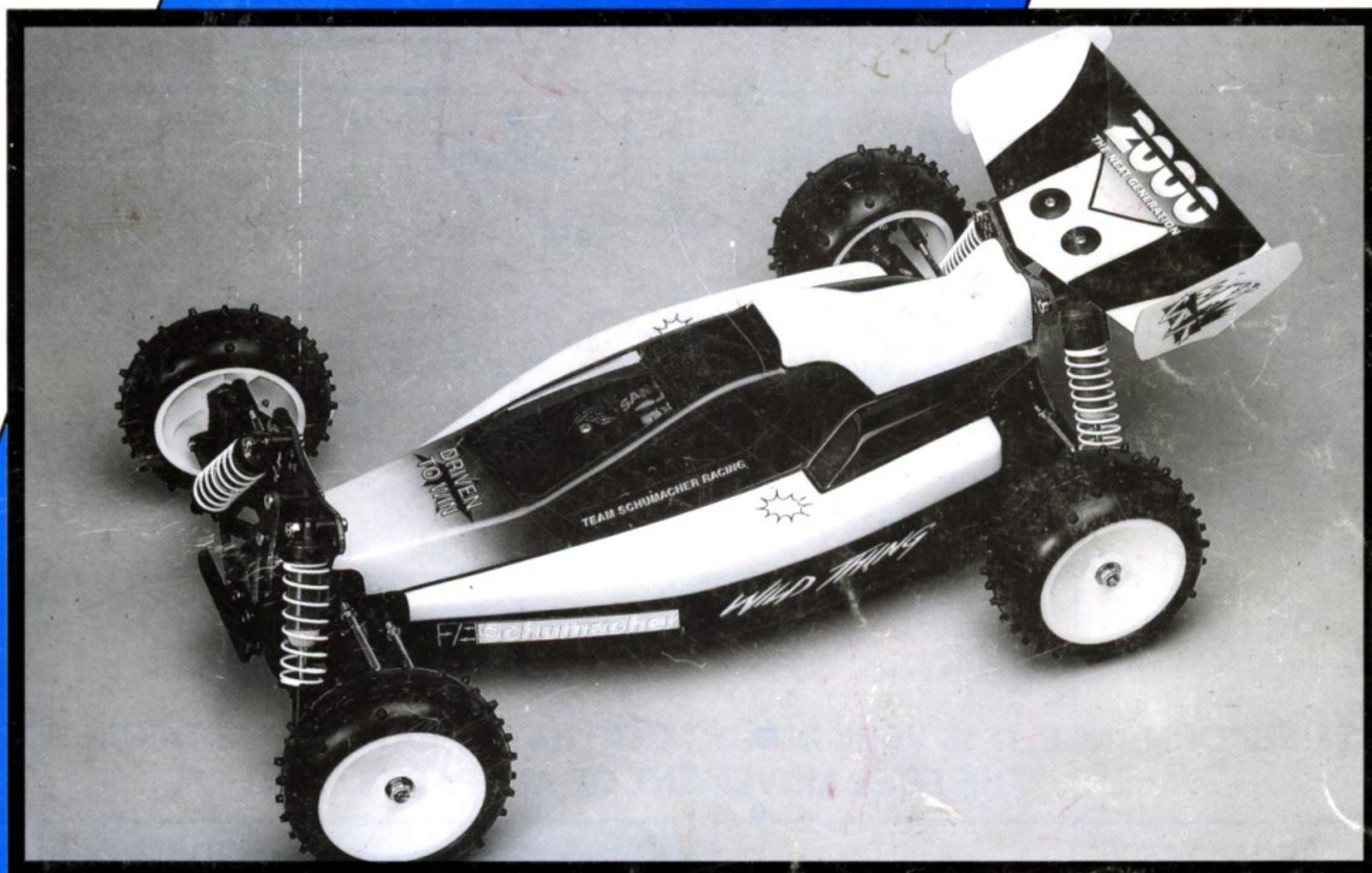


Schumacher

CAT ZOOO

THE NEXT GENERATION

ISSUE 3



INSTRUCTION MANUAL

CHASSIS	1
REAR SUSPENSION	2
DIFFERENTIAL	3-4
TRANSMISSION	5-6
DRIVESHAFTS	7
FRONT SUSPENSION	8-12
SHOCK ABSORBERS	13-15
WHEELS & TYRES	16
BODYSHELL	17
BUMPER & UNDERTRAY	18
REAR WING & ARIEL	19
FITTING ELECTRICS	20
SERVICING	21
TRACK SETTINGS	22-25

SCHUMACHER RACING PRODUCTS LTD
 71 - 73 Tenter Rd
 Moulton Park
 Northampton
 NN3 6AX

Note with our policy of continuous development the exact specification of the kit may vary.
MISSING OR DEFECTIVE PARTS
 In the event of problems with your new kit you should contact the manufacturer where purchased, quoting part number, bag number and bag number for both the bag and the kit.

IMPORTANT SAFETY NOTES

1. This product is not suitable for children under 14 years of age unless supervised by an adult.
2. Select an area for assembly that is away from reach of small children. The parts are small and can be swallowed by children causing choking and possible internal injuries.
3. Shock fluids, grease and adhesives should be kept out of childrens reach. They are not toxic, but were not intended for human consumption.
4. Exercise care when using any hand tools, sharp instruments and power tools during construction.
5. Carefully read all manufacturers warnings and cautions for any glues or paints that may be used for assembly purposes.



Places to put threadlock.
(It will prevent the screws and nuts vibrating loose.)

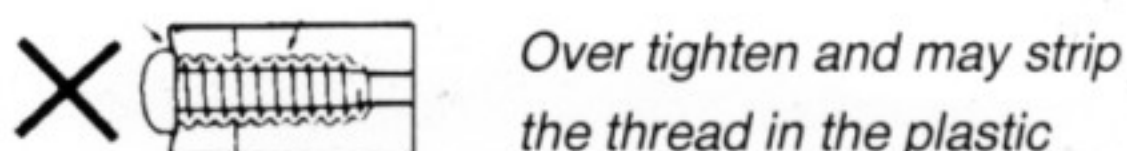
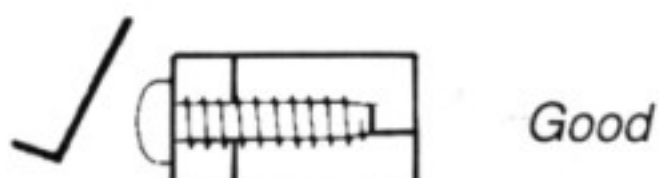


Points where grease should be applied. (It will reduce friction and assure smooth movement.)



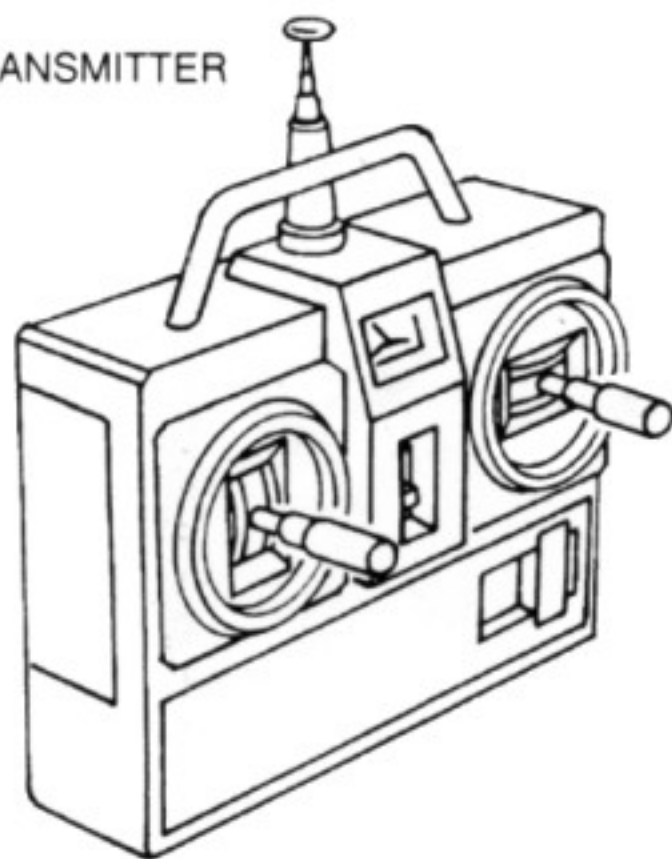
Points where oil should be applied (Light machine oil, 3 in 1 or similar.)

Do not use excessive force when tightening the self-tapping screws, or you may strip the thread in the plastic. It is recommended to stop tightening it when the threaded part on the screw goes into the plastic part and you feel some resistance from the tightening.

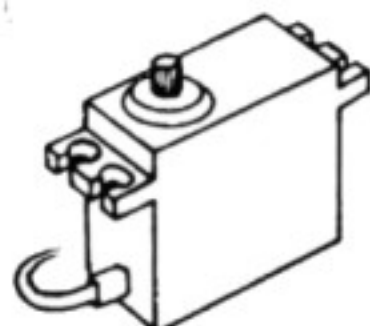


ADDITIONAL ITEMS REQUIRED

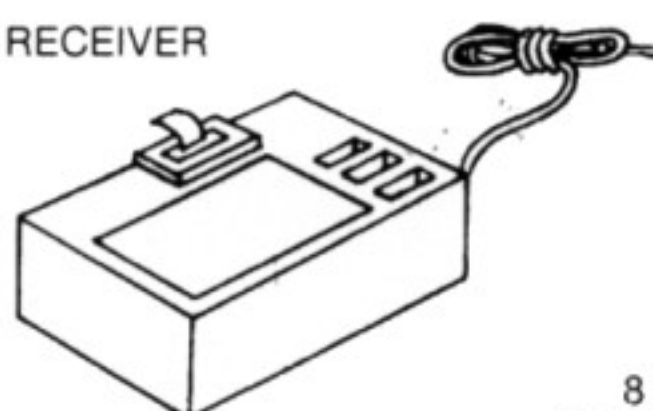
TRANSMITTER



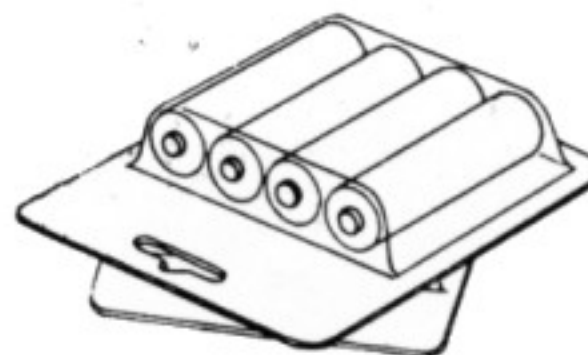
STEERING SERVO



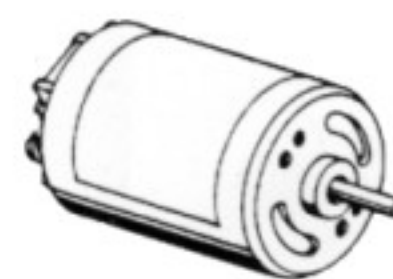
RECEIVER



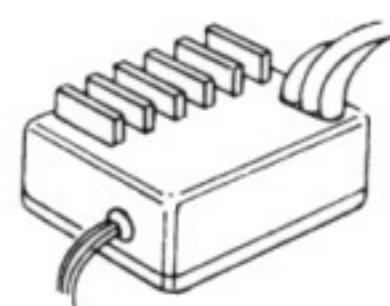
8 PEN CELLS
(FOR TRANSMITTER)



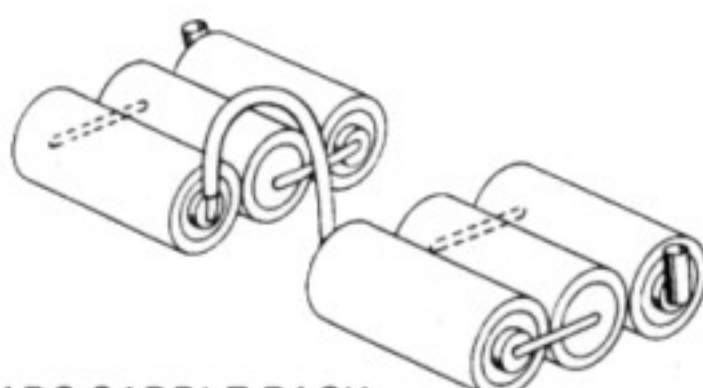
MOTOR



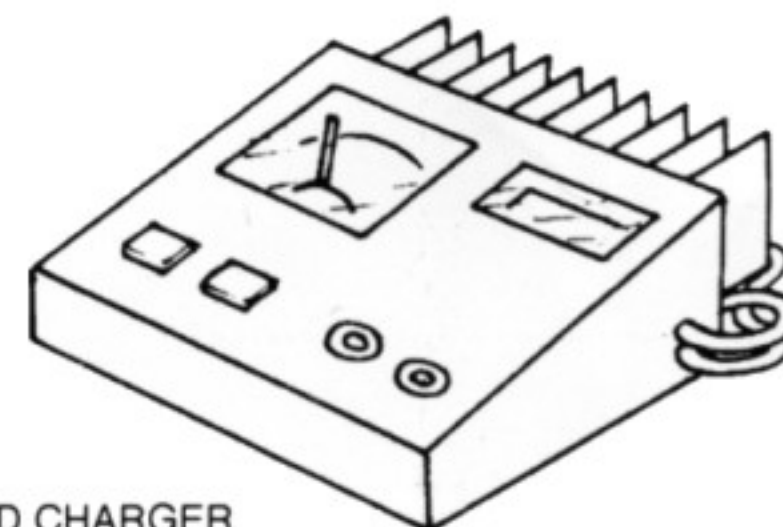
SPEED CONTROLLER



NICADS SADDLE PACK

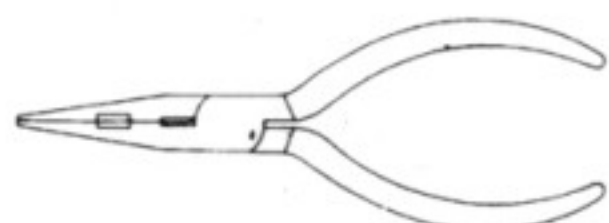


NICAD CHARGER



FOR BEST PERFORMANCE, IT IS VERY IMPORTANT THAT GREAT CARE IS TAKEN TO ENSURE THE FREE MOVEMENT OF ALL PARTS.

TOOLS REQUIRED



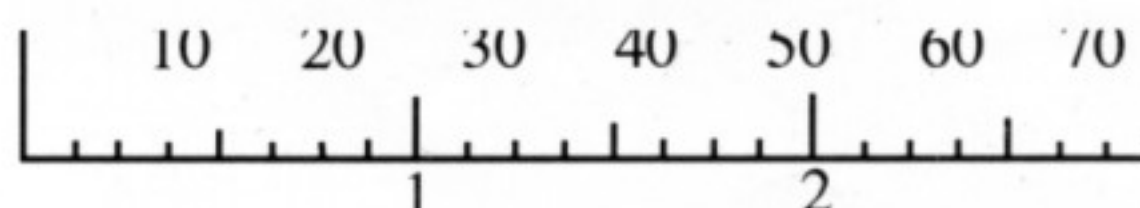
7.0 AF 5.5 AF



MATERIALS REQUIRED

Threadlock
Light oil for shock absorbers
Polycarbonate paint for bodyshell
Grease

RULER INCHES & MILLIMETRES



1

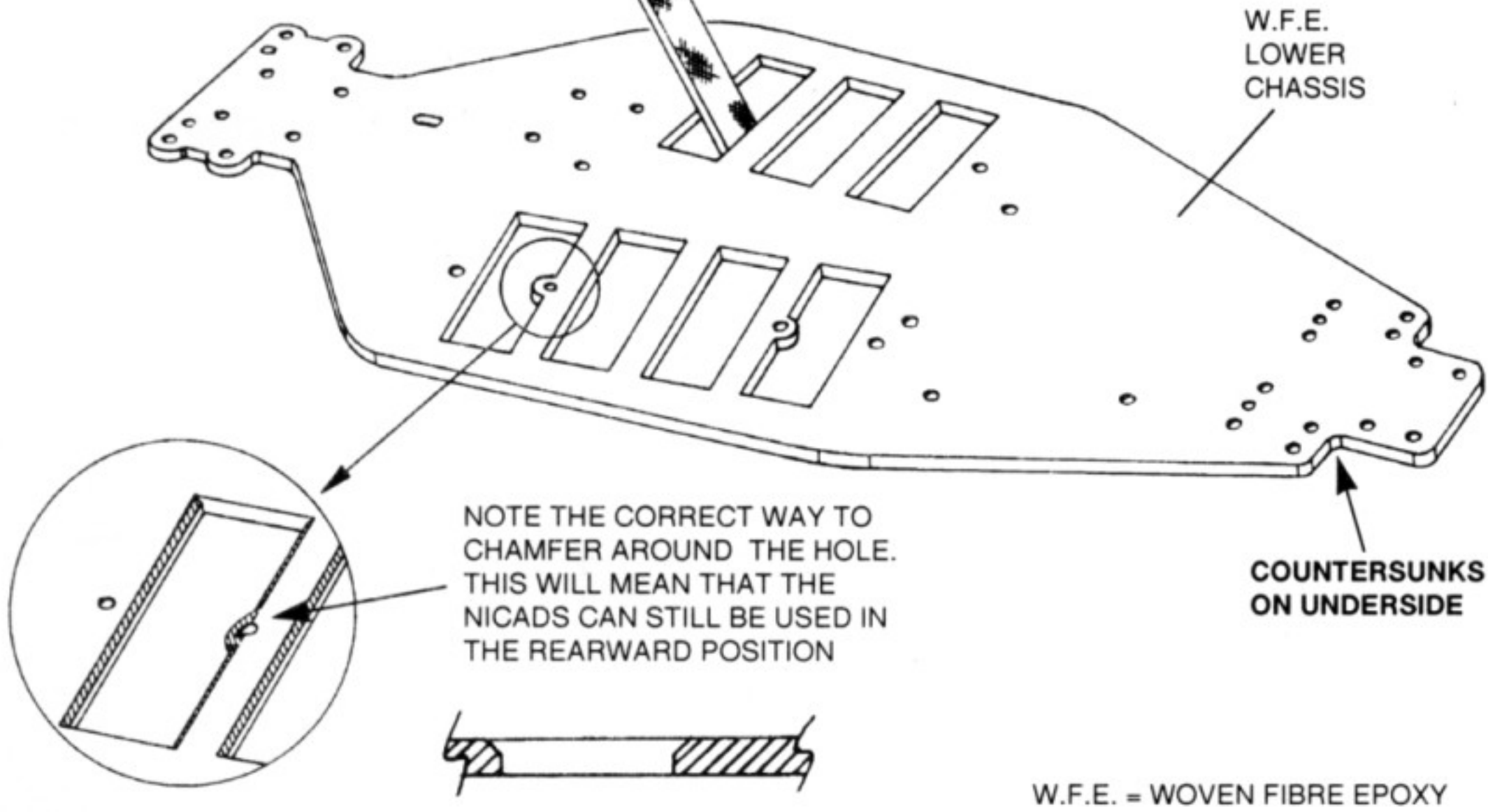
CHAMFER EDGES OF NICAD SLOTS AND REMOVE ANY PIPS USING A FILE

WARNING: MOTOR CLEANING SOLVENTS WILL DAMAGE THE W.F.E. COMPONENTS. ALWAYS REMOVE MOTOR BEFORE DOING ANY MAINTAINANCE



CHASSIS

HARDWARE



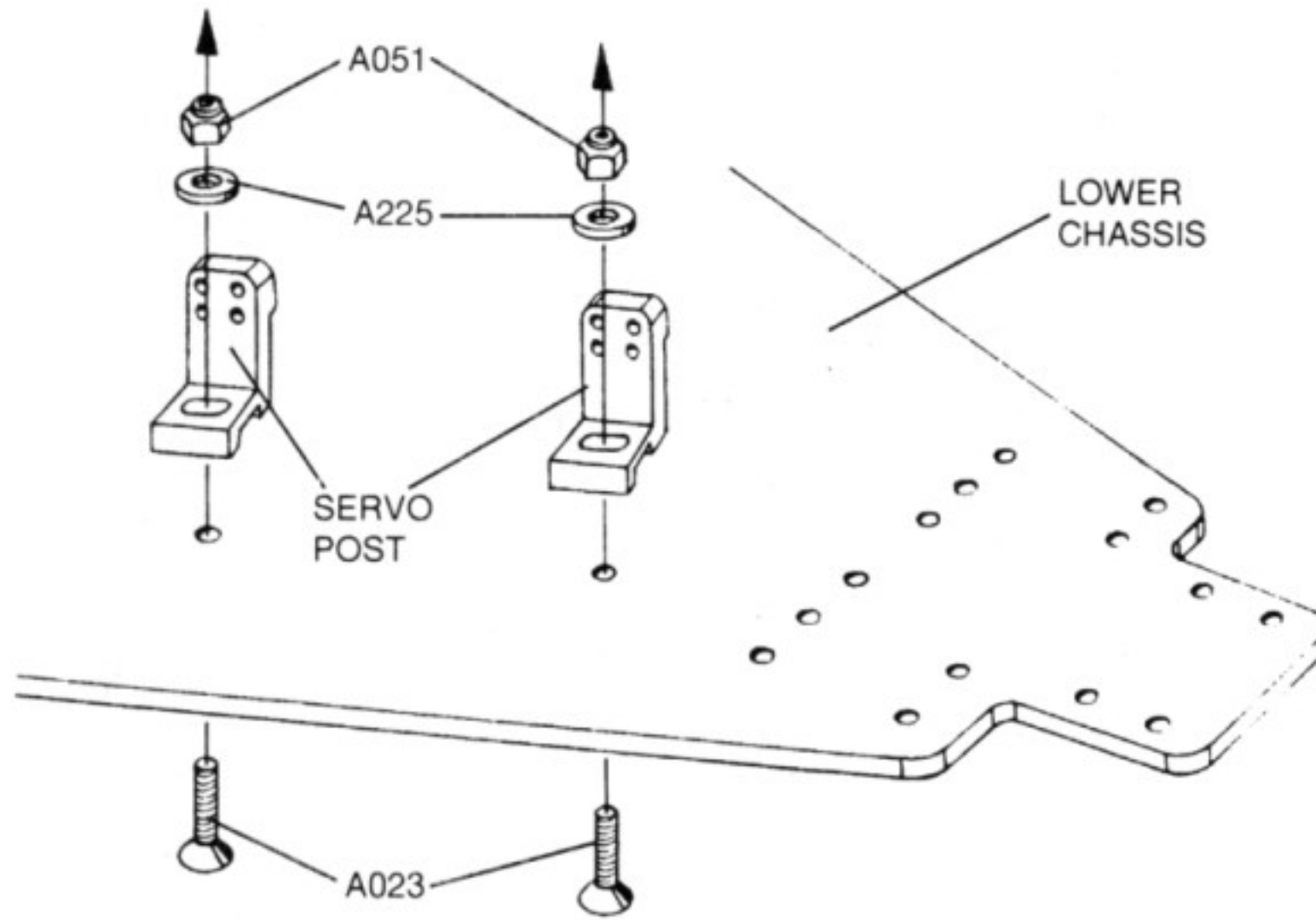
A023 M3x12mm CSK SCREW X2

A051 M3 NYLOC NUT X2

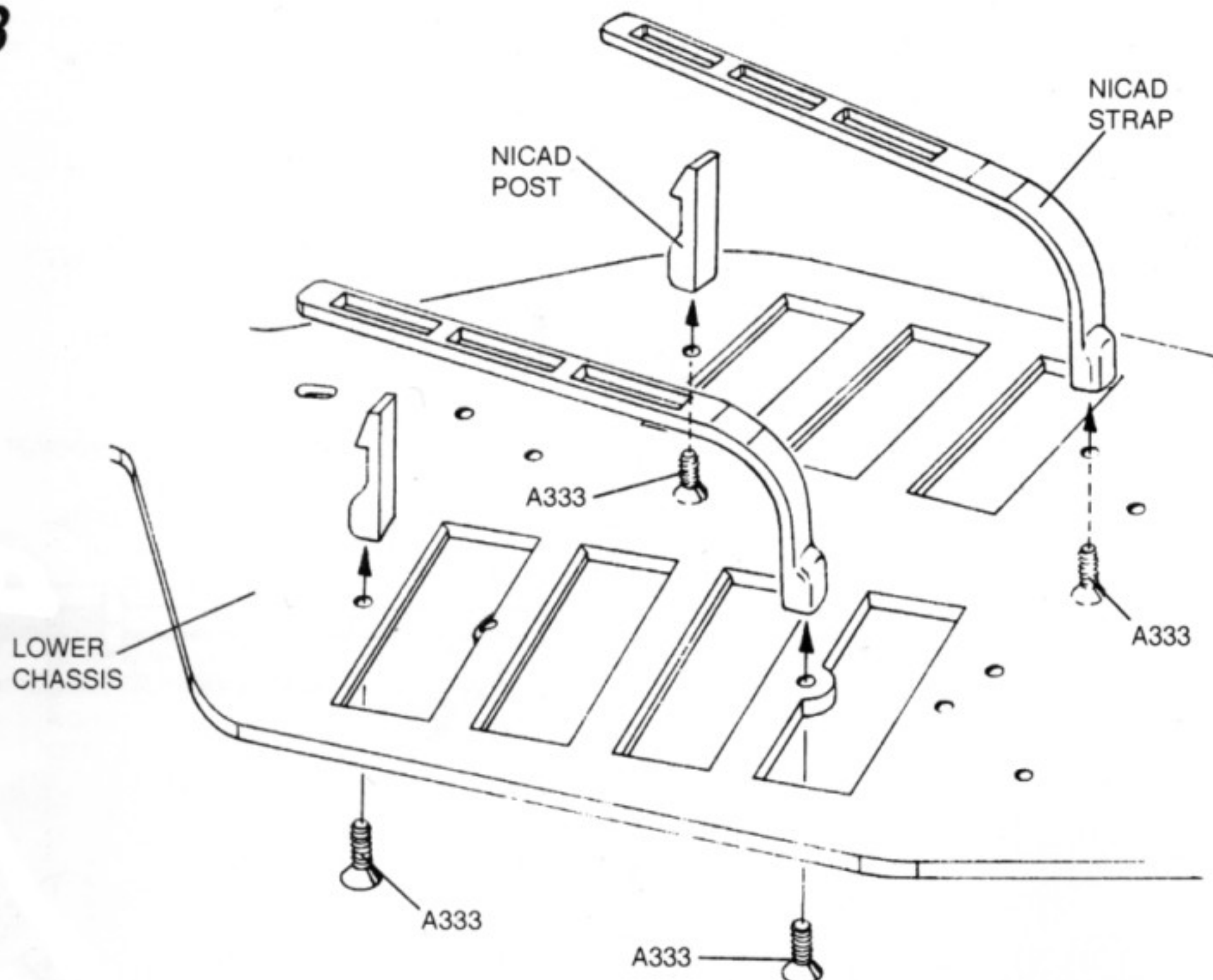
A225 M3 STEEL WASHER X2

A333 No4x3/8" SELFTAP CSK SCREW X4

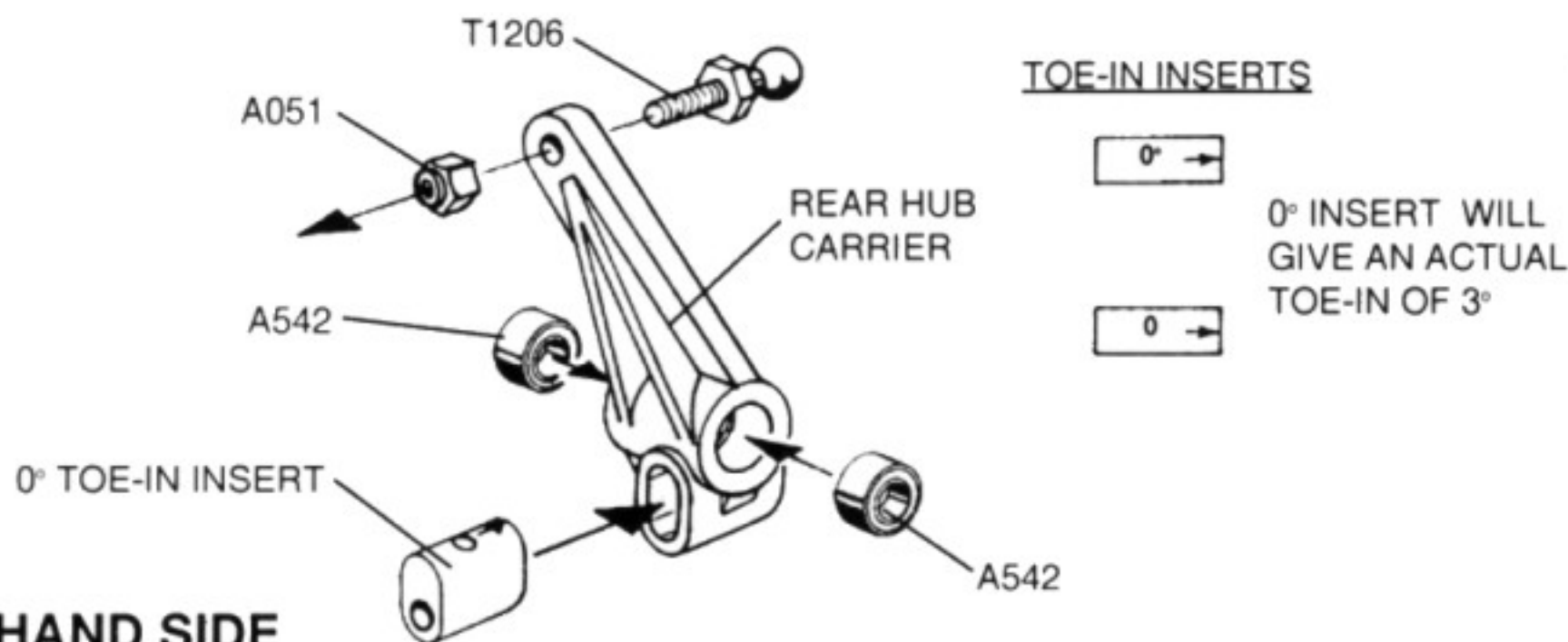
2



3

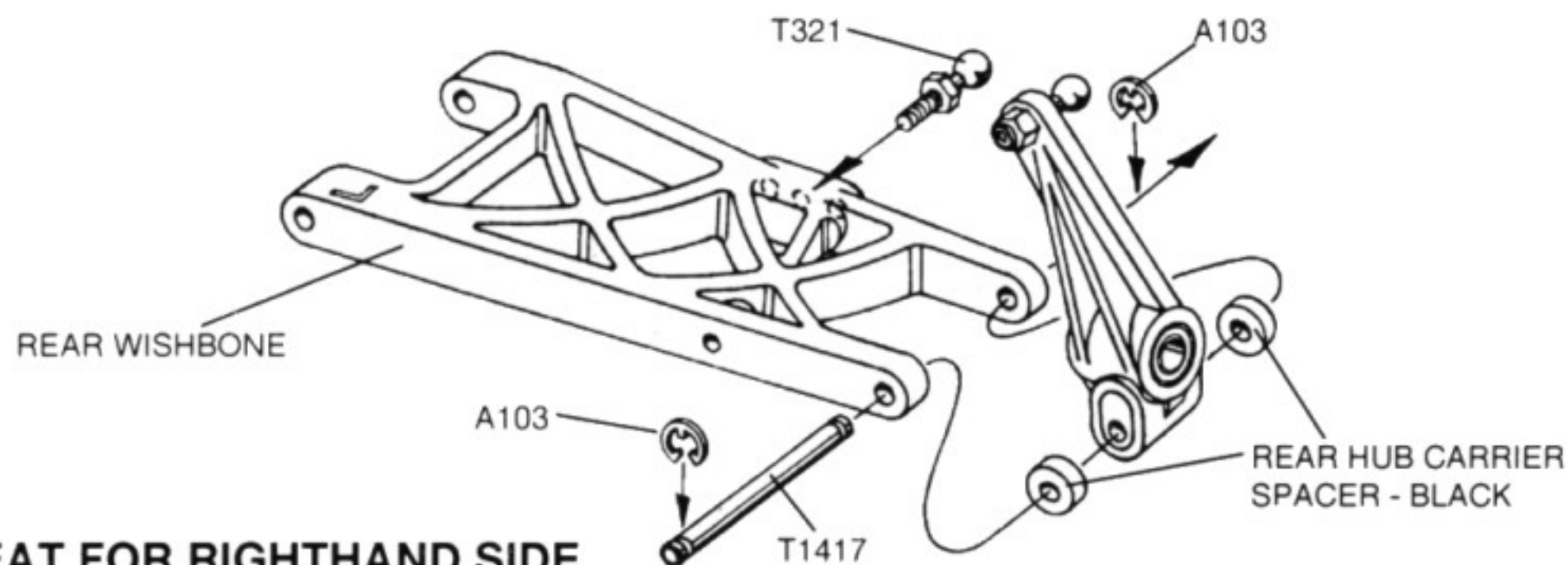


1



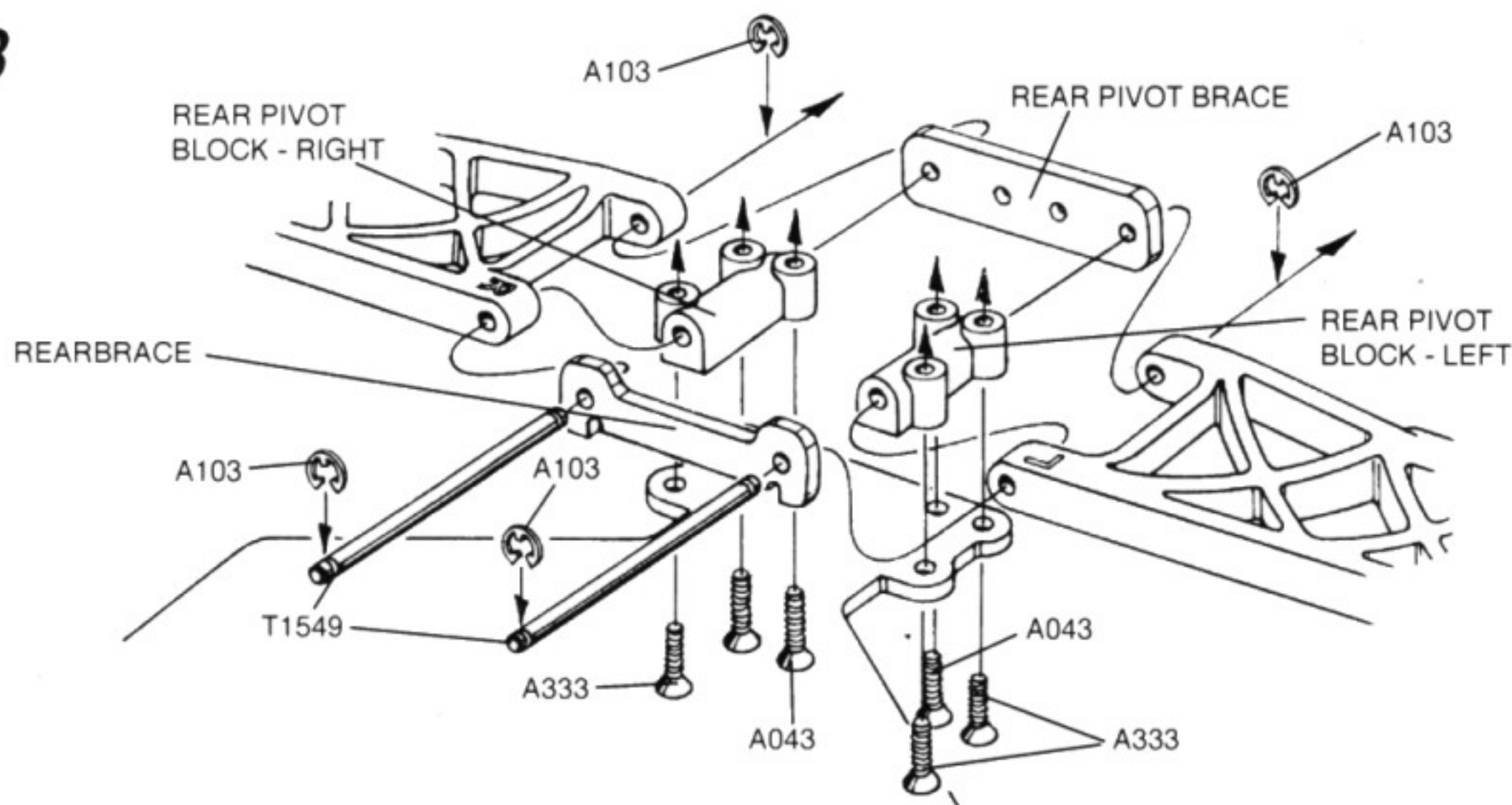
REPEAT FOR RIGHTHAND SIDE

2

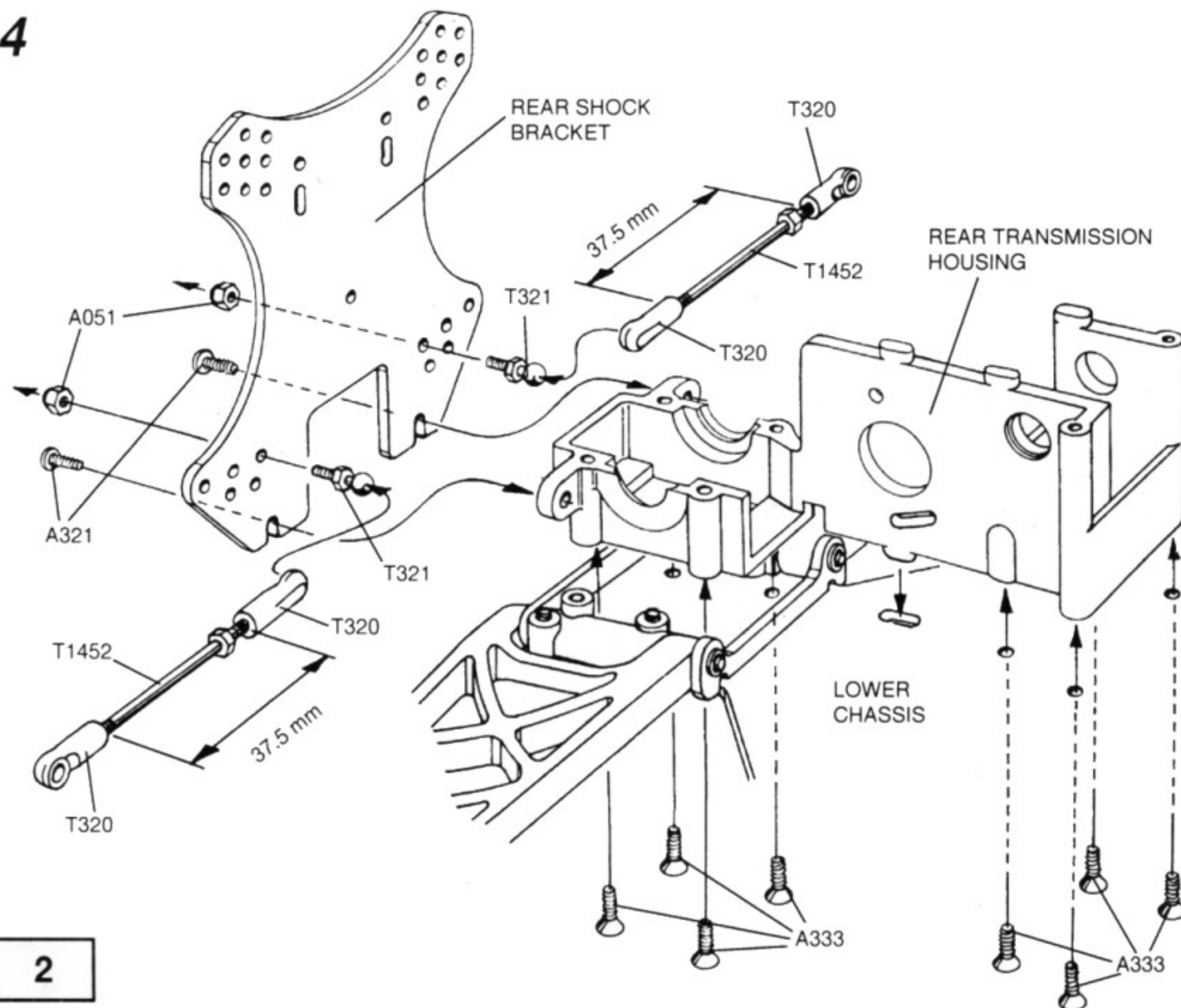


REPEAT FOR RIGHTHAND SIDE

3



4



REAR SUSPENSION

HARDWARE

A051 M3 NYLOC NUT X4

T1206 BALL STUD LONG X2

A542 BEARING 5x9x3 X4

A103 'E' CLIP X8

T321 BALL STUD SHORT X4

T1417 REAR PIVOT PIN - OUTBOARD X2

A043 M3x8mm CSK SCREW X2

A333 No4x3/8" SELFTAP CSK SCREW X12

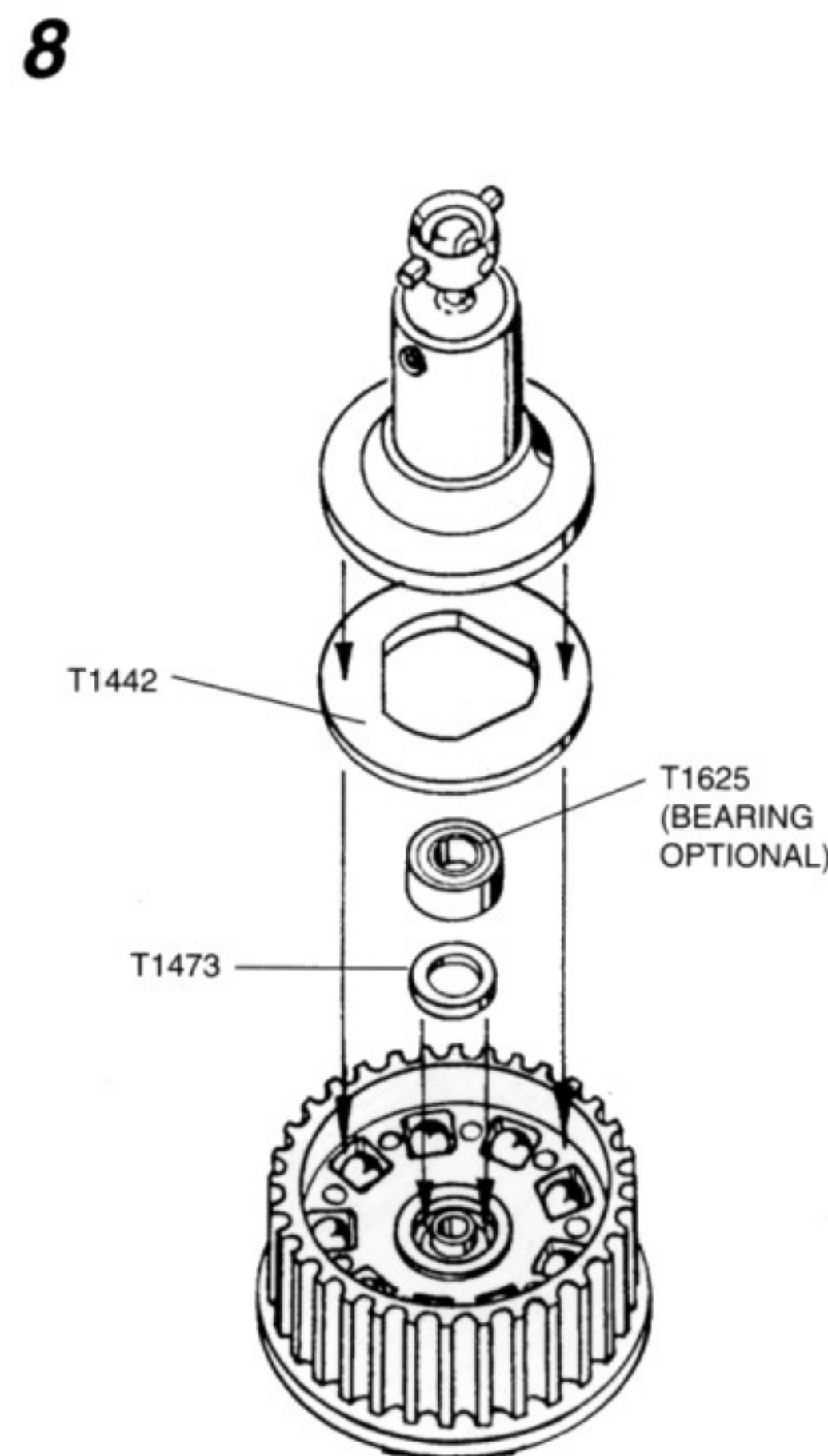
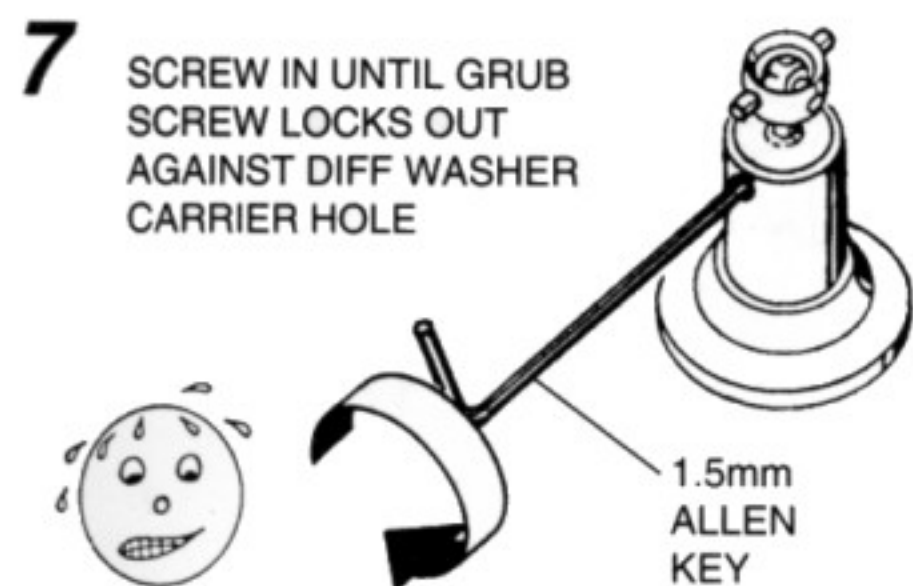
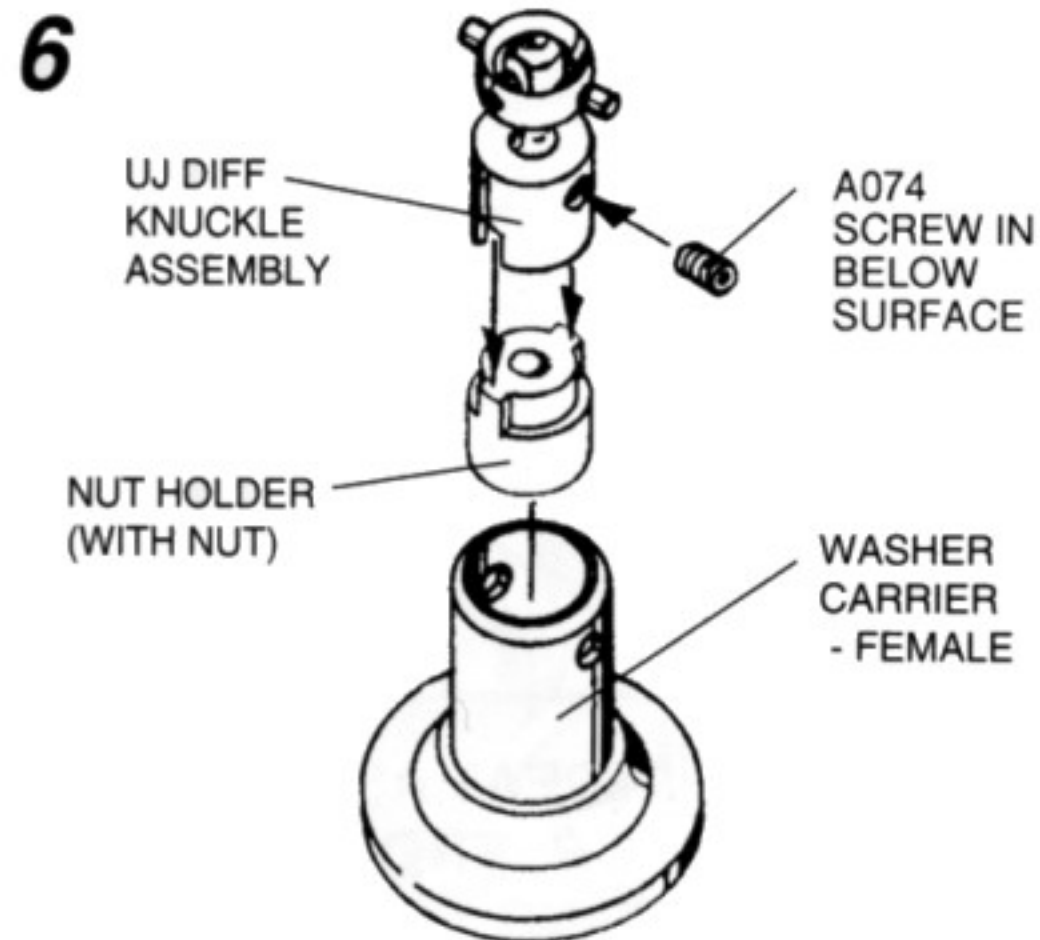
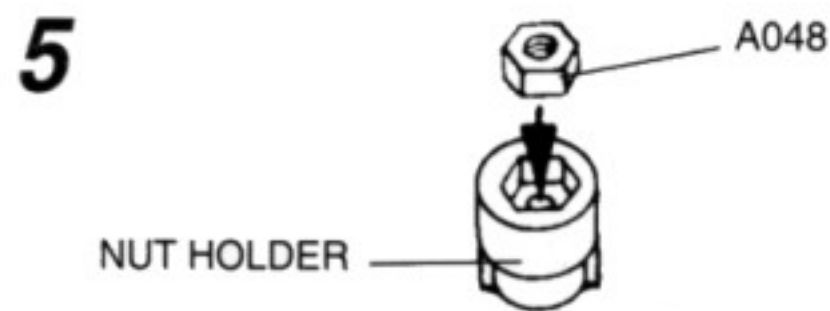
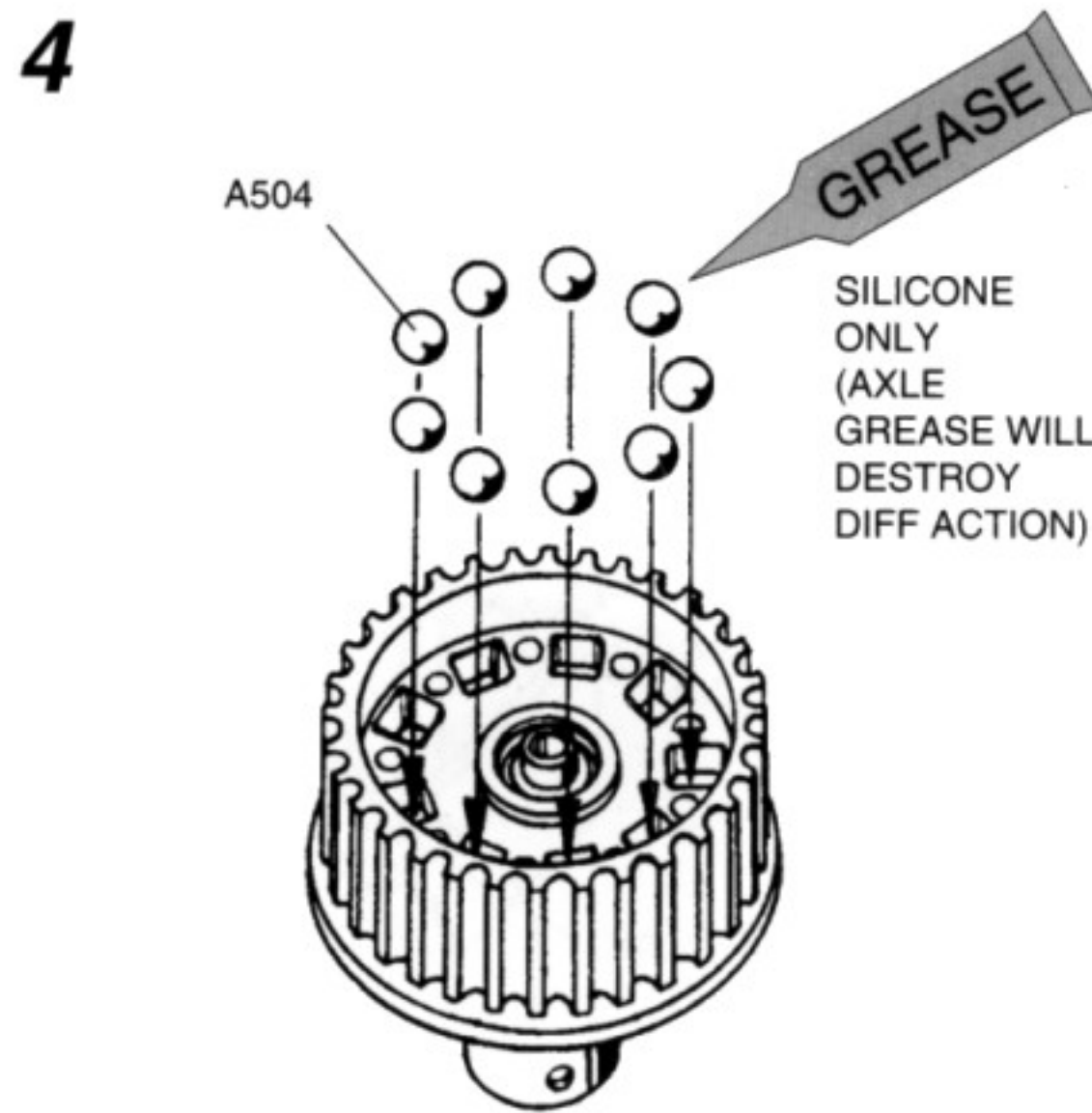
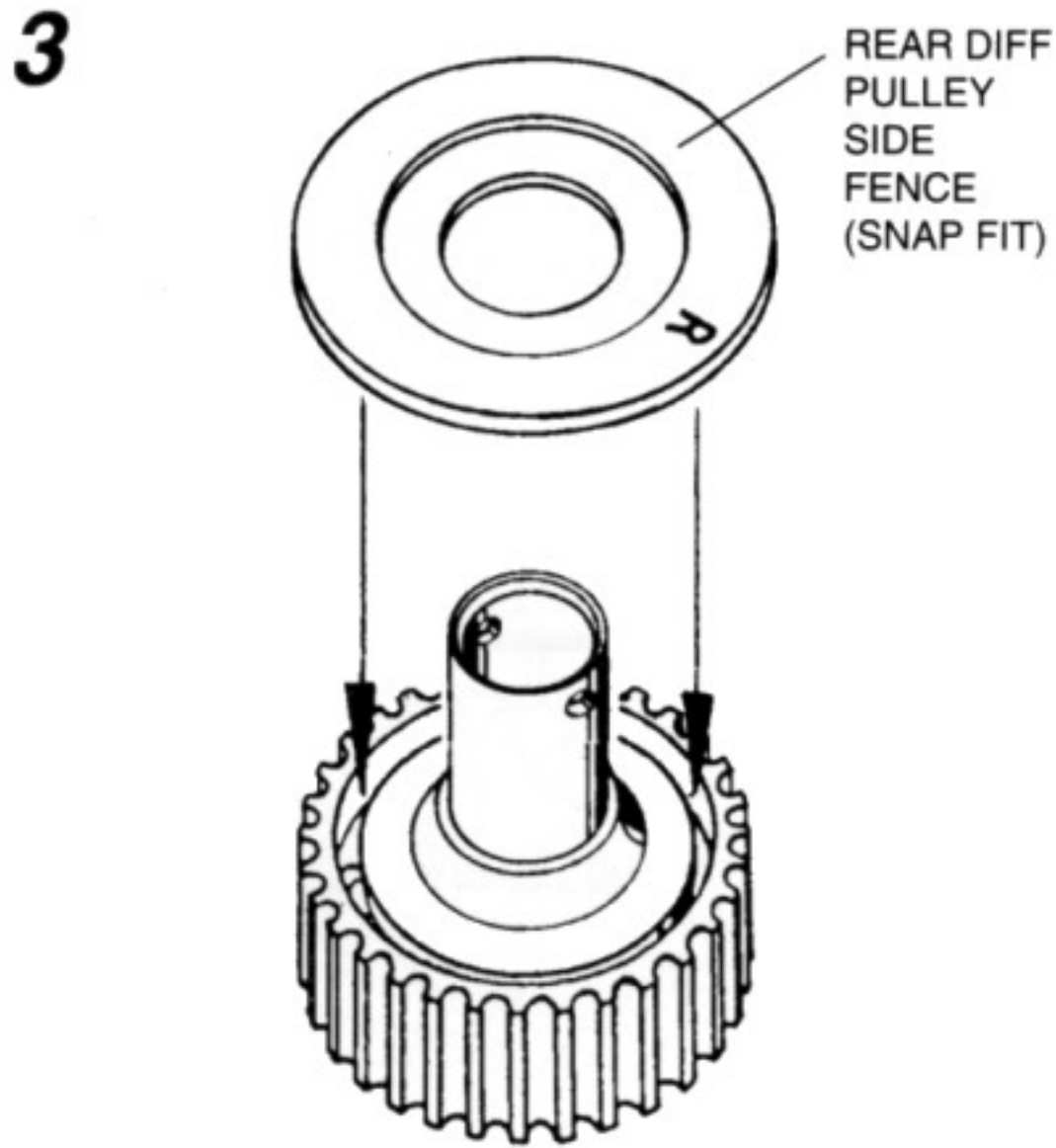
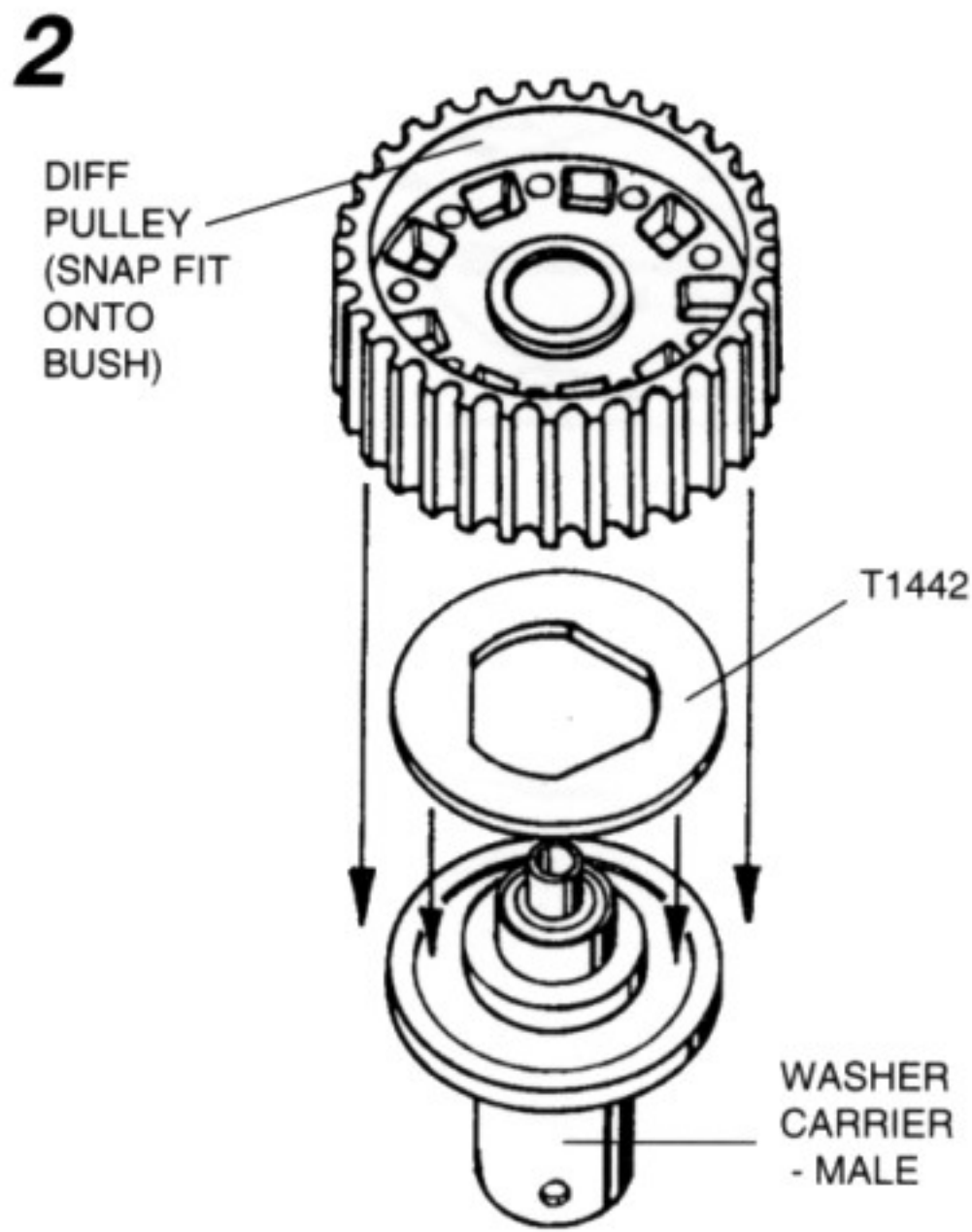
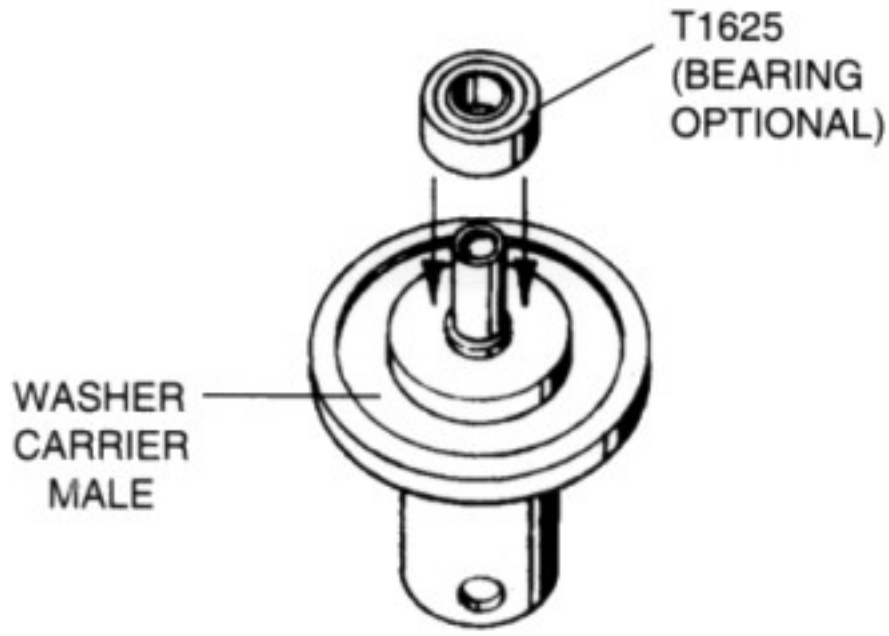
T1549 REAR PIVOT PIN - INBOARD X2

A321 No4x1/4" SELFTAP PANHD SCREW X2

T320 BALL JOINT SOCKET X4

T1452 TURNBUCKLE 53mm X2

1 YOUR DIFFERENTIAL MAY BE PREASSEMBLED. IF SO USE STEPS 1 TO 14 FOR SERVICING.



DIFFERENTIALS

HARDWARE

T1625 4x8x2 BUSH X4

T1442 TRILOBE DIFF WASHER X4

A504 DIFF BALL 4mm X18

T1473 DIFF SPACER X2

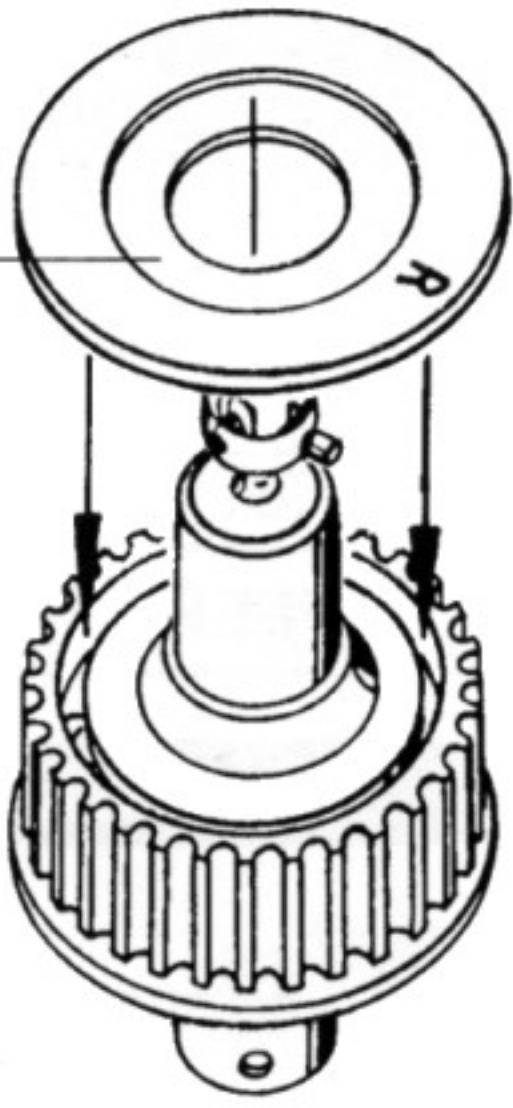
A048 M3 NUT X2

UJ KNUCKLE ASSEMBLY X2

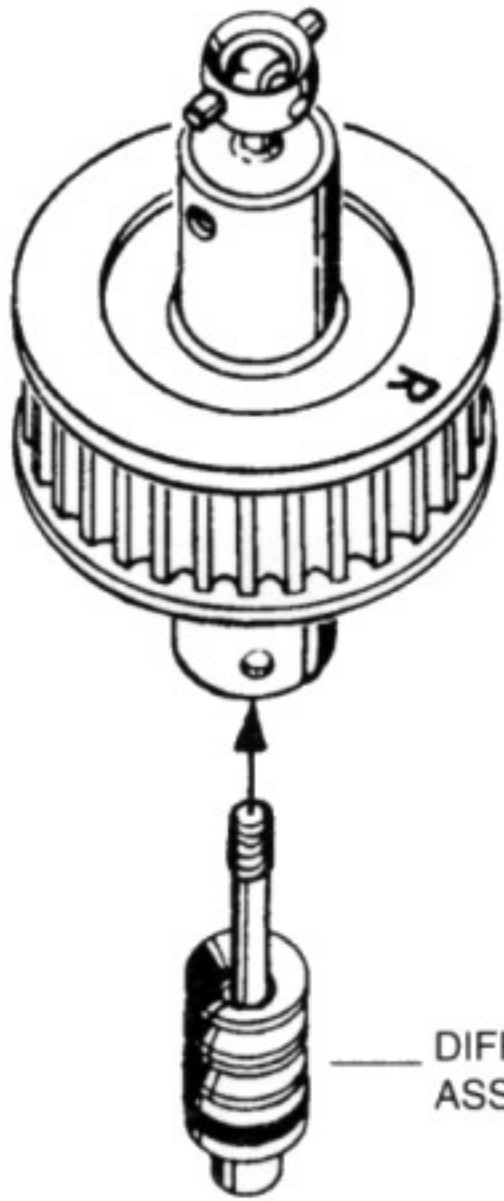
A074 M3 x 6mm GRUB SCREW X2

9

REAR DIFF PULLEY SIDE FENCE (SNAP FIT)

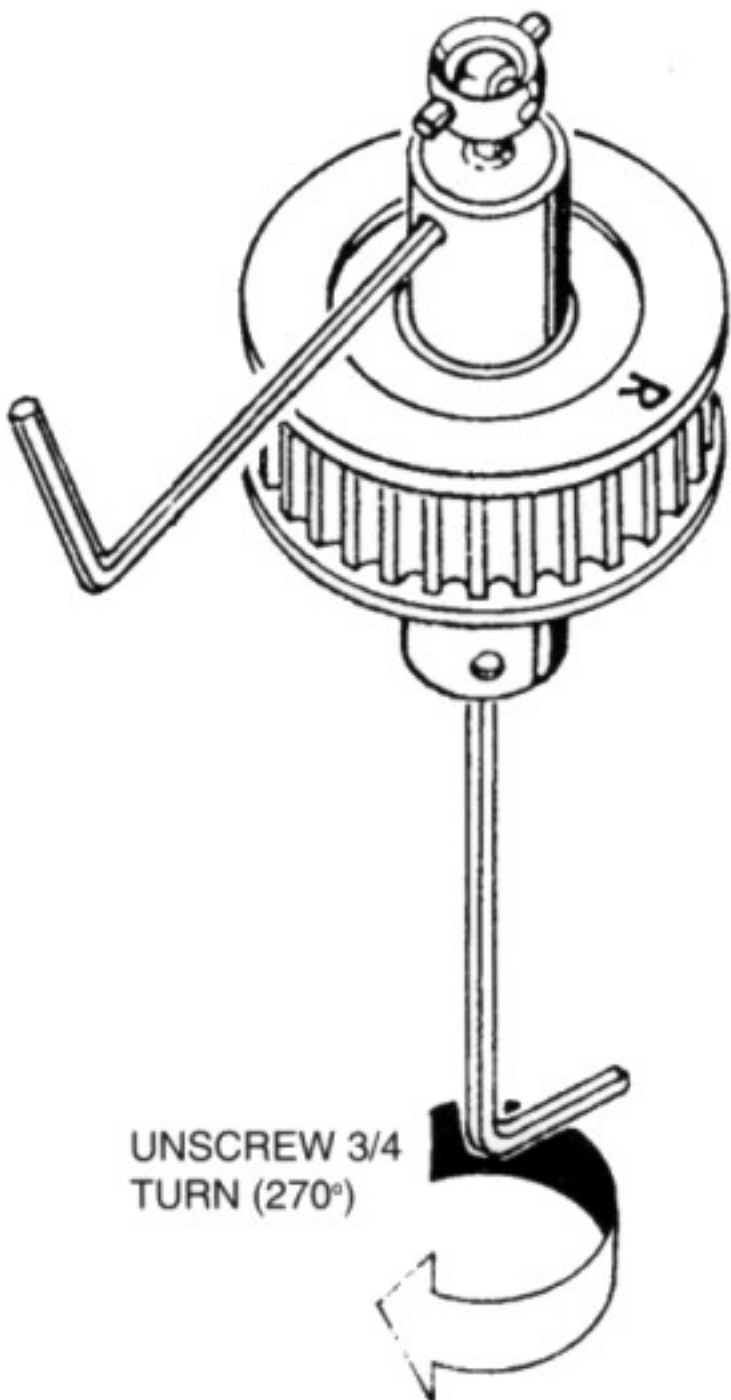


11

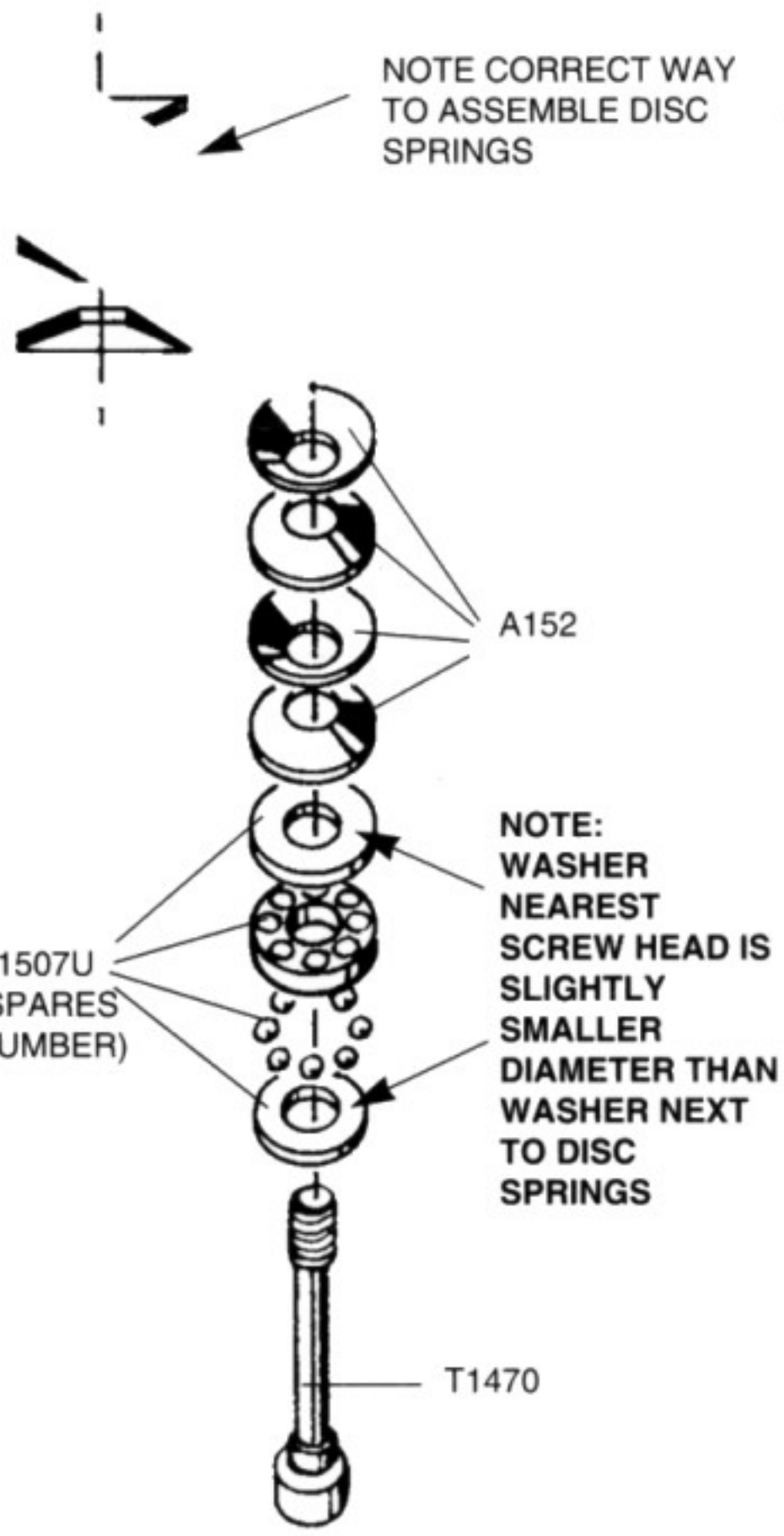


DIFF SCREW ASSEMBLY

13



UNSCREW 3/4 TURN (270°)



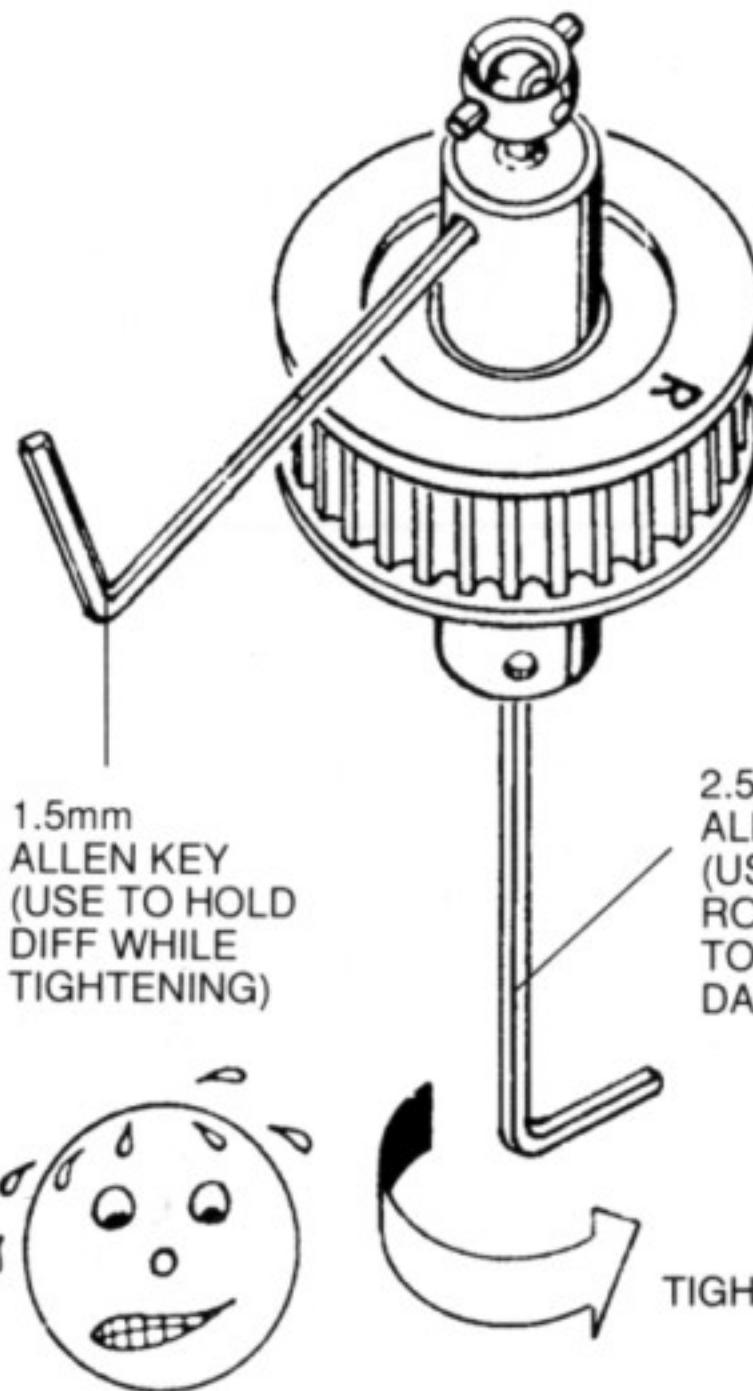
NOTE CORRECT WAY TO ASSEMBLE DISC SPRINGS

U1507U (SPARES NUMBER)

NOTE: WASHER NEAREST SCREW HEAD IS SLIGHTLY SMALLER DIAMETER THAN WASHER NEXT TO DISC SPRINGS

T1470

12

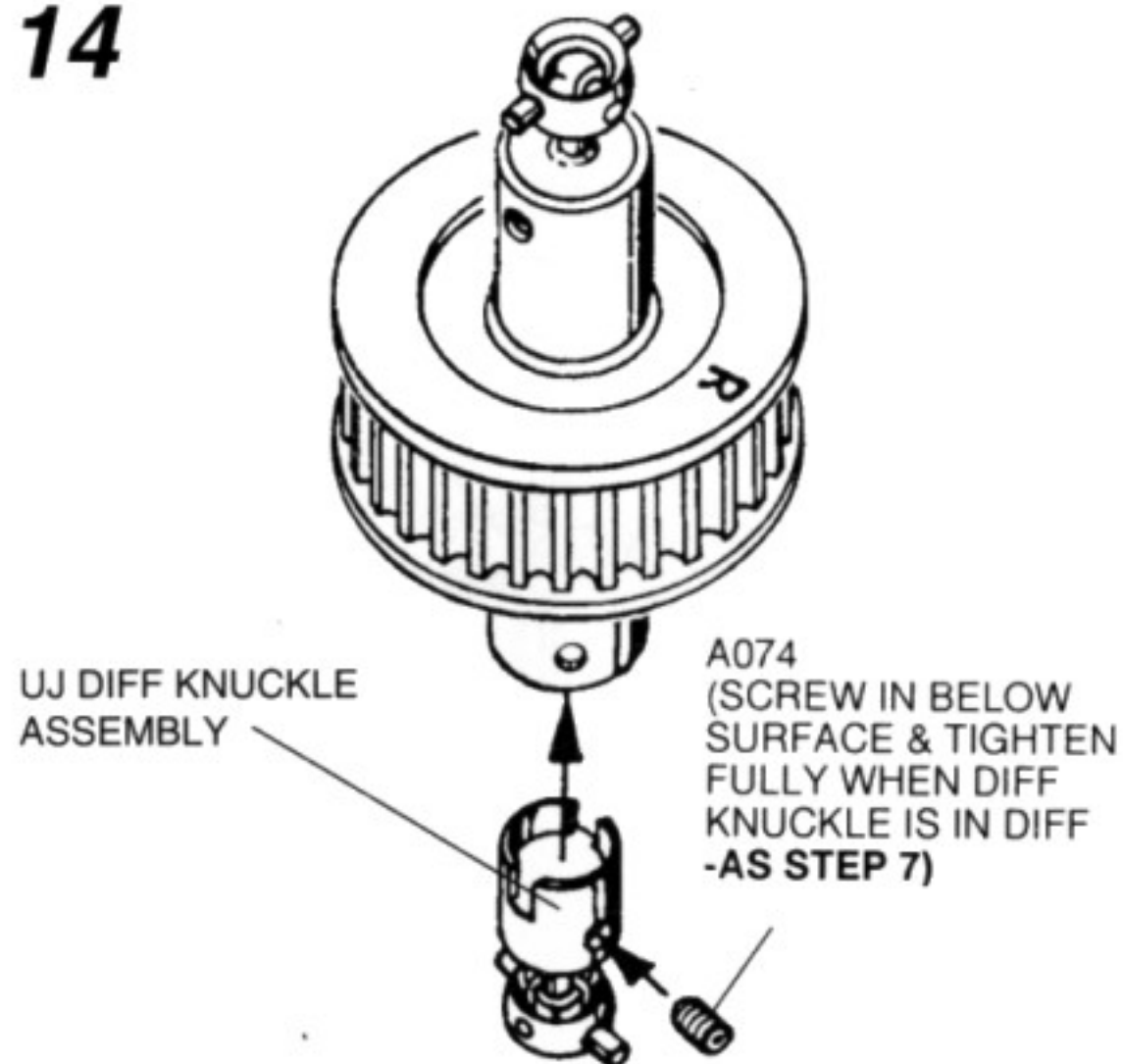


1.5mm ALLEN KEY (USE TO HOLD DIFF WHILE TIGHTENING)

2.5mm ALLEN KEY (USE THIS WAY ROUND ONLY TO PREVENT DAMAGING DIFF)

TIGHTEN FULLY

14



UJ DIFF KNUCKLE ASSEMBLY

A074 (SCREW IN BELOW SURFACE & TIGHTEN FULLY WHEN DIFF KNUCKLE IS IN DIFF -AS STEP 7)

Schumacher



DIFFERENTIALS

HARDWARE

A152 DISC SPRING X8

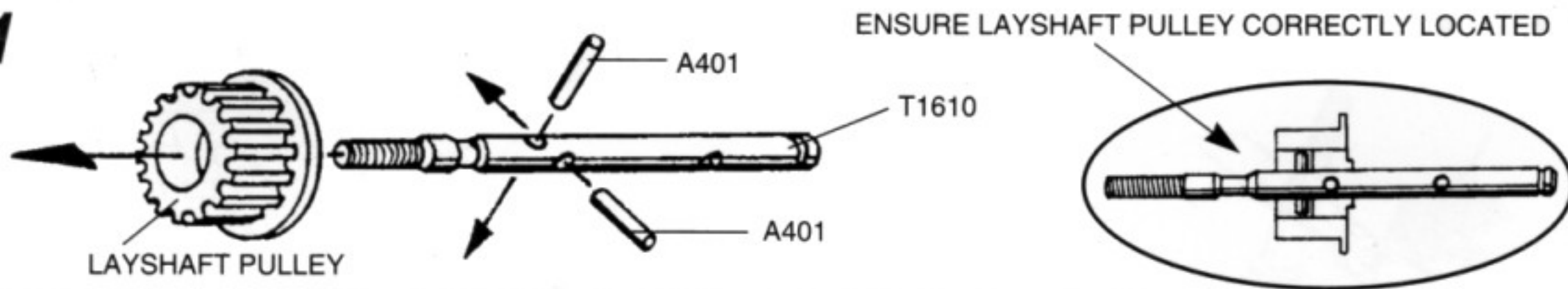
T1470 DIFF SCREW X2

UJ KNUCKLE ASSEMBLY X4

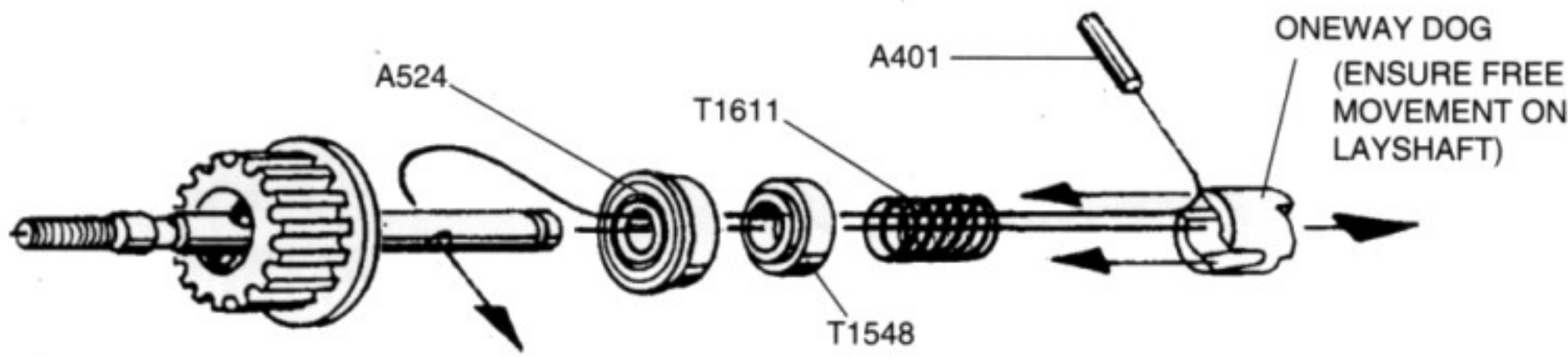
A074 M3 x 6mm GRUB SCREW X2

REPEAT ASSEMBLY FOR FRONT DIFF USING FRONT DIFF PULLEY FENCES (MARKED 'F')

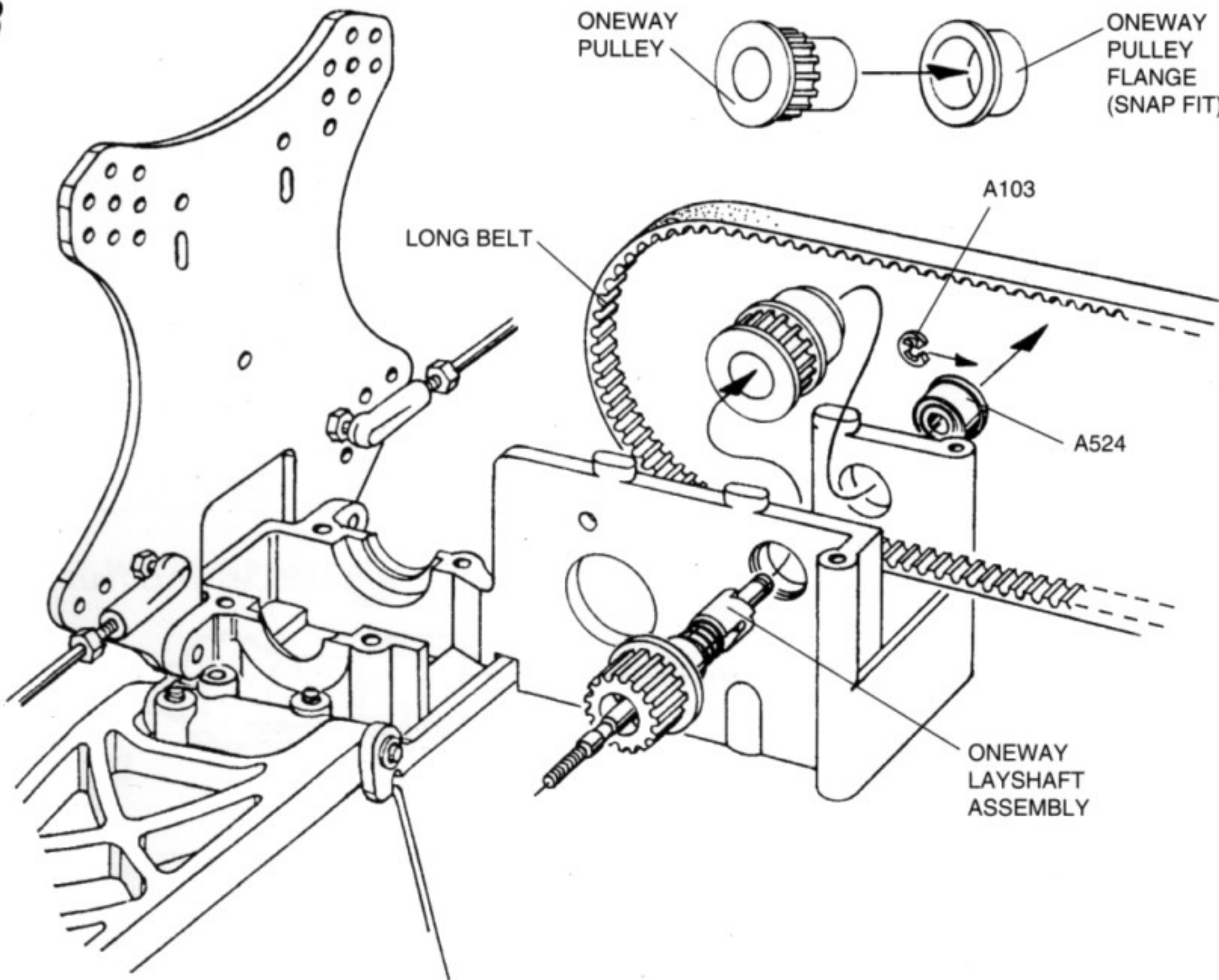
1



2



3



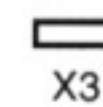
X1 T1610 SLIPPER LAYSHAFT 4WD



X1 T1611 LAYSHAFT ONEWAY SPRING



X1 T1548 LAYSHAFT SPACER



X3 A401 PIN 1.5mm DIA



X1 A103 'E' CLIP

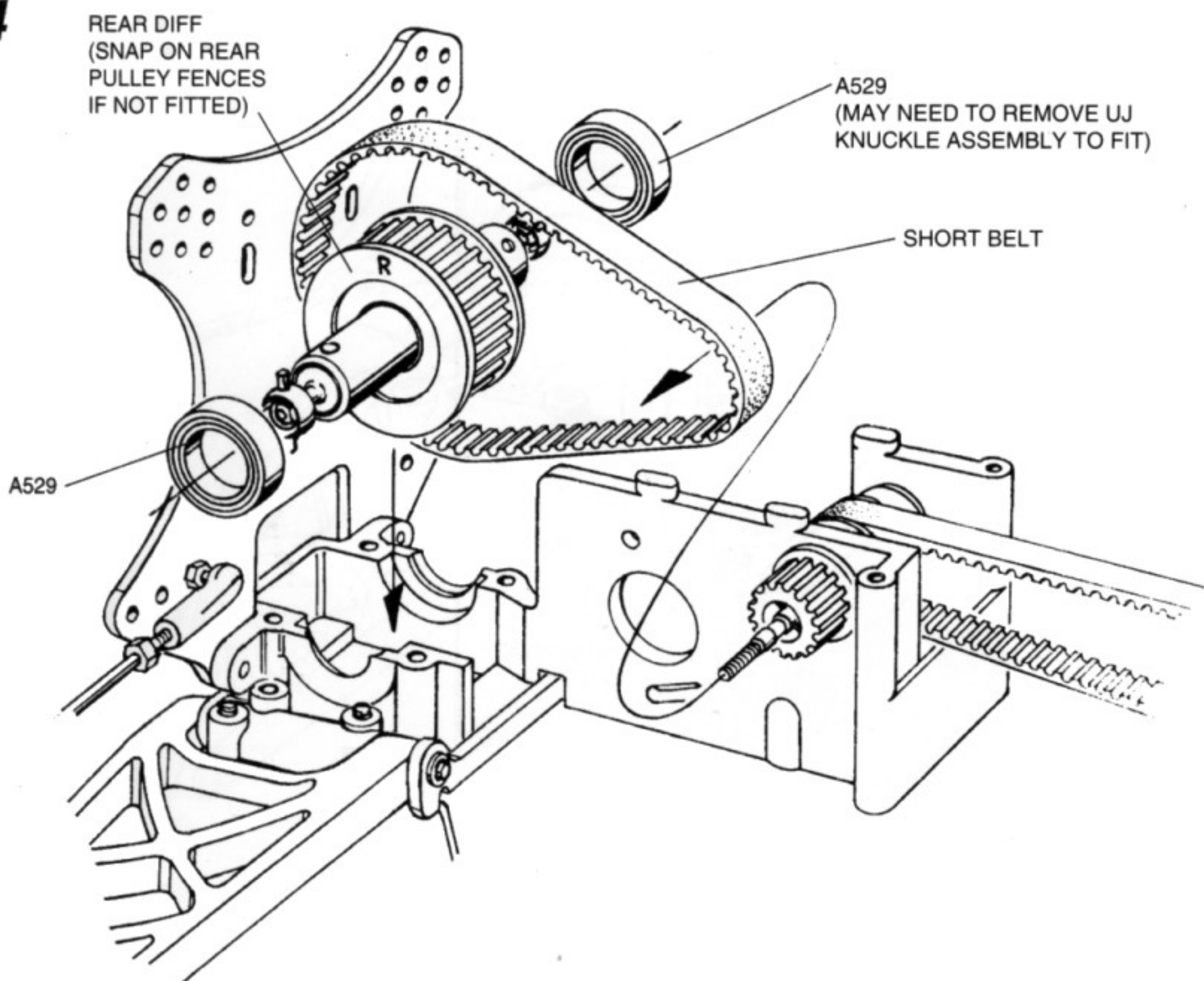


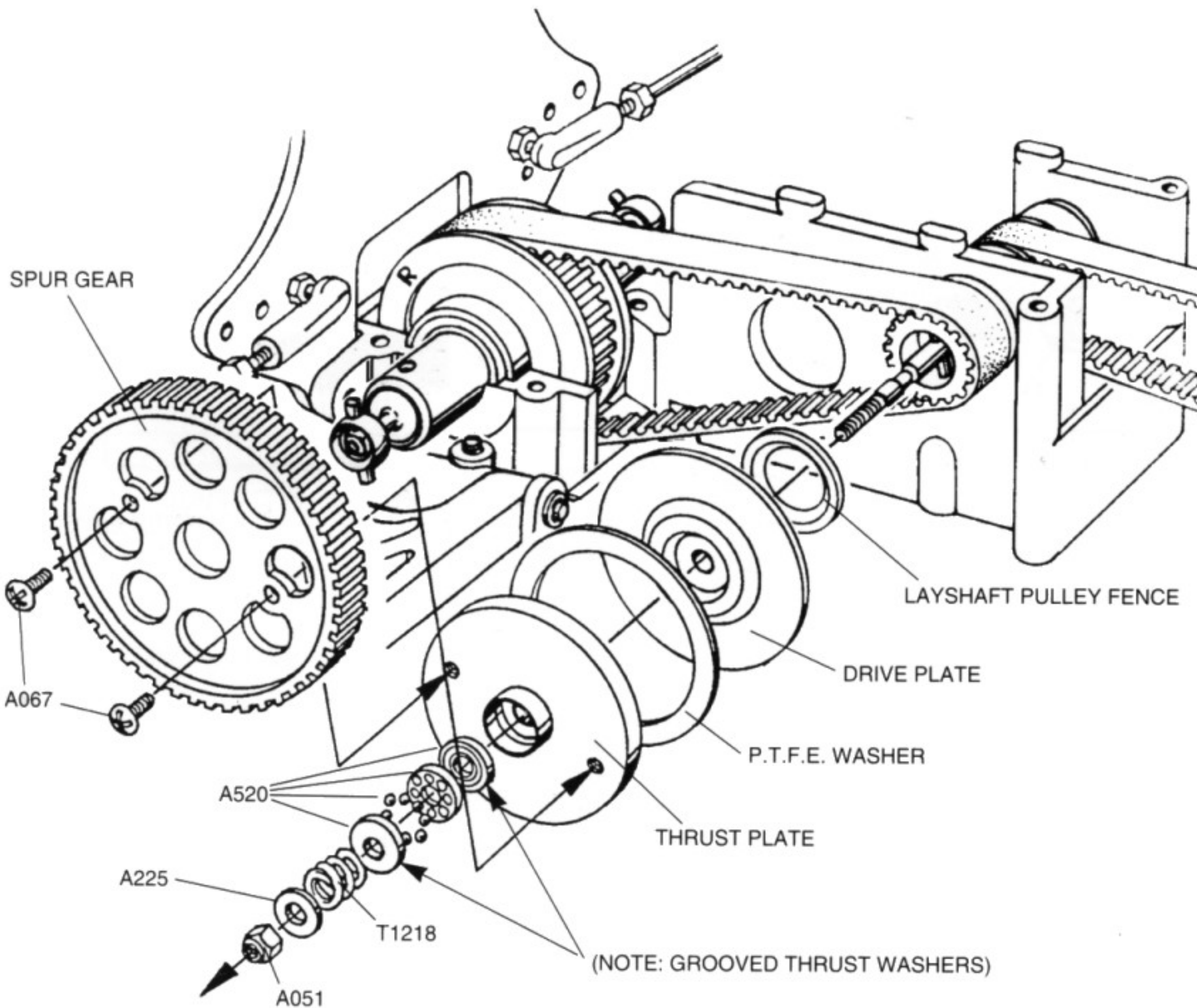
X2 A524 8x4x3 FLANGED BEARING



X2 A529 BEARING 10x15x4

4





- X2
- X8 } A520 THRUST RACE ASSEMBLY
- X1

- A225 M3 STEEL WASHER
X1

- T1218 SLIPPER CLUTCH SPRING
X1

- A051 M3 NYLOC NUT
X1

- A067 M3x4mm PANHD SCREW
X2

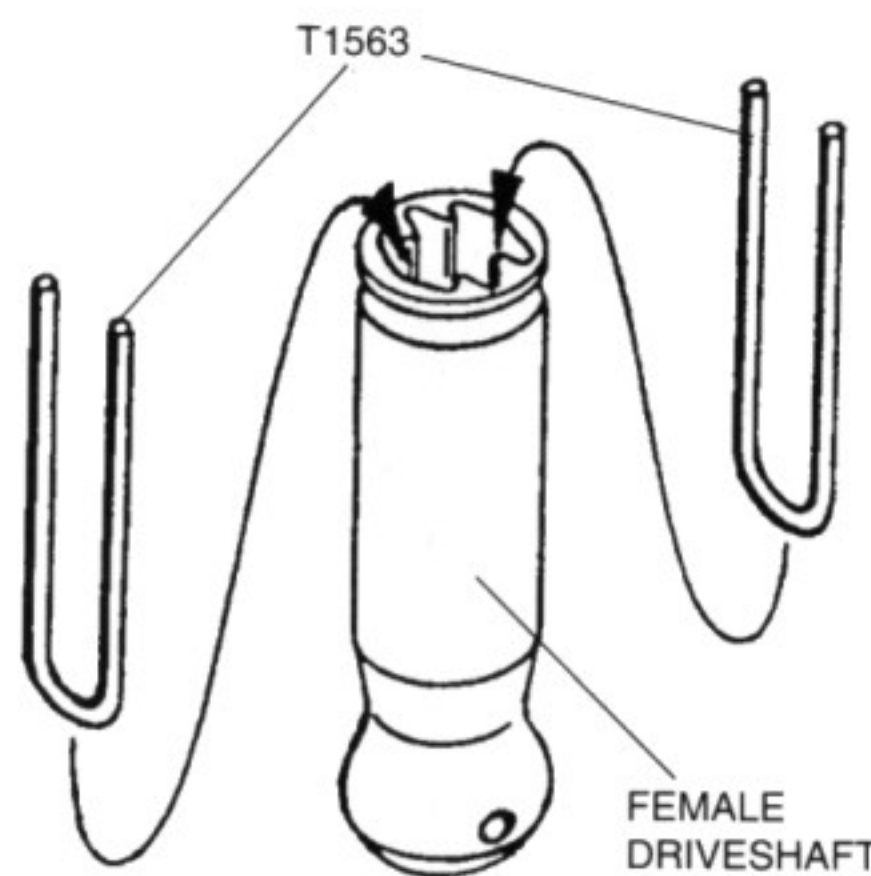
- T1563 DRIVESHAFT WIRE
X8

6 CO-AXIAL DRIVESHAFTS

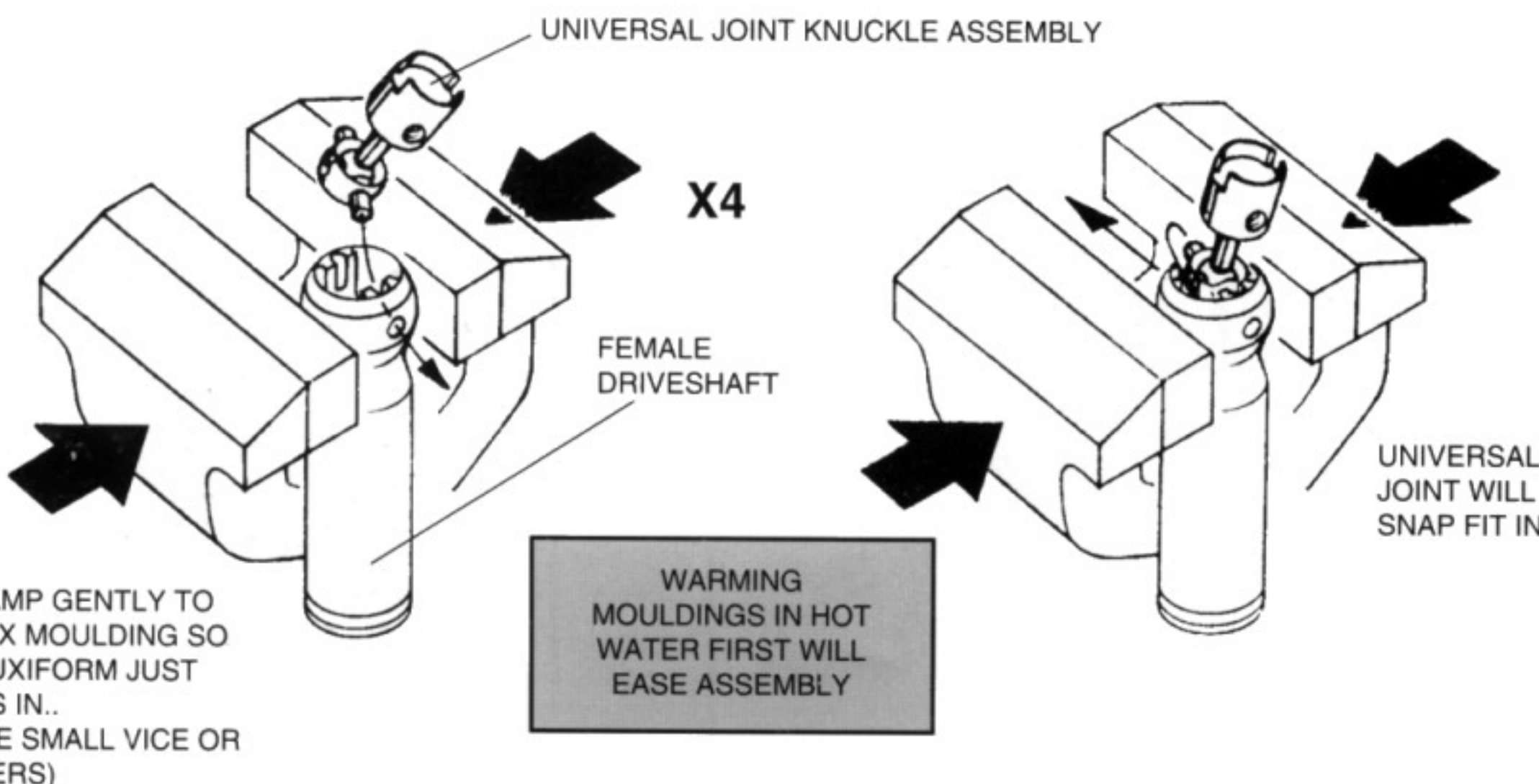
ASSEMBLE ONE DRIVESHAFT AT A TIME

REMOVE DIFF KNUCKLE ASSEMBLY FROM ONE SIDE OF DIFF.
ASSEMBLE DRIVESHAFT THEN RE-ATTACH TO DIFF.

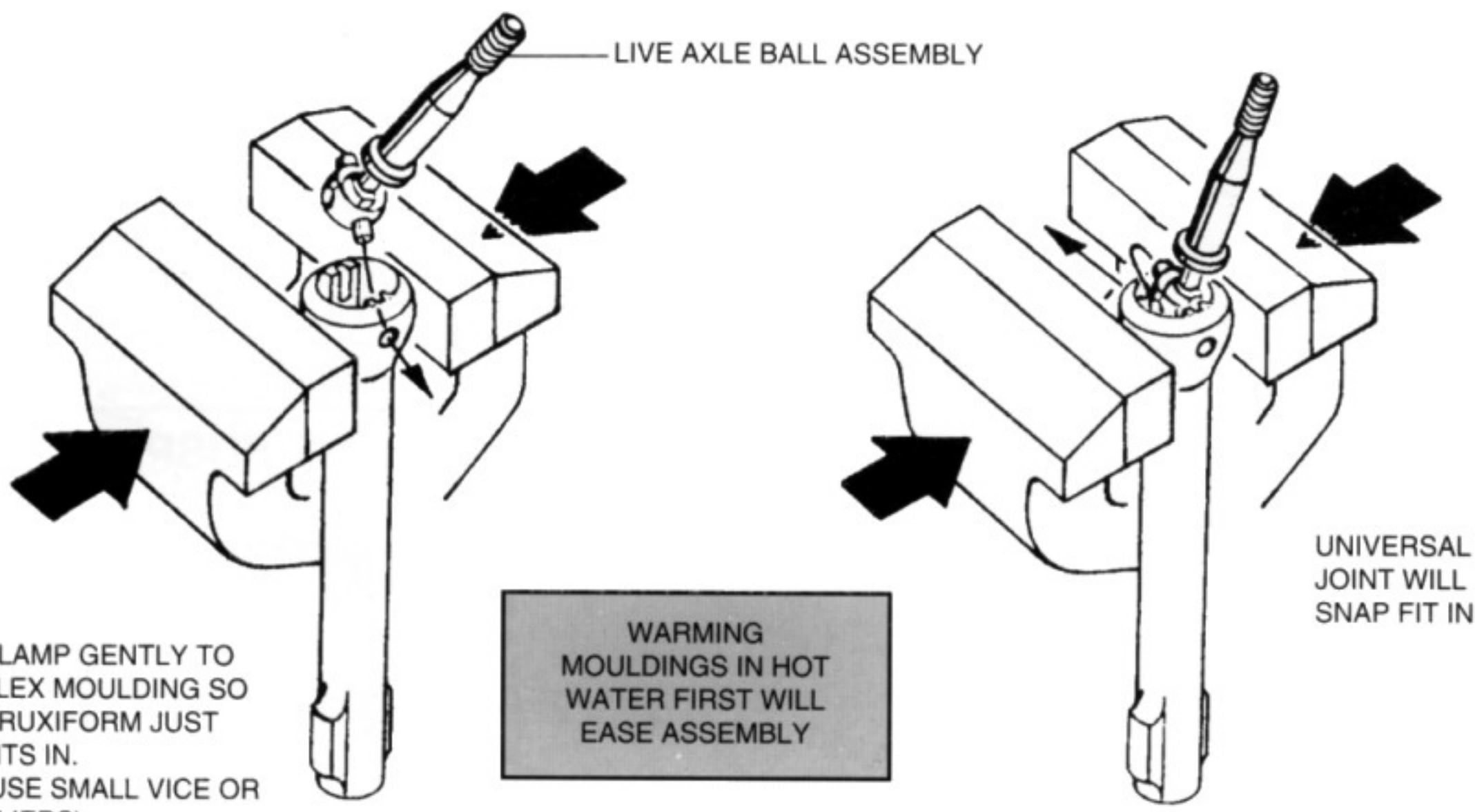
X4



7



8



CLAMP GENTLY TO FLEX MOULDING SO CRUXIFORM JUST FITS IN.
(USE SMALL VICE OR PLIERS)

WARMING MOULDINGS IN HOT WATER FIRST WILL EASE ASSEMBLY

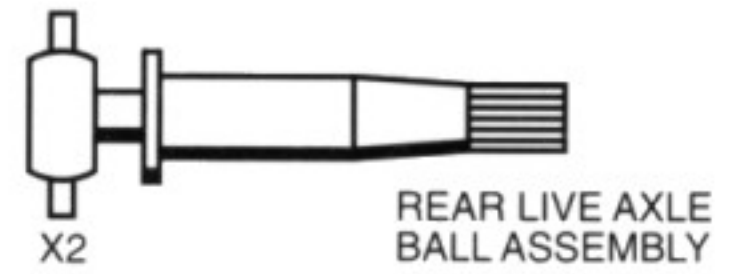
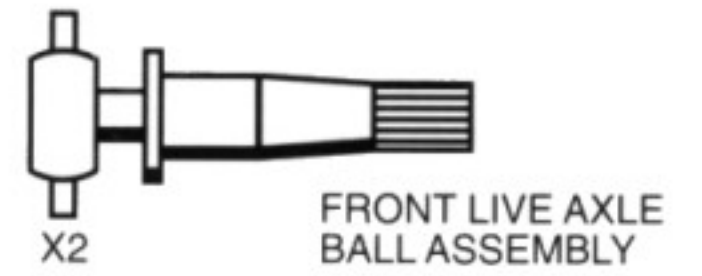
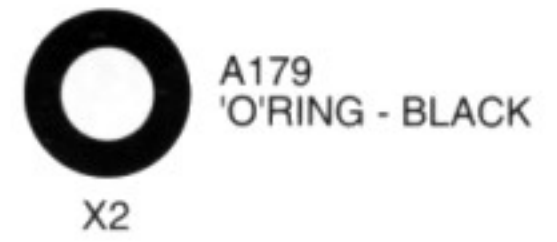
UNIVERSAL JOINT WILL SNAP FIT IN

X4

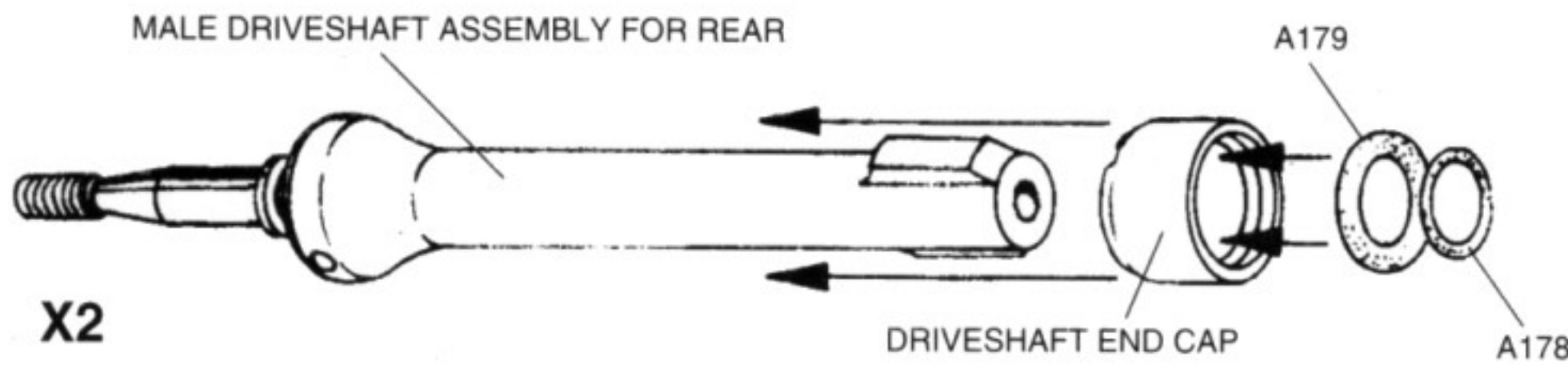


DRIVESHAFTS

HARDWARE



9

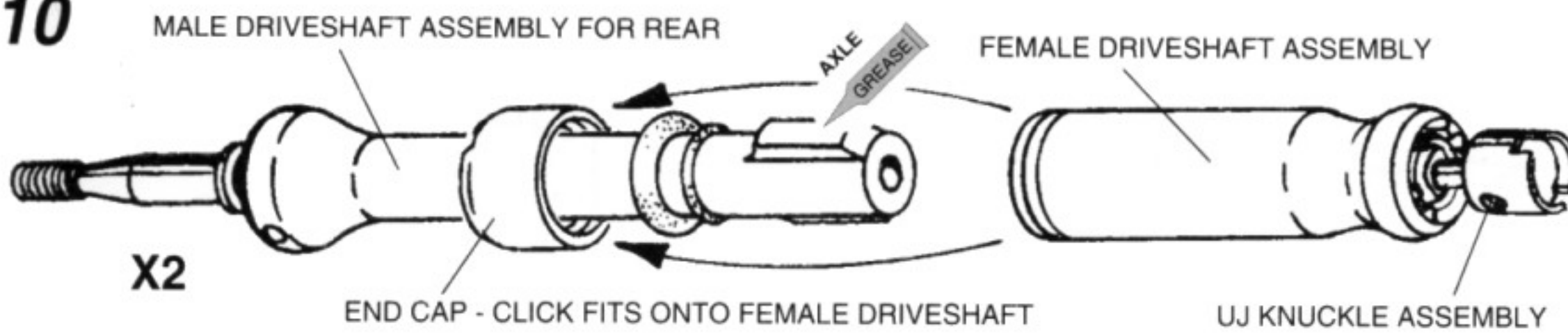


X2

DRIVESHAFT END CAP

A178

10



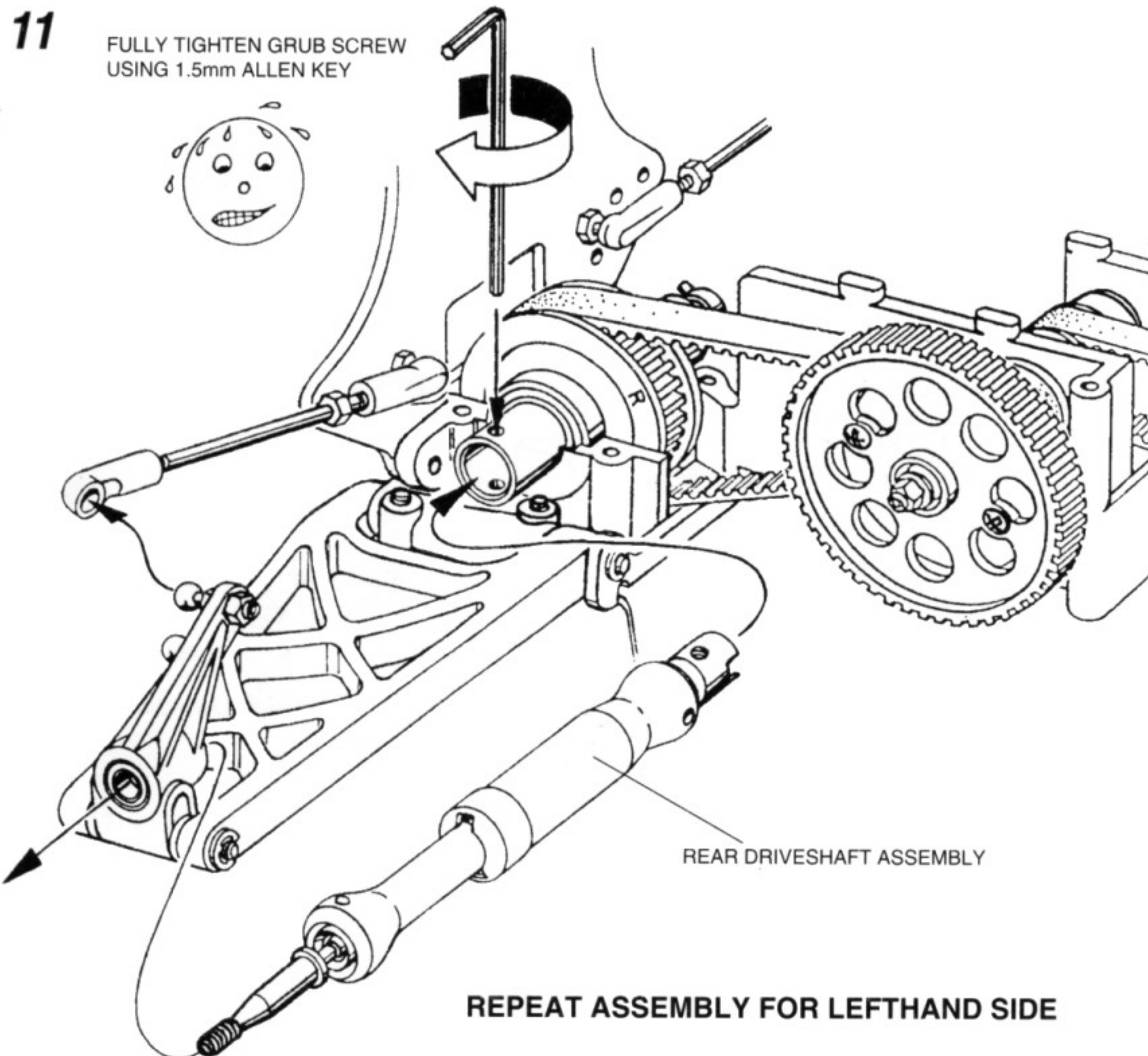
X2

END CAP - CLICK FITS ONTO FEMALE DRIVESHAFT

UJ KNUCKLE ASSEMBLY

11

FULLY TIGHTEN GRUB SCREW USING 1.5mm ALLEN KEY

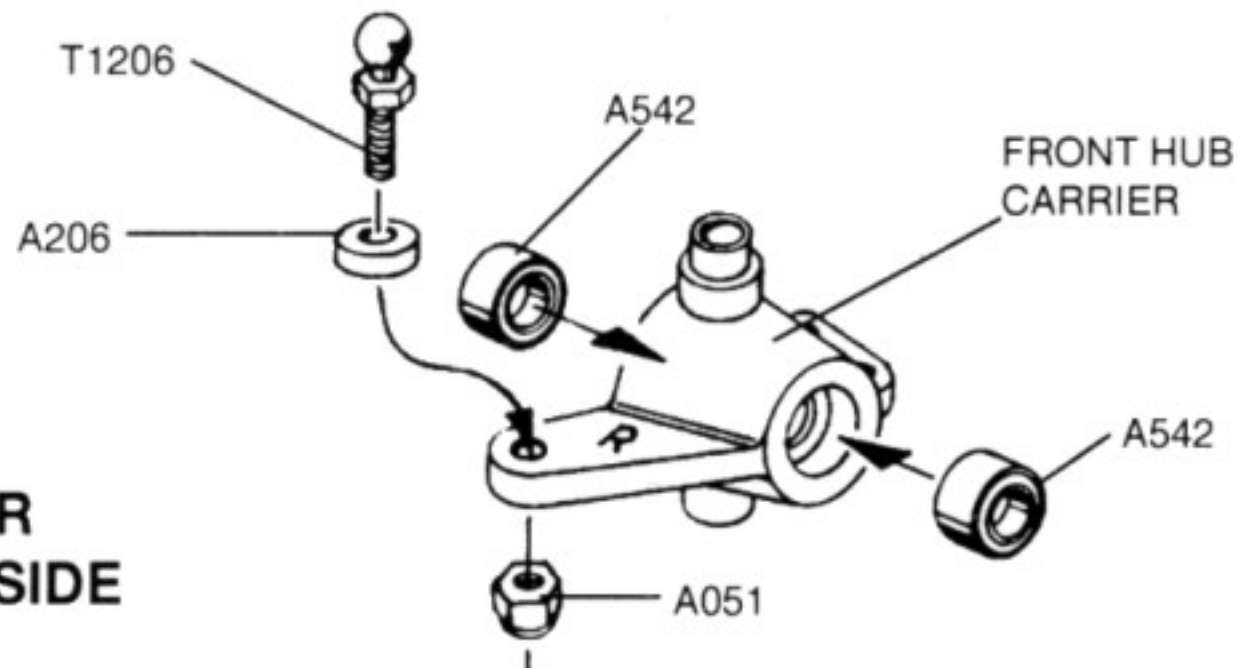


REAR DRIVESHAFT ASSEMBLY

REPEAT ASSEMBLY FOR LEFTHAND SIDE

NOTE:
THE TWO FRONT DRIVESHAFTS HAVE TO BE ASSEMBLED LATER DURING CONSTRUCTION OF THE FRONT SUSPENSION

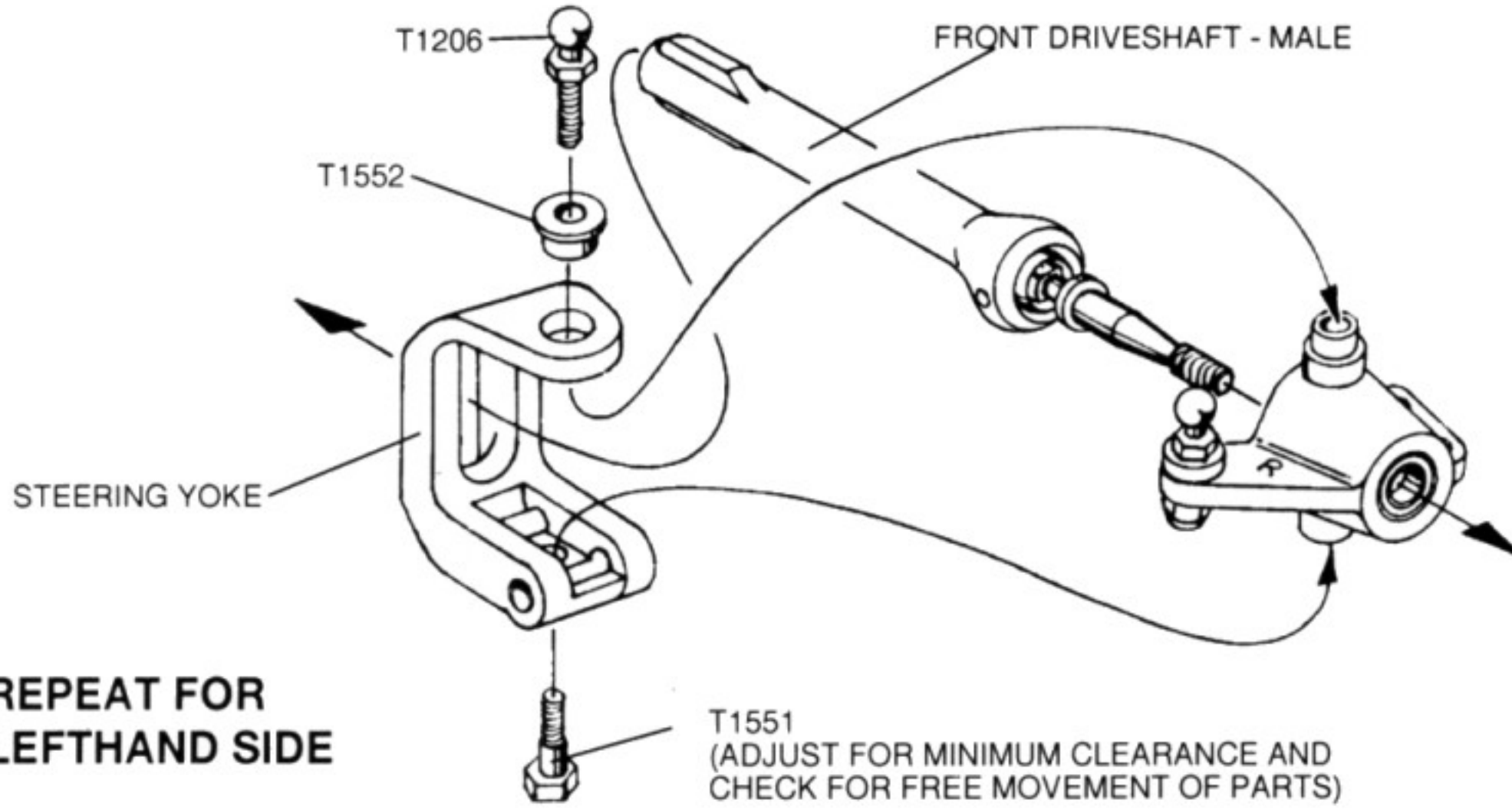
1



REPEAT FOR
LEFTHAND SIDE

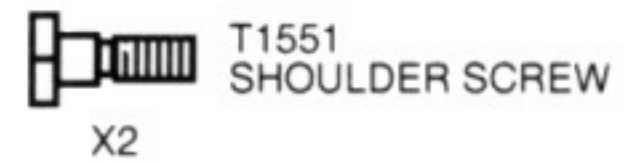
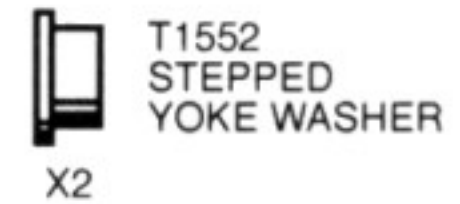
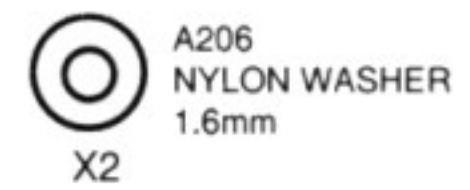
FRONT SUSPENSION

2

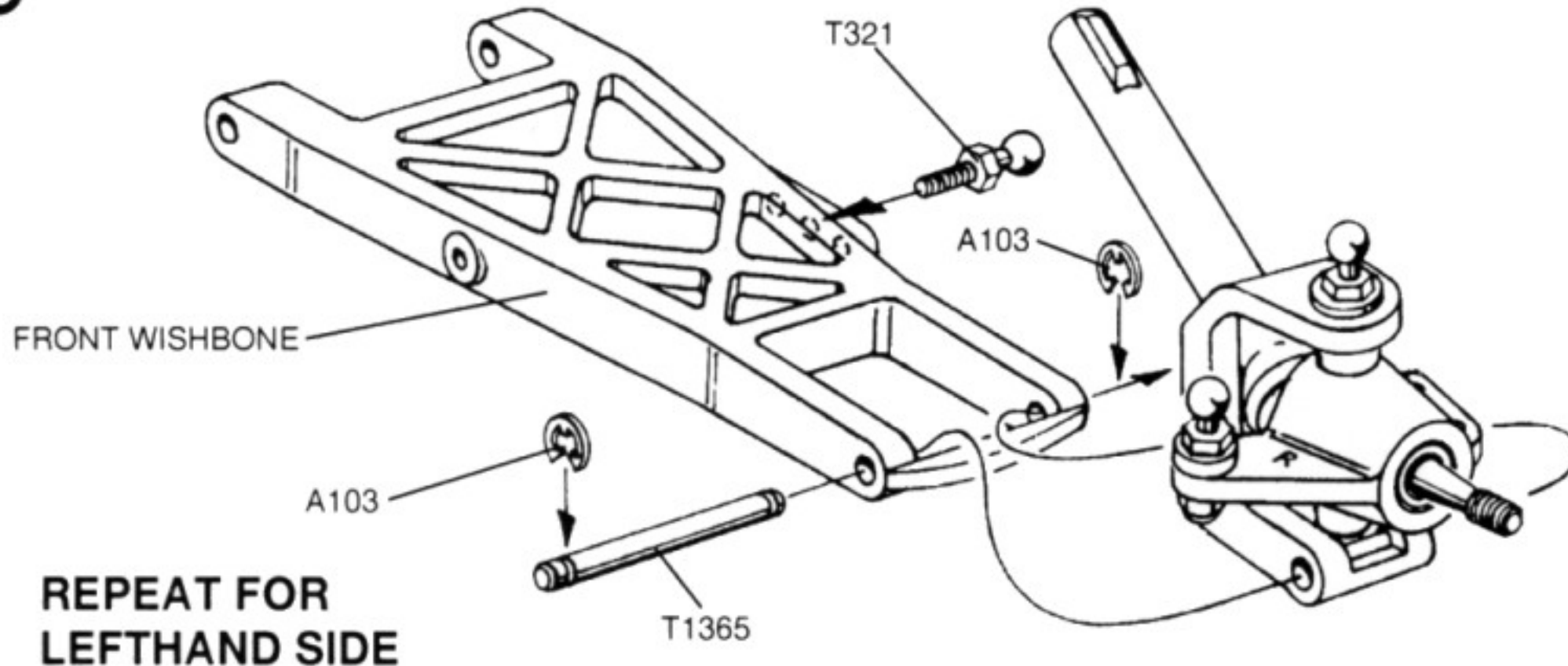


REPEAT FOR
LEFTHAND SIDE

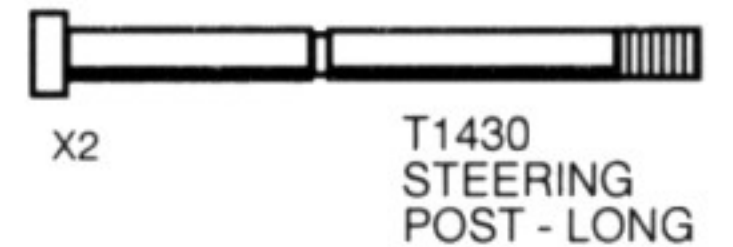
HARDWARE



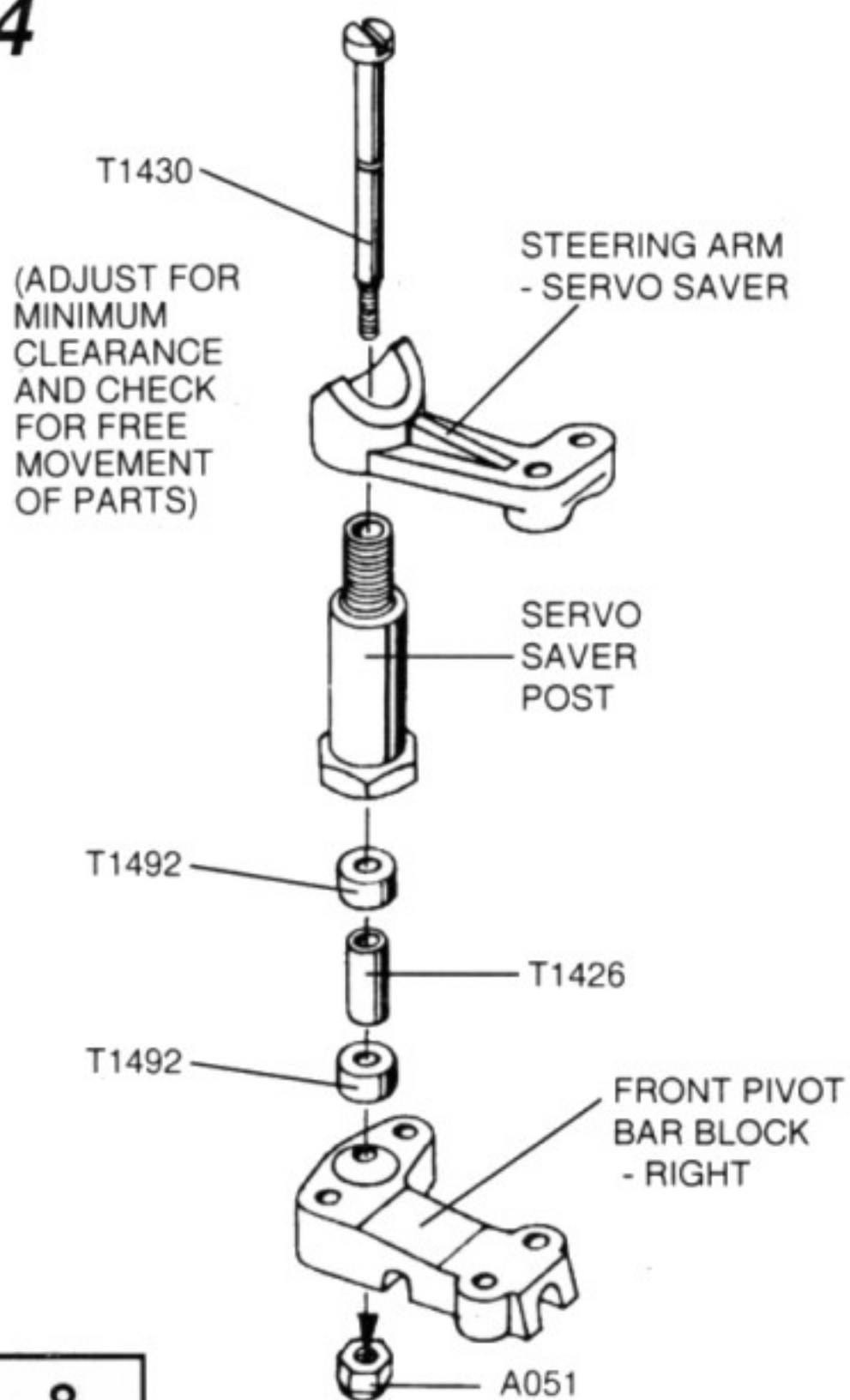
3



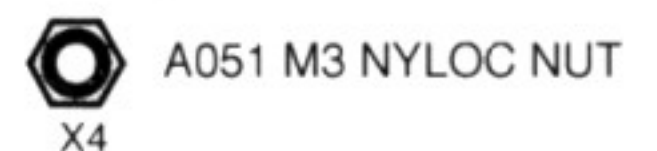
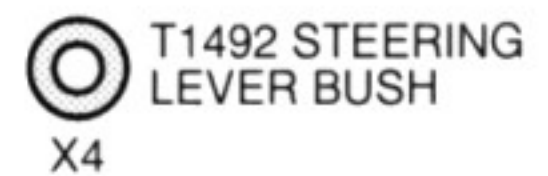
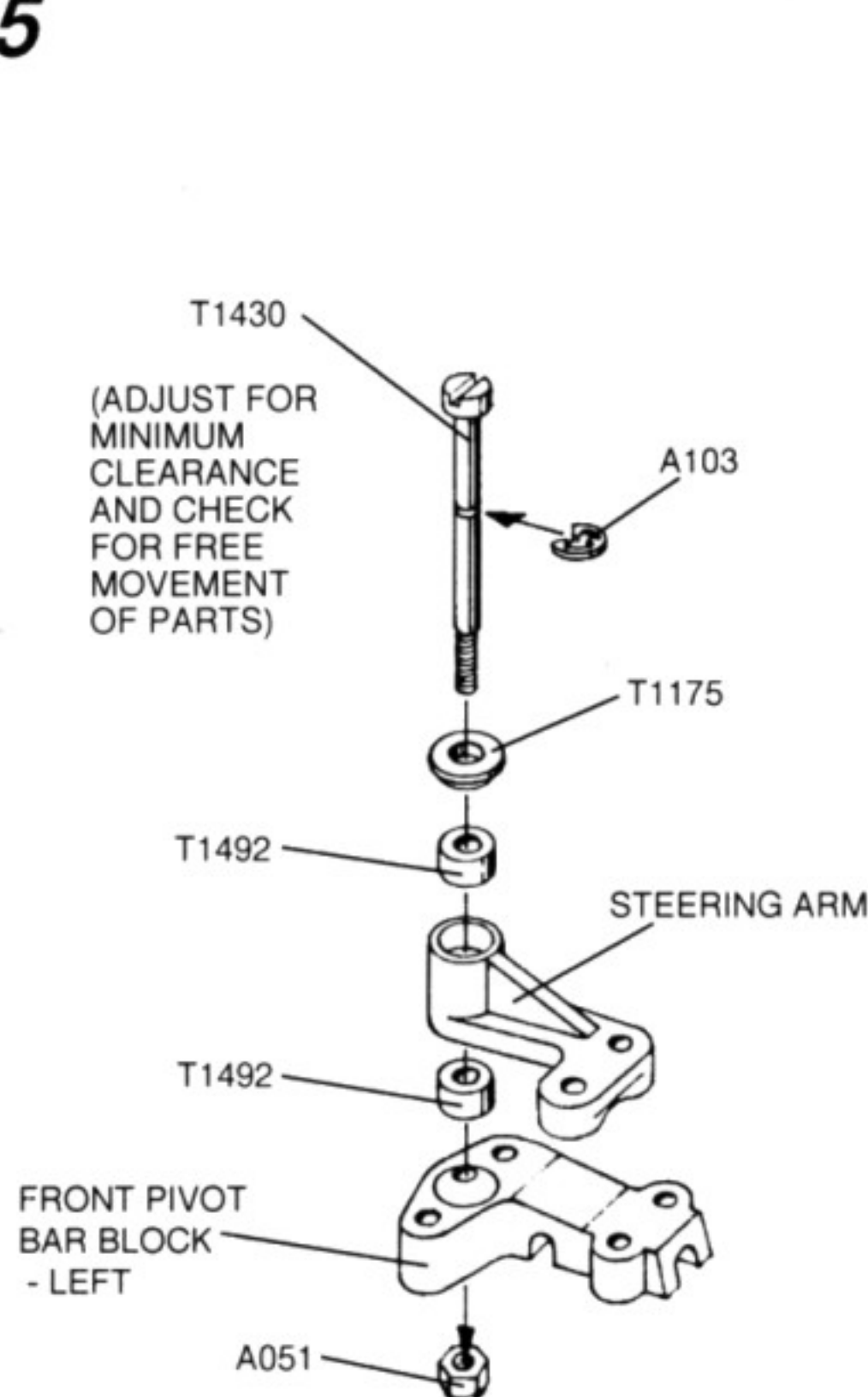
REPEAT FOR
LEFTHAND SIDE



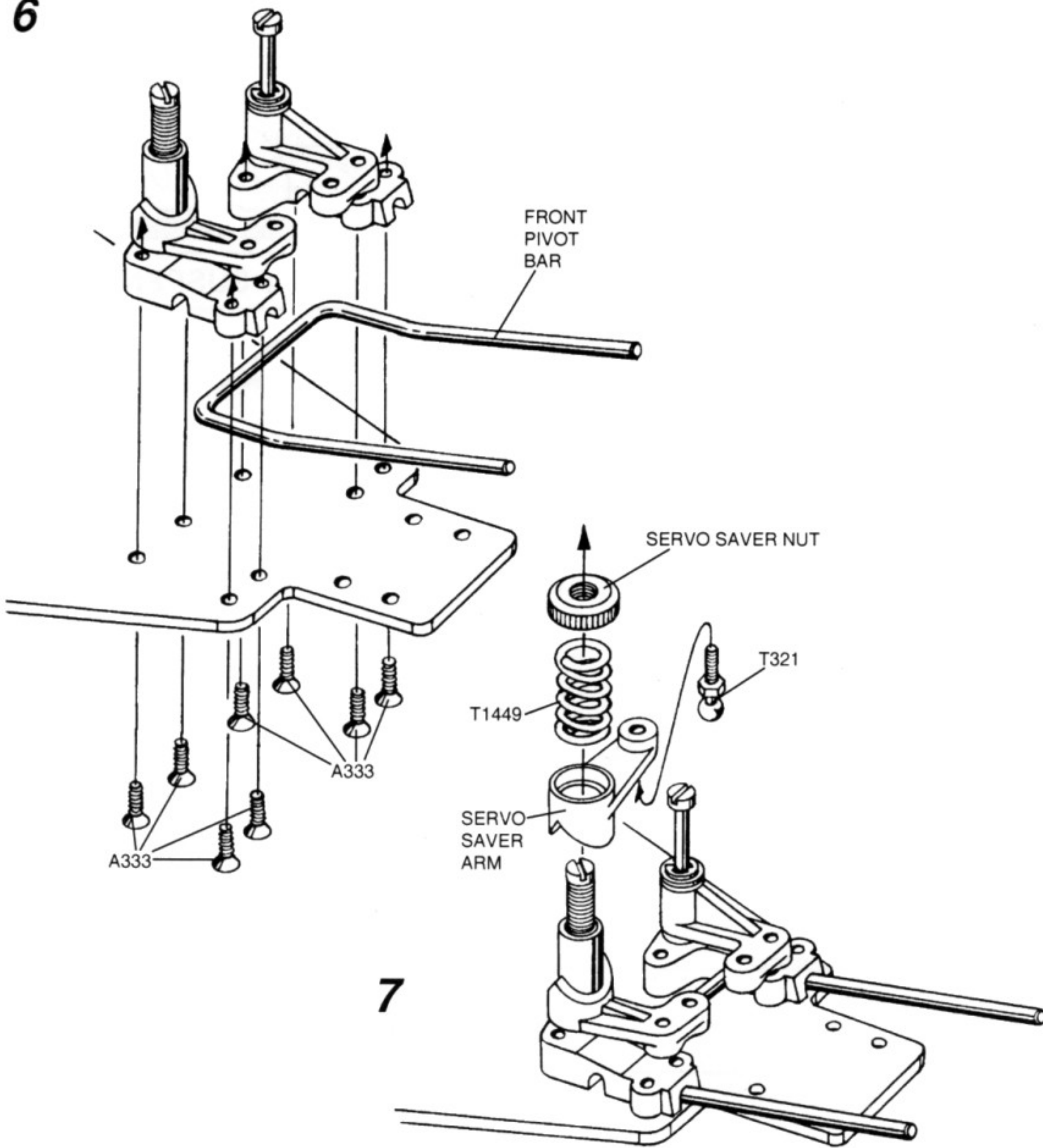
4



5



6




FRONT SUSPENSION

HARDWARE

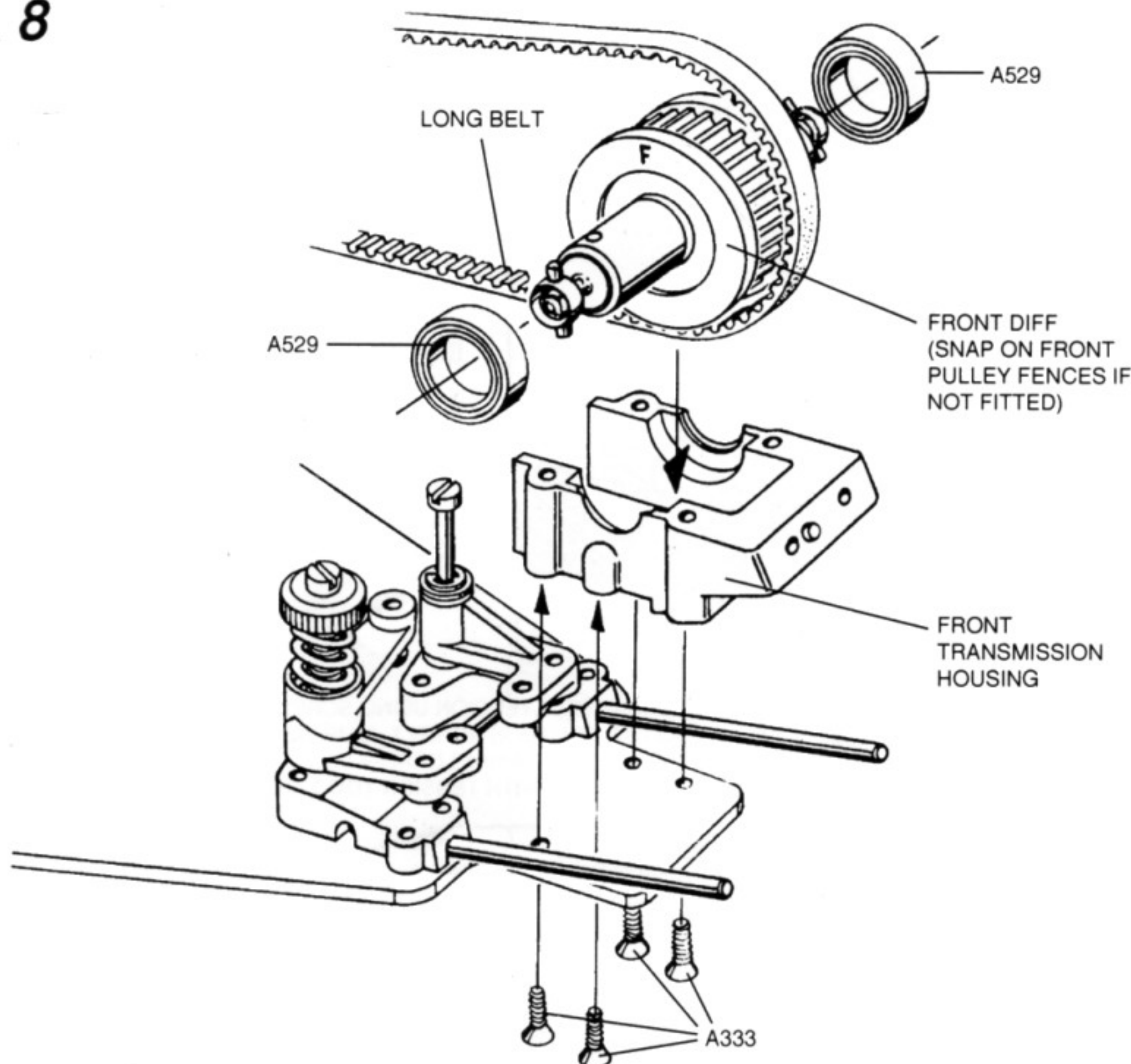
 A333 No4x3/8" SELFTAP CSK SCREW
X12

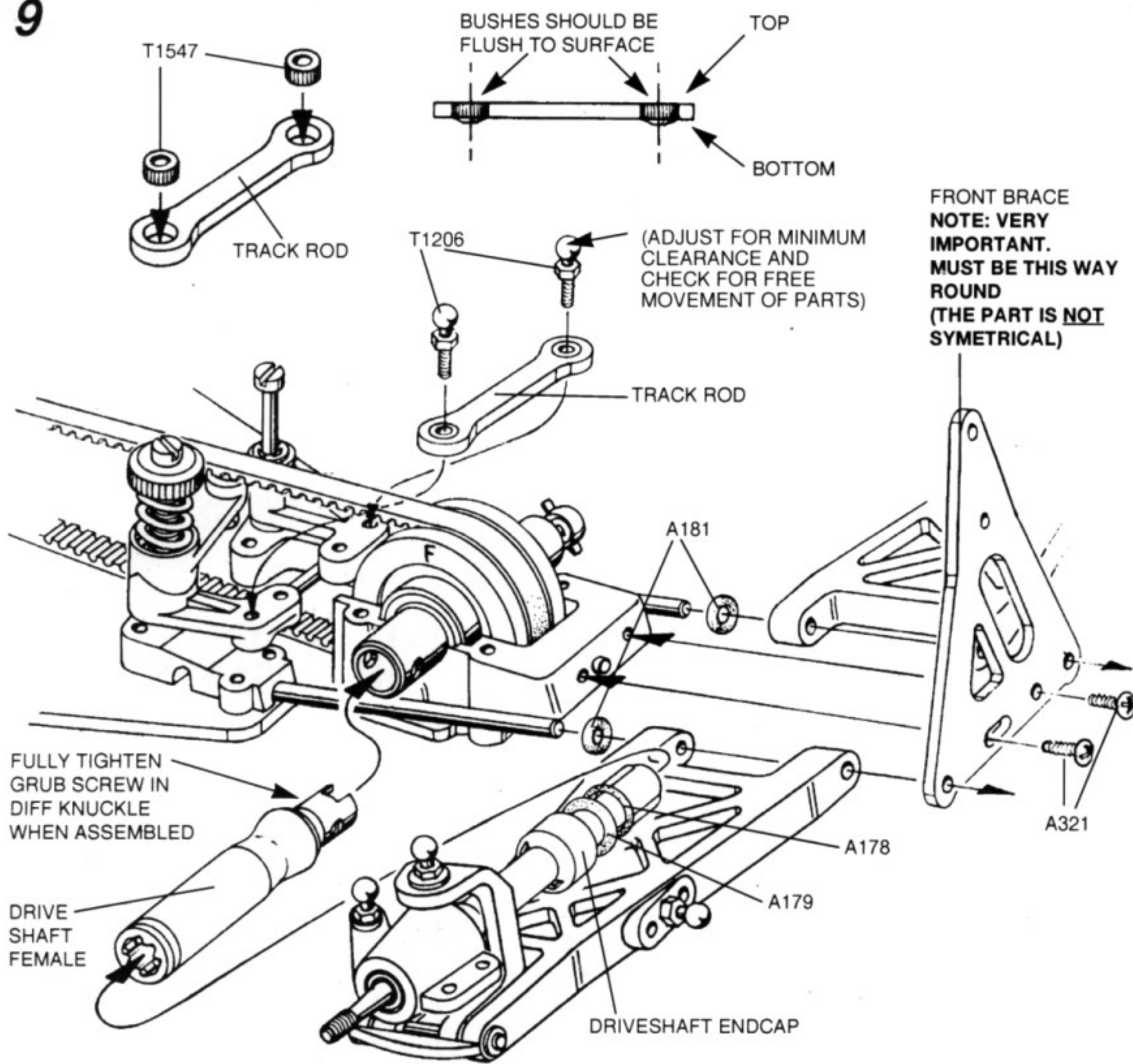
 T1449 SERVO SAVER
X1

 T321 BALL STUD SHORT
X1

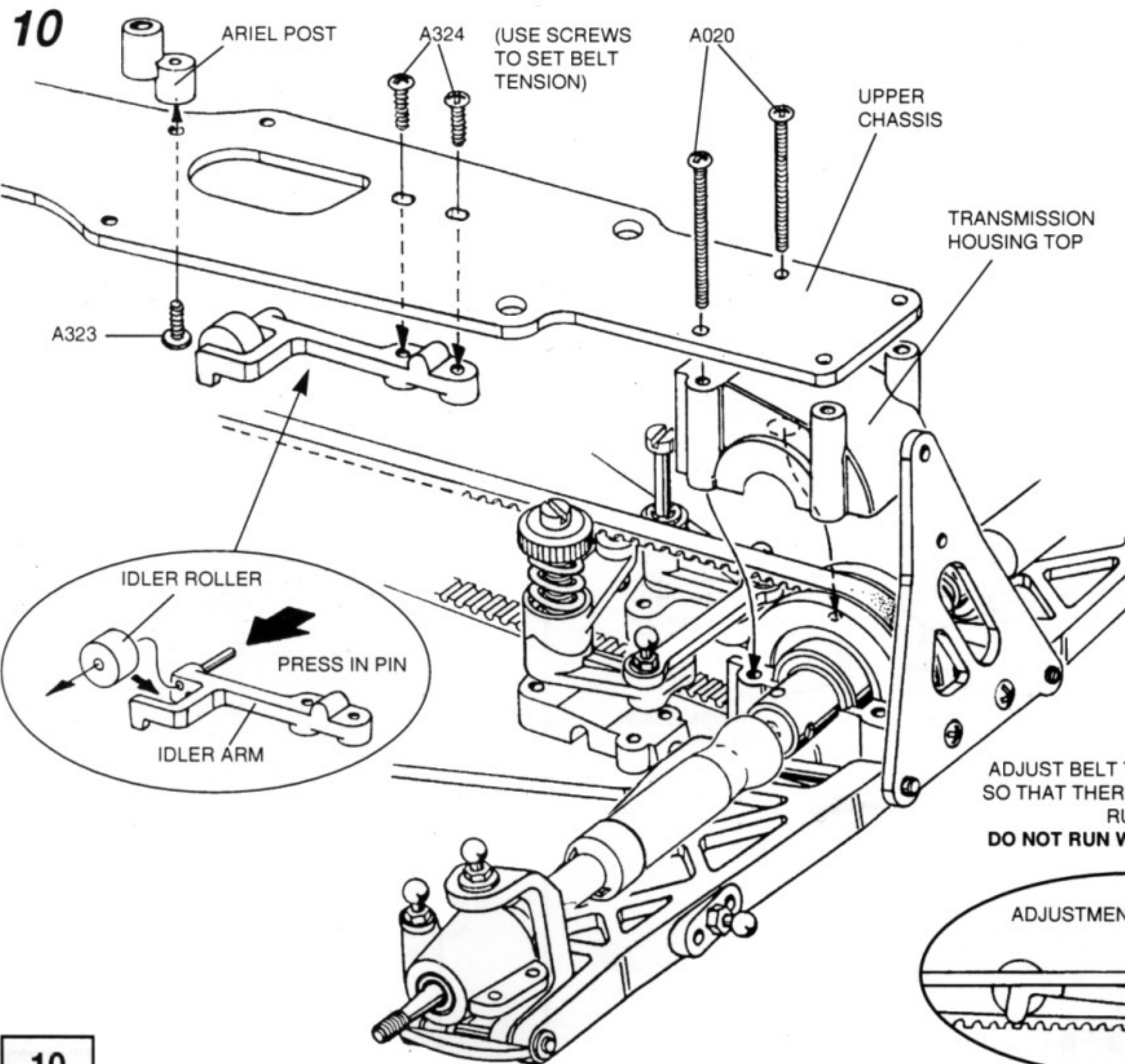
 A529 BEARING 10x15x4
X2

8





REPEAT DRIVESHAFT ASSEMBLY FOR LEFTHAND SIDE



ADJUST BELT TENSION USING SCREWS SO THAT THERE IS NO BELT JUMP WHEN RUNNING CAR.
DO NOT RUN WITH TENSION TOO TIGHT



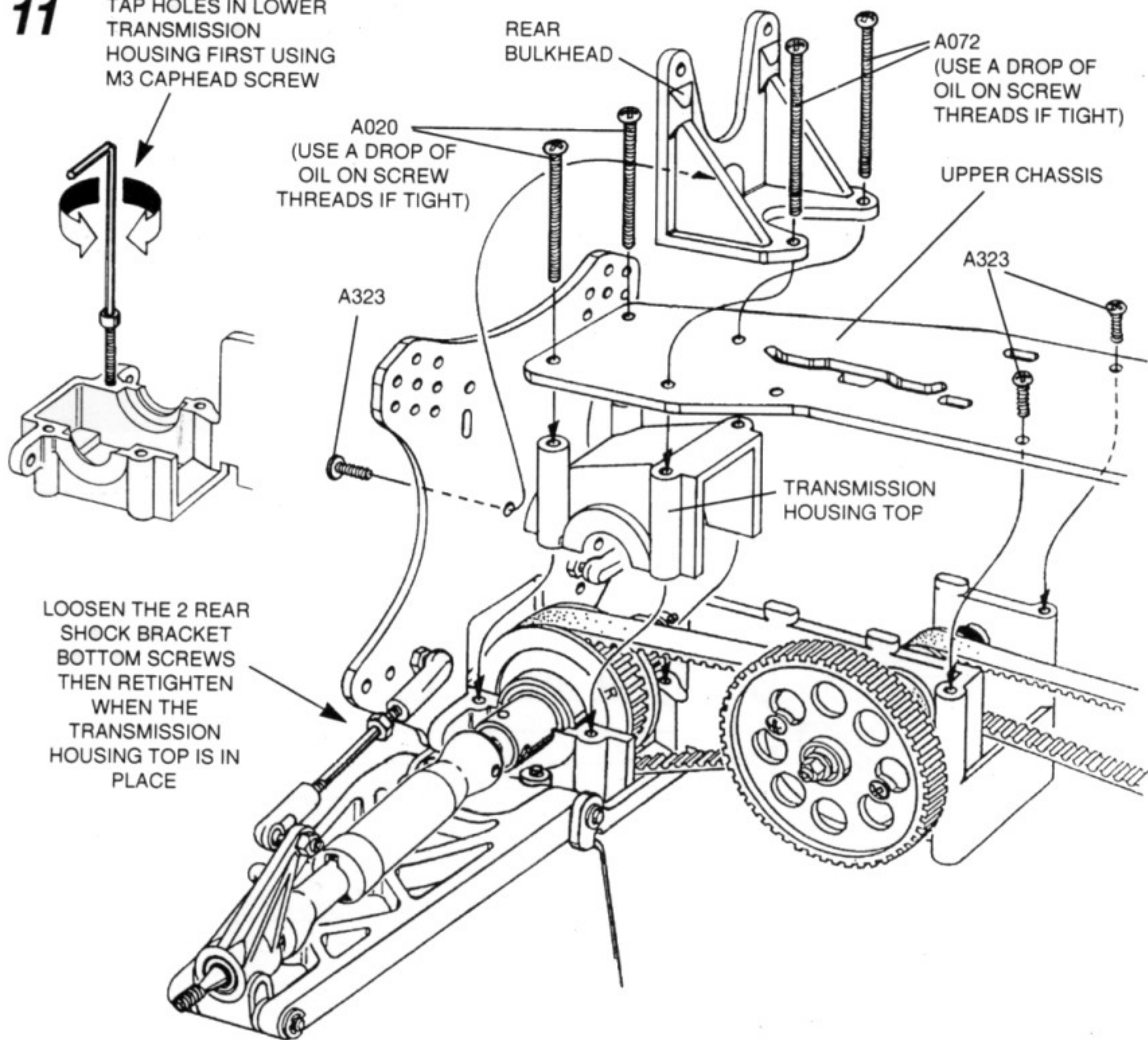
FRONT SUSPENSION

HARDWARE

- T1547 CENTRE TRACKROD BUSH X2
- T1206 BALL STUD LONG X2
- A181 'O' RING RED X2
- A321 No4x1/4" SELFTAP PANHD SCREW X2
- A178 'O'RING - BLACK X2
- A179 'O'RING - BLACK X2
- A020 M3x30mm PANHD SCREW X2
- A324 No4x1/2" SELFTAP PANHD SCREW X2
- A418 PIN 2.5mm DIA X2
- A077 M3 x 3mm GRUB SCREW X2
- A323 No4x3/8" SELFTAP PANHD SCREW X1

11

TAP HOLES IN LOWER TRANSMISSION HOUSING FIRST USING M3 CAPHEAD SCREW



FRONT SUSPENSION

HARDWARE



X2 A020 M3x30mm PANHD SCREW



X4 A072 M3x35mm PANHD SCREW



X3 A323 No4x3/8" SELFTAP PANHD SCREW



X1 A324 No4x1/2" SELFTAP PANHD SCREW



X1 A010 M3x20mm PANHD SCREW



X2 A321 No4x1/4" SELFTAP PANHD SCREW

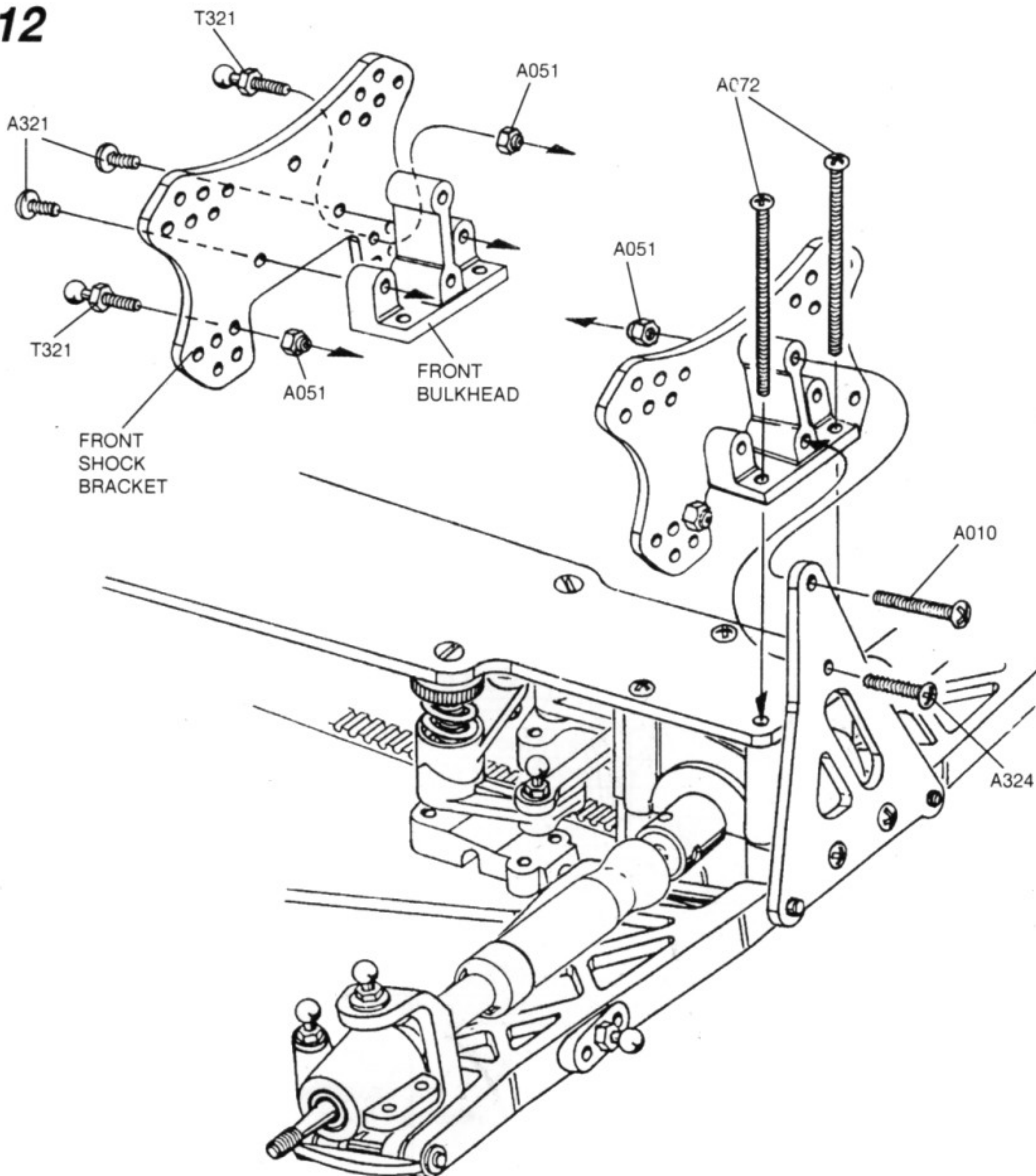


X3 A051 M3 NYLOC NUT



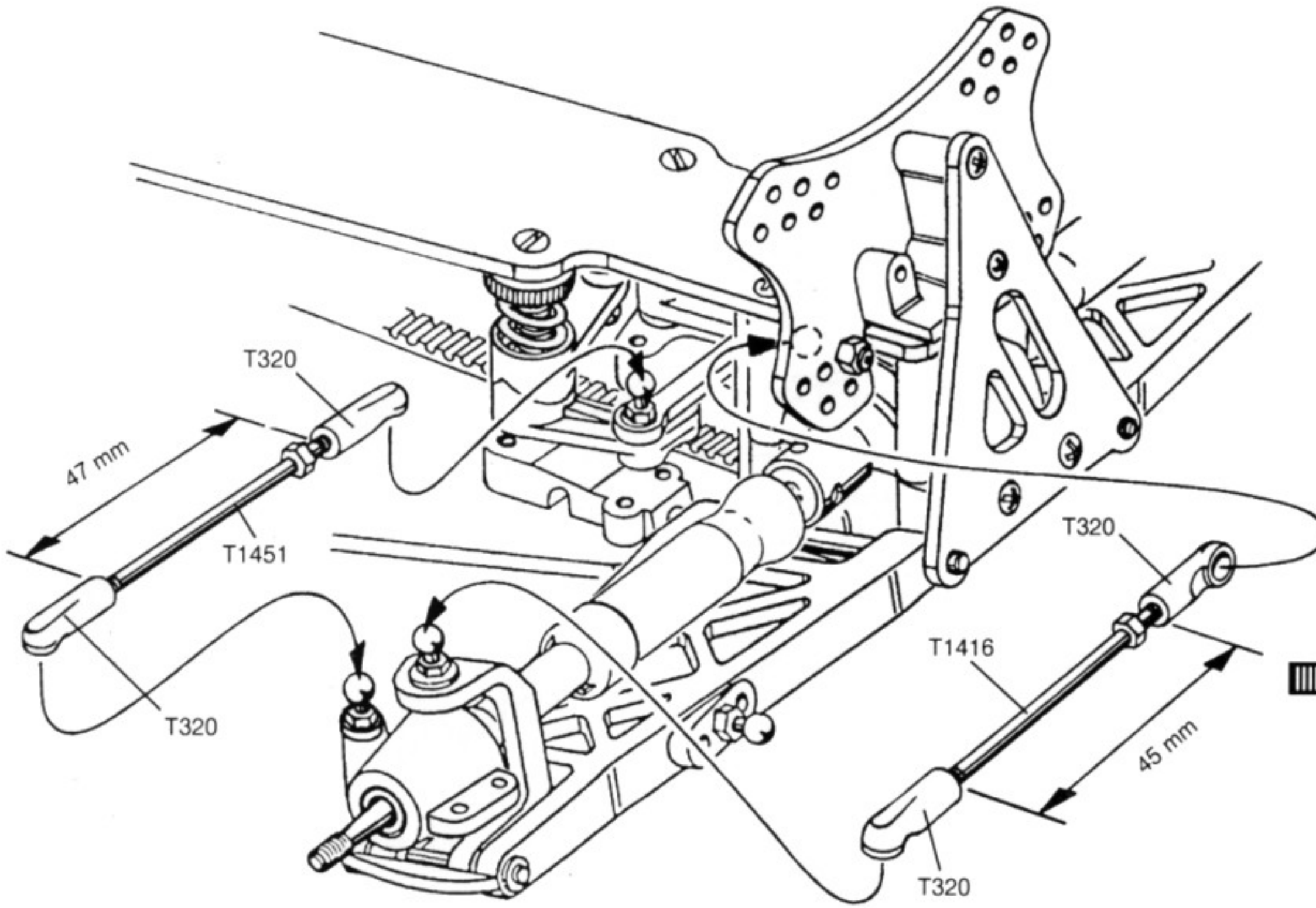
X2 T321 BALL STUD SHORT

12

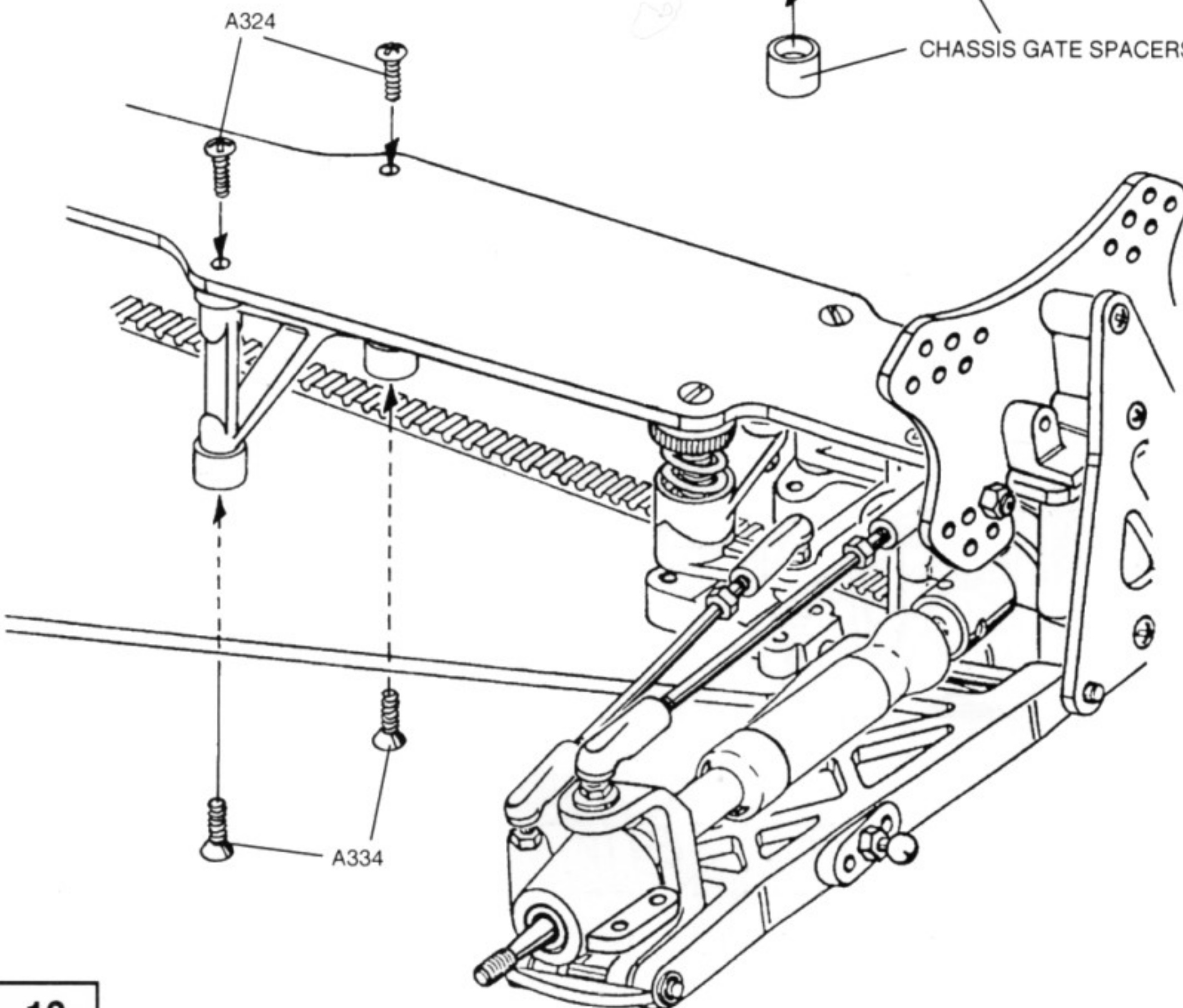
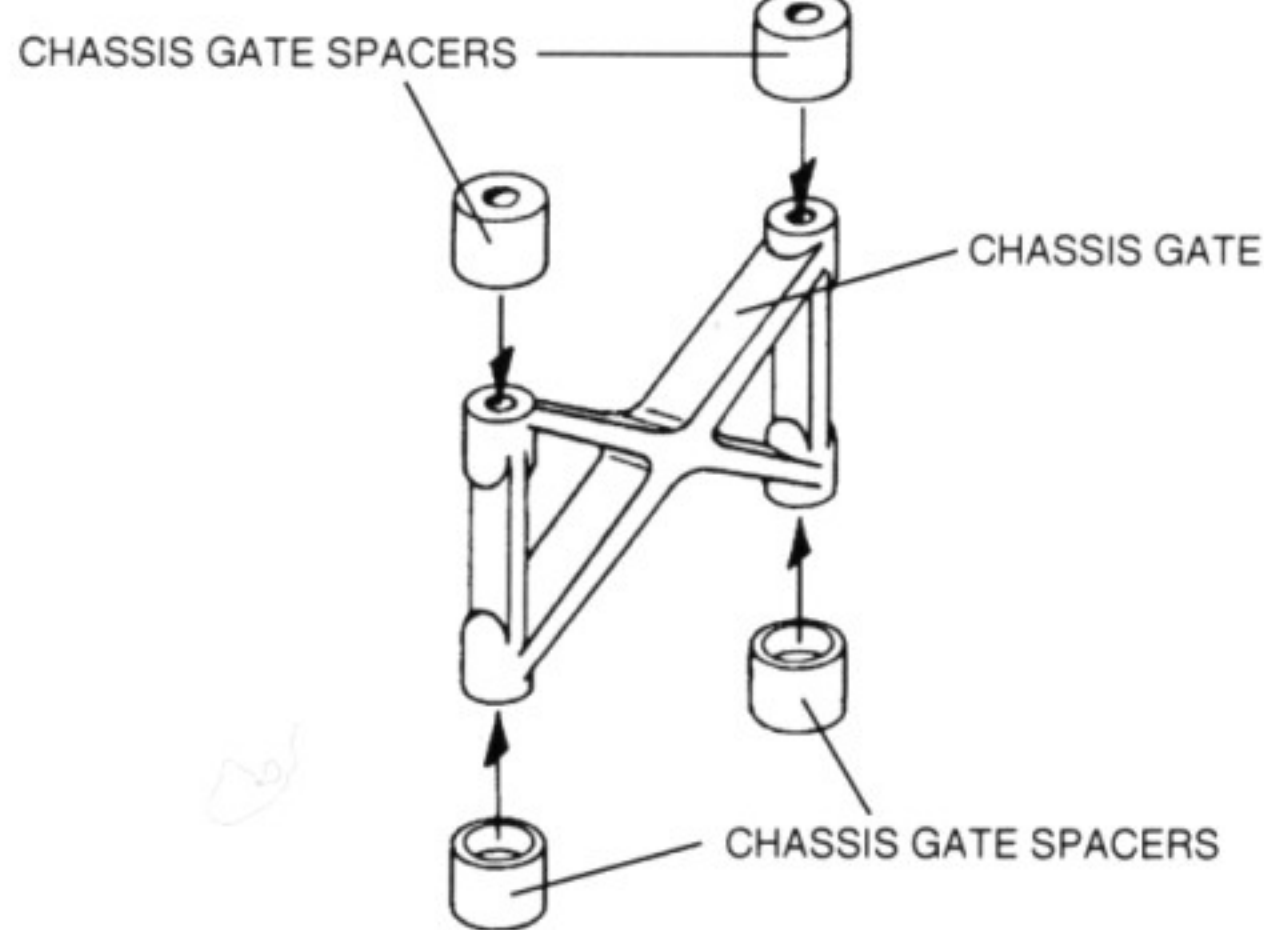
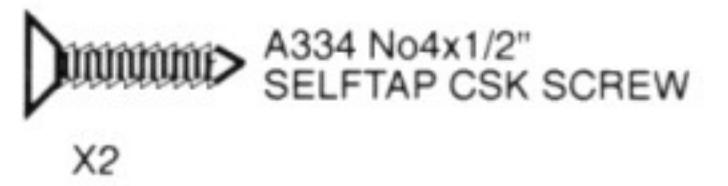
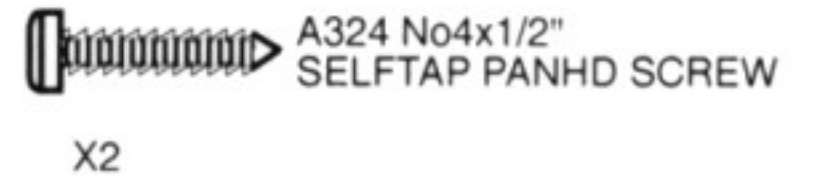
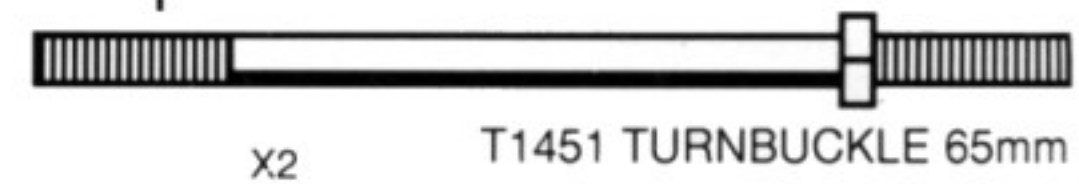
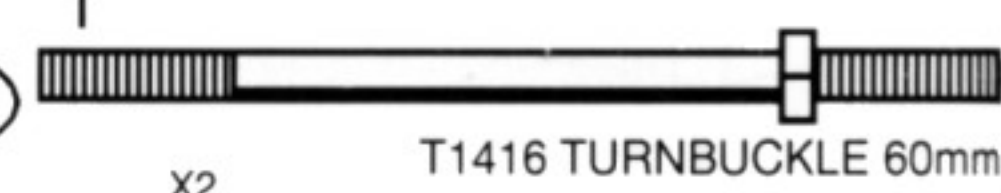


FRONT SUSPENSION

HARDWARE



REPEAT FOR LEFTHAND SIDE



2.2" OFF ROAD TYRES

TYRE COMPOUND →	BIBX			GREEN		BLUE		YELLOW		PRICE
	QTY	PART No	PRICE	QTY	PART No	QTY	PART No	QTY	PART No	
2.2" Front 8x20 Mini Spike		U6566I			U6515J		U6517L		U6557Z	
2.2" Rear 12x20 Mini Spike		U6565H			U6516K		U6518M		U6558A	
2.2" Front 2x20 Stud					U6524S		U6523R			
2.2" Rear 8x10 Full Spike					U6528W		U6527V			
2.2" Front 6x10 Full Spike					U6530Y		U6529X			
2.2" Rear 8x10 Cut Spike		U6582Y			U6532A		U6531Z			
2.2" Front 6x10 Cut Spike		U6583Z			U6534C		U6533B			
2.2" Rear 22x34 Micro Spike		U6567J			U6536E		U6535D			
2.2" Front 14x 34 Micro Spike		U6568K			U6538G		U6537F			
2.2" Rear 6x 20 Full Spike		U6584A			U6545N		U6544M			
2.2" Hi Profile Rear Mini Spike		U6561D					U6562E			
2.2" Hi Profile Front Mini Spike		U6563F					U6564G			

CAT ORIGINALS

TYRE COMPOUND →	BIBX			GREEN		BLUE		YELLOW		PRICE
	QTY	PART No	PRICE	QTY	PART No	QTY	PART No	QTY	PART No	
CAT Rear 4x20 Full Spike					U6514I		T687E		T650T	
CAT Front 3x 20 Full Spike					U6513H		T688F		T652V	
CAT Rear 15x12 Mini Spike					U6512G		T679W			
CAT Front 11x12 Mini Spike					U6511F		T681Y			
CAT Front 2x20 Stud		U6574Q			U6519N		T689G			
CAT Rear 5x24 Mini Spike							T690H			
CAT Front 4x24 Mini Spike							T691I			
CAT Rear 6x20 Block							T692J			
CAT Front 4x20 Block							T693K			
CAT Rear 6x20 Cut Spike							T694L			
CAT Front 1+20 Rib Spike							T695M			
CAT Front Rib		U6575R			U65460					

SLIMS

TYRE COMPOUND →	BIBX			GREEN		BLUE		YELLOW		PRICE
	QTY	PART No	PRICE	QTY	PART No	QTY	PART No	QTY	PART No	
Slim 2WD Front - Stagger rib		U6569L			U6548Q		U6547P			
Slim 2WD Front - Mini Spike		U6570M			U6550S		U6549R		U6581X	

TRUCK

TYRE COMPOUND →	BIBX			GREEN		BLUE		YELLOW		PRICE
	QTY	PART No	PRICE	QTY	PART No	QTY	PART No	QTY	PART No	
Truck Racing VEE2		U6576S					U6502W			
Truck Racing VEE4		U6577T					U6503X			
Truck 20x15 Mini Spike		U6578U			U6520O		U6508C			
Truck 6x24 Stagger Rib		U6579V			U6526U		U6525T			
Truck 26x39 Micro Spike		6580W					U6542K			

ON ROAD

QTY	PART No	DESCRIPTION	PRICE
	U6500U	Road & Track - RT1 Front	
	U6501V	Road & Truck - RT1 Rear	
	U6509D	Road & Track - RT2 Front	
	U6510E	Road & Track - RT2 Rear	
	U65720	Road & Track - RT2 Front Green	
	U6573P	Road & Track - RT2 Rear Green	
	U6553V	"Sponges" - 2.2" Aerodisc Rear	
	U6554W	"Sponges" - 2.2" Aerodisc Front	
	U6555X	"Sponges" - Slim - Front	
	U6556Y	"Sponges" - Truck	
	U6559B	"Sponges" - C2000 Rear 2 & 4wd	
	U6560C	"Sponges" - Cougar 2000 Front 2wd	
	U6571N	"Sponges" - CAT 2000 Front 4wd	
		All "Sponges" are trued & glued on wheels	

FOAM TYRE INSERTS

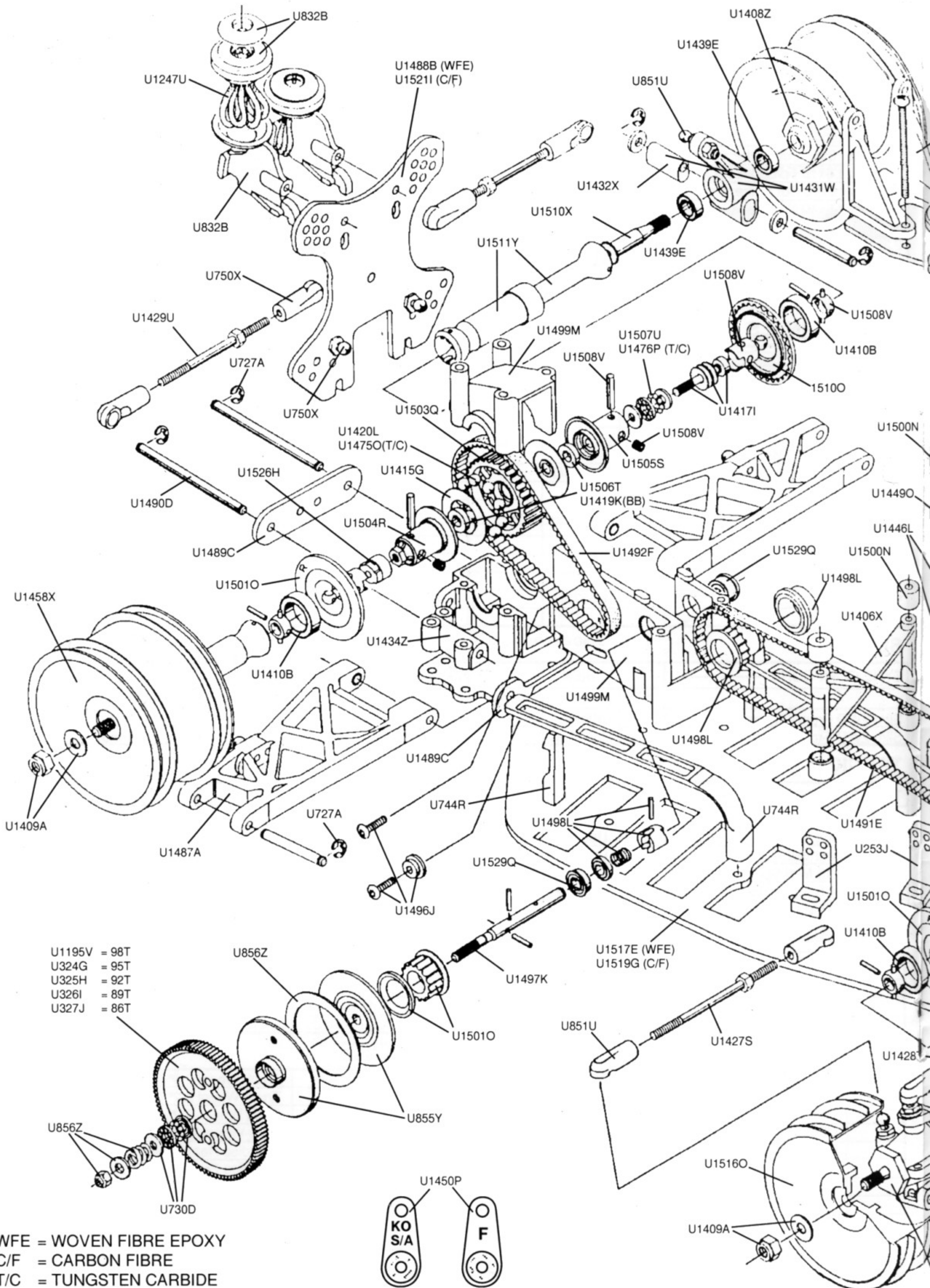
QTY	PART No	DESCRIPTION	PRICE
	U6539H	CAT Foam Inserts - Front	
	U6540I	CAT Foam Inserts - Rear	
	U6541J	CAT Foam Inserts - Truck	

WHEELS

QTY	PART No	DESCRIPTION	PRICE
	U1089R	Truck Wheel 2.2" (Fr&Rr)-Natural	
	U396A	Truck Wheel 2.2" (Fr&Rr)-Yellow	
	U224G	Front Wheel-Spoked White - (pr)	
	U225H	Rear Wheel-Spoked White - (pr)	
	U1147X	Aerodisc Rear Wheel - 2.2"	
	U1148Y	Aerodisc Front Wheel - 2.2"	
	U1228B	Slim Front Wheel - White (pr)	
	U1457W	Front Wheel - 2.1" Cougar 2000	
	U1458X	Rear Wheel 2.2" C2000 2 & 4 wd	
	U1516D	Front Wheel 2.2" CAT 2000	

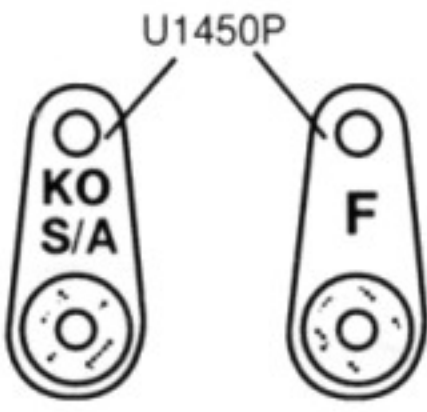
- BIBX** - New compound specially formulated for superb grip on hard clay tracks. **2nd & 3rd WORLDS!!!**
GREEN - Soft natural compound with high level of grip and natural damping.
BLUE - Natural compound for high traction tracks.
YELLOW - Special compound for indoor racing on polished floors.

BOLD = NEW



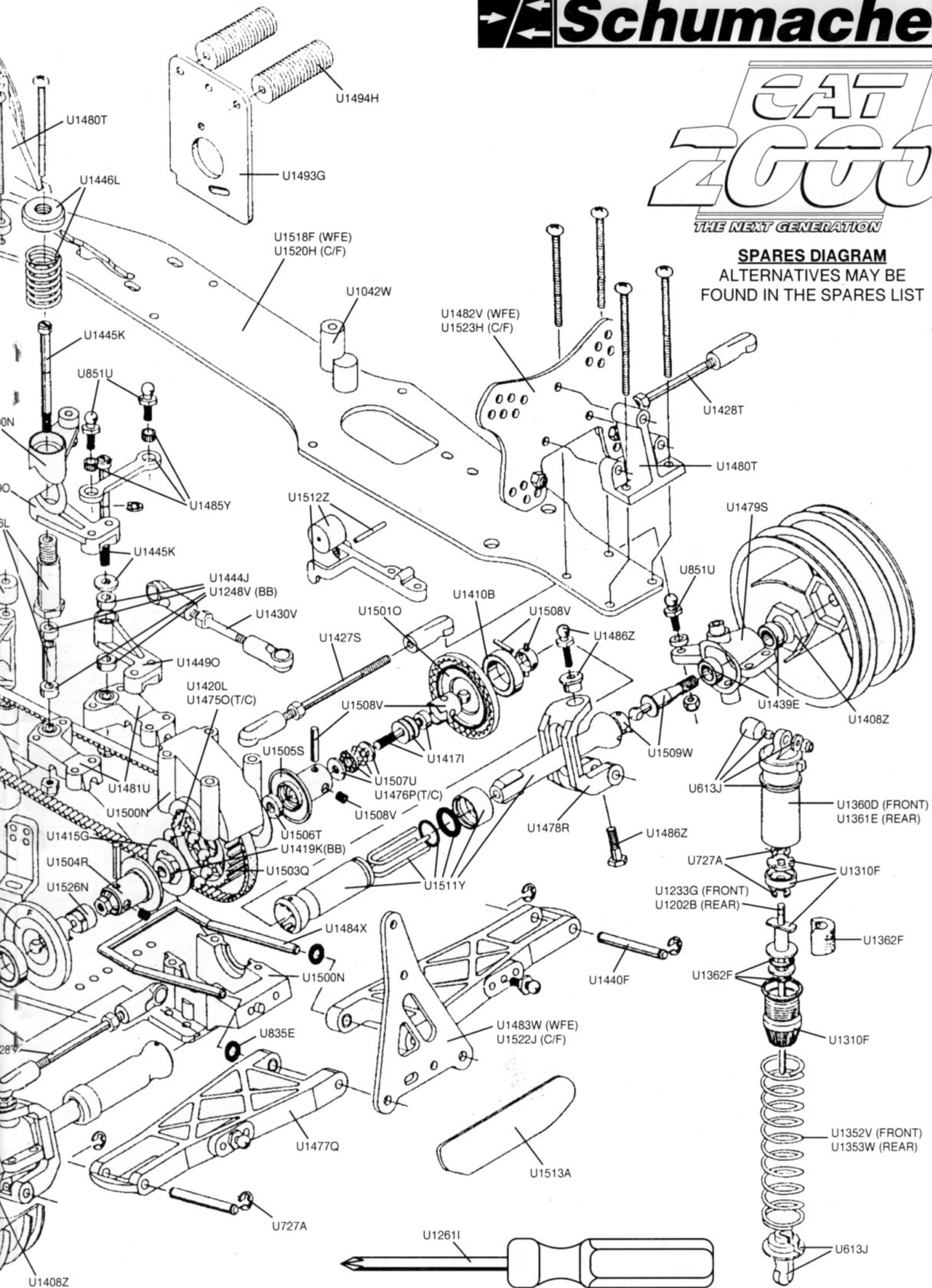
- U1195V = 98T
- U324G = 95T
- U325H = 92T
- U326I = 89T
- U327J = 86T

WFE = WOVEN FIBRE EPOXY
 C/F = CARBON FIBRE
 T/C = TUNGSTEN CARBIDE
 BB = BALL BEARING





SPARES DIAGRAM ALTERNATIVES MAY BE FOUND IN THE SPARES LIST

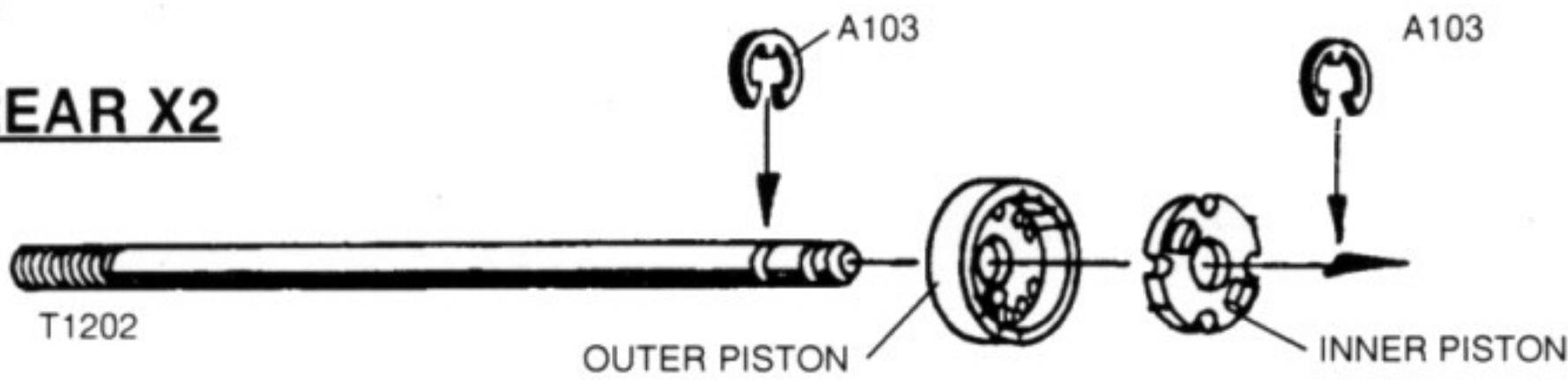


QTY REQ	SPARES NUMBER	DESCRIPTION	UK LIST PRICE
		KITS	
	U460M	CAT 2000 - 4WD Off Road	
		BODY & CHASSIS	
	U119J	Aerial Tube	
	U122M	Velcro 1/2metre x 10mm	
	U1247U	Wing Mount "O" Rings (pk 8)	
	U1403U	Wing & Side Plates - OFF ROAD	
	U1406X	Chassis Gates - C2000 (pk 5)	
	U1513A	Front Bumper - CAT2000	
	U1514B	Instruction Book CAT2000(NSD)	
	U1515C	Decal Sheet - CAT2000	
	U1517E	Lower Chassis,WFE - CAT2000	
	U1518F	Upper Chassis,WFE - CAT2000	
	U253J	Servo Mounts (pr)	
	U5036M	Bodyshell - CAT2000	
	U5037N	Undertray incl. Diff Guard - CAT2000	
	U744R	Q.C. Saddle Pack Strap (pk 2)	
	U832B	Wing Mount Kit	
		SUSPENSION & STEERING	
	U1202B	Piston Rod, Long Shock (pr)	
	U1233G	Piston Rod, Med Shock (pr)	
	U1310F	Shock Mouldings-Vari Click Piston (pr)	
	U1352V	Med Spring Tuning Set - Colour (4prs)	
	U1353W	Long Spring Tuning Set - Colour (4prs)	
	U1357A	PRO Shock Absorbers - medium (pr)	
	U1358B	PRO Shock Absorbers - long (pr)	
	U1360D	PRO Shock Body - medium (ea)	
	U1361E	PRO Shock Body - long (ea)	
	U1362F	PRO Shock Seal pack - (pr)	
	U1426R	Pivot Pin - Rear Outer - C2000	
	U1427S	Turnbuckle - 540unc x 65mm (pr)	
	U1428T	Turnbuckle - 540unc x 60mm (pr)	
	U1429U	Turnbuckle - 540unc x 53mm (pr)	
	U1430V	Turnbuckle - 540unc x 39mm (pr)	
	U1431W	Rear Hub Carrier & Inserts - C2000 (pr)	
	U1432X	Toe In Inserts - Rear C2000 (3prs)	
	U1434Z	Rear Pivot Block- C2000 (pr)	
	U1439E	Ball Bearing 5x9x3 (pr)	
	U1440F	Pivot Pin - Front Outer & King Pin	
	U1444J	Bush 1/8" x 1/4" (pk 4)	
	U1445K	Steering Posts & Washer-C2000 (pr)	
	U1446L	Servo Saver - C2000	
	U1449O	Steering Levers - C2000 (pr)	
	U1450P	Track Rod and Servo Horns	
	U1458X	Rear Wheel 2.2" - C2000(pr)	
	U1477Q	Front Wishbones - CAT2000 4WD (pr)	
	U1478R	Steering Yokes - CAT2000 (pr)	
	U1479S	Front Hub Carriers - CAT2000 (pr)	
	U1480T	Front & Rear Bulkheads - CAT2000	
	U1481U	Front Pivot Blocks - CAT2000	
	U1482V	Front Shock Mount, WFE - CAT2000	
	U1483W	Front Shock Brace, WFE - CAT2000 (set3)	
	U1484X	Front Pivot Bar - CAT2000	
	U1485Y	Centre Track Rod - CAT2000(set)	
	U1486Z	Pivot Set-Front Hub Carrier - CAT2000	
	U1487A	Rear Wishbones - CAT2000 (pr)	
	U1488B	Rear Shock Mount,WFE - CAT2000	
	U1489C	Rear Pivot Braces,WFE - CAT2000 (pr)	
	U1490D	Pivot Pin - Rear Inner - CAT2000(pr)	
	U1516D	Front Wheel 2.2" - CAT2000(pr)	
	U613J	Spring Stop & Spacer Moulding (pr)	
	U727A	'E' Clip 1/8" (pk 10)	
	U750X	Ball Joints- Short Stud Ball&Skt (8 prs)	
	U851U	Ball Joints- Long Stud Ball&Skt (8 prs)	
		TRANSMISSION	
	U1301W	Silicone Diff Grease - Tube	
	U1408Z	Hex Wheel Drive - C2000	
	U1409A	Wheel Nuts - C2000 (4 sets)	
	U1410B	Ball Bearing - 10x15x4 (pr)	

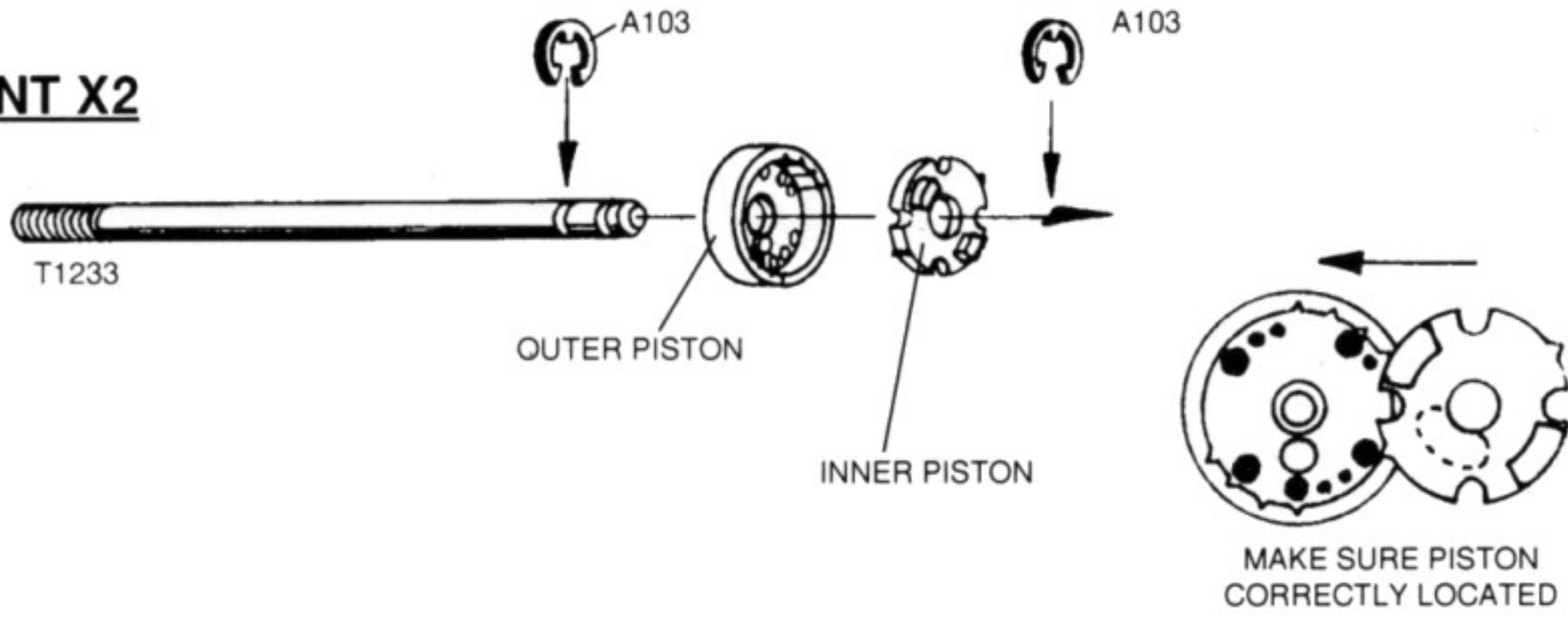
QTY REQ	SPARES NUMBER	DESCRIPTION	UKLIST PRICE
	U1529Q	Ball Bearing - 4x8x3 flanged (pr)	
	U1415G	Diff Washer - 18mm - C2000 (pr)	
	U1417I	Diff Screw, Disc Springs & Spacer - C2	
	U1420L	Diff Balls - 4mm Carbon Chrome (pk10)	
	U1491E	Front Drive Belt,170 T x 4mm	
	U1492F	Rear Drive Belt, 65 T x 6mm	
	U1493G	Motor Plate - CAT2000	
	U1494H	Motor Heatsinks - CAT2000 (pk 3)	
	U1496J	Motor Screw Set - CAT2000	
	U1497K	Layshaft - CAT2000	
	U1498L	One Way Pulley Set - CAT2000	
	U1499M	Rear Trans Housings - CAT2000	
	U1500N	Front Trans Housings - CAT2000	
	U1501O	Layshaft Pullley & Diff Flanges - CAT2000.	
	U1502P	18mm Diff, Assembled - CAT2000	
	U1503Q	18mm Diff Pulley - CAT2000	
	U1504R	Washer Carrier,Co-Ax U/J-C2000(male)	
	U1505S	Washer Carrier,Co-Ax U/J-C2000(Female)	
	U1506T	Bushings, 4x8x2mm - C2000(pr)	
	U1507U	Diff Thrust Bearing - C2000	
	U1508V	Inboard Co-Ax U/J - C2000 (ea)	
	U1509W	Front Ax Co-Ax U/J - CAT2000 (ea)	
	U1510X	Rear Ax Co-Ax U/J - C2000 (ea)	
	U1511Y	Driveshafts, Co-Ax U/J - C2000(pr)	
	U1512Z	Idler Set, Front Belt - CAT2000	
	U1526N	Diff Nut Lock, Co-Ax U/J - C2000	
	U730D	Thrust Bearing 1/8" x 5/16"	
	U855Y	Thrust Plate&Drive Hub Slipper	
	U856Z	Repair Kit - Q.C. Slipper	
		SPEED SECRETS - TUNING PARTS	
	U1195V	98T Q.C. Slipper Gear - 48 D.P.	
	U1248V	Ballbearing - C2000 Steering (pk 2)	
	U1261I	Pozi Screw Driver No. 1	
	U1419K	Ball Bearing 4x8x2mm (pr)	
	U14750	Tungsten Carbide Diff Balls 4mm (pk 10)	
	U1476P	Tungsten Carbide Balls 1/16" (pk 9)	
NEW	U1530R	Rear Anti Roll Bar - CAT2000	
NEW	U1531S	Bump Steer Set - CAT2000	
NEW	U1532T	Castor Blocks 5 Deg. - CAT2000 (pr)	
	U1519G	Lower Chassis, C/F - CAT2000	
	U1520H	Upper Chassis, C/F - CAT2000	
	U1521I	Rear Shock Mount, C/F- CAT2000	
	U1522J	Front Shock Brace, C/F - CAT2000 (set 3)	
	U1523K	Front Shock Mount, C/F - CAT2000	
	U1524L	Lexan Gear Cover - CAT2000	
	U1525M	RollerDrive Shaft Conversion(pr)-Co-AxU/J	
	U15270	4mm Rear Drive Belt - CAT2000	
NEW	U1534V	Dual Rate Shock Pistons (2prs)	
NEW	U1553O	Front Body Mount Bkts - CAT 2000	
NEW	U1554P	Rear Body Shock Mount - CAT 2000	
NEW	U1555Q	Ultra Short Fr. Shock Bkt - CAT 2000	
NEW	U1556R	Ultra Short Rr. Shock Bkt.- CAT2000	
NEW	U1557S	Ultra Short Shock Rod (pr)	
NEW	U1558T	Ultra Short Shock Body (ea)	
NEW	U1559U	Ultra Short Red Shocks (pr)	
NEW	U1560V	Touring Car Body Mount Set - CAT2000	
NEW	U1561W	Circuit Buggy Conv. Set - CAT2000	
NEW	U1562X	Touring Car Conversion. - CAT 2000	
NEW	U1563Y	Alloy Transmission Housing - CAT 2000	
	U324G	95T Q.C. Slipper Gear - 48 D.P.	
	U325H	92T Q.C. Slipper Gear - 48 D.P.	
	U326I	89T Q.C. Slipper Gear - 48 D.P.	
	U327J	86T Q.C. Slipper Gear - 48 D.P.	
	U6559B	"SPONGES" - 2.2" C2000 - Rear (NSD)	
	U6571N	"SPONGES" - 2.2" CAT2000 - Front (NSD)	
	U818N	Ball Bearings - Roller D/Shaft (pr)	
	C2000	Fits CAT & Cougar 2000 Models	

1

REAR X2

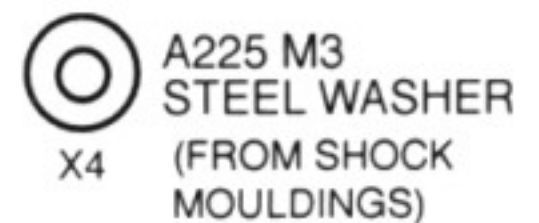
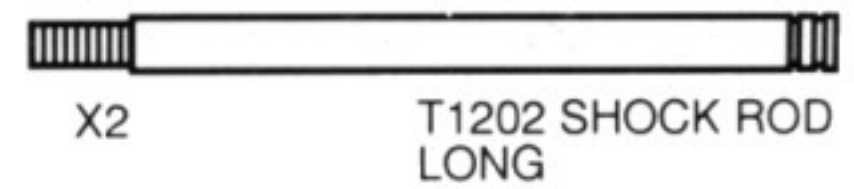
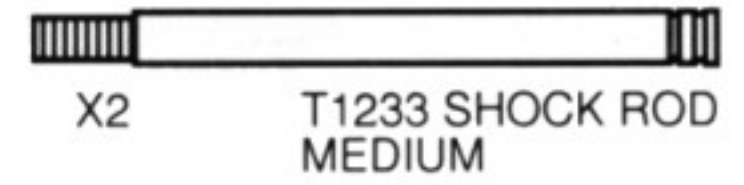


FRONT X2

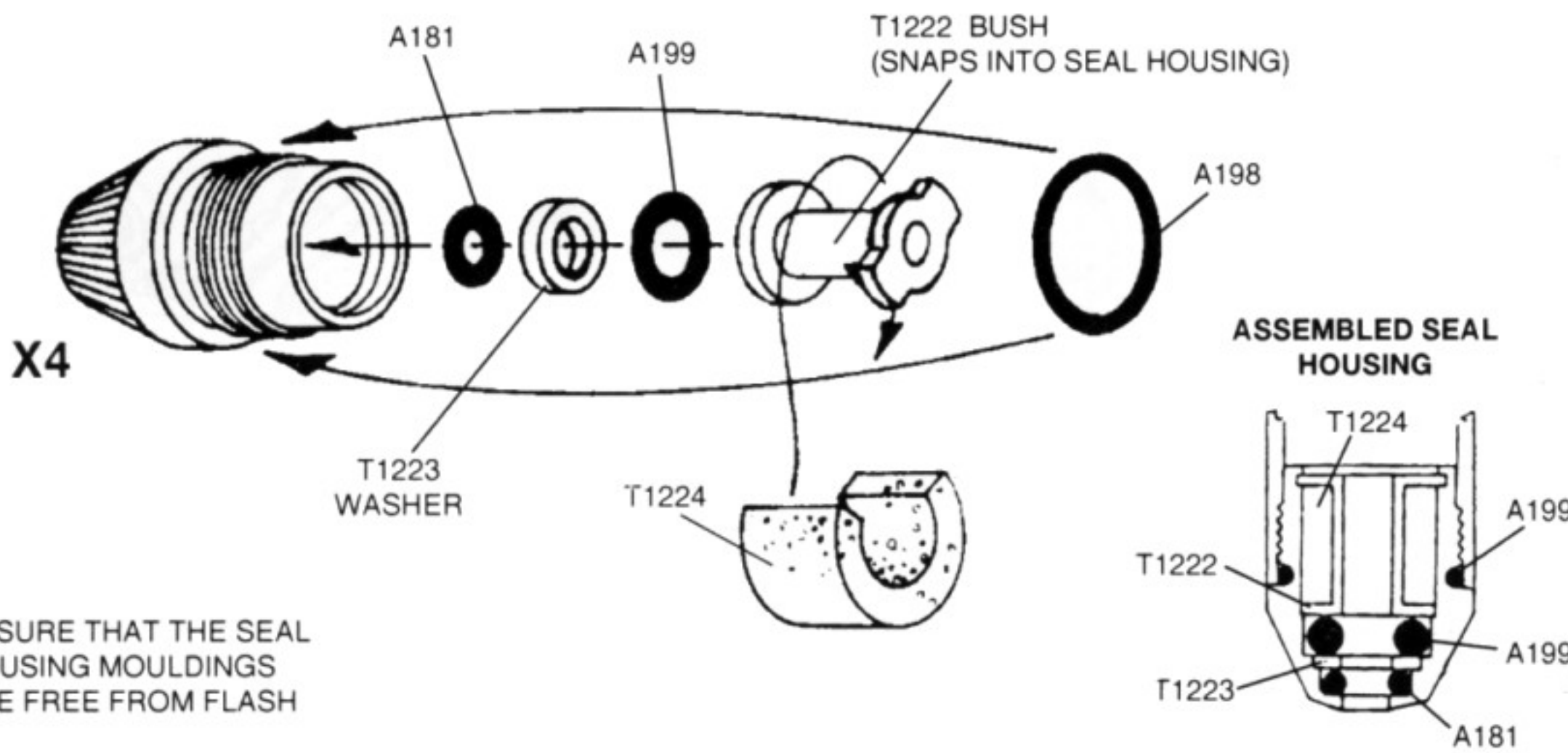


SHOCK ABSORBERS

HARDWARE

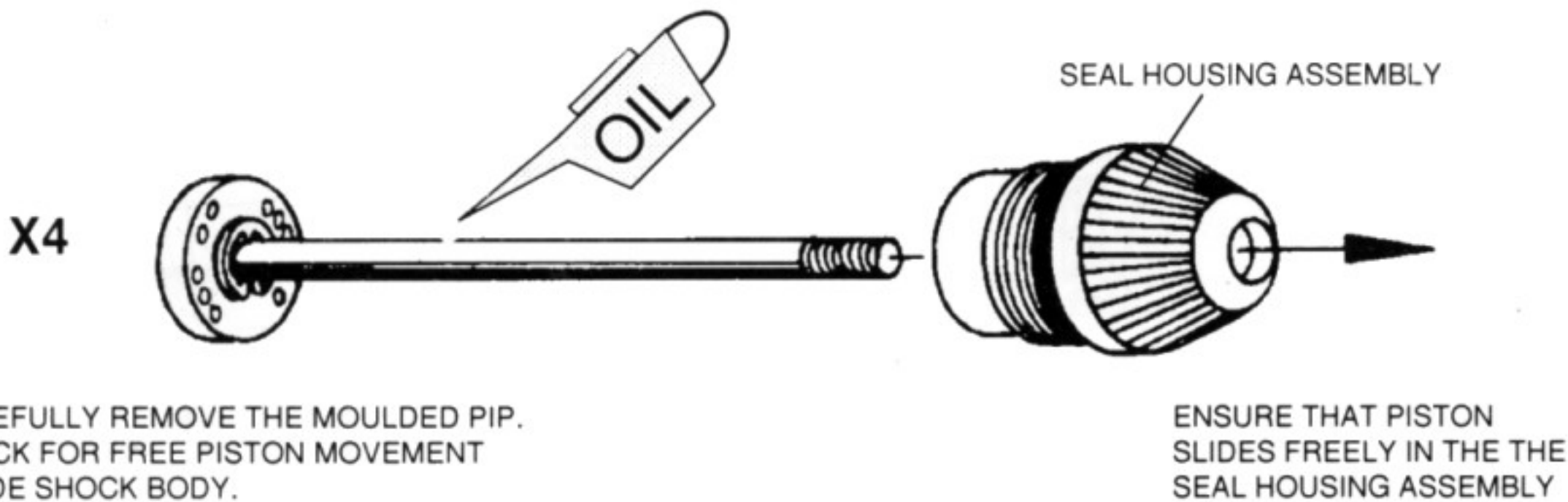


2



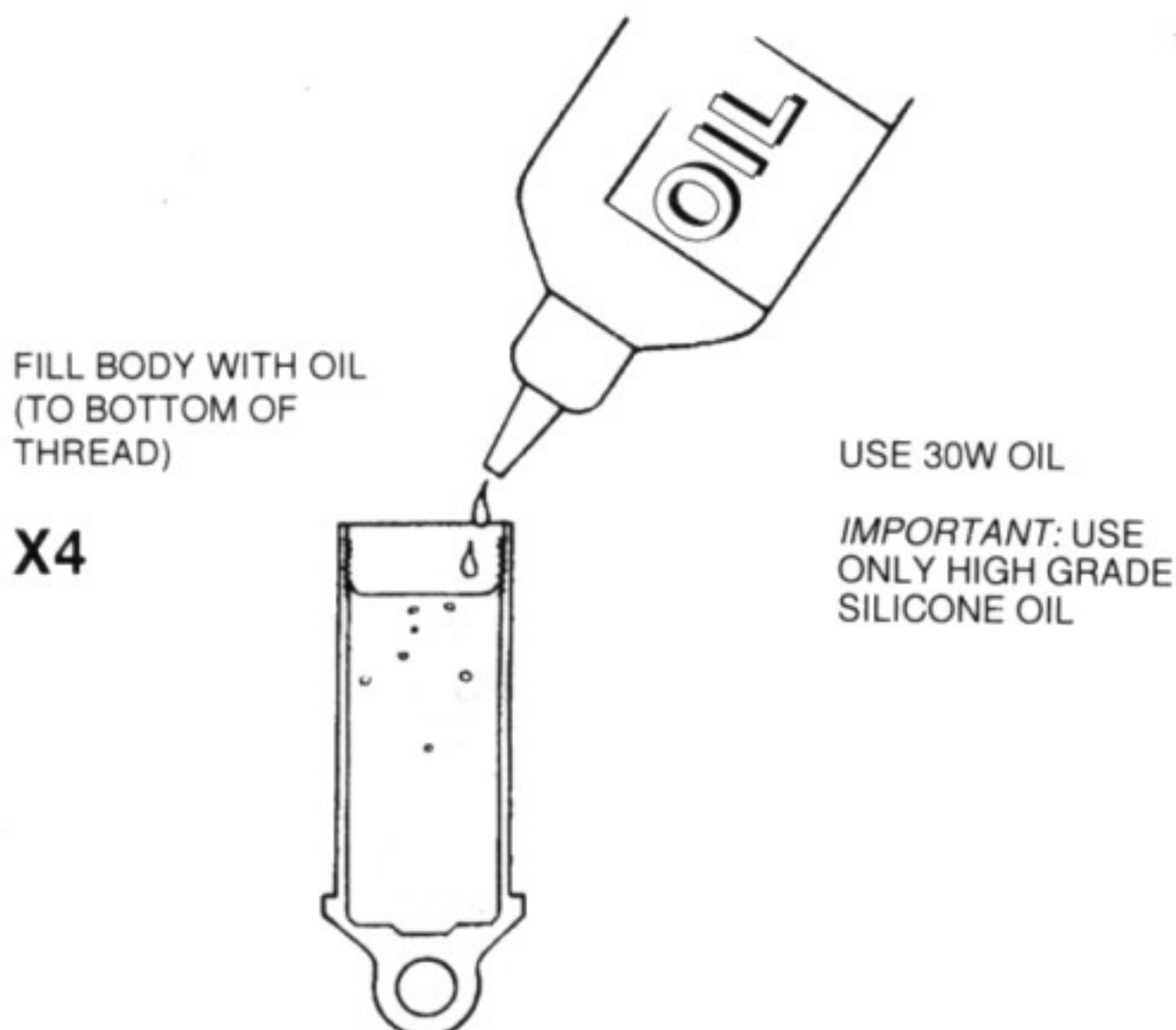
ENSURE THAT THE SEAL HOUSING MOULDINGS ARE FREE FROM FLASH

3



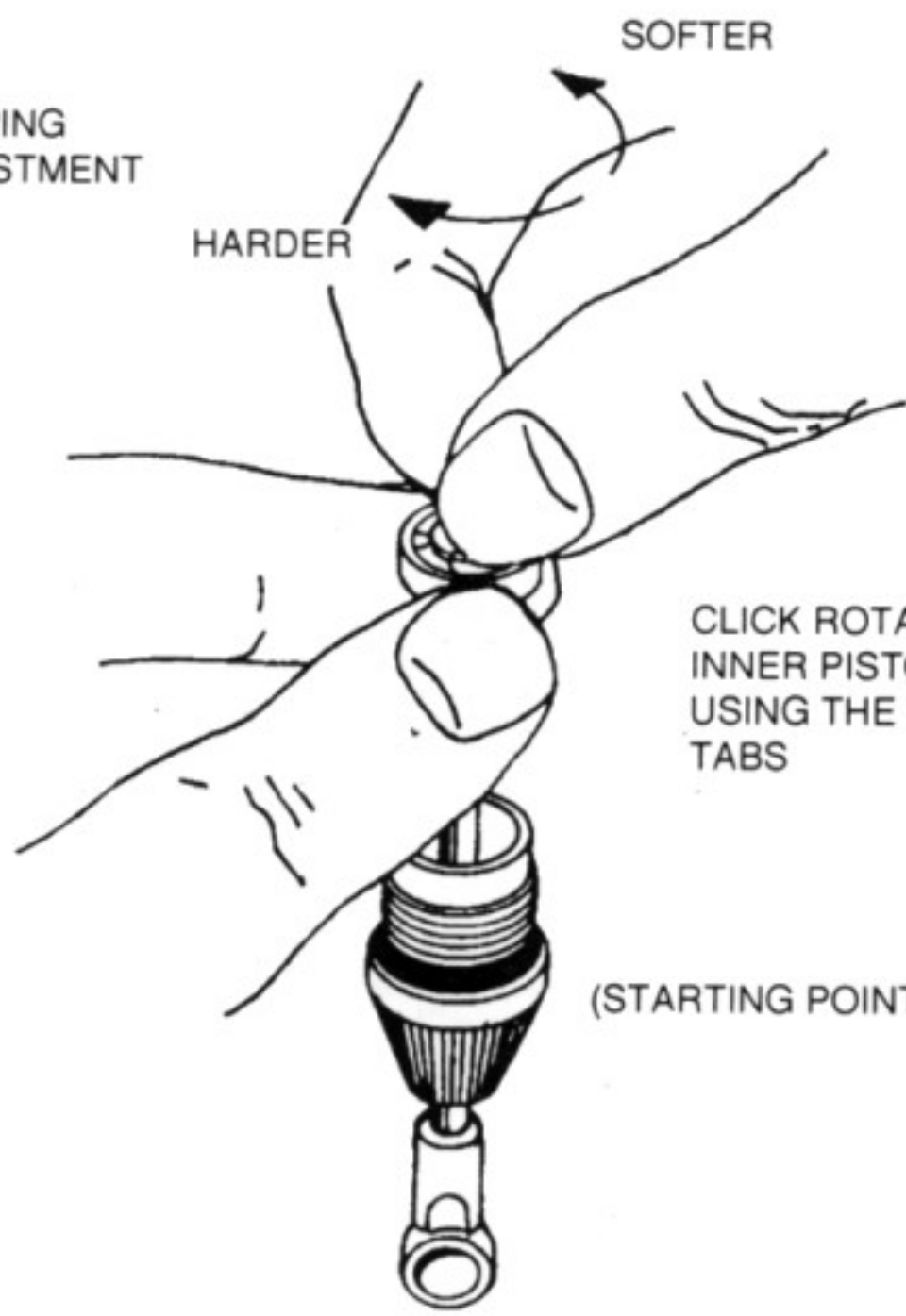
CAREFULLY REMOVE THE MOULDED PIP. CHECK FOR FREE PISTON MOVEMENT INSIDE SHOCK BODY.

4

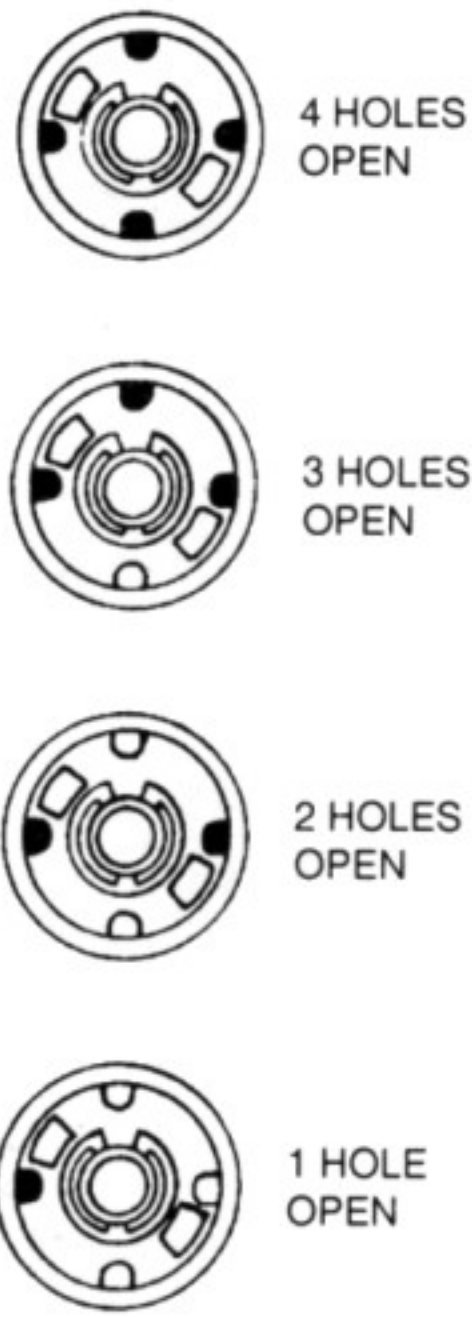


5

DAMPING ADJUSTMENT



SOFT
↑
↓
HARD



Schumacher

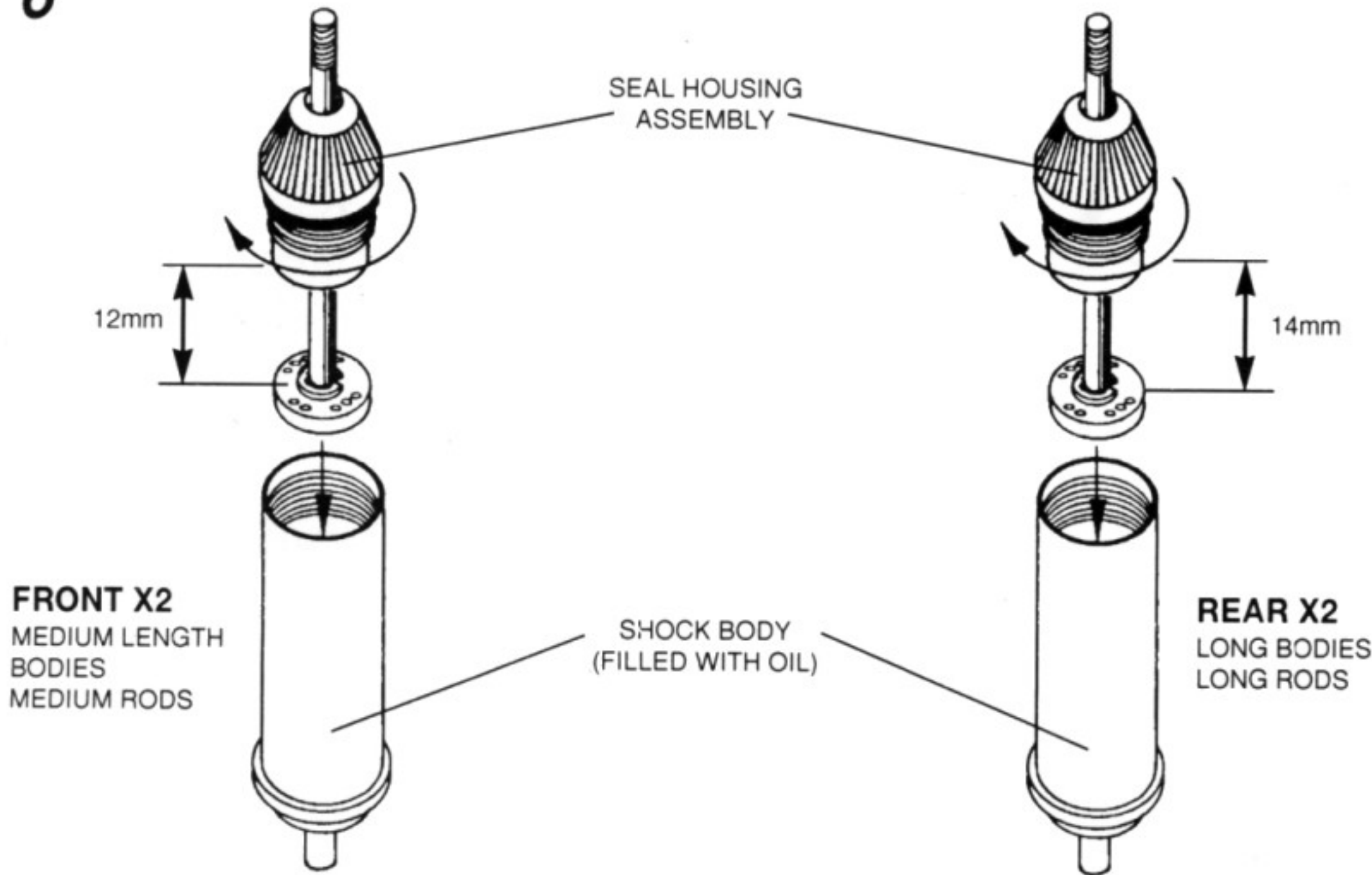
CAT
ZOO
THE NEXT GENERATION

SHOCK ABSORBERS

HARDWARE

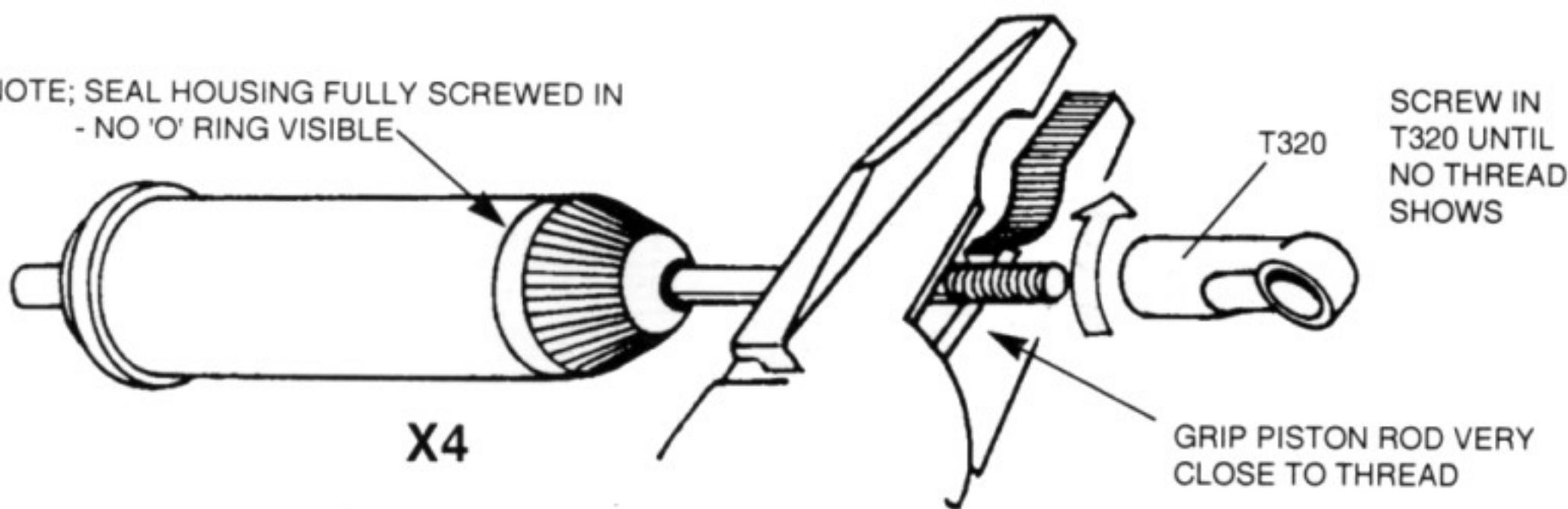


6

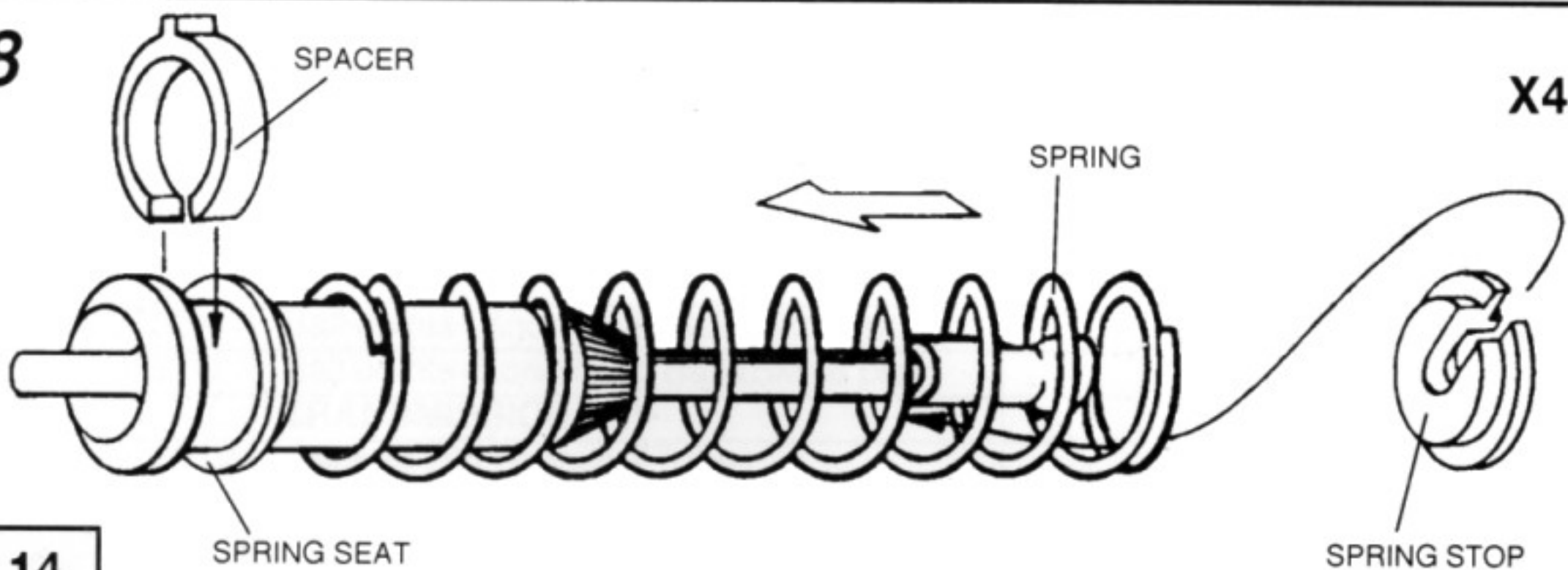


7

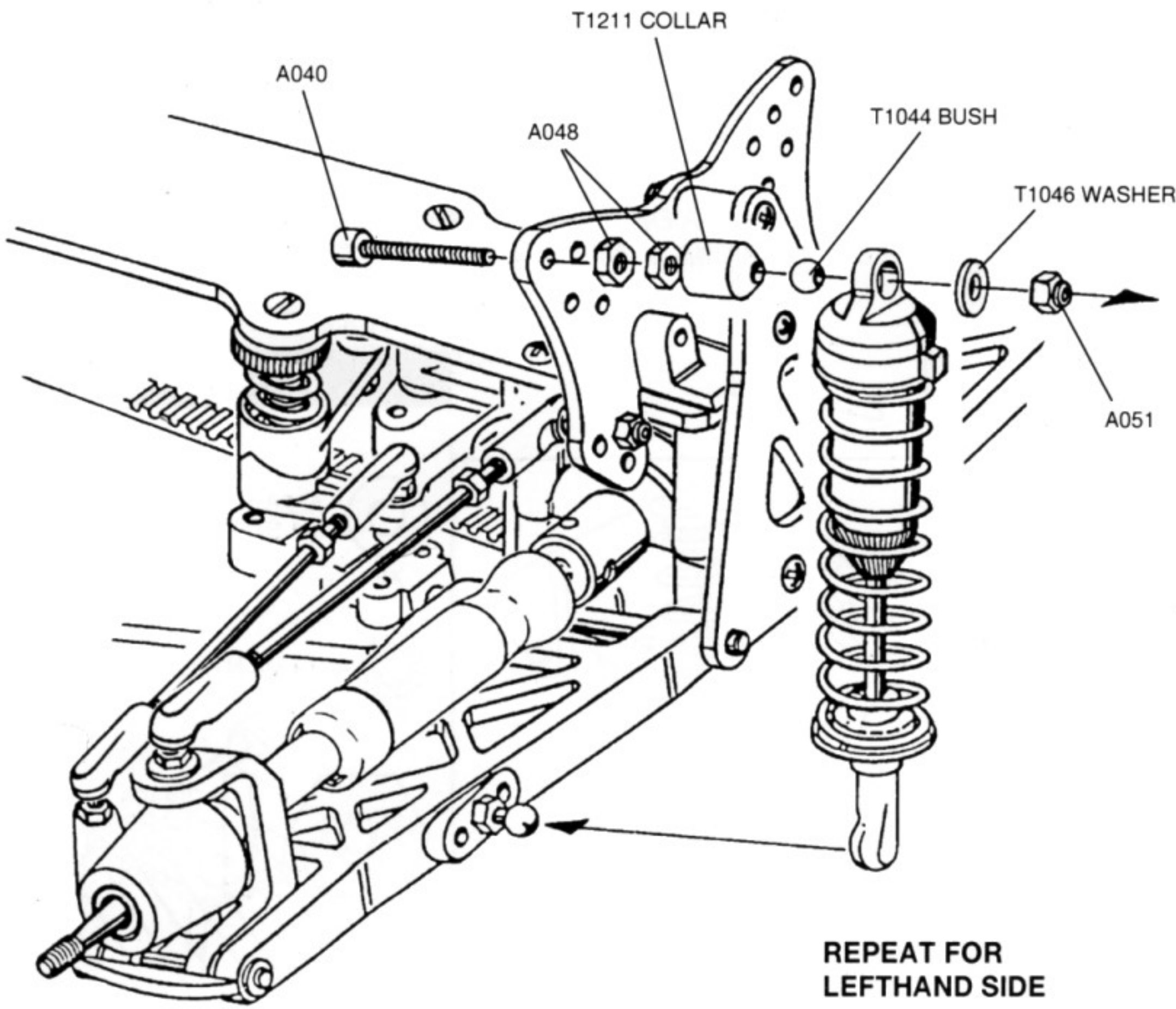
NOTE; SEAL HOUSING FULLY SCREWED IN - NO 'O' RING VISIBLE



8




9 FITTING FRONT SHOCK ABSORBERS




SHOCK ABSORBERS


HARDWARE


 A040
M3x20mm
CAPHEAD SCREW
X4

 A048 M3 NUT
X8

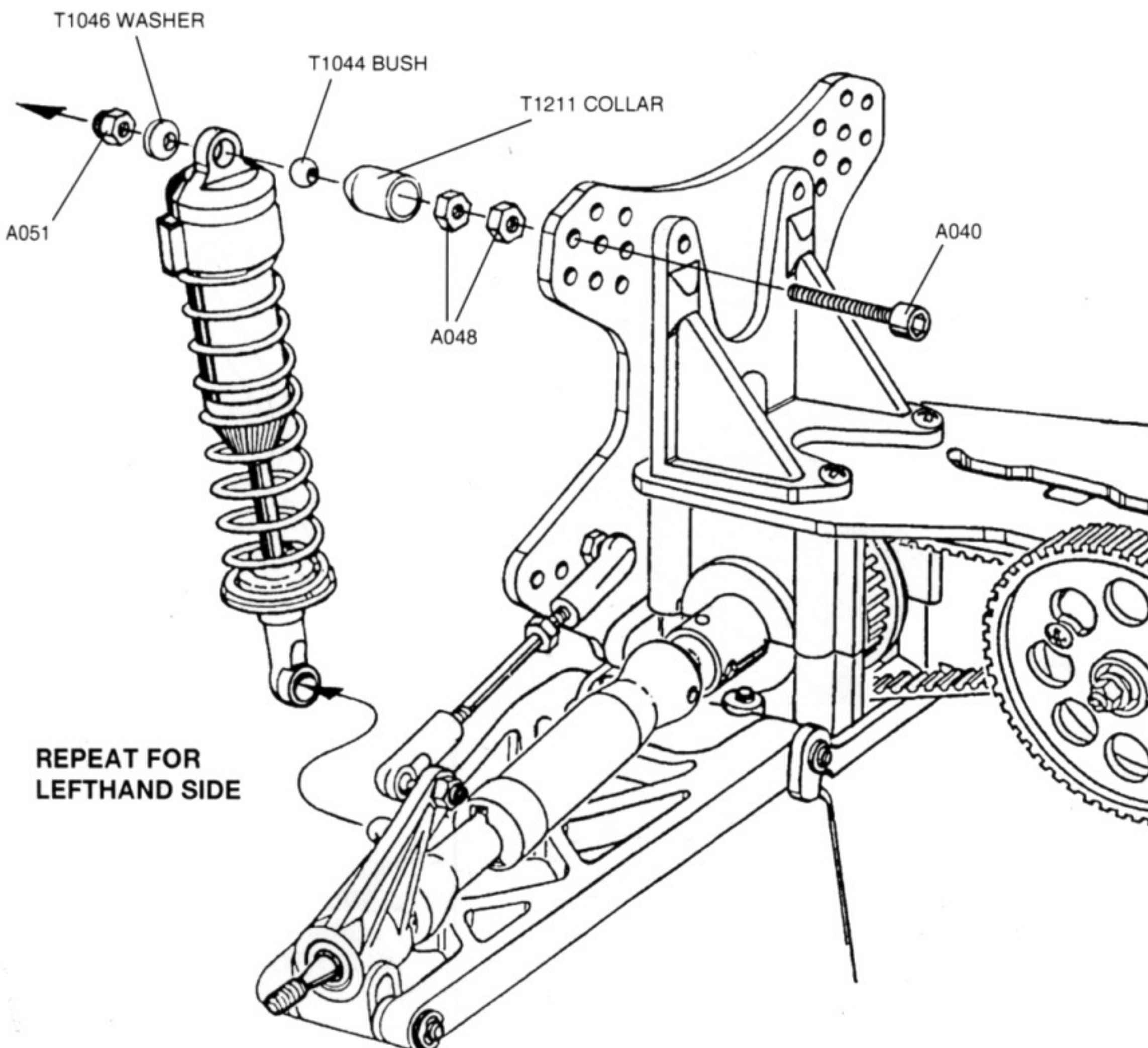
 A051 M3 NYLOC NUT
X4

 T1044 SHOCK
SPHERICAL BUSH
X4

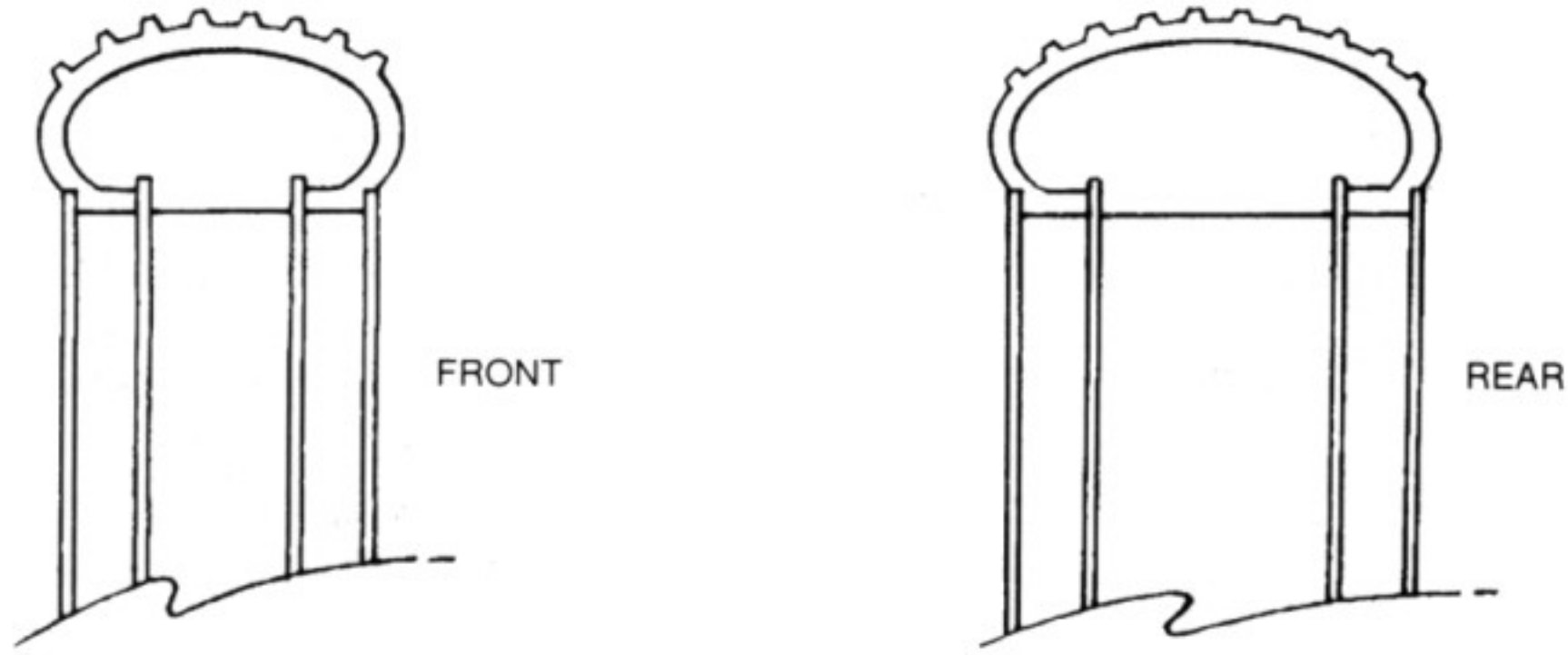
 T1211
SHOCK COLLAR
X4

 T1046 SHOCK
MOUNT WASHER
X4

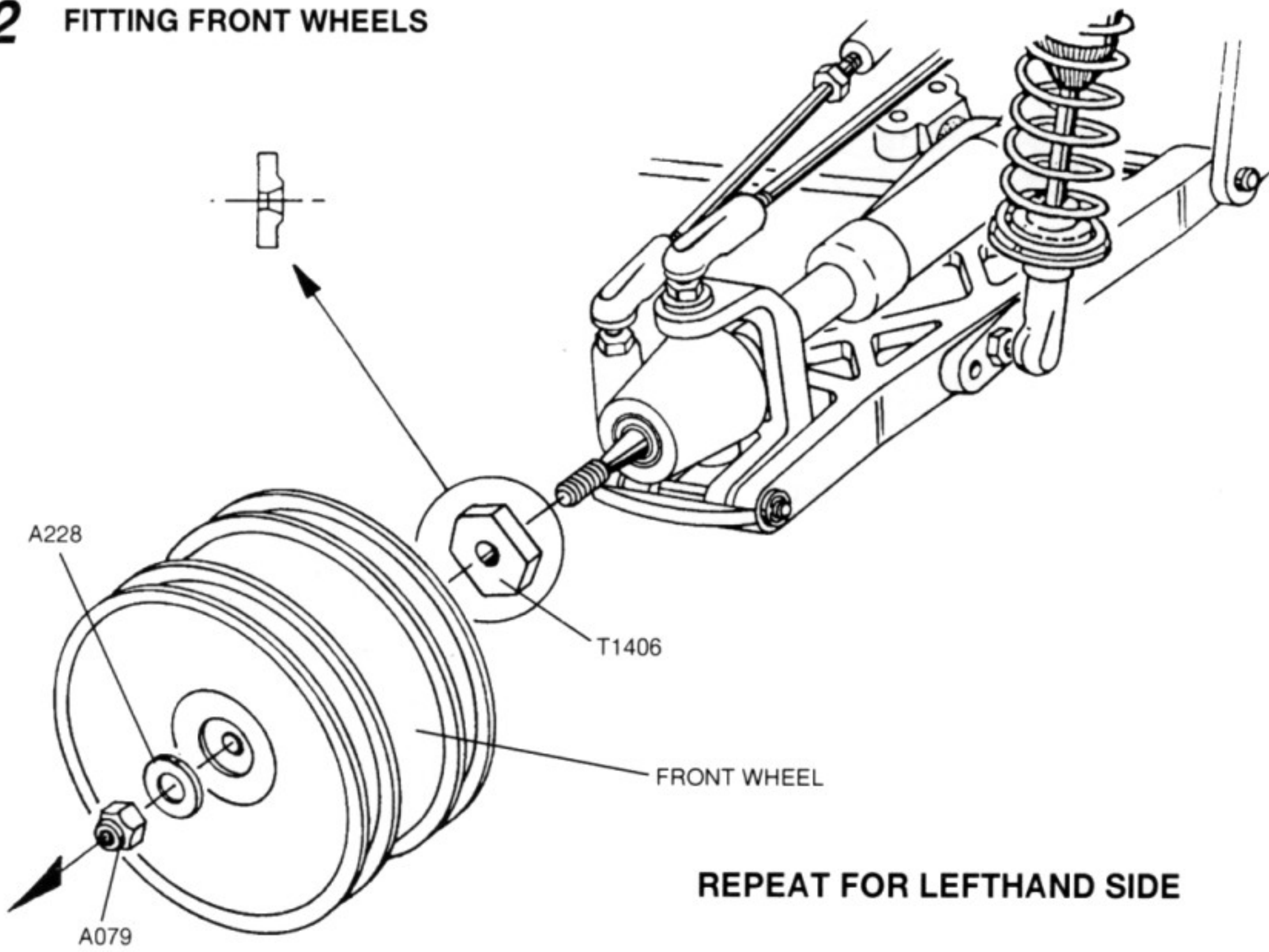
10 FITTING REAR SHOCK ABSORBERS





1 FITTING TYRES TO WHEELS
 MAKE SURE TYRE BEAD SEATS PROPERLY IN GROOVES OF WHEEL
 NOTE: DO NOT BOIL CAT 2000 WHEELS - THEY WILL DISTORT.



2 FITTING FRONT WHEELS

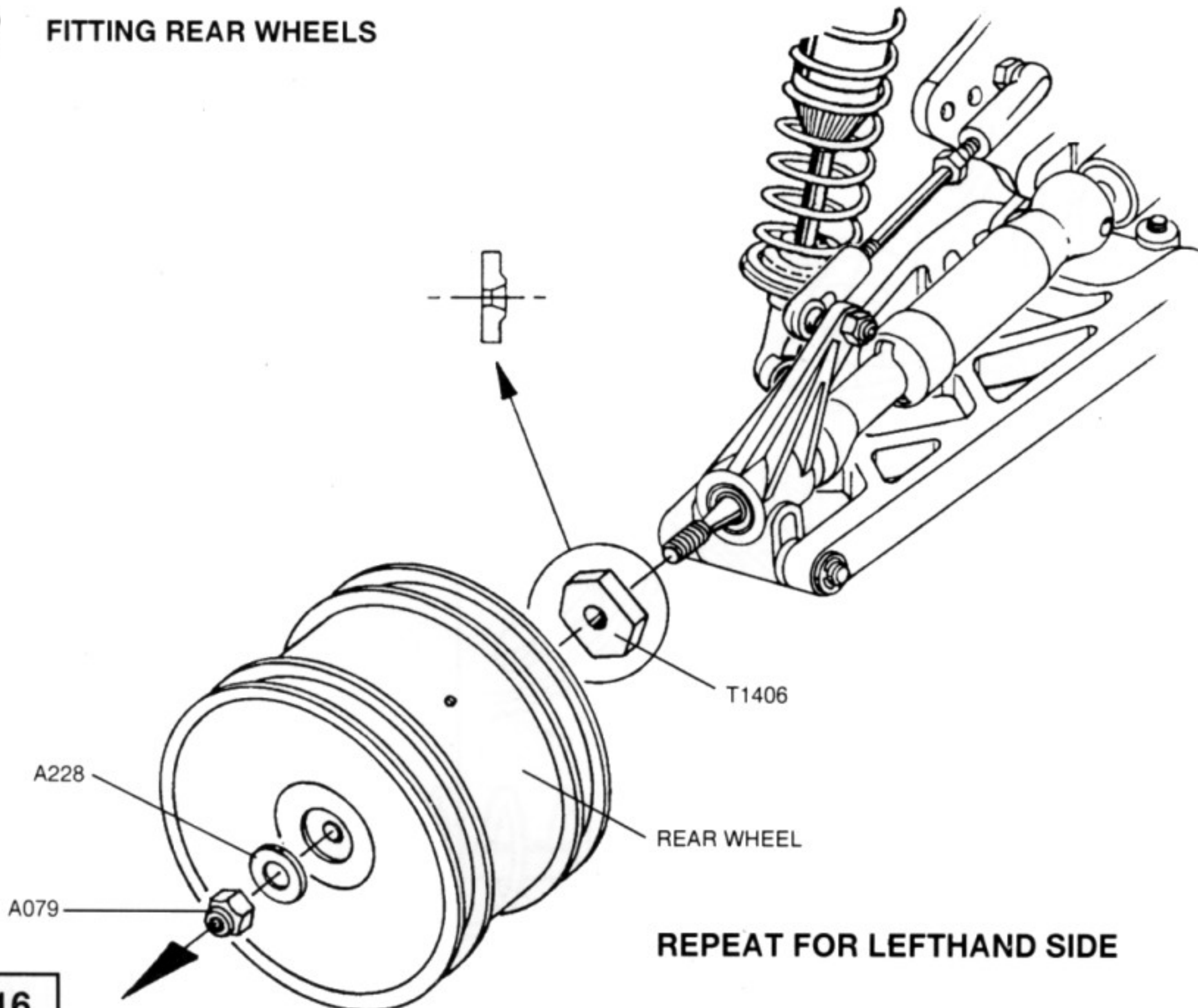


 A228
 M4 STEEL WASHER
 X2

 A079 M4 NYLOC NUT
 X2

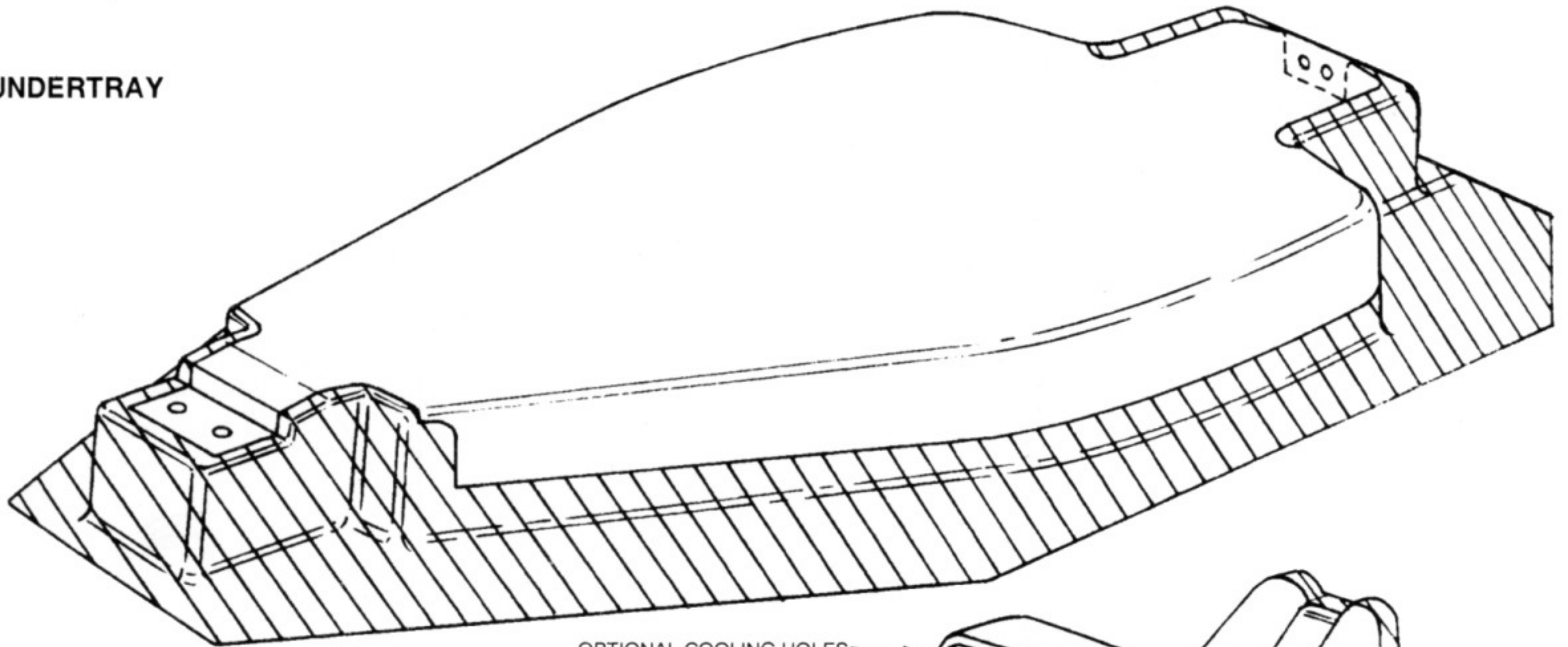
 T1406
 NARROW TRACK
 DRIVE PLATE
 - HEX
 X4

3 FITTING REAR WHEELS

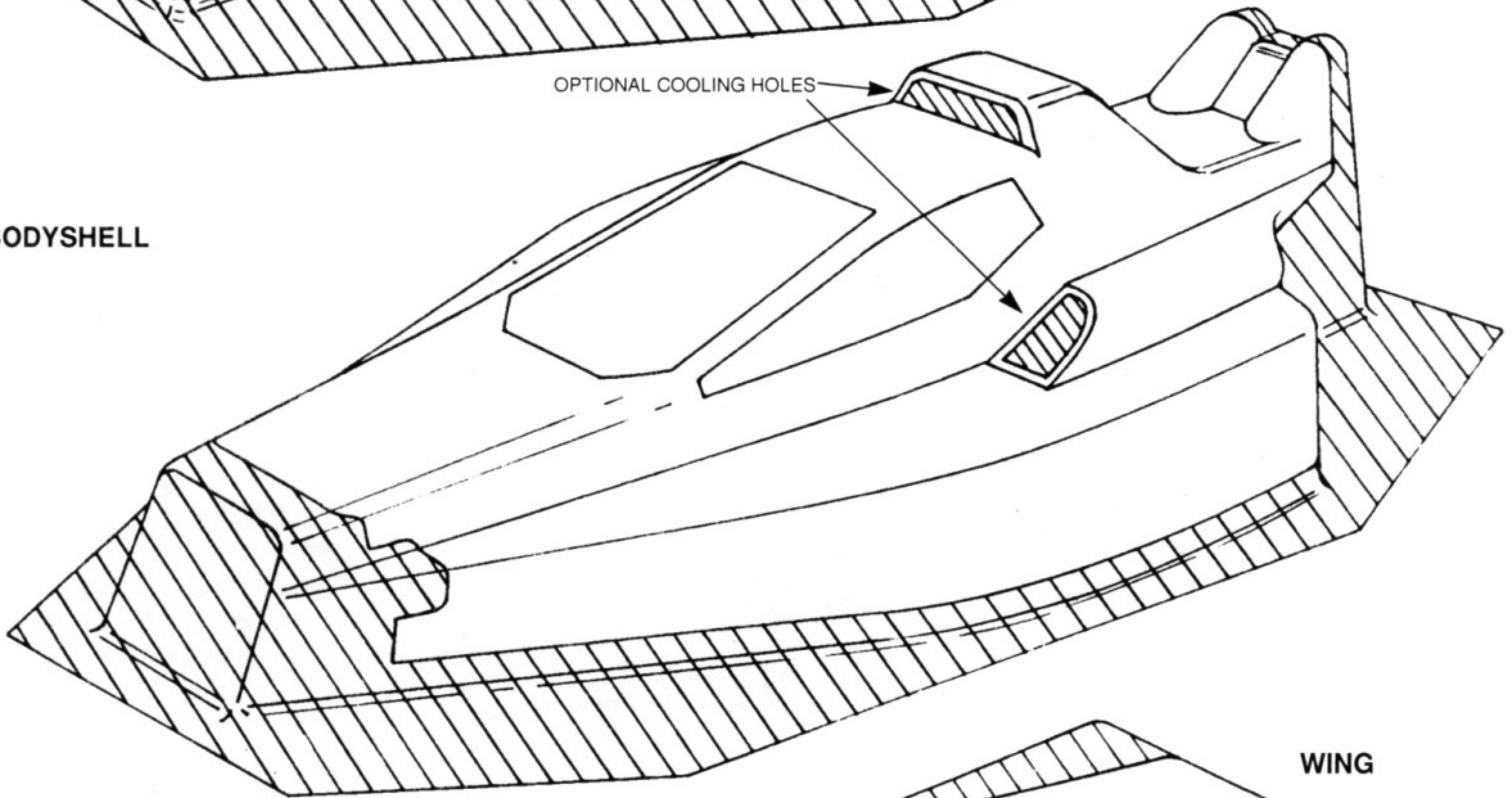


BODYSHELL

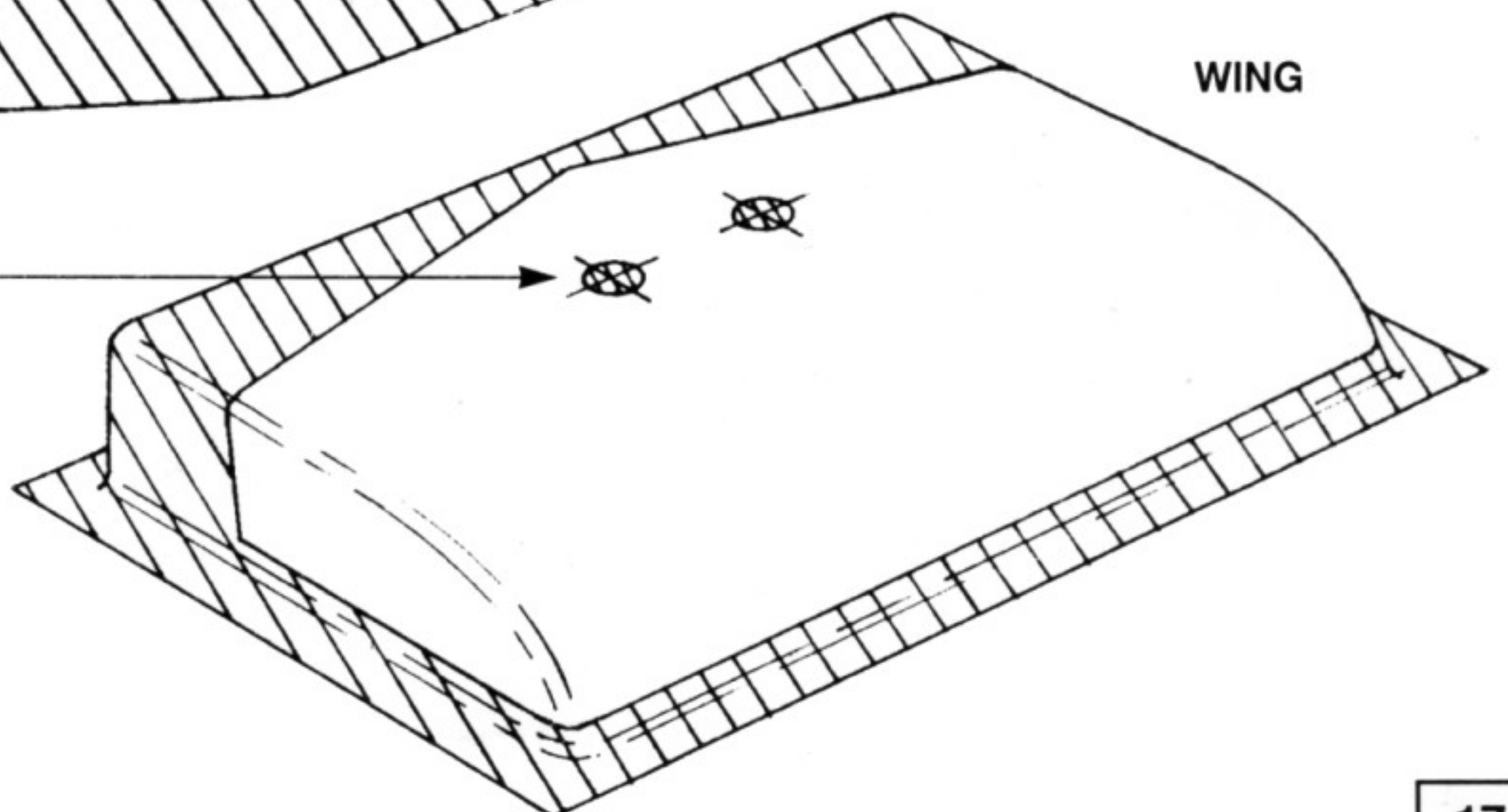
CUT AWAY SHADED AREAS.
 USE A FILE OR ABRASIVE PAPER TO SMOOTH THE CUT EDGES.
 ANY RAGGED EDGES OR SCORE LINES MAY CAUSE THE
 BODYSHELL TO CRACK OR SPLIT WHEN IN USE.
 PAINTING: FIRST WASH THE BODYSHELL TO REMOVE ANY OIL OR
 DIRT. RINSE THOROUGHLY. PAINT THE INSIDE OF THE BODYSHELL
 AND WING.
 YOU CAN OBTAIN A COLOUR SCHEME BY MASKING A SECTION
 WITH TAPE, PAINTING, THEN REMOVING THE TAPE AND PAINTING A
 DIFFERENT COLOUR.
 APPLY THE DARKEST COLOUR FIRST.
 USE DECALS TO FINISH YOUR BODYSHELL.

UNDERTRAY

OPTIONAL COOLING HOLES

BODYSHELL**WING**

2 HOLES
 8mm. DIA

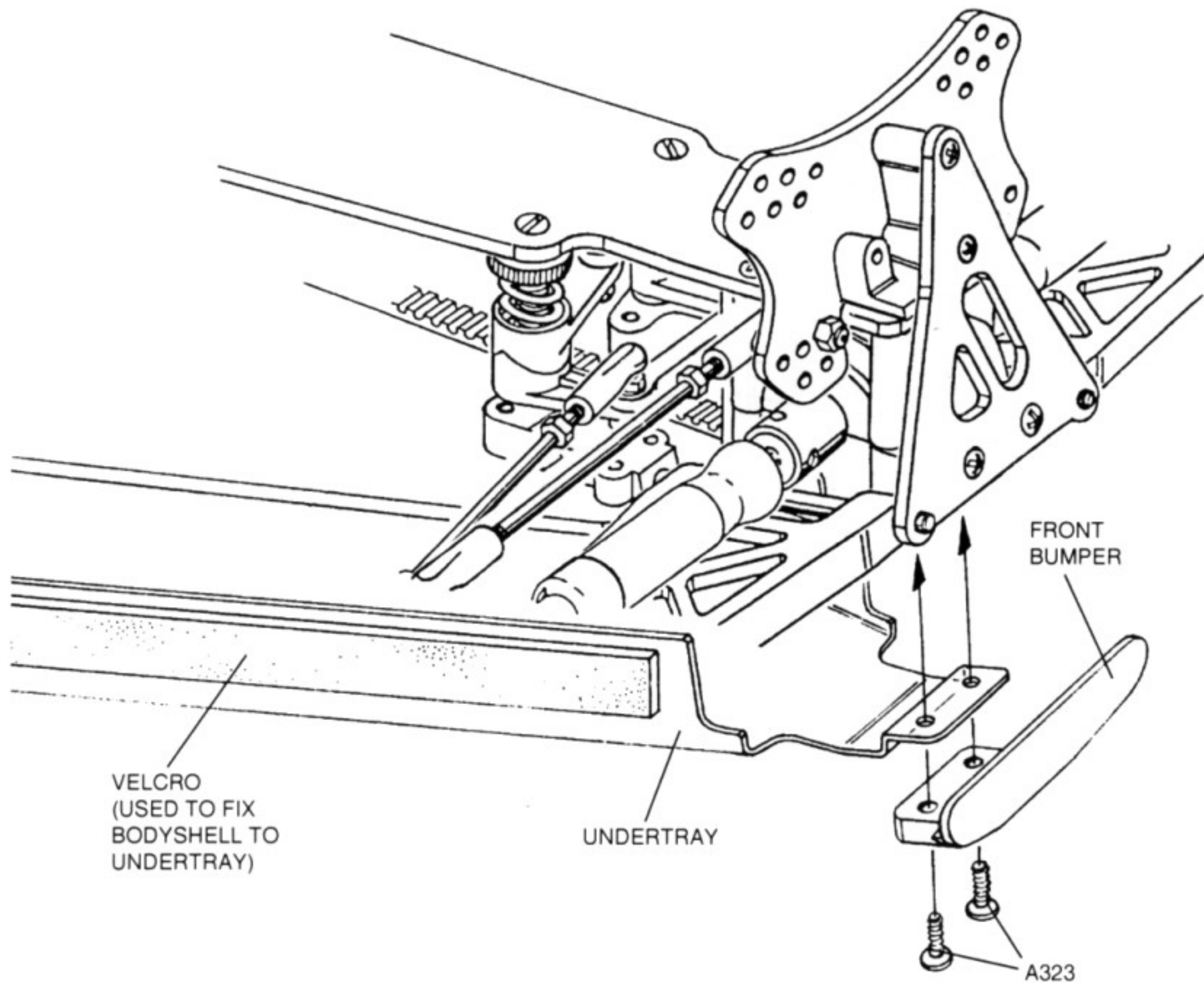



WARNING: MOTOR CLEANING
 SOLVENTS WILL PERMANENTLY
 DAMAGE THE POLYCARBONATE
 BODYSHELL & UNDERTRAY.
 ALWAYS REMOVE MOTOR BEFORE
 DOING ANY MAINTENANCE


FITTING FRONT BUMPER & UNDERTRAY

BUMPER & UNDERTRAY

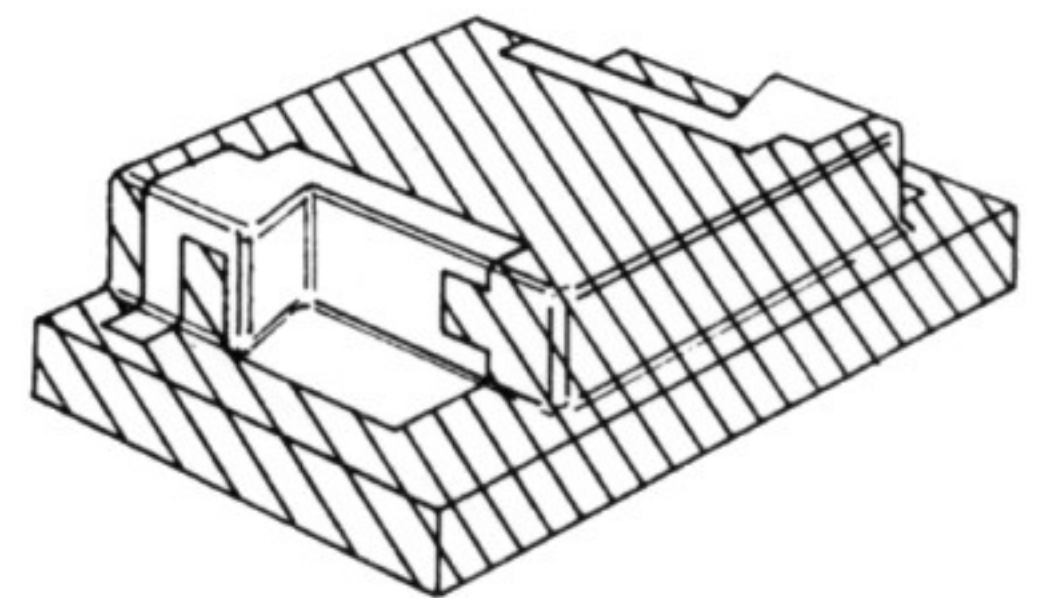
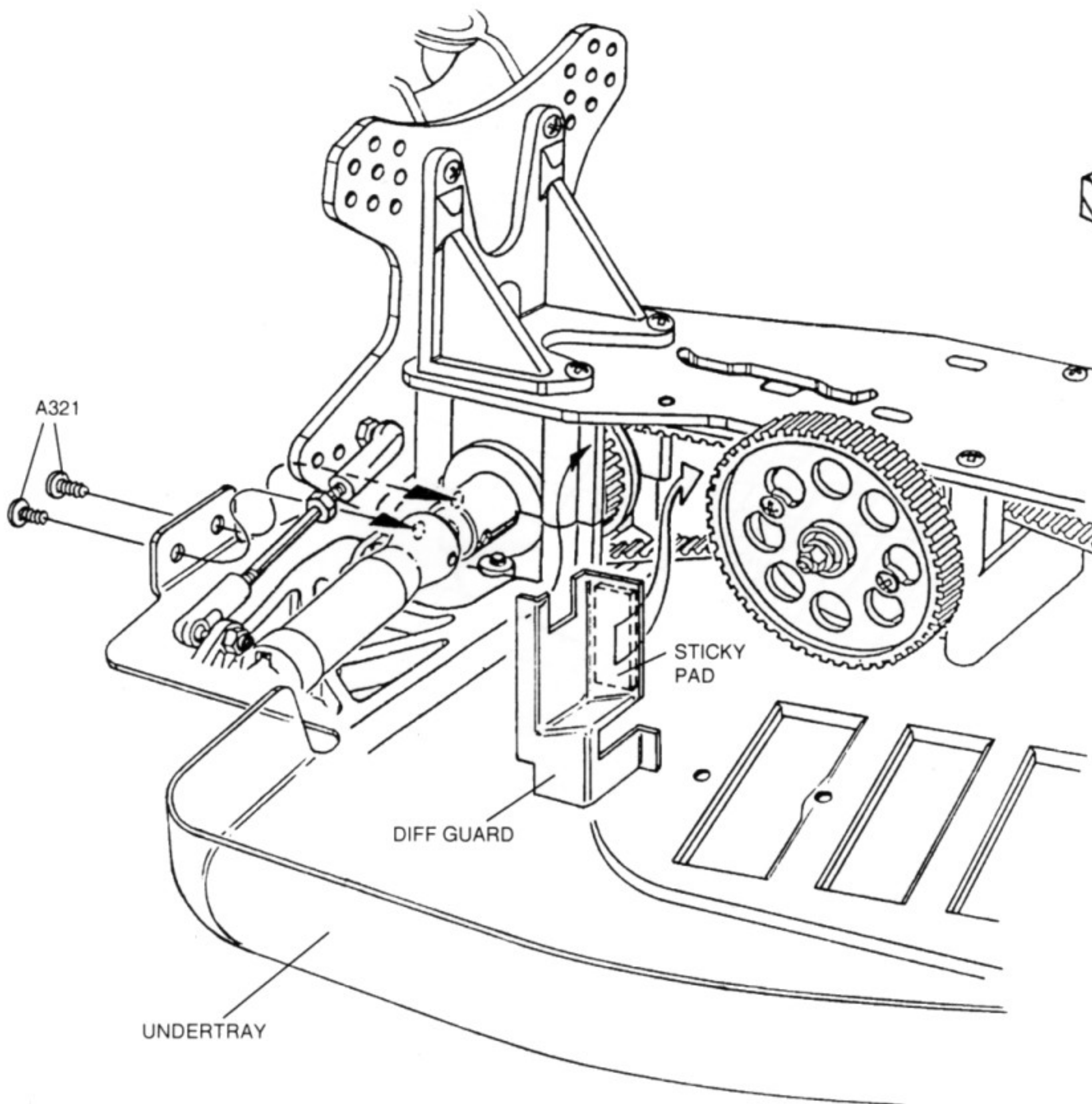
HARDWARE



 A323 No4x3/8" SELFTAP PANHD SCREW
X2

 A321 No4x1/4" SELFTAP PANHD SCREW
X2

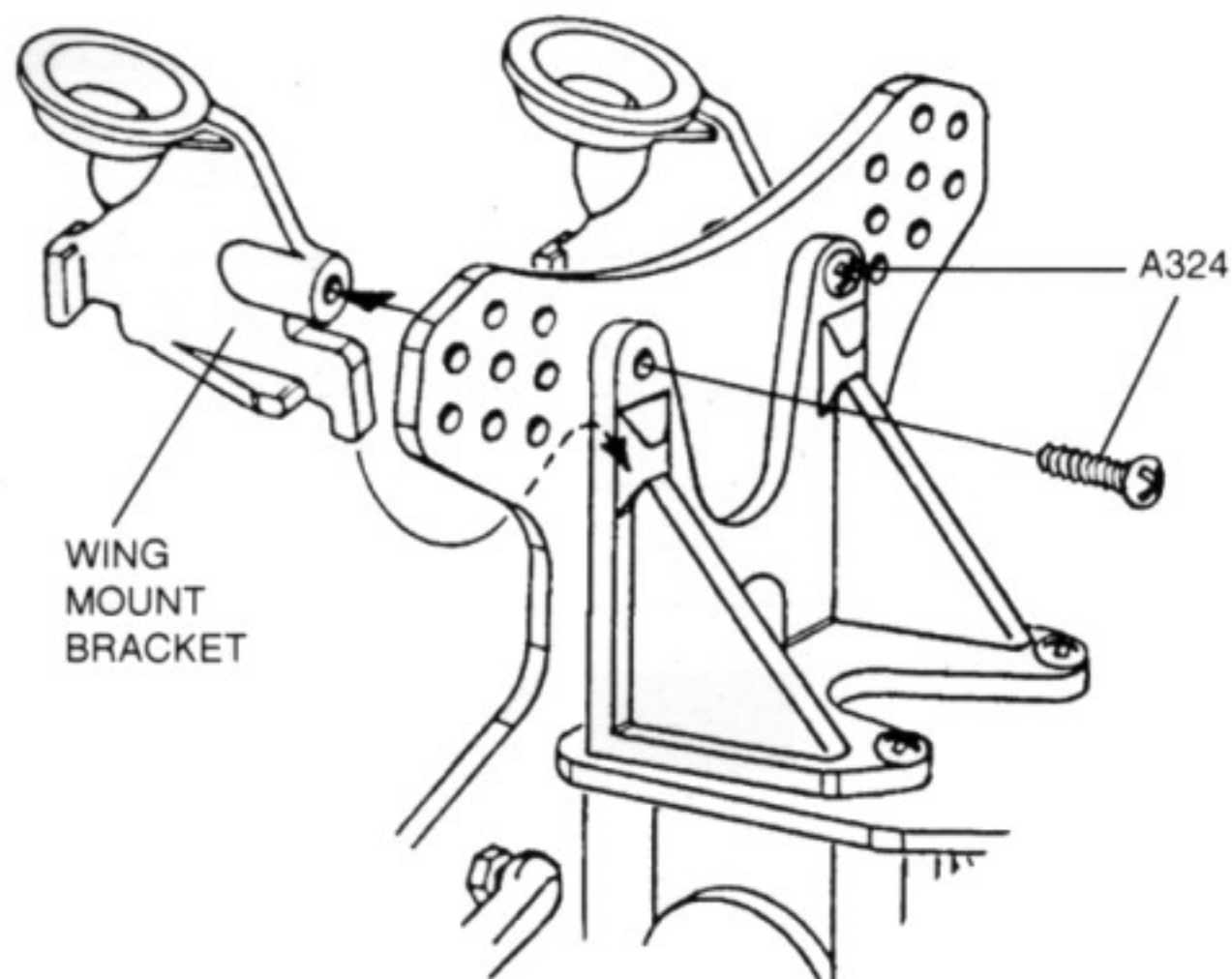
FITTING UNDERTRAY AT REAR & DIFF GUARD




THERE ARE 2 DIFF GUARDS (THEY ARE BOTH THE SAME) CUTAWAY SHADED AREAS. IT IS IMPORTANT TO TRIM THIS PART VERY CAREFULLY. THE BETTER THE LEXAN GUARD FITS THE LESS CHANCE OF STONES GETTING INTO THE DIFF.

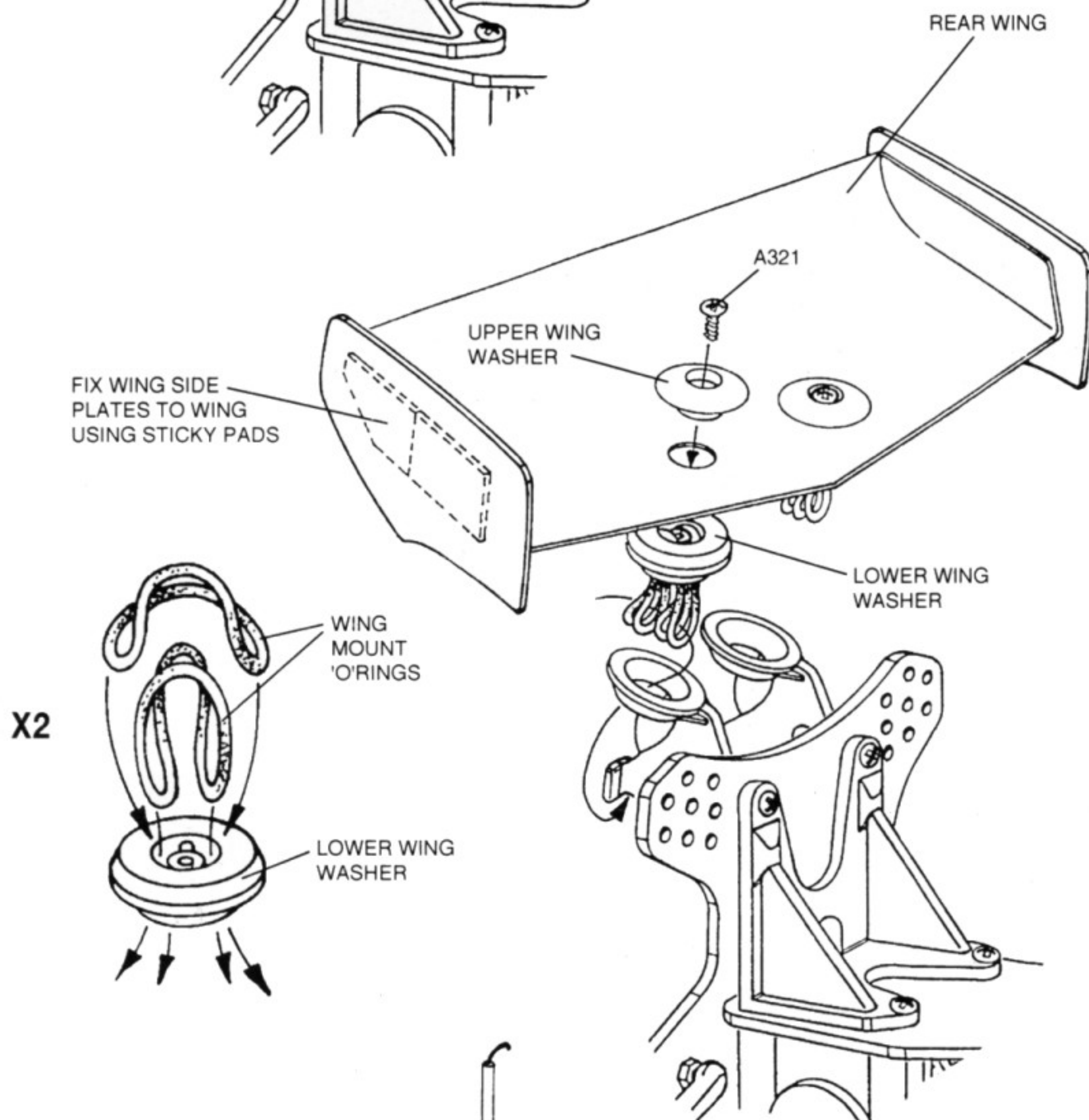
WING

HARDWARE

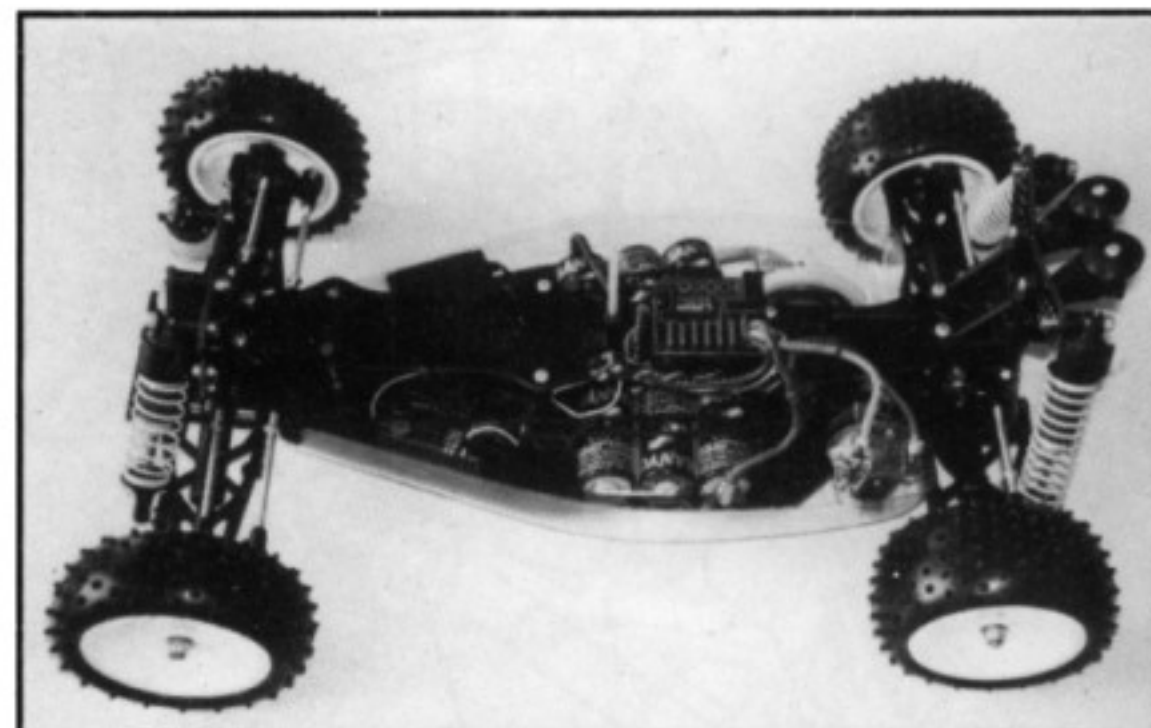
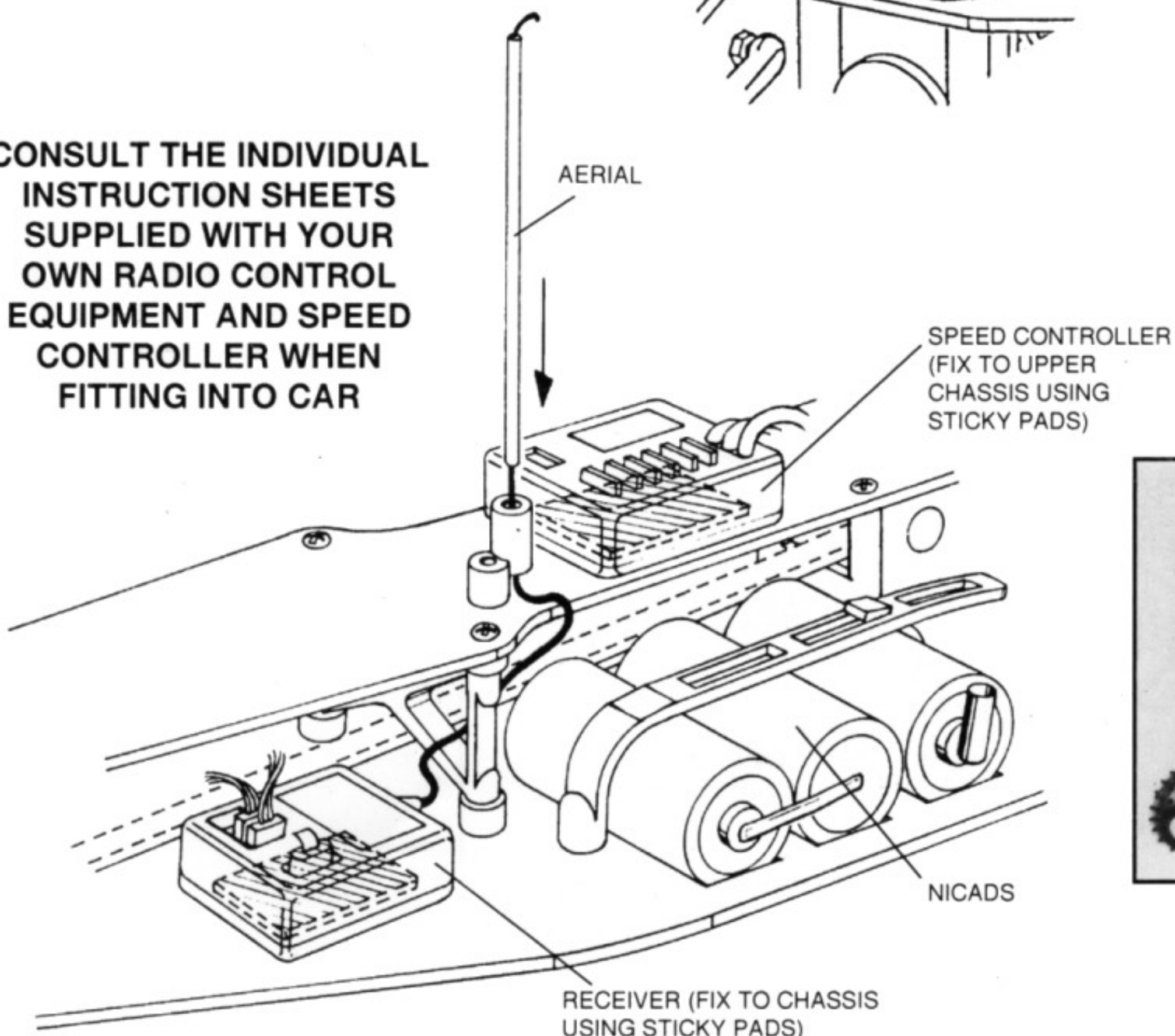


 A324 No4x1/2" SELFTAP PANHD SCREW
X2

 A321 No4x1/4" SELFTAP PANHD SCREW
X2

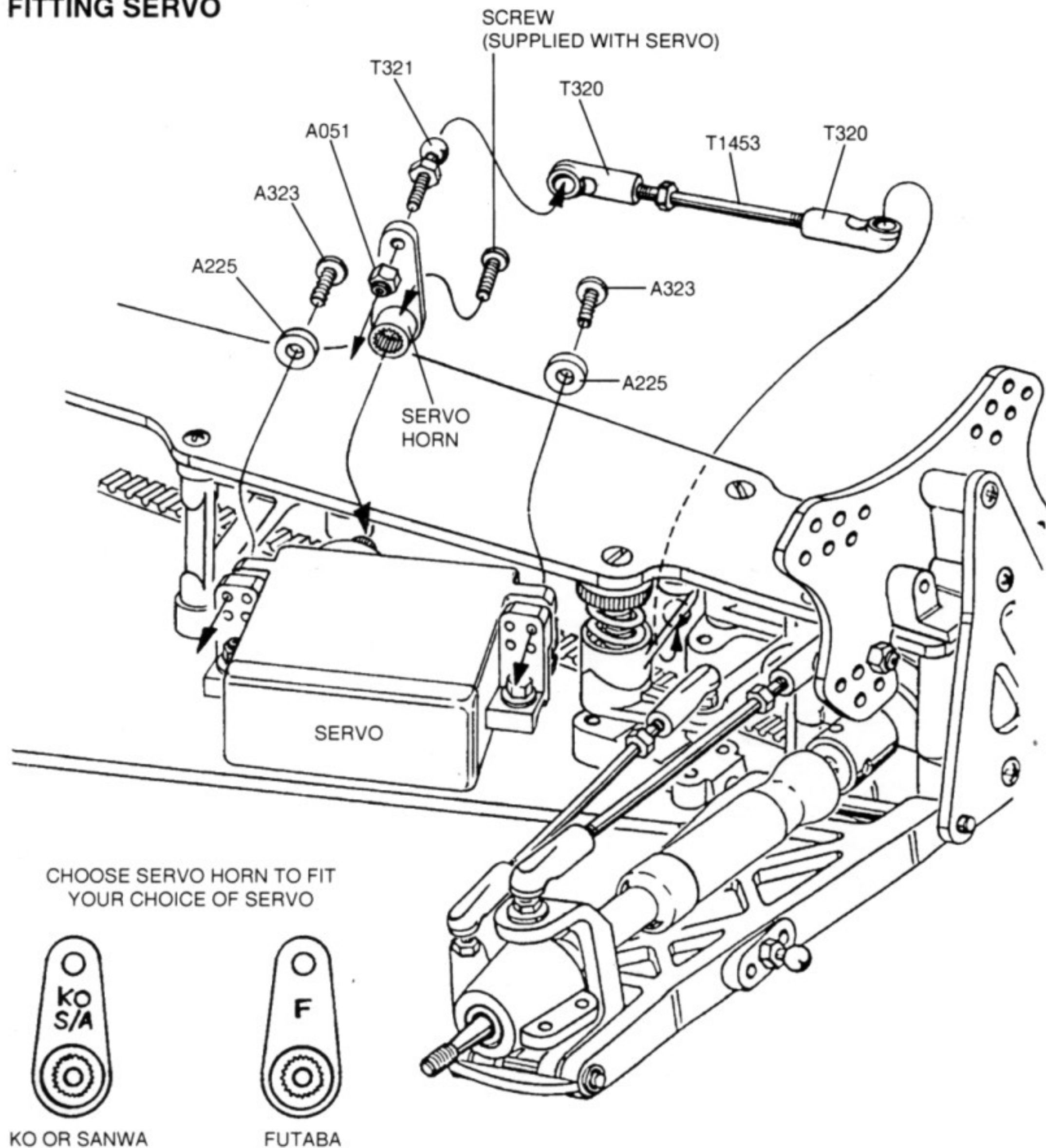


CONSULT THE INDIVIDUAL INSTRUCTION SHEETS SUPPLIED WITH YOUR OWN RADIO CONTROL EQUIPMENT AND SPEED CONTROLLER WHEN FITTING INTO CAR



THIS PHOTO SHOWS A CAR FULLY WIRED UP AND READY TO RUN

FITTING SERVO



FITTING ELECTRICS

HARDWARE

X1 T1453 TURNBUCKLE 39mm

X2 T320 BALL JOINT SOCKET

X2 A323 No4x3/8" SELFTAP PANHD SCREW

X1 A051 M3 NYLOC NUT

X1 T321 BALL STUD SHORT

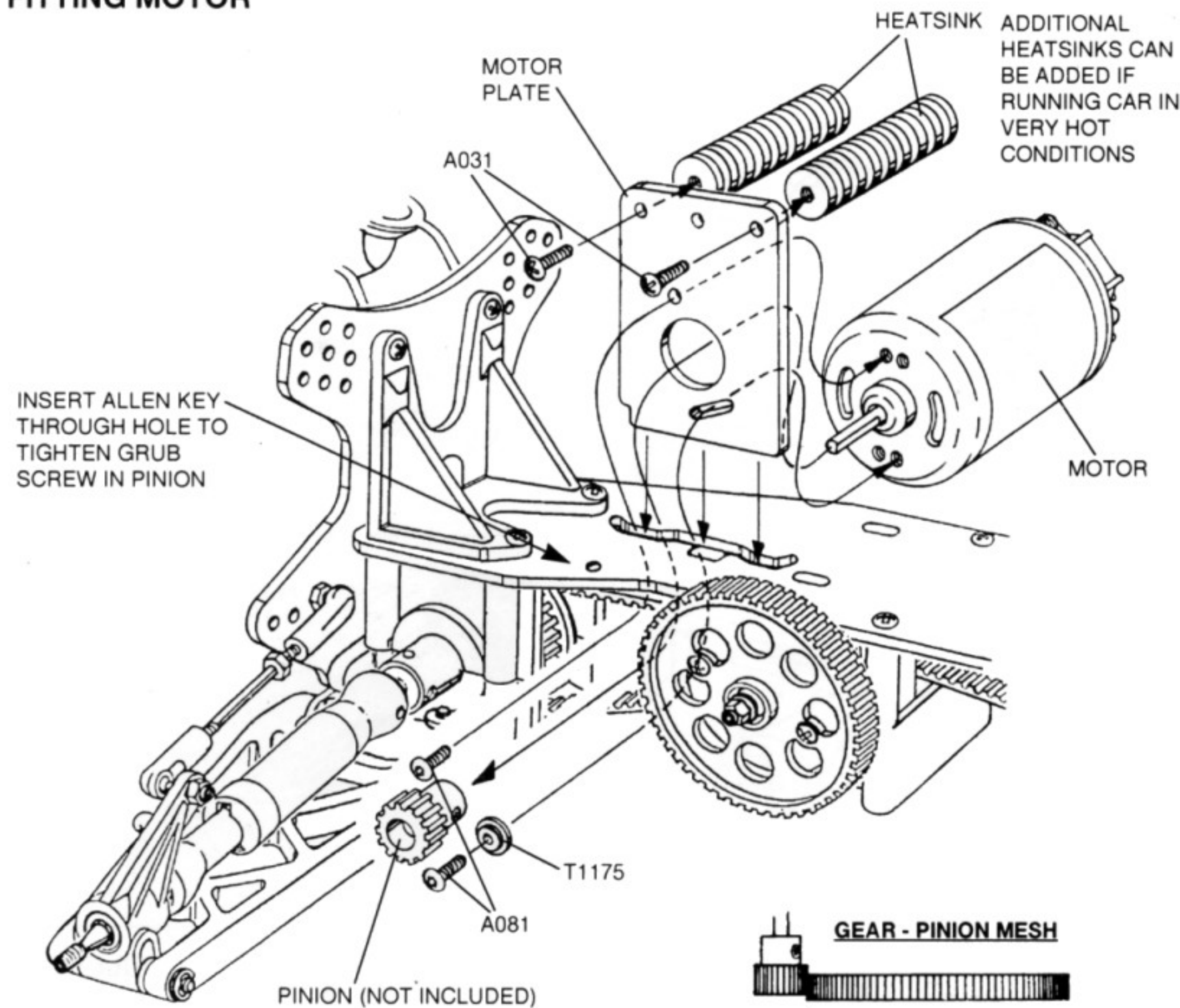
X2 A225 M3 STEEL WASHER

X1 T1175 STEPPED WASHER

X2 A081 M3 x 8mm BUTTONHEAD SCREW

X2 A031 M3x8mm PANHD SCREW

FITTING MOTOR

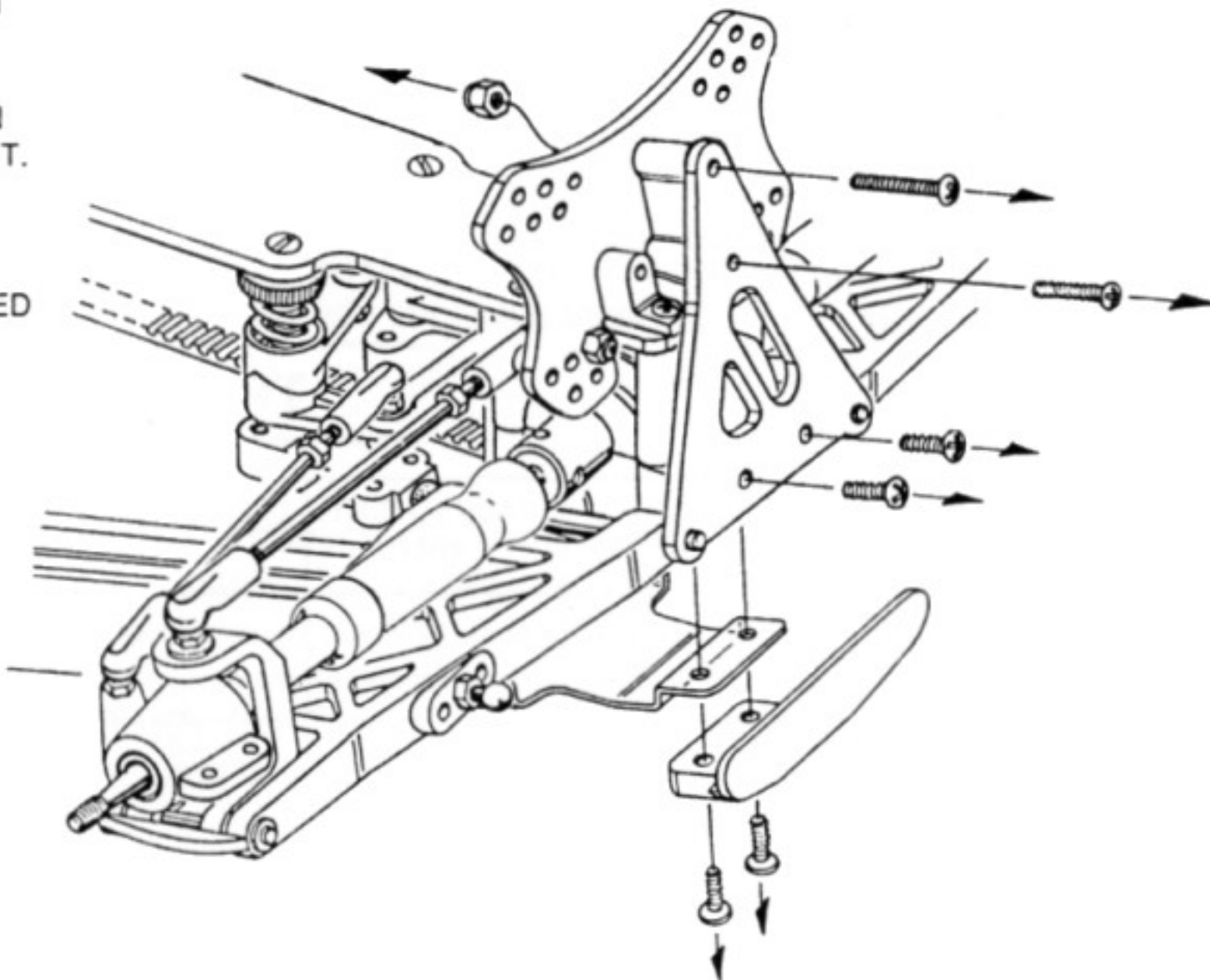


ENSURE THERE IS A SMALL AMOUNT OF PLAY BETWEEN GEARS TO REDUCE DRAG

SERVICING

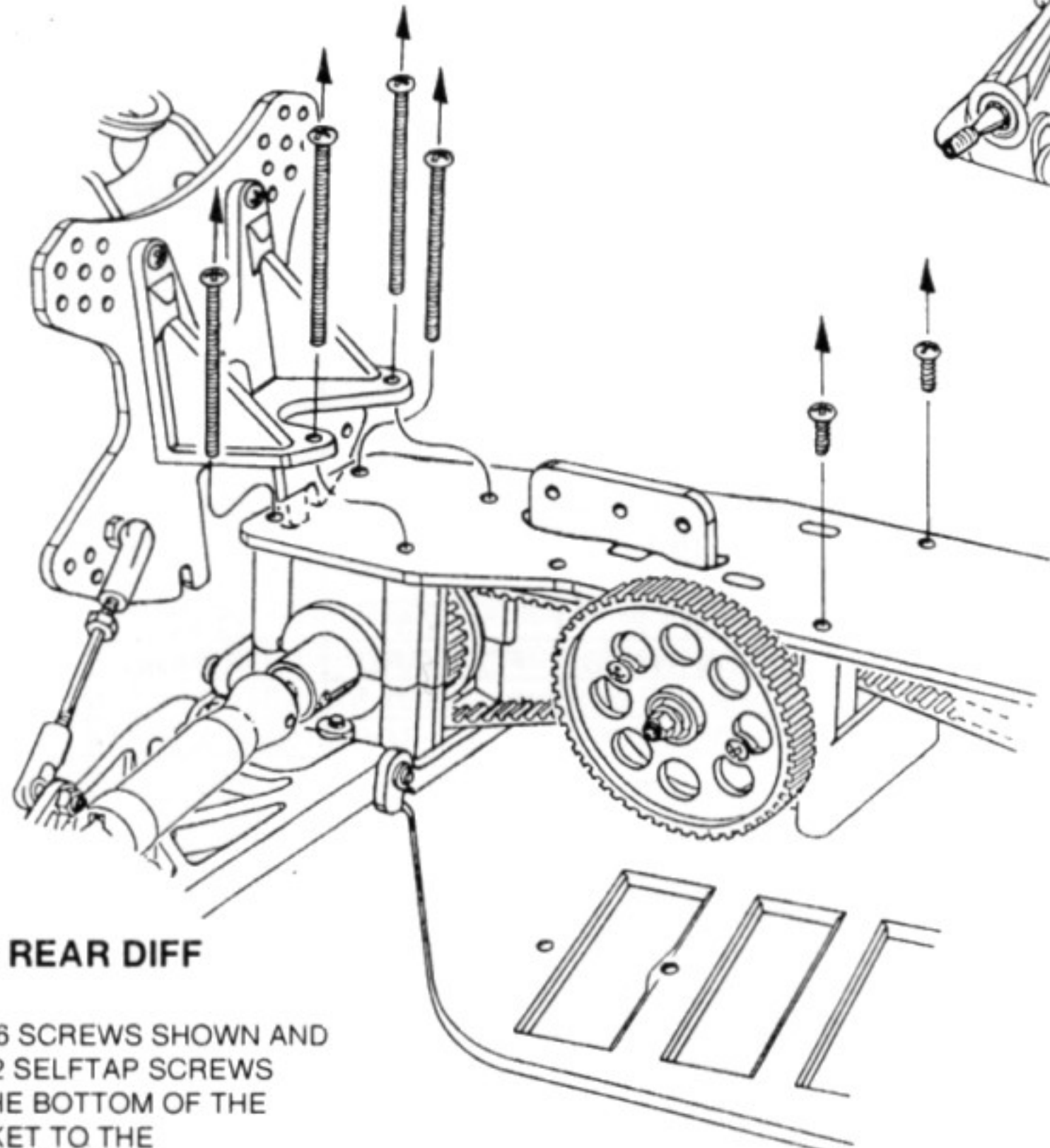
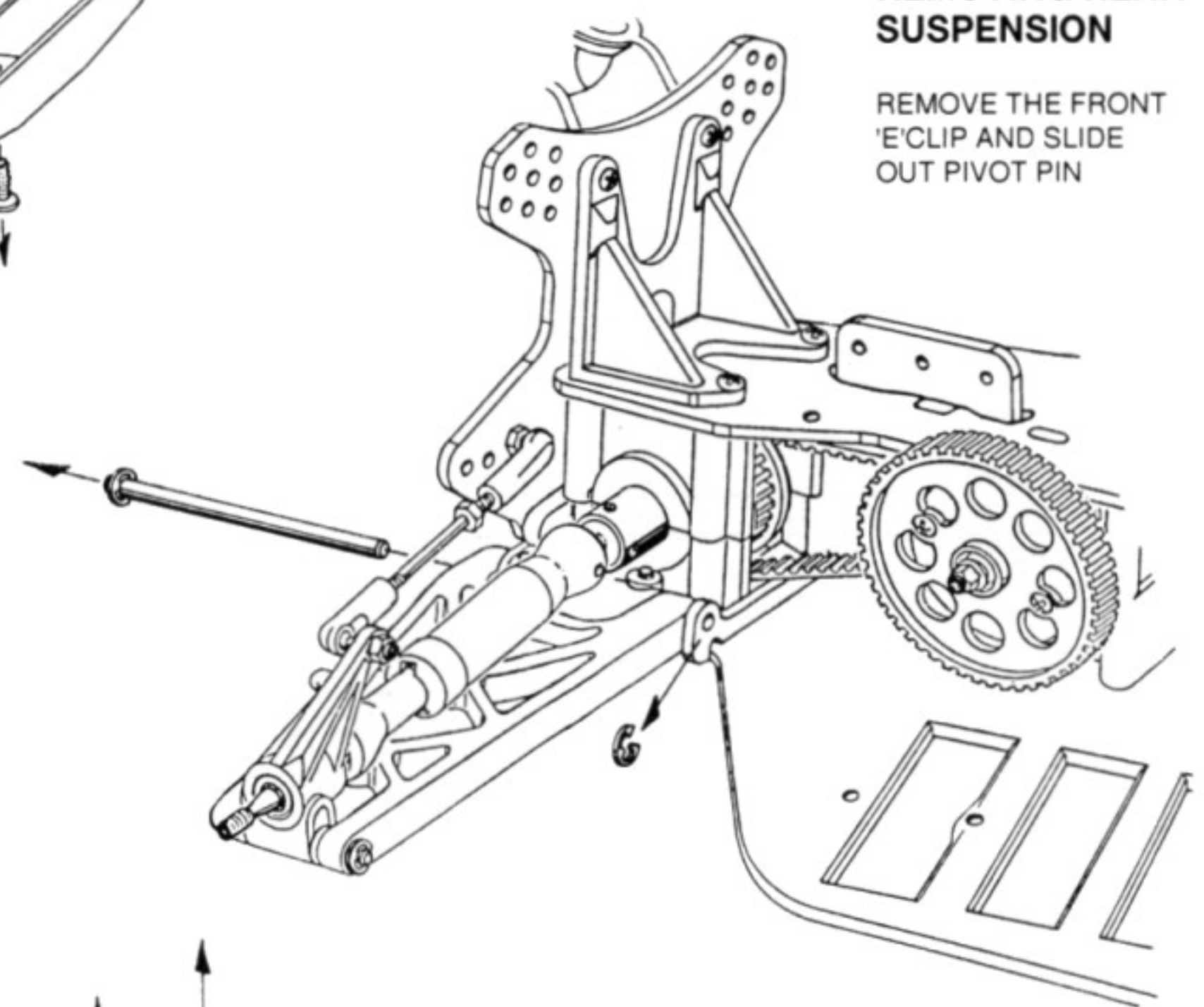
REMOVING FRONT SUSPENSION

REMOVE THE 6 SCREWS SHOWN AND 1 NYLOC NUT. EACH FRONT WISHBONE ASSEMBLY CAN NOW BE REMOVED SEPERATELY



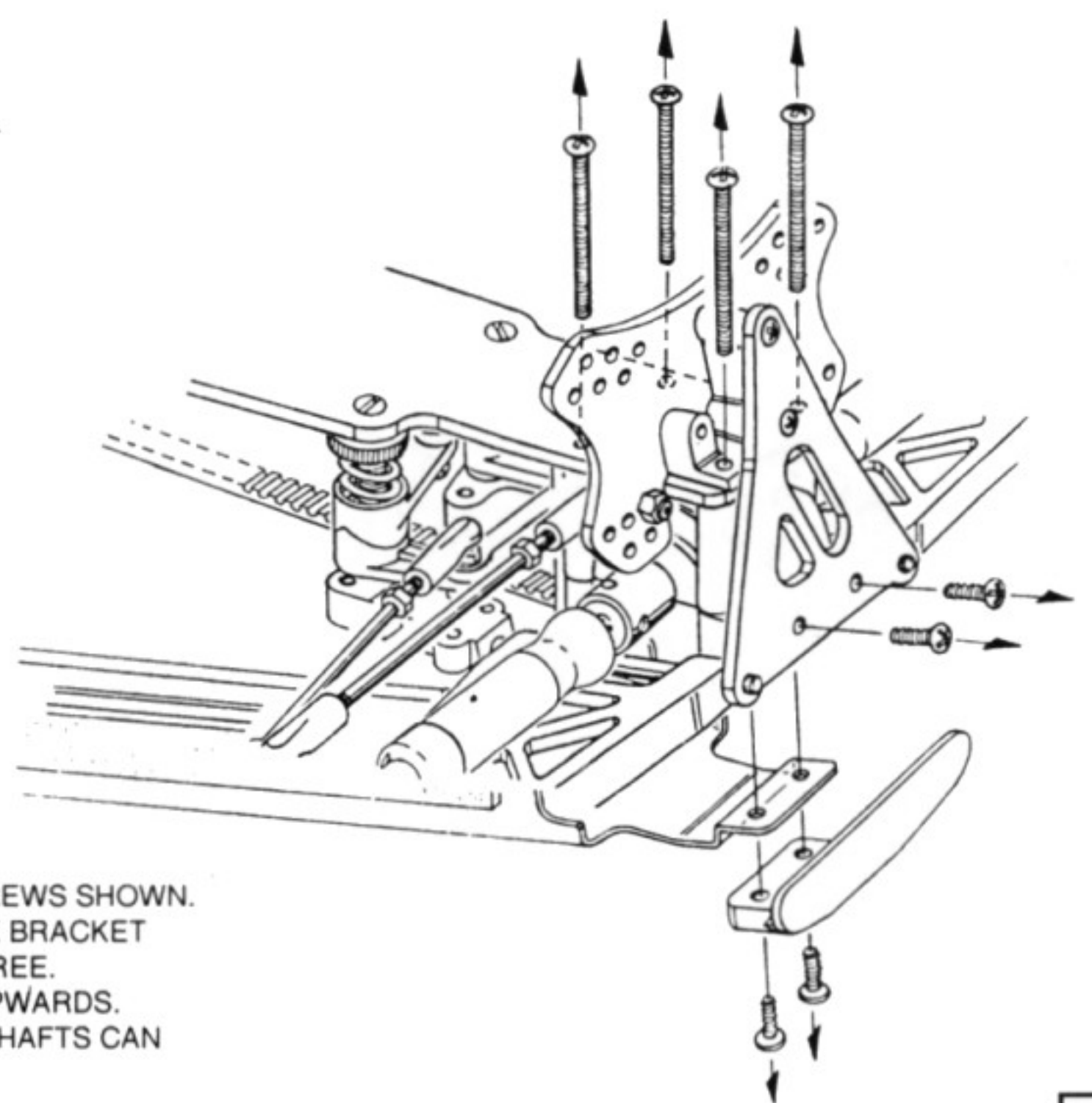
REMOVING REAR SUSPENSION

REMOVE THE FRONT 'E'CLIP AND SLIDE OUT PIVOT PIN



REMOVING REAR DIFF

REMOVE THE 6 SCREWS SHOWN AND LOOSEN THE 2 SELFTAP SCREWS THAT HOLD THE BOTTOM OF THE SHOCK BRACKET TO THE TRANSMISSION HOUSING. ALLOW SHOCK BRACKET TO FALL FREE. FLEX TOP CHASSIS UPWARDS. REAR DIFF AND DRIVESHAFTS CAN NOW BE REMOVED.



REMOVING FRONT DIFF

REMOVE ALL THE SCREWS SHOWN. ALLOW FRONT SHOCK BRACKET ASSEMBLY TO FALL FREE. FLEX TOP CHASSIS UPWARDS. FRONT DIFF & DRIVESHAFTS CAN NOW BE REMOVED.

The table below shows the set up as kit build and set ups for certain types of track.
Use these as starting points.
Pages 22, 23, 24 and 25 explain in detail how each adjustment affects the cars handling. Use these steps for fine tuning.

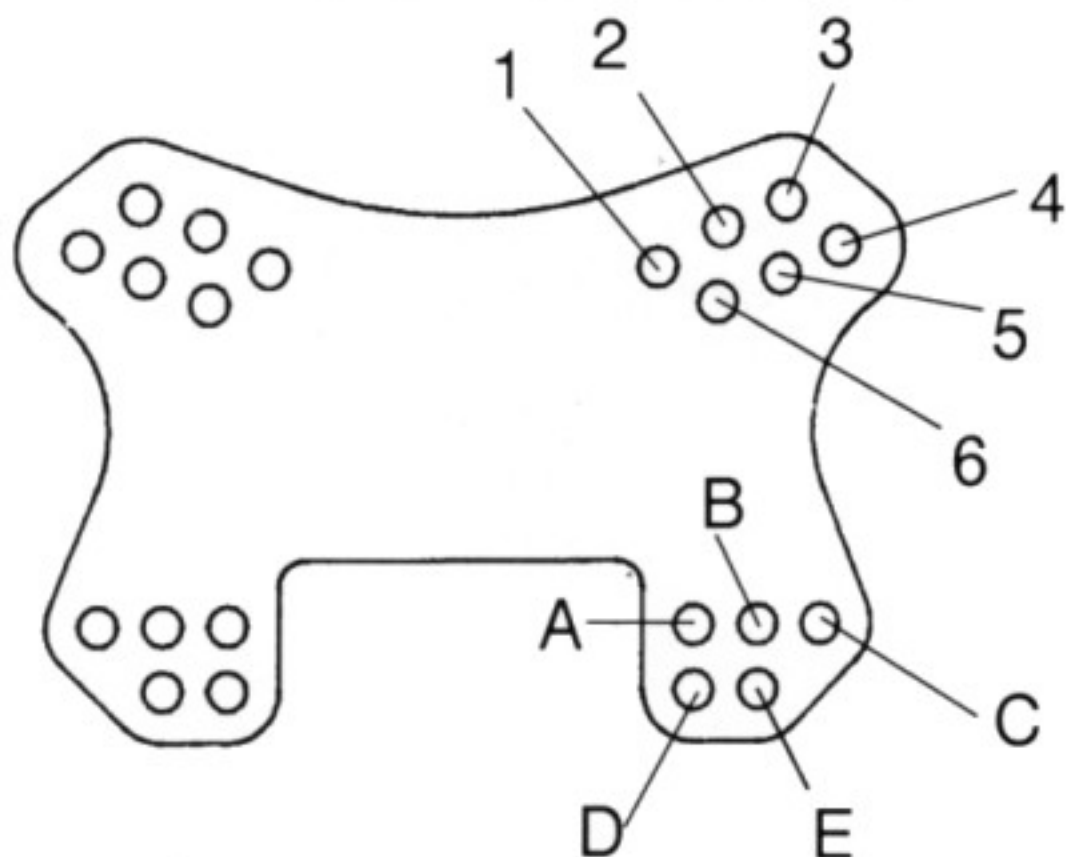
On the back cover is a set up sheet which can be photocopied and used to build up a reference record of track conditions and track settings.

TRACK SETTINGS

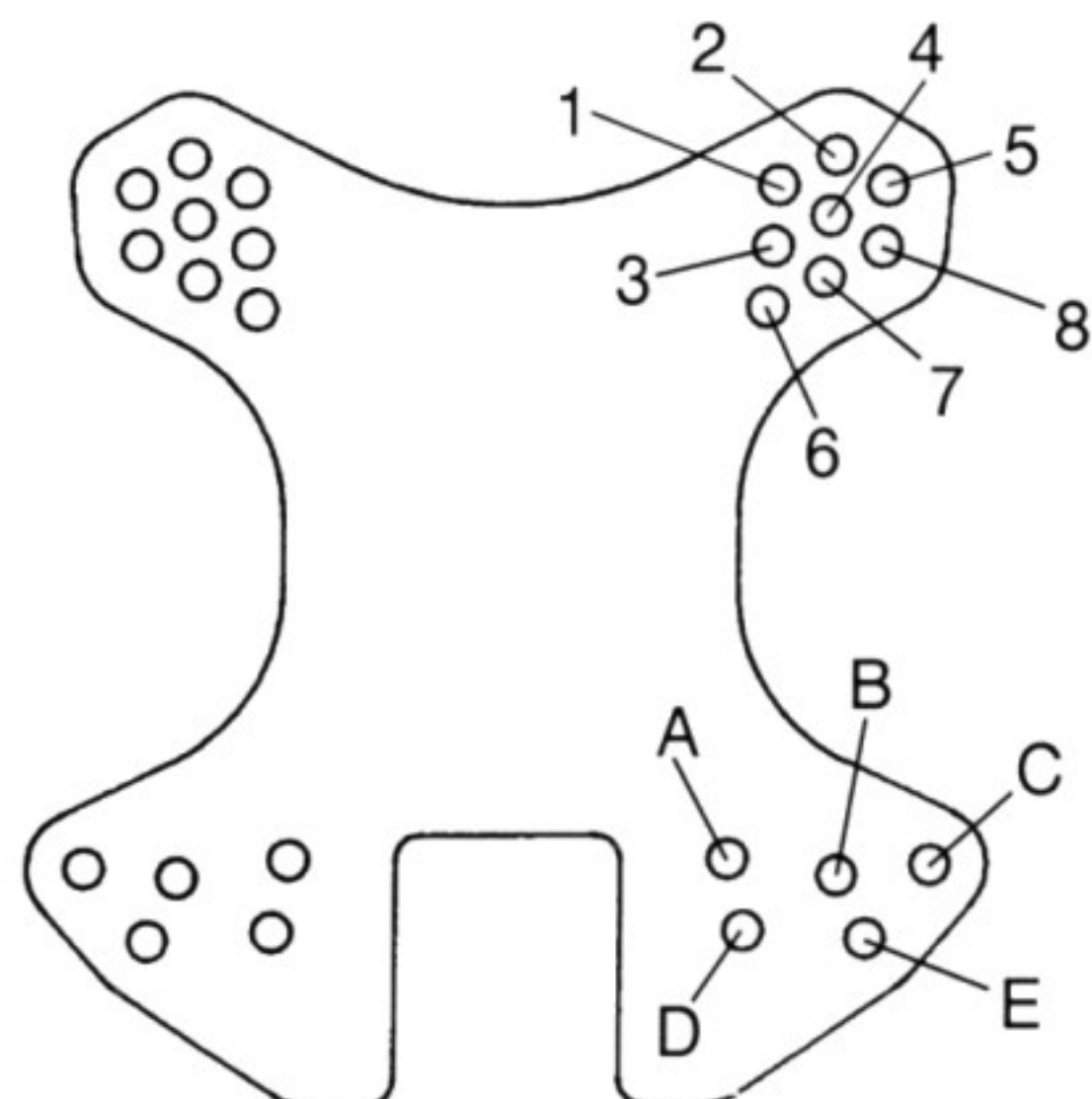
ADJUSTMENT	CAR BUILT AS BOOK	PACKED DIRT -DAMP	MULTI SURFACE. ASTRO TURF & ASPHALT	INDOOR FLAT CARPET	PACKED DIRT -DRY	GRASS
FRONT SUSPENSION						
FRONT CAMBER	-1°	-1°	-2°	-1°	-1°	-2°
FRONT CASTOR	0	0	0	0	+5°	+5°
BUMP STEER SPACER	1.6mm	1.6mm	3.2mm	1.6mm	8mm	8mm
FRONT TOE-IN	STRAIGHT	STRAIGHT	STRAIGHT	STRAIGHT	STRAIGHT	STRAIGHT
FRONT RAKE ANGLE	15°	15°	15°	15°	10°	15°
TOP LINK POSITION	A	D	D	B	D	D
SHOCK ABSORBERS - FRONT						
SPRINGS	YELLOW	GREY	GREY	GREY	YELLOW	YELLOW
OIL	30W	40W	30W	30W	40W	30W
SHOCK POSITION - WISHBONE	MIDDLE (No2)	MIDDLE (No2)	OUTER (No3)	OUTER (No3)	MIDDLE (No2)	MIDDLE (No2)
SHOCK POSITION - TOP	3	1	2	3	6	3
HOLES OPEN IN PISTON	4	4	4	4	4	4
(SUSPENSION STIFFNESS)	6.0	9.0	11.3	11.3	6.0	6.0
(SUSPENSION DAMPING)	18.8	24.5	23.6	23.6	24.5	18.8
REAR SUSPENSION						
REAR CAMBER	-1°	-1°	-2°	0°	-1°	0°
REAR TOE-IN (ACTUAL)	3°	3°	3°	1°	3°	3°
REAR HUB CARRIER PIN LOCATION	LOW	HIGH	LOW	LOW	HIGH	HIGH
TOP LINK POSITION	A	A	A	B	A	A
WHEELBASE	MED	SHORT	MED	LONG	SHORT	SHORT
SHOCK ABSORBERS - REAR						
SPRINGS	YELLOW	GREY	YELLOW	BLUE	YELLOW	YELLOW
OIL	30W	40W	40W	30W	40W	30W
SHOCK POSITION - WISHBONE	MIDDLE (No2)	MIDDLE (No2)	OUTER (No3)	OUTER (No3)	MIDDLE (No2)	MIDDLE (No2)
SHOCK POSITION - TOP	7	6	7	3	6	2
HOLES OPEN IN PISTON	4	4	4	4	4	4
(SUSPENSION STIFFNESS)	8.4	12.6	10.0	20.4	8.4	8.4
(SUSPENSION DAMPING)	26.3	34.2	40.7	31.3	34.2	26.3
TRANSMISSION						
SLIPPER CLUTCH (SLIP DIST)	0.25 metres	0.25 metres	0.25 metres	0.25 metres	0.50 metres	0.25 metres
PINION	SEE GEAR CHART	15 T	18 T	16 T	18 T	16 T
SPUR GEAR	SEE GEAR CHART	95 T	95 T	95 T	95 T	95 T
MOTOR TURN			12 x 2	12 x 2	13 x 3	11 x 2
CELLS POSITION	FORWARD	FORWARD	REARWARD	REARWARD	FORWARD	FORWARD
HEAT SINKS	2	5	3	5	2	3
BODYSHELL CUTOUTS	SIDE & TOP	TOP	SIDE & TOP	SIDE & TOP	SIDE & TOP	SIDE & TOP
TYRES						
FRONT	U6534C	U6566I + F	U6515J + F	U6517L + F	U6566I + F	U6515J + F
REAR	U6532A	U6565H + F	U6516K + F	U6535D + F	U6565H + F	U6516K + F
OPTIONAL EXTRAS						
REAR ANTI-ROLL BAR						
FRONT ANTI-ROLL BAR						

TYRES: F = FOAM INSERT

FRONT SHOCK BRACKET

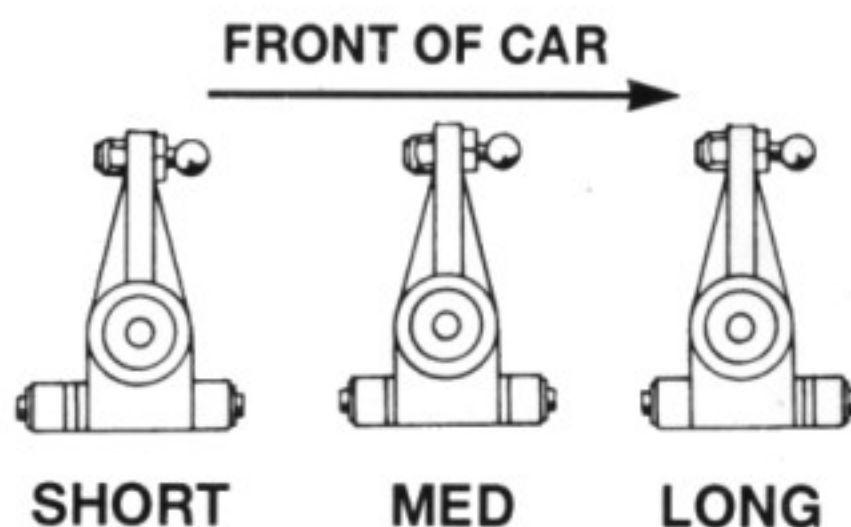


REAR SHOCK BRACKET



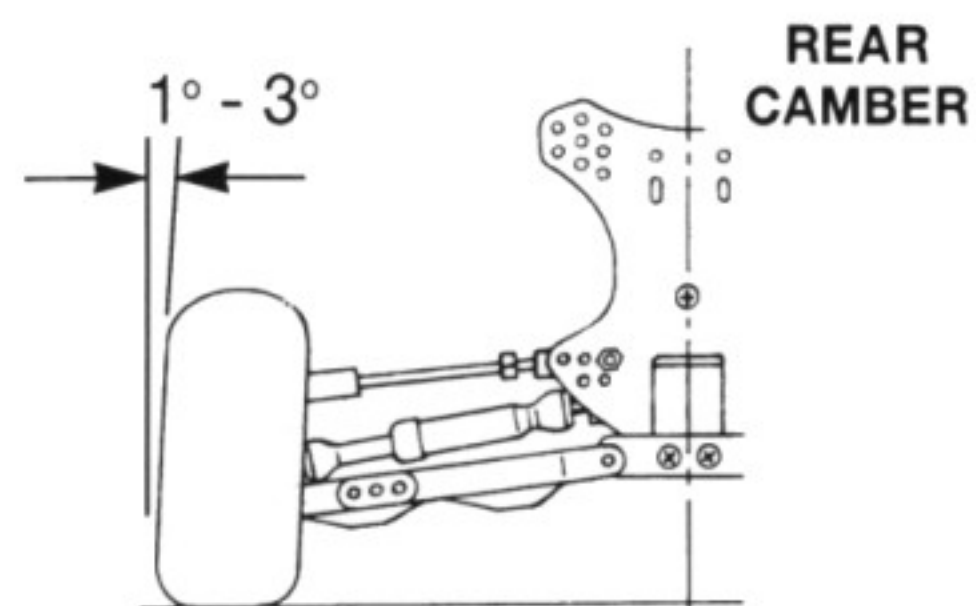
1 Make sure screws are tight, recheck after each race.

2 **WHEELBASE**
The cars wheelbase can be altered by moving the washers that sit between the rear hub carrier and the wishbone.
There are 3 possible settings.
Generally the shorter wheelbase gives more rear traction, a longer wheelbase improves steering response.

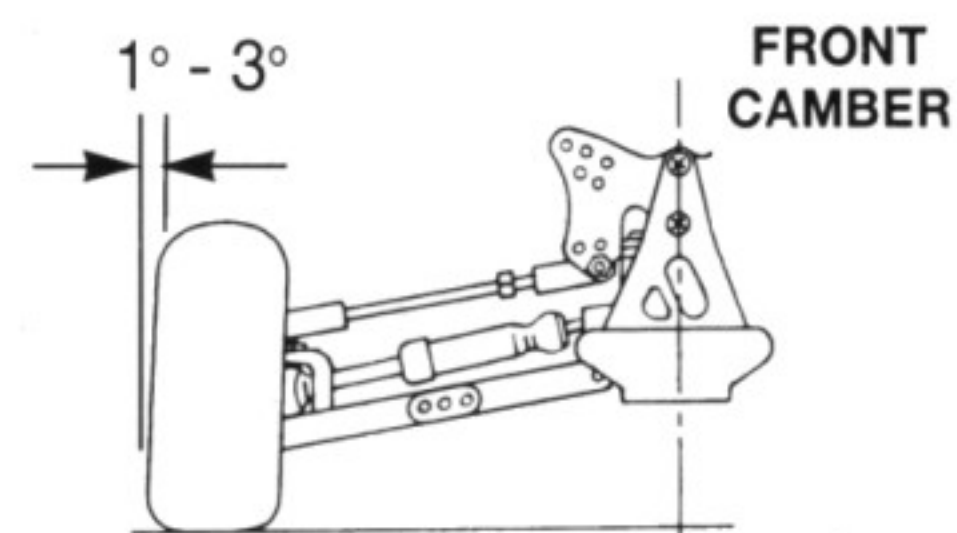


TRACK SETTINGS

3 **DIFF**
If the transmission is correctly built you should hear a clicking sound when you spin the front wheels. If you don't, check layshaft assembly for free movement of oneway dog. If the differentials are correctly built as in the transmission steps they should not need adjusting during racing. Any slip adjustment should be done on the slipper clutch.
DO NOT LOOSEN THE THE DIFF TO ACHIEVE SLIP.
During maintenance when cleaning diffs be careful to reassemble the correct way.
If diff does become loose (noticeable by a 'squark' coming from the car when accelerating from standstill) tighten by following steps in Transmission section.



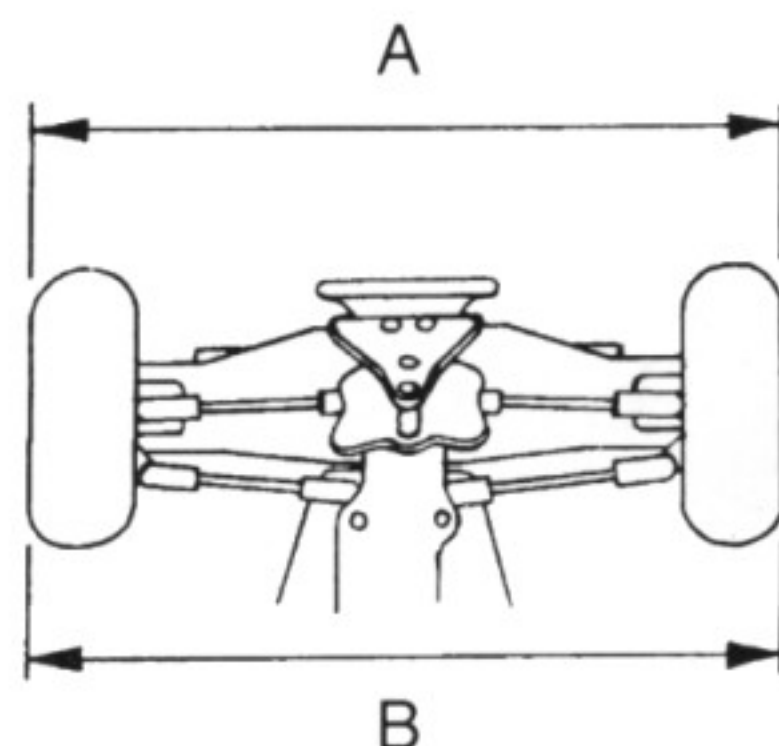
4 **REAR CAMBER**
The rear wheels should be set at negative camber. This means that the top of the wheels lean inward. Adjustment is carried out by turning the top link. The righthand thread of the link is nearest the hex. Adjust to be the same both sides.
Too much negative camber and you will have begin to have less traction.



5 **FRONT CAMBER**
The front wheels should be set at negative camber. Adjust to be the same both sides.
Generally the more negative camber, the more steering you will get at high and medium speeds. Too much negative camber and you will begin to have less steering.

6 **FRONT TOE IN**
The front track rods are adjustable, similar to the suspension top links. Set the front wheels to be parallel to each other when pointing straight ahead. If conditions are slippery add 1 - 2 deg toe-in, this will make the car steer a little less. Toe-out will give more steering at low speed, but may make the car more unstable on corner exit.

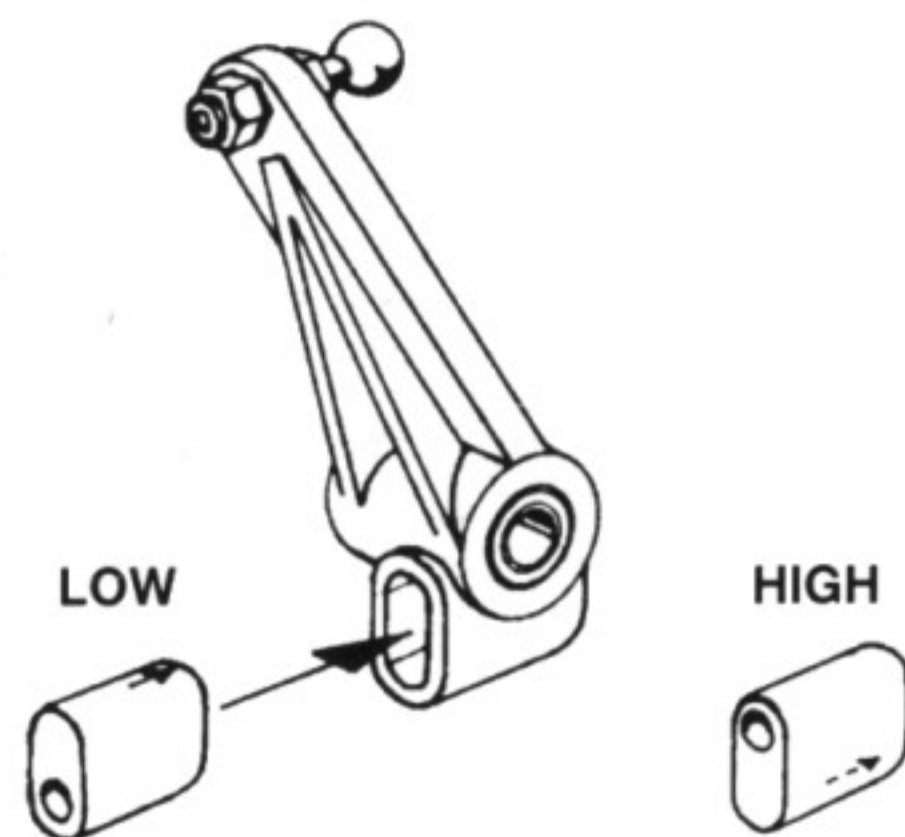
A greater than B = toe-out
A less than B = toe-in
A equal to B = parallel (standard setting)



7 **REAR TOE IN & OUT BOARD PIVOT PIN LOCATION**
The rear hub carriers have inserts which alter the toe in and the height of the pivot pin. Each insert moulding has an arrow marked on it and a number, with or without a degree sign (°). There are 3 different inserts, marked 0, 1 and 2.
By putting the inserts in the hub carrier in different ways toe in can be varied from 1° to 5°, and the outboard pivot pin can be high or low.
The chart shows the possible settings, dealing with the righthand side only.
If the righthand side has an insert **with** a degree sign on it, the lefthand side must have the same value insert **without** a degree sign on it - and vice versa.

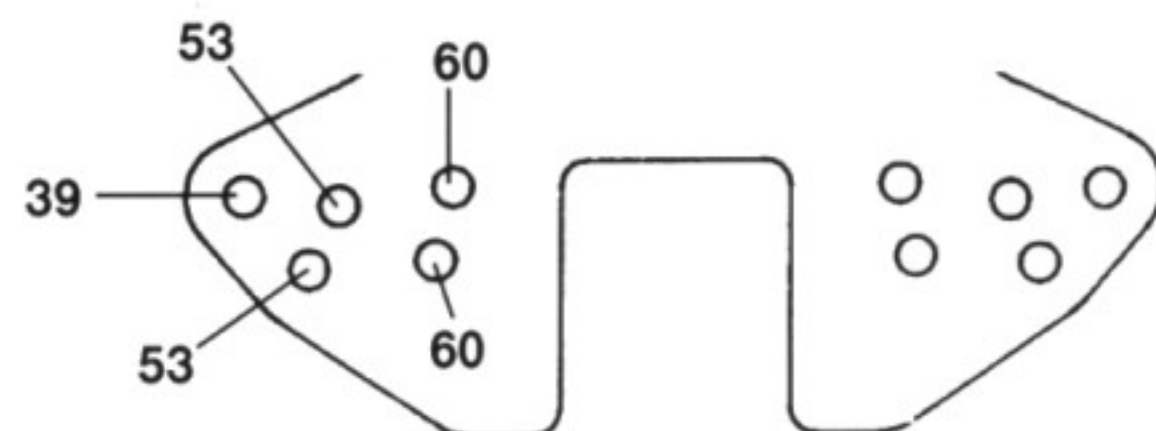
INSERT	PIVOT PIN LOCATION	ACTUAL TOE IN
2	LOW	5°
1	LOW	4°
0	LOW	3°
0°	LOW	3°
1°	LOW	2°
2°	LOW	1°
2°	HIGH	5°
1°	HIGH	4°
0°	HIGH	3°
0	HIGH	3°
1	HIGH	2°
2	HIGH	1°

ENSURE TOE IN AND PIVOT PIN LOCATION ARE THE SAME BOTH SIDES.



More rear toe in will give more power understeer and more stability and traction at the rear, recommended for tracks with low traction.
The outboard pivot pin :
On low grip tracks run with the pivot pin high (close to the axle). This will give more stability and be better through bumpy corners.
On high grip tracks run with the pivot pin low. This reduces the tendency of the car to understeer.

8 **ROLL CENTRE**
Altering the rear top link position changes the roll centre.
Different length turnbuckles need to be used depending on the hole chosen.
Using a shorter link in one of the lower holes will increase steering response.



TRACK SETTINGS

SPRING SPACERS / RIDE HEIGHT

Spring spacers only adjust the ride height, not the suspension stiffness. Adjust the spring spacers and shock positions so that your required ride height is achieved but always maintaining some droop travel.

SUSPENSION TUNING

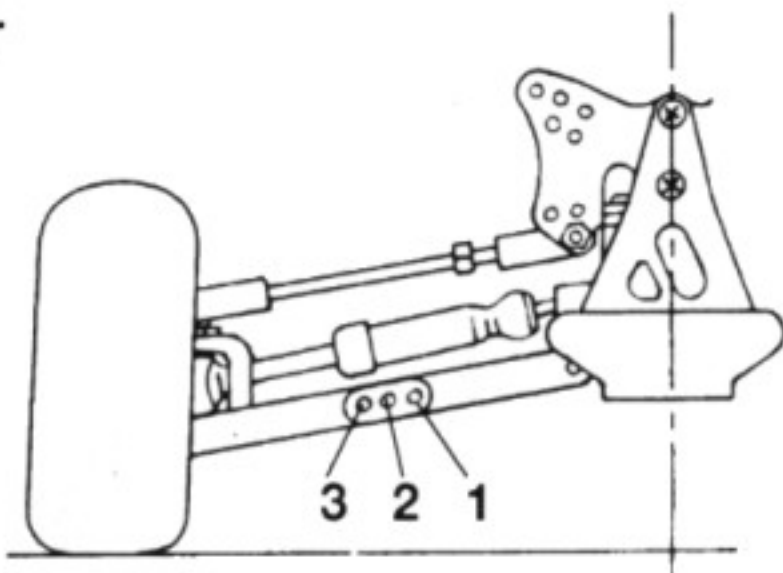
When setting up your car for handling the choice of damping, spring rate and of mounting holes for the shock absorbers are all very important. These factors combine to give you 'Suspension Stiffness' and 'Damping Stiffness' which you must consider when working on the suspension settings of your car. The 'Suspension Stiffness' tables show what is achieved with various combinations of spring rate and wishbone holes. The 'Damping Stiffness' tables show what is achieved with various combinations of piston holes and wishbone holes. The top shock mounting position should be chosen primarily to give the required ride height and is not very significant as far as 'Stiffness' and 'Damping' are concerned. However, as the shock absorber angle becomes more extreme the effective 'Stiffness' and 'Damping' are reduced slightly.

FRONT

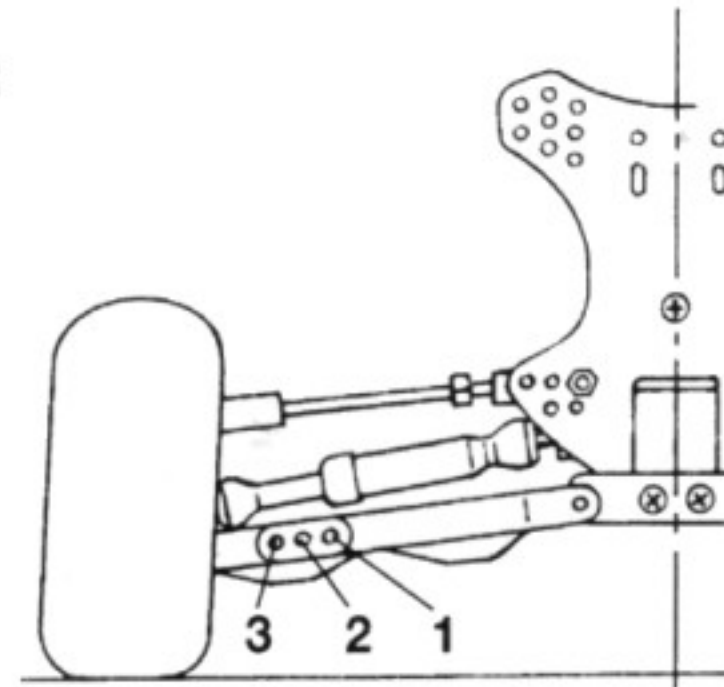
SUSPENSION STIFFNESS	SPRING	WISHBONE HOLE No
22.7 HARD	BLACK	3
18.1	BLACK	2
15.1	BLUE	3
13.9	BLACK	1
12.0	BLUE	2
11.3	GREY	3
9.3	BLUE	1
9.0	GREY	2
7.6	YELLOW	3
7.0	GREY	1
6.0	YELLOW	2
5.7	WHITE	3
4.6	YELLOW	1
4.5	WHITE	2
3.5 SOFT	WHITE	1

WISHBONE HOLE	No OF HOLES IN PISTON	DAMPER STIFFNESS AT WHEEL			
		OIL WEIGHT			
		10W	20W	30W	40W
3	1	34.4	54.0	75.6	111
	2	32.9	50.4	68.7	108
	3	19.4	36.0	58.2	80.4
	4	9.8	14.0	23.6	30.7
2	1	27.4	43.0	60.2	88.5
	2	26.2	40.1	54.7	86.0
	3	15.4	28.7	46.3	64.0
	4	7.8	11.1	18.8	24.5
1	1	20.5	33.1	46.4	68.2
	2	20.0	30.9	42.2	66.3
	3	11.9	22.1	35.7	49.4
	4	6.0	8.6	14.5	18.9

FRONT



REAR



REAR

SUSPENSION STIFFNESS	SPRING	WISHBONE HOLE No
20.4 HARD	BLUE	3
16.8	BLUE	2
15.0	GREY	3
13.9	BLUE	1
12.6	GREY	2
10.5	GREY	1
10.0	YELLOW	3
8.4	YELLOW	2
7.5	WHITE	3
6.9	YELLOW	1
6.3	WHITE	2
5.2 SOFT	WHITE	1

WISHBONE HOLE	No OF HOLES IN PISTON	DAMPER STIFFNESS AT WHEEL			
		OIL WEIGHT			
		10W	20W	30W	40W
3	1	45.5	71.6	100.2	147.4
	2	43.6	66.8	91.1	143.1
	3	25.7	47.7	77.0	106.6
	4	13.0	18.6	31.3	40.7
2	1	38.3	60.1	84.2	123.8
	2	36.6	56.1	76.5	120.3
	3	21.6	40.0	64.8	89.6
	4	10.9	15.6	26.3	34.2
1	1	31.6	49.7	69.6	102.4
	2	30.3	46.4	63.3	99.4
	3	17.8	33.1	53.5	74.1
	4	9.0	12.9	21.7	28.3

NOTE : AMBIENT TEMPERATURE AFFECTS DAMPER STIFFNESS

20w oil at 50° F (10° C) is approximately the same as 30w oil at 80° F (27° C)

See chart on page 21 for actual set ups. Use these tables for fine tuning.

Use these tables every time you change the suspension settings and record the settings and results for future use. Experiment to find the settings that suit your driving style and the prevailing track conditions.

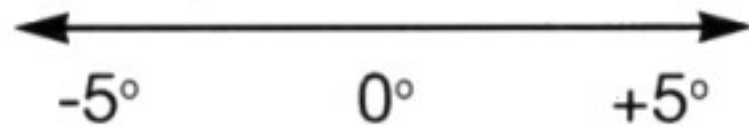
NOTE: All Schumacher springs are colour coded. The colour denotes the spring rate. There are three sizes S (short), M (medium) L (long)

RATE	COLOUR
1.5	WHITE
2	YELLOW
3	GREY
4	BLUE
6	BLACK



TRACK SETTINGS

- 10 FRONT CASTOR - OPTIONAL EXTRA (SPEED SECRETS)**
 The front castor is the angle of the front king pin in relation to a perpendicular line to the ground. When running different castor angles and top link positions a washer(s) will need to be added below the steering trackrod ball stud at the wheel to eliminate bump steer. (Bump Steer Kit available - Speed Secrets)



MORE CASTOR

LESS CASTOR

With more castor car is a little more stable coming out of corners and gives more high speed steering. With less castor the car has more low speed steering and sharper 'turn in'.

- 11 FRONT RAKE ANGLE - OPTIONAL EXTRA (SPEED SECRETS)**
 The front rake angle can be changed by changing the front shock brace. The kit comes with a brace which gives a rake angle of 15°. There are 2 other braces available which will give front rake angles of 10° and 20°. For most conditions 15° is generally preferred. However, other rake angles may be more suitable to your driving style and the track conditions - experiment !

- 12 TYRES**
 The front and rear tyres in the kit will give safe predictable handling for most conditions. However, Schumacher CAT range of tyres offer a wide range of options to cover all extremes of operating conditions. The spikes on the tyres may be cut to adjust the handling. For the full range of Schumacher tyres see list on centre pages.

- 13 GEAR RATIO CHART - FOR 5 MINUTE RACE USING 1700 mAh NICADS**

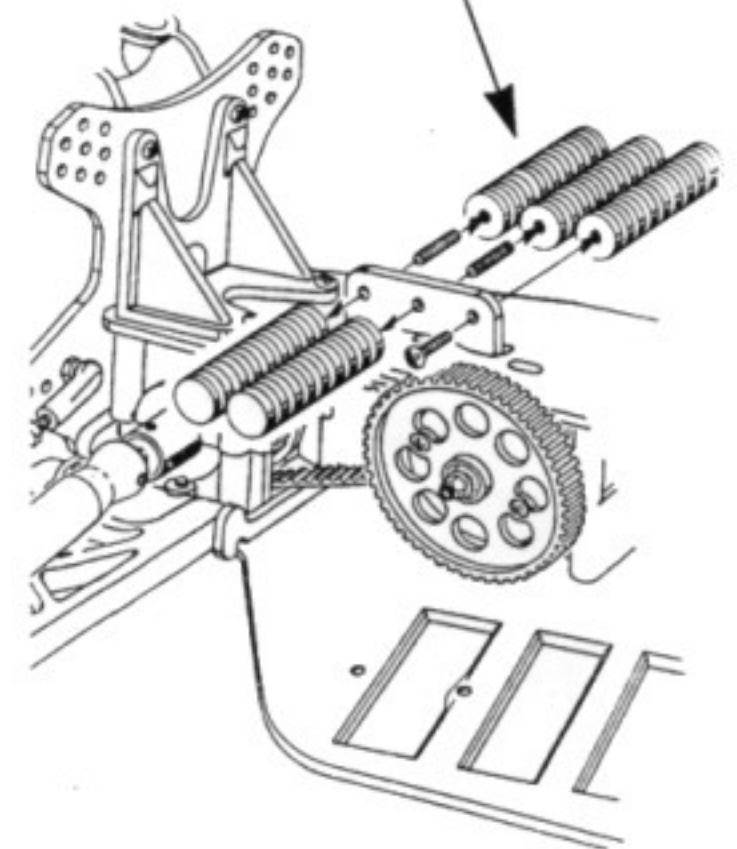
PINION	SPUR GEAR	OVERALL RATIO	APPROX MOTOR WIND
28	86	6.14	27 T
28	89	6.36	
27	86	6.37	
27	89	6.59	
26	86	6.62	
26	89	6.85	
25	86	6.88	
25	89	7.12	20 T
25	92	7.36	
24	86	7.17	
24	89	7.42	19 T
24	92	7.67	
23	86	7.48	
23	89	7.74	
23	92	8.00	17 T
22	86	7.82	
22	89	8.09	
22	92	8.36	16 T
22	95	8.63	15 T
21	86	8.19	
21	89	8.48	
21	92	8.76	
21	95	9.05	

MILD MOTOR

PINION	SPUR GEAR	OVERALL RATIO	APPROX MOTOR WIND
20	86	8.60	
20	89	8.90	
20	92	9.20	15 T
20	95	9.50	
19	86	9.05	
19	89	9.37	
19	92	9.68	
19	95	10.00	14 T
18	89	9.89	
18	92	10.22	
18	95	10.55	
17	89	10.47	13 T
17	92	10.82	
17	95	11.18	
16	89	11.13	12 T
16	92	11.50	
16	95	11.86	
15	92	12.27	11 T
15	95	12.67	

HOT MOTOR

ADDITIONAL HEATSINKS CAN BE FITTED TO AID MOTOR COOLING



- 14 LUBRICATION**
 All bearings must be lubricated, especially during wet weather. Always remove bearings and clean after running in wet conditions. Plastic parts should NOT be lubricated. Only use silicone grease inside the differential and only use axle grease in the thrust races.

- 15 GENERAL**
 In general the car should understeer, - this means the front wheels slide more than the rear wheels during cornering. You can get this by cutting the spikes of the front tyres down. It helps to have two or three sets of front tyres with different levels of spikes to test for the best option. Run the lowest ride height that track conditions allow - a low car always corners better than a high car. Use the softest damper settings that stop the wheels from bouncing. It is easy to over damp the car and cause bouncing at high speed.



SET UP SHEET

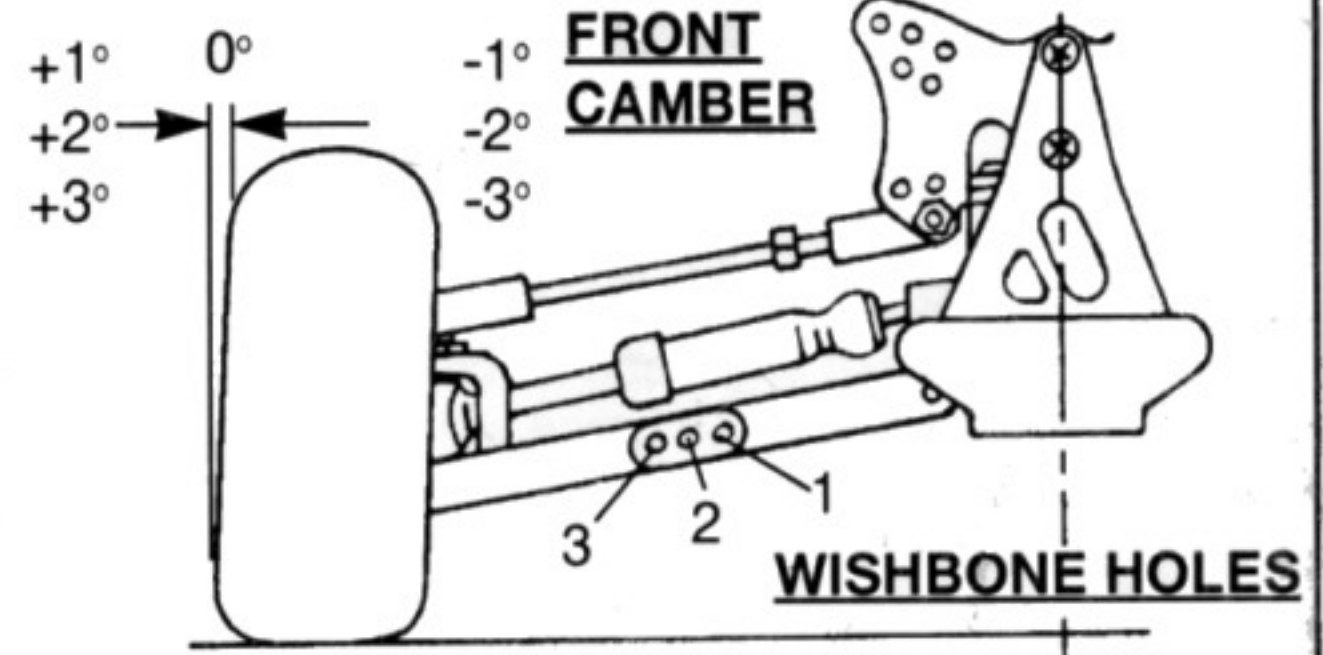
(CIRCLE THE SETTINGS USED)

DRIVER:

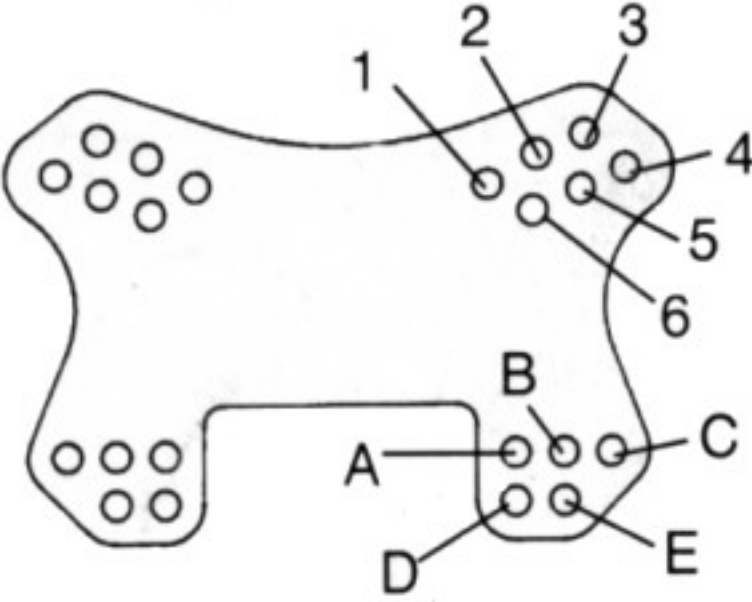
TRACK CONDITIONS:

FRONT SUSPENSION

RAKE	10°	15°	20°				
CASTOR	0°	+5°	-5°	+8°	-8°	+2°	+3°
TOE-IN	-1°	-2°	-3°	0°	+1°	+2°	+3°



FRONT SHOCK BRACKET

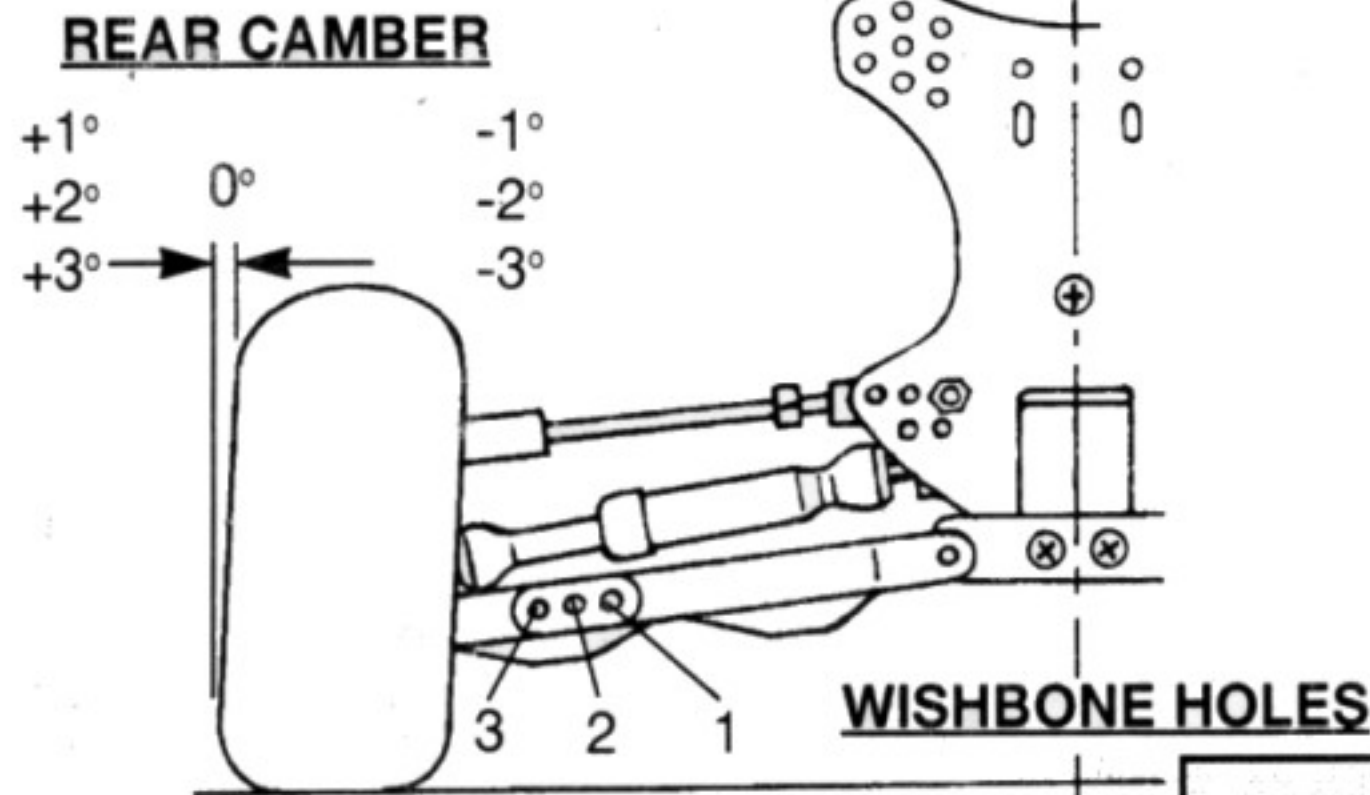


SHOCKS - FRONT

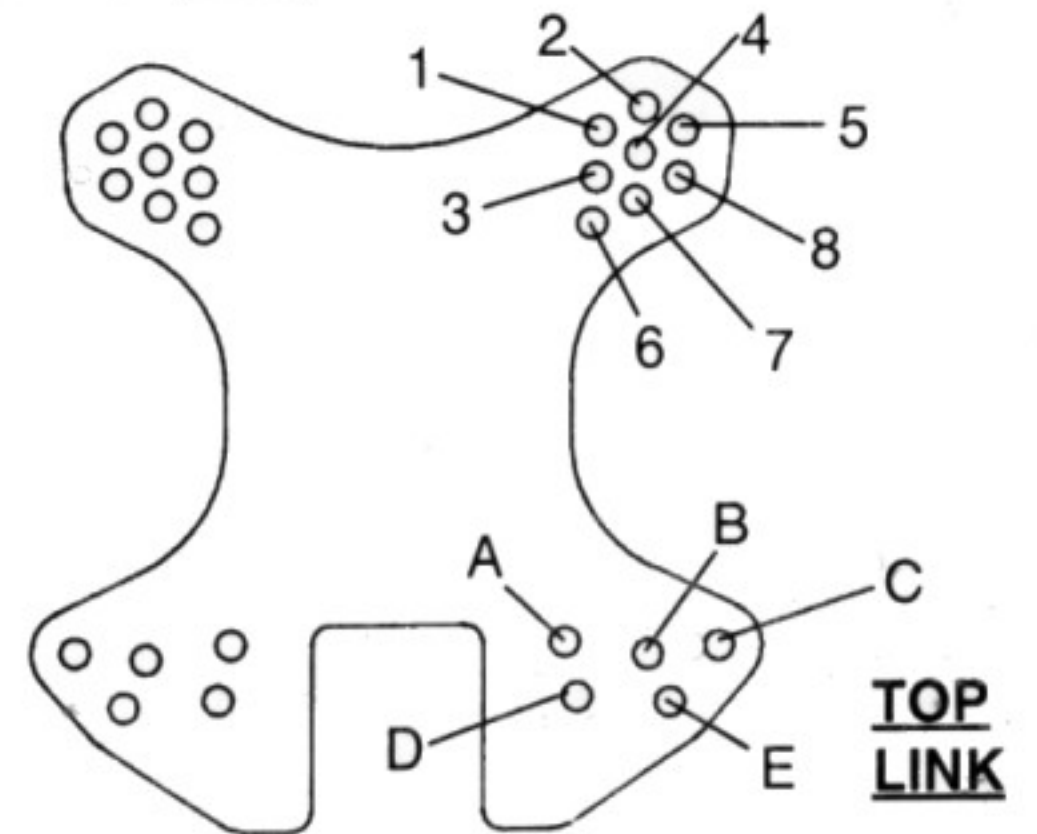
OIL	10W	20W	30W	40W	50W	60W	70W	80W
HOLES OPEN	1	2	3	4				
VALVED	YES	NO						
SPRINGS	WHITE	YELLOW	GREY	BLUE	BLACK			
SPACERS				mm				

REAR SUSPENSION

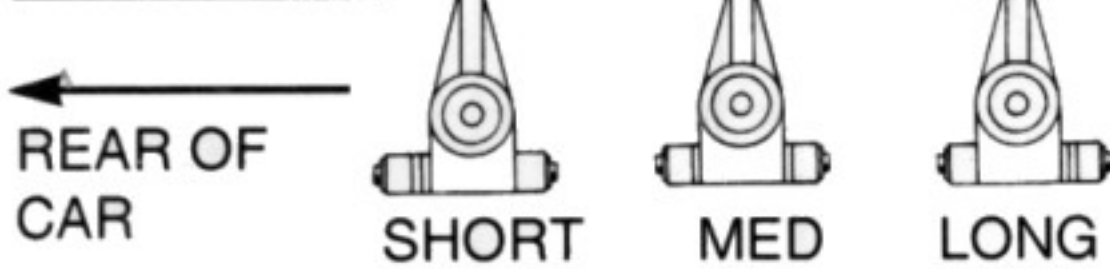
TOE-IN INSERT	-1°	-2°	0°	+1°	+2°	(ACTUAL TOE-IN = _____, 0° INSERT = 3° ACTUAL TOE-IN)
OUTBOARD PIVOT PIN		HIGH	LOW			



REAR SHOCK BRACKET



WHEELBASE



SHOCKS - REAR

OIL	10W	20W	30W	40W	50W	60W	70W	80W
HOLES OPEN	1	2	3	4				
VALVED	YES	NO						
SPRINGS	WHITE	YELLOW	GREY	BLUE	BLACK			
SPACERS				mm				

TRANSMISSION & CHASSIS

CHASSIS - CELLS	FORWARD	REAR	CELLS - TYPE
SPUR GEAR	89T 92T	95T 98T	
PINION	15T 16T	17T 18T	19T 20T 21T 22T
HEATSINKS	1 2	3 4	5 OTHERS
SLIPPER (SLIP DIST)	0.25m	0.50m	0.75m
DRIVESHAFTS	ROLLER	PLAIN	
MOTOR TYPE / WIND			SERVO
RECEIVER			SPEED CONTROLLER

TYRES

FRONT	U.....	FOAMS - YES/NO	FRONT HEX DRIVES - WIDE	NARROW
REAR	U.....	FOAMS - YES/NO	REAR HEX DRIVES - WIDE	NARROW

BODYSHELL CUT OUTS	TOP DUCT	SIDE DUCT	OTHERS	WING TYPE.....
--------------------	----------	-----------	--------	----------------