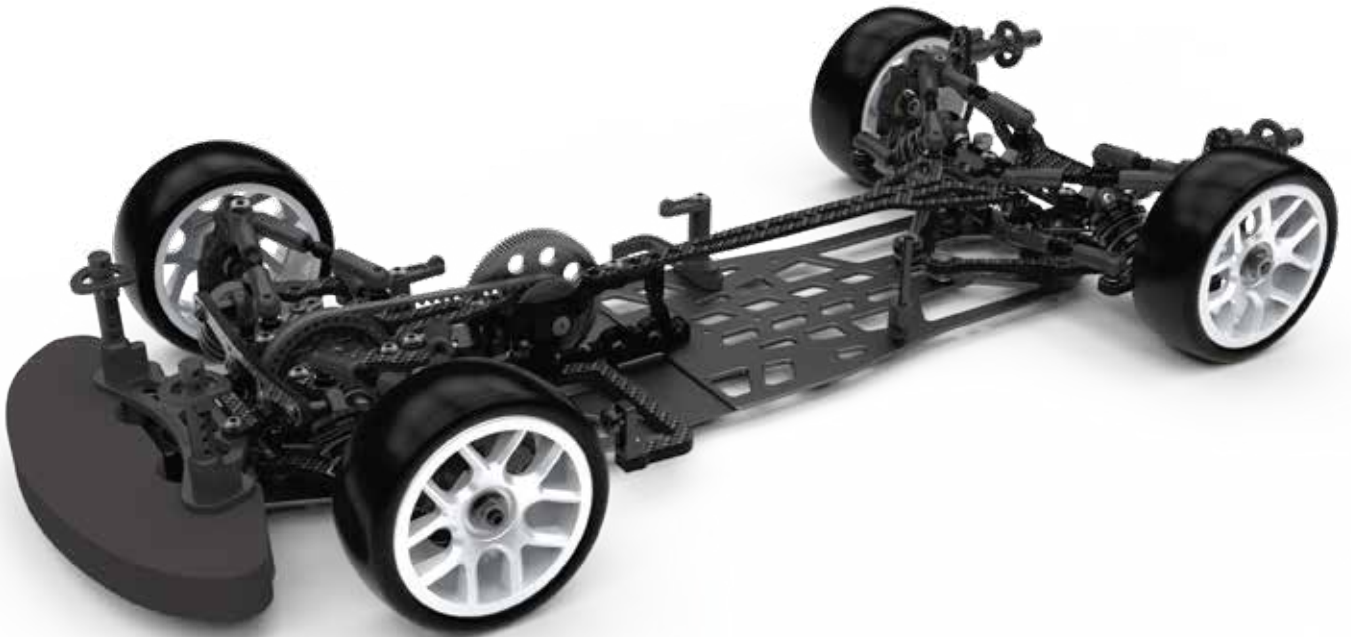
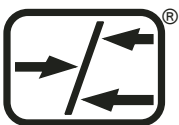


R19



Instruction Manual ISS1



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



Bodyshell

Radio Equipment

Steering Servo (Low Profile)

Motor and Pinion Gear

Electronic Speed Controller

2S LiPo Battery

Battery Charger

Polycarbonate Paint

Tyres and Wheels

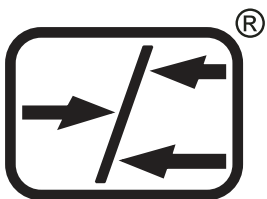
TOOLS REQUIRED

- 1.5mm Hex Driver - U2789
- 2.0mm Hex Driver - U2790
- 3.0mm Hex Driver - U2792
- 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 Moly Thrust Race Grease 10ml - CR755
- CORE RC Medium Strength Thread Lock 3ml - CR520
- 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

FT9

Step 1 - Bag A

A x4

M3 x 5 Csk Hd Screw



B x7

M3 x 8 Csk Hd Screw



C x1

M3x 8 Button Hd Screw



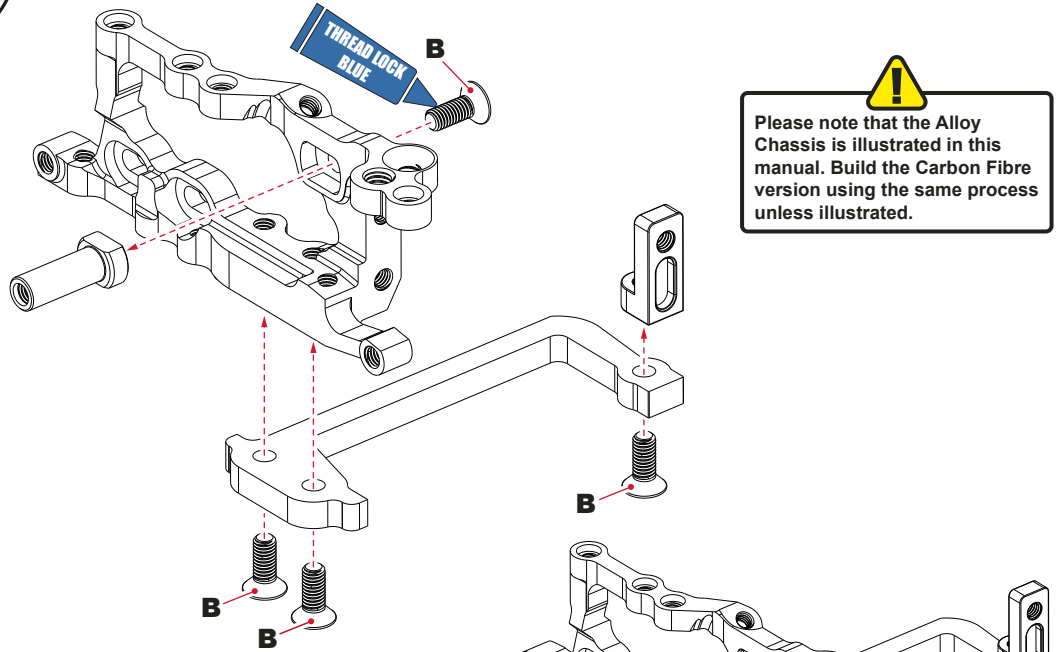
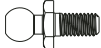
D x1

M3 Nyloc Nut

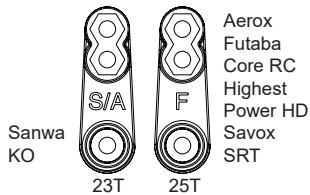
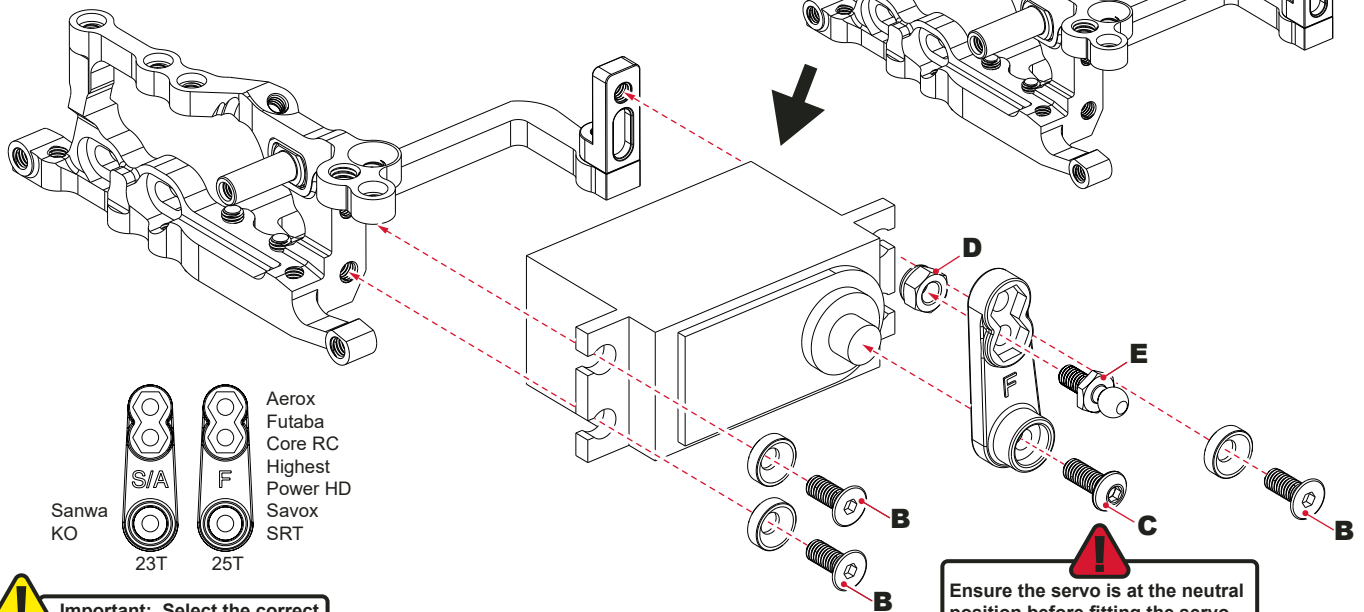


E x1

Ball Stud Small



!
Please note that the Alloy Chassis is illustrated in this manual. Build the Carbon Fibre version using the same process unless illustrated.



Sanwa
KO

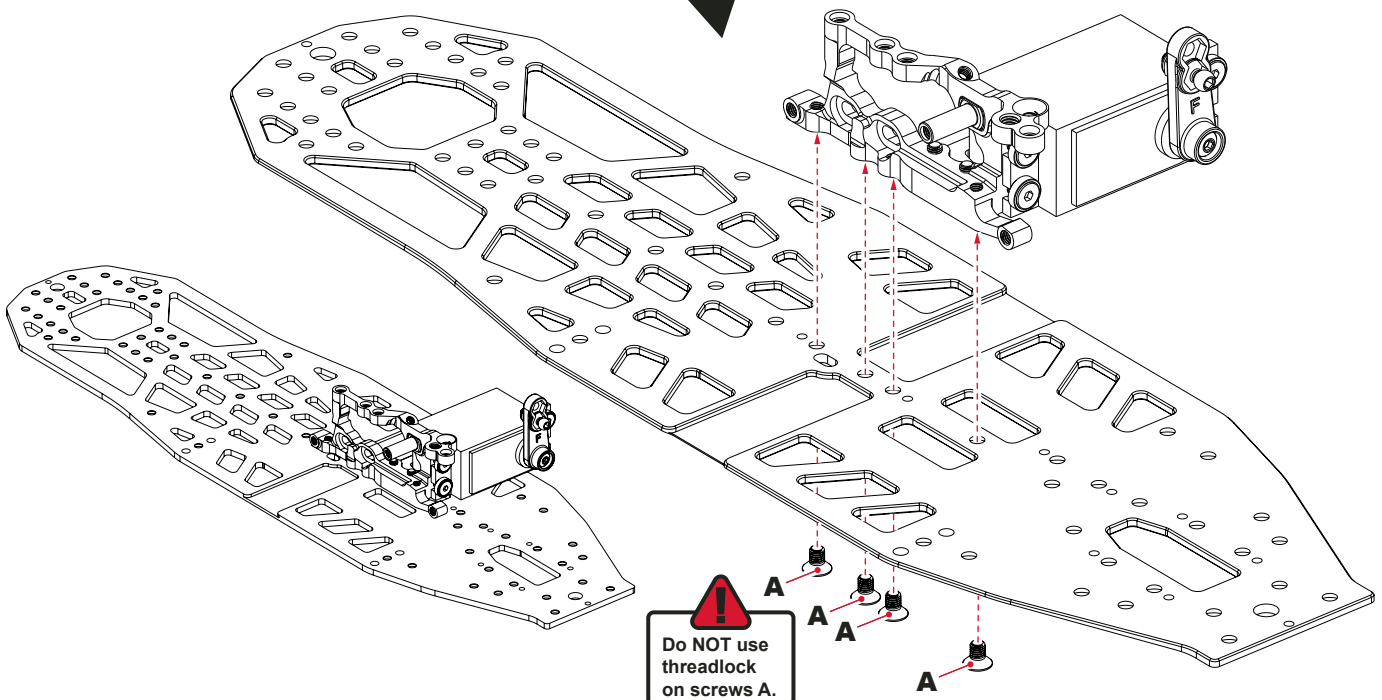
23T

25T

Aerox
Futaba
Core RC
Highest
Power HD
Savox
SRT

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












! Ensure the servo is at the neutral position before fitting the servo horn. The horn should be vertical.



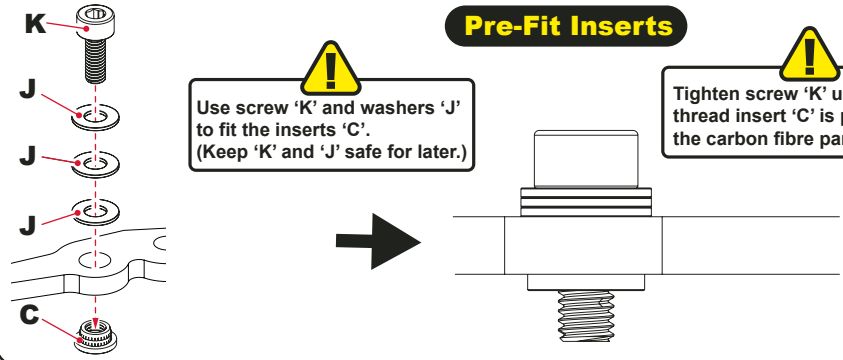
! Do NOT use threadlock on screws A.

FT9

Step 2 - Bag A

- A x2**  M3 x 6 Button Hd Screw
- B x2**  M3 x 10 Button Hd Screw
- C x2**  M3 Black Thread Insert
- D x2**  M3 x 8 Patched Dome Point Grub Screw
- E x2**  M3 x 8 Cup Point Grub Screw
- F x6**  O'ring ø5 x 1.0
- G x4**  5.5mm Wishbone Ball
- H x2**  Outer Arm Ball Stud
- I x1**  M3 Nut
- J x3**  'M3 Steel Washer
- K x1**  M3 x 8 Cap Hd Screw

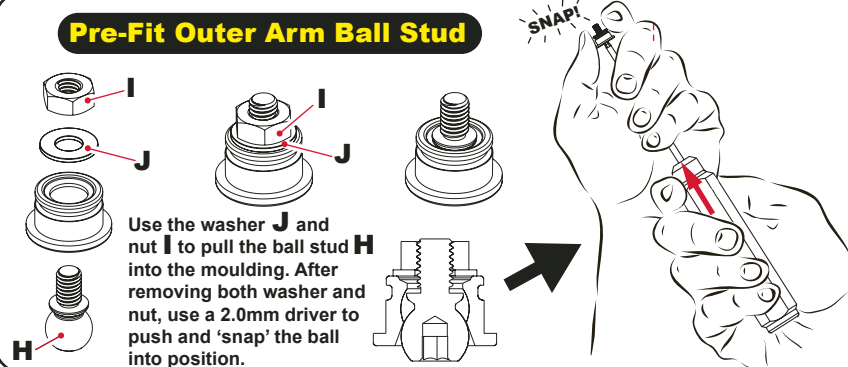
Pre-Fit Inserts



! Use screw 'K' and washers 'J' to fit the inserts 'C'. (Keep 'K' and 'J' safe for later.)

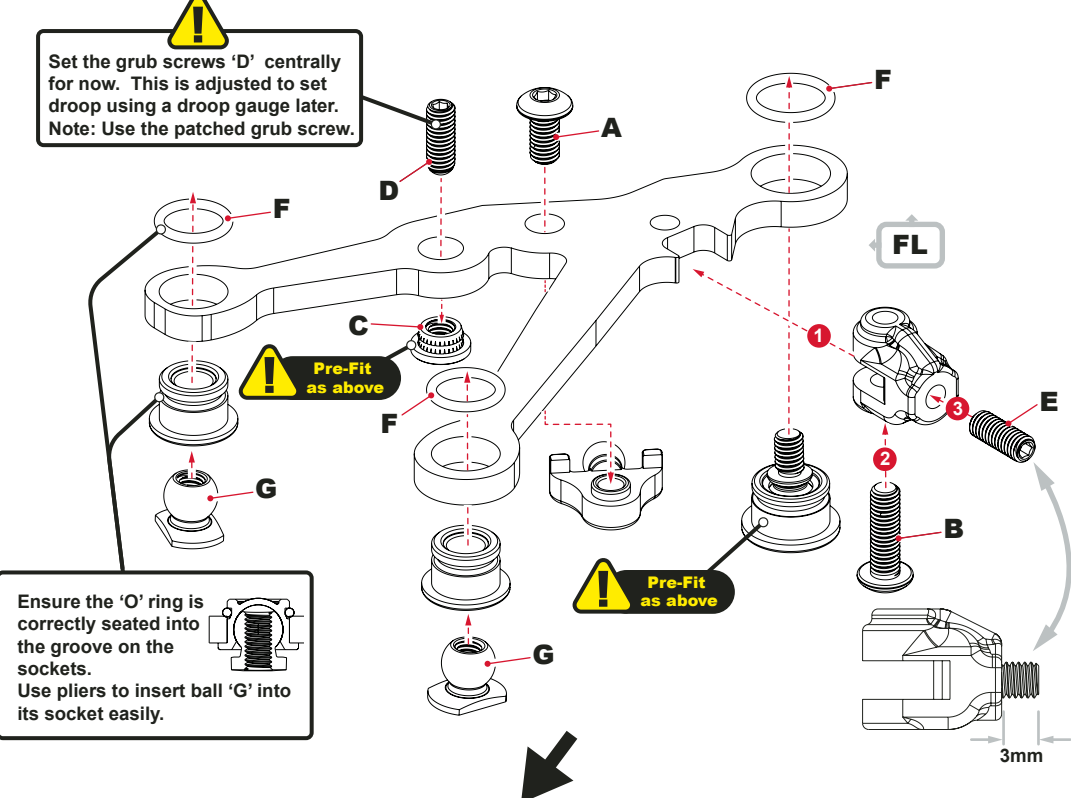
! Tighten screw 'K' until the M3 thread insert 'C' is pulled into the carbon fibre parts as shown.

Pre-Fit Outer Arm Ball Stud



! Use the washer **J** and nut **I** to pull the ball stud **H** into the moulding. After removing both washer and nut, use a 2.0mm driver to push and 'snap' the ball into position.

SNAP!



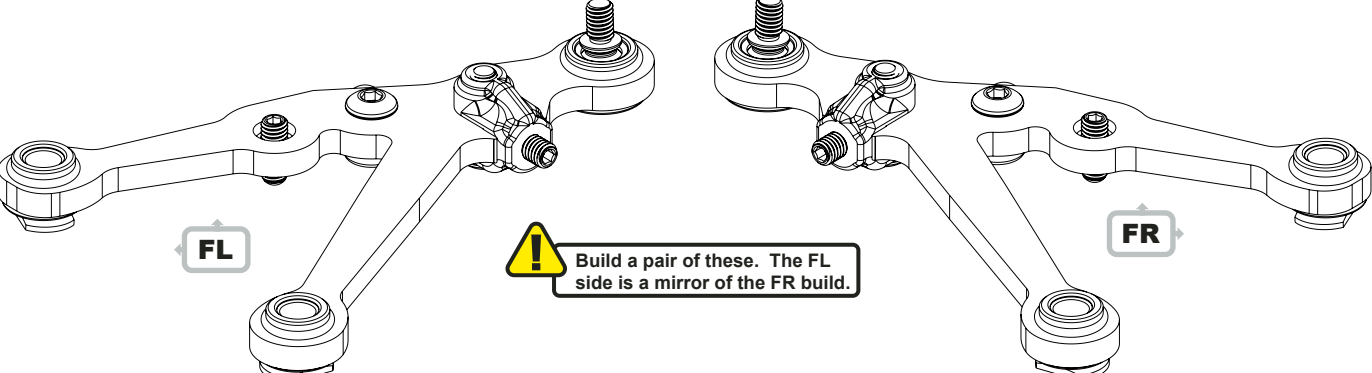
! Set the grub screws 'D' centrally for now. This is adjusted to set droop using a droop gauge later. Note: Use the patched grub screw.

! Pre-Fit as above

! Pre-Fit as above

Ensure the 'O' ring is correctly seated into the groove on the sockets. Use pliers to insert ball 'G' into its socket easily.

3mm



! Build a pair of these. The FL side is a mirror of the FR build.

FT9

Step 3 - Bag A

A x2 


M3 x 6 Button Hd Screw

B x2 

M3 x 10 Button Hd Screw

C x2 

M3 Black Thread Insert

D x2 

M3 x 8 Patched Dome Point Grub Screw

E x2 

M3 x 8 Cup Point Grub Screw

F x6 


O-ring ø5 x 1.0


G x4 

5.5mm Wishbone Ball

H x2 


Outer Arm Ball Stud

 Set the grub screws 'D' centrally for now. This is adjusted to set droop using a droop gauge later. Note: Use the patched grub screw.

 Ensure the 'O' ring is correctly seated into the groove on the sockets. Use pliers to insert ball 'G' into its socket easily.

 Pre-Fit as previous step

 Pre-Fit as previous step

 Build a pair of these. The RR side is a mirror of the RL build.

Step 4 - Bag A

A x8 

M3 x 8 Csk Hd Screw

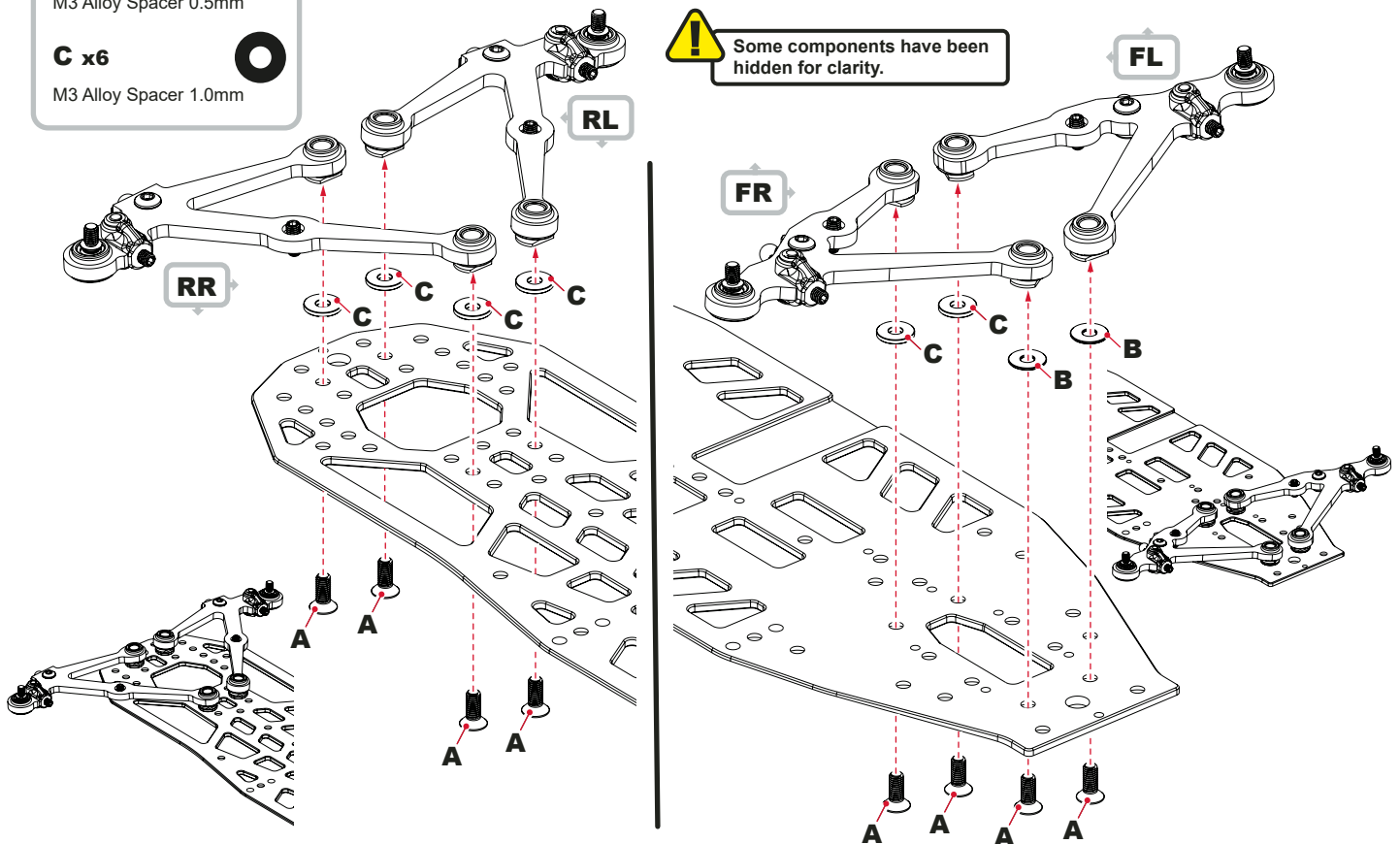
B x2 

M3 Alloy Spacer 0.5mm

C x6 

M3 Alloy Spacer 1.0mm

 Some components have been hidden for clarity.



FT9

Step 5 - Bag A

A x8

M3x 6 Csk Hd Screw

B x2

M3 x 10 Button Hd Screw

C x2

M3 x 8 Patched Grub Screw

D x2

Long Ball Stud (Low)

E x2

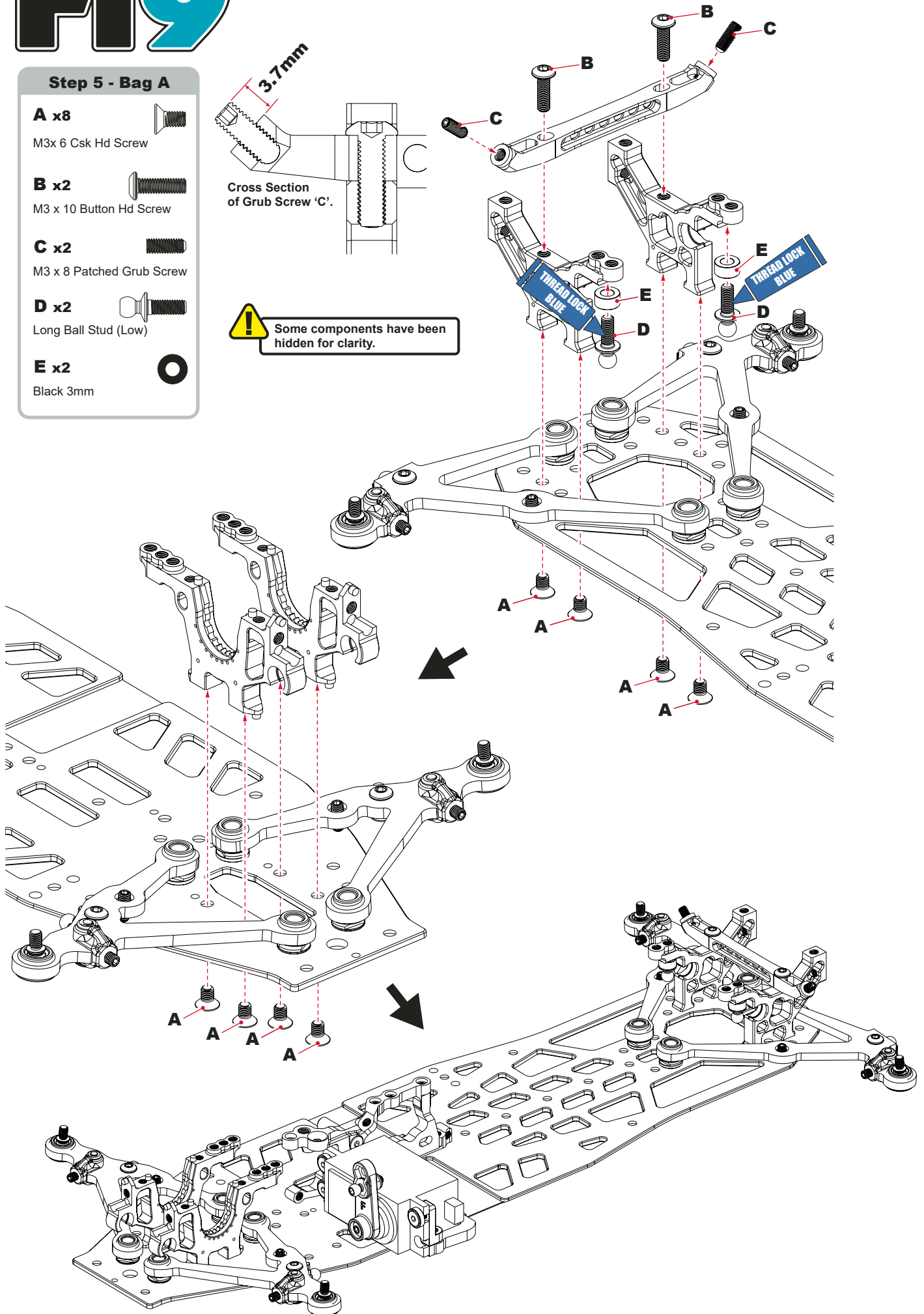
Black 3mm

3.7mm

Cross Section
of Grub Screw 'C'.



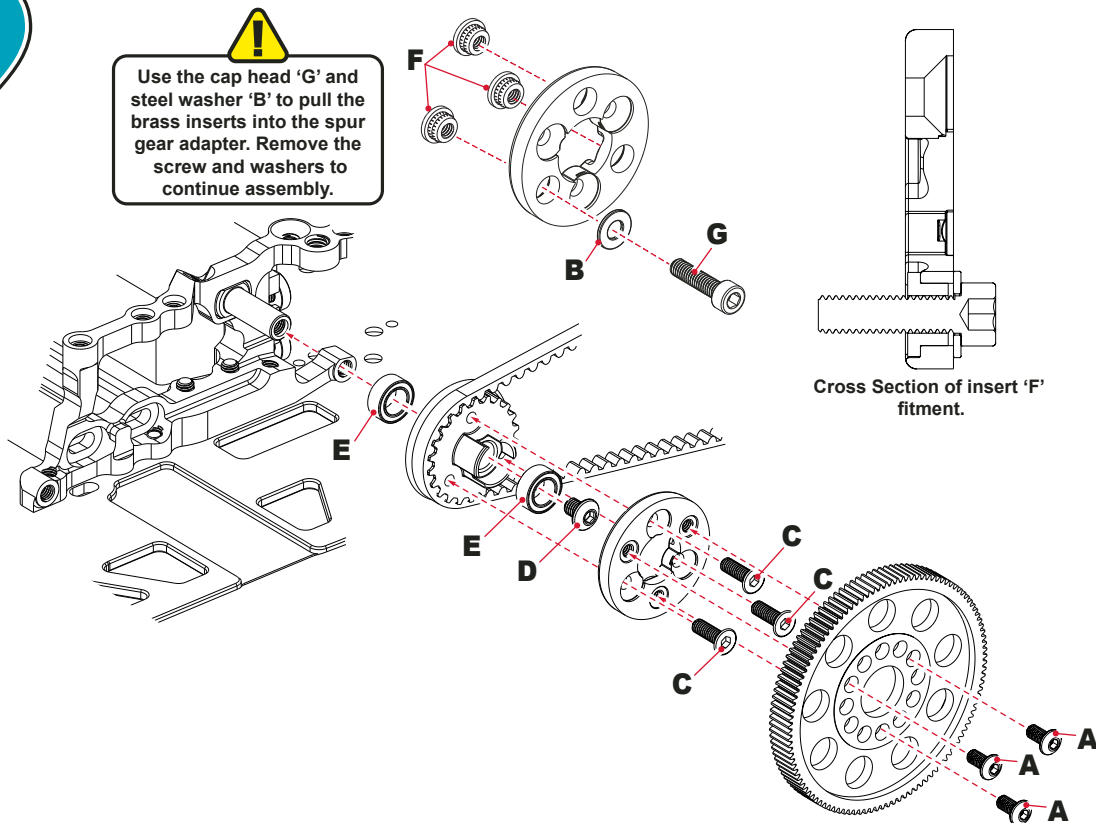
Some components have been
hidden for clarity.



FT9

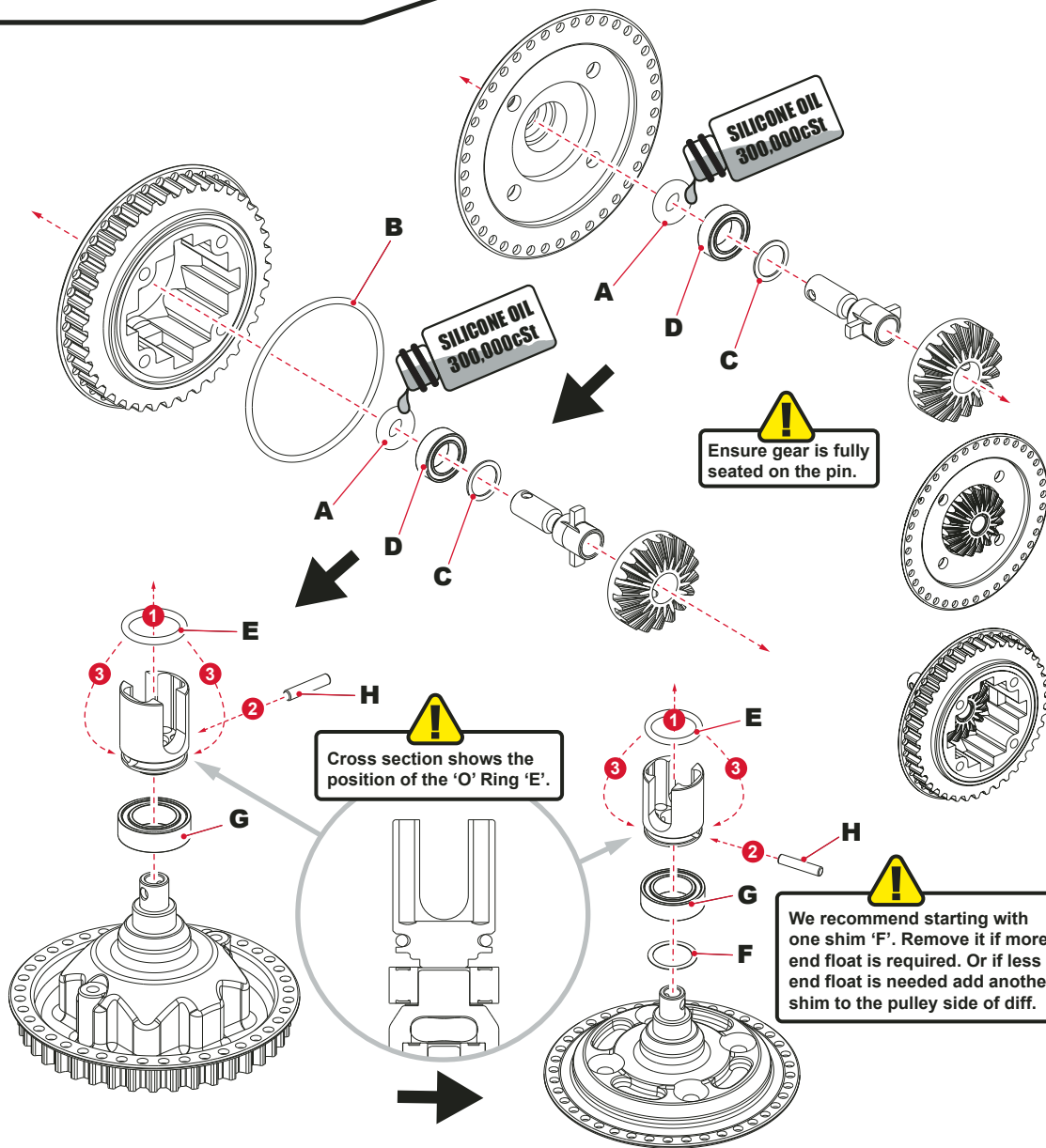
Step 6 - Bag A

- A x3**
M2.5 x 5 Button Hd Screw
- B x1**
M2.5 Washer
- C x3**
M2.5 x 8 Csk Hd Screw
- D x1**
M3 x 4 Button Hd Screw
- E x2**
ø3/16 x ø5/16 Bearing
- F x3**
M2.5 Insert
- G x1**
M2.5 x 8 Cap Hd Screw



Step 7 - Bag A

- A x2**
'O' Ring 3.0 x 2.0
- B x1**
'O' Ring ø25.00 x 1.0
- C x2**
Shim ø5.1 x ø6.5 x 0.27
- D x2**
Bearing ø5 x ø8 x 2.5
- E x2**
'O' Ring ø7.00 x 1.0
- F x2**
Shim ø6.0 x ø7.7 x 0.1
- G x2**
Bearing ø6 x ø10 x 3
- H x2**
Pin ø1.5 x 7.5



FT9

Alternative build instruction - Diff Bleeding to achieve consistently 100% full differential.

Step 8 - Bag A

A x4

M2.5 x 8 Csk Hd Screw



B x4

Shim ø3.5 x ø9.5 x 0.1

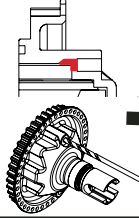


C x2

M2 x 4 Button Hd Screw

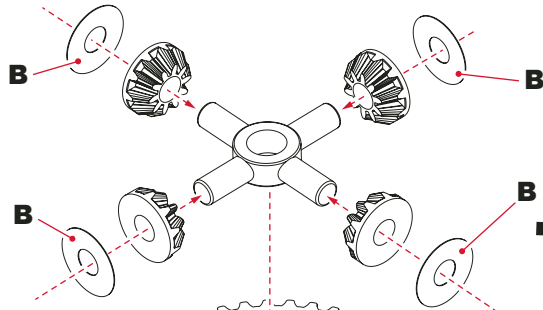
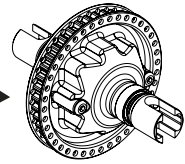


Use a 1mm-1.5mm drill bit to remove the material shown in red. Doing this will allow excess oil to bleed out when assembling the diff. After screws 'A' are secure screws 'C' can be used to seal the oil in place to have a perfectly filled diff.



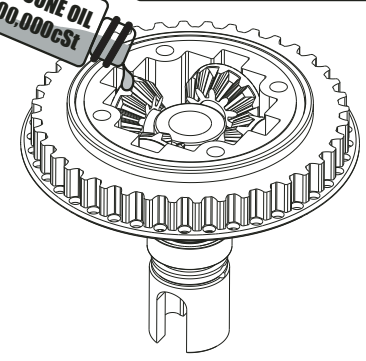
Fill completely before sealing

Cross Section showing screw 'C' sealing the diff.

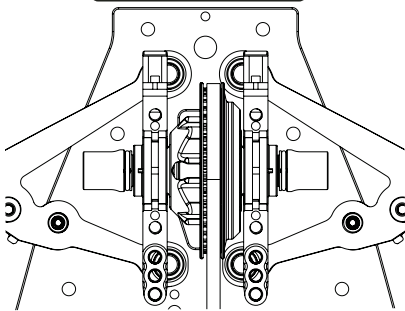


! To build this diff without bleeding mentioned above fill with 2 grams of oil.

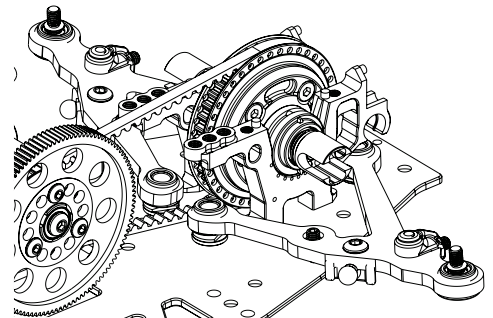
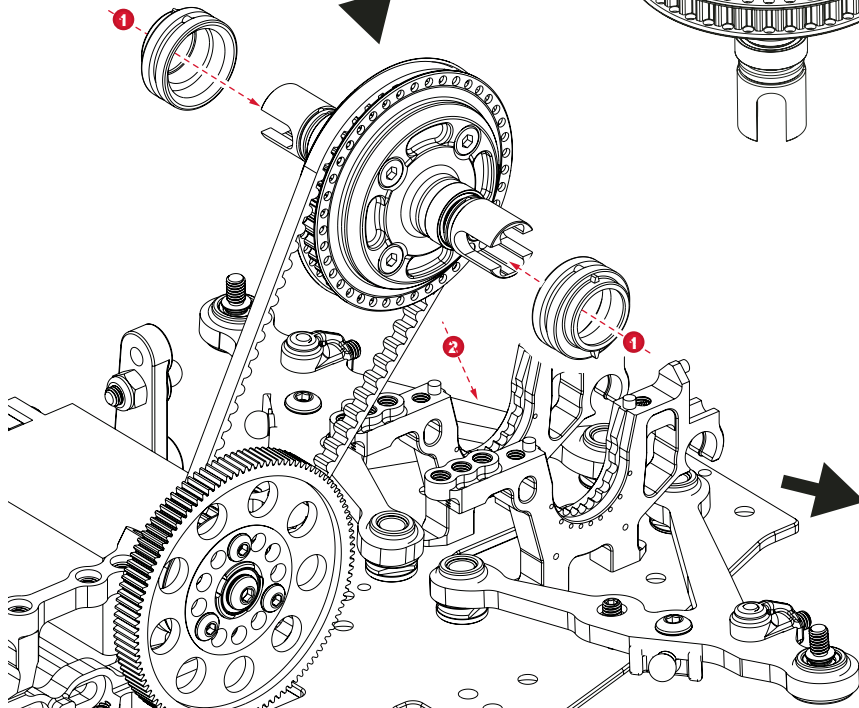
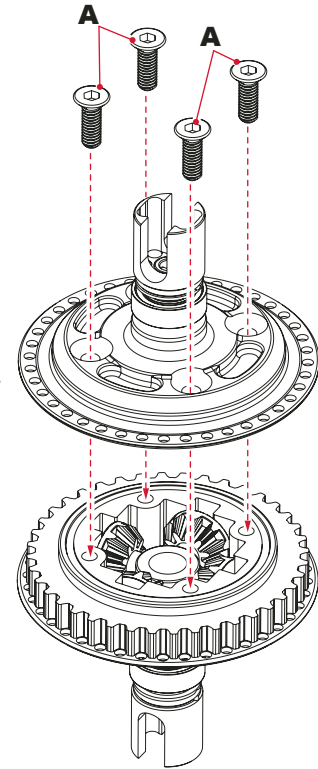
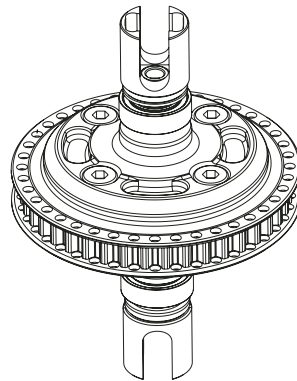
SILICONE OIL 300,000cst



! Note Orientation: Belt/Pulley to the right side of the car.







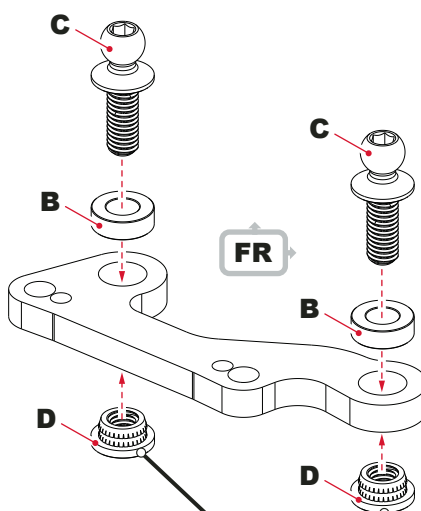
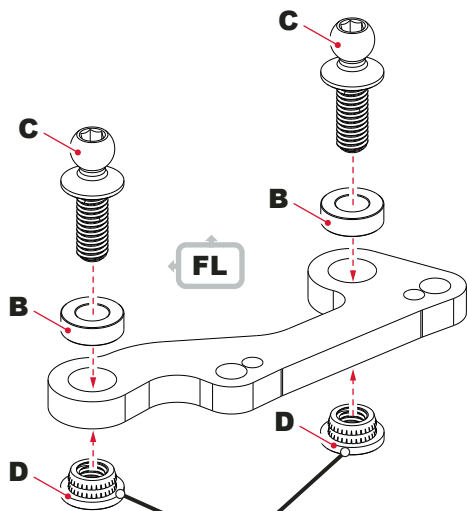
! Ensure screws 'A' are fully tight or the diff may leak.



FT9

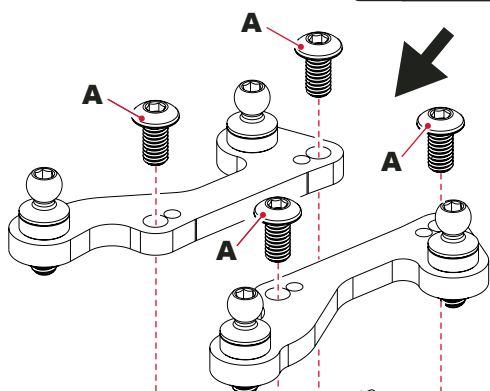
Step 9 - Bag B

- A x4**  M3 x 6 Button Hd Screw
- B x4**  Black 2mm
- C x4**  Long Ball Stud (Low)
- D x4**  M3 Black Thread Insert



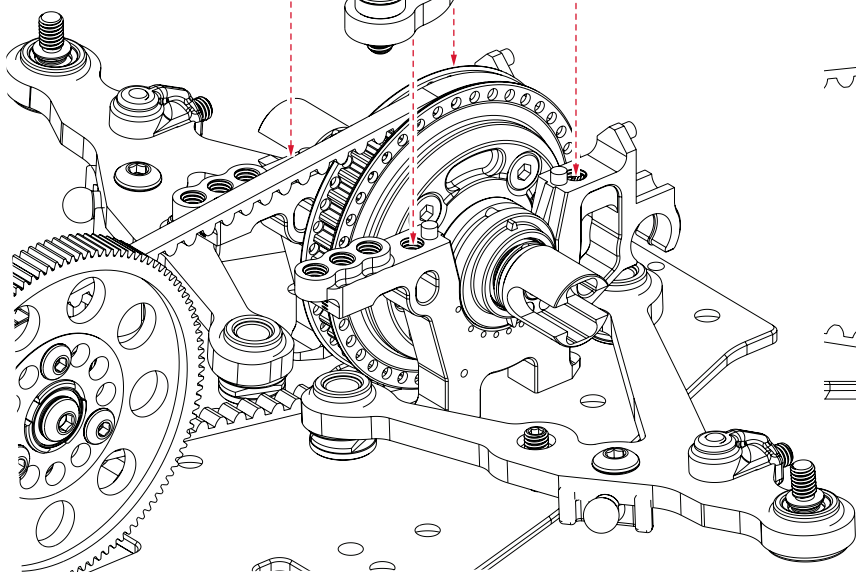
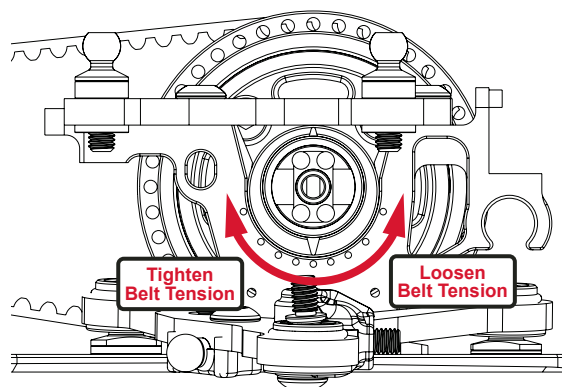
Pre-Fit Inserts
as per Page 3

Pre-Fit Inserts
as per Page 3

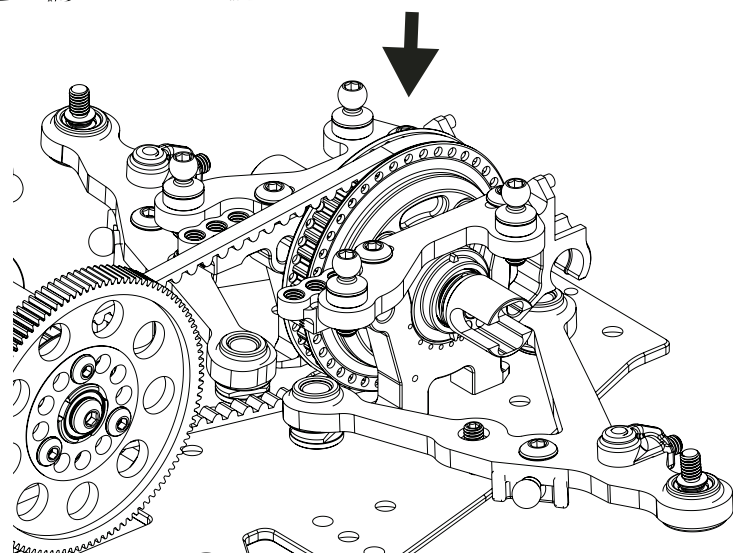
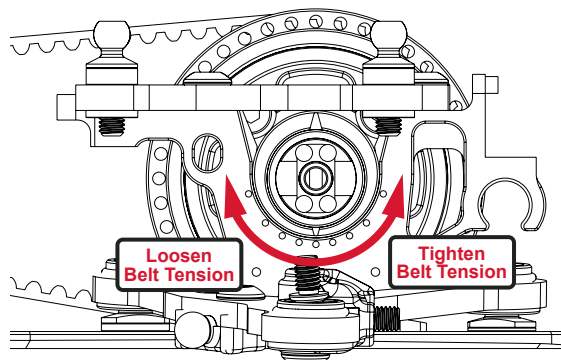


!
Ensure the plastic eccentrics are located correctly and that the C/F Link Mounts can sit flat against the trans housings before fitting screws 'A'.

!
Diff set in **HIGH** position. Recommended kit build. (LARGER arrow pointing directly down.)



!
Diff set in **LOW** position. (SMALLER arrow pointing directly down.)



FT9

Step 10 - Bag B

A x4



Long Ball Stud (Low)

B x6



M3 x 6 Button Hd Screw

C x2



Black 3mm

D x2

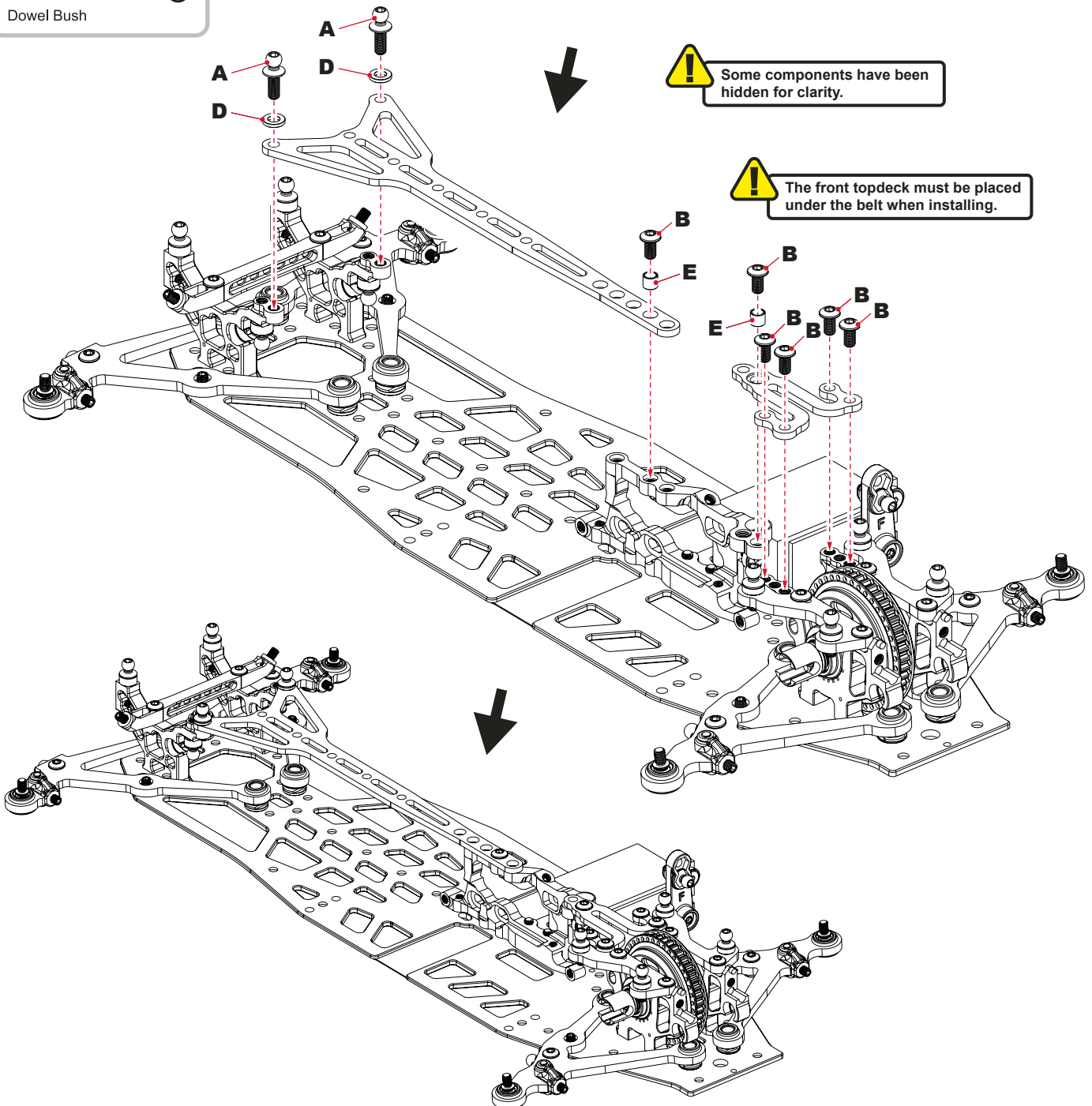
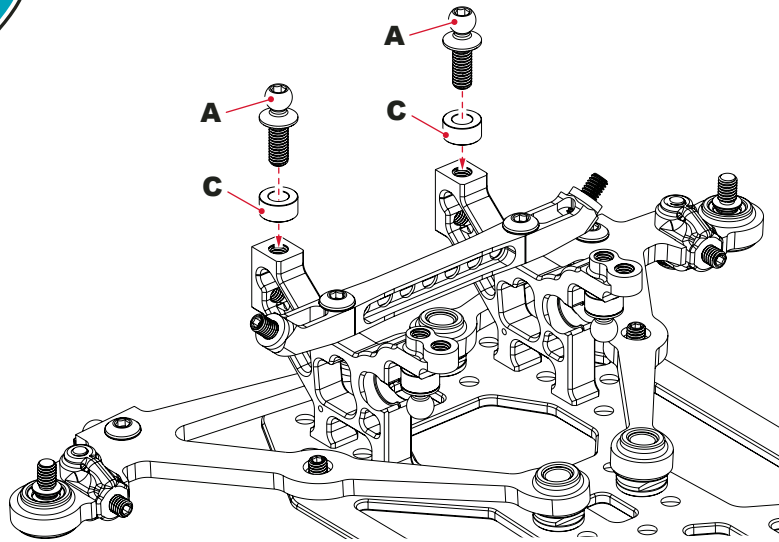


Black 1mm

E x2



Dowel Bush

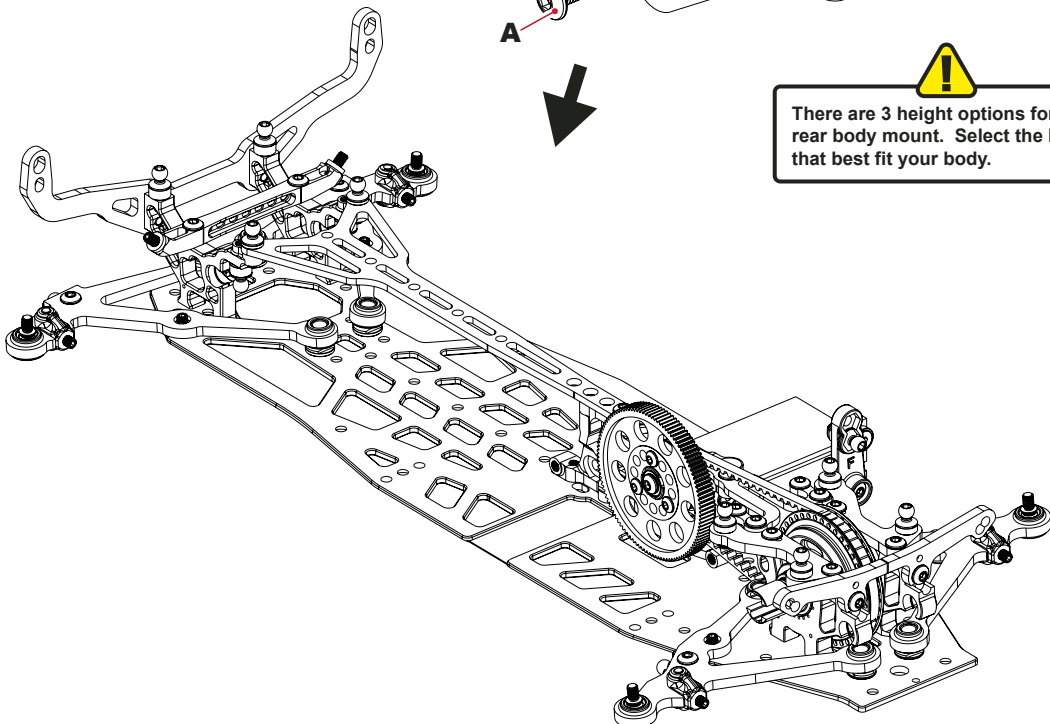
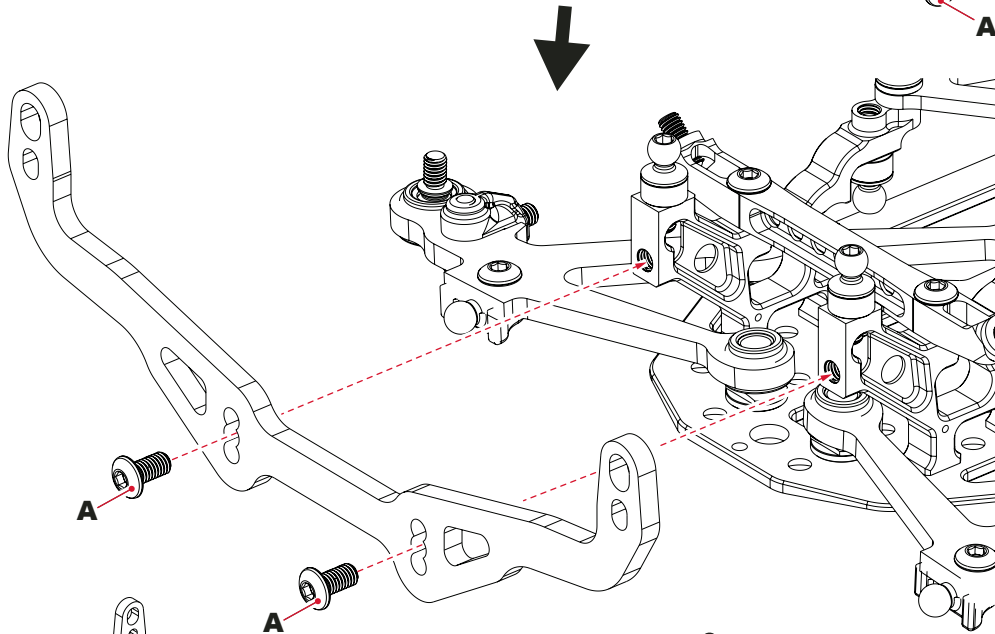
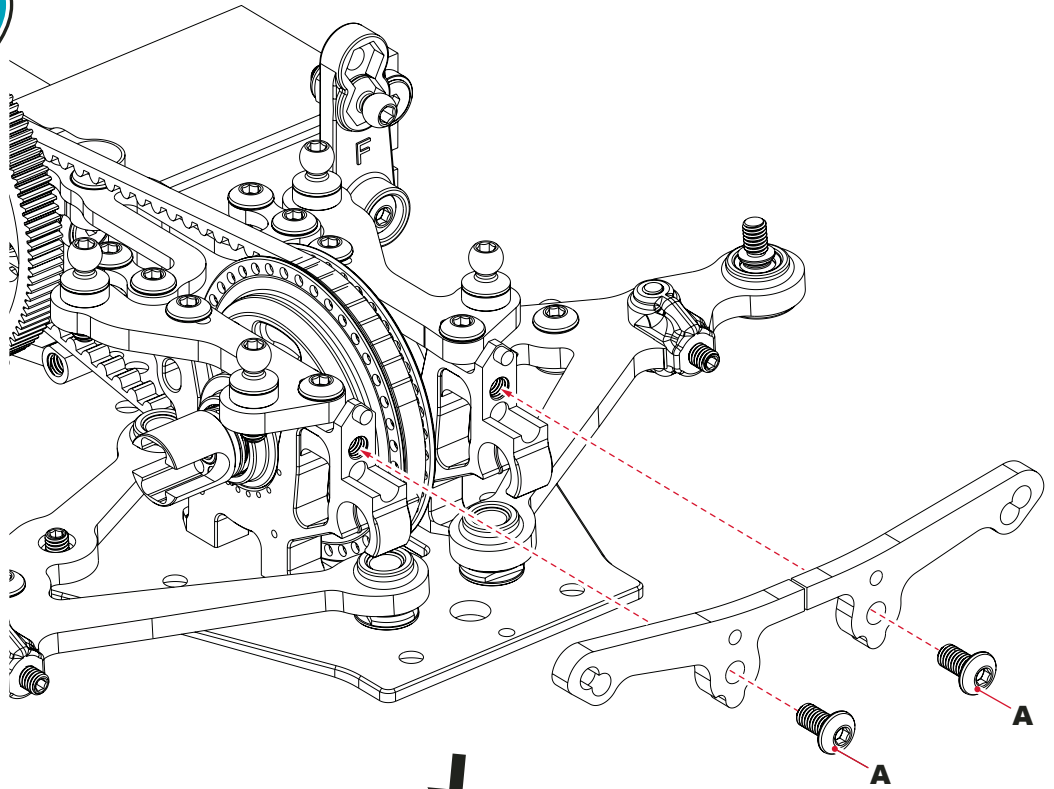


FT9

Step 11 - Bag B

A x4

M3 x 6 Button Hd Screw



!
There are 3 height options for the rear body mount. Select the holes that best fit your body.

FT9

Step 12 - Bag B

A x4
Driveshaft Pin 7.3 x 1.5mm

Note orientation.

We recommend the use of Internal Circlip Pliers to ease assembly. Such CORE RC CR878.

Be careful not to over stretch the clip.

Note orientation.

Assemble two driveshafts.

Step 13 - Bag B

A x4
'E' clip V2 M1.2

B x4
Ball Bearing 1.5 x 4 x 2mm

C x2
Needle Roller 1.5 x 7.8mm

'E' Clips V2 'A' can be fitted by hand. (No tools required). They should spin freely when fitted correctly.

FT9

Step 14 - Bag B

A x4

M3 x 6 Button Hd Screw

B x2

M3 Alloy Nyloc Nut

C x2

M3 Black Thread Insert

D x2

'O' Ring $\varnothing 3.5 \times 1.0$

E x4

Bearing $\varnothing 6 \times \varnothing 10 \times 3.0$

F x4

M3 Alloy Spacer 0.5mm

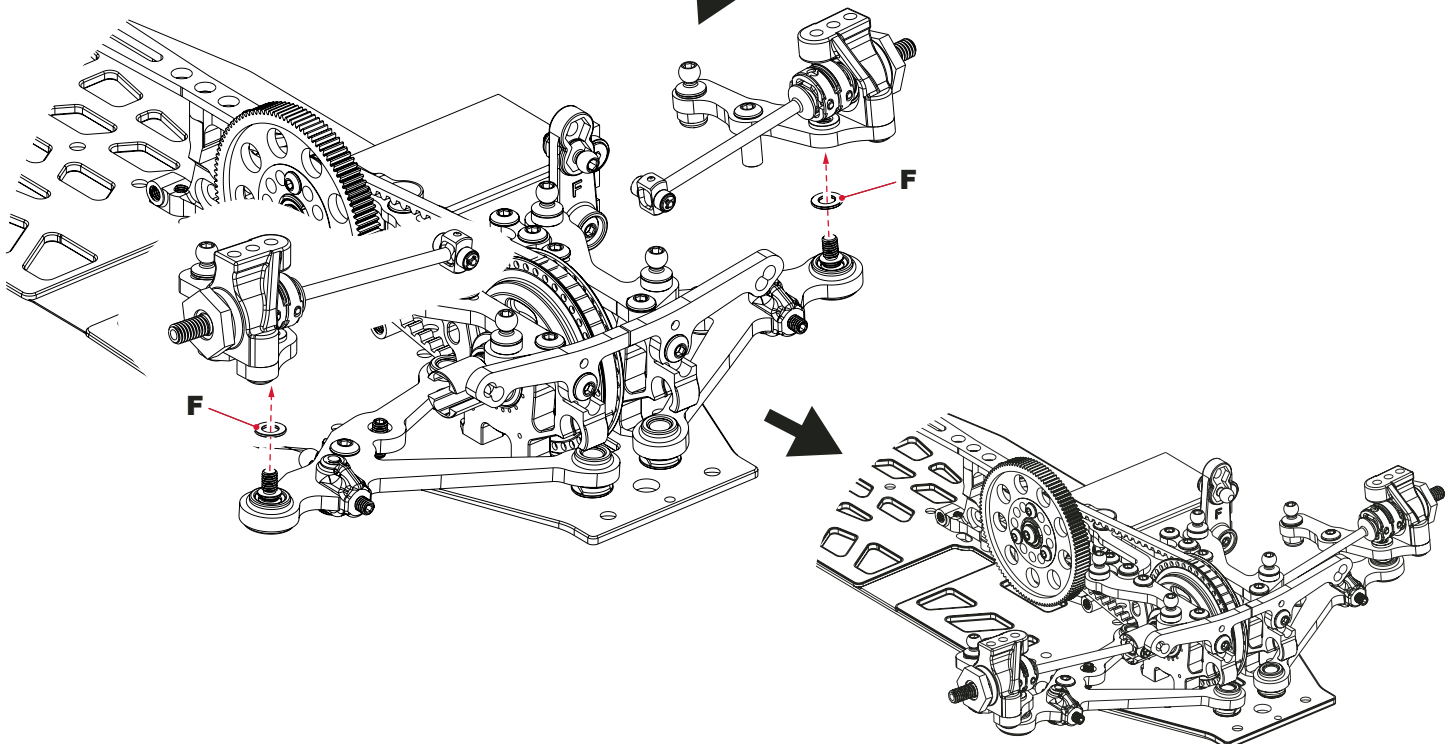
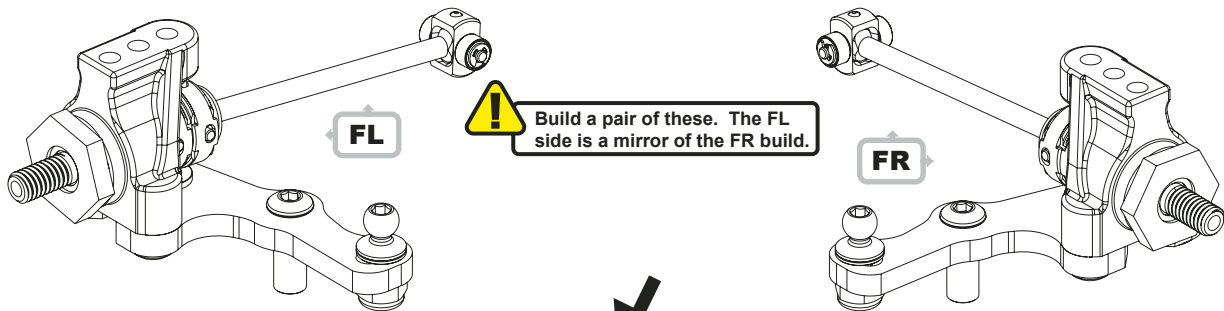
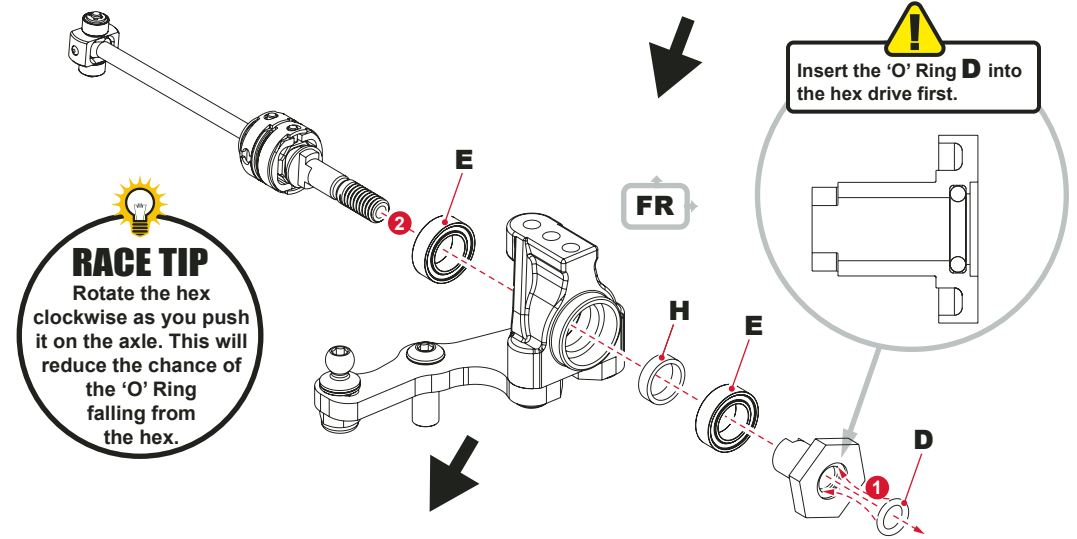
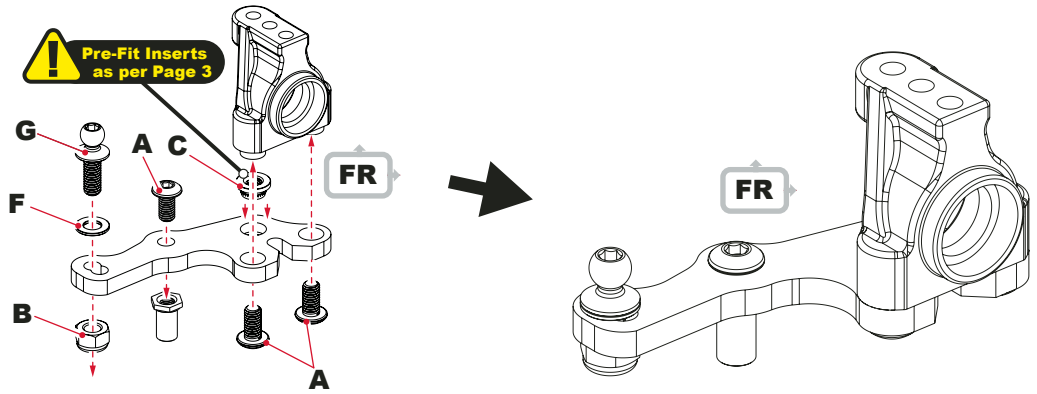
G x2

Long Ball Stud (Low)

H x2

Hub Bearing Spacer

Pre-Fit Inserts
as per Page 3



FT9

Step 15 - Bag B

A x4

M3 x 6 Button Hd Screw

B x4

M3 Black Thread Insert

C x4

Bearing $\varnothing 6 \times \varnothing 10 \times 3.0$

D x4

M3 Alloy Spacer 1.0mm

E x2

Short Ball Stud (Low)

F x2

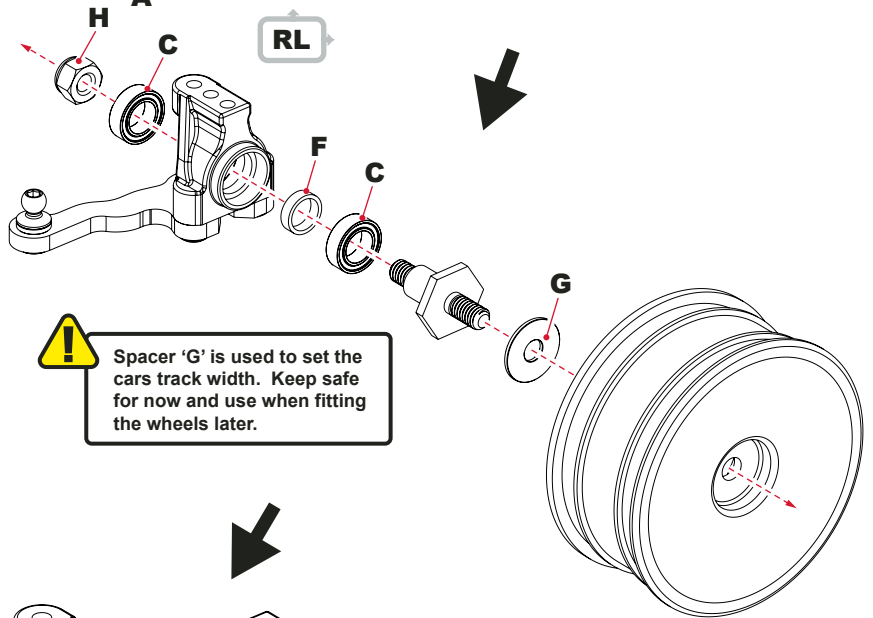
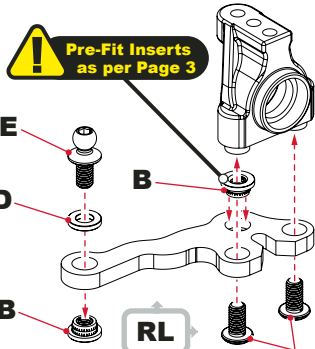
Hub Bearing Spacer

G x2

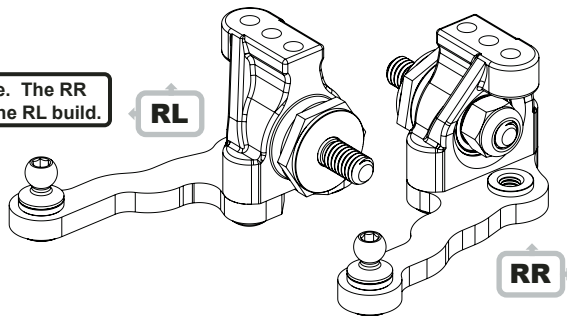
0.75mm Width Spacer

H x2

M4 Alloy Nyloc Nut

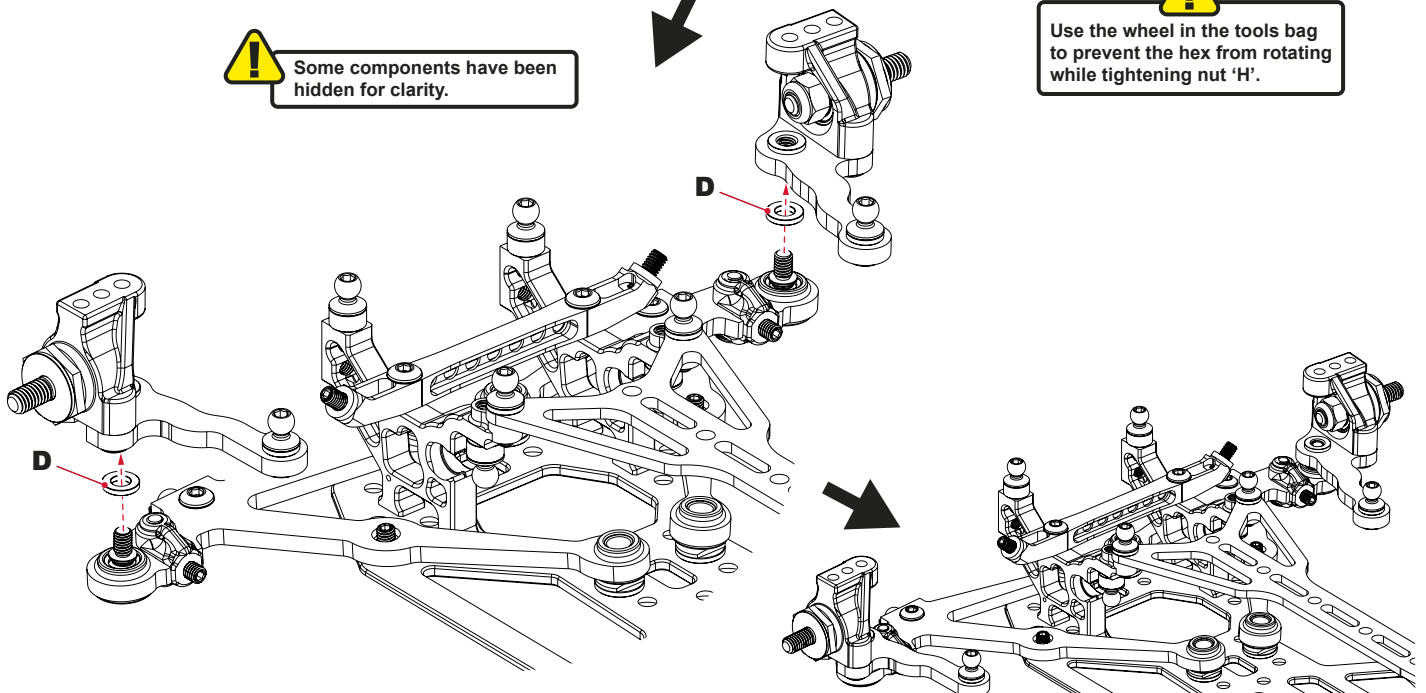


! Build a pair of these. The RR side is a mirror of the RL build.



! Some components have been hidden for clarity.

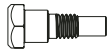
! Use the wheel in the tools bag to prevent the hex from rotating while tightening nut 'H'.



FT9

Step 16A - Bag B

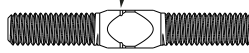
A x2



Alloy Upper Link Pivot (Front)

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

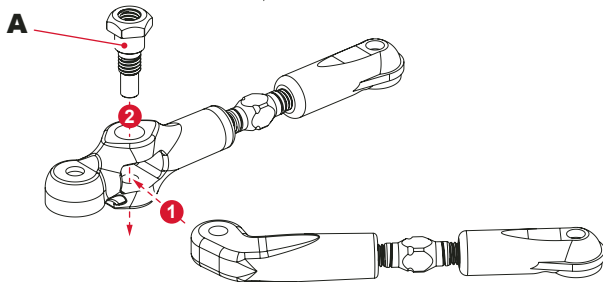
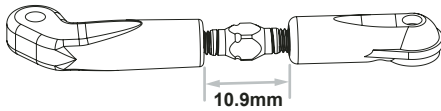
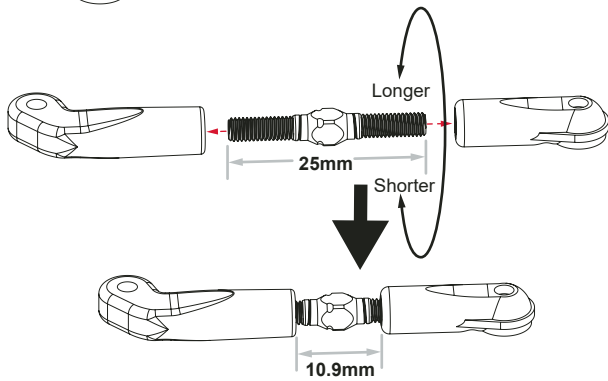
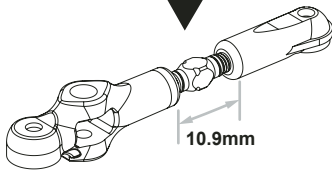
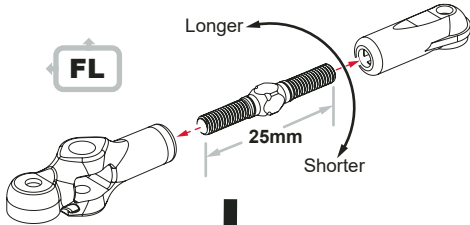
LH Thread



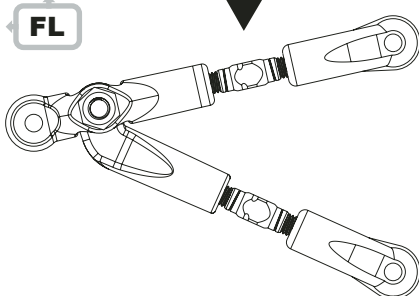
RH Thread

Front Left Upper Arm

FL

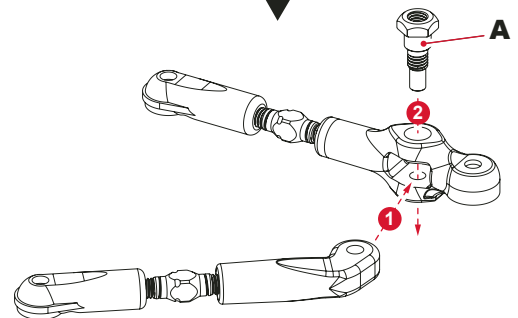
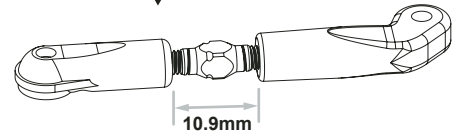
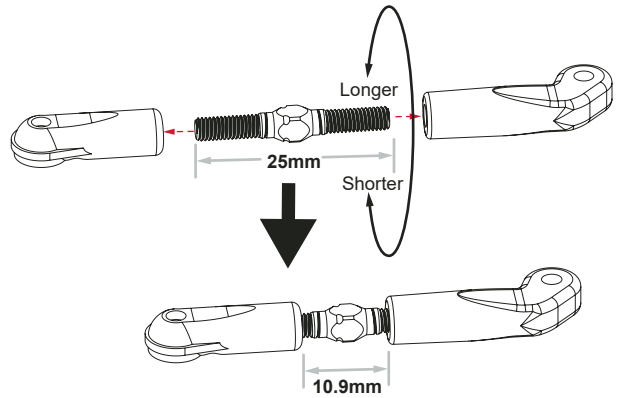
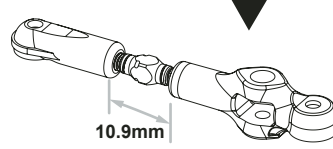
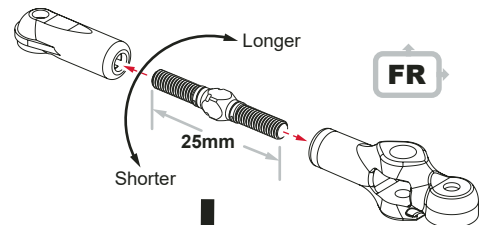


FL

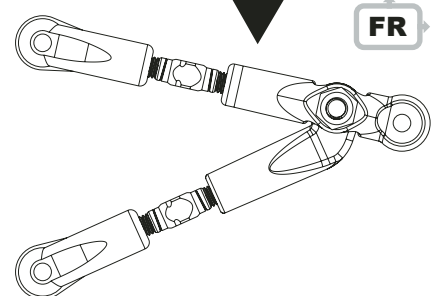


Front Right Upper Arm

FR



FR



RACE TIP
Keep the left handed threads of the turnbuckles to the lefthand side of the car. This will make adjustments far easier.

FT9

Step 16B - Bag B

A x2



Alloy Upper Link Pivot (Rear)

!

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

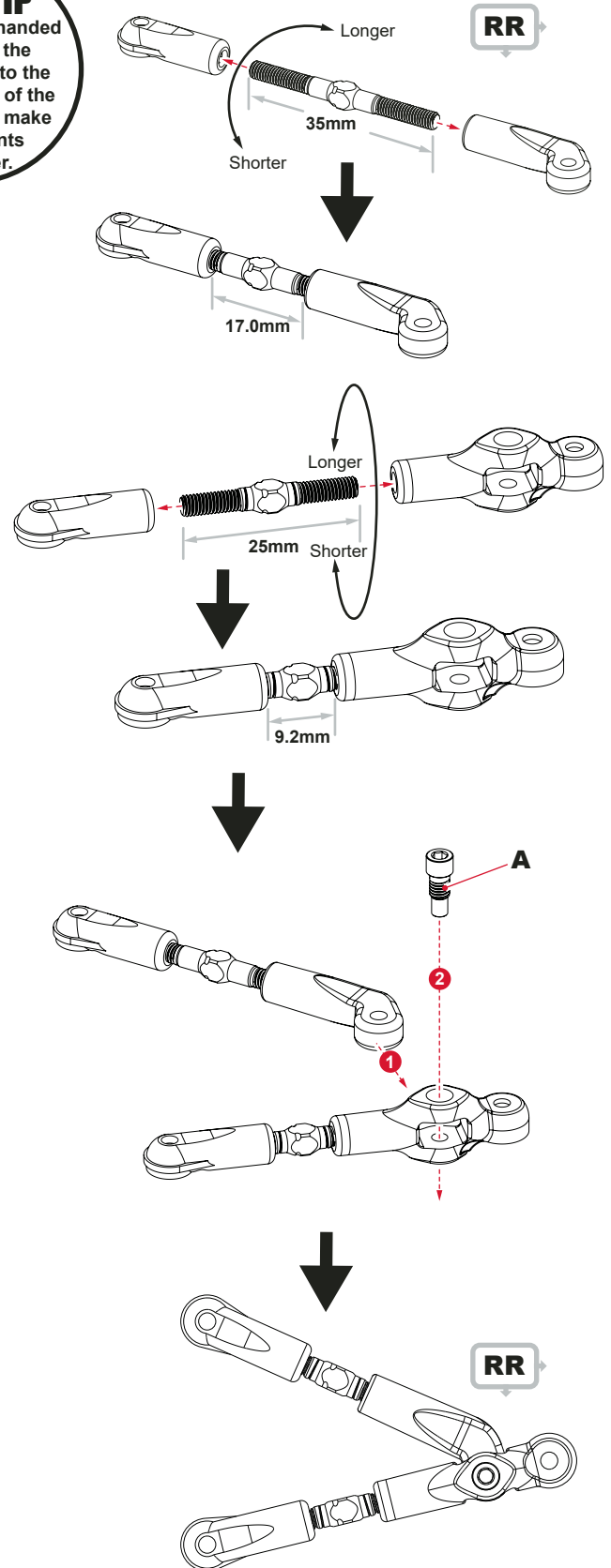
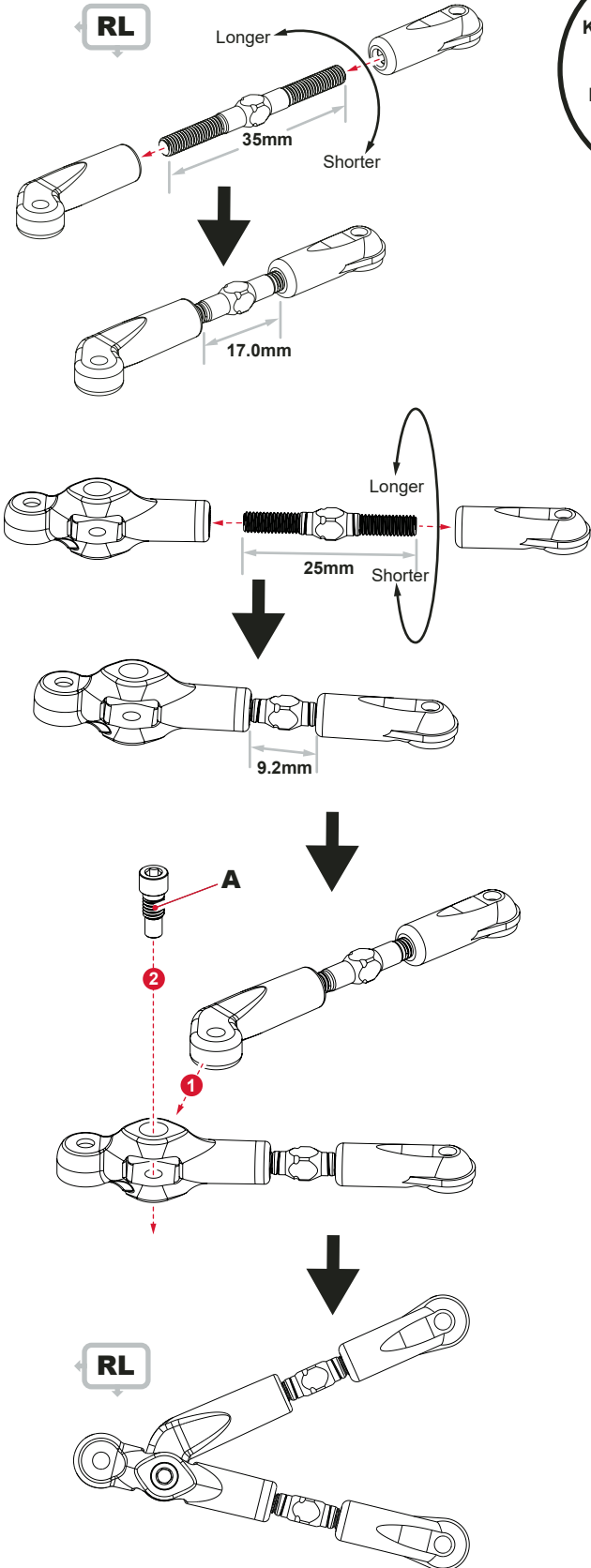
LH
Thread

RH
Thread

Rear Left Upper Arm

Rear Right Upper Arm

💡 RACE TIP
Keep the left handed threads of the turnbuckles to the lefthand side of the car. This will make adjustments far easier.



FT9

Step 16C - Bag B

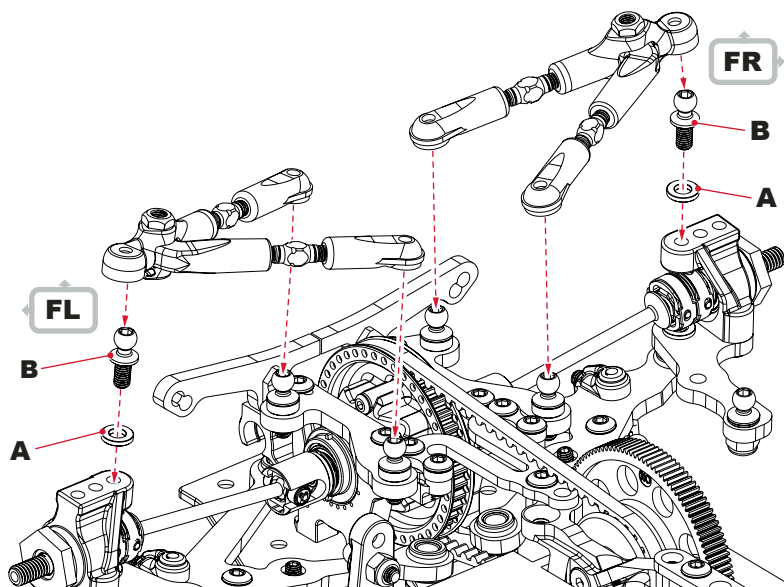
A x4

M3 Alloy Spacer 1.0mm

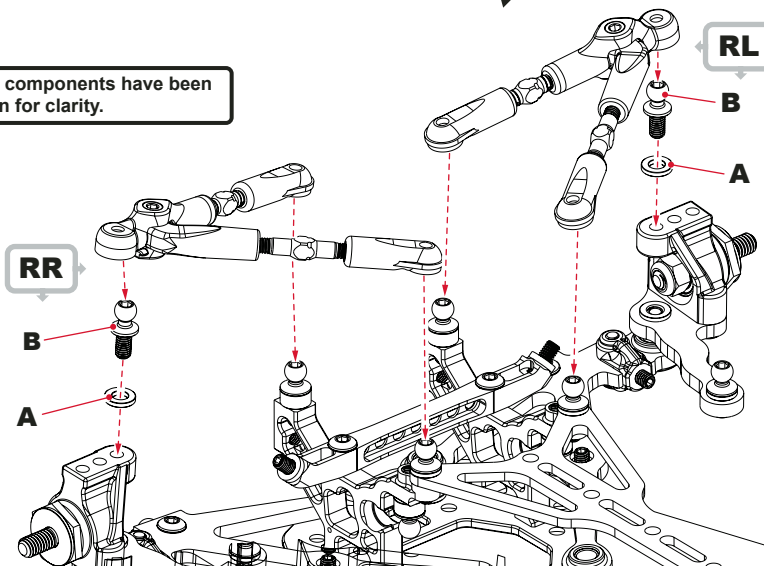


B x4

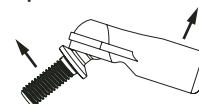
Short Ball Stud



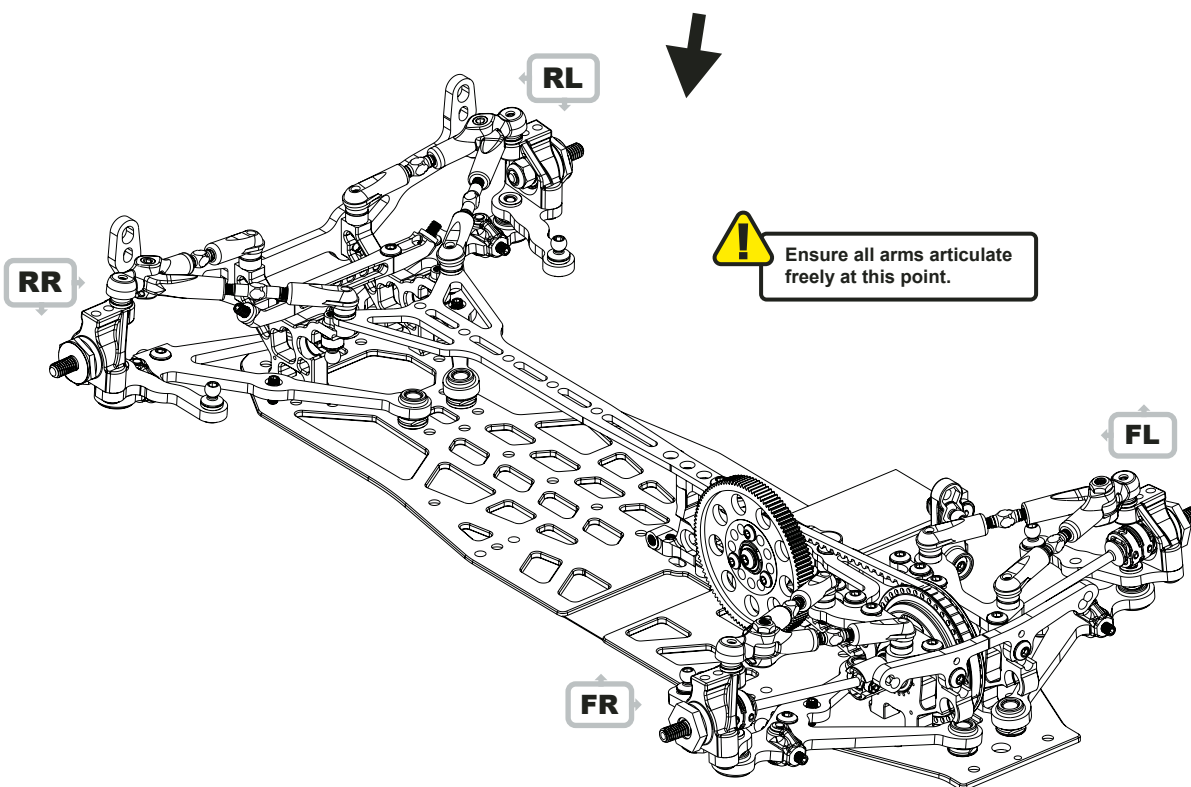
Some components have been hidden for clarity.



The ball sockets in this kit have been tuned to remove unwanted play. This causes some to be slightly tight. The perfect fit is to be very free, with no unwanted movement. To achieve the perfect fit, pull the ball stud against the socket, as shown. The socket does not need to pop off the ball in this process.



Ensure all arms articulate freely at this point.



FT9

Step 17 - Bag C

A x3

Nano Ball Stud



B x2

Bearing $\phi 1/8"$ x $\phi 1/4"$



C x1

Steering Arm Spacer
 $\phi 3.25$ x $\phi 4.5$ mm x 3.4mm



D x1

Alloy M3 Nyloc Nut



E x1

M3 Alloy Spacer 0.5mm

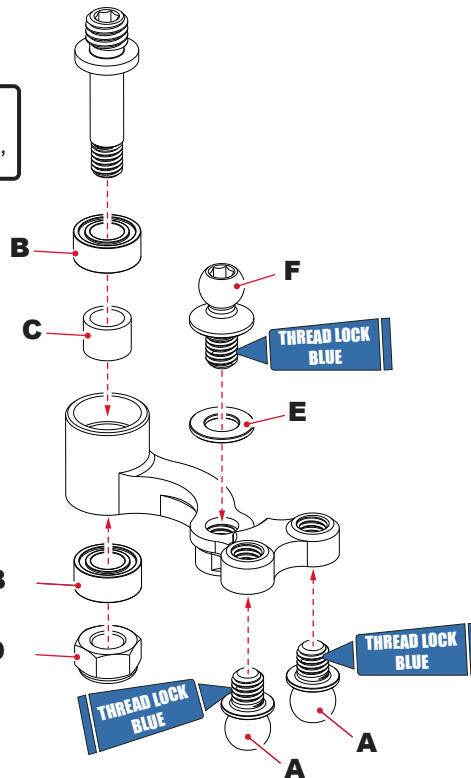


F x1

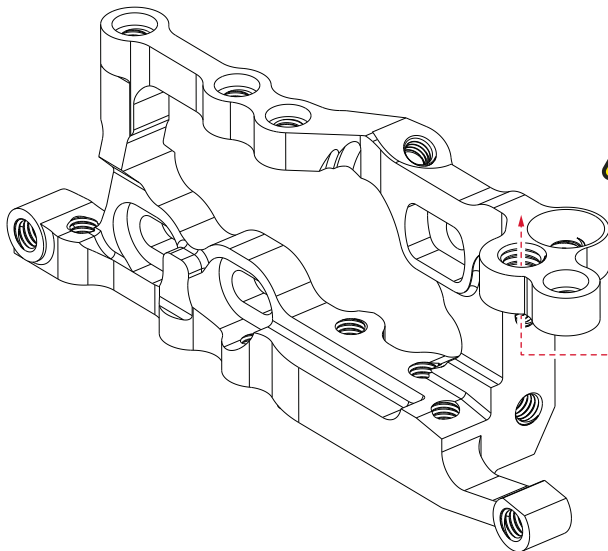
Ultra Short Ball Stud (Low)



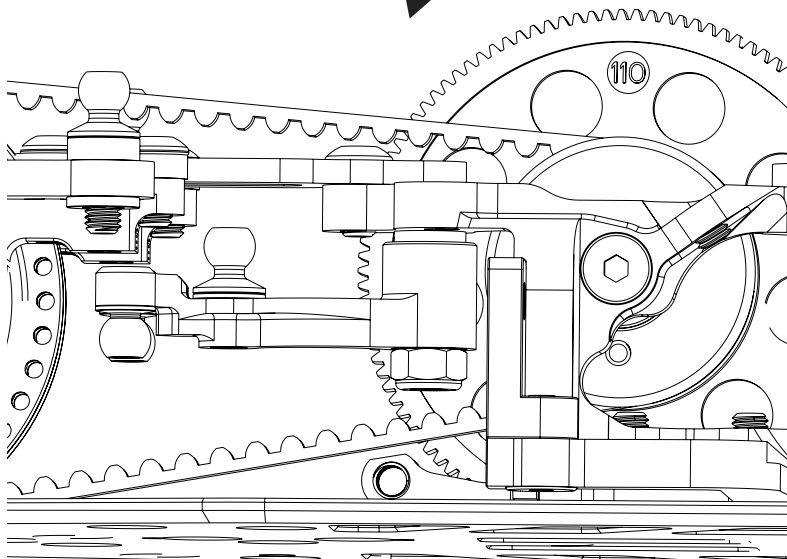
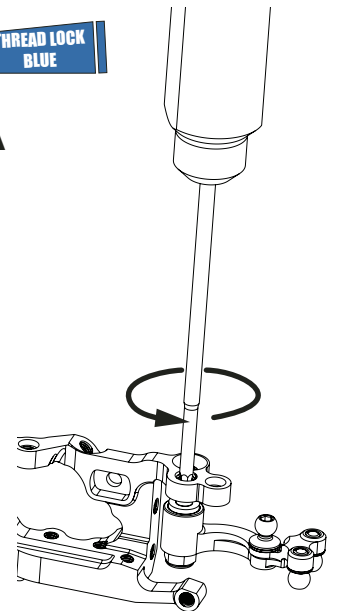
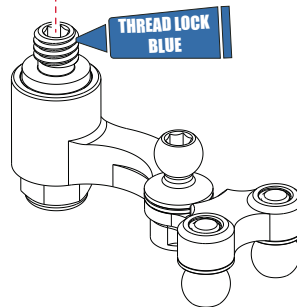
Use a 2mm Hex Driver and a 5.5mm Nut Driver to secure the M3 Nyloc Nut 'D'



Some components have been hidden for clarity.



Place a 2mm Hex Driver through the hole in the motor mount and tighten the steering assembly by screwing anti-clockwise to tighten.



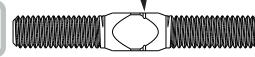
Ensure the steering arm can rotate freely.

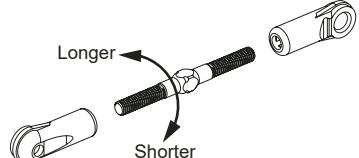
FT9

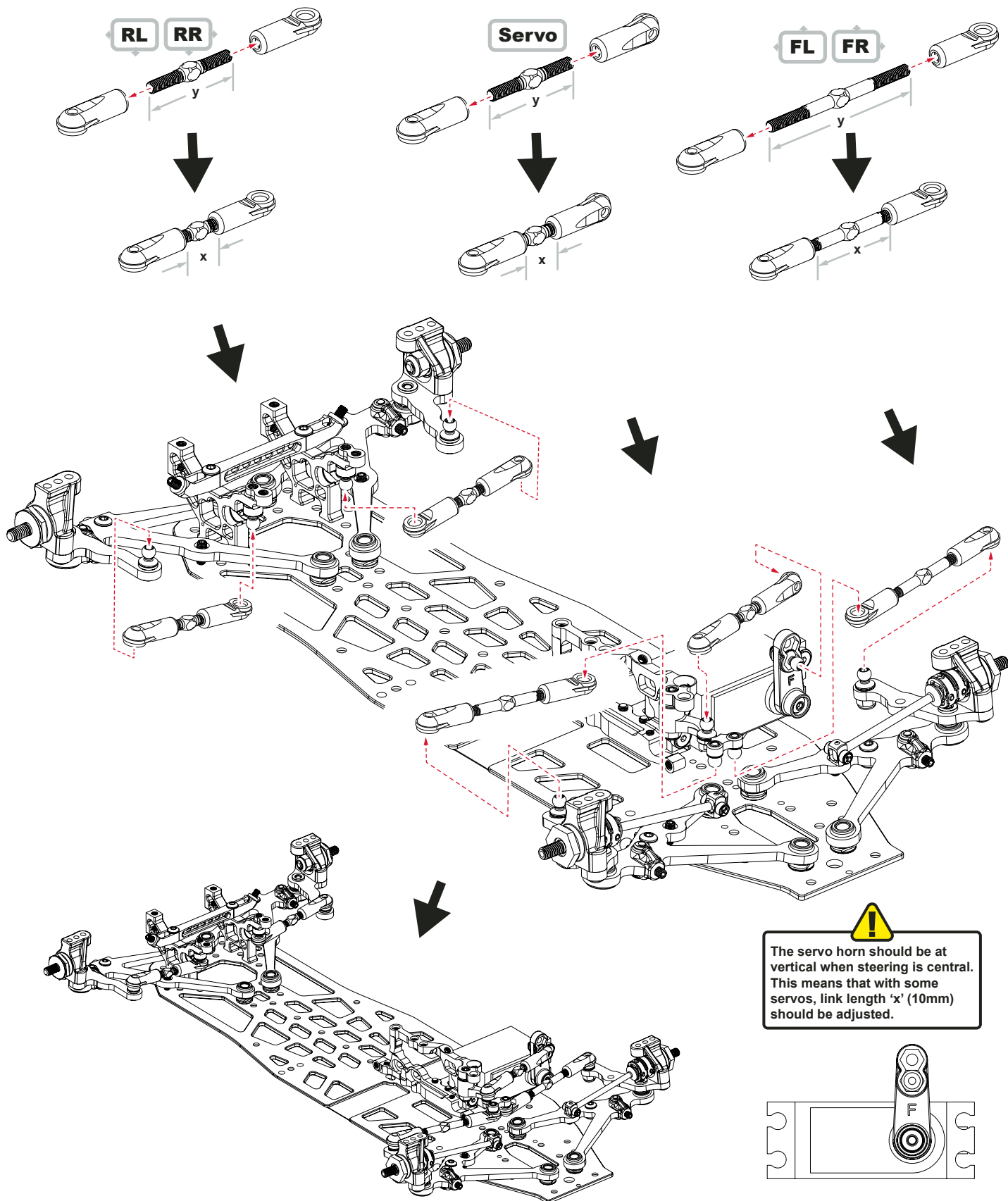
Step 18 - Bag C

Turnbuckle Lengths (mm)	x	y
Front (FL&FR)	26.9	45
Rear (RL&RR)	11.2	25
Servo	10.0	25

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

RH Thread  **LH Thread**

Longer  Shorter



FT9

Step 19A - Bag C

A x2

M3 x 3 Grub Screw

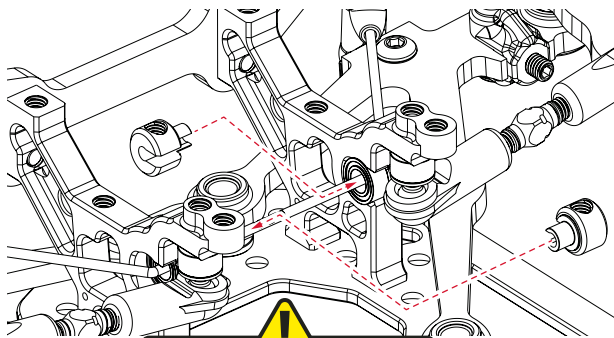
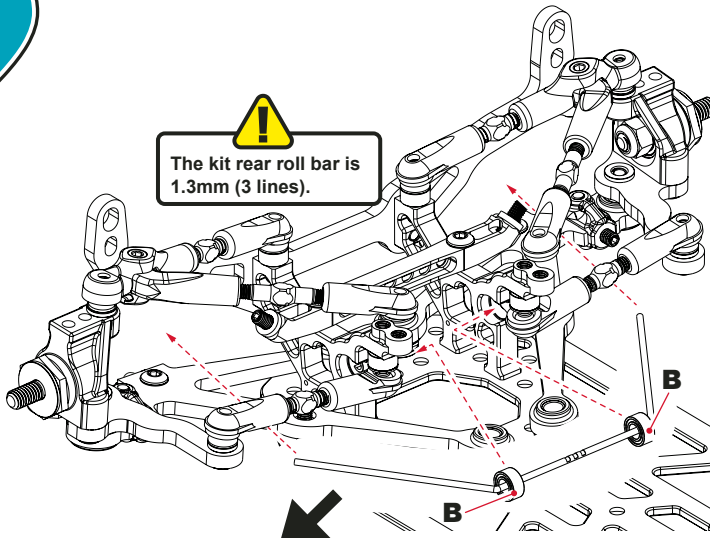
B x2

Bearing
ø1/8" x ø1/4"

C x2

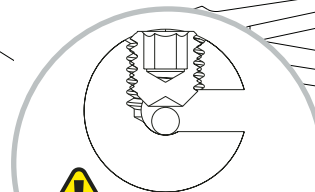
M3 x 4 Grub Screw

!
The kit rear roll bar is
1.3mm (3 lines).

