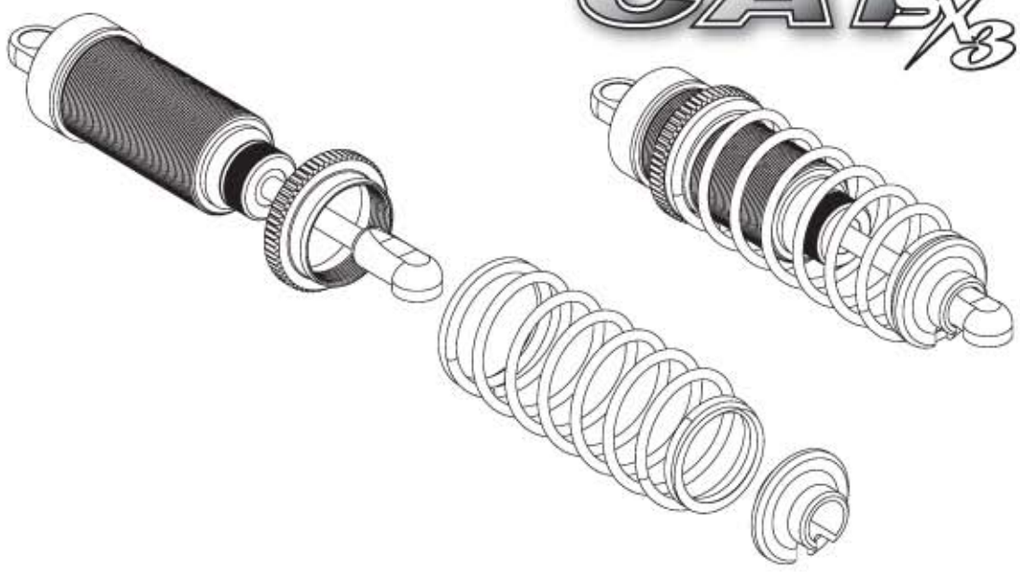




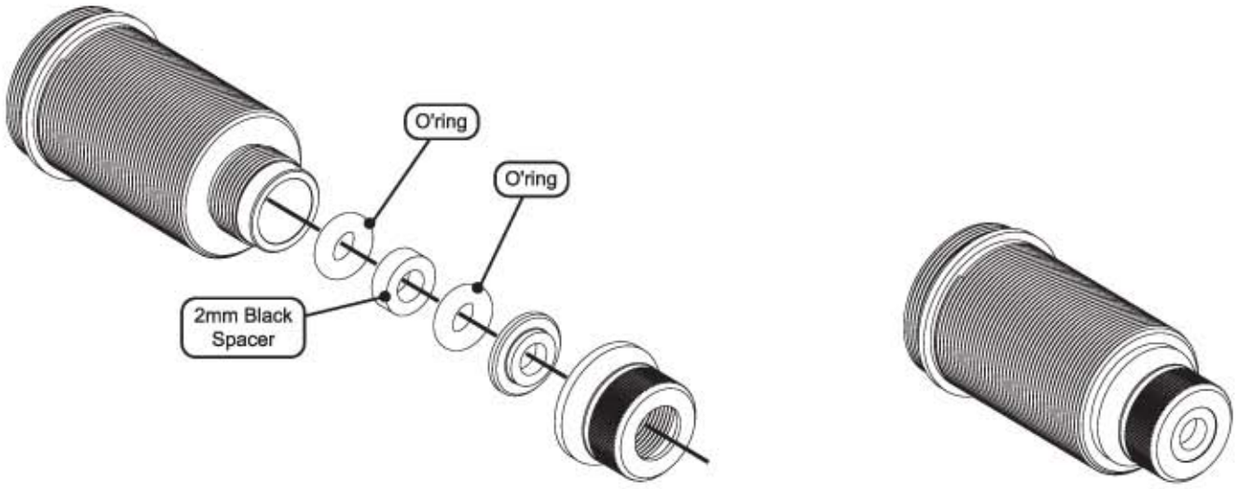
Step 42 C



Step 42 D



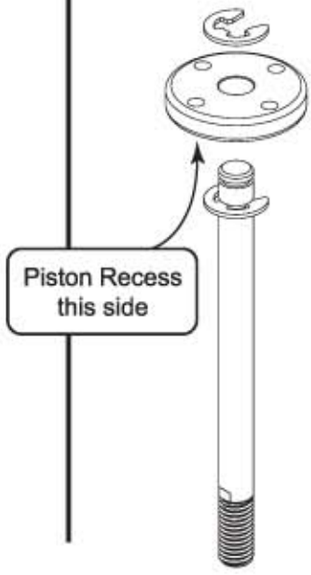
Step 43



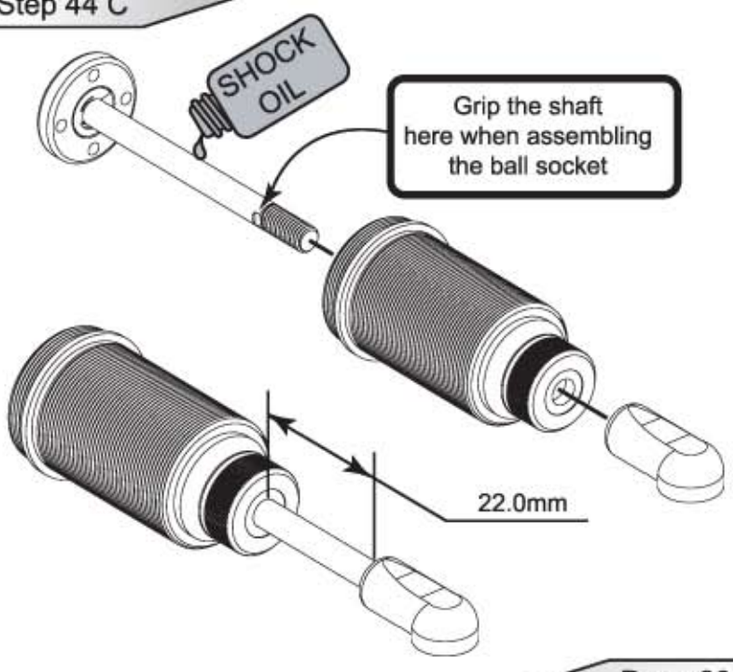
Step 44 A



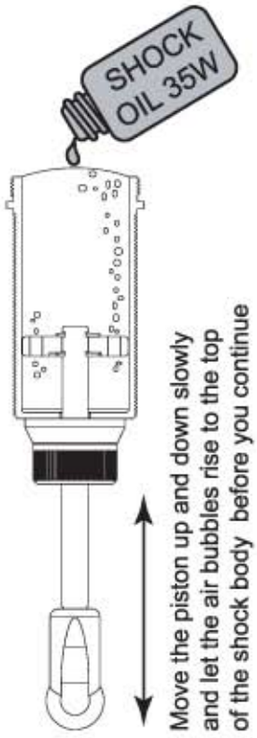
Step 44 B



Step 44 C

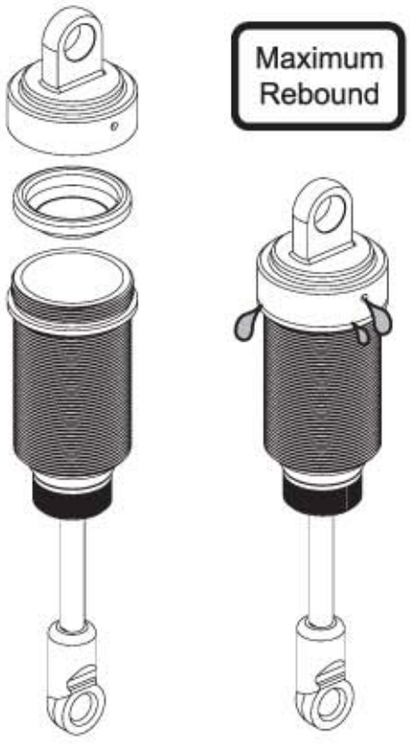


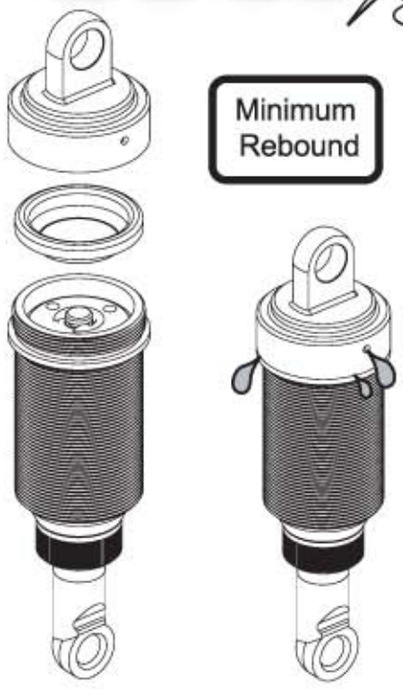
Step 45 A



Move the piston up and down slowly and let the air bubbles rise to the top of the shock body before you continue

Step 45 B

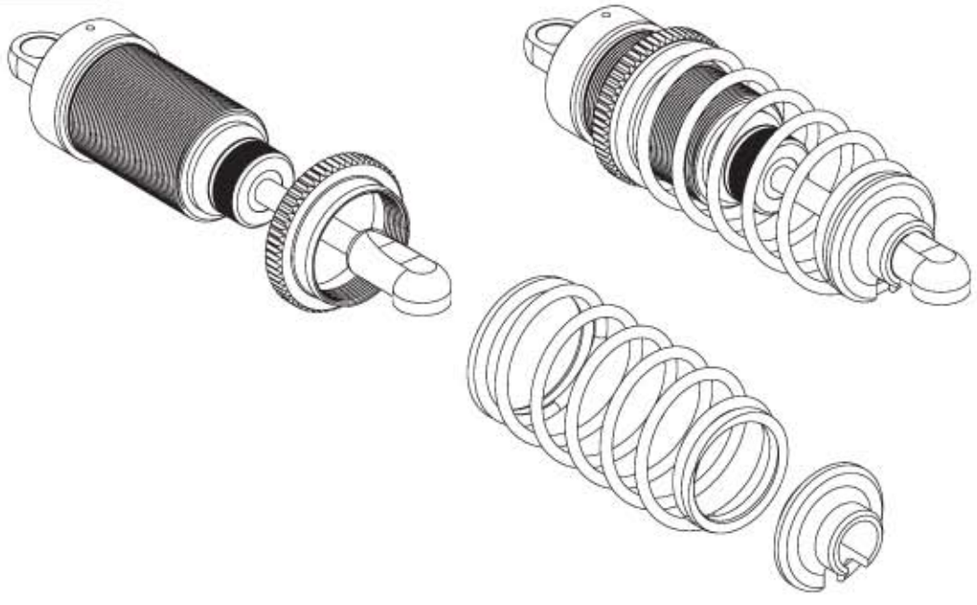




Step 45 C



Step 45 D

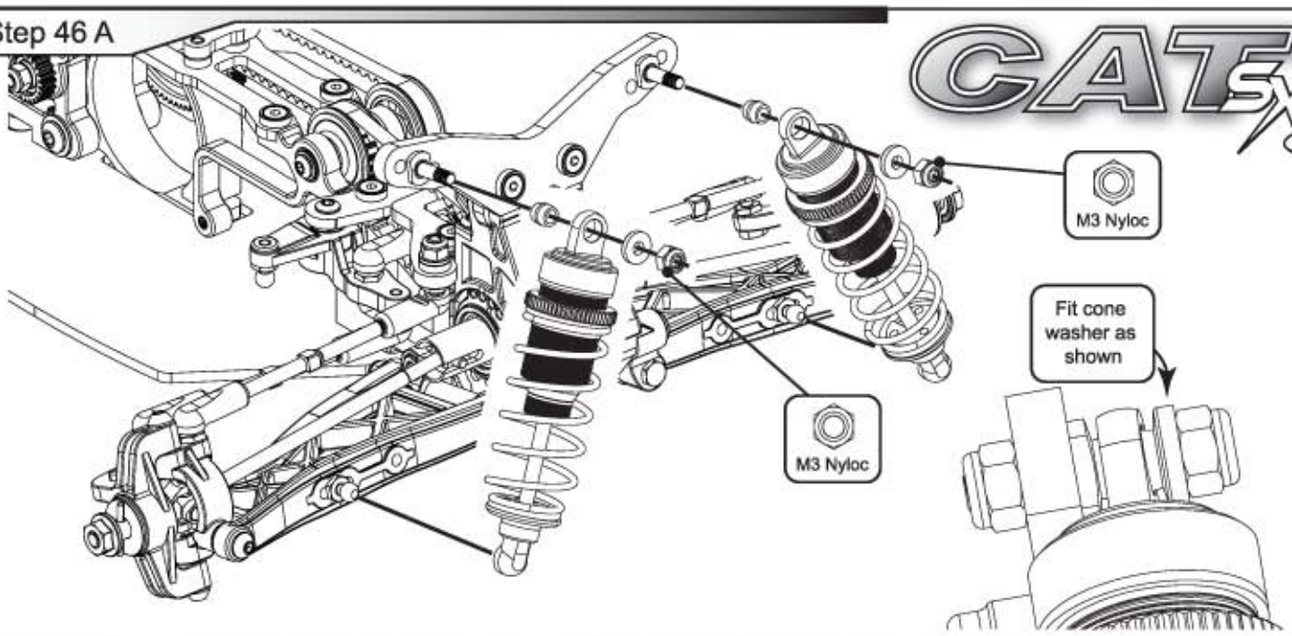


For Best Results Always Use Schumacher Silicone Oils

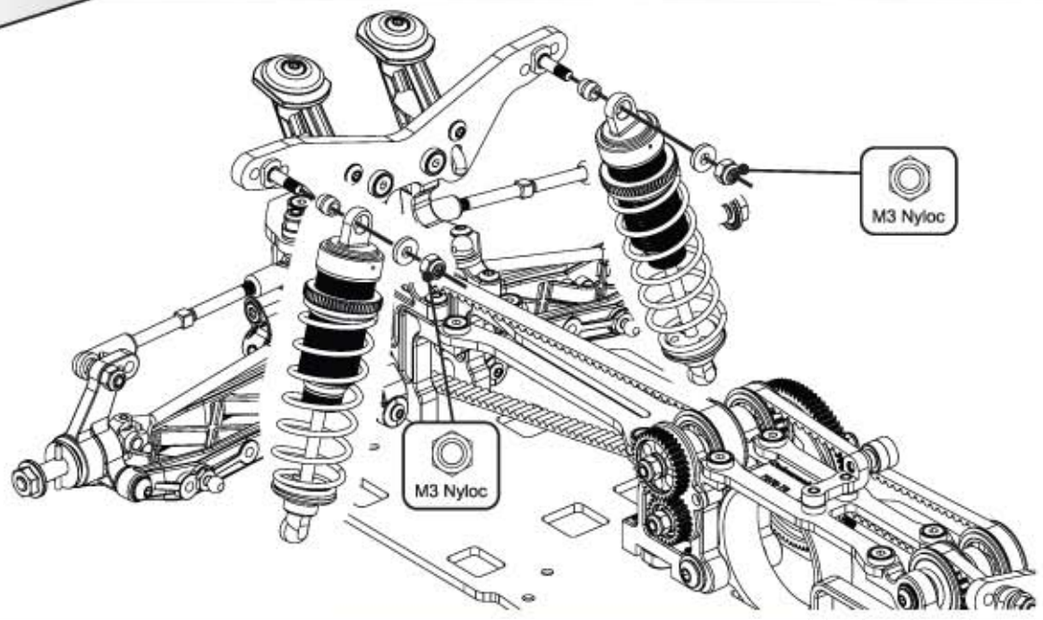
G010 - Pure Silicone Shock Oil - 10w
G015 - Pure Silicone Shock Oil - 15w
G020 - Pure Silicone Shock Oil - 20w
G025 - Pure Silicone Shock Oil - 25w
G030 - Pure Silicone Shock Oil - 30w
G035 - Pure Silicone Shock Oil - 35w
G040 - Pure Silicone Shock Oil - 40w
G045 - Pure Silicone Shock Oil - 45w
G050 - Pure Silicone Shock Oil - 50w



