

SET-UP SHEET

XRAY T2 '007

RACE		Jens Memorial EFRA GP																																													
TRACK		Outokumpu																																													
NAME		Bart Wubben																																													
CITY / COUNTRY		Bleiswijk	Netherlands																																												
CONTACT																																															
DATE	05/12/2006	TEMPERATURE / °F or °C	AIR																																												
QUALIFYING POSITION	7	BEST LAPTIME / sec	12.5																																												
FINAL POSITION	6	RACE LENGTH / minutes	5																																												
TRACK CONDITION		☒ CARPET ☐ ASPHALT ☐ TECHNICAL ☒ MIXED ☐ FAST ☐ LOW ☒ MEDIUM ☐ HIGH																																													
FRONT		REAR																																													
TRANSMISSION																																															
DIFFERENTIAL																																															
☐ LOOSE ☐ MEDIUM ☐ TIGHT		☐ LOOSE ☒ MEDIUM ☐ TIGHT																																													
ONE WAY DIFFERENTIAL ☐ YES		MIDDLE ONE WAY PULLEY																																													
SOLID ONE WAY DIFF. ☐ YES		FIXED ☒ ONE-WAY ☐																																													
SOLID AXLE ☒ YES																																															
PINION / T	13	SPUR GEAR / T	87																																												
FINAL DRIVE RATIO	11.377	ROLLOUT	0																																												
FRONT		REAR																																													
☐ ALU ☒ PLASTIC SHOCKS		☐ ALU ☒ PLASTIC																																													
XRAY SPRINGS <table border="1"> <tr> <td>#308393 Super Soft</td> <td>☐ YELLOW</td> <td>(D=1.4)</td> <td>14 lb</td> </tr> <tr> <td>#308384</td> <td>☐ BLUE-GREEN</td> <td>(D=1.5)</td> <td>15 lb</td> </tr> <tr> <td>#308394 Soft</td> <td>☐ WHITE</td> <td>(D=1.5)</td> <td>17.5 lb</td> </tr> <tr> <td>#308385</td> <td>☐ LIGHT-BLUE</td> <td>(D=1.6)</td> <td>20 lb</td> </tr> <tr> <td>#308395 Soft Medium</td> <td>☐ BLUE</td> <td>(D=1.6)</td> <td>22.5 lb</td> </tr> <tr> <td>#308386</td> <td>☐ DARK-BLUE</td> <td>(D=1.7)</td> <td>25 lb</td> </tr> <tr> <td>#308396 Medium</td> <td>☐ VIOLET</td> <td>(D=1.7)</td> <td>28 lb</td> </tr> <tr> <td>#308387</td> <td>☐ LIGHT-PURPLE</td> <td>(D=1.8)</td> <td>30 lb</td> </tr> <tr> <td>#308397 Medium Hard</td> <td>☐ PURPLE</td> <td>(D=1.8)</td> <td>33 lb</td> </tr> <tr> <td>#308388</td> <td>☐ LIGHT-RED</td> <td>(D=1.9)</td> <td>35 lb</td> </tr> <tr> <td>#308398 Hard</td> <td>☐ RED</td> <td>(D=1.9)</td> <td>38 lb</td> </tr> </table>				#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
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Silver		Gold																																													
30		30																																													
OTHER SPRING																																															
OIL / W																																															
LENGTH / mm																																															
PRELOAD / mm																																															
30		30																																													
☒ YES ☐ NO FOAM INSERTS		☒ YES ☐ NO																																													
☐ YES ☐ NO O-RING ON SHAFT		☐ YES ☐ NO																																													
☐ OPENED ☒ CLOSED		☐ OPENED ☒ CLOSED																																													
☒ HOLES IN PISTON		☒ HOLES IN PISTON																																													
ANTI-ROLL BAR		ANTI-ROLL BAR																																													
silver		gold																																													
THICKNESS / mm		THICKNESS / mm																																													
LRP Vtec 27		LRP Vtec 27																																													
TIRES		TIRES																																													
DIAMETER / mm		DIAMETER / mm																																													
std		std																																													
LRP topgrip		LRP topgrip																																													
ADDITIVE		ADDITIVE																																													
TREATED AREA		TREATED AREA																																													
FRONT LEFT		FRONT RIGHT																																													
FRONT LEFT		FRONT RIGHT																																													
REAR LEFT		REAR RIGHT																																													
REAR LEFT		REAR RIGHT																																													
WHEELS																																															
HARDNESS																																															
S ☐ M ☐ H ☐																																															
MOTOR		MOTOR																																													
X11		X11																																													
ARMATURE		ARMATURE																																													
4,5		4,5																																													
TIMING		TIMING																																													
2		2																																													
+ SPRING -		+ SPRING -																																													
+ BRUSH FACE -		+ BRUSH FACE -																																													
+ BRUSH COMP. -		+ BRUSH COMP. -																																													
ESC		BATTERIES																																													
Sphere TC		SMC 4200 WC																																													
BODY		WING																																													
PF Mazda		std																																													
COMMENTS																																															
Tried many different setups, Car always had to much roll, really good when traction was low.																																															

FRONT		REAR	
CASTER		CASTER	
0° ☐ 2° ☐ 4° ☒ 6° ☐		0° ☐ 2° ☐ 4° ☒ 6° ☐	
DIVE		ROLL-CENTER	
+0.75 ☐ 0.00 ☒ -0.75 ☐		+0.75 ☒ 0.00 ☐ -0.75 ☐	
SHIM		SHIM	
/ mm		/ mm	
WHEELBASE / mm		WHEELBASE / mm	
259		259	
RIDE HEIGHT / mm		RIDE HEIGHT / mm	
2		2	
FRONT		REAR	
C-HUB		C-HUB	
STANDARD ☐		STANDARD ☐	
ALU ☐		ALU ☐	
STEERING BLOCK		STEERING BLOCK	
PLASTIC ☒		PLASTIC ☒	
ALU ☐		ALU ☐	
OFFSET		OFFSET	
STANDARD ☐		STANDARD ☐	
-75		-75	
FRONT		REAR	
SHIM		SHIM	
1 / mm		2 / mm	
UPPER SHOCK POSITION		UPPER SHOCK POSITION	
5 4 3 2 1		5 4 3 2 1	
QUICK ROLL CENTER POSITION		QUICK ROLL CENTER POSITION	
2 1		2 1	
LOWER SHOCK POSITION		LOWER SHOCK POSITION	
8 7 6 5 4 3 2 1 0 -1 -2 -3		8 7 6 5 4 3 2 1 0 -1 -2 -3	
MEASURE UNDER ARM		MEASURE UNDER ARM	
6		5,5	
DOWNSTOP / mm		DOWNSTOP / mm	
6		5,5	
FRONT		REAR	
TOE / degr.		TOE / degr.	
OUT 0,5		OUT 0,5	
FINAL TOE IN		FINAL TOE IN	
3		3	
OUTBOARD TOE		OUTBOARD TOE	
1.0		1.0	
SHIM / mm		SHIM / mm	
1,5 ☒ = 2°		1,5 ☒ = 2°	
1,5 ☐ = 1.5°		1,5 ☐ = 1.5°	
0,75 ☐ = 1°		0,75 ☐ = 1°	
0,4 ☐ = 0.5°		0,4 ☐ = 0.5°	
0 ☐ = 0°		0 ☐ = 0°	
SHIM FRONT/REAR		SHIM FRONT/REAR	
1.5 mm ☒		1.5 mm ☒	
NO shim		NO shim	
☐		☐	
OTHER		OTHER	
☐		☐	
FRONT		REAR	
CAMBER / degr.		CAMBER / degr.	
1,5		2,5	
FRONT ARM		FRONT ARM	
HARD (H) ☒		HARD (H) ☒	
EXTRA-HARD (XH) ☐		EXTRA-HARD (XH) ☐	
REAR ARM		REAR ARM	
HARD (H) ☒		HARD (H) ☒	
EXTRA-HARD (XH) ☐		EXTRA-HARD (XH) ☐	
FRONT		REAR	
BALANCE / g		BALANCE / g	
BALANCE / g		BALANCE / g	
TOP DECK MULTI-FLEX SETTING		TOP DECK MULTI-FLEX SETTING	
TOP DECK		TOP DECK	
BALANCE / g		BALANCE / g	
BALANCE / g		BALANCE / g	
FRONT		REAR	
CHASSIS MULTI-FLEX SETTING		CHASSIS MULTI-FLEX SETTING	
CHASSIS		CHASSIS	
BALANCE / g		BALANCE / g	
BALANCE / g		BALANCE / g	
FRONT		REAR	
FRONT ALU STAND		REAR ALU STAND	
FRONT ALU STAND		REAR ALU STAND	