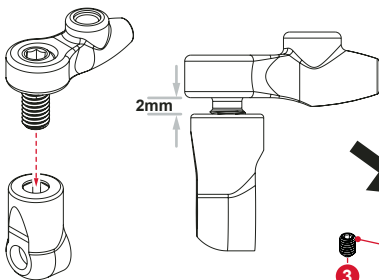


!
Note the groove orientation
when fitting to the anti roll bar.

!
Some components have been
hidden for clarity.



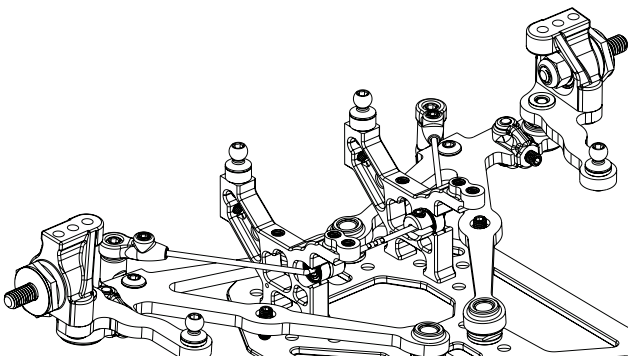
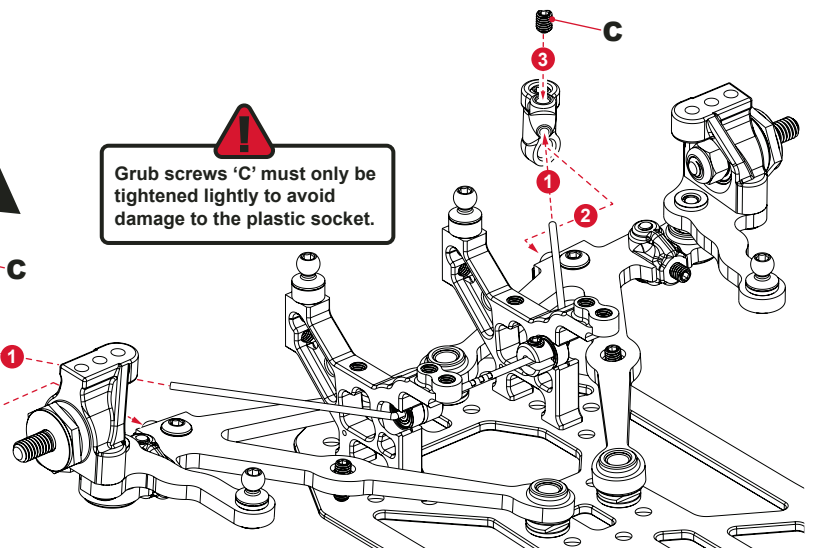
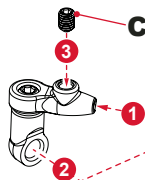
!
Make sure the roll bars are
positioned in the centre of
the clamps, after the grub
screws 'A' are tightened.



RACE TIP

Ensure this
drop link is
vertical (90°).

!
Grub screws 'C' must only be
tightened lightly to avoid
damage to the plastic socket.



FT9

Step 19B - Bag C

A x2

M3 x 3 Grub Screw

B x2

Bearing
ø1/8" x ø1/4"

C x2

M3 x 4 Grub Screw

!
The kit front roll bar is 1.1mm (1 line).

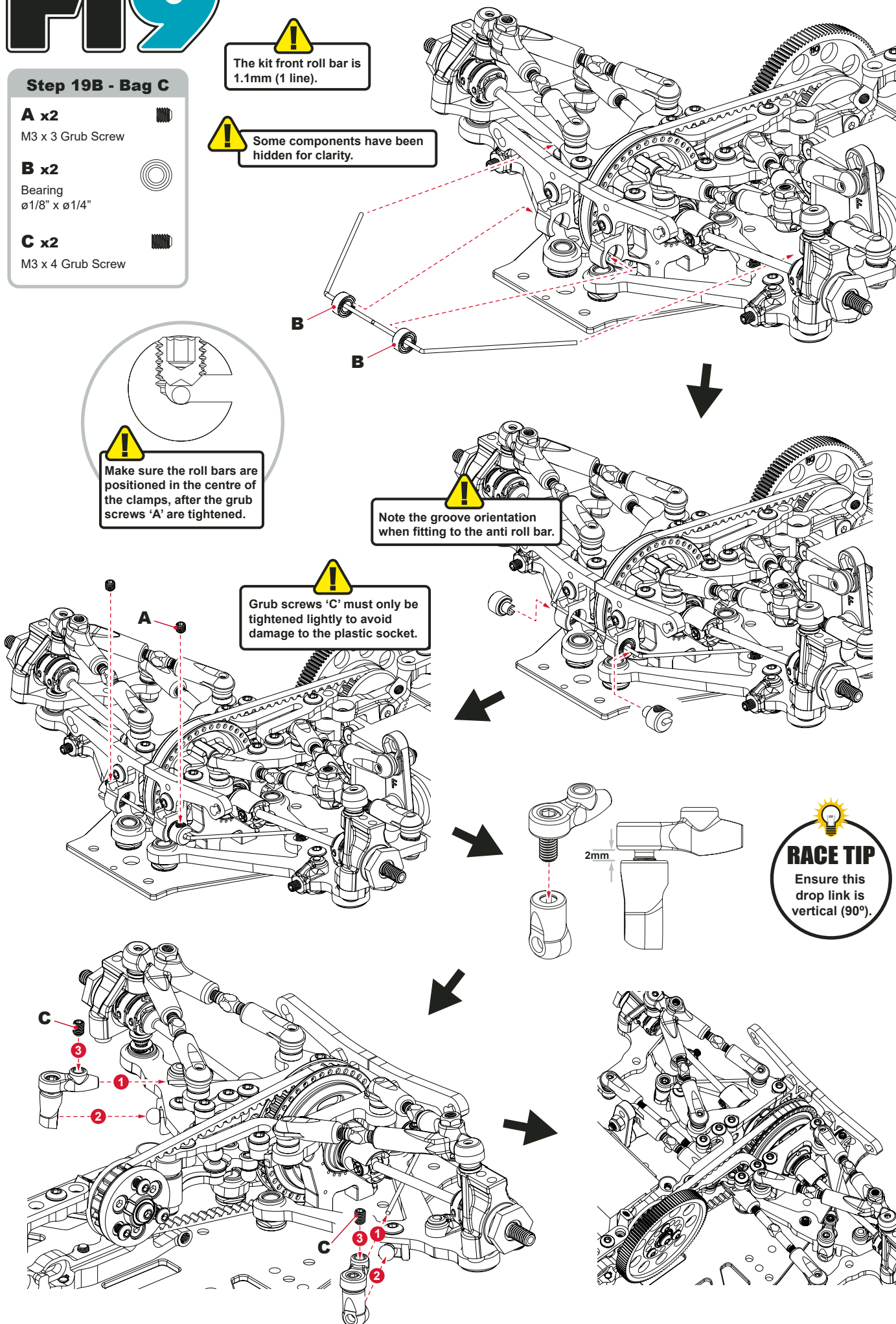
! Some components have been hidden for clarity.

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

!
Grub screws 'C' must only be tightened lightly to avoid damage to the plastic socket.

!
Note the groove orientation when fitting to the anti roll bar.

RACE TIP
Ensure this drop link is vertical (90°).



FT9

Step 20 - Bag C

A x8

Shim 0.05



B x4

M2 x 6 Csk Screw



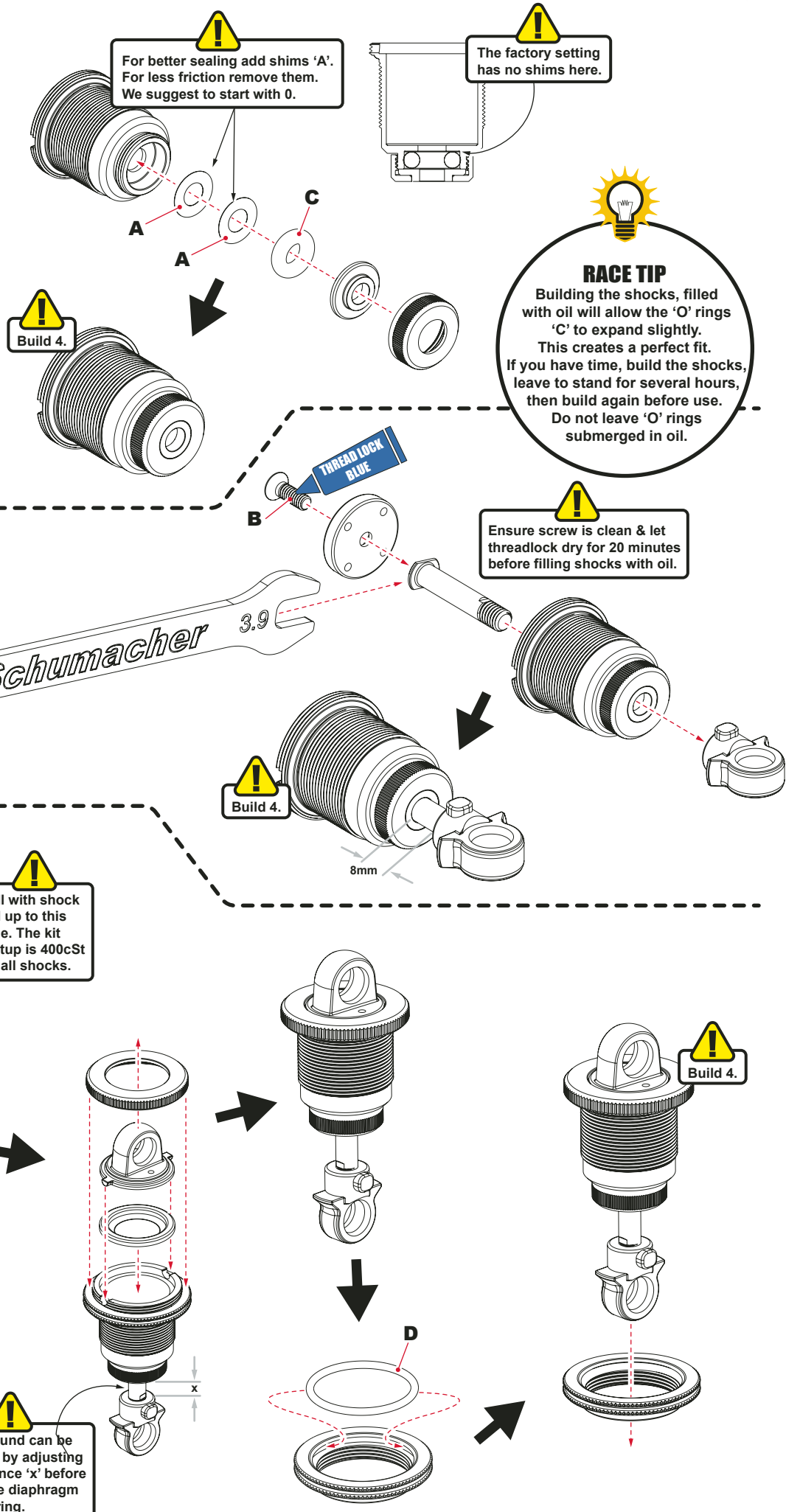
C x4

Red 'O' Ring






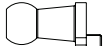

D x4

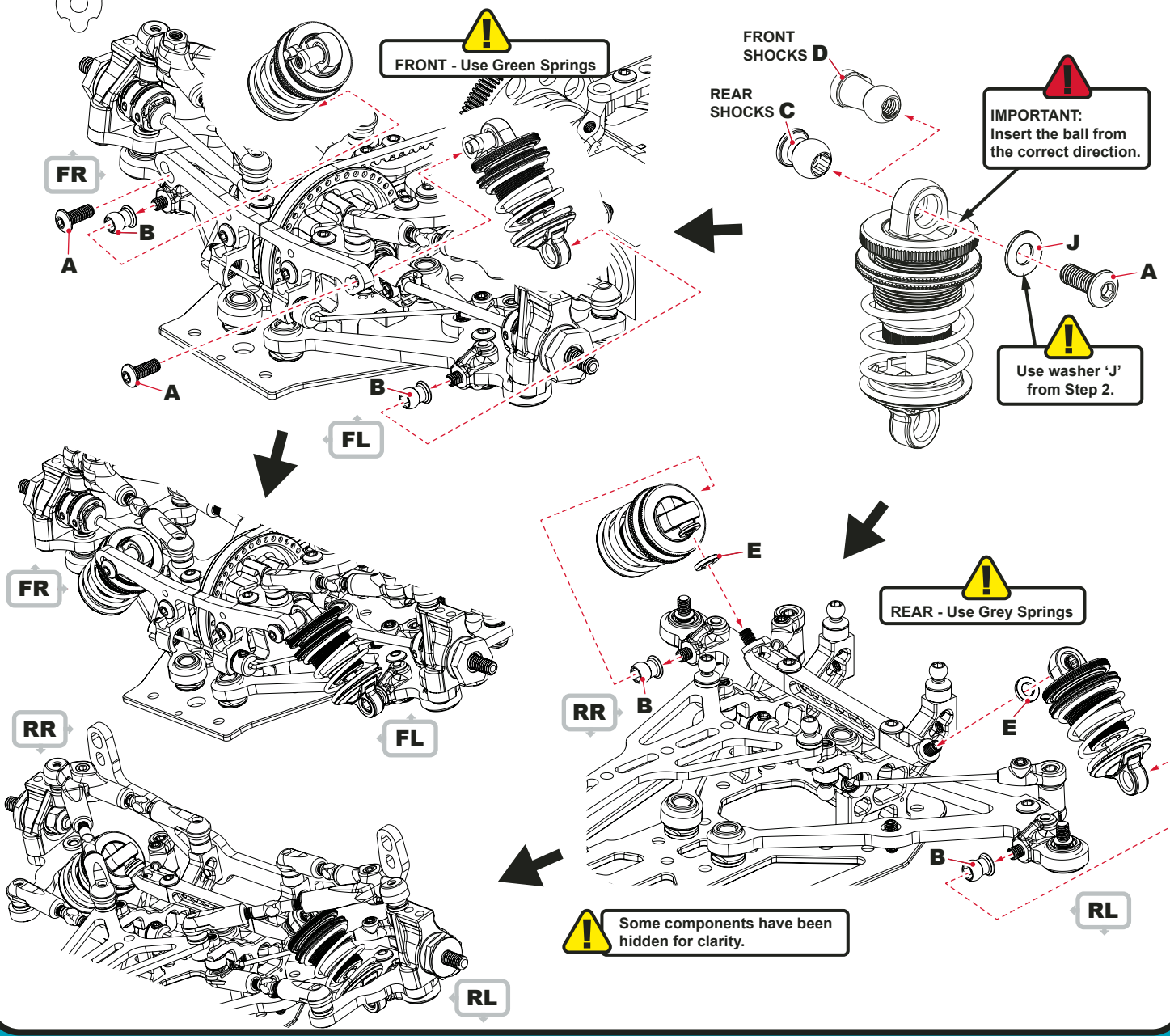
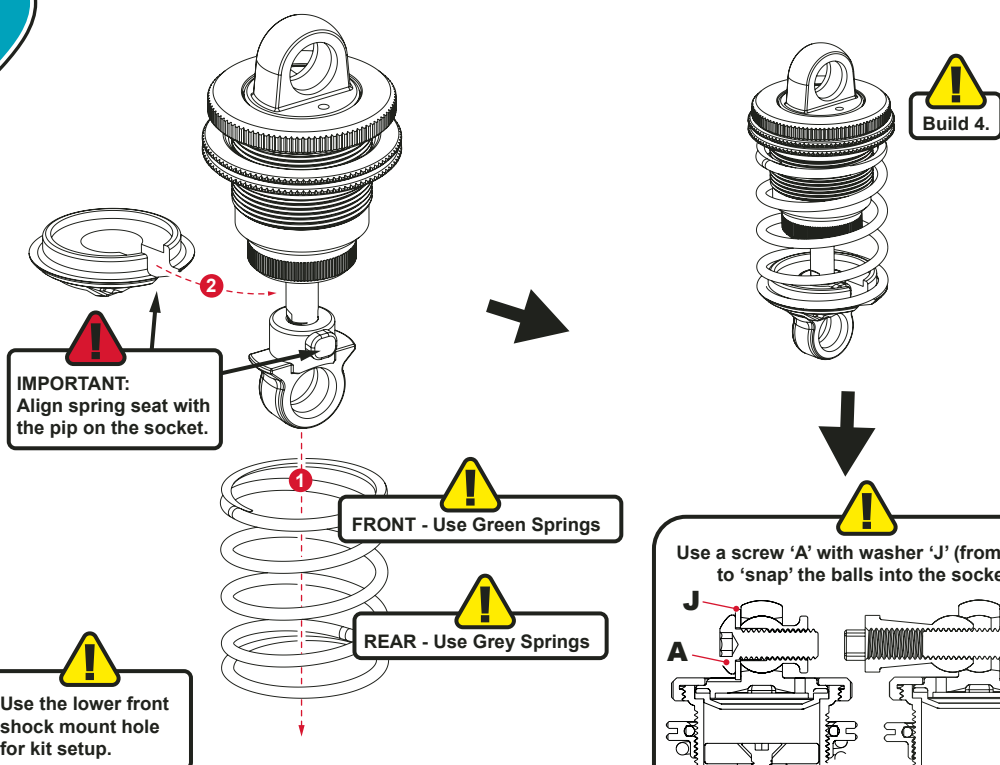
'O'ring ø13 x 1.0



FT9

Step 21 - Bag C

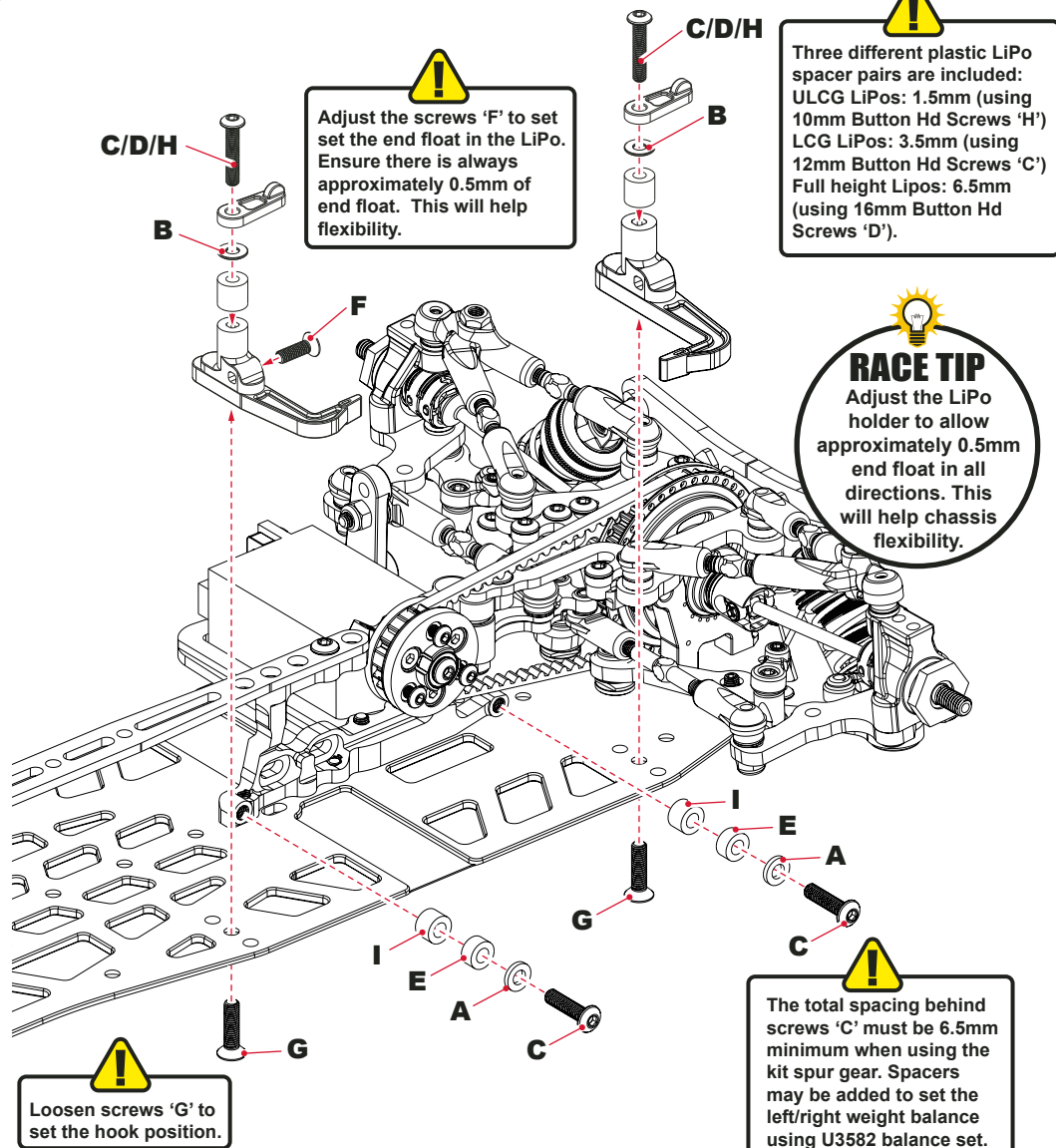
- A x2**  M3 x 8 Button Hd Screw
- B x4**  Lower Shock Ball 5.0mm
- C x2**  Rear Pivot Ball 5.5mm
- D x2**  Front Pivot Ball 5.5mm
- E x2**  M3 Alloy Spacer 1.0mm



FT9

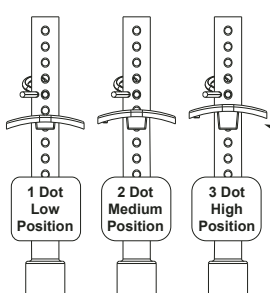
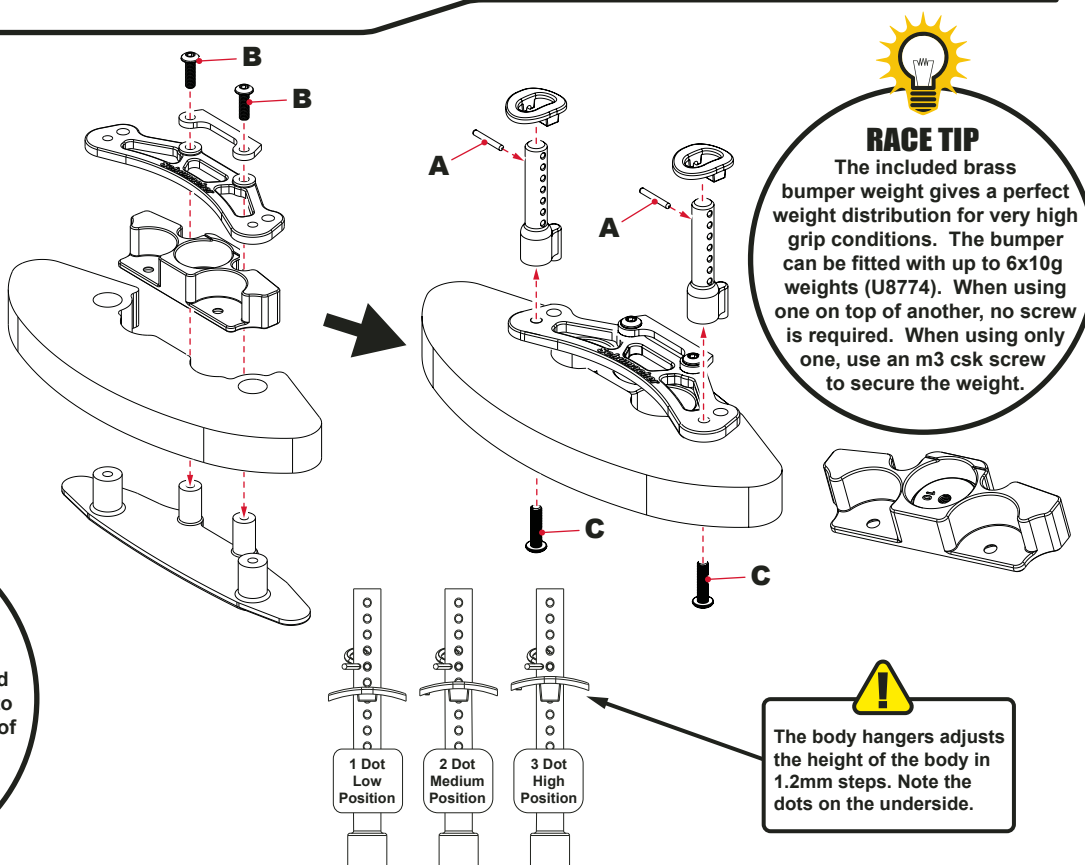
Step 22 - Bag C

- A x2**
M3 Washer 1.0mm
- B x2**
Grey 0.5 mm
- C x4**
M3 x 12 Button Hd
- D x2**
M3 x 16 Button Hd
- E x2**
M3 Washer 3mm
- F x1**
M3 x 10 Csk Screw
- G x2**
M3 x 12 Csk Screw
- H x2**
M3 x 10 Button Hd
- I x2**
M3 Washer 4mm



Step 23A - Bag C

- A x2**
Pin ϕ 1.5 X 11.8
- B x2**
M3 x 10 Button Hd
- C x2**
M3 x 12 Button Hd



FT9

Step 23B - Bag C

A x2

M3 x 10 Csk Screw



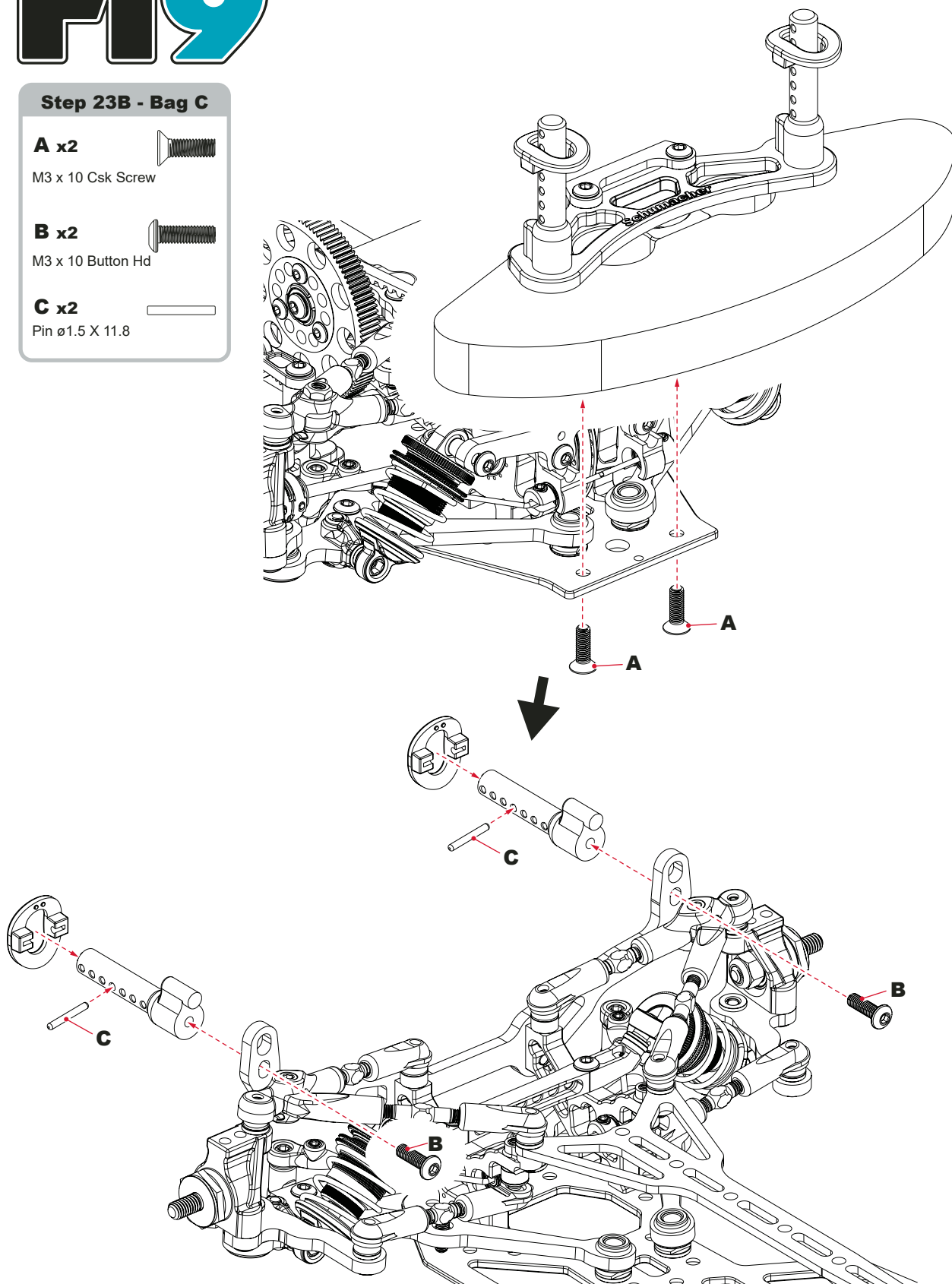
B x2

M3 x 10 Button Hd

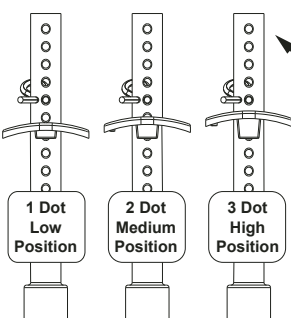


C x2

Pin $\phi 1.5 \times 11.8$



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



!
The bodyposts can be trimmed down for looks and aerodynamics. Use a sharp knife or side cutters. Alternatively use: AM190041 Body Post Trimmer.

FT9

Step 24A - Bag C

A x2

M3x8 Button HD



B x2

M3x0.5 Washer



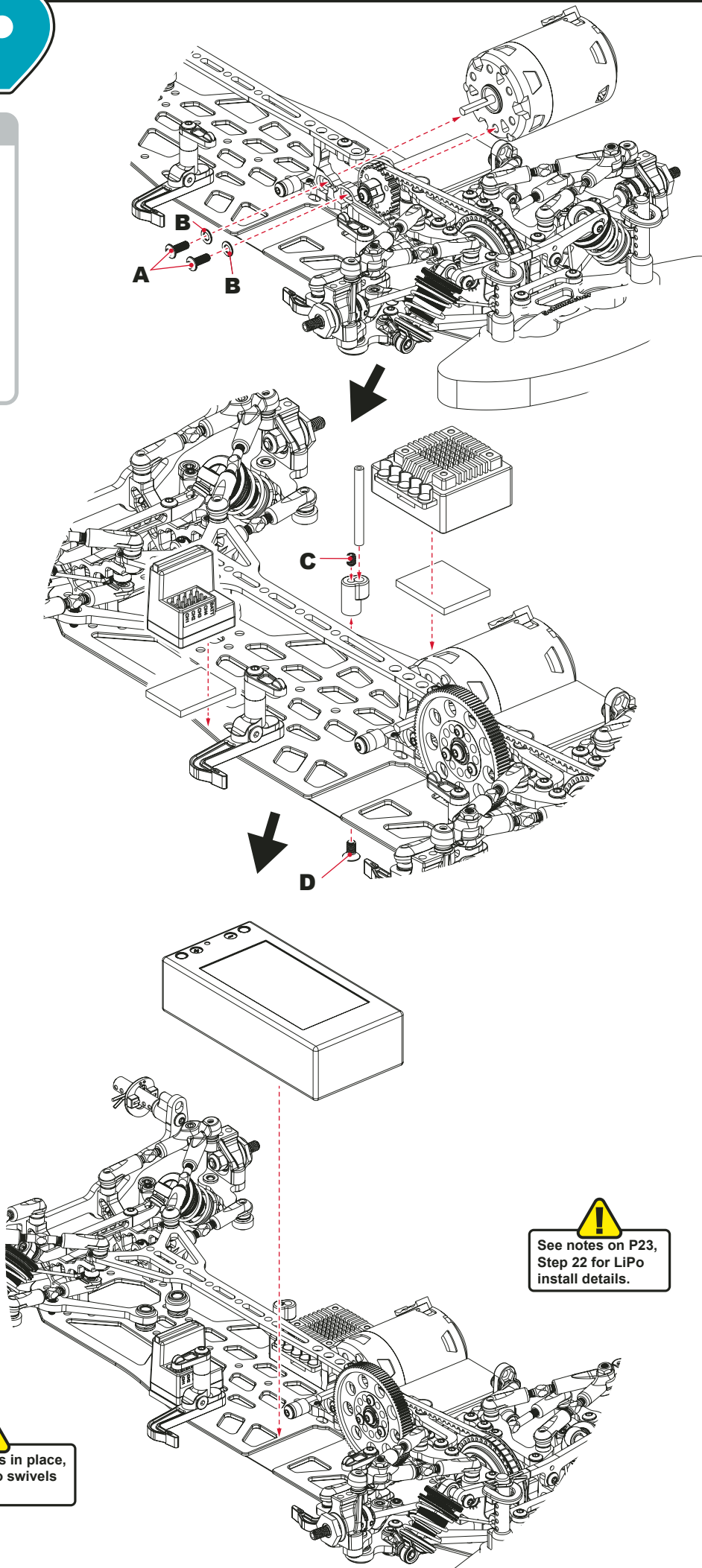
C x1

M3x4 Grub Screw



D x1

M3x6 Csk Screw



See notes on P23,
Step 22 for LiPo
install details.

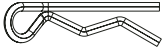
Once battery is in place,
rotate the LiPo swivels
90° to secure.

FT9

Step 24B - Bag C

A x4

R' Clip



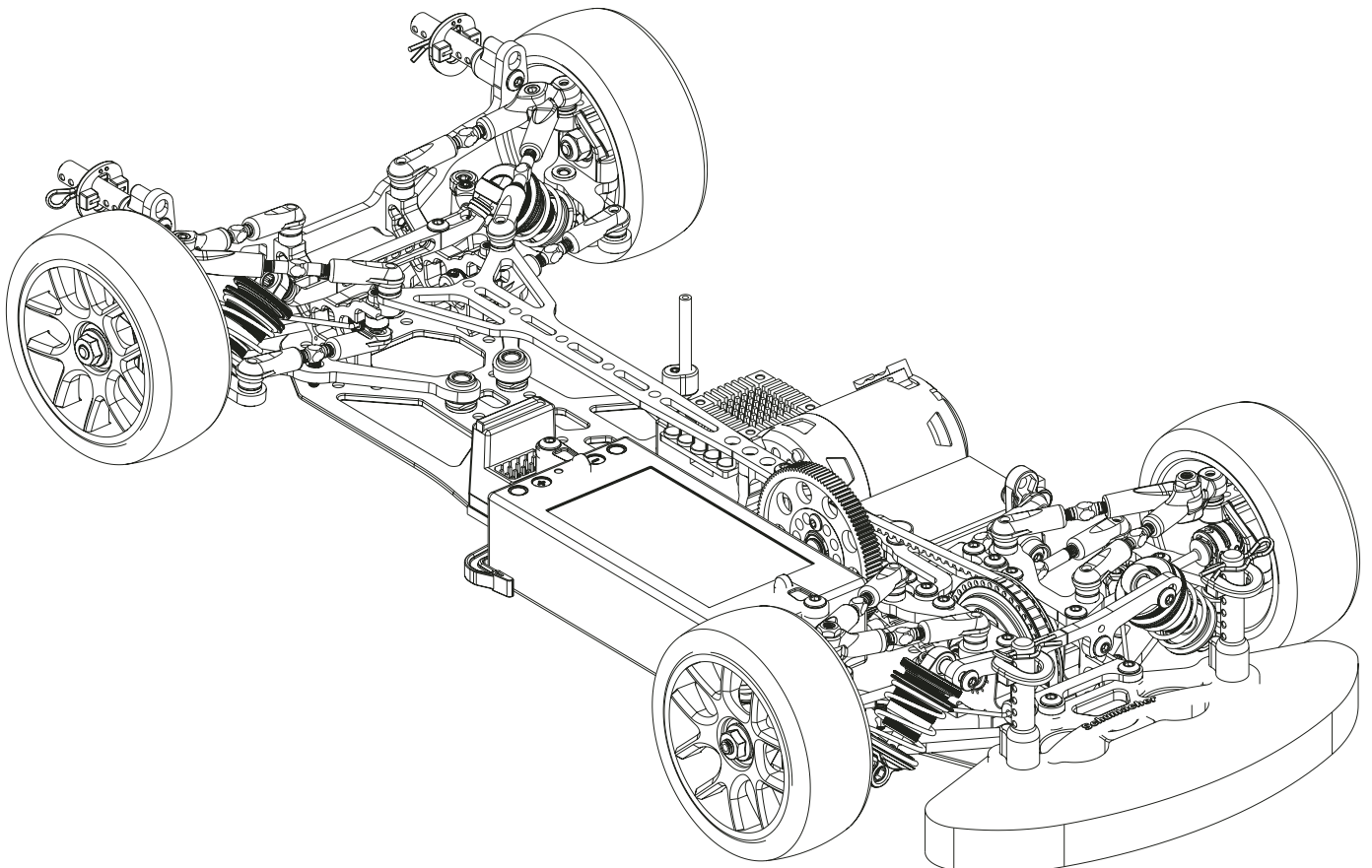
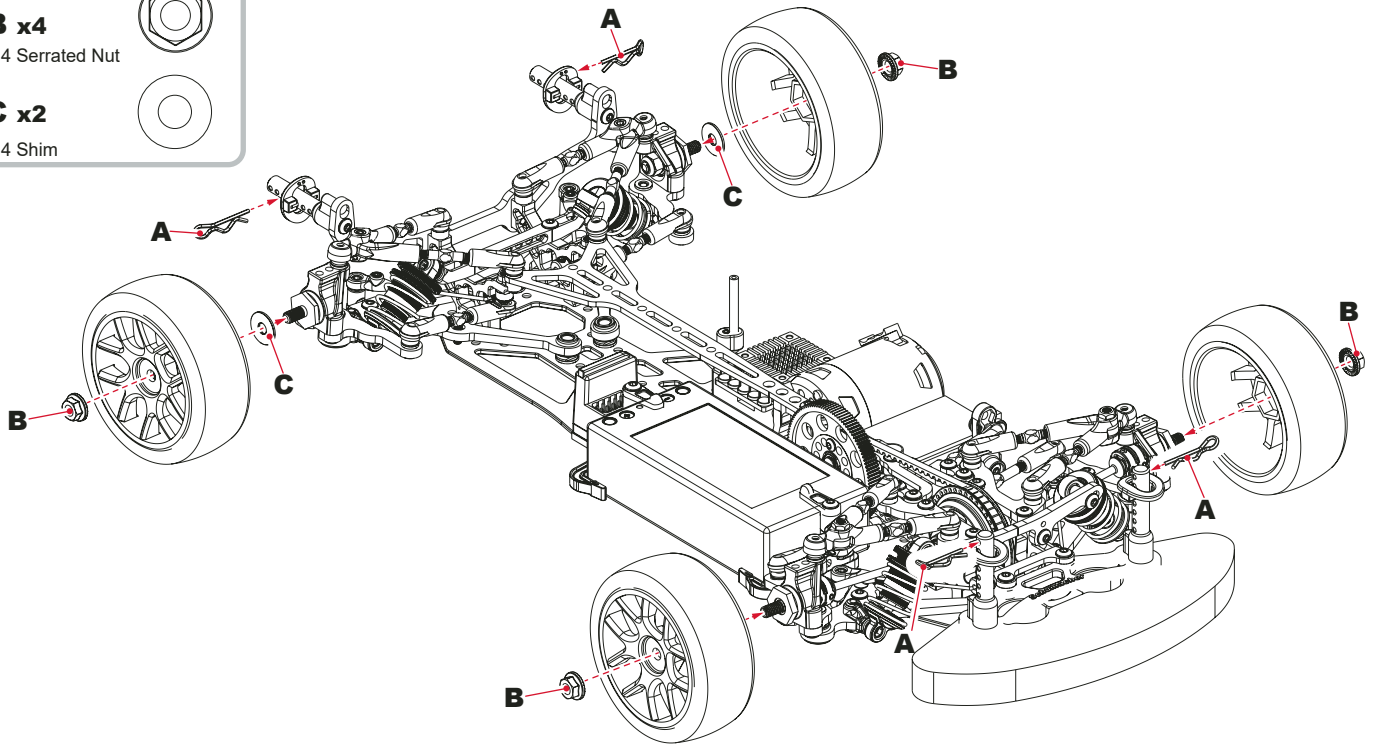
B x4

M4 Serrated Nut



C x2

M4 Shim



FT9

TRACK SETTINGS

RIDE HEIGHT

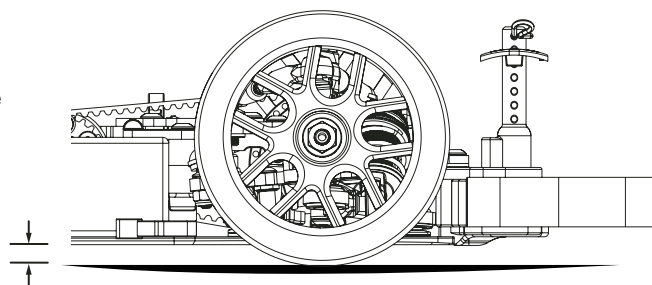
Use the spring adjusters on the shock absorbers to adjust the front and rear ride heights. We recommend setting the ride height to around 5.0mm on carpet/ high traction tarmac/asphalt and 5.5mm on tarmac/asphalt or low traction carpet tracks.

This is measured between the bottom of the chassis and the ground with the car in running trim. First press the car down on to the ground and release it once or twice to settle the suspension before adjusting the ride height. If you cannot achieve a low enough rear ride height, space up the rear shock mount.

In general:

High traction levels/Smooth tracks = Lower ride height (4.6mm-5.2mm)

Low traction levels/Bumpy tracks = Higher ride height (5.2mm-6.0mm)



CAMBER

Front and rear camber is set by adjusting the pair of upper turnbuckles: Shorter turnbuckles= More Negative camber.

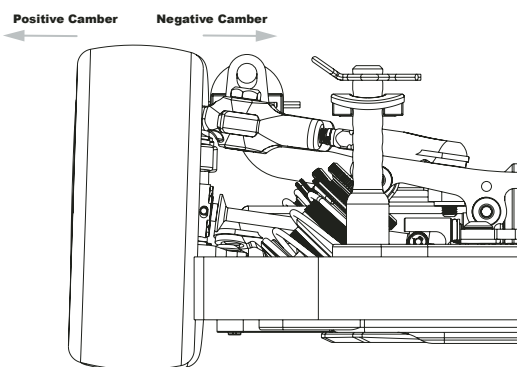
Longer turnbuckles= Less Negative camber.

**The Camber and Castor setting should be set using a setup system such as SK-600069-01 or AM171040-LE combined with castor pointers U8771

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

Increasing the front and rear camber together will often result in more traction, but with a more sudden loss of grip when going beyond the limit. Less overall camber will offer a more progressive slide but may have less overall grip.

More castor may be applied to the front or rear, normally resulting in more grip at that end of the car. The team suggest a starting camber of 2° Rear and 1.5° Front, increasing to 2° Front camber if more front grip/steering is needed.

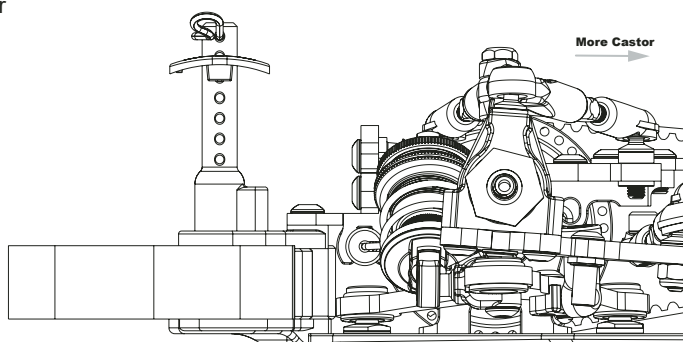


CASTOR

Castor can be set by adjusting the upper turnbuckles. After camber has been set, lengthen one turnbuckle, and shorten the other by the same amount, until the castor is set as desired.

**The Camber and Castor setting should be set using a setup system such as SK-600069-01 or AM171040-LE combined with castor pointers U8771

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



TRACK WIDTH

The track width may be adjusted using 2 different hex widths, or shims:

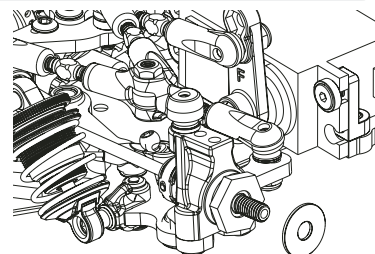
U8333 - Wheel Hex Spacers 0.25, 0.5, 0.75mm

U8762 - Alloy Narrow Wheel Hex (-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.

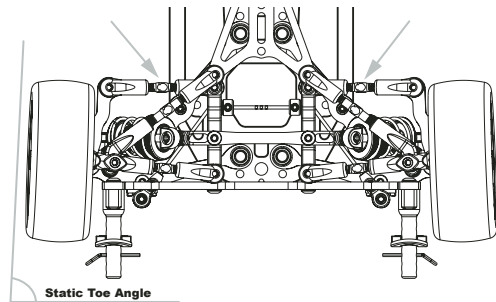


STATIC REAR TOE

Static rear toe is measured on setup gauges such as SK-600069-01 or AM171040-LE and is the toe angle of the rear wheels when at ride height. The kit setup is 3°.

This is adjusted simply by altering the length of the rear turnbuckles shown. More rear static toe in provides more stability, rear grip and forward traction. Less rear static toe in offers more rotation providing the rear stability is enough to drive confidently through the corner. There will be less forward traction exiting the corner however.

In low traction conditions the team suggests a range between 3° and 4°. In high traction conditions the team suggests a range between 2° and 3°.



DYNAMIC REAR TOE

Dynamic rear toe is a toe in angle that changes with roll or squat. This allows for a rising rate toe setting through a corner providing good entry steering but with more stability through the corner and more forward traction on corner exit.

0mm gives a static rear toe setting when using kit roll centres.

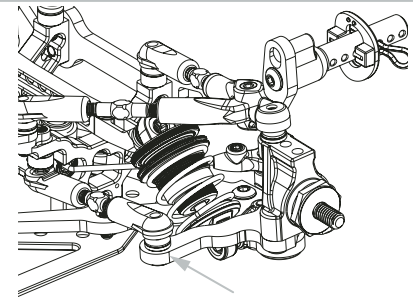
3mm gives the most dynamic change. 0.75° extra toe in with full chassis compression.

The team recommend a range between:

3mm in low traction conditions or when lots of stability is needed.

0mm in high traction conditions or when lots of steering is needed.

Kit setting is 1mm.



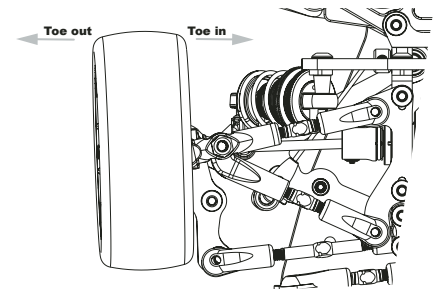
FRONT TOE

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.



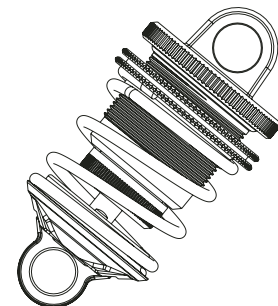
SHOCK SPRINGS

Shock springs are used to set the suspension stiffness.

The team recommend a starting setup using Core RC Green 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.



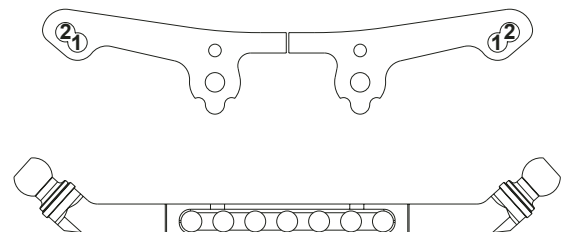
SHOCK ANGLES

Similar to the shock spring setup, the shock angles can provide fine tuning over the suspension stiffness.

A more angled shock setup (lower number shock mount holes) creates a softer setup which is less responsive, often suited to high traction conditions.

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

The rear shock angle is adjusted by adding/removing spacers from behind the ball.



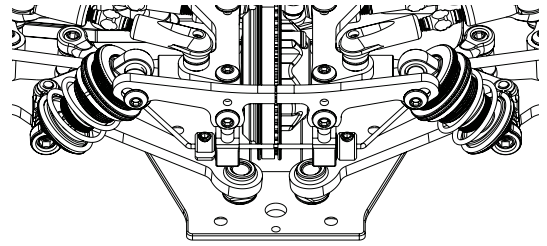
ANTI ROLL BARS

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.



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.

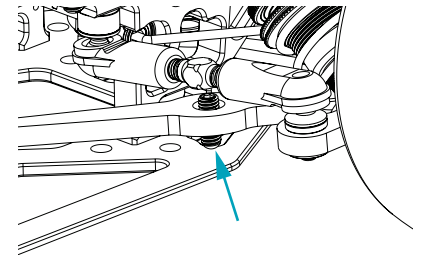
The suggested range is:

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.

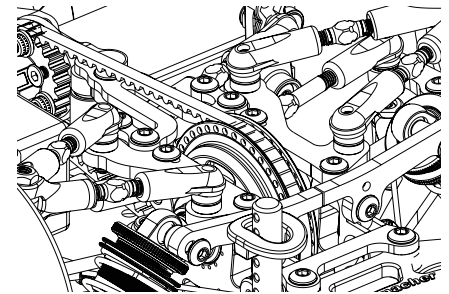


UPPER INNER LINK HEIGHT

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.

NOTE: The high transmission housings (U8729) will increase the height of the ball studs by 2mm. Make sure to take this into consideration when changing between 'high' and 'low' transmission housings.

NOTE: The most rearward balls require an additional 2mm of spacers compared to the RF position to avoid pro-dive.



LOWER WISHBONE SPACERS

The kit setting is 1mm under all 8 wishbone lower balls, apart from FF position that has 0.5mm.

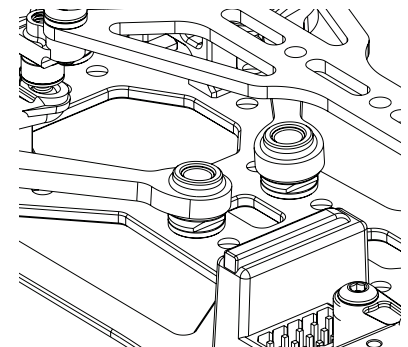
As a rule:

Higher wishbone balls= Raised roll centre, suited to higher traction conditions.

