

SET-UP SHEET

XRAY T3'12

RACE	Norwegian Indoor Championship 2012		
TRACK	Gjovik		
NAME	Petter Berntsen		
CITY / COUNTRY	Gjovik	Norway	
CONTACT	petter-berntsen@hotmail.com		

DATE	04/03/2012	TEMPERATURE / °F or °C	AIR	TRACK	
QUALIFYING POSITION	3	BEST LAPTIME /sec	10.275	FINAL POSITION	2
		RACE LENGTH /minutes	5		

TRACK CONDITION	☒ CARPET	☐ ASPHALT
	☐ TECHNICAL	☐ MIXED
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	2000 /Cst

PINION / T	18	SPUR GEAR / T	87
FINAL DRIVE RATIO	4.833333333333333	ROLLOUT	NaN

FRONT		REAR	
☒ ALU	☐ PLASTIC	☒ ALU	☐ PLASTIC
SHOCKS			
2.6	XRAY SPRINGS	2.4	
450	OIL / CST	450	
	LENGTH /mm		
	PRELOAD /mm		
25	REBOUND %	25	
☐ 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	1.3
Sorex 28	TIRES	Sorex 28		
	DIAMETER /mm			
jb blue	INSERTS	jb blue		
cs high grip	ADDITIVE	cs high grip		

FRONT LEFT	FRONT RIGHT	REAR LEFT	REAR RIGHT
TREATED AREA			

Hudy	WHEELS	Hudy
S ☐ M ☒ H ☐	HARDNESS	S ☐ M ☒ H ☐

MOTOR	Orca 4.5	TIMING	
ROTOR	std	ARMATURE	

ESC	Orca	BATTERIES	Orca
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BRUSHLESS			
PROGRAM	PUNCH	INITIAL BRAKE	AUTO BRAKE

BODY	Mazda speed LW	WING	MR33
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☒ -APPLIED	S-SOFT	M-MEDIUM	H-HARD
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FRONT		CASTER		SHIM		SQUAT		ROLL-CENTER		REAR	
DIVE	ROLL-CENTER	0°	2°	4°	6°	+0.75	0.00	-0.75	SHIM	+0.75	0.00
+0.75	0.00	-0.75	0	0	0	0	0	0	0	0	0
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	1	0	RIDE HEIGHT/mm	5,4

FRONT		SHIM		SHIM		SHIM		SHIM		REAR HUB	
C-HUB	SHIM	1	2	1.25	4	M	H	ALU			
M	H	ALU									
LONG 52mm	SHORT 50mm	LONG 52mm	SHORT 50mm	CAMBER LINK LOCATION	OPTIONAL HUB						
STEERING BLOCK	M	H	ALU								
OFFSET	STANDARD	+0.75	5,8	DOWNSTOP /mm	5						

TOE /deg.	FINAL TOE IN	3	OUTBOARD TOE	0
OUT	0,5	INBOARD TOE		
SHIM UNDER SHOCK	SHIM 1 /mm	SHIM REAR	SHIM 1.5 /mm	
SHIM FRONT	SHIM 1.9 /mm	ACKERMANN SHIM	SHIM 1 /mm	
ANTI ROLL-BAR	SHIM UNDER SHOCK	SHIM 0 /mm	SHIM FRONT/REAR	
NO SHIM	OTHER			

FRONT		CAMBER /deg.		REAR	
1.5	UPPER SHOCK POSITION	1.5			
FRONT ARM	HARD (H)	EXTRA-HARD (XH)		REAR ARM	HARD (H)

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