X – 60 ASSEMBLY

INSTRUCTIONS

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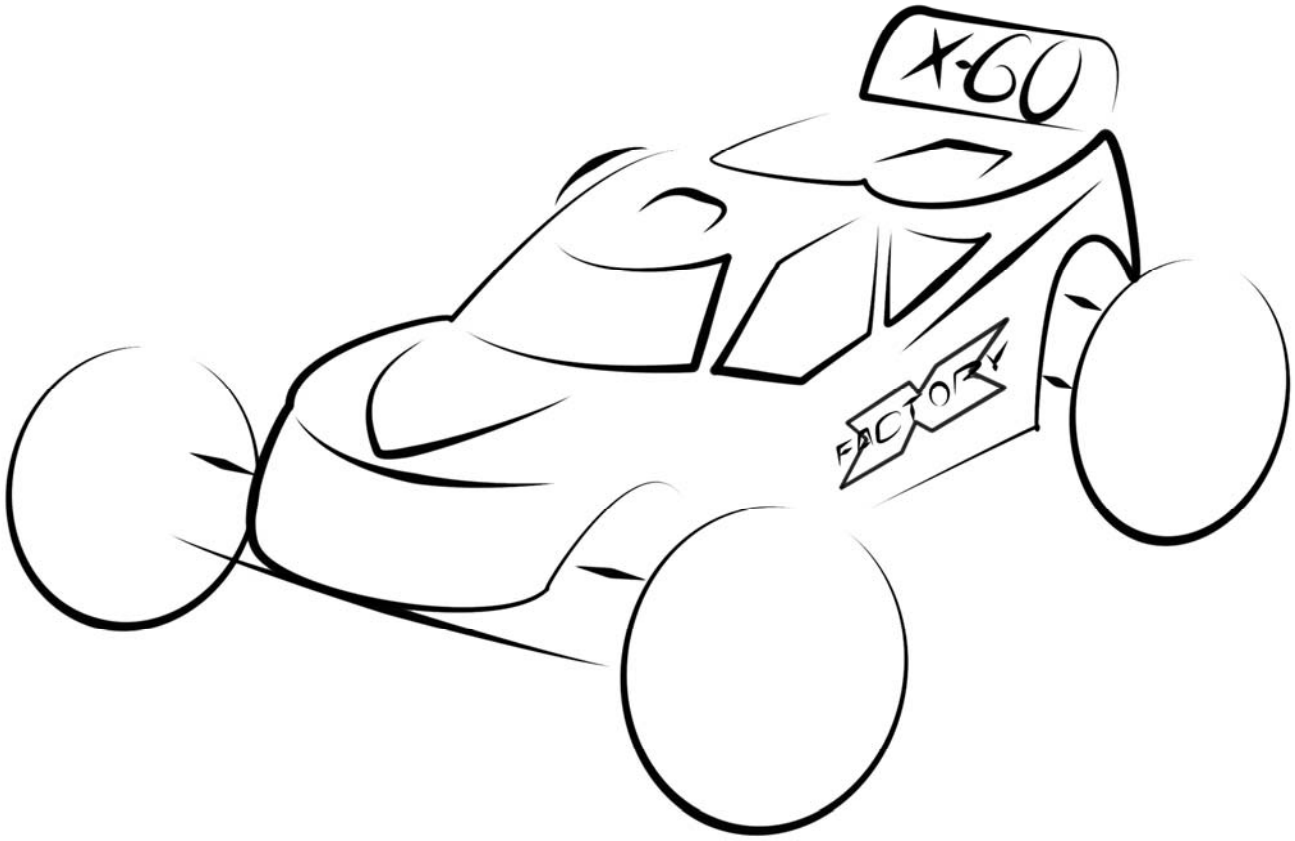
Version 1.0



X – 60 CONVERSION KIT

TABLE OF CONTENTS

X – 60 ASSEMBLY INSTRUCTIONS

FIRST THINGS FIRST

A) ASSUMPTIONS These instructions assume several things:

1. You have at least some experience building R/C cars. These instructions are not written for a first-timer.
2. You have the usual assortment of R/C tools.
3. You have a Team Associated RC10 T4 rolling chassis, any model.

If you do not meet all the assumptions above, please contact us immediately. Contact information is on Page 4.

WE WANT YOU TO HAVE A PLEASANT EXPERIENCE BUILDING THIS KIT, AND HOPE YOU HAVE MANY PLEASURABLE DAYS DRIVING YOUR NEW X- 60. Please contact us with the slightest problem. We want to help. Talking with the Family is so much more fun than work.

B) We suggest you have a clean, well-lighted work area with enough space to simultaneously do three things: Work on the car; Store sub-assemblies for later use; Store parts which will no longer be needed.

C) Before threading in screws, tap all holes with a 4-40 tap.

D) You will want to re-build many components, for example shocks, or to disassemble some assemblies for inspection and cleaning. We include no instructions for this – refer to your T4 manual.

E) All references to right and left are from the viewpoint of the driver sitting in the car facing forward.

F) Throughout this manual the names of many parts are followed by a number in parenthesis. This is the AE part number.

G) To photograph this manual, we assembled the truck several times. In some photos, parts you have already assembled are “missing.” We have done this deliberately so you may clearly see this particular step. Follow the steps in order and you’ll get to the end quickly.

Most important, a big “thank you” to Chris Krieg, father of Team driver Alex, who assembled his X – 60 at least three times to take the great photos and wrote many of the instructions. Thank you, Chris!!!

SOME IMPORTANT INFORMATION

This is our third Kit, and we know we are not perfect. If you experience the slightest difficulty assembling your X – 60, either because a part does not fit properly or because you have difficulty with the instructions, please contact us immediately. Even if you figure out what needs to be done, or make a modification that allows the part to fit, we want to make changes that help the next person.

You are much more than a customer at X Factory. You have become a member of a world-wide Family of R/C racing enthusiasts who love working on their cars, trying new things, and helping others at the track. We communicate with our Family constantly, and the Family gives us ideas every day for new products and improvements on existing products. We welcome and encourage this input.

Contact us by: E-mail: chazz@2wdrc.com

Snail mail: X Factory R/C Racing Products
P.O. Box 2361
Whitehouse, Ohio 43571

Phone: 419-887-1787 (USA)

Thanks in advance for your help!

These instructions are available on our web site, www.2wdrc.com . The photos are in color. In many instances, the color photos on the web are better than the black and white in this printed manual.

THANK YOU FOR YOUR
CONFIDENCE IN THE X – 60

Photographer and
Instruction-writer
Chris Krieg (Large Arrow)

His X – 60 (Small Arrow)

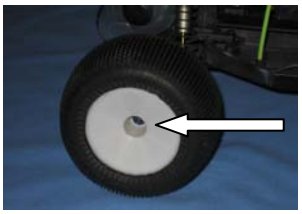
WELCOME TO THE X FACTORY FAMILY!!

X - 60 INSTRUCTIONS

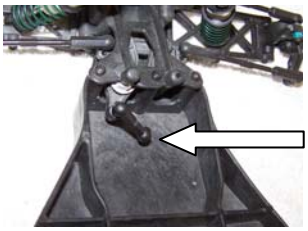
T4 DISASSEMBLY

FRONT END

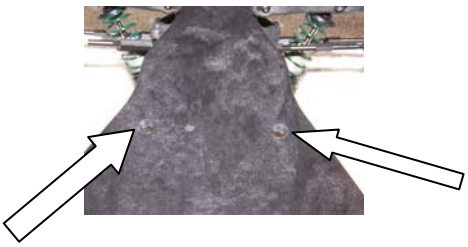
1) Remove the body. Save all the body clips for re-use. Remove the front wheels. Leave the wheel bearings inside the wheels. Save the wheels and nuts for re-use.



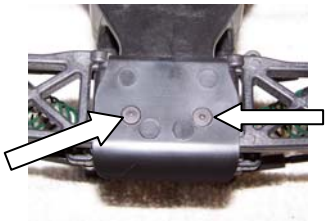
2) Disconnect the servo link from the servo horn. Leave it connected to the steering bell crank.



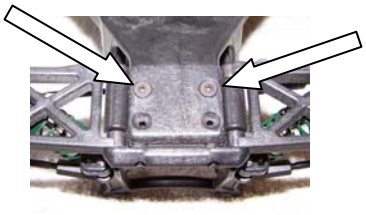
3) Remove the two flat head screws from under the chassis that hold the servo in, and remove the servo. Leave the servo horn and the two servo mounts attached. Save the two flat head screws that hold the servo in for re-use. Want to make sure you don't lose the two screws? Put them a few turns back in the holes they came from – they'll be right there later.



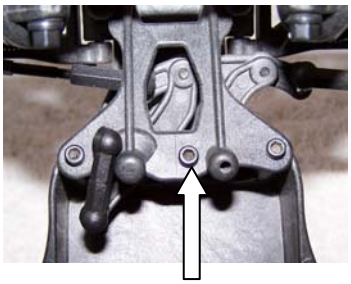
4) Remove the two flat head screws that hold on the front bumper. Take off the bumper. Save it and the two screws for re-use.



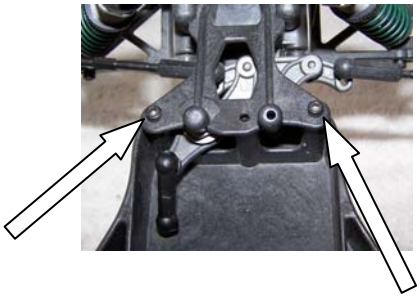
5) Remove the two flat head screws which hold the bulkhead to the chassis. Save them for re-use.



6) From the top of the truck, remove the center screw holding the top plate to the post on the T4 chassis. Save the screw for re-use.



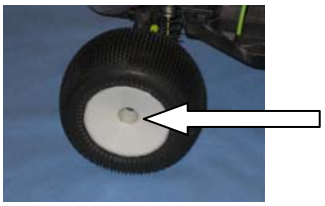
7) Remove the two side top plate screws. Save them for re-use. Carefully remove the front end and steering assembly, and set it aside for re-use. Make sure the steering linkage stays in place.



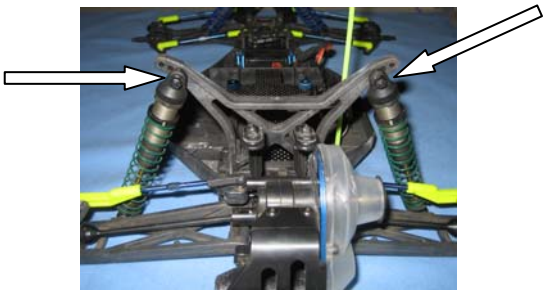
That's it! Let's do the rear of the truck.

REAR CVDs & HUB CARRIERS

8) Remove the wheels and tires. Save them and the nuts for re-use.

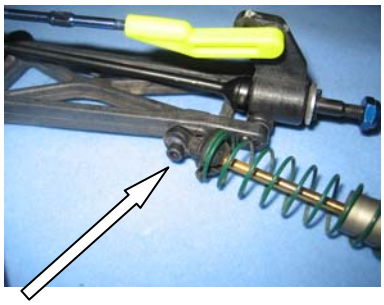


9) Remove the two nuts that hold the top of the rear shocks on. Save them for re-use. Slide the shocks off the bolts, and save the mounting bushings for re-use.

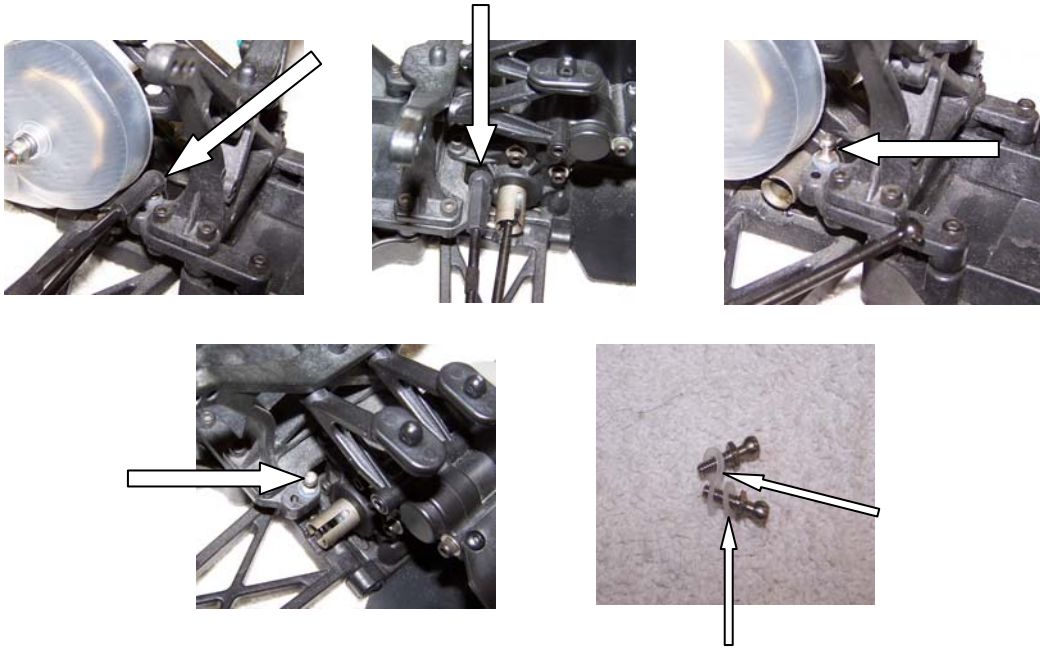


10) Remove the nuts that hold the shock bolts in the tower. Remove the bolts, and save the bolts, nuts, bushings and plastic nuts for re-use.

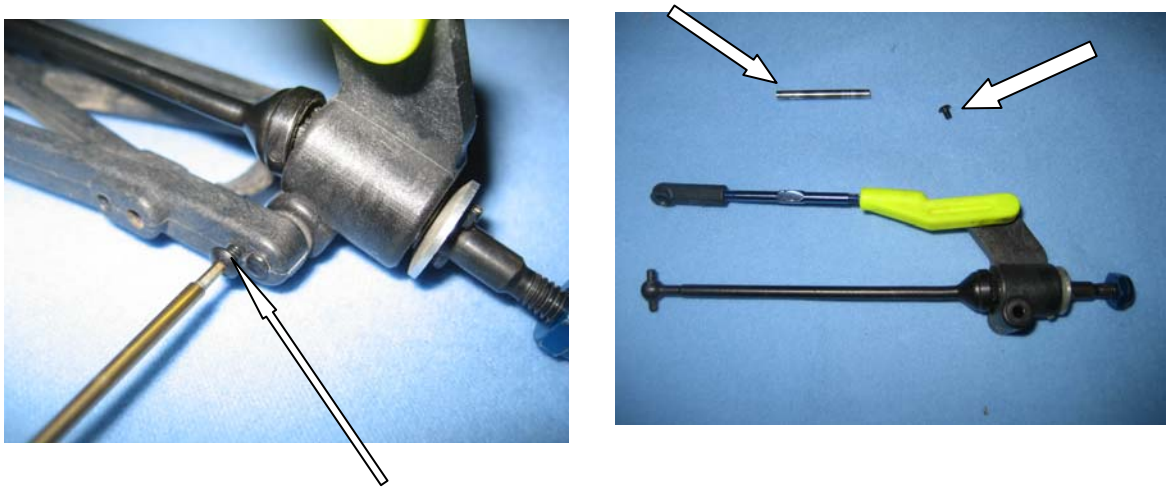
11) Remove the bolt that holds the bottom of each rear shock to the rear control arm. Set the shocks and bolts aside for re-use. Do not lose the bushing in the bottom shock eyes.



12) Remove the inner camber link ball cups from their studs. Leave them attached to the turnbuckle and leave the other end of the link attached to its ball stud at the hub carrier. Then remove the ball studs. Save the ball studs and any washers that were under them for re-use.



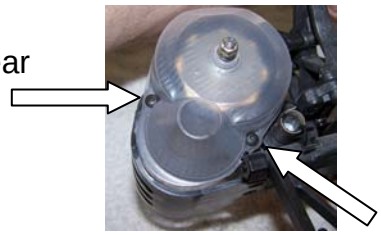
13) From the outside end of the front of the rear control arm, remove the little 2-56 screw that holds in the hub carrier. Don't lose it! Now, from the rear of the control arm, use your wrench to push the hinge pin forward so you can remove the pin. The hub carrier, with camber link and CVD assembled, will fall off. Save the spacers. Set all these parts, hub carrier assembly, hinge pin, spacer(s) and little screw, aside for re-use.



14) Repeat for the other side.

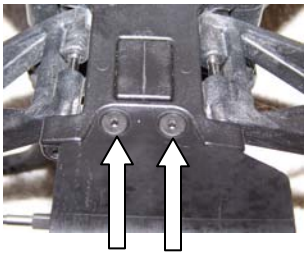
TRANSMISSION

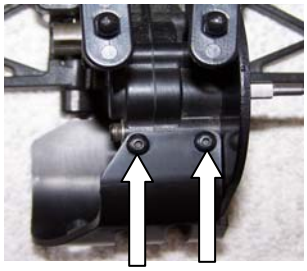
15) Remove the two button head screws that secure the gear cover. Remove the cover. The cover and screws will not be needed.



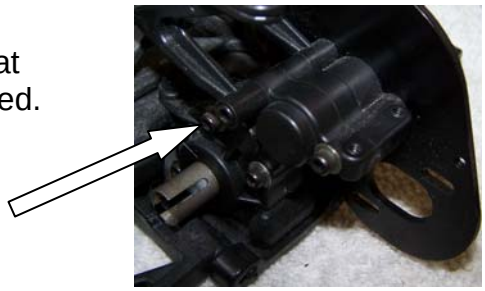
16) Remove the slipper nut, then the spring, slipper plate, slipper pad, spur gear, inside slipper pad, and inside slipper plate. You will not need the spur gear, but you must save all the other parts for re-use.

17) From under the truck remove the two flat head screws that hold the motor guard. Then, from above, remove the two button head screws that hold the motor guard to the top rear of the transmission. The motor guard and the two button head screws will not be needed. Save one flat head screw for re-use in B-11.

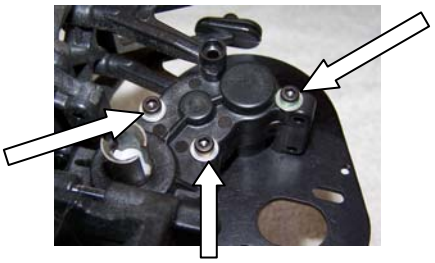




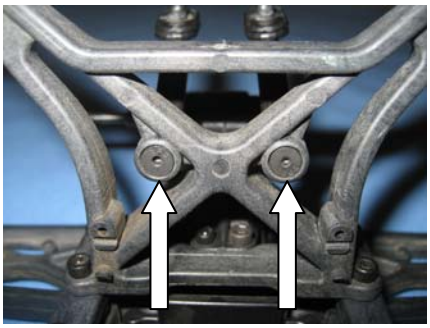
18) Remove the long bolt through the transmission that holds the body mounts. This bolt will not be needed.



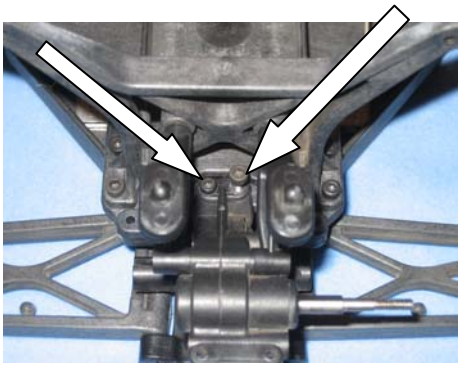
19) Remove the three bolts that go through the transmission and hold the motor plate on. Save these bolts for reuse in A-12; the plate will not be needed.



20) Two flat head screws hold the body mounts on from the front of the tower. You may remove them and the mounts if you wish, or just loosen and twist the mounts out of the way for step 21.



21) From the top, put your wrench down between the body mounts and remove the two cap head screws that secure the transmission to the shock tower. You should now be able to remove the transmission from the truck. Save the screws for re-use in D-2.



22) Remove the bottom bolt that holds together the two halves of the transmission case and carefully separate the case halves. Save this bolt for re-use in A-10.

23) As the case halves come apart, remove and save all of the following parts: Top shaft, spacer, and two 3/8 X 3/16 bearings, Idler gear, two more 3/8 X 3/16 bearings, & idler shaft, Ball differential and two ½ X 5/8 outdrive bearings. You will need all the parts from inside the transmission but the two case halves will not be needed.

That's it! You have now removed all the parts needed to build your X - 60!

BAG A

TRANSMISSION ASSEMBLY

Let's do this first because the parts are right in front of us.

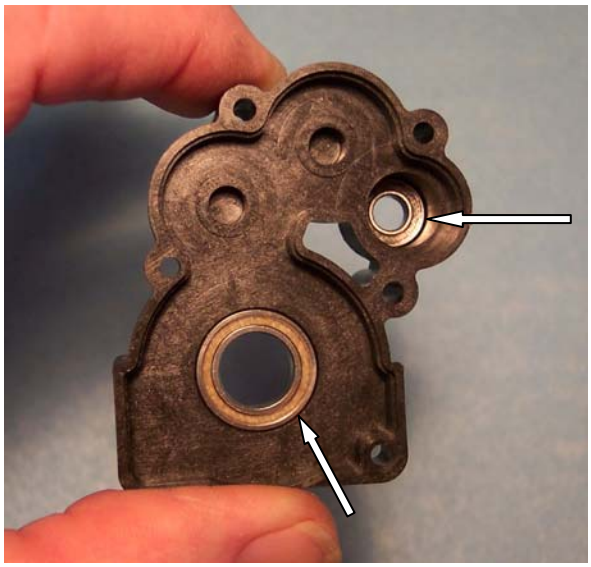
CLEAN IT UP!

A1) We suggest you clean and inspect all your T4 transmission parts at this time. You might want to re-build the diff. If you re-lube the bearings, make sure the outside is clean and dry so they do not attract dirt. You need the following items from your T4: the assembled diff with both outdrive bearings (6903), the idler gear (9360) with its shaft (9361) and two 3/16 X 3/8 bearings (6906), and the top shaft (9601) with its spacer (9602) and two 3/16 X 3/8 bearings (6906).

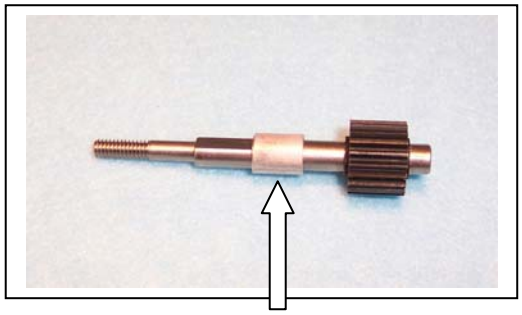
ASSEMBLE THE X – 6 TRANSMISSION

A2) Remove the transmission case from Bag A and separate the two halves. Note the small round ejector pin bosses on the mounting tabs. You may wish to file these flat for ease of installation in the truck.

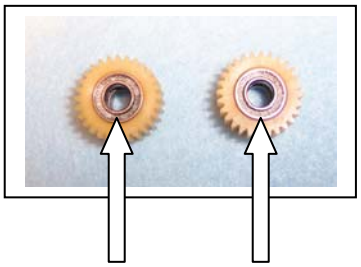
A3) Install a 3/8 X 3/16 (6906) bearing all the way into the top shaft boss in the left transmission case half. The Team pushes them in with the shank of an Allen driver or, better yet, with a socket. See Inst. A5. Install an outdrive bearing (6903) in its boss.

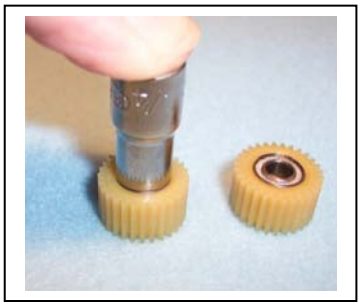


A4) Make sure the spacer (9602) is on the top shaft (9601) and slide the shaft with spacer through the bearing in the transmission case.

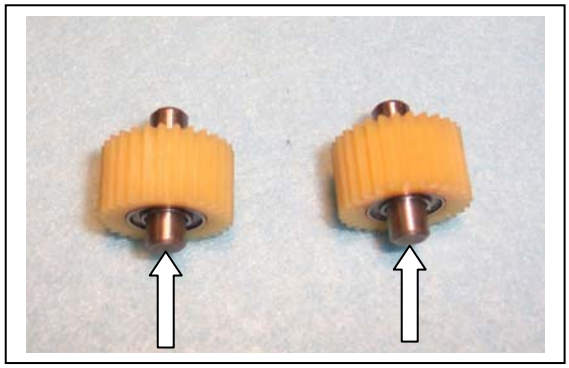


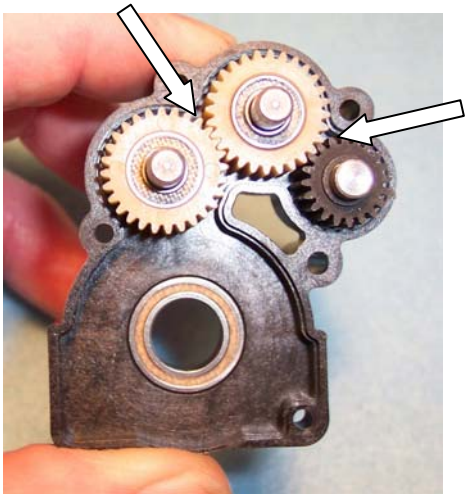
A5) Gather the idler gear (9360) from your T4, the idler gear from Bag A, the two 3/8 X 3/16 bearings (6906) from your T4 and the two 3/8/ X 3/16 bearings from Bag A (left photo) Install two bearings in each idler gear, one from each side. (center) If a bearing is hard to install, we suggest a socket where the OD of the socket matches the diameter of the outer race of the bearing so you do not push on the balls or the inner race. (right)



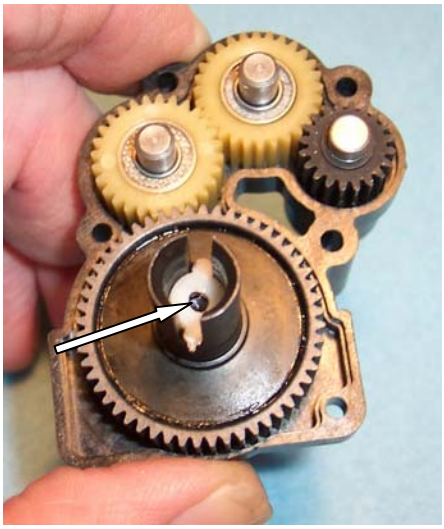


A6) Slide the idler shaft (9361) through the bearings in one idler gear and the idler shaft from Bag A through the other. Then install the shafts with the two gears into their bosses in the left transmission case. Be certain to mesh all the gears properly.

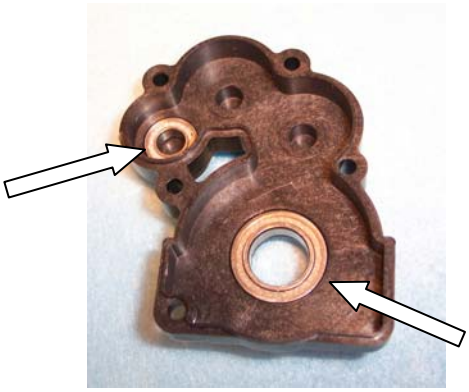


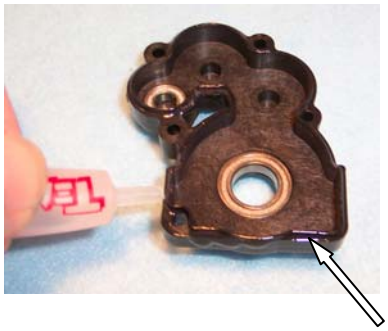


A7) Insert the diff through the outdrivebearing in the left transmission case half. The head of the diff screw should be up (arrow). Make sure all the gears are properly meshed and the trans rotates freely.

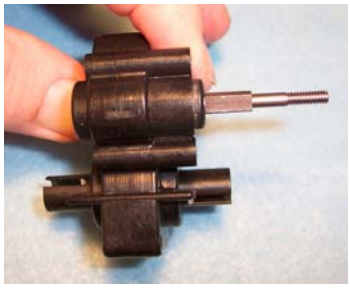


A8) In the right side of the transmission case, insert the remaining 3/8 X 3/16 bearing (6906) in the top shaft boss and the remaining outdrive bearing (6903) in its boss. Place a small bead of inexpensive grease around the mating surface of the right transmission half. This grease only helps keep dirt out, it does not lubricate anything. Grease attracts dirt; paradoxically this grease is used to seal out dirt, so be thorough, but don't use more than is needed. A little touch means so much.

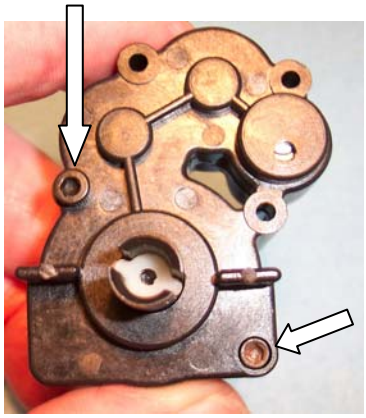




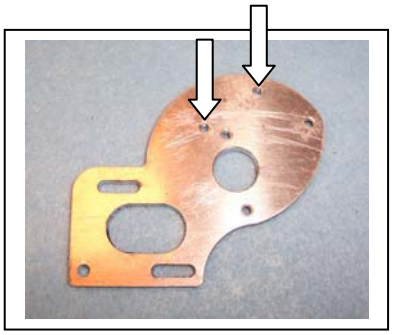
A9) Some Team drivers put a small amount of AE Stealth Lube on the teeth of their diff gear to lubricate the transmission. Other Team drivers do not, saying the trans is freer without the grease. Pay your money and take your pick. Carefully put the two halves of the transmission together. Make sure everything rotates very freely. Later is not the time to repair a binding transmission. Wipe excess grease off the outside of the case.

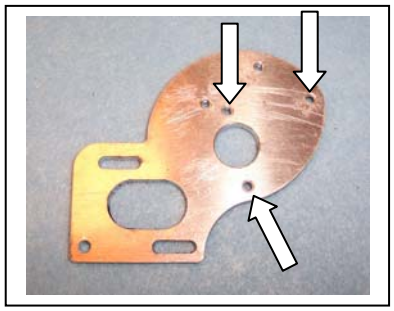


A10) Install the 4-40 X 3/8” bolt in the corner (short arrow) and the 4-40 X ½” bolt (from instruction #22) in the rear center of the transmission (long arrow). Leave them finger tight until step A12. Make sure the head of the 3/8” bolt is fully down in its boss and no part of the bolt protrudes on either side. This part of the transmission must fit into the “box” at the rear of the chassis.

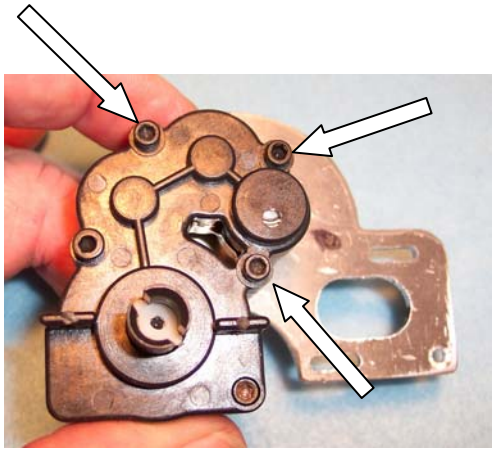


A11) The motor plate has two extra 4-40 tapped holes which are useful to install a fan for the motor (left photo). The arrows in the right photo point to the three holes that attach the plate to the transmission. Team drivers put a drop of thread lock in these holes prior to the next step. Thread lock on the long bolts will come off going through the transmission, so a drop here works best.





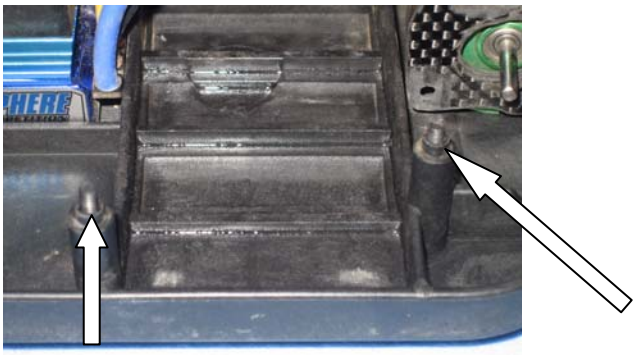
A12) Insert the three 4-40 X 1” screws (from instruction #19) through the transmission case, threading them into the motor plate finger tight. Check once again to ensure the transmission rotates freely but without excessive slop. This is your last chance! Now put the final torque on all five transmission bolts.



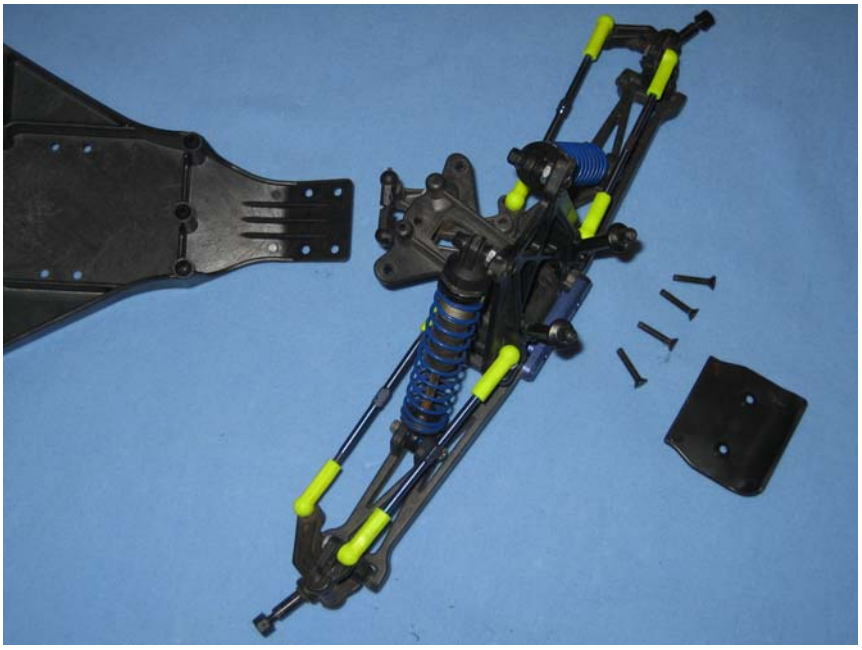
OK, transmission’s done now, so let’s set it aside and put on the front end.

FRONT END INSTALLATION

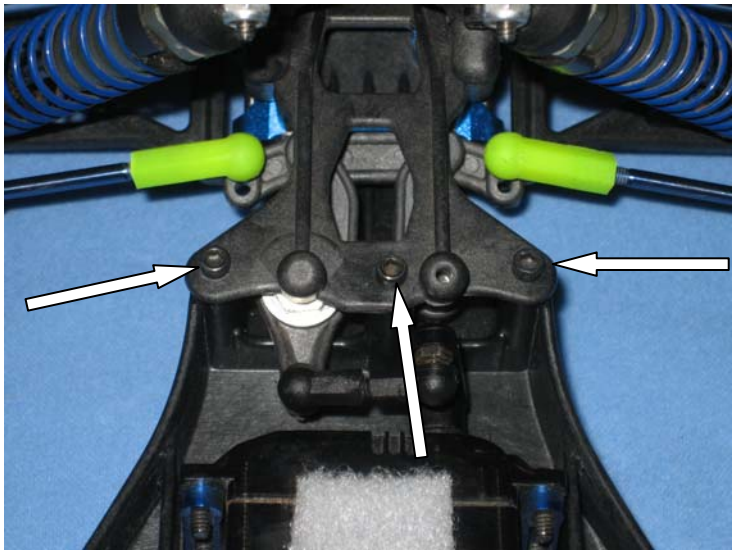
A13) Install two 4-40 X 1 1/4" black flat head screws (short arrows) up from the bottom of the chassis in the two forward outside battery posts. Install the two stainless 4-40 X 1 ½" flat head screws (long arrows) in the two rear inside battery posts. These screws go all the way through the four battery hold-down posts and will secure the battery hold-down strap. It is easiest to do this now and they won't be in the way later.



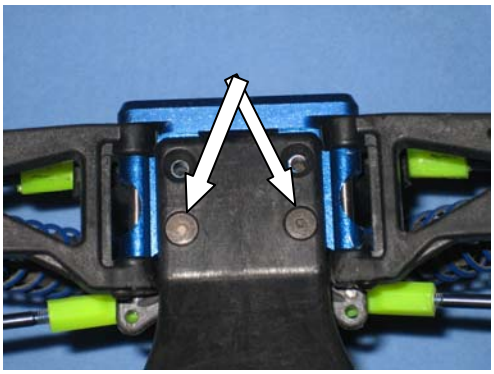
A14) Position the T4 front suspension and steering over the front of the chassis just as it was on your T4. Be careful that the steering assembly remains in place and that the bulkhead (9563) stays in position with the top plate (9566). The top plate should fit snugly over the center post in the chassis and on the bosses at each side of the front of the chassis.



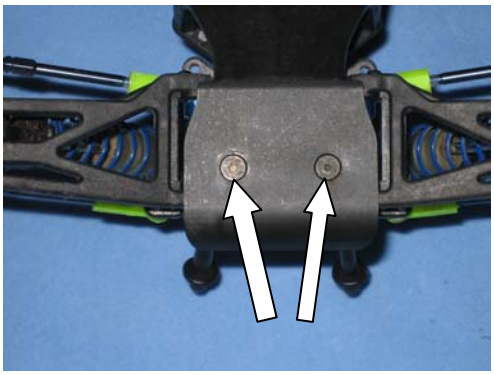
A15) Secure the top plate with the three screws you took out from the T4. Leave these screws finger-tight for now.



A16) Carefully turn the chassis & front suspension over. Install the two 5/8” flat head screws you removed from the bulkhead back into the rear-most of the four holes at the front of the chassis.

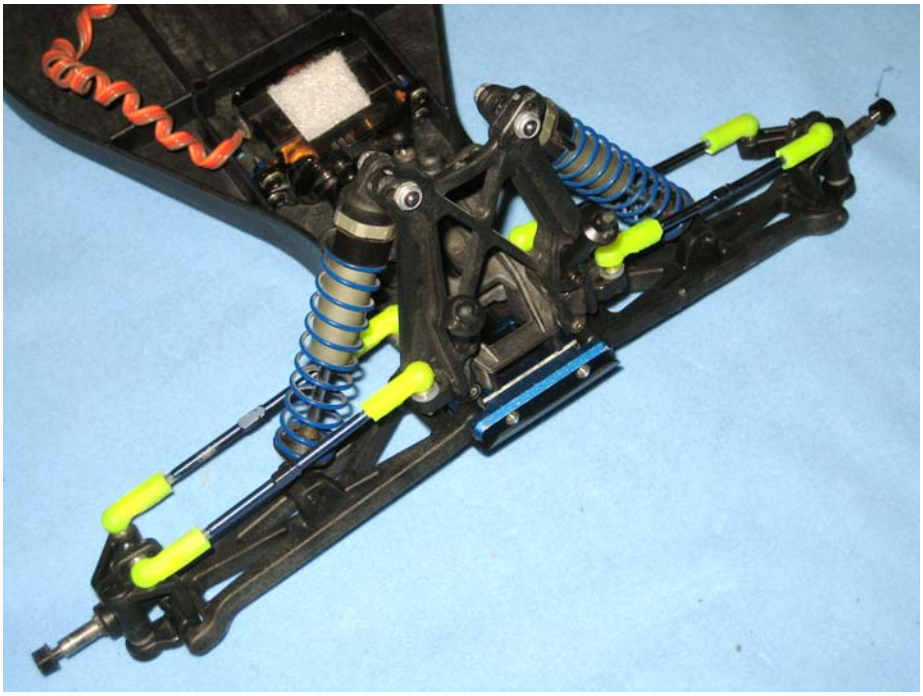


A17) Place the front bumper (9562) in position and secure it with the two 5/8” flat head screws you took out.



A18) Now secure the three screws for the top plate that you left finger tight in step A14 above

That's it -- front end is done.

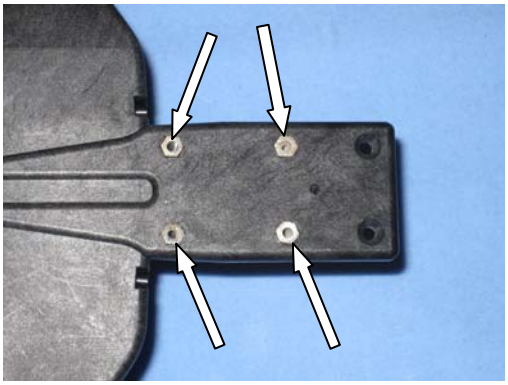


BAG B

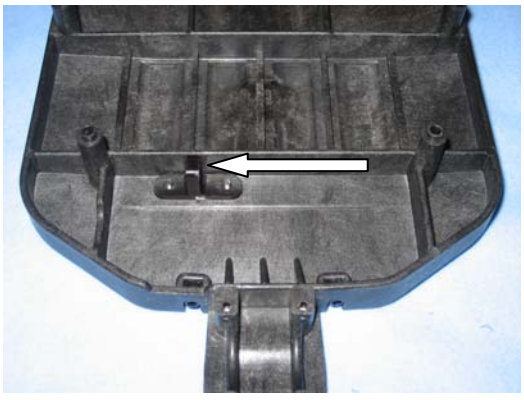
BULKHEAD & TRANSMISSION

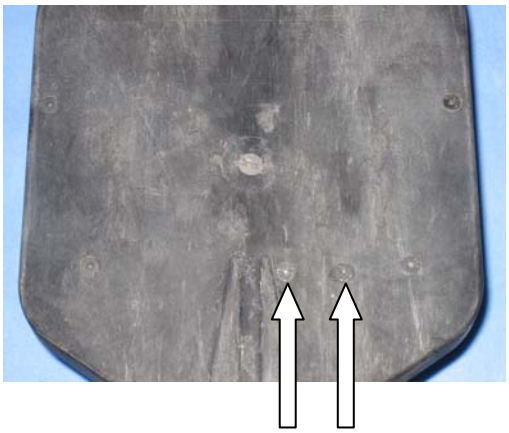
PREPARATION

B1) Install four ½" threaded inserts in the rear of the chassis from the bottom. Make sure the hex of each insert seats properly in the chassis. You may have to tap lightly to fully seat the inserts. The inserts should remain in place through the transmission install, and it's easiest to do them now. The rearmost holes in the chassis will be used later – they do not have hexes for the inserts.



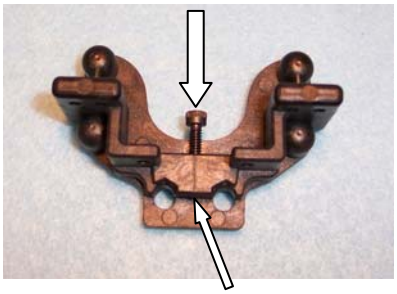
B2) Install the motor plate support bracket using two 4-40 X ¼" flat head screws. The screws come up from underneath the chassis and thread into the support. Notice the support is off-set to the left.

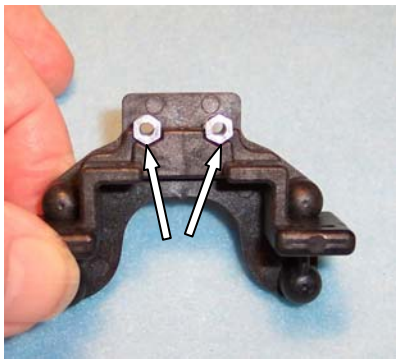




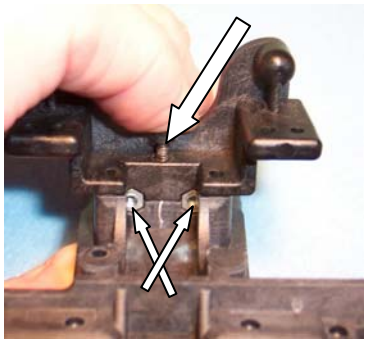
BULKHEAD

B3) Pre-tap the four holes in the rear of the bulkhead. Install a 4-40 X 5/8" cap head screw in the rear center hole of the bulkhead. Put the screw in until the threads are almost ready to emerge from the part. (Left photo) Then turn the bulkhead upside down and place the two 3/8" threaded inserts in their holes. The hexes face forward and fit in the molded hexes in the bulkhead. Note that half of the hex is molded into the bulkhead and half into the chassis. Keep the bulkhead upside down for instruction B4.

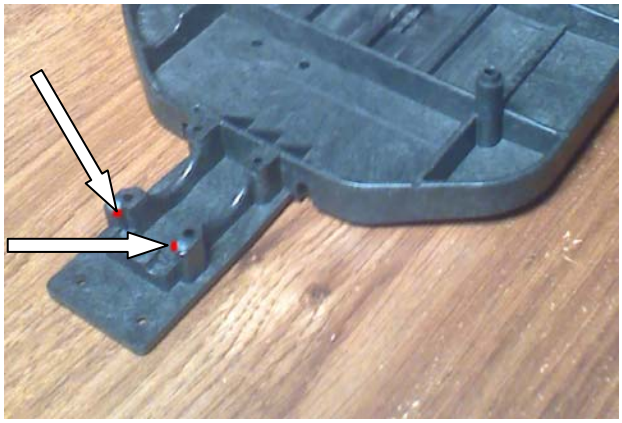




B4) Turn the chassis upside down and mate the bulkhead to the chassis. Take care that the threaded inserts remain in their hexes in the bulkhead and go into their hexes in the chassis. This is a pain to do, but most likely you'll only have to do it once. When you've got it right, secure the bulkhead by finishing installation of the 5/8" cap head from B3 above.

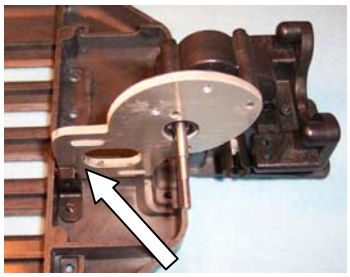


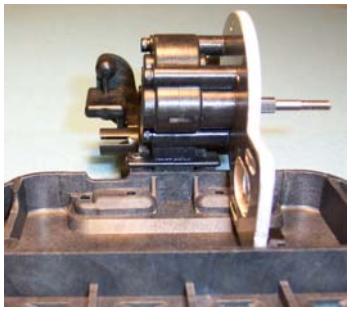
B5) **NOTE:** Tolerances are tight where the chassis mates with the bulkhead. Most bulkheads fit OK, but some are slightly oversized in one small spot. If you have one of these, please lightly run a file over the back inside corners of the chassis' transmission "box" to ensure proper fit.

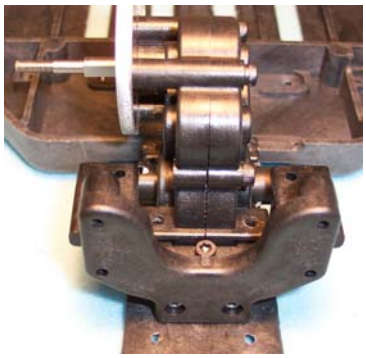


INSTALL THE TRANSMISSION

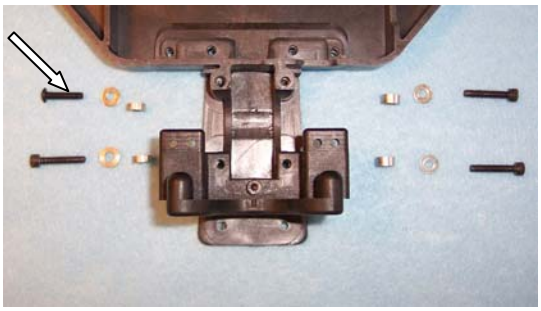
B6) Place the assembled transmission and motor plate in its box. It should be a snug fit but should slide up and down without too much force. Check that nothing is catching. The motor plate should be snug against the right side of the motor plate support.



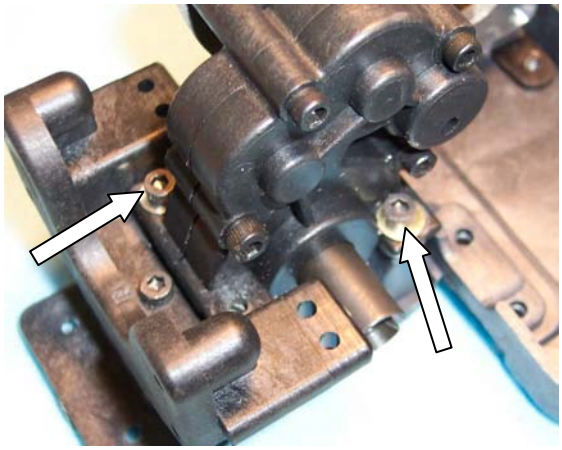




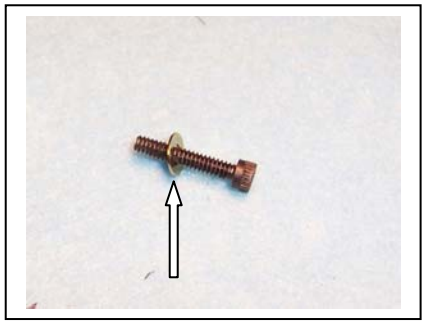
B7) Remove the transmission from the truck. Check the Tuning Section and Set-Up sheets to determine how high you will mount your transmission and select the proper shims from the bag of shims. Assemble three 4-40 X 5/8" cap head bolts, one 4-40 X ½" button head bolt, four flat washers, and the shims. Note that the short button head screw will be at the left front (arrow).

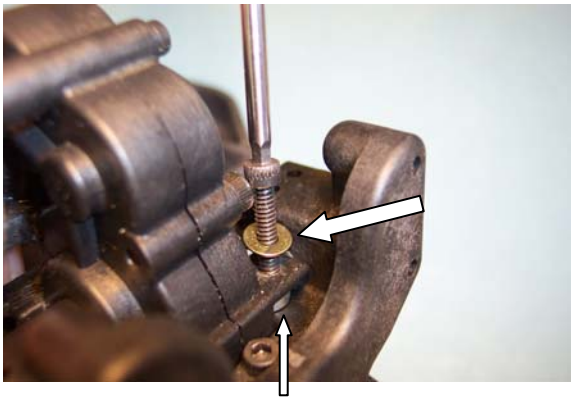


B8) Place the shims for the left rear and right front transmission bolts on their chassis bosses. Slide the transmission down over them and install two 4-40 X 5/8” cap head bolts and flat washers. Leave these bolts finger tight for now.

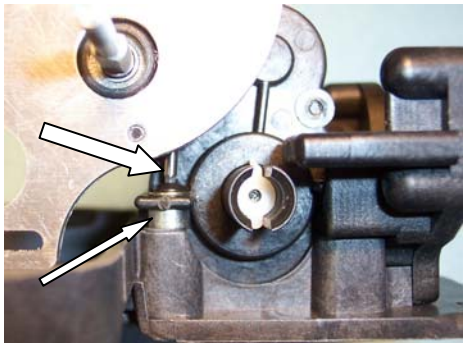


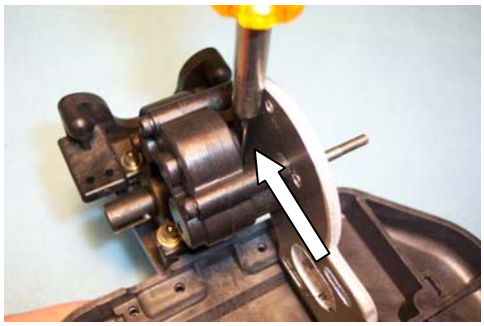
B9) Place a flat washer about half way on the last 4-40 X 5/8” cap head bolt. Slide the spacer under the right rear transmission mounting tab (small arrow). Put the bolt in so the washer is beneath the transmission case bolt (large arrow), then install the bolt finger tight. The head of this bolt will rub on the case bolt a bit, but that’s OK.

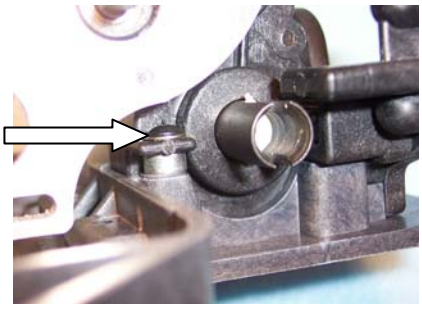




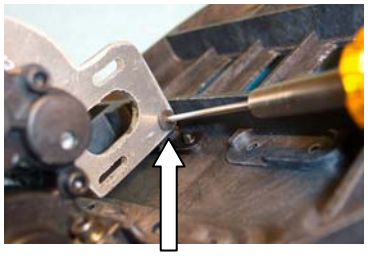
B10) Place the final spacer under the left front transmission mounting tab. Put the washer on the 4-40 X ½" button head bolt and engage the bolt with your wrench. Work the wrench down between the transmission and the motor plate to install this screw. Be careful not to strip the threads in the insert. When the left front bolt is properly engaged in its insert, apply final torque to all four transmission mounting bolts.

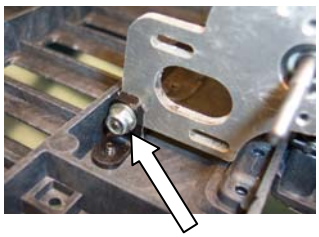






B11) Install the ½" flat head (from instruction #17) through the motor plate and motor plate support. You may need to loosen the two bolts that hold the support in the car. Secure with the flat washer and lock nut. Remember to re-tighten the motor plate support bolts when this step is finished. Some drivers foolishly leave this bolt out, but it is very important to prevent chassis flex and bending the motor plate.





B12) Re-assemble the spur and slipper assembly just as it was on the T4; however you must use the included 78-tooth spur gear.

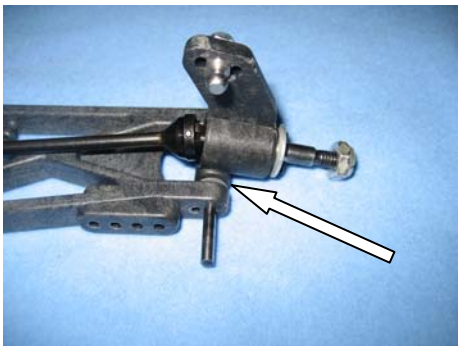
BAG C

REAR SUSPENSION

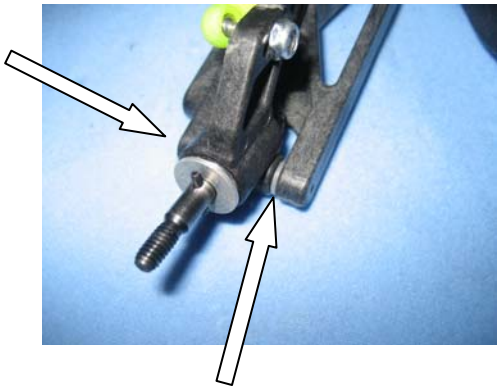
ASSEMBLE THE HUB CARRIERS

C1) We'll do the right arm first. AE hub carriers (9584) have 0 degrees of toe-in, so we'll put the left one, marked "L" on the right side to make the camber links straighter. X – 60 control arms are Interchangeable; choose one and put the shock mounting holes to the rear. You'll need the hinge pin (9622), two spacers (4187) and the little 2-56 button head screw.

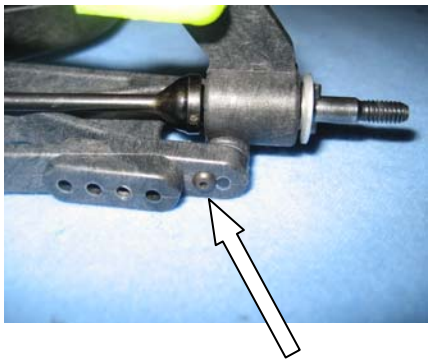
C2) Check the Tuning Section and Set-Up sheets for hub spacing. These instructions show hub in the center. Slide the hinge pin in from the rear, add one spacer (4187), then start the pin through the hub carrier.



C3) Place the second spacer (4187) between the hub carrier and the front of the control arm and slide the hinge pin the rest of the way through.



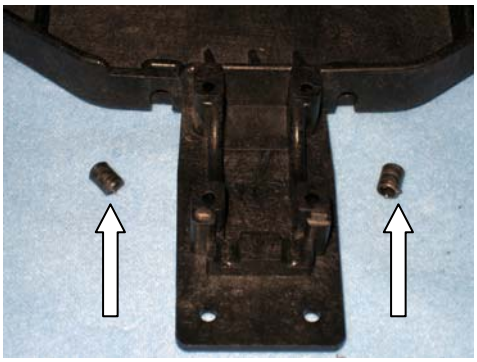
C4) Secure the hinge pin with the 2-56 screw. Be careful not to strip the hole for the screw – don't be a gorilla here.

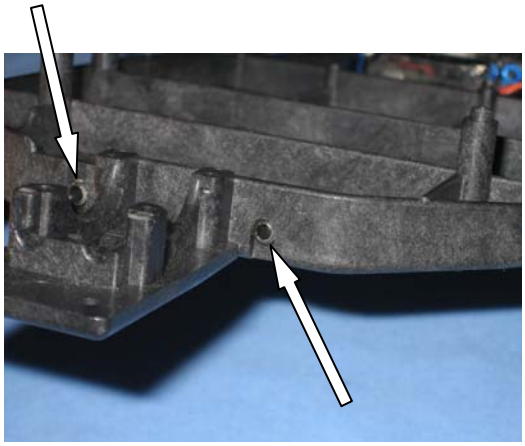


C5) Repeat C1 through C4 for the left side.

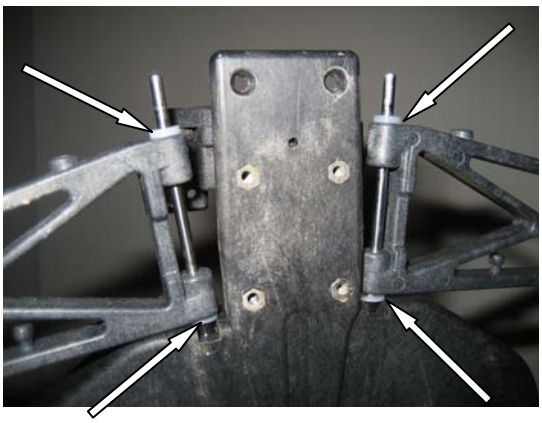
ASSEMBLE CONTROL ARMS TO THE TRUCK

C6) Bag C contains two brass bushings. When these photos were taken, only the plastic prototypes were available. Insert the brass bushings into the rear of the chassis, one on each side of the transmission box. Photos show the transmission out for clarity.

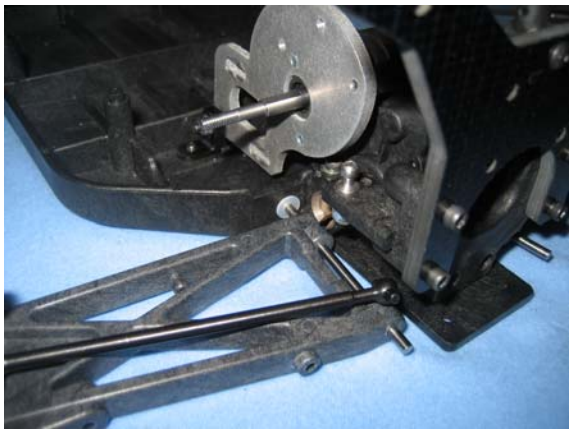




C7) Place the Lunsford Ti hinge pins in the two rear control arms. Insert the front end of the hinge pins into the bushings. Check the Tuning Section and Set-Up sheets. Here we have placed spacers in front of the arms and behind them.

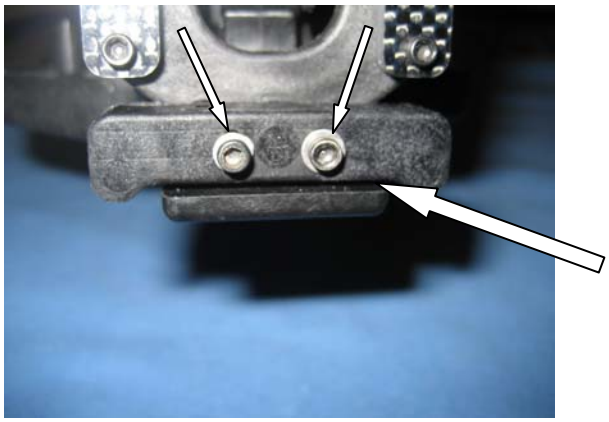


C8) X – 60 control arms and toe-in bars have been designed for about .060” of shims. Your AE shims are about .030, so the arms can go forward, middle, or back. Team drivers rarely space the arms forward, and they like having a shim between the arm and the bushing.

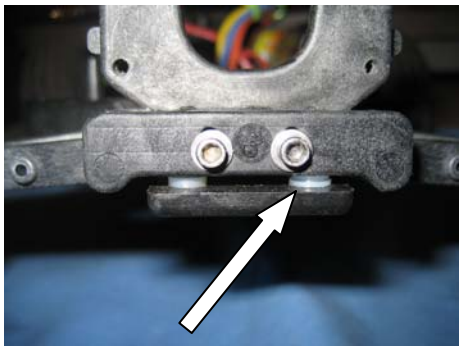


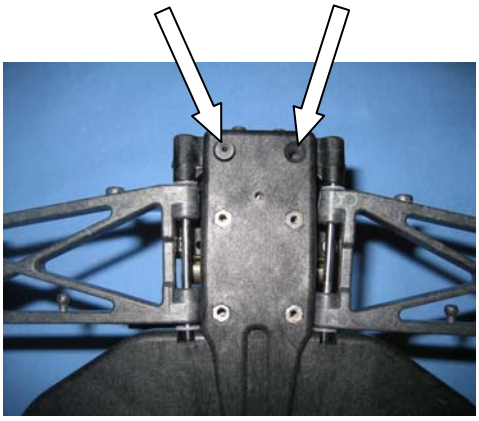
C9) Your X – 60 has been supplied with two toe-in bars, 3 degrees and 4 degrees. Check the Tuning Section and Set-Up sheets to determine which you will use. Engage the rear of the hinge pins in their holes in the toe-in bar. The bar will extend across the back of the chassis.

C10) Secure the toe-in bar with two 4-40 X ¾” cap head screws and flat washers (small arrows). Leave the screws finger-tight for now. The bar must be free to move up and down in its slots and there should be a gap between the bar and the chassis (large arrow).



C11) Consult the Tuning Section and Set-Up sheet to determine how many shims you will use under the toe-in bar tp set anti-squat. You have a bag with four 060" and two .030" shims which allow you to make .030" increments from zero to .150". In the left photo, we have a .030" and a .060" to make .090". Secure the toe-in bar and shims from below with the two 4-40 X 3/8" flat head screws. Then, secure the two cap head screws from C10 above..





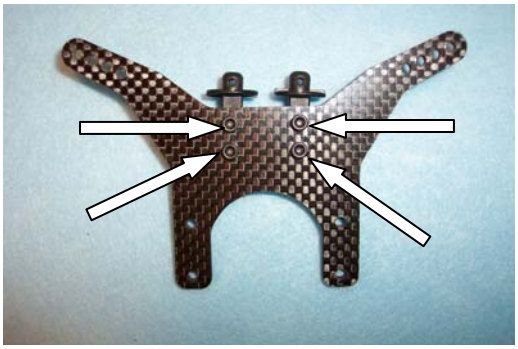
Almost finished now. This thing is sooo dialed…

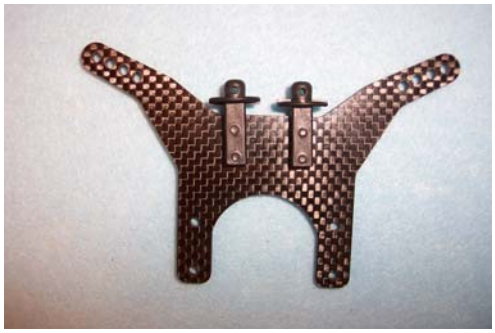
BAG D

FINISH IT UP

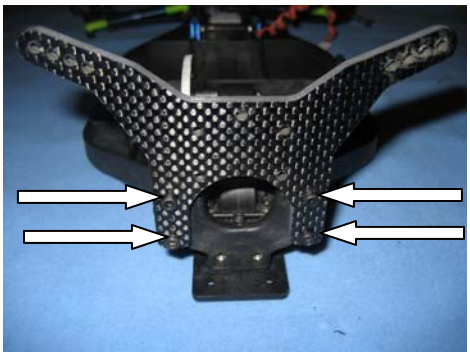
REAR TOWER & SHOCKS

D1) Install the body mounts to the shock tower using four 4-40 X 3/8" cap head screws. Make sure the mounts are straight.

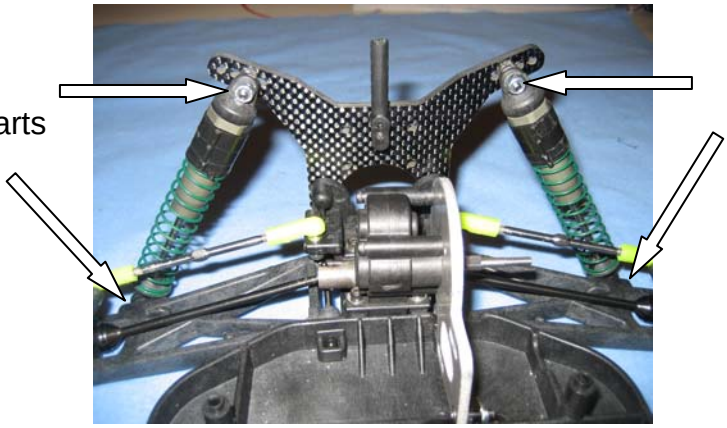




D2) Install the tower, with body mounts forward, using four 4-40 X ½" cap head bolts (two from bag, two from instruction #21). In a few bulkheads these screws have stripped when over-tightened, so don't be a gorilla here. Prototype tower in this photo, has no body mounts.

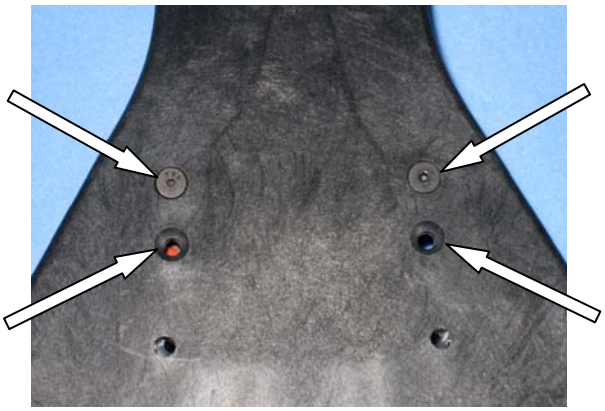


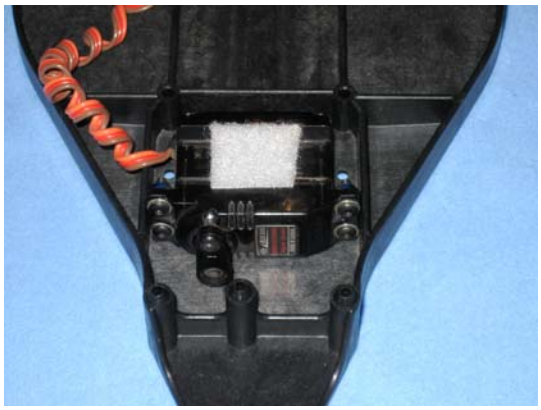
D3) Install the rear shocks to the front of the shock tower and the rear of the control arms using all the parts saved from your T4. This photo still has a prototype body mount.



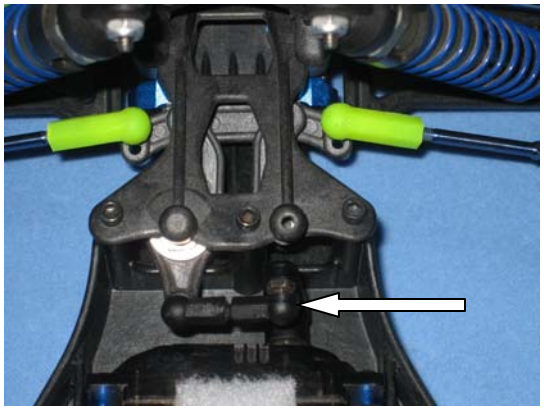
ELECTRONICS

D4) As a tuning option, we have included two sets of mounting holes for the servo, forward and back. Check the Tuning Section and Set-up sheet to see which you will use. These photos show the servo in the forward position. The servo installs with the two saved flat-head screws from the bottom just as in the T4.

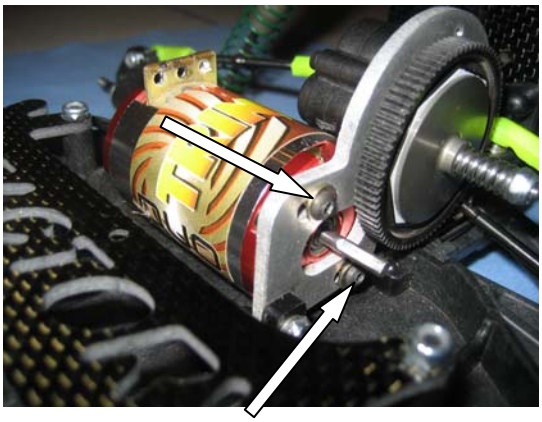




D5) Re-attach the servo link just as it was in your T4.



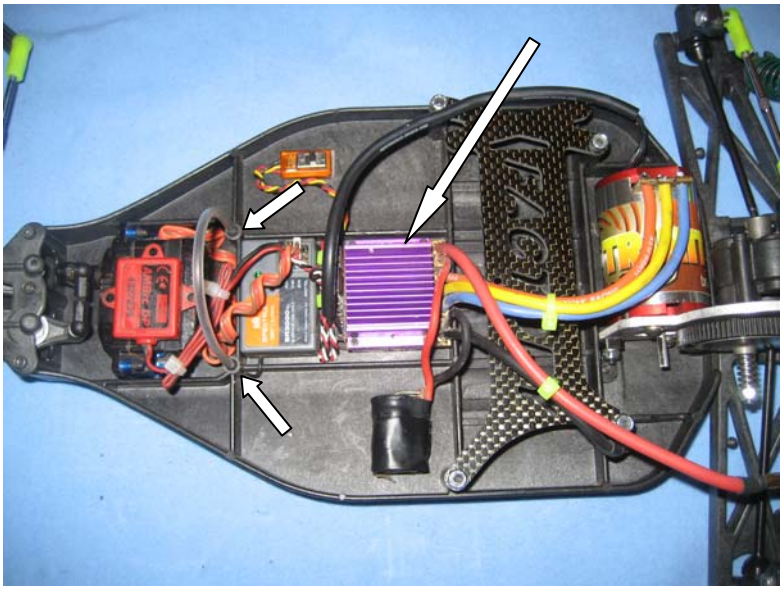
D6) Install the motor using the two motor screws from your T4.



D7) Use the four 4-40 lock nuts to install the battery strap. There is room for the wires on your LiPo pack on the left side of the chassis.

If you will use NiMh cells, you need part # 1224, a CF strap that fits just as the LiPo strap fits. Make up a 4 + 2 pack, and place the 4 cells in the rear and the two in front. You can shim the 2 cells anyplace in their space for weight distribution.

D8) If you are using LiPo, install the E.S.C. (long arrow) in the center of the chassis just ahead of the battery slot. If your receiver will fit in front of the E.S.C., we suggest you place it in the center too. We have supplied two antenna mounts (short arrows) so you may place the receiver on either side or run the wire on the convenient side. Run the wire down through the tiny hole at the side of the mount so the wire sticks out the bottom of the truck. Then push the wire back up through the center of the hole and into the tube. When the antenna wire is properly in the tube, push the tube into the chassis.. Here, Chris has an interesting antenna “loop” going from one side of the truck to the other. Cool!!!



BODY

D9) Paint that great J Concepts body, then remove the blue overspray shield, cut out the wing, and bolt the wing to the body. Cut out the body along the cut lines and carefully line the body up with the four body mounts, then use your ream to make the four holes for the posts. If you are using an FM radio, there is a small dimple for your antenna tube. Use the body clips you saved. (They're around here somewhere!)

D10) Put the wheels on – we won't insult you with a picture – and let's go racing!!! We suggest you read the tuning section at least once just to confuse yourself thoroughly and then,

Let's show them how a really dialed truck performs out there!!!!

TUNING SECTION

It's like Ripley's Believe It Or Not – Take it for what it's worth!

TRANSMISSION HEIGHT

The X – 60 is the first mass produced off-road truck we know of with adjustable transmission height. This allows you to adjust the height of the point of contact between the dogbones and the outdrives. In theory, raising this point of contact gives more forward bite and less side bite. Lowering the point of contact does the opposite: more side bite and less forward.

We are changing the angle of the dogbone in the outdrive. If you keep the ride height the same, changing the height of the outdrives changes the angle of the dogbones. On a conventional buggy, rear ride height changes are done to affect dogbone angle, and front ride height is adjusted secondly to compensate for the rear.

The New Math allows you to set dogbone angle and ride height independently. The Team usually sets transmission height first, then adjusts the remainder of the car, with front and rear ride heights based on the remainder of the set-up rather than dogbone angle considerations.

Included in Bag B is a Ziplock bag of transmission shims; four each of .030", .060", .090". and .120" Counting zero, this gives five transmission height positions. .060" is about the same as your T4.

Important note: For all settings above .030", add equal shims under the motor plate support. You can use #4 flat washers for this purpose.

ANTI-SQUAT AND TOE-IN – More Math!

Your X – 60 has been designed to make adjustments of rear toe-in and anti-squat as easy as possible. Two toe-in bars are provided in Bag C: 3^o per side and 4^o per side. More toe-in helps the truck develop forward traction coming out of corners, but less toe-in gives better side bite. So it's another trade-off and is an adjustment you should make early in your set-up work for each track. There are commercially available hub carriers from RaySpeed and Racer's Edge which put different amounts of toe-in at the hub (the AE hub carriers are 0^o), so you have a wide range of options.

We have run all the way from 3^o at the pivot + 0^o at the hub = 3^o to 4^o at the pivot + 1 $1/2^o$ at the hub = 5 $1/2^o$! At 5 $1/2^o$ the rear end gets so locked up that steering reaction

decreases, but you can do it. On the xx-4 it was discovered that toe-in at the pivot performs differently from toe-in at the hub, so please have at it and let us know how it works out.

Anti-squat adjusts the up-and-down angle of the rear hinge pins, thus affecting the angle of the rear hubs. This changes the way the wheels put power on the ground and changes the way the suspension works. Tilting the hinge pins so the rear is down increases forward bite, reduces side bite, makes the car jump with an higher arc and lets it accelerate better through bumpy sections. Raising the rear of the hinge pins does the opposite: less forward bite, more side bite, flatter jumps, better acceleration in smooth areas.

Bag C includes a Ziplock bag with 2 .030" shims and four .060" which allows anti-squat adjustment all the way from zero to .150". For your information, .150" of shims = about 0 degrees anti-squat. No shims = about 4 degrees anti-squat. So each .030" shim = about 0.8 degrees. However, the Team no longer refers to anti-squat in degrees, but rather we discuss the number of inches of shim.

Once again, you should adjust anti-squat early in your preparation for a race, taking into consideration dogbone angle.

IT'S ALL ABOUT WEIGHT DISTRIBUTION

Everything about the X – 60 is different from a rear-motor truck, and many drivers must learn to drive all over again. A rear motor acts like a pendulum, making the back of the truck want to "come around" in corners or fly up like a bucking bronco over bumps. With the weight in the center these things no longer happen.

First, you'll carry more speed through corners. Because weight is concentrated in the center of the truck, the X – 60 turns in better. With no pendulum effect in the back, the rear end stays more planted. The truck naturally takes a smoother "normal" racing line through corners rather than the "point-and-shoot" or "rotate" line now in use with rear-motor trucks. Watch out that you don't run into other trucks slowing down for the corners!

Believe it or not, the X – 60's weight distribution is almost the same as a "normal" truck, so the Team runs springs, oils, and pistons about the same as before. (What's "normal" about the motor hanging out the back?) The X – 60 is more stable in bumpy sections and is particularly good in off-camber turns.

GEARING AND SLIPPER

The Team mainly uses the 78 spur gear. The T4 spur simply won't fit, and this means you will want to go down about two teeth on your pinion. The 81 will fit, but to use it you should grind a bit off the ends of the dogbone pins so the pins no longer protrude from the outdrives. Under certain circumstances, we think often when the truck is up-side-down, we've experienced contact between the pins and the 81 spur. It doesn't seem to bother the pins much…

We suggested slipper adjustment slightly looser than on the T4. Slipper and diff adjustment is critical on the X – 60. Under all circumstances, the slipper must slip before the diff, so after adjusting the slipper as you need, re-adjust the diff to suit.

Running a looser slipper allows you to get on the power harder and quicker coming out of corners and through rough sections, taking advantage of the X – 60's higher speeds in these sections. On higher bite surfaces, tighten the slipper back up to accelerate harder and blow away those "normal" trucks.

There is one advantage to a rear motor car: in the first five feet after a corner weight pivots back on acceleration reducing the car's tendency to "fishtail." On most tracks the X – 60 has no problem here (see Weight Distribution above), but on slippery surfaces (That's different from "loose.") power application is more difficult and trigger skill is required. A looser slipper helps now. It's not a real disadvantage – remember that you came through the corner faster – but many drivers will want to readjust the slipper and learn better throttle control for the occasional slippery track

That's really more than you wanted, but we can't stop talking with the Family.

We've worked very hard to improve quality on every part
of the X – 60 over our previous Kits.
These improvements have been very costly, but we
think they are important and you will like this new truck.

Please, please, call or E-mail with
comments and suggestions.
Complaints go to the top of our list because
that's how we improve our products.
Suggestions from the Family are the fastest way
to new ideas for improvement and new products.
We solicit your input.

The X – 60 is the most dialed thing we've made yet, so

Let's go crush the competition!!!