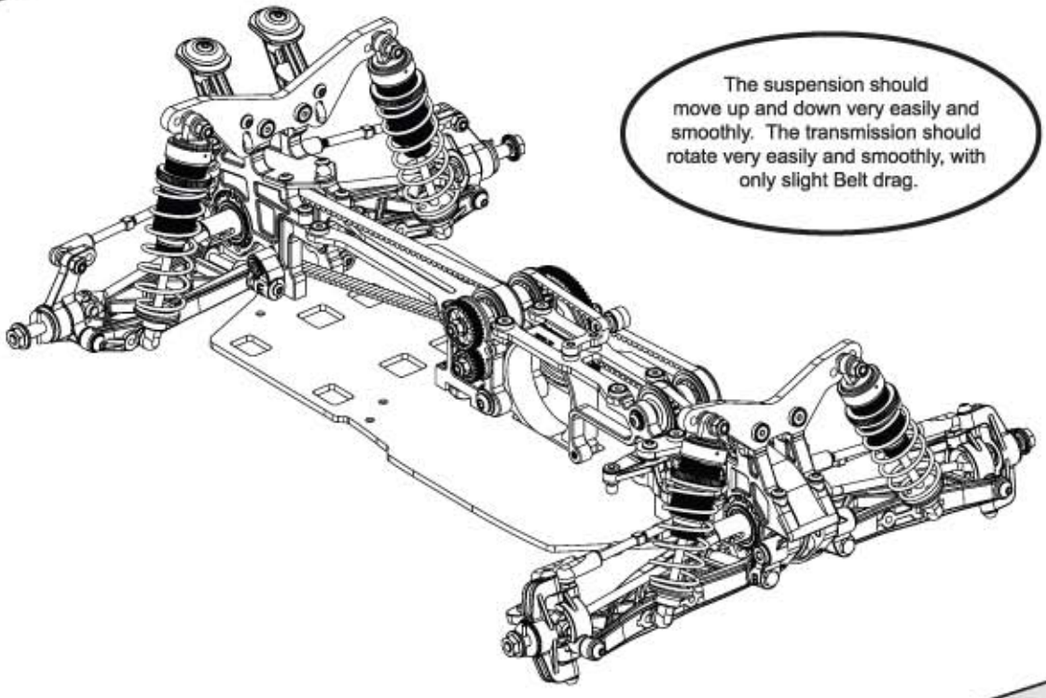
Step 46 A



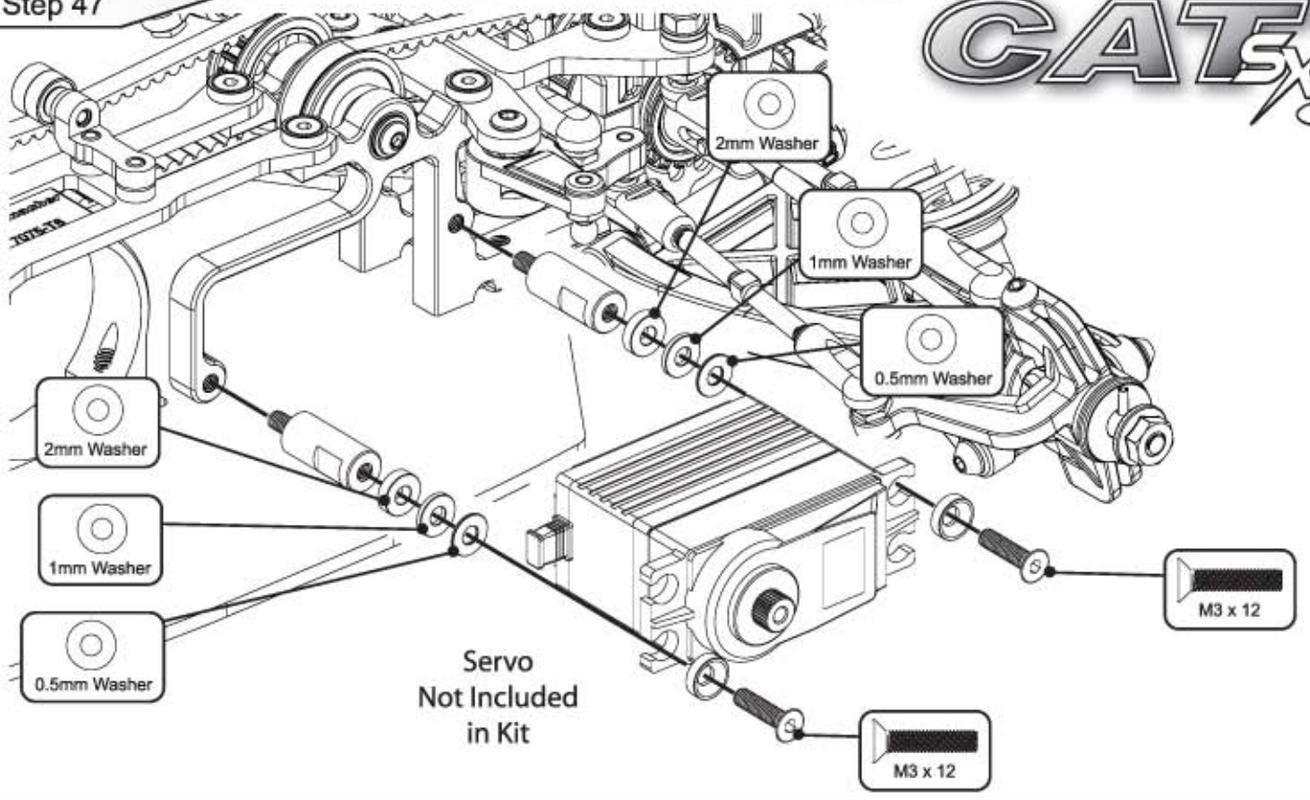
Step 46 B



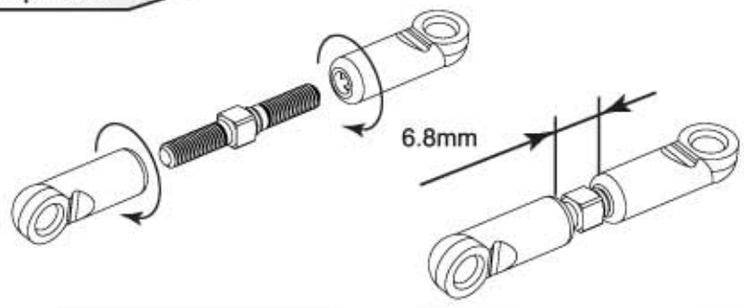
Step 46



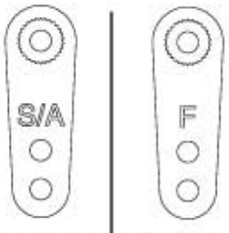
Step 47



Step 48 A

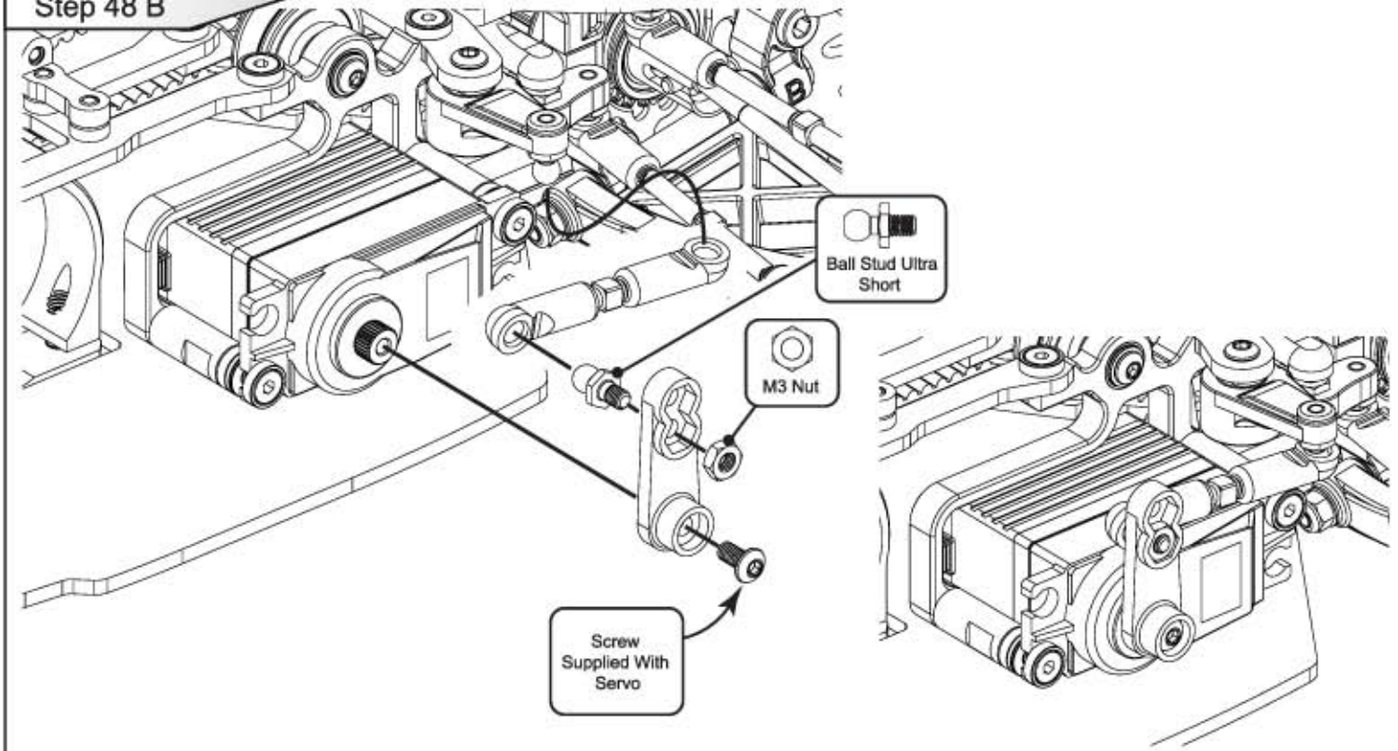


Choose the correct Servo Horn

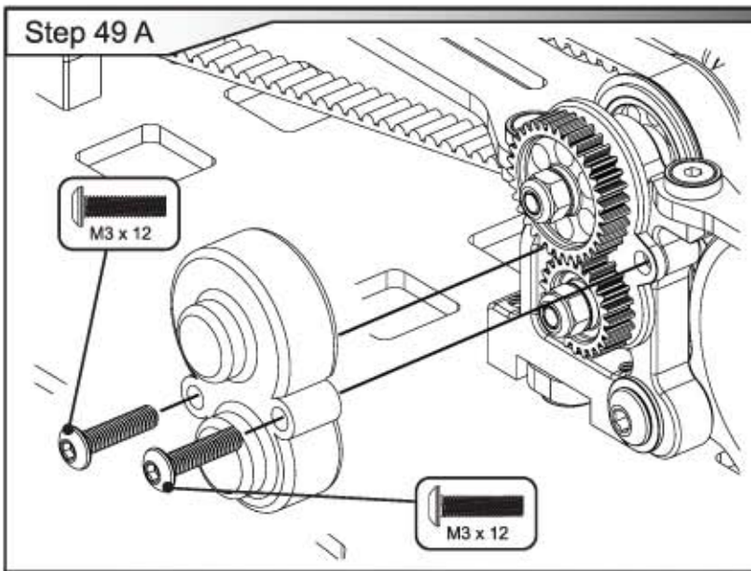


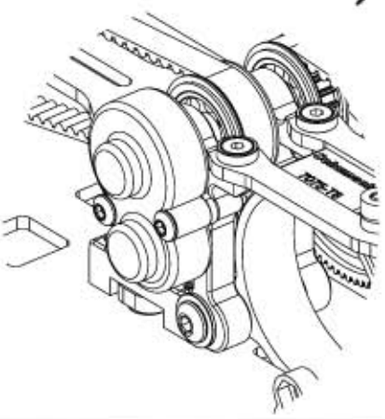
KO or Sanwa | Futaba Only

Step 48 B

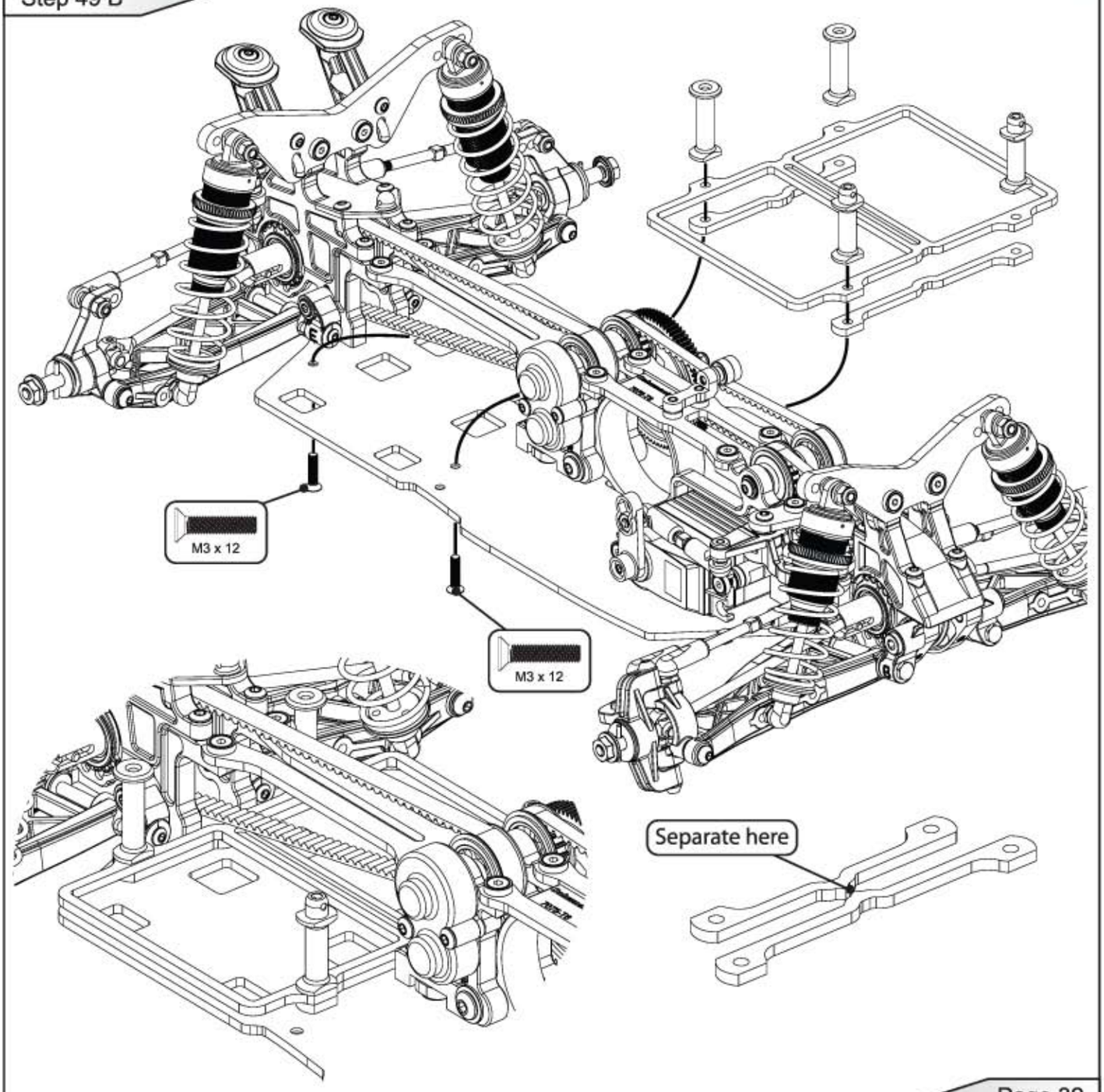


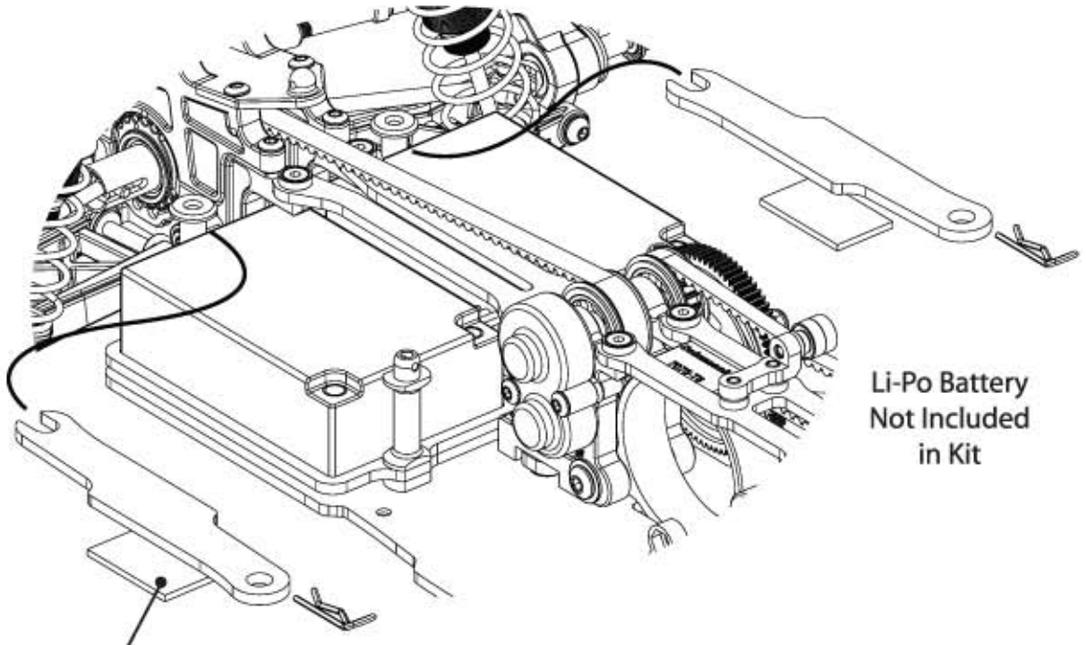
Step 49 A





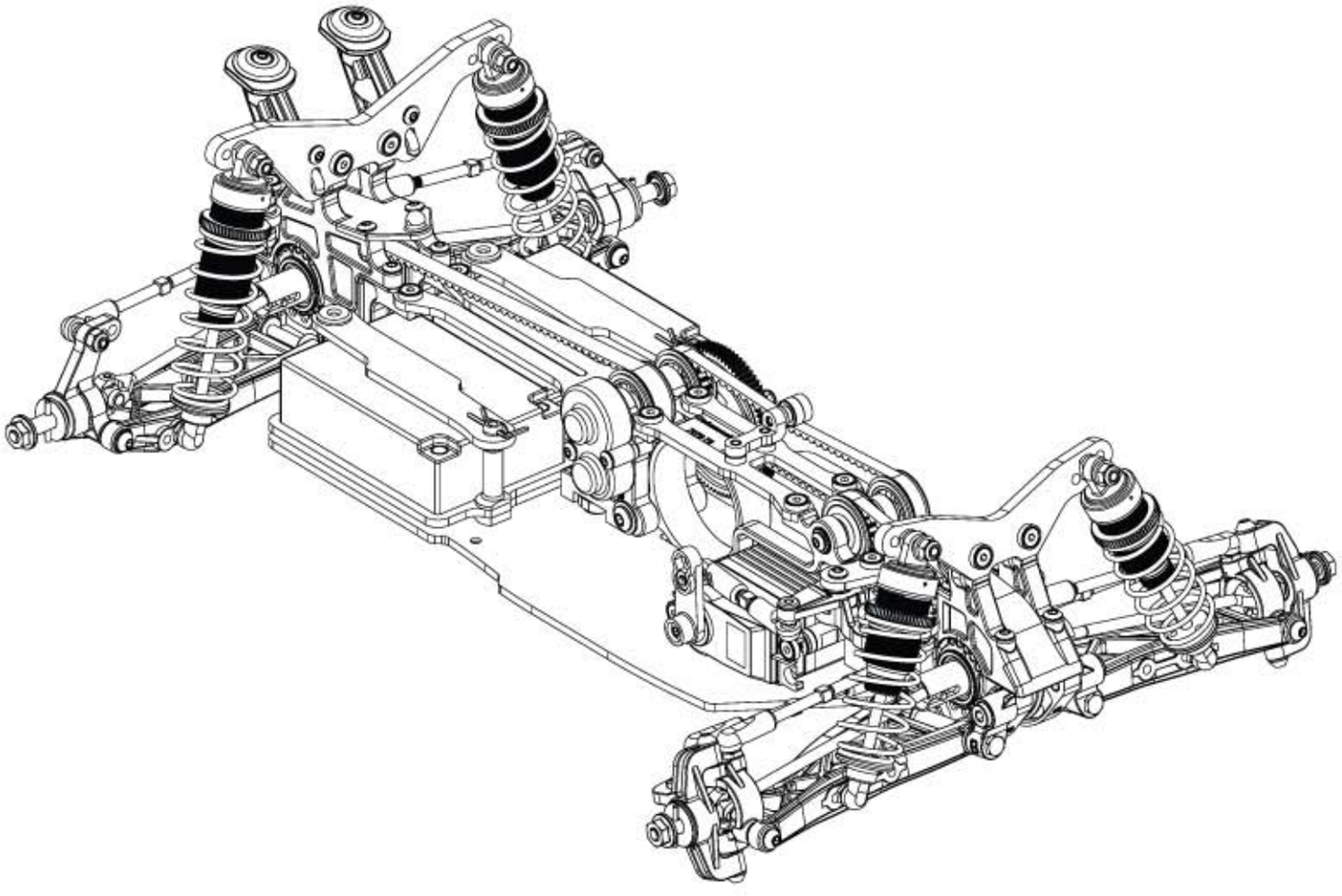
Step 49 B



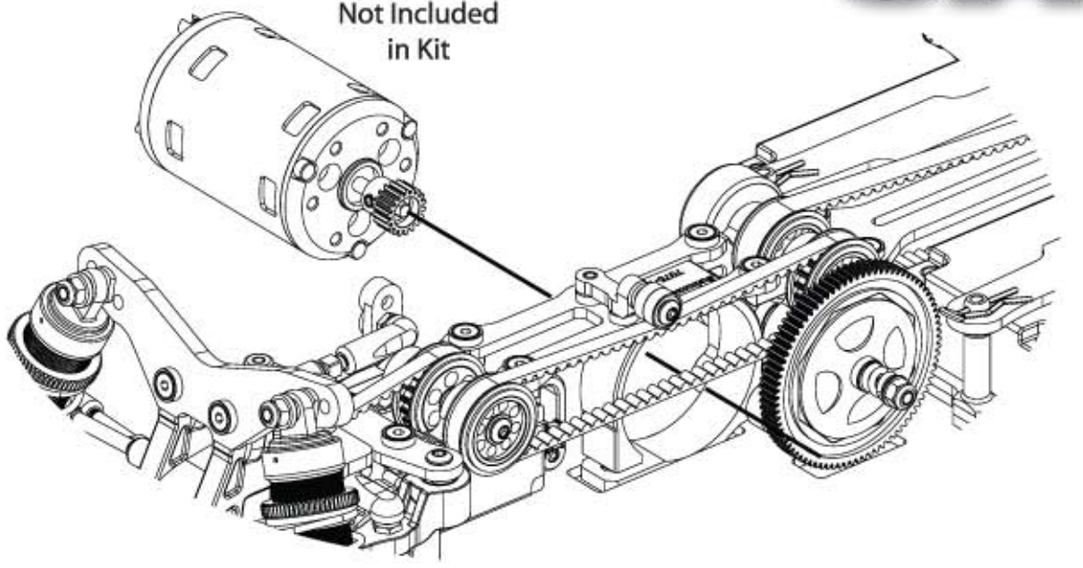


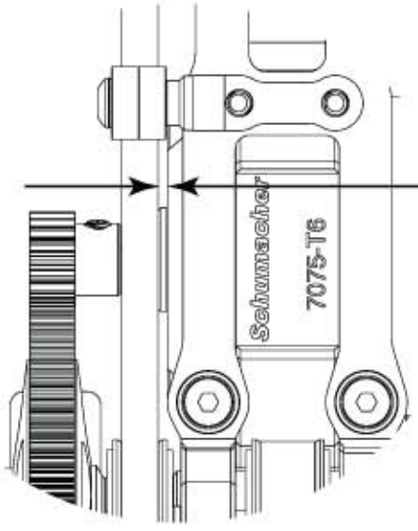
Li-Po Battery
Not Included
in Kit

Optional Servo Tape for different Battery Heights



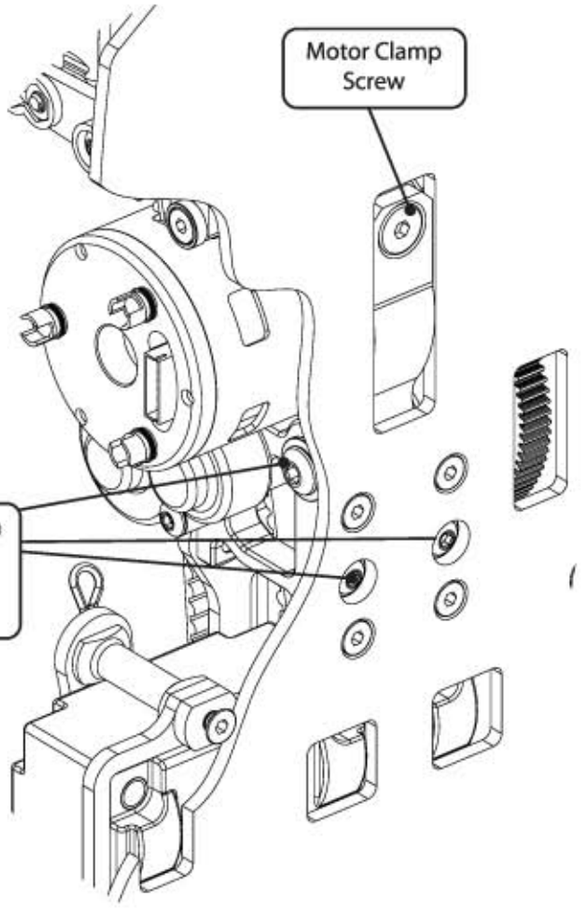
Motor and Pinion
Not Included
