

# SET-UP SHEET

# XRAY T3'12

|                |                    |     |  |
|----------------|--------------------|-----|--|
| RACE           | 2012 Snowbirds     |     |  |
| TRACK          | Orlando, FL        |     |  |
| NAME           | Eric Anderson      |     |  |
| CITY / COUNTRY | Orlando            | USA |  |
| CONTACT        | EAnderson76@me.com |     |  |

|      |            |                        |     |       |
|------|------------|------------------------|-----|-------|
| DATE | 15/02/2012 | TEMPERATURE / °F or °C | AIR | TRACK |
|------|------------|------------------------|-----|-------|

|                     |                   |                |                      |
|---------------------|-------------------|----------------|----------------------|
| QUALIFYING POSITION | BEST LAPTIME /sec | FINAL POSITION | RACE LENGTH /minutes |
| 7                   | 11.0              | 4              | 5                    |

|                 |                                            |                                          |
|-----------------|--------------------------------------------|------------------------------------------|
| TRACK CONDITION | <input checked="" type="checkbox"/> CARPET | <input type="checkbox"/> ASPHALT         |
|                 | <input checked="" type="checkbox"/> MIXED  | <input type="checkbox"/> FAST            |
| TRACTION        | <input type="checkbox"/> LOW               | <input checked="" type="checkbox"/> HIGH |

| FRONT        | REAR |
|--------------|------|
| TRANSMISSION |      |

|                      |                              |                   |                              |
|----------------------|------------------------------|-------------------|------------------------------|
| SOLID AXLE           | <input type="checkbox"/> YES | BALL DIFFERENTIAL | <input type="checkbox"/> YES |
| SOLID ONE WAY DIFF.  | <input type="checkbox"/> YES |                   |                              |
| ONE WAY DIFFERENTIAL | <input type="checkbox"/> YES |                   |                              |

|                   |                              |                   |                                         |
|-------------------|------------------------------|-------------------|-----------------------------------------|
| GEAR DIFFERENTIAL | <input type="checkbox"/> YES | GEAR DIFFERENTIAL | <input checked="" type="checkbox"/> YES |
| OIL               |                              | OIL               | 2000 /Cst                               |

|                   |                  |               |     |
|-------------------|------------------|---------------|-----|
| PINION / T        | 48               | SPUR GEAR / T | 100 |
| FINAL DRIVE RATIO | 2.08333333333333 | ROLLOUT       | NaN |

| FRONT                        | REAR                                        |
|------------------------------|---------------------------------------------|
| <input type="checkbox"/> ALU | <input checked="" type="checkbox"/> PLASTIC |
| SHOCKS                       |                                             |
| <input type="checkbox"/> ALU | <input checked="" type="checkbox"/> PLASTIC |

|     |              |     |
|-----|--------------|-----|
| 3.0 | XRAY SPRINGS | 2.6 |
|-----|--------------|-----|

|     |           |     |
|-----|-----------|-----|
| 500 | OIL / CST | 400 |
|-----|-----------|-----|

|  |            |  |
|--|------------|--|
|  | LENGTH /mm |  |
|--|------------|--|

|  |             |  |
|--|-------------|--|
|  | PRELOAD /mm |  |
|--|-------------|--|

|     |           |     |
|-----|-----------|-----|
| 10% | REBOUND % | 10% |
|-----|-----------|-----|

|                              |                                        |                 |                              |                                        |
|------------------------------|----------------------------------------|-----------------|------------------------------|----------------------------------------|
| <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO | FOAM INSERTS    | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO | O-RING ON SHAFT | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |

|                              |                                         |                 |                                         |                              |
|------------------------------|-----------------------------------------|-----------------|-----------------------------------------|------------------------------|
| <input type="radio"/> OPENED | <input checked="" type="radio"/> CLOSED | HOLES IN PISTON | <input checked="" type="radio"/> OPENED | <input type="radio"/> CLOSED |
|------------------------------|-----------------------------------------|-----------------|-----------------------------------------|------------------------------|

|     |              |               |              |     |
|-----|--------------|---------------|--------------|-----|
| 1.5 | THICKNESS/mm | ANTI-ROLL BAR | THICKNESS/mm | 1.3 |
|-----|--------------|---------------|--------------|-----|

|           |       |           |
|-----------|-------|-----------|
| Jaco Blue | TIRES | Jaco Blue |
|-----------|-------|-----------|

|  |              |  |
|--|--------------|--|
|  | DIAMETER /mm |  |
|--|--------------|--|

|      |          |      |
|------|----------|------|
| Jack | ADDITIVE | Jack |
|------|----------|------|

|              |             |           |            |
|--------------|-------------|-----------|------------|
| FRONT LEFT   | FRONT RIGHT | REAR LEFT | REAR RIGHT |
|              |             |           |            |
| TREATED AREA |             |           |            |

| WHEELS                   |                          |                          |          |
|--------------------------|--------------------------|--------------------------|----------|
| S                        | M                        | H                        | HARDNESS |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | S        |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | M        |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | H        |

