

**XRAY T3'11**

FRONT

CASTER

0° ☐ 2° ☐ 4° ☒ 6° ☐

DIVE

ROLL-CENTER

+0.75 ☒ 0.00 ☐ -0.75 ☐

SHIM 0 /mm

SHIM

2 /mm

+0.75 ☒ 0.00 ☐ -0.75 ☐

SHIM 0 /mm

WHEELBASE/mm

2

RIDE HEIGHT/mm

5

SQUAT

ROLL-CENTER

+0.75 ☒ 0.00 ☐ -0.75 ☐

SHIM 0 /mm

SHIM

4 /mm

+0.75 ☐ 0.00 ☒ -0.75 ☐

SHIM 0 /mm

RIDE HEIGHT/mm

5,5

FRONT

C-HUB

M ☒ H ☐ ALU ☐

STEERING BLOCK

M ☒ H ☐ ALU ☐

OFFSET

STANDARD ☒

SHIM

1 /mm

ROLL CENTER

L1+L2 ☒ H1+H2 ☐ STANDARD ☐

LONG 52 ☒ SHORT 50 ☐

QUICK ROLL CENTER POSITION

MEASURE UNDER ARM

DOWNSTOP /mm

6

ROLL CENTER

L1+L2 ☒ H1+H2 ☐ STANDARD ☐

LONG 52 ☒ SHORT 50 ☐

QUICK ROLL CENTER POSITION

MEASURE UNDER ARM

DOWNSTOP /mm

5

REAR HUB

M ☐ H ☐ ALU ☐

OFFSET

STANDARD ☒

FRONT

REAR

TOE / degr.

FINAL TOE IN 3

OUTBOARD TOE 0

OUTBOARD+INBOARD TOE

OUT IN

OUT 1

IN

SHIM UNDER SHOCK

SHIM 0 /mm

SHIM FRONT

SHIM 1,5 /mm

SHIM REAR

SHIM 1,5 /mm

1 2 OUTER ACKERMANN POSITION

ACKERMANN SHIM

SHIM 1 /mm

ANTI ROLL-BAR

SHIM UNDER SHOCK

SHIM 0 /mm

SHIM FRONT/REAR

NO shim ☒

OTHER

INBOARD TOE

SHIM /mm

1,9 = 3.5°

1,5 ☒ = 3°

1,5 = 2.5°

0,5 = 2°

0 = 1.5°

0 = 1°

INBOARD SHIMS ARE USED IN ADDITION TO TRACK-WIDTH SHIMS

FRONT

CAMBER / degr.

-1

-2

UPPER SHOCK POSITION

5 4 3 2 1

1 2 3 4 5

FRONT ARM

HARD (H) ☒

EXTRA-HARD (XH) ☐

REAR ARM

HARD (H) ☒

EXTRA-HARD (XH) ☐

FRONT

BALANCE / g

25

TOP DECK MULTI-FLEX SETTING

0

REAR

BALANCE / g

10

FRONT

ECCENTER

STANDARD ☒

DIFF. POSITION

UP ☒

DOWN ☐

BALANCE / g

PT + 10

REAR

ECCENTER

STANDARD ☒

DIFF. POSITION

UP ☒

DOWN ☐

BALANCE / g

10

FRONT

REAR