in Kit



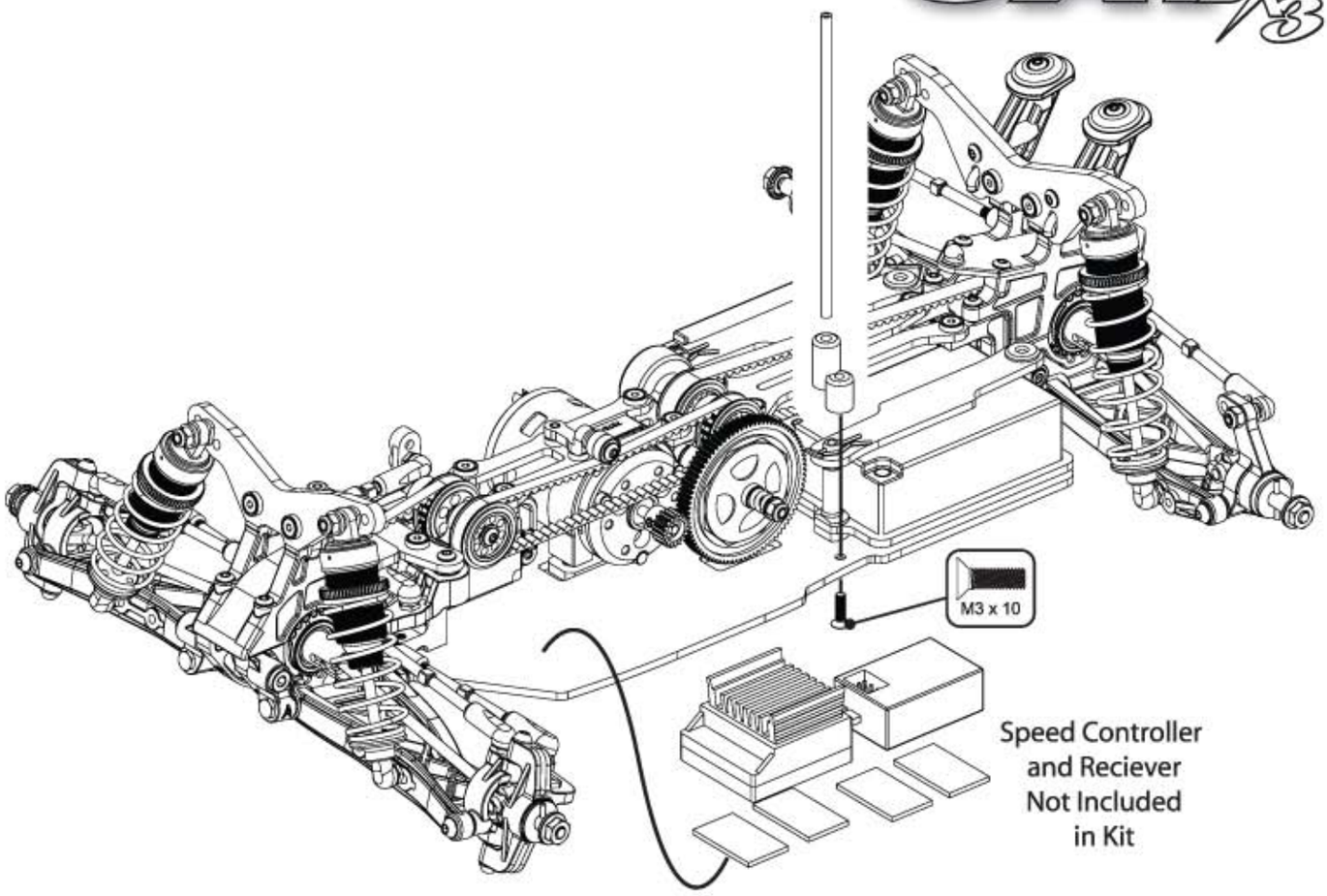


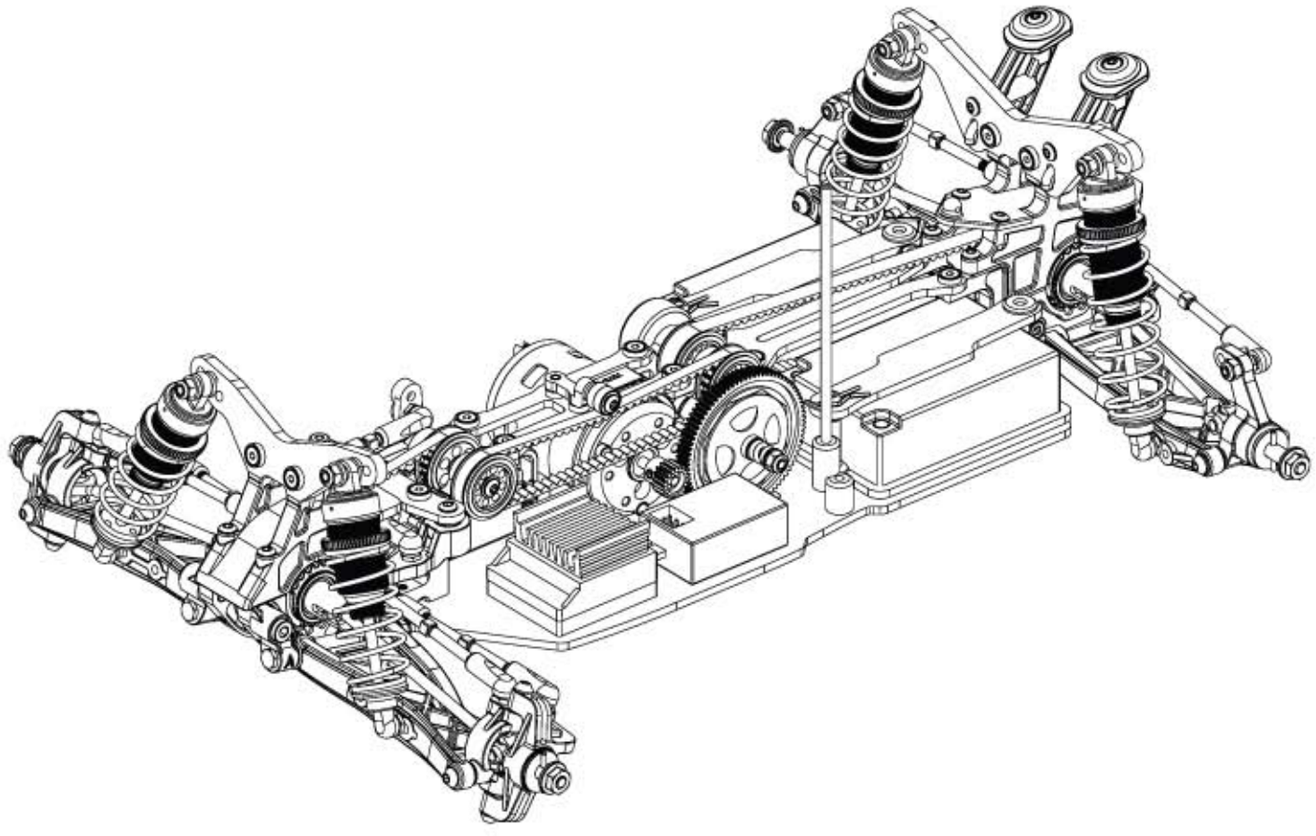
Position the Motor 1.0mm from the Belt
Tighten the Clamp screw as Shown Below

Motor Clamp
Screw

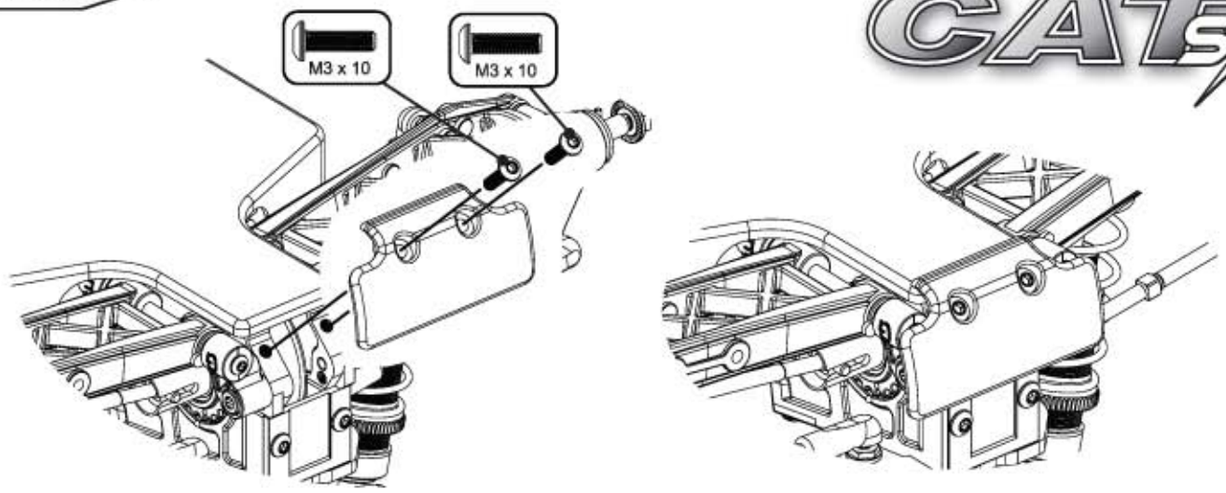


After Clamping your Motor Set the Gear Mesh
as close as possible, then Tighten
the Three Screws Shown
(The Chassis has Been Removed for Clarity)

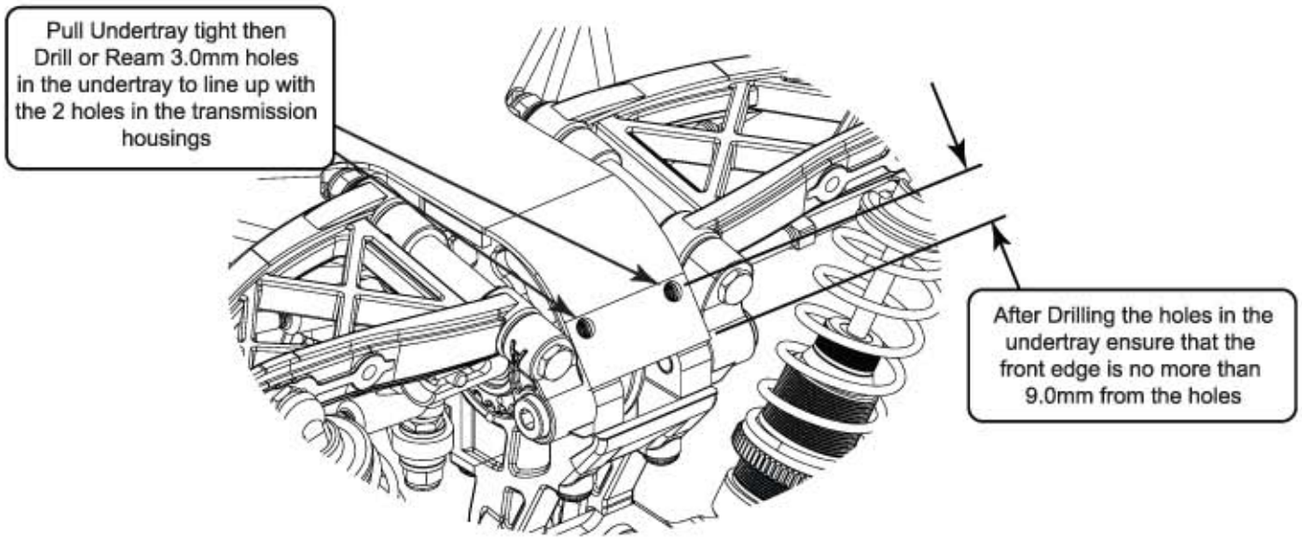

M3 x 10
Speed Controller
and Reciever
Not Included
in Kit



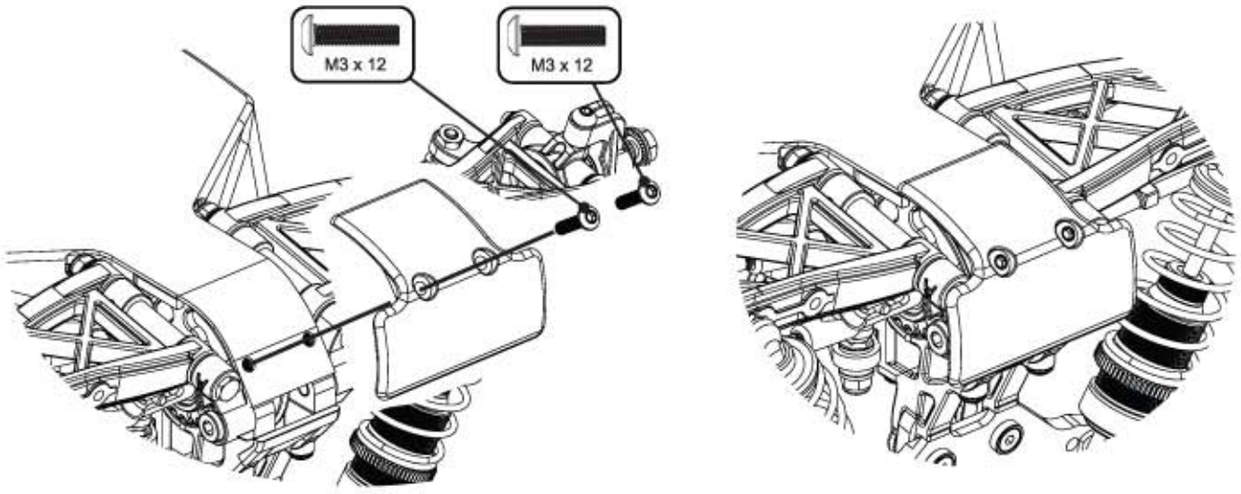
Step 51 A



Step 51 B



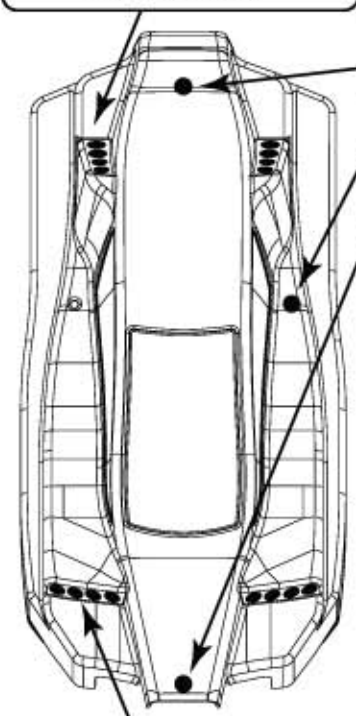
Step 51 C

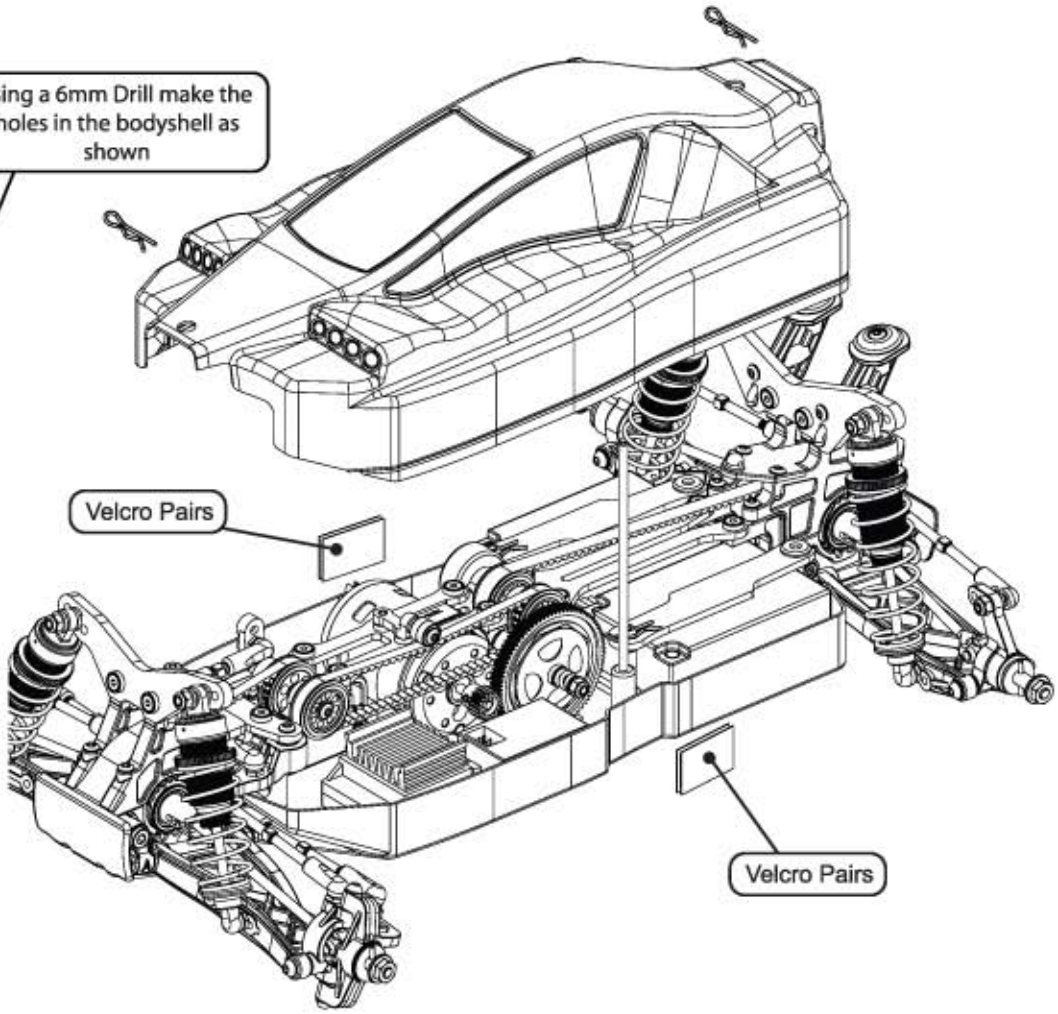


Step 52

Optional cutouts for cooling. To ensure your shell is race legal drill or ream the holes as shown leaving material between the holes maximum hole diameter is 7mm.

