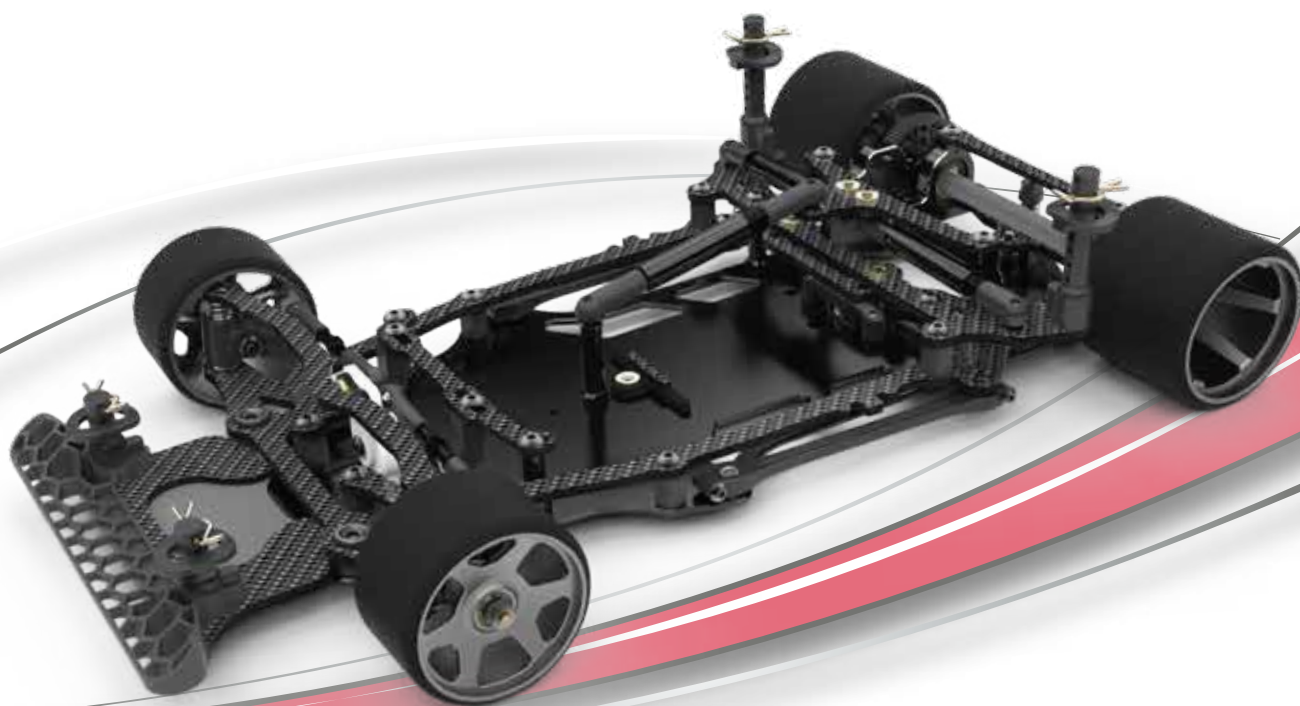


# ECLIPSE 5

WORLD CLASS 1/12TH PRO LMP CHASSIS



**Instruction Manual** ISS01



[www.racing-cars.com](http://www.racing-cars.com)

**Schumacher**

71-73 Tenter Road  
Moulton Park  
Northampton  
NN3 6AX

# 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](http://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



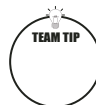
Caution/Important note. Please read.



Left-Hand Side of car



Right-Hand Side of car



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](http://www.racing-cars.com)

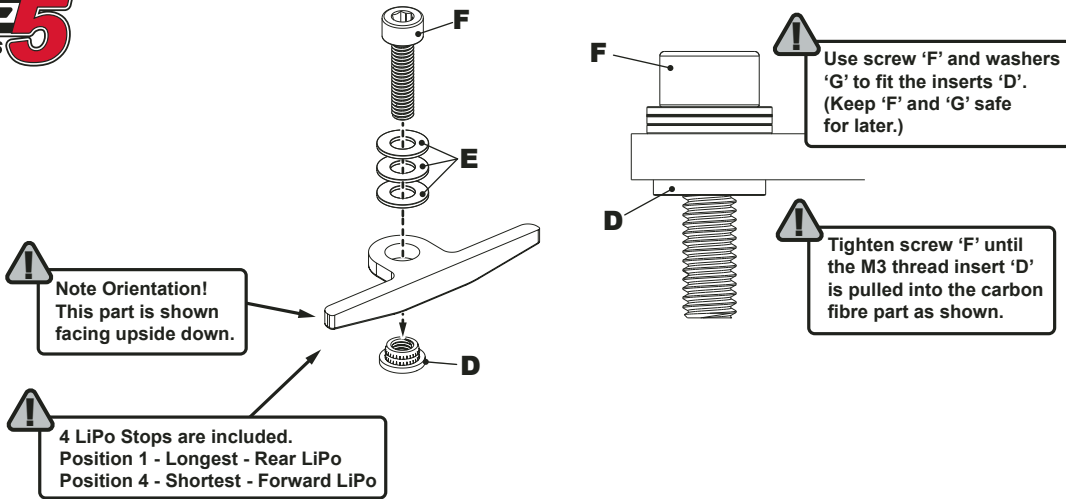


# ECLIPSE 5

WORLD CLASS 1/12TH PRO LMP CHASSIS

## 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



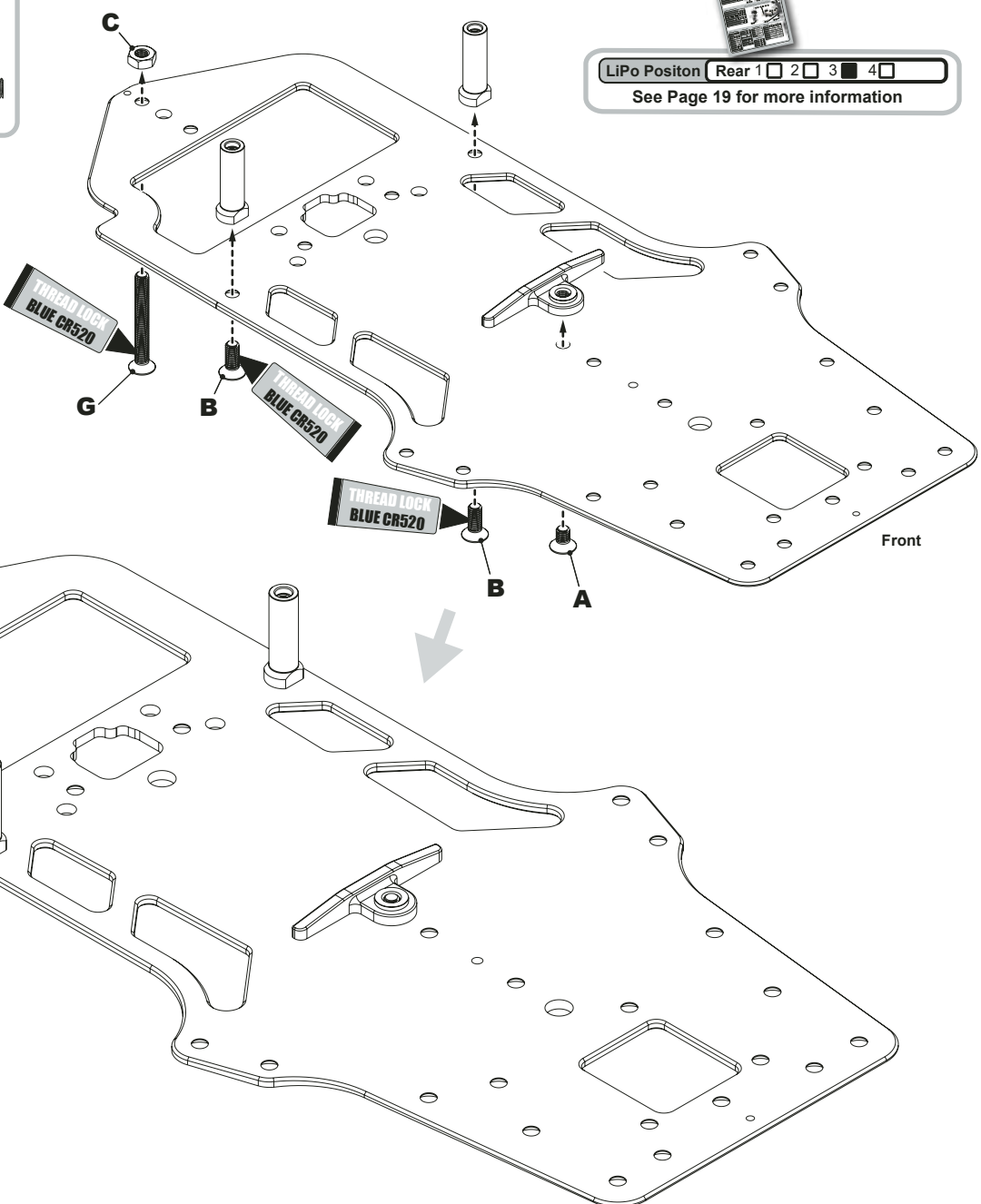
4 LiPo Stops are included.  
 Position 1 - Longest - Rear LiPo  
 Position 4 - Shortest - Forward LiPo



LiPo Position 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

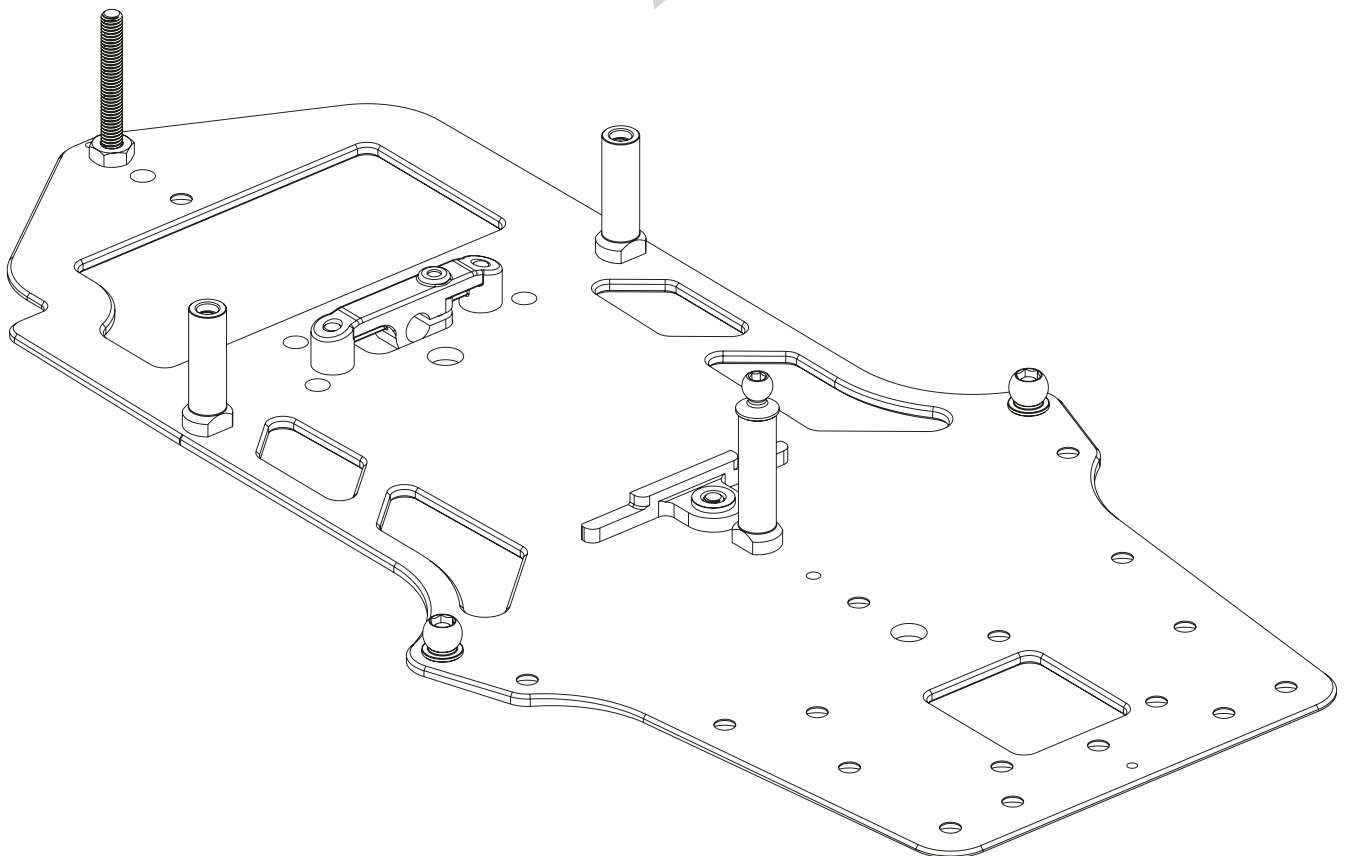
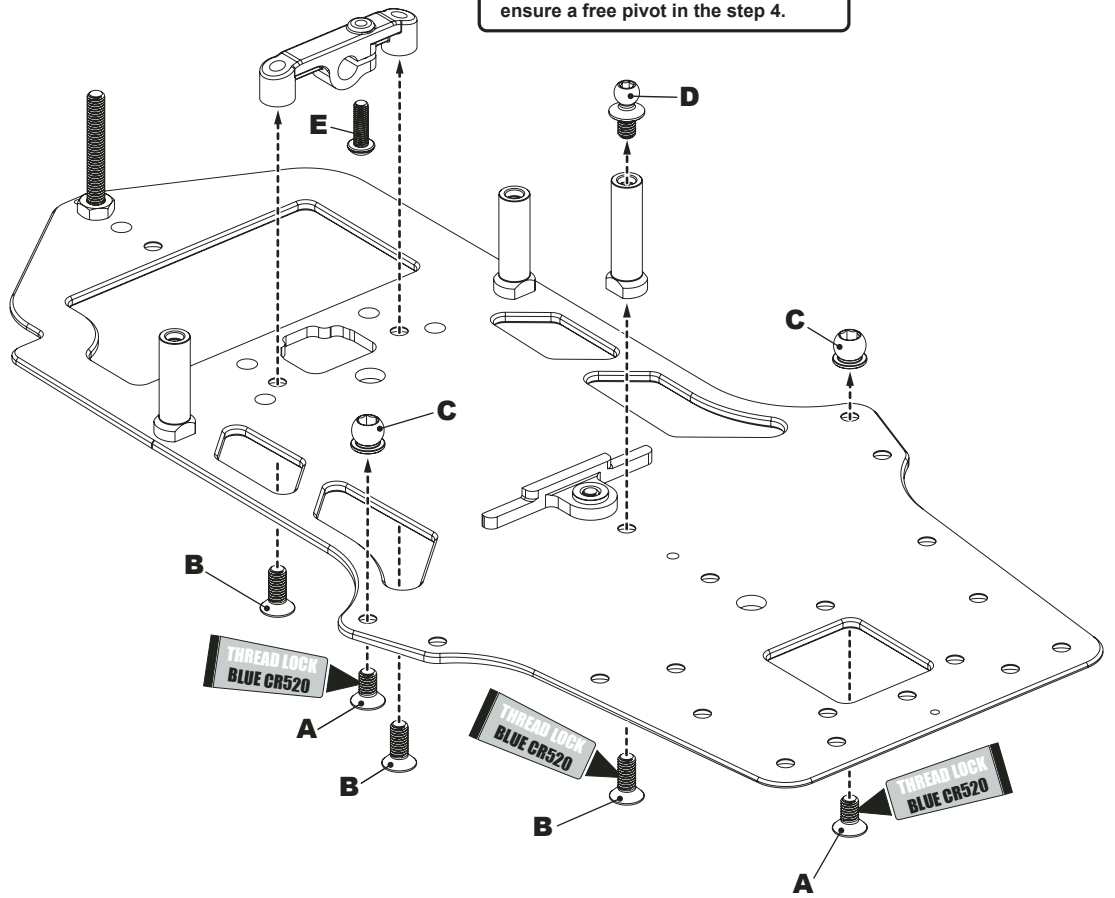


**E x1**

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** 

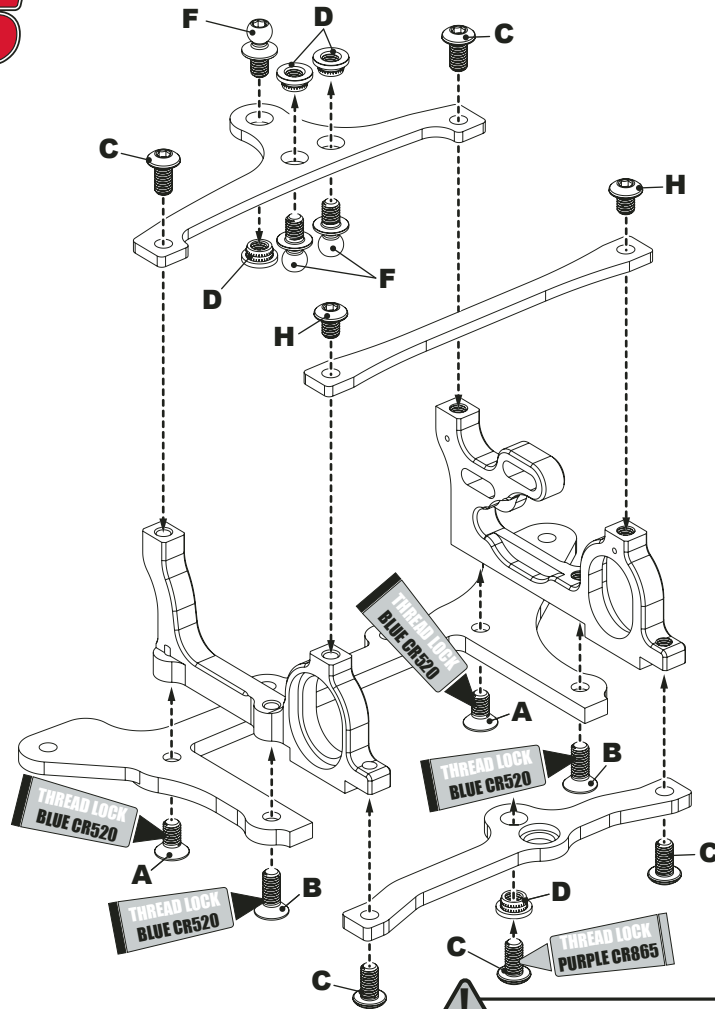
Silver Ball Stud Short

**H x2** 

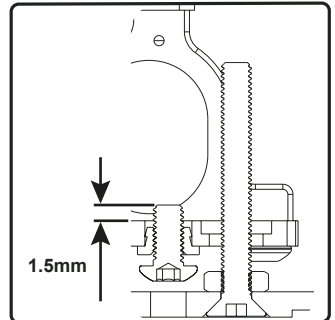
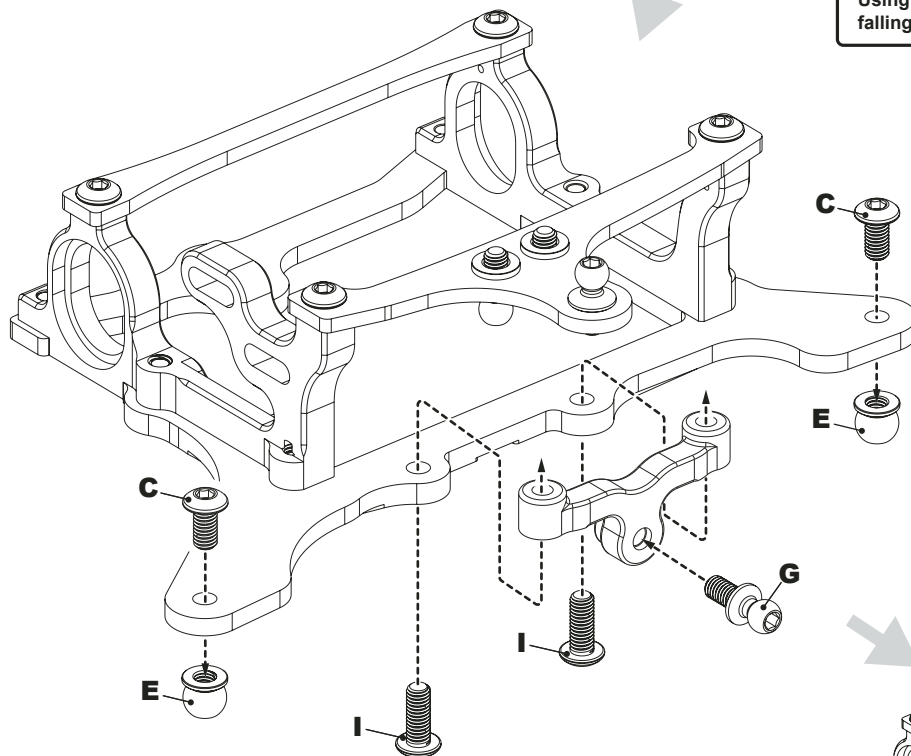
M3 x 4 Button Hd Screw

**I x2** 

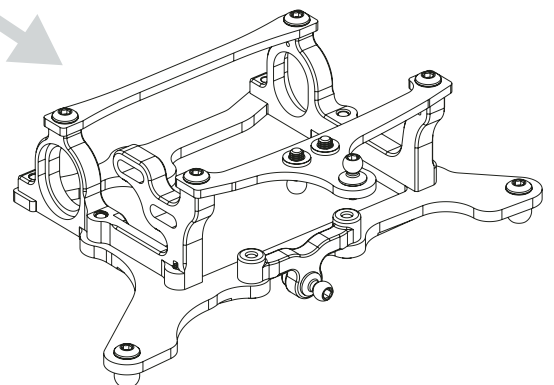
M3 x 8 Button Hd Screw



**!** 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

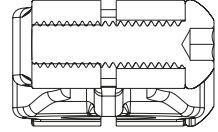
## STEP 4b

**A x4**

M2.5 x 8 Button Hd Screw

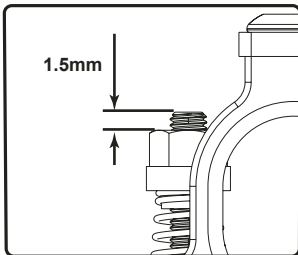
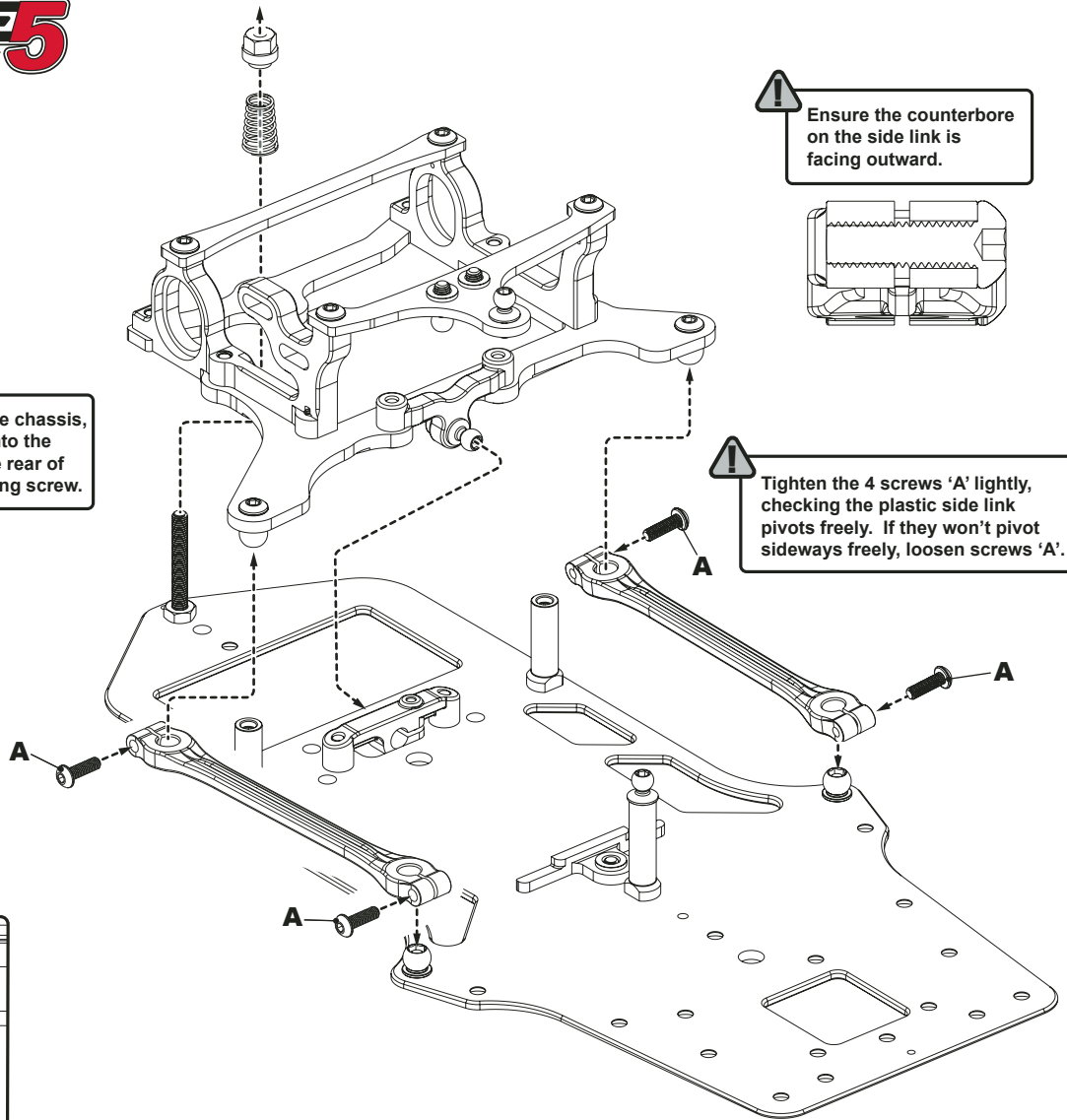


! Ensure the counterbore on the side link is facing outward.

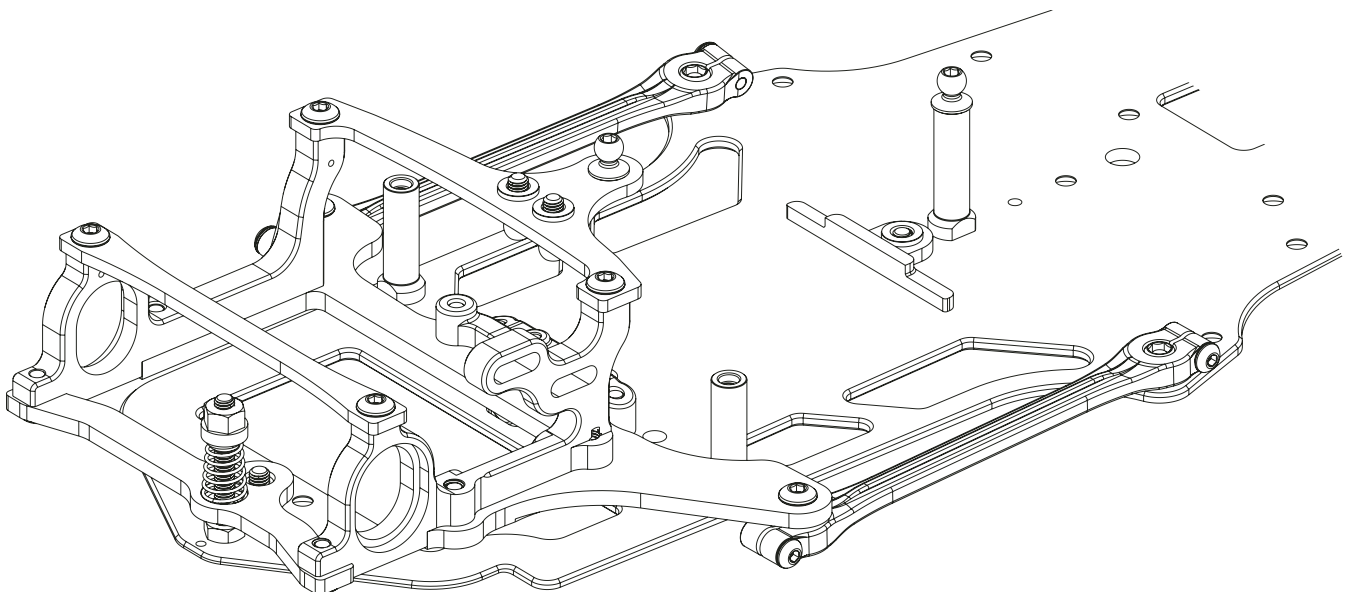


! To position the pod onto the chassis, firstly, put the centre ball into the centre pivot, then lower the rear of the pod down onto the spring screw.

! 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.



# ECLIPSE 5

WORLD CLASS 1/12TH PRO LMP CHASSIS

## 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

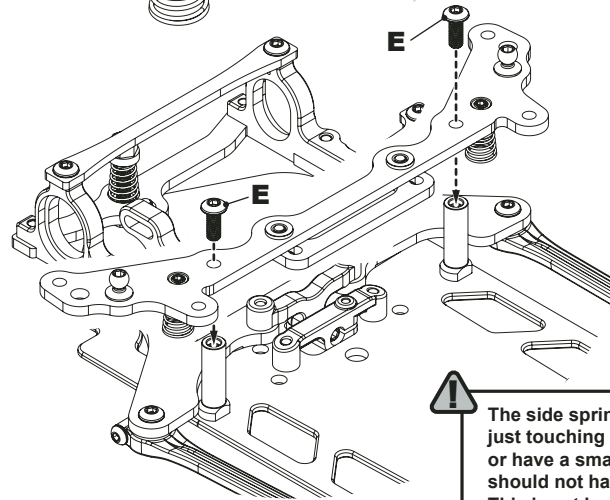
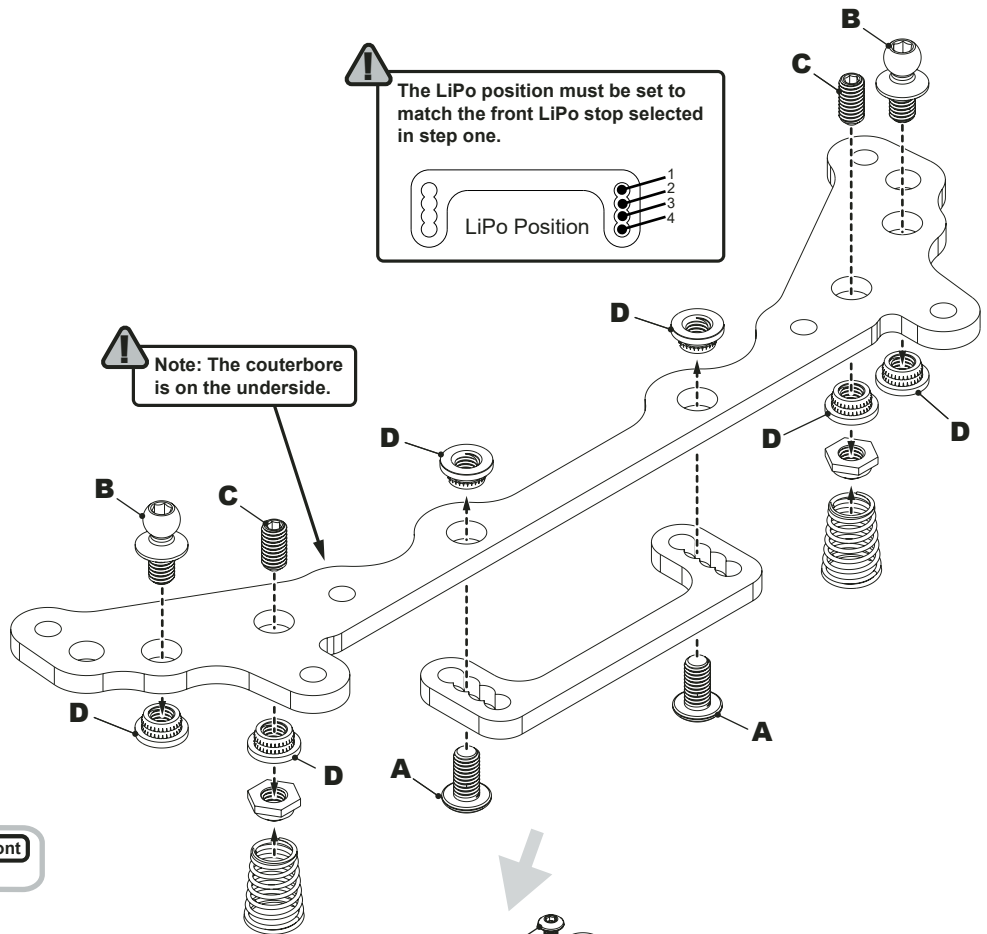


LiPo Positon  Rear 1  2  3  4  Front  
See Page 19 for more information

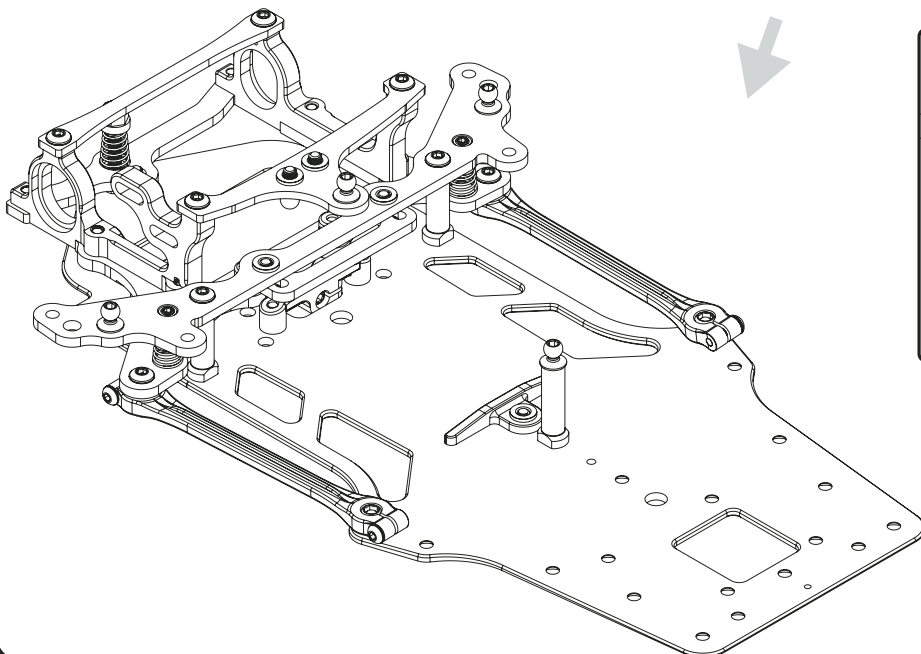
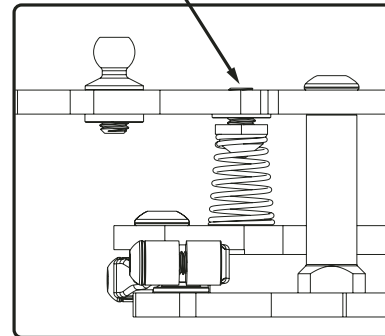
**!** The LiPo position must be set to match the front LiPo stop selected in step one.



**!** Note: The counterbore 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'.

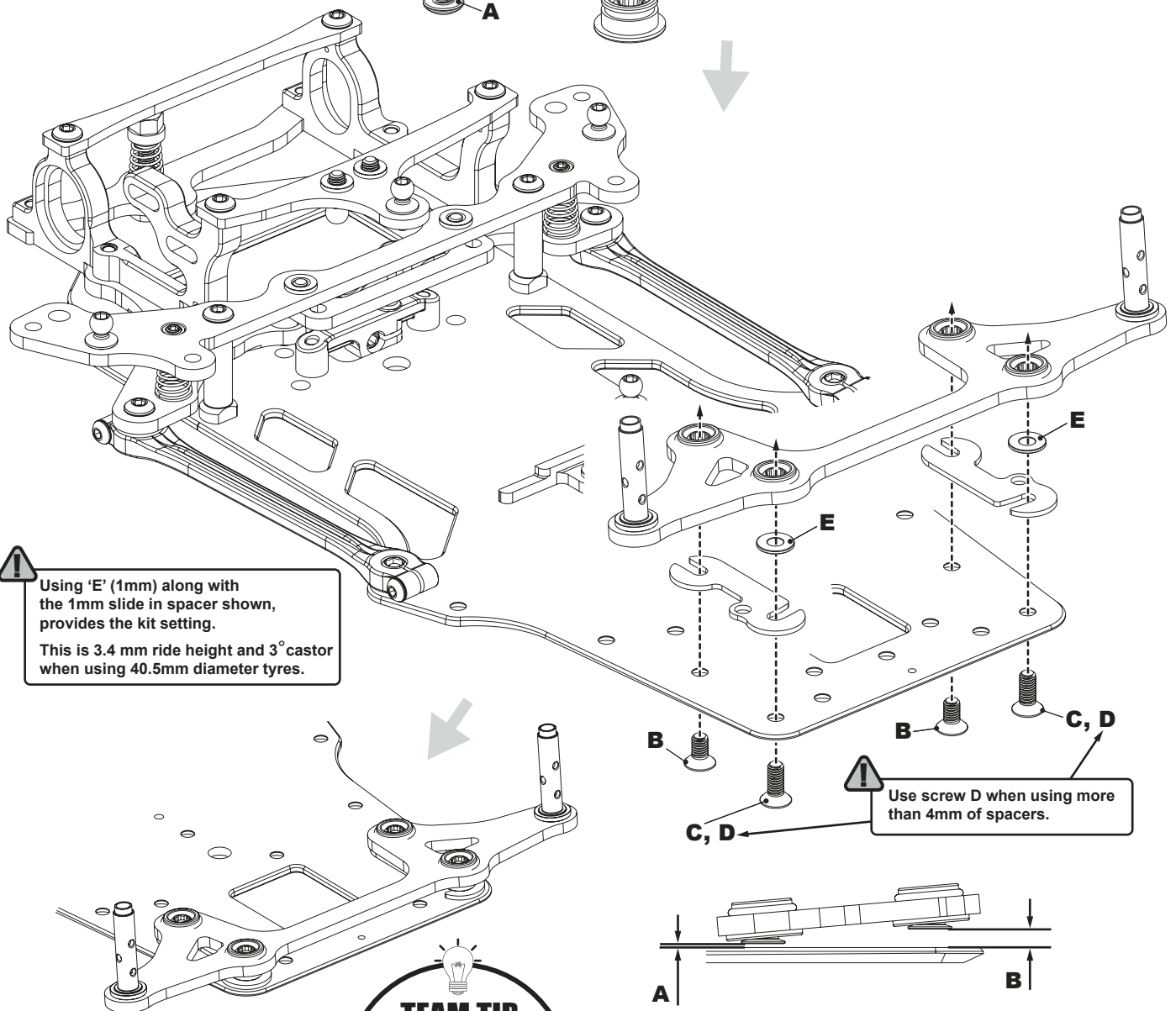


# ECLIPSE 5

WORLD CLASS 1/12TH PRO LMP CHASSIS

## STEP 6

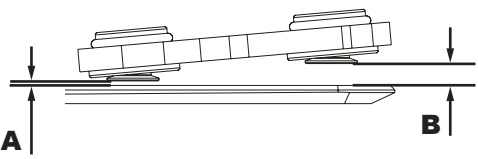
- A x2**   
M3 x 6 Button Hd Screw
- B x2**   
M3 x 6 Csk Hd Screw
- C x2**   
M3 x 8 Csk Hd Screw
- D x2**   
M3 x 10 Csk Hd Screw
- E x2**   
Grey 1.0 mm



**!** 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.



# ECLIPSE 5

WORLD CLASS 1/12TH PRO LMP CHASSIS

## STEP 7

**A x2**

M3 Nyloc Nut Black



**B x2**

Ball Stud Short Low

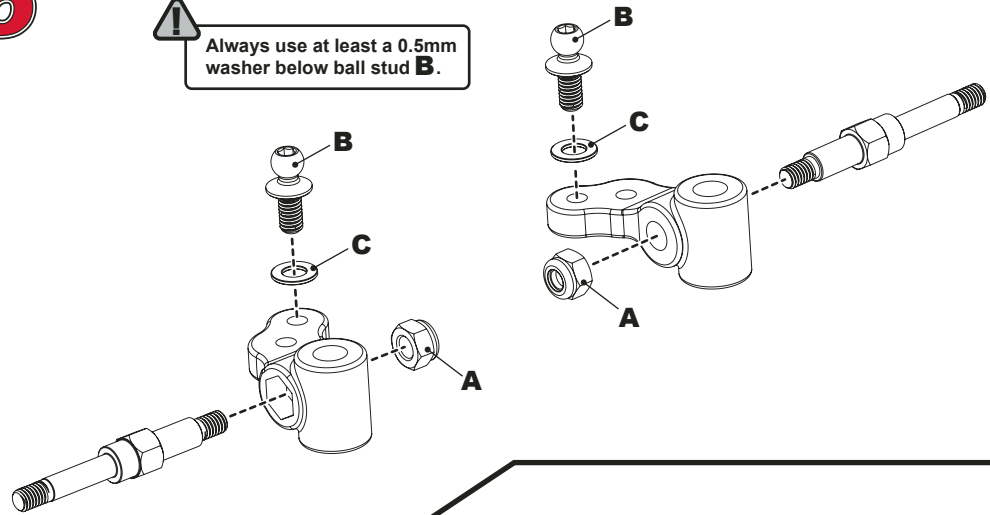


**C x2**

M3 x 0.5 Washer



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



## STEP 8

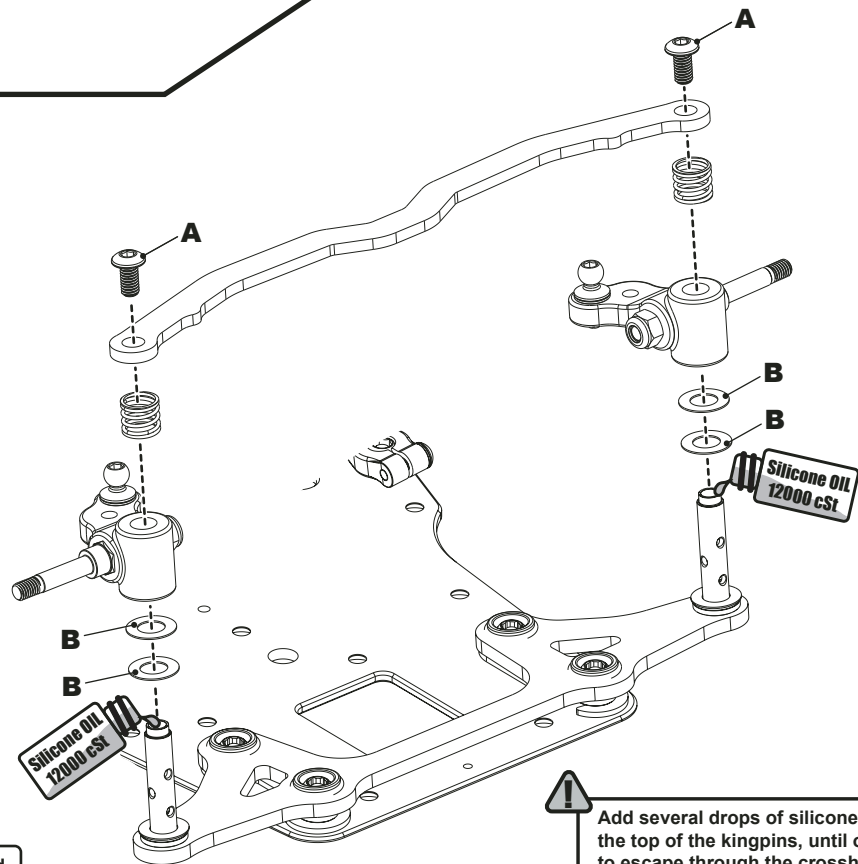
**A x2**

M3 x 6 Button Hd Screw



**B x6**

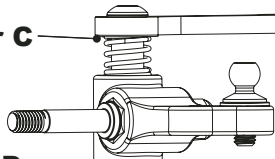
Droop spacer 0.25mm Black



! 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.

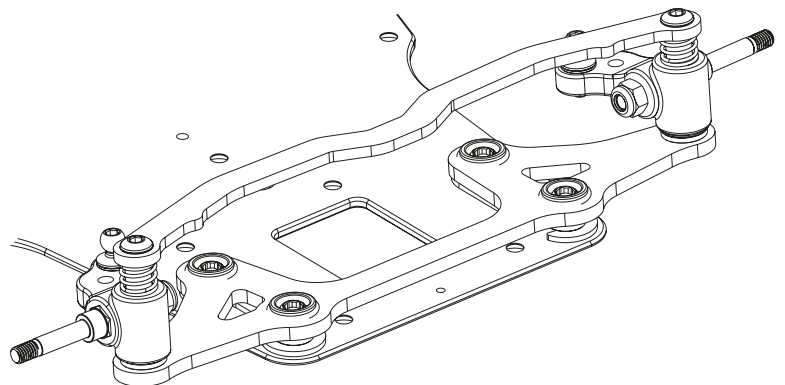
**Spacer C**



**Spacer D**









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

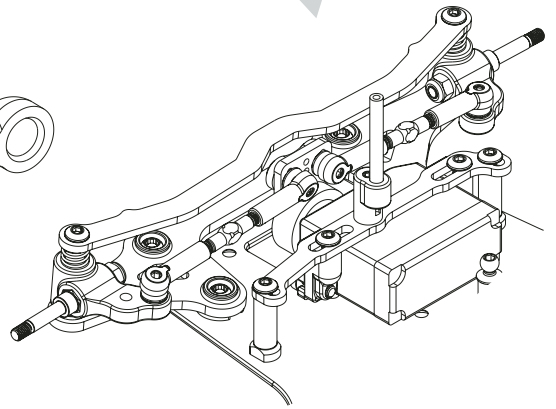
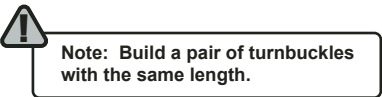
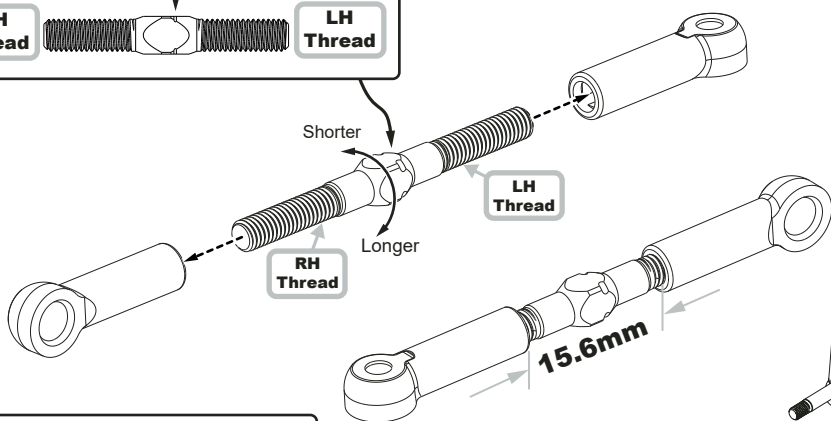
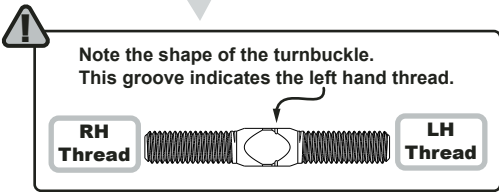
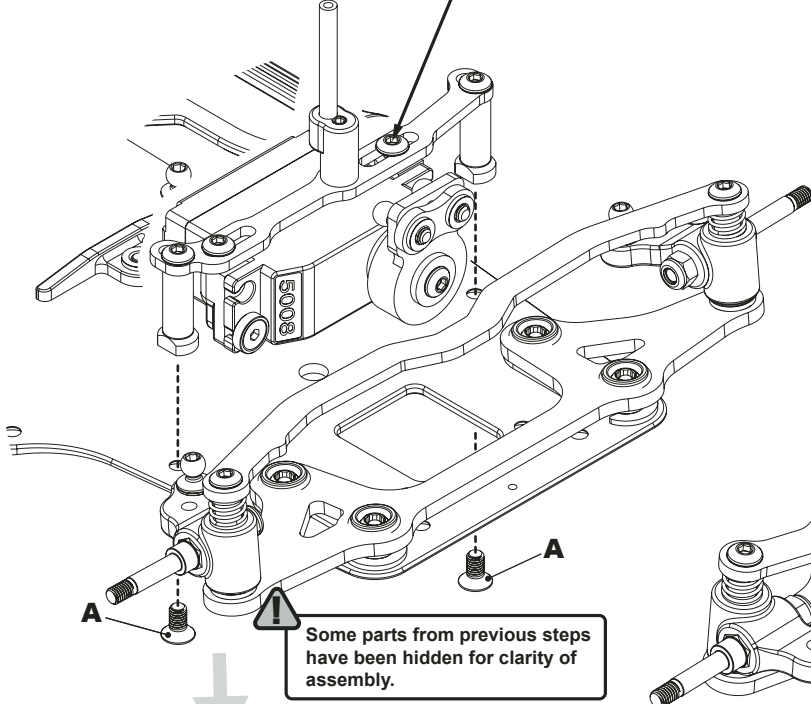
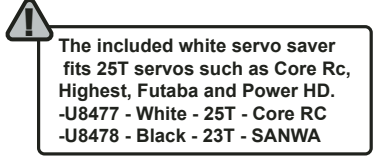
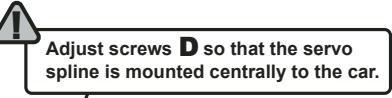
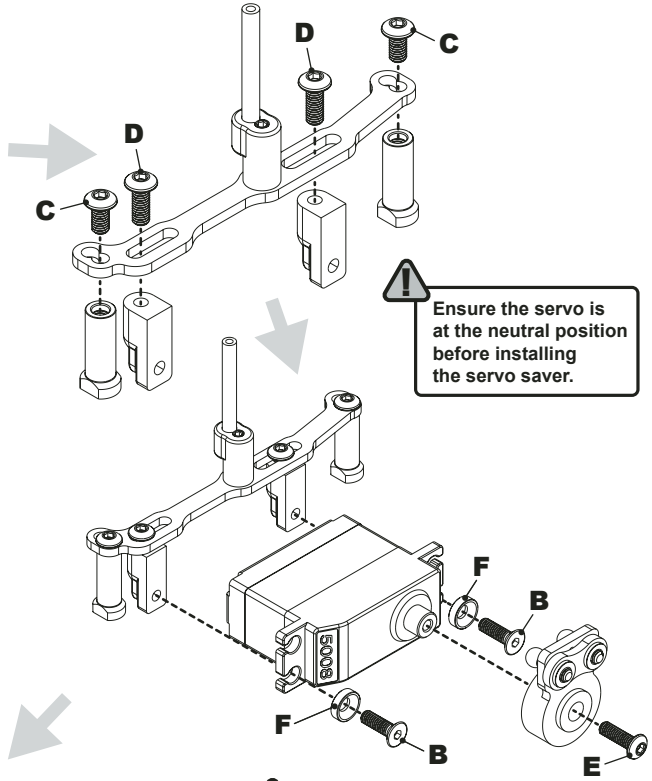
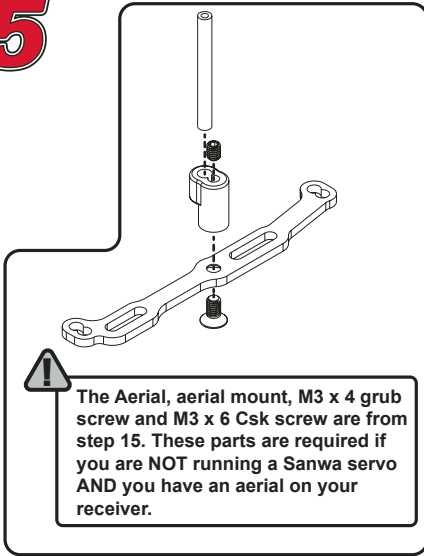


# ECLIPSE 5

WORLD CLASS 1/12TH PRO LMP CHASSIS

## 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



# ECLIPSE 5

WORLD CLASS 1/12TH PRO LMP CHASSIS

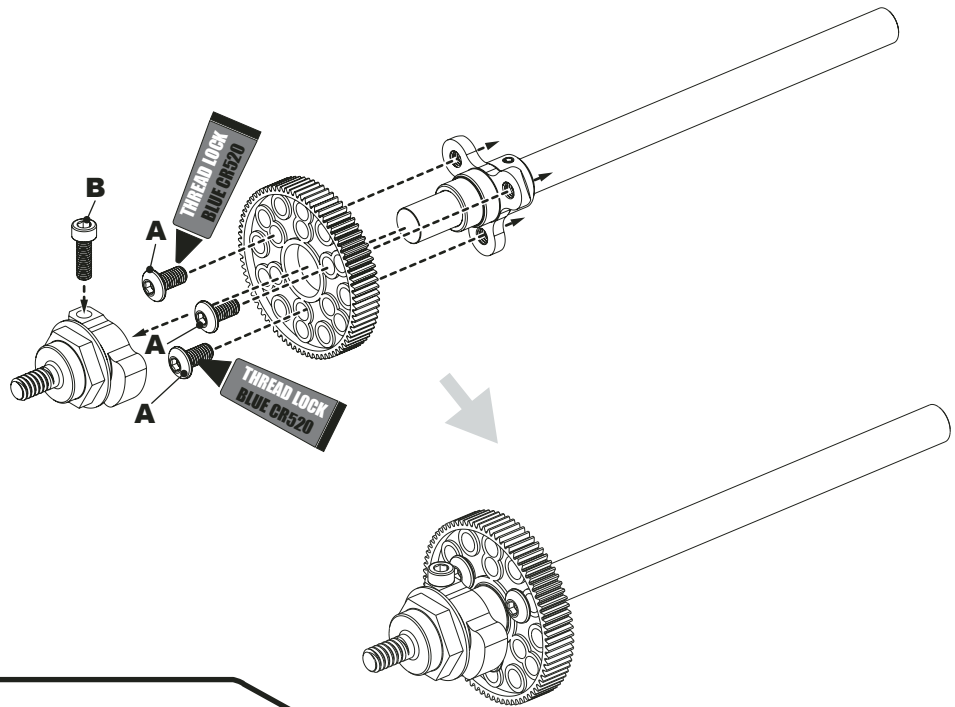
## STEP 10a

**A x3**

M3 x 6 Button Hd Screw

**B x1**

M2.5 x 8 Cap Hd Screw



## STEP 10b

**A x1**

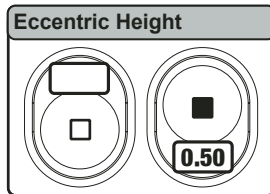
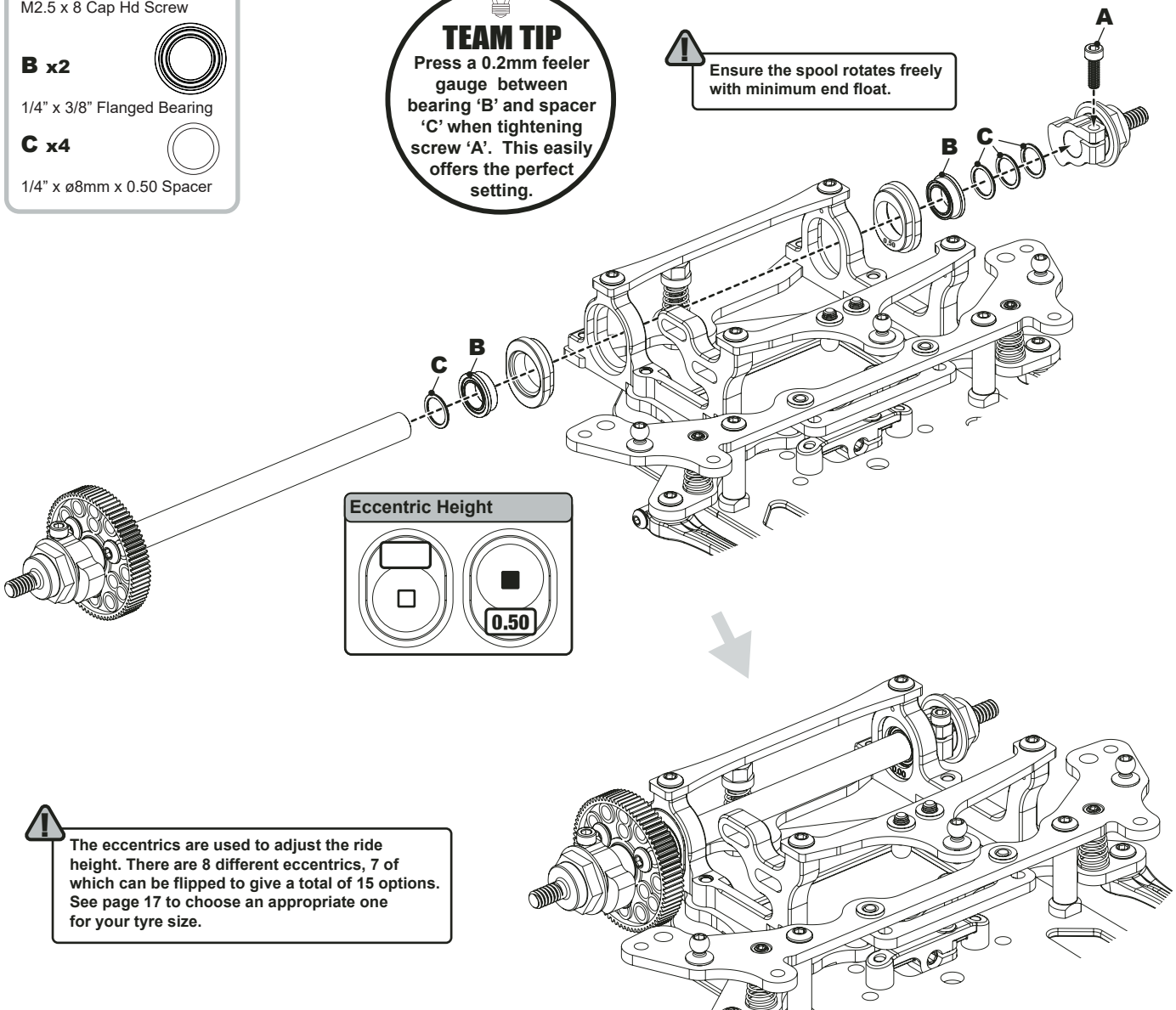
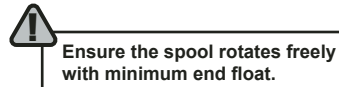
M2.5 x 8 Cap Hd Screw

**B x2**

1/4" x 3/8" Flanged Bearing

**C x4**

1/4" x ø8mm x 0.50 Spacer



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.

# ECLIPSE 5

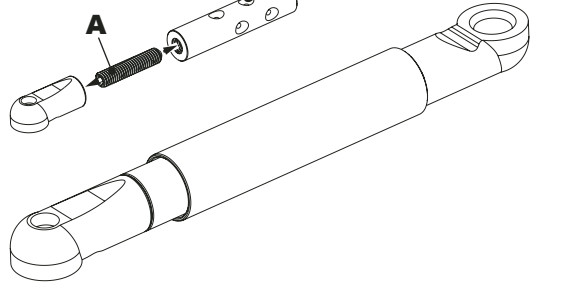
WORLD CLASS 1/12TH PRO LMP CHASSIS

## Step 11

**A x3**

M3 x 14 Grub Screw

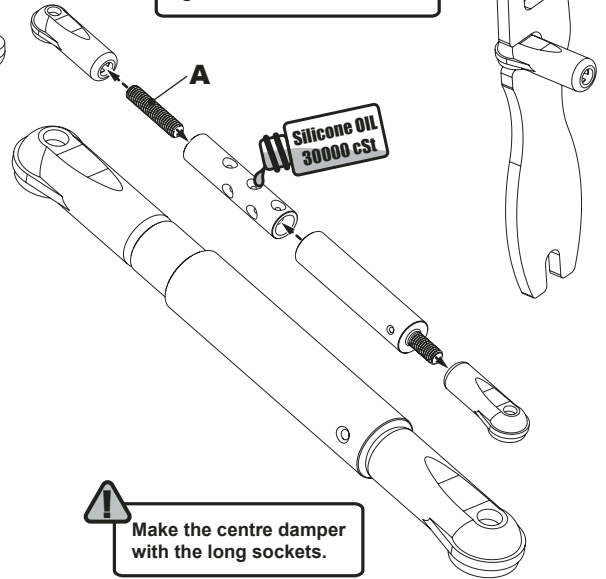
Silicone OIL  
12000 cst



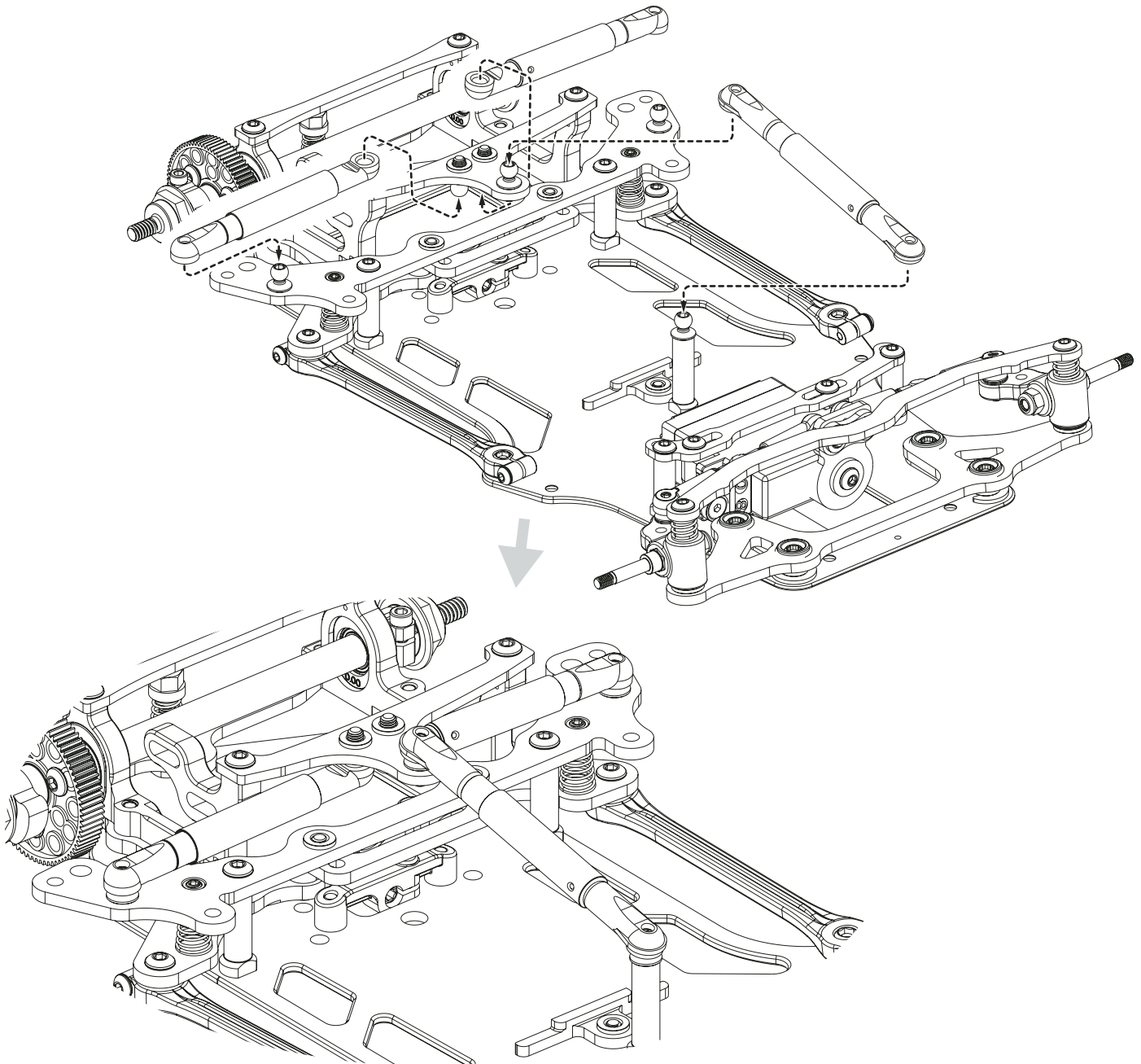
! Make two side dampers the same with the short sockets.

! Use the included spanner to tighten the sockets.

Silicone OIL  
30000 cst



! Make the centre damper with the long sockets.



# ECLIPSE 5

WORLD CLASS 1/12TH PRO LMP CHASSIS

## Step 12

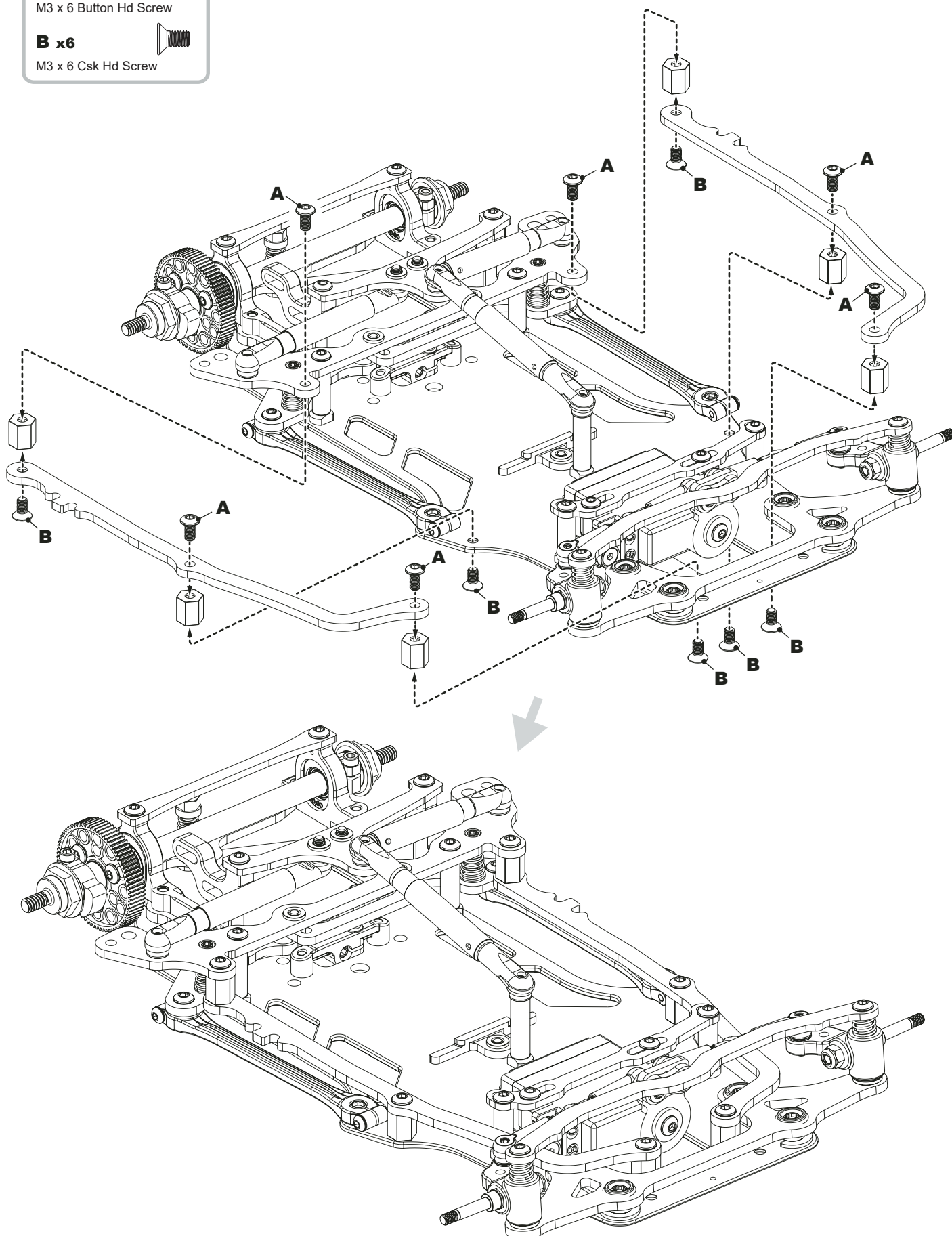
**A x6**

M3 x 6 Button Hd Screw



**B x6**






M3 x 6 Csk Hd Screw

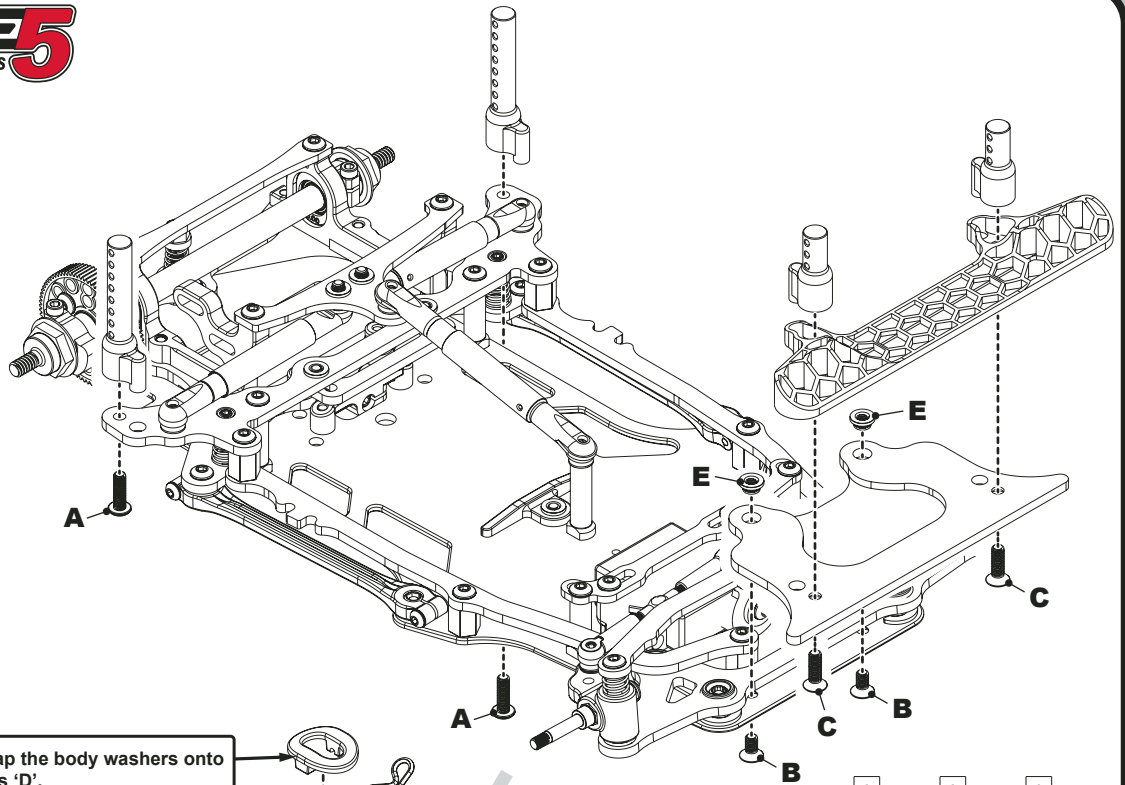



# ECLIPSE 5

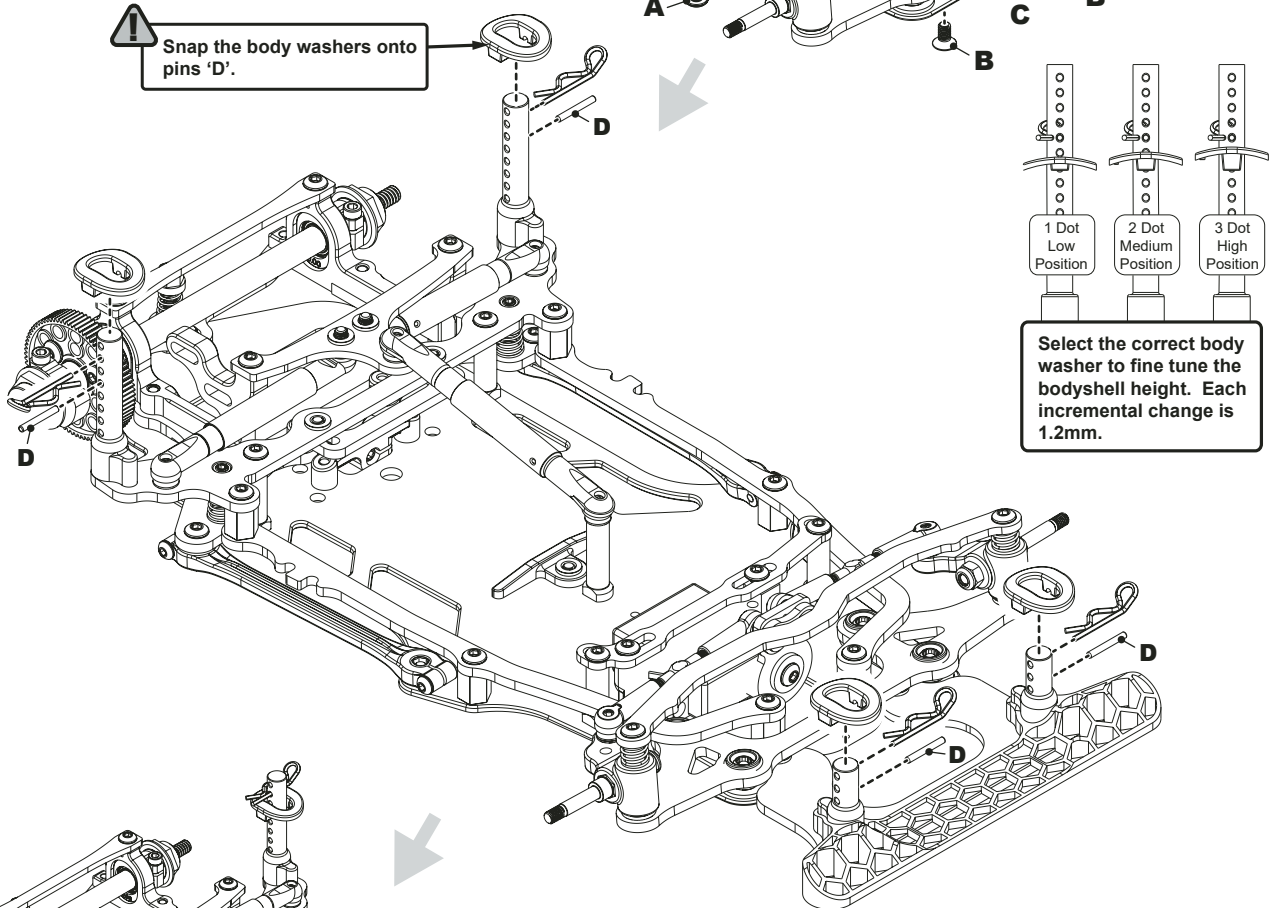
WORLD CLASS 1/12TH PRO LMP CHASSIS

## 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

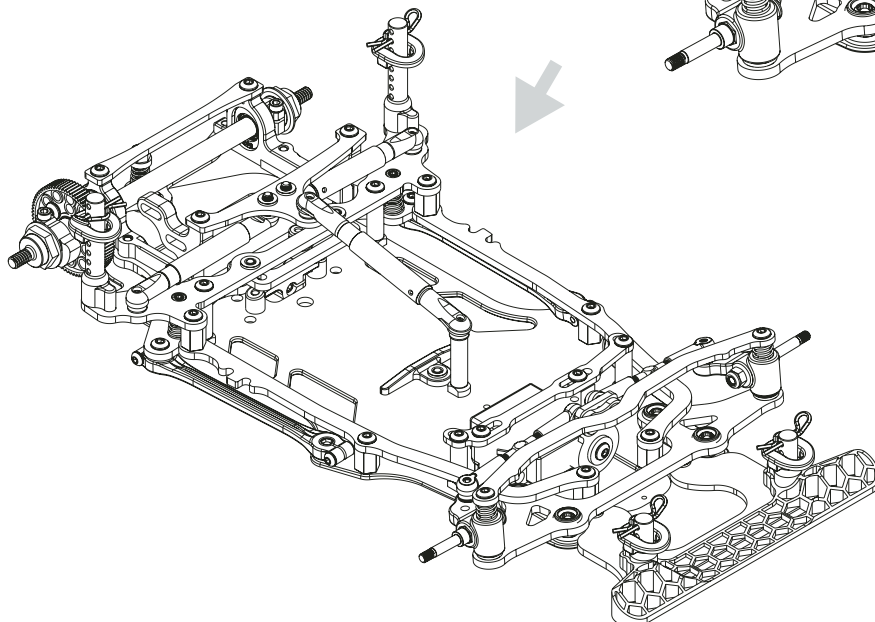


 Snap the body washers onto pins 'D'.



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**

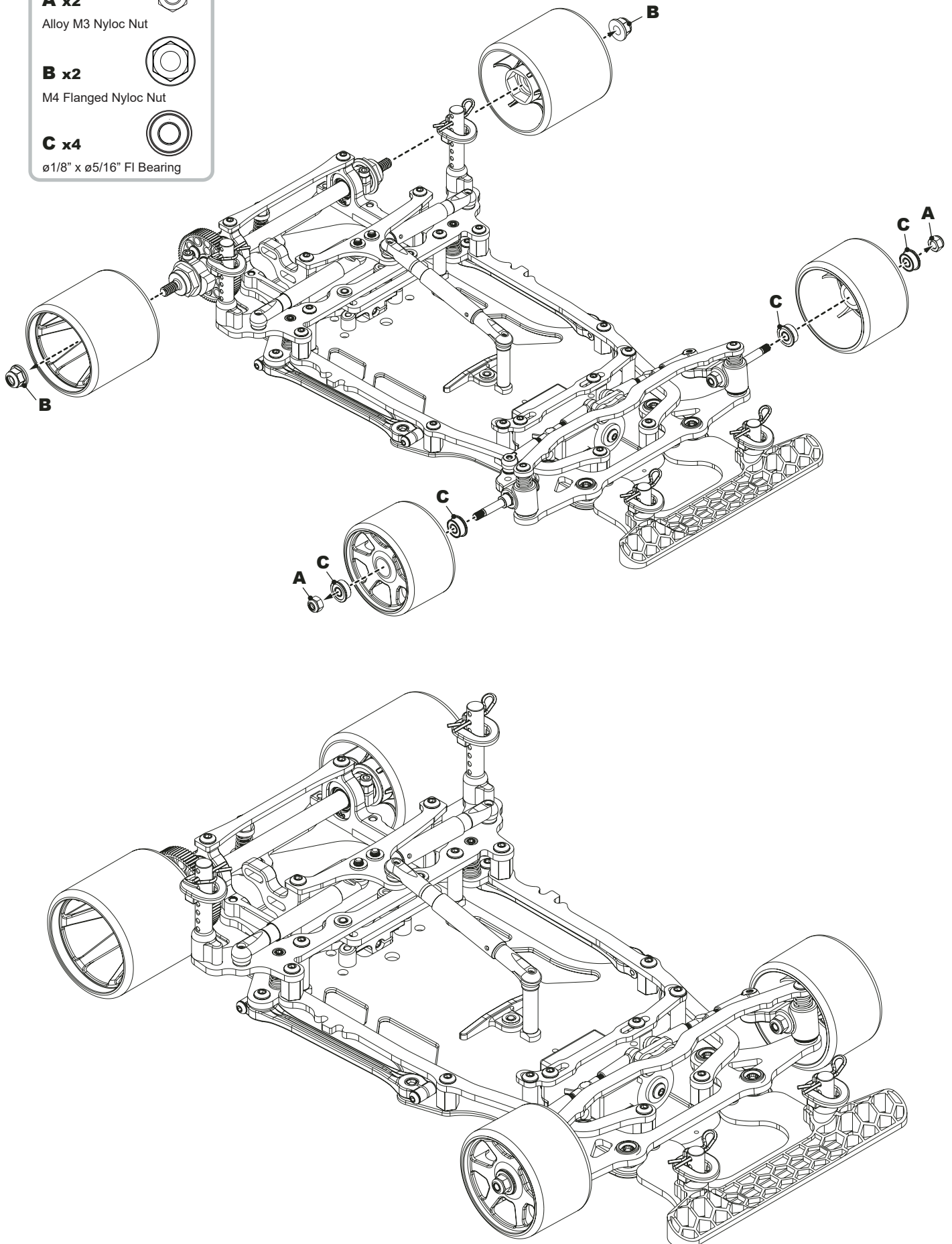


M4 Flanged Nyloc Nut

**C x4**



ø1/8" x ø5/16" Fl Bearing



# ECLIPSE 5

WORLD CLASS 1/12TH PRO LMP CHASSIS

## Step 15

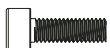
**A x1**

M3 x 6 Csk Hd Screw



**B x2**

M3 x 10 Cap Hd Screw



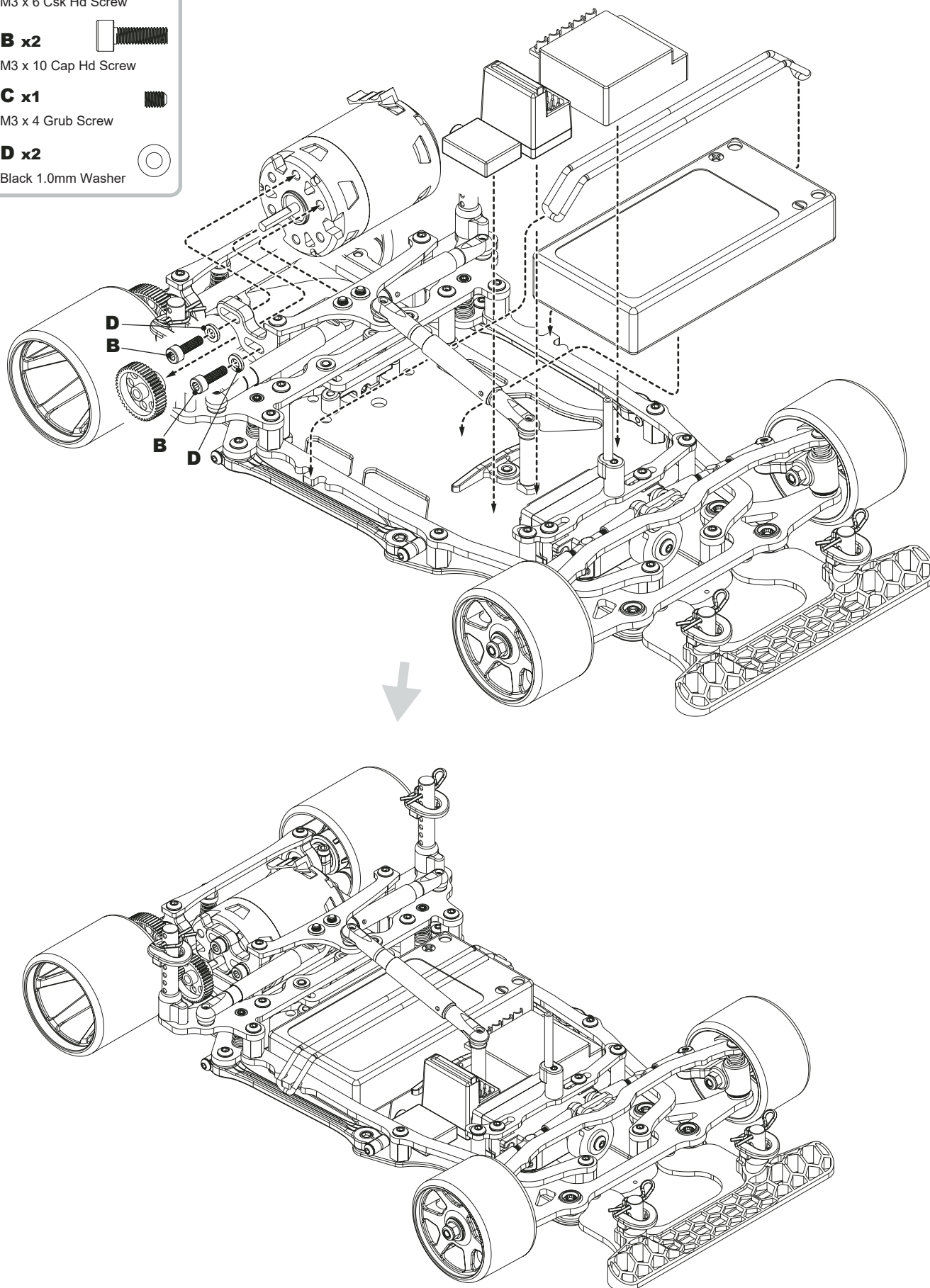
**C x1**

M3 x 4 Grub Screw



**D x2**

Black 1.0mm Washer





# ECLIPSE 5

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



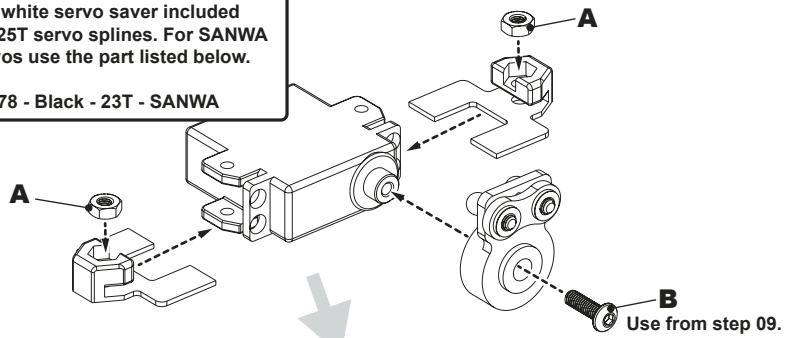
**C x2**

M3 x 10 Csk Hd Screw

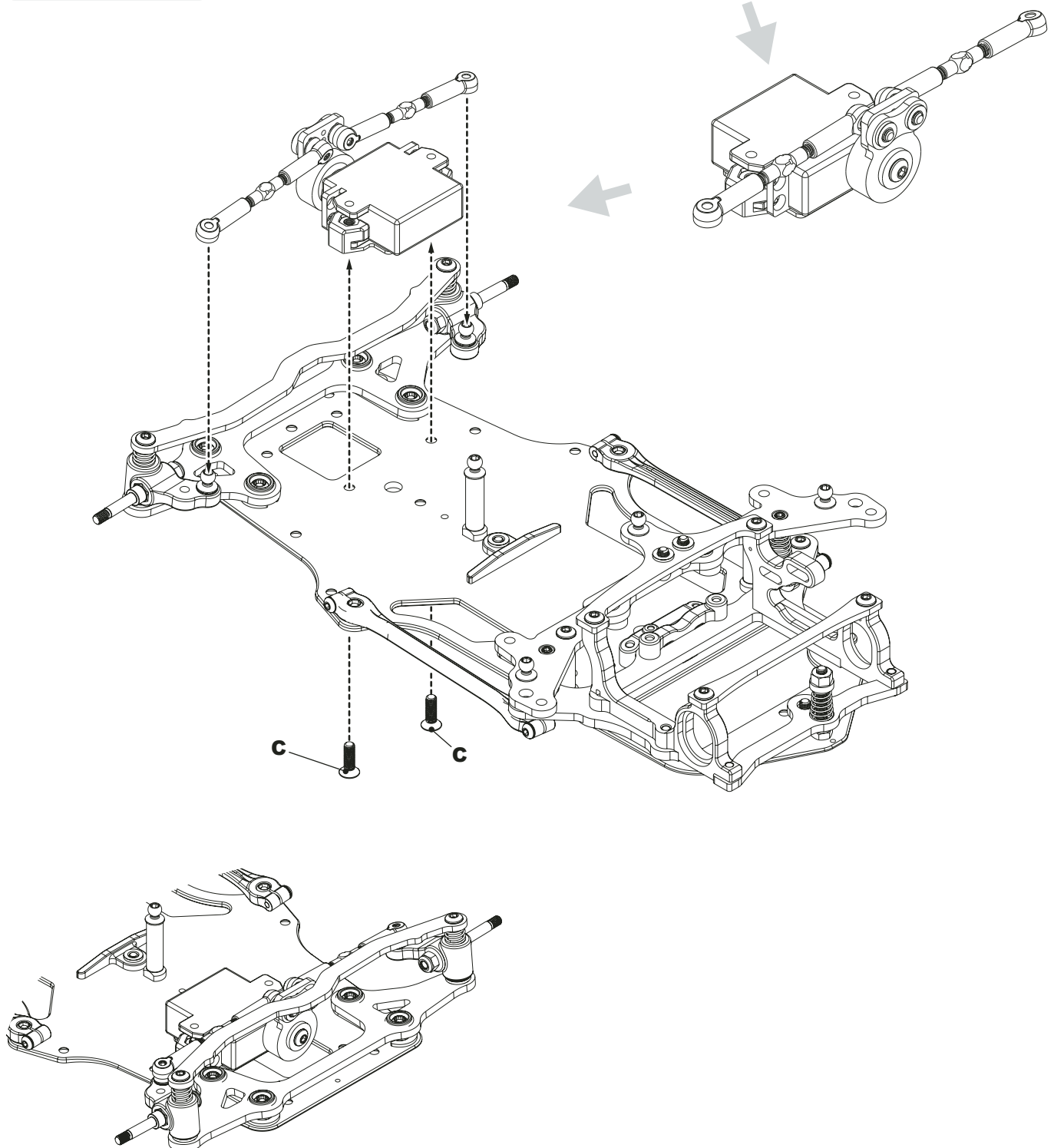


The white servo saver included fits 25T servo splines. For SANWA servos use the part listed below.

U8478 - Black - 23T - SANWA



Build the turnbuckles as shown on page 09.



# TRACK SETTINGS

## RIDE HEIGHT & CASTOR

See Page 7 - Step 6 &amp; 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	3°	0.5mm	1.5mm	0.0mm	0.5mm
40.5mm	3.4mm	3°	1.0mm	2.0mm	0.0mm	0.5mm
41.5mm	3.4mm	3°	1.5mm	2.5mm	0.0mm	0.5mm
42.5mm	3.4mm	3°	2.0mm	3.0mm	0.0mm	0.5mm
39.5mm	3.4mm	4°	0.0mm	1.5mm	0.0mm	0.5mm
40.5mm	3.4mm	4°	0.5mm	2.0mm	0.0mm	0.5mm
41.5mm	3.4mm	4°	1.0mm	2.5mm	0.0mm	0.5mm
42.5mm	3.4mm	4°	1.5mm	3.0mm	0.0mm	0.5mm
39.5mm	3.4mm	5°	0.0mm	2.0mm	0.25mm	0.25mm
40.5mm	3.4mm	5°	0.5mm	2.5mm	0.25mm	0.25mm
41.5mm	3.4mm	5°	1.0mm	3.0mm	0.25mm	0.25mm
42.5mm	3.4mm	5°	1.5mm	3.5mm	0.25mm	0.25mm

\*One Black King Pin Spacer = 0.25mm

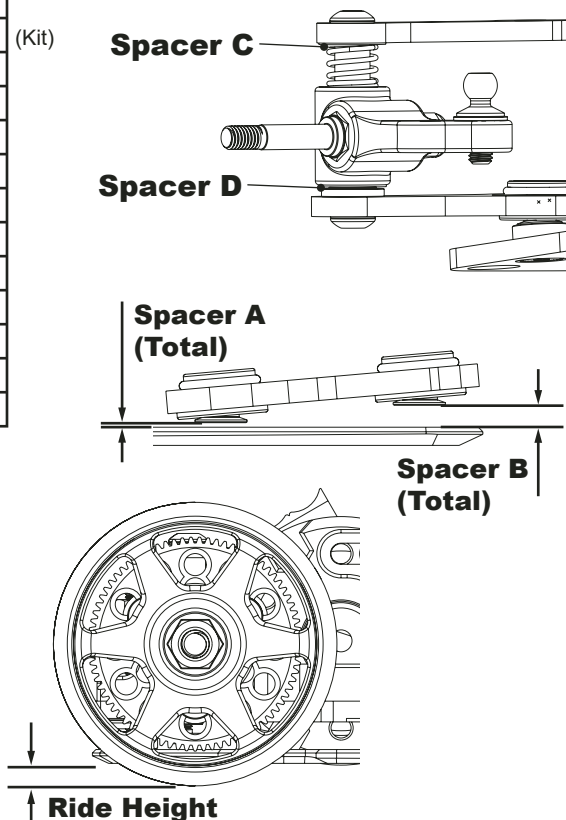
- Increasing spacer 'C' increases ride height.
- Changing spacer 'D' doesn't affect ride height.
- Increasing spacer 'C' or 'D' decreases droop.

### 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.

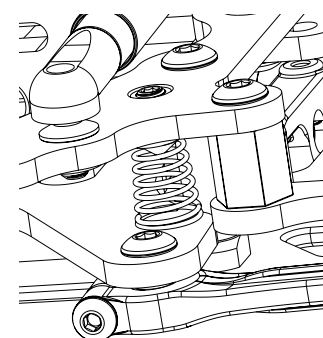


## ROLL SPRINGS

See Page 6 - Step 5

Roll springs are used to control the cars steering 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.

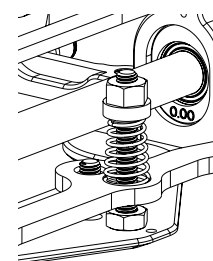


## REAR BUMP SPRING

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.

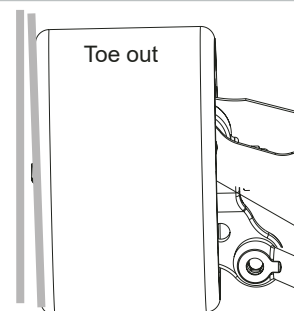
A softer bump spring will give a more aggressive car entering the corner, but offers more grip mid corner and on corner exit. It will also improve the cars bump handling.



## 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.



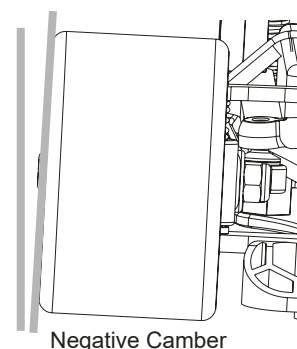
## CAMBER

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.

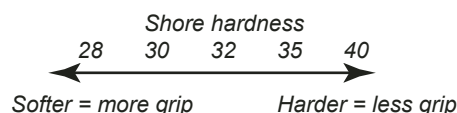
As a general rule, setting the camber so that the tyres wear without any coning will give the most ideal setting in usual conditions.



## TYRES

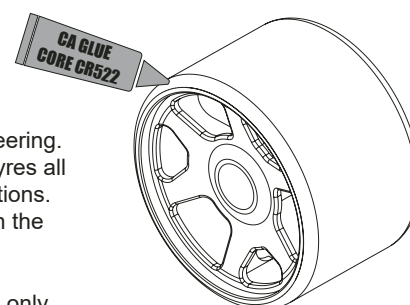
See Page 14 - Step 14

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



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.



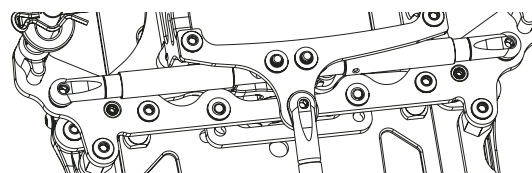
## REAR ROLL DAMPING

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.

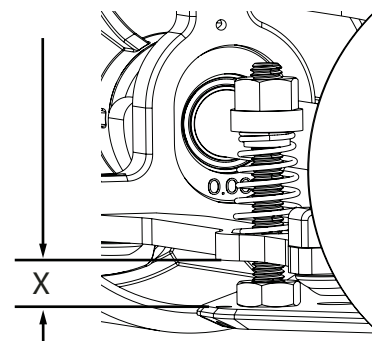


## POD ANGLE AND HEIGHT

See Page 5 - Step 4b

When  $X = 4.3\text{mm}$ , the pod angle is  $0^\circ$ . This represents 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 beneficial.

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



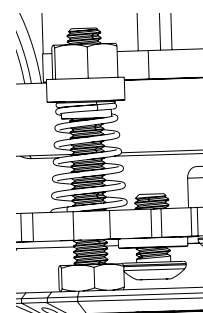
## REAR DROOP

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

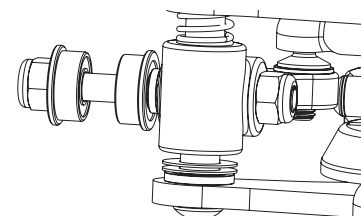


## FRONT DROOP

See Page 8 - Step 8

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

Front droop is adjusted in  $0.25\text{mm}$  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.



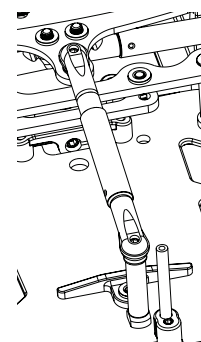
## REAR BUMP DAMPING

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 between  $15,000\text{cSt}$  and  $50,000\text{cSt}$ .

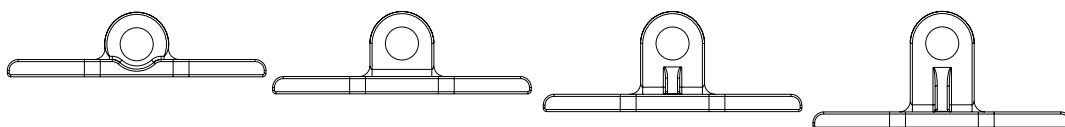


## LIPO POSITION

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.

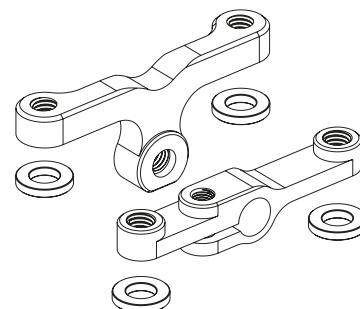
Lowering the roll centre (removing spacers) will give the car more grip and increase chassis roll.

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.

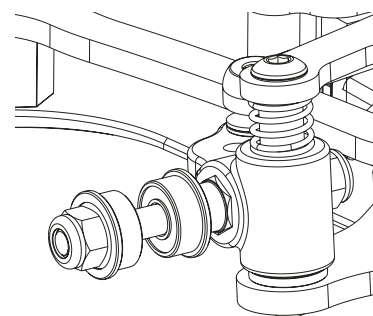
Using **U7897 - Alloy Pivot Spacer 1mm pr** will make roll centre adjustment easier.



## 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.



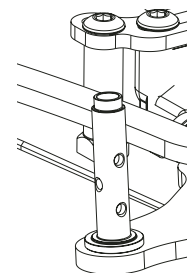
## FRONT DAMPING

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.

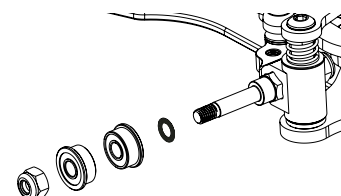
We suggest a wide range of possibilities here starting from 12,000cSt to 40,000cSt



## 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.

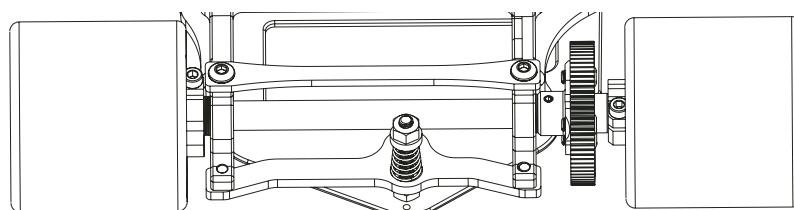


## REAR TRACK WIDTH

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**

Spur Pinion	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:

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

**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.



# ECLIPSE5

WORLD CLASS 1/12TH PRO LMP CHASSIS



U8065 - M3 Alloy Thread Inserts pk8



U7825 - Titanium Pivot Ball 5.5mm Low (pr)



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



U4328 - Impact Servo Saver



U7933 - Alloy Hub Carrier pr



U7936 - Titanium King Pin pr



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



U7938 - Chassis Post 8mm pr



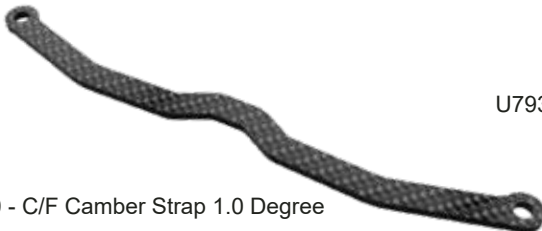
U8481 - C/F Chassis



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



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



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

**SPARES LISTS**
**Chassis Parts**

U119	Aerial Tube - Pack 4
U4627	Chassis Post Long - SS GT,A1,A2,E1-E4,I,con/2
U4773	Aerial Mount
U4950	Body Posts 4pcs - E1-E4,A2,FT,ST,I,con/2
U4964	C/F - Pod Rear Brace - E1-E4
U7488	Lipo O Ring pk6 - E2,I,con/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,I,con/2
U4851	Side Spring Seat pr - A1,A2,E1-E4,I,con/2
U4968	Ball Sockets Low Profile -Eclipse,PC - pk4
U7787	Shock Top Ball Dia 5.5mm - Mi7,I,con 2 (pk4)
U7832	Ball Stud Low (Ultra Short) (pk4)
U7833	Ball Stud Low (Short) (pk4)
U7871	Pivot Mouldings - A2,E3,E4,I,con/2
U7872	Side Link pr - A2,E3,E4,I,con/2
U8087	Alloy Damper Body - I,con/2, E4
U8264	Alloy M3 Turnbuckle - 35mm - Black (pr)
U8337	Damper Rod V2 - I,con/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,I,lc/2
U4973	Ride Height Adjusters 0.25-1.75 4prs - E1-4,I,lc/2
U7483	Trans Housing LH - A2,E2,E3,E4
U7484	Trans Housing RH - A2,E2,E3,E4
U7899	Diff Spacer Set - A2,E4,I,con/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,I,con/2
U4808	1/8in Chrome Steel Ball -At,Ecl,I,con/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,I,con/2
U4861	Diff Rebuild Kit - E1-E4,A2,I,con/2
U4970	C/F Rear Axle - E1-E4,I,con/2
U4974	LH Wheel Clamp - E1-E4,I,con/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 FI Shielded
U7691	Pro Ball Bearings 1/8 x 5/16 x 9/64 FI 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,I,con/2
U7897	Alloy Pivot Spacer 1mm pr - A2,E3,E4,I,con/2
U7918	Alloy Pivot Mount - A2,E3,E4,I,con/2
U7919	Alloy Pivot Block - A2,E3,E4,I,con/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,I,con/2
U7943	Alloy Spacer Clip 0.5mm pk4 - E3,E4,I,con/2
U7944	Alloy Spacer Clip 0.75mm pk4 - E3,E4,I,con/2
U8065	M3 Alloy Thread Inserts pk8-L1,Mi7,8,E3,E4,A2,I,lc/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**

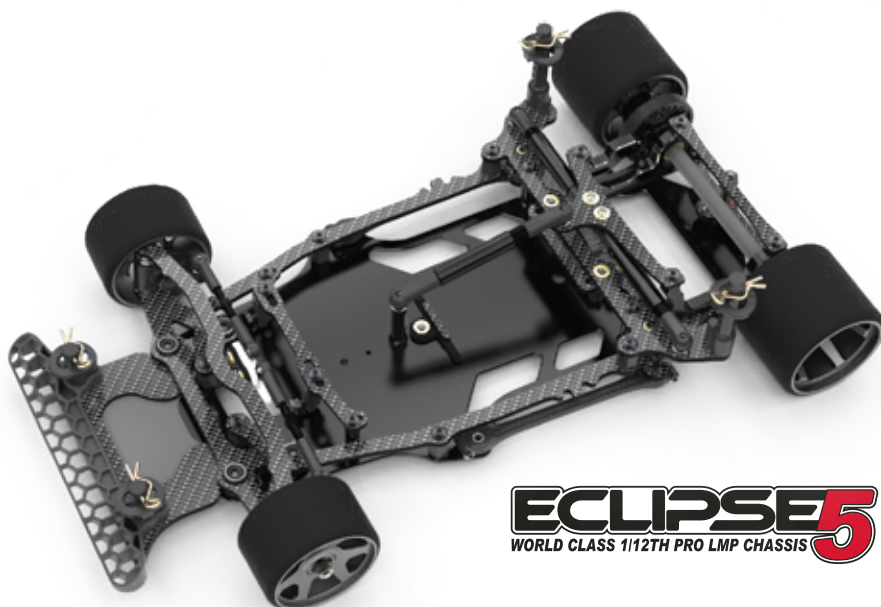
U3619	Pinion; Hard Alloy 64dp - 19T
U3620	Pinion; Hard Alloy 64dp - 20T
U3621	Pinion; Hard Alloy 64dp - 21T
U3622	Pinion; Hard Alloy 64dp - 22T
U3623	Pinion; Hard Alloy 64dp - 23T
U3624	Pinion; Hard Alloy 64dp - 24T
U3625	Pinion; Hard Alloy 64dp - 25T
U3626	Pinion; Hard Alloy 64dp - 26T
U3627	Pinion; 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,lc/2
U4840	Rear Springs Gold -Med/Hard pr - A1,A2,E1-E4,lc/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,lc/2
U7323	Rear Spring Black - Ultra pr - A1,A2,E1-E3,lc/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 **Kimbrogh 25T**  
 Steering Travel **25 in** out  
 Castor (+Ride Height Set) **3 deg**

Notes:

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 **0 Spacers 0.00 mm**  
**2 Spacers 0.50 mm**  
 Front Damping **12K cSt**  
**2 runs** Since refreshed  
 Camber Options U8480 1°  U8466 1.5°  (kit)  
 Front Springs Red  Green  Black  Silver  Gold  White  (kit)  
 Hub Carriers P  AL   
 Top Deck Post (L+R) Y  N

### 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 **0.50**  
 Pod Angle **4.2 mm**  
Kit = 4.2mm

Width Spacing **0.5 mm**  
 Rear Spring Black  Silver  Gold  Nickel  Red  Ultra   
 Width Spacing **1.5 mm**  
 Side Damping **12K 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 **30K cSt**  
**2 runs** Since refreshed  
 Lipo Position (rear-longest) 1  2  (kit) 3  4  (forward-shortest)

### 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 AL   
 Spacing \_\_\_\_\_ 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:

# SET UP SHEET



Driver: **Michal Orłowski** 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**

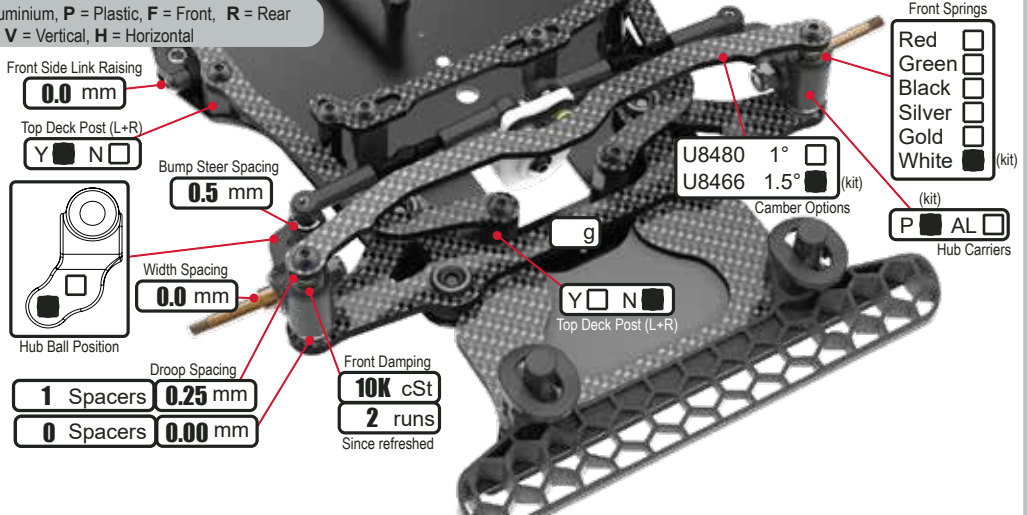
Servo Saver Type **Kimbrough 25T**

Steering Travel **28 in** out

Castor (+Ride Height Set) **4 deg**

**0.50 mm** Rear (Total Spacing) **2.00 mm** Front

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**

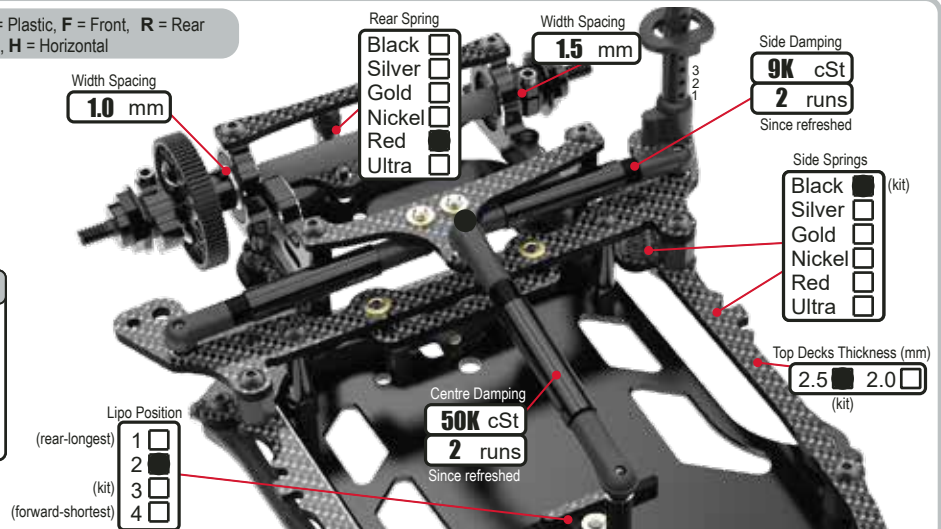
Drive Type  Diff  Spool  Hex

Diff Preload (if applicable)

Eccentric Height **0.25**

Pod Angle **4.2 mm** Kit = 4.2mm

Notes:



## 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:

**SET UP SHEET**

**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

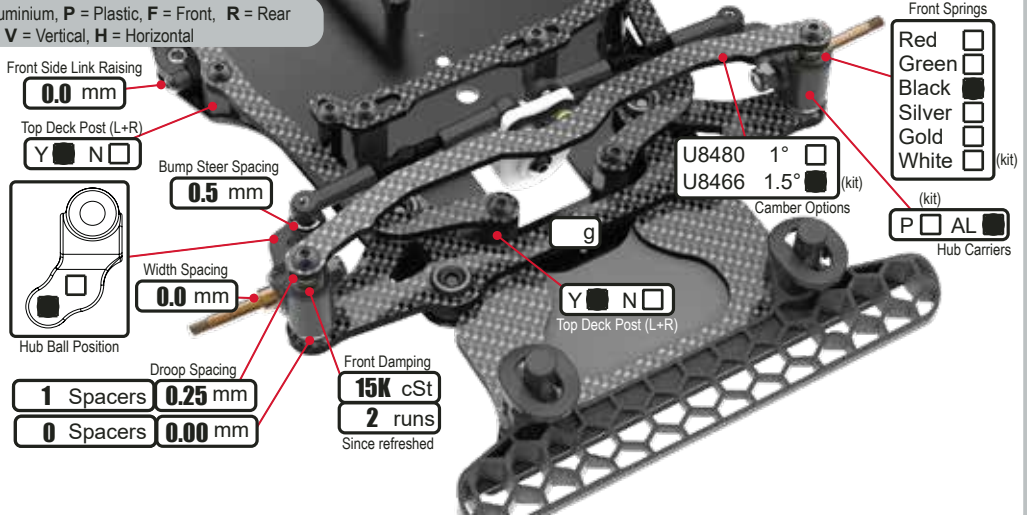
Servo Saver Type **Kimbrogh 25T**

Steering Travel **30** in out

Castor (+Ride Height Set) **3** deg

1.00 mm Rear (Total Spacing) 2.00 mm Front

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

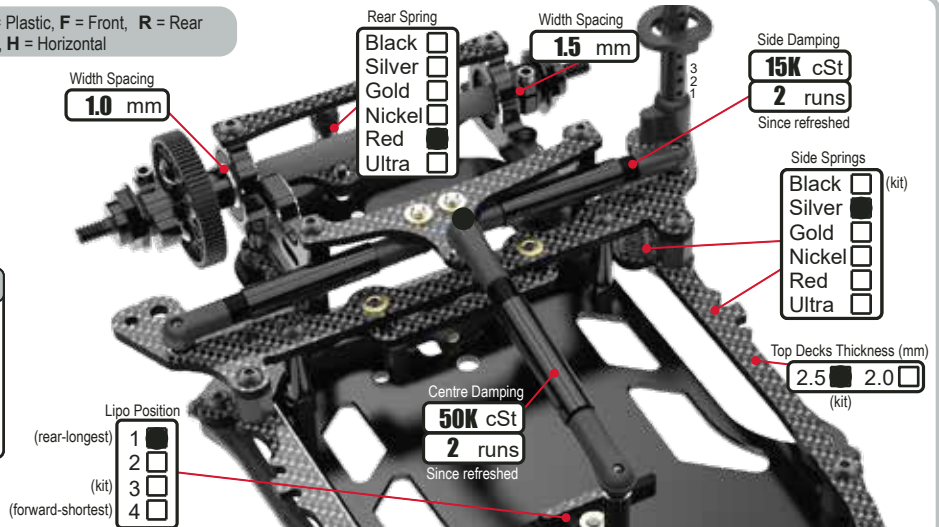
Drive Type  Diff  Spool  Hex

Diff Preload (if applicable)

Eccentric Height **0.50**

Pod Angle **3.2** mm  
Kit = 4.2mm

Notes:



**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 **F1.0 R2.0**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 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:

# SET UP SHEET

## 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:

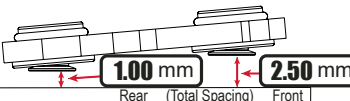
### TYRES

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 Front: **14 mins** Rear: **25 mins**  
Total time before the race starts  
 Additive Off Time Front: **8 mins** Rear: **6 mins**  
Total time the tyre is dry before the race  
 Tyre Age Runs: **1** 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 **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

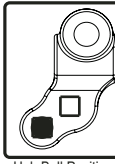
**0.0** mm

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

**0** g

Top Deck Post (L+R)

Y  N

U8480 **1°**

U8466 **1.5°**  (kit)

Camber Options

Front Springs

Red   
 Green   
 Black   
 Silver   
 Gold   
 White  (kit)

(kit)

P  AL

Hub Carriers

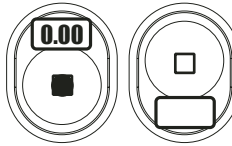
Notes:

### REAR

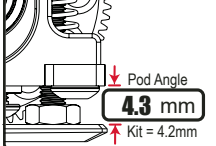
KEY: CF = Carbon Fibre, AL = Aluminium, P = Plastic, F = Front, R = Rear  
 H = High, L = Low, Y = Yes, N = No, V = Vertical, H = Horizontal

Ride Height **3.6** mm  
 Droop **1.0** mm  
 Track width (total) **171.7** mm  
 Drive Type Diff  Spool  Hex   
 Diff Preload (if applicable) \_\_\_\_\_

Eccentric Height **0.00**



Pod Angle **4.3** mm



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  (kit)  
 Silver   
 Gold   
 Nickel   
 Red   
 Ultra

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   
 (forward-shortest) 4

### 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 AL   
 Spacing **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



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:

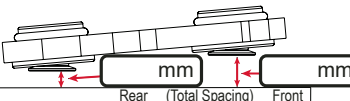
## TYRES

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 \_\_\_\_\_

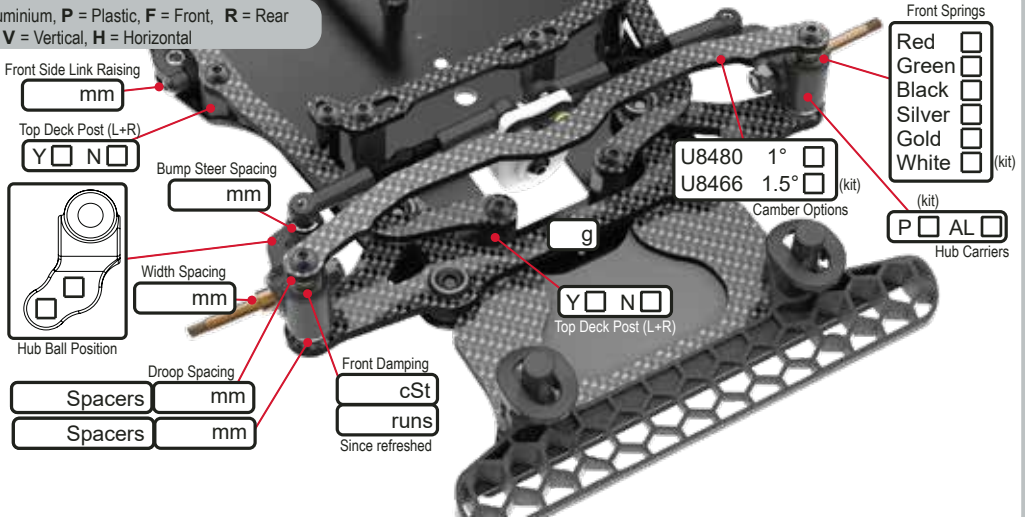
Notes:

## 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

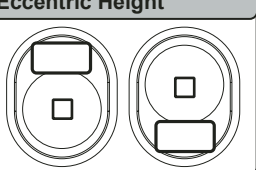
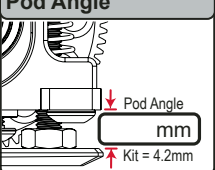
Ride Height \_\_\_\_\_ mm  
 Droop \_\_\_\_\_ mm  
 Toe Out \_\_\_\_\_ deg St Links \_\_\_\_\_ mm  
 Servo Saver Type \_\_\_\_\_  
 Steering Travel \_\_\_\_\_ in \_\_\_\_\_ out  
 Castor (+Ride Height Set) \_\_\_\_\_ deg  


Notes:

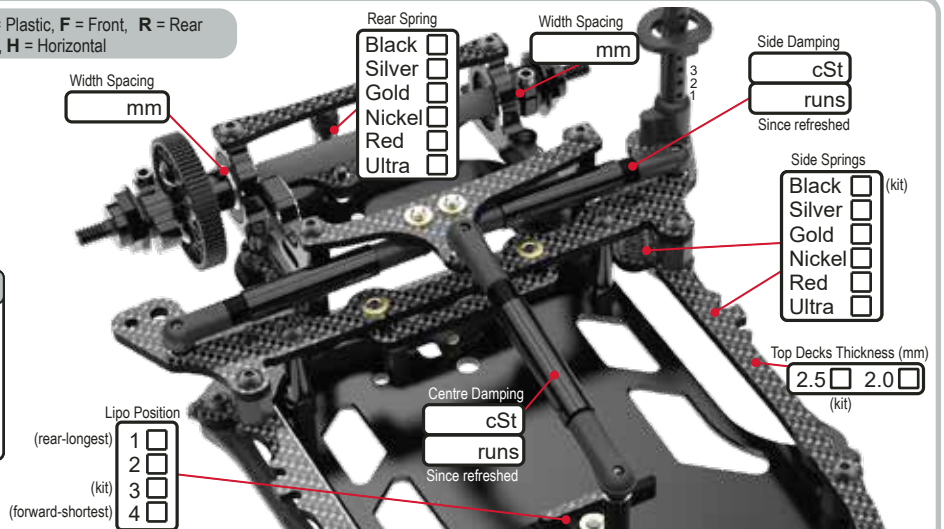


## REAR

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  
  
 Pod Angle \_\_\_\_\_ mm  
 Kit = 4.2mm

Notes:



## 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: