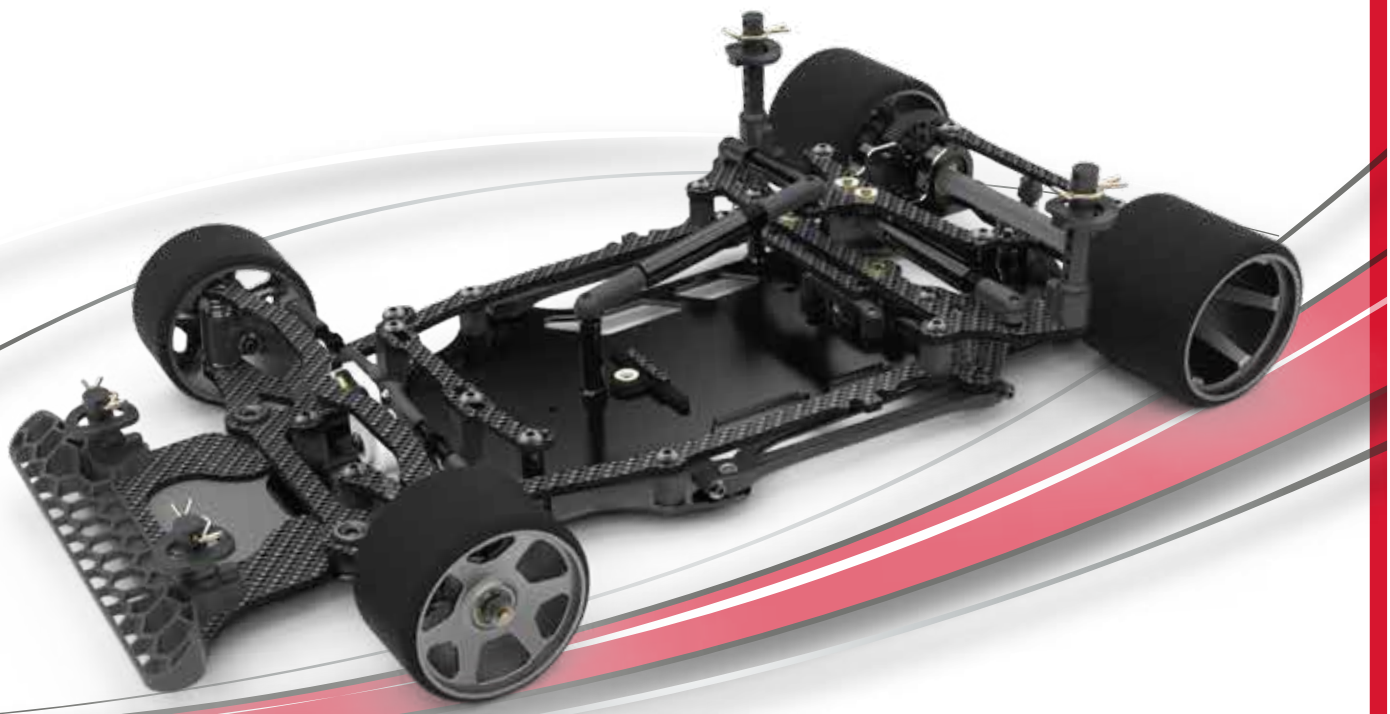
S1657

ECLIPSE 5

WORLD CLASS 1/12TH PRO LMP CHASSIS



Instruction Manual ISS01

Schumacher
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Moulton Park
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NN3 6AX

www.racing-cars.com

ECLIPSE 5
WORLD CLASS 1/12TH PRO LMP CHASSIS

IMPORTANT SAFETY NOTES

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

ADDITIONAL ITEMS REQUIRED


Radio Equipment


Motor and Pinion Gear

1S LiPo Battery


Battery Charger


Steering Servo


Electronic Speed Controller


Bodyshell


Polycarbonate Paint


Tyres and Inserts

TOOLS REQUIRED

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

ICON KEYS

THREAD LOCK CR865 — CORE RC Low Strength Thread Lock 3ml - CR865

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

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

Caution/Important note. Please read.

LH — Left-Hand Side of car

RH — Right-Hand Side of car

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


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

www.racing-cars.com

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STEP 1

A x1
M3 x 5 Csk Hd Screw

B x2
M3 x 8 Csk Hd Screw

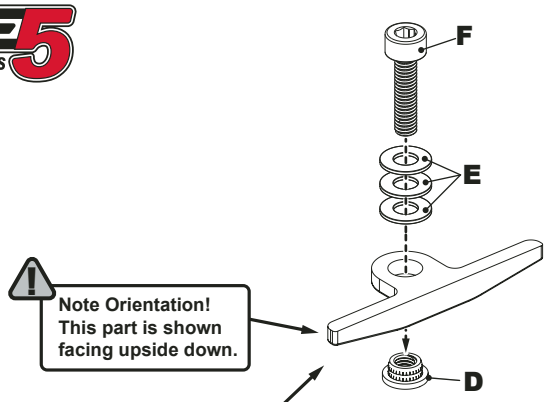
C x1
M3 Black Nut

D x1
M3 Thread Insert

E x3
M3 Washer

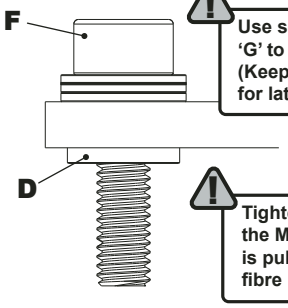
F x1
M3 X 12 Cap Hd Screw

G x1
M3 x 25 Csk Hd Screw



Note Orientation!
This part is shown facing upside down.

4 LiPo Stops are included.
Position 1 - Longest - Rear LiPo
Position 4 - Shortest - Forward LiPo



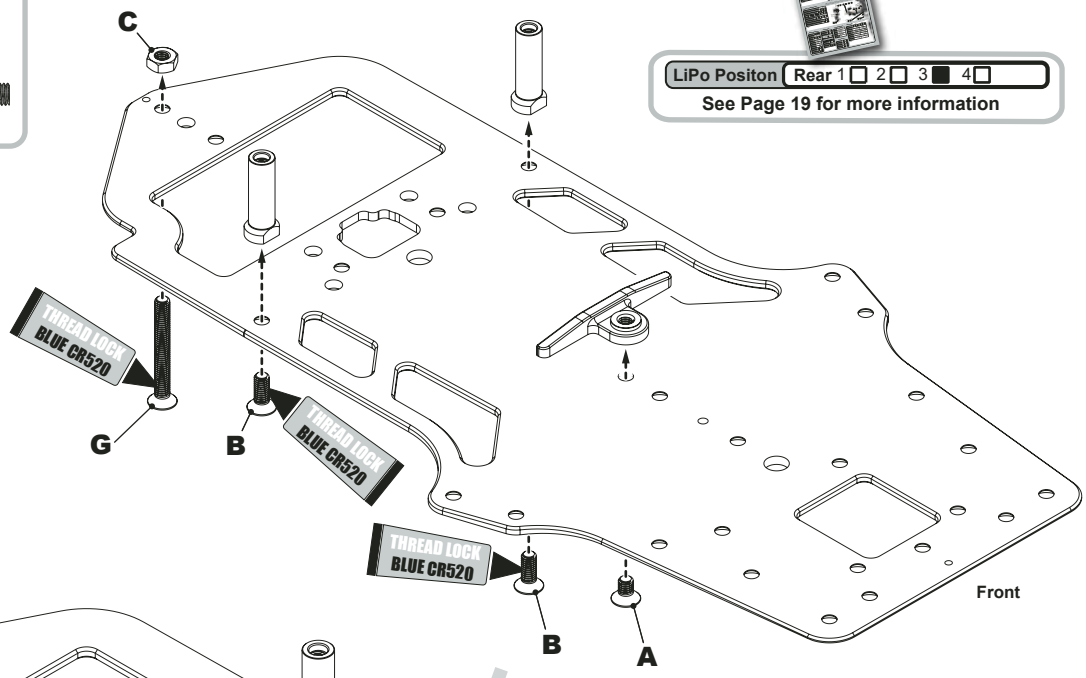
Use screw 'F' and washers 'G' to fit the inserts 'D'. (Keep 'F' and 'G' safe for later.)

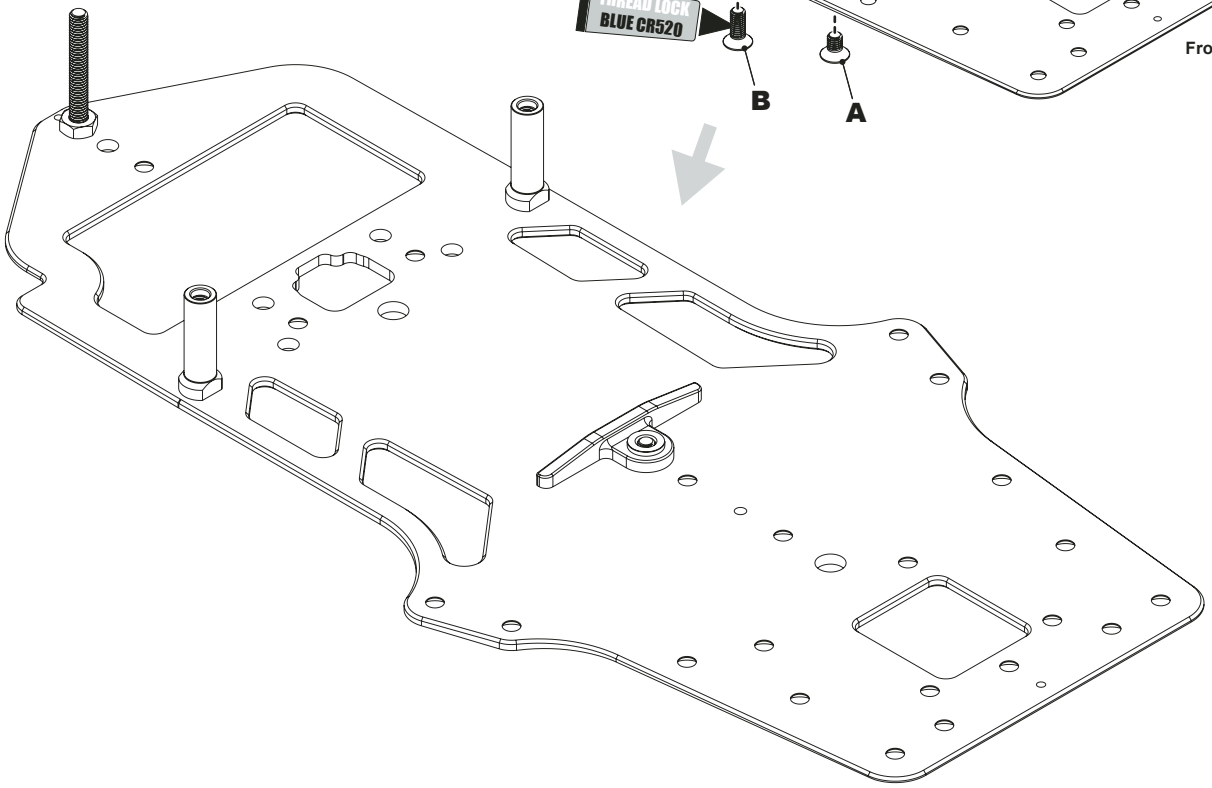
Tighten screw 'F' until the M3 thread insert 'D' is pulled into the carbon fibre part as shown.

LiPo Positon Rear 1 ☐ 2 ☐ 3 ■ 4 ☐

See Page 19 for more information

There are 2 types of Thread Lock included. Be careful to use the correct colour as instructed on the bottle image. Only a small drop is required.





ECLIPSE 5
WORLD CLASS 1/12TH PRO LMP CHASSIS

STEP 2

A x2
M3 x 6 Csk Hd Screw

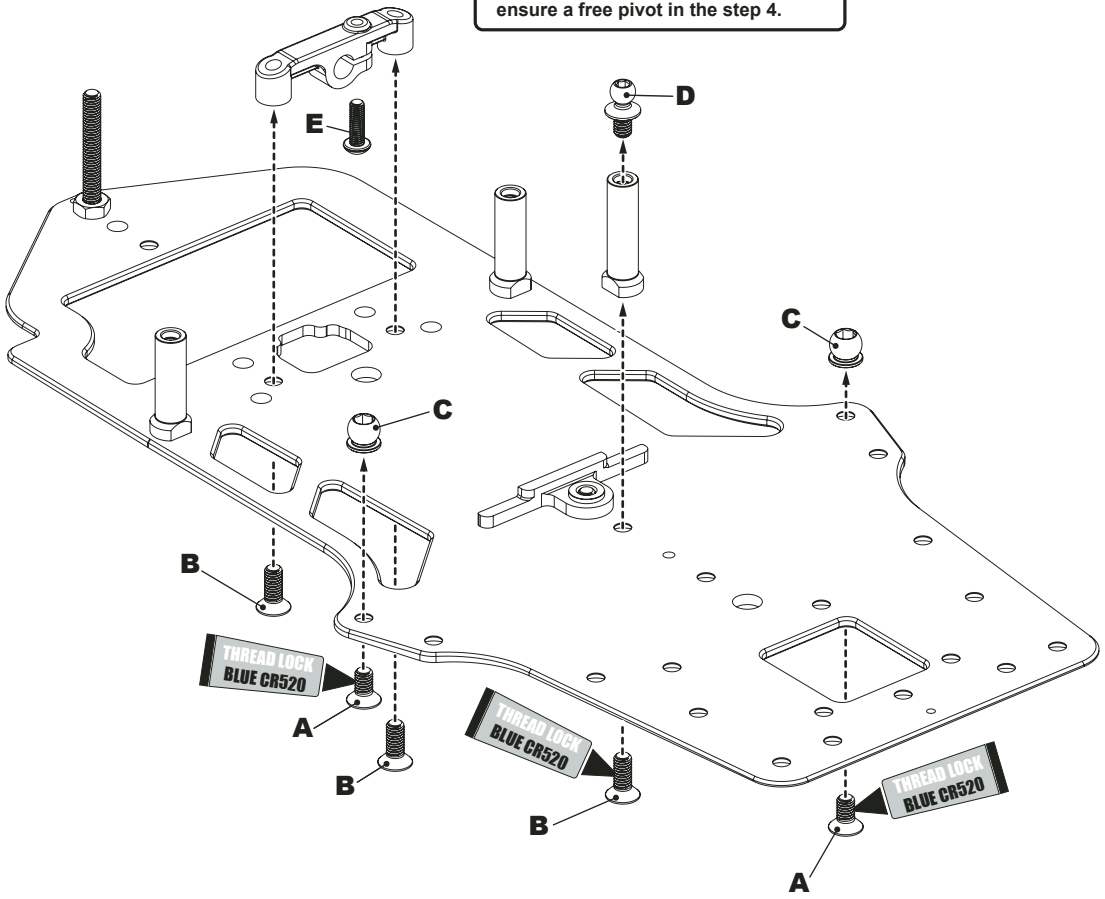
B x3
M3 x 8 Csk Hd Screw

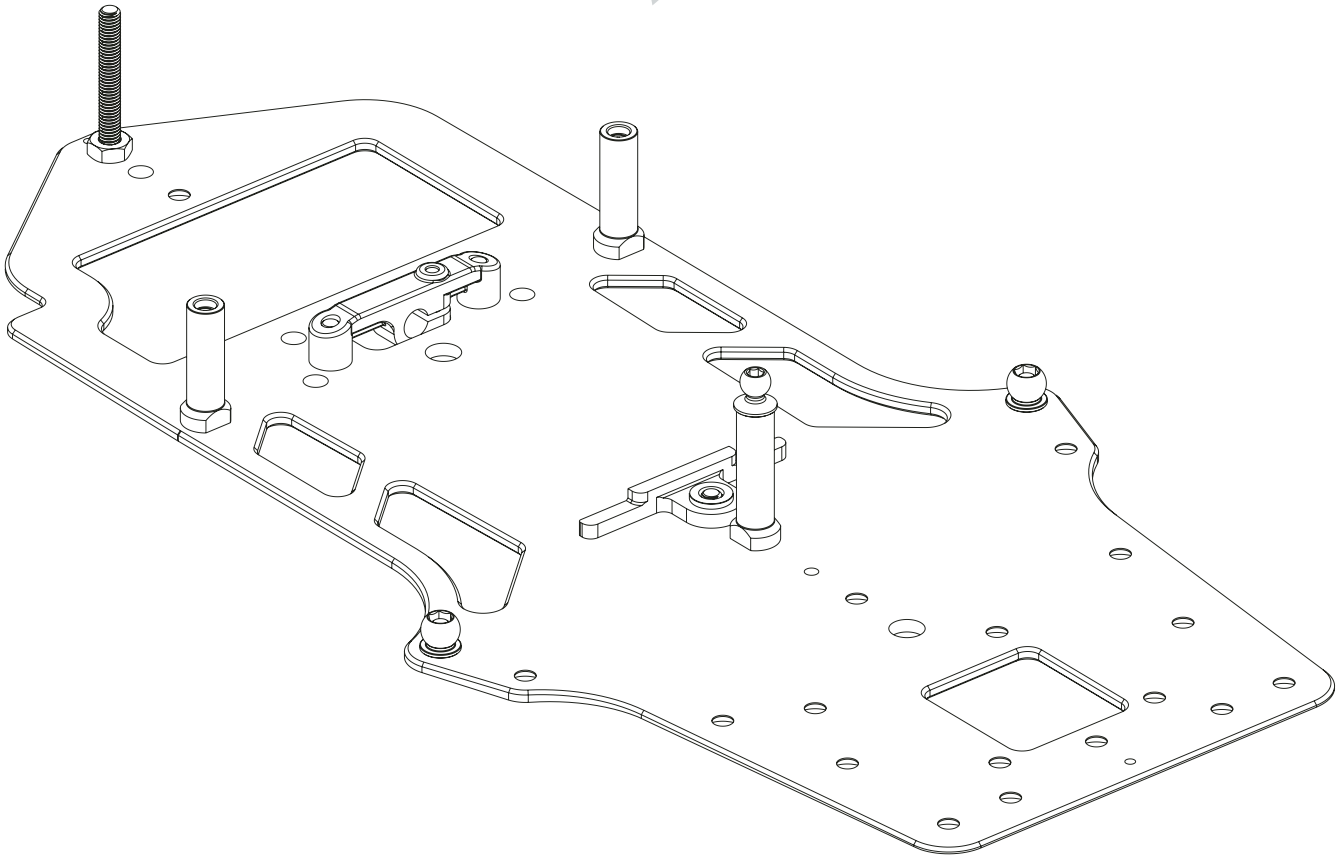
C x2
5.5mm Pivot Ball

D x1
Ball Stud Ultra Short

E x1
M2.5 x 8 Button Hd Screw

Screw 'E' must not be over tightened! Allow a small clearance between the screw head and the plastic part to ensure a free pivot in the step 4.





