S1777

CATPB

NO RIVALS. JUST PREY.

Instruction Manual ISS1

CATPB DIRT SPEC

CATPB MOD SPEC

IFMAR 4 TIME WORLD CHAMPIONS
Schumacher

www.racing-cars.com

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

CAT PB

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


Electronic Speed Controller


Motor and Pinion Ge...


Tyres and Inserts


Steering Servo


2S LiPo Battery


Polycarbonate Paint


Battery Charger


Pro Tyre Glue

MANUAL INFORMATION

This manual instructs the building of both CAT PB Mod Spec and CAT PB Dirt Spec.
Different colours denote the different cars.

CAT PB DIRT SPEC

CAT PB MOD SPEC

TOOLS REQUIRED

1.5mm Hex Driver - U2789

2.0mm Hex Driver - U2790

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

AXLE GREASE — CORE RC CORE RC Multi Purpose Lithium Grease 10ml - CR754

HP LITHIUM GREASE — CORE RC High Performance Lithium Grease 10ml - CR752

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

CA GLUE — CORE RC CA Glue 20g - CR522

SILICONE OIL 12,000cSt — CORE RC Silicone Oil. cSt denotes the thickness. The higher the number, the thicker the oil.

Caution/Important note. Please read.

Information. Please read.

FL — Front Left of car.

FR — Front Right of car.

RL — Rear Left of car.

RR — Rear Right of car.

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

racing-cars.com

CAT PB

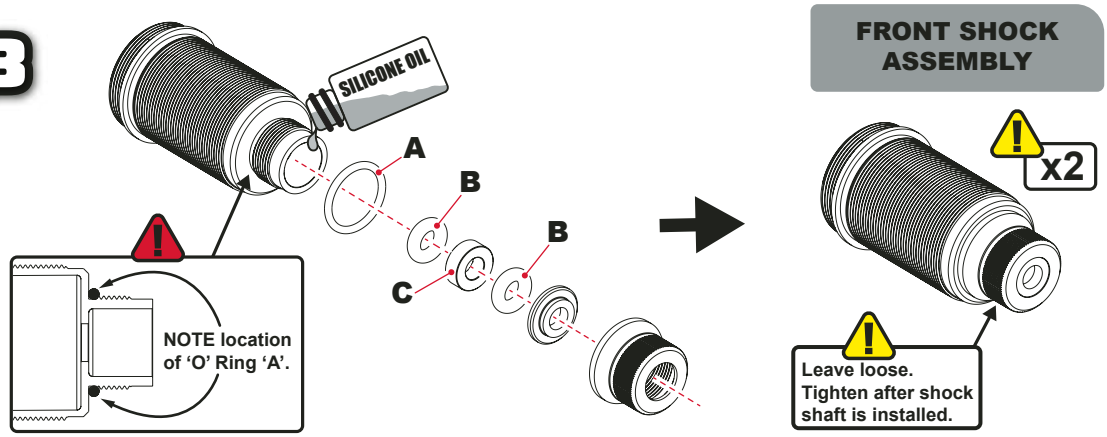
FRONT SHOCK ASSEMBLY

BAG A - Step 01

A x2
7.0x 1.0 Black 'O' Ring

B x4
Red 'O' Ring

C x2
Big Bore Shock Bush

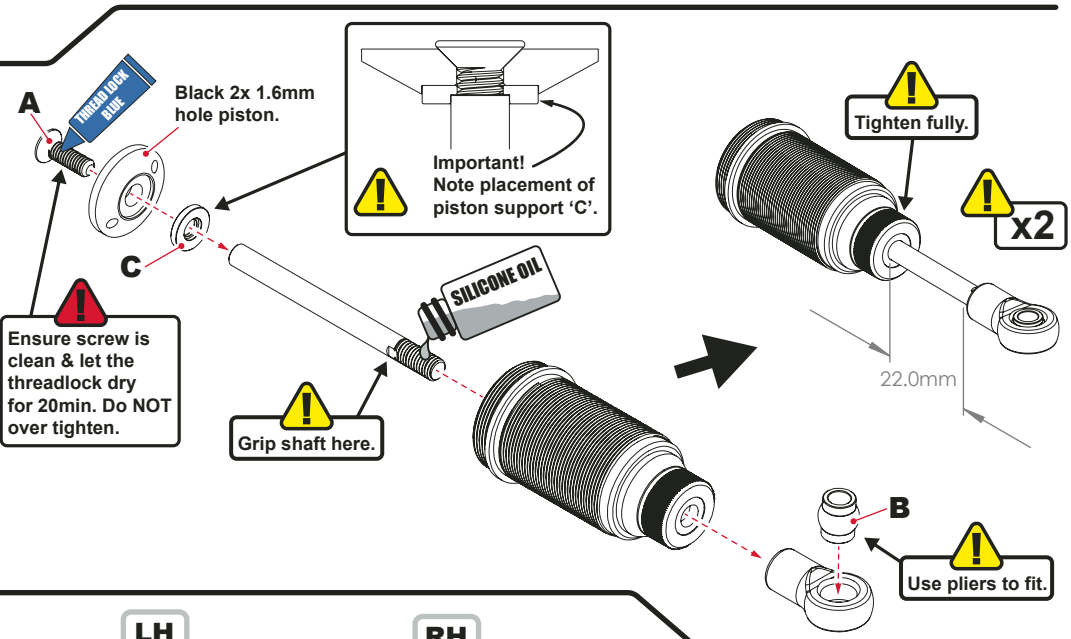


BAG A - Step 02

A x2
M 2.5x 8mm Csk Screw

B x2
Rod End Ball

C x2
Shock Piston Support

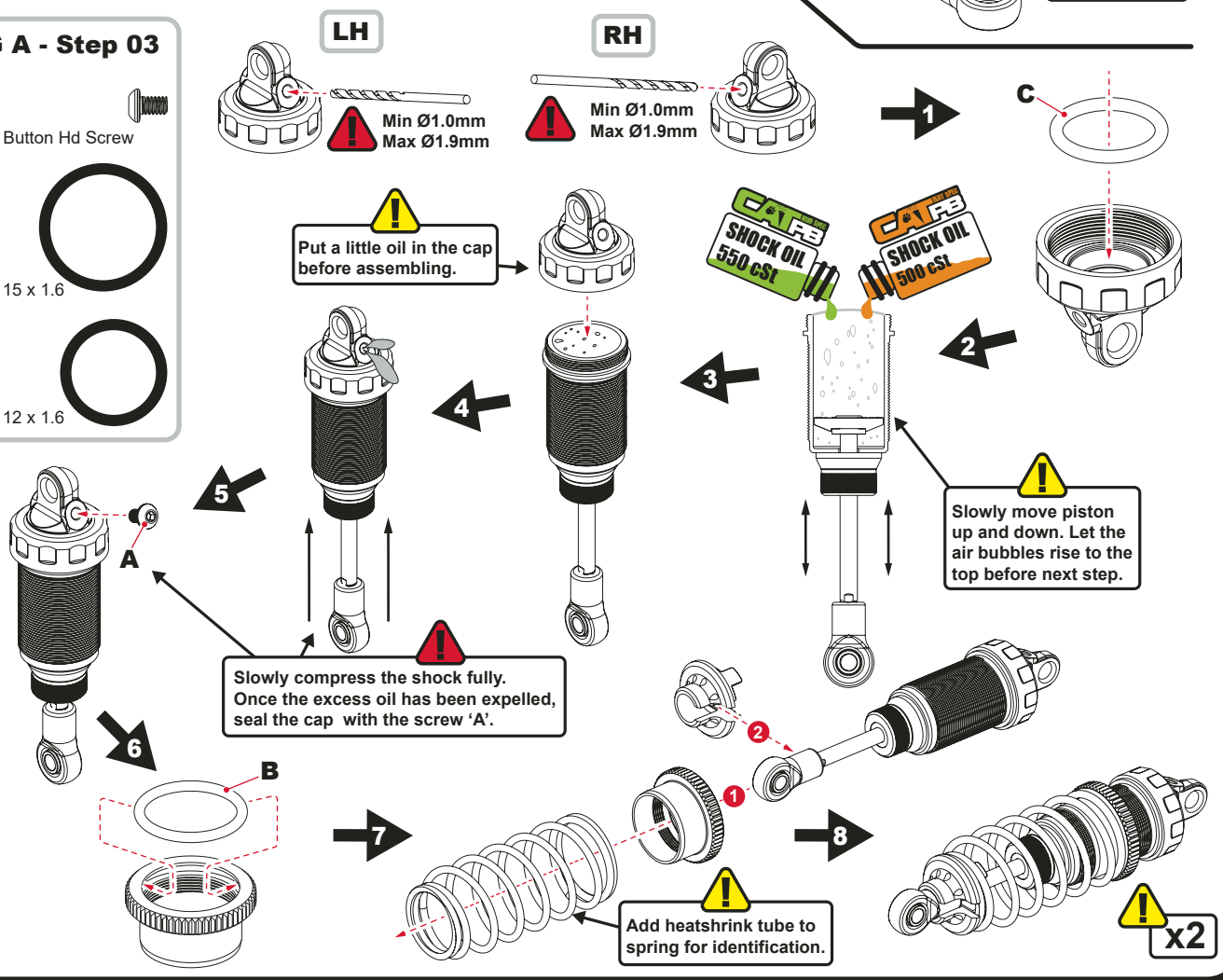


BAG A - Step 03

A x2
M2.5x 4 Button Hd Screw

B x2
'O' Ring 15 x 1.6

C x2
'O' Ring 12 x 1.6



CAT PB

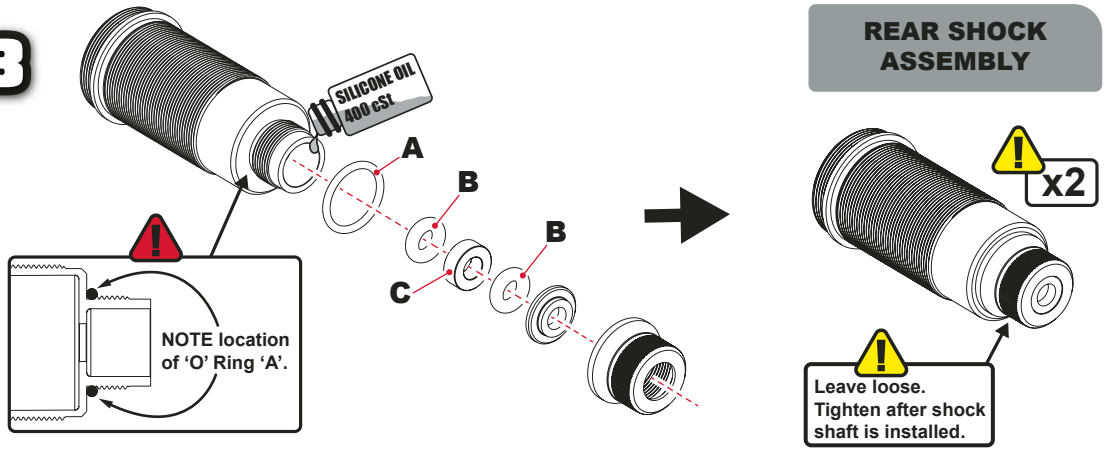
REAR SHOCK ASSEMBLY

BAG A - Step 04

A x2
7.0x 1.0 Black 'O' Ring

B x4
Red 'O' Ring

C x2
Big Bore Shock Bush

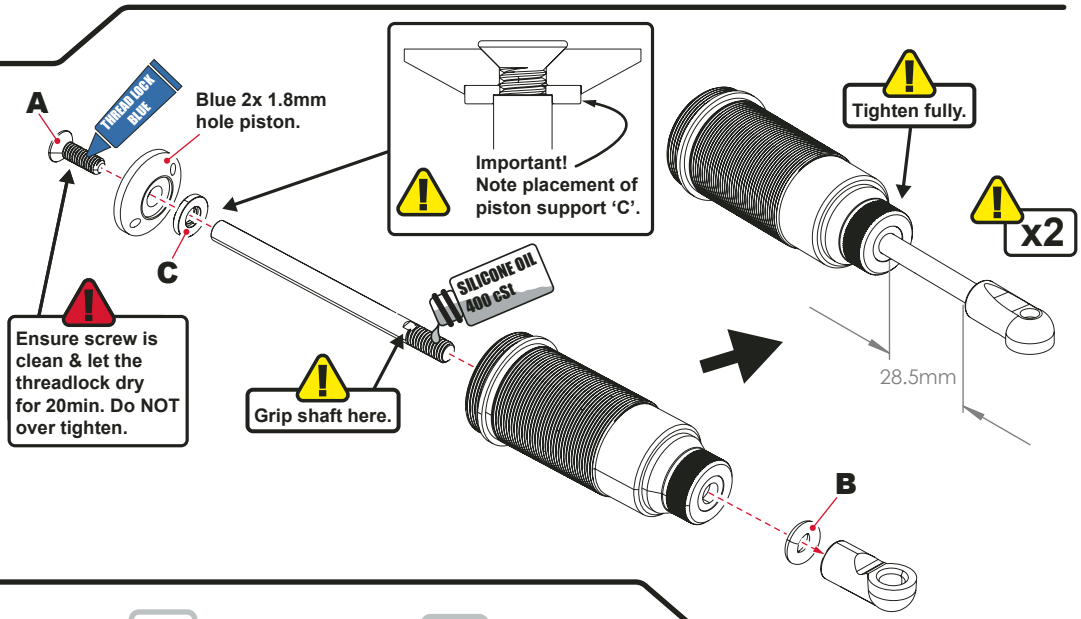


BAG A - Step 05

A x2
M 2.5x 8mm Csk Screw

B x2
Red 'O' Ring

C x2
Shock Piston Support

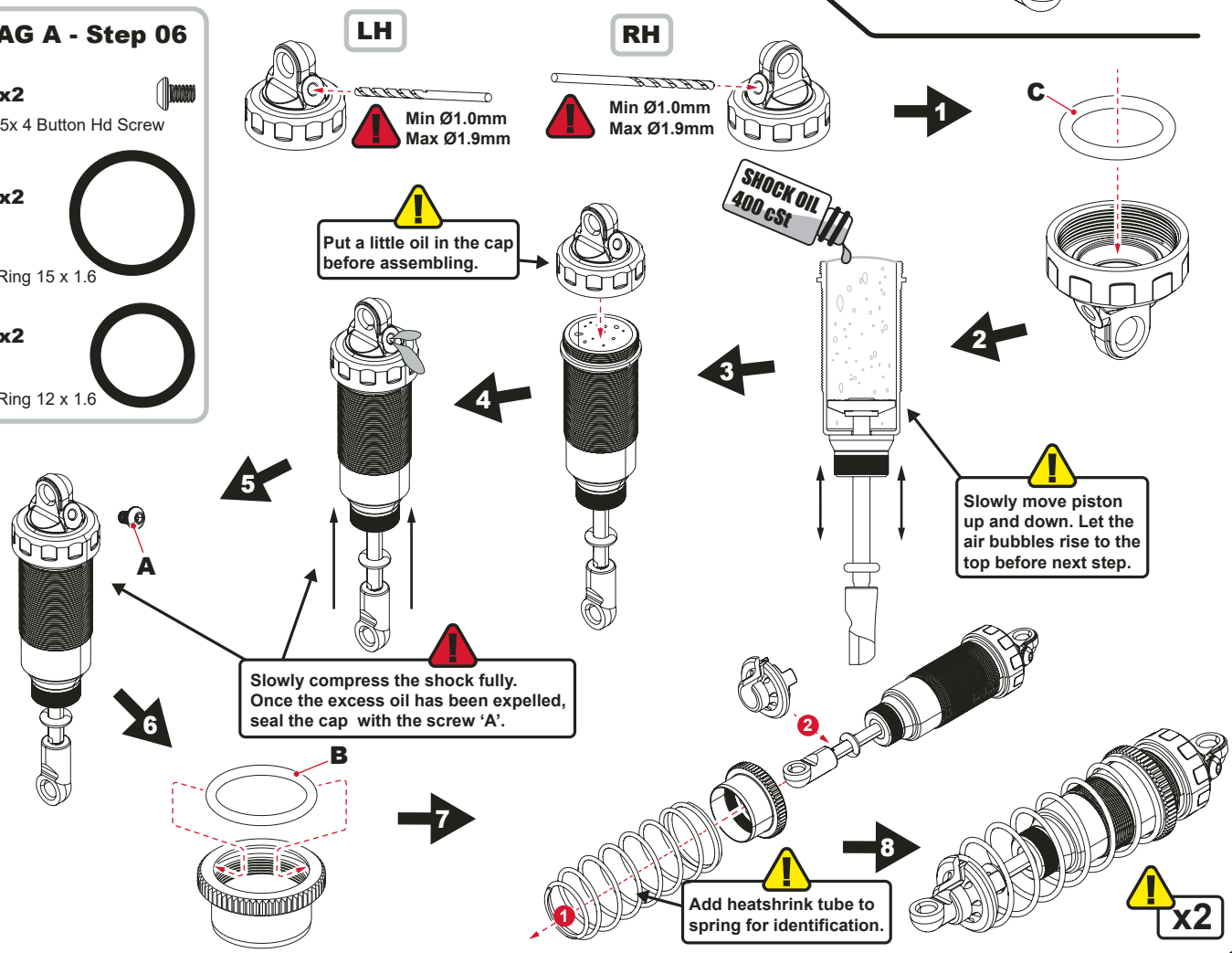


BAG A - Step 06

A x2
M2.5x 4 Button Hd Screw

B x2
'O' Ring 15 x 1.6

C x2
'O' Ring 12 x 1.6



FRONT, REAR & CENTRE DIFFERENTIAL ASSEMBLY

CAT PB Dirt Spec Assembly

BAG A - Step 07DS

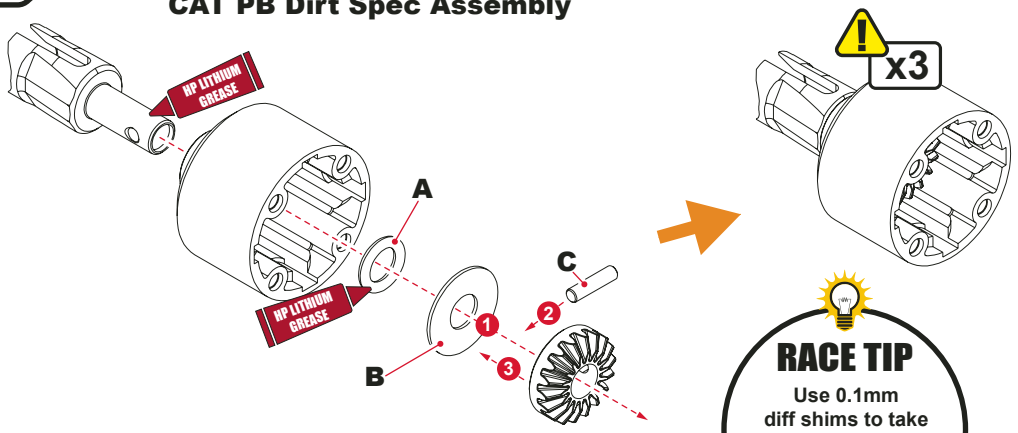
A x3
Red 'O' Ring 5 x 1.5

B x3
Diff Shim 0.5mm

C x3
Diff Output Pin

Diff Shim 0.1mm

Some spare 0.1mm are included if more shims are required.



RACE TIP
Use 0.1mm diff shims to take up any excessive clearance. Always check diff rotates smoothly.

BAG A - Step 08DS

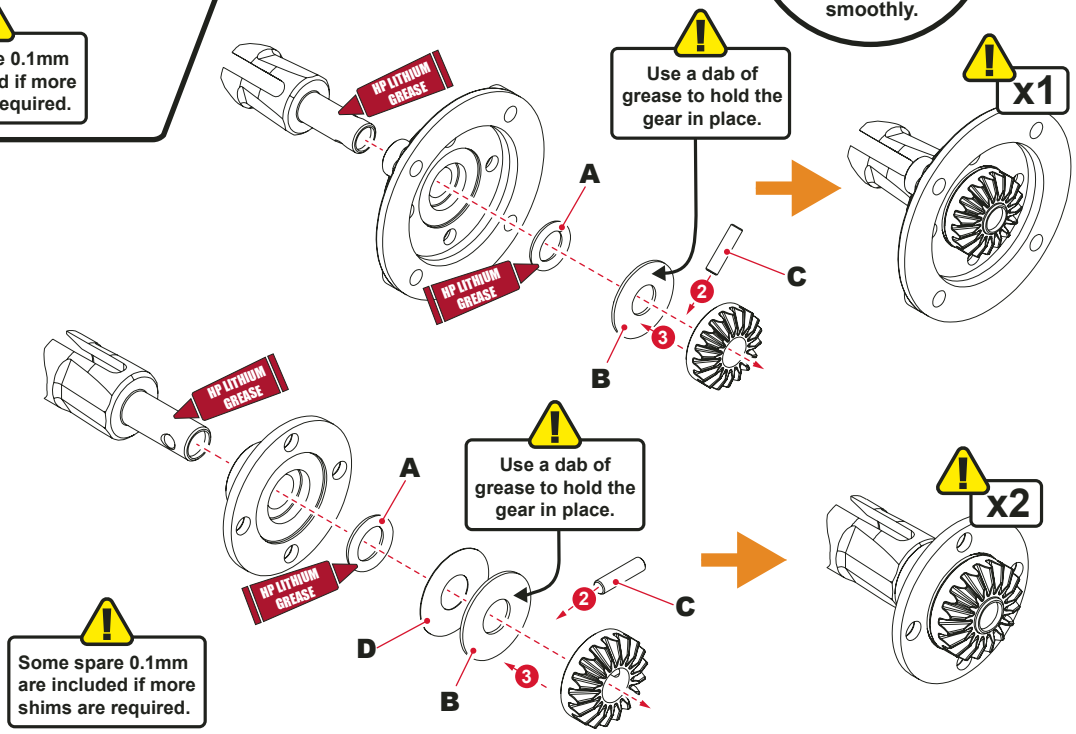
A x3
Red 'O' Ring 5 x 1.5

B x3
Diff Shim 0.5mm

C x3
Diff Output Pin

D x2
Diff Shim 0.1mm

Some spare 0.1mm are included if more shims are required.

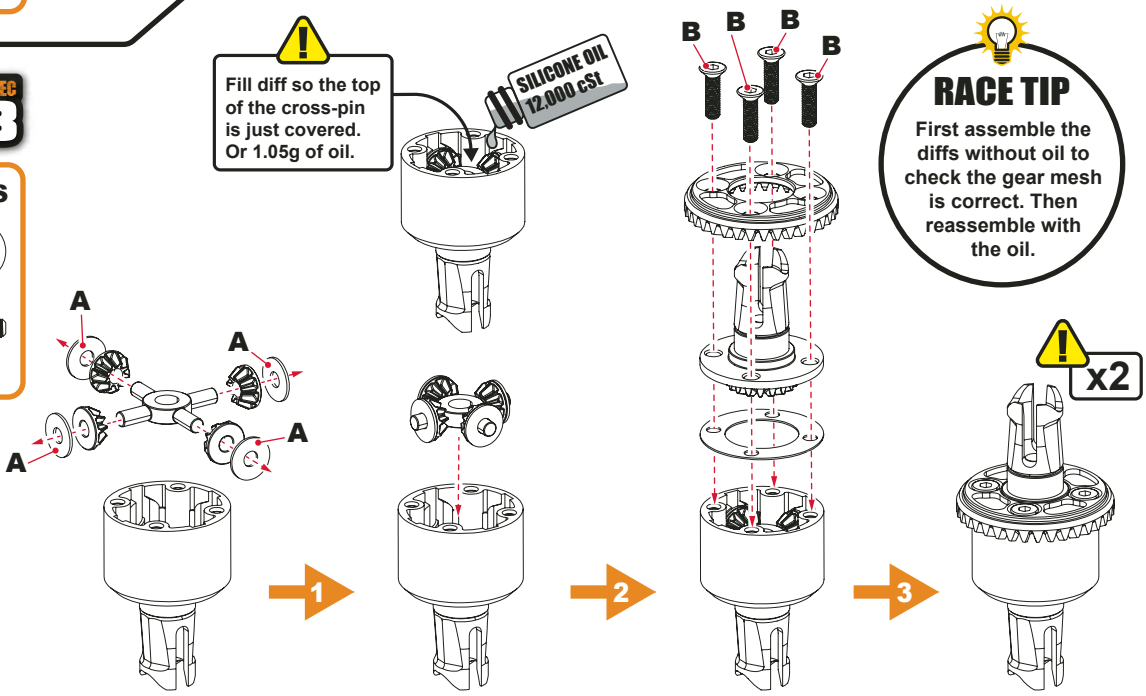


BAG A - Step 09DS

A x8
Diff Shim 0.5mm

B x8
M2.6x 10 Csk Head

Fill diff so the top of the cross-pin is just covered. Or 1.05g of oil.



RACE TIP
First assemble the diffs without oil to check the gear mesh is correct. Then reassemble with the oil.

CAT PB

CENTRE DIFFERENTIAL ASSEMBLY

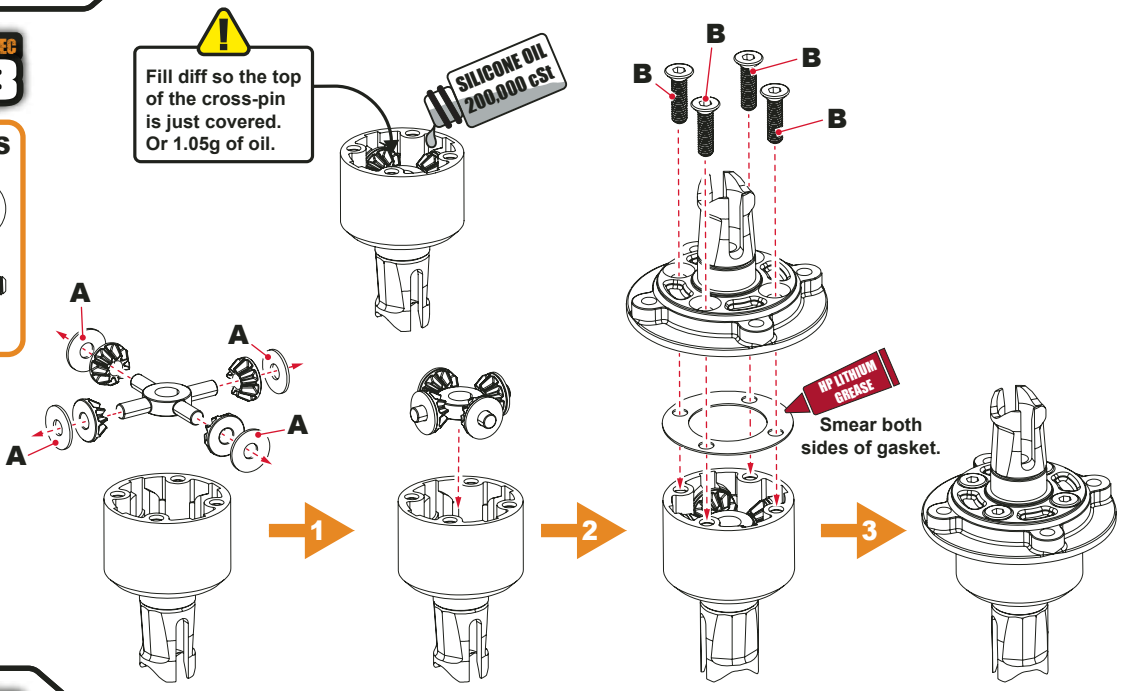
CAT PB Dirt Spec Assembly

CAT PB DIRT SPEC

BAG A - Step 09DS Continued

A x4
Diff Shim 0.5mm

B x4
M2.6x 10 Csk Head



CAT PB MOD SPEC

BAG A - Step 07MS

A x3
Red 'O' Ring 5 x 1.5

B x3
Diff Shim 0.5mm

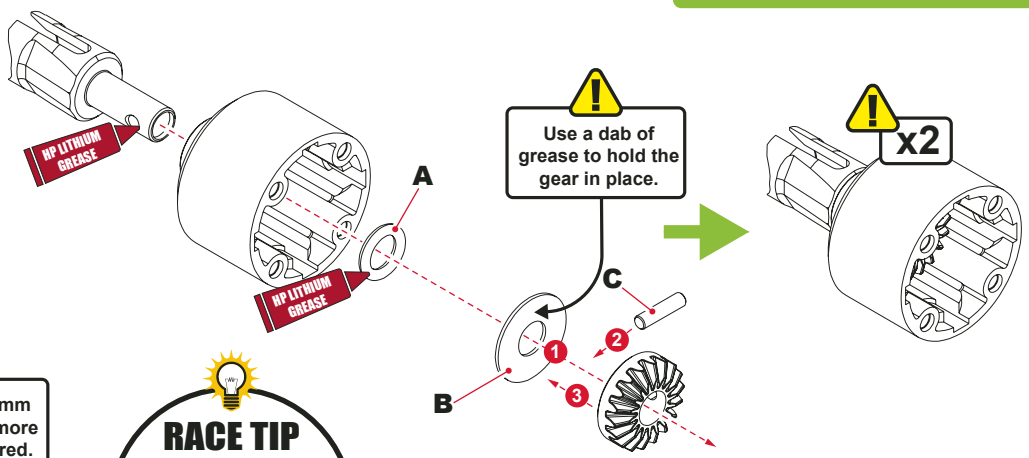
C x3
Diff Output Pin

Diff Shim 0.1mm

Some spare 0.1mm are included if more shims are required.

CAT PB Mod Spec Assembly

FRONT, REAR DIFFERENTIAL ASSEMBLY



RACE TIP

Use 0.1mm diff shims to take up any excessive clearance. Always check diff rotates smoothly.

CAT PB MOD SPEC

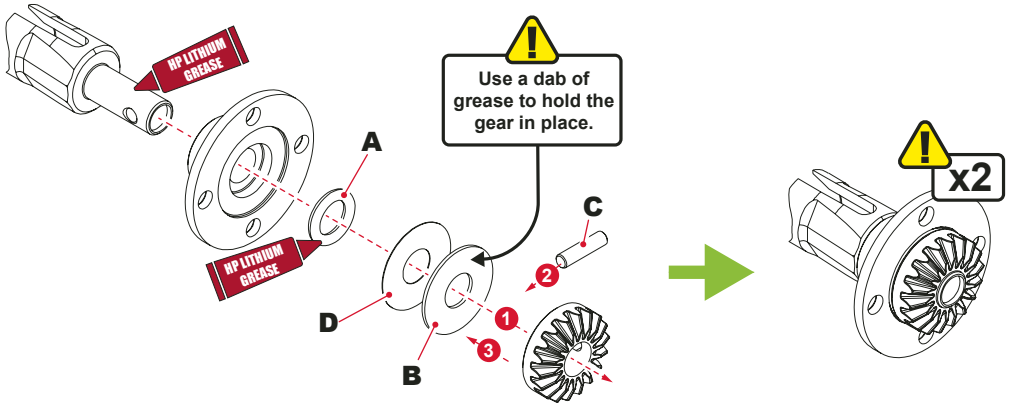
BAG A - Step 08MS

A x3
Red 'O' Ring 5 x 1.5

B x3
Diff Shim 0.5mm

C x3
Diff Output Pin

D x3
Diff Shim 0.1mm



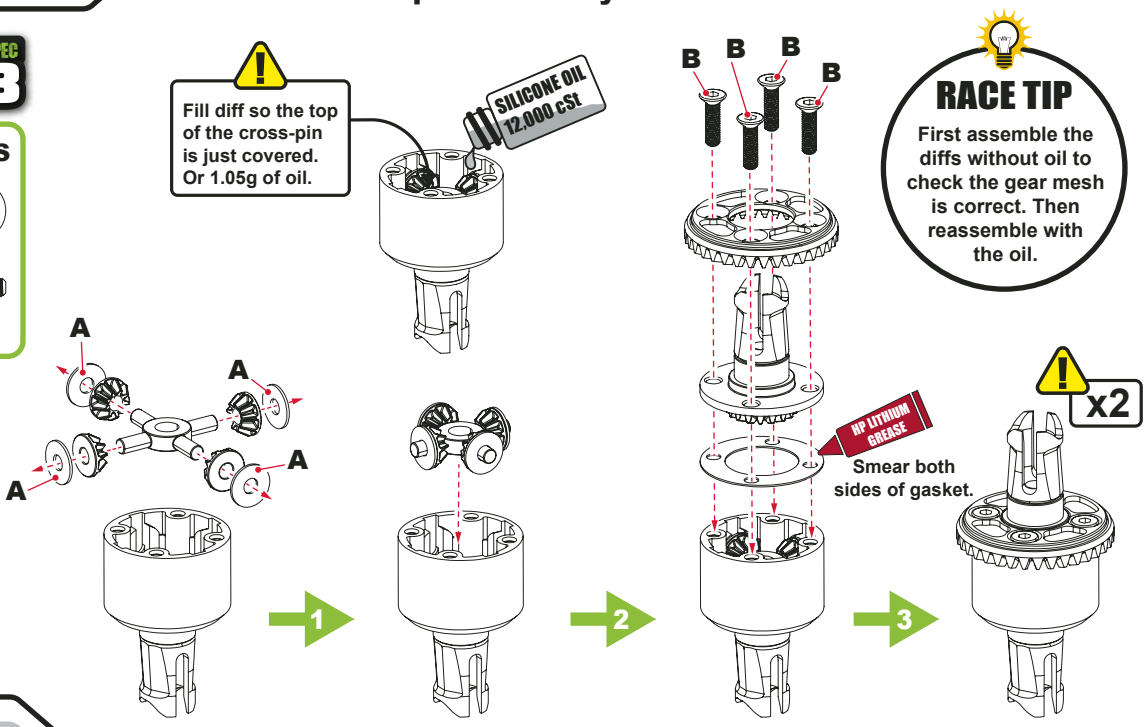
CAT PB Mod Spec Assembly

FRONT, REAR DIFFERENTIAL ASSEMBLY

BAG A - Step 09MS

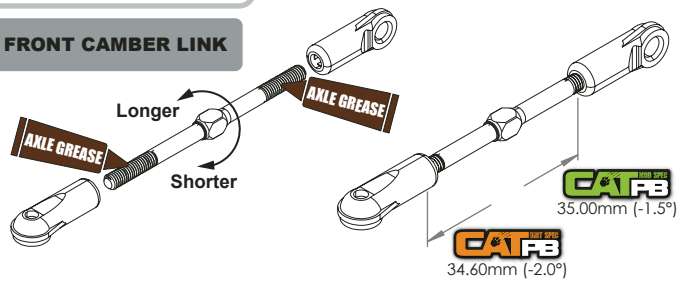
A x8
Diff Shim 0.5mm

B x8
M2.6x 10 Csk Head

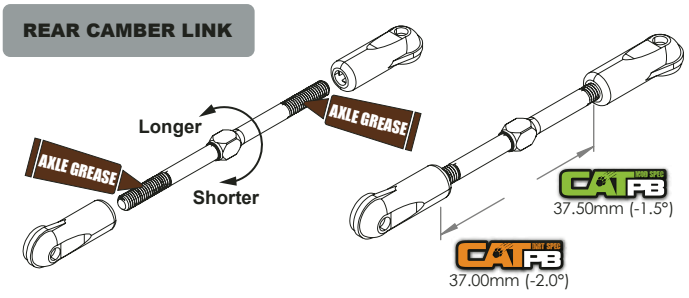


BAG B - Step 10

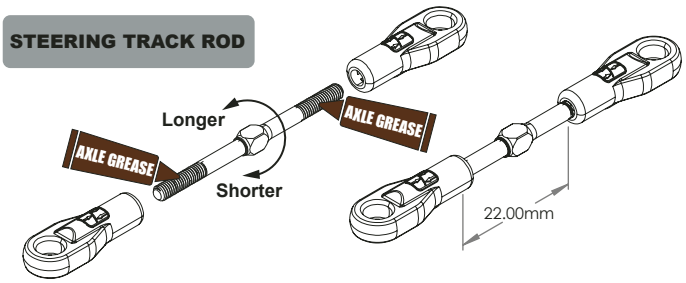
FRONT CAMBER LINK



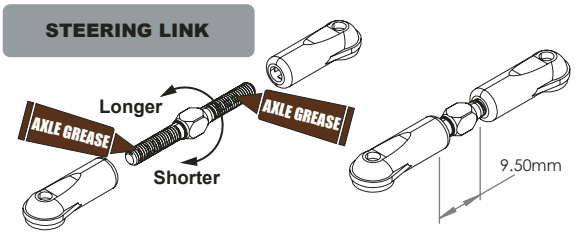
REAR CAMBER LINK



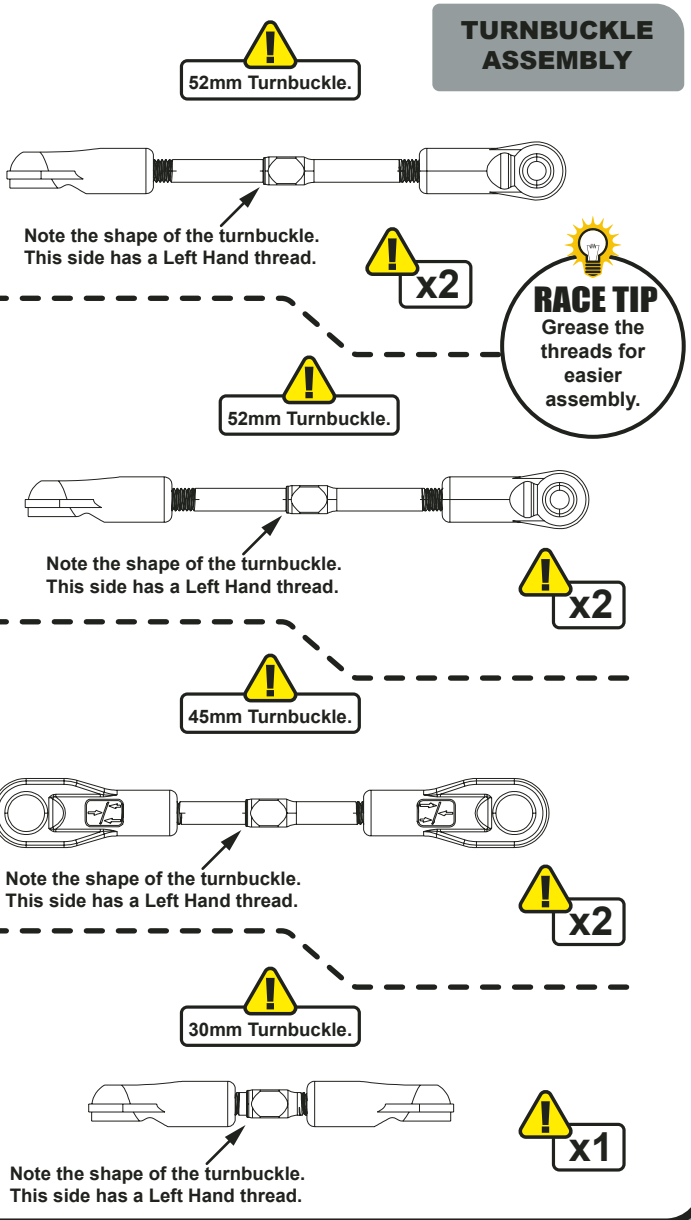
STEERING TRACK ROD



STEERING LINK



TURNBUCKLE ASSEMBLY



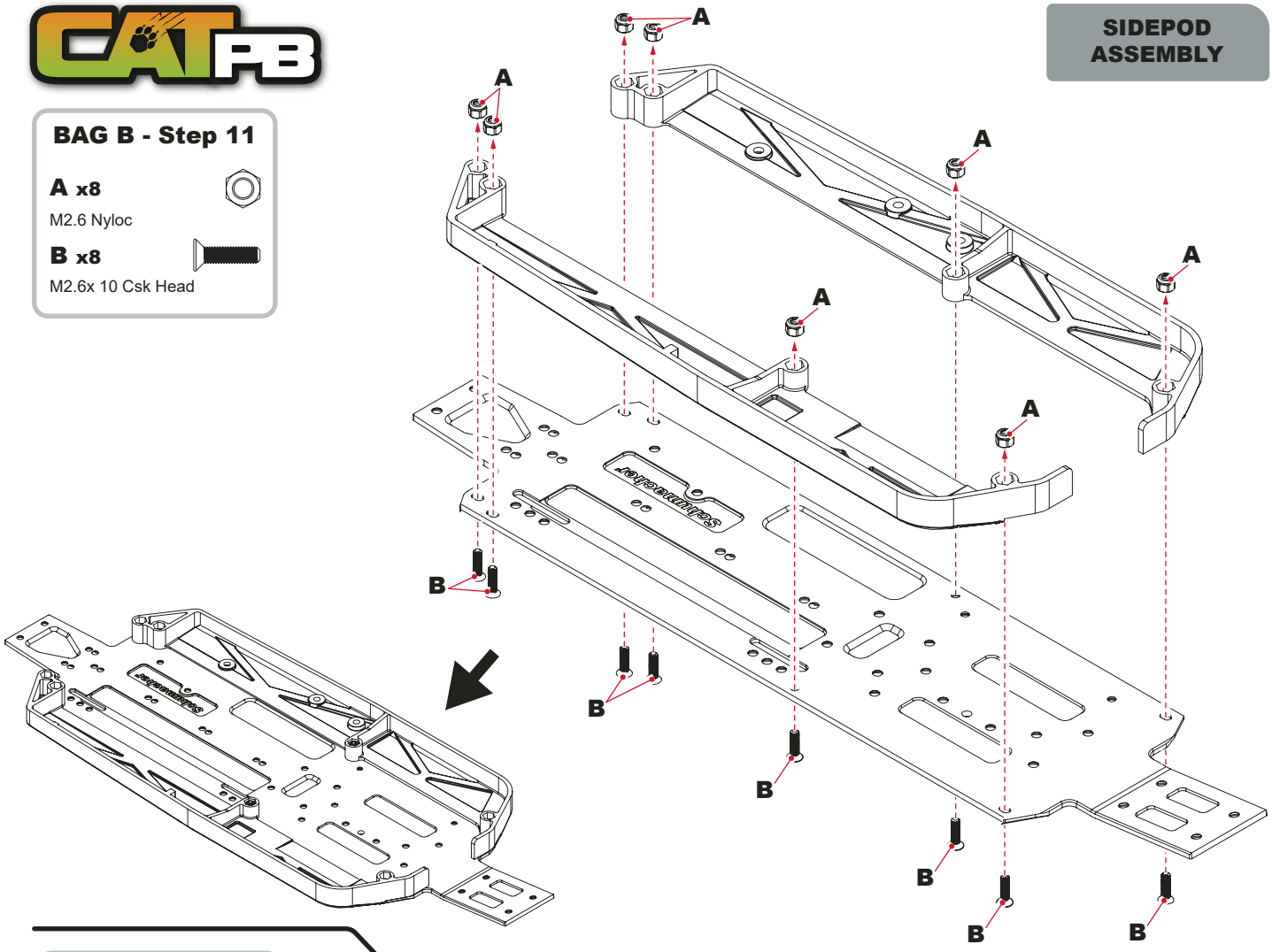
CAT PB

SIDEPOD ASSEMBLY

BAG B - Step 11

A x8
M2.6 Nyloc

B x8
M2.6x 10 Csk Head



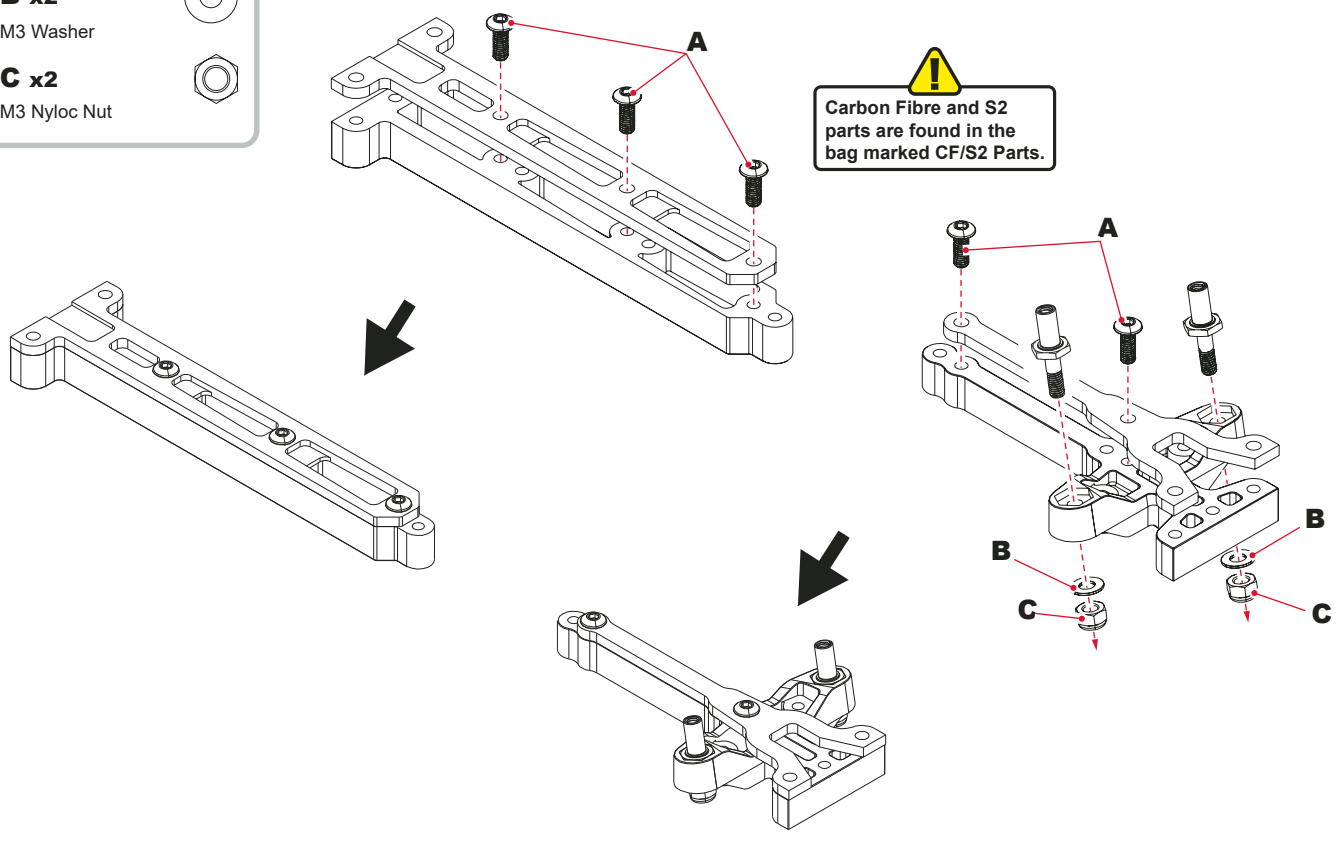
CHASSIS BRACE ASSEMBLY

BAG B - Step 12a

A x5
M3x 8 Button Hd Screw

B x2
M3 Washer

C x2
M3 Nyloc Nut



Carbon Fibre and S2 parts are found in the bag marked CF/S2 Parts.

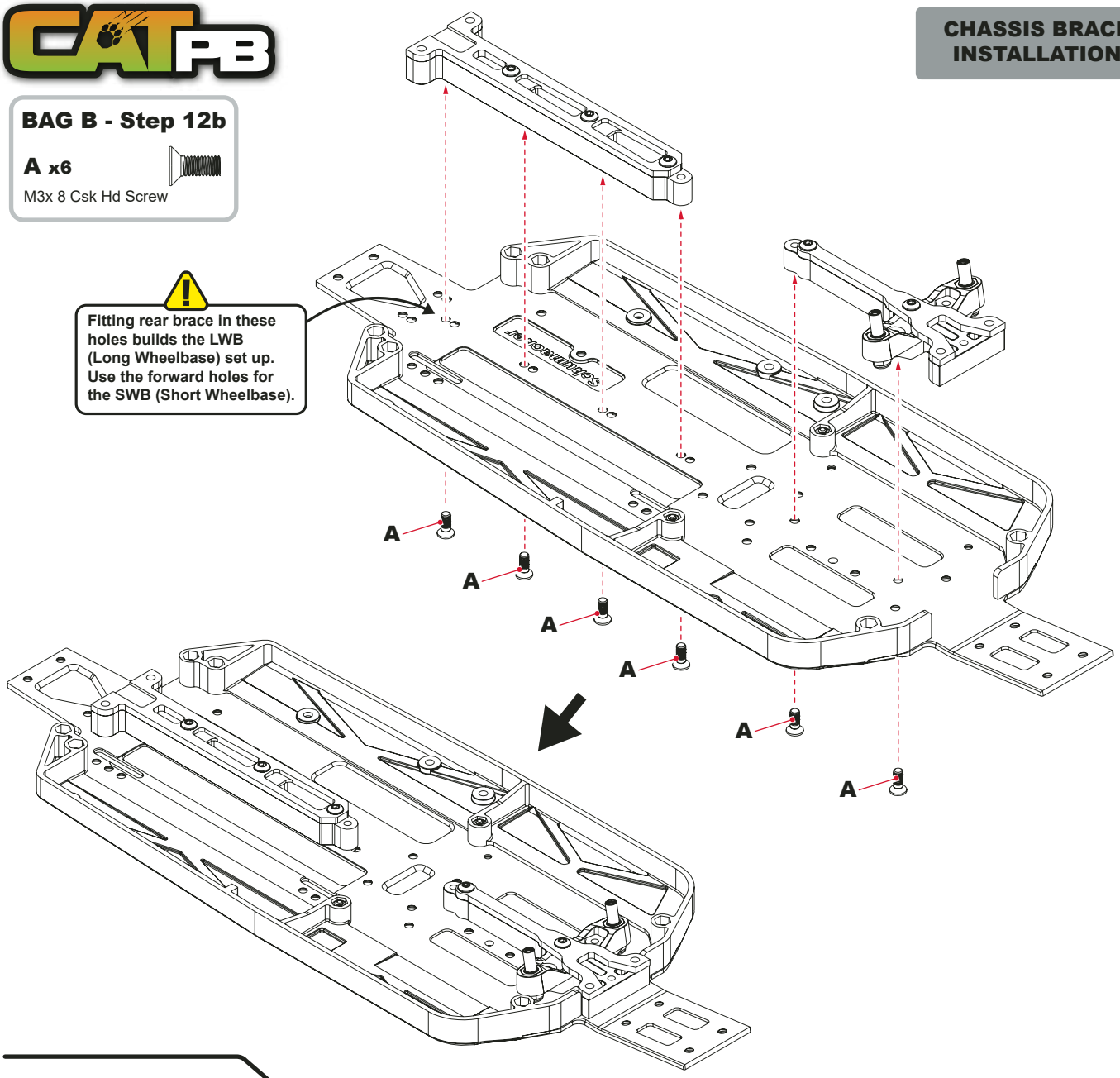
CATP8

CHASSIS BRACE INSTALLATION

BAG B - Step 12b

A x6

M3x 8 Csk Hd Screw

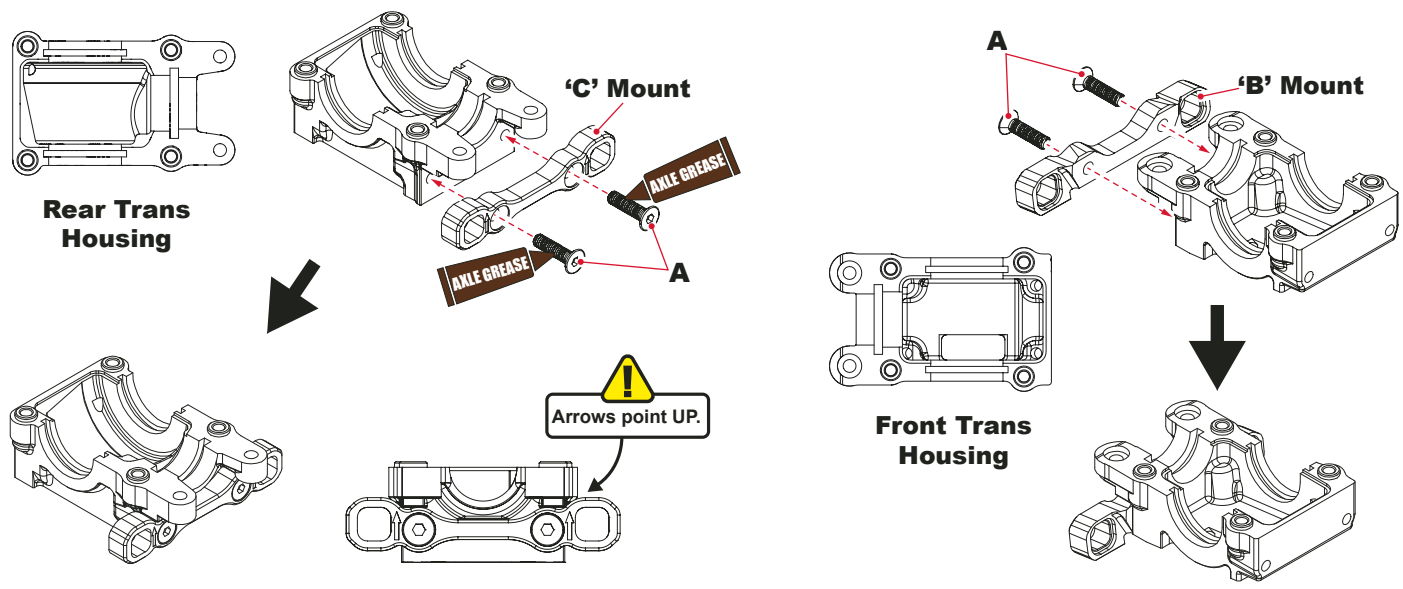


BAG B - Step 13a

A x4

M3x 12 Csk Hd Screw

TRANSMISSION HOUSING ASSEMBLY



CAT PB

TRANS HOUSING ASSEMBLY

BAG B - Step 13b

A x1
M3x 6 Csk Hd Screw

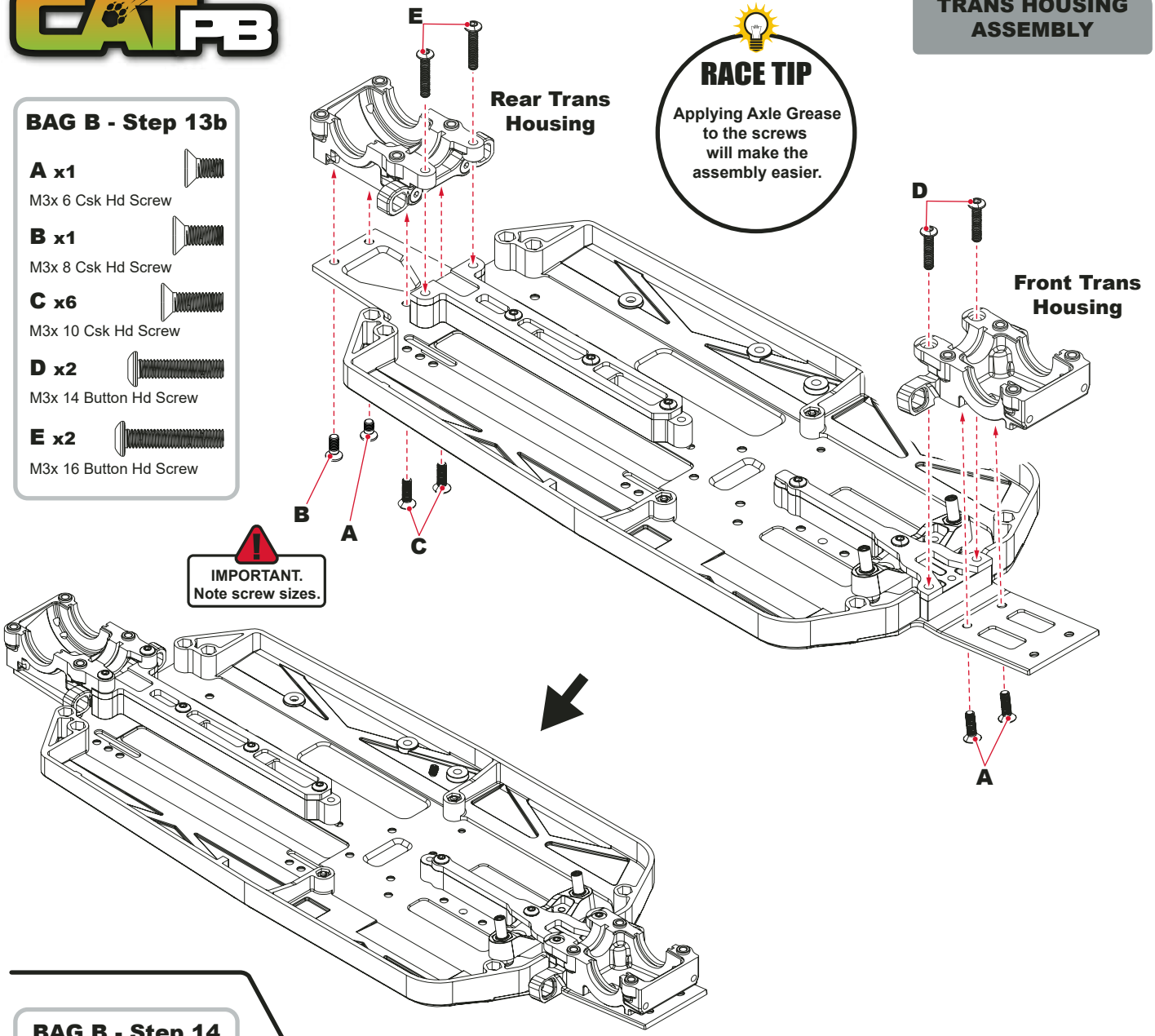
B x1
M3x 8 Csk Hd Screw

C x6
M3x 10 Csk Hd Screw

D x2
M3x 14 Button Hd Screw

E x2
M3x 16 Button Hd Screw

RACE TIP
Applying Axle Grease to the screws will make the assembly easier.



BAG B - Step 14

A x4
5 x 7.5 x 0.1mm Shim

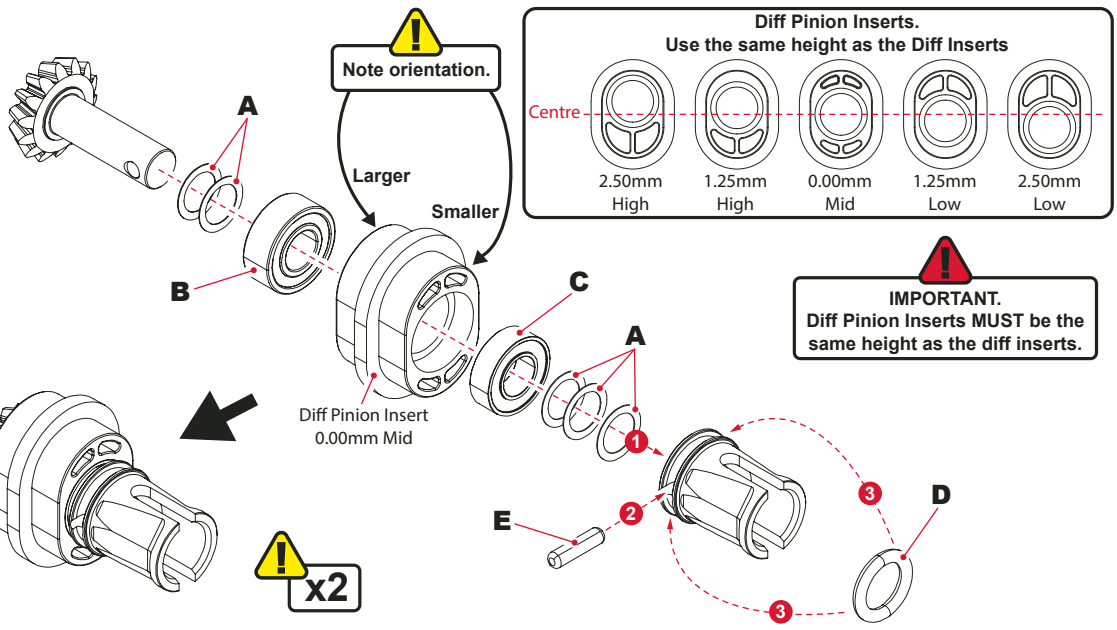
B x2
ø5 x ø11 x 4 Bearing

C x2
ø5 x ø10 x 3 Bearing

D x2
'O' Ring 6.0 x 1.5mm

E x2
Needle Roller 2.0 x 7.8mm

DIFF PINION ASSEMBLY



Diff Pinion Inserts.
Use the same height as the Diff Inserts

Centre				
2.50mm High	1.25mm High	0.00mm Mid	1.25mm Low	2.50mm Low

IMPORTANT.
Diff Pinion Inserts MUST be the same height as the diff inserts.

CAT PB

FRONT & REAR DIFF INSTALLATION

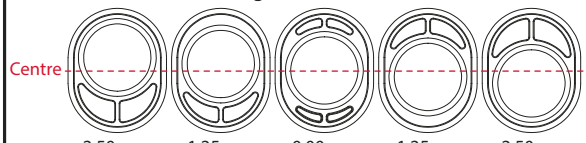
IMPORTANT.
Diff Pinion Inserts MUST be the same height as the diff inserts.

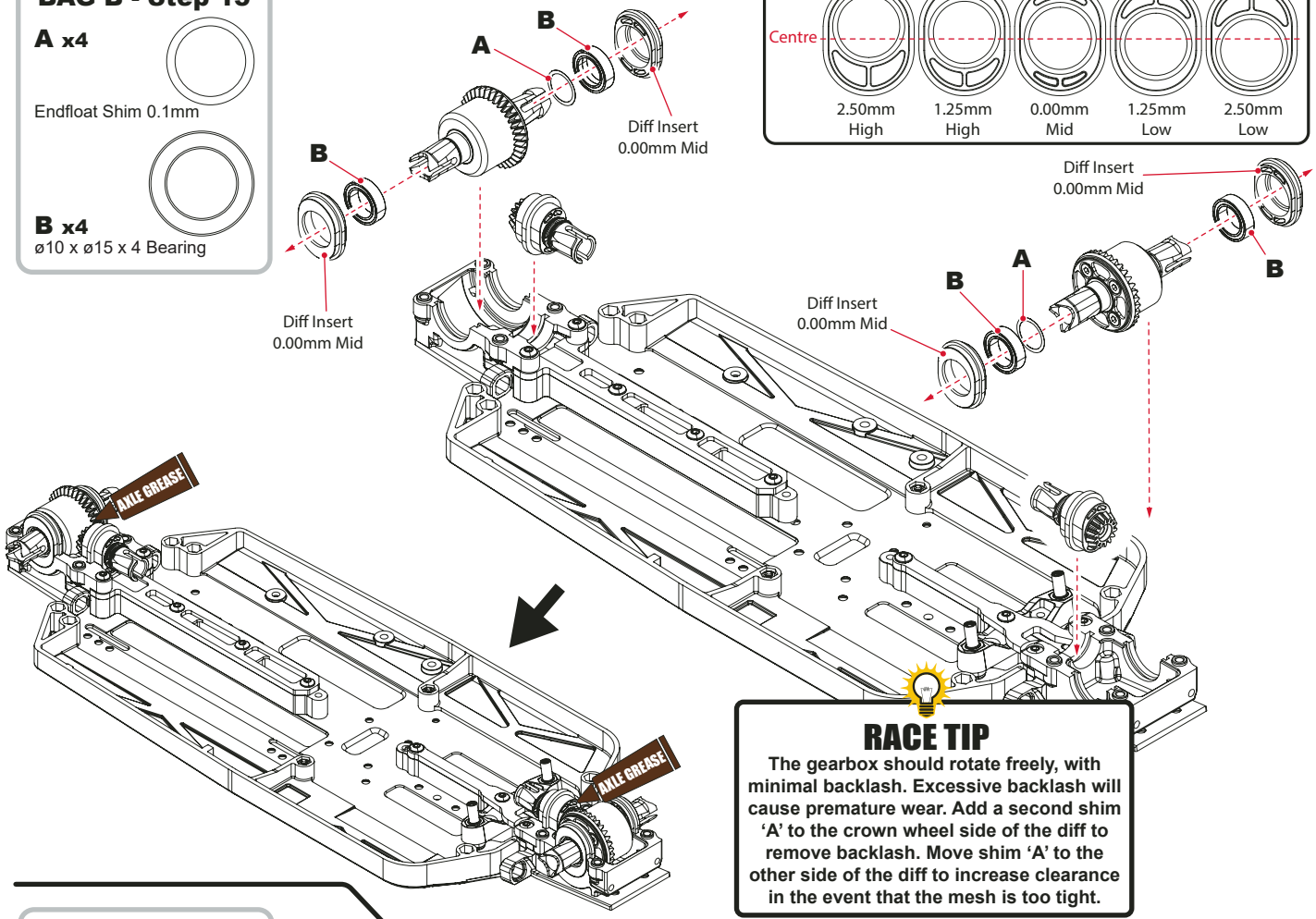
BAG B - Step 15

A x4
Endfloat Shim 0.1mm

B x4
ø10 x ø15 x 4 Bearing

Diff Inserts.
Use the same height as the Diff Pinion Inserts





RACE TIP
The gearbox should rotate freely, with minimal backlash. Excessive backlash will cause premature wear. Add a second shim 'A' to the crown wheel side of the diff to remove backlash. Move shim 'A' to the other side of the diff to increase clearance in the event that the mesh is too tight.

BAG B - Step 16

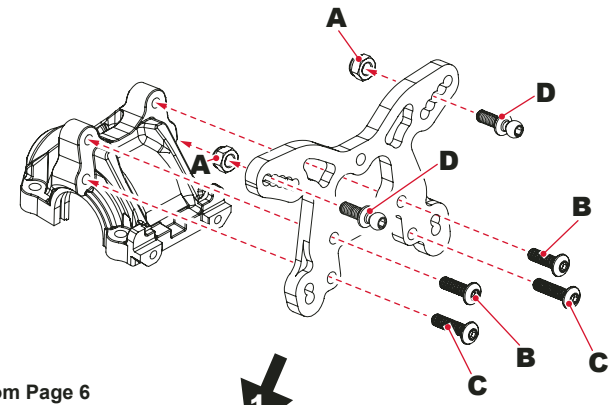
A x4
M3 Nyloc Nut

B x2
M3x 10 Button Hd Screw

C x2
M3x 12 Button Hd Screw

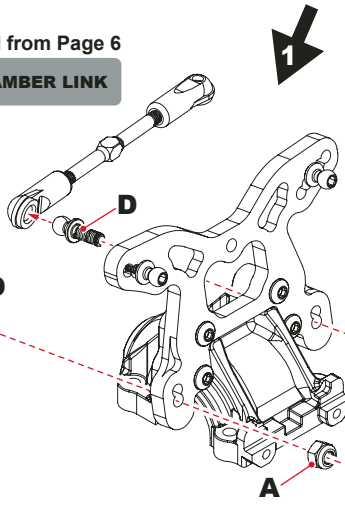
D x4
Pro Ball Stud Long

FRONT UPPER HOUSING ASSEMBLY

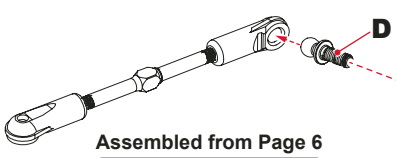


RACE TIP
Fit the turnbuckles with the LH threads on the LH side of the car. This will make future adjustments easier.

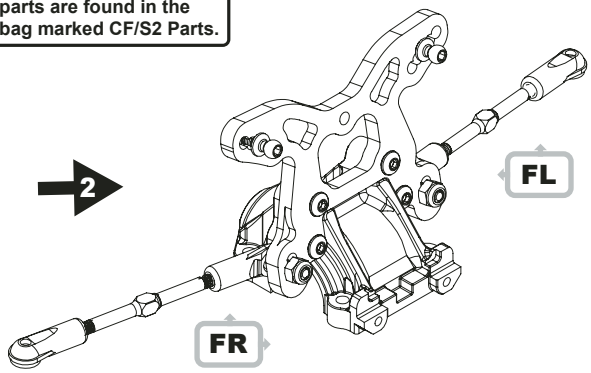
Assembled from Page 6
FRONT CAMBER LINK



Carbon Fibre and S2 parts are found in the bag marked CF/S2 Parts.



Assembled from Page 6
FRONT CAMBER LINK



CAT PB

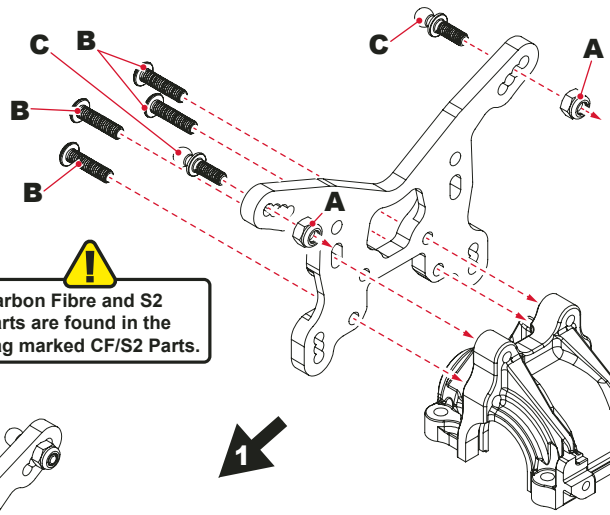
REAR UPPER HOUSING ASSEMBLY

BAG B - Step 17

A x4
M3 Nyloc Nut

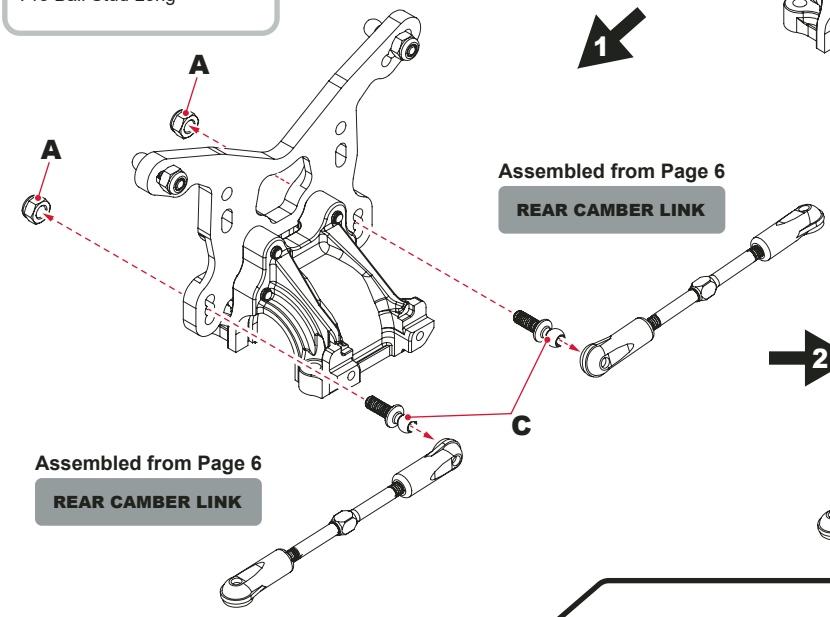
B x4
M3x 12 Button Hd Screw

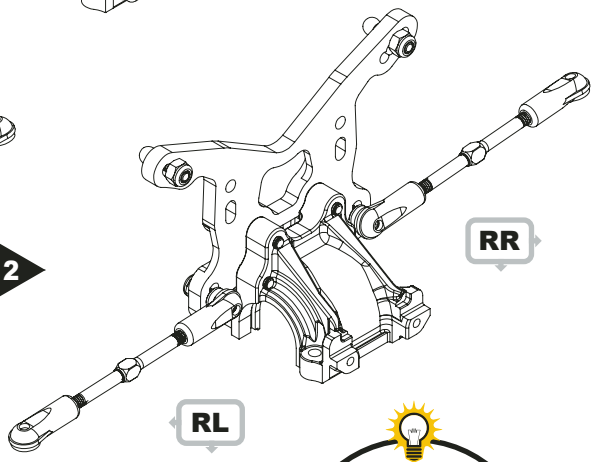
C x4
Pro Ball Stud Long



Carbon Fibre and S2 parts are found in the bag marked CF/S2 Parts.

RACE TIP
Using a small amount of axle grease on screws 'B' will make assembly easier.
AXLE GREASE

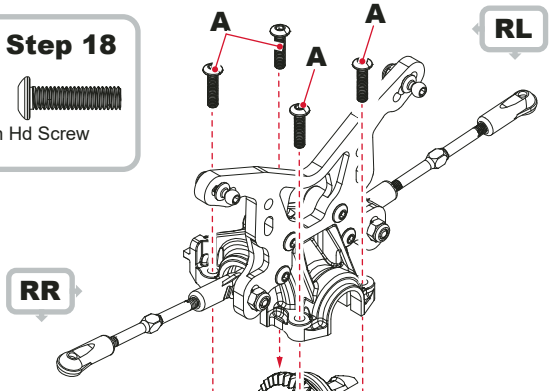




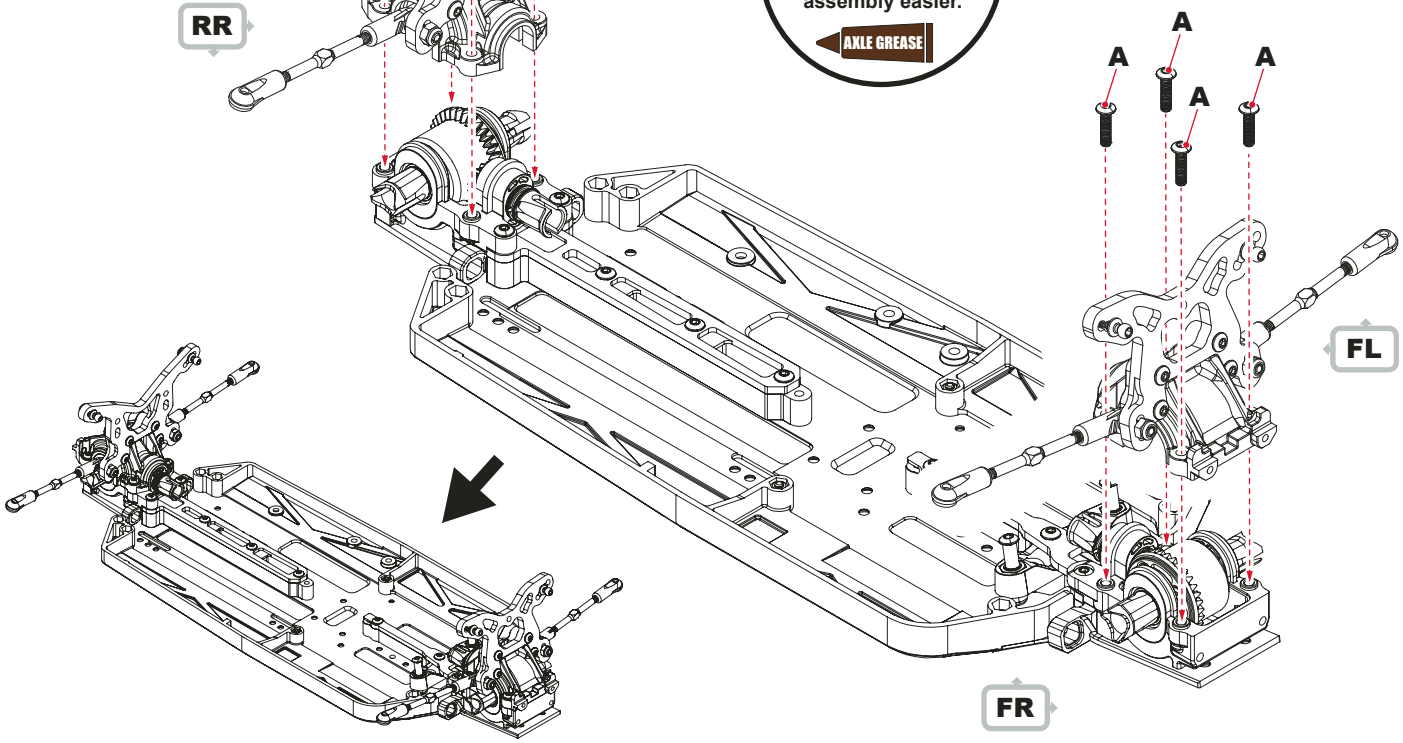
RACE TIP
Fit the turnbuckles with the LH threads on the LH side of the car. This will make the adjustments easier.

BAG B - Step 18

A x8
M3x 12 Button Hd Screw



RACE TIP
Using a small amount of axle grease on screws 'A' will make assembly easier.
AXLE GREASE



CAT PB

CENTRE TRACK ROD ASSEMBLY

BAG C - Step 19

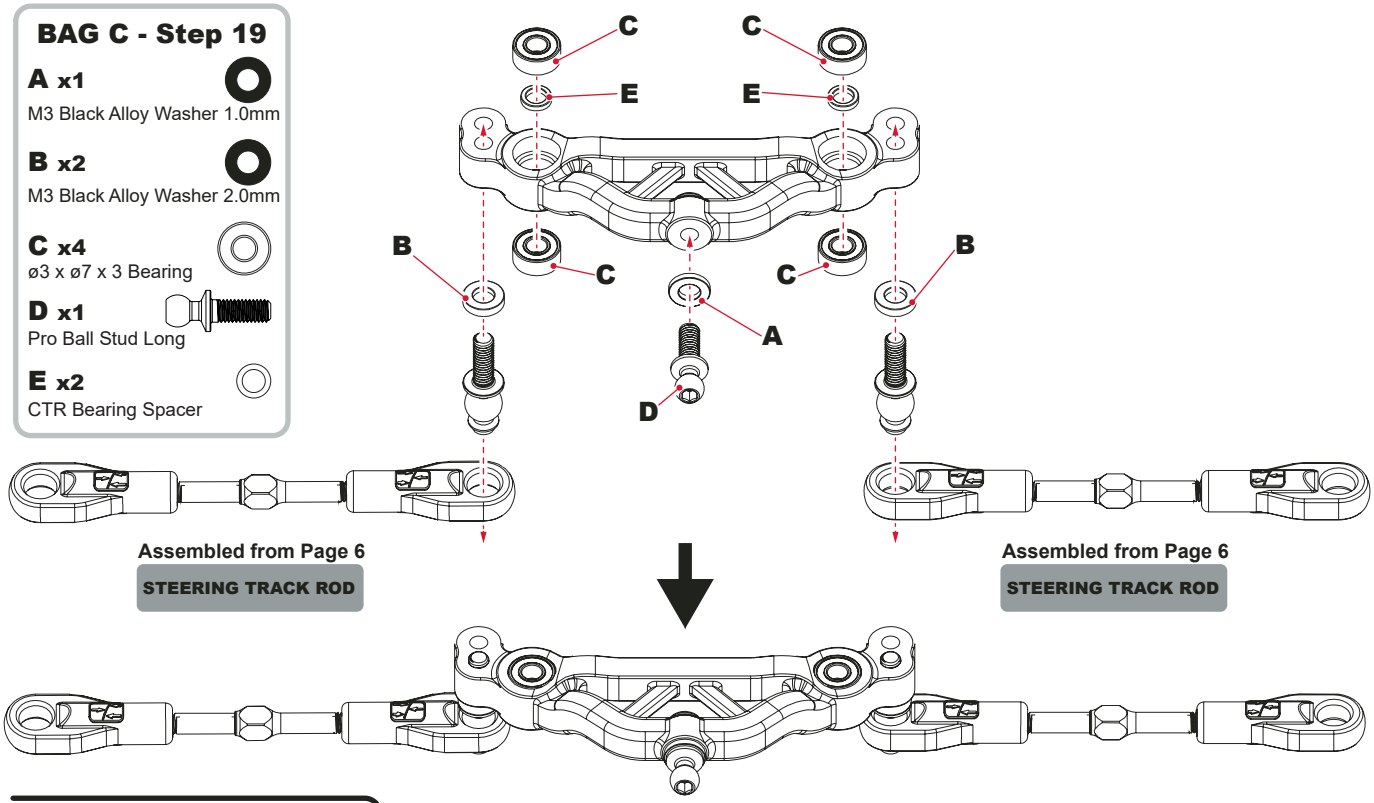
A x1
M3 Black Alloy Washer 1.0mm

B x2
M3 Black Alloy Washer 2.0mm

C x4
ø3 x ø7 x 3 Bearing

D x1
Pro Ball Stud Long

E x2
CTR Bearing Spacer



Assembled from Page 6
STEERING TRACK ROD

Assembled from Page 6
STEERING TRACK ROD

BAG C - Step 20a

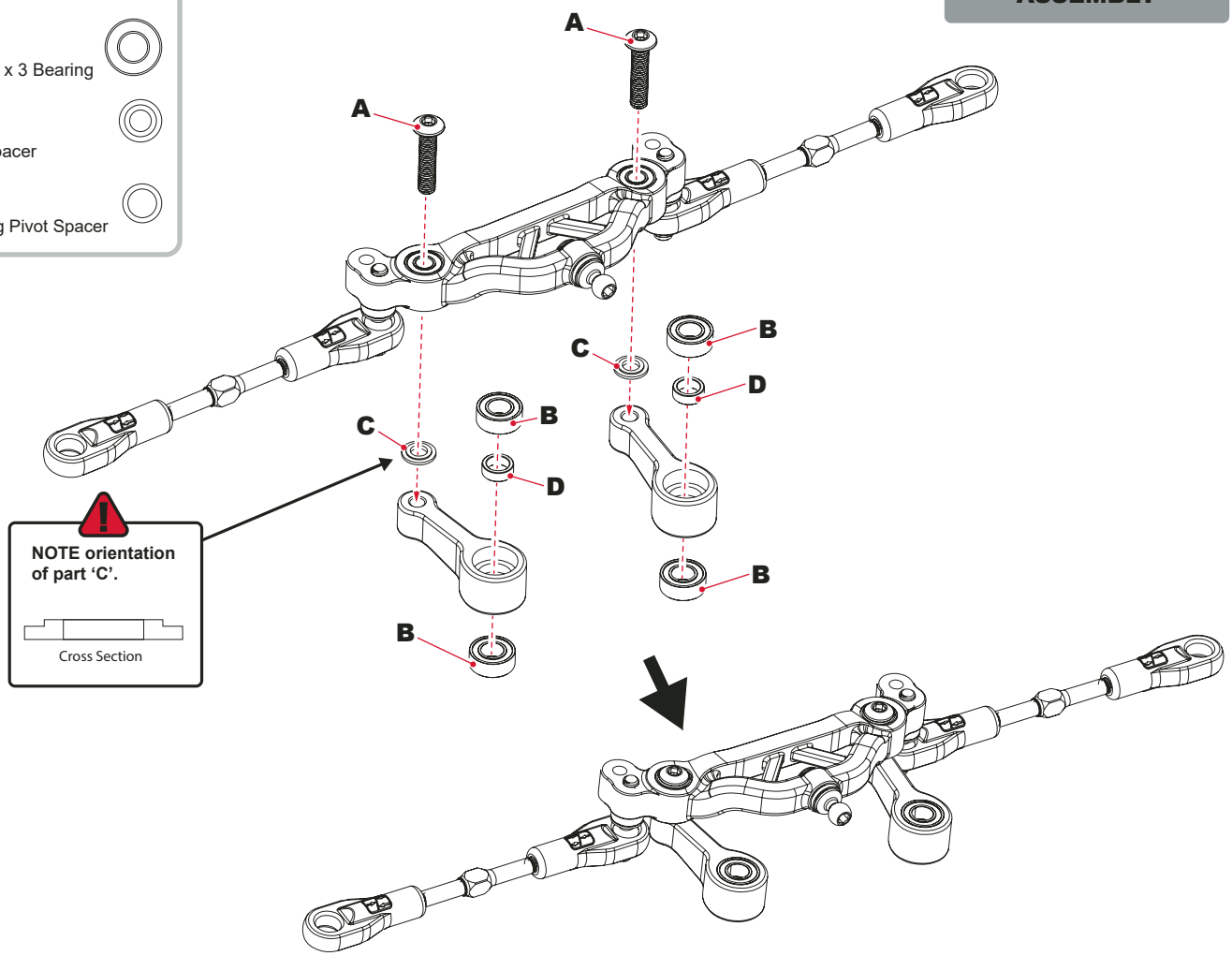
A x2
M3x 14 Button Hd Screw

B x4
ø4 x ø8 x 3 Bearing

C x2
CTR Spacer

D x2
Steering Pivot Spacer

RADIUS ARM ASSEMBLY

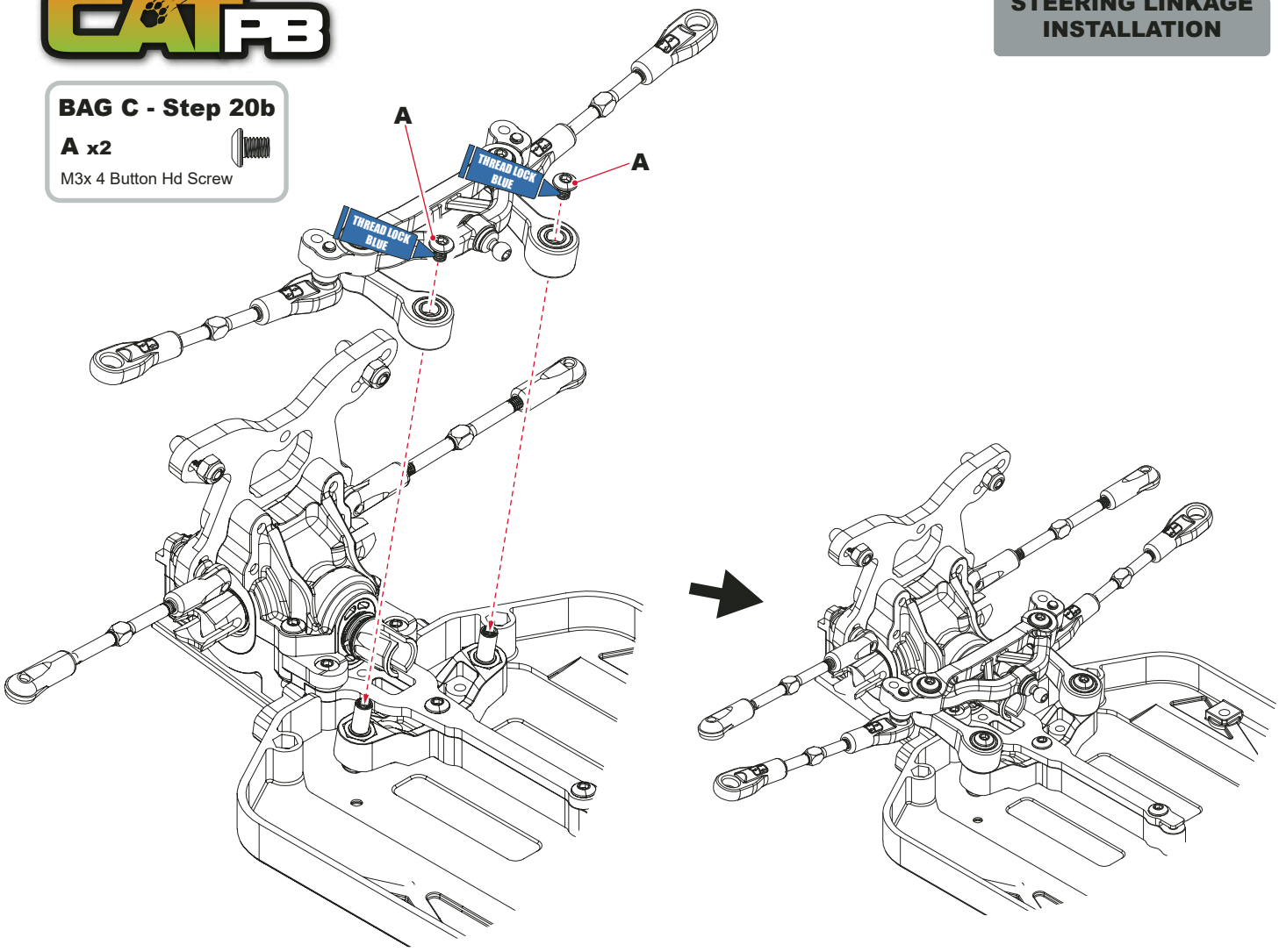


CAT PB

STEERING LINKAGE INSTALLATION

BAG C - Step 20b

A x2
M3x 4 Button Hd Screw



FRONT RIGHT YOKE ASSEMBLY

BAG C - Step 21a

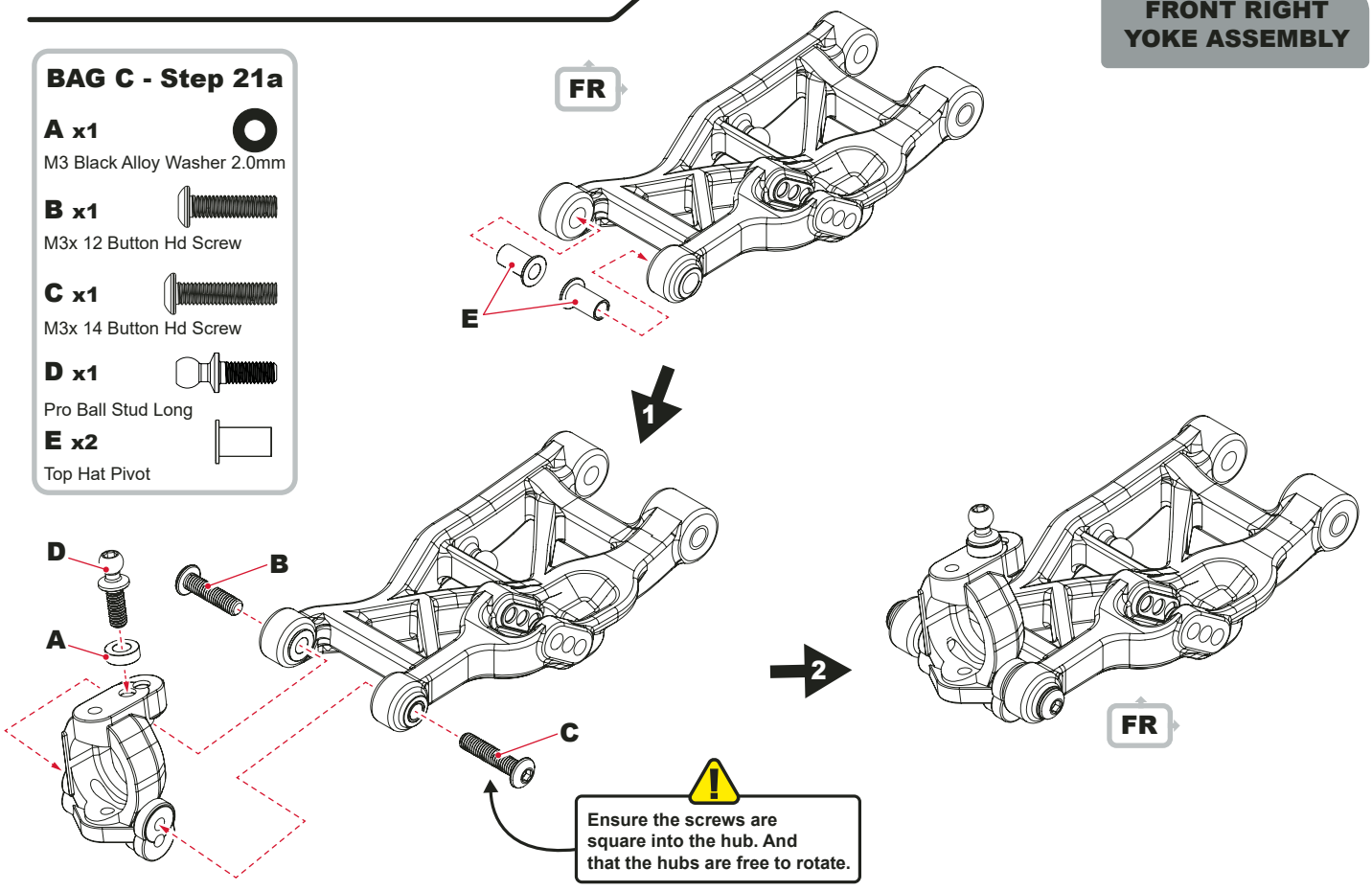
A x1
M3 Black Alloy Washer 2.0mm

B x1
M3x 12 Button Hd Screw

C x1
M3x 14 Button Hd Screw

D x1
Pro Ball Stud Long

E x2
Top Hat Pivot



CAT PB

FRONT LEFT YOKE ASSEMBLY

BAG C - Step 21b

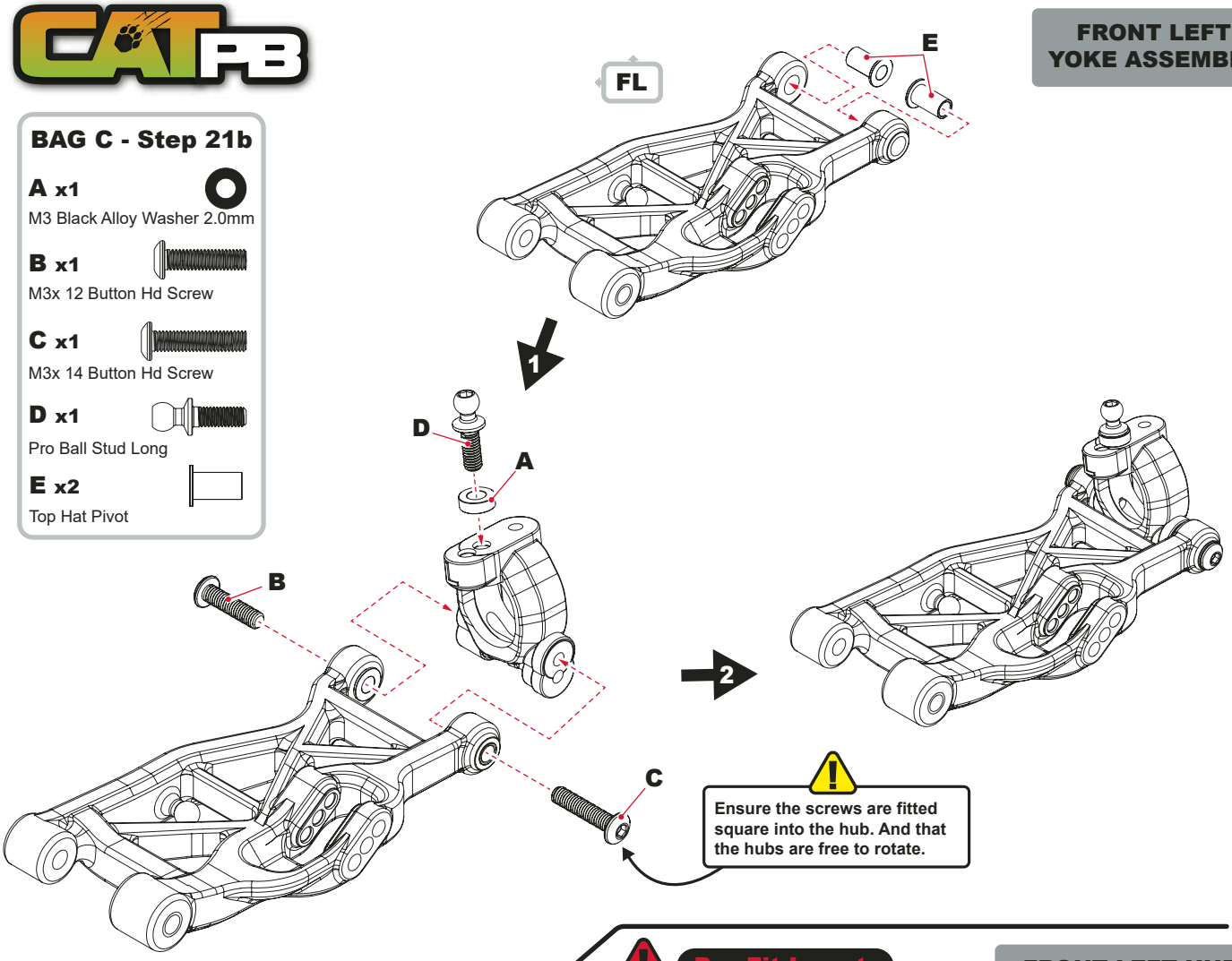
A x1 M3 Black Alloy Washer 2.0mm

B x1 M3x 12 Button Hd Screw

C x1 M3x 14 Button Hd Screw

D x1 Pro Ball Stud Long

E x2 Top Hat Pivot



FRONT LEFT HUB CARRIER ASSEMBLY

BAG C - Step 22a

A x1 1.5 x 9.8mm Drive Pin

B x2 M3x 8 Button Hd Screw

C x1 M3 Black Thread Insert

D x1 ø5 x ø10 x 4 Bearing

E x1 ø5 x ø10 x 3 Bearing

F x1 Bearing Spacer

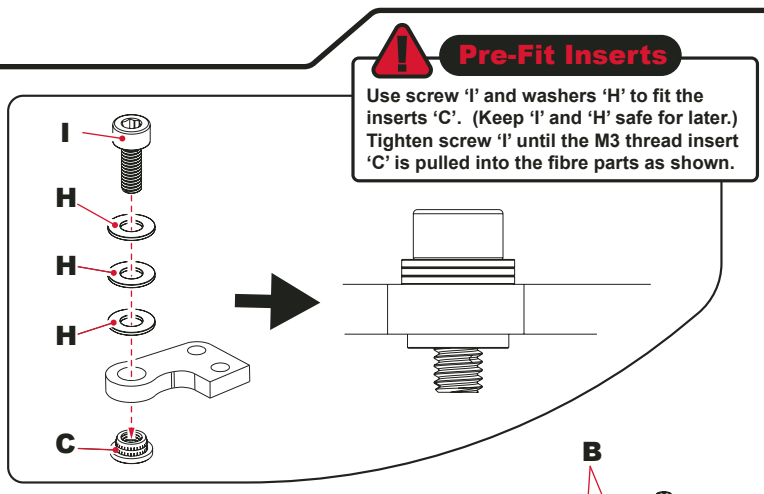
G x1 'O' Ring 9.0 x 1mm

H x3 M3 Steel Washer

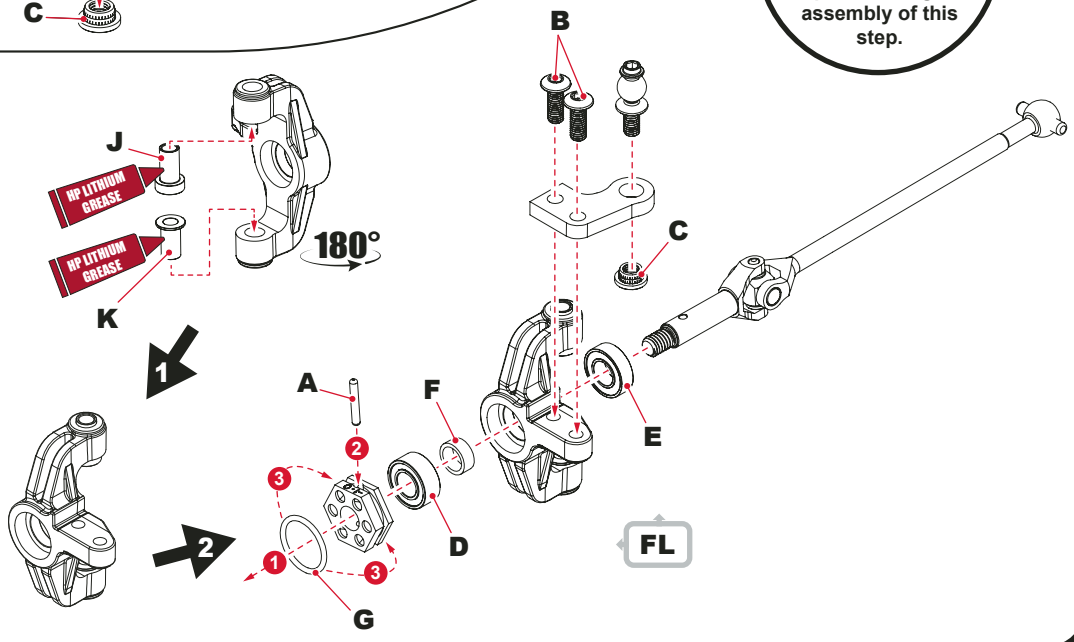
I x1 M3 x 12 Cap Hd Screw

J x1 Top Hat Pivot 2mm

K x1 Top Hat Pivot



RACE TIP
A small blob of red lithium grease. Will hold the pivots in place during the assembly of this step.



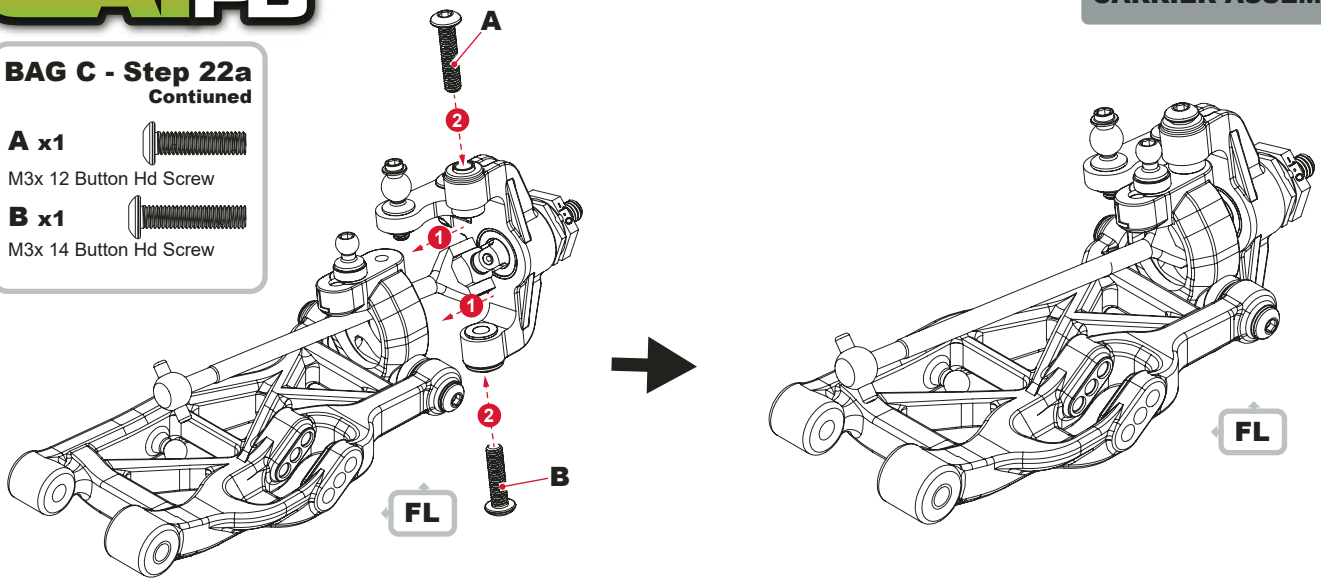
CAT PB

BAG C - Step 22a
Contiuned

A x1
M3x 12 Button Hd Screw

B x1
M3x 14 Button Hd Screw

FRONT LEFT HUB CARRIER ASSEMBLY



BAG C - Step 22b

A x1
1.5 x 9.8mm Drive Pin

B x2
M3x 8 Button Hd Screw

C x1
M3 Black Thread Insert

D x1
ø5 x ø10 x 4 Bearing

E x1
ø5 x ø10 x 3 Bearing

F x1
Bearing Spacer

G x1
'O' Ring 9.0 x 1mm

H x3
M3 Steel Washer

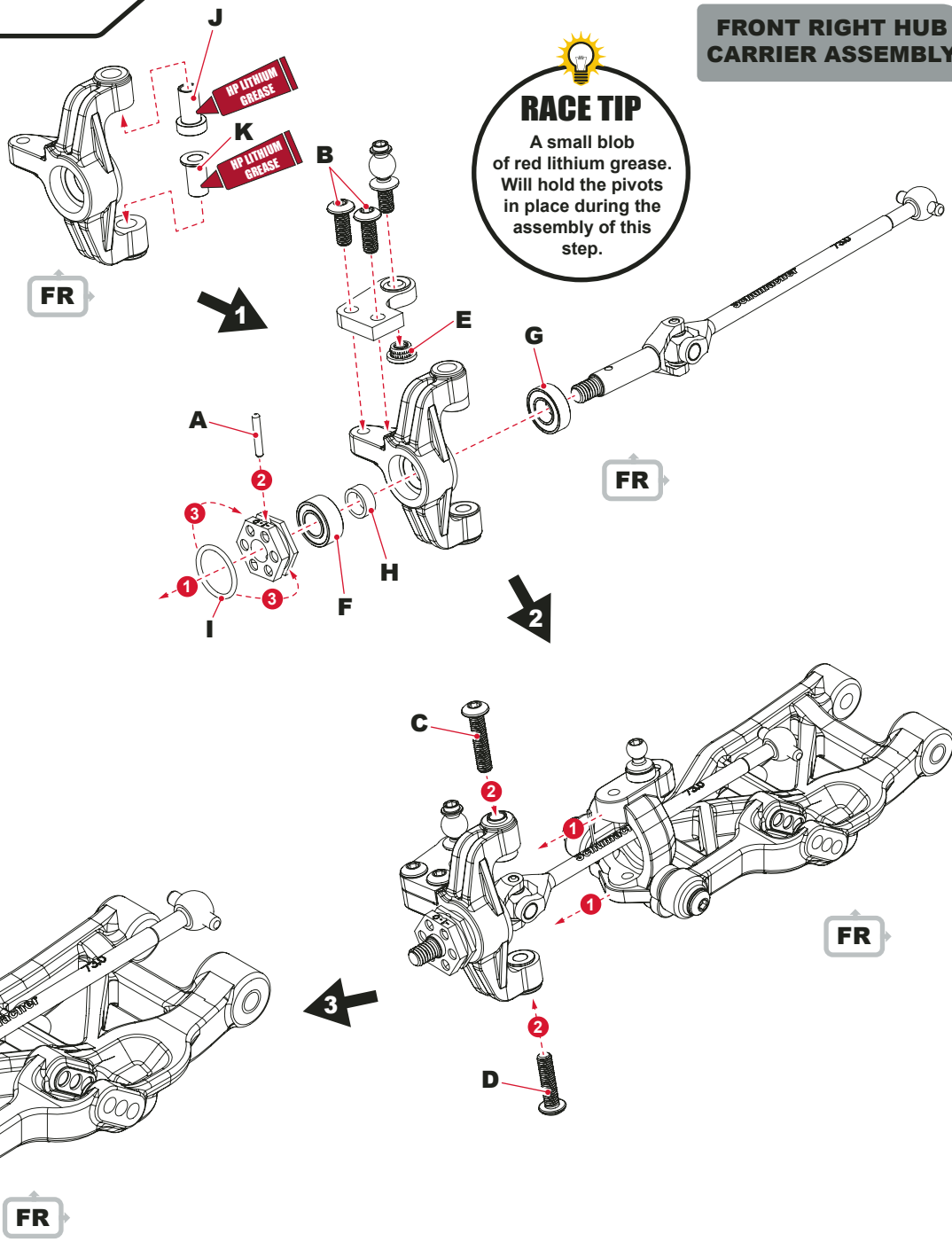
I x1
M3 x 12 Cap Hd Screw

J x1
Top Hat Pivot 2mm

K x1
Top Hat Pivot

FRONT RIGHT HUB CARRIER ASSEMBLY

RACE TIP
A small blob of red lithium grease. Will hold the pivots in place during the assembly of this step.



