

CATFB

NO RIVALS. JUST PREY.



Instruction Manual ISS1



www.racing-cars.com

Schumacher

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Moulton Park
Northampton
NN3 6AX



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.
- 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



Electronic Speed Controller



Motor and Pinion Ge...



Tyres and Inserts



Steering Servo



2S LiPo Battery



Polycarbonate Paint



Battery Charger



Pro Tyre Glue

MANUAL INFORMATION

This manual instructs the building of both CAT PB Mod Spec and CAT PB Dirt Spec. Different colours denote the different cars.



TOOLS REQUIRED

1.5mm Hex Driver - U2789

2.0mm Hex Driver - U2790

5.5mm M3 Nut Driver - U2795

7.0mm M4 Nut Driver - U2796

Body Reamer - CR797

Pliers - CR528

Side Cutters - CR527

Soldering Iron - CR275

Solder - U3107

Curved Scissors - CR044



ICON KEYS



CORE RC CORE RC Multi Purpose Lithium Grease 10ml - CR754



CORE RC High Performance Lithium Grease 10ml - CR752



CORE RC Medium Strength Thread Lock 3ml - CR520



CORE RC CA Glue 20g - CR522



CORE RC Silicone Oil. cSt denotes the thickness. The higher the number, the thicker the oil.



Caution/Important note. Please read.



Information. Please read.



Front Left of car.



Front Right of car.



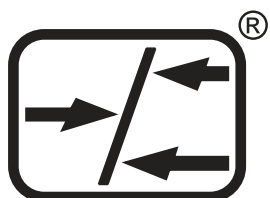
Rear Left of car.



Rear Right of car.



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



racing-cars.com



BAG A - Step 01

A x2

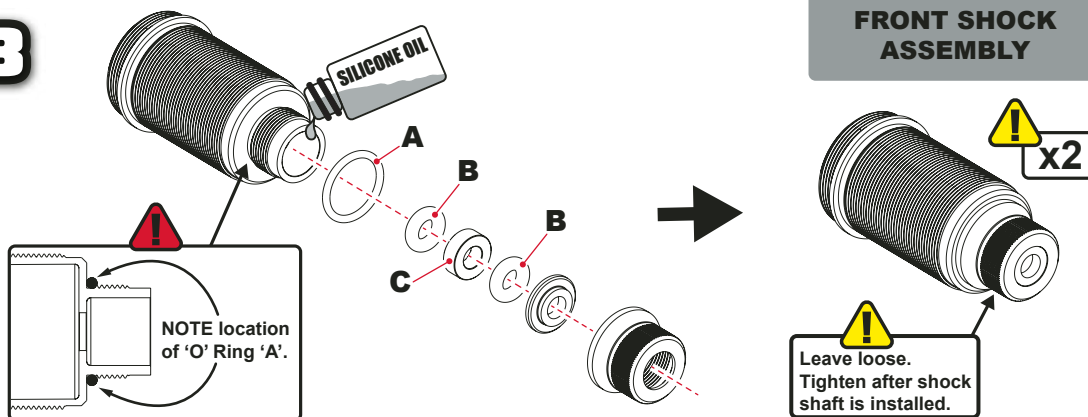
7.0x 1.0 Black 'O' Ring

B x4

Red 'O' Ring

C x2

Big Bore Shock Bush



BAG A - Step 02

A x2

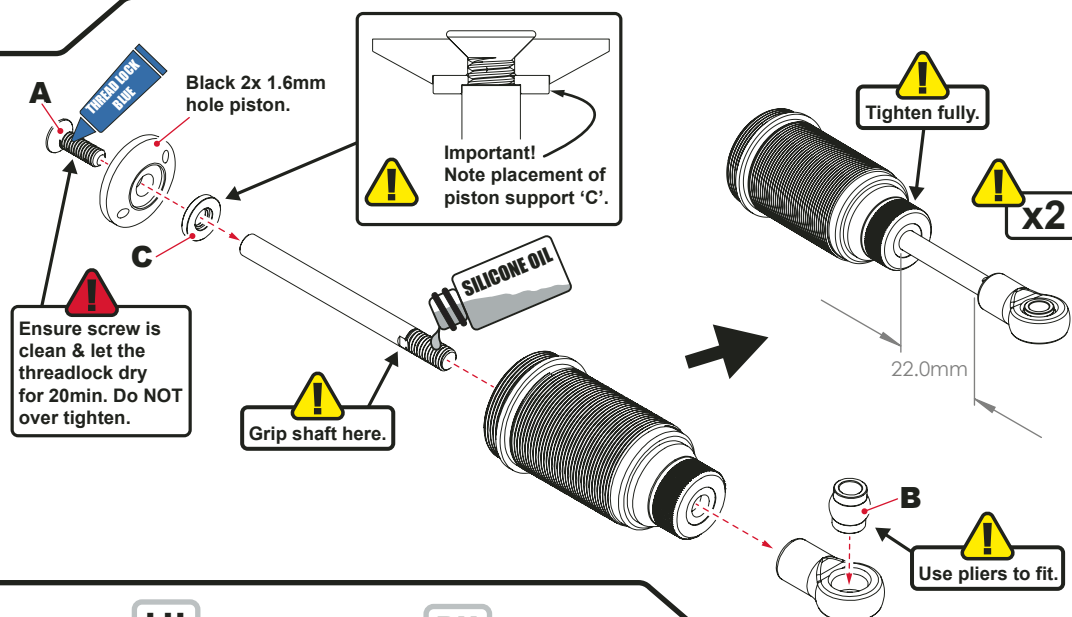
M 2.5x 8mm Csk Screw

B x2

Rod End Ball

C x2

Shock Piston Support



BAG A - Step 03

A x2

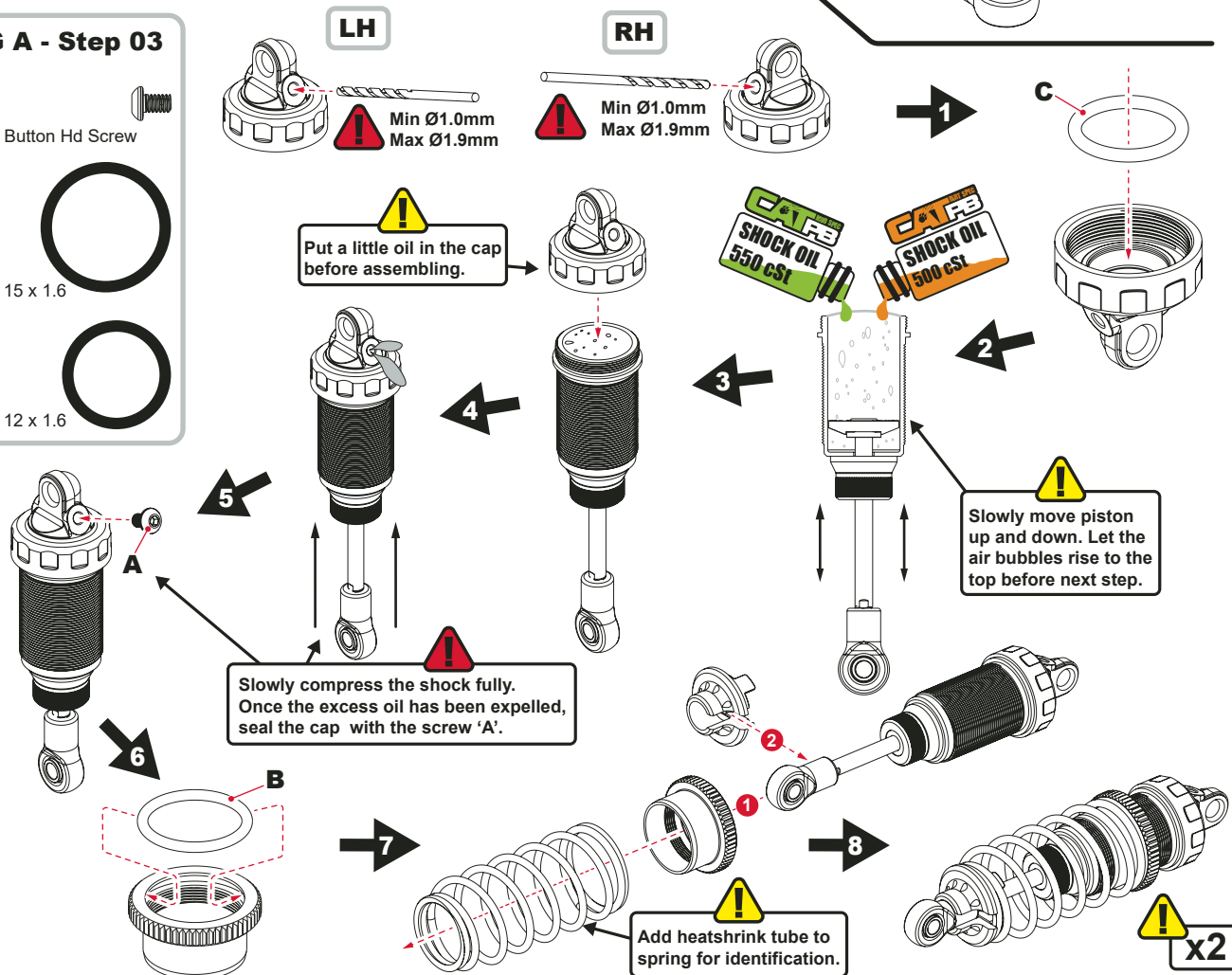
M2.5x 4 Button Hd Screw

B x2

'O' Ring 15 x 1.6

C x2

'O' Ring 12 x 1.6





BAG A - Step 04

A x2

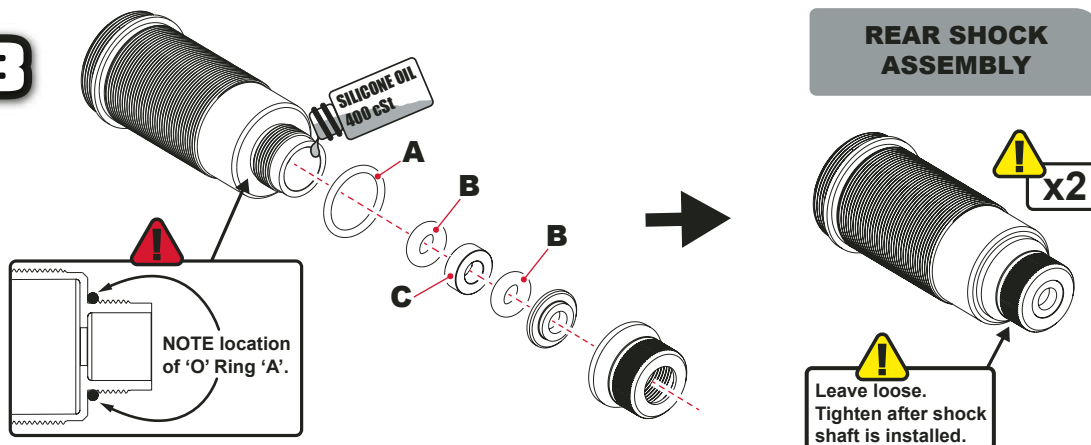
7.0x 1.0 Black 'O' Ring

B x4

Red 'O' Ring

C x2

Big Bore Shock Bush



BAG A - Step 05

A x2

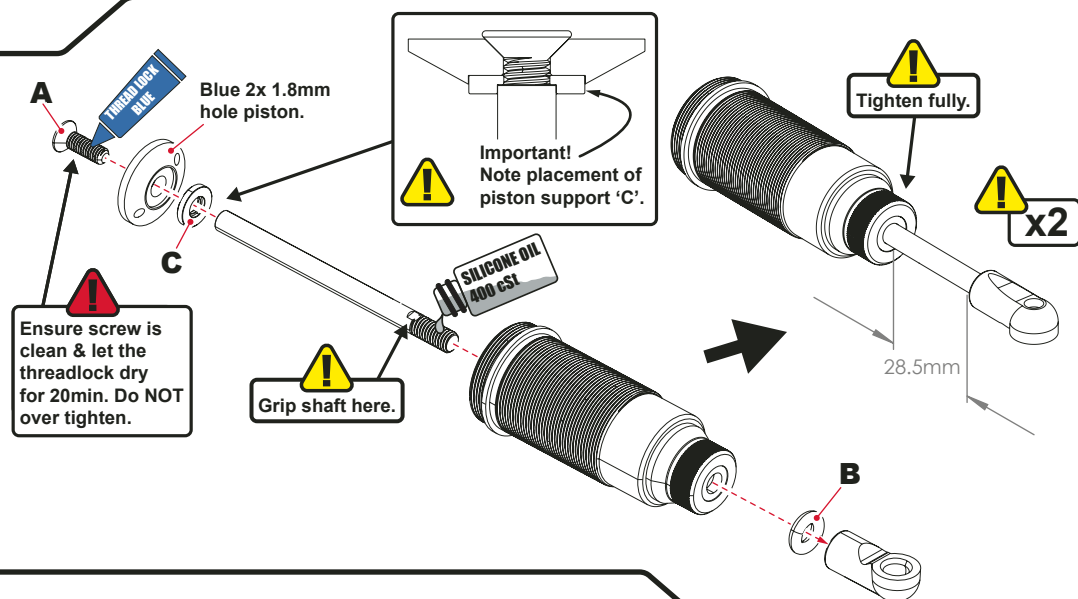
M 2.5x 8mm Csk Screw

B x2

Red 'O' Ring

C x2

Shock Piston Support



BAG A - Step 06

A x2

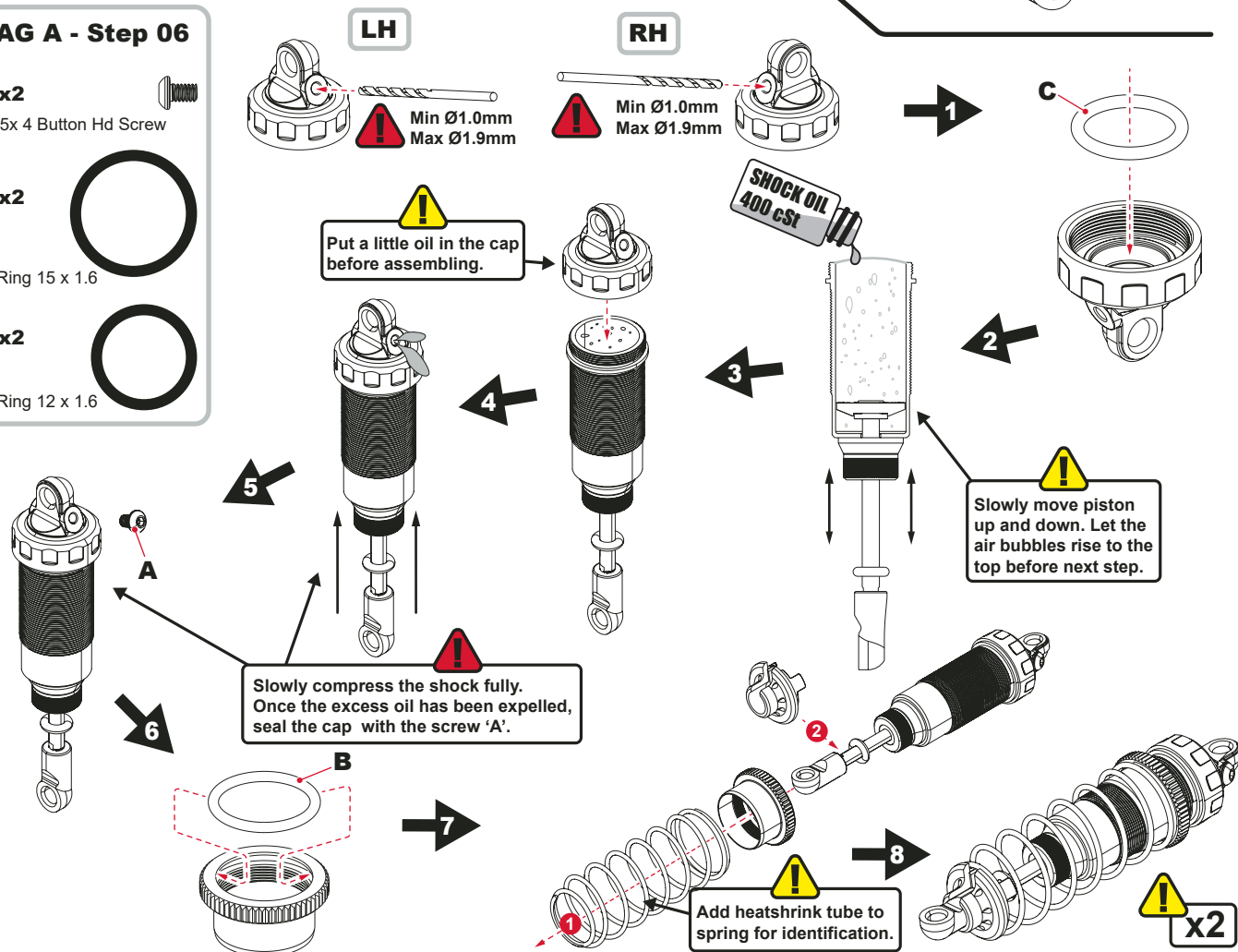
M2.5x 4 Button Hd Screw

B x2

'O' Ring 15 x 1.6

C x2

'O' Ring 12 x 1.6

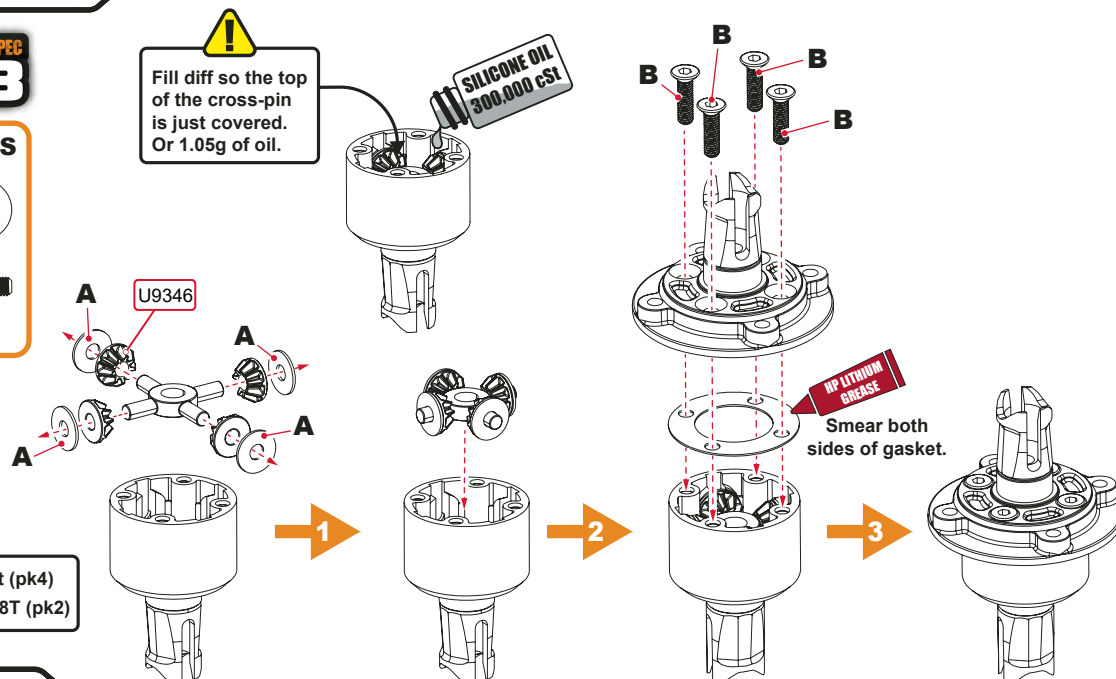


CAT PB**CENTRE
DIFFERENTIAL ASSEMBLY****CAT PB Dirt Spec Assembly****CAT PB** DIRT SPEC**BAG A - Step 09DS
Continued****A x4**

Diff Shim 0.5mm

B x4

M2.6x 10 Csk Head

**CAT PB** MOD SPEC**CAT PB Mod Spec Assembly****FRONT, REAR
DIFFERENTIAL ASSEMBLY****BAG A - Step 07MS****A x3**

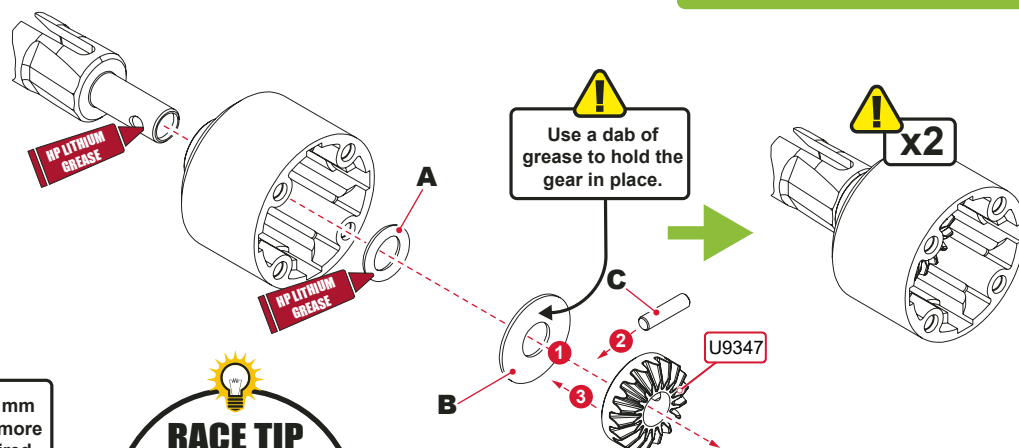
Red 'O' Ring 5 x 1.5

B x3

Diff Shim 0.5mm

C x3

Diff Output Pin

**RACE TIP**

Use 0.1mm diff shims to take up any excessive clearance. Always check diff rotates smoothly.

CAT PB MOD SPEC**BAG A - Step 08MS****A x3**

Red 'O' Ring 5 x 1.5

B x3

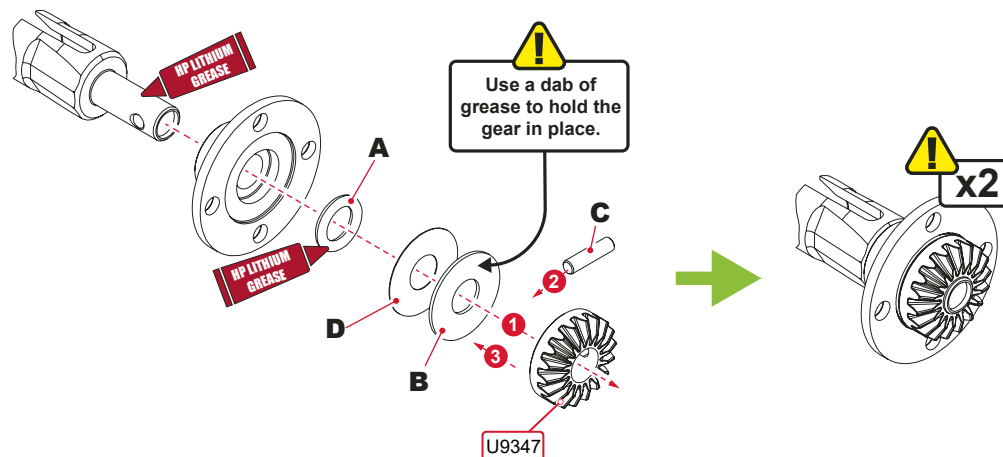
Diff Shim 0.5mm

C x3

Diff Output Pin

D x3

Diff Shim 0.1mm

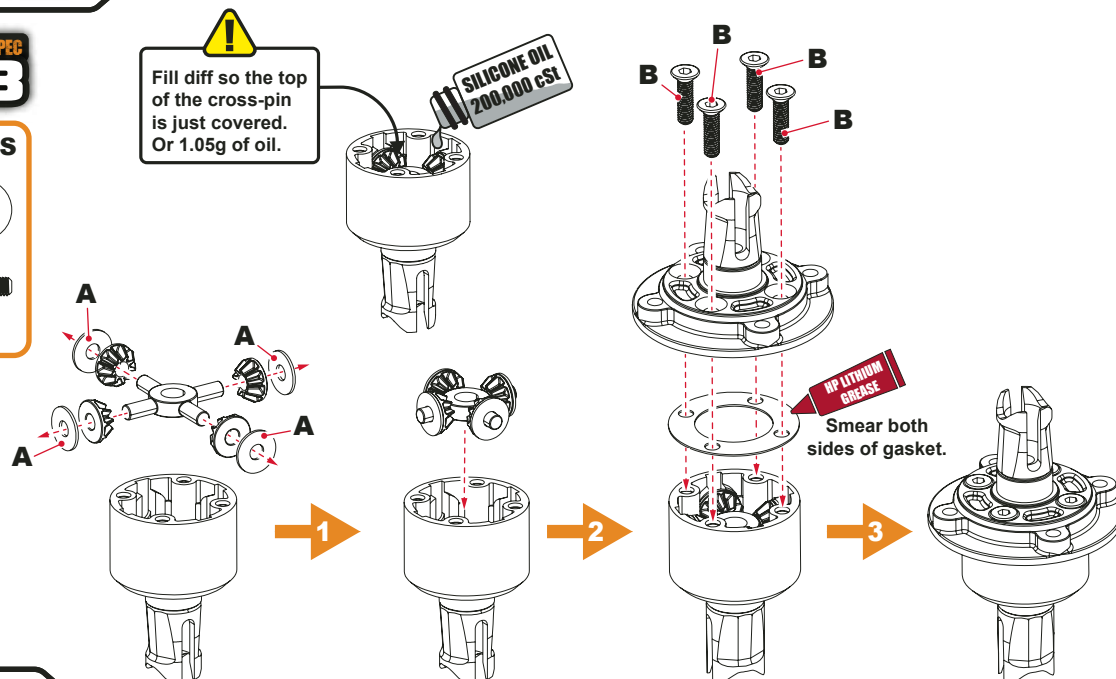


CAT PB**CENTRE
DIFFERENTIAL ASSEMBLY****CAT PB Dirt Spec Assembly****CAT PB** DIRT SPEC**BAG A - Step 09DS
Continued****A x4**

Diff Shim 0.5mm

B x4

M2.6x 10 Csk Head

**CAT PB** MOD SPEC**CAT PB Mod Spec Assembly****FRONT, REAR
DIFFERENTIAL ASSEMBLY****BAG A - Step 07MS****A x3**

Red 'O' Ring 5 x 1.5

B x3

Diff Shim 0.5mm

C x3

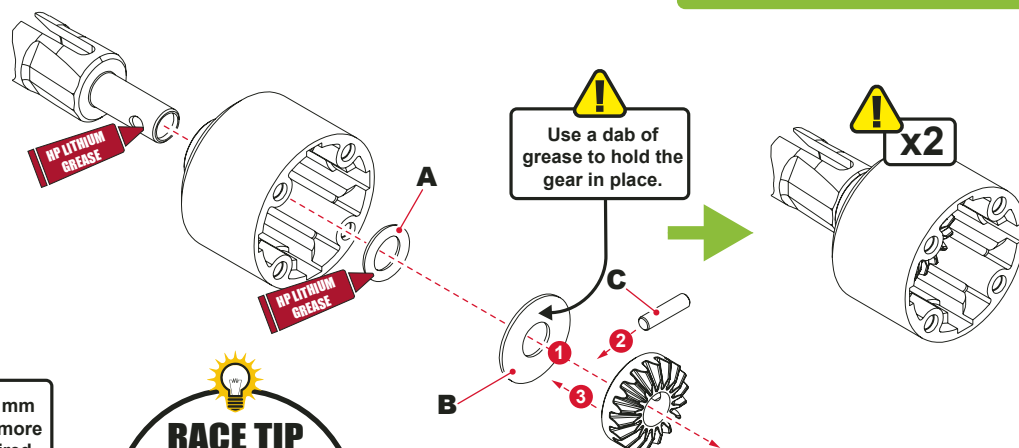
Diff Output Pin



! Some spare 0.1mm are included if more shims are required.

RACE TIP

Use 0.1mm diff shims to take up any excessive clearance. Always check diff rotates smoothly.

**CAT PB** MOD SPEC**BAG A - Step 08MS****A x3**

Red 'O' Ring 5 x 1.5

B x3

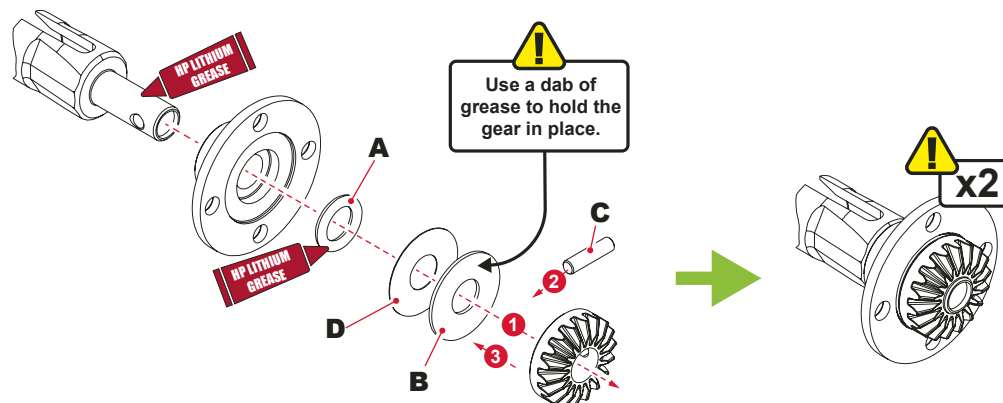
Diff Shim 0.5mm

C x3

Diff Output Pin

D x3

Diff Shim 0.1mm





FRONT, REAR DIFFERENTIAL ASSEMBLY

CAT PB Mod Spec Assembly



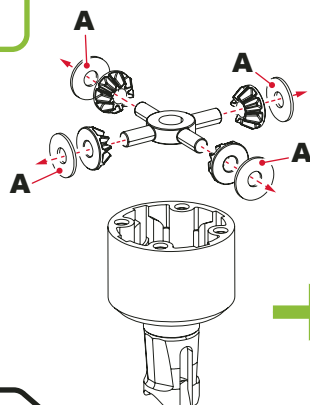
BAG A - Step 09MS

A x8

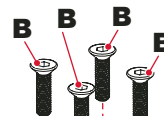
Diff Shim 0.5mm

B x8

M2.6x 10 Csk Head



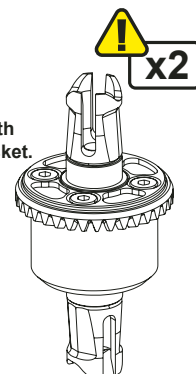
!
Fill diff so the top
of the cross-pin
is just covered.
Or 1.05g of oil.



RACE TIP

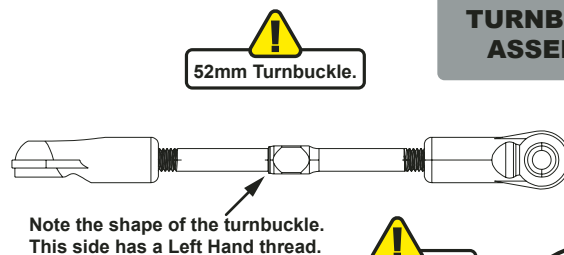
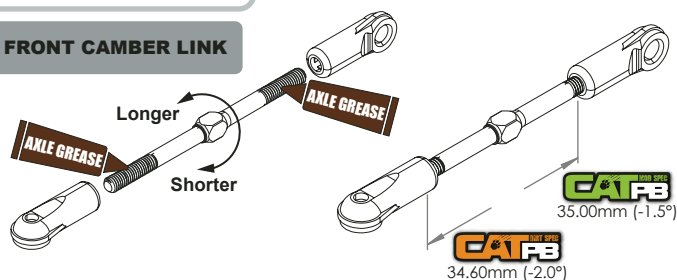
First assemble the
diffs without oil to
check the gear mesh
is correct. Then
reassemble with
the oil.

HP LITHIUM GREASE
Smear both
sides of gasket.



BAG B - Step 10

FRONT CAMBER LINK



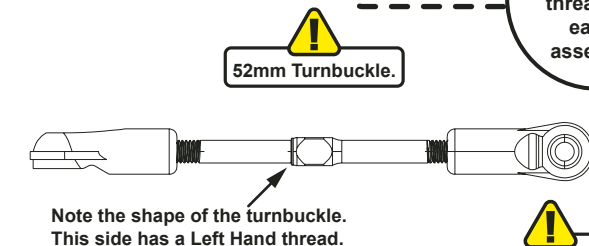
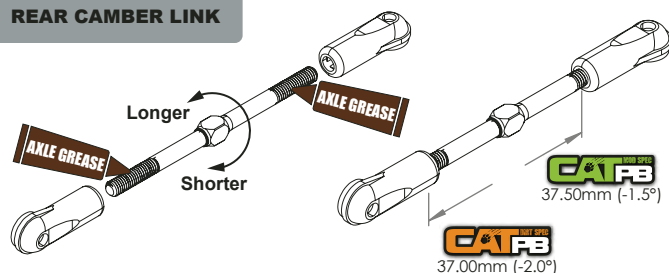
TURNBUCKLE ASSEMBLY

!
52mm Turnbuckle.

Note the shape of the turnbuckle.
This side has a Left Hand thread.

RACE TIP
Grease the
threads for
easier
assembly.

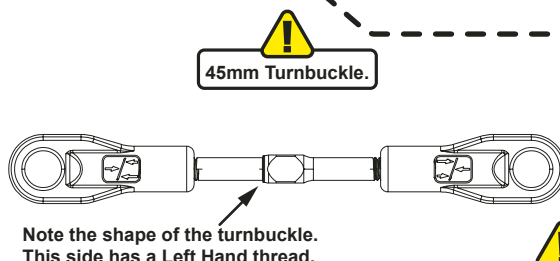
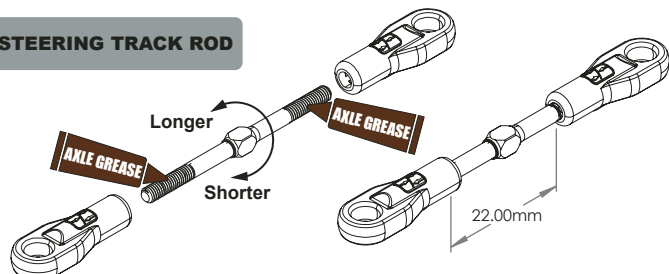
REAR CAMBER LINK



!
52mm Turnbuckle.

Note the shape of the turnbuckle.
This side has a Left Hand thread.

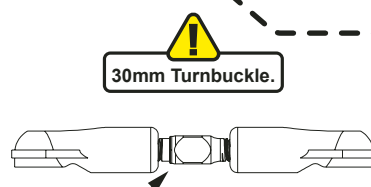
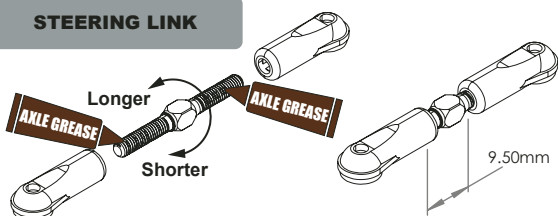
STEERING TRACK ROD



!
45mm Turnbuckle.

Note the shape of the turnbuckle.
This side has a Left Hand thread.

STEERING LINK



!
30mm Turnbuckle.

Note the shape of the turnbuckle.
This side has a Left Hand thread.



SIDEPOD ASSEMBLY

BAG B - Step 11

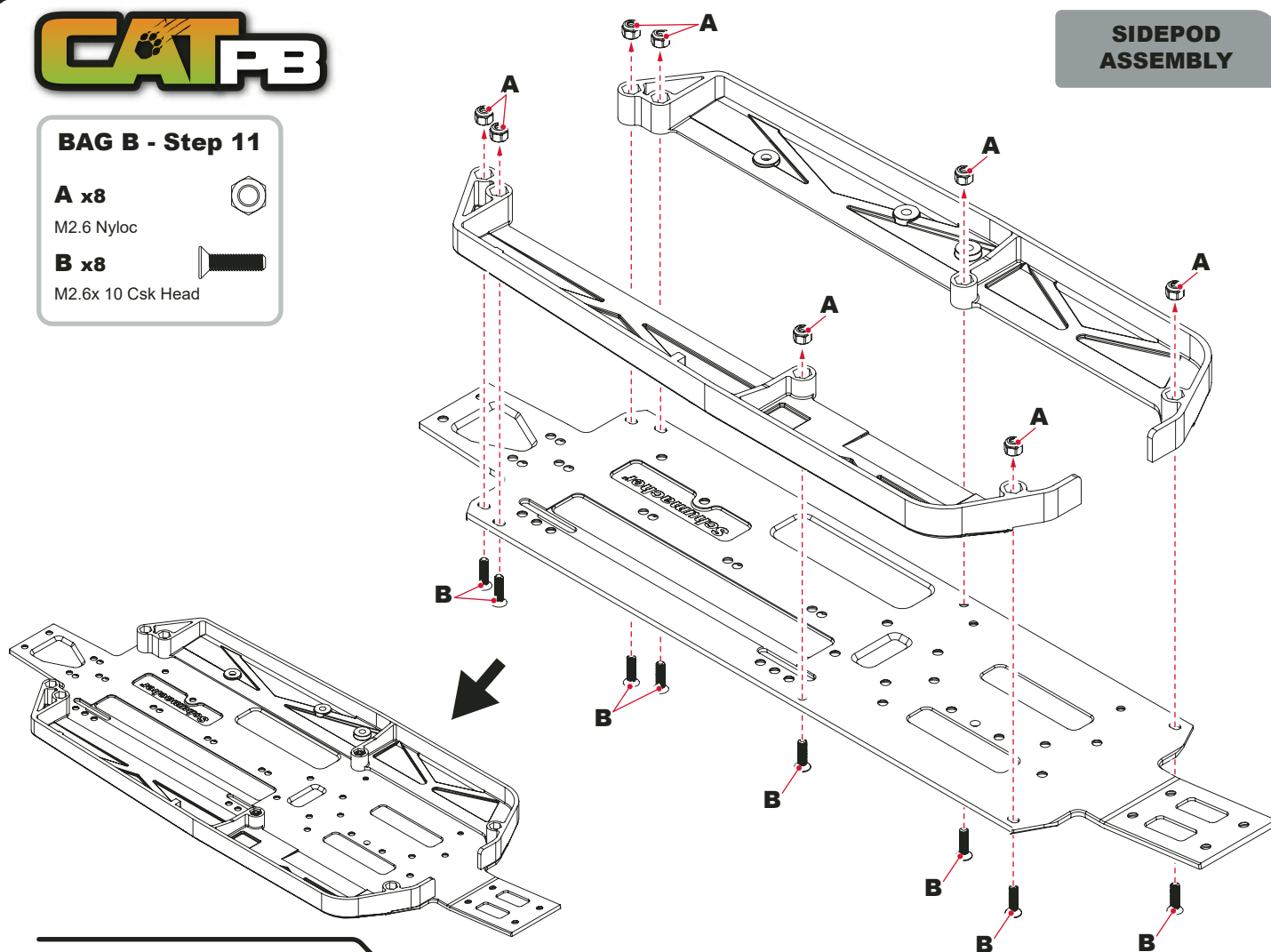
A x8

M2.6 Nyloc



B x8

M2.6x 10 Csk Head



BAG B - Step 12a

A x5

M3x 8 Button Hd Screw



B x2

M3 Washer

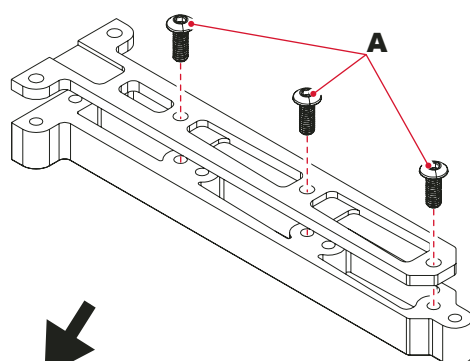


C x2

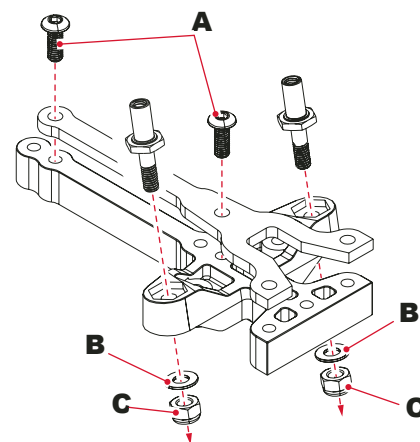
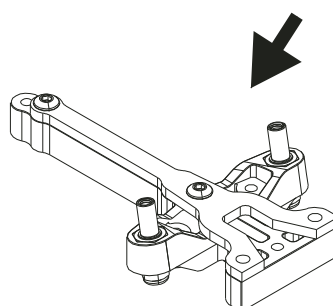
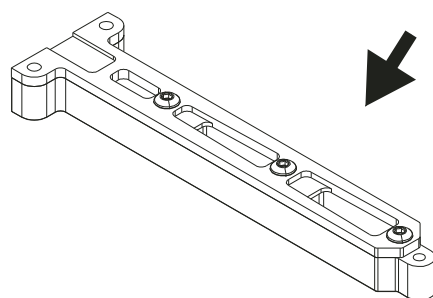
M3 Nyloc Nut



CHASSIS BRACE ASSEMBLY



Carbon Fibre and S2
parts are found in the
bag marked CF/S2 Parts.





CHASSIS BRACE INSTALLATION

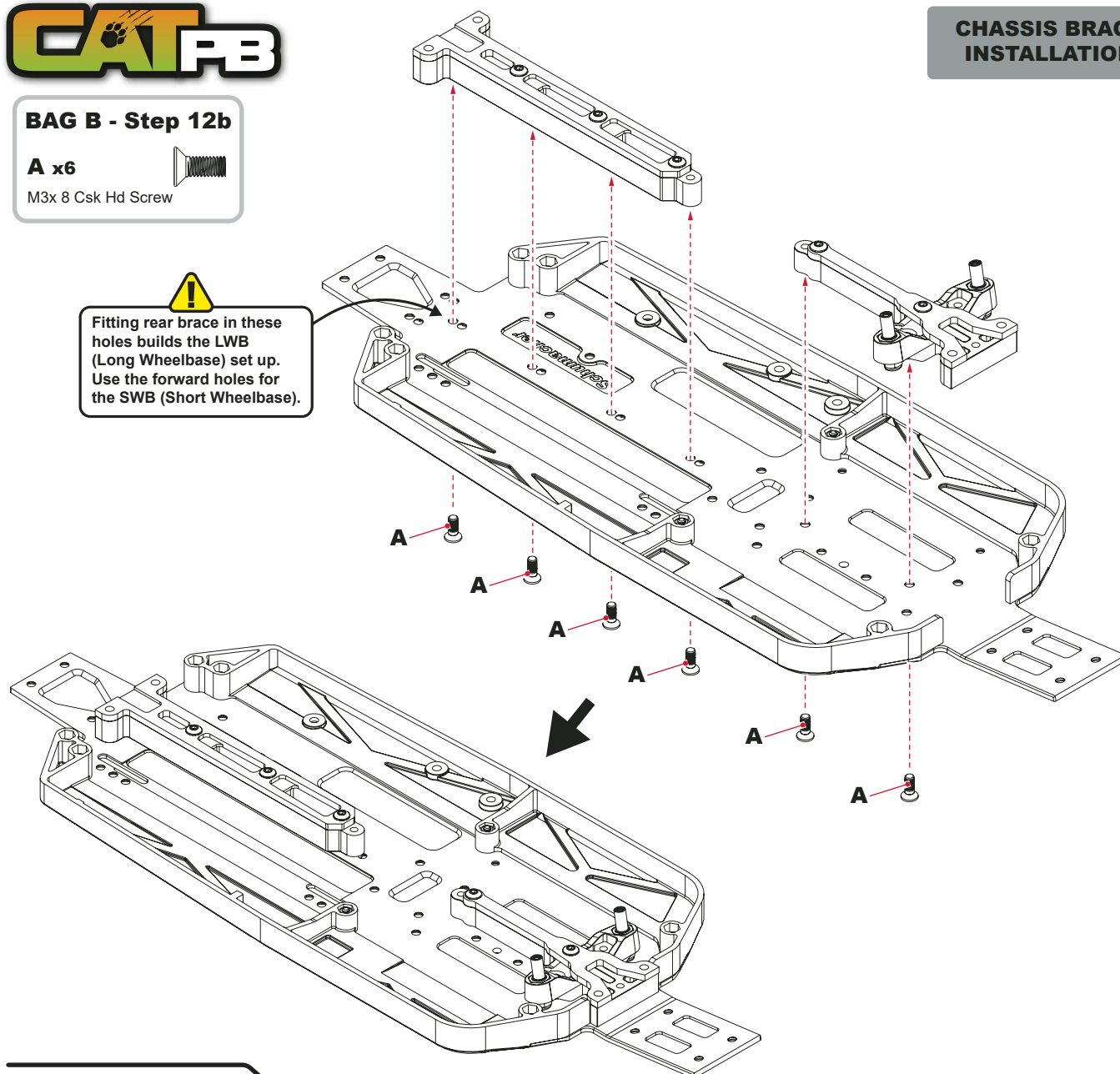
BAG B - Step 12b

A x6

M3x 8 Csk Hd Screw



Fitting rear brace in these holes builds the LWB (Long Wheelbase) set up. Use the forward holes for the SWB (Short Wheelbase).



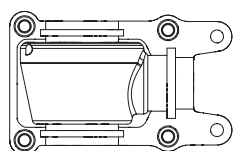
BAG B - Step 13a

A x4

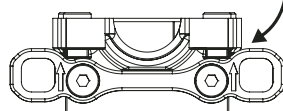
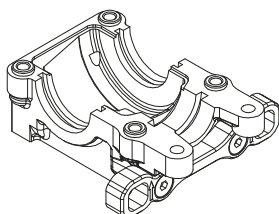
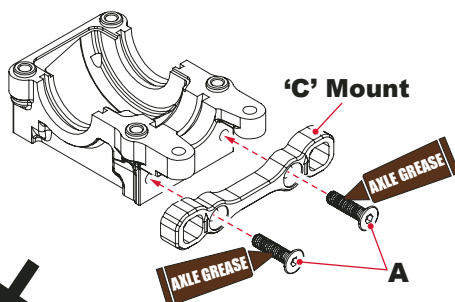
M3x 12 Csk Hd Screw



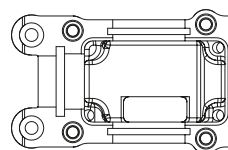
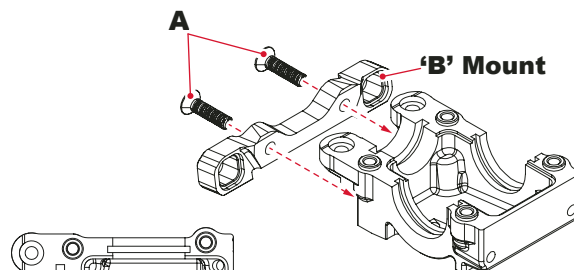
TRANSMISSION HOUSING ASSEMBLY



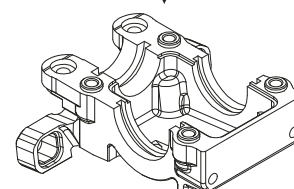
**Rear Trans
Housing**



Arrows point UP.



**Front Trans
Housing**





TRANS HOUSING ASSEMBLY

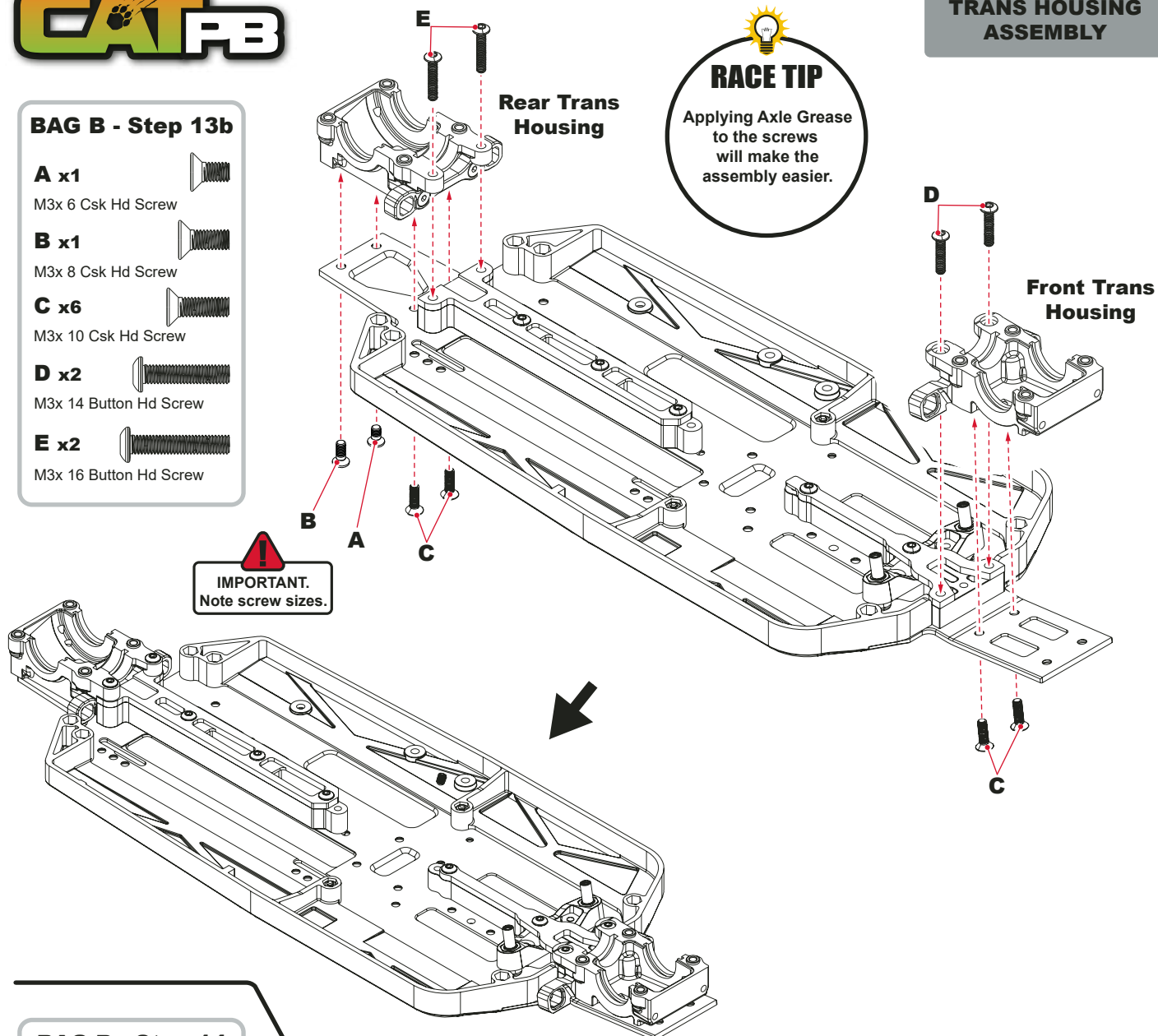
BAG B - Step 13b

- A x1**
M3x 6 Csk Hd Screw
- B x1**
M3x 8 Csk Hd Screw
- C x6**
M3x 10 Csk Hd Screw
- D x2**
M3x 14 Button Hd Screw
- E x2**
M3x 16 Button Hd Screw

IMPORTANT.
Note screw sizes.

RACE TIP

Applying Axle Grease to the screws will make the assembly easier.



BAG B - Step 14

- A x4**
5 x 7.5 x 0.1mm Shim
- B x2**
ø5 x ø11 x 4 Bearing
- C x2**
ø5 x ø10 x 3 Bearing
- D x2**
'O' Ring 6.0 x 1.5mm
- E x2**
Needle Roller 2.0 x 7.8mm

DIFF PINION ASSEMBLY

Note orientation.

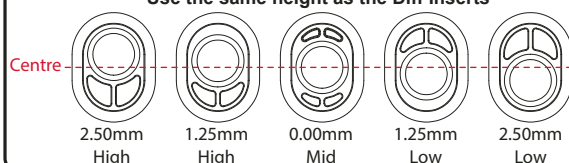
Larger
Smaller

Diff Pinion Insert
0.00mm Mid

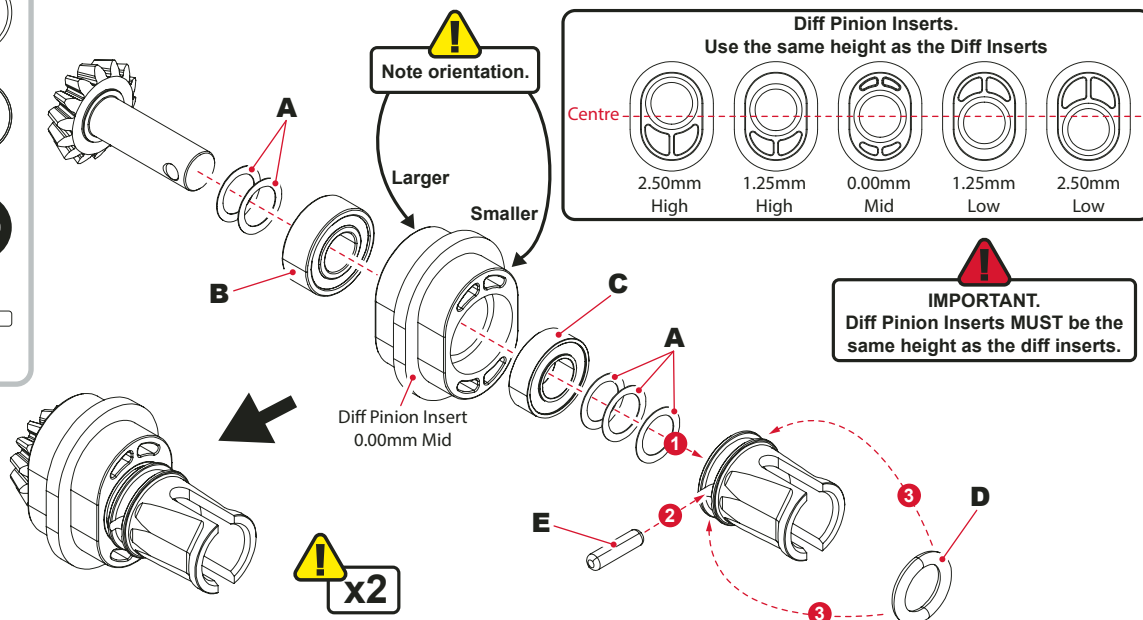
x2

Diff Pinion Inserts.

Use the same height as the Diff Inserts



IMPORTANT.
Diff Pinion Inserts **MUST** be the same height as the diff inserts.



BAG B - Step 15

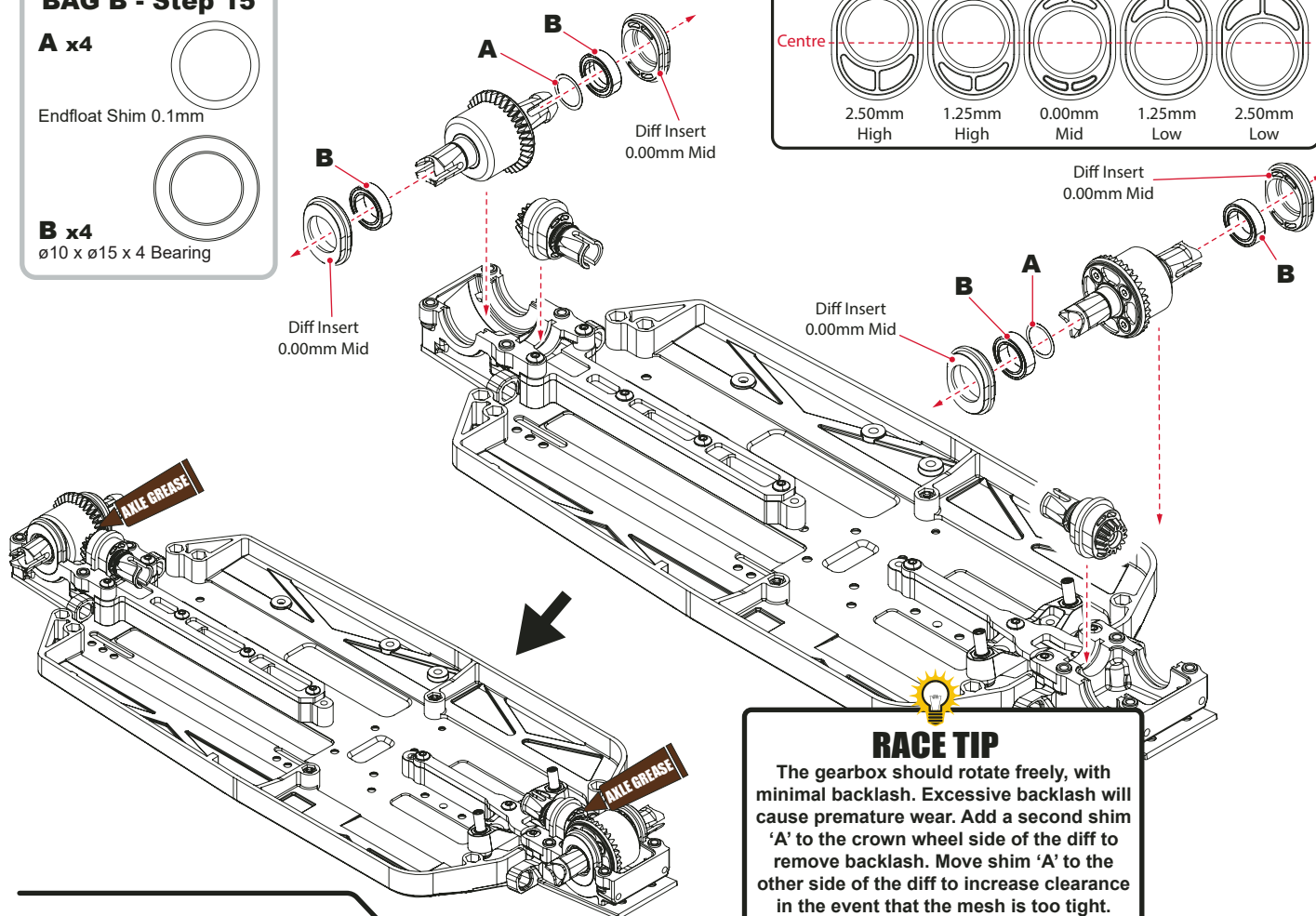
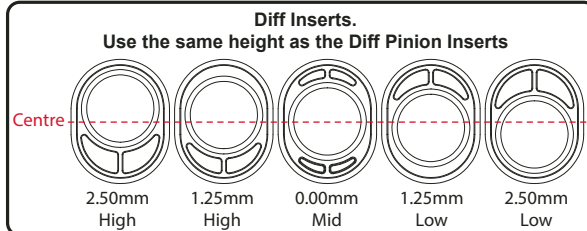
A x4

Endfloat Shim 0.1mm

B x4

ø10 x ø15 x 4 Bearing

IMPORTANT.
Diff Pinion Inserts **MUST** be the
same height as the diff inserts.



BAG B - Step 16

A x4

M3 Nyloc Nut

B x2

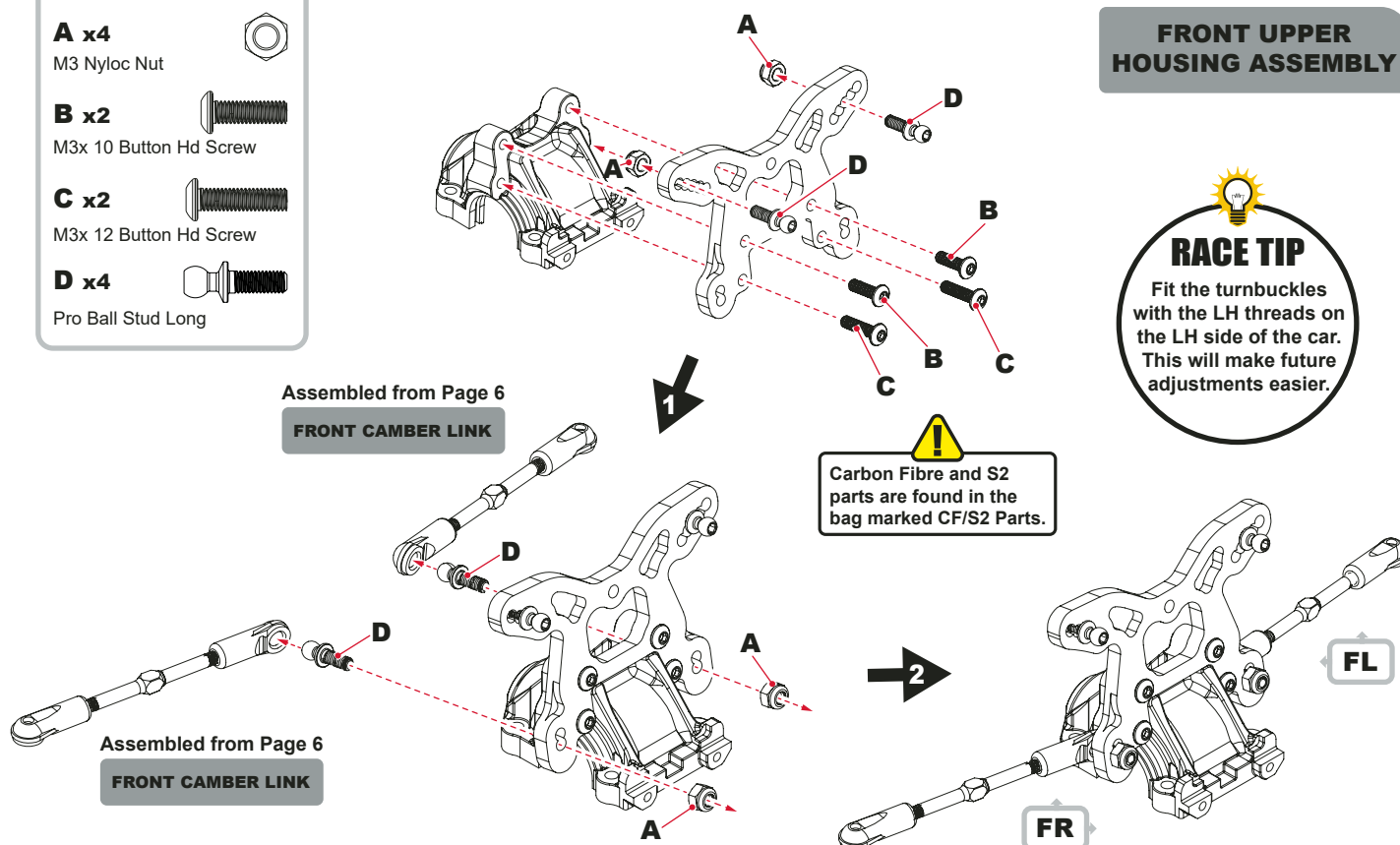
M3x 10 Button Hd Screw

C x2

M3x 12 Button Hd Screw

D x4

Pro Ball Stud Long





BAG B - Step 17

A x4

M3 Nyloc Nut



B x4

M3x 12 Button Hd Screw



C x4

Pro Ball Stud Long



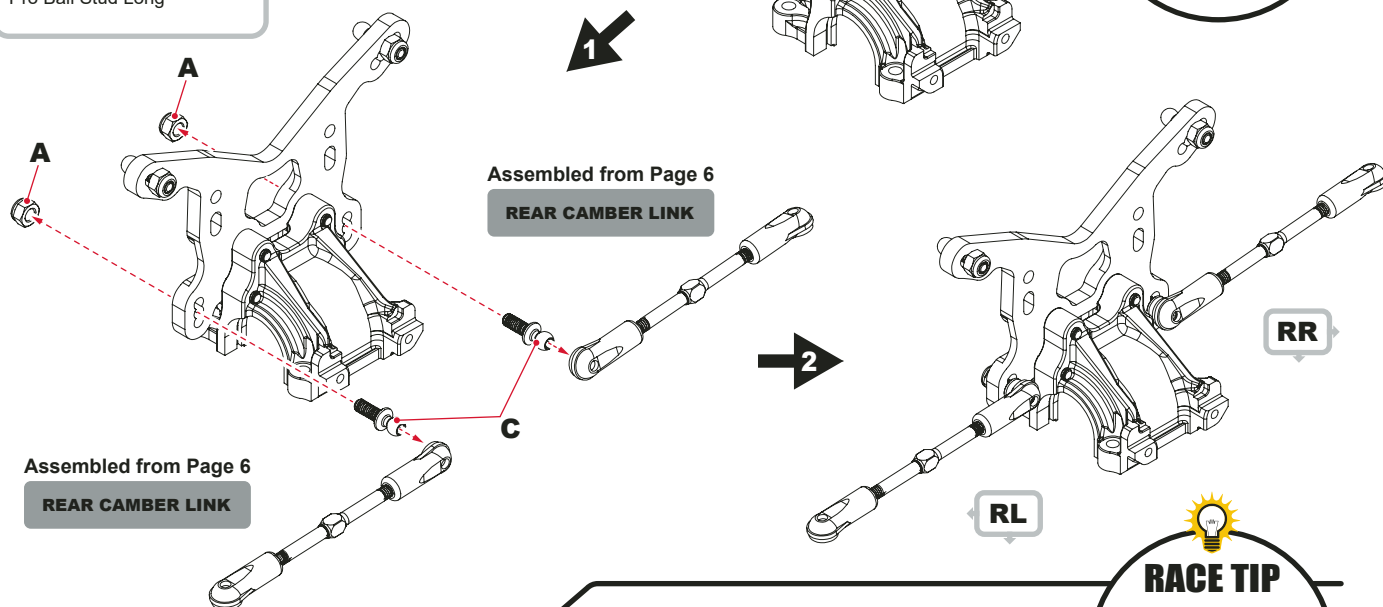
!
Carbon Fibre and S2
parts are found in the
bag marked CF/S2 Parts.

REAR UPPER HOUSING ASSEMBLY

RACE TIP

Using a small amount
of axle grease on
screws 'B' will make
assembly easier.

AXLE GREASE



RACE TIP

Fit the turnbuckles
with the LH threads on
the LH side of the car.
This will make the
adjustments easier.

BAG B - Step 18

A x8

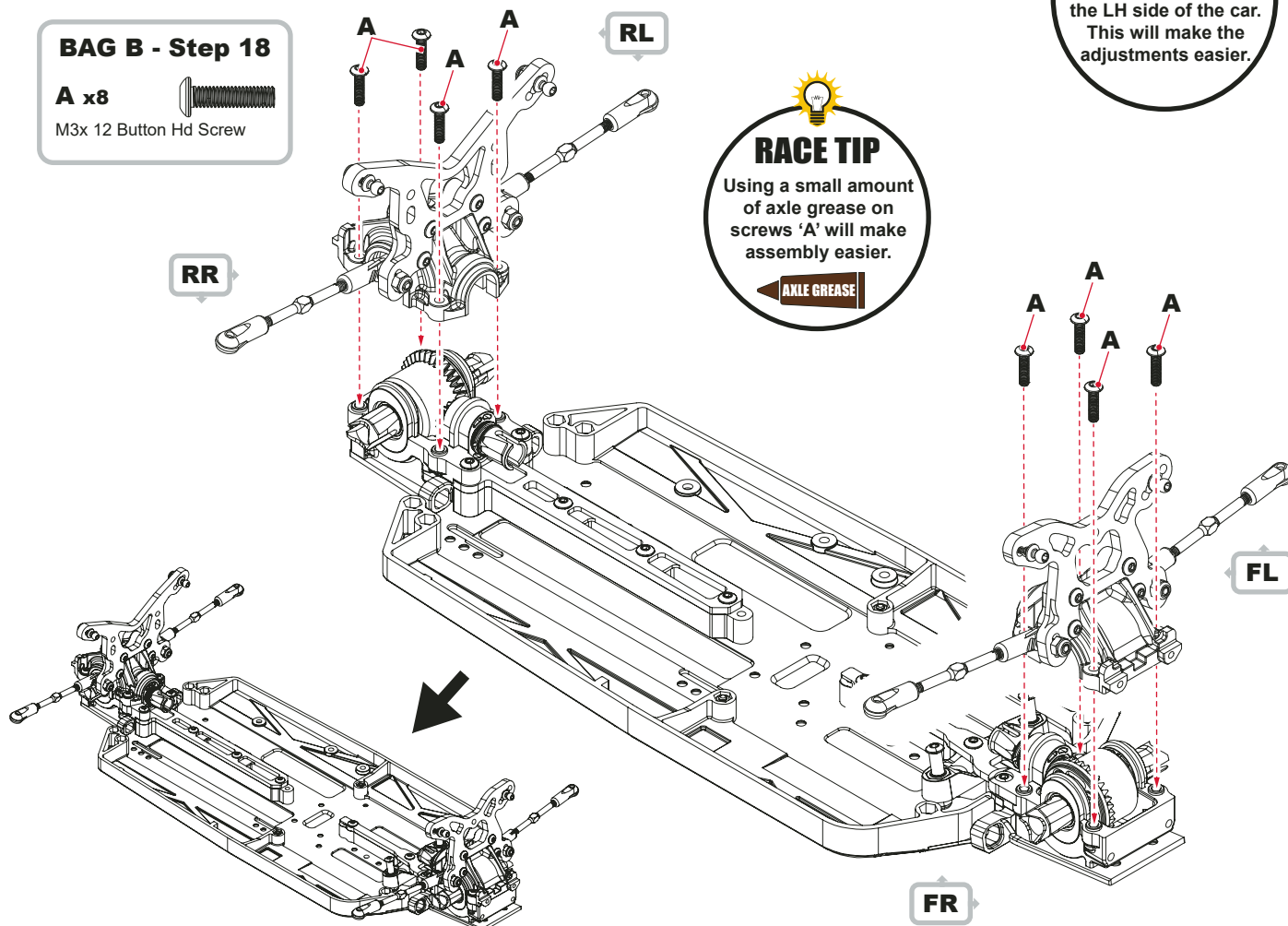
M3x 12 Button Hd Screw



RACE TIP

Using a small amount
of axle grease on
screws 'A' will make
assembly easier.

AXLE GREASE



BAG C - Step 19

A x1

M3 Black Alloy Washer 1.0mm

B x2

M3 Black Alloy Washer 2.0mm

C x4

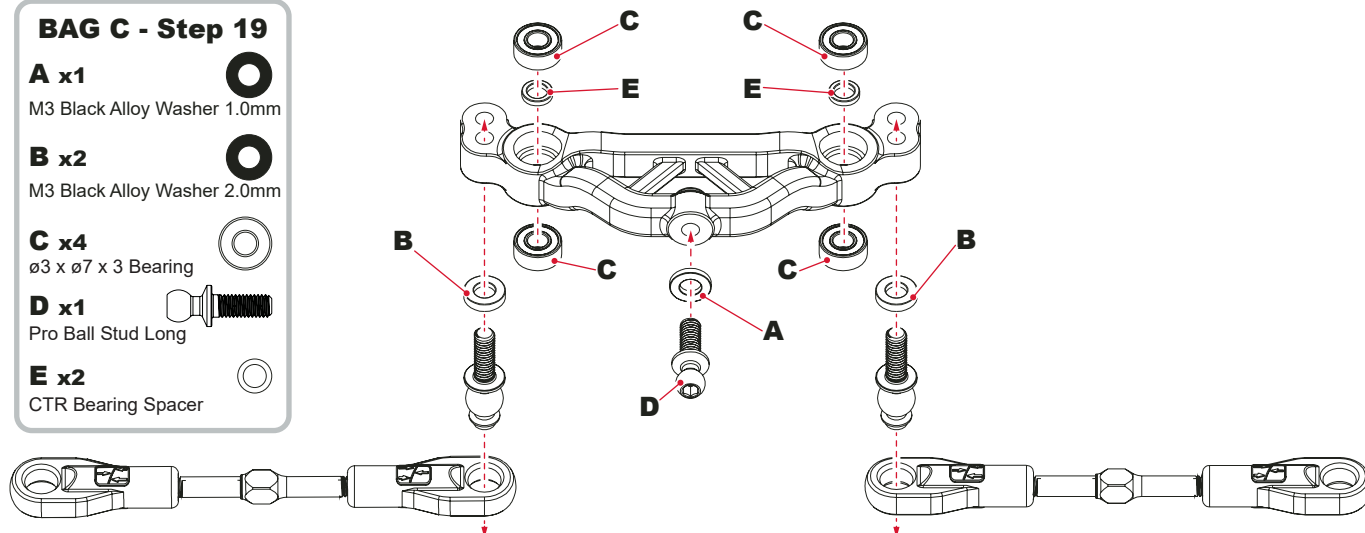
ø3 x ø7 x 3 Bearing

D x1

Pro Ball Stud Long

E x2

CTR Bearing Spacer

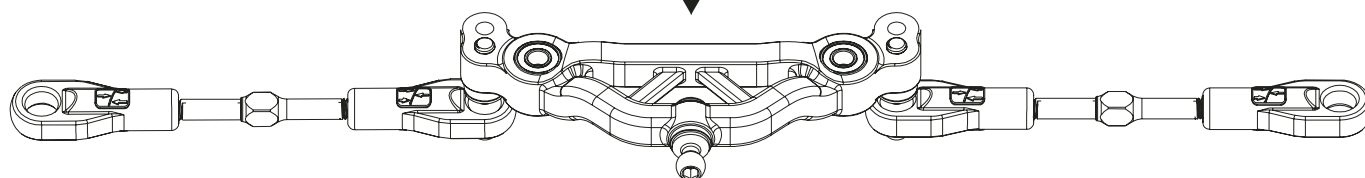


Assembled from Page 6

STEERING TRACK ROD

Assembled from Page 6

STEERING TRACK ROD



BAG C - Step 20a

A x2

M3x 14 Button Hd Screw

B x4

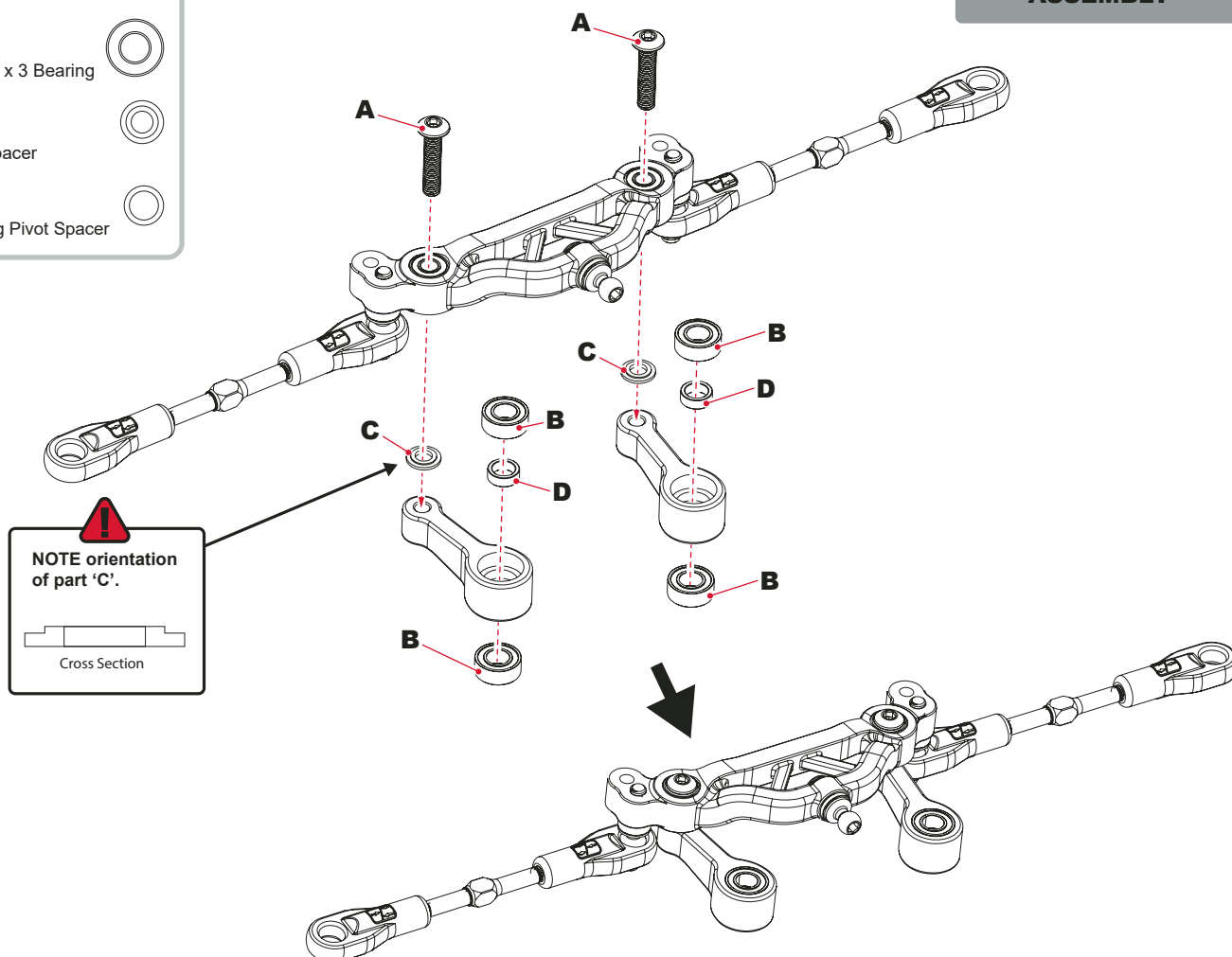
ø4 x ø8 x 3 Bearing

C x2

CTR Spacer

D x2

Steering Pivot Spacer

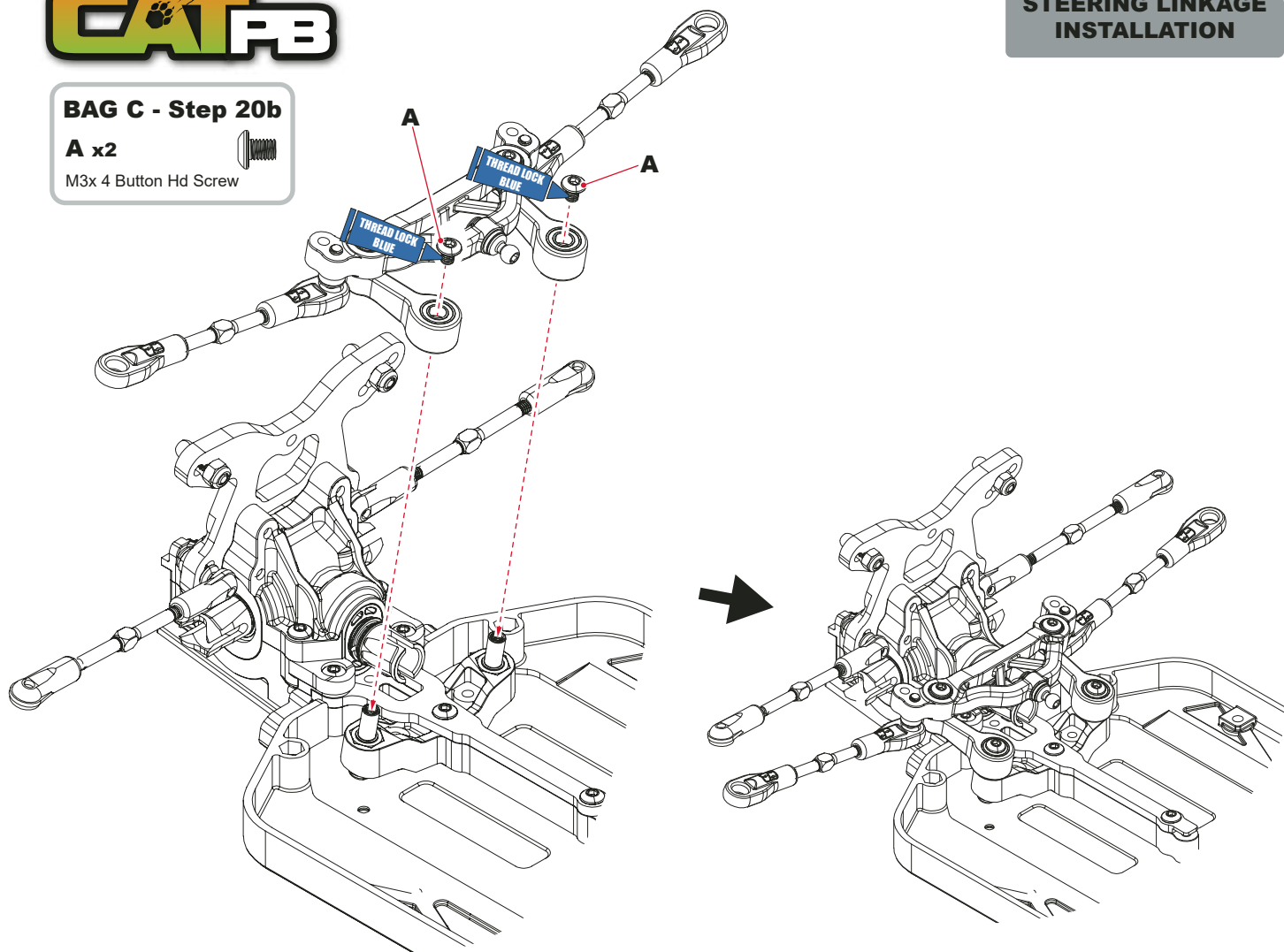
RADIUS ARM
ASSEMBLYNOTE orientation
of part 'C'.

Cross Section

BAG C - Step 20b

A x2

M3x 4 Button Hd Screw

FRONT RIGHT
YOKE ASSEMBLY

BAG C - Step 21a

A x1

M3 Black Alloy Washer 2.0mm

B x1

M3x 12 Button Hd Screw

C x1

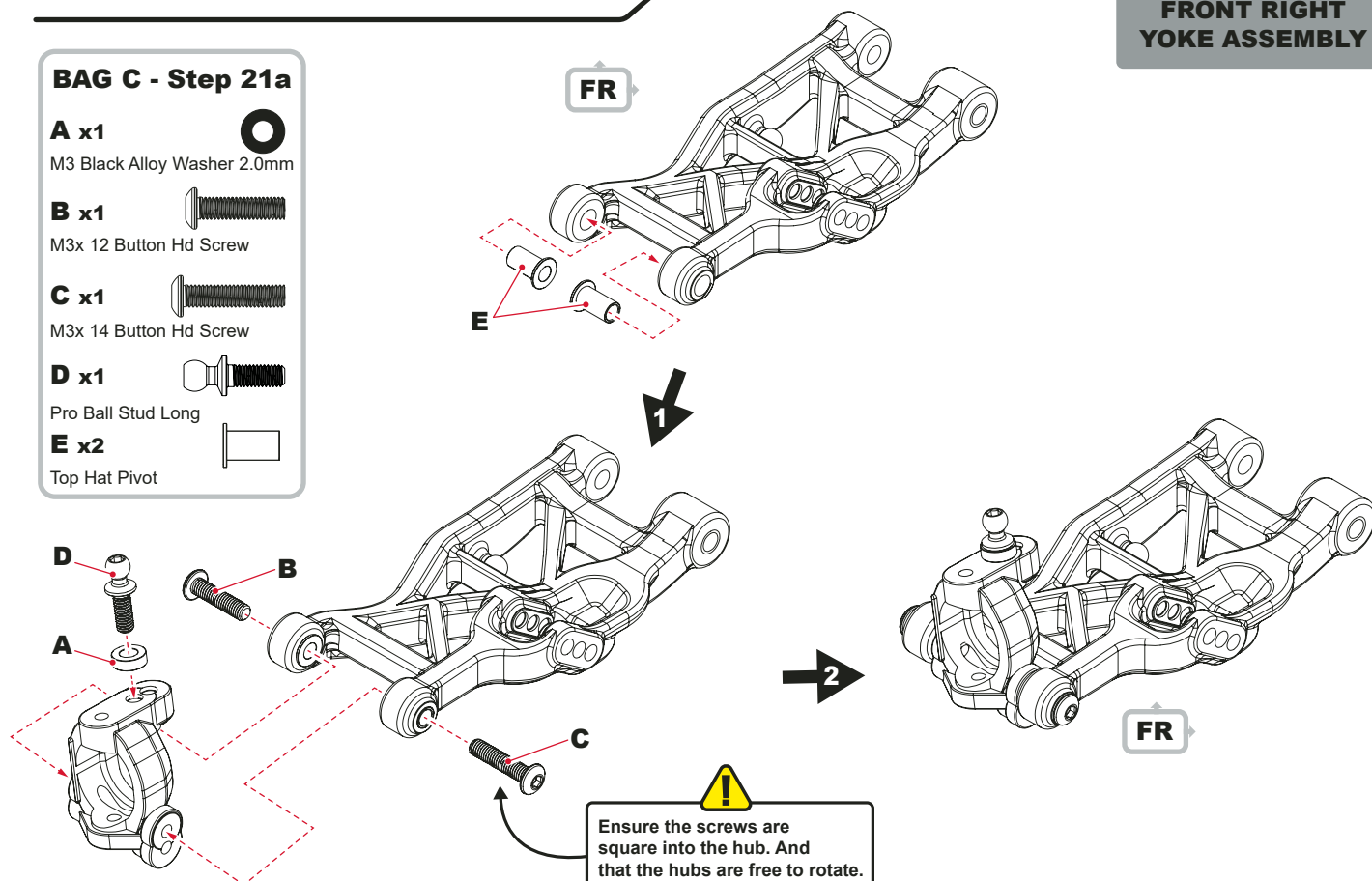
M3x 14 Button Hd Screw

D x1

Pro Ball Stud Long

E x2

Top Hat Pivot



FRONT LEFT
YOKE ASSEMBLY

BAG C - Step 21b

A x1

M3 Black Alloy Washer 2.0mm

B x1

M3x 12 Button Hd Screw

C x1

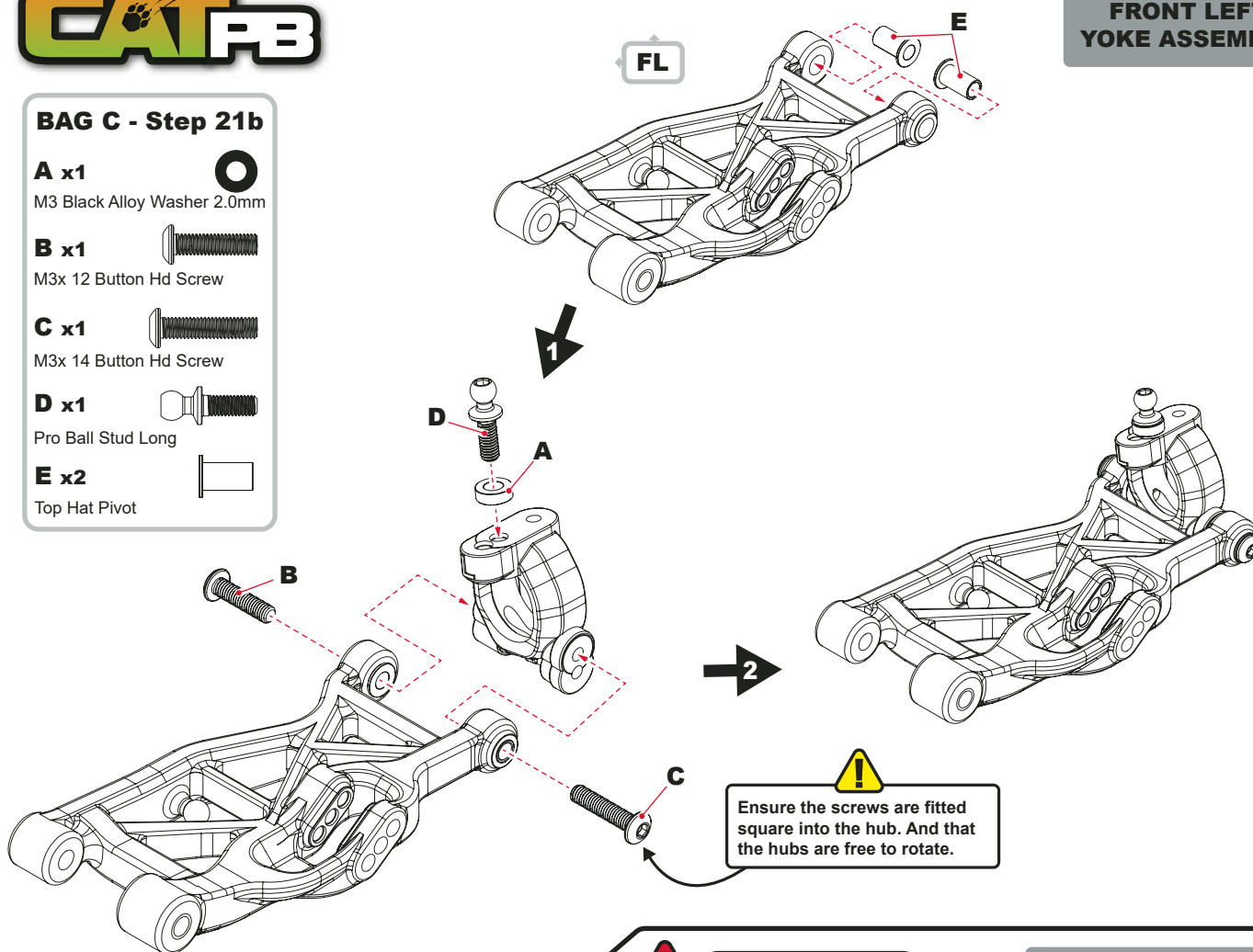
M3x 14 Button Hd Screw

D x1

Pro Ball Stud Long

E x2

Top Hat Pivot



Pre-Fit Inserts

Use screw 'I' and washers 'H' to fit the inserts 'C'. (Keep 'I' and 'H' safe for later.) Tighten screw 'I' until the M3 thread insert 'C' is pulled into the fibre parts as shown.

FRONT LEFT HUB
CARRIER ASSEMBLY

BAG C - Step 22a

A x1

1.5 x 9.8mm Drive Pin

B x2

M3x 8 Button Hd Screw

C x1

M3 Black Thread Insert

D x1

ø5 x ø10 x 4 Bearing

E x1

ø5 x ø10 x 3 Bearing

F x1

Bearing Spacer

G x1

'O' Ring 9.0 x 1mm

H x3

M3 Steel Washer

I x1

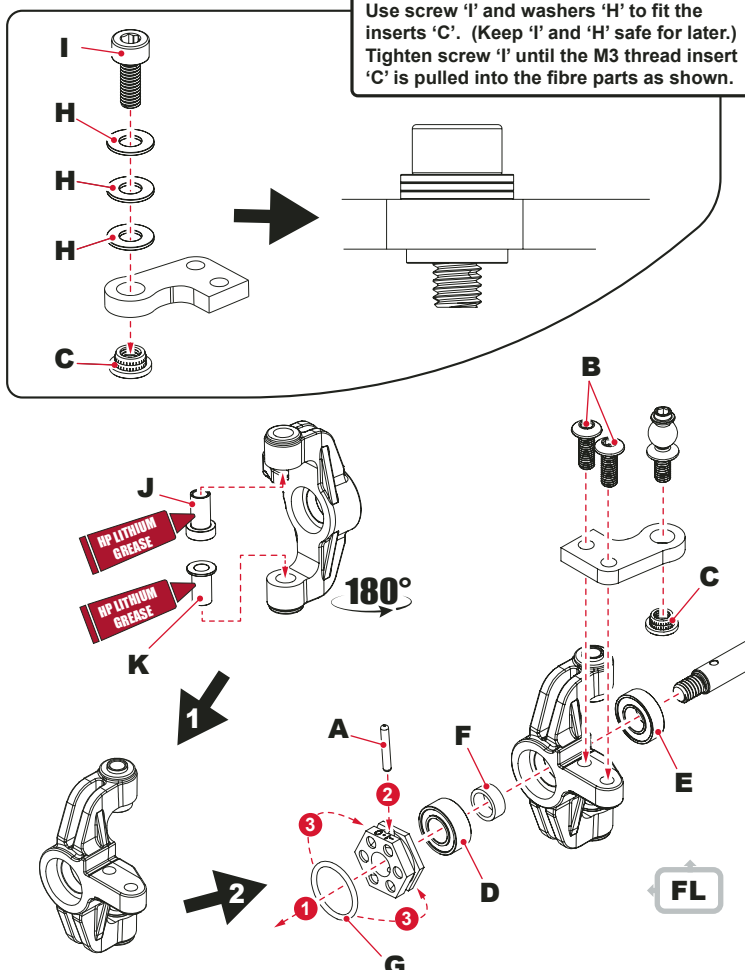
M3 x 12 Cap Hd Screw

J x1

Top Hat Pivot 2mm

K x1

Top Hat Pivot



RACE TIP

A small blob of red lithium grease. Will hold the pivots in place during the assembly of this step.



FRONT LEFT HUB CARRIER ASSEMBLY

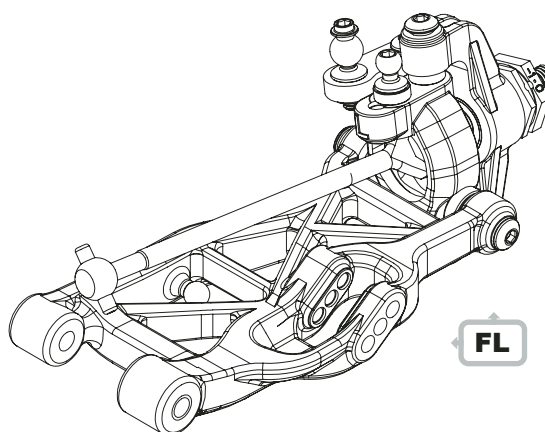
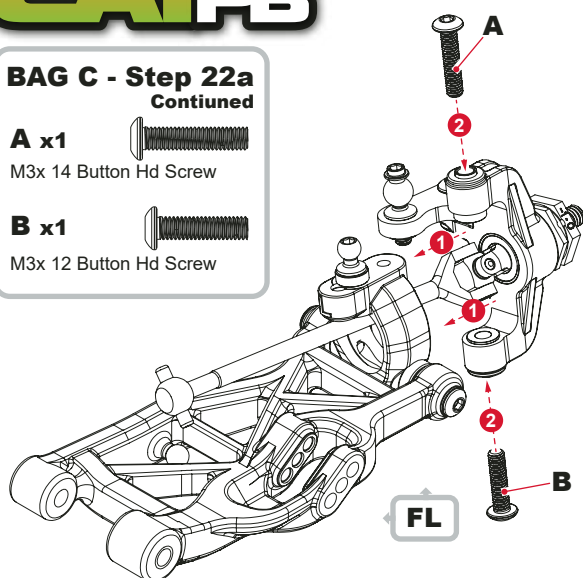
BAG C - Step 22a Continued

A x1

M3x 14 Button Hd Screw

B x1

M3x 12 Button Hd Screw



BAG C - Step 22b

A x1

1.5 x 9.8mm Drive Pin

B x2

M3x 8 Button Hd Screw

C x1

M3x 14 Button Hd Screw

D x1

M3x 12 Button Hd Screw

E x1

M3 Thread Insert

F x1

ø5 x ø10 x 4 Bearing

G x1

ø5 x ø10 x 3 Bearing

H x1

Bearing Spacer

I x1

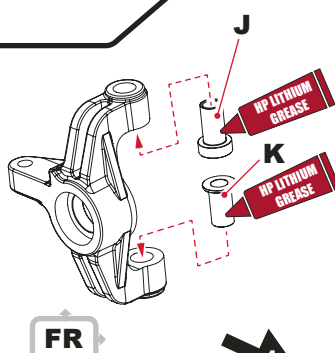
'O' Ring 9.0 x 1mm

J x1

Top Hat Pivot 2mm

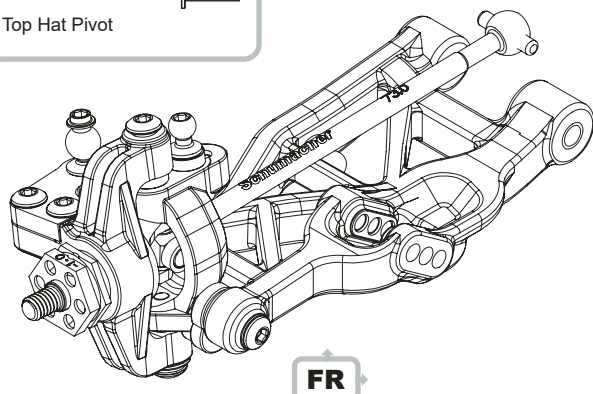
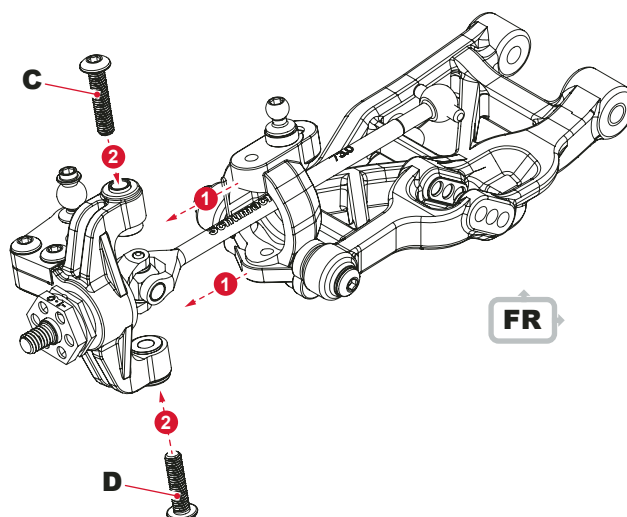
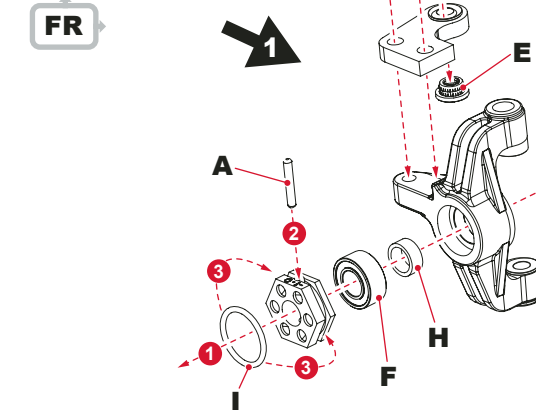
K x1

Top Hat Pivot



RACE TIP

A small blob of red lithium grease. Will hold the pivots in place during the assembly of this step.

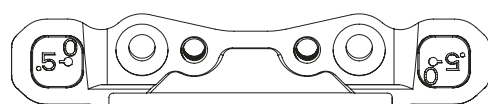
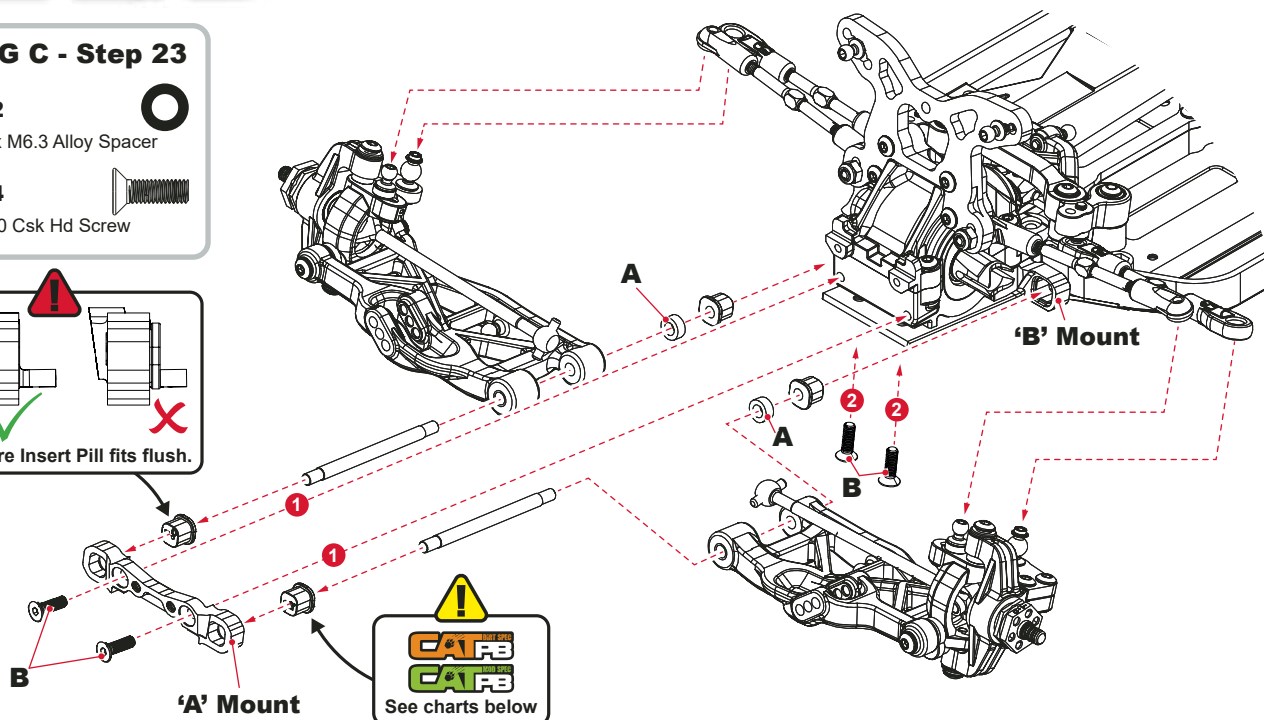
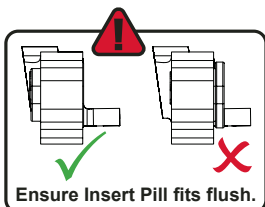


CAT PB**FRONT WISHBONE
INSTALLATION****BAG C - Step 23****A x2**

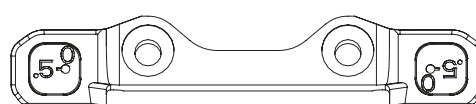
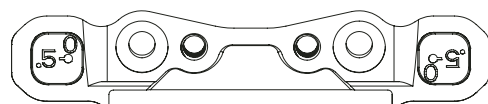
M3.5 x M6.3 Alloy Spacer

B x4

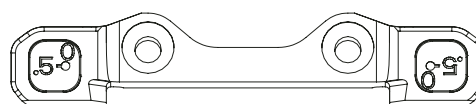
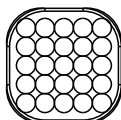
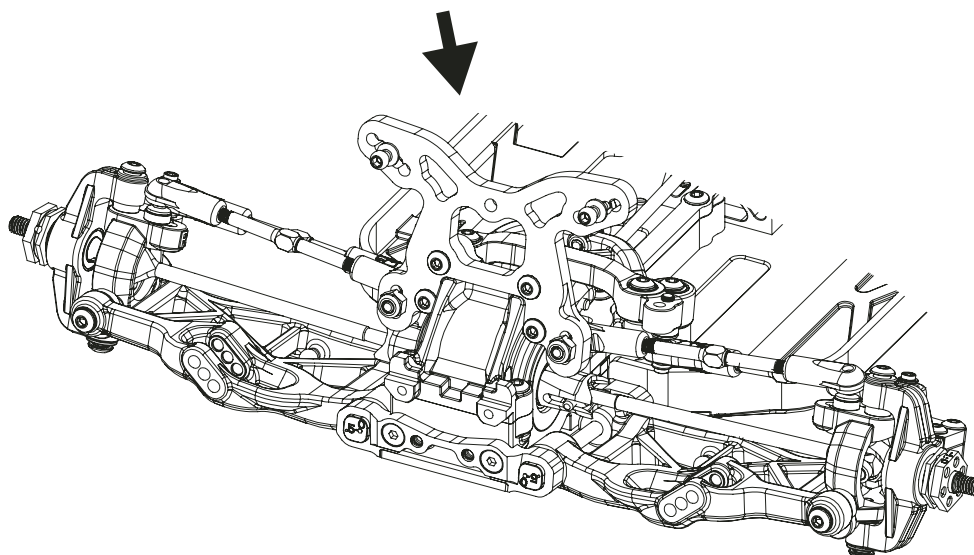
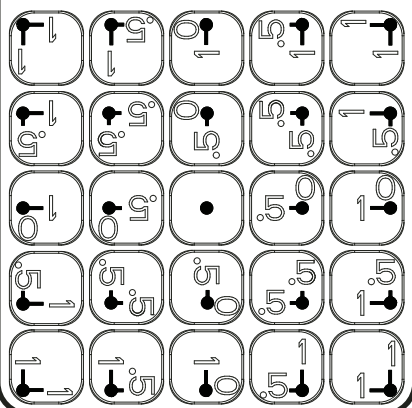
M3x 10 Csk Hd Screw

**'A' Mount****CAT PB** MOD SPEC

Insert Pill setting for
CAT PB Mod Spec.
0.0° Toe
8.0° Rake

**'B' Mount****'A' Mount****CAT PB** DIRT SPEC

Insert Pill setting for
CAT PB Dirt Spec.
0.0° Toe
8.0° Rake

**'B' Mount****Insert Pill
Reference
Chart**

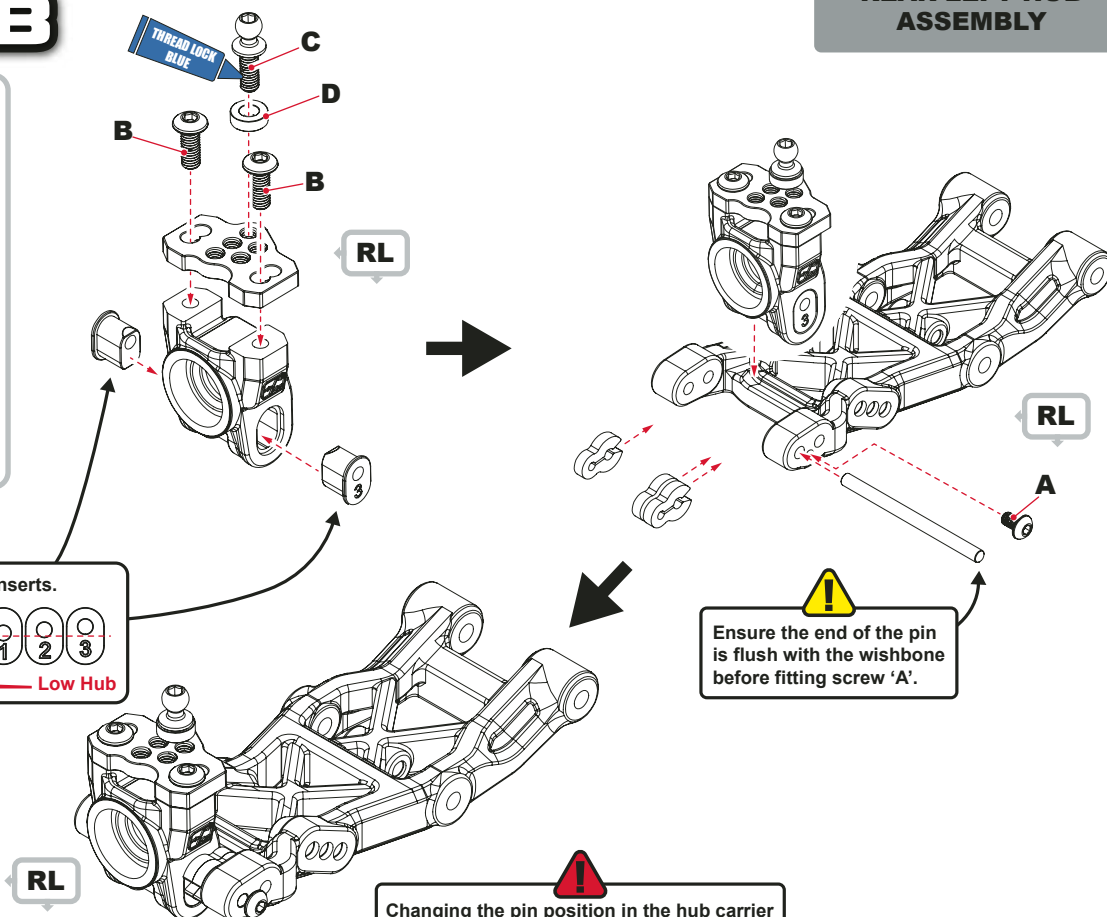


REAR LEFT HUB ASSEMBLY

BAG C - Step 24a

- A x1**
M2.5 x 4 Button Hd Screw
- B x2**
M3x 8 Button Hd Screw
- C x1**
Pro Ball Stud Long
- D x1**
M3 Black Alloy Washer 2.0mm

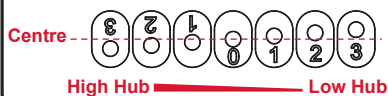
Rear Hub Hinge Pin Inserts.



BAG C - Step 24b

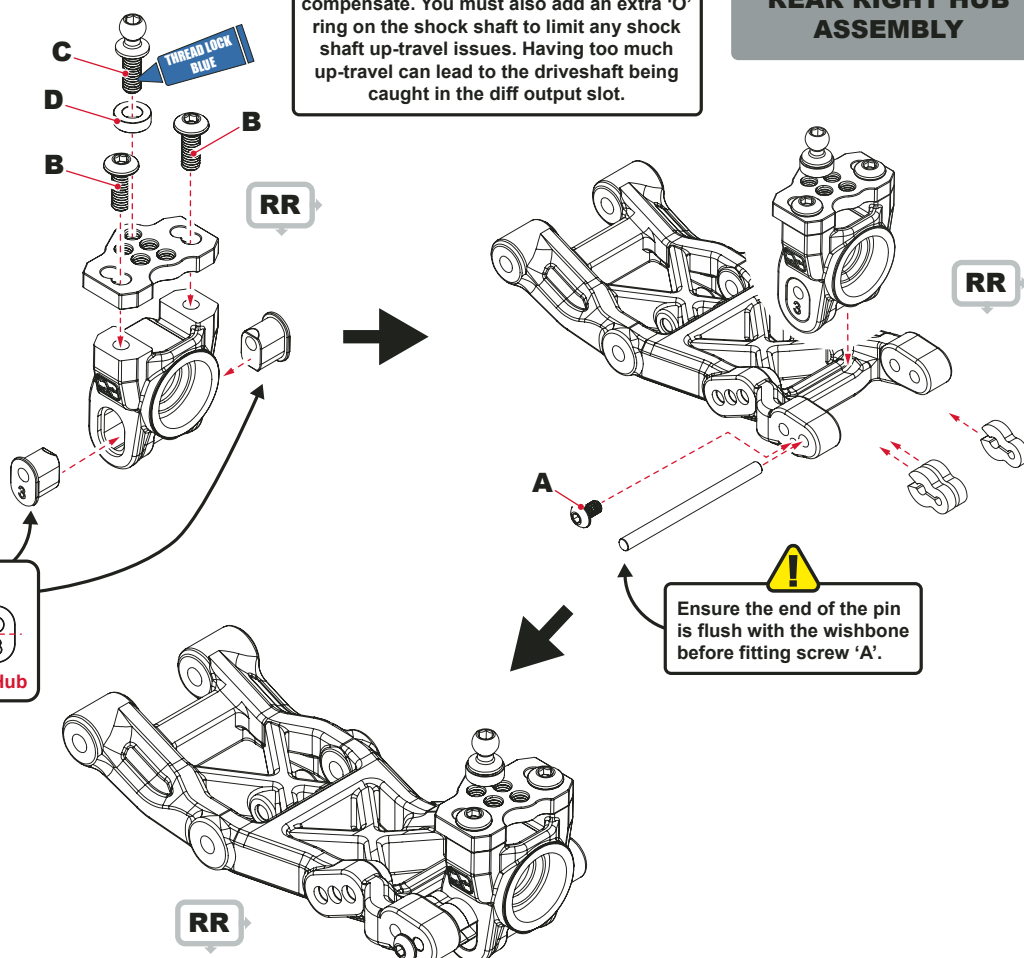
- A x1**
M2.5 x 4 Button Hd Screw
- B x2**
M3x 8 Button Hd Screw
- C x1**
Pro Ball Stud Long
- D x1**
M3 Black Alloy Washer 2.0mm

Rear Hub Hinge Pin Inserts.



! Changing the pin position in the hub carrier will adjust the droop setting on the suspension. You will need to add more droop when changing the inserts/pins. For each pin change that raises the hub up relative to the hinge pin, you must turn the shock shaft ball cup $\frac{1}{2}$ of a rotation to compensate. You must also add an extra 'O' ring on the shock shaft to limit any shock shaft up-travel issues. Having too much up-travel can lead to the driveshaft being caught in the diff output slot.

REAR RIGHT HUB ASSEMBLY





REAR RIGHT DRIVESHAFT INSTALL

BAG C - Step 25a

A x1

1.5 x 9.8mm Drive Pin

B x1

Pro Ball Stud Short

C x1

ø5 x ø10 x 4 Bearing

D x1

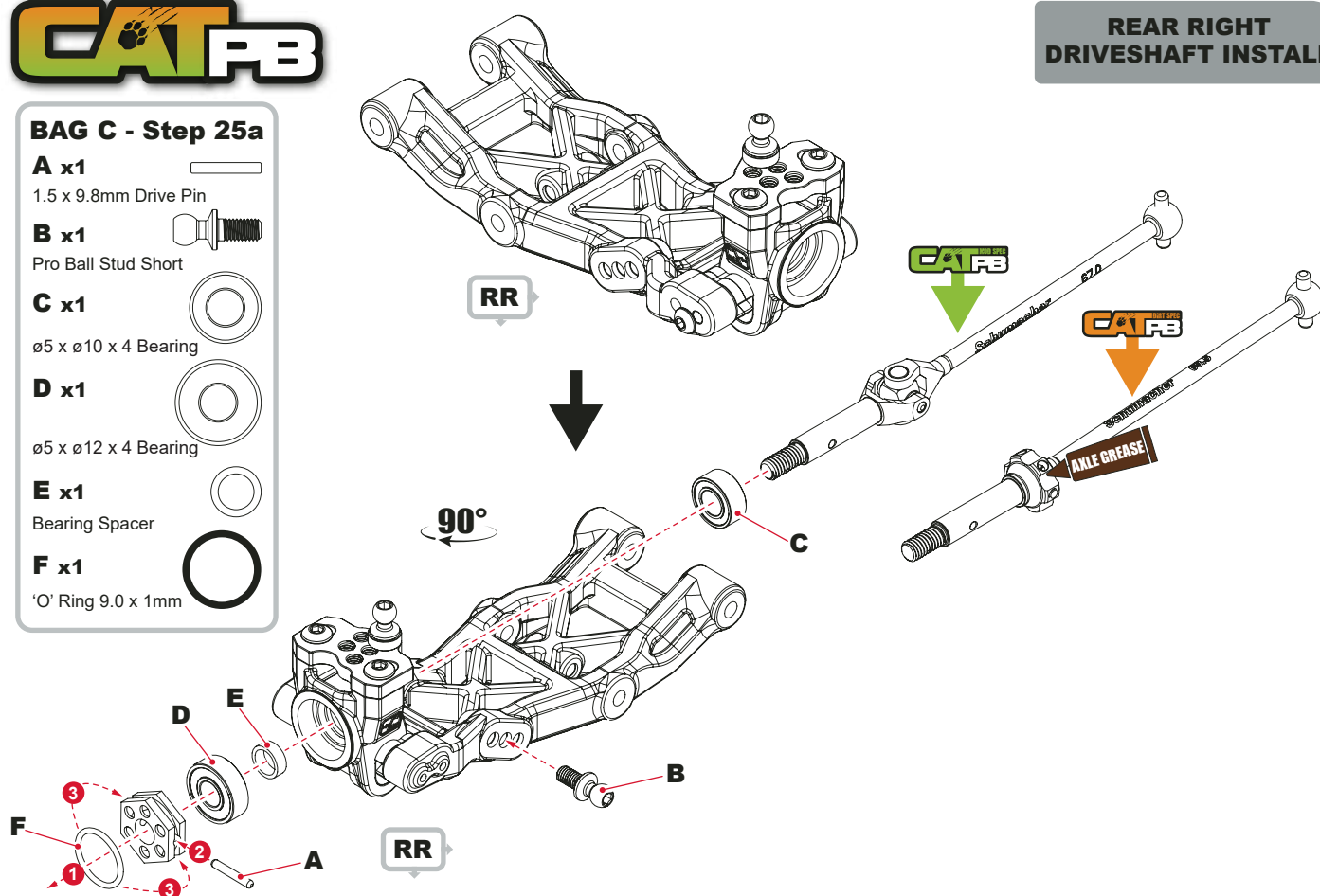
ø5 x ø12 x 4 Bearing

E x1

Bearing Spacer

F x1

'O' Ring 9.0 x 1mm



BAG C - Step 25b

A x1

1.5 x 9.8mm Drive Pin

B x1

Pro Ball Stud Short

C x1

ø5 x ø10 x 4 Bearing

D x1

ø5 x ø12 x 4 Bearing

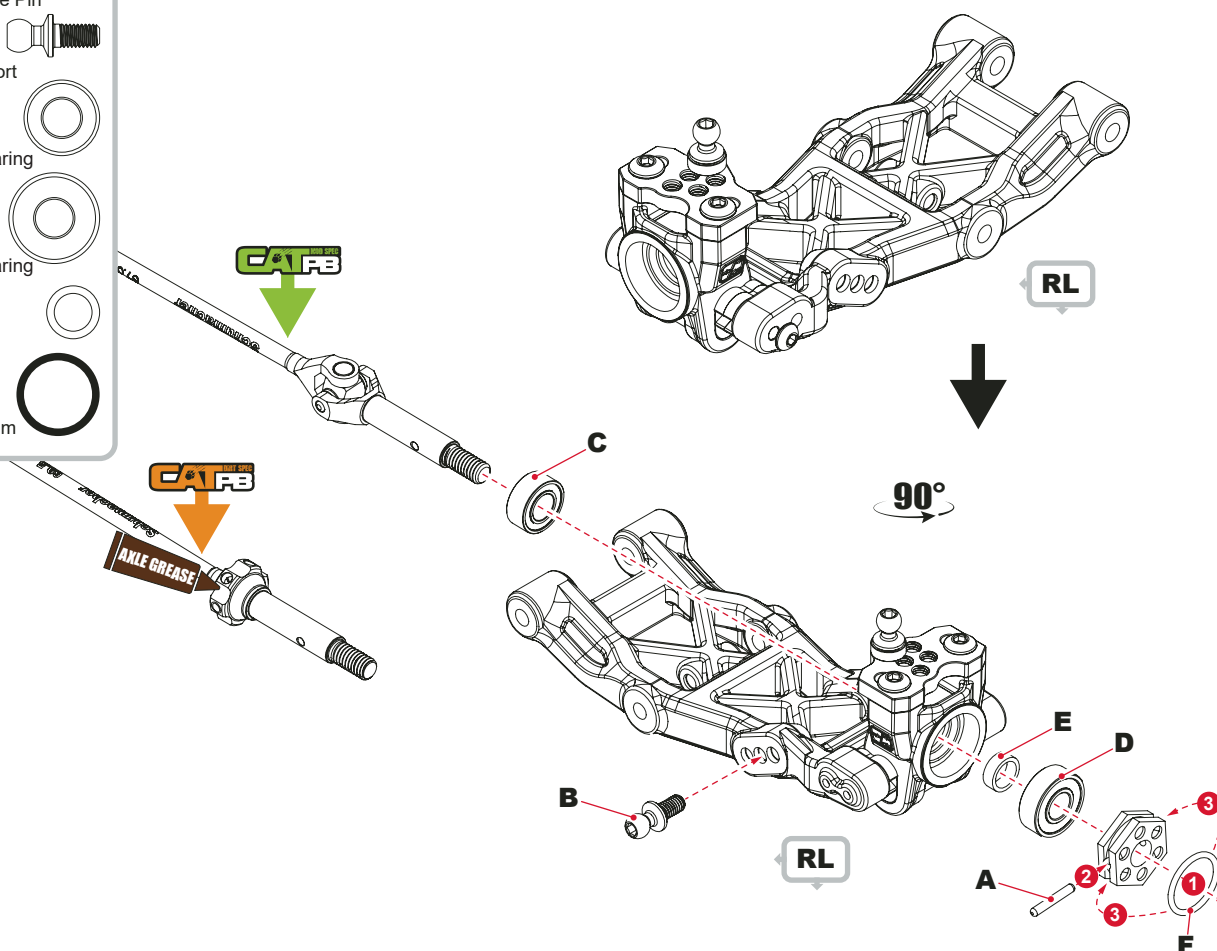
E x1

Bearing Spacer

F x1

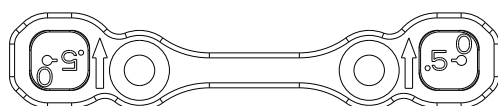
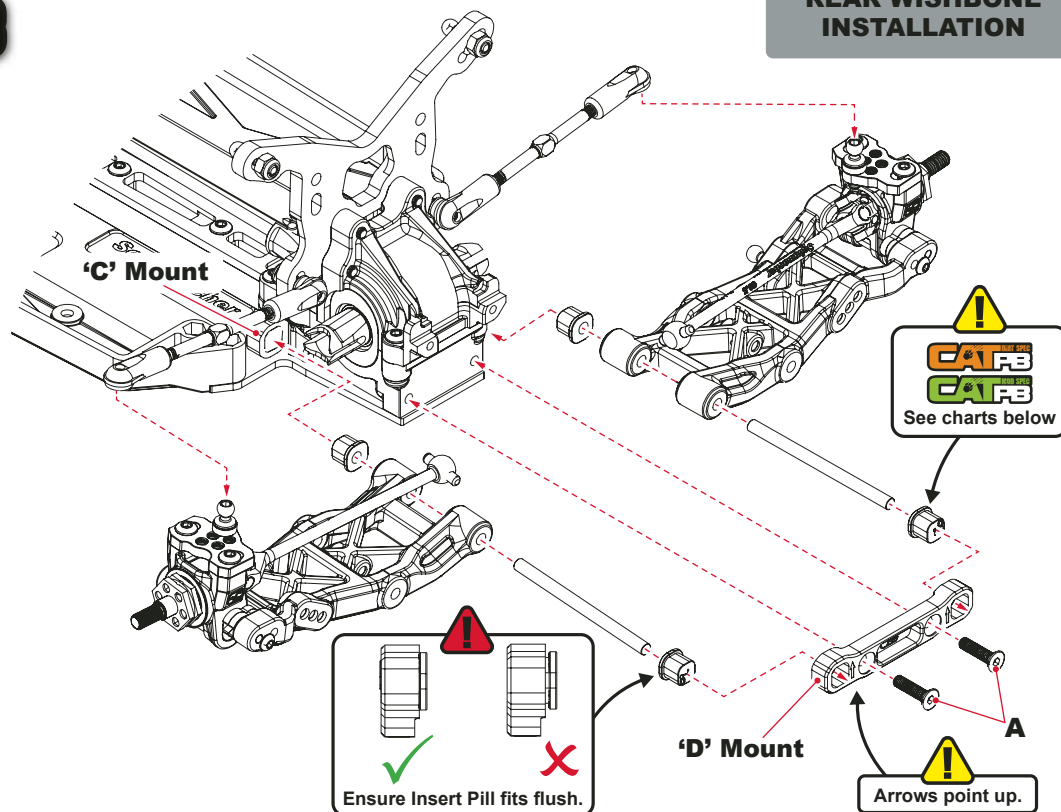
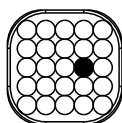
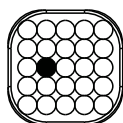
'O' Ring 9.0 x 1mm

REAR LEFT DRIVESHAFT INSTALL

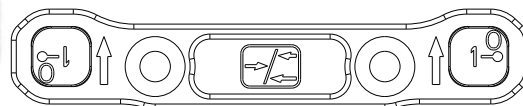
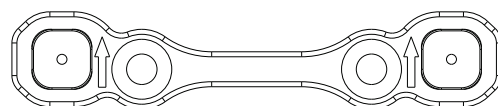
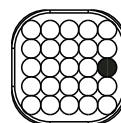
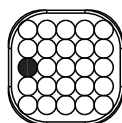
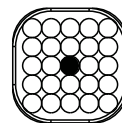
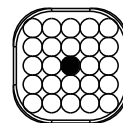


CAT PB**REAR WISHBONE
INSTALLATION****BAG C - Step 26****A x2**

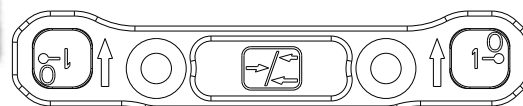
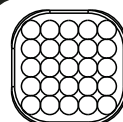
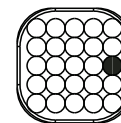
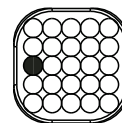
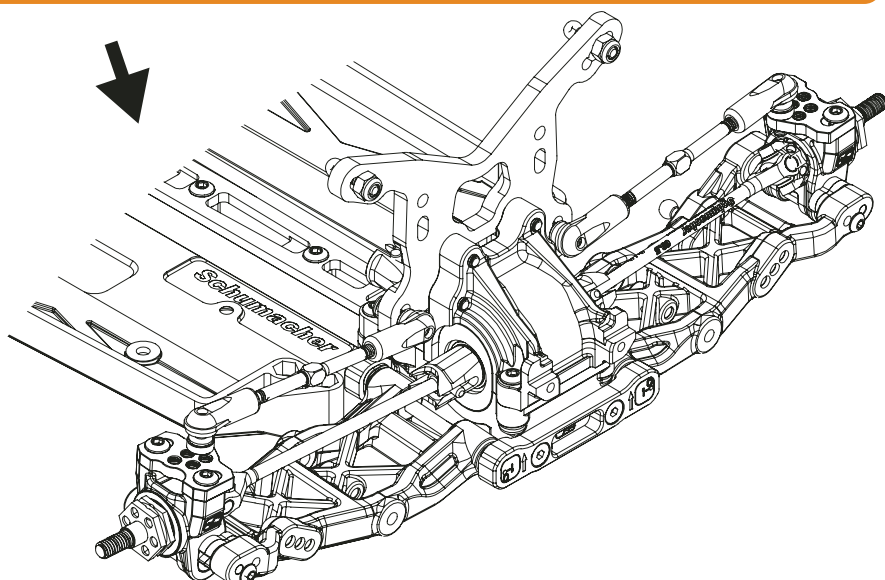
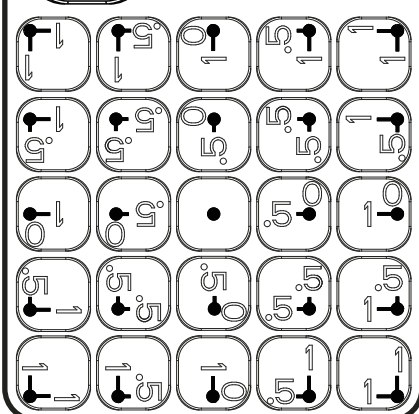
M3x 12 Csk Hd Screw

**'C' Mount****CAT PB** MOD SPEC

Insert Pill setting for
CAT PB Mod Spec.
2.5° Toe In
2.0° Anti Squat

**'D' Mount****'C' Mount****CAT PB** DIRT SPEC

Insert Pill setting for
CAT PB Dirt Spec.
3.0° Toe In
2.0° Anti Squat

**'D' Mount****Insert Pill
Reference
Chart**



BAG C - Step 27

A x4

M3x 3 Grub Screw

B x4

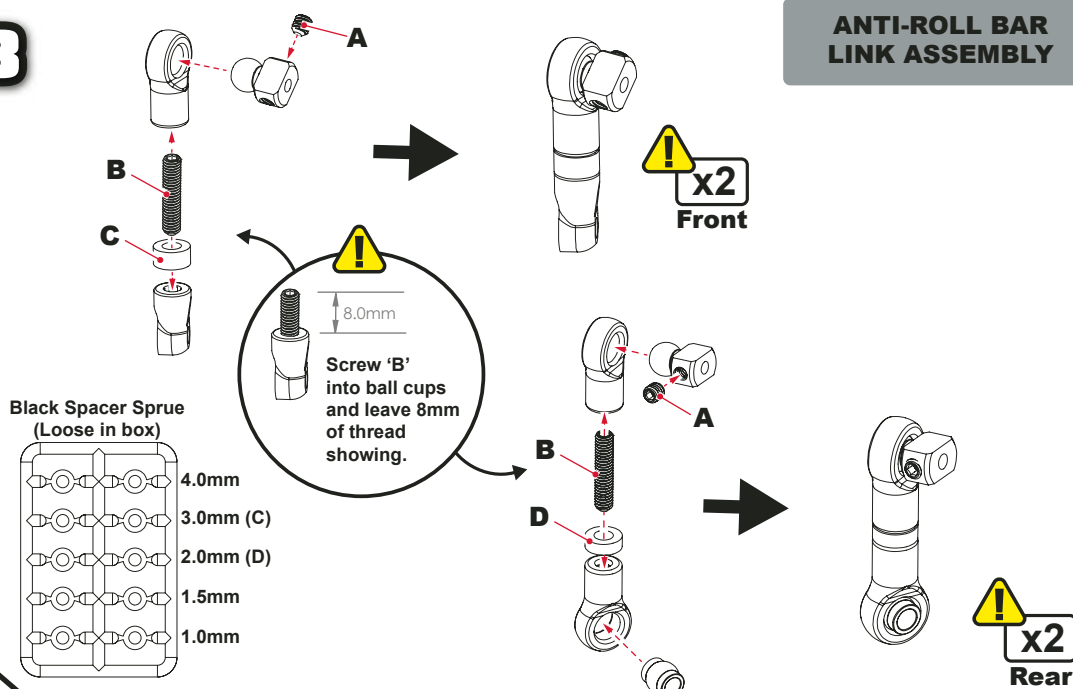
M3x 14 Grub Screw

C x2

M3 Black Spacer 3.0mm

D x2

M3 Black Spacer 2.0mm



BAG D - Step 28

A x1

M3x 3 Grub Screw

B x2

M3x 4 Grub Screw Cone

C x2

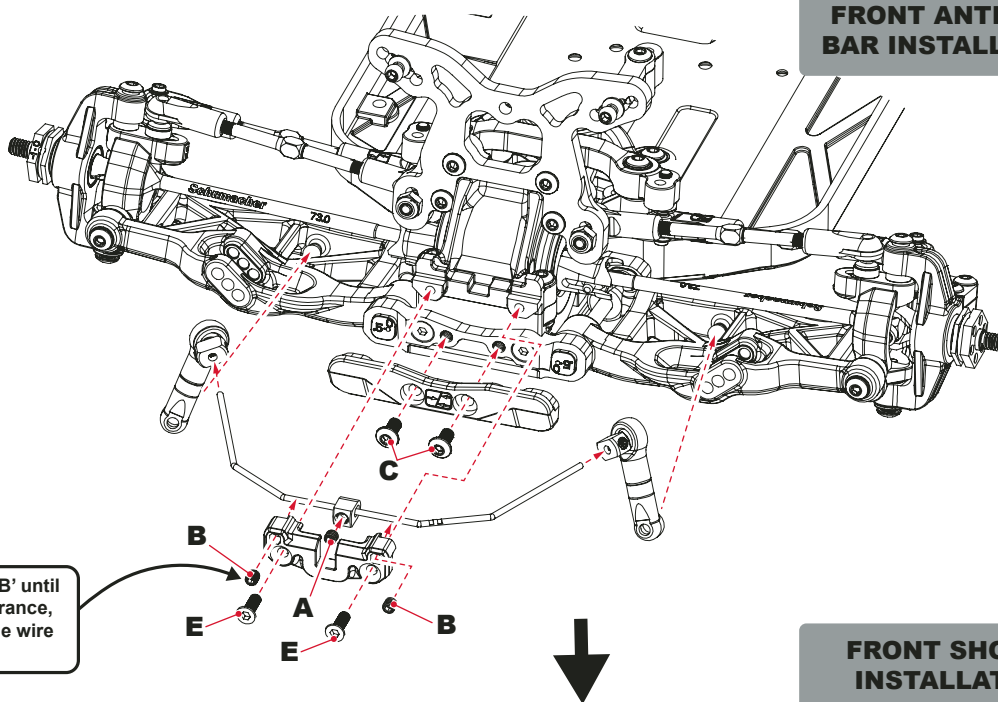
M3x 6 Button Hd Screw

D x2

M3x 16 Button Hd Screw

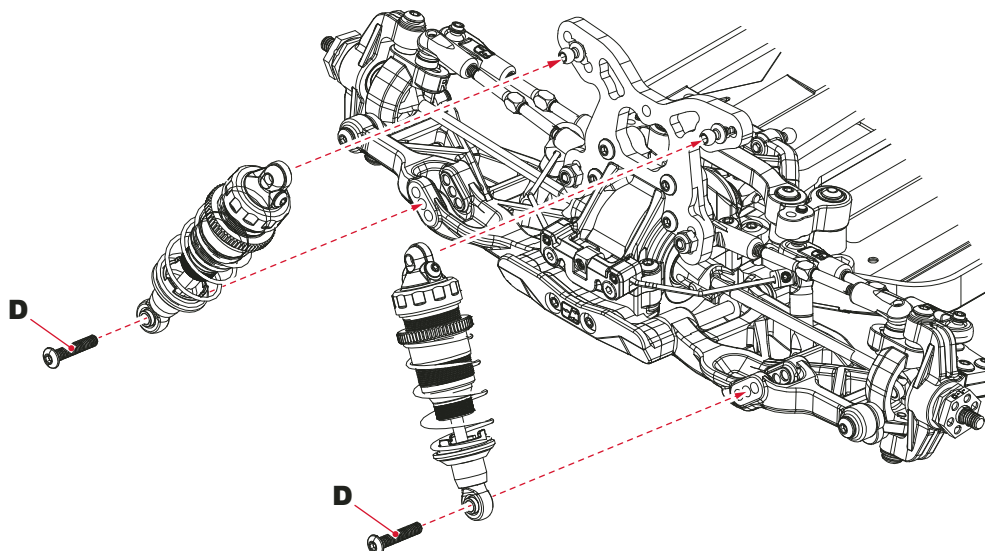
E x2

M2.6x 8 Button Hd Screw



FRONT ANTI-ROLL BAR INSTALLATION

FRONT SHOCKS INSTALLATION





BAG D - Step 29

A x1

M3x 3 Grub Screw

B x2

M3x 4 Grub Screw Cone

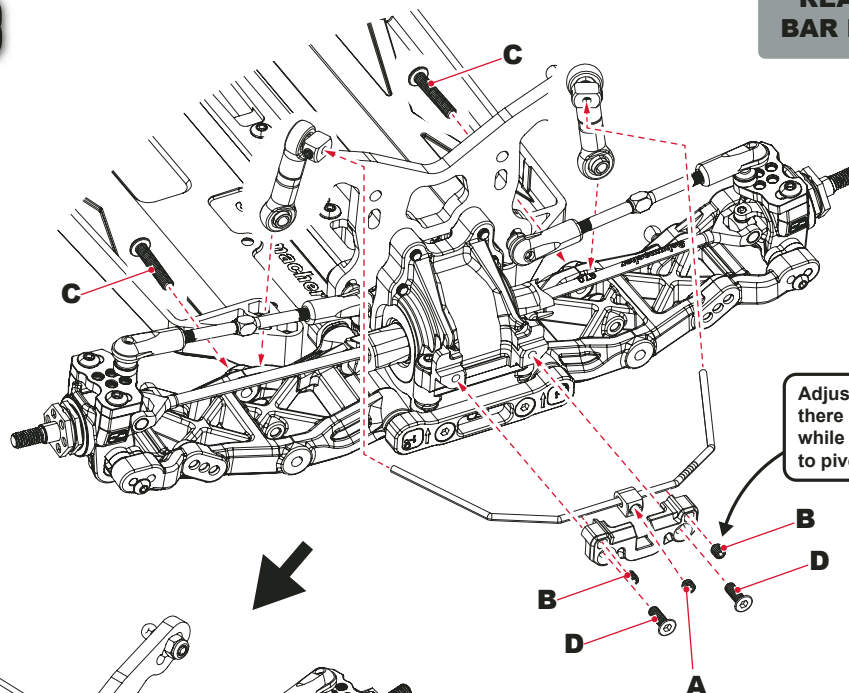
C x2

M3x 16 Button Hd Screw

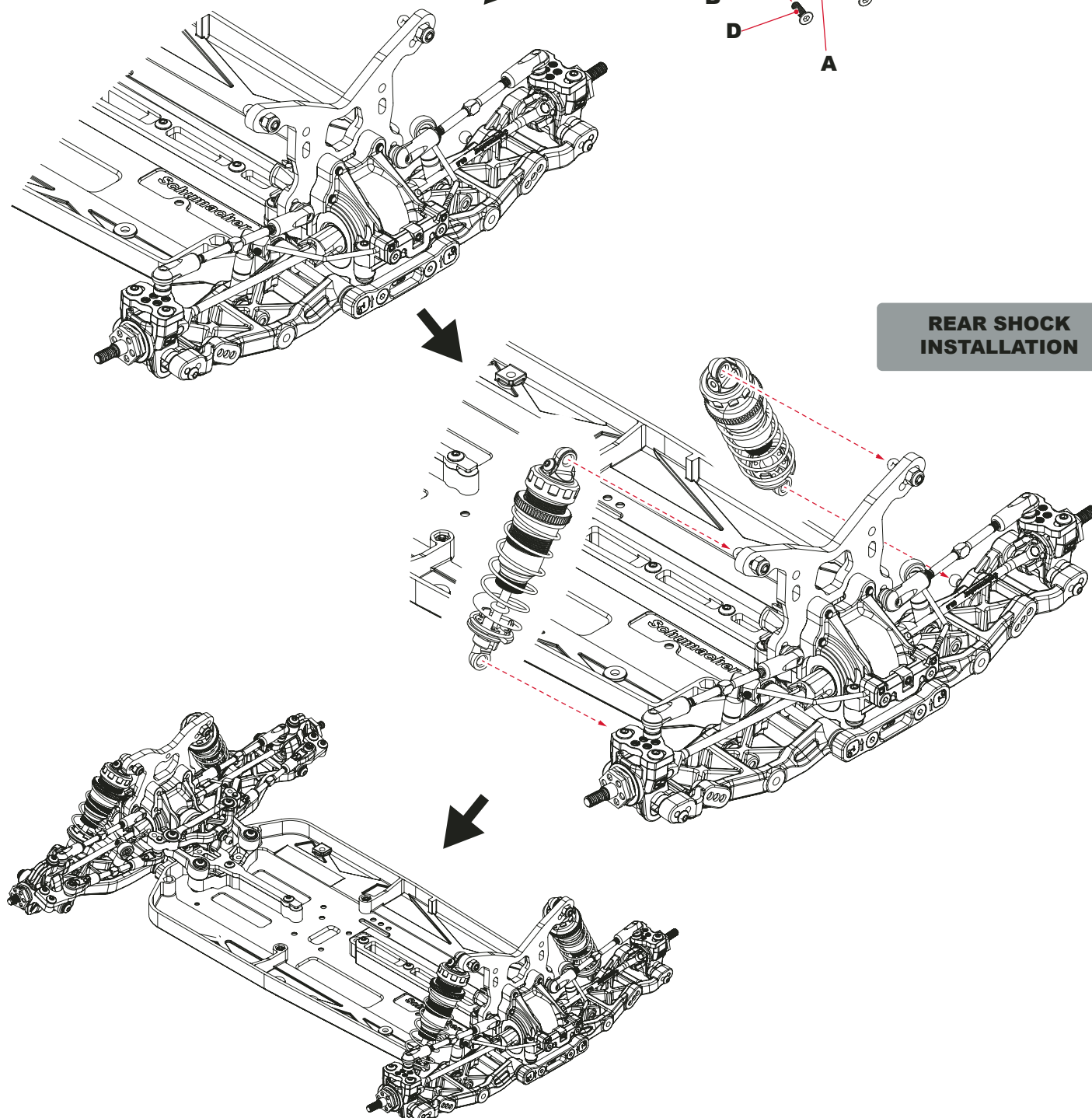
D x2

M2.6x 8 Button Hd Screw

REAR ANTI-ROLL BAR INSTALLATION



REAR SHOCK INSTALLATION



STEERING SERVO
INSTALLATION

BAG D - Step 30

A x2

M3x 4 Button Hd Screw

B x5

M3x 6 Button Hd Screw

C x1

M3x 6 Csk Hd Screw

D x1

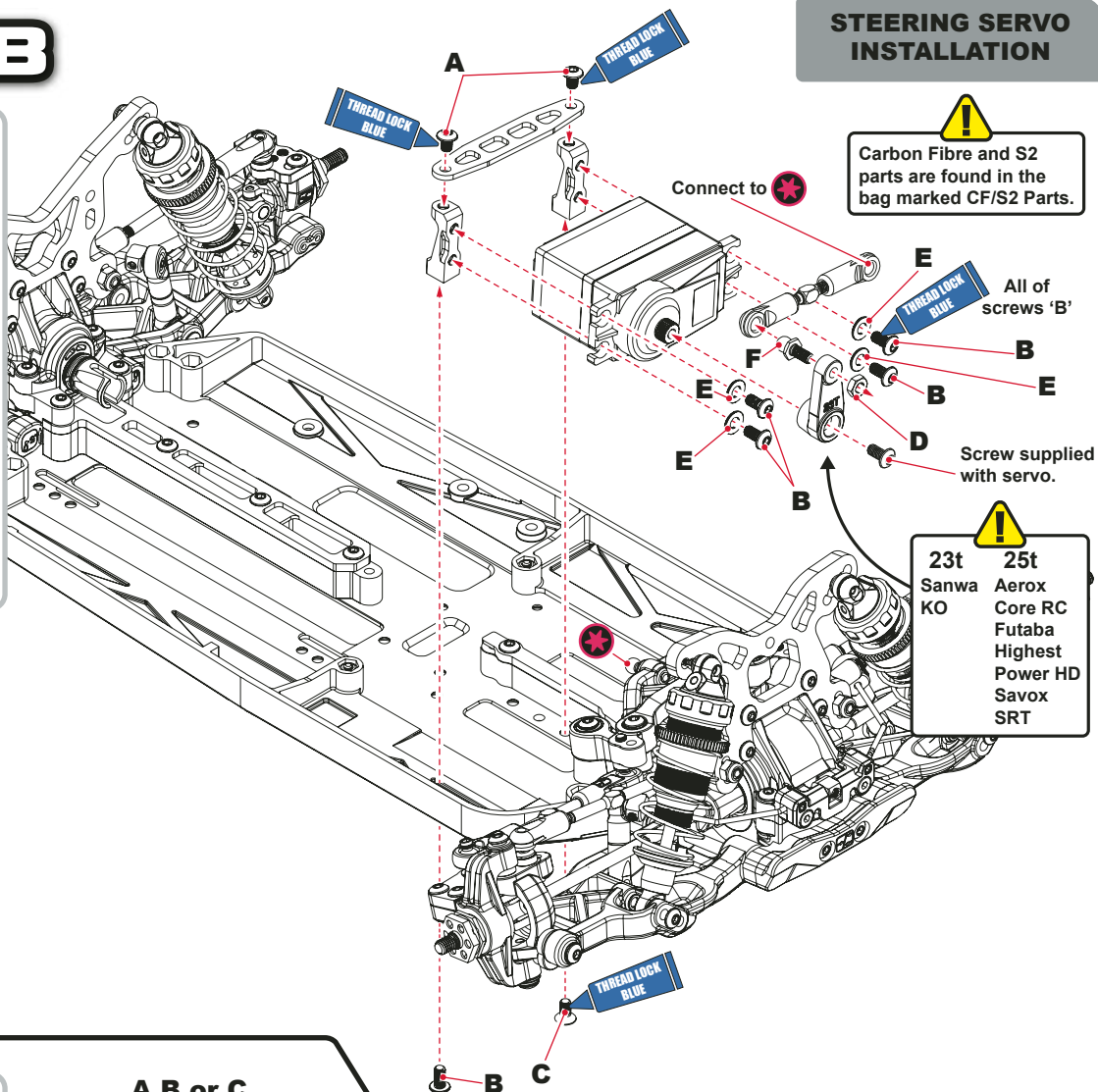
M3 Nut

E x4

M3 Washer

F x1

Low Ball Stud



BAG D - Step 31

A x2

M3x 20 Button Hd Screw

B x2

M3x 16 Button Hd Screw

C x2

M3x 12 Button Hd Screw

D x2

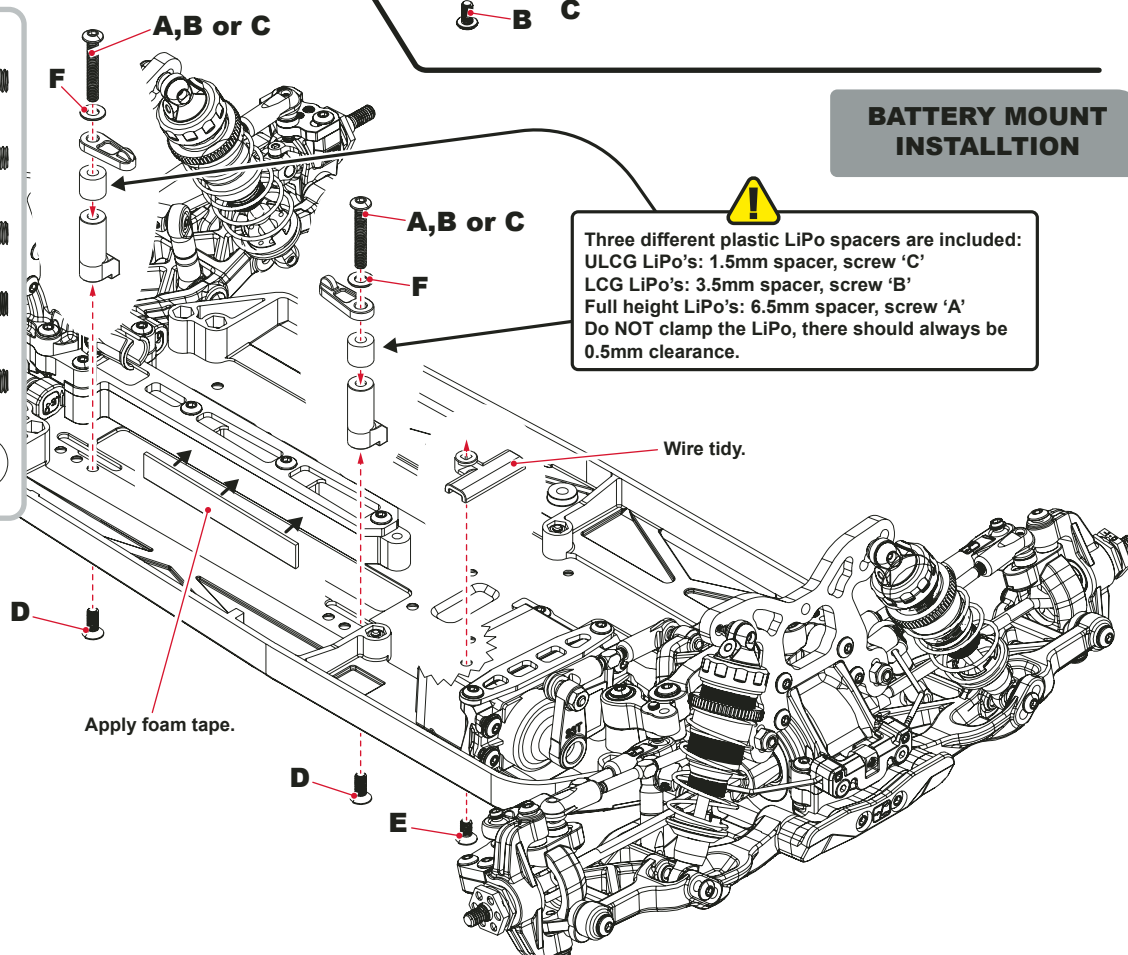
M3x 8 Csk Hd Screw

E x1

M3x 6 Csk Hd Screw

F x2

M3 Washer


BATTERY MOUNT
INSTALLTION


REAR WING MOUNT
INSTALLATION


BAG D - Step 32

A x2 
M3x 16 Button Hd Screw

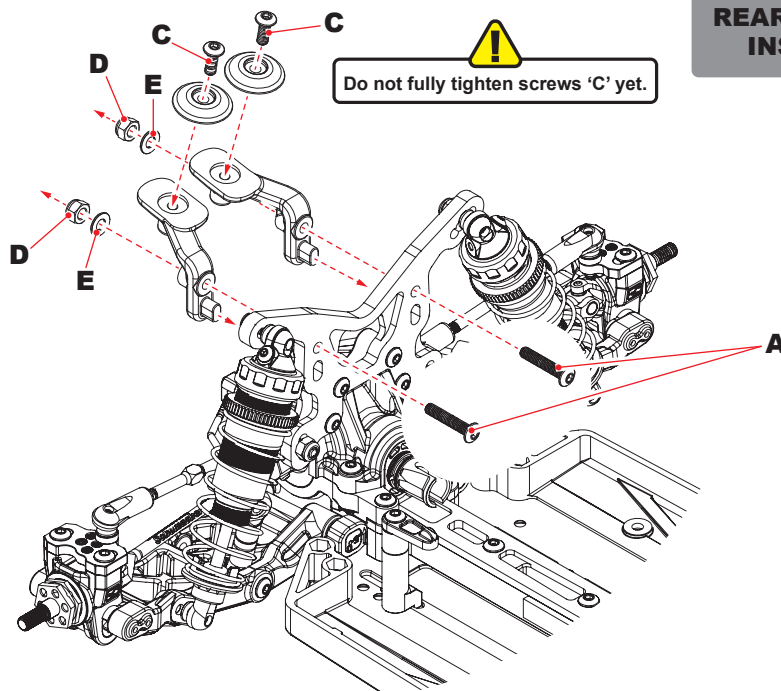
B x1 
M3x 12 Button Hd Screw

C x2 
M3x 8 Button Hd Screw

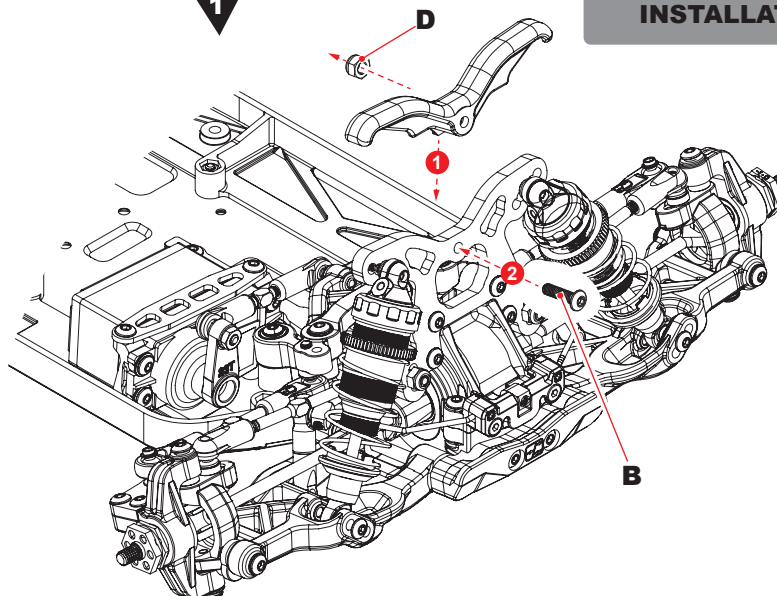
D x3 
M3 Nyloc Nut

E x2 
M3 Washer

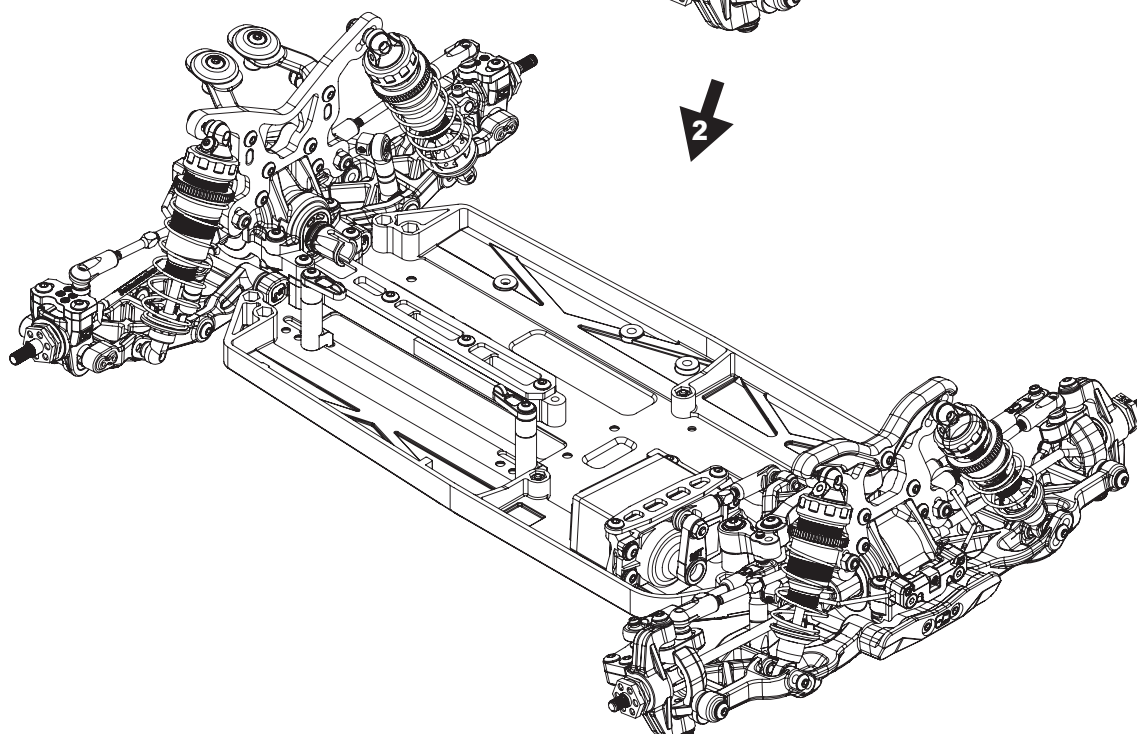
 Do not fully tighten screws 'C' yet.

CARPET PROTECTOR
INSTALLATION

1



2



CAT PB**FRONT, REAR
DIFFERENTIAL ASSEMBLY****CAT PB Mod Spec Assembly****CAT PB MOD SPEC****BAG D - Step 33MSa****A x1**

M3x 2.5 Grub Screw

B x1

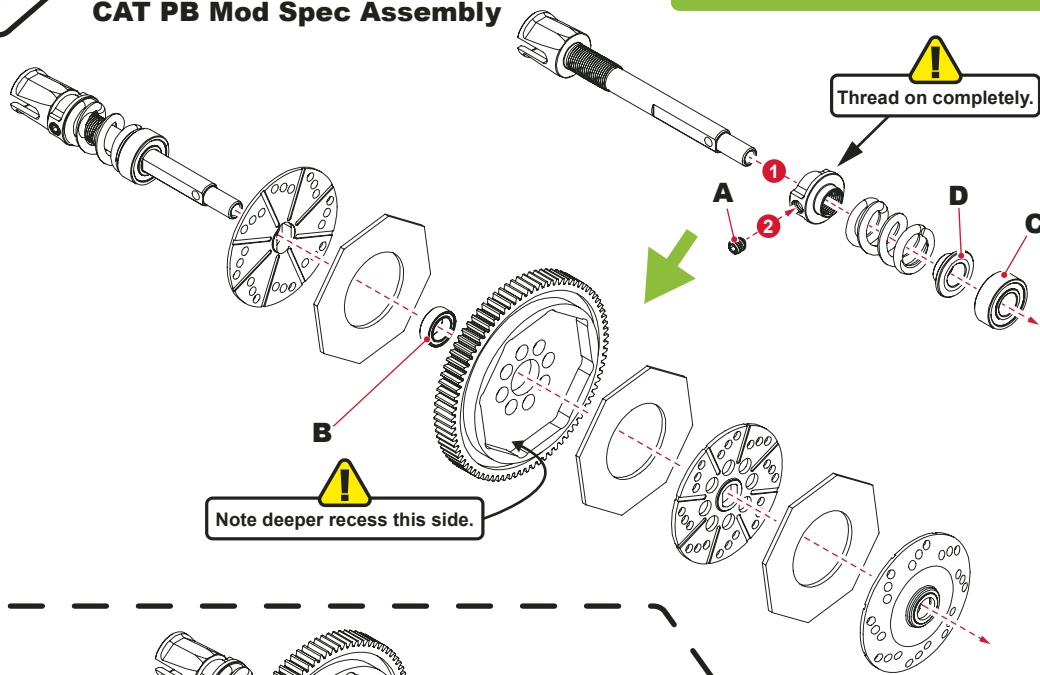
ø5 x ø8 x 2.5 Bearing

C x1

ø5 x ø11 x 4 Bearing

D x1

Spring Seat

**CAT PB MOD SPEC****BAG D - Step 33MSb****A x1**

M2.5x 16 Cap Hd Screw

B x1

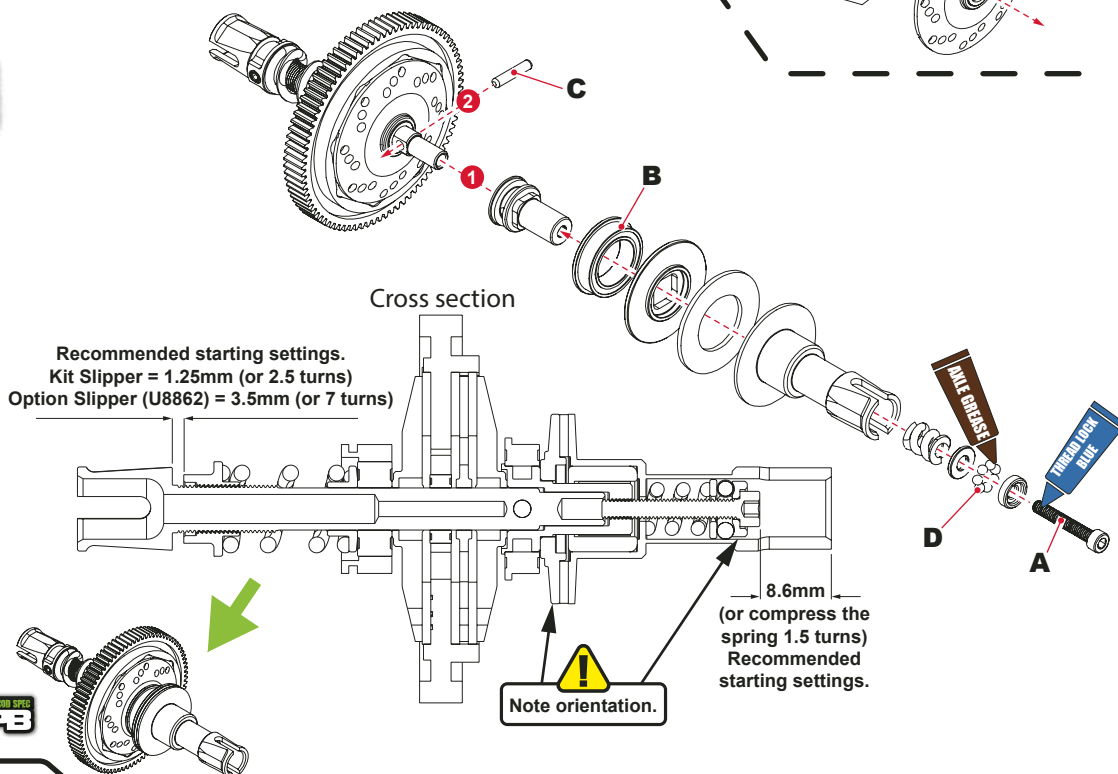
ø10 x ø15 x 4 FL Bearing

C x1

ø2.0x 9.8 Drive Pin

D x7

2.0mm Tungsten Carbide Ball

**CAT PB DIRT SPEC****BAG D - Step 33DS****A x4**

End Float Shim 0.1mm

B x4

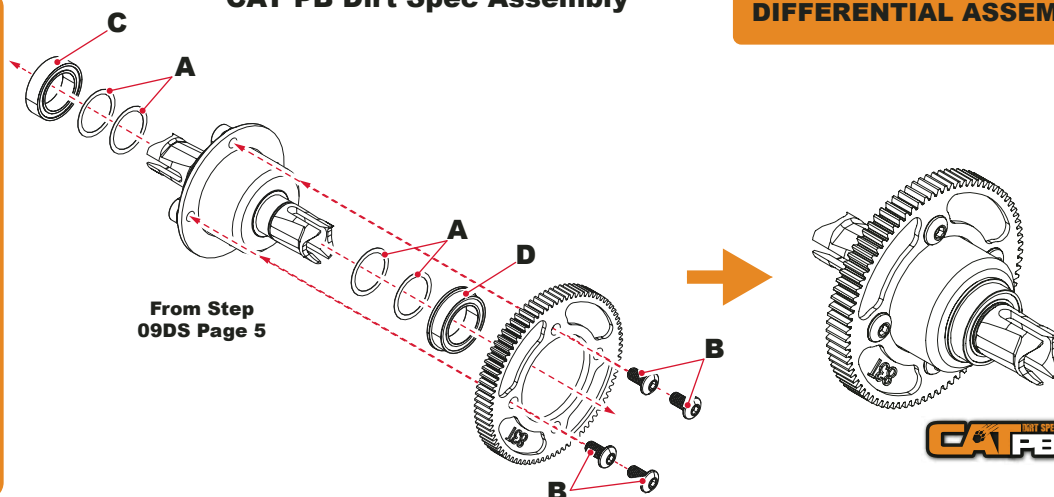
M3x 6 Button Head

C x1

ø10 x ø15 x 4 Bearing

D x1

ø10 x ø15 x 4 Bearing FL

CAT PB Dirt Spec Assembly**CENTRE
DIFFERENTIAL ASSEMBLY**

CAT PB

CENTRE SLIPPER & PROP SHAFT INSTALL

CAT PB Mod Spec Assembly

CAT PB MOD SPEC

BAG D - Step 34MS

A x4

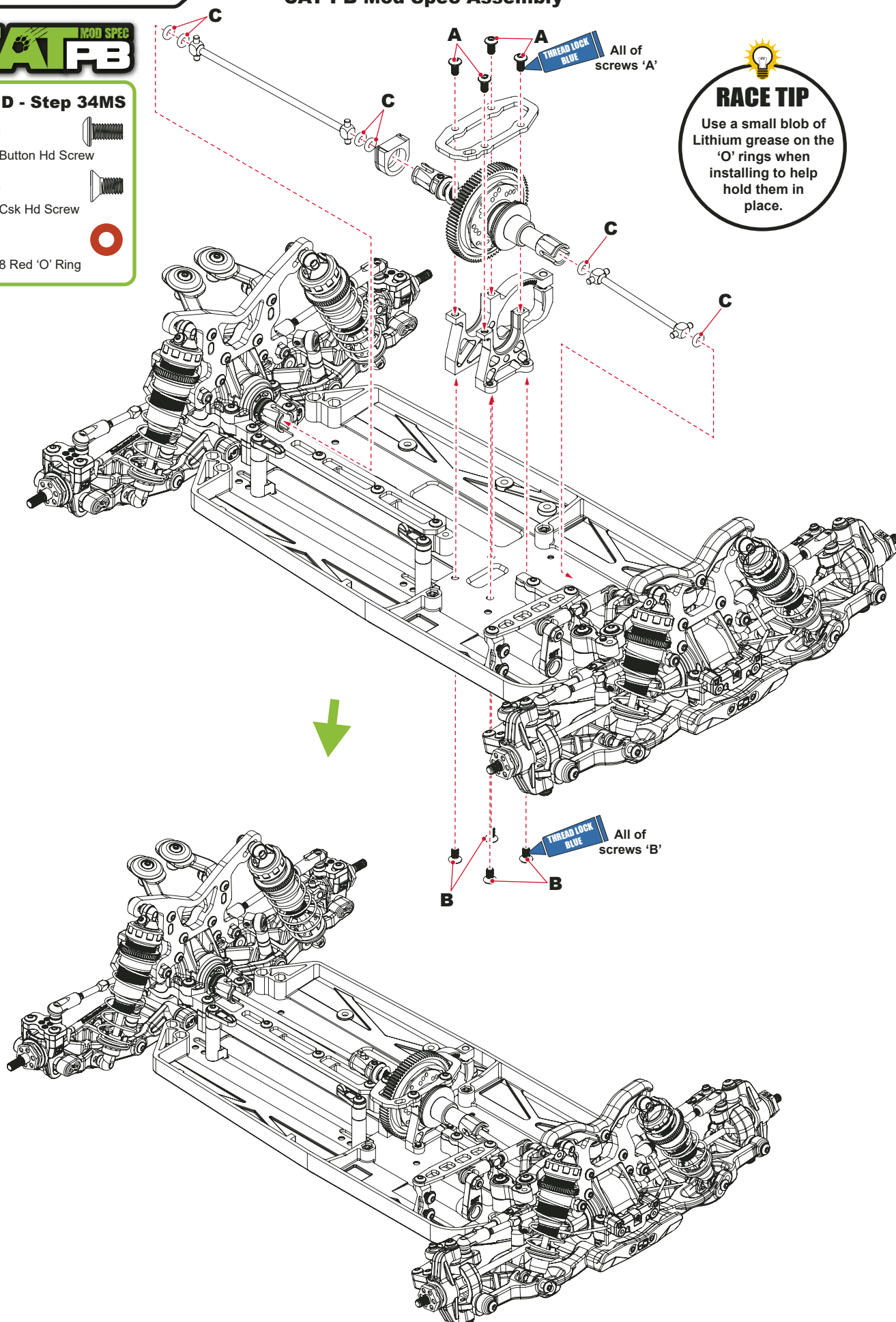
M3x 6 Button Hd Screw

B x4

M3x 6 Csk Hd Screw

C x6

6.3x 1.8 Red 'O' Ring



CAT PB

CAT PB DIRT SPEC

BAG D - Step 34DS

A x4

M3x 6 Button Hd Screw

B x4

M3x 6 Csk Hd Screw

C x6

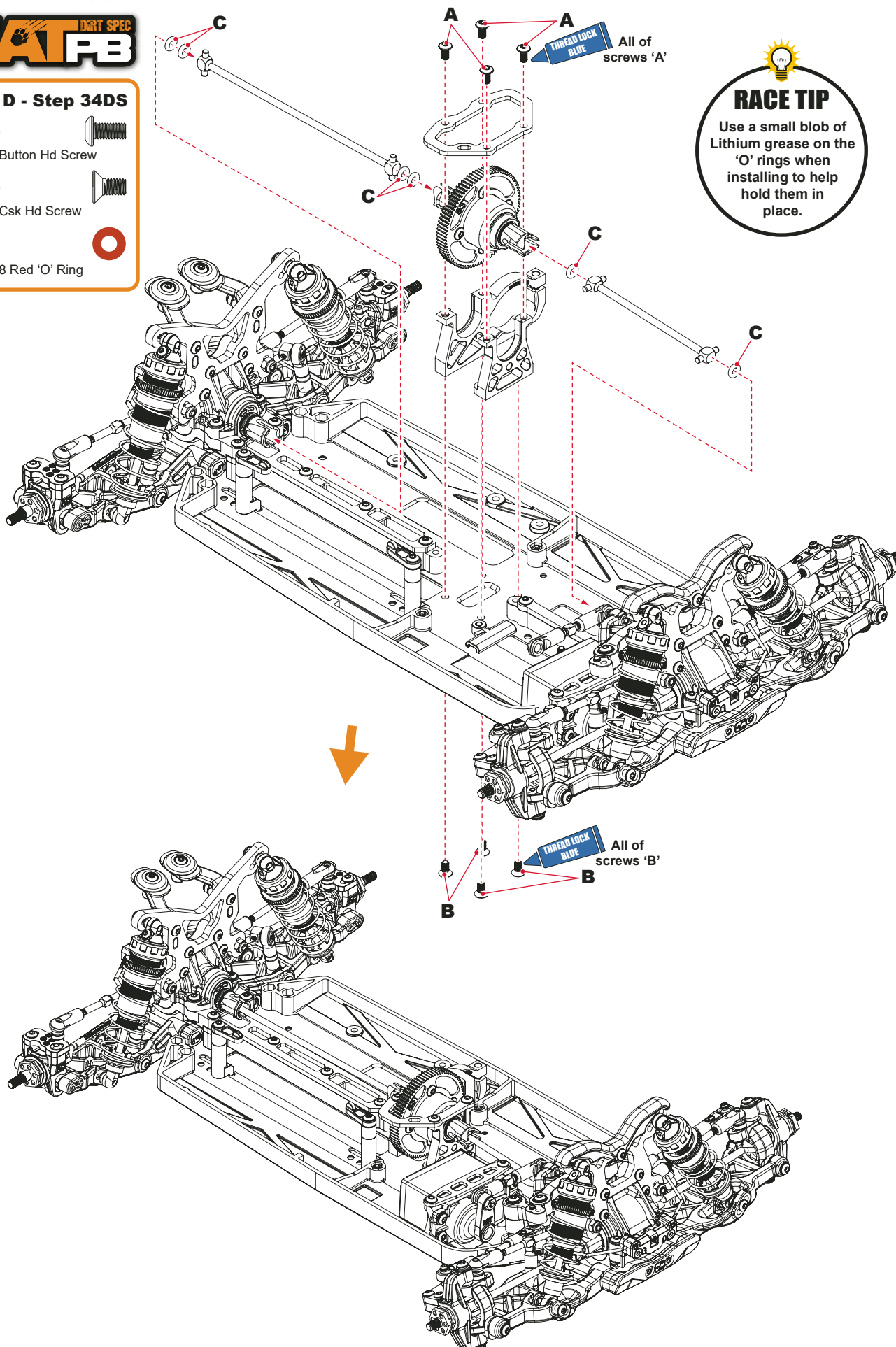
6.3x 1.8 Red 'O' Ring

CAT PB Dirt Spec Assembly

CENTRE DIFFERENTIAL
& PROP SHAFT INSTALL

RACE TIP

Use a small blob of Lithium grease on the 'O' rings when installing to help hold them in place.



MOTOR & PINION
INSTALLATION

(Not Included)

BAG D - Step 35a

A x1

M3x 4 Grub Screw

B x1

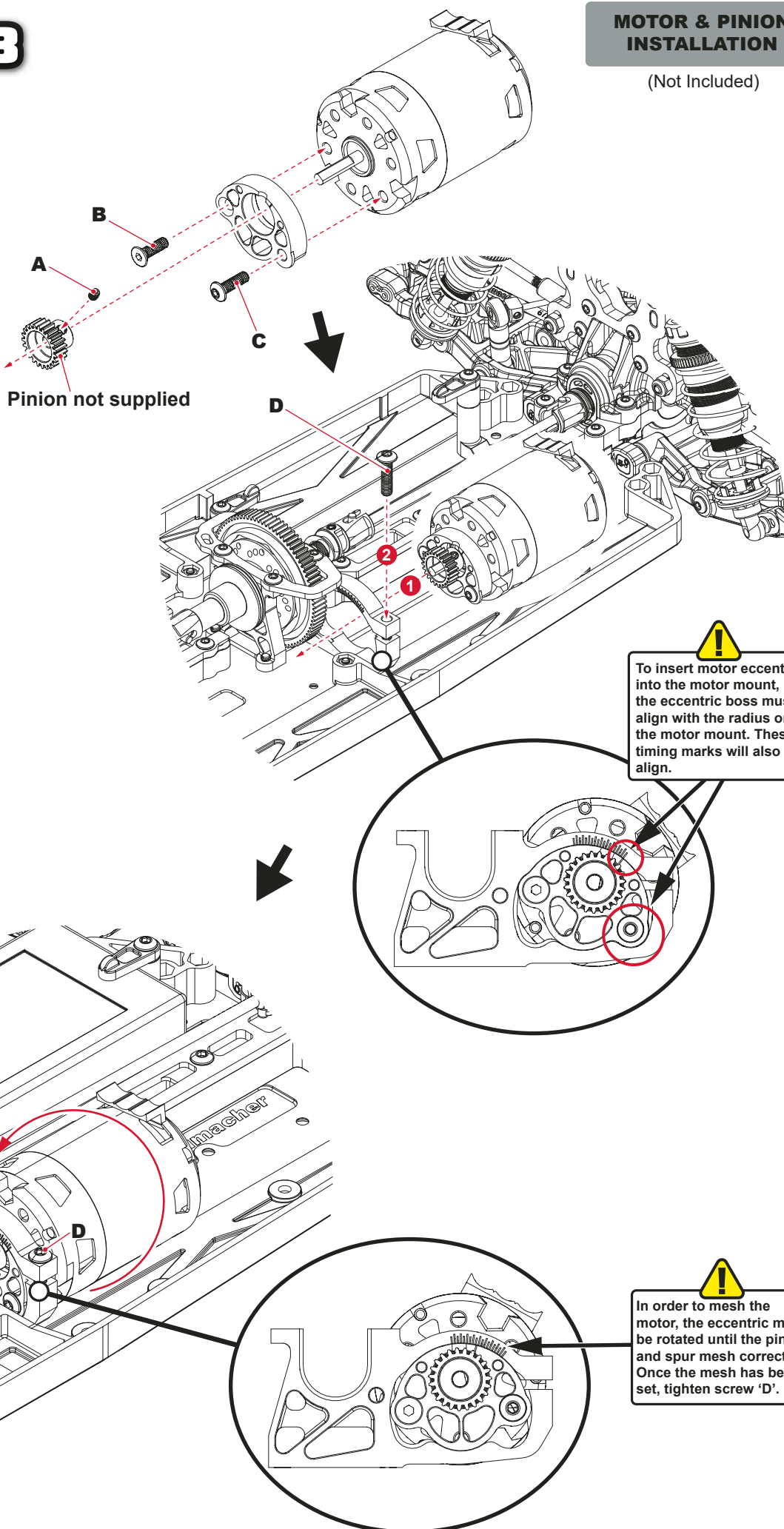
M3x 10 Csk Hd Screw

C x1

M3x 10 Button Hd Screw

D x1

M3x 12 Button Hd Screw





SUGGESTED E.S.C. & RECIEVER INSTALLATION

(Not Included)

BAG D - Step 35b

A x1

M3x 6 Csk Hd Screw

B x1

M3x 4Grub Screw

C x2

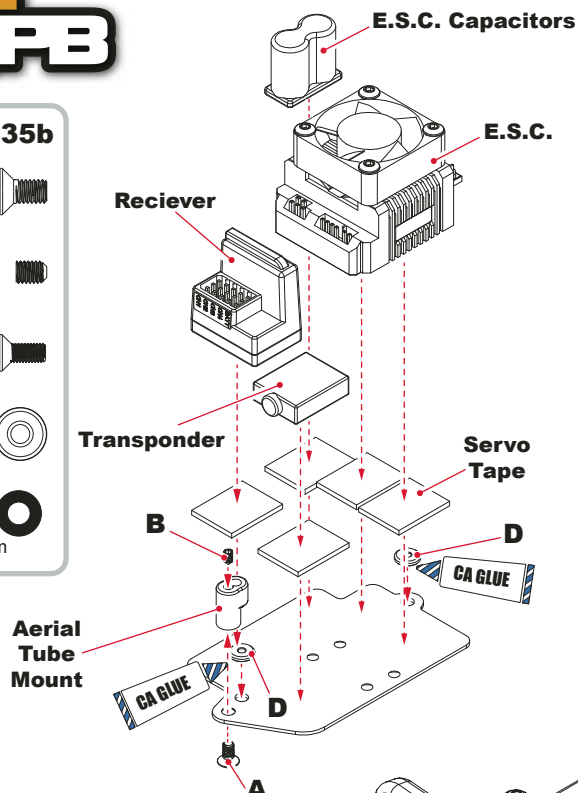
M2.5x 6 Csk Hd Screw

D x2

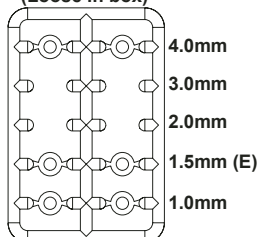
M2.5 Insert

E x2

M3 Black Spacer 1.5mm



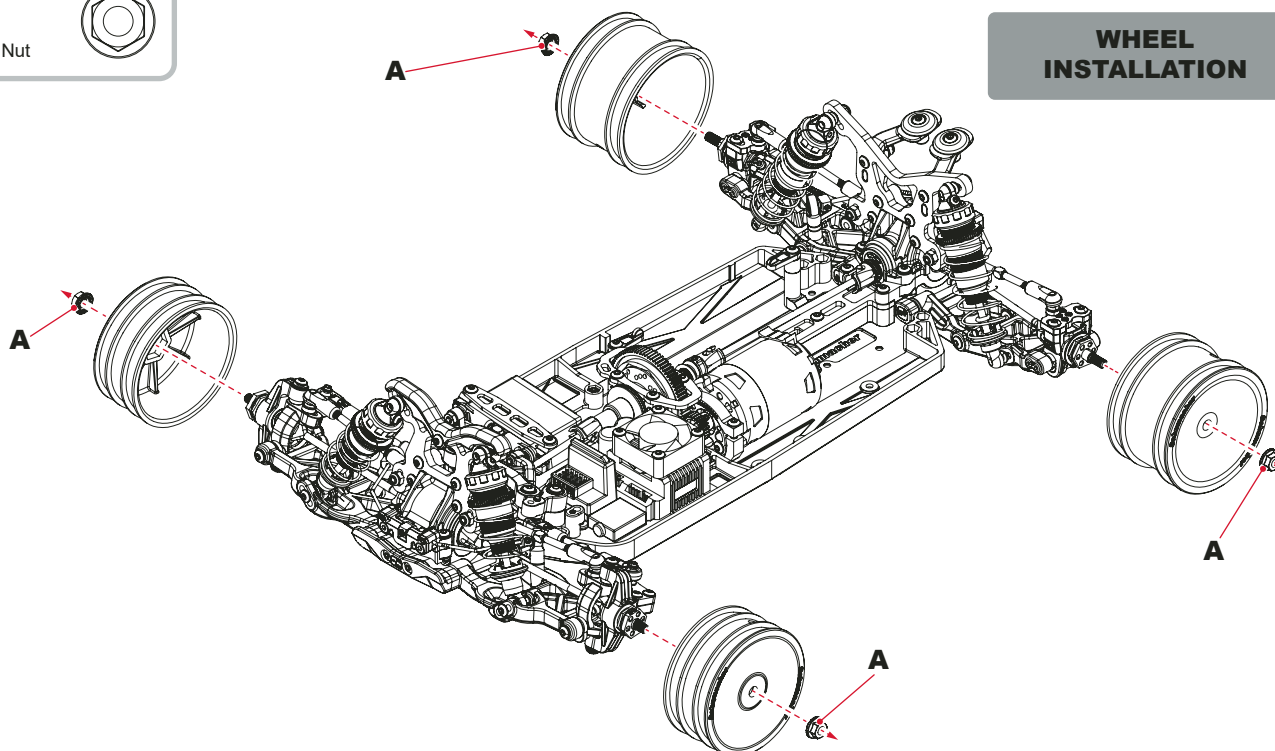
Black Spacer Sprue
(Loose in box)



BAG D - Step 35c

A x4

M4 Wheel Nut



WHEEL INSTALLATION



RACE TIP
Glue 'E' to radio
plate for easier
assembly.



Remove, and use screws from page 23, Step 32.



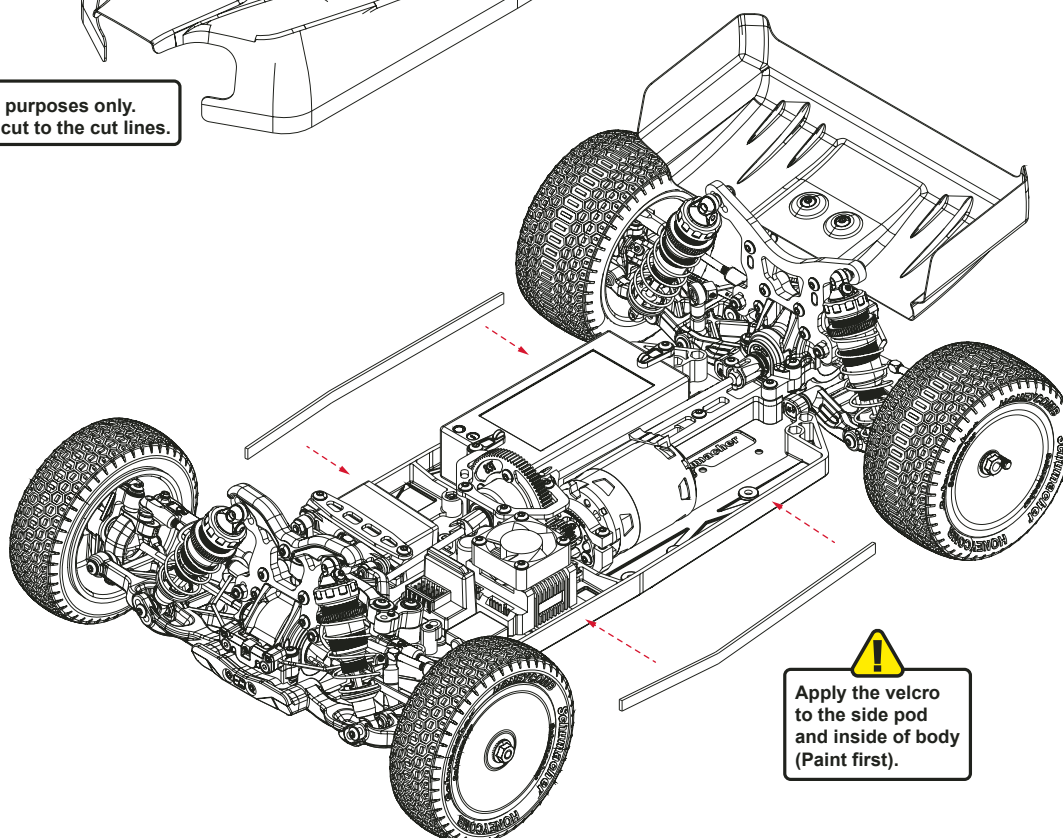
Before painting, drill two 8.0mm mounting holes. We recommend using a body reamer.

Painting Process

1. Cut the bodyshell to the cut lines.
2. Wash the bodyshell with soapy water.
3. Dry the bodyshell.
4. Apply masking, for windows and paint scheme.
5. Paint the body with the desired colour.
6. Remove the window masks.
7. Remove the protective film.
8. Apply the decals.



Body shown for illustration purposes only.
Use the included body and cut to the cut lines.



Apply the velcro
to the side pod
and inside of body
(Paint first).

TYRES, WHEELS & INSERTS

Foam Inserts

**Rear**

U6653 - Hard (pair)
 U6668 - Soft Ultra Wide (pair)
 U6669 - Hard Ultra Wide (pair)
 U6734 - Med (pair)
 U6747 - Med Tubby (pair)
 MC0002 - Cragg KWF (pair)
 CR687 - Closed Cell (pair)
 JC8131 - Hard (pair)

**Front Med**

U6733 - Med (pair)
 MC0001 - Cragg KWF (pair)
 CR688 - Closed Cell (pair)
 JC8130 - Hard (pair)

Pre-Glued

Yellow Compound Tyres
White 12mm Hex Wheels

Front

U6791 - Mini Pin
 U6793 - Mini Spike2
 U6812 - Stagger Rib
 U6834 - Mini Dart
 U6841 - Cactus
 U6874 - Honeycomb
 U6893 - Mezzo
 U6898 - Cactus Fusion 2

Rear

U6794 - Mini Spike2
 U6806 - Mini Pin 2
 U6818 - Mini Pin 1
 U6835 - Mini Dart
 U6839 - Cactus
 U6875 - Honeycomb
 U6891 - Mezzo

For the full and latest range of off-road tyres, scan the QR code.

Or visit

www.racing-cars.com
 and check out:

Products > Wheels & Tyres.

**Rear Mini Spike 2**

U6516 - Green Compound (pair)
 U6518 - Blue Compound (pair)
 U6558 - Yellow Compound (pair)
 U6763 - Silver Compound (pair)

Front Mini Spike 2

U6515 - Green Compound (pair)
 U6517 - Blue Compound (pair)
 U6557 - Yellow Compound (pair)
 U6762 - Silver Compound (pair)

**Front Stagger Rib**

U6810 - Yellow Compound (pair)
 U6811 - Silver Compound (pair)
 U6846 - Blue Compound (pair)

**Rear Mini Dart**

U6826 - Yellow Compound (pair)
 U6829 - Blue Compound (pair)
 U6832 - Silver Compound (pair)

Front Mini Dart

U6825 - Yellow Compound (pair)
 U6828 - Blue Compound (pair)
 U6831 - Silver Compound (pair)

**Rear Mini Pin 2**

U6803 - Blue Compound (pair)
 U6804 - Yellow Compound (pair)
 U6805 - Silver Compound (pair)

Front Mini Pin 2

U6821 - Yellow Compound (pair)

**Rear Mezzo**

U6885 - Yellow Compound (pair)
 U6886 - Silver Compound (pair)
 U6887 - Blue Compound (pair)

Front Mezzo

U6888 - Yellow Compound (pair)
 U6889 - Silver Compound (pair)
 U6890 - Blue Compound (pair)

**Rear Mini Pin 1**

U6817 - Yellow Compound (pair)
 U6819 - Blue Compound (pair)
 U6820 - Silver Compound (pair)

**Rear Cactus**

U6838 - Yellow Compound (pair)
 U6842 - Silver Compound (pair)
 U6844 - Blue Compound (pair)

Front Cactus

U6840 - Yellow Compound (pair)
 U6843 - Silver Compound (pair)
 U6845 - Blue Compound (pair)

Front Cactus Fusion

U6855 - Yellow Compound (pair)
 U6858 - Silver Compound (pair)

Front Cactus Fusion 2

U6895 - Yellow Compound (pair)
 U6896 - Blue Compound (pair)

**Rear Honeycomb**

U6863 - Yellow Compound (pair)

Front Honeycomb

U6861 - Yellow Compound (pair)

**Rear Mini Pin**

U6608 - Yellow Compound (pair)

Front Mini Pin

U6601 - Blue Compound (pair)
 U6607 - Yellow Compound (pair)
 U6777 - Silver Compound (pair)

**Rear 2.2" Full Spike**

U6596 - Yellow Compound (pair)

Wheels

White

U4366 - Rear (Pair)
 U7469 - Rear (5 Pairs)
 U4496 - Front (Pair)
 U7468 - Front (5 Pairs)

**Neon Yellow**

U7460 - Rear (Pair)
 U7461 - Rear (5 Pairs)
 U7458 - Front (Pair)
 U7459 - Front (5 Pairs)

**Black**

U4365 - Rear (Pair)
 U4495 - Front (Pair)

**Neon Orange**

U8678 - Rear (Pair)
 U8689 - Front (Pair)

**Neon Green**

U8677 - Rear (Pair)
 U8688 - Front (Pair)

**Neon Pink**

U8679 - Rear (Pair)
 U8690 - Front (Pair)





TRACK SETTINGS

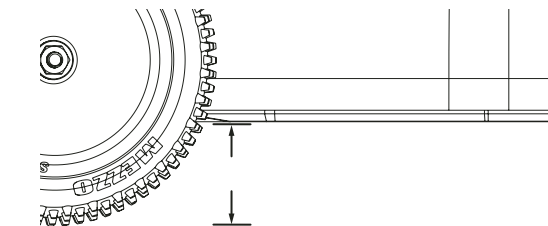
RIDE HEIGHT

Use the spring adjusters on the shock absorbers to adjust the front and rear ride heights. With the car level, we recommend setting the ride height between 16-18mm on astro, 20-21mm on dirt and 12-14mm on carpet.

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.

If the suspension needs to be softer or harder change the spring.

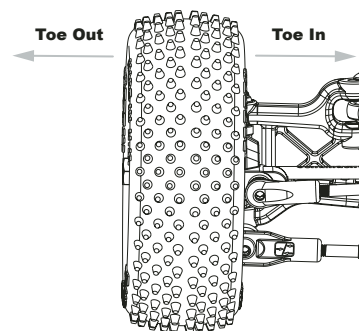


FRONT TOE

See Page 06 Bag B - Step 10

Front toe should be set to 0° (both front wheels pointing straight ahead) this will be the best setting for most track conditions.

Adding toe out will increase initial turn in and make it smoother to drive on power. The team generally run 1° toe out.

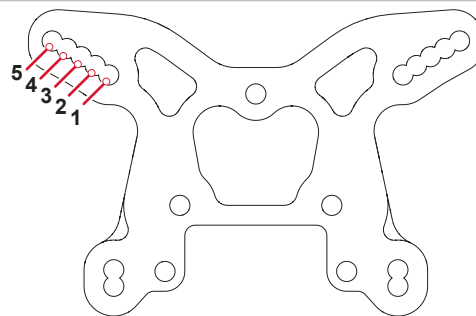


FRONT SHOCK MOUNT

See Page 10 Bag B - Step 16

The kit setting on the front shock mount is position 3. Moving the shock outwards 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. Moving the shock inwards will soften the suspension and slow down the steering reaction and make the car smoother on bumpy tracks. Again you may need to alter the oil and spring combination to get the suspension correct again.

If you are occasionally lifting a rear wheel, the front shock may be too laid over. Standing the front shock up can fix this.

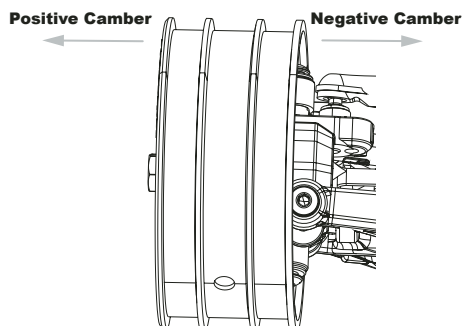


FRONT CAMBER

See Page 06 Bag B - Step 10

The usual team setting for static front camber is between -1.0° and -2.0° negative at ride height (the top of the wheel is leaning inwards towards the car). If more front grip is required, increase camber to between -2.0° and -2.5°.

When racing on high grip dirt, with squarer profile tyres, use between -0.80° and -1.0° front camber to keep the contact patch consistent with the surface.

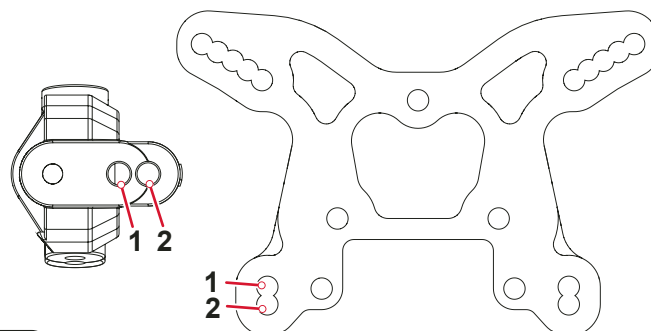




FRONT CAMBER LINKS

See Page 10 Bag B - Step 16
See Page 13 Bag C - Step 21

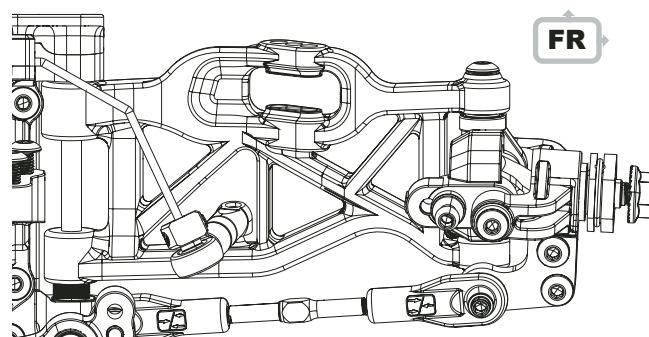
The kit setting for the front camber link is position 2 on the shock tower and position 1 on the yoke.
The length of the camber link can be reduced by moving the ballstud to position 2 on the yoke.
A shorter front link will make the car roll less and speed up the cars initial steering response. This is a better choice for bumpy, low grip tracks.
The angle of the camber link can be adjusted by moving the inner ball stud on the shock tower to position 1. Raising this point will reduce grip to the front, making the car easier to drive.



FRONT WHEELBASE

See Page 16 Bag C - Step 23

Moving the front wishbones backwards offers more load transfer when loading up the front going into the corner. This will promote more steering in general as there is more load over the front wheels. This change also means the drive shaft angle has increased, so naturally gives the car more drive. But all of that comes at the price of bump handling. A softer damper setup would be used in this case.



FRONT YOKE AND HUB HEIGHT

See Page 13/14 Bag C - Step 21
See Page 14/15 Bag C - Step 22

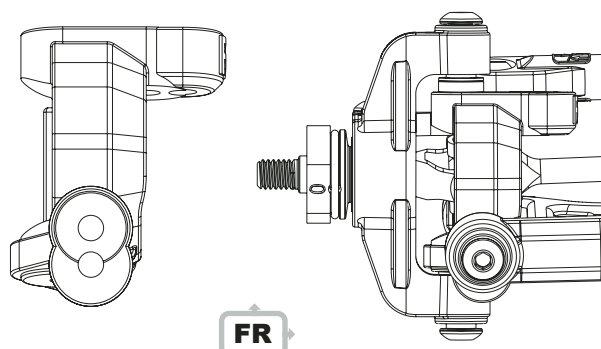
There are two ways to adjust axle height. The yoke holes move the axle height by 3.5mm. The axle height can also be adjusted by moving spacers between the hub and the yoke, to raise or lower the hub.

Changing the height of the yoke also changes the front link angle which can be compensated for using washers.

Raising the axle will increase on power steering, decrease initial steering and give a safer car under braking.

Lowering the axle will increase initial steering.

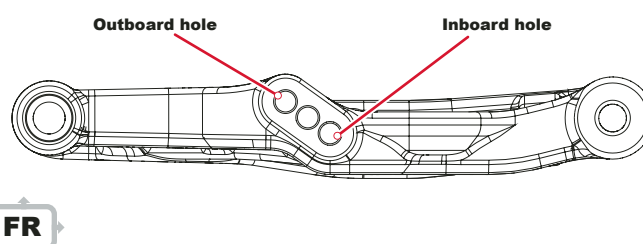
If the car is breaking traction out of corners it's a sign of the axle being too high or too much castor angle.



FRONT WISHBONE SHOCK MOUNTING HOLE

See Page 20 Bag D - Step 28

The middle hole on the wishbone is the standard setting for most tracks. Moving the shock to the outer hole makes the car more reactive and increases suspension stiffness. Using the inner hole makes the car less reactive. This setting also makes the front end softer. Changes to the springs and dampers may be required for different mounting holes. Anti-roll bars can also be changed to suit mounting position.

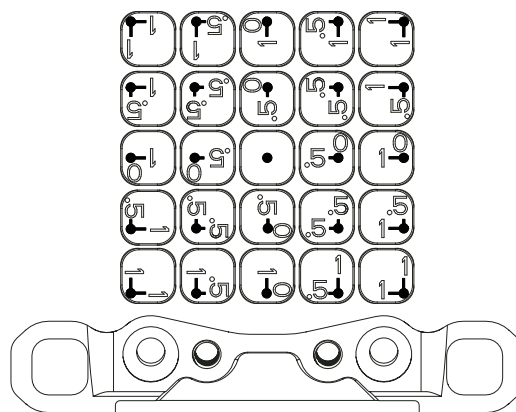




FRONT ROLL CENTRE

See Page 16 Bag C - Step 23

Similar to the rear, it is possible to alter the suspension stiffness on the front of the CAT. The pill system provides 0.35mm increments, allowing for 0.7mm of change overall. Raising the pin raises the roll centre, stiffening the car in roll which will make it pull more from the front out of the corner, giving a more responsive feeling and better drive from the front end. On the contrary, lowering the pin using the pills will provide an overall smoother front end feeling.



FRONT & REAR HEX WIDTH

See Page 15 Bag C - Step 22 & Page 18 Bag C - Step 23

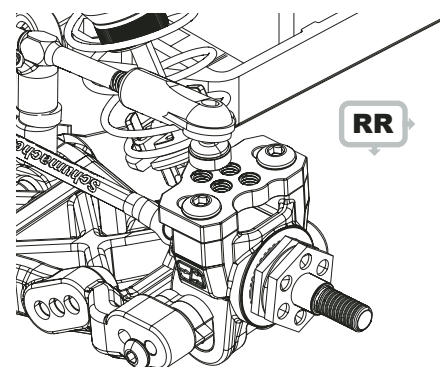
The base setting gives the best balance between steering and stability. Using a wider front hex will make the car more aggressive. Using a wider rear hex will help with more forward drive and initial turn in. Narrowing the rear will give more on power steering and increase side traction.

FRONT HEX OPTIONS

Part Number	Hex	Car Width Change
U8619	-2.00	2.0mm Narrower
U8429	-1.50	1.0mm Narrower
U9217	-1.00	Kit Build
U7646	-0.75	0.5mm Wider
U7398	0.00	2.0mm Wider
U7402	0.75	3.5mm Wider

REAR HEX OPTIONS

Part Number	Hex	Car Width Change
U8619	-2.00	1.0mm Narrower
U8429	-1.50	Kit Build
U9217	-1.00	1.0mm Wider
U7646	-0.75	1.5mm Wider
U7398	0.00	3.0mm Wider
U7402	0.75	4.5mm Wider
U8543	1.50	6.0mm Wider



FRONT AND REAR INNER TRACK WIDTH

See Page 19 Bag C - Step 26 & Page 16 Bag C - Step 23

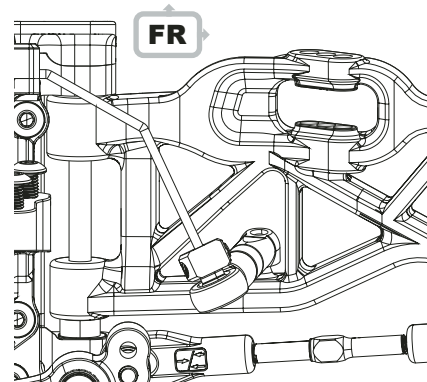
The track width can be adjusted by changing the pills in the suspension mounts/straps. The pill system offers incremental width adjustments of 0.35mm per side or 0.7mm total. It is possible to increase/decrease the rear track width, while maintaining the same rear toe angle in most cases.

Widening the track width on the front of the car will provide less roll and flatten the CAT in the corners.

Narrowing the track width on the front of the car will provide more roll and make the CAT gain a little more mid corner steering.

Widening the track width on the rear of the car will provide more support out of the corner to stop the rear suspension collapsing. It will also help the cars initial turn in.

Narrowing the track width on the rear of the car will provide more roll which will reduce the rear wheels lifting on corner entry. If the CAT is lifting both wheels on one side then narrowing the track width will reduce this also.

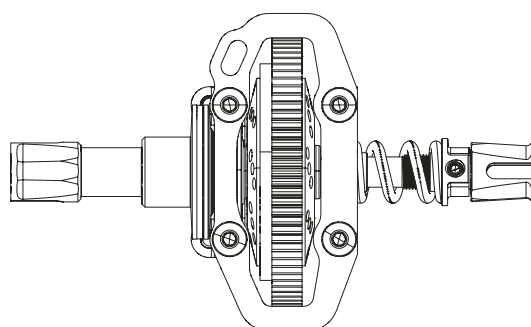


SLIPPER & F.A.B.

See Page 24 Bag D - Step 33

The front adjustable brake (F.A.B.) should be set tight with a small amount of slip to stop the car loading up the front too much and causing grip roll. As you loosen the F.A.B. you will get more initial steering but reduced braking.

On most tracks it is best to start with the slipper on a LOOSE setting, and gradually tighten 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, also too tight may damage the transmission parts.

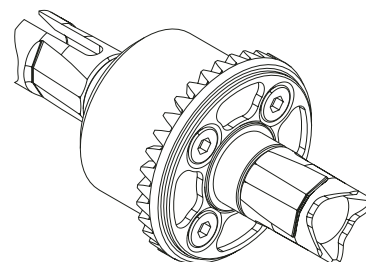




GEAR DIFFERENTIAL

See Page 04 Bag A - Step 09
See Page 06 Bag A - Step 09

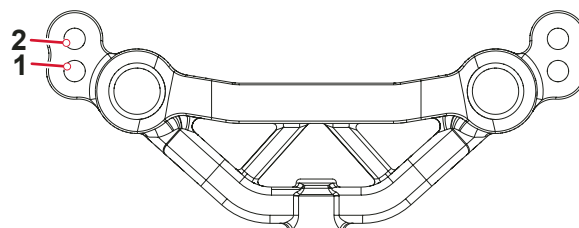
Geared Diffs can give variable driving characteristics. The handling of the diff is tuned by changing the oil. A recommended starting point is 12,000 cSt (CR229). Recommended option oils would be 10,000 cSt (CR222) and 7,000 cSt (CR221). Running 4 gears will give less drive and off power steering. It will also make the car drive out of the corner with a smoother arc. A 2 gear diff will make the car drive out of the corner squarer and feel like it has more drive. 2 gear diffs are also more aggressive on steering and rotation. Use 7,000cSt on high grip tracks, if you start spinning a wheel on power, go up on oil until it stops. We recommend changing the oil less often when running 4 gears.



ACKERMANN

See Page 12 Bag C - Step 19

The Ackermann plate has two settings available, one forward and one rearward. The rear hole will give more on power and mid corner steering whereas the forward hole gives more initial steering and then is smoother on corner exit.

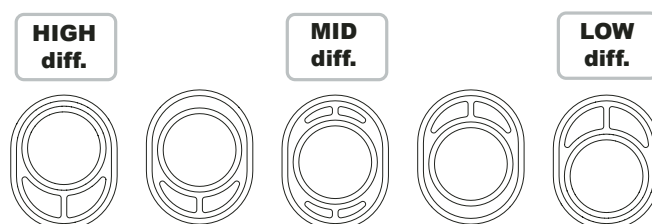


DIFFERENTIAL HEIGHT

See Page 10 Bag B - Step 15

The base diff height setting is MID at the rear and MID at the front. Lowering the rear diff increases the traction in low grip conditions like on dirt surfaces. Lowering the front diff increases traction but has the additional affect of increasing steering. Running the diff high on carpet will help remove side grip. On more open tracks a lower diff will help increase corner speed.

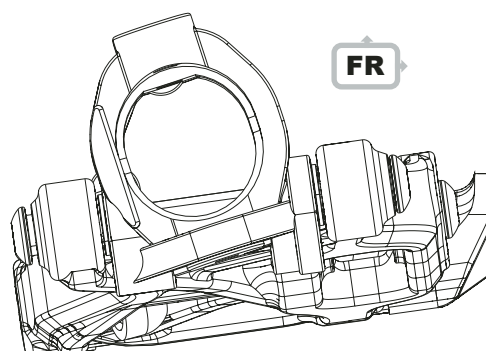
IMPORTANT - Ensure the diff pinion insert height matches the diff insert for height.



FRONT YOKE

See Page 13 Bag C - Step 21

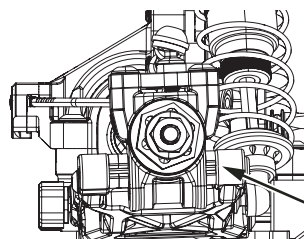
The kit build uses Medium Flex 10 degree yokes, with options of 6, 8 and 10 degree alloy versions. When using one of the alloy options the team generally uses 8 degree yokes. Decreasing the angle offers more initial steering and on power stability. Increasing the angle increases stability into the corner and gives more on power steering. More caster improves bump handling.



REAR HUB HEIGHT

See Page 17 Bag C - Step 24

The rear hub height is the relative distance between the hinge pin in the outer wishbone and axle centre. The kit setting is '3' in the low option which means the axle is in its closest position to the hinge pin. Raising the axle (relative to the hinge pin) will stiffen the wheel stiffness. When doing so, it is possible that other areas of the suspension will need to be softened, for example, lowering the inner hinge pin. Raising the axle can provide more forward drive and initial steering as the wheel is being stiffened. As mentioned in step 24A, the droop setting will need to be adjusted as well as the up-travel using 'O' rings. Lowering the axle, making it closer to the hinge pin, will soften the wheel stiffness – allowing the wheel to roll more and make the car easier to drive.



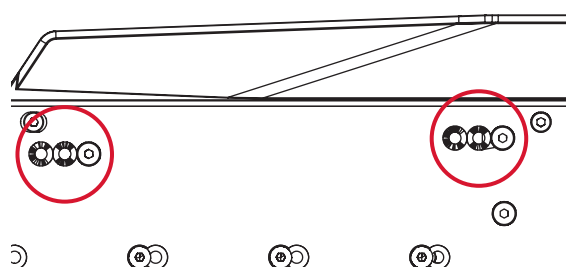
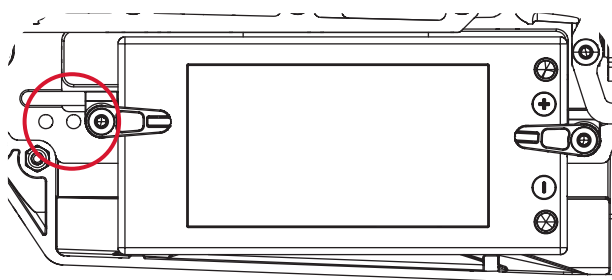
Suspension Inserts	Hub Height
0	0.0mm
1	+0.5mm
2	+1.0mm
3	+1.5mm
4	+2.0mm
5	+2.5mm
6	+3.0mm

KB
KB

LIPO POSITION

See Page 22 Bag D - Step 31

There are 3 shorty LiPo positions to fine tune the chassis balance. The team generally run the forward position as it gives the best balance. Sometimes it is moved back to calm down the rear of the car.



ANTI-ROLL BARS (SWAY BARS) *Options

See Page 20 Bag D - Step 28
See Page 21 Bag D - Step 29

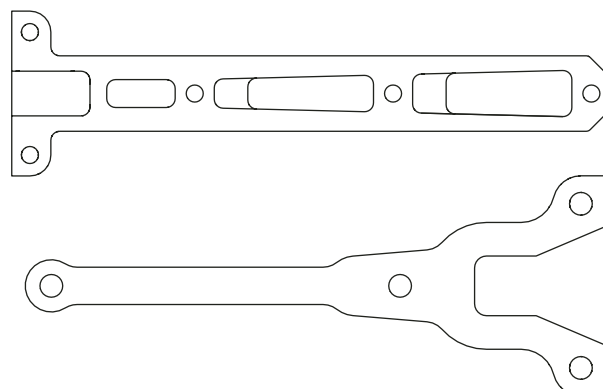
Anti-roll bars are an often overlooked set up aid that allows fine tuning of the suspension without major changes to the shock and spring settings. They are mainly used to add roll stiffness to the car without affecting the handling on bumps and jumps. Running anti-roll bars allows you to run softer suspension on bumpy tracks while reducing the roll in corners, thus maintaining stability through the turns. Softening the front bar will allow the front to roll into the corner more and give the feeling of more initial steering. You may find you lift up a rear wheel so you may need to change it back or soften the rear bar. A stiffer front bar will smooth out the steering and can be used to reduce grip roll due to it scrubbing off some grip.

A harder rear bar will make the car drive flatter through the corners and feel like it has more initial steering as well as better forward drive. A softer rear bar will make the car roll more but you may need to stiffen the roll in another place if the car becomes too lazy.

TOPDECKS

See Page 07 Bag B - Step 12

The brace stiffeners that are attached to the braces can be used to adjust the flex of the chassis. The team have found that running a softer rear brace to be the best option so far. You can achieve this by removing some of the forward screws which hold it onto the brace. There is an option for an S2 stiffener If you wish to find a medium setting.





GEAR RATIO (2.50:1)

See Page 24 Bag D - Step 33

	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
71							8.87	8.45	8.06	7.71	7.39	7.10	6.82	6.57	6.33	6.12	5.91	5.72	5.54	5.37	5.22
72						9.47	9.00	8.57	8.18	7.82	7.50	7.20	6.92	6.66	6.42	6.20	6.00	5.80	5.62	5.45	5.29
76		12.66	11.87	11.17	10.55	10.00	9.50	9.04	8.63	8.26	7.91	7.60	7.30	7.03	6.78	6.55	6.33	6.12	5.93	5.75	
78	13.92	13.00	12.18	11.47	10.83	10.26	9.75	9.28	8.86	8.47	8.12	7.80	7.50	7.22	6.96	6.72	6.50	6.29			
80	14.28	13.33	12.50	11.76	11.11	10.52	10.00	9.52	9.09	8.69	8.33	8.00	7.69	7.40	7.14	6.89					
82	14.64	13.66	12.81	12.05	11.38	10.78	10.25	9.76	9.31	8.91	8.54	8.20	7.88	7.59							
83 _{KB}	14.82	13.83	12.96	12.20	11.52	10.92	10.37	9.88	9.43	9.02	8.64	8.30	7.98								

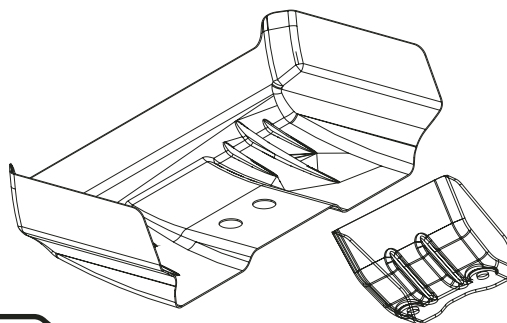
Tooth Sum 91 Minimum to 109 Maximum

REAR WING & FRONT WINGS *Options

See Page 29 Bag D - Step 35

Both the front and rear wings will add downforce to the car. Trimming the gurney on the rear wing will reduce the downforce.

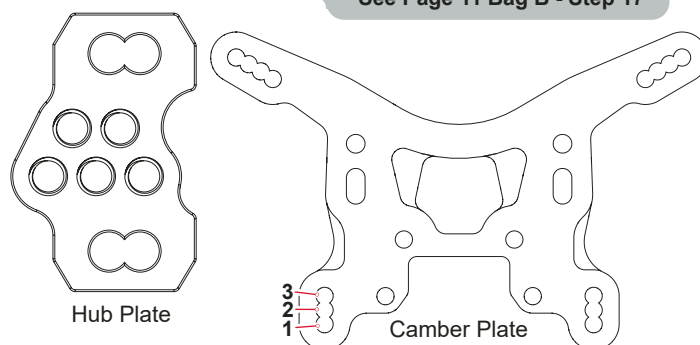
If the front of the car goes high over the jumps cut away the gurney on the rear wing until stable flight is achieved. Adding the front wing will increase front downforce and help keep the nose down when jumping.



REAR CAMBER LINK

See Page 17 Bag C - Step 24
See Page 11 Bag B - Step 17

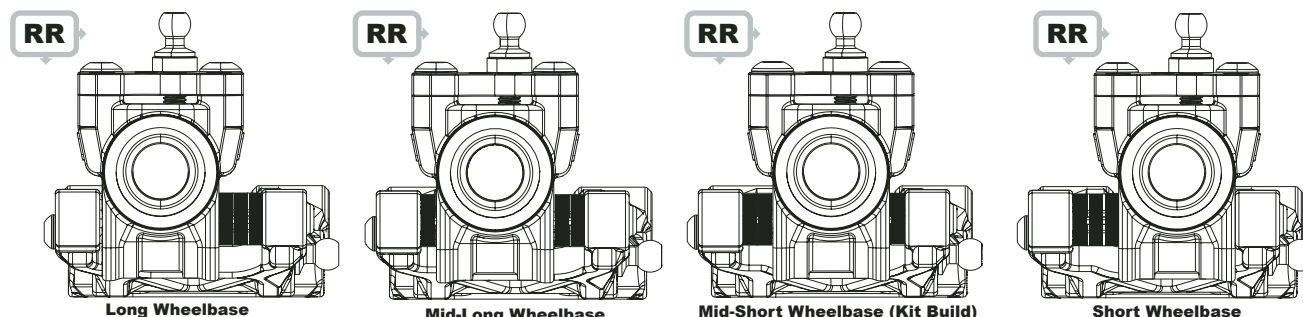
The kit setting for the rear camber link is the best compromise for most tracks. The outboard link option on the camber plate gives good stability and straight line traction while allowing the rear of the car to free up on high speed turns. This reduces power on understeer on high grip tracks. Shortening 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 generate more grip, but reduce steering.



REAR WHEELBASE OPTIONS

See Page 17 Bag C - Step 24

The CAT PB has 4 wheelbase options at the rear, short, mid-short, mid-long and long. The adjustment is provided by re positioning the kwik clips on the outer wishbone pin. Moving the rear hub carrier forwards will give more traction at the expense of stability over rough sections of the track, and moving the hub carrier 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. Generally you will run long wheelbase on carpet, mid on astro and short on dirt.



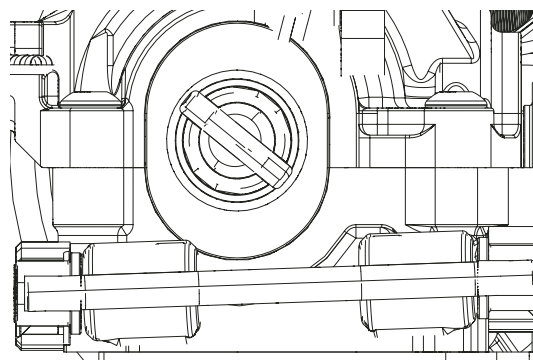


REAR ROLL CENTRE

See Page 19 Bag C - Step 26

Both of the rear straps are built in the kit to the High position with the arrows up ^^ . This position is 2mm higher than if you ran with the arrows down while using the same pills. Running the position in the high setting is the stiffer of the two settings and lower is softer in regards to roll.

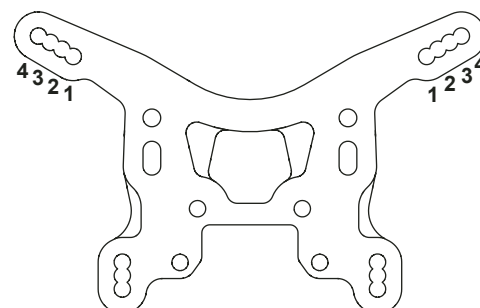
You would run the rear roll centre in the lower setting if you wished for the rear suspension to roll more which will help with the balance of the car if the rear is staying to flat or lifting a wheel. This also another way to gain some more on-power/exit steering and in turn reducing initial/Entry steering. Using the straps both in the high position as kit will make the car more responsive and from the rear and stiffen the suspension in roll. With the pills you can make small adjustments to the roll centre also, this allows you to avoid large changes if you only need a minor change.



REAR SHOCK MOUNT

See Page 11 Bag B - Step 17

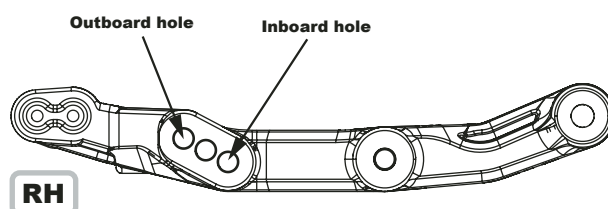
The Third hole on the shock mount (3) gives best all round results. Moving the shock to the inboard position increases on power steering and reduces initial steering. Moving the shock to the outer holes will stiffen the suspension, increasing initial steering and forward drive but could cause the rear wheel lifting. Moving the shock to these holes may require an oil or spring change to maintain the suspension performance.



REAR WISHBONE SHOCK MOUNTING HOLE

See Page 18 Bag C - Step 25

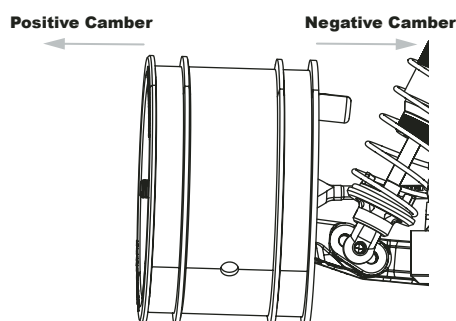
The middle hole works best for most track conditions giving good traction and drive through the turns whilst maintaining good stability over the bumps. Moving to the outer hole on the wishbone will decrease traction but will allow the rear to free up more in the turns. This setting would usually only 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. If the grip level is low and the track is bumpy, try the inside hole with harder springs and thicker oil. This should help improve the handling.



REAR CAMBER

See Page 06 Bag B - Step 10

The usual team setting for static rear camber is between -1.0° and -1.5° at ride height (the top of the tyre leaning inwards towards the car). If more rear grip is required, increase camber to between -2.0° and -3.0° . When racing on high grip dirt, with squarer profile tyres, use between -0.80° and -1.0° rear camber to keep the contact patch consistent with the surface.





PILL SETTINGS

REAR TOE

'C' Mount

	2.0	1.5	1.0	0.5	0.0
	2.5	2.0	1.5	1.0	0.5
	3.0	2.5	2.0	1.5	1.0
	3.5	3.0	2.5	2.0	1.5
	4.0	3.5	3.0 KB	2.5 KB	2.0

The base setting for 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 by changing the toe in inserts. 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. A good starting position is 1.5° on carpet and 4.0° on low grip dirt and wet astro. The eight blocks have indicators on top of them to show the amount of toe-in each one has. The range is 0.5° to 4.0°.

RAKE (KICK UP)

The kit is built with 8 degrees front rake, using the pills it is possible to down to 6 and up to 10 degrees. Reducing the front rake angle to a lesser degree will soften the car in roll and smoothen out the steering initially but will maybe make the car feel unsafe/grabby when you get to the middle of the corner. Running a narrower hinge pin setting will not only reduce the track width but soften the front suspension in roll. This will make the car generate a roll and also have little too much mid corner steering. By going wider will offer more stability and help keep the car flatter in the corner.

	'A' Mount					
	8.0	8.5	9.0	9.5	10.0	
	7.5	8.0	8.5	9.0	9.5	
	7.0	7.5	8.0 KB	8.5	9.0	
	6.5	7.0	7.5	8.0	8.5	
	6.0	6.5	7.0	7.5	8.0	

ANTI-SQUAT

'C' Mount

	2.0	2.5	3.0	3.5	4.0
	1.5	2.0	2.5	3.0	3.5
	1.0	1.5	2.0 KB	2.5	3.0
	0.5	1.0	1.5	2.0	2.5
	0.0	0.5	1.0	1.5	2.0

The Kit build anti squat is set at 2°. This works best on most tracks, and with the included parts can be increased or decreased. Generally less anti squat allows the suspension to work better over the large bumps and gives more power on steering. Reducing the anti squat makes the car handle better over small ripples, but not so good on the tracks with large bumps.



SPARES LIST

Chassis Parts

U122	Velcro 1/2metre x 16mm.
U7335	Wire Clamp Mouldings 3pcs - L1/EVO/R
U7339	Front Carpet Protector - LD/2/3,L1/EVO/R
U7952	Wing Mount Mouldings - LD2/3,L1 EVO/R,C2W
U9209	Manual - CAT PB
U9237	Front Transmission Housings - CAT PB
U9238	Rear Transmission Housings - CAT PB
U9242	Alloy Chassis - CAT PB
U9244	Front Bumper - CAT PB
U9247	Chassis Brace Set - CAT PB
U9250	Side Pods (pr) - CAT PB
U9251	Lipo Mounting - CAT PB
U9254	Servo Arms - CAT PB
U9257	Motor Mount - CAT PB
U9258	Motor Mount Eccentric - CAT PB
U9270	Servo Mount (pr) - CAT PB
U9279	C/F Front Top Deck - CAT PB
U9280	C/F Rear Top Deck - CAT PB
U9281	S2 Front Shock Mount - CAT PB
U9282	S2 Rear Shock Mount - CAT PB
U9283	C/F Servo Brace - CAT PB
U9284	C/F FAB Top Plate - CAT PB
U9285	C/F Diff Top Plate - CAT PB
U9286	C/F Radio Tray - CAT PB

Bodies & Decals

AX037	Aerox Trident Wing LD3 - 1.0mm Clear
JC0689	JConcepts S2 CAT PB Body
JC0689L	JConcepts S2 CAT PB Body LightWeight
U9210	Decal - CAT PB
U9317	Front Wing - CAT PB
U8586	Schumacher Pre-Cut Decal Sheet - Black - pk2
U8587	Schumacher Pre-Cut Decal Sheet - Neon Blue - pk2
U8588	Schumacher Pre-Cut Decal Sheet - Neon Green - pk2
U8589	Schumacher Pre-Cut Decal Sheet - Neon Orange - pk2
U8590	Schumacher Pre-Cut Decal Sheet - Neon Pink - pk2

Suspension

U3708	Kwik Clips 2.4 x 2.0mm (pk4) - 2WD/4WD
U4223	Turnbuckle Adjuster HTT - 45mm - pr
U4274	Pro Ball Stud Short - pk4
U4275	Pro Ball Stud Long - pk4
U4297	Turnbuckle HT - 30mm - pr
U4299	Turnbuckle HT - 52mm - pr
U4707	Short Ball Gripper - Grey (pk8)
U4850	Low Ball Stud pk4
U7367	Rod End Ball Wide & Socket pr - L1/EVO/R,ST/2
U7385	Alloy Roll Bar Ball (Dia 5.5mm) pr - L1/EVO/R
U7386	Front Roll Bar Set 7pcs - L1/EVO
U7659	ARB Mounting Collar - LD/2/3,L1 EVO/R,ST/2
U7988	Yokes Med Flex 10 Deg - CAT L1/EVO/R
U8259	Roll Bar Socket - Mi8,FT8,FT9,Mi9 (pk4)
U8297	Alloy Rear Hub Plate - L1R, ST2, LD3 (pr)
U8321	Ball Sockets Pro - Grey (pk8)
U8400	5.5mm Long Socket - L1R, ST2, LD3 (4 pcs)
U8411	Front Hub Carriers - L1R (pr)
U8420	Pivot Bush - L1R (4 pcs)
U8436	Front Roll Bar Set - Soft - L1/EVO/R (4 pcs)
U8437	Front Roll Bar Set - Hard - L1/EVO/R (3 pcs)
U8612	Rear Wishbones Med Flex - LD3
U8613	Rear Outboard Pivot Pin (pr) - LD3
U8614	Rear Inboard Pivot Pin (pr) - LD3
U8805	Pivot Bush 2mm - L1R (pr)
U8814	C/F Recon Steering Arm 2 Notch - L1R (pr)
U9211	FR Suspension Strap - CAT PB
U9214	RF Suspension Strap - CAT PB
U9215	5.5mm Ball Stud Long (pr) - CAT PB
U9216	5.5mm Ball Stud Short (pr) - CAT PB
U9241	Front Wishbones Med Flex (pr) - CAT PB
U9243	Rear Hub Carrier (pr) - CAT PB
U9245	ARB Mount (pr) - CAT PB
U9248	Radius Arm (pr) - CAT PB
U9249	Centre Track Rod - CAT PB
U9255	FF Suspension Strap - CAT PB
U9256	RR Suspension Strap - CAT PB
U9259	Steering Pivot (pr) - CAT PB
U9275	Front Pivot Pin (pr) - CAT PB
U9276	CTR Spacer (pr) - CAT PB
U9287	Suspension Strap Inserts (14pcs) - CAT PB
U9288	Rear Hub Carrier Inserts (8pcs) - CAT PB

Transmission

U3311	Axle Spacers 5x7 2prs - Off Road
U3351	Gear; 83t Spur - Slipper
U3364	Slipper Pad; PTFE Octagon pr - Off Road
U3834	Driveshaft Pivt;Pin;Screw-Mi4-Mi6/SVR,KR,LD/2/3,ST
U7065	Slipper Spring Twin Plate - 2WD/4WD
U7624	Diff Cross Pin - LD/2/3,L1 EVO,ST/2,FT
U7785	Diff End Float Shim 0.10mm (pk10)
U8429	Alloy Wheel Hex 4.5mm (-1.5) pr - L1R,LD3D
U8600	V4 Diff Thrust Race - KR,KD,LD/2/3,ST/2
U8627	CVD Rear Bone 69.5mm (pr) - LD3D
U8691	CVD Rear Driveshafts -2mm (pr) - L1R
U8694	Bearing Spacer -2mm (pr) - L1R
U8704	UJ Rear Driveshaft -2mm (pr) - L1R
U9217	Alloy Wheel Hex 5mm (-1) (pr) - CAT PB
U9218	Front Centre Driveshaft (51mm) - FAB - CAT PB
U9219	Front Centre Driveshaft (67mm) - Diff - CAT PB
U9221	FAB One Way Output - CAT PB
U9225	UJ Front Driveshaft Assembled (pr) - CAT PB
U9229	Differential Pinion Gear - CAT PB
U9230	Differential Crown Wheel - CAT PB
U9231	Differential Rebuild Kit - CAT PB
U9232	Diff Gasket (pk3) - CAT PB
U9234	Diff Output - CAT PB
U9235	Diff Body + Cover - CAT PB
U9236	Diff Input - CAT PB
U9239	Diff Insert (pk6) - CAT PB
U9240	Pinion Diff Insert (pk3) - CAT PB
U9246	Layshaft Bearing Insert - CAT PB
U9252	83T Centre Diff Spur Gear - CAT PB
U9253	Centre Diff Body + Cover - CAT PB
U9261	Slipper Spring Seat - CAT PB
U9262	Slipper Plate - CatPB
U9263	Slipper Adjuster - CatPB
U9264	Layshaft - CAT PB
U9265	FAB Drive Washer (pr) - CAT PB
U9267	FAB Thrust Washer - CAT PB
U9268	FAB Drive Hub - CAT PB
U9269	Centre Transmission Front Mount - CAT PB
U9277	FAB Slipper Disk (pr) - CAT PB
U9278	Diff Output Pin (pr) - CAT PB
U9311	Centre Diff Complete - CAT PB
U9327	FAB Spring - CAT PB
U9330	Third Slipper Plate - CAT-PB
U9332	Rear Centre Driveshaft (92mm) - FAB - CAT PB
U9333	Rear Centre Driveshaft (111.5mm) - Diff - CAT PB

Bearings & Balls

U2698	Ball Bearing - 5x10x4 Red Seal - (pr)
U2699	Ball Bearing - 10x15x4 Red Seal - (pr)
U3075	Ball Bearing - 4x8x3mm Red Seal - (pr)
U3136	Ball Bearing - 5x8x2.5 - Shield (pr)
U4318	Ball Bearing - 5x10x3 Red Seal - (pr)
U7328	Ball Bearing - 5 x 11 x 4 Red Seal - (pr)
U8274	Ball Bearing 5x12x4 Red Seal (pr)
U9204	Ball Bearing - 3x7x3 Red Seal (pr)
U9207	Ball Bearing - 10x15x4 Red Seal Flanged (pr)

Big Bore Shocks & Springs

U3667	Big Bore Shock; Rebuild Kit - Off Rd pk4
U4508	Big Bore Pro Bush - Off Road
U4702	Shock Seal Housing V2 - Big Bore pr Off Road
U7388	Alloy Med Shock Body pr - LD/2/3,L1/EVO/R
U7389	Alloy Long Shock Body pr - LD/2/3,L1/EVO/R,ST/2
U7390	Alloy Spring Adjuster pr - LD/2,L1/EVO/R,ST/2
U7431	Rod End Socket (Dia 5.5mm) (pk4)
U7625	Spring Hanger Low pr - LD/2/3,L1 EVO/R
U7630	Shock Piston Support pr - LD/2/3,L1 EVO/R,ST/2
U7632	Tapped Shock Shaft; Med pr - LD/2/3,L1 EVO/R
U8426	Tapped Shock Shaft; Long (+1.2mm) - L1R,LD3 (pr)
U8555	Moulded Shock Top (pr) - ST2, LD3
U9306	Big Bore Piston - Tapered - 2H 1.6mm (pr) - CAT PB
U9307	Big Bore Piston - Tapered - 2H 1.8mm (pr) - CAT PB
AX084	Low Response Spring; Med Green - 3.4 lb/in (pr)
AX085	Low Response Spring; Med Blue - 3.7 lb/in (pr)
AX086	Low Response Spring; Med Black - 4.0 lb/in (pr)
AX087	Low Response Spring; Med Orange - 4.3 lb/in (pr)
AX088	Low Response Spring Tuning Set Med 4prs
AX089	Low Response Spring; Long White - 1.8 lb/in (pr)
AX090	Low Response Spring; Long Red - 2.0 lb/in (pr)
AX091	Low Response Spring; Long Green - 2.2 lb/in (pr)
AX092	Low Response Spring; Long Blue - 2.4 lb/in (pr)
AX093	Low Response Spring Tuning Set Long 4prs



SPARES LIST

Big Bore Shocks & Springs (Cont.)

AX093	Low Response Spring Tuning Set Long 4prs
AX107	High Response Spring; Med Green - 3.4 lb/in (pr)
AX108	High Response Spring; Med Blue - 3.7 lb/in (pr)
AX109	High Response Spring; Med Black - 4.0 lb/in (pr)
AX110	High Response Spring; Med Orange - 4.3 lb/in (pr)
AX111	High Response Spring; Long Red - 2.0 lb/in (pr)
AX112	High Response Spring; Long Green - 2.2 lb/in (pr)
AX113	High Response Spring; Long Blue - 2.4 lb/in (pr)
AX114	High Response Spring; Long Black - 2.6 lb/in (pr)
AX115	High Response Spring Tuning Set Med 4prs
AX116	High Response Spring Tuning Set Long 4prs
CR177	CORE RC Big Bore Spring Tuning Set; Med 7prs
CR178	CORE RC Big Bore Spring Tuning Set; Long 7prs
CR179	Big Bore Spring; Med White - 2.8 pr
CR180	Big Bore Spring; Med Red - 3.1 pr
CR181	Big Bore Spring; Med Green - 3.4 pr
CR182	Big Bore Spring; Med Blue - 3.7 pr
CR183	Big Bore Spring; Med Black - 4.0 pr
CR184	Big Bore Spring; Long White - 1.8 pr
CR185	Big Bore Spring; Long Red - 2.0 pr
CR186	Big Bore Spring; Long Green - 2.2 pr
CR187	Big Bore Spring; Long Blue - 2.4 pr
CR188	Big Bore Spring; Long Black - 2.6 pr
CR635	Big Bore Spring; Med Orange - 4.3 pr
CR636	Big Bore Spring; Med Yellow - 4.6 pr
CR699	Big Bore Spring; Long Orange - 2.8 pr
CR700	Big Bore Spring; Long Yellow - 3.0 pr
CR808	High Response Spring; Long Red - 2.0 lb/in (pr)
CR809	High Response Spring; Long Green - 2.2 lb/in (pr)
CR810	High Response Spring; Long Blue - 2.4 lb/in (pr)
CR811	High Response Spring; Long Black - 2.6 lb/in (pr)
CR812	High Response Spring Tuning Set Long 4prs
CR831	High Response Spring; Med Green - 3.4 lb/in (pr)
CR832	High Response Spring; Med Blue - 3.7 lb/in (pr)
CR833	High Response Spring; Med Black - 4.0 lb/in (pr)
CR834	High Response Spring; Med Orange - 4.3 lb/in (pr)
CR835	High Response Spring; Med Yellow - 4.6 lb/in (pr)
CR836	High Response Spring; Med Purple - 4.9 lb/in (pr)
CR837	High Response Spring; Med Grey - 5.2 lb/in (pr)
CR838	High Response Spring Tuning Set Med 7prs

Hardware

CR024	CORE RC - Serrated M4 Steel Wheel Nut pk4
U122	Velcro 1/2metre x 16mm.
U1550	SPEED PK-Socket Wrenches-1.5/2.0/2.5/3.0mm
U1633	SPEED PACK - Small Pins (pk)
U1960	SPEED PACK - O Rings; Various
U3021	SPEED PACK - M3x6 Csk Hd - (pk10)
U3022	SPEED PACK - M3x8 Csk Hd - (pk10)
U3023	SPEED PACK - M3x10 Csk Hd - (pk10)
U3572	SPEED PACK - M3x14 Grub Screw pk4
U4110	Off Road Shock O Ring 1/8 Silicone Pk 8
U4210	SPEED PACK - Pinion Grub Screw Set pk10
U4220	'O' Ring 9.0x1.0 (pk10)
U4350	Shims 5 x 7 x 0.1mm - pk8
U4650	SPEED PACK - M3 Nylc Nut Steel - Black (10pcs)
U4652	SPEED PACK M3x2.5 Grub Screws (10pcs)
U4662	SPEED PACK - M3x4 Grub Screw - Cone Point (10pcs)
U4773	Aerial Mount
U4835	SPEED PACK - M3 Steel Nut Black (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)
U7107	SPEED PACK - M3x16 Button Hd (pk10)
U7108	SPEED PACK - M3x20 Button Hd (pk10)
U7114	SPEED PACK - M3x12 Cap Hd (pk10)
U7122	SPEED PACK - M3x12 Csk Hd (pk10)
U7329	SPEED PACK M2.5 x 6 CSK (pk4)
U7610	SPEED PACK - M2.5x16 Cap Hd (pk10)
U7611	SPEED PACK - M3x14 Button Hd (pk10)
U7677	SPEED PACK - M2.5x8 Csk Hd (pk10)
U7689	M3 Brass Inserts - pk10
U7699	Foam Strips 40 x 6 x 2mm thk - pk20
U7707	M3 Steel Washers (pk10)
U7710	M3 Black Alloy Washers 1.00mm (pk10)
U7711	M3 Black Alloy Washers 2.00mm (pk10)
U7728	M2.5x4 Button Screws (pk10)
U7900	SPEED PACK Needle Roller 1.5x9.8 (pk10)
U7970	M2.5 Thread Insert pk10 - L1 EVO/R,ST/2,LD2/3
U8275	Plastic Washer Set 1,1.5,2,3,4mm (20 pcs)

U8345	O'Ring 5x1.5 Red (pk 10)
U9203	SPEED PACK - M2.6x10 Csk (Pk10)
U9205	SPEED PACK M2.6 Nylc Nut (pk10)
U9206	SPEED PACK M2.6x8 Csk (pk10)
U9208	SPEED PACK - Needle Roller 2.0x9.8mm (pk10)
U9213	CTR Bearing Spacer (pr) - CAT PB
U9260	Steering Pivot Spacer (pr) - CAT PB
U9318	Machined Spacer 3.5x6.3x2.8 (pr) - CAT PB
U9329	SPEED PACK - O-ring 6x1.5mm - CAT PB (pk4)

Option Parts

AM640002	64 Ti Screw Allen Csk M3 x 6 (5)
AM640003	64 Ti Screw Allen Csk M3 x 8 (5)
AM640004	64 Ti Screw Allen Csk M3 x 10 (5)
AM640005	64 Ti Screw Allen Csk M3 x 12 (5)
AM640030	64 Ti Screw Allen Round Head M3 x 4 - (5)
AM640032	64 Ti Screw Allen Round Head M3 x 6 (5)
AM640033	64 Ti Screw Allen Round Head M3 x 8 (5)
AM640034	64 Ti Screw Allen Round Head M3 x 10 (5)
AM640035	64 Ti Screw Allen Round Head M3 x 12 (5)
AM640036	64 Ti Screw Allen Round Head M3 x 14 (5)
AM640037	64 Ti Screw Allen Round Head M3 x 16 (5)
AM640039	64 Ti Screw Allen Round Head M3 x 20 - (5)
AX011	Aerox Alloy Servo Arm - Offset 25T Futaba
AX012	Aerox Alloy Servo Arm - Offset 23T KO/Sanwa
CR280	Ti Pro Ball Studs - Short - (pr)
CR282	Ti Pro Ball Studs - Long - (pr)
CR304	Titanium Wheel Nuts M4 - pk4
CR310	Alloy Csk Hex Screws M3 x 6 pk10
CR311	Alloy Csk Hex Screws M3 x 8 pk10
CR312	Alloy Csk Hex Screws M3 x 10 pk10
CR313	Alloy Csk Hex Screws M3 x 12 pk10
CR314	Alloy Button Head Hex Screws M3 x 6 pk10
CR315	Alloy Button Head Hex Screws M3 x 8 pk10
CR316	Alloy Button Head Hex Screws M3 x 10 pk10
CR320	Titanium Csk Hex Screws M3 x 6 pk10
CR321	Titanium Csk Hex Screws M3 x 8 pk10
CR322	Titanium Csk Hex Screws M3 x 10 pk10
CR323	Titanium Csk Hex Screws M3 x 12 pk10
CR327	Titanium Button Head Hex Screws M3 x 6 pk10
CR328	Titanium Button Head Hex Screws M3 x 8 pk10
CR329	Titanium Button Head Hex Screws M3 x 10 pk10
CR330	Titanium Button Head Hex Screws M3 x 12 pk10
U3350	Gear; CNC 82t Spur - 2/4 Plate Slipper
U3790	Gear; CNC 76T Spur - Slipper
U4235	M3 x 8mm Alloy Csk Screws pk10
U4725	Pro Ball Bearing - 5x10x4 Shield - (pr)
U4890	Alloy Spring Seat - Off Road - pr
U7314	Titanium Turnbuckle - 30mm
U7317	Titanium Turnbuckle - 45mm - Silver - pr
U7318	Titanium Turnbuckle - 53mm - Silver - pr
U7325	Pro-Ball Bearing 5x11x4 Sealed - pr
U7398	Alloy Wheel Hex 6mm (0) pr - LD/2/3,L1/EVO/R,ST/2
U7400	Titanium Low Profile M4 Serrated Nut (pk4)
U7402	Alloy Wheel Hex 6.75mm (+.75) pr LD/2/3,L1/EVO/R
U7403	Alloy Wheel Hex 7.5mm (+1.5) pr LD/2/3,L1/EVO/R
U7434	K-Coat Alloy Med Shock Body pr-LD/2/3,L1/EVO/R
U7435	K-Coat Alloy Long Shock Body pr-LD/2/3,L1/EVO/R,ST
U7615	80T 48dp 2,3,4 Plate Slipper Spur Gear
U7616	78T 2,3,4 Plate Slipper Spur Gear CNC
U7646	Alloy Wheel Hex 5.25mm (-.75) pr LD/2/3L1/EVO/R
U7670	Lockout 76T Spur Gear - LD/2,L1 EVO/R,ST/2
U7671	Lockout 71T Spur Gear - LD/2/3,L1 EVO/R,ST/2
U7725	Pro-Ball Bearing 10x15x4 Sealed - (pr)
U7730	Pro-Ball Bearing 4x8x3 Sealed - (pr)
U8065	M3 Alloy Thread Insert pk8
U8334	Alloy LiPo Swivel - (pr)
U8382	Alloy 6 Degree Yokes (pr) - L1R
U8383	Alloy 8 Degree Yokes (pr) - L1R
U8384	Alloy 10 Degree Yokes (pr) - L1R
U8385	Alloy Front Hub Carriers (pr) - L1R
U8619	Alloy Wheel Hex 4mm (-2) (pr) - LD3,L1R
U8794	M3 Brass Black Thread Inserts - pk10
U8862	High Performance Slipper Pad (pr)- L1R, LD3
U8897	Alloy Rear Centre Driveshaft (111mm) -Diff- CAT PB
U8990	Alloy Front Centre Driveshaft (51mm) -FAB- CAT PB
U9212	RR Strap (+2mm) - CAT PB
U9220	Slipper Lockout Conversion - CAT PB
U9222	CVD Front Driveshaft 74mm (pr) - CAT PB
U9223	Alloy Centre Driveshaft Set Slipper (2pcs)- CAT PB
U9226	Slipper and FAB Conversion - CAT PB
U9227	Centre Diff Conversion - CAT PB
U9228	Alloy Front Centre Driveshaft (66.5) -Diff- CAT PB



SPARES LIST

Option Parts (Cont.)

U9233	2 Gear Diff Pin - CAT PB
U9274	CVD Front Axle (pr) - CAT PB
U9289	RF Strap (+2mm) - CAT PB
U9290	Alloy Rear Hubs (pr) - CAT PB
U9291	Titanium Steering Pivot (pr) - CAT PB
U9292	One Piece Servo Mount - CAT PB
U9293	Alloy CTR - CAT PB
U9294	Alloy Radius Arm (pr) - CAT PB
U9295	Brass FR Strap (+10g) - CAT PB
U9296	Alloy Diff Insert (+2.5) (pr) - CAT PB
U9297	Alloy Diff Insert (+1.25) (pr) - CAT PB
U9298	Alloy Diff Insert (0) (pr) - CAT PB
U9299	Titanium 5.5mm Ball Stud Short (pr) - CAT PB
U9300	Titanium 5.5mm Ball Stud Long (pr) - CAT PB
U9301	Alloy Lipo Post (pr) - CAT PB
U9302	Alloy Diff Conversion - CAT PB
U9304	Alloy Steering Mount Set - CAT PB
U9308	80T CNC Centre Diff Spur Gear - CAT PB
U9309	83T CNC Centre Diff Spur Gear - CAT PB
U9310	78T CNC Centre Spur Gear - CAT PB
U9312	Alloy Diff Complete - CAT PB
U9313	CVD Front Bone - CAT PB
U9314	Slipper Lockout Drive Flange - CAT PB
U9315	Slipper Lockout Flange - CAT PB
U9316	Slipper Lockout Nut - CAT PB
U9319	Big Bore Rounded Piston Blank (pr) - CAT PB
U9320	Big Bore Piston - Blank (pr) - CAT PB
U9321	Top Alloy Fan Mount - CAT PB
U9322	Big Bore Piston - 2mm Thick - Blank (pr) - CAT PB
U9323	Alloy Rear Body Mount - CAT PB
U9324	72T CNC Centre Diff Spur Gear - CAT PB
U9325	C/F Front Shock Mount - CAT PB
U9326	C/F Rear Shock Mount - CAT PB
U9331	Alloy Rear Centre Driveshaft (92mm) - FAB - CAT PB
U9334	Roche Front Driveshaft (pr) - CAT PB
U9335	Side Pods Carbon filled (pr) - CAT PB
U9336	Front Wishbones Carbon Filled (pr) - CAT PB
U9337	S2 Front Top Deck - CAT PB
U9338	S2 Rear Top Deck - CAT PB

Wheels

U4366	Wheel; Hex Rear - White - Off Road - pr
U4496	Wheel; Hex Front - White - 4wd - pr
U7458	Wheel Front 4WD - Yellow - pr
U7460	Wheel Rear Off-Road - Yellow - pr
U4365	Wheel; Hex Rear - Black - Off Road - pr
U4495	Wheel; Hex Front - Black - 4wd - pr
U7459	Wheel Front 4WD - Yellow - 5pr
U7461	Wheel Rear Off-Road - Yellow - 5pr
U7468	Wheel Front 4WD - White - 5pr
U7469	Wheel Rear Off-Road - White - 5pr
U8677	Wheel; Hex Rear - Green - Off Road - pr
U8678	Wheel; Hex Rear - Orange - Off Road - pr
U8679	Wheel; Hex Rear - Pink - Off Road - pr
U8688	Wheel; Hex Front - Green - 4WD - pr
U8689	Wheel; Hex Front - Orange - 4WD - pr
U8690	Wheel; Hex Front - Pink - 4WD - pr

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.
U2317	28T Steel Pinion - 48 D.P.
U2318	29T Steel Pinion - 48 D.P.
U2319	30T Steel Pinion - 48 D.P.
U3800	31T Steel Pinion - 48 D.P.
U3796	32T Steel Pinion - 48 D.P.
U3797	33T Steel Pinion - 48 D.P.
U3798	34T Steel Pinion - 48 D.P.
U3801	35T Steel Pinion - 48 D.P.

OPTION PARTS



U9293 - Alloy Centre Track Rod (CTR)



U9290 - Alloy Rear Hubs (pr)



U9302 - Alloy Diff Conversion



U9321 - Top Alloy Fan Mount



U9292 - One Piece Servo Mount - CAT PB



U9294 - Alloy Radius Arm (pr)



U9325 - Front Carbon Fibre Shock Mount



U9326 - Rear Carbon Fibre Shock Mount



OPTION PARTS



U4890 - Alloy Spring Seat - 2WD/4WD (pr)



U9301 - Alloy LiPo Posts (pr)



U8065 - M3 Alloy Thread Inserts pk8



U7314 - Titanium Turnbuckle - 30mm - Silver (pr)

U7317 - Titanium Turnbuckle - 45mm - Silver (pr)

U7318 - Titanium Turnbuckle - 53mm - Silver (pr)



U7434 - Alloy Med Shock Body K-Coat (pr)

U7435 - Alloy Long Shock Body K-Coat (pr)



U8382 - Alloy 6 Degree Yokes (pr)

U8383 - Alloy 8 Degree Yokes (pr)

U8384 - Alloy 10 Degree Yokes (pr)



U8385 - Alloy Front Hub Carriers (pr)



U7400 - Titanium Low Profile M4 Serrated Nuts



U9317 - Polycarbonate Front Wing



U7402 - Alloy Wheel Hex 6.75mm (+.75) - (pr)

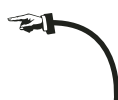
U7403 - Alloy Wheel Hex 7.5mm (+1.5) - (pr)

U7646 - Alloy Wheel Hex 5.25mm (-.75) - (pr)



U8334 - Alloy LiPo Swivel

ONLINE SET UP SHEETS



Scan here for the latest
CAT PB set up sheets!



U9220 - Slipper Lockout Conversion - CAT PB

Driver: **Kit Build - Dirt**

Date:

Event/Track:

Qualify:

Final:

Best Lap:

TRACK TYPE

Grip Level ☐ High ☐ Medium ☒ LowType ☐ Tight ☐ Open ☒ MixedCondition ☐ Flat ☐ Bumpy ☒ MixedSurface ☒ Clay ☐ Long Astro ☐ Carpet☒ Grass ☐ Short Astro ☐ Mixed

Weather

TYRES

FRONT

REAR

Tyres

Wheels

Inserts

Notes:

Notes:

FRONT SUSPENSION

KEY: P = Plastic, A = Alloy, B = Brass, CF = Carbon Fibre, S2 = Schumacher Composite, M = Medium, S = Stiff, Sh = Short, H = High, L = Low, F = Front, R = Rear, Y = Yes, N = No

Ride Height Toe In ☐ Out ☒Camber at Ride Height ARB ☐ N/A ☐ 1.0 ☐ 1.1 ☐ 1.2 ☐ 1.4 ☐ 1.6 ☒ 1.8 ☐ 1.9 ☐ 2.0 ☐ 2.1Driveshaft Type ☐ CVD ☐ Roche ☐ U/JSteering Arm ☒ Kit ☐ 1 Dot ☐ 2 Dot ☐ 3 Dot6° ☐ 8° ☐ 10° ☒P ☐ A ☐

Yoke

'A' Mount

'B' Mount

2.50mm High

1.25mm High

0.00mm Mid

1.25mm Low

2.50mm Low

-2.0 ☐ -1.50 ☐ -1.00 ☒-0.75 ☐ 0 ☐ 0.75 ☐M ☐ CF ☐

Wishbone

F ☐ 0 mmR ☐ 3 mm

WheelBase

REAR SUSPENSION

KEY: P = Plastic, A = Alloy, B = Brass, CF = Carbon Fibre, S2 = Schumacher Composite, M = Medium, S = Stiff, Sh = Short, H = High, L = Low, F = Front, R = Rear, Y = Yes, N = No

Ride Height Camber at Ride Height ARB ☐ N/A ☐ 1.0 ☐ 1.1 ☐ 1.2 ☐ 1.4 ☐ 1.6 ☒ 1.8 ☐ 1.9 ☐ 2.0 ☐ 2.1Wing Gurney Height Driveshaft Type ☐ CVD ☐ U/JHigh Roll Centre Straps ☐ Y ☒ N ☐H ☐ L ☐

Strap Options

H ☐ L ☐

'C' Mount

'D' Mount

2.50mm High

1.25mm High

0.00mm Mid

1.25mm Low

2.50mm Low

-2.00 ☐ -1.50 ☐ -1.00 ☒-0.75 ☐ 0 ☐ 0.75 ☐0 ☐ +2 ☐ +4 ☐ +6 ☐M ☐ CF ☐ Flipped ☐

Wishbone

TRANSMISSION

Lock Out ☐ Y ☐ N ☒Slipper Plates ☒

Differential Oil

Front (cSt) Centre (cSt) Rear (cSt)

Gears Gears Gears

☐ 2 ☒ 4 ☐ ☐ 2 ☒ 4 ☐ ☐ 2 ☒ 4 ☐

Centre Transmission

F.A.B Lock Out Gear Diff

☐ Y ☐ N ☐ ☐ Y ☐ N ☐ ☒ Y ☐ N ☐

Notes:

EQUIPMENT

E.S.C. Servo RX LiPo Bodyshell Wing Motor Timing degPinion TSpur T

CHASSIS

LiPo Position ☐ 1 ☐ 2 ☒ 3Running Weight Front Deck ☐ Y ☐ N ☒Rear Deck ☐ Y ☐ N ☒Chassis Length ☐ S ☐ L ☒

WEIGHTS

Notes:

SHOCKS

KEY: i = Internal, e = External, V = Vented, S = Sealed, A = Aeration

FRONT REAR

Cap ☐ V ☐ S ☐ A ☒ ☐ V ☐ S ☐ A ☒Kashima ☐ Y ☐ N ☒ ☐ Y ☐ N ☒Oil cSt cStPiston Spring lb/in lb/inLimiters (i) mm mmStroke mm mmLimiters (e) mm mmStand Off mm mm



Driver: _____ Date: _____ Event/Track: _____
 Qualify: _____ Final: _____ Best Lap: _____

TRACK TYPE

Grip Level ☐ High ☐ Medium ☐ Low ☐
 Type ☐ Tight ☐ Open ☐ Mixed ☐
 Condition ☐ Flat ☐ Bumpy ☐ Mixed ☐
 Surface ☐ Clay ☐ Long Astro ☐ Carpet ☐
☐ Grass ☐ Short Astro ☐ Mixed ☐
 Weather _____

TYRES

	FRONT	REAR
Tyres		
Wheels		
Inserts		

Notes:

Notes:

FRONT SUSPENSION

KEY: P = Plastic, A = Alloy, B = Brass, CF = Carbon Fibre, S2 = Schumacher Composite, M = Medium, S = Stiff, Sh = Short, H = High, L = Low, F = Front, R = Rear, Y = Yes, N = No

Ride Height _____ mm
 Toe _____ deg In ☐ Out ☐
 Camber at Ride Height _____ deg
 ARB ☐ N/A ☐ 1.0 ☐ 1.1 ☐ 1.2 ☐ 1.4 ☐ 1.6 ☐ 1.8 ☐ 1.9 ☐ 2.0 ☐ 2.1 ☐
 Driveshaft Type ☐ CVD ☐ Roche ☐ U/J ☐
 Steering Arm ☐ Kit ☐ 1 Dot ☐ 2 Dot ☐ 3 Dot ☐
 'A' Mount
 'B' Mount
 Washers mm _____ CTR ☐ P ☐ A ☐ Washers mm _____
 Shim mm _____
 Hub Carrier ☐ P ☐ A ☐
 Yoke ☐ 6° ☐ 8° ☐ 10° ☐ ☐ P ☐ A ☐
 Hex _____
 -2.0 ☐ -1.50 ☐ -1.00 ☐
 -0.75 ☐ 0 ☐ 0.75 ☐
 M ☐ CF ☐ F mm _____
 R mm _____
 Wishbone _____
 WheelBase _____
 Shock Mount ☐ S2 ☐ CF ☐
 Front Wing ☐ Yes ☐

REAR SUSPENSION

KEY: P = Plastic, A = Alloy, B = Brass, CF = Carbon Fibre, S2 = Schumacher Composite, M = Medium, S = Stiff, Sh = Short, H = High, L = Low, F = Front, R = Rear, Y = Yes, N = No

Ride Height _____ mm
 Camber at Ride Height _____ deg
 ARB ☐ N/A ☐ 1.0 ☐ 1.1 ☐ 1.2 ☐ 1.4 ☐ 1.6 ☐ 1.8 ☐ 1.9 ☐ 2.0 ☐ 2.1 ☐
 Wing Gurney Height _____ mm
 Driveshaft Type ☐ CVD ☐ U/J ☐
 High Roll Centre Straps ☐ Y ☐ N ☐
 'C' Mount
 'D' Mount
 Hub Carrier ☐ P ☐ A ☐
 Hub/Axle Height ☐ 8 ☐ 7 ☐ 6 ☐ 5 ☐ 4 ☐ 3 ☐ 2 ☐ 1 ☐ 0 ☐ High ☐ Low
 Hex _____
 -2.00 ☐ -1.50 ☐ -1.00 ☐
 -0.75 ☐ 0 ☐ 0.75 ☐
 Wheelbase ☐ 0 ☐ +2 ☐ +4 ☐ +6 ☐
 M ☐ CF ☐ Flipped ☐
 Washers mm _____
 Shock Mount ☐ S2 ☐ CF ☐
 Eccentric ☐ P ☐ A ☐

TRANSMISSION

Lock Out ☐ Y ☐ N ☐
 Slipper Plates ☐ 2 ☐ 3 ☐
 Differential Oil
 Front (cSt) Centre (cSt) Rear (cSt)
☐ k ☐ k ☐ k
 Gears Gears Gears
☐ 2 ☐ 4 ☐ 2 ☐ 4 ☐ 2 ☐ 4 ☐
 Centre Transmission
 F.A.B Lock Out Gear Diff
☐ Y ☐ N ☐ Y ☐ N ☐ Y ☐ N ☐
 Notes:

EQUIPMENT

E.S.C. _____
 Servo _____
 RX _____
 LiPo _____
 Bodyshell _____
 Wing _____
 Motor _____
 Timing _____ deg
 Pinion _____ T
 Spur _____ T

CHASSIS

LiPo Position ☐ 1 ☐ 2 ☐ 3 ☐
 Running Weight _____ g
 Front Deck ☐ Y ☐ N ☐
 Rear Deck ☐ Y ☐ N ☐
 Chassis Length ☐ S ☐ L ☐

WEIGHTS

Notes:

SHOCKS

KEY: i = Internal, e = External, V = Vented, S = Sealed, A = Aeration

	FRONT	REAR
Cap	<input type="checkbox"/> V <input type="checkbox"/> S <input type="checkbox"/> A <input type="checkbox"/>	<input type="checkbox"/> V <input type="checkbox"/> S <input type="checkbox"/> A <input type="checkbox"/>
Kashima	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/>	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/>
Oil	_____ cSt	_____ cSt
Piston	_____	_____
Spring	_____ lb/in	_____ lb/in
Limiters (i)	_____ mm	_____ mm
Stroke	_____ mm	_____ mm
Limiters (e)	_____ mm	_____ mm
Stand Off	_____ mm	_____ mm