ECLIPSE 5
WORLD CLASS 1/12TH PRO LMP CHASSIS

STEP 3 and 4a

A x2
M3 x 6 Csk Hd Screw

B x2
M3 x 8 Csk Hd Screw

C x7
M3 x 6 Button Hd Screw

D x4
M3 Thread Insert

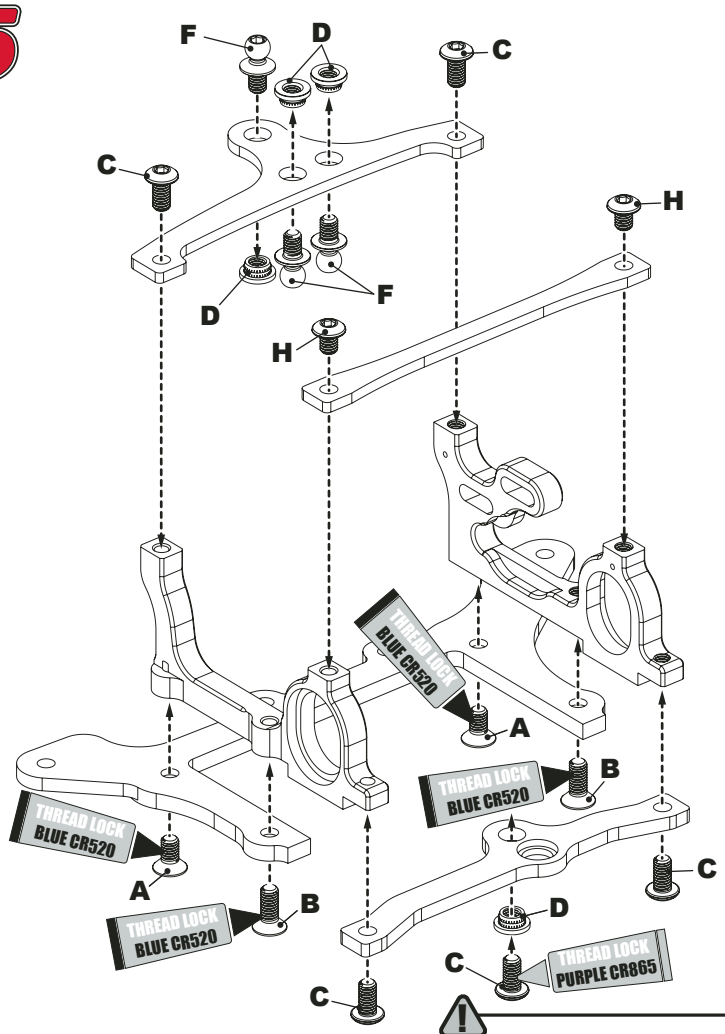
E x2
5.5mm Pivot Ball

F x3
Ball Stud Ultra Short

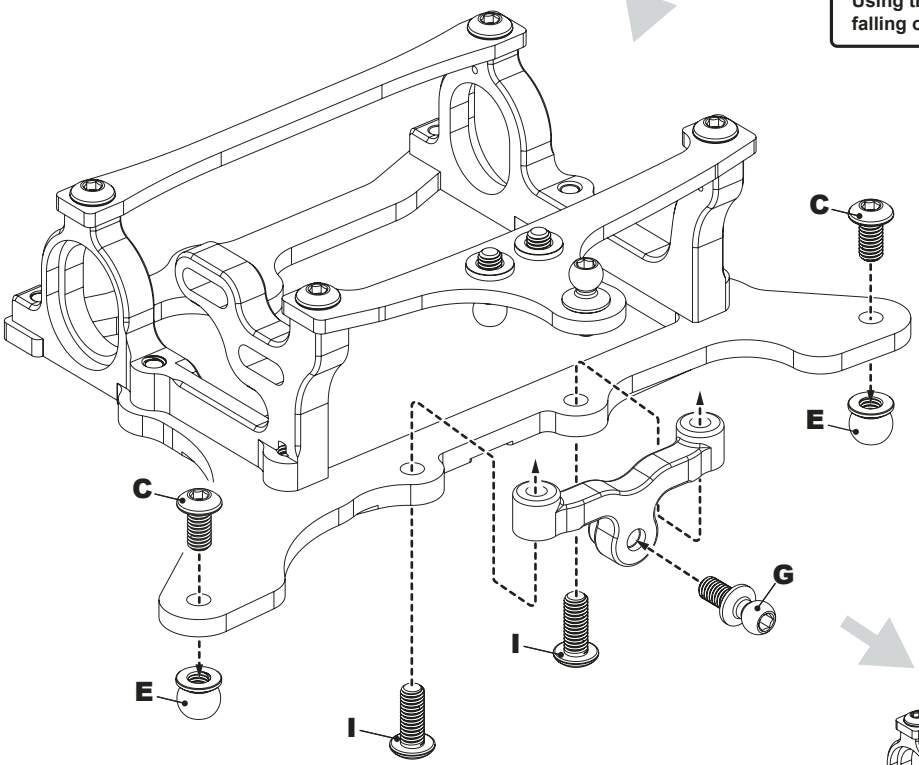
G x1
Silver Ball Stud Short

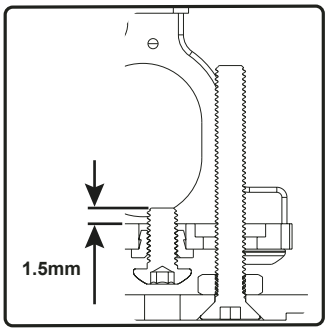
H x2
M3 x 4 Button Hd Screw

I x2
M3 x 8 Button Hd Screw

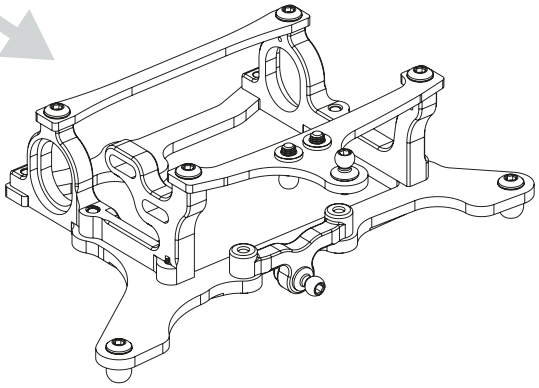


Use only the Purple Thread Lock on this screw! (CR865 - Included)
Using the Blue will result in insert 'D' falling out when setting droop.





Setting this 1.5mm is a good starting point and will result in a rear droop of 1mm.

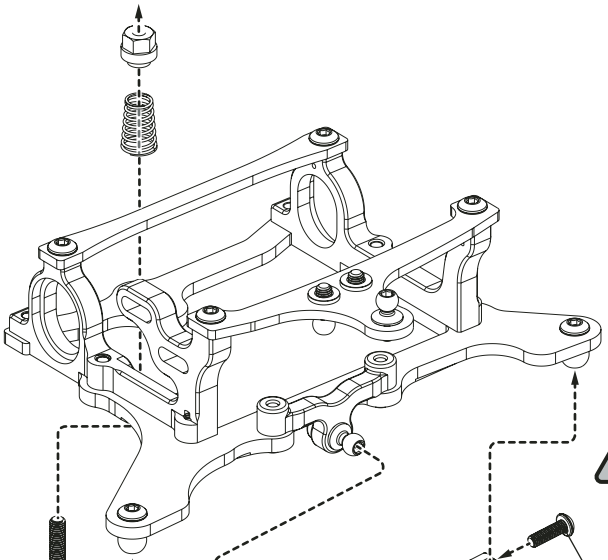


ECLIPSE 5
WORLD CLASS 1/12TH PRO LMP CHASSIS

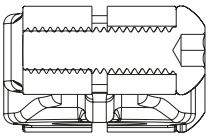
STEP 4b

A x4

M2.5 x 8 Button Hd Screw

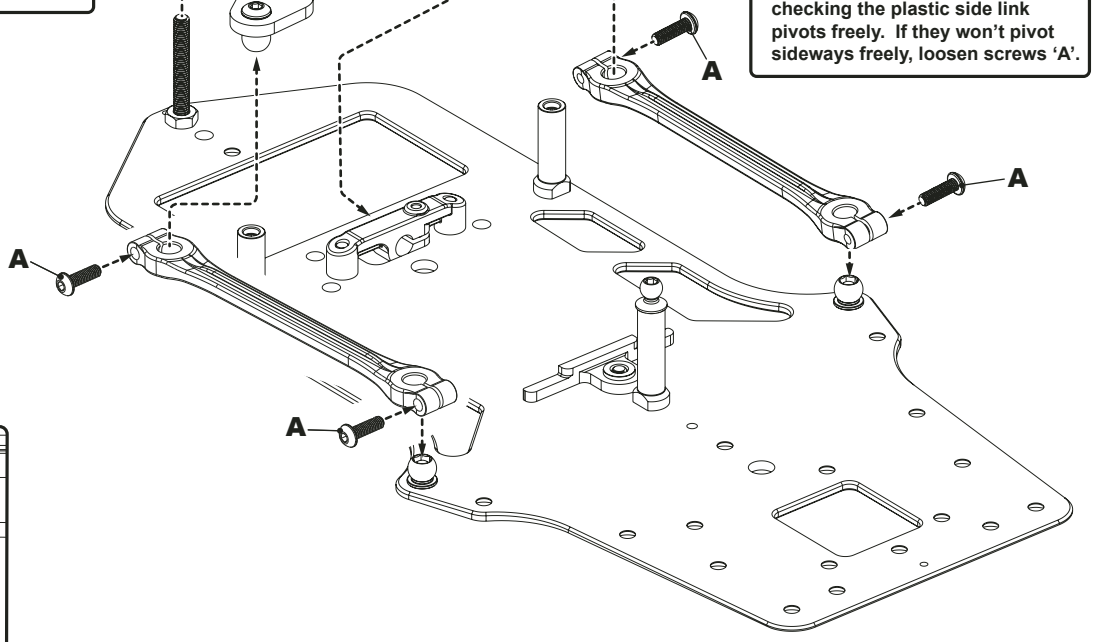


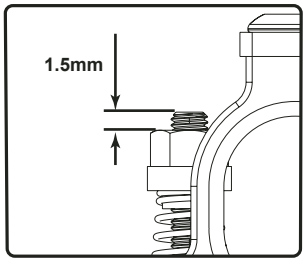
Ensure the counterbore on the side link is facing outward.



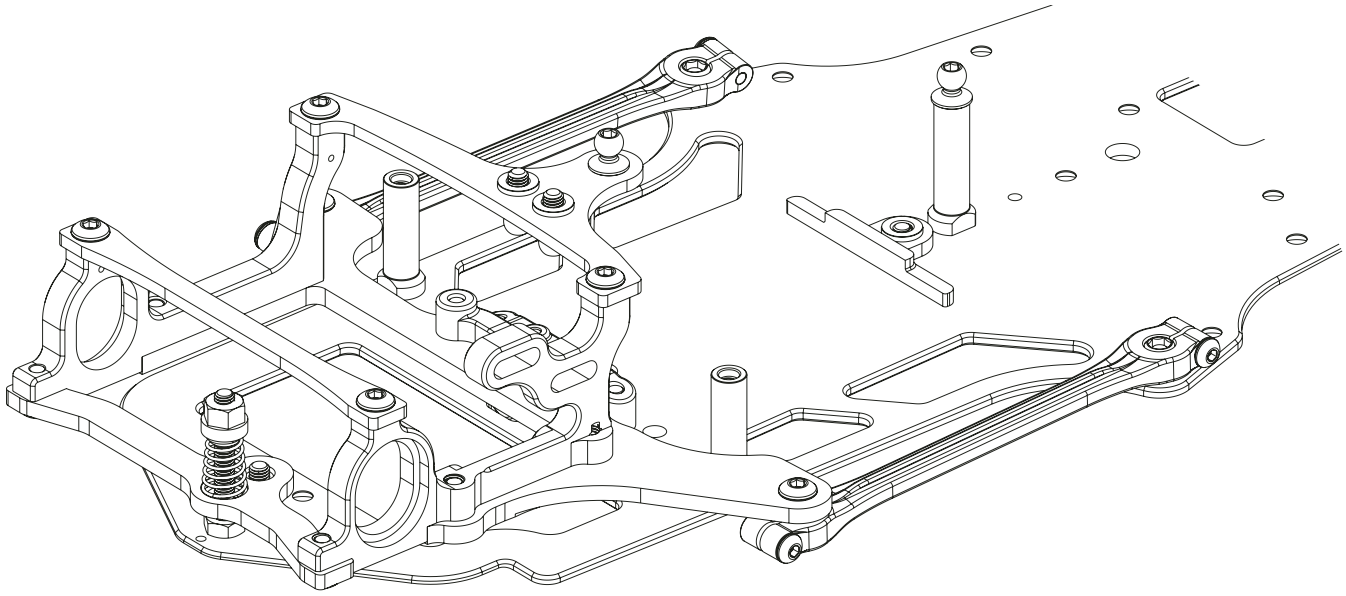
To position the pod onto the chassis, firstly, put the centre ball into the centre pivot, then lower the rear of the pod down onto the spring screw.

Tighten the 4 screws 'A' lightly, checking the plastic side link pivots freely. If they won't pivot sideways freely, loosen screws 'A'.





This 1.5mm measurement sets the pod height at the kit setting. The pod base should be horizontal when at ride height.



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STEP 5

A x2
M3 x 6 Button Hd Screw

B x2
Ball Stud Ultra Short

C x2
M3 x 6 Patched Grub Screw

D x6
M3 Thread Insert

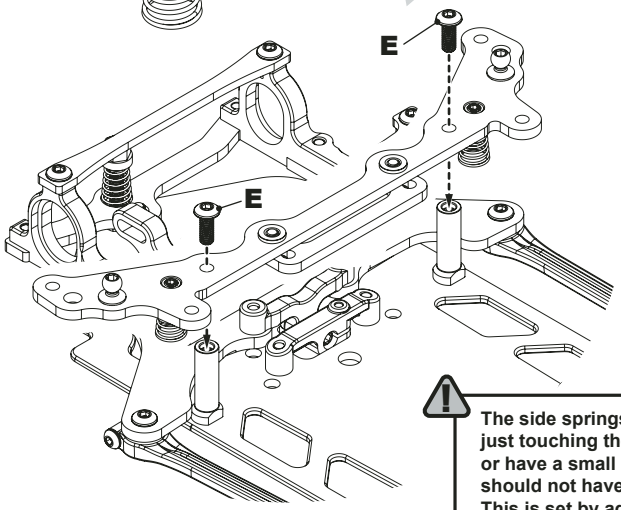
E x2
M3 x 8 Button Hd Screw

LiPo Positon Rear 1☐ 2☐ 3■ 4☐ Front

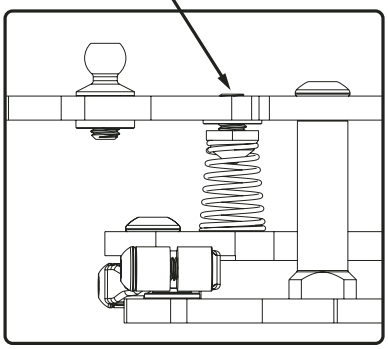
See Page 19 for more information

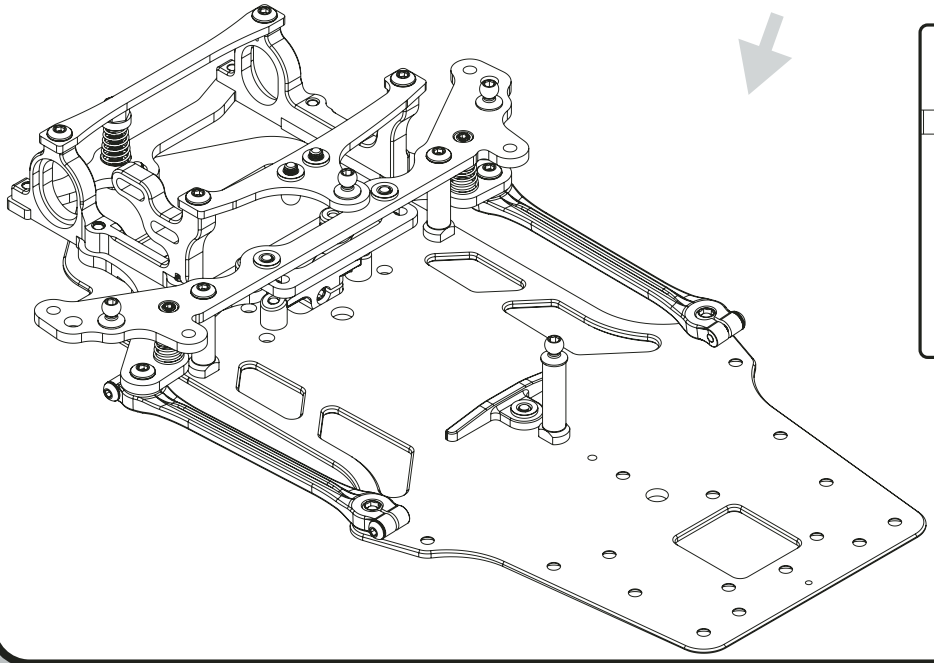
The LiPo position must be set to match the front LiPo stop selected in step one.

Note: The couterbore is on the underside.



The side springs should be either just touching the lower pod base, or have a small gap. The spring should not have any preload. This is set by adjusting grub screw 'C'.





ECLIPSE 5
WORLD CLASS 1/12TH PRO LMP CHASSIS

STEP 6

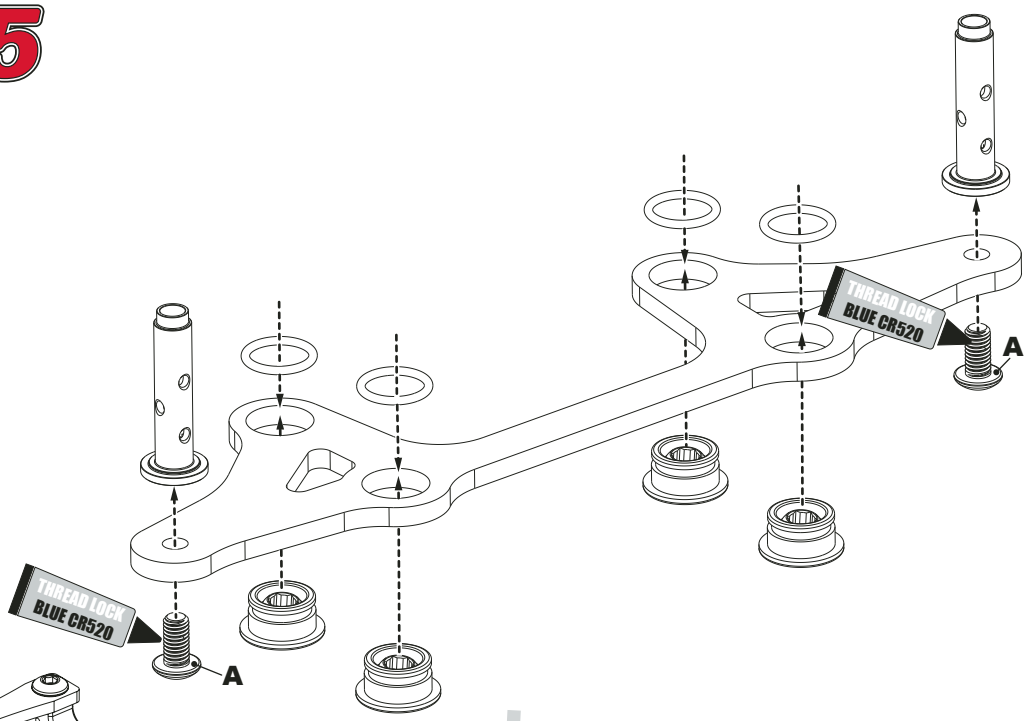
A x2
M3 x 6 Button Hd Screw

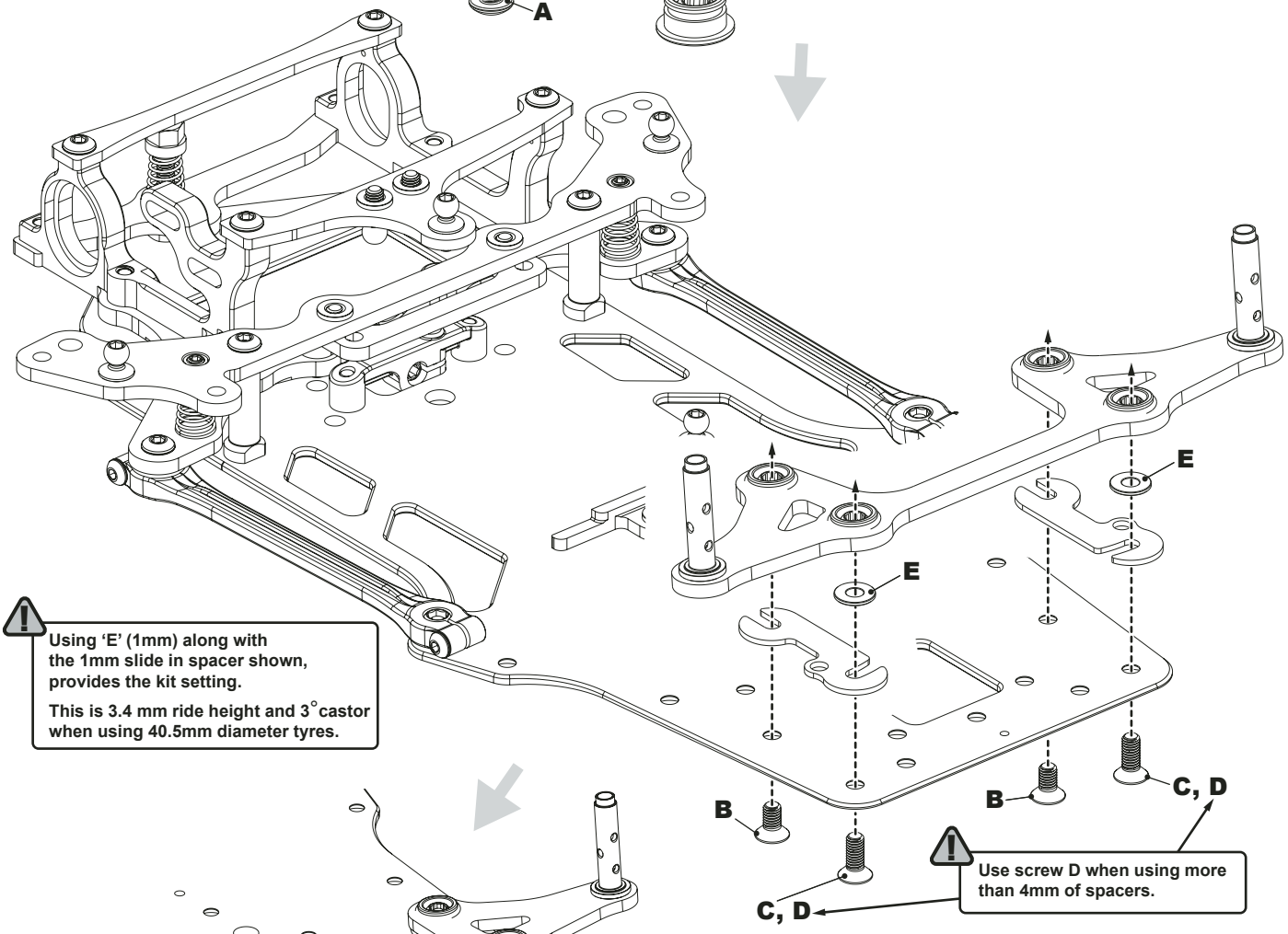
B x2
M3 x 6 Csk Hd Screw

C x2
M3 x 8 Csk Hd Screw

D x2
M3 x 10 Csk Hd Screw

E x2
Grey 1.0 mm

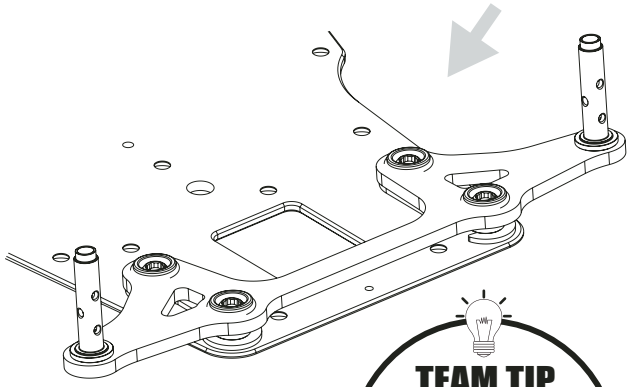


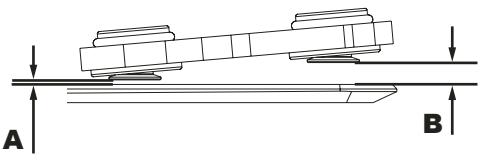


Using 'E' (1mm) along with the 1mm slide in spacer shown, provides the kit setting.

This is 3.4 mm ride height and 3° castor when using 40.5mm diameter tyres.

Use screw D when using more than 4mm of spacers.





TEAM TIP
U7920 0.50mm and U7921 0.75mm alloy ride height spacers, may be used to set ride height with ease!

Ride Height and Castor is most easily set with spacers 'A' and 'B'. (as seen in in the diagram above). More information can be found on Page 17.

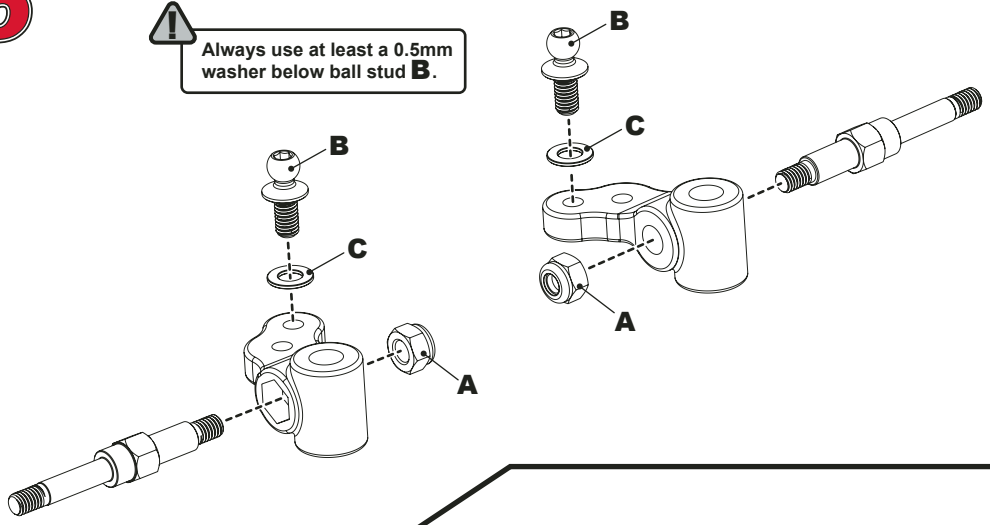
STEP 7

A x2
M3 Nyloc Nut Black

B x2
Ball Stud Short Low

C x2
M3 x 0.5 Washer

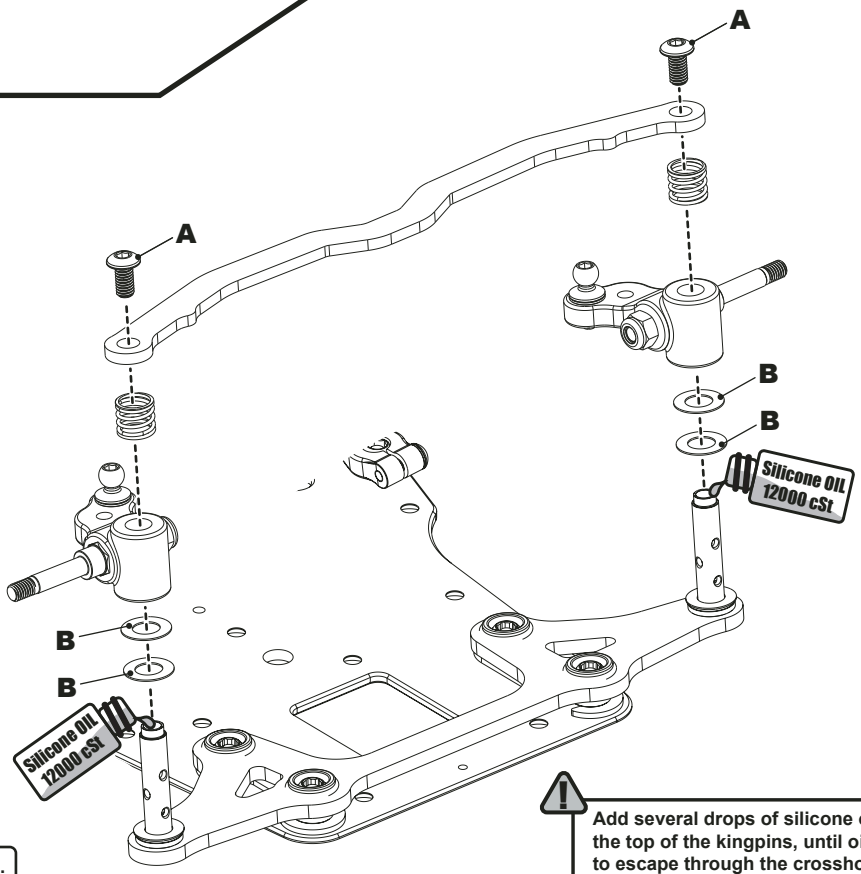
Always use at least a 0.5mm washer below ball stud B.



STEP 8

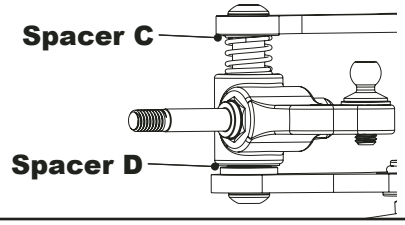
A x2
M3 x 6 Button Hd Screw

B x6
Droop spacer 0.25mm Black

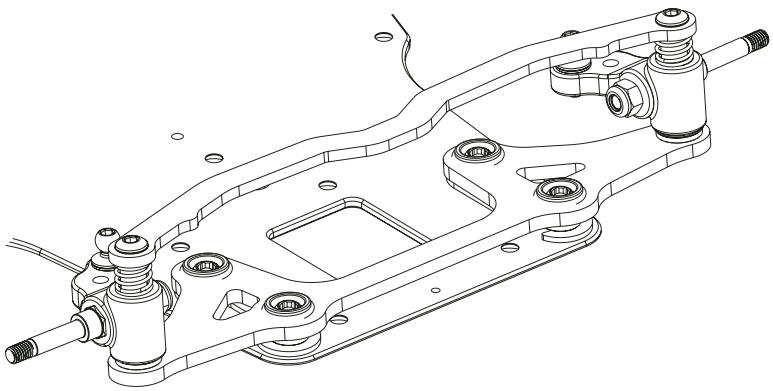


6x Droop Spacers 'B' are included. The kit setting is 2x per side, as shown.

Add several drops of silicone oil into the top of the kingpins, until oil begins to escape through the crossholes. Spread the oil over the shaft and drop the hub over the top.



-Increasing spacer 'C' increases ride height.
-Changing spacer 'D' doesn't affect ride height.
-Increasing spacer 'C' or 'D' decreases droop.



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STEP 9

A x2
M3 x 6 Csk Hd Screw

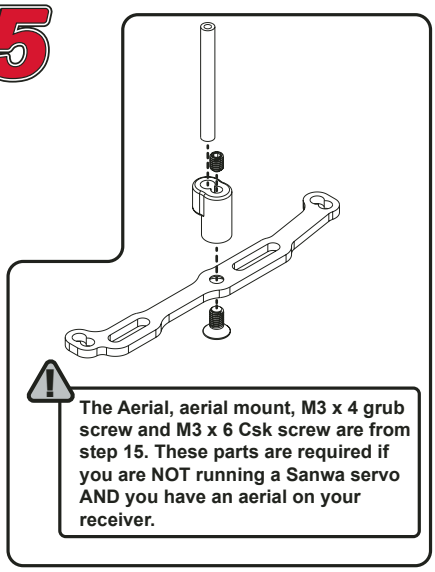
B x2
M3 x 10 Csk Hd Screw

C x2
M3 x 6 Button Hd Screw

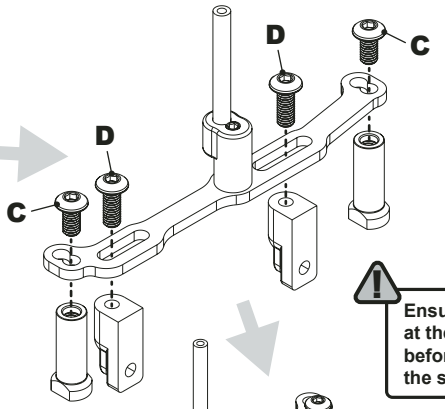
D x2
M3 x 8 Button Hd Screw

E x1
M3 x 10 Button Hd Screw

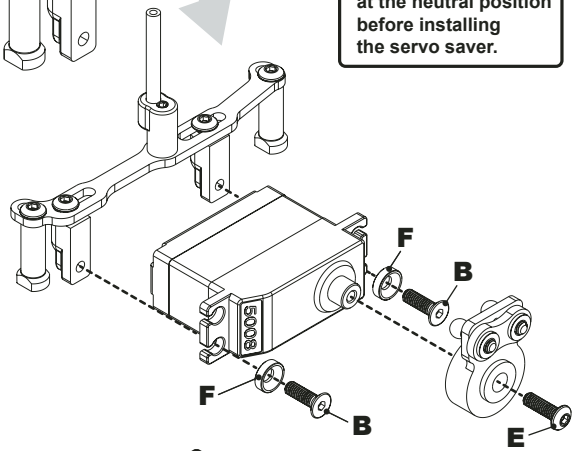
F x2
M3 x Csk Washer



The Aerial, aerial mount, M3 x 4 grub screw and M3 x 6 Csk screw are from step 15. These parts are required if you are NOT running a Sanwa servo AND you have an aerial on your receiver.

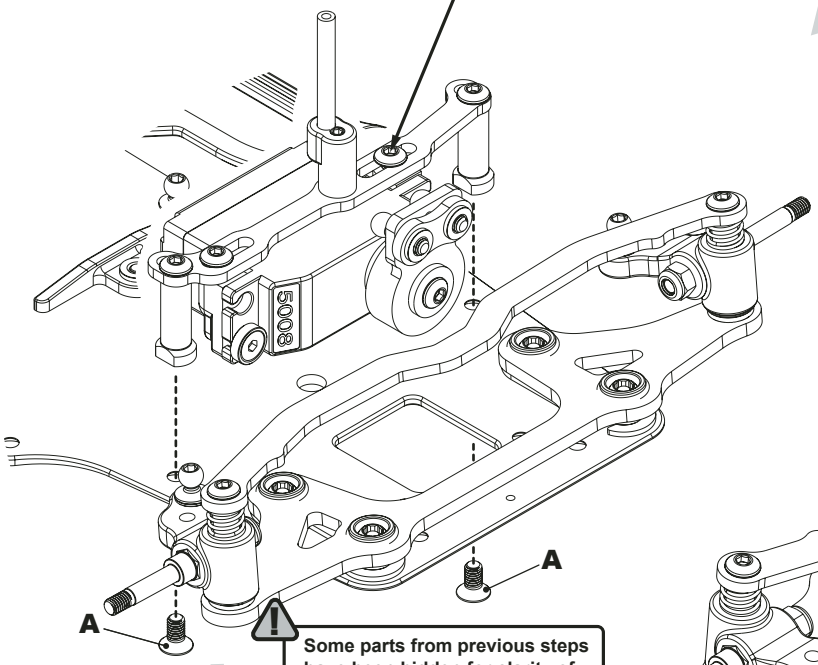


Ensure the servo is at the neutral position before installing the servo saver.

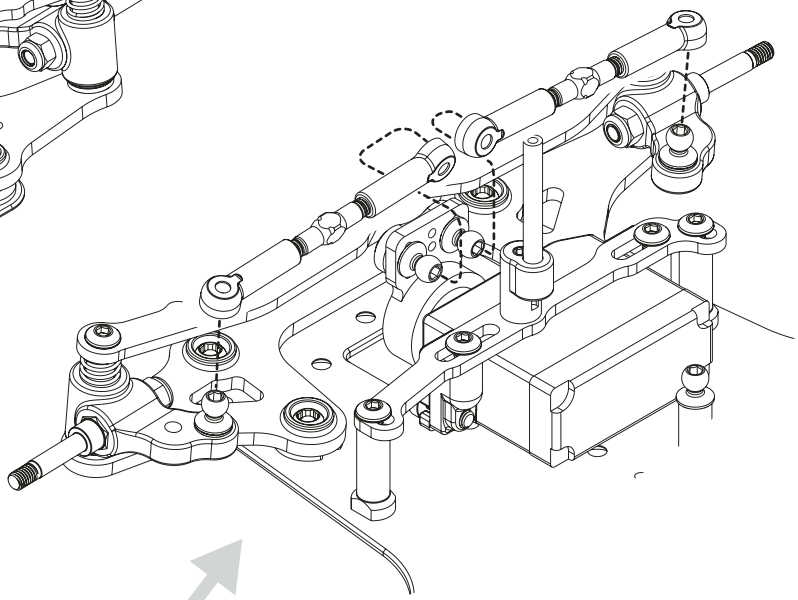


The included white servo saver fits 25T servos such as Core Rc, Highest, Futaba and Power HD.
-U8477 - White - 25T - Core RC
-U8478 - Black - 23T - SANWA

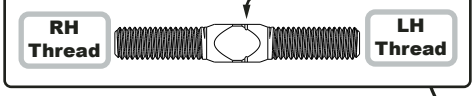
Adjust screws **D** so that the servo spline is mounted centrally to the car.

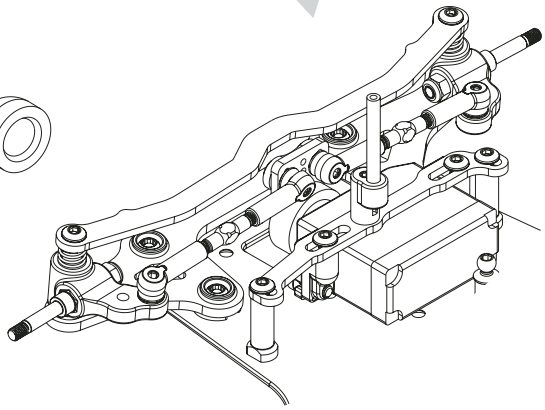


Some parts from previous steps have been hidden for clarity of assembly.



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





Note: Build a pair of turnbuckles with the same length.

