

# SET-UP SHEET

# XRAY X12

<b>RACE</b>	BRCA National R2	
<b>TRACK</b>	Tamworth	

<b>NAME</b>	Andy Murray	
<b>CITY / COUNTRY</b>	Tamworth	UK
<b>CONTACT</b>		

<b>DATE</b>	13/12/2011	
<b>TEMPERATURE</b> / °F or °C	AIR	TRACK





<b>QUALIFYING POSITION</b>	<b>BEST LAPTIME</b> / sec	<b>FINAL POSITION</b>	<b>RACE LENGTH</b> / minutes
10th	11.1	6th	8

<b>TRACK CONDITION</b>	<input checked="" type="checkbox"/> CARPET	<input type="checkbox"/> ASPHALT
	<input type="checkbox"/> TECHNICAL	<input checked="" type="checkbox"/> MIXED
<b>TRACTION</b>		
	<input type="checkbox"/> LOW	<input checked="" type="checkbox"/> MEDIUM
		<input type="checkbox"/> HIGH

CENTER SHOCK ABSORBER			
SPRING	gold	OIL / cSt	600
		REBOUND%	50

SIDE LINKAGES	
OIL / cSt	20,000

FRONT	TIRES	REAR
Mobgums Magenta		Mobgums Yellow
41.5	DIAMETER/mm	43.5
Speedtech	ADDITIVE	Speedtech
15minutes	ADDITIVE timing	25minutes

<b>FRONT LEFT</b>	<b>FRONT RIGHT</b>	<b>ADDITIVE TREATED AREA</b>	<b>REAR LEFT</b>	<b>REAR RIGHT</b>
				

TRANSMISSION	
DIFF SETTING	
<input type="checkbox"/> LOOSE	<input checked="" type="checkbox"/> MEDIUM
<input type="checkbox"/> TIGHT	

<b>PINION / T</b>		<b>SPUR GEAR/T</b>	
<b>FINAL DRIVE RATIO</b>		<b>ROLLOUT</b>	NaN

MOTOR	
<b>BRAND</b>	LRP X12
<b>TURN</b>	4Turn
<b>ROTOR</b>	1S
<b>TIMING</b>	0000

<b>ESC</b>		
<b>ESC SETTING</b>	PROGRAM <input type="checkbox"/>	PUNCH <input type="checkbox"/>
	INITIAL BRAKE <input type="checkbox"/>	AUTO BRAKE <input type="checkbox"/>
<b>BATTERIES</b>		
<b>BODY</b>	AMR-12	

FRONT		SHOCK ABSORBER		POD PLANE	
<b>SHIMS</b>	4 / mm	<b>SHIMS</b>	0 / mm	UNLOADED	
				LOADED	1mm
<b>RIDE HEIGHT</b> /mm	3.4	<b>MID RIDE HEIGHT</b> /mm	3.4	<b>RIDE HEIGHT</b> /mm	3.5

FRONT		REAR	
<b>CASTER</b>	2mm <input checked="" type="checkbox"/> 1mm <input type="checkbox"/> 0.5mm <input type="checkbox"/> 0mm <input type="checkbox"/>	<b>RIDE HEIGHT</b>	
<b>REACTIVE CASTER</b>	<input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<b>SIDE SPRING</b>	AE Blue
<b>RIDE HEIGHT SHIMS</b>	1mm /mm		

FRONT		REAR	
<b>SHIMS</b>	1.2 / mm	<b>CAMBER</b> / degr.	1
<b>SHIMS</b>	0 / mm		
<b>SHIMS</b>	0 / mm		
<b>SPRINGS</b>	<input type="checkbox"/> GOLD C=3.5 <input type="checkbox"/> SILVER C=4.0 <input type="checkbox"/> BLACK C=5.0 <input type="checkbox"/> GREY C=6.0		
OTHER	AE 0.020lb		

<b>TOE</b> / degr.	OUT 0.5	<b>SERVO POSITION</b>	RIGHT <input checked="" type="checkbox"/> LEFT <input type="checkbox"/>	<b>SHIMS</b>	0 / mm
<b>ACKERMANN</b>	SHIMS 2 /mm				
<b>BRACE</b>	GRAPHITE <input checked="" type="checkbox"/> ALU <input type="checkbox"/> OTHER <input type="checkbox"/>				
<b>FRONT WIDTH SHIM</b>	0 /mm	<b>LINKAGE POSITION</b>	2 0 2 1 0 1	<b>CHASSIS</b>	STANDARD <input checked="" type="checkbox"/> OTHER <input type="checkbox"/>
				<b>REAR WIDTH SHIM</b>	3.5 /mm

<b>COMMENTS</b>	
	Rear of the shock absorber raised by 4mm's
	20,000cst oil on front kingpin
	This setup was working really good!!