

SET-UP SHEET

XRAY T3'12

RACE	ETS Rnd1		
TRACK	Mulheim Karlich		
NAME	mathias.rascol		
CITY / COUNTRY	Nantes	France	
CONTACT	mathias.rascol@gmail.com		

DATE	30/10/2011	TEMPERATURE / °F or °C	AIR	TRACK
QUALIFYING POSITION	1	BEST LAPTIME /sec	11,9	FINAL POSITION
				1
				RACE LENGTH /minutes
				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	1000 /Cst

PINION / T	25	SPUR GEAR / T	114
FINAL DRIVE RATIO	4.56	ROLLOUT	NaN

FRONT		REAR	
☒ ALU	☐ PLASTIC	SHOCKS	☒ ALU ☐ PLASTIC
3.0	XRAY SPRINGS	2.6	
350	OIL / CST	350	
	LENGTH /mm		
	PRELOAD /mm		
10%	REBOUND %	10%	
☒ YES ☐ NO	FOAM INSERTS	☒ YES ☐ NO	
☐ YES ☒ NO	O-RING ON SHAFT	☐ YES ☒ NO	

☐ OPENED	☒ CLOSED	HOLES IN PISTON	☒ YES ☐ NO
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1.4	THICKNESS/mm	ANTI-ROLL BAR	THICKNESS/mm	1.2
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Ride 32	TIRES	Ride 32
	DIAMETER /mm	
	INSERTS	
CS HG	ADDITIVE	CS HG

FRONT LEFT	FRONT RIGHT	REAR LEFT	REAR RIGHT
TREATED AREA			

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

MOTOR	Nosram 5.0	TIMING	
ROTOR	Std	ARMATURE	

ESC	Nosram ISTC v2	BATTERIES	Nosram 6200
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BRUSHLESS			
PROGRAM	0	PUNCH	0
INITIAL BRAKE		AUTO BRAKE	

BODY	Speed6	WING	MR33
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☒ -APPLIED	S-SOFT	M-MEDIUM	H-HARD
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FRONT		SQUAT		ROLL-CENTER		REAR	
CASTER	0° ☐ 2° ☐ 4° ☒ 6° ☐	SHIM	1 /mm	SHIM	1 /mm	SHIM	0 /mm
DIVE	+0.75 ☐ 0.00 ☒ -0.75 ☐	SHIM	0 /mm	SHIM	0 /mm	SHIM	0 /mm
ROLL-CENTER	+0.75 ☐ 0.00 ☒ -0.75 ☐	SHIM	0 /mm	SHIM	0 /mm	SHIM	0 /mm
SHIM	0 /mm	SHIM	0 /mm	SHIM	0 /mm	SHIM	0 /mm
5	RIDE HEIGHT/mm	0	1	1	WHEELBASE/mm	257	2
							0
							5.4

FRONT		REAR	
C-HUB	SHIM 1 /mm	SHIM 1 /mm	SHIM 1 /mm
M ☐	H ☒	M ☐	H ☒
ALU ☐	ALU ☐	ALU ☐	ALU ☐
STEERING BLOCK	M ☐ H ☒ ALU ☐	SHIM 4 /mm	REAR HUB
OFFSET	STANDARD ☒	SHIM 1 /mm	SHIM 4 /mm
6	DOWNSTOP /mm	5	REAR HUB
			STANDARD ☒

TOE /deg.	FINAL TOE IN	3	OUTBOARD TOE	0
OUT 2.5	IN	SHIM /mm	SHIM /mm	SHIM /mm
SHIM UNDER SHOCK	SHIM 1.5 /mm	SHIM 1.5 /mm	SHIM 1.5 /mm	SHIM 1.5 /mm
SHIM FRONT	SHIM 1.5 /mm	SHIM REAR	SHIM 1.5 /mm	SHIM 1.5 /mm
SHIM 1.5 /mm	SHIM 1.5 /mm	SHIM 1.5 /mm	SHIM 1.5 /mm	SHIM 1.5 /mm
ACKERMANN SHIM	SHIM 2 /mm	SHIM 2 /mm	SHIM 2 /mm	SHIM 2 /mm
ROLL CENTER UPPER CLAMP	ROLL CENTER UPPER CLAMP	ROLL CENTER UPPER CLAMP	ROLL CENTER UPPER CLAMP	ROLL CENTER UPPER CLAMP
ANTI ROLL-BAR	SHIM UNDER SHOCK	SHIM 0 /mm	SHIM FRONT/REAR	SHIM 0 /mm
SHIM 0 /mm	SHIM 0 /mm	SHIM 0 /mm	SHIM 0 /mm	SHIM 0 /mm
NO SHIM	NO SHIM	NO SHIM	NO SHIM	NO SHIM
OTHER	OTHER	OTHER	OTHER	OTHER
INBOARD SHIMS ARE USED IN ADDITION TO TRACK-WIDTH SHIMS	INBOARD SHIMS ARE USED IN ADDITION TO TRACK-WIDTH SHIMS	INBOARD SHIMS ARE USED IN ADDITION TO TRACK-WIDTH SHIMS	INBOARD SHIMS ARE USED IN ADDITION TO TRACK-WIDTH SHIMS	INBOARD SHIMS ARE USED IN ADDITION TO TRACK-WIDTH SHIMS

FRONT		REAR	
2.5	CAMBER /deg.	2.5	CAMBER /deg.
UPPER SHOCK POSITION	UPPER SHOCK POSITION	UPPER SHOCK POSITION	UPPER SHOCK POSITION
FRONT ARM	HARD (H) ☐ EXTRA-HARD (XH) ☒	REAR ARM	HARD (H) ☐ EXTRA-HARD (XH) ☒
2	OPTIONAL ARM	1	OPTIONAL ARM

BALANCE /g	BALANCE /g	BALANCE /g	BALANCE /g
ECCENTER /mm	STANDARD ☒	STANDARD ☒	STANDARD ☒
1	DIFF POSITION	UP ☒	DOWN ☐
UP ☒	DOWN ☐	UP ☒	DOWN ☐
LOWER SUSP. BLOCK	SOLID ☒	2 pcs	2 pcs
2 pcs	2 pcs	2 pcs	2 pcs

CA on outside front wheels

trie additive : 30min rear / 15 min front

note : front toe-out to prevent traction roll. Car easier to driver and same lap time. tried it for the last final