



The Cougar 2000 has recently been through a number of revisions. Schumacher has developed a new car...

KIT REVIEW

Report by Matt Benfield

FAB 2000

...for the coming season while another company has totally re-designed the Cougar from the servo rearwards

Fabix is making a name for itself in this country by distributing Genesis motors and manufacturing Tekomo chargers. It has also just released its version of the Cougar 2000, aptly named the Fab 2000

The car is based around a mid-engine design which in our kit, requires the motor to be re-timed to run in reverse. There is an alternative kit which eliminates the need to carry this out. The rear of the car has been modified to accept the Cat 2000 wishbones and look-a-like shock tower which all comes in the package.

Kit contents

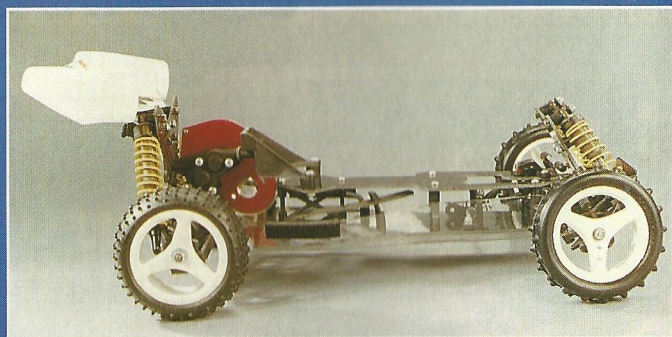
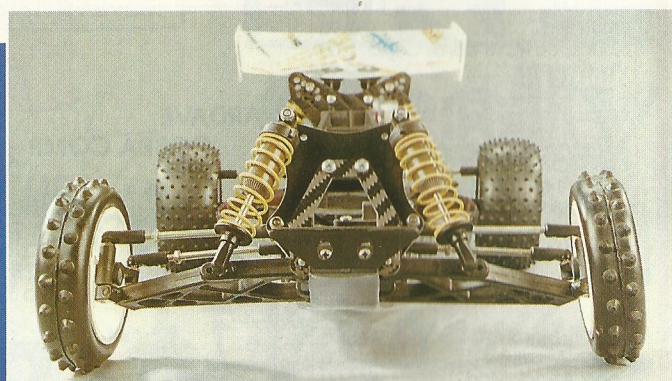
The Fab 2000 package contains a new chassis which accepts saddle pack batteries, a revised top deck (upper chassis),

rear shock mount, front shock mount brace and rear wishbone brace. All these parts come in carbon fibre and are cut out to very high standards, needing little if any work prior to fitting.

Plastic items in the kit include rear wishbones from the Cat 2000, battery straps and all the necessary extra hardware required to carry out the conversion.

The Fab kit is also packaged with a set of very informative instructions. This contains all the processes needed to convert your Cougar 2000 into a race-ready Fab 2000. The instructions need to be read carefully as they are more descriptive than pictorial. I felt that if there were a few more diagrams, it would have made the building process easier as it was sometimes necessary to re-read sections slowly before jumping straight in.

Set-up guide



Fabix is also kind enough to include a general guide to the setting up of the car which includes details about the shocks (oils and springs), plus camber and shock positions. All of this results in a well thought out and neatly packaged kit.

As previously mentioned, there are two Fab 2000 kits available. The one supplied to RCMC was in fact the Contra-Rotation version. This requires the motor to be re-timed in order to run backwards. This causes no problem to the majority of modified motors as they can be easily adjusted. Problems may occur though if you run your car using a standard motor (27 x 1). This means that you will have to purchase a new motor, built to run in reverse.

Construction

The first job is to file the chassis to accept the cells. The slots need to be filed at an angle of 45° in order for the cells to sit lower in the chassis and thus reduce the centre of gravity. Once this has been carried out, the removal of parts can be made from the 'donor' car. The original front end of the Cougar can be removed in a matter of seconds, then refitted to the Fab 2000 chassis.

The chassis gates used so effectively on the Cougar, are also used as stiffeners on the new car, as are the rear pivot blocks which support the wishbones. The rear wishbone arrangement has to be stripped down at this point as the original wishbones are changed to allow for the new ones to be fitted at a later date. The servo posts can be swapped over at this point and you are advised to fit the servo at the same time to avoid wasting time when you finally get to install the electrics.

As the new top deck is screwed down, the car begins to take on some shape. The next major step is to install the gearbox. This involves turning it through 180° before you refit it in the new position. Once the gearbox has been fitted, the ancillaries can also be screwed on such as the shock tower which is similar to the Cat 2000. The new wishbones can be inserted using a longer pin which passes through the carbon fibre shock tower and rear brace which gives an incredibly strong fixing.

Minor modifications

A little modifying needs to be made to the bulkhead before that can be fitted to the top deck and gearbox. Spacers need to be made to allow it to sit up off the top deck, while Fabix supplies the necessary spacers which fill the gap between the bulkhead and the gearbox. A little material needs to be removed from the bulkhead in order for the motor plate to sit square and at 90° to the chassis. At the same time, I removed the top of the bulkhead so that the body would fit properly.

The rest of the screws are used to hold the bulkhead tight against both the gearbox and the top deck. Once this has been carried out, the rear shock absorbers can be installed onto the shock tower and wishbones. The assemblies though need to be fitted first, and it was at this point I went against what was advised in the instructions. The position upon the tower seemed to be too low. This meant that there was too much drop on the rear wishbones. I therefore moved the position up to the top and this resolved the problem.

I also had a little problem with the camber link position as it seemed that the inboard position may be affected by the position of the motor plate. I put the inboard position as close to that recommended, which was the next hole out.

And finally

The kit is excellent quality with parts up to the highest standards. The kit would suit the average club racer who fancied a change from another Schumacher Cougar 2000. A little time needs to be taken to build this kit, but in general, it goes together with no problems.

A small amount of filing is required at the rear of the kit, but it is nothing more than what is expected of any new kit.

The parts which are supplied in carbon fibre are excellent. But when the kit is complete, you are left with just one single piece of fibreglass - the front shock tower.

If the everything was made of carbon fibre, this would make the kit better, bringing it up to an even higher standard. The kit retails at £85.00 (includes all you need to convert a cougar 2000)