Lower wishbone balls= Lower roll centre, suited to lower traction conditions.

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

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



GEAR DIFF

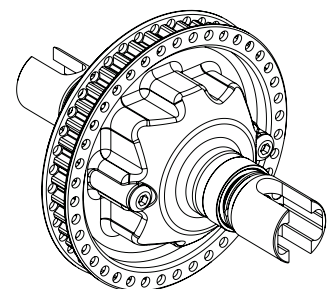
Gear diff oil can be changed to affect car handling.

Generally, high traction conditions = thicker oil. (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 in two ways.

- The eccentric housings can be rotated 180° to offer a 1mm shift in diff height.
- The Optional 'High' Transmission housings can be used to increase the Diff height by 2mm.

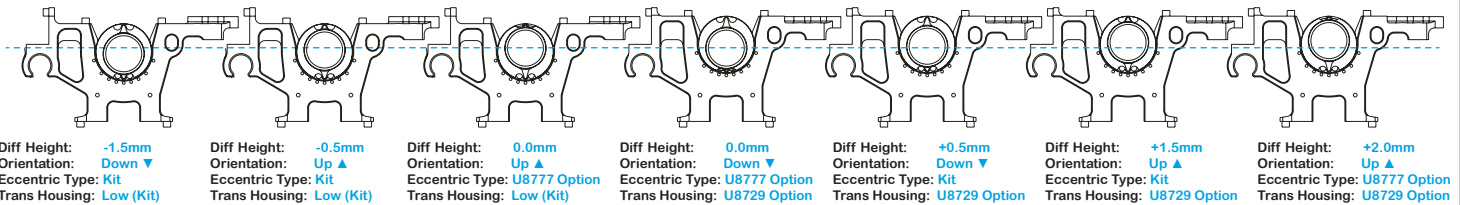
The low diff position provides more grip at that end of the car, and is suited to low or medium traction conditions.

Diff Height	Eccentric Orientation	Eccentric Type	Transmission Housing Type
2.0mm	Up ▲	+0.5mm (Option U8777)	High (Option U8729)
1.5mm	Up ▲	Kit	High (Option U8729)
0.5mm	Down ▼	Kit	High (Option U8729)
0.0mm	Down ▼ / Up ▲	+0.5mm (Option U8777)	High (Option U8729) or Low (Kit)
-0.5mm	Up ▲	Kit	Low (Kit)
-1.5mm	Down ▼	Kit	Low (Kit)

-1.5mm

DIFF Height

+2.0mm

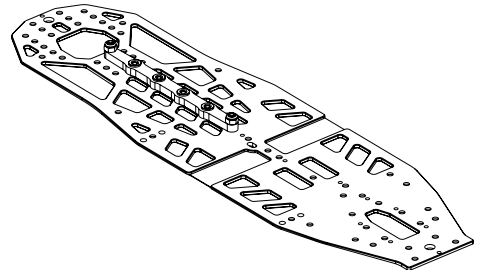


CHASSIS FLEXIBILITY

High grip conditions = Stiffer chassis setup. Low Grip conditions = Flexible chassis setup. The Alloy Chassis is the stiffest option. The C/F chassis is best in low/medium grip levels.

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

U9064 C/F Longitudinal Stiffness Brace increases rear chassis stiffness and creates more rotation and is intended for high grip conditions.



WEIGHT DISTRIBUTION

There are several positions intended for weight placement in the front and rear of the car. Please see the setup sheet for suggested placements. We recommend the use of U8773 and U8774 for this. For the most neutral car balance, we recommend the use of the kit bumper weights. This will provide a neutrally balanced car, with good steering. The weight distribution should be approximately 68% forwards. A range between 65% - 72% forwards weight distribution should be used, with 72% giving the most easy to drive car, at the expense of some steering/rotation. Extreme weight placement may be required to achieve this. Rearwards weight = a more aggressive car with more steering. Forwards weight = a smoother handling car, more stability, with less steering/rotation. Adding U9066 60g Front Weight Set is a great way of increasing from weight distribution, but keeping yaw inertia down.

WHEELBASE

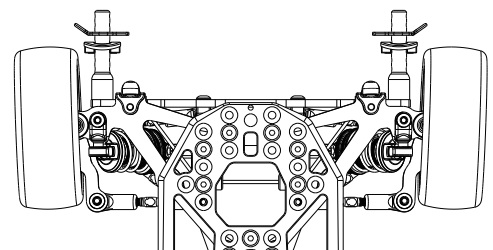
The wheelbase of the FT9 is adjustable.

The rear wishbones can be moved forward or rearward 7mm from the kit-middle setting. The rear bulkheads must move together with wishbones.

In general:

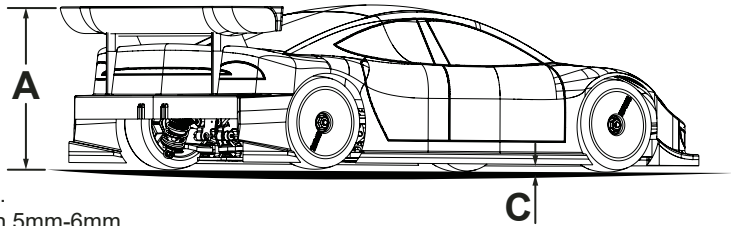
A shorter car can rotate faster than a longer one, at the expense of traction.

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



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 bodyshells.



- To set height 'B' (see page 9 to locate 'body stop screws')
- 1) Remove spring hangers from the body posts temporarily.
 - 2) Adjust the body stop screws to set 'B' to between 2mm-4mm.
 - 3) Fit body hangers to the posts to achieve a 'B' height between 5mm-6mm.

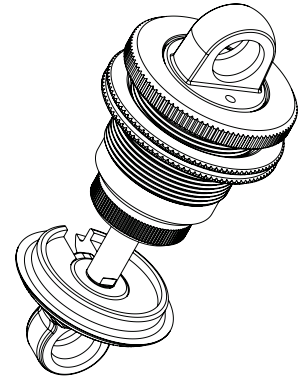
This allows to run the body lower to gain front downforce without excessive touching against the track surface. If you prefer not to use the body stop screws, set 'B' to between 8mm-9mm.

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

SHOCK OIL

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

- 250cSt, front and rear is a great starting point for low/medium grip conditions.
- 400cSt, front and rear is a great starting point for high/very high grip conditions.

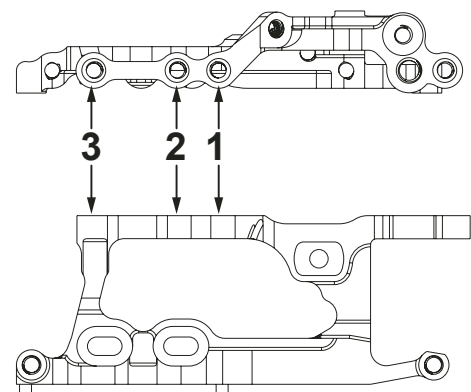


TOP DECK OPTIONS

The rear top deck can be mounted to the transmission mount in three different places.

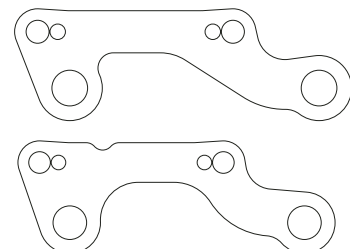
The rear hole (3) offers more stability, while the front hole (1) offers more steering and rotation. The centre hole (2) gives a compromise of both.

Multiple holes can be used to provide more stability.



FRONT UPPER INNER LINK LENGTH

The upper link length can be adjusted using speed secret CF link mounts - 1dot - U8781. These shorten the upper link length by 1mm and are best suited to higher grip conditions. They will prevent some chassis roll and create less grip at whichever end of the car they are fitted to. Fitting to both front and rear will result in a freer car with more agility and rotation.



Gear Chart 64DP - Maximum Tooth Sum = 154 - Minimum Tooth Sum = 142 - Internal Ratio = 1.8181:1

Spur/Pinion	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	
80																																	
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Gear Chart 48DP - Maximum Tooth Sum = 116 - Minimum Tooth Sum = 106 - Internal Ratio = 1.8181:1

Spur/Pinion	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	
69																								
70																								
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Gear Ratio Calculations

$$FDR = \frac{\text{Spur} \times 1.8181}{\text{Pinion}}$$

$$SPUR = \frac{FDR \times \text{Pinion}}{1.8181}$$

$$\text{PINION} = \frac{\text{Spur} \times 1.8181}{FDR}$$

OPTION PARTS

48DP SPUR GEARS

AM348069 - Spur Gear 48p - 69T
AM348070 - Spur Gear 48p - 70T
AM348071 - Spur Gear 48p - 71T
AM348072 - Spur Gear 48p - 72T
AM348073 - Spur Gear 48p - 73T
AM348074 - Spur Gear 48p - 74T
AM348075 - Spur Gear 48p - 75T
AM348078 - Spur Gear 48p - 78T
AM348081 - Spur Gear 48p - 81T
AM348082 - Spur Gear 48p - 82T

64DP SPUR GEARS

AM364090 - Spur Gear 64p - 90T
AM364092 - Spur Gear 64p - 92T
AM364094 - Spur Gear 64p - 94T
AM364096 - Spur Gear 64p - 96T
AM364098 - Spur Gear 64p - 98T
AM364100 - Spur Gear 64p - 100T
AM364102 - Spur Gear 64p - 102T
AM364104 - Spur Gear 64p - 104T
AM364106 - Spur Gear 64p - 106T
AM364108 - Spur Gear 64p - 108T
AM364110 - Spur Gear 64p - 110T
U8318 - Stock spur Gear 64dp - 92T
U8253 - Stock spur Gear 64dp - 98T
U8254 - Stock spur Gear 64dp - 104T
U8255 - Stock spur Gear 64dp - 108T


U3582 - Precision Balance Pivot Set

U8774 - Brass Circular Weight 10g (pk4)

U8772 - Alloy Spring Seats (pk4)


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


CR304 - Titanium Wheel Nuts M4 (pk4)
Lightweight Option

U8773 - Brass Circular Weight 5g (pk4)

U8197 - Servo Saver Set

U8762 - Alloy Narrow Wheel
Hex (-0.75mm) (pr)

U8776 - Alloy Eccentric Housings
Kit Spec Dimensions (pr)

U4330 - Impact Servo Saver Springs

AX009 - Aerox Alloy Servo Arm - 25T Futaba
AX010 - Aerox Alloy Servo Arm - 23T Sanwa
AX067 - Aerox LP1s Servo
CR117 - Alloy Servo Arm Futaba Black
CR118 - Alloy Servo Arm KO/Sanwa Black
CR192 - Alloy Servo Arm 25T - Futaba Short
U8197 - Servo Saver Kit - LD2/3
MR33-AAS23T - Alloy Adjustable 23T
MR33-AAS25T - Alloy Adjustable 25T


U8777 - Alloy Eccentric Housings
+0.5mm Offset (pr)

OPTION PARTS



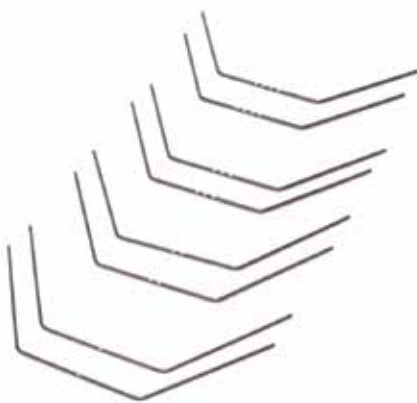
U8770 - K-Coat Nano Shock Body (pk4)



U8065 - M3 Alloy Thread Inserts pk8
Lightweight Performance Option



U7827 - Alloy LiPo Mount pr
Durability Option



U8753 - Anti Roll Bar Set - 1.1mm, 1.2mm,
1.3mm and 1.4mm (pk8) Tuning Option



U8137 - Mass Damper Set
Tuning Option



U9066 - 60g Front Under Axle Weight Set (pr)



AX097 - Aerox Digital Castor Gauge Set



U8781 - C/F 1 Notch Front Link Mount (pr)



U9008 - Brass LiPo Hook (pr)



U9064 - C/F Longitudinal Stiffness Brace



U7837 - C/F Upper Bumper



U9065 - Alloy Lock Stop Posts (pr)



U7839 - C/F LiPo Swivel (pr)
U8334 - Alloy LiPo Swivel (pr)

SPARES LISTS

Chassis Parts

U119	Aerial Tube - Pack 4
U2231	Servo Arms
U4710	Alloy Servo Post pr - SS/GT,A1,E1,I,Icon
U4773	Aerial Mount
U4950	Body Posts 4pcs
U7750	LiPo Mounting Mouldings set - Mi7-9,FT8,Mi9,Neon
U7783	Dowel Bush pk4 - Mi7,FT,Mi8,Mi9
U8316	Front Bumper Mouldings - Mi8,FT8,Mi9,Neon
U8728	Alloy Trans Housing Low (Kit) - Mi9 (pr)
U8756	C/F Split Front Shock Mount - Mi9 (pr)
U8757	C/F Front Link Mount - Mi9 (pr)
U9041	C/F Chassis - FT9
U9044	Rear Alloy Transmission Housing (pr) - FT9
U9046	Alloy Motor Mount - FT9
U9049	C/F Front Top Deck - FT9
U9050	C/F Rear Top Deck - FT9
U9051	C/F Rear Body Mount - FT9
U9052	Alloy Upper Shock Mount Rear - FT9
U9058	C/F Servo Bracket - FT9
U9059	Brass Bumper Weight - FT9
U9061	Foam Bumper - FT9
U9062	C/F Bumper Stop - FT9
U9063	Alloy Chassis - FT9

Shock Absorbers

U4557	Shock Seal Cap 1pr - Mi5evo,Mi7,FT8,Mi9,Neon
U7463	Ultra Short Shock Seal O Ring pk4 - Mi6-9,FT8,Neon
U7537	Ultra Short Shock Piston 4H pr - Mi6-9,FT8,Neon
U7545	Ultra Short Shock Shims (3.3x6.7x0.05)-Mi6-9,FT8,N
U8710	Nano Shock Diaphragm - Mi9 (pk8)
U8711	Nano Shock Top Ring - Mi9 (pr)
U8712	Nano Shock Top Socket - Mi9 (pr)
U8713	Nano Shock Shaft - Mi9 (pr)
U8714	Nano Shock Body - Mi9 (pr)
U8715	Nano Shock Collar O-ring - Mi9 (pk4)
U8716	Nano Alloy Shock Collar - Mi9 (pr)
U8717	Nano Shock Spring Seat - Mi9 (pr)
U8718	Nano Lower Shock Socket - Mi9 (pk4)
U8719	Lower Shock Ball - Mi9 (pk4)
U8788	Nano Shock Set - Mi9 (pk4)
U8797	Nano Shock Rebuild Kit - Mi9 (pk4)

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

Suspension

U4242	Roll Bar Socket pk4 - Mi5-Mi7,ST/2
U4547	Ball Sockets Long Pro Black pk8
U4900	Roll Bar Clamp pr - Mi6/ev0,Mi8,FT8,Mi9
U4904	Precision Ball Stud Short - pk4
U750	Ball Grippa Joints-Short Stud 8prs
U7675	Shock Pivot Ball 5.5mm (pk4)
U7747	Wishbone ARB Mount - Mi7,Mi8,FT8,Mi9 (pr)
U7832	Ball Stud Low (Ultra Short) (pk4)
U7833	Ball Stud Low (Short) (pk4)
U7834	Ball Stud Low (Long) (pk4)
U7971	Steering Pivot and Spacer - CAT L1 EVO/R (pr)
U8219	Alloy ARB Drop Link - Mi8,FT8,Mi9 (pr)

U8235	Alloy Upper Link Pivot Rear-Mi8,FT8,Mi9 (pr)
U8252	Alloy Upper Link Pivot Front-Mi8,FT8,Mi9 (pr)
U8259	Roll Bar Socket - Mi8,FT8,Mi9 (pk4)
U8261	Alloy Shock Top Ball - Mi8,FT8,Mi9,Neon (pr)
U8263	Alloy M3 Turnbuckle - 25mm - Black (pr)
U8264	Alloy M3 Turnbuckle - 35mm - Black (pr)
U8265	Alloy M3 Turnbuckle - 45mm - Black (pr)
U8333	Wheel Hex Spacers 0.25, 0.5, 0.75mm - (pk12)
U8744	Alloy Wishbone Spacer 0.5mm - Mi9 (pk8)
U8745	Alloy Wishbone Spacer 1mm - Mi9 (pk8)
U8747	Inner Wishbone Ball - Mi9 (pk4)
U8752	Outer Wishbone Ball Stud - Mi9 (pk4)
U8769	Wishbone Outer Socket - Mi9 (pk4)
U8783	Black Upper Link Sockets - Mi9 (4 prs)
U8784	Black 5.5mm Pivot Ball Socket - Mi9 (pk8)
U9042	C/F Rear Wishbone - FT9
U9043	C/F Front Wishbone - FT9
U9045	Alloy Radius Arm - FT9
U9047	Radius Arm Pivot and Thrust Spacer - FT9
U9048	Nano Ball Stud (pk4) - FT9
U9053	C/F FL Steering Arm - FT9
U9054	C/F FR Steering Arm - FT9
U9055	C/F RR Steering Arm - FT9
U9056	C/F RL Steering Arm - FT9
U9067	Hub Carrier Med (pr) - FT9

Bearings and Balls

U3136	Ball Bearing - 5x8x2.5 - Shield (pr)
U4943	Ball Bearing - 1/8 x1/4 Shield - (pr)
U8320	Ball Bearing 3/16"x5/16" Yellow (pr)
U8790	Ball Bearing 6x10x3 Yellow Shield - pr
U8798	Ball Bearing 1.5x4x2 Shield - pr

Transmission

AM364110	Spur Gear 64P - 110T
U7735	Diff Gears and Pin - Mi7,Mi8,FT8,Mi9
U8720	Alloy Wheel Hex - Mi9 (pr)
U8723	Gear Diff Rebuild Kit - Mi9
U8724	Gear Diff Mouldings - Mi9
U8725	Eccentrics - Plastic (Kit) - Mi9 (pr)
U8726	Diff Output Shaft - Mi9 (pr)
U8731	Front Axle - Mi9
U8732	Front Driveshaft Bone - Mi9
U8733	Driveshaft Yoke Outer - Mi9
U8734	Front Driveshaft Cage - Mi9
U8735	Driveshaft Spring Clip - Mi9 (pr)
U8736	Driveshaft Pin Outer - Mi9 (pr)
U8737	Driveshaft Yoke Inner - Mi9 each
U8738	Front Double Joint Driveshaft - Mi9 (pr)
U8740	Wheel Bearing Spacer - Mi9 (pr)
U8748	Diff/Spool End Float Shim 6x7.7x0.1mm - Mi9 (pk4)
U8749	Diff Output - Mi9 (pr)
U8789	Gear Diff Set - Mi9
U8860	Layshaft - Neon
U9040	Layshaft Pulley Set - FT9
U9057	Alloy Rear Axle (pr) - FT9
U9060	76T x 3.0mm Belt - FT9
U9068	Ball Bearing Set - FT9 (24pcs)

Bodyshells & Decals

MT017005	Montech Rally/FWD WR4 Body
MT019007	Montech Mito RX FWD Body
MT019017.1	Montech - 308 TCR 2.0 FWD
MT020008	Montech New GT1 Vision FWD
MT021016	Montech Mitopista FWD Body
MT022003	Montech M.R. Sport FWD body
MT022003L	Montech M.R. Sport FWD body
MT022008	Montech RS6 FWD Body
MT023001	Montech CIVIC FWD Body
MT023001L	Montech CIVIC FWD Body
XTMTB0420-07	Xtreme FWD RSX Body
XTMTB0422-07	Xtreme ITALIA FWD Body

SPARES LISTS

Hardware

AX034 Aerox Handed Body Clips - Black (pk8)
 CR517 M3 Alloy Nyloc Nuts-Low Profile-Black pk10
 CR879 CORE RC - Serrated M4 Steel Black Wheel Nut pk4
 U1547 SPEED PACK - M3 Nuts
 U1633 SPEED PACK - Small Pins (pk)
 U1960 SPEED PACK - O Rings; Various
 U2947 SPEED PACK - M2.5 Washers (pk8)
 U3021 SPEED PACK - M3x6 Csk Hd - (pk10)
 U3022 SPEED PACK - M3x8 Csk Hd - (pk10)
 U3023 SPEED PACK - M3x10 Csk Hd - (pk10)
 U3024 SPEED PACK - M3x12 Csk - M3 x 10 Button Screws
 U3131 SPEED PACK Alloy Spacers - M3x7mm 0.5;1;2mm
 U4155 SPEED PACK - M3 Csk Washers - Black Alloy (pk10)
 U4156 SPEED PACK - M2.5 x 8 Cap SS (4 pcs)
 U4210 SPEED PACK - Pinion Grub Screw Set pk10
 U4241 SPEED PACK - M3 Alloy Nyloc Nuts - Black - pk10
 U4314 SPEED PACK - Alloy Black M3 Washers - 18pc
 U4836 SPEED PACK Grub Screw M3 x 8mm Cup Point (10pcs)
 U4862 M3 Black Alloy Washers 0.5mm (pk12)
 U7102 SPEED PACK - M3x4 Button Hd (pk10)
 U7103 SPEED PACK - M3x6 Button Hd (pk10)
 U7104 SPEED PACK - M3x8 Button Hd (pk10)
 U7105 SPEED PACK - M3x10 Button Hd (pk10)
 U7106 SPEED PACK - M3x12 Button Hd (pk10)
 U7107 SPEED PACK - M3x16 Button Hd (pk10)
 U7112 SPEED PACK - M3x8 Cap Hd (pk10)
 U7122 SPEED PACK - M3x12 Csk Hd (pk10)
 U7538 SPEED PACK M2x6 CSK pk 10
 U7677 SPEED PACK - M2.5x8 Csk Hd (pk10)
 U7707 M3 Steel Washers (pk10)
 U7710 M3 Black Alloy Washers 1.00mm (pk10)
 U7711 M3 Black Alloy Washers 2.00mm (pk10)
 U7712 M3 Black Alloy Washers 3.00mm (pk10)
 U7751 M3x8 Grub Screw Dome End (pk4)
 U8168 5 x 1 'O'ring (pk10)
 U8275 Plastic Washer Set 1,1.5,2,3,4mm (20 pcs)
 U8351 M3x5 Csk Hd (pk10)
 U8536 M3x4 Grub Screw Cup Point - (pk10)
 U8759 Steel Spanner 3.9/5.5mm - Mi9
 U8792 3.5 x 1 'O'ring (pk10) - Mi9
 U8794 M3 Brass Black Thread Inserts - pk10
 U8898 M2.5 Thread Inserts (pk10)
 U8929 Driveshaft E-Clip V2 - Mi9 (pk10)
 U8930 SPEED PACK - M2 x 4 Button Hd -1.5 Hex (pk 10)
 U9038 SPEED PACK - M2.5x5 Button Hd (pk10)
 U9039 SPEED PACK - M4 Alloy Nyloc Nuts - Black - pk10

Pinions

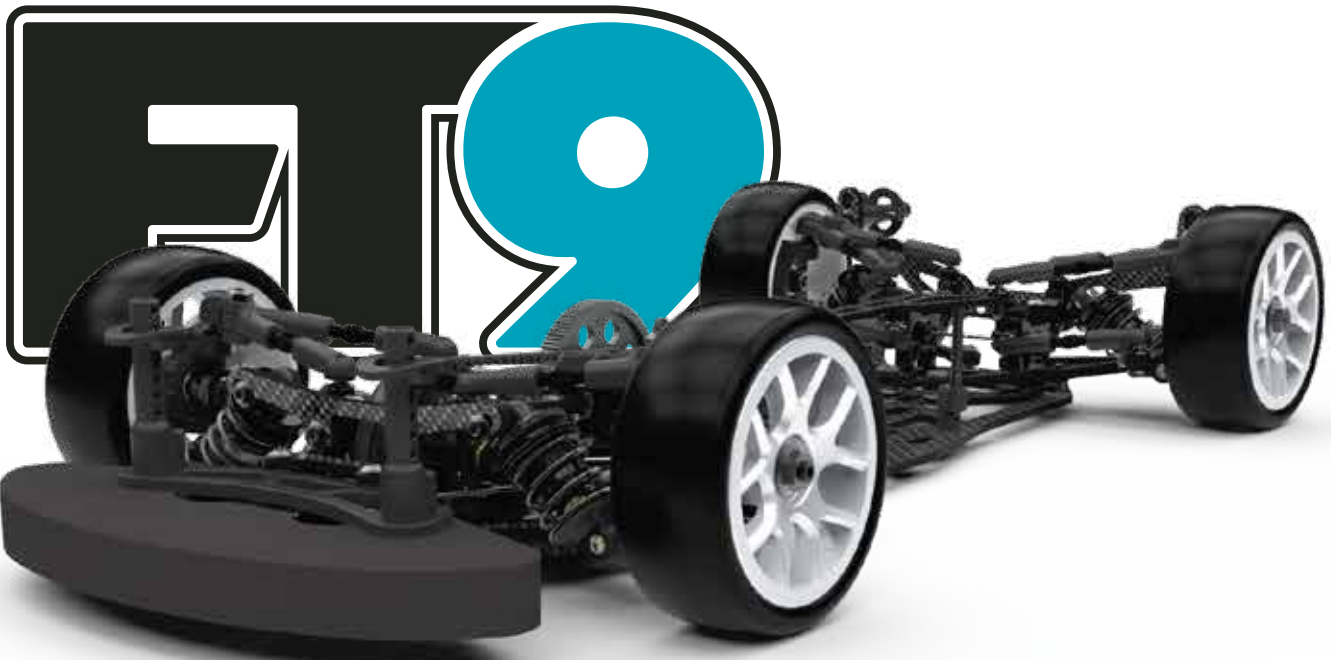
CR4824 Pinion Gear 48DP 24T (7075 Hard)
 CR4825 Pinion Gear 48DP 25T (7075 Hard)
 CR4826 Pinion Gear 48DP 26T (7075 Hard)
 CR4827 Pinion Gear 48DP 27T (7075 Hard)
 CR4828 Pinion Gear 48DP 28T (7075 Hard)
 CR4829 Pinion Gear 48DP 29T (7075 Hard)
 CR4830 Pinion Gear 48DP 30T (7075 Hard)
 CR4831 Pinion Gear 48DP 31T (7075 Hard)
 CR4832 Pinion Gear 48DP 32T (7075 Hard)
 CR4833 Pinion Gear 48DP 33T (7075 Hard)
 CR4834 Pinion Gear 48DP 34T (7075 Hard)
 CR4835 Pinion Gear 48DP 35T (7075 Hard)
 CR4836 Pinion Gear 48DP 36T (7075 Hard)
 CR4837 Pinion Gear 48DP 37T (7075 Hard)
 CR4838 Pinion Gear 48DP 38T (7075 Hard)
 CR4839 Pinion Gear 48DP 39T (7075 Hard)
 CR4840 Pinion Gear 48DP 40T (7075 Hard)
 CR4841 Pinion Gear 48DP 41T (7075 Hard)
 CR4842 Pinion Gear 48DP 42T (7075 Hard)
 CR4843 Pinion Gear 48DP 43T (7075 Hard)
 CR4844 Pinion Gear 48DP 44T (7075 Hard)
 CR4845 Pinion Gear 48DP 45T (7075 Hard)
 CR4846 Pinion Gear 48DP 46T (7075 Hard)
 CR6432 Pinion Gear 64DP 32T (7075 Hard)

CR6433 Pinion Gear 64DP 33T (7075 Hard)
 CR6434 Pinion Gear 64DP 34T (7075 Hard)
 CR6435 Pinion Gear 64DP 35T (7075 Hard)
 CR6436 Pinion Gear 64DP 36T (7075 Hard)
 CR6437 Pinion Gear 64DP 37T (7075 Hard)
 CR6438 Pinion Gear 64DP 38T (7075 Hard)
 CR6439 Pinion Gear 64DP 39T (7075 Hard)
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 CR6444 Pinion Gear 64DP 44T (7075 Hard)
 CR6445 Pinion Gear 64DP 45T (7075 Hard)
 CR6446 Pinion Gear 64DP 46T (7075 Hard)
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 CR6453 Pinion Gear 64DP 53T (7075 Hard)
 CR6454 Pinion Gear 64DP 54T (7075 Hard)
 CR6455 Pinion Gear 64DP 55T (7075 Hard)
 CR6456 Pinion Gear 64DP 56T (7075 Hard)
 CR6457 Pinion Gear 64DP 57T (7075 Hard)
 CR6458 Pinion Gear 64DP 58T (7075 Hard)
 CR6459 Pinion Gear 64DP 59T (7075 Hard)
 CR6460 Pinion Gear 64DP 60T (7075 Hard)
 CR6461 Pinion Gear 64DP 61T (7075 Hard)
 CR6462 Pinion Gear 64DP 62T (7075 Hard)
 CR6463 Pinion Gear 64DP 63T (7075 Hard)
 U3424 Pinion; Hard Alloy 48dp - 24T
 U3425 Pinion; Hard Alloy 48dp - 25T
 U3426 Pinion; Hard Alloy 48dp - 26T
 U3427 Pinion; Hard Alloy 48dp - 27T
 U3428 Pinion; Hard Alloy 48dp - 28T
 U3429 Pinion; Hard Alloy 48dp - 29T
 U3430 Pinion; Hard Alloy 48dp - 30T
 U3431 Pinion; Hard Alloy 48dp - 31T
 U3432 Pinion; Hard Alloy 48dp - 32T
 U3433 Pinion; Hard Alloy 48dp - 33T
 U3434 Pinion; Hard Alloy 48dp - 34T
 U3435 Pinion; Hard Alloy 48dp - 35T
 U3436 Pinion; Hard Alloy 48dp - 36T
 U3437 Pinion; Hard Alloy 48dp - 37T
 U3438 Pinion; Hard Alloy 48dp - 38T
 U3439 Pinion; Hard alloy 48dp - 39T
 U3440 Pinion; Hard Alloy 48dp - 40T
 U3632 Pinion; Hard Alloy 64dp - 32T
 U3633 Pinion; Hard Alloy 64dp - 33T
 U3634 Pinion; Hard Alloy 64dp - 34T
 U3635 Pinion; Hard Alloy 64dp - 35T
 U3636 Pinion; Hard Alloy 64dp - 36T
 U3637 Pinion; Hard Alloy 64dp - 37T
 U3638 Pinion; Hard Alloy 64dp - 38T
 U3639 Pinion; Hard Alloy 64dp - 39T
 U3640 Pinion; Hard Alloy 64dp - 40T
 U3641 Pinion; Hard Alloy 64dp - 41T
 U3642 Pinion; Hard Alloy 64dp - 42T
 U3643 Pinion; Hard Alloy 64dp - 43T
 U3644 Pinion; Hard Alloy 64dp - 44T
 U3645 Pinion; Hard Alloy 64dp - 45T
 U3646 Pinion; Hard Alloy 64dp - 46T
 U3647 Pinion; Hard Alloy 64dp - 47T
 U3648 Pinion; Hard Alloy 64dp - 48T
 U3649 Pinion; Hard Alloy 64dp - 49T
 U3650 Pinion; Hard Alloy 64dp - 50T

SPARES LISTS

Options

AM14CS3005W	Screw Allen Csk M3 x 5 Tungsten (10)	U4298	Turnbuckle HT - 35mm - pr
AM640001	64 Ti Screw Allen Csk M3 x 5 (5)	U4330	Impact Servo Saver Springs
AM640002	64 Ti Screw Allen Csk M3 x 6 (5)	U4344	Ceramic Bearing - 5x8x2.5 Shield - (pr)
AM640003	64 Ti Screw Allen Csk M3 x 8 (5)	U7313	Titanium Turnbuckle - 24mm - Silver - pr
AM640004	64 Ti Screw Allen Csk M3 x 10 (5)	U7314	Titanium Turnbuckle - 30mm
AM640005	64 Ti Screw Allen Csk M3 x 12 (5)	U7317	Titanium Turnbuckle - 45mm - Silver - pr
AM640030	64 Ti Screw Allen Round Head M3 x 4 - (5)	U7400	Titanium Low Profile M4 Serrated Nut (pk4)
AM640032	64 Ti Screw Allen Round Head M3 x 6 (5)	U7536	Ultra Short Shock Piston 3H pr - Mi6/evo-Mi9
AM640033	64 Ti Screw Allen Round Head M3 x 8 (5)	U7824	Titanium Pivot Ball 5.5mm High (pr)
AM640034	64 Ti Screw Allen Round Head M3 x 10 (5)	U7827	Alloy LiPo Mount pr - Mi7,FT,Mi8,FT8,Mi9,Neon
AM640035	64 Ti Screw Allen Round Head M3 x 12 (5)	U7828	Titanium Ball Stud Low (Ultra Short) (pk4)
AM640037	64 Ti Screw Allen Round Head M3 x 16 (5)	U7829	Titanium Ball Stud Low (Short) (pk4)
AX009	Aerox Alloy Servo Arm - Short 25T Futaba	U7837	C/F Upper Bumper - Mi7,FT,Mi8,FT8,Mi9,Neon
AX010	Aerox Alloy Servo Arm - Short 23T KO/Sanwa	U7839	C/F LiPo Swivel pr - Mi7-Mi9,FT,FT8,LD3,ST2,Neon
AX067	AEROX LP1s 1/10th Brushless Servo - Mi9	U8065	M3 Alloy Thread Insert pk8
CR117	Alloy Servo Arm; Futaba Black	U8137	Mass Damper Set
CR192	Alloy Servo Arm 25T - Futaba Short	U8197	Servo Saver Kit - LD2/3
CR280	Ti Pro Ball Studs - Short - (pr)	U8253	CNC Stock Spur Gear 98T 64DP - Mi8,FT8,Mi9
CR304	Titanium Wheel Nuts M4 - pk4	U8254	CNC Stock Spur Gear 104T 64DP - Mi8,FT8,Mi9
CR310	Alloy Csk Hex Screws M3 x 6 pk10	U8255	CNC Stock Spur Gear 108T 64DP - Mi8,FT8,Mi9
CR311	Alloy Csk Hex Screws M3 x 8 pk10	U8318	CNC Stock Spur Gear 92T 64DP - Mi8,FT8,Mi9
CR312	Alloy Csk Hex Screws M3 x 10 pk10	U8334	Alloy LiPo Swivel - Mi8-9,L1R,FT8,ST2,LD3,Ne (pr)
CR313	Alloy Csk Hex Screws M3 x 12 pk10	U8729	Alloy Trans Housing High (Option +2mm) - Mi9 (pr)
CR314	Alloy Button Head Hex Screws M3 x 6 pk10	U8730	Alloy Hub Carrier - Mi9 (pr)
CR315	Alloy Button Head Hex Screws M3 x 8 pk10	U8753	Anti-Roll Bar Wire Set - Mi9 (pk8)
CR316	Alloy Button Head Hex Screws M3 x 10 pk10	U8762	Alloy Narrow Wheel Hex (-0.75mm) - Mi9 (pr)
CR317	Alloy Button Head Hex Screws M3 x 12 pk10	U8768	Alloy Lower Shock Mount - Mi9 (pk4)
CR320	Titanium Csk Hex Screws M3 x 6 pk10	U8770	K-Coat Nano Shock Body - Mi9 (pk4)
CR321	Titanium Csk Hex Screws M3 x 8 pk10	U8771	Alloy Castor Pointer - Mi9 (pr)
CR322	Titanium Csk Hex Screws M3 x 10 pk10	U8772	Alloy Spring Seat - Mi9 (pk4)
CR323	Titanium Csk Hex Screws M3 x 12 pk10	U8773	Brass Circular Weight 5g (pk4)
CR327	Titanium Button Head Hex Screws M3 x 6 pk10	U8774	Brass Circular Weight 10g (pk4)
CR328	Titanium Button Head Hex Screws M3 x 8 pk10	U8776	Alloy Eccentric (Kit Spec Dimensions) - Mi9 (pr)
CR329	Titanium Button Head Hex Screws M3 x 10 pk10	U8777	Alloy Eccentric (+0.5mm Offset) - Mi9 (pr)
CR330	Titanium Button Head Hex Screws M3 x 12 pk10	U8781	C/F 1 Notch Front Link Mount - Mi9 (pr)
CR868	Threaded Square 5g Weight - (pk4)	U8782	Ti Lower Shock Ball 5mm (2mm Hex) - Mi9 (pk4)
CR869	Threaded Rectangular 7.5g Weight - (pk4)	U8799	Pro Ball Bearing 6x10x3 - pr
MR33-AAS23T	MR33 Adjustable Servo Horn 23t Sanwa	U8903	Pro Ball Bearing 3/16 x 5/16 x 1/8 (pr)
MR33-AAS25T	MR33 Adjustable Servo Horn 25t Futaba	U9008	Brass Lipo Hook (pr) - Mi8,Mi9
U3582	Precision Balance Pivot Set	U9064	C/F Longitudinal Stiffness Brace - FT9
U4221	Turnbuckle Adjuster HTT - 24mm - pr	U9065	Alloy Lock Stop Post (pr) - FT9
U4223	Turnbuckle Adjuster HTT - 45mm - pr	U9066	60g Front Weight Set (Under Axle) - FT9
		U9069	Pro Transmission Ball Bearing Set - FT9 (12pcs)





Driver: **Kit Build** Track: **N/A** Event: **N/A**
 Date: **N/A** Qualifying: **N/A** Final: **N/A** Best Lap: **N/A**

TRACK TYPE

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

TYRES

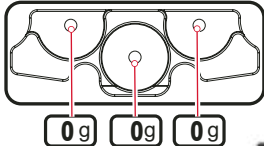
Side Wall Glue Height Ø mm
 Tyres
 Cleaner
 Additive
 Additive Time Front: mins Rear: mins
 Heating Time Front: mins Rear: mins
 Heating Temp Front: °C Rear: °C

Notes:

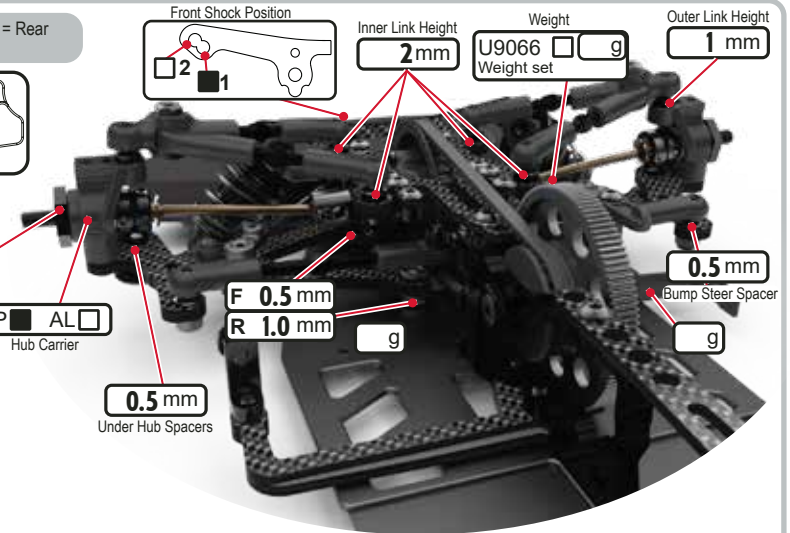
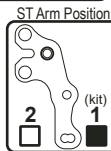
FRONT

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 **5.1** mm
 Camber **2** deg
 Droop **23.0** mm
 Castor **4.0** deg
 Toe **1 out**/side deg
 Anti Roll Bar 1.1 1.2 1.3 1.4
 Upper Link Mount 0 Notch 1 Notch
 Diff Height ↑ ↓ U8777 +0.5mm Alloy Eccentric U8729 High Trans Housing
 Diff Oil **300K** cSt
 Servo Horn Height **15.5**mm Saver
 Steering Travel **25** in out



Hub Carrier P AL
 Under Hub Spacers **0.5** mm

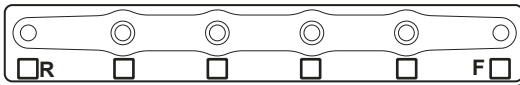


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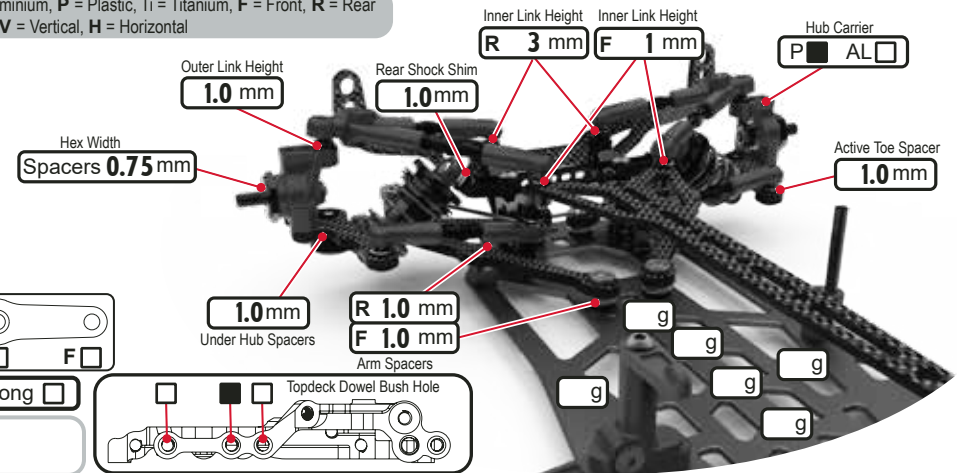
REAR

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
 Camber **2** deg
 Droop **22.2** mm
 Castor **3.0** deg
 Toe **2.5** 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 Body Mount Height High Med Low

Notes:

CHASSIS

Chassis AL CF
 PTFE Tape
 Motor Mount Screws R F
 Total Weight g

Weight Distribution
 Forwards %

Notes:

ELECTRONICS

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

SHOCKS

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

	FRONT	REAR
Cap Type	<input type="checkbox"/> V <input type="checkbox"/> S	<input type="checkbox"/> V <input type="checkbox"/> S
Body	<input type="checkbox"/> Kit <input checked="" type="checkbox"/> Kashima Coated	<input type="checkbox"/>
Oil	<input type="text"/> 400 cSt	<input type="text"/> 400 cSt
Piston	<input type="text"/> 1.1 4 Hole	<input type="text"/> 1.1 4 Hole
Spring	<input type="text"/> Core Green 2.3	<input type="text"/> Core Grey 3.1
Length (x)	<input type="text"/> 8 mm	<input type="text"/> 8 mm
Rebound	<input type="text"/> mm	<input type="text"/> mm
Limiters (e)	<input type="text"/> mm	<input type="text"/> mm

Notes:



Driver: **Andy Murray** Track: **RugRacers** Event: **Winter Series**
 Date: **09/02/25** Qualifying: **P2** Final: **P1** Best Lap: **11.59**

TRACK TYPE

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

TYRES

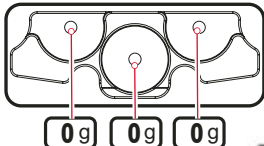
Side Wall Glue Height Ø mm
 Tyres
 Cleaner
 Additive
 Additive Time Front: mins Rear: mins
 Heating Time Front: mins Rear: mins
 Heating Temp Front: °C Rear: °C

Notes:

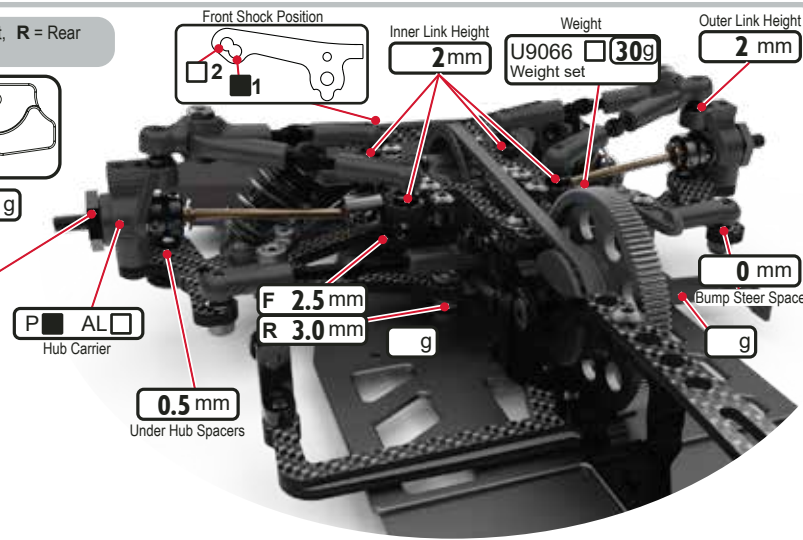
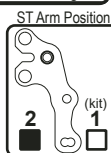
FRONT

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
 Camber deg
 Droop mm
 Castor deg
 Toe side deg
 Anti Roll Bar 1.1 1.2 1.3 1.4
 Upper Link Mount 0 Notch 1 Notch
 Diff Height ↑ ↓ U8777 +0.5mm Alloy Eccentric U8729 High Trans Housing
 Diff Oil cSt
 Servo Horn Height mm Saver
 Steering Travel in out



Hex Width
 Narrow Kit
 Spacers mm

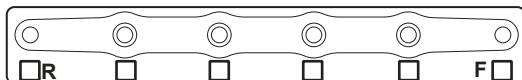


Notes:

REAR

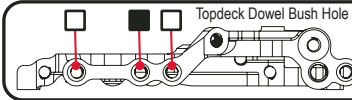
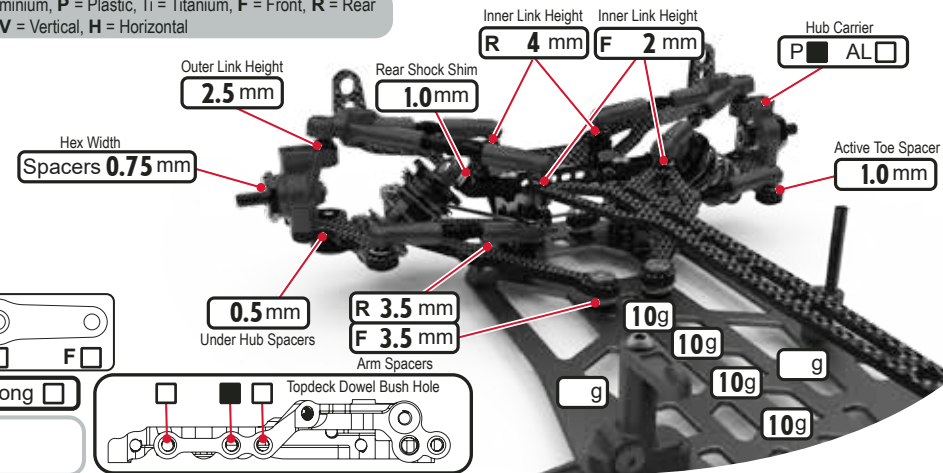
KEY: CF = Carbon Fibre, AL = Aluminium, P = Plastic, Ti = Titanium, F = Front, R = Rear
 H = High, L = Low, Y = Yes, N = No, V = Vertical, H = Horizontal

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



Wheelbase Short Medium Long

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 Body Mount Height High Med Low

Notes:

CHASSIS

Chassis AL CF
 PTFE Tape
 Motor Mount Screws R F
 Total Weight g
 Weight Distribution Forwards %

Notes:

ELECTRONICS

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

SHOCKS

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

	FRONT	REAR
Cap Type	<input type="checkbox"/> V <input type="checkbox"/> S	<input type="checkbox"/> V <input type="checkbox"/> S
Body	<input checked="" type="checkbox"/> Kit <input type="checkbox"/> Kashima Coated	<input type="checkbox"/>
Oil	<input type="text" value="350"/> cSt	<input type="text" value="350"/> cSt
Piston	<input type="text" value="1.1 4 Hole"/>	<input type="text" value="1.1 4 Hole"/>
Spring	<input type="text" value="Core Yellow 2.8"/>	<input type="text" value="Core Grey 3.1"/>
Length (x)	<input type="text" value="8"/> mm	<input type="text" value="8"/> mm
Rebound	<input type="text" value=""/> mm	<input type="text" value=""/> mm
Limiters (e)	<input type="text" value=""/> mm	<input type="text" value=""/> 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

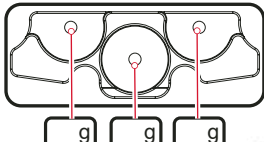
Side Wall Glue Height Ø _____ mm
 Tyres _____
 Cleaner _____
 Additive _____
 Additive Time Front: _____ mins Rear: _____ mins
 Heating Time Front: _____ mins Rear: _____ mins
 Heating Temp Front: _____ °C Rear: _____ °C

Notes:

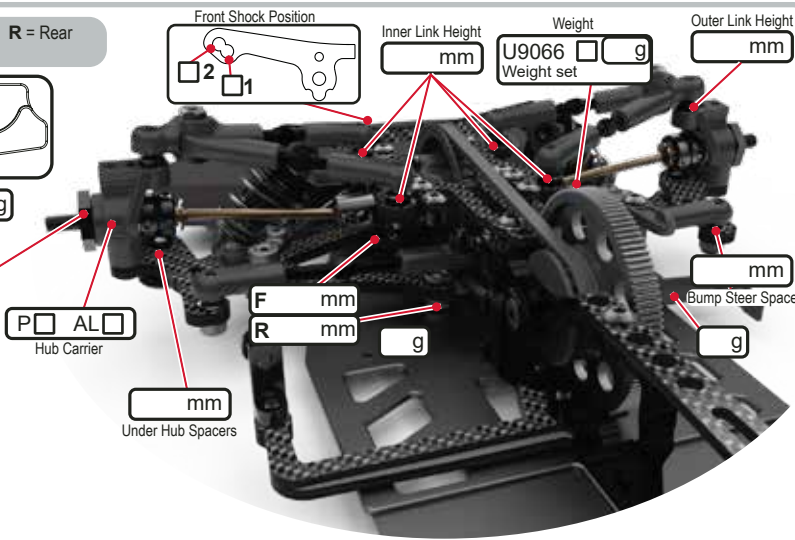
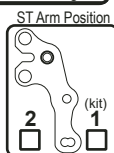
FRONT

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
 Camber _____ deg
 Droop _____ mm
 Castor _____ deg
 Toe _____ deg
 Anti Roll Bar 1.1 1.2 1.3 1.4
 Upper Link Mount 0 Notch 1 Notch
 Diff Height ↑ ↓ U8777 +0.5mm Alloy Eccentric U8729 High Trans Housing
 Diff Oil _____ cSt
 Servo Horn Height _____ mm Saver
 Steering Travel _____ in _____ out



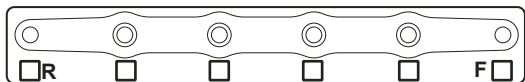
Hex Width
 Narrow Kit
 Spacers _____ mm



REAR

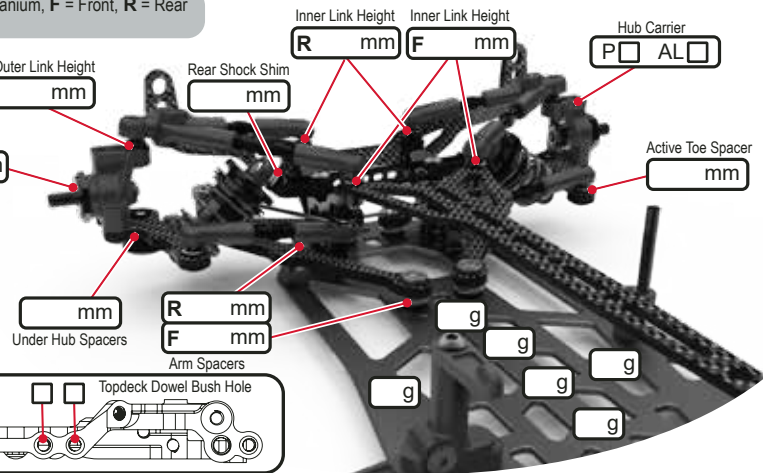
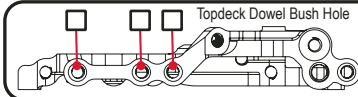
KEY: CF = Carbon Fibre, AL = Aluminium, P = Plastic, Ti = Titanium, F = Front, R = Rear
 H = High, L = Low, Y = Yes, N = No, V = Vertical, H = Horizontal

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



Wheelbase Short Medium Long

Hex Width
 Spacers _____ mm



BODYSHELL

Body _____
 Wing _____
 Wing Height _____ mm
 Splitter Height _____ mm
 Body Weight _____ g
 Body Offset Fwrd _____ mm
 Wing Offset Rwrdr _____ mm
 Wing End Plates
 Front Post 1dot 2dot 3dot Pin Hole 123456
 Rear Body Mount Height High Med Low

CHASSIS

Chassis AL CF
 PTFE Tape
 Motor Mount Screws R F
 Total Weight _____ g
 Weight Distribution Forwards _____ %

Notes:

ELECTRONICS

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

SHOCKS

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

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

Notes: