

SET-UP SHEET

XRAY T3.11

RACE	Ardent Raceway Test		
TRACK	Ardent Raceway		
NAME	Stefan Chodzinski		
CITY / COUNTRY	DERBY, UK	UK	
CONTACT	stefan_21491@hotmail.co.uk		

DATE	24/10/2010	TEMPERATURE / °F or °C	AIR	15	TRACK
QUALIFYING POSITION	BEST LAPTIME / sec	FINAL POSITION	RACE LENGTH / minutes		
	11.24		5:00		

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

FRONT	REAR
TRANSMISSION	

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

PINION / T	SPUR GEAR / T
FINAL DRIVE RATIO	NaN
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	
MM400	MM400
12mm shaft	12mm shaft
PRELOAD / mm	
2mm	2mm
☐ YES	☒ NO
☐ YES	☒ NO
FOAM INSERTS	☐ YES
O-RING ON SHAFT	☒ NO

OPENED	HOLES IN PISTON
☐	☒

1.4	ANTI-ROLL BAR	1.2
THICKNESS / mm		THICKNESS / mm

Sorex 28	TIRES	Sorex 28
DIAMETER / mm		
JB	INSERTS	JB
LRP 2	ADDITIVE	LRP 2

FRONT LEFT	FRONT RIGHT	TREATED AREA	REAR LEFT	REAR RIGHT
☒	☒		☒	☒

rev lite	WHEELS	rev lite
S	M	H
☐	☒	☐
HARDNESS		

MOTOR	SP 4.5	TIMING	5 deg
ROTOR	std	ARMATURE	

ESC	SP GT 2.0	BATTERIES	MooreSpeed
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BRUSHLESS	PROGRAM 205	PUNCH 7	INITIAL BRAKE	AUTO BRAKE
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BODY	LTCR	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	3 / mm	SHIM	3 / 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	1	2	1	0	
5.2	RIDE HEIGHT / mm	5.2	RIDE HEIGHT / mm	5.2	

C-HUB	SHIM	1.5 / mm	ROLL CENTER	L1+L2	ROLL CENTER	L1+L2	SHIM	4.0 / mm	REAR HUB
M			H1+H2	☒	H1+H2	☒			M
H	☒		STANDARD	☐	STANDARD	☐			H
ALU	☐								ALU
STEERING BLOCK	LONG 52mm	4	SHORT 50mm	3	LONG 52mm	4	SHORT 50mm	3	
M									
H	☒								
ALU	☐								
OFFSET	STANDARD	☒							
5.5	DOWNSTOP / mm	4.5							

TOE / degr.	FINAL TOE IN	3	OUTBOARD TOE	INBOARD TOE
OUT 0.5	IN			
SHIM UNDER SHOCK	SHIM	1.5 / mm	SHIM UNDER SHOCK	SHIM
SHIM FRONT	SHIM	1.5 / mm	SHIM	0 / mm
SHIM REAR	SHIM	1.5 / mm	SHIM FRONT/REAR	NO shim
			OTHER	

FRONT	1.5	CAMBER / degr.	2.0	REAR
REAR ARM	HARD (H)	☒	REAR ARM	HARD (H)
EXTRA-HARD (XH)	☐		EXTRA-HARD (XH)	☐

FRONT	10	TOP DECK MULTI-FLEX SETTING	10	REAR
ECCENTER	STANDARD	☒	ECCENTER	STANDARD
DIFF. POSITION	UP	☒	DIFF. POSITION	UP
DOWN	☐		DOWN	☐
BALANCE / g	10		BALANCE / g	10

Huge Facel!

Alu Shocks 1.1 hole pistons

Additive 20mins rear 5 mins front

Very Consistent and easy to drive

H front Links

3mm Bump steer

HPI springs Pink/Silver were also good but Xray Springs proved far more predictable and stable.

LTCR shell was also alot faster than the Speed 6. The car was a lot more lively but still maintained great stability and balance

Thick Diff Grease

www.stefan-chodzinski-rc.blogspot.com