

SET-UP SHEET

XRAY T3 II

RACE	Italian GP		
TRACK	Indoor		
NAME	Eric Dankel		
CITY / COUNTRY	Neckarsulm	Germany	
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DATE	07/12/2010	TEMPERATURE / °F or °C	AIR	22	TRACK	-	
QUALIFYING POSITION	1	BEST LAPTIME / sec	16.4	FINAL POSITION	1	RACE LENGTH / minutes	5

TRACK CONDITION	☒ CARPET	☐ ASPHALT
	☒ TECHNICAL	☐ FAST
TRACTION	☒ LOW	☐ MEDIUM
	☐ MEDIUM	☐ HIGH

FRONT	REAR
TRANSMISSION	

FRONT PULLEY	38	38	REAR PULLEY
DIFF.			
LOOSE	MEDIUM	TIGHT	☒
ONE WAY DIFFERENTIAL	☐ YES		
SOLID ONE WAY DIFF.	☐ YES		
SOLID AXLE	☒ YES		
MIDDLE ONE WAY PULLEY			
FIXED	☐	ONE-WAY	☐

PINION / T	32	SPUR GEAR / T	108
FINAL DRIVE RATIO	3.375	ROLLOUT	NaN

FRONT	REAR
☒ ALU	☐ PLASTIC
SHOCKS	
XRAY SPRINGS	
#308393 Super Soft	☐ YELLOW (D=1.4) 14 lb
#308384	☐ BLUE-GREEN (D=1.5) 15 lb
#308394 Soft	☐ WHITE (D=1.5) 17.5 lb
#308385	☐ LIGHT-BLUE (D=1.6) 20 lb
#308395 Soft Medium	☐ BLUE (D=1.6) 22.5 lb
#308386	☐ DARK-BLUE (D=1.7) 25 lb
#308396 Medium	☐ VIOLET (D=1.7) 28 lb
#308387	☐ LIGHT-PURPLE (D=1.8) 30 lb
#308397 Medium Hard	☐ PURPLE (D=1.8) 33 lb
#308388	☐ LIGHT-RED (D=1.9) 35 lb
#308398 Hard	☐ RED (D=1.9) 38 lb

#308373	☐ C 2.2	☐
#308374	☐ C 2.4	☐
#308375	☐ C 2.6	☒
#308376	☒ C 2.8	☐
#308377	☐ C 3.0	☐
#308378	☐ C 3.2	☐
#308379	☐ C 3.4	☐

OTHER SPRING	
450	450
OIL / CST	
LENGTH / mm	
PRELOAD / mm	
25	25
REBOUND %	
☒ YES	☐ NO
FOAM INSERTS	☒ YES
O-RING ON SHAFT	☐ YES
☐ YES	☒ NO

OPENED	HOLES IN PISTON
☐	☒
CLOSED	☐

1.4	THICKNESS / mm	ANTI-ROLL BAR	THICKNESS / mm	1.2
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CPX	TIRES	CPX
	DIAMETER / mm	
	INSERTS	
	ADDITIVE	

FRONT LEFT	FRONT RIGHT	TREATED AREA	REAR LEFT	REAR RIGHT
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WHEELS
S ☐ M ☐ H ☒
HARDNESS

MOTOR	X12	TIMING	0000
ROTOR		ARMATURE	10.5
ESC		BATTERIES	
BRUSHLESS	PROGRAM	PUNCH	INITIAL BRAKE
			AUTO BRAKE
BODY	Speed6 LW	WING	Speed6

☒ -APPLIED	S-SOFT	M-MEDIUM	H-HARD
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FRONT	SQUAT	ROLL-CENTER	REAR
CASTER	0°	2°	4°
DIVE	+0.75	0.00	-0.75
ROLL-CENTER	0.00	-0.75	0.00
SHIM	0 / mm	0 / mm	0 / mm
WHEELBASE / mm	0	0	0
5.2	RIDE HEIGHT / mm	5.4	

FRONT	REAR
C-HUB	SHIM
M ☐	0 / mm
H ☒	
ALU ☐	
ROLL CENTER	ROLL CENTER
L1+L2 ☒	L1+L2 ☒
H1+H2 ☐	H1+H2 ☐
STANDARD ☐	STANDARD ☐
SHIM	SHIM
0 / mm	5 / mm
STEERING BLOCK	QUICK ROLL CENTER POSITION
M ☐	
H ☐	
ALU ☐	
OFFSET	OFFSET
STANDARD ☒	STANDARD ☒
DOWNSTOP / mm	DOWNSTOP / mm
6	5

FRONT	REAR
TOE / degr.	TOE / degr.
FINAL TOE IN	FINAL TOE IN
3	3
OUTBOARD TOE	OUTBOARD TOE
SHIM UNDER SHOCK	SHIM UNDER SHOCK
SHIM / mm	SHIM / mm
SHIM FRONT	SHIM FRONT
SHIM / mm	SHIM / mm
SHIM REAR	SHIM REAR
SHIM / mm	SHIM / mm
ACKERMANN SHIM	ACKERMANN SHIM
SHIM 1 / mm	SHIM 1 / mm
ANTI ROLL-BAR	ANTI ROLL-BAR
SHIM / mm	SHIM / mm
SHIM FRONT/REAR	SHIM FRONT/REAR
NO shim ☒	NO shim ☒
OTHER	OTHER
INBOARD SHIMS ARE USED IN ADDITION TO TRACK-WIDTH SHIMS	INBOARD SHIMS ARE USED IN ADDITION TO TRACK-WIDTH SHIMS

FRONT	REAR
CAMBER / degr.	CAMBER / degr.
2	2
UPPER SHOCK POSITION	UPPER SHOCK POSITION
SHIM / mm	SHIM / mm
SHIM FRONT	SHIM FRONT
SHIM / mm	SHIM / mm
SHIM REAR	SHIM REAR
SHIM / mm	SHIM / mm
ACKERMANN SHIM	ACKERMANN SHIM
SHIM 1 / mm	SHIM 1 / mm
ANTI ROLL-BAR	ANTI ROLL-BAR
SHIM / mm	SHIM / mm
SHIM FRONT/REAR	SHIM FRONT/REAR
NO shim ☒	NO shim ☒
OTHER	OTHER
INBOARD SHIMS ARE USED IN ADDITION TO TRACK-WIDTH SHIMS	INBOARD SHIMS ARE USED IN ADDITION TO TRACK-WIDTH SHIMS

FRONT	REAR
BALANCE / g	BALANCE / g
PT	PT
ECCENTER	ECCENTER
STANDARD ☐	STANDARD ☐
1	1
DIFF. POSITION	DIFF. POSITION
UP ☐	UP ☐
DOWN ☐	DOWN ☐
BALANCE / g	BALANCE / g
BALANCE / g	BALANCE / g
BALANCE / g	BALANCE / g
BALANCE / g	BALANCE / g

FRONT	REAR
BALANCE / g	BALANCE / g
BALANCE / g	BALANCE / g
BALANCE / g	BALANCE / g
BALANCE / g	BALANCE / g