SET-UP SHEET

XRAY T2008

RACE	Basic ASPHALT Set-Up For Rubber Tires
TRACK	
NAME	
CITY / COUNTRY	
CONTACT	
DATE	TEMPERATURE / °F or °C: AIR: TRACK:
QUALIFYING POSITION	BEST LAPTIME / sec: FINAL POSITION: RACE LENGTH / minutes

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

TRANSMISSION

FRONT		REAR
FRONT PULLEY	38T	38T
		REAR PULLEY

DIFF.

	FRONT	REAR
LOOSE	☐	☐
MEDIUM	☐	☒
TIGHT	☐	☐

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

MIDDLE ONE WAY PULLEY: FIXED ☒ / ONE-WAY ☐

PINION / T		SPUR GEAR / T	
FINAL DRIVE RATIO		ROLLOUT	

SHOCKS

FRONT	REAR
☐ ALU ☒ PLASTIC	☐ ALU ☒ PLASTIC

XRAY SPRINGS

		FRONT		REAR	
#308393	Super Soft	☐	YELLOW	☐	(D=1.4) 14 lb
#308384		☐	BLUE-GREEN	☐	(D=1.5) 15 lb
#308394	Soft	☐	WHITE	☐	(D=1.5) 17.5 lb
#308385		☐	LIGHT-BLUE	☐	(D=1.6) 20 lb
#308395	Soft Medium	☐	BLUE	☐	(D=1.6) 22.5 lb
#308386		☐	DARK-BLUE	☐	(D=1.7) 25 lb
#308396	Medium	☐	VIOLET	☐	(D=1.7) 28 lb
#308387		☐	LIGHT-PURPLE	☐	(D=1.8) 30 lb
#308397	Medium Hard	☐	PURPLE	☐	(D=1.8) 33 lb
#308388		☐	LIGHT-RED	☐	(D=1.9) 35 lb
#308398	Hard	☐	RED	☐	(D=1.9) 38 lb

#308373	☐	C 2.2	☐
#308374	☐	C 2.4	☐
#308375	☐	C 2.6	☒
#308376	☒	C 2.8	☐
#308377	☐	C 3.0	☐
#308378	☐	C 3.2	☐
#308379	☐	C 3.4	☐

	OTHER SPRING	
350	OIL / CST	350
	LENGTH / mm	
	PRELOAD / mm	
75%	REBOUND %	75%
☒ YES ☐ NO	FOAM INSERTS	☒ YES ☐ NO
☐ YES ☒ NO	O-RING ON SHAFT	☐ YES ☒ NO

○ OPENED ● CLOSED — HOLES IN PISTON

1.6	ANTI-ROLL BAR THICKNESS / mm	1.4

	TIRES	
	DIAMETER / mm	
	INSERTS	
	ADDITIVE	

TREATED AREA: FRONT LEFT, FRONT RIGHT, REAR LEFT, REAR RIGHT

HUDY	WHEELS	HUDY
S ☐ M ☒ H ☐	HARDNESS	S ☐ M ☒ H ☐

MOTOR		ARMATURE
	+	SPRING -
	+	BRUSH COMP. -

ESC		BATTERIES	
BRUSHLESS	PROGRAM	PUNCH	INITIAL BRAKE / AUTO BRAKE
BODY	Mazda 6	WING	Mazda 6

● ☒ - APPLIED S -SOFT M -MEDIUM H -HARD

FRONT / REAR

CASTER: 0° ☐ 2° ☐ 4° ☒ 6° ☐

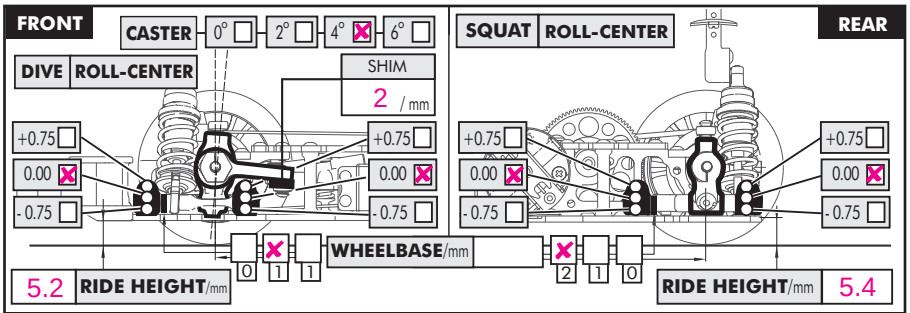
DIVE ROLL-CENTER — SQUAT ROLL-CENTER

SHIM: 2 / mm

	FRONT	REAR
+0.75	☐	☐
0.00	☒	☒
- 0.75	☐	☐

WHEELBASE/mm: FRONT ☒ 0 1 1 / REAR ☒ 2 1 0

RIDE HEIGHT/mm: FRONT 5.2 — REAR 5.4



C-HUB / STEERING BLOCK / OFFSET

	FRONT	REAR
C-HUB M	☒	
C-HUB H	☐	
C-HUB ALU	☐	
STEERING BLOCK M	☒	
STEERING BLOCK H	☐	
STEERING BLOCK ALU	☐	
OFFSET STANDARD	☒	

SHIM: FRONT 1 / mm — REAR 2 / mm

UPPER SHOCK POSITION

LONG ☒ / SHORT ☐ (front) — LONG ☐ / SHORT ☒ (rear)

QUICK ROLL CENTER POSITION

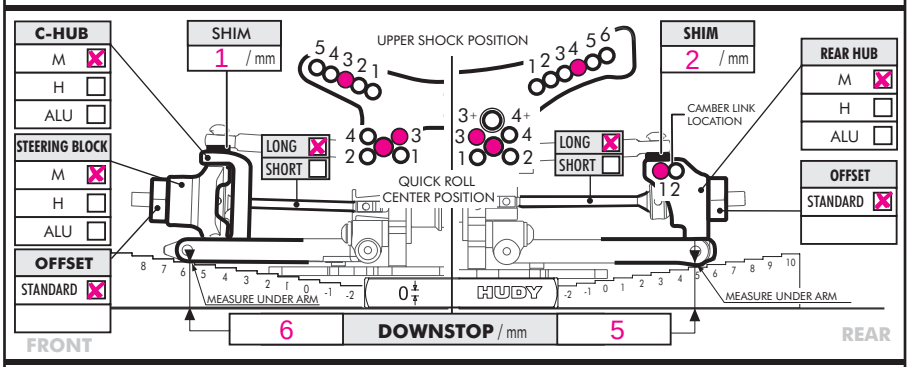
CAMBER LINK LOCATION

REAR HUB: M ☒ / H ☐ / ALU ☐

OFFSET: STANDARD ☒

MEASURE UNDER ARM

DOWNSTOP / mm: FRONT 6 — REAR 5



TOE / degr.

	FRONT	REAR
OUT	0.5	
IN		

FINAL TOE IN: 3 — OUTBOARD TOE: 0 — OUTBOARD+INBOARD TOE

INBOARD TOE SHIM / mm: 2.25 ☒ =3° / 1.9 ☐ =2.5° / 1.5 ☐ =2° / 1.15 ☐ =1.5° / 0.75 ☐ =1° / 0.4 ☐ =0.5° / 0 ☐ =0°

SHIM UNDER SHOCK: FRONT 0 /mm — REAR 0 /mm

SHIM FRONT: 1.5 /mm

SHIM REAR: 1.5 /mm

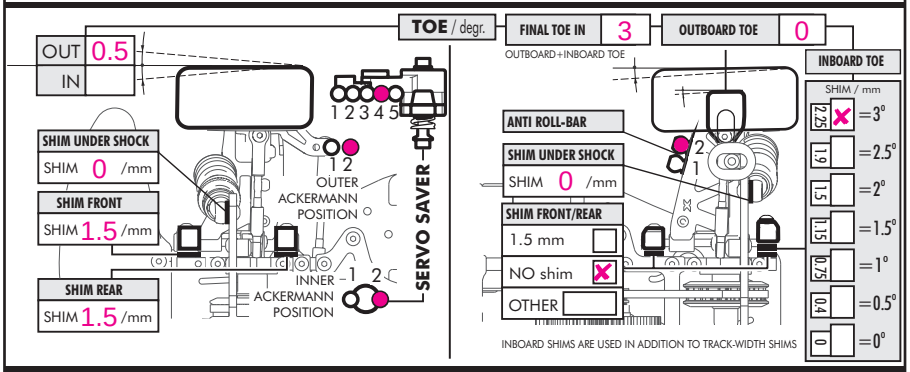
OUTER ACKERMANN POSITION — INNER ACKERMANN POSITION

SERVO SAVER

ANTI ROLL-BAR

SHIM FRONT/REAR: 1.5 mm ☐ / NO shim ☒ / OTHER ☐

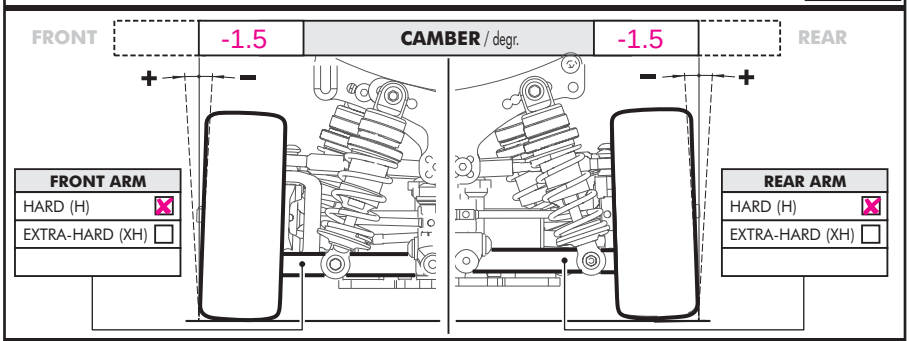
INBOARD SHIMS ARE USED IN ADDITION TO TRACK-WIDTH SHIMS



CAMBER / degr.

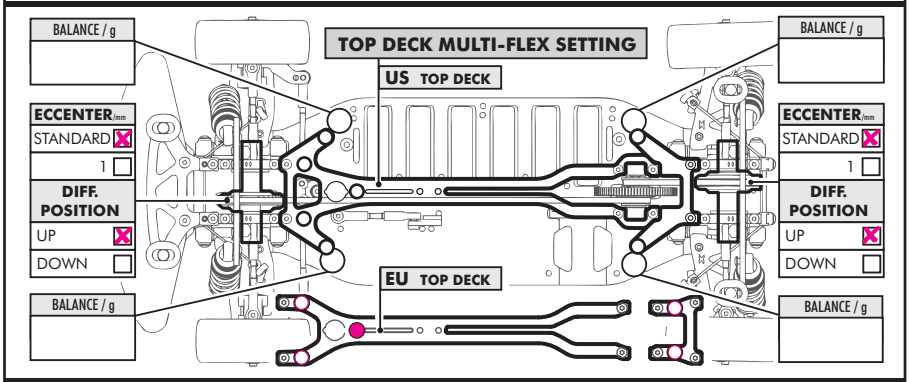
FRONT -1.5 — REAR -1.5

FRONT ARM	REAR ARM
HARD (H) ☒	HARD (H) ☒
EXTRA-HARD (XH) ☐	EXTRA-HARD (XH) ☐



TOP DECK MULTI-FLEX SETTING

	US TOP DECK	EU TOP DECK
BALANCE / g		
ECCENTER/mm	STANDARD ☒ / 1 ☐	
DIFF. POSITION	UP ☒ / DOWN ☐	
BALANCE / g		



CHASSIS MULTI-FLEX SETTING

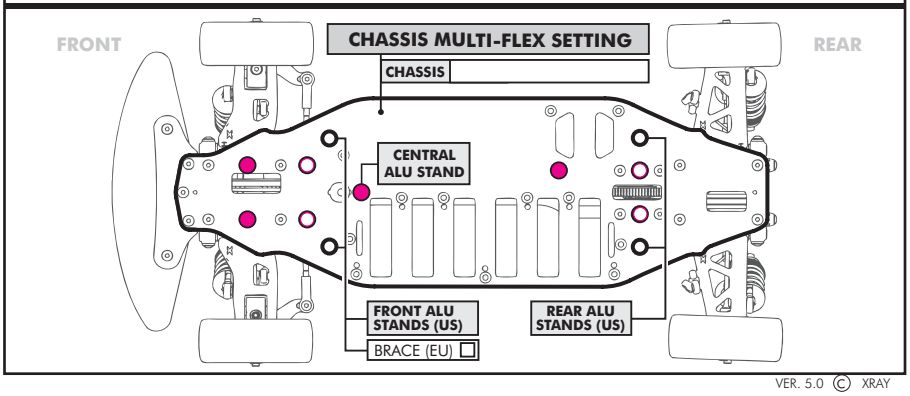
CHASSIS

CENTRAL ALU STAND

FRONT ALU STANDS (US)

REAR ALU STANDS (US)

BRACE (EU) ☐



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FINAL POSITION	
RACE LENGTH / minutes	

TRACK CONDITION: [ ] TECHNICAL [X] CARPET [X] MIXED [ ] ASPHALT [ ] FAST

TRACTION: [ ] LOW [X] MEDIUM [ ] HIGH

TRANSMISSION

FRONT		REAR
FRONT PULLEY	38T	38T REAR PULLEY

DIFF. — LOOSE [ ] [ ] [ ] [ ] [ ] TIGHT / LOOSE [ ] [X] [ ] [ ] [ ] TIGHT

ONE WAY DIFFERENTIAL	[ ] YES
SOLID ONE WAY DIFF.	[ ] YES
SOLID AXLE	[X] YES

MIDDLE ONE WAY PULLEY: FIXED [X] ONE-WAY [ ]

PINION / T		SPUR GEAR / T	
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50%	REBOUND %	25%
[X] YES [ ] NO	FOAM INSERTS	[X] YES [ ] NO
[ ] YES [X] NO	O-RING ON SHAFT	[ ] YES [X] NO

[ ] OPENED [X] CLOSED — HOLES IN PISTON

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S [ ] M [X] H [ ]	HARDNESS	S [ ] M [X] H [ ]

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	+	SPRING -
	+	BRUSH COMP. -

ESC		BATTERIES	
BRUSHLESS	PROGRAM	PUNCH	INITIAL BRAKE / AUTO BRAKE
BODY	Mazda 6	WING	Mazda 6

● [X] - APPLIED S -SOFT M -MEDIUM H -HARD

FRONT / REAR

