



EOS
EURO OFFROAD SERIES
SEASON CHAMPION
2X

EOS
EURO OFFROAD SERIES
ROUND WINNER
7X

NATIONAL CHAMPION

MADE IN
EUROPE

XRAY
1/10 LUXURY ELECTRIC STADIUM TRUCK

XT2 DIRT CONVERSION SUPPLEMENTARY SHEET

Use this XT2 Dirt Conversion Supplementary Sheet along with standard XT2 Instruction Manual and also XT2'18 Supplementary Sheet.

BAG

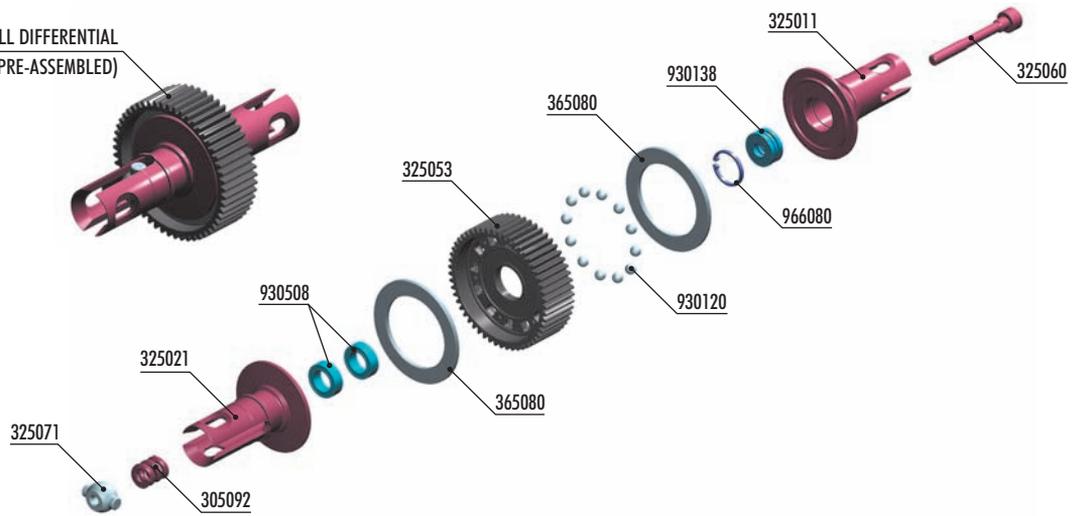
08

Parts included in Bag 8:

303141	ALU SHIM 3x5x1.0MM (10)	326112-M	COMPOSITE BATTERY STRAP - MEDIUM - DIRT EDITION
322111	XT2 COMPOSITE SUSPENSION ARM FRONT LOWER	327320	REAR ARM PIVOT PIN (2)
323011	COMPOSITE MID MOTOR GEAR BOX (3 GEARS) SET	901304	HEX SCREW SB M3x4 (10)
323083	XT2 GRAPHITE SHOCK TOWER REAR 4.0MM	902306	HEX SCREW SH M3x6 (10)
323111	XT2 COMPOSITE SUSPENSION ARM REAR LOWER	902312	HEX SCREW SH M3x12 (10)
323552	XT2 GRAPHITE REAR SHOCK TOWER ADJUSTING SHIM 4.0MM (2)	902314	HEX SCREW SH M3x14 (10)
324011	ALU MID & REAR MOTOR PLATE - SWISS 7075 T6 (3MM)	902318	HEX SCREW SH M3x18 (10)
324041	COMPOSITE MOTOR UPPER BRACE - DIRT EDITION	902340	HEX SCREW SH M3x40 (10)
324050	COMPOSITE GEAR COVER - DIRT EDITION	903306	HEX SCREW SFH M3x6 (10)
324225	COMPOSITE GEAR 25T - GRAPHITE	903322	HEX SCREW SFH M3x22 (10)
325001	BALL ADJUSTABLE DIFFERENTIAL XH - SET - HUDY SPRING STEEL™		

1. BALL DIFFERENTIAL

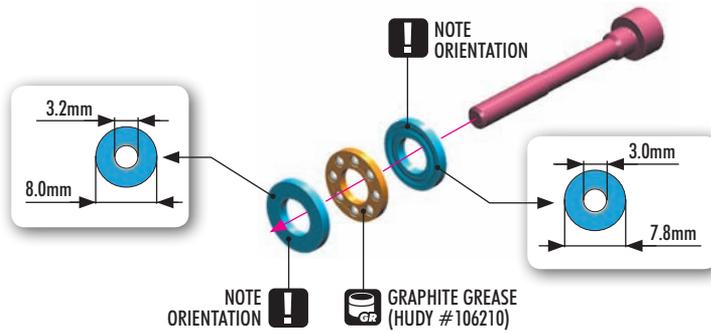
325001 BALL DIFFERENTIAL
(FACTORY PRE-ASSEMBLED)



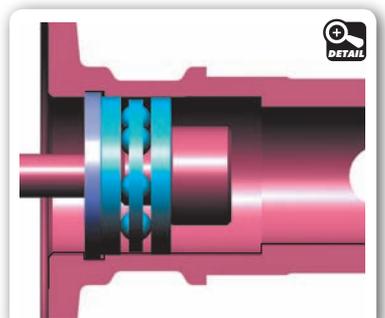
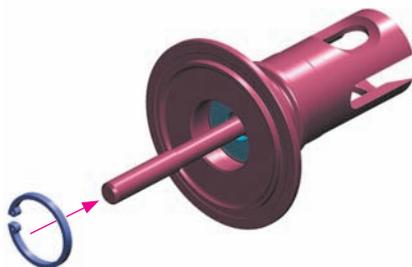
30 5092	BALL DIFFERENTIAL SPRING	32 5071	ALU BALL DIFFERENTIAL NUT
32 5001	BALL ADJUSTABLE DIFFERENTIAL XH - SET - HUDY SPRING STEEL™	36 5080	DIFF WASHER 17 x 24.5 x 1 (2)
32 5011	BALL DIFF SHORT OUTPUT SHAFT XH - HUDY SPRING STEEL™	93 0120	CARBIDE BALL 2.4MM FOR BALL DIFF (12)
32 5021	BALL DIFF LONG OUTPUT SHAFT XH - HUDY SPRING STEEL™	93 0138	CARBIDE BALL-BEARING AXIAL F3-8 3x8x3.5 - V2
32 5053	COMPOSITE BALL DIFFERENTIAL GEAR 53T	93 0508	BALL-BEARING 5x8x2.5 (2)
32 5060	SCREW FOR BALL DIFF ADJUSTMENT - SPRING STEEL™	96 6080	CH-CLIP 8 - GRINDED (2)



930138
BA 3x8x3.5



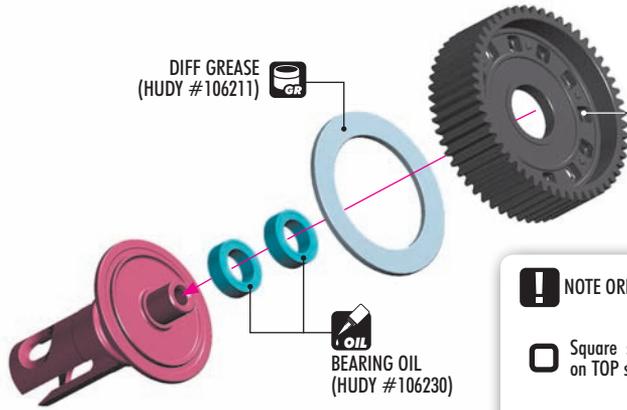
966080
C 8



1. BALL DIFFERENTIAL



930508
BB 5x8x2.5

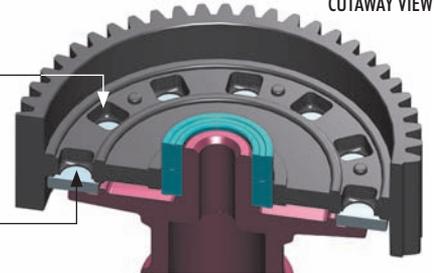


NOTE ORIENTATION

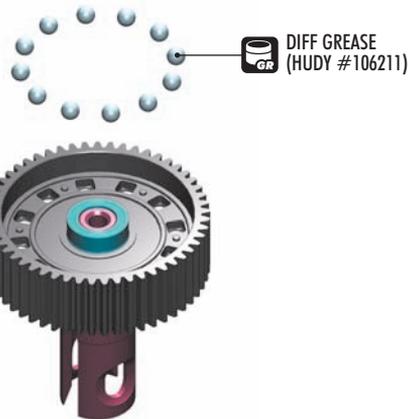
□ Square shape orientation on TOP side.

○ Round shape orientation on BOTTOM side.

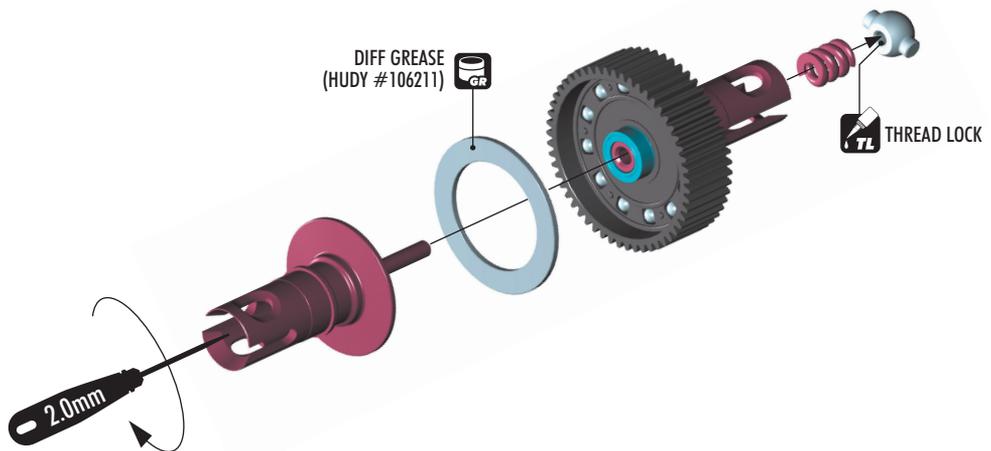
CUTAWAY VIEW



930120
B 2.4

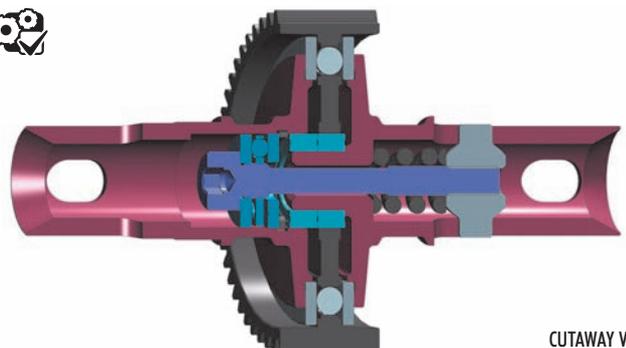


DIFF GREASE (HUDY #106211)



! **IMPORTANT:** When you build the differential, do not tighten it fully initially; the differential needs to be broken in properly. When you build the diff tighten it very gently. When you put the diff in the car and complete the assembly, run the car for a few minutes, tighten the diff a little bit, and then recheck the diff. Repeat this process several times until you have the diff tightened to the point you want it. Final adjustments should ALWAYS be made with the diff in the car and on the track.

To access the diff when it is installed in the car, you need to remove the camber linkage on the side from which the diff screw is installed. This will detach the suspension. Then use a 2mm hex wrench to adjust the diff.



CUTAWAY VIEW

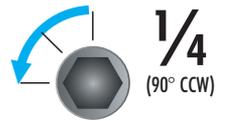
BALL DIFF BREAK-IN & SET-UP INFO

The differential is factory pre-assembled including all greases, but is NOT ready to race immediately.

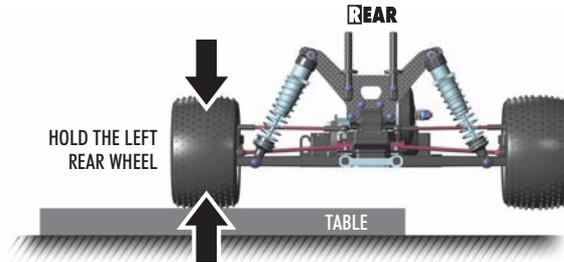
BEFORE RACING, follow these steps to properly break in the differential.

INITIAL BALL DIFFERENTIAL BREAK-IN

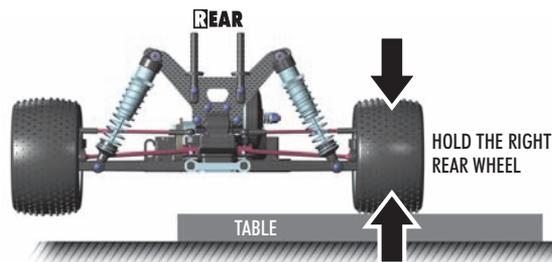
- 1 Loosen the adjustment screw $\frac{1}{4}$ turn (90° CCW).



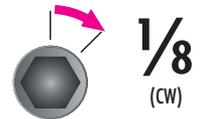
- 2 Rest the car on a flat surface (such as a table) and hold the left rear wheel securely in your hand. Apply 15% throttle to let the right rear wheel spin freely off the ground. Do this for about 10-15 seconds. Release the throttle so the wheels do not spin.



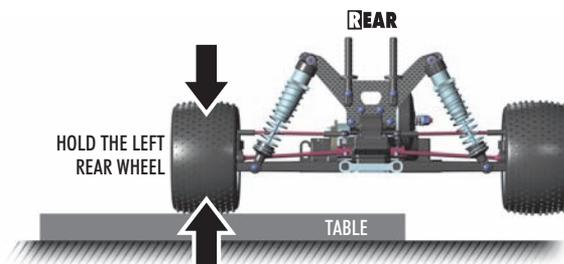
- 3 Switch sides, and hold the right rear wheel securely in your hand. Again apply 15% throttle to let the left rear wheel spin for 10-15 seconds. Release the throttle so the wheels do not spin.



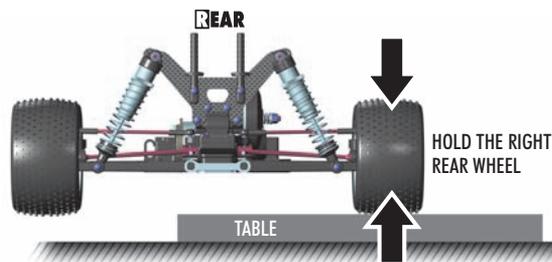
- 4 Tighten the ball diff $\frac{1}{8}$ turn (CW) with a 2mm hex wrench.



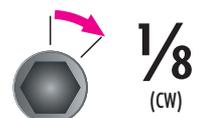
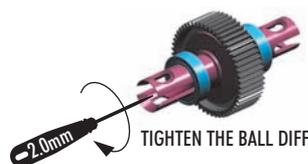
- 5 Now repeat the above process again but this time apply 30% throttle. Rest the vehicle on a flat surface (such as a table) and hold the left rear wheel securely in your hand. Apply 30% throttle to let the right rear wheel spin freely off the ground. Do this for about 10-15 seconds. Release the throttle so the wheels do not spin.



- 6 Switch sides, and hold the right rear wheel securely in your hand. Again apply 30% throttle to let the left rear wheel spin for 10-15 seconds. Release the throttle so the wheels do not spin.



- 7 Tighten the ball diff $\frac{1}{8}$ turn (CW) with a 2mm hex wrench. This completes the INITIAL break-in process.



BALL DIFF BREAK-IN & SET-UP INFO

SLIPPER CLUTCH & BALL DIFFERENTIAL ADJUSTMENT

It is critical that the slipper clutch and ball diff tension be set so that the slipper clutch always slips **FIRST** before the ball diff. The ball diff should **NEVER** slip as this will damage diff balls and diff washers.

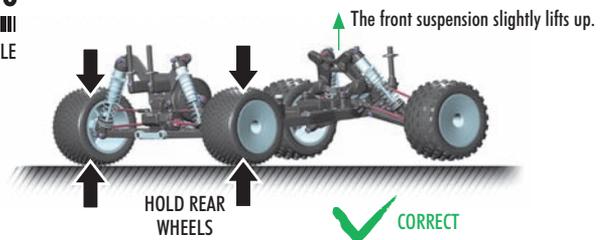
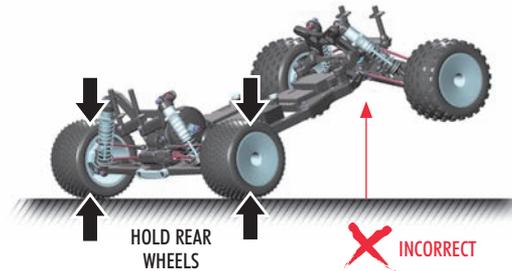
! THE BALL DIFF SHOULD **NEVER** SLIP



! SLIPPER CLUTCH ALWAYS SLIPS **FIRST**

BEFORE 1ST RUN

Place the car on a flat table and hold both rear wheels. Apply short bursts of **100%** full throttle. The front suspension should extend fully, but the front wheels should **NOT** lift off the ground. If needed, tighten or loosen the slipper adjustment nut as required.



1ST RUN

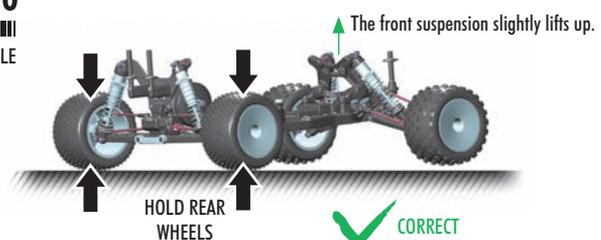
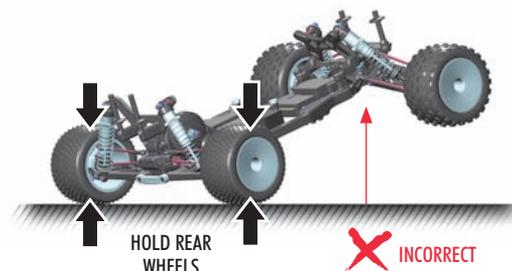
! **IMPORTANT**

During the first run listen to the car for metallic slipping sounds. If you hear metallic slipping sounds it means your differential is set too loose. Tighten the differential only $\frac{1}{8}$ turn (CW) and recheck.

YOU SHOULD NOT HEAR ((?)) METALLIC SLIPPING SOUNDS

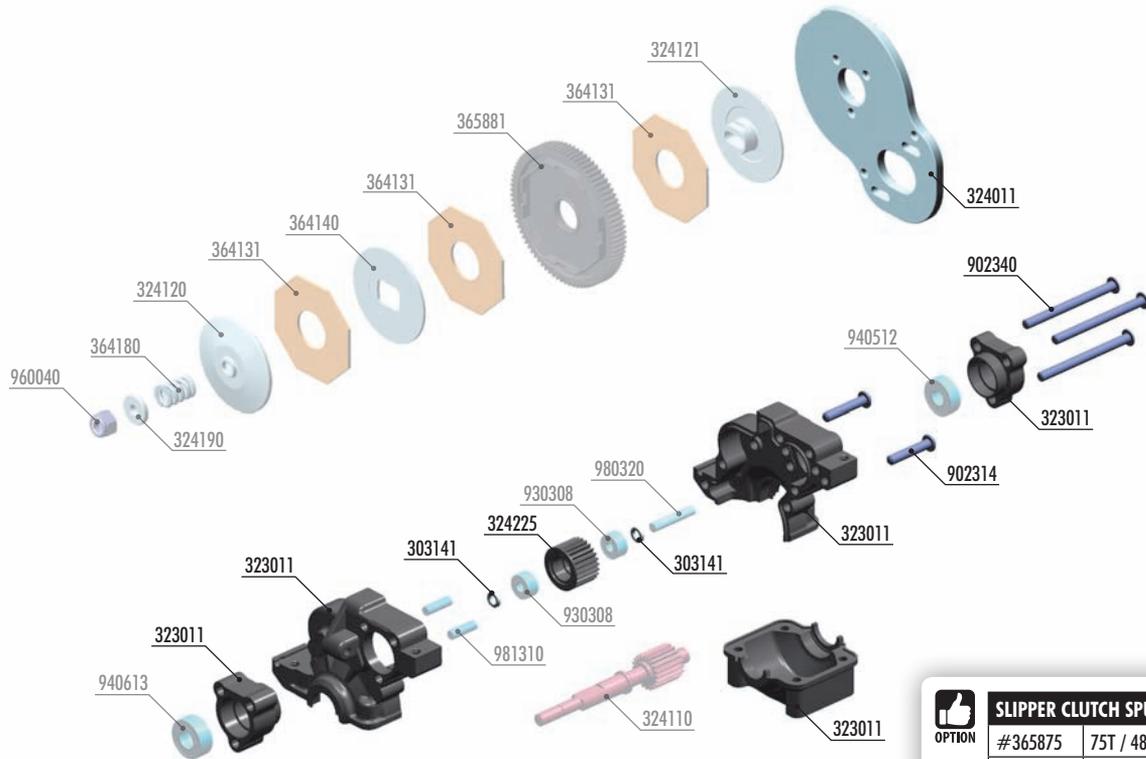
AFTER 1ST RUN

After the first run, check again for the proper slipper and ball diff adjustment with the same procedure. Place the car on a flat table and hold both rear wheels. Apply short bursts of **100%** full throttle. The front suspension should extend fully, but the front wheels should not lift off the ground. If needed, tighten or loosen the slipper adjustment nut as required.



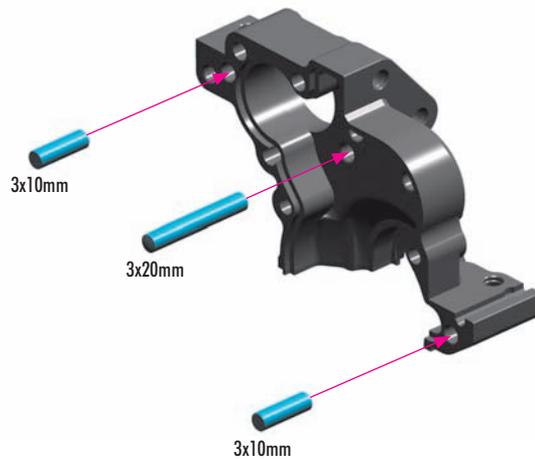
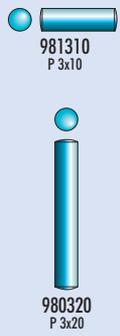
2. REAR TRANSMISSION

3 GEAR REAR TRANSMISSION

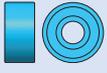


SLIPPER CLUTCH SPUR GEARS		
	#365875	75T / 48 (OPTION)
	#365878	78T / 48 (OPTION)
	#365881	81T / 48 (INCLUDED)
	#365884	84T / 48 (OPTION)
	#365887	87T / 48 (OPTION)

- | | | | |
|---------|--|---------|--|
| 30 3141 | ALU SHIM 3x5x1.0MM (10) | 36 5884 | COMPOSITE 3-PAD SLIPPER CLUTCH SPUR GEAR 84T / 48 (OPTION) |
| 323011 | COMPOSITE MID MOTOR GEAR BOX (3 GEARS) SET | 36 5887 | COMPOSITE 3-PAD SLIPPER CLUTCH SPUR GEAR 87T / 48 (OPTION) |
| 32 4011 | ALU MID & REAR MOTOR PLATE - SWISS 7075 T6 (3MM) | 90 2314 | HEX SCREW SH M3x14 (10) |
| 32 4110 | ALU TOP SHAFT 20T - SWISS 7075 T6 - HARD COATED | 90 2340 | HEX SCREW SH M3x40 (10) |
| 32 4120 | ALU 3-PAD SLIPPER CLUTCH PLATE - SWISS 7075 T6 | 93 0308 | BALL-BEARING 3x8x4 (2) |
| 32 4121 | ALU 3-PAD SLIPPER CLUTCH PLATE WITH ADAPTER | 94 0512 | HIGH-SPEED BALL-BEARING 5x12x4 RUBBER SEALED (2) |
| 32 4190 | ALU 3-PAD SLIPPER CLUTCH SHIM | 94 0613 | HIGH-SPEED BALL-BEARING 6x13x5 RUBBER SEALED (2) |
| 32 4225 | COMPOSITE GEAR 25T - GRAPHITE | 96 0040 | NUT M4 (10) |
| 36 4131 | SLIPPER CLUTCH PAD "SLS" - V2 (2) | 98 0320 | PIN 3x20 (10) |
| 36 4140 | ALU 3-PAD SLIPPER CLUTCH PLATE DISC - 7075 T6 | 98 1310 | PIN 3x10 (10) |
| 36 4180 | SLIPPER CLUTCH SPRING C=30 - BLACK | | |
| 36 5875 | COMPOSITE 3-PAD SLIPPER CLUTCH SPUR GEAR 75T / 48 (OPTION) | | |
| 36 5878 | COMPOSITE 3-PAD SLIPPER CLUTCH SPUR GEAR 78T / 48 (OPTION) | | |
| 36 5881 | COMPOSITE 3-PAD SLIPPER CLUTCH SPUR GEAR 81T / 48 | | |



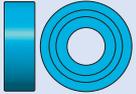
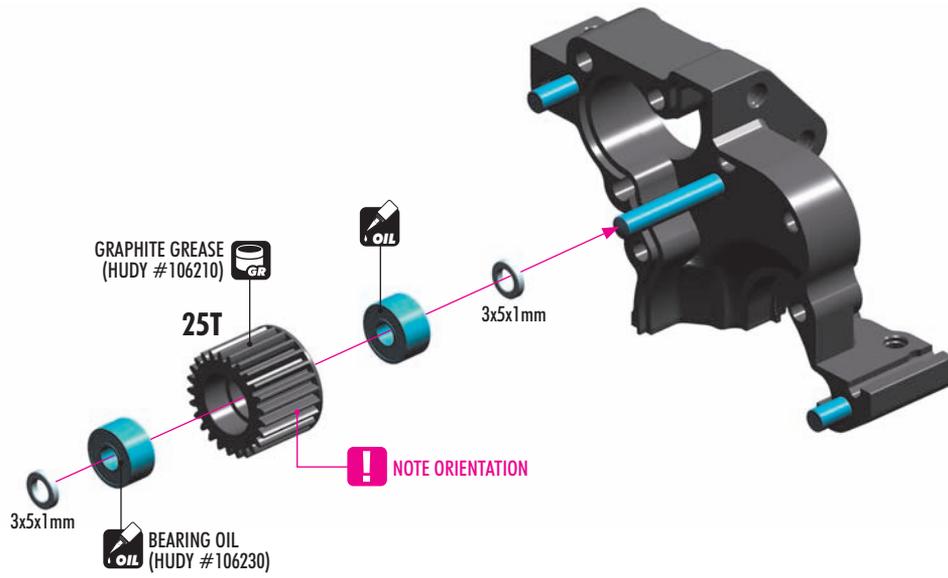
2. REAR TRANSMISSION



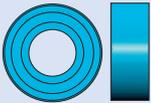
930308
BB 3x8x4



303141
SHIM 3x5x1



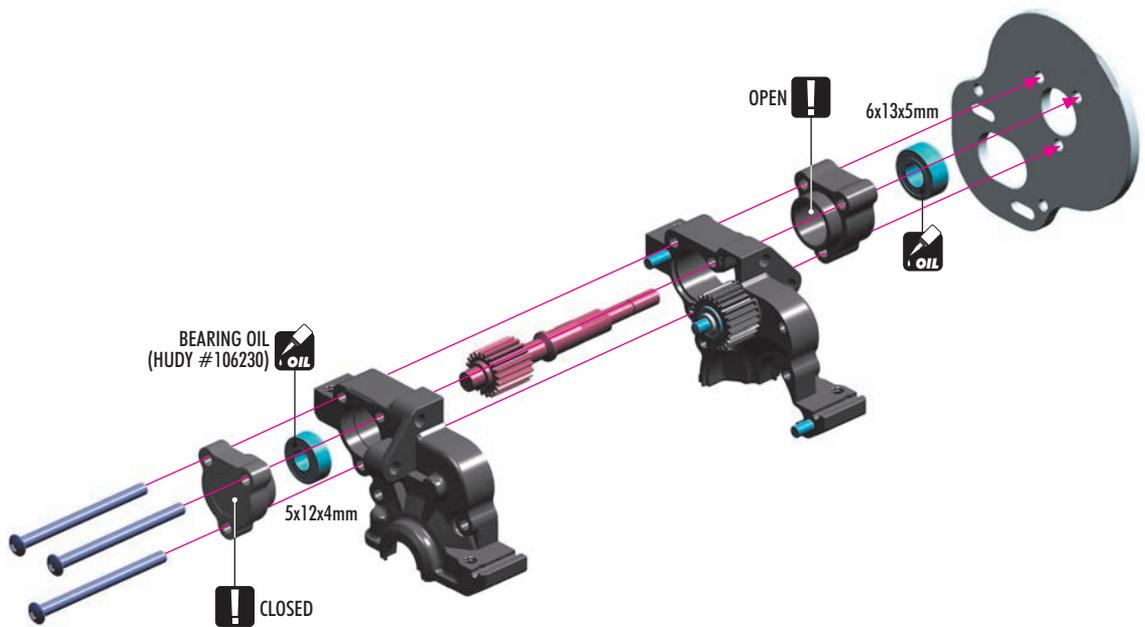
940512
BB 5x12x4



940613
BB 6x13x5



902340
SH M3x40



2. REAR TRANSMISSION

SLIPPER CLUTCH SPUR GEARS		
OPTION	#365875	75T / 48 (OPTION)
	#365878	78T / 48 (OPTION)
	#365881	81T / 48 (INCLUDED)
	#365884	84T / 48 (OPTION)
	#365887	87T / 48 (OPTION)

NOTE ORIENTATION !

NOTE ORIENTATION !

NOTE ORIENTATION !

960040
N M4

Flush with end of shaft

DETAIL

902314
SH M3x14



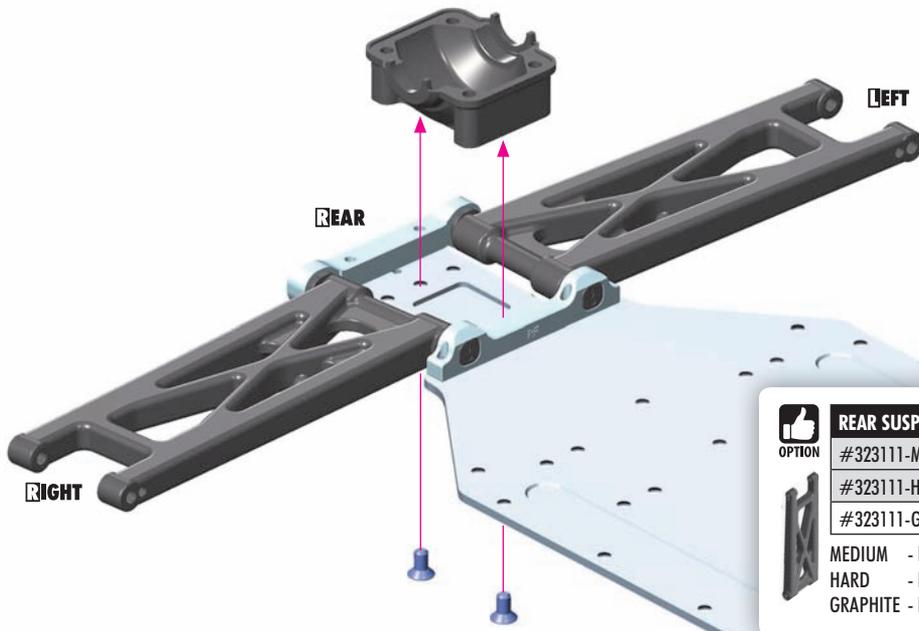
! Follow the **XT2** Instruction Manual for specific steps.

3. REAR SUSPENSION

PAGE 13 / STEP 1



903306
SFH M3x6



REAR SUSPENSION ARMS		
#323111-M	MEDIUM	INCLUDED
#323111-H	HARD	INCLUDED
#323111-G	GRAPHITE	OPTION

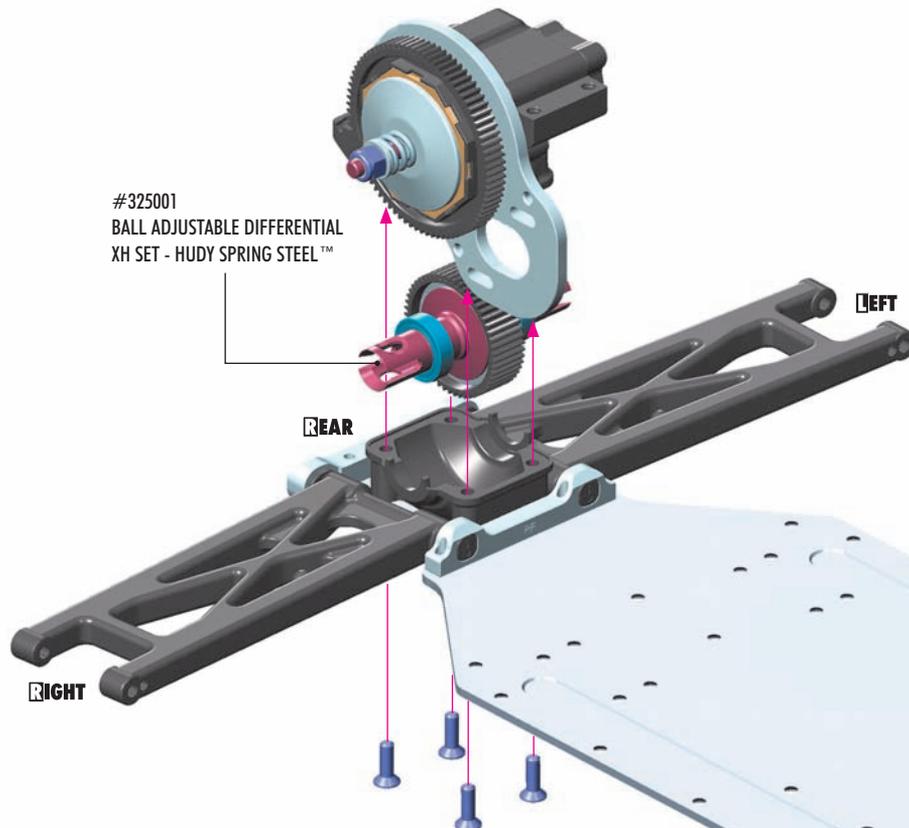
MEDIUM - For very-low & low traction
 HARD - For medium & high traction
 GRAPHITE - For high & very-high traction

3. REAR SUSPENSION

PAGE 13 / STEP 1



903322
SFH M3x22



#325001
BALL ADJUSTABLE DIFFERENTIAL
XH SET - HUDY SPRING STEEL™



306219 SHIM 3x6x2

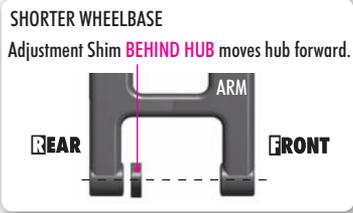
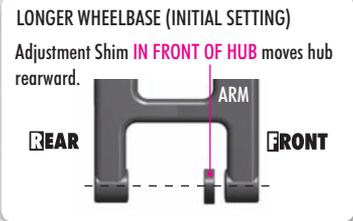
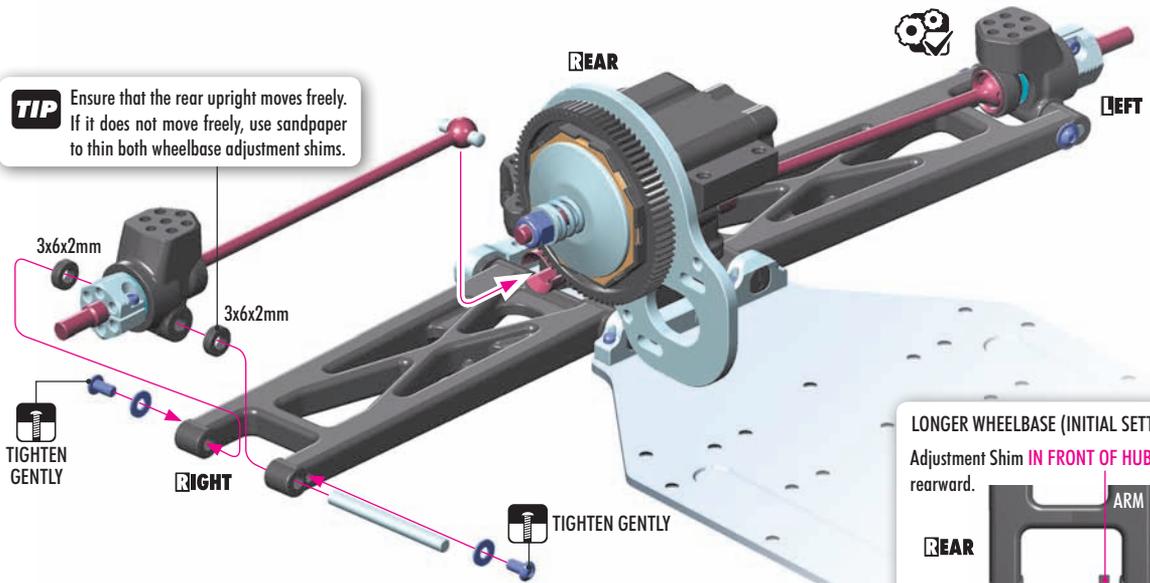


902254 SH M2.5x4

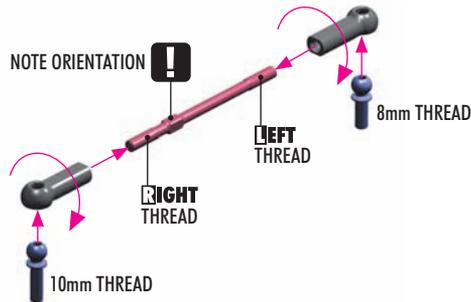


961025 WASHER S 2.5

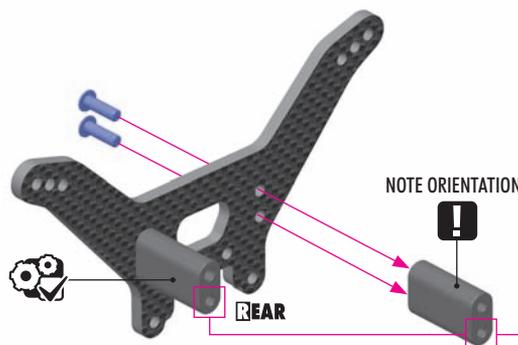
TIP Ensure that the rear upright moves freely. If it does not move freely, use sandpaper to thin both wheelbase adjustment shims.



2x L=R

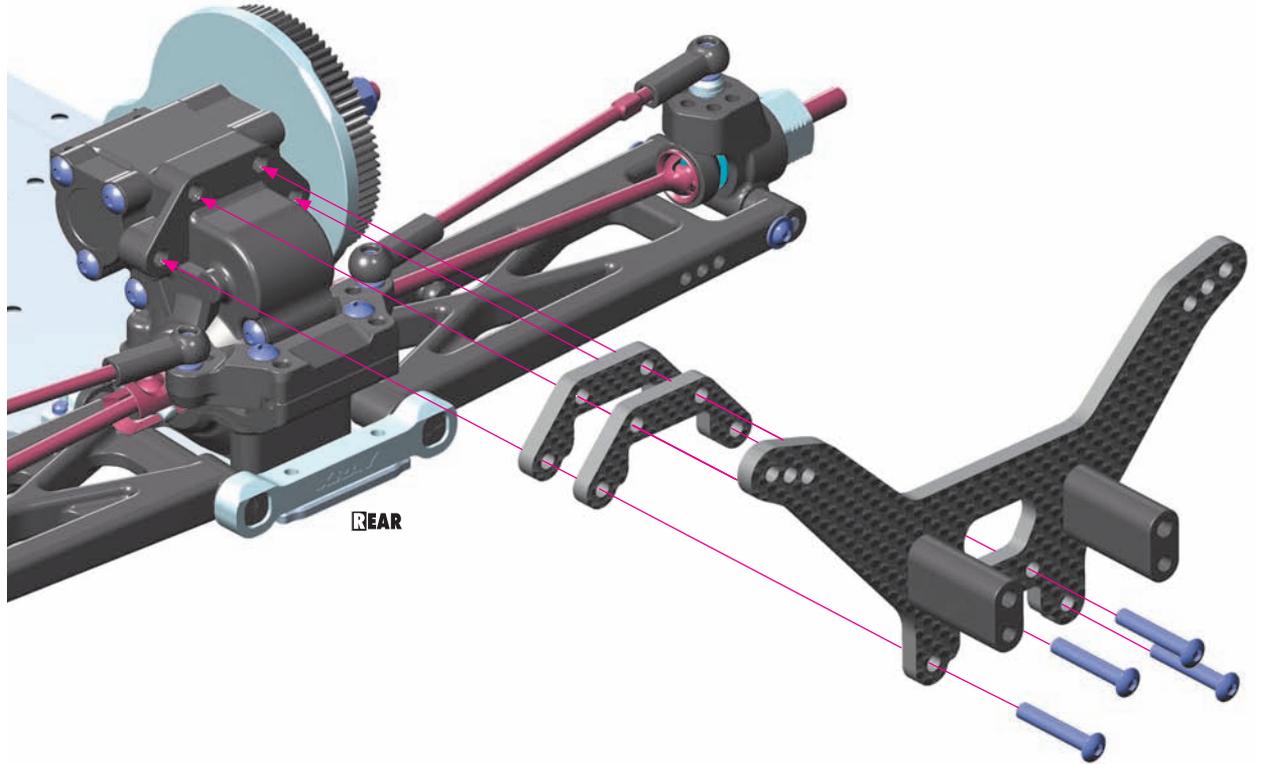


902310 SH M3x10

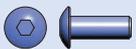




902318
SH M3x18



REAR



902308
SH M3x8



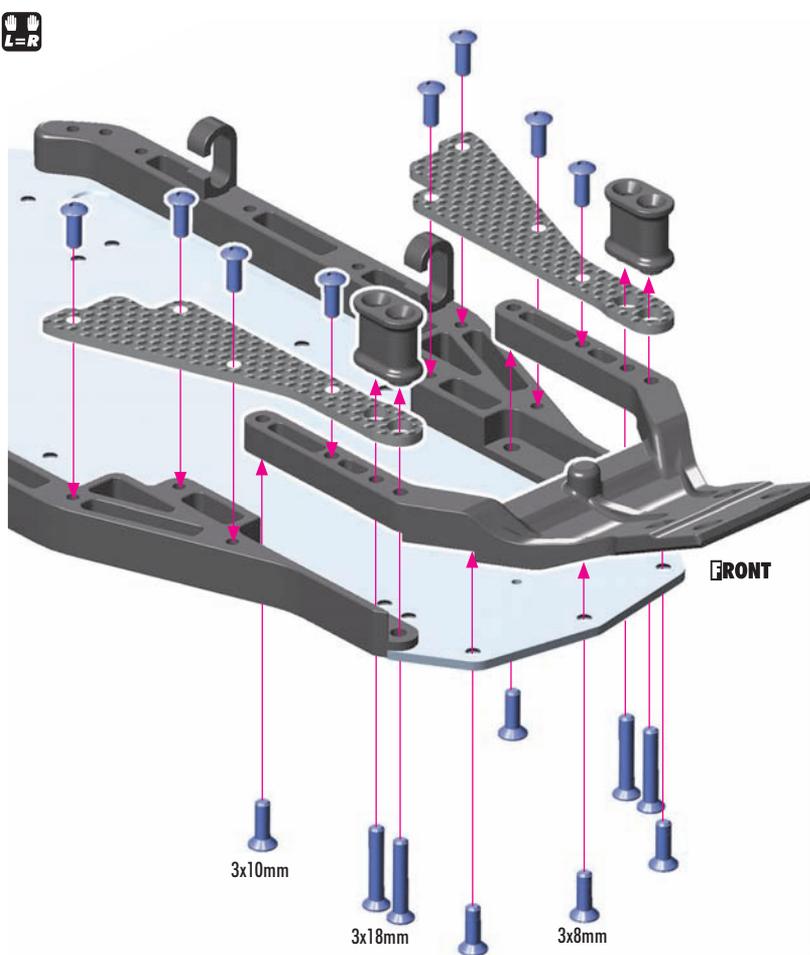
903308
SFH M3x8



903310
SFH M3x10



903318
SFH M3x18



FRONT

3x10mm

3x18mm

3x8mm



GRAPHITE SIDE GUARD BRACE

#321266	SOFT	OPTION
#321263	MEDIUM	OPTION
#321267	STIFF	INCLUDED



- SOFT - For very-low, low traction tracks.
- MEDIUM - For low & medium traction tracks.
- STIFF - For high- & very-high traction tracks.



FRONT LOWER CHASSIS BRACE

#321262-M	MEDIUM	OPTION
#321262-H	HARD	INCLUDED



- MEDIUM - For very-low, low & medium traction. Generates more traction.
- HARD - For high- & very-high traction tracks. More stable and less traction on front susp.

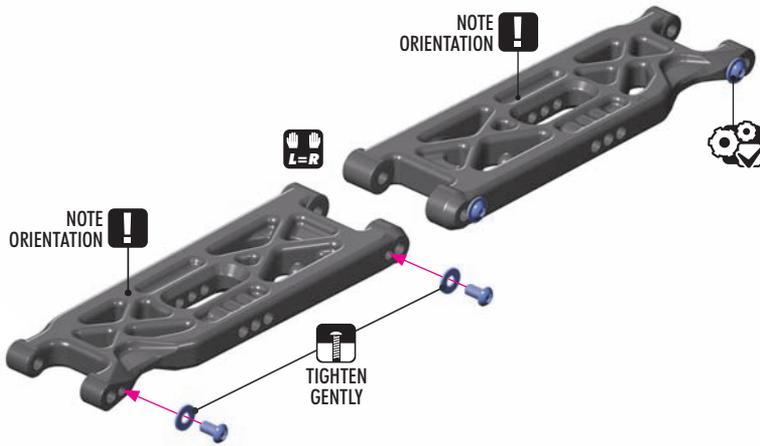


902254
SH M2.5x4



961025
WASHER S 2.5

2x



SUSPENSION ARM			
OPTION	#322111-M	MEDIUM	INCLUDED
	#322111-H	HARD	INCLUDED
	#322111-G	GRAPHITE	OPTION

MEDIUM - For very-low & low traction
 HARD - For medium & high traction
 GRAPHITE - For high & very-high traction



306219
SHIM 3x6x1

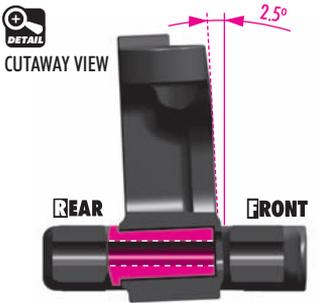
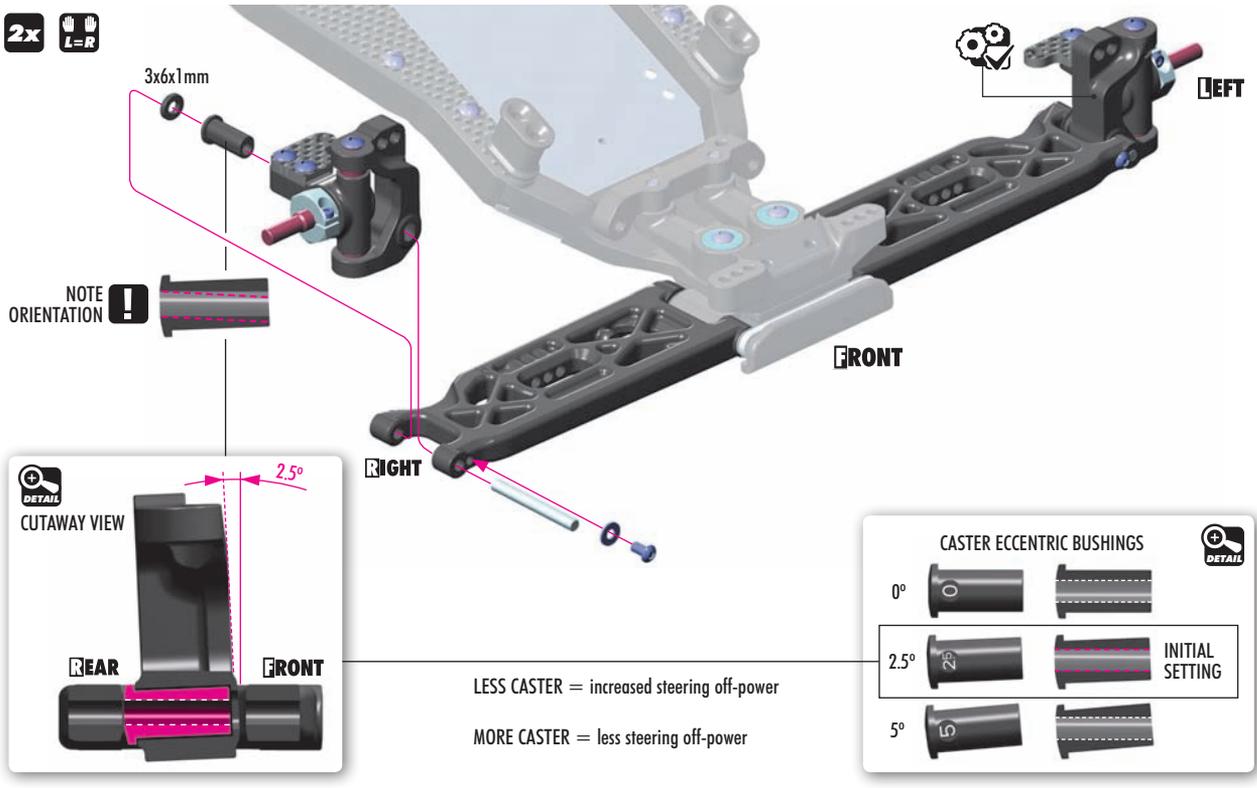


902254
SH M2.5x4



961025
WASHER S 2.5

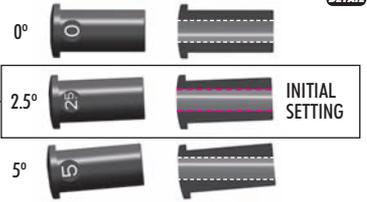
2x



LESS CASTER = increased steering off-power

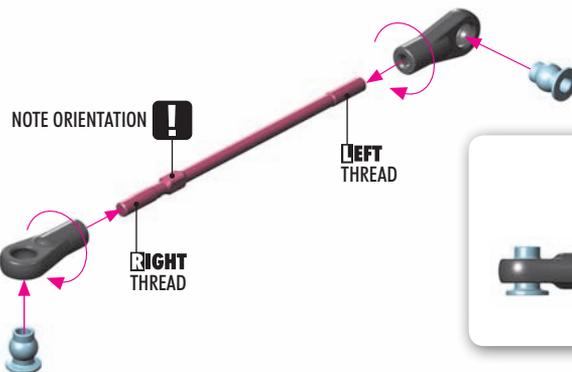
MORE CASTER = less steering off-power

CASTER ECCENTRIC BUSHINGS



STEERING LINKS

2x



5. FRONT SUSPENSION

PAGE 23 / STEP 4

STEERING LINKS

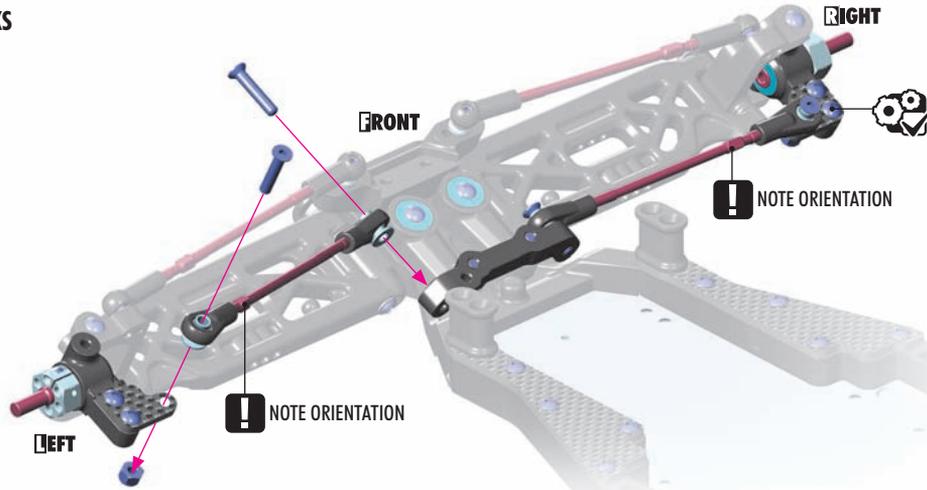
2x 



903316
SFH M3x16



960030
NUT M3



6. SHOCK ABSORBERS



972031
0 3x2.1



HUDY Premium Silicone Oils
Oil 500cSt (#106350)

2x

REAR SHOCK (LONG)
Oil 500cSt



HUDY Premium Silicone Oils
Oil 650cSt (#106365)

2x

FRONT SHOCK (SHORT)
Oil 650cSt

7. FINAL ASSEMBLY

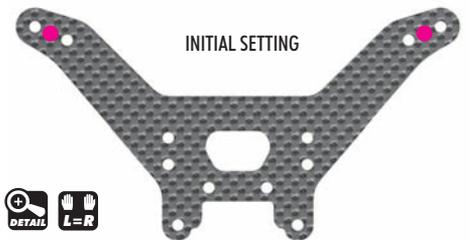
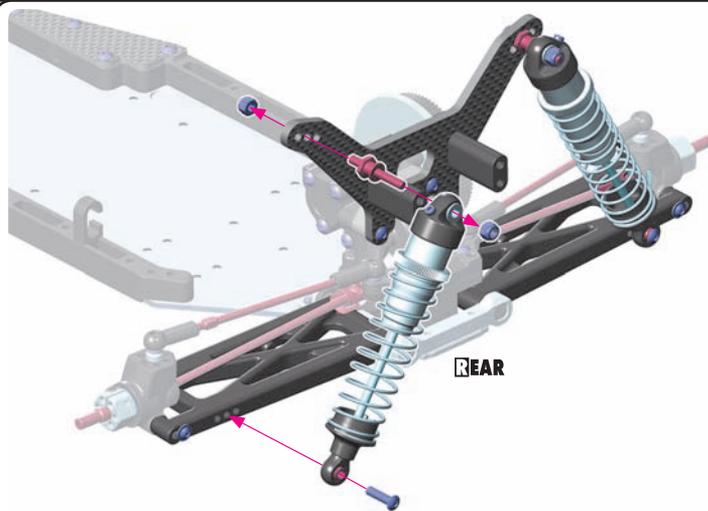
PAGE 30 / STEP 2



960030
NUT M3



902310
SH M3x10

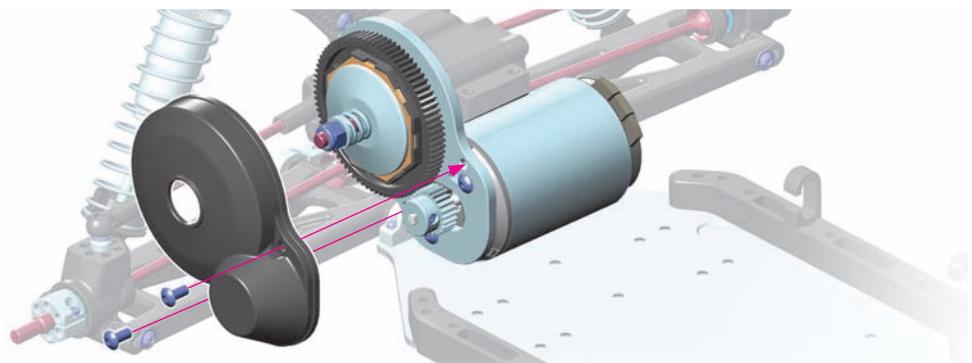


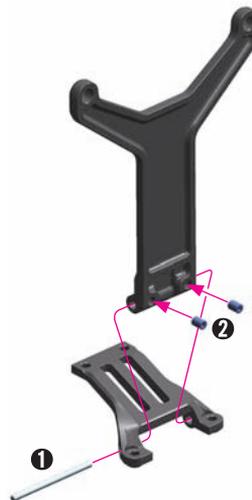
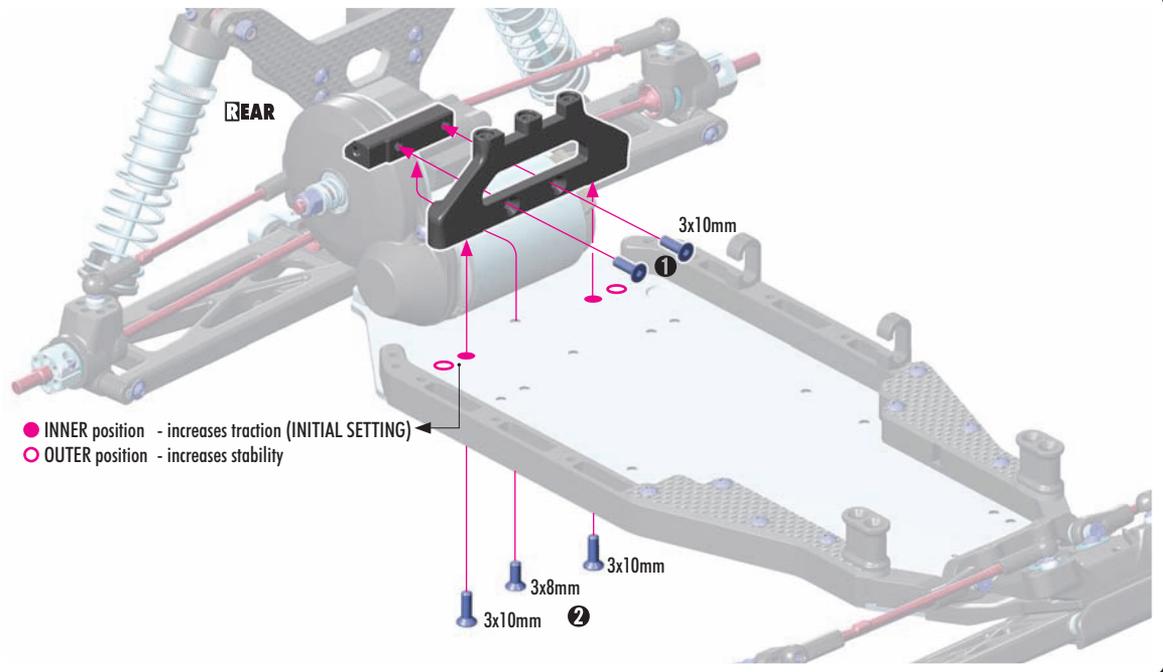
7. FINAL ASSEMBLY

PAGE 31 / NEW STEP



902306
SH M3x6





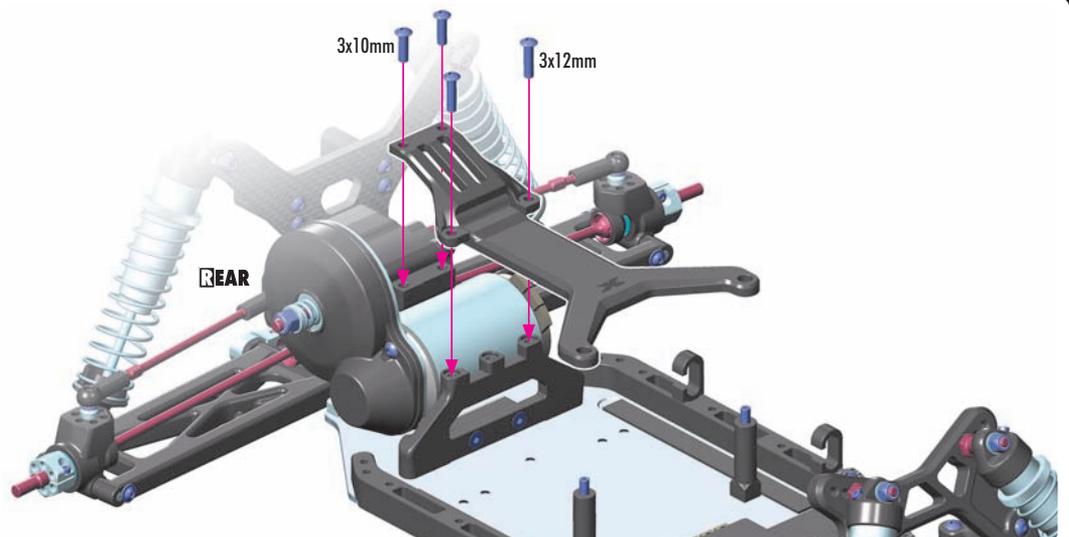
BATTERY STRAP		
OPTION	#326112-M	MEDIUM INCLUDED
	#326112-H	HARD OPTION



902310
SH M3x10



902312
SH M3x12



SET-UP SHEET

XRAY XT2'18

RACE

TRACK

NAME DATE

LAPS BEST LAP TIME sec

QUALIFYING POSITION FINAL POSITION

TRACK

SIZE OPEN MEDIUM TIGHT

TRACTION

VERY-LOW MEDIUM VERY-HIGH

SURFACE SMOOTH MEDIUM BUMPY

TYPE CLAY CARPET ASTRO

CONDITION BLUE GROOVE HARD PACKED DRY

DUSTY LOAMY WET

TRANSMISSION

DIFFERENTIAL BALL DIFF GEAR DIFF OIL cst

SATELITE GEARS COMPOSITE STEEL

SLIPPER ADJUSTMENT mm

GEARING

GEAR BOX GEAR 3 GEARS 4 GEARS

PINION T SPUR GEAR T

FRONT	SHOCKS	REAR
SPRINGS		
OIL		
REBOUND		
PISTONS		
<input type="checkbox"/> 2 HOLES	<input type="checkbox"/> ø1.2mm <input type="checkbox"/>	<input type="checkbox"/> 2 HOLES <input type="checkbox"/>
<input type="checkbox"/> 3 HOLES	<input type="checkbox"/> ø1.3mm <input type="checkbox"/>	<input type="checkbox"/> 3 HOLES <input type="checkbox"/>
<input type="checkbox"/> 6 HOLES	<input type="checkbox"/> ø1.4mm <input type="checkbox"/>	<input type="checkbox"/> 6 HOLES <input type="checkbox"/>
<input type="checkbox"/> HOLES	<input type="checkbox"/> ø1.6mm <input type="checkbox"/>	<input type="checkbox"/> HOLES <input type="checkbox"/>
<input type="checkbox"/> HOLES	<input type="checkbox"/> ø1.7mm <input type="checkbox"/>	<input type="checkbox"/> HOLES <input type="checkbox"/>
<input type="checkbox"/> HOLES	<input type="checkbox"/> ø mm <input type="checkbox"/>	<input type="checkbox"/> HOLES <input type="checkbox"/>
<input type="checkbox"/> HOLES	<input type="checkbox"/> ø mm <input type="checkbox"/>	<input type="checkbox"/> HOLES <input type="checkbox"/>
DOWNSTOP SHIM <input type="checkbox"/> mm		DOWNSTOP SHIM <input type="checkbox"/> mm
INSERT UNDER PISTON		INSERT UNDER PISTON
LENGTH <input type="text"/> mm		LENGTH <input type="text"/> mm
UPSTOP SHIM <input type="checkbox"/> mm		UPSTOP SHIM <input type="checkbox"/> mm
INSERT ABOVE COLLAR		INSERT ABOVE COLLAR
KIT	BALL JOINT	KIT

SHOCK TOWER

FRONT GRAPHITE COMPOSITE REAR GRAPHITE COMPOSITE

ANTI ROLL BARS

FRONT mm THICKNESS mm REAR mm

TIRES

FRONT TYPE REAR TYPE

FRONT INSERTS REAR INSERTS

FRONT WHEELS REAR WHEELS

ELECTRONICS

MOTOR

SPEEDO

BATTERIES

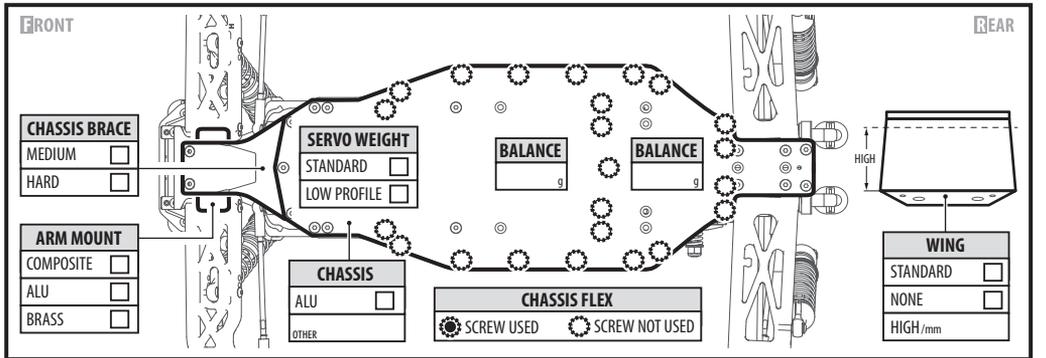
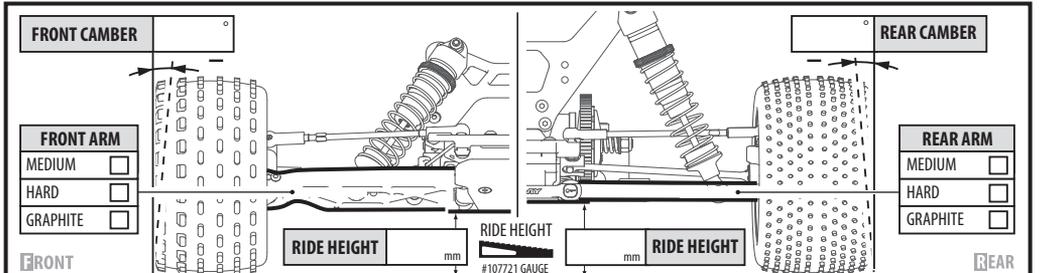
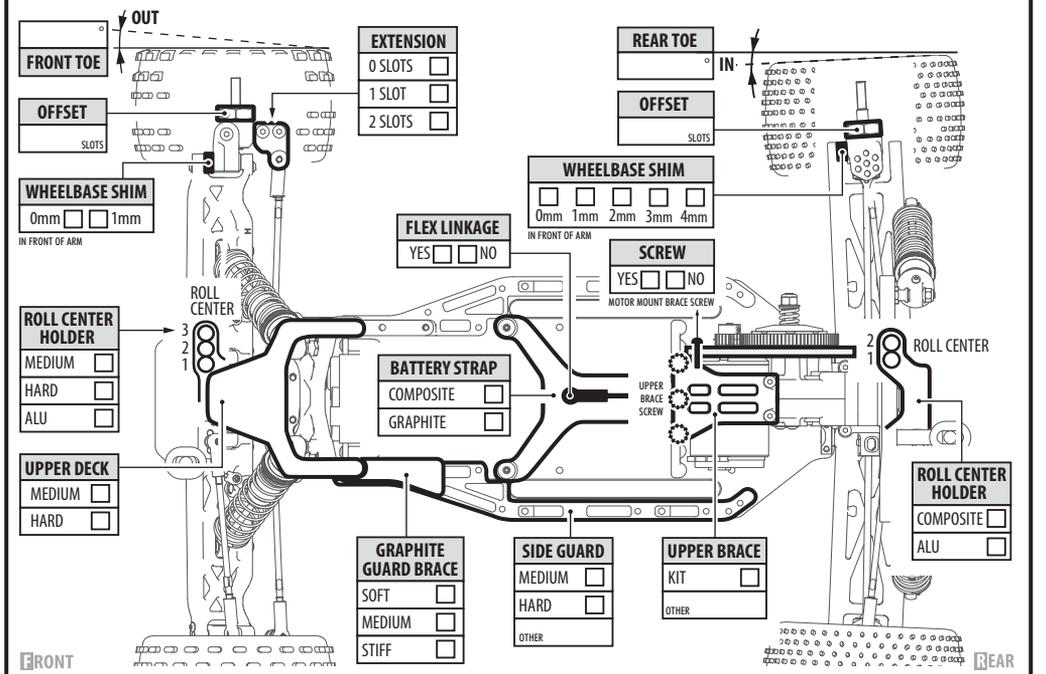
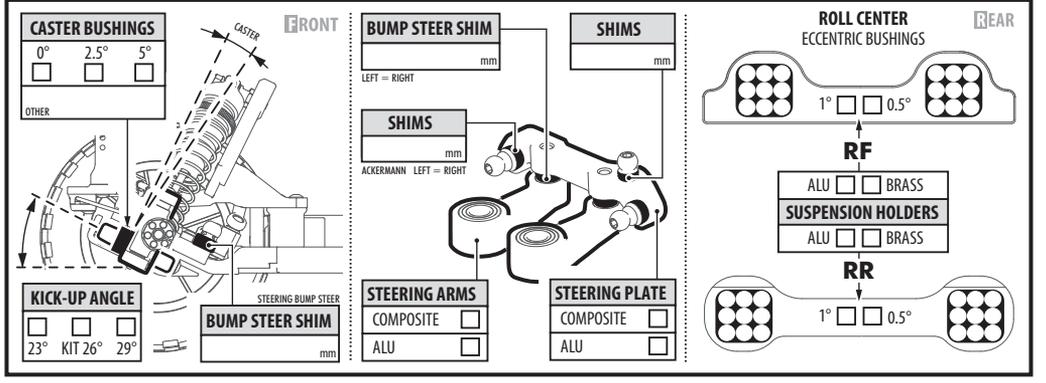
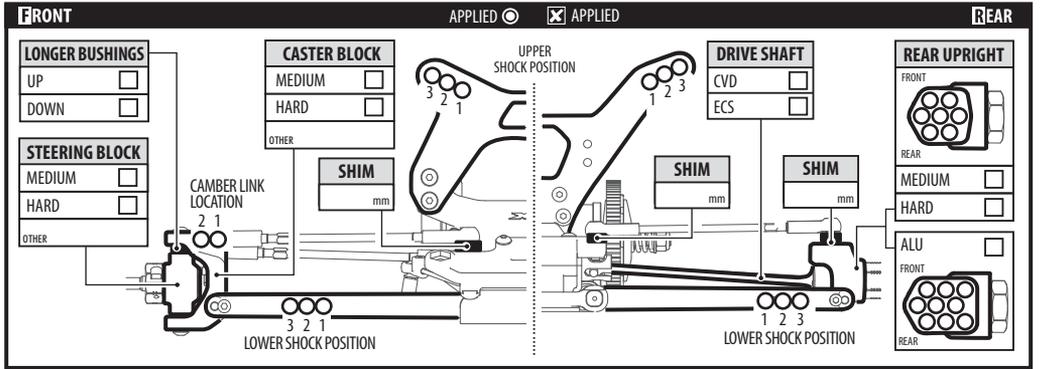
ELECTRONICS LAYOUT

MOTOR POSITION FRONT MIDDLE REAR

BATTERY POSITION FRONT MIDDLE REAR

BODY

STANDARD LIGHT OTHER



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