Using a 6mm Drill make the holes in the bodyshell as shown

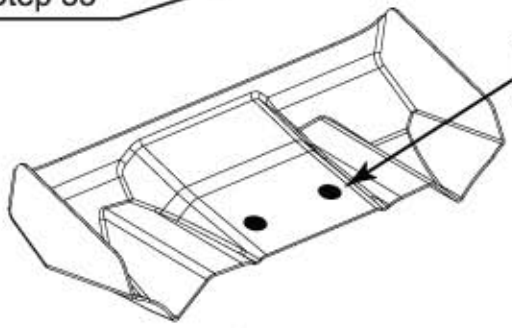




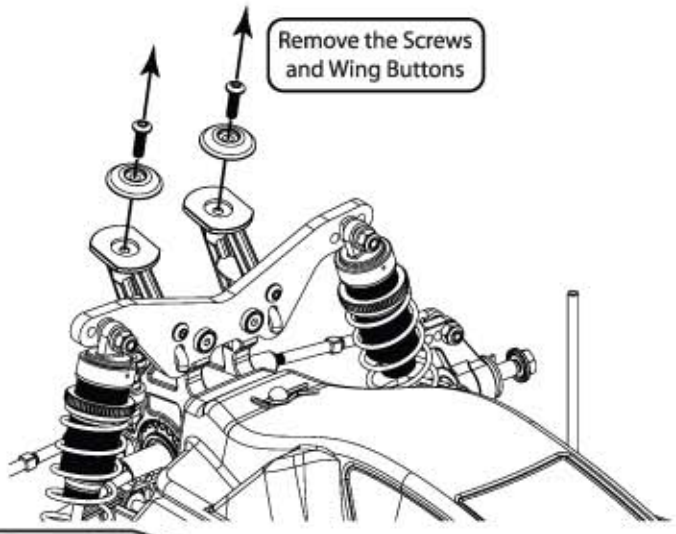
Optional cutouts for cooling. To ensure your shell is race legal drill or ream the holes as shown leaving material between the holes maximum hole diameter is 7mm.

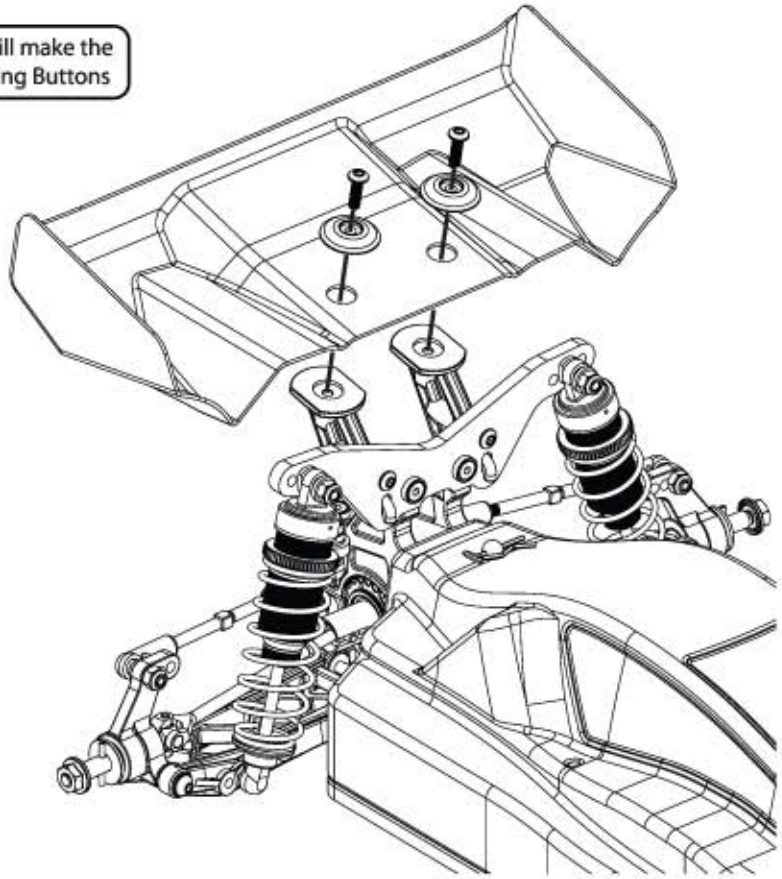
Step 53

Using a 8mm Drill make the holes for the Wing Buttons

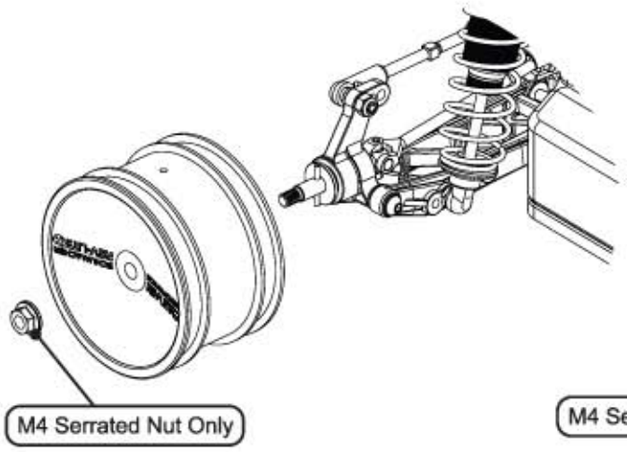


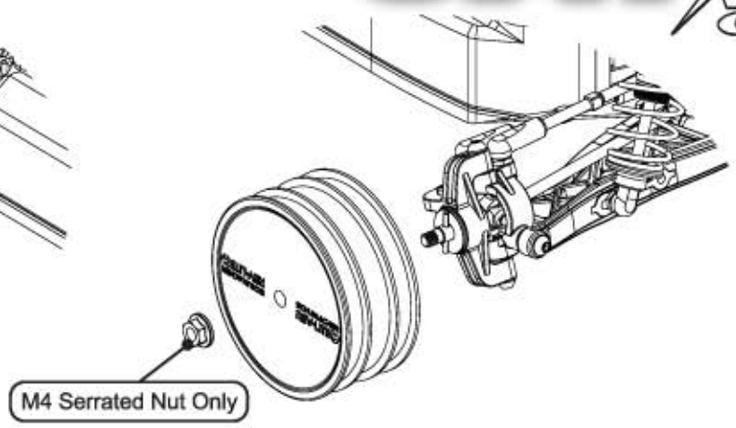
Remove the Screws and Wing Buttons



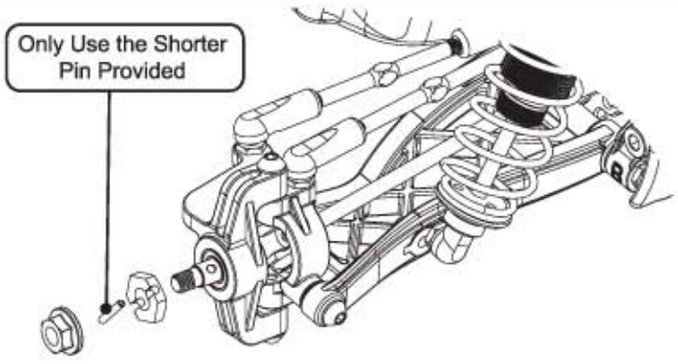


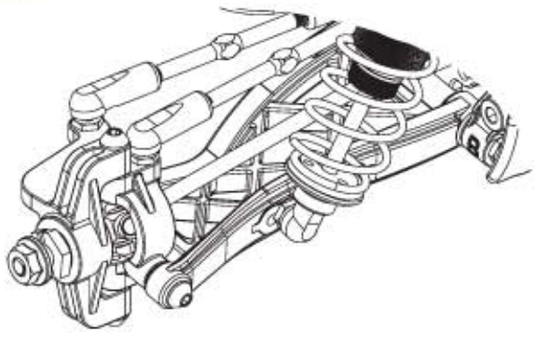
Wheel Fitting

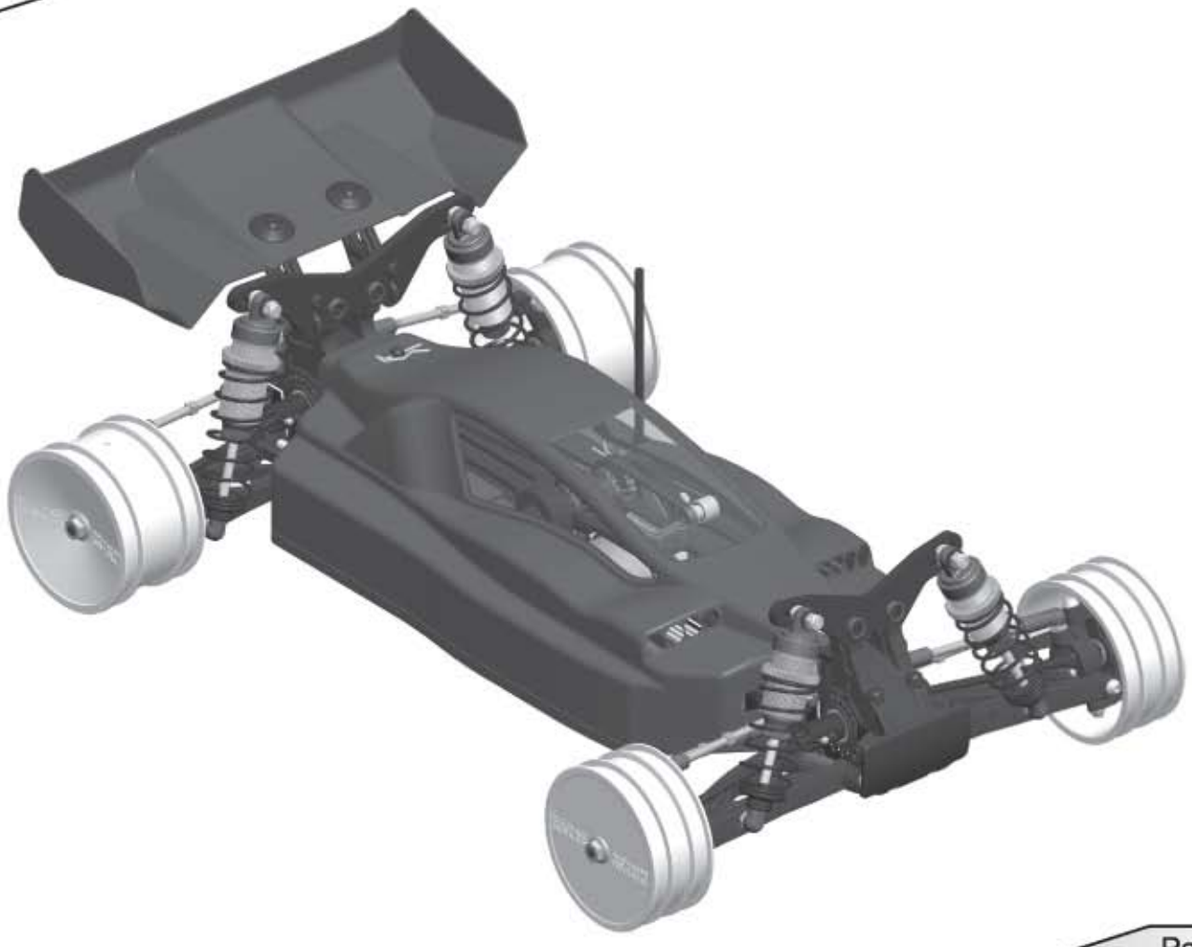




Optional Front Wheel Fixing for other Manufacturers Wheels

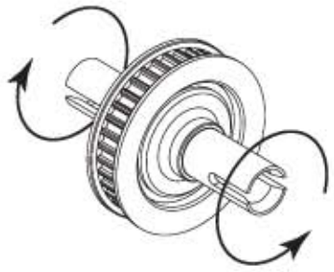






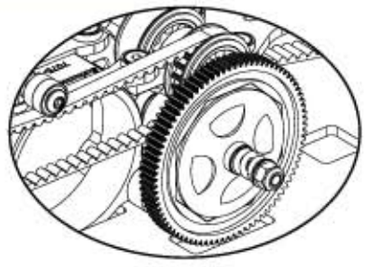
Differentials

For consistent performance it is vital that the differential action should be smooth and free. The diff should be adjusted using the recommended settings in the manual. Diff adjustment is not a tuning aid and the diff should never be allowed to slip. A loose diff can usually be recognised by a "chirping" sound when powering away from turns or landing under power from large jumps. When re building your diff we recommend using a U1954 thrust race and U3019 ceramic nitride balls for ultimate reliability and weight saving.



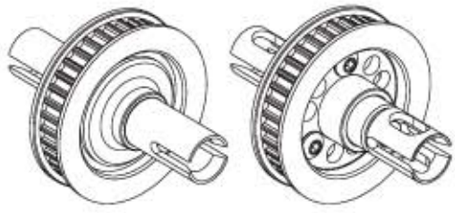
Slipper Clutch

On most tracks it is best to start with the slipper on a tight setting, and gradually loosen the spring tension, until you achieve the most consistent drive away from turns without spinning the car or pulling wheelies. Make sure you still have enough drive when launching the car from the up ramps. WARNING, Do not run the slipper too loose as it could melt the plastic spur gear.

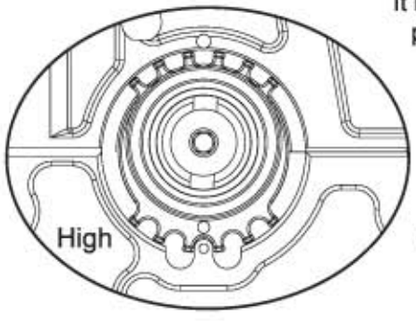


Front Differential/Oneway

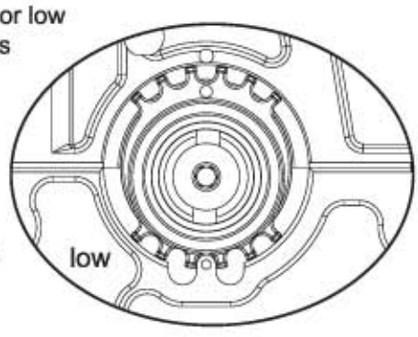
There are two main front drive options for the Cat. The kit standard differential (this is probably the best all round option for most drivers). And the speed secrets one way front axle. This provides really good on power drive, But absolutely no front braking, using this option gives the car great agility, steering and front traction but makes the car feel a little loose off power. Usually this provides the fastest individual laps but often lacks consistancy over the entire run.



Differential Height

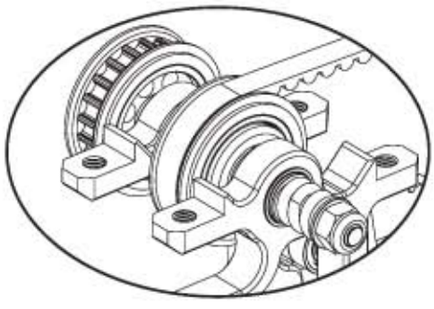


It is possible to run the Cat with the diff in the high or low position, When running on tracks with large jumps using the diff in the high position causes the driveshaft's to plunge more, The added friction of this can help make the car more stable on landing when under power. This setting could also help with traction on loose surfaces. For most normal tracks we would recommend running the diff in the low position for reduced driveshaft friction.



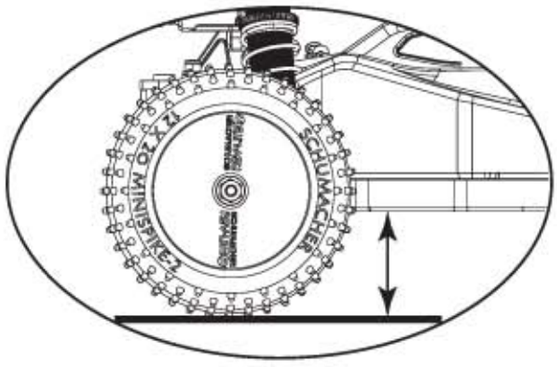
Front Layshaft. Fixed, One way or F.A.B.

These option parts further extend the drive system permutations, i.e. front differential and layshaft one way, front differential and F.A.B or for minimum overrun inertia a one way layshaft and a one way front axle. The F.A.B system is basically a front one way drive pulley with an adjustable slipper system to vary the amount of braking available to the front wheels. This is a very useful tuning aid where the one way offers too little braking, and a locked up system gives too much. Using a one way layshaft and a one way front axle will give the absolute minimum of overrun inertia. This set up is usually confined to high grip tracks. The option of a front diff with a one way layshaft has the advantage of being slightly smoother to drive and with better steering response through zig zag sections of the track where a one way front axle might feel a little nervous to drive.



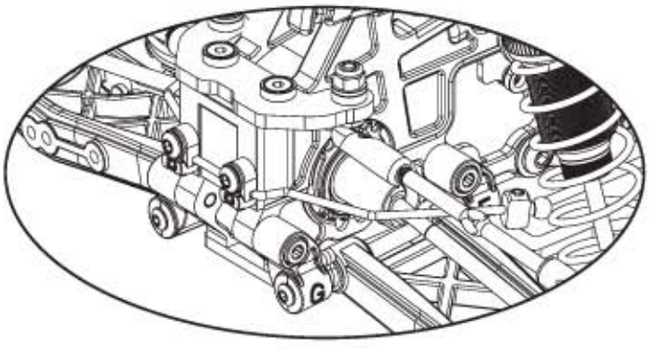
Ride Height

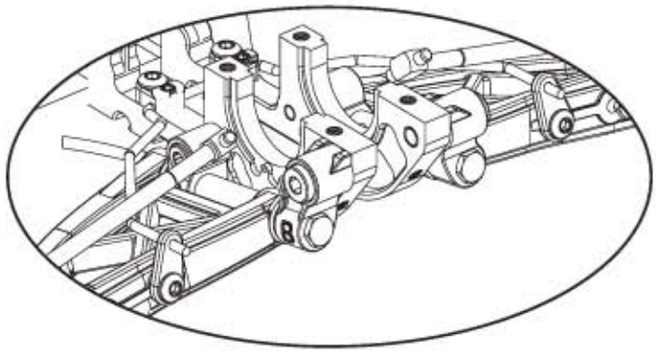
Use the spring adjusters on the shock absorbers to adjust the front and rear ride heights, We would recommend setting the ride height to around 20 mm with the car level. This is measured between the bottom of the chassis and the ground with the car in running trim. First press the car down on to the ground and release it once or twice to settle the suspension before adjusting the ride height. The chassis should be level when viewed from the side. Adjusting the spring collars does not increase or decrease the spring stiffness only the preload. So if the suspension needs to be softer or harder change the spring.



Anti Roll Bars

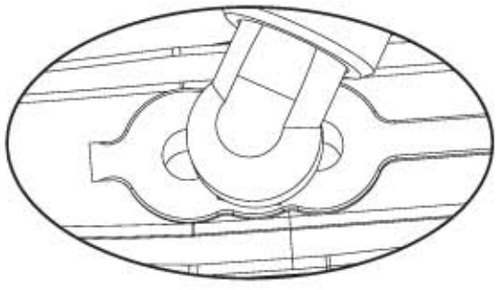
Anti roll bars are an often overlooked set up aid that allows fine tuning of the suspension without major changes to the shock and spring settings. They are mainly used to add roll stiffness to the car without affecting the handling on bumps and jumps. Running roll bars allows you to run softer suspension on bumpy tracks while reducing the roll in corners thus maintaining stability through the turns.





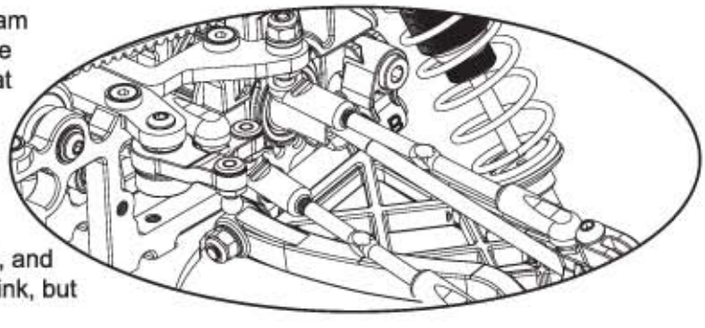
Front Wishbone Shock Mounting Hole

The middle hole in the wishbone is the standard setting for the lower shock absorber mounting. Moving the shock absorber to the outer hole increases the reaction of the steering as well as increasing the suspension stiffness, This position may cause a little too much initial turn in on corner approach. Using the inside hole will soften the suspension and also increase the total suspension travel, and will probably need spring and damping changes to make the best use of it. Anti roll bars are a good tuning aid when using different shock absorber positions on the wishbone.



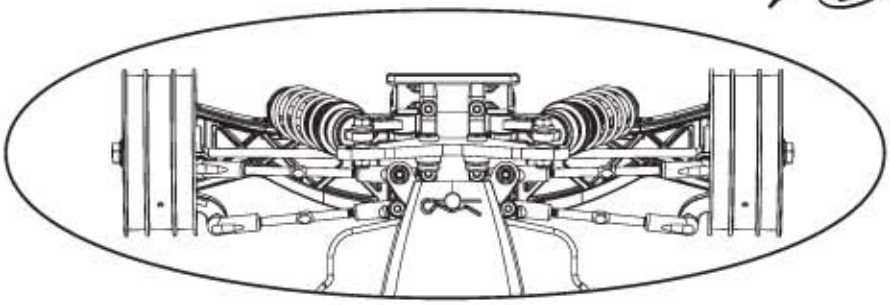
Front Camber Links

The kit front camber link position and length are what the Team recommend for most tracks. Using a long front link makes the front of the car roll more and will give less steering reaction at high speed. It is also not quite as good on very bumpy tracks. We would probably recommend this on fairly smooth high grip tracks. A shorter front link will make the car roll less and quicken the initial steering response. This is a better choice for bumpy low grip tracks. Lowering the inside ball stud will give a similar result to shortening the link, and raising it will give a similar result to lengthening the camber link, but with less total effect.



