

SET-UP SHEET

XRAY T3'12

RACE	3rd L10 Pierrelatte 22/04/12		
TRACK	RCMP Pierrelatte		
NAME	Adri Antomarchi		
CITY / COUNTRY	Marseille	France	
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DATE	22/04/2012	TEMPERATURE / °F or °C	AIR 20	TRACK 25
QUALIFYING POSITION	6	BEST LAPTIME /sec	21.29	RACE LENGTH /minutes
FINAL POSITION	6	5		

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

FRONT		REAR	
TRANSMISSION			
SOLID AXLE	☒ YES	BALL DIFFERENTIAL	☐ YES
SOLID ONE WAY DIFF.	☐ YES		
ONE WAY DIFFERENTIAL	☐ YES		
GEAR DIFFERENTIAL	☐ YES	GEAR DIFFERENTIAL	☒ YES
OIL		OIL	1000 RB /Cst

PINION / T	43	SPUR GEAR / T	104
FINAL DRIVE RATIO	2.4186046511628	ROLLOUT	0

FRONT		REAR	
☐ ALU	☒ PLASTIC	☐ ALU	☒ PLASTIC
3.0	XRAY SPRINGS	2.8	
450	OIL / CST	450	
	LENGTH /mm		
	PRELOAD /mm		
0	REBOUND %	0	
☐ YES	☒ NO	☐ YES	☒ NO
☐ YES	☒ NO	☐ YES	☒ NO

☐ OPENED	☒ CLOSED	HOLES IN PISTON	☐ OPENED	☒ CLOSED
1.4	THICKNESS/mm	ANTI-ROLL BAR	THICKNESS/mm	1.2
RIDE 36	TIRES	RIDE 36		
	DIAMETER /mm			
	INSERTS			
MR33	ADDITIVE	MR33		

FRONT LEFT	FRONT RIGHT	REAR LEFT	REAR RIGHT
TREATED AREA			

WHEELS			
S ☐	M ☐	H ☐	HARDNESS
S ☐	M ☐	H ☐	

MOTOR	GM #350 10.5	TIMING	+2 (max)
ROTOR	12.5	ARMATURE	

ESC	Tekin RS	BATTERIES	SMC 5300 50C
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BRUSHLESS			
PROGRAM	ZERO PUNCH	linear	INITIAL BRAKE
			AUTO BRAKE 0
BODY	speed 6 LW	WING	Protoform

☒ -APPLIED	S-SOFT	M-MEDIUM	H-HARD
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FRONT		SQUAT		ROLL-CENTER		REAR	
CASTER	0° ☐ 2° ☐ 4° ☒ 6° ☐						
DIVE	+0.75 ☐ 0.00 ☒ -0.75 ☐	SHIM	+0.75 ☐ 0.00 ☒ -0.75 ☐				
SHIM	0 /mm	SHIM	0 /mm				
5	RIDE HEIGHT/mm	0	1	1	WHEELBASE/mm	257	2
							5.2

FRONT		REAR	
C-HUB	SHIM 1 /mm	SHIM 0 /mm	SHIM 1.15 /mm
M ☐			
H ☒			
ALU ☐			
STEERING BLOCK	M ☒ H ☐ ALU ☐		
OFFSET	STANDARD ☒		
6	DOWNSTOP /mm	5	

TOE /deg.	FINAL TOE IN OUTBOARD + INBOARD TOE	3	OUTBOARD TOE
OUT 1			
SHIM UNDER SHOCK	SHIM 0 /mm		
SHIM FRONT	SHIM 1.5 /mm		
SHIM REAR	SHIM 1.5 /mm		
ACKERMANN SHIM	SHIM 2 /mm		
ANTI ROLL-BAR	SHIM UNDER SHOCK	SHIM 0 /mm	
	SHIM FRONT/REAR	NO SHIM ☒	
	OTHER		
	INBOARD SHIMS ARE USED IN ADDITION TO TRACK-WIDTH SHIMS		

FRONT		REAR	
1.2	CAMBER /deg.	1.5	
UPPER SHOCK POSITION			
FRONT ARM	HARD (H) ☒ EXTRA-HARD (XH) ☐		
REAR ARM	HARD (H) ☐ EXTRA-HARD (XH) ☒		

BALANCE /g	5	10	5
ECCENTER /mm	STANDARD ☒		
DIFF POSITION	UP ☒ DOWN ☐		
LOWER SUSP. BLOCK	SOLID ☒ 2 pcs ☐		

Rear suspension modification: cut to 0.5 => too difficult to drive...

Car feel difficult to drive but fast, probably better with 2mm chassis