S1671

COUGAR LD3

PRO 1/10th 2WD Off-Road Buggy

Instruction Manual ISS01

Schumacher
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Moulton Park
Northampton
NN3 6AX

www.racing-cars.com

This manual contains build steps for all LD3 models. Any step unique to a particular model is identified by the following logos:
Key: LD3M = Modified, LD3S = Stock, LD3D = Dirt

COUGAR LD3M COUGAR LD3S COUGAR LD3D

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


Motor and Pinion Gear


2S Shorty LiPo


Battery Charger


Steering Servo


Electronic Speed Controller


Pro Tyre Glue


Polycarbonate Paint


Tyres and Inserts

TOOLS REQUIRED

1.5mm Hex Driver - U2789

2.0mm Hex Driver - U2790

2.5mm Hex Driver - U2791

5.5mm M3 Nut Driver - U2795

7.0mm M4 Nut Driver - U2796

Body Reamer - U2818

Pliers - CR528

Side Cutters - CR527

Soldering Iron - CR275

Solder - U3107

Curved Scissors - CR044

ICON KEYS

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

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

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

LITHIUM GREASE CR752 — CORE RC High Performance Lithium Grease - 10ml - CR752

SILICONE GREASE CR753 — CORE RC Silicone Ball Diff Grease - 10ml - CR753

Caution/Important note. Please read.

LH — Left-Hand Side of car

RH — Right-Hand Side of car

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

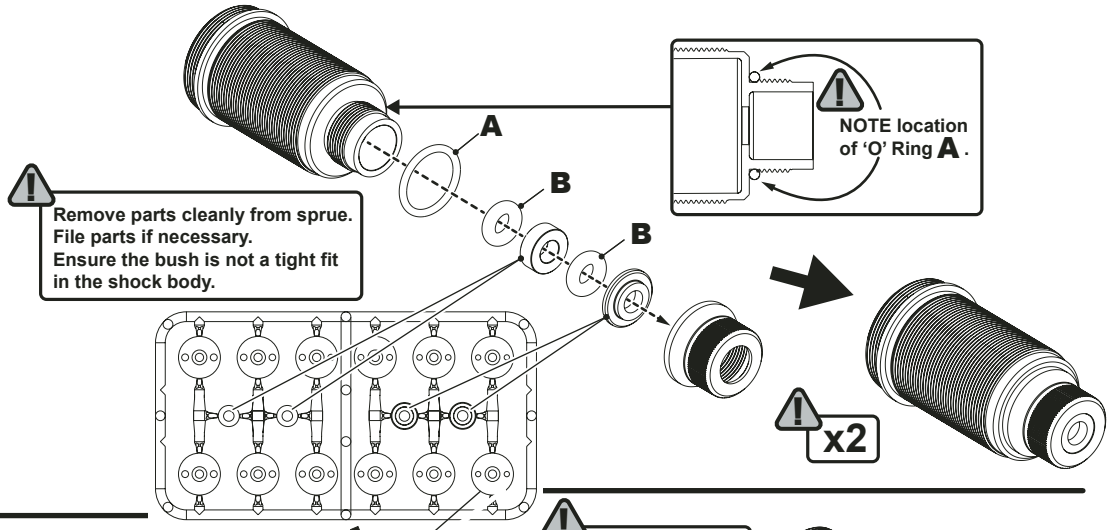
Set up Sheet - Refer to page 36 for LD3M kit setup.
See website for LD3S and LD3D kit setups.

www.racing-cars.com

BAG A - Step 01

A x2
7.0x 1.0 Black 'O' Ring

B x4
Red 'O' Ring

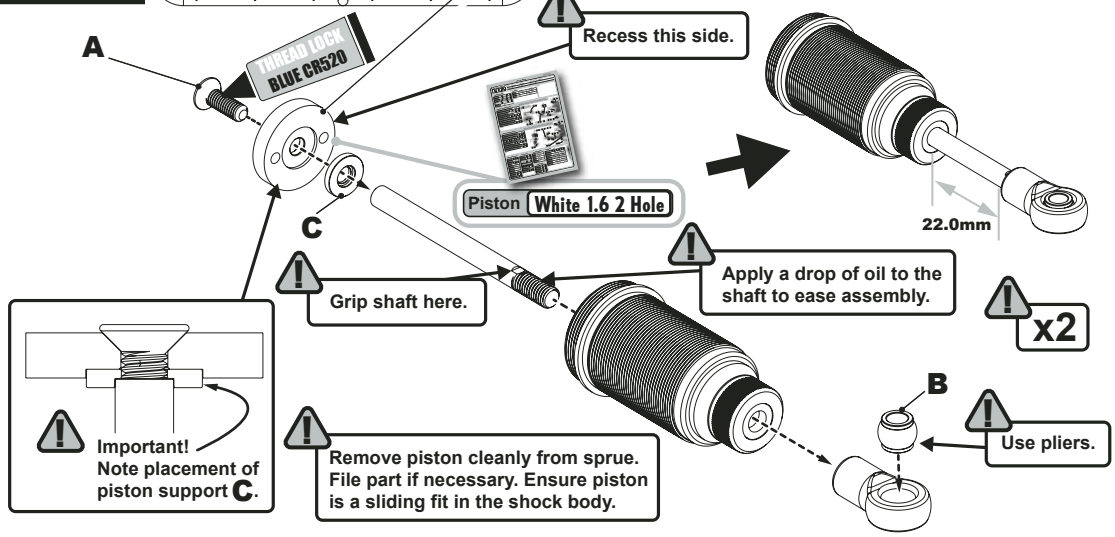


BAG A - Step 02

A x2
M 2.5x 8mm Csk Screw

B x2
Rod End Ball

C x2
Shock Piston Support

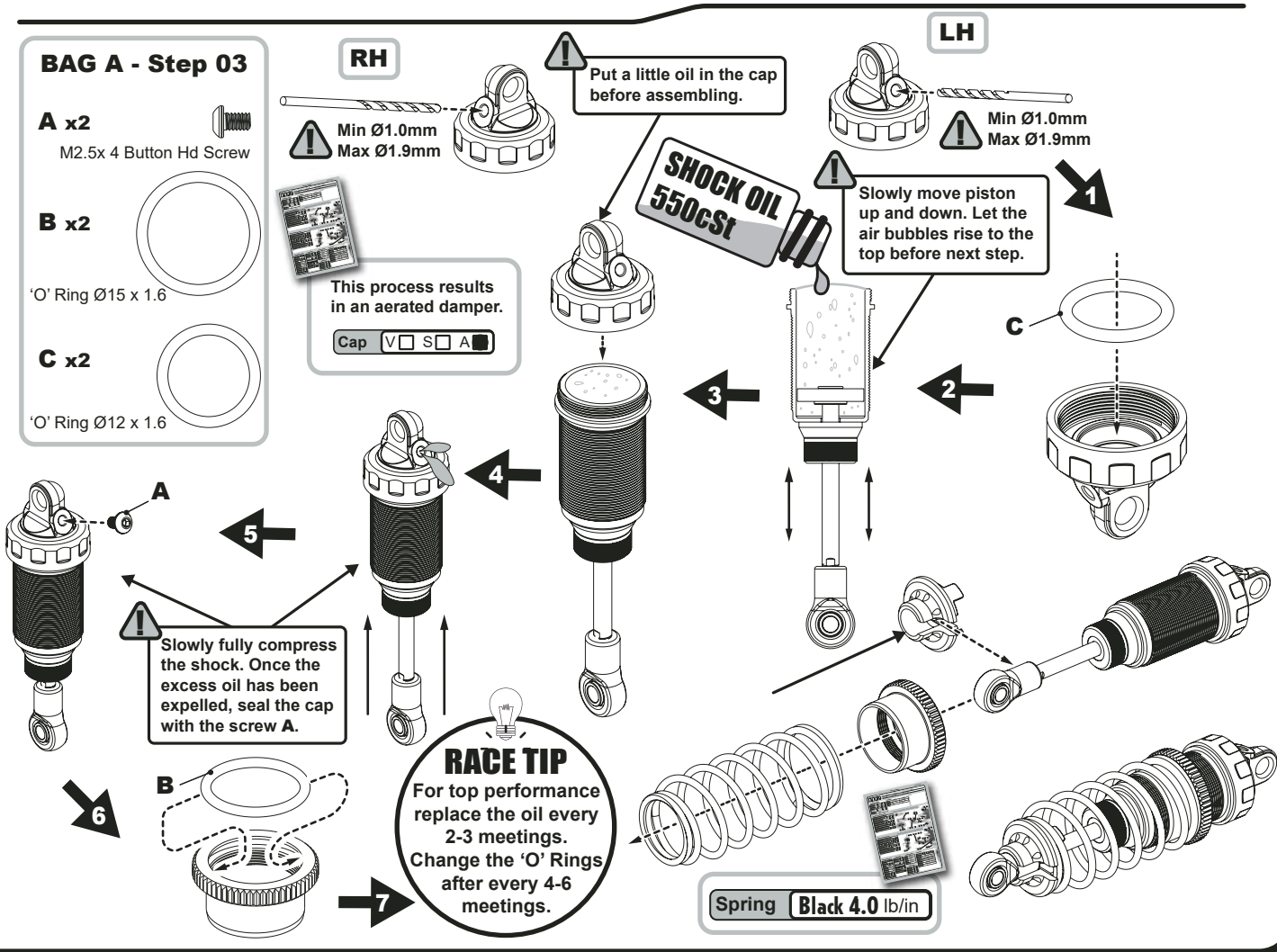


BAG A - Step 03

A x2
M2.5x 4 Button Hd Screw

B x2
'O' Ring Ø15 x 1.6

C x2
'O' Ring Ø12 x 1.6

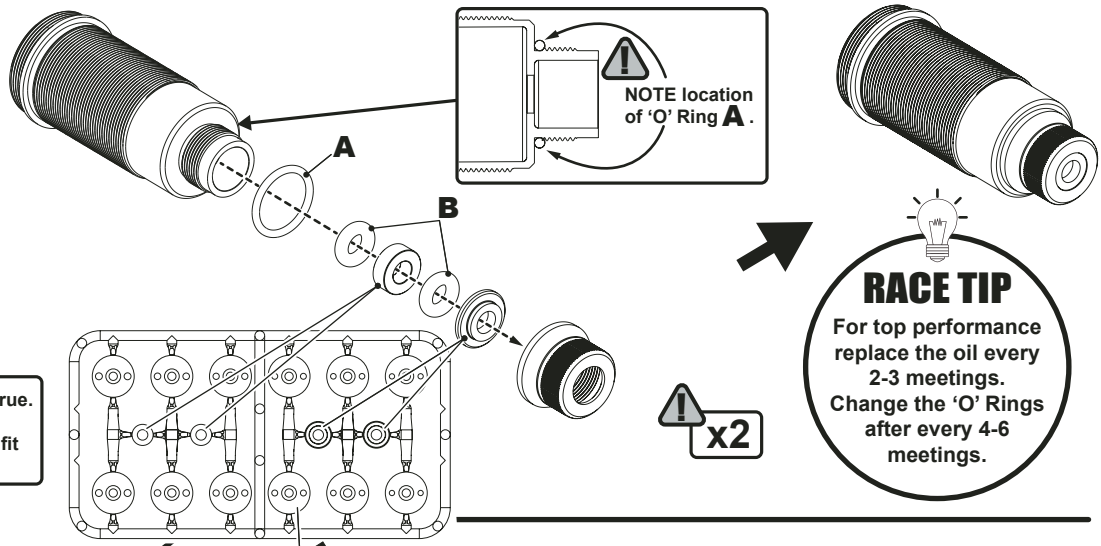


BAG A - Step 04

A x2
7.0x 1.0 Black 'O' Ring

B x4
Red 'O' Ring

Remove parts cleanly from sprue. File parts if necessary. Ensure the bush is not a tight fit in the shock body.

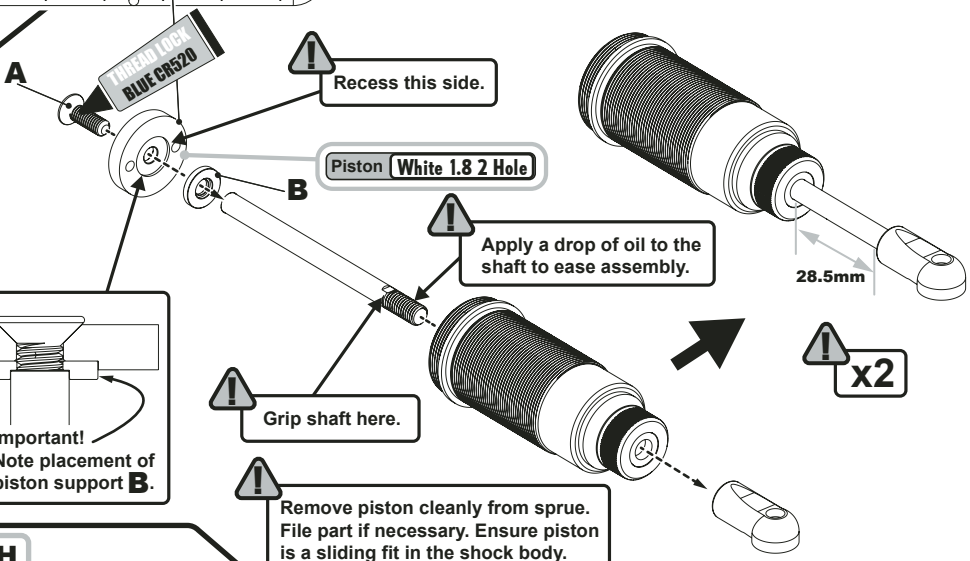


RACE TIP
For top performance replace the oil every 2-3 meetings. Change the 'O' Rings after every 4-6 meetings.

BAG A - Step 05

A x2
2.5x 8mm Csk Screw

B x2
Shock Piston Support

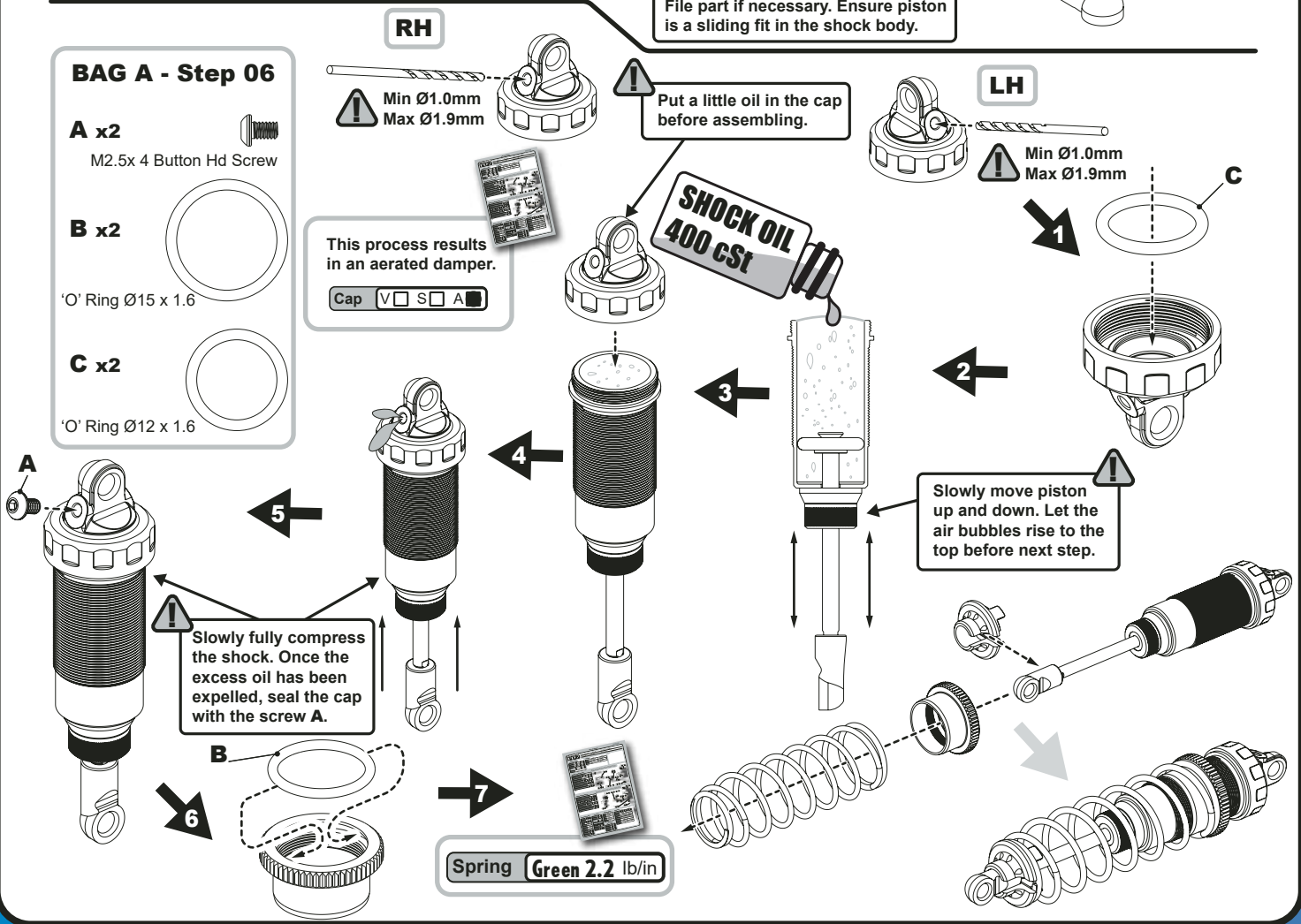


BAG A - Step 06

A x2
M2.5x 4 Button Hd Screw

B x2
'O' Ring Ø15 x 1.6

C x2
'O' Ring Ø12 x 1.6



BAG A - Step 07

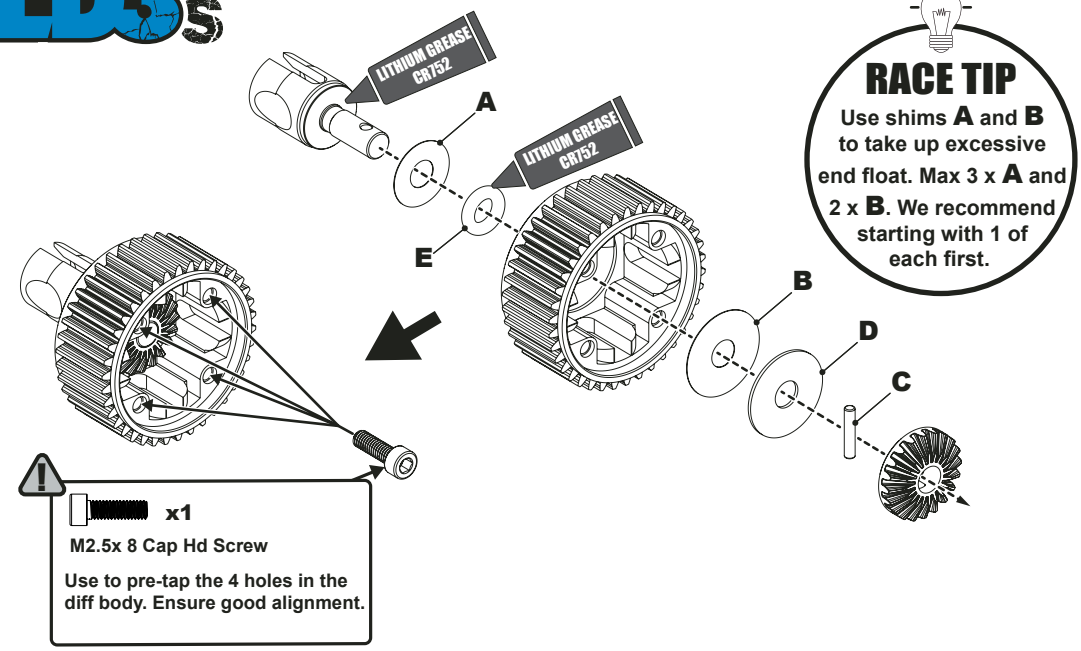
A x3
Ø5 x Ø7 x 0.1mm Shim

B x2
Ø4 x Ø13 x 0.1mm Shim

C x1
Ø1.5 x 7.8 Pin

D x1
Ø4 x Ø13 x 0.5mm Shim

E x1
'O' Ring Ø3.69 x 1.8



RACE TIP
Use shims **A** and **B** to take up excessive end float. Max 3 x **A** and 2 x **B**. We recommend starting with 1 of each first.

x1
M2.5x 8 Cap Hd Screw

Use to pre-tap the 4 holes in the diff body. Ensure good alignment.

BAG A - Step 08

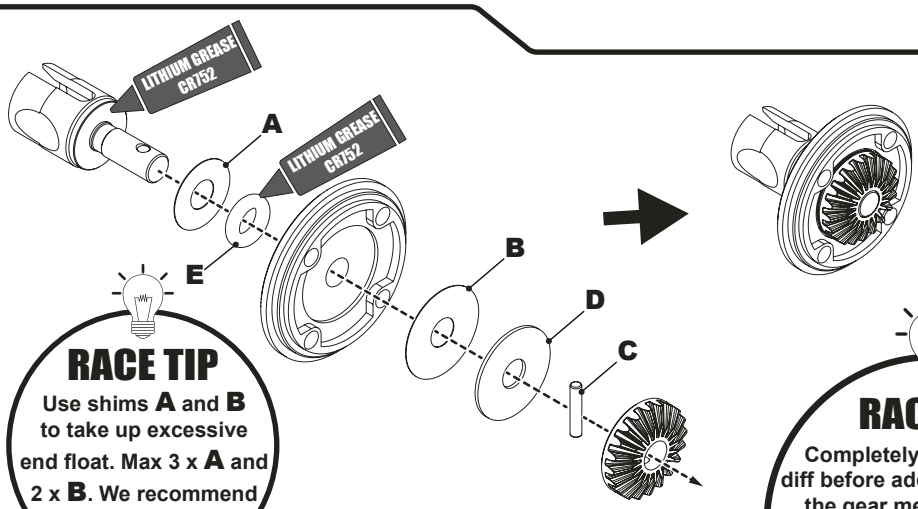
A x3
Ø5 x Ø7 x 0.1mm Shim

B x2
Ø4 x Ø13 x 0.1mm Shim

C x1
Ø1.5 x 7.8 Pin

D x1
Ø4 x Ø13 x 0.5mm Shim

E x1
'O' Ring Ø3.69 x 1.8



RACE TIP
Use shims **A** and **B** to take up excessive end float. Max 3 x **A** and 2 x **B**. We recommend starting with 1 of each first.

RACE TIP
Completely assemble the diff before adding oil to check the gear mesh. The mesh should have minimal backlash without being tight. Try adding or removing shim B in steps 7 & 8 to optimise the mesh.

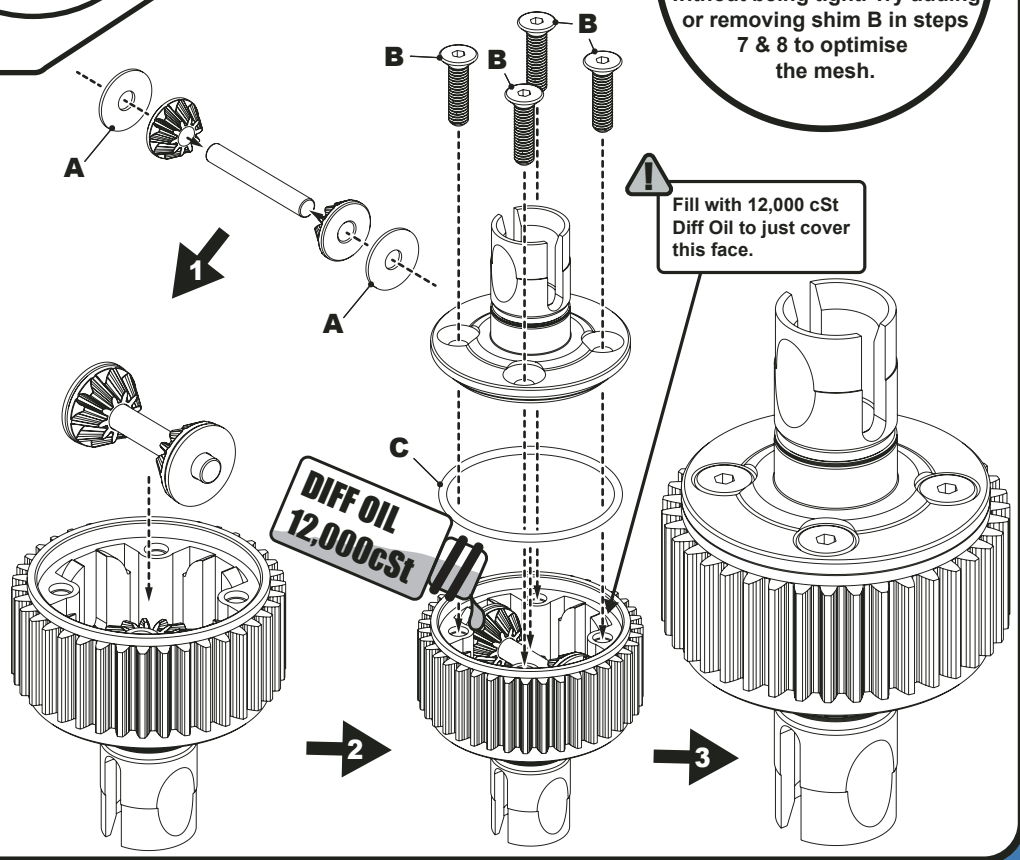
BAG A - Step 09

A x2
Ø3 x Ø9 x 0.5mm Shim

B x4
M2.5x 10 Csk Hd Screw

C x1
'O' Ring Ø21 x 1.0

RACE TIP
Put a little oil in the diff housing before you place the gears in. Always make sure all the bubbles in the oil come out.

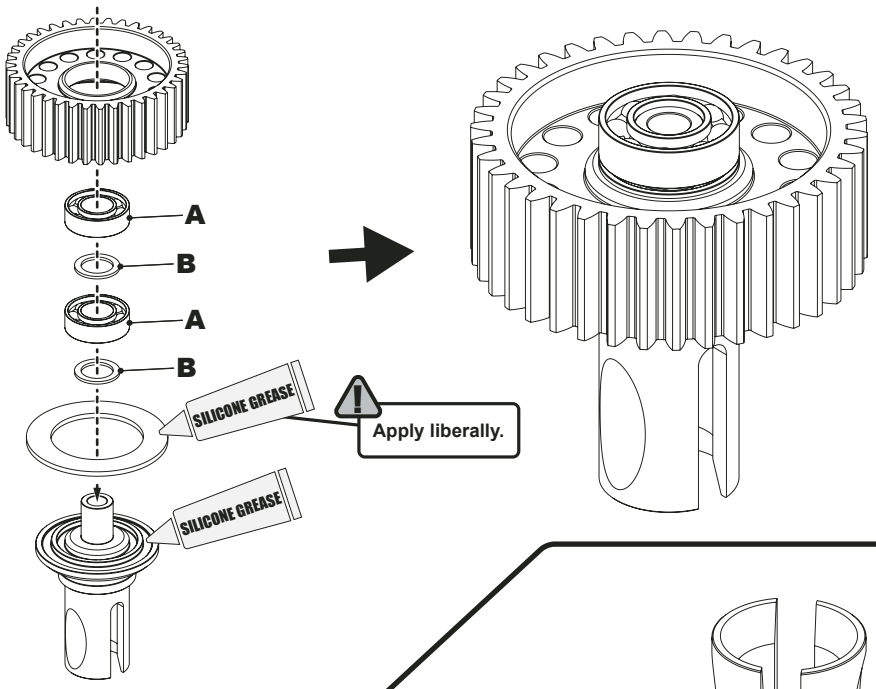


Fill with 12,000 cSt Diff Oil to just cover this face.

BAG A - Step 07

A x2
Ø5 x Ø10 x 3 Bearing

B x2
Ø5 x Ø7 x 0.45mm Shim

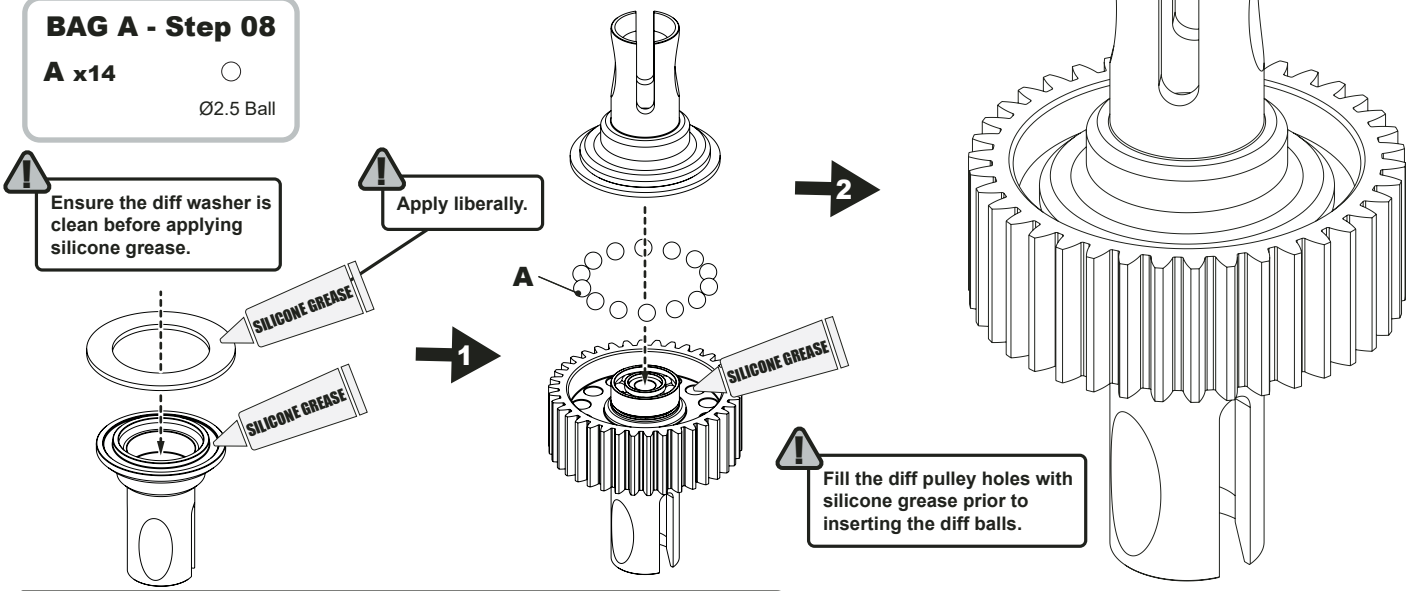


Ensure the diff washer is clean before applying silicone grease.

Apply liberally.

BAG A - Step 08

A x14
Ø2.5 Ball



Ensure the diff washer is clean before applying silicone grease.

Apply liberally.

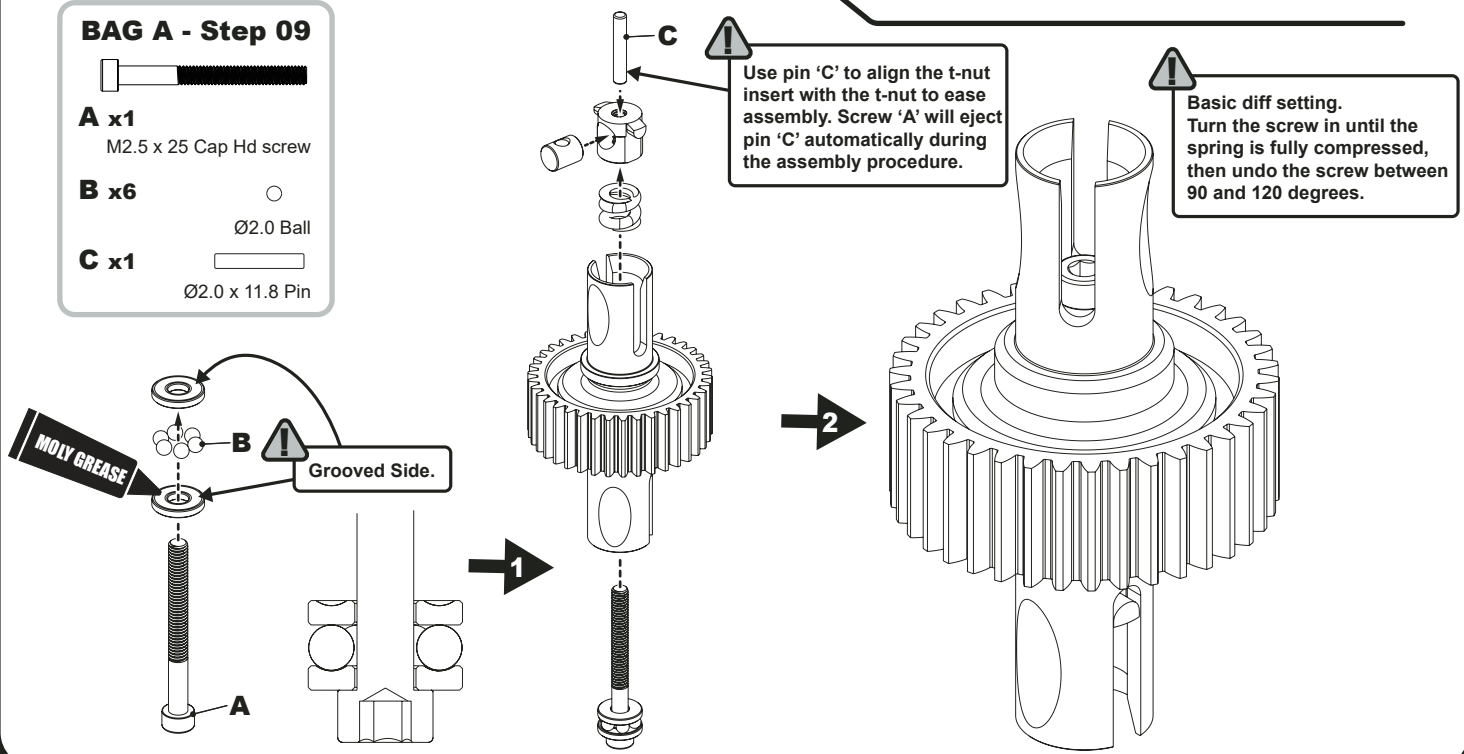
Fill the diff pulley holes with silicone grease prior to inserting the diff balls.

BAG A - Step 09

A x1
M2.5 x 25 Cap Hd screw

B x6
Ø2.0 Ball

C x1
Ø2.0 x 11.8 Pin



Use pin 'C' to align the t-nut insert with the t-nut to ease assembly. Screw 'A' will eject pin 'C' automatically during the assembly procedure.

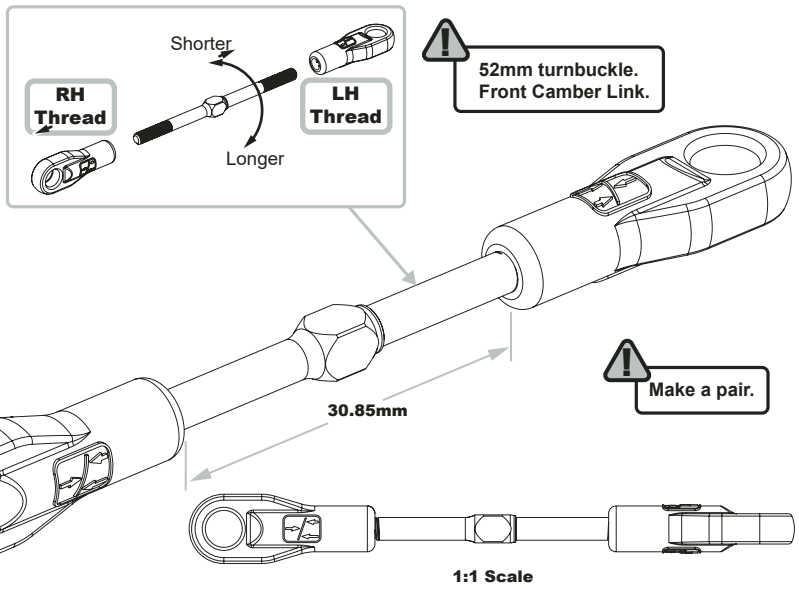
Grooved Side.

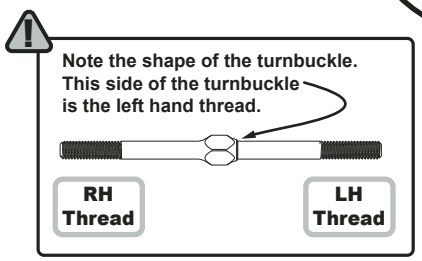
Basic diff setting.
Turn the screw in until the spring is fully compressed, then undo the screw between 90 and 120 degrees.

BAG B - Step 10a

Front Camber Link

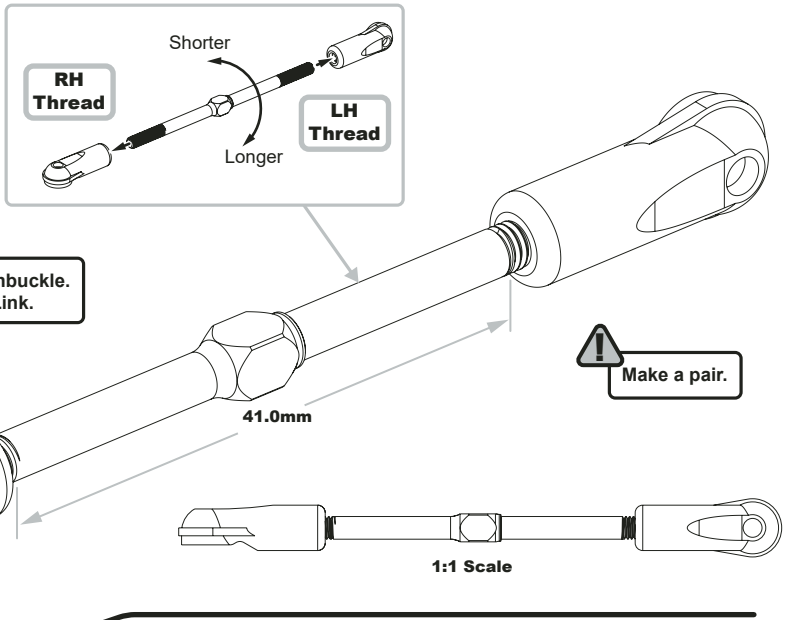
RACE TIP
Greasing the threads will make adjusting the turnbuckles easier. The tools used for assembly are in the s2 parts bag.

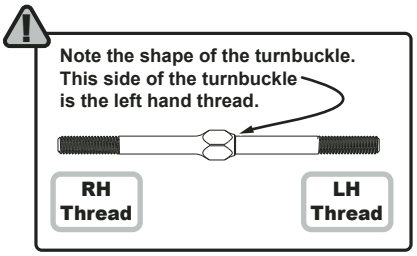




BAG B - Step 10b

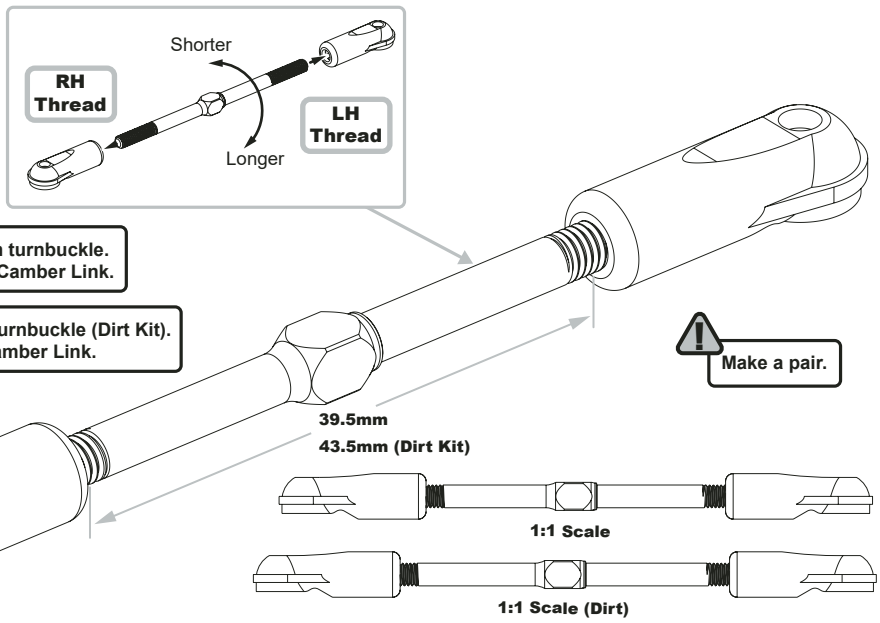
Front Steering Link

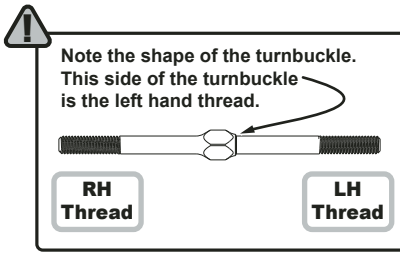




BAG B - Step 10c

Rear Camber Link





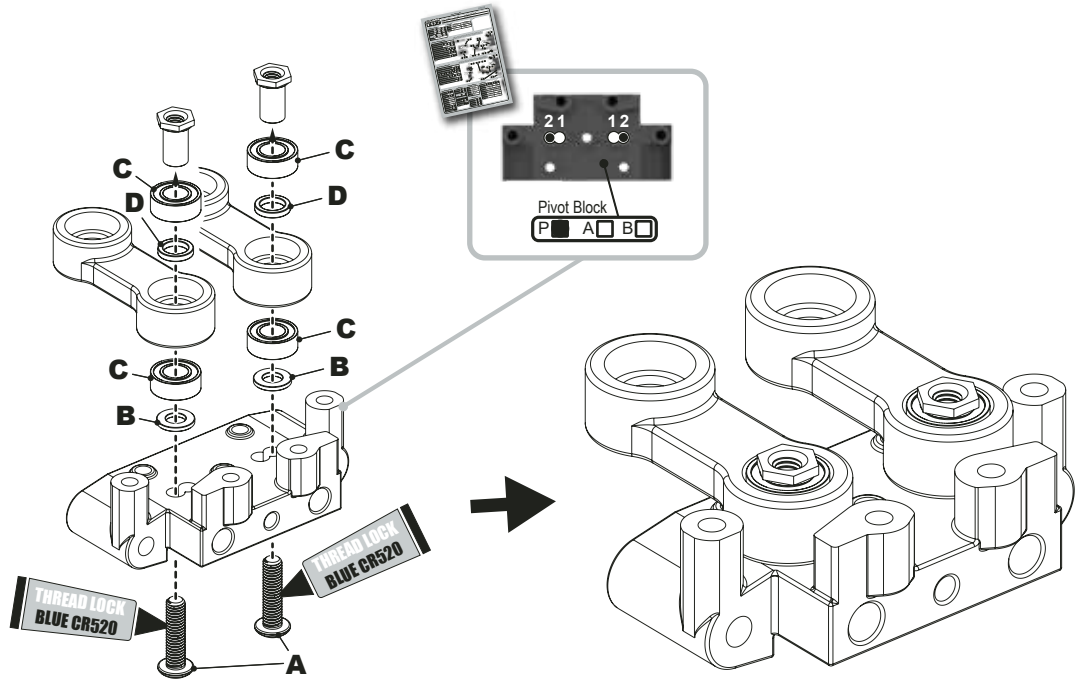
BAG B - Step 11

A x2 M3 x 12 Button Hd Screw

B x2 Black Alloy Washer 0.75mm

C x4 ø4 x ø8 x 3 Bearing

D x2 ø4 x ø5.6mm Shim



BAG B - Step 12

A x2 M3 x 12 Button Hd Screw

B x2 M3 Steel Washer

C x2 Black Alloy Washer 2.0mm

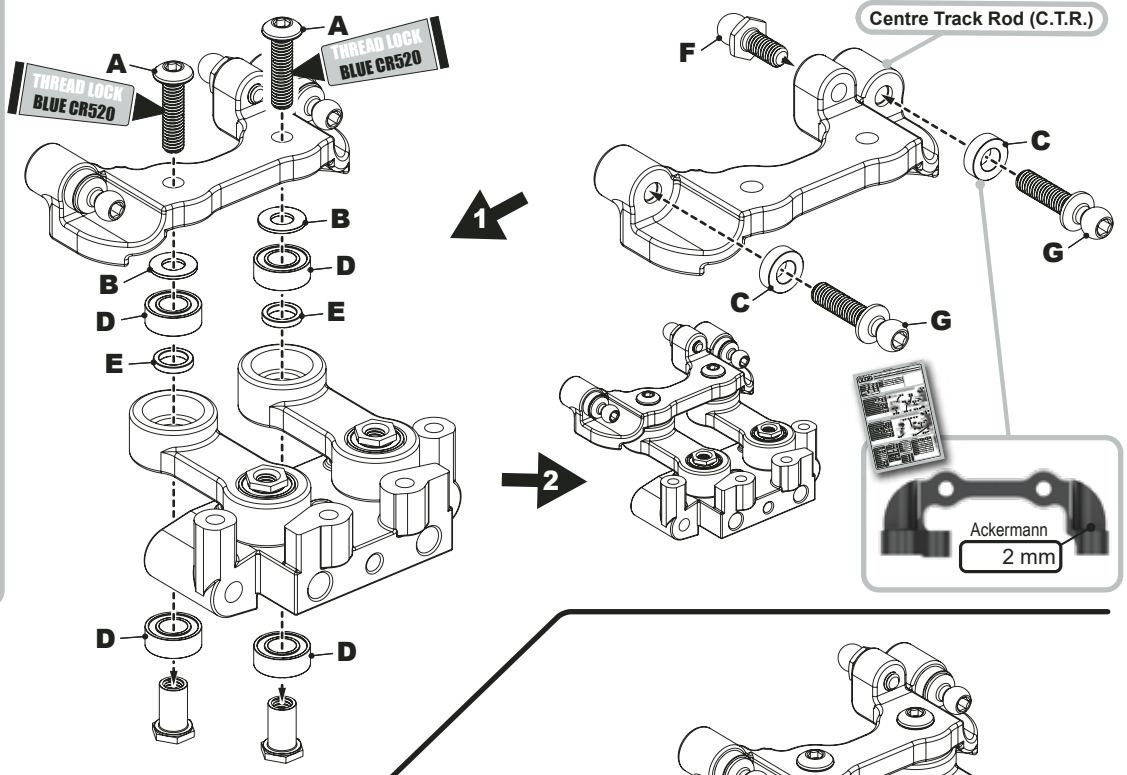
D x4 ø4 x ø8 x 3 Bearing

E x2 ø4 x ø5.6mm Shim

F x1 Black Ball Stud

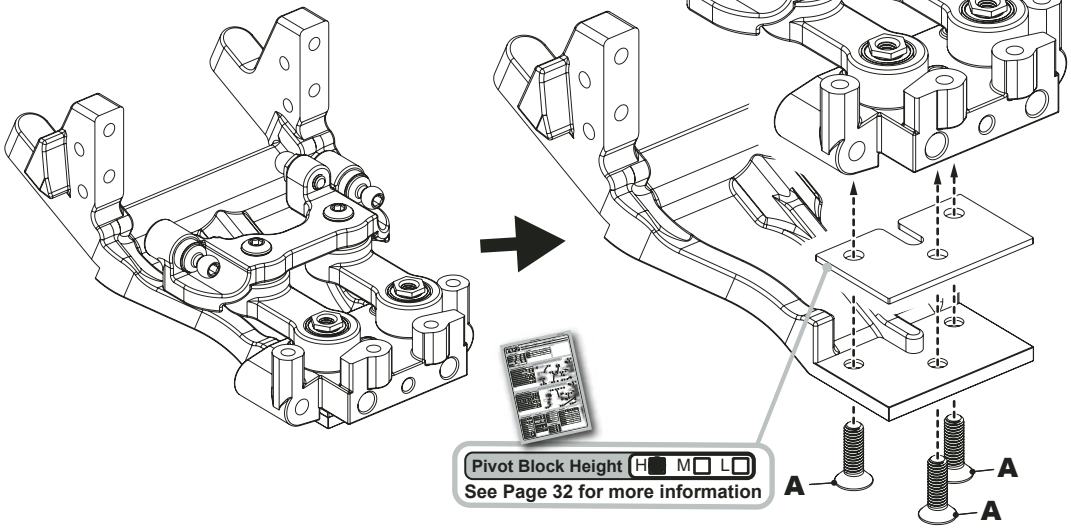
G x2 Extra Long Ball Stud

Use a small amount of threadlock.



BAG B - Step 13

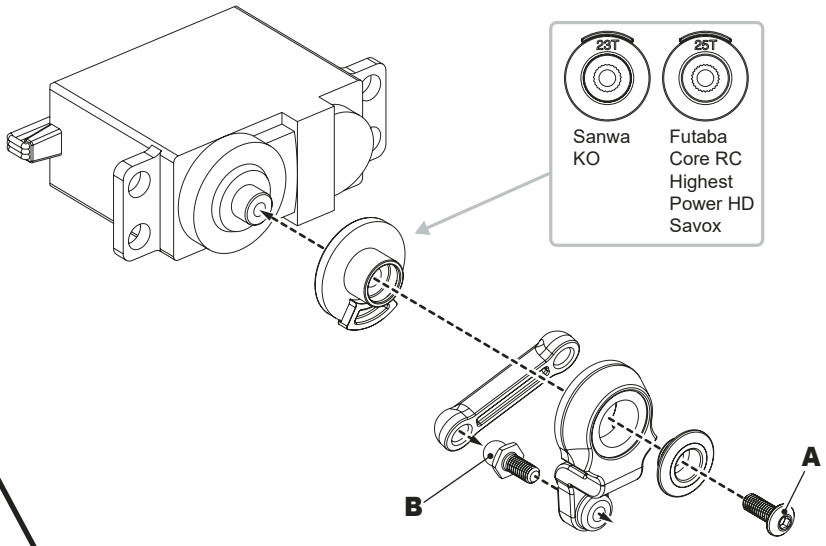
A x3 M3 x 10 Csk Hd Screw



BAG B - Step 14a

A x1
M3 x 8 Button Hd Screw

B x1
Black Ball Stud

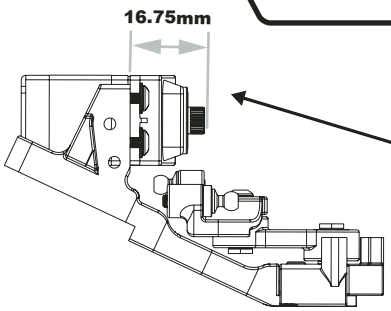


BAG B - Step 14b

A x4
M3 Steel Washer

B x4
M3 x 12 Button Hd Screw

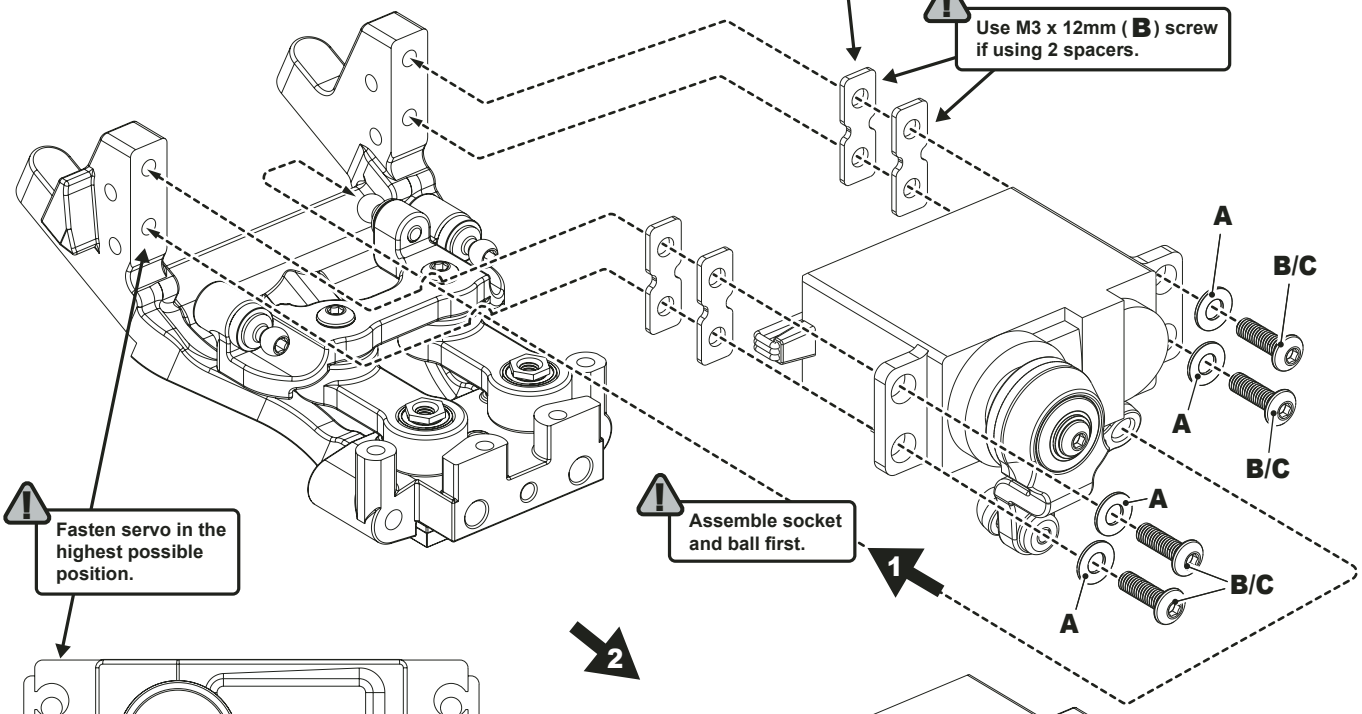
C x4
M3 x 10 Button Hd Screw



Use this guide to space the servo each side. Try to achieve as close to 16.75mm as possible. To allow clearance for the centre track rod.

MANUFACTURER	SPACER
KO / Highest	1 x 1mm
Sanwa / Dash	2 x 1mm
Core RC	None

Use M3 x 12mm (**B**) screw if using 2 spacers.

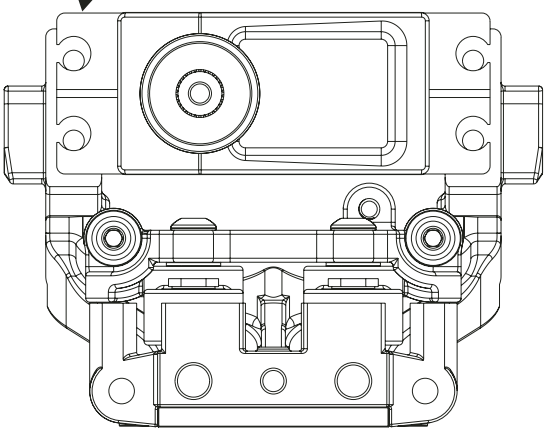


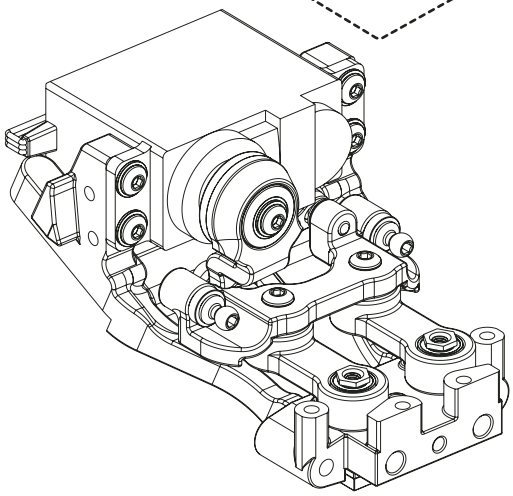
Fasten servo in the highest possible position.

Assemble socket and ball first.

1

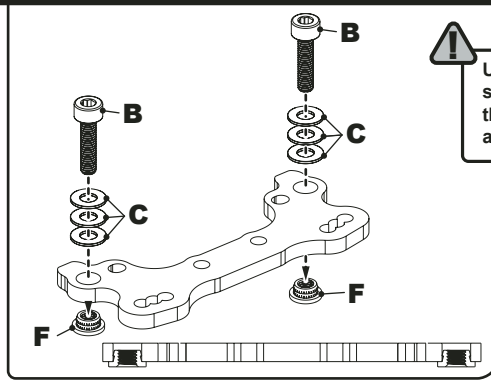
2





BAG B - Step 15

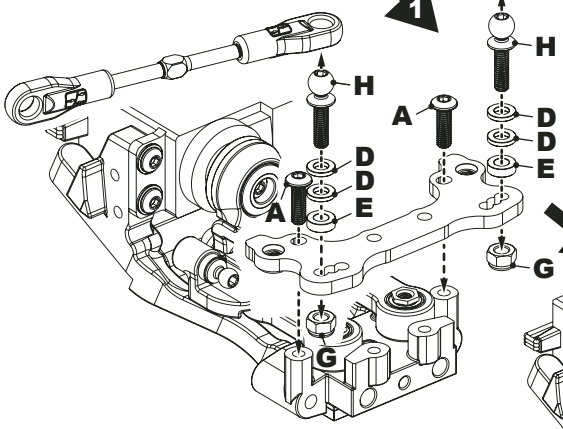
- **A x2** M3 x 10 Button Hd Screw
- **B x1** M3 x 12 Cap Hd Screw
- **C x3** M3 Steel Washer
- **D x4** Black Alloy Washer 1.0mm
- **E x2** Black Alloy Washer 2.0mm
- **F x2** M3 Thread Insert
- **G x2** M3 Nyloc
- **H x2** 5.5mm Ball Stud Ex Long



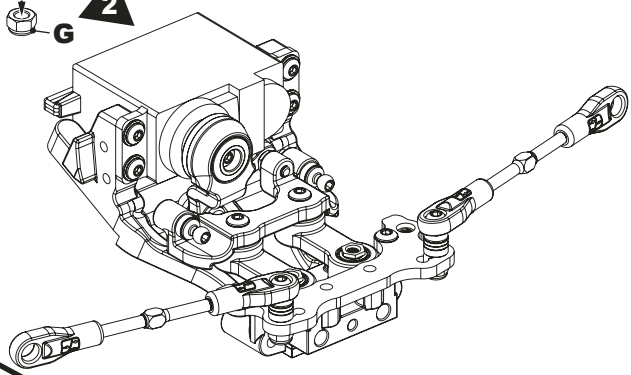
Use the steel washers and cap head screw to pull the brass inserts into the camber plate. Remove the screw and washers to continue assembly.

RACE TIP
Assemble the turnbuckles with the LH threads pointing to the LH side of the car.

From step 10a

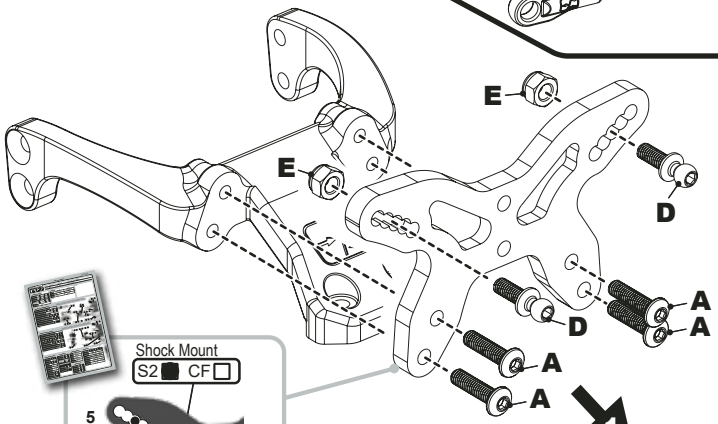


Link Mount S2 ■ A □ CF □

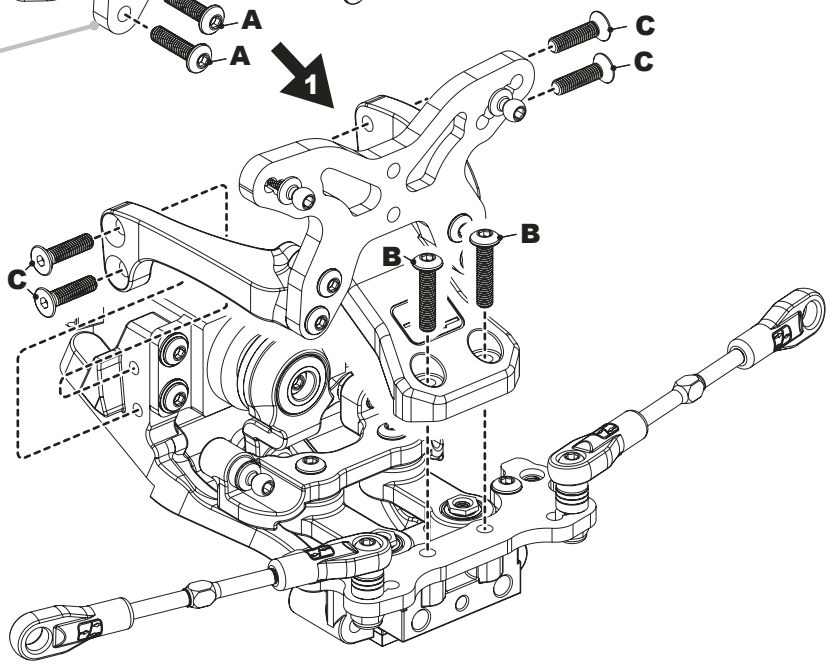


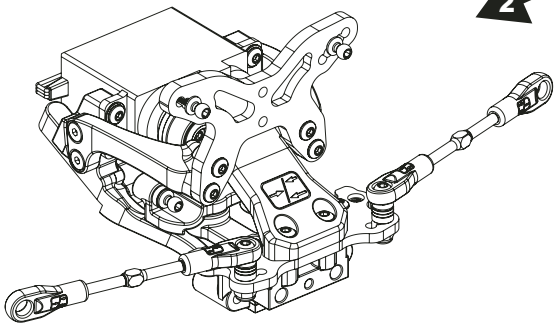
BAG B - Step 16

- **A x4** M3 x 12 Button Hd Screw
- **B x2** M3 x 14 Button Hd Screw
- **C x4** M3 x 12 Csk Hd Screw
- **D x2** Ball Stud Long
- **E x2** M3 Nyloc



Shock Mount S2 ■ CF □





BAG B - Step 17

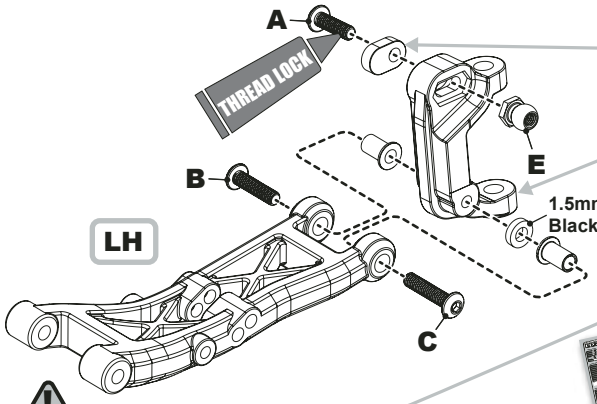
A x2 M3 x 10 Button Hd Screw

B x2 M3 x 12 Button Hd Screw

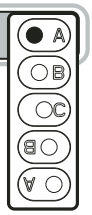
C x2 M3 x 14 Button Hd Screw

D x1 M3 x 20 Cap Hd Screw

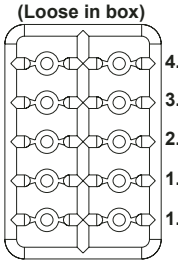
E x2 Pivot Ball



Front Camber Link

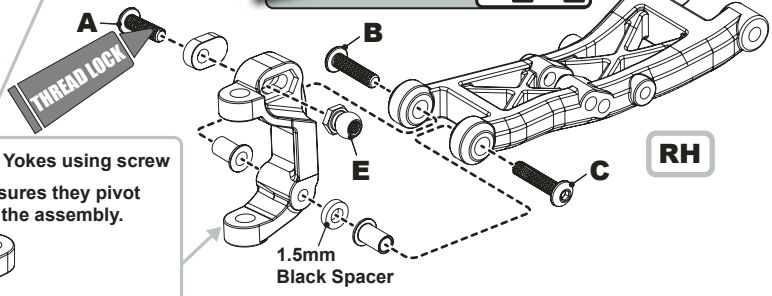


Black Spacer Sprue
(Loose in box)

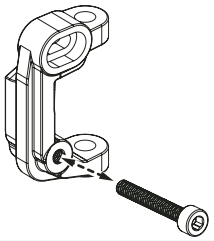


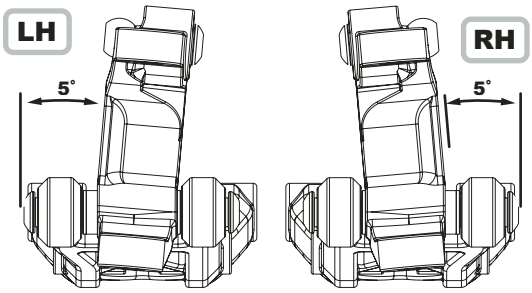
Wheelbase Sh ■ L □

Tighten screws B & C until the pivot bushes just touch the black spacers.
Do NOT overtighten.



Pre-tap the Yokes using screw **D**. This ensures they pivot freely after the assembly.





BAG B - Step 18

A x4 M3 x 8 Button Hd Screw

B x4 M3 x 14 Button Hd Screw

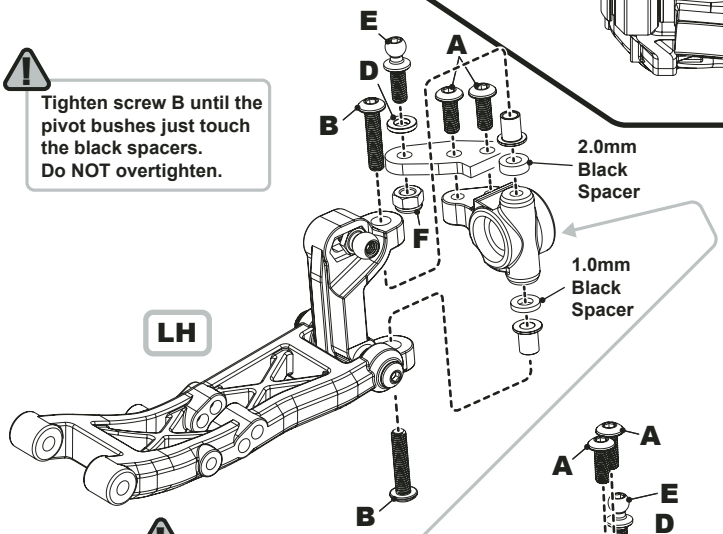
C x2 M3 x 16 Button Hd Screw

D x2 Black Alloy Washer 1.0mm

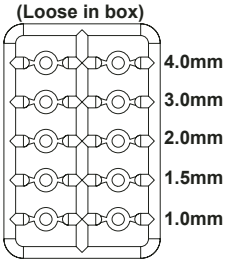
E x2 Ball Stud Long

F x2 M3 Nyloc

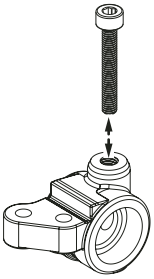
Tighten screw B until the pivot bushes just touch the black spacers.
Do NOT overtighten.



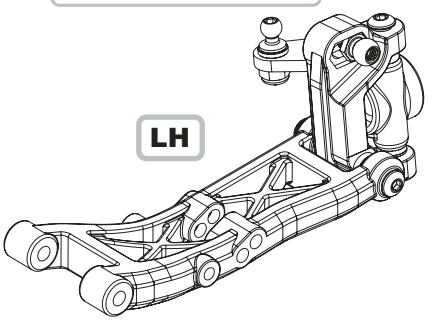
Black Spacer Sprue
(Loose in box)

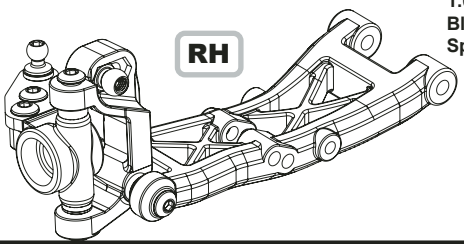


Pre-tap the Hubs using the same screw as in the previous step. This ensures they pivot freely after the assembly.



Replace screw **B** with **C** if you are using a hub height of 3mm or 0mm. Replace the screw that passes through the spacers.

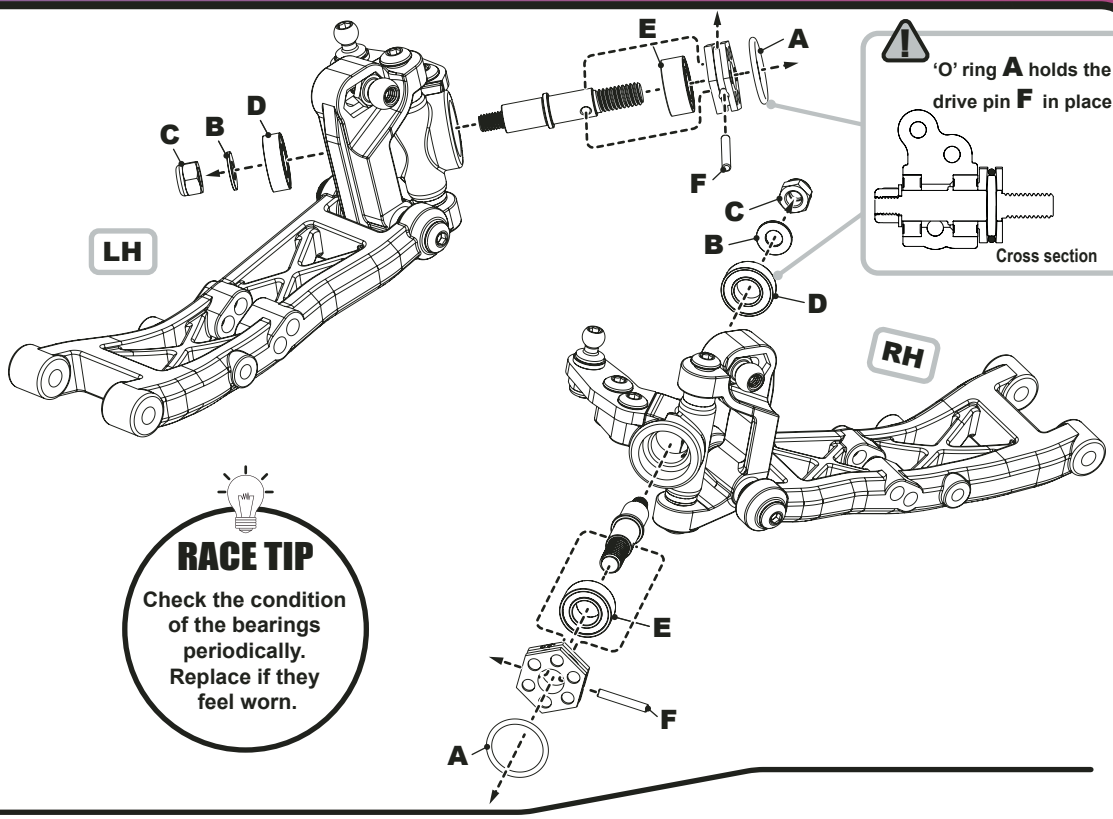




Hub Height 1 mm

BAG C - Step 19

- **A x2** O'Ring ø9 x 1.0
- **B x2** M3 Steel Washer
- **C x2** M3 Nyloc Nut
- **D x2** ø5 x ø10 x ø3 Bearing
- **E x2** ø5 x ø10 x ø4 Bearing
- **F x2** ø1.5 x 9.8 Pin



'O' ring **A** holds the drive pin **F** in place.

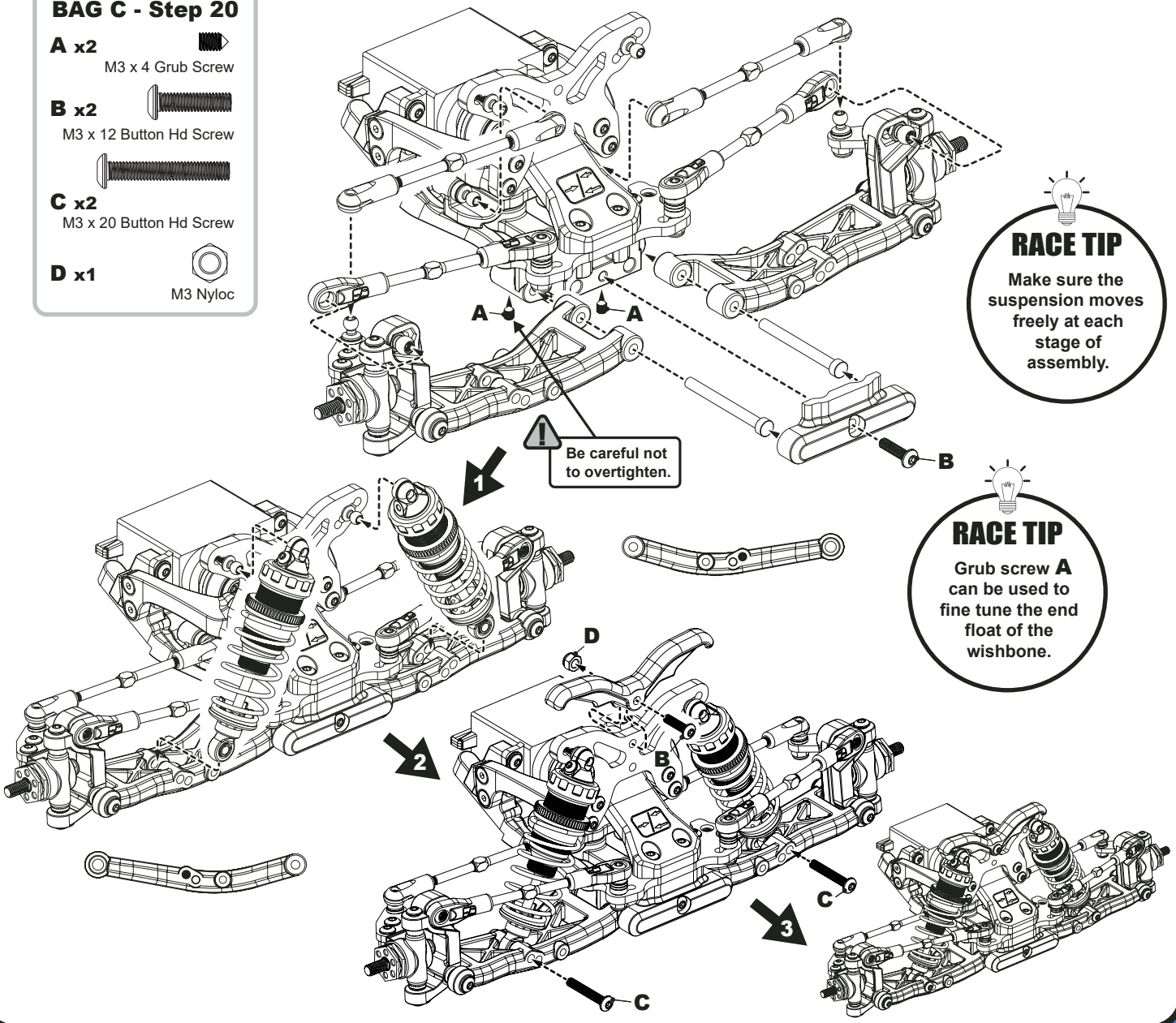
Cross section

RACE TIP

Check the condition of the bearings periodically. Replace if they feel worn.

BAG C - Step 20

- **A x2** M3 x 4 Grub Screw
- **B x2** M3 x 12 Button Hd Screw
- **C x2** M3 x 20 Button Hd Screw
- **D x1** M3 Nyloc



Be careful not to overtighten.

RACE TIP

Make sure the suspension moves freely at each stage of assembly.

RACE TIP

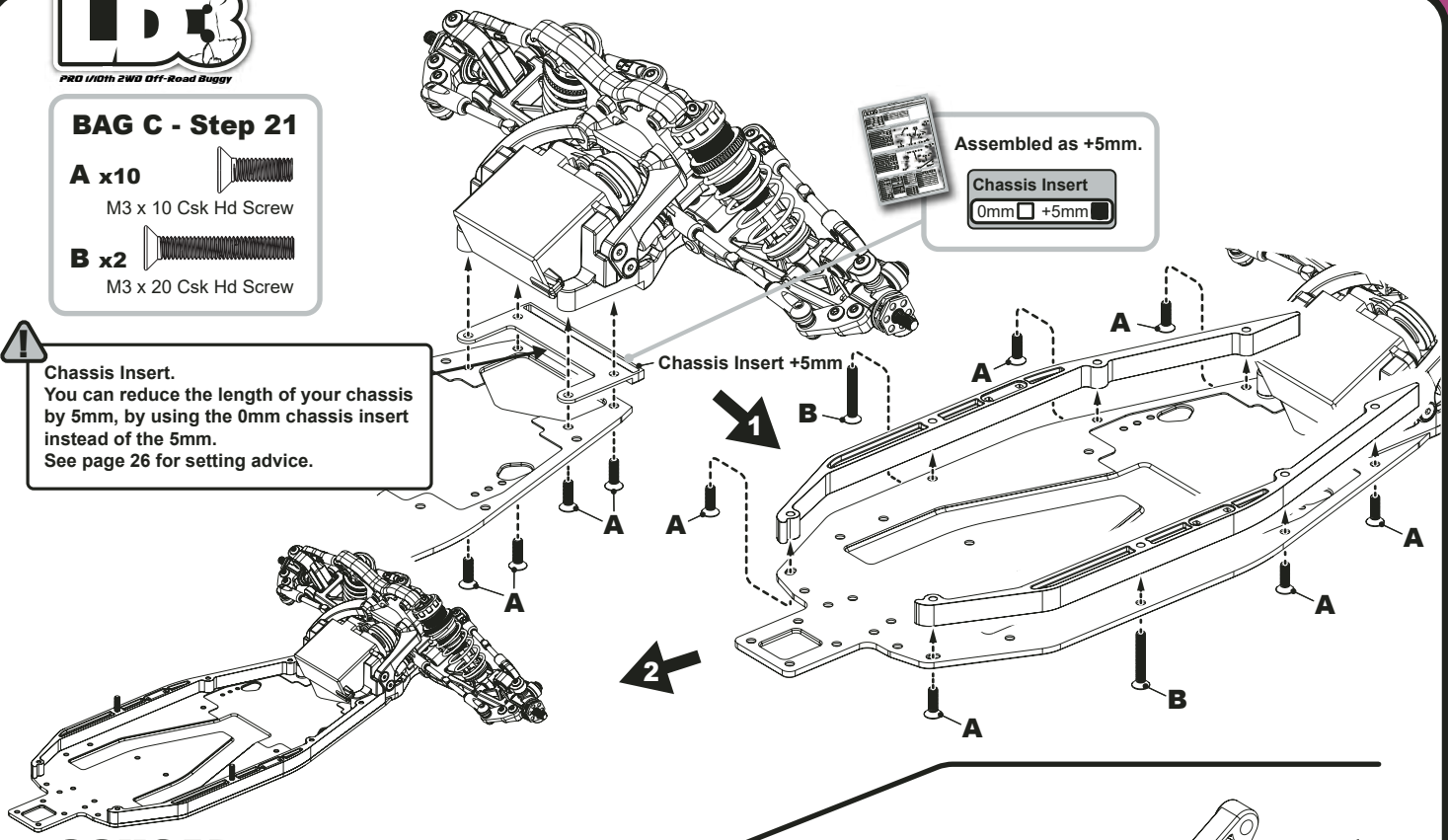
Grub screw **A** can be used to fine tune the end float of the wishbone.

BAG C - Step 21

A x10
M3 x 10 Csk Hd Screw

B x2
M3 x 20 Csk Hd Screw

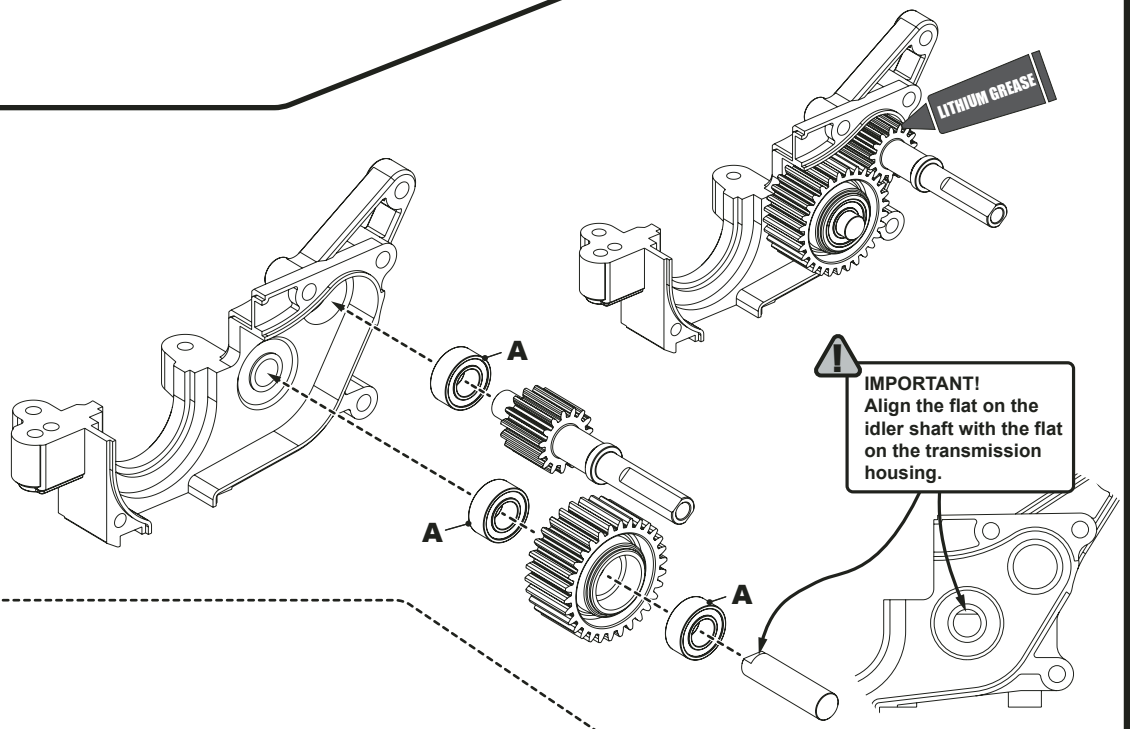
Chassis Insert.
You can reduce the length of your chassis by 5mm, by using the 0mm chassis insert instead of the 5mm.
See page 26 for setting advice.



COUGAR LD3M

BAG C - Step 22

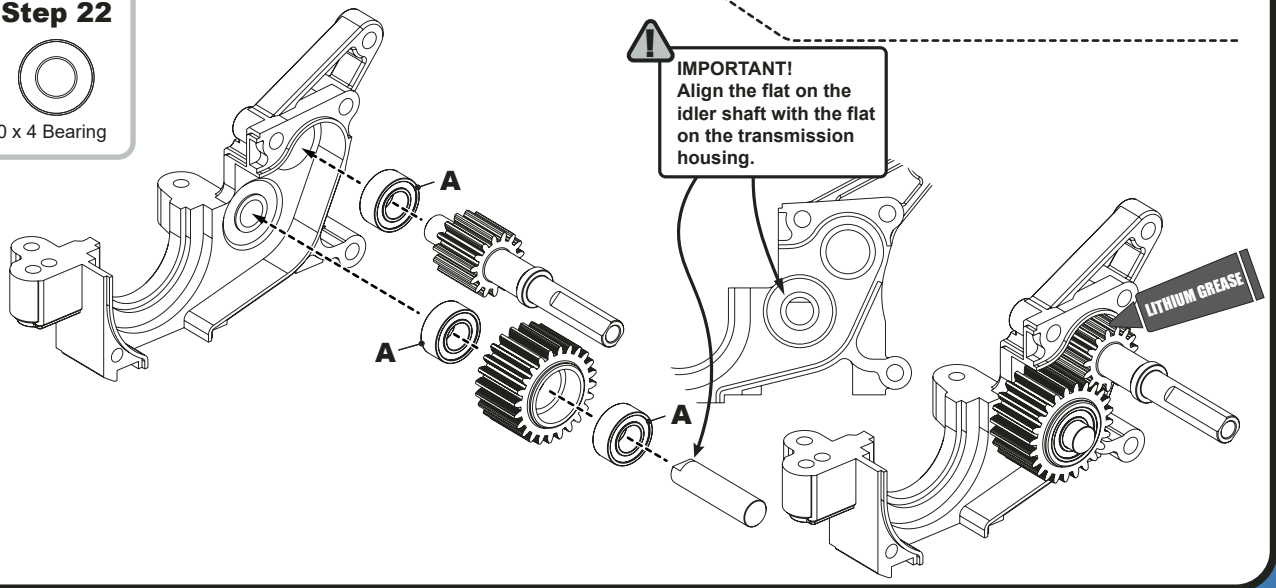
A x3
ø5 x ø10 x 4 Bearing



COUGAR LD3D

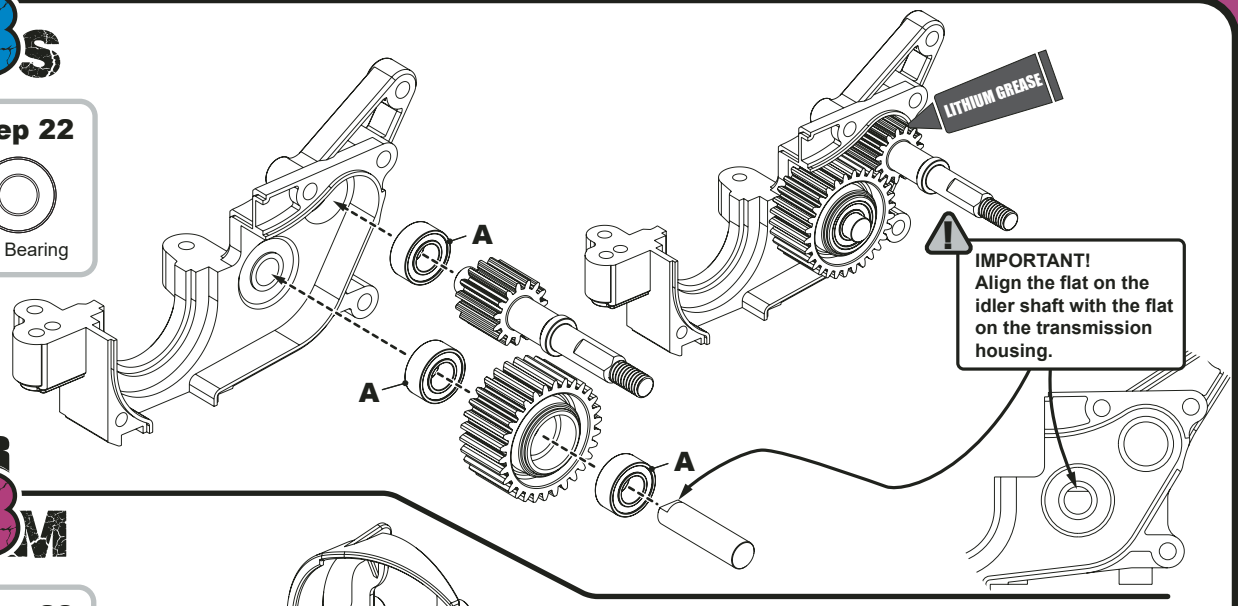
BAG C - Step 22

A x3
ø5 x ø10 x 4 Bearing



BAG C - Step 22

A x3
ø5 x ø10 x 4 Bearing



COUGAR LD3M

BAG C - Step 23

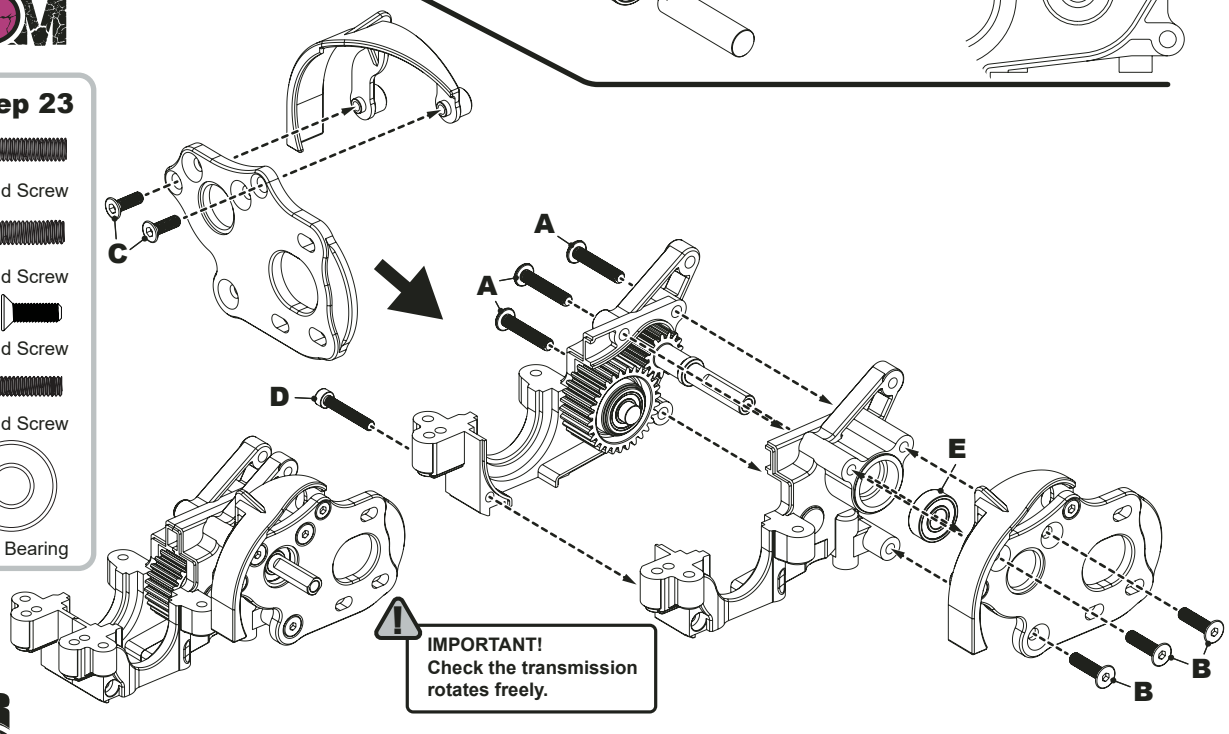
A x3
M3 x 16 Button Hd Screw

B x3
M3 x 12 Csk Hd Screw

C x2
M2.5x 8 Csk Hd Screw

D x1
M2.5x 16 Cap Hd Screw

E x1
ø5 x ø12 x 4 Bearing



COUGAR LD3D

BAG C - Step 23

A x2
M3 x 16 Button Hd Screw

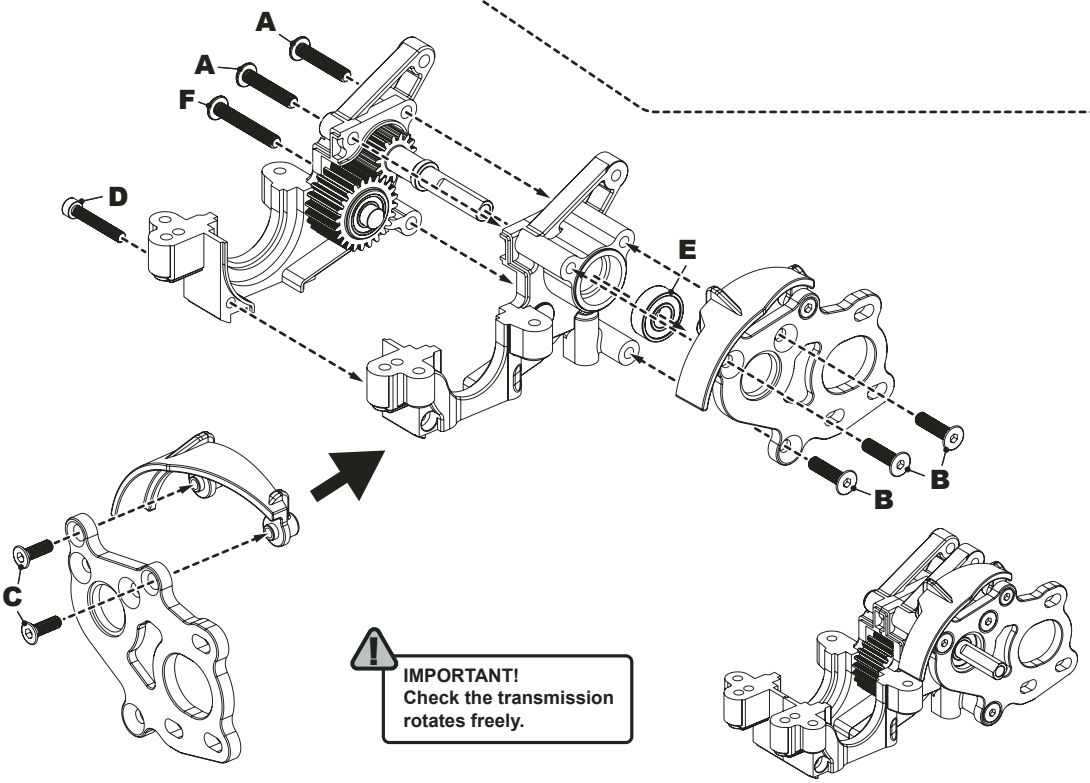
B x3
M3 x 12 Csk Hd Screw

C x2
M2.5x 8 Csk Hd Screw

D x1
M2.5x 16 Cap Hd Screw

E x1
ø5 x ø12 x 4 Bearing

F x1
M3 x 20 Button Hd Screw



BAG C - Step 23

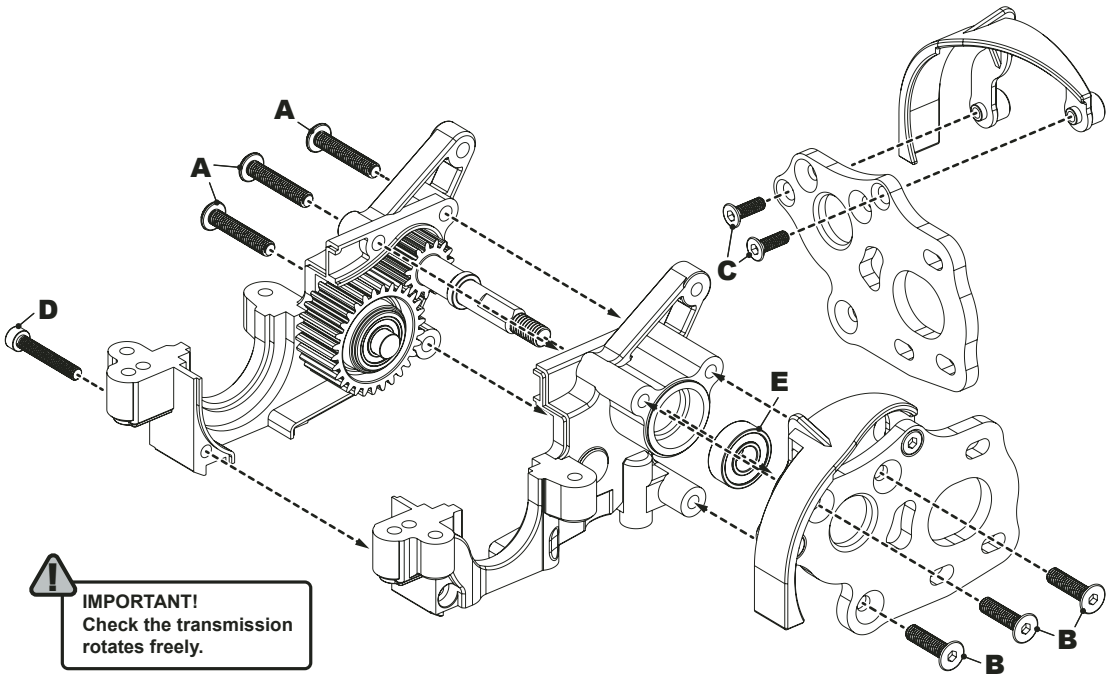
A x3 M3 x 16 Button Hd Screw

B x3 M3 x 12 Csk Hd Screw

C x2 M2.5x 8 Csk Hd Screw

D x1 M2.5x 16 Cap Hd Screw

E x1 ø5 x ø12 x 4 Bearing



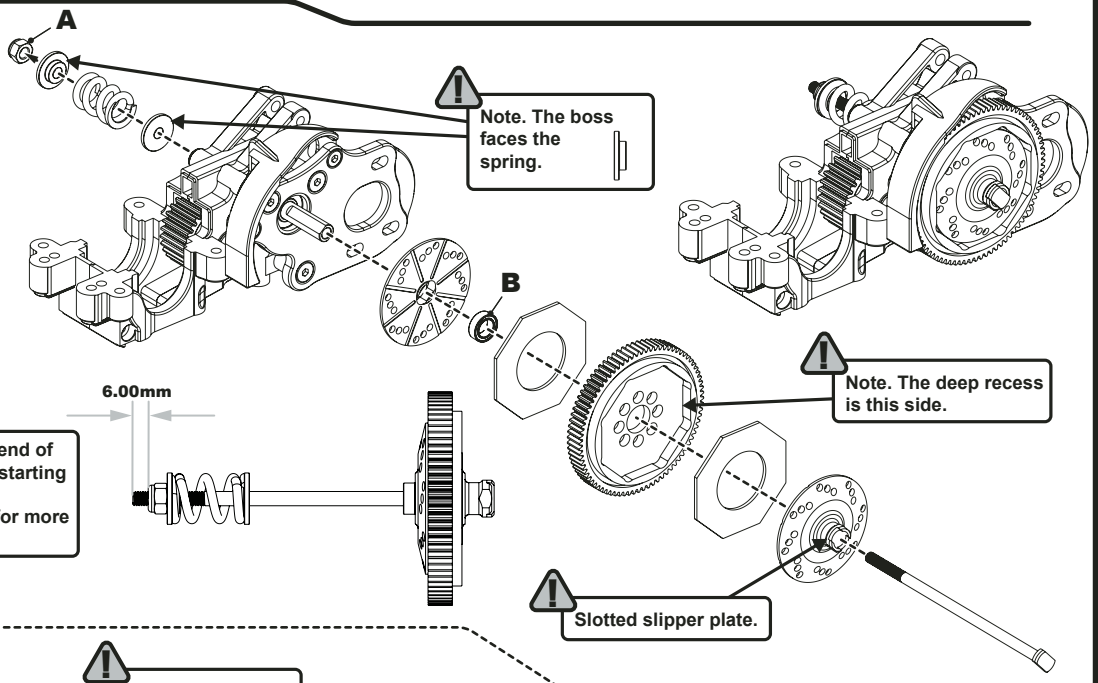
IMPORTANT!
Check the transmission rotates freely.

COUGAR LD3M

BAG C - Step 24

A x1 M3 Nyloc

B x1 ø5 x ø8 x 2.5 Bearing



Note. The boss faces the spring.

Note. The deep recess is this side.

Set the nut 6mm from the end of the thread. This is a good starting point for the slipper.
Read car settings on P24 for more information.

Slotted slipper plate.

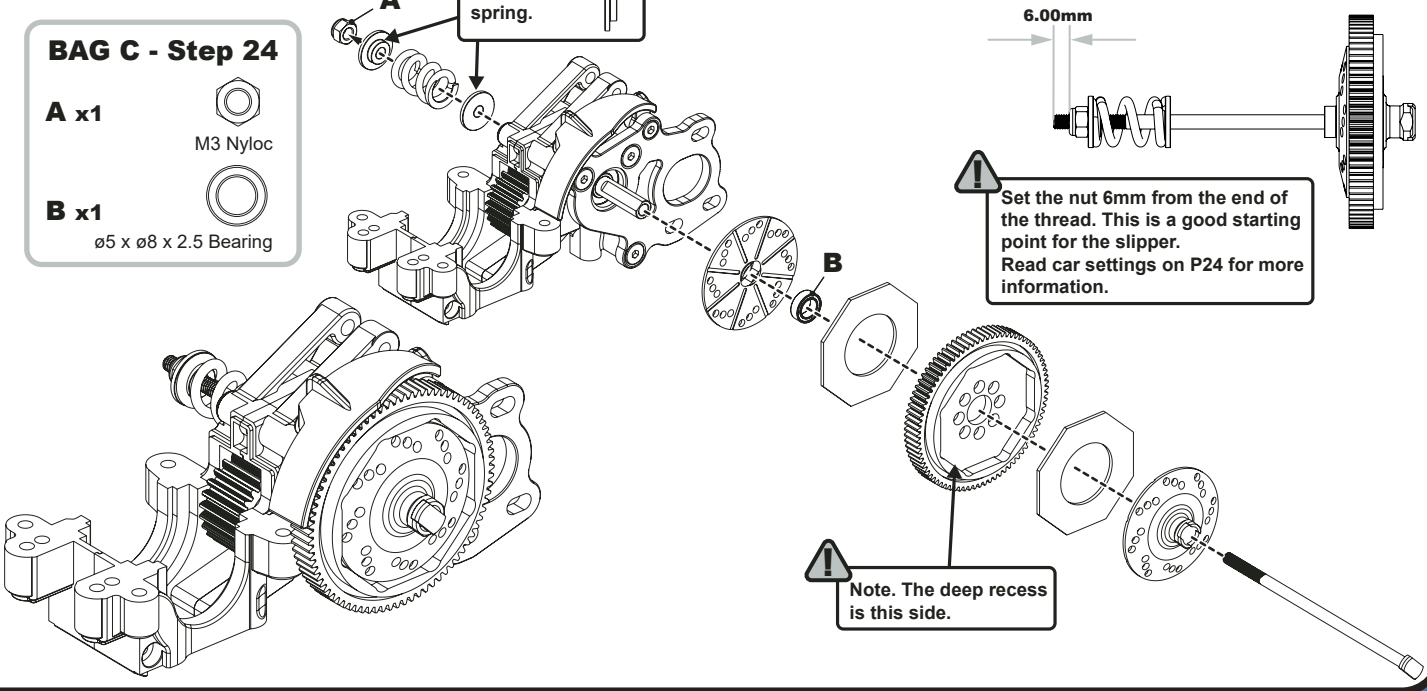
COUGAR LD3D

BAG C - Step 24

A x1 M3 Nyloc

B x1 ø5 x ø8 x 2.5 Bearing

Note. The boss faces the spring.

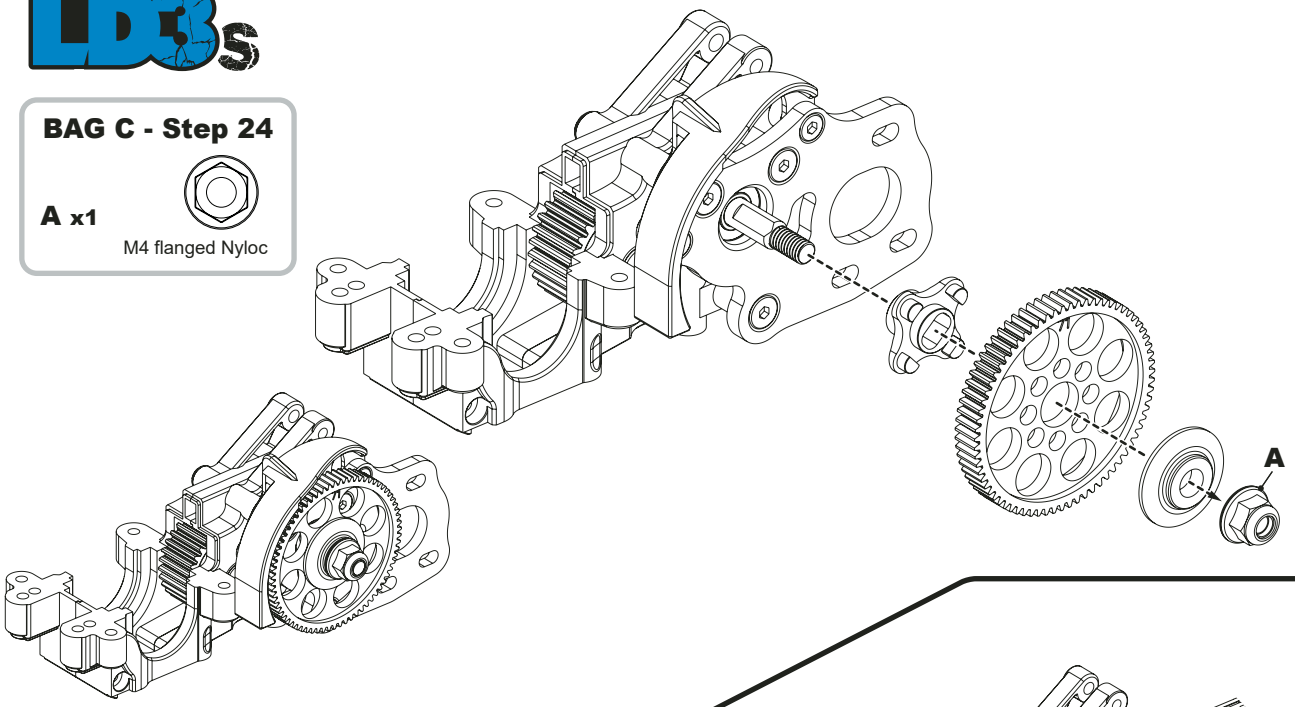


Set the nut 6mm from the end of the thread. This is a good starting point for the slipper.
Read car settings on P24 for more information.

Note. The deep recess is this side.

BAG C - Step 24

A x1
M4 flanged Nyloc



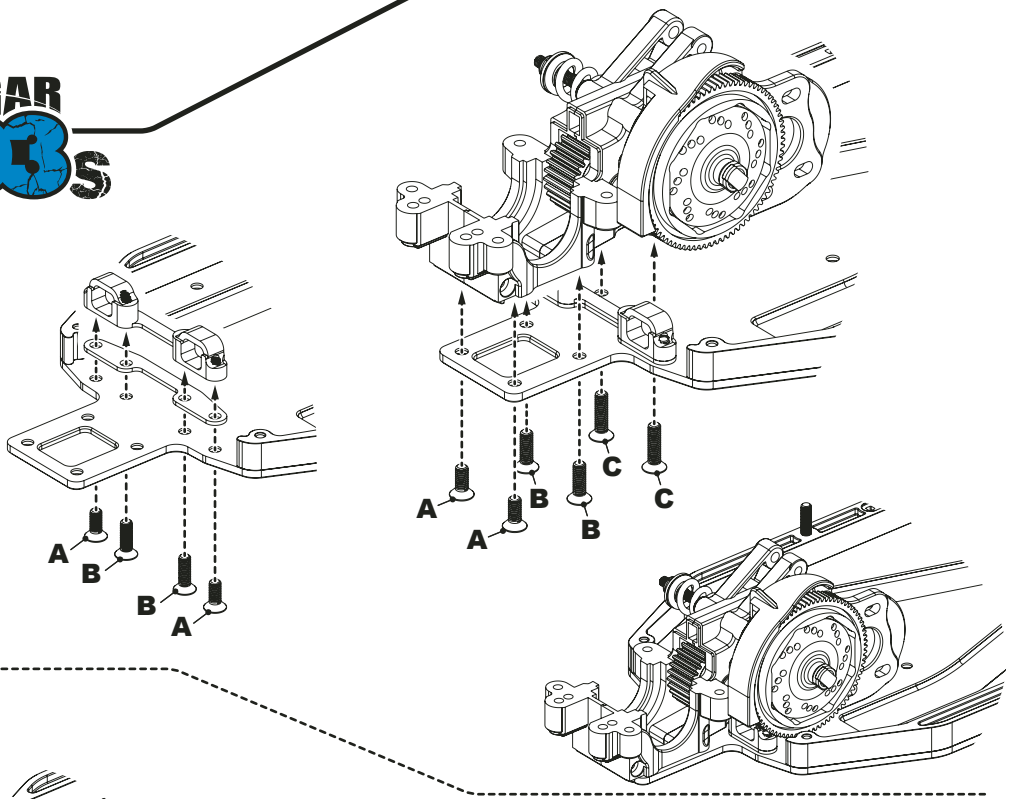
COUGAR LD3M — COUGAR LD3S

BAG C - Step 25

A x4
M3 x 8 Csk Hd Screw

B x4
M3 x 10 Csk Hd Screw

C x2
M3 x 12 Csk Hd Screw



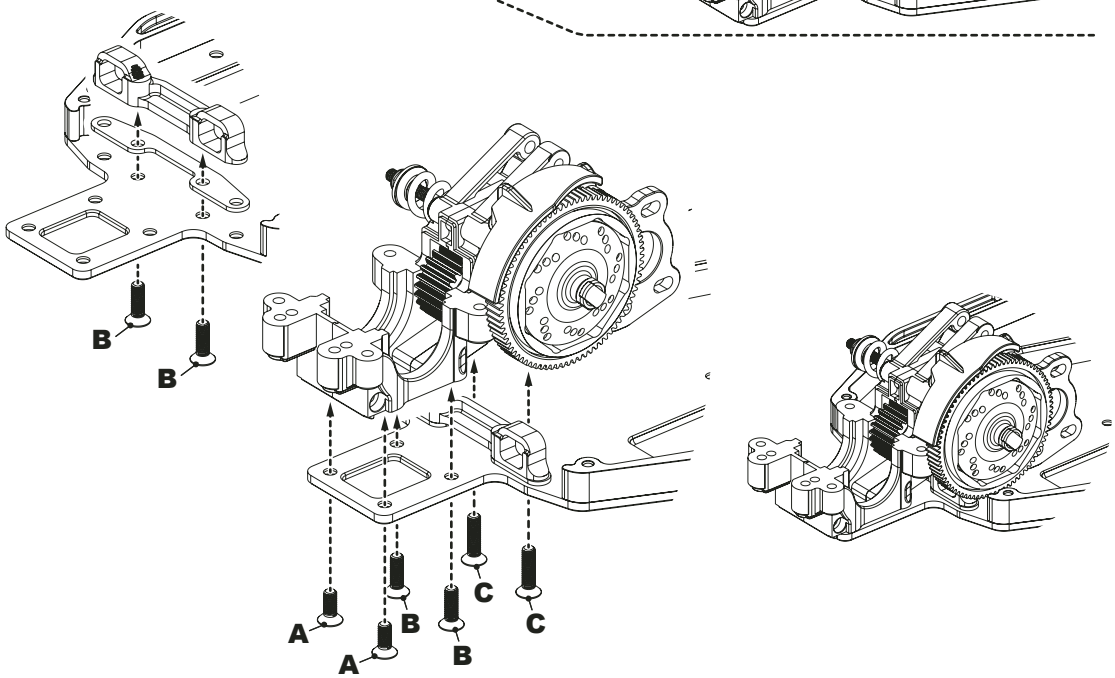
COUGAR LD3D

BAG C - Step 25

A x2
M3 x 8 Csk Hd Screw

B x4
M3 x 10 Csk Hd Screw

C x2
M3 x 12 Csk Hd Screw

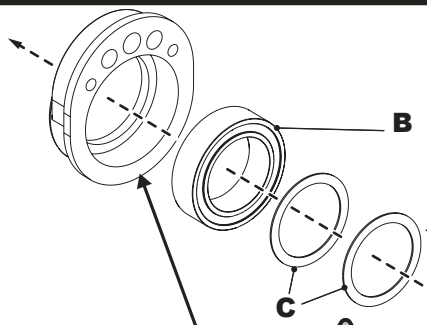


BAG C - Step 26

A x2
M3 x 12 Button Hd Screw

B x2
ø10 x ø15 x 4 bearing

C x4
ø10 x ø12 x 0.20 Shim

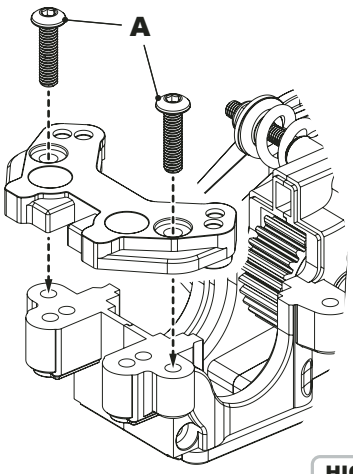


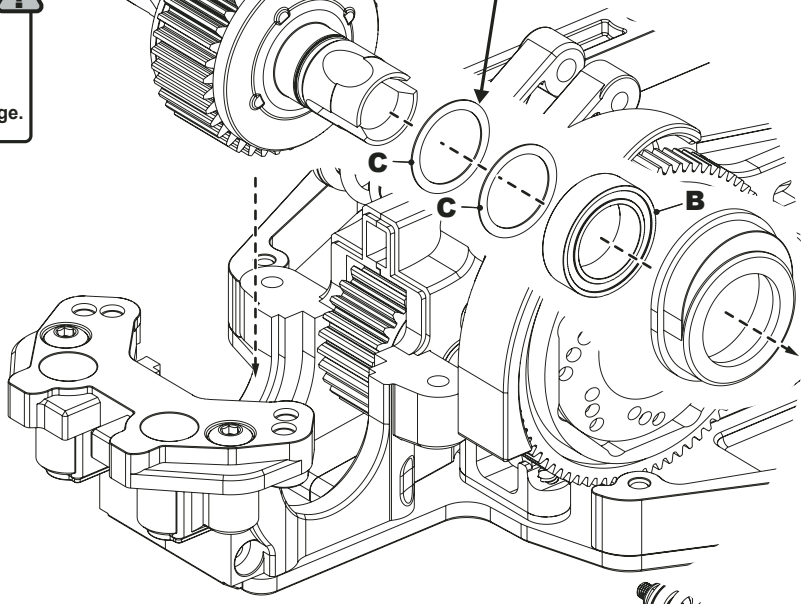
COUGAR LD3

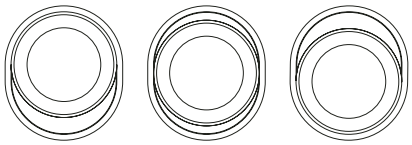
Fit the ball diff instead of the gear diff pictured.

Start with 2 shims either side, and then, if necessary, remove to achieve a small amount of end float.

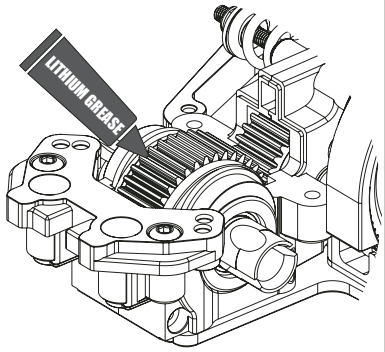
Ensure you use a matching pair of eccentrics.
The kit contains both HIGH/LOW and MID eccentrics.
Base setting is LOW at this stage.







RACE TIP
Periodically check the gears for signs of damage or wear. Do not run them dry. Reapply grease every 10-12 runs.



BAG C - Step 27

A x2
M3 x 12 Button Hd Screw

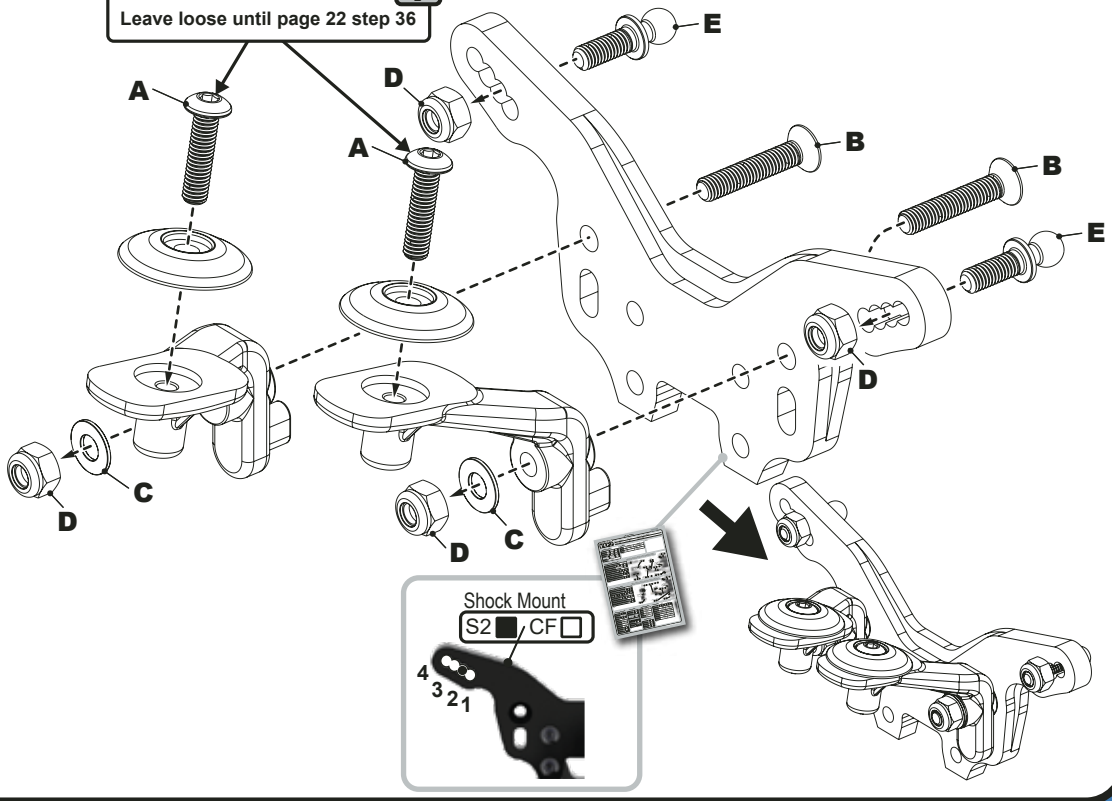
B x2
M3 x 16 Csk Hd Screw

C x2
M3 Washer

D x4
M3 Nyloc

E x2
Ball Stud Long

Leave loose until page 22 step 36

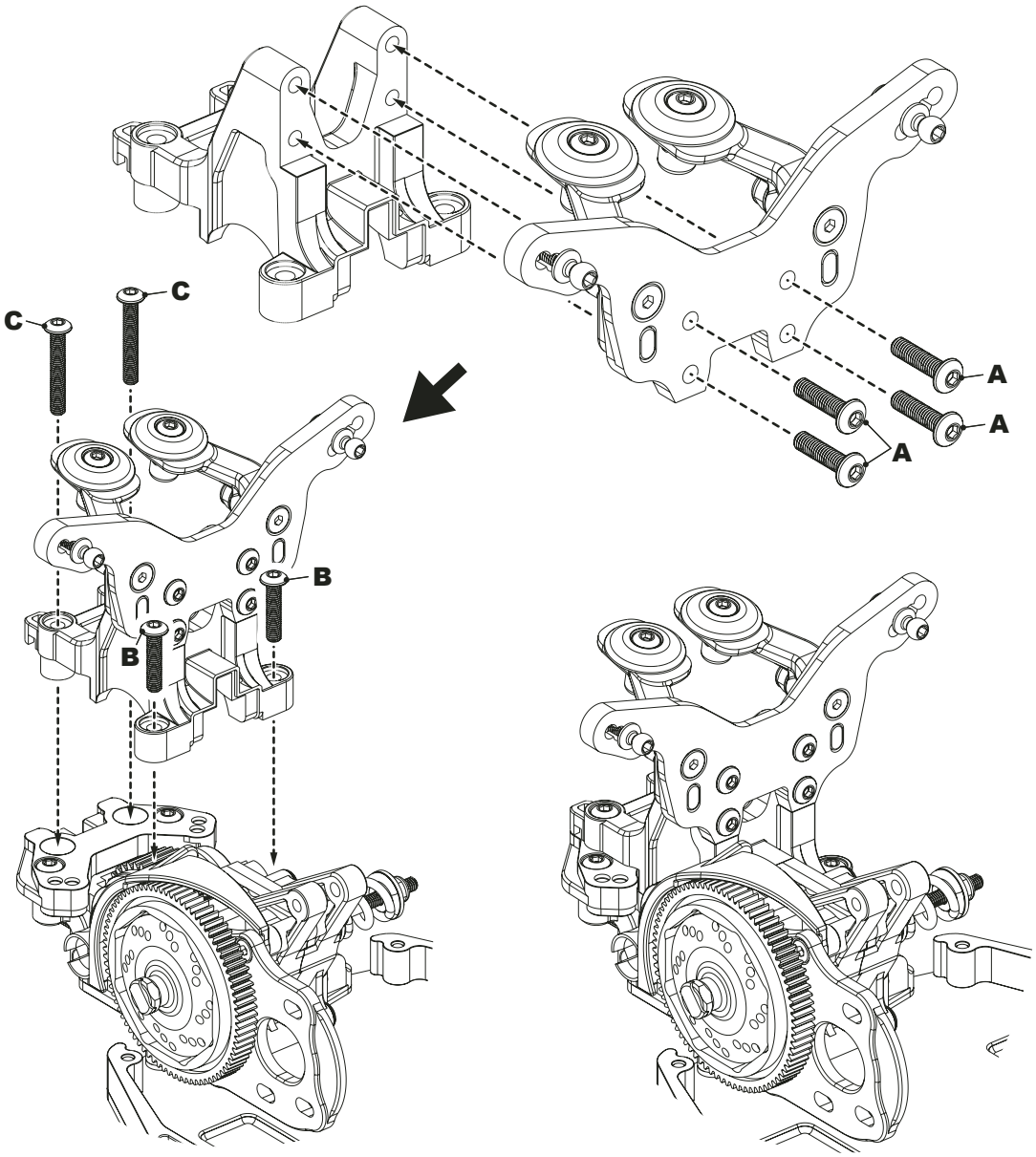


BAG D - Step 28

A x4
M3 x 12 Button Hd Screw

B x2
M3 x 14 Button Hd Screw

C x2
M3 x 20 Button Hd Screw

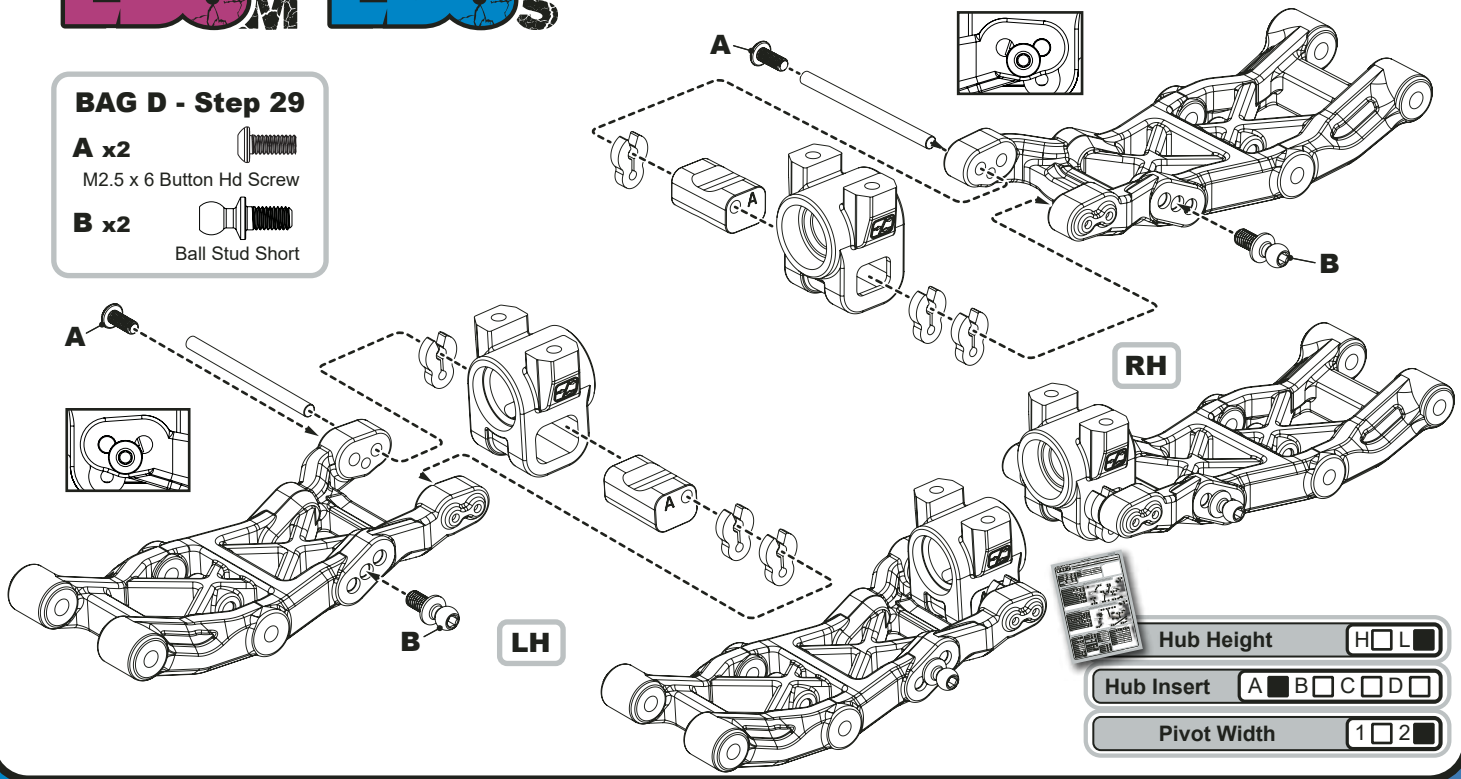


COUGAR LD3M — COUGAR LD3S

BAG D - Step 29

A x2
M2.5 x 6 Button Hd Screw

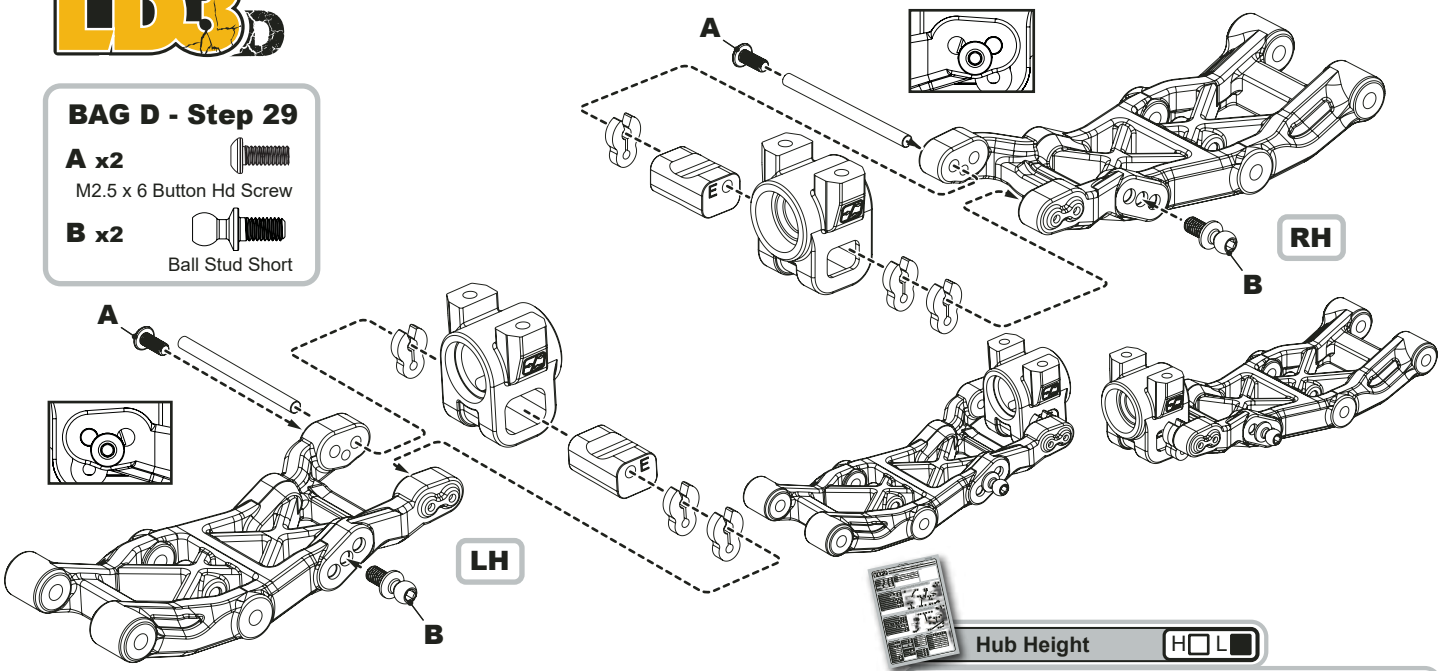
B x2
Ball Stud Short



BAG D - Step 29

A x2
M2.5 x 6 Button Hd Screw

B x2
Ball Stud Short



Hub Height H☐L■
Hub Insert A☐B☐C☐D☐E■F☐G☐H☐
Pivot Width 1☐2■

COUGAR LD3M — COUGAR LD3S

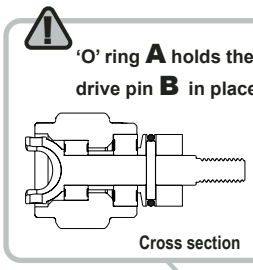
BAG D - Step 30

A x2
O'Ring ø9 x 1.0

B x2
ø1.5 x 9.8

C x2
ø5 x ø10 x 4 Bearing

D x2
ø5 x ø12 x 4 Bearing



COUGAR LD3D

BAG D - Step 30

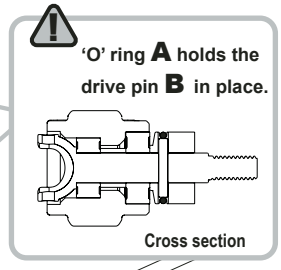
A x2
O'Ring ø9 x 1.0

B x2
ø1.5 x 9.8

C x2
ø5 x ø10 x 4 Bearing

D x2
ø5 x ø12 x 4 Bearing

RACE TIP
Grease the CVD before use, keep it clean and make sure the grub screw is tight.

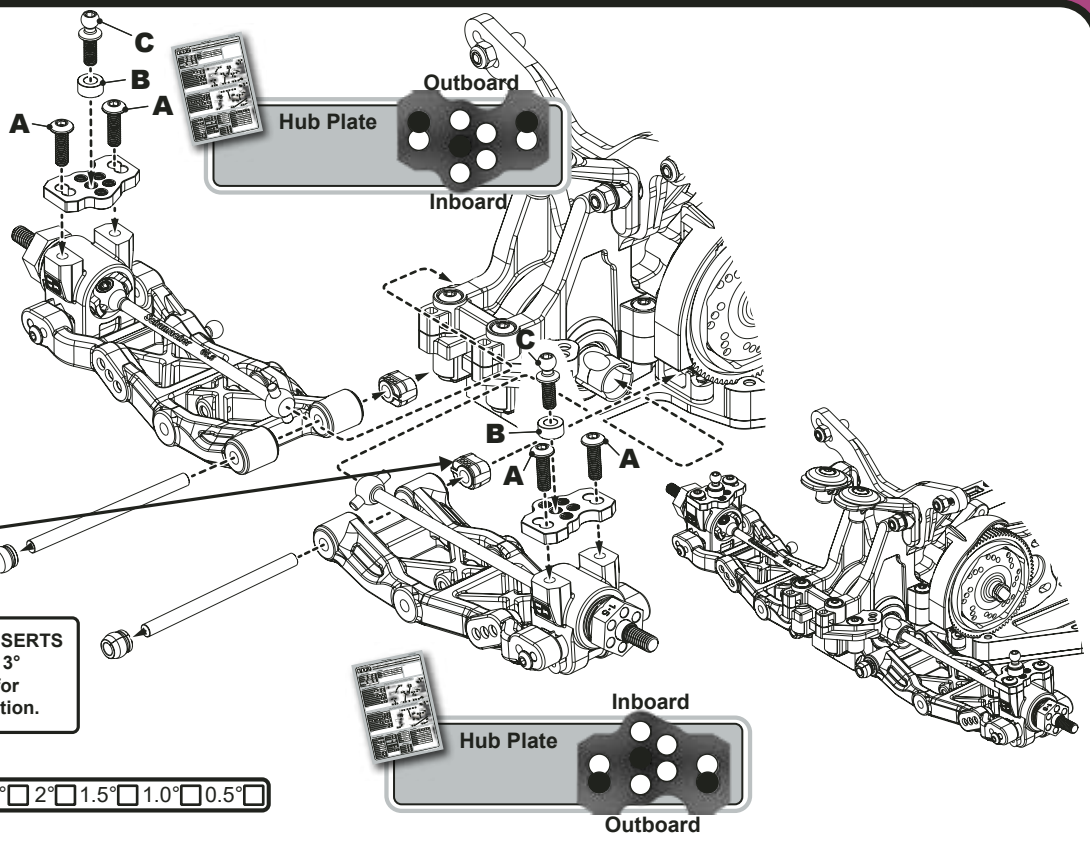


BAG D - Step 31

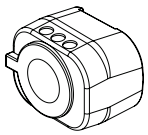
A x4 M3 x 10 Button Hd Screw

B x2 Black 3.0mm Washer

C x2 Ball Stud Long



Note orientation.



REAR TOE INSERTS
3 Dot block = 3°
See page 32 for more information.

Toe 4°☐ 3.5°☐ 3°■ 2.5°☐ 2°☐ 1.5°☐ 1.0°☐ 0.5°☐

BAG D - Step 32

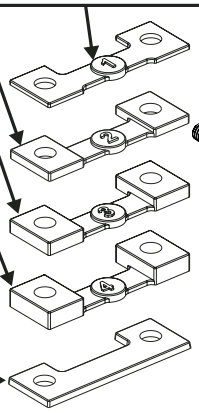
A x2 M3 x 16 Button Hd Screw

B x2 Black 0.5mm Washer

C x4 Black 1.0mm Washer

D x2 Ball Stud Extra Long

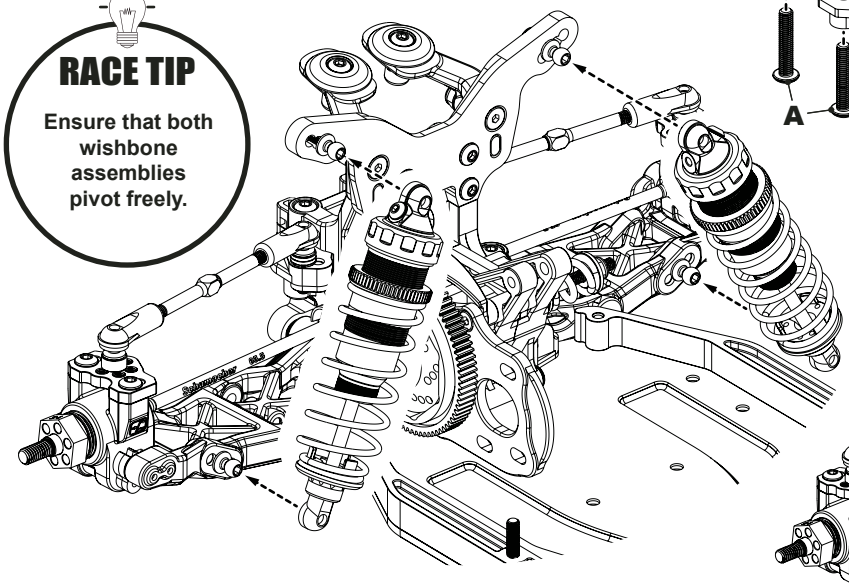
Strap spacers are for fine tuning the car for different tracks. The number on the spacer gives the amount of anti-squat in degrees. 1˚ is the base setting.

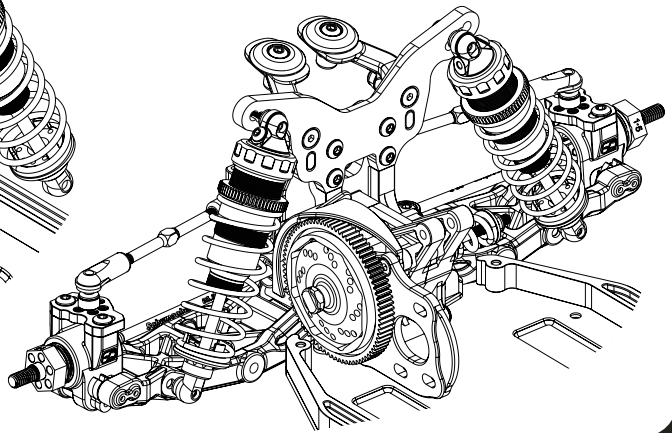


This spacer is only used when running the low pivot pin. Remove the spacer under the front strap (Page 16 Bag C Step 25) and fit this under the rear strap spacers.

RACE TIP

Ensure that both wishbone assemblies pivot freely.





BAG D - Step 33

A x2 M2.5 x 6 Csk Hd Screw

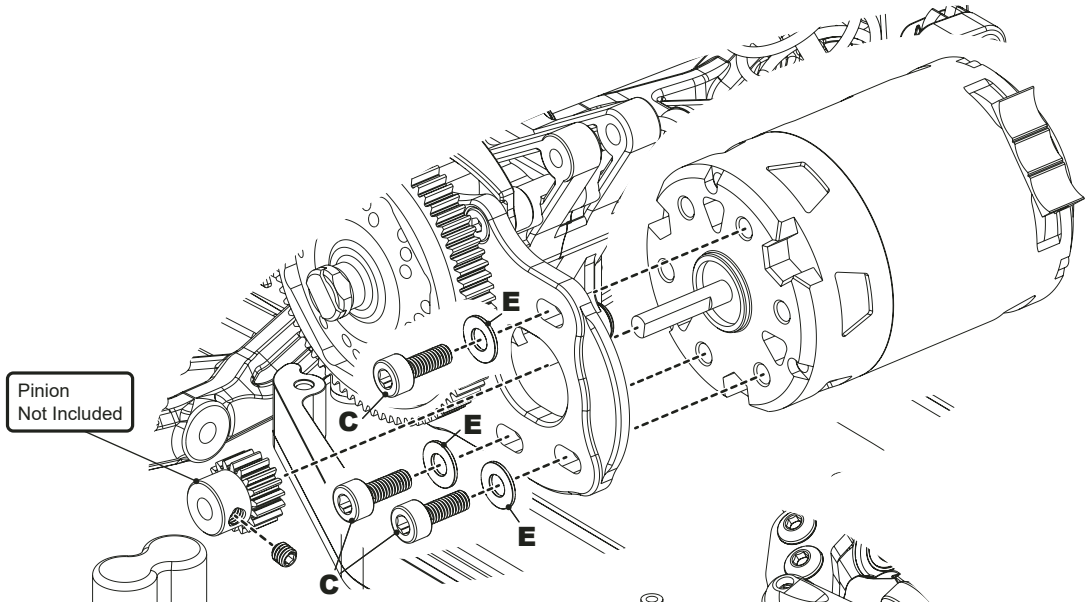
B x1 M3 x 6 Csk Hd Screw

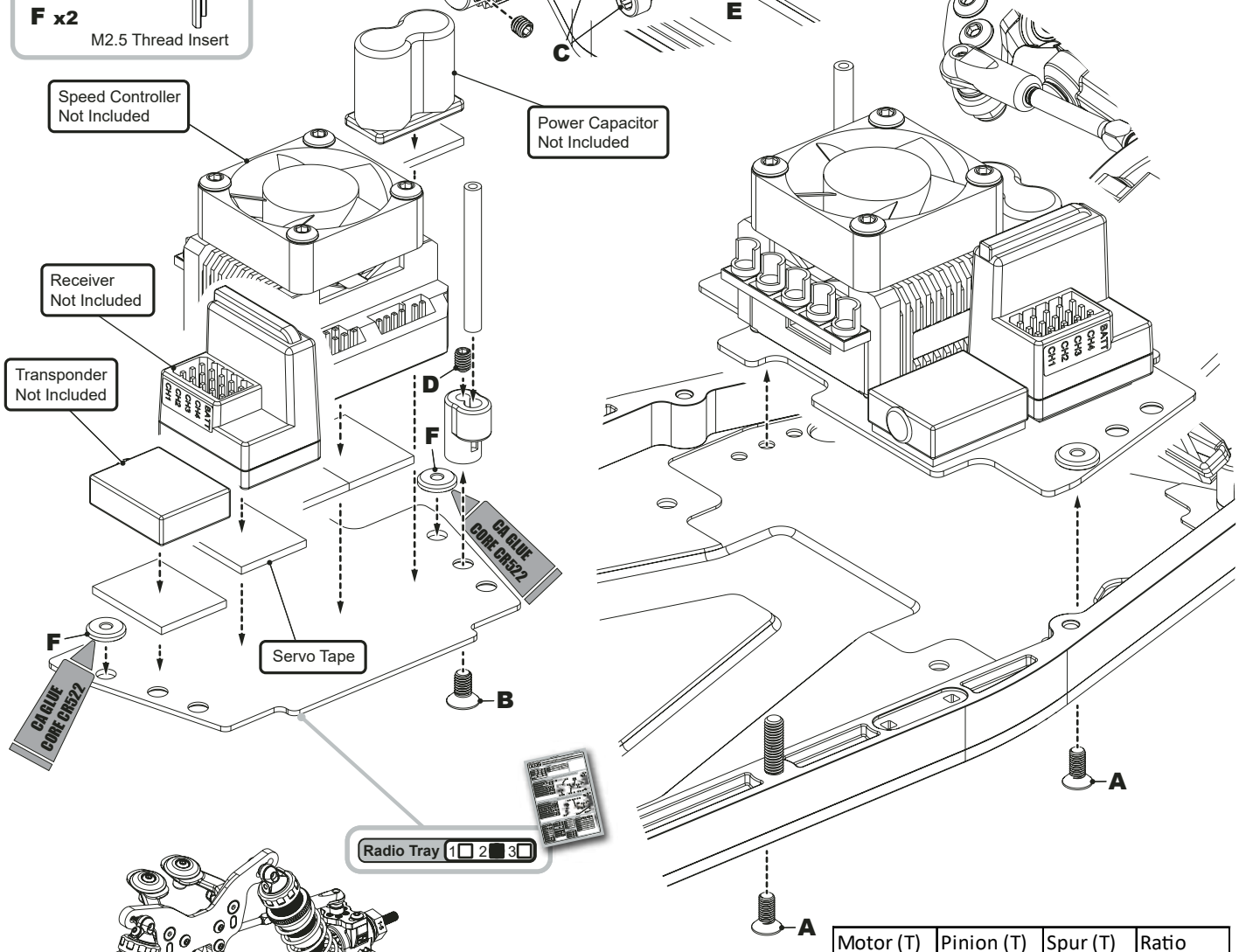
C x3 M3 x 8 Cap Hd Screw

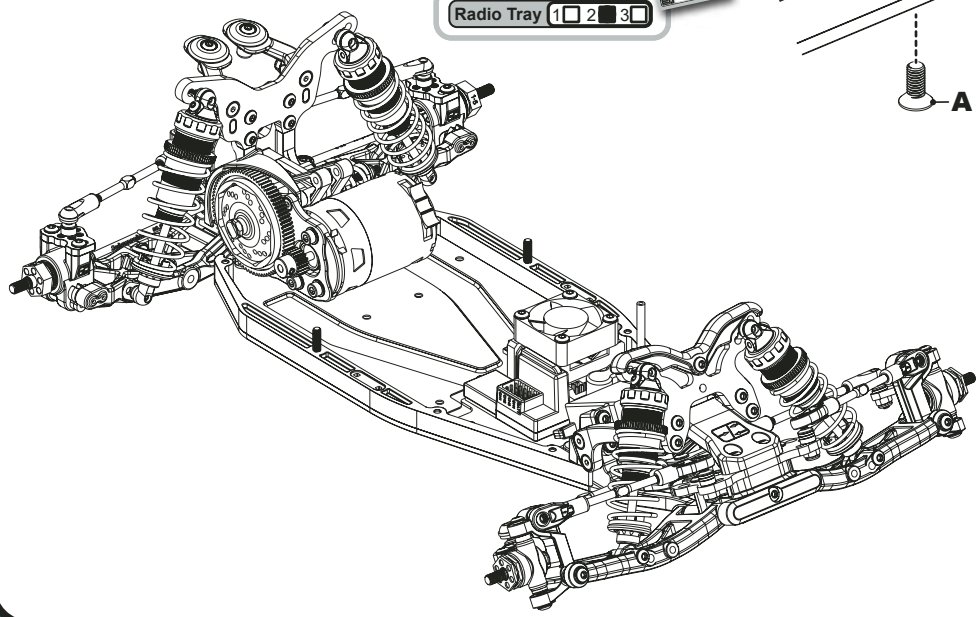
D x1 M3 x 4 Grub Screw

E x3 M3 Washer

F x2 M2.5 Thread Insert







Motor (T)	Pinion (T)	Spur (T)	Ratio
17.5	31	71	5.80
13.5	27	71	6.66
8.5	25	80	8.11
7.5	24	80	8.44
6.5	23	80	8.81
5.5	22	80	9.21

This is the recommended starting point for gearing.
For a larger gear chart see page 29.

BAG D - Step 34

A x4
M3 x 14 Button Hd Screw

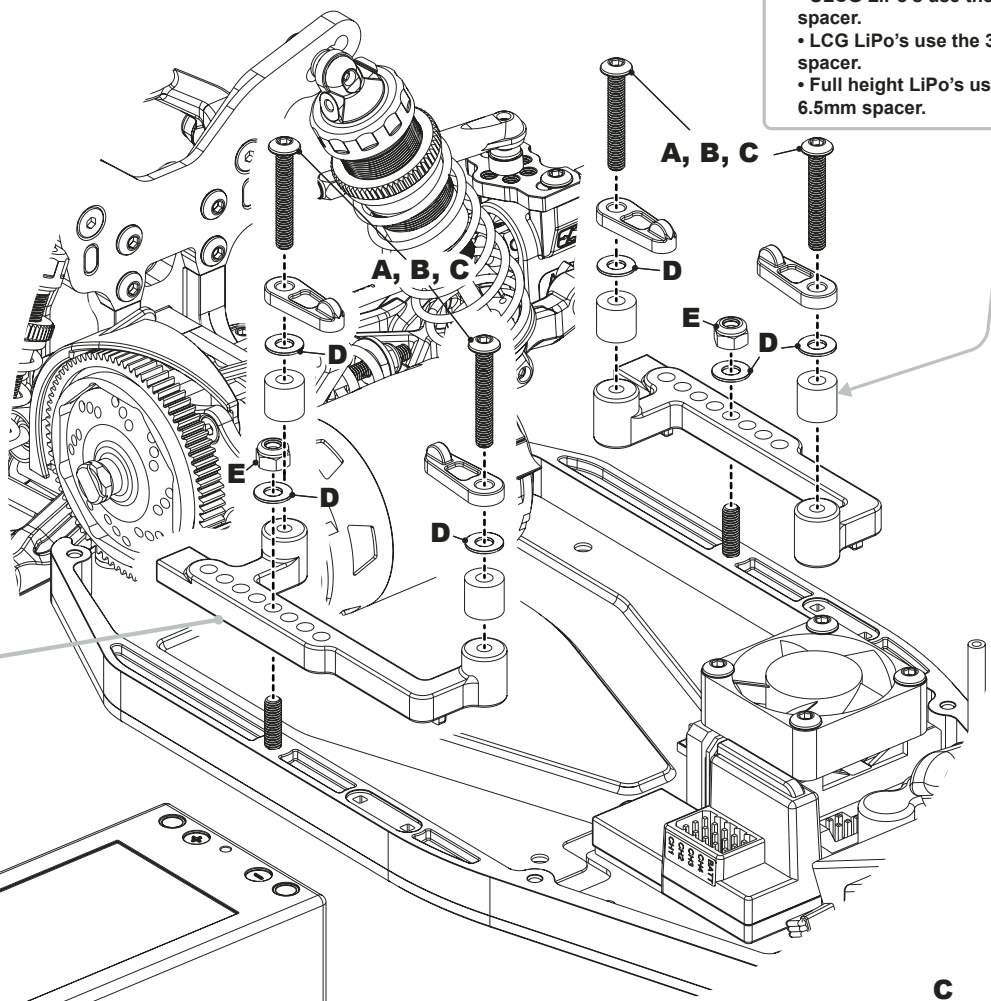
B x4
M3 x 16 Button Hd Screw

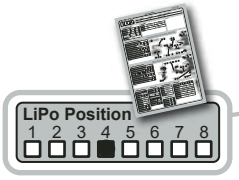
C x4
M3 x 20 Button Hd Screw

D x6
M3 Washer

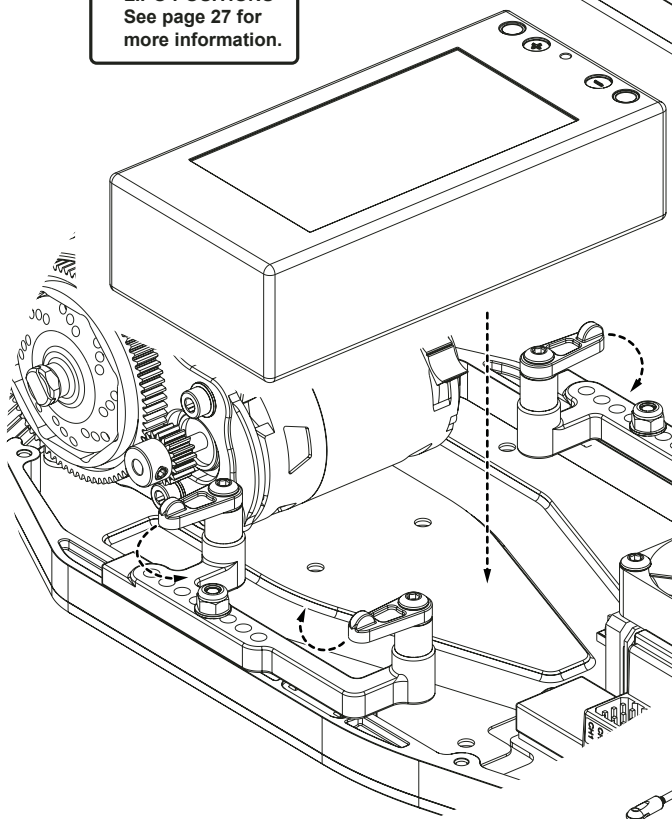
E x2
M3 Nyloc

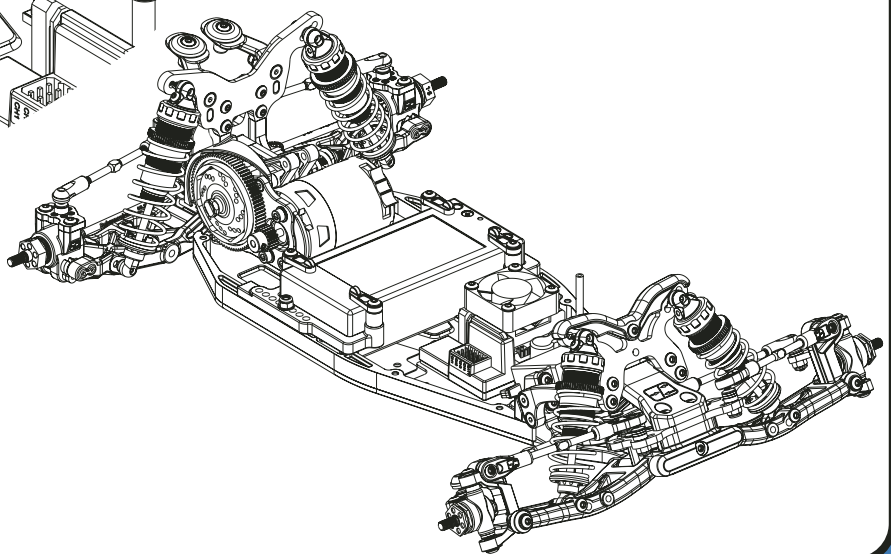
Three LiPo spacers are included in the kit. To be used with different height lipos.
- **ULCG LiPo's use the 1.5mm spacer.**
- **LCG LiPo's use the 3.5mm spacer.**
- **Full height LiPo's use the 6.5mm spacer.**





LIPO POSITIONS
See page 27 for more information.





A	B	C
1.5mm ULCG Use 14mm screw.	3.5mm LCG Use 16mm screw.	6.5mm Full Height Use 20mm screw.

BAG D - Step 35

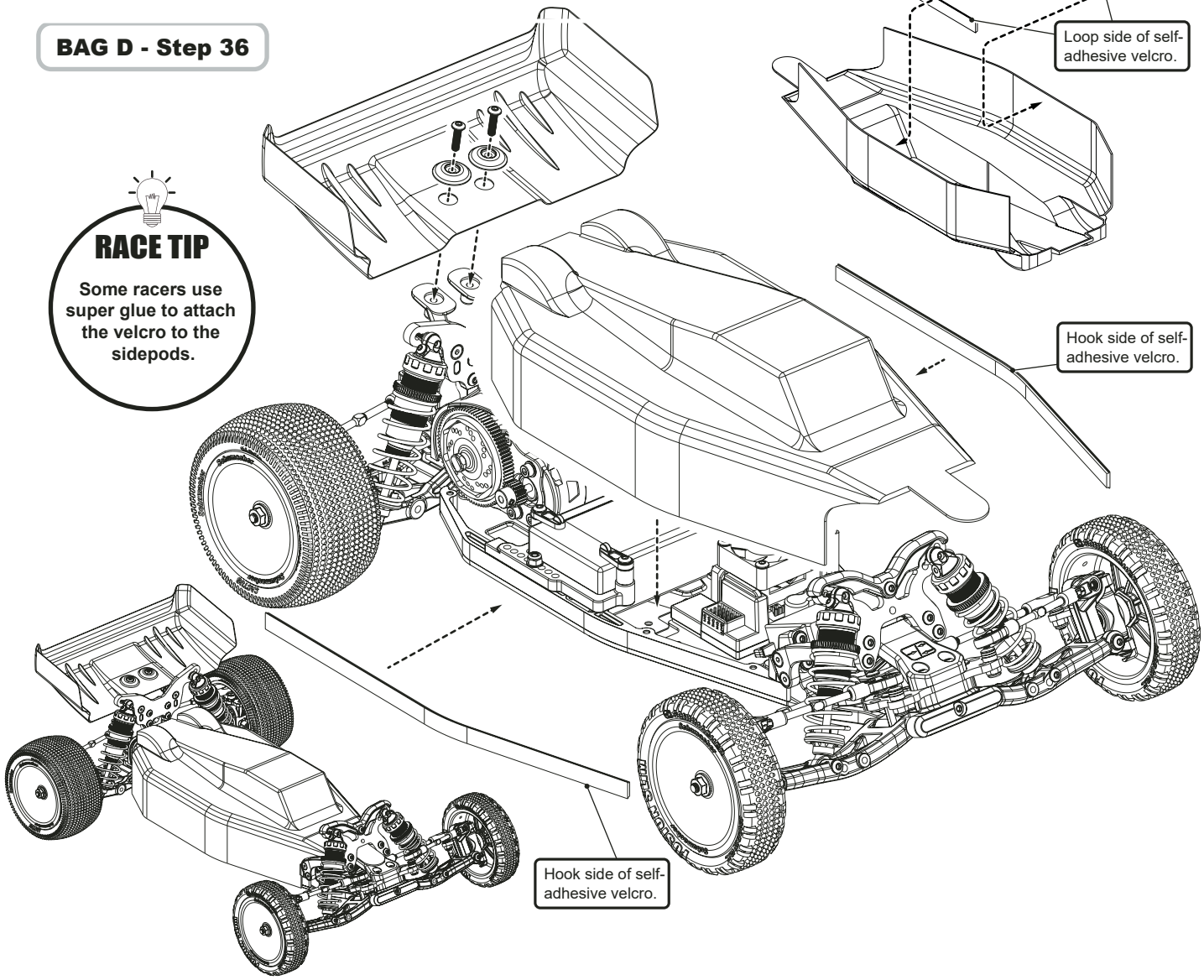
A x4

M4 Serrated Nut

BAG D - Step 36

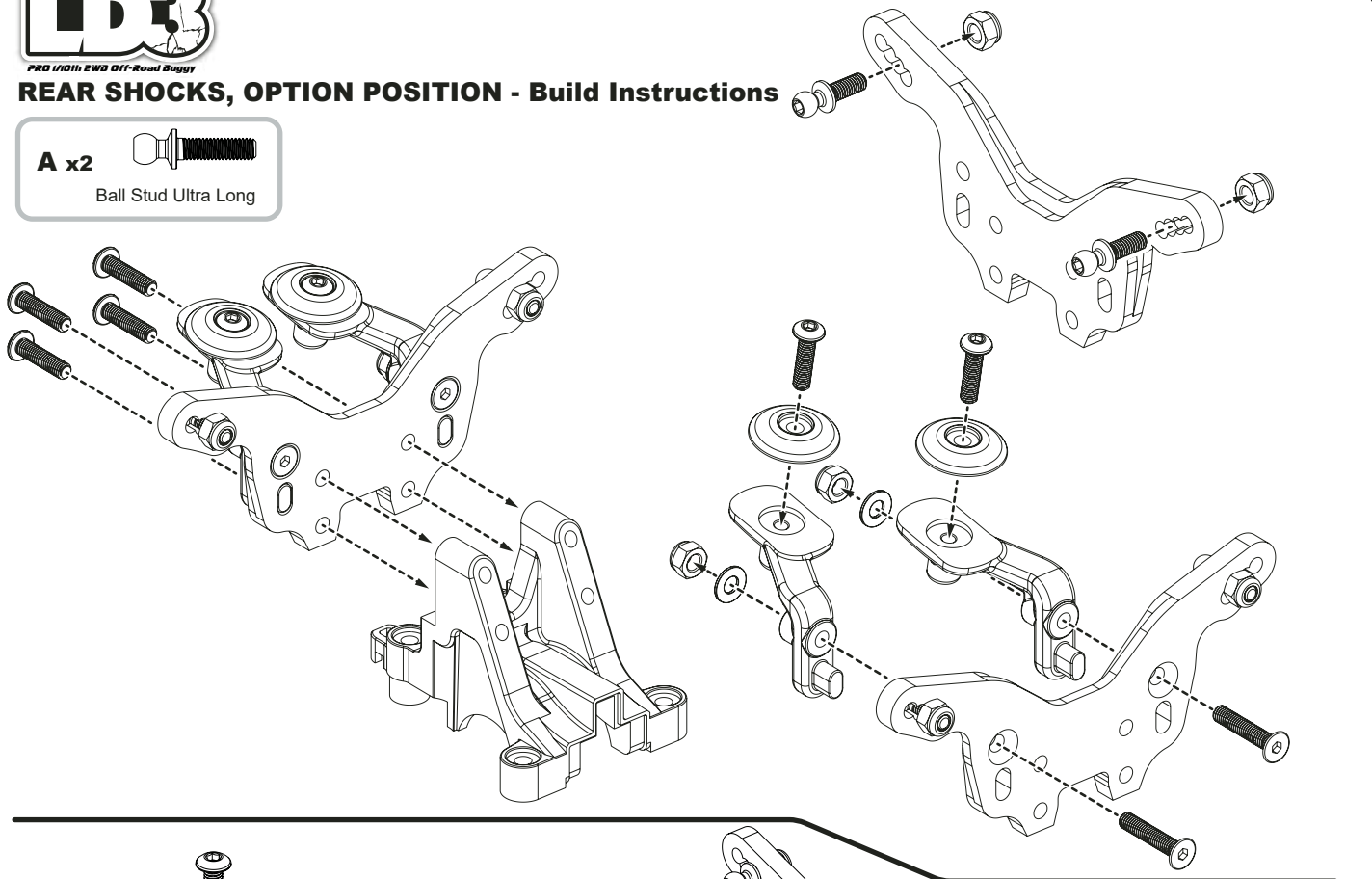
RACE TIP

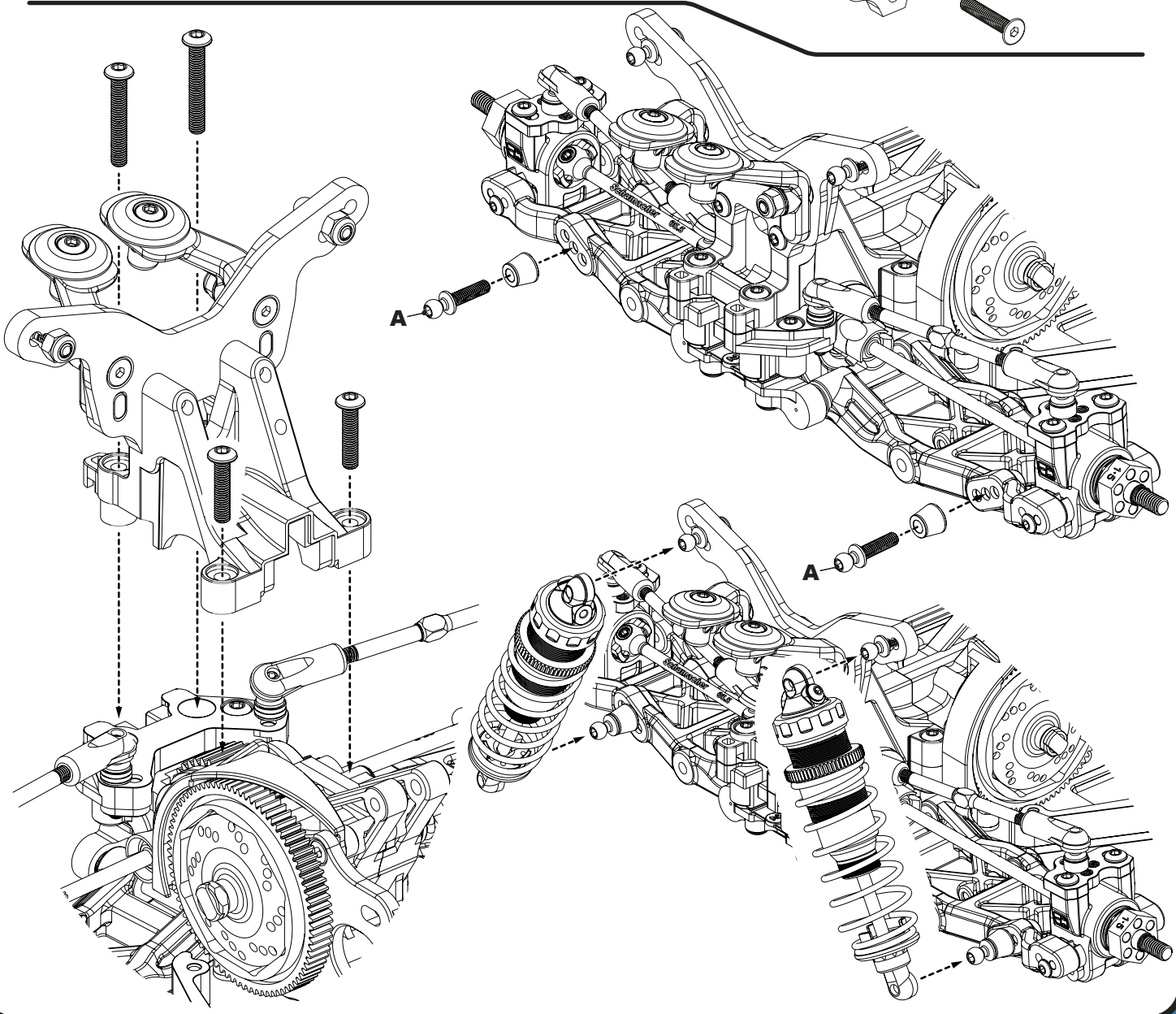
Some racers use super glue to attach the velcro to the sidepods.



REAR SHOCKS, OPTION POSITION - Build Instructions

A x2
Ball Stud Ultra Long

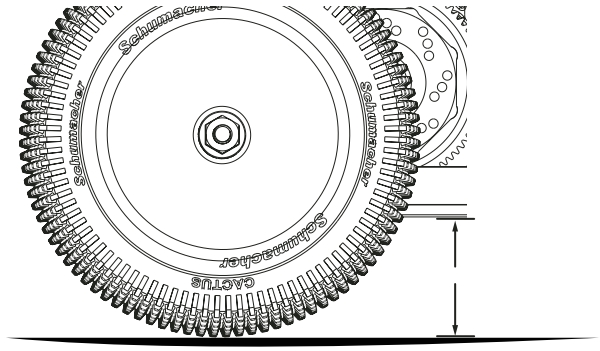




TRACK SETTINGS

RIDE HEIGHT

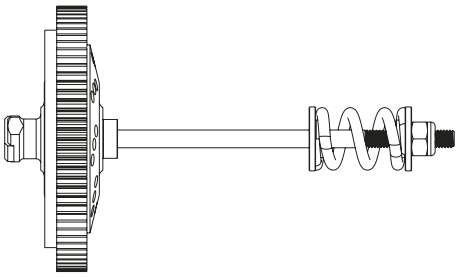
Use the spring adjusters on the shock absorbers to adjust the front and rear ride heights. With the car level, we recommend setting the ride height to around 19mm on astro, 23mm on dirt and 14-16mm on carpet. (16mm if there are large jumps in the track).
This is measured between the bottom of the chassis 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.



SLIPPER CLUTCH

See Page 14 Bag C - Step 24

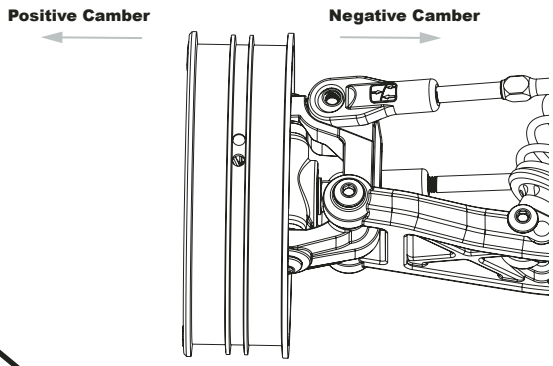
On most tracks it is best to start with the slipper on a **LOOSE** setting, and gradually tighten the spring tension until you achieve the most consistent drive away from turns without spinning the car or pulling wheelies. Make sure you still have enough drive when launching the car from the up ramps. WARNING, do not run the slipper too loose as it could melt the plastic spur gear, also too tight may damage the transmission parts. If you are generating too much heat at your preferred setting, use **U8502** this will give you a more durable slipper clutch. When using the three plate conversion, compress the slipper spring fully, before setting spring tension for desired amount. Always use a new spring when reverting back to a 2 plate plate slipper.



FRONT CAMBER

See Page 06 Bag A - Step 10a

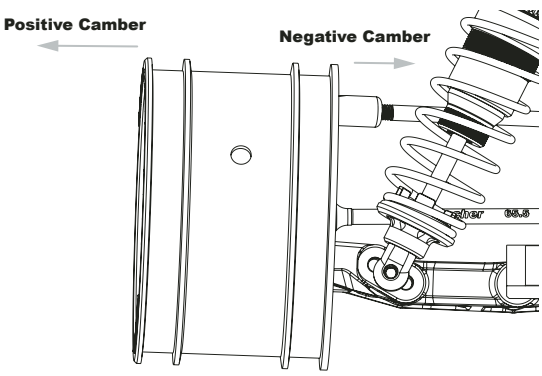
The usual team setting for static front camber is 1-2° negative at ride height (the top of the wheel is leaning inwards towards the car). Increasing the static camber will generally increase the mid corner steering, whereas decreasing the static camber usually makes the car smoother to drive by reducing the steering response.



REAR CAMBER

See Page 06 Bag A - Step 10c

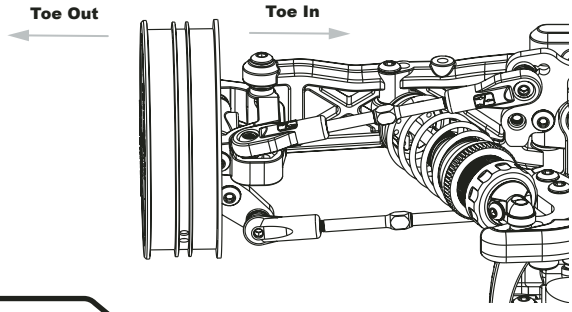
The usual team setting for static rear camber is 1° negative at ride height (the top of the tyre leaning inwards towards the car). Increasing the static rear camber will increase the traction when exiting the turns, but will be less stable at high speed. Decreasing the camber will reduce stability and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



FRONT TOE

See Page 06 Bag A - Step 10b

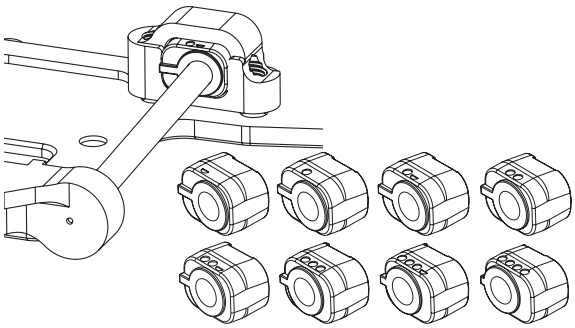
Front toe should be set to 0° (both front wheels pointing straight ahead) this will be the best setting for most track conditions. Adding toe out will increase initial turn in and make it smoother to drive on power. The team generally run 1° toe out on Astro tracks.



REAR TOE INSERTS

See Page 19 Bag D - Step 31

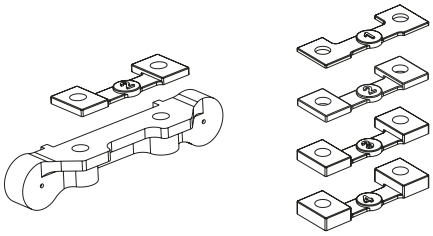
The base setting rear toe in is 3° this is a good compromise between forward traction and the car binding in the turns. This setting is fine for most tracks. You can alter the toe in by changing the toe in inserts. If you are running too much toe in, your car may suffer from instability at high speeds. 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 3.0° 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°.



REAR ANTI SQUAT SPACERS

See Page 19 Bag D - Step 32

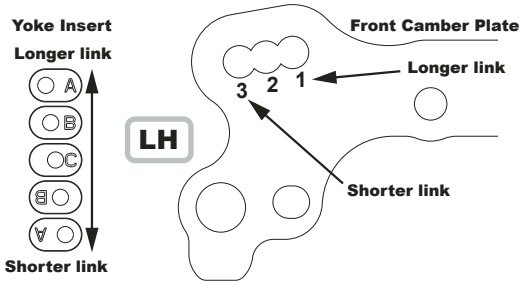
The kit build antisquat is set at 1°. This works best on most tracks, and with the included parts this can be increased or decreased. Generally less antisquat allows the suspension to work better over the large bumps and gives more power on steering. Increasing Anti-Squat will offer more intial steering and as the rear becomes stiffer, the rear will jump more.



FRONT CAMBER LINKS

See Page 09 Bag B - Step 15 & Page 10 Bag B - Step 17

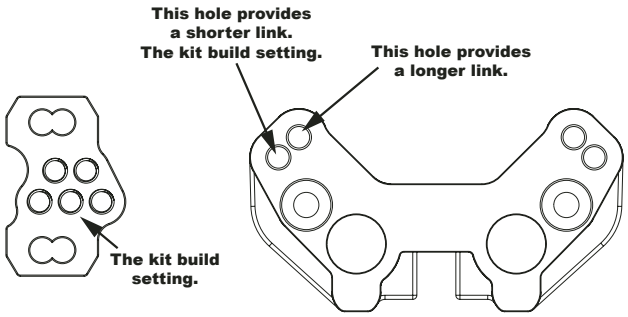
The kit front camber link position and length are what the team recommend for most tracks. Using a long front link makes the front of the car roll more and will give less steering reaction at high speed. It is also not quite as good on very bumpy tracks. We would recommend this on fairly smooth high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



REAR CAMBER LINK

See Page 19 Bag D - Step 31 & 32

The kit build rear camber link setting is the best compromise for most tracks. Lengthening the rear camber link will make the rear of the car roll more in the corners, and square up slower when accelerating away from tight turns, longer links are generally used on high grip tracks and shorter links on low grip tracks. Lowering the inside ball stud will give a similar result to shortening the link, and raising it will give a similar result to lengthening the camber link, but with less total effect.



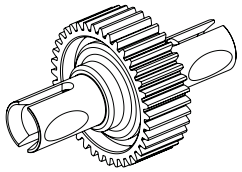
ANTI-ROLL BARS (SWAY BARS) *Options

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.
On the front use a 0.9mm anti-roll bar if you wish to keep the car flat in the corners. The rear anti-roll bar thickness is very dependent on the track surface/layout. On carpet, use a 1.2mm. On astro, start with a 1.0mm and for more initial steering try 1.1mm. If you need to use 1.2mm consider softening the rear spring.

BALL DIFFERENTIAL *Option

See Page 05 Bag A- Step 9

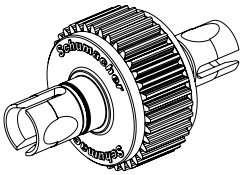
The dirt car comes with the ball diff in the kit.
We recommend the ball differential is used for loose or wet conditions. For consistent performance it is vital that the differential action should be smooth and free. Diff adjustment is not a tuning aid and the diff should never be allowed to slip. A loose diff can usually be recognised by a "chirping" sound when powering away from turns or landing under power from large jumps.
Never allow the diff to run dry. Regurlarly re-apply the grease, packing lots of grease into the holes before inserting the balls. This increases the performance life of the diff. Run the diff in and then reset the tension.
Only use the recommended greases.
U7698 - V3 Ball Diff Complete KD/Laydown/KR/Storm



GEAR DIFFERENTIAL

See Page 04 Bag A- Step 9

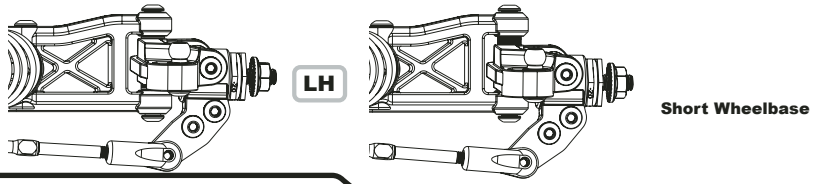
The gear differential is included in the LD3M and LD3S kits.
Geared Diffs can give variable driving characteristics. The handling of the diff is tuned by changing the oil. A recommended starting point is 12,000 cSt (CR229). Recommended option oils would be 10,000 cSt (CR222) and 7,000 cSt (CR221). Running two gears will give more drive and off power steering. 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 more often when running 2 gears.



FRONT WHEELBASE OPTIONS

See Page 12 Bag C - Step 21

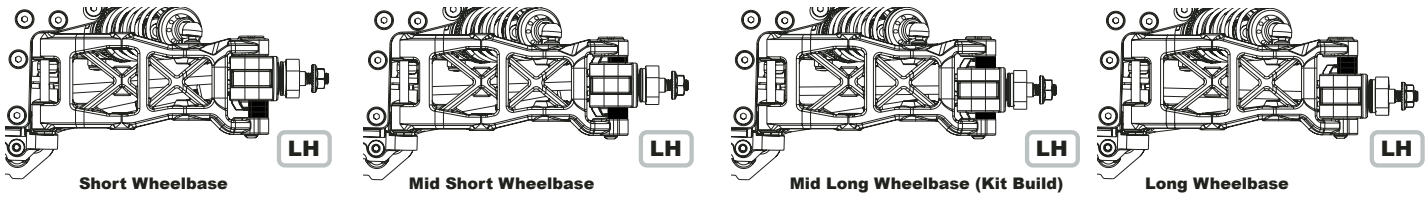
There are three ways of adjusting wheelbase.
1. The adjustment is provided by re positioning the 1.5mm washer on the outboard pivot.
This only moves the hub carrier, it will not affect the angle of the shock absorber. Moving the hub carrier rearwards will give more traction at the expense of stability over rough sections of the track, and moving the hub carrier forwards will usually improve stability over the rough sections.
2. The front wishbones can be swapped left to right to alter the offset of the outer end of the wishbone. The standard offset is forward.
Swapping the wishbones left to right will move the front hub carrier rearwards by 1.5mm. This only moves the hub carrier, it will not affect the angle of the shock absorber.
Moving the hub carrier rearwards will give more traction at the expense of stability over rough sections of the track, and moving the hub carrier forwards will usually improve stability over the rough sections.
3. By removing the chassis insert, the chassis length can be reduced by 5mm. This will improve agility and front end grip on high grip tracks.



REAR WHEELBASE OPTIONS

See Page 17 Bag D - Step 29

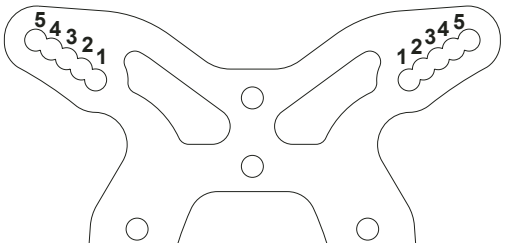
The Cougar LD3 has 4 wheelbase options at the rear, short, mid short, mid long and long.
The adjustment is provided by re positioning the quick clips on the outer wishbone pin.
Moving the rear hub carrier forwards will give more traction at the expense of stability over rough sections of the track, and 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.



FRONT SHOCK MOUNT

See Page 09 Bag B - Step 16

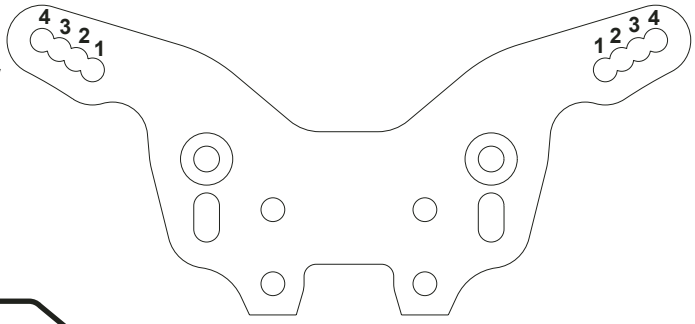
Hole 3 on the front shock mount is the most widely used position. Moving the shock to the outer position will make the car react faster and increase the initial steering response, it will however stiffen the suspension which may require an oil and spring change so that the cars suspension feels the same. Moving the shock to the inner hole will soften the suspension and slow down the steering reaction and make the car smoother on bumpy tracks. Again you may need to alter the oil and spring combination to get the suspension correct again.



REAR SHOCK MOUNT

See Page 16 Bag C - Step 27

Hole 2 on the shock mount gives best all round results. Moving the shock to the outer hole will stiffen the suspension and increase the reaction of the steering. The downside is less compliance over bumpy sections of the track. Moving the shock to the inboard position softens the suspension and will slow the steering reaction making the car smoother over the bumps. Moving the shock to these holes may require an oil or spring change to maintain the suspension performance. The rear shock mount is assembled to the front of the transmission as standard, moving the mount to the rear of the transmission makes the car less reactive but more stable.



ACKERMANN

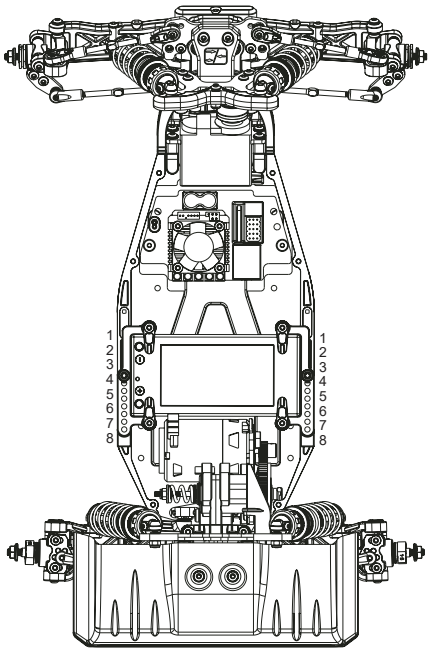
See Page 07 Bag B - Step 12

The kit build setting of 2mm is the teams preferred position. If you run more shims/washers up to 3mm you will find that the initial steering will be slightly more aggressive but you will find mid to exit steering much smoother. You will generally gain only a small amount of initial steering but you will lose a greater amount of mid to exit steering.
Using less washers by changing from 2mm down to 1mm will give you more mid corner steering and grab more at this moment. Consider that It could make the buggy a little more difficult to drive and slow the buggys speed in the corner down.
If running the Speed secret 'Alloy Centre Track Rod U8205' you will have the option for a lower ball stud threaded hole to connect the steering link to. Running the kit higher setting will make the car more reactive around initial steering throw. You will find this option hole makes the car easier to drive.
Optional 'A', 'B' and 'C' steering arms are another way of changing the ackermann. Arm 'A' gives the car more steering and is the most aggressive setting. Arm 'B' gives smoother initial steering. Arm 'C' offers the smoothest steering feel, making the car easy to drive even on twitchy, bumpy tracks.

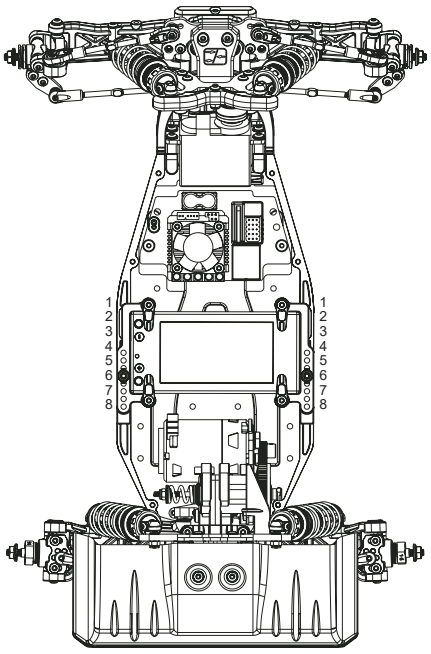
LIPO POSITION

See Page 21 Bag D - Step 34

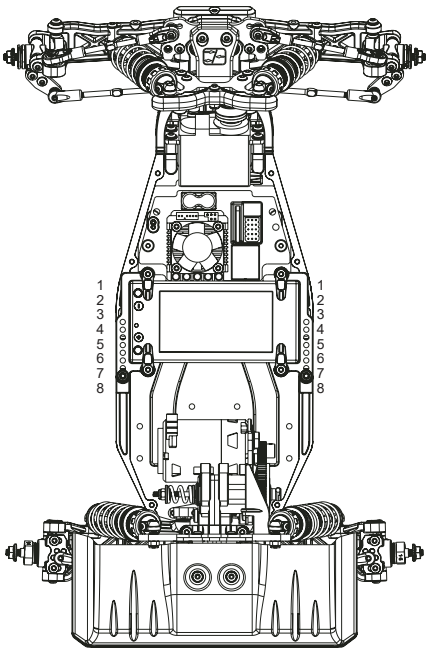
There are 8 shorty LiPo positions available to fine tune the chassis . For increased traction run the rearward LiPo position (Positions 6,7,8). For increased steering run the forward Lipo position (Positions 1,2,3). For a balanced feel run the mid LiPo position (Positions 4,5).



Position 1 (Max Rearward)



Position 4 (Centre)

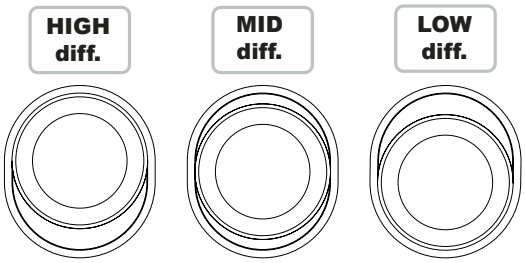


Position 8 (Max Forward)

DIFFERENTIAL HEIGHT

See Page 16 Bag C - Step 26

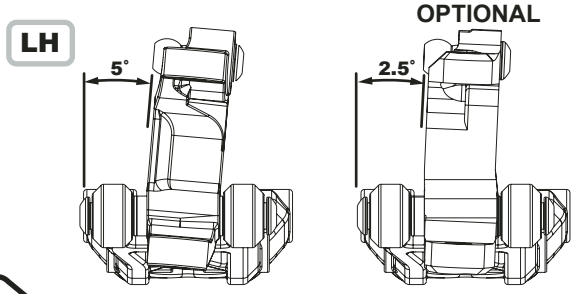
The base setting is Low diff.
Raising the diff is better for jump landings.
Lowering the diff improves bump stability and allows you to run higher ride heights. Running the diff high on carpet will help loosen side grip. On more open tracks a lower diff will help increase corner speed.



FRONT YOKE

See Page 10 Bag B - Step 17

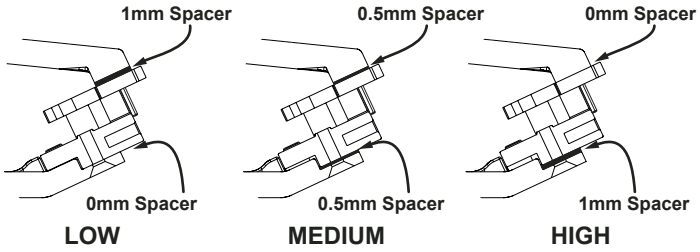
The Cougar LD3 has a rake angle (kick up) of 25°. This should be added to the castor block angle to get the total castor angle.
The standard car uses a 5° castor block making the standard car 30° in total. This can be decreased to 27.5° by using the optional 2.5° castor block.
The 30° angle will increase on power steering and stability.
The use of less castor will increase initial turn in.



PIVOT BLOCK HEIGHT *Option

See Page 07 Bag B - Step 13

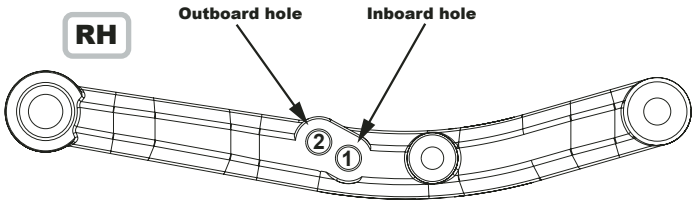
The Cougar LD3 provides the option to adjust the front pivot block height using spacers. The kit build pivot block position is high – 1mm spacer between the pivot block and bottom plate. The low position is achieved by removing the 1mm spacer from between the pivot block and bottom plate, and replacing it with the optional 1mm spacer between the link mount and top plate. The team have found when running in the lowest position that you reduce the initial steering a small amount, but in turn gain mid to high speed steering. There is also an option to place the pivot block in the mid position, with a 0.5mm spacers located top and bottom (U8207). The pivot block spacing must always total 1mm (bottom+top).



FRONT WISHBONE SHOCK MOUNTING HOLE

See Page 11 Bag C - Step 20

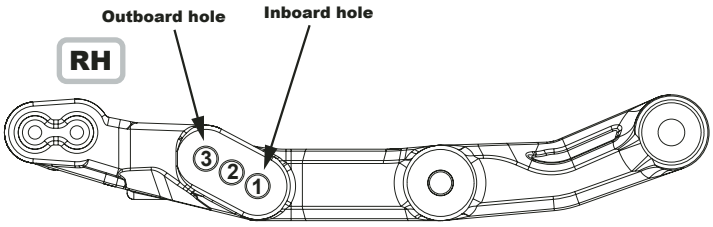
The outboard hole on the wishbone is the standard setting for most tracks. Moving the shock to the inner hole makes the car more reactive. It increases the initial turn in and makes the front of the car roll more through the turns. This setting also makes the front end softer.
Moving the shock out will support the front and keep the car flatter. The car will pick up a wheel on power, if the rear is too soft. Then consider using a softer front spring.



REAR WISHBONE SHOCK MOUNTING HOLE

See Page 17 Bag D - Step 29

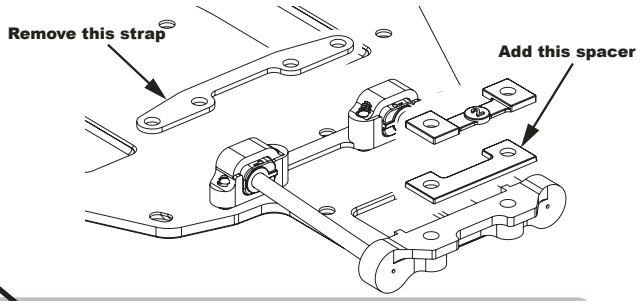
The middle hole works best for most track conditions giving good traction and drive through the turns whilst maintaining good stability over the bumps. Moving to the outer hole on the wishbone will decrease traction but will allow the rear to free up more in the turns. This setting would usually only 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 HINGE PIN HEIGHT

See Page 15 Bag C - Step 25 & Page 19 Bag D - Step 32

The kit is built in the high setting, this offers the highest roll stiffness which gives the feeling of forward drive. We find it makes the car more responsive and you gain initial steering in this kit position.
Running the low hinge pin position you need to remove the thin strip from the RF strap and adding in the 1mm strip with the anti squat spacer between the RR strap and the housing. The lower position will give you more on power steering. The team have found in low grip conditions that to have drive with this setting you must stand the shock up on the tower, consider a harder spring when you use this setting too.



FRONT & REAR HEX WIDTH

See Page 14 Bag B - Step 20 & Page 18 Bag D - Step 30

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.

REAR HEX OPTIONS

Part Number	Hex Width	Car Width Change	ID
U8619	4.00	3.5mm Narrower	-2.0
U8429	4.50	3.0mm Narrower	
U7646	5.25	2.25mm Narrower	-.75
U7398	6.00	1.5mm Narrower	0
U7402	6.75	0.75mm Narrower	.75
U7403	7.50	Standard Width	1.5

COUGAR LD3D

The LD3D has the U8619 hex on the rear as the kit option. The width change column is for the LD3M and LD3S only.

FRONT HEX OPTIONS

Part Number	Hex Width	Car Width Change	ID
U8619	4.00	Standard Width	-2.0
U8429	4.50	0.5mm Wider	
U7646	5.25	1.25mm Wider	-.75
U7398	6.00	2.0mm Wider	0
U7402	6.75	2.75mm Wider	.75

GEAR RATIO (2.53:1)

See Page 14 Bag C - Step 24

Pinion Gear

Spur Gear	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
80	11.92	11.26	10.67	10.13	9.65	9.21	8.81	8.44	8.11								
78			10.40	9.88	9.41	8.98	8.59	8.23	7.90	7.60	7.32						
76					9.17	8.75	8.37	8.02	7.70	7.41	7.13	6.88	6.64				
71										6.92	6.66	6.42	6.20	6.00	5.80	5.62	5.45

Tooth Sum 97 Minimum to 105 Maximum

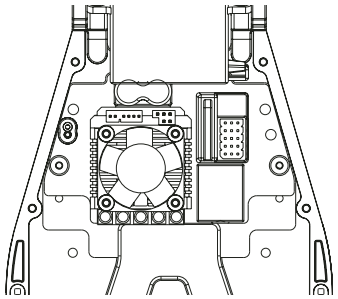
Use steel pinions when running on a dusty, gritty track.
Use hard alloy pinions when running indoors on 'clean' surfaces e.g. carpet.

RADIO TRAY POSITION

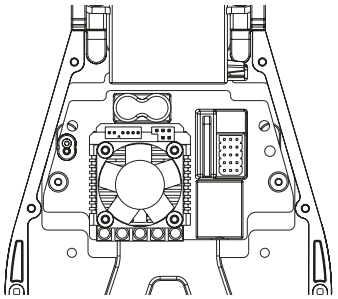
See Page 20 Bag D - Step 33

Similar to adjusting the LiPo position, the radio tray can be used to adjust the cars weight balance. Running Kit Build forward position (3), you will have maximum steering and a settled front end while jumping. Moving the tray further back is better for twitchy or low grip conditions.

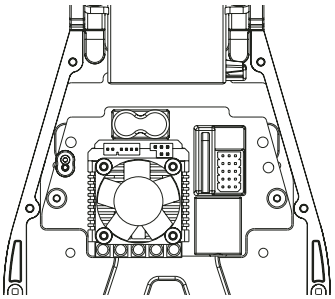
Forward Position (3)



Centre Position (2)



Rearward Position (1)



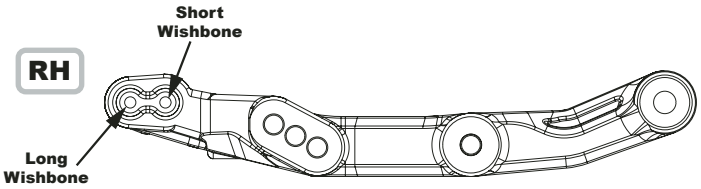
DRIVESHAFTS

Universal joint (U/J) driveshafts offer greater bump handling than the kit CVD driveshafts.
They also offer more on power steering, suitable for carpet tracks.

VARIABLE LENGTH REAR WISHBONES

See Page 17 Bag D - Step 29

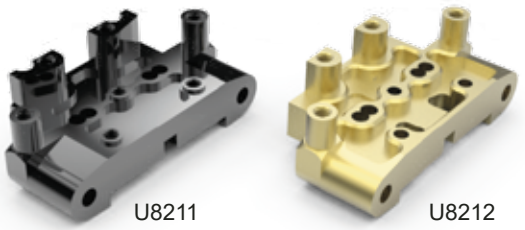
The base setting is long wishbone. This setting gives the most on power steering and is the most stable on landing from jumps.
The short wishbone setting will give more rear grip on loose surfaces. When running this setting you need to soften the suspension.



FRONT PIVOT BLOCK WEIGHT *Option

See Page 07 Bag B - Step 11

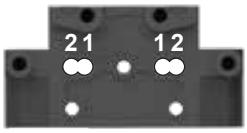
The team have found the alloy pivot block (U8211) to be their common setting, they have found that it gives good reaction from the front end and is more durable in tough conditions.
The brass option (U8212) will add a lot of weight to the front and slow down direction change. It offers also a safe feeling when running on high grip astro but will slow down the response of the front end which can in some cases benefit the driver on twitchy high grip tracks. If you run in low grip you should run the Alloy option as this will keep the cars balance more in the middle of the car. The brass is most commonly used on carpet as it helps to keep the nose of the truck down.



PIVOT BLOCK STEERING ARM MOUNTING

See Page 07 Bag B - Step 11

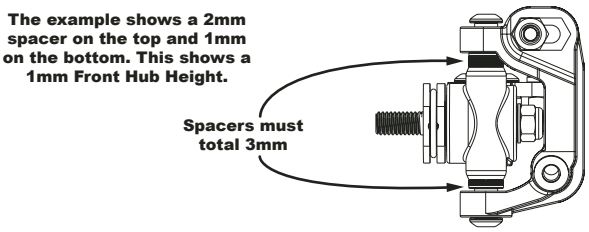
The kit build position of number 2 offers the most aggressive feel for the steering.
Position 1 will offer reduced aggression throughout the steering arc and feel smoother to drive. However, you MUST use either AX009 (25T) or AX010 (23T) alloy servo horns when using this option. See page 34.



FRONT HUB HEIGHT

See Page 10 Bag B - Step 18

Changing the spacers under and above the hub will change the axle height.
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.



REAR HUB HEIGHT

See Page 18 Bag D - Step 29

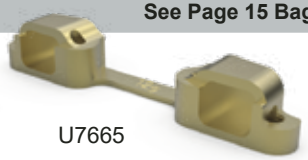
The kit hub position is 0.0mm (Insert A or Insert E) hub height.
Decreasing hub height will add some side grip and make the car feel like it rolls more.
If you increase the height the car will feel like it rolls less and has less side bite. This will also help the car drive out of the corner. When using suspension inserts that give more than +1.0mm hub height, shock length and shock stroke must be corrected. To correct the stroke, add an O'Ring to the shock shaft above the spring seat. The length of the shock should be increased by unscrewing the shock socket by the difference between the chosen hub height and the kit setting.

	Wide Pin		Narrow Pin		Mid Pin	
	Suspension Inserts	Hub Height	Suspension Inserts		Suspension Inserts	Hub Height
Hub Low	A A	0.0mm	A A	Hub Low	E E	0.0mm
	B B	+0.5mm	B B		F F	+0.5mm
	C C	+1.0mm	C C		G G	+1.0mm
	D D	+1.5mm	D D		H H	+1.5mm
Hub High	C C	+2.0mm	C C	Hub High	G G	+2.0mm
	B B	+2.5mm	B B		F F	+2.5mm
	A A	+3.0mm	A A		E E	+3.0mm

TOE-IN STRAP WEIGHT Front *Option

See Page 15 Bag C - Step 25

Using the optional U7665 Brass FR Strap will add approximately 12g. This will offer more traction, particularly useful in lower grip conditions.



TYRES, WHEELS & INSERTS

2WD Slim Mini Spike 2
U6549 - Blue Compound (pair)
U6550 - Green Compound (pair)
U6581 - Yellow Compound (pair)
U6761 - Silver Compound (pair)

Low Profile
2WD Slim Cut Stagger
U6770 - Yellow Compound (pair)
U6771 - Green Compound (pair)
U6775 - Silver Compound (pair)
U6776 - Blue Compound (pair)

Wheels

Neon Yellow
U7460 - Rear (Pair)
U7461 - Rear (5 Pairs)
U7456 - Front Med (Pair)
U7457 - Front Med (5 Pairs)
U7454 - Front Slim (Pair)
U7455 - Front Slim (5 Pairs)

White
U4366 - Rear (Pair)
U7469 - Rear (5 Pairs)
U4368 - Front Med (Pair)
U7467 - Front Med (5 Pairs)
U4661 - Front Slim (Pair)
U7466 - Front Slim (5 Pairs)

Black
U4365 - Rear (Pair)
U4367 - Front Med (Pair)
U4660 - Front Slim (Pair)

Tyres

Rear Mini Spike 2
U6516 - Green Compound (pair)
U6518 - Blue Compound (pair)
U6558 - Yellow Compound (pair)
U6763 - Silver Compound (pair)

Rear 2.2" Full Spike
U6596 - Yellow Compound (pair)

Rear Honeycomb
U6863 - Yellow Compound (pair)

Rear Mini Dart
U6826 - Yellow Compound (pair)
U6829 - Blue Compound (pair)
U6832 - Silver Compound (pair)

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

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

Foam Inserts

Front Slim
U6738 - Med (pair)
U6667 - Hard (pair)

Front Med
U6733 - Med (pair)
CR689 - Closed Cell (pair)

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)

Pre-Glued

Yellow Compound Tyres
White 12mm Hex Wheels

2WD Slim Front
U6753 - Mini Spike
U6755 - Mini Pin
U6760 - Cut Stagger
U6801 - Cut Stagger Low Pro
U6833 - Mini Dart

2WD Med Front
U6860 - Honeycomb

Rear
U6792 - Mini Pin
U6794 - Mini Spike2
U6806 - Mini Pin 2
U6818 - Mini Pin 1
U6835 - Mini Dart
U6839 - Cactus
U6864 - Honeycomb

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.

SPARES LISTS

Chassis Parts

U119 Aerial Tube - Pack 4
U3691 Servo Spacer - SV/2,SVR,KR,KF/2,KD,KC,LD\2,ST
U4689 Steering Pivots Short-K2,KF2,Mi6/evo,KD/C,LD/2,ST
U4773 Aerial Mount
U7339 Front Carpet Protector - LD/2,L1/EVO/R
U7952 Wing Mount Mouldings - LD2,L1 EVO/R
U7970 M2.5 Thread Insert pk10 - L1 EVO/R,ST,LD2
U8051 Radio Plate S2 - Storm ST,LD2
U8187 Top Plate - LD2
U8188 Bottom Plate - LD2
U8190 Chassis Inserts - LD2
U8194 LiPo Mouldings - LD2
U8195 Servo Horn Fixed Mouldings - LD2
U8198 Centre Track Rod - LD2
U8560 Steering Link - ST2
U8609 Alloy Chassis - LD3
U8610 Side Pod (pr) - LD3
U8615 S2 Front Shock Mount - LD3
U8616 S2 Rear Shock Mount - LD3
U8617 S2 Front Link Mount - LD3
U8632 C/F Chassis - LD3
U8636 Manual - LD3
U8643 Front Pivot Block - LD3
U8644 Front Bumper - LD3

Bodys & Decals

AX005 Aerox Wing CAT L1/EVO/R,LD/2 - 1.0mm
AX019 Aerox Front Wing - LD2
AX020 Aerox Wing CAT L1/EVO/R,LD/2 Carbon - 1.5mm
AX021 Aerox Wing CAT L1/EVO/R,LD/2 Black - 1.5mm
AX022 Aerox Wing CAT L1/EVO/R,LD/2 White - 1.5mm
AX037 Aerox Trident Wing 1.0mm
JC0168 JConcepts-B6.3/B74.1 Rear Wing, 2pc
JC0169 Aero B6.3/B74.1 Rear Wing-Short Chord, 2pc
JC0173 JConcepts-Aero S-Type B6.3/B74.1 Wing, 2pc
JC0181 JConcepts-Aero S-Type 7inch Rear Wing, 2pc
JC0197 JConcepts Carpet Astro High Clearance Rear Wing
JC0432 Cougar LD3 Body
JC0432L Cougar LD3 Body - Lightweight
JC0501 Carpet/Astro High-Clearance 7" Rear Wing
JC0503 Carpet/Turf/Dirt, 6.5" Wing - pre-cut
JC0504 Carpet/Turf/Dirt, 7" Wing - pre-cut
KRC-MFWING Klinik RC - Max Flow Wing (2)
PCB007 Penguin Emperor Wing - 1mm
PCB010 Penguin King Wing - 1mm
PCB016 Penguin Rockhopper Wing - 1mm
PCB031 Penguin Royal Wing - 1mm
U8586 Schumacher Decal Sheet - Black - pk2
U8587 Schumacher Decal Sheet - Neon Blue - pk2
U8588 Schumacher Decal Sheet - Neon Green - pk2
U8589 Schumacher Decal Sheet - Neon Orange - pk2
U8590 Schumacher Decal Sheet - Neon Pink - pk2
U8637 Decal - LD3

Suspension

U3708 Kwik Clips 2.4 x 2.0mm (pk4) - 2WD/4WD
U3729 WishbonePivot Spheres pk4 - Cougar,ST
U4224 Turnbuckle Adjuster HTT - 60mm - pr
U4274 Pro Ball Stud Short - pk4
U4275 Pro Ball Stud Long - pk4
U4299 Turnbuckle HT - 52mm - pr
U4700 Pro Ball Stud - Ultra Long - (pk4)
U4704 Fluted Ball Grippa - Grey (pk8)
U4707 Short Ball Grippa - Grey (pk8)
U4775 Pivot Ball 5.5mm - (4pcs)
U4850 Low Ball Stud pk4 - A1,A2,L1/EVO/R,E1-E4
U7083 Rear Strap Spacers - Cougar KD,KC,L1/EVO/R,LD/2,ST
U7337 Radius Arms pr - L1/EVO/R,LD2
U7628 Rear Toe-In Inserts 8prs - LD/2,L1 EVO/R,ST
U7634 Strap Spacers 2pcs - LD/2,ST
U7636 Rear Link Mount - LD/2,ST
U7644 Alloy FR Strap - LD/2,ST
U7649 Alloy Shock Standoff pr - LD/2
U7672 Turnbuckle Adjuster HTT - 56mm - (pr)
U8200 Front Inboard Pivot Pin - LD2 (pr)
U8204 S2 Front Pivot Block Spacers - LD2
U8296 Rear Hub Carrier - L1R (pr)
U8297 Alloy Rear Hub Plate - L1R (pr)
U8311 Rear Hub Carrier Inserts - L1R (4 prs)
U8400 5.5mm Long Socket - L1R (4 pcs)
U8545 Front Hubs (pr) - ST2
U8547 Wishbone Pivot Bush (4pcs) - ST2
U8548 Yoke Pivot Bush (4pcs) - ST2
U8550 S2 Front Steering Arms (pr) - ST2
U8551 Front Yoke Inserts (3 sets) - ST2
U8552 Front Yokes; 5 Degree - ST2
U8559 5.5mm Pro Ball Stud Extra Long (4pcs)
U8607 Front Axle (pr) - LD3
U8611 Alloy Rear Suspension Strap - LD3
U8612 Rear Wishbones Med Flex - LD3
U8613 Rear Outboard Pivot Pin (pr) - LD3
U8614 Rear Inboard Pivot Pin (pr) - LD3
U8625 Alloy FR Strap Layback - LD3
U8629 Rear Hub Carrier Inserts E-H - LD3
U8634 Front Wishbones Med Flex (pr) - LD3

Transmission

U2761 Diff Shims; 10x12x0.2 (pk8)
U3311 Axle Spacers 5x7 2prs - Off Road
U3364 Slipper Pad; PTFE Octagon pr - Off Road
U3834 Driveshaft; Pivot;Pin;Screw-Mi4-Mi6/SVR,KR,LD/2,ST
U4004 Diff Gear; 38T CNC - SV2,SVR,KR
U4176 Gear Diff Gear Set - Off Road,FT
U4386 Gear Diff Output - KR,LD/2,ST
U4674 Slipper Spring Bush - Off Road
U7065 Slipper Spring Twin Plate - 2WD/4WD
U7066 Diff Output Pin pr - KD,KC,L1/EVO/R,ST,LD2
U7068 Eccentrics 2 prs - KC,L1/EVO/R,LD/2,ST
U7403 Alloy Wheel Hex 7.5mm (+1.5) pr LD/2,L1/EVO/R,ST
U7615 80T 2,3,4 Plate Slipper Spur Gear
U7617 Right Hand Lower Trans - LD/2,ST
U7618 Left Hand Lower Trans - LD/2,ST
U7619 Upper Trans Forward - LD/2,ST
U7620 Upper Trans Rearward - LD/2,ST
U7622 Idler Shaft - LD/2,ST
U7629 Finger Guard - LD/2,ST
U7645 Alloy Motor Plate - LD/2,ST
U7662 CVD Rear Axle - LD/2,ST
U7671 Lockout 71T Spur Gear - LD/2,L1 EVO/R,ST
U7692 V3 Diff Washers + Balls - KR,KD,LD/2,ST
U7693 V3 Diff Male Washer Carrier - KR,KD,LD/2,ST
U7694 V3 Diff Female Washer Carrier - KR,KD,LD/2,ST
U7695 V3 Diff Thrust Race - KR,KD,LD/2,ST
U7696 V3 Diff T-Nut Inserts pr - KR,KD,LD/2,ST
U7697 V3 Ball Diff Service Kit - KR,KD,LD/2,ST
U7698 V3 Ball Diff Complete - KR,KD,LD/2,ST
U7980 0.5mm 20T Bevel Gear Shim - L1 EVO/R,ST,LD2
U8270 Driveshaft Assembled CVD V2 - LD,LD2 (pr)
U8271 CVD Rear Bone V2 - LD,LD2
U8395 2 Gear Diff Pin - LD/2 L1/EVO/R
U8399 Outer Slipper Plate - L1R
U8433 Gear Diff Rebuild Kit - L1R
U8579 Slipper Lockout Layshaft - ST2
U8580 Slipper Lockout Hub - ST2
U8581 Slipper Lockout Washer - ST2
U8603 Driveshaft Assembled CVD Layback (pr) - LD3
U8618 Moulded Idler Gear - LD3
U8619 Alloy Wheel Hex 4mm (-2) (pr) - LD3
U8620 Alloy Layshaft - LD3
U8621 Layshaft Bolt - LD3
U8622 LH Lower Trans Housing Layback - LD3
U8623 RH Lower Trans Housing Layback - LD3
U8624 Alloy Motor Mount Layback - LD3
U8626 Finger Guard Layback - LD3
U8627 CVD Rear Bone 69.5 Layback (pr) - LD3
U8628 CVD Rear Axle Layback (pr) - LD3
U8630 Moulded Idler Gear Layback - LD3
U8631 Outer Slipper Plate - LD3
U8633 C/F Motor Plate - LD3
U8635 Gear Diff Mouldings - LD3
U8646 Gear Diff Complete - LD/2/3

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)
U3855 Ball Bearing - 5x10x3 Open - (pr)
U4318 Ball Bearing - 5x10x3 Red Seal - (pr)
U8274 Ball Bearing 5x12x4 Red Seal (pr)

Big Bore Shocks & Springs

RI-29101 Ride Shock Air Remover - Long
U3667 Big Bore Shock; Rebuild Kit - Off Rd pk4
U3706 Rod End Ball + Socket pr - Cougar
U4110 Off Road Shock O Ring 1/8 Silicone Pk 8
U4371 Big Bore Shock Adjusting Collar (Black) - pr
U4451 Big Bore Shock Collar O-ring - pk4
U4702 Shock Seal Housing V2 - Big Bore pr Off Road
U7388 Alloy Med Shock Body pr - LD/2,L1/EVO/R
U7389 Alloy Long Shock Body pr - LD/2,L1/EVO/R,ST
U7431 Rod End Socket (Dia 5.5mm) (pk4)
U7625 Spring Hanger Low pr - LD/2,L1 EVO/R

COUGAR LD3

PRO 1/10th 2WD Off-Road Buggy

Big Bore Shocks & Springs Cont...

U7630 Shock Piston Support pr - LD/2,L1 EVO/R,ST
U7632 Tapped Shock Shaft; Med pr - LD/2,L1 EVO/R
U7728 M2.5x4 Button Screws (pk10)
U8380 Moulded Shock Pistons and Bushes-L1R-16 pcs
U8426 Tapped Shock Shaft; Long (+1.2mm) - L1R (pr)
U8555 Moulded Shock Top (pr) - ST2
U8652 Front Shock Set - LD3
U8653 Rear Shock Set - LD3
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

Hardware

CR024 CORE RC - Serrated M4 Steel Wheel Nut pk4
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)
U3131 SPEED PACK Alloy Spacers - M3x7mm 0.5;1;2mm (pk18)
U3753 SPEED PACK - M2.5x6 Button Hd pk8
U3754 SPEED PACK - M2.5x10 Csk Hd pk8
U4124 SPEED PACK - Shims 5 x 7 x 0.4mm - pk6
U4210 SPEED PACK - Pinion Grub Screw Set pk10
U4220 'O' Ring 9.0x1.0 (pk10)
U4241 SPEED PACK - M3 Alloy Nyloc Nuts - Black - pk10
U4314 SPEED PACK - Alloy Black M3 Washers - 18pc
U4650 SPEED PACK - M3 Nyloc Nut Steel - Black (10pcs)
U4662 SPEED PACK - M3x4 Grub Screw - Cone Point (10pcs)
U4862 Black Alloy Washers 0.50mm (pk12)
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)
U7112 SPEED PACK - M3x8 Cap Hd (pk10)
U7122 SPEED PACK - M3x12 Csk Hd (pk10)
U7123 SPEED PACK - M3x16 Csk Hd (pk10)
U7124 SPEED PACK - M3x20 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)
U7709 M3 Black Alloy Washers 0.75mm (pk10)
U7710 M3 Black Alloy Washers 1.00mm (pk10)
U7711 M3 Black Alloy Washers 2.00mm (pk10)
U7712 M3 Black Alloy Washers 3.00mm (pk10)
U7900 SPEED PACK Needle Roller 1.5x9.8 (pk10)
U8273 M4 Steel Nyloc Flanged Nut (4 pcs)
U8275 Plastic Washer Set 1,1.5,2,3,4mm (20 pcs)
U8536 M3x4 Grub Screw Cup Point - (pk10)

Option Parts

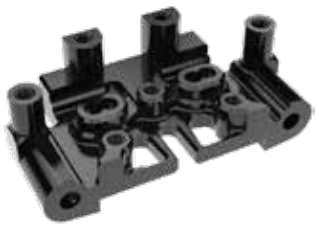
AX009 Aerox Alloy Servo Arm - Short 25T Futaba
AX010 Aerox Alloy Servo Arm - Short 23T KO/Sanwa
CR035 CORE RC - Serrated Alloy M4 Nuts; Blue pk 4

Option Parts Cont...

CR036 CORE RC - Serrated Alloy M4 Nuts; Violet pk 4
CR196 CORE RC - Serrated Alloy M4 Nuts - Black - pk4
CR280 Ti Pro Ball Studs - Short - (pr)
CR282 Ti Pro Ball Studs - Long - (pr)
CR304 Titanium Wheel Nuts M4 - pk4
CR720 Ti Pro Ball Studs - Ultra Long - pk 2
KRC-INSERTS Klinik RC M3 Thread Repair Inserts (10)
KRC-M3REPAIR Klinik RC M3 Thread Repair Kit with Drill Bit (10)
KRC-TBLD Klinik RC Cougar Laydown Ti Turnbuckle Set
KRC-TBLD2 Klinik RC Cougar LD2 - Ti Turnbuckle Set
U3348 Gear; CNC 80t Spur - Slipper
U3386 Ceramic Bearing - 4x8x3 Shield - (pr)
U3499 Roll Bar Blocks - pk4
U3670 Big Bore Piston; 2 Hole White 1.5 (pr)
U3770 Big Bore Piston; 3 Hole White 1.5 Rounded (pr)
U3790 Gear; CNC 76T Spur - Slipper
U4226 Gear; CNC 71T Spur - Slipper
U4299 Turnbuckle HT - 52mm - pr
U4344 Ceramic Bearing - 5x8x2.5 Shield - (pr)
U4508 Big Bore Pro Bush - Off Road
U4701 Big Bore Piston - 3 Hole Black 1.6 Rounded (pr)
U4726 Pro Ball Bearing - 5x10x3 Shield - (pr)
U4890 Alloy Spring Seat - Off Road - pr
U4946 Pro Ball Bearing 5 x 10 x 4 sealed - pr
U4999 Front Brass Weight 20g - KD,KC,LD/2,ST
U7084 Shock Top Ring (pr) - Cougar KD,KC,LD/2,ST,L1R
U7085 Shock Top (pr) - Cougar KD,KC,LD/2,ST,L1R
U7086 Big Bore Piston - 2 Hole Black 1.60 (pr)
U7087 Big Bore Piston - 2 Hole Red 1.70 (pr)
U7090 SPEED PACK - M4x20 Grub Screw (pk4)
U7318 Titanium Turnbuckle - 53mm - Silver - pr
U7319 Titanium Turnbuckle - 60mm - Silver - pr
U7398 Alloy Wheel Hex 6mm (0) pr - LD/2,L1/EVO/R,ST
U7400 Titanium Low Profile M4 Serrated Nut (pk4)
U7402 Alloy Wheel Hex 6.75mm (+.75) pr LD/2,L1/EVO/R,ST
U7404 Alloy Radius Arms pr - L1/EVO/R,LD2
U7433 Big Bore Piston Blank Tapered pr-LD/2,L1/EVO/R,ST
U7434 Alloy Med Shock Body Kashima pr-LD/2,L1/EVO/R
U7435 Alloy Long Shock Body Kashima pr-LD/2,L1/EVO/R,ST
U7616 78T 2,3,4 Plate Slipper Spur Gear CNC
U7624 Diff Cross Pin - LD/2,L1 EVO,ST,FT
U7631 Piston; 3 hole - 13mm - Red pr - LD/2,ST
U7646 Alloy Wheel Hex 5.25mm (-.75) pr LD/2,L1/EVO/R,ST
U7651 Alloy Rear Link Mount V2 - LD/2,ST
U7658 Rear Roll Bar Conversion - LD/2,ST
U7659 ARB Mounting Collar - LD/2,L1 EVO/R,ST
U7660 Rear Roll Bars 5pcs - LD/2,ST
U7664 Brass Rear Weight (15g) pr - LD/2,ST
U7665 Brass FR Strap (12g) - LD/2,ST
U7673 Titanium Turnbuckle - 56mm - Silver - (pr)
U7674 Titanium Turnbuckle - 76mm - Silver - (pr)
U7678 Brass Radio Plate (30g) - LD/2,ST
U7725 Pro-Ball Bearing 10x15x4 Sealed - (pr)
U7730 Pro-Ball Bearing 4x8x3 Sealed - (pr)
U7839 C/F LiPo Swivel pr - Mi7,FT,Mi8,FT8
U7856 Turnbuckle Adjuster HTT - 71mm (pr)
U7857 Titanium Turnbuckle - 71mm - Silver (pr)
U7868 C/F Left Hand Lower Trans - LD/2,ST
U7869 C/F Right Hand Lower Trans - LD/2,ST
U7975 Alloy Eccentric Mid - pr KC,KD,LD/2,L1/EVO/R,ST
U7976 Alloy Eccentric Hi-Lo - pr KC,KD,LD/2,L1/EVO/R,ST
U7982 Alloy Spring Seat High - Off Road (pr)
U8196 Servo Saver Mouldings - LD2
U8197 Servo Saver Kit - LD2
U8205 Alloy Centre Track Rod v2 - LD2
U8207 Alloy Pivot Block Spacers 0.5mm - LD2
U8211 Alloy Pivot Block - LD2
U8212 Brass Pivot Block - LD2
U8215 Front Roll Bar Wires (4) - LD2
U8216 Front Roll Bar Kit - LD2
U8334 Alloy LiPo Swivel - Mi8,L1R,FT8 (pr)
U8381 Alloy Wing Mount - L1R
U8389 Alloy Rear Hub Carriers (pr) - L1R
U8396 Alloy Diff Complete V2 - KR,KD,LD/2,ST
U8397 Alloy Diff Conversion V2 - KR,KD,LD/2,ST
U8429 Alloy Wheel Hex 4.5mm (-1.5) pr - L1R
U8438 Alloy Lipo Mounts Conversion - LD2 (pr)
U8502 3 Plate Slipper Clutch Conversion - L1R
U8543 Alloy Wheel Hex 7.5mm (+1.5) Black pr - ST2
U8574 Alloy 5 Deg Yokes (pr) - ST2
U8575 Alloy 2.5 Deg Yokes (pr) - ST2
U8576 Alloy Front Hub Carriers (pr) - ST2
U8578 Alloy 0.5mm Rear Strap Spacers - ST2
U8585 Lockout 66T Spur Gear - ST, LD/2
U8608 Front Wishbones Stiff (pr) - LD3
U8638 Alloy Front Link Mount - LD3
U8639 Ti Front Axle (pr) - LD3
U8640 Front Wishbones Carbon Filled (pr) - LD3
U8648 Rear Wishbones Carbon Filled (pr) - LD3
U8649 Rear Wishbones Stiff (pr) - LD3
U8650 C/F Front Shock Mount - LD3
U8651 C/F Rear Shock Mount - LD3
U8654 S2 Steering Arm A - LD3
U8655 S2 Steering Arm B - LD3
U8656 S2 Steering Arm C - LD3

OPTIONS PARTS

U4800 - Rear Roll Bar Ball (pk2)
U7031 - Socket Grey 8mm (pk4)
U7658 - Rear Roll Bar Conversion
U7659 - ARB Mounting Collar
U7660 - Rear Roll Bar Set (5pcs)



U8211 - Alloy Pivot Block (10g)

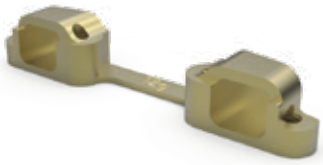
U8212 - Brass Pivot Block (41g)

U8207 - Alloy Pivot Block Spacers 0.5mm

U4890 - Alloy Spring Seat - Off Road - pr

AX009 - AEROX Alloy Servo Arm - Short 25t Futaba
AX010 - AEROX Alloy Servo Arm - Short 23t KO/SANWA

U7400 - Titanium Low Profile M4 Serrated Nut



U7665 - Brass FR Strap (12g)

U8578 - Alloy 0.5mm Rear Strap Spacers - ST2

U8396 - Alloy Gear Diff Complete V2

U8216 - Front Roll Bar Kit - LD2

U8576 - Alloy Front Hub Carriers (pr) - ST2

U8205 - Alloy Centre Track Rod v2 - LD2

U8197 - Servo Saver Kit - LD2

U7839 - C/F LiPo Swivel pr - Mi7,FT,Mi8,FT8
U8334 - Alloy LiPo Swivel - Mi8,L1R,FT8 (pr)

U7975 - Alloy Eccentric Mid - (pr)
U7976 - Alloy Eccentric Hi-Lo - (pr)

U8574 - Alloy 5 Deg Yokes (pr) - ST2
U8575 - Alloy 2.5 Deg Yokes (pr) - ST2

U7404 - Alloy Radius Arms pr - L1/EVO/R,LD2

OPTIONS PARTS

U7678 - Brass Radio Plate (30g)

U8429 - Alloy Wheel Hex (-3.00) - (pr)
U7646 - Alloy Wheel Hex (-2.25) - (pr)
U7398 - Alloy Wheel Hex (-1.50) - (pr)
U7402 - Alloy Wheel Hex (-0.75) - (pr)
U8543 - Alloy Wheel Hex (0.00) - (pr)

U7434 - Alloy Med Shock Body Kashima Coat (pr)
U7435 - Alloy Long Shock Body Kashima Coat (pr)

U7651 - Alloy Rear Link Mount

U7868 - C/F Left Hand Lower Trans Housing
U7869 - C/F Right Hand Lower Trans Housing

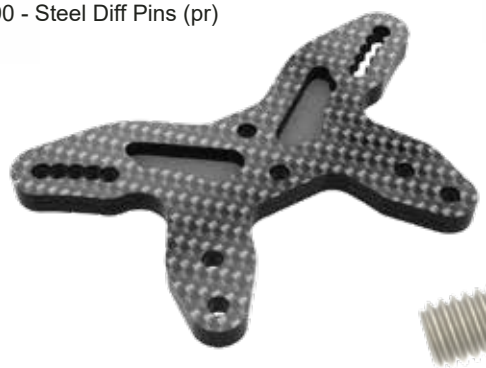
U8389 - Alloy Rear Hub Carriers (pr)

U8381 - Alloy Wing Mount - L1R

U7624 - Diff Cross Pin - LD/2,L1 EVO,ST,FT
U8090 - Steel Diff Pins (pr)

U8438 - Alloy Lipo Mounts (pr)

U4999 - Front Brass Weight 20g - KD,KC,LD/2,ST



U8650 - C/F Front Shock Mount
U8651 - C/F Rear Shock Mount

U8639 - Ti Front Axle

U8640 - Front Wishbones Carbon Filled (pr)
U8608 - Front Wishbones Stiff (pr)
U8648 - Rear Wishbones Carbon Filled (pr)
U8649 - Rear Wishbones Stiff (pr)

U7614 - Driveshaft Assembled U\J pr - LD/2
U8431 - Rear Driveshaft - L1R (pr)
U8606 - Driveshaft Assembled UJ Layback (pr) - LD3

U8638 - Alloy Front Link Mount

Driver: Date: Event/Track:

Qualify: Final: Best Lap:

TRACK TYPE

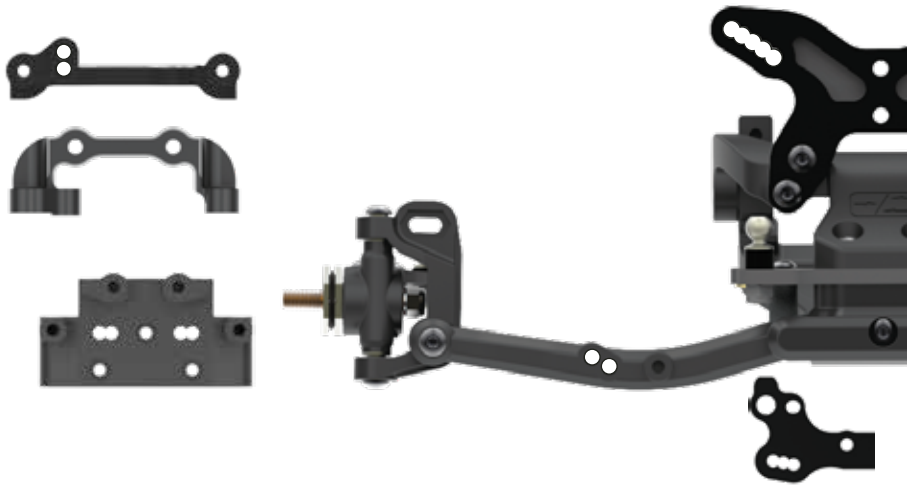
Grip Level	High ☐ Medium ☐ Low ☐
Type	Tight ☐ Open ☐ Mixed ☐
Condition	Flat ☐ Bumpy ☐ Mixed ☐
Surface	Clay ☐ Long Astro ☐ Carpet ☐
	Grass ☐ Short Astro ☐ Mixed ☐
Weather	

TYRES

	FRONT	REAR
Tyres		
Wheels		
Inserts		

Notes:

Notes:



TRANSMISSION

Diff Height	H ☐ M ☐ L ☐
Diff Type	B ☐ 2g ☐ 4g ☐
Motor	
Rotor Dia.	mm
Timing	deg
Pinion	t
Spur	t
Motor Plate	A ☐ CF ☐
Lock Out	Y ☐ N ☐
Slipper Plates	2 ☐ 3 ☐

CHASSIS

Chassis	A ☐ C/F ☐
Chassis Insert	
LiPo Position	1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6 ☐ 7 ☐ 8 ☐
X Brace	
Running Weight	

Notes:

EQUIPMENT

E.S.C.	
Servo	
RX	
LiPo	
Bodyshell	

WEIGHTS

COUGAR LD3 PRO 1/10th 2WD Off-Road Buggy

SET UP SHEET

Schumacher

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:

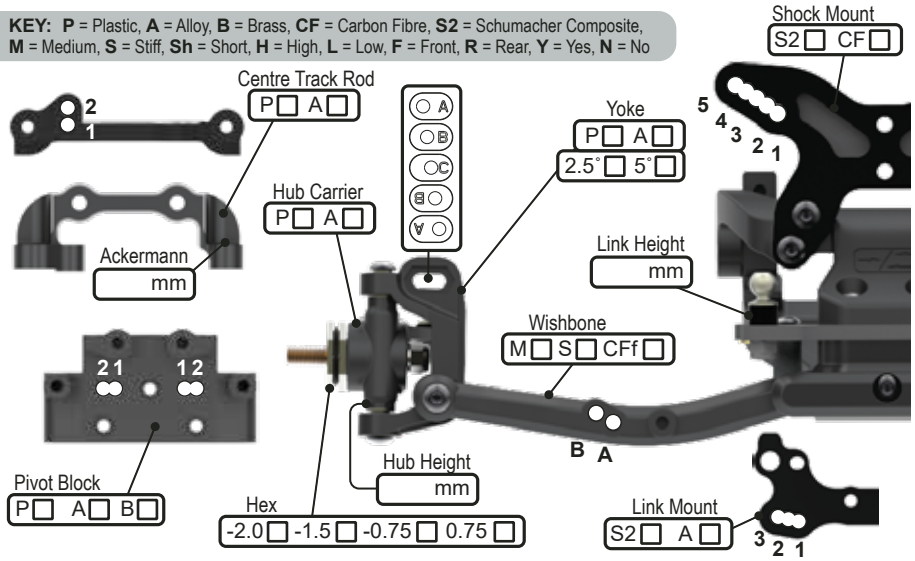
Notes:

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
Wheelbase	0 ☐ +1.5 ☐ +3.0 ☐ +4.5 ☐
Toe	deg In ☐ Out ☐
Camber at Ride Height	deg
Anti Roll Bar	0.9 ☐ 1.0 ☐ 1.1 ☐ 1.2 ☐
Front Wing	Y ☐ N ☐
Bump Steer Washers	mm
Pivot Block Height	H ☐ M ☐ L ☐
Steering Arm	Kit ☐ A ☐ B ☐ C ☐

Notes:

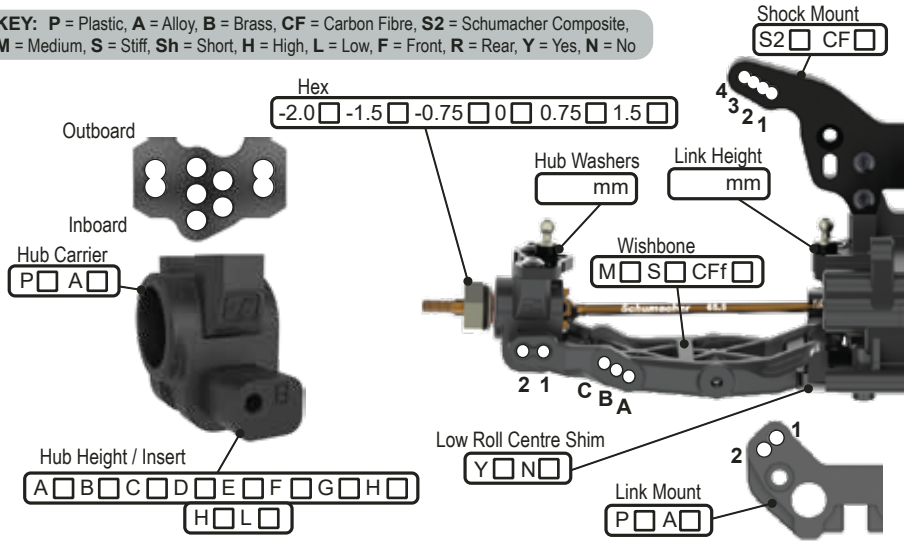


REAR SUSPENSION

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
Wheelbase	0 ☐ +2 ☐ +4 ☐ +6 ☐
Anti-Squat	1° ☐ 2° ☐ 3° ☐ 4° ☐
Toe	4° ☐ 3.5° ☐ 3° ☐ 2.5° ☐ 2° ☐ 1.5° ☐ 1.0° ☐ 0.5° ☐
Camber at Ride Height	deg
Anti Roll Bar	1.0 ☐ 1.1 ☐ 1.2 ☐ 1.3 ☐ 1.4 ☐
Wing Gurney Height	mm
Rearward Shock Position	Y ☐ N ☐
Driveshaft Type	CVD ☐ U/J ☐
Gearbox Type	Laydown ☐ Layback ☐

Notes:



TRANSMISSION

B = Ball, **2g** = 2 Gear, **4g** = 4 Gear

Diff Height	H ☐ M ☐ L ☐
Diff Oil	cSt
Diff Type	B ☐ 2g ☐ 4g ☐
Motor	
Rotor Dia.	mm
Timing	deg
Pinion	t
Spur	t
Motor Plate	A ☐ CF ☐
Lock Out	Y ☐ N ☐
Slipper Plates	2 ☐ 3 ☐

CHASSIS

Chassis	A ☐ C/F ☐
Chassis Insert	0mm ☐ +5mm ☐
LiPo Position	1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6 ☐ 7 ☐ 8 ☐
X Brace	Y ☐ N ☐
Running Weight	g
Radio Tray	1 ☐ 2 ☐ 3 ☐

Notes:

EQUIPMENT

E.S.C.	
Servo	
RX	
LiPo	
Bodyshell	

WEIGHTS

Chassis	F ☐ R ☐
Rear Strap	F ☐ R ☐
Radio Tray	Y ☐ N ☐
Under LiPo	Y ☐ N ☐

SHOCKS

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

	FRONT	REAR
Cap	V ☐ S ☐ A ☐	V ☐ S ☐ A ☐
Body		
Oil	cSt	cSt
Piston		
Spring	lb/in	lb/in
Limiters (i)	mm	mm
Stroke	mm	mm
Limiters (e)	mm	mm

Notes: