

# SET-UP SHEET

# XRAY T4

|                |                      |  |  |
|----------------|----------------------|--|--|
| RACE           | Coupe de France 2013 |  |  |
| TRACK          | Besancon             |  |  |
| NAME           | Alex LAURENT         |  |  |
| CITY / COUNTRY | France               |  |  |
| CONTACT        |                      |  |  |

|      |               |                        |     |      |       |    |
|------|---------------|------------------------|-----|------|-------|----|
| DATE | 24-25/08/2013 | TEMPERATURE / °F or °C | AIR | 20°C | TRACK | 20 |
|------|---------------|------------------------|-----|------|-------|----|

|                     |                    |                |                      |
|---------------------|--------------------|----------------|----------------------|
| QUALIFYING POSITION | BEST LAP TIME /sec | FINAL POSITION | RACE LENGTH /minutes |
| 10                  | 17"30              | 8th            | 5min                 |

|                                    |                                 |                                  |                               |
|------------------------------------|---------------------------------|----------------------------------|-------------------------------|
| TRACK CONDITION                    | <input type="checkbox"/> CARPET | <input type="checkbox"/> ASPHALT |                               |
| <input type="checkbox"/> TECHNICAL | <input type="checkbox"/> MIXED  | <input type="checkbox"/> FAST    |                               |
| TRACTION                           | <input type="checkbox"/> LOW    | <input type="checkbox"/> MEDIUM  | <input type="checkbox"/> HIGH |

| FRONT        | REAR |
|--------------|------|
| TRANSMISSION |      |

|                      |   |                   |                              |
|----------------------|---|-------------------|------------------------------|
| SOLID AXLE           | <input checked="" type="checkbox"/> YES | BALL DIFFERENTIAL | <input type="checkbox"/> YES |
| SOLID ONE WAY DIFF.  | <input type="checkbox"/> YES            |                   |                              |
| ONE WAY DIFFERENTIAL | <input type="checkbox"/> YES            |                   |                              |

|                   |                              |                   |   |
|-------------------|------------------------------|-------------------|---|
| GEAR DIFFERENTIAL | <input type="checkbox"/> YES | GEAR DIFFERENTIAL | <input checked="" type="checkbox"/> YES |
| OIL               |                              | OIL               | 3000 /Cst                               |

|                   |      |               |       |
|-------------------|------|---------------|-------|
| PINION / T        | 25   | SPUR GEAR / T | 110   |
| FINAL DRIVE RATIO | 8.36 | PITCH         | 64.00 |

| FRONT | REAR         |     |
|-------|--------------|-----|
| 2.7   | XRAY SPRINGS | 2.7 |
| 350   | OIL / CST    | 350 |
| 9     | LENGTH /mm   | 9   |
| 2     | PRELOAD /mm  | 2   |
| 10    | REBOUND %    | 10  |

|                              |  |                 |                              |  |
|------------------------------|--|-----------------|------------------------------|--|
| <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO | FOAM INSERTS    | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO | O-RING ON SHAFT | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |

|                                  |   |         |       |                                  |   |
|----------------------------------|---|---------|-------|----------------------------------|---|
| <input type="checkbox"/> 3 HOLES | <input checked="" type="checkbox"/> 4 HOLES | PISTONS | 1.0mm | <input type="checkbox"/> 3 HOLES | <input checked="" type="checkbox"/> 4 HOLES |
|                                  |   |         | 1.1mm |                                  |   |
|                                  |   |         | 1.2mm |                                  |   |
|                                  |   | OTHERS  |       |                                  |   |

|              |               |              |
|--------------|---------------|--------------|
| THICKNESS/mm | ANTI-ROLL BAR | THICKNESS/mm |
|--------------|---------------|--------------|

|               |                 |
|---------------|-----------------|
| RIDE 36 FFVRC | TIRES           |
| MR33          | INSERTS         |
| 30            | ADDITIVE        |
|               | ADDITIVE TIMING |

|              |             |           |            |
|--------------|-------------|-----------|------------|
| FRONT LEFT   | FRONT RIGHT | REAR LEFT | REAR RIGHT |
|              |             |           |            |
| TREATED AREA |             |           |            |

| WHEELS                     |                            |                            |
|----------------------------|----------------------------|----------------------------|
| S <input type="checkbox"/> | M <input type="checkbox"/> | H <input type="checkbox"/> |
| HARDNESS                   |                            |                            |
| S <input type="checkbox"/> | M <input type="checkbox"/> | H <input type="checkbox"/> |

|       |            |          |  |
|-------|------------|----------|--|
| MOTOR | NOSRAM 4.5 | TIMING   |  |
| ROTOR |            | ARMATURE |  |

|     |              |           |        |
|-----|--------------|-----------|--------|
| ESC | NOSRAM COMET | BATTERIES | NOSRAM |
|-----|--------------|-----------|--------|

|      |          |      |      |
|------|----------|------|------|
| BODY | PF Lexus | WING | MR33 |
|------|----------|------|------|

APPLIED    S: SOFT    M: MEDIUM    H: HARD

**FRONT**

CASTER: 0°  2°  4°  6°

DIVE: +0.75  0.00  -0.75

ROLL-CENTER: SHIM 3 /mm

SHIM: +0.75  0.00  -0.75

SHIM: 0 /mm

WHEELBASE/mm: 257

RIDE HEIGHT/mm: 5

**REAR**

SQUAT: +0.75  0.00  -0.75

ROLL-CENTER: SHIM 0 /mm

SHIM: +0.75  0.00  -0.75

SHIM: 0 /mm

RIDE HEIGHT/mm: 5.5

**C-HUB**

M  H  ALU

SHIM: 1 /mm

SHIM: 2 /mm

SHIM: 2 /mm

SHIM: 4.5 /mm

LONG 52mm  SHORT 50mm

**STEERING BLOCK**

M  H  ALU

**OFFSET**

STANDARD

FRONT: 34 DOWNSTOP /mm

REAR: 33 DOWNSTOP /mm

REAR HUB: M  H  ALU

SHIM: 0 /mm

SHIM: 1.5 /mm

SHIM: 1.5 /mm

SHIM: 2 /mm

ACKERMANN SHIM

ROLL CENTER UPPER CLAMP

ANTI ROLL BAR

SHIM UNDER SHOCK: 0 /mm

SHIM FRONT/REAR:  NO SHIM

OTHER:

INBOARD SHIMS ARE USED IN ADDITION TO TRACK-WIDTH SHIMS

ROLL CENTER UPPER CLAMP

SHIM /mm: 1.1 = 3.5°, 0.75 = 3°, 0.4 = 2.5°, 0 = 2°

TOE /deg.:

FINAL TOE IN: 3

OUTBOARD TOE: 0

INBOARD TOE

SHIM /mm: 1.1 = 3.5°, 0.75 = 3°, 0.4 = 2.5°, 0 = 2°

ANTI ROLL BAR

SHIM UNDER SHOCK: 0 /mm

SHIM FRONT/REAR:  NO SHIM

OTHER:

INBOARD SHIMS ARE USED IN ADDITION TO TRACK-WIDTH SHIMS

ROLL CENTER UPPER CLAMP

**FRONT**

1.5 CAMBER /deg.

UPPER SHOCK POSITION

FRONT ARM: HARD (H)  EXTRA-HARD (XH)  GRAPHITE (G)

OPTIONAL ARM: 2 0 1

**REAR**

1.5 CAMBER /deg.

UPPER SHOCK POSITION

REAR ARM: HARD (H)  EXTRA-HARD (XH)  GRAPHITE (G)

OPTIONAL ARM: 1 0 2

**FRONT**

ECCENTER /mm: STANDARD  1

DIFE POSITION: UP  DOWN

LOWER SUSP. BLOCK: SOLID 1pcs  SINGLE 2 pcs

BALANCE /g

MOTOR HOLDER: STANDARD  OPTION

BALANCE /g

**REAR**

ECCENTER /mm: STANDARD  1

DIFE POSITION: UP  DOWN

LOWER SUSP. BLOCK: SOLID 1pcs  SINGLE 2 pcs

BALANCE /g

BALANCE /g

BALANCE /g

COMMENTS

Alterations by Arn0 at PetitRC.com