

Enduro FT

front wheel drive innovation



Instruction Manual ISS01



www.racing-cars.com

Schumacher

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NN3 6AX

IMPORTANT SAFETY NOTES

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

ADDITIONAL ITEMS REQUIRED



2S LiPo Battery (Shorty)



Motor and Pinion Gear



Electronic Speed Controller



Battery Charger



Radio Equipment



Steering Servo (Low Profile)



Tyre/CA Glue



Bodyshell



Polycarbonate Paint



Tyres and Inserts

TOOLS REQUIRED

1.5mm Hex Driver - U2789

2.0mm Hex Driver - U2790

2.5mm Hex Driver - U2791

5.5mm M3 Nut Driver - U2795

7.0mm M4 Nut Driver - U2796

Body Reamer - U2818

Pliers - CR528

Side Cutters - CR527

Soldering Iron - CR275

Solder - U3107

Curved Scissors - CR044



ICON KEYS



CORE RC Molybdenum Thrust Race Grease 10ml - Pot - CR520



CORE RC Medium Strength Thread Lock 3ml - CR520



Caution/Important note. Please read.



Front Left of car.



Front Right of car.



Rear Left of car.



Rear Right of car.



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

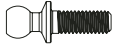


CORE RC Silicone Oil. cSt denotes the thickness. The higher the number, the thicker the oil.

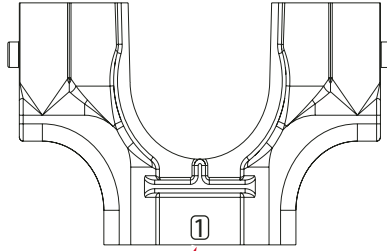


BAG A - Step 01a

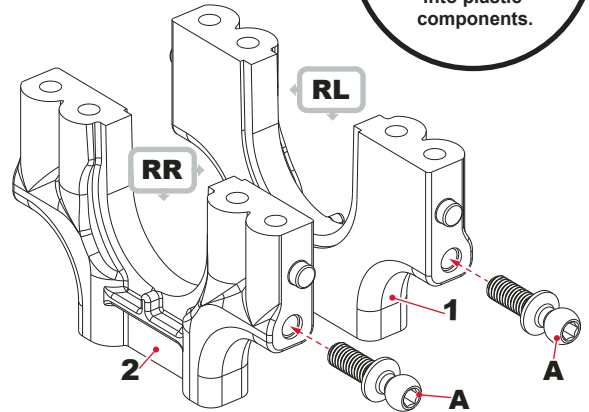
A x2



Ball Stud Long



ENSURE the transmission housings labelled '1' are on the left hand side. The transmission housings labelled '2' must be on the right hand side.



RACE TIP

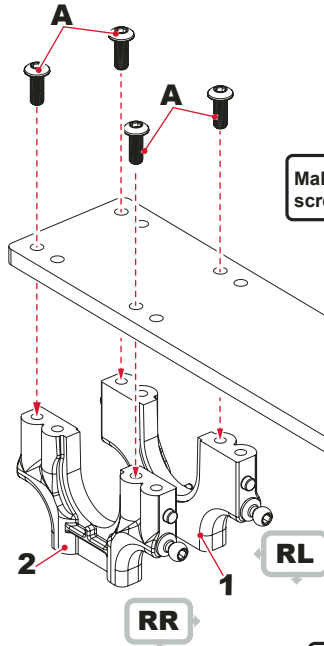
Throughout the build we recommend the use of moly grease to aid assembly of fasteners into plastic components.

BAG A - Step 01b

A x8



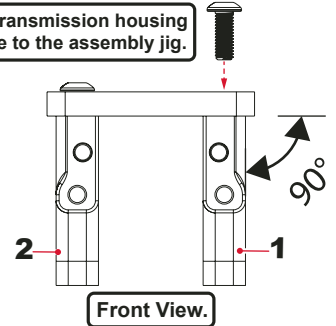
M3x8 Button Hd Screw



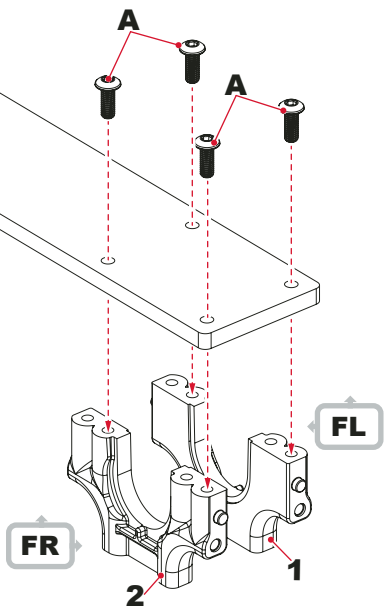
! Make sure the button head screws are fully tightened.

! Screws 'A' must be aligned with the holes in the transmission housing when assembling.

Hold transmission housing square to the assembly jig.

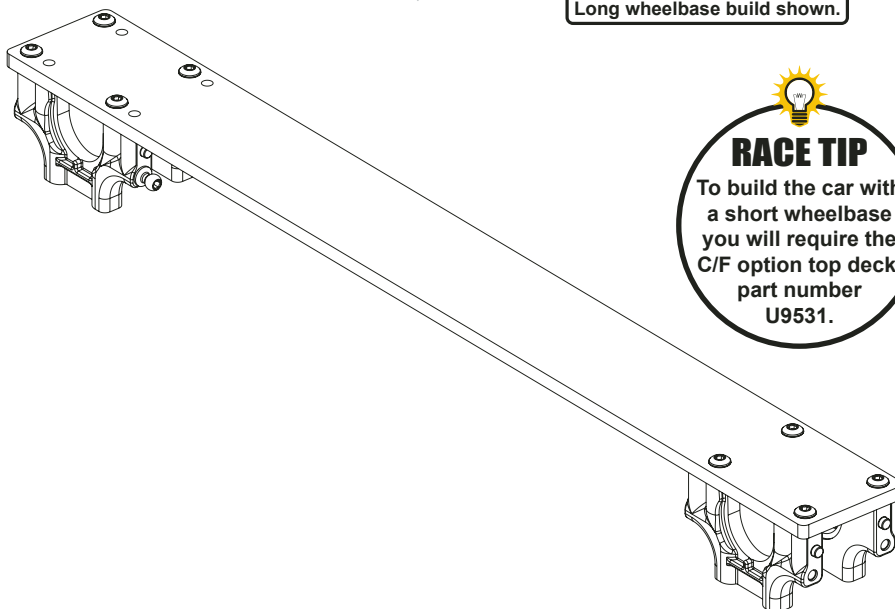


Long wheelbase build shown.



RACE TIP

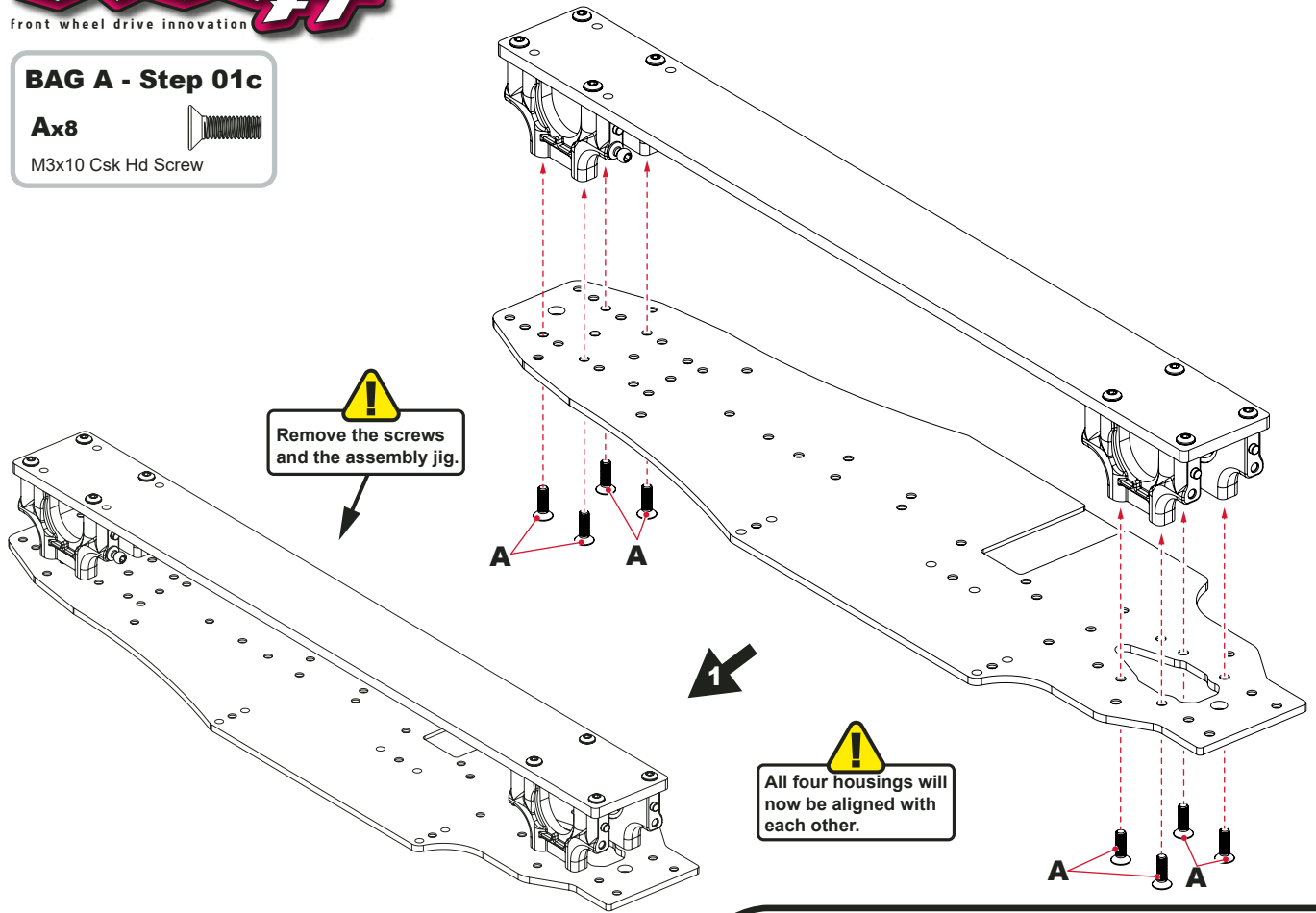
To build the car with a short wheelbase you will require the C/F option top deck part number U9531.



BAG A - Step 01c

Ax8

M3x10 Csk Hd Screw



BAG A - Step 01d

Ax3

M3x6 Csk Hd Screw



Bx2

M3x12 Csk Hd Screw



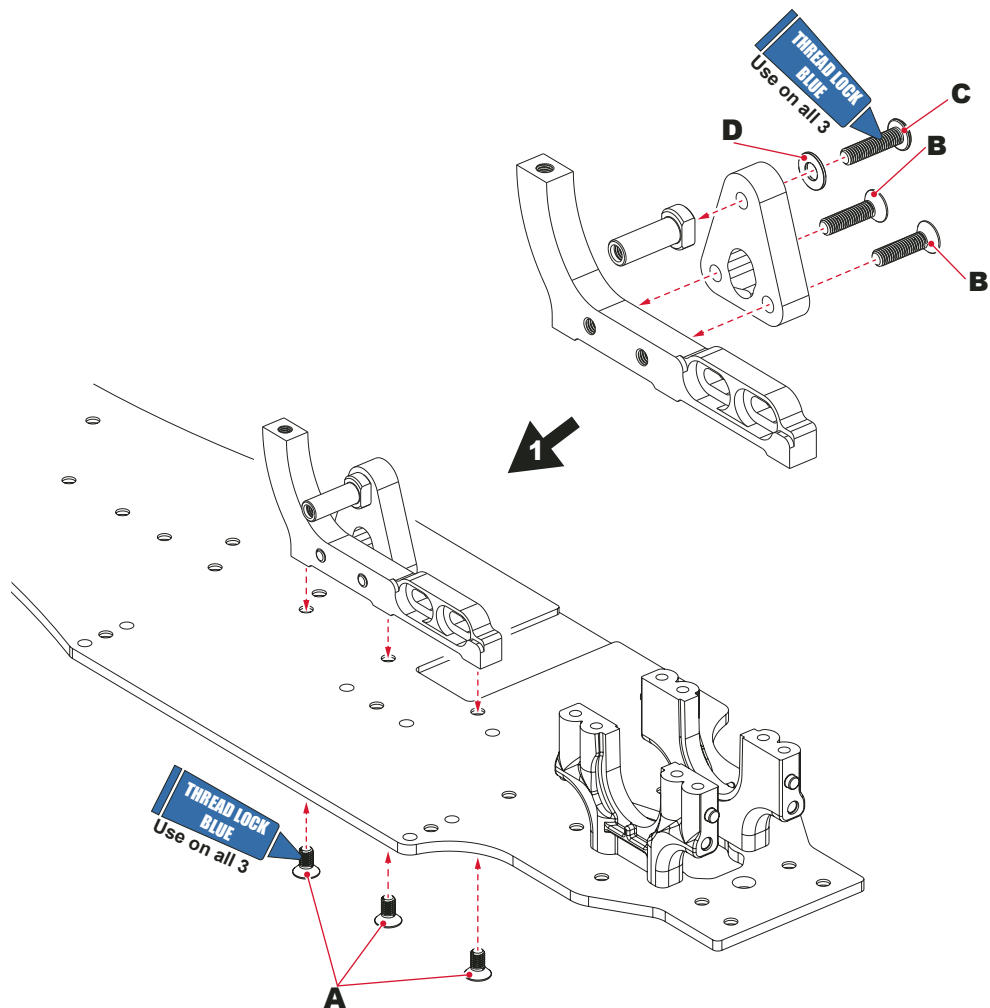
Cx1

M3x12 Button Hd Screw



Dx1

M3 Washer



BAG A - Step 02

Ax2

Ø2.0x9.8

Bx4

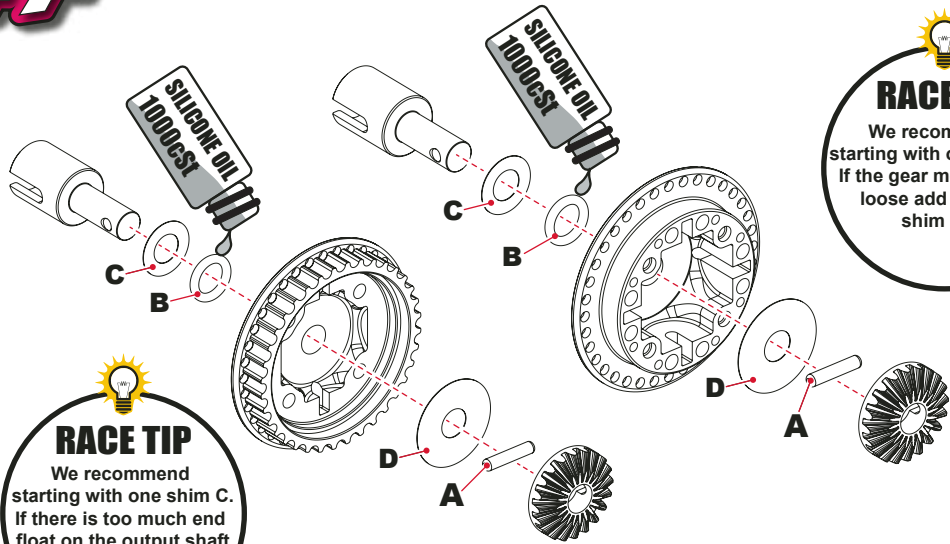
Ø5x1.5 'O' Ring

Cx2

ø5 x ø9.5 x 0.1mm Shim

Dx2

ø5 x ø15 x 0.1mm Shim



RACE TIP

We recommend starting with one shim D. If the gear mesh is too loose add another shim 'D'.

RACE TIP

We recommend starting with one shim C. If there is too much end float on the output shaft add another shim.

BAG A - Step 03

Ax4

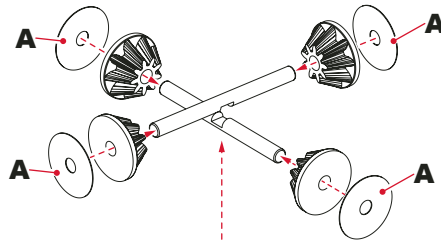
Ø2 x Ø9 x 0.1mm Shim

Bx4

M2.5x10 Csk Hd

Cx1

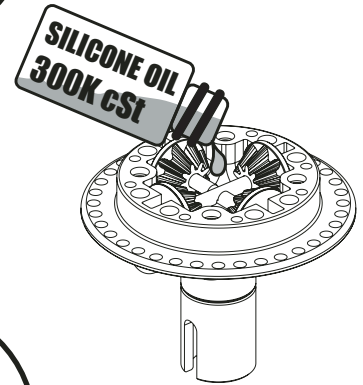
'O' Ring 26x1.2mm



RACE TIP

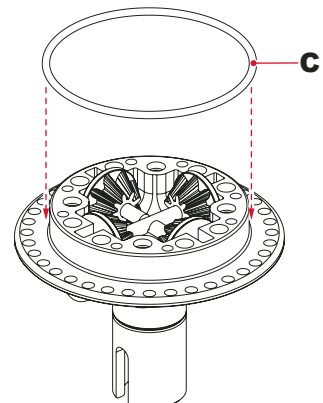
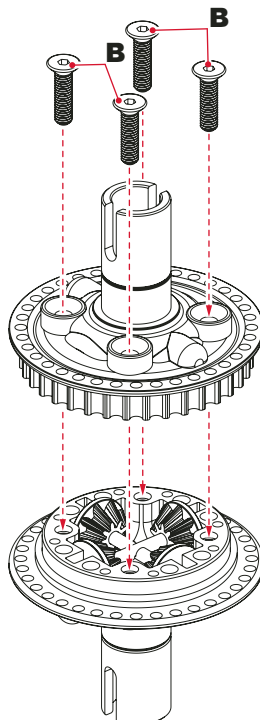
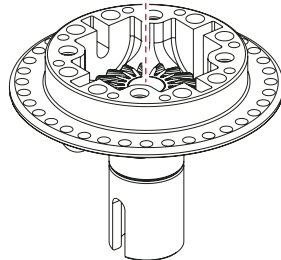
Warming the silicone oil will help to speed up the diff filling process.

!
Fill the diff with silicone oil up to the cross pins.



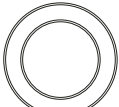
RACE TIP

Rotate the gears to ensure that there is an even spread of oil. Then top up accordingly.



BAG A - Step 04

Ax2

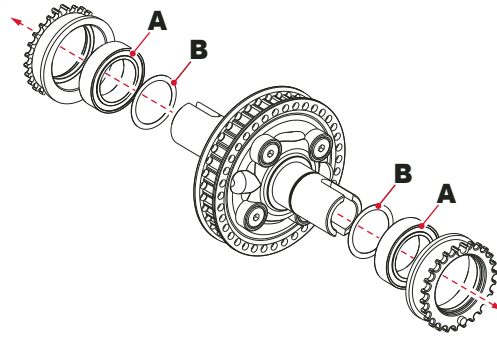


ø10 x ø15 x 4mm Bearing

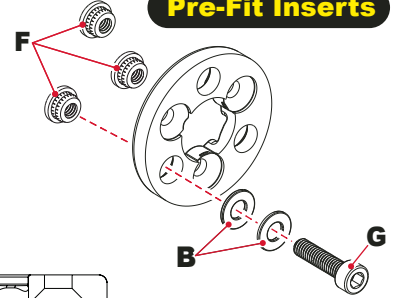
Bx2



ø10 x ø12.5 x 0.1mm Shim



Pre-Fit Inserts



Use the washer and cap head screw to pull the black inserts into the adaptor. Then remove screw and washers.

BAG A - Step 05

Ax3



M2.5x6 Button Hd Screw

Bx6



M2.5 Washer

Cx3



M2.5x8 Csk Hd Screw

Dx1



M3x4 Button Hd Screw

Ex2



ø3/16 x ø5/16 Bearing

Fx3

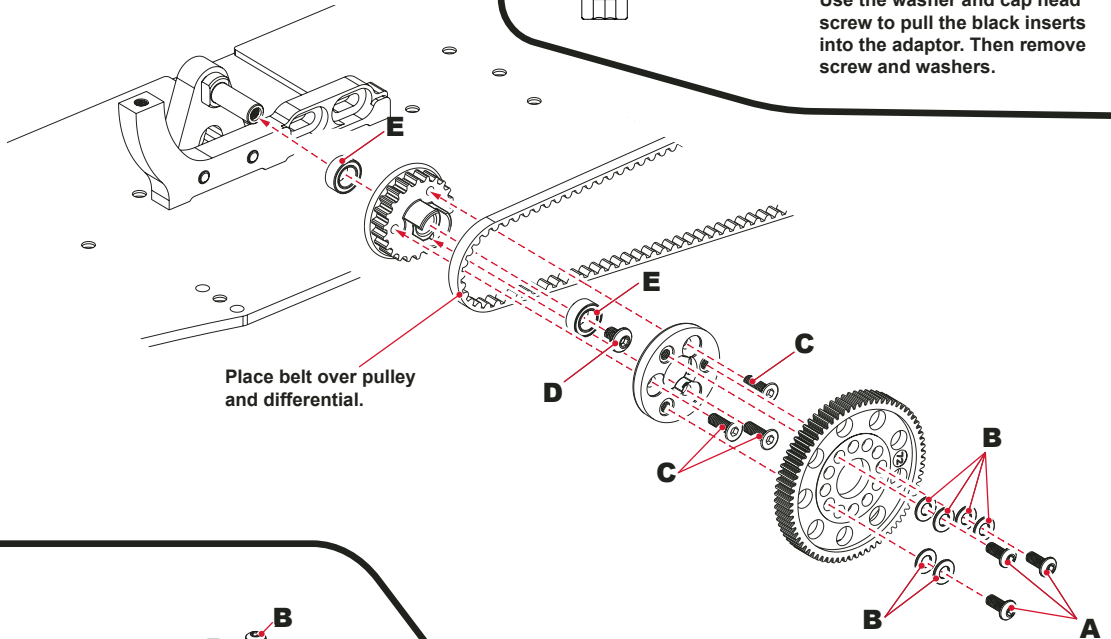


M2.5 Insert

Gx1



M2.5x10 Cap Hd Screw



Place belt over pulley and differential.

BAG A - Step 06a

Ax1



M3x6 Button Hd Screw

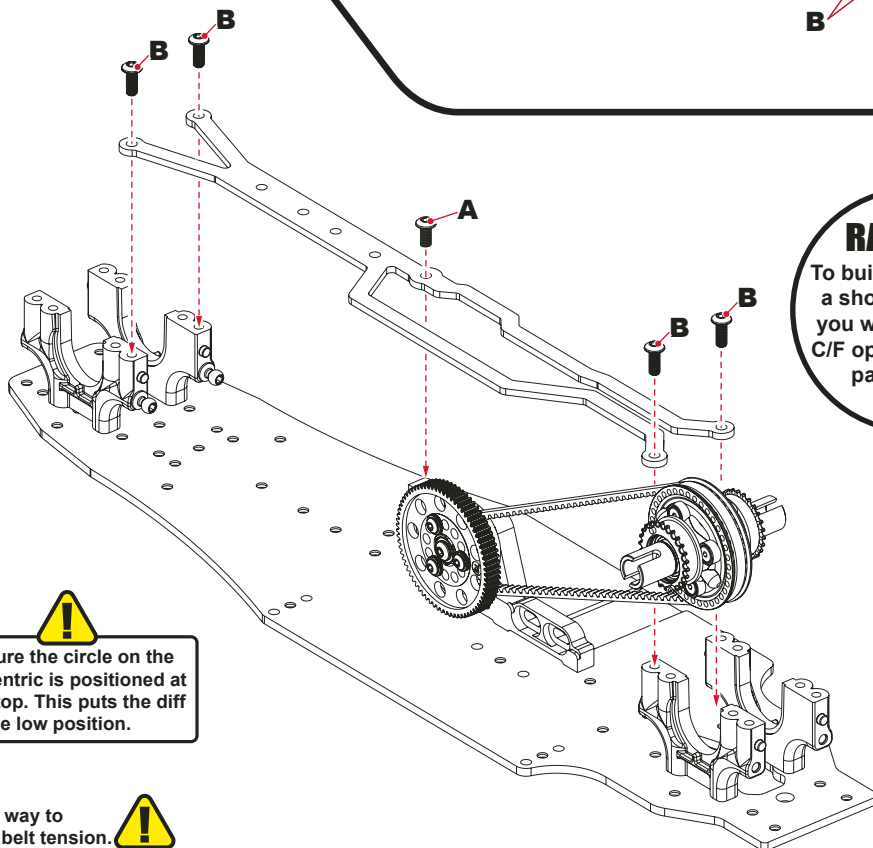
Bx4



M3x8 Button Hd Screw

RACE TIP
We recommend starting one notch looser when the belt is new.

RACE TIP
To build the car with a short wheelbase you will require the C/F option top deck part number U9531.



! Rotate this way to tighten the belt tension.

! Ensure the circle on the eccentric is positioned at the top. This puts the diff in the low position.

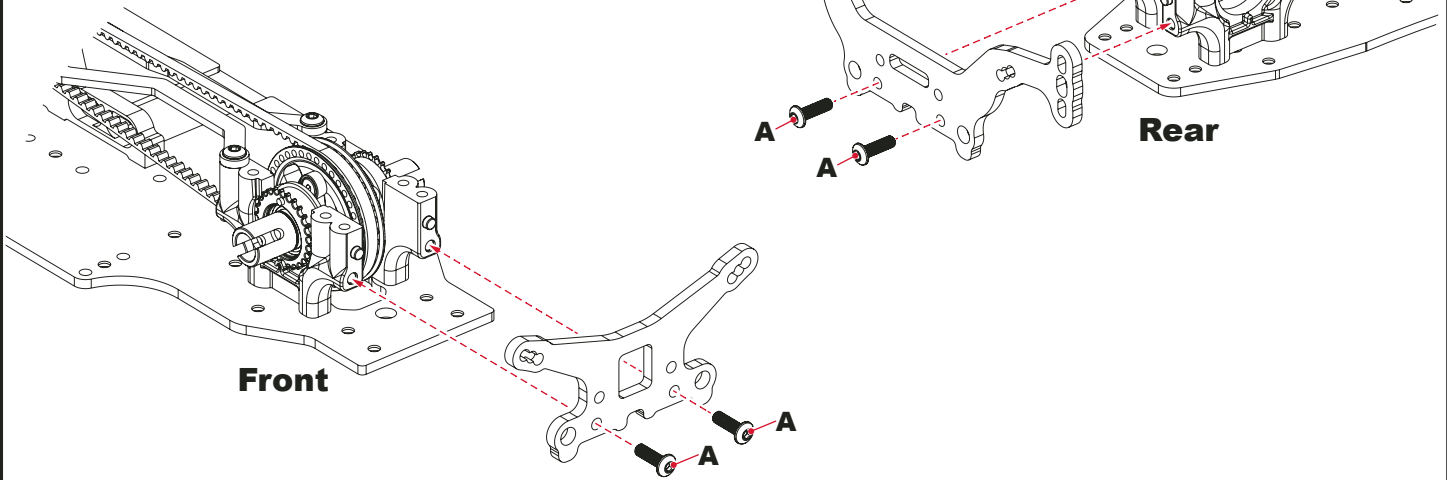
Rotate this way to loosen the belt tension. **!**

BAG A - Step 06B

Ax4

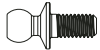


M3x 10 Button Hd Screw



BAG A - Step 07

Ax8



Low Ball Short

Bx8



M3 Nut

Cx8

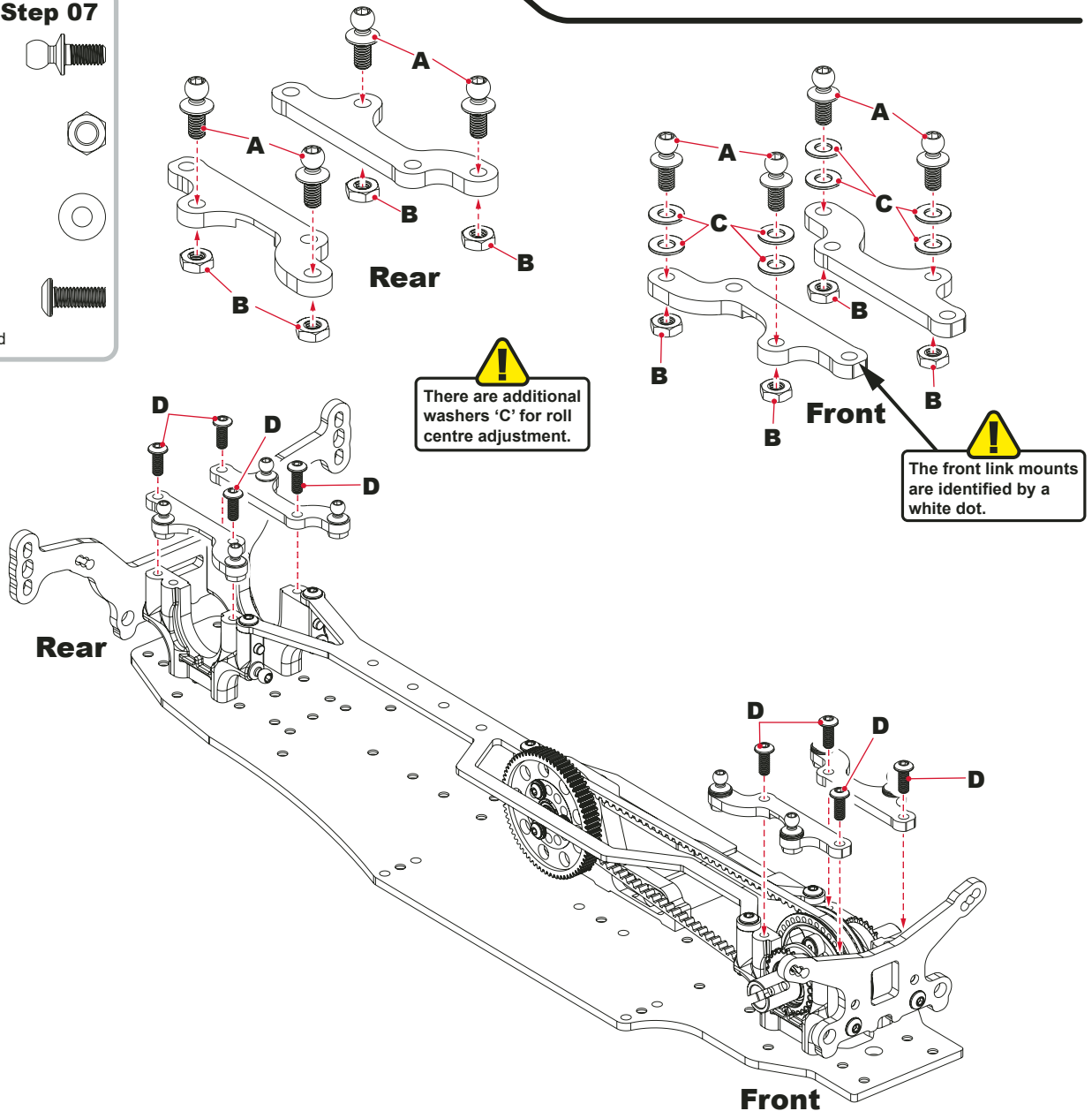


M3 Washer











Dx8

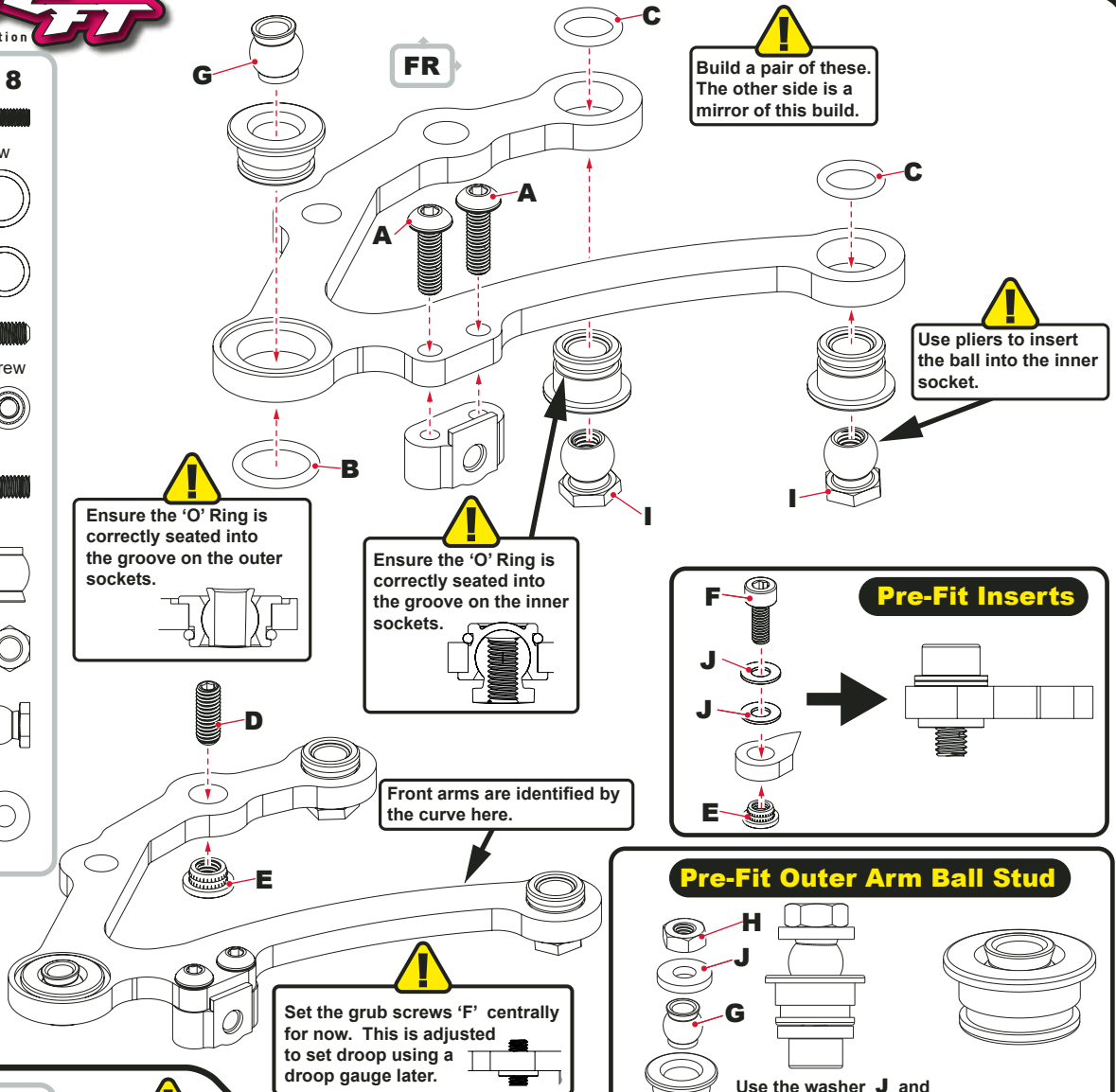


M3x8 Buton Hd










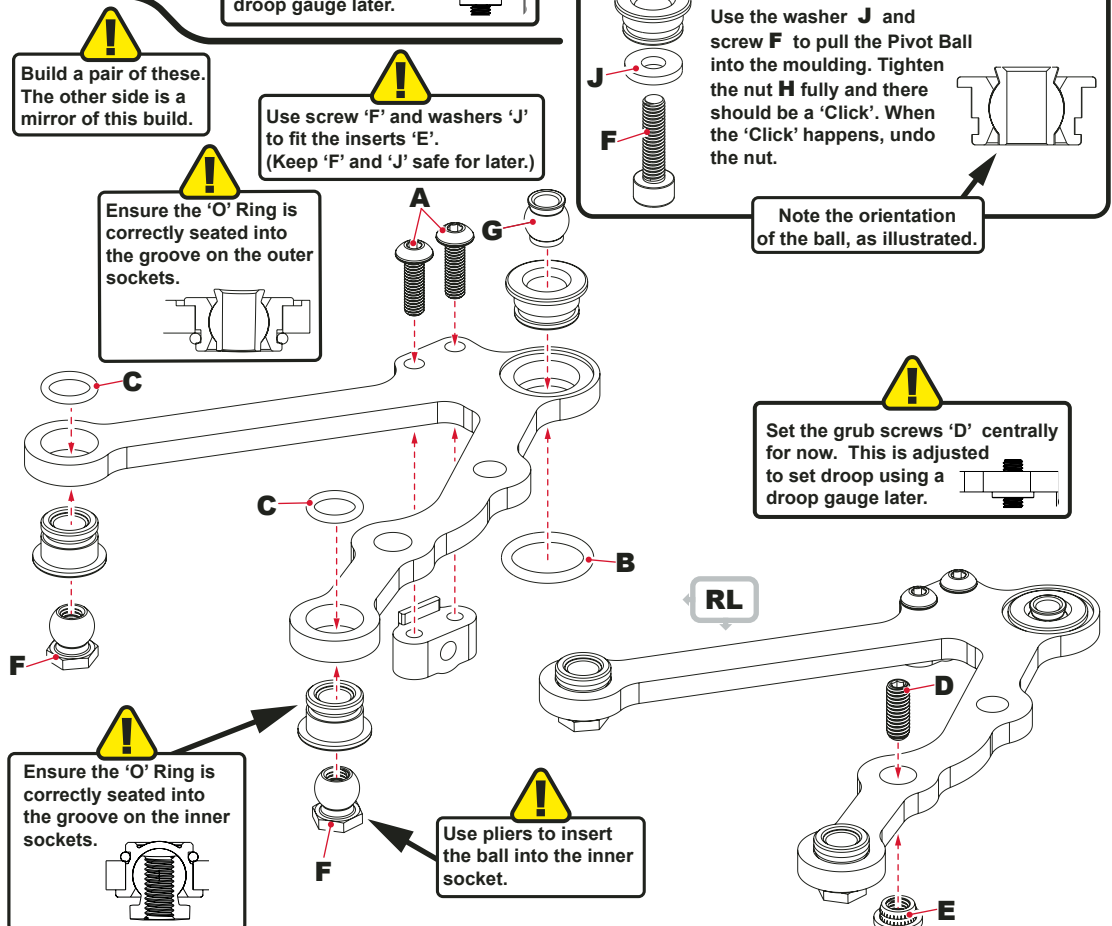
BAG A - Step 8

- Ax4**  M2.5x8 Button Hd Screw
- Bx2**  Ø6x1 'O' Ring
- Cx4**  Ø5x1 'O' Ring
- Dx2**  M3x8 Patched Grub Screw
- Ex2**  M3 Thread Insert
- Fx1**  M3x12 Cap Hd Screw
- Gx2**  Pivot Ball
- Hx1**  M3 Nut
- Ix4**  Pivot Ball
- Jx2**  M3 Washer



BAG B - Step 9

- Ax4**  M2.5x8 Button Hd Screw
- Bx2**  Ø6x1 'O' Ring
- Cx4**  Ø5x1 'O' Ring
- Dx2**  M3x8 Patched Grub Screw
- Ex2**  M3 Thread Insert
- Fx4**  Pivot Ball
- Gx2**  Pivot Ball



!
Some parts have been removed for clarity.

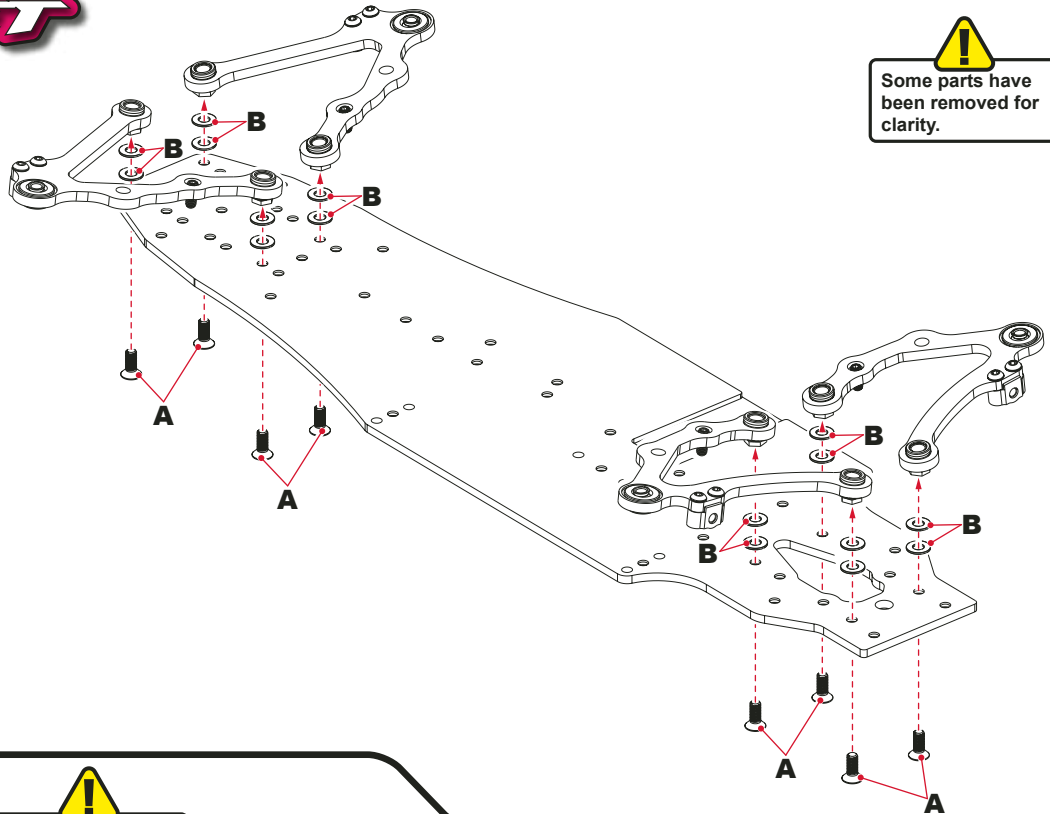
BAG A - Step 10

Ax8

M3X8 CSK Screw

Bx16

M3 Washer



BAG B - Step 11

Ax2

Disc Spring Washer

Bx2

Ø5xØ7x0.5mm Spacer

Cx4

Ø5xØ10x4 Bearing

Dx2

Ø5xØ7x1.5mm Spacer

Ex2

1.5 x 11.8 pin

Fx2

M3 Nut

Gx2

Ball Stud Long

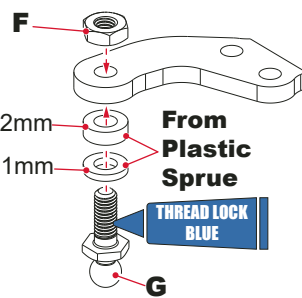
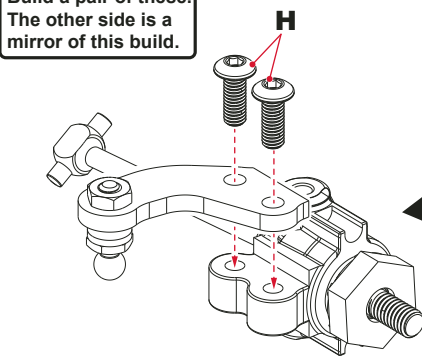
Hx4

M3x8 Button Hd Screw

Ix2

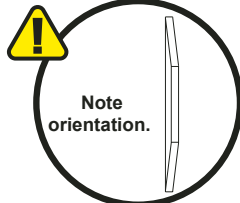
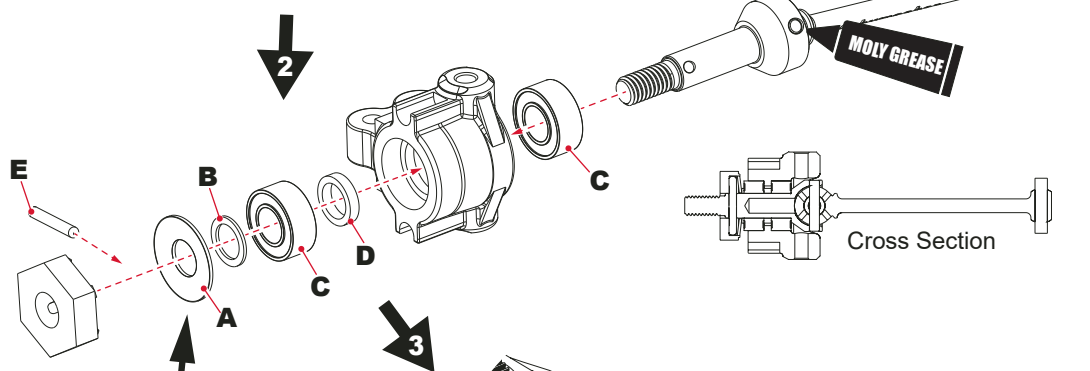
M3x12 Csk Screw

!
Build a pair of these. The other side is a mirror of this build.

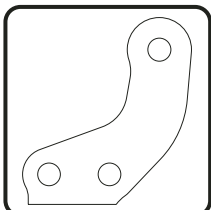


Black Spacer Sprue (Loose in box)

4.0mm
3.0mm
2.0mm
1.5mm
1.0mm



1:1 Scale



BAG A - Step 12

Ax2

Disc Spring Washer

Bx2

Ø5xØ7x0.5mm Spacer

Cx4

Ø5xØ10x4 Bearing

Dx2

Ø5xØ7x1.5mm Spacer

Ex2

1.5 x 11.8 pin

Fx4

M3x8 Button Hd

Gx2

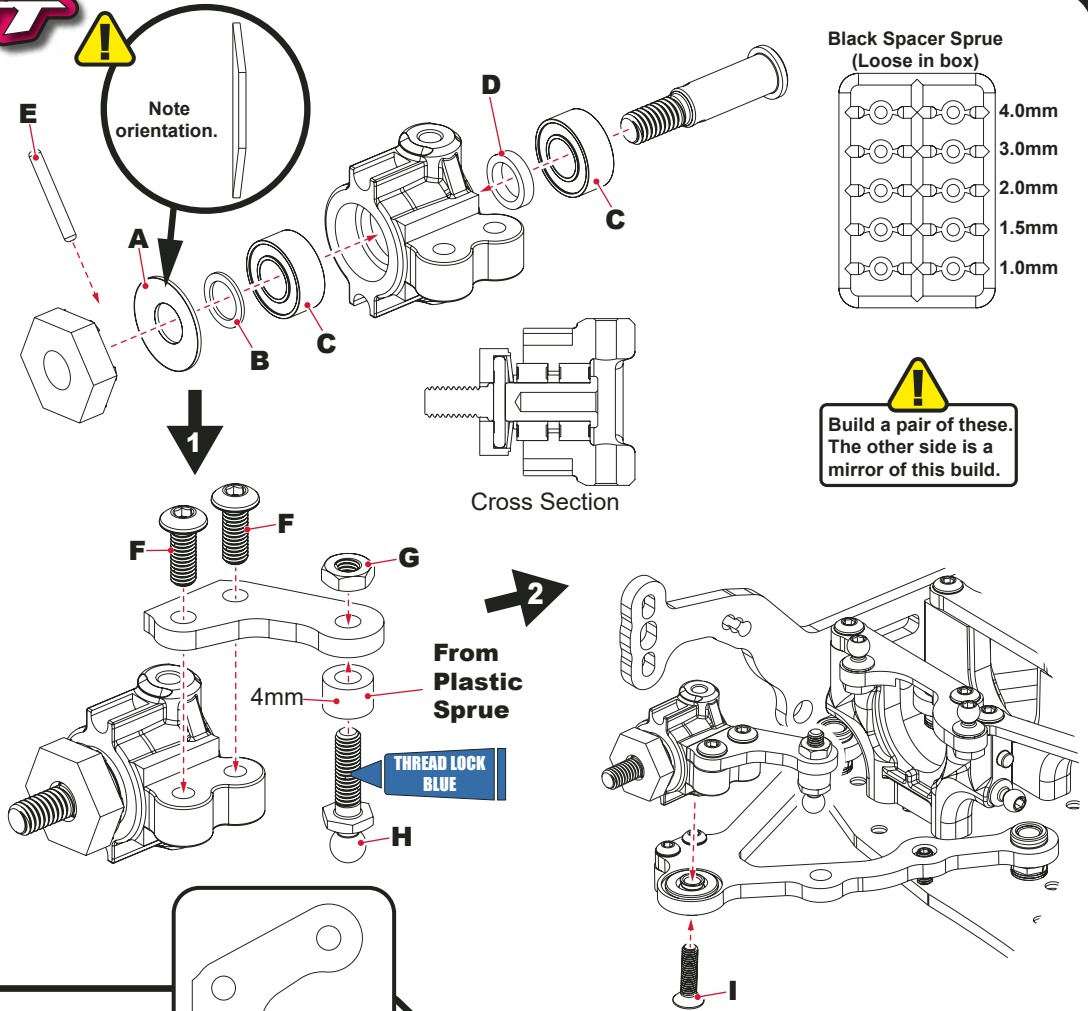
M3 Nut

Hx2

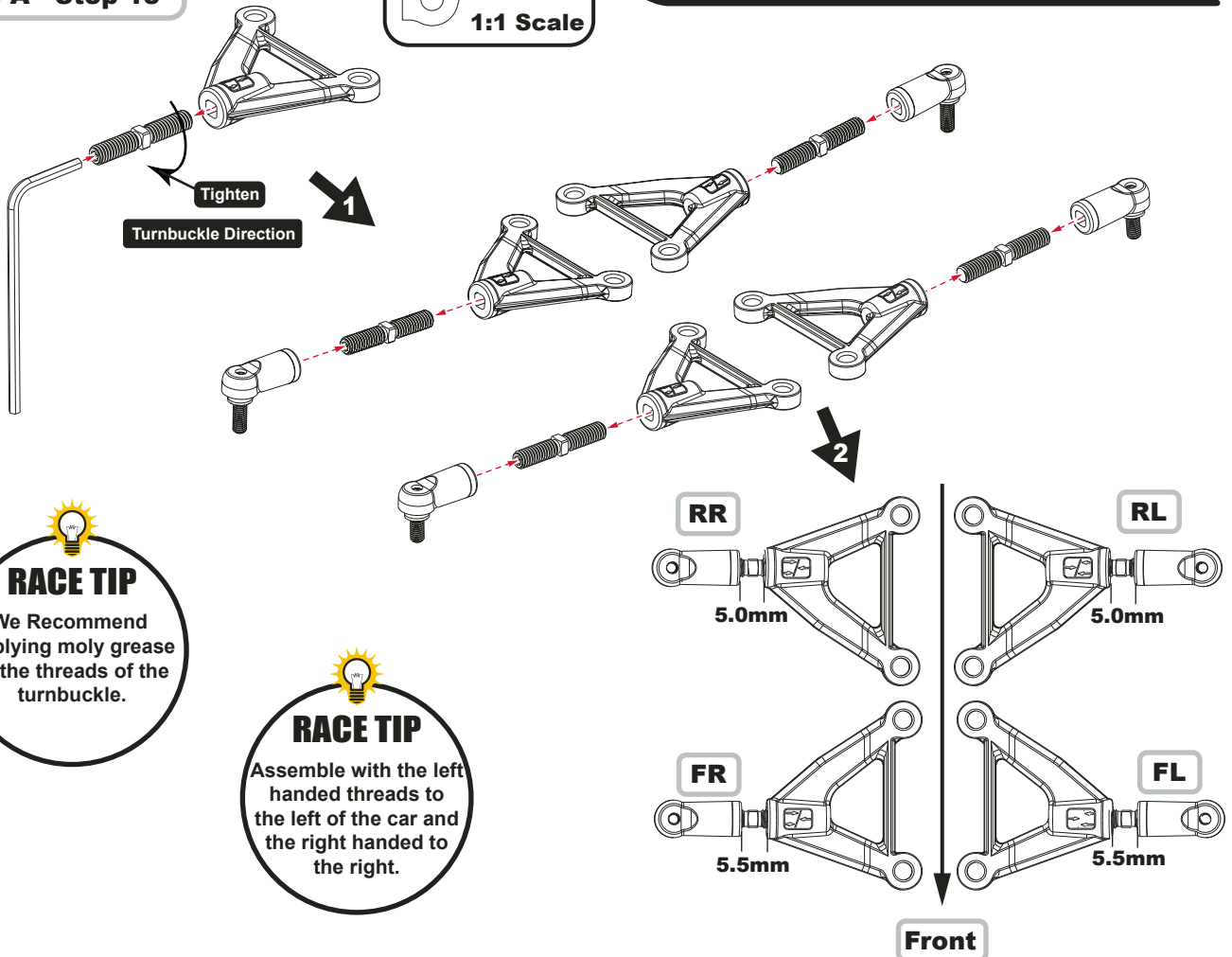
Ballstud Ultra Long

Ix2

M3x12 Csk Screw



BAG A - Step 13



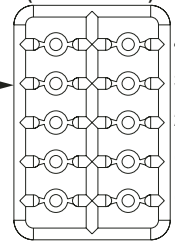
BAG B - Step 13

Ax4

3mm Black Spacer



Black Spacer Sprue
(Loose in box)



4.0mm

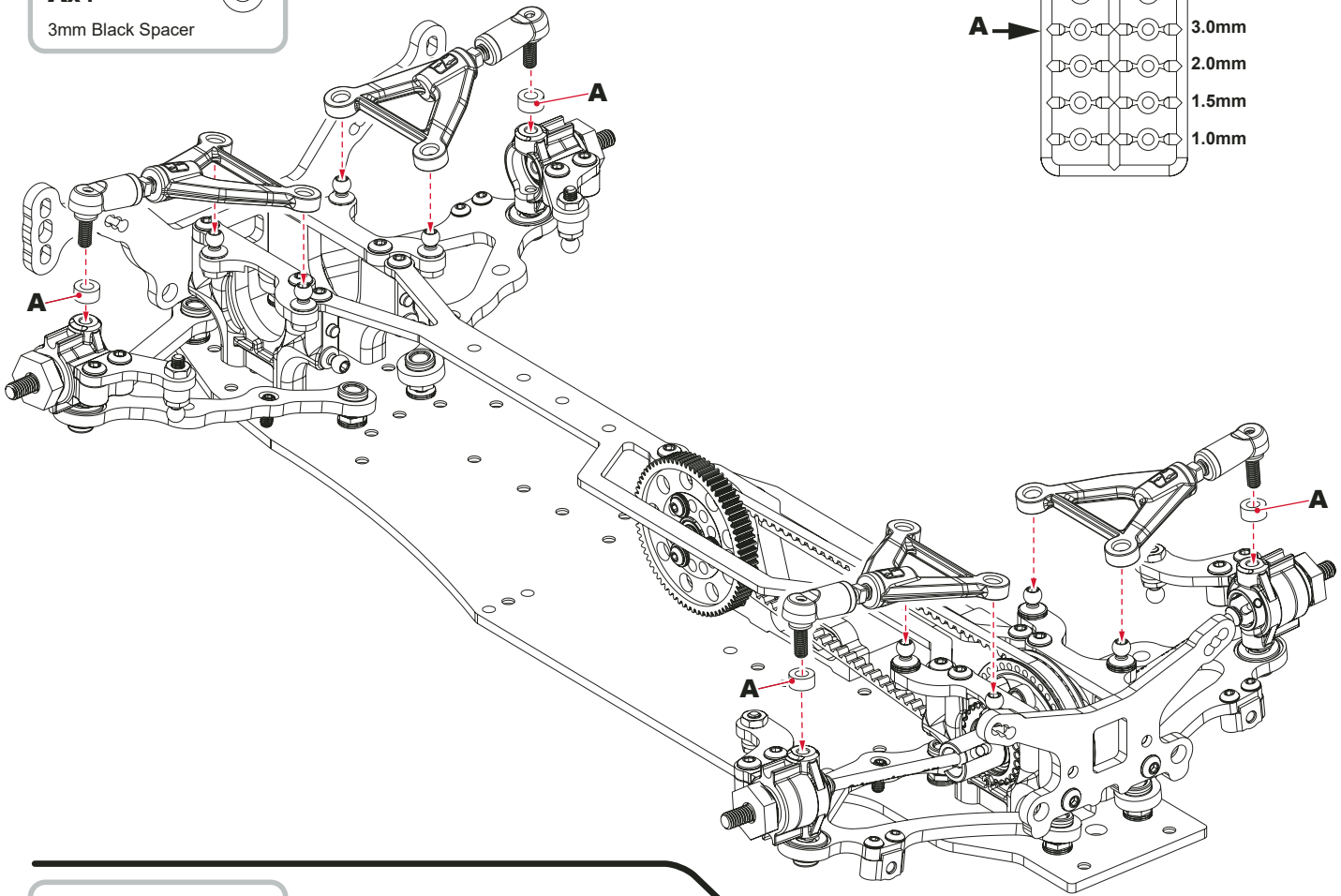
3.0mm

2.0mm

1.5mm

1.0mm

A →



BAG A - Step 14a

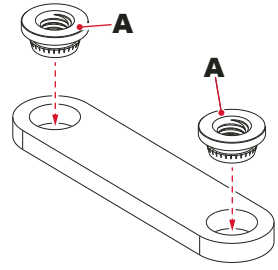
Ax2

M3 Brass Insert

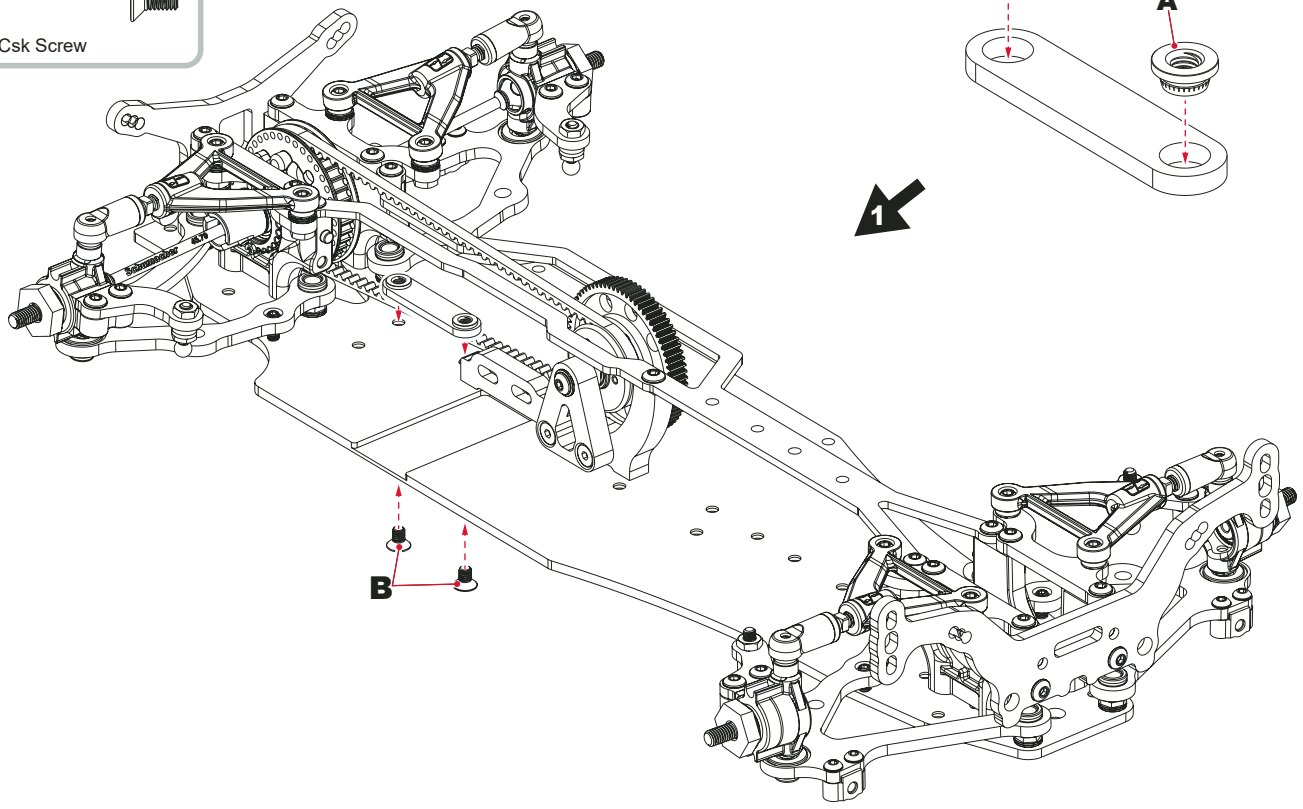


Bx2

M3x5 Csk Screw



1



BAG B - Step 14b

Ax2



M3 Brass Insert

Bx2



Ballstud Ultra Short (low)

Cx1



Ballstud Long (low)

Dx2



M3x6 Button Hd Screw

Ex3



M3 Washer

Fx1



M3x16 Csk Hd Screw

Gx1



M3 Nyloc Nut

Hx2



Ø4xØ8x3 Bearing

Ix1



Ø4xØ5.6x1 Spacer

Jx2

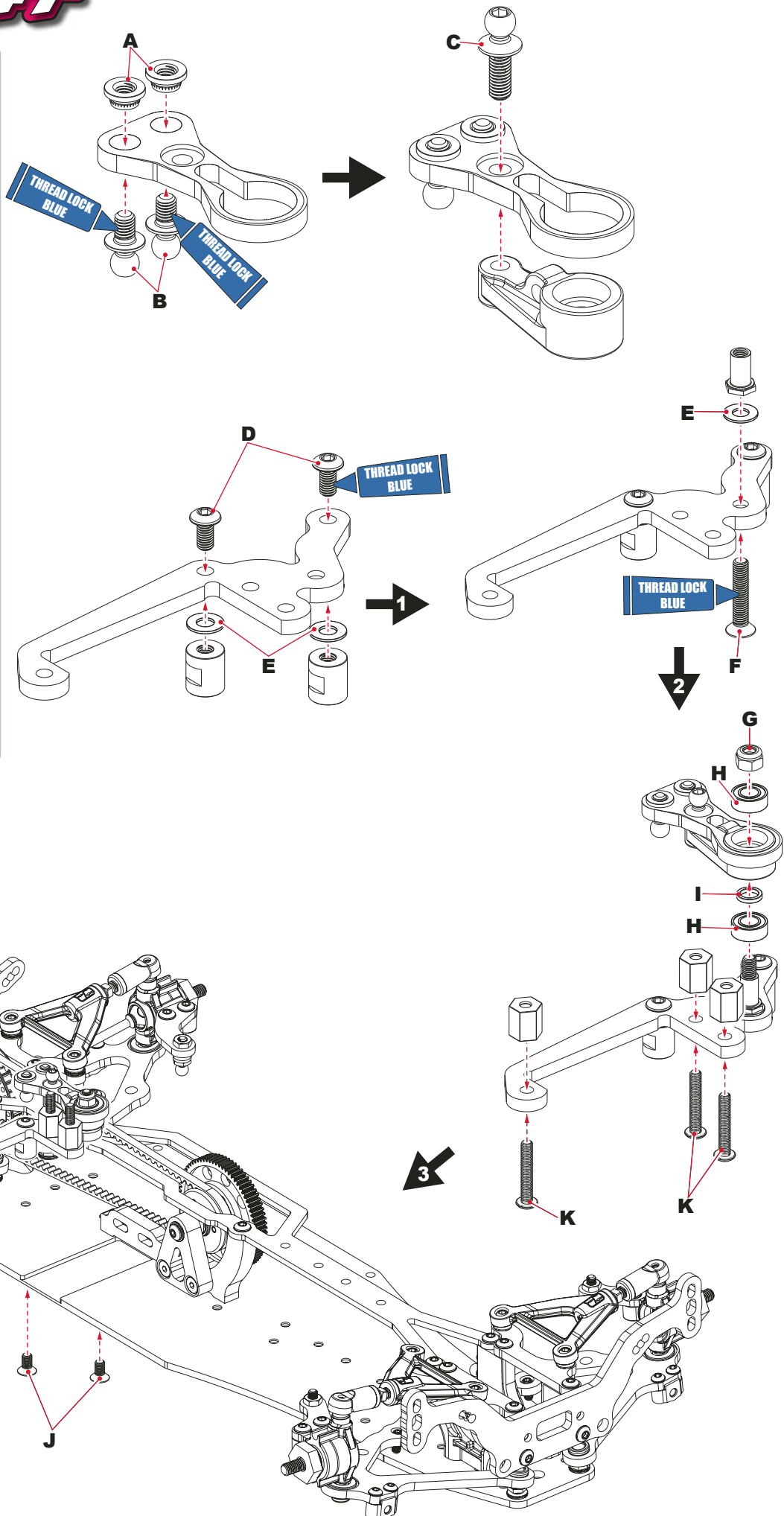


M3x6 Csk Hd Screw

Kx3

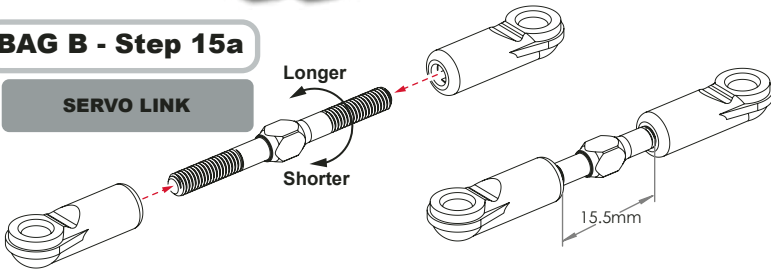


M3x18 Button Hd Screw

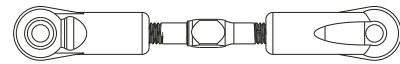


BAG B - Step 15a

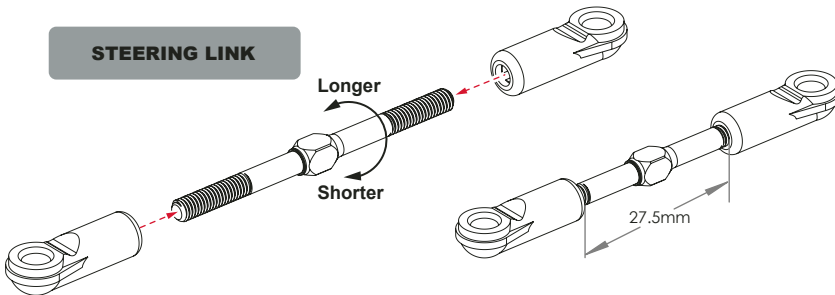
SERVO LINK



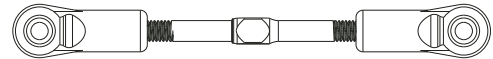
Servo Link (35mm)



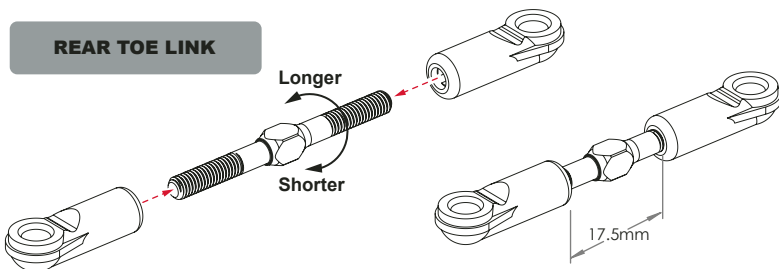
STEERING LINK



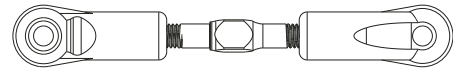
Steering Link (45MM)



REAR TOE LINK

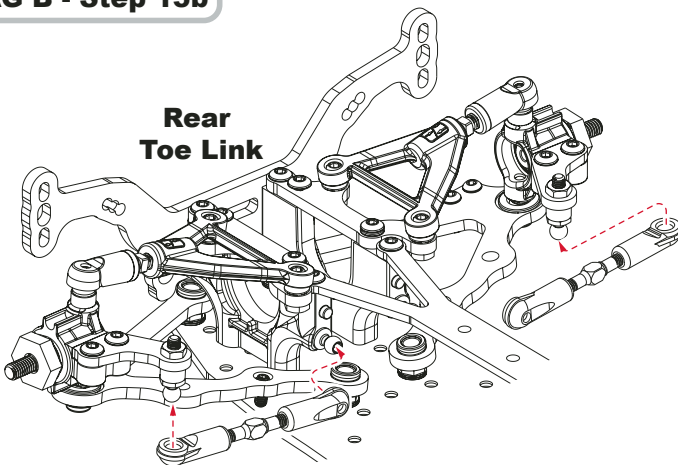


Rear Toe Link (35mm)

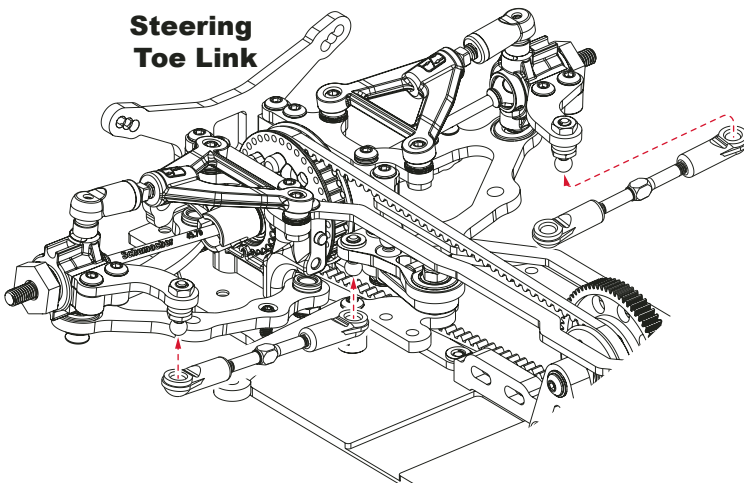


BAG B - Step 15b

Rear Toe Link

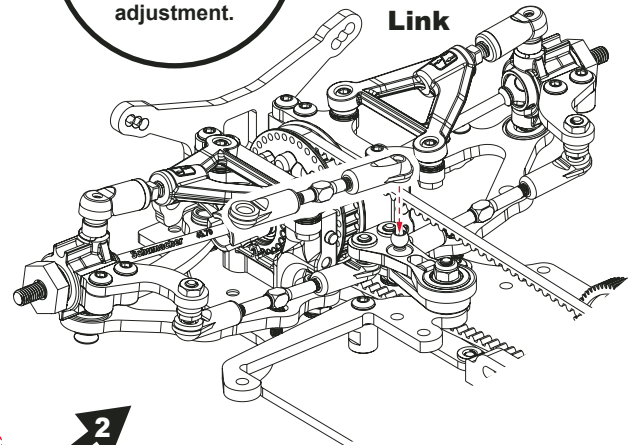


Steering Toe Link



RACE TIP
 Assemble the turnbuckles in the same orientation for ease of adjustment.

Servo Link



BAG C - Step 16

Ax1

Ballstud Ultra Long (low)

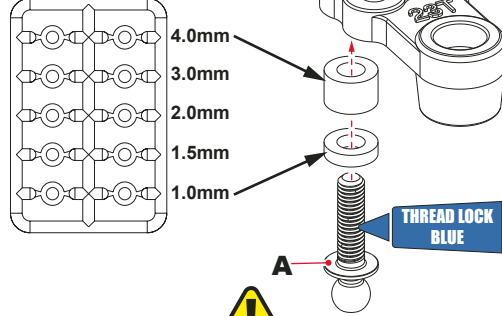
Bx4

M3 Nut

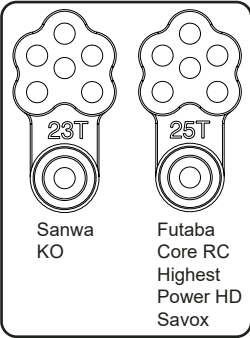
Cx3

M3 Washer

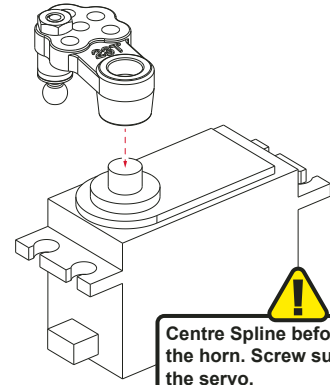
Black Spacer Sprue
(Loose in box)



Select the correct servo horn for your servo spline.

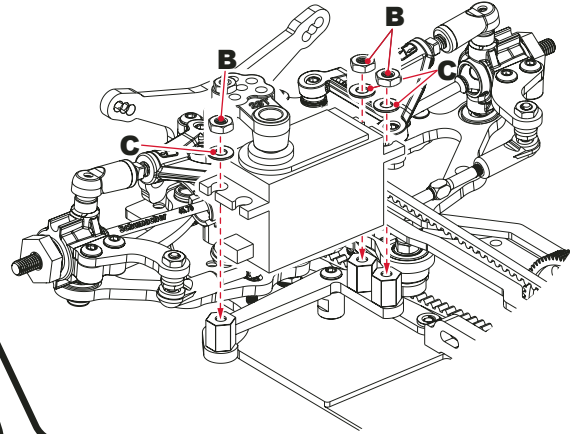


1



Centre Spline before fitting the horn. Screw supplied with the servo.

2



BAG C - Step 17a

Ax8

Shock Shim

Bx4

Red 'O' Ring

Cx4

Stepped Bush

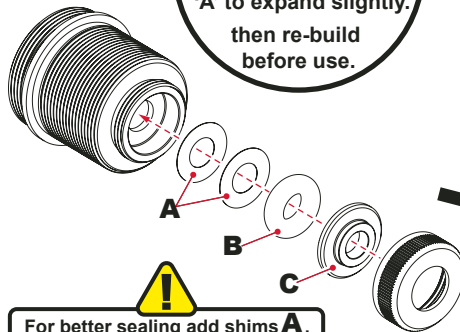
Dx4

M2x6 Csk Screw

Ex4

M2 Washer

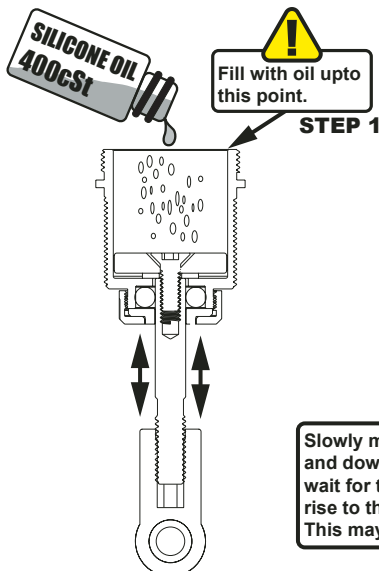
RACE TIP
Once the shock is assembled, fill with oil to allow the o'rings 'A' to expand slightly, then re-build before use.



For better sealing add shims A. For less friction remove them. We suggest to start with 2.

Grip Shaft here when attaching the piston and the socket.

Ensure screw is clean & let threadlock dry for 20 minutes before filling shocks with oil.

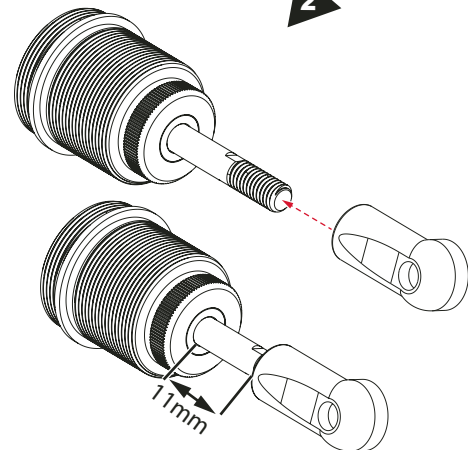


Fill with oil upto this point.

STEP 1

Slowly move the piston up and down 2 or 3 times. Then wait for the air bubbles to rise to the top and dissappear. This may take upto 5 minutes.

STEP 2



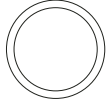
2

3

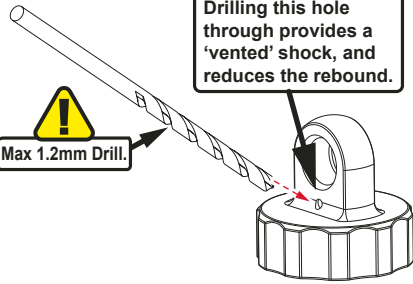
BAG C - Step 17B

Ax4

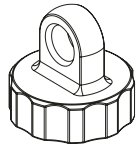
ø13x2 'O' Ring



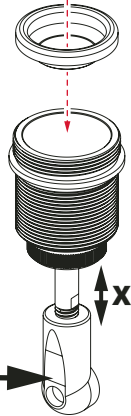
!
Drilling this hole through provides a 'vented' shock, and reduces the rebound.



1



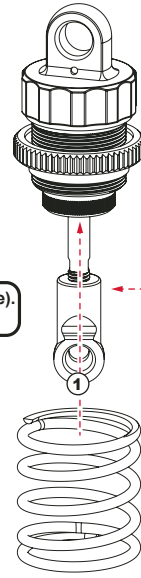
2



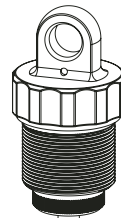
The Rebound can be adjusted by increasing the distance 'X' before fitting the diaphragm and the top ring.

!
Build x4 shocks.

The front spring is 2.7N/mm (Orange).
The rear spring is 3.1 N/mm (Grey).

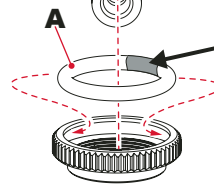


3



RACE TIP

A section of the O'ring may be removed to tune the drag of the adjuster. Remove approximately 25% if necessary.



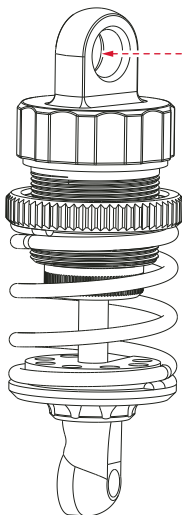
BAG C - Step 18a

Ax4

Pivot Ball



!
Repeat for all shocks.



BAG C - Step 18b

Ax2

Ballstud Short



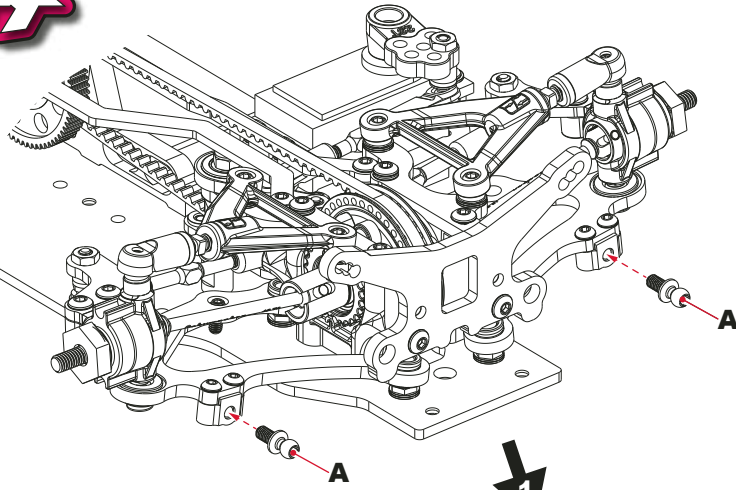
Bx2

M3x8 Button Hd Screw

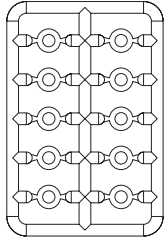


Cx2

2mm Plastic Washer



Black Spacer Sprue
(Loose in box)



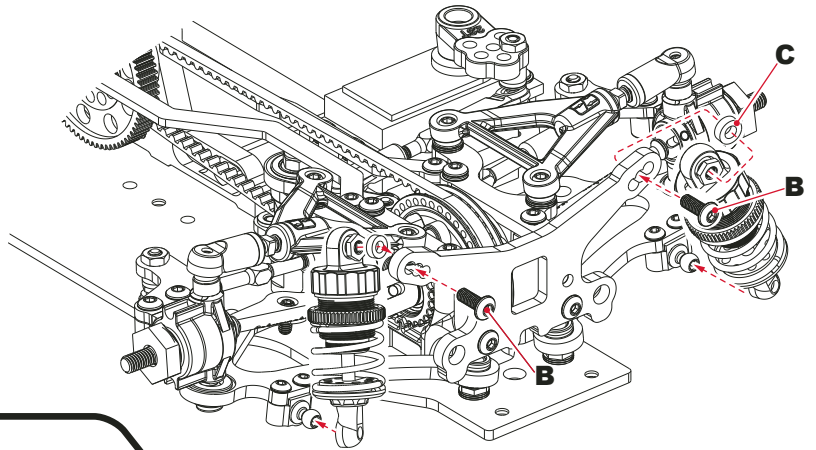
4.0mm

3.0mm

2.0mm ← **C**

1.5mm

1.0mm



BAG C - Step 18c

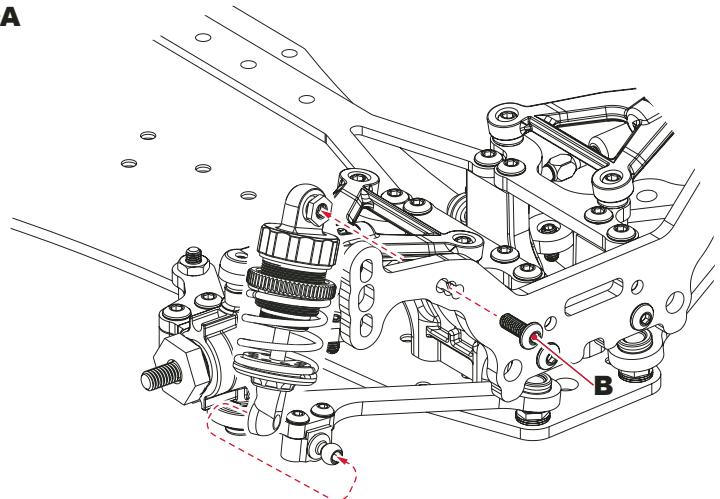
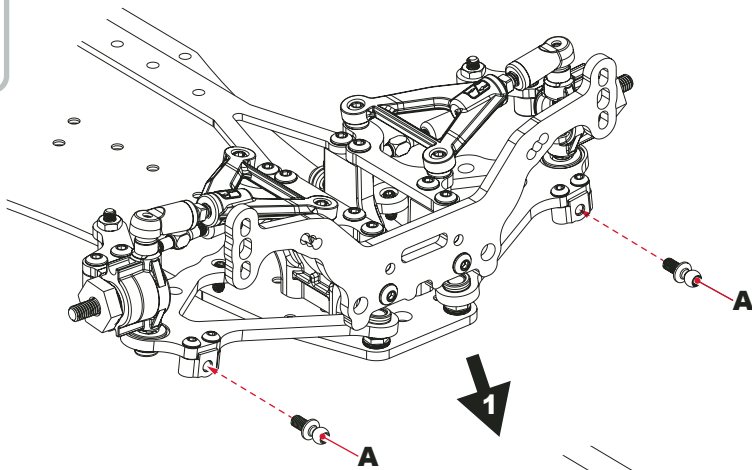
Ax2

Ballstud Short







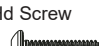


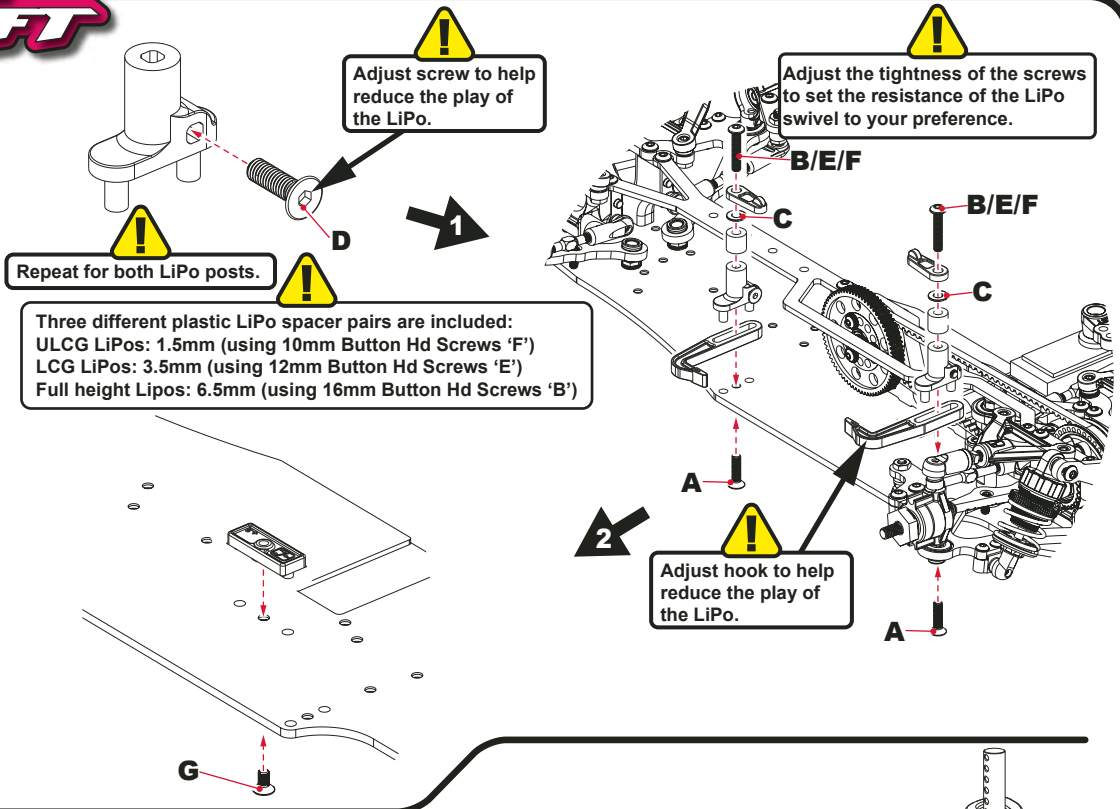
Bx2

M3x8 Button Hd Screw








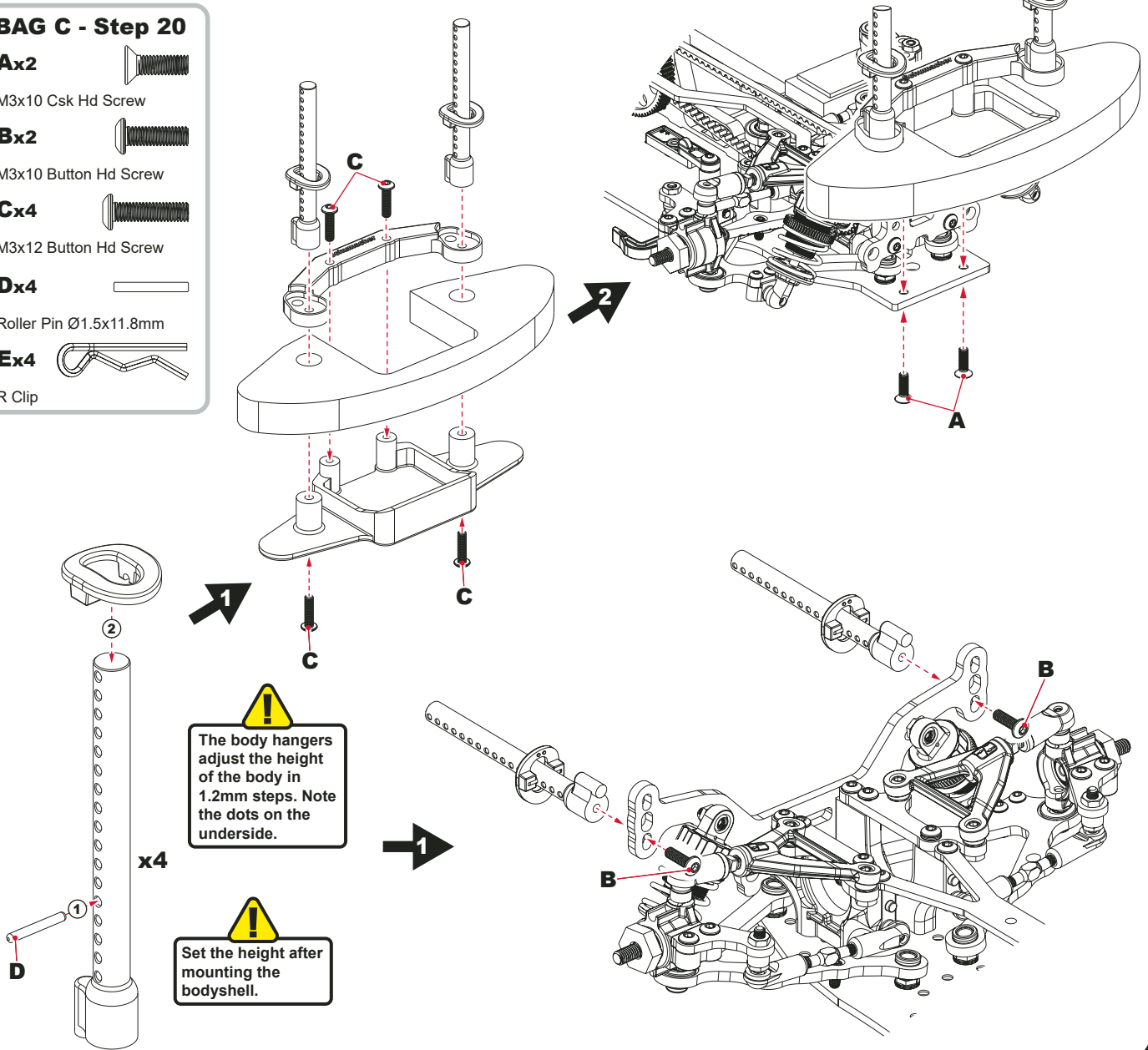
BAG C - Step 19

- Ax2**  M3x12 Csk Hd Screw
- Bx2**  M3x16 Button Hd Screw
- Cx2**  M3 Washer
- Dx2**  M3x10 Csk Hd Screw
- Ex2**  M3x12 Button Hd Screw
- Fx2**  M3x10 Button Hd Screw
- Gx1**  M3x6 Csk Screw



BAG C - Step 20

- Ax2**  M3x10 Csk Hd Screw
- Bx2**  M3x10 Button Hd Screw
- Cx4**  M3x12 Button Hd Screw
- Dx4**  Roller Pin Ø1.5x11.8mm
- Ex4**  R Clip



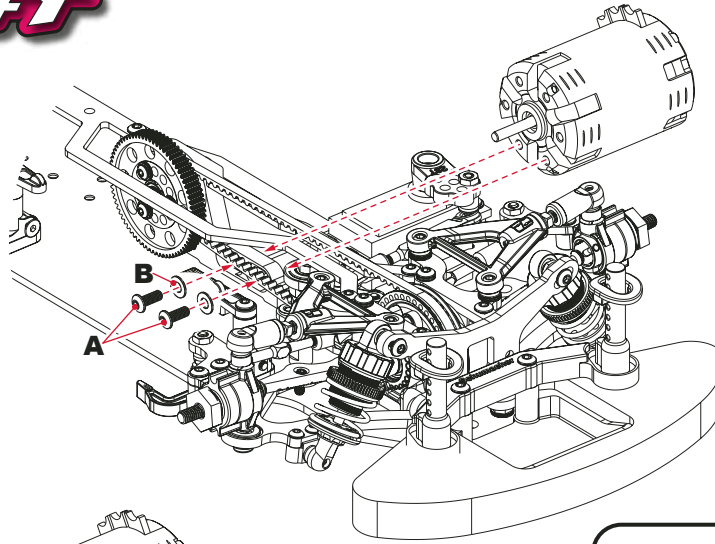
BAG C - Step 21a

Ax2

M3x8 Button Hd Screw

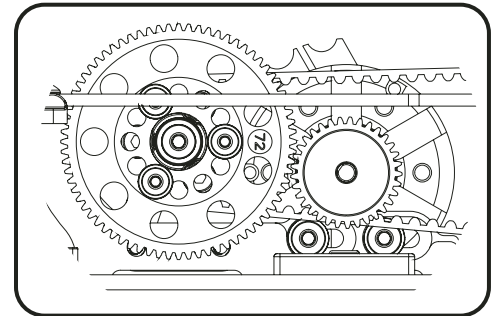
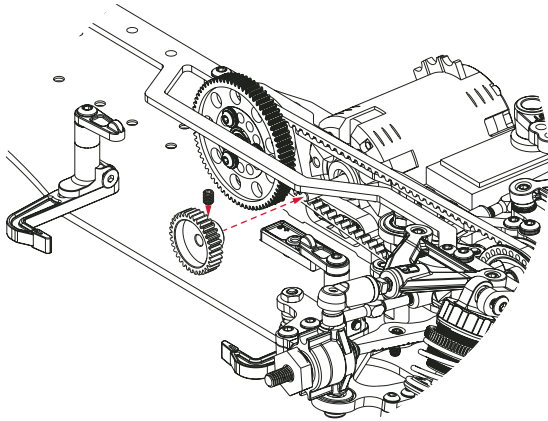
Bx2

M3 Washer



RACE TIP

Recommended Gear ratio for 17.5;
 Small track - 4.5
 Large Track - 3.7
 See Page 19



BAG C - Step 21b

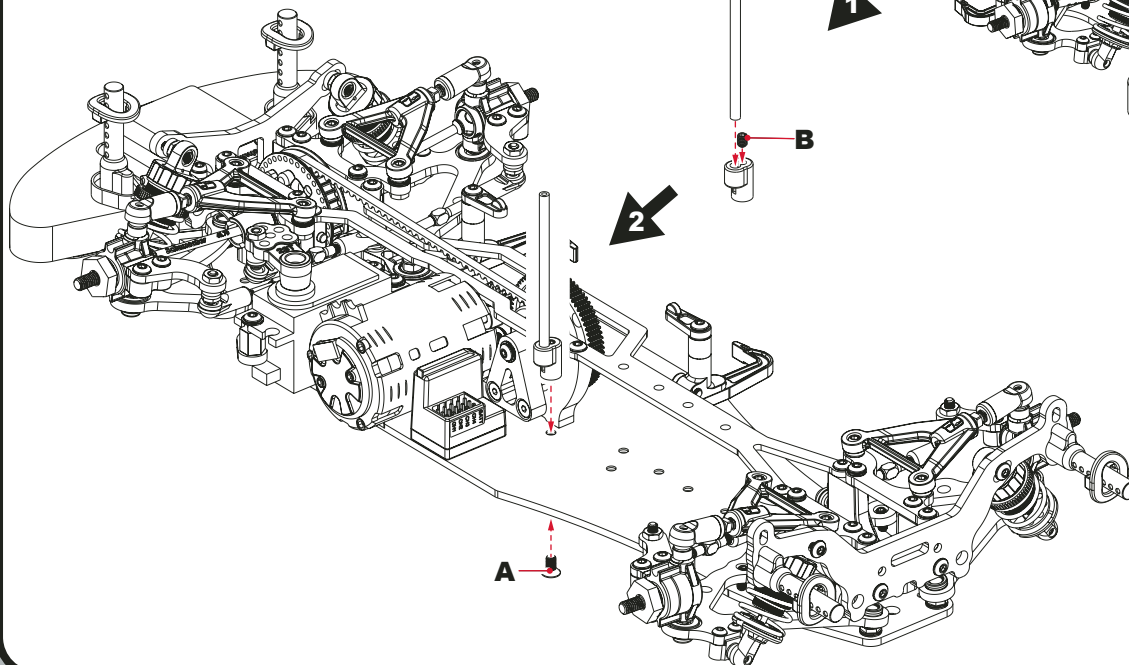
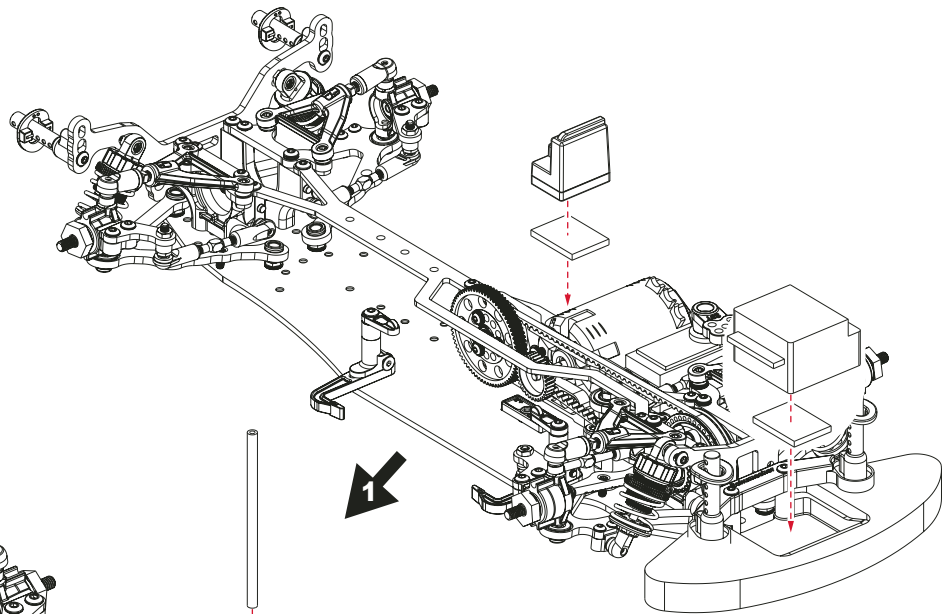
ESC Layout One

Ax1

M3x6 Csk Hd Screw

Bx1

M3x4 Grub Screw



BAG C - Step 21

ESC Layout Two

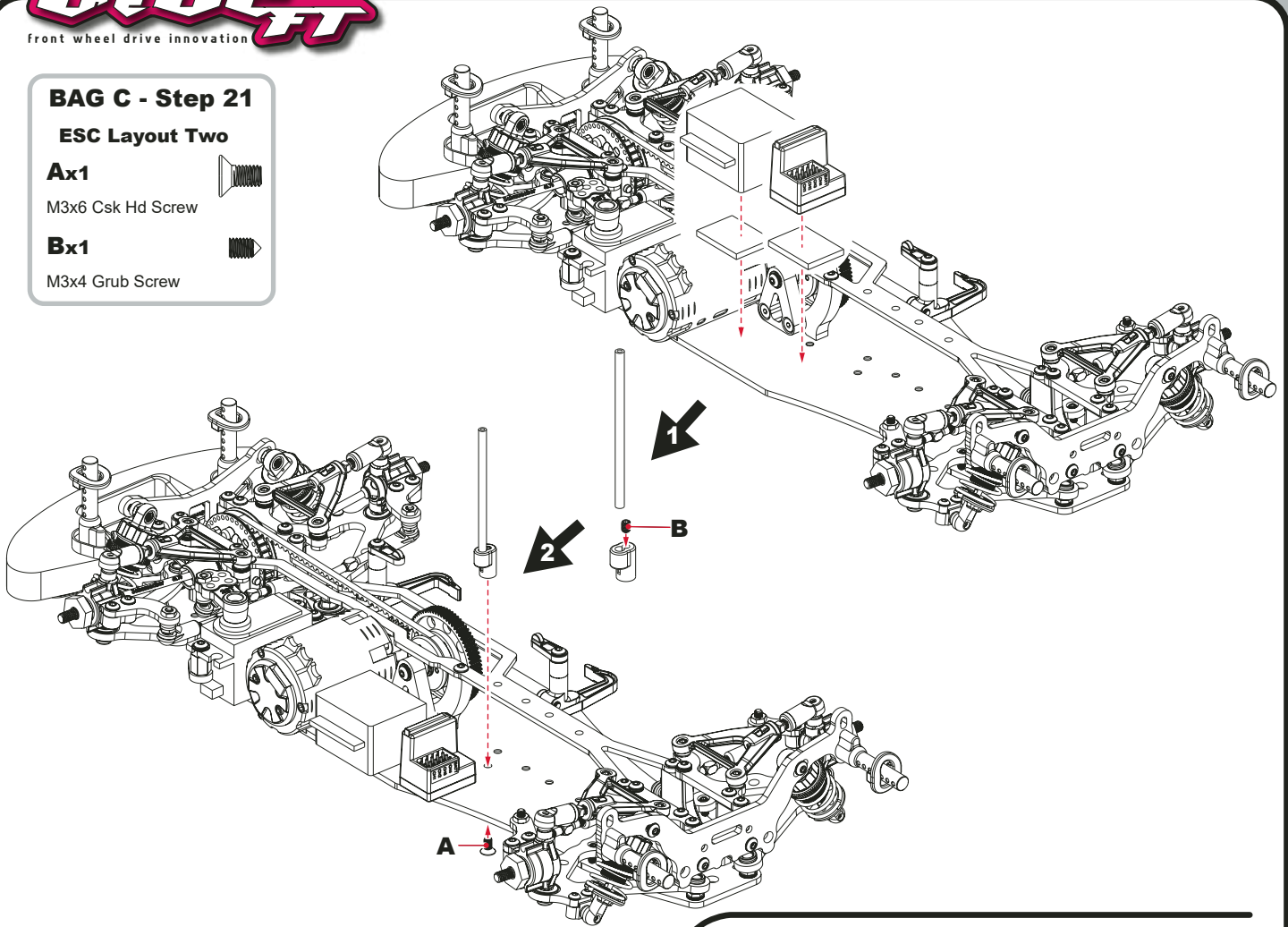
Ax1

M3x6 Csk Hd Screw



Bx1

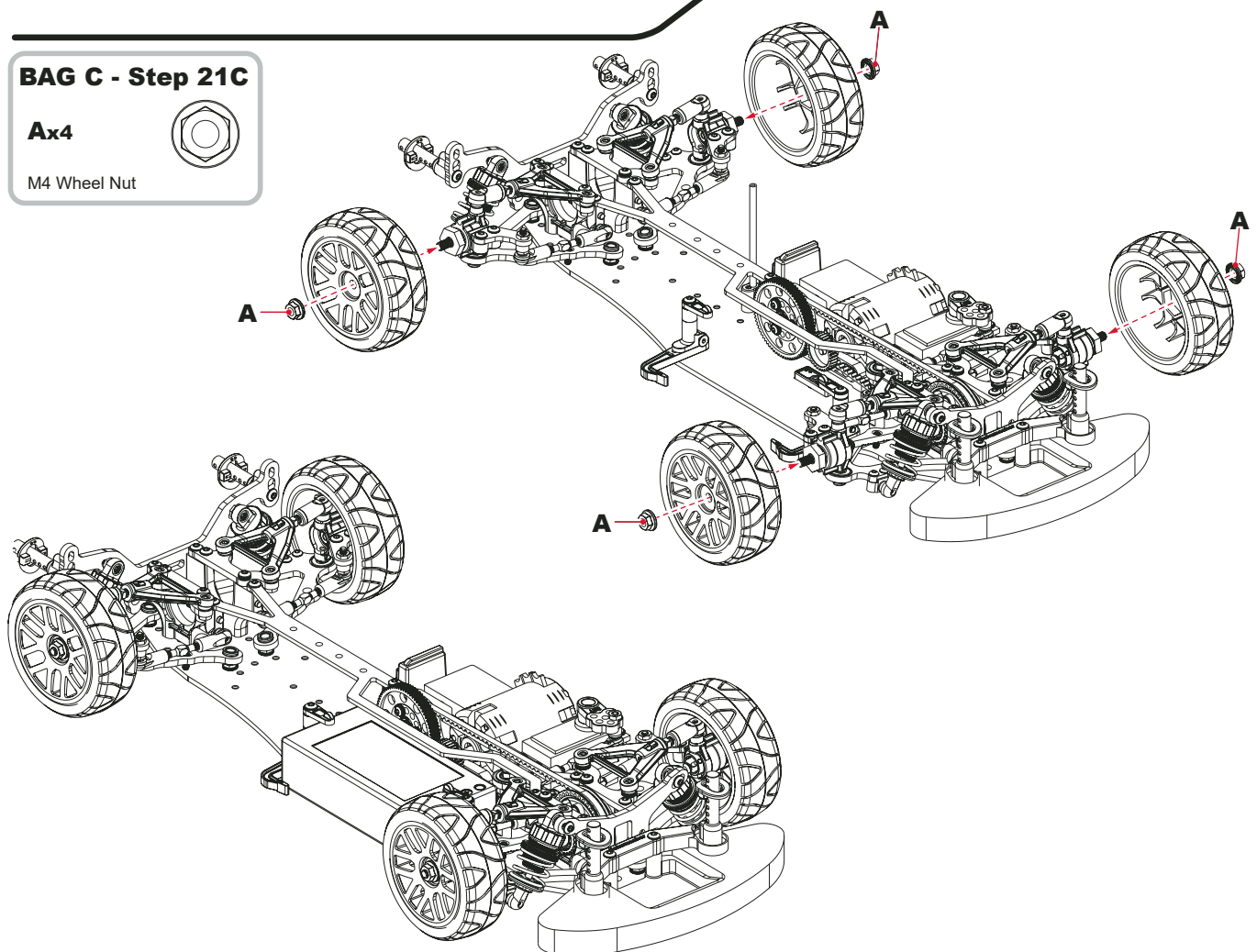
M3x4 Grub Screw



BAG C - Step 21C

Ax4

M4 Wheel Nut



TRACK SETTINGS

GEAR RATIO

GEAR RATIO CHART - 48DP

Maximum tooth sum = 123
Minimum tooth sum = 107

Internal Ratio = 1.636364 : 1

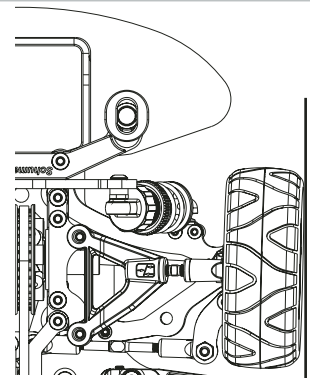
	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46
67															2.74	2.67	2.61	2.54	2.49	2.43	2.38
68														2.85	2.78	2.71	2.64	2.58	2.52	2.47	2.41
69													2.97	2.89	2.82	2.75	2.68	2.62	2.56	2.50	2.45
70												3.09	3.01	2.93	2.86	2.79	2.72	2.66	2.60	2.54	2.49
71											3.22	3.14	3.05	2.97	2.90	2.83	2.76	2.70	2.64	2.58	2.52
72										3.36	3.27	3.18	3.10	3.02	2.94	2.87	2.80	2.73	2.67	2.61	2.56
73									3.51	3.41	3.31	3.22	3.14	3.06	2.98	2.91	2.84	2.77	2.71	2.65	2.59
74								3.66	3.56	3.45	3.36	3.27	3.18	3.10	3.02	2.95	2.88	2.81	2.75	2.69	2.63
75							3.83	3.71	3.60	3.50	3.40	3.31	3.22	3.14	3.06	2.99	2.92	2.85	2.78	2.72	2.66
76						4.01	3.88	3.76	3.65	3.55	3.45	3.36	3.27	3.18	3.06	3.03	2.96	2.89	2.82	2.76	2.70
77				4.20	4.06	3.93	3.81	3.70	3.60	3.50	3.40	3.31	3.22	3.10	3.07	3.00	2.93	2.86	2.80	2.73	
78			4.40	4.25	4.11	3.98	3.86	3.75	3.64	3.54	3.44	3.35	3.27	3.15	3.11	3.03	2.96	2.90	2.83		
79		4.61	4.45	4.30	4.17	4.03	3.91	3.80	3.69	3.59	3.49	3.40	3.31	3.19	3.15	3.07	3.00	2.93			
80	4.84	4.67	4.51	4.36	4.22	4.09	3.96	3.85	3.74	3.63	3.53	3.44	3.35	3.23	3.19	3.11	3.04				
81	5.09	4.90	4.73	4.57	4.41	4.27	4.14	4.01	3.89	3.78	3.68	3.58	3.48	3.39	3.31	3.23	3.15				

GEAR RATIO CALCULATIONS

$$\text{PINION} = \frac{\text{SPUR} \times 1.636364}{\text{FDR}} \quad \text{Final Drive Ratio (FDR)} = \frac{\text{SPUR} \times 1.636364}{\text{PINION}} \quad \text{SPUR} = \frac{\text{FDR} \times \text{PINION}}{1.636364}$$

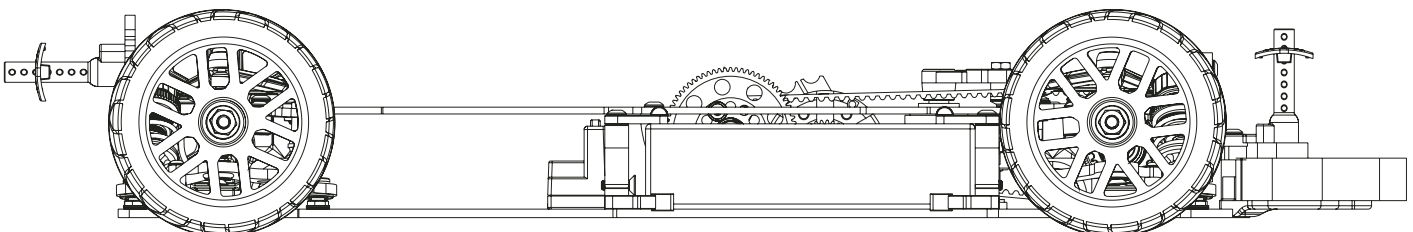
FRONT TOE

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 aggressive 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.



RIDE HEIGHT

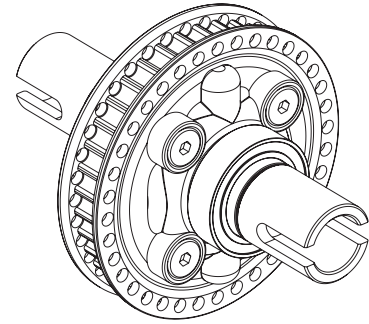
Use the spring adjusters on the shock absorbers to adjust the front and rear ride heights. We recommend setting the ride height to around 5.0mm on carpet/ high traction tarmac/asphalt and 5.5mm on tarmac/asphalt or low traction carpet tracks.
This is measured between the bottom of the chassis and the 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)



GEAR DIFF

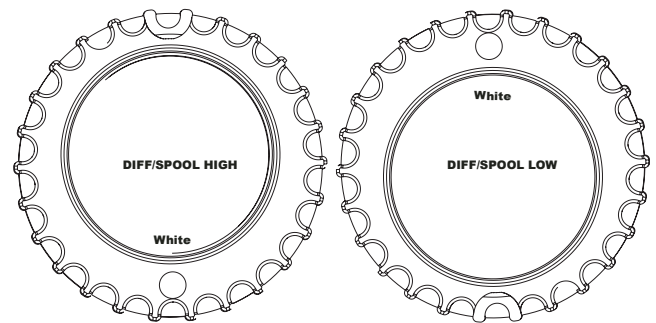
Gear diff oil can be changed to affect car handling. Generally, high traction conditions = thicker oil. (300K +)
 Low traction conditions = thinner oil. (100K-300K),
 A thicker gear diff oil will have a much smoother off power, corner entry feeling, preventing corner entry over rotation. It will also make the car feel less likely to slide off power, in the corner. It will however have more on power steering, and more traction.

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, and less traction.



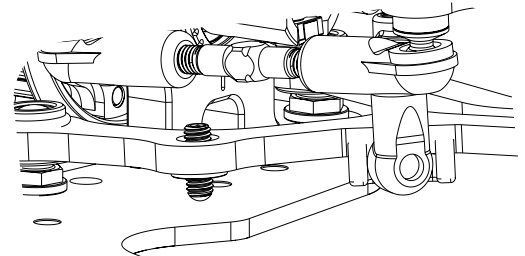
DIFF HEIGHT

The diff height can be adjusted by rotating the eccentric 180°. The white dot on the eccentric indicates whether the diff is in high or low position (see diagram to right). The low diff provides more front grip; high diff is smoother to drive.



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 aggressive handling.

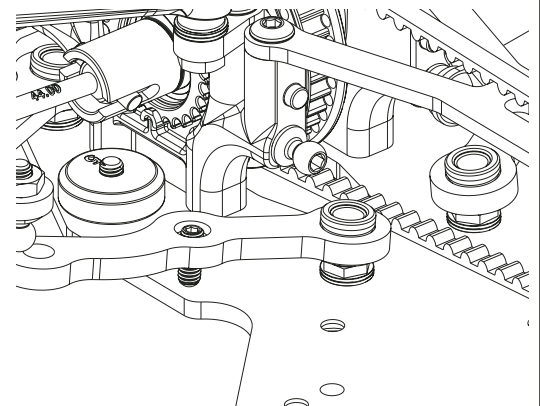


LOWER WISHBONE SPACERS

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.

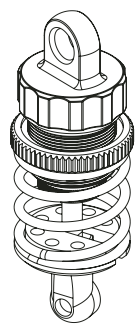
The team often uses wishbone balls 0.5mm lower in the front than the rear, providing more steering, but a slightly more difficult car to drive.

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.



SHOCK OIL

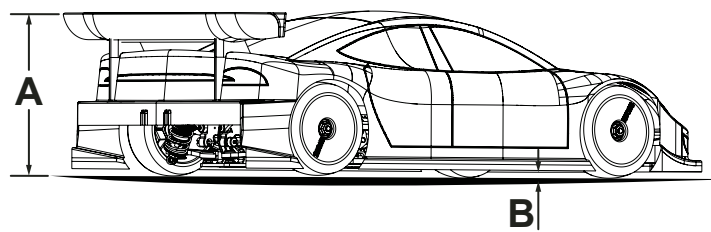
The aim is to achieve improved handling over bumps and control the weight transfer of the car. If the track is particularly bumpy, increase the shock oil viscosity to help handling over bumps. If the traction is low, lowering the shock oil to improve weight transfer and generate more grip. If the traction is high, increasing the shock oil to make the car smoother and less unpredictable. In higher temperature, increase the shock oil to maintain a consistent rate in damping as warmer temperatures lower the viscosity of the oil. Our suggested range is between 300cSt and 500cSt, when using Core-Rc shock oil with kit pistons. The standard piston hole size is 1.1mm and if you are using larger holes it is likely thicker oil will be needed. If you are using a 3 hole piston then the hole size will need to be bigger to maintain similar ratings.



BODY HEIGHT

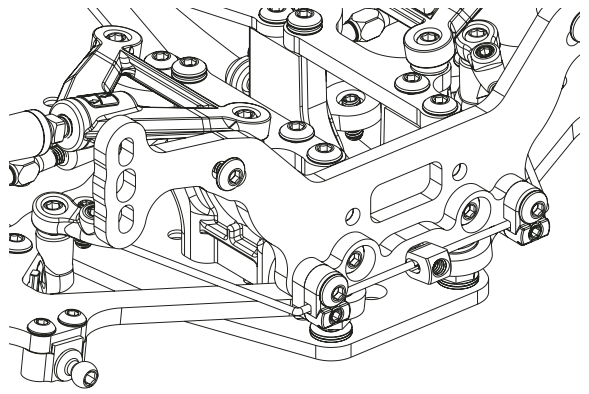
The height of the body is very important to performance. Increasing height 'A' provides more rear grip and improved drivability. We suggest 122mm as a good starting height, for most popular FWD bodysells.

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



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 the opposite side when lifted to an equal height. A great tool for this is AX015.

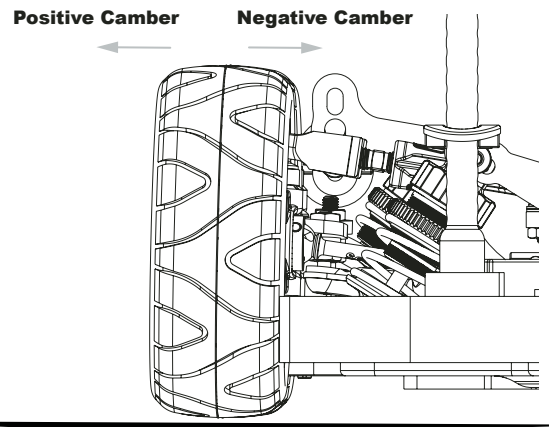


CAMBER

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° and -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 camber 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 2.0° Rear and 1.5° Front, increasing to 2° Front camber if more front grip/steering is required.

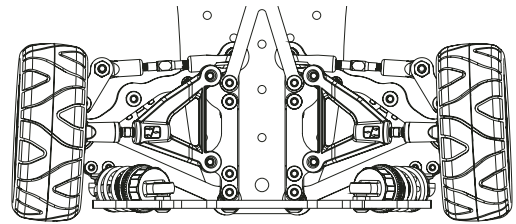


REAR TOE

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°.



TRACK WIDTH

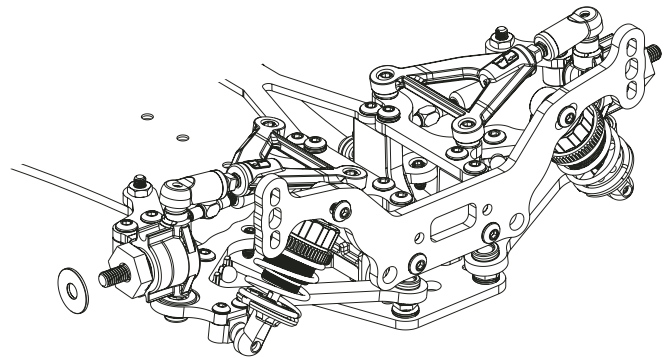
The track width may be increased by using wheel shims.

U8333 - Wheel Hex Spacers 0.25, 0.5, 0.75mm

Increasing the rear track width provides more rear stability/less rotation and vice versa.

Increasing the front track width provides a less aggressive/less rotation and vice versa.

A wider car is better suited to high traction conditions and a narrower car to low traction conditions.

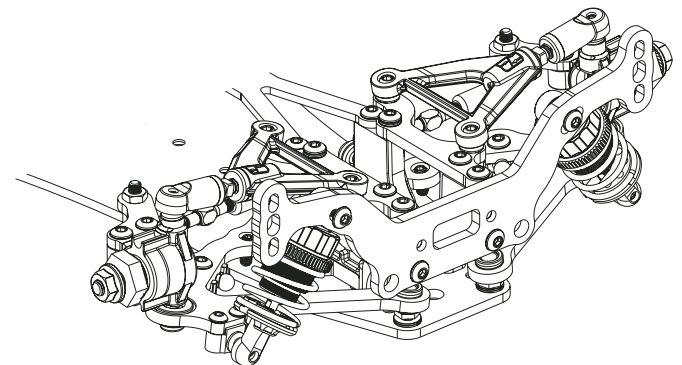


SHOCK SPRINGS

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

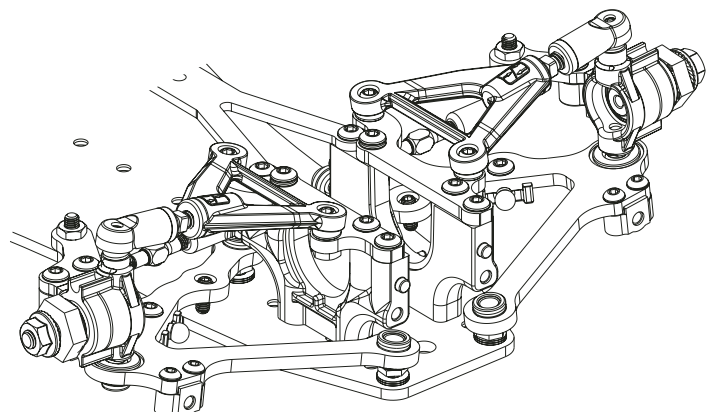
Stiffer springs are suited to high grip conditions. These increase response, forward traction and high speed stability. The track should be smooth when going to very stiff springs.

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.



UPPER LINK HEIGHT

The washers under the 4 upper inner link ball studs are the main suggested method of changing the angle of the upper links. We recommend keeping the outer ball stud spacing around 1mm to ensure good thread engagement into the plastic hub carriers. 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.



WEIGHT DISTRIBUTION

Weight distribution is one of the most powerful ways of adjusting the handling balance of the Vibe FT. This is the distribution of weight placed on the front tyres compared to the rear tyres. In general;

A more forwards weight distribution = a smoother handling car, more stability, with less steering/rotation.

A more rearwards weight distribution = a more aggressive car, more steering/rotation, with less stability.

A range between 65% - 72% forwards weight distribution should be used. A weight distribution of 68% forwards tends to be a great starting point.

The electronics can be installed in two different layouts on the Vibe FT, both of which heavily influence the weight distribution.

Layout One - ESC in the bumper:

This uses existing weight within the car to achieve a desirable weight distribution. The benefit of this is that the car can be ran at or near the weight limit, with an appropriate weight distribution. The drawback is that this layout requires longer wires from the ESC to the motor and battery, which theoretically can reduce overall power marginally.

Layout Two - ESC behind motor:

This layout is more conventional and reduces the polar moment of inertia, compared to Layout One. The drawback is that additional weight is required to achieve a desirable weight distribution, which in some scenarios will mean that the car is overweight.

U8773 (5g) and U8774 (10g) weights are recommended to add weight to the vehicle, where required.

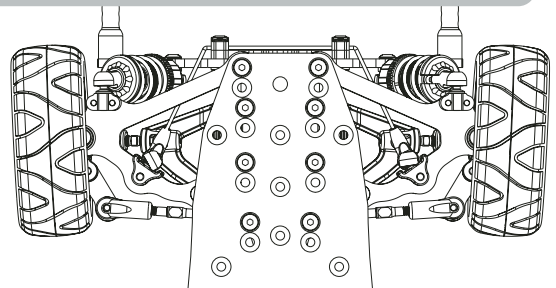
WHEELBASE

The wheelbase can be set in one of two lengths. Long (kit) or Short, by adjusting the pivot mounting on the rear wishbone. There is a 7mm shift between the two settings. The rear bulkheads must move together with the wishbones. The optional Top Deck U9531 Must be used with the short wheelbase.

In general:

A shorter car can rotate faster than a longer one, at the expense of traction.

A longer car has better traction, at the expense of rotation.



PARTS LIST

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
CR843	CORE RC Hi Response TC Spring 2.5 - Blue
CR844	CORE RC Hi Response TC Spring 2.6 - Black
CR845	CORE RC Hi Response TC Spring 2.7 - Orange
CR846	CORE RC Hi Response TC Spring 2.8 - Yellow
CR847	CORE RC Hi Response TC Spring 2.9 - Purple
CR848	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 - Grn/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

Bearings And Balls

U1411	Ball Bearing - 4x8x3 Shield - (pr)
U2148	Ball Bearing - 5x10x4 Shield - (pr)
U3016	Ball Bearing - 10x15x4 - Shield (pr)
U8320	Ball Bearing 3/16'x5/16' Yellow (pr)

Chassis Parts

U119	Aerial Tube - Pack 4
U4773	Aerial Mount
U7750	LiPo Mounting Mouldings Set - Touring
U7850	Body Post Set (4pcs) - Mi7,FT,Mi8,Neon,Vibe
U7938	Chassis Post 8mm pr - E3-E6,Icon/2,A3,FT8
U8468	Moulded Chassis Post (4 pcs) - E5-6,A3
U8828	Inner Lipo Stop (pr) - Neon,Vibe
U9091	S2 Upper Link Mount Front (pr) - Vibe TC
U9422	S2 Chassis - Vibe FT
U9423	S2 Top Deck - Vibe FT

U9424	S2 Rear Shock Tower - Vibe FT
U9426	S2 Servo Mount - Vibe FT
U9427	S2 Front Upper Link Mount (pr) - Vibe FT
U9432	Front Bumper Mouldings - Vibe FT
U9433	Foam Bumper - Vibe FT
U9436	Assembly Jig - Vibe FT
U9437	Front Brace - Vibe FT
U9510	Manual - Vibe FT

Bodies & Decals

U9511	Decal - Vibe FT
AX118	AEROX Self Adhesive Body Washers (pk12)
U4806	Touring Car Wheel Arch Cutting Jig
U5119	Touring Car Wing + 2 End Plates - Clear
U5120	Touring Car Wing + 2 End Plates - Black
U8586	Schumacher Decal Sheet - Black - pk2
U8587	Schumacher Decal Sheet - Neon Blue - pk2
U8588	Schumacher Decal Sheet - Neon Green - pk2
U8589	Schumacher Decal Sheet - Neon Orange - pk2
U8590	Schumacher Decal Sheet - Neon Pink - pk2
MT017005	Montech Rally/FWD WR4 Body
MT019017.1	Montech - 308 TCR 2.0 FWD Body
MT020008	Montech New GT1 Vision FWD Body
MT021016	Montech Mitopista FWD Body
MT022003	Montech M.R. Sport FWD body - Standard
MT022003L	Montech M.R. Sport FWD body - Lightweight
MT022008	Montech RS6 FWD Body
MT023001	Montech CIVIC FWD Body - Standard
MT023001L	Montech CIVIC FWD Body - Lightweight
XTMTB0420-07	Xtreme FWD RSX Body
XTMTB0422-07	Xtreme ITALIA FWD Body

PARTS LIST

Suspension

U3497	Ball Studs; Long - pk 4
U3498	Ball Studs; X-Long - pk 4
U4223	Turnbuckle Adjuster HTT - 45mm - pr
U4274	Pro Ball Stud Short - pk4
U4275	Pro Ball Stud Long - pk4
U4298	Turnbuckle HT - 35mm - pr
U4501	Steering Pivots - K1 Aero,L1,FT
U4707	Short Ball Grippa - Grey (pk8)
U4741	6mm Offset Servo Arms
U4775	Pivot Ball 5.5mm - (4pcs)
U4905	Precision Ball Stud Long - pk4
U7733	Hub Carriers pr - Mi7,Mi8,FT8,Vibe
U7738	Radius Arms pr - Mi7,FT,Mi8,FT8,Mi9,Vibe
U7748	Upper Wishbone Mouldings pr - Mi7,Mi8,FT8,Vb
U7773	Alloy Steering Pivots/Spacers pr - Mi7-9,Neon,Vb
U7808	M4 Turnbuckle - 24mm (pr)
U7832	Ball Stud Low (Ultra Short) (pk4)
U7833	Ball Stud Low (Short) (pk4)
U7834	Ball Stud Low (Long) (pk4)
U7835	Ball Stud Low (Extra Long) (pk4)
U8166	5.5mm Pivot Ball Socket pk8 - Mi7,Mi8,FT8,Neon,Vb
U8321	Ball Sockets Pro - Grey (pk8)
U8837	Lower Shock Mount (pr) - Neon,Vibe
U9085	S2 RL Wishbone - Vibe TC
U9086	S2 RR Wishbone - Vibe TC
U9093	S2 Rear Toe Arm (pr) - Vibe TC
U9100	Outer Wishbone Ball and Socket (pk4) - Vibe TC
U9104	Up. Wishbone Outer Long Balljoint Assy - MI7/Vibe
U9420	S2 FL Wishbone - Vibe FT
U9421	S2 FR Wishbone - Vibe FT
U9431	S2 Radius Arm - Vibe FT
U9435	S2 Steering Arm (pr) - Vibe FT

Transmission

U2153	Spacers and Pins - pin drive - SST (4 sets)
U3837	Driveshaft; Steel Bone Front 1pc - Mi4CX-Mi6
U4260	Gear Diff Housings - Mi5/evo,Neon
U4261	Gear Diff Bevel Gears - Mi5/evo,Mi6/evo,Neon,Vibe
U4279	Gear Diff Rebuild Kit - Mi5/evo,Mi6/evo,Neon,Vibe
U7752	Rear Driveshaft Pins,Pivots - Mi7-8,FT,Neon,Vb
U7785	Diff End Float Shim 0.10mm (pk10)
U7786	Gear Diff Rebuild Kit - Mi7,Mi8,FT8,Neon,Vibe
U8345	O'Ring 5x1.5 Red (pk 10)
U8561	Rear Axle (pr) - FT8
U8833	Eccentric (pr) - Neon,Vibe
U8834	Layshaft Mount & Pulley Set - Neon,Vibe
U8835	Transmission Housing (pr) - Neon,Vibe
U8886	Wheel Hex (pr) - Neon,Vibe
U8887	Diff Output (pr) - Neon,Vibe
U9040	Layshaft Pulley Set - FT9
U9345	SPEED PACK - O-Ring 26 x1.2 (pk4)
U9428	106T x 3.0mm Bando Belt - Vibe FT
U9429	Motor Mount - Vibe FT
U9430	Front Driveshaft (pr) - Vibe FT
U9438	Layshaft - Vibe FT

Pinions

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)
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
U4441	Pinion; Hard Alloy 48dp - 41T
U4442	Pinion; Hard Alloy 48dp - 42T
U4443	Pinion; Hard Alloy 48dp - 43T
U4444	Pinion; Hard Alloy 48dp - 44T
U4445	Pinion; Hard Alloy 48dp - 45T

Shock Absorbers

U4557	Shock Seal Cap 1pr
U7463	Ultra Short Shock O Ring pk4
U7530	Ultra Short Shock Diaphragm pk4
U7533	Ultra Short Shock Collar O Ring pr Mi6-8,FT8,Neon
U7537	Ultra Short Shock Piston 4H pr Mi6-9,FT8/9,Neon,Vb
U7545	Ultra Short Shock Shims (3.3x6.7x0.05)
U7561	Ultra Short Shock Spring Seat (pr)
U7782	Ultra Short Shock Rebuild Kit
U8831	Shock Body (pr) - Neon,Vibe
U8832	Shock Top (pr) - Neon,Vibe
U8838	Shock Shaft (pr) - Neon,Vibe
U9096	Alloy Shock Collar (pr) - Vibe TC

PARTS LIST

Hardware

CR024	CORE RC - Serrated M4 Steel Wheel Nut pk4	CR322	Titanium Csk Hex Screws M3 x 10 pk10
CR874	ESC to Rx 40mm Extension Lead	CR323	Titanium Csk Hex Screws M3 x 12 pk10
U1547	SPEED PACK - M3 Nuts	CR328	Titanium Button Head Hex Screws M3 x 8 pk10
U1633	SPEED PACK - Small Pins (pk)	CR329	Titanium Button Head Hex Screws M3 x 10 pk10
U2184	SPEED PACK - DiscSprings+DrivePins	CR466	Alloy Offset Servo Arm 25T - Futaba
U2947	SPEED PACK - M2.5 Washers (pk8)	CR697	CORE RC Alloy Servo Arm Offset Short - 25T Futaba
U3021	SPEED PACK - M3x6 Csk Hd - (pk10)	CR698	CORE RC Alloy Servo Arm Offset Short - 23T
U3022	SPEED PACK - M3x8 Csk Hd - (pk10)	U2862	Ceramic Bearing - 5x10x4 Shield - (pr)
U3023	SPEED PACK - M3x10 Csk Hd - (pk10)	U3017	Ceramic Bearing - 10x15x4 - Shield - (pr)
U3753	SPEED PACK - M2.5x6 Button Hd pk8	U3386	Ceramic Bearing - 4x8x3 Shield - (pr)
U3754	SPEED PACK - M2.5x10 Csk Hd pk8	U3525	Alloy Wheel Hex - Medium pr
U4124	SPEED PACK - Shims 5 x 7 x 0.4mm - pk6	U3582	Precision Balance Pivot Set
U4650	SPEED PACK - M3 Nyloc Nut Steel - Black (10pcs)	U4235	M3 x 8mm Alloy Csk Screws pk10
U4652	SPEED PACK M3x2.5 Grub Screws (10pcs)	U4314	SPEED PACK - Alloy Black M3 Washers - 18pc
U4835	SPEED PACK - M3 Steel Nut Black (pk8)	U4328	Impact Servo Saver 23T/25T
U4837	SPEED PACK M2.5x10 Cap Hd (pk8)	U4329	Impact Servo Saver Mouldings
U7103	SPEED PACK - M3x6 Button Hd (pk10)	U4330	Impact Servo Saver Springs
U7104	SPEED PACK - M3x8 Button Hd (pk10)	U4725	Pro Ball Bearing - 5x10x4 Shield - (pr)
U7105	SPEED PACK - M3x10 Button Hd (pk10)	U7315	Titanium Turnbuckle - 35mm - Silver - pr
U7106	SPEED PACK - M3x12 Button Hd (pk10)	U7317	Titanium Turnbuckle - 45mm - Silver - pr
U7107	SPEED PACK - M3x16 Button Hd (pk10)	U7400	Titanium Low Profile M4 Serrated Nut (pk4)
U7114	SPEED PACK - M3x12 Cap Hd (pk10)	U7536	Ultra Short Shock Piston 3H pr - Mi6/evo-Mi9,FT9
U7122	SPEED PACK - M3x12 Csk Hd (pk10)	U7542	Ultra Short Alloy Spring Seat pr-Mi6-8,FT8,Neon,Vb
U7123	SPEED PACK - M3x16 Csk Hd (pk10)	U7725	Pro-Ball Bearing 10x15x4 Sealed - (pr)
U7225	SPEED PACK M2 Steel Washer (pk10)	U7730	Pro-Ball Bearing 4x8x3 Sealed - (pr)
U7538	SPEED PACK M2x6 CSK pk 10	U7753	Double Joint Driveshaft V2 pr - Mi7,FT,Mi8,FT8,Vb
U7677	SPEED PACK - M2.5x8 Csk Hd (pk10)	U7812	Alloy Hub Carrier (Black) pr - Mi7,Mi8,FT8,Vibe
U7689	M3 Brass Inserts - pk10	U7827	Alloy LiPo Mount pr - Touring
U7707	M3 Steel Washers (pk10)	U7828	Titanium Ball Stud Low (Ultra Short) (pk4)
U7743	M2.5 X 8 Button Screws (pk10)	U7829	Titanium Ball Stud Low (Short) (pk4)
U7751	M3x8 Grub Screw Dome End (pk4)	U7831	Titanium Ball Stud Low (Extra Long) (pk4)
U8133	6 x 1 'O'ring pk10 Mi7-8,Icon/2,E4-5,A3,FT8,Ne,Vb	U7839	C/F LiPo Swivel pr -
U8168	5 x 1 'O'ring (pk10)	U8065	M3 Alloy Thread Insert pk8
U8275	Plastic Washer Set 1,1.5,2,3,4mm (20 pcs)	U8256	Alloy T Brace - Mi8,FT8,Mi9,Neon,Vibe
U8536	M3x4 Grub Screw Cup Point - (pk10)	U8258	Castor Gauge - Mi8,FT8,Neon (pr)
U8898	M2.5 Thread Inserts (pk10)	U8264	Alloy M3 Turnbuckle - 35mm - Black (pr)
U9484	SPEED PACK - M3x18 Button Hd (pk10)	U8265	Alloy M3 Turnbuckle - 45mm - Black (pr)

Option Parts

AM640002	64 Ti Screw Allen Csk M3 x 6 (5)	U8709	Pro TC Alloy Impact Servo Saver
AM640003	64 Ti Screw Allen Csk M3 x 8 (5)	U8773	Brass Circular Weight 5g (pk4)
AM640004	64 Ti Screw Allen Csk M3 x 10 (5)	U8774	Brass Circular Weight 10g (pk4)
AM640005	64 Ti Screw Allen Csk M3 x 12 (5)	U8794	M3 Brass Black Thread Inserts - pk10
AM640007	64 Ti Screw Allen Csk M3 x 16 (5)	U8840	Alloy Layshaft Mount - Neon,Vibe
AM640030	64 Ti Screw Allen Round Head M3 x 4 - (5)	U8882	Alloy Transmission Housings (pr) - Neon,Vibe
AM640032	64 Ti Screw Allen Round Head M3 x 6 (5)	U8903	Pro Ball Bearing 3/16 x 5/16 x 1/8 (pr)
AM640033	64 Ti Screw Allen Round Head M3 x 8 (5)	U9008	Brass LiPo Hook (pr) - Mi8,Mi9,Vibe
AM640034	64 Ti Screw Allen Round Head M3 x 10 (5)	U9117	C/F RL Wishbone - Vibe TC
AM640035	64 Ti Screw Allen Round Head M3 x 12 (5)	U9118	C/F RR Wishbone - Vibe TC
AM640037	64 Ti Screw Allen Round Head M3 x 16 (5)	U9121	C/F Upper Link Mount Front (pr) - Vibe TC
AM640038	64 Ti Screw Allen Round Head M3 x 18 (5)	U9124	C/F Rear Toe Arm (pr) - Vibe TC
AX010	Aerox Alloy Servo Arm - Short 23T KO/Sanwa	U9198	C/F Front Shock Tower - Vibe TC
AX011	Aerox Alloy Servo Arm - Offset 25T Futaba	U9485	Anti Roll Bar Set - Vibe FT
AX012	Aerox Alloy Servo Arm - Offset 23T KO/Sanwa	U9486	S2 Rear Anti Roll Bar Mount - Vibe FT
AX030	Aerox On-Road Alloy Servo Arm - Offset 23T Sanwa	U9531	C/F Short Wheelbase Top Deck - Vibe FT
AX031	Aerox On-Road Alloy Servo Arm - Offset 25T Futaba	U9532	C/F FL Wishbone - Vibe FT
AX062	AEROX HD Alloy Servo Arm - Short 25T Futaba	U9533	C/F FR Wishbone - Vibe FT
CR280	CORE RC Ti Pro Ball Studs - Short - (pr)	U9534	C/F Rear Shock Mount - Vibe FT
CR282	CORE RC Ti Pro Ball Studs - Long - (pr)	U9535	C/F Servo Mount - Vibe FT
CR304	Titanium Wheel Nuts M4 - pk4	U9536	C/F Upper Link Mount Front (pr) - Vibe TC
CR310	Alloy Csk Hex Screws M3 x 6 pk10	U9537	C/F Radius Arm - Vibe FT
CR311	Alloy Csk Hex Screws M3 x 8 pk10	U9538	C/F Steering Arm (pr) - Vibe FT
CR312	Alloy Csk Hex Screws M3 x 10 pk10	U9539	C/F Front Brace - Vibe FT
CR313	Alloy Csk Hex Screws M3 x 12 pk10	U9540	C/F Chassis - Vibe FT
CR315	Alloy Button Head Hex Screws M3 x 8 pk10	U9541	C/F Top Deck - Vibe FT
CR316	Alloy Button Head Hex Screws M3 x 10 pk10		
CR317	Alloy Button Head Hex Screws M3 x 12 pk10		
CR320	Titanium Csk Hex Screws M3 x 6 pk10		
CR321	Titanium Csk Hex Screws M3 x 8 pk10		

OPTION PARTS



U7542 Ultra Short Alloy Spring Seat pr



U3582 Precision Balance Pivot Set



U3525 Alloy Wheel Hex - Medium pr
U4577 Alloy Wheel Hex - Wide pr



U7839 C/F LiPo Swivel pr



U7827 Alloy LiPo Mount pr



U7400 Titanium Low Profile M4 Serrated Nut (pk4)



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



U8256 Alloy T Brace



U9008 Brass LiPo Hook (pr)



U9485 Anti Roll Bar Set - Vibe FT



U8323 C/F Lipo Hook (pr)



U8882 Alloy Transmission Housings (pr)



U8258 Castor Gauge (pr)

Driver: **Test 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 _____

TYRES

Side Wall Glue Height Ø _____ mm
 Tyres **Ride Cut Slick**
 Cleaner **CR 999 Core-RC Triple 9**
 Additive **MR33V4**
 Additive Time Front: **12** mins Rear: **12** mins
 Heating Time Front: _____ mins Rear: _____ mins
 Heating Temp Front: _____ °C Rear: _____ °C

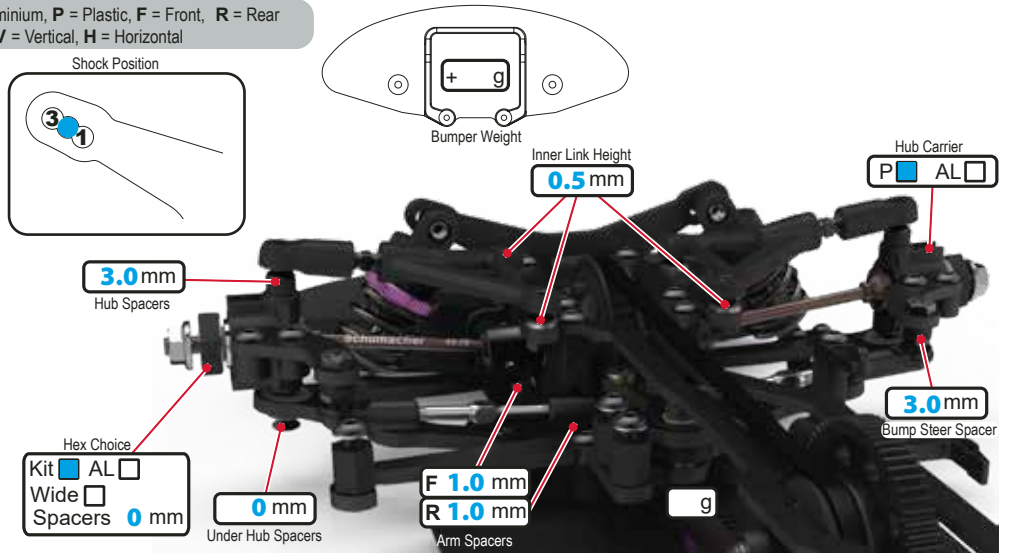
Notes:

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 **5.2** mm
 Droop **23.4** mm
 Camber **1.5** deg
 Toe **1.0** deg
 Anti Roll Bar 1.1 1.2 1.3 1.4
 Servo Horn Height _____ mm Saver
 Steering Travel **22** in _____ out
 Diff Height ↑ ↓
 Diff Oil **500K** cSt

Notes:

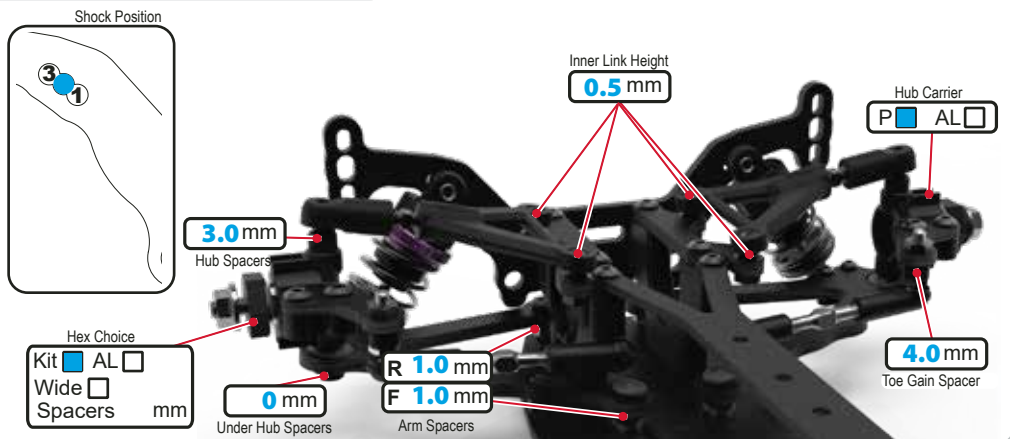


REAR

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

Ride Height **5.4** mm
 Droop **22.4** mm
 Camber **2.0** deg
 Toe **2.0** deg
 Anti Roll Bar 1.1 1.2 1.3 1.4

Notes:



BODYSHELL

Body **MonTech Civic**
 Wing **Standard**
 Wing Height _____ mm
 Splitter Height **7** mm
 Body Weight _____ g
 Body Offset Fwrd _____ mm
 Wing Offset Rwrld _____ mm
 Wing End Plates
 Front Post 1dot 2dot 3dot Pin Hole **5**
 Rear Post 1dot 2dot 3dot Pin Hole **2**

Notes:

CHASSIS

PTFE Tape
 Total Weight _____ g
 Weight Distribution
 Forwards _____ %
 Wheelbase Options
 Short Long
 ESC Location
 Bumper Middle

Notes:

ELECTRONICS

E.S.C. _____ + g
 Servo _____
 RX _____ + g
 LiPo _____ + g
 Motor _____ Spacers _____ mm
 Rotor Dia. _____ mm
 Timing _____ deg
 Pinion _____ t
 Spur _____ t
 Ratio _____

SHOCKS

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

	FRONT	REAR
Cap Type	<input checked="" type="checkbox"/> V <input type="checkbox"/> S	<input checked="" type="checkbox"/> V <input type="checkbox"/> S
Oil	375 cSt	375 cSt
Piston	<input checked="" type="checkbox"/> Kit	<input checked="" type="checkbox"/> Kit
Spring	Blue	Orange
Length (x)	_____ mm	_____ mm
Rebound	_____ mm	_____ mm
Limiters (e)	_____ mm	_____ mm

Notes:

Driver: **Kit Setup** 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 _____

TYRES

Side Wall Glue Height Ø _____ mm
 Tyres _____
 Cleaner _____
 Additive _____
 Additive Time Front: **15** mins Rear: **15** mins
 Heating Time Front: _____ mins Rear: _____ mins
 Heating Temp Front: _____ °C Rear: _____ °C

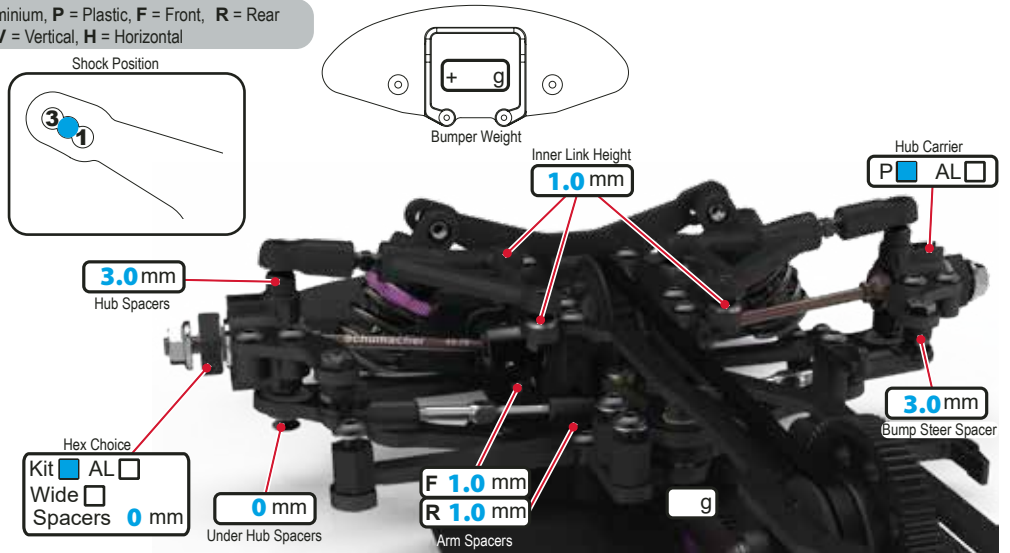
Notes:

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 **5.1** mm
 Droop **23.8** mm
 Camber **2.0** deg
 Toe **1.0** deg
 Anti Roll Bar 1.1 1.2 1.3 1.4
 Servo Horn Height _____ mm Saver
 Steering Travel **25** in _____ out
 Diff Height ↑ ↓
 Diff Oil **300K** cSt

Notes:

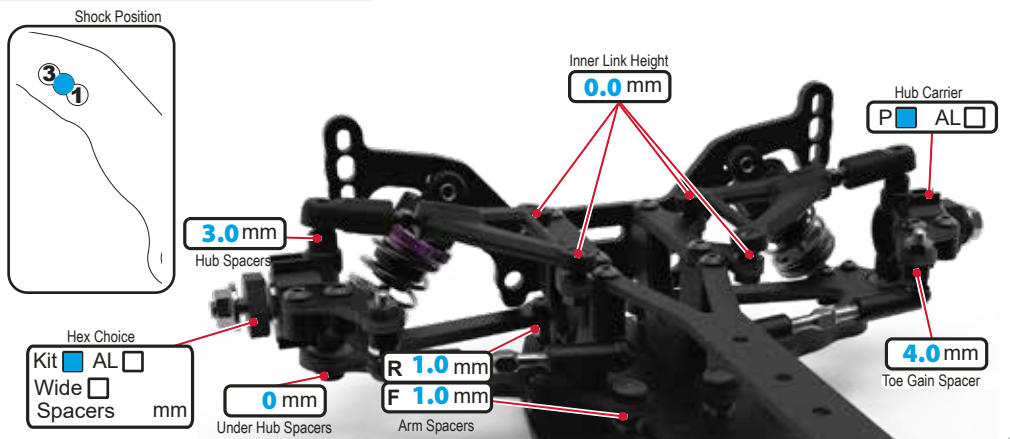


REAR

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

Ride Height **5.3** mm
 Droop **22.4** mm
 Camber **2.0** deg
 Toe **3.0** deg
 Anti Roll Bar 1.1 1.2 1.3 1.4

Notes:



BODYSHELL

Body **MonTech Civic**
 Wing **Standard**
 Wing Height _____ mm
 Splitter Height **7** mm
 Body Weight _____ g
 Body Offset Fwrd _____ mm
 Wing Offset Rwrld _____ mm
 Wing End Plates
 Front Post 1dot 2dot 3dot Pin Hole **5**
 Rear Post 1dot 2dot 3dot Pin Hole **2**

Notes:

CHASSIS

PTFE Tape
 Total Weight _____ g
 Weight Distribution
 Forwards _____ %
 Wheelbase Options
 Short Long
 ESC Location
 Bumper Middle
 Notes:

ELECTRONICS

E.S.C. _____ + g
 Servo _____
 RX _____ + g
 LiPo _____ + g
 Motor _____ Spacers _____ mm
 Rotor Dia. _____ mm
 Timing _____ deg
 Pinion _____ t
 Spur **72** t
 Ratio _____

SHOCKS

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

	FRONT	REAR
Cap Type	V <input checked="" type="checkbox"/> S <input type="checkbox"/>	V <input type="checkbox"/> S <input type="checkbox"/>
Oil	400 cSt	400 cSt
Piston	Kit <input checked="" type="checkbox"/>	Kit <input type="checkbox"/>
Spring	Orange	Grey
Length (x)	11 mm	11 mm
Rebound	_____ mm	_____ mm
Limiters (e)	_____ mm	_____ mm

Notes:

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 _____

TYRES

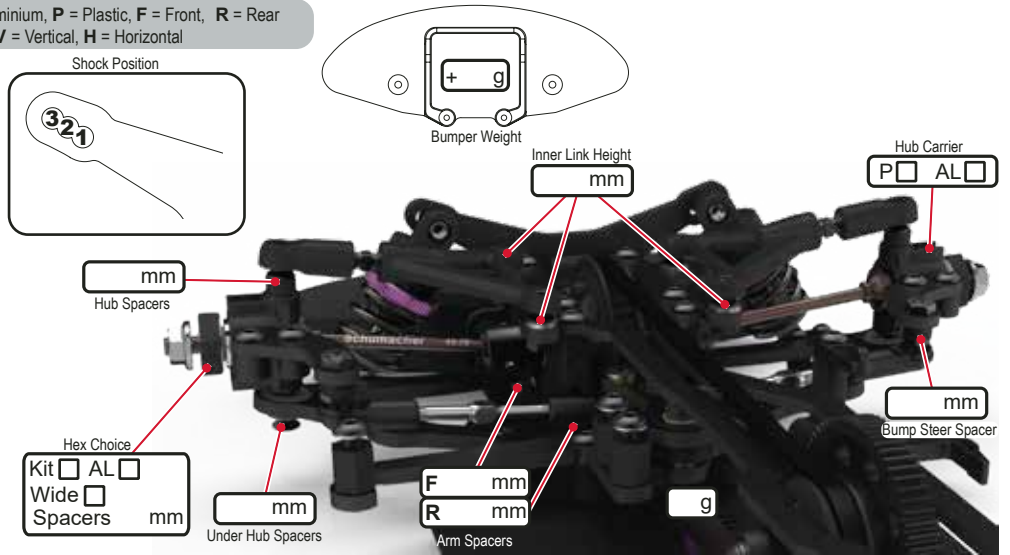
Side Wall Glue Height Ø _____ mm
 Tyres _____
 Cleaner _____
 Additive _____
 Additive Time Front: _____ mins Rear: _____ mins
 Heating Time Front: _____ mins Rear: _____ mins
 Heating Temp Front: _____ °C Rear: _____ °C

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
 Droop _____ mm
 Camber _____ deg
 Toe _____ deg
 Anti Roll Bar 1.1 1.2 1.3 1.4
 Servo Horn Height _____ mm Saver
 Steering Travel _____ in _____ out
 Diff Height ↑ ↓
 Diff Oil _____ cSt

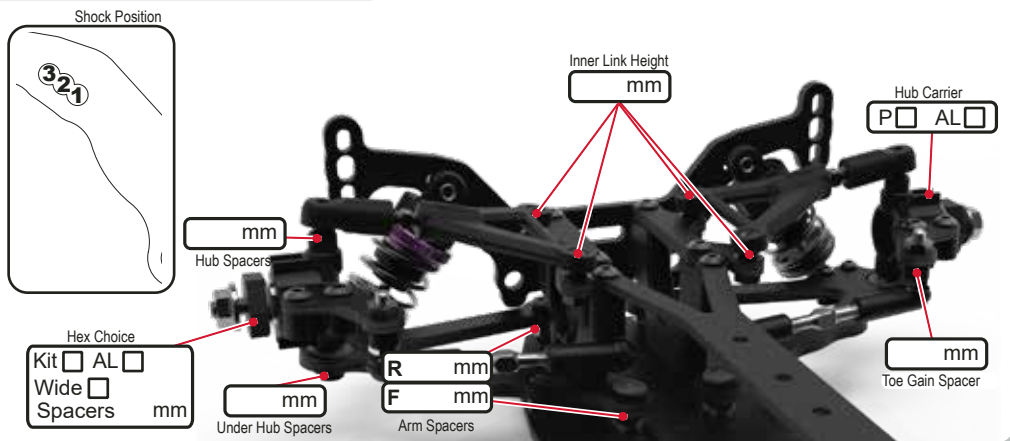


Notes:

REAR

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

Ride Height _____ mm
 Droop _____ mm
 Camber _____ deg
 Toe _____ deg
 Anti Roll Bar 1.1 1.2 1.3 1.4



Notes:

BODYSHELL

Body _____
 Wing _____
 Wing Height _____ mm
 Splitter Height _____ mm
 Body Weight _____ g
 Body Offset Fwrd _____ mm
 Wing Offset Rwrd _____ mm
 Wing End Plates
 Front Post 1dot 2dot 3dot Pin Hole 123456
 Rear Post 1dot 2dot 3dot Pin Hole 123456

Notes:

CHASSIS

PTFE Tape
 Total Weight _____ g
 Weight Distribution Forwards _____ %
 Wheelbase Options Short Long
 ESC Location Bumper Middle

Notes:

ELECTRONICS

E.S.C. _____ + g
 Servo _____
 RX _____ + g
 LiPo _____ + g
 Motor _____ Spacers _____ mm
 Rotor Dia. _____ mm
 Timing _____ deg
 Pinion _____ t
 Spur _____ t
 Ratio _____

SHOCKS

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

	FRONT		REAR	
Cap Type	V <input type="checkbox"/>	S <input type="checkbox"/>	V <input type="checkbox"/>	S <input type="checkbox"/>
Oil	_____ cSt		_____ cSt	
Piston	Kit <input type="checkbox"/>		Kit <input type="checkbox"/>	
Spring	_____		_____	
Length (x)	_____ mm	_____ mm	_____ mm	_____ mm
Rebound	_____ mm	_____ mm	_____ mm	_____ mm
Limiters (e)	_____ mm	_____ mm	_____ mm	_____ mm

Notes: