

SET-UP SHEET

XRAY T3.11

RACE	LRP TCM 2011		
TRACK	Rhein-Neckhar-Halle		
NAME	Adrian Berntsen		
CITY / COUNTRY	Spydeberg	Norway	
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DATE	30/03/2011	TEMPERATURE / °F or °C	AIR	TRACK
QUALIFYING POSITION	6	BEST LAPTIME / sec	13.6	FINAL POSITION
				7
				RACE LENGTH / minutes
				5

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

FRONT	REAR
TRANSMISSION	

FRONT PULLEY	REAR PULLEY
☐ LOOSE ☐ MEDIUM ☒ TIGHT	☐ LOOSE ☐ MEDIUM ☒ TIGHT
ONE WAY DIFFERENTIAL	☐ YES
SOLID ONE WAY DIFF.	☐ YES
SOLID AXLE	☐ YES
MIDDLE ONE WAY PULLEY	
FIXED	☐ ONE-WAY

PINION / T	26	SPUR GEAR / T	116
FINAL DRIVE RATIO	4.4615384615385	ROLLOUT	0

FRONT	REAR
☒ 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

#308373	☐ C 2.2	☐
#308374	☐ C 2.4	☐
#308375	☐ C 2.6	☒
#308376	☒ C 2.8	☐
#308377	☐ C 3.0	☐
#308378	☐ C 3.2	☐
#308379	☐ C 3.4	☐

OTHER SPRING	
400	400
OIL / CST	
LENGTH / mm	
PRELOAD / mm	
0	0
REBOUND %	
☐ YES ☐ NO	☐ YES ☐ NO
FOAM INSERTS	
☐ YES ☐ NO	☐ YES ☐ NO
O-RING ON SHAFT	
☐ YES ☐ NO	☐ YES ☐ NO

OPENED	HOLES IN PISTON
☐	☒
CLOSED	
☒	

1,4	ANTI-ROLL BAR	1,4
THICKNESS / mm		THICKNESS / mm

LRP CPX	TIRES	LRP CPX
	DIAMETER / mm	
	INSERTS	
	ADDITIVE	
LRP		LRP
FRONT LEFT	TREATED AREA	REAR LEFT
FRONT RIGHT		REAR RIGHT

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

MOTOR	LRP 5.0T Octa Wind	TIMING
ROTOR		ARMATURE
ESC	LRP SXX	BATTERIES
		LRP
BRUSHLESS	PROGRAM	PUNCH
		INITIAL BRAKE
		AUTO BRAKE
BODY	Mazda 6 Speed	WING
		Std.

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

C-HUB	SHIM	ROLL CENTER	ROLL CENTER	SHIM	REAR HUB
M ☐	2	L1+L2	L1+L2	4	M ☐
H ☒		H1+H2	H1+H2		H ☒
ALU ☐		STANDARD	STANDARD		ALU ☐
STEERING BLOCK	LONG 52mm	QUICK ROLL CENTER POSITION	LONG 52mm	SHORT 50mm	OPTIONAL HUB
M ☐	SHORT 50mm		SHORT 50mm		
H ☒					
ALU ☐					
OFFSET	MEASURE UNDER ARM	MEASURE UNDER ARM	MEASURE UNDER ARM	MEASURE UNDER ARM	MEASURE UNDER ARM
STANDARD	6	DOWNSTOP	5	DOWNSTOP	5

TOE / degr.	FINAL TOE IN	OUTBOARD TOE	INBOARD TOE
	3		
OUT	IN	OUT	IN
SHIM UNDER SHOCK	SHIM	SHIM UNDER SHOCK	SHIM
SHIM	/mm	SHIM	/mm
SHIM FRONT	SHIM	SHIM FRONT/REAR	SHIM
SHIM	/mm	NO shim	☒
SHIM REAR	SHIM	OTHER	
SHIM	/mm		
ACKERMANN SHIM	SHIM		
SHIM	0		

FRONT	1,5	CAMBER / degr.	1,5	REAR
UPPER SHOCK POSITION		UPPER SHOCK POSITION		
FRONT ARM	HARD (H) ☒	FRONT ARM	HARD (H) ☒	FRONT ARM
EXTRA-HARD (XH) ☐		EXTRA-HARD (XH) ☐		EXTRA-HARD (XH) ☐
REAR ARM	HARD (H) ☒	REAR ARM	HARD (H) ☒	REAR ARM
EXTRA-HARD (XH) ☐		EXTRA-HARD (XH) ☐		EXTRA-HARD (XH) ☐

FRONT	TOP DECK MULTI-FLEX SETTING	REAR
BALANCE / g	BALANCE / g	BALANCE / g
ECCENTER	STANDARD	ECCENTER
STANDARD	1	STANDARD
DIFF. POSITION	UP	DIFF. POSITION
UP	DOWN	UP
DOWN		DOWN
BALANCE / g	BALANCE / g	BALANCE / g

FRONT	REAR
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