

SET-UP SHEET

XRAY T2

RACE	Training at CRF Power		
TRACK	CRF Power carpet track		
NAME	Fabien Fragnière		
CITY / COUNTRY	Geneva	Switzerland	
CONTACT	-		
DATE	26/01/2006	TEMPERATURE / °F or °C	AIR 22+Â°C TRACK 22+Â°C
QUALIFYING POSITION		BEST LAPTIME / sec	11.1
FINAL POSITION		RACE LENGTH / minutes	5min
TRACK CONDITION	☐ TECHNICAL ☒ CARPET ☐ ASPHALT ☐ MIXED ☐ FAST		
TRACTION	☐ LOW ☐ MEDIUM ☒ HIGH		
FRONT	REAR		
TRANSMISSION			
DIFFERENTIAL			
LOOSE ☐ MEDIUM ☐ TIGHT ☐ LOOSE ☐ MEDIUM ☒ TIGHT ☐			
ONE WAY DIFFERENTIAL		MIDDLE ONE WAY PULLEY	
☐ YES ☒ NO		FIXED ☒ ONE-WAY ☐	
SOLID ONE WAY DIFF.		SOLID AXLE	
☒ YES ☐ NO		☐ YES ☒ NO	
PINION / T	18	SPUR GEAR / T	84
FINAL DRIVE RATIO	7.933	ROLLOUT	0
FRONT	REAR		
☐ ALU ☒ PLASTIC	☐ ALU ☒ PLASTIC		
SHOCKS			
#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			
silver	OTHER SPRING	gold	
30	OIL / W	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	☐ OPENED ☒ CLOSED	
ANTI-ROLL BAR			
THICKNESS / mm			
Take Off CS27	TIRES	Take Off CS27	
handout	DIAMETER / mm	handout	
LRP carpet	INSERTS	LRP carpet	
FRONT LEFT ☐ FRONT RIGHT ☐	TREATED AREA	REAR LEFT ☐ REAR RIGHT ☐	
handout	WHEELS	handout	
S ☐ M ☒ H ☐	HARDNESS	S ☐ M ☒ H ☐	
MOTOR	LRP	ARMATURE	12x1
	LRP	+	SPRING
	full	+	BRUSH FACE
	LRP P Brush	+	BRUSH COMP.
ESC	LRP	BATTERIES	LRP
BODY	PF Mazda 6	WING	original
COMMENTS: Rear carbon bulkhead brace: only the 2 middle screws are used (not the 4 screws at the extremity). This gives a very little "+" of stability.			

FRONT	CASTER 0° 2° 4° ☒ 6°	SQUAT	ROLL-CENTER	REAR
DIVE	ROLL-CENTER	SHIM	SHIM	
+0.75 ☐ 0.00 ☒ -0.75 ☐	+0.75 ☐ 0.00 ☒ -0.75 ☐	0 / mm	0 / mm	
WHEELBASE / mm		258	WHEELBASE / mm	
5	RIDE HEIGHT / mm	2	2	1
FRONT		REAR		
C-HUB	SHIM	UPPER SHOCK POSITION	SHIM	REAR HUB
STANDARD ☒ ALU ☐	0 / mm	5 4 3 2 1	2 / 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 ☐	5	4.8		
FRONT		REAR		
OUT 1Â°	TOE / deg.	FINAL TOE IN 3	OUTBOARD TOE 1	INBOARD TOE
IN				SHIM / mm
TRACK-WIDTH	SHIM	SHIM FRONT/REAR	SHIM FRONT/REAR	1.5 ☒ = 2°
SHIM 0 / mm	1.5 mm ☒	1.5 mm ☒	1.5 mm ☒	1.5 ☐ = 1.5°
NO shim	NO shim	NO shim	NO shim	0.75 ☐ = 1°
OTHER	OTHER	OTHER	OTHER	0.4 ☐ = 0.5°
FRONT		REAR		
1Â°	CAMBER / deg.	1Â°	REAR	
FRONT		REAR		
TOP DECK MULTI-FLEX SETTING	ALU BRACE	YES ☐ NO ☒	FRONT	
FRONT	REAR	FRONT	REAR	
CHASSIS MULTI-FLEX SETTING	BULKHEAD SHIM	FRONT ALU STAND	REAR ALU STAND	