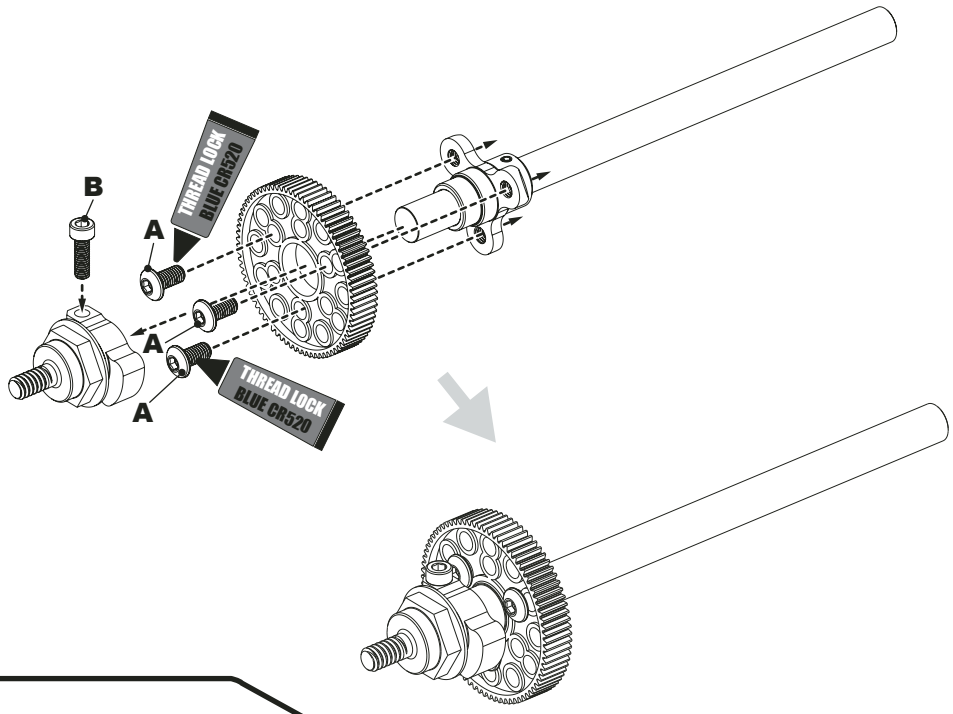
STEP 10a

A x3

M3 x 6 Button Hd Screw

B x1

M2.5 x 8 Cap Hd Screw



STEP 10b

A x1

M2.5 x 8 Cap Hd Screw

B x2

1/4" x 3/8" Flanged Bearing

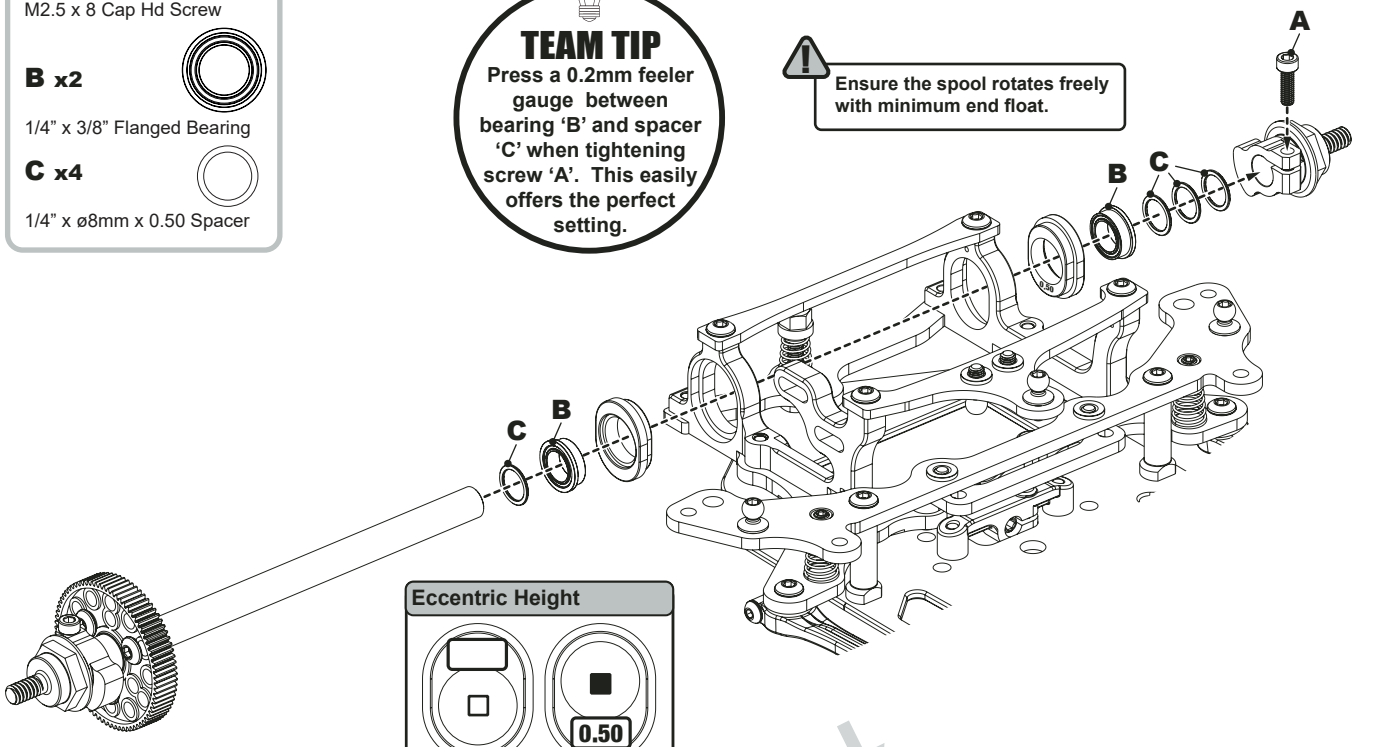
C x4

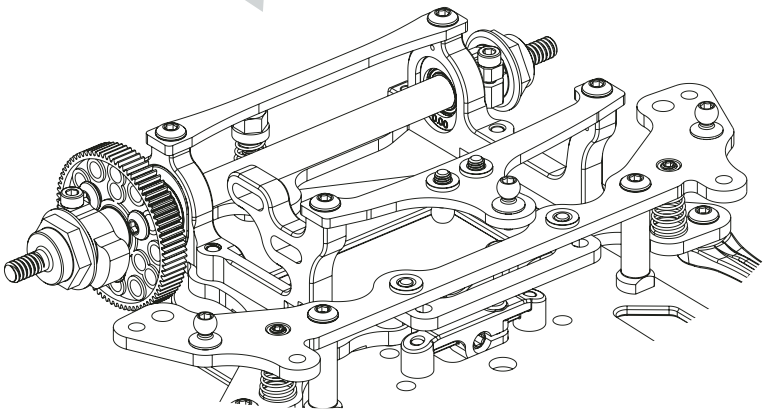
1/4" x ø8mm x 0.50 Spacer

TEAM TIP

Press a 0.2mm feeler gauge between bearing 'B' and spacer 'C' when tightening screw 'A'. This easily offers the perfect setting.

Ensure the spool rotates freely with minimum end float.





The eccentrics are used to adjust the ride height. There are 8 different eccentrics, 7 of which can be flipped to give a total of 15 options. See page 17 to choose an appropriate one for your tyre size.

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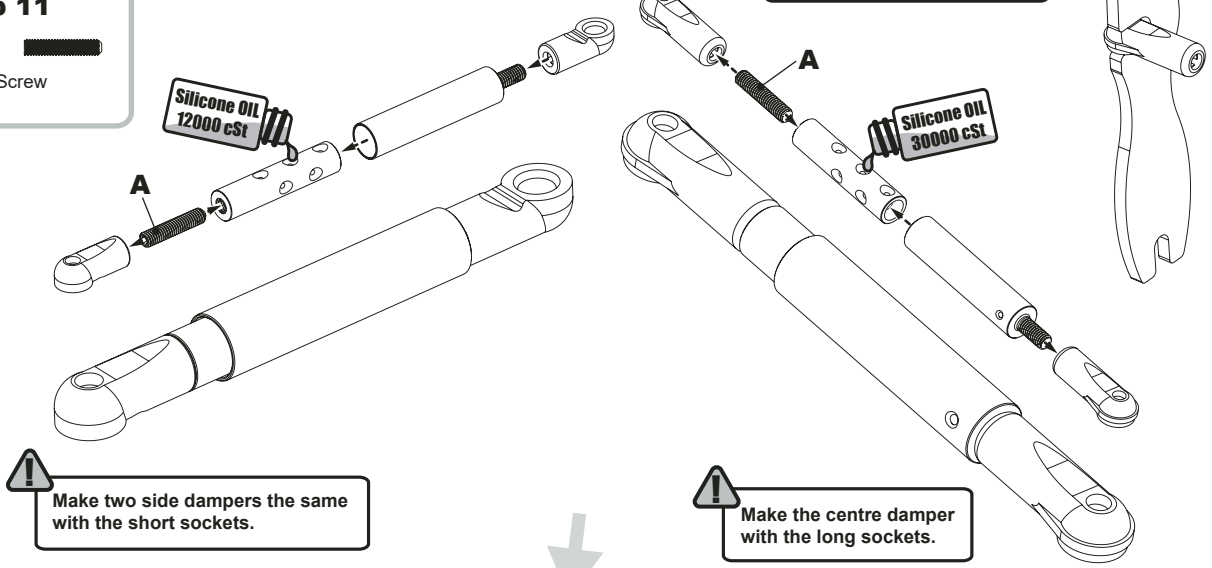
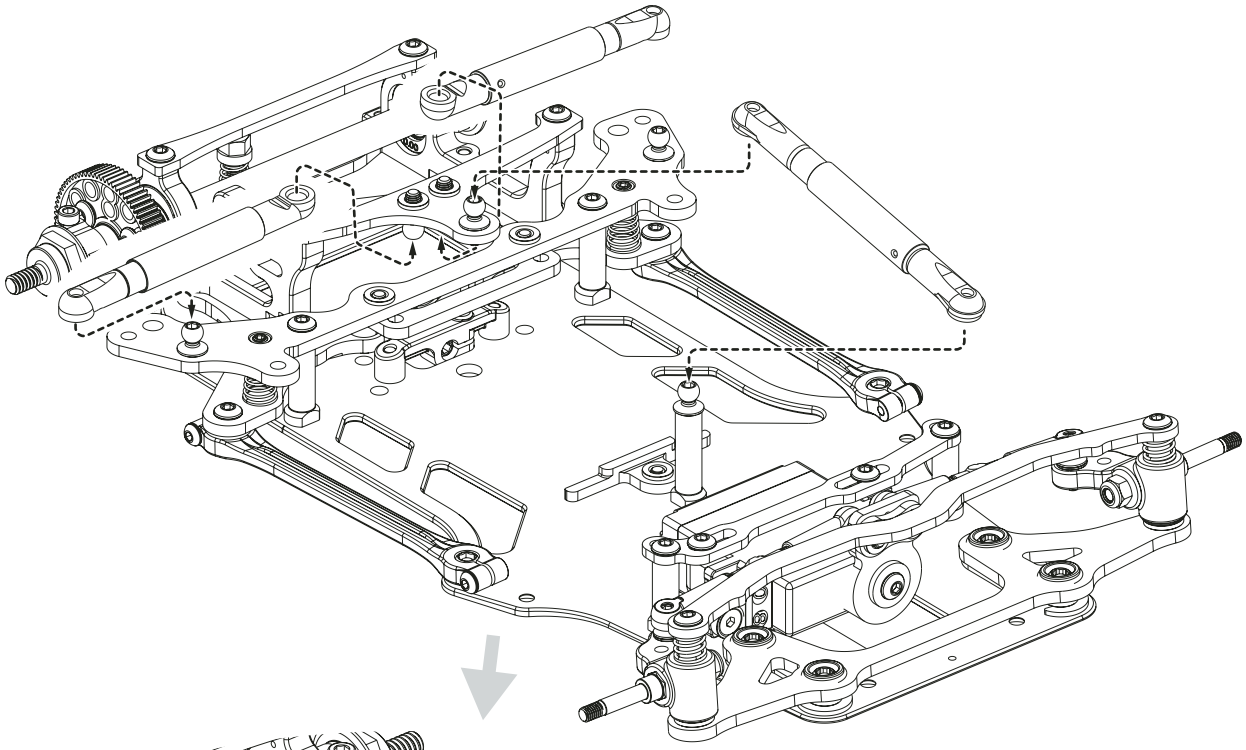
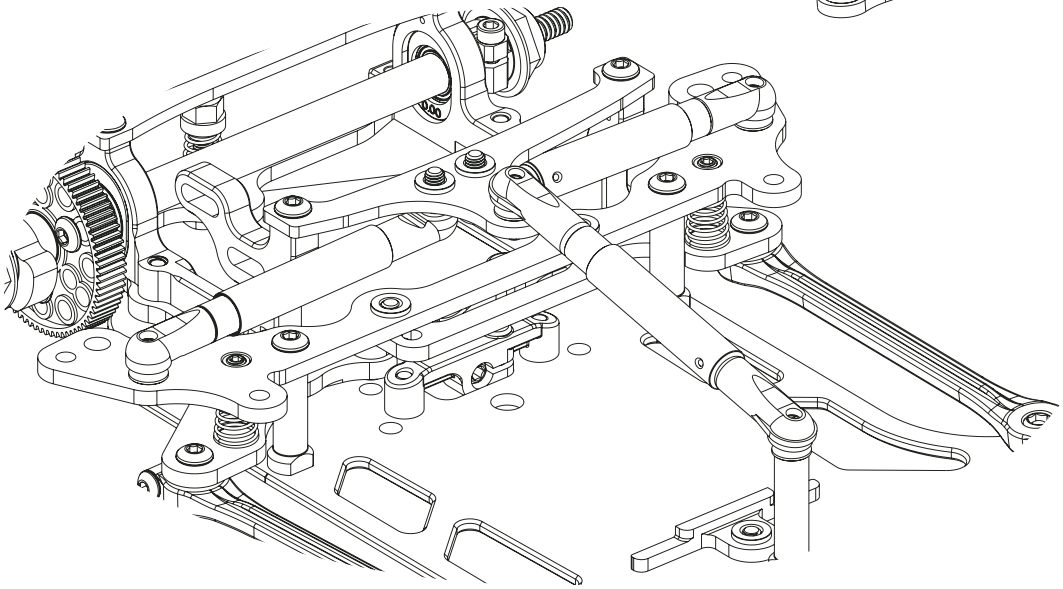
Step 11

A x3

M3 x 14 Grub Screw







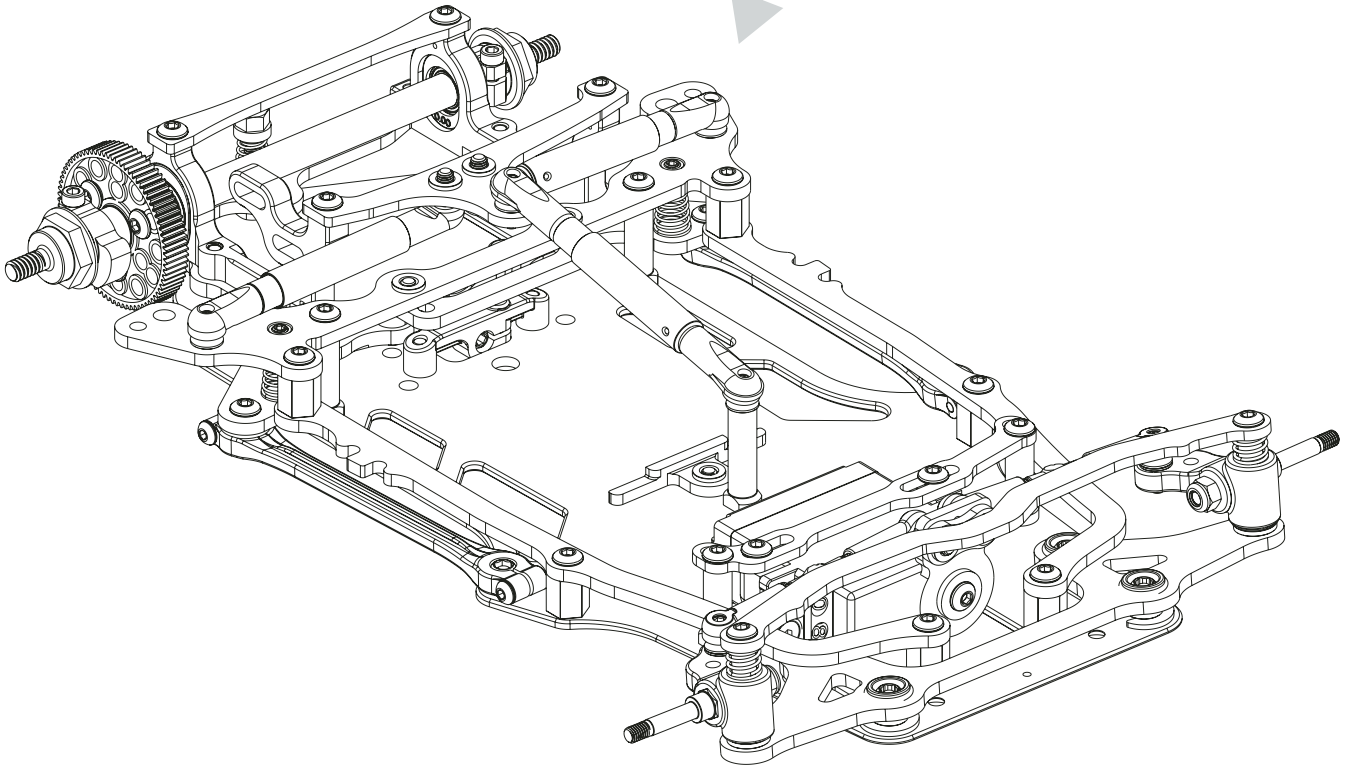
Step 12

A x6

M3 x 6 Button Hd Screw

B x6

M3 x 6 Csk Hd Screw



ECLIPSE5
WORLD CLASS 1/12TH PRO LMP CHASSIS

Step 13

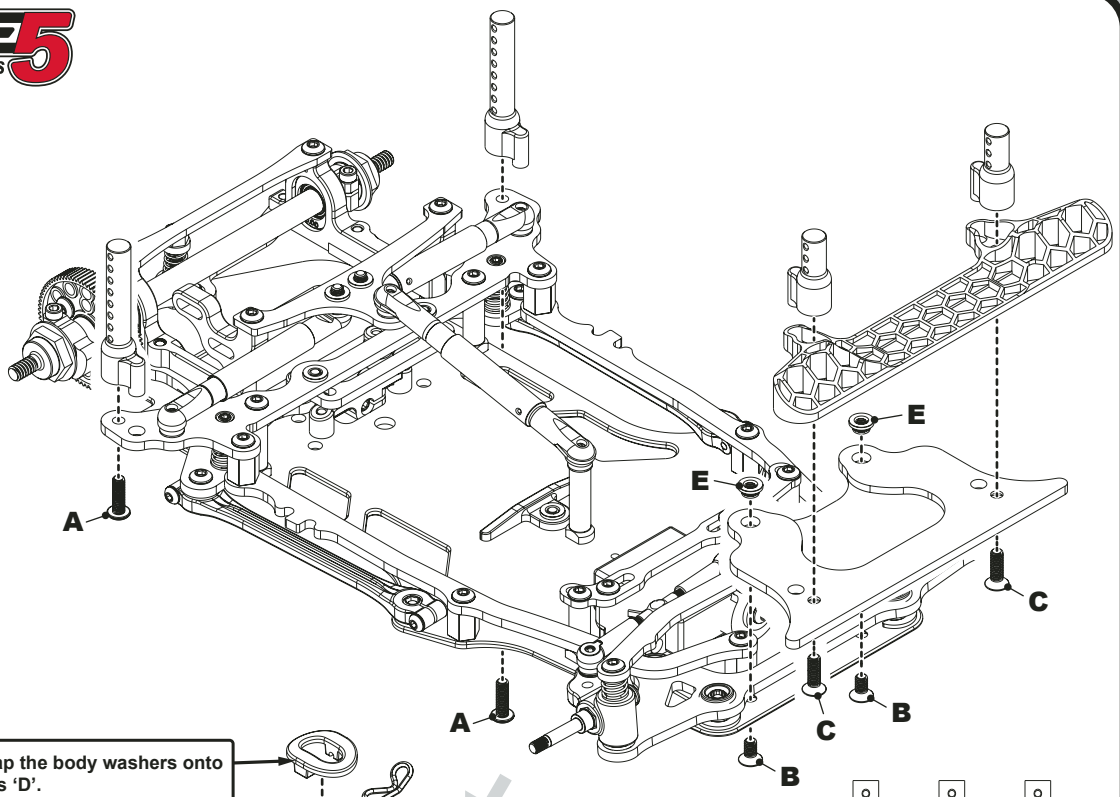
A x2
M3 x 10 Button Hd Screw

B x2
M3 x 6 Csk Hd Screw

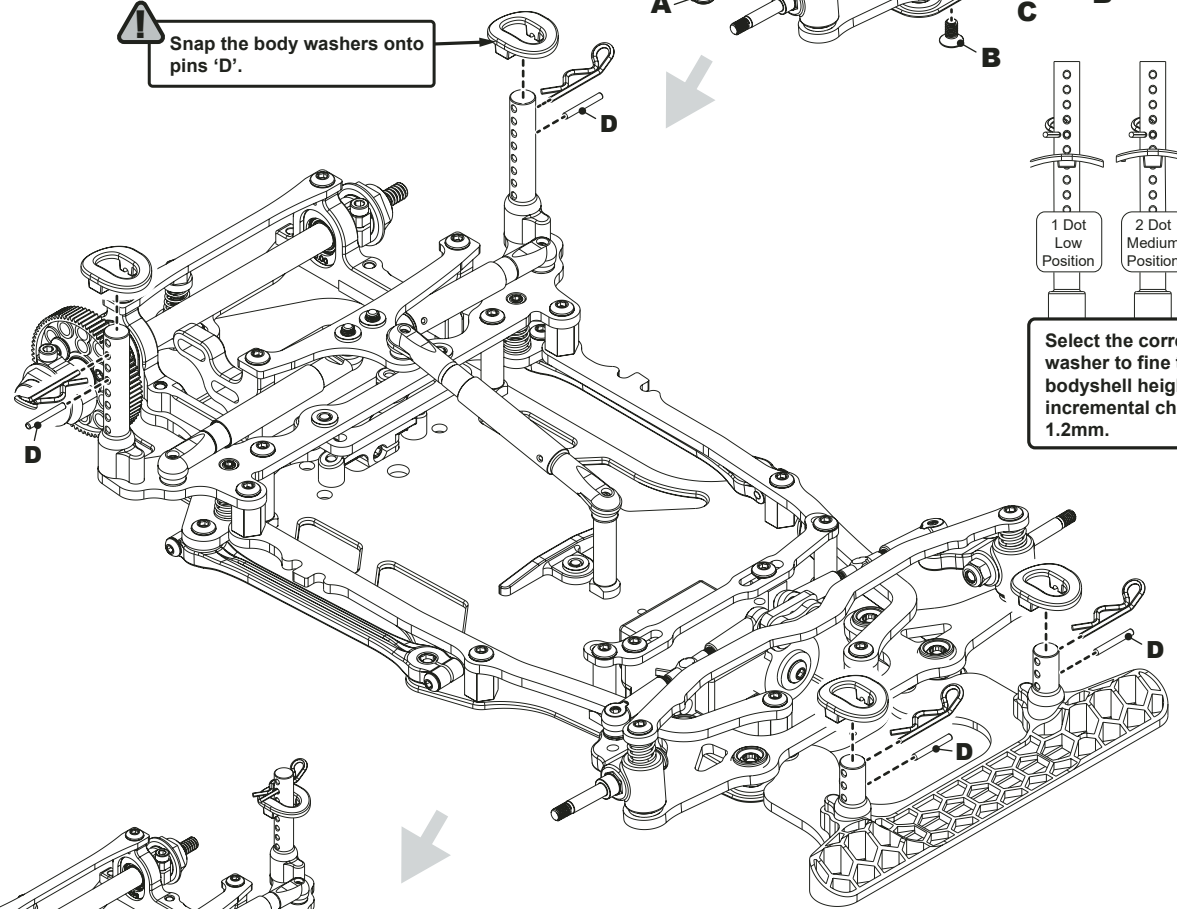
C x2
M3 x 10 Csk Hd Screw

D x4
Pin ø1.5 x 11.8

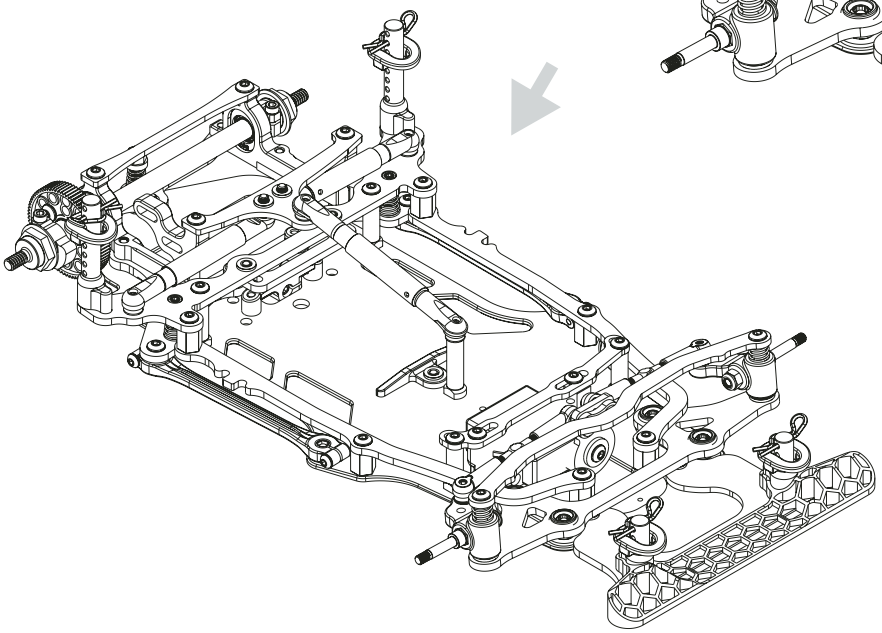
E x2
M3 Thread Insert



Snap the body washers onto pins 'D'.



Select the correct body washer to fine tune the bodyshell height. Each incremental change is 1.2mm.



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

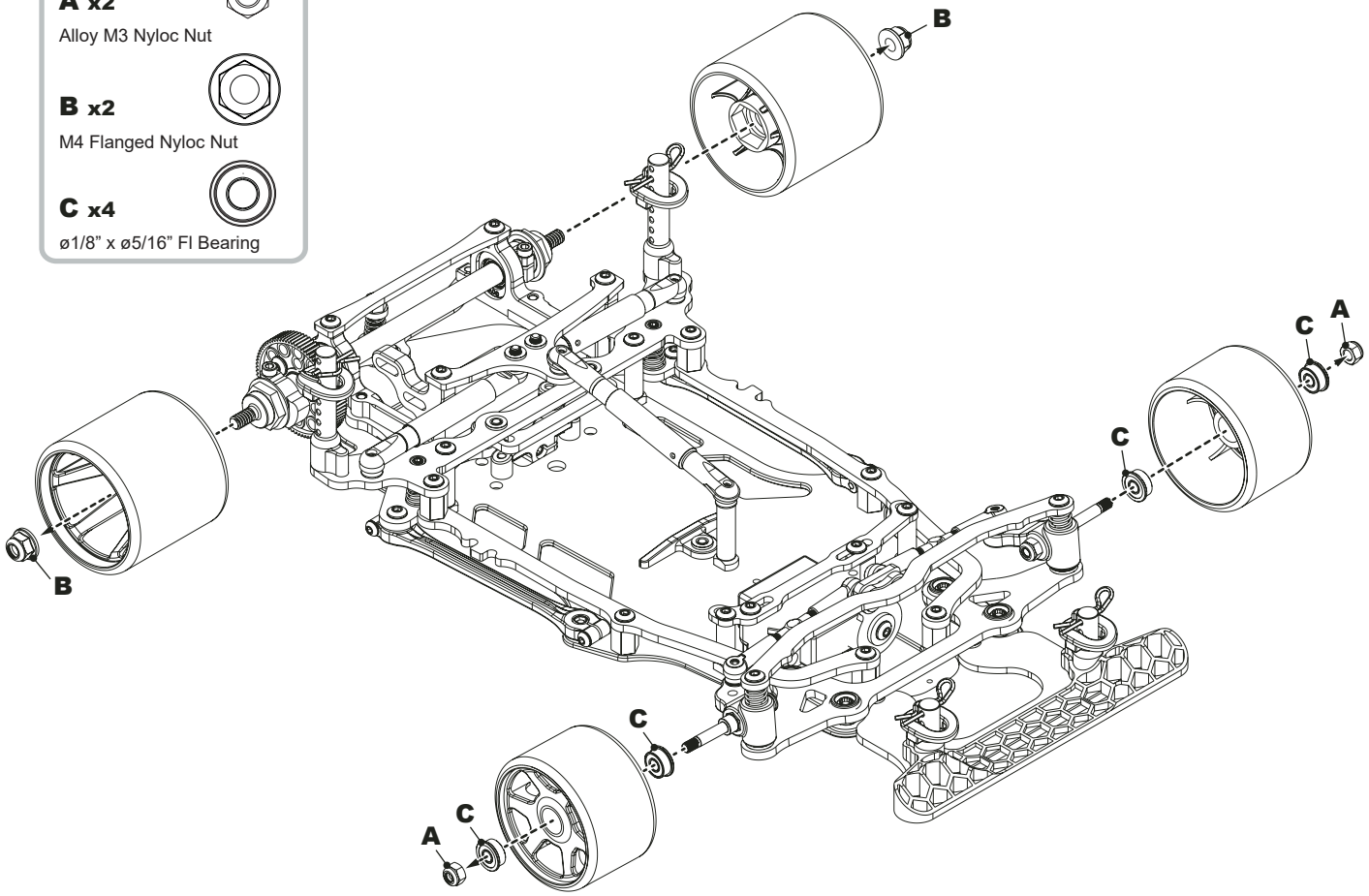
ECLIPSE 5
WORLD CLASS 1/12TH PRO LMP CHASSIS

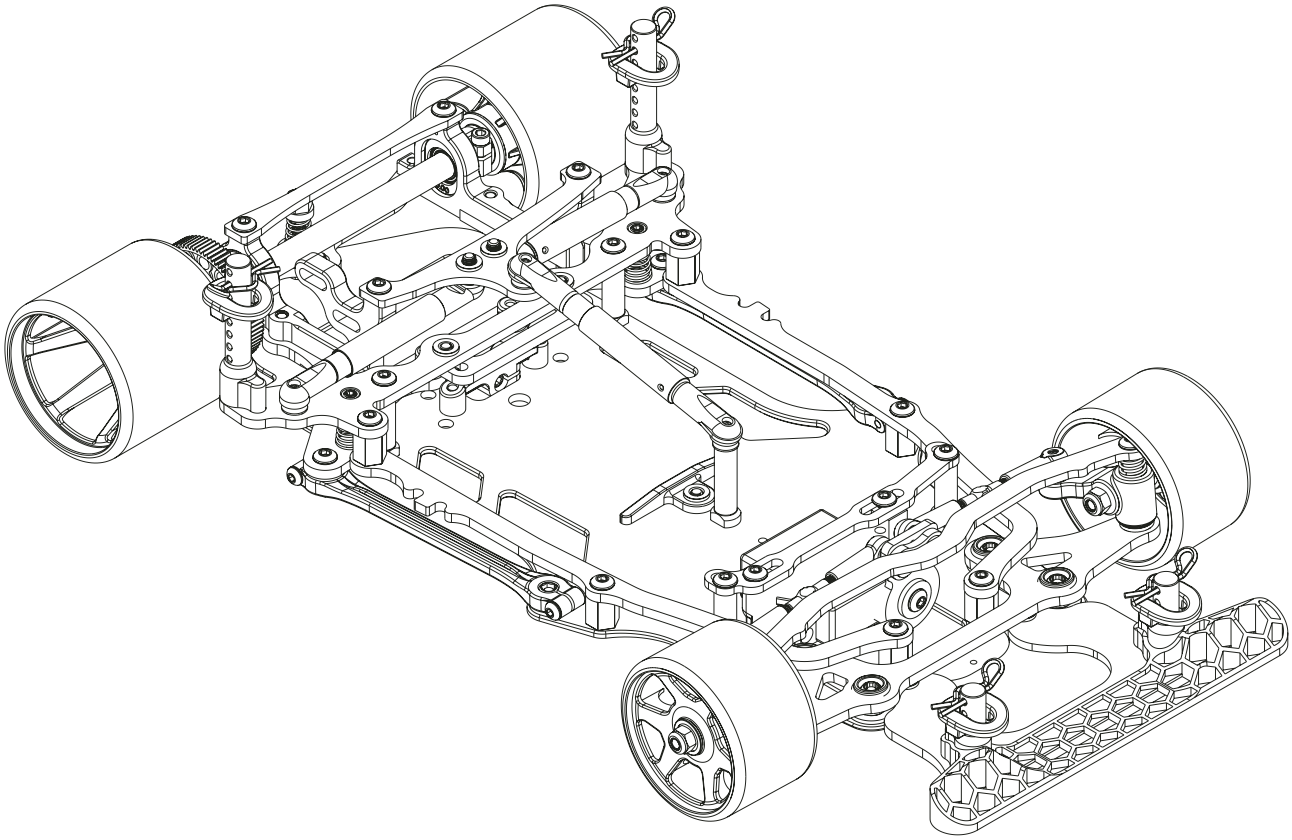
Step 14

A x2
Alloy M3 Nyloc Nut

B x2
M4 Flanged Nyloc Nut

C x4
ø1/8" x ø5/16" Fl Bearing





ECLIPSE 5
WORLD CLASS 1/12TH PRO LMP CHASSIS

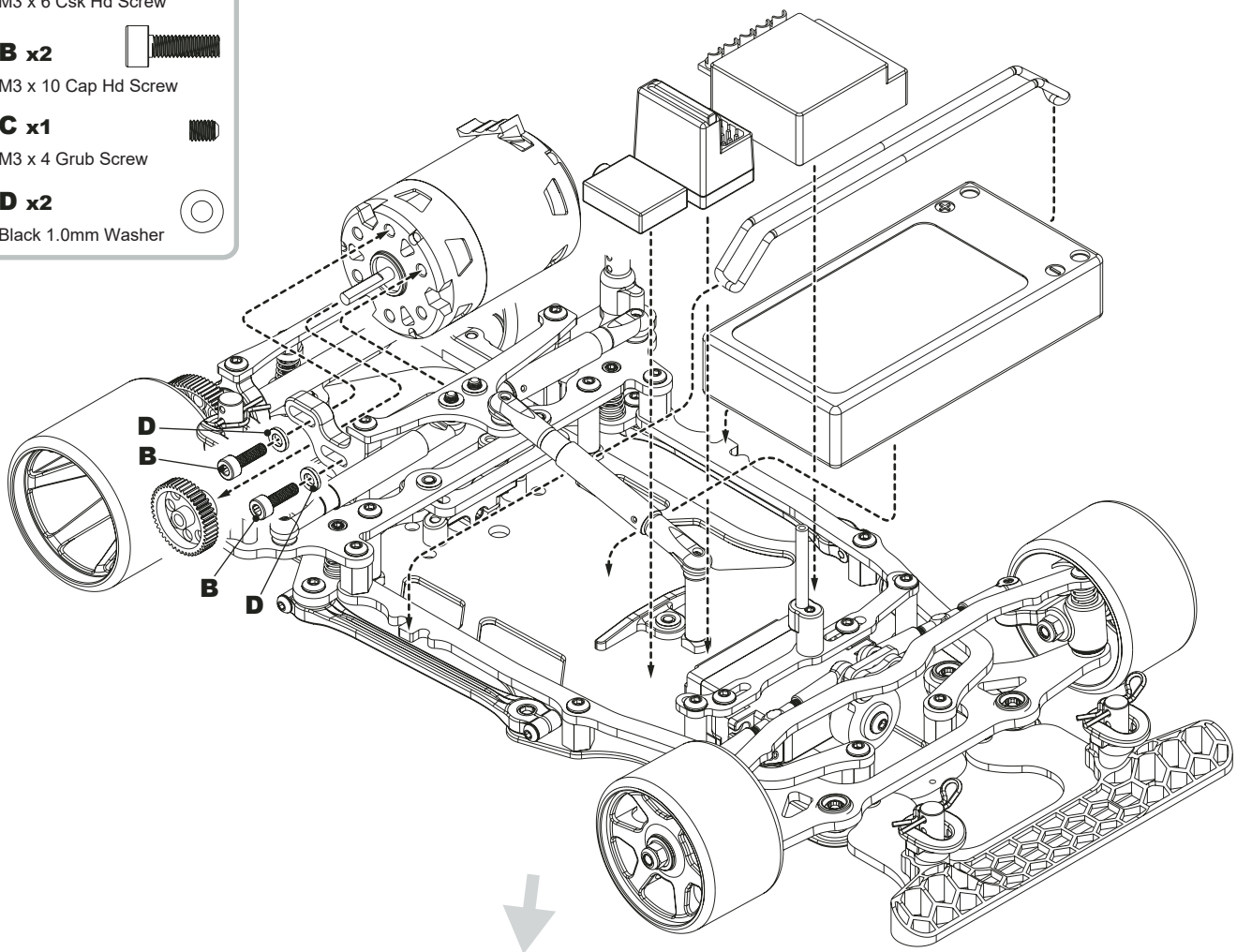
Step 15

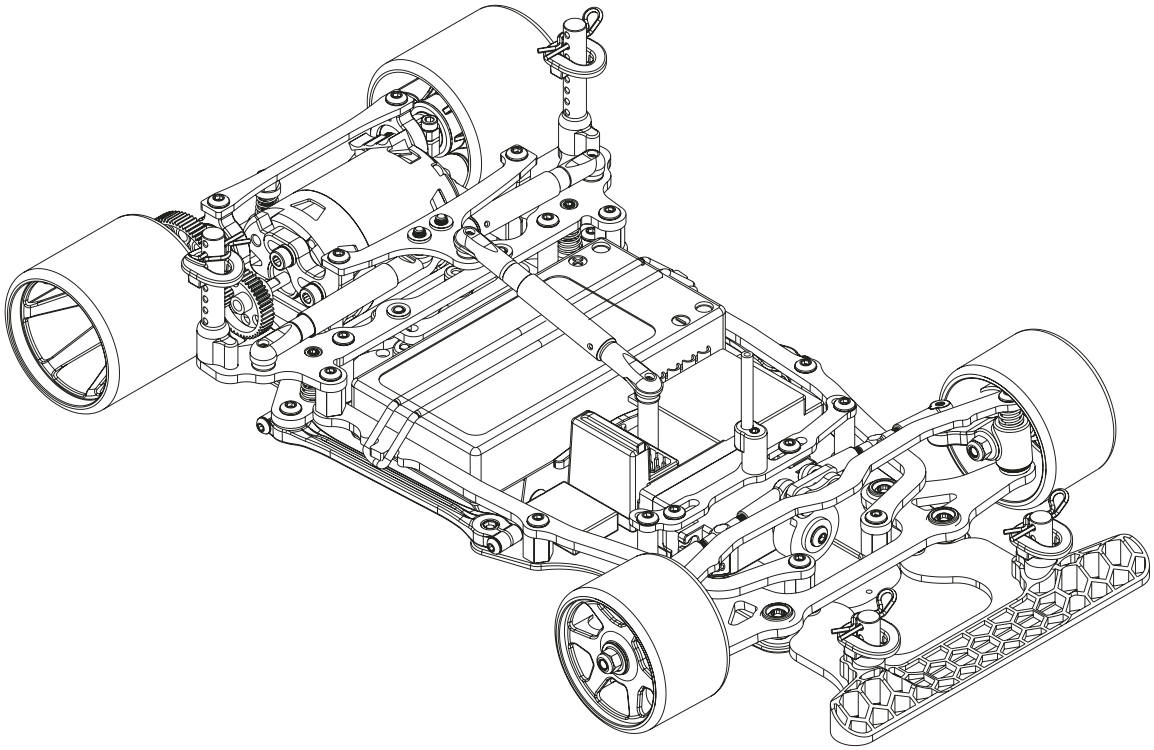
A x1
M3 x 6 Csk Hd Screw

B x2
M3 x 10 Cap Hd Screw

C x1
M3 x 4 Grub Screw

D x2
Black 1.0mm Washer





ECLIPSE5
WORLD CLASS 1/12TH PRO LMP CHASSIS

Option Fit SANWA SERVO U7680

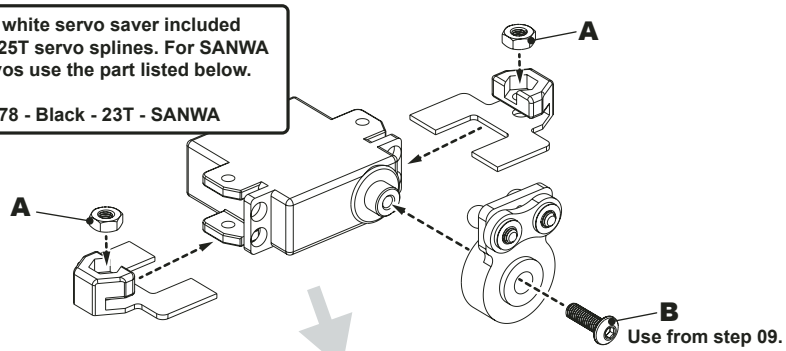
A x2
Alloy M3 Nyloc Nut

B x1
M3 x 10 Button Hd Screw

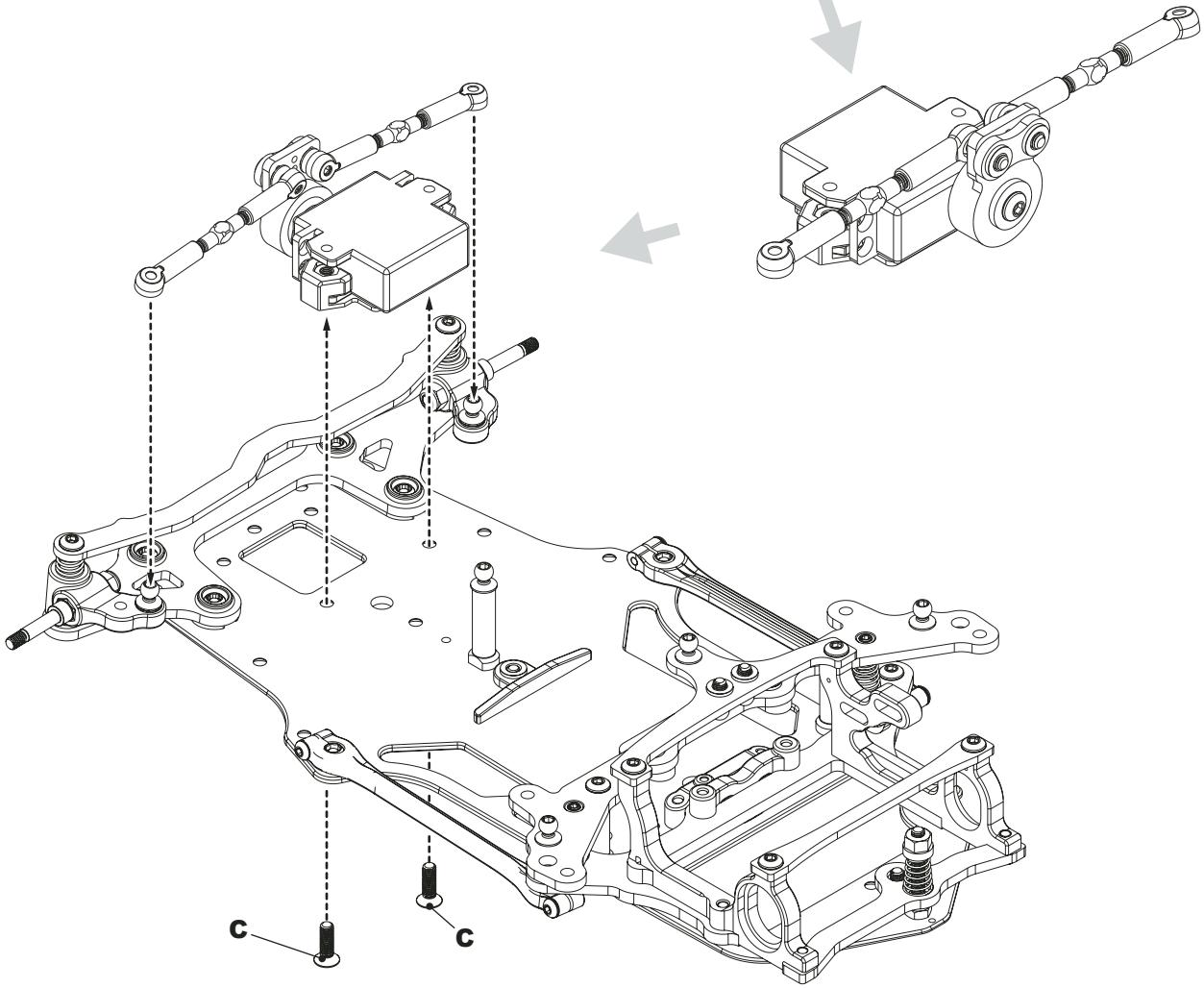
C x2
M3 x 10 Csk Hd Screw

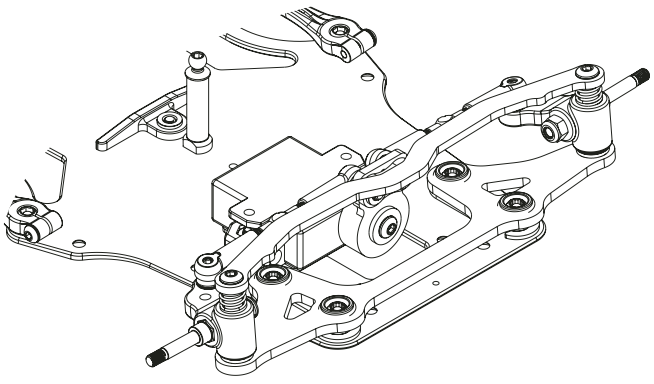
The white servo saver included fits 25T servo splines. For SANWA servos use the part listed below.

U8478 - Black - 23T - SANWA



Build the turnbuckles as shown on page 09.





TRACK SETTINGS

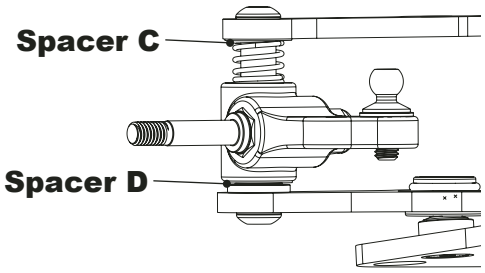
RIDE HEIGHT & CASTOR

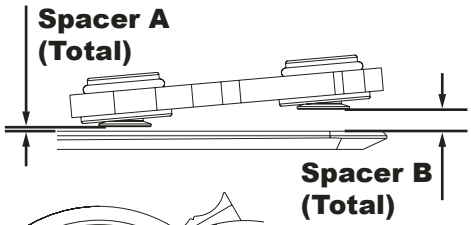
See Page 7 - Step 6 & Page 8 - Step 8

Front Ride Height & Castor Chart

Tyre Size	Ride Height	Castor	Spacer A	Spacer B	Spacer C*	Spacer D*
39.5mm	3.4mm	3º	0.5mm	1.5mm	0.0mm	0.5mm
40.5mm	3.4mm	3º	1.0mm	2.0mm	0.0mm	0.5mm
41.5mm	3.4mm	3º	1.5mm	2.5mm	0.0mm	0.5mm
42.5mm	3.4mm	3º	2.0mm	3.0mm	0.0mm	0.5mm
39.5mm	3.4mm	4º	0.0mm	1.5mm	0.0mm	0.5mm
40.5mm	3.4mm	4º	0.5mm	2.0mm	0.0mm	0.5mm
41.5mm	3.4mm	4º	1.0mm	2.5mm	0.0mm	0.5mm
42.5mm	3.4mm	4º	1.5mm	3.0mm	0.0mm	0.5mm
39.5mm	3.4mm	5º	0.0mm	2.0mm	0.25mm	0.25mm
40.5mm	3.4mm	5º	0.5mm	2.5mm	0.25mm	0.25mm
41.5mm	3.4mm	5º	1.0mm	3.0mm	0.25mm	0.25mm
42.5mm	3.4mm	5º	1.5mm	3.5mm	0.25mm	0.25mm

(Kit)



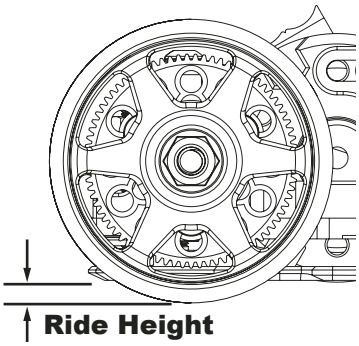


*One Black King Pin Spacer = 0.25mm

- Increasing spacer ‘C’ increases ride height.
- Changing spacer ‘D’ doesn’t affect ride height.
- Increasing spacer ‘C’ or ‘D’ decreases droop.

Rear

Use the eccentrics to adjust the rear ride height. Raising the axle lowers the ride height. Lowering the axle raises the ride height.
The recommended ride height is 3.5mm 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.

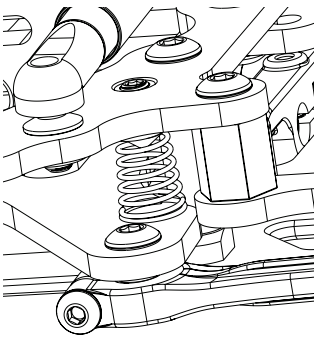


ROLL SPRINGS

See Page 6 - Step 5

Roll springs are used to control the cars steeing balance. A softer spring will give an easier to drive car. Stiffer roll springs can be used to give a more aggressive car. The standard setting has the roll springs uncompressed and both just touching the lower pod plate when the car is stationary. Screwing them downward and compressing the springs creates more steering while loosening them gives an easier to drive car.

Adjusting the springs allows the tweak to be infinitely adjusted. Ensure they are not set too unevenly. If more than 0.5mm different, further investigation is required.

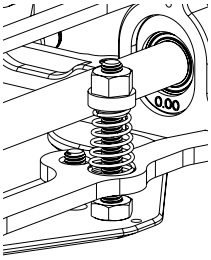


REAR BUMP SPRING

See Page 5 - Step 4b

This spring is used to set the pod angle of the car. Adjust the spring tension so that the pod is horizontal when the car is on a flat surface.

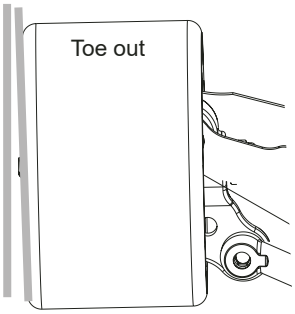
A softer bump spring will give a more aggressive car entering the corner, but offers more grip mid corner and on corner exit. It will also improve the cars bump handling.



FRONT TOE

Parallel front wheels or a slight toe out (up to 1 degree per side) is the recommended setting.

Toe out gives more initial steering. It does however make the car more difficult to drive on the straight, due to increased responsiveness.



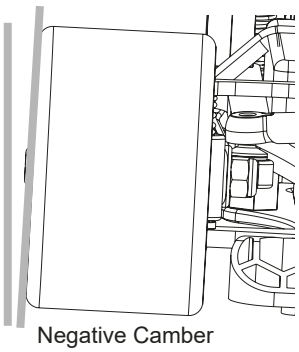
CAMBER

See Page 8 - Step 8

Increasing the negative camber angle will increase the cars steering. This will make the car more difficult to drive but often faster on a lap.

Reducing the negative camber angle is a good setting change if traction roll is a problem.

As a general rule, setting the camber so that the tyres wear without any coning will give the most ideal setting in usual conditions.


Negative Camber

TYRES

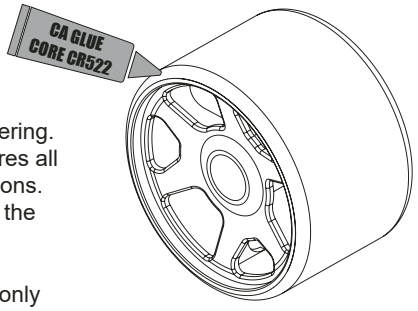
See Page 14 - Step 14

The most important factor in racing is to get the tyres right. Contact foam tyres are designed for use on carpet tracks.

Shore hardness

28 30 32 35 40

Softer = more grip *Harder = less grip*



Use softer front tyres if you want more steering, and harder front tyres if you want less steering. In high traction conditions sometimes you can have too much overall grip. Using harder tyres all round should make you faster through the corners with less traction rolling in these conditions. If the track grip is not high enough, or the tyres are too hard, the car may slide and stop in the corners, if this is the case, reduce the shore rating until the track conditions change.

RACE TIP - 41.5mm rear, 40.5mm front is a good all round tyre size, reducing this size is only an advantage in extreme conditions to prevent grip roll. If you have too much steering then add a thin layer of superglue (CORE Racing #CR522) to the outside edge of the front tyre to reduce the front tyre grip. This can be used to prevent grip roll in extreme conditions.

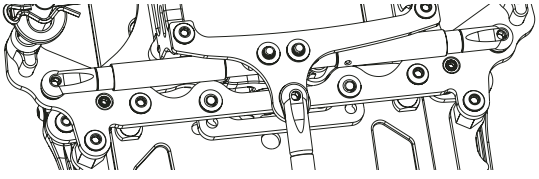
REAR ROLL DAMPING

See Page 11 - Step 11

Generally, in high traction conditions, thinner roll damping oil is better. Low traction tracks may require thicker damping.

Thicker roll damping oil slows the weight transfer of the rear and makes the car easier to drive. Thicker oil can help if the track surface is bumpy and there are issues with bumps in the middle of the corner.

A good range is between 7,000cSt and 20,000cSt.

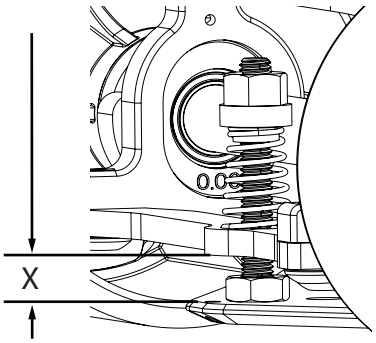


POD ANGLE AND HEIGHT

See Page 5 - Step 4b

When X= 4.3mm, the pod angle is 0°. This respresents the kit setting.
This gives best support for the rear roll springs and set the kit motor height.
If this number is decreased, the motor height will drop below the chassis, and be the ride height limitation. It is generally not best to do this, except in ultra high traction, where lifting the chassis may also be benefitial.

This can be be adjusted in small measures to quickly change ride height, however, it should not exceed less than 3.7mm and more than 4.8mm. Droop must be adjusted after this is done.



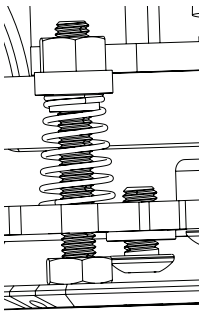
REAR DROOP

See Page 4 - Step 3 and 4a

Rear droop adjusts the balance of the cars handling. Less droop makes the car more aggressive, squaring up the turns. More droop gives less corner rotation but an easier to drive car. More droop also improves the cars bump handling.

Start with 1mm of droop.

To set this, start with the droop screw fully screwed in and back it out to reduce droop. Measure this by measuring the cars rear ride height, then take all the weight off the car by lifting from the rear of the centre damper tube (the wheels must still just be touching the floor). Measure the chassis from the floor in this position and subtract the ride height to calculate droop

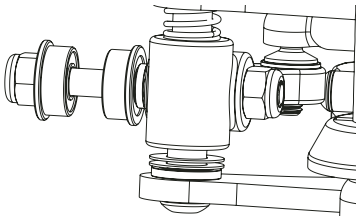


FRONT DROOP

See Page 8 - Step 8

Increasing Front Droop will make the car more agressive and have more front grip.
Decreasing Front Droop makes the car smoother and easier, at the expense of rotation.

Front droop is adjusted in 0.25mm steps using the shims on the kingpin.
They can be positioned above or below the hub carrier but please note that if placed above the hub carrier, the ride height will be decreased. Shims below will not change the height of the car, only the droop.
Kit setting 2 shims on both kingpins.



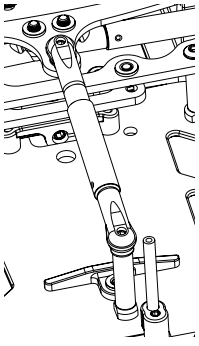
REAR BUMP DAMPING

See Page 11 - Step 11

Generally, in high traction conditions, thinner bump damping oil is better.
Low traction tracks may require thicker damping.

Thicker bump damping oil slows the weight transfer of the rear and makes the car easier to drive when coming off power. Thicker oil can help if the track surface is bumpy and there are issues with bumps when the car is moving in a straight line.

A good range is betweeen 15,000cSt and 50,000cSt.

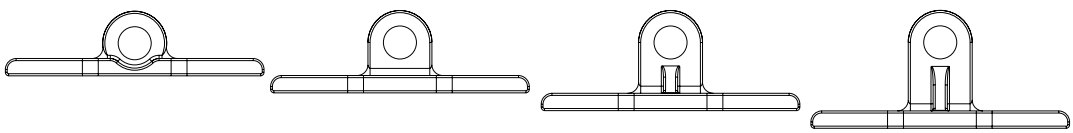


LIPO POSITION

See Page 2 - Step 1

Moving the LiPo forward will make the car smoother and easier to drive.

Moving the LiPo rearward will make the car more aggressive and provide more steering. It may help prevent rear wheel lifting when traction is very high.



ROLL CENTRE ADJUSTMENT (SPEED SECRET)

See Page 3 - Step 2 & Page 4 - Steps 3, 4a

When using the alloy speed secret pivot parts (**U7918** and **U7919**) the roll centre can be adjusted by adding or removing spacers from below the alloy pivot mount and alloy pivot block.

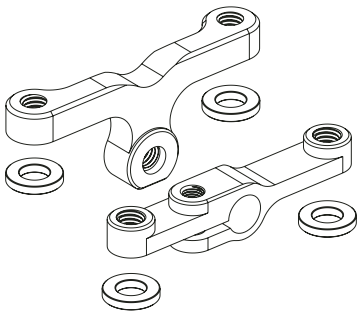
Lowering the roll centre (removing spacers) will give the car more grip and increase chassis roll.

Raising the roll centre (adding spacers) will increase steering by making the car rotate more from the rear.

The alloy pivot mount and block need 1mm spacers below them to achieve the kit roll centre setting.

Both parts MUST have equal spacers below them.

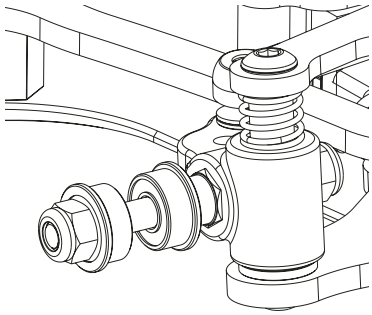
Using **U7897 - Alloy Pivot Spacer 1mm pr** will make roll centre adjustment easier.



FRONT SPRINGS

See Page 8 - Step 8

Softer springs will ride the bumps better and generally allow the car to roll more which can increase steering, especially in the middle of the corner. Harder springs make the car more responsive and are more suitable for high grip tracks. They will generally increase initial steering but improve mid corner stability.



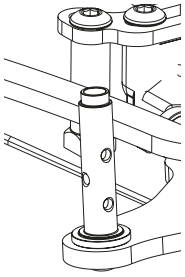
FRONT DAMPING

See Page 8 - Step 8

Front damping can be used to tune the car depending on the track traction levels. Like rear damping, in high traction track conditions, thinner oil is required, compared to low traction track conditions where thicker oil can improve the cars driveability.

Thicker oil on the kingpin generally always gives a less responsive, easier to drive car. Too thick oil on the kingpin may lead to a 'lazy' feeling car which lacks corner speed.

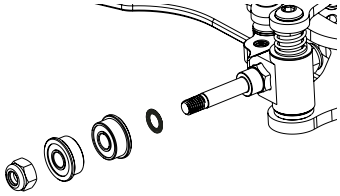
We suggest a wide range of possibilities here starting from 12,000cSt to 40,000cSt



FRONT TRACK WIDTH

Wider Front Track Width will make the car easier to drive in general, with less steering/rotation in the corners.

Narrower front track width will make the car harder to drive in general, with more steering /rotation in the corners.

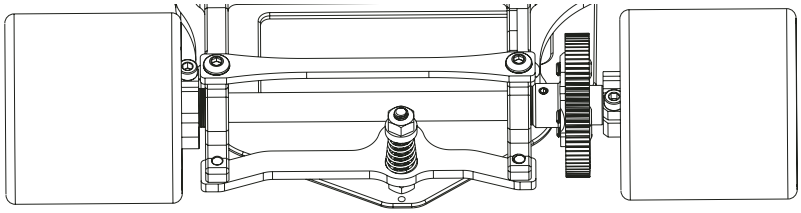


REAR TRACK WIDTH

See Page 10 - Step 10b

Wider rear track width provides increased rear grip and an easier to drive car. Narrower rear track width increases corner speed and steering, making the car harder to drive.

Kit rear width has a 0.5mm of spacers on the right and 1.5mm of spacers on the left (remove or add spacers equally to adjust track width).



GEARING CHART

Pinion \ Spur	72	76	78	88	94
19				28.15	26.35
20				29.63	27.74
21				31.11	29.13
22				32.59	30.51
23				34.08	31.90
24				35.56	33.29
25				37.04	34.67
26				38.52	36.06
27				40.00	37.45
28				41.48	38.84
29			48.47	42.96	40.22
30			50.14	44.45	41.61
31		53.18	51.82	45.93	43.00
32		54.90	53.49	47.41	44.38
33		56.61	55.16	48.89	45.77
34		58.33	56.83	50.37	47.16
35	63.38	60.04	58.50	51.85	48.54
36	65.19	61.76	60.17	53.34	49.93
37	67.00	63.47	61.85	54.82	51.32
38	68.81	65.19	63.52	56.30	52.71
39	70.62	66.90	65.19	57.78	54.09
40	72.43	68.62	66.86	59.26	55.48
41	74.24	70.33	68.53	60.74	
42	76.05	72.05	70.20	62.23	
43	77.86	73.77	71.87	63.71	
44	79.67	75.48	73.55	65.19	
45	81.49	77.20	75.22	66.67	
46	83.30	78.91	76.89	68.15	
47	85.11	80.63	78.56		
48	86.92	82.34	80.23		
49	88.73	84.06	81.90		
50	90.54	85.77	83.57		
51	92.35	87.49	85.25		
52	94.16	89.20	86.92		
53	95.97	90.92	88.59		
54	97.78	92.64	90.26		

In this chart we have given the mm/rev figures for our suggested tyre size of 41.5mm, for a range of spurs and pinions. If you prefer to use a different size tyre, or to calculate as they wear, complete the calculations below.
We suggest the use of 64DP spur and pinion gears in this kit, in order to have maximum efficiency and durability.

First work out the gear ratio from the spur gear and pinion. (For example 76/40 = 1.9).

Then complete the following equation:

$$\frac{43\text{ (tyre dia) x }\pi\text{ (3.142)}}{1.9\text{ (gear ratio)}} = 71.1\text{mm/rev}$$

Minimum Combined Tooth Sum 107T (64DP)
Maximum Combined Tooth Sum 134T (64DP)

The Maximum and Minimum Combined tooth sum is found by adding the pinion and spur sizes together. This will show you quickly tell you if the pinion and spur combination you would like to run will fit the car.

All of the rollout options shown in the chart will fit the car.

ECLIPSE 5

WORLD CLASS 1/12TH PRO LMP CHASSIS

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

U8065 - M3 Alloy Thread Inserts pk8

U7825 - Titanium Pivot Ball 5.5mm Low (pr)

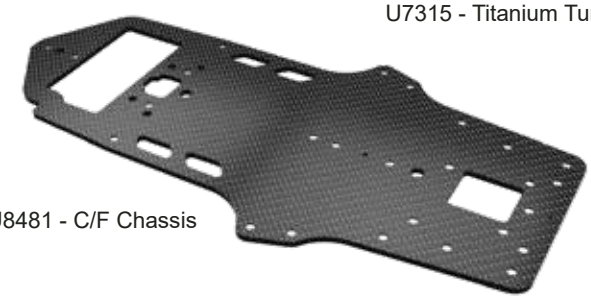
U7936 - Titanium King Pin pr

U4328 - Impact Servo Saver

U7933 - Alloy Hub Carrier pr

U4298 - Turnbuckle HT - 35mm - pr
U7315 - Titanium Turnbuckle - 35mm - Silver - pr

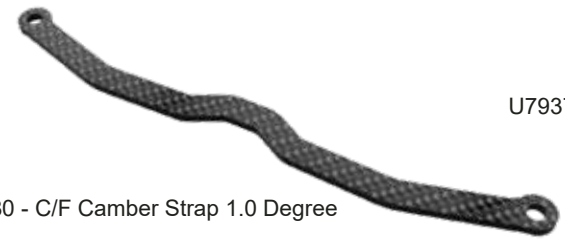
U7938 - Chassis Post 8mm pr



U8481 - C/F Chassis

U7937 - Titanium Front Axle pr

U7918 - Alloy Pivot Mount
U7919 - Alloy Pivot Block



U8480 - C/F Camber Strap 1.0 Degree

U7680 - Sanwa Servo Spacer pr

U7486 - Alloy Servo Mounts

U2135 - M4 Nyloc Wheel Nut - Purple Alloy (pk4)
U2810 - M4 Nyloc Wheel Nut - Red Alloy (pk4)
U2811 - M4 Nyloc Wheel Nut - Blue Alloy (pk4)

U1954 - Pro - Thrust Bearing
U4112 - S/Steel Shims 1/4x5/16x0.004
U4650 - SPEED PACK - M3 Nyloc Nut Steel - Black (10pcs)
U4808 - 1/8in Chrome Steel Ball - pk12
U4809 - Ball Bearing - 1/4x3/8x1/8 Shield - (pr)
U4811 - "1/8"" Silicone Nitride Ball (pk12)"
U4837 - SPEED PACK M2.5x10 Cap Hd (pk8)
U4855 - Diff Washer pr
U4861 - Diff Rebuild Kit
U4970 - C/F Rear Axle
U4974 - LH Wheel Clamp
U4975 - RH Washer Carrier
U7298 - Alloy Rear Wheel Screws pk6
U7883 - Steel Diff Axle
U8171 - Ball Diff Set

Chassis Parts

U119 Aerial Tube - Pack 4
U4627 Chassis Post Long - SS GT,A1,A2,E1-E4,Icon/2
U4773 Aerial Mount
U4950 Body Posts 4pcs - E1-E4,A2,FT,ST,Icon/2
U4964 C/F - Pod Rear Brace - E1-E4
U7488 Lipo O Ring pk6 - E2,Icon/2
U7879 Chassis Post (16mm) - Atom 2 (pr)
U7913 C/F Rear Lipo Stop - A2,E3,E4
U8142 C/F Multi Mount - Eclipse 4
U8150 King Pin - Eclipse 4 (pr)
U8372 C/F Beam - Atom 3
U8459 C/F Rear Spring Hanger - Eclipse 5
U8460 C/F Pod Base - Eclipse 5
U8461 C/F Damper Mount - Eclipse 5
U8462 C/F Bumper - Eclipse 5
U8464 C/F Topdecks - Eclipse 5
U8465 C/F Servo Mount - Eclipse 5
U8466 C/F Camber Strap 1.5 degree - Eclipse 5
U8467 Alloy Chassis - Eclipse 5
U8468 Moulded Chassis Post (4 pcs) - Eclipse 5
U8469 Servo Post (pr) - Eclipse 5
U8470 Chassis Post 21.1mm - Eclipse 5
U8471 Hexagon 3D Bumper - Eclipse 5
U8472 Front LiPo Stop Pos 2 - Eclipse 5
U8473 Front LiPo Stop Pos 3 - Eclipse 5
U8474 Front LiPo Stop Pos 4 - Eclipse 5
U8477 25T Servo Saver - Eclipse 5
U8478 23T Servo Saver - Eclipse 5
U8482 C/F Front End Spacer 1.0mm (4 pcs) - Eclipse 5
U8483 Front LiPo Stop Pos 1 - Eclipse 5

Bearings & Balls

U4980 Ball Bearing - 1/4x3/8x1/8 Flanged Yellow - (pr)
U4981 Ball Bearing-1/8x5/16 Flanged Yellow -(pr)

Suspension

U4274 Pro Ball Stud Short - pk4
U4302 Ball Socket Short (Black) pk4
U4547 Ball Sockets Long Pro Black pk8
U4814 Front Axle - A1,E2-E4
U4847 Rear Spring Seat - A1,A2,E1-E4,Icon/2
U4851 Side Spring Seat pr - A1,A2,E1-E4,Icon/2
U4968 Ball Sockets Low Profile -Eclipse,PC - pk4
U7787 Shock Top Ball Dia 5.5mm - Mi7,Icon 2 (pk4)
U7832 Ball Stud Low (Ultra Short) (pk4)
U7833 Ball Stud Low (Short) (pk4)
U7871 Pivot Mouldings - A2,E3,E4,Icon/2
U7872 Side Link pr - A2,E3,E4,Icon/2
U8087 Alloy Damper Body - Icon/2, E4
U8264 Alloy M3 Turnbuckle - 35mm - Black (pr)
U8337 Damper Rod V2 - Icon/2, E4
U8376 Hub Carriers (pr) - Atom 3
U8475 Front Pivot Ball (pr) - Eclipse 5
U8476 Droop Spacer (pk 10) - Eclipse 5

Transmission

CR515 Kimbrough - Spur Gear 76T - 64DP - #199
U4972 Ride Height Adjusters- 0.00-1.50 4prs - E1-E4,Ic/2
U4973 Ride Height Adjusters 0.25-1.75 4prs - E1-4,Ic/2
U7483 Trans Housing LH - A2,E2,E3,E4
U7484 Trans Housing RH - A2,E2,E3,E4
U7899 Diff Spacer Set - A2,E4,Icon/2
U8151 C/F Spool Axle - Eclipse 4
U8479 Hex Wheel Clamp V2 - Eclipse 5

Option Parts

AM364090 Spur Gear 64P - 90T
AM364092 Spur Gear 64P - 92T
AM364094 Spur Gear 64P - 94T
AM364096 Spur Gear 64P - 96T
AM364098 Spur Gear 64P - 98T
AM364100 Spur Gear 64P - 100T
AM364102 Spur Gear 64P - 102T
AM364104 Spur Gear 64P - 104T
AM364106 Spur Gear 64P - 106T
AM364108 Spur Gear 64P - 108T
AM364110 Spur Gear 64P - 110T
AM364112 Spur Gear 64P - 112T
AM364114 Spur Gear 64P - 114T
AM364116 Spur Gear 64P - 116T
CR280 Ti Pro Ball Studs - Short - (pr)
CR509 Kimbrough - Thin Pro/Gear 88T - 64DP-#709
CR513 Kimbrough - Spur Gear 78T - 64DP - #202
U1954 Pro - Thrust Bearing
U2135 M4 Nyloc Wheel Nut - Purple Alloy (pk4)
U2810 M4 Nyloc Wheel Nut - Red Alloy (pk4)
U2811 M4 Nyloc Wheel Nut - Blue Alloy (pk4)
U3582 Precision Balance Pivot Set
U4112 S/Steel Shims 1/4x5/16x0.004-SS/At/Ecl
U4298 Turnbuckle HT - 35mm - pr
U4328 Impact Servo Saver - Mi5-Mi7,FT,E4,Icon/2
U4808 1/8in Chrome Steel Ball -At,Ecl,Icon/2 - pk12
U4809 Ball Bearing - 1/4x3/8x1/8 Shield - (pr)
U4811 1/8" Silicone Nitride Ball (pk12)
U4855 Diff Washer pr - A1,A2,E1-E4,Icon/2
U4861 Diff Rebuild Kit - E1-E4,A2,Icon/2
U4970 C/F Rear Axle - E1-E4,Icon/2
U4974 LH Wheel Clamp - E1-E4,Icon/2
U4975 RH Washer Carrier - E1-E4
U7298 Alloy Rear Wheel Screws pk6 - A1,A2,E1-E4
U7315 Titanium Turnbuckle - 35mm - Silver - pr
U7486 Alloy Servo Mounts - E2,E3,E4
U7680 Sanwa Servo Spacer pr - E1,E2,E3,E4
U7690 Pro Ball Bearings 1/4 x 3/8 x 1/8 Fl Shielded
U7691 Pro Ball Bearings 1/8 x 5/16 x 9/64 Fl Shielded
U7709 M3 Black Alloy Washers 0.75mm (pk10)
U7712 M3 Black Alloy Washers 3.00mm (pk10)
U7774 M3 Alloy Washer Black 1.5 mm (pk10)
U7825 Titanium Pivot Ball 5.5mm Low (pr)
U7828 Titanium Ball Stud Low (Ultra Short) (pk4)
U7829 Titanium Ball Stud Low (Short) (pk4)
U7883 Steel Diff Axle - A2,E3,E4,Icon/2
U7897 Alloy Pivot Spacer 1mm pr - A2,E3,E4,Icon/2
U7918 Alloy Pivot Mount - A2,E3,E4,Icon/2
U7919 Alloy Pivot Block - A2,E3,E4,Icon/2
U7933 Alloy Hub Carrier pr - E3,E4
U7936 Titanium King Pin pr - E3,E4
U7937 Titanium Front Axle pr - E3,E4
U7938 Chassis Post 8mm pr - E3,E4,Icon/2
U7943 Alloy Spacer Clip 0.5mm pk4 - E3,E4,Icon/2
U7944 Alloy Spacer Clip 0.75mm pk4 - E3,E4,Icon/2
U8065 M3 Alloy Thread Inserts pk8-L1,Mi7,8,E3,E4,A2,Ic/2
U8146 Alloy Fan Mount - Eclipse 4
U8171 Eclipse 4 Ball Diff Set
U8176 LMP12 Hex Lightweight Spool Set - E3,E4
U8480 C/F Camber Strap 1.0 Degree - Eclipse 5
U8481 C/F Chassis - Eclipse 5

SPARES LISTS

Hardware

U2812 M4 Nyloc Wheel Nut - Black Alloy (pk4)
U3021 SPEED PACK - M3x6 Csk Hd - (pk10)
U3022 SPEED PACK - M3x8 Csk Hd - (pk10)
U3023 SPEED PACK - M3x10 Csk Hd - (pk10)
U3131 SPEED PACK Alloy Spacers - M3x7mm 0.5;1;2mm (pk18)
U3572 SPEED PACK - M3x14 Grub Screw pk4
U4155 SPEED PACK - M3 Csk Washers - Black Alloy (pk10)
U4156 SPEED PACK - M2.5 x 8 Cap SS (4 pcs)
U4241 SPEED PACK - M3 Alloy Nyloc Nuts - Black - pk10
U4314 SPEED PACK - Alloy Black M3 Washers - 18pc
U4862 Black Alloy Washers 0.50mm (pk12)
U4984 SPEED PACK M3 Alloy Nuts - Black - pk10
U4987 SPEED PACK Needle Roller 1.5x11.8 (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)
U7113 SPEED PACK - M3x10 Cap Hd (pk10)
U7125 SPEED PACK - M3x25 Csk Hd (pk10)
U7558 SPEED PACK - Double Sided Tape Pads (pk10)
U7689 M3 Brass Inserts - pk10
U7710 M3 Black Alloy Washers 1.00mm (pk10)
U7743 M2.5 X 8 Button Screws (pk10)
U7884 M3x6 Grub Screw Dome End Patched (pk4)
U8133 6 x 1 'O'ring pk10 - Mi7,Icon/2,E4,Mi8
U8336 Pro Body Clips (pk 10)
U8351 M3x5 Csk Hd (pk10)

Pinions

U3619 Pinion; Hard Alloy 64dp - 19T
U3620 Pinion; Hard Alloy 64dp - 20T
U3621 Pinion; Hard Alloy 64dp - 21T
U3622 Pinion; Hard Alloy 64dp - 22T
U3623 Pinion; Hard Alloy 64dp - 23T
U3624 Pinion; Hard Alloy 64dp - 24T
U3625 Pinion; Hard Alloy 64dp - 25T
U3626 Pinion; Hard Alloy 64dp - 26T
U3627 Pinion; Hard Alloy 64dp - 27T
U3628 Pinion; Hard Alloy 64dp - 28T
U3629 Pinion; Hard Alloy 64dp - 29T
U3630 Pinion; Hard Alloy 64dp - 30T
U3631 Pinion; Hard Alloy 64dp - 31T
U3632 Pinion; Hard Alloy 64dp - 32T
U3633 Pinion; Hard Alloy 64dp - 33T
U3634 Pinion; Hard Alloy 64dp - 34T
U3635 Pinion; Hard Alloy 64dp - 35T
U3636 Pinion; Hard Alloy 64dp - 36T
U3637 Pinion; Hard Alloy 64dp - 37T
U3638 Pinion; Hard Alloy 64dp - 38T
U3639 Pinion; Hard Alloy 64dp - 39T
U3640 Pinion; Hard Alloy 64dp - 40T
U3641 Pinion; Hard Alloy 64dp - 41T
U3642 Pinion; Hard Alloy 64dp - 42T
U3643 Pinion; Hard Alloy 64dp - 43T
U3644 Pinion; Hard Alloy 64dp - 44T
U3645 Pinion; Hard Alloy 64dp - 45T
U3646 Pinion; Hard Alloy 64dp - 46T
U3647 Pinion; Hard Alloy 64dp - 47T
U3648 Pinion; Hard Alloy 64dp - 48T
U3649 Pinion; Hard Alloy 64dp - 49T
U3650 Pinion; Hard Alloy 64dp - 50T

Bodys & Decals

MT014001 Montech M12 Body 1/12th carpet
MT016014 Montech M16 Body 1/12th carpet
MT018013 Montech M18 Carpet Body
MT018013L Montech M18 Carpet Body Light Weight
MT019016 Montech M20 - 1/12 Clear Body Standard
MT019016L Montech M20 - 1/12 Clear Body La Leggera
MT021002 Montech MT21 1/12 Body - Standard
MT021002L Montech MT21 1/12 Body - Lightweight
TB60025 Bomber LMP Body Type Ketter - Light Weight
TB60027 Bomber LMP Body Type Ketter - Ultra Light

Springs

U4838 Rear Springs Black - Soft pr - A1,A2,E1-E4,Icon/2
U4839 Rear Springs Silver - Med/Soft pr-A1,A2,E1-E4,Ic/2
U4840 Rear Springs Gold -Med/Hard pr - A1,A2,E1-E4,Ic/2
U4841 Rear Springs Nickel - Hard pr - A1,A2,E1-E4,Icon/2
U4842 Front Springs Black - Soft pr - A1,E2-E4
U4843 Front Springs Silver - Medium pr - A1,E2-E4
U4844 Front Springs Gold - Hard pr - A1,E2-E4
U4845 Spring Tuning Set Front - A1,E2-E4
U4846 Spring Tuning Set Rear - A1,A2,E1-E4,Icon/2
U7322 Rear Spring Red Dot-Hard Ultra pr-A1,A2,E1-E3,Ic/2
U7323 Rear Spring Black - Ultra pr - A1,A2,E1-E3,Ic/2,E4
U7489 Front Springs White - Ultra pr - A1,E2,E3,E4
U8130 Mass Damper Spring - Red - Medium (pr)
U8131 Mass Damper Spring - Green - Hard (pr)

ECLIPSE 5

WORLD CLASS 1/12TH PRO LMP CHASSIS

Driver: Test Driver | Track: Any | Event: Kit Build

Date: 08/12/2022 | Qualifying: | Final: | Best Lap:

TRACK TYPE

Grip Level	High ☐ Medium ■ Low ☐
Type	Tight ☐ Open ☐ Mixed ■
Condition	Flat ☐ Bumpy ☐ Mixed ■
Carpet Type	Lindau/Primafelt/ETS
Track Temp	°C
Weather	

Notes:

TYRES

Side Wall Glue F: Y ☐ N ■

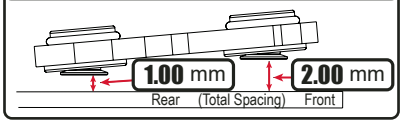
Tyres	Front: Contact Jt2-35FT	Rear: Contact Jt3-35RT
Diameter	Front: 40.5 mm	Rear: 41.5 mm
Additive	SXT 3.0	Coverage Front: 14mm
Additive On Time (Total time before the race starts)	Front: 8 mins	Rear: 25 mins
Additive Off Time (Total time the tyre is dry before the race)	Front: 4 mins	Rear: 6 mins
Tyre Age	Runs: 2	Time Between Runs: 2 hours

Notes:

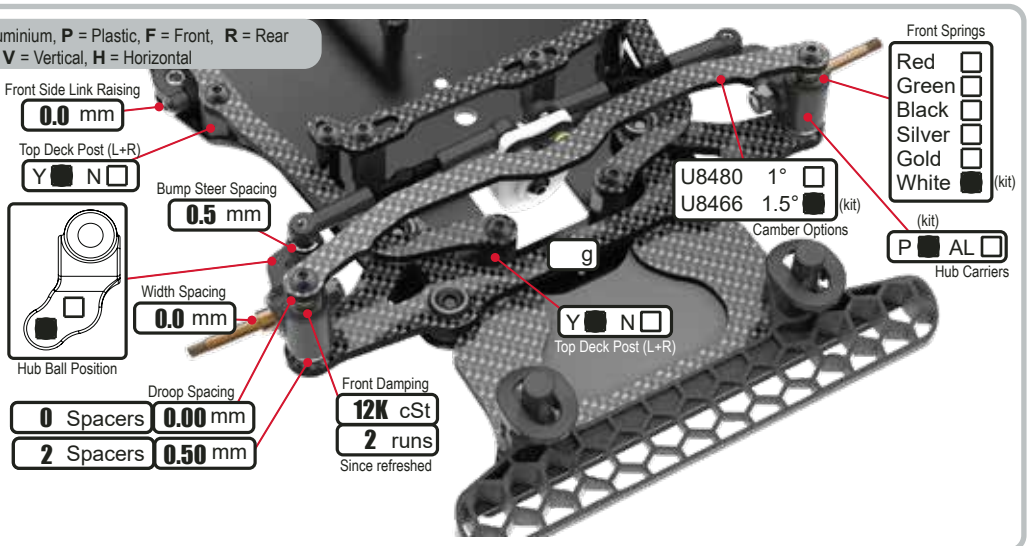
FRONT

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

Ride Height	3.4 mm
Droop	0.5 mm
Toe Out 1.0 deg	St Links 15.6 mm
Servo Saver Type	Kimbrough 25T
Steering Travel	25 in / out
Castor (+Ride Height Set)	3 deg



Notes:

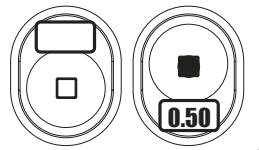


REAR

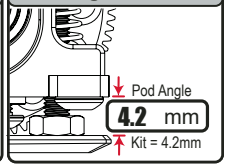
KEY: **CF** = Carbon Fibre, **AL** = Aluminium, **P** = Plastic, **F** = Front, **R** = Rear
H = High, **L** = Low, **Y** = Yes, **N** = No, **V** = Vertical, **H** = Horizontal

Ride Height	3.6 mm
Droop	1.0 mm
Track width (total)	171.5 mm
Drive Type	Diff ☐ Spool ■ Hex ■
Diff Preload (if applicable)	°

Eccentric Height



Pod Angle



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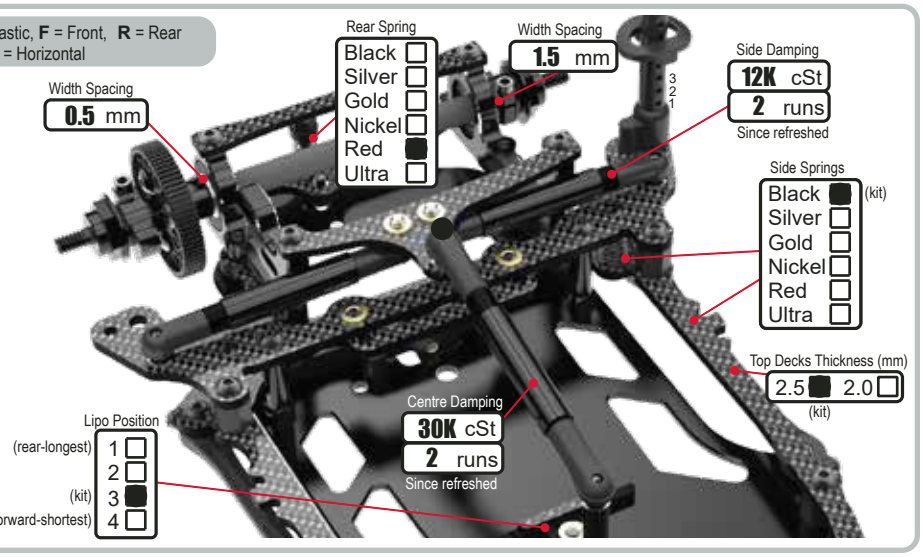


BODYSHELL

Body	Montech MT21
Rear Wing Height	80 mm
Front Height	6 mm
Front Post Hole #	N/A
Front Post Hanger #	N/A
Rear Post Hole #	5
Rear Post Hanger #	3
Body F/R Offset	0 mm
Body Weight	35 g
Foam Pads (U2840)	F ☐ R ☐

Notes:

CHASSIS

Chassis	AL ■ CF ☐
Centre Pivot Spacing	AL ☐ mm
Total Weight	732 g
Weight Distribution	F : R
Motor Spacer	0 mm
Motor Fan	

Notes:

ELECTRONICS

E.S.C.	Hobbywing XR10 1S
Servo	Sanwa PGS-HR
RX	Sanwa
LiPo	LRP Graphene 4 8100
Motor	Hobbywing G4
Rotor Dia.	Std mm
Timing	40 deg
Gear Pitch	48 ☐ 64 ■
Pinion	39 t
Spur	76 t
Rollout	66.90 mm/rev

Notes:

ECLIPSE 5
WORLD CLASS 1/12TH PRO LMP CHASSIS

Driver: Michal Orlowski | Track: Hudy Arena | Event: x2 EFRA 1/12 European Championship
Date: 08-10/04/2022 | Qualifying: 1st x2 | Final: 1st x2 | Best Lap:

TRACK TYPE

Grip Level	High ■ Medium ■ Low ☐
Type	Tight ☐ Open ☐ Mixed ■
Condition	Flat ■ Bumpy ☐ Mixed ☐
Carpet Type	New ETS
Track Temp	°C
Weather	

Notes:

TYRES

Side Wall Glue: F: Y ☐ N ■

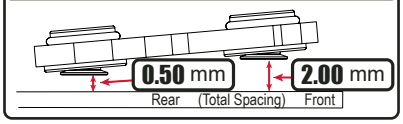
Tyres	Front: Contact Jt2-35FT	Rear: Contact Jt3-35RT
Diameter	Front: 40.5 mm	Rear: 41.5 mm
Additive	Speedtech	Coverage Front: 14mm
Additive On Time (Total time before the race starts)	Front: 8 mins	Rear: 40 mins
Additive Off Time (Total time the tyre is dry before the race)	Front: 6 mins	Rear: 7 mins
Tyre Age	Runs: 0	Time Between Runs: N/A

Notes:
Stock 13.5T and Modified
European Champion 2022

FRONT

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

Ride Height	3.4 mm
Droop	0.75 mm
Toe Out 1.0 deg	St Links 15.6 mm
Servo Saver Type	Kimbrough 25T
Steering Travel	28 in / out
Castor (+Ride Height Set)	4 deg



Front Side Link Raising: 0.0 mm
Top Deck Post (L+R): Y ■ N ☐
Bump Steer Spacing: 0.5 mm
Width Spacing: 0.0 mm
Hub Ball Position
Droop Spacing: 1 Spacers 0.25 mm / 0 Spacers 0.00 mm
Front Damping: 10K cSt, 2 runs, Since refreshed
Front Springs: Red ☐ Green ☐ Black ☐ Silver ☐ Gold ☐ White ■ (kit)
U8480 1° ☐ U8466 1.5° ■ (kit) Camber Options
g
Y ☐ N ■ Top Deck Post (L+R)
(kit) P ■ AL ☐ Hub Carriers

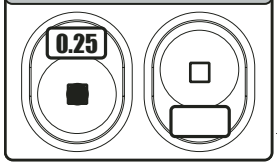
Notes:

REAR

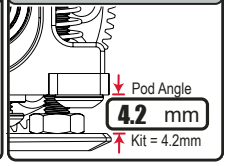
KEY: **CF** = Carbon Fibre, **AL** = Aluminium, **P** = Plastic, **F** = Front, **R** = Rear
H = High, **L** = Low, **Y** = Yes, **N** = No, **V** = Vertical, **H** = Horizontal

Ride Height	3.6 mm
Droop	1.2 mm
Track width (total)	172 mm
Drive Type	Diff ☐ Spool ■ Hex ■
Diff Preload (if applicable)	°

Eccentric Height



Pod Angle



Notes:

Width Spacing: 1.0 mm
Rear Spring: Black ☐ Silver ☐ Gold ☐ Nickel ☐ Red ■ Ultra ☐
Width Spacing: 1.5 mm
Side Damping: 9K cSt, 2 runs, Since refreshed
Side Springs: Black ■ Silver ☐ Gold ☐ Nickel ☐ Red ☐ Ultra ☐ (kit)
Top Decks Thickness (mm): 2.5 ■ 2.0 ☐ (kit)
Centre Damping: 50K cSt, 2 runs, Since refreshed
Lipo Position: (rear-longest) 1 ☐ 2 ■ (kit) 3 ☐ (forward-shortest) 4 ☐

BODYSHELL

Body	Montech M20 LW
Rear Wing Height	81 mm
Front Height	5 mm
Front Post Hole #	N/A
Front Post Hanger #	N/A
Rear Post Hole #	6
Rear Post Hanger #	1
Body F/R Offset	0 mm
Body Weight	30 g
Foam Pads (U2840)	F ☐ R ☐

Notes:

CHASSIS

Chassis	AL ■ CF ☐
Centre Pivot	AL ■
Spacing	1.0 mm
Total Weight	732 g
Weight Distribution	F : R
Motor Spacer	1 mm
Motor Fan	

Notes:

ELECTRONICS

E.S.C.	Hobbywing XR10 1S
Servo	Sanwa PGS-HR
RX	Sanwa
LiPo	LRP Graphene 4 8100
Motor	Hobbywing 6.5t + 13.5t
Rotor Dia.	Std mm
Timing	47.5 deg
Gear Pitch	48 ☐ 64 ■
Pinion	34 - 44 t
Spur	88 - 76 t
Rollout	mm/rev

Notes:

ECLIPSE 5
WORLD CLASS 1/12TH PRO LMP CHASSIS

Driver: **Michal Orlowski** | Track: **Embassy Suites** | Event: **US Indoor Champs**

Date: **08-10/04/2022** | Qualifying: | Final: **4th** | Best Lap:

TRACK TYPE

Grip Level	High ■ Medium ■ Low ☐
Type	Tight ☐ Open ☐ Mixed ■
Condition	Flat ■ Bumpy ☐ Mixed ☐
Carpet Type	CRC Black
Track Temp	°C
Weather	

Notes:

TYRES

Side Wall Glue F: Y ■ N ☐

Tyres	Front: 30Sh	Rear: 30Sh
Diameter	Front: 39.5 mm	Rear: 39.7 mm
Additive	Sxt 3.0	Coverage Front: 14mm
Additive On Time (Total time before the race starts)	Front: 9 mins	Rear: 30 mins
Additive Off Time (Total time the tyre is dry before the race)	Front: 7 mins	Rear: 8 mins
Tyre Age	Runs: 0	Time Between Runs: N/A

Notes:

FRONT

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

Ride Height	3.0 mm
Droop	0.75 mm
Toe Out 1.0 deg	St Links 15.6 mm
Servo Saver Type	Kimbrough 25T
Steering Travel	30 in / out
Castor (+Ride Height Set)	3 deg

1.00 mm Rear (Total Spacing) 2.00 mm Front

Front Side Link Raising: 0.0 mm

Top Deck Post (L+R): Y ■ N ☐

Bump Steer Spacing: 0.5 mm

Width Spacing: 0.0 mm

Hub Ball Position

Droop Spacing: 1 Spacers 0.25 mm; 0 Spacers 0.00 mm

Front Damping: 15K cSt, 2 runs, Since refreshed

Front Springs: Red ☐ Green ☐ Black ■ Silver ☐ Gold ☐ White ☐ (kit)

U8480 1° ☐
U8466 1.5° ■ (kit)
Camber Options

(kit) P ☐ AL ■ Hub Carriers

g

Y ■ N ☐ Top Deck Post (L+R)

Notes:

REAR

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

Ride Height	3.6 mm
Droop	1.0 mm
Track width (total)	172 mm
Drive Type	Diff ☐ Spool ■ Hex ■
Diff Preload (if applicable)	°

Eccentric Height: 0.50

Pod Angle: Pod Angle 3.2 mm, Kit = 4.2mm

Notes:

Width Spacing: 1.0 mm

Rear Spring: Black ☐ Silver ☐ Gold ☐ Nickel ☐ Red ■ Ultra ☐

Width Spacing: 1.5 mm

3 2 1

Side Damping: 15K cSt, 2 runs, Since refreshed

Side Springs: Black ☐ Silver ■ Gold ☐ Nickel ☐ Red ☐ Ultra ☐ (kit)

Top Decks Thickness (mm): 2.5 ■ 2.0 ☐ (kit)

Centre Damping: 50K cSt, 2 runs, Since refreshed

Lipo Position: (rear-longest) 1 ■ 2 ☐ (kit) 3 ☐ (forward-shortest) 4 ☐

BODYSHELL

Body	Montech M20 LW
Rear Wing Height	81 mm
Front Height	5 mm
Front Post Hole #	N/A
Front Post Hanger #	N/A
Rear Post Hole #	6
Rear Post Hanger #	1
Body F/R Offset	0 mm
Body Weight	30 g
Foam Pads (U2840)	F ☐ R ☐

Notes:

CHASSIS

Chassis	AL ■ CF ☐
Centre Pivot Spacing	AL ■ F1.0 R2.0mm
Total Weight	732 g
Weight Distribution	F : R
Motor Spacer	0 mm
Motor Fan	

Notes:

ELECTRONICS

E.S.C.	Hobbywing XR10 1S
Servo	Sanwa PGS-HR
RX	Sanwa
LiPo	LRP Graphene 4 8100
Motor	Hobbywing G3 3.5t
Rotor Dia.	Std mm
Timing	30 deg
Gear Pitch	48 ☐ 64 ■
Pinion	23 t
Spur	88 t
Rollout	32.60 mm/rev

Notes:

Schumacher racing-cars.com

ECLIPSE 5

WORLD CLASS 1/12TH PRO LMP CHASSIS

Driver: Ollie Payne | Track: Eastbourne | Event: Starting Setup

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

TRACK TYPE

Grip Level	High ☐ Medium ■ Low ☐
Type	Tight ☐ Open ☐ Mixed ■
Condition	Flat ■ Bumpy ☐ Mixed ☐
Carpet Type	Lindau
Track Temp	°C
Weather	

Notes:

TYRES

Side Wall Glue: F: Y ☐ N ■

Tyres	Front: Contact Jt2-35FT	Rear: Contact Jt3-35RT
Diameter	Front: 40.5 mm	Rear: 41.5 mm
Additive		Coverage Front: 9mm
Additive On Time (Total time before the race starts)	Front: 14 mins	Rear: 25 mins
Additive Off Time (Total time the tyre is dry before the race)	Front: 8 mins	Rear: 6 mins
Tyre Age	Runs: 1	Time Between Runs

Notes:

FRONT

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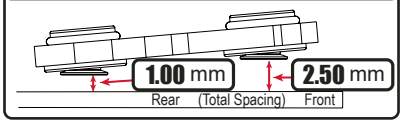
Ride Height	3.4 mm		
Droop	0.75 mm		
Toe Out	0 deg	St Links	16.3 mm
Servo Saver Type	Kimbrough 25T		
Steering Travel	30 in	15 out	
Castor (+Ride Height Set)	4 deg		



Front Side Link Raising: 0.0 mm

Top Deck Post (L+R): Y ■ N ☐

Bump Steer Spacing: 0.5 mm

Width Spacing: 0.0 mm

Hub Ball Position

Droop Spacing: 1 Spacers 0.25 mm | 0 Spacers 0.00 mm

Front Damping: 10K cSt, 5 runs, Since refreshed

Front Springs: Red ☐ Green ☐ Black ☐ Silver ☐ Gold ■ White ☐ (kit)

U8480 1° ☐
U8466 1.5° ■ (kit)
Camber Options

0 g

Y ■ N ☐ Top Deck Post (L+R)

(kit) P ☐ AL ■ Hub Carriers

Notes:

REAR

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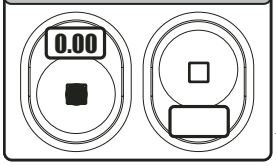
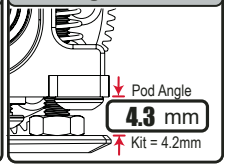
H = High, **L** = Low, **Y** = Yes, **N** = No, **V** = Vertical, **H** = Horizontal

Ride Height	3.6 mm		
Droop	1.0 mm		
Track width (total)	171.7- mm		
Drive Type	Diff ☐ Spool ■	Hex ■	
Diff Preload (if applicable)	°		

Eccentric Height



Pod Angle



Notes:

Width Spacing: 1.5 mm

Rear Spring: Black ☐ Silver ☐ Gold ☐ Nickel ☐ Red ■ Ultra ☐

Width Spacing: 2.5 mm

Side Damping: 10K cSt, 5 runs, Since refreshed

Side Springs: Black ■ Silver ☐ Gold ☐ Nickel ☐ Red ☐ Ultra ☐ (kit)

Top Decks Thickness (mm): 2.5 ■ 2.0 ☐ (kit)

Centre Damping: 50K cSt, 5 runs, Since refreshed

Lipo Position: (rear-longest) 1 ☐ 2 ☐ (kit) 3 ☐ 4 ■ (forward-shortest)

BODYSHELL

Body	Black Art BA010
Rear Wing Height	76.5 mm
Front Height	5.5 mm
Front Post Hole #	N/A
Front Post Hanger #	N/A
Rear Post Hole #	3
Rear Post Hanger #	2
Body F/R Offset	+3 mm
Body Weight	40 g
Foam Pads (U2840)	F ☐ R ☐

Notes:

CHASSIS

Chassis	AL ■ CF ☐
Centre Pivot Spacing	AL ■ 1.0 mm
Total Weight	732 g
Weight Distribution	F 44.53 : 55.47 R
Motor Spacer	0 mm
Motor Fan	

Notes:

ELECTRONICS

E.S.C.	Hobbywing XR10 1S
Servo	PowerHD
RX	Sanwa 482
LiPo	Team EAM 7500
Motor	Trinity XFactor 13.5
Rotor Dia.	Std mm
Timing	42 deg
Gear Pitch	48 ☐ 64 ■
Pinion	40 t
Spur	76 t
Rollout	68.5 mm/rev

Notes:

SET UP SHEET

ECLIPSE 5
WORLD CLASS 1/12TH PRO LMP CHASSIS

Schumacher racing-cars.com

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

TRACK TYPE

Grip Level	High ☐ Medium ☐ Low ☐
Type	Tight ☐ Open ☐ Mixed ☐
Condition	Flat ☐ Bumpy ☐ Mixed ☐
Carpet Type	
Track Temp	°C
Weather	

Notes:

TYRES

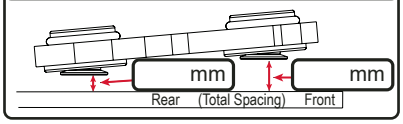
Side Wall Glue	F: Y ☐ N ☐		
Tyres	Front:	Rear:	
Diameter	Front: mm	Rear: mm	
Additive		Coverage Front:	
Additive On Time (Total time before the race starts)	Front:	Rear:	
Additive Off Time (Total time the tyre is dry before the race)	Front:	Rear:	
Tyre Age	Runs:	Time Between Runs	

Notes:

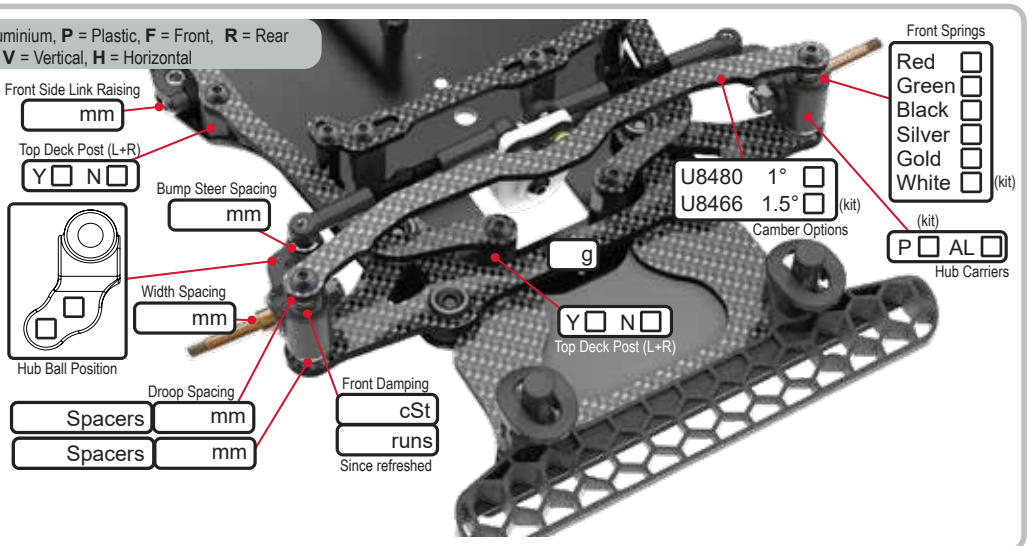
FRONT

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

Ride Height	mm		
Droop	mm		
Toe Out	deg	St Links	mm
Servo Saver Type			
Steering Travel	in	out	
Castor (+Ride Height Set)	deg		



Notes:

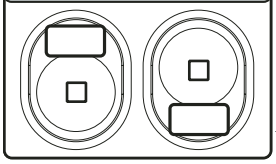


REAR

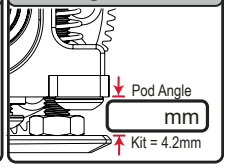
KEY: **CF** = Carbon Fibre, **AL** = Aluminium, **P** = Plastic, **F** = Front, **R** = Rear
H = High, **L** = Low, **Y** = Yes, **N** = No, **V** = Vertical, **H** = Horizontal

Ride Height	mm		
Droop	mm		
Track width (total)	mm		
Drive Type	Diff ☐ Spool ☐	Hex ☐	
Diff Preload (if applicable)	°		

Eccentric Height



Pod Angle



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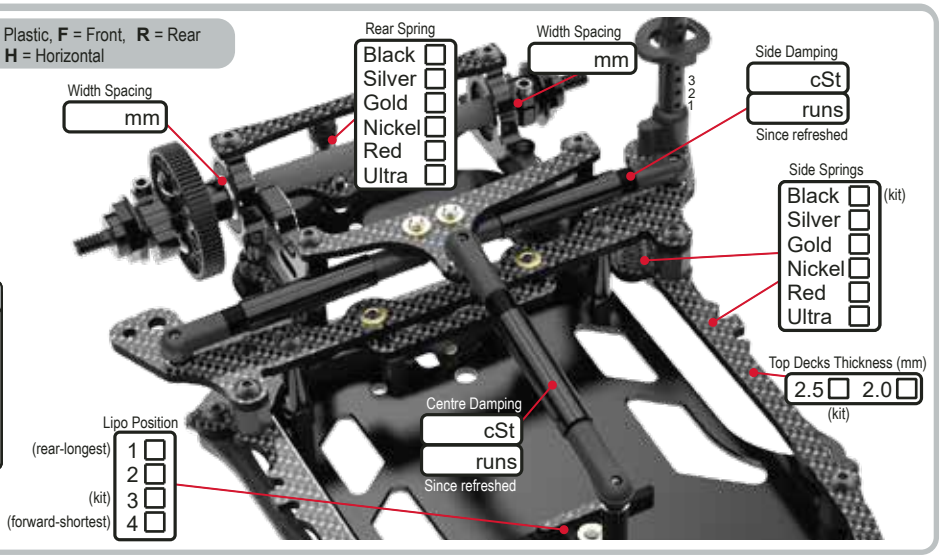

BODYSHELL

Body	
Rear Wing Height	mm
Front Height	mm
Front Post Hole #	
Front Post Hanger #	
Rear Post Hole #	
Rear Post Hanger #	
Body F/R Offset	mm
Body Weight	g
Foam Pads (U2840)	F ☐ R ☐

Notes:

CHASSIS

Chassis	AL ☐ CF ☐
Centre Pivot	AL ☐
Spacing	mm
Total Weight	g
Weight Distribution	F : R
Motor Spacer	mm
Motor Fan	

Notes:

ELECTRONICS

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

Notes: