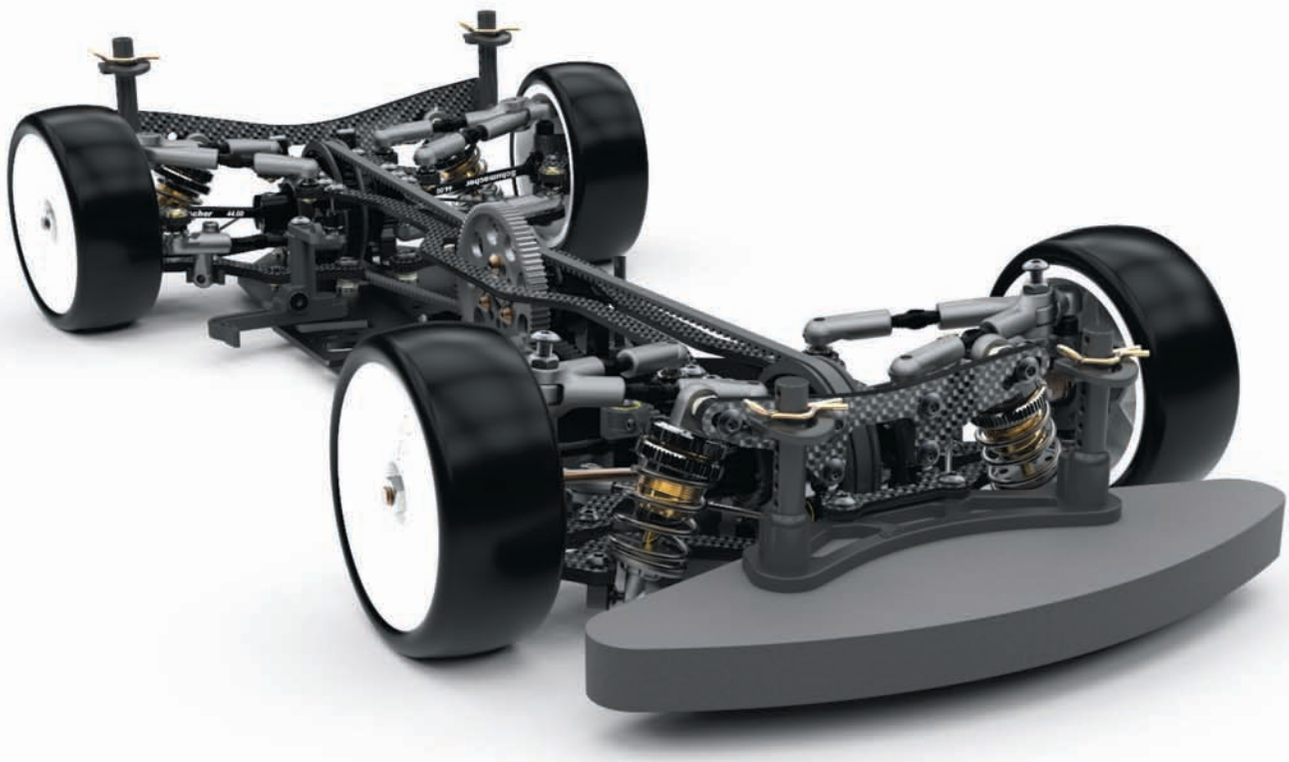
S1609

Mi8



Instruction Manual ISS01

Schumacher
71-73 Tenter Road
Moulton Park
Northampton
NN3 6AX

www.racing-cars.com

IMPORTANT SAFETY NOTES

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

ADDITIONAL ITEMS REQUIRED


Radio Equipment


Motor and Pinion Gear

2S LiPo Battery


Battery Charger


Steering Servo


Electronic Speed Controller


Pro Tyre Glue


Bodyshell


Polycarbonate Paint


Tyres and Inserts

TOOLS REQUIRED

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

ICON KEYS

LITHIUM GREASE — CORE RC High Performance Lithium Grease10ml - CR752

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

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

Caution/Important note. Please read.

LH — Left-Hand Side of car

RH — Right-Hand Side of car

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


Advanced Set up Sheets - Page 37 - 40
The kit build will offer an easy and safe setup option for most track conditions.

www.racing-cars.com

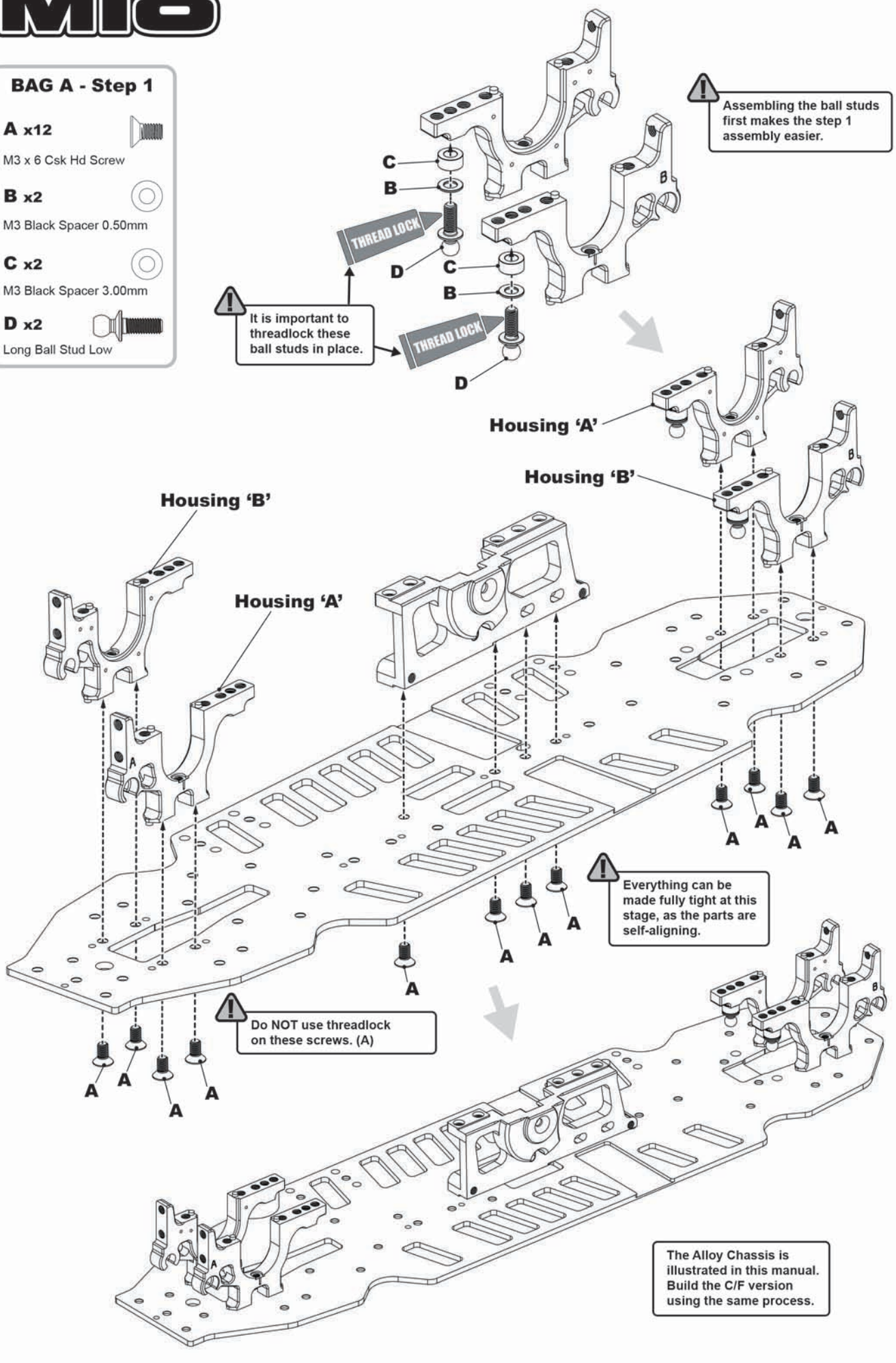
BAG A - Step 1

A x12
M3 x 6 Csk Hd Screw

B x2
M3 Black Spacer 0.50mm

C x2
M3 Black Spacer 3.00mm

D x2
Long Ball Stud Low



BAG A - Step 2

A x2
ø2.0 x 9.8

B x2
O'ring ø5 x 1.5

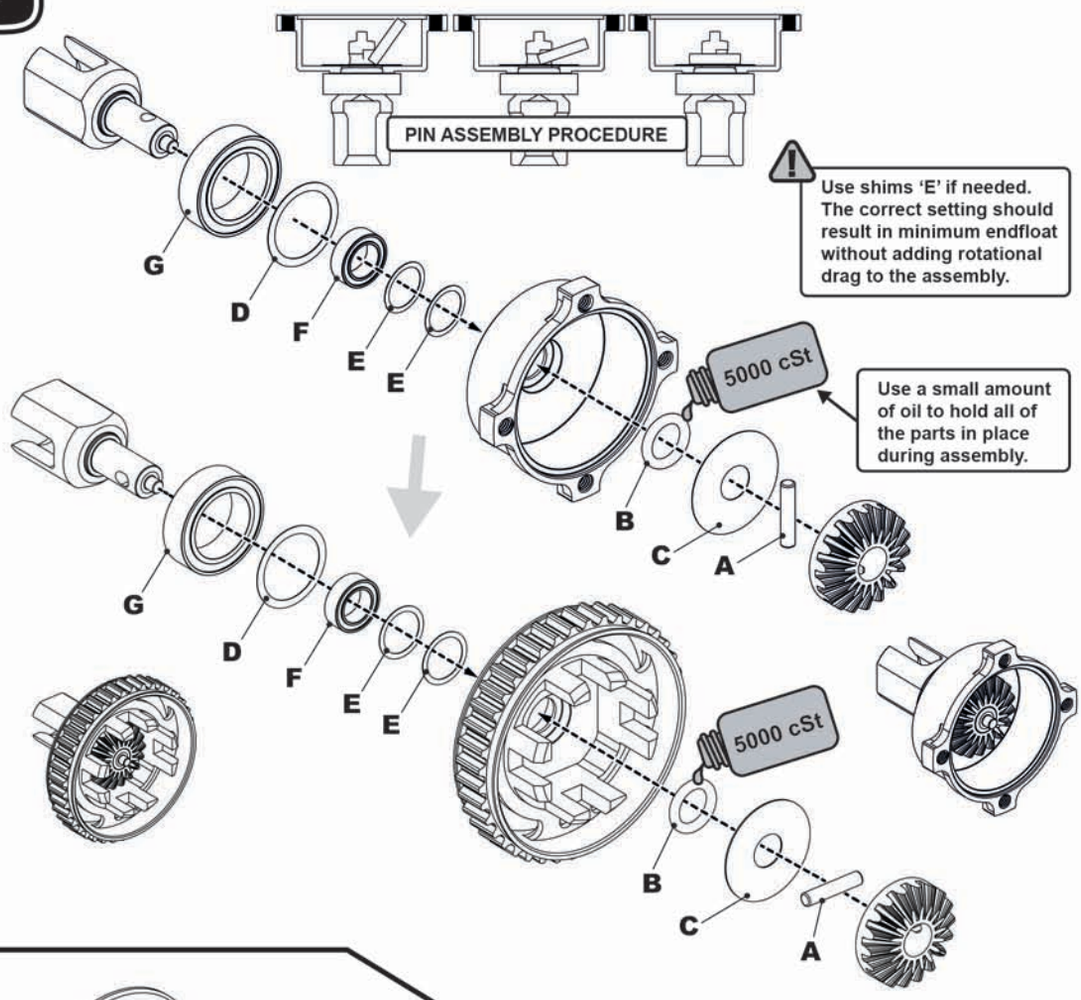
C x2
SHIM
ø5 x ø15 x 0.2

D x2
SHIM
ø10 x ø12.5 x 0.10

E x4
SHIM
ø6.4 x ø8.0 x 0.10

F x2
ø5 x ø8 x 2.5

G x2
ø10 x ø15 x 4

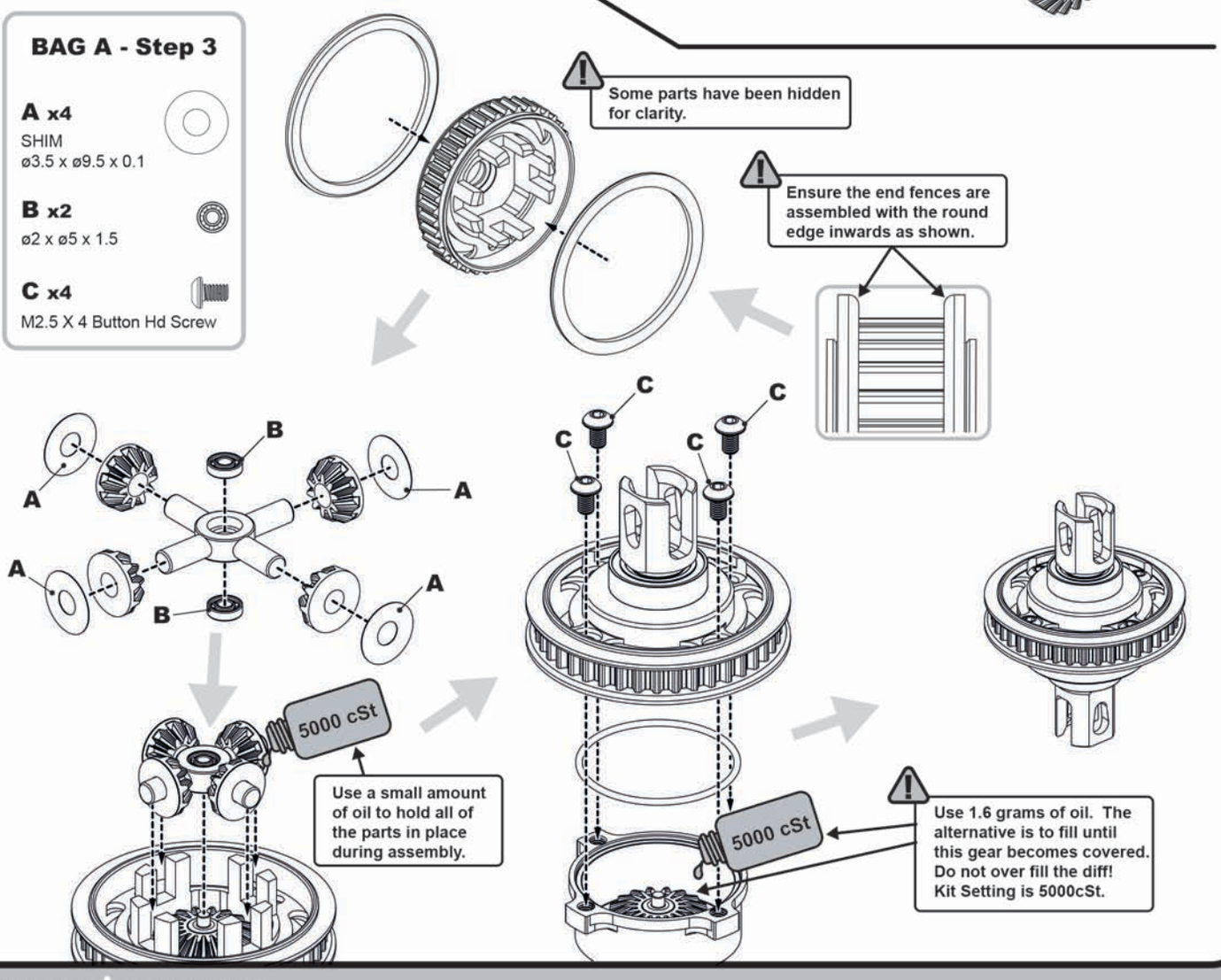


BAG A - Step 3

A x4
SHIM
ø3.5 x ø9.5 x 0.1

B x2
ø2 x ø5 x 1.5

C x4
M2.5 X 4 Button Hd Screw

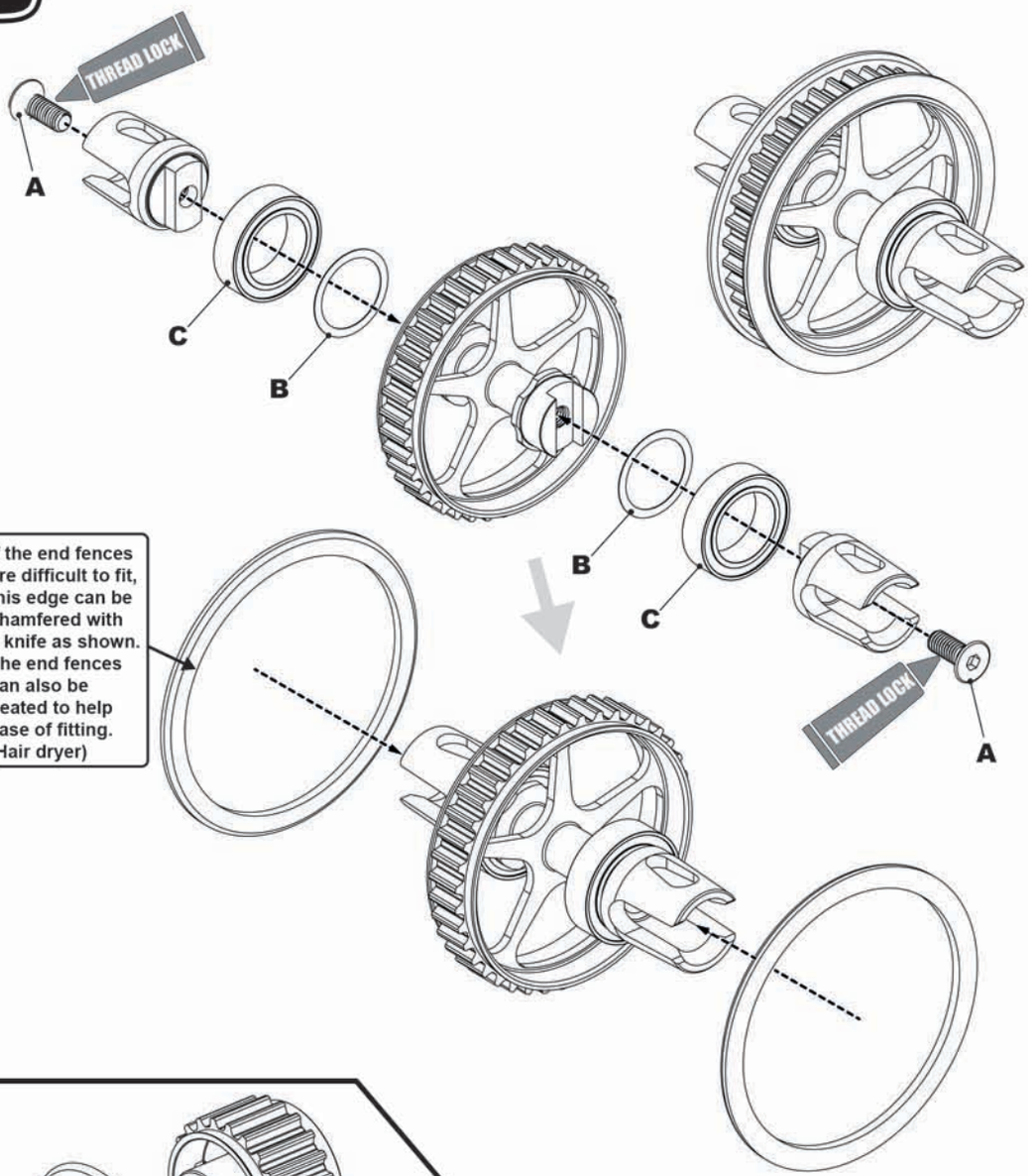


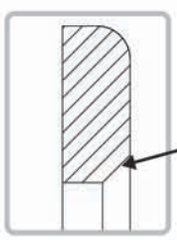
BAG A - Step 4

A x2
M3 x 8 Csk Hd Screw

B x2
SHIM
ø10 x ø12.5 x 0.10

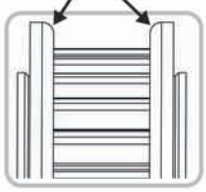
C x2
ø10 x ø15 x 4





If the end fences are difficult to fit, this edge can be chamfered with a knife as shown. The end fences can also be heated to help ease of fitting. (Hair dryer)

Ensure the end fences are assembled with the round edge inwards as shown.



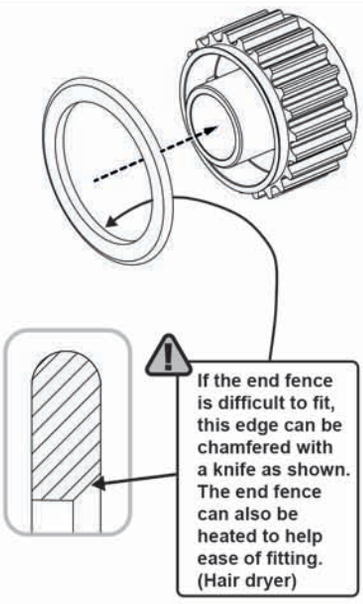
BAG A - Step 5 Part 1

A x1
M3 x 4 Button Hd Screw

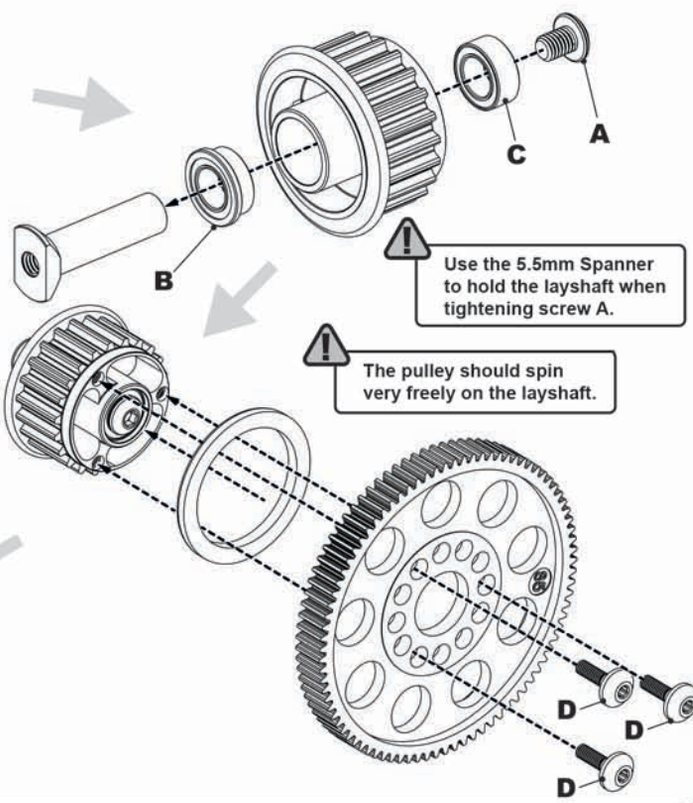
B x1
Flanged
ø3/16" x ø5/16"

C x1
ø3/16" x ø5/16"

D x3
Spur Gear Screw



If the end fence is difficult to fit, this edge can be chamfered with a knife as shown. The end fence can also be heated to help ease of fitting. (Hair dryer)

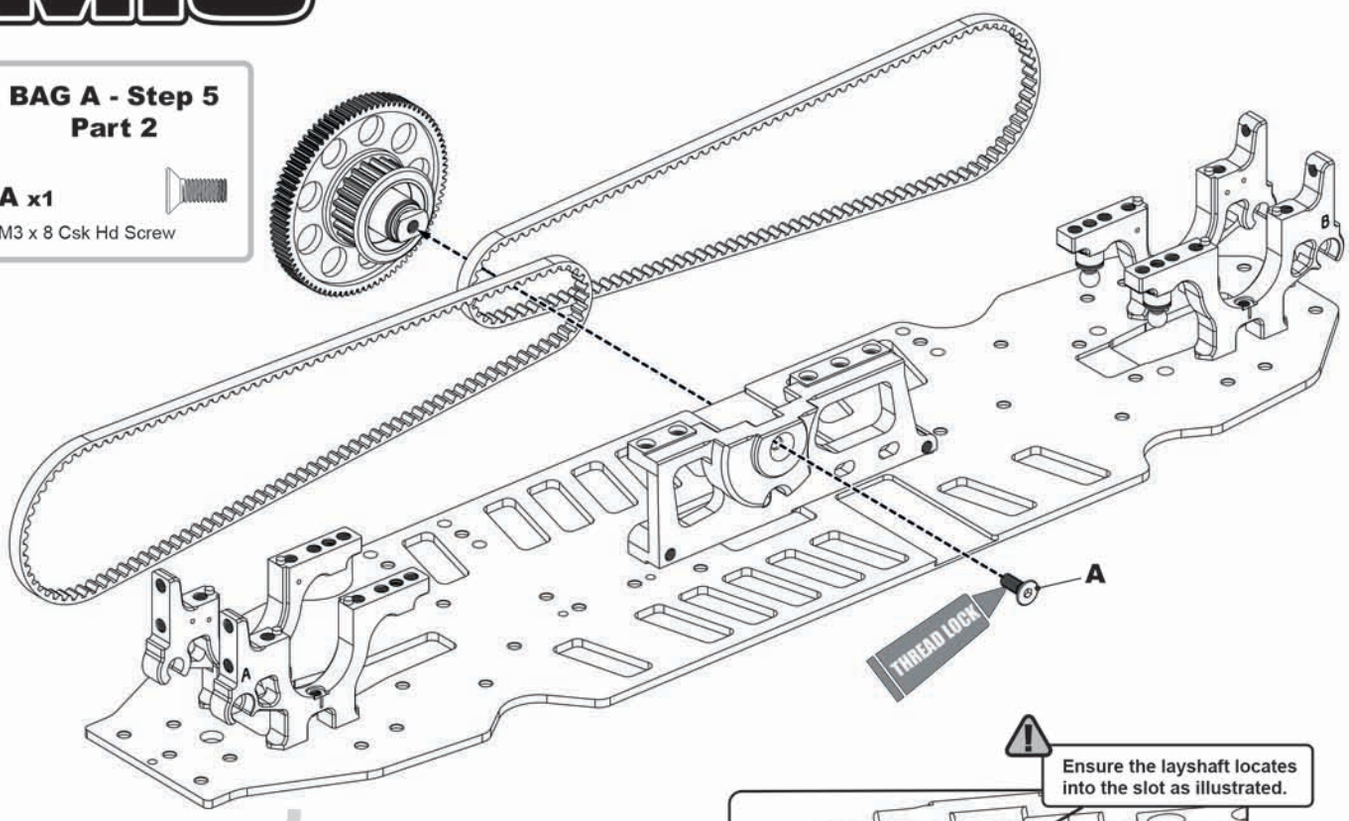


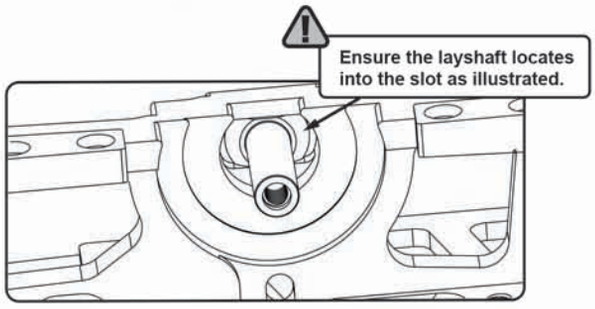
Use the 5.5mm Spanner to hold the layshaft when tightening screw A.

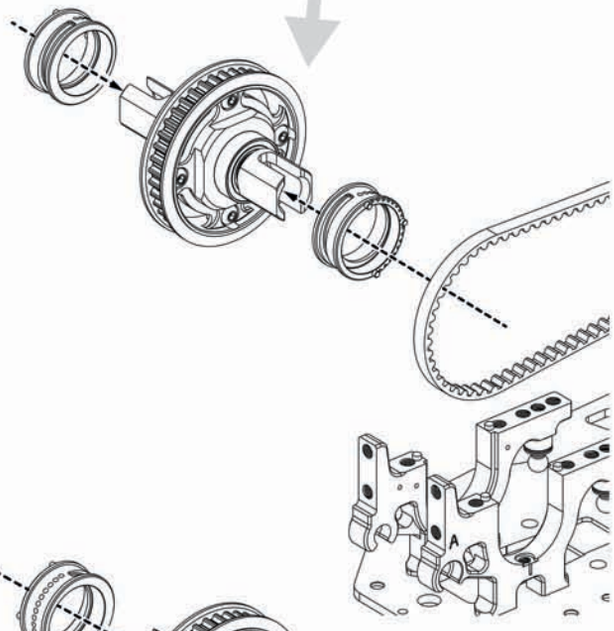
The pulley should spin very freely on the layshaft.

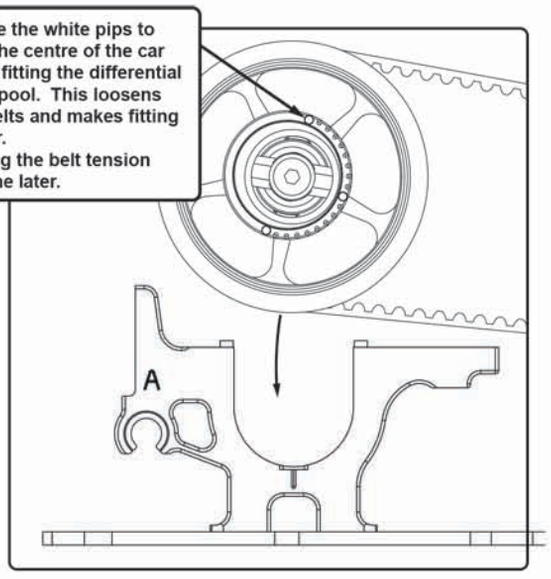
BAG A - Step 5
Part 2

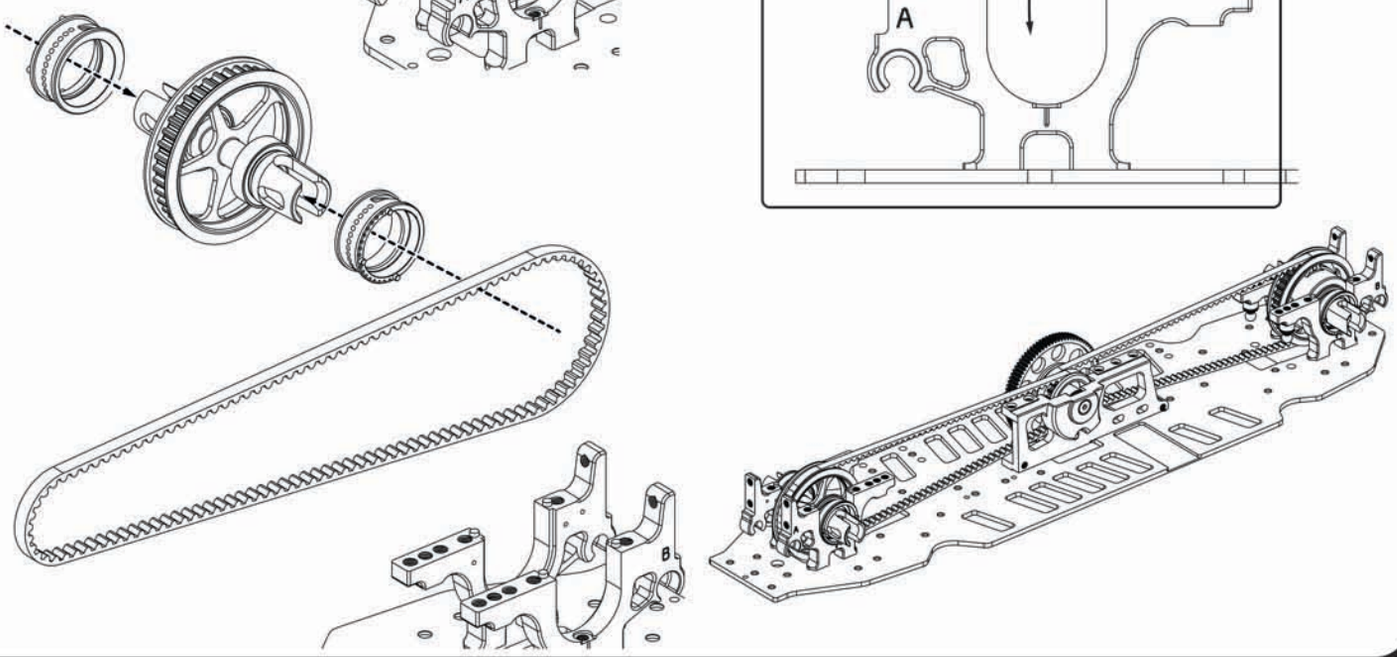
A x1
M3 x 8 Csk Hd Screw











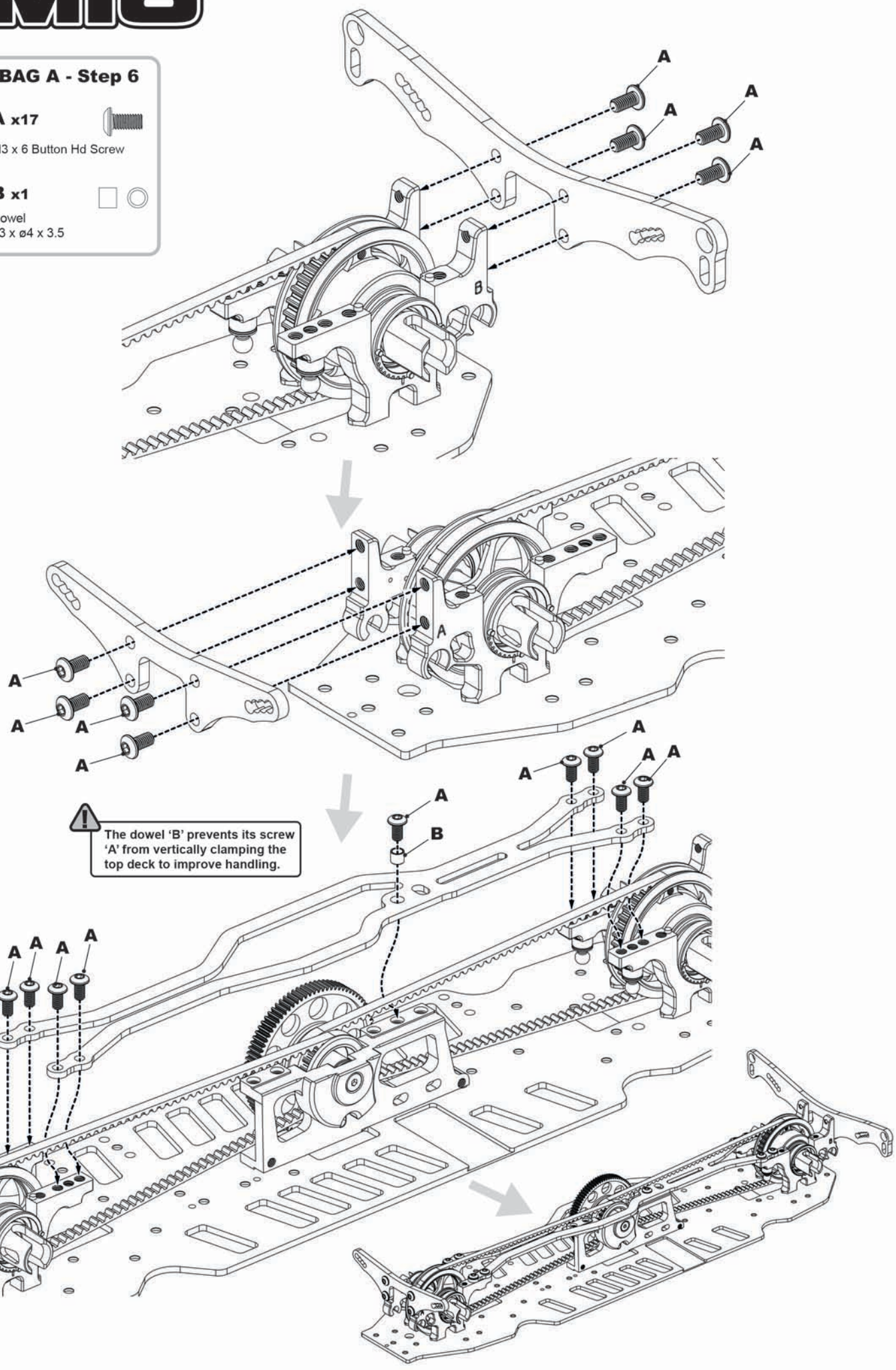
BAG A - Step 6

A x17

M3 x 6 Button Hd Screw

B x1

Dowel
ø3 x ø4 x 3.5



The dowel 'B' prevents its screw 'A' from vertically clamping the top deck to improve handling.

BAG A - Step 7

A x1
M3 x 8 Cap Hd Screw

B x4
M3 Washer

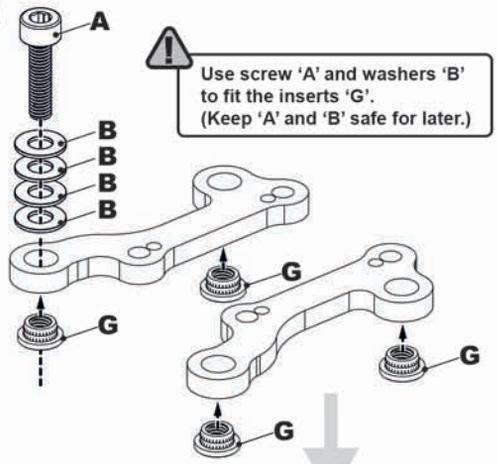
C x8
Black 1.0 mm

D x8
Low Ball Short

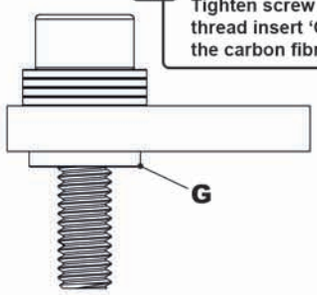
E x8
M3 x 6 Button Hd Screw

F x4
M2.5 x 4 Cone Grub Screw

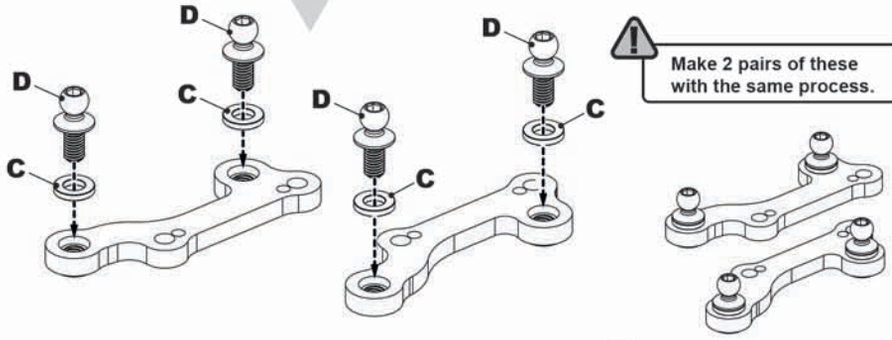
G x8
M3 Thread Insert



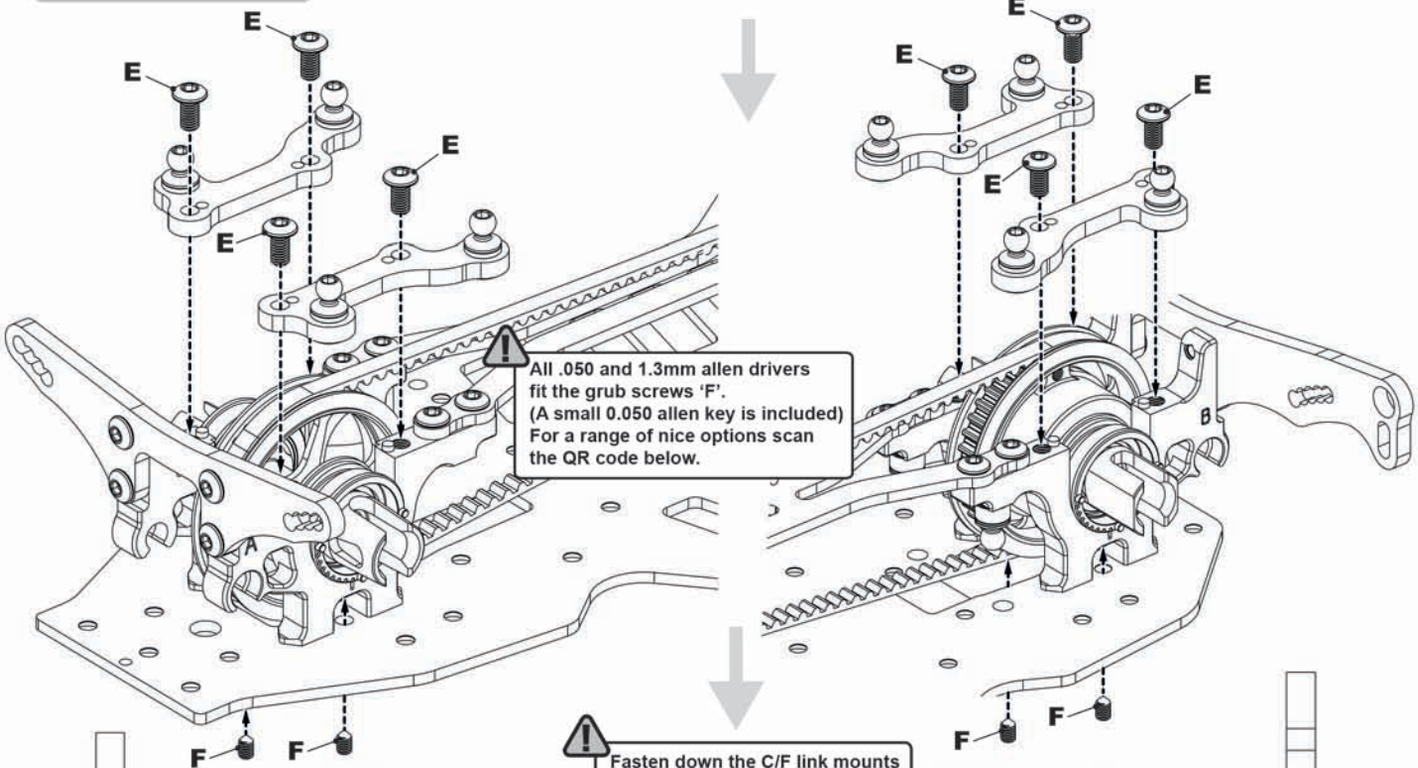
Use screw 'A' and washers 'B' to fit the inserts 'G'. (Keep 'A' and 'B' safe for later.)



Tighten screw 'A' until the M3 thread insert 'G' is pulled into the carbon fibre part as shown.



Make 2 pairs of these with the same process.



All .050 and 1.3mm allen drivers fit the grub screws 'F'. (A small 0.050 allen key is included) For a range of nice options scan the QR code below.

Fasten down the C/F link mounts using screw 'E', before inserting grub screws 'F'. CRITICAL: Grub screws 'F' must not be overtightened. Insert 'F' until the first bit of resistance as it touches the eccentric.

Tighter belt tension.

Looser belt tension.

Tighter belt tension.

Looser belt tension.

Ensure that the pair of eccentrics on each axle are set in the same position. The grub screws 'F' must sit in the indents on the eccentrics.

After the grub screws 'F' are set, always loosen screws 'E' when setting the belt tension.

THREAD LOCK

THREAD LOCK

BAG A - Step 8

A x2
M3 x 6 Button Hd Screw

B x2
M3 x 4 Button Hd Screw

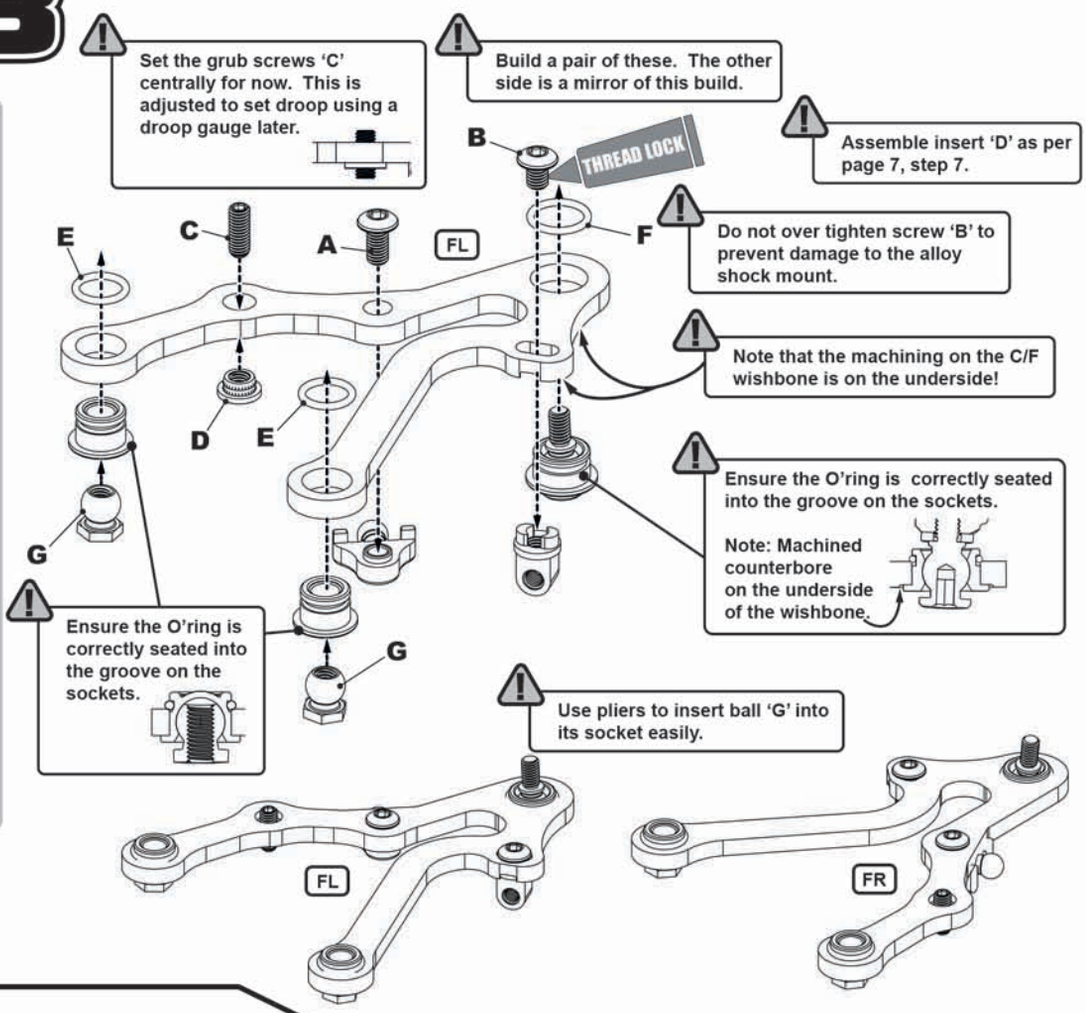
C x2
M3 x 8 Patched Grub Screw

D x2
M3 Thread Insert

E x4
O'ring ø5 x 1.0

F x2
O'ring ø6 x 1.0

G x4
Pivot Ball



BAG B - Step 9

A x2
M3 x 6 Button Hd Screw

B x2
M3 x 4 Button Hd Screw

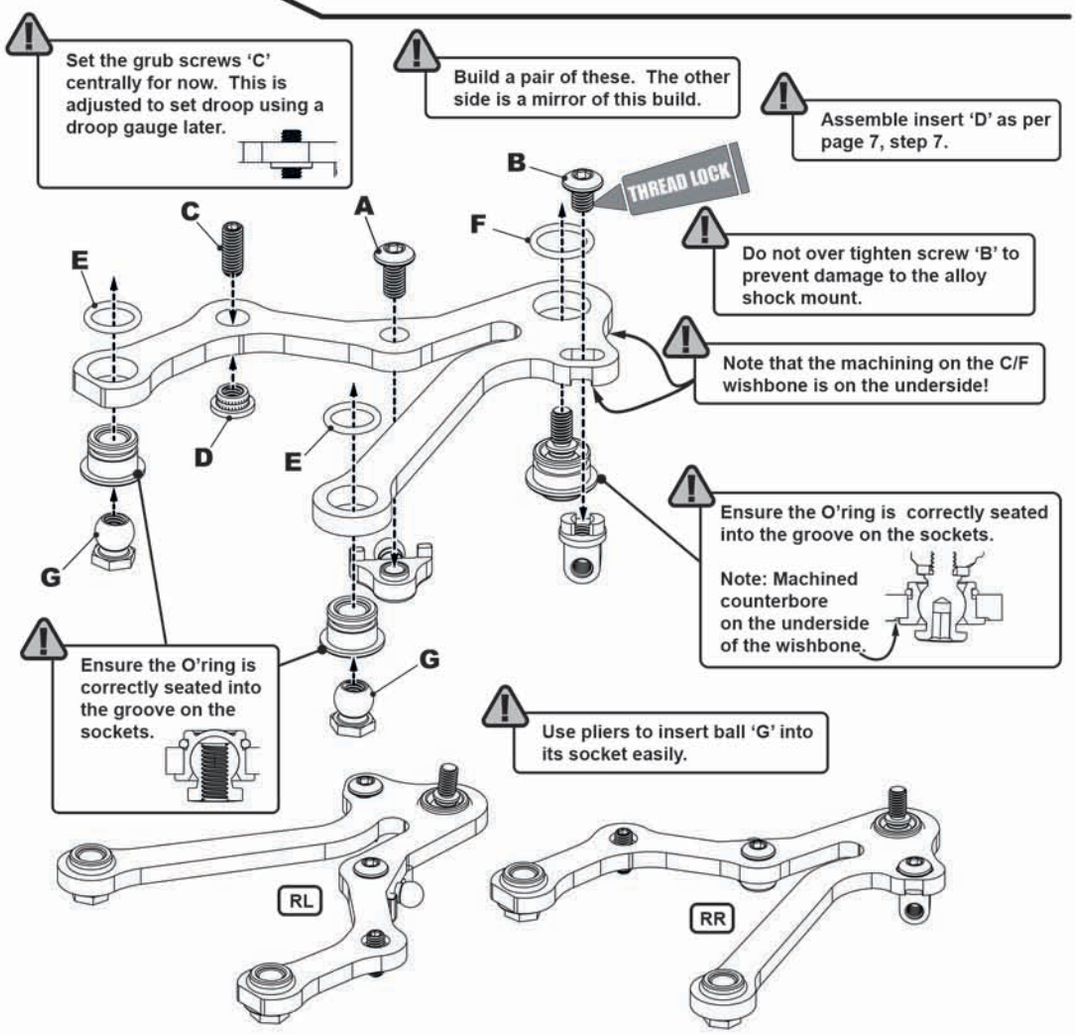
C x2
M3 x 8 Patched Grub Screw

D x2
M3 Thread Insert

E x4
O'ring ø5 x 1.0

F x2
O'ring ø6 x 1.0

G x4
Pivot Ball



BAG B - Step 10

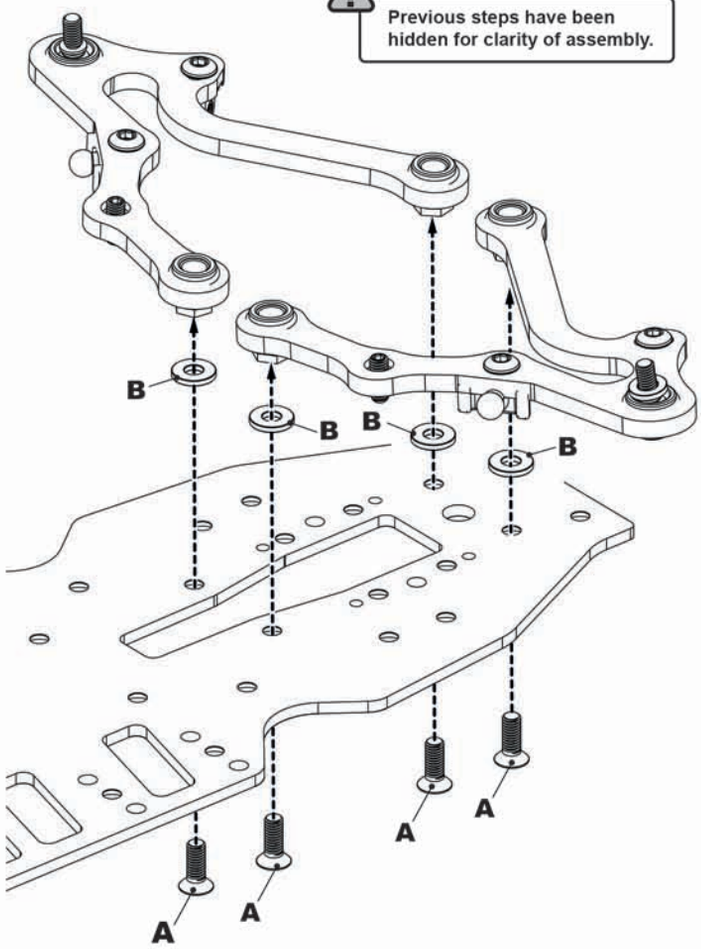
A x8

M3 x 8 Csk Hd Screw

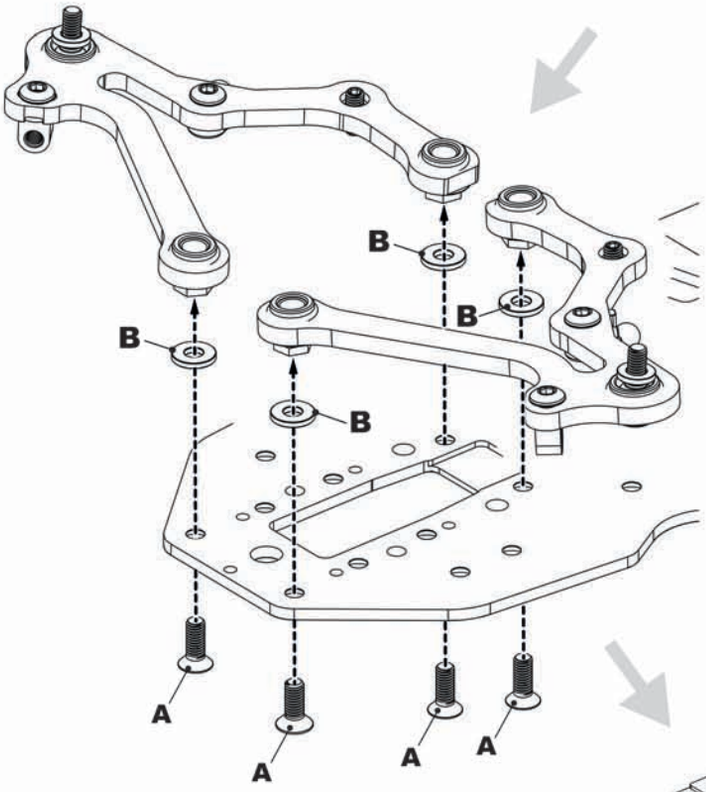
B x8

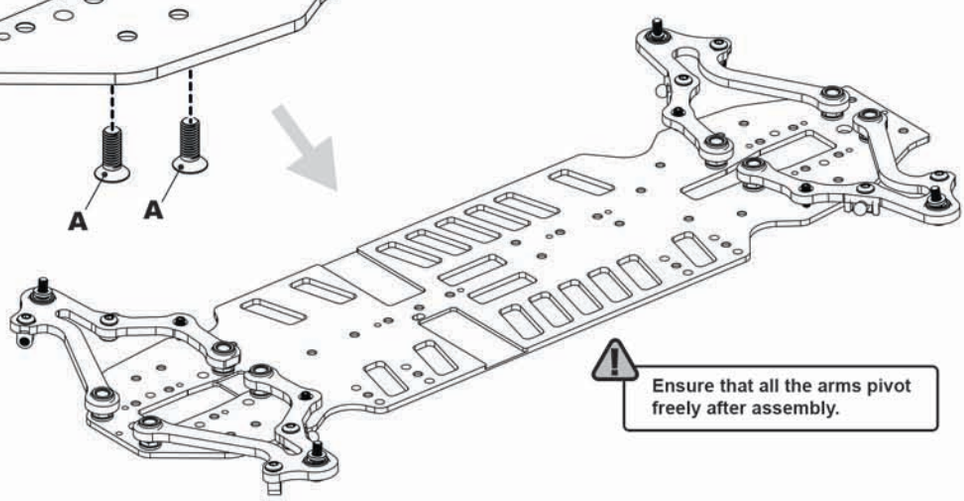
Grey 1mm Washer

Previous steps have been hidden for clarity of assembly.



IMPORTANT: Screws 'A' are included in silver aluminium and black steel options. The silver aluminium screws should be used with the C/F chassis kit option. These help to prevent chassis damage in a heavy crash.





Ensure that all the arms pivot freely after assembly.

BAG B - Step 11

A x4
M3 x 8 Button Hd Screw

B x2
M3 Thread Insert

C x4
Black 1.0 mm

D x2
M3 x 2 Grub Screw

E x2
Bearing Spacer
ø5 x ø7 x 1.5

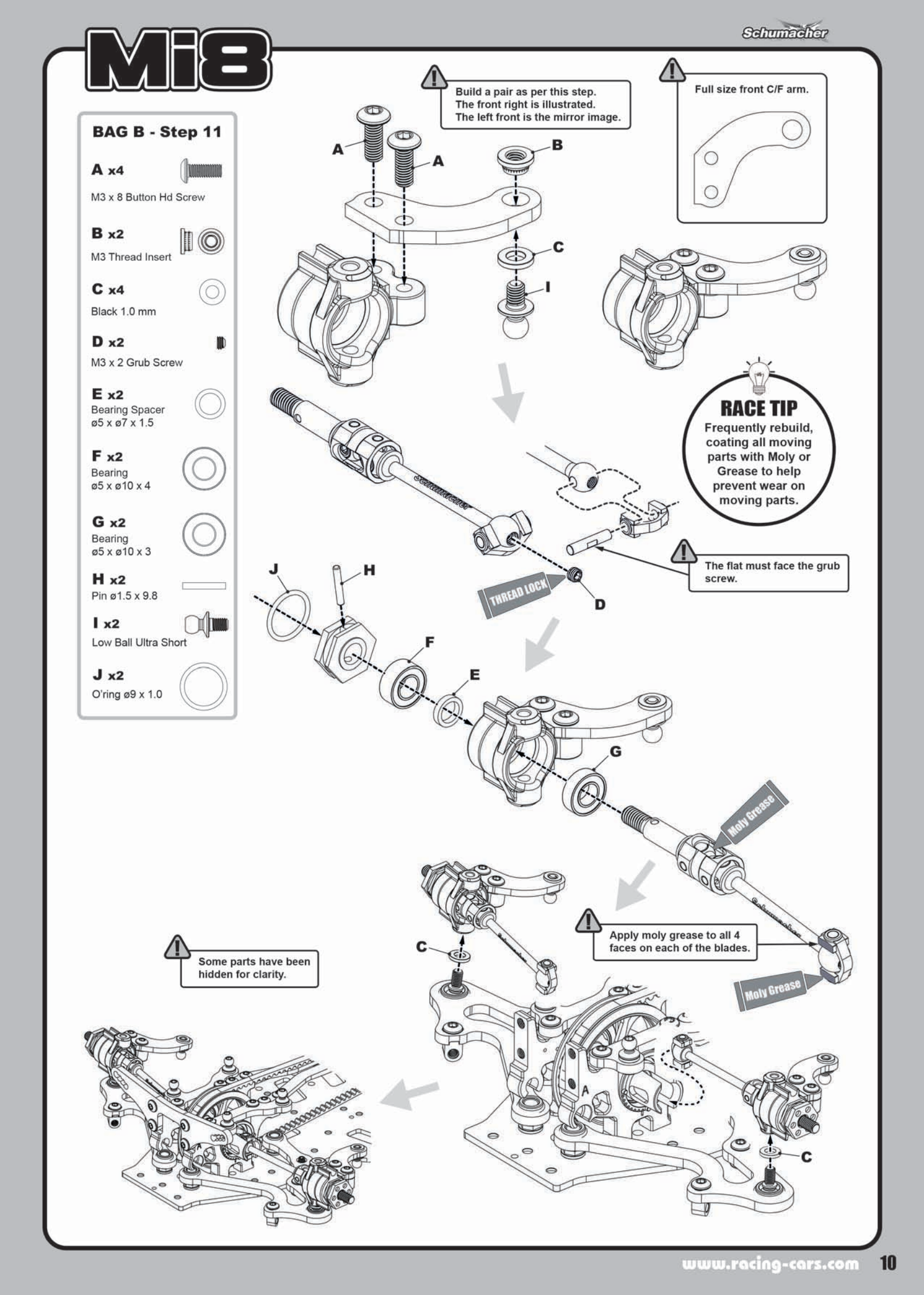
F x2
Bearing
ø5 x ø10 x 4

G x2
Bearing
ø5 x ø10 x 3

H x2
Pin ø1.5 x 9.8

I x2
Low Ball Ultra Short

J x2
O'ring ø9 x 1.0



BAG B - Step 12

A x4
M3 x 8 Button Hd Screw

B x2
M3 Thread Insert

C x2
Black 2.0 mm

D x2
M3 x 2 Grub Screw

E x2
Bearing Spacer
ø5 x ø7 x 1.5

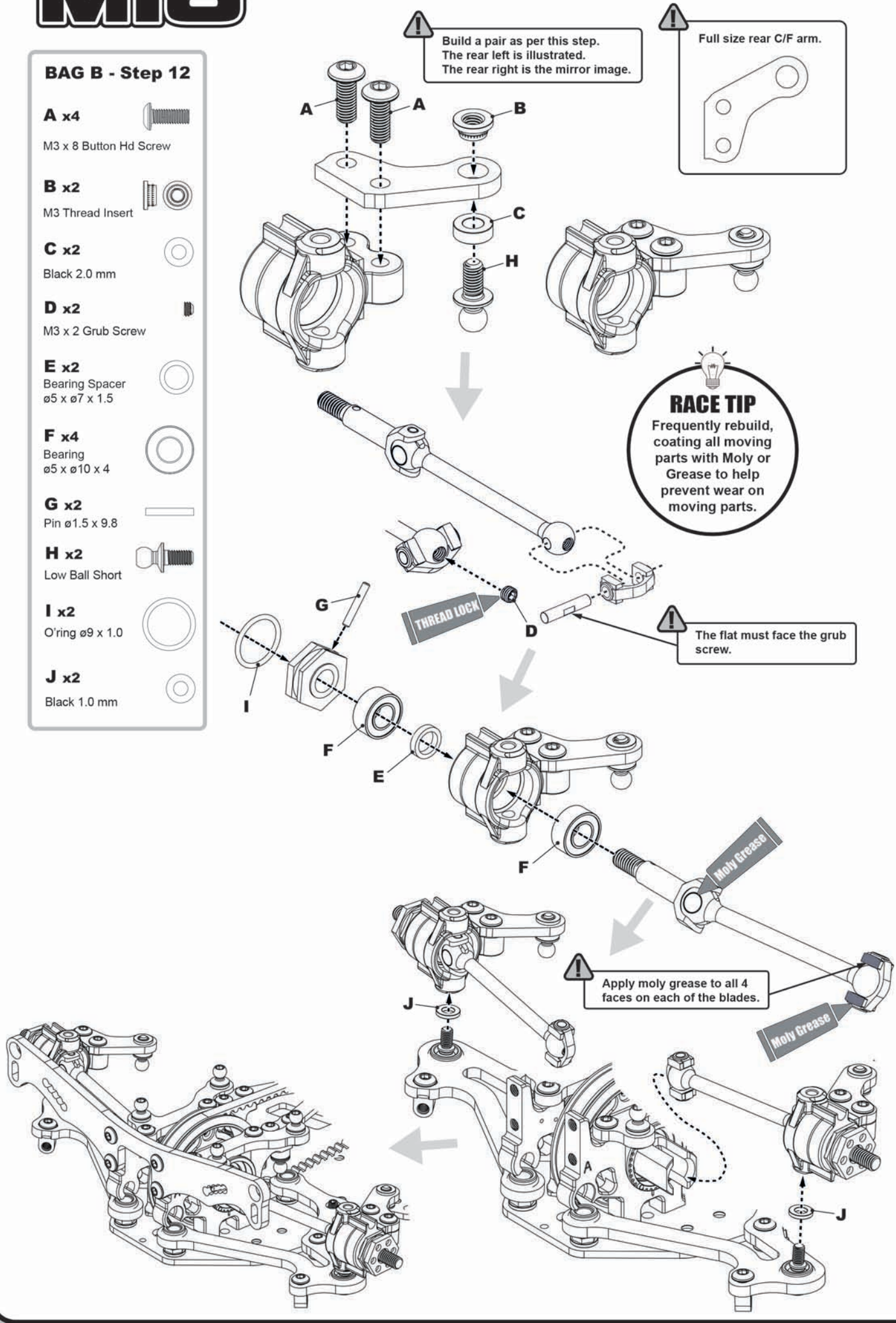
F x4
Bearing
ø5 x ø10 x 4

G x2
Pin ø1.5 x 9.8

H x2
Low Ball Short

I x2
O'ring ø9 x 1.0

J x2
Black 1.0 mm



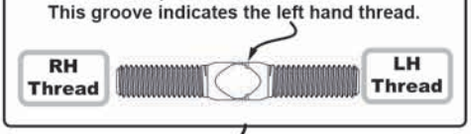
BAG B - Step 13 part 1

A x2

M3 x 8 Button Hd Screw

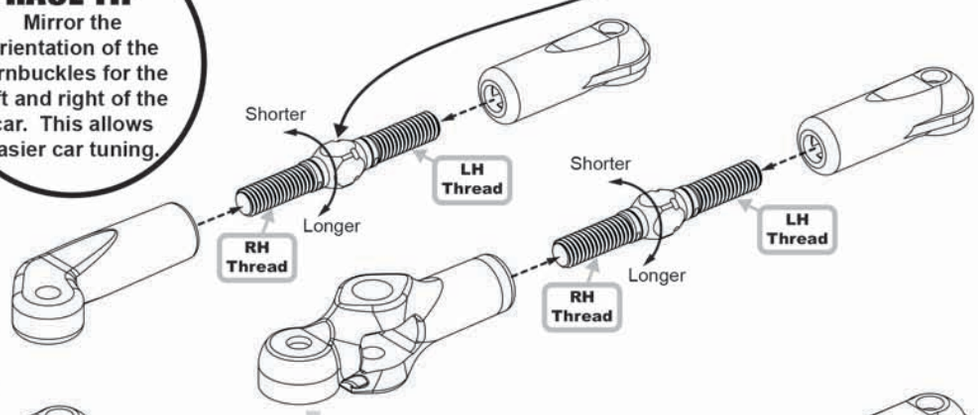
See Page 23 for alternative single turnbuckle upper arm design. The upper wishbone conversion removes castor adjustment.

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

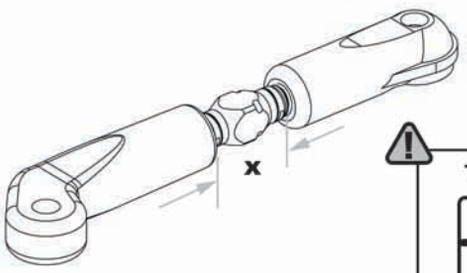


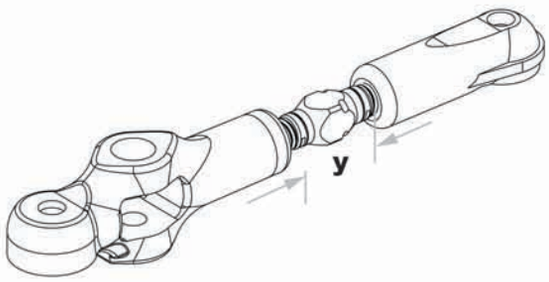
RACE TIP

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



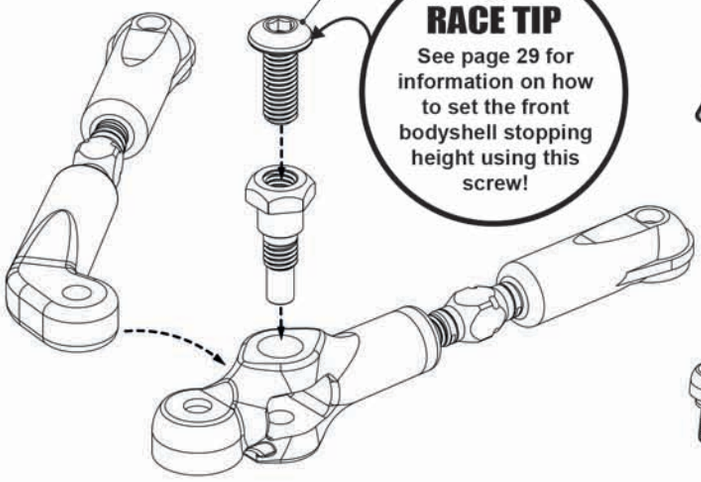
Note: All 8 turnbuckles in this step are 25mm long.





Turnbuckle Lengths

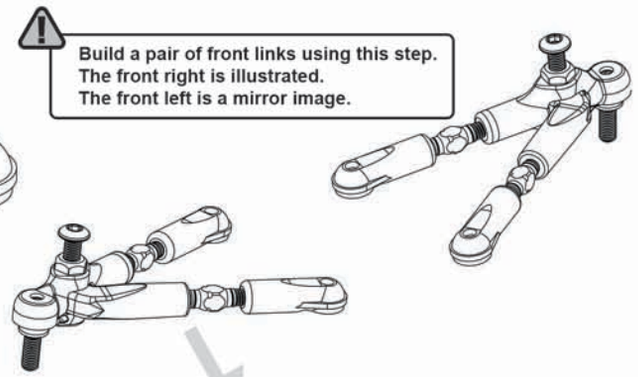
	x	y
Front	11.1	11.1
Rear	9.6	9.6

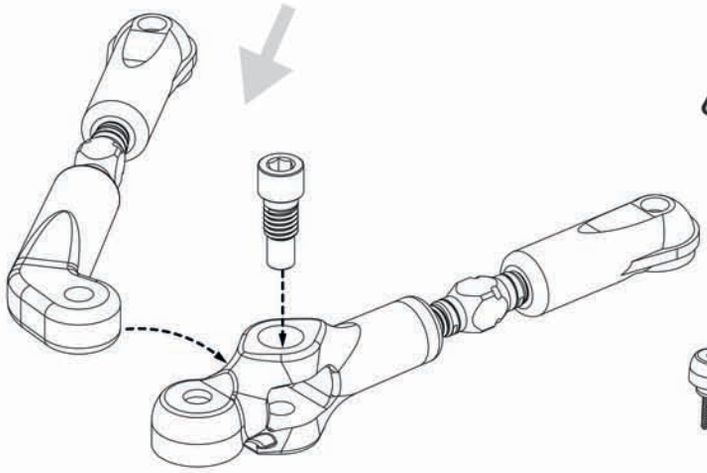


RACE TIP

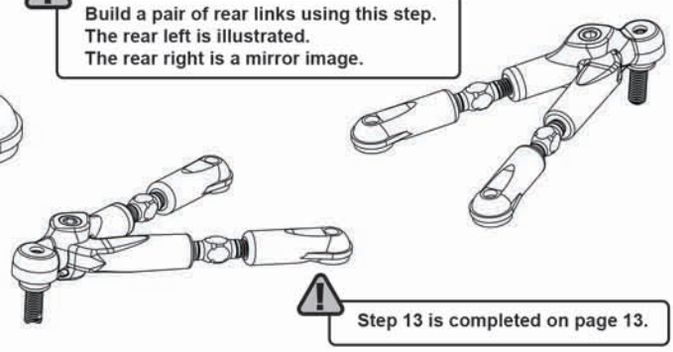
See page 29 for information on how to set the front bodyshell stopping height using this screw!

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





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

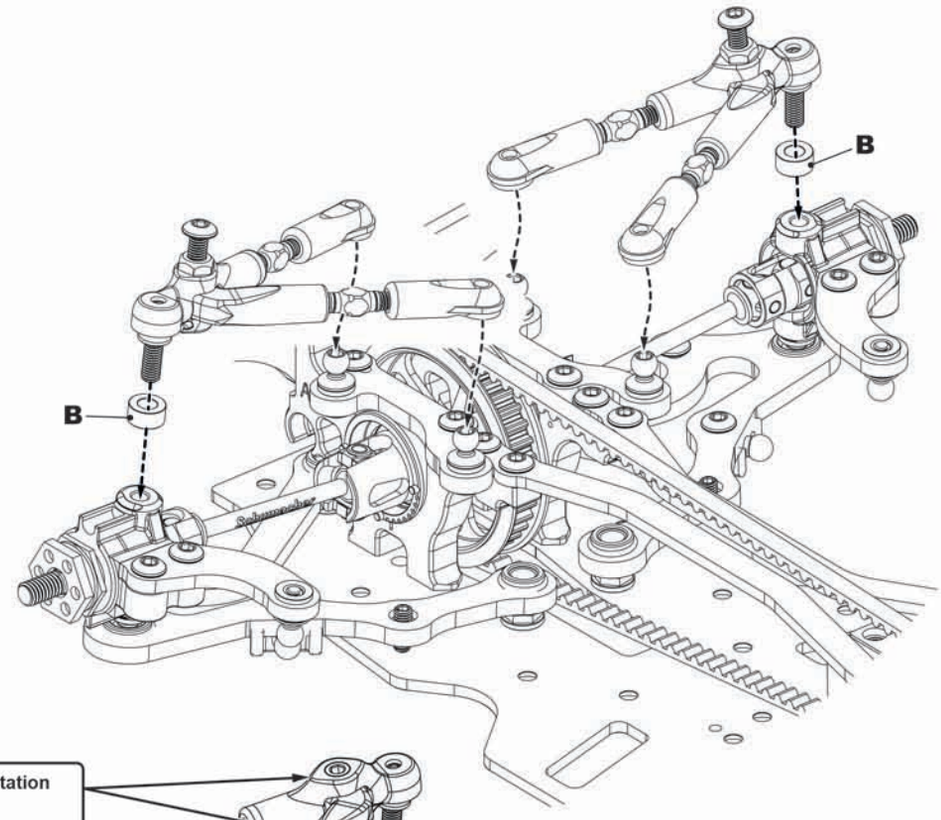


Step 13 is completed on page 13.

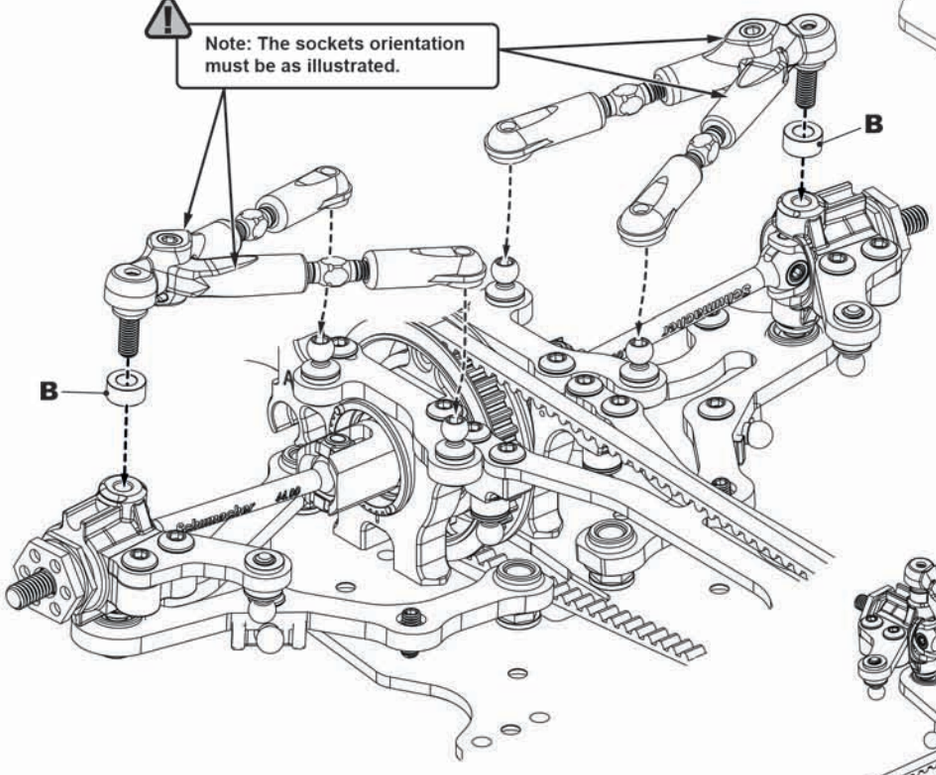
BAG B - Step 13 part 2

B x4

Black 3.0 mm

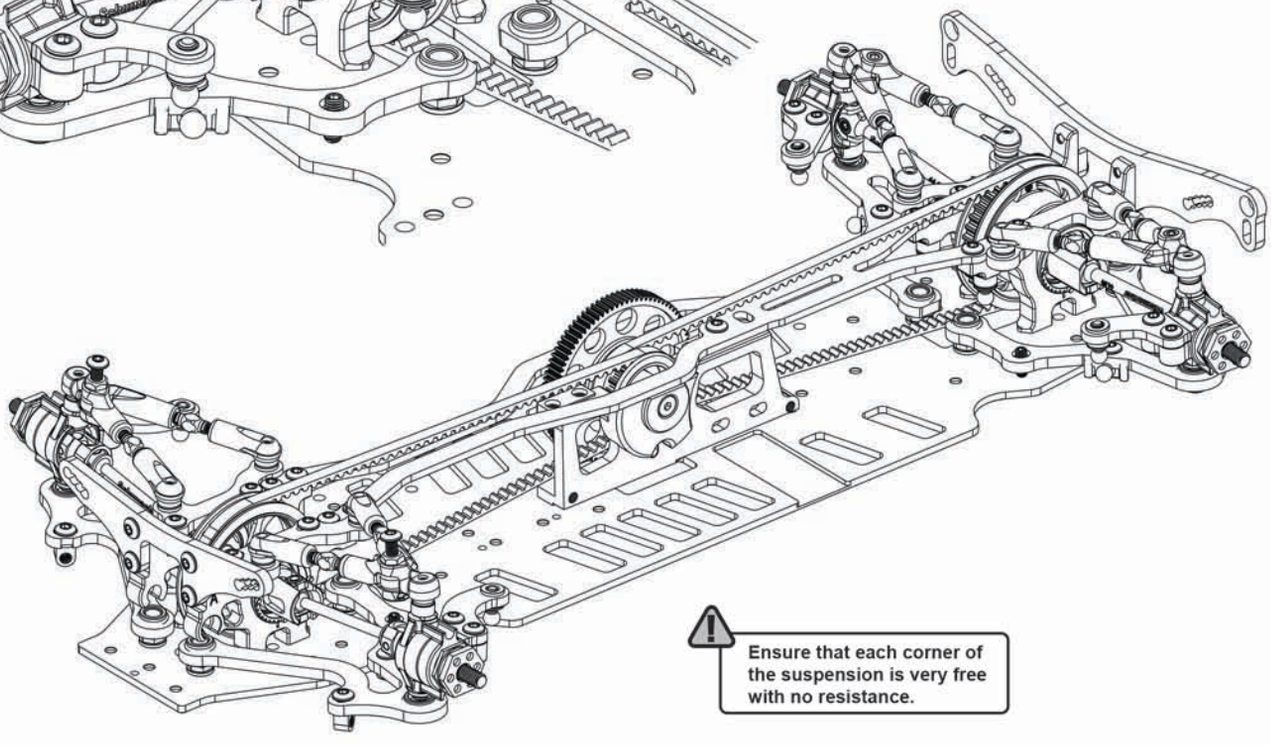


Note: The sockets orientation must be as illustrated.



RACE TIP

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



Ensure that each corner of the suspension is very free with no resistance.

BAG B - Step 14

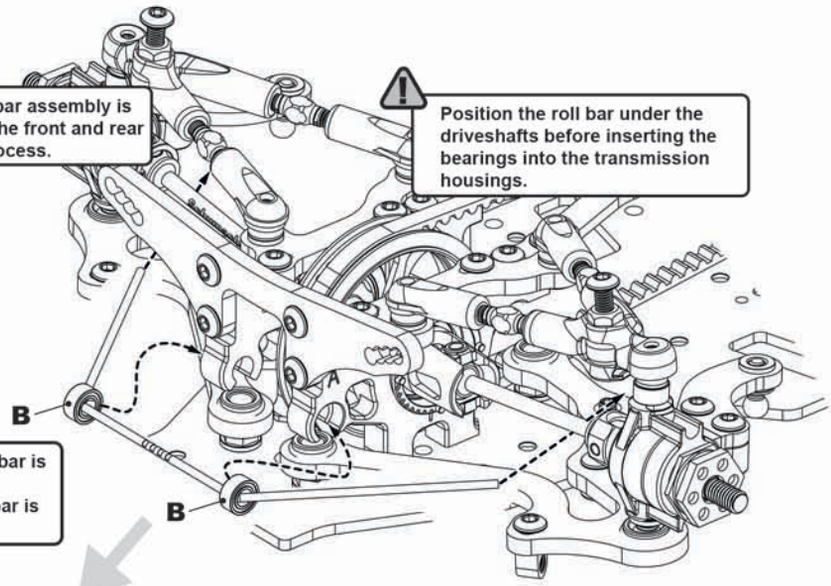
A x4
M3 x 3 Grub Screw

B x4
Bearing
ø1/8" x ø1/4"

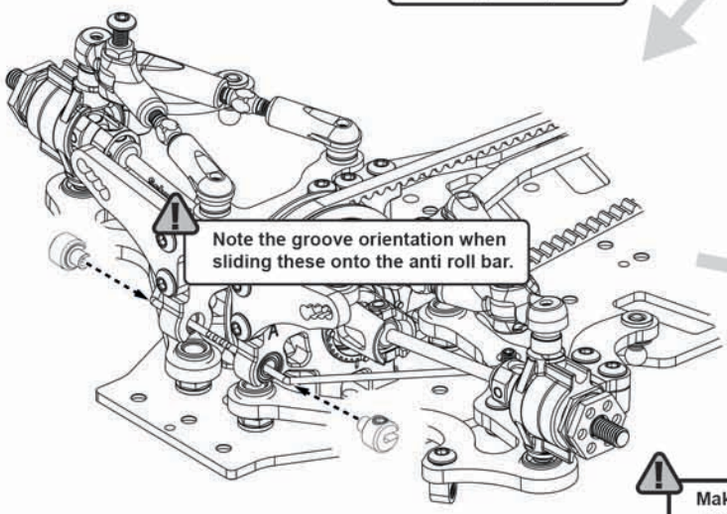
C x4
M3 x 4 Grub Screw

The front anti roll bar assembly is illustrated. Build the front and rear using the same process.

Position the roll bar under the driveshafts before inserting the bearings into the transmission housings.

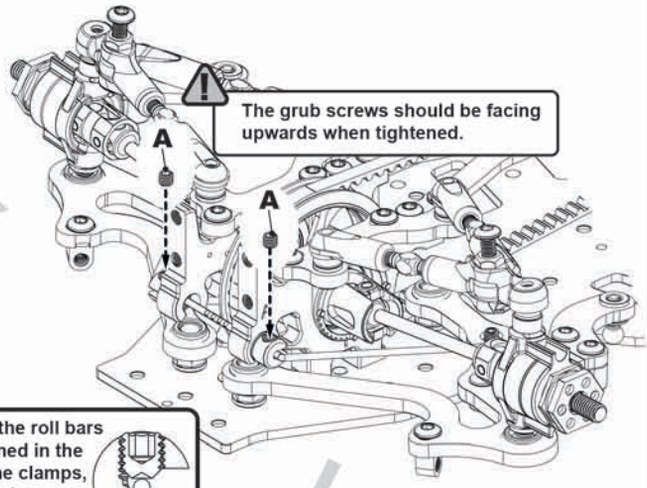


The kit front roll bar is 1.4mm (4 lines).
The kit rear roll bar is 1.2mm (2 lines).

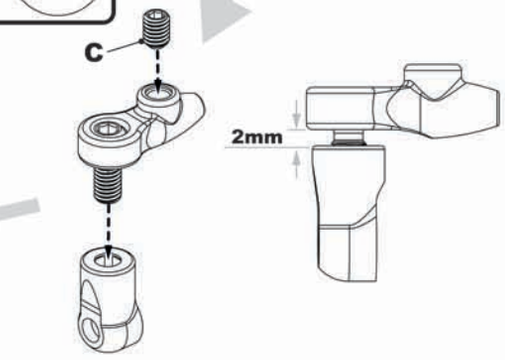


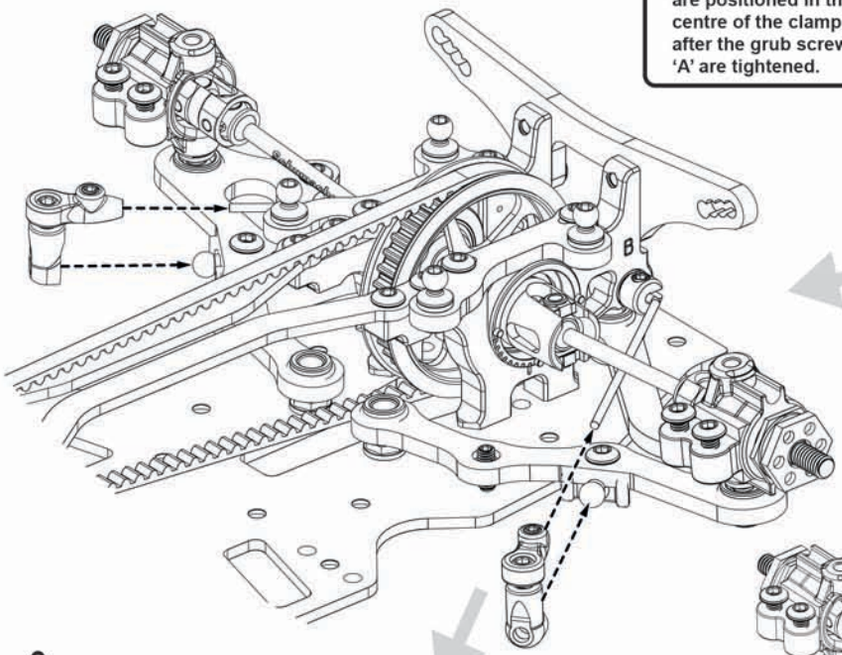
Note the groove orientation when sliding these onto the anti roll bar.

The grub screws should be facing upwards when tightened.



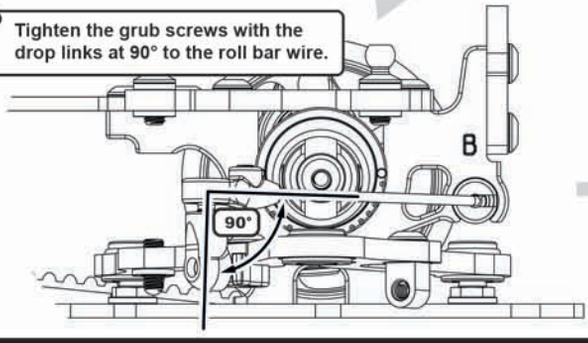
Make sure the roll bars are positioned in the centre of the clamps, after the grub screws 'A' are tightened.

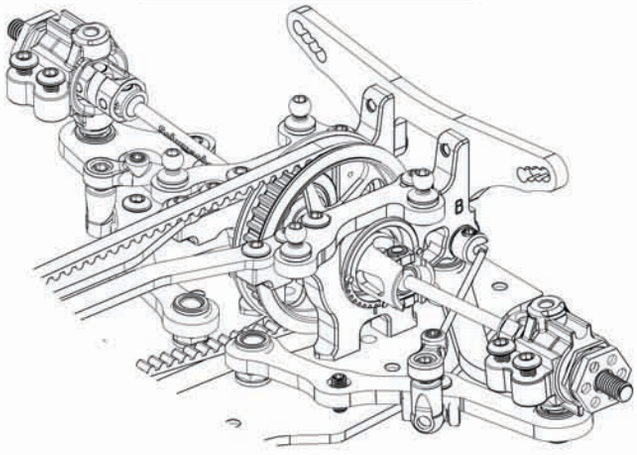




Some parts have been hidden for clarity.

Tighten the grub screws with the drop links at 90° to the roll bar wire.





BAG B - Step 15

A x2
M3 x 10 Csk Screw

B x2
ø3.0 x ø4.5 x 0.25

C x2
M3 x 6 Grub Screw

D x1
Black (larger offset)
Ball Stud Ultra Short

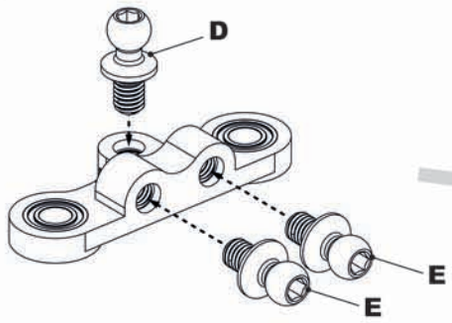
E x2
(Smaller offset)
Low Ball Ultra Short

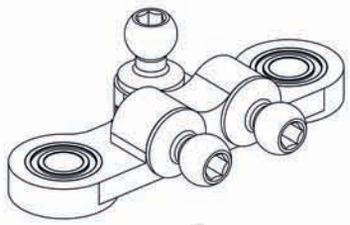
F x2
M3 x 4 Button Hd

G x2
ø4 x ø5.65 x 1

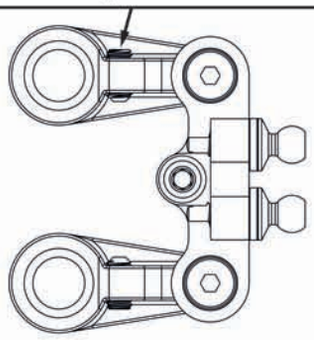
H x4
ø4 x ø8 x 3

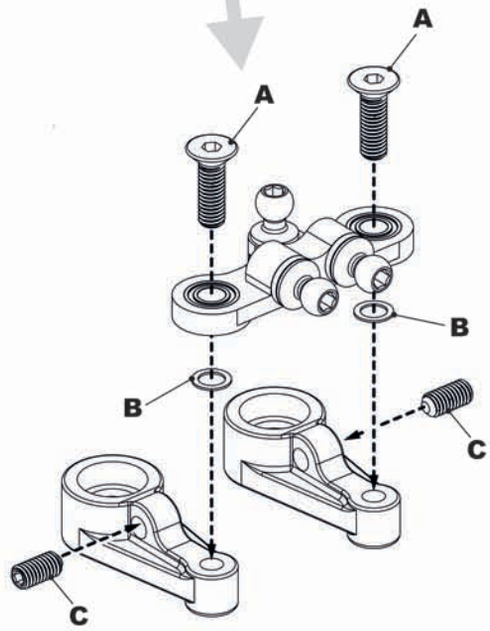
I x2
M3 x 6 Csk Screw

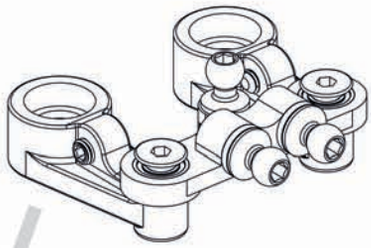


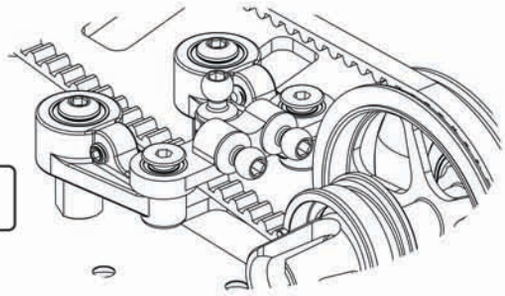


Assemble the grub screw central to the radius arms. This is used as a lock stop when setting up the steering travel later. Adjust so the alloy centre track rod lightly touches the grub screw at full lock.

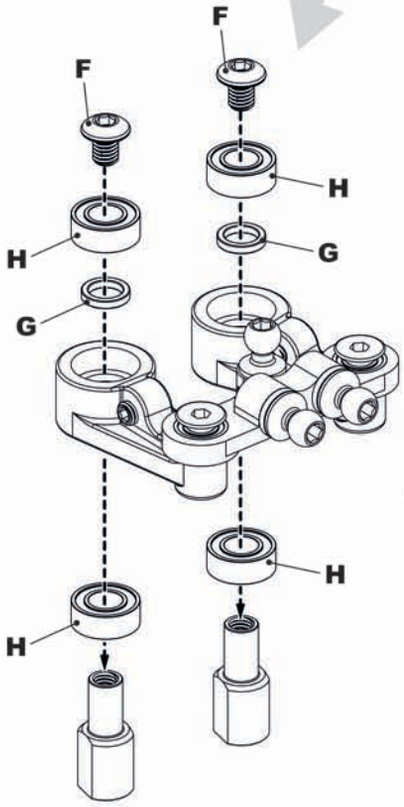


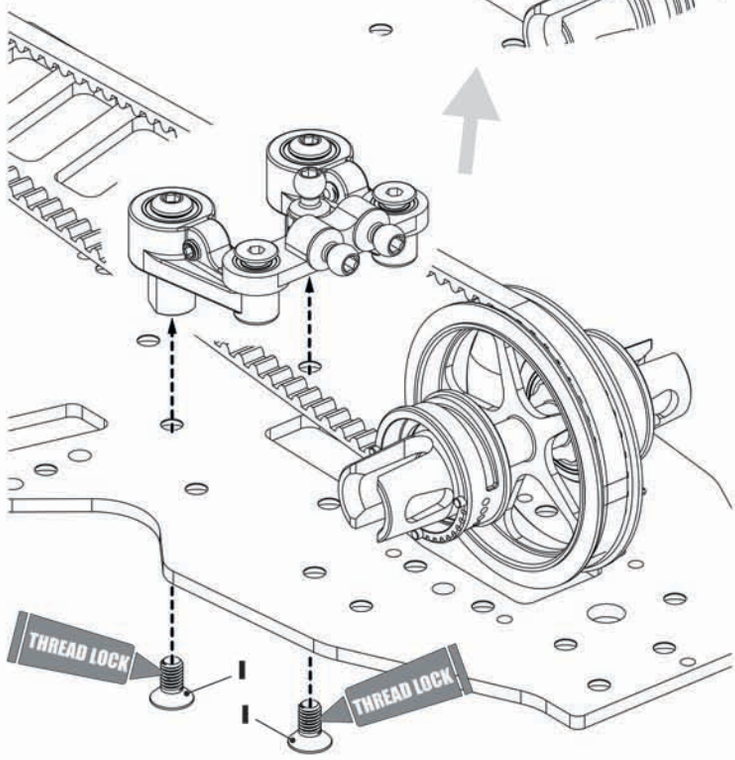






Some parts have been hidden for clarity.



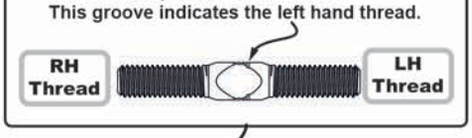


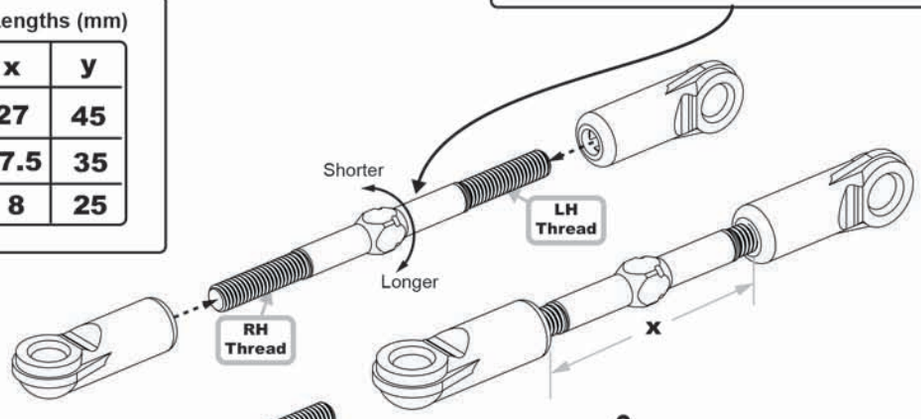
BAG C - Step 16

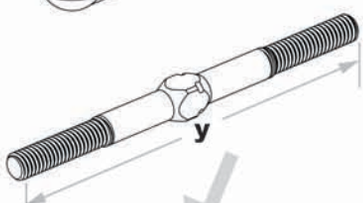
Turnbuckle Lengths (mm)

	x	y
Front	27	45
Rear	17.5	35
Servo	8	25

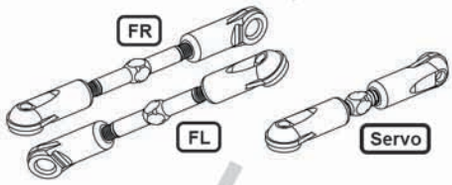
Note the shape of the turnbuckle.
This groove indicates the left hand thread.

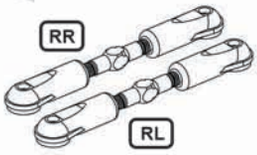




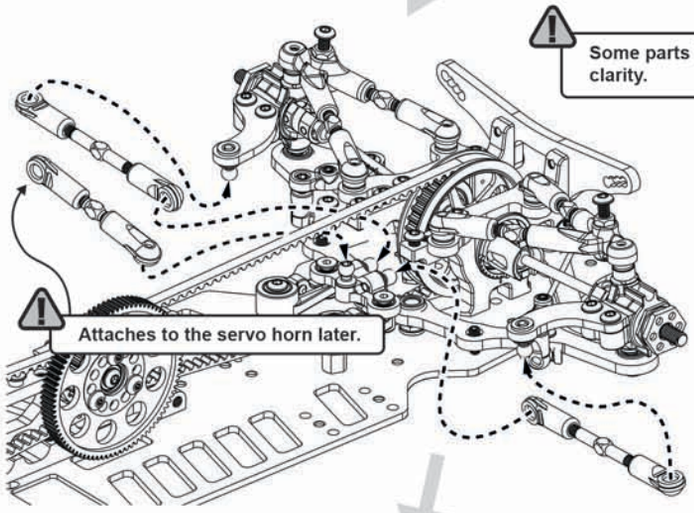


Note the 90° angle between the two sockets on the front three steering / servo turnbuckles.

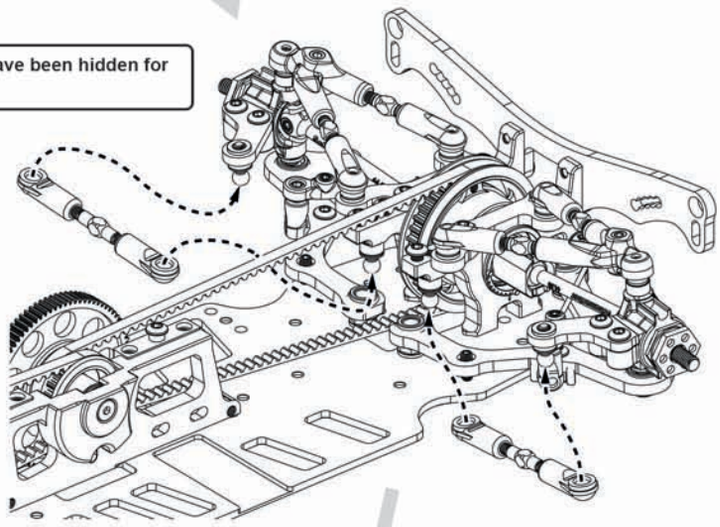


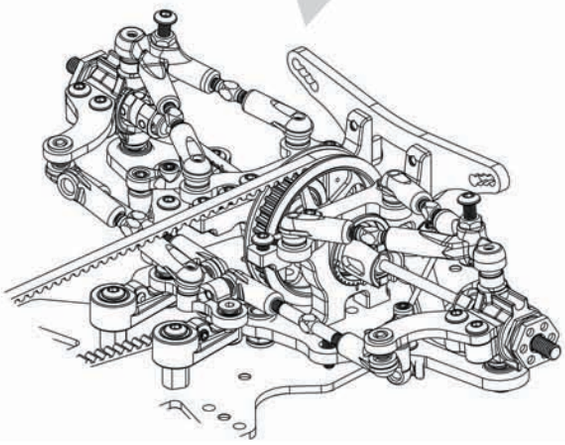


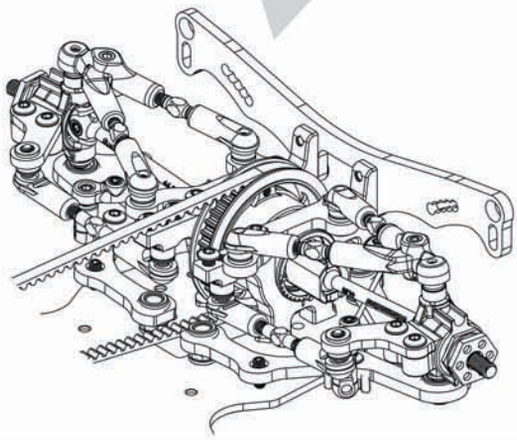
Some parts have been hidden for clarity.



Attaches to the servo horn later.







BAG C - Step 17

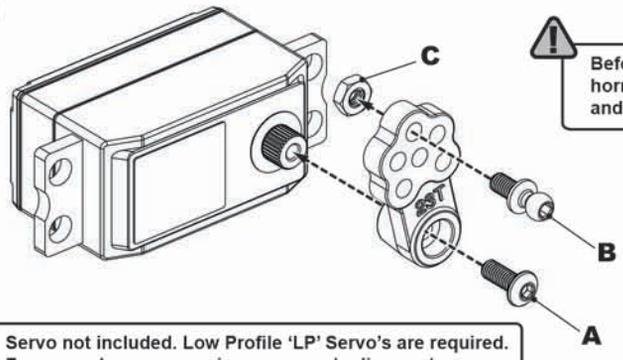
A x1
M3 x 8 Button Hd

B x1
Ball Stud Short

C x1
M3 Nut

D x3
M3 x 8 Csk Screw

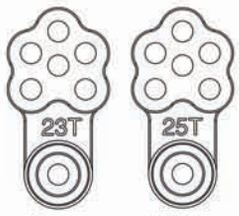
E x2
M3 x 6 Csk Screw



Before you assemble the servo horn, connect up your radio gear and set the steering servo to neutral.

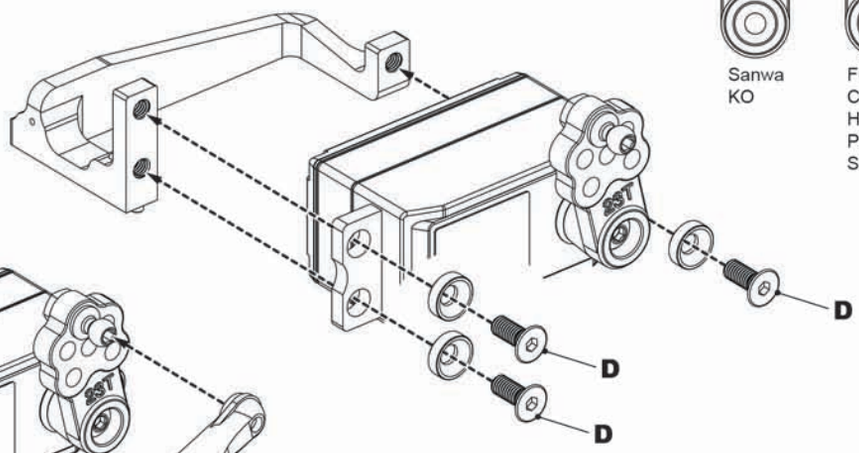
Important: Select the correct horn for your brand of servo.

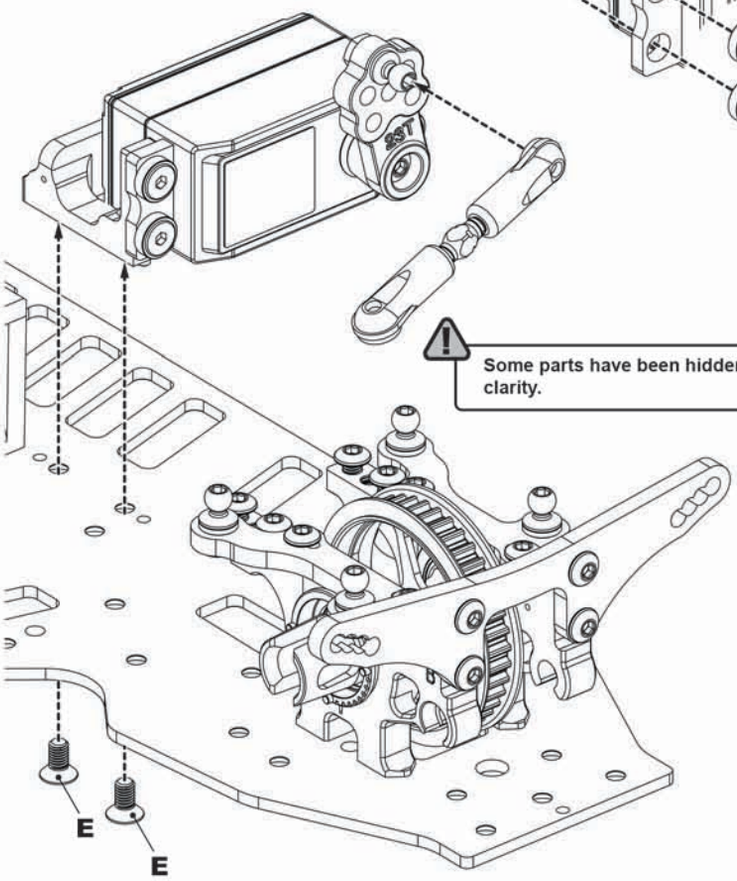
Servo not included. Low Profile 'LP' Servo's are required. For examples: www.racing-cars.com/radio-gear/servos and select 'Low Profile' in the 'Servo-Size' filter.



Sanwa
KO

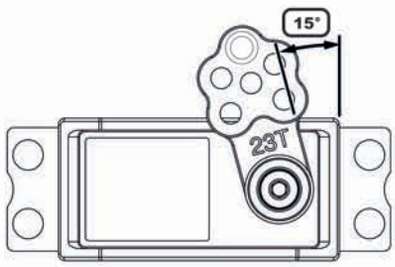
Futaba
Core RC
Highest
Power HD
Savox

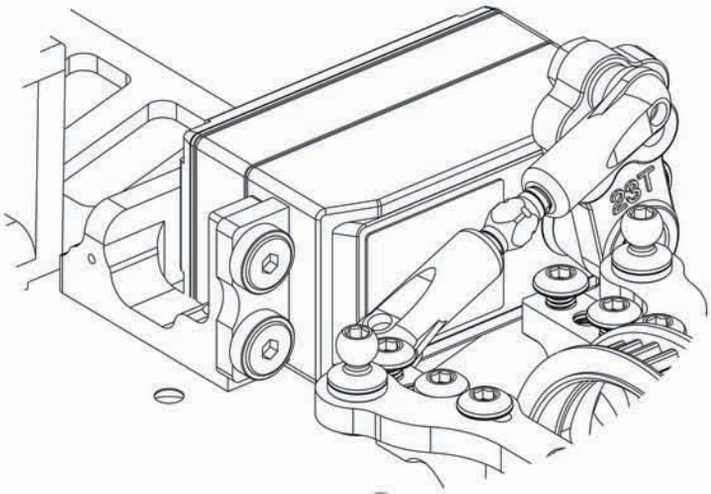




Some parts have been hidden for clarity.

The servo horn should be at approximately 15° when steering is central.



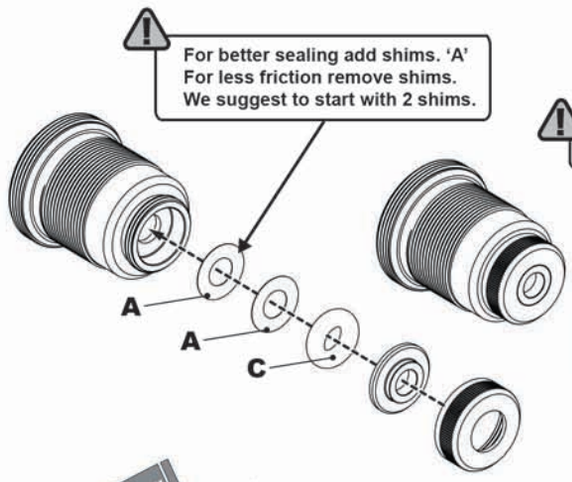


BAG C - Step 18

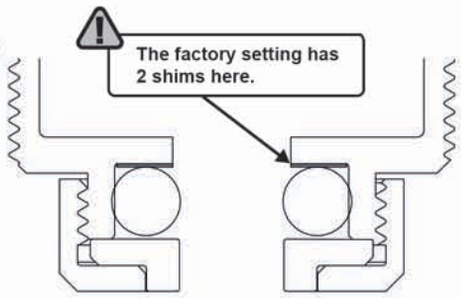
A x12
Shim 0.05

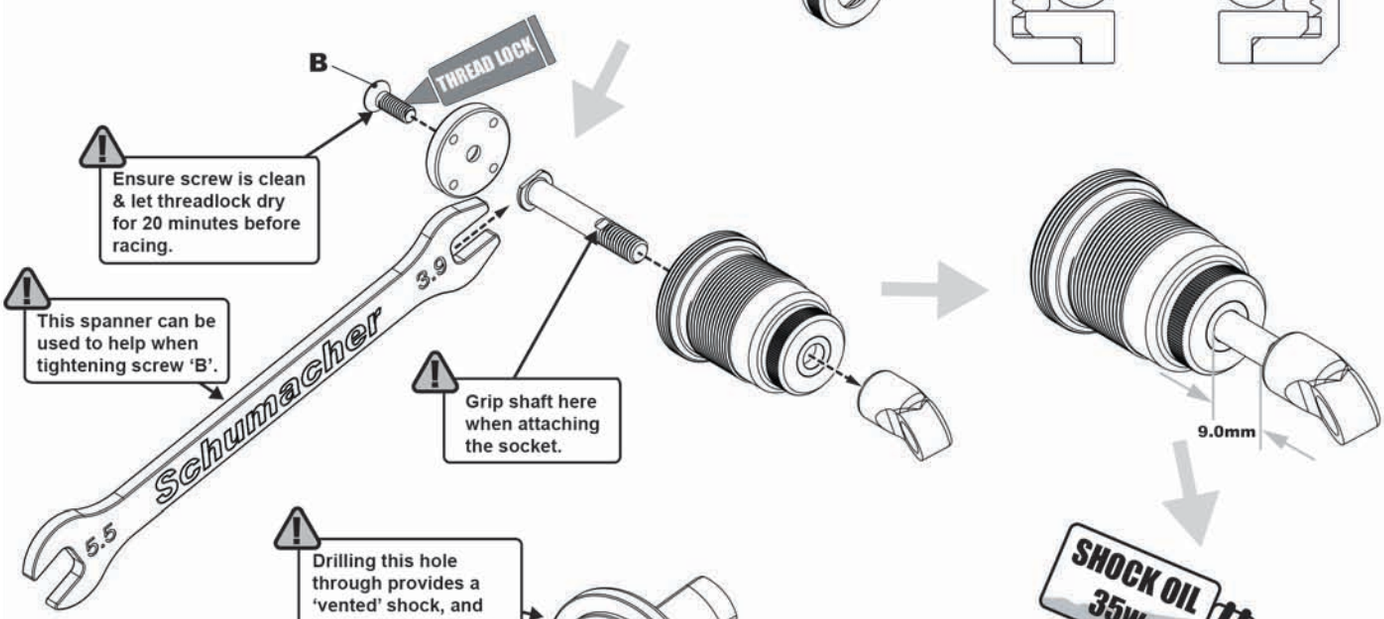
B x4
M2 x 6 Csk Screw

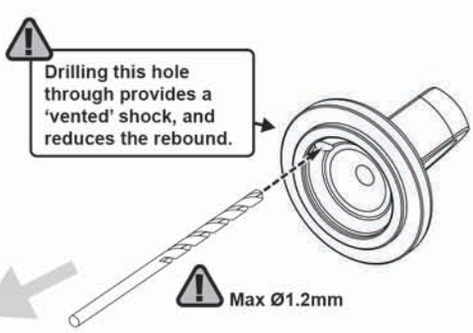
C x4
Red 'O' Ring

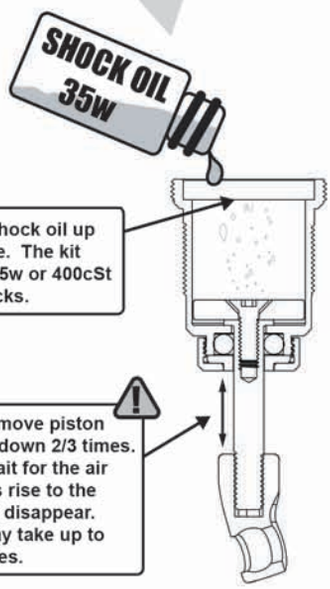


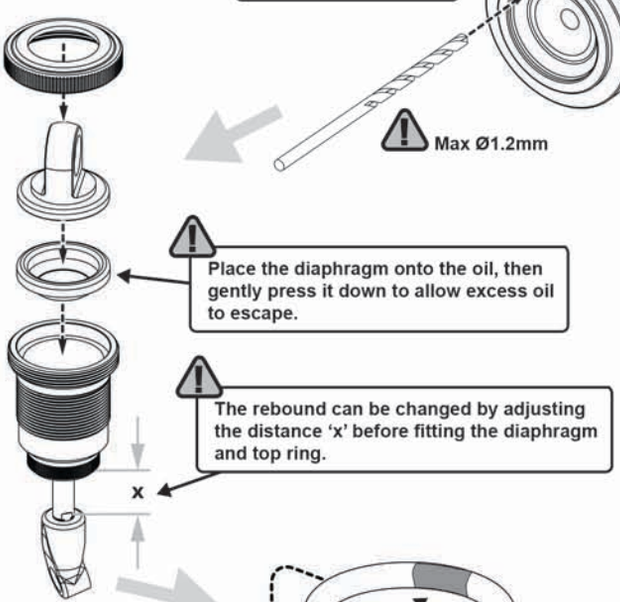
Make four shocks the same.

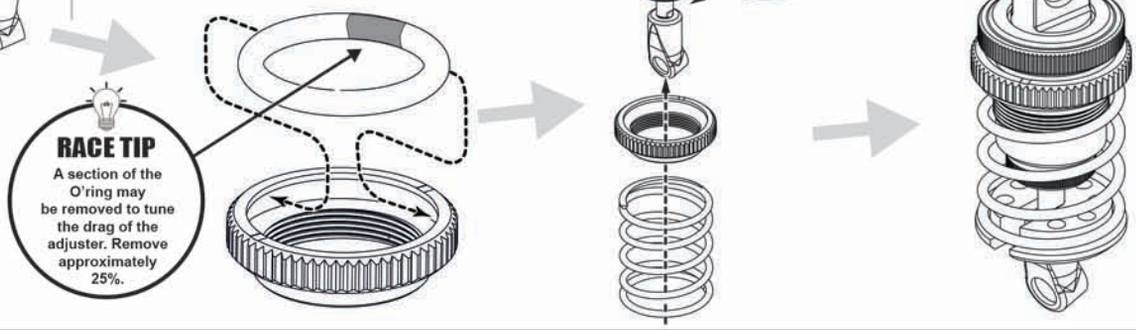












BAG C - Step 19

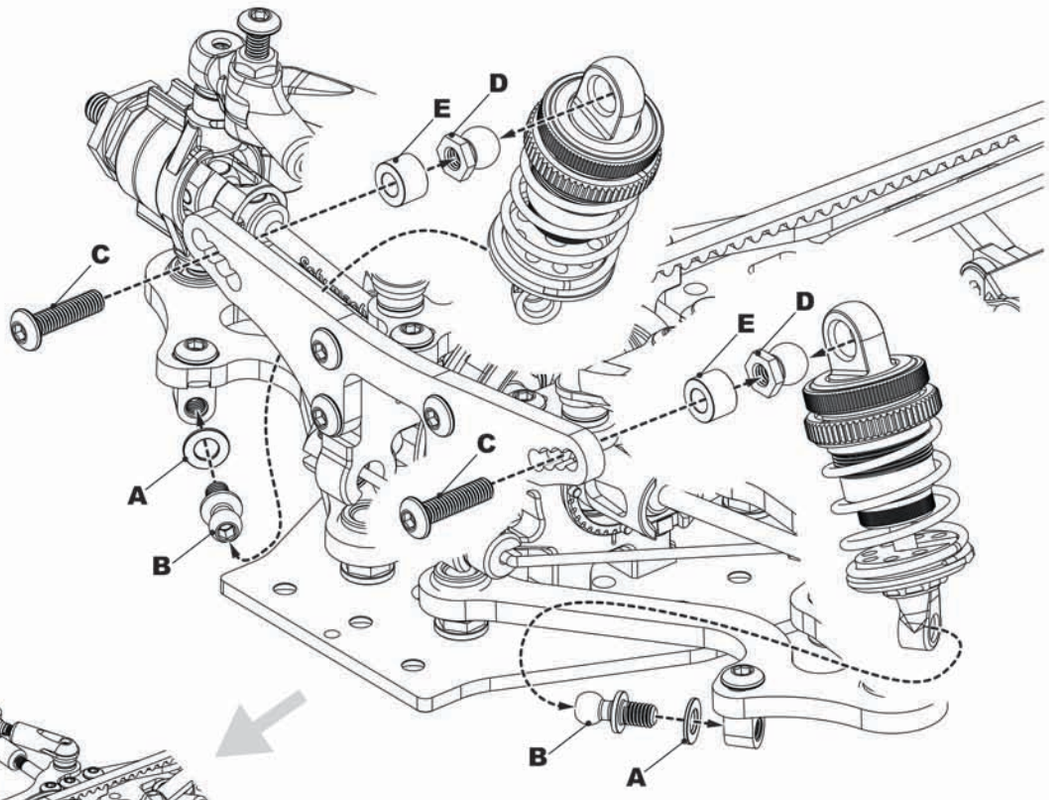
A x4
Black 0.5 mm

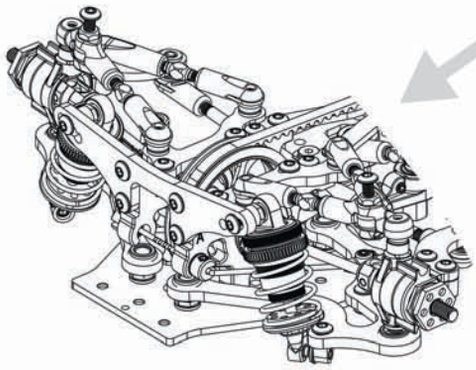
B x4
Ball Stud Ultra Short

C x4
M3 x 12 Button Hd

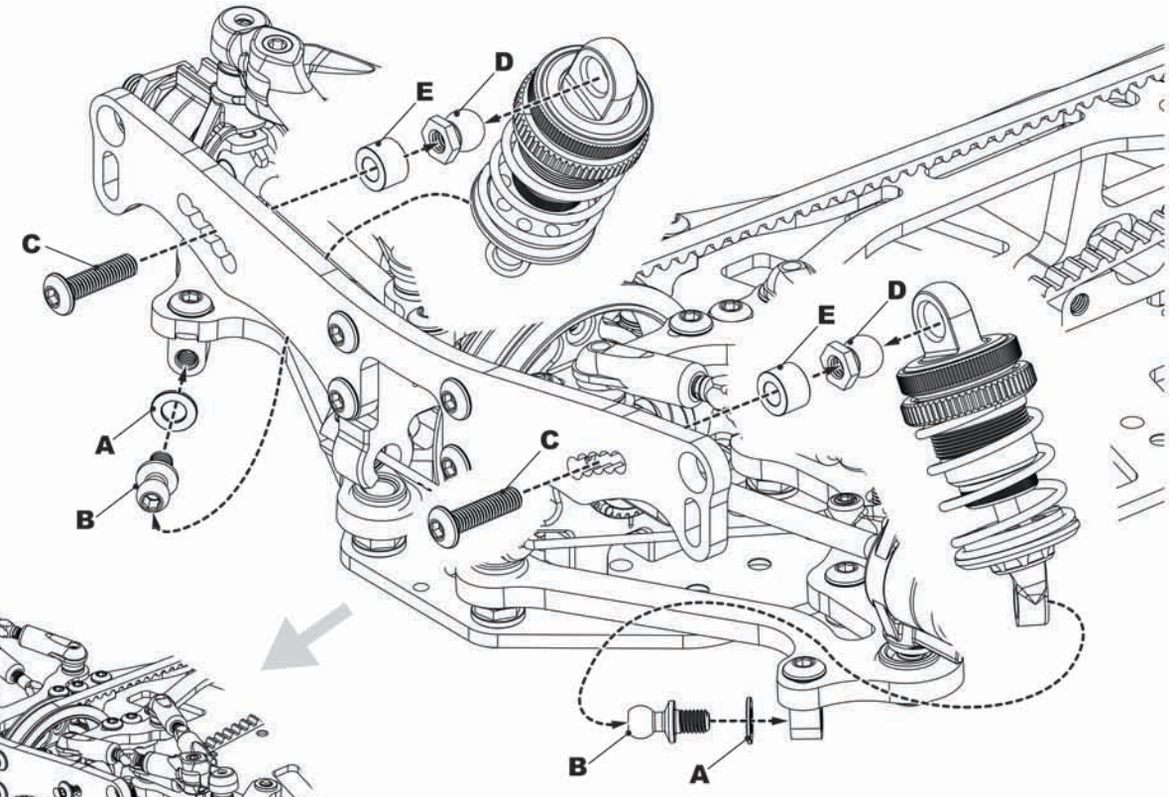
D x4
Pivot Ball

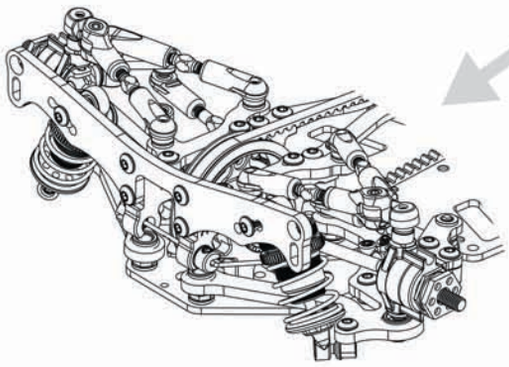
E x4
Black 4.0 mm





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





BAG C - Step 20

A x2
Black 0.5 mm

B x2
Grey 0.5 mm

C x4
M3 x 12 Button Hd

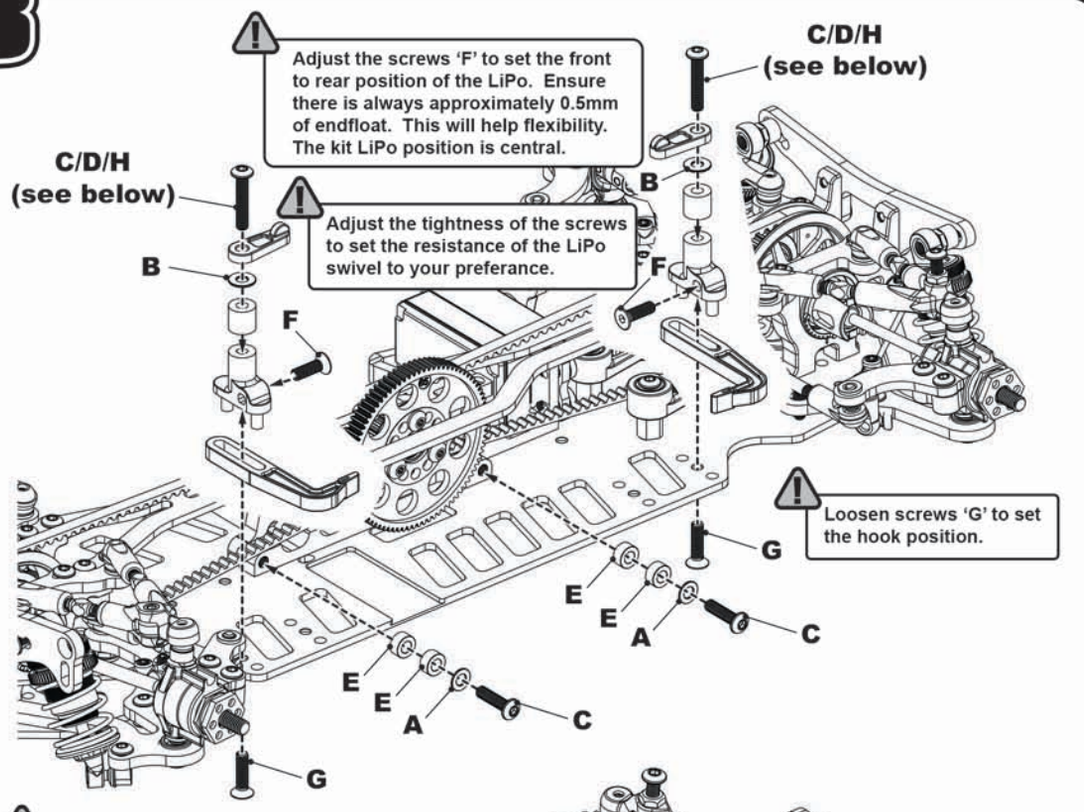
D x2
M3 x 16 Button Hd

E x4
Black 3.0 mm

F x2
M3 x 10 Csk Screw

G x2
M3 x 12 Csk Screw

H x2
M3 x 10 Button Hd

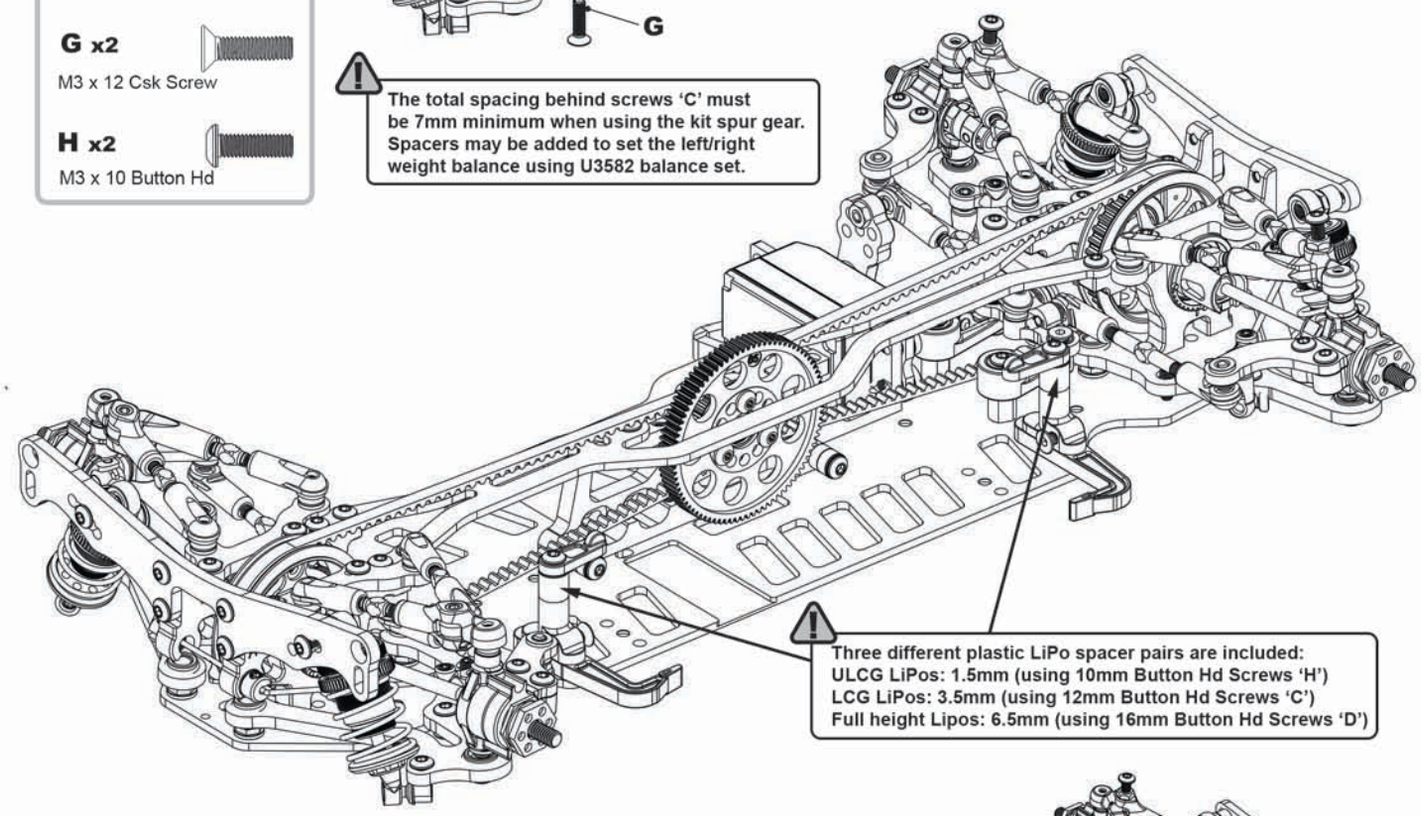


Adjust the screws 'F' to set the front to rear position of the LiPo. Ensure there is always approximately 0.5mm of endfloat. This will help flexibility. The kit LiPo position is central.

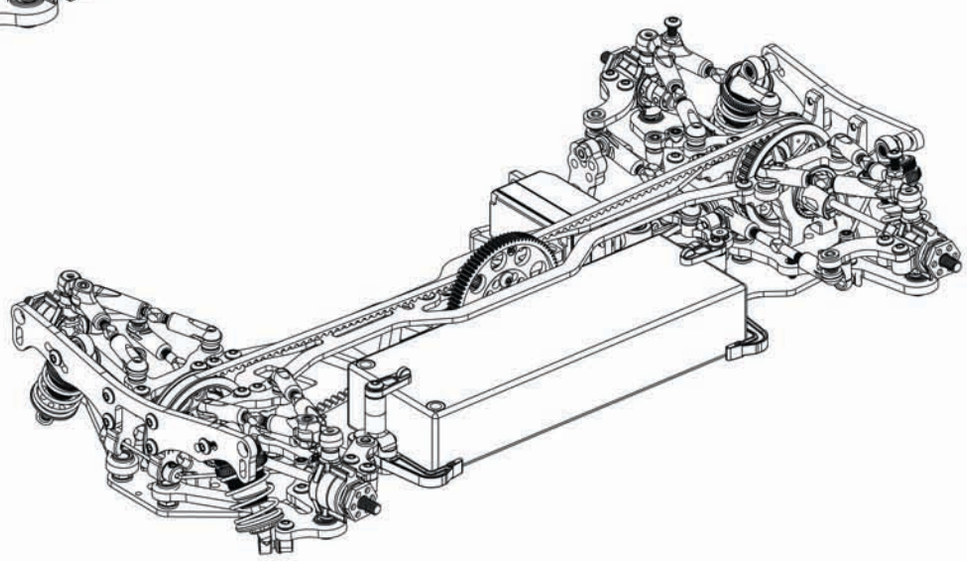
Adjust the tightness of the screws to set the resistance of the LiPo swivel to your preferance.

Loosen screws 'G' to set the hook position.

The total spacing behind screws 'C' must be 7mm minimum when using the kit spur gear. Spacers may be added to set the left/right weight balance using U3582 balance set.



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



BAG C - Step 21

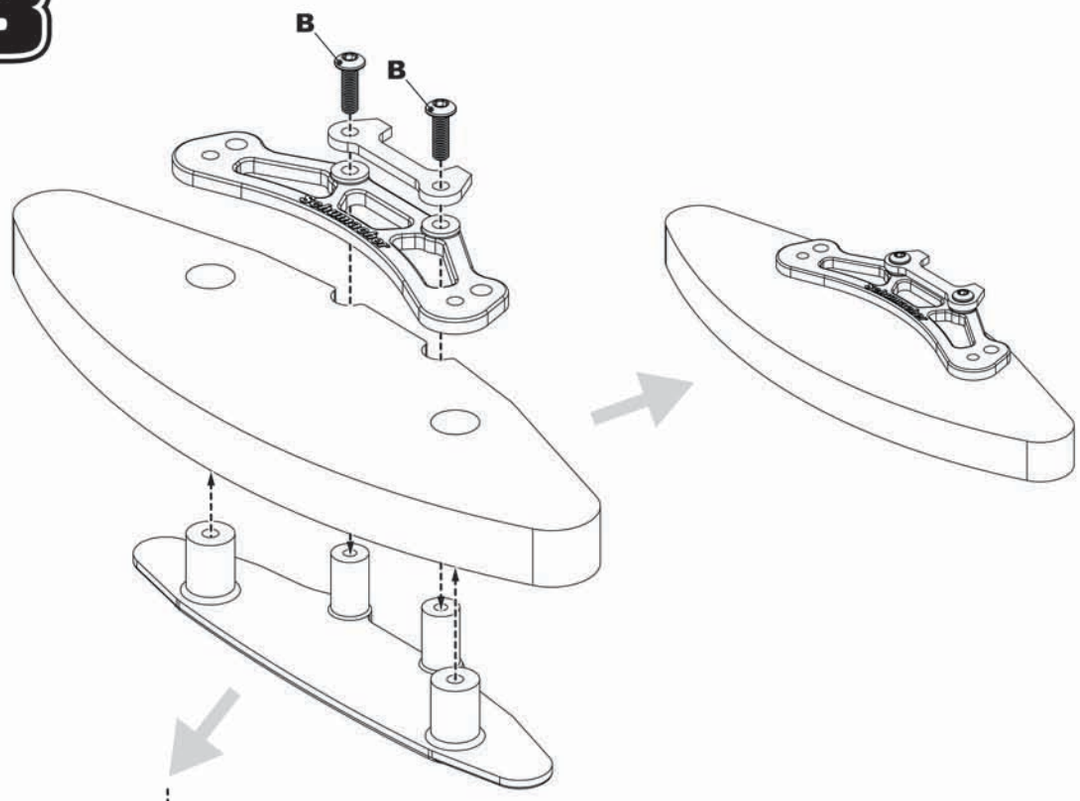
A x4
Pin ø1.5 X 11.8

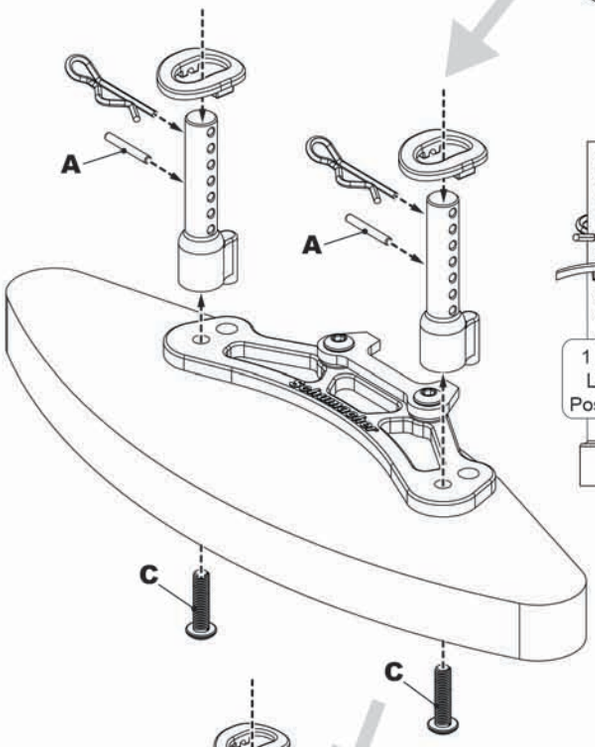
B x2
M3 x 10 Button Hd

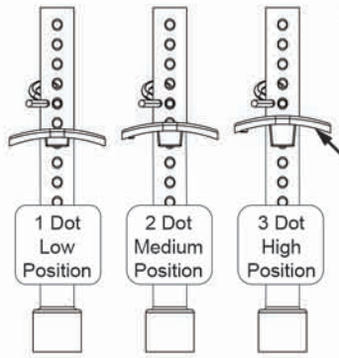
C x2
M3 x 12 Button Hd

D x2
M3 x 10 Csk Screw

E x2
M3 x 14 Button Hd

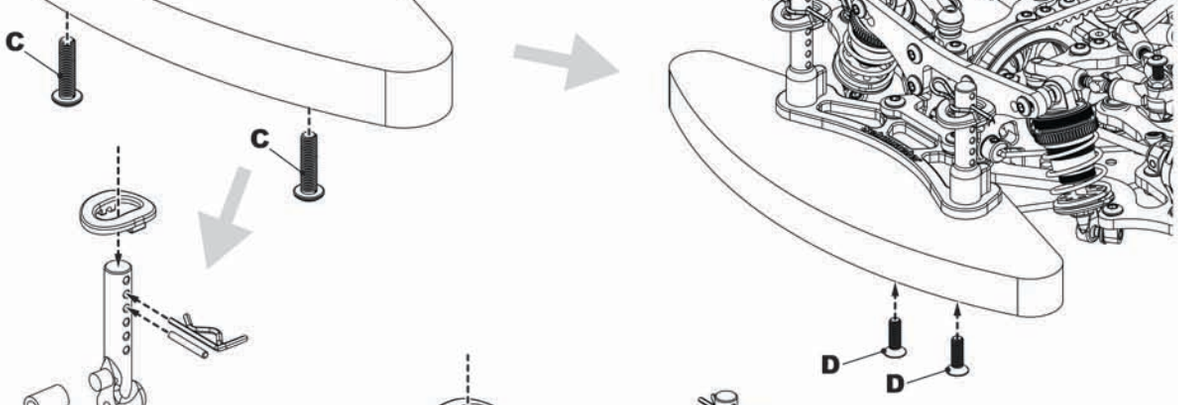






The bodyposts may be trimmed down for looks and aerodynamics. A sharp knife or side cutters may be used. Alternatively use: AM190041 - Arrowmax - Body Post Trimmer.

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



BAG C - Step 22

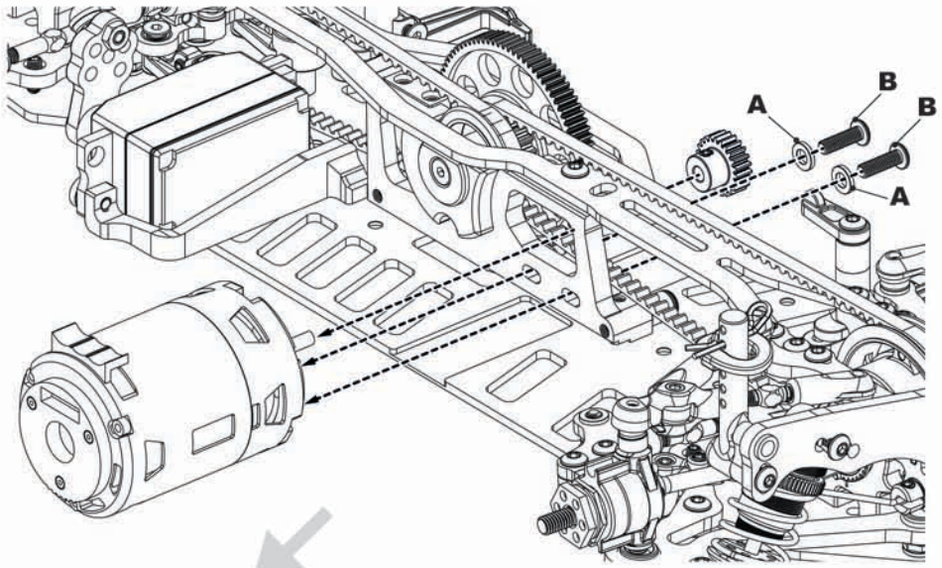
A x2
Black 1.0 mm

B x2
M3 x 10 Button Hd

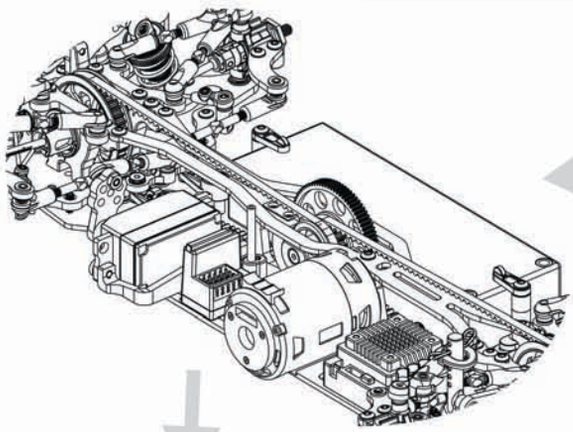
C x1
M3 x 6 Csk Screw

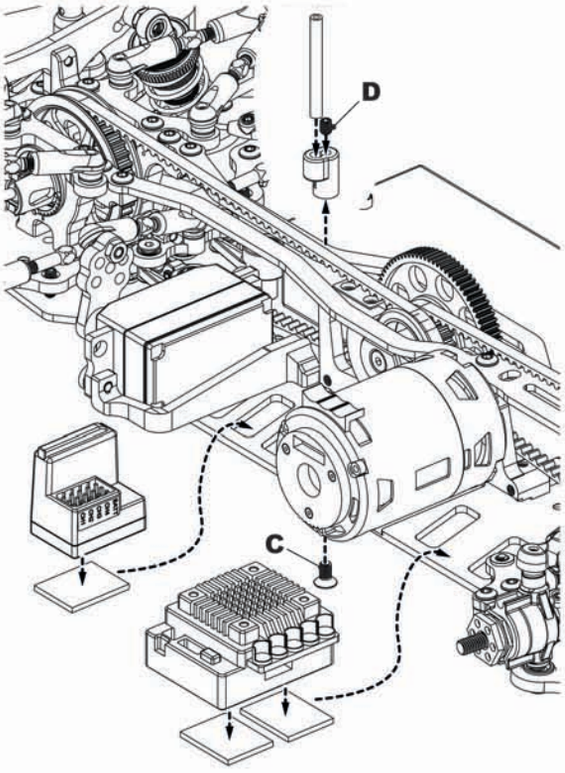
D x1
M3 x 4 Grub Screw

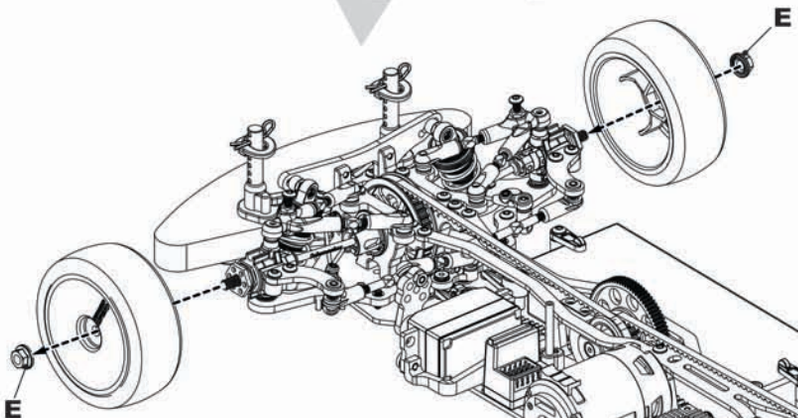
E x4
M4 Serrated Nut

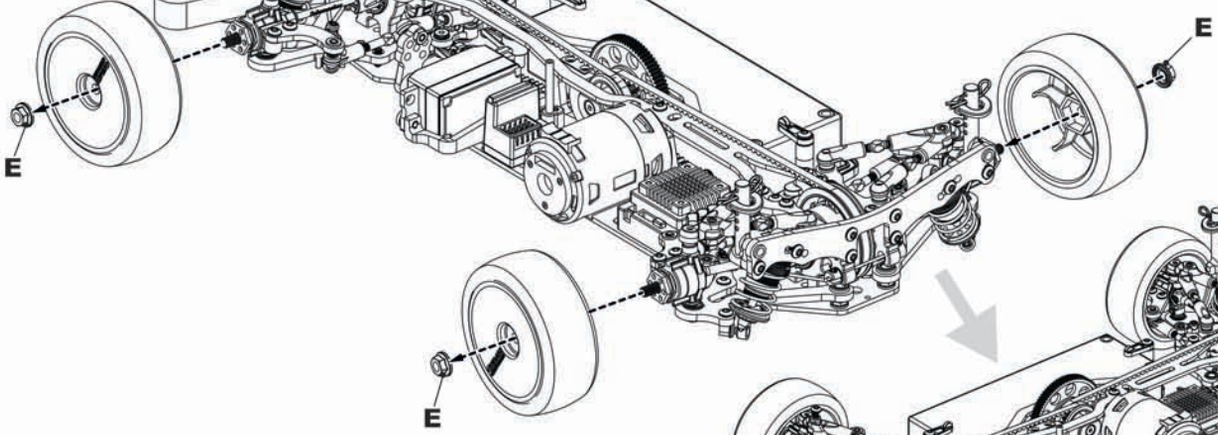


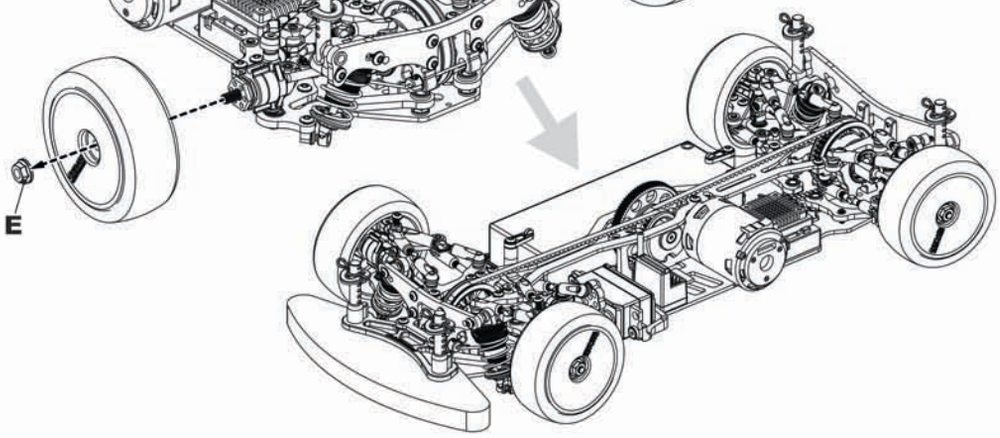
Motor, pinion, receiver and E.S.C are not included.







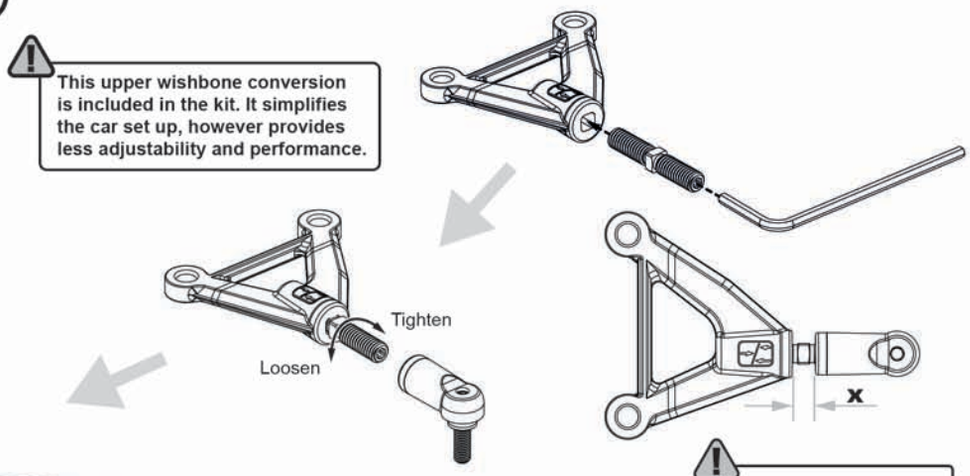




Upper Wishbone Conversion

A x4

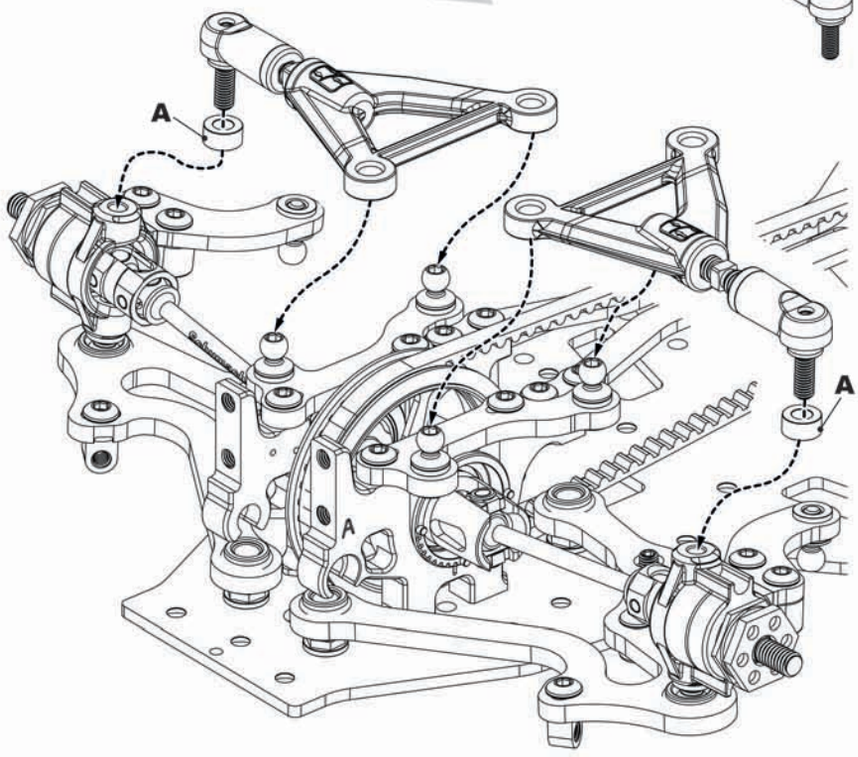
Black 3.0 mm
(Supplied in kit)

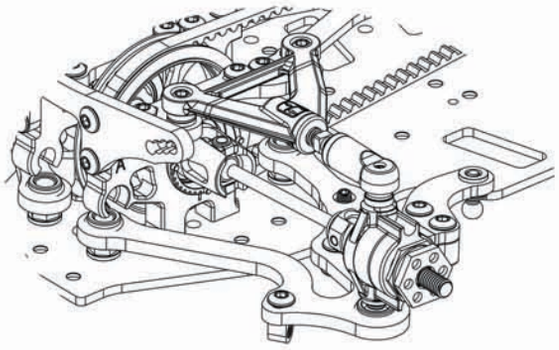


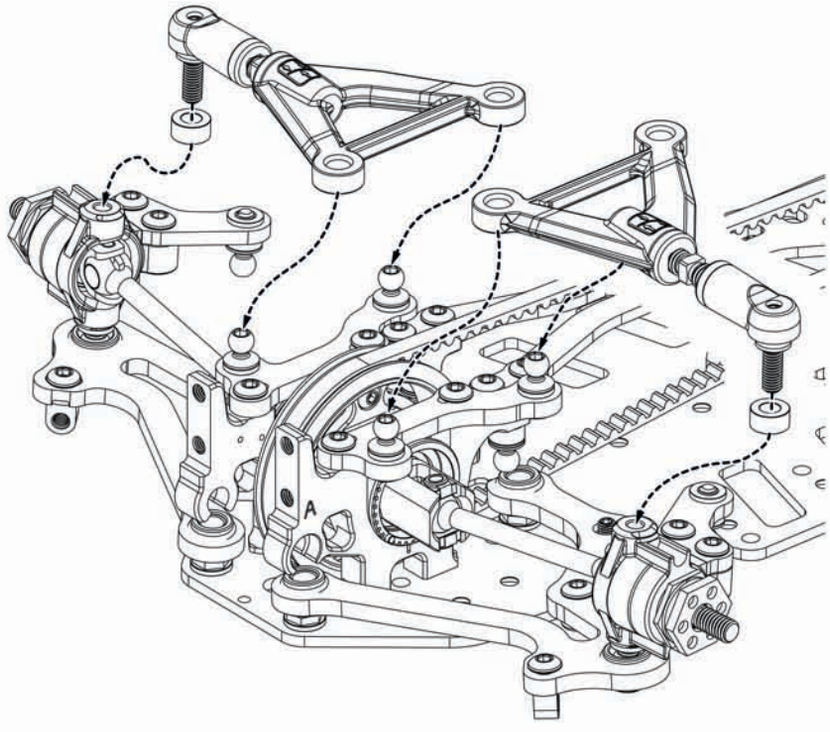
This upper wishbone conversion is included in the kit. It simplifies the car set up, however provides less adjustability and performance.

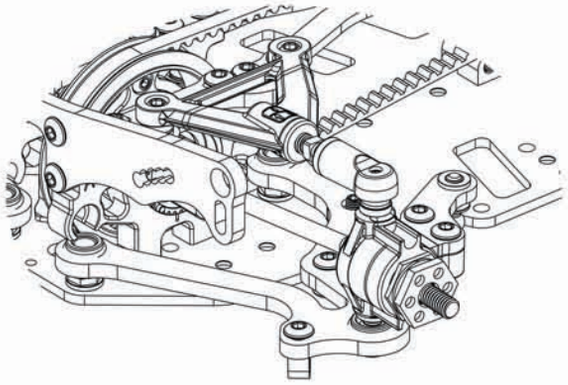
Turnbuckle Lengths (mm)

	x
Front	7.5
Rear	5.5









Optional Rear Body Post Set

A x2
Alloy M3 Nut

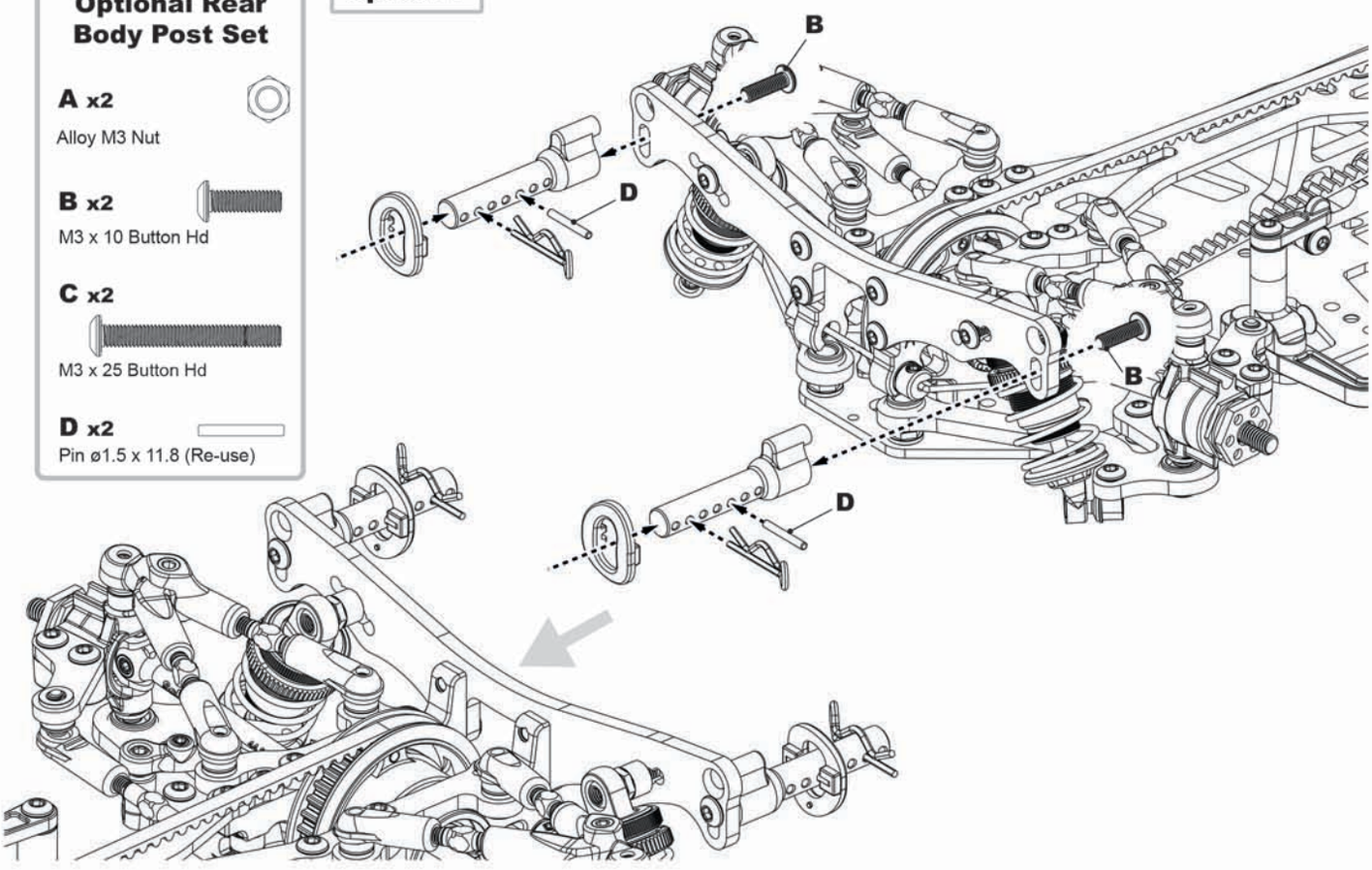
B x2
M3 x 10 Button Hd

C x2
M3 x 25 Button Hd

D x2
Pin ø1.5 x 11.8 (Re-use)

Option 1

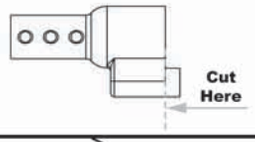
Option 1 speed secret body post option increases rotation. It offers more steering at the expense of rear stability. This is suited to medium/high traction conditions.



Option 2

Use a body reamer to extend the hole, so the screw 'C' can assemble in the direction illustrated.

To help assembly, remove these lugs using a knife or side cutters as shown.



Option 2 speed secret body post option allows the extra body posts to touch against the inside of the bodyshell. This supports the rear and prevents the wing from bending backwards at high speed. More high speed stability is created when compared with traditional vertical body mounting. No extra holes are required in the rear of the bodyshell.

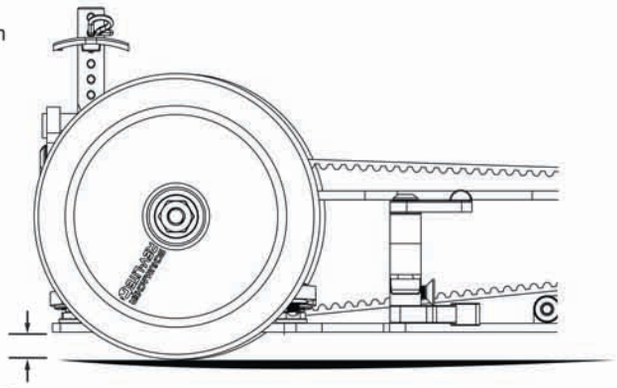
The plastic body hangers and pins may be used to rest against the body. The post or hanger must be touching or very close to the rear of the body.

Mi8

TRACK SETTINGS

RIDE HEIGHT

Use the spring adjusters on the shock absorbers to adjust the front and rear ride heights. We recommend setting the ride height to around 5.0mm on carpet/ high traction tarmac/asphalt and 5.5mm on tarmac/asphalt or low traction carpet tracks.
This is measured between the bottom of the chassis and the ground with the car in running trim. First press the car down on to the ground and release it once or twice to settle the suspension before adjusting the ride height.
In general:
High traction levels/Smooth tracks =Lower ride height (4.6mm-5.2mm)
Low traction levels/Bumpy tracks = Higher ride height (5.2mm-6.0mm)

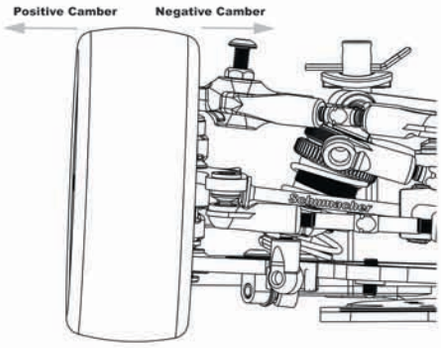


CAMBER

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

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

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

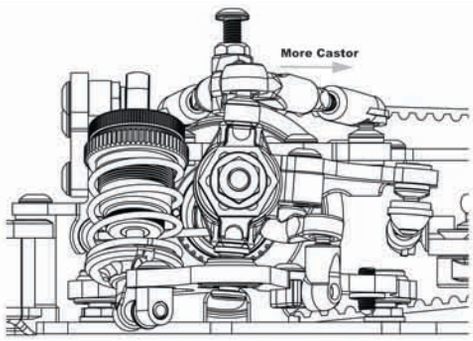


CASTOR

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

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

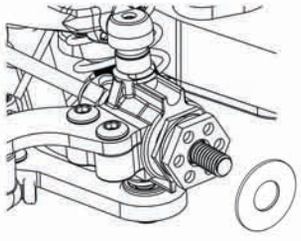
Rear 'castor' can be adjusted, altering the wheelbase. Kit setting is 4°



TRACK WIDTH

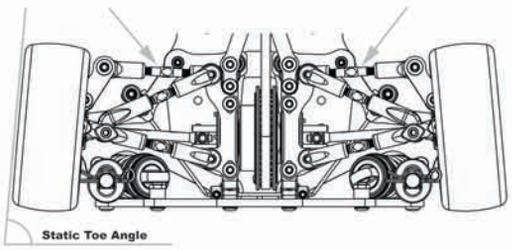
The track width may be adjusted using 2 different hex widths, or shims:
U4321 - 1mm and 0.5mm hex shims.
U3570 - Alloy Hex Slim (1mm narrower per side than kit)
U3525 - Alloy Hex Medium (Kit)

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



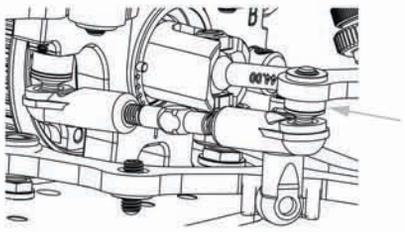
STATIC REAR TOE

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



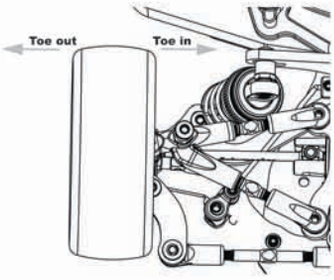
DYNAMIC REAR TOE

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



FRONT TOE

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

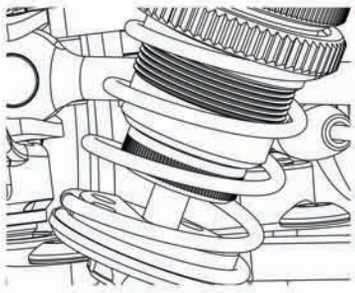


SHOCK SPRINGS

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

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

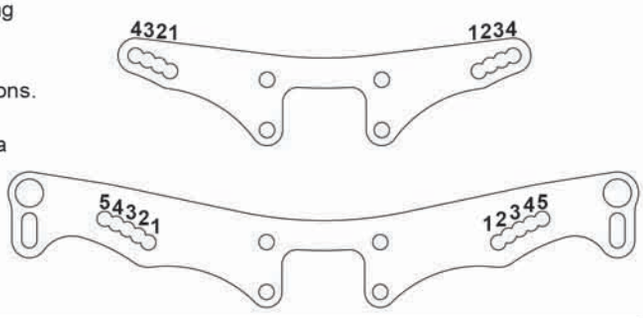
Softer springs are suited better to low grip conditions. They slow down direction change but may provide more overall grip, when the track grip is low. They may cause high speed stability issues if the grip is too high. Soft springs can be better when the track is bumpy. A softer car can sometimes be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



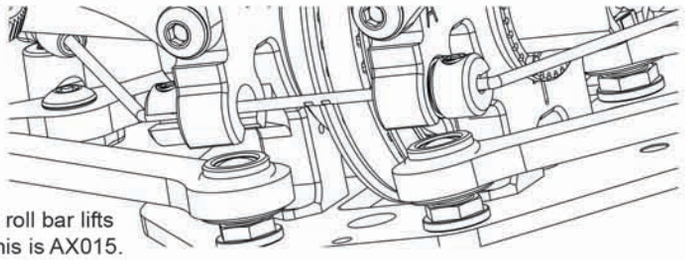
SHOCK ANGLES

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

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



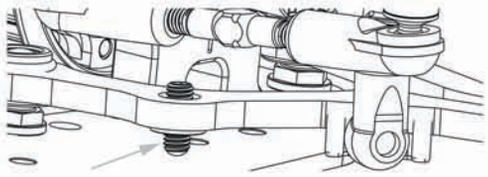
ANTI ROLL BARS



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

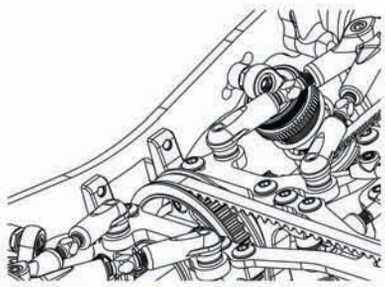
The roll bars need to be set equally left to right. This is done by adjusting the drop link ball height. With the shocks off, check the roll bar lifts theopposite side when lifted to an equal height. A great tool for this is AX015.

DROOP



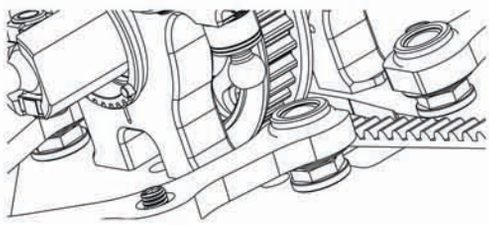
The starting point for droop suggested by the team is 21.4mm rear, 22.4mm front.
These numbers are checked on the Aerox droop gauge set. AX015.
This is the measurement between the chassis underside and the axle centre.
Droop is adjusted using the grub screw illustrated.
The suggested range is:
Rear-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

UPPER INNER LINK HEIGHT



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

LOWER WISHBONE SPACERS

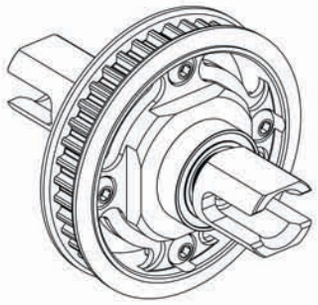


The kit setting is 1mm under all 8 wishbone lower balls. As a rule:
Higher wishbone balls= Raised roll centre, suited to higher traction conditions.
Lower wishbone balls= Lower roll centre, suited to lower traction conditions.

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

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

GEAR DIFF



Gear diff oil can be changed to affect car handling.
Generally, high traction conditions = thicker oil. (7k-12k)
Low traction conditions = thinner oil. (3K-7K),
A thicker gear diff oil will have a much smoother off power, corner entry feeling, preventing corner entry over rotation. It will also make the car feel less likely to slide off power, in the corner. It will however have more on power steering, and can feel like on power oversteer.

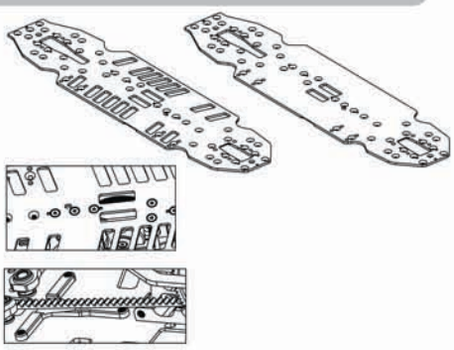
Thinner gear diff oil will create the opposite effect. More aggressive corner entry, and more steering off power in the corner. It will have less on power steering, but will feel much easier to put the power on without oversteering.

CHASSIS FLEXIBILITY

High grip conditions=Stiffer chassis setup. Low Grip conditions = Flexible chassis setup.
The Alloy chassis is the stiffest option and is best in very high grip conditions.
The CF chassis is best in low or medium grip conditions. It will generate more traction.

The motor mount has 4 chassis screw options. Use more screws to increase the overall chassis stiffness. A minimum of 2 screws is required.

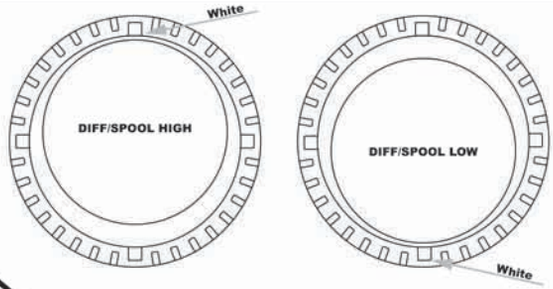
U8256 Alloy T Brace increases rear chassis stiffness and creates more rotation and is intended for high grip conditions.



DIFF/SPOOL HEIGHT

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

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



WEIGHT DISTRIBUTION

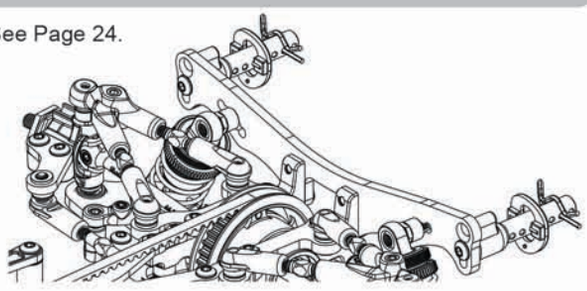
There are several positions intended for weight placement in the front and rear of the car.
Please see the setup sheet for suggested placements. We recommend the use of CR722 and CR723 for this.
Please note that the mass damper (U8137) can be used within each wishbone (x4 places).

For the most neutral car balance, we recommend a 50:50 weight distribution. This is easily achieved with no weights and centrally placed electronics.
More rearwards weight generally gives a more agressive car with more steering.
More forwards weight generally gives a smoother car handling with less steering.

REAR BODY POST OPTION

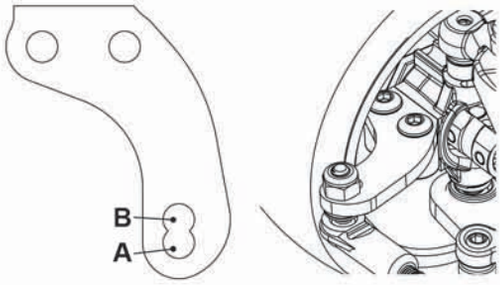
There is an included alternate rear body mounting bag included in the kit. See Page 24.
This option allows for horizontally mounted body posts.

In doing this the rear of the car is far more lively but will provide much greater steering in the middle and exit of a corner.
Horizontal body mounting should only be used when the track grip is high.
For low grip use the vertically mounted rear body posts.



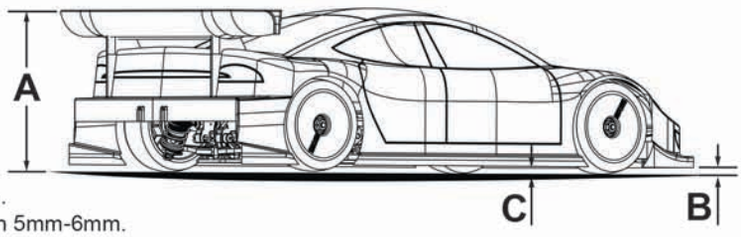
OPTIONAL FRONT STEERING ARMS (U8313)

When using the optional front steering arms (U8313), there are two new options. Both options decrease the ackerman. If the inside wheel lock is set the same as with the kit steering arm, outside wheel lock will be increased and therefore so will the overall steering.
Position A is the most common position with a slower and smoother steering feeling. The team prefer this option, and position for most large outdoor tracks.
Position B is a more reactive and agressive option, only to be used when maximum mid corner steering is wanted. This is a good option for very technical outdoor tracks.
Kit position (C) is the smoothest option, and is most suited to indoor or high grip conditions, or when you require an easy to drive steering feeling.



BODY HEIGHT

The height of the body is very important to performance.
Height 'A' must be between 110mm and 115mm. Higher here provides more rear grip and improved drivability. We suggest 113mm as a good starting height.



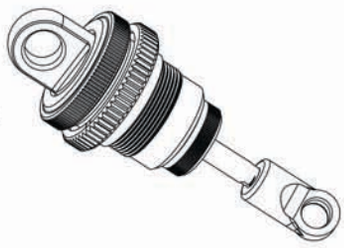
To set height 'B' (see page 12 to locate 'body stop screws')
1) Remove spring hangers from the body posts temporarily.
2) Adjust the body stop screws to set 'B' to between 2mm-4mm.
3) Fit body hangers to the posts to acheive a 'B' height between 5mm-6mm.

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

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

SHOCK OIL

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

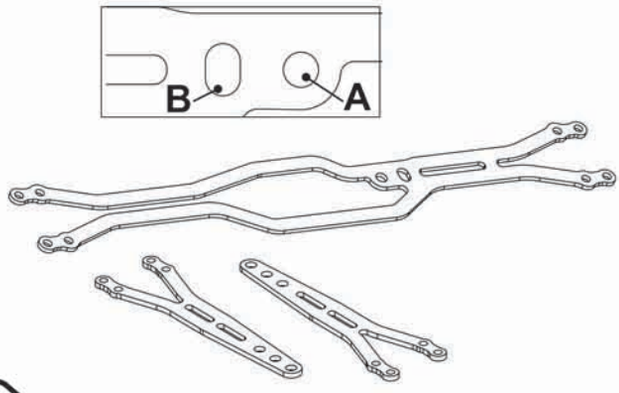


TOP DECK FLEX OPTIONS

The top deck has options A and B. Kit is A and has more torsional stiffness and offers more steering. Option B makes the car easier to drive, with more rear stabiliy.

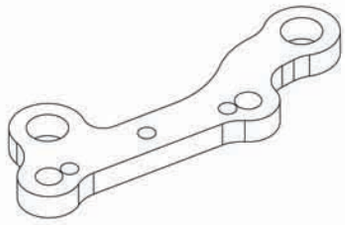
U8319 1.6mm Top Deck is useful for very low grip conditions with the CF chassis or medium grip conditions when using the alloy chassis.

U8245 2 Piece topdeck is a very stiff option, best suited to very high grip conditions.



UPPER INNER LINK LENGTH

The upper link length can be adjusted using speed secret CF link mounts - 1dot - U8244.
These lengthen the upper link length by 1mm and are best suited to lower grip conditions or for providing more grip to the front or rear. (whichever end of the car they are fitted to.)



Schumacher

M18

Gear Chart 64DP

Maximum Tooth Sum = 154
Minimum Tooth Sum = 142
Internal Ratio = 1.8181:1

	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62
90																													3.15	3.09	3.03	2.98	2.92	2.87	2.82	2.77	2.73	2.68	2.64
92																											3.35	3.28	3.22	3.16	3.10	3.04	2.99	2.93	2.88	2.84	2.79	2.74	2.70
94																									3.56	3.49	3.42	3.35	3.29	3.22	3.16	3.11	3.05	3.00	2.95	2.90	2.85		
96																							3.79	3.71	3.64	3.56	3.49	3.42	3.36	3.29	3.23	3.17	3.12	3.06	3.01				
98																					4.05	3.96	3.87	3.79	3.71	3.64	3.56	3.49	3.43	3.36	3.30	3.24	3.18						
100																			4.33	4.23	4.13	4.04	3.95	3.86	3.78	3.71	3.64	3.57	3.50	3.43	3.37								
102																	4.64	4.52	4.42	4.31	4.21	4.12	4.03	3.95	3.86	3.78	3.71	3.64	3.57										
104															4.98	4.85	4.73	4.61	4.50	4.40	4.30	4.20	4.11	4.02	3.94	3.86	3.78												
106													5.35	5.21	5.07	4.94	4.82	4.70	4.59	4.48	4.38	4.28	4.19	4.10	4.02														
108											5.78	5.61	5.45	5.31	5.17	5.03	4.91	4.79	4.68	4.57	4.46	4.36	4.27																
110									6.25	6.06	5.88	5.71	5.56	5.41	5.26	5.13	5.00	4.88	4.76	4.65	4.55																		
112							6.79	6.57	6.36	6.17	5.99	5.82	5.66	5.50	5.36	5.22	5.09	4.97	4.85																				
114					7.40	7.15	6.91	6.69	6.48	6.28	6.10	5.92	5.76	5.60	5.45	5.31	5.18																						
116			8.11	7.81	7.53	7.27	7.03	6.80	6.59	6.39	6.20	6.03	5.86	5.70	5.55																								
120	9.09	8.73	8.39	8.08	7.79	7.52	7.27	7.04	6.82	6.61	6.42																												

Gear Chart 48DP

Maximum Tooth Sum = 115
Minimum Tooth Sum = 106
Internal Ratio = 1.8181:1

	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46
69																				3.39	3.30	3.22	3.14	3.06	2.99	2.92	2.85	2.79	2.73
70																			3.54	3.44	3.35	3.26	3.18	3.10	3.03	2.96	2.89	2.83	
71																		3.69	3.59	3.49	3.40	3.31	3.23	3.15	3.07	3.00	2.93		
72																	3.85	3.74	3.64	3.54	3.44	3.36	3.27	3.19	3.12	3.04			
73																4.02	3.90	3.79	3.69	3.59	3.49	3.40	3.32	3.24	3.16				
74															4.20	4.08	3.96	3.84	3.74	3.64	3.54	3.45	3.36	3.28					
75														4.40	4.26	4.13	4.01	3.90	3.79	3.69	3.59	3.50	3.41						
78											5.06	4.89	4.73	4.57	4.43	4.30	4.17	4.05	3.94	3.83									
81								5.89	5.66	5.45	5.26	5.08	4.91	4.75	4.60	4.46	4.33												
82							6.21	5.96	5.73	5.52	5.32	5.14	4.97	4.81	4.66	4.52													
83						6.56	6.29	6.04	5.80	5.59	5.39	5.20	5.03	4.87	4.72														
84					6.94	6.64	6.36	6.11	5.87	5.66	5.45	5.27	5.09	4.93															
85				7.36	7.02	6.72	6.44	6.18	5.94	5.72	5.52	5.33	5.15																
86			7.82	7.45	7.11	6.80	6.52	6.25	6.01	5.79	5.58	5.39																	
87		8.33	7.91	7.53	7.19	6.88	6.59	6.33	6.08	5.86	5.65																		
89	8.99	8.52	8.09	7.71	7.36	7.04	6.74	6.47	6.22																				

Calculating FDR = SPUR X 1.8181 / PINION

Calculating spur = FDR X PINION / 1.8181

Calculating pinion = SPUR X 1.8181 / FDR

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

64DP SPUR GEARS
AM364090 - *Spur Gear 64p - 90T*
AM364092 - *Spur Gear 64p - 92T*
AM364094 - *Spur Gear 64p - 94T*
AM364096 - *Spur Gear 64p - 96T*
AM364098 - *Spur Gear 64p - 98T*
AM364100 - *Spur Gear 64p - 100T*
AM364102 - *Spur Gear 64p - 102T*
AM364104 - *Spur Gear 64p - 104T*
AM364106 - *Spur Gear 64p - 106T*
AM364108 - *Spur Gear 64p - 108T*
AM364110 - *Spur Gear 64p - 110T*
AM364112 - *Spur Gear 64p - 112T*
AM364114 - *Spur Gear 64p - 114T*
AM364116 - *Spur Gear 64p - 116T*
U7820 - *Spur Gear 120T 64dp CNC - Mi-7*
U8318 - *Stock spur Gear 64dp - 92T - Mi8*
U8253 - *Stock spur Gear 64dp - 98T - Mi8*
U8254 - *Stock spur Gear 64dp - 104T - Mi8*
U8255 - *Stock spur Gear 64dp - 108T - Mi8*

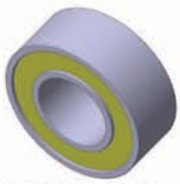
CR280 - *Ti Pro Ball Studs - Short - (pr)*
CR281 - *Ti Pro Ball Studs - Ultra Short - (pr)*
U7828 - *Ti Ball Stud Low - Ultra Short (pk4)*
U7829 - *Ti Ball Stud Low - Short (pk4)*

CR310 - *Alloy Csk Hex Screws M3 x 6 pk10*
CR311 - *Alloy Csk Hex Screws M3 x 8 pk10*
CR312 - *Alloy Csk Hex Screws M3 x 10 pk10*
CR313 - *Alloy Csk Hex Screws M3 x 12 pk10*
CR314 - *Alloy Button Head Hex Screws M3 x 6 pk10*
CR315 - *Alloy Button Head Hex Screws M3 x 8 pk10*
CR316 - *Alloy Button Head Hex Screws M3 x 10 pk10*
CR317 - *Alloy Button Head Hex Screws M3 x 12 pk10*

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

U8057 - *Alloy Eccentric - pr*
Tuning Option

AX011 - *Alloy Offset Servo Arm 25T*
AX012 - *Alloy Offset Servo Arm 23T*
MR33-AAS23T - *Alloy Adjustable 23T*
MR33-AAS25T -*Alloy Adjustable 25T*



U4725 - *Pro Ball Bearing - 5x10x4 Shield - (pr)*
U4726 - *Pro Ball Bearing - 5x10x3 Shield - (pr)*
U4945 - *Pro Ball Bearing 1/8 x 1/4 x 7/64 - pr*
U7822 - *Pro Ball Bearing 3/16"x5/16"x1/8" Flanged (pr)*

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

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

CR304 -
Titanium Wheel Nuts M4 - pk4
Lightweight Option

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

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

U3582 - *Precision Balance Pivot Set*

U8335 -*Brass Shorty Lipo Set (pk2)*

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

U7536 - *Ultra Short Shock Piston 3 hole pr*
Tuning Option

U7542 - *Ultra Short Shock Alloy Spring Seat pr*

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

U7855 - *Titanium Rear Axle pr*
Lightweight Option

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

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

CORE-RC

Hi Response TC Springs
CR840 - CR851 - Pairs
CR852 - Soft Spring Set 4pr
CR853 - Med Spring Set 4pr
CR854 - Hard Spring Set 4pr

U8261 - *Alloy Hub Carrier- Mi8 pr*
Durability option

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

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

U7816 - *Alloy Radius Arms pr*

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

U7837 - *C/F Upper Bumper*

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

U7866 - *Lightweight Foam Bumper*
Lightweight performance option

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

U8313 - *C/F Optional Front*
Steering Arms - Mi8 pr
Tuning Option

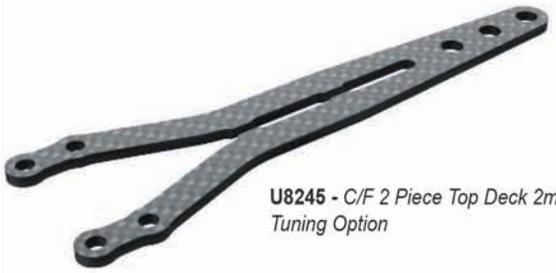
U7827 - *Alloy LiPo Mount pr*
Durability Option

U7839 - *C/F LiPo Swivel pr*

U8256 - *Alloy T Brace - Mi8*
Tuning Option

U8137- *Mass Damper Set*
Tuning Option

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



U8245 - *C/F 2 Piece Top Deck 2mm - Mi8 pr*
Tuning Option

U8319 - *C/F Top Deck 1.6mm - Mi8 - Tuning Option*

SPARES LISTS

Chassis Parts

U119 Aerial Tube - Pack 4
U4229 Steel Spanner - 5.5mm/3.9mm
U4741 6mm Offset Servo Arms
U4773 Aerial Mount - CAT K2
U4872 Centre Track Rod Shim - Mi6 - (pk4)
U7738 Radius Arms - Mi7 (pr)
U7739 Body Post Spacers - Mi7 (pr)
U7750 LiPo Mounting Mouldings - Mi7 (set)
U7769 Alloy Centre Track Rod Assy - Mi7
U7773 Alloy Steering Pivots/Spacers - Mi7 (pr)
U7790 Foam Bumper - Mi7
U7806 C/F Rear Toe Arm - Mi7 (pr)
U7850 Body Mount Set - Mi7
U8233 Alloy Chassis - Mi8
U8236 C/F Bumper Crash Stop - Mi8
U8237 C/F Chassis 2.25mm - Mi8
U8238 C/F Rear Shock Mount - Mi8
U8239 C/F Front Shock Mount - Mi8
U8242 C/F Top Deck 2.0mm - Mi8
U8246 C/F Front Steering Arms - Mi8 (pr)
U8260 Alloy 1 Piece Servo Mount - Mi8
U8268 Manual - Mi8
U8316 Front Bumper Mouldings - Mi8

Shock Absorbers

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

Bearings & Balls

U2698 Ball Bearing - 5x10x4 Red Seal - (pr)
U2699 Ball Bearing - 10x15x4 Red Seal - (pr)
U3075 Ball Bearing - 4x8x3mm Red Seal - (pr)
U3136 Ball Bearing - 5x8x2.5 - Shield (pr)
U3871 Ball Bearing - 5x9x3 Red Seal - (pr)
U4084 Ball Bearing - 6x12x4 Red Seal - (pr)
U4946 Pro Ball Bearing 5 x 10 x 4 sealed - pr
U7088 Ball Bearing 5x10x4 Red Seal FL - (pr)
U7328 Ball Bearing - 5 x 11 x 4 Red Seal - (pr)
U7725 Pro-Ball Bearing 10x15x4 Sealed - (pr)
U7726 Pro-Ball Bearing 6x12x4 Sealed - (pr)
U7729 Pro-Ball Bearing 5x9x3 Sealed - (pr)
U7730 Pro-Ball Bearing 4x8x3 Sealed - (pr)
U7997 Ceramic Ball Bearing 6 x 12 x 4 (pr)

Suspension

U4775 Pivot Ball 5.5mm - (4pcs)
U4900 Roll Bar Clamp pr - Mi6/evo
U4903 Precision Ball Stud Ultra Short- Mi6 - (pk4)
U4904 Precision Ball Stud Short- Mi6 - (pk4)
U7733 Hub Carriers - Mi7 (pr)
U7747 Wishbone ARB Mount - Mi7 (pr)
U7748 Upper Wishbone Mouldings - Mi7 (pr)
U7783 Dowel Bush - Mi7 (pk4)
U7808 M4 Turnbuckle - 24mm (pr)
U7832 Ball Stud Low (Ultra Short) (pk4)
U7833 Ball Stud Low (Short) (pk4)
U7834 Ball Stud Low (Long) (pk4)

Suspension Cont.

U7891 Alloy Lock Stop pr - A2,Icon
U8133 6 x 1 'O'ring pk10 - Mi7,Icon,E4
U8166 5.5mm Pivot Ball Socket pk8 - Mi7
U8168 5 x 1 `O`ring (pk10)
U8217 Wishbone Outer Ball/Socket - Mi8 (pr)
U8219 Alloy ARB Drop Link - Mi8 (pr)
U8229 Roll Bar Set - Mi8 (pk8)
U8234 Upper Link Sockets - Mi8 (pk8)
U8240 C/F Front Wishbones - Mi8 (pr)
U8241 C/F Rear Wishbones - Mi8 (pr)
U8243 C/F Upper Link Mount - Mi8 (pr)
U8259 Roll Bar Socket - Mi8 (pk4)
U8263 Alloy M3 Turnbuckle - 25mm - Black (pr)
U8264 Alloy M3 Turnbuckle - 35mm - Black (pr)
U8265 Alloy M3 Turnbuckle - 45mm - Black (pr)
U8314 Upper Link Pivot Rear - Mi8 (pr)
U8315 Upper Link Pivot Front - Mi8 (pr)
U8321 Ball Sockets Pro - Grey (pk8)

Transmission

AM348085 Spur Gear 48p - 85T
U3170 Pins and Shims; Axle - Mi4/Mi5 4pr
U3525 Alloy Wheel Hex - Medium - Mi4/Mi5 (pr)
U4567 Eccentrics - Mi5evo (4 pcs)
U7731 Layshaft Fences - Mi7
U7732 Diff/Spool Fences - Mi7 (pk4)
U7735 Diff Mouldings - Mi7
U7752 Rear Driveshaft Pins,Pivots - Mi
U7753 Double Joint Driveshaft - V2 (pr)
U7754 Double Joint Driveshaft Pins,Pivots - V2
U7755 Double Joint Driveshaft Bone - V2
U7756 Double Joint Driveshaft Axle - V2
U7757 Double Joint Driveshaft Tube - V2
U7779 Layshaft - Mi7
U7781 Spur Gear Screw - Mi7 (pk3)
U7785 Diff End Float Shim 0.10mm (pk10)
U7786 Gear Diff Rebuild Kit - Mi7
U7809 Driveshaft Blade - Mi7 (pk4)
U8218 Rear Driveshaft - Mi8 (pr)
U8222 Motor Mount - Mi8
U8223 Alloy Trans Housing A - Mi8
U8224 Alloy Trans Housing B - Mi8
U8225 Alloy Diff Output - Mi8
U8230 Alloy Diff Pulley - Mi8
U8231 Alloy Spool Spindle - Mi8
U8232 Alloy Layshaft Pulley - Mi8
U8247 Alloy Spool Output - Mi8
U8249 Alloy Rear Driveshaft Bone - Mi8
U8251 Rear Driveshaft Axle - Mi8
U8257 Alloy Diff Body - Mi8
U8262 Belt 119T - Mi8
U8266 Complete Spool - Mi8
U8267 Complete Diff - Mi8

SPARES LISTS

Bearings & Balls

G200	ZX1 - Microlube
H1031	Bearing Blaster Aerosol 500ml
U1300	Axle Grease - Pot
U1301	Silicone Diff Lube-Pot
U1411	Ball Bearing - 4x8x3 Shield - (pr)
U1957	Moly Grease - Pot 5ml
U2148	Ball Bearing - 5x10x4 Shield - (pr)
U2862	Ceramic Bearing - 5x10x4 Shield - (pr)
U3016	Ball Bearing - 10x15x4 - Shield (pr)
U3017	Ceramic Bearing - 10x15x4 - Shield - (pr)
U3136	Ball Bearing - 5x8x2.5 - Shield (pr)
U4725	Pro Ball Bearing - 5x10x4 Shield - (pr)
U4726	Pro Ball Bearing - 5x10x3 Shield - (pr)
U4943	Ball Bearing - 1/8x1/4 Shield - (pr)
U4945	Pro Ball Bearing 1/8 x 1/4 x 7/64 - pr
U7326	Ball Bearing - 5x10x3 Shield - (pr)
U7744	Ball Bearing 2x5x1.5 Open (pr)
U7794	Ball Bearing 3/16"x5/16" Flanged Yellow (pr)
U7822	Pro Ball Bearing 3/16"x5/16"x1/8" Flanged (pr)
U8320	Ball Bearing 3/16"x5/16" Yellow (pr)

Option Parts

AM030106	Alloy Servo Horn 23T BG
AM030107	Alloy Servo Horn 25T BG
AM348069	Spur Gear 48p - 69T
AM348070	Spur Gear 48p - 70T
AM348071	Spur Gear 48p - 71T
AM348072	Spur Gear 48p - 72T
AM348073	Spur Gear 48p - 73T
AM348074	Spur Gear 48p - 74T
AM348075	Spur Gear 48p - 75T
AM348078	Spur Gear 48p - 78T
AM348081	Spur Gear 48p - 81T
AM348082	Spur Gear 48p - 82T
AM348083	Spur Gear 48p - 83T
AM348084	Spur Gear 48p - 84T
AM348086	Spur Gear 48p - 86T
AM348087	Spur Gear 48p - 87T
AM364090	Spur Gear 64p - 90T
AM364092	Spur Gear 64p - 92T
AM364094	Spur Gear 64p - 94T
AM364096	Spur Gear 64p - 96T
AM364098	Spur Gear 64p - 98T
AM364100	Spur Gear 64p - 100T
AM364102	Spur Gear 64p - 102T
AM364104	Spur Gear 64p - 104T
AM364106	Spur Gear 64p - 106T
AM364108	Spur Gear 64p - 108T
AM364110	Spur Gear 64p - 110T
AM364112	Spur Gear 64p - 112T
AM364114	Spur Gear 64p - 114T
AM364116	Spur Gear 64p - 116T
AX011	Aerox Alloy Servo Arm - Offset 25T Futaba
AX012	Aerox Alloy Servo Arm - Offset 23T KO/Sanwa
CR280	Ti Pro Ball Studs - Short - (pr)
CR281	Ti Pro Ball Studs - Ultra Short - (pr
CR304	Titanium Wheel Nuts M4 - pk4
CR309	Alloy Body Mount Adjuster Set Mi6 - Black - pk4
CR310	Alloy Csk Hex Screws M3 x 6 pk10
CR311	Alloy Csk Hex Screws M3 x 8 pk10
CR312	Alloy Csk Hex Screws M3 x 10 pk10
CR313	Alloy Csk Hex Screws M3 x 12 pk10
CR314	Alloy Button Head Hex Screws M3 x 6 pk10
CR315	Alloy Button Head Hex Screws M3 x 8 pk10
CR316	Alloy Button Head Hex Screws M3 x 10 pk10
CR317	Alloy Button Head Hex Screws M3 x 12 pk10
CR465	Alloy Offset Servo Arm 23T - Sanwa/KO
CR466	Alloy Offset Servo Arm 25T - Futaba
CR664	Alloy Motor Spacer - 1mm - pk2
CR722	Threaded Steel 5g Weight 13.50mm (pk4)
CR723	Threaded Steel 10g Weight 17.60mm (pk4)

Option Parts Cont.

MR33-AAS23T	MR33 Adjustable Servo Horn 23t Sanwa
MR33-AAS25T	MR33 Adjustable Servo Horn 25t Futaba
U2566	Titanium Turnbuckle - 45mm (pr)
U3570	Alloy Wheel Hex - Slim - Mi4LP (pr)
U3582	Precision Balance Pivot Set
U4236	M3 x 10mm Alloy Csk Screws pk10
U4328	Impact Servo Saver
U4329	Impact Servo Saver Mouldings
U4330	Impact Servo Saver Springs
U7400	Titanium Low Profile M4 Serrated Nut (pk4)
U7536	Ultra Short Shock Piston 3H - Mi6evo pr
U7542	Ultra Short Shock Alloy Spring Seat - Mi6evo pr
U7812	Alloy Hub Carrier - Mi7 (pr)
U7816	Alloy Radius Arms - Mi7 (pr)
U7820	Spur Gear 120T 64dp CNC - Mi7
U7821	Spur Gear 89T 48dp CNC - Mi7
U7826	Alloy Fan Mount - Mi7
U7827	Alloy LiPo Mount - Mi7 (pr)
U7828	Titanium Ball Stud Low (Ultra Short) (pk4)
U7829	Titanium Ball Stud Low (Short) (pk4)
U7837	C/F Upper Bumper - Mi7
U7839	C/F LiPo Swivel - Mi7 (pr)
U7854	Alloy Double Joint Driveshaft Tube - V2 (pr)
U7855	Titanium Rear Axle - Mi (pr)
U7866	Lightweight Foam Bumper - Mi7
U8057	Alloy Eccentric (pr) - Mi6,Mi7
U8065	M3 Alloy Thread Inserts pk8 - L1,Mi7,E3,E4,A2,Icon
U8184	Optional Rear Body Post Set - Mi8
U8185	Upper Wishbone Conversion - Mi8
U8227	Kashima Shock Body - Mi8 (pk4)
U8235	Optional Alloy Upper Link Pivot Rear - Mi8 (pr)
U8244	C/F Upper Link Mount 1 Dot - Mi8 (pr)
U8245	C/F 2 Piece Top Deck - Mi8 (pr)
U8252	Optional Alloy Upper Link Pivot Front - Mi8 (pr)
U8253	CNC Stock Spur Gear 98T 64DP - Mi8
U8254	CNC Stock Spur Gear 104T 64DP - Mi8
U8255	CNC Stock Spur Gear 108T 64DP - Mi8
U8256	Alloy T Brace - Mi8
U8258	Castor Gauge - Mi8 (pr)
U8261	Alloy Shock Top Ball - Mi8 (pr)
U8310	High Power Belt Roller - Mi8
U8313	C/F Optional Front Steering Arms - Mi8 (pr)
U8317	Mass Damper Set
U8318	CNC Stock Spur Gear 92T 64DP - Mi8
U8319	C/F Top Deck 1.6mm - Mi8
U8323	C/F Lipo Hook - Mi8 (pr)
U8333	Wheel Hex Spacers 0.25, 0.5,0.75mm - Mi8 (pk12)
U8334	Alloy Lipo Swivel - Mi8 (pr)
U8335	Brass Shorty LiPo Set - Mi8 (pr)

SPARES LISTS

Hardware

CR024 CORE RC - Serrated M4 Steel Wheel Nut pk4
CR035 CORE RC - Serrated Alloy M4 Nuts; Blue pk 4
CR036 CORE RC - Serrated Alloy M4 Nuts; Violet pk 4
CR060 Small Body Clip 1/10 - Gloss Black (8)
CR061 Small Body Clip 1/10 - Silver (8)
CR062 Small Body Clip 1/10 - Gold (8)
CR063 Small Body Clip 1/10 - Fluorescent Yellow (8)
CR064 Small Body Clip 1/10 - Fluorescent Green (8)
CR065 Small Body Clip 1/10 - Fluorescent Red (8)
CR066 Small Body Clip 1/10 - Metallic Green (8)
CR067 Small Body Clip 1/10 - Metallic Red (8)
CR068 Small Body Clip 1/10 - Metallic Blue (8)
CR069 Small Body Clip 1/10 - Metallic Purple (8)
CR071 Big Body Clip 1/10 - Silver (8)
CR072 Big Body Clip 1/10 - Gold (8)
CR074 Big Body Clip 1/10 - Fluorescent Green (8)
CR076 Big Body Clip 1/10 - Metallic Green (8)
CR077 Big Body Clip 1/10 - Metallic Red (8)
CR078 Big Body Clip 1/10 - Metallic Blue (8)
CR079 Big Body Clip 1/10 - Metallic Purple (8)
CR081 Extra Long Body Clip 1/10 - Silver (6)
CR082 Extra Long Body Clip 1/10 - Gold (6)
CR083 Extra Long Body Clip 1/10 - Fluorescent Yellow (6)
CR084 Extra Long Body Clip 1/10 - Fluorescent Green (6)
CR085 Extra Long Body Clip 1/10 - Fluorescent Red (6)
CR086 Extra Long Body Clip 1/10 - Metallic Green (6)
CR087 Extra Long Body Clip 1/10 - Metallic Red (6)
CR088 Extra Long Body Clip 1/10 - Metallic Blue (6)
CR089 Extra Long Body Clip 1/10 - Metallic Purple (6)
CR196 Core RC - Serrated Alloy M4 Nuts - Black - pk4
CR638 Rubber Body Clip Pulls - pk12
U1550 SPEED PK-Socket Wrenches-1.5/2.0/2.5/3.0mm
U1606 SPEED PACK - Servo Tape - 30pk
U1633 SPEED PACK - Small Pins (pk)
U2128 SPEED PACK - Grub-Set Screws M3 M4
U3021 SPEED PACK - M3x6 Csk Hd - (pk10)
U3022 SPEED PACK - M3x8 Csk Hd - (pk10)
U3023 SPEED PACK - M3x10 Csk Hd - (pk10)
U3131 SPEED PACK Alloy Spacers - M3x7mm 0.5;1;2mm (pk18)
U4112 S/Steel Shims 1/4x5/16x0.004-SS/At/Ecl
U4155 SPEED PACK - M3 Csk Washers - Black Alloy (pk10)
U4210 SPEED PACK - Pinion Grub Screw Set pk10
U4220 O' Ring 9.0x1.0 (pk10)
U4235 M3 x 8mm Alloy Csk Screws pk10
U4314 SPEED PACK - Alloy Black M3 Washers - 18pc
U4662 SPEED PACK - M3x4 Grub Screw - Cone Point (10pcs)
U4835 SPEED PACK - M3 Steel Nut Black (pk8)
U4862 Black Alloy Washers 0.50mm (pk12)
U7102 SPEED PACK - M3X4 Button Hd (pk10)
U7103 SPEED PACK - M3X6 Button Hd (pk10)
U7104 SPEED PACK - M3X8 Button Hd (pk10)
U7105 SPEED PACK - M3X10 Button Hd (pk10)
U7106 SPEED PACK - M3X12 Button Hd (pk10)
U7107 SPEED PACK - M3X16 Button Hd (pk10)
U7109 SPEED PACK - M3X25 Button Hd (pk10)
U7122 SPEED PACK - M3x12 Csk Hd (pk10)
U7538 SPEED PACK M2x6 CSK pk 10
U7689 M3 Brass Inserts - pk10
U7709 M3 Black Alloy Washers 0.75mm (pk10)
U7710 M3 Black Alloy Washers 1.00mm (pk10)
U7711 M3 Black Alloy Washers 2.00mm (pk10)
U7712 M3 Black Alloy Washers 3.00mm (pk10)
U7728 M2.5x4 Button Screws (pk10)
U7751 M3x8 Grub Screw Dome End (pk4)
U7774 M3 Alloy Washer Black 1.5 mm (pk10)
U7795 M3x2 Grub Screw (pk10)
U8322 SPEED PACK - M2.5x4 Cone Grub Screw (pk5)
U8324 SPEED PACK M2x8 CSK pk 10
U8336 SPEED PACK - Body Clips (pk 10)

Pinions

CR4818 Pinion Gear 48DP 18T (7075 Hard)
CR4819 Pinion Gear 48DP 19T (7075 Hard)
CR4820 Pinion Gear 48DP 20T (7075 Hard)
CR4821 Pinion Gear 48DP 21T (7075 Hard)
CR4822 Pinion Gear 48DP 22T (7075 Hard)
CR4823 Pinion Gear 48DP 23T (7075 Hard)
CR4824 Pinion Gear 48DP 24T (7075 Hard)
CR4825 Pinion Gear 48DP 25T (7075 Hard)
CR4826 Pinion Gear 48DP 26T (7075 Hard)
CR4827 Pinion Gear 48DP 27T (7075 Hard)
CR4828 Pinion Gear 48DP 28T (7075 Hard)
CR4829 Pinion Gear 48DP 29T (7075 Hard)
CR4830 Pinion Gear 48DP 30T (7075 Hard)
CR4831 Pinion Gear 48DP 31T (7075 Hard)
CR4832 Pinion Gear 48DP 32T (7075 Hard)
CR4833 Pinion Gear 48DP 33T (7075 Hard)
CR4834 Pinion Gear 48DP 34T (7075 Hard)
CR4835 Pinion Gear 48DP 35T (7075 Hard)
CR4836 Pinion Gear 48DP 36T (7075 Hard)
CR4837 Pinion Gear 48DP 37T (7075 Hard)
CR4838 Pinion Gear 48DP 38T (7075 Hard)
CR4839 Pinion Gear 48DP 39T (7075 Hard)
CR4840 Pinion Gear 48DP 40T (7075 Hard)
CR4841 Pinion Gear 48DP 41T (7075 Hard)
CR4842 Pinion Gear 48DP 42T (7075 Hard)
CR4843 Pinion Gear 48DP 43T (7075 Hard)
CR4844 Pinion Gear 48DP 44T (7075 Hard)
CR4845 Pinion Gear 48DP 45T (7075 Hard)
CR4846 Pinion Gear 48DP 46T (7075 Hard)
CR6424 Pinion Gear 64DP 24T (7075 Hard)
CR6425 Pinion Gear 64DP 25T (7075 Hard)
CR6426 Pinion Gear 64DP 26T (7075 Hard)
CR6427 Pinion Gear 64DP 27T (7075 Hard)
CR6428 Pinion Gear 64DP 28T (7075 Hard)
CR6429 Pinion Gear 64DP 29T (7075 Hard)
CR6430 Pinion Gear 64DP 30T (7075 Hard)
CR6431 Pinion Gear 64DP 31T (7075 Hard)
CR6432 Pinion Gear 64DP 32T (7075 Hard)
CR6433 Pinion Gear 64DP 33T (7075 Hard)
CR6434 Pinion Gear 64DP 34T (7075 Hard)
CR6435 Pinion Gear 64DP 35T (7075 Hard)
CR6436 Pinion Gear 64DP 36T (7075 Hard)
CR6437 Pinion Gear 64DP 37T (7075 Hard)
CR6438 Pinion Gear 64DP 38T (7075 Hard)
CR6439 Pinion Gear 64DP 39T (7075 Hard)
CR6440 Pinion Gear 64DP 40T (7075 Hard)
CR6441 Pinion Gear 64DP 41T (7075 Hard)
CR6442 Pinion Gear 64DP 42T (7075 Hard)
CR6443 Pinion Gear 64DP 43T (7075 Hard)
CR6444 Pinion Gear 64DP 44T (7075 Hard)
CR6445 Pinion Gear 64DP 45T (7075 Hard)
CR6446 Pinion Gear 64DP 46T (7075 Hard)
CR6447 Pinion Gear 64DP 47T (7075 Hard)
CR6448 Pinion Gear 64DP 48T (7075 Hard)
CR6449 Pinion Gear 64DP 49T (7075 Hard)
CR6450 Pinion Gear 64DP 50T (7075 Hard)
CR6451 Pinion Gear 64DP 51T (7075 Hard)
CR6452 Pinion Gear 64DP 52T (7075 Hard)
CR6453 Pinion Gear 64DP 53T (7075 Hard)
CR6454 Pinion Gear 64DP 54T (7075 Hard)
CR6455 Pinion Gear 64DP 55T (7075 Hard)
CR6456 Pinion Gear 64DP 56T (7075 Hard)
CR6457 Pinion Gear 64DP 57T (7075 Hard)
CR6458 Pinion Gear 64DP 58T (7075 Hard)
CR6459 Pinion Gear 64DP 59T (7075 Hard)
CR6460 Pinion Gear 64DP 60T (7075 Hard)
CR6461 Pinion Gear 64DP 61T (7075 Hard)
CR6462 Pinion Gear 64DP 62T (7075 Hard)
U3418 Pinion; Hard Alloy 48dp - 18T
U3419 Pinion; Hard Alloy 48dp - 19T
U3420 Pinion; Hard Alloy 48dp - 20T
U3421 Pinion; Hard Alloy 48dp - 21T
U3422 Pinion; Hard Alloy 48dp - 22T

Pinions Cont.

U3423 Pinion; Hard Alloy 48dp - 23T
U3424 Pinion; Hard Alloy 48dp - 24T
U3425 Pinion; Hard Alloy 48dp - 25T
U3426 Pinion; Hard Alloy 48dp - 26T
U3427 Pinion; Hard Alloy 48dp - 27T
U3428 Pinion; Hard Alloy 48dp - 28T
U3429 Pinion; Hard Alloy 48dp - 29T
U3430 Pinion; Hard Alloy 48dp - 30T
U3431 Pinion; Hard Alloy 48dp - 31T
U3432 Pinion; Hard Alloy 48dp - 32T
U3433 Pinion; Hard Alloy 48dp - 33T
U3434 Pinion; Hard Alloy 48dp - 34T
U3435 Pinion; Hard Alloy 48dp - 35T
U3436 Pinion; Hard Alloy 48dp - 36T
U3437 Pinion; Hard Alloy 48dp - 37T
U3438 Pinion; Hard Alloy 48dp - 38T
U3439 Pinion; Hard alloy 48dp - 39T
U3440 Pinion; Hard Alloy 48dp - 40T
U3619 Pinion; Hard Alloy 48dp - 41T
U3620 Pinion; Hard Alloy 48dp - 42T
U3621 Pinion; Hard Alloy 48dp - 43T
U3622 Pinion; Hard Alloy 48dp - 44T
U3623 Pinion; Hard Alloy 48dp - 45T
U3624 Pinion; Hard Alloy 64dp - 24T
U3625 Pinion; Hard Alloy 64dp - 25T
U3626 Pinion; Hard Alloy 64dp - 26T
U3627 Pinion; Hard Alloy 64dp - 27T
U3628 Pinion; Hard Alloy 64dp - 28T
U3629 Pinion; Hard Alloy 64dp - 29T
U3630 Pinion; Hard Alloy 64dp - 30T
U3631 Pinion; Hard Alloy 64dp - 31T
U3632 Pinion; Hard Alloy 64dp - 32T
U3633 Pinion; Hard Alloy 64dp - 33T
U3634 Pinion; Hard Alloy 64dp - 34T
U3635 Pinion; Hard Alloy 64dp - 35T
U3636 Pinion; Hard Alloy 64dp - 36T
U3637 Pinion; Hard Alloy 64dp - 37T
U3638 Pinion; Hard Alloy 64dp - 38T
U3639 Pinion; Hard Alloy 64dp - 39T
U3640 Pinion; Hard Alloy 64dp - 40T
U3641 Pinion; Hard Alloy 64dp - 41T
U3642 Pinion; Hard Alloy 64dp - 42T
U3643 Pinion; Hard Alloy 64dp - 43T
U3644 Pinion; Hard Alloy 64dp - 44T
U3645 Pinion; Hard Alloy 64dp - 45T
U3646 Pinion; Hard Alloy 64dp - 46T
U3647 Pinion; Hard Alloy 64dp - 47T
U3648 Pinion; Hard Alloy 64dp - 48T
U3649 Pinion; Hard Alloy 64dp - 49T
U3650 Pinion; Hard Alloy 64dp - 50T

Bodyshells & Decals

AX001 Aerox Razor Body - 1/10 Touring - Light - 190mm
AX007 Aerox Razor Wing - 1.00mm
AX008 Aerox Razor Wing - 0.75mm
CR258 Body Repair Tape - 50mm x 1Mtr
KB48600 K1 Light Weight Racing Body EFRA/FEMCA/ROAR
MR33-RW05 MR33 Touring Rear Wing 0.5mm v2
MR33-RW10 MR33 Touring Rear Wing 1mm v2
MR33-RW2 MR33 Touring Rear Wing 0.7mm v2
MR-WING MR33 Touring Wing - 1mm
MT018002H Montech Wing Hard 1mm
MT018003M Montech Wing Medium 0.75mm
MT019013 Montech Montecarlo Body - Std
MT019013ETS Montech Montecarlo ETS Body
MT019013L Montech Montecarlo Body - Light Weight
MT019013SL Montech Montecarlo Superleggera Body
MT019018 Montech YSOT Body Standard
MT019018L Montech YSOT Body Light Weight
MT021001 Montech IMOLA TC Body - Standard
MT021001L Montech IMOLA TC Body - Lightweight

Bodyshells & Decals Cont.

MT0210111 Montech Zero TC Body - Standard
MT0210111L Montech Zero TC Body - Lightweight
U3478 Decal sheet - Schumacher and racing-cars.com (pk3)
U4806 Touring Car Wheel Arch Cutting Jig
U5119 Touring Car Wing + 2 End Plates - Clear
U5120 Touring Car Wing + 2 End Plates - Black
U5121 Touring Car Wing + 2 End Plates - Carbon
U8269 Decals - Mi8
XTMTB0413-05 Xtreme Twister Super Light TC Body
XTMTB0413-07 Xtreme Twister Ultra Light TC Body
XTMTB0415-05 Xtreme Twister Speciale - Super Light
XTMTB0415-06 Xtreme Twister Speciale - Ultra Light
XTMTB0415-07 Xtreme Twister Speciale - ETS
XTMTB0418-05 Xtreme Brutale Body - Super Light
XTMTB0418-06 Xtreme Brutale Body - Ultra Light
XTMTB0418-07 Xtreme Brutale Body - ETS

Core-RC Hi Response Springs

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

Wheels and Tyres

JR-34RY Contact Pre-Glued A34 Outdoor Spec - pk4
JR-A30KS Contact Pre-Glued A30 Carpet Spec - pk4
LRP65040 VTEC G32 Pre-Glued TC Asphalt Wheels-4pcs
LRP65041 VTEC G36 Pre-Glued TC Asphalt Wheels-4pcs
LRP65050 VTEC CPX-V22 Pre-Glued TC Carpet Wheels-4pcs
R-A30KS Contact Pre-Glued A30 Carpet Spec - pk4
RU0445 Rush PreGlued Carpet Tyres 30CPM
RU0445 Rush PreGlued Carpet Tyres 30CPM
RU0449 Rush Preglued Tyres 32M R2
RU-0450 SPE36VR2 Rush Japan Nats Control Tyre
RU0569 Rush Pre-Glued Tyres SPC32M R2 BTCC 4pcs
RU0569 Rush Pre-Glued Tyres SPC32M R2 BTCC 4pcs
U2500 Rev-Lite; 24mm - White (Pk4)
U2777 Rev-Lite; Flex 24mm - White (Pk4)
U3792 Rev-Lite wheel Std; 20mm - White (Pk4)
U6623 SST Mini Pins 24/25 - Blue (pr)
U6624 SST Mini Pins 24/25 - Yellow (pr)
U6627 SST Foam Tyre Insert - 24/25 Hard (pr)
U6628 SST Foam Tyre Insert - 24/25 Comp (pr)
U6629 SST Rally 24/25 - Yellow (pr)
U6630 SST Rally 24/25 - White (pr)
U6635 SST Foam Tyre Insert - 20 Hard (pr)
U6670 SST Mini Pins 20 - Blue (pr)
U6671 SST Mini Pins 20 - Yellow (pr)
U6672 SST Belted Slick 25 - White (pr)
U6690 SST Carpet Dragon 24/25mm (pr)
U6716 SST Mini Pins 24/25 - Green (pr)
U6717 SST Mini Pins 20 - Green (pr)
U6758 Moulded Insert; Yellow - Touring (pr)
U6764 JB Foam Inserts (pr)
U6780 Moulded Insert: Red - Touring (pr)
U6799 Foam Inserts - Touring - Dark Grey - (pr)
XG-RAIN Shimizu D01J Wet Pre-Glued - pk4 BRCA-V3.1

Mi8

SET UP SHEET

Schumacher

Driver: Andy Murray | Track: N/A | Event: BRCA National Championship Baseline
Date: N/A | Qualifying: N/A | Final: P1 | Best Lap: N/A

TRACK TYPE

Grip Level	High ☐ Medium ■ Low ☐
Type	Tight ☐ Open ☐ Mixed ■
Condition	Flat ☐ Bumpy ☐ Mixed ■
Surface	Tarmac (Asphalt) ■ Carpet ☐
Track Temp	20 °C
Weather	Dry / Sunny

Notes:

TYRES

Tyres	BRCA	
Cleaner	MR33-V3	
Additive	MR33-V3	
Additive Time	Front: 20 mins	Rear: 20 mins
Heating Time	Front: 15 mins	Rear: 15 mins
Heating Temp	Front: 55 °C	Rear: 55 °C

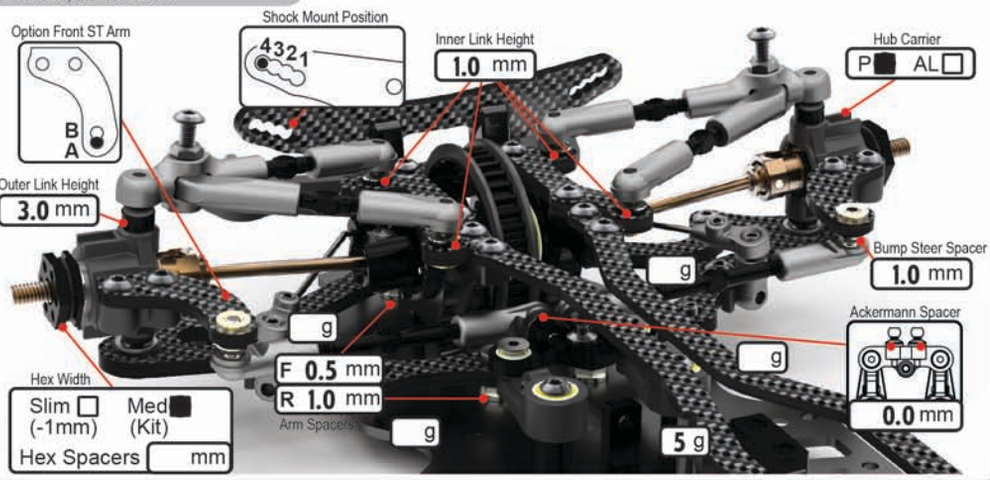
Notes:

FRONT

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

Ride Height	5.0 mm	
Camber	-1.75 deg	
Droop	22.6 mm	
Castor	4.0 deg	
Toe	-1.0 deg	
Anti Roll Bar	1.1 ☐ 1.2 ☐ 1.3 ■ 1.4 ☐	
Upper Link Mount	0 dot ■ 1 dot ☐	
Spool Height	H ☐ L ■	
Diff Oil (if applicable)	cSt	
Servo Horn Height	17 mm	Saver ☐
Steering Travel	24.5 in	17.5 out

Notes:

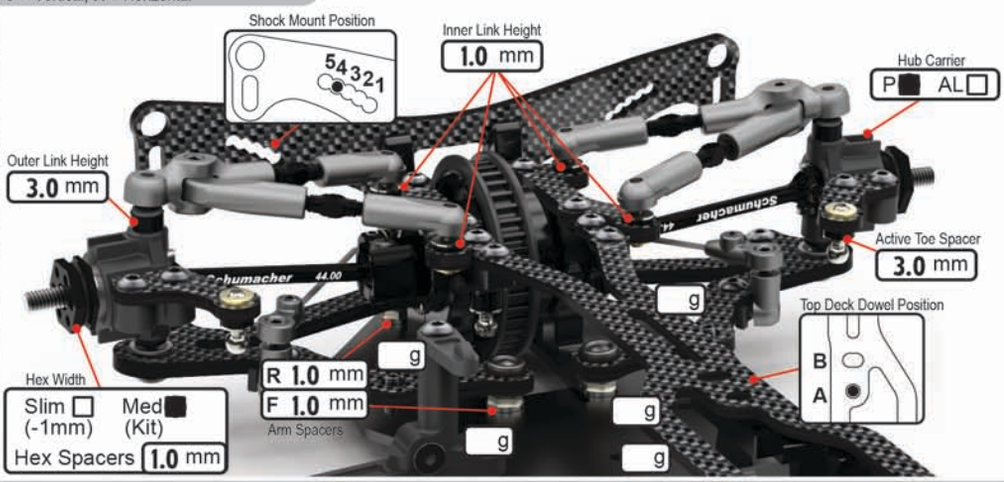


REAR

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

Ride Height	5.2 mm	
Camber	-2.0 deg	
Droop	21.4 mm	
Castor	4.0 deg	
Toe	2.0-2.3 deg	
Anti Roll Bar	1.1 ■ 1.2 ☐ 1.3 ☐ 1.4 ☐	
Upper Link Mount	0 dot ■ 1 dot ☐	
Diff Height	H ☐ L ■	
Diff Oil	5K cSt	

Notes:



BODYSHELL

Body	Montech Ysot
Wing	Pre-Cut U5119
Wing Height	114 mm
Front Height	6 mm
Body Stopper	Y ■ N ☐
Stopper Height	3 mm
Body Weight	75 g
Rear Posts	V ☐ H ■
Body Offset Fwrd	3 mm
Wing Offset Rwrd	0 mm

Notes:

CHASSIS

Chassis	AL ☐ CF ■
Top Deck	2mm Kit ■ 1.6mm ☐ 2 piece ☐
T Brace	Y ☐ N ■
Motor Mount Screws	1 2 3 4 Rear ■ ■ ■ ■ Front
Total Weight	1320 g
Mass Damper	F ☐ cSt / R ☐ cSt

Notes:

ELECTRONICS

E.S.C.	LRP Flow X
Servo	KO PROPO RSX 3
RX	Sanwa RX-481
LiPo	LRP Graphene 4 7400
Motor	LRP X22 13.5 Turn
Rotor Dia.	Std mm
Timing	45 deg
Gear Pitch	48 ☐ 64 ■
Pinion	42 t
Spur	98 t
Ratio	4.24

SHOCKS

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

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

Notes:

Mi8

SET UP SHEET

Schumacher

Driver: Zak Smith | Track: Telford | Event: Midland Indoor Carpet Championship R1

Date: 17/10/21 | Qualifying: | Final: P2 | Best Lap:

TRACK TYPE

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

Notes:

TYRES

Tyres	MICC	
Cleaner	Brake Cleaner	
Additive	CS High Grip	
Additive Time	Front: 12 mins	Rear: 12 mins
Heating Time	Front: mins	Rear: mins
Heating Temp	Front: °C	Rear: °C

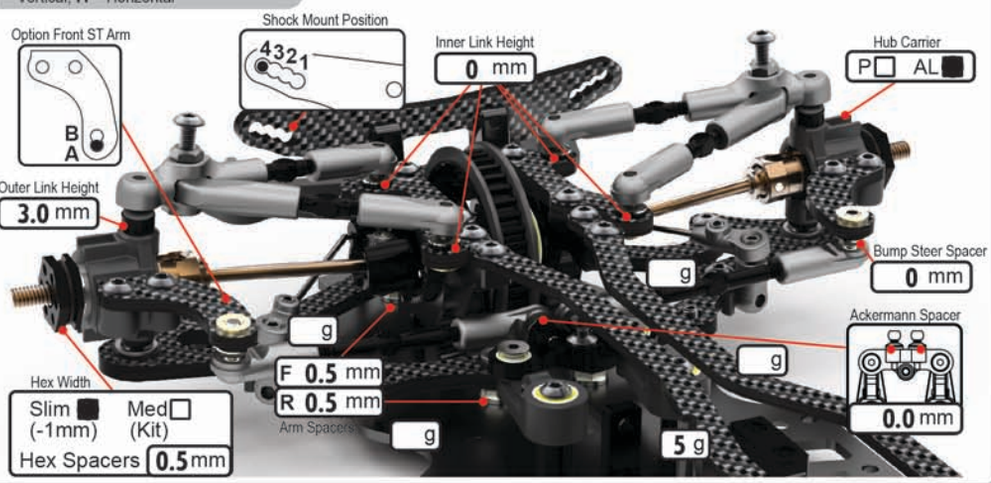
Notes:

FRONT

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

Ride Height	5.0 mm	
Camber	-2.0 deg	
Droop	23.4 mm	
Castor	4.0 deg	
Toe	-1.0 deg	
Anti Roll Bar	1.1 ☐ 1.2 ☐ 1.3 ■ 1.4 ☐	
Upper Link Mount	0 dot ■	1 dot ☐
Spool Height	H ☐	L ■
Diff Oil (if applicable)		cSt
Servo Horn Height	mm	Saver ☐
Steering Travel	26 in	out

Notes:

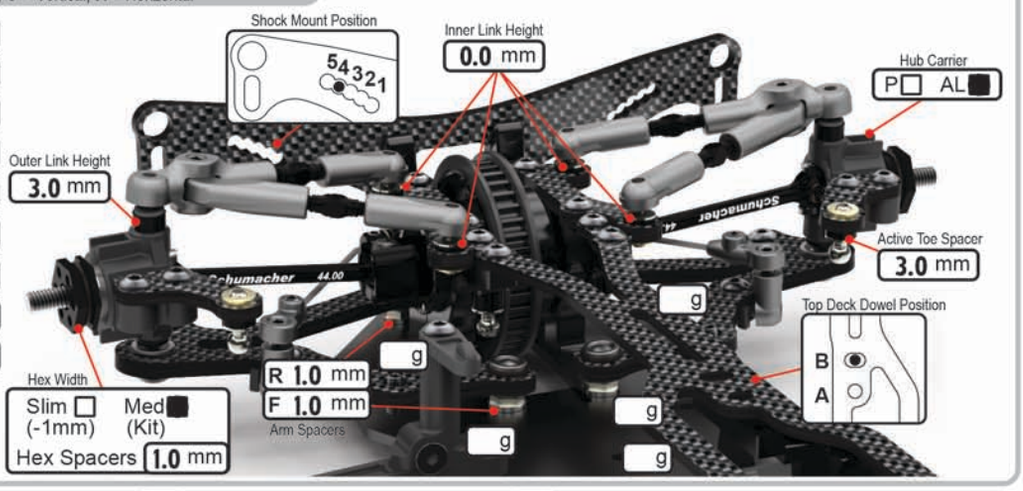


REAR

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

Ride Height	5.2 mm	
Camber	-2.0 deg	
Droop	21.4 mm	
Castor	4.0 deg	
Toe	3.0 deg	
Anti Roll Bar	1.1 ☐ 1.2 ■ 1.3 ☐ 1.4 ☐	
Upper Link Mount	0 dot ■	1 dot ☐
Diff Height	H ☐	L ■
Diff Oil	4K cSt	

Notes:



BODYSHELL

Body	Xtreme Speciale 0.5	
Wing	Xtreme 0.5	
Wing Height	mm	
Front Height	mm	
Body Stopper	Y ■	N ☐
Stopper Height	mm	
Body Weight	g	
Rear Posts	V ☐	H ■
Body Offset Fwrd	mm	
Wing Offset Rwrd	mm	

Notes:

CHASSIS

Chassis	AL ■	CF ☐
Top Deck	2mm Kit ■ 1.6mm ☐ 2 piece ☐	
T Brace	Y ☐	N ■
Motor Mount Screws	1 2 3 4 Rear ■ ■ ■ ■ Front	
Total Weight	1320 g	
Mass Damper F ☐		cSt
Mass Damper R ☐		cSt

Notes:

ELECTRONICS

E.S.C.	LRP Flow X	
Servo	Ko Propo	
RX	Sanwa	
LiPo	LRP Graphene 4 4000	
Motor	LRP X22 5.0 Turn	
Rotor Dia.	Std	mm
Timing	-5	deg
Gear Pitch	48 ■	64 ☐
Pinion	21 t	
Spur	87 t	
Ratio		

SHOCKS

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

	FRONT	REAR
Cap Type	V ■ S ☐	V ■ S ☐
Body	Kit ■ Kashima Coated ☐	
Oil	350 cSt	350 cSt
Piston	kit - 4 hole 1.1mm	kit - 4 hole 1.1mm
Spring	Core-RC Yellow	Core-RC Yellow
Length (x)	9.0 mm	9.0 mm
Rebound	0.0 mm	0.0 mm
Limiters (e)	0.0 mm	0.0 mm

Notes:

Mi8

SET UP SHEET

Schumacher

Driver: James Hart	Track: Bedworth	Event: Brca National	
Date: 26/09/21	Qualifying: P1	Final: P1	Best Lap: 12.75

TRACK TYPE

Grip Level	High ☐ Medium ■ Low ☐
Type	Tight ☐ Open ☐ Mixed ■
Condition	Flat ■ Bumpy ☐ Mixed ☐
Surface	Tarmac (Asphalt) ■ Carpet ☐
Track Temp	32 °C
Weather	Sunny/Dry

Notes:

TYRES

Tyres	BRCA	
Cleaner		
Additive		
Additive Time	Front: 25 mins	Rear: 25 mins
Heating Time	Front: 25 mins	Rear: 25 mins
Heating Temp	Front: 50 °C	Rear: 50 °C

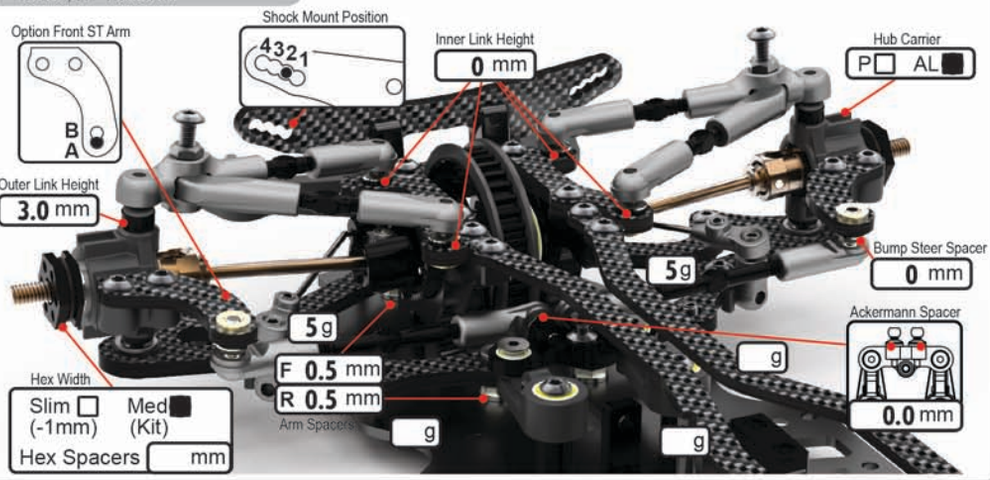
Notes:

FRONT

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

Ride Height	5.0 mm
Camber	-1.75 deg
Droop	22.4 mm
Castor	4.0 deg
Toe	-0.5 deg
Anti Roll Bar	1.1 ☐ 1.2 ■ 1.3 ☐ 1.4 ☐
Upper Link Mount	0 dot ■ 1 dot ☐
Spool Height	H ☐ L ■
Diff Oil (if applicable)	cSt
Servo Horn Height	18 mm Saver ☐
Steering Travel	27 in out

Notes:

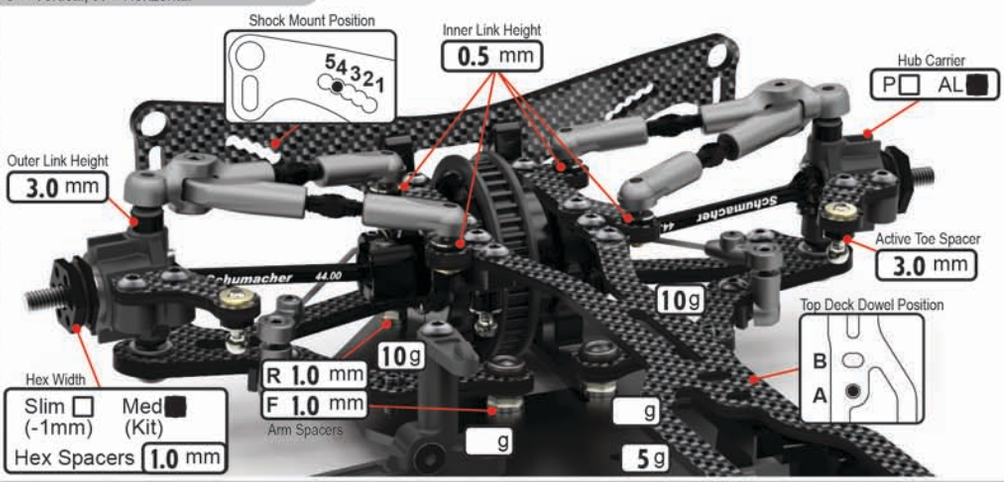


REAR

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

Ride Height	5.2 mm
Camber	-2.0 deg
Droop	21.4 mm
Castor	4.0 deg
Toe	2.0 deg
Anti Roll Bar	1.1 ☐ 1.2 ■ 1.3 ☐ 1.4 ☐
Upper Link Mount	0 dot ■ 1 dot ☐
Diff Height	H ☐ L ■
Diff Oil	4K cSt

Notes:



BODYSHELL

Body	Xtreme Speciale 0.5
Wing	Std
Wing Height	113 mm
Front Height	5 mm
Body Stopper	Y ■ N ☐
Stopper Height	2 mm
Body Weight	g
Rear Posts	V ☐ H ■
Body Offset Fwrd	3 mm
Wing Offset Rwrd	0 mm

Notes:

CHASSIS

Chassis	AL ☐ CF ■
Top Deck	2mm Kit ■ 1.6mm ☐ 2 piece ☐
T Brace	Y ☐ N ■
Motor Mount Screws	1 2 3 4 Rear ■■■■ Front
Total Weight	1325 g
Mass Damper	F ☐ cSt R ☐ cSt

Notes:

ELECTRONICS

E.S.C.	LRP Flow X
Servo	Highest
RX	Sanwa
LiPo	LRP Graphene 4 6100
Motor	LRP X22 13.5 Turn
Rotor Dia.	Std mm
Timing	45 deg
Gear Pitch	48 ■ 64 ☐
Pinion	t
Spur	t
Ratio	5.4

SHOCKS

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

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

Notes:

Mi8

SET UP SHEET

Schumacher

Driver: Michal Orlowski | Track: ETS Carpet | Event: Carpet Baseline

Date: | Qualifying: | Final: | Best Lap:

TRACK TYPE

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

Notes:

TYRES

Tyres	Matrix ETS	
Cleaner	MR33 V3	
Additive	MR33 V3	
Additive Time	Front: 10 mins	Rear: 10 mins
Heating Time	Front: mins	Rear: mins
Heating Temp	Front: °C	Rear: °C

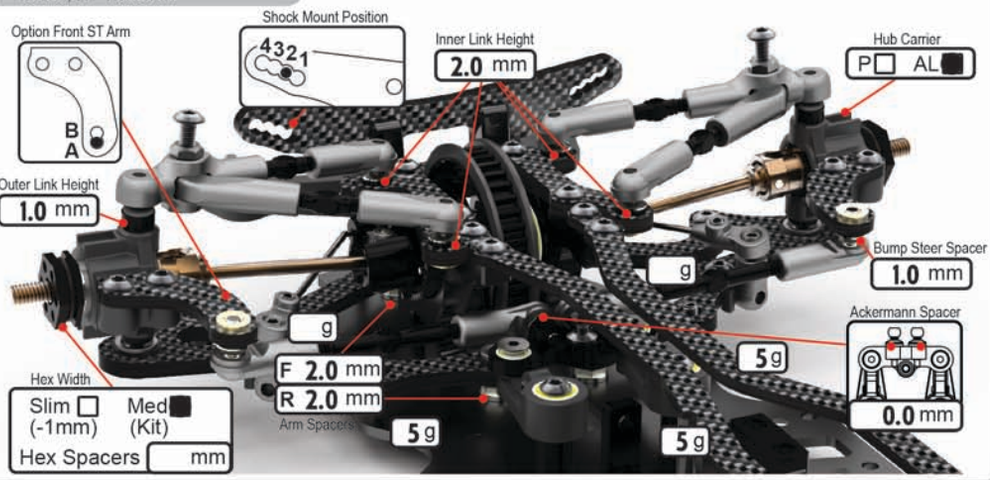
Notes:
Outer Upper Link Height: Shorter thread ball studs must be used when less than 3mm is used. U4904 - Ball Stud Short.

FRONT

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

Ride Height	5.0 mm	
Camber	-2.0 deg	
Droop	24.0 mm	
Castor	4.0 deg	
Toe	-1.0 deg	
Anti Roll Bar	1.1 ☐ 1.2 ☐ 1.3 ☐ 1.4 ■	
Upper Link Mount	0 dot ■	1 dot ☐
Spool Height	H ☐	L ■
Diff Oil (if applicable)		cSt
Servo Horn Height	17 mm	Saver ☐
Steering Travel	in	17 out

Notes:



REAR

KEY: **CF** = Carbon Fibre, **AL** = Aluminium, **P** = Plastic, **F** = Front, **R** = Rear
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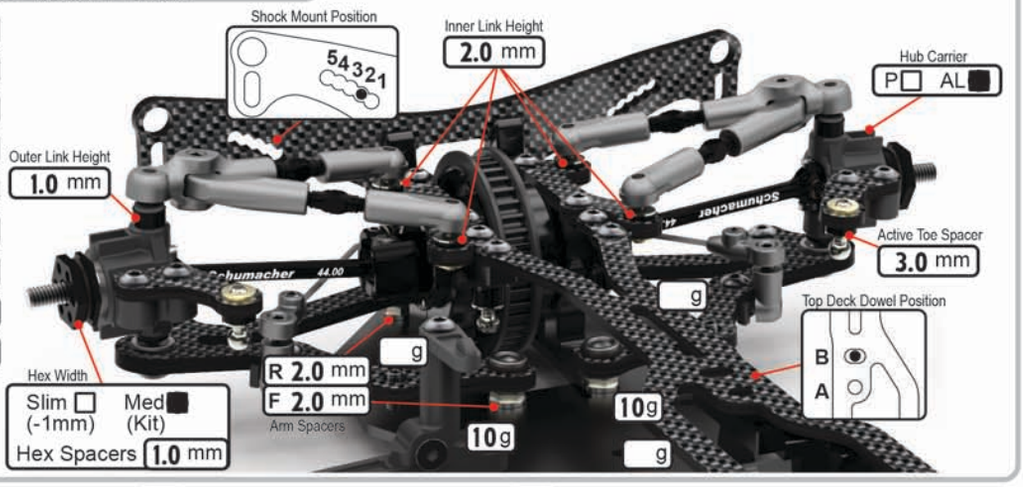
Ride Height	5.2 mm	
Camber	-2.0 deg	
Droop	23.0 mm	
Castor	4.0 deg	
Toe	2.0-2.4 deg	
Anti Roll Bar	1.1 ☐ 1.2 ☐ 1.3 ■ 1.4 ☐	
Upper Link Mount	0 dot ■	1 dot ☐
Diff Height	H ☐	L ■
Diff Oil	9K cSt	

Notes:



BODYSHELL

Body	Xtreme Speciale 0.5	
Wing	Twister 0.5	
Wing Height	114 mm	
Front Height	6.5 mm	
Body Stopper	Y ■	N ☐
Stopper Height	5.0 mm	
Body Weight	g	
Rear Posts	V ☐	H ■
Body Offset Fwrd	5 mm	
Wing Offset Rwrd	0 mm	

Notes:

CHASSIS

Chassis	AL ■	CF ☐
Top Deck	2mm Kit ☐ 1.6mm ■ 2 piece ☐	
T Brace	Y ☐	N ■
Motor Mount Screws	1 2 3 4 Rear ■ ☐ ■ ■ Front	
Total Weight	1320 g	
Mass Damper	F ☐ cSt	R ☐ cSt

Notes:

ELECTRONICS

E.S.C.	LRP Flow X	
Servo	Power HD	
RX	Sanwa	
LiPo	LRP Graphene 4 4000	
Motor	LRP X22 5.0 Turn	
Rotor Dia.	Std	mm
Timing	-5	deg
Gear Pitch	48 ■	64 ☐
Pinion	20	t
Spur	85	t
Ratio	7.73	

SHOCKS

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

	FRONT	REAR
Cap Type	V ■ S ☐	V ■ S ☐
Body	Kit ■ Kashima Coated ☐	
Oil	350 cSt	350 cSt
Piston	kit - 4 hole 1.1mm	kit - 4 hole 1.1mm
Spring	Core-RC Orange	Core-RC Brown
Length (x)	9.0 mm	9.0 mm
Rebound	0.0 mm	0.0 mm
Limiters (e)	0.0 mm	0.0 mm

Notes:

Mi8

SET UP SHEET

Schumacher racing-cars.com

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

TRACK TYPE

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

Notes:

TYRES

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

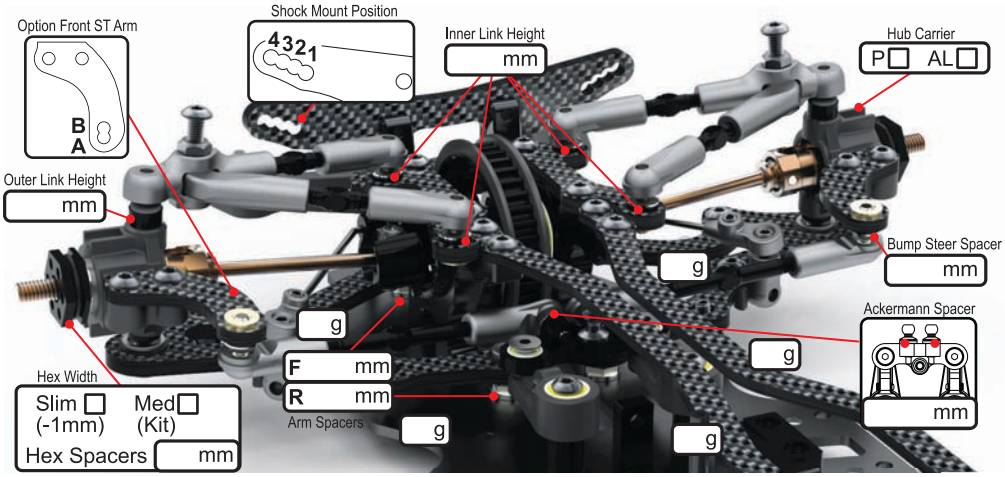
Notes:

FRONT

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

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

Notes:

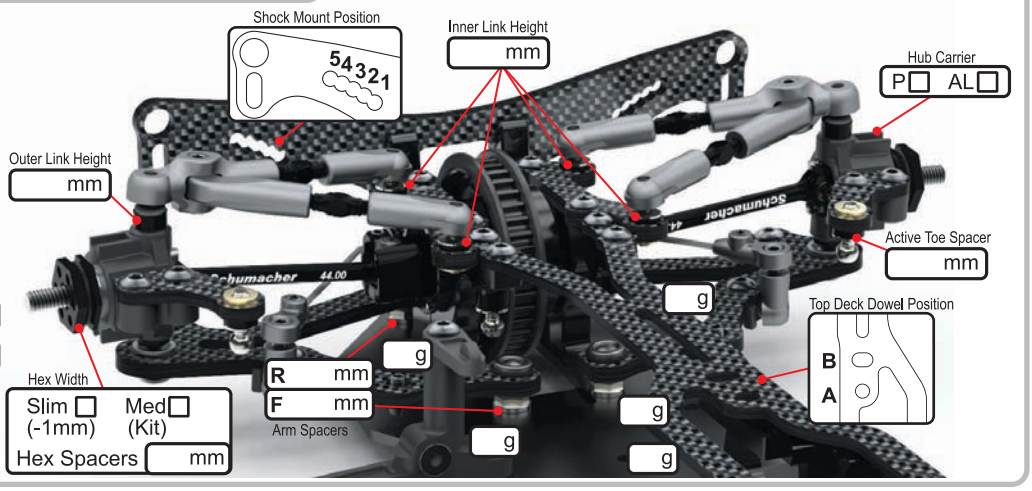


REAR

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

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

Notes:



BODYSHELL

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

Notes:

CHASSIS

Chassis	AL ☐	CF ☐
Top Deck	2mm Kit ☐ 1.6mm ☐ 2 piece ☐	
T Brace	Y ☐	N ☐
Motor Mount Screws	1 2 3 4	
	Rear ☐☐☐☐ Front	
Total Weight	g	
Mass Damper		
F ☐		cSt
R ☐		cSt

Notes:

ELECTRONICS

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

SHOCKS

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

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

Notes: