S1679

FT8

drive from the front

Instruction Manual ISS01

Schumacher
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www.racing-cars.com

IMPORTANT SAFETY NOTES

- We strongly recommend that anyone driving RC cars, or organising events, should obtain third party liability insurance. In the UK this can be done by joining the BRCA. www.brca.org
- This product is not suitable for children under the age of 14, without the direct supervision of a responsible 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 items used in the construction.
- In line with our policy of continuous development the exact details of the kit may vary.
- DO NOT use this car on public roads or in places where it can interfere with traffic, people or animals.
- Always check the operation of the radio with the wheels off the ground, before using the car. Do not use full throttle.
- Make sure the radio and car batteries are fully charged before use.
- Disconnect and remove the battery from the car when not in use.
- Always store and charge LiPo batteries in a fireproof container.
- DO NOT put fingers or any objects inside rotating or moving parts as this may cause injury.
- Make sure the charger is correctly set for the type of battery you are using.
- Incorrect charging may cause a fire.
- Insulate all exposed electrical wiring. Exposed or damaged wires can cause short circuits and fire.
- The motor and speed controller can become hot during use. DO NOT touch them immediately after using your car as this may cause injury.

ADDITIONAL ITEMS REQUIRED


Radio Equipment


Motor and Pinion Gear


2S LiPo Shorty Battery


Battery Charger


Steering Servo


Electronic Speed Controller


Pro Tyre Glue


Bodyshell


Polycarbonate Paint


Tyres and Inserts

TOOLS REQUIRED

1.5mm Hex Driver - U2789
2.0mm Hex Driver - U2790
2.5mm Hex Driver - U2791
3.0mm Hex Driver - U2792
5.5mm M3 Nut Driver - U2795
7.0mm M4 Nut Driver - U2796
Body Reamer - U2818
Pliers - CR528
Side Cutters - CR527
Soldering Iron - CR275
Solder - U3107
Curved Scissors - CR044

ICON KEYS

MOLY GREASE — CORE RC Molybdenum Thrust Race Grease - 10ml - CR755

THREAD LOCK — CORE RC Medium Thread Lock 3ml - CR520

CA GLUE — CORE RC 522 Pro Tyre Glue 20g + 2 Nozzles - CR522

Caution/Important note. Please read.

LH — Left-Hand Side of car

RH — Right-Hand Side of car

RACE TIP — Additional information that will help you build a faster race car.


Advanced Set up Sheet - Page 27
The kit build will offer an easy and safe setup option for most track conditions.

www.racing-cars.com

BAG A - Step 1

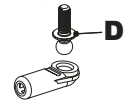
A x12
M3 x 6 Csk Hd Screw

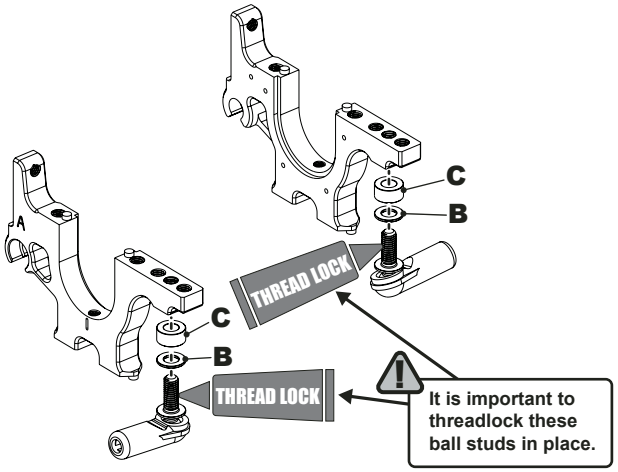
B x2
M3 Black Spacer 0.50mm

C x2
M3 Black Spacer 3.00mm

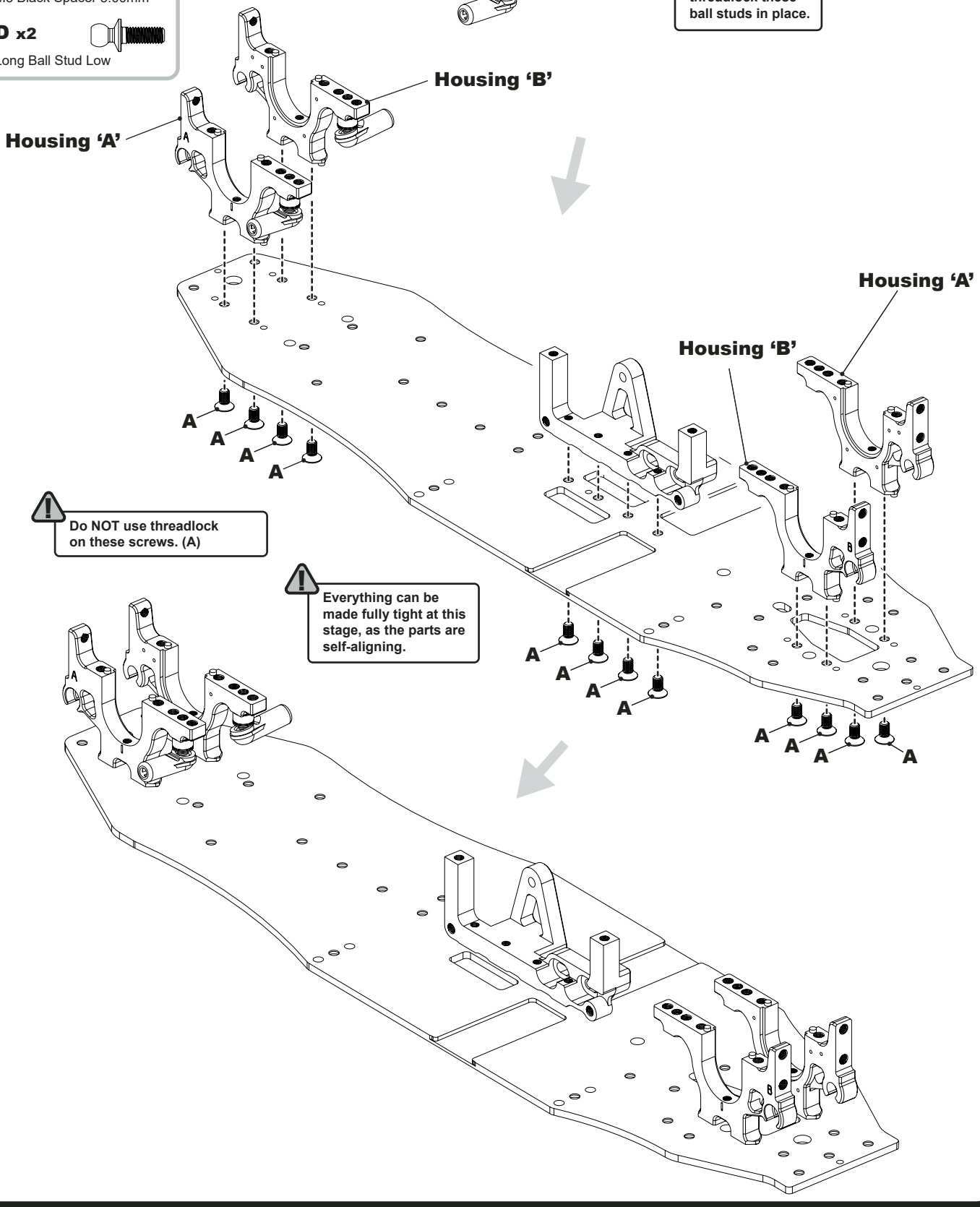
D x2
Long Ball Stud Low

Ball Studs 'D' have been pre-installed into their sockets for ease of assembly later.





It is important to threadlock these ball studs in place.



Do NOT use threadlock on these screws. (A)

Everything can be made fully tight at this stage, as the parts are self-aligning.

BAG A - Step 2

A x2
ø2.0 x 9.8

B x2
O'ring ø5 x 1.5

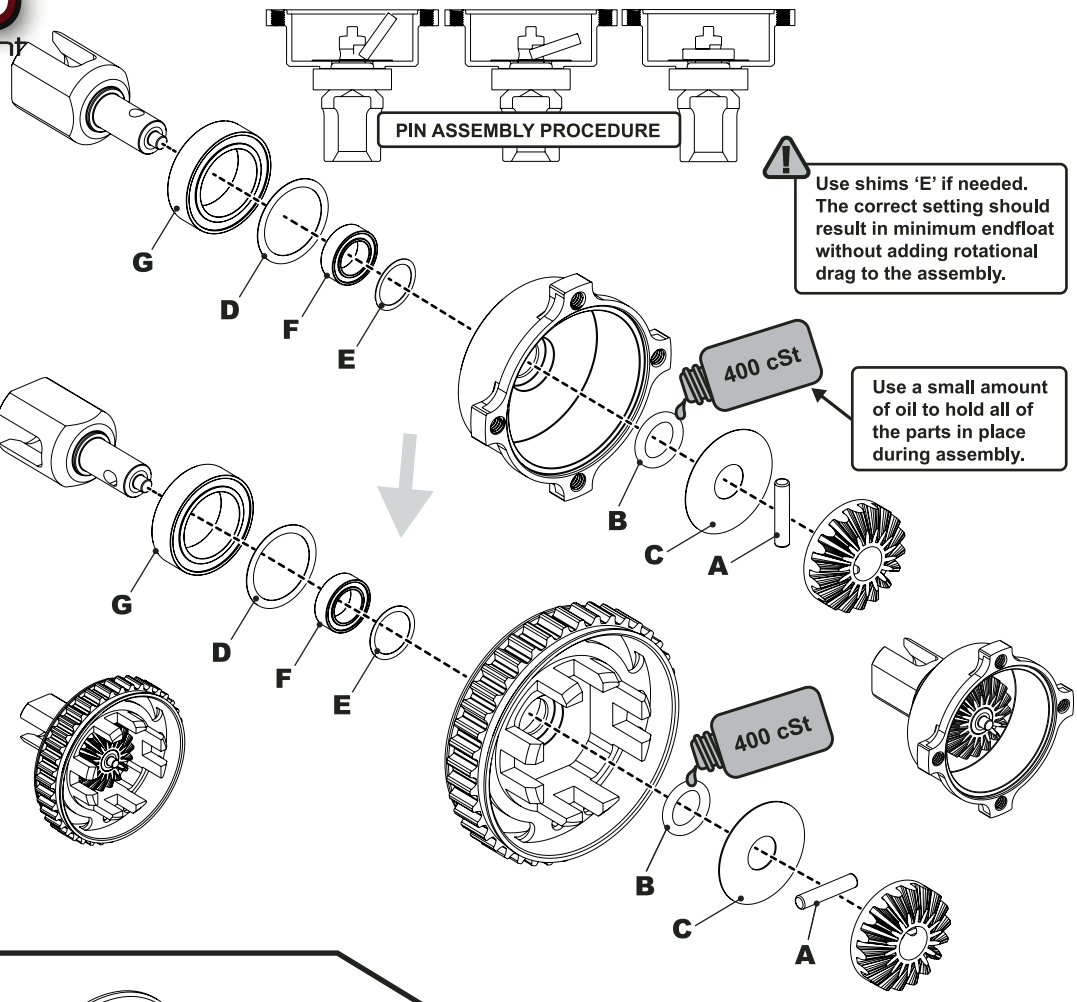
C x2
SHIM
ø5 x ø15 x 0.2

D x2
SHIM
ø10 x ø12.5 x 0.10

E x4
SHIM
ø6.4 x ø8.0 x 0.10

F x2
ø5 x ø8 x 2.5

G x2
ø10 x ø15 x 4

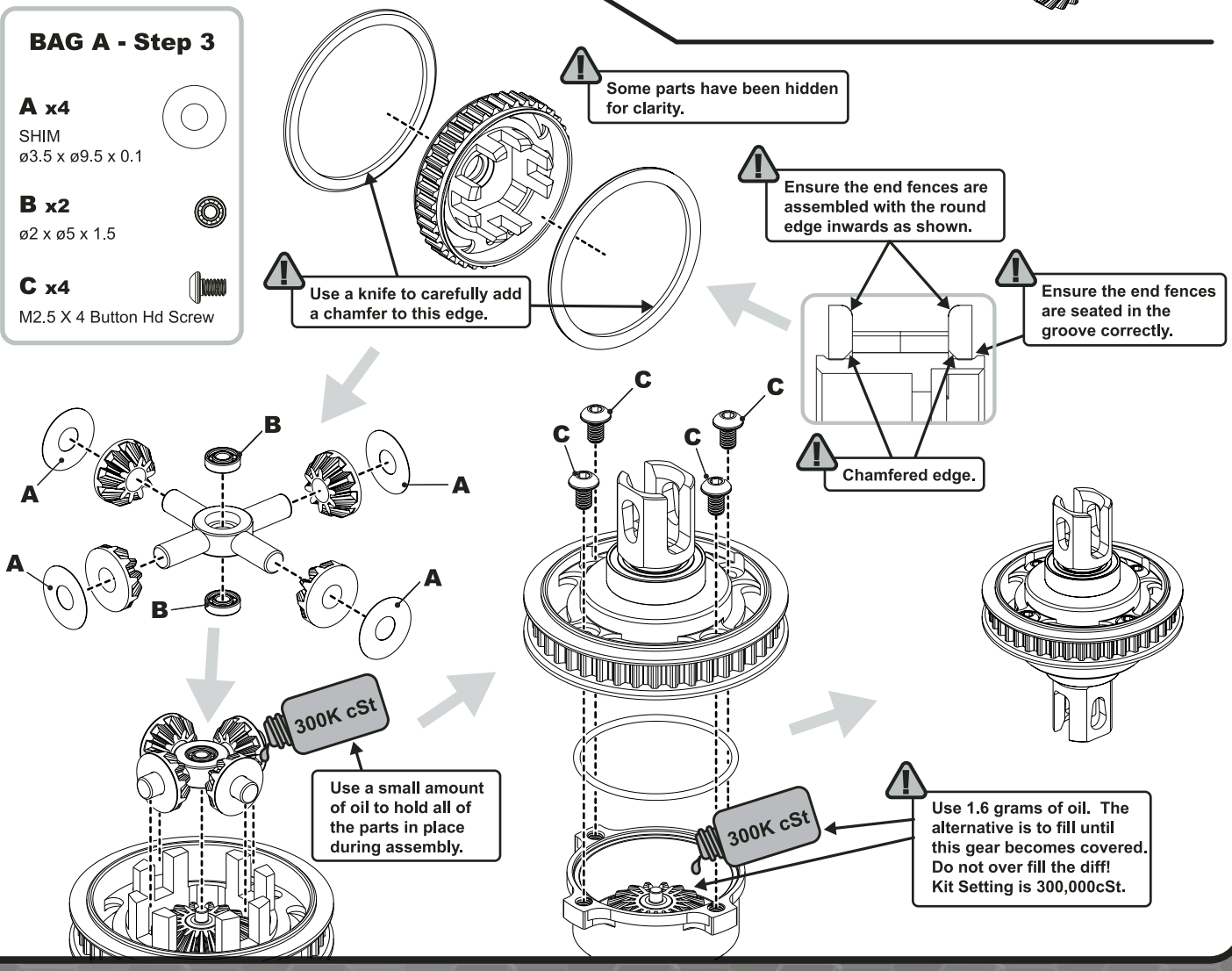


BAG A - Step 3

A x4
SHIM
ø3.5 x ø9.5 x 0.1

B x2
ø2 x ø5 x 1.5

C x4
M2.5 X 4 Button Hd Screw



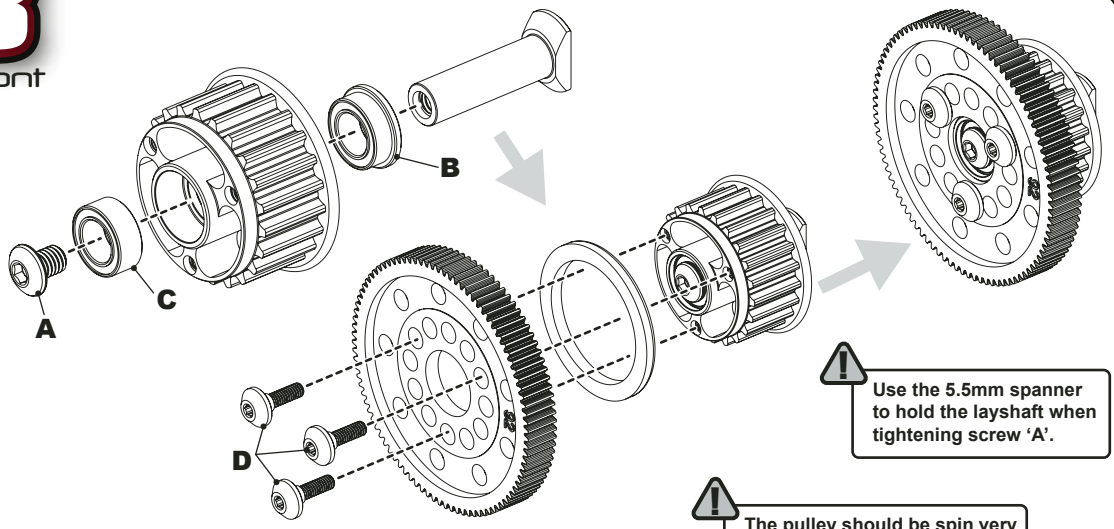
BAG A - Step 4

A x1
M3 x 4 Button Hd Screw

B x1
Flanged
ø3/16" x ø5/16"

C x1
ø3/16" x ø5/16"

D x3
Spur Gear Screw

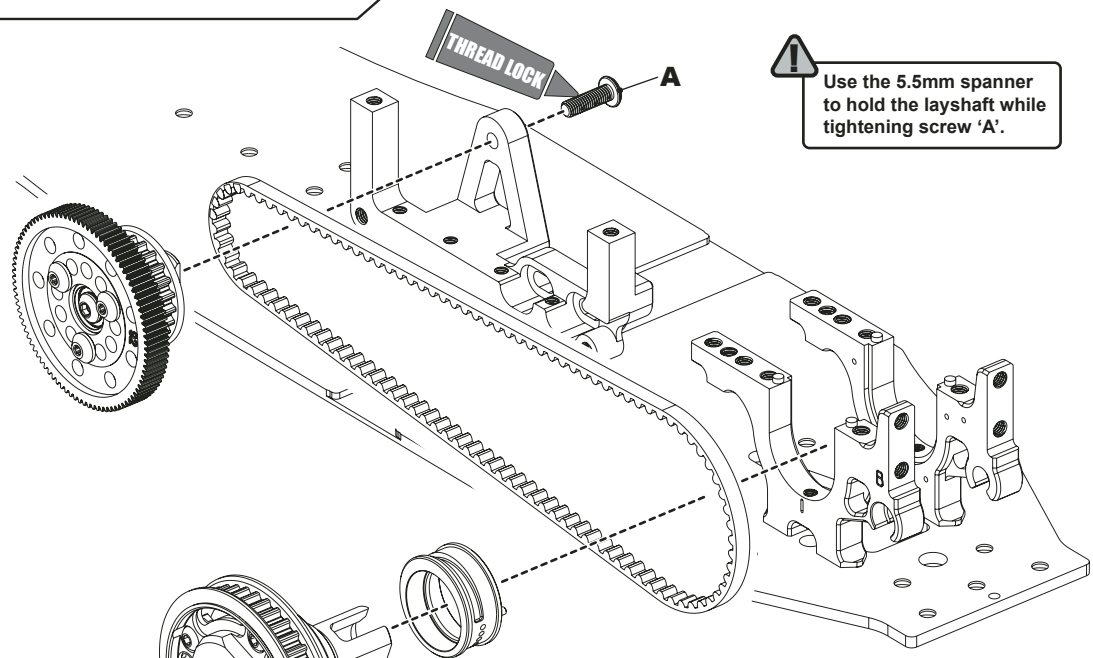


Use the 5.5mm spanner to hold the layshaft when tightening screw 'A'.

The pulley should be spin very freely on the layshaft.

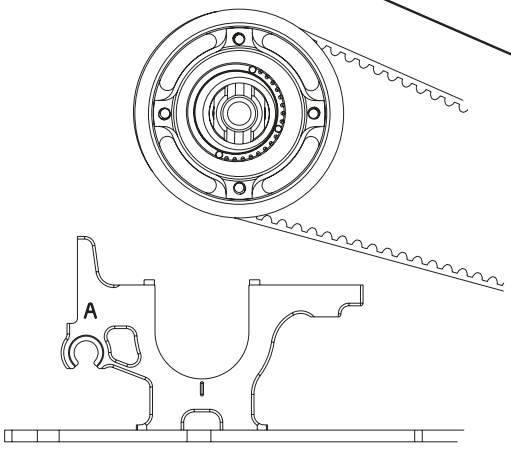
BAG A - Step 5

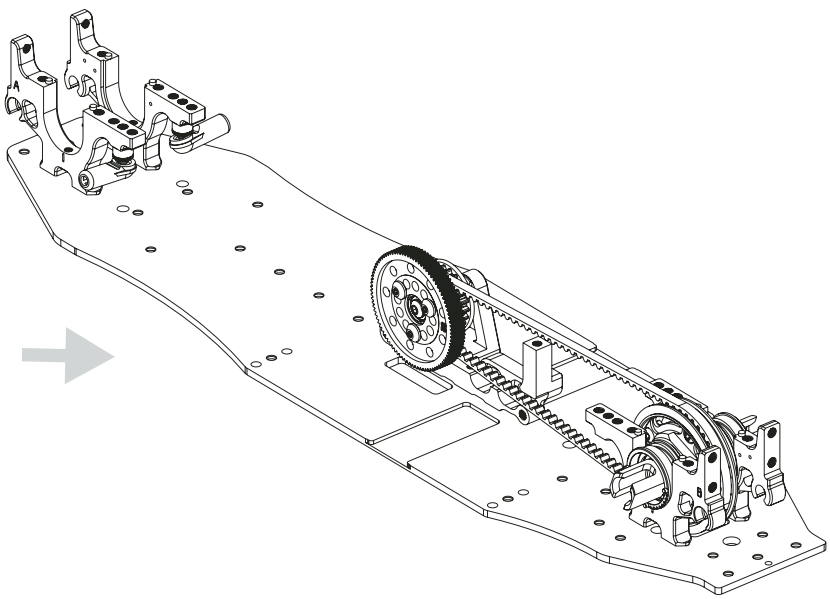
A x1
M3 x 10 Button Hd Screw



Use the 5.5mm spanner to hold the layshaft while tightening screw 'A'.

Rotate the white pips to face the centre of the car when fitting the differential. This loosens the belts and makes fitting easier. Setting the belt tension is done later.



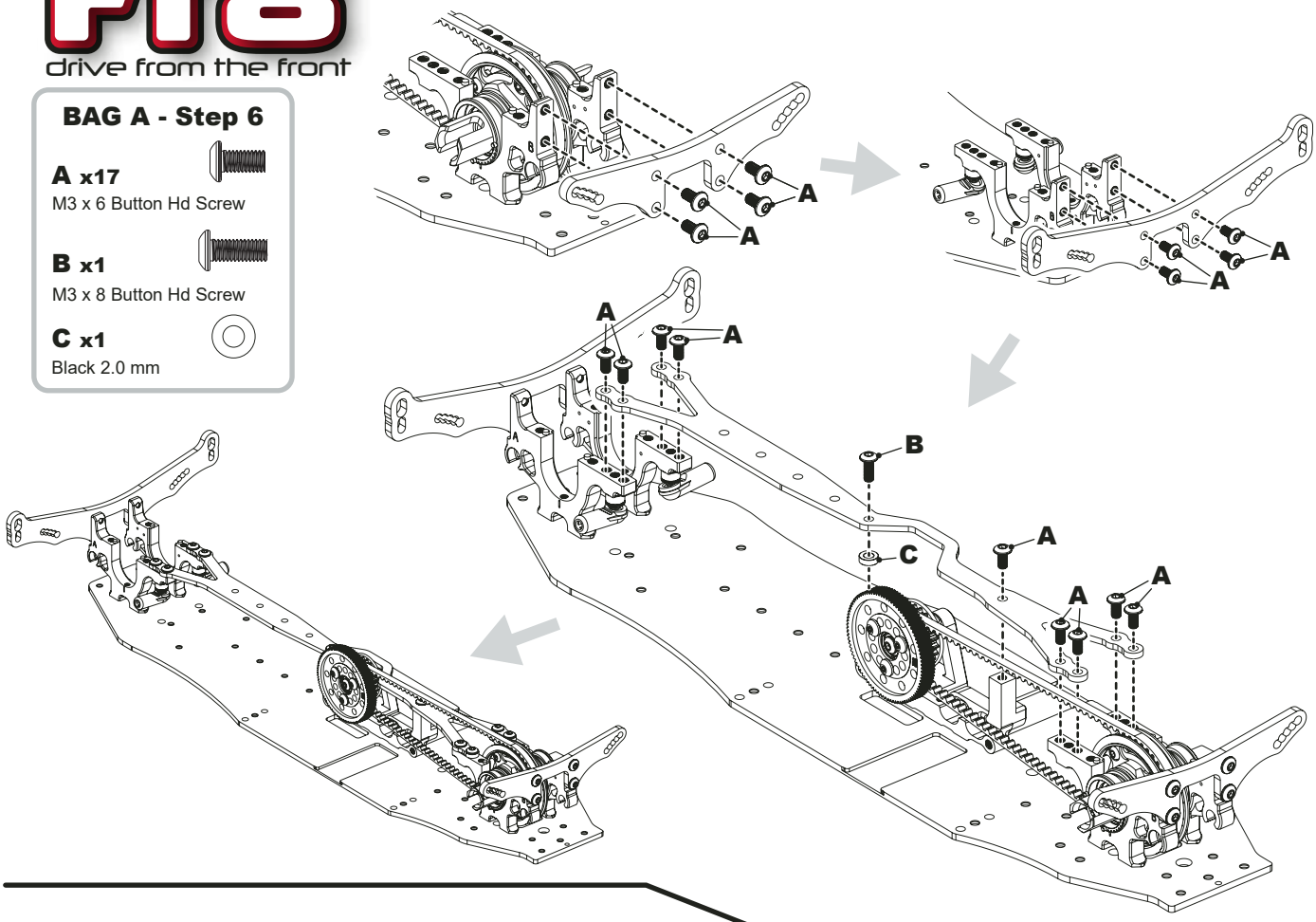


BAG A - Step 6

A x17
M3 x 6 Button Hd Screw

B x1
M3 x 8 Button Hd Screw

C x1
Black 2.0 mm



BAG A - Step 7

A x1
M3 x 8 Cap Hd Screw

B x4
M3 Washer

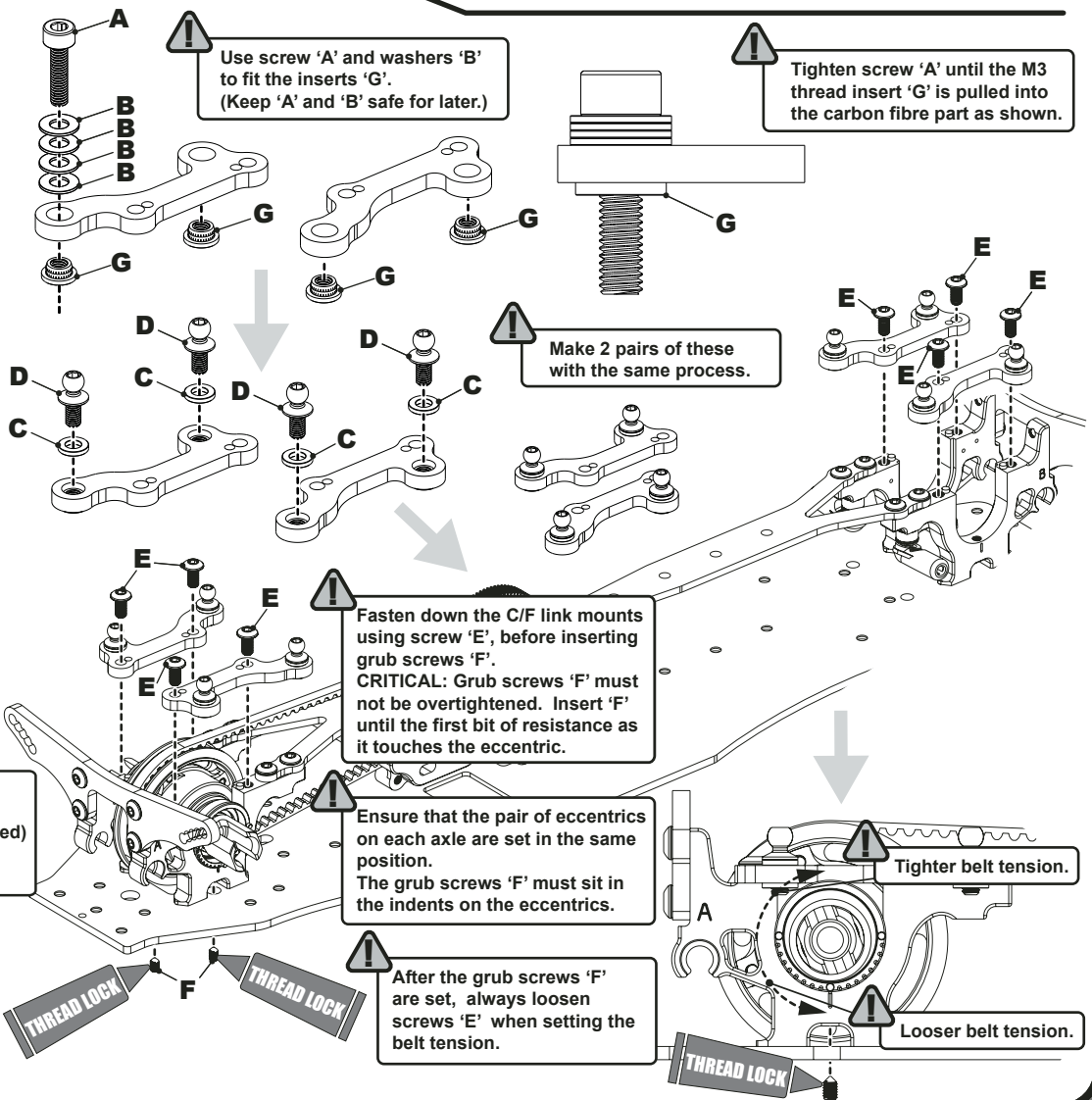
C x8
Black 1.0 mm

D x8
Low Ball Short

E x8
M3 x 6 Button Hd Screw

F x2
M2.5 x 4 Cone Grub Screw

G x8
M3 Thread Insert



BAG A - Step 8

A x2
M3 x 6 Button Hd Screw

B x2
M3 x 4 Button Hd Screw

C x2
M3 x 8 Patched Grub Screw

D x2
M3 Thread Insert

E x4
O'ring ø5 x 1.0

F x2
O'ring ø6 x 1.0

G x4
Pivot Ball

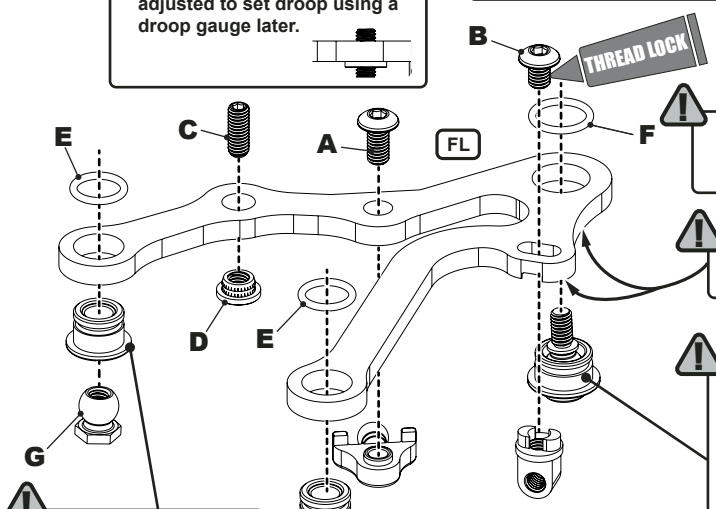
Assemble 'M3 Thread Insert' as per page 05 step 07.

Front Wishbone Assembly

Set the grub screws 'C' centrally for now. This is adjusted to set droop using a droop gauge later.

Build a pair of these. The other side is a mirror of this build.

Assemble insert 'D' as per page 5, step 7.



Do not over tighten screw 'B' to prevent damage to the alloy shock mount.

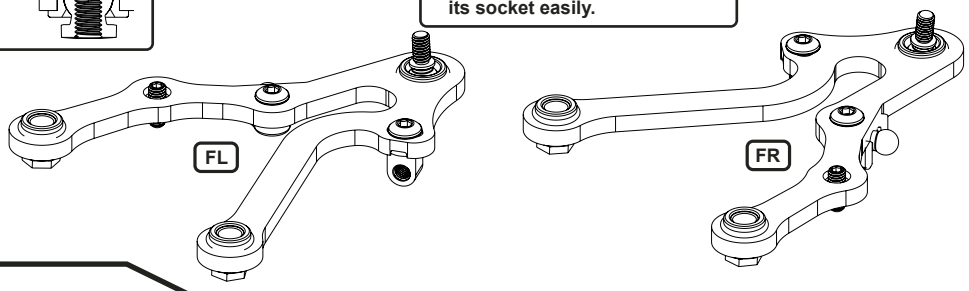
Note that the machining on the C/F wishbone is on the underside!

Ensure the O'ring is correctly seated into the groove on the sockets.

Note: Machined counterbore on the underside of the wishbone.

Ensure the O'ring is correctly seated into the groove on the sockets.

Use pliers to insert ball 'G' into its socket easily.



BAG B - Step 9

A x2
M3 x 6 Button Hd Screw

B x2
M3 x 4 Button Hd Screw

C x2
M3 x 8 Patched Grub Screw

D x2
M3 Thread Insert

E x4
O'ring ø5 x 1.0

F x2
O'ring ø6 x 1.0

G x4
Pivot Ball

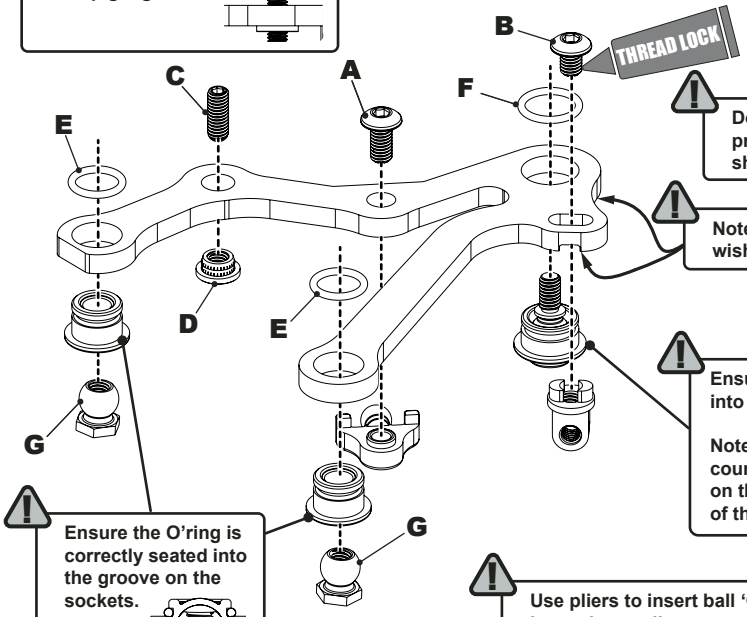
Assemble 'M3 Thread Insert' as per page 05 step 07.

Rear Wishbone Assembly

Set the grub screws 'C' centrally for now. This is adjusted to set droop using a droop gauge later.

Build a pair of these. The other side is a mirror of this build.

Assemble insert 'D' as per page 5, step 7.



Do not over tighten screw 'B' to prevent damage to the alloy shock mount.

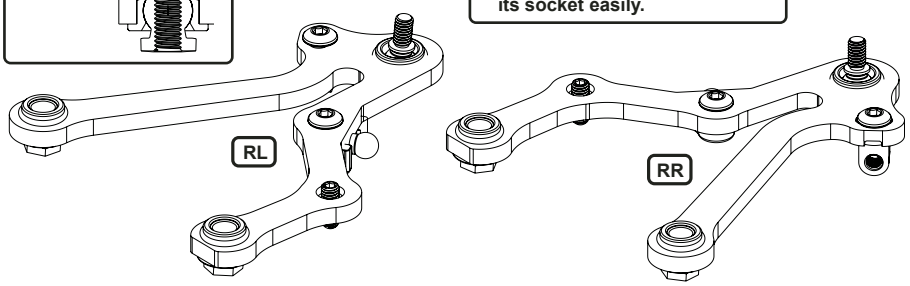
Note that the machining on the C/F wishbone is on the underside!

Ensure the O'ring is correctly seated into the groove on the sockets.

Note: Machined counterbore on the underside of the wishbone.

Ensure the O'ring is correctly seated into the groove on the sockets.

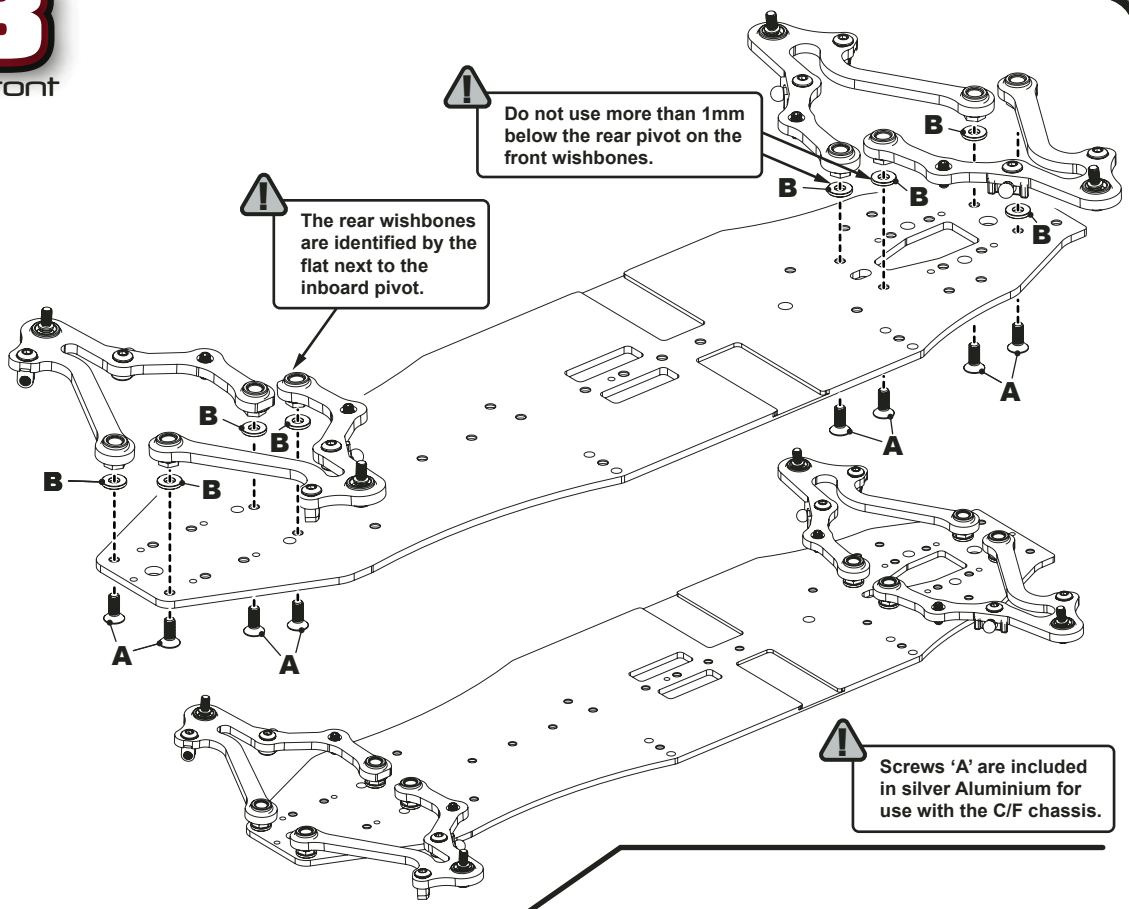
Use pliers to insert ball 'G' into its socket easily.



BAG B - Step 10

A x8
M3 x 8 Csk Hd Screw

B x8
Grey 1.0mm Washer



BAG B - Step 11

A x4
M3 x 8 Button Hd Screw

B x2
M3 Thread Insert

C x2
Black 1.0 mm

D x2
M3 x 2 Grub Screw

E x2
Bearing Spacer
ø5 x ø7 x 1.5

F x2
Bearing
ø5 x ø10 x 4

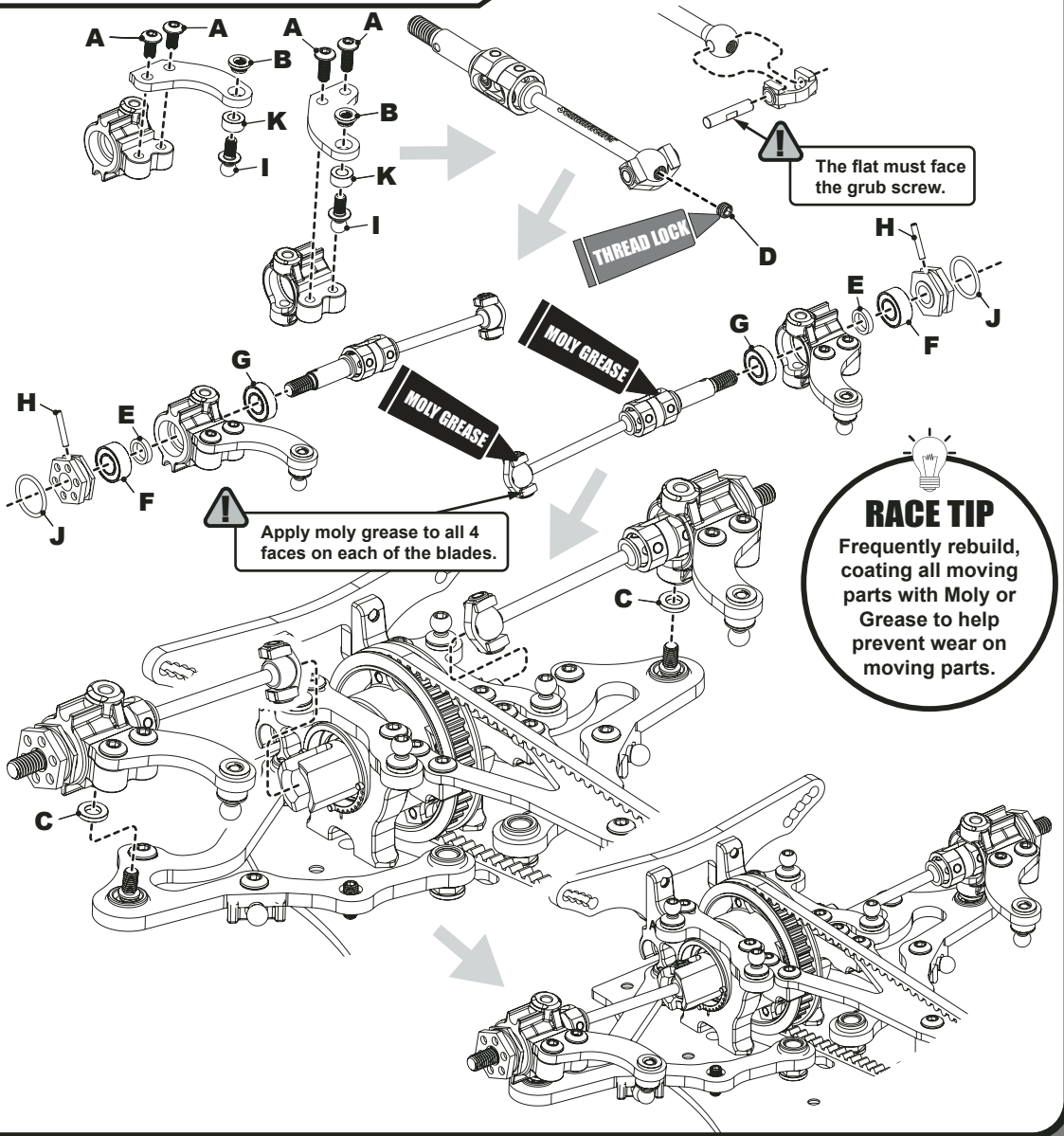
G x2
Bearing
ø5 x ø10 x 3

H x2
Pin ø1.5 x 9.8

I x2
Low Ball Ultra Short

J x2
O'ring ø9 x 1.0

K x2
Black 3.0 mm



RACE TIP
Frequently rebuild, coating all moving parts with Moly or Grease to help prevent wear on moving parts.

BAG B - Step 12

A x4
M3 x 8 Button Hd Screw

B x2
M3 Thread Insert

C x2
Black 2.0 mm

D x2
Black 1.0mm

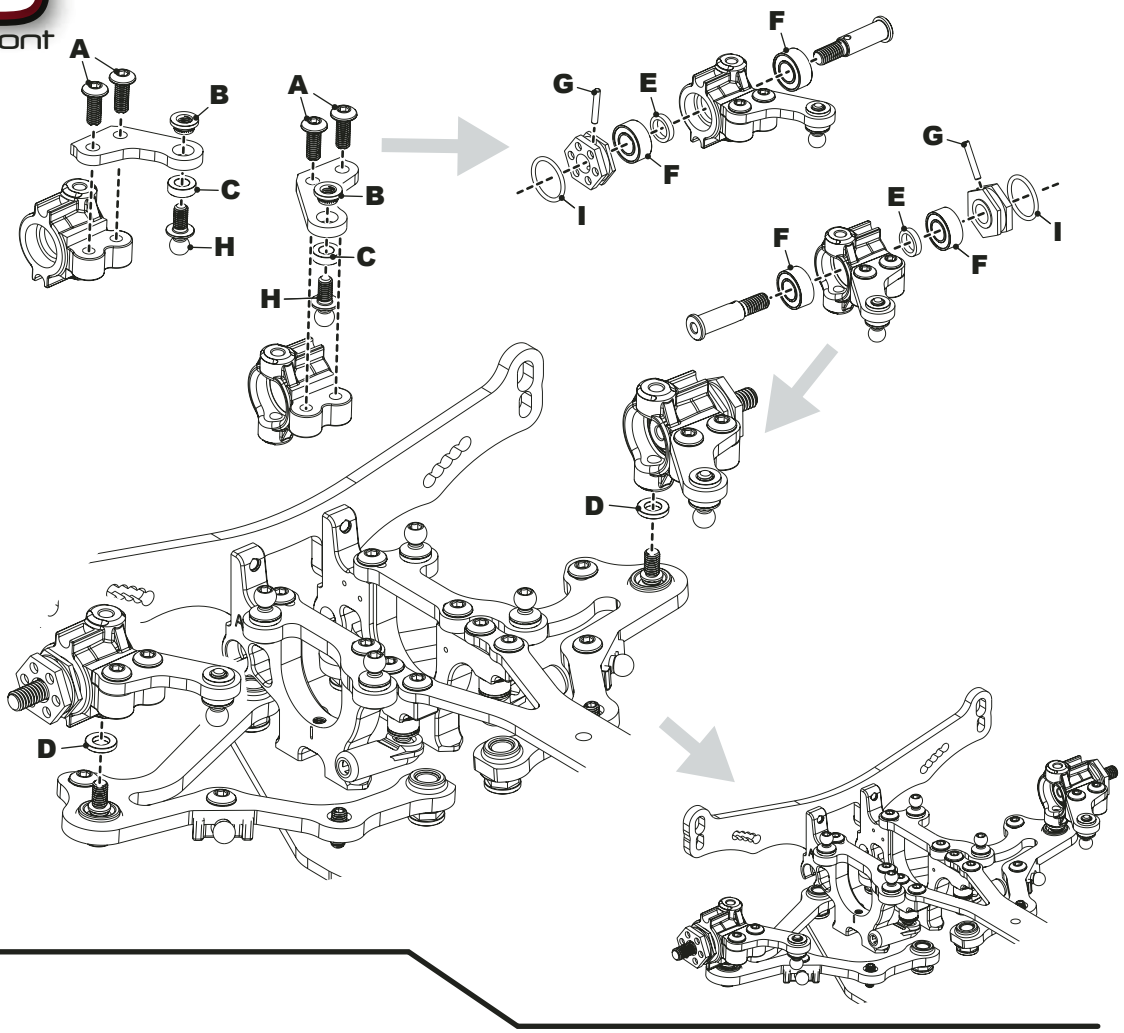
E x2
Bearing Spacer
ø5 x ø7 x 1.5

F x4
Bearing
ø5 x ø10 x 4

G x2
Pin ø1.5 x 9.8

H x2
Low Ball Short

I x2
O'ring ø9 x 1.0

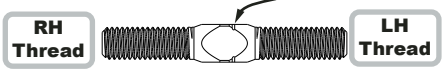


BAG B - Step 13

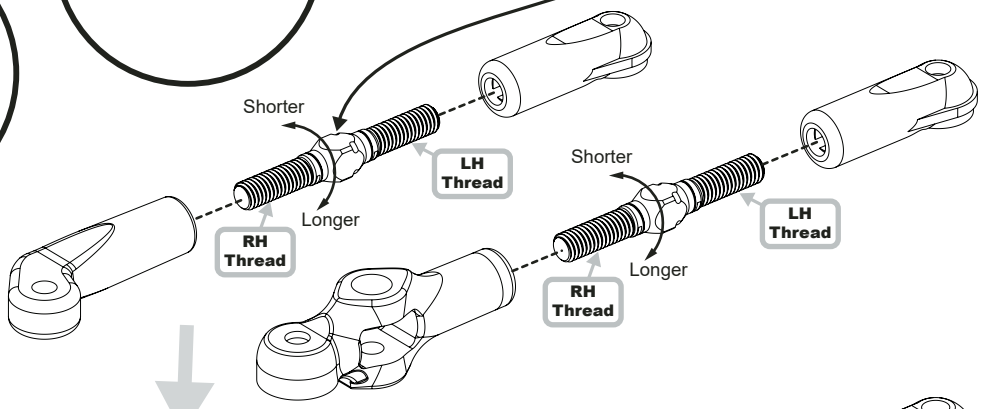
RACE TIP
Apply a small amount of oil on the threads to ease assembly.

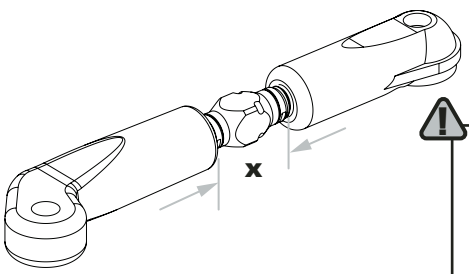
RACE TIP
Mirror the orientation of the turnbuckles for the left and right of the car. This allows easier car tuning.

Note the shape of the turnbuckle.
This groove indicates the left hand thread.



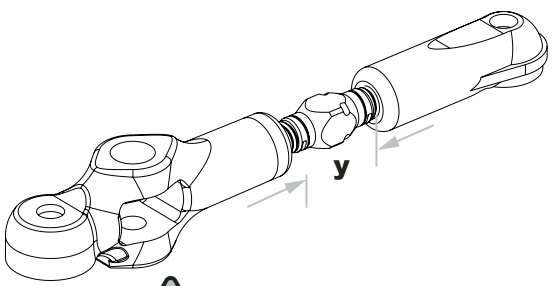
Note: All 8 turnbuckles in this step are 25mm long.





Turnbuckle Lengths (mm)

	x	y
Front	11.1	11.1
Rear	9.6	9.6

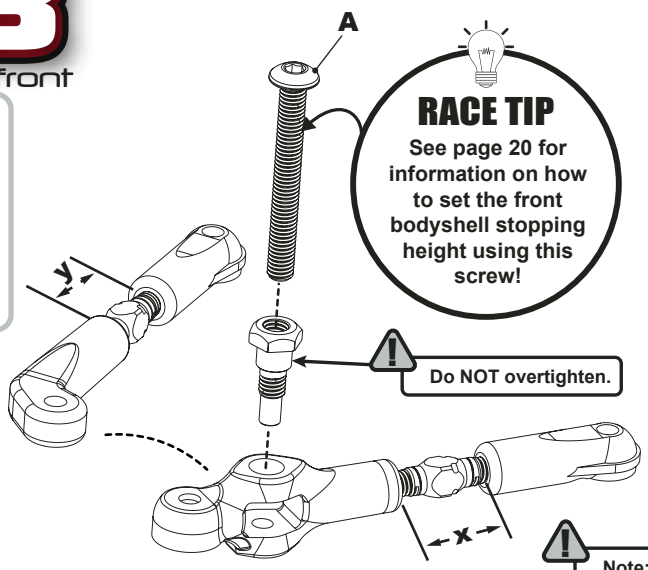


Step 13 is completed on page 09.

BAG B - Step 13

A x2
M3 x 25 Button Hd Screw

B x4
Black 3.0mm



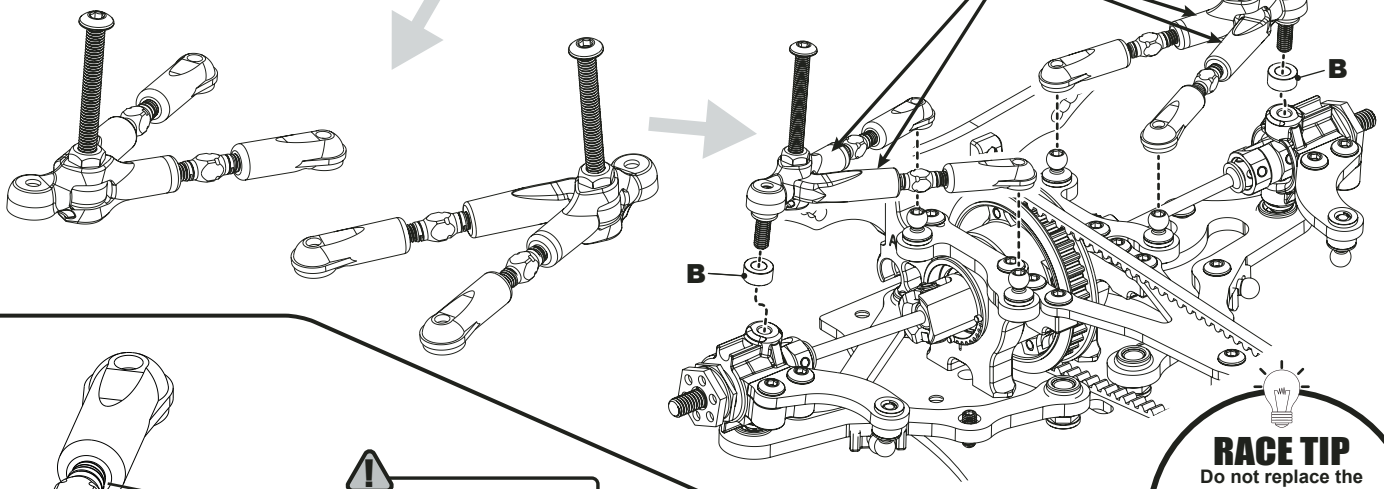
RACE TIP
See page 20 for information on how to set the front bodyshell stopping height using this screw!

Do NOT overtighten.

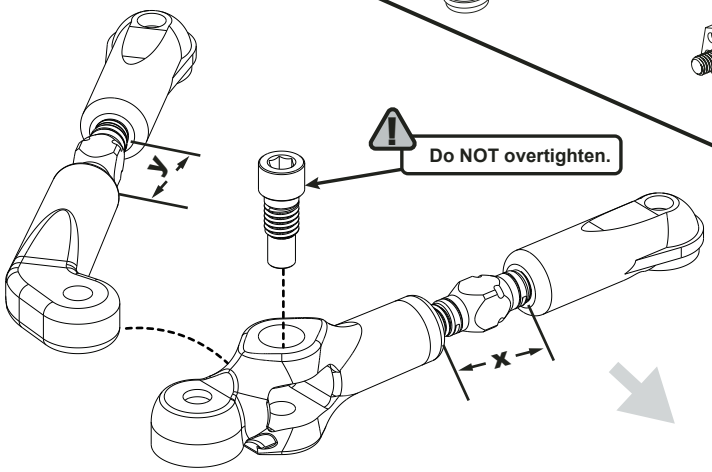
Build a pair of front links using this step.
The front right is illustrated.
The front left is a mirror image.

Turnbuckle Lengths (mm)

	x	y
Front	11.5	11.2



Note: The sockets orientation must be as illustrated.



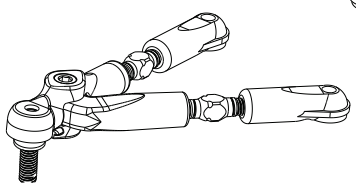
Do NOT overtighten.

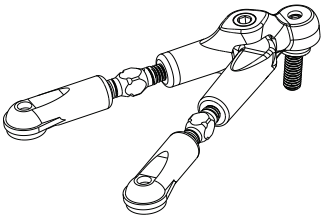
Build a pair of rear links using this step.
The rear left is illustrated.
The rear right is a mirror image.

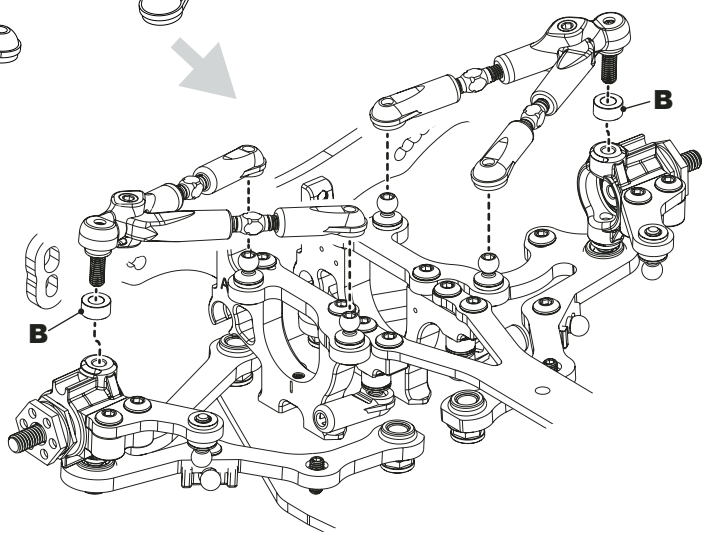
RACE TIP
Do not replace the washer 'B' with less than 3mm. This can lead to the ball stud touching the driveshaft. Instead, adjust the inner height by adding to the 1mm washers.

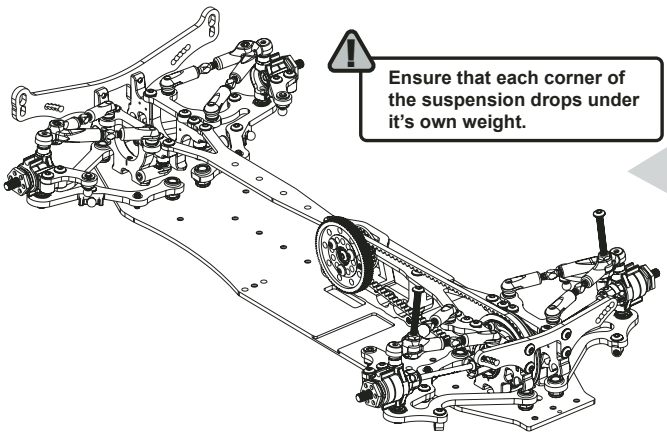
Turnbuckle Lengths (mm)

	x	y
Rear	9.2	10.2









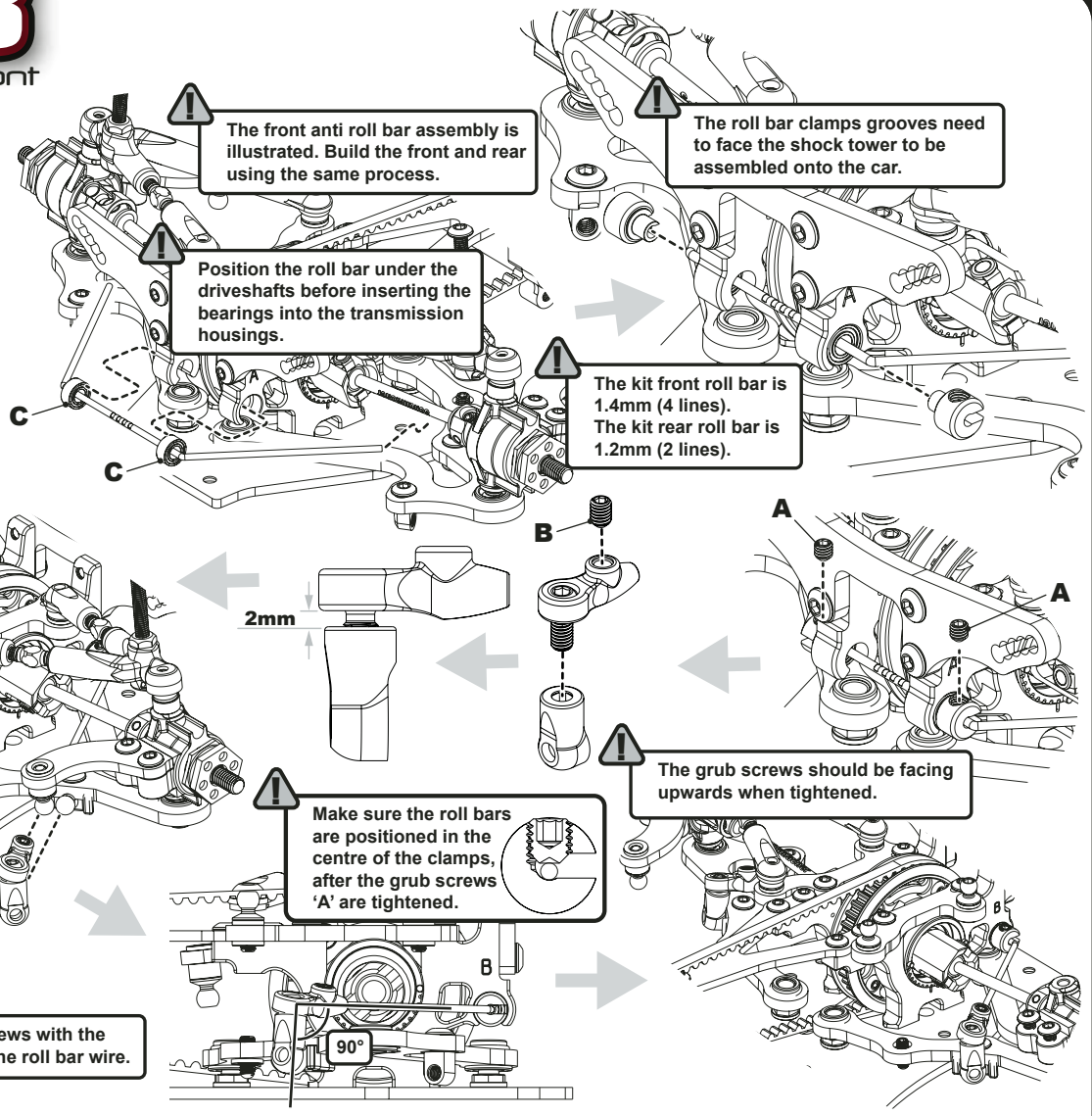
Ensure that each corner of the suspension drops under it's own weight.

BAG B - Step 14

A x4
M3 x 3 Grub Screw

B x4
M3 x 4 Grub Screw

C x4
Ball Bearing ø1/8" x ø1/4"



BAG B - Step 15

A x2
M3 x 6 Button Hd Screw

B x2
M3 x 6 Csk Hd Screw

C x1
M3 x 16 Csk Hd Screw

D x5
M3 Thread Insert

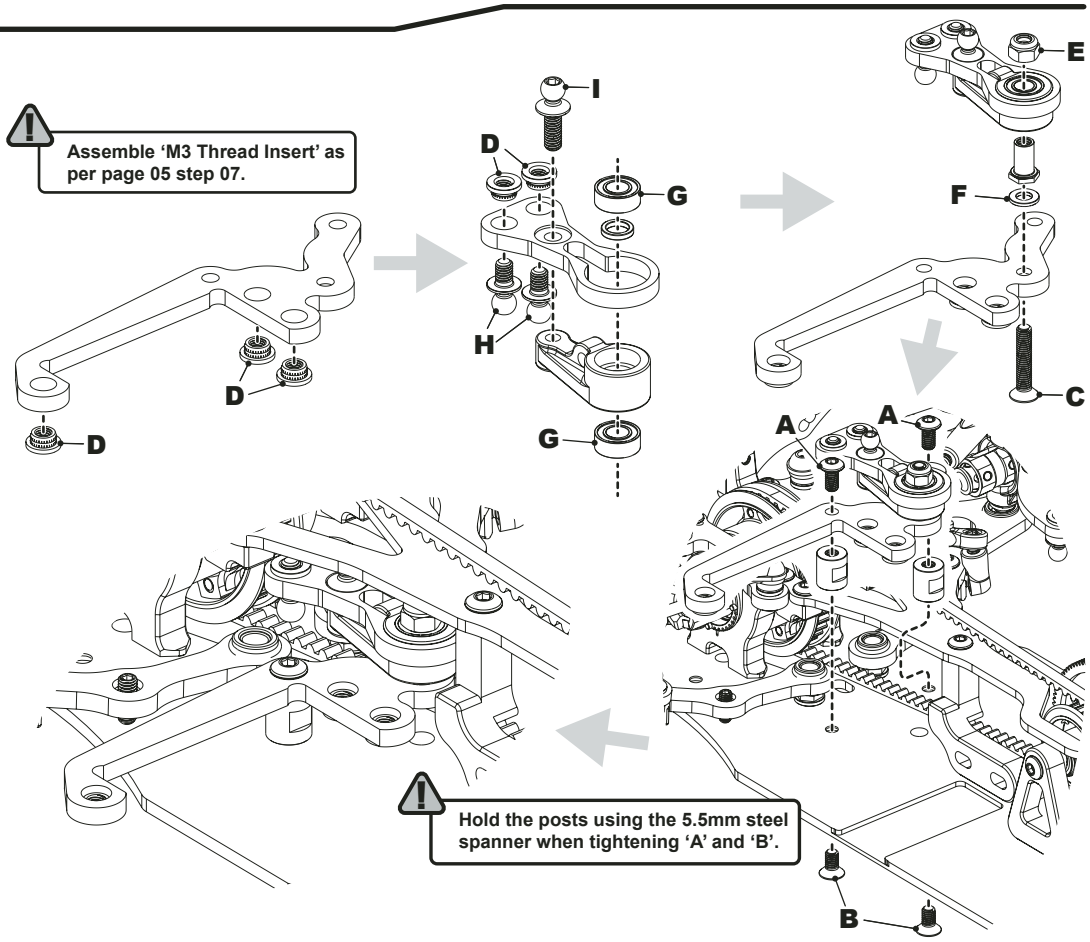
E x1
M3 Alloy Nyloc

F x1
Black 0.75mm Washer

G x2
ø4 x ø8 x 3 Ball Bearing

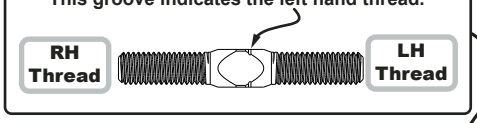
H x2
Ultra Short Ball Stud

I x1
Long Ball Stud



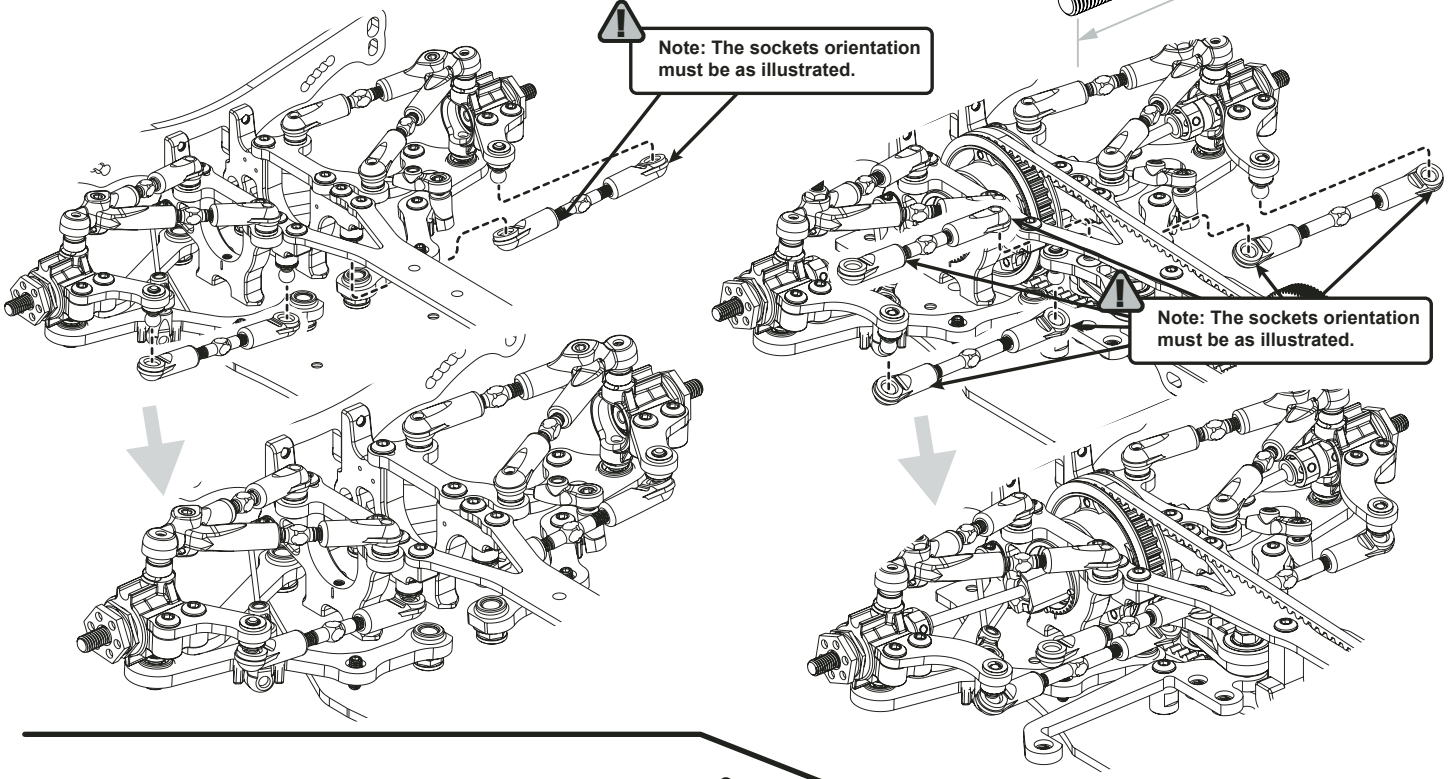
BAG C - Step 16

Note the shape of the turnbuckle.
This groove indicates the left hand thread.



Turnbuckle Lengths (mm)

	x	y
Front	26	45
Rear	18	35
Servo	17	35



BAG B - Step 17

A x3 M3 x 10 Button Hd Screw

B x3 M3 x 14 Button Hd Screw

C x3 M3 Washer

D x3 Black 0.5mm

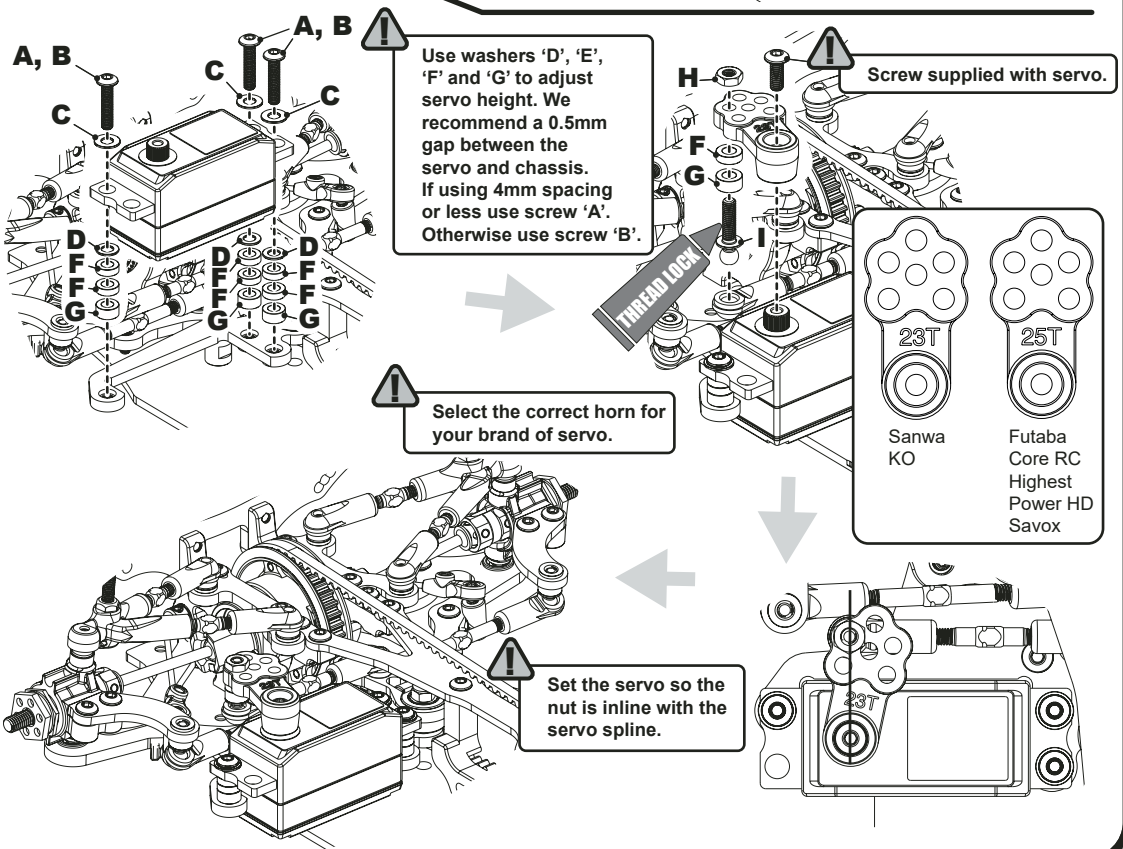
E x3 Black 0.75mm

F x7 Black 2.0mm

G x4 Black 3.0mm

H x1 M3 Nut

I x1 Ball Stud Ultra Long



BAG C - Step 18

A x12
Shim 0.05

B x4
M2 x 6 Csk Screw

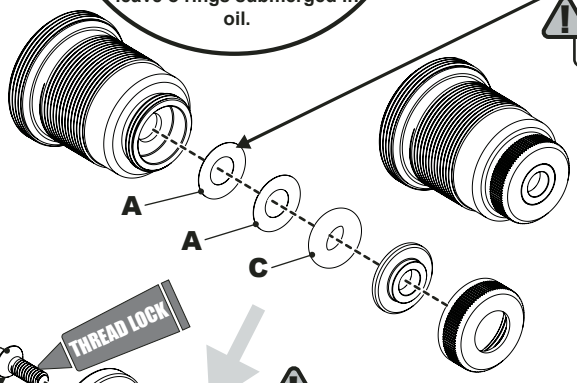
C x4
Red 'O' Ring

TEAM TIP

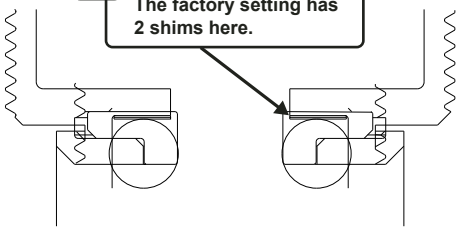
Once the shock is assembled, fill with oil to allow the o'rings 'C' to expand slightly. If you have time, leave to stand for several hours, then re-build with oil before use. This creates a perfect fit. Do not leave o'rings submerged in oil.

For better sealing add shims 'A'. For less friction remove shims. We suggest to start with 2 shims.

Make four shocks the same.



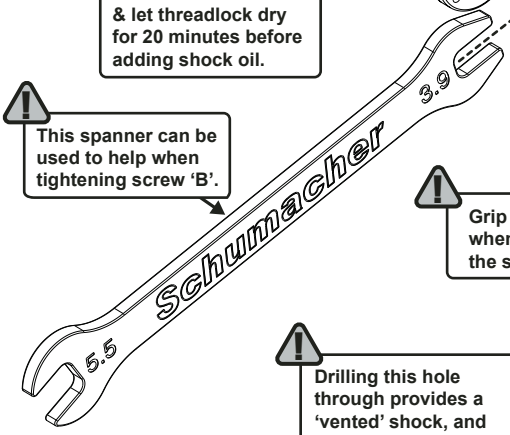
The factory setting has 2 shims here.



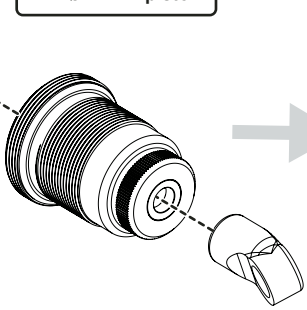
Ensure screw is clean & let threadlock dry for 20 minutes before adding shock oil.

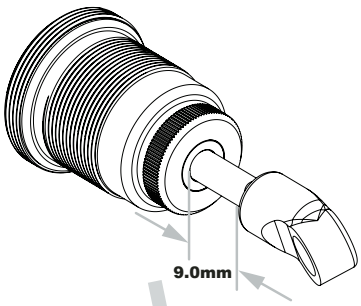
4 x ø1.1mm piston.

This spanner can be used to help when tightening screw 'B'.

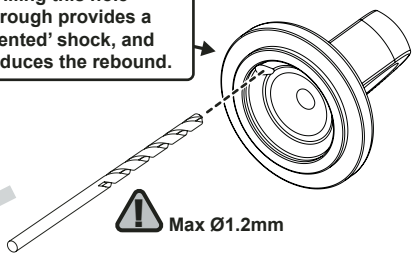


Grip shaft here when attaching the socket.





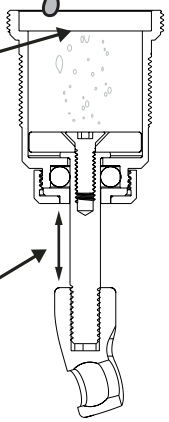
Drilling this hole through provides a 'vented' shock, and reduces the rebound.



Max Ø1.2mm

SHOCK OIL 35w

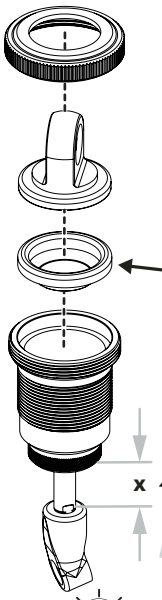
Fill with shock oil up to this line. The kit setup is 35w or 400cSt in all shocks.



Slowly move piston up and down 2/3 times. Then wait for the air bubbles rise to the top and disappear. This may take up to 10 minutes.

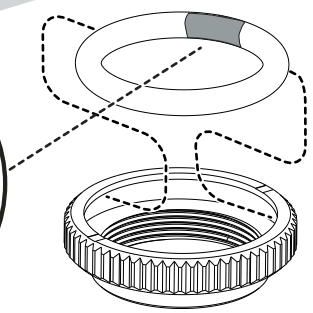
Place the diaphragm onto the oil, then gently press it down to allow excess oil to escape.

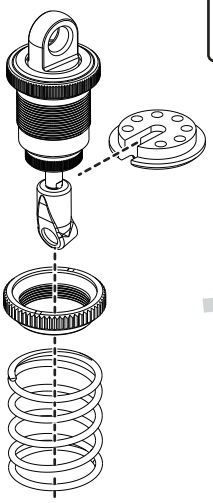
The rebound can be changed by adjusting the distance 'x' before fitting the diaphragm and top ring.

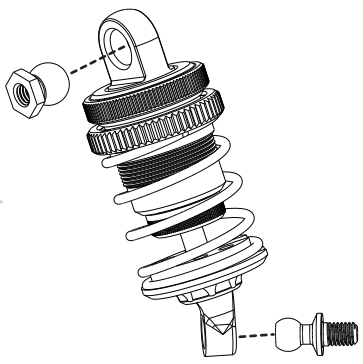


RACE TIP

A section of the O'ring may be removed to tune the drag of the adjuster. Remove approximately 25%.







BAG C - Step 19

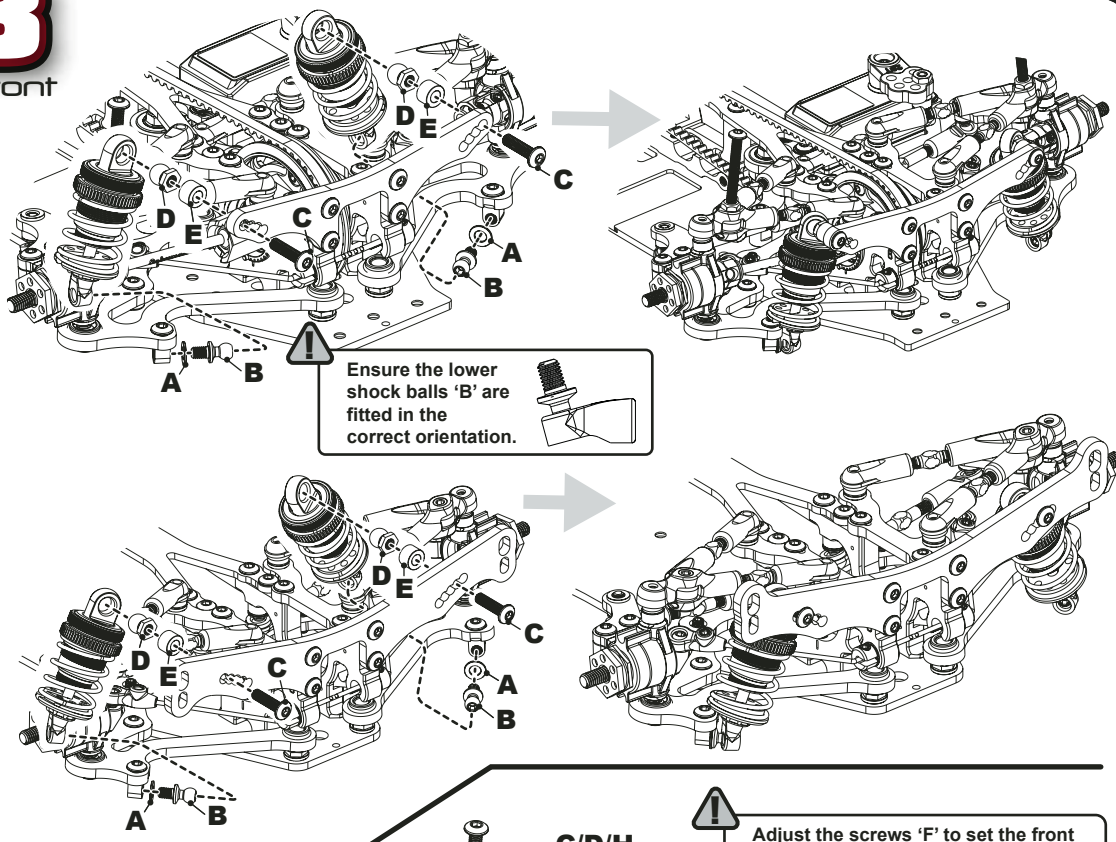
A x4
Black 0.5 mm

B x4
Ball Stud Ultra Short

C x4
M3 x 12 Button Hd

D x4
Pivot Ball

E x4
Black 4.0 mm



Ensure the lower shock balls 'B' are fitted in the correct orientation.

BAG C - Step 20

A x2
Black 1.5 mm

B x2
Grey 0.5 mm

C x4
M3 x 12 Button Hd

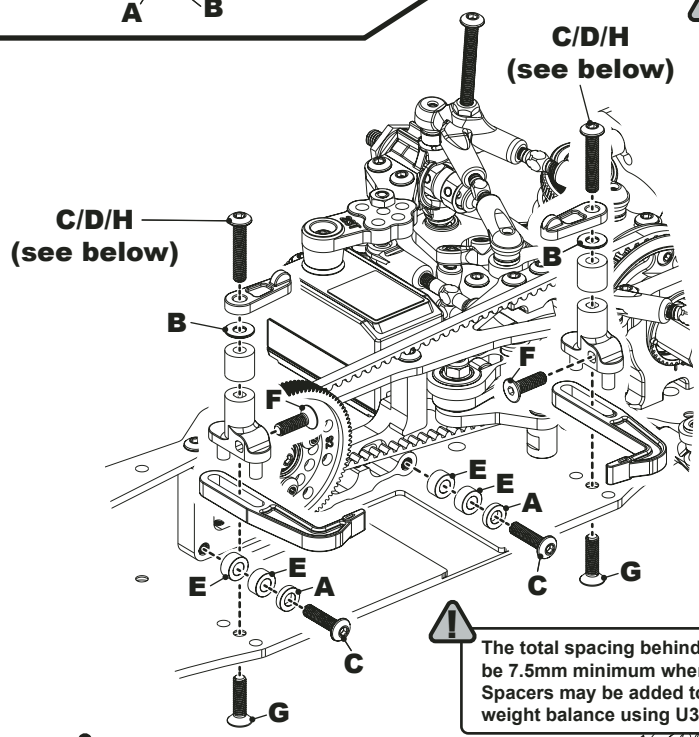
D x2
M3 x 16 Button Hd

E x4
Black 3.0 mm

F x2
M3 x 10 Csk Screw

G x2
M3 x 12 Csk Screw

H x2
M3 x 10 Button Hd

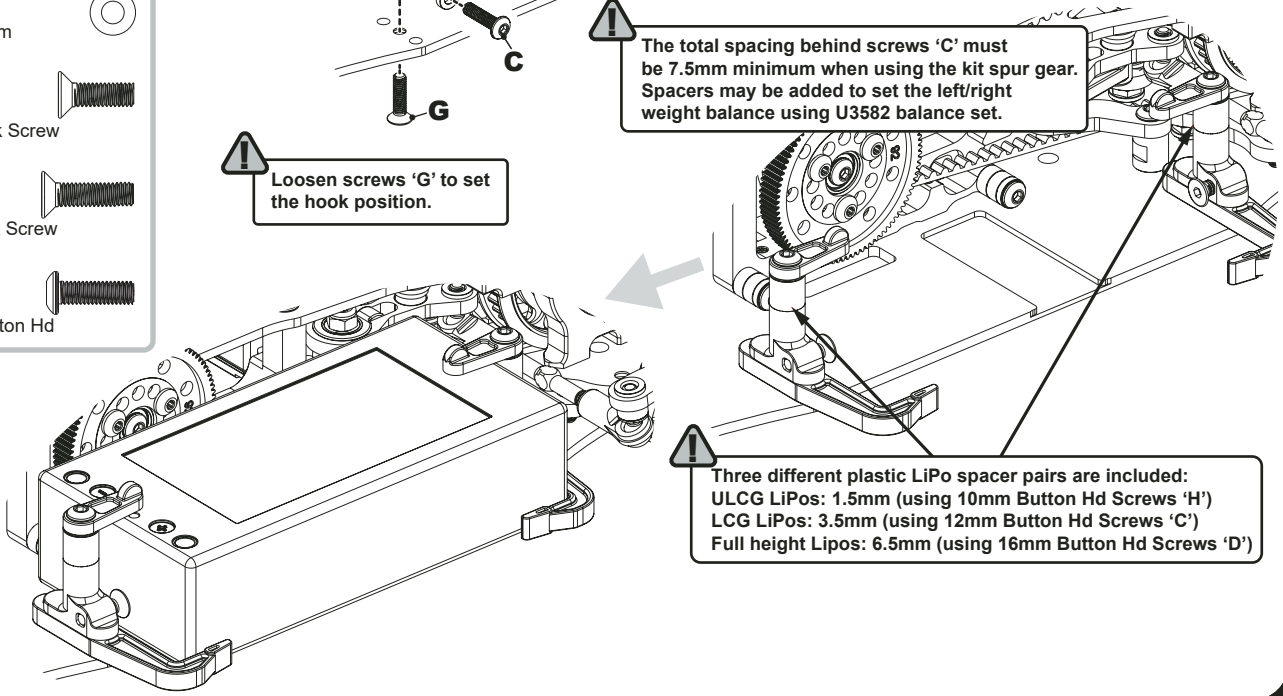


Adjust the screws 'F' to set the front to rear position of the LiPo. Ensure there is always approximately 0.5mm of endfloat. This will help flexibility. The kit LiPo position is central.

Adjust the tightness of the screws to set the resistance of the LiPo swivel to your preferance.

The total spacing behind screws 'C' must be 7.5mm minimum when using the kit spur gear. Spacers may be added to set the left/right weight balance using U3582 balance set.

Loosen screws 'G' to set the hook position.



Three different plastic LiPo spacer pairs are included:
ULCG LiPos: 1.5mm (using 10mm Button Hd Screws 'H')
LCG LiPos: 3.5mm (using 12mm Button Hd Screws 'C')
Full height Lipos: 6.5mm (using 16mm Button Hd Screws 'D')

BAG C - Step 21

A x5
M3 x 6 Csk Hd Screw

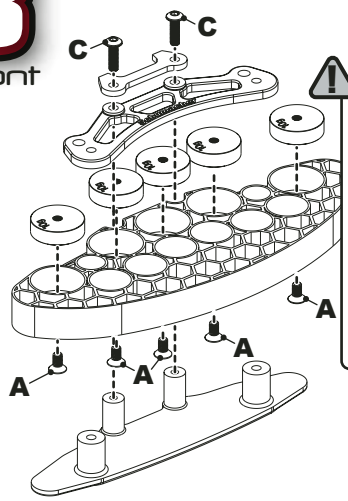
B x2
M3 x 10 Csk Hd Screw

C x4
M3 x 10 Button Hd Screw

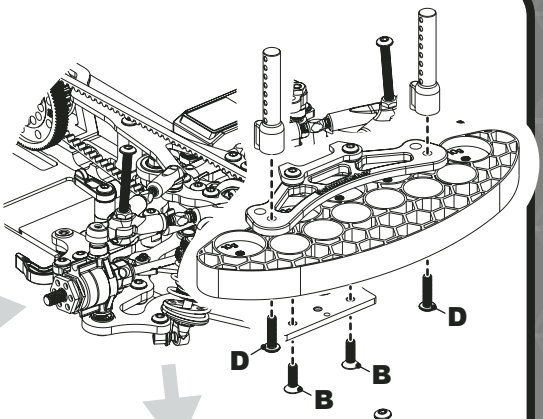
D x2
M3 x 12 Button Hd

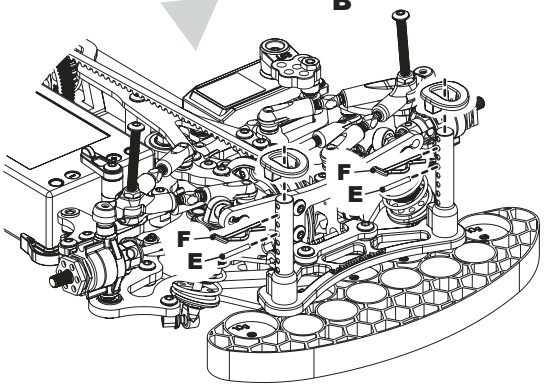
E x4
ø1.5 x 11.8

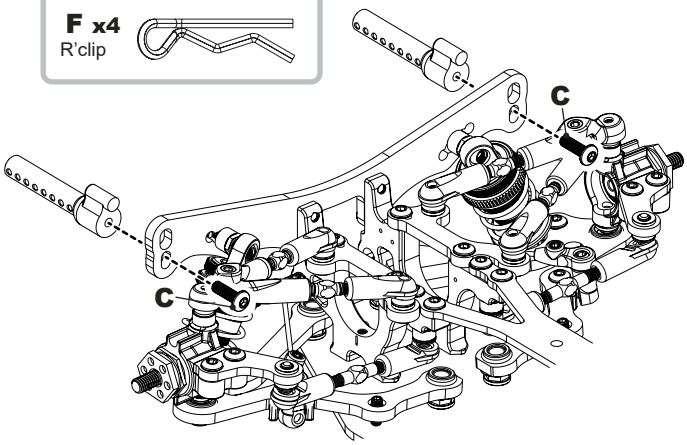
F x4
R'clip

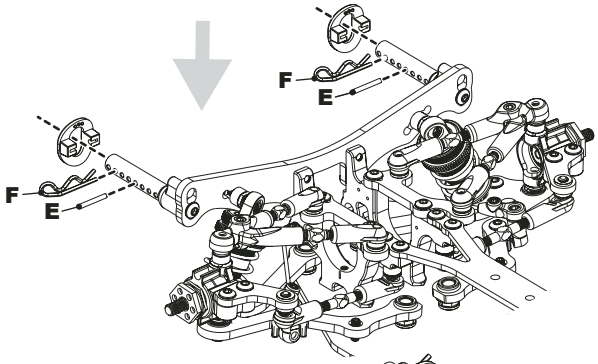


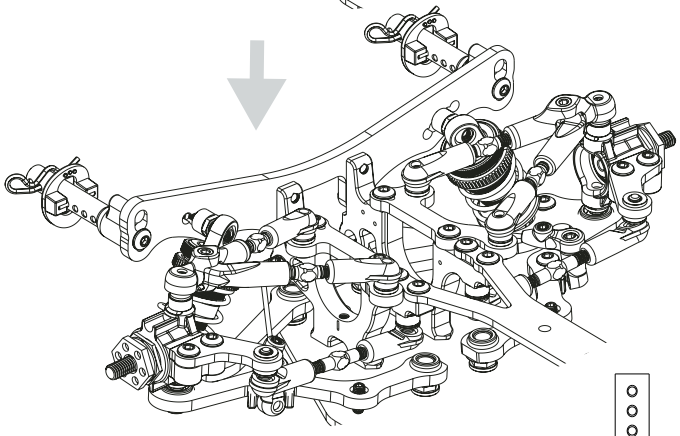
Bumper weights/ weight distribution is critical for the cars' handling. Adding weights to the bumper greatly improves driveability. See track settings page 19 for more information.



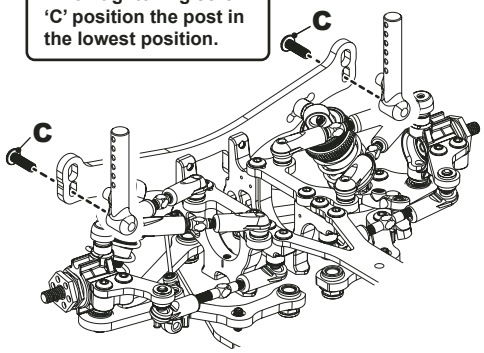


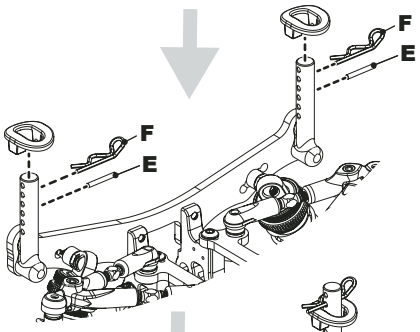


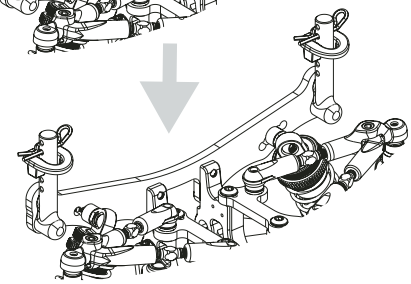


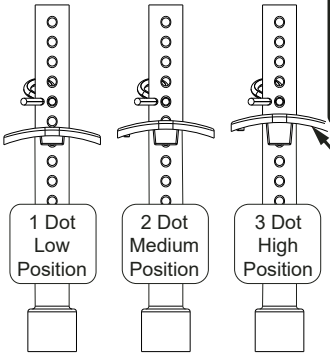


Vertical rear bodyposts may be fitted to provide increased rear grip. When tightening screw 'C' position the post in the lowest position.









The bodyposts may be trimmed down for looks and aerodynamics. A sharp knife or side cutters may be used. Alternatively use: AM190041 - Arrowmax - Body Post Trimmer.

The body hangers adjusts the height of the body in 1.2mm steps. Note the dots on the underside.

BAG C - Step 22

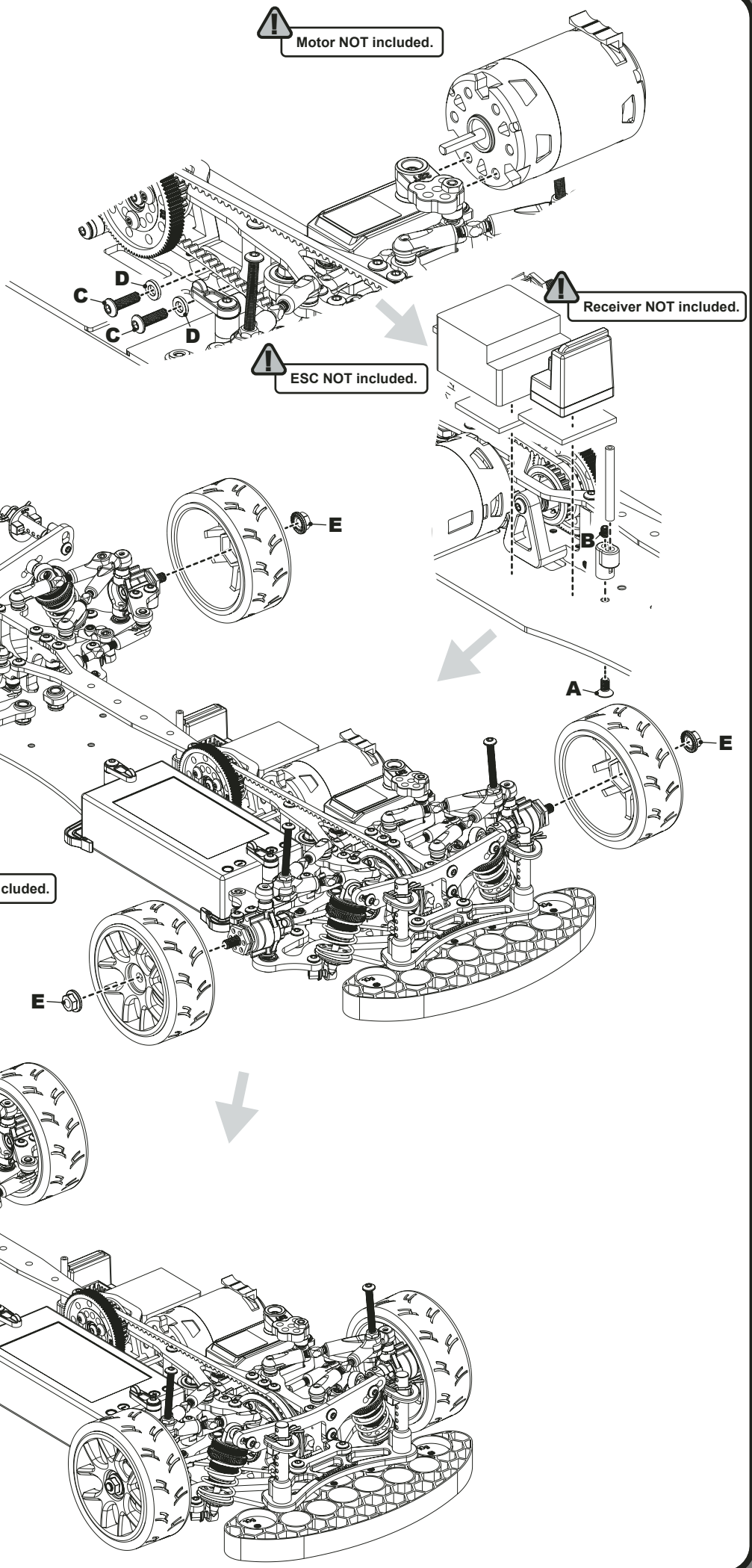
A x1
M3 x 6 Csk Hd Screw

B x1
M3 x 4 Grub Screw

C x2
M3 x 10 Button Hd

D x4
Black 1.0mm Washer

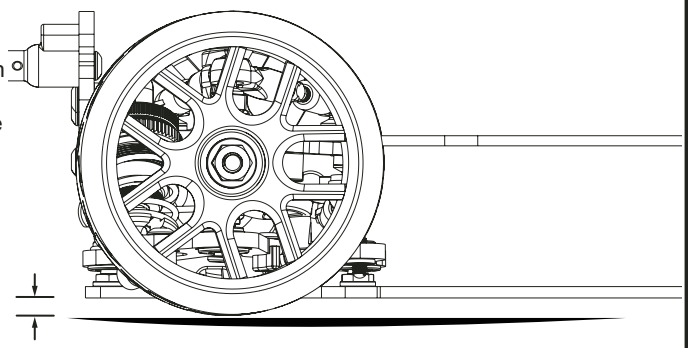
E x4
M4 Serrated Nut



TRACK SETTINGS

RIDE HEIGHT

Use the spring adjusters on the shock absorbers to adjust the front and rear ride heights. We recommend setting the ride height to around 5.0mm on carpet/ high traction tarmac/asphalt and 5.5mm on tarmac/asphalt or low traction carpet tracks.
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.
In general:
High traction levels/Smooth tracks =Lower ride height (4.6mm-5.2mm)
Low traction levels/Bumpy tracks = Higher ride height (5.2mm-6.0mm)

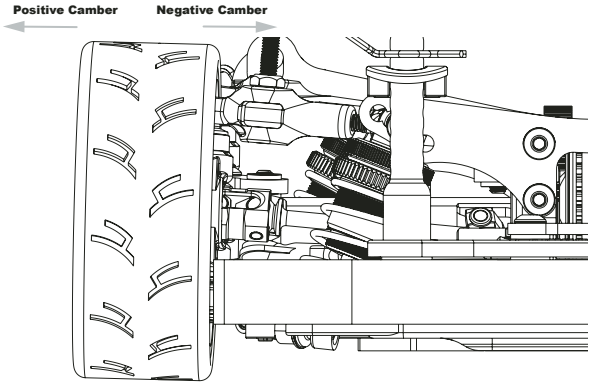


CAMBER

Front and rear camber is set by adjusting the pair of upper turnbuckles:
Shorter turnbuckles= More Negative camber.
Longer turnbuckles= Less Negative camber.
**The Camber and Castor setting should be set using a setup system such as SK-600069-01 or AM171040-LE combined with castor pointers U8258

In general the aim is to run the correct amount of camber for the tyre being used and the track conditions. Typically this is between 1.0°-2.5°.

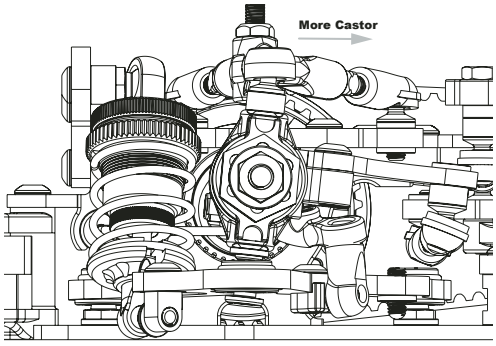
Increasing the front and rear camber together will often result in more traction, but with a more sudden loss of grip when going beyond the limit. Less overall camber will offer a more progressive slide but may have less overall grip. More castor may be applied to the front or rear, normally resulting in more grip at that end of the car. The team suggest a starting camber of 2° Rear and 1.5° Front, increasing to 2° Front camber if more front grip/steering is needed.



CASTOR

Castor can be set by adjusting the upper turnbuckles. After camber has been set, lengthen one turnbuckle, and shorten the other by the same amount, until the castor is set as desired.
**The Camber and Castor setting should be set using a setup system such as SK-600069-01 or AM171040-LE combined with castor pointers U8258

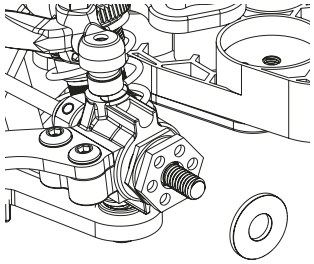
More front castor will result in a smoother, less responsive initial steering response, with more mid corner/ on power exit steering.
Less front castor will give a more aggresive initial steering response but less steering thereafter. Kit setting is 4°.



TRACK WIDTH

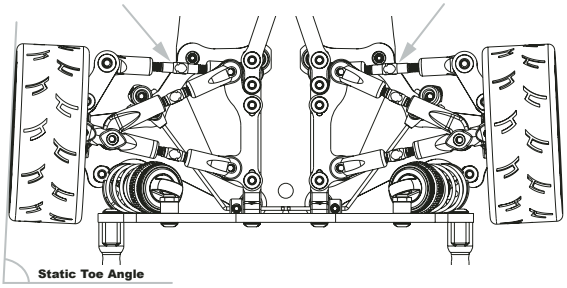
The track width may be adjusted using 2 different hex widths, or shims:
U3570 - Alloy Hex Slim (1mm narrower per side than kit)
U3525 - Alloy Hex Medium (Kit)
U8333 - Wheel Hex Spacers 0.25, 0.5, 0.75mm

Increasing the rear track width provides more rear stability/less rotation and vice versa.
Increasing the front track width provides a less agressive/less rotation and vice versa.
A wider car is better suited to high traction conditions and a narrower car to low traction conditions.



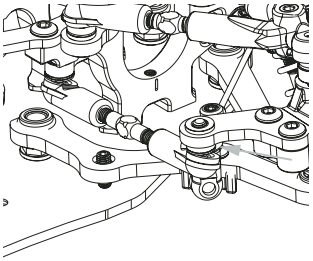
STATIC REAR TOE

Static rear toe is measured on setup gauges such as SK-600069-01 or AM171040-LE and is the toe angle of the rear wheels when at ride height.
The kit setup is 3°.
This is adjusted simply by altering the length of the rear turnbuckles shown.
More rear static toe in provides more stability, rear grip and forward traction.
Less rear static toe in offers more rotation providing the rear stability is enough to drive confidently through the corner. There will be less forward traction exiting the corner however.
In low traction conditions the team suggests a range between 3°and 4°.
In high traction conditions the team suggests a range between 2° and 3°.



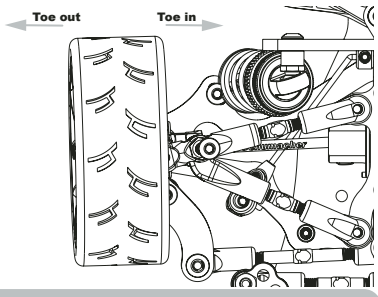
DYNAMIC REAR TOE

Dynamic rear toe is a toe in angle that changes with roll or squat.
This allows for a rising rate toe setting through a corner providing good entry steering but with more stability through the corner and more forward traction on corner exit.
0mm gives the most dynamic change. +1° with full chassis roll.
3.5mm gives a static toe angle with no change in the corner.
The team recommend a range between:
3mm in high traction conditions or when lots of steering is needed.
0mm in low traction conditions or when lots of stability is needed.



FRONT TOE

The front toe is set by adjusting the steering turnbuckles.
Toe in will give a more stable car and less responsive/nervous initial steering.
Toe out will give a more agressive car with more responsive initial steering.
The team recommend a range between 0° and 1° of toe out. It is very rare to benefit from toe in on the front of the car.

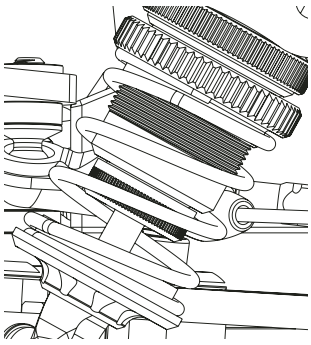


SHOCK SPRINGS

Shock springs are used to set the suspension stiffness.
The team recommend a starting setup using Core RC Purple springs front and rear (included).

Stiffer springs are suited to high grip conditions. These increase response, forward traction and high speed stability. The track should be smooth when going to very stiff springs.

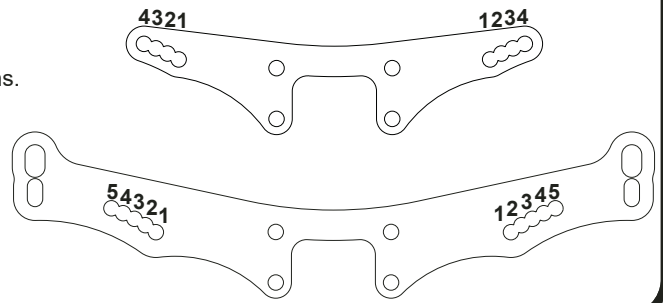
Softer springs are suited better to low grip conditions. They slow down direction change but may provide more overall grip, when the track grip is low. They may cause high speed stability issues if the grip is too high. Soft springs can be better when the track is bumpy. A softer car can sometimes be a benefit in very high grip, in order to prevent traction roll.



SHOCK ANGLES

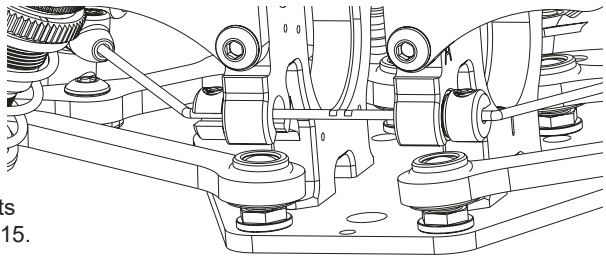
Similar to the shock spring setup, the shock angles can provide fine tuning over the suspnesion stiffness.
A more angled shock setup (lower number shock mount holes) creates a softer setup which is less responsive, often suited to high traction conditions.

A more upright shock setup (higher number shock mount holes) creates a stiffer setup which is more responsive, often suited to lower traction conditions.



ANTI ROLL BARS

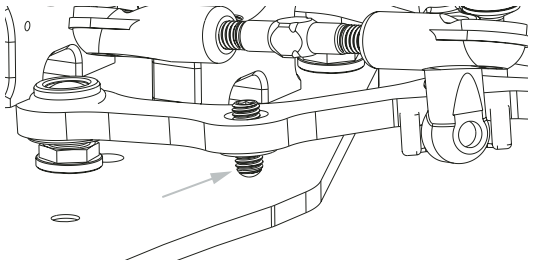
Anti roll bars allow the tuning of roll stiffness and change the way that the weight is transferred.
A stiffer rear roll bar will reduce entry steering but increase on power steering.
A stiffer front roll bar will increase entry steering, but provide a smoother handling through the middle of the corner.



The roll bars need to be set equally left to right. This is done by adjusting the drop link ball height. With the shocks off, check the roll bar lifts the opposite side when lifted to an equal height. A great tool for this is AX015.

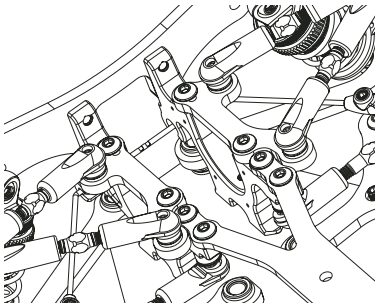
DROOP

The starting point for droop suggested by the team is 21.4mm rear, 22.4mm front.
These numbers are checked on the Aerox droop gauge set. AX015.
This is the measurement between the chassis underside and the axle centre.
Droop is adjusted using the grub screw illustrated.
The suggested range is:
Rear- Between 20.4mm in low traction and 22.4mm in high traction.
Increasing the rear droop often provides more stability.
Front- Between 21.4mm in low traction and 24mm in high traction.
Increasing the front droop gives a more agressive handling.



UPPER INNER LINK HEIGHT

The washers under the 4 upper inner link ball studs are the only suggested method of changing the angle of the upper links. The outer ball should remain 3mm at all times. Generally, less washers at that end of the car gives more grip. Adding washers in the front/rear together can provide a freer car with more rotation. Suited best to high traction.

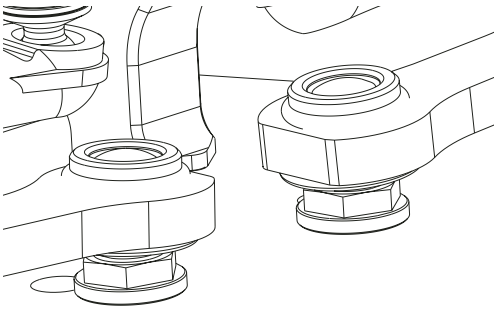


LOWER WISHBONE SPACERS

The kit setting is 1mm under all 8 wishbone lower balls. As a rule:
Higher wishbone balls= Raised roll centre, suited to higher traction conditions.
Lower wishbone balls= Lower roll centre, suited to lower traction conditions.

The team often uses wishbone balls 0.5mm lower in the front than the rear, providing more steering, but a slightly more difficult car to drive.

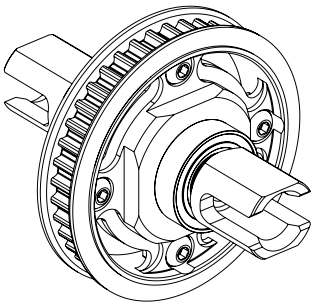
Lowering the front-front balls (angling the front wishbones down to the front of the car), by 0.5mm is another team favourite. This creates some anti-dive, giving a much smoother steering, particularly on corner entry.
IMPORTANT - The maximum spacing for the front wishbones is 1mm.



GEAR DIFF

Gear diff oil can be changed to affect car handling.
Generally, high traction conditions = thicker oil. (300K +)
Low traction conditions = thinner oil. (100K-300K),
A thicker gear diff oil will have a much smoother off power, corner entry feeling, preventing corner entry over rotation. It will also make the car feel less likely to slide off power, in the corner. It will however have more on power steering, and more traction.

Thinner gear diff oil will create the opposite effect. More aggressive corner entry, and more steering off power in the corner. It will have less on power steering, and less traction.

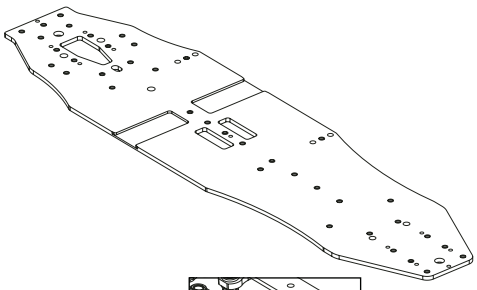


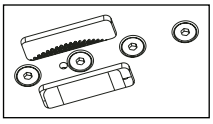
CHASSIS FLEXIBILITY

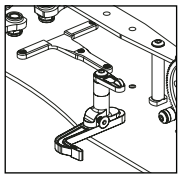
High grip conditions = Stiffer chassis setup. Low Grip conditions = Flexible chassis setup.

The motor mount has 3 chassis screw options. The most forward screw must always be used. Use more screws to increase the overall chassis stiffness. A minimum of 2 screws is required.

U8256 Alloy T Brace increases rear chassis stiffness and creates more rotation and is intended for high grip conditions.
U8529 Longitudinal Stiffening Post increases the stiffness of the chassis, providing better slow speed rotation along with improved high speed stability.



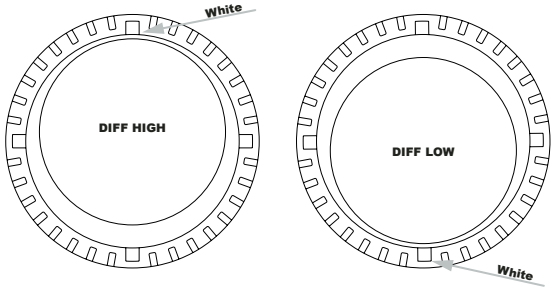




DIFF HEIGHT

Optional Alloy Eccentrics (U8057) allow for different diff heights.
Flipping these eccentrics creates a shift of 1.4mm.

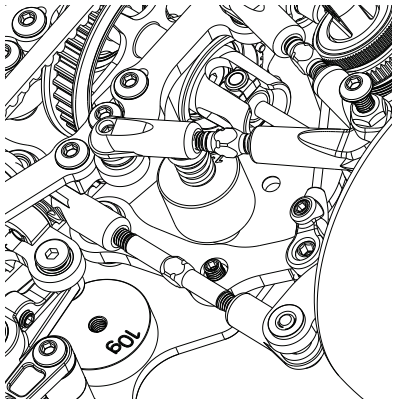
The low diff position provides more grip, and is suited to low or medium traction conditions.
Low diff is when the white marker is facing downwards in the car.
The high diff position is only suggested for very high grip conditions.
High diff is when the white marker is facing upwards in the cars.



WEIGHT DISTRIBUTION

There are several positions intended for weight placement in the front and rear of the car.
Please see the setup sheet for suggested placements. We recommend the use of CR722 and CR723 for this.
Please note that the mass damper (U8137) can be used within each wishbone (x4 places).

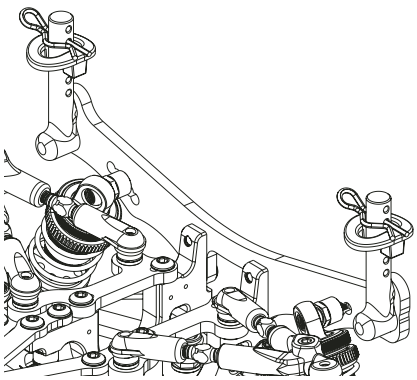
For the most neutral car balance, we recommend the use of the 5x 10g included bumper weights (CR723) along with all 6x 5g (CR722) weights added to the bumper locations. This will provide a neutrally balanced car, with good steering. The weight distribution should be approximately 68% forwards.
A range between 65% - 72% forwards weight distribution should be used, with 72% giving the most easy to drive car, at the expense of some steering/rotation. Extreme weight placement may be required to achieve this.
Rearwards weight = a more aggressive car with more steering.
Forwards weight = a smoother handling car, more stability, with less steering/rotation.



REAR BODY POST OPTION

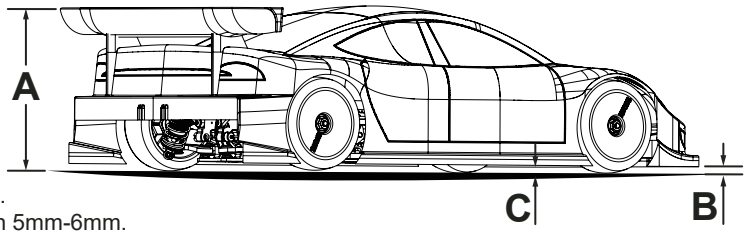
There is an included alternate rear body mounting bag included in step 21. See Page 14.
This option allows for vertically mounted body posts.

In doing this the rear of the car is far more planted but will provide much less steering in the middle and exit of a corner.



BODY HEIGHT

The height of the body is very important to performance. Increasing height 'A' provides more rear grip and improved drivability. We suggest 122mm as a good starting height, for most popular FWD bodyshells.



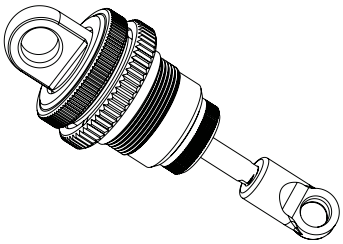
To set height 'B' (see page 9 to locate 'body stop screws')
1) Remove spring hangers from the body posts temporarily.
2) Adjust the body stop screws to set 'B' to between 2mm-4mm.
3) Fit body hangers to the posts to acheive a 'B' height between 5mm-6mm.

This allows to run the body lower to gain front downforce without excessive touching against the track surface.
If you prefer not to use the body stop screws, set 'B' to between 8mm-9mm.

Height 'C' should be cut to achieve a height of between 6mm-9mm. Adjust if exessive touching occurs.

SHOCK OIL

The aim is to achieve improved handling over bumps and control the weight transfer of the car.
If the track is particularly bumpy, increase the shock oil viscosity to help handling over bumps.
If the traction is low, lowering the shock oil to improve weight transfer and generate more grip.
If the traction is high, increasing the shock oil to make the car smoother and less unpredictable.
In higher temperature, increase the shock oil to manage tyre temperature.
Our suggested range is between 250cSt and 600cSt, when using Core-Rc shock oil with kit pistons.

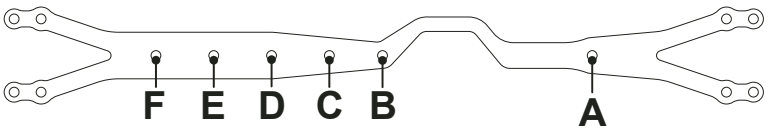


-250cSt, front and rear is a great starting point for low/medium grip conditions.
-400cSt, front and rear is a great starting point for high/very high grip conditions.

TOP DECK FLEX OPTIONS

The top deck has options A, B, C, D, E and F. Kit is A and B fitted. We recommend keeping screw 'A' fitted at all times. When adding position 'B', a 2mm spacer must be placed under the top deck before fitting the screw.

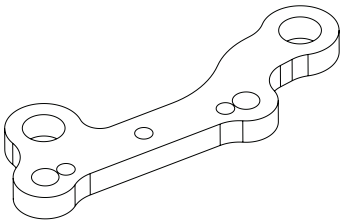
Position 'B' makes the car easier to drive, with more stability, particularly at high speeds.



Positions C-F may be used with optional posts (U8529). In general, adding further rear stiffening increases high speed stability, along with increasing low speed rotation. Track conditions affect the handling so try different settings in varying track conditions.

UPPER INNER LINK LENGTH

The upper link length can be adjusted using speed secret CF link mounts - 1dot - U8244.
These shorten the upper link length by 1mm and are best suited to higher grip conditions. They will prevent some chassis roll and create less grip at whichever end of the car they are fitted to. Fitting to both front and rear will result in a freer car with more agility and rotation.



Gear Chart 64DP

Maximum Tooth Sum = 154
Minimum Tooth Sum = 141
Internal Ratio = 1.8181:1

	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63
78																																											2.25
80																																									2.38	2.35	2.31
82																																							2.53	2.48	2.44	2.40	2.37
84																																					2.68	2.63	2.59	2.55	2.50	2.46	2.42
86																																			2.84	2.79	2.74	2.70	2.65	2.61	2.56	2.52	2.48
88																																	3.02	2.96	2.91	2.86	2.81	2.76	2.71	2.67	2.62	2.58	2.54
90																															3.21	3.15	3.09	3.03	2.98	2.92	2.87	2.82	2.77	2.73	2.68	2.64	2.60
92																													3.41	3.35	3.28	3.22	3.16	3.10	3.04	2.99	2.93	2.88	2.84	2.79	2.74	2.70	
94																										3.64	3.56	3.49	3.42	3.35	3.29	3.22	3.16	3.11	3.05	3.00	2.95	2.90	2.85				
96																									3.88	3.79	3.71	3.64	3.56	3.49	3.42	3.36	3.29	3.23	3.17	3.12	3.06	3.01					
98																							4.14	4.05	3.96	3.87	3.79	3.71	3.64	3.56	3.49	3.43	3.36	3.30	3.24	3.18							
100																					4.23	4.23	4.23	4.13	4.04	3.95	3.87	3.79	3.71	3.64	3.57	3.50	3.43	3.37									
102																			4.76	4.64	4.52	4.42	4.31	4.21	4.12	4.03	3.95	3.86	3.78	3.71	3.64	3.57											
104																5.11	4.98	4.85	4.73	4.61	4.50	4.40	4.30	4.20	4.11	4.02	3.94	3.86	3.78														
106														5.51	5.35	5.21	5.07	4.94	4.82	4.70	4.59	4.48	4.38	4.28	4.19	4.10	4.02															
108													5.95	5.78	5.61	5.45	5.31	5.17	5.03	4.91	4.79	4.68	4.57	4.46	4.36	4.27															
110											6.45	6.25	6.06	5.88	5.71	5.56	5.41	5.26	5.13	5.00	4.88	4.76	4.65	4.55																
112									7.02	6.79	6.57	6.36	6.17	5.99	5.82	5.66	5.50	5.36	5.22	5.09	4.97	4.85																
114							7.68	7.40	7.15	6.91	6.69	6.48	6.28	6.10	5.92	5.76	5.60	5.45	5.31	5.18																
116					8.44	8.11	7.81	7.53	7.27	7.03	6.80	6.59	6.39	6.20	6.03	5.86	5.70	5.55																
120	10.39	9.92	9.49	9.09	8.73	8.39	8.08	7.79	7.52	7.27	7.04	6.82	6.61	6.42																								

Gear Chart 48DP

Maximum Tooth Sum = 123
Minimum Tooth Sum = 105
Internal Ratio = 1.8181:1

	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52
60																					2.42	2.37	2.32	2.27	2.23	2.18	2.14	2.10
61																				2.52	2.46	2.41	2.36	2.31	2.26	2.22	2.17	2.13
62																			2.62	2.56	2.51	2.45	2.40	2.35	2.30	2.25	2.21	2.17
63																		2.73	2.66	2.60	2.55	2.49	2.44	2.39	2.34	2.29	2.25	2.20
64																	2.84	2.77	2.71	2.64	2.59	2.53	2.48	2.42	2.37	2.33	2.28	2.24
65																2.95	2.88	2.81	2.75	2.69	2.63	2.57	2.51	2.46	2.41	2.36	2.32	2.27
66															3.08	3.00	2.93	2.86	2.79	2.73	2.67	2.61	2.55	2.50	2.45	2.40	2.35	2.31
67														3.21	3.12	3.05	2.97	2.90	2.83	2.77	2.71	2.65	2.59	2.54	2.49	2.44	2.39	2.34
68													3.34	3.25	3.17	3.09	3.02	2.94	2.88	2.81	2.75	2.69	2.63	2.58	2.52	2.47	2.42	2.38
69												3.48	3.39	3.30	3.22	3.14	3.06	2.99	2.92	2.85	2.79	2.73	2.67	2.61	2.56	2.51	2.46	2.41
70										3.64	3.54	3.44	3.35	3.26	3.18	3.10	3.03	2.96	2.89	2.83	2.77	2.71	2.65	2.60	2.55	2.50	2.45
71									3.80	3.69	3.59	3.49	3.40	3.31	3.23	3.15	3.07	3.00	2.93	2.87	2.81	2.75	2.69	2.63	2.58	2.53	2.48
72								3.97	3.85	3.74	3.64	3.54	3.44	3.36	3.27	3.19	3.12	3.04	2.98	2.91	2.85	2.79	2.73	2.67	2.62	2.57	
73							4.15	4.02	3.90	3.79	3.69	3.59	3.49	3.40	3.32	3.24	3.16	3.09	3.02	2.95	2.89	2.82	2.77	2.71	2.65		
74						4.34	4.20	4.08	3.96	3.84	3.74	3.64	3.54	3.45	3.36	3.28	3.20	3.13	3.06	2.99	2.92	2.86	2.80	2.75				
75					4.55	4.40	4.26	4.13	4.01	3.90	3.79	3.69	3.59	3.50	3.41	3.33	3.25	3.17	3.10	3.03	2.96	2.90	2.84					
76				4.76	4.61	4.46	4.32	4.19	4.06	3.95	3.84	3.73	3.64	3.54	3.45	3.37	3.29	3.21	3.14	3.07	3.00	2.94						
77				5.00	4.83	4.67	4.52	4.38	4.24	4.12	4.00	3.89	3.78	3.68	3.59	3.50	3.41	3.33	3.26	3.18	3.11	3.04						
78			5.25	5.06	4.89	4.73	4.57	4.43	4.30	4.17	4.05	3.94	3.83	3.73	3.64	3.55	3.46	3.38	3.30	3.22	3.15							
79		5.52	5.32	5.13	4.95	4.79	4.63	4.49	4.35	4.22	4.10	3.99	3.88	3.78	3.68	3.59	3.50	3.42	3.34	3.26								
80	5.82	5.59	5.39	5.19	5.02	4.85	4.69	4.55	4.41	4.28	4.16	4.04	3.93	3.83	3.73	3.64	3.55	3.46	3.38									
81	5.89	5.66	5.45	5.26	5.08	4.91	4.75	4.60	4.46	4.33	4.21	4.09	3.98	3.88	3.78	3.68	3.59	3.51										
82	5.96	5.73	5.52	5.32	5.14	4.97	4.81	4.66	4.52	4.39	4.26	4.14	4.03	3.92	3.82	3.73	3.64											

Calculating FDR = SPUR X 1.8181 / PINION

Calculating spur = FDR X PINION / 1.8181

Calculating pinion = SPUR X 1.8181 / FDR

48DP SPUR GEARS
AM348069 - *Spur Gear 48p - 69T*
AM348070 - *Spur Gear 48p - 70T*
AM348071 - *Spur Gear 48p - 71T*
AM348072 - *Spur Gear 48p - 72T*
AM348073 - *Spur Gear 48p - 73T*
AM348074 - *Spur Gear 48p - 74T*
AM348075 - *Spur Gear 48p - 75T*
AM348078 - *Spur Gear 48p - 78T*
AM348081 - *Spur Gear 48p - 81T*
AM348082 - *Spur Gear 48p - 82T*
AM348083 - *Spur Gear 48p - 83T*
AM348084 - *Spur Gear 48p - 84T*
AM348085 - *Spur Gear 48p - 85T*
AM348086 - *Spur Gear 48p - 86T*
AM348087 - *Spur Gear 48p - 87T*
U7821 - *Spur Gear 89T 48dp CNC - Mi-7*

64DP SPUR GEARS
AM364090 - *Spur Gear 64p - 90T*
AM364094 - *Spur Gear 64p - 94T*
AM364096 - *Spur Gear 64p - 96T*
AM364098 - *Spur Gear 64p - 98T*
AM364100 - *Spur Gear 64p - 100T*
AM364102 - *Spur Gear 64p - 102T*
AM364104 - *Spur Gear 64p - 104T*
AM364106 - *Spur Gear 64p - 106T*
AM364108 - *Spur Gear 64p - 108T*
AM364110 - *Spur Gear 64p - 110T*
AM364112 - *Spur Gear 64p - 112T*
AM364114 - *Spur Gear 64p - 114T*
AM364116 - *Spur Gear 64p - 116T*
U7820 - *Spur Gear 120T 64dp CNC - Mi-7*
U8318 - *Stock spur Gear 64dp - 92T - Mi8*
U8253 - *Stock spur Gear 64dp - 98T - Mi8*
U8254 - *Stock spur Gear 64dp - 104T - Mi8*
U8255 - *Stock spur Gear 64dp - 108T - Mi8*

U7400 - *Titanium Low Profile M4 Serrated Nut (pk4)*

U8333 - *Wheel Hex Spacers 0.25, 0.5, 0.75mm (pk12)*
Tuning Option

U7542 - *Ultra Short Shock Alloy Spring Seat pr*

CR280 - *Ti Pro Ball Studs - Short - (pr)*
CR281 - *Ti Pro Ball Studs - Ultra Short - (pr)*
U7828 - *Ti Ball Stud Low - Ultra Short (pk4)*
U7829 - *Ti Ball Stud Low - Short (pk4)*

CR309 - *Alloy Body Mount Adjuster Set - Black - pk4*

AM030106 - *Alloy Servo Arm 23T BG*
AM030107 - *Alloy Servo Arm 25T BG*
AX009 - *Alloy Servo Arm 25T*
AX010 - *Alloy Servo Arm 23T*
CR110 - *Alloy Servo Arm Purple 25T*
CR117 - *Alloy Servo Arm Black 25T*
CR118 - *Alloy Servo Arm 23T*
KO36026 - *Carbon Servo Arm 16.5mm*
KO36027 - *Carbon Servo Arm 18.5mm*
KO36028 - *Carbon Servo Arm 20.0mm*
MR33-AAS23T - *Alloy Adjustable 23T*
MR33-AAS25T - *Alloy Adjustable 25T*

U4328 - *Impact Servo Saver*
U4329 - *Impact Servo Saver Mouldings*
U4330 - *Impact Servo Saver Springs*

U3582 - *Precision Balance Pivot Set*

U7854 - *Alloy Double Joint Driveshaft Tube pr*
Lightweight Option

CR722 - *Threaded Steel 5g Weight 13.50mm (pk4)*
CR723 - *Threaded Steel 10g Weight 17.60mm (pk4)*
Tuning Option

U8057 - *Alloy Eccentric - pr*
Tuning Option

CR304 -
Titanium Wheel Nuts M4 - pk4
Lightweight Option

U8258 - *Castor Gauge - Mi8 pr*
Tuning Option

U3570 - *Alloy Wheel Hex; Slim pr*
Tuning Option

U4577 - *Alloy Wheel Hex; Wide pr*
Tuning Option

U4331 - *Driveshaft; Steel Front pr*
Tuning Option

U8227 - *Kashima Shock Body - Mi8 pk4 Performance Option*

U8065 - *M3 Alloy Thread Inserts pk8 Lightweight Performance Option*

U7812 - *Alloy Hub Carrier (Black) - Mi8 (pr) Durability option*

U8244 - *Link Mount 1 dot - Mi8 pr (-1mm links) - Tuning Option*

U7837 - *C/F Upper Bumper*

U8261 - *Alloy Shock Top Ball - Mi8 pr Lightweight performance Option*

U7839 - *C/F LiPo Swivel pr*
U8334 - *Alloy LiPo Swivel pr*

U8252 - *Alloy Upper Link Pivot Front - Mi8 pr Lightweight performance Option*

U8323 - *C/F Lipo Hooks - Mi8 pr Balance Option*

U8235 - *Alloy Upper Link Pivot Rear - Mi8 pr Lightweight performance Option*

U8137- *Mass Damper Set Tuning Option*

U7827 - *Alloy LiPo Mount pr Durability Option*

U8256 - *Alloy T Brace - Mi8 Tuning Option*

U8229 - *Anti Roll Bar Set - 1.1mm, 1.2mm, 1.3mm and 1.4mm - Mi8 pk8 Tuning Option*

U8529 - *Longitudinal Stiffening Post - pr Tuning Option*

U8185 - *Upper Wishbone Conversion - pr Tuning Option*

U8528 - *Alloy Radius Arm - pr Durability Option*

SPARES LISTS

Chassis Parts

U119 Aerial Tube - Pack 4
U4689 Steering Pivots Short-K2,KF2,Mi6/evo,KD,KC,LD/2,ST
U4741 6mm Offset Servo Arms
U4773 Aerial Mount
U4950 Body Posts 4pcs - E1-E5,A2/3,FT,ST,Icon/2
U7738 Radius Arms pr - Mi7,FT,Mi8
U7750 LiPo Mounting Mouldings set - Mi7,FT,Mi8
U7806 C/F Rear Toe Arm - Mi7,Mi8 (pr)
U7938 Chassis Post 8mm pr - E3-E5,Icon/2,A3
U8236 C/F Bumper Crash Stop - Mi8
U8239 C/F Front Shock Mount - Mi8
U8316 Front Bumper Mouldings - Mi8
U8517 C/F Rear Shock Mount - FT8
U8518 C/F Chassis - FT8
U8519 C/F Topdeck - FT8
U8522 C/F Radius Arm - FT8
U8523 C/F Servo Mount - FT8
U8524 TPU Bumper - FT8
U8526 C/F Steering Arm (pr) - FT8
U8531 Manual - FT8

Shock Absorbers

U4557 Shock Seal Cap (Black) - Mi5evo - (1pr)
U7463 Ultra Short Shock Seal 'O' Ring-Mi6evo-pk4
U7530 Ultra Short Shock Diaphragm - Mi6evo pk4
U7533 Ultra Short Shock Collar 'O' Rings (pr)
U7534 Ultra Short Shock Collar - Mi6evo pr
U7537 Ultra Short Shock Piston 4H - Mi6evo pr
U7538 SPEED PACK M2x6 CSK pk 10
U7545 Ultra Short Shock Shims (3.3x6.7x0.05) - Mi6evo
U7561 Ultra Short Shock Spring Seat (pr)
U7782 Ultra Short Shock Rebuild Kit
U7845 Shock Top (5.5mm) - Mi7 (pr)
U8221 Shock Shaft - Mi8 (pr)
U8226 Shock Top Ring - Mi8 (pr)
U8248 Shock Body - Mi8 (pr)
U8317 Lower Shock Socket - Mi8 pk8

Springs

CR840 CORE RC Hi Response TC Spring 1.9 - White
CR841 CORE RC Hi Response TC Spring 2.1 - Red
CR842 CORE RC Hi Response TC Spring 2.3 - Green
CR843 CORE RC Hi Response TC Spring 2.6 - Black
CR844 CORE RC Hi Response TC Spring 2.7 - Orange
CR845 CORE RC Hi Response TC Spring 2.8 - Yellow
CR846 CORE RC Hi Response TC Spring 2.9 - Purple
CR847 CORE RC Hi Response TC Spring 2.2-2.9 Brown
CR848 CORE RC Hi Response TC Spring 2.5 - Blue
CR849 CORE RC Hi Response TC Spring 3.1 - Grey
CR850 CORE RC Hi Response TC Spring 3.3 - Pink
CR851 CORE RC Hi Response TC Spring 3.5 - Green/Yellow
CR852 CORE RC Hi Response TC Spring Set - Soft
CR853 CORE RC Hi Response TC Spring Set - Med
CR854 CORE RC Hi Response TC Spring Set - Hard
U7539 Ultra Short Shock Springs 3.0 pr - Mi6/evo,Mi7

Bearings & Balls

CR752 CORE RC High Performance Lithium Grease - 10ml
CR754 CORE RC Multi Purpose Lithium Grease - 10ml
G200 ZX1 - Microlube Oil
H1031 Bearing Blaster Aerosol 500ml
U1300 Axle Grease - Pot
U1411 Ball Bearing - 4x8x3 Shield - (pr)
U1957 Moly Grease - Pot 5ml
U2148 Ball Bearing - 5x10x4 Shield - (pr)
U2698 Ball Bearing - 5x10x4 Red Seal - (pr)
U3016 Ball Bearing - 10x15x4 - Shield (pr)
U3136 Ball Bearing - 5x8x2.5 - Shield (pr)

Bearings & Balls Cont.

U4943 Ball Bearing - 1/8x1/4 Shield - (pr)
U7326 Ball Bearing - 5x10x3 Shield - (pr)
U7744 Ball Bearing 2x5x1.5 Open (pr)
U7794 Ball Bearing 3/16"x5/16" Flanged Yellow (pr)
U8320 Ball Bearing 3/16"x5/16" Yellow (pr)

Suspension

U4775 Pivot Ball 5.5mm - (4pcs)
U4900 Roll Bar Clamp pr - Mi6/evo
U4903 Precision Ball Stud Ultra Short- Mi6 - (pk4)
U7733 Hub Carriers - Mi7 (pr)
U7747 Wishbone ARB Mount - Mi7 (pr)
U7832 Ball Stud Low (Ultra Short) (pk4)
U7833 Ball Stud Low (Short) (pk4)
U7834 Ball Stud Low (Long) (pk4)
U7835 Ball Stud Low (Extra Long) (pk4)
U7891 Alloy Lock Stop pr - A2,Icon
U8133 6 x 1 'O'ring pk10 - Mi7,Icon,E4
U8166 5.5mm Pivot Ball Socket pk8 - Mi7
U8168 5 x 1 `O`ring (pk10)
U8217 Wishbone Outer Ball/Socket - Mi8 (pr)
U8219 Alloy ARB Drop Link - Mi8 (pr)
U8229 Roll Bar Set - Mi8 (pk8)
U8234 Upper Link Sockets - Mi8 (pk8)
U8240 C/F Front Wishbones - Mi8 (pr)
U8241 C/F Rear Wishbones - Mi8 (pr)
U8243 C/F Upper Link Mount - Mi8 (pr)
U8259 Roll Bar Socket - Mi8 (pk4)
U8263 Alloy M3 Turnbuckle - 25mm - Black (pr)
U8264 Alloy M3 Turnbuckle - 35mm - Black (pr)
U8265 Alloy M3 Turnbuckle - 45mm - Black (pr)
U8314 Upper Link Pivot Rear - Mi8 (pr)
U8315 Upper Link Pivot Front - Mi8 (pr)
U8321 Ball Sockets Pro - Grey (pk8)
U8527 Rear Trackrod Joint (pr) - FT8, MI8

Transmission

AM364092 Spur Gear 64P - 92T
U3170 Pins and Shims; Axle - Mi4/Mi5 4pr
U3525 Alloy Wheel Hex - Medium - Mi4/Mi5 (pr)
U4567 Eccentrics - Mi5evo (4 pcs)
U7731 Layshaft Fences - Mi7
U7732 Diff/Spool Fences - Mi7 (pk4)
U7735 Diff Mouldings - Mi7
U7753 Double Joint Driveshaft - V2 (pr)
U7754 Double Joint Driveshaft Pins,Pivots - V2
U7755 Double Joint Driveshaft Bone - V2
U7756 Double Joint Driveshaft Axle - V2
U7757 Double Joint Driveshaft Tube - V2
U7779 Layshaft - Mi7
U7781 Spur Gear Screw - Mi7 (pk3)
U7785 Diff End Float Shim 0.10mm (pk10)
U7786 Gear Diff Rebuild Kit - Mi7
U7809 Driveshaft Blade - Mi7 (pk4)
U8223 Alloy Trans Housing A - Mi8
U8224 Alloy Trans Housing B - Mi8
U8225 Alloy Diff Output - Mi8
U8230 Alloy Diff Pulley - Mi8
U8232 Alloy Layshaft Pulley - FT8, MI8
U8257 Alloy Diff Body - Mi8
U8267 Complete Diff - Mi8
U8520 Motor Mount - FT8
U8521 108T x 3.0mm Bando Belt
U8561 Rear Axle (pr) - FT8

Option Parts

AM030106	Alloy Servo Horn 23T BG
AM030107	Alloy Servo Horn 25T BG
AM348069	Spur Gear 48p - 69T
AM348070	Spur Gear 48p - 70T
AM348071	Spur Gear 48p - 71T
AM348072	Spur Gear 48p - 72T
AM348073	Spur Gear 48p - 73T
AM348074	Spur Gear 48p - 74T
AM348075	Spur Gear 48p - 75T
AM348078	Spur Gear 48p - 78T
AM348081	Spur Gear 48p - 81T
AM348082	Spur Gear 48p - 82T
AM364090	Spur Gear 64p - 90T
AM364094	Spur Gear 64p - 94T
AM364096	Spur Gear 64p - 96T
AM364098	Spur Gear 64p - 98T
AM364100	Spur Gear 64p - 100T
AM364102	Spur Gear 64p - 102T
AM364104	Spur Gear 64p - 104T
AM364106	Spur Gear 64p - 106T
AM364108	Spur Gear 64p - 108T
AM364110	Spur Gear 64p - 110T
AM364112	Spur Gear 64p - 112T
AM364114	Spur Gear 64p - 114T
AM364116	Spur Gear 64p - 116T
AX009	Aerox Alloy Servo Arm - Short 25T Futaba
AX010	Aerox Alloy Servo Arm - Short 23T KO/Sanwa
CR035	CORE RC - Serrated Alloy M4 Nuts; Blue pk 4
CR036	CORE RC - Serrated Alloy M4 Nuts; Violet pk 4
CR110	Alloy Servo Arm; Futaba Purple
CR117	Alloy Servo Arm; Futaba Black
CR118	Alloy Servo Arm; KO/Sanwa Black
CR196	Core RC - Serrated Alloy M4 Nuts - Black - pk4
CR280	Ti Pro Ball Studs - Short - (pr)
CR281	Ti Pro Ball Studs - Ultra Short - (pr
CR304	Titanium Wheel Nuts M4 - pk4
CR722	Threaded Steel 5g Weight 13.50mm (pk4)
CR723	Threaded Steel 10g Weight 17.60mm (pk4)
KO36026	KO Carbon Servo Horn/Arm - 16.5mm
KO36027	KO Carbon Servo Horn/Arm - 18.5mm
KO36028	KO Carbon Servo Horn/Arm - 20.0mm
MR33-AAS23T	MR33 Adjustable Servo Horn 23t Sanwa
MR33-AAS25T	MR33 Adjustable Servo Horn 25t Futaba
U2566	Titanium Turnbuckle - 45mm (pr)
U2862	Ceramic Bearing - 5x10x4 Shield - (pr)
U3017	Ceramic Bearing - 10x15x4 - Shield - (pr)
U3570	Alloy Wheel Hex - Slim - Mi4LP (pr)
U3582	Precision Balance Pivot Set
U4328	Impact Servo Saver
U4329	Impact Servo Saver Mouldings
U4330	Impact Servo Saver Springs
U4331	Driveshaft; Steel Front pr Mi5/evo,Mi6/evo
U4577	Alloy Wheel Hex - Wide - Mi5evo (pr)
U4725	Pro Ball Bearing - 5x10x4 Shield - (pr)
U4726	Pro Ball Bearing - 5x10x3 Shield - (pr)
U7400	Titanium Low Profile M4 Serrated Nut (pk4)
U7542	Ultra Short Shock Alloy Spring Seat - Mi6evo pr
U7748	Upper Wishbone Mouldings - Mi7 (pr)
U7808	M4 Turnbuckle - 24mm (pr)
U7812	Alloy Hub Carrier - Mi7 (pr)
U7820	Spur Gear 120T 64dp CNC - Mi7
U7821	Spur Gear 89T 48dp CNC - Mi7
U7822	Pro Ball Bearing 3/16"x5/16"x1/8" Flanged (pr)
U7827	Alloy LiPo Mount - Mi7 (pr)
U7828	Titanium Ball Stud Low (Ultra Short) (pk4)
U7829	Titanium Ball Stud Low (Short) (pk4)
U7837	C/F Upper Bumper - Mi7
U7839	C/F LiPo Swivel - Mi7 (pr)
U7854	Alloy Double Joint Driveshaft Tube - V2 (pr)

Option Parts Cont.

U8057	Alloy Eccentric (pr) - Mi6,Mi7
U8065	M3 Alloy Thread Inserts pk8 - L1,Mi7,E3,E4,A2,Icon
U8227	Kashima Shock Body - Mi8 (pk4)
U8235	Optional Alloy Upper Link Pivot Rear - Mi8 (pr)
U8244	C/F Upper Link Mount 1 Dot - Mi8 (pr)
U8252	Optional Alloy Upper Link Pivot Front - Mi8 (pr)
U8253	CNC Stock Spur Gear 98T 64DP - Mi8
U8254	CNC Stock Spur Gear 104T 64DP - Mi8
U8255	CNC Stock Spur Gear 108T 64DP - Mi8
U8256	Alloy T Brace - Mi8
U8258	Castor Gauge - Mi8 (pr)
U8261	Alloy Shock Top Ball - Mi8 (pr)
U8317	Mass Damper Set
U8318	CNC Stock Spur Gear 92T 64DP - Mi8
U8323	C/F Lipo Hook - Mi8 (pr)
U8333	Wheel Hex Spacers 0.25, 0.5, 0.75mm - Mi8 - (pk12)
U8334	Alloy LiPo Swivel - Mi8,L1R (pr)
U8528	Alloy Radius Arm - FT8
U8529	Longitudinal Stiffening Post - FT8
U8540	Titanium Rear Axle (pr) - FT8
U8541	Alloy Servo Post (3 pcs) - FT8

Body and Decal

CR258	Body Repair Tape - 50mm x 1Mtr
MT017005	Montech Rally/FWD WR4 Body
MT019007	Montech Mito RX FWD Body
MT019017.1	Montech - 308 TCR 2.0 FWD Body
MT020008	Montech New GT1 Vision FWD Body
MT021016	Montech Mitopista FWD Body
MT022003	Montech M.R. Sport FWD body - Standard
MT022003L	Montech M.R. Sport FWD body - Lightweight
MT022008	Montech RS6 FWD Body
XTMTB0420-07	Xtreme FWD RSX Body
XTMTB0422-07	Xtreme ITALIA FWD Body
U3478	Schumacher and racing-cars.com decals (pk3)
U4806	Touring Car Wheel Arch Cutting Jig
U8532	Decals - FT8

Wheels and Tyres

JR-34RY	Contact Pre-Glued A34 Outdoor Spec - pk4
JR-A30	Contact A30 Carpet Spec + Inserts - pk4
JR-A30KS	Contact Pre-Glued A30 Carpet Spec - pk4
LRP65040	VTEC G32 Pre-Glued TC Asphalt Wheels-4pcs
LRP65041	VTEC G36 Pre-Glued TC Asphalt Wheels-4pcs
LRP65042	VTEC G34HT Pre Glued TC- Asphalt tyre (4 pcs)
PS-0400	Shimizu Do1J 24mm Treaded D20. (pr)
RI-26072	Ride 1/10 Slick Tyres Preglued 10 Spoke Wheel
RI-26073	Ride 1/10 Belted Tyres Preglued Silver Wheel
RI-26082	Ride 1/10 Belted Slick Tyres PreGlued 16 Spoke
RU0362	Rush Preglued Tyres 28X
RU0363	Rush Preglued Tyres 32X
RU0445	Rush PreGlued Carpet Tyres 30CPM
RU-0450	SPE36VR2 Rush Japan Nats Control Tyre
RU0569	Rush Pre-Glued Tyres SPC32M R2 BTCC 4pcs
RU0863	Rush Pre-Glued Tyres 36X VR3 - 4pcs
U2500	Rev-Lite; 24mm - White (Pk4)
U2777	Rev-Lite; Flex 24mm - White (Pk4)
U6690	SST Carpet Dragon 24/25mm (pr)
XG-RAIN	Shimizu D01J Wet Pre-Glued - pk4 BRCA-V3.1

SPARES LISTS

Hardware

CR024	CORE RC - Serrated M4 Steel Wheel Nut pk4
U1550	SPEED PK-Socket Wrenches-1.5/2.0/2.5/3.0mm
U1606	SPEED PACK - Servo Tape - 30pk
U3021	SPEED PACK - M3x6 Csk Hd - (pk10)
U3022	SPEED PACK - M3x8 Csk Hd - (pk10)
U3023	SPEED PACK - M3x10 Csk Hd - (pk10)
U3131	SPEED PACK Alloy Spacers - M3x7mm 0.5;1;2mm (pk18)
U4112	S/Steel Shims 1/4x5/16x0.004-SS/At/Ecl
U4157	SPEED PACK - M3 x 25 Button Hd (4 pcs)
U4210	SPEED PACK - Pinion Grub Screw Set pk10
U4220	O' Ring 9.0x1.0 (pk10)
U4235	M3 x 8mm Alloy Csk Screws pk10
U4241	SPEED PACK - M3 Alloy Nyloc Nuts - Black - pk10
U4314	SPEED PACK - Alloy Black M3 Washers - 18pc
U4351	SPEED PACK - Shims 3.2x6x0.1mm - pk8
U4835	SPEED PACK - M3 Steel Nut Black (pk8)
U4862	Black Alloy Washers 0.50mm (pk12)
U4987	SPEED PACK Needle Roller 1.5x11.8 (pk8)
U7102	SPEED PACK - M3X4 Button Hd (pk10)
U7103	SPEED PACK - M3X6 Button Hd (pk10)
U7104	SPEED PACK - M3X8 Button Hd (pk10)
U7105	SPEED PACK - M3X10 Button Hd (pk10)
U7106	SPEED PACK - M3X12 Button Hd (pk10)

Hardware Cont.

U7107	SPEED PACK - M3X16 Button Hd (pk10)
U7122	SPEED PACK - M3x12 Csk Hd (pk10)
U7123	SPEED PACK - M3x16 Csk Hd (pk10)
U7538	SPEED PACK M2x6 CSK pk 10
U7611	SPEED PACK - M3x14 Button Hd (pk10)
U7689	M3 Brass Inserts - pk10
U7707	M3 Steel Washers (pk10)
U7709	M3 Black Alloy Washers 0.75mm (pk10)
U7710	M3 Black Alloy Washers 1.00mm (pk10)
U7711	M3 Black Alloy Washers 2.00mm (pk10)
U7712	M3 Black Alloy Washers 3.00mm (pk10)
U7728	M2.5x4 Button Screws (pk10)
U7751	M3x8 Grub Screw Dome End (pk4)
U7774	M3 Alloy Washer Black 1.5 mm (pk10)
U7795	M3x2 Grub Screw (pk10)
U7900	SPEED PACK Needle Roller 1.5x9.8 (pk10)
U8089	M3 Alloy Washer Black 4.0 mm (pk10)
U8322	SPEED PACK - M2.5x4 Cone Grub Screw (pk5)
U8324	SPEED PACK M2x8 CSK pk 10
U8336	Pro Body Clips (pk 10)
U8345	O'Ring 5x1.5 Red (pk 10)
U8536	M3x4 Grub Screw Cup Point - (pk10)

FT8 drive from the front

FT8
drive from the front

SET UP SHEET

Schumacher

Driver: N/A	Track: Adur	Event: BRCA National	
Date: 23/4/23	Qualifying: N/A	Final: N/A	Best Lap: N/A

TRACK TYPE

Grip Level	High ☐ Medium ■ Low ☐
Type	Tight ☐ Open ☐ Mixed ■
Condition	Flat ☐ Bumpy ☐ Mixed ■
Surface	Tarmac (Asphalt) ■ Carpet ☐
Track Temp	17 °C
Weather	Dry

Notes:

TYRES

Tyres	Ride BRCA (Ri-MB-BRCA)	
Cleaner	BRCA Handout	
Additive	BRCA Handout	
Additive Time	Front: 15 mins	Rear: 15 mins
Heating Time	Front: 15 mins	Rear: 15 mins
Heating Temp	Front: 60 °C	Rear: 60 °C

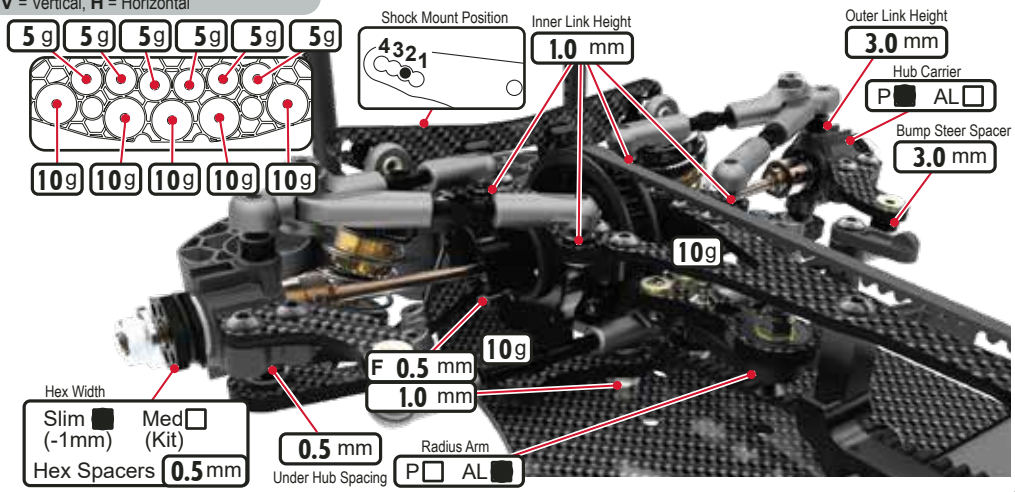
Notes:

FRONT

KEY: **CF** = Carbon Fibre, **AL** = Aluminium, **P** = Plastic, **F** = Front, **R** = Rear
H = High, **L** = Low, **Y** = Yes, **N** = No, **V** = Vertical, **H** = Horizontal

Ride Height	5.2 mm
Camber	-1.5 deg
Droop	22.6 mm
Castor	5.0 deg
Toe	1.0 deg
Anti Roll Bar	1.1 ☐ 1.2 ☐ 1.3 ☐ 1.4 ■
Upper Link Mount	0 dot ■ 1 dot ☐
Diff Height	H ☐ L ■
Diff Oil	2.5m cSt
Servo Horn Height	19 mm Saver ☐
Steering Travel	24 in out

Notes:

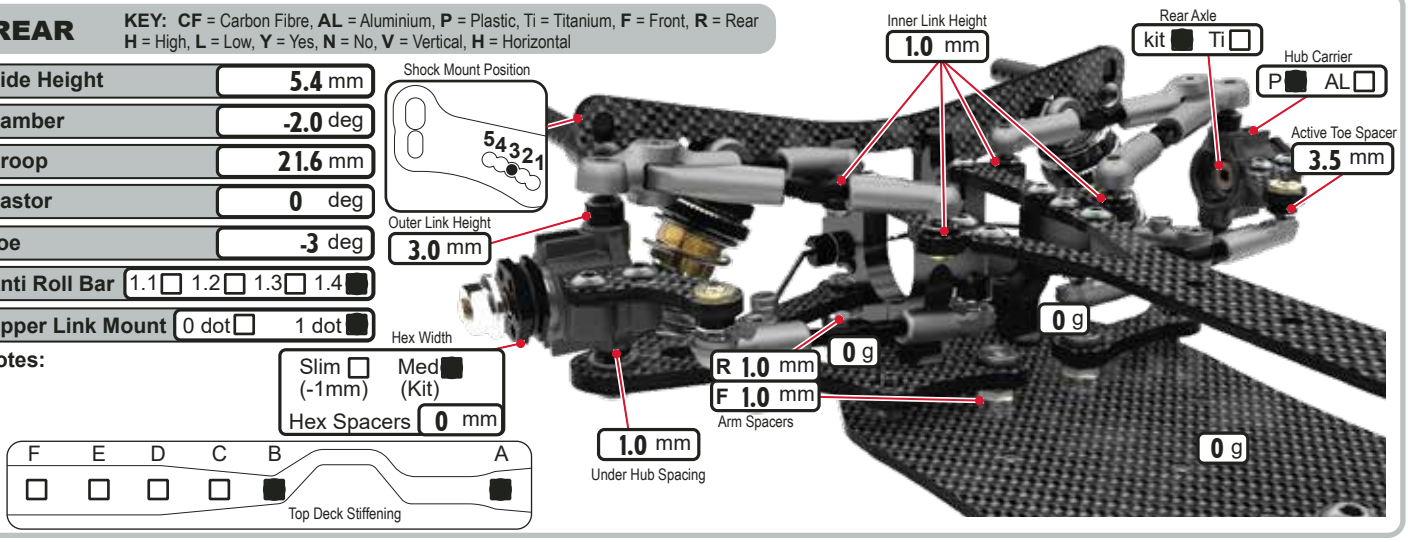


REAR

KEY: **CF** = Carbon Fibre, **AL** = Aluminium, **P** = Plastic, **Ti** = Titanium, **F** = Front, **R** = Rear
H = High, **L** = Low, **Y** = Yes, **N** = No, **V** = Vertical, **H** = Horizontal

Ride Height	5.4 mm
Camber	-2.0 deg
Droop	21.6 mm
Castor	0 deg
Toe	-3 deg
Anti Roll Bar	1.1 ☐ 1.2 ☐ 1.3 ☐ 1.4 ■
Upper Link Mount	0 dot ☐ 1 dot ■

Notes:



BODYSHELL

Body	Blitz YRS
Wing	Standard
Wing Height	Standard mm
Front Height	6 mm
Body Stopper	Y ■ N ☐
Stopper Height	3 mm
Body Weight	60 g
Rear Posts	V ☐ H ■
Body Offset Fwrd	6 mm
Wing Offset Rwrd	0 mm

Notes:

CHASSIS

Chassis	CF ■
T Brace	Y ☐ N ■
Motor Mount Screws	1 2 3 4
Rear	■ ■ ■ ■ Front
Total Weight	1270 g
Weight Distribution	F 67 : 33 R

Notes:

ELECTRONICS

E.S.C.	HW Justock
Servo	Sanwa
RX	Sanwa
LiPo	LRP
Motor	HW Justock 17.5
Rotor Dia.	Standard mm
Timing	Fixed deg
Gear Pitch	48 ☐ 64 ■
Pinion	57 t
Spur	92 t
Ratio	2.93

SHOCKS

KEY: **x** = Stroke, **e** = external
V = Vented (Drilled), **S** = Sealed

	FRONT	REAR
Cap Type	V ■ S ☐	V ■ S ☐
Body	Kit ■ Kashima Coated ☐	
Oil	400 cSt	300 cSt
Piston	kit - 4 hole 1.1mm	kit - 4 hole 1.1mm
Spring	Core-RC Purple	Core-RC Yellow
Length (x)	9.0 mm	9.0 mm
Rebound	0.0 mm	0.0 mm
Limiters (e)	0.0 mm	0.0 mm

Notes:

FT8
drive from the front

SET UP SHEET

Schumacher

Driver: N/A	Track: N/A	Event: Kit Build	
Date: N/A	Qualifying: N/A	Final: N/A	Best Lap: N/A

TRACK TYPE

Grip Level	High ☐	Medium ■	Low ☐
Type	Tight ☐	Open ☐	Mixed ■
Condition	Flat ☐	Bumpy ☐	Mixed ■
Surface	Tarmac (Asphalt) ■	Carpet ■	
Track Temp		°C	
Weather			

Notes:

TYRES

Tyres				
Cleaner				
Additive				
Additive Time	Front:	mins	Rear:	mins
Heating Time	Front:	mins	Rear:	mins
Heating Temp	Front:	°C	Rear:	°C

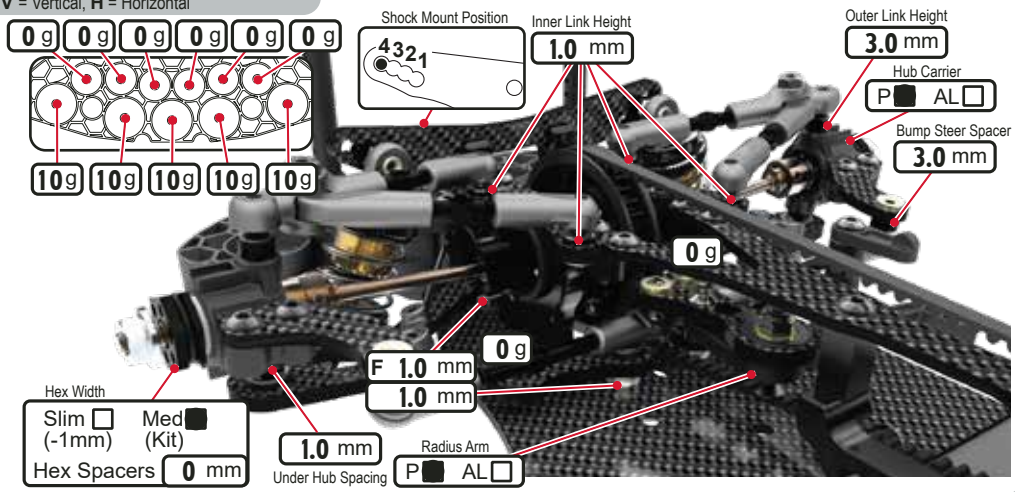
Notes:

FRONT

KEY: **CF** = Carbon Fibre, **AL** = Aluminium, **P** = Plastic, **F** = Front, **R** = Rear
H = High, **L** = Low, **Y** = Yes, **N** = No, **V** = Vertical, **H** = Horizontal

Ride Height	5.0 mm		
Camber	-1.75 deg		
Droop	22.6 mm		
Castor	4.0 deg		
Toe	-1.0 deg		
Anti Roll Bar	1.1 ☐	1.2 ☐	1.3 ☐ 1.4 ■
Upper Link Mount	0 dot ■	1 dot ☐	
Diff Height	H ☐	L ■	
Diff Oil	300k cSt		
Servo Horn Height	17 mm	Saver ☐	
Steering Travel	24.5 in	out	

Notes:

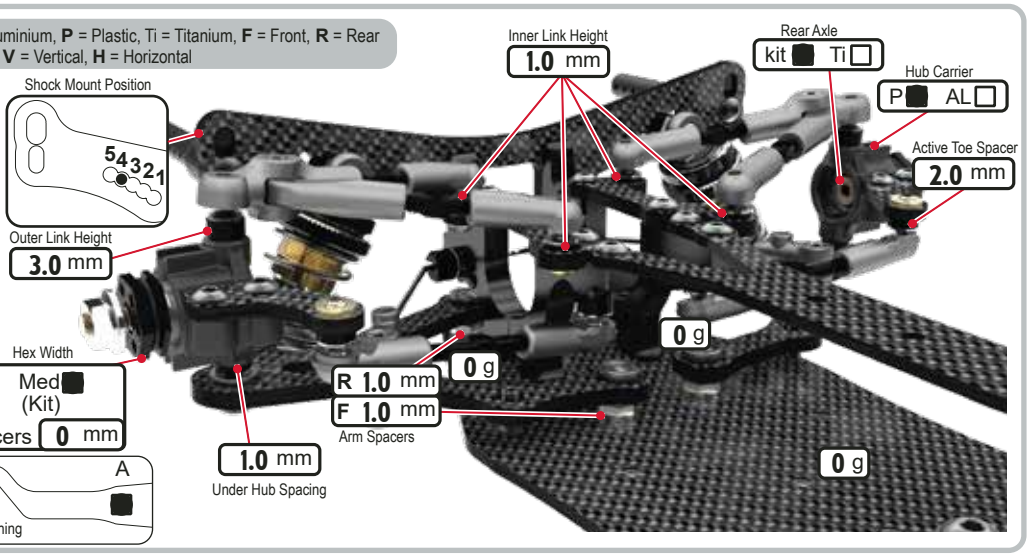


REAR

KEY: **CF** = Carbon Fibre, **AL** = Aluminium, **P** = Plastic, **Ti** = Titanium, **F** = Front, **R** = Rear
H = High, **L** = Low, **Y** = Yes, **N** = No, **V** = Vertical, **H** = Horizontal

Ride Height	5.2 mm		
Camber	-2.0 deg		
Droop	21.4 mm		
Castor	4.0 deg		
Toe	3.0-3.3 deg		
Anti Roll Bar	1.1 ☐	1.2 ■	1.3 ☐ 1.4 ☐
Upper Link Mount	0 dot ■	1 dot ☐	

Notes:



BODYSHELL

Body		
Wing		
Wing Height		mm
Front Height		mm
Body Stopper	Y ■	N ☐
Stopper Height	3	mm
Body Weight		g
Rear Posts	V ☐	H ■
Body Offset Fwrd		mm
Wing Offset Rwrd		mm

Notes:

CHASSIS

Chassis	CF ■	
T Brace	Y ☐	N ■
Motor Mount Screws	1 2 3 4	
Rear	■ ■ ■ ■	Front
Total Weight		g
Weight Distribution		
F	:	R

Notes:

ELECTRONICS

E.S.C.		
Servo		
RX		
LiPo		
Motor		
Rotor Dia.		mm
Timing		deg
Gear Pitch	48 ☐	64 ■
Pinion		t
Spur	92	t
Ratio		

SHOCKS

KEY: **x** = Stroke, **e** = external
V = Vented (Drilled), **S** = Sealed

	FRONT	REAR
Cap Type	V ■ S ☐	V ■ S ☐
Body	Kit ■ Kashima Coated ☐	
Oil	400 cSt	400 cSt
Piston	kit - 4 hole 1.1mm	kit - 4 hole 1.1mm
Spring	Core-RC Purple	Core-RC Purple
Length (x)	9.0 mm	9.0 mm
Rebound	0.0 mm	0.0 mm
Limiters (e)	0.0 mm	0.0 mm

Notes:

FT8
drive from the front

SET UP SHEET

Schumacher

Driver:	Track:	Event:	
Date:	Qualifying:	Final:	Best Lap:

TRACK TYPE

Grip Level	High ☐	Medium ☐	Low ☐
Type	Tight ☐	Open ☐	Mixed ☐
Condition	Flat ☐	Bumpy ☐	Mixed ☐
Surface	Tarmac (Asphalt) ☐	Carpet ☐	
Track Temp	°C		
Weather			

Notes:

TYRES

Tyres				
Cleaner				
Additive				
Additive Time	Front:	mins	Rear:	mins
Heating Time	Front:	mins	Rear:	mins
Heating Temp	Front:	°C	Rear:	°C

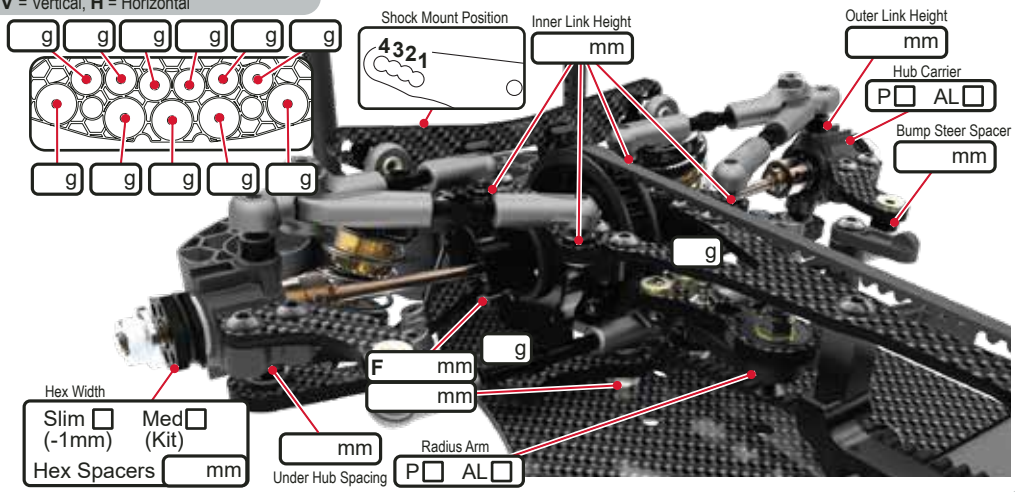
Notes:

FRONT

KEY: **CF** = Carbon Fibre, **AL** = Aluminium, **P** = Plastic, **F** = Front, **R** = Rear
H = High, **L** = Low, **Y** = Yes, **N** = No, **V** = Vertical, **H** = Horizontal

Ride Height	mm	
Camber	deg	
Droop	mm	
Castor	deg	
Toe	deg	
Anti Roll Bar	1.1 ☐ 1.2 ☐ 1.3 ☐ 1.4 ☐	
Upper Link Mount	0 dot ☐	1 dot ☐
Diff Height	H ☐	L ☐
Diff Oil	cSt	
Servo Horn Height	mm	Saver ☐
Steering Travel	in	out

Notes:

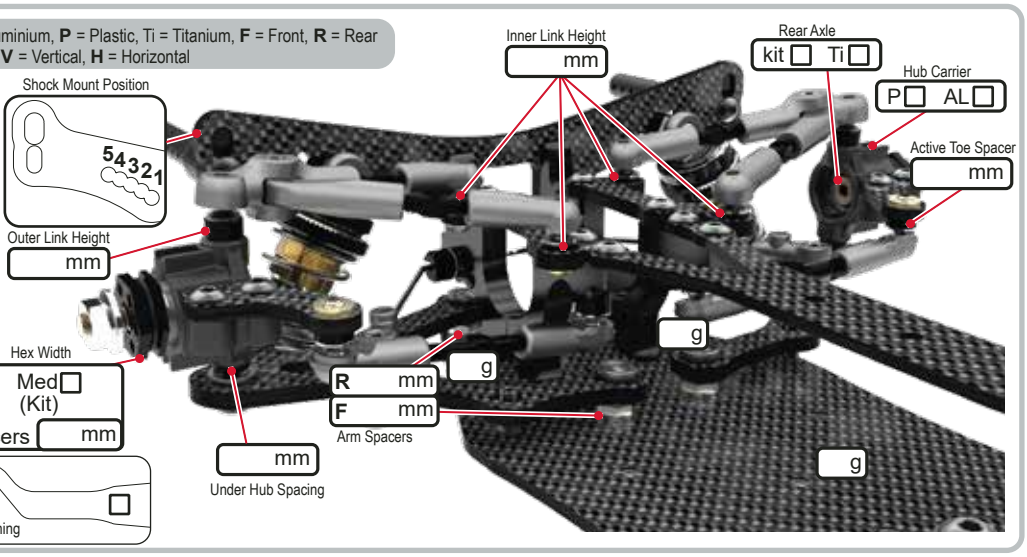


REAR

KEY: **CF** = Carbon Fibre, **AL** = Aluminium, **P** = Plastic, **Ti** = Titanium, **F** = Front, **R** = Rear
H = High, **L** = Low, **Y** = Yes, **N** = No, **V** = Vertical, **H** = Horizontal

Ride Height	mm	
Camber	deg	
Droop	mm	
Castor	deg	
Toe	deg	
Anti Roll Bar	1.1 ☐ 1.2 ☐ 1.3 ☐ 1.4 ☐	
Upper Link Mount	0 dot ☐	1 dot ☐

Notes:



BODYSHELL

Body	
Wing	
Wing Height	mm
Front Height	mm
Body Stopper	Y ☐ N ☐
Stopper Height	mm
Body Weight	g
Rear Posts	V ☐ H ☐
Body Offset Fwrd	mm
Wing Offset Rwrd	mm

Notes:

CHASSIS

Chassis	CF ☐
T Brace	Y ☐ N ☐
Motor Mount Screws	1 2 3 4
Rear	☐ ☐ ☐ ☐ Front
Total Weight	g
Weight Distribution	F : R

Notes:

ELECTRONICS

E.S.C.	
Servo	
RX	
LiPo	
Motor	
Rotor Dia.	mm
Timing	deg
Gear Pitch	48 ☐ 64 ☐
Pinion	t
Spur	t
Ratio	

SHOCKS

KEY: **x** = Stroke, **e** = external
V = Vented (Drilled), **S** = Sealed

	FRONT	REAR
Cap Type	V ☐ S ☐	V ☐ S ☐
Body	Kit ☐ Kashima Coated ☐	
Oil	cSt	cSt
Piston		
Spring		
Length (x)	mm	mm
Rebound	mm	mm
Limiters (e)	mm	mm

Notes: