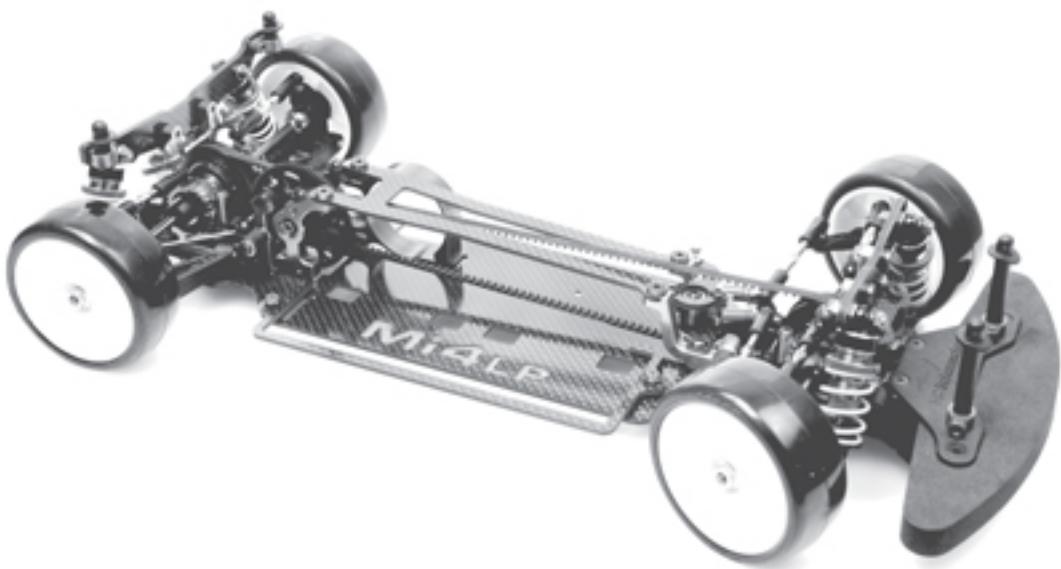


Mi4 LP

Instruction Manual

v1.0



CompetitionX

Award

Schumacher Racing
73 Tenter Road

Moulton Park
Northampton
NN3 6AX
ENGLAND

FOR THE SERI

Schumacher
racing-cars.com

Schumacher USA Inc.
6302 Benjamin Road

Suite 404
Tampa
Florida 33634
U.S.A.

Additional Items Required

Transmitter, receiver and servo

(including AA batteries for tx)



Electronic Speed Control



Battery Pack



Battery Tape



Motor



Pinion Gear



Battery Charger



Bodyshell & Paint



Wheels & Tyres



Tools

Hobby Wlha Precision Circlip Pliers



CR044 Curved Body Scissors



ED0105 Hex Driver 1.5 x 15mm
ED0106 Hex Driver 2.0 x 15mm
ED0105 Hex Driver 2.5 x 15mm



ED0109 Nut Driver 5.5 x 15mm
ED0108 Nut Driver 7.0 x 15mm



Turnbuckle Wrench 4mm ED0100F



UD01 - Solder



Schumacher Racing stocks and distributes the following manufacturers products and full product listings are available on our website at www.racing-cars.com.

PLEASE NOTE THAT SOME OF THE PRODUCT RANGES BELOW ARE ONLY AVAILABLE IN THE UNITED KINGDOM.

CORE-RC
.COM

MURAM

Speed Passion
RC Technology Revolution

GM

Wlha

East Coast BodyTune

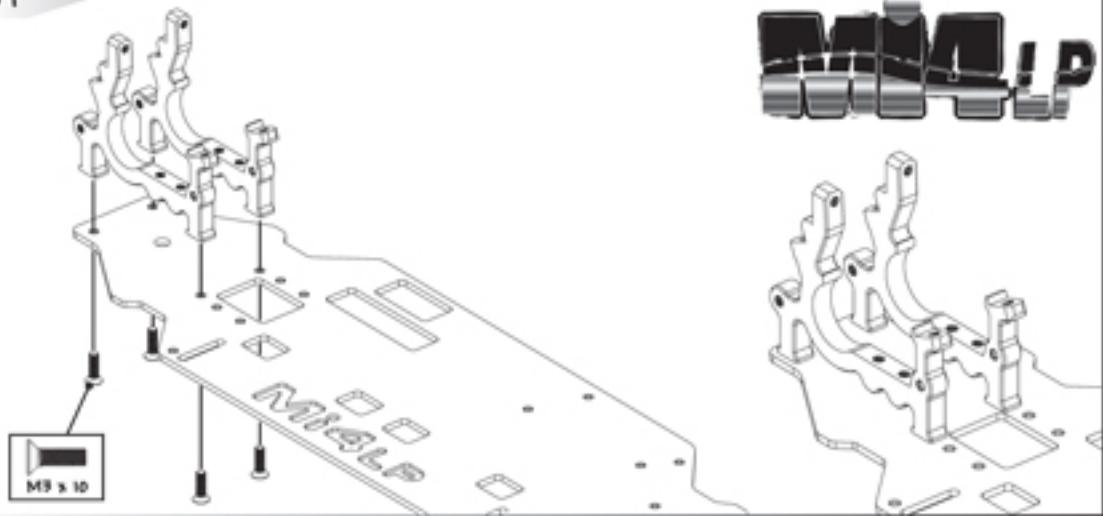
SOREX

EDS
Specialised EDC Tools

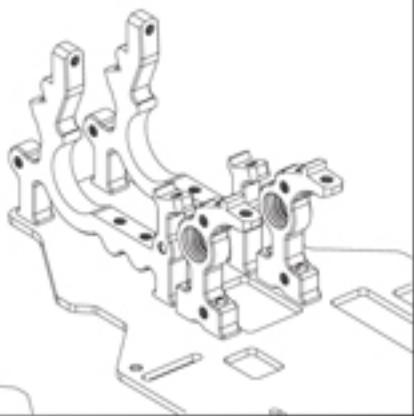
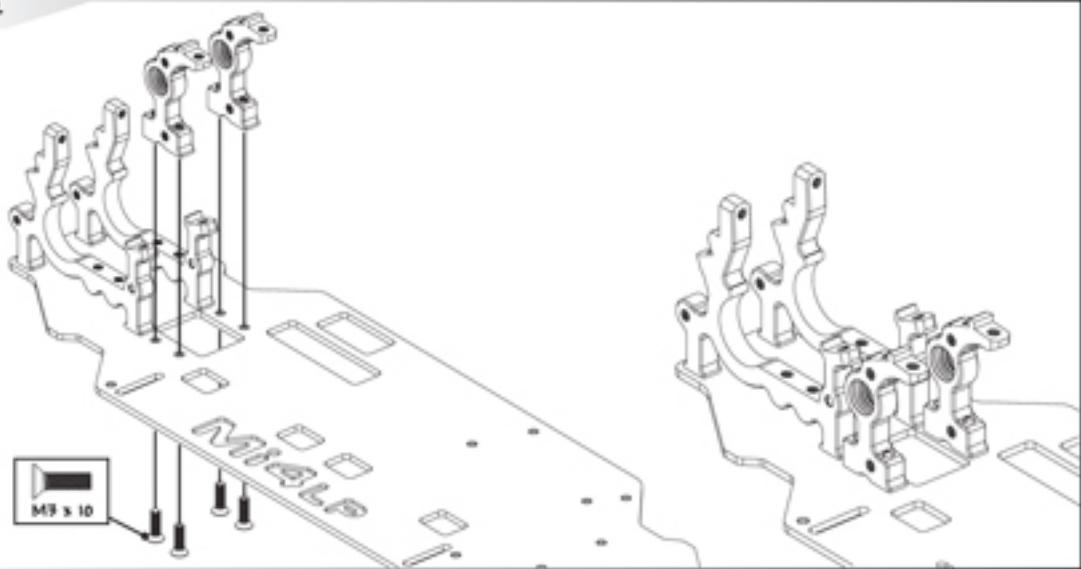
IMPORTANT SAFETY NOTES

- This product is not suitable for children under the age of 14, without the direct supervision of an 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 parts used in the construction.
- In line with our policy of continuous development the exact details of the kit may vary.

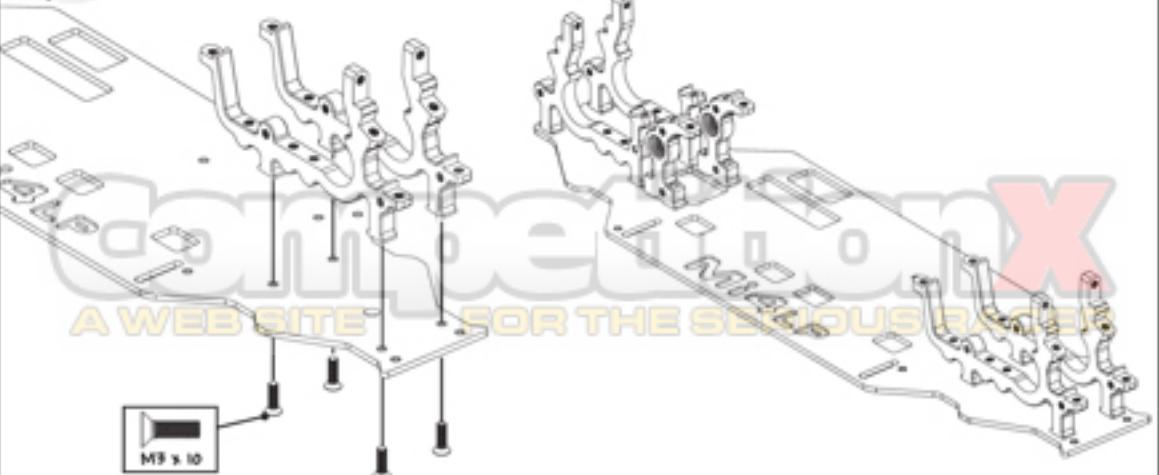
Step 1



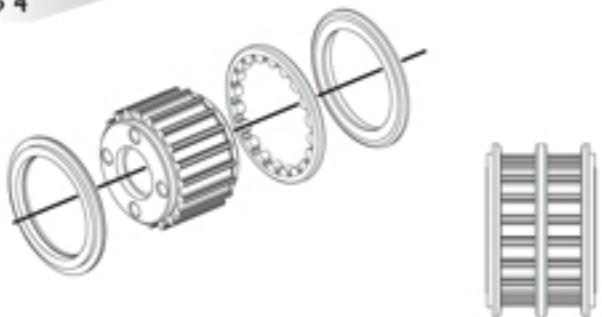
Step 2



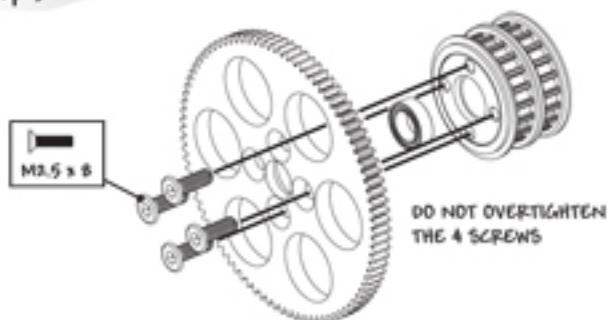
Step 3



Step 4



Step 5

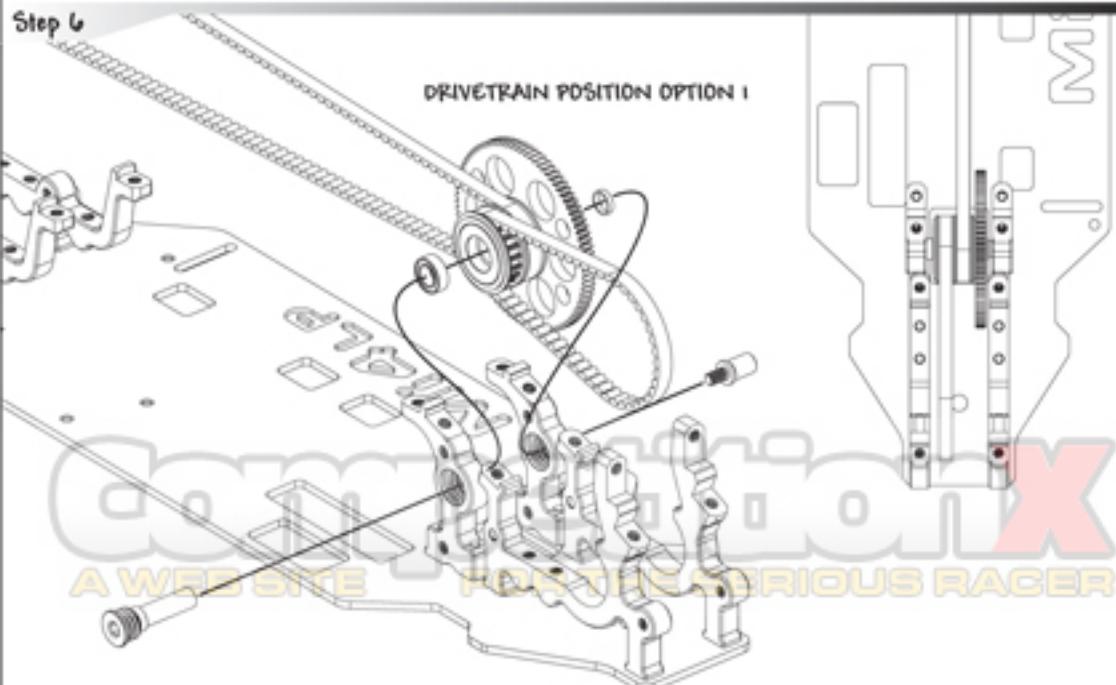


IMPORTANT TRANSMISSION OPTIONS

The Schumacher MHL-P has the ability to flip the transmission to alter the left to right weight balance. Depending on what weight limit you run to, this is a vital tool to balance the car. If you use a lightweight Servo, ESC and RX use Option 2 transmission layout. If you have heavier equipment use Option 1 and move the radio gear as close as possible to the centre of the car. The U3582 Schumacher Precision Pivot Balance Set is an ideal system to balance your MHL-P.

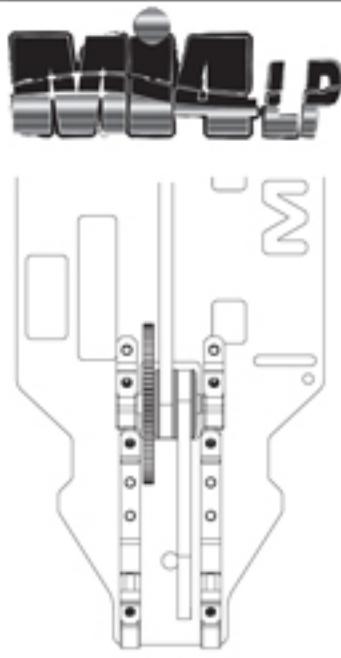
Step 6

DRIVETRAIN POSITION OPTION 1



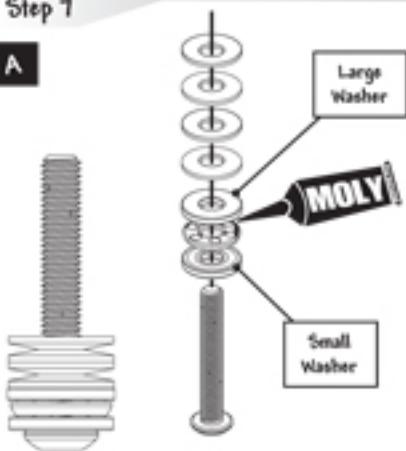
Step 6

DRIVETRAIN POSITION OPTION 2.

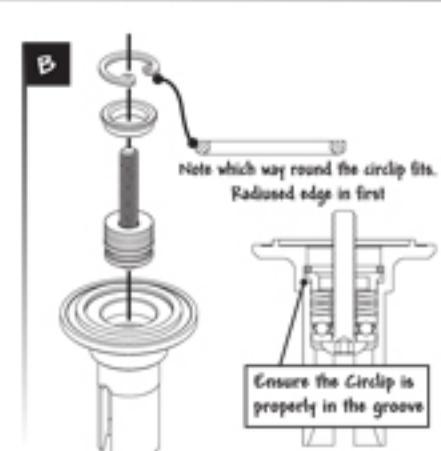


Step 7

A

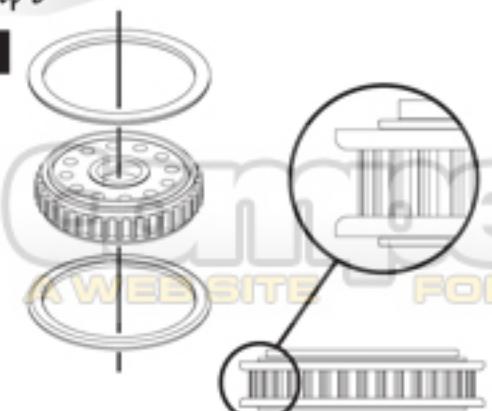


B

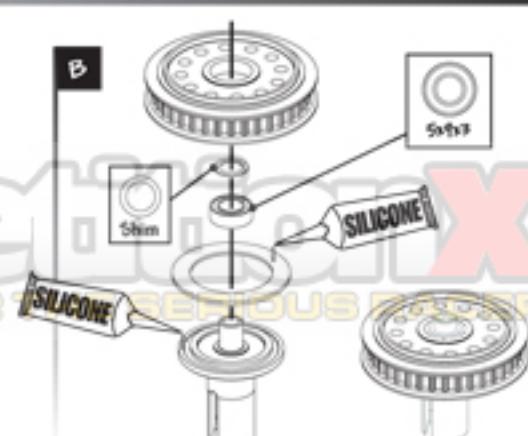


Step 8

A

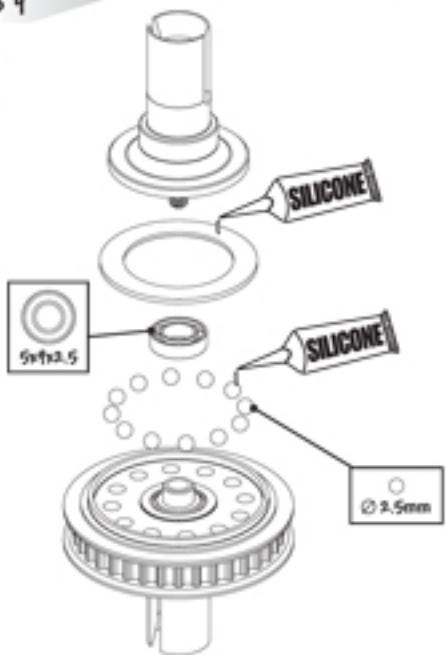


B

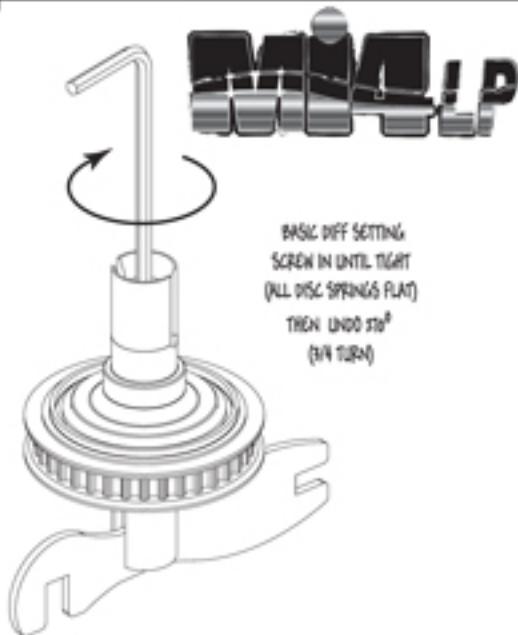


Step 9

A

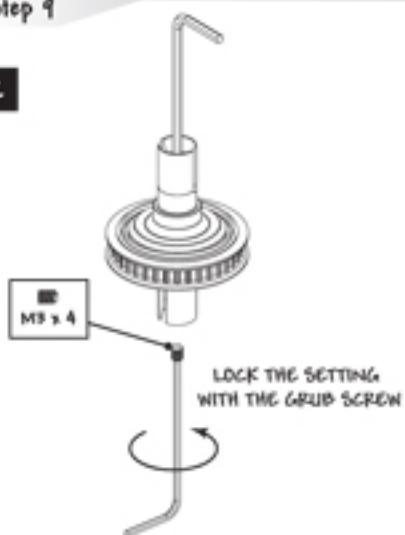


B

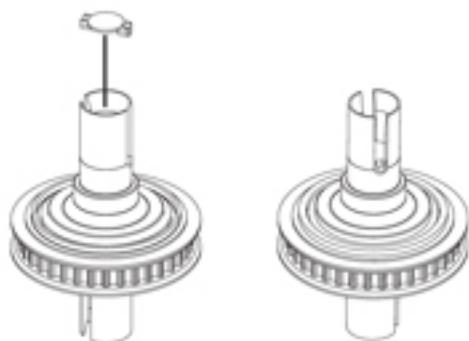


Step 9

C

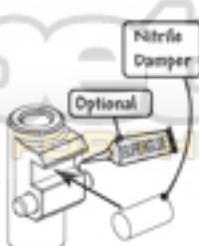


D



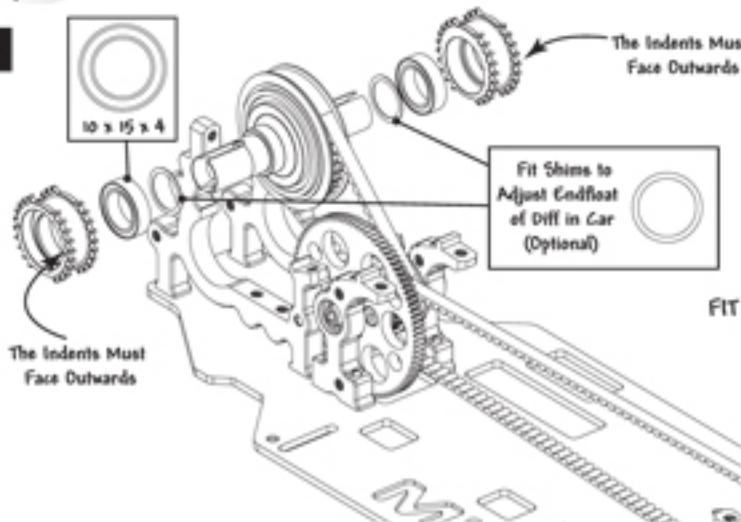
Step 10

A



Step 10

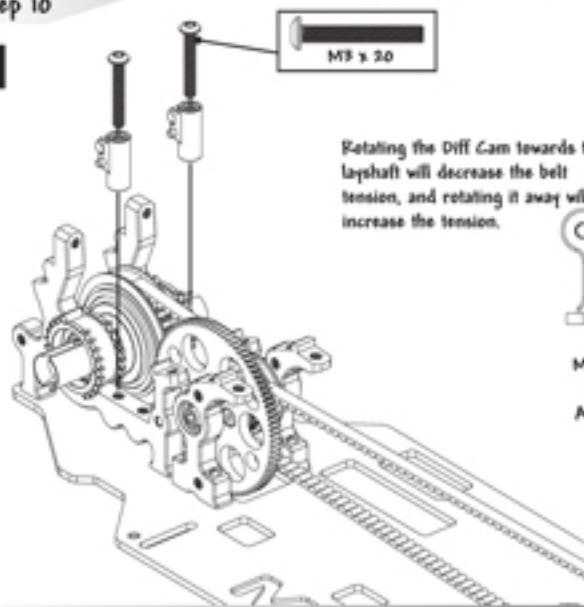
B



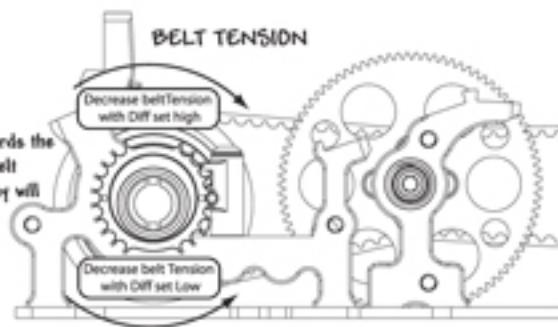
FIT THE DIFF IN THE CAR ACCORDING TO WHICH OPTION YOU CHOSE FOR THE DRIVETRAIN (FRONT BELT NEAREST GEAR)

Step 10

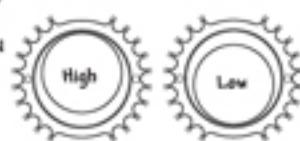
C



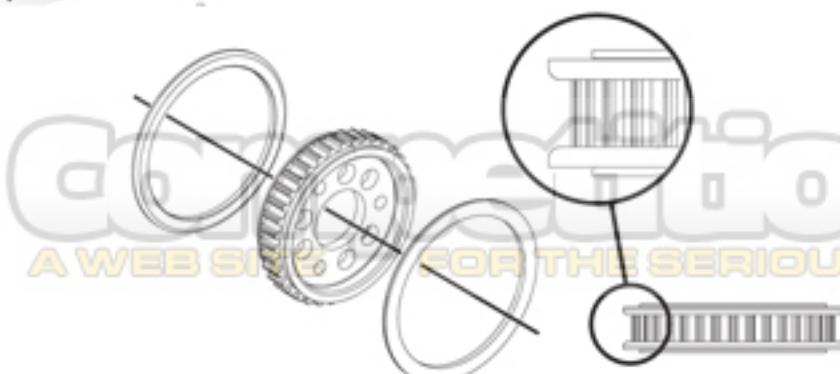
Rotating the Diff Cam towards the shaft will decrease the belt tension, and rotating it away will increase the tension.



MAKE SURE BOTH CAMS ARE SET THE SAME AND THE BELT TENSION IS GOOD



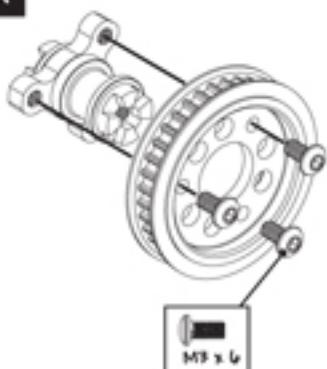
Step 11



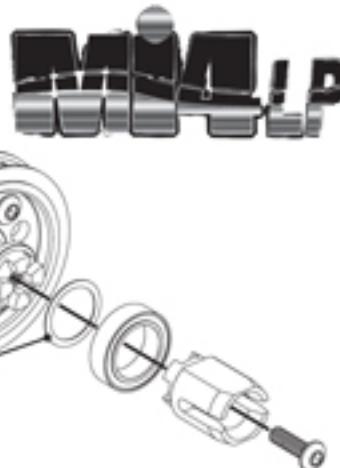
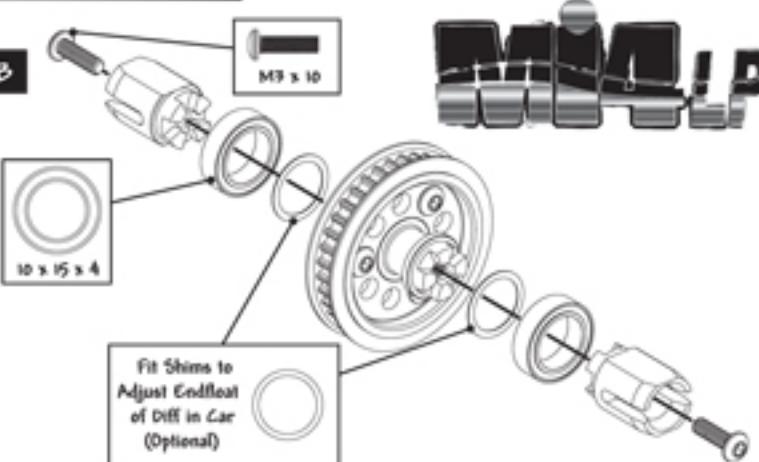
CarX A WEB SITE FOR THE SERIOUS RACER

Step 12

A

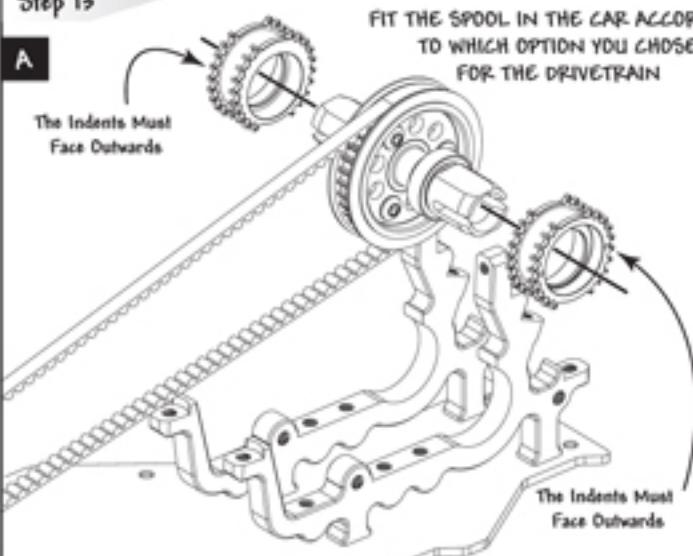


B



Step 13

A



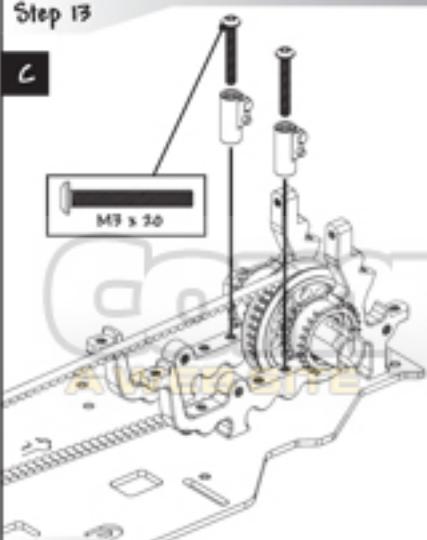
FIT THE SPOOL IN THE CAR ACCORDING TO WHICH OPTION YOU CHOSE FOR THE DRIVETRAIN

B

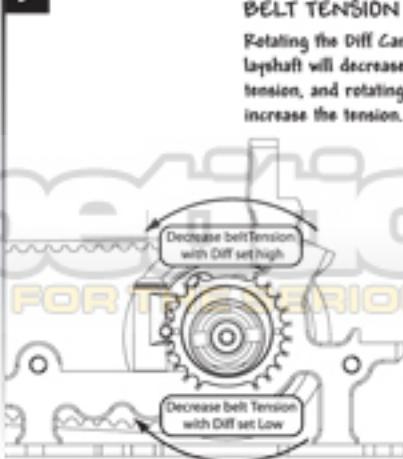


Step 14

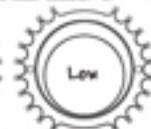
C



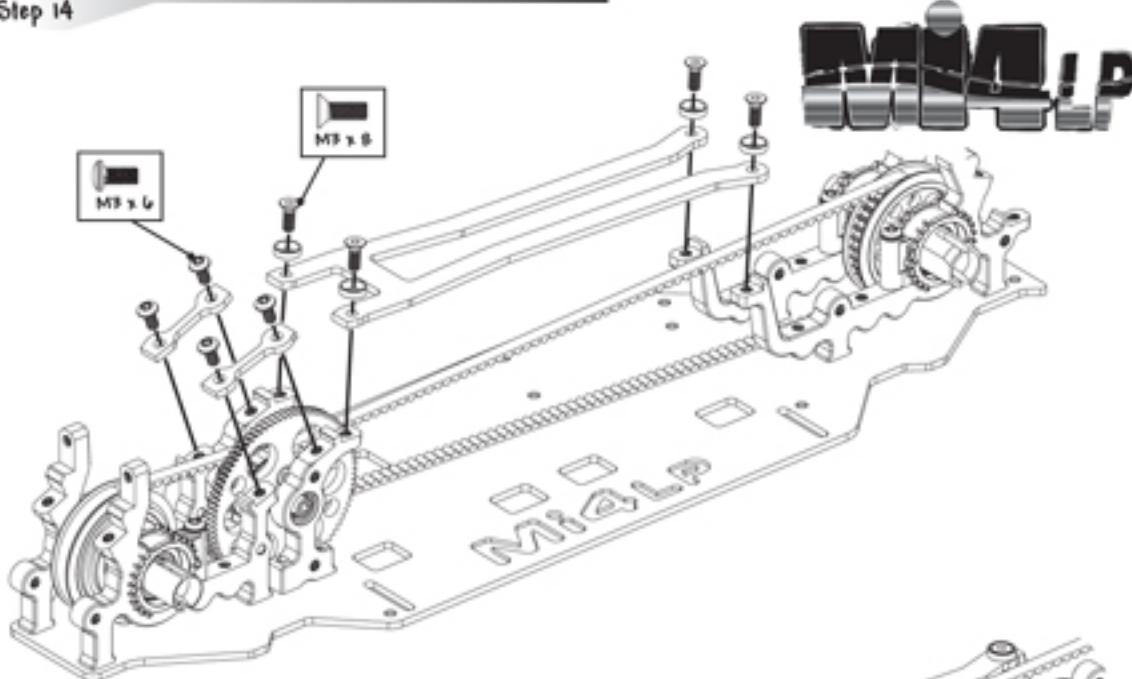
D



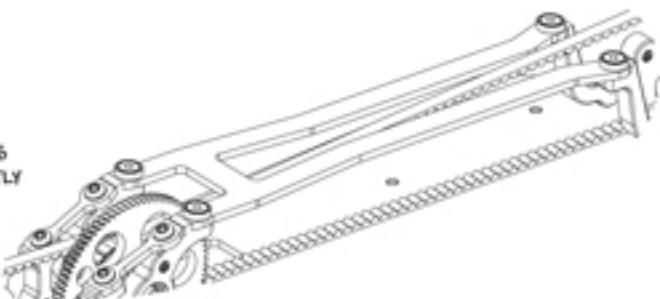
MAKE SURE BOTH CAMS ARE SET THE SAME AND THE BELT TENSION IS GOOD



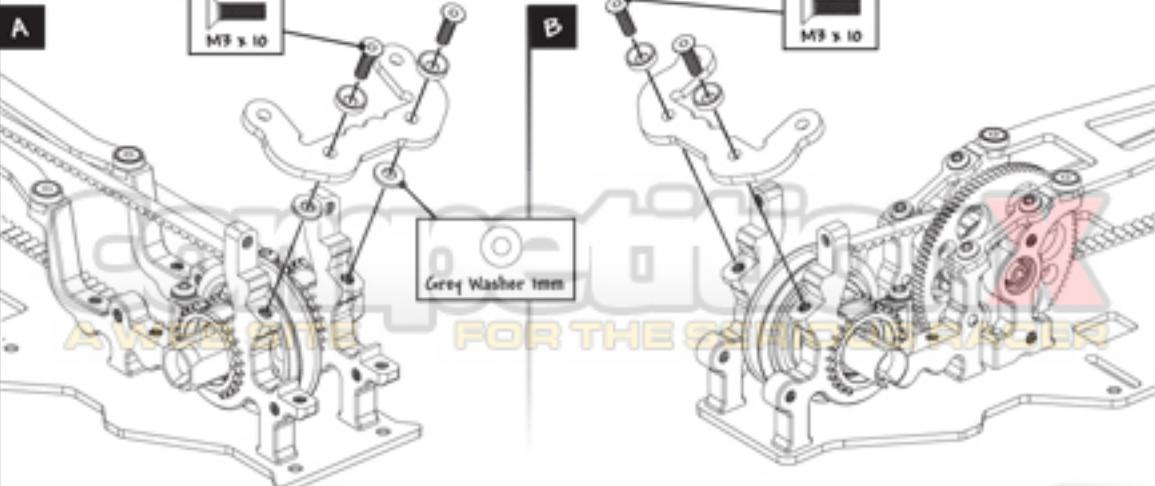
Step 14



ENSURE THAT THE
TRANSMISSION LINKS
ARE FITTED CORRECTLY

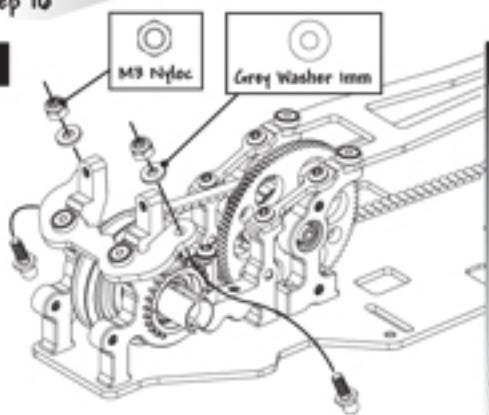


Step 15

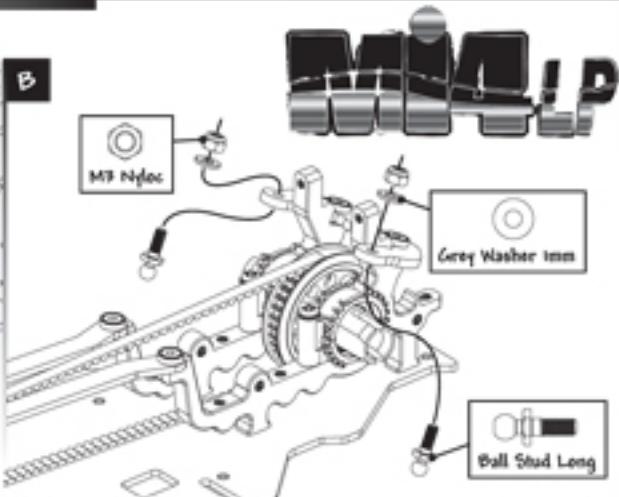


Step 16

A

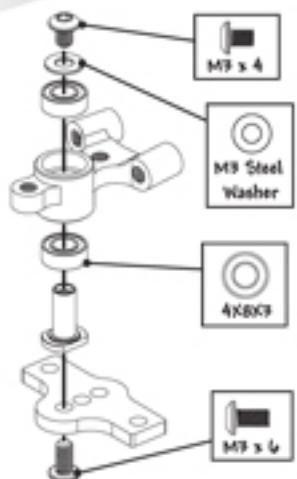


B

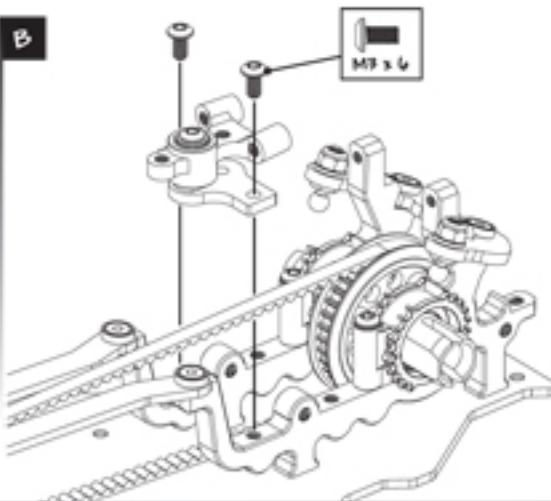


Step 17

A

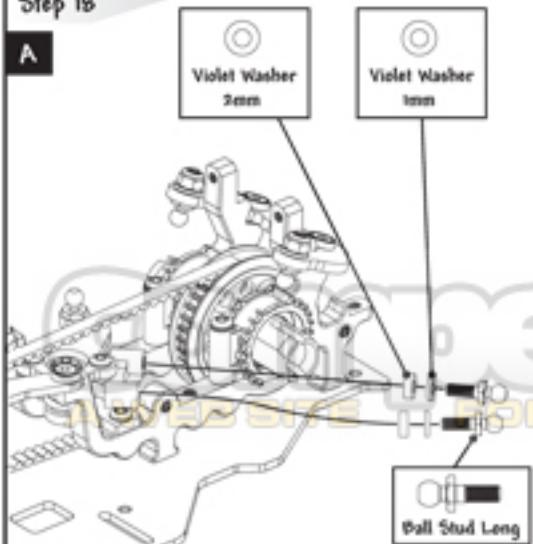


B

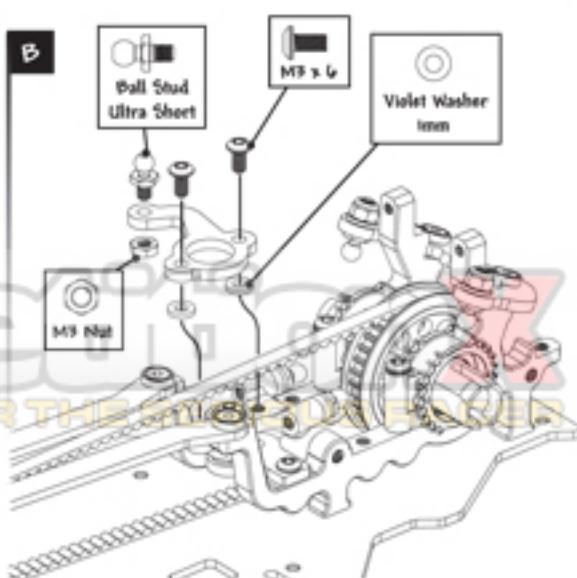


Step 18

A

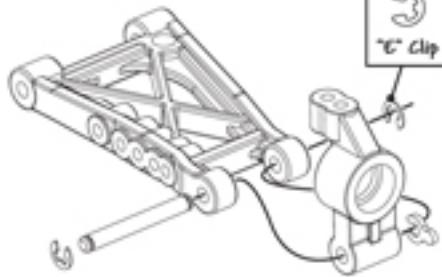


B

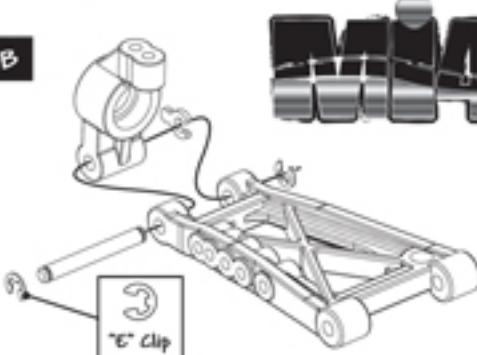


Step 19

A

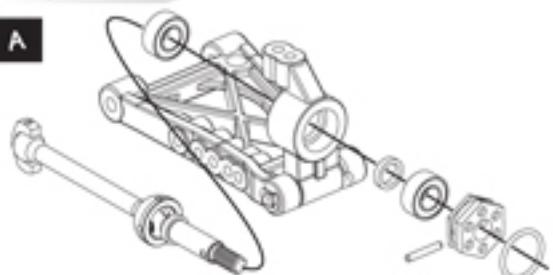


B

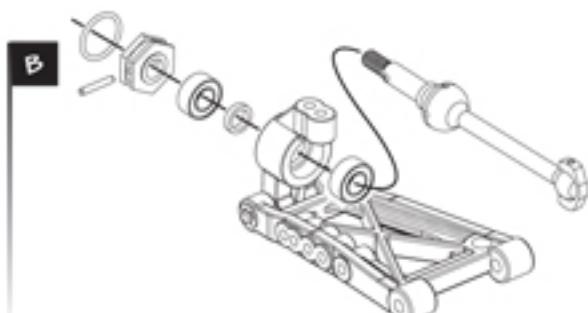


Step 20 PRO

A

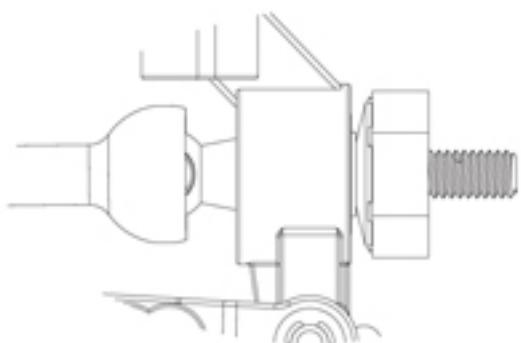
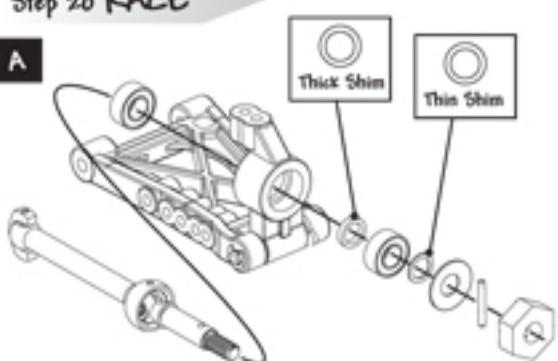


B



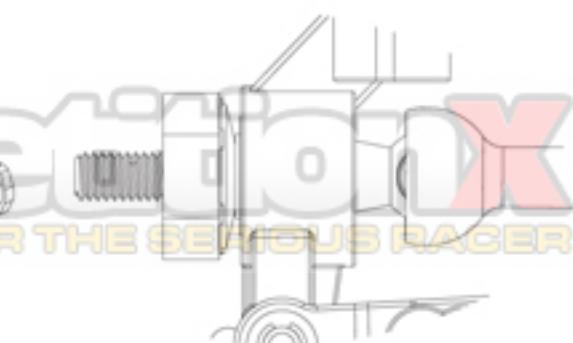
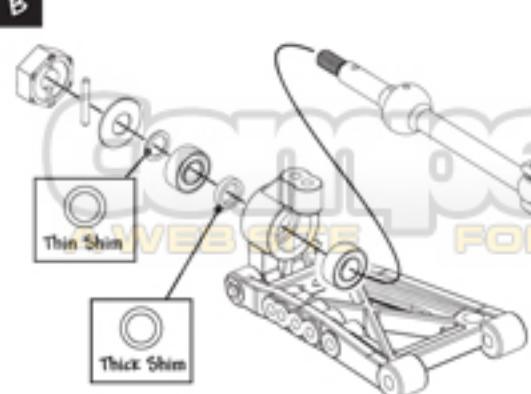
Step 20 RACE

A



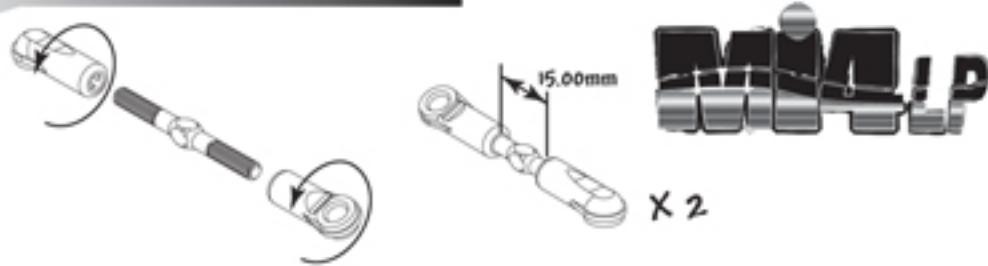
Step 20 RACE

B



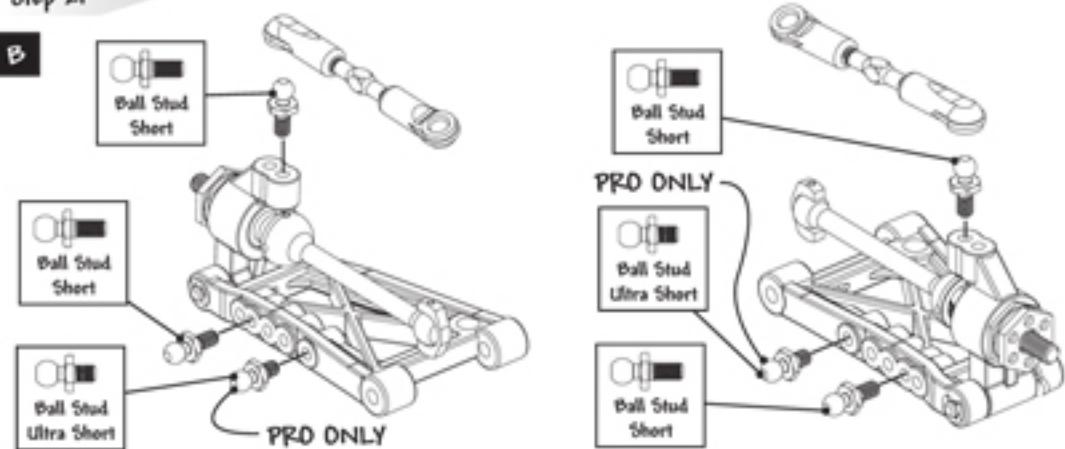
Step 21

A



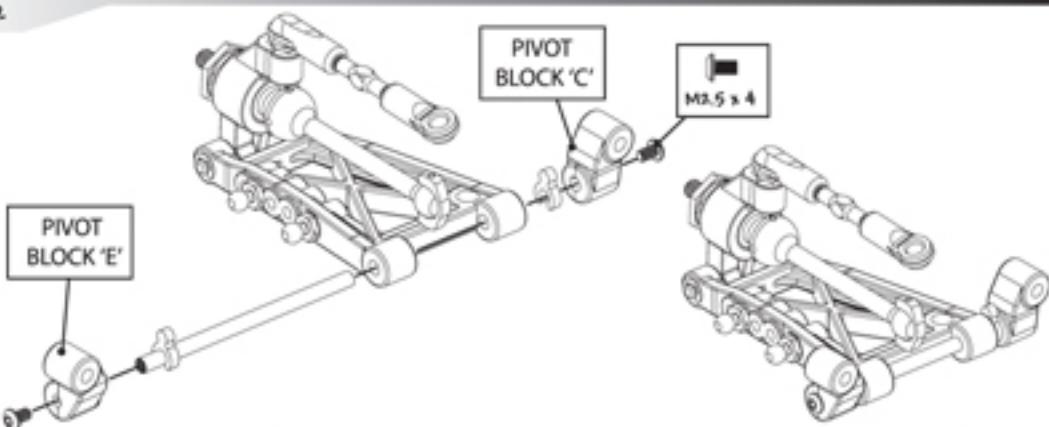
Step 21

B



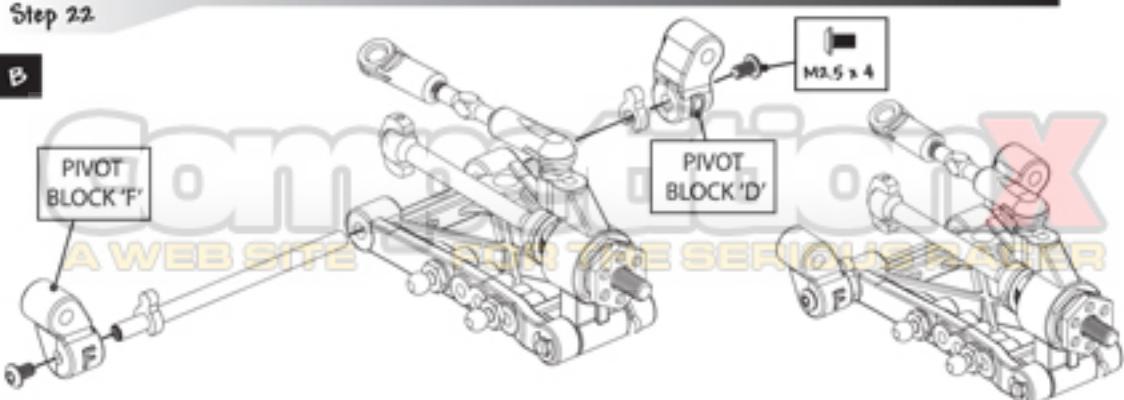
Step 22.

A



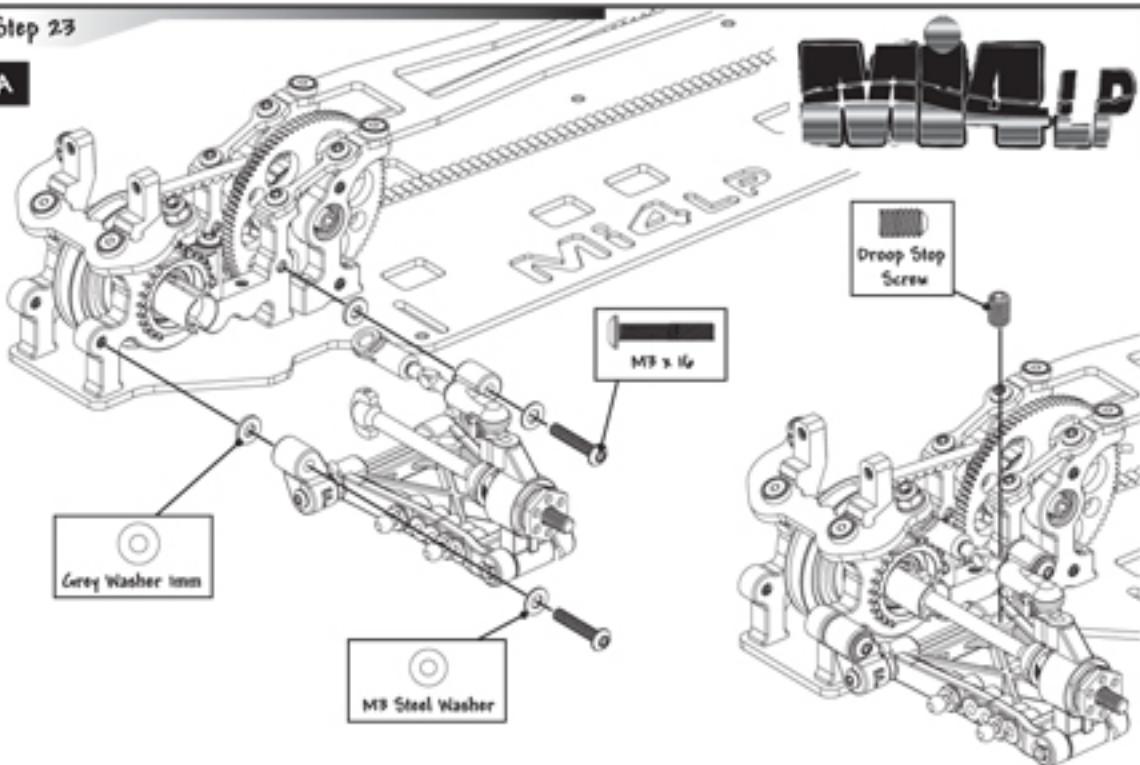
Step 22.

B



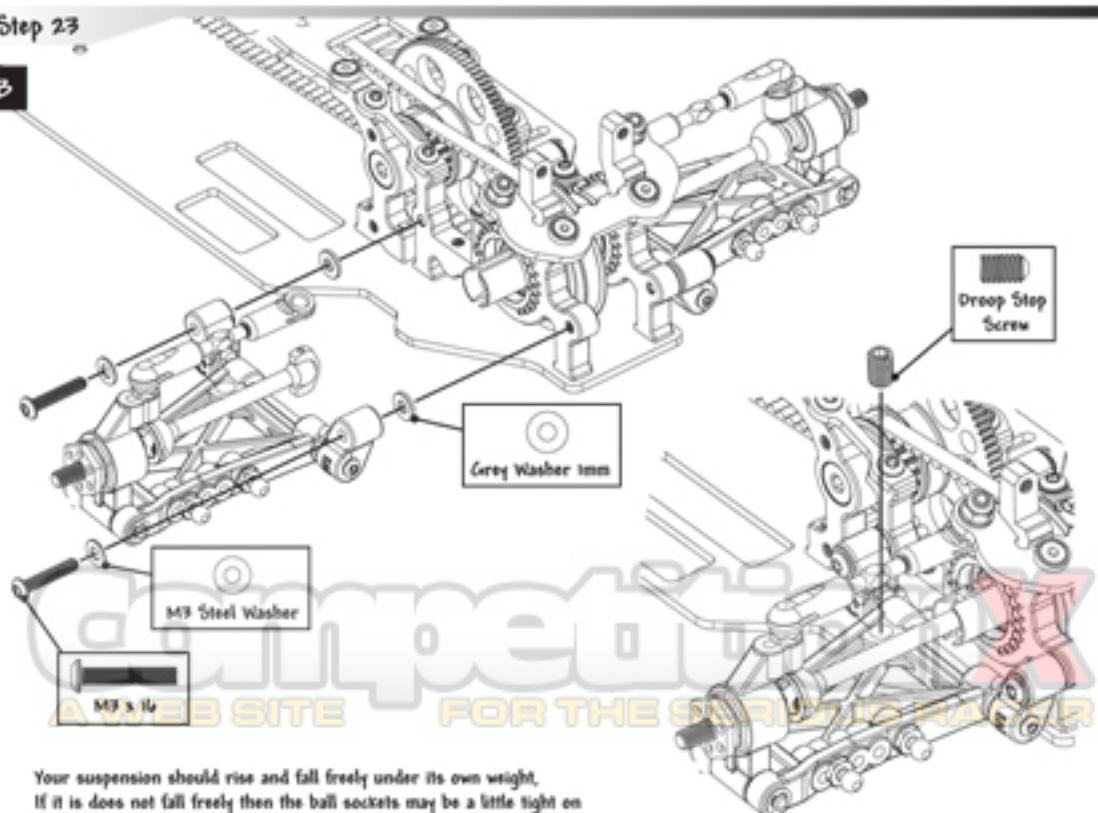
Step 23

A



Step 23

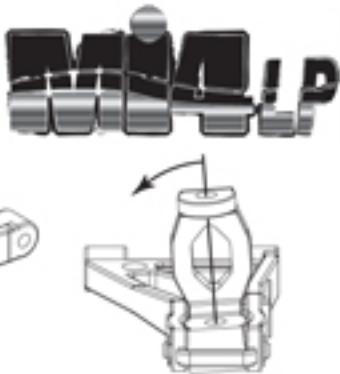
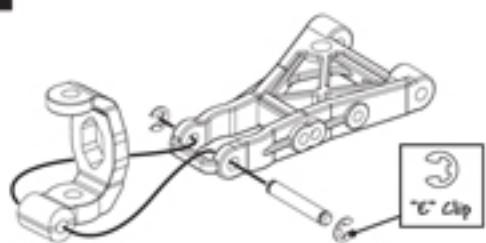
B



Your suspension should rise and fall freely under its own weight.
If it does not fall freely then the ball sockets may be a little tight on
the ball studs, you should pinch the ball sockets with a pair of pliers,
this will loosen the socket off slightly, and allow you to fine tune the fit.

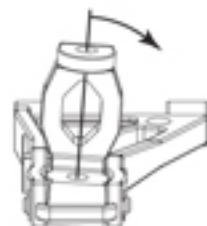
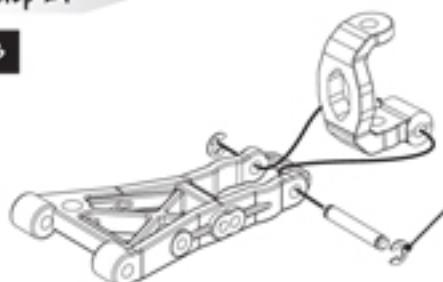
Step 24

A



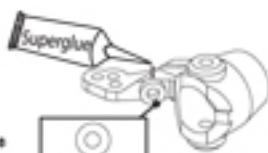
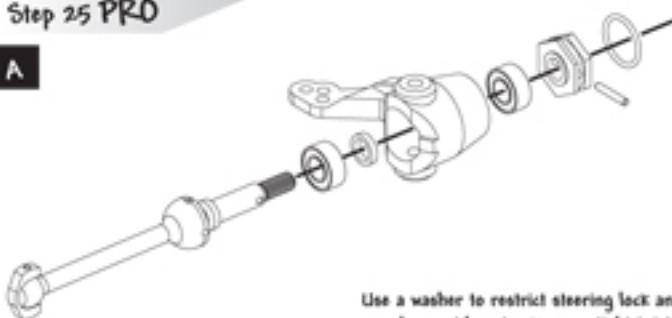
Step 24

B



Step 25 PRO

A

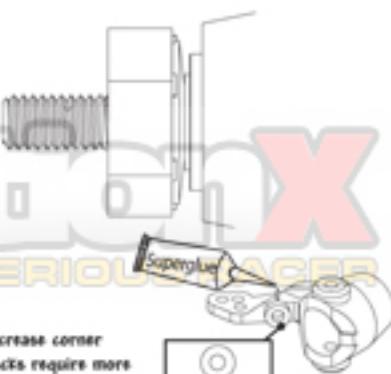
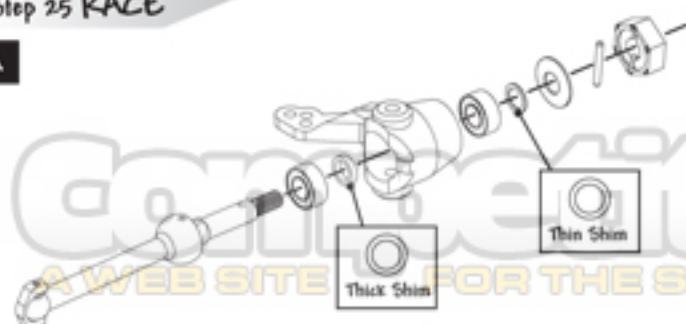


Use a washer to restrict steering lock and increase corner speed on outdoor tracks. very tight twisty tracks require more lock so the washer is not required.

2mm Washer
(optional)

Step 25 RACE

A



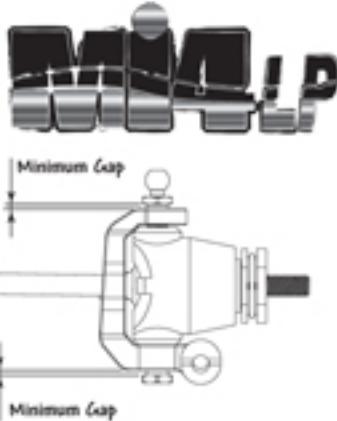
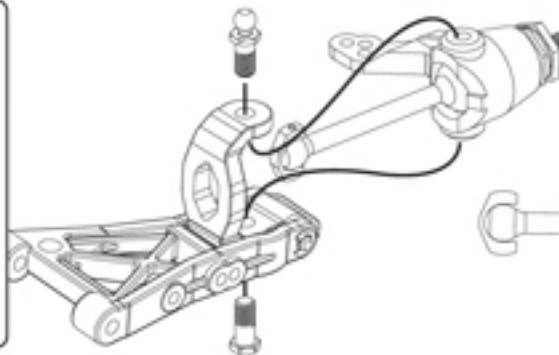
Use a washer to restrict steering lock and increase corner speed on outdoor tracks. very tight twisty tracks require more lock so the washer is not required.

2mm Washer
(optional)

Step 25

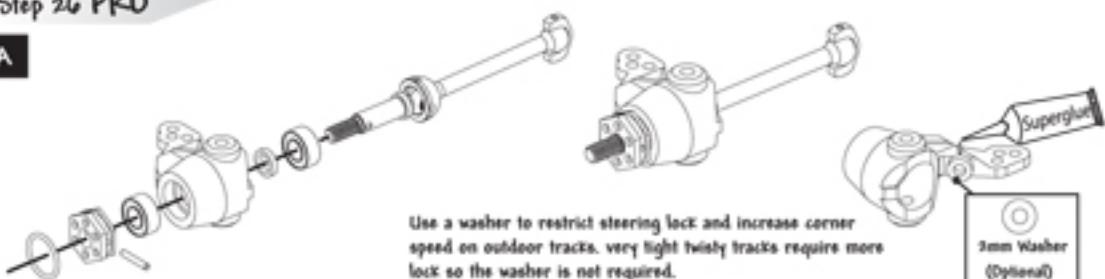
B

Carefully Pre-tap the Hub Carrier using a Nut Runner and the M4 Pivot, this will ensure easier assembly with the gyro with better alignment.



Step 26 PRO

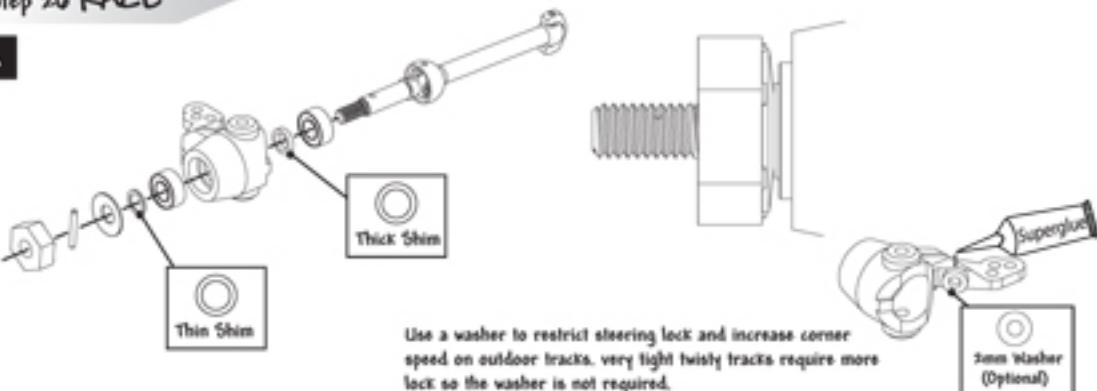
A



Use a washer to restrict steering lock and increase corner speed on outdoor tracks. very tight twisty tracks require more lock so the washer is not required.

Step 26 RACE

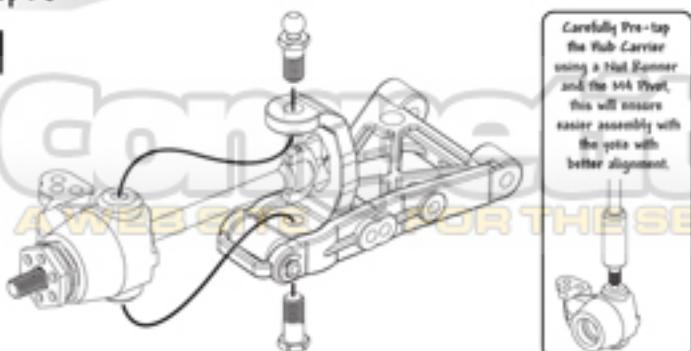
A



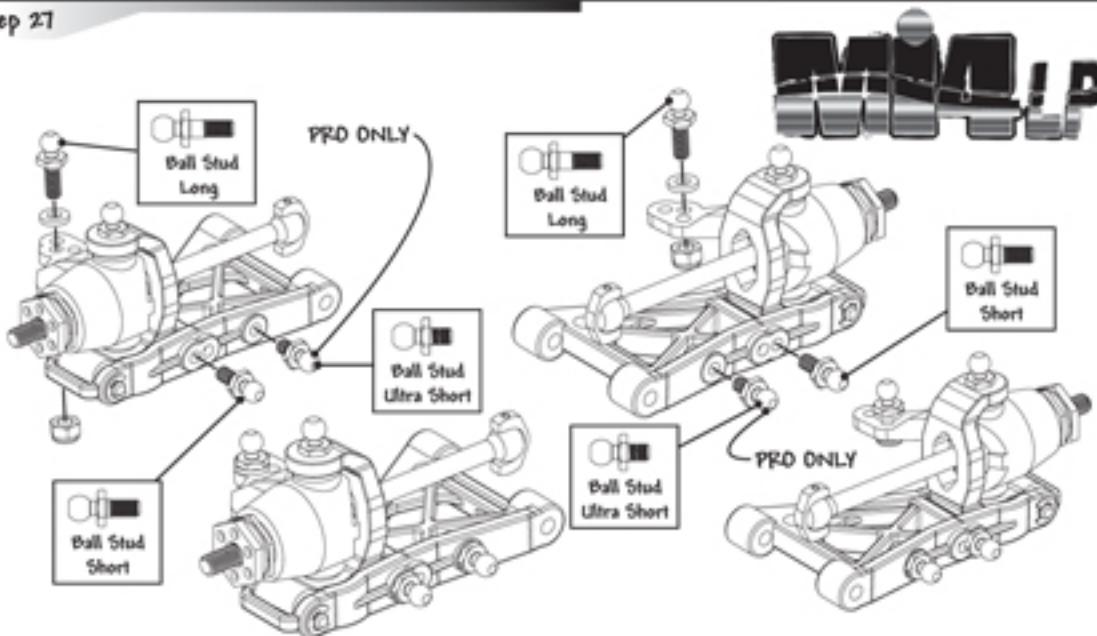
Use a washer to restrict steering lock and increase corner speed on outdoor tracks. very tight twisty tracks require more lock so the washer is not required.

Step 26

B

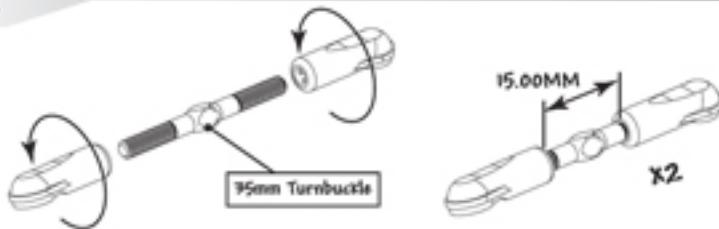


Step 27



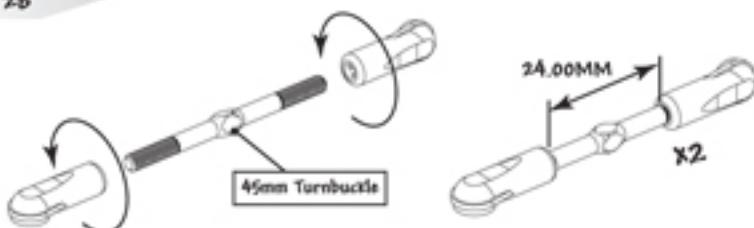
Step 28

A



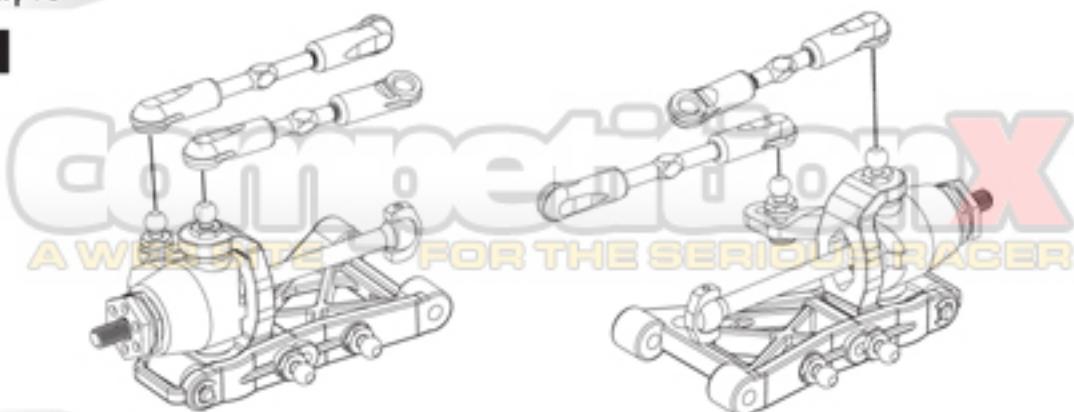
Step 28

B

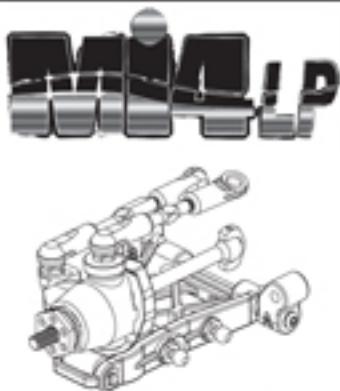
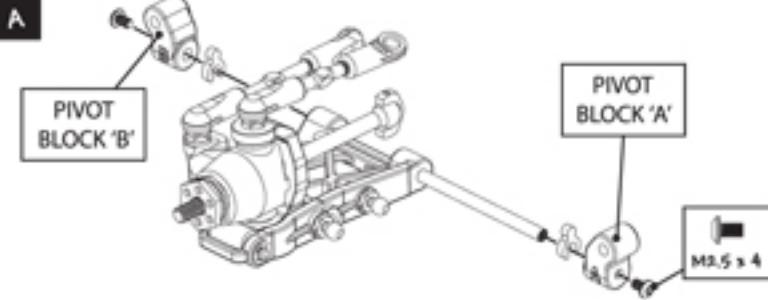


Step 28

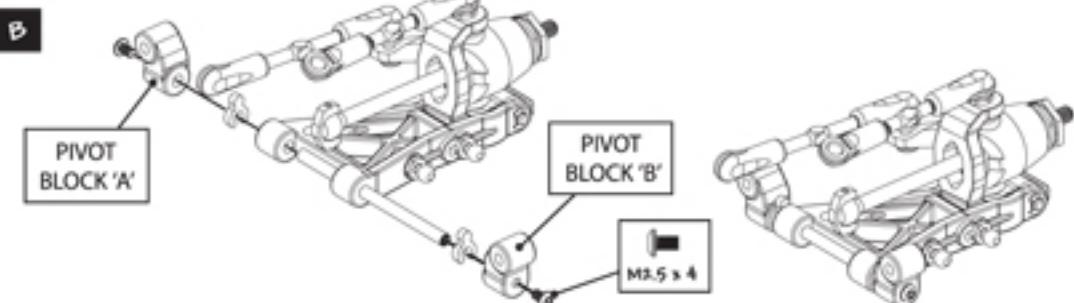
C



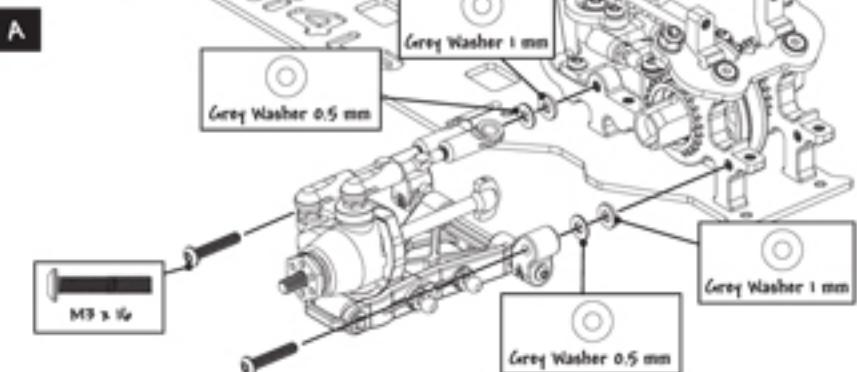
Step 29



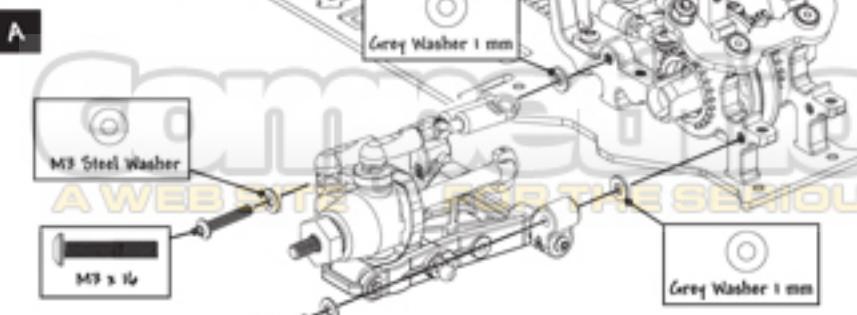
Step 29



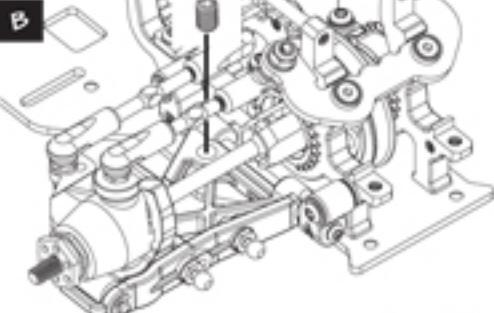
Step 30 PRO



Step 30 RACE



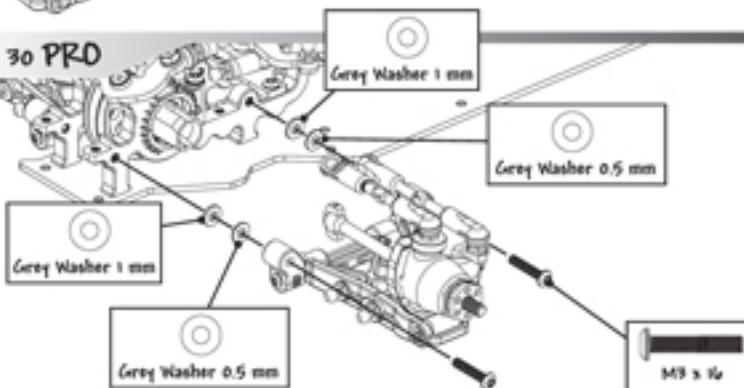
Step 3o



Your suspension should rise and fall freely under its own weight. If it does not fall freely then the ball sockets may be a little tight on the ball studs, you should pinch the ball sockets with a pair of pliers, this will loosen the socket off slightly, and allow you to fine tune the fit.

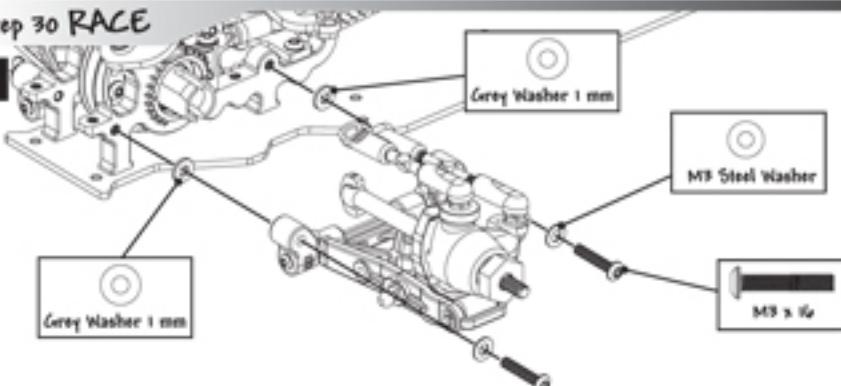
Step 3o PRD

C



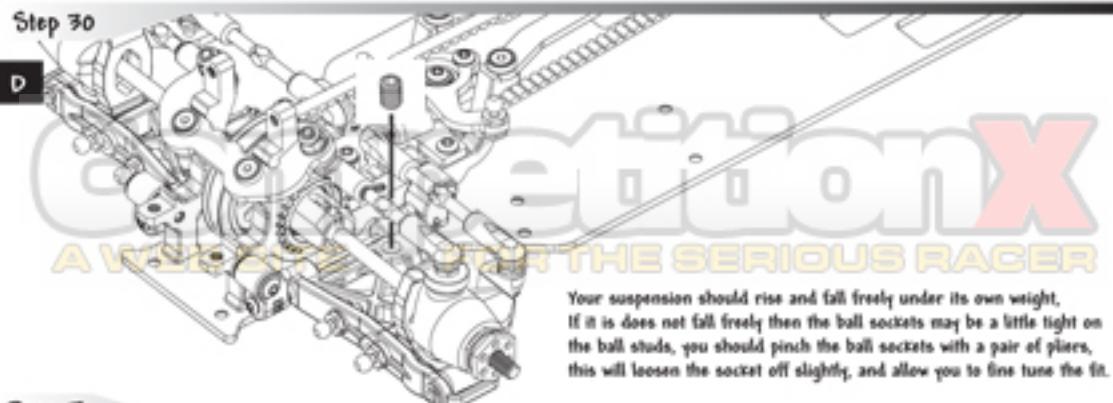
Step 3o RACE

C



Step 3o

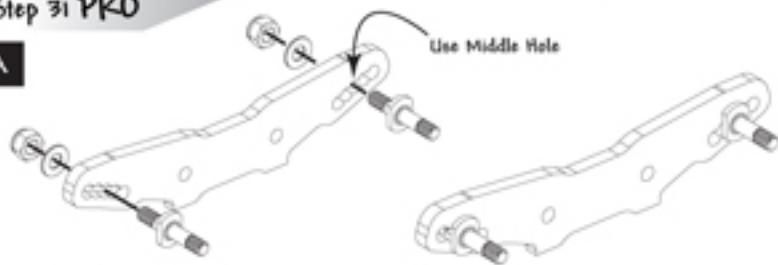
D



Your suspension should rise and fall freely under its own weight. If it does not fall freely then the ball sockets may be a little tight on the ball studs, you should pinch the ball sockets with a pair of pliers, this will loosen the socket off slightly, and allow you to fine tune the fit.

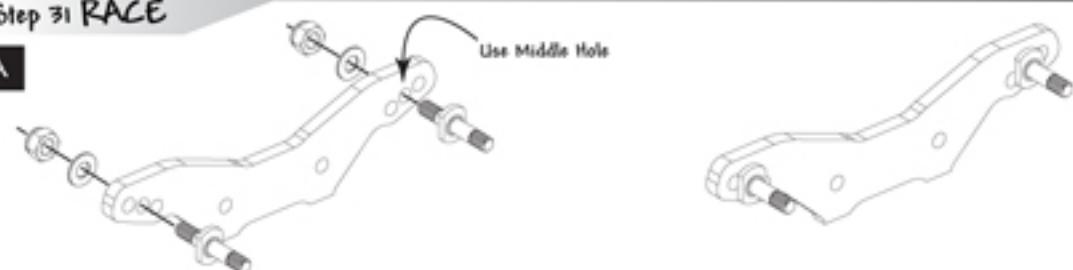
Step 31 PRO

A



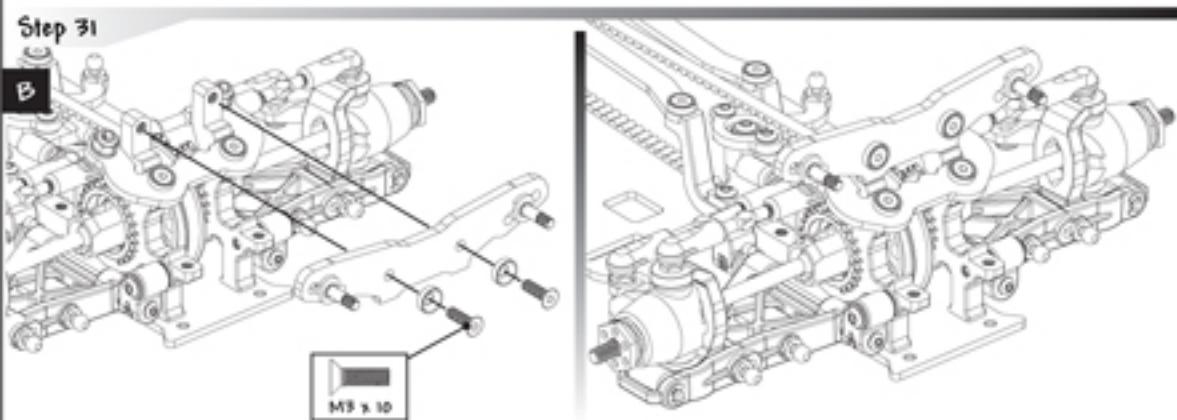
Step 31 RACE

A



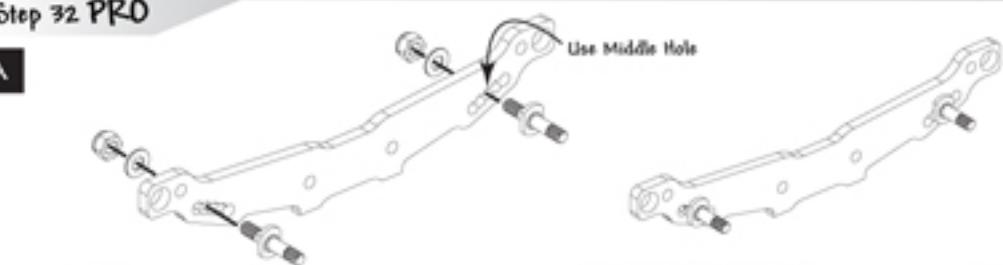
Step 31

B



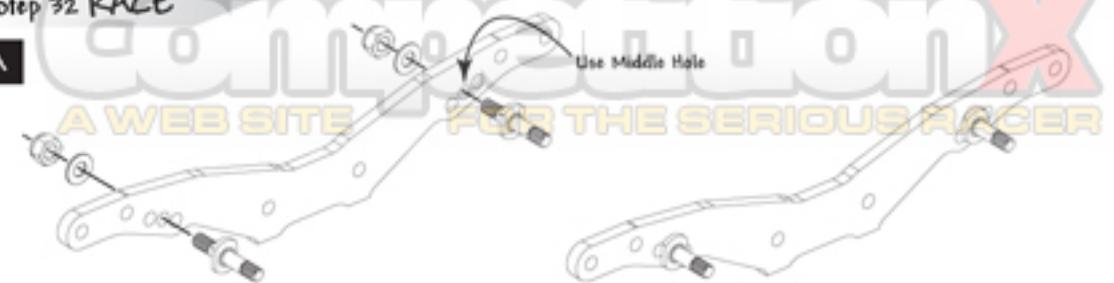
Step 32 PRO

A

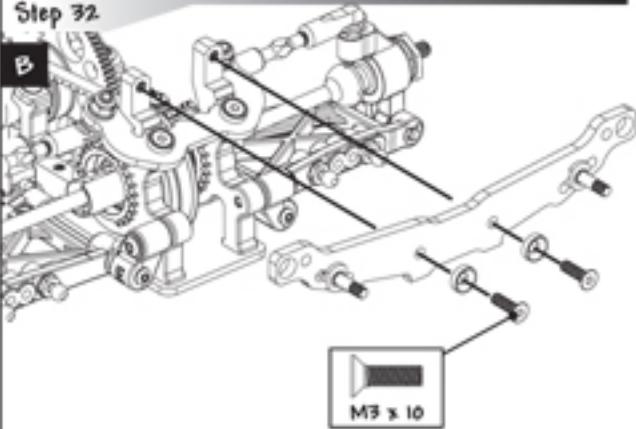


Step 32 RACE

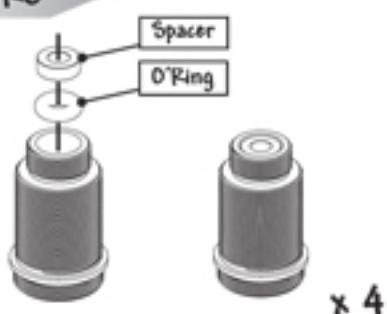
A



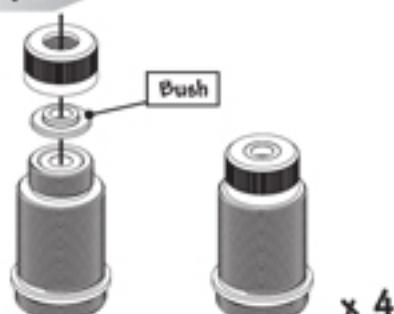
Step 32.



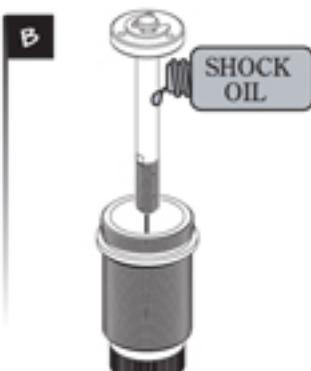
Step 33 PRO



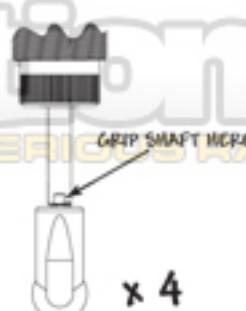
Step 34 PRO



Step 35 PRO



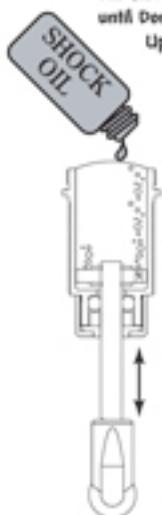
Step 36 PRO



Step 36 PRO

B

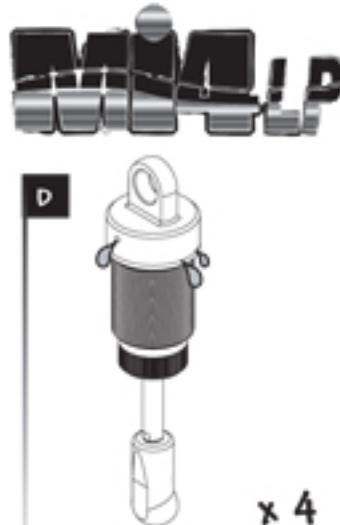
Fill Slowly With Shock Oil until Domed. Move Piston Up and Down Slowly and Allow all Air Bubbles to Rise and disappear.



C



x 4



Adjust this distance (X) to suit the amount of rebound you want
Bigger Distance = More Rebound

Step 37 PRO



Lubricate the Threads with a SMALL amount of shock oil



x 4



Fit the Blue Springs to the Front Shock Absorbers
Fit the White Spring to the Rear Shock Absorbers

Step 38 RACE

Black O'Ring

Big O'Ring

Spacer

Small O'Ring



x 4



Step 34 RACE

A



B



Step 35 RACE

A

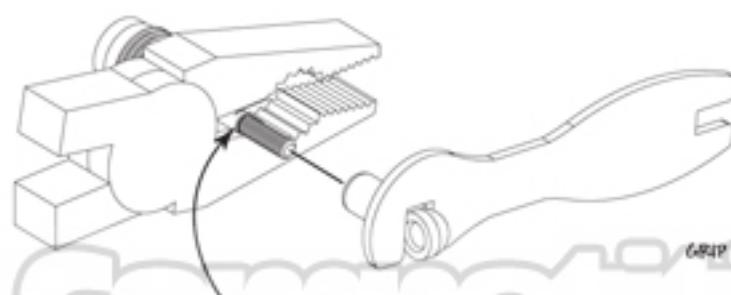


B



Step 36 RACE

A



GRIP SHAFT HERE

9.50mm



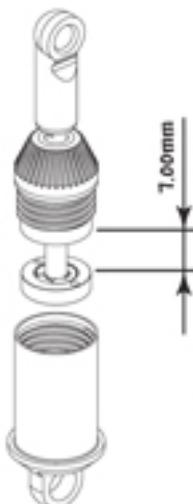
x 4

Step 36 RACE

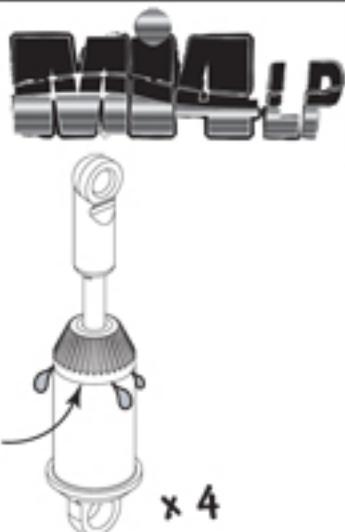
A



B

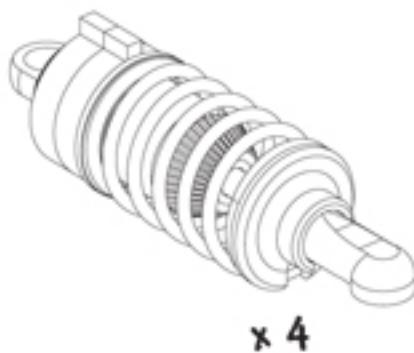
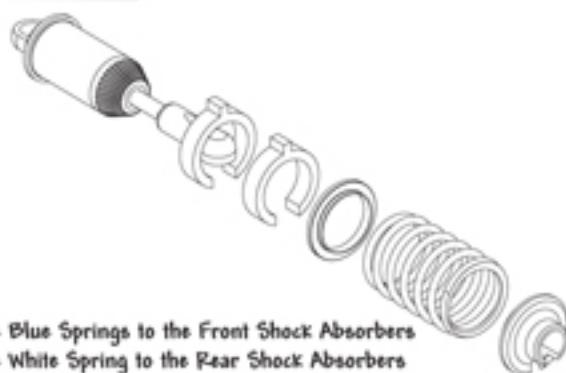


Ensure that the
Black O-ring is
NOT Visible



Step 37 RACE

A

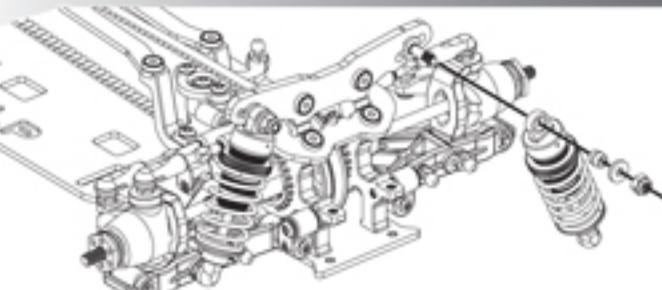


Fit the Blue Springs to the Front Shock Absorbers
Fit the White Spring to the Rear Shock Absorbers

x 4

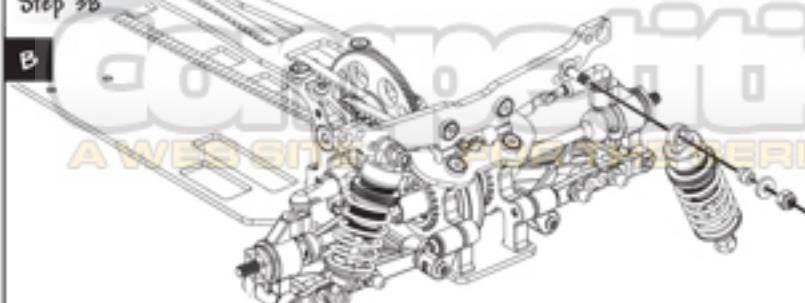
Step 38

A



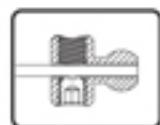
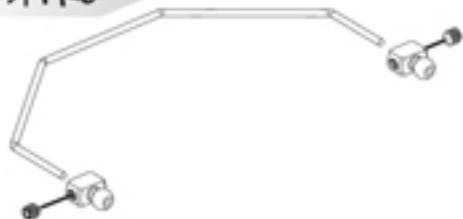
Step 38

B



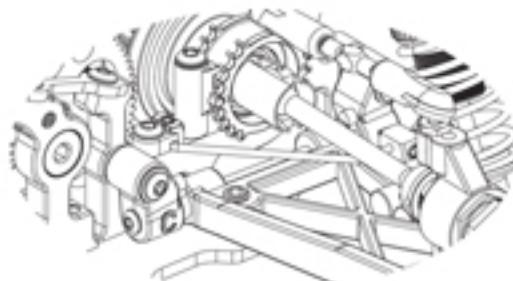
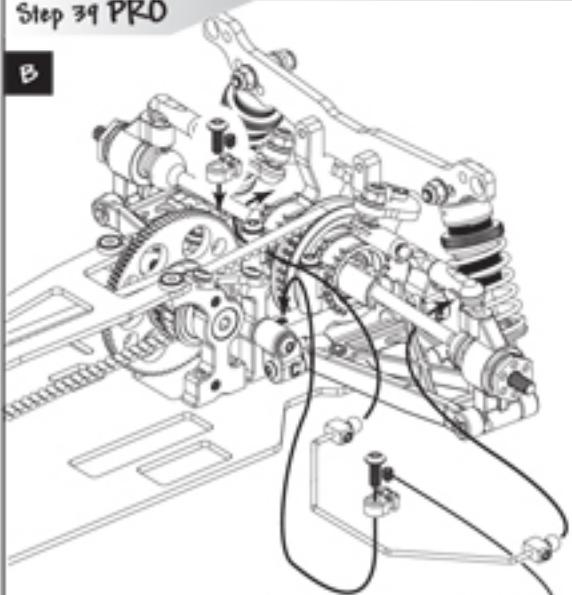
Step 39 PRO

A



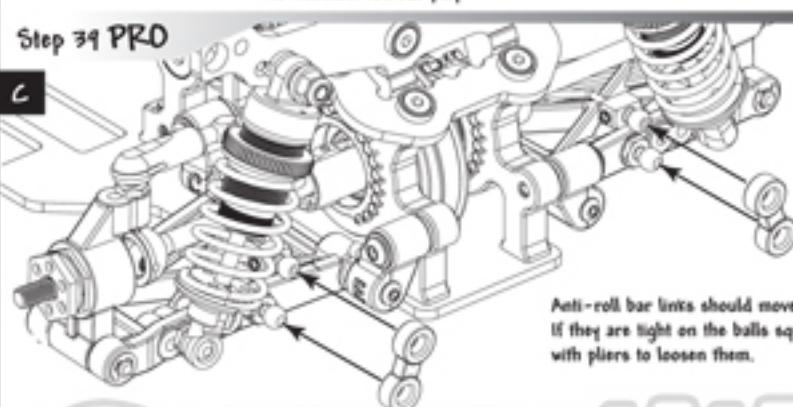
Step 39 PRO

B



Step 39 PRO

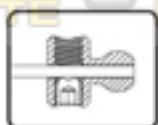
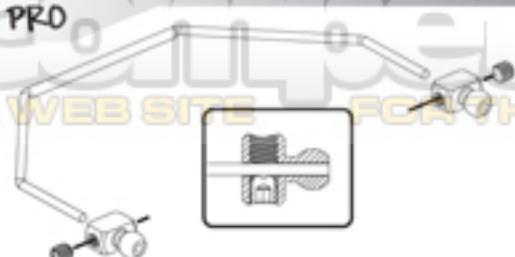
C



Anti-roll bar links should move freely.
If they are tight on the balls squeeze them
with pliers to loosen them.

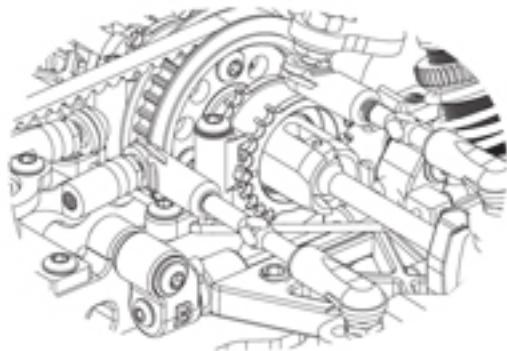
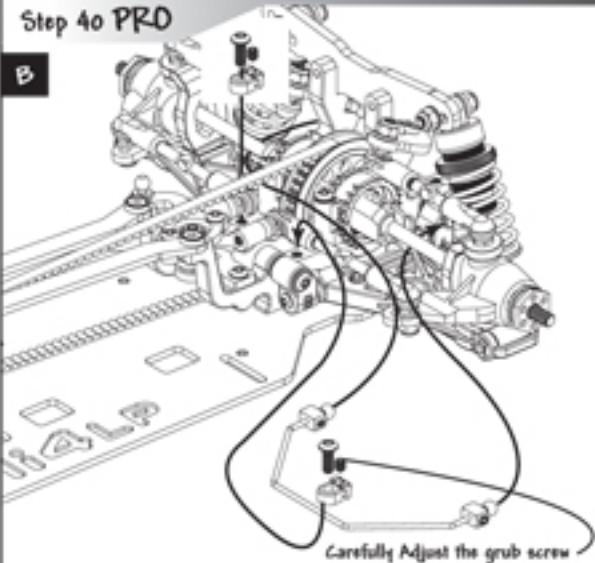
Step 40 PRO

A



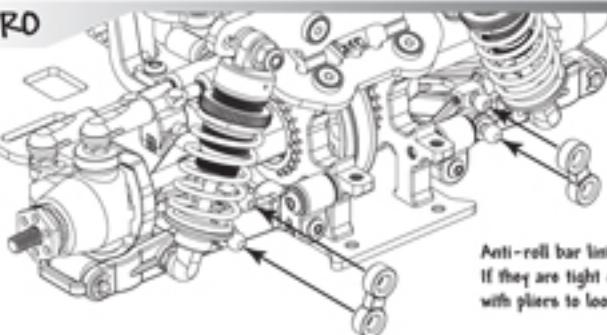
Step 40 PRO

B



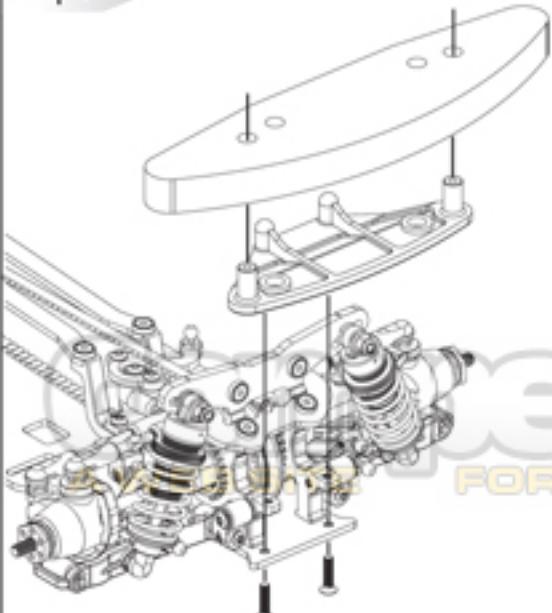
Step 40 PRO

C

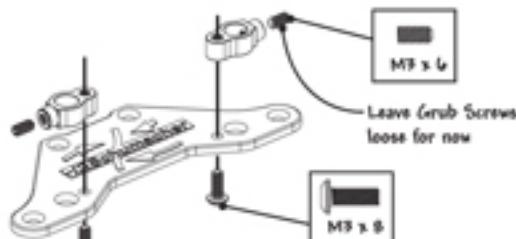


Anti-roll bar links should move freely.
If they are tight on the balls squeeze them
with pliers to loosen them.

Step 41

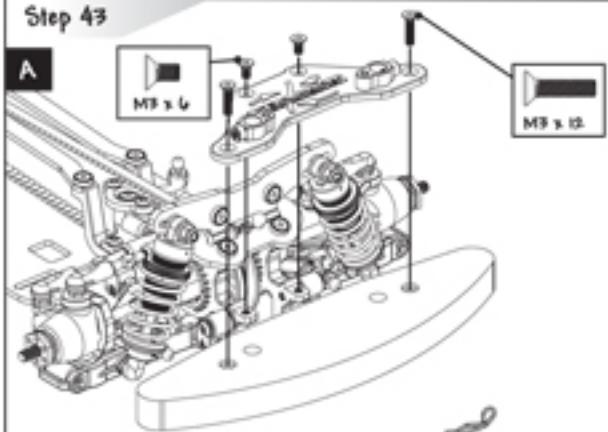


Step 42.



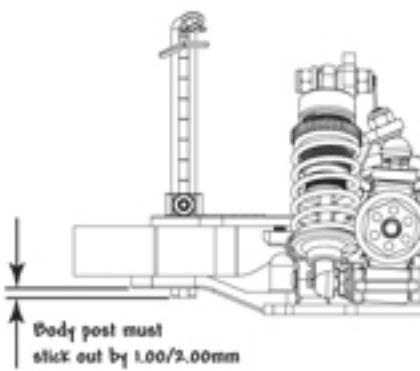
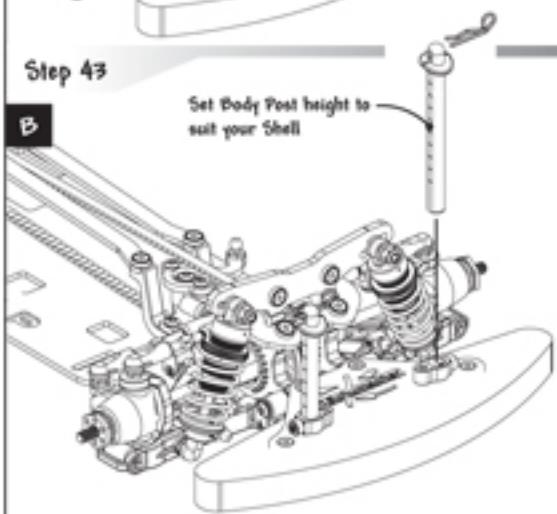
Step 43

A

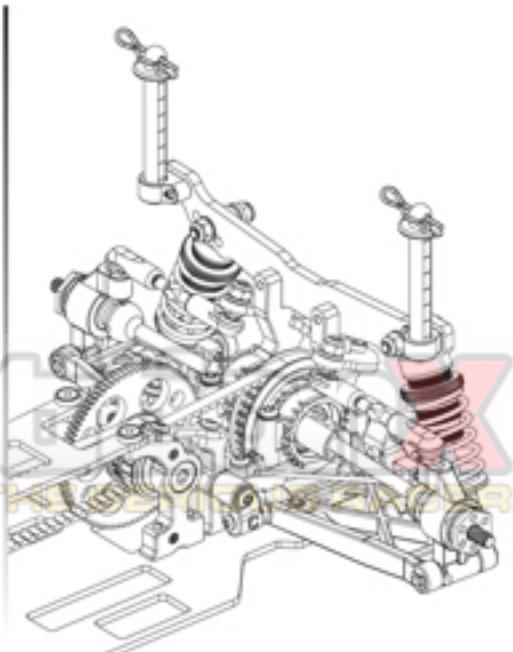
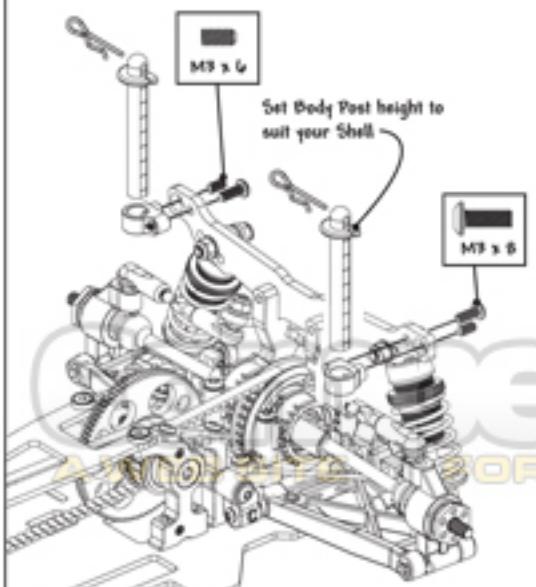


Step 43

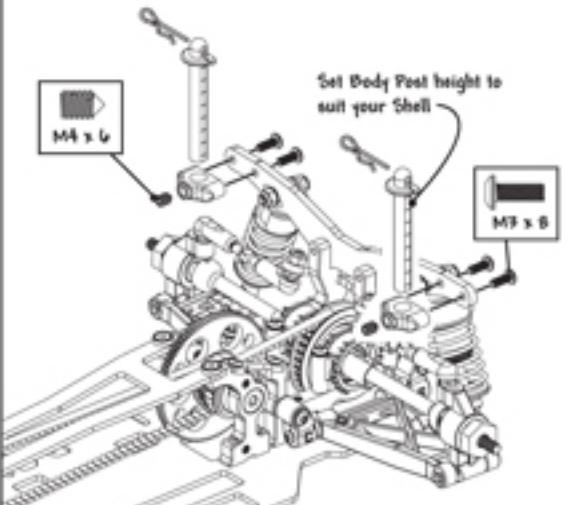
B



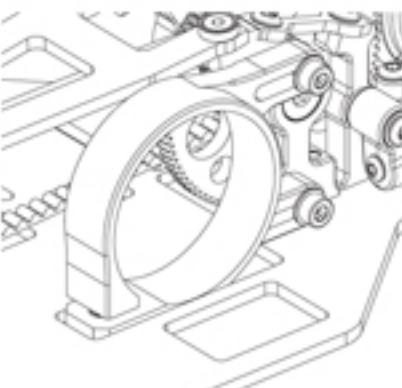
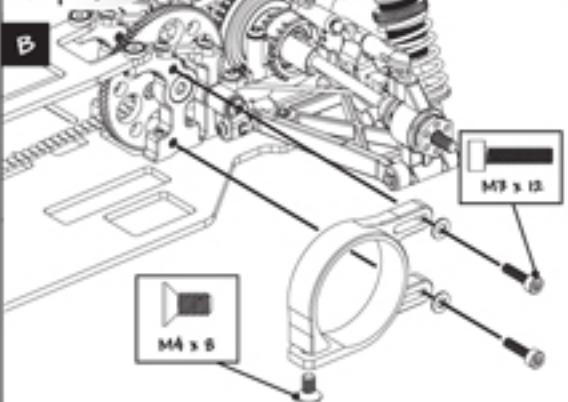
Step 44 PRO



Step 44 SPORT

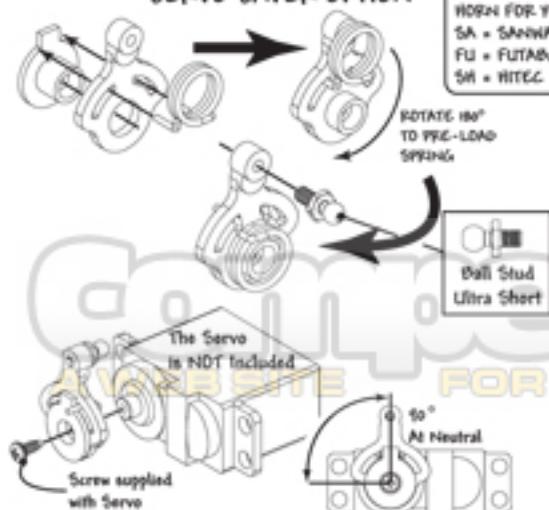


Step 45



Step 46

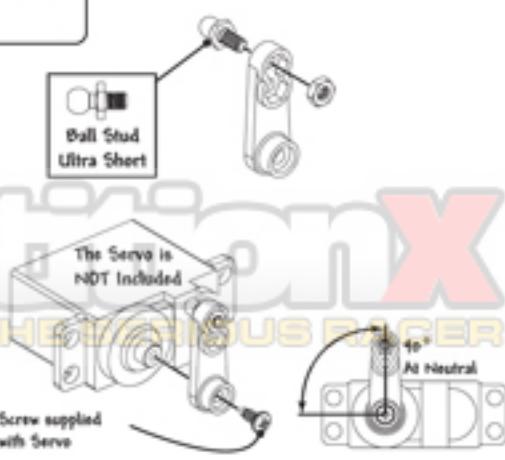
SERVO SAVER OPTION



CHOOSE THE CORRECT WORM FOR YOUR SERVO.

SA = SAVINAVIRTRONICS
FL = FUTABA
SH = HITEC

NO SERVO SAVER



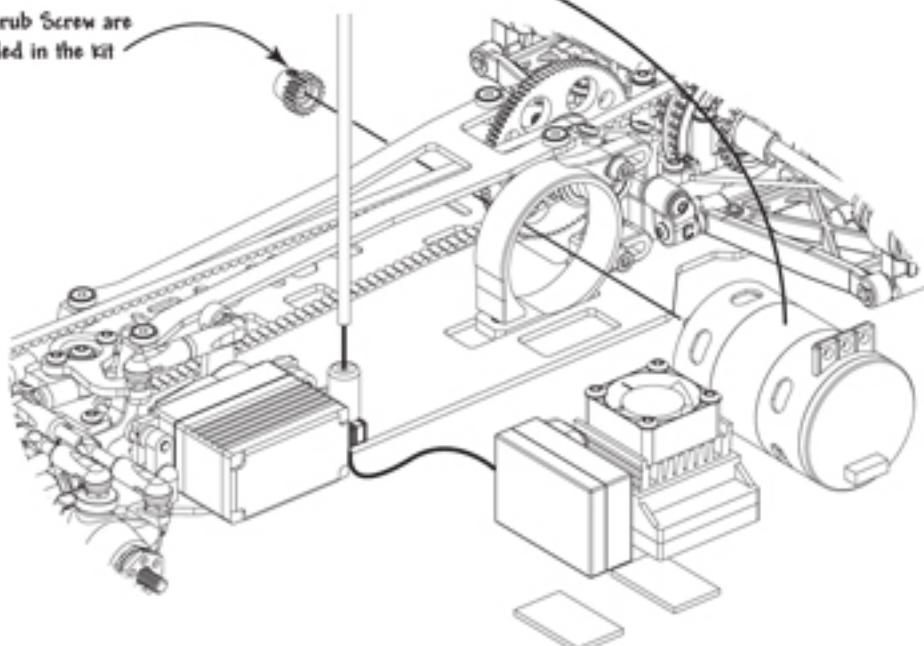
Step 44

C

Insert motor into clamp
and tighten the clamp screw
underneath the car
Then adjust the
gear mesh



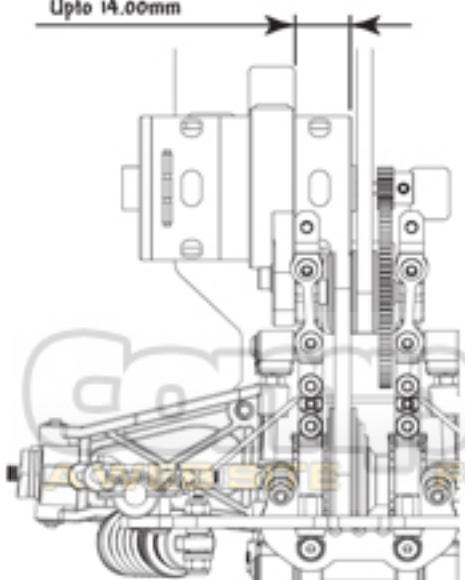
Pinion and Grub Screw are
NOT included in the kit



Drivetrain Option 1

**Motor Position With Spur and Pinion
tooth sum of 109 or GREATER**

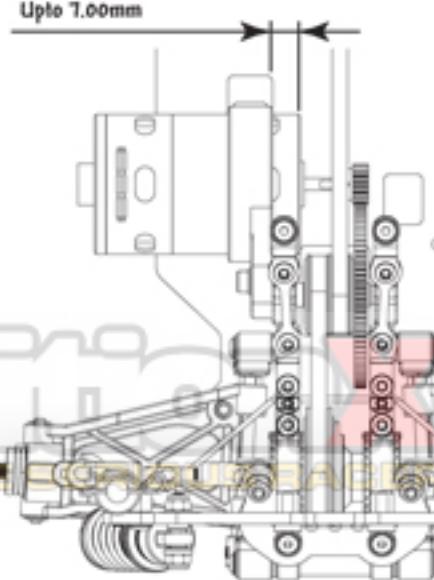
Up to 14.00mm



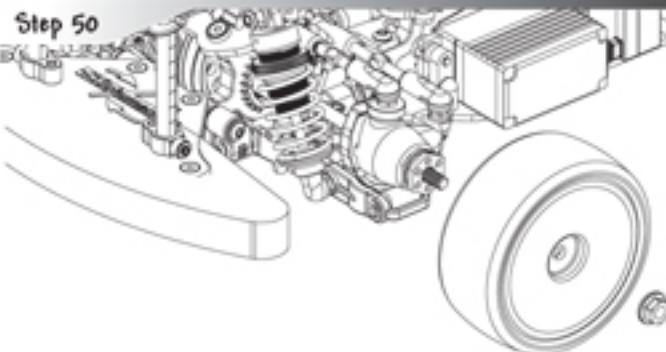
Drivetrain Option 1

**Motor Position With Spur and Pinion
tooth sum of LESS than 109**

Up to 7.00mm

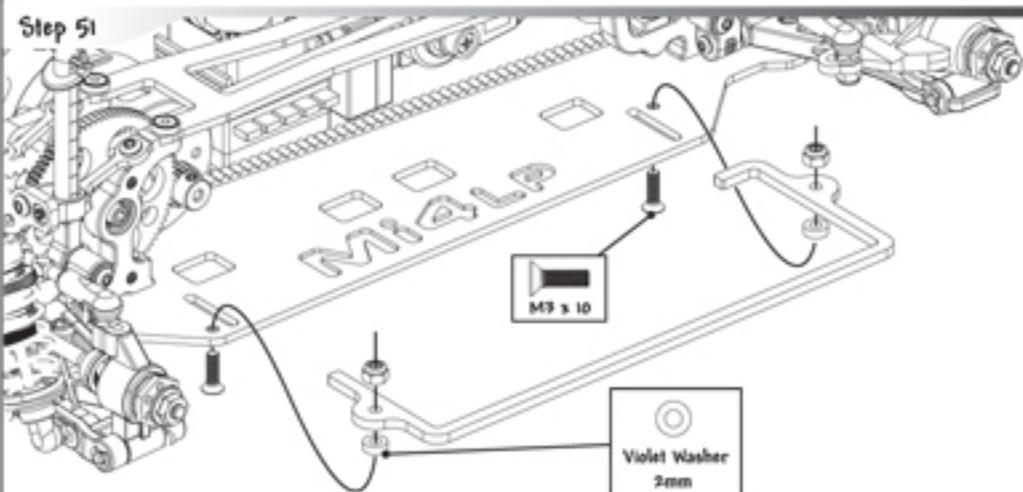


Step 50

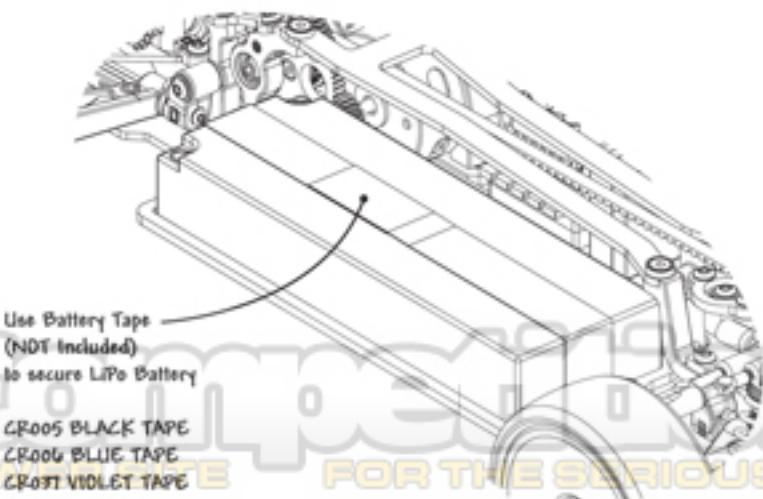


The Wheels and Tyres are NOT included in the Kit.

Step 51



Humped LiPo Installation With Tape



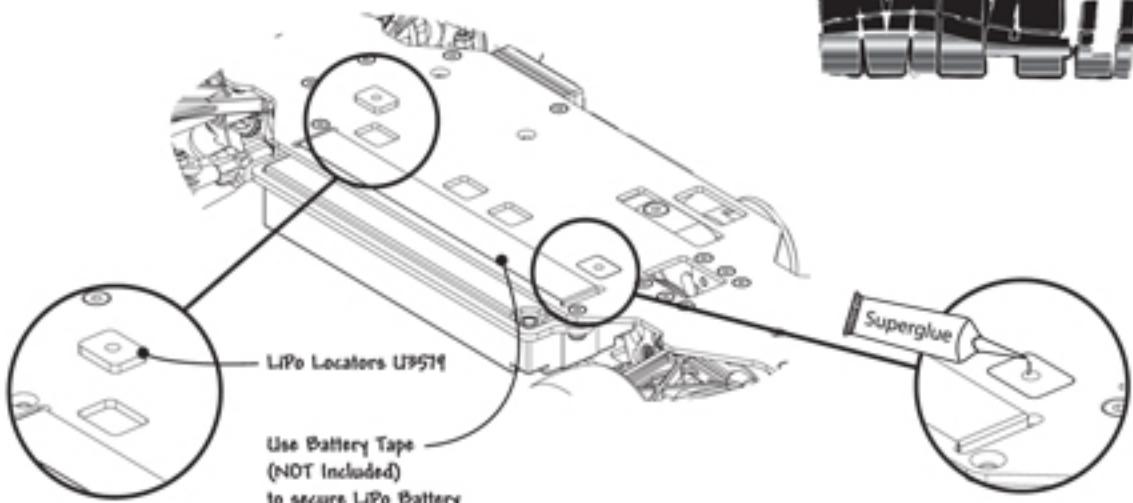
CRO05 BLACK TAPE

CRO06 BLUE TAPE

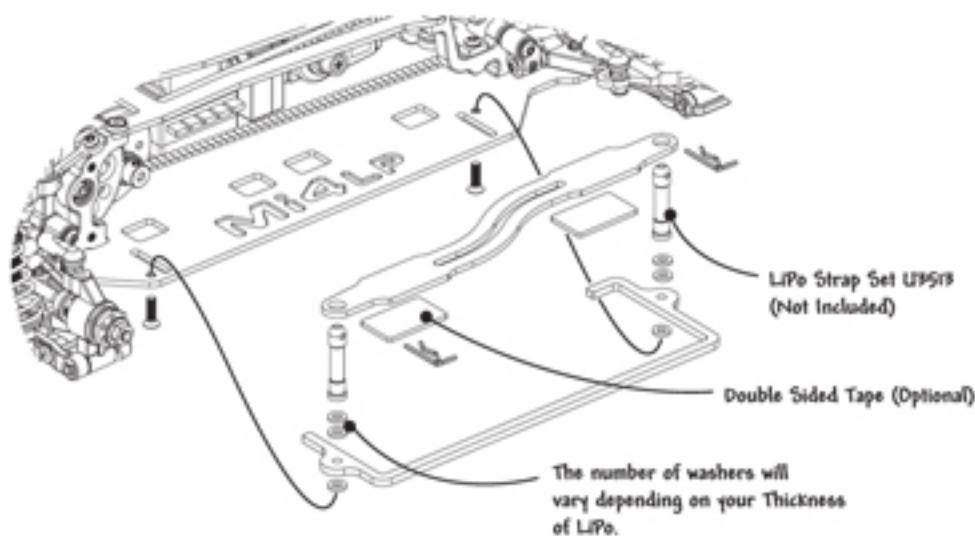
CRO11 VIOLET TAPE

H1079 CLEAR TAPE

Flat Bottomed LiPo Installation With Tape and Locators



LiPo Tray Installation with Strap for LiPo's



Optional One Way U3531 For Drivetrain Option 1 (see page 3)

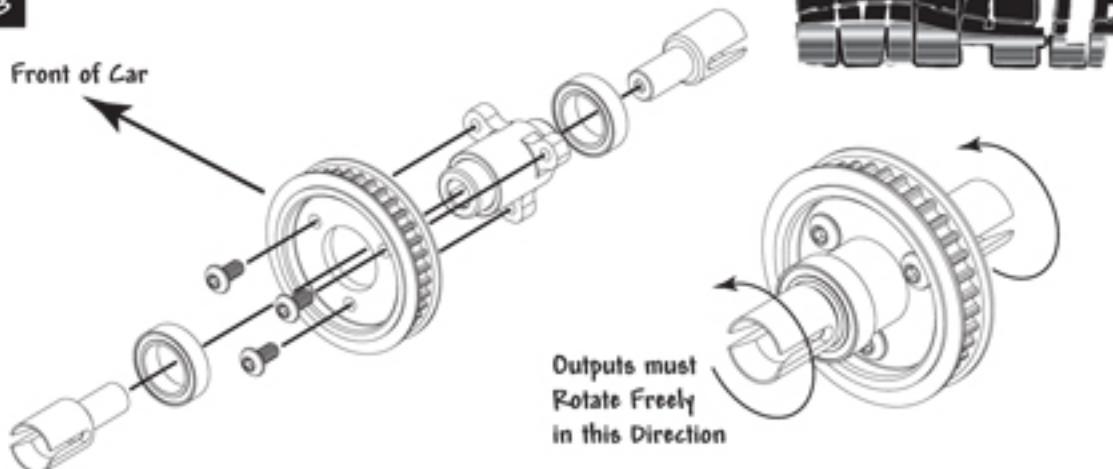
A



Optional One Way U355I For Drivetrain Option 1 (see page 3)

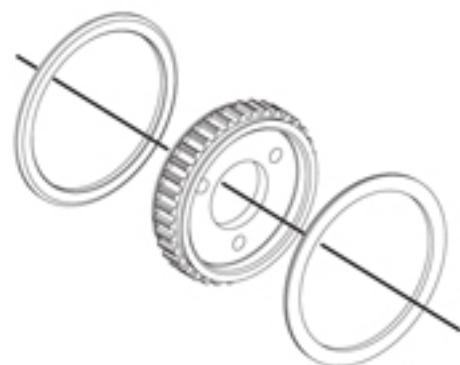
B

Front of Car



Optional One Way U355IB For Drivetrain Option 2 (see page 4)

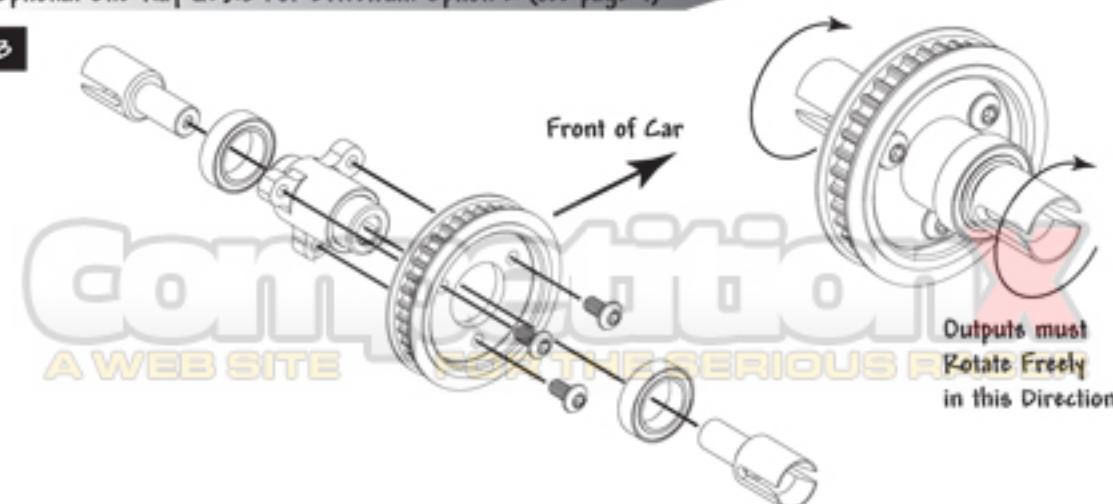
A



Optional One Way U355IB For Drivetrain Option 2 (see page 4)

B

Front of Car



Outputs must
Rotate Freely
in this Direction

Optional Alloy Suspension Blocks U3511

A

ENSURE THAT THE BLOCKS ARE CORRECTLY ASSEMBLED

M3.5 x 4

M3 x 16

Grey Washer 2mm

PLEASE REFER TO THE SETUP SHEETS AT THE BACK OF THE MANUAL FOR THE CORRECT POSITIONS AND THICKNESS OF THE WASHERS IN THIS STEP

Optional Alloy Suspension Blocks U3511

B

Grey Washer 1mm

Grey Washer 0.5mm

M3 x 20

Grey Washer 2mm

Grey Washer 0.5mm

Grey Washer 1mm

PLEASE REFER TO THE SETUP SHEETS AT THE BACK OF THE MANUAL FOR THE CORRECT POSITIONS AND THICKNESS OF THE WASHERS IN THIS STEP

Optional Alloy Suspension Blocks U3511

C

M3 x 16

ENSURE THAT THE BLOCKS ARE CORRECTLY ASSEMBLED

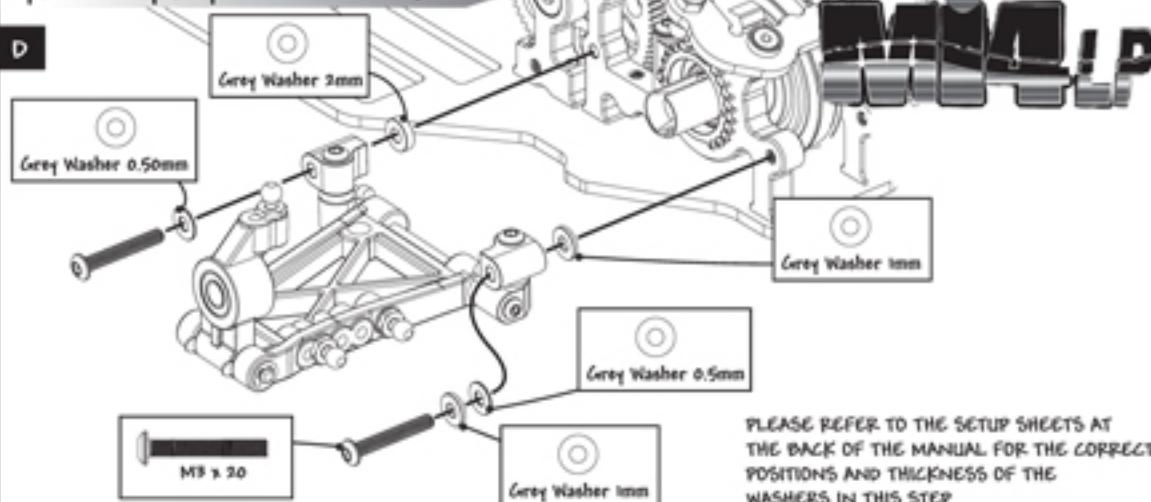
Grey Washer 2mm

M3.5 x 4

PLEASE REFER TO THE SETUP SHEETS AT THE BACK OF THE MANUAL FOR THE CORRECT POSITIONS AND THICKNESS OF THE WASHERS IN THIS STEP

Optional Alloy Suspension Blocks U3517

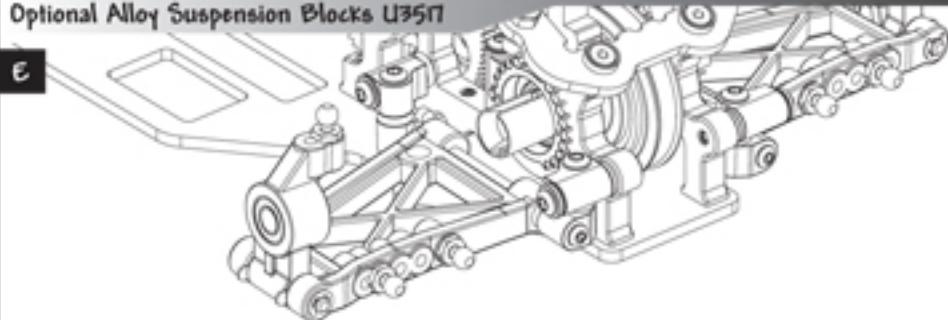
D



PLEASE REFER TO THE SETUP SHEETS AT THE BACK OF THE MANUAL FOR THE CORRECT POSITIONS AND THICKNESS OF THE WASHERS IN THIS STEP

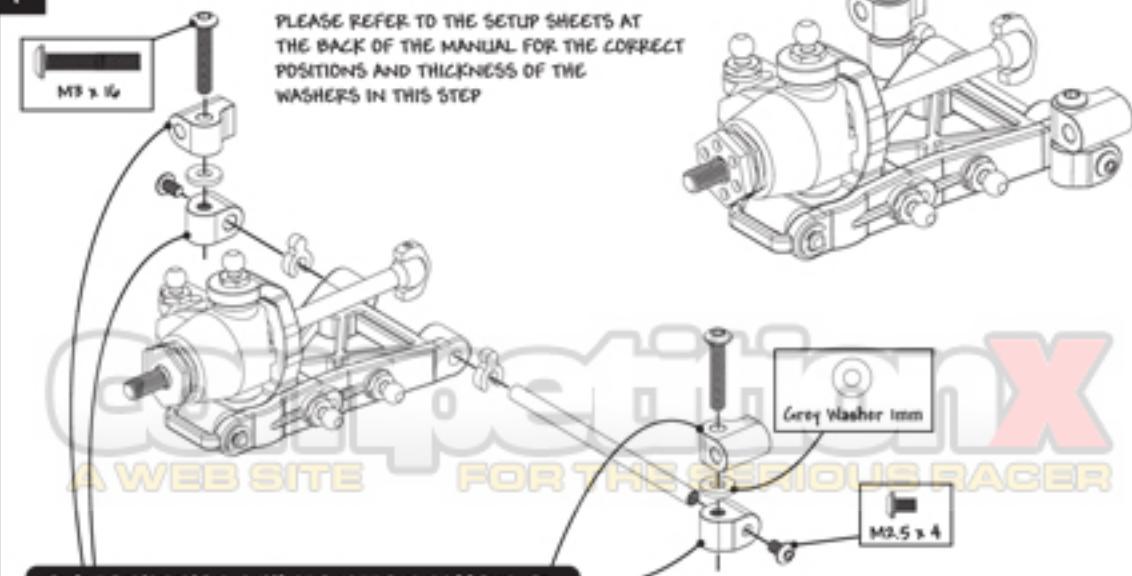
Optional Alloy Suspension Blocks U3517

E



Optional Alloy Suspension Blocks U3517

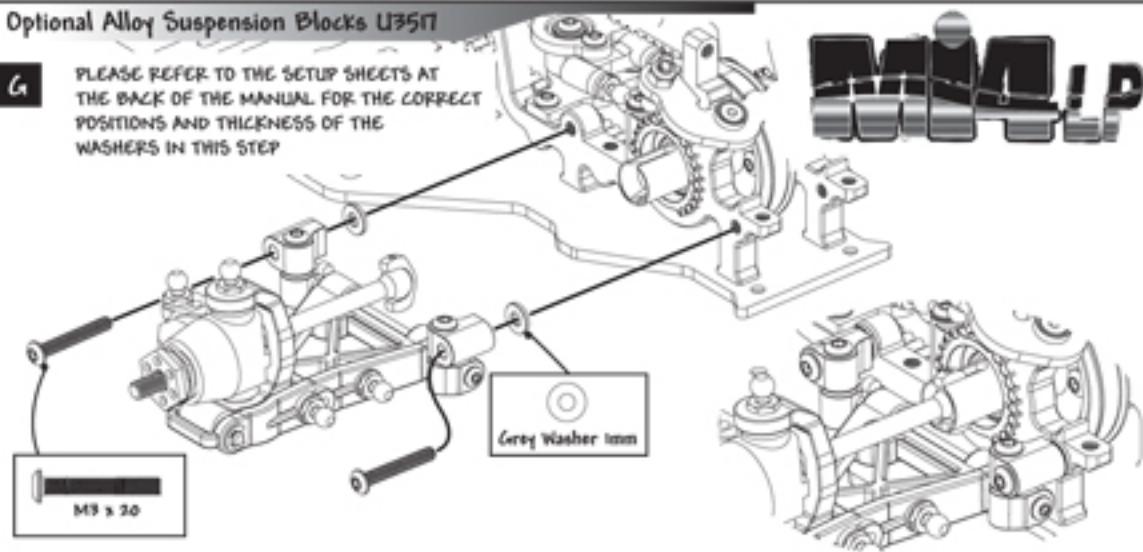
F



ENSURE THAT THE BLOCKS ARE CORRECTLY ASSEMBLED

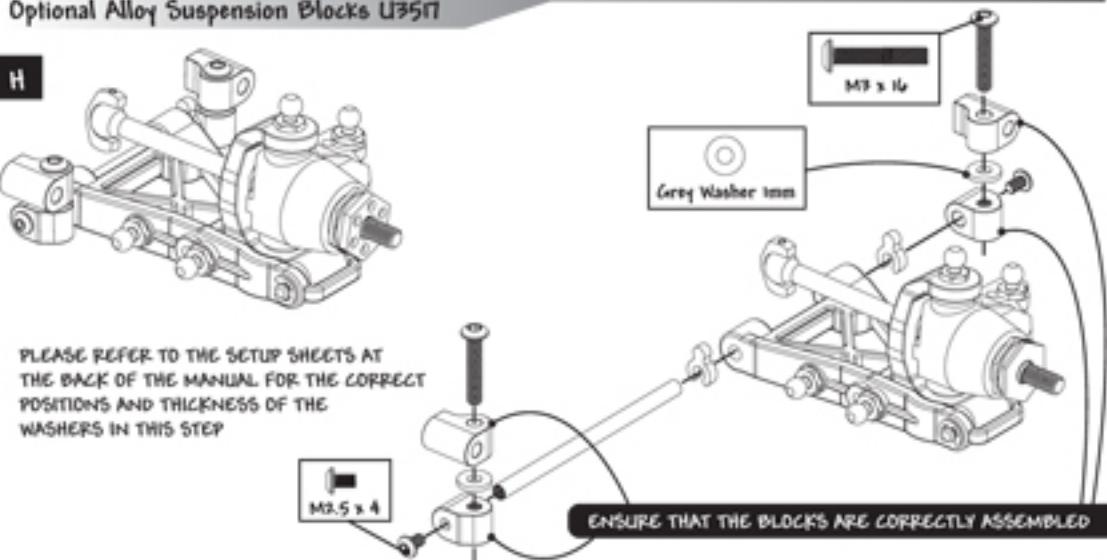
Optional Alloy Suspension Blocks U3511

G PLEASE REFER TO THE SETUP SHEETS AT THE BACK OF THE MANUAL FOR THE CORRECT POSITIONS AND THICKNESS OF THE WASHERS IN THIS STEP



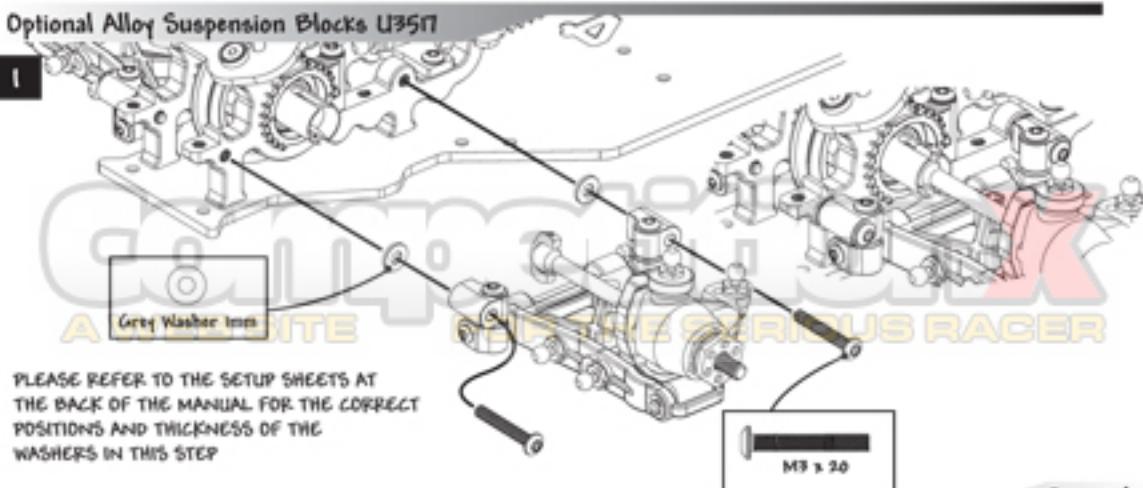
Optional Alloy Suspension Blocks U3511

H PLEASE REFER TO THE SETUP SHEETS AT THE BACK OF THE MANUAL FOR THE CORRECT POSITIONS AND THICKNESS OF THE WASHERS IN THIS STEP



Optional Alloy Suspension Blocks U3511

I PLEASE REFER TO THE SETUP SHEETS AT THE BACK OF THE MANUAL FOR THE CORRECT POSITIONS AND THICKNESS OF THE WASHERS IN THIS STEP



Car Balancing Jig U3582

A The Balancing Jig, with the aid of a pair of scales, is used to accurately and independently measure the corner weights of your car.

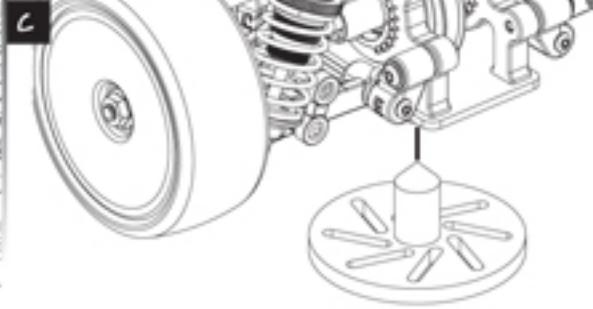
We use a Three point balancing system to eliminate any false readings caused by chassis tweak.



Car Balancing Jig U3582



Car Balancing Jig U3582



Car Balancing Jig U3582

D First you must accurately set the ride height of your car.

Then place the Pivot Bush in the chassis hole (**B**).

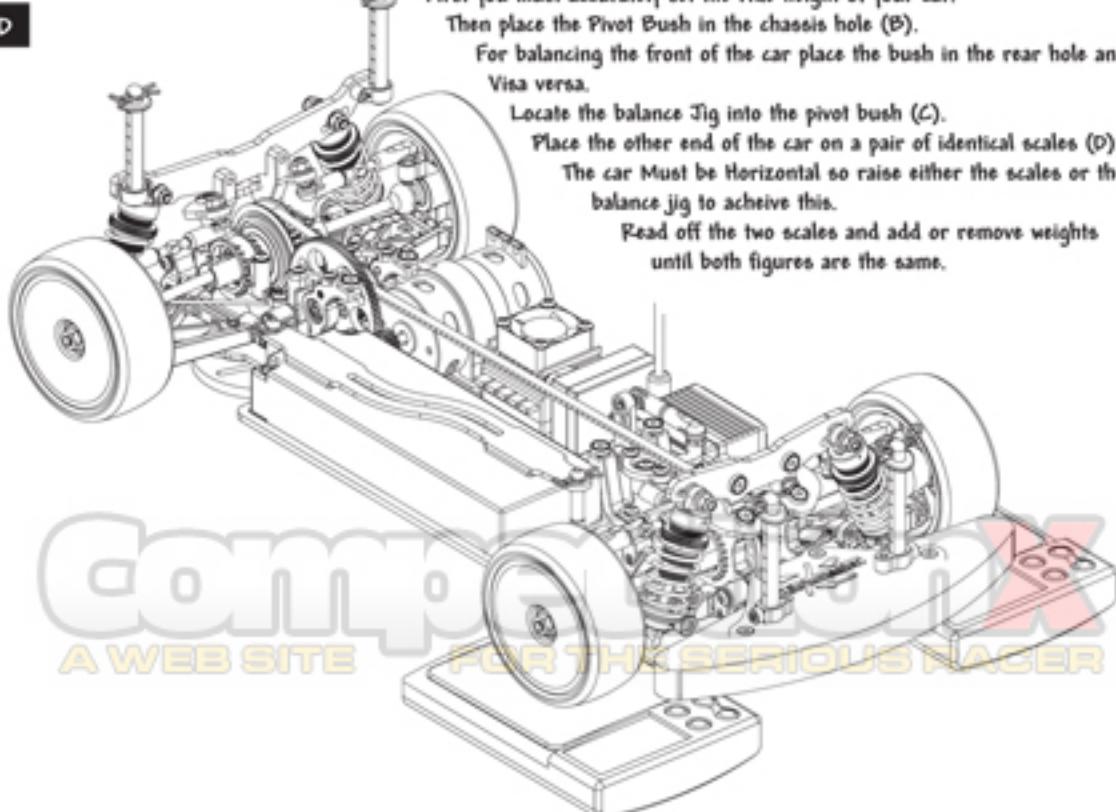
For balancing the front of the car place the bush in the rear hole and Visa versa.

Locate the balance Jig into the pivot bush (**C**).

Place the other end of the car on a pair of identical scales (**D**).

The car Must be Horizontal so raise either the scales or the balance jig to achieve this.

Read off the two scales and add or remove weights until both figures are the same.



Track Settings

Springs

The spring rate controls the suspension stiffness. Spring adjusters only change the ride height. They DO NOT alter the suspension stiffness. On slippery or bumpy tracks use soft to medium rate springs, on flat or high grip tracks run medium to hard rate springs.



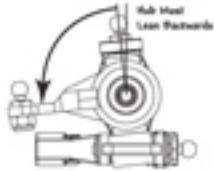
Steering

By adding and removing the washers under the ball joint, you alter the car's Ackerman and steering response. Adding washers will make the steering more aggressive, where less washers will make for a softer response.



Front Caster

The front caster can be altered by changing the gate. The car comes with 4° caster as standard. Less caster will give a quicker steering response, but could lead to power on understeer. More caster will give the opposite, slightly slower turn in, but more power on steering.



Shock Brackets (Shock Mounting)

Vertical shock absorbers make the car react sharply to driver inputs.

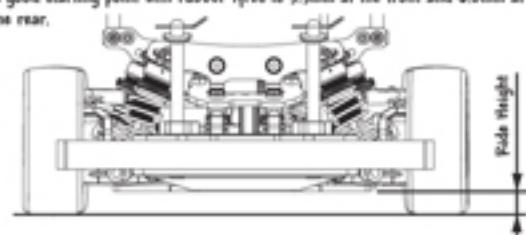
A laydown shock offers a softer feel to the driver.



Ride Height

In general always run the car as low as possible, without the chassis grounding out, as it rolls into corners.

A good starting point with rubber tyres is 5.5mm at the front and 6.0mm at the rear.



Front Toe-in

The front toe-in is set by adjusting the steering trackrod turnbuckles.

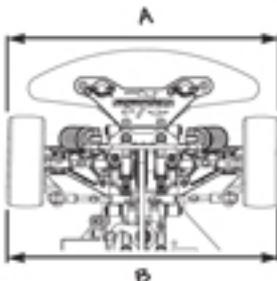
Toe-in = A less than B

Toe-out = A greater than B

Toe-in will give a more stable car, but will give less sharp turn in.

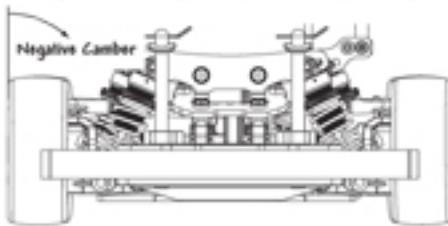
Toe-out will give the opposite, less stability with sharper turn in to the corners.

We recommend to start at about 0° or 1° toe-out.



Front and Rear Camber

With maximum negative camber the car will have high levels of grip, but there may be the possibility of sudden breakaway in corners. Reducing the camber gives a more progressive slide, but may give less grip.



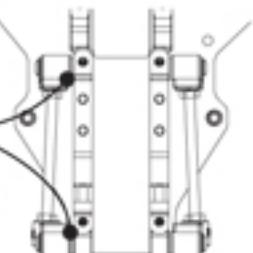
Front and Rear Track Width

TRACK WIDTH ADJUSTMENT (In-board)

The track width of the car may be altered by adding or removing EQUAL thickness grey suspension washers between the screw blocks and the transmission housing.

When changing the track width ensure the driveshafts are fully engaged in the diff outputs.

And the width does not exceed 140mm

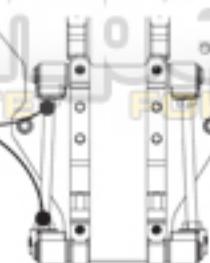


Front and Rear Wheelbase

WHEELBASE ADJUSTMENT (In-board)

The wheelbase may be adjusted by moving the Qwik tips to either the front or the back of the wishbones.

Shorter wheelbase results in a more agile car, but use longer wheelbase for a smoother less aggressive car. Also moving the wishbone forwards and backwards alters the weight distribution at either end of the car, this results in more or less traction, and more or less steering.



Front and Rear Inboard Toe-in

USING OPTIONAL ALLOY PIVOT BLOCKS

More inboard toe in will improve straight ahead traction and car stability, but can reduce corner speed on fast sweepers.

The toe-in is set by adding or removing the grey suspension washers between the screw blocks and the transmission housing, at the front or rear of the wishbones. Each 0.5mm washer will change the toe in by approx 0.5°



Track Settings

TRANS LINKS



To improve the rear end grip of the car use THINNER trans links (more firm), but to reduce the rear end grip use THICKER trans links (less firm). This adjustment allows tuning the balance of the car on various tracks.



Gear Chart 48dp

Maximum Teeth Sum = 128.....Minimum Teeth Sum = 91.....Internal Ratio = 1.8:1

	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	
ST	11.44	10.58	10.01	9.43	8.93	8.47	8.01	7.63	7.30	6.97	6.66	6.41	6.16	5.91	5.73	5.52	5.34	5.17	5.01	4.85	4.71	4.58	4.45	4.33	4.22	4.11											
BT	11.75	10.84	9.79	9.31	8.70	8.24	7.83	7.46	7.03	6.61	6.29	6.03	5.80	5.57	5.40	5.23	5.05	4.86	4.75	4.61	4.47	4.35	4.23	4.13	4.03												
BS	10.79	10.30	9.56	9.00	8.50	8.05	7.65	7.31	6.95	6.65	6.36	6.03	5.86	5.67	5.46	5.28	5.10	4.94	4.78	4.64	4.50	4.37	4.25	4.14	4.09	3.99	3.89	3.79	3.69	3.59	3.49	3.39	3.29	3.19	3.05		
TG																																					
GG																																					

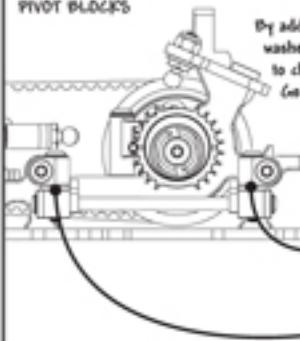
Gear Chart 64dp

Maximum Teeth Sum = 110.....Minimum Teeth Sum = 121.....Internal Ratio = 1.8:1

	16	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50					
ST	11.18	10.60	10.11	9.65	9.29	8.95	8.50	8.07	7.67	7.34	7.02	6.76	6.54	6.44	6.25	6.07	5.90	5.73	5.57	5.45	5.31	5.18	5.06	4.94	4.83	4.72	4.62	4.52	4.43	4.33	4.25						
BT	11.75	11.04	9.94	9.41	8.98	8.59	8.20	7.89	7.59	7.30	6.98	6.74	6.59	6.39	6.16	5.91	5.68	5.44	5.35	5.23	5.11	4.97	4.85	4.74	4.64	4.54	4.45	4.35	4.24	4.18							
BS	10.80	10.34	9.77	9.39	8.93	8.55	8.21	7.84	7.50	7.19	6.84	6.50	6.41	6.23	6.04	5.86	5.67	5.55	5.40	5.26	5.19	5.00	4.89	4.77	4.66	4.56	4.46	4.37	4.28	4.18	4.09	4.00	3.90				
TG	10.04	9.54	9.07	8.61	8.16	7.75	7.39	7.07	6.76	6.46	6.16	5.85	5.56	5.28	5.01	4.76	4.56	4.36	4.16	3.94	3.74	3.54	3.34	3.14	2.94	2.74	2.54	2.34	2.14	1.94	1.74	1.54	1.34	1.14			
GG																																					

Front Inboard Pin Options

USING OPTIONAL ALLOY PIVOT BLOCKS



ROLL CENTRE ADJUSTMENT

By adding or removing the Grey Suspension washers between the pivot blocks you are able to change the height of the roll centre. Generally a lower pin will give more grip, and a higher pin will reduce grip.

KICK UP OR ANTI-DIVE

The best balance on the car is usually with a level wishbone pin, however a small amount of anti-dive can improve stability under braking.

By adding the Grey Suspension washer at the front of the wishbone you will get anti-dive. 0.5mm = 0.5°

By adding the Grey Suspension washer at the rear of the wishbone you will get kick-up. 0.5mm = 0.5°

Rear inboard Pin Options

ROLL CENTRE ADJUSTMENT

By adding or removing the Grey Suspension washers between the pivot blocks you are able to change the height of the roll centre. Generally a lower pin will give more grip, and a higher pin will reduce grip.

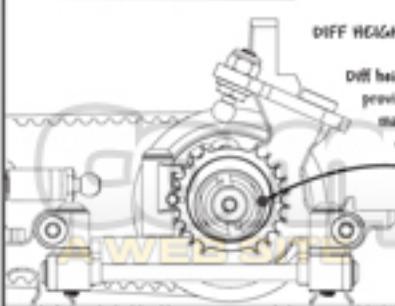
SQUAT OR ANTI-SQUAT

The best balance on the car is usually with a level wishbone pin, however a small amount of Anti-Squat can improve on power traction.

By adding the Grey Suspension washer at the rear of the wishbone you will get Anti-Squat. 0.5mm Difference = 0.5°

By adding the Grey Suspension washer at the front of the wishbone you will get Pro-Squat. 0.5mm Difference = 0.5°

Diff Height (High or Low)



DIFF HEIGHT

Diff height adjustment is provided so that the car may run level, driveshafts at ride height with different diameter tyres.

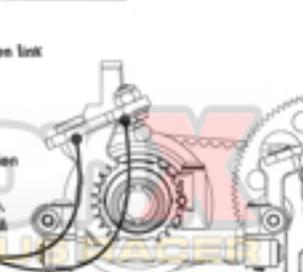
Front and Rear Suspension Link

WIDTH ADJUSTMENT

The width of the inboard suspension link can be altered by Speed Secret link brackets.

HEIGHT ADJUSTMENT

The height of the inboard suspension link can be altered by adding or removing the violet spacer washers, between the link mount and the ball stud, or under the link mount bracket.



This adjustment alters the camber gain of the suspension, generally a lower ball (or shorter link) gives more instant cornering grip followed by a sudden breakaway, whereas a higher ball (or longer link) gives smoother more progressive cornering grip.



Operating voltage range: DC 11v - 18v
 AC to DC adapter (DC 11v - 18v/5A)
 Circuit Power: Max charge power 50W
 Charge current range: 0.1-5A
 Discharge current range: 0.1-1A
 Current drain for balancing Li-po: 300mA/cell
 NiCad/NiMH battery cell count: 1-15cells
 Li-ion/Polymer cell count: 1-6 series
 PB battery voltage: 3v-20v
 Weight: 265g
 Dimensions: 179.2x80.4x39mm
 Lead Acid: 2v - 20v

- Internal Independent Lithium Battery Balancer
- Balancing individual cells battery discharging
- Adaptable to various types of lithium battery
- The UDC30 is adaptable to various types of Lithium batteries, including LiPo, Li-ion and the new LiFe battery.
- Fast and Storage mode of lithium battery
- Large range of safety features to prevent overcharge of battery.
- Huge range of leads included.
- Cool blue backlit display.
- Separate 240/12v Power supply available (CR105)

Following on from the hugely successful UDC20 this is a rapid charger with high performance microprocessor and specialized operating software for multifunctional operation.

CR104

UDC30 Universal Balance Charger

CR105

Power Supply UDC 30 - UK Plug



CR005 - Battery Strapping Tape - Black
 CR006 - Battery Strapping Tape - Blue
 CR007 - Battery Strapping Tape - Purple



CR099 - Core Safe Charge Pouch Small 18x23cm
 CR091 - Core Safe Charge Pouch Large 23x30cm



CR007 - CORE RC Sili Wire 12g Red/Blk
 CR006 - CORE RC Sili Wire 12g-Im Red
 CR001 - CORE RC Sili Wire 12g-Im Black
 CR002 - CORE RC Sili Wire 12g-Im Blue



Core Servo:
 Low Profile 8.4kg
 Titanium Metal Gear
 2 x Ball Bearings
 0.14sec/60deg at 6.0v
 Great servo for competition touring cars.
 Weighs only 75 grams.

CR116 - CORE Servo Low Pro Digital



CR102 - Magnetic Parts Tray - Purple
 CR103 - Magnetic Parts Tray - Black



CR100 - Shock Shaft Pliers - Purple
 CR101 - Shock Shaft Pliers - Black

CompetitorX
 WEB SITE FOR THE SERIOUS RACER

CORE-RC.COM



Operating voltage range: DC 11v - 18v
 AC to DC adapter (DC 11v-18v/5A)
 Circuit Power: Max charge power 50W
 Charge current range: 0.1-5A
 Discharge current range: 0.1-1A
 Current drain for balancing Li-Po: 300mA/h/cell
 NiCad/NiMH battery cell count: 1-15cells
 Li-ion/Polymer cell count: 1-6 series
 PB battery voltage: 2v-20v
 Weight: 265g
 Dimensions: 197x338x46.97mm
 Lead Acid: 2v - 20v

- Internal Independent Lithium Battery Balancer
- Balancing individual cells battery discharging
- Adaptable to various types of lithium battery
- The UDC30 is adaptable to various types of Lithium batteries, including LiPo, Li-ion and the new LiFe battery.
- Fast and Storage mode of lithium battery
- Large range of safety features to prevent overcharge of battery.
- Huge range of leads included.
- Cool blue backlit display.
- Separate 240/12v Power supply available (CR105)

Following on from the hugely successful UDC30 this is a rapid charger with high performance microprocessor and specialized operating software for multifunctional operation.

CR104

UDC30 Universal Balance Charger

CR105

Power Supply UDC 30 - UK Plug



CR005 - Battery Strapping Tape - Black
 CR006 - Battery Strapping Tape - Blue
 CR007 - Battery Strapping Tape - Purple



CR099 - Core Safe Charge Pouch Small 18x22cm
 CR091 - Core Safe Charge Pouch Large 23x30cm



CR007 - CORE RC Sili Wire 1kg Red/Bk
 CR008 - CORE RC Sili Wire 1kg-Im Red
 CR009 - CORE RC Sili Wire 1kg-Im Black
 CR010 - CORE RC Sili Wire 1kg-Im Blue



Core Servo:
 Low Profile 0.4Kg
 Titanium Metal Gear
 2 x Ball Bearings
 0.11sec/60deg at 6.0v
 Great servo for competition touring cars.
 Weighs only 75 grams.

CR116 - CORE Servo Low Pro Digital



CR102 - Magnetic Parts Tray - Purple
 CR103 - Magnetic Parts Tray - Black



CR100 - Shock Shaft Pliers - Purple
 CR101 - Shock Shaft Pliers - Black

A WEB SITE FOR THE SERIOUS RACER