S1773

CAT 2000 Classic

THE NEXT GENERATION

Instruction Manual ISS1

IFMAR 5 TIME WORLD CHAMPIONS
Schumacher

www.racing-cars.com

Schumacher
71-73 Tenter Road
Moulton Park
Northampton
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


Radio Equipment


Steering Servo


Electronic Speed Controller


Motor and Pinion Gear


2S Shorty LiPo Battery


Battery Charger


Polycarbonate Paint


Pro Tyre Glue

TOOLS REQUIRED

Flat Head Screwdriver - AM130150

Pozidrive Screwdriver - HW011

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 - CR797

Pliers - CR528

Side Cutters - CR527

Soldering Iron - CR275

Solder - U3107

Curved Scissors - CR044

ICON KEYS

CORE RC Molybdenum Thrust Race Grease 10ml - CR755

CORE RC Silicone Ball Diff Grease - LoVis Grease 10ml - CR753

CORE RC Medium Strength Thread Lock 3ml - CR520

CORE RC CA Glue 20g - CR522

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


Caution/Important note. Please read.


Information. 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.

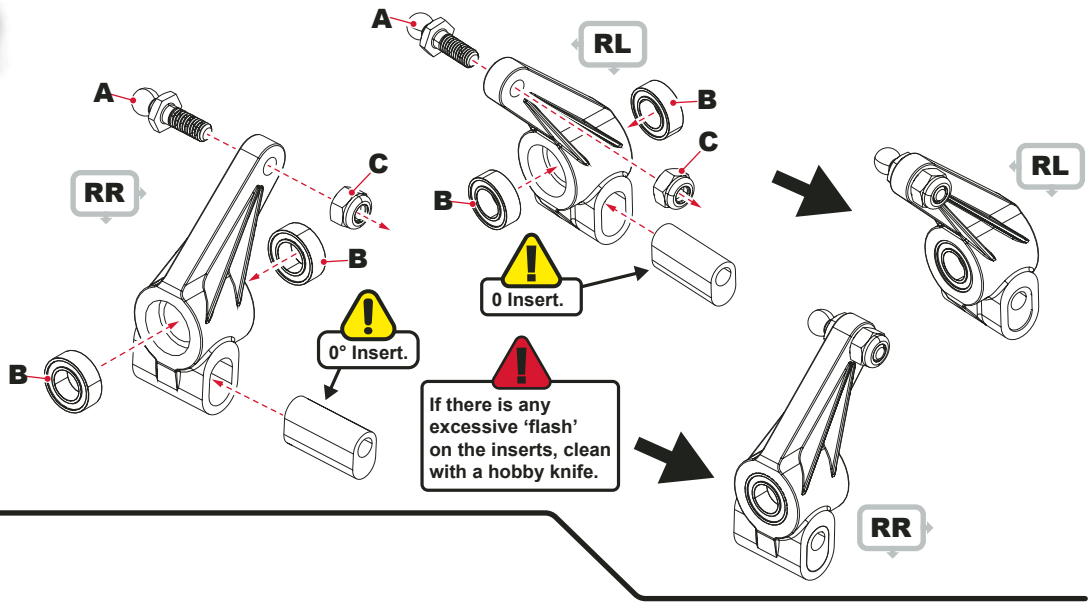
racing-cars.com

BAG A - Step 01

A x2
Ball Stud Long

B x4
Ø5 x Ø9 x 3

C x2
M3 Nyloc Steel Nut

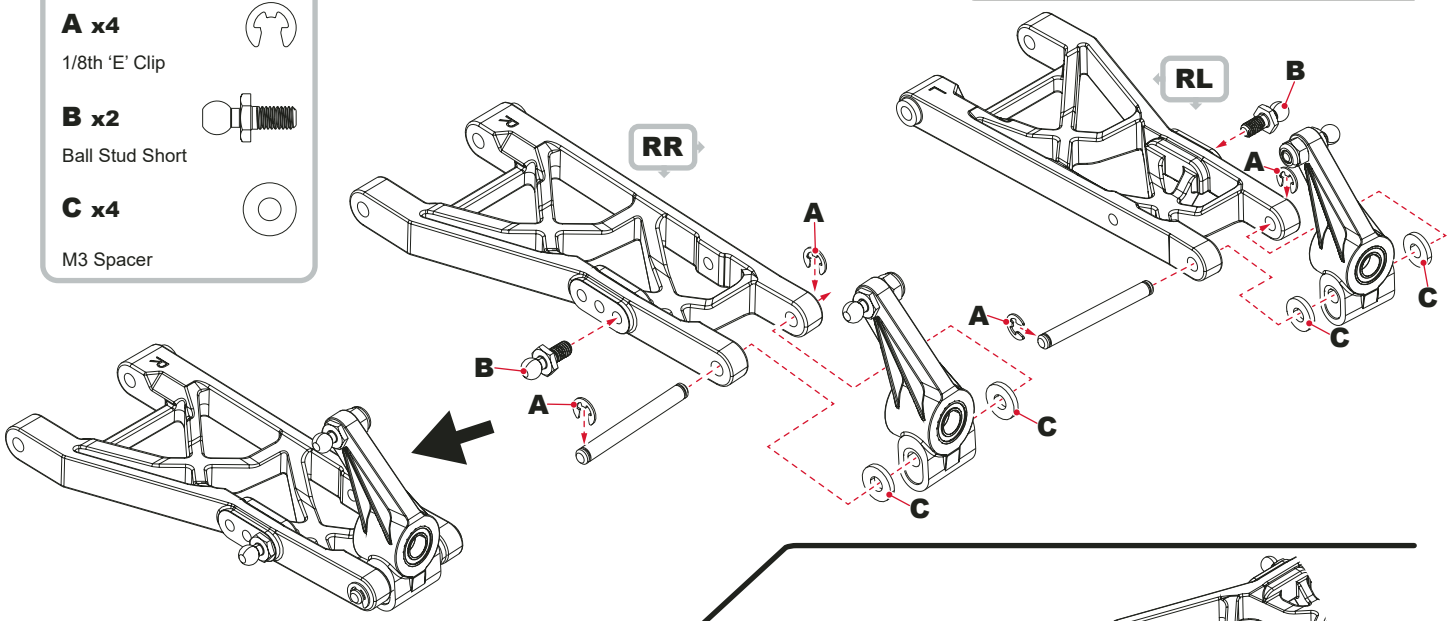


BAG A - Step 02

A x4
1/8th 'E' Clip

B x2
Ball Stud Short

C x4
M3 Spacer

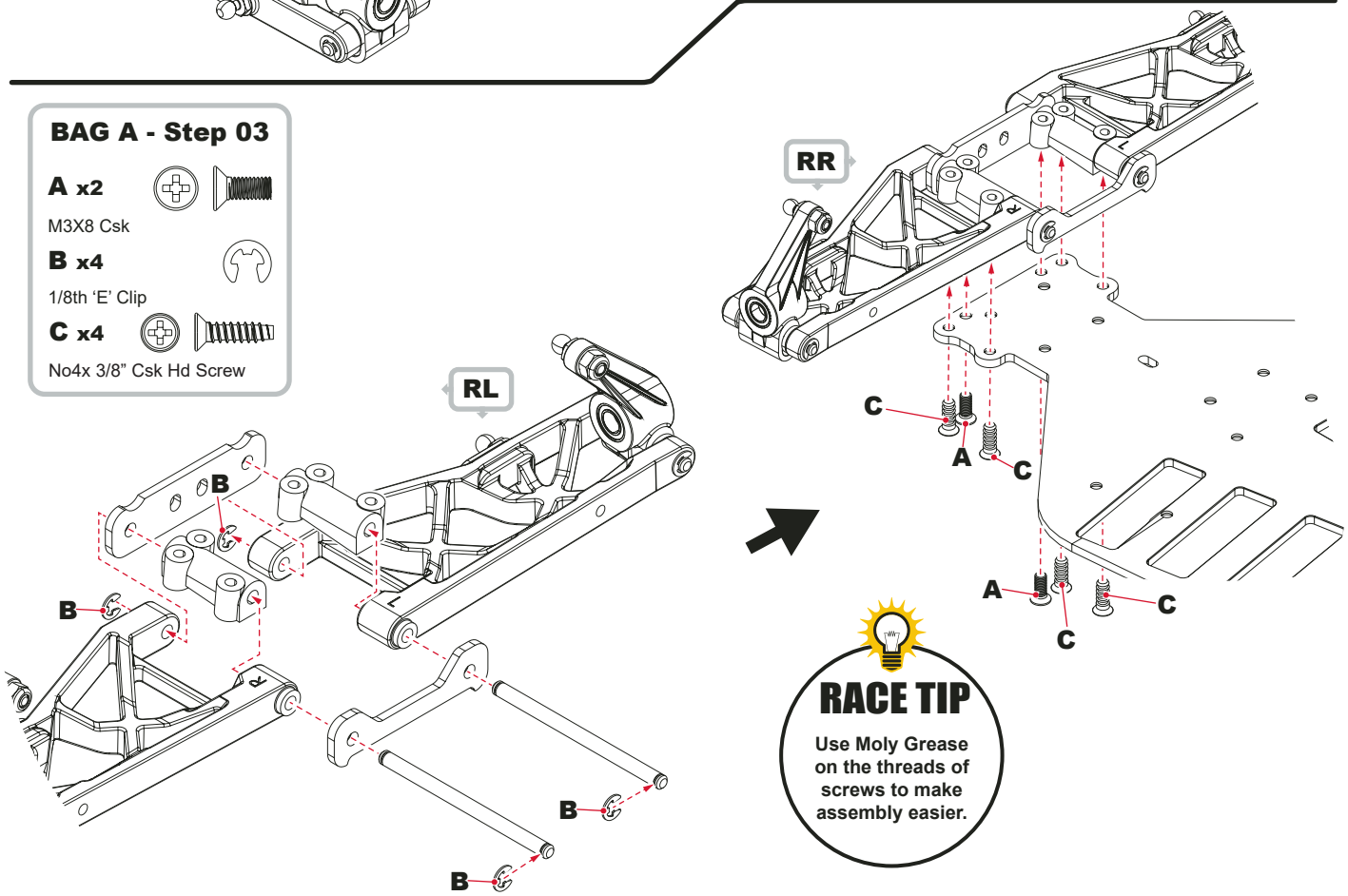


BAG A - Step 03

A x2
M3X8 Csk

B x4
1/8th 'E' Clip

C x4
No4x 3/8" Csk Hd Screw



RACE TIP
Use Moly Grease on the threads of screws to make assembly easier.

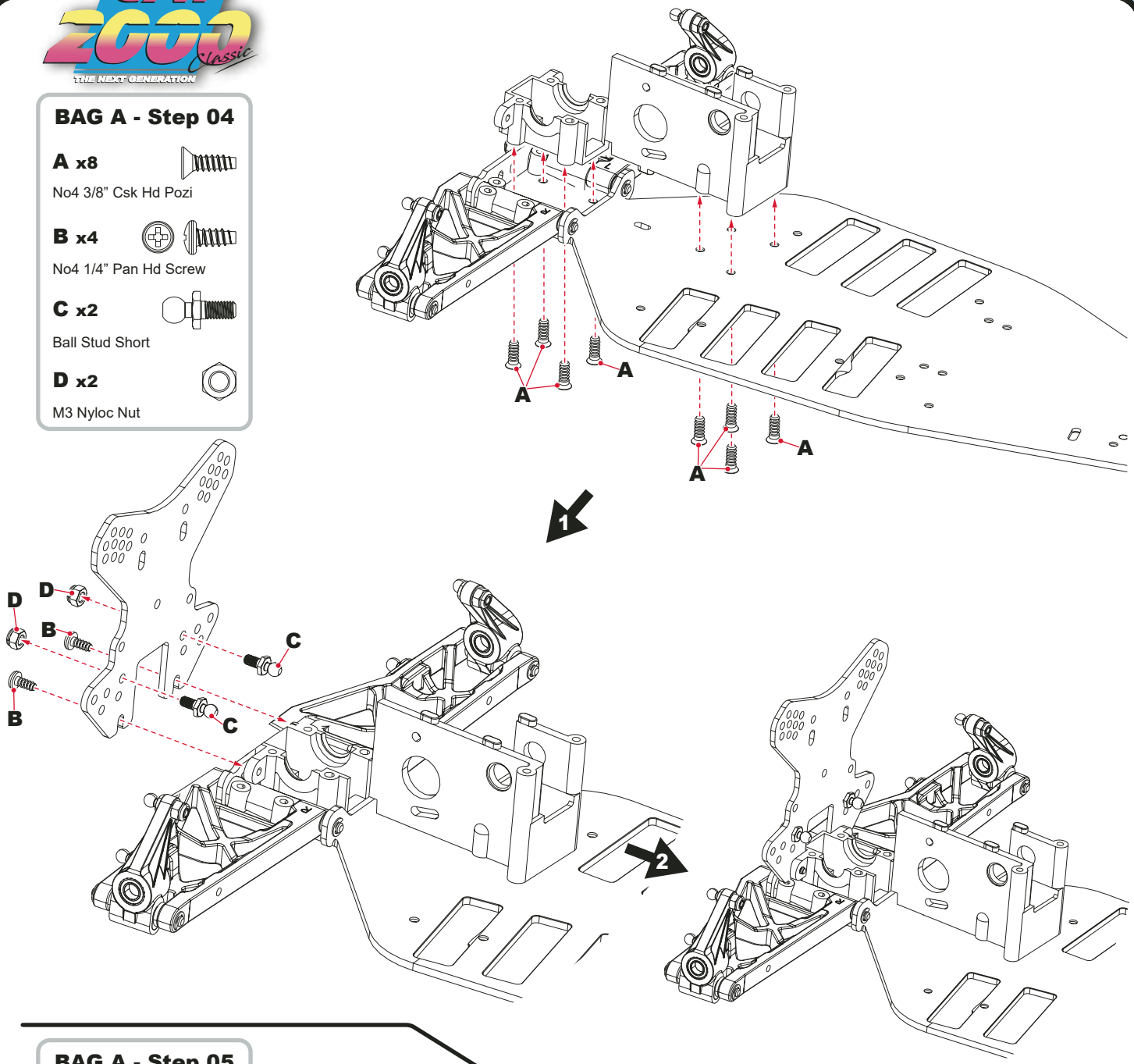
BAG A - Step 04

A x8
No4 3/8" Csk Hd Pozi

B x4
No4 1/4" Pan Hd Screw

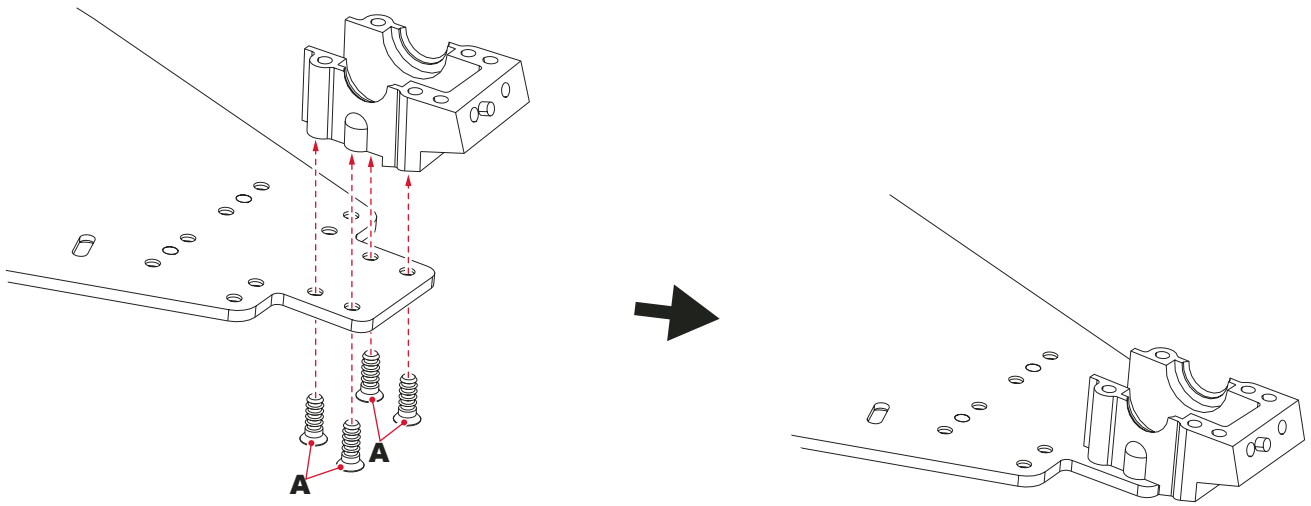
C x2
Ball Stud Short

D x2
M3 Nyloc Nut



BAG A - Step 05

A x4
No4 3/8" Csk Hd Pozi

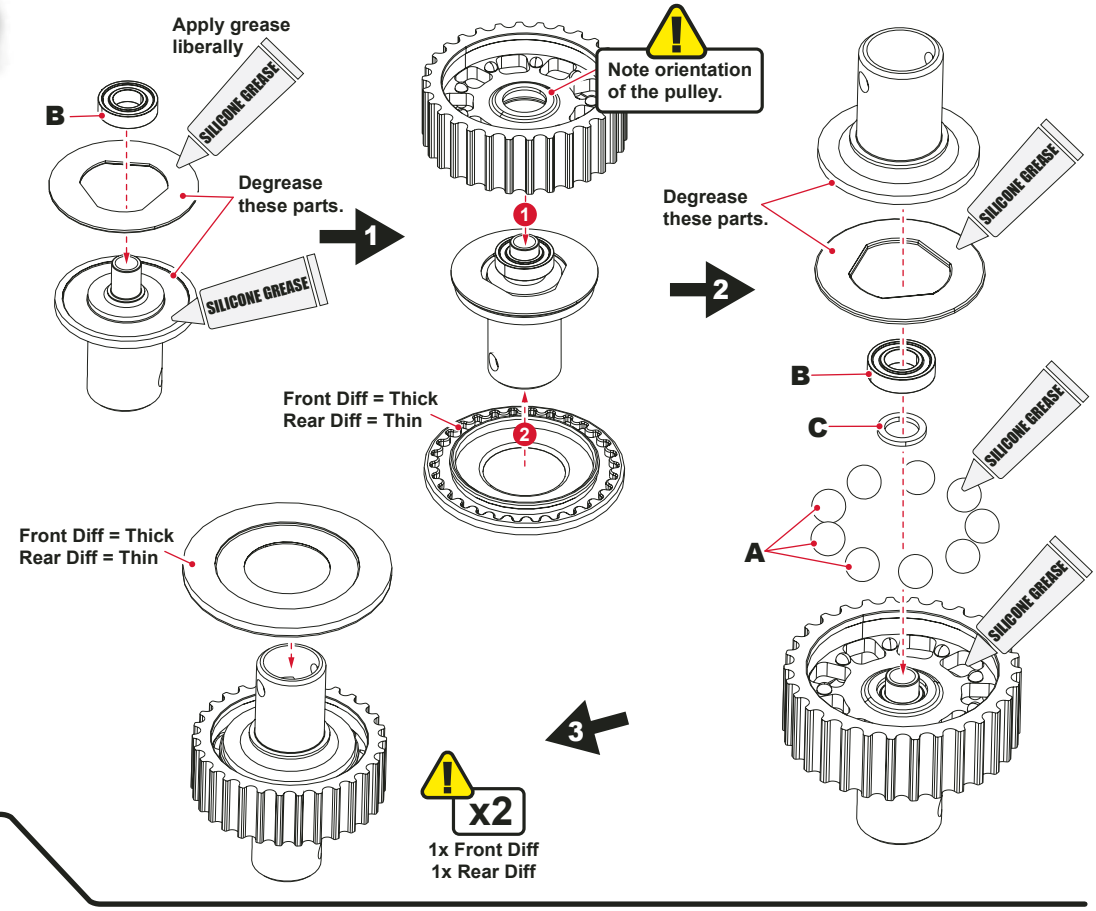


BAG A - Step 06

A x18
Ø4mm Carbide Ball

B x4
Ø4xØ8x2 Bearing

C x2
Diff Spacer



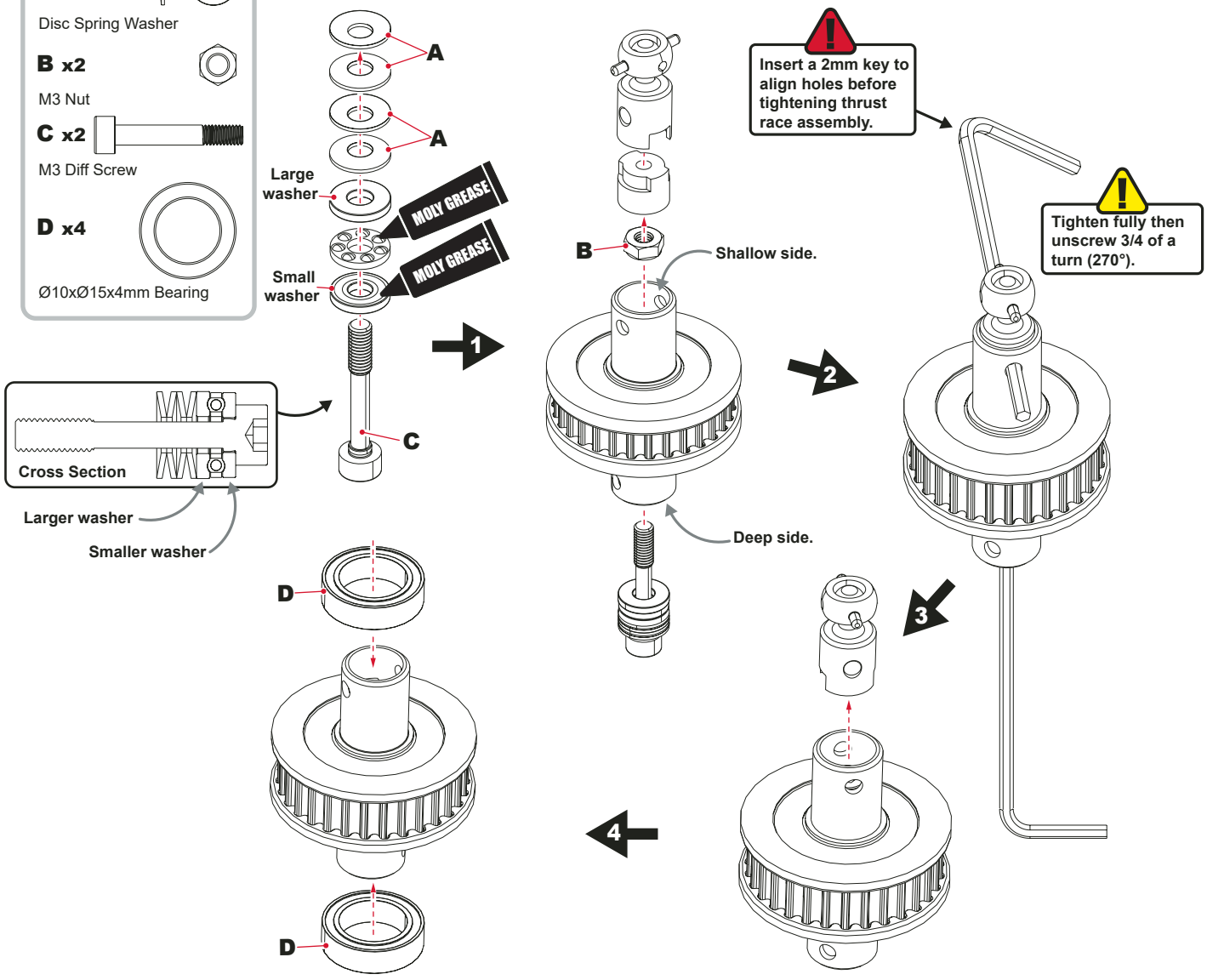
BAG A - Step 07

A x8
Disc Spring Washer

B x2
M3 Nut

C x2
M3 Diff Screw

D x4
Ø10xØ15x4mm Bearing

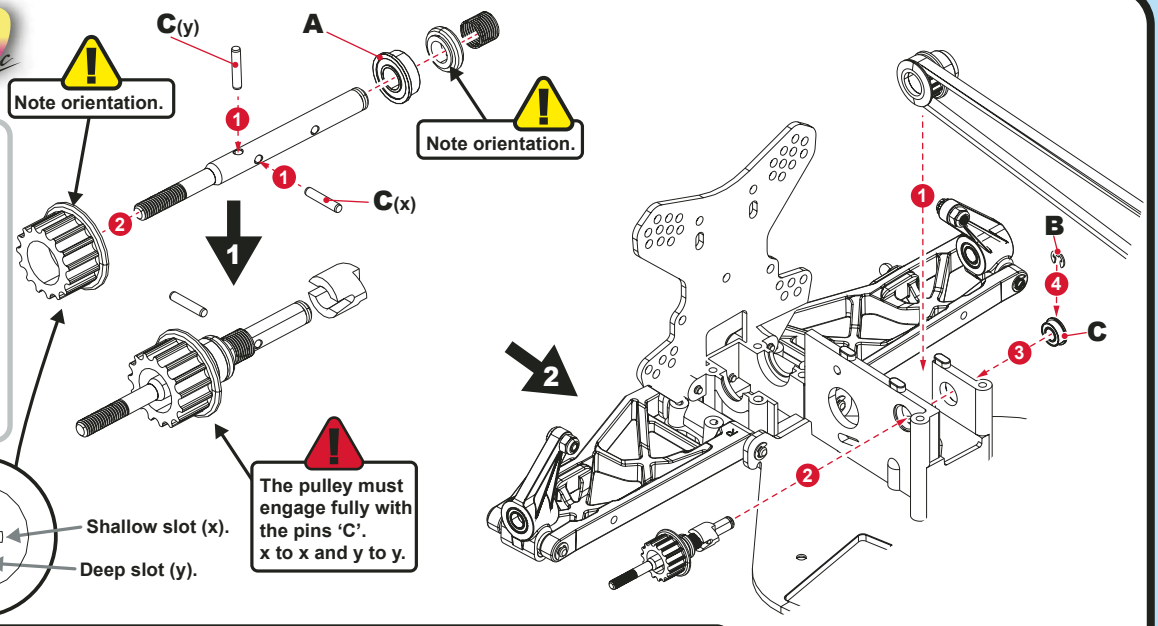


BAG A - Step 08

A x2
Ø4xØ8x3 Flanged Bearing

B x1
1/8th Circlip

C x3
Ø1.5x7.8 Pin

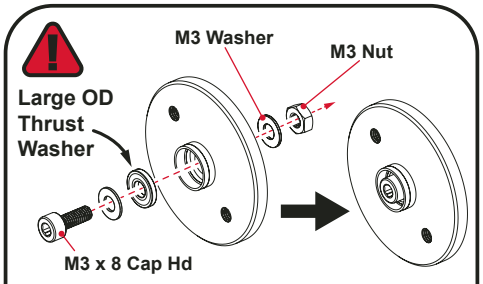


BAG A - Step 09

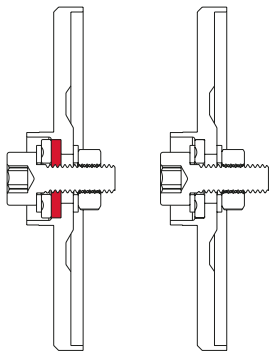
A x1
M3 Nyloc Nut

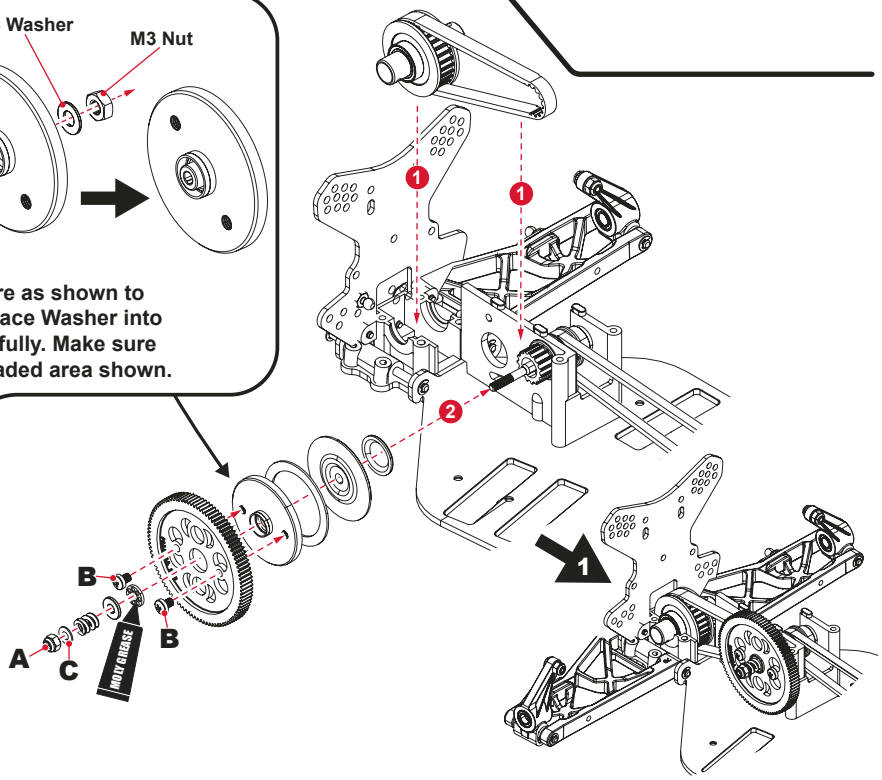
B x2
M3 x 4 Pan Hd

C x3
M3 Washer



Use the hardware as shown to 'pull' the Thrust Race Washer into the Slipper Plate fully. Make sure it fits in the red shaded area shown.



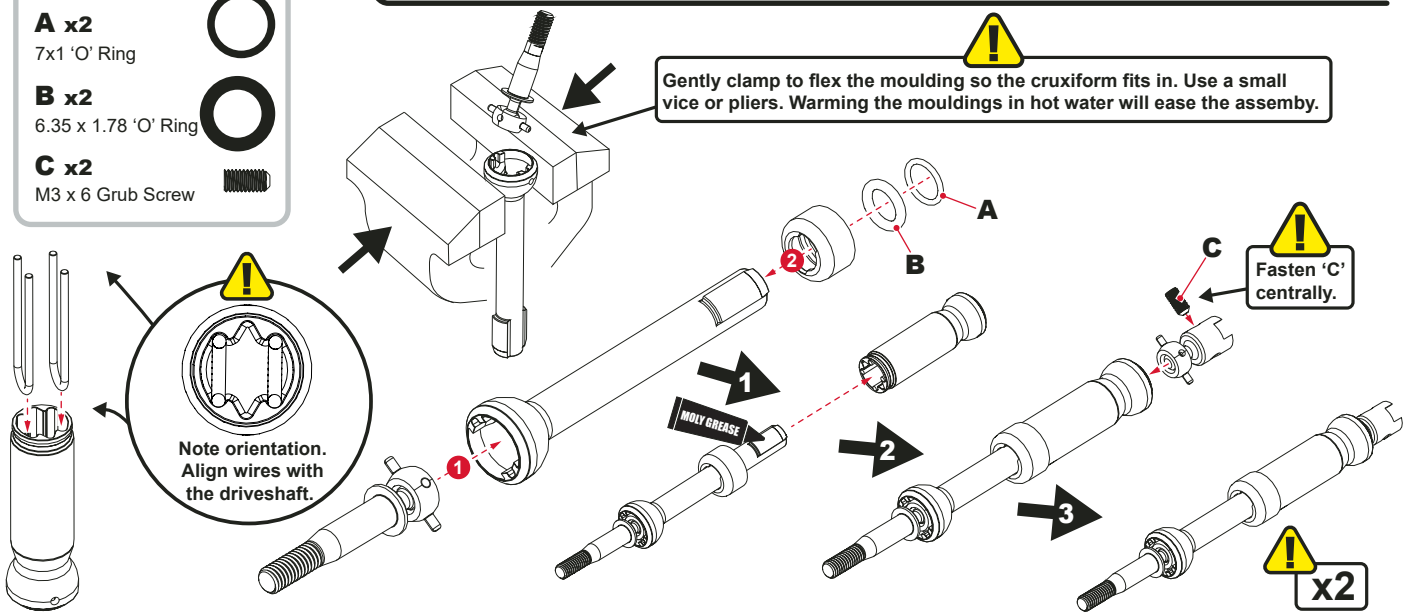


BAG A - Step 10a

A x2
7x1 'O' Ring

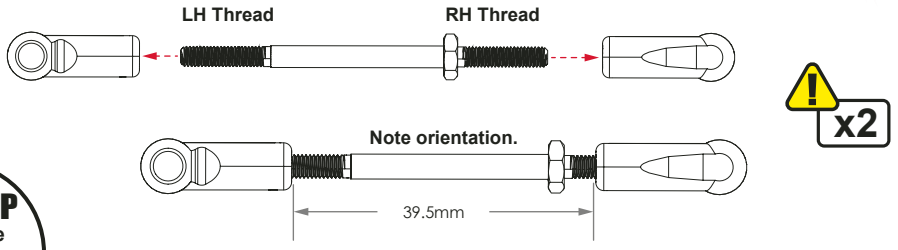
B x2
6.35 x 1.78 'O' Ring

C x2
M3 x 6 Grub Screw



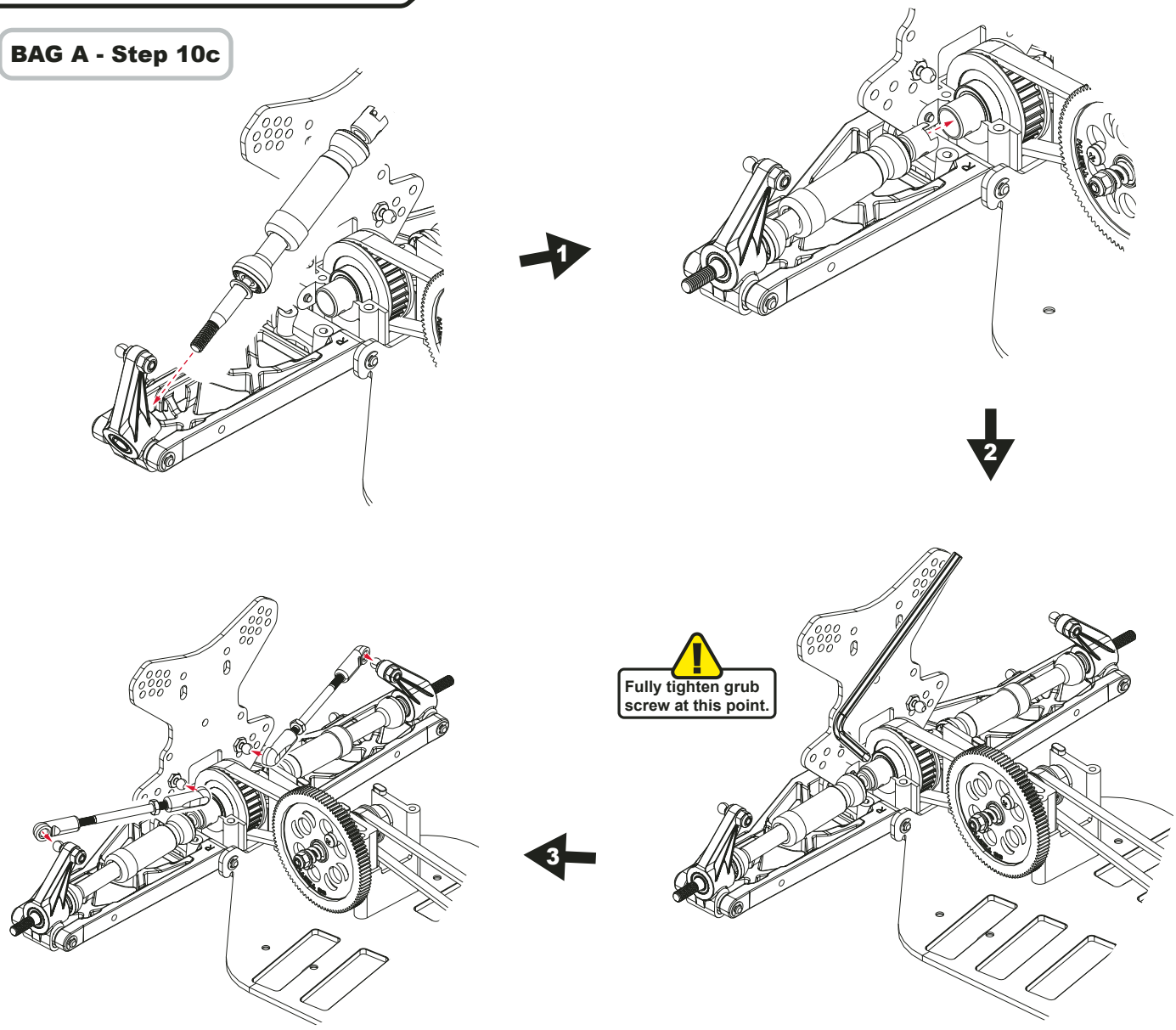
BAG A - Step 10b

REAR CAMBER LINK



RACE TIP
Grease the threads for easier assembly.

BAG A - Step 10c



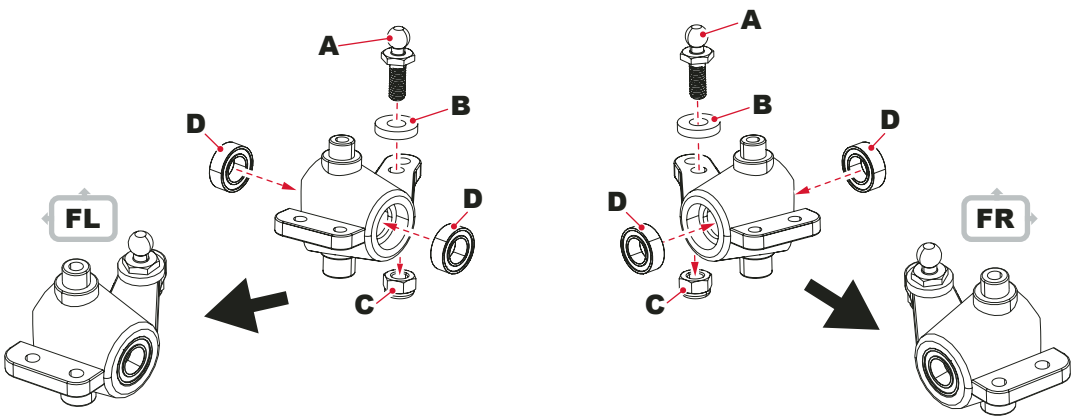
BAG B - Step 11

A x2
Ball Stud Long

B x2
3.5x8x1.6mm Washer

C x2
M3 Nyloc Nut

D x4
Ø5xØ9x3 Bearing



BAG B - Step 12

A x2
Ball Stud Long

B x2
Stepped washer

C x4
1/8 E Clip

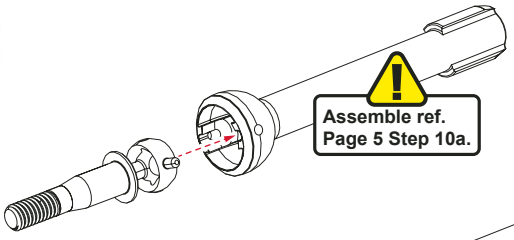
D x2
M3x6 Grub Screw

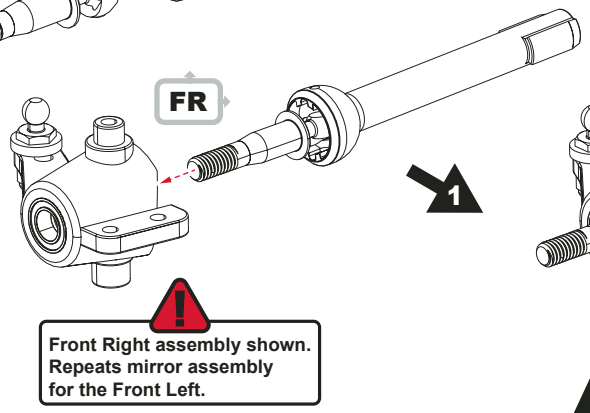
E x2
Ball Stud Short

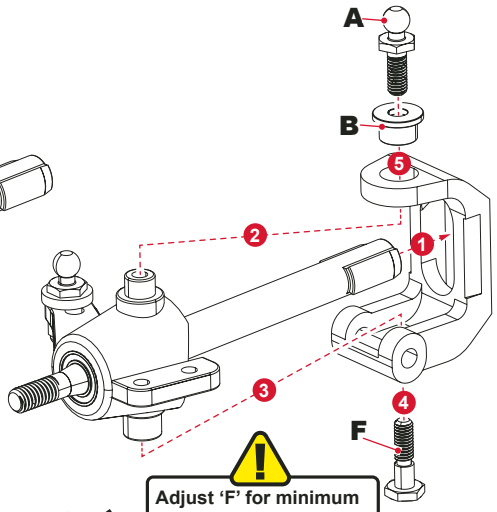
F x2
Shoulder Screw

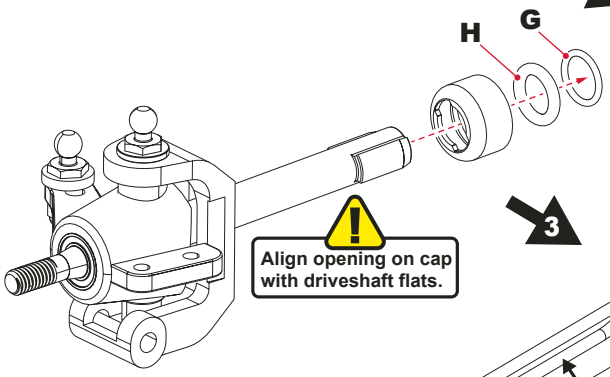
G x2
7x1 'O' Ring

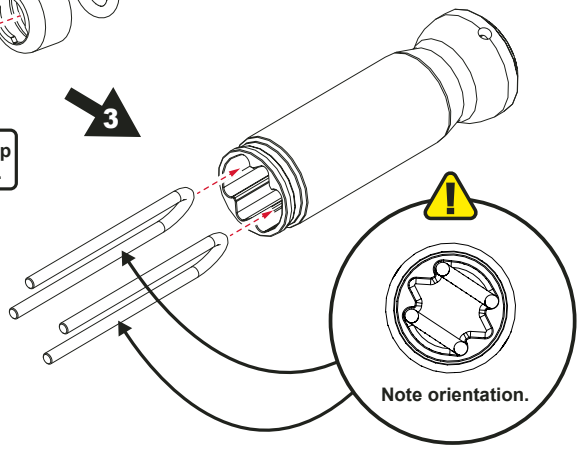
H x2
6.35 x 1.78 'O' Ring

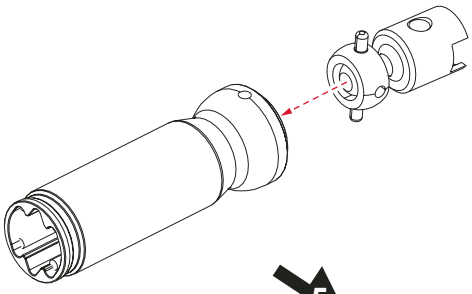


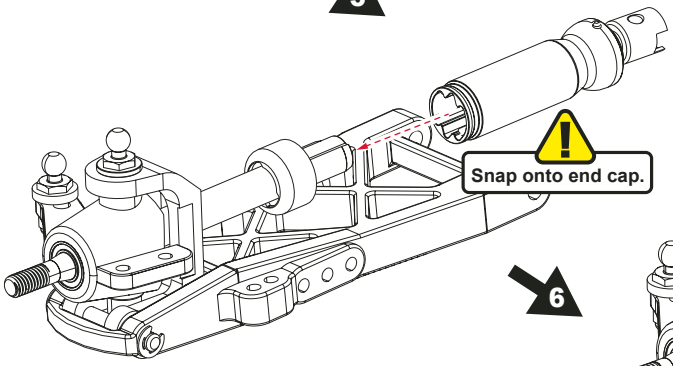


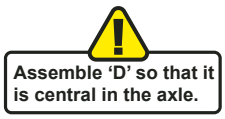


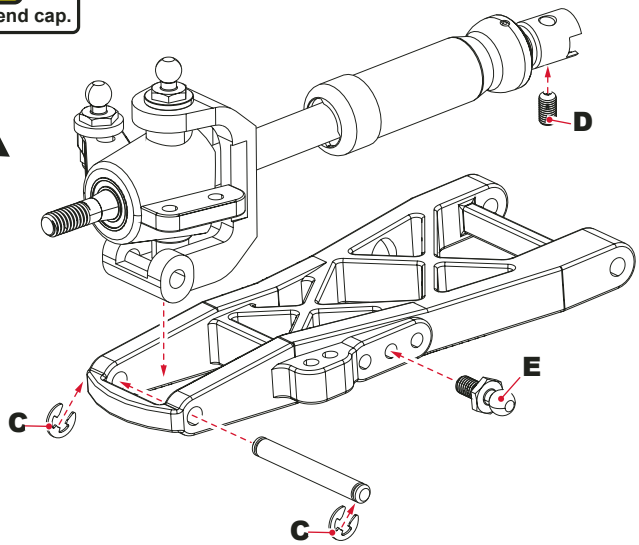












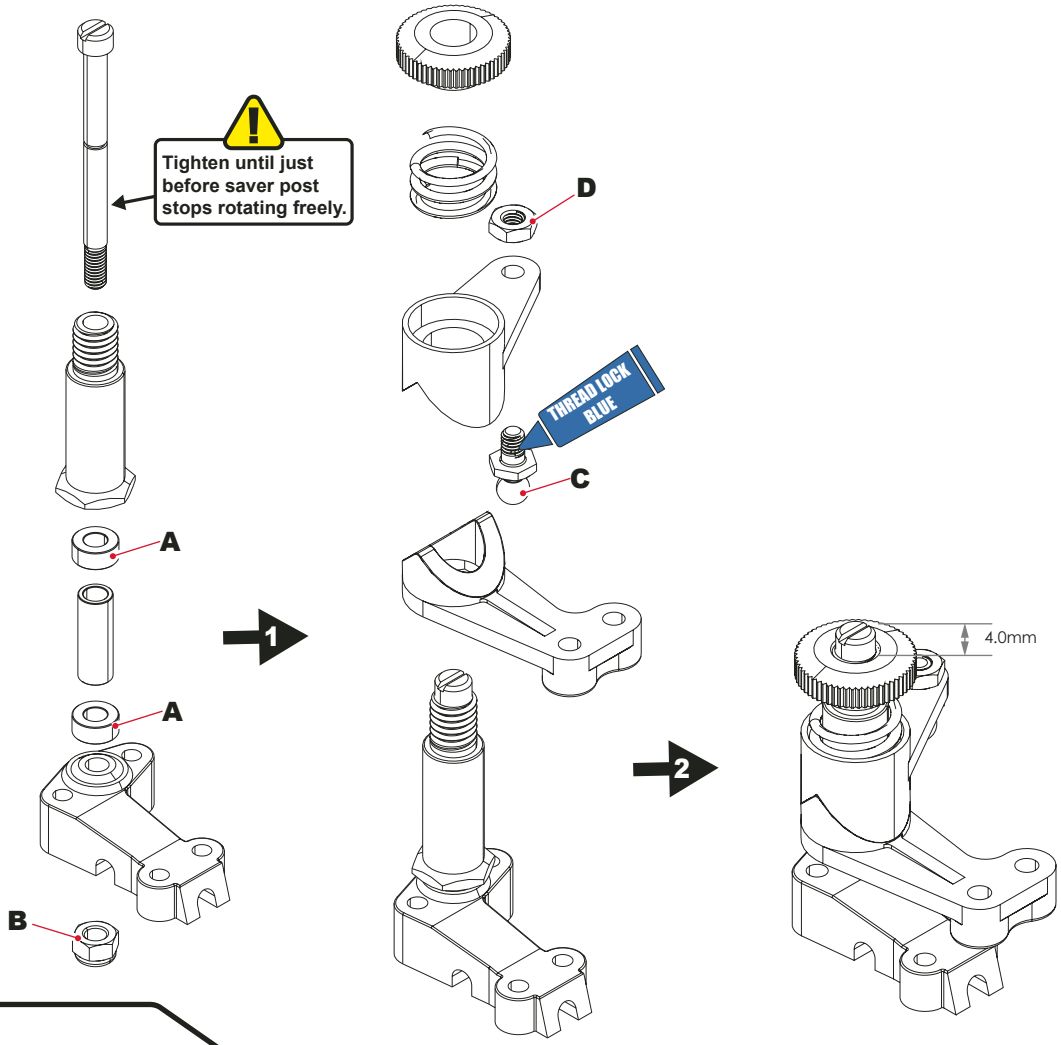
BAG B - Step 13

A x2
Steering Bush

B x1
M3 Nyloc Steel Nut

C x1
Ball Stud Ultra Short

D x1
M3 Steel Nut



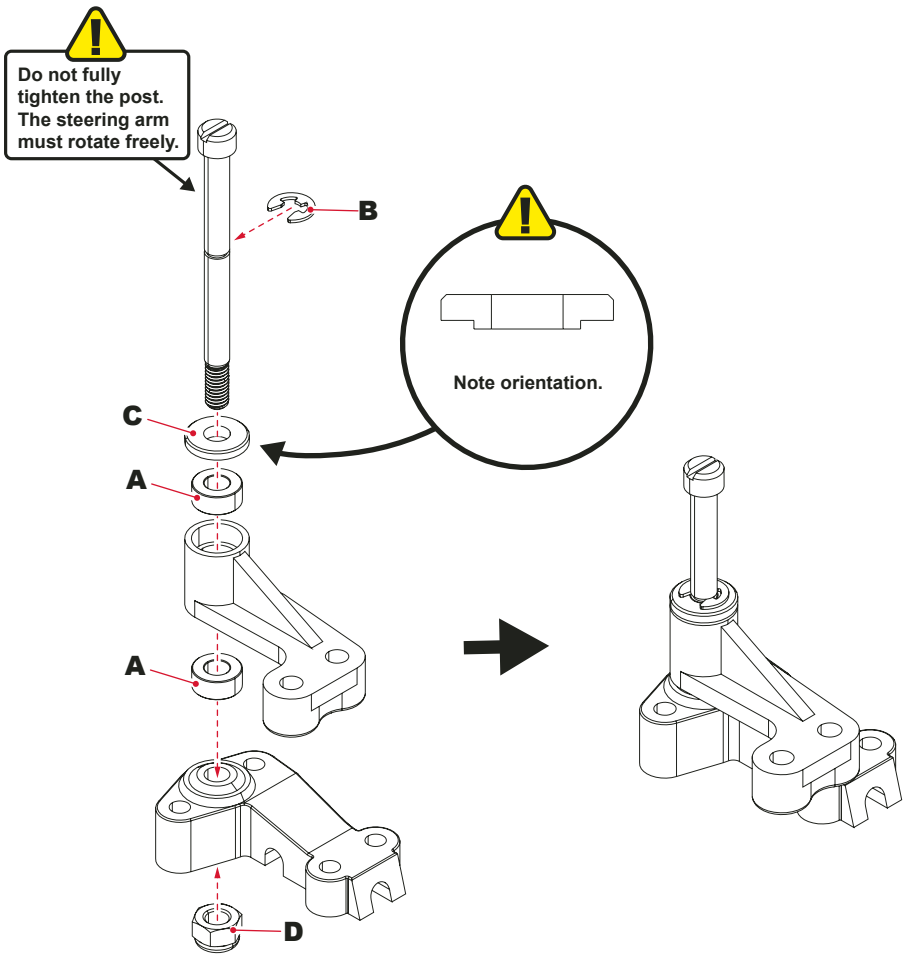
BAG B - Step 14a

A x2
Steering Bush

B x1
1/8th 'E' Clip

C x1
Stepped Washer

D x1
M3 Nyloc Steel Nut



BAG B - Step 14b

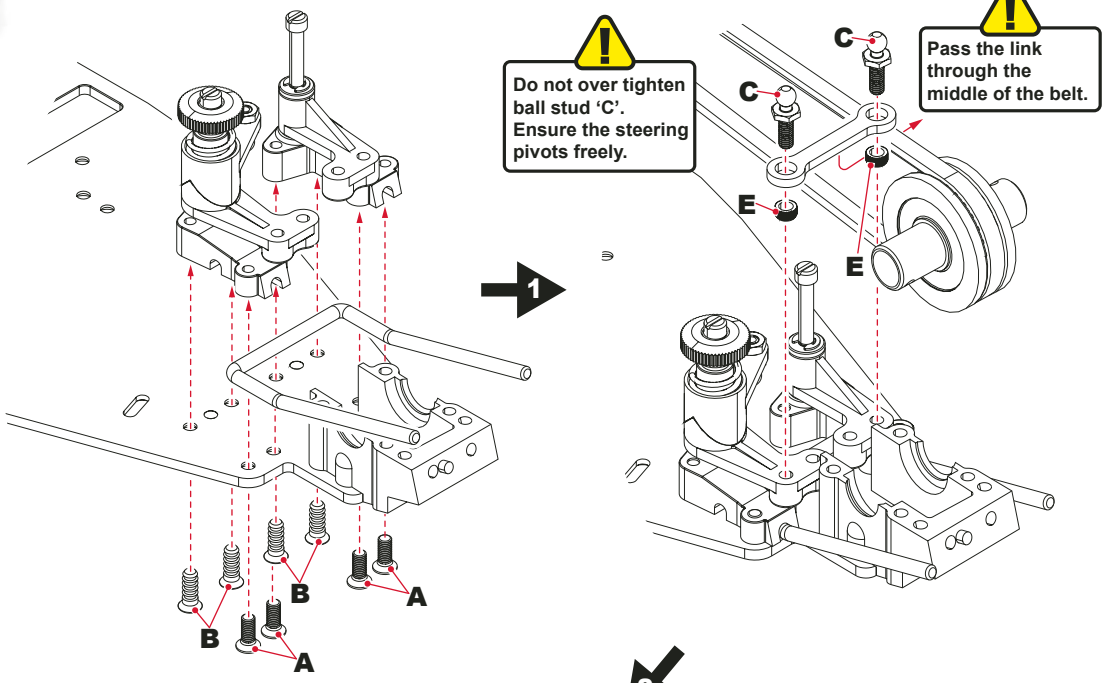
A x4
M3x8 Csk Head Pozi

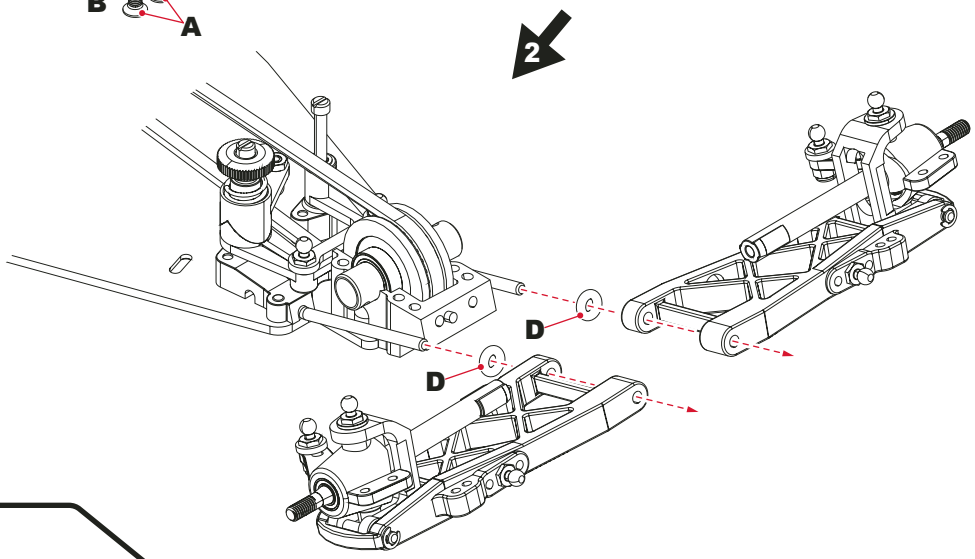
B x4
No4x 3/8" Csk Hd Screw

C x2
Ball Stud Long

D x2
Ø3.2x2.4mm 'O' Ring

E x2
Steering Bush



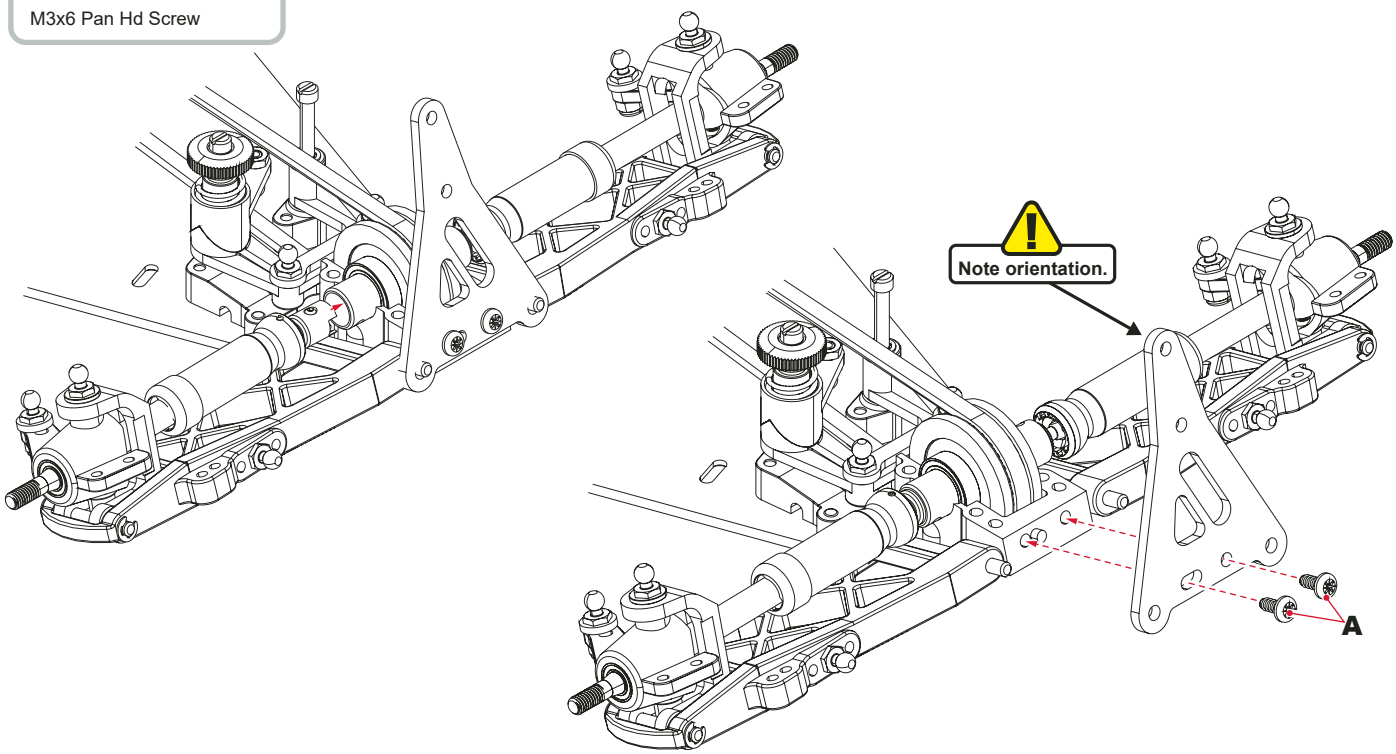


RACE TIP

Use Moly Grease on the threads of screws to make assembly easier.

BAG B - Step 15

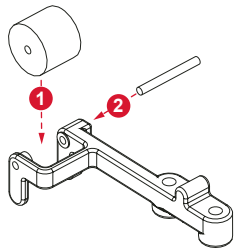
A x2
M3x6 Pan Hd Screw

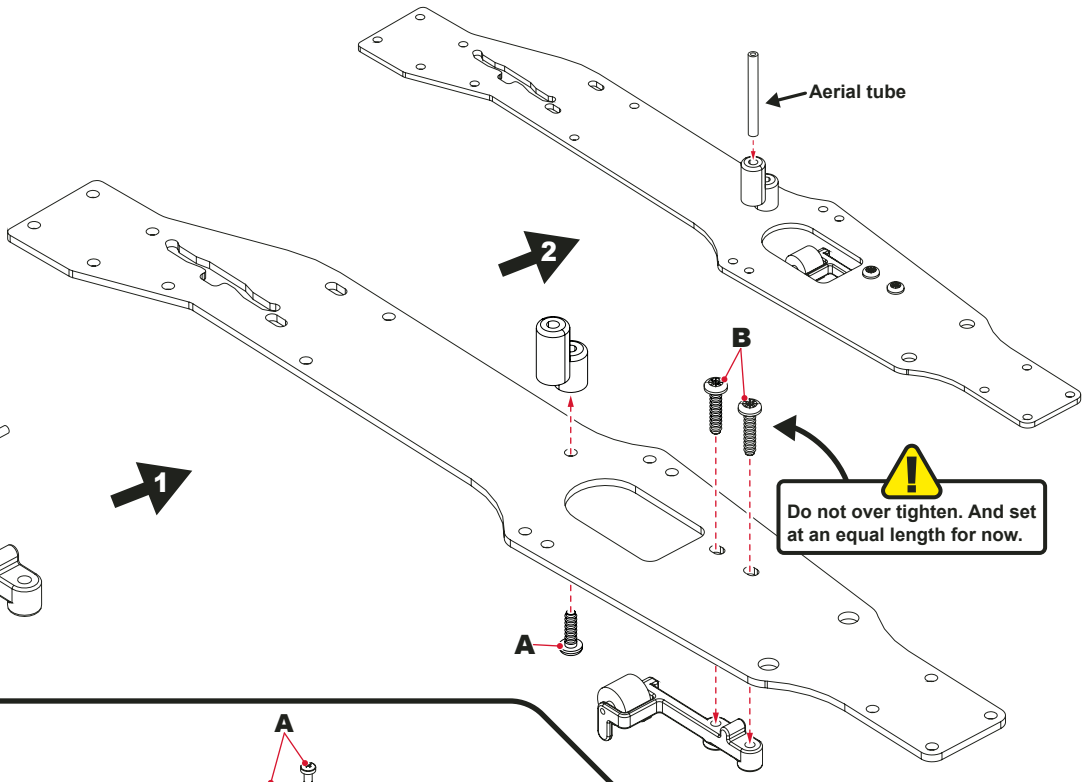


BAG B - Step 16

A x1
No4x3/8" Pan Hd Screw

B x2
No4x1/2" Pan Hd Screw

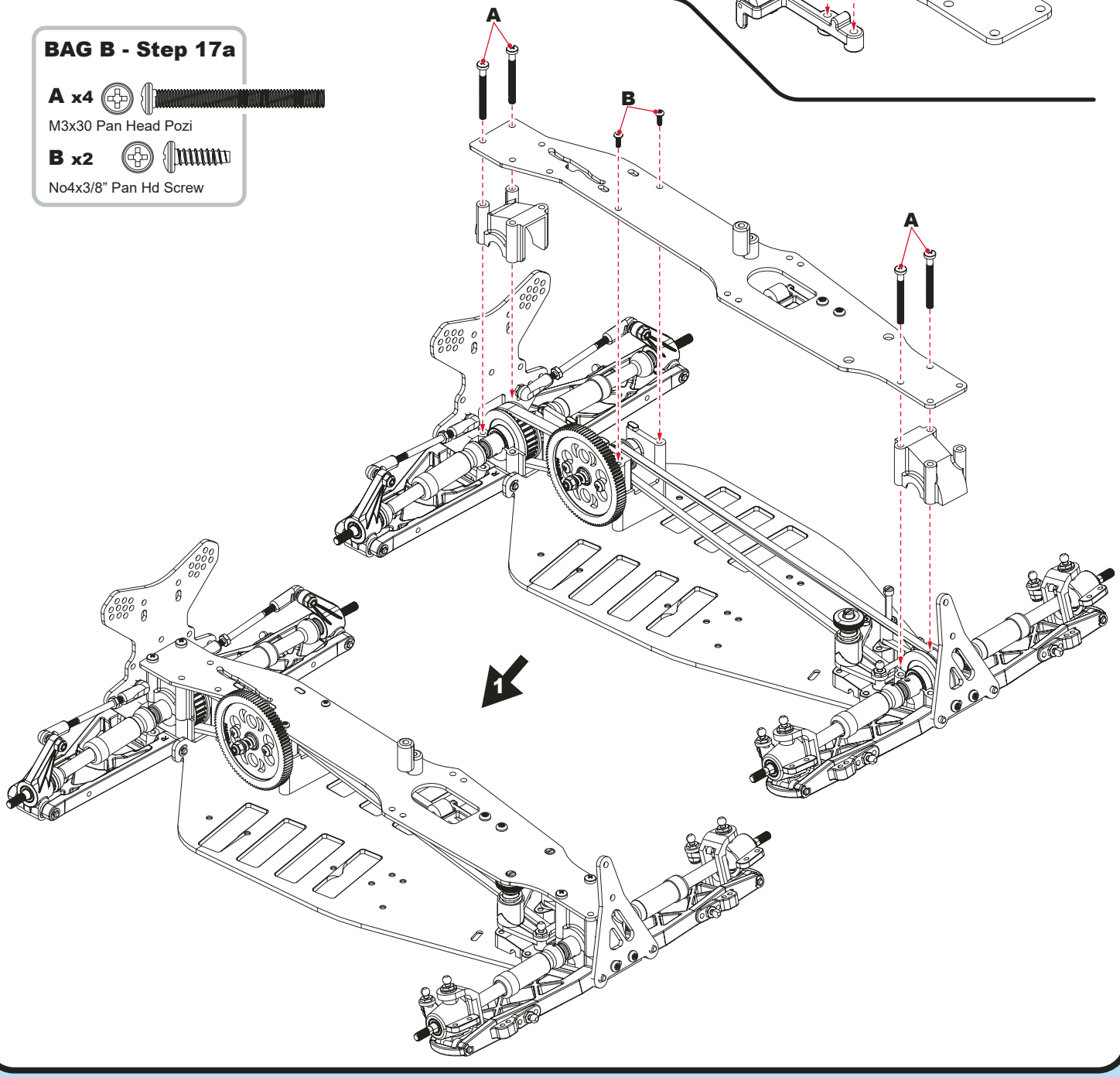




BAG B - Step 17a

A x4
M3x30 Pan Head Pozi

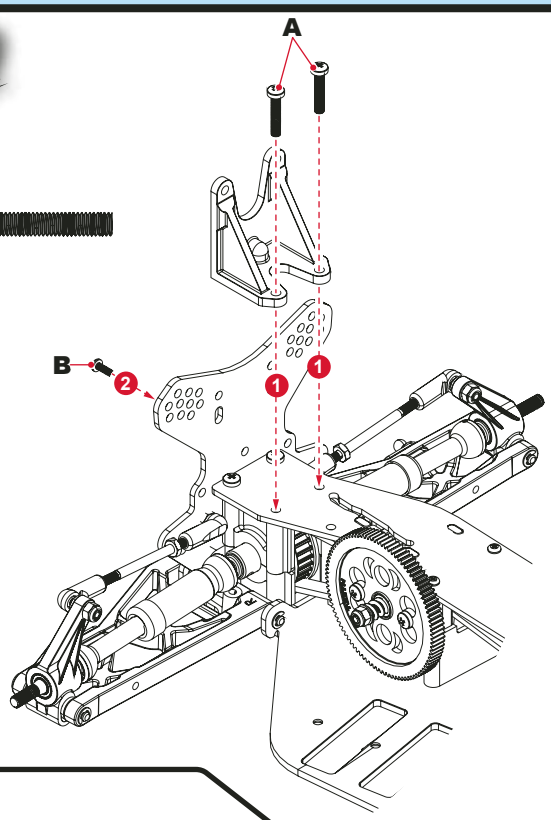
B x2
No4x3/8" Pan Hd Screw

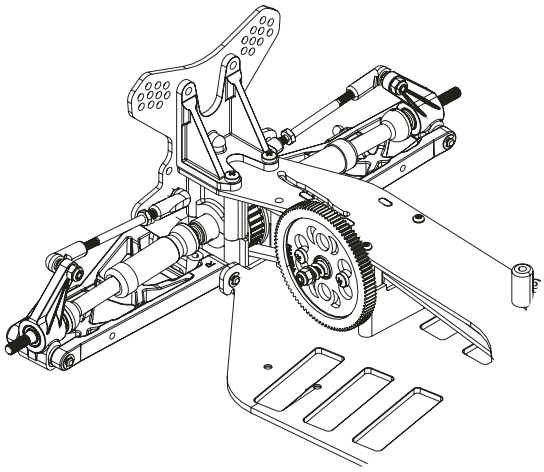


BAG B - Step 17b

A x2
M3x35 Pan Head Pozi

B x1
No4x3/8" Pan Hd Screw





BAG B - Step 18

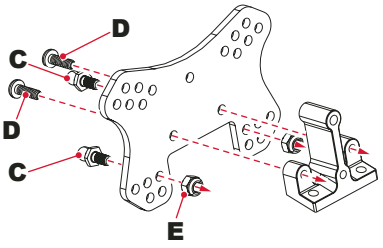
A x2
M3x35 Pan Head Pozi

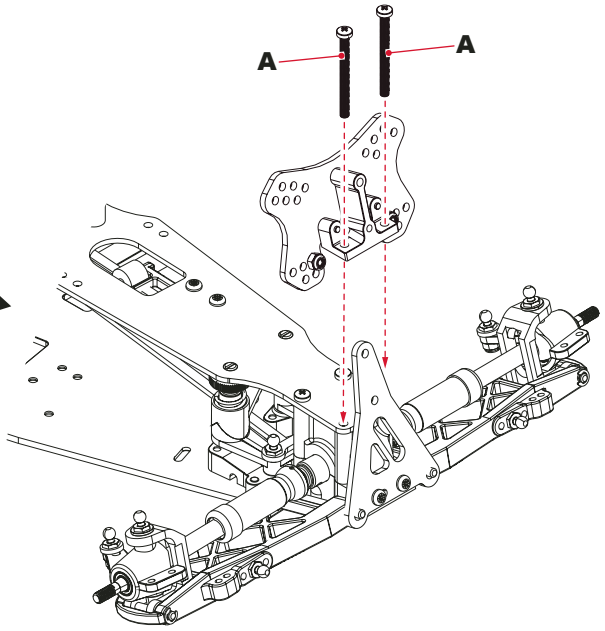
B x1
M3x20 Pan Head Pozi

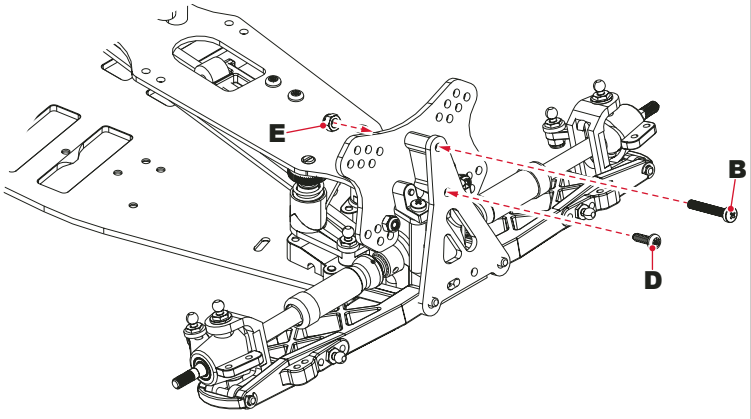
C x2
Ball Stud Short

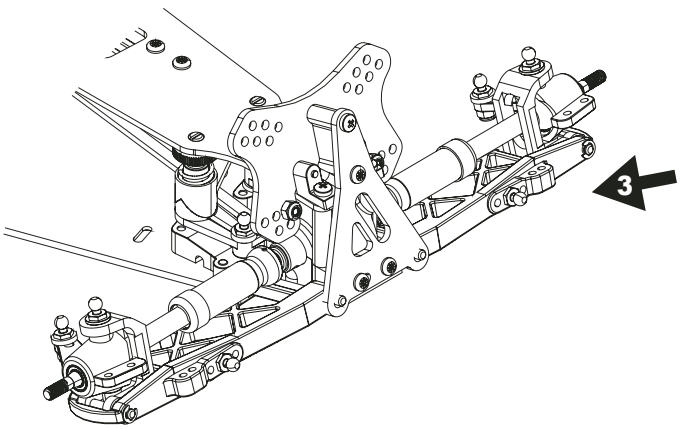
D x3
No4x3/8" Pan Hd Screw

E x3
M3 Nyloc Nut



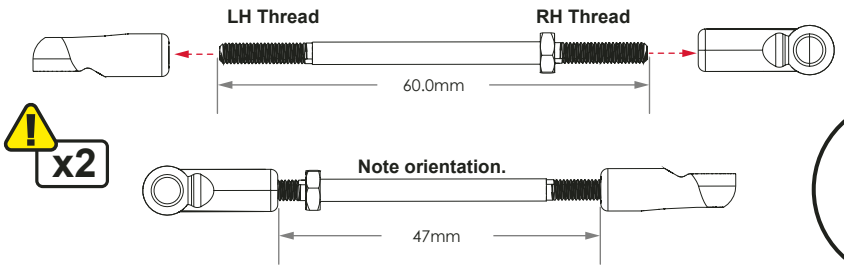






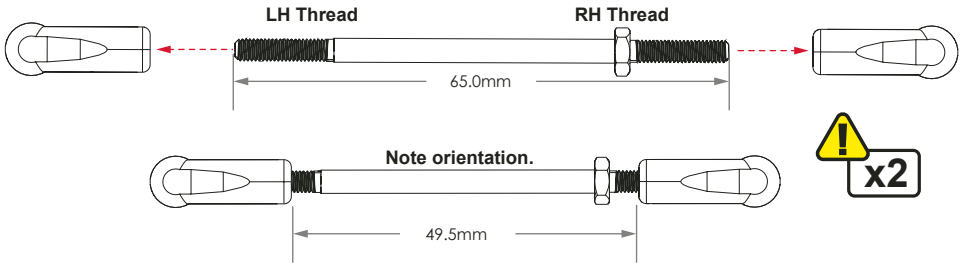
BAG B - Step 19

FRONT CAMBER LINK

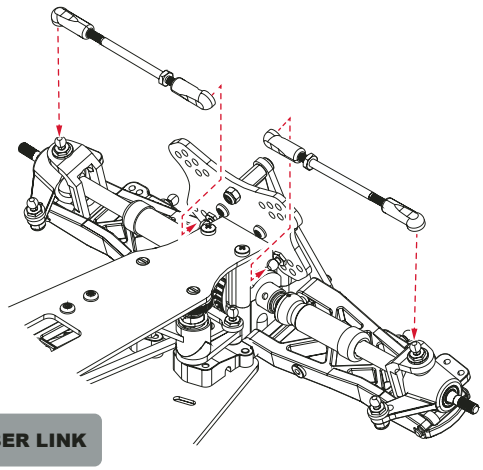


RACE TIP
Grease the threads for easier assembly.

STEERING TRACKROD



RACE TIP
Grease the threads for easier assembly.



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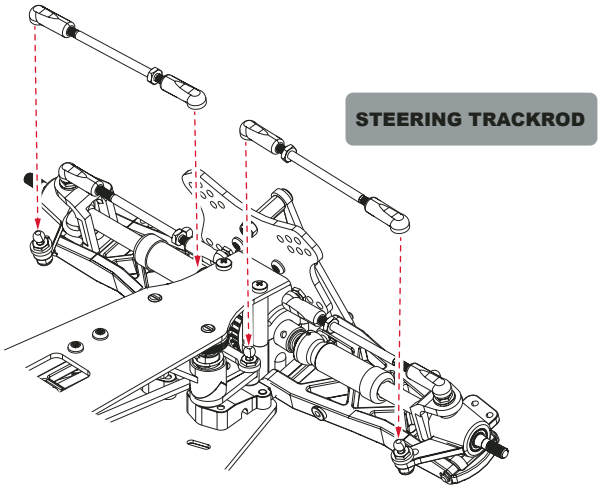
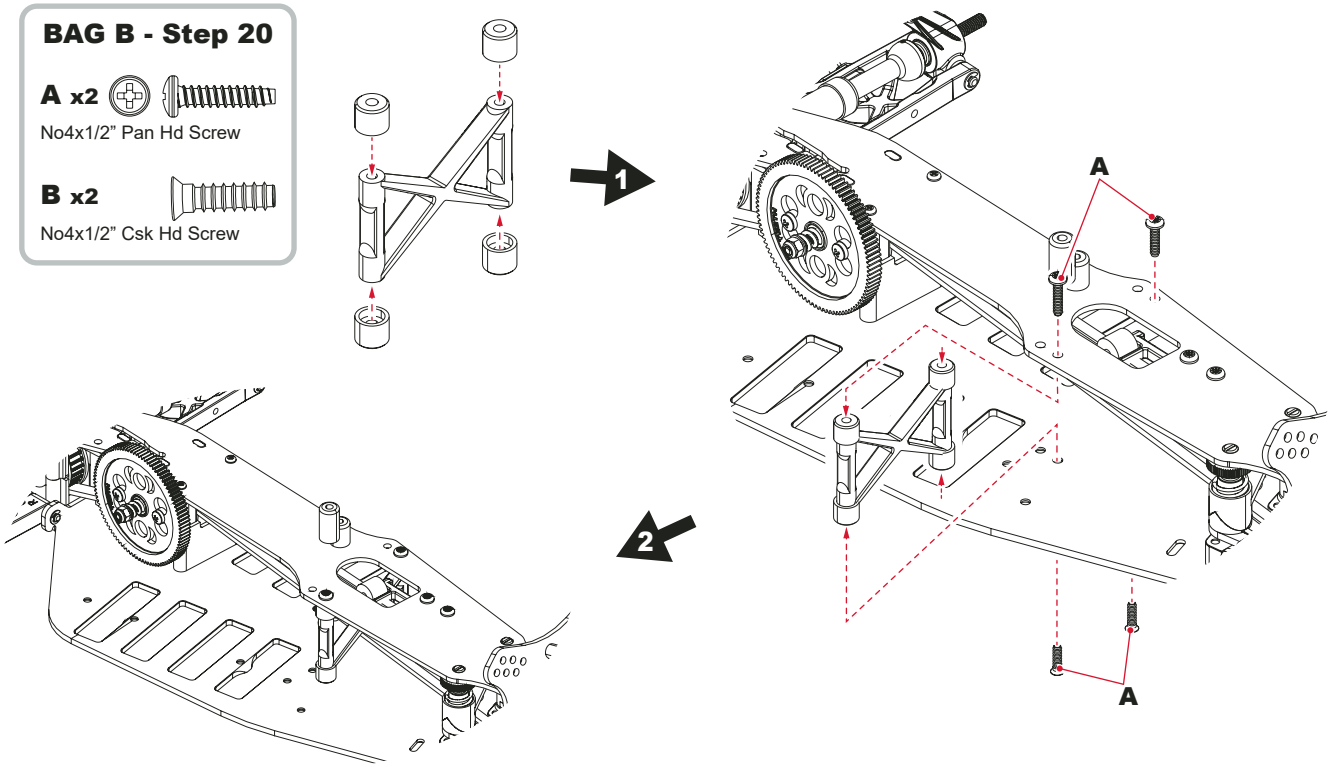


STEERING TRACKROD

BAG B - Step 20

A x2
No4x1/2" Pan Hd Screw

B x2
No4x1/2" Csk Hd Screw

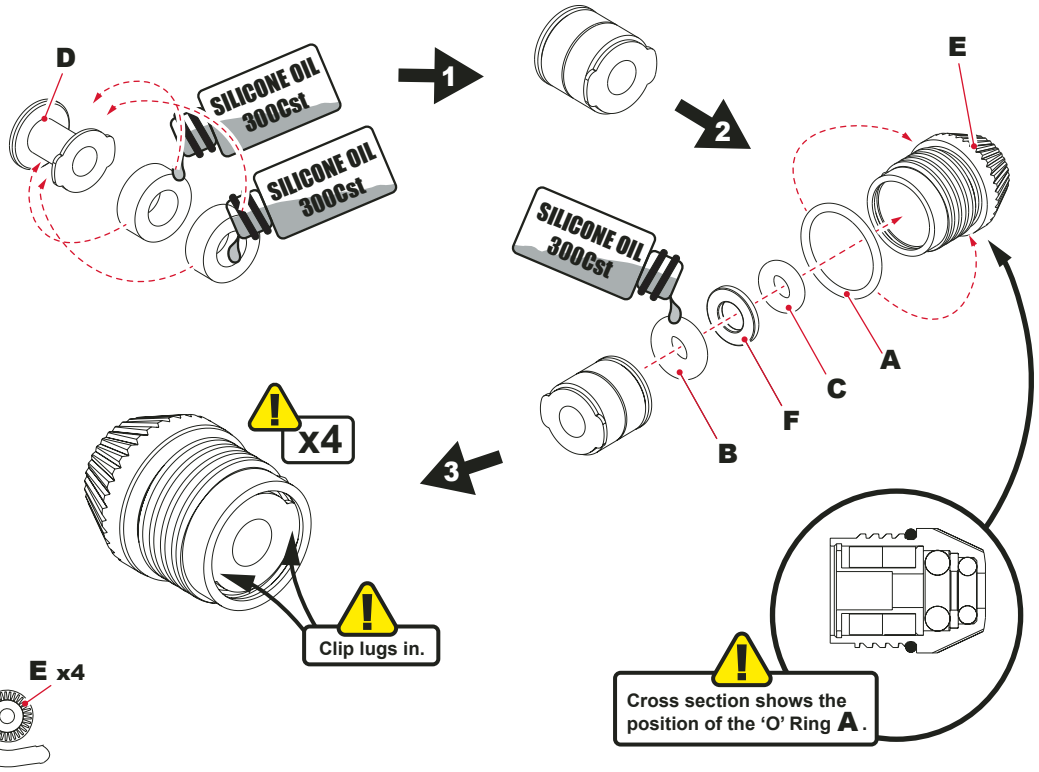


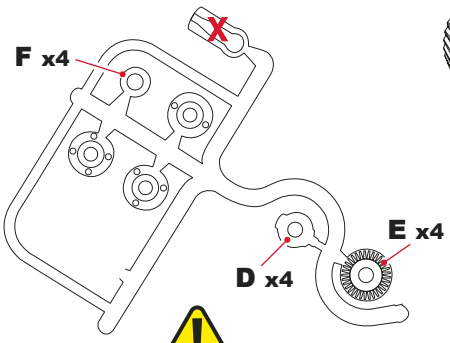
BAG C - Step 21

A x4
'O' Ring 9.0 x 1.0mm

B x4
'O' Ring 3.3 x 2.4mm

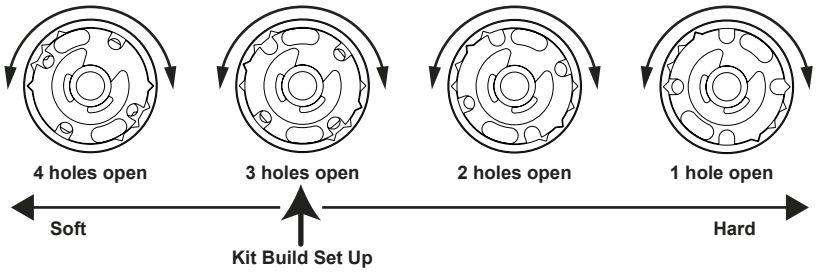
C x4
'O' Ring Red





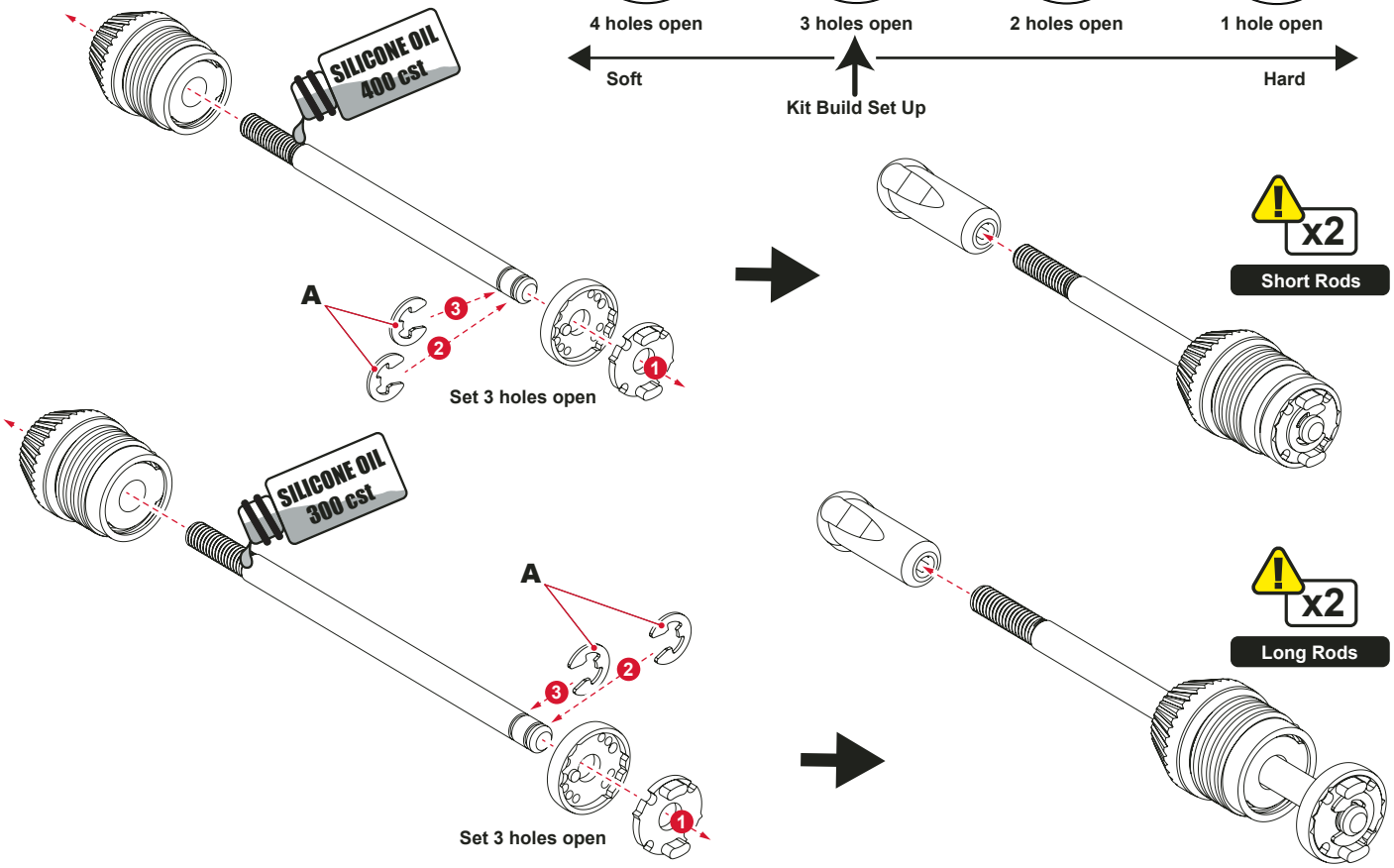
If prefered, the pistons on this sprue can be used to replace the original Vari-Click pistons featured in Step 29.

Vari-Click Piston Settings.
Rotate into the correct position.



BAG C - Step 22

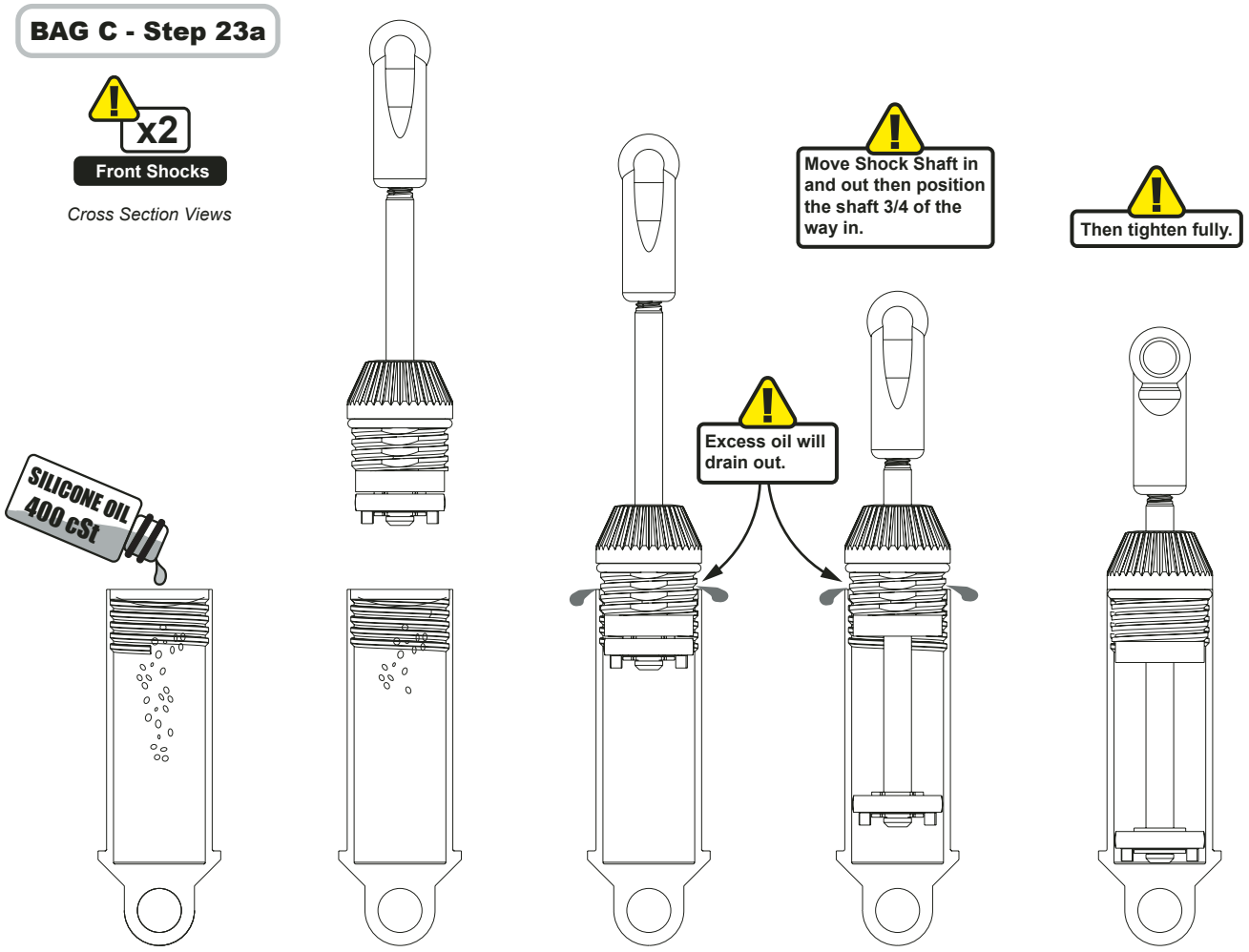
A x8
1/8th 'E' Clip



BAG C - Step 23a

x2
Front Shocks

Cross Section Views

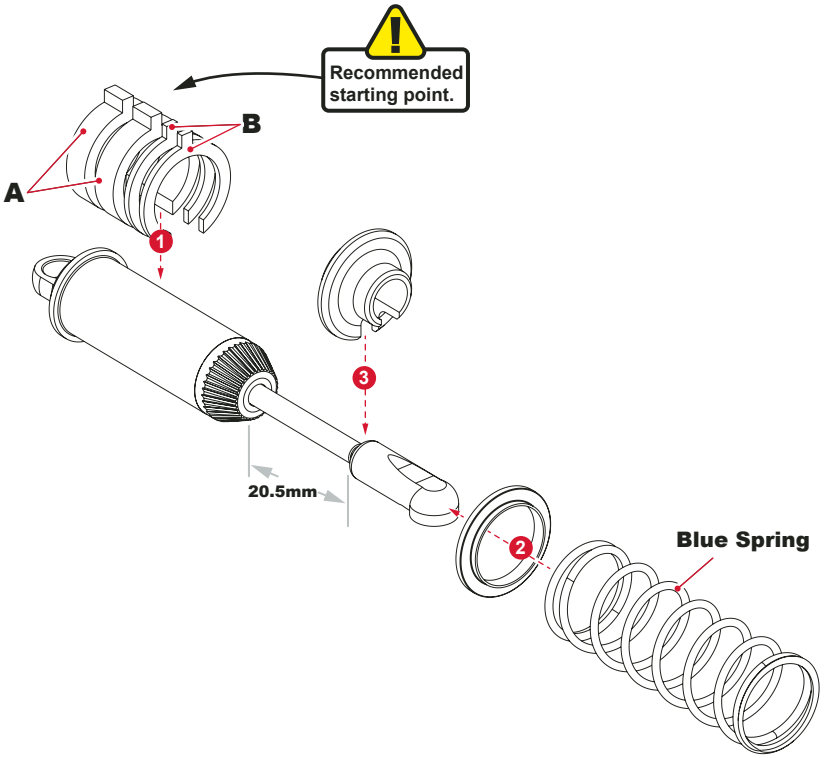


BAG C - Step 23b

A x4
Shock Spacer 4mm

B x4
Shock Spacer 1mm

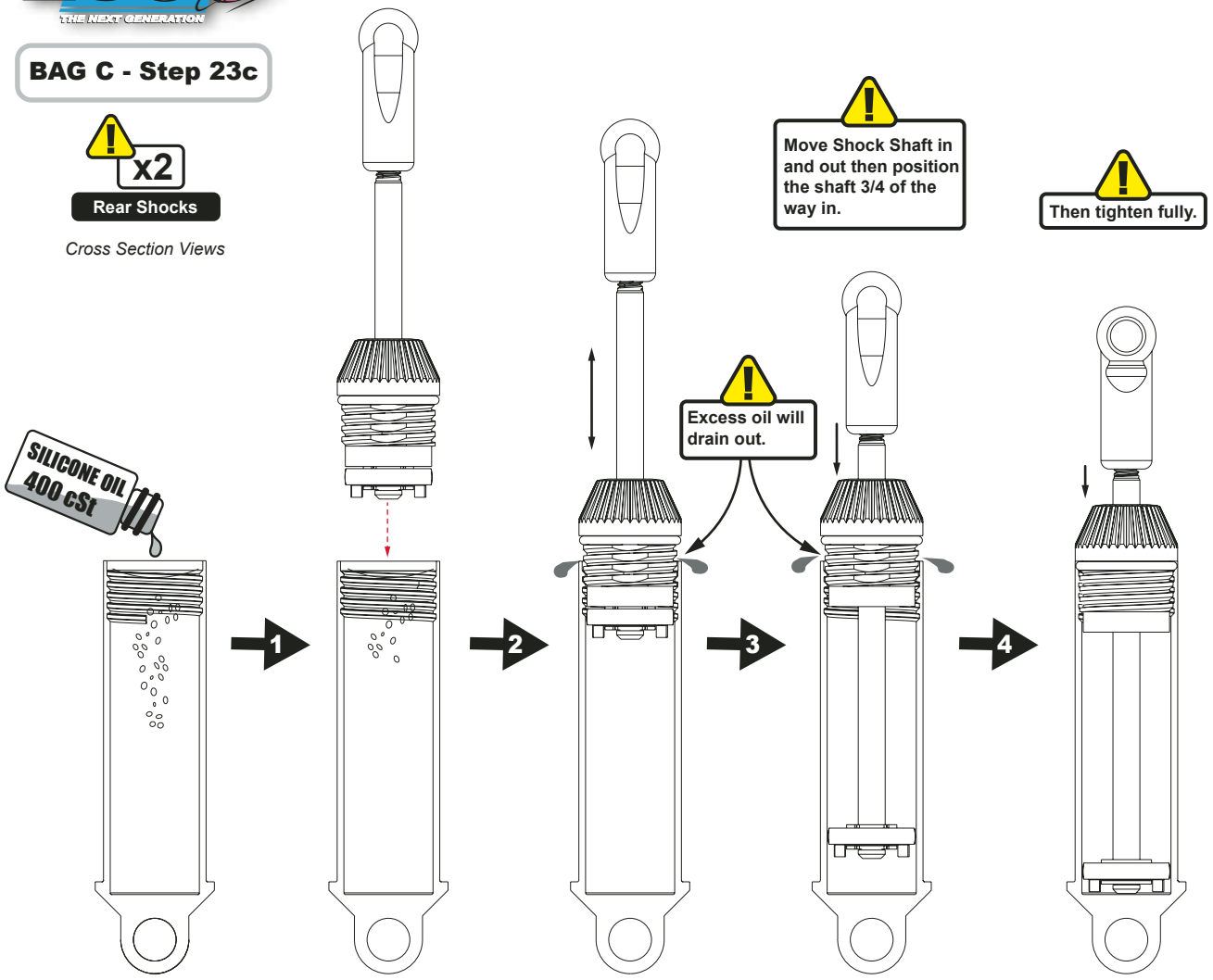
x2
Front Shocks



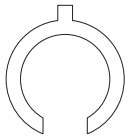
BAG C - Step 23c

x2
Rear Shocks

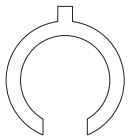
Cross Section Views



BAG C - Step 23d

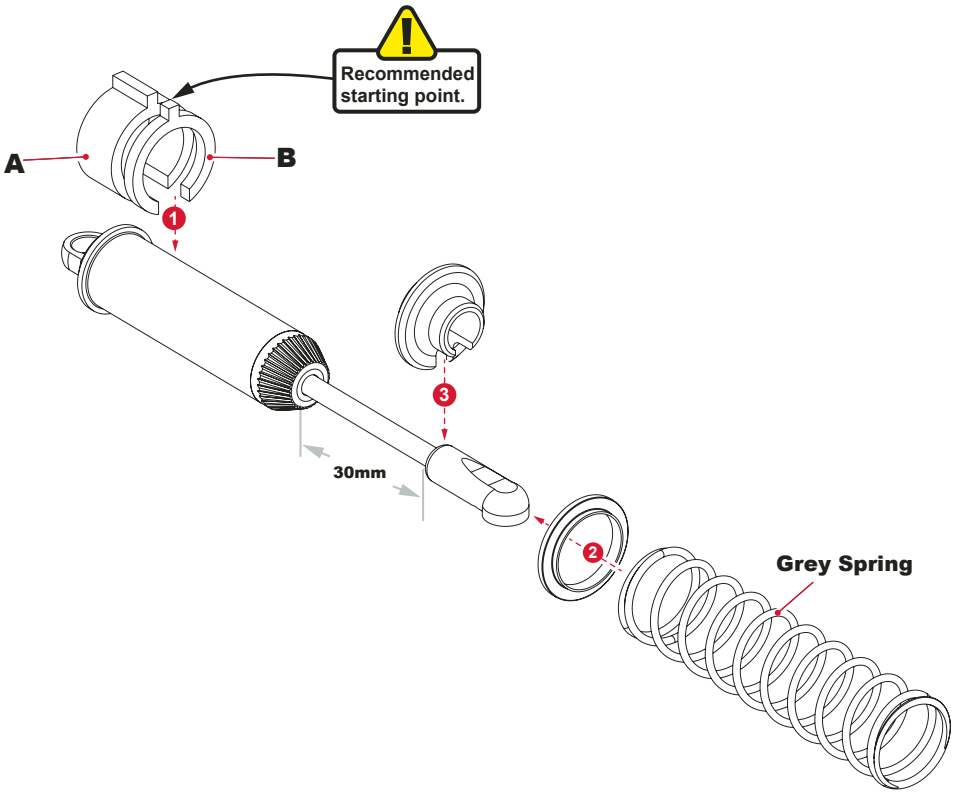


A x2
Shock Spacer 8mm



B x2
Shock Spacer 2mm

x2
Rear Shocks



BAG C - Step 24

A x8

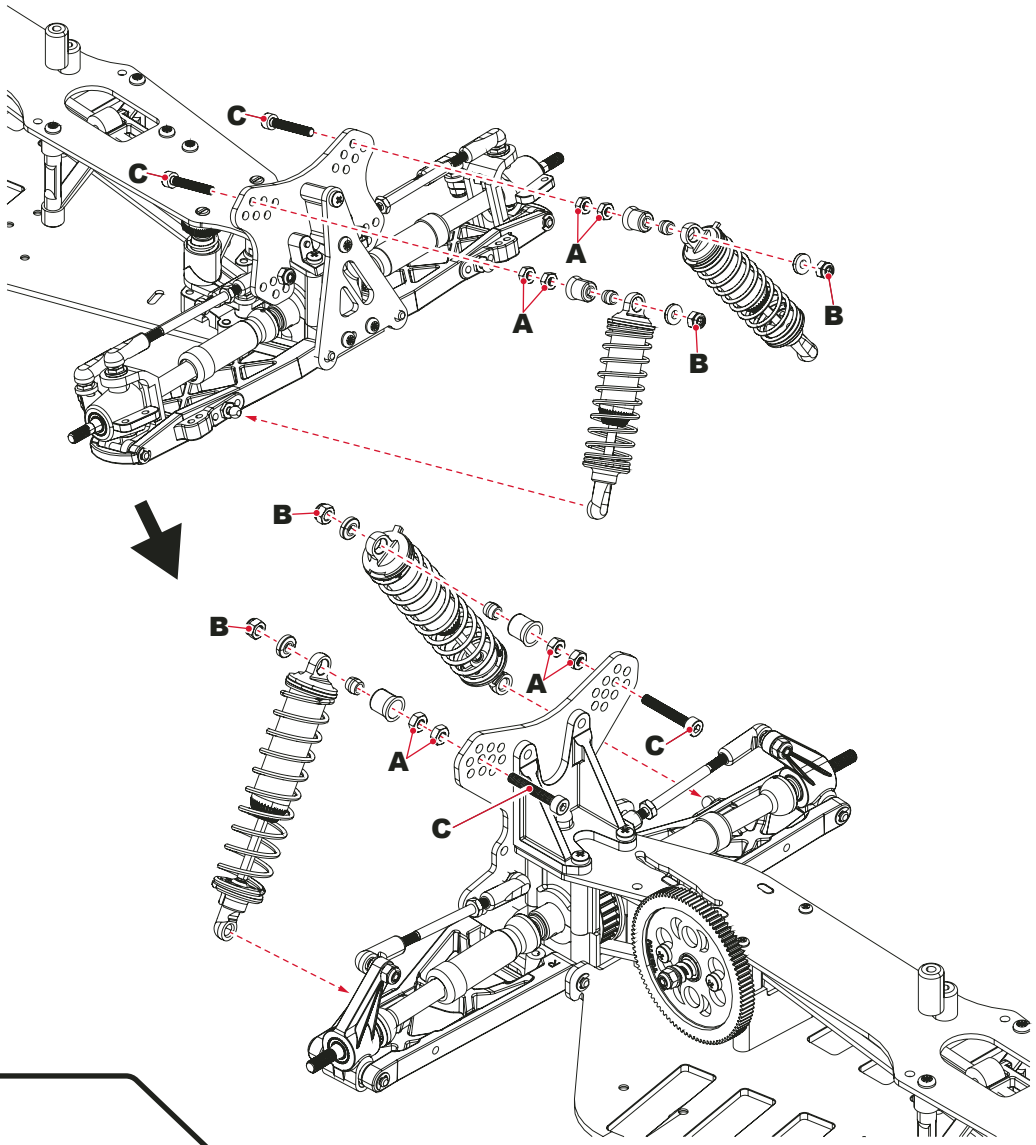
M3 Steel Nut

B x4

M3 Nyloc Nut

C x4

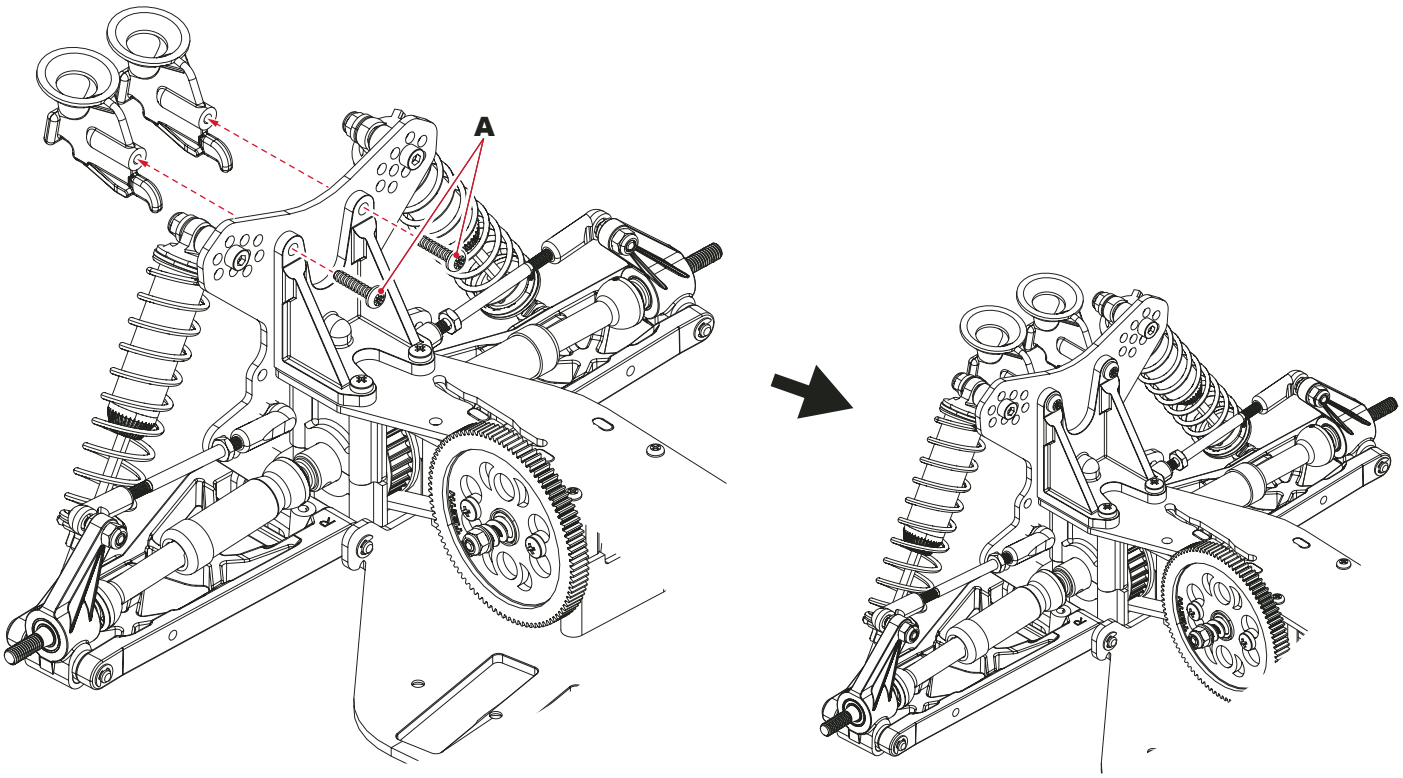
M3x20 Cap Hd Screw



BAG C - Step 25a

A x2

No4x1/2" Pan Hd Screw

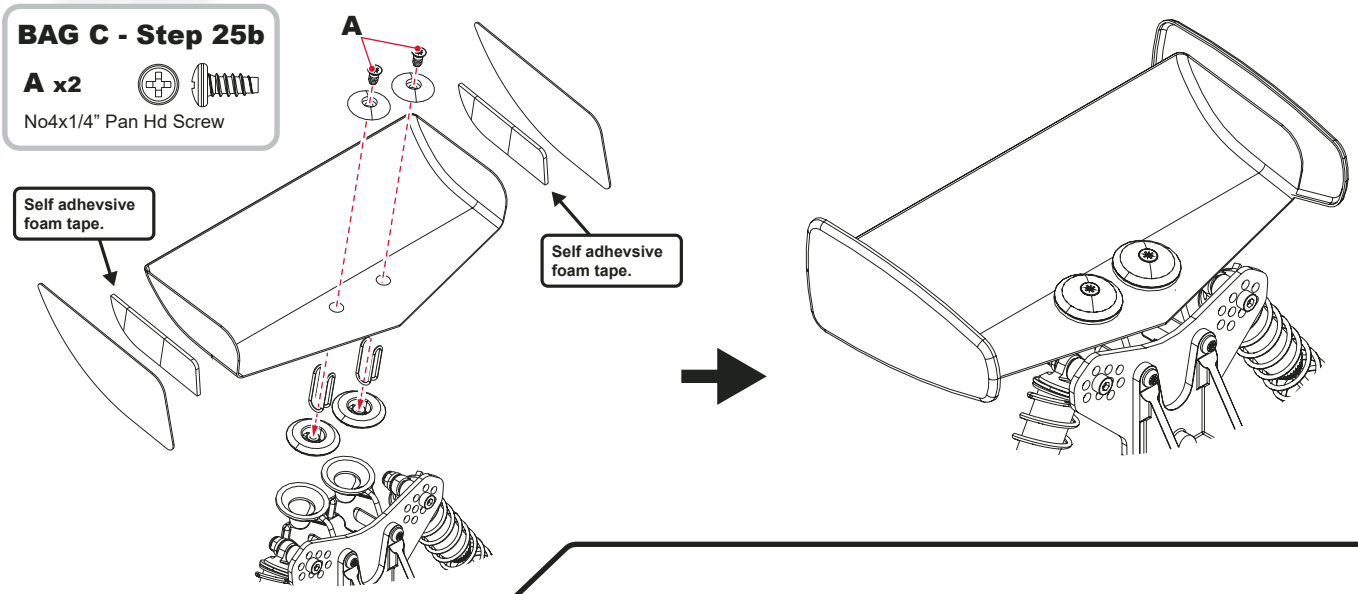


Cut out the wing as shown before assembly.

BAG C - Step 25b

A x2

No4x1/4" Pan Hd Screw



BAG C - Step 26

A x3

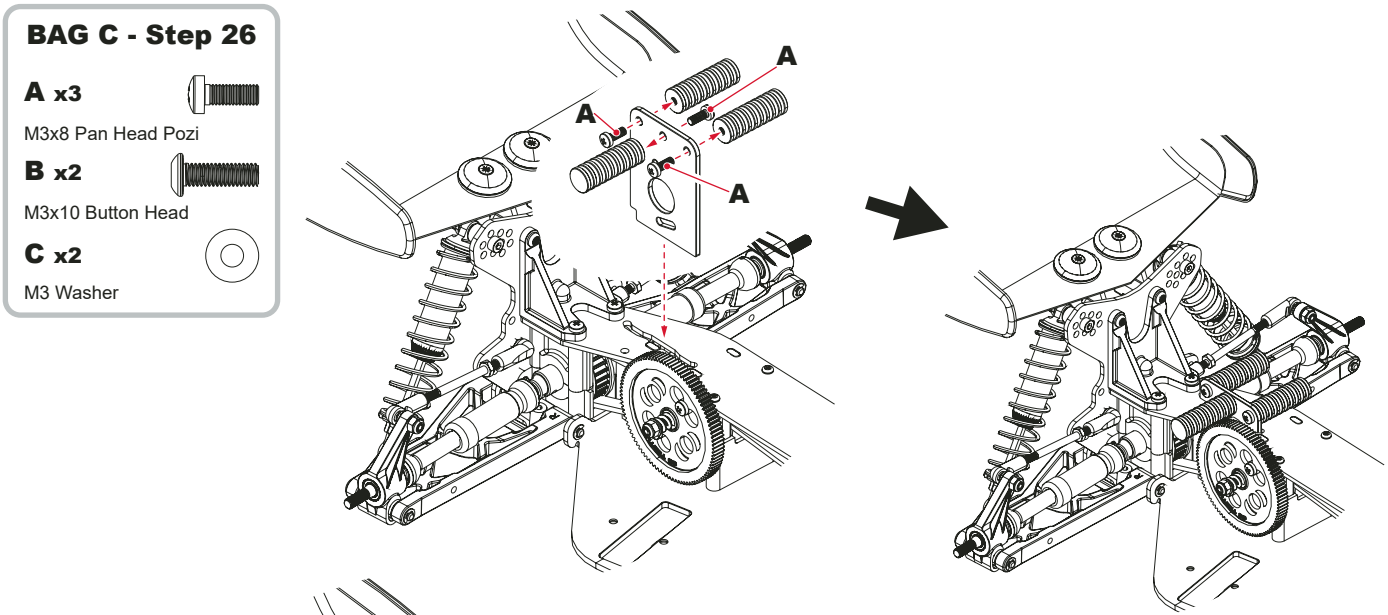
M3x8 Pan Head Pozi

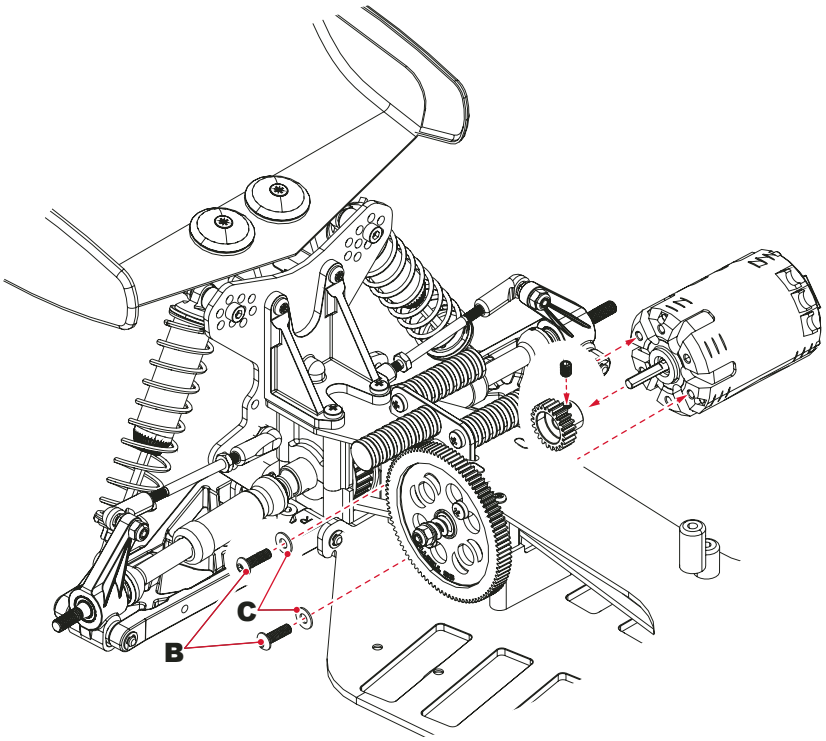
B x2

M3x10 Button Head

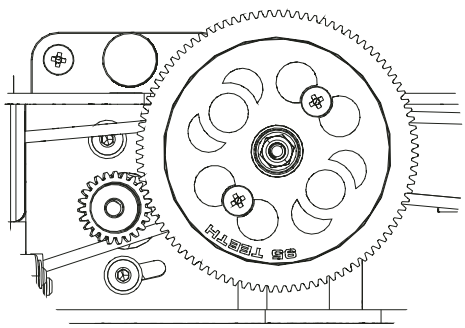
C x2

M3 Washer





Motor and pinion are not included.



BAG C - Step 27

A x1 M3x 12 Csk Hd Screw

B x1 Ball Stud Ultra Short

C x2 No4x3/8" Pan Hd Screw

D x2 M3 Nyloc Nut

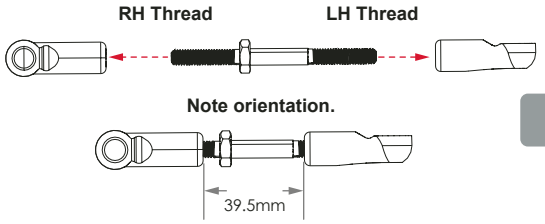
E x1 M3 Nut

F x1 M3x 8 Button Hd Screw

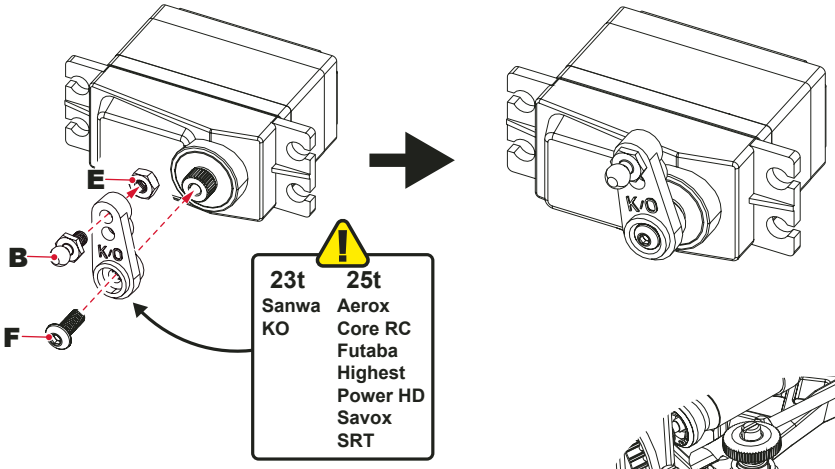
G x1 M3x10 Servo Screw

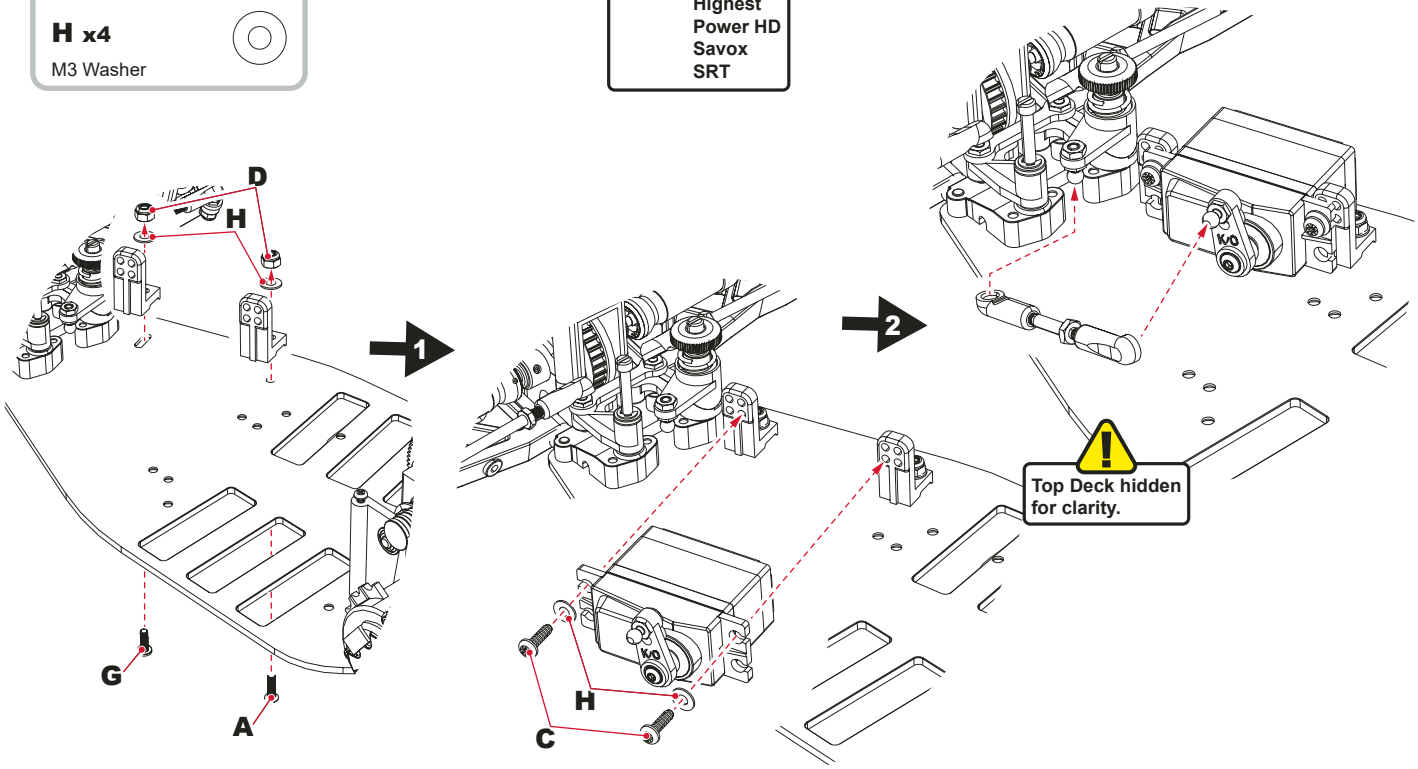
H x4 M3 Washer

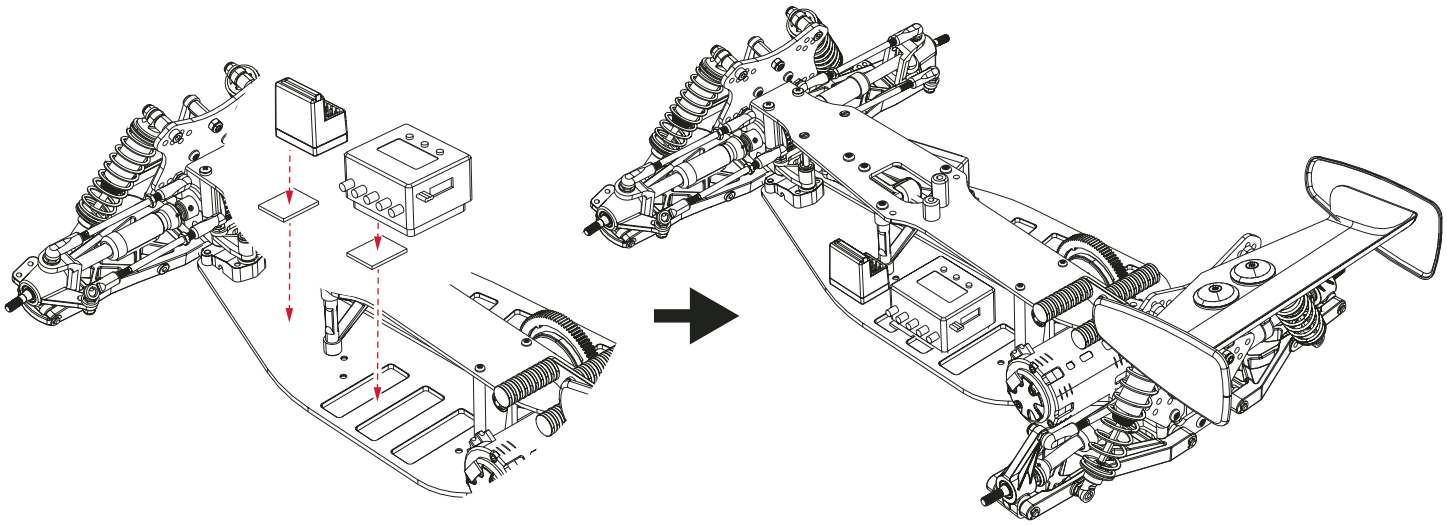
RACE TIP
Grease the threads for easier assembly.



SERVO LINK







BAG C - Step 28

A x2
M3x16 Csk Hd Pozi

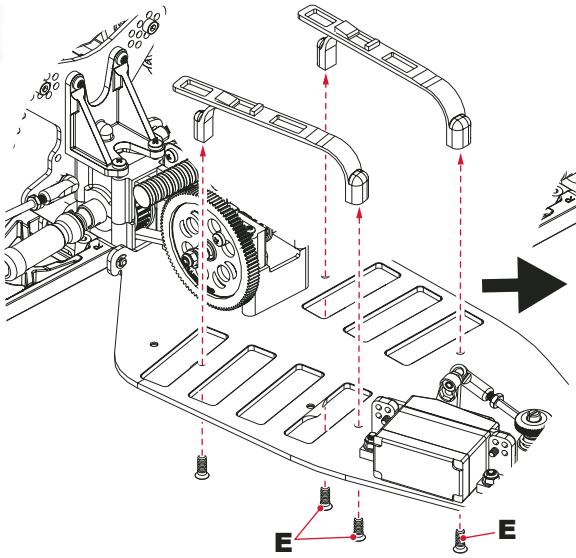
B x2
M3 Nyloc Nut

C x1
3.2x6x6 Spacer

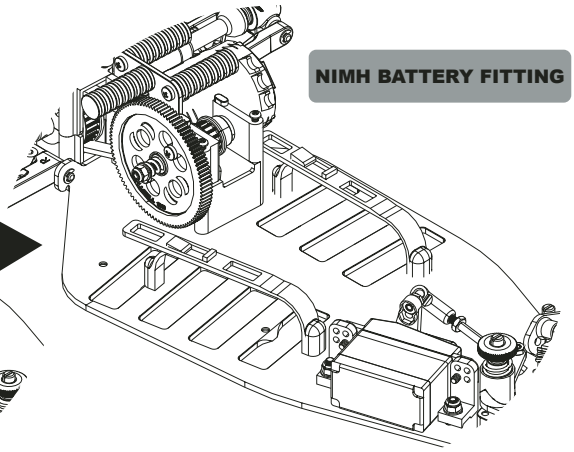
D x2
M3 Washer

E x4
No4x3/8 Csk Hd Pozi

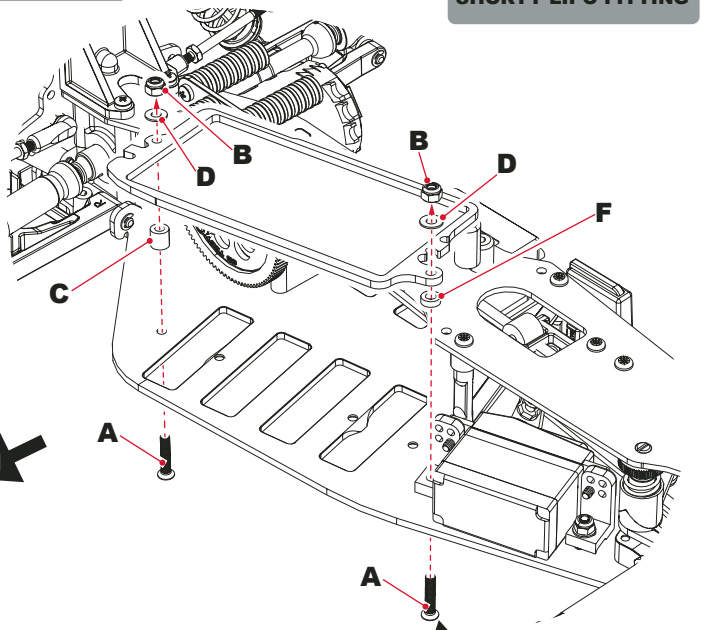
F x1
Alloy M3 Washer

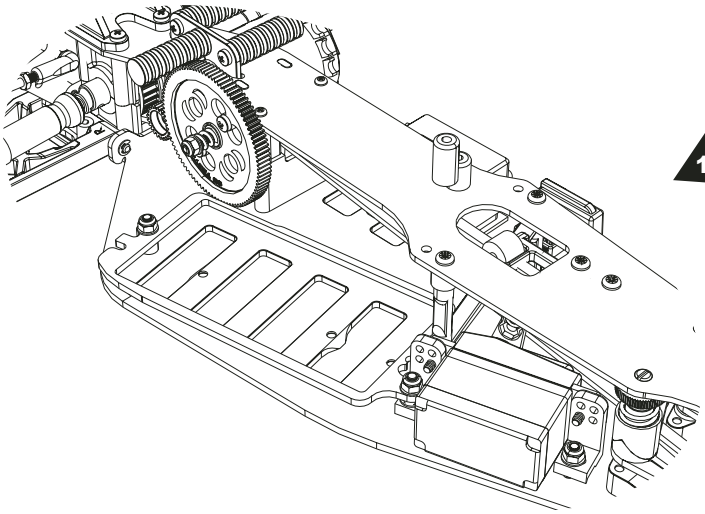


NIMH BATTERY FITTING

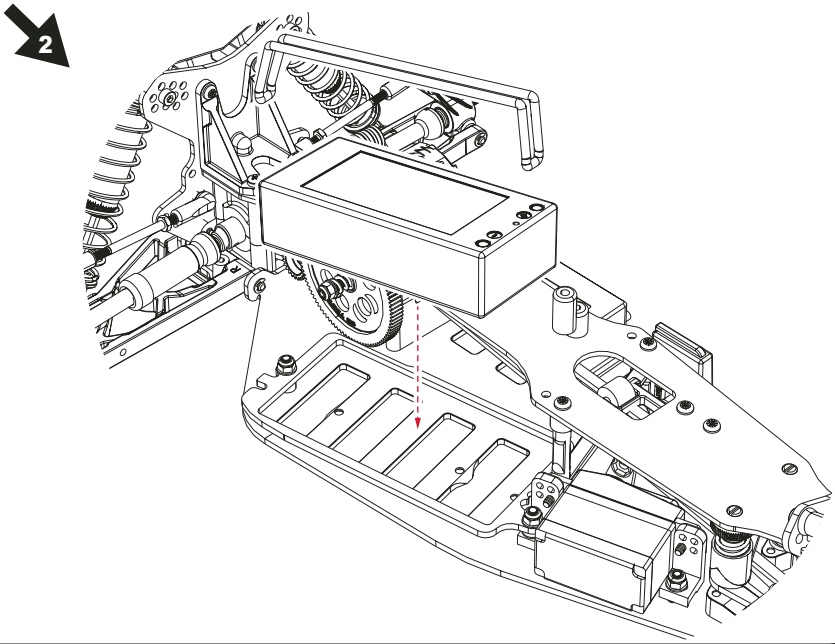


SHORTY LIPO FITTING





Remove the pre-assembled screw and replace with screw A if using Lipo batteries.



CAT 2000 Classic
THE NEXT GENERATION

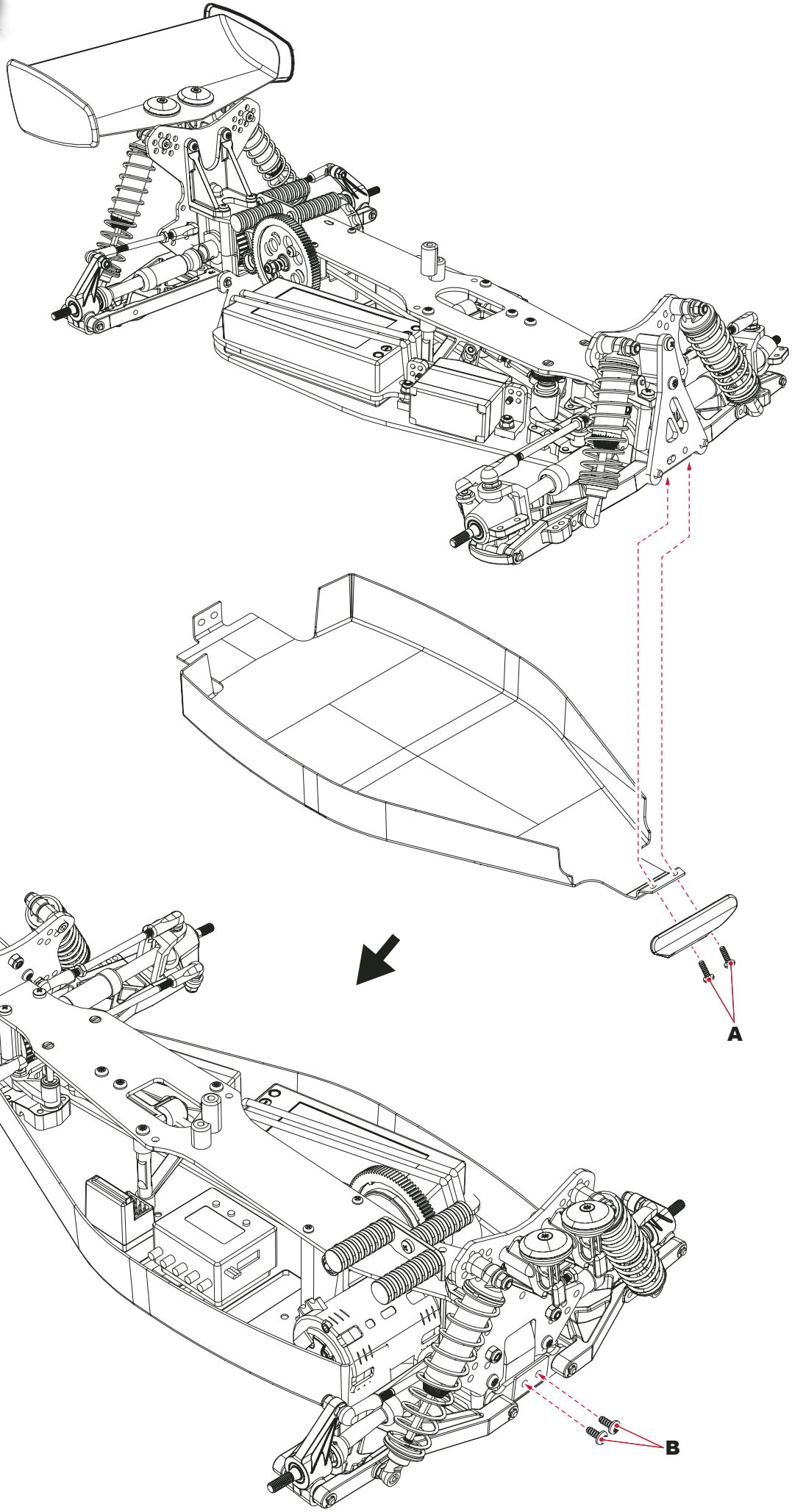
BAG C - Step 29

A x2

No4x3/8" Pan Hd Screw

B x2

No4x1/4" Pan Hd Screw



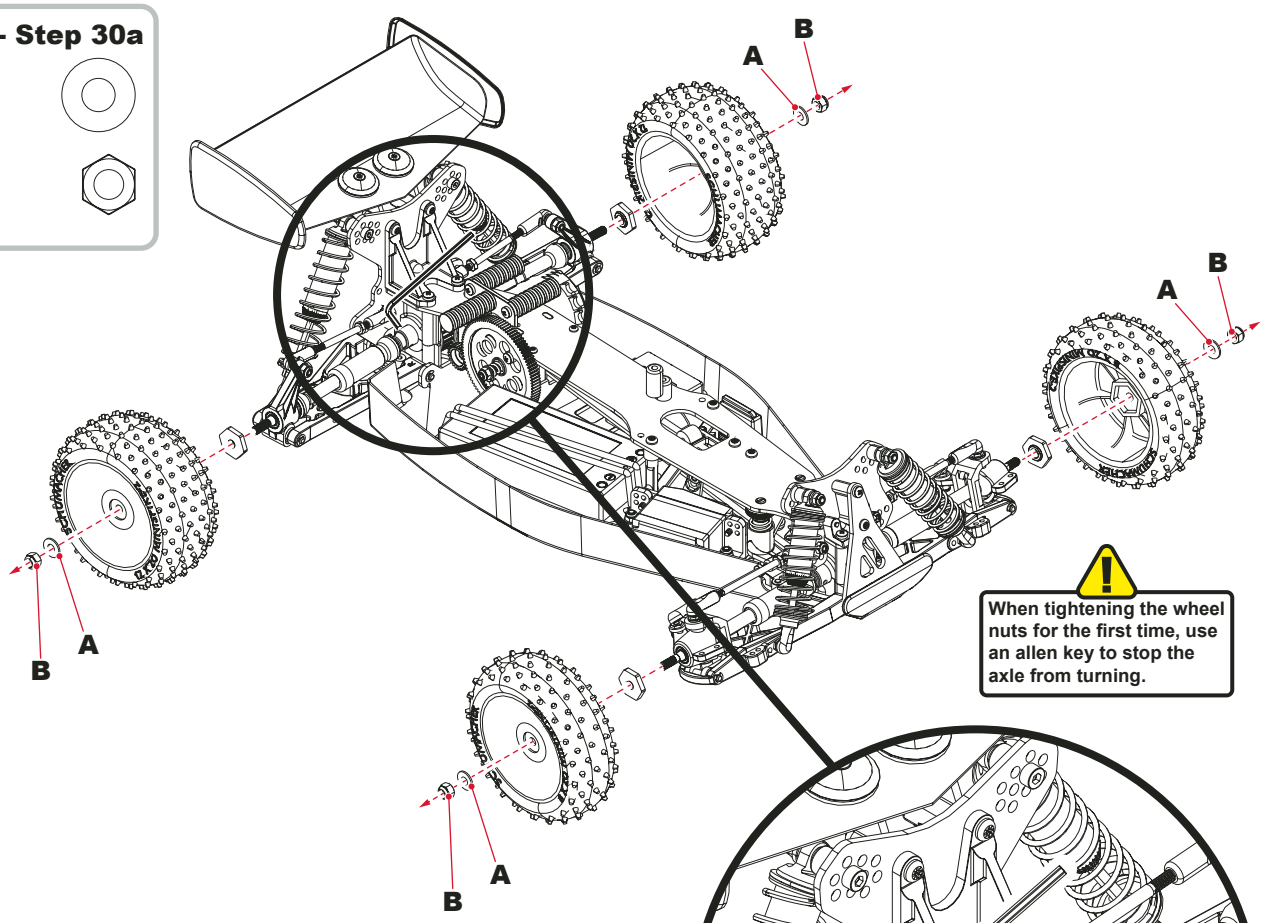
BAG C - Step 30a

A x4

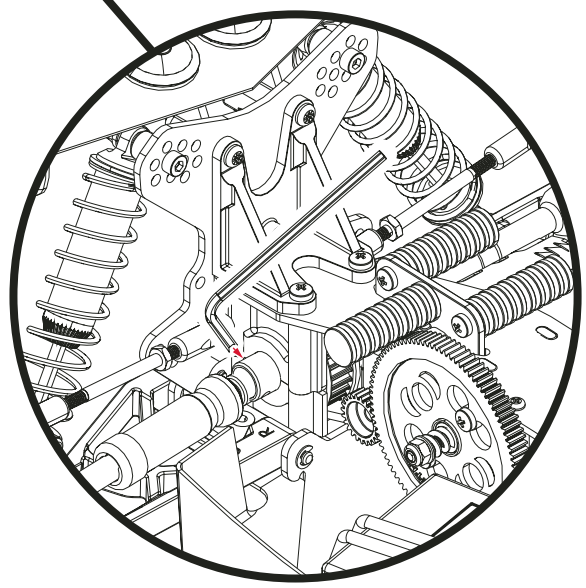
M4 Washer

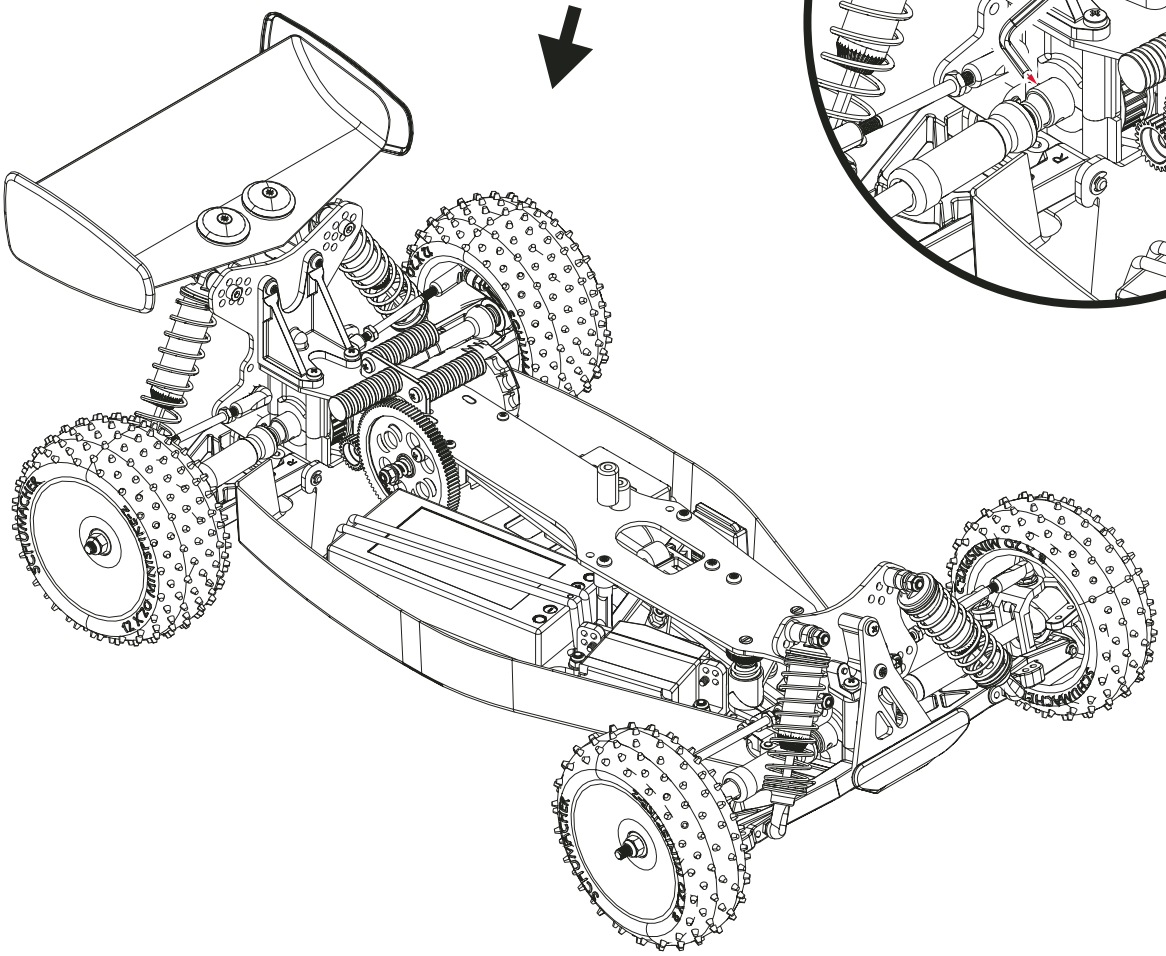
B x4

M4 Nut

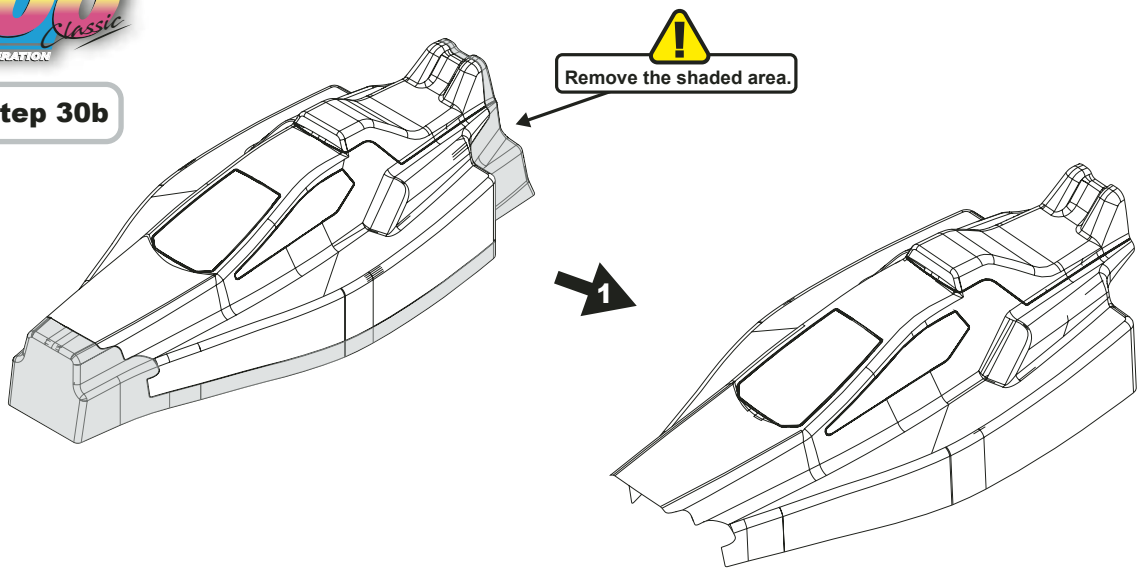


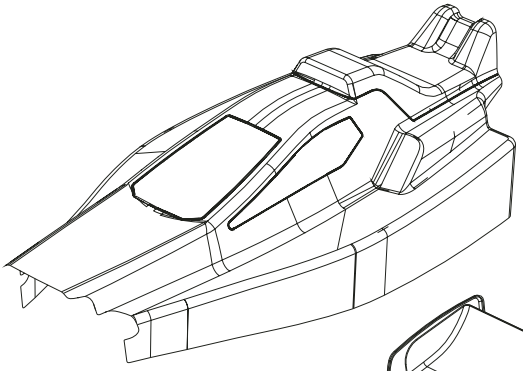
When tightening the wheel nuts for the first time, use an allen key to stop the axle from turning.





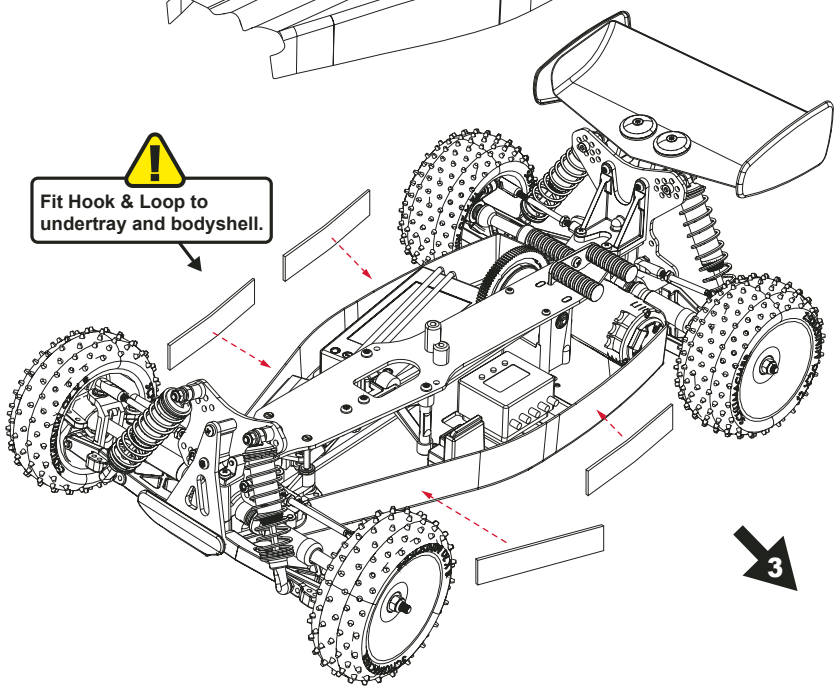
BAG C - Step 30b

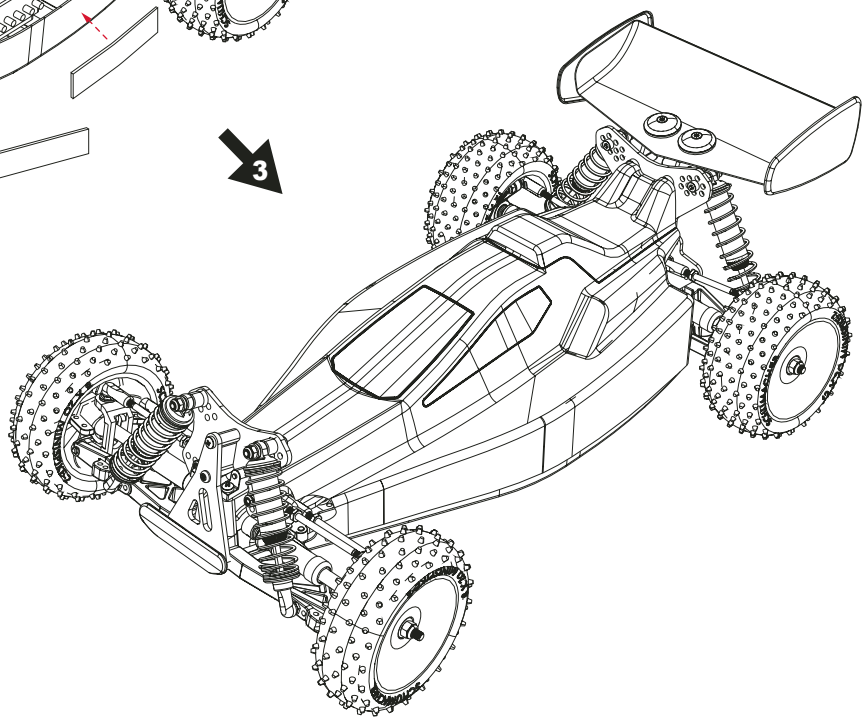




Painting Process

1. Cut the bodyshell to the cut lines.
2. Wash the bodyshell with soapy water.
3. Dry the bodyshell.
4. Apply masking, for windows and paint scheme.
5. Paint the body with the desired colour.
6. Remove the window masks.
7. Remove the protective film.
8. Apply the decals.





TYRES, WHEELS & INSERTS

Foam Inserts

Rear
U6653 - Hard (pair)
U6668 - Soft Ultra Wide (pair)
U6669 - Hard Ultra Wide (pair)
U6734 - Med (pair)
U6747 - Med Tubby (pair)
MC0002 - Cragg KWF (pair)
CR687 - Closed Cell (pair)
JC8131 - Hard (pair)

Front Med
U6733 - Med (pair)
MC0001 - Cragg KWF (pair)
CR688 - Closed Cell (pair)
JC8130 - Hard (pair)

Wheels

White
U1458 - Smooth Dish Rear (Pair)
U1516 - Smooth Dish Front (Pair)

White
U1615 - 3 Spoke Rear (Pair)
U1614 - 3 Spoke Front (Pair)

Yellow
U9394 - Rear Wheel; Smooth - 2.2 - Yellow
U9395 - Front Wheel; Smooth - 2.2 - Yellow

Tyres

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

Front Mini Spike 2
U6515 - Green Compound (pair)
U6517 - Blue Compound (pair)
U6557 - Yellow Compound (pair)
U6762 - Silver Compound (pair)

Rear Mini Pin 1
U6817 - Yellow Compound (pair)
U6819 - Blue Compound (pair)
U6820 - Silver Compound (pair)

Front Stagger Rib
U6810 - Yellow Compound (pair)
U6811 - Silver Compound (pair)
U6846 - Blue Compound (pair)

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

Front Cactus
U6840 - Yellow Compound (pair)
U6843 - Silver Compound (pair)
U6845 - Blue Compound (pair)

Front Cactus Fusion
U6855 - Yellow Compound (pair)
U6858 - Silver Compound (pair)

Front Cactus Fusion 2
U6895 - Yellow Compound (pair)
U6896 - Blue Compound (pair)

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

Front Mini Dart
U6825 - Yellow Compound (pair)
U6828 - Blue Compound (pair)
U6831 - Silver Compound (pair)

Rear Honeycomb
U6863 - Yellow Compound (pair)

Front Honeycomb
U6861 - Yellow Compound (pair)

Rear Mini Pin 2
U6803 - Blue Compound (pair)
U6804 - Yellow Compound (pair)
U6805 - Silver Compound (pair)

Front Mini Pin 2
U6821 - Yellow Compound (pair)

Rear Mini Pin
U6608 - Yellow Compound (pair)

Front Mini Pin
U6601 - Blue Compound (pair)
U6607 - Yellow Compound (pair)
U6777 - Silver Compound (pair)

Rear Mezzo
U6885 - Yellow Compound (pair)
U6886 - Silver Compound (pair)
U6887 - Blue Compound (pair)

Front Mezzo
U6888 - Yellow Compound (pair)
U6889 - Silver Compound (pair)
U6890 - Blue Compound (pair)

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

Front 2.2" Full Spike
U6595 - Yellow Compound (pair)

Front Stud 2 Row
U6797 - Yellow Compound (pair)

Rear Azami
U6905 - Yellow Compound (pair)

Front Shard
U6907 - Yellow Compound (pair)

For the full and latest range of off-road tyres, scan the QR code.

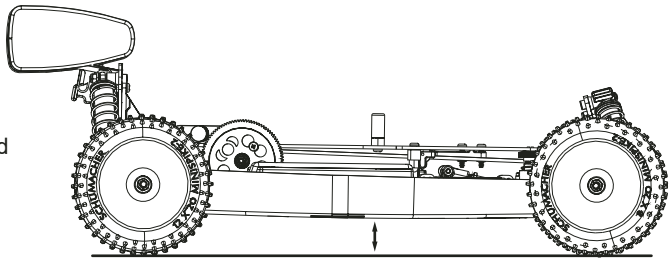
Or visit
www.racing-cars.com
and check out:
Products > Wheels & Tyres.

TRACK SETTINGS

RIDE HEIGHT

See Page 14 & 15 Bag C - Step 23b & 23d

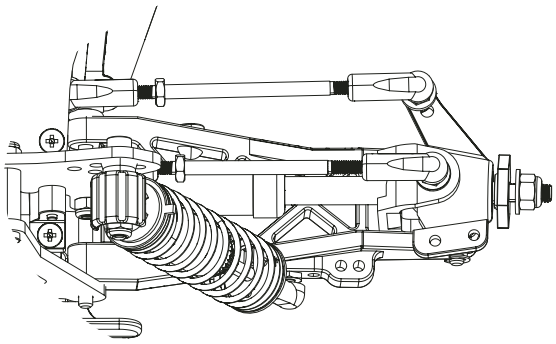
Use the spring spacer adjusters on the shock absorbers to adjust the front and rear ride heights. With the car level, we recommend setting the ride height between 18-22mm on astro, 19-23mm on dirt and 15-19mm on carpet. This is measured between the bottom of the chassis and the ground with the car in race trim.
First press the car down on to the ground and release it once or twice to settle the suspension before adjusting the ride height. The chassis should be level when viewed from the side.
Adjusting the spring spacer does not increase or decrease the spring stiffness only the preload.
If the suspension needs to be softer or harder change the spring.



FRONT TOE

See Page 12 Bag B - Step 19

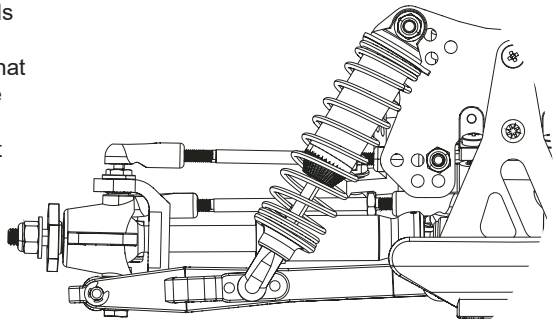
Front toe should be set to 0° (both front wheels pointing straight ahead) this will be the best setting for most track conditions.
Adding toe out will increase initial turn in and make it smoother to drive on power. The team generally run 1° toe out on astro tracks.



FRONT SHOCK MOUNT

See Page 16 Bag C - Step 24

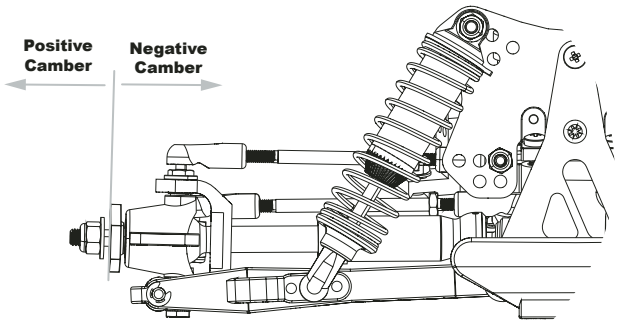
The kit setting on the front shock mount is position 6. Moving the shock outwards will make the car react faster and increase the initial steering response, it will however stiffen the suspension which may require an oil and spring change so that the cars suspension remains the same. Moving the shock inwards will soften the suspension and slow down the steering reaction and make the car smoother on bumpy tracks. Again you may need to alter the oil and spring combination to get the suspension correct again.
If you are occasionally lifting a rear wheel, the front shock may be too laid over. Standing the front shock up can fix this.



FRONT CAMBER

See Page 12 Bag B - Step 19

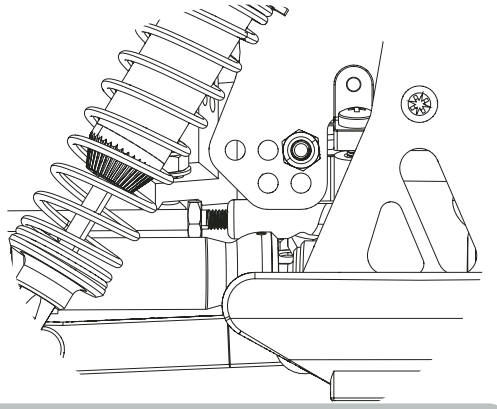
The usual setting for static front camber is between -1.0° and -2.0° negative at ride height (the top of the wheel is leaning inwards towards the car). If more front grip is required, increase camber to between -2.0° and -2.5°.
When racing on high grip dirt, with squarer profile tyres, use between -0.80° and -1.0° front camber to keep the contact patch consistent with the surface.



FRONT CAMBER LINKS

See Page 11 Bag B - Step 18

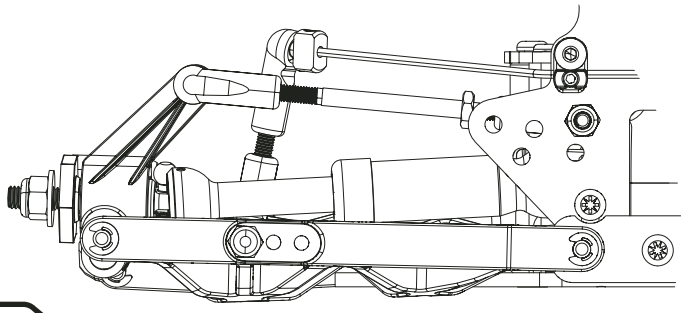
The kit setting for the front camber link is position 3 on the shock tower. The length of the camber link can be reduced by moving the ballstud to a wider position on the shock tower.
A shorter front link will make the car roll less and speed up the cars initial steering response. This is a better choice for bumpy, low grip tracks.
The angle of the camber link can be adjusted by moving the inner ball stud on the shock tower to another position. Lowering this point will increase grip to the front.



REAR WISHBONE SHOCK MOUNTING HOLE

See Page 02 Bag A - Step 02

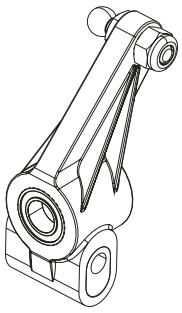
The outer hole works best for most track conditions giving good traction and drive through the turns whilst maintaining good stability over the bumps. Moving to the inner hole on the wishbone will increase traction and will lock the rear in during the corners. This setting would usually get used in low grip conditions. You may need to change the oil and spring settings to get the same suspension feel. If the grip level is low and the track is bumpy, try the inside hole with harder springs and thicker oil. This should help improve the handling.



REAR TOE IN

See Page 02 Bag A - Step 01

The hub insert is a tuning aid for changing track conditions. On a higher grip track lowering the pin will produce more rotation. On a low grip track raising the pivot pin will increase the cars stability, therefore making the car easier to drive.
The toe angle can also be adjusted using the hub inserts. Increasing the angle provides more stability which is sutiable for lower grip conditions.Therefore decreasing the value will provide more rotation and aggresion which is suitable for lower grip conditions.

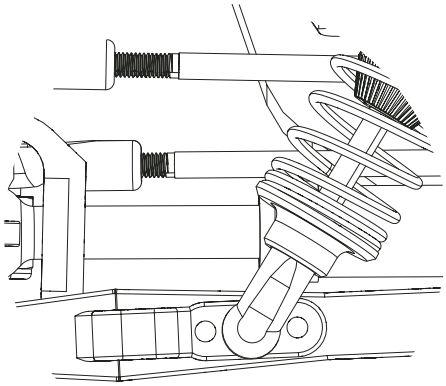


Insert (°)		Pivot Pin Location	Toe In
LH	RH		
2°	2	Low	5
1°	1	Low	4
0°	0	Low	3
0	0°	Low	3
1	1°	Low	2
2	2°	Low	1
2	2°	High	5
1	1°	High	4
0	0°	High	3
0°	0	High	3
1°	1	High	2
2°	2	High	1

FRONT WISHBONE SHOCK MOUNTING HOLE

See Page 07 Bag B - Step 12

The middle hole on the wishbone is the standard setting for most tracks. Moving the shock to the outer hole makes the car more reactive and increases suspension stiffness. Using the inner hole makes the car less reactive. This setting also makes the front end softer. Changes to the springs and dampers may be required for different mounting holes. Anti-roll bars can also be changed to suit mounting position.



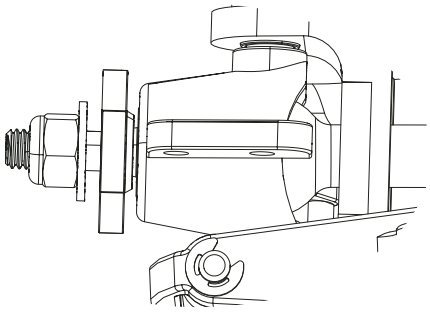
FRONT & REAR HEX WIDTH

See Page 21 Bag C- Step 30a

The base setting gives the best balance between steering and stability. Using a wider front hex will make the car more aggressive. Using a wider rear hex will help with more forward drive and initial turn in. Narrowing the rear will give more on power steering and increase side traction.

FRONT HEX OPTIONS		
Part Number	Hex	Car Width Change
U9109	2.00	2.0mm Wider
U9146	0.00	Kit Build

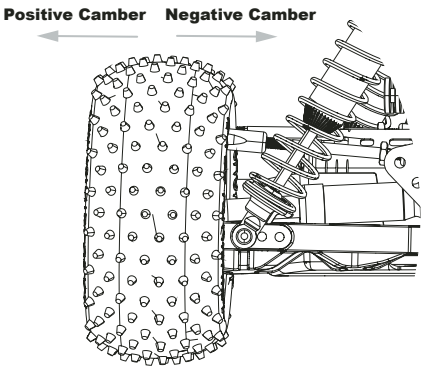
REAR HEX OPTIONS		
Part Number	Hex	Car Width Change
U9109	2.00	2.0mm Wider
U9146	0.00	Kit Build



REAR CAMBER

See Page 06 Bag A - Step 10c

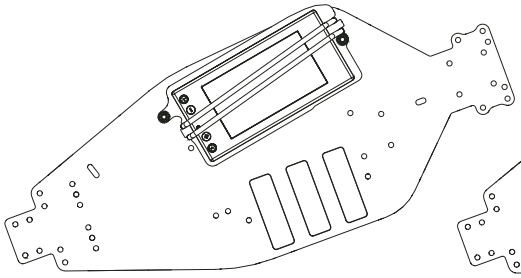
The usual team setting for static rear camber is between -1.0° and -1.5° at ride height (the top of the tyre leaning inwards towards the car). If more rear grip is required, increase camber to between -2.0° and -3.0°. When racing on high grip dirt, with squarer profile tyres, use between -0.80° and -1.0° rear camber to keep the contact patch consistent with the surface.



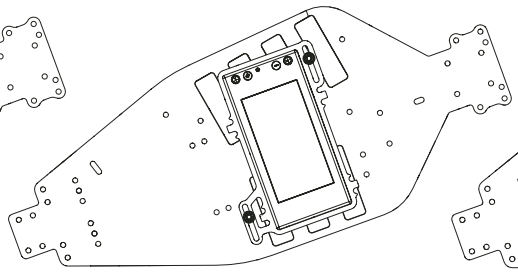
LIPO POSITION

See Page 19 Bag C - Step 28

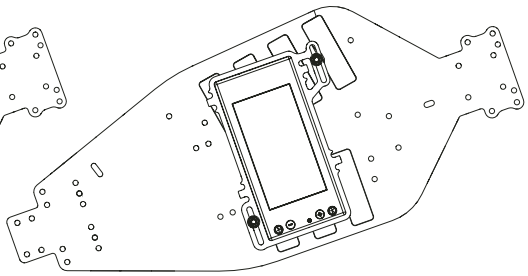
There are 3 shorty LiPo and one Nimh position to fine tune the chassis balance. The team generally run the kit position as it gives the best balance, the CAT 2000 Classic also offers period correct battery mounting. There is an optional transverse battery mount which further improves the chassis balance. Therefore improving the driveability of the vehicle.



Shorty LiPo Position 1



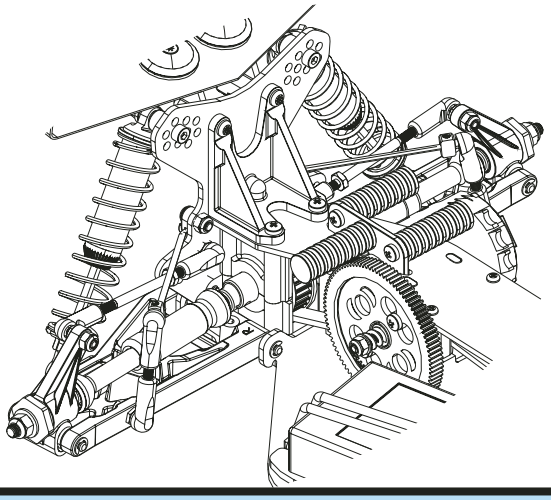
Shorty LiPo Position 2



Shorty LiPo Position 3

ANTI-ROLL BARS (SWAY BARS) *Options

Anti-roll bars are an often overlooked set up aid that allows fine tuning of the suspension without major changes to the shock and spring settings. They are mainly used to add roll stiffness to the car without affecting the handling on bumps and jumps. Running anti-roll bars allows you to run softer suspension on bumpy tracks while reducing the roll in corners, thus maintaining stability through the turns.
A harder rear bar will make the car drive flatter through the corners and feel like it has more inital steering aswell as better forward drive. A softer rear bear will make the car roll more but you may need to stiffen the roll in another place if the car becomes too lazy.



GEAR RATIO (2.00:1)

See Page 17 Bag C- Step 26

Pinion

Spur	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
86						9.05	8.6	8.19	7.81	7.47	7.16	6.88	6.61	6.37	6.14	5.93	5.73	5.54
89			11.12	10.47	9.88	9.36	8.9	8.47	8.09	7.73	7.41	7.12	6.84	6.59	6.35			
92	13.14	12.26	11.5	10.82	10.22	9.68	9.2	8.76	8.36	8	7.66	7.36						
95KB	12.57	12.66	11.87	11.17	10.55	10	9.5	9.04	8.63									

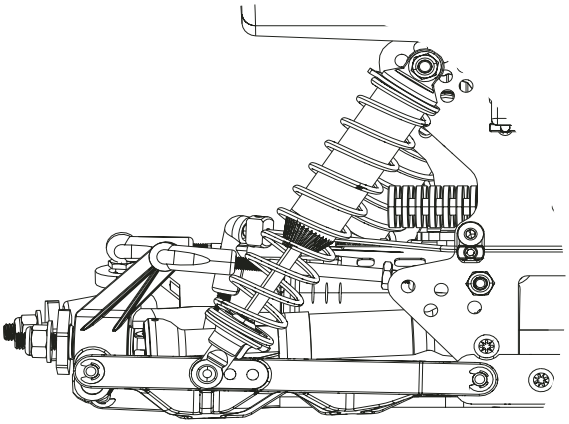
U9162 - Tooth Sum Plastic 108 Minimum to 114 Maximum - KB

U9144 - Tooth Sum Alloy 105 Minimum to 117 Maximum - Option

REAR CAMBER LINK

See Page 03 Bag A- Step 04

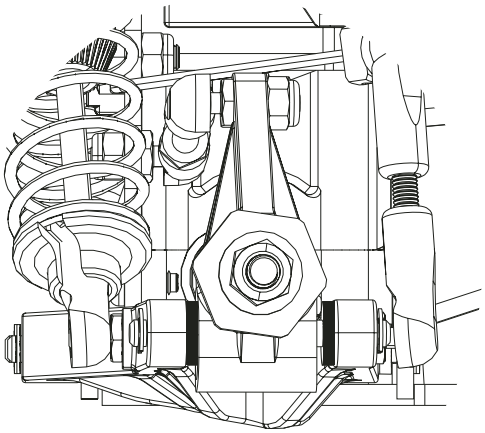
The kit setting for the rear camber link is position 3. Shortening the rear camber link will make the rear of the car roll less in the corners, and square up faster when accelerating away from tight turns, longer links are generally used on high grip tracks and shorter links on low grip tracks. Lowering the inside ball stud will generate more grip, but reduce steering.



REAR WHEELBASE OPTIONS

See Page 21 Bag C- Step 30

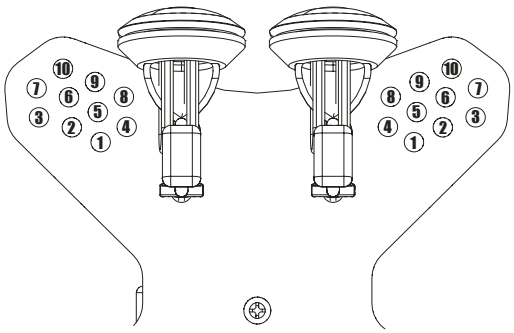
The CAT 2000 has three wheelbase options at the rear, short medium and long. The adjustment is provided by re positioning the washers on the outer wishbone pin. Moving the rear hub carrier forwards will give more traction at the expense of stability over rough sections of the track, and moving the hub carrier to the middle or rear position usually improves stability over the rough sections, running the car in long wheelbase form also free's up the car on sweeping sections of the track. Generally you will run long wheelbase on carpet, mid on astro and short on dirt.



REAR SHOCK MOUNT

See Page 21 Bag C- Step 30

The Third hole on the shock mount (6) gives best all round results. Moving the shock inwards increases on power steering and reduces initial steering. Moving the shock to the outer holes will stiffen the suspension, increasing initial steering and forward drive but could cause the rear wheel lifting. Moving the shock to these holes may require an oil or spring chanvge to maintain the suspension performance.



OPTION PARTS

U9109 Wheel Hex +2mm (pr) - CAT 2000

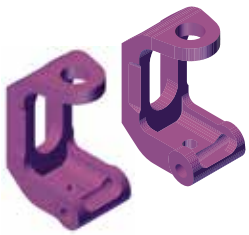
U9111 Alloy Front Lower Transmission Housings - CAT 2000

U9384 C/F Rear Pivot Brace - CAT 2000

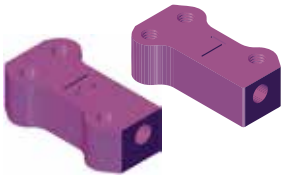
U9112 Alloy Servo Saver Lockout - CAT 2000

U9127 Rear Anti Roll Bar Kit - CAT 2000

U9360 Carpet Protector - Front Shock Tower - CAT 2000



U9129 Alloy Front Yokes 5deg - CAT 2000

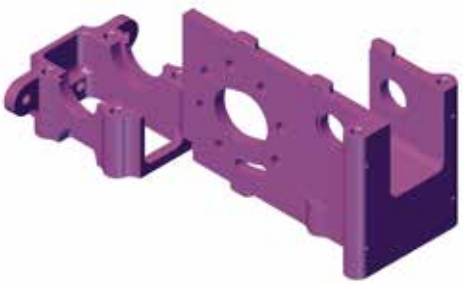


U9133 Alloy Pivot Blocks Rear - CAT 2000

U9128 Alloy Servo Mounts (pr) - CAT 2000

U9380 Pro Layshaft (Slipper/FAB) - CAT 2000

U9139 Alloy Upper Transmission Housing - CAT 2000



U9144 Alloy Rear Transmission Housing - CAT 2000

SPARES LIST

Chassis Parts

U1042 Aerial Mount - Universal
U119 Aerial Tube - Pack 4
U3298 Wing Mount - SX/2,SV
U3987 Moulded Battery Straps 6 Cell - SupaStox,PC
U4303 Ball Socket Long (Black) - pk8
U7546 Servo Mounts (pr) - TC,CC,C2W
U9142 Rear Diff Mouldings - CAT 2000
U9147 Chassis Gate & Spacers - CAT 2000
U9159 Rear Pivot Braces (pr) - CAT 2000
U9160 Upper Transmisions Housing (pr) - CAT 2000
U9161 Front Lower Transmission Housing - CAT 2000
U9162 Rear Lower Transmission Housing - CAT 2000
U9163 Motor Heatsinks - CAT 2000 (pk3)
U9164 Motor Plate - CAT 2000
U9166 Centre Track Rod & Bushes - CAT 2000
U9168 Front Pivot Bar - CAT 2000
U9170 Stepped Yoke Washer (pr) - CAT 2000
U9177 S2 Front Shock Brace 15deg - CAT 2000
U9184 S2 LiPo Battery Tray - CAT 2000
U9185 S2 Chassis - CAT 2000
U9186 S2 Top Deck - CAT 2000
U9187 Rear Pivot Blocks - CAT 2000 (pr)
U9188 S2 Rear Shock Mount - CAT 2000
U9189 S2 Front Shock Mount - CAT 2000
U9191 Front Bulkhead - CAT 2000
U9192 Servo Horn Short - 23T & 25T - CAT 2000 (2pcs)
U9193 Servo Saver Metal Parts - CAT 2000
U9194 Long Steering Posts+Washer-SST/CAT
U9196 Rear Bulkhead - CAT 2000
U9271 Front Bumper - CAT 2000
U9273 Servo Saver Nut - CAT 2000
U9356 Front Steering Pivot Blocks (pr) - CAT 2000

Bodyshells and Decals

U5151 Rear Wing and End Plates - CAT 2000
U5152 Undertray - CAT 2000
U5153 Bodyshell + Decals + Window Mask - CAT 2000
U9367 Manual - CAT 2000 Classic

Suspension

U1426 Pivot Pin; grooved 29mmx1/8 (pr)
U1440 Pro Pin; grooved 1/8x25mm (pr)
U3495 Ball Studs; Ultra Short - pk 4
U3496 Ball Studs; Short - pk 4
U3497 Ball Studs; Long - pk 4
U9148 Turnbuckle 39mm (pr) - CAT 2000
U9149 Turnbuckle 53mm (pr) - CAT 2000
U9150 Turnbuckle 60mm (pr) - CAT 2000
U9151 Turnbuckle 65mm (pr) - CAT 2000
U9158 Rear Hub Carriers and Inserts (pr) - CAT 2000
U9179 Steering Arm Moldings - CAT 2000
U9183 Rear Wishbones (pr) - CAT 2000
U9195 Steering Yokes - CAT 2000 (pr)
U9357 Pivot Pin 48mm x 1/8 - (pr)
U9361 Front Wishbones Laydown (pr) - CAT 2000
U9362 Front Hub Carrier (pr) - CAT 2000

Transmission

U1491 4mm Front Belt - CAT 2000 / EC
U1492 6mm Rear Drive Belt - SST/CAT 2000
U4106 Slipper Spring - SVR,KR,K1/Aero,L1/EVO/R,C2W
U7260 SPEED PACK Disc Spring 8x3.2x0.5mm (pk8)
U8959 Slipper Drive Hub - C2W
U8960 Slipper Thrust Plate - C2W

Transmission (Cont.)

U8961 Slipper Pad PTFE - C2W
U8984 95T Slipper Spur Gear - C2W
U8985 92T Slipper Spur Gear - C2W
U8986 89T Slipper Spur Gear - C2W
U8987 86T Slipper Spur Gear - C2W
U9146 Wheel Hex (pr) - CAT 2000
U9152 Diff Screw Set - CAT 2000
U9153 Diff Rebuild Kit - CAT 2000
U9154 Front Diff Mouldings - CAT 2000
U9156 Diff Washer Carrier Male - CAT 2000
U9165 15T Pulley & Fence - CAT 2000
U9167 One-Way Pulley Set - CAT 2000
U9171 Diff Knuckle Assembled (pr) - CAT 2000
U9172 Front Live Axle (pr) - CAT 2000
U9173 Rear Live Axle (pr) - CAT 2000
U9174 Co-Ax Driveshafts (pr) - CAT 2000
U9175 Clicker One-Way Pulley - CAT 2000
U9176 Slipper Layshaft - CAT 2000
U9178 Belt Idler Arm and Roller - CAT 2000
U9180 Diff Washer Carrier Female - CAT 2000
U9381 15T Alloy Rear Pulley - CAT 2000

Bearings and Balls

U1439 Ball Bearing - 5x9x3 Shield - (pr)
U1529 Ball Bearing - 4x8x3 Shield Flanged - (pr)
U3016 Ball Bearing - 10x15x4 - Shield (pr)
U3704 Thrust Bearing F3x8G SiNi Balls
U7216 Thrust Race F1/8 x 5/16 x 9/64 Grvd - XLS,TC,CC,PC
U9365 Ball Bearing - 4x8x2mm Open (pr)

Shock Absorbers

U1310 Shock Mouldings-Vari Click Piston (pr)
U3937 Shock Mouldings
U7261 Shock Mouldings pr - XLS,TC,CC,PC,C2W
U835 Vari Shock Seal Pack (pr)
U8948 Front Shock (pr) - C2W
U8966 Front Shock Body (pr) - C2W
U8967 Rear Shock Body (pr) - C2W
U8968 Piston Set - C2W
U8976 Rear Shock (pr) - C2W
U9181 Piston Rod - Long Shock (pr)
U9182 Piston Rod - Med Shock (pr)

Springs

U9131 Spring Set - Medium (5prs) - CAT 2000
U9132 Spring Set - Long (4prs) - CAT 2000
U9135 Spring - Medium - Yellow 2.0 Lb/in (pr) - CAT 2000
U9136 Spring - Medium - Grey 3.0 Lb/in (pr) - CAT 2000
U9138 Spring - Medium - Blue 4.0 Lb/in (pr) - CAT 2000
U9140 Spring - Medium - Black 6.0 Lb/in (pr) - CAT 2000
U9141 Spring - Long - Yellow 2.0 Lb/in (pr) - CAT 2000
U9143 Spring - Long - Grey 3.0 Lb/in (pr) - CAT 2000
U9145 Spring - Long - Blue 4.0 Lb/in (pr) - CAT 2000
U9388 Spring - Medium - Red 2.5Lb/in (pr) - CAT 2000
U9389 Spring - Long - Red 2.5Lb/in (pr) - CAT 2000

Hardware

U1247 SPEED PACK - Wing Mount 'O' Ring
U1539 SPEED PACK - Self Tap Csk Hd
U1547 SPEED PACK - M3 Nuts
U1548 SPEED PACK - M3 Washers
U1549 SPEED PACK - M4 Nuts and Washers
U1633 SPEED PACK - Small Pins (pk)

SPARES LIST

Hardware (Cont.)

U1962 SPEED PACK - O Rings3.3x2.4ID - pk6
U2128 SPEED PACK - Grub-Set Screws M3 M4
U2646 SPEED PACK - No 4x1/2
U2760 SPEED PACK - M3 Button Hd; 4 to 20
U3989 SPEED PACK - M4 Washers
U4110 Off Road Shock O Ring 1/8 Silicone Pk 8
U4220 'O' Ring 9.0x1.0 (pk10)
U4314 SPEED PACK - Alloy Black M3 Washers - 18pc
U4835 SPEED PACK - M3 Steel Nut Black (pk8)
U7105 SPEED PACK - M3x10 Button Hd (pk10)
U7106 SPEED PACK - M3x12 Button Hd (pk10)
U7116 SPEED PACK - M3x20 Cap Hd (pk10)
U7218 SPEED PACK M3 x 6 Pan Hd Pozi (pk10)
U7219 SPEED PACK M3 x 8 Pan Hd Pozi (pk10)
U7228 SPEED PACK No 4 x 1/4 Pan Hd (pk10)
U7229 SPEED PACK No 4 x 3/8 Pan Hd (pk10)
U7230 SPEED PACK No 4 x 1/2 Pan Hd (pk10)
U7259 SPEED PACK M3 x 8 Csk Pozi (pk10)
U7564 SPEED PACK - M3x20 Pan Pozi (pk10)
U7707 M3 Steel Washers (pk10)
U7885 LiPo 'O' Ring pr - A2,E3,E4
U7898 Black 6mm Spacer (pk4)
U8536 M3x4 Grub Screw Cup Point - (pk10)
U8943 Stepped M3 Washer (4pcs) - C2W
U9157 Steering Bush 1/8" x 1/4" (pk4) - CAT 2000
U9169 Sholder Screw (pr) - CAT 2000
U9190 M3x10 Low Profile Head Screw (Servo Mt.) - CAT2000
U9197 SPEED PACK - Driveshaft O-rings - CAT 2000
U9352 SPEED PACK - M3x30 Pan Head Pozi (pk10)
U9354 SPEED PACK - M3x12 Csk Head Pozi (pk10)
U9355 SPEED PACK - M3x16 Csk Head Pozi (pk10)
U9358 SPEED PACK - M3x4 Pan Head Pozi (pk10)
U9359 SPEED PACK - M3x35 Pan Head Pozi (pk10)
U9364 SPEED PACK - E Clip 1/8 (pk10)
U9366 SPEED PACK - M3x6mm Knurled Grub Screw (pk4)
U9369 Hub Carrier Washers - CAT 2000 (pk4)

Pinions

U2305 16T Steel Pinion - 48 D.P.
U2306 17T Steel Pinion - 48 D.P.
U2307 18T Steel Pinion - 48 D.P.
U2308 19T Steel Pinion - 48 D.P.
U2309 20T Steel Pinion - 48 D.P.
U2310 21T Steel Pinion - 48 D.P.
U2311 22T Steel Pinion - 48 D.P.
U2312 23T Steel Pinion - 48 D.P.
U2313 24T Steel Pinion - 48 D.P.
U2314 25T Steel Pinion - 48 D.P.
U2315 26T Steel Pinion - 48 D.P.
U2316 27T Steel Pinion - 48 D.P.
U2317 28T Steel Pinion - 48 D.P.
U2318 29T Steel Pinion - 48 D.P.
U2319 30T Steel Pinion - 48 D.P.
U3800 31T Steel Pinion - 48 D.P.

Options

U3850 Wing Mount Set - Off Road
U7316 Titanium Turnbuckle - 39mm - Silver - pr
U7318 Titanium Turnbuckle - 53mm - Silver - pr
U7319 Titanium Turnbuckle - 60mm - Silver - pr
U9074 Front Roller Driveshafts - CAT 2000
U9106 Pro Slipper and FAB Conversion - CAT 2000
U9107 C/F Chassis - CAT 2000
U9108 C/F Front Shock Brace 10deg - CAT 2000

Options (Cont.)

U9109 Wheel Hex +2mm (pr) - CAT 2000
U9110 Transverse Lipo Mount Set - CAT 2000
U9111 Alloy Front Lower Transmission Housing - CAT 2000
U9112 Alloy Servo Saver Lockout - CAT 2000
U9113 Steel Rear Pivot Brace (Forward) - CAT 2000
U9127 Rear Anti Roll Bar Kit - CAT 2000
U9128 Alloy Servo Mounts (pr) - CAT 2000
U9129 Alloy Front Yokes 5deg - CAT 2000
U9130 Hex Screw Set - CAT 2000
U9133 Alloy Pivot Blocks Rear (pr) - CAT 2000
U9134 Vari-Shock Machined Pistons (pk4) - CAT 2000
U9139 Alloy Upper Transmission Housing - CAT 2000
U9144 Alloy Rear Transmission Housing - CAT 2000
U9360 Carpet Protector - Front Shock Tower - CAT 2000
U9363 C/F Front Shock Mount - CAT 2000
U9379 C/F Rear Shock Mount - CAT 2000
U9380 Pro Layshaft (Slipper/FAB) - CAT 2000
U9382 C/F Front Shock Brace 15deg - CAT 2000
U9383 C/F Front Shock Brace 20deg - CAT 2000
U9384 C/F Rear Pivot Brace - CAT 2000
U9385 C/F Centre Track Rod & Bushes - CAT 2000
U9386 C/F Longitudinal LiPo Tray - CAT 2000
U9387 C/F Top Deck - CAT 2000
U9391 Rear Roller Driveshafts (pr) - CAT 2000

Wheels

CR887 JC 6 Spoke 2.2 Rear White Wheel CAT/Coug 2K pr
CR888 JC 6 Spoke 2.2 Rear Black Wheel CAT/Coug 2K pr
CR889 JC 6 Spoke 2.2 Rear Yellow Wheel CAT/Coug 2K pr
CR890 JC 6 Spoke 2.2 4WD Front White Wheel CAT 2K pr
CR891 JC 6 Spoke 2.2 4WD Front Black Wheel CAT 2K pr
CR892 JC 6 Spoke 2.2 4WD Front Yellow Wheel CAT 2K pr
U1458 Rear Wheel; Smooth-2.2
U1516 Front Wheel; Smooth - 2.2
U1614 Front Wheels; White 3 Spoke CAT
U1615 Rear Wheels; White 3 Spoke - CAT/Fbl
U9394 Rear Wheel; Smooth - 2.2 - Yellow
U9395 Front Wheel; Smooth - 2.2 - Yellow

Driver: Test Driver | Date: | Event/Track: CARPET TEST
Qualify: | Final: | Best Lap:

TRACK TYPE

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

TYRES

	FRONT	REAR
Tyres	U6861	U6863
Wheels	U1516	U1458
Inserts	U6733	U6747

Notes:

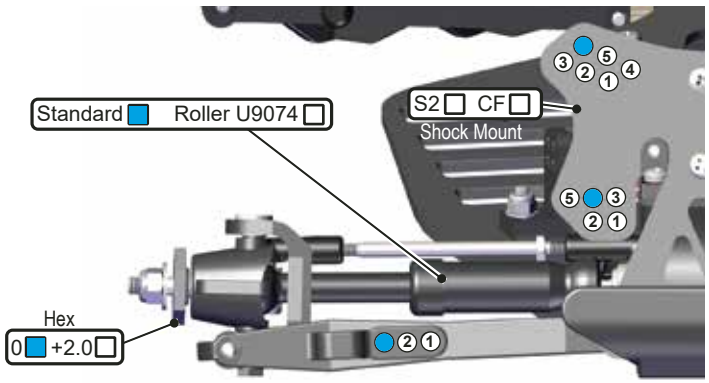
Front sidewalls glued up to tread.

Notes:

FRONT SUSPENSION

KEY: **P** = Plastic, **A** = Alloy, **CF** = Carbon Fibre, **S2** = Schumacher Composite, **Sh** = Short, **H** = High, **L** = Low, **F** = Front, **R** = Rear, **Y** = Yes, **N** = No

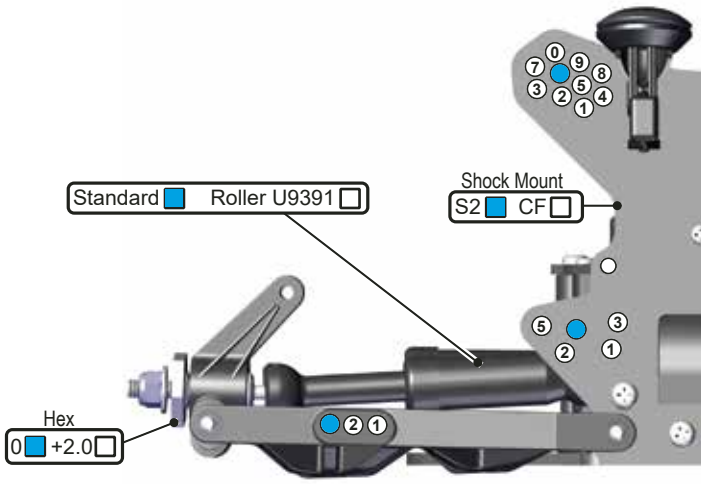
Ride Height	12 mm
Toe	-1.0 deg In □ Out ■
Camber at Ride Height	1 deg
Rake (C/F)	10° □ 15° ■ 20° □
Castor	+5 □ 0 ■ -5 □
Bump Steer Washers	1 mm
Servo Saver Lockout	Y □



REAR SUSPENSION

KEY: **P** = Plastic, **A** = Alloy, **CF** = Carbon Fibre, **S2** = Schumacher Composite, **Sh** = Short, **H** = High, **L** = Low, **F** = Front, **R** = Rear, **Y** = Yes, **N** = No

Ride Height	13mm
Camber at Ride Height	1 deg
ARB	1.2 □ 1.4 □ 1.6 □
Anti Squat	0° ■ 3° (Alloy U9133) □



LH RH	Height	Actual	Rear Toe-in Insert
2° 2	Low	5°	□
1° 1	Low	4°	□
0° 0	Low	3°	□
0 0°	Low	3°	□
1 1°	Low	2°	□
2 2°	Low	1°	■
2 2°	High	5°	□
1 1°	High	4°	□
0 0°	High	3°	□
0° 0	High	3°	□
1° 1	High	2°	□
2° 2	High	1°	□

EQUIPMENT

E.S.C.	
Servo	
RX	
LiPo	
Motor	10.5
Timing	deg
Pinion	23 T
Spur	89 T
Pro Slipper	Y □ N ■

Fixed front pulley.

CHASSIS

LiPo Position	1 ■ 2 □ 3 □
Wing Mount	U3850 ■
Alloy Bulkheads	U9111 □ U9139 □ U9162 □
Running Weight	g
Chassis	S2 □ C/F ■

WEIGHTS

Notes:

SHOCKS

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

	FRONT	REAR
Cap	V □ S ■ A □	V □ S ■ A □
Oil	550 cSt	450 cSt
Valves	2	2
Spring	Blue lb/in	Grey lb/in
Limiters (i)	mm	mm
Stroke	mm	mm
Limiters (e)	mm	mm
Sockets	Short □ Long ■	Short □ Long ■

Driver: Kit Setup | Date: | Event/Track:
Qualify: | Final: | Best Lap:

TRACK TYPE

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

TYRES

	FRONT	REAR
Tyres	U6913	U6914
Wheels	U1516	U1458
Inserts	U6733	U6734

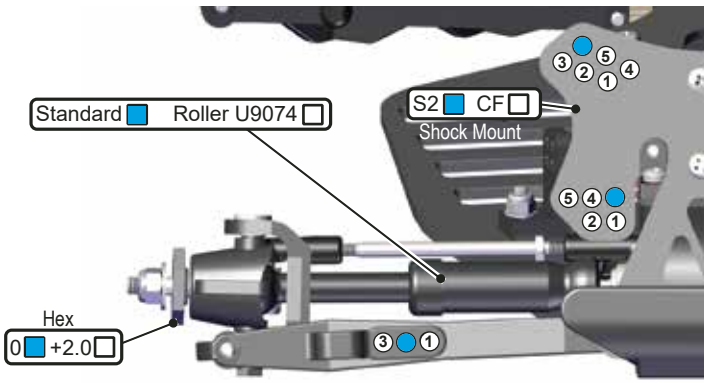
Notes:

Notes:

FRONT SUSPENSION

KEY: **P** = Plastic, **A** = Alloy, **CF** = Carbon Fibre, **S2** = Schumacher Composite, **Sh** = Short, **H** = High, **L** = Low, **F** = Front, **R** = Rear, **Y** = Yes, **N** = No

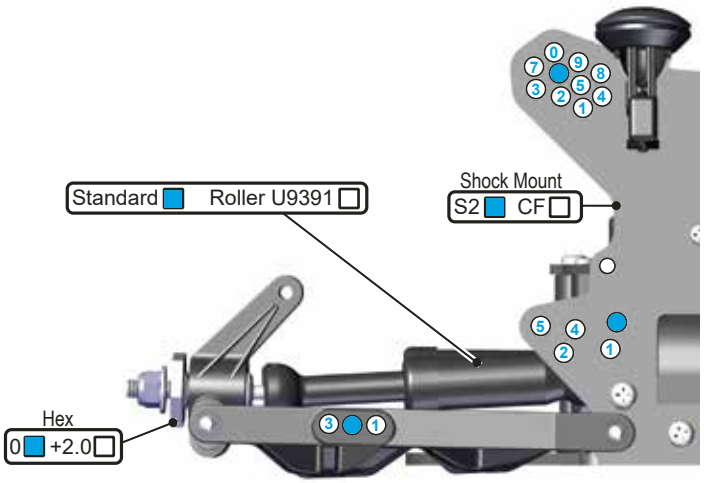
Ride Height	15 mm
Toe	0.5 deg In ☐ Out ■
Camber at Ride Height	2 deg
Rake (C/F)	10° ☐ 15° ■ 20° ☐
Castor	+5 ☐ 0 ■ -5 ☐
Bump Steer Washers	1 mm
Servo Saver Lockout	Y ☐



REAR SUSPENSION

KEY: **P** = Plastic, **A** = Alloy, **CF** = Carbon Fibre, **S2** = Schumacher Composite, **Sh** = Short, **H** = High, **L** = Low, **F** = Front, **R** = Rear, **Y** = Yes, **N** = No

Ride Height	15mm
Camber at Ride Height	2 deg
ARB	1.2 ☐ 1.4 ☐ 1.6 ☐
Anti Squat	0° ☐ 3° (Alloy U9133) ■



LH RH	Height	Actual	Rear Toe-in Insert
2° 2	Low	5°	☐
1° 1	Low	4°	☐
0° 0	Low	3°	☐
0 0°	Low	3°	☐
1 1°	Low	2°	☐
2 2°	Low	1°	☐
2 2°	High	5°	☐
1 1°	High	4°	☐
0 0°	High	3°	■
0° 0	High	3°	☐
1° 1	High	2°	☐
2° 2	High	1°	☐

EQUIPMENT

E.S.C.	
Servo	
RX	
LiPo	
Motor	
Timing	deg
Pinion	T
Spur	95 T
Pro Slipper	Y ☐ N ■

CHASSIS

LiPo Position	1 ■ 2 ☐ 3 ☐
Wing Mount	U3850 ☐
Alloy Bulkheads	U9111 ☐ U9139 ☐ U9162 ☐
Running Weight	g
Chassis	S2 ■ C/F ☐

WEIGHTS

Notes:

SHOCKS

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

	FRONT	REAR
Cap	V ☐ S ■ A ☐	V ☐ S ■ A ☐
Oil	400 cSt	300 cSt
Valves	3 Open	3 Open
Spring	Blue lb/in	Grey lb/in
Limiters (i)	mm	mm
Stroke	mm	mm
Limiters (e)	mm	mm
Sockets	Short ☐ Long ■	Short ☐ Long ■

CAT 2000 Classic — THE NEXT GENERATION

Schumacher

Driver:	Date:	Event/Track:
Qualify:	Final:	Best Lap:

TRACK TYPE

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

TYRES

	FRONT	REAR
Tyres		
Wheels		
Inserts		

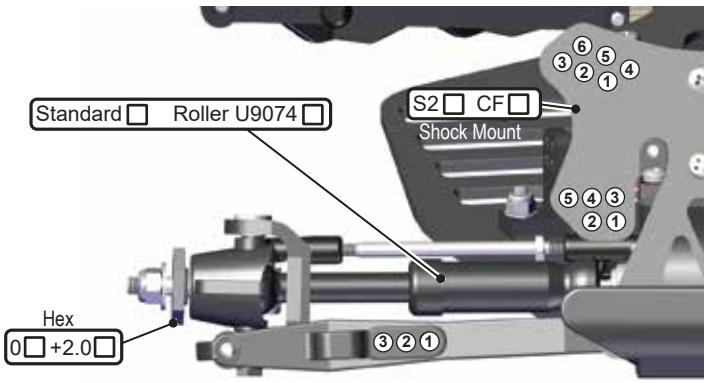
Notes:

Notes:

FRONT SUSPENSION

KEY: **P** = Plastic, **A** = Alloy, **CF** = Carbon Fibre, **S2** = Schumacher Composite, **Sh** = Short, **H** = High, **L** = Low, **F** = Front, **R** = Rear, **Y** = Yes, **N** = No

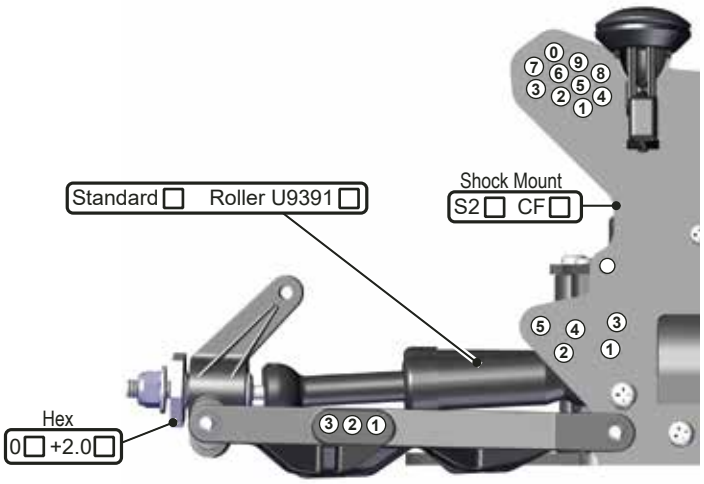
Ride Height	mm
Toe	deg In ☐ Out ☐
Camber at Ride Height	deg
Rake (C/F)	10° ☐ 15° ☐ 20° ☐
Castor	+5 ☐ 0 ☐ -5 ☐
Bump Steer Washers	mm
Servo Saver Lockout	Y ☐



REAR SUSPENSION

KEY: **P** = Plastic, **A** = Alloy, **CF** = Carbon Fibre, **S2** = Schumacher Composite, **Sh** = Short, **H** = High, **L** = Low, **F** = Front, **R** = Rear, **Y** = Yes, **N** = No

Ride Height	mm
Camber at Ride Height	deg
ARB	1.2 ☐ 1.4 ☐ 1.6 ☐
Anti Squat	0° ☐ 3° (Alloy U9133) ☐



LH RH	Height	Actual	
2° 2	Low	5°	☐
1° 1	Low	4°	☐
0° 0	Low	3°	☐
0 0°	Low	3°	☐
1 1°	Low	2°	☐
2 2°	Low	1°	☐
2 2°	High	5°	☐
1 1°	High	4°	☐
0 0°	High	3°	☐
0° 0	High	3°	☐
1° 1	High	2°	☐
2° 2	High	1°	☐

Rear Toe-in Insert

EQUIPMENT

E.S.C.	
Servo	
RX	
LiPo	
Motor	
Timing	deg
Pinion	T
Spur	T
Pro Slipper	Y ☐ N ☐

CHASSIS

LiPo Position	1 ☐ 2 ☐ 3 ☐
Wing Mount	U3850 ☐
Alloy Bulkheads	U9111 ☐ U9139 ☐ U9162 ☐
Running Weight	g
Chassis	S2 ☐ C/F ☐

WEIGHTS

Notes:

SHOCKS

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

	FRONT	REAR
Cap	V ☐ S ☐ A ☐	V ☐ S ☐ A ☐
Oil	cSt	cSt
Valves		
Spring	lb/in	lb/in
Limiters (i)	mm	mm
Stroke	mm	mm
Limiters (e)	mm	mm
Sockets	Short ☐ Long ☐	Short ☐ Long ☐