

SET-UP SHEET

XRAY T3 II

RACE	ETS Round 5 Apeldoorn		
TRACK	AMCA Apeldoorn		
NAME	PATRICK J		
CITY / COUNTRY	Roosendaal	Netherlands	
CONTACT	patrickjo12@hotmail.com		

DATE	13/06/2011	TEMPERATURE / °F or °C	AIR	TRACK	
QUALIFYING POSITION	1 C Final	BEST LAPTIME / sec	15,95	FINAL POSITION	5
				RACE LENGTH / minutes	5

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

FRONT	REAR
TRANSMISSION	

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

PINION / T	20	SPUR GEAR / T	84
FINAL DRIVE RATIO	4.2	ROLLOUT	0

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

HB Pink	OTHER SPRING	HB Silver
50	OIL / CST	50
std	LENGTH / mm	std
	PRELOAD / mm	
0%	REBOUND %	0%
☐ YES	☐ NO	☐ YES
☐ YES	☐ NO	☐ YES

☐ OPENED	☒ CLOSED
HOLES IN PISTON	

1,2	THICKNESS / mm	ANTI-ROLL BAR	THICKNESS / mm	1,4
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Ride	TIRES	Ride
std	DIAMETER / mm	std
std	INSERTS	std
5000	ADDITIVE	5000

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

MOTOR	GM Pro 4,5	TIMING
ROTOR	STD	ARMATURE

ESC	GM 120-2	BATTERIES	GM 6200
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BRUSHLESS	PROGRAM	PUNCH	INITIAL BRAKE	AUTO BRAKE
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BODY	LTC-R	WING	std
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☒ - APPLIED	S-SOFT	M-MEDIUM	H-HARD
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FRONT	CASTER	0°	2°	4°	☒ 6°
DIVE	ROLL-CENTER	SHIM	5 / mm	SHIM	5 / mm
+0.75	+0.75	+0.75	+0.75	+0.75	+0.75
0.00	0.00	0.00	0.00	0.00	0.00
-0.75	-0.75	-0.75	-0.75	-0.75	-0.75
SHIM	SHIM	SHIM	SHIM	SHIM	SHIM
/ mm	/ mm	/ mm	/ mm	/ mm	/ mm
WHEELBASE	mm	258	2	1	0
5,5	RIDE HEIGHT	mm	5,7	RIDE HEIGHT	mm

C-HUB	SHIM	ROLL CENTER	ROLL CENTER	SHIM	REAR HUB
M ☒	1 / mm	L1+L2	L1+L2	4 / mm	M ☒
H ☐		H1+H2	H1+H2		H ☐
ALU ☐		STANDARD	STANDARD		ALU ☐
STEERING BLOCK	LONG 52mm	QUICK ROLL CENTER POSITION	LONG 52mm	SHORT 50mm	SHORT 50mm
M ☒	SHORT 50mm		SHORT 50mm		
H ☐					
ALU ☐					
OFFSET	STANDARD	DOWNSTOP	mm	5	STANDARD
-0.75	6	5	REAR		

TOE / degr.	FINAL TOE IN	3,5	OUTBOARD TOE	0
OUT 0.5	IN	ANTI ROLL-BAR	SHIM / mm	SHIM / mm
SHIM UNDER SHOCK	SHIM 0 / mm	SHIM UNDER SHOCK	SHIM 0 / mm	SHIM / mm
SHIM FRONT	SHIM 1,9 / mm	SHIM FRONT/REAR	NO shim ☒	OTHER
SHIM REAR	SHIM 1,9 / mm	ACKERMANN SHIM	SHIM 4 / mm	
ACKERMANN POSITION	ACKERMANN SHIM	SHIM 4 / mm		
SHIM 4 / mm				

FRONT	1,5	CAMBER / degr.	2,0	REAR
UPPER SHOCK POSITION				
FRONT ARM	HARD (H) ☒	REAR ARM	HARD (H) ☒	
EXTRA-HARD (XH) ☐		EXTRA-HARD (XH) ☐		

FRONT	0	TOP DECK MULTI-FLEX SETTING	REAR	5
ECCENTER- STANDARD ☒	1	ECCENTER- STANDARD ☒	1	
DIFF. POSITION	UP ☒	DIFF. POSITION	UP ☒	
DOWN ☐		DOWN ☐		
BALANCE / g	0	BALANCE / g	fan	

Gear diff at the rear whit vet in it from Chroon for balberings. piston in the shocks 1,1 mm. low shocks caps in it and now foam in it.

Turnbukkels front and rear on the new diff caps, both on the insite of the car so very long on the bulkheads.

Rear whit insite 1,5 mm and front whit 0,0 mm.

Car was very good the drive on new tires and on used tires