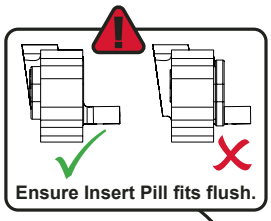
CAT PB

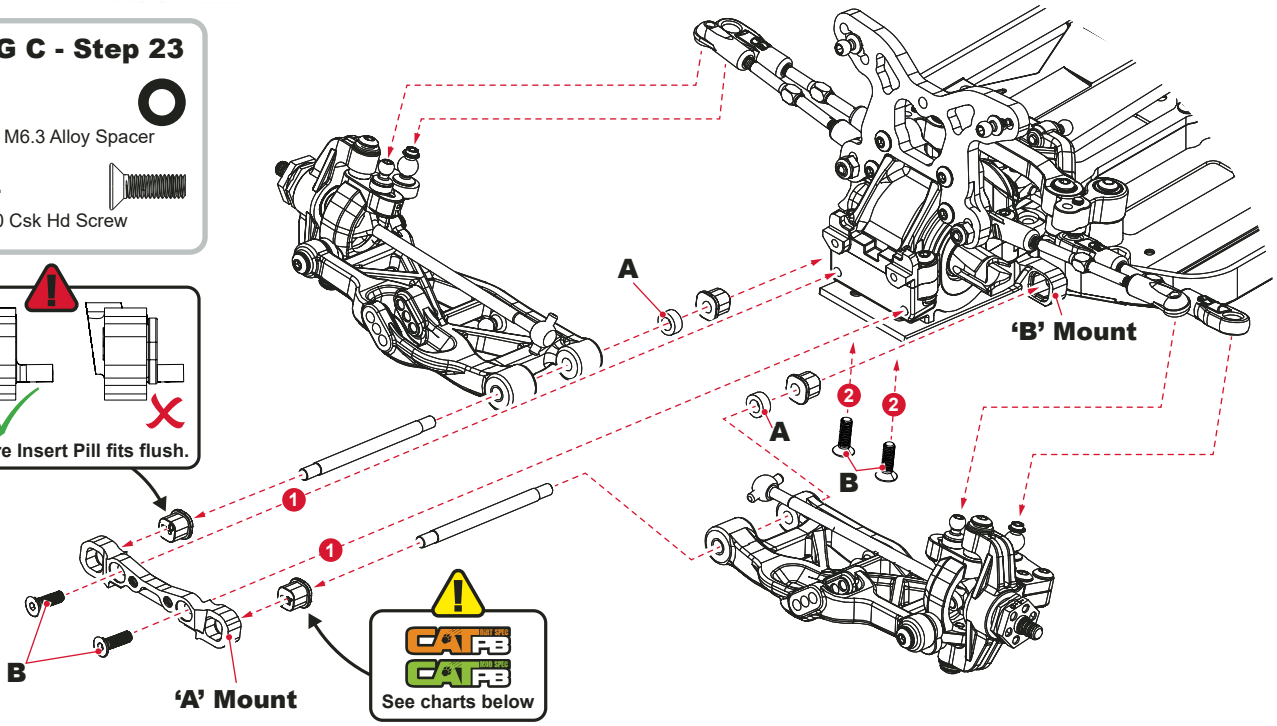
FRONT WISHBONE INSTALLATION

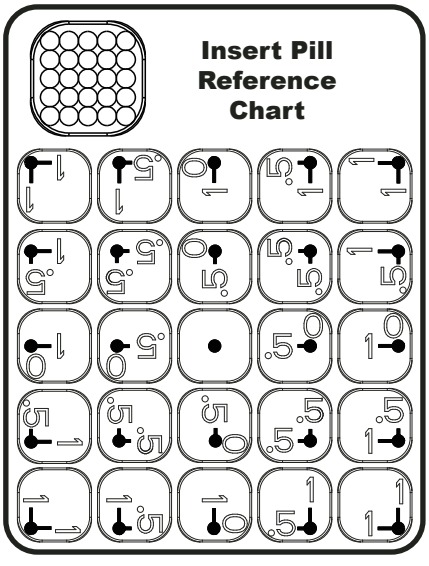
BAG C - Step 23

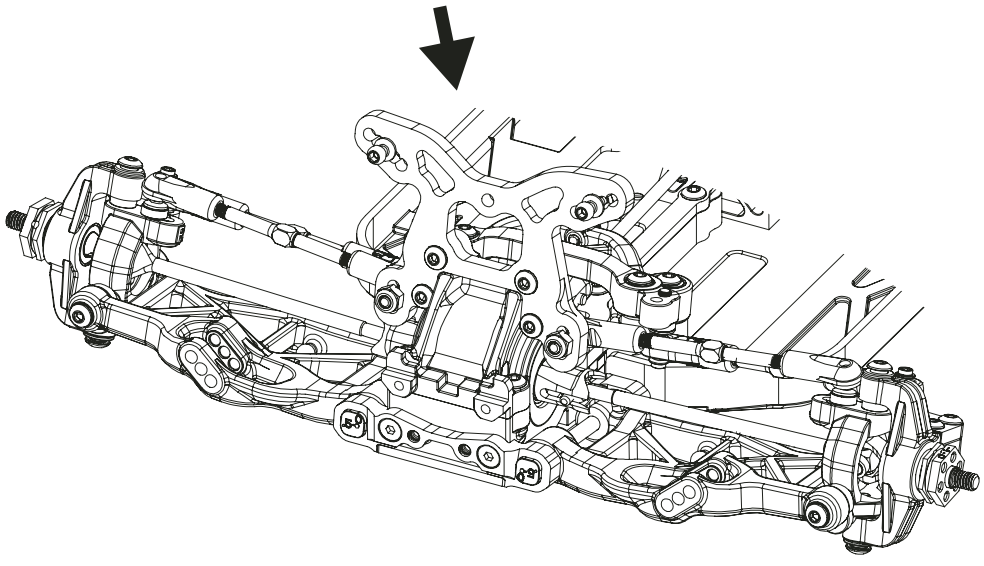
A x2
M3.5 x M6.3 Alloy Spacer

B x4
M3x 10 Csk Hd Screw









CAT PB

REAR LEFT HUB ASSEMBLY

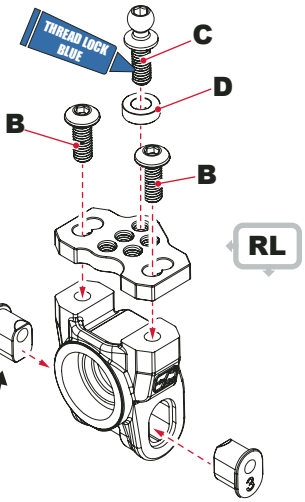
BAG C - Step 24a

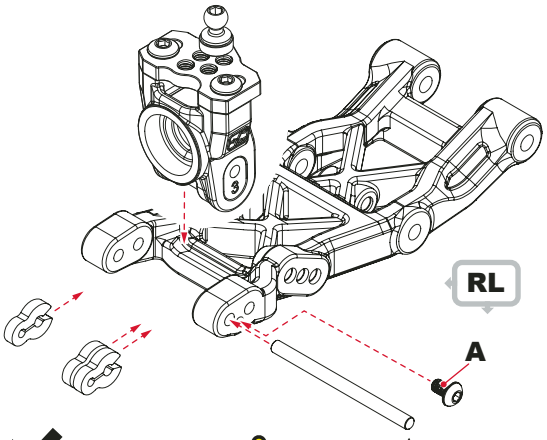
A x1
M2.5 x 4 Button Hd Screw

B x2
M3x 8 Button Hd Screw

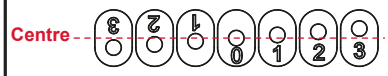
C x1
Pro Ball Stud Long

D x1
M3 Black Alloy Washer 2.0mm

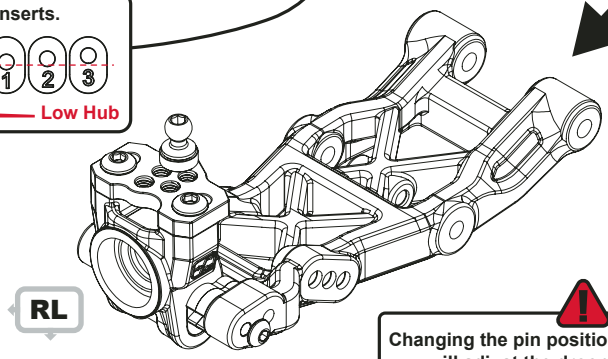




Rear Hub Hinge Pin Inserts.



Ensure the end of the pin is flush with the wishbone before fitting screw 'A'.



Changing the pin position in the hub carrier will adjust the droop setting on the suspension. You will need to add more droop when changing the inserts/pills. For each pill change that raises the hub up relative to the hinge pin, you must turn the shock shaft ball cup ½ of a rotation to compensate. You must also add an extra 'O' ring on the shock shaft to limit any shock shaft up-travel issues. Having too much up-travel can lead to the driveshaft being caught in the diff output slot.

REAR RIGHT HUB ASSEMBLY

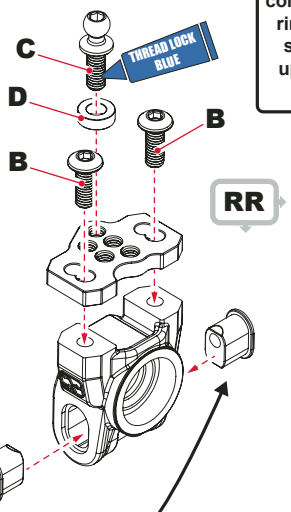
BAG C - Step 24b

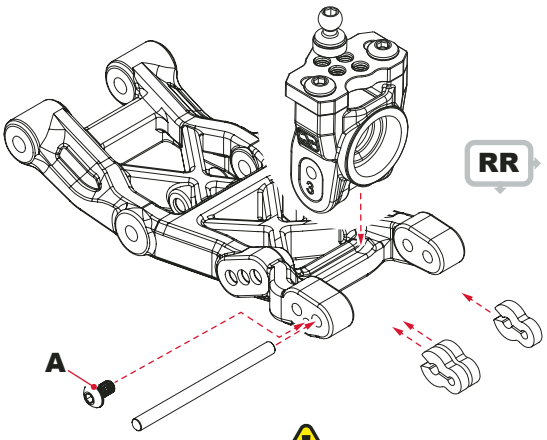
A x1
M2.5 x 4 Button Hd Screw

B x2
M3x 8 Button Hd Screw

C x1
Pro Ball Stud Long

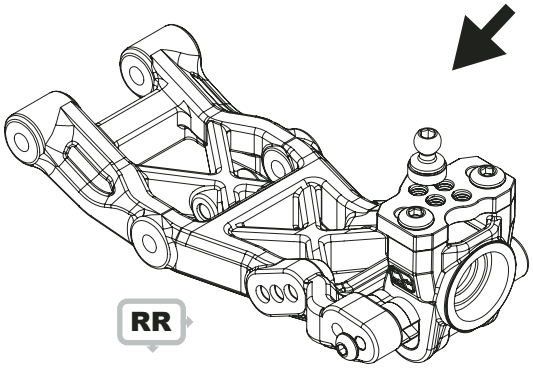
D x1
M3 Black Alloy Washer 2.0mm





Rear Hub Hinge Pin Inserts.

Ensure the end of the pin is flush with the wishbone before fitting screw 'A'.



REAR RIGHT DRIVESHAFT INSTALL

BAG C - Step 25a

A x1
1.5 x 9.8mm Drive Pin

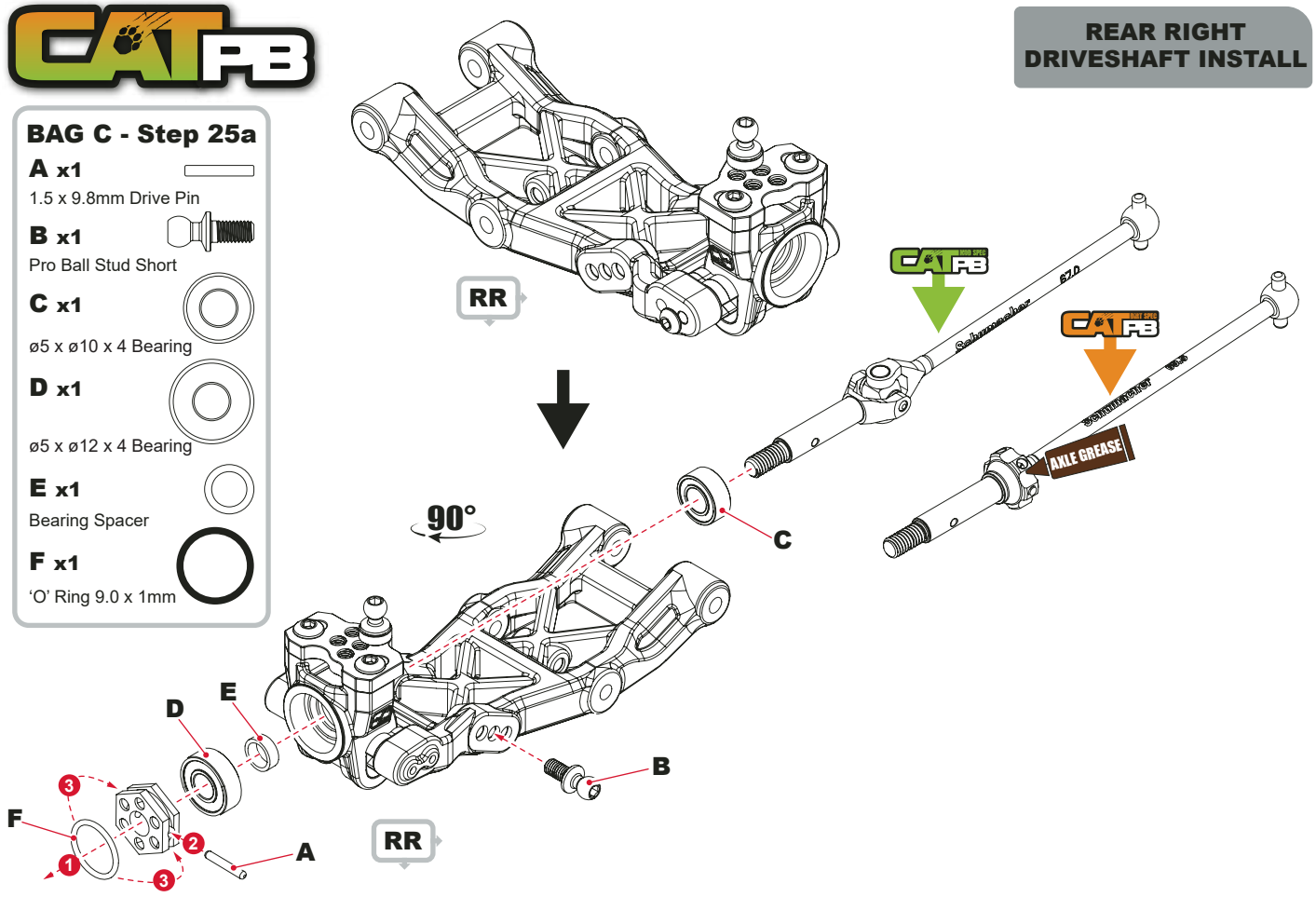
B x1
Pro Ball Stud Short

C x1
ø5 x ø10 x 4 Bearing

D x1
ø5 x ø12 x 4 Bearing

E x1
Bearing Spacer

F x1
'O' Ring 9.0 x 1mm



REAR LEFT DRIVESHAFT INSTALL

BAG C - Step 25b

A x1
1.5 x 9.8mm Drive Pin

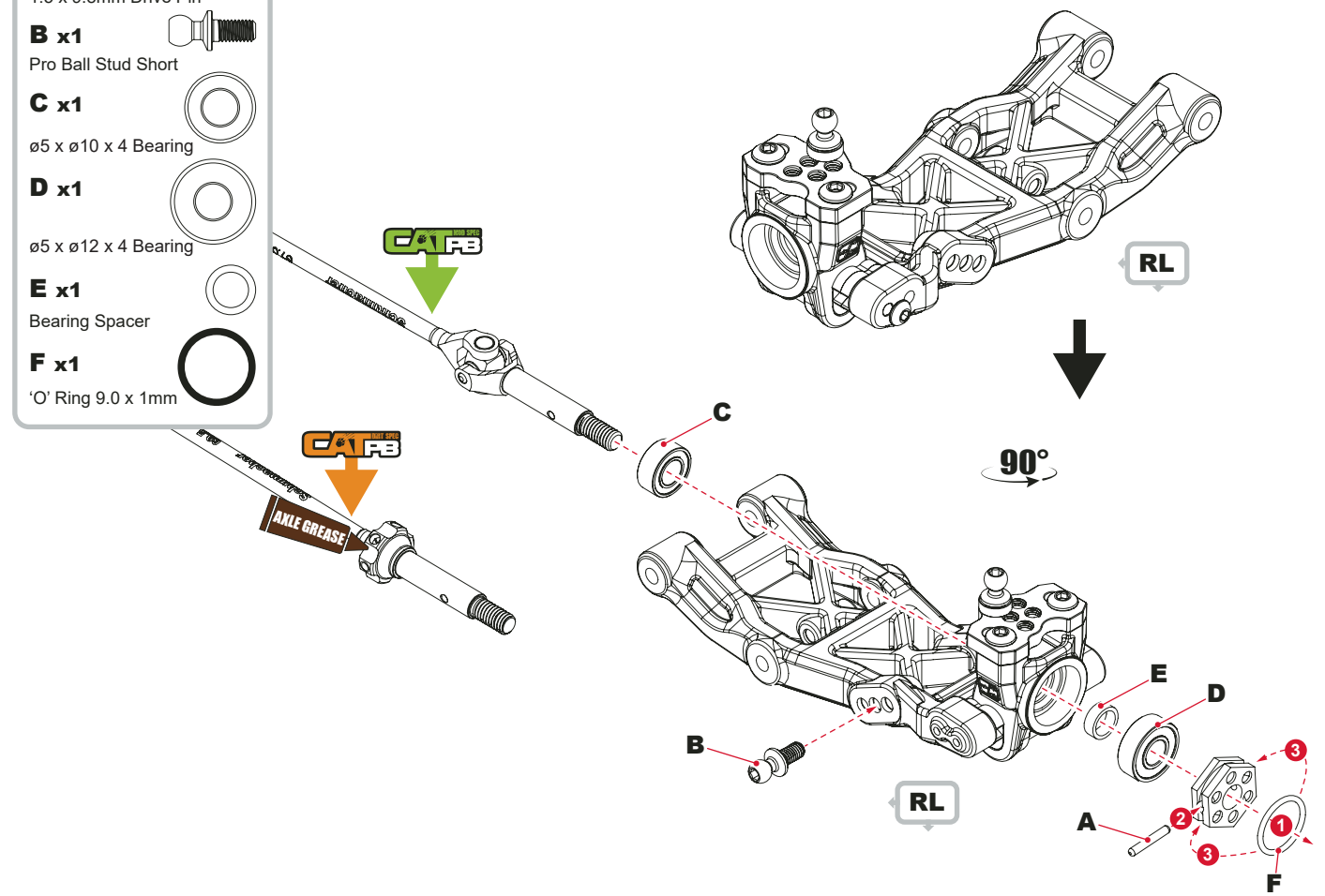
B x1
Pro Ball Stud Short

C x1
ø5 x ø10 x 4 Bearing

D x1
ø5 x ø12 x 4 Bearing

E x1
Bearing Spacer

F x1
'O' Ring 9.0 x 1mm



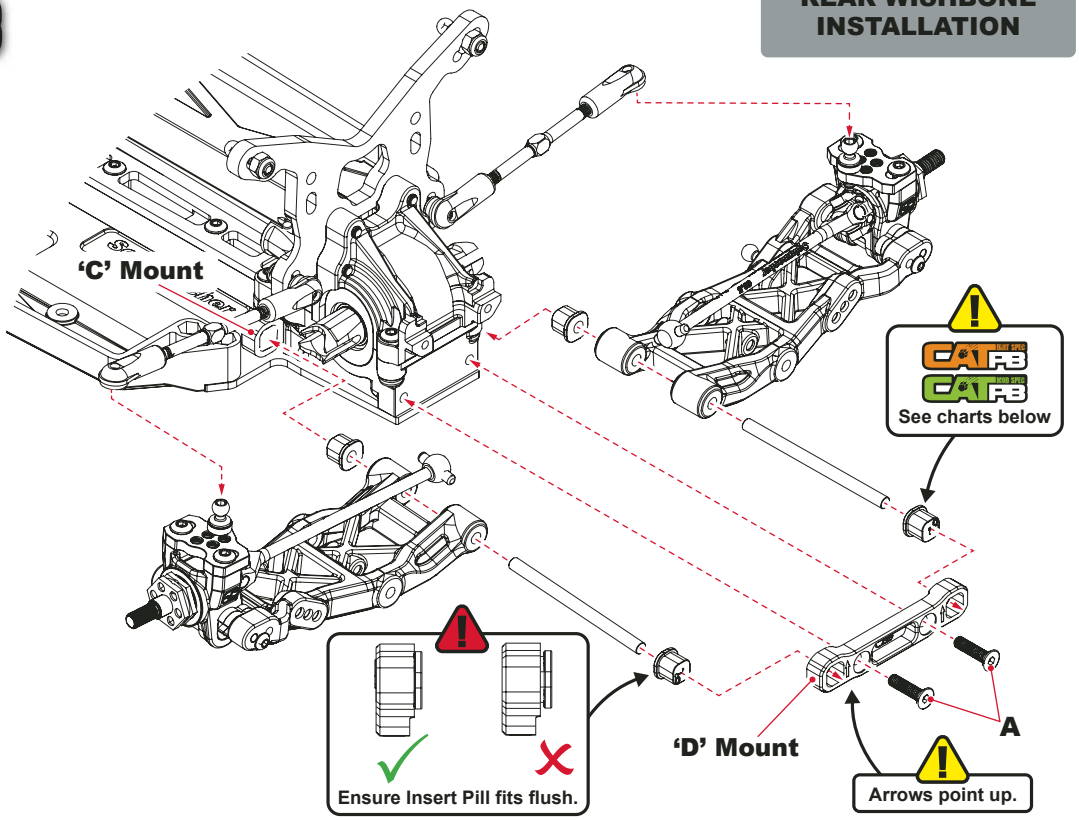
CAT PB

REAR WISHBONE INSTALLATION

BAG C - Step 26

A x2

M3x 12 Csk Hd Screw

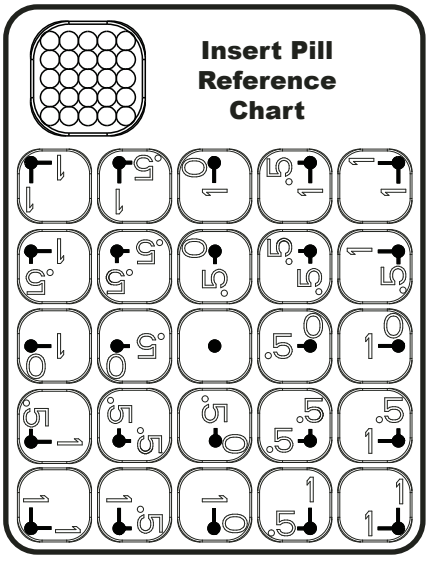


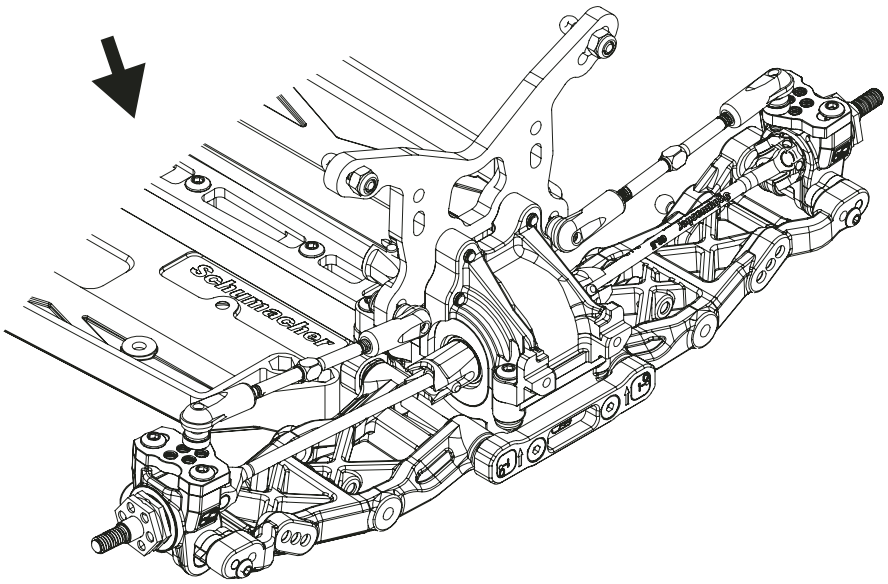
CAT PB MOD SPEC

Insert Pill setting for
CAT PB Mod Spec.
2.5° Toe In
2.0° Anti Squat

CAT PB DIRT SPEC

Insert Pill setting for
CAT PB Dirt Spec.
3.0° Toe In
2.0° Anti Squat





CAT PB

BAG C - Step 27

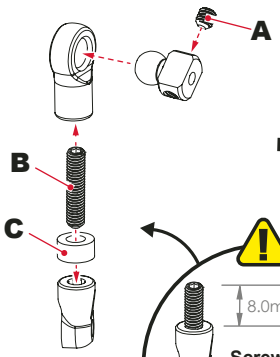
A x4
M3x 3 Grub Screw

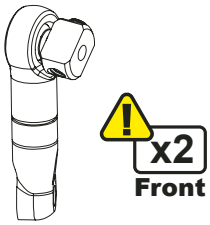
B x4
M3x 14 Grub Screw

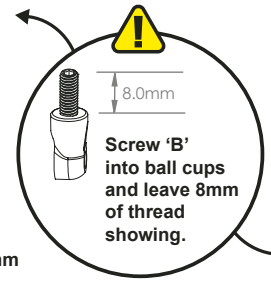
C x2
M3 Black Spacer 3.0mm

D x2
M3 Black Spacer 2.0mm

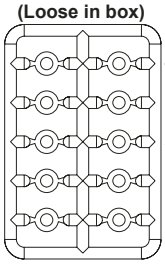
ANTI-ROLL BAR LINK ASSEMBLY

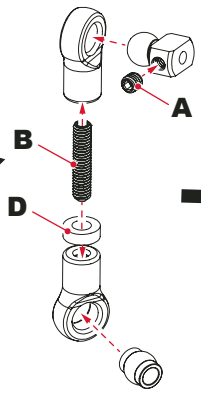


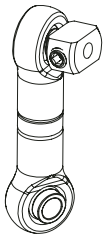




Black Spacer Sprue (Loose in box)







BAG D - Step 28

A x1
M3x 3 Grub Screw

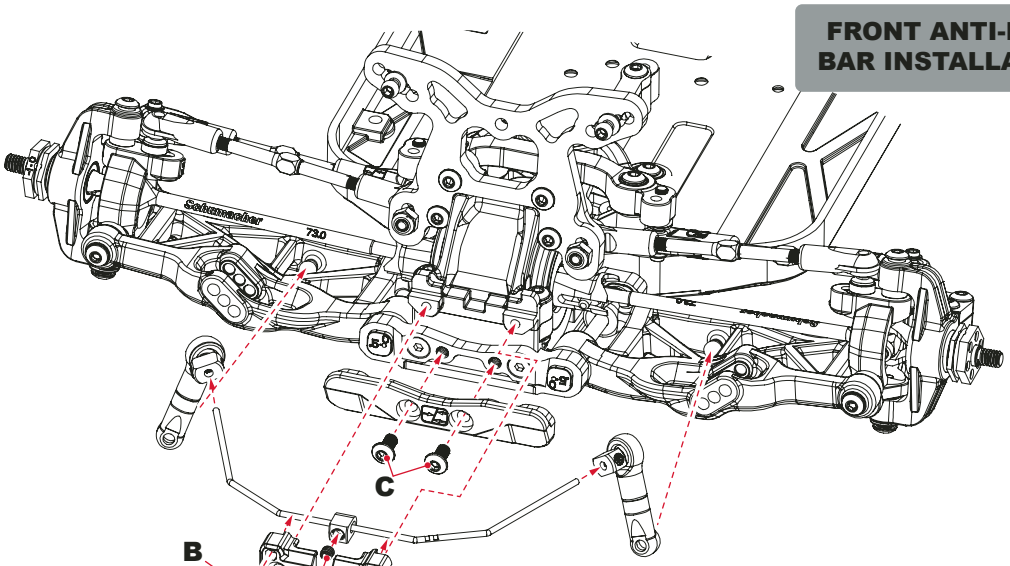
B x2
M3x 4 Grub Screw Cone

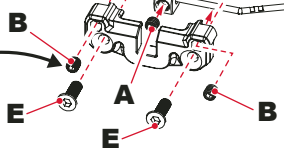
C x2
M3x 6 Button Hd Screw

D x2
M3x 16 Button Hd Screw

E x2
M2.6x 8 Button Hd Screw

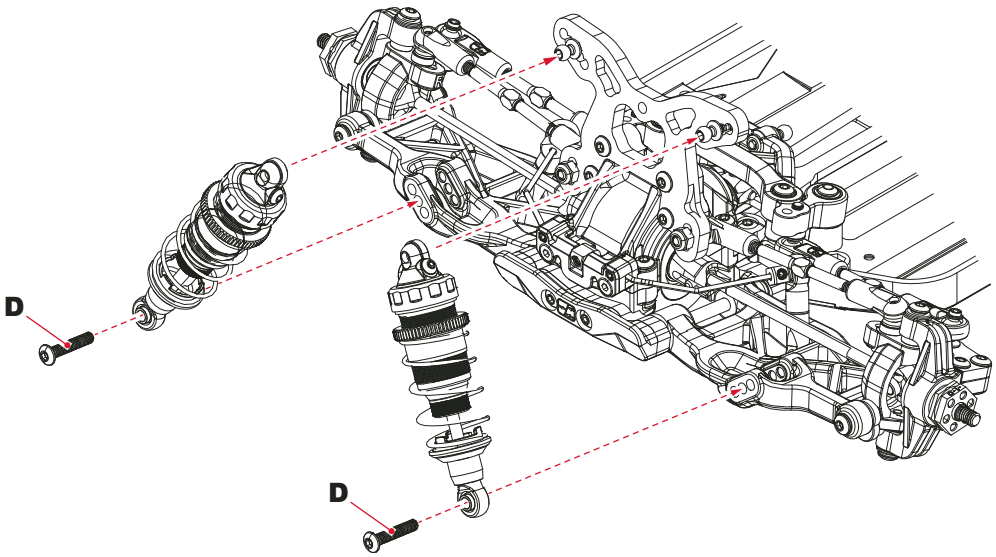
FRONT ANTI-ROLL BAR INSTALLATION





Adjust grub screws 'B' until there is minimal clearance, while still allowing the wire to pivot freely.

FRONT SHOCKS INSTALLATION



CAT PB

BAG D - Step 29

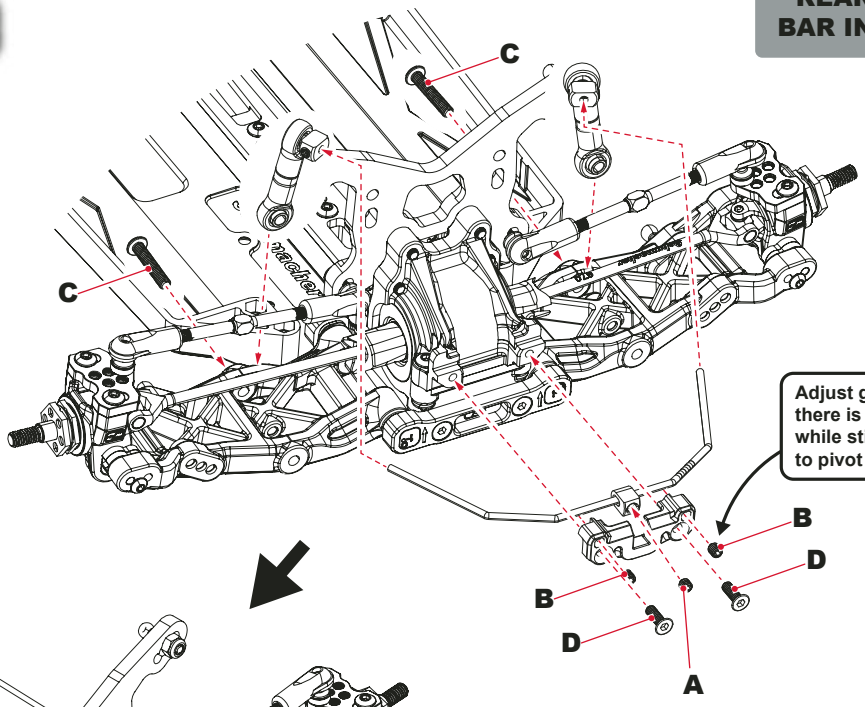
A x1
M3x 3 Grub Screw

B x2
M3x 4 Grub Screw Cone

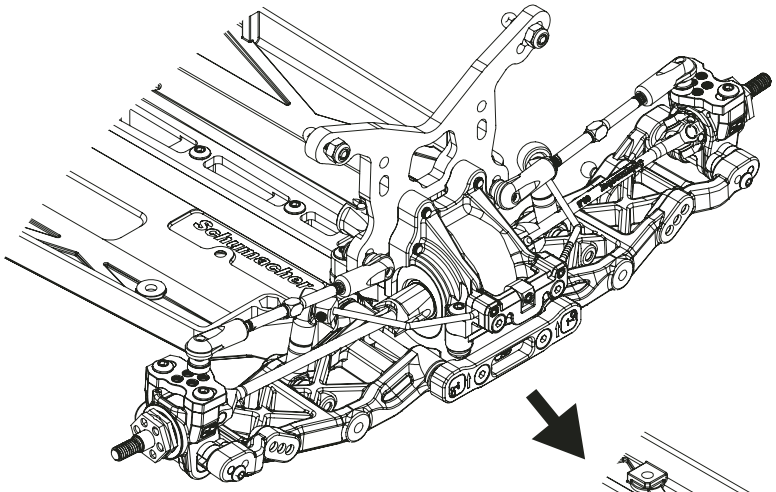
C x2
M3x 16 Button Hd Screw

D x2
M2.6x 8 Button Hd Screw

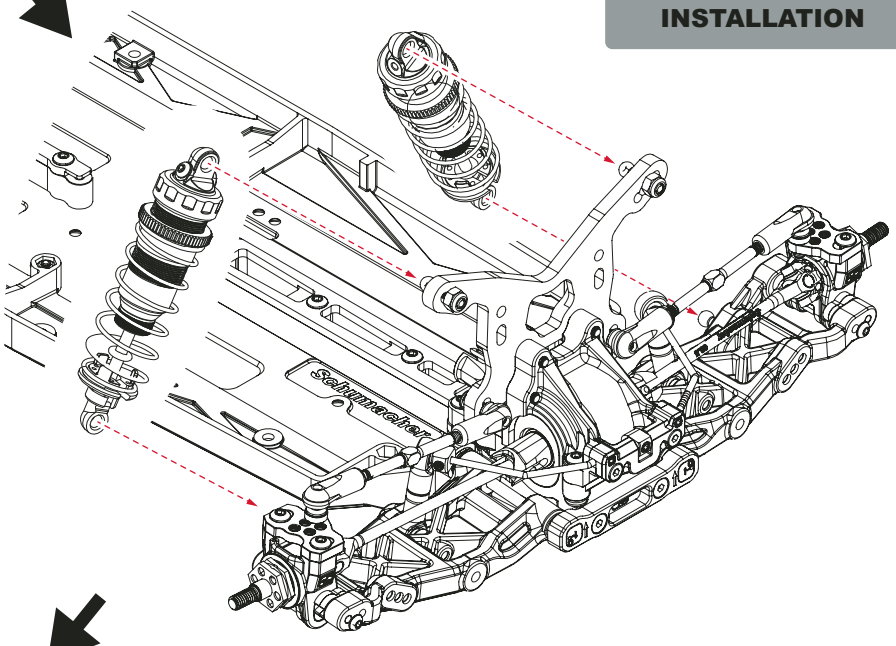
REAR ANTI-ROLL BAR INSTALLATION

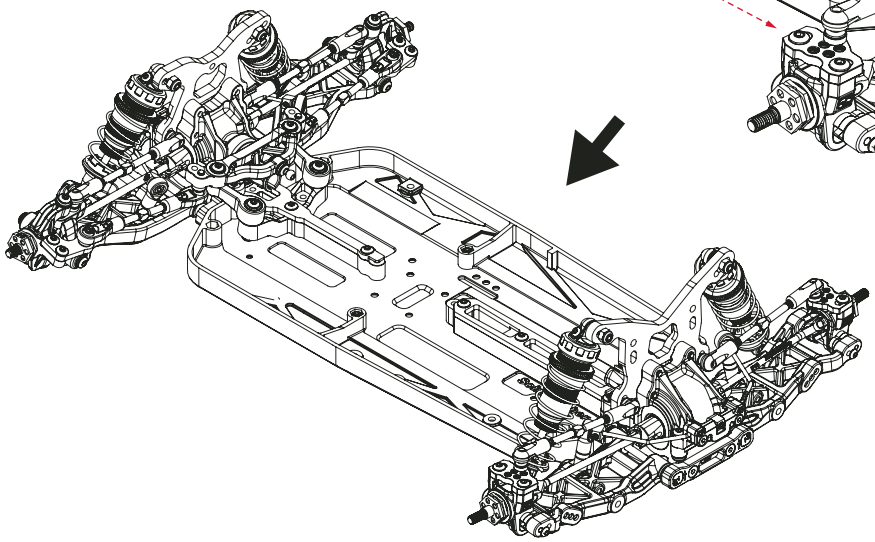


Adjust grub screws 'B' until there is minimal clearance, while still allowing the wire to pivot freely.



REAR SHOCK INSTALLATION





CAT PB

STEERING SERVO INSTALLATION

BAG D - Step 30

A x2 M3x 4 Button Hd Screw

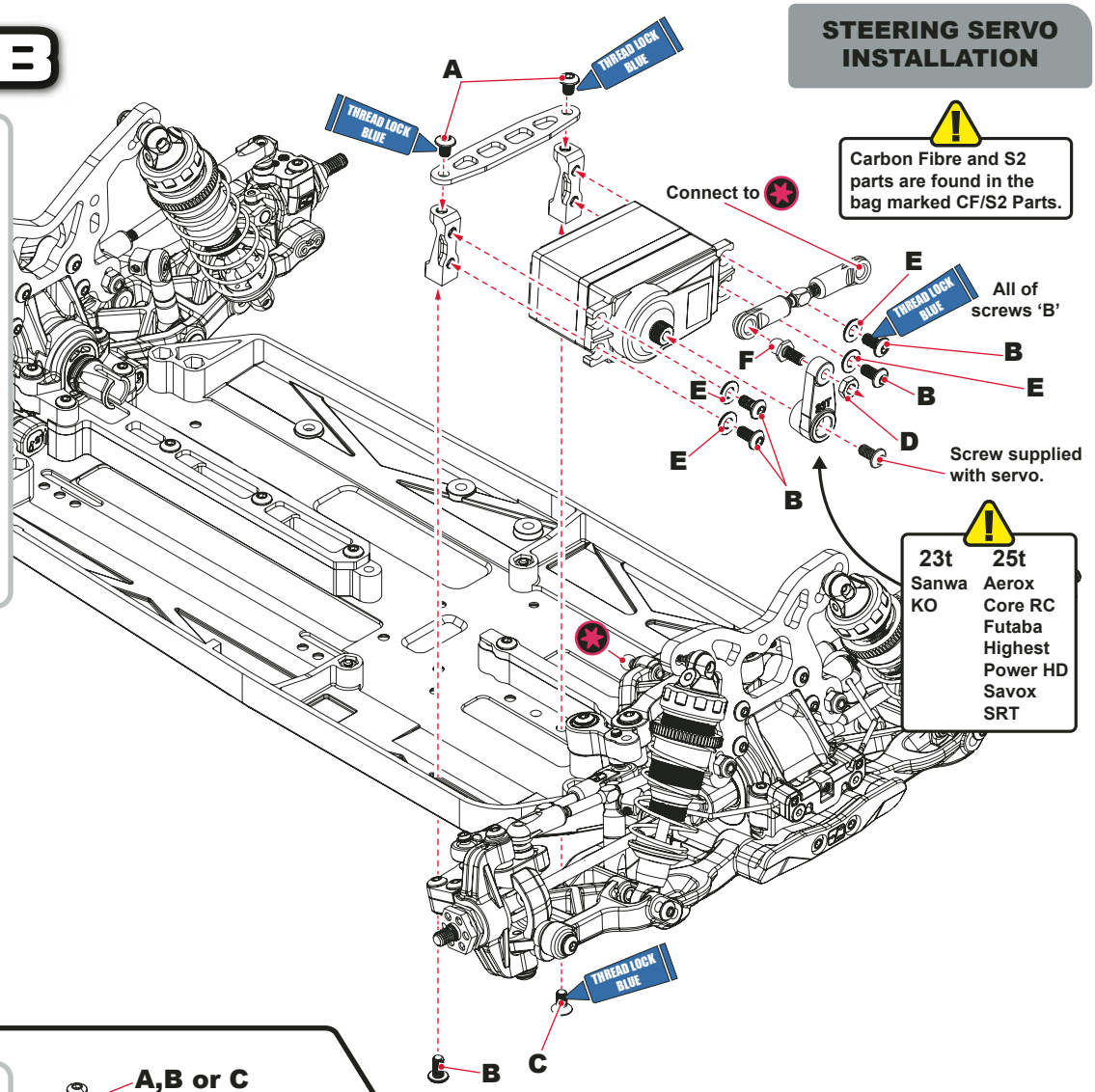
B x5 M3x 6 Button Hd Screw

C x1 M3x 6 Csk Hd Screw

D x1 M3 Nut

E x4 M3 Washer

F x1 Low Ball Stud



Carbon Fibre and S2 parts are found in the bag marked CF/S2 Parts.

23t	25t
Sanwa	Aerox
KO	Core RC
	Futaba
	Highest
	Power HD
	Savox
	SRT

BATTERY MOUNT INSTALLTION

BAG D - Step 31

A x2 M3x 20 Button Hd Screw

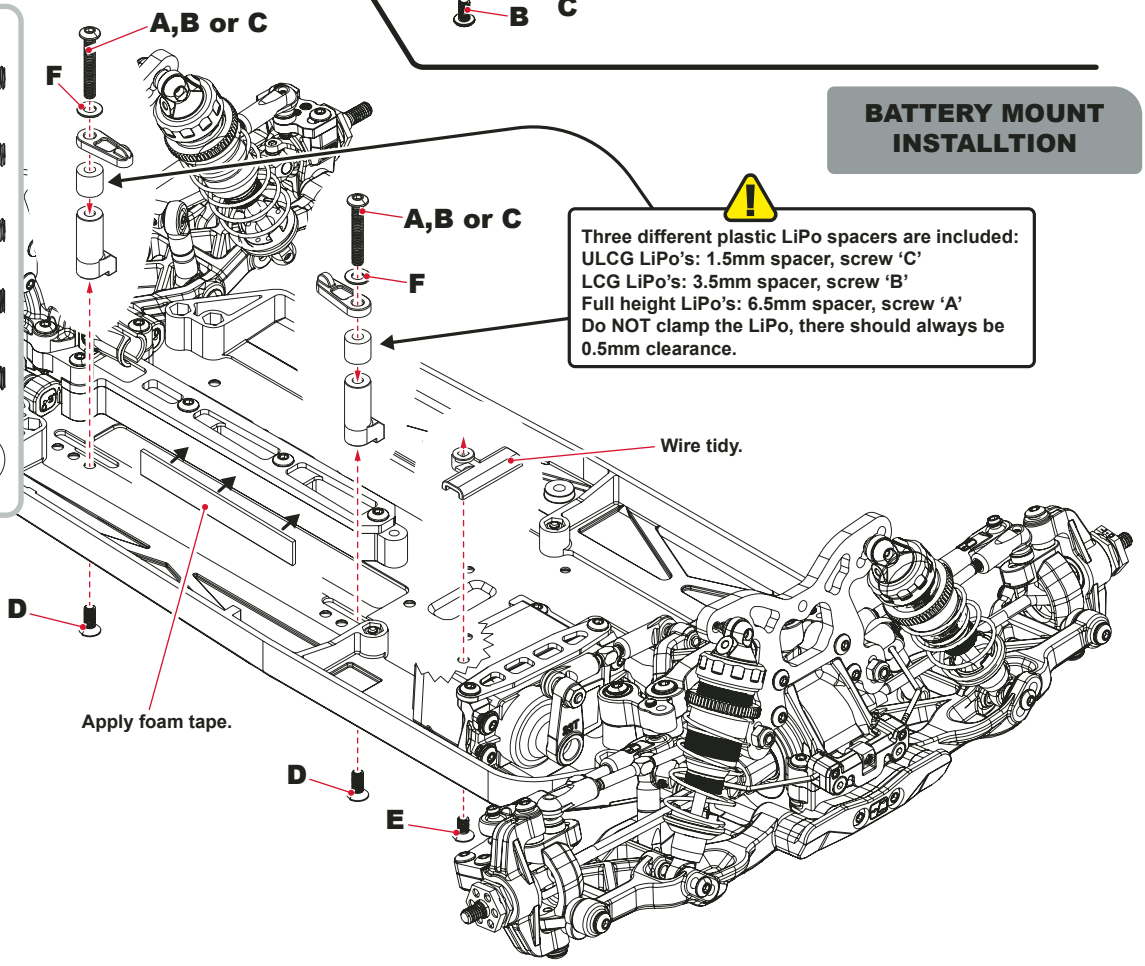
B x2 M3x 16 Button Hd Screw

C x2 M3x 12 Button Hd Screw

D x2 M3x 8 Csk Hd Screw

E x1 M3x 6 Csk Hd Screw

F x2 M3 Washer



Three different plastic LiPo spacers are included:
ULCG LiPo's: 1.5mm spacer, screw 'C'
LCG LiPo's: 3.5mm spacer, screw 'B'
Full height LiPo's: 6.5mm spacer, screw 'A'
Do NOT clamp the LiPo, there should always be 0.5mm clearance.

CAT P3

BAG D - Step 32

A x2
M3x 16 Button Hd Screw

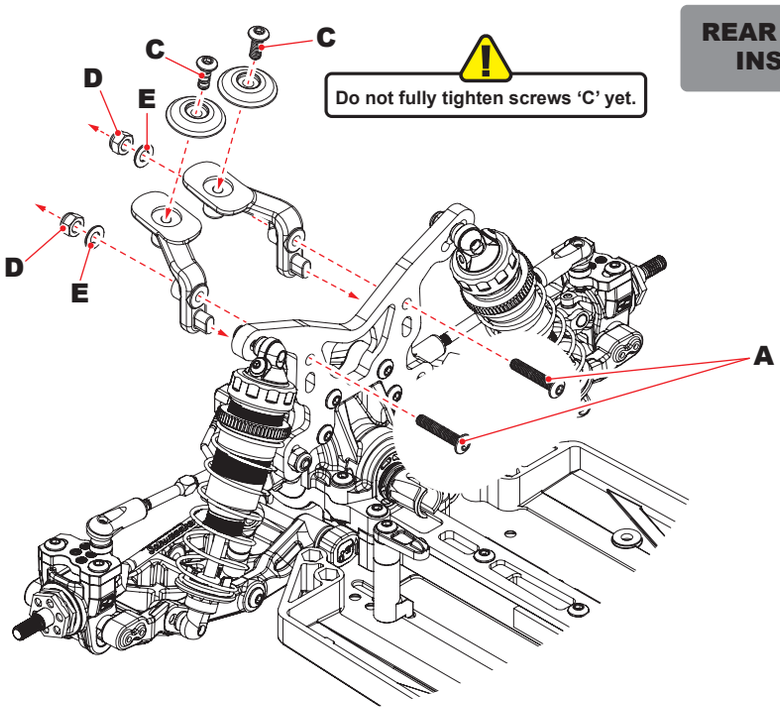
B x1
M3x 12 Button Hd Screw

C x2
M3x 8 Button Hd Screw

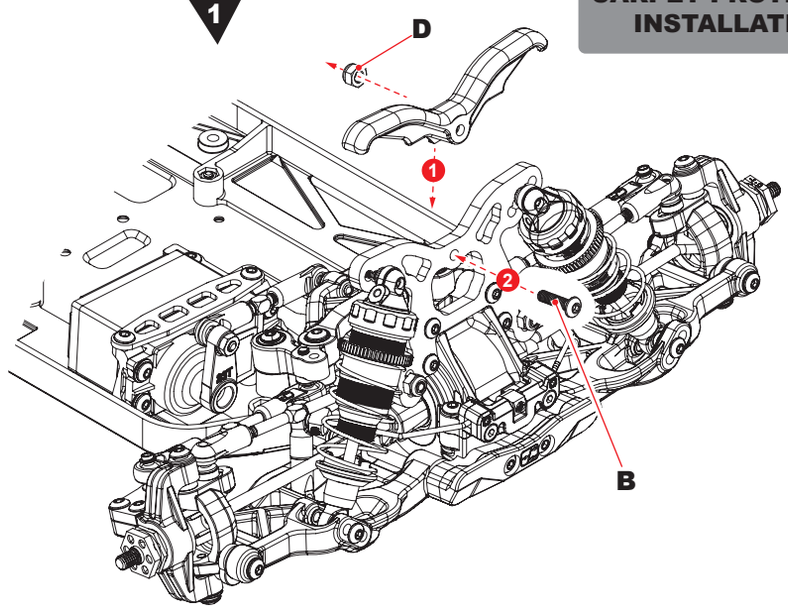
D x3
M3 Nyloc Nut

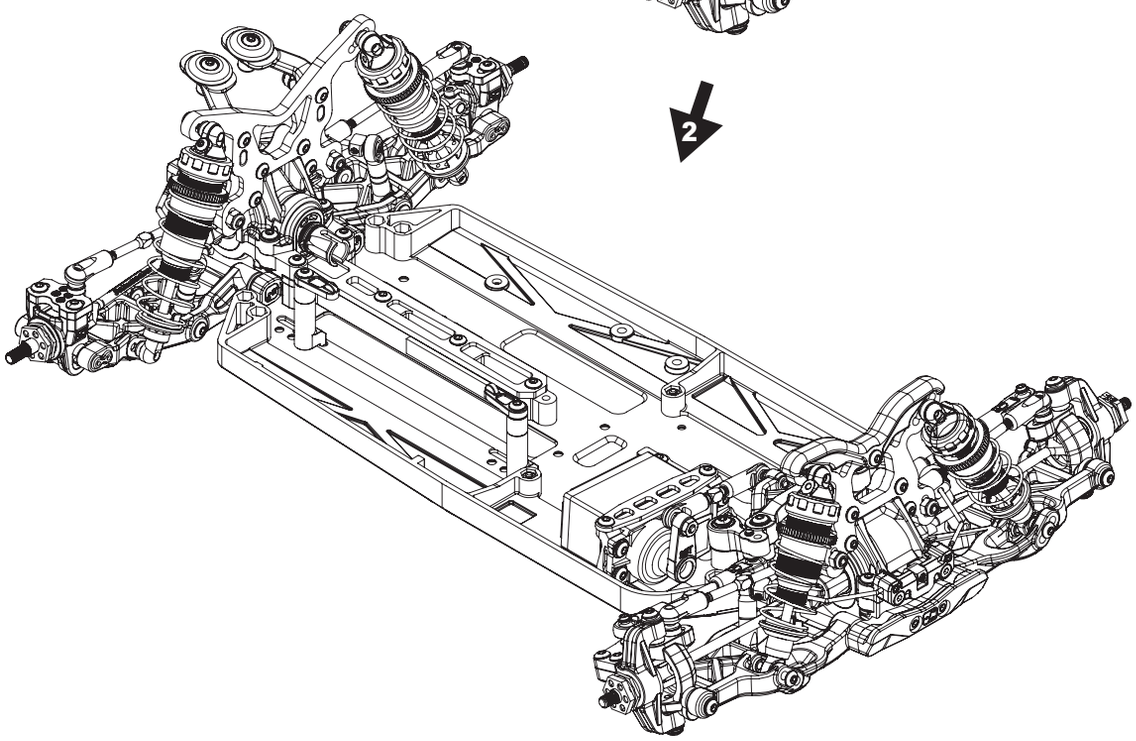
E x2
M3 Washer

REAR WING MOUNT INSTALLATION



CARPET PROTECTOR INSTALLATION





CAT PB

FRONT, REAR DIFFERENTIAL ASSEMBLY

CAT PB Mod Spec Assembly

CAT PB MOD SPEC

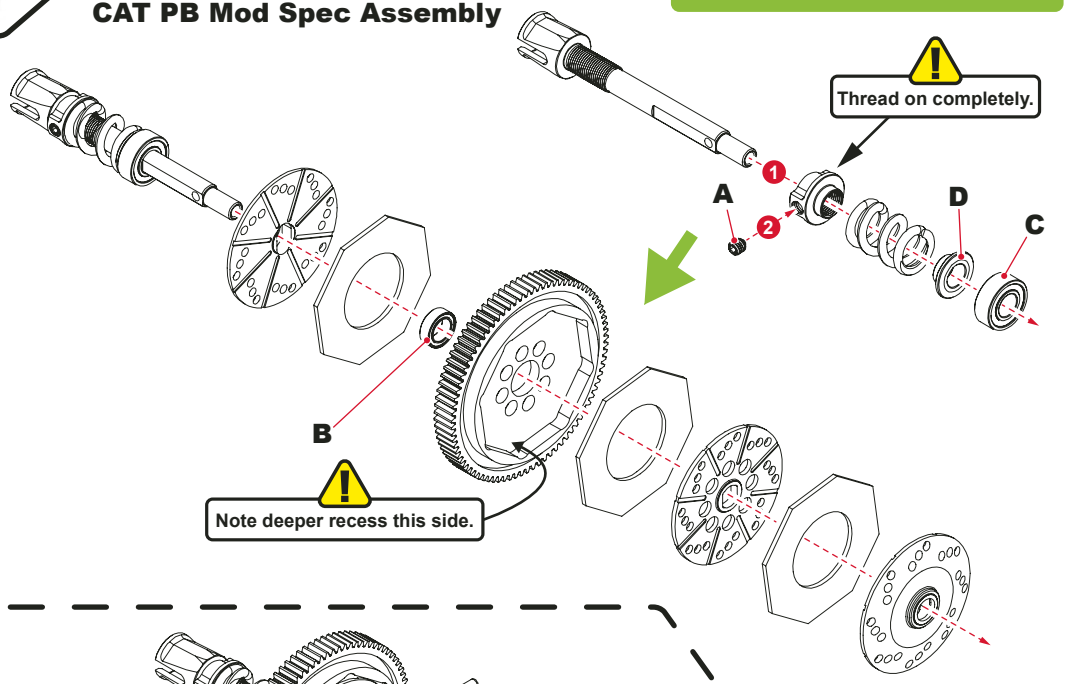
BAG D - Step 33MSa

A x1
M3x 2.5 Grub Screw

B x1
ø5 x ø8 x 2.5 Bearing

C x1
ø5 x ø11 x 4 Bearing

D x1
Spring Seat



CAT PB MOD SPEC

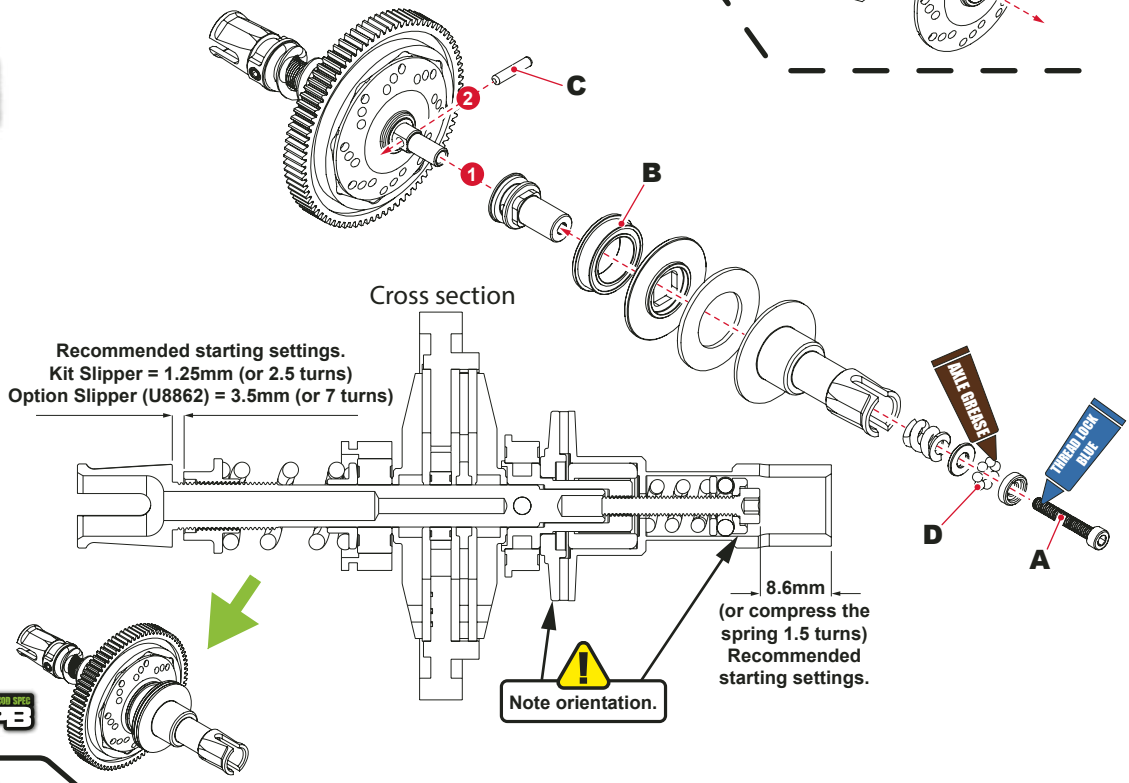
BAG D - Step 33MSb

A x1
M2.5x 16 Cap Hd Screw

B x1
ø10 x ø15 x 4 FL Bearing

C x1
ø2.0x 9.8 Drive Pin

D x7
2.0mm Tungsten Carbide Ball



CAT PB MOD SPEC

CAT PB DIRT SPEC

CENTRE DIFFERENTIAL ASSEMBLY

CAT PB Dirt Spec Assembly

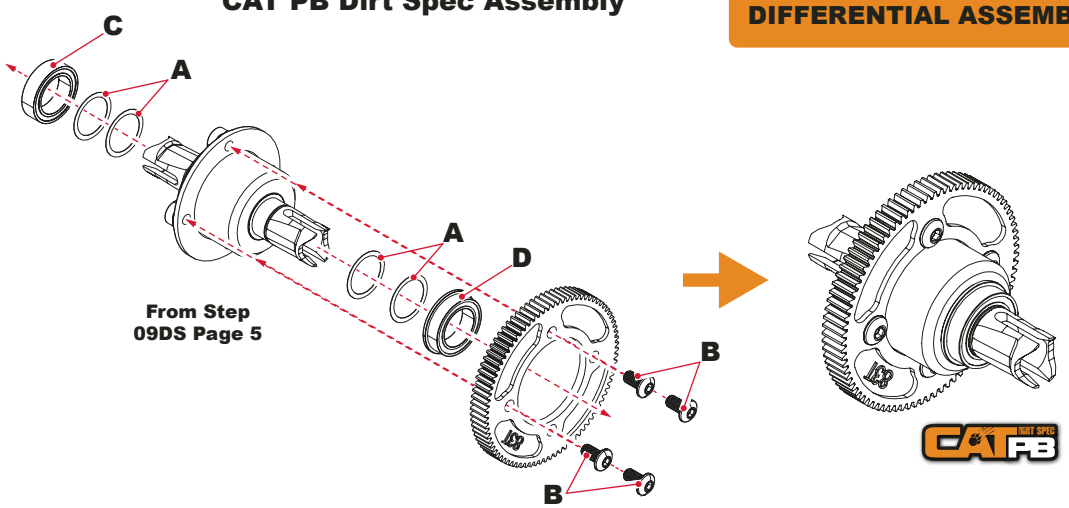
BAG D - Step 33DS

A x4
End Float Shim 0.1mm

B x4
M3x 6 Button Head

C x1
ø10 x ø15 x 4 Bearing

D x1
ø10 x ø15 x 4 Bearing FL



CAT PB DIRT SPEC

CENTRE SLIPPER & PROP SHAFT INSTALL

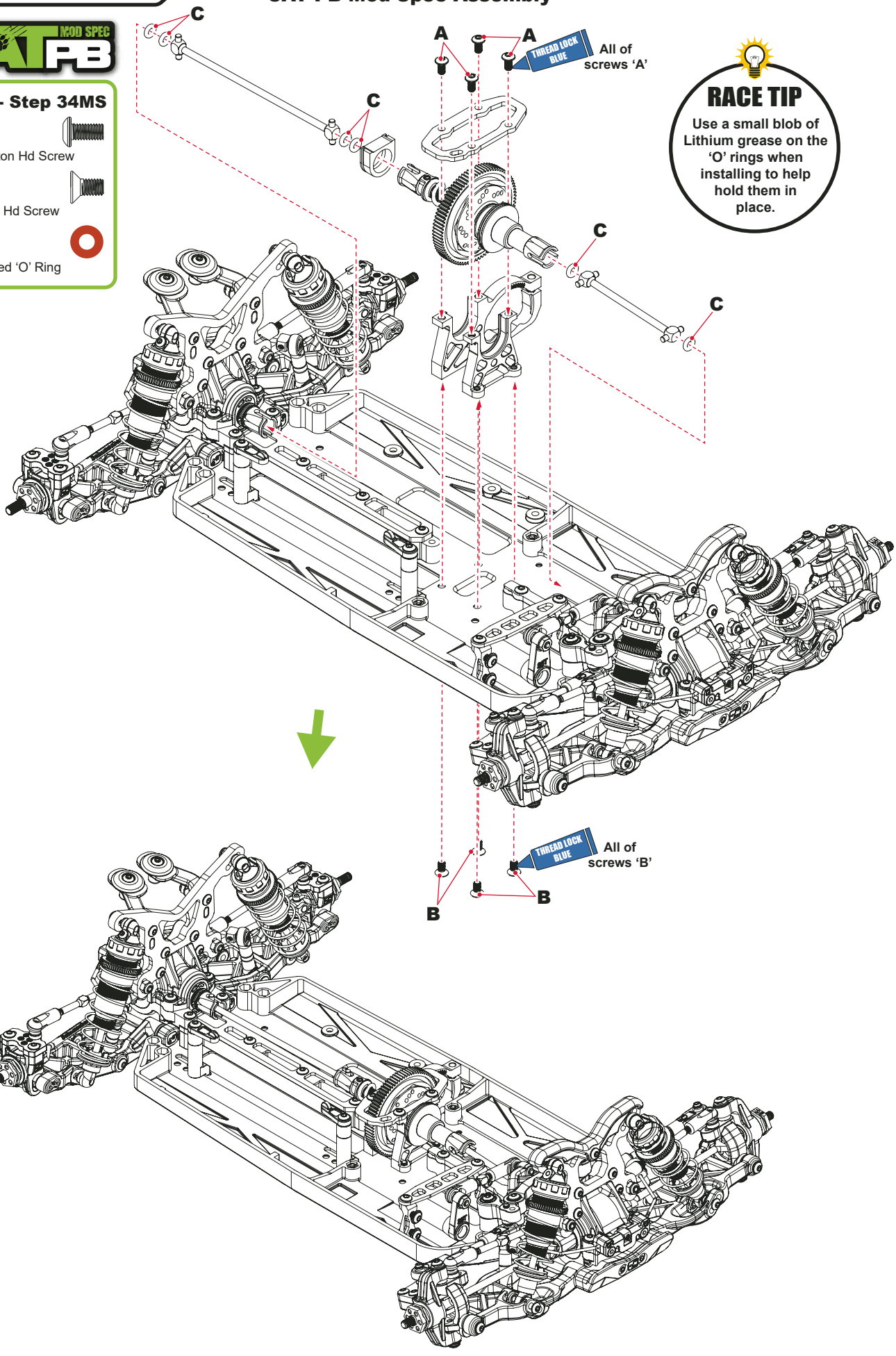
CAT PB Mod Spec Assembly

BAG D - Step 34MS

A x4
M3x 6 Button Hd Screw

B x4
M3x 6 Csk Hd Screw

C x6
6.3x 1.8 Red 'O' Ring



RACE TIP

Use a small blob of Lithium grease on the 'O' rings when installing to help hold them in place.

CAT PB

CAT PB Dirt Spec Assembly

CENTRE DIFFERENTIAL & PROP SHAFT INSTALL

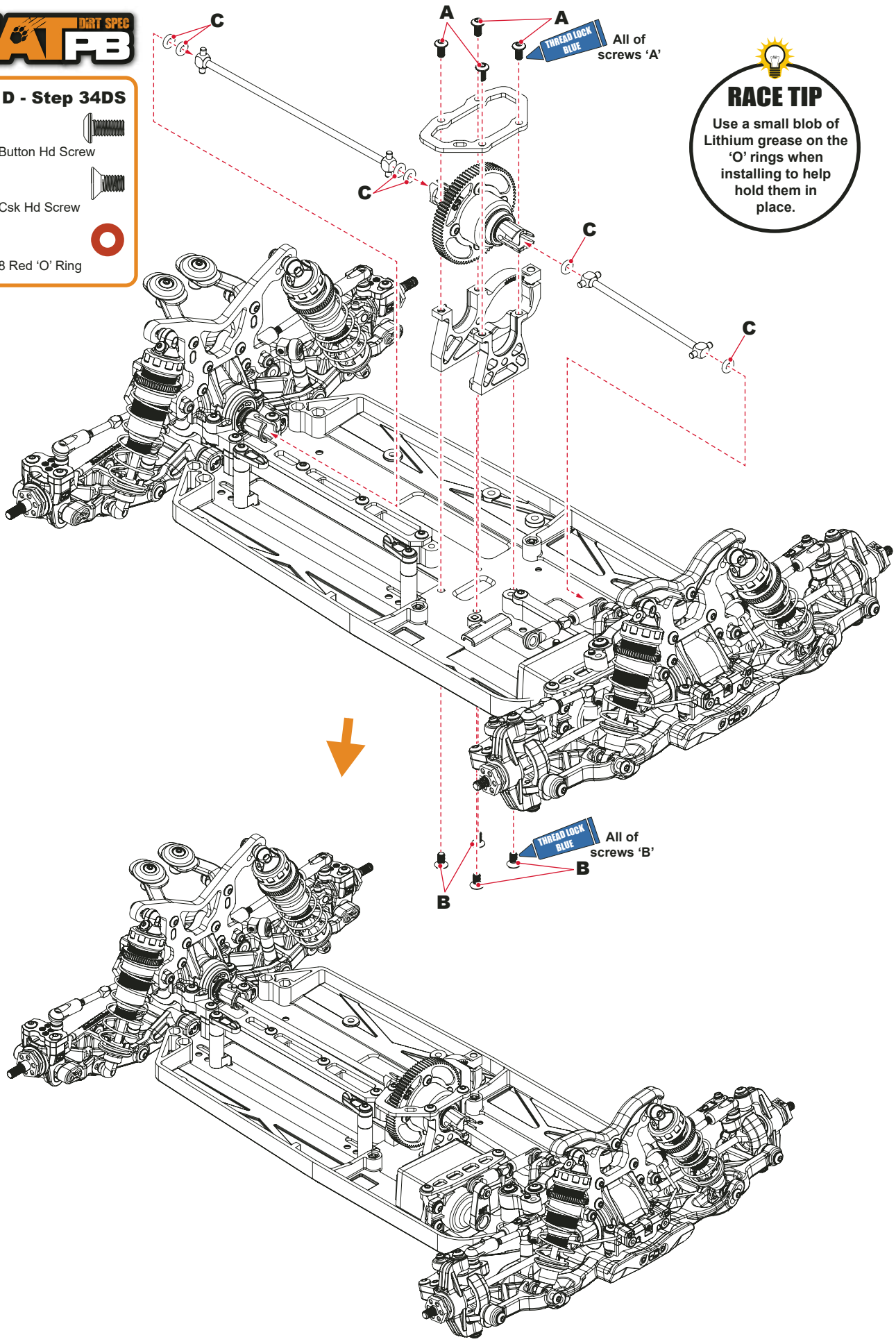
CAT PB DIRT SPEC

BAG D - Step 34DS

A x4
M3x 6 Button Hd Screw

B x4
M3x 6 Csk Hd Screw

C x6
6.3x 1.8 Red 'O' Ring



RACE TIP

Use a small blob of Lithium grease on the 'O' rings when installing to help hold them in place.

CAT PB

MOTOR & PINION INSTALLATION

(Not Included)

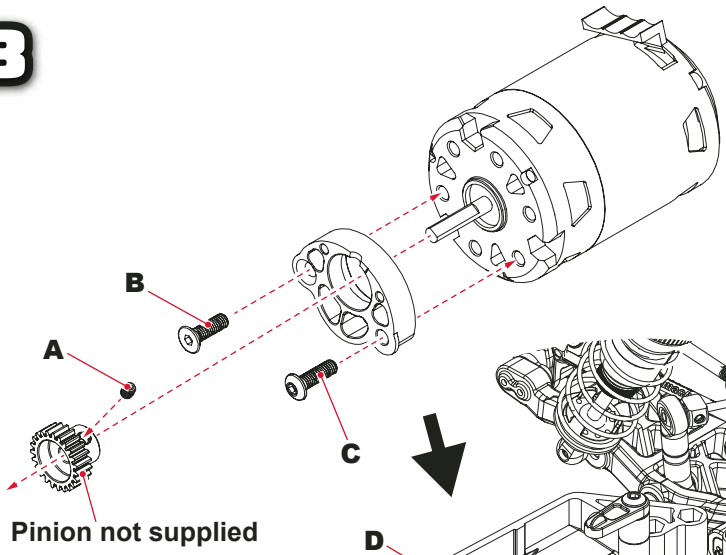
BAG D - Step 35a

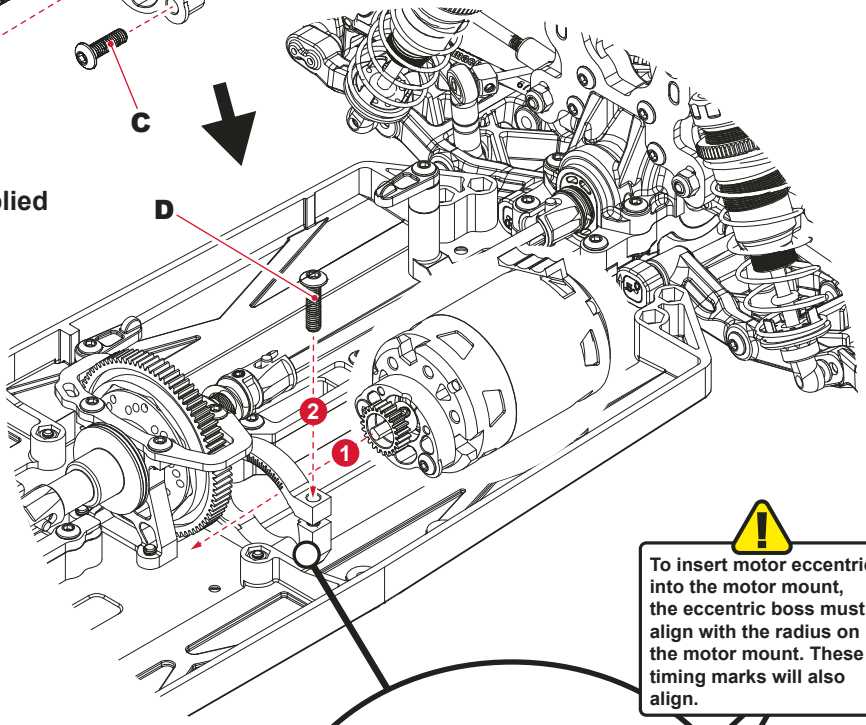
A x1
M3x 4Grub Screw

B x1
M3x 10 Csk Hd Screw

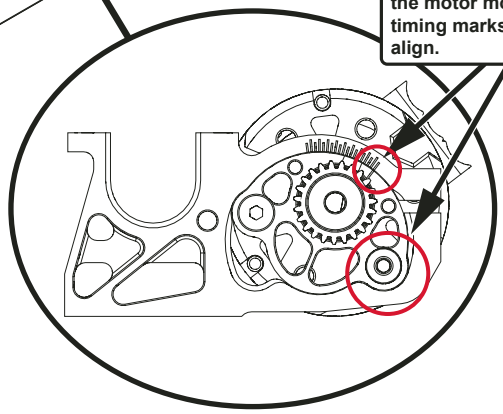
C x1
M3x 10 Button Hd Screw

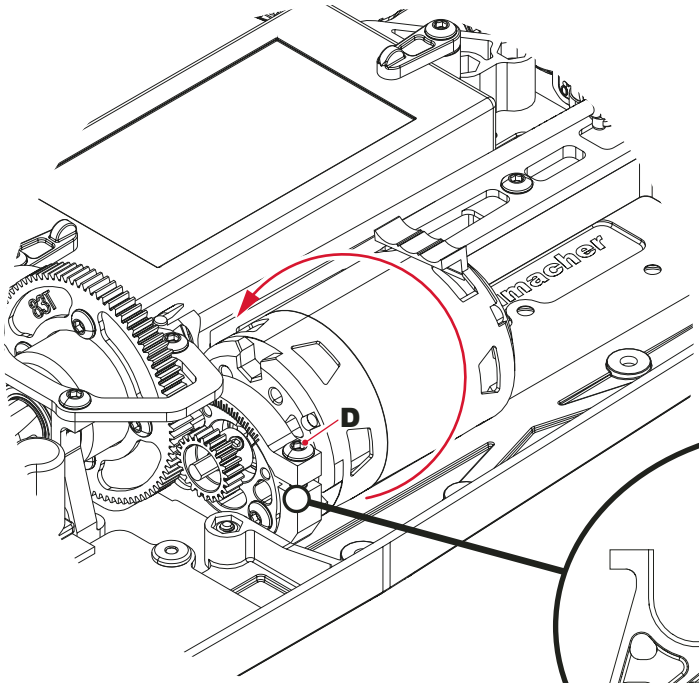
D x1
M3x 12 Button Hd Screw

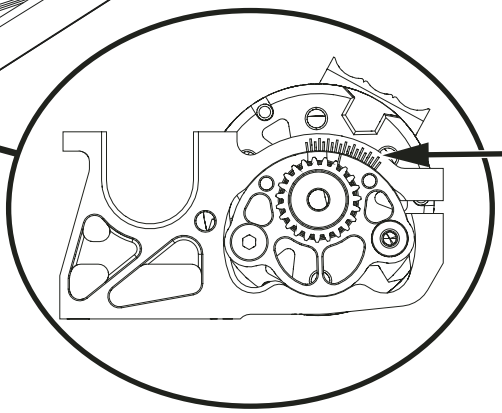




To insert motor eccentric into the motor mount, the eccentric boss must align with the radius on the motor mount. These timing marks will also align.







In order to mesh the motor, the eccentric must be rotated until the pinion and spur mesh correctly. Once the mesh has been set, tighten screw 'D'.

CAT PB

BAG D - Step 35b

A x1
M3x 6 Csk Hd Screw

B x1
M3x 4Grub Screw

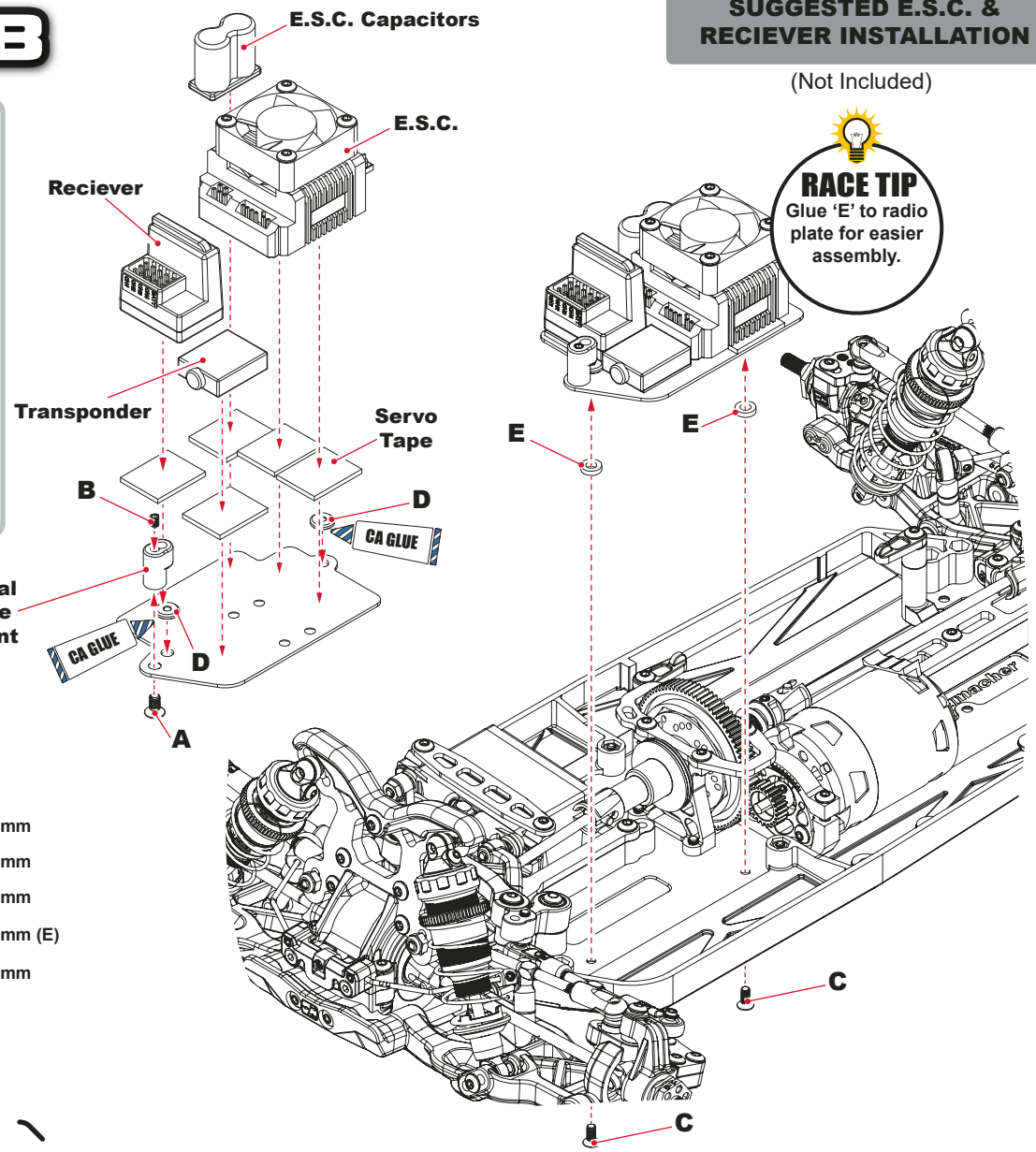
C x2
M2.5x 6 Csk Hd Screw

D x2
M2.5 Insert

E x2
M3 Black Spacer 1.5mm

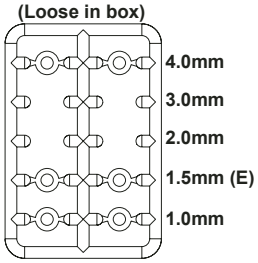
SUGGESTED E.S.C. & RECIEVER INSTALLATION

(Not Included)



RACE TIP
Glue 'E' to radio plate for easier assembly.

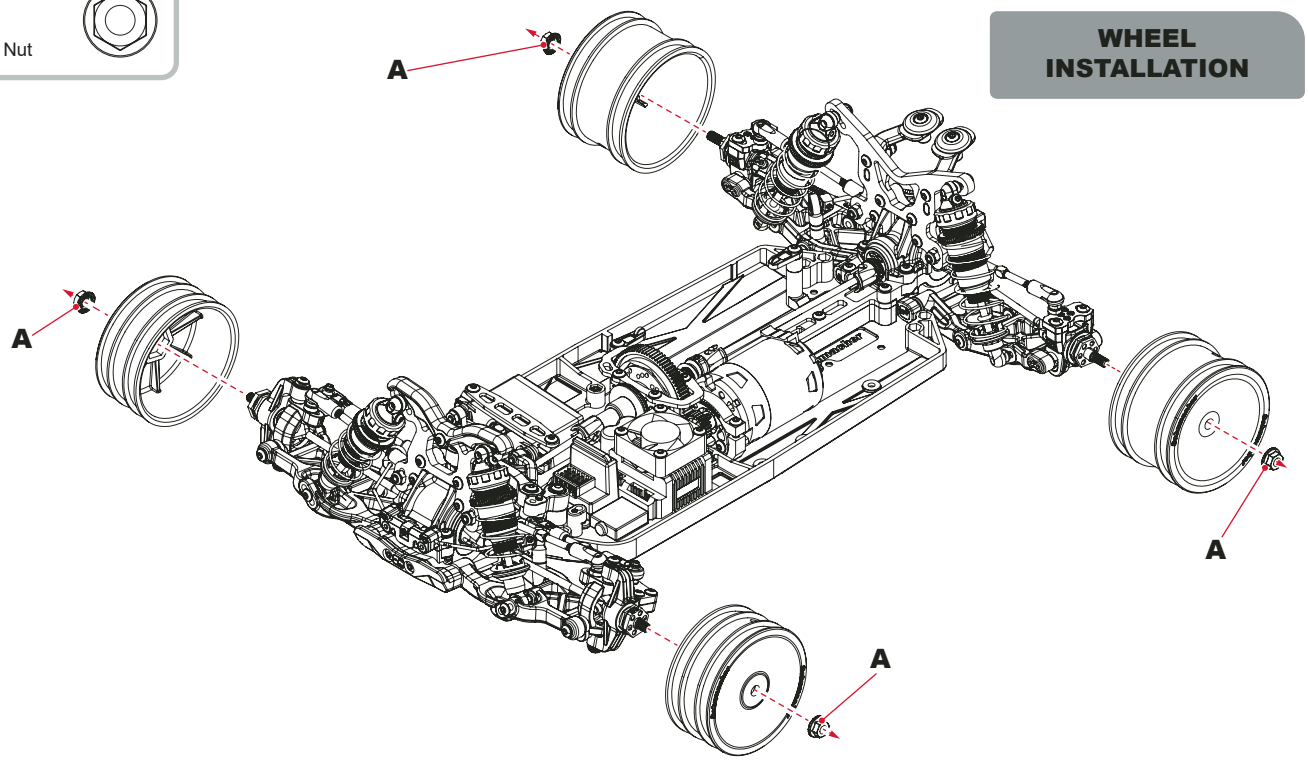
Black Spacer Sprue
(Loose in box)



BAG D - Step 35c

A x4
M4 Wheel Nut

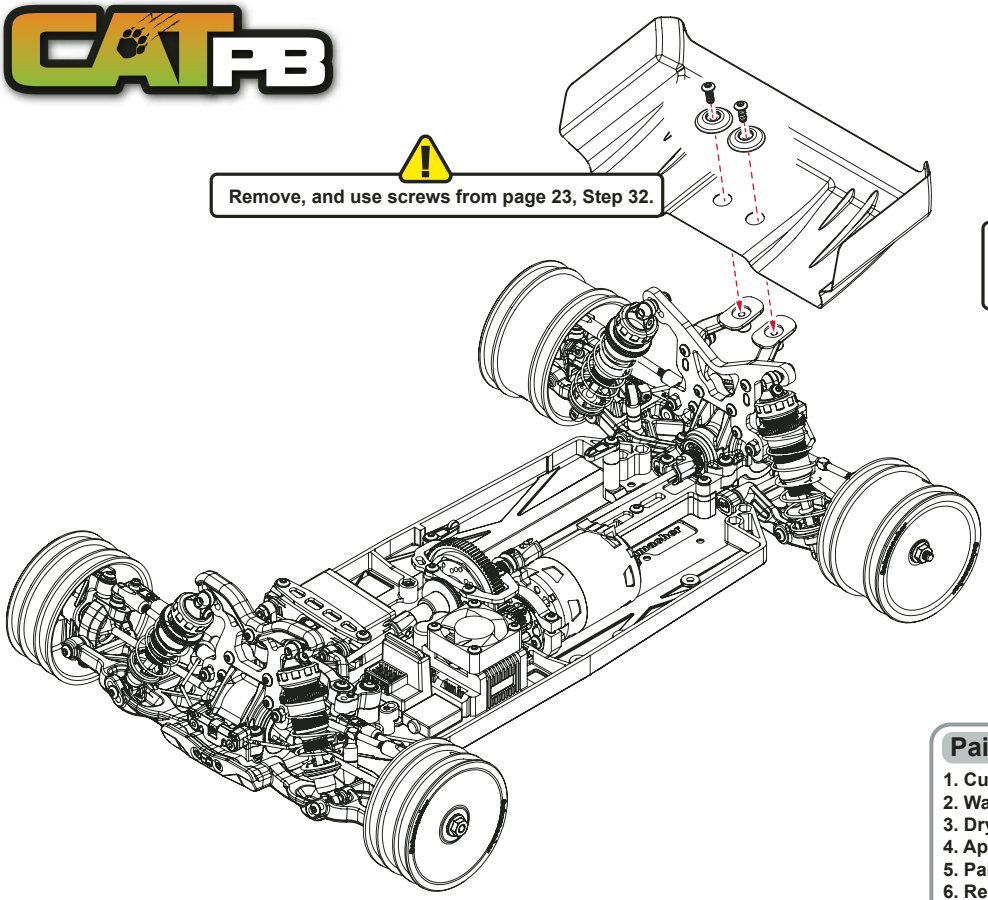
WHEEL INSTALLATION



CAT PB

WING & BODY INSTALLATION

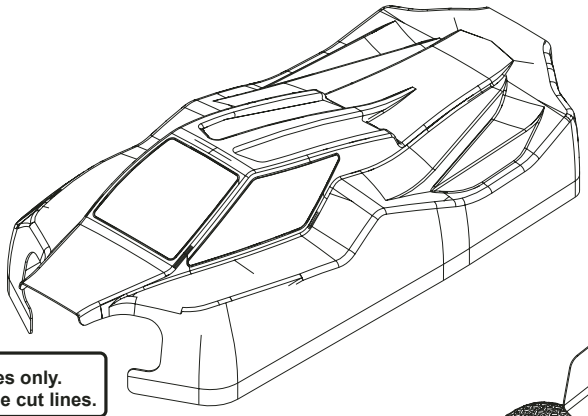
Remove, and use screws from page 23, Step 32.



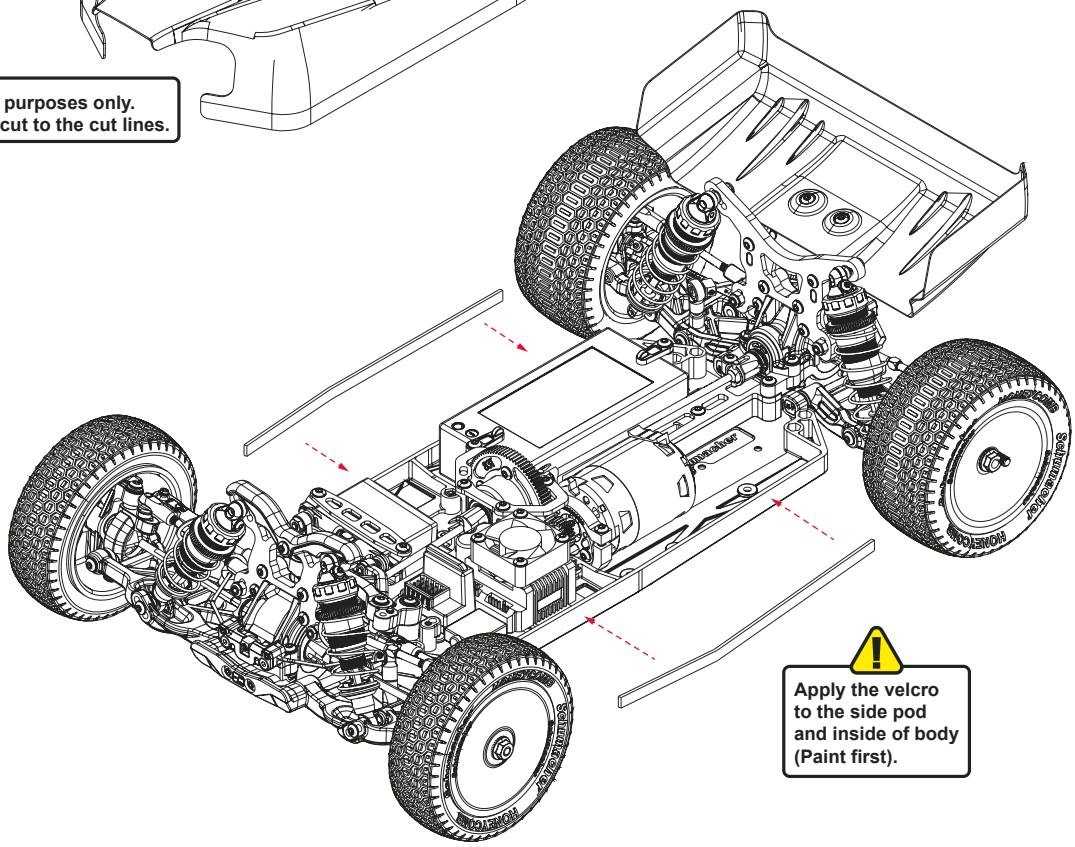
Before painting, drill two 8.0mm mounting holes. We recommend using a body reamer.

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.



Body shown for illustration purposes only. Use the included body and cut to the cut lines.



Apply the velcro to the side pod and inside of body (Paint first).

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)

Pre-Glued

Yellow Compound Tyres
White 12mm Hex Wheels

Front
U6791 - Mini Pin
U6793 - Mini Spike2
U6812 - Stagger Rib
U6834 - Mini Dart
U6841 - Cactus
U6874 - Honeycomb
U6893 - Mezzo
U6898 - Cactus Fusion 2

Rear
U6794 - Mini Spike2
U6806 - Mini Pin 2
U6818 - Mini Pin 1
U6835 - Mini Dart
U6839 - Cactus
U6875 - Honeycomb
U6891 - Mezzo

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.

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)

Wheels

White
U4366 - Rear (Pair)
U7469 - Rear (5 Pairs)
U4496 - Front (Pair)
U7468 - Front (5 Pairs)

Neon Yellow
U7460 - Rear (Pair)
U7461 - Rear (5 Pairs)
U7458 - Front (Pair)
U7459 - Front (5 Pairs)

Black
U4365 - Rear (Pair)
U4495 - Front (Pair)

Neon Orange
U8678 - Rear (Pair)
U8689 - Front (Pair)

Neon Green
U8677 - Rear (Pair)
U8688 - Front (Pair)

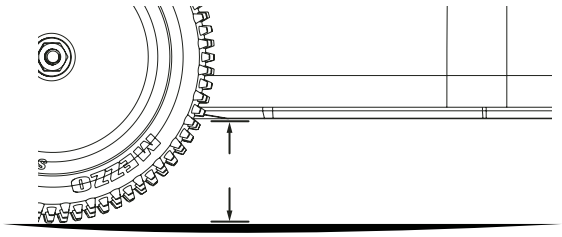
Neon Pink
U8679 - Rear (Pair)
U8690 - Front (Pair)

CAT PB

TRACK SETTINGS

RIDE HEIGHT

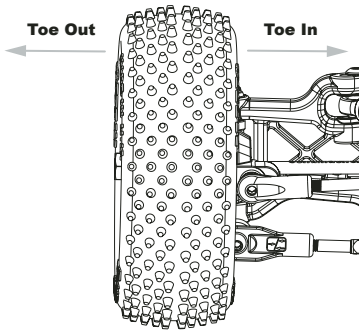
Use the spring adjusters on the shock absorbers to adjust the front and rear ride heights. With the car level, we recommend setting the ride height between 16-18mm on astro, 20-21mm on dirt and 12-14mm on carpet.
This is measured between the bottom of the chassis and the ground with the car in running 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. The chassis should be level when viewed from the side.
Adjusting the spring collars 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 06 Bag B - Step 10

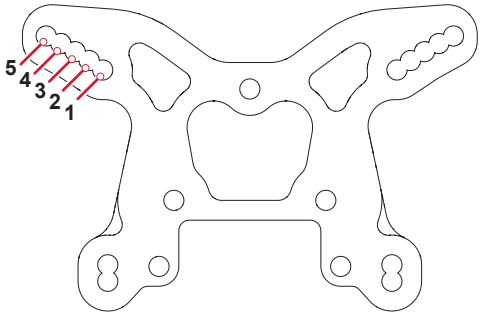
Front toe should be set to 0° (both front wheels pointing straight ahead) this will be the best setting for most track conditions.
Adding toe out will increase initial turn in and make it smoother to drive on power. The team generally run 1° toe out.



FRONT SHOCK MOUNT

See Page 10 Bag B - Step 16

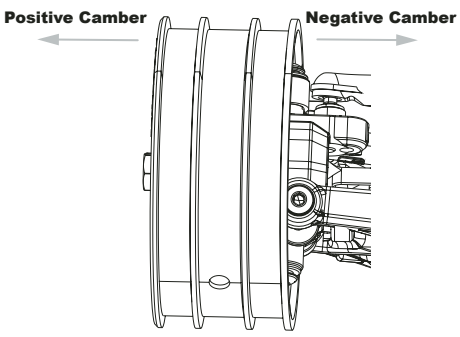
The kit setting on the front shock mount is position 3. Moving the shock outwards will make the car react faster and increase the initial steering response, it will however stiffen the suspension which may require an oil and spring change so that the cars suspension feels the same. Moving the shock inwards 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 06 Bag B - Step 10

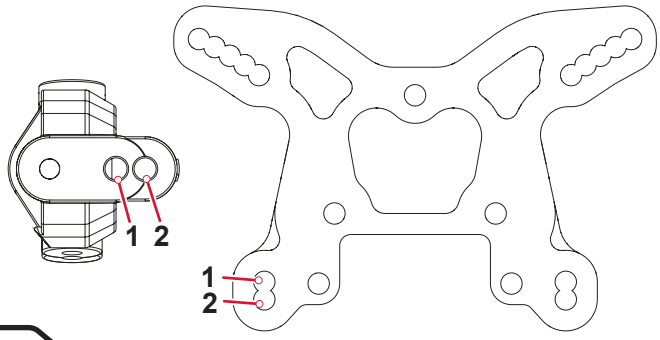
The usual team setting for static front camber is between -1.0° and -2.0° negative at ride height (the top of the wheel is leaning inwards towards the car). If more front grip is required, increase camber to between -2.0° and -2.5°.
When racing on high grip dirt, with squarer profile tyres, use between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



FRONT CAMBER LINKS

See Page 10 Bag B - Step 16
See Page 13 Bag C - Step 21

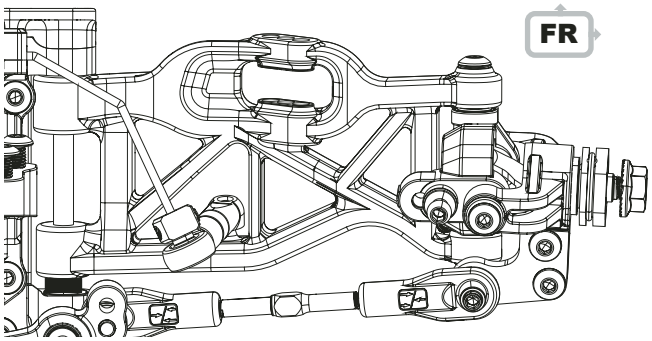
The kit setting for the front camber link is position 2 on the shock tower and position 1 on the yoke.
The length of the camber link can be reduced by moving the ballstud to position 2 on the yoke.
A shorter front link will make the car roll less and speed up the cars initial steering response. This 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 position 1. Raising this point will reduce grip to the front, making the car easier to drive.



FRONT WHEELBASE

See Page 16 Bag C - Step 23

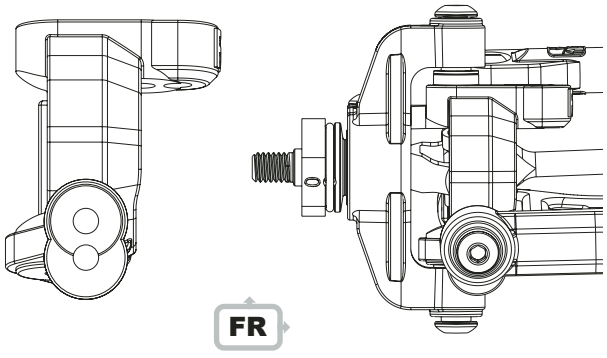
Moving the front wishbones backwards offers more load transfer when loading up the front going into the corner. This will promote more steering in general as there is more load over the front wheels. This change also means the drive shaft angle has increased, so naturally gives the car more drive. But all of that comes at the price of bump handling. A softer damper setup would be used in this case.



FRONT YOKE AND HUB HEIGHT

See Page 13/14 Bag C - Step 21
See Page 14/15 Bag C - Step 22

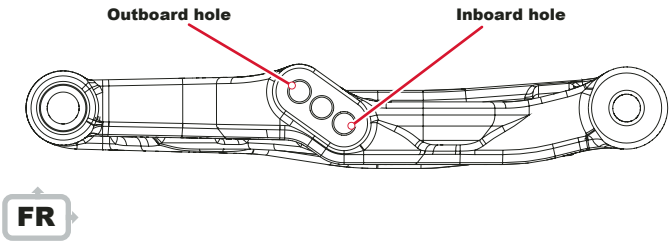
There are two ways to adjust axle height. The yoke holes move the axle height by 3.5mm. The axle height can also be adjusted by moving spacers between the hub and the yoke, to raise or lower the hub.
Changing the height of the yoke also changes the front link angle which can be compensated for using washers.
Raising the axle will increase on power steering, decrease initial steering and give a safer car under braking.
Lowering the axle will increase initial steering.
If the car is breaking traction out of corners it's a sign of the axle being too high or too much castor angle.



FRONT WISHBONE SHOCK MOUNTING HOLE

See Page 20 Bag D - Step 28

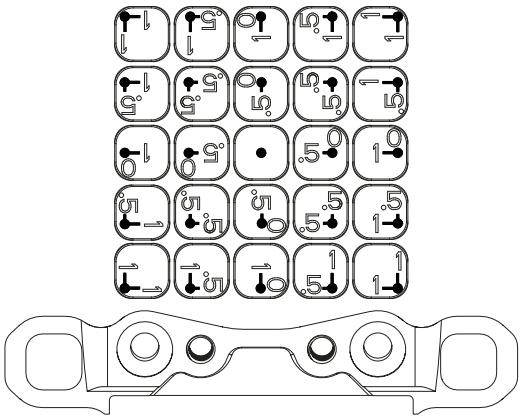
The middle hole on the wishbone is the standard setting for most tracks. Moving the shock to the outer hole makes the car more reactive and increases suspension stiffness. Using the inner hole makes the car less reactive. This setting also makes the front end softer. Changes to the springs and dampers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



FRONT ROLL CENTRE

See Page 16 Bag C - Step 23

Similar to the rear, it is possible to alter the suspension stiffness on the front of the CAT. The pill system provides 0.35mm increments, allowing for 0.7mm of change overall. Raising the pin raises the roll centre, stiffening the car in roll which will make it pull more from the front out of the corner, giving a more responsive feeling and better drive from the front end. On the contrary, lowering the pin using the pills will provide an overall smoother front end feeling.



FRONT & REAR HEX WIDTH

See Page 15 Bag C - Step 22 & Page 18 Bag C - Step 25

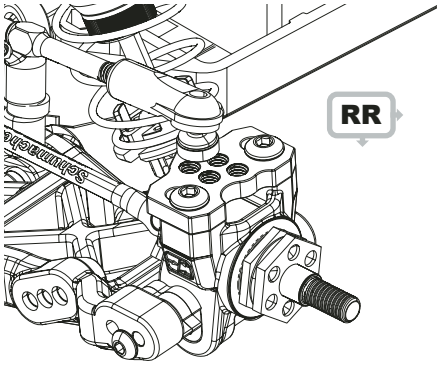
The base setting gives the best balance between steering and stability. Using a wider front hex will make the car more aggressive. Using a wider rear hex will help with more forward drive and initial turn in. Narrowing the rear will give more on power steering and increase side traction.

FRONT HEX OPTIONS

Part Number	Hex	Car Width Change
U8619	-2.00	2.0mm Narrower
U8429	-1.50	1.0mm Narrower
U9217	-1.00	Kit Build
U7646	-0.75	0.5mm Wider
U7398	0.00	2.0mm Wider
U7402	0.75	3.5mm Wider

REAR HEX OPTIONS

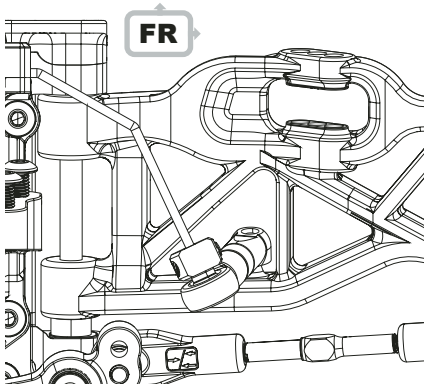
Part Number	Hex	Car Width Change
U8619	-2.00	1.0mm Narrower
U8429	-1.50	Kit Build
U9217	-1.00	1.0mm Wider
U7646	-0.75	1.5mm Wider
U7398	0.00	3.0mm Wider
U7402	0.75	4.5mm Wider
U8543	1.50	6.0mm Wider



FRONT AND REAR INNER TRACK WIDTH

See Page 19 Bag C - Step 26 & Page 16 Bag C - Step 23

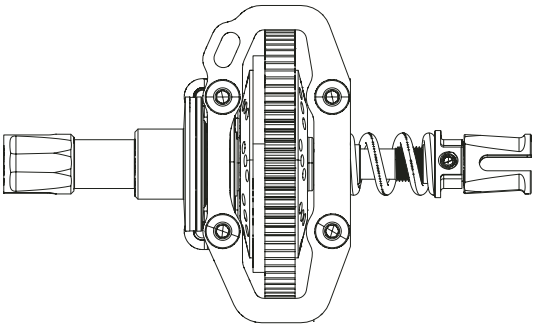
The track width can be adjusted by changing the pills in the suspension mounts/straps. The pill system offers incremental width adjustments of 0.35mm per side or 0.7mm total. It is possible to increase/decrease the rear track width, while maintaining the same rear toe angle in most cases.
Widening the track width on the front of the car will provide less roll and flatten the CAT in the corners.
Narrowing the track width on the front of the car will provide more roll and make the CAT gain a little more mid corner steering.
Widening the track width on the rear of the car will provide more support out of the corner to stop the rear suspension collapsing. It will also help the cars initial turn in.
Narrowing the track width on the rear of the car will provide more roll which will reduce the rear wheels lifting on corner entry. If the CAT is lifting both wheels on one side then narrowing the track width will reduce this also.



SLIPPER & F.A.B.

See Page 24 Bag D - Step 33

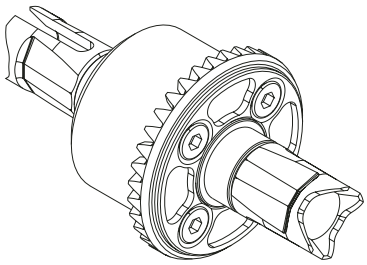
The front adjustable brake (F.A.B.) should be set tight with a small amount of slip to stop the car loading up the front too much and causing grip roll. As you loosen the F.A.B. you will get more initial steering but reduced braking.
On most tracks it is best to start with the slipper on a LOOSE setting, and gradually tighten the spring tension until you achieve the most consistent drive away from turns wihtout spinning the car or pulling wheelies. Make sure you still have enough drive when launching the car from the up ramps. WARNING, do not run the slipper too loose as it could melt the plastic spur gear, also too tight may damage the transmission parts.



GEAR DIFFERENTIAL

See Page 04 Bag A - Step 09
See Page 06 Bag A - Step 09

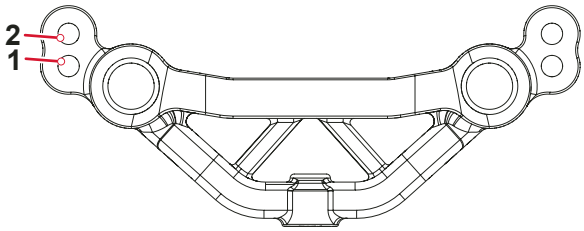
Geared Diffs can give variable driving characteristics. The handling of the diff is tuned by changing the oil. A recommended starting point is 12,000 cSt (CR229).
Recommended option oils would be 10,000 cSt (CR222) and 7,000 cSt (CR221).
Running 4 gears will give less drive and off power steering. It will also make the car drive out of the corner with a smoother arc. A 2 gear diff will make the car drive out of the corner squarer and feel like it has more drive. 2 gear diffs are also more aggressive on steering and rotation. Use 7,000cSt on high grip tracks, if you start spinning a wheel on power, go up on oil until it stops.
We recommend changing the oil less often when running 4 gears.



ACKERMANN

See Page 12 Bag C - Step 19

The Ackermann plate has two settings available, one forward and one rearward. The rear hole will give more on power and mid corner steering whereas the forward hole gives more initial steering and then is smoother on corner exit.

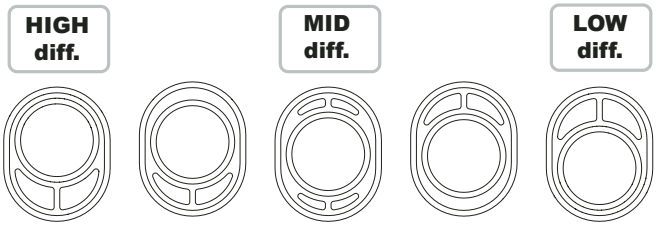


DIFFERENTIAL HEIGHT

See Page 10 Bag B - Step 15

The base diff height setting is MID at the rear and MID at the front.
Lowering the rear diff increases the traction in low grip conditions like on dirt surfaces.
Lowering the front diff increases traction but has the additional affect of increasing steering.
Running the diff high on carpet will help remove side grip.
On more open tracks a lower diff will help increase corner speed.

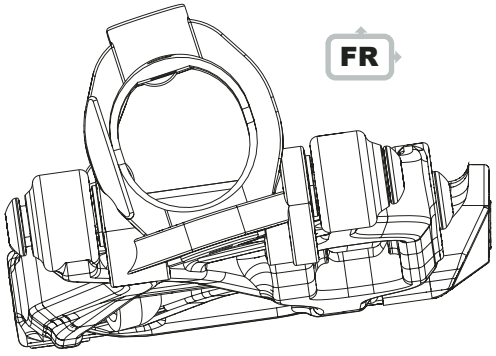
IMPORTANT - Ensure the diff pinion insert height matches the diff insert for height.



FRONT YOKE

See Page 13 Bag C - Step 21

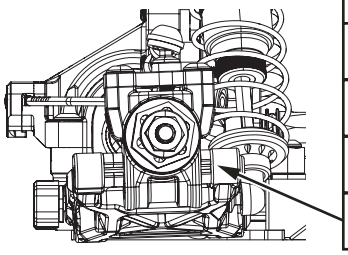
The kit build uses Medium Flex 10 degree yokes, with options of 6, 8 and 10 degree alloy versions. When using one of the alloy options the team generally uses 8 degreee yokes.
Decreasing the angle offers more initial steering and on power stability. Increasing the angle increases stability into the corner and gives more on power steering. More caster improves bump handling.



REAR HUB HEIGHT

See Page 17 Bag C - Step 24

The rear hub height is the relative distance between the hinge pin in the outer wishbone and axle centre. The kit setting is '3' in the low option which means the axle is in its closest position to the hinge pin. Raising the axle (relative to the hinge pin) will stiffen the wheel stiffness. When doing so, it is possible that other areas of the suspension will need to be softened, for example, lowering the inner hinge pin. Raising the axle can provide more forward drive and initial steering as the wheel is being stiffened. As mentioned in step 24A, the droop setting will need to be adjusted as well as the up-travel using 'O' rings. Lowering the axle, making it closer to the hinge pin, will soften the wheel stiffness – allowing the wheel to roll more and make the car easier to drive.



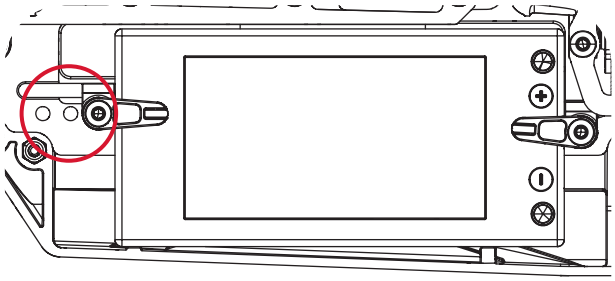
Suspension Inserts	Hub Height
3	0.0mm
2	+0.5mm
1	+1.0mm
0	+1.5mm
1	+2.0mm
2	+2.5mm
3	+3.0mm

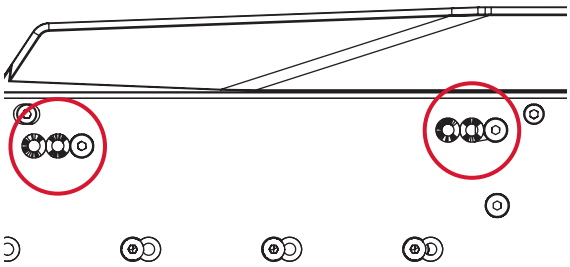
KB
KB

LIPO POSITION

See Page 22 Bag D - Step 31

There are 3 shorty LiPo positions to fine tune the chassis balance. The team generally run the forward position as it gives the best balance. Sometimes it is moved back to calm down the rear of the car.





ANTI-ROLL BARS (SWAY BARS) *Options

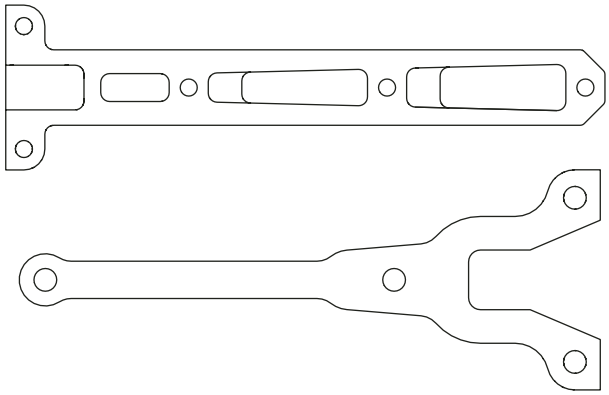
See Page 20 Bag D - Step 28
See Page 21 Bag D - Step 29

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. Softening the front bar will allow the front to roll into the corner more and give the feeling of more initial steering. You may find you lift up a rear wheel so you may need to change it back or soften the rear bar. A stiffer front bar will smooth out the steering and can be used to reduce grip roll due to it scrubbing off some grip.
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.

TOPDECKS

See Page 07 Bag B - Step 12

The brace stiffeners that are attached to the braces can be used to adjust the flex of the chassis. The team have found that running a softer rear brace to be the best option so far. You can achieve this by removing some of the forward screws which hold it onto the brace. There is an option for an S2 stiffener If you wish to find a medium setting.



CAT PB

GEAR RATIO (2.50:1)

See Page 24 Bag D - Step 33

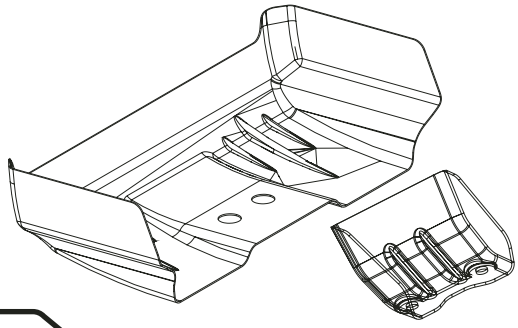
	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
71							8.87	8.45	8.06	7.71	7.39	7.10	6.82	6.57	6.33	6.12	5.91	5.72	5.54	5.37	5.22
72						9.47	9.00	8.57	8.18	7.82	7.50	7.20	6.92	6.66	6.42	6.20	6.00	5.80	5.62	5.45	5.29
76		12.66	11.87	11.17	10.55	10.00	9.50	9.04	8.63	8.26	7.91	7.60	7.30	7.03	6.78	6.55	6.33	6.12	5.93	5.75	
78	13.92	13.00	12.18	11.47	10.83	10.26	9.75	9.28	8.86	8.47	8.12	7.80	7.50	7.22	6.96	6.72	6.50	6.29			
80	14.28	13.33	12.50	11.76	11.11	10.52	10.00	9.52	9.09	8.69	8.33	8.00	7.69	7.40	7.14	6.89					
82	14.64	13.66	12.81	12.05	11.38	10.78	10.25	9.76	9.31	8.91	8.54	8.20	7.88	7.59							
83KB	14.82	13.83	12.96	12.20	11.52	10.92	10.37	9.88	9.43	9.02	8.64	8.30	7.98								

Tooth Sum 91 Minimum to 109 Maximum

REAR WING & FRONT WINGS *Options

See Page 29 Bag D - Step 35

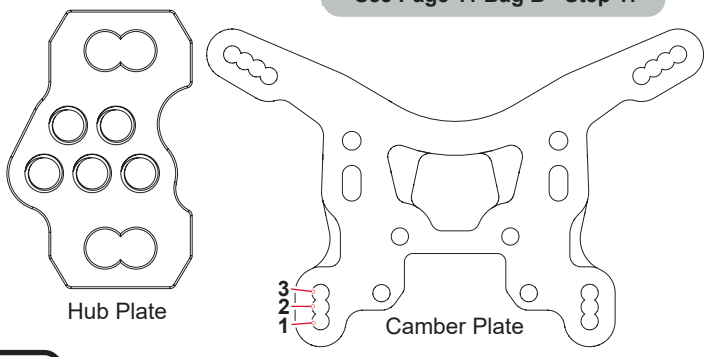
Both the front and rear wings will add downforce to the car. Trimming the gurney on the rear wing will reduce the downforce.
If the front of the car goes high over the jumps cut away the gurney on the rear wing until stable flight is achieved. Adding the front wing will increase front downforce and help keep the nose down when jumping.



REAR CAMBER LINK

See Page 17 Bag C - Step 24
See Page 11 Bag B - Step 17

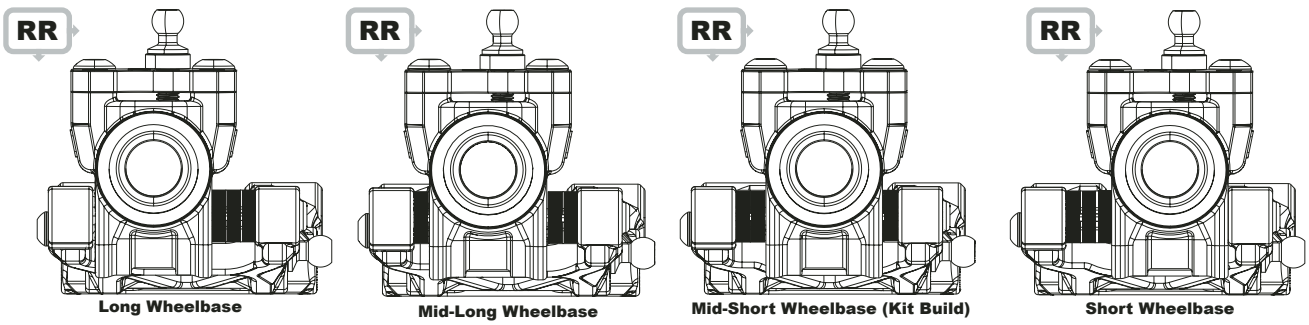
The kit setting for the rear camber link is the best compromise for most tracks. The outboard link option on the camber plate gives good stability and straight line traction while allowing the rear of the car to free up on high speed turns. This reduces power on understeer on high grip tracks. Shortening 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 17 Bag C - Step 24

The CAT PB has 4 wheelbase options at the rear, short, mid-short, mid-long and long. The adjustment is provided by re positioning the kwik clips 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.



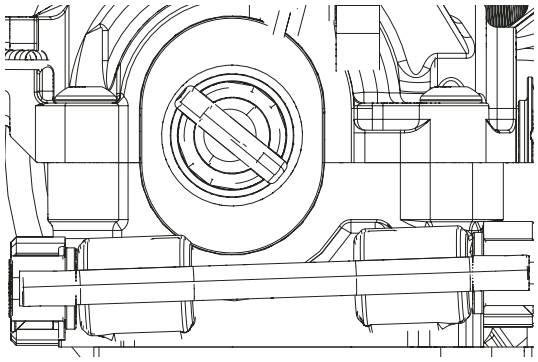
Long Wheelbase | Mid-Long Wheelbase | Mid-Short Wheelbase (Kit Build) | Short Wheelbase

CAT PB

REAR ROLL CENTRE

See Page 19 Bag C - Step 26

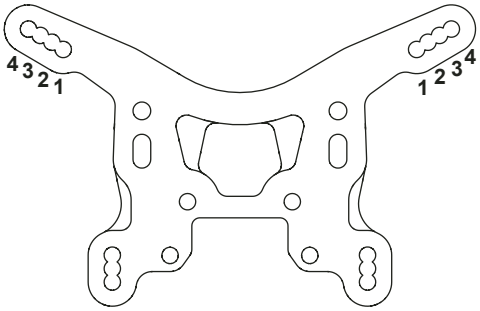
Both of the rear straps are built in the kit to the High position with the arrows up ^^. This position is 2mm higher than if you ran with the arrows down while using the same pills. Running the position in the high setting is the stiffer of the two settings and lower is softer in regards to roll.
You would run the rear roll centre in the lower setting if you wished for the rear suspension to roll more which will help with the balance of the cat if the rear is staying to flat or lifting a wheel. This also another way to gain some more on-power/exit steering and in turn reducing initial/Entry steering. Using the straps both in the high position as kit will make the car more responsive and from the rear and stiffen the suspension in roll. With the pills you can make small adjustments to the roll centre also, this allows you to avoid large changes if you only need a minor change.



REAR SHOCK MOUNT

See Page 11 Bag B - Step 17

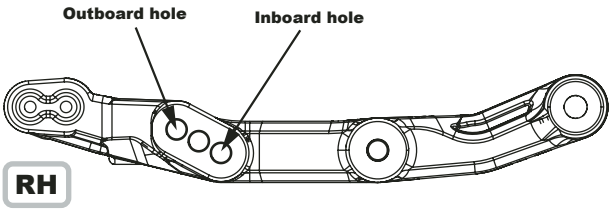
The Third hole on the shock mount (3) gives best all round results. Moving the shock to the inboard position increases on power steering and reduces initial steering. Moving the shock to the outer holes will stiffen the suspension, increasing initial steering and forward drive but could cause the rear wheel lifting. Moving the shock to these holes may require an oil or spring chanvge to maintain the suspension performance.



REAR WISHBONE SHOCK MOUNTING HOLE

See Page 18 Bag C - Step 25

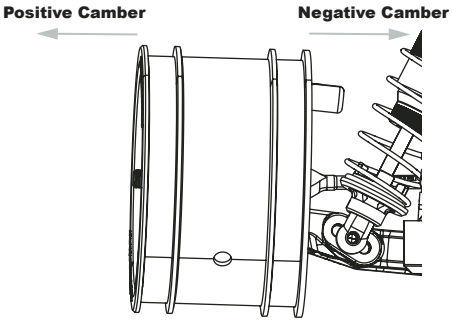
The middle hole works best for most track conditions giving good traction and drive through the turns whilst maintaining good stability over the bumps. Moving to the outer hole on the wishbone will decrease traction but will allow the rear to free up more in the turns. This setting would usually only get used on high grip tracks and when moving the shock out you may have 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 CAMBER

See Page 06 Bag B - Step 10

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.



CAT PB

PILL SETTINGS

REAR TOE

'C' Mount (columns) / 'D' Mount (rows)

	2.0	1.5	1.0	0.5	0.0
	2.5	2.0	1.5	1.0	0.5
	3.0	2.5	2.0	1.5	1.0
	3.5	3.0	2.5	2.0	1.5
	4.0	3.5	3.0 KB	2.5 KB	2.0

The base setting for rear toe in is 3°, this is a good compromise between forward traction and the car binding in the turns. This setting is fine for most tracks. You can alter the toe in by changing the toe in inserts. If you are running too much toe in, your car may suffer from instability at high speeds. Decreasing the toe in will reduce forward traction but will free the car up in the turns. Usually the team use less toe in on high grip tracks and more for low grip tracks.
A good starting position is 1.5° on carpet and 4.0° on low grip dirt and wet astro.
The eight blocks have indicators on top of them to show the amount of toe-in each one has. The range is 0.5° to 4.0°.

RAKE (KICK UP)

The kit is built with 8 degrees front rake, using the pills it is possible to down to 6 and up to 10 degrees. Reducing the front rake angle to a lesser degree will soften the car in roll and smoothen out the steering initially but will maybe make the car feel unsafe/grabby when you get to the middle of the corner.
Running a narrower hinge pin setting will not only reduce the track width but soften the front suspension in roll. This will make the car a generate a roll and also have little too much mid corner steering. By going wider will offer more stability and help keep the car flatter in the corner.

'A' Mount (columns) / 'B' Mount (rows)

	8.0	8.5	9.0	9.5	10.0
	7.5	8.0	8.5	9.0	9.5
	7.0	7.5	8.0 KB KB	8.5	9.0
	6.5	7.0	7.5	8.0	8.5
	6.0	6.5	7.0	7.5	8.0

ANTI-SQUAT

'C' Mount (columns) / 'D' Mount (rows)

	2.0	2.5	3.0	3.5	4.0
	1.5	2.0	2.5	3.0	3.5
	1.0	1.5	2.0 KB KB	2.5	3.0
	0.5	1.0	1.5	2.0	2.5
	0.0	0.5	1.0	1.5	2.0

The Kit build anti squat is set at 2°. This works best on most tracks, and with the included parts can be increased or decreased. Generally less anti squat allows the suspension to work better over the large bumps and gives more power on steering. Reducing the anti squat makes the car handle better over small ripples, but not so good on the tracks with large bumps.

CAT PB

SPARES LIST

Chassis Parts

U122 Velcro 1/2metre x 16mm.
U7335 Wire Clamp Mouldings 3pcs - L1/EVO/R
U7339 Front Carpet Protector - LD/2/3,L1/EVO/R
U7952 Wing Mount Mouldings - LD2/3,L1 EVO/R,C2W
U9209 Manual - CAT PB
U9237 Front Transmission Housings - CAT PB
U9238 Rear Transmission Housings - CAT PB
U9242 Alloy Chassis - CAT PB
U9244 Front Bumper - CAT PB
U9247 Chassis Brace Set - CAT PB
U9250 Side Pods (pr) - CAT PB
U9251 Lipo Mounting - CAT PB
U9254 Servo Arms - CAT PB
U9257 Motor Mount - CAT PB
U9258 Motor Mount Eccentric - CAT PB
U9270 Servo Mount (pr) - CAT PB
U9279 C/F Front Top Deck - CAT PB
U9280 C/F Rear Top Deck - CAT PB
U9281 S2 Front Shock Mount - CAT PB
U9282 S2 Rear Shock Mount - CAT PB
U9283 C/F Servo Brace - CAT PB
U9284 C/F FAB Top Plate - CAT PB
U9285 C/F Diff Top Plate - CAT PB
U9286 C/F Radio Tray - CAT PB

Bodies & Decals

AX037 Aerox Trident Wing LD3 - 1.0mm Clear
JC0689 JConcepts S2 CAT PB Body
JC0689L JConcepts S2 CAT PB Body LightWeight
U9210 Decal - CAT PB
U9317 Front Wing - CAT PB
U8586 Schumacher Pre-Cut Decal Sheet - Black - pk2
U8587 Schumacher Pre-Cut Decal Sheet - Neon Blue - pk2
U8588 Schumacher Pre-Cut Decal Sheet - Neon Green - pk2
U8589 Schumacher Pre-Cut Decal Sheet - Neon Orange - pk2
U8590 Schumacher Pre-Cut Decal Sheet - Neon Pink - pk2

Suspension

U3708 Kwik Clips 2.4 x 2.0mm (pk4) - 2WD/4WD
U4223 Turnbuckle Adjuster HTT - 45mm - pr
U4274 Pro Ball Stud Short - pk4
U4275 Pro Ball Stud Long - pk4
U4297 Turnbuckle HT - 30mm - pr
U4299 Turnbuckle HT - 52mm - pr
U4707 Short Ball Grippa - Grey (pk8)
U4850 Low Ball Stud pk4
U7367 Rod End Ball Wide & Socket pr - L1/EVO/R,ST/2
U7385 Alloy Roll Bar Ball (Dia 5.5mm) pr - L1/EVO/R
U7386 Front Roll Bar Set 7pcs - L1/EVO
U7659 ARB Mounting Collar - LD/2/3,L1 EVO/R,ST/2
U7988 Yokes Med Flex 10 Deg - CAT L1/EVO/R
U8259 Roll Bar Socket - Mi8,FT8,FT9,Mi9 (pk4)
U8297 Alloy Rear Hub Plate - L1R, ST2, LD3 (pr)
U8321 Ball Sockets Pro - Grey (pk8)
U8400 5.5mm Long Socket - L1R, ST2, LD3 (4 pcs)
U8411 Front Hub Carriers - L1R (pr)
U8420 Pivot Bush - L1R (4 pcs)
U8436 Front Roll Bar Set - Soft - L1/EVO/R (4 pcs)
U8437 Front Roll Bar Set - Hard - L1/EVO/R (3 pcs)
U8612 Rear Wishbones Med Flex - LD3
U8613 Rear Outboard Pivot Pin (pr) - LD3
U8614 Rear Inboard Pivot Pin (pr) - LD3
U8805 Pivot Bush 2mm - L1R (pr)
U8814 C/F Recon Steering Arm 2 Notch - L1R (pr)
U9211 FR Suspension Strap - CAT PB
U9214 RF Suspension Strap - CAT PB
U9215 5.5mm Ball Stud Long (pr) - CAT PB
U9216 5.5mm Ball Stud Short (pr) - CAT PB
U9241 Front Wishbones Med Flex (pr) - CAT PB
U9243 Rear Hub Carrier (pr) - CAT PB
U9245 ARB Mount (pr) - CAT PB
U9248 Radius Arm (pr) - CAT PB
U9249 Centre Track Rod - CAT PB
U9255 FF Suspension Strap - CAT PB
U9256 RR Suspension Strap - CAT PB
U9259 Steering Pivot (pr) - CAT PB
U9275 Front Pivot Pin (pr) - CAT PB
U9276 CTR Spacer (pr) - CAT PB
U9287 Suspension Strap Inserts (14pcs) - CAT PB
U9288 Rear Hub Carrier Inserts (8pcs) - CAT PB

Transmission

U3311 Axle Spacers 5x7 2prs - Off Road
U3351 Gear; 83t Spur - Slipper
U3364 Slipper Pad; PTFE Octagon pr - Off Road
U3834 Driveshaft Pivt;Pin;Screw-Mi4-Mi6/SVR,KR,LD/2/3,ST
U7065 Slipper Spring Twin Plate - 2WD/4WD
U7624 Diff Cross Pin - LD/2/3,L1 EVO,ST/2,FT
U7785 Diff End Float Shim 0.10mm (pk10)
U8429 Alloy Wheel Hex 4.5mm (-1.5) pr - L1R,LD3D
U8600 V4 Diff Thrust Race - KR,KD,LD/2/3,ST/2
U8627 CVD Rear Bone 69.5mm (pr) - LD3D
U8691 CVD Rear Driveshafts -2mm (pr) - L1R
U8694 Bearing Spacer -2mm (pr) - L1R
U8704 UJ Rear Driveshaft -2mm (pr) - L1R
U9217 Alloy Wheel Hex 5mm (-1) (pr) - CAT PB
U9218 Front Centre Driveshaft (51mm) - FAB - CAT PB
U9219 Front Centre Driveshaft (67mm) - Diff - CAT PB
U9221 FAB One Way Output - CAT PB
U9225 UJ Front Driveshaft Assembled (pr) - CAT PB
U9229 Differential Pinion Gear - CAT PB
U9230 Differential Crown Wheel - CAT PB
U9231 Differential Rebuild Kit - CAT PB
U9232 Diff Gasket (pk3) - CAT PB
U9234 Diff Output - CAT PB
U9235 Diff Body + Cover - CAT PB
U9236 Diff Input - CAT PB
U9239 Diff Insert (pk6) - CAT PB
U9240 Pinion Diff Insert (pk3) - CAT PB
U9246 Layshaft Bearing Insert - CAT PB
U9252 83T Centre Diff Spur Gear - CAT PB
U9253 Centre Diff Body + Cover - CAT PB
U9261 Slipper Spring Seat - CAT PB
U9262 Slipper Plate - CatPB
U9263 Slipper Adjuster - CatPB
U9264 Layshaft - CAT PB
U9265 FAB Drive Washer (pr) - CAT PB
U9267 FAB Thrust Washer - CAT PB
U9268 FAB Drive Hub - CAT PB
U9269 Centre Transmission Front Mount - CAT PB
U9277 FAB Slipper Disk (pr) - CAT PB
U9278 Diff Output Pin (pr) - CAT PB
U9311 Centre Diff Complete - CAT PB
U9327 FAB Spring - CAT PB
U9330 Third Slipper Plate - CAT-PB
U9332 Rear Centre Driveshaft (92mm) - FAB - CAT PB
U9333 Rear Centre Driveshaft (111.5mm) - Diff - CAT PB

Bearings & Balls

U2698 Ball Bearing - 5x10x4 Red Seal - (pr)
U2699 Ball Bearing - 10x15x4 Red Seal - (pr)
U3075 Ball Bearing - 4x8x3mm Red Seal - (pr)
U3136 Ball Bearing - 5x8x2.5 - Shield (pr)
U4318 Ball Bearing - 5x10x3 Red Seal - (pr)
U7328 Ball Bearing - 5 x 11 x 4 Red Seal - (pr)
U8274 Ball Bearing 5x12x4 Red Seal (pr)
U9204 Ball Bearing - 3x7x3 Red Seal (pr)
U9207 Ball Bearing - 10x15x4 Red Seal Flanged (pr)

Big Bore Shocks & Springs

U3667 Big Bore Shock; Rebuild Kit - Off Rd pk4
U4508 Big Bore Pro Bush - Off Road
U4702 Shock Seal Housing V2 - Big Bore pr Off Road
U7388 Alloy Med Shock Body pr - LD/2/3,L1/EVO/R
U7389 Alloy Long Shock Body pr - LD/2/3,L1/EVO/R,ST/2
U7390 Alloy Spring Adjuster pr - LD/2,L1/EVO/R,ST/2
U7431 Rod End Socket (Dia 5.5mm) (pk4)
U7625 Spring Hanger Low pr - LD/2/3,L1 EVO/R
U7630 Shock Piston Support pr - LD/2/3,L1 EVO/R,ST/2
U7632 Tapped Shock Shaft; Med pr - LD/2/3,L1 EVO/R
U8426 Tapped Shock Shaft; Long (+1.2mm) - L1R,LD3 (pr)
U8555 Moulded Shock Top (pr) - ST2, LD3
U9306 Big Bore Piston - Tapered - 2H 1.6mm (pr) - CAT PB
U9307 Big Bore Piston - Tapered - 2H 1.8mm (pr) - CAT PB
AX084 Low Response Spring; Med Green - 3.4 lb/in (pr)
AX085 Low Response Spring; Med Blue - 3.7 lb/in (pr)
AX086 Low Response Spring; Med Black - 4.0 lb/in (pr)
AX087 Low Response Spring; Med Orange - 4.3 lb/in (pr)
AX088 Low Response Spring Tuning Set Med 4prs
AX089 Low Response Spring; Long White - 1.8 lb/in (pr)
AX090 Low Response Spring; Long Red - 2.0 lb/in (pr)
AX091 Low Response Spring; Long Green - 2.2 lb/in (pr)
AX092 Low Response Spring; Long Blue - 2.4 lb/in (pr)
AX093 Low Response Spring Tuning Set Long 4prs

CAT PB

SPARES LIST

Big Bore Shocks & Springs (Cont.)

AX093 Low Response Spring Tuning Set Long 4prs
AX107 High Response Spring; Med Green - 3.4 lb/in (pr)
AX108 High Response Spring; Med Blue - 3.7 lb/in (pr)
AX109 High Response Spring; Med Black - 4.0 lb/in (pr)
AX110 High Response Spring; Med Orange - 4.3 lb/in (pr)
AX111 High Response Spring; Long Red - 2.0 lb/in (pr)
AX112 High Response Spring; Long Green - 2.2 lb/in (pr)
AX113 High Response Spring; Long Blue - 2.4 lb/in (pr)
AX114 High Response Spring; Long Black - 2.6 lb/in (pr)
AX115 High Response Spring Tuning Set Med 4prs
AX116 High Response Spring Tuning Set Long 4prs
CR177 CORE RC Big Bore Spring Tuning Set; Med 7prs
CR178 CORE RC Big Bore Spring Tuning Set; Long 7prs
CR179 Big Bore Spring; Med White - 2.8 pr
CR180 Big Bore Spring; Med Red - 3.1 pr
CR181 Big Bore Spring; Med Green - 3.4 pr
CR182 Big Bore Spring; Med Blue - 3.7 pr
CR183 Big Bore Spring; Med Black - 4.0 pr
CR184 Big Bore Spring; Long White - 1.8 pr
CR185 Big Bore Spring; Long Red - 2.0 pr
CR186 Big Bore Spring; Long Green - 2.2 pr
CR187 Big Bore Spring; Long Blue - 2.4 pr
CR188 Big Bore Spring; Long Black - 2.6 pr
CR635 Big Bore Spring; Med Orange - 4.3 pr
CR636 Big Bore Spring; Med Yellow - 4.6 pr
CR699 Big Bore Spring; Long Orange - 2.8 pr
CR700 Big Bore Spring; Long Yellow - 3.0 pr
CR808 High Response Spring; Long Red - 2.0 lb/in (pr)
CR809 High Response Spring; Long Green - 2.2 lb/in (pr)
CR810 High Response Spring; Long Blue - 2.4 lb/in (pr)
CR811 High Response Spring; Long Black - 2.6 lb/in (pr)
CR812 High Response Spring Tuning Set Long 4prs
CR831 High Response Spring; Med Green - 3.4 lb/in (pr)
CR832 High Response Spring; Med Blue - 3.7 lb/in (pr)
CR833 High Response Spring; Med Black - 4.0 lb/in (pr)
CR834 High Response Spring; Med Orange - 4.3 lb/in (pr)
CR835 High Response Spring; Med Yellow - 4.6 lb/in (pr)
CR836 High Response Spring; Med Purple - 4.9 lb/in (pr)
CR837 High Response Spring; Med Grey - 5.2 lb/in (pr)
CR838 High Response Spring Tuning Set Med 7prs

Hardware

CR024 CORE RC - Serrated M4 Steel Wheel Nut pk4
U122 Velcro 1/2metre x 16mm.
U1550 SPEED PK-Socket Wrenches-1.5/2.0/2.5/3.0mm
U1633 SPEED PACK - Small Pins (pk)
U1960 SPEED PACK - O Rings; Various
U3021 SPEED PACK - M3x6 Csk Hd - (pk10)
U3022 SPEED PACK - M3x8 Csk Hd - (pk10)
U3023 SPEED PACK - M3x10 Csk Hd - (pk10)
U3572 SPEED PACK - M3x14 Grub Screw pk4
U4110 Off Road Shock O Ring 1/8 Silicone Pk 8
U4210 SPEED PACK - Pinion Grub Screw Set pk10
U4220 'O' Ring 9.0x1.0 (pk10)
U4350 Shims 5 x 7 x 0.1mm - pk8
U4650 SPEED PACK - M3 Nyloc Nut Steel - Black (10pcs)
U4652 SPEED PACK M3x2.5 Grub Screws (10pcs)
U4662 SPEED PACK - M3x4 Grub Screw - Cone Point (10pcs)
U4773 Aerial Mount
U4835 SPEED PACK - M3 Steel Nut Black (pk8)
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)
U7108 SPEED PACK - M3x20 Button Hd (pk10)
U7114 SPEED PACK - M3x12 Cap Hd (pk10)
U7122 SPEED PACK - M3x12 Csk Hd (pk10)
U7329 SPEED PACK M2.5 x 6 CSK (pk4)
U7610 SPEED PACK - M2.5x16 Cap Hd (pk10)
U7611 SPEED PACK - M3x14 Button Hd (pk10)
U7677 SPEED PACK - M2.5x8 Csk Hd (pk10)
U7689 M3 Brass Inserts - pk10
U7699 Foam Strips 40 x 6 x 2mm thk - pk20
U7707 M3 Steel Washers (pk10)
U7710 M3 Black Alloy Washers 1.00mm (pk10)
U7711 M3 Black Alloy Washers 2.00mm (pk10)
U7728 M2.5x4 Button Screws (pk10)
U7900 SPEED PACK Needle Roller 1.5x9.8 (pk10)
U7970 M2.5 Thread Insert pk10 - L1 EVO/R,ST/2,LD2/3
U8275 Plastic Washer Set 1,1.5,2,3,4mm (20 pcs)
U8345 O'Ring 5x1.5 Red (pk 10)
U9203 SPEED PACK - M2.6x10 Csk (Pk10)
U9205 SPEED PACK M2.6 Nyloc Nut (pk10)
U9206 SPEED PACK M2.6x8 Csk (pk10)
U9208 SPEED PACK - Needle Roller 2.0x9.8mm (pk10)
U9213 CTR Bearing Spacer (pr) - CAT PB
U9260 Steering Pivot Spacer (pr) - CAT PB
U9318 Machined Spacer 3.5x6.3x2.8 (pr) - CAT PB
U9329 SPEED PACK - O-ring 6x1.5mm - CAT PB (pk4)

Option Parts

AM640002 64 Ti Screw Allen Csk M3 x 6 (5)
AM640003 64 Ti Screw Allen Csk M3 x 8 (5)
AM640004 64 Ti Screw Allen Csk M3 x 10 (5)
AM640005 64 Ti Screw Allen Csk M3 x 12 (5)
AM640030 64 Ti Screw Allen Round Head M3 x 4 - (5)
AM640032 64 Ti Screw Allen Round Head M3 x 6 (5)
AM640033 64 Ti Screw Allen Round Head M3 x 8 (5)
AM640034 64 Ti Screw Allen Round Head M3 x 10 (5)
AM640035 64 Ti Screw Allen Round Head M3 x 12 (5)
AM640036 64 Ti Screw Allen Round Head M3 x 14 (5)
AM640037 64 Ti Screw Allen Round Head M3 x 16 (5)
AM640039 64 Ti Screw Allen Round Head M3 x 20 - (5)
AX011 Aerox Alloy Servo Arm - Offset 25T Futaba
AX012 Aerox Alloy Servo Arm - Offset 23T KO/Sanwa
CR280 Ti Pro Ball Studs - Short - (pr)
CR282 Ti Pro Ball Studs - Long - (pr)
CR304 Titanium Wheel Nuts M4 - pk4
CR310 Alloy Csk Hex Screws M3 x 6 pk10
CR311 Alloy Csk Hex Screws M3 x 8 pk10
CR312 Alloy Csk Hex Screws M3 x 10 pk10
CR313 Alloy Csk Hex Screws M3 x 12 pk10
CR314 Alloy Button Head Hex Screws M3 x 6 pk10
CR315 Alloy Button Head Hex Screws M3 x 8 pk10
CR316 Alloy Button Head Hex Screws M3 x 10 pk10
CR320 Titanium Csk Hex Screws M3 x 6 pk10
CR321 Titanium Csk Hex Screws M3 x 8 pk10
CR322 Titanium Csk Hex Screws M3 x 10 pk10
CR323 Titanium Csk Hex Screws M3 x 12 pk10
CR327 Titanium Button Head Hex Screws M3 x 6 pk10
CR328 Titanium Button Head Hex Screws M3 x 8 pk10
CR329 Titanium Button Head Hex Screws M3 x 10 pk10
CR330 Titanium Button Head Hex Screws M3 x 12 pk10
U3350 Gear; CNC 82t Spur - 2/4 Plate Slipper
U3790 Gear; CNC 76T Spur - Slipper
U4235 M3 x 8mm Alloy Csk Screws pk10
U4725 Pro Ball Bearing - 5x10x4 Shield - (pr)
U4890 Alloy Spring Seat - Off Road - pr
U7314 Titanium Turnbuckle - 30mm
U7317 Titanium Turnbuckle - 45mm - Silver - pr
U7318 Titanium Turnbuckle - 53mm - Silver - pr
U7325 Pro-Ball Bearing 5x11x4 Sealed - pr
U7398 Alloy Wheel Hex 6mm (0) pr - LD/2/3,L1/EVO/R,ST/2
U7400 Titanium Low Profile M4 Serrated Nut (pk4)
U7402 Alloy Wheel Hex 6.75mm (+.75) pr LD/23,L1/EVO/R
U7403 Alloy Wheel Hex 7.5mm (+1.5) pr LD/2,3,L1/EVO/R
U7434 K-Coat Alloy Med Shock Body pr-LD/2/3,L1/EVO/R
U7435 K-Coat Alloy Long Shock Body pr-LD/2/3,L1/EVO/R,ST
U7615 80T 48dp 2,3,4 Plate Slipper Spur Gear
U7616 78T 2,3,4 Plate Slipper Spur Gear CNC
U7646 Alloy Wheel Hex 5.25mm (-.75) pr LD/2/3L1/EVO/R
U7670 Lockout 76T Spur Gear - LD/2,L1 EVO/R,ST/2
U7671 Lockout 71T Spur Gear - LD/2/3,L1 EVO/R,ST/2
U7725 Pro-Ball Bearing 10x15x4 Sealed - (pr)
U7730 Pro-Ball Bearing 4x8x3 Sealed - (pr)
U8065 M3 Alloy Thread Insert pk8
U8334 Alloy LiPo Swivel - (pr)
U8382 Alloy 6 Degree Yokes (pr) - L1R
U8383 Alloy 8 Degree Yokes (pr) - L1R
U8384 Alloy 10 Degree Yokes (pr) - L1R
U8385 Alloy Front Hub Carriers (pr) - L1R
U8619 Alloy Wheel Hex 4mm (-2) (pr) - LD3,L1R
U8794 M3 Brass Black Thread Inserts - pk10
U8862 High Performance Slipper Pad (pr)- L1R, LD3
U8897 Alloy Rear Centre Driveshaft (111mm) -Diff- CAT PB
U8990 Alloy Front Centre Driveshaft (51mm) -FAB- CAT PB
U9212 RR Strap (+2mm) - CAT PB
U9220 Slipper Lockout Conversion - CAT PB
U9222 CVD Front Driveshaft 74mm (pr) - CAT PB
U9223 Alloy Centre Driveshaft Set Slipper (2pcs)- CAT PB
U9226 Slipper and FAB Conversion - CAT PB
U9227 Centre Diff Conversion - CAT PB
U9228 Alloy Front Centre Driveshaft (66.5) -Diff- CAT PB

CAT PB

SPARES LIST

Option Parts (Cont.)

U9233	2 Gear Diff Pin - CAT PB
U9274	CVD Front Axle (pr) - CAT PB
U9289	RF Strap (+2mm) - CAT PB
U9290	Alloy Rear Hubs (pr) - CAT PB
U9291	Titanium Steering Pivot (pr) - CAT PB
U9292	One Piece Servo Mount - CAT PB
U9293	Alloy CTR - CAT PB
U9294	Alloy Radius Arm (pr) - CAT PB
U9295	Brass FR Strap (+10g) - CAT PB
U9296	Alloy Diff Insert (+2.5) (pr) - CAT PB
U9297	Alloy Diff Insert (+1.25) (pr) - CAT PB
U9298	Alloy Diff Insert (0) (pr) - CAT PB
U9299	Titanium 5.5mm Ball Stud Short (pr) - CAT PB
U9300	Titanium 5.5mm Ball Stud Long (pr) - CAT PB
U9301	Alloy Lipo Post (pr) - CAT PB
U9302	Alloy Diff Conversion - CAT PB
U9304	Alloy Steering Mount Set - CAT PB
U9308	80T CNC Centre Diff Spur Gear - CAT PB
U9309	83T CNC Centre Diff Spur Gear - CAT PB
U9310	78T CNC Centre Spur Gear - CAT PB
U9312	Alloy Diff Complete - CAT PB
U9313	CVD Front Bone - CAT PB
U9314	Slipper Lockout Drive Flange - CAT PB
U9315	Slipper Lockout Flange - CAT PB
U9316	Slipper Lockout Nut - CAT PB
U9319	Big Bore Rounded Piston Blank (pr) - CAT PB
U9320	Big Bore Piston - Blank (pr) - CAT PB
U9321	Top Alloy Fan Mount - CAT PB
U9322	Big Bore Piston - 2mm Thick - Blank (pr) - CAT PB
U9323	Alloy Rear Body Mount - CAT PB
U9324	72T CNC Centre Diff Spur Gear - CAT PB
U9325	C/F Front Shock Mount - CAT PB
U9326	C/F Rear Shock Mount - CAT PB
U9331	Alloy Rear Centre Driveshaft (92mm) - FAB - CAT PB
U9334	Roche Front Driveshaft (pr) - CAT PB
U9335	Side Pods Carbon filled (pr) - CAT PB
U9336	Front Wishbones Carbon Filled (pr) - CAT PB
U9337	S2 Front Top Deck - CAT PB
U9338	S2 Rear Top Deck - CAT PB

Wheels

U4366	Wheel; Hex Rear - White - Off Road - pr
U4496	Wheel; Hex Front - White - 4wd - pr
U7458	Wheel Front 4WD - Yellow - pr
U7460	Wheel Rear Off-Road - Yellow - pr
U4365	Wheel; Hex Rear - Black - Off Road - pr
U4495	Wheel; Hex Front - Black - 4wd - pr
U7459	Wheel Front 4WD - Yellow - 5pr
U7461	Wheel Rear Off-Road - Yellow - 5pr
U7468	Wheel Front 4WD - White - 5pr
U7469	Wheel Rear Off-Road - White - 5pr
U8677	Wheel; Hex Rear - Green - Off Road - pr
U8678	Wheel; Hex Rear - Orange - Off Road - pr
U8679	Wheel; Hex Rear - Pink - Off Road - pr
U8688	Wheel; Hex Front - Green - 4WD - pr
U8689	Wheel; Hex Front - Orange - 4WD - pr
U8690	Wheel; Hex Front - Pink- 4WD - pr

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.
U3796	32T Steel Pinion - 48 D.P.
U3797	33T Steel Pinion - 48 D.P.
U3798	34T Steel Pinion - 48 D.P.
U3801	35T Steel Pinion - 48 D.P.

OPTION PARTS

U9293 - Alloy Centre Track Rod (CTR)

U9290 - Alloy Rear Hubs (pr)

U9302 - Alloy Diff Conversion

U9321 - Top Alloy Fan Mount

U9292 - One Piece Servo Mount - CAT PB

U9294 - Alloy Radius Arm (pr)

U9325 - Front Carbon Fibre Shock Mount

U9326 - Rear Carbon Fibre Shock Mount

CAT PB

OPTION PARTS

U4890 - Alloy Spring Seat - 2WD/4WD (pr)

U9301 - Alloy LiPo Posts (pr)

U8065 - M3 Alloy Thread Inserts pk8

U7314 - Titanium Turnbuckle - 30mm - Silver (pr)
U7317 - Titanium Turnbuckle - 45mm - Silver (pr)
U7318 - Titanium Turnbuckle - 53mm - Silver (pr)

U7434 - Alloy Med Shock Body K-Coat (pr)
U7435 - Alloy Long Shock Body K-Coat (pr)

U8382 - Alloy 6 Degree Yokes (pr)
U8383 - Alloy 8 Degree Yokes (pr)
U8384 - Alloy 10 Degree Yokes (pr)

U8385 - Alloy Front Hub Carriers (pr)

U7400 - Titanium Low Profile M4 Serrated Nuts

U9317 - Polycarbonate Front Wing

U7402 - Alloy Wheel Hex 6.75mm (+.75) - (pr)
U7403 - Alloy Wheel Hex 7.5mm (+1.5) - (pr)
U7646 - Alloy Wheel Hex 5.25mm (-.75) - (pr)

U8334 - Alloy LiPo Swivel

ONLINE SET UP SHEETS

Scan here for the latest
CAT PB set up sheets!

U9220 - Slipper Lockout Conversion - CAT PB

CAT PB

Driver: Kit Build - Dirt | 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		

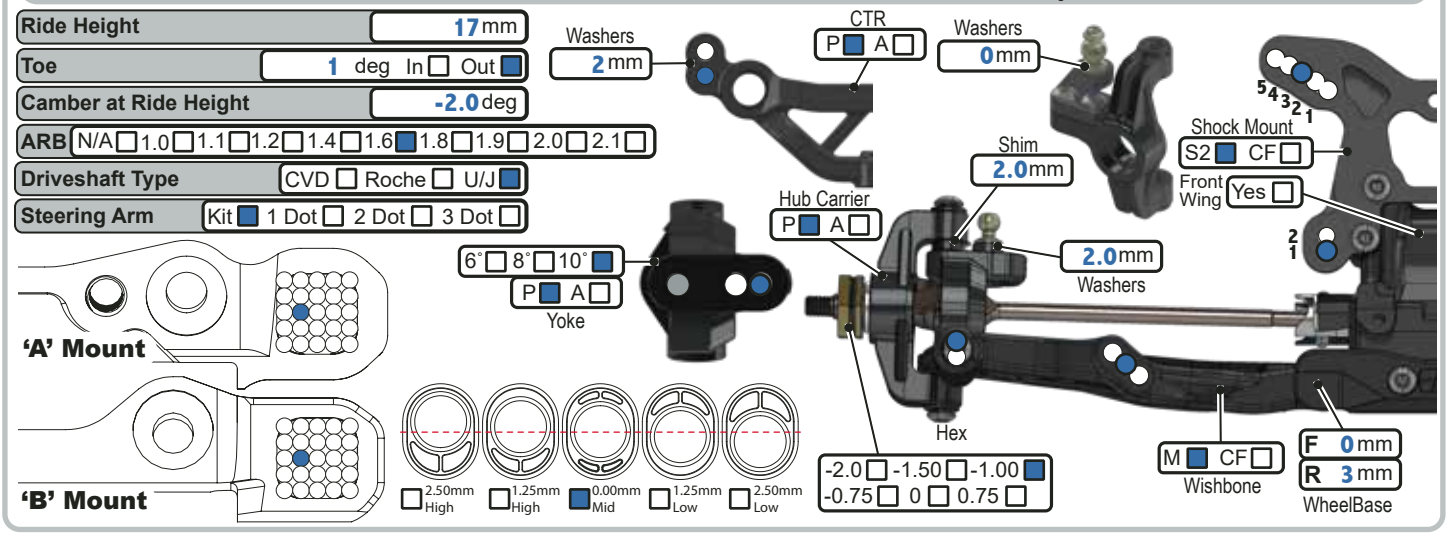
Notes:

Notes:

FRONT SUSPENSION

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

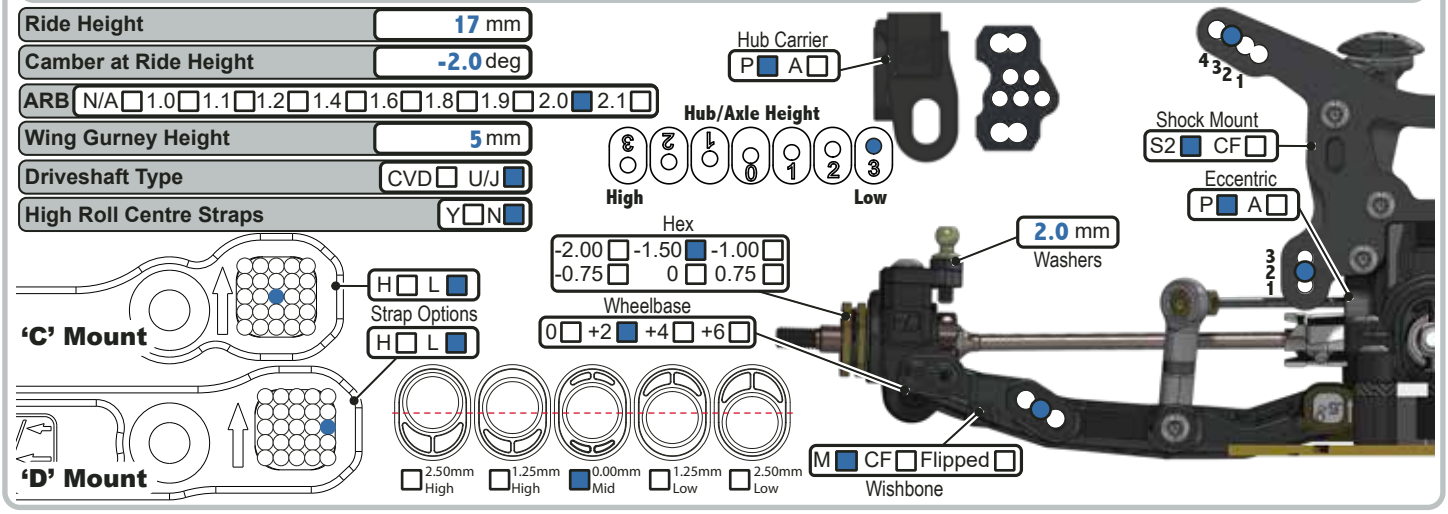
Ride Height	17 mm
Toe	1 deg In ☐ Out ■
Camber at Ride Height	-2.0 deg
ARB	N/A ☐ 1.0 ☐ 1.1 ☐ 1.2 ☐ 1.4 ☐ 1.6 ■ 1.8 ☐ 1.9 ☐ 2.0 ☐ 2.1 ☐
Driveshaft Type	CVD ☐ Roche ☐ U/J ■
Steering Arm	Kit ■ 1 Dot ☐ 2 Dot ☐ 3 Dot ☐



REAR SUSPENSION

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

Ride Height	17 mm
Camber at Ride Height	-2.0 deg
ARB	N/A ☐ 1.0 ☐ 1.1 ☐ 1.2 ☐ 1.4 ☐ 1.6 ☐ 1.8 ☐ 1.9 ☐ 2.0 ■ 2.1 ☐
Wing Gurney Height	5 mm
Driveshaft Type	CVD ☐ U/J ■
High Roll Centre Straps	Y ☐ N ■



TRANSMISSION

Lock Out	Y ☐ N ■
Slipper Plates	2 ☐ 3 ■

Differential Oil

Front (cSt)	Centre (cSt)	Rear (cSt)
12 k	200 k	12 k
Gears 2 ☐ 4 ■	Gears 2 ☐ 4 ■	Gears 2 ☐ 4 ■

Centre Transmission

F.A.B	Lock Out	Gear Diff
Y ☐ N ☐	Y ☐ N ☐	Y ■ N ☐

Notes:

EQUIPMENT

E.S.C.	
Servo	
RX	
LiPo	
Bodyshell	
Wing	
Motor	
Timing	deg
Pinion	T
Spur	83 T

CHASSIS

LiPo Position	1 ☐ 2 ■ 3 ☐
Running Weight	g
Front Deck	Y ■ N ☐
Rear Deck	Y ■ N ☐
Chassis Length	S ☐ L ■

WEIGHTS

Notes:

SHOCKS

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

	FRONT	REAR
Cap	V ☐ S ☐ A ■	V ☐ S ☐ A ■
Kashima	Y ☐ N ■	Y ☐ N ■
Oil	500 cSt	400 cSt
Piston	1.6mm Tapered	1.8mm Tapered
Spring	Blue 3.7 lb/in	Green 2.2 lb/in
Limiters (i)	N/A mm	N/A mm
Stroke	22 mm	28.5 mm
Limiters (e)	N/A mm	1xO'Ring mm
Stand Off	N/A mm	N/A mm

CAT PB

Driver: Kit Build - Mod | 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		

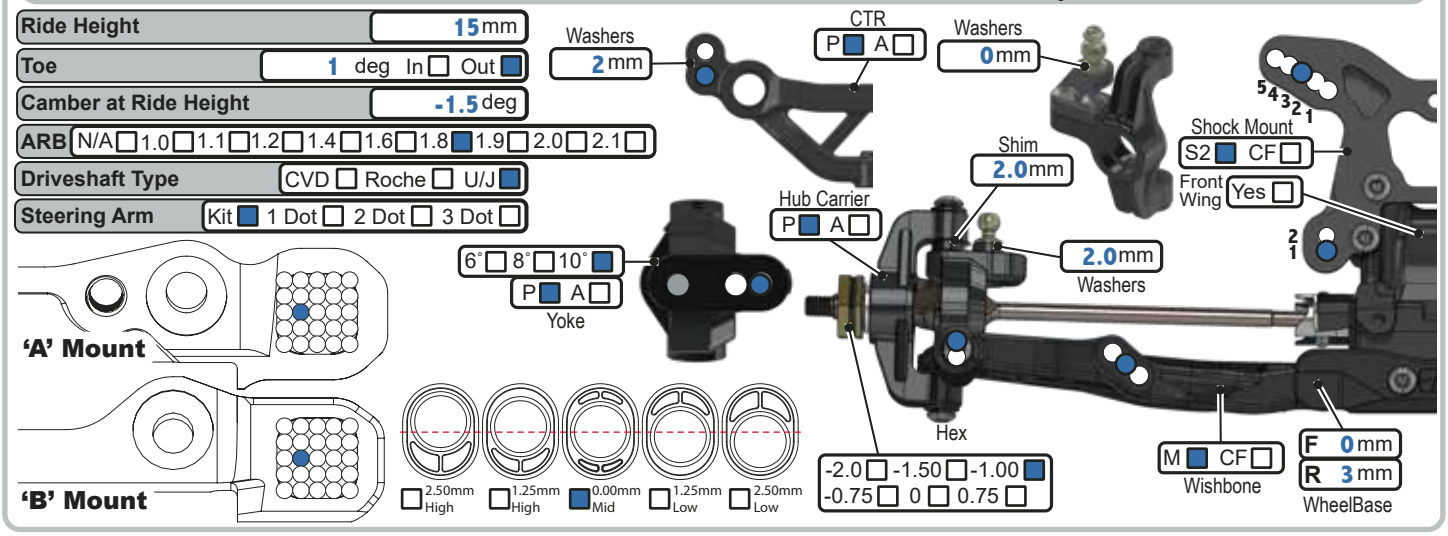
Notes:

Notes:

FRONT SUSPENSION

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

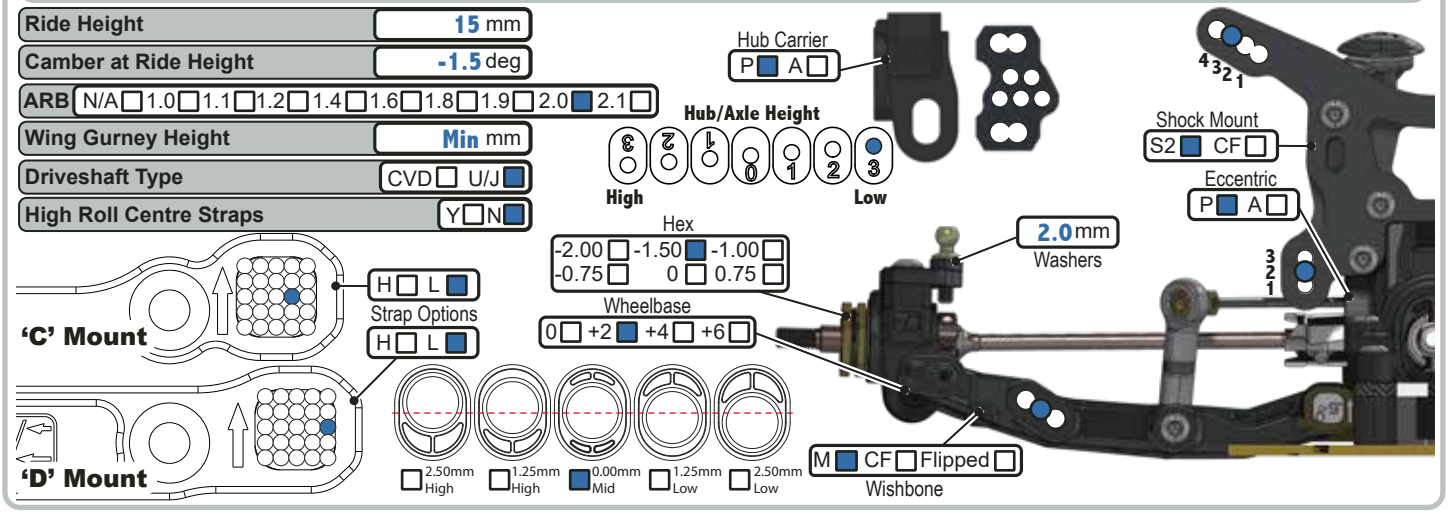
Ride Height	15 mm
Toe	1 deg In ☐ Out ■
Camber at Ride Height	-1.5 deg
ARB	N/A ☐ 1.0 ☐ 1.1 ☐ 1.2 ☐ 1.4 ☐ 1.6 ☐ 1.8 ■ 1.9 ☐ 2.0 ☐ 2.1 ☐
Driveshaft Type	CVD ☐ Roche ☐ U/J ■
Steering Arm	Kit ■ 1 Dot ☐ 2 Dot ☐ 3 Dot ☐



REAR SUSPENSION

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

Ride Height	15 mm
Camber at Ride Height	-1.5 deg
ARB	N/A ☐ 1.0 ☐ 1.1 ☐ 1.2 ☐ 1.4 ☐ 1.6 ☐ 1.8 ☐ 1.9 ☐ 2.0 ■ 2.1 ☐
Wing Gurney Height	Min mm
Driveshaft Type	CVD ☐ U/J ■
High Roll Centre Straps	Y ☐ N ■



TRANSMISSION

Lock Out	Y ☐ N ■
Slipper Plates	2 ☐ 3 ■

Differential Oil

Front (cSt)	Centre (cSt)	Rear (cSt)
12 k	N/A k	12 k
Gears 2 ☐ 4 ■	Gears 2 ☐ 4 ☐	Gears 2 ☐ 4 ■

Centre Transmission

F.A.B	Lock Out	Gear Diff
Y ■ N ☐	Y ☐ N ☐	Y ☐ N ☐

Notes:

EQUIPMENT

E.S.C.	
Servo	
RX	
LiPo	
Bodyshell	
Wing	
Motor	
Timing	deg
Pinion	T
Spur	83 T

CHASSIS

LiPo Position	1 ☐ 2 ■ 3 ☐
Running Weight	g
Front Deck	Y ■ N ☐
Rear Deck	Y ■ N ☐
Chassis Length	S ☐ L ■

WEIGHTS

Notes:

SHOCKS

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

	FRONT	REAR
Cap	V ☐ S ☐ A ■	V ☐ S ☐ A ■
Kashima	Y ☐ N ■	Y ☐ N ■
Oil	550 cSt	400 cSt
Piston	1.6mm Tapered	1.8mm Tapered
Spring	Blue 3.7 lb/in	Green 2.2 lb/in
Limiters (i)	N/A mm	N/A mm
Stroke	22 mm	28.5 mm
Limiters (e)	N/A mm	1xO'Ring mm
Stand Off	N/A mm	N/A mm

Schumacher

CATPB

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		

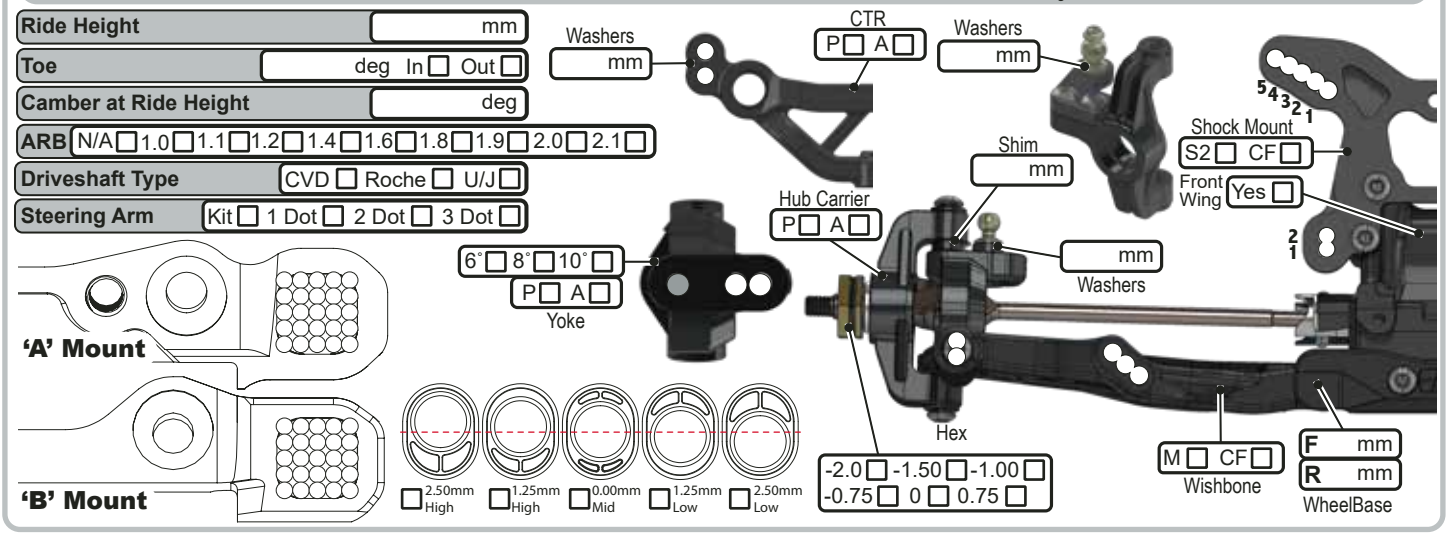
Notes:

Notes:

FRONT SUSPENSION

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

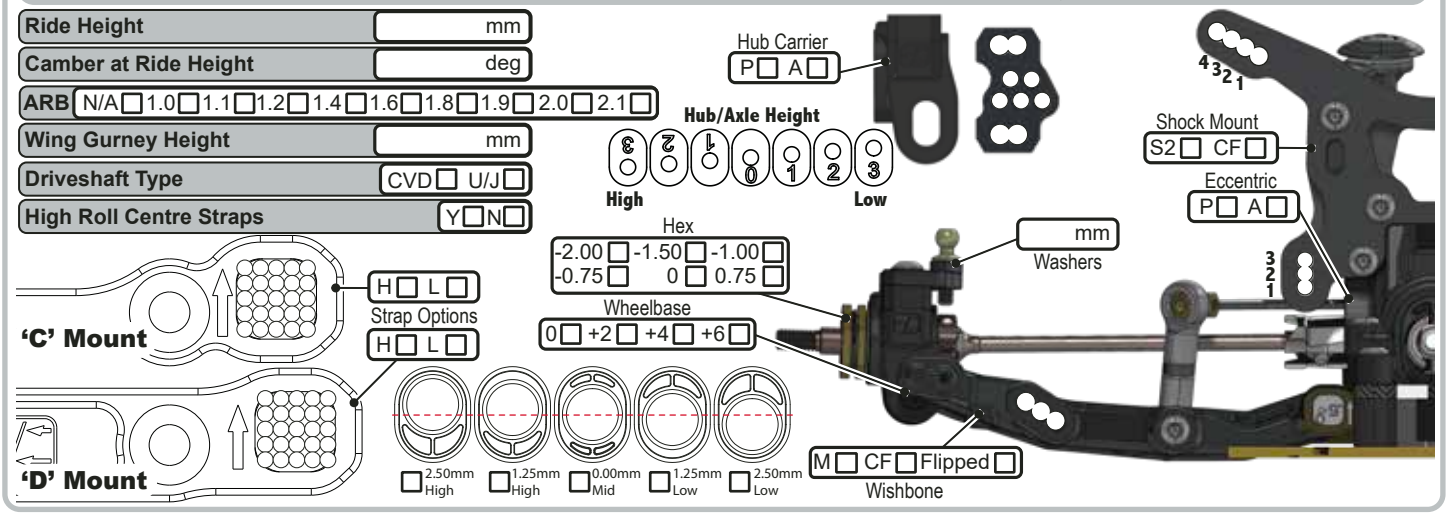
Ride Height	mm
Toe	deg In ☐ Out ☐
Camber at Ride Height	deg
ARB	N/A ☐ 1.0 ☐ 1.1 ☐ 1.2 ☐ 1.4 ☐ 1.6 ☐ 1.8 ☐ 1.9 ☐ 2.0 ☐ 2.1 ☐
Driveshaft Type	CVD ☐ Roche ☐ U/J ☐
Steering Arm	Kit ☐ 1 Dot ☐ 2 Dot ☐ 3 Dot ☐



REAR SUSPENSION

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

Ride Height	mm
Camber at Ride Height	deg
ARB	N/A ☐ 1.0 ☐ 1.1 ☐ 1.2 ☐ 1.4 ☐ 1.6 ☐ 1.8 ☐ 1.9 ☐ 2.0 ☐ 2.1 ☐
Wing Gurney Height	mm
Driveshaft Type	CVD ☐ U/J ☐
High Roll Centre Straps	Y ☐ N ☐



TRANSMISSION

Lock Out	Y ☐ N ☐
Slipper Plates	2 ☐ 3 ☐

Differential Oil

Front (cSt)	Centre (cSt)	Rear (cSt)
k	k	k
Gears 2☐ 4☐	Gears 2☐ 4☐	Gears 2☐ 4☐

Centre Transmission

F.A.B	Lock Out	Gear Diff
Y☐ N☐	Y☐ N☐	Y☐ N☐

Notes:

EQUIPMENT

E.S.C.	
Servo	
RX	
LiPo	
Bodyshell	
Wing	
Motor	
Timing	deg
Pinion	T
Spur	T

CHASSIS

LiPo Position	1☐ 2☐ 3☐
Running Weight	g
Front Deck	Y☐ N☐
Rear Deck	Y☐ N☐
Chassis Length	S☐ L☐

WEIGHTS

Notes:

SHOCKS

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

	FRONT	REAR
Cap	V☐ S☐ A☐	V☐ S☐ A☐
Kashima	Y☐ N☐	Y☐ N☐
Oil	cSt	cSt
Piston		
Spring	lb/in	lb/in
Limiters (i)	mm	mm
Stroke	mm	mm
Limiters (e)	mm	mm
Stand Off	mm	mm