



MADE IN
EUROPE

INSTRUCTION
MANUAL

EUROPEAN
CHAMPION

BEFORE YOU START

The X12 is a high-quality, 1/12-scale car intended for persons aged 16 years and older with previous experience building and operating RC model racing cars. This is not a toy; it is a precision car model. This model racing car is not intended for use by beginners, inexperienced customers, or by children without direct supervision of a responsible, knowledgeable adult. If you do not fulfill these requirements, please return the kit in unused and unassembled form back to the shop where you have purchased it. Before building and operating your X12, YOU MUST read through all of the operating instructions and instruction manual and fully understand them to get the maximum enjoyment and prevent unnecessary damage. Read carefully and fully understand the instructions before beginning assembly. Make sure you review this entire manual and examine all details carefully. If for some reason you decide the X12 is not what you wanted or expected, do not continue any further. Your hobby dealer cannot accept your X12 kit for return or exchange after it has been partially or fully assembled.

Contents of the box may differ from pictures. In line with our policy of continuous product development, the exact specifications of the kit may vary without prior notice.

CUSTOMER SUPPORT

We have made every effort to make these instructions as easy to understand as possible. However, if you have any difficulties, problems, or questions, please do not hesitate to contact the XRAY support team at info@teamxray.com. Also, please visit our Web site at www.teamxray.com to find the latest updates, set-up information, option parts, and many other goodies. We pride ourselves on taking excellent care of our customers.

You can join thousands of XRAY fans and enthusiasts in our online community at: www.teamxray.com

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Failure to follow these instructions will be considered as abuse and/or neglect.

In line with our policy of continuous product development, the exact specifications of the kit may vary. In the unlikely event of any problems with your new kit, you should contact the model shop where you purchased it, quoting the part number. We reserve all rights to change any specification without prior notice. All rights reserved.

SYMBOLS USED

Part bags used 	Assemble in the specified order 	Assemble left and right sides the same way 	Pay attention here 	Assemble as many times as specified (here twice) 	Apply CA glue 	Apply oil 	Apply grease 	Ensure smooth non-binding movement 	Follow Set-up Book 
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EQUIPMENT INCLUDED TOOLS REQUIRED

XRAY Premium Silicone Oil 700cSt (#359270) & Silicone Oil 3000cSt (#359303) 	Diff. Grease (HUDY #106211) 	Allen Wrench 1.5mm (HUDY #111540) 	Allen Wrench 2.0mm (HUDY #112040) 	Allen Wrench 2.5mm (HUDY #112540) 	Socket Driver 5.5mm (HUDY #170055) 
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TOOLS REQUIRED

Pliers (HUDY #189020) 	Scissors (HUDY #188990) 	Side Cutters (HUDY #189010) 	Hobby Knife 	File 	Turnbuckle 3mm (HUDY #181030) 	Turnbuckle 4mm (HUDY #181040) 	Reamer (HUDY #107600) 
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EQUIPMENT REQUIRED

Transmitter 	Receiver 	Steering Servo 	Speed Controller 	Electric Motor 	Pinion Gear and Setscrew 	Bodyshell 
LiPo Battery Pack 	Battery Charger 	Front & Rear Tires 	Tire Truer (HUDY #102003) 	Bearing Oil (HUDY #106230) 	Fibre Tape (HUDY #107870) 	Lexan™ Paint 

GRAPHITE PART PREPARATION

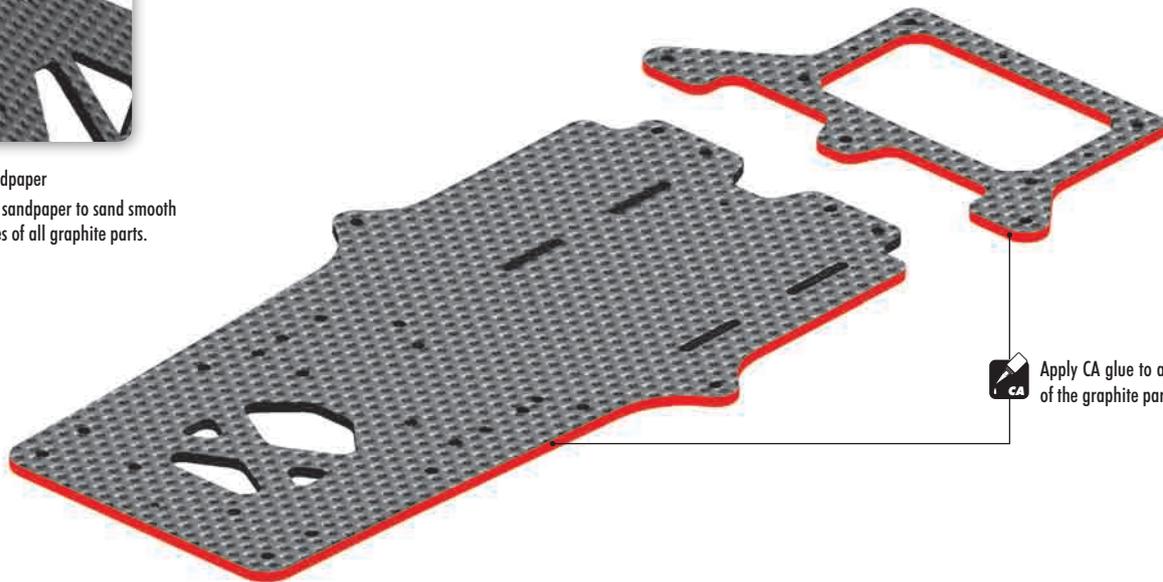
PREPARE ALL GRAPHITE PARTS

To protect and seal edges of graphite parts, sand edges smooth and then apply CA glue.



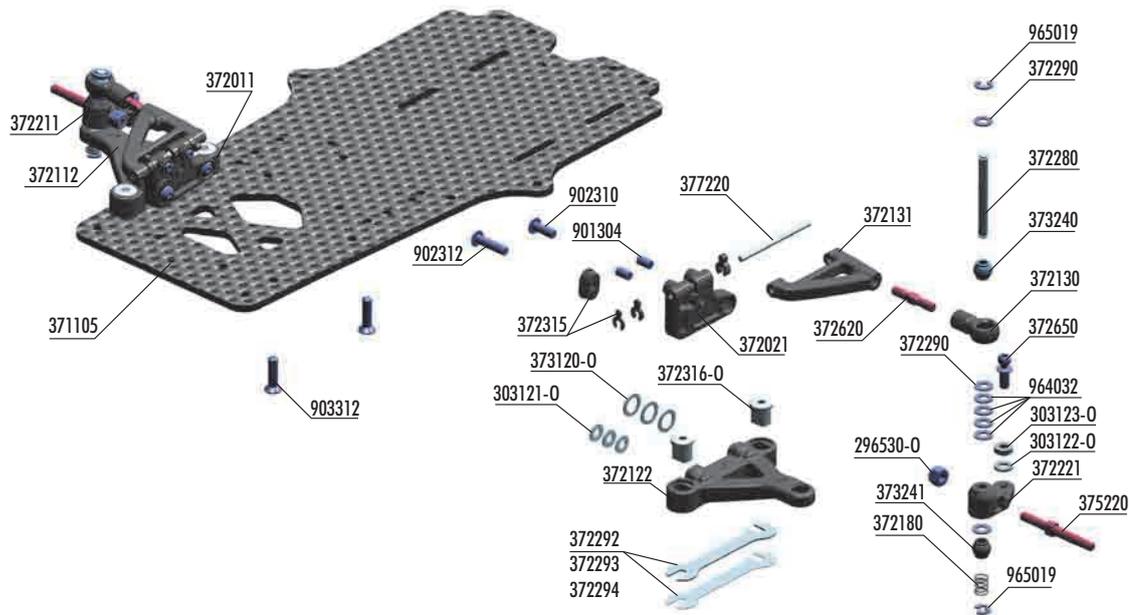
Fine sandpaper

Use fine sandpaper to sand smooth the edges of all graphite parts.



