

SET-UP SHEET

XRAY T3'12

RACE	West London Schumacher GP		
TRACK	WLRC (GP Layout)		
NAME	Skiddins		
CITY / COUNTRY	West London	UK	
CONTACT	skiddins@hotmail.com		

DATE	07/05/2012	TEMPERATURE / °F or °C	AIR	12C	TRACK	15C
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QUALIFYING POSITION	BEST LAPTIME /sec	FINAL POSITION	RACE LENGTH /minutes
3	15.64	4	

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	2000 /Cst

PINION / T	18	SPUR GEAR / T	116
FINAL DRIVE RATIO	6.4444444444444	ROLLOUT	0

FRONT	REAR
☒ ALU ☐ PLASTIC	☒ ALU ☐ PLASTIC

HPI Silver	XRAY SPRINGS	HPI Silver
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450 (Xray)	OIL / CST	450 (Xray)
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	LENGTH /mm	
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	PRELOAD /mm	
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10	REBOUND %	10
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☒ YES ☐ NO	FOAM INSERTS	☒ YES ☐ NO
☐ YES ☒ NO	O-RING ON SHAFT	☐ YES ☒ NO

☐ OPENED ☒ CLOSED	HOLES IN PISTON	☐ OPENED ☒ CLOSED
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1.4	THICKNESS/mm	ANTI-ROLL BAR	THICKNESS/mm	1.2
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Sorex XG-32RY	TIRES	Sorex XG-32RY
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	DIAMETER /mm	
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Yellow (Prebuilt)	INSERTS	Yellow (Prebuilt)
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CS Max Grip	ADDITIVE	CS Max Grip
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FRONT LEFT	FRONT RIGHT	REAR LEFT	REAR RIGHT
TREATED AREA			

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

MOTOR	Thunder Power 13.5	TIMING	
ROTOR		ARMATURE	

ESC	Black Diamond	BATTERIES	Thunder Power
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BRUSHLESS			
PROGRAM	PUNCH	INITIAL BRAKE	AUTO BRAKE

BODY	PF 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°	SQUAT	ROLL-CENTER	REAR
DIVE					SHIM /mm	+0.75	0.00	+0.75
+0.75					+0.75	0.00	0.00	+0.75
0.00					0.00	-0.75	-0.75	0.00
-0.75					-0.75	SHIM	SHIM	0 /mm
SHIM 0 /mm					SHIM 0 /mm	0 /mm	0 /mm	0 /mm
5				RIDE HEIGHT/mm				5.4
WHEELBASE/mm				257				

C-HUB	SHIM	SHIM	SHIM	SHIM	REAR HUB
M ☒	1 /mm	1 /mm	0 /mm	4 /mm	M ☐
H ☐					H ☒
ALU ☐					ALU ☐
STEERING BLOCK					OFFSET
M ☐					STANDARD ☒
H ☒					
ALU ☐					
OFFSET					
STANDARD ☒					
5	DOWNSTOP /mm				4

TOE /deg.	FINAL TOE IN	OUTBOARD TOE	INBOARD TOE
OUT 1	3		
SHIM UNDER SHOCK			
SHIM 0 /mm			
SHIM FRONT			
SHIM 1.5 /mm			
SHIM REAR			
SHIM 1.5 /mm			
ACKERMANN SHIM			
SHIM 1 /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	CAMBER /deg.	REAR
UPPER SHOCK POSITION		
FRONT ARM	REAR ARM	
HARD (H) ☒	HARD (H) ☒	
EXTRA-HARD (XH) ☐	EXTRA-HARD (XH) ☐	

FRONT	REAR
BALANCE /g	BALANCE /g
ECCENTER /mm	ECCENTER /mm
STANDARD ☒	STANDARD ☒
1	1
DIFF POSITION	DIFF POSITION
UP ☒	UP ☒
DOWN	DOWN
LOWER SUSP. BLOCK	LOWER SUSP. BLOCK
SOLID ☐	SOLID ☐
2 pcs ☒	2 pcs ☒

3x1.1mm pistons. 1.6mm Top deck
Hagberg rear pivot block mod (<http://hagberg.blogs.se/2012/01/18/rear-suspension-modification-12479898/>) which narrows the rear track by 1mm each side, rear toe remains as indicated but not using those shims.

Car was very easy to drive and fast, just a couple of tenths down on fastest lap.
Improved on personal best in 4 of the 5 quali rounds (19:303.85)

I actually used the original T3'11 shock towers so I have adjusted the shock location as if I was running the T3'12 towers
Best lap in 13.5 - 15.37 Bryon Loynes