|       |             |          |      |
|-------|-------------|----------|------|
| MOTOR | Revtech     | TIMING   | Full |
| ROTOR | 12.5 Torque | ARMATURE | 17.5 |

|     |       |           |         |
|-----|-------|-----------|---------|
| ESC | Tekin | BATTERIES | Revtech |
|-----|-------|-----------|---------|

| BRUSHLESS |       |               |            |
|-----------|-------|---------------|------------|
| PROGRAM   | PUNCH | INITIAL BRAKE | AUTO BRAKE |

|      |       |      |       |
|------|-------|------|-------|
| BODY | LTC-r | WING | Stock |
|------|-------|------|-------|

|                                              |        |          |        |
|----------------------------------------------|--------|----------|--------|
| <input checked="" type="checkbox"/> -APPLIED | S-SOFT | M-MEDIUM | H-HARD |
|----------------------------------------------|--------|----------|--------|

| FRONT | CASTER | 0° | 2° | 4°             | 6°    | SQUAT | ROLL-CENTER    | REAR |
|-------|--------|----|----|----------------|-------|-------|----------------|------|
| DIVE  |        |    |    |                | SHIM  | 1 /mm |                |      |
| +0.75 |        |    |    |                | +0.75 |       | +0.75          |      |
| 0.00  |        |    |    |                | 0.00  |       | 0.00           |      |
| -0.75 |        |    |    |                | -0.75 |       | -0.75          |      |
| SHIM  |        |    |    |                | SHIM  | /mm   | SHIM           | /mm  |
|       |        |    |    |                |       |       |                |      |
|       |        |    |    | WHEELBASE/mm   |       | 257   |                |      |
|       |        |    |    | RIDE HEIGHT/mm |       | 4.4   | RIDE HEIGHT/mm |      |
|       |        |    |    |                |       |       | 4.8            |      |

| FRONT          | SHIM | 2 /mm | SHIM | 2 /mm        | SHIM | 2 /mm | SHIM | 5 /mm | REAR HUB                            |
|----------------|------|-------|------|--------------|------|-------|------|-------|-------------------------------------|
| C-HUB          |      |       |      |              |      |       |      |       | M                                   |
| M              |      |       |      |              |      |       |      |       | <input checked="" type="checkbox"/> |
| H              |      |       |      |              |      |       |      |       | <input type="checkbox"/>            |
| ALU            |      |       |      |              |      |       |      |       | <input type="checkbox"/>            |
| STEERING BLOCK |      |       |      |              |      |       |      |       |                                     |
| M              |      |       |      |              |      |       |      |       | <input checked="" type="checkbox"/> |
| H              |      |       |      |              |      |       |      |       | <input type="checkbox"/>            |
| ALU            |      |       |      |              |      |       |      |       | <input type="checkbox"/>            |
| OFFSET         |      |       |      |              |      |       |      |       |                                     |
| STANDARD       |      |       |      |              |      |       |      |       | <input checked="" type="checkbox"/> |
|                |      |       |      | DOWNSTOP /mm |      |       |      |       |                                     |
|                |      |       |      |              |      |       |      |       |                                     |

| FRONT                                                   | TOE /deg.                           | FINAL TOE IN | 3 | OUTBOARD TOE | INBOARD TOE |
|---------------------------------------------------------|-------------------------------------|--------------|---|--------------|-------------|
| OUT                                                     |                                     |              |   |              |             |
| IN                                                      |                                     |              |   |              |             |
| SHIM UNDER SHOCK                                        |                                     |              |   |              |             |
| SHIM                                                    | 2 /mm                               |              |   |              |             |
| SHIM FRONT                                              |                                     |              |   |              |             |
| SHIM                                                    | 2.25 /mm                            |              |   |              |             |
| SHIM REAR                                               |                                     |              |   |              |             |
| SHIM                                                    | 1.5 /mm                             |              |   |              |             |
| ACKERMANN SHIM                                          |                                     |              |   |              |             |
| SHIM                                                    | 2 /mm                               |              |   |              |             |
| ANTI ROLL-BAR                                           |                                     |              |   |              |             |
| SHIM UNDER SHOCK                                        |                                     |              |   |              |             |
| SHIM                                                    | 0 /mm                               |              |   |              |             |
| SHIM FRONT/REAR                                         |                                     |              |   |              |             |
| NO SHIM                                                 | <input checked="" type="checkbox"/> |              |   |              |             |
| OTHER                                                   |                                     |              |   |              |             |
| INBOARD SHIMS ARE USED IN ADDITION TO TRACK-WIDTH SHIMS |                                     |              |   |              |             |

| FRONT                | 2 | CAMBER /deg. | 2.5 | REAR                                |
|----------------------|---|--------------|-----|-------------------------------------|
| FRONT ARM            |   |              |     | REAR ARM                            |
| HARD (H)             |   |              |     | <input checked="" type="checkbox"/> |
| EXTRA-HARD (XH)      |   |              |     | <input type="checkbox"/>            |
| UPPER SHOCK POSITION |   |              |     |                                     |
| OPTIONAL ARM         |   |              |     |                                     |

| FRONT             | BALANCE /g | 10 | BALANCE /g | 7 | LOWER SUSP. BLOCK | SOLID | <input checked="" type="checkbox"/> <th>2 pcs <th>ECCENTER /mm</th> <th>STANDARD</th> <th><input checked="" type="checkbox"/> <th>1 <th>DIFF. POSITION</th> <th>UP</th> <th><input checked="" type="checkbox"/> <th>DOWN</th> <th><input type="checkbox"/> <th>LOWER SUSP. BLOCK</th> <th>SOLID</th> <th><input type="checkbox"/> <th>2 pcs <th><input checked="" type="checkbox"/> </th></th></th></th></th></th></th></th> | 2 pcs <th>ECCENTER /mm</th> <th>STANDARD</th> <th><input checked="" type="checkbox"/> <th>1 <th>DIFF. POSITION</th> <th>UP</th> <th><input checked="" type="checkbox"/> <th>DOWN</th> <th><input type="checkbox"/> <th>LOWER SUSP. BLOCK</th> <th>SOLID</th> <th><input type="checkbox"/> <th>2 pcs <th><input checked="" type="checkbox"/> </th></th></th></th></th></th></th> | ECCENTER /mm | STANDARD | <input checked="" type="checkbox"/> <th>1 <th>DIFF. POSITION</th> <th>UP</th> <th><input checked="" type="checkbox"/> <th>DOWN</th> <th><input type="checkbox"/> <th>LOWER SUSP. BLOCK</th> <th>SOLID</th> <th><input type="checkbox"/> <th>2 pcs <th><input checked="" type="checkbox"/> </th></th></th></th></th></th> | 1 <th>DIFF. POSITION</th> <th>UP</th> <th><input checked="" type="checkbox"/> <th>DOWN</th> <th><input type="checkbox"/> <th>LOWER SUSP. BLOCK</th> <th>SOLID</th> <th><input type="checkbox"/> <th>2 pcs <th><input checked="" type="checkbox"/> </th></th></th></th></th> | DIFF. POSITION | UP | <input checked="" type="checkbox"/> <th>DOWN</th> <th><input type="checkbox"/> <th>LOWER SUSP. BLOCK</th> <th>SOLID</th> <th><input type="checkbox"/> <th>2 pcs <th><input checked="" type="checkbox"/> </th></th></th></th> | DOWN | <input type="checkbox"/> <th>LOWER SUSP. BLOCK</th> <th>SOLID</th> <th><input type="checkbox"/> <th>2 pcs <th><input checked="" type="checkbox"/> </th></th></th> | LOWER SUSP. BLOCK | SOLID | <input type="checkbox"/> <th>2 pcs <th><input checked="" type="checkbox"/> </th></th> | 2 pcs <th><input checked="" type="checkbox"/> </th> | <input checked="" type="checkbox"/> |
|-------------------|------------|----|------------|---|-------------------|-------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|-------|---------------------------------------------------------------------------------------|-----------------------------------------------------|-------------------------------------|
| ECCENTER /mm      |            |    |            |   |                   |       |                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                 |              |          |                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                             |                |    |                                                                                                                                                                                                                              |      |                                                                                                                                                                   |                   |       |                                                                                       |                                                     |                                     |
| STANDARD          |            |    |            |   |                   |       |                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                 |              |          |                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                             |                |    |                                                                                                                                                                                                                              |      |                                                                                                                                                                   |                   |       |                                                                                       |                                                     |                                     |
| 1                 |            |    |            |   |                   |       |                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                 |              |          |                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                             |                |    |                                                                                                                                                                                                                              |      |                                                                                                                                                                   |                   |       |                                                                                       |                                                     |                                     |
| DIFF. POSITION    |            |    |            |   |                   |       |                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                 |              |          |                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                             |                |    |                                                                                                                                                                                                                              |      |                                                                                                                                                                   |                   |       |                                                                                       |                                                     |                                     |
| UP                |            |    |            |   |                   |       |                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                 |              |          |                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                             |                |    |                                                                                                                                                                                                                              |      |                                                                                                                                                                   |                   |       |                                                                                       |                                                     |                                     |
| DOWN              |            |    |            |   |                   |       |                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                 |              |          |                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                             |                |    |                                                                                                                                                                                                                              |      |                                                                                                                                                                   |                   |       |                                                                                       |                                                     |                                     |
| LOWER SUSP. BLOCK |            |    |            |   |                   |       |                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                 |              |          |                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                             |                |    |                                                                                                                                                                                                                              |      |                                                                                                                                                                   |                   |       |                                                                                       |                                                     |                                     |
| SOLID             |            |    |            |   |                   |       |                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                 |              |          |                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                             |                |    |                                                                                                                                                                                                                              |      |                                                                                                                                                                   |                   |       |                                                                                       |                                                     |                                     |
| 2 pcs             |            |    |            |   |                   |       |                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                 |              |          |                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                             |                |    |                                                                                                                                                                                                                              |      |                                                                                                                                                                   |                   |       |                                                                                       |                                                     |                                     |

1mm up travel in front. 2mm up travel in rear.