

SET-UP SHEET

XRAY T3'12

RACE	Middle Swedish Cup Rd3		
TRACK	Eskilstuna, Sweden		
NAME	Magnus Vassmar		
CITY / COUNTRY	Eskilstuna	Sweden	
CONTACT	magnus.vassmar@gmail.com		

DATE	13/12/2011	TEMPERATURE / °F or °C	AIR	TRACK
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QUALIFYING POSITION	BEST LAPTIME /sec	FINAL POSITION	RACE LENGTH /minutes
1	9.31	1	5

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

FRONT	REAR
TRANSMISSION	

SOLID AXLE	☒ YES	BALL DIFFERENTIAL	☐ YES
SOLID ONE WAY DIFF.	☐ YES		
ONE WAY DIFFERENTIAL	☐ YES		

GEAR DIFFERENTIAL	☐ YES	GEAR DIFFERENTIAL	☒ YES
OIL		OIL	700 /Cst

PINION / T	23	SPUR GEAR / T	114
FINAL DRIVE RATIO	4.9565217391304	ROLLOUT	NaN

FRONT	REAR
☒ ALU	☐ PLASTIC
SHOCKS	
☒ ALU	☐ PLASTIC

2.8	XRAY SPRINGS	2.6
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350	OIL / CST	350
std	LENGTH /mm	std
std	PRELOAD /mm	std
20	REBOUND %	20

☐ YES	☒ NO	FOAM INSERTS	☐ YES	☒ NO
☐ YES	☒ NO	O-RING ON SHAFT	☐ YES	☒ NO

☐ OPENED	☒ CLOSED	HOLES IN PISTON	☐ OPENED	☒ CLOSED
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1.4	THICKNESS/mm	ANTI-ROLL BAR	THICKNESS/mm	1.4
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Sorex 28	TIRES	Sorex 28
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Sch. Yellow	INSERTS	Sch. Yellow
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LRP	ADDITIVE	LRP
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FRONT LEFT	FRONT RIGHT	REAR LEFT	REAR RIGHT
TREATED AREA			

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

MOTOR	Thunder Power	TIMING	
ROTOR		ARMATURE	

ESC	NOSRAM	BATTERIES	Thunder Power
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BRUSHLESS			
PROGRAM	PUNCH	INITIAL BRAKE	AUTO BRAKE

BODY	PF Spd 6 LW	WING	STD
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☒ -APPLIED	S-SOFT	M-MEDIUM	H-HARD
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FRONT	CASTER	0°	2°	4°	6°	SQUAT	ROLL-CENTER	REAR
DIVE					SHIM /mm	+0.75	0.00	-0.75
+0.75					+0.75	0.00	-0.75	
0.00					0.00	0.00	-0.75	
-0.75					-0.75	SHIM	SHIM	
SHIM /mm					SHIM /mm	SHIM /mm	SHIM /mm	
5					WHEELBASE/mm	257	5.2	
RIDE HEIGHT/mm					0	1	2	

FRONT	C-HUB	SHIM	1	SHIM	2	SHIM	2	SHIM	2	REAR HUB	SHIM	4	SHIM	4	SHIM	4	SHIM	4
STEERING BLOCK	M ☐	H ☒	ALU ☐	LONG 52mm	SHORT 50mm	ROLL CENTER UPPER CLAMP	MEASURE UNDER ARM	5.8	DOWNSTOP /mm	5	OFFSET	STANDARD	-0.75	OFFSET	STANDARD	-0.75	OFFSET	STANDARD
MEASURE UNDER ARM	8	7	6	5	4	3	2	1	0	1	2	3	4	5	6	7	8	9

FRONT	TOE /deg.	FINAL TOE IN	OUTBOARD TOE	INBOARD TOE	SHIM /mm	ANTI ROLL-BAR	SHIM UNDER SHOCK	SHIM	SHIM FRONT/REAR	NO SHIM	OTHER	INBOARD SHIMS ARE USED IN ADDITION TO TRACK-WIDTH SHIMS	ROLL CENTER UPPER CLAMP
OUT	0.5				1.9	3.5°							
IN					1.5	3°							
SHIM UNDER SHOCK					1.5	2.5°							
SHIM FRONT					1.5	2°							
SHIM REAR					1.2	1.5°							
ACKERMANN SHIM					1	1°							

FRONT	1.5	CAMBER /deg.	1.5	REAR	
UPPER SHOCK POSITION	5	4	3	2	1
FRONT ARM	HARD (H) ☒	EXTRA-HARD (XH) ☐	REAR ARM	HARD (H) ☒	EXTRA-HARD (XH) ☐
OPTIONAL ARM	2	1	OPTIONAL ARM	1	2

FRONT	BALANCE /g	10	BALANCE /g	BALANCE /g	BALANCE /g	REAR	BALANCE /g	BALANCE /g	BALANCE /g	LOWER SUSP. BLOCK	SOLID <th>2 pcs <th>ECCENTER <th>STANDARD <th>1 <th>DIFF. POSITION</th> <th>UP <th>DOWN <th>LOWER SUSP. BLOCK</th> <th>SOLID <th>2 pcs </th></th></th></th></th></th></th></th>	2 pcs <th>ECCENTER <th>STANDARD <th>1 <th>DIFF. POSITION</th> <th>UP <th>DOWN <th>LOWER SUSP. BLOCK</th> <th>SOLID <th>2 pcs </th></th></th></th></th></th></th>	ECCENTER <th>STANDARD <th>1 <th>DIFF. POSITION</th> <th>UP <th>DOWN <th>LOWER SUSP. BLOCK</th> <th>SOLID <th>2 pcs </th></th></th></th></th></th>	STANDARD <th>1 <th>DIFF. POSITION</th> <th>UP <th>DOWN <th>LOWER SUSP. BLOCK</th> <th>SOLID <th>2 pcs </th></th></th></th></th>	1 <th>DIFF. POSITION</th> <th>UP <th>DOWN <th>LOWER SUSP. BLOCK</th> <th>SOLID <th>2 pcs </th></th></th></th>	DIFF. POSITION	UP <th>DOWN <th>LOWER SUSP. BLOCK</th> <th>SOLID <th>2 pcs </th></th></th>	DOWN <th>LOWER SUSP. BLOCK</th> <th>SOLID <th>2 pcs </th></th>	LOWER SUSP. BLOCK	SOLID <th>2 pcs </th>	2 pcs
ECCENTER /mm	STANDARD	1	DIFF. POSITION	UP	DOWN	LOWER SUSP. BLOCK	SOLID	2 pcs	ECCENTER	STANDARD	1	DIFF. POSITION	UP	DOWN	LOWER SUSP. BLOCK	SOLID	2 pcs				