

SET-UP SHEET

XRAY T3'12

RACE	2012 Roar carpet nationals		
TRACK	Mikes hobby shop		
NAME	Paul LeMieux		
CITY / COUNTRY	Dallas TX	USA	
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DATE	26/03/2012	TEMPERATURE / °F or °C	AIR	TRACK
QUALIFYING POSITION	1	BEST LAPTIME /sec	FINAL POSITION	1
RACE LENGTH /minutes				

TRACK CONDITION	☐ TECHNICAL	☒ MIXED	☐ CARPET	☐ ASPHALT
TRACTION	☐ LOW	☒ MEDIUM	☐ FAST	☐ 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	18	SPUR GEAR / T	116
FINAL DRIVE RATIO	6.4444444444444	ROLLOUT	0

FRONT		REAR	
☐ ALU	☒ PLASTIC	☐ ALU	☒ PLASTIC
SHOCKS		SHOCKS	
3.0	XRAY SPRINGS	2.6	
Xray 550	OIL / CST	Xray 450	
63mm	LENGTH /mm	63mm	
	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
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1.3	THICKNESS/mm	ANTI-ROLL BAR	THICKNESS/mm	1.2
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jaco handout	TIRES	jaco handout
	DIAMETER /mm	
	INSERTS	
paragon	ADDITIVE	paragon

FRONT LEFT	FRONT RIGHT	REAR LEFT	REAR RIGHT
TREATED AREA			

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

MOTOR	thunderpower 4.0	TIMING	20
ROTOR	stk	ARMATURE	

ESC	lrp tc spec	BATTERIES	thunderpower 5300 65c
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BRUSHLESS			
PROGRAM	2	PUNCH	1
INITIAL BRAKE	4	AUTO BRAKE	4

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

FRONT		REAR	
C-HUB	SHIM	SHIM	SHIM
M ☒	2.5 /mm	1 /mm	0 /mm
H ☐			
ALU ☐			
STEERING BLOCK	LONG 52mm	SHORT 50mm	SHORT 50mm
M ☒			
H ☐			
ALU ☐			
OFFSET	STANDARD ☒	OFFSET	STANDARD ☐
			-0.75
DOWNSTOP /mm		DOWNSTOP /mm	

TOE /deg.	FINAL TOE IN	OUTBOARD TOE	INBOARD TOE
	3.5	0	
OUT .5	SHIM /mm	SHIM /mm	SHIM /mm
IN	1 /mm	0 /mm	1.9 = 3.5°
SHIM UNDER SHOCK	SHIM FRONT	SHIM REAR	1.5 = 3°
SHIM 1 /mm	2.25 /mm	2.25 /mm	1.15 = 2.5°
SHIM FRONT	ACKERMANN SHIM	SHIM 3 /mm	0.75 = 2°
SHIM 2.25 /mm			0.4 = 1.5°
			0 = 1°

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

BALANCE /g	10	BALANCE /g	fan
ECCENTER /mm	STANDARD ☒	ECCENTER /mm	STANDARD ☐
1		1	
DIFF POSITION	UP ☒	DIFF POSITION	UP ☒
DOWN ☐		DOWN ☐	
LOWER SUSP. BLOCK	SOLID ☐	LOWER SUSP. BLOCK	SOLID ☐
2 pcs ☒		2 pcs ☒	

Droop: 2mm above ride height in the rear and 2.5mms above ride height in the front. I felt that the less rear droop than normal make the car more stable entering the apex of the corner. Overall this set up should be very stable for carpet.

50mm ECS's in the front.