Apply CA glue to all edges of the graphite parts.

1. FRONT SUSPENSION



SUSPENSION ARMS

#372112	RIGHT - HARD
#372113	RIGHT - GRAPHITE
#372122	LEFT - HARD
#372123	LEFT - GRAPHITE

UPPER ARM MOUNTS

#372010	RIGHT - STANDARD
#372011	RIGHT - HARD
#372012	RIGHT - GRAPHITE
#372020	LEFT - STANDARD
#372021	LEFT - HARD
#372022	LEFT - GRAPHITE

FRONT COIL SPRINGS

#372180	C=3.5 - GOLD
#372181	C=4.0 - SILVER
#372182	C=5.0 - BLACK
#372183	C=6.0 - GREY

ALU ECCENTRIC BUSHINGS

#372316-0	0MM - STANDARD
#372317	0.5MM - OPTION
#372318	1.0MM - OPTION

- | | | | | | |
|----------|---|----------|---|----------|----------------------------------|
| 303121-0 | ALU SHIM 3x6x0.5MM - ORANGE (10) | 372280 | KING PIN (2) | 37220 | FRONT UPPER PIVOT PIN 2x31MM (2) |
| 303122-0 | ALU SHIM 3x6x1.0MM - ORANGE (10) | 372290 | ALU SHIM 3.2x4.8x0.5 (4) | 296530-0 | ALU NUT M3 - ORANGE (10) |
| 303123-0 | ALU SHIM 3x6x2.0MM - ORANGE (10) | 372292 | STEEL SHIM 0.2MM - SILVER (2) | 901304 | HEX SCREW SB M3x4 (10) |
| 371105 | X12'15 CHASSIS - 2.5MM GRAPHITE | 372293 | STEEL SHIM 0.4MM - BLACK (2) | 902310 | HEX SCREW SH M3x10 (10) |
| 372011 | COMPOSITE FRONT UPPER ARM MOUNT - RIGHT - HARD | 372294 | STEEL SHIM 0.6MM - GOLD (2) | 902312 | HEX SCREW SH M3x12 (10) |
| 372021 | COMPOSITE FRONT UPPER ARM MOUNT - LEFT - HARD | 372315 | COMPOSITE ECCENTRIC BUSHINGS + CASTER CLIPS (2) | 903312 | HEX SCREW SFH M3x12 (10) |
| 372112 | COMPOSITE SUSPENSION ARM FRONT LOWER - RIGHT - HARD | 372316-0 | ALU ECCENTRIC BUSHING 0.0MM - ORANGE (2) | 964032 | WASHER S 3.2 x 4.8 x 0.2 (10) |
| 372122 | COMPOSITE SUSPENSION ARM FRONT LOWER - LEFT - HARD | 372620 | ADJ. TURNBUCKLE M3x17 MM - HUDY SPRING STEEL™ (2) | 965019 | E-CLIP 1.9 (10) |
| 372130 | COMPOSITE FRONT UPPER SUSPENSION ARM & BALL JOINT | 372650 | BALL-END 4.2MM - THREADED - HUDY SPRING STEEL™ (2) | | |
| 372131 | COMPOSITE FRONT UPPER SUSPENSION ARM - HARD | 373120-0 | ALU SHIM 5.3x7.8x0.5MM - ORANGE (10) | | |
| 372180 | FRONT COIL SPRING 3.6x6x0.5MM; C=3.5 - GOLD (2) | 373240 | PIVOTBALL UNIVERSAL 6.0 MM - HUDY SPRING STEEL™ (2) | | |
| 372211 | COMPOSITE STEERING BLOCK - RIGHT - HARD - V2 | 373241 | COMPOSITE PIVOTBALL 6.0 MM (2) | | |
| 372221 | COMPOSITE STEERING BLOCK - LEFT - HARD - V2 | 375220 | FRONT WHEEL AXLE (2) | | |



1.

2x

L=R

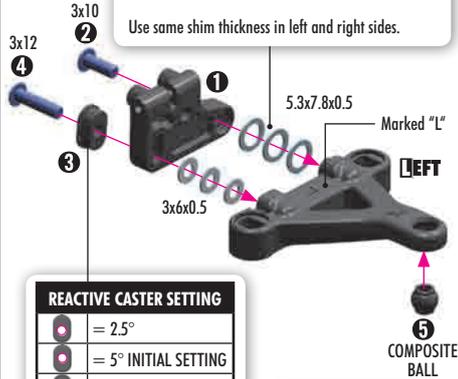
Upper Arm Position Adjustment Shims

The shims influence the camber gain change.

MORE shims = less camber gain, reduced initial steering, reduced steering sensitivity (less twitchy).

LESS shims = more camber gain, increased initial steering, increased steering sensitivity.

Use same shim thickness in left and right sides.



REACTIVE CASTER SETTING

	= 2.5°
	= 5° INITIAL SETTING
	= 7.5°

Use same bushings in left and right sides.

ASSEMBLED VIEW



RIGHT



902310
SH M3x10



902312
SH M3x12



303121-0
SHIM 3x6x0.5

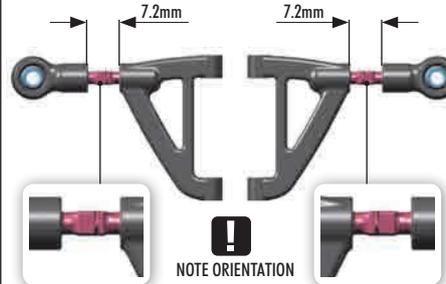
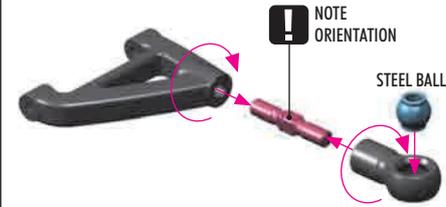


373120-0
SHIM 5.3x7.8x0.5

2.

2x

L=R



CAMBER



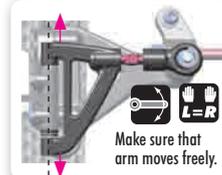
ASSEMBLED VIEW

L=R

3.



CASTER



Make sure that arm moves freely.



If the arm does not have enough play, remove the clips and thin the clips slightly with sandpaper. The arms must have free movement and not bind.

ASSEMBLED VIEW



RIGHT

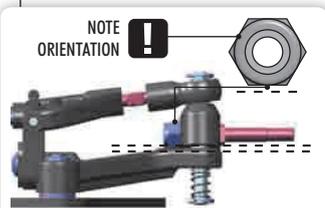
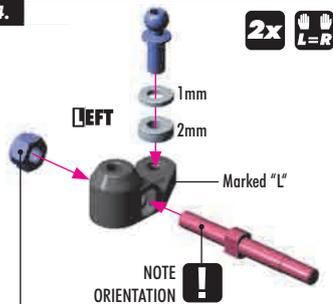


Moves freely



901304
SB M3x4

4.

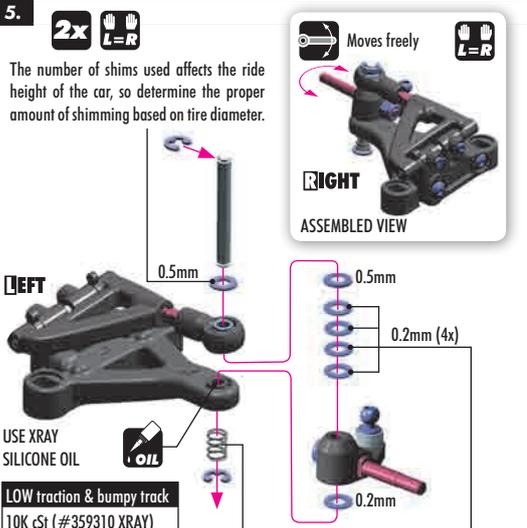


The flat of the nut must be **PARALLEL** to the lower arm.



- 
 296530-0
 ALU N M3
- 
 303122-0
 SHIM 3x6x1
- 
 303123-0
 SHIM 3x6x2

5.



- USE XRAY SILICONE OIL
- LOW traction & bumpy track
10K cSt (#359310 XRAY)
- HIGH traction & flat track
30K cSt (#359330 XRAY)



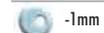
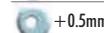
FRONT RIDE HEIGHT ADJUSTMENT	
INITIAL SETTING	
○ above upper arm (0.5mm)	
○ above steering block (1.3mm)	
○ beneath steering block (0.2mm)	
FRONT COIL SPRINGS	
#372180	C = 3.5 - GOLD
#372181	C = 4.0 - SILVER
#372182	C = 5.0 - BLACK
#372183	C = 6.0 - GREY

- 
 372290
 S 3.2x4.8x0.5
- 
 964032
 S 3.2x4.8x0.2
- 
 965019
 C 1.9

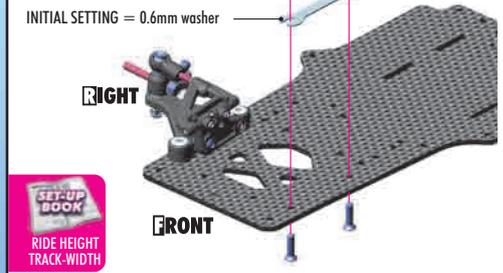
6.

2x The X12 has adjustable front track-width. There are 3 different bushings - 0mm centric (included in kit), or 0.5mm or 1.0mm eccentric (optional). Use the same bushing in front and rear, and also use the same orientation of the bushing on both right and left sides.

Use the proper bushing, to achieve requested front track-width.

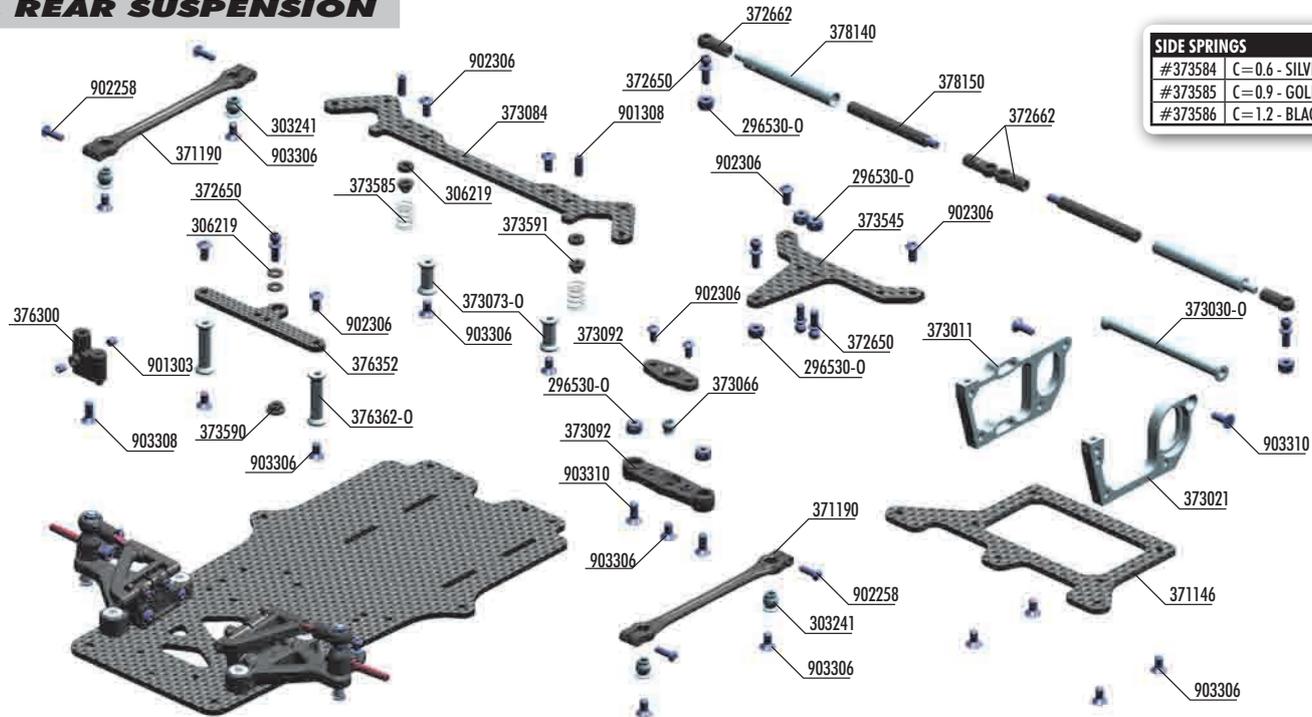
LEFT	+	RIGHT	=	TRACK WIDTH
				165mm
				166mm
				167mm ← Initial setting
				168mm
				169mm

The number of washers used affects the ride height of the car, so determine the proper amount of shimming based on tire diameter.



- 
 903312
 SFH M3x12

3. REAR SUSPENSION



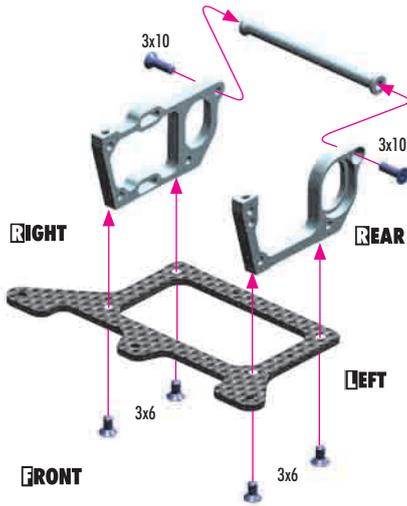
SIDE SPRINGS	
#373584	C=0.6 - SILVER
#373585	C=0.9 - GOLD
#373586	C=1.2 - BLACK

BAG

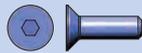


- | | | | | | |
|----------|--|----------|---|----------|--------------------------|
| 303241 | BALL UNIVERSAL 5.8 MM HEX (4) | 373073-0 | ALU REAR BRACE MOUNT 16MM- ORANGE (2) | 378140 | SIDE LINKAGE TUBE (2) |
| 306219 | COMPOSITE SET OF SERVO SHIMS (4) | 373084 | LINK REAR BRACE - GRAPHITE 2.5MM | 378150 | SIDE SHOCK SHAFT (2) |
| 371146 | LINK GRAPHITE 2.5MM REAR POD LOWER PLATE | 373092 | COMPOSITE LOWER & UPPER PIVOT BRACE - LOW ROLL-CENTER | 296530-0 | ALU NUT M3 - ORANGE (10) |
| 371190 | COMPOSITE POD LINK (2) | 373545 | X12'15 REAR POD UPPER PLATE - GRAPHITE | 901303 | HEX SCREW SB M3x3 (10) |
| 372650 | BALL-END 4.2MM THREADED HUDY SPRING STEEL™ (2) | 373585 | SIDE SPRING C=0.9 - GOLD (2) | 901308 | HEX SCREW SB M3x8 (10) |
| 372662 | COMPOSITE BALL-JOINT 4.2 MM (4) | 373590 | COMPOSITE SPRING HOLDER (2) | 902258 | HEX SCREW SH M2.5x8 (10) |
| 373011 | ALU REAR BULKHEAD - MOTOR (RIGHT) | 373591 | COMPOSITE SIDE SPRING HOLDER (2) | 902306 | HEX SCREW SH M3x6 (10) |
| 373021 | ALU REAR BULKHEAD - LEFT | 376300 | COMPOSITE ANTENNA MOUNT | 903306 | HEX SCREW SFH M3x6 (10) |
| 373030-0 | ALU REAR BULKHEAD BRACE - ORANGE | 376352 | GR. PLATE FOR ANTENNA HOLDER | 903308 | HEX SCREW SFH M3x8 (10) |
| 373066 | ALU PIVOT BALL | 376362-0 | ALU ANTENNA HOLDER MOUNT - ORANGE (2) | 903310 | HEX SCREW SFH M3x10 (10) |

1.



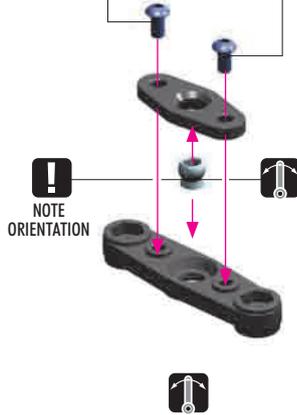
903306
SFH M3x6



903310
SFH M3x10

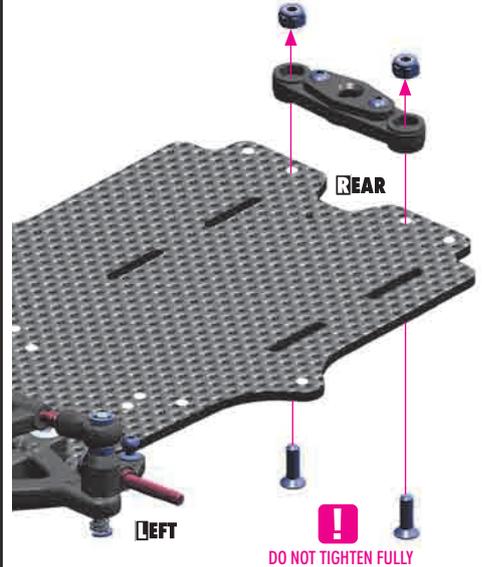
2.

Lightly tighten the screws so there is no free play, but do not overtighten otherwise the pivotball will not move freely.



902306
SH M3x6

3.

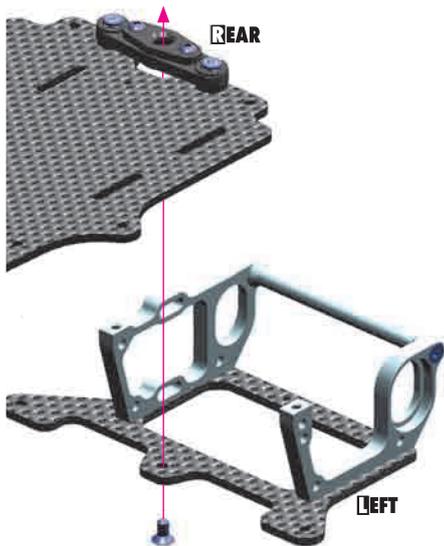


296530-0
ALU N M3



903310
SFH M3x10

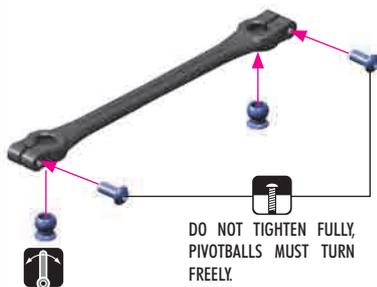
4.



903306
SFH M3x6

5.

2x



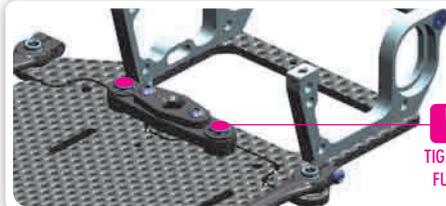
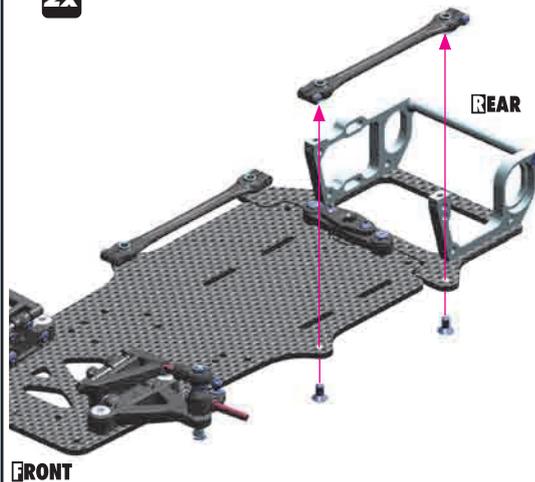
ASSEMBLED VIEW



902258
SH M2.5x8

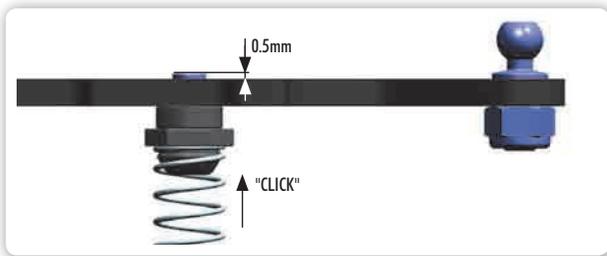
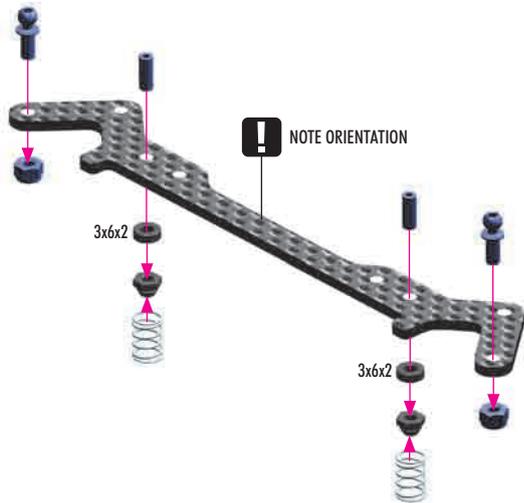
6.

2x



903306
SFH M3x6

7.



306219
SHIM 3x6x2

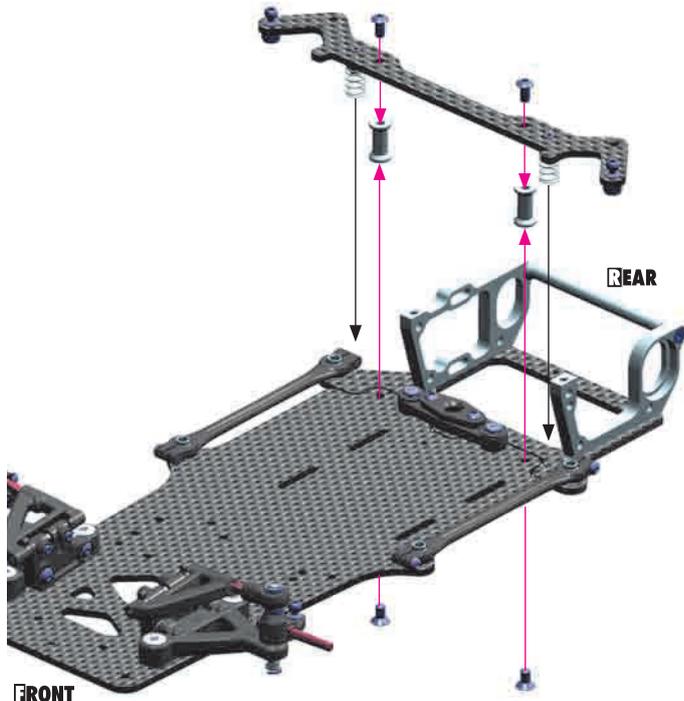


901308
SB M3x8



296530-0
ALU N M3

8.

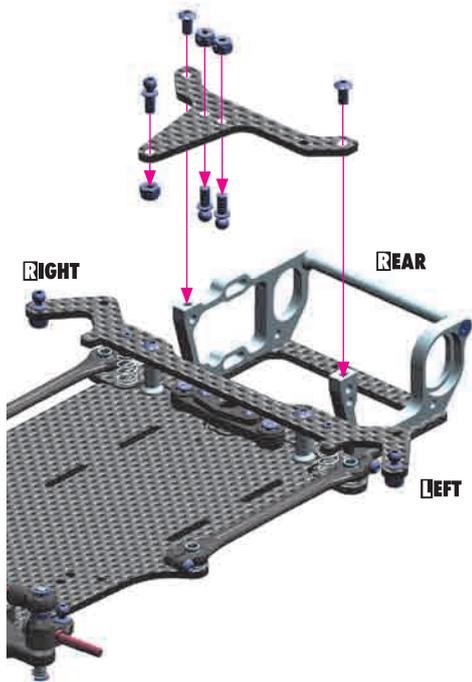


902306
SH M3x6

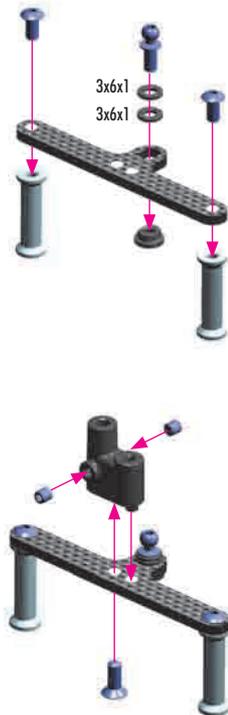


903306
SFH M3x6

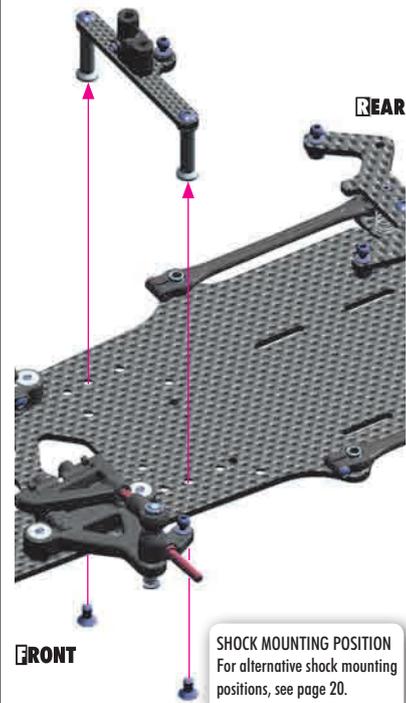
9.

902306
SH M3x6296530-0
ALU N M3

10.

306219
SHIM 3x6x1901303
SB M3x3903308
SFH M3x8902306
SH M3x6

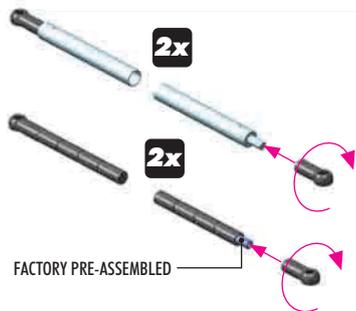
11.



SHOCK MOUNTING POSITION
For alternative shock mounting
positions, see page 20.

903306
SFH M3x6

12.



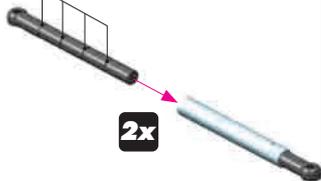
Add oil in each slot of the Derlin™ side shock tubes.

NOTE: Add oil only in the slots, not on the whole tube.

After assembling the side tubes, check for smooth operation.

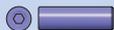
NOTE: It is very important to re-oil the side tubes, as least once per race day.

NOTE: You may use different oil thicknesses depending on track conditions.



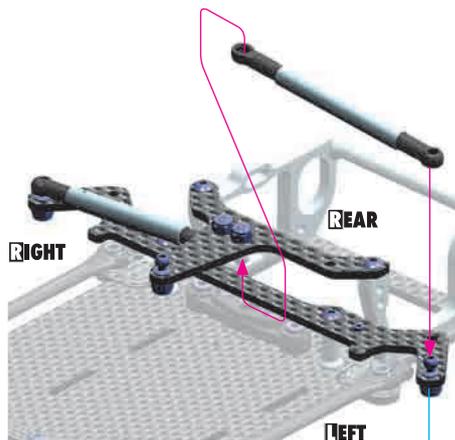
TIP For high grip: use softer oils
For low grip or asphalt: use harder oils

OILS	
#359301	1000cSt
#359302	2000cSt
#359303	3000cSt
#359305	5000cSt
#359306	6000cSt
#359307	7000cSt
#359308	8000cSt
#359310	10000cSt



901310
SB M3x10

13.



TIP

The angle of the side tubes has a fine effect on car performance. The higher the angle, the stiffer it feels and the less it rolls. The less (flatter) the angle, the softer it feels and the more it rolls.

OPTIONAL SIDE SHOCK

Optional side shock can be used to improve traction in low- and medium-grip conditions.

OPTIONAL PARTS (not included):

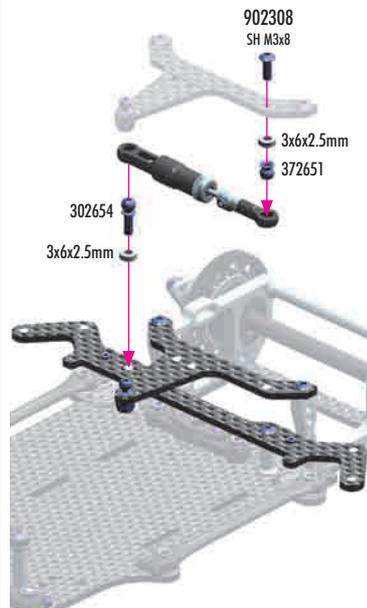
#378100 Side Shock Absorber Set

#302654 Ball End 4.9mm with 8mm Thread - V2 (2)

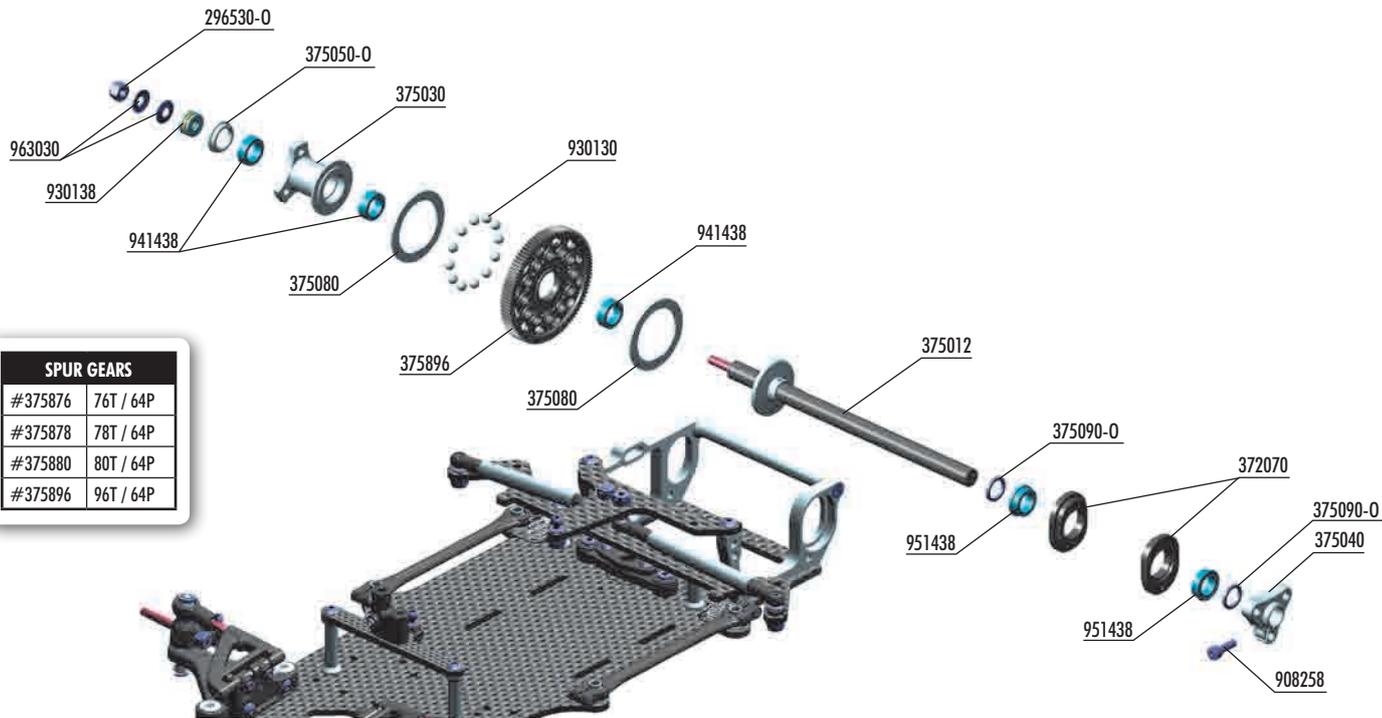
#303120 Set of Alu Shims (0.5mm, 1.5mm, 2.5mm)

#372651 Ball Universal 4.9mm - HUDY Spring Steel™ (2)

#902308 Hex Screw SH M3x8 (10)



4. BALL DIFFERENTIAL



SPUR GEARS

#375876	76T / 64P
#375878	78T / 64P
#375880	80T / 64P
#375896	96T / 64P

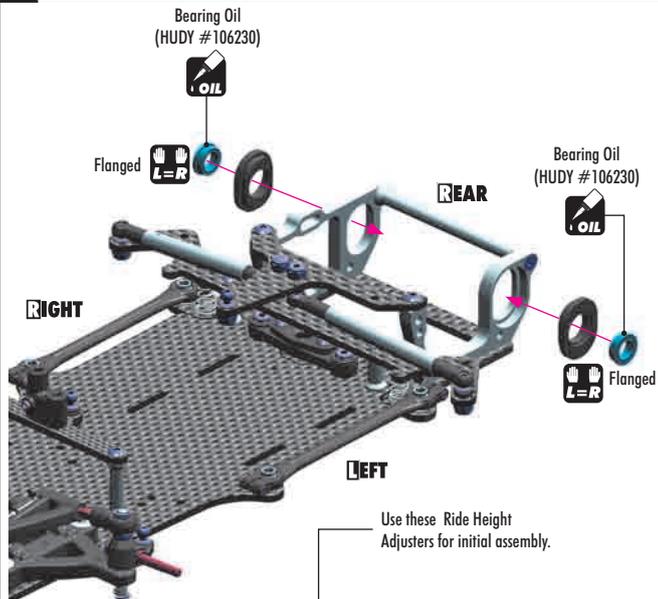
BAG

04

372070 COMPOSITE RIDE HEIGHT ADJUSTER SET (2)
 375012 STEEL REAR AXLE SHAFT - HUDY SPRING STEEL™
 375030 ALU REAR WHEEL HUB - RIGHT
 375040 ALU REAR WHEEL HUB - LEFT
 375050-0 ALU DIFF HUB - ORANGE
 375080 D-LOCK DIFF PLATE (2)
 375090-0 SET OF ALU SHIMS (0.5MM, 1.0MM, 2.0MM) - ORANGE
 375896 COMPOSITE SPUR GEAR - 96T / 64P

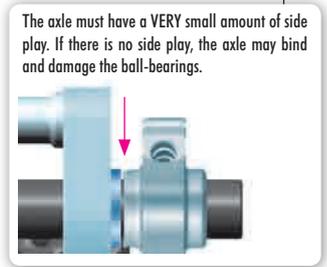
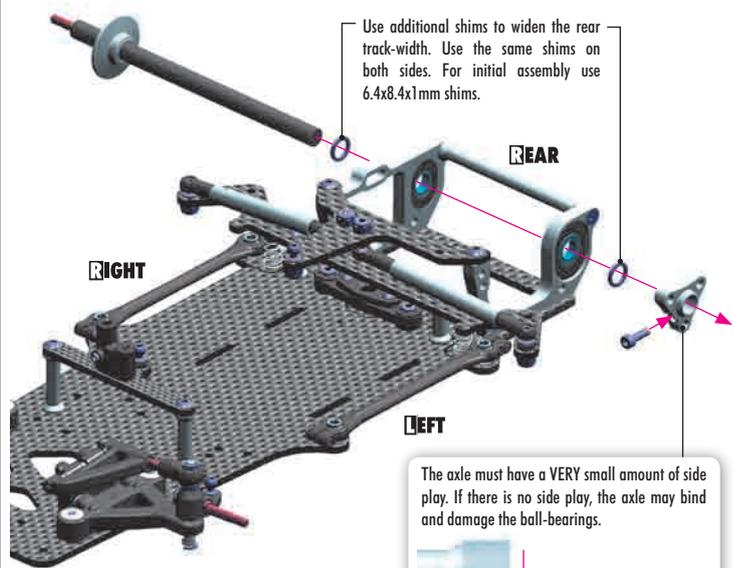
296530-0 ALU NUT M3 - ORANGE (10)
 908258 HEX SCREW SOCKET HEAD CAP M2.5x8 (10)
 930130 CARBIDE BALL 3.175MM (12)
 930138 CARBIDE BALL-BEARING AXIAL F3-8 3x8x3.5
 941438 HIGH-SPEED BALL-BEARING 1/4" x 3/8" x 1/8" RUBBER SEALED (2)
 951438 BALL-BEARING 1/4" x 3/8" x 1/8" FLANGED (2)
 963030 CONE WASHER ST 3x8x0.5 (10)

1.



951438
BB 1/4"x3/8"x1/8"

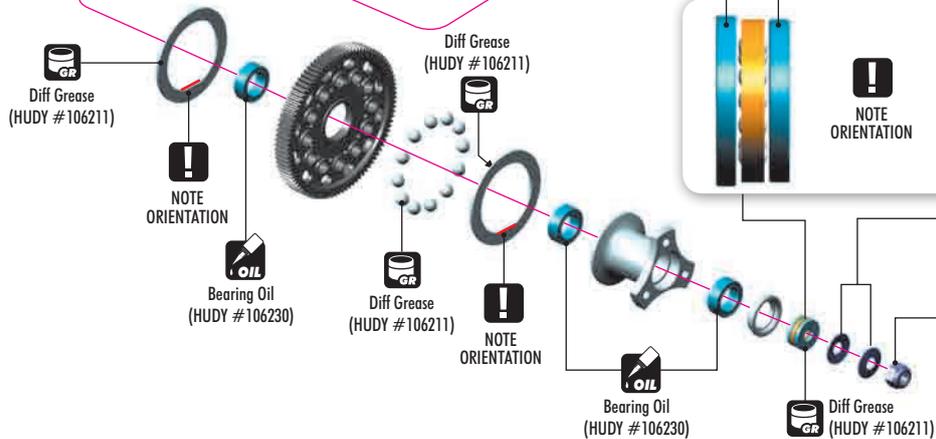
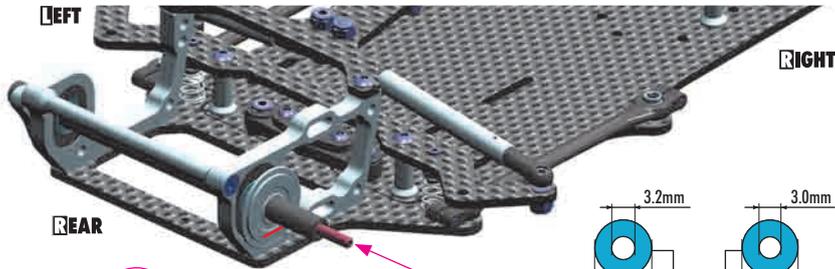
2.



375090-0
6.4x8.4x1.0



908258
SCH M2.5x8



930130
B 3.1



930138
BA 3x8



941438
BB 1/4"x3/8"x1/8"

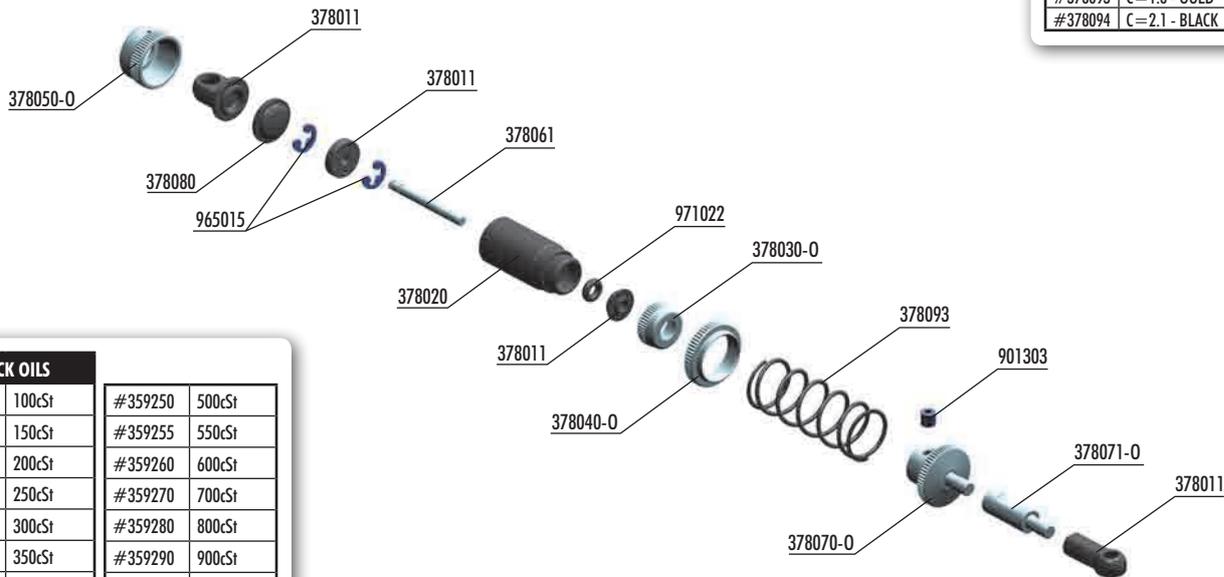


296530-0
ALU N M3



963030
ST 3x8

5. SHOCK ABSORBER



SHOCK SPRINGS

#378092	C=1.5 - SILVER
#378093	C=1.8 - GOLD
#378094	C=2.1 - BLACK

SHOCK OILS

#359210	100cSt	#359250	500cSt
#359215	150cSt	#359255	550cSt
#359220	200cSt	#359260	600cSt
#359225	250cSt	#359270	700cSt
#359230	300cSt	#359280	800cSt
#359235	350cSt	#359290	900cSt
#359240	400cSt	#359301	1000cSt
#359245	450cSt	#359302	2000cSt

BAG

05

378001 SHOCK ABSORBER SET
 378011 COMPOSITE SHOCK PARTS - FRAME
 378020 ALU THREADED SHOCK BODY - HARDCOATED
 378030-0 ALU SHOCK BODY CAP - LOWER - ORANGE
 378040-0 ALU SHOCK ADJUSTABLE COLLAR - ORANGE
 378050-0 ALU SHOCK BODY CAP - UPPER - ORANGE

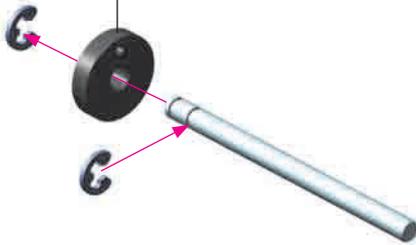
378061 SHOCK SHAFT
 378070-0 ALU SHOCK SPRING COLLAR - ORANGE
 378071-0 ALU SHOCK ADAPTER - ORANGE
 378080 SHOCK RUBBER MEMBRANE (2)
 378093 SHOCK SPRING - GOLD

901303 HEX SCREW SB M3x3 (10)
 965015 E-CLIP 1.5 (10)
 971022 SILICONE O-RING 2x2 (10)

1.



Carefully remove the shock piston from the frame, and remove all excess plastic flash



965015
C15

2.



Shock Oil



971022
O 2x2

3.



Shock Oil



ASSEMBLED VIEW



4. DEFAULT SHOCK SETTING FOR CENTER SHOCK ABSORBER

Follow the steps below to set the shock.



- 1** Extend the shock shaft completely. Fill the shock body with the shock oil.



- 2** Move the shock shaft up and down a few times to release the air bubbles trapped beneath the piston.



- 3** Orient the filled shock vertically for several minutes with the shock shaft fully extended. The remaining air bubbles will release.



- 4** Install the shock membrane into the groove in the upper shock cap.



- 5** Gently place the shock cap assembly onto the filled shock body. Excess oil will spill from the shock. Screw the shock cap onto the body by only a few turns, approx. 50%. Excess oil will flow through the hole in the shock cap.



- 6** Gently push the shock shaft completely into the shock body. Excess oil will flow through the hole in the shock cap.

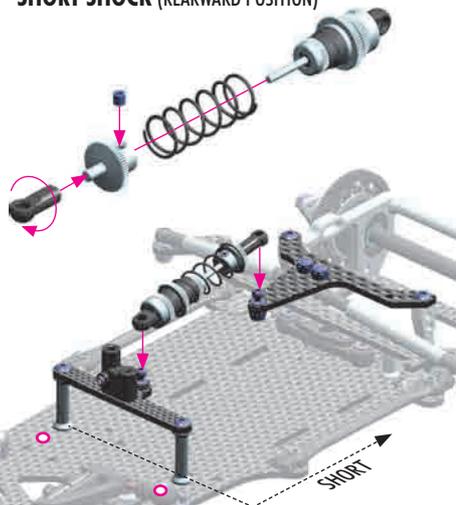


- 7** Keep the shock shaft pushed in the shock body and tighten the shock cap completely.

Tighten the cap fully but do not overtighten or the rubber membrane may be damaged. Make sure that there is no oil leakage after the cap is tightened.

5.

ALTERNATIVE 1 SHORT SHOCK (REARWARD POSITION)



An innovative new feature is to change the center shock front mounting position & shock length. By moving the center shock mounts on the chassis to either the forward or rearward position, the damping and steering characteristics can be changed.

REARWARD shock position (SHORT shock):
Improved steering response, quicker direction changes.

FORWARD shock position (LONGER shock with adapter):
Improved driveability over bumps, improved on-power traction.

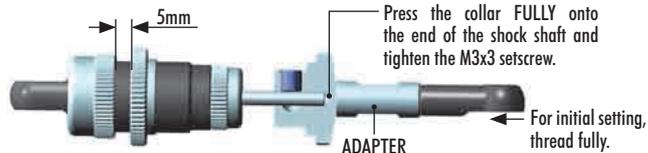
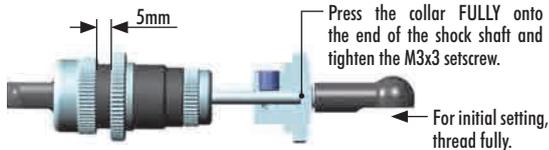
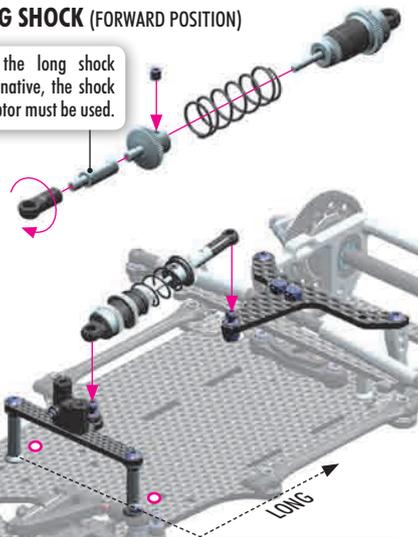
DOWNSTOP ADJUSTMENT

The length of the shock absorber affects the amount of rear downstop. To adjust, thread the ball-joint on or off the bottom spring cap or adapter.



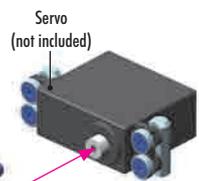
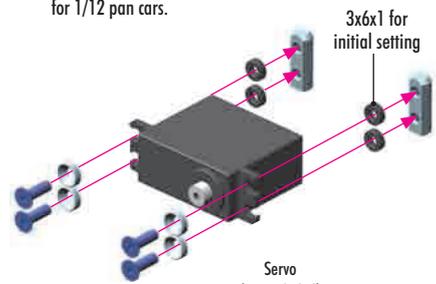
ALTERNATIVE 2 (INITIAL SETTING) LONG SHOCK (FORWARD POSITION)

For the long shock alternative, the shock adaptor must be used.

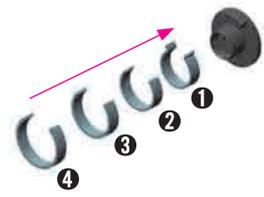
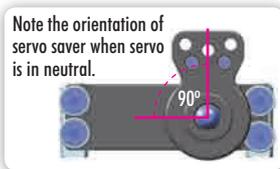
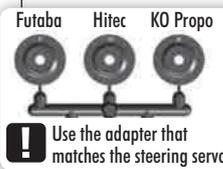


901303
SB M3x3

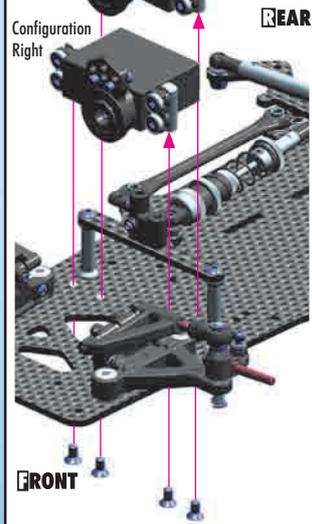
1. We recommend using a servo for 1/12 pan cars.



NOTE ORIENTATION



2. Configuration Left

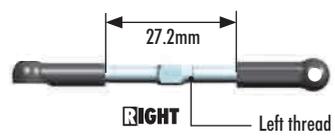
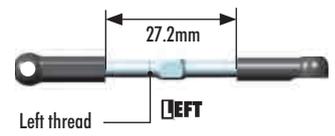


FRONT

The position of the servo depends on the weight of the electronics. If the car is heavier on the right, use a left-side servo position; if the car is heavier on the left, use a right-side servo position.

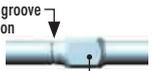


3. **2x** **L=R**



4.

2x  L=R

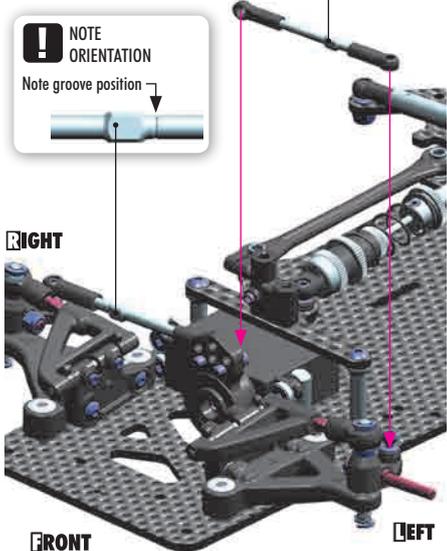
NOTE ORIENTATION
Note groove position 

NOTE ORIENTATION
Note groove position 

RIGHT

FRONT

LEFT

