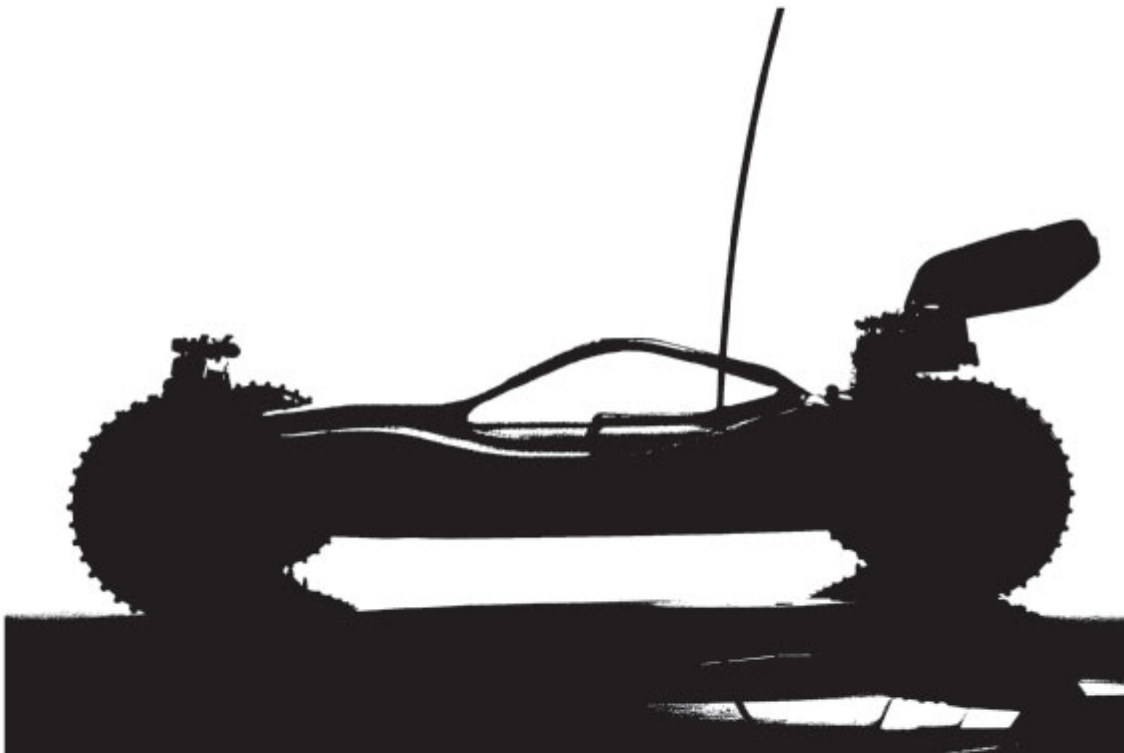




# Instruction Manual v 1.0



Schumacher Racing  
73 Tenter Road  
Moulton Park  
Northampton  
NN3 6AX  
ENGLAND



[www.racing-cars.com](http://www.racing-cars.com)

Schumacher USA Inc  
6302 Benjamin Road  
Suite 404  
Tampa  
Florida 33634  
U.S.A

S1157





Transmitter, receiver and servo



G761 - East Power 4600-2008 XVS Team x 6  
G762 - East Power 4600-2008 XVS Team x 5  
G763 - East Power 4600-2008 XVS Team x 4  
G764 - East Power 4600-2008 XVS Sport x 6  
G765 - East Power 4600-2008 XVS Sport x 7



CR004 - 5000mAh 1.4v LiPo Battery



G774 - Gold Battery Bars (5)



G775 - Gold Female Connector Tubes (10)



G776 - Gold male Connector Tubes (5)



G779  
Silicone wire Sockets red / 50cm black



CR025 - CORE RC - Digital Caliper 0-100mm



Bodyshell Paint



CR025 UDC10 Universal Charger - NiMH + Lipo  
CR026 UDC20 Balance Charger - NiMH + Lipo



U7414 - 14T Pinion, Hard Alloy 48dp  
U7415 - 15T Pinion, Hard Alloy 48dp  
U7416 - 16T Pinion, Hard Alloy 48dp  
U7417 - 17T Pinion, Hard Alloy 48dp  
U7418 - 18T Pinion, Hard Alloy 48dp  
U7419 - 19T Pinion, Hard Alloy 48dp  
U7420 - 20T Pinion, Hard Alloy 48dp  
U7421 - 21T Pinion, Hard Alloy 48dp  
U7422 - 22T Pinion, Hard Alloy 48dp  
U7423 - 23T Pinion, Hard Alloy 48dp  
U7424 - 24T Pinion, Hard Alloy 48dp  
U7425 - 25T Pinion, Hard Alloy 48dp  
U7426 - 26T Pinion, Hard Alloy 48dp  
U7427 - 27T Pinion, Hard Alloy 48dp  
U7428 - 28T Pinion, Hard Alloy 48dp  
U7429 - 29T Pinion, Hard Alloy 48dp  
U7430 - 30T Pinion, Hard Alloy 48dp  
U7431 - 31T Pinion, Hard Alloy 48dp  
U7432 - 32T Pinion, Hard Alloy 48dp



H7010 Mini Precision Circle Pliers



Curved Body Scissors  
H7007  
Designed for cutting out polycarbonate bodies.



U3712 Soldering Iron



U3107 Solder



CA450  
30g CS Caps  
(Super Glue)  
Thin, ideal for tyres.

### IMPORTANT SAFETY NOTES

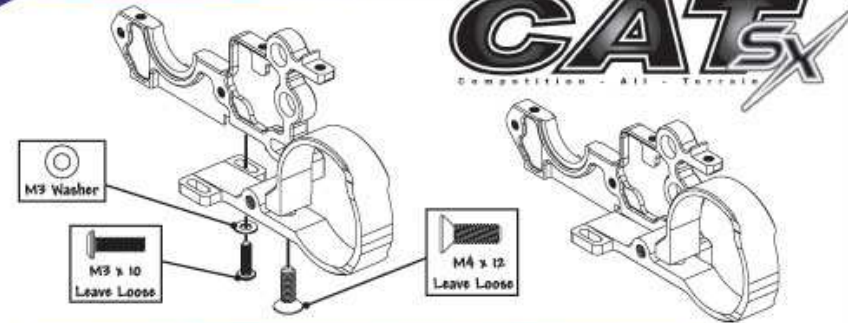
- This product is not suitable for children under the age of 14, without the direct supervision of an adult.
- Select an area for assembly that is away from the reach of small children. The parts in this kit are small and can be swallowed by children causing choking and possible internal injuries.
-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

The Following Instructions are identical for both the CAT-SX 4x2 Ni-Mh and the CAT-SX Li-Po other than where shown. Before you begin building your CAT-SX please see the set-up sheets at the back of the manual for the one that best suits your driving style and track.

### Tools and Additional Items required

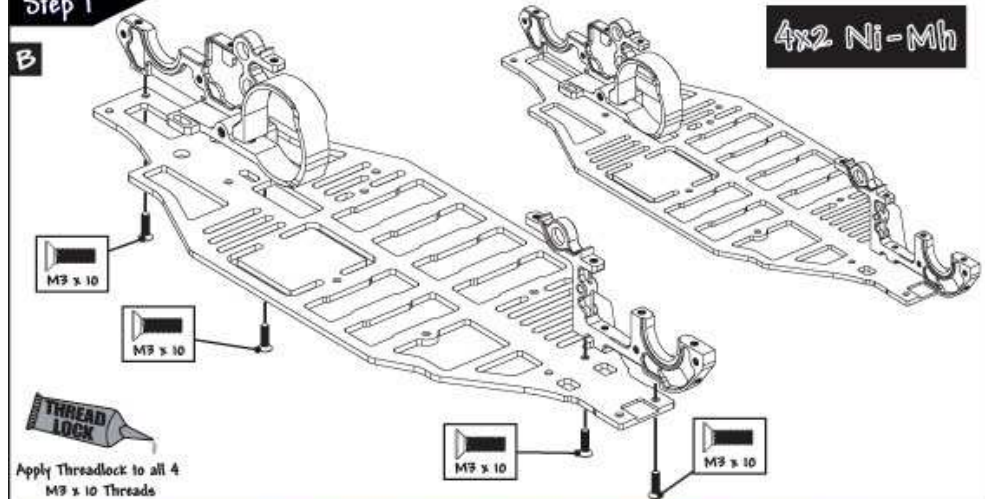
### Step 1

A



### Step 1

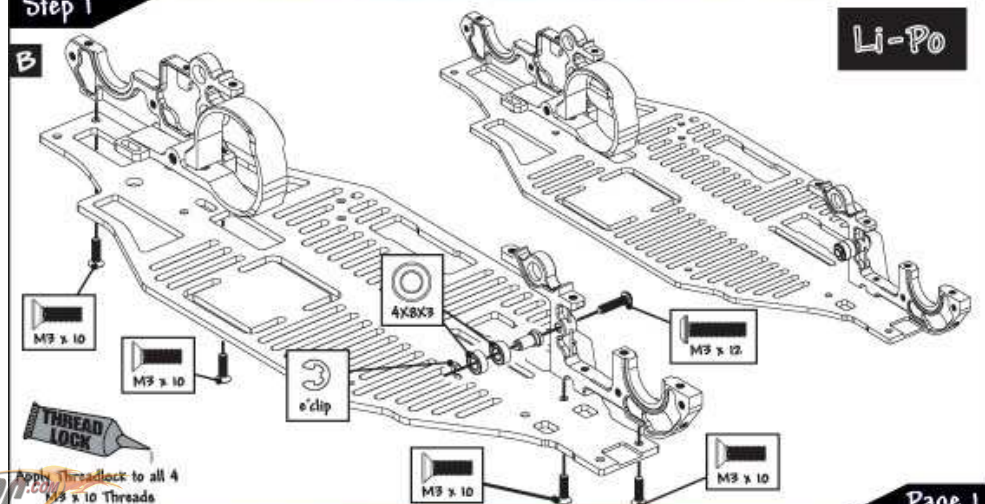
B



Apply Threadlock to all 4 M3 x 10 Threads

### Step 1

B



Apply Threadlock to all 4 M3 x 10 Threads

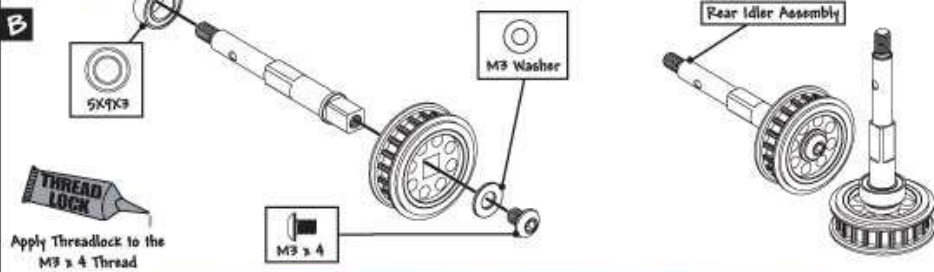




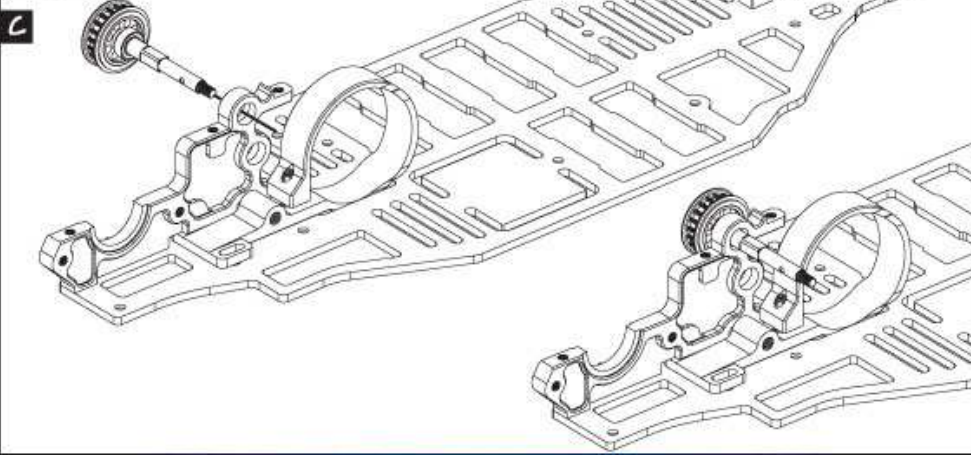
Step 2



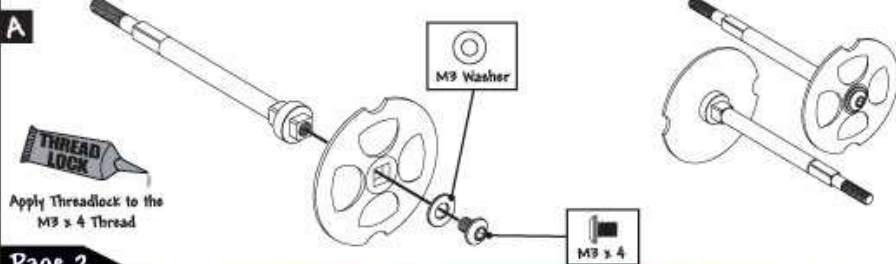
Step 2



Step 2

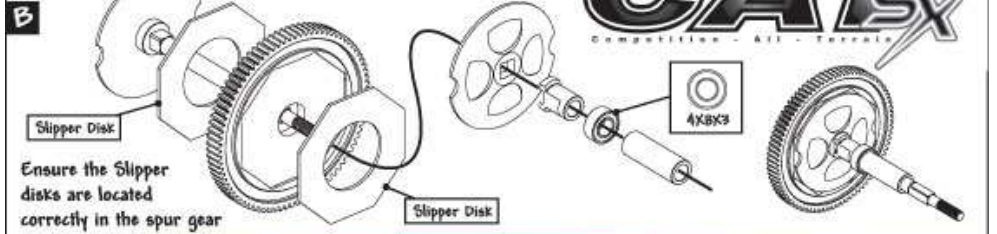


Step 3

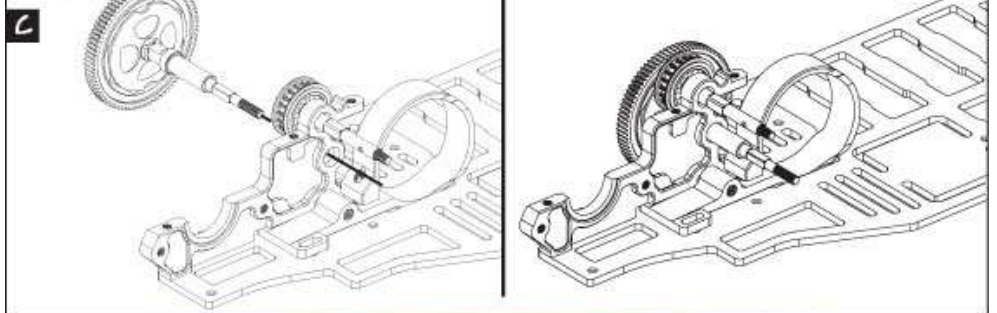


Page 2

Step 3



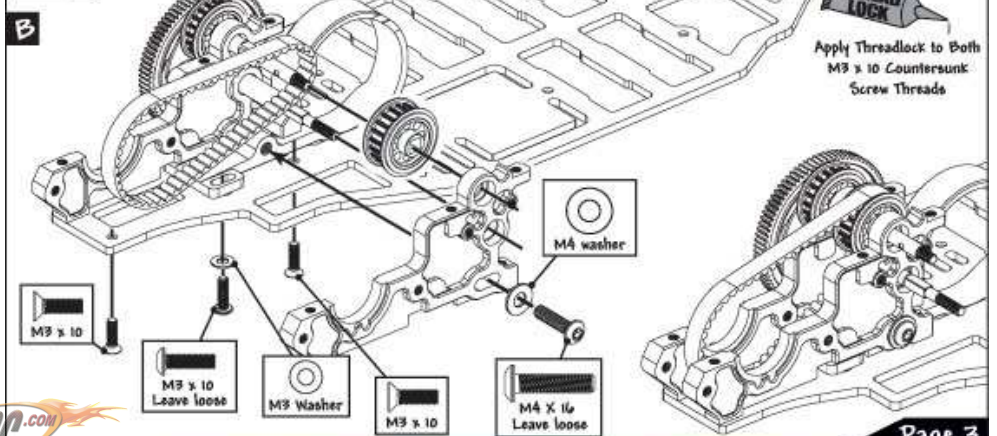
Step 3



Step 4



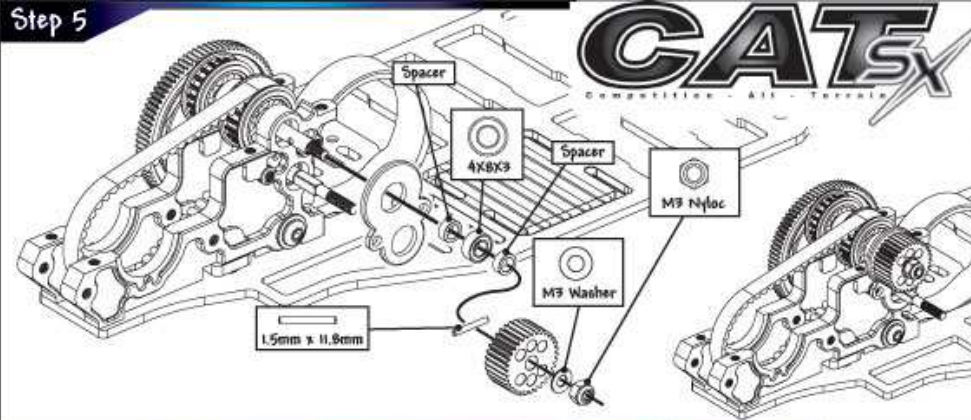
Step 4



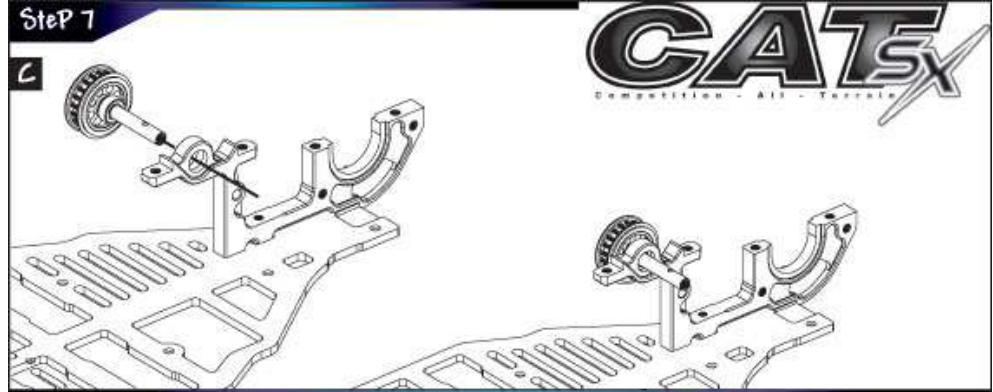
Page 3



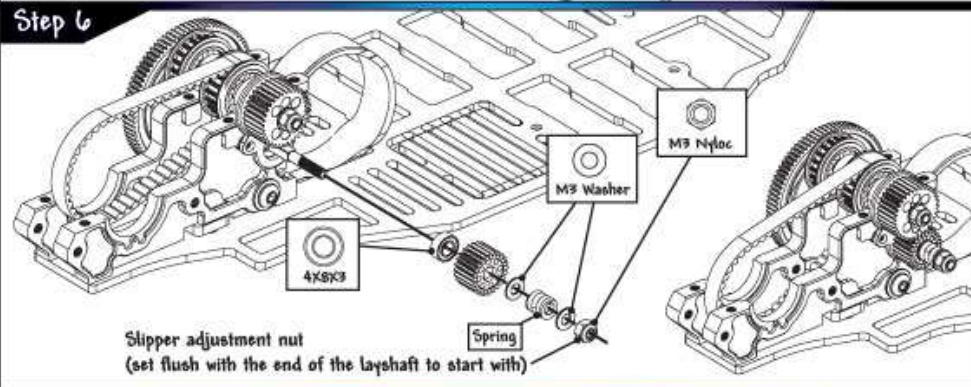
Step 5



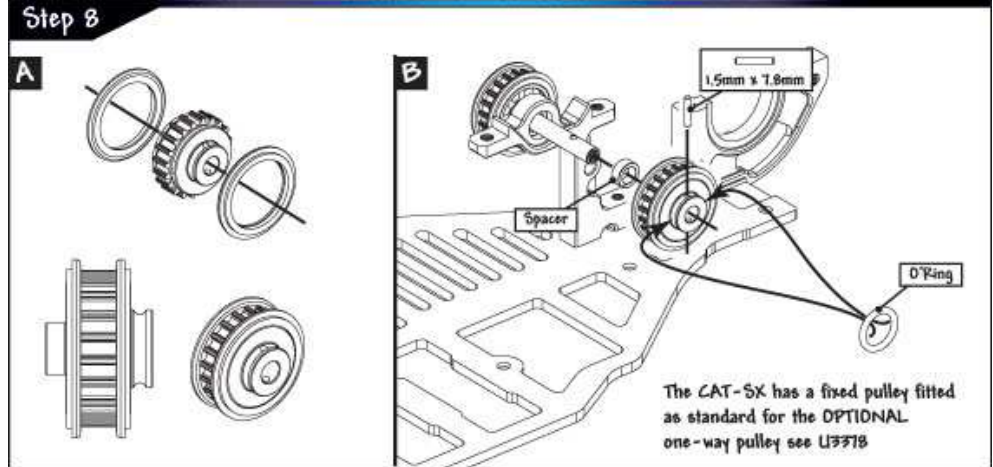
Step 7



Step 6



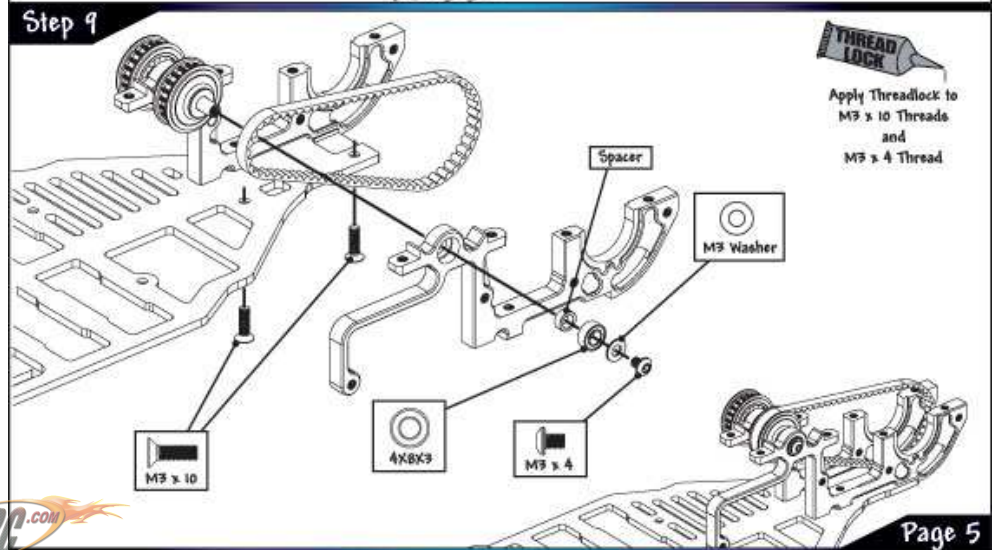
Step 8



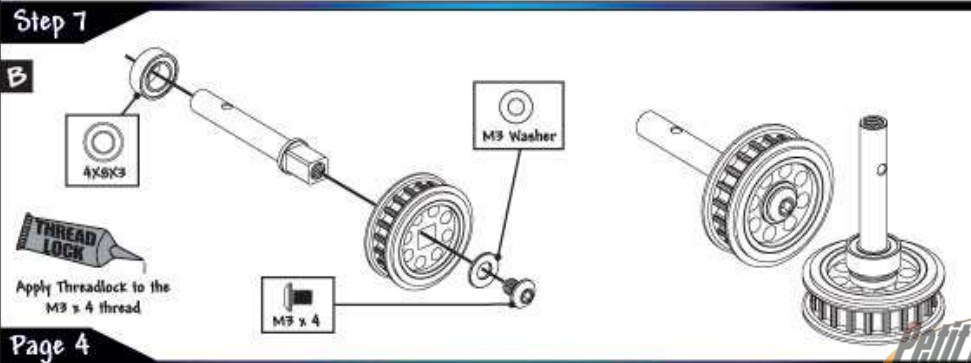
Step 7



Step 9



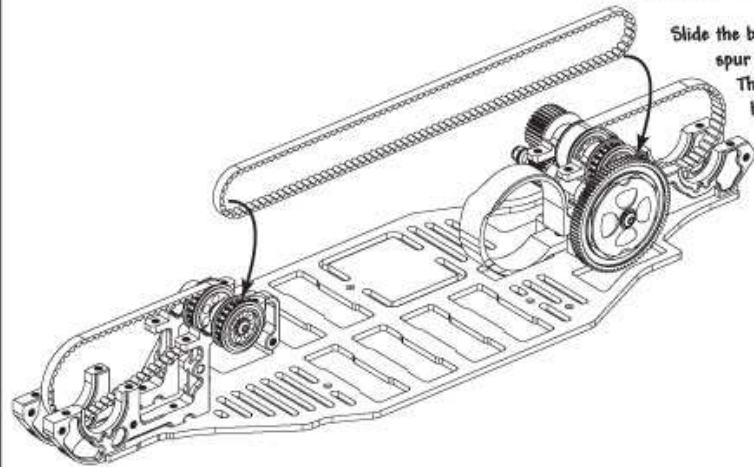
Step 7





Step 10

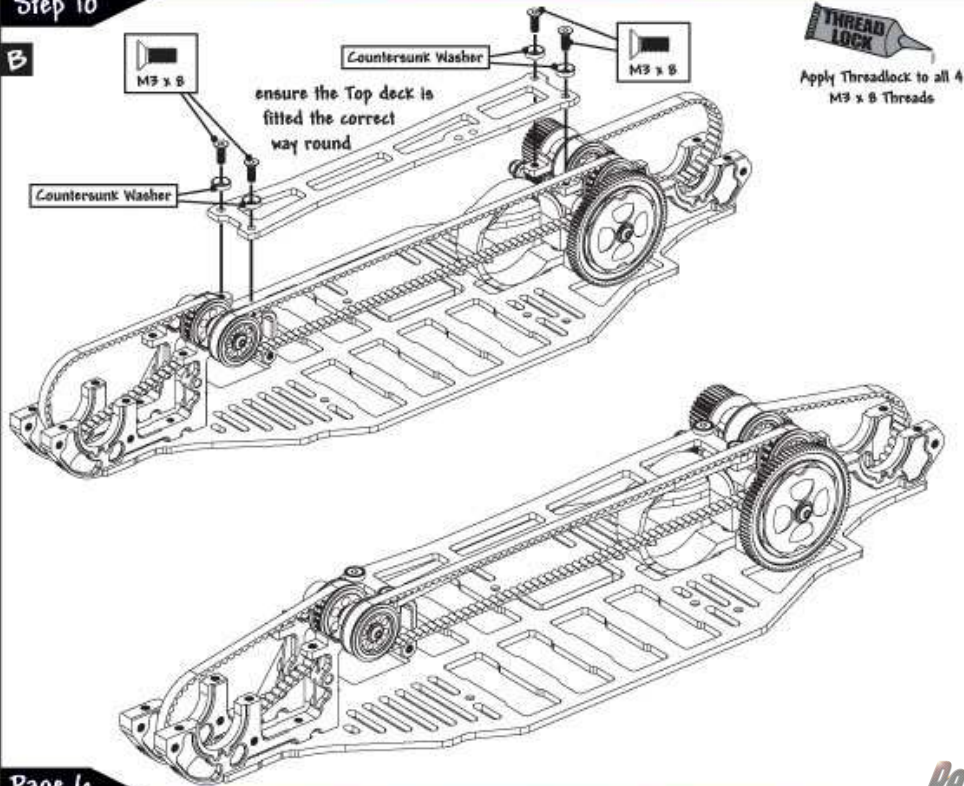
A



Slide the belt between the spur gear and the pulley. This end must be done first.

Step 10

B

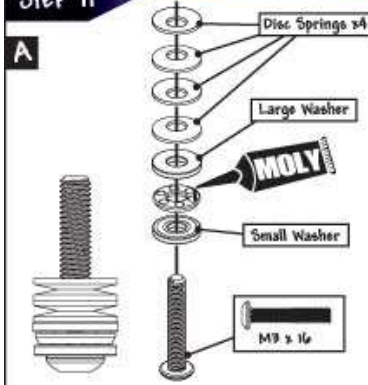


ensure the Top deck is fitted the correct way round

**THREAD LOCK**  
Apply Threadlock to all 4 M3 x 8 Threads

Step 11

A



Disc Springs x4

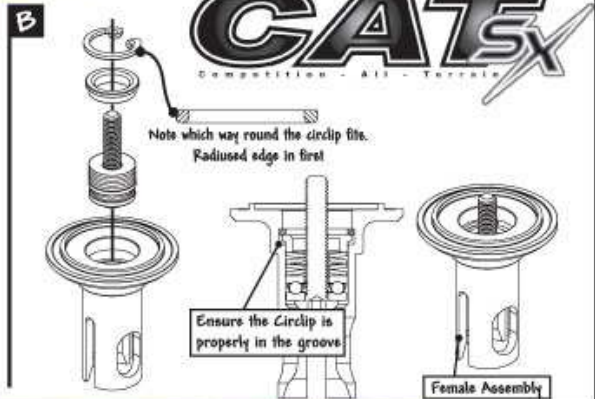
Large Washer

MOLY

Small Washer

M9 x 16

B



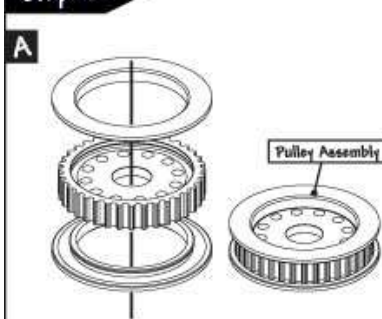
Note which way round the circlip fits. Radiused edge in first

Ensure the Circlip is properly in the groove

Female Assembly

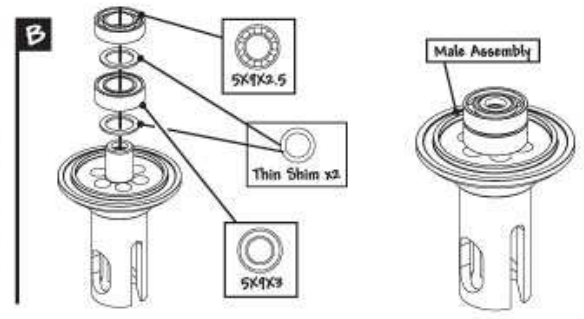
Step 12

A



Pulley Assembly

B



5X4X2.5

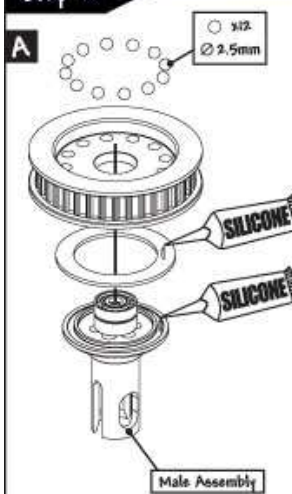
Thin Shim x2

5X4X3

Male Assembly

Step 13

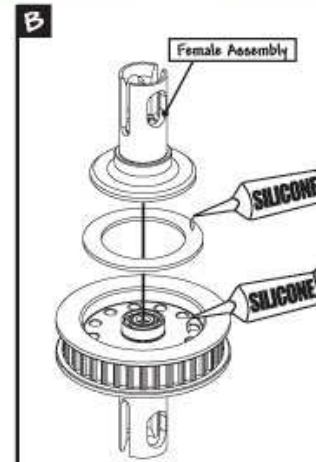
A



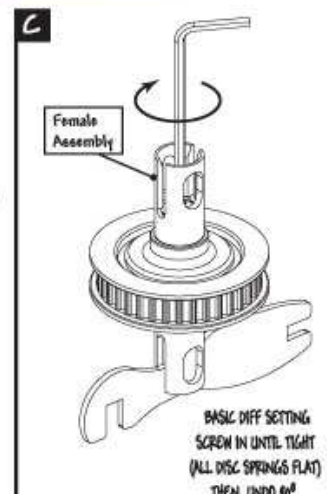
Ø 2.5mm

Female Assembly

B



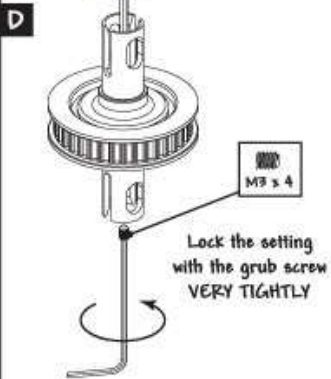
C



BASIC DIFF SETTING:  
SCREW IN UNTIL TIGHT  
(ALL DISC SPRINGS FLAT)  
THEN UNDO 1/2"



Step 13



Lock the setting with the grub screw VERY TIGHTLY

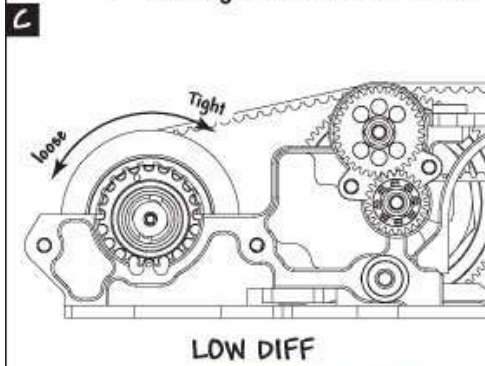


Now repeat steps 11, 12 and 13 to build 2 identical differentials

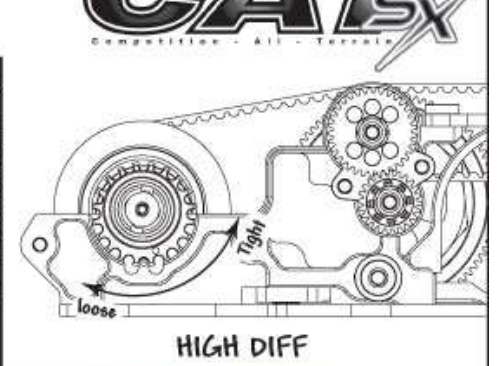


Step 14

Setting REAR Belt Tension



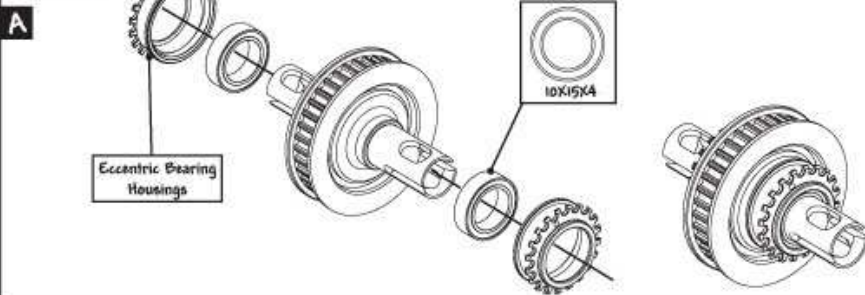
LOW DIFF



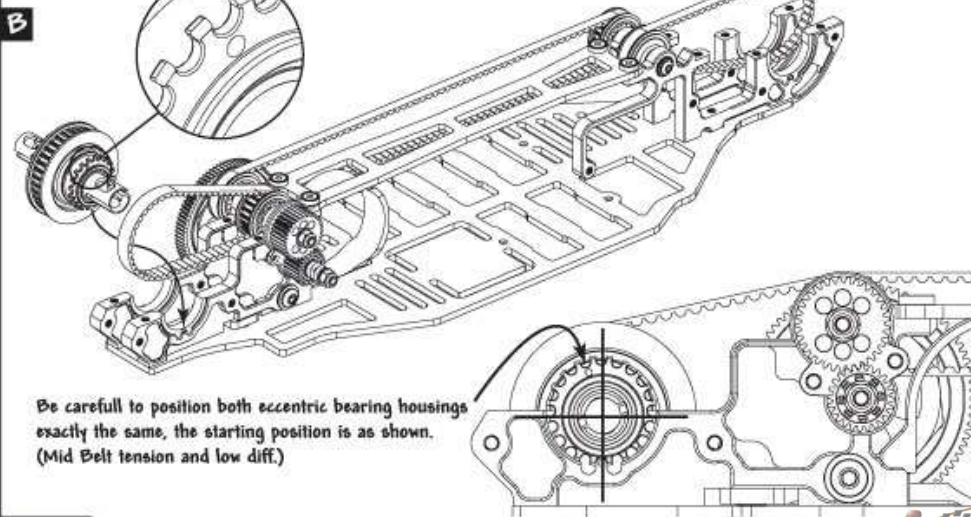
HIGH DIFF



Step 14

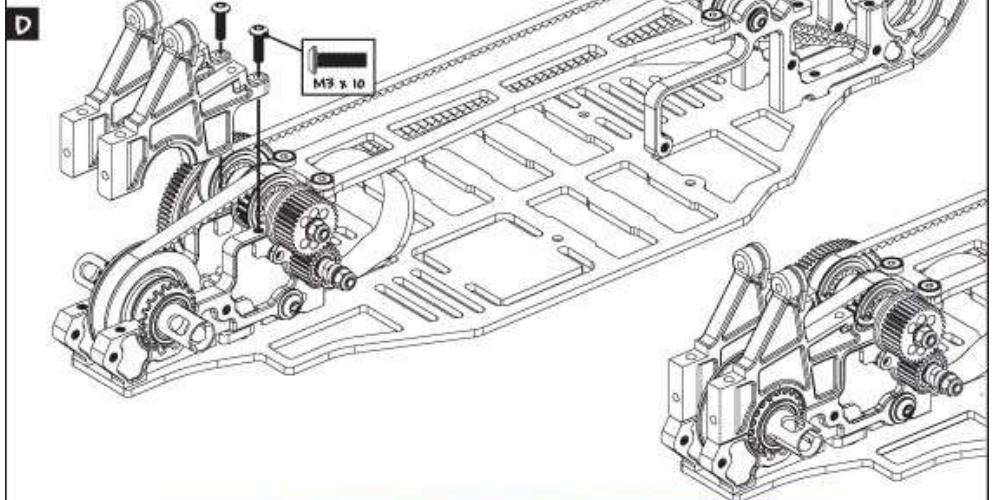


Step 14

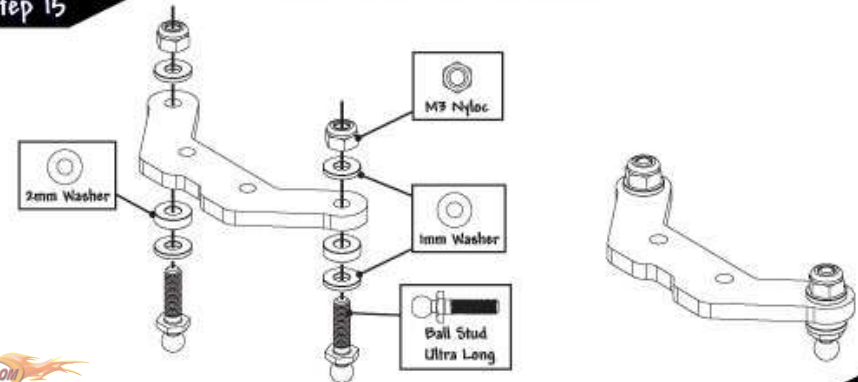


Be careful to position both eccentric bearing housings exactly the same, the starting position is as shown. (Mid Belt tension and low diff.)

Step 14

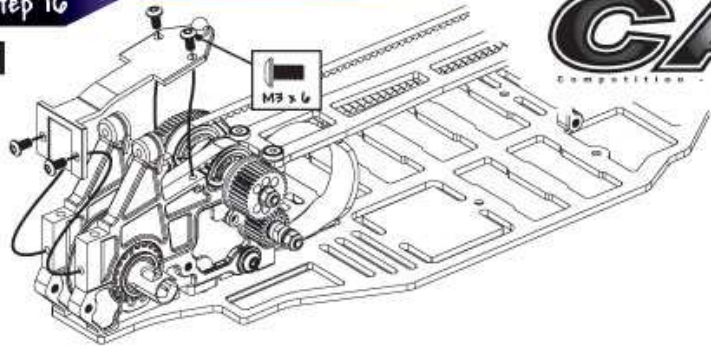


Step 15



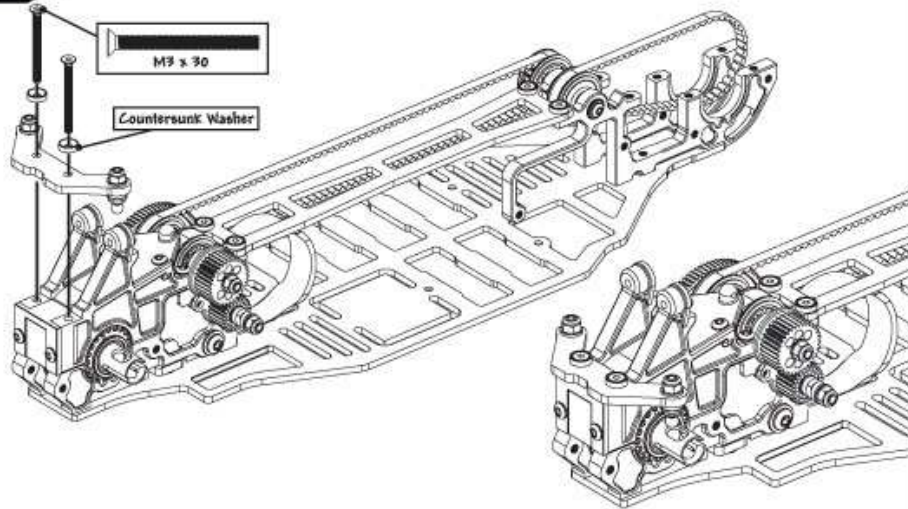
Step 16

A



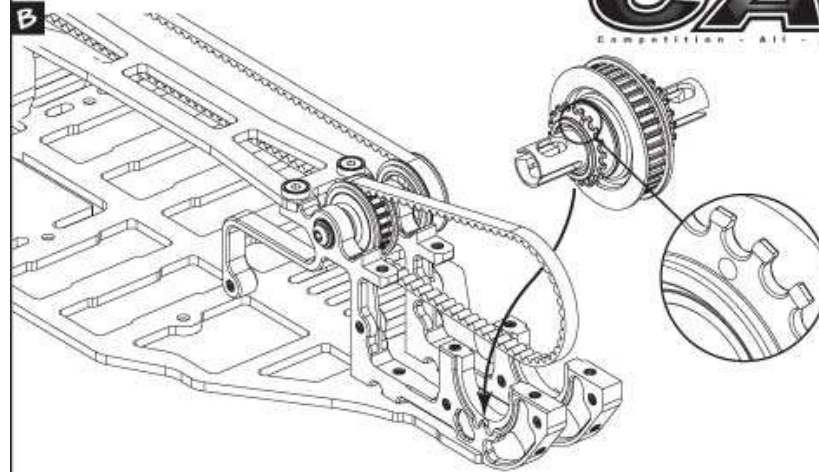
Step 16

B

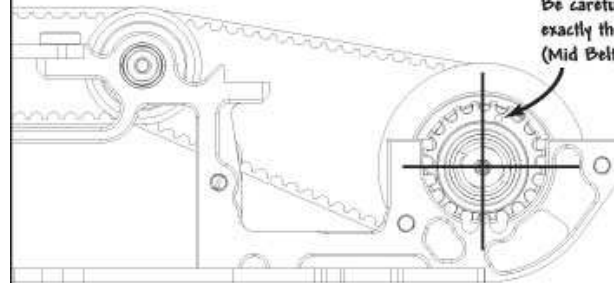


Step 17

B

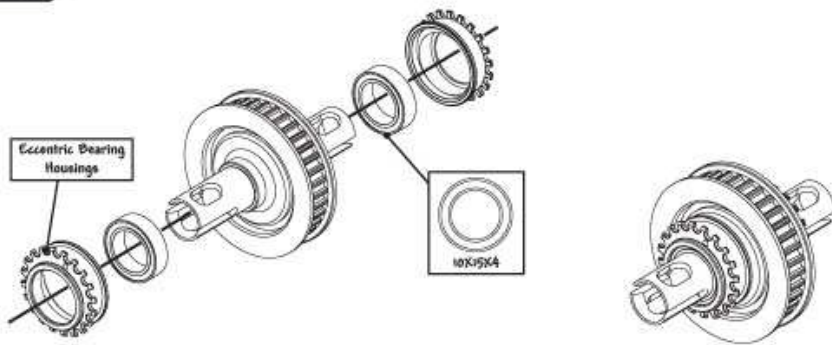


Be careful to position both eccentric bearing housings exactly the same, the starting position is as shown. (Mid Belt tension and low diff.)



Step 17

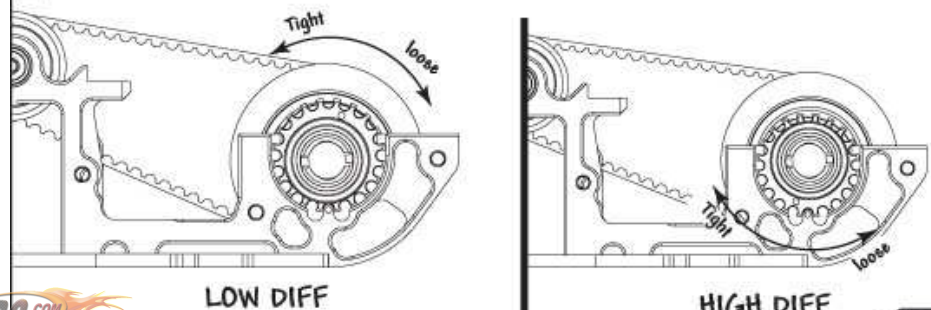
A



Step 17

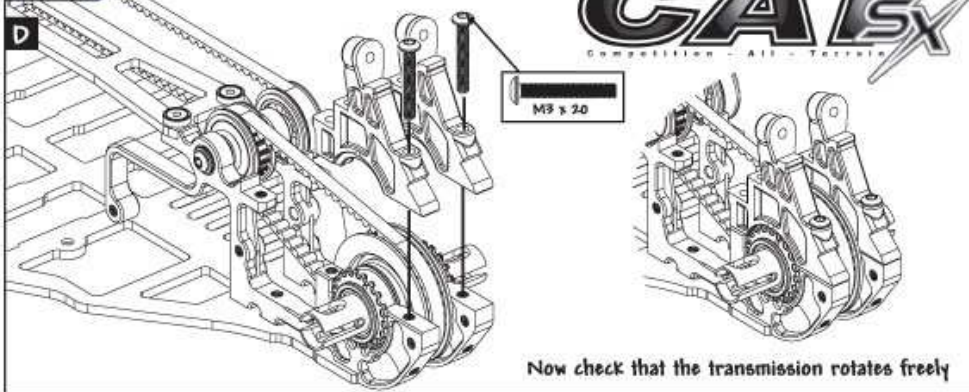
Setting FRONT Belt Tension

C

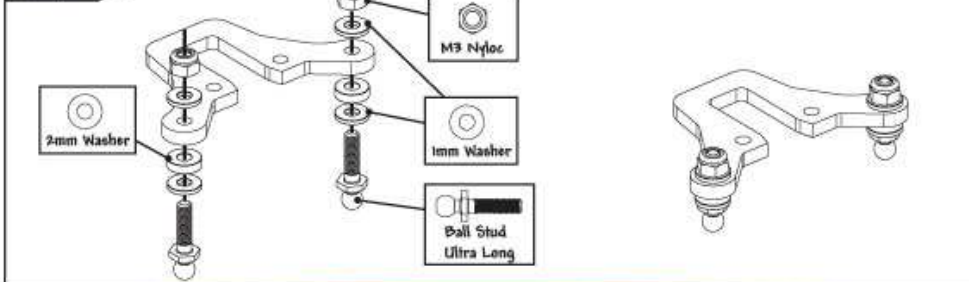




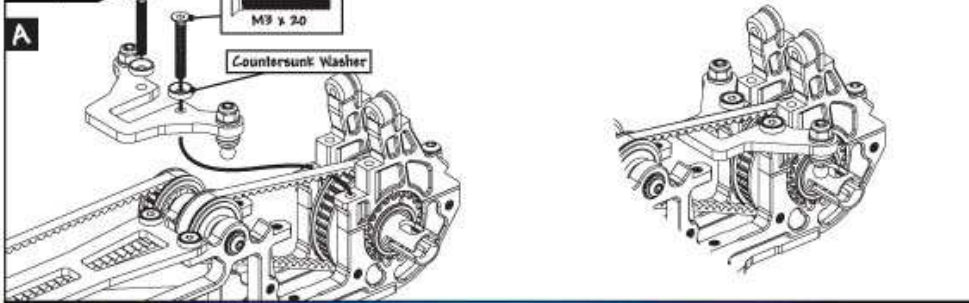
Step 17



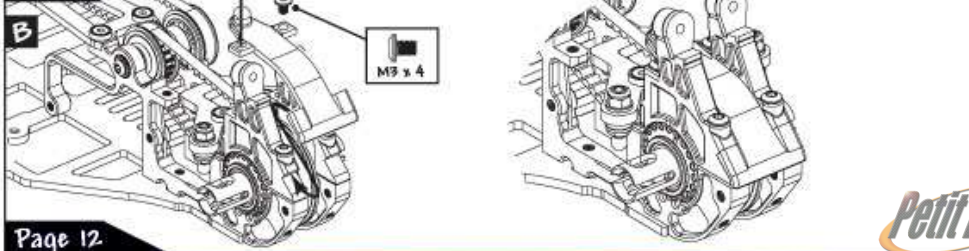
Step 18



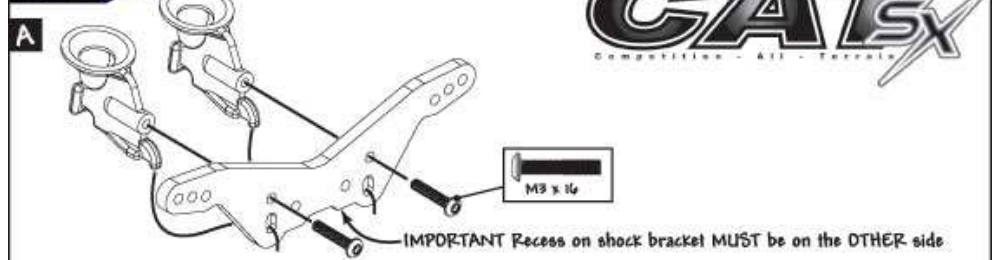
Step 19



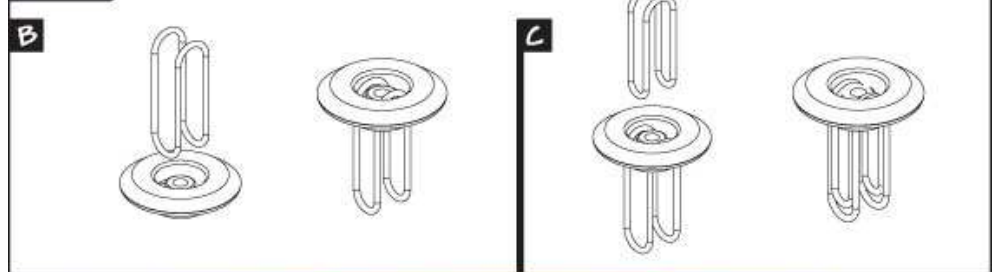
Step 19



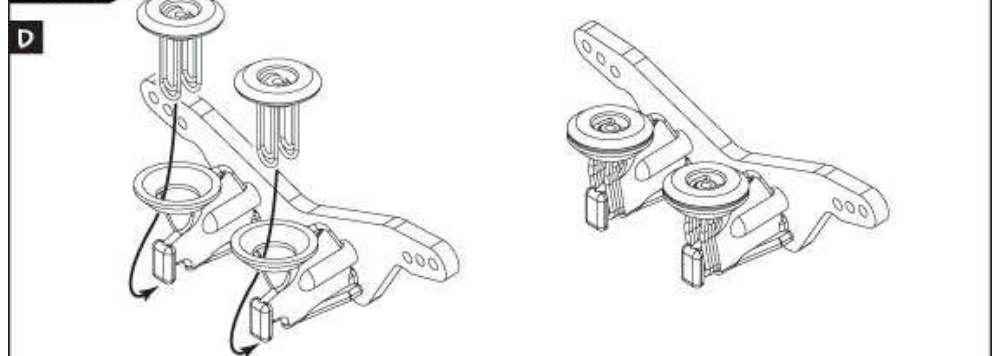
Step 20



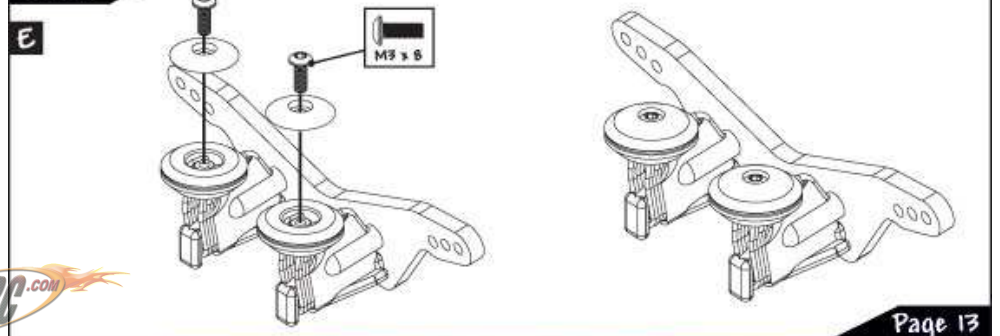
Step 20



Step 20



Step 20

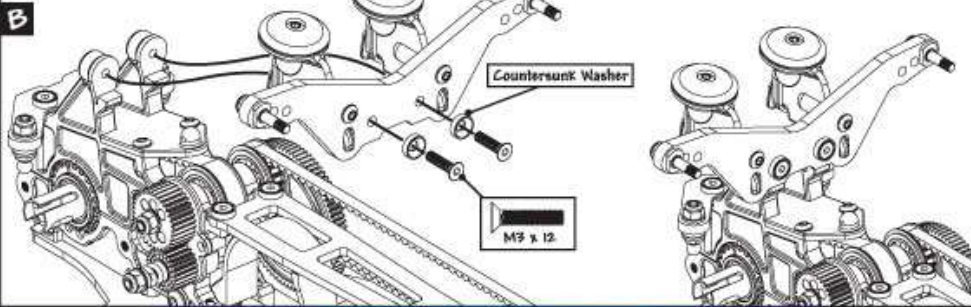




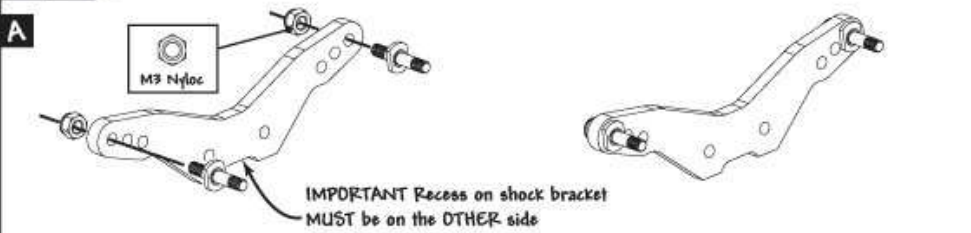
Step 21



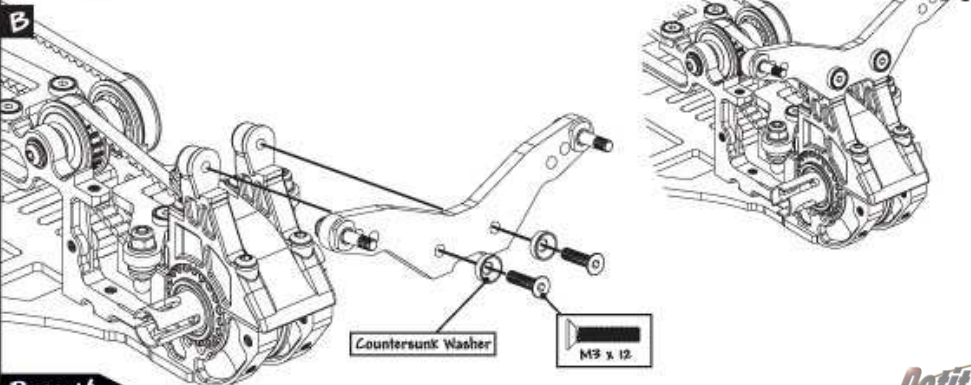
Step 21



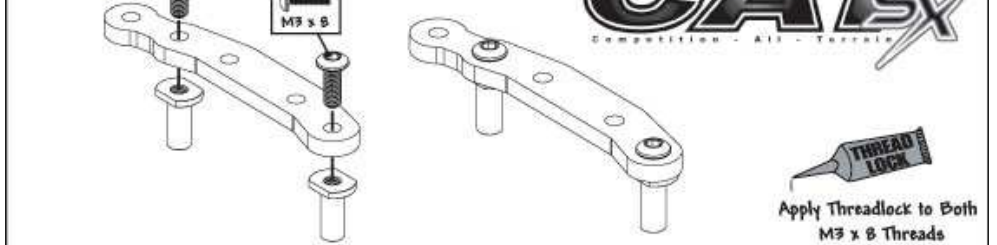
Step 22



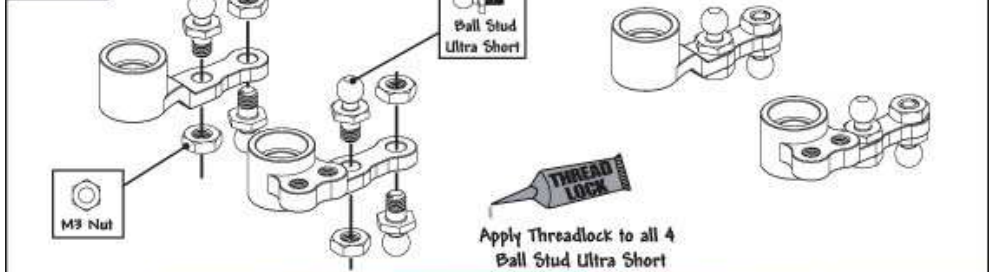
Step 22



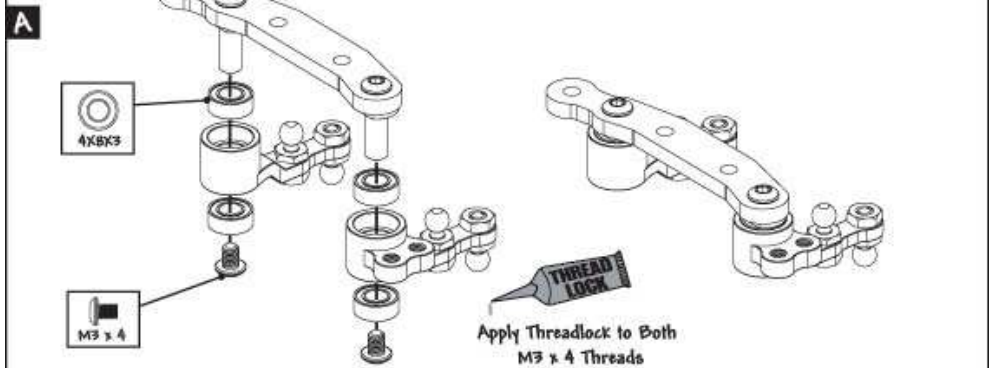
Step 23



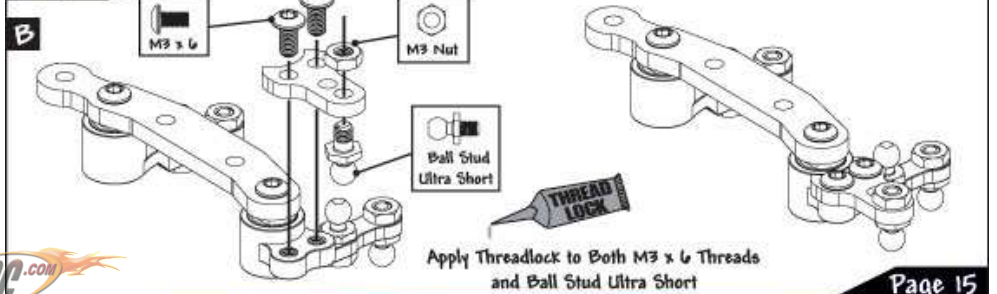
Step 24



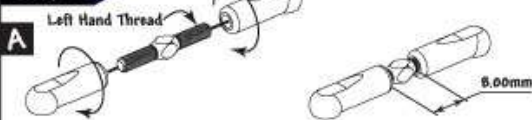
Step 25



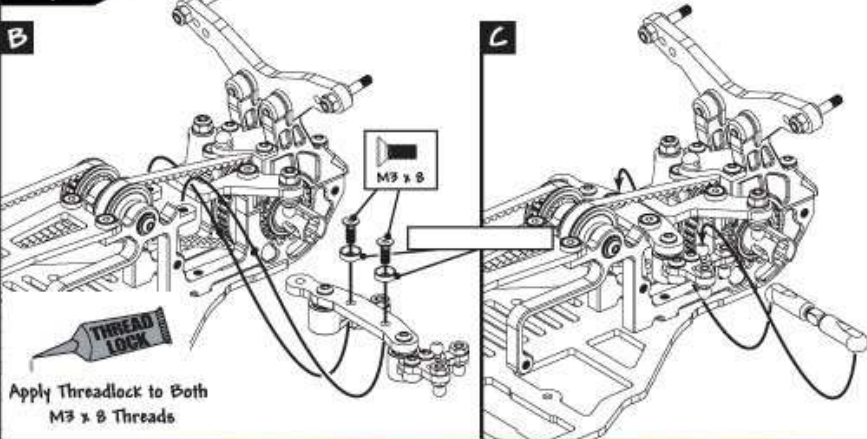
Step 25



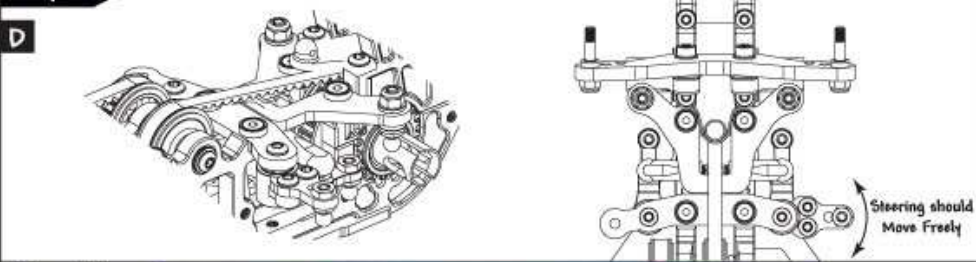
Step 26



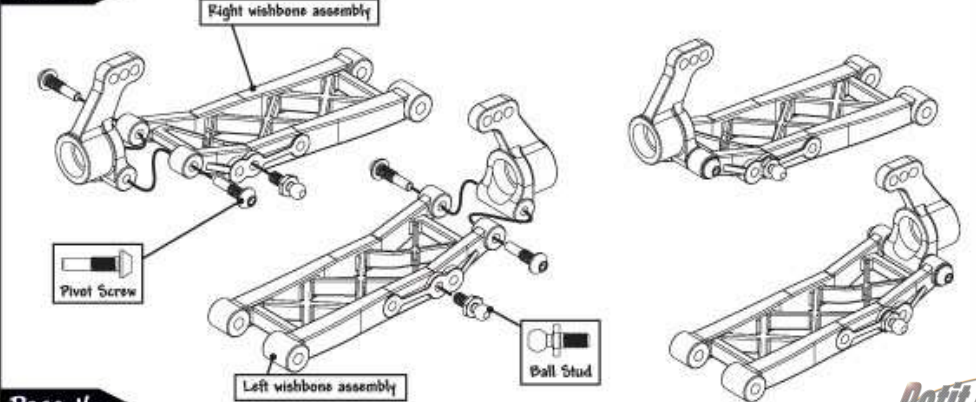
Step 26



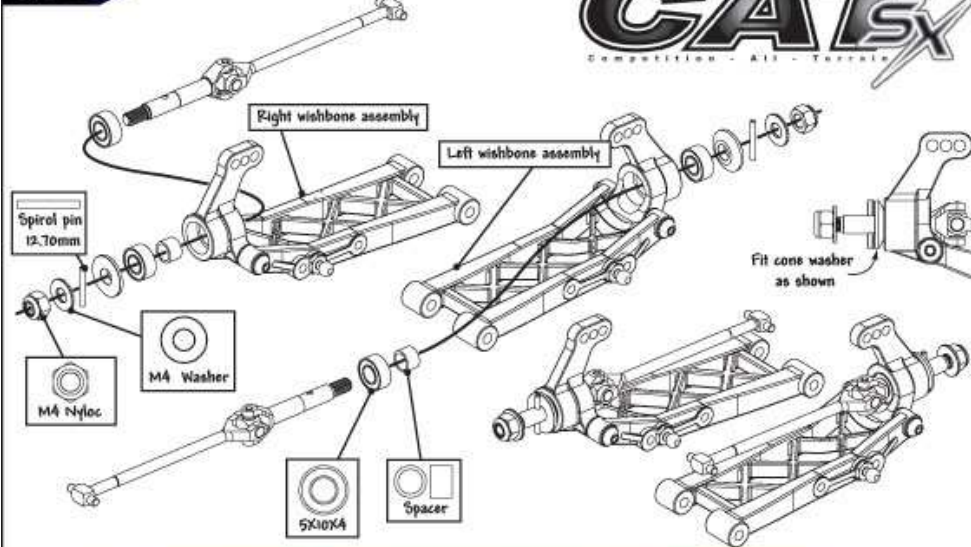
Step 26



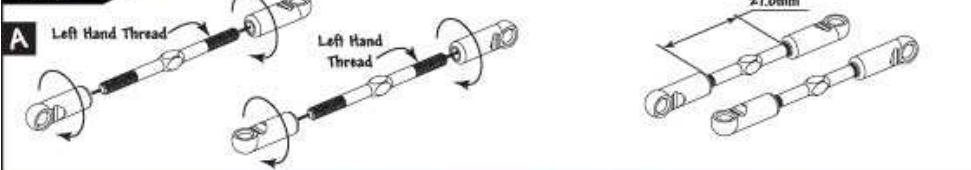
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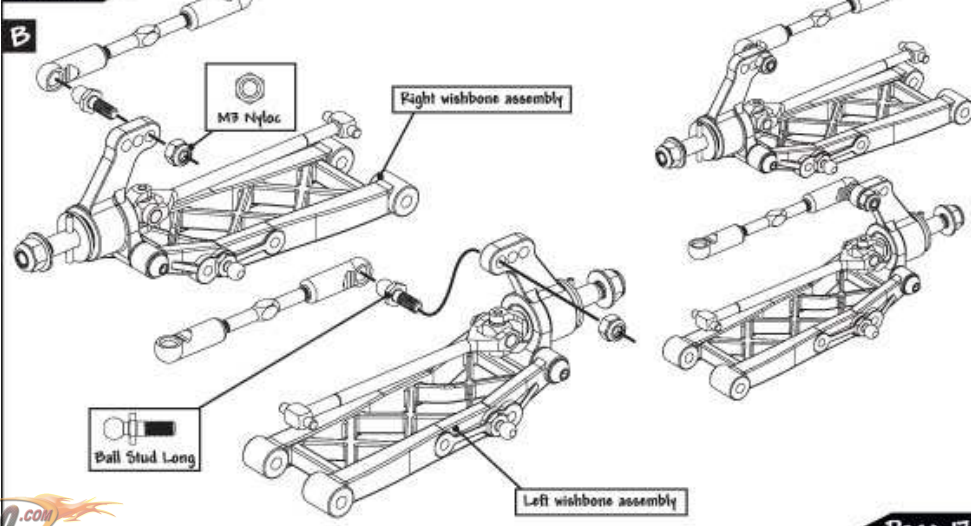
Step 28



Step 29

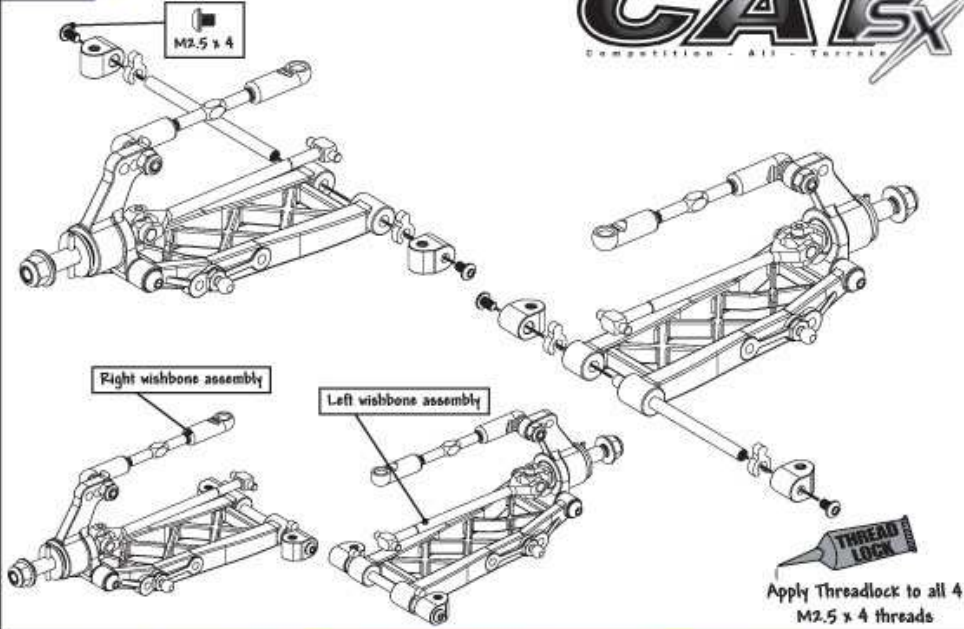


Step 29

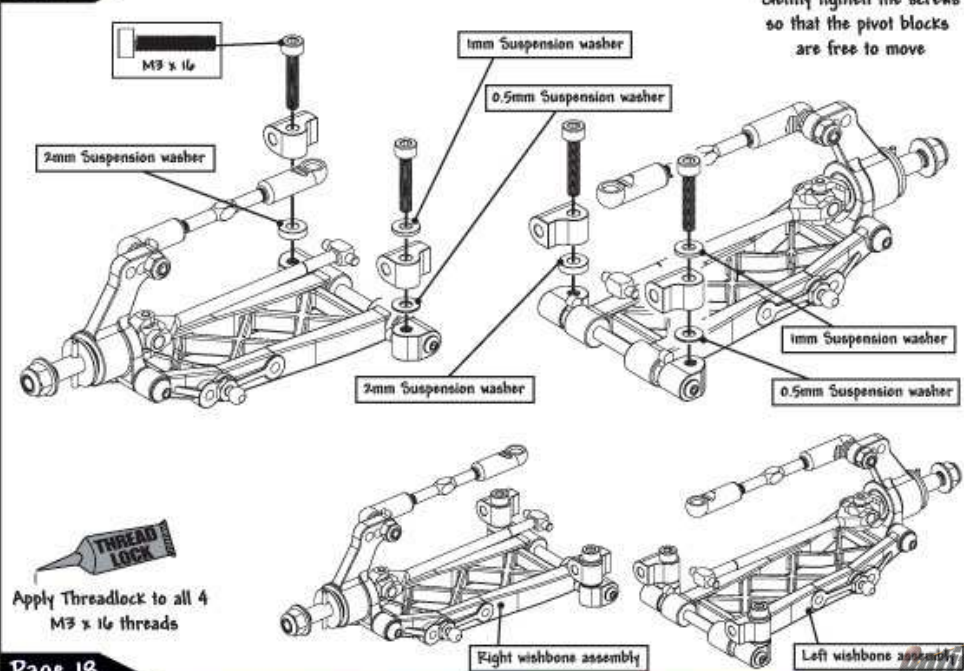




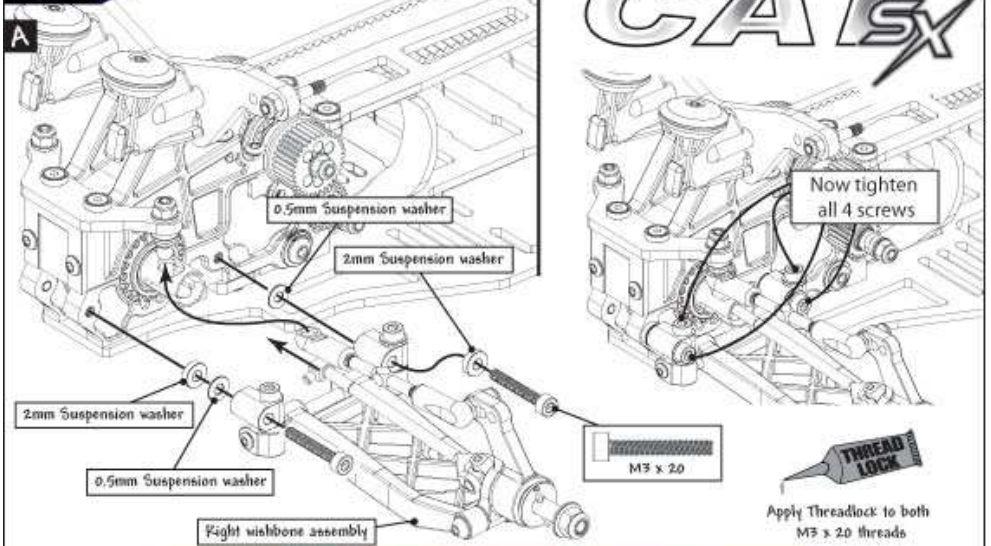
Step 30



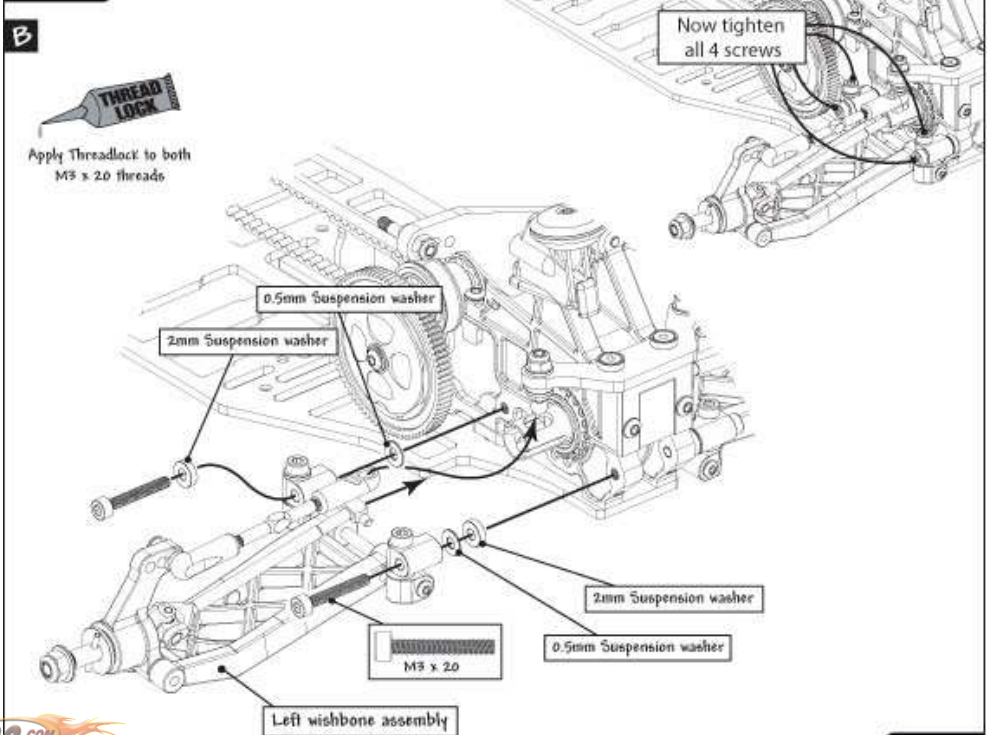
Step 31



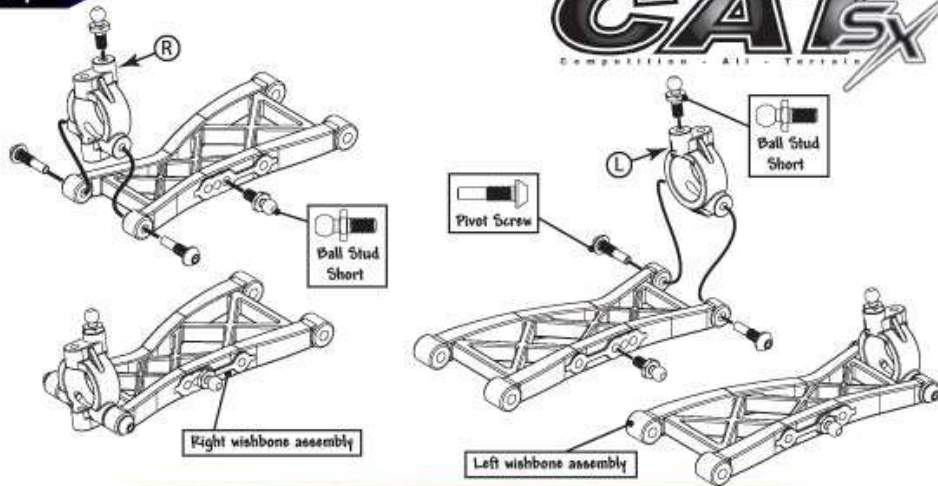
Step 32



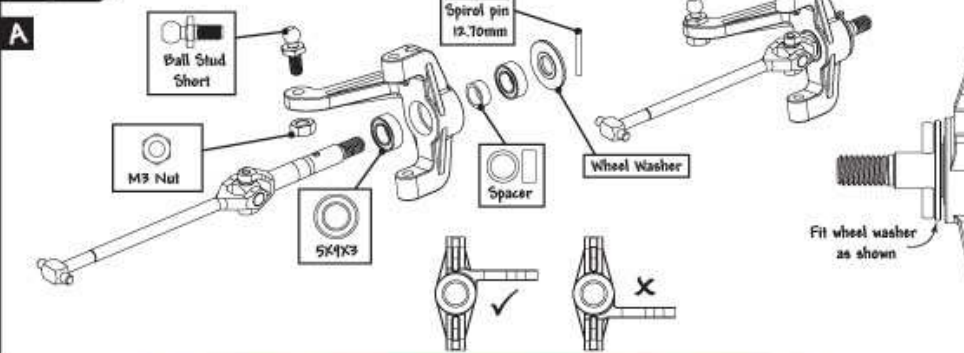
Step 32



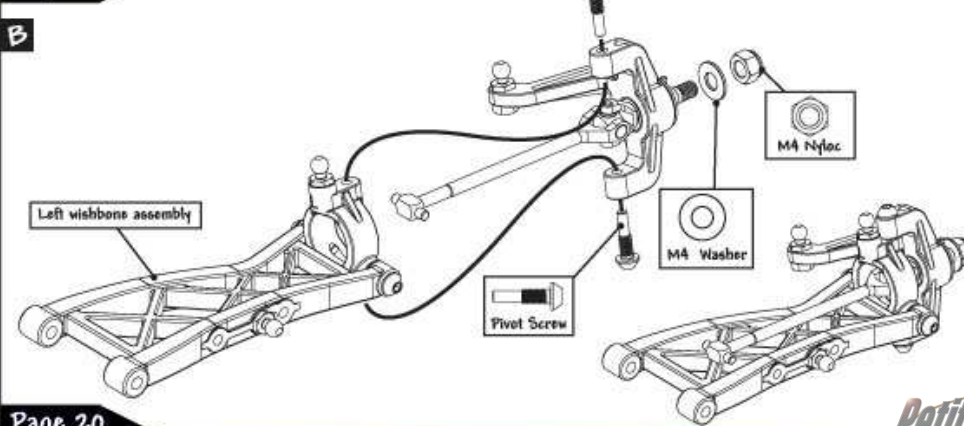
Step 33



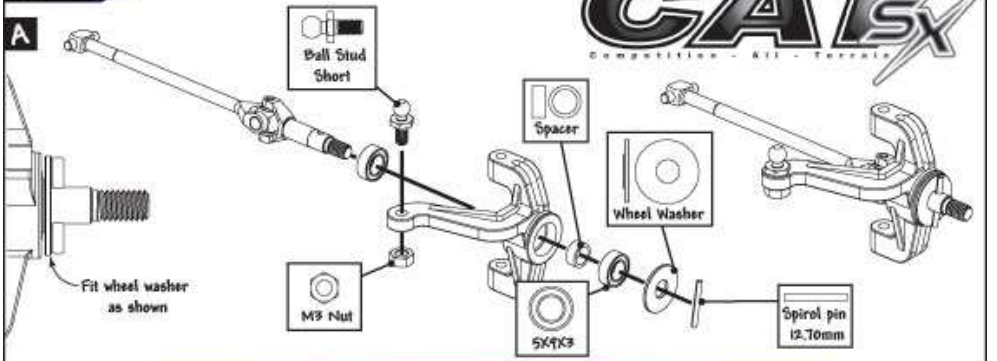
Step 34



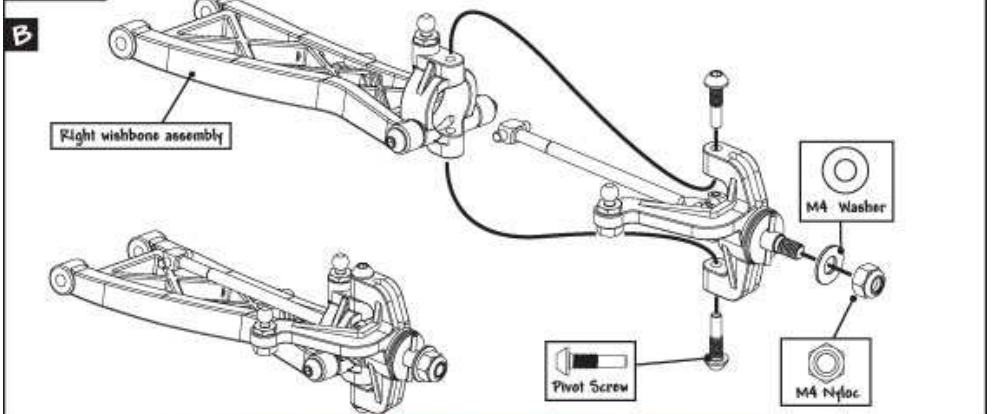
Step 34



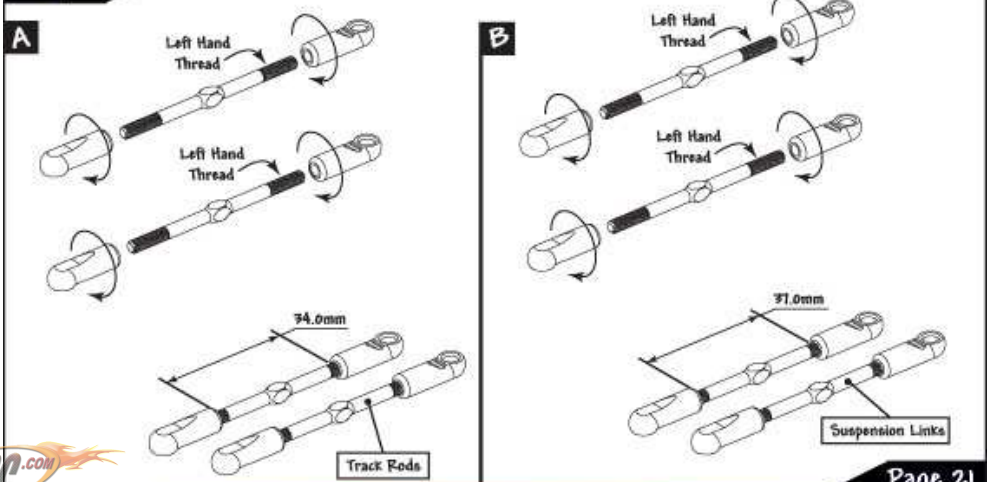
Step 35



Step 35



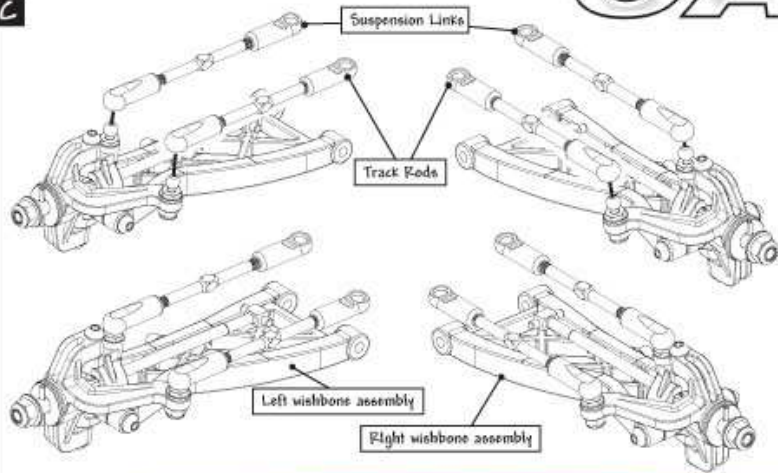
Step 36





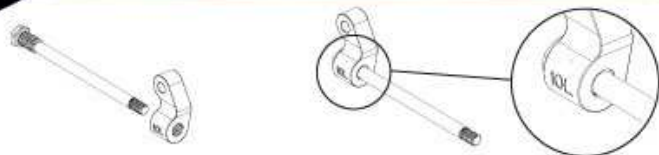
Step 36

C



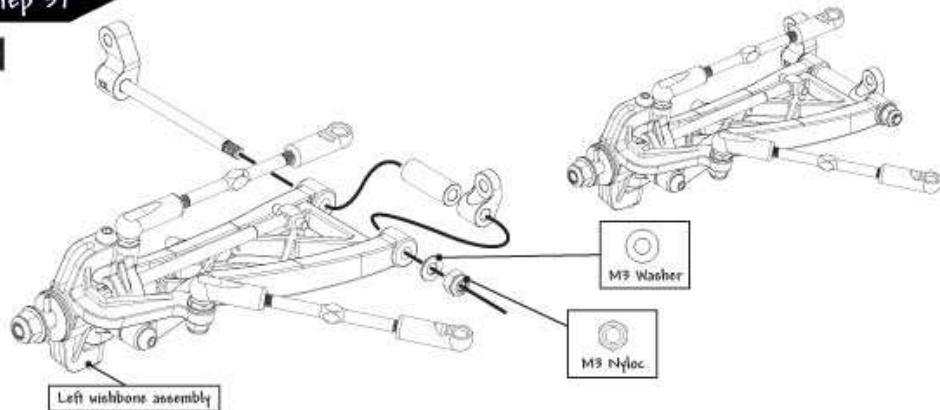
Step 37

A



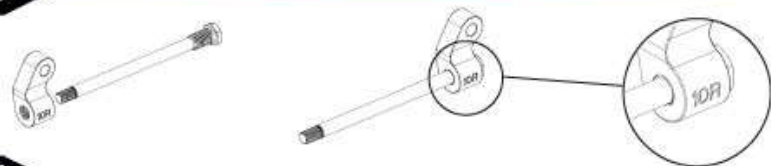
Step 37

B



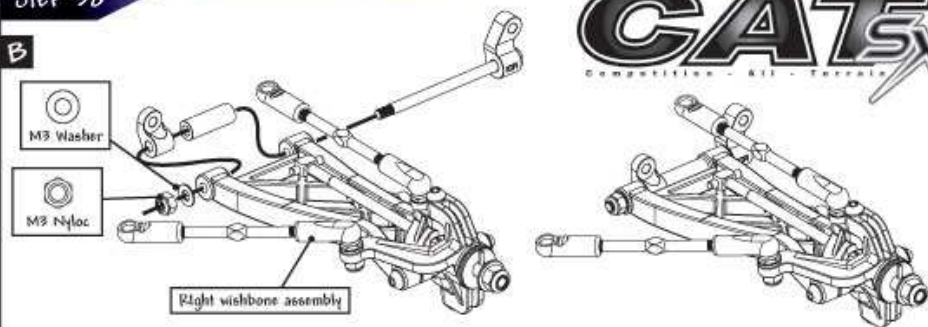
Step 38

A



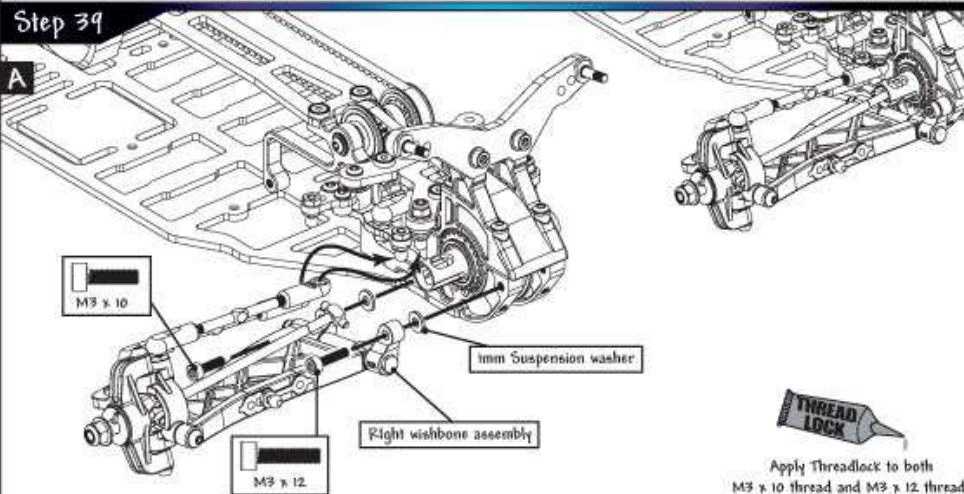
Step 38

B



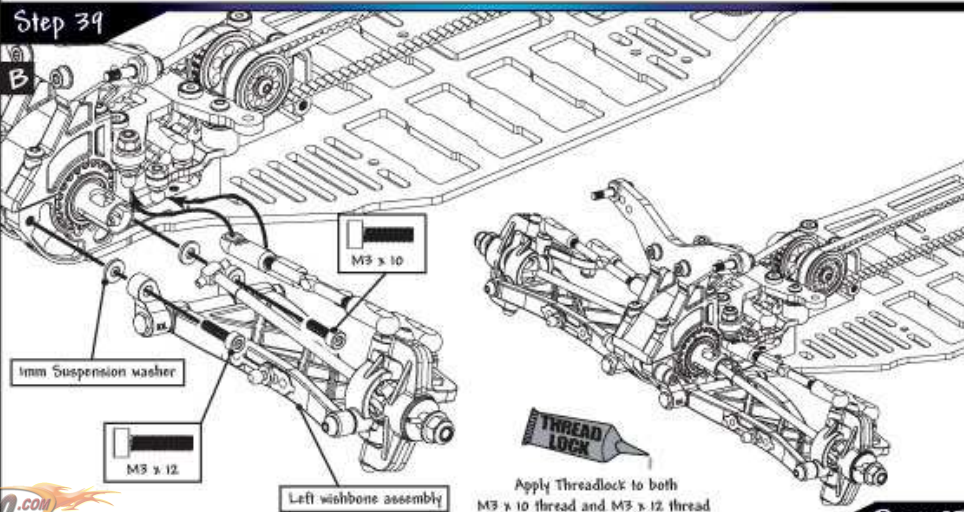
Step 39

A

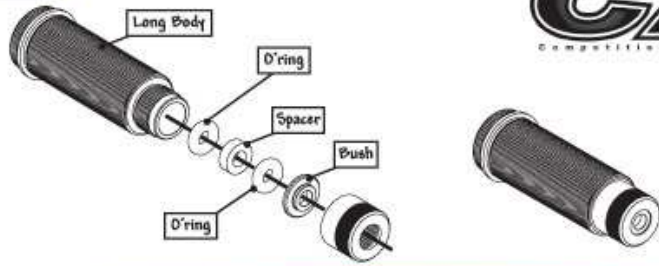


Step 39

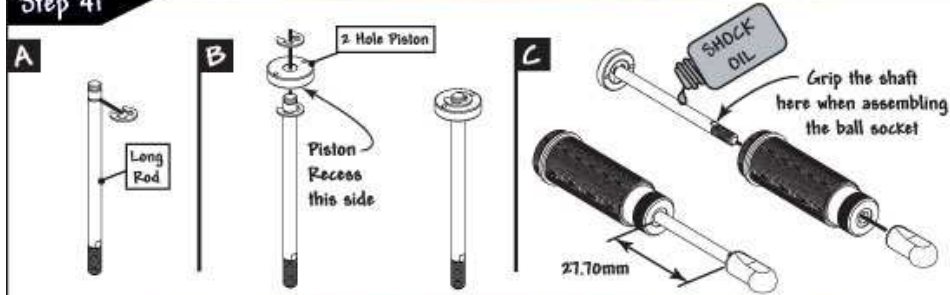
B



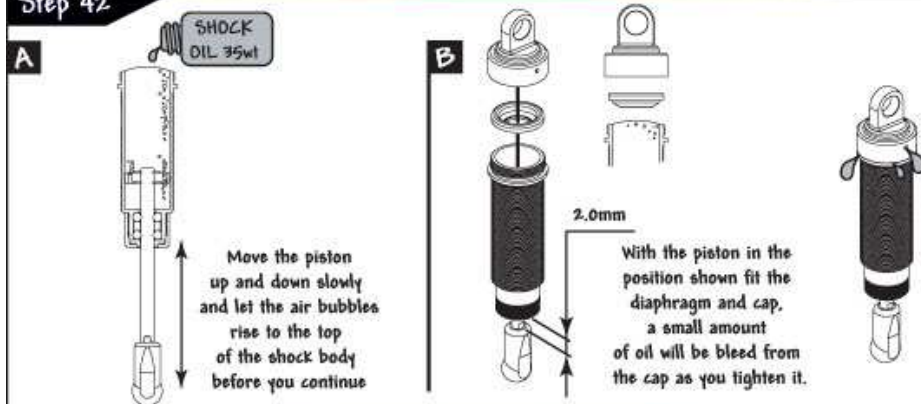
### Step 40



### Step 41



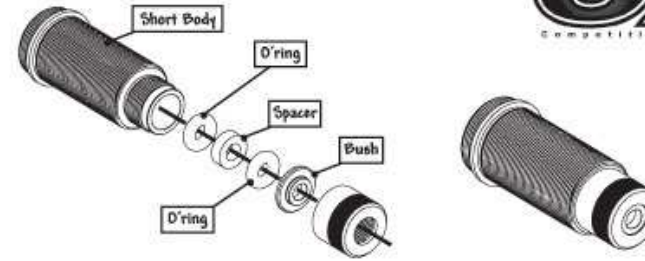
### Step 42



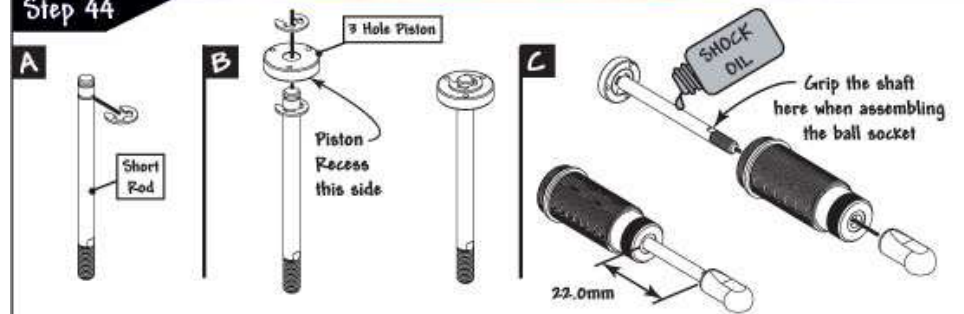
### Step 42



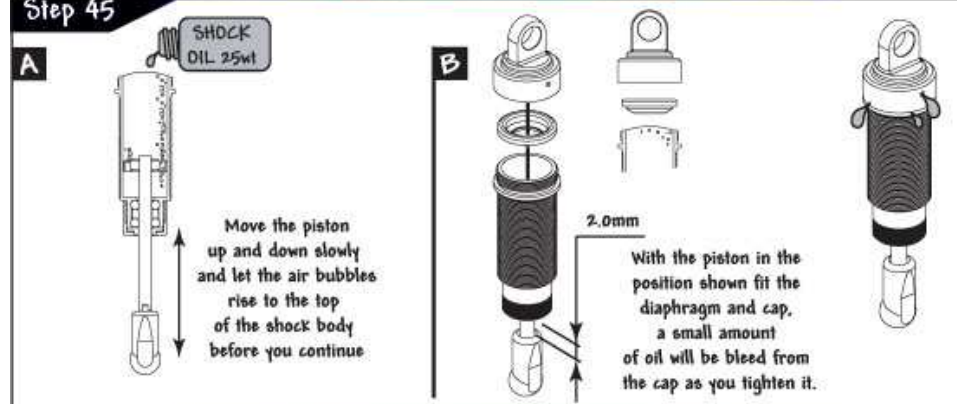
### Step 43



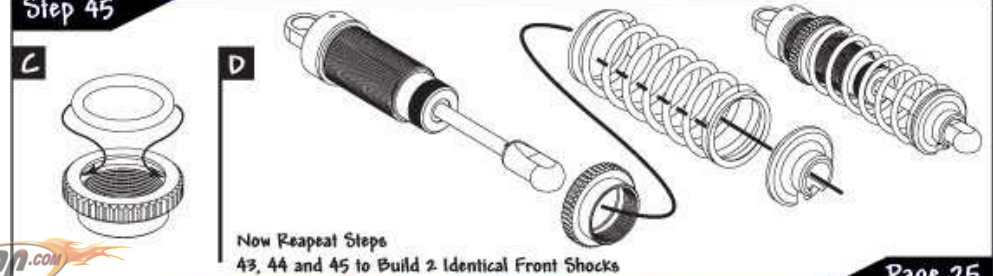
### Step 44



### Step 45

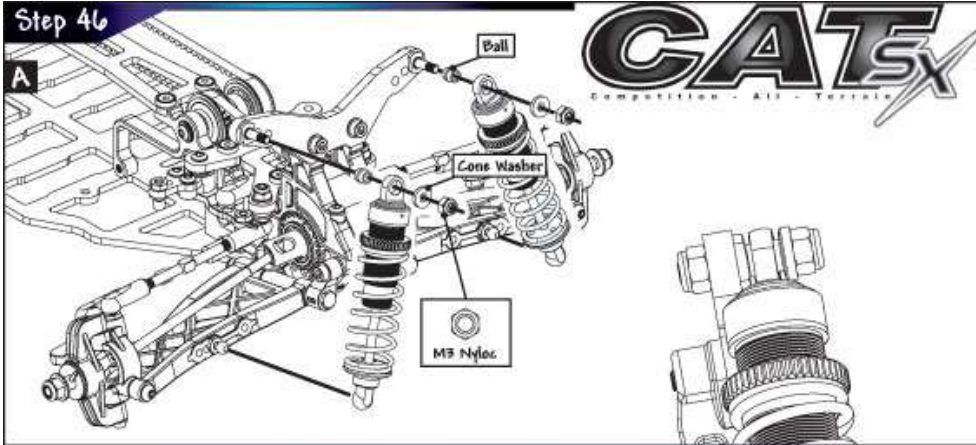


### Step 45

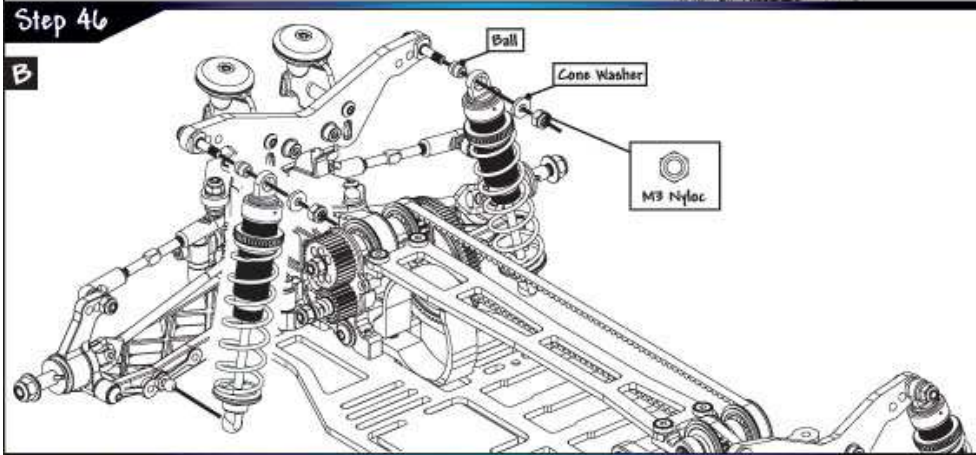




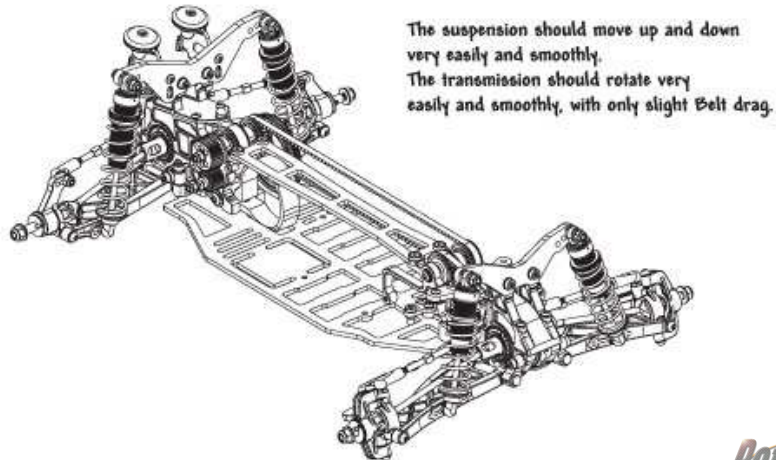
Step 46



Step 46



Step 46



The suspension should move up and down very easily and smoothly.  
The transmission should rotate very easily and smoothly, with only slight Belt drag.

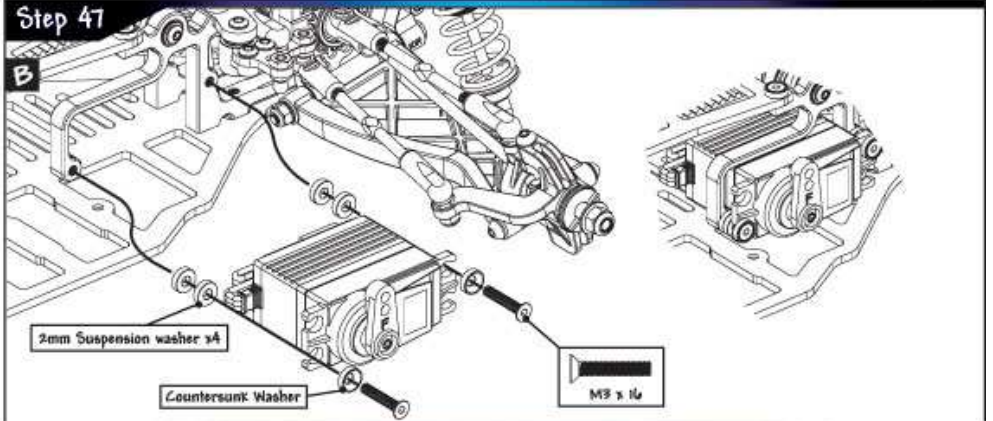
Radio Installation for Ni-Mh CAT-SX



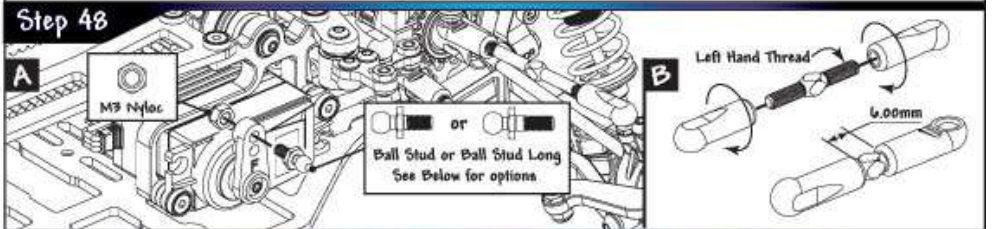
Step 47



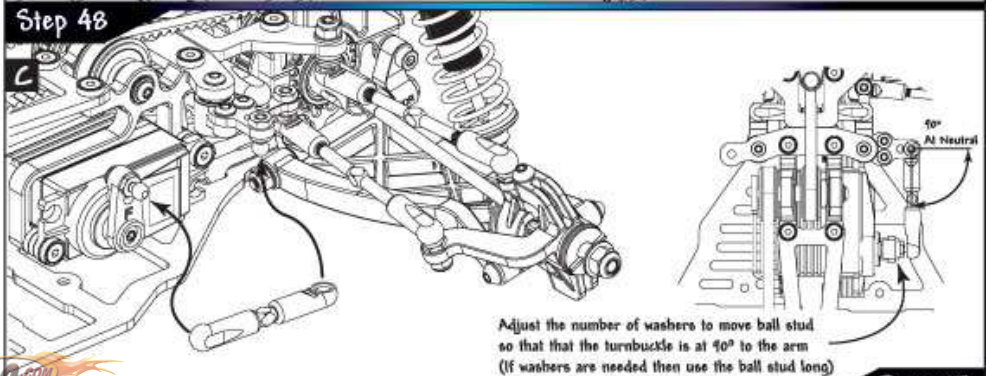
Step 47



Step 48



Step 48

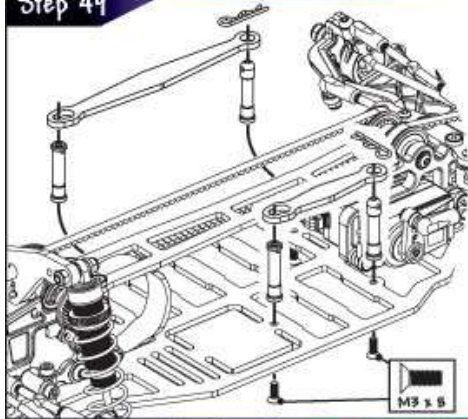


Adjust the number of washers to move ball stud so that the turnbuckle is at 90° to the arm (if washers are needed then use the ball stud long)





Step 49

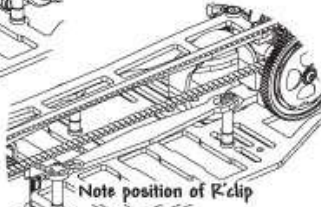


Note position of R-clip



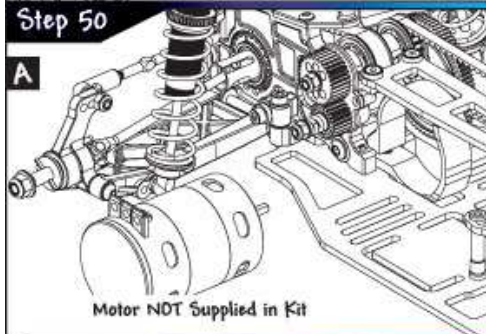
Apply Threadlock to M9 x 8 Threads

M9 x 8

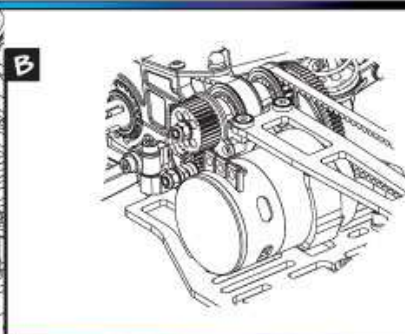


Note position of R-clip

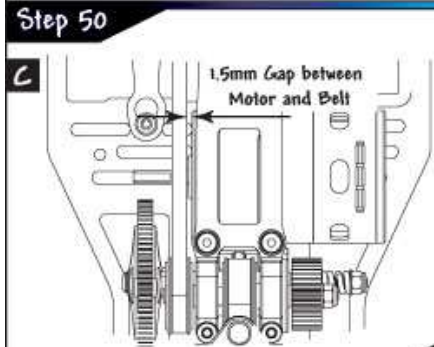
Step 50



Motor NOT Supplied in Kit



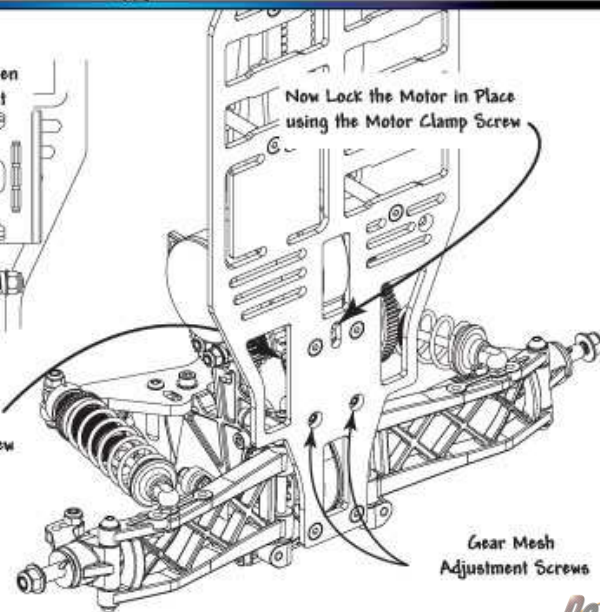
Step 50



1.5mm Gap between Motor and Belt

Gear Mesh Adjustment Screw

Now Lock the Motor in Place using the Motor Clamp Screw

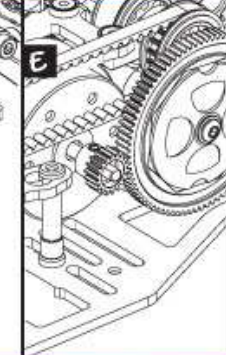


Gear Mesh Adjustment Screws

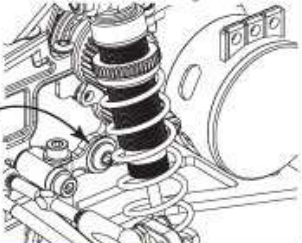
Step 50



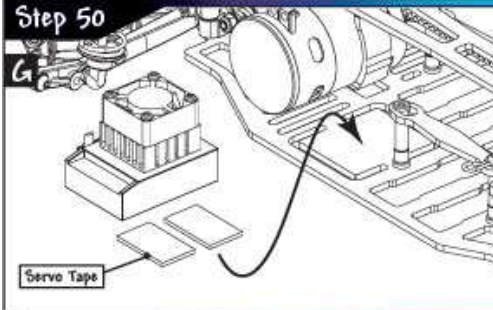
Pinion NOT supplied in Kit



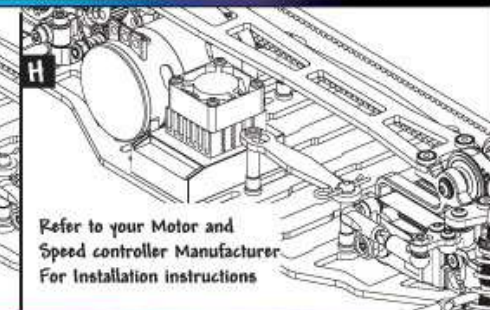
Now Lock the Motor Position using the 3 Gear Mesh Adjustment Screws 1 on the side and 2 Screws underneath as shown on the previous page



Step 50

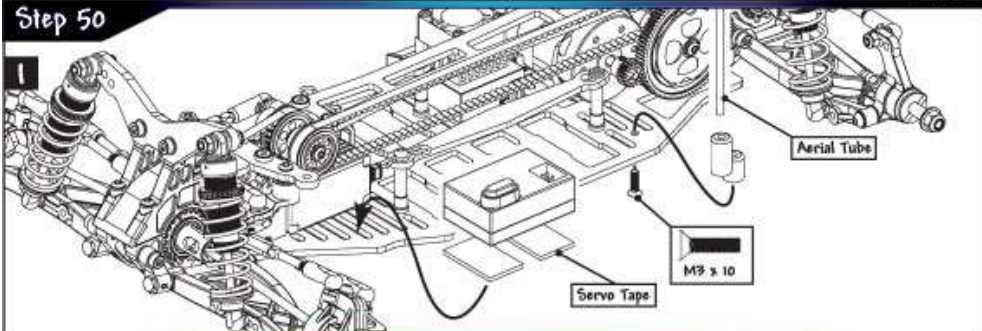


Servo Tape



Refer to your Motor and Speed controller Manufacturer For Installation instructions

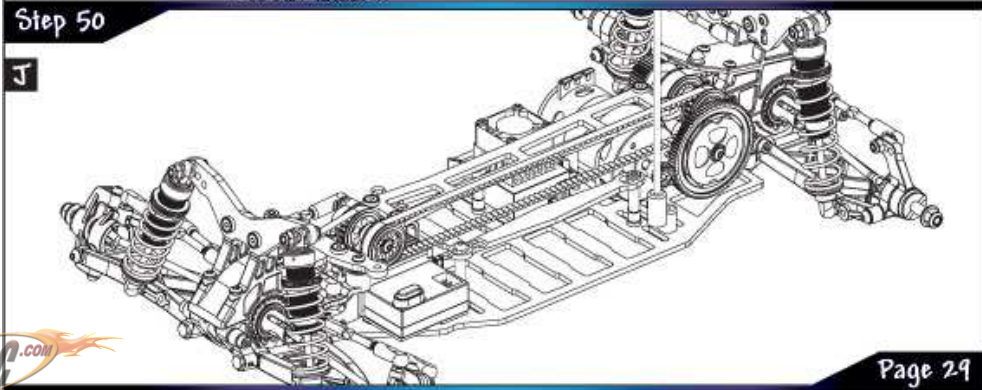
Step 50



Aerial Tube

M9 x 10

Step 50

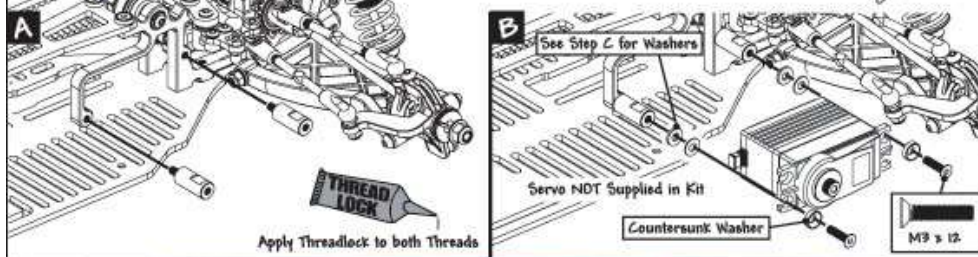




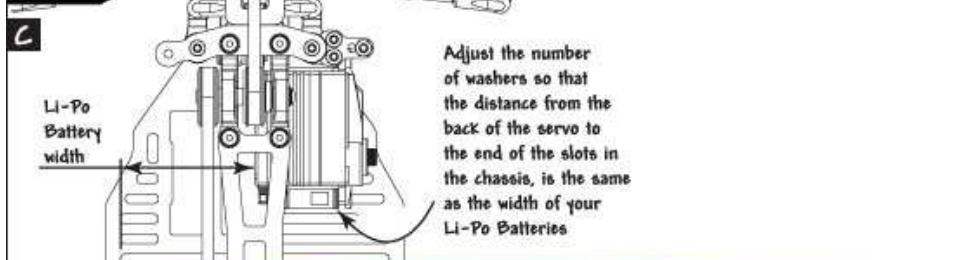
# Radio Installation for Li-Po CAT-SX



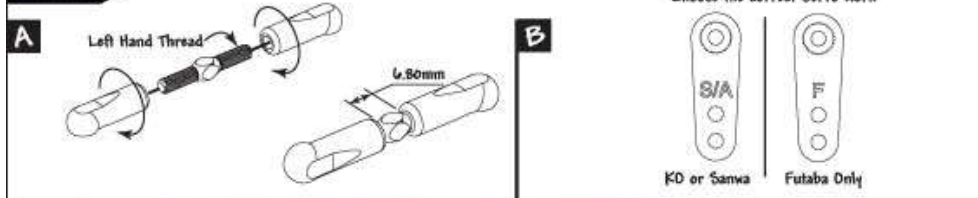
## Step 47



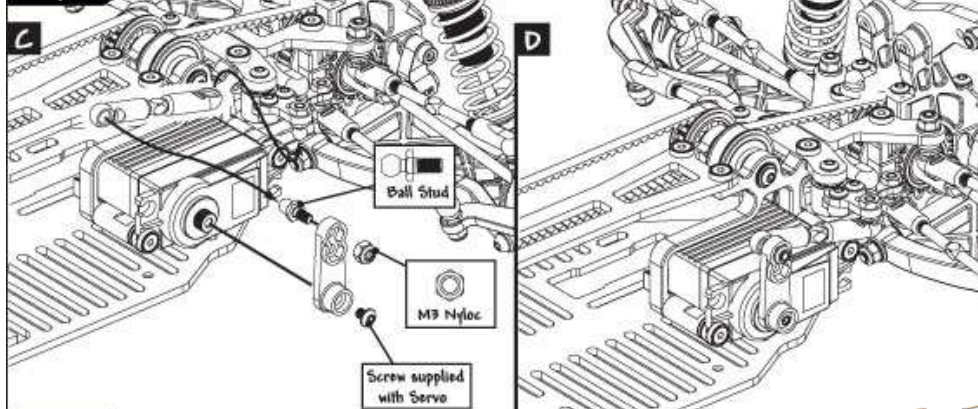
## Step 47



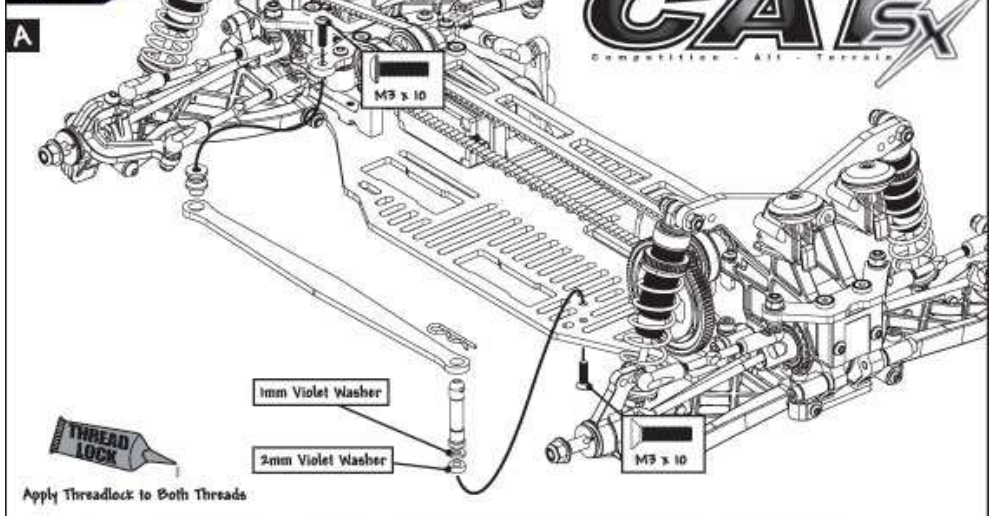
## Step 48



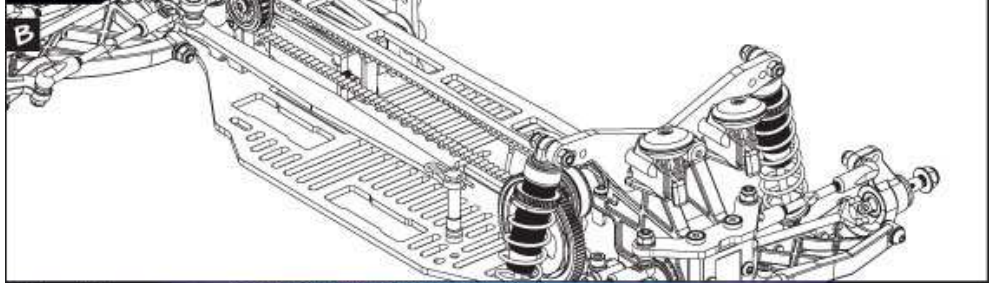
## Step 48



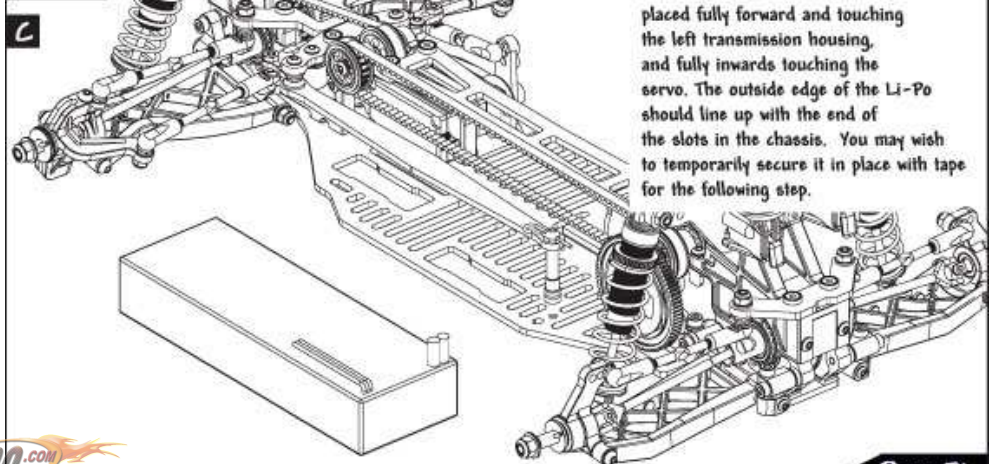
## Step 49



## Step 49



## Step 49

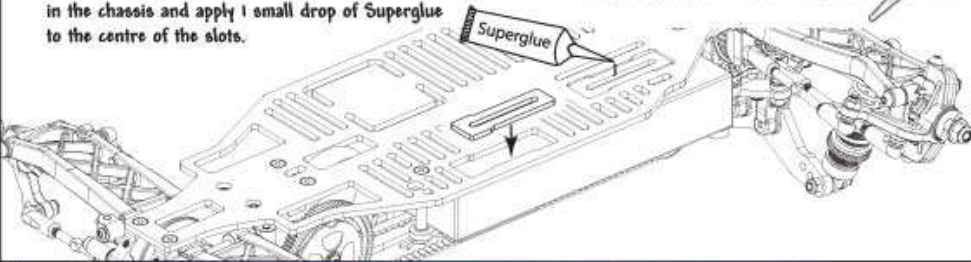




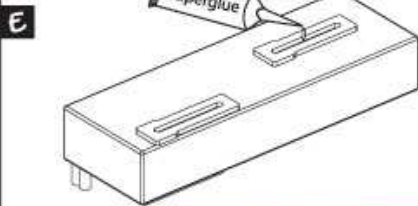
### Step 49

**D** With the Li-Po correctly placed on the chassis, lay the Li-Po locators in the chassis and apply 1 small drop of Superglue to the centre of the slots.

**CATx**  
Competition - All - Terrain

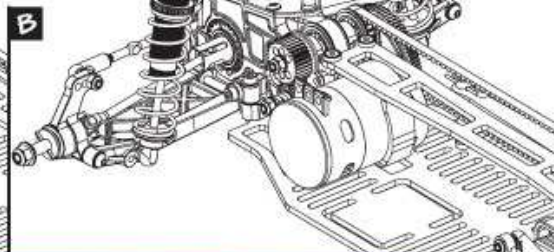
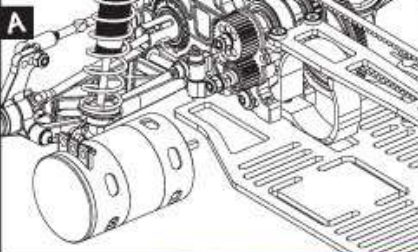


### Step 49

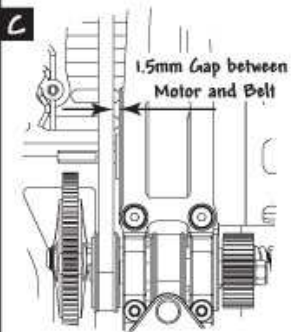


**E** With the Li-Po out of the car add more glue to securely fasten the locators to the Battery.

### Step 50



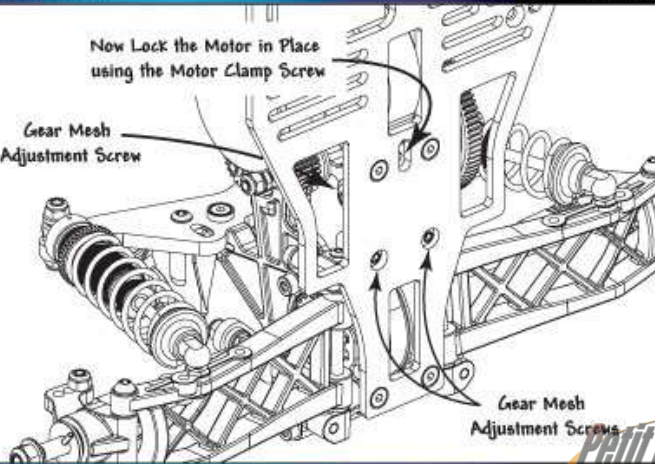
### Step 50



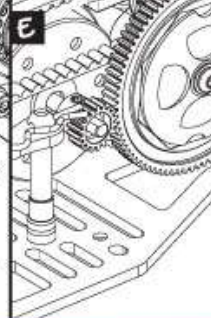
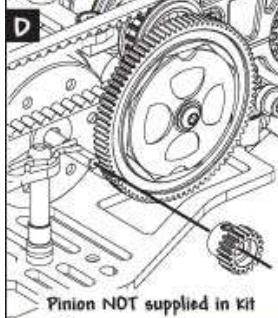
**C** Now Lock the Motor in Place using the Motor Clamp Screw

1.5mm Gap between Motor and Belt

Gear Mesh Adjustment Screw

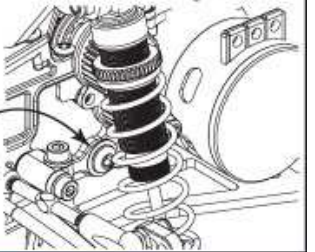


### Step 50

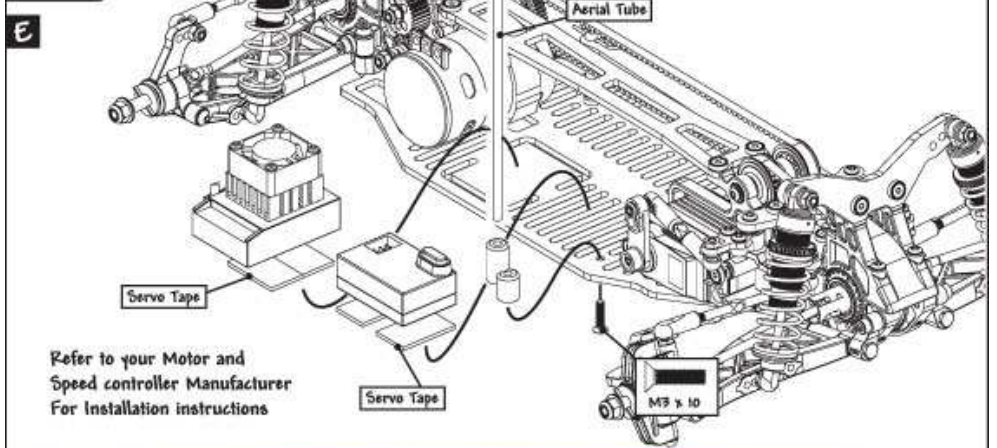


**CATx**  
Competition - All - Terrain

**F** Now Lock the Motor Position using the 3 Gear Mesh Adjustment Screws 1 on the side and 2 Screws underneath as shown on the previous page

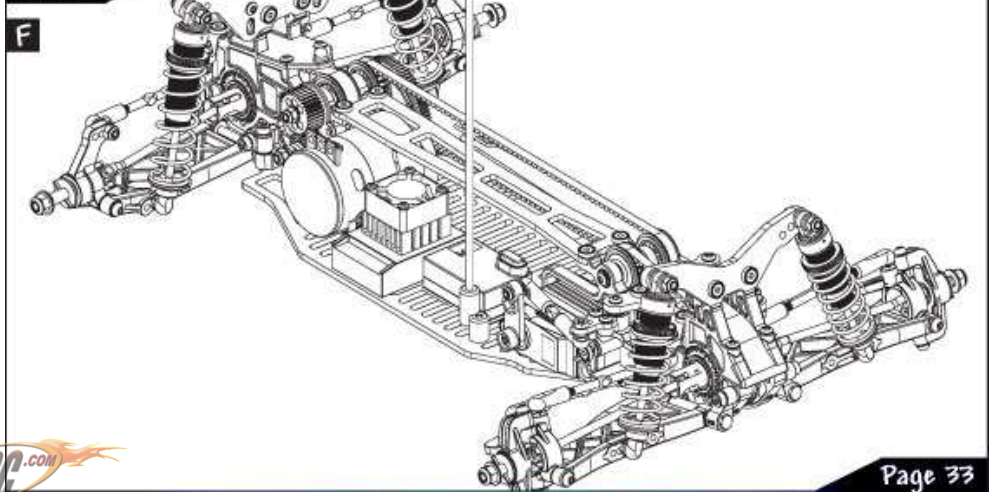


### Step 50



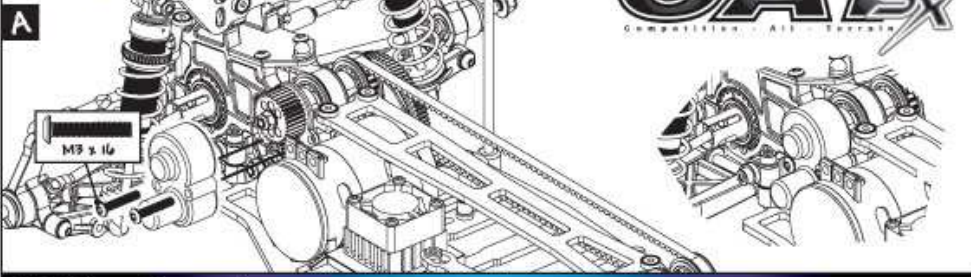
Refer to your Motor and Speed controller Manufacturer For Installation instructions

### Step 50

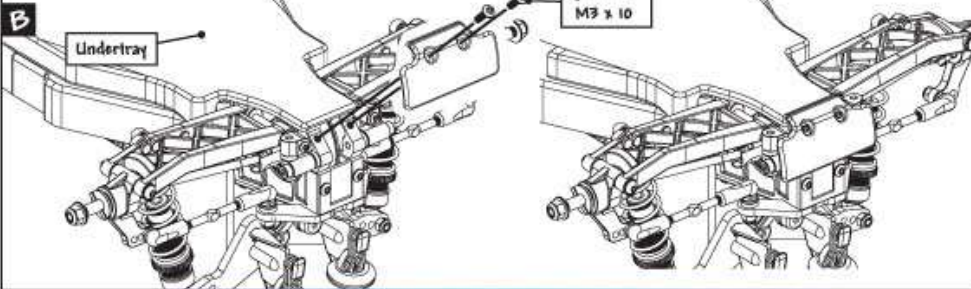




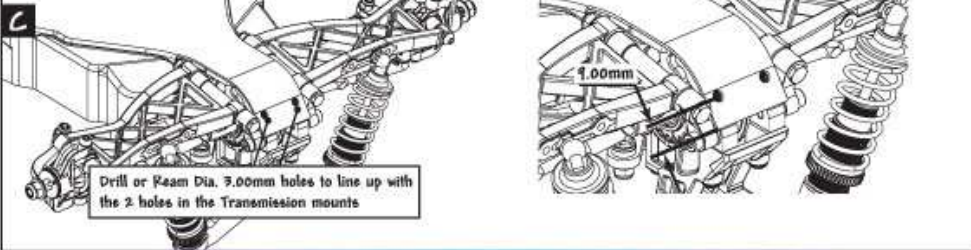
Step 51



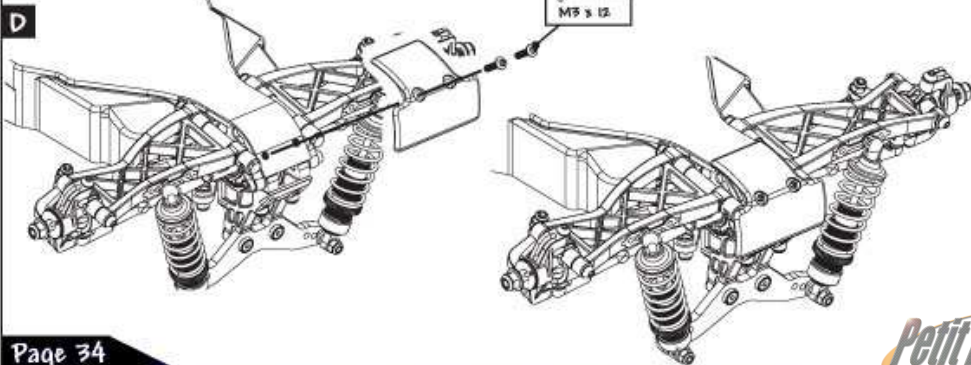
Step 51



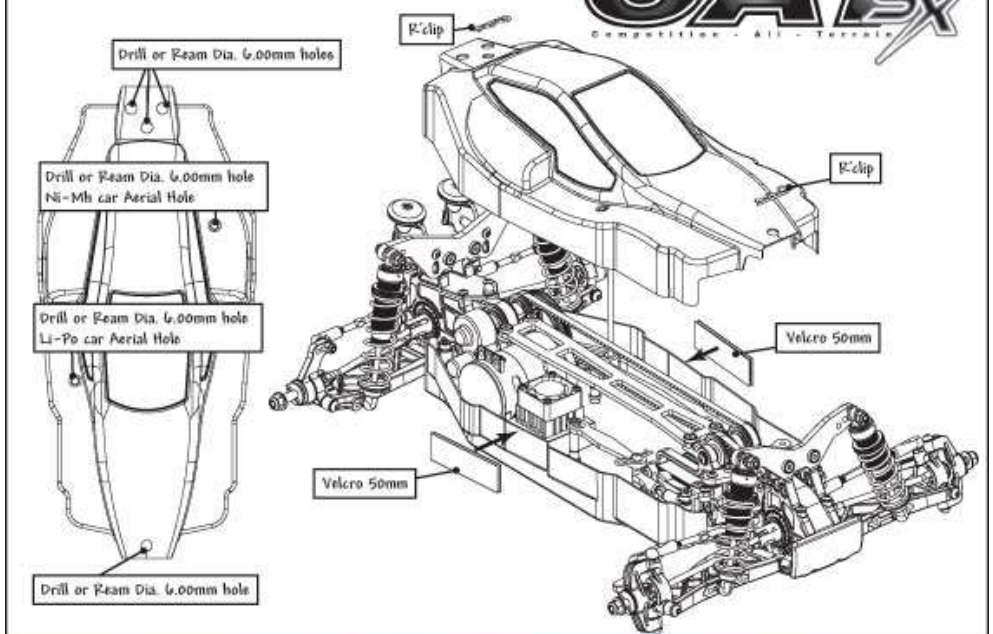
Step 51



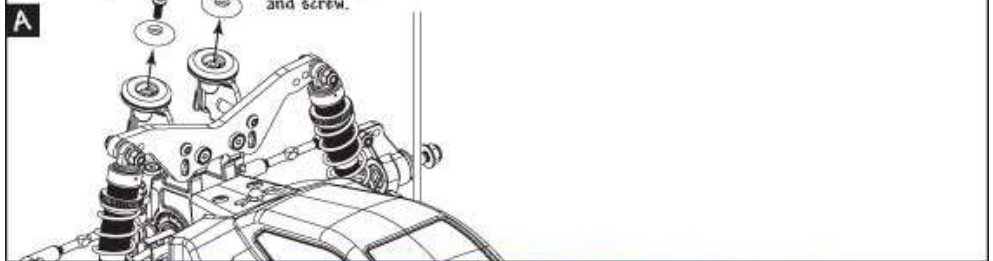
Step 51



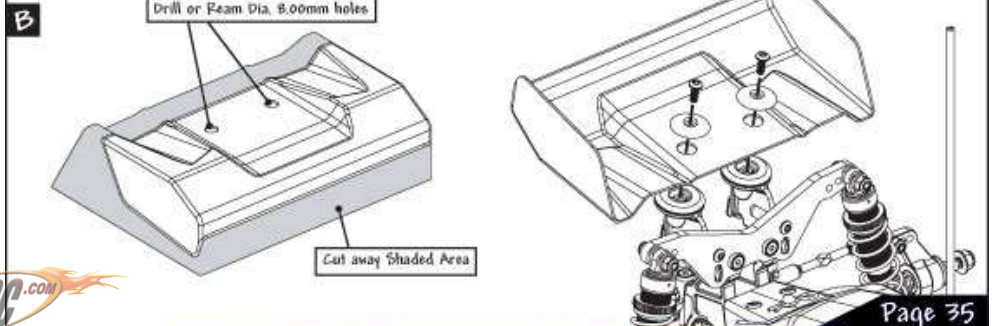
Step 52



Step 53

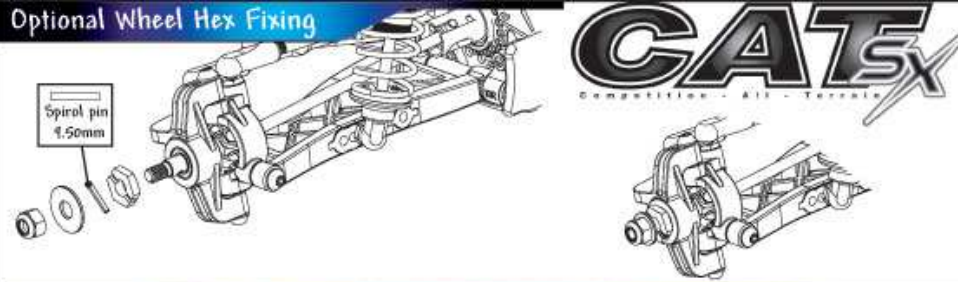


Step 53

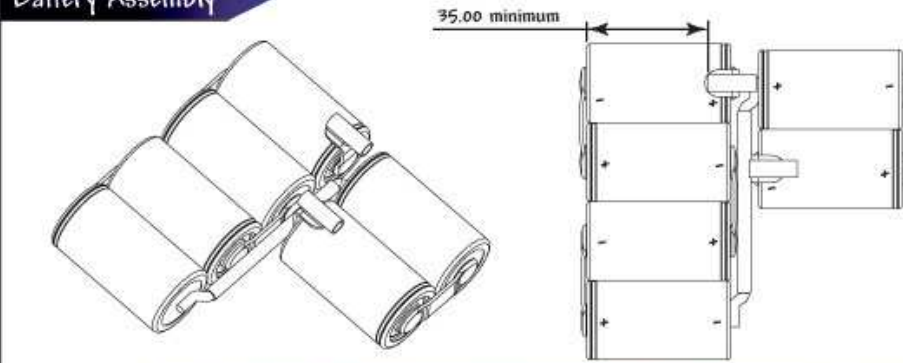




## Optional Wheel Hex Fixing



## Battery Assembly



## Adjustable Ratio Chart



S P U R	Pinion												
	16	17	18	19	20	21	22	23	24	25	26	27	28
83	14.37	13.52	12.77	12.10	11.50	10.95	10.45	10.00	9.58	9.20			
82		13.36	12.62	11.95	11.36	10.82	10.32	9.88	9.46	9.07	8.74		
81			12.47	11.81	11.22	10.68	10.20	9.76	9.35	8.97	8.63	8.31	
80				11.6	11.08	10.55	10.07	9.63	9.23	8.86	8.52	8.21	7.91

Tooth Sum Minimum = 99 Tooth Sum Maximum = 108



S P U R	Pinion												
	16	17	18	19	20	21	22	23	24	25	26	27	28
83	13.40	12.61	11.91	11.28	10.72	10.21	9.74	9.32	8.93	8.57			
82		12.46	11.77	11.15	10.59	10.08	9.63	9.21	8.82	8.47	8.15		
81			11.62	11.01	10.46	9.96	9.51	9.10	8.72	8.37	8.05	7.75	
80				10.87	10.33	9.84	9.39	8.98	8.61	8.26	7.95	7.65	7.38

Tooth Sum Minimum = 99 Tooth Sum Maximum = 108



S P U R	Pinion												
	16	17	18	19	20	21	22	23	24	25	26	27	28
83	12.45	11.72	11.07	10.48	9.96	9.49	9.05	8.66	8.30	7.97			
82		11.58	10.93	10.36	9.84	9.37	8.95	8.56	8.20	7.87	7.57		
81			10.80	10.23	9.72	9.26	8.84	8.45	8.10	7.78	7.48	7.20	
80				10.11	9.60	9.14	8.73	8.35	8.00	7.68	7.38	7.11	6.86

Tooth Sum Minimum = 99 Tooth Sum Maximum = 108

## Technical Information



### Differentials

For consistent performance it is vital that the differential action should be smooth and free, the diff should be adjusted using the recommended settings in the manual.

### Slipper

On most tracks it is best to start with the slipper on a loose setting, and gradually increase the spring tension until you achieve the most consistent drive away from the turns without spinning the car, but still generate enough drive when launching the car from the up ramps.

### Front Differential/Axle

We have three main front drive options for the cat, the differential, (kit standard) this is probably the best all round option for most drivers, the one way front axle this is generally the fastest way round the track, but more difficult to drive, and the fixed front axle (spool) this option is universally used on touring cars due to the excellent traction away from the turns, but it has yet to be used much on off road cars, it could be useful on slippery dirt tracks.

### Differential height

By rotating the eccentric bearing housings it is possible to run the differentials in the high or low position, and apart from accentuating the drive shaft plunge it does not affect the car a great deal. The team drivers will always insist that a high diff gives the car more grip at whichever end of the car it's used.

### Front layshaft One Way

This option part further extends the drive system permutations, i.e. front differential and layshaft one way, spool front axle and layshaft one way, or for minimum overrun inertia, a one way layshaft and a one way front axle.

### Ride height

Use the spring collars on the shock absorbers to adjust the front and rear ride heights, we would recommend setting the ride height to 20 mm at both ends of the car, measured between the bottom of the chassis and the ground with the car in running trim. First press the car down to the ground and then release it once or twice to settle the suspension before adjusting the ride height. The chassis should be level when viewed from the side.

### Anti Roll Bars

Anti roll bars are an often overlooked set up aid that allows fine tuning of the suspension without major changes in shock and spring settings, they are mainly used to add roll stiffness to either the front or rear of the car.

### Front Toe in

The front toe in should be set to 0° (both wheels pointing straight ahead), this will be the best setting for most track conditions. Adding slight toe out will increase initial turn in.

### Front Wishbone Shock Mounting Hole

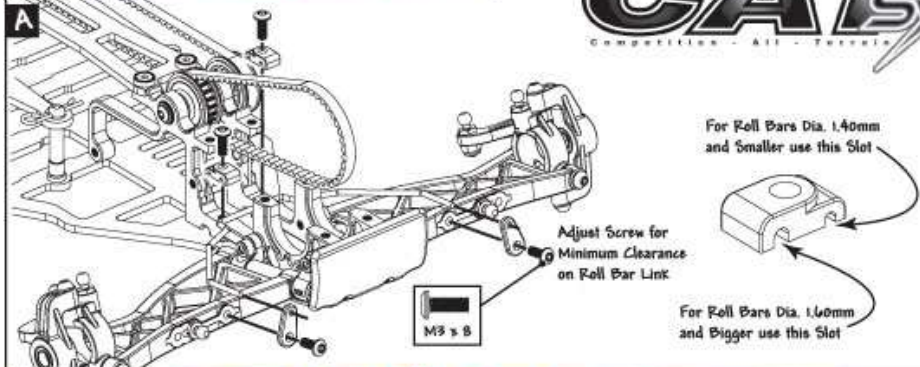
The middle hole in the wishbone is the standard setting for the lower shock absorber mounting. Moving the shock absorber to the outer hole increases the reaction of the steering as well as increasing the suspension stiffness, this position may cause a little too much initial turn in on corner approach.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

### Front Camber Links

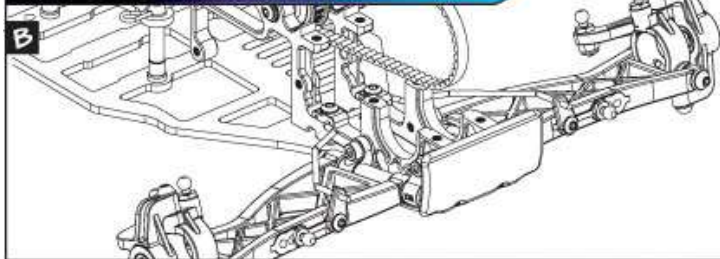
Using a shorter upper camber link will increase the initial response of the car both in steering and grip, but this could make the car more difficult to drive. A longer link will make the car more predictable and smoother to drive, but will not increase overall grip. Lowering the inside ball stud will 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.



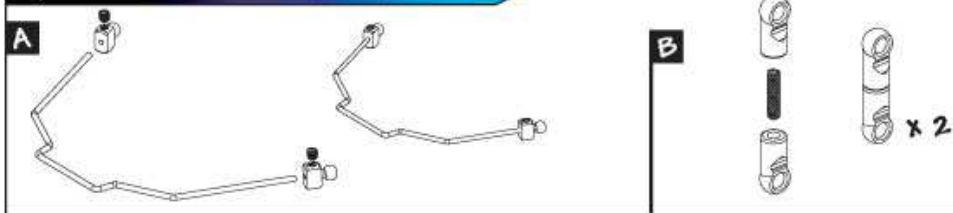
Speed Secrets - U3379 Front Roll Bars



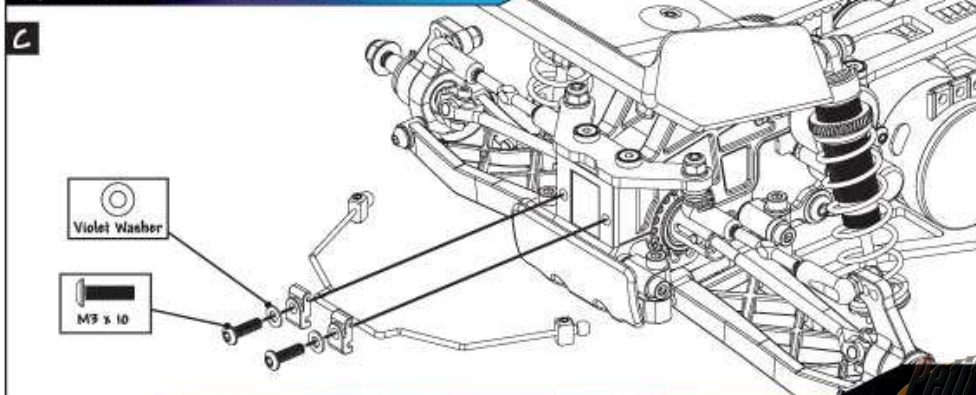
Speed Secrets - U3379 Front Roll Bars



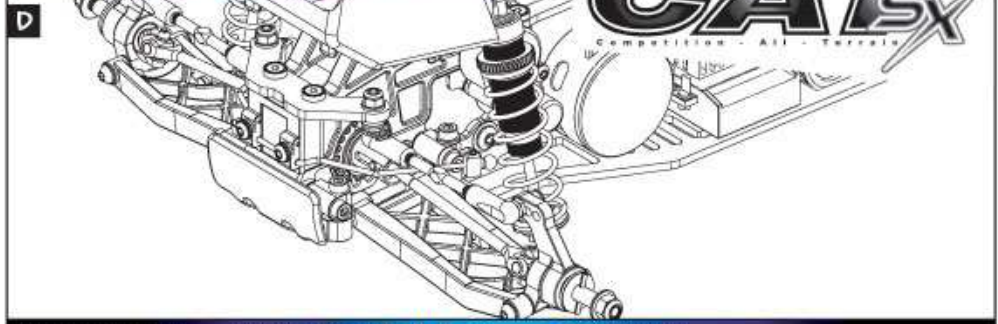
Speed Secrets - U3380 Rear Roll Bars



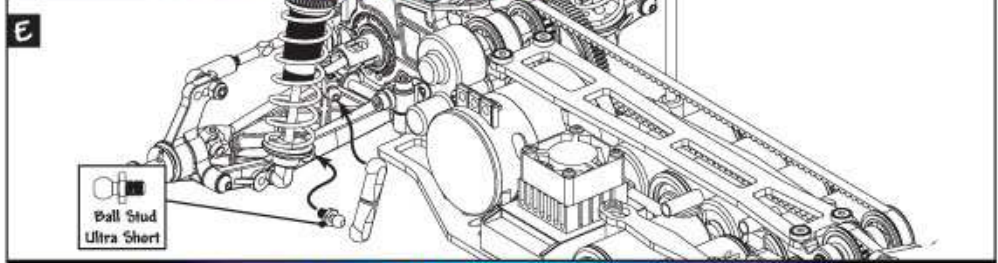
Speed Secrets - U3380 Rear Roll Bars



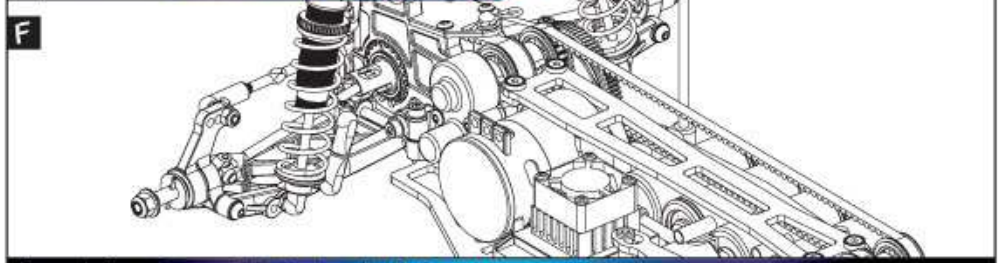
Speed Secrets - U3380 Rear Roll Bars



Speed Secrets - U3380 Rear Roll Bars

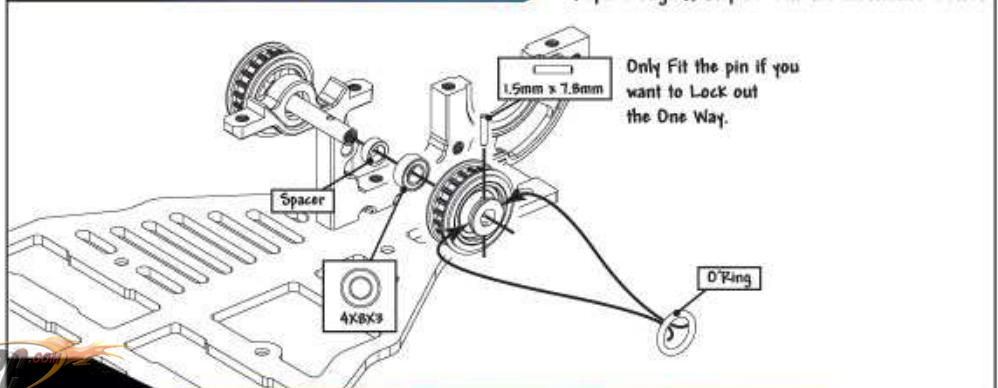


Speed Secrets - U3380 Rear Roll Bars



Speed Secrets - U3378 Layshaft One Way

Replace Page 5, Step 8B with the Illustration Below.







### Front camber

The usual team setting for static front camber is 1° negative (the top of the tyre leaning inwards) using more static camber can increase the side bite for better mid corner steering at the expense of forward traction.

### Front rake adjustment

Under most circumstances 10° rake gives the best all round balance, but on less bumpy tracks 7.5° could improve the feel of the car. Remember using the 7.5° option also reduces the overall caster angle of the car by 2.5°

### Front shock mount

The middle hole is the most widely used position on the front shock mount, moving the shock to the outer hole (apart from making the suspension stiffer) usually increases the reaction of the car and makes it feel more agile. Moving the shock to the inner hole makes the car easier to drive on high grip surfaces (this position also softens the suspension).

### Rear camber

The usual team setting for static rear camber is 1.5° negative (the top of the tyre leaning inwards) using more static camber usually increases initial side bite at the expense of forward traction.

### Rear camber links

Adjusting the rear camber links or raising and lowering the ball studs will give broadly the same results as the front. lengthening the camber link or raising the inboard ball will give less camber change, whereas shortening the link or lowering the ball will give more camber change.

### Rear anti squat

Typically we would use anything between 0° (wishbones parallel to the chassis) up to 2° of anti squat, 0° allows the suspension to work better over the bumps but usually gives less power on traction. Increasing the anti squat will improve forward traction and also helps the rear of the car to rotate in the turns, but it is not so good over the bumps. So somewhere between the two would be the best compromise.

### Rear wishbone shock mounting hole

The inner shock mount hole works best for most track conditions. Using the outer hole can improve the stability of the rear on high grip surfaces, but it will not work as well on very bumpy sections of the track without changes to the damping/springing.

### Rear wishbone wheel base shims

The Cat has three wheelbase options at the rear, short, med and long, the adjustment is provided by re positioning the quick clips on the wishbone pin. Moving the rear wishbones forward will give more traction grip, and moving the wishbone to the middle or rear position usually improves the car over ripples in the track and frees up the rear through sweeping turns.

### Rear shock mount

The middle hole is the most widely used position on the rear shock mount, moving the shock to the outer hole (apart from making the suspension stiffer) usually increases the reaction of the car and makes it feel more agile. Moving the shock to the inner hole makes the car easier to drive on high grip surfaces (this position also softens the suspension).



Curved Body Scissors  
H1009  
Designed for cutting out polycarbonate bodies.



Purple Alloy Camber Gauge  
H1032



Speed Passion BL ESC  
LFF - 5.5t  
SPEXT98801LPF



- SP13840 SP CV2.0 Comp BL Motor; 4.0T
- SP13845 SP CV2.0 Comp BL Motor; 4.5T
- SP13845ER1 Rotor 4.5T BL; Power Band 13mm
- SP13855 SP CV2.0 Comp BL Motor; 5.5T
- SP13865 SP CV2.0 Comp BL Motor; 6.5T
- SPP105 SP Ultra Stock BL Motor; 10.5T
- SPP135 SP Ultra Stock BL Motor; 13.5T
- SPP175 SP Ultra Stock BL Motor; 17.5T
- SPP75 SP CV2.0 Comp BL Motor; 7.5T
- SPP85 SP CV2.0 Comp BL Motor; 8.5T



Speed Passion BL ESC  
GT - 2.5t  
SPEXT98801



Hex Driver - 1.5mm  
U2789

Hex Driver - 2.0mm  
U2790

Hex Driver - 2.5mm  
U2791

M3 Nut Driver  
U2795

M4 Nut Driver  
U2796

Body Reamer  
U2818



Rear Mini Pin 2.2"  
Blue - U6602  
Yellow - U6608



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



MiniPin Yellow Pre-Glued Rear  
U6742 (not shown)  
MiniSpike 2 Yellow Pre-Glued Rear  
U6740



MiniPin Yellow Pre-Glued Front  
U6741 (not shown)  
MiniSpike 2 Yellow Pre-Glued Front  
U6739



- G020 - 20 weight (thin)
- G025 - 25 weight
- G030 - 30 weight
- G035 - 35 weight
- G040 - 40 weight
- G045 - 45 weight
- G050 - 50 weight
- G055 - 55 weight (thick)

The best silicone shock oil you can buy!



MiniSpike 2 Yellow Rear U6558  
MiniSpike 2 Blue Rear U6518  
MiniSpike 2 Green Rear U6516



MiniSpike 2 Yellow Front U6557  
MiniSpike 2 Blue Front U6517  
MiniSpike 2 Green Front U6515





CHASSIS PARTS

- U1043 Aerial Mount - Universal
- U1044 Aerial Tube - Part 4
- U1045 Valve 1/2"size x 1/2"nom.
- U1046 Ball Gripper Sockets - (pr 4)
- U1047 Dumpers & Diff Cover - Cat SX
- U1048 CF 4-2 Call Straps & Posts
- U1049 CF Chassis 4-2 Call - Cat SX
- U1050 CF Chassis Stick Lifts - Cat SX
- U1051 CF Top Deck - Cat SX
- U1052 CF Shock Mount, Front - Cat SX
- U1053 CF Shock Mount, Rear - Cat SX
- U1054 Lifts Strap & Posts - Cat SX
- U1055 Battery Posts, No Clip pr
- U1056 Battery Posts, R-Clip pr
- U1057 Servo Mount, Lifts - Cat SX pr
- U1058 Wing Mount - Off Road

BODYSHELLS & DECALS

- U1094 Decal Sheet - Cat SX pr2
- U1098 Bodyshell & Decals, Clear - Cat SX
- U1099 Underlay - Cat SX
- U1100 Wing - Cat SX

SUSPENSION

- U1272 Ball Gripper Sockets - 1/2"Sh Stud 4prs
- U1273 Alloy Block, Screw - M1-7 (pr)
- U1274 Alloy Block, Pinet - M1-7 (pr)
- U1275 Shock Mounting Post - M1-7 (pr)
- U1276 Ball Gripper Sockets, X-Long 4prs
- U1277 Hub Carrier, Front - Cat SX pr
- U1278 Hub Carrier, Rear - Cat SX pr
- U1279 Pinet Block, Front 1.5deg pr
- U1280 Pinet Block, Front 1.5deg pr
- U1281 Pinet Block, Front - Cat SX pr
- U1282 Pinet Pin, Screw Type 12mm pr
- U1283 Pinet Pin, Screw Type 25mm pr
- U1284 Pinet Pin, Threaded 1/2"Sh 50mm pr
- U1285 Radius Arm, CNC Alloy LH - Cat SX
- U1286 Radius Arm, CNC Alloy RH - Cat SX
- U1287 Servo Horns, Futaba & Sanyo
- U1288 Spacers, Wheel Bearing 2prs
- U1289 Steering Post - Cat SX pr
- U1290 Tube, Washbone - Cat SX pr
- U1291 Washbone, Front - Cat SX 51d pr
- U1292 Washbone, Rear - Cat SX 51d pr
- U1293 Yoke - Cat SX pr
- U1407 Washbone, Front - Cat SX Med Flex pr
- U1408 Washbone, Rear - Cat SX Med Flex pr
- U1441 CF Link Mount Front 44mm Kit 51d - Cat - SX
- U1442 CF Link Mount Front 78.5mm - Cat - SX
- U1443 CF Link Mount Rear 71.5mm - Cat - SX
- U1444 CF Link Mount Rear 49mm - Cat - SX
- U1445 CF Link Mount Rear 49mm Kit 51d - Cat - SX
- U1446 CF Steering Mount & Arm - Cat - SX
- U1500 Ball Gripper Sockets - Short Stud, 8prs
- U1501 Ball Gripper Sockets - Long Stud, 8prs

SHOCK ABSORBERS

- U1094 Race Shock Collar, threaded adjuster (pr)
- U1095 Race Shock Seal Rebuild Pack (pr)
- U1096 Race Shock Body, Fr Off Road pr
- U1097 Race Shock Body, Fr Off Road pr
- U1098 Race Shock Piston, CNC 1 Hole Off Road
- U1099 Race Shock Piston, CNC 3 Hole Off Road
- U1100 Race Shock Rod, Fr - Off Road pr
- U1101 Race Shock Rod, Fr - Off Road pr
- U1102 Race Shock Seal Bag, Off Road pr
- U1103 Race Shock Top Cap, Off Road pr
- U1104 Race Shock, Front Off Road - Fully Assembled (pr)
- U1105 Race Shock, Rear Off Road - Fully Assembled (pr)
- U1106 Spring Stop & Spacer Mountings (pr)

SPRINGS

- U1095 Spring Tuning Set, Fr-Off Road pr
- U1096 Spring Tuning Set, Fr-Off Road pr
- U1097 Springs, Off Road XF 2.0 White
- U1098 Springs, Off Road XF2.5 Yellow
- U1099 Springs, Off Road XF3.0 Red
- U1100 Springs, Off Road XF3.5 Grey
- U1101 Springs, Off Road XF4.0 Blue
- U1102 Springs, Off Road XF4.5 Black
- U1103 Springs, Off Road XF5.0 White
- U1104 Springs, Off Road XF5.5 Yellow
- U1105 Springs, Off Road XF6.0 Red

SPRINGS Cont...

- U1097 Springs, Off Road XF3.0 Grey
- U1098 Springs, Off Road XF3.5 Blue
- U1099 Springs, Off Road XF4.0 Black

SHOCK OIL

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

TRANSMISSION

- U1279 Pro-Diff Screw Set
- U1040 Diff Washer, ProSpec - M1-7 (pr) replaces tri-lobe
- U1092 Alloy Mount, Front LH Trans-Cat SX
- U1093 Alloy Mount, Front RH Trans-Cat SX
- U1094 Alloy Mount, Rear LH Trans-Cat SX
- U1095 Alloy Mount, Rear RH Trans-Cat SX
- U1096 Belt, Kavalr 4mmx10t
- U1097 Belt, Kavalr 4mmx10t
- U1098 Belt, Kavalr 4mmx10t
- U1099 Case, Rear Wheels pr
- U1100 Covers, Idler Gears - Cat SX
- U1101 Diff Output, Female - Cat SX
- U1102 Diff Output, Male - Cat SX
- U1103 Diff, Complete Assembled
- U1104 Eccentric, CNC Alloy - Cat SX pr
- U1105 Drive Shaft, Front - Cat SX pr
- U1106 Drive Shaft, Rear - Cat SX pr
- U1107 Gear, CNC 23T Layshaft
- U1108 Gear, CNC 23T Layshaft
- U1109 Gear, CNC 24T Layshaft
- U1110 Gear, CNC 24T Layshaft
- U1111 Gear, CNC 25T Layshaft
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- U1113 Gear, CNC 26T Layshaft
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- U1494 Gear, CNC 216T Layshaft
- U1495 Gear, CNC 217T Layshaft
- U1496 Gear, CNC 217T Layshaft
- U1497 Gear, CNC 218T Layshaft
- U1498 Gear, CNC 218T Layshaft
- U1499 Gear, CNC 219T Layshaft
- U1500 Gear, CNC 219T Layshaft
- U1501 Gear, CNC 220T Layshaft
- U1502 Gear, CNC 220T Layshaft
- U1503 Gear, CNC 221T Layshaft
- U1504 Gear, CNC 221T Layshaft
- U1505 Gear, CNC 222T Layshaft
- U1506 Gear, CNC 222T Layshaft
- U1507 Gear, CNC 223T Layshaft
- U1508 Gear, CNC 223T Layshaft
- U1509 Gear, CNC 224T Layshaft
- U1510 Gear, CNC 224T Layshaft
- U1511 Gear, CNC 225T Layshaft
- U1512 Gear, CNC 225T Layshaft
- U1513 Gear, CNC 226T Layshaft
- U1514 Gear, CNC 226T Layshaft
- U1515 Gear, CNC 227T Layshaft
- U1516 Gear, CNC 227T Layshaft
- U1517 Gear, CNC 228T Layshaft
- U1518 Gear, CNC 228T Layshaft
- U1519 Gear, CNC 229T Layshaft
- U1520 Gear, CNC 229T Layshaft
- U1521 Gear, CNC 230T Layshaft
- U1522 Gear, CNC 230T Layshaft
- U1523 Gear, CNC 231T Layshaft
- U1524 Gear, CNC 231T Layshaft
- U1525 Gear, CNC 232T Layshaft
- U1526 Gear, CNC 232T Layshaft
- U1527 Gear, CNC 233T Layshaft
- U1528 Gear, CNC 233T Layshaft
- U1529 Gear, CNC 234T Layshaft
- U1530 Gear, CNC 234T Layshaft
- U1531 Gear, CNC 235T Layshaft
- U1532 Gear, CNC 235T Layshaft
- U1533 Gear, CNC 236T Layshaft
- U1534 Gear, CNC 236T Layshaft
- U1535 Gear, CNC 237T Layshaft
- U1536 Gear, CNC 237T Layshaft
- U1537 Gear, CNC 238T Layshaft
- U1538 Gear, CNC 238T Layshaft
- U1539 Gear, CNC 239T Layshaft
- U1540 Gear, CNC 239T Layshaft
- U1541 Gear, CNC 240T Layshaft
- U1542 Gear, CNC 240T Layshaft
- U1543 Gear, CNC 241T Layshaft
- U1544 Gear, CNC 241T Layshaft
- U1545 Gear, CNC 242T Layshaft
- U1546 Gear, CNC 242T Layshaft
- U1547 Gear, CNC 243T Layshaft
- U1548 Gear, CNC 243T Layshaft
- U1549 Gear, CNC 244T Layshaft
- U1550 Gear, CNC 244T Layshaft
- U1551 Gear, CNC 245T Layshaft
- U1552 Gear, CNC 245T Layshaft
- U1553 Gear, CNC 246T Layshaft
- U1554 Gear, CNC 246T Layshaft
- U1555 Gear, CNC 247T Layshaft
- U1556 Gear, CNC 247T Layshaft
- U1557 Gear, CNC 248T Layshaft
- U1558 Gear,