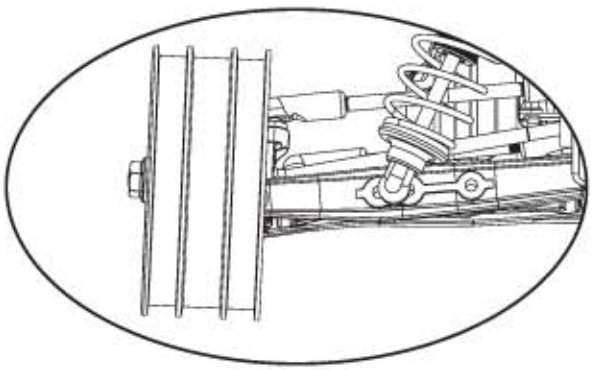
Front Toe In

Front toe in should be set to 0^{o} (both front wheels pointing straight ahead) this will be the best setting for most track conditions. Adding slight toe out will increase initial turn in. Whereas slight toe in will make this initial turn in a little softer.



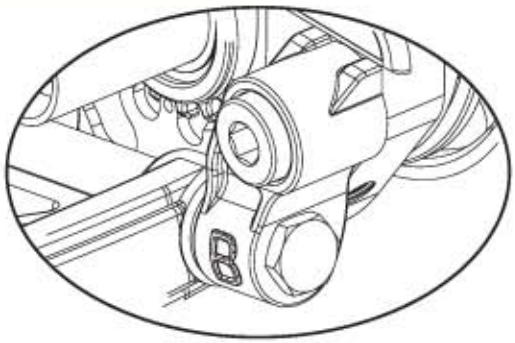
Front Camber

The usual team setting for static front camber is 1^{o} negative at ride height (the top of the wheel is leaning inwards towards the car). Increasing the static camber will generally increase the mid corner steering, whereas decreasing the static camber usually makes the car smoother to drive by reducing the steering response.



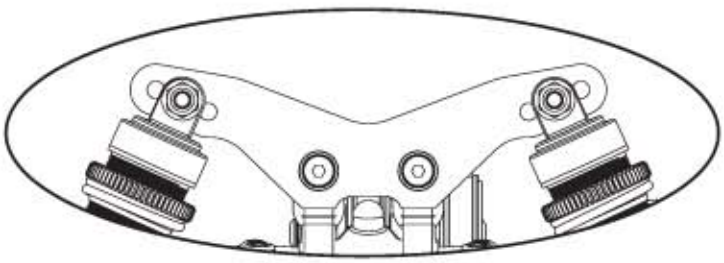
Front Rake Adjustment

The Std rake angle (kick up) is 10^{o} on the Cat and needs adding to the castor block angle to get the total castor angle. The standard car uses a 10^{o} castor block making the standard car 20^{o} in total; this can be increased to 22.5^{o} by using the optional 12.5^{o} castor block. Or 17.5^{o} by using the optional 7.5^{o} castor block. Using more castor gives better corner entry steering but less power on steering at corner exit, and will make the steering feel a little softer. There is also the 7.5^{o} Rake Blocks which again will reduce the total castor angles by 2.5^{o}.



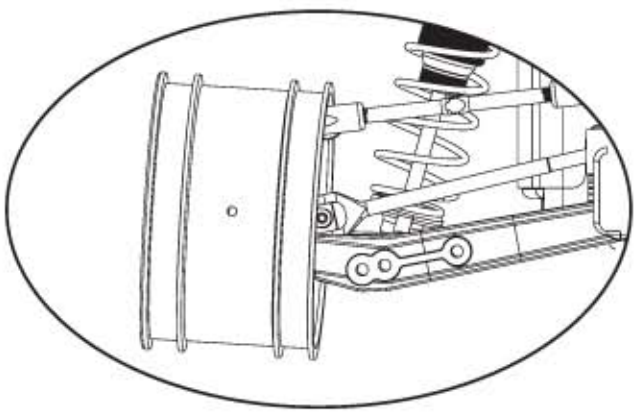
Front Shock Mount

The middle hole on the front shock mount is the most widely used position. Moving the shock to the outer position will make the car react faster and increase the initial steering response, it will however, stiffen the suspension which may require an oil and spring change so that the cars suspension feels the same. By moving the shock to the inner hole will soften the suspension and slow down the steering reaction and make the car smoother on bumpy tracks. You may need to alter the oil and spring combination to get the suspension correct again.

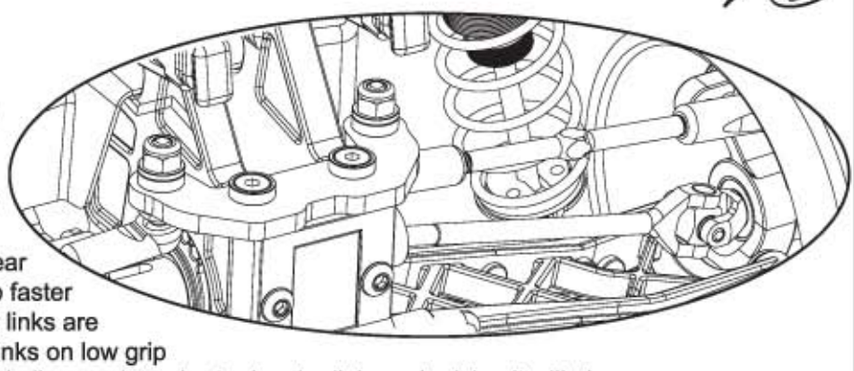


Rear Camber

The usual team setting for static rear camber is 1° negative at ride height (the top of the tyre leaning inwards towards the car). Increasing the static rear camber will increase the traction when exiting the turns, but will be less stable at high speed. Decreasing the camber will reduce stability and traction in the turns but will be more stable at high speed. (Some drivers believe that adding slight positive camber where the tyre leans out at the top away from the car, will improve straight line traction on loose surfaces)

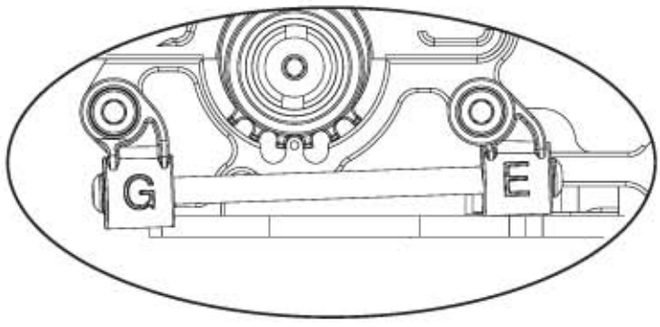


Rear Camber Link



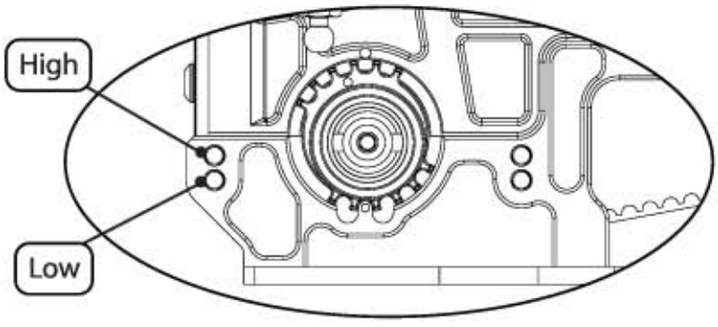
The kit build rear
camber link setting is the best compromise for most tracks. This is the longest link option and gives good stability and straight line traction while allowing the rear of the car to free up on high speed turns. This reduces power on under steer on high grip tracks.
Shortening the rear camber link will make the rear of the car roll less in the corners, and square up faster when accelerating away from tight turns, longer links are generally used on high grip tracks and shorter links on low grip tracks. Lowering the inside ball stud will give a similar result to shortening the link, and raising it will give a similar result to lengthening the camber link, but with less total effect.

Rear Anti Squat



The standard anti squat is set at 2°. The Team have found that this works Best on most tracks, and With optional parts this can be increased or Decreased.
Generally less anti squat allows the suspension to work better over the large bumps but usually gives less power on traction. Adding more antisquat gives more forward traction up to the point where the car starts to pull wheelies. Backing off the slipper is not always an option to compensate for this as good initial bite is needed to clear big jumps. Adding more antisquat seems to make the car handle better over small ripples but not so good on the tracks with large bumps.

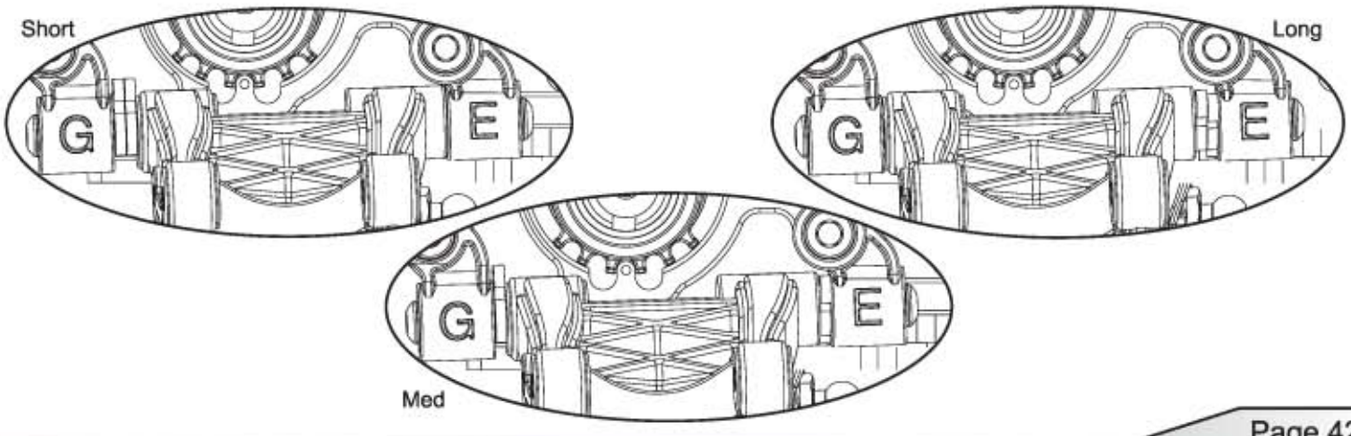
Rear Pin Hieght



The Low position is Factory Standard and is suitable for most tracks and conditions.
The High Position can give more stability on low grip or very bumpy tracks.

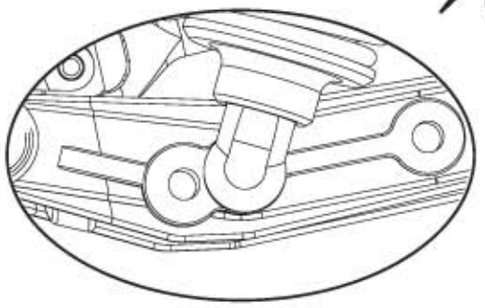
Wheel Base Adjustment

The Cat has 3 wheelbase options at the rear, short, med and long, The adjustment is provided by re positioning the quick clips on the wishbone pin. Moving the rear wishbones forward will give more traction at the expense of stability over rough sections of the track. and moving the wishbone to the middle or rear position usually improves stability over the rough sections, running the car in long wheelbase form also free's up the car on sweeping sections of the track.



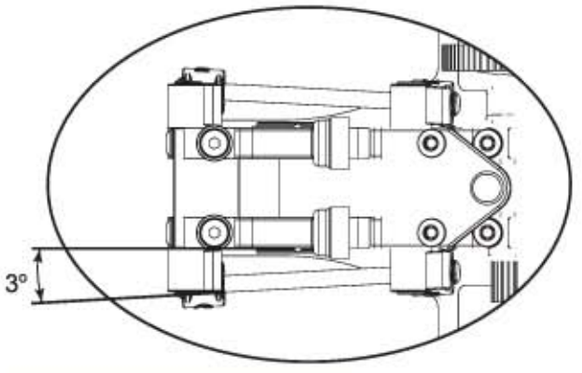
Rear Wishbone Shock Mounting Hole

The inner hole works best for most track conditions giving good traction and drive through the turns whilst maintaining good stability over the bumps. Moving to the outer hole on the wishbone will decrease traction but will allow the rear to free up more in the turns. This setting would usually only get used on high grip tracks and when moving the shock out you may have to change the oil and spring settings to get the same suspension feel.



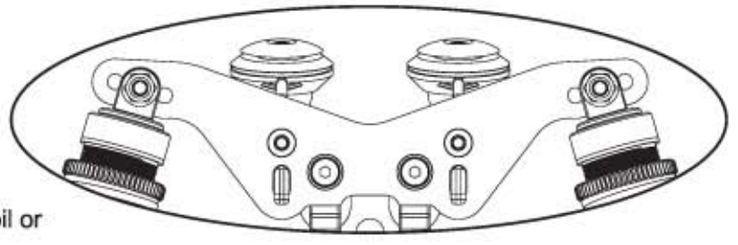
Rear Toe In

The standard rear toe in is 3° this is a good compromise between forward traction and the car binding in the turns, this setting is fine for most tracks. You can alter the toe in with option blocks. If you are running too much toe in your car may suffer from instability at high speeds, decreasing the toe in will reduce forward traction but will free the car up in the turns. Usually the Team use less toe in on high grip tracks and more for low grip tracks.



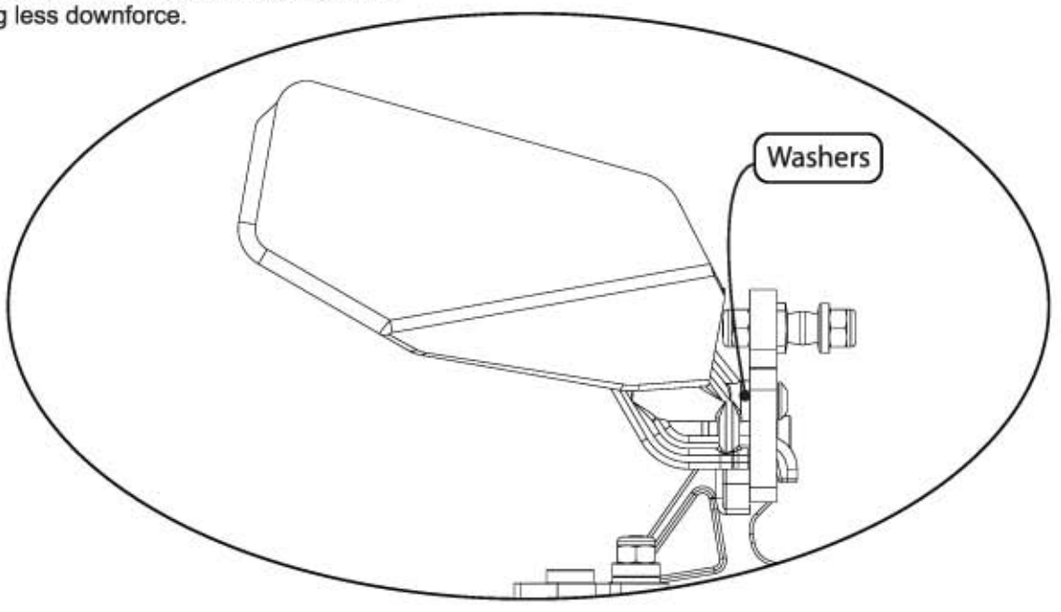
Rear Shock Mount

The middle hole on the shock mount gives best all round results. Moving the shock to the outer hole will stiffen the suspension and increase the reaction of the steering. The downside is less compliance over bumpy sections of the track. Moving the shock to the inboard position softens the suspension and will slow the steering reaction making the car smoother over the bumps. Moving the shock to these holes may require an oil or spring change to maintain the suspension performance.



Rear Wing Angle

Removing the washers at the front of the wing mount will give the wing more angle and increase rear downforce, adding washers will level the wing out giving less downforce.

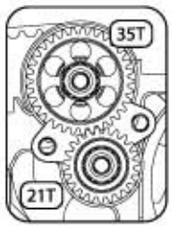


Gear Ratio's

Traditionally 4WD cars have always used an internal ratio between 2.4:1 and 2.6:1.
The Standard Cat Ratio is 2.58:1 with the option to run either 2.23:1 or 3:1 with optional parts.
One advantage of these interchangeable ratio's is that it is possible to adjust the motor position whilst maintaining the same overall gearing.

3 : 1

We Class this as a High inertia ratio, as the layshaft for the same overall gearing will be rotating faster than the other available ratios. This will give you a smooth driving transmission, spooling up and down without major reactions from throttle input, Good for loose surfaces.



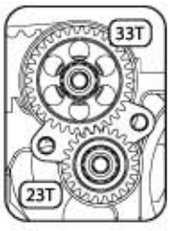
	16	17	18	19	20	21	22	23	24	25	26	27	28
83	15.56	14.65	13.83	13.11	12.45	11.86	11.32	10.83	10.38	9.96			
82		14.47	13.67	12.95	12.30	11.71	11.18	10.70	10.25	9.84	9.46		
81			13.50	12.79	12.15	11.57	11.05	10.57	10.13	9.72	9.35	9.00	
80				12.63	12.00	11.43	10.91	10.43	10.00	9.60	9.23	8.89	8.57

	23	24	25	26	27	28	29	30	31	32
76	9.91	9.50	9.12	8.77	8.44	8.14	7.86	7.60	7.35	7.13

Tooth Sum 99 Minimum 108 Maximum

2.58 : 1

We Class this as a Medium inertia ratio, as the layshaft for the same overall gearing will be rotating at speeds between the other available ratios. This will result in a transmission that has a good balance of sharp response and smooth transmission.
This Kit Ratio is Reccomended for most applications



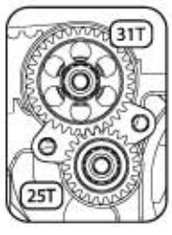
	16	17	18	19	20	21	22	23	24	25	26	27	28
83	13.40	12.61	11.91	11.28	10.72	10.21	9.74	9.32	8.93	8.58			
82		12.46	11.77	11.15	10.59	10.09	9.63	9.21	8.83	8.47	8.15		
81			11.62	11.01	10.46	9.96	9.51	9.10	8.72	8.37	8.05	7.75	
80				10.88	10.33	9.84	9.39	8.98	8.61	8.27	7.95	7.65	7.38

	23	24	25	26	27	28	29	30	31	32
76	8.53	8.17	7.84	7.54	7.26	7.00	6.76	6.54	6.33	6.13

Tooth Sum 99 Minimum 108 Maximum

2.23 : 1

We Class this as a Low inertia ratio, as the layshaft for the same overall gearing will be rotating Slower than the other available ratios. This will result in a faster reacting transmission, with sharper responses to throttle and brake input.
Good for High Grip situations.



	16	17	18	19	20	21	22	23	24	25	26	27	28
83	9.34	8.79	8.30	7.86	7.47	7.11	6.79	6.50	6.23	5.98			
82		8.68	8.20	7.77	7.38	7.03	6.71	6.42	6.15	5.90	5.68		
81			8.10	7.67	7.29	6.94	6.63	6.34	6.08	5.83	5.61	5.40	
80				7.58	7.20	6.86	6.55	6.26	6.00	5.76	5.54	5.33	5.14

	23	24	25	26	27	28	29	30	31	32
76	7.37	7.06	6.78	6.52	6.28	6.05	5.84	5.65	5.47	5.30

Tooth Sum 99 Minimum 108 Maximum

Alloy Steering Conversion - Cat SX2
U3768



U1573 - Titanium Turnbuckle (pr) - 53mm
U1574 - Titanium Turnbuckle (pr) - 60mm
U2053 - Titanium Turnbuckle (pr) - 24mm



U3670 Big Bore Shock; 2 Hole Pistons pr
U3671 Big Bore Shock; 4 Hole Pistons pr
U3672 Big Bore Shock; 6 Hole Pistons pr



U3864 Side Gear; Steel 25T
U3865 Side Gear; Steel 23T - Kit Std
U3866 Side Gear; Steel 21T



U3861 Side Gear; Steel 35T
U3862 Side Gear; Steel 33T - Kit Std
U3863 Side Gear; Steel 31T

U3445 CF Link Mount; Rear 49mm
U3444 CF Link Mount; Rear 43mm
U3443 CF Link Mount; Rear 37.5mm



U3790 Gear; CNC 76T Spur - Slipper
U3348 Gear; CNC 80T Spur - Slipper
U3349 Gear; CNC 81T Spur - Slipper
U3350 Gear; CNC 82T Spur - Slipper



Wishbone; Front Med Flex - Cat SX pr
U3407



Wishbone; Rear Med Flex - Cat SX pr
U3408



U3441 CF Link Mount; Front 44mm
U3442 CF Link Mount; Front 38.4mm



CF Rear Link Mnt;
Rr Mntd Shocks - Cat SX2
U3769



FAB (Front Adjustable Brake)
Complete Assembly
U3607



One Way Diff; Complete Assy - Cat SX
U3372



U3770 Big Bore Shock; 3 Hole Rounded Pistons pr
U3771 Big Bore Shock; 5 Hole Rounded Pistons pr



Roll Bar Set; Front
Cat SX set 3
U3379



Roll Bar Set; Rear
Cat SX3 set 3
U3897



Pivot Block M4; Front 10 degree - Cat SX
U3556



Alloy Block Susp Half Set - Mi4
U3517



Pivot Block; Front - Cat SX pr



Pulley; One Way 20t - Cat SX
U3378



Pivot Block M4; Front 7.5 degree - Cat SX
U3603



Eccentric; CNC Alloy - Cat SX pr
U3339



Alloy Mount; Front Upper Trans pr
U3370



Alloy Yoke; 12.5deg - Cat SX (pr)
U3559



Alloy Yoke; 7.5deg - Cat SX (pr)
U3404



Alloy Mount; Rr Upper - Cat SX pr
U3555



Purple Alloy Hubs 1° (Pair)
U3605



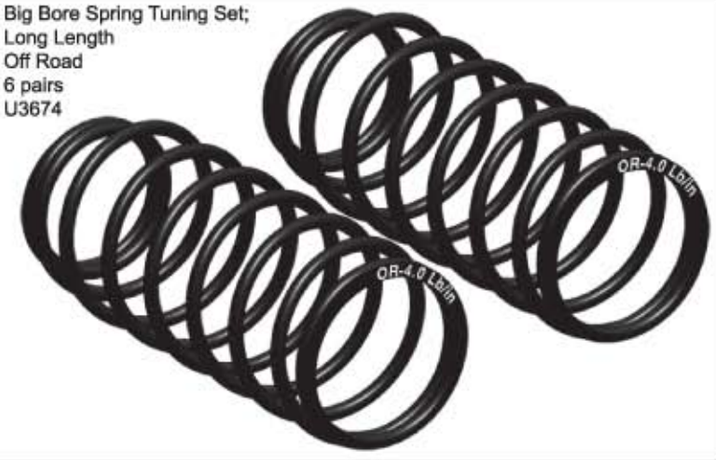
CNC Alloy Shock Spring Seat (pr)
U3611



Big Bore Spring Tuning Set;
Medium Length
Off Road
7 pairs
U3673



Big Bore Spring Tuning Set;
Long Length
Off Road
6 pairs
U3674



2.2"
Rear Full Spike
Yellow - U6596

2"
Rear Full Spike
Soft - T650



2.2" 4wd
Front Full Spike
Yellow - U6595

2"
Front Full Spike
Soft - T652



2.2"
Rear Mini Spike 2
Green - U6516
Blue - U6518
Yellow - U6558
Silver - U6763



2.2" 4wd
Front Mini Spike 2
Green - U6515
Blue - U6517
Yellow - U6557



Rear Mini Pin 2.2"
Blue - U6602
Yellow - U6608
Silver - U6762



2.2" 4wd
Front Mini Pin
Blue - U6601
Yellow - U6607



Rear Block 2"
Blue - T692



4wd Front Block 2"
Blue - T693



Rear Multi Bow
CR143



Front Multi Bow
CR144



Rear Multi Block
CR145



Front Multi Block
CR146



Pre-Glued

Mini Spike 2 on Revlite Wheels.
Rear Yellow - U6740
Front Yellow - U6739



Mini Pin on Revlite Wheels.
Rear Yellow - U6742
Front Yellow - U6741



Revlite Wheels.
Rear White - U3383
Front White - U3382
Rear Yellow - U3406
Front Yellow - U3405





Red
Moulded Inserts
Rear - CR141
Front - CR142

Soft Insert 2.2"
Ultra Wide Rear - U6668



Medium Insert 2.2"
4wd Front - U6733
2wd Slim Front - U6738
Rear - U6734



Hard Insert 2.2"
4wd Front - U6652
2wd Slim Front - U6667
Rear - U6653
Ultra Wide Rear - U6669



GUIDE TO TYRE COMPOUNDS

Blue – A general purpose, hard wearing compound.

Green – Slightly softer than Blue, but works right through from wet to dry.

Yellow – Softer. The Racers Choice! The Benchmark Tyre Compound! Indoor and Out.

Silver – Ultimate dirt/dust tyre. Very soft.

Soft – The CAT original. Winner of the Worlds!

B30 – High Grip Tarmac Tyre.

ELECTRIC - OFF ROAD CARS
K119 CAT SX3 - Pro CF Kit
K120 CAT SX3 - Pro C/F Assembled
K121 CAT SX3 - S1 Kit
K122 CAT SX3 - S1 Assembled

BODYSHELLS AND DECALS
U3478 Decal sheet - Schumacher and Racing-Cars.Com (pk3)
U3887 Window Mask - CAT SX3
U3892 Decal Sheet - CAT SX3 (pk2)
U5106 Long Wing; Max Aero
U5107 Bodyshell & Decals; Clear - CAT SX3
U5108 Undertray - CAT SX3

CHASSIS PARTS
U1042 Aerial Mount - Universal
U119 Aerial Tube - Pack 4
U122 Velcro 1/2metrex16mm.
U2231 Servo Horns
U2989 Ball Grippa Sockets - (pk 8)
U3291 C/F Shock Mount; Front - CAT SX
U3292 C/F Shock Mount; Rear - CAT SX
U3297 Servo Mount; LiPo - CAT SX pr
U3613 Front Shock Bracket S1 - CAT SX2
U3614 Rear Shock Bracket S1 - CAT SX2
U3850 Wing Mount Set - CAT SX3
U3877 Bumpers & Diff Covers - CAT SX3
U3878 CF Top Deck Set - CAT SX3
U3879 Top Deck Set; S1 - CAT SX3
U3880 CF LiPo Tray & Spacer; Saddle Pack - CAT SX3
U3881 CF LiPo Straps & Adhesive Pads; SP - CAT SX3
U3882 LiPo Tray & Spacer; S1 Saddle Pack - CAT SX3
U3883 LiPo Straps & Adhesive Pads; S1 SP - CAT SX3
U3884 LiPo Posts; Alloy - CAT SX3 (pk4)
U3885 CF Steering Mount - CAT SX3
U3886 Steering Mount; S1 - CAT SX3 + Link Mounts
U3888 CF Chassis - CAT SX3
U3889 CF Chassis; Soft Weave - CAT SX3
U3890 Chassis; S1 - CAT SX3
U3891 Instruction Manual - CAT SX3

SHOCK ABSORBERS
U613 Spring Stop and Spacer Mouldings pr

BIG BORE SHOCKS
U3611 Alloy Spring Seat - All shock types pr
U3660 Big Bore Shocks; Med - Assembled
U3661 Big Bore Shocks; Long - Assembled
U3662 Big Bore Shock Body; Med pr
U3663 Big Bore Shock Body; Long pr
U3664 Big Bore Shock Cap; Off Road pr
U3665 Big Bore Shock Seal Housing pr
U3666 Big Bore Shock Adjusting Collar pr
U3667 Big Bore Shock; Seal Rebuild Kit - Off Rd pr
U3668 Big Bore Shock Rods; Med pr
U3669 Big Bore Shock Rods; Long pr
U3670 Big Bore Shock; 2 Hole Pistons pr
U3671 Big Bore Shock; 4 Hole Pistons pr
U3672 Big Bore Shock; 6 Hole Pistons pr
U3770 Big Bore Rounded Pistons; 3 Hole pr
U3771 Big Bore Rounded Pistons; 5 Hole pr

BIG BORE SPRINGS
U3673 Big Bore Spring Tuning Set; Med 7prs
U3674 Big Bore Spring Tuning Set; Long 6prs
U3675 Big Bore Spring; Med - 2.0 pr
U3676 Big Bore Spring; Med - 2.5 pr
U3677 Big Bore Spring; Med - 3.0 pr
U3678 Big Bore Spring; Med - 3.5 pr
U3679 Big Bore Spring; Med - 4.0 pr
U3680 Big Bore Spring; Med - 4.5 pr
U3681 Big Bore Spring; Med - 5.0 pr
U3682 Big Bore Spring; Long - 1.6 pr
U3683 Big Bore Spring; Long - 2.0 pr
U3684 Big Bore Spring; Long - 2.5 pr
U3685 Big Bore Spring; Long - 3.0 pr
U3686 Big Bore Spring; Long - 3.5 pr
U3687 Big Bore Spring; Long - 4.0 pr

SHOCK AND DIFF OIL
G010 Pure Silicone Shock Oil - 10w
G015 Pure Silicone Shock Oil - 15w
G020 Pure Silicone Shock Oil - 20w
G025 Pure Silicone Shock Oil - 25w
G030 Pure Silicone Shock Oil - 30w
G035 Pure Silicone Shock Oil - 35w
G040 Pure Silicone Shock Oil - 40w
G045 Pure Silicone Shock Oil - 45w
G050 Pure Silicone Shock Oil - 50w

SUSPENSION
U2251 Kwik Klip; 1/8x1.0 and 2.0mm
U2722 Ball Grippa Joints - U/Sh Stud 4prs
U3131 Alloy Spacers M3x7mm 0.5;1;2mm (pk18)
U3137 Shock Mounting Post - pr
U3209 Turnbuckle Adjuster; Gold - 24mm pr
U3213 Turnbuckle Adjuster; Gold - 53mm pr
U3214 Turnbuckle Adjuster; Gold - 60mm pr
U3299 Ball Grippa Joints; X-Long 4prs
U3300 Hub Carrier; Front - CAT SX pr
U3301 Hub Carrier; Rear - CAT/COUGAR pr
U3304 Pivot Block; Front - CAT SX pr
U3305 Pivot Pin; Screw Type 12mm pr
U3306 Pivot Pin; Screw Type 52mm pr
U3307 Pivot Pin; Threaded 1/8x50mm pr
U3311 Axle Spacers - 2prs
U3312 Steering Post - CAT SX pr
U3313 Tube; Wishbone - CAT SX pr
U3316 Yoke - CAT SX pr
U3479 Ball Grippa Sockets-Short (pk 8)
U3588 Suspension Block Set - CAT SX2
U3590 Radius Arms - CAT SX2
U3597 Wishbones; Front - CAT SX2 pr
U3598 Wishbones; Rear - CAT SX2 pr
U3898 Mount Set; Link + Steering S1 3pcs - CAT SX3
U748 Front Susp. Pivot Set - 2WD

TRANSMISSION

U3140 Diff Washer; ProSpec - Mi4 pr
U3332 Front Belt 70Tx4mm - CAT SX2
U3334 Cone; Rear Wheels pr
U3351 Gear 5mm; CNC 83t Spur - Slipper
U3355 Mounts; Upper Trans - CAT SX set 4
U3357 Pulley; CNC Alloy 20t 4mm - CAT SX
U3358 Pulley; CNC Alloy 20t 6mm - CAT SX
U3359 Pulley; CNC Alloy 20t Front - CAT SX
U3361 Roll Pins Set 2x3/8+4x1/2 - CAT SX
U3362 Shaft; Front Idler - CAT SX
U3364 Slipper Pad; PTFE Octagon pr
U3366 Spacer Shim; 4x6x2.5 pk 4
U3368 Washers and Pins; Off Road Front Wheels
U3381 Alloy Wheel Hex; Front - CAT SX pr
U3557 Alloy Mount M4; Front LH Trans-CAT SX
U3558 Alloy Mount M4; Front RH Trans-CAT SX
U3589 Eccentrics; moulded - CAT SX2 pr
U3599 Driveshafts; Front - CAT SX2 pr
U3600 Driveshafts; Rear - CAT SX2 pr
U3851 Diff Pulley & Fences - CAT SX3
U3852 Diff Output; Male - CAT SX3
U3853 Diff Output; Female - CAT SX3
U3854 Diff Screw Set; HD
U3856 Diff HD - Assembled - CAT SX3
U3857 Idler Mount; Mid Belt - CAT SX3
U3858 Rear Belt 119Tx6mm - CAT SX3
U3859 Rear Belt 119Tx4mm - CAT SX3
U3860 Mid Belt 82Tx4mm - CAT SX3
U3862 Side Gear; Steel 33T - CAT SX3 Kit Std
U3865 Side Gear; Steel 23T - CAT SX3 Kit Std
U3867 Side Gear Cover - CAT SX3
U3868 Layshaft & Spacers - CAT SX3
U3869 Slipper Set - CAT SX3 (pr)
U3870 Rear Idler Shaft - CAT SX3
U3872 Alloy Trans Hsg; Rear Lower Right - CAT SX3
U3873 Alloy Trans Hsg; Rear Lower Left - CAT SX3
U3874 Alloy Trans Hsg; Mid Right - CAT SX3
U3875 Alloy Trans Hsg; Mid Left - CAT SX3
U3876 Alloy Motor Mount - CAT SX3

BEARINGS AND BALLS

G200 ZX1 - Microlube
H1031 Bearing Blaster Aerosol 500ml
U1301 Silicone Diff Lube - Pot
U1411 Ball Bearing - 4x8x3 Non Fl. (pr)
U1439 Ball Bearing - 5x9x3 Non Fl. (pr)
U1954 Pro - Thrust Bearing
U1957 Moly Axle Grease - Pot
U2148 Ball Bearing - 5x10x4 Shielded (pr)
U2698 Ball Bearing - 5x10x4 Red Seal (pr)
U2699 Ball Bearing - 10x15x4 Red Seal (pr)
U2862 Ceramic Bearing - 5x10x4 Shielded (pr)
U3016 Ball Bearing - 10x15x4 (pr)
U3017 Ceramic Bearing - 10x15x4 (pr)
U3019 Ceramic Nitride Diff Balls 2.5mm (pk12)
U3075 Ball Bearing 4x8x3mm Red Seal (pr)
U3136 Ball Bearing - 5x8x2.5 (pr)
U3855 Ball Bearing 5x10x3 Open (pr)
U3871 Ball Bearing 5x9x3 Red Seal (pr)

BEARINGS AND BALLS

U2862 Ceramic Bearing - 5x10x4 Shielded (pr)
U3019 Ceramic Nitride Diff Balls 2.5mm (pk12)
U3386 Ceramic Bearing - 4x8x3 (pr)
U3387 Ceramic Bearing - 5x9x3 MR95 (pr)
U3704 Thrust Bearing F3x8G SiNi Balls
U3893 Ceramic Bearing Set - CAT SX3

SPEED PACKS

CR024 CORE RC - Serrated M4 Steel Wheel Nut pk4
CR035 CORE RC - Serrated Alloy M4 Nuts; Blue pk 4
CR036 CORE RC - Serrated Alloy M4 Nuts; Purple pk 4
CR061 Small Body Clip 1/10 - Silver (8)
CR062 Small Body Clip 1/10 - Gold (8)
CR063 Small Body Clip 1/10 - Fluorescent Yellow (8)
CR064 Small Body Clip 1/10 - Fluorescent Green (8)
CR065 Small Body Clip 1/10 - Fluorescent Red (8)
CR066 Small Body Clip 1/10 - Metallic Green (8)
CR067 Small Body Clip 1/10 - Metallic Red (8)
CR068 Small Body Clip 1/10 - Metallic Blue (8)
CR069 Small Body Clip 1/10 - Metallic Purple (8)
U1309 SPEED PACK-Hi-Tensile Wheel Screws
U1544 SPEED PACK - Short M3; Cap Hd
U1545 SPEED PACK - M3 Cap Hd 16;20mm
U1547 SPEED PACK - M3 Nuts
U1548 SPEED PACK - M3 Washers
U1549 SPEED PACK - M4 Nuts and Washers
U1550 SPEED PACK - Socket Wrenches (pk3)
U1551 SPEED PACK - E Clips 2x8pcs
U1552 SPEED PACK - R Clips
U1633 SPEED PACK - Small Pins (pk)
U1700 SPEED PACK-M4x12 Csk Hi Tensile (4)
U1960 SPEED PACK - O Rings; Various
U2128 SPEED PACK - Grub-Set Screws M3 M4
U2356 SPEED PACK - M3x16-30 Csk Screws (pk12)
U2631 SPEED PACK - Circlips Various 12 pcs
U2760 SPEED PACK - M3 Button Hd; 4 to 20
U2856 SPEED PACK - Sticky Cable Clips (pk10)
U2857 SPEED PACK - Small Cable Ties (pk25)
U2988 M3 Csk Washers - Purple Alloy (pk10)
U3022 SPEED PACK - M3x8 Csk Allen Hi-T
U3023 SPEED PACK - M3x10 Csk Allen Hi-T
U3131 Alloy Spacers M3x7mm 0.5;1;2mm (pk18)
U3168 SPEED PACK - M2.5/M2.6 Screws
U3369 SPEED PACK - M4x16 Button pk4
U3524 SPEED PACK-M4x8 Csk Hi Tensile (4)
U3583 SPEED PACK - M4x12 Cap Hd pk 8
U3584 Alloy Spacers M4x9mm 0.5;1;2mm (pk10)

SPEED SECRET - OPTION PARTS

S500B Schumacher BANNER 6x3ft
U1573 Titanium Turnbuckle; purple - 53mm pr
U1574 Titanium Turnbuckle; purple - 60mm pr
U2053 Titanium Turnbuckle; purple - 25mm pr
U2566 Titanium Turnbuckle - 45mm pr
U3129 Alloy Block; Screw - Mi4 pr
U3130 Alloy Block; Pivot - Mi4 pr
U3308 Radius Arm; CNC Alloy LH - CAT SX
U3309 Radius Arm; CNC Alloy RH - CAT SX
U3339 Eccentric; CNC Alloy - CAT SX pr
U3370 Alloy Mount; Front Upper Trans pr
U3372 One Way Diff; Complete Assy - CAT SX
U3373 Axle and One Ways - CAT SX
U3374 Outputs; One Way - CAT SX pr
U3377 Pulley; 36t One Way - CAT SX
U3378 Pulley; One Way 20t - CAT SX
U3379 Roll Bar Set; Front - CAT SX set 3
U3404 Alloy Yoke; 7.5deg - CAT SX pr
U3407 Wishbone; Front Med Flex - CAT SX pr
U3408 Wishbone; Rear Med Flex - CAT SX pr
U3441 C/F Link Mount; Front 44mm Kit - CAT SX
U3442 C/F Link Mount; Front 38.4mm - CAT SX
U3443 C/F Link Mount; Rear 37.5mm - CAT SX
U3444 C/F Link Mount; Rear 43mm - CAT SX
U3445 C/F Link Mount; Rear 49mm Kit - CAT SX
U3446 C/F Steering Mount and Arm - CAT SX
U3499 Roll Bar Blocks - Mi4 pk4
U3529 C/F Rear Shock Conversion - CAT SX
U3555 Alloy Mount; Rr Upper for Rr Shock Conv
U3556 Pivot Block M4; Front 10 degree - CAT SX pr
U3559 Alloy Yoke; 12.5deg - CAT SX pr
U3588 Alloy Front Blocks; 10.0 deg - CAT SX2
U3603 Alloy Front Blocks; 7.5 deg - CAT SX2
U3605 Alloy Rear Hubs; 1 deg - CAT/COUGAR SV
U3607 FAB Front Adj Braking - CAT SX
U3608 FAB PTFE Washers + Shims
U3609 FAB 20T Pulley+One Way - Assembled
U3610 FAB Layshaft
U3768 Alloy Steering Conversion - CAT SX2
U3769 C/F Rear Link Mnt; Rr Mntd Shocks - CAT SX2
U3790 Gear; CNC 76T Spur - Slipper
U3861 Side Gear; Steel 35T - CAT SX3
U3863 Side Gear; Steel 31T - CAT SX3
U3864 Side Gear; Steel 25T - CAT SX3
U3866 Side Gear; Steel 21T - CAT SX3
U3896 Diff Pulley Over Drive 35T - CAT-SX3
U3897 Roll Bar Set; Rear - CAT SX3 set 3

TEAM CLOTHING

G315 Pit Towel
G331L T Blue - Large
G331M T Blue - Medium
G331S T Blue - Small Man
G331XL T Blue - X-Large
G331XXL T Blue - XX-Large
G331XXXL T Blue - XXX-Large
G331XXXXL T Blue - XXXX-Large
G333L Polo - Large
G333M Polo - Medium
G333S Polo - Small Man

TEAM CLOTHING

G333XL Polo - X-Large
G333XXL Polo - XX-Large
G333XXX Polo - XXX-Large
G334 Cap - Black; Meduim 58cm
G335 Cap - Black; Large 62cm
G336L Sweat - Large
G336M Sweat - Medium
G336S Sweat - Small
G336XL Sweat - X-Large
G336XXL Sweat - XX-Large
G337 Coffee Mug - Schumacher Logo
G338 2 Tone Beanie Knitted Hat
G339L Jacket - 3 Layer Softshell; Black - L 44inch
G339M Jacket - 3 Layer Softshell; Black - M 41inch
G339S Jacket - 3 Layer Softshell; Black - S - 38inch
G339XL Jacket - 3 Layer Softshell; Black - XL 46inch
G339XS Jacket - 3 Layer Softshell; Black - XS - 34inch
G339XXL Jacket - 3 Layer Softshell; Black - XXL 48inch
G339XXXL Jacket - 3 Layer Softshell; Black - XXXL 50inch

TOOLS

C4450 CS Superglue 20 g
CR044 CORE RC - Curved Body Scissors
CR045 CORE RC - Straight Body Scissors
CR100 Shock Shaft Pliers - Purple
CR101 Shock Shaft Pliers - Black
CR102 Magnetic Parts Tray - Purple
CR103 Magnetic Parts Tray - Black
CR148 CORE RC - Polybutler Pit Box; Black
H1032 Alloy Camber Gauge - 1/10th
H1055 GT85 Lube and Clean Aerosol 400ml
U2789 Schumacher Hex Driver - 1.5mm
U2790 Schumacher Hex Driver - 2.0mm
U2791 Schumacher Hex Driver - 2.5mm
U2792 Schumacher Hex Driver - 3.0mm
U2795 Schumacher M3 Nut Driver
U2796 Schumacher M4 Nut Driver
U2818 Schumacher Body Reamer

ELECTRONICS

CR001 CORE RC Motor and Battery Case
CR043 CORE RC - Silver X-Weights 16pcs
CR058 CORE RC - Black X-Weights 16pcs
CR139 Core RC 2.4G 2ST 3Ch Rx Only
CR151 CODE 2.4G FHSS LCD 2 Stick TxRx
CR152 CODE 2.4G FHSS LCD - Rx Only
CR153 CODE 2.4G FHSS Sport 2 Stick TxRx
CR154 CODE 2.4G FHSS Sport - Rx Only
CR155 Antenna 2.4G
G837 Mini Temp Gun - 420F 230C
GM7989 Servo HBS 790 BB, MG
GM7990 Servo HBS 860 BB, MG
GM7991 Servo HBS 870 BB, MG

PINIONS
U2305 16T Steel Pinion - 48 D.P.
U2306 17T Steel Pinion - 48 D.P.
U2307 18T Steel Pinion - 48 D.P.
U2308 19T Steel Pinion - 48 D.P.
U2309 20T Steel Pinion - 48 D.P.
U2310 21T Steel Pinion - 48 D.P.
U2311 22T Steel Pinion - 48 D.P.
U2312 23T Steel Pinion - 48 D.P.
U2313 24T Steel Pinion - 48 D.P.
U2314 25T Steel Pinion - 48 D.P.
U2315 26T Steel Pinion - 48 D.P.
U2316 27T Steel Pinion - 48 D.P.
U3414 Pinion; Hard Alloy 48dp - 14T
U3415 Pinion; Hard Alloy 48dp - 15T
U3416 Pinion; Hard Alloy 48dp - 16T
U3417 Pinion; Hard Alloy 48dp - 17T
U3418 Pinion; Hard Alloy 48dp - 18T
U3419 Pinion; Hard Alloy 48dp - 19T
U3420 Pinion; Hard Alloy 48dp - 20T
U3421 Pinion; Hard Alloy 48dp - 21T
U3422 Pinion; Hard Alloy 48dp - 22T
U3423 Pinion; Hard Alloy 48dp - 23T
U3424 Pinion; Hard Alloy 48dp - 24T
U3425 Pinion; Hard Alloy 48dp - 25T
U3426 Pinion; Hard Alloy 48dp - 26T
U3427 Pinion; Hard Alloy 48dp - 27T

BRUSHLESS ACCESSORIES
CR133 Core Sensor Lead; 80mm
CR134 Core Sensor Lead; 180mm
GM2894.15 GM Lead; Genius ESC to Rx
GM2894.4 GM Sensor Lead; 10cm
GM2894.8 GM Sensor Lead; 20cm
GM7168.6 GM Genius USB Programming Set
GM97268.1 GM Rotor; 12.4mm EFRA Stock Spec
GM97286.3 GM Sintered Rotor; 12.5mm
GM97286.4 GM Sensor Lead 180mm
GM97289.1N GM Sensor Board
NR90630 PURE MR104 ABEC5 BB (pr)
NR90631 PURE MR104 Ceramic BB (pr)
NR90632 PURE Small Parts Set
NR90633 PURE Sensor Assembly
NR90634 PURE Aluminium Front Housing
NR90635 PURE Evo Light Alloy Front Hsg
NR90636 PURE Evo Alloy End Cover
NR90637 PURE Evo 694ZZ Ball Bearings (2 pcs)
NR90640 PURE Sintered Rotor - 12.0mm
NR90641 PURE Sintered Rotor - 12.5mm
NR90642 PURE Sintered Rotor - 13.0mm
NR90643 PURE Evo Stock Sintered Rotor
NR90644 PURE Evo Tuning Sintered Rotor - 12.0mm
NR90645 PURE Evo Tuning Sintered Rotor - 12.5mm
NR90646 PURE Evo Tuning Sintered Rotor - 13.0mm
NR92500 USB Bridge - Speedo Firmware Update Device
NR92505 Powerwire Set Matrix
NR92510 Sensorwire for BL 100mm - std.
NR92511 Cooling Fan; Low Profile
NR92520 Sensorwire for BL 100mm - short
NR925307 NOSRAM Sensor Wire HighFlex 70mm
NR925310 NOSRAM Sensor Wire HighFlex 100mm
NR925315 NOSRAM Sensor Wire HighFlex 150mm
NR925320 NOSRAM Sensor Wire HighFlex 200mm

BRUSHLESS ACCESSORIES
SP162801 SP - Sensor Cable 180mm
SP162802 SP - Sensor Cable 90mm
SP162810 SP - HiPower Solder Post; 3pcs
SP162820 SP - HiPower Connector; V3.0 Motors 3pcs
SP1EB01 SP Endbell; Fixed Timing V3.0
SPAMSSC3M SP - Super Capacitor 3 Farads 6 Volt rated
SPCBB138238 SP - Ceramic Motor Bearing
SPRM13801 Rotor; V3.0 3.5T- 8.5T 12mm Blue
SPRM13802 Rotor; V3.0 3.5T- 8.5R 12.3mm S7 Purple
SPRM13802NA Rotor; V3.0 3.5T- 8.5T 12.3mm S7 Silver
SPRM13803 Rotor; V3.0 3.5T- 8.5T 12.5mm Red
SPRM13803NA Rotor; V3.0 3.5T- 8.5T 12.5mm Silver
SPRM13804 Rotor; V3.0 3.5T-8.5R 12.8mm Golden
SPRM13805 Rotor; V3.0 3.5T- 8.5T 13mm Green
SPRM13806 Rotor; V3.0 3.5T-8.5T 13mm S7 Orange

BRUSHLESS MOTORS
GM97296 GM Pro 6.5T - Star Wind
NR90550 Cobra Brushless Motor - 6.5T
NR90672 PURE Evolution BL - 6.5t
NR90673 PURE Evolution BL - 6.5t OCTA WIND
NR90682 PURE Evolution BL - 5.5t
NR90683 PURE Evolution BL - 5.5t OCTA WIND
SP13855V3 Speed Passion V3.0 Comp BL Motor; 5.5T
SP13865V3 Speed Passion V3.0 Comp BL Motor; 6.5T

BRUSHLESS SPEEDCONTROLS
GM97164 GM Genius 90 BL ESC 90 Amp V2010
GM97168 GM Genius 120 BL-ESC 120 Amp V2010
NR90905 Pearl Evolution V2 Brushless ESC
NR90955 Pearl Evolution ISTC V2 Brushless ESC
SPEXT98802B Speed Passion GT V2.0 ESC - Blue
SPEXT98802LPB Speed Passion LPF V2.0 ESC - Blue
SPEXT98802LPF Speed Passion LPF V2.0 ESC - Carbon Look
SPEXT98802LPS Speed Passion LPF V2.0 ESC - Silver
SPEXT98802PRO Speed Passion GT V2.0 ESC - Carbon Look
SPEXT98802S Speed Passion GT V2.0 ESC - Silver

CHARGERS AND DISCHARGERS
CR140 UAC 40 Charger 12+120+240 In 5A Out
GM6475 Ultra Duo Plus 45 Charge System
GM6460 Power Supply 12v 25 Amp
CR031 UDC Charger Connector Set
NR91400 Sigma Power Charger
NR91555 Stealth Touch Evolution

BATTERIES

CR007 CORE RC Silicone Wire 12g - Red/Black 2x50cm
CR008 CORE RC RED Connector with 2x4mm Tubes
CR009 CORE RC RED Connector with 2x4mm Males
CR033 CORE RC - Safe Charge Pouch 18x22cm
CR050 CORE RC Silicone Wire 12g - Red 1 Metre
CR051 CORE RC Silicone Wire 12g - Black 1 Metre
CR052 CORE RC Silicone Wire 12g - Blue 1 Metre
CR053 CORE RC Silicone Wire 12g - Red 50 Metre Reel
CR054 CORE RC Silicone Wire 12g - Black 50 Metre Reel
CR055 CORE RC Silicone Wire 12g - Blue 50 Metre Reel
CR059 CORE RC - Safe Charge Pouch 23x30cm
CR115 CORE RC Silicone Wire 12g - Red/Black/Blue 3x50cm
CR124 Heatshrink 6.0mm dia Black - 20pcs
CR125 Heatshrink 6.0mm dia Red - 20pcs
CR126 Heatshrink 6.0mm dia Blue - 20pcs
G718 GP Alkaline AA Pencell; Card 4
G721 AA Pencell 2700NiMh - Card 4
GM99009 Lipo-saddle V-Maxx 60C 2x1S3P/5600 3, 7V G4
H1046 T Connector; Red 2 Way - Male and Female
H1047 T Connector; Black 2 Way - Male and Female
H1048 T Connector; Red Sockets - pk4
H1049 T Connector; Black Sockets - pk4
NR99171 VTEC AA-3000 UC Pencell NiMH pk4
NR99948 NOSRAM LiPo 5000 Saddle - 7.4V 50C

1-10 BUGGY OFF ROAD TYRES

CR143 Multi Bow; 1/10 Off Rd Rear
CR144 Multi Bow; 1/10 Off Rd 4WD Front
CR145 Multi Block; 1/10 Off Rd Rear
CR146 Multi Block; 1/10 Off Rd 4WD Front
T650 Full Spike - Rear Tyres - Soft CAT (pr)
T652 Full Spike - Front Tyres - Soft CAT (pr)
T692 Block - Rear Tyres - Blue - CAT (pr)
T693 Block - Front Tyres - Blue - CAT (pr)
U6515 Mini Spike 2; Front Tyres - Green - 2.2 (pr)
U6516 Mini Spike 2; Rear Tyres - Green - 2.2 (pr)
U6517 Mini Spike 2; Front Tyres - Blue - 2.2 (pr)
U6518 Mini Spike 2; Rear Tyres - Blue - 2.2 (pr)
U6557 Mini Spike 2; Front Tyres - Yellow (pr)
U6558 Mini Spike 2; Rear Tyres - Yellow (pr)
U6595 Full Spike - Front Tyres- Yellow - 2.2 (pr)
U6596 Full Spike - Rear Tyres- Yellow - 2.2 (pr)
U6601 Mini Pin - Blue - Front - 2.2 (pr)
U6602 Mini Pin - Blue - Rear - 2.2 (pr)
U6607 Mini Pin - Yellow - Front - 2.2 (pr)
U6608 Mini Pin - Yellow - Rear - 2.2 (pr)
U6739 Mini Spike2 Pre-Glue; Yellow - Cat Front (pr)
U6740 Mini Spike2 Pre-Glue; Yellow - Cat Rear (pr)
U6741 Mini Pin Pre-Glue; Yellow - Cat Front (pr)
U6742 Mini Pin Pre-Glue; Yellow - Cat Rear (pr)
U6761 Mini Spike 2; Silver - Slim (pr)
U6762 Mini Spike 2; Front Tyres - Silver (pr)
U6763 Mini Spike 2; Rear Tyres - Silver (pr)

1-10 BUGGY WHEELS AND INSERTS

CR141 Red Moulded Insert; 1/10 Off Rd Rear
CR142 Red Moulded Insert; 1/10 Off Rd 4WD Front
U3382 Wheel; Front - Cat pr
U3383 Wheel; Rear - Cat pr
U3405 Wheel; Front Fluro Yellow - Cat pr
U3406 Wheel; Rear Fluro Yellow - Cat pr
U6652 Foam Tyre Insert; Hard - Front - CAT (pr)
U6653 Foam Tyre Insert; Hard - Rear - CAT (pr)
U6668 Foam Tyre Inserts; Soft - Ultra Wide (pr)
U6669 Foam Tyre Inserts; Hard - Ultra Wide (pr)
U6733 Foam Tyre Insert; Med - Front - CAT (pr)
U6734 Foam Tyre Insert; Med - Rear - CAT (pr)
U6746 Tubby Insert; Med Front - CAT (pr)
U6747 Tubby Insert; Med Rear - CAT (pr)



Team Schumacher Banner
S500B - 3ft x 6ft

Team Clothing



G339L Jacket - 3 Layer Softshell; Black - L 44inch
G339M Jacket - 3 Layer Softshell; Black - M 41inch
G339S Jacket - 3 Layer Softshell; Black - S - 38inch
G339XL Jacket - 3 Layer Softshell; Black - XL 46inch
G339XS Jacket - 3 Layer Softshell; Black - XS - 34inch
G339XXL Jacket - 3 Layer Softshell; Black - XXL 48inch
G339XXXL Jacket - 3 Layer Softshell; Black - XXXL 50inch



Team T Shirt Blue
G331S - Blue Small Man
G331M - Blue Medium
G331L - Blue Large
G331XL - Blue Extra Large
G331XXL - Blue XX Large
G331XXXL T Blue - XXX-Large
G331XXXXL T Blue - XXXX-Large

Schumacher Mug (x1)
G337



Team Polo Shirt
G333S - Small Man
G333M - Medium
G333L - Large
G333XL - Extra Large
G333XXL - XX Large
G333XXX - XXX Large





G338 2 Tone Beanie Knitted Hat



Team Hooded Sweat Shirt
G336S - Small
G336M - Medium
G336L - Large
G336XL - Extra Large
G336XXL - Double Extra Large



Team Cap Flexi-Fit
G334 - Medium - 58cm
G335 - Large - 61cm

Driver and Event

Name

Date

Event

Weather

Result

Track Conditions

Grip Level

Surface

Track Condition

Temperature

Electrics

E.S.C

Servo

Reciever

Li-Po

Motor

Spur

Pinion

Internal Ratio

Wheels - Tyres - Inserts

Front Wheels

Front Inserts

Front Tyres

Rear Wheels

Rear Inserts

Rear Tyres

Transmission

Rear Diff Height

Front Diff Height

Front Layshaft Pulley

One Way ☐ Fixed ☐ F.A.B ☐

Front Drive

Front Overdrive

Chassis

Carbon Fibre ☐ S1 ☐

Notes

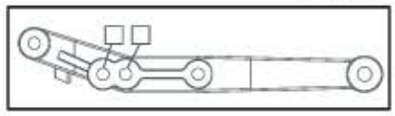
Rear Suspension

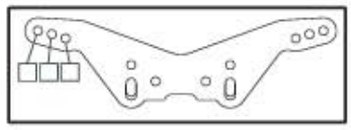
CAT 5X3

Pivot Pin Height High ☐ Low ☐

Wheelbase Short ☐ Medium ☐ Long ☐

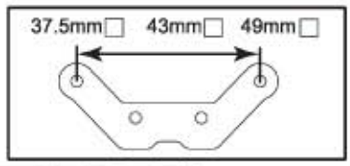
Roll Bar No ☐ 1.2 ☐ 1.4 ☐ 1.6 ☐





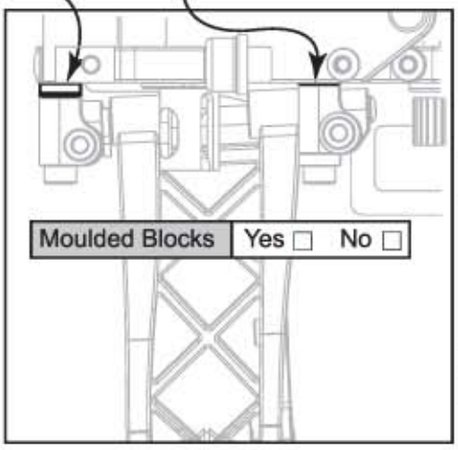
Equal Washers = 0° Toe-in
0.50 Difference = 0.65° Toe-in
1.00 Difference = 1.30° Toe-in
1.50 Difference = 1.95° Toe-in
2.00 Difference = 2.60° Toe-in
2.50 Difference = 3.25° Toe-in
3.00 Difference = 3.90° Toe-in

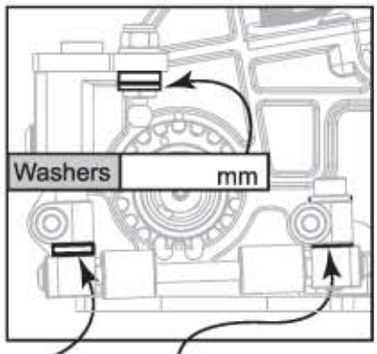
Note: The Anti-Squat Angle is worked out using the Toe-In Chart as the washers produce the same angles.



Toe-in / Rear Track Washers

Rear mm | Front mm | Actual °







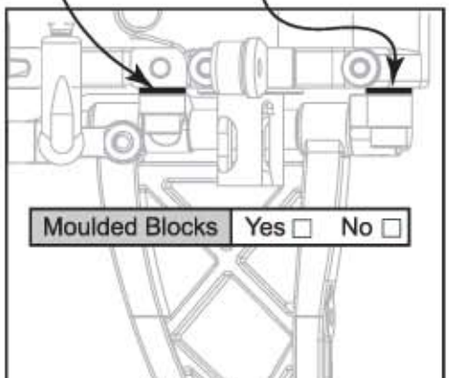
Rear mm | Front mm | Actual °

Anti-Squat Washers

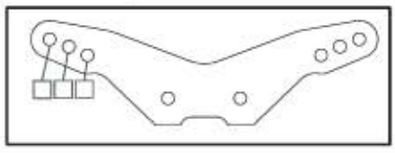
Front Suspension

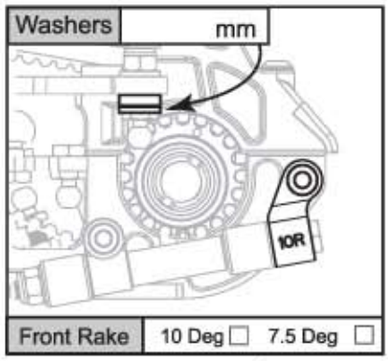
Front Track Washers

Rear mm | Front mm

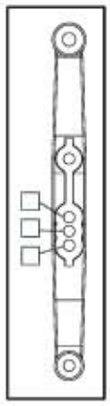


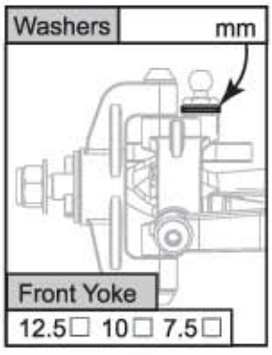
Roll Bar No ☐ 1.2 ☐ 1.4 ☐ 1.6 ☐

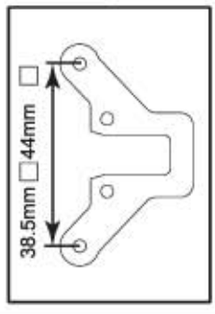




Front Rake 10 Deg ☐ 7.5 Deg ☐





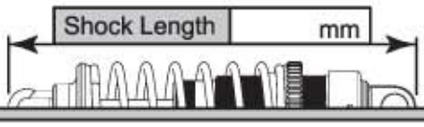


Rear Shocks

Oil | Springs

Piston Holes 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6 ☐

Diaphragm Spec

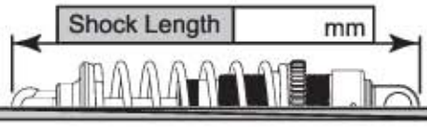


Front Shocks

Oil | Springs

Piston Holes 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6 ☐

Diaphragm Spec



Driver and Event

Name	LLOYD STOREY
Date	
Event	STOTFOLD
Weather	GOOD
Result	T.Q & 2ND

Track Conditions

Grip Level	HIGH
Surface	ASTRO TURF
Track Condition	DRY GOOD
Temperature	

Electrics

E.S.C	
Servo	
Reciever	
Li-Po	
Motor	SPEED PASSION 5.5
Spur	83T
Pinion	21T
Internal Ratio	2.58:1

Wheels - Tyres - Inserts

Front Wheels	SCHUMACHER
Front Inserts	ANSWER BLUE
Front Tyres	YELLOW MINISPIKE
Rear Wheels	SCHUMACHER
Rear Inserts	ANSWER BLUE
Rear Tyres	YELLOW MINISPIKE

Transmission

Rear Diff Height	LOW
Front Diff Height	LOW
Front Layshaft Pulley	
One Way ☐ Fixed ☐ F.A.B ☒	
Front Drive	DIFF
Front Overdrive	NO

Chassis

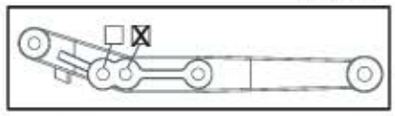
Carbon Fibre ☐ S1 ☒

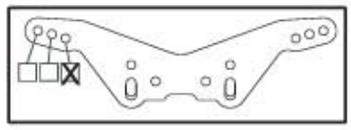
Notes

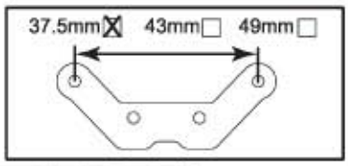
TOTAL WEIGHT 1760g

Rear Suspension

Pivot Pin Height	High ☒ Low ☐
Wheelbase	Short ☐ Medium ☒ Long ☐
Roll Bar	No ☐ 1.2 ☒ 1.4 ☐ 1.6 ☐



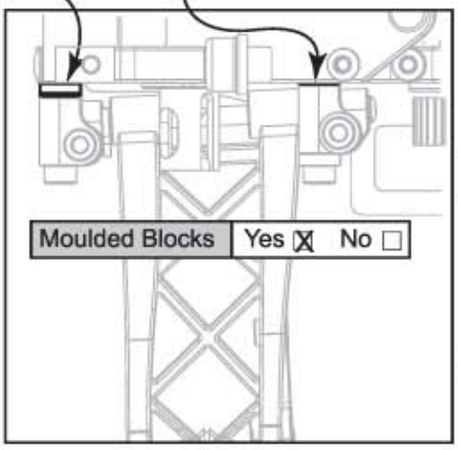


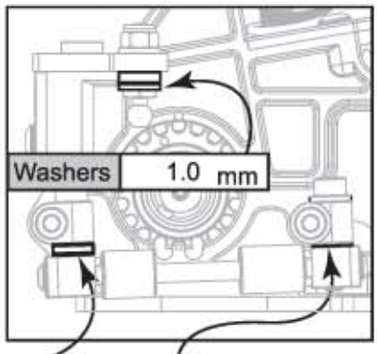


Equal Washers = 0° Toe-in
0.50 Difference = 0.65° Toe-in
1.00 Difference = 1.30° Toe-in
1.50 Difference = 1.95° Toe-in
2.00 Difference = 2.60° Toe-in
2.50 Difference = 3.25° Toe-in
3.00 Difference = 3.90° Toe-in

Note: The Anti-Squat Angle is worked out using the Toe-In Chart as the washers produce the same angles.

Toe-in / Rear Track Washers		
Rear 3.0 mm	Front 1.0 mm	Actual 2.6 °



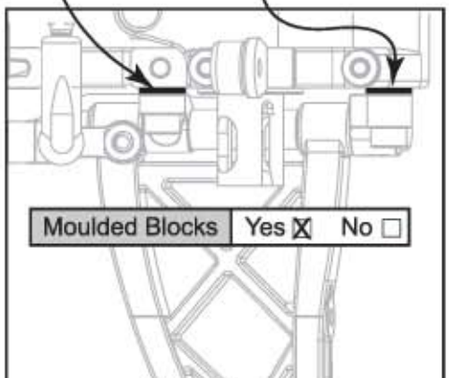




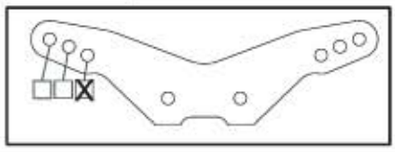
Anti-Squat Washers		
Rear 2.0 mm	Front 0.5 mm	Actual 1.95°

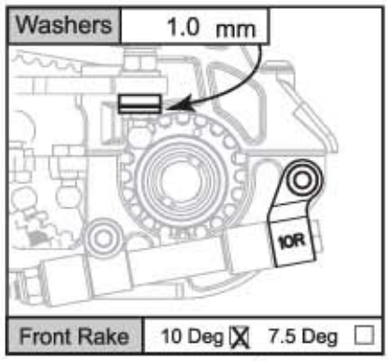
Front Suspension

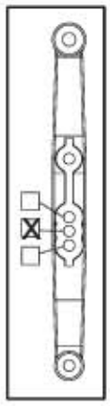
Front Track Washers	
Rear 2.0 mm	Front 2.0 mm

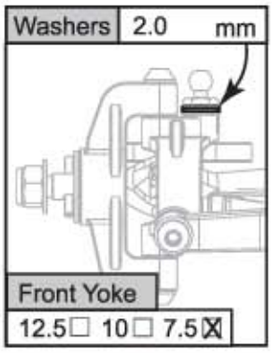


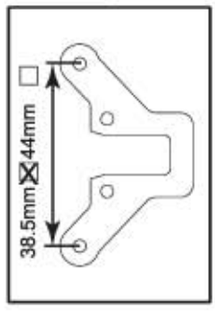
Roll Bar	No ☒ 1.2 ☐ 1.4 ☐ 1.6 ☐





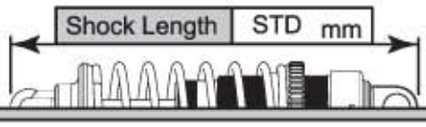






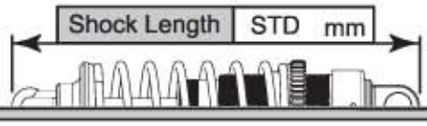
Rear Shocks

Oil	32.5W	Springs	2.5R
Piston Holes	2 ☐ 3 ☒ 4 ☐ 5 ☐ 6 ☐		
Diaphragm Spec	STD		



Front Shocks

Oil	32.5W	Springs	3.5F
Piston Holes	2 ☐ 3 ☒ 4 ☐ 5 ☐ 6 ☐		
Diaphragm Spec	STD		



Driver and Event

Name	SIMON MOSS
Date	
Event	KIDDERMINSTER
Weather	
Result	

Track Conditions

Grip Level	HIGH
Surface	MULTI-SURFACE
Track Condition	DRY GOOD
Temperature	

Electrics

E.S.C	
Servo	
Reciever	
Li-Po	
Motor	SPEED PASSION 5.5
Spur	83T
Pinion	24T
Internal Ratio	2.58:1

Wheels - Tyres - Inserts

Front Wheels	SCHUMACHER
Front Inserts	SCH GREEN
Front Tyres	YELLOW MINISPIKE
Rear Wheels	SCHUMACHER
Rear Inserts	SCH GREEN
Rear Tyres	YELLOW MINISPIKE

Transmission

Rear Diff Height	LOW
Front Diff Height	LOW
Front Layshaft Pulley	
One Way ☐ Fixed ☐ F.A.B ☒	
Front Drive	DIFF
Front Overdrive	NO

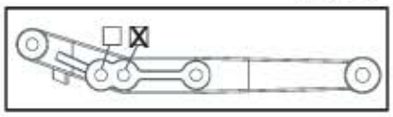
Chassis

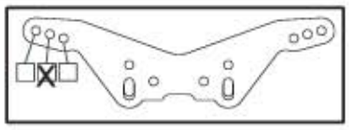
Carbon Fibre ☐ S1 ☒

Notes

Rear Suspension

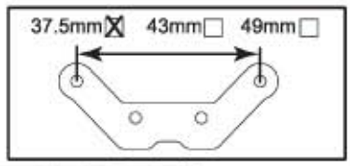
Pivot Pin Height	High ☐ Low ☒
Wheelbase	Short ☐ Medium ☒ Long ☐
Roll Bar	No ☐ 1.2 ☒ 1.4 ☐ 1.6 ☐



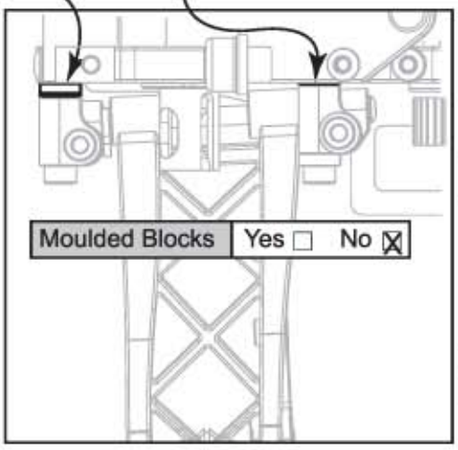


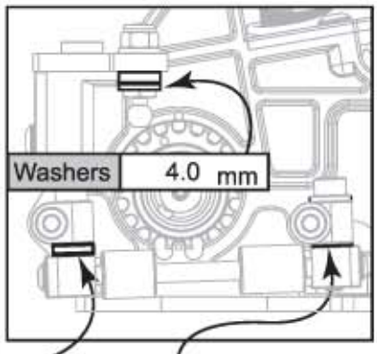
Equal Washers = 0° Toe-in
0.50 Difference = 0.65° Toe-in
1.00 Difference = 1.30° Toe-in
1.50 Difference = 1.95° Toe-in
2.00 Difference = 2.60° Toe-in
2.50 Difference = 3.25° Toe-in
3.00 Difference = 3.90° Toe-in

Note: The Anti-Squat Angle is worked out using the Toe-In Chart as the washers produce the same angles.



Toe-in / Rear Track Washers		
Rear 3.0 mm	Front 0.5 mm	Actual 3.25 °



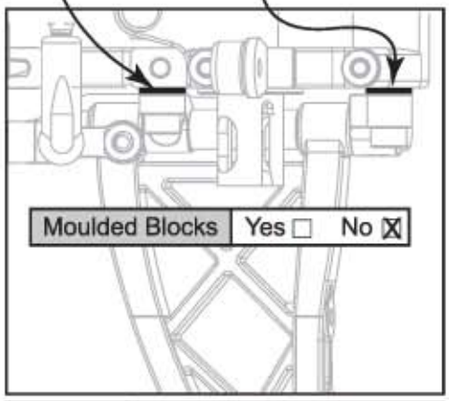




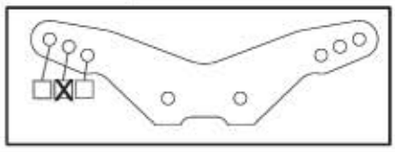
Anti-Squat Washers		
Rear 2.0 mm	Front 1.0 mm	Actual 1.3 °

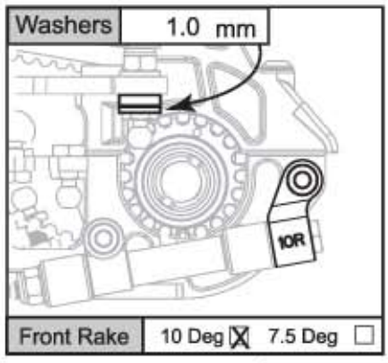
Front Suspension

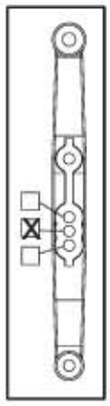
Front Track Washers	
Rear 1.0 mm	Front 1.0 mm

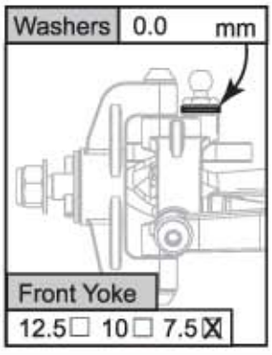


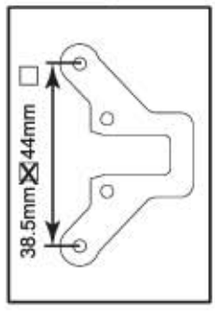
Roll Bar	No ☒ 1.2 ☐ 1.4 ☐ 1.6 ☐





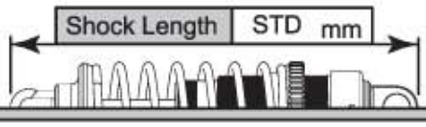






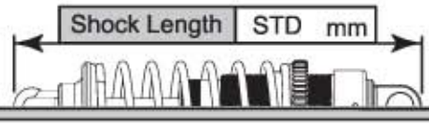
Rear Shocks

Oil	30W	Springs	2.0R
Piston Holes	2 ☐ 3 ☐ 4 ☐ 5 ☒ 6 ☐		
Diaphragm Spec	STD		



Front Shocks

Oil	35W	Springs	3.5F
Piston Holes	2 ☐ 3 ☐ 4 ☒ 5 ☐ 6 ☐		
Diaphragm Spec	STD		



Driver and Event

Name	TOM COCKERILL
Date	
Event	ROBIN HOOD RACEWAY
Weather	
Result	T.Q

Track Conditions

Grip Level	HIGH
Surface	MULTI / ASTRO
Track Condition	GOOD
Temperature	

Electrics

E.S.C	SPEED PASSION
Servo	
Reciever	
Li-Po	
Motor	SPEED PASSION 6.5
Spur	83T
Pinion	23T
Internal Ratio	2.58:1

Wheels - Tyres - Inserts

Front Wheels	SCHUMACHER
Front Inserts	GREEN TUBBY
Front Tyres	YELLOW MINISPIKE
Rear Wheels	SCHUMACHER
Rear Inserts	GREEN TUBBY
Rear Tyres	YELLOW MINISPIKE

Transmission

Rear Diff Height	HIGH
Front Diff Height	HIGH
Front Layshaft Pulley	
One Way ☐ Fixed ☐ F.A.B ☒	
Front Drive	DIFF
Front Overdrive	NO

Chassis

Carbon Fibre ☒ S1 ☐

Notes

Rear Suspension

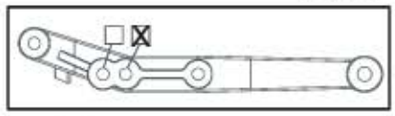
Pivot Pin Height	High ☐ Low ☒
Wheelbase	Short ☐ Medium ☐ Long ☒
Roll Bar	No ☒ 1.2 ☐ 1.4 ☐ 1.6 ☐

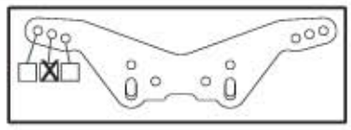
Equal Washers = 0° Toe-in
0.50 Difference = 0.65° Toe-in
1.00 Difference = 1.30° Toe-in
1.50 Difference = 1.95° Toe-in
2.00 Difference = 2.60° Toe-in
2.50 Difference = 3.25° Toe-in
3.00 Difference = 3.90° Toe-in

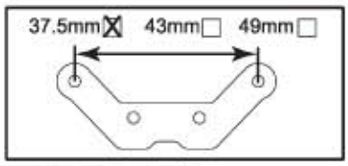
Toe-in / Rear Track Washers

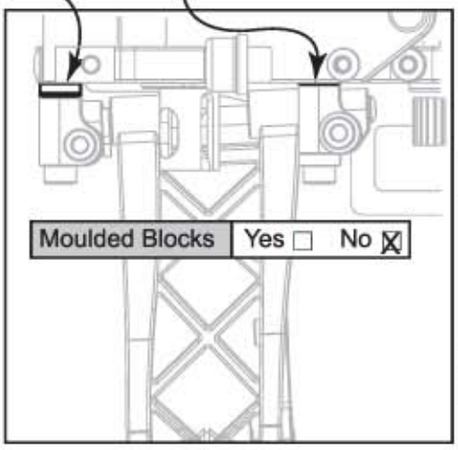
Rear 3.0 mm | Front 1.0 mm | Actual 2.6 °

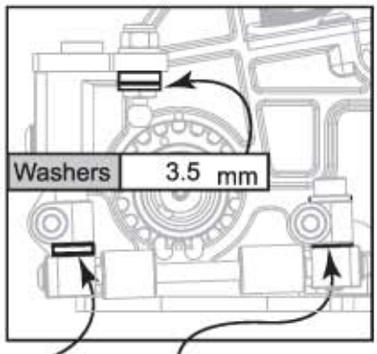
Note: The Anti-Squat Angle is worked out using the Toe-In Chart as the washers produce the same angles.













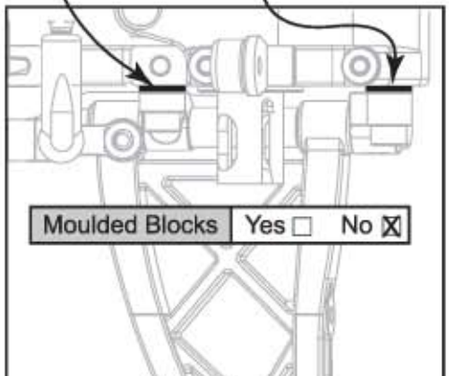
Rear 2.5 mm | Front 0.5 mm | Actual 2.6 °

Anti-Squat Washers

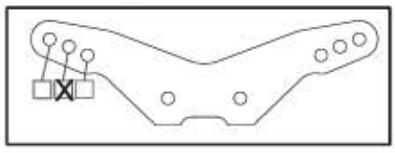
Front Suspension

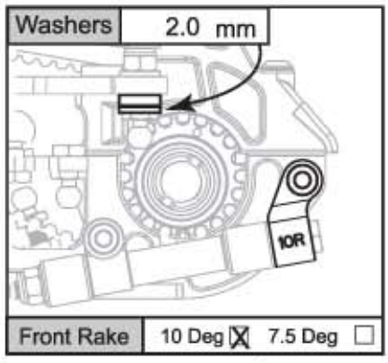
Front Track Washers

Rear 1.0 mm | Front 1.0 mm

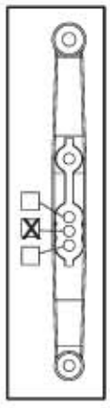


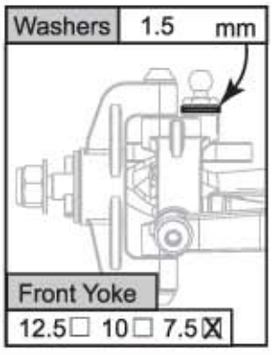
Roll Bar | No ☒ 1.2 ☐ 1.4 ☐ 1.6 ☐

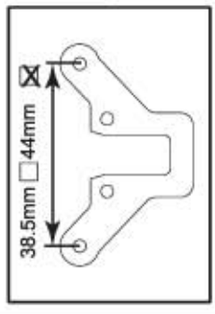




Front Rake | 10 Deg ☒ 7.5 Deg ☐

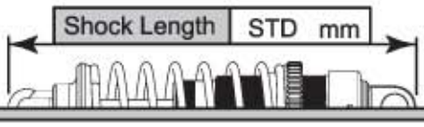






Rear Shocks

Oil	32.5W	Springs	2.0R
Piston Holes	2 ☐ 3 ☐ 4 ☐ 5 ☒ 6 ☐		
Diaphragm Spec	STD		



Front Shocks

Oil	37.5W	Springs	4.0F
Piston Holes	2 ☐ 3 ☐ 4 ☒ 5 ☐ 6 ☐		
Diaphragm Spec	STD		

