

SET-UP SHEET

XRAY T2 '007

RACE	2007 ROAR Asphalt Nationals		
TRACK	SIR		
NAME	Paul LeMieux		
CITY / COUNTRY	seattle	USA	
CONTACT	customworkspl@aol.com		
DATE	17/07/2007	TEMPERATURE / °F or °C	AIR
QUALIFYING POSITION	3	BEST LAPTIME / sec	
FINAL POSITION	2	RACE LENGTH / minutes	5
TRACK CONDITION	☒ TECHNICAL ☐ CARPET ☒ ASPHALT ☐ MIXED ☐ FAST		
TRACTION	☐ LOW ☐ MEDIUM ☒ HIGH		
FRONT	REAR		
TRANSMISSION			
DIFFERENTIAL			
LOOSE MEDIUM TIGHT LOOSE MEDIUM TIGHT			
ONE WAY DIFFERENTIAL	☐ YES ☐ NO		
SOLID ONE WAY DIFF.	☐ YES ☐ NO		
SOLID AXLE	☒ YES ☐ NO		
PINION / T	SPUR GEAR / T		
FINAL DRIVE RATIO	0		
ROLLOUT	0		
FRONT	REAR		
☐ ALU ☒ PLASTIC	☐ 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
kit copper	OTHER SPRING	kit copper	
xray30	OIL / W	xray 30	
	LENGTH / mm		
	PRELOAD / mm		
50	REBOUND %	50	
☒ YES ☐ NO	FOAM INSERTS	☒ YES ☐ NO	
☐ YES ☒ NO	O-RING ON SHAFT	☐ YES ☒ NO	
☐ OPENED ☒ CLOSED	HOLES IN PISTON		
black	ANTI-ROLL BAR	silver	
THICKNESS / mm	THICKNESS / mm		
TIRES			
DIAMETER / mm			
INSERTS			
Truespeed majic It	ADDITIVE	truespeed Majic It	
FRONT LEFT	FRONT RIGHT	REAR LEFT	REAR RIGHT
TREATED AREA			
WHEELS			
S ☐ M ☐ H ☐	HARDNESS	S ☐ M ☐ H ☐	
MOTOR	truespeed	ARMATURE	TIMING
	+	SPRING	-
	+	BRUSH FACE	-
	+	BRUSH COMP.	-
ESC	lrp sphere tc spec	BATTERIES	smc ib4200
BODY	mazda speed 6	WING	stk forward
COMMENTS			
Group 2. 2.5mm above ride height front and rear. we used 5 cell and i would try batteries back and forward for your preference, i would start with the batteries forward and if the car pushes way to much then try them back.			

FRONT	CASTER 0° ☐ 2° ☐ 4° ☒ 6° ☐	SQUAT	ROLL-CENTER	REAR
DIVE	ROLL-CENTER	SHIM	SHIM	SHIM
+0.75 ☐ 0.00 ☐ -0.75 ☒	+0.75 ☐ 0.00 ☒ -0.75 ☐	+0.75 ☐ 0.00 ☒ -0.75 ☐	+0.75 ☐ 0.00 ☒ -0.75 ☐	+0.75 ☐ 0.00 ☒ -0.75 ☐
WHEELBASE / mm		259	WHEELBASE / mm	
5		2	5.0	
FRONT				
C-HUB	SHIM	UPPER SHOCK POSITION	SHIM	REAR HUB
STANDARD ☒ ALU ☐	1 / mm	5 4 3 2 1	0 / mm	PLASTIC ☐ ALU ☒
STEERING BLOCK	QUICK ROLL CENTER POSITION	LOWER SHOCK POSITION	CAMBER LINK LOCATION	OFFSET
PLASTIC ☒ ALU ☐	2 1	3 4	1 2	STANDARD ☒
OFFSET	MEASURE UNDER ARM	MEASURE UNDER ARM	MEASURE UNDER ARM	
STANDARD ☐ -0.75	8 7 6 5 4 3 2 1 0 -1 -2 -3	0 1 2 3 4 5 6 7 8 9 10		
FRONT				
DOWNSTOP / mm				
REAR				
OUT	TOE / deg.	FINAL TOE IN	OUTBOARD TOE	INBOARD TOE
.5		2.5	1.0	
SHIM FRONT	SHIM REAR	SHIM FRONT/REAR	SHIM / mm	SHIM / mm
SHIM 1.15 / mm	SHIM 2.25 / mm	1.5 mm ☒	1.5 = 2°	1.5 = 1.5°
		NO shim ☐	0.75 = 1°	0.4 = 0.5°
		OTHER ☐	0 = 0°	
FRONT				
1.5				
CAMBER / deg.				
1.5				
FRONT				
FRONT ARM				
HARD (H) ☒ EXTRA-HARD (XH) ☐				
REAR ARM				
HARD (H) ☒ EXTRA-HARD (XH) ☐				
FRONT				
TOP DECK MULTI-FLEX SETTING				
TOP DECK				
BALANCE / g	BALANCE / g	BALANCE / g	BALANCE / g	BALANCE / g
FRONT				
CHASSIS MULTI-FLEX SETTING				
CHASSIS				
BALANCE / g	BALANCE / g	BALANCE / g	BALANCE / g	BALANCE / g
FRONT				
FRONT ALU STAND				
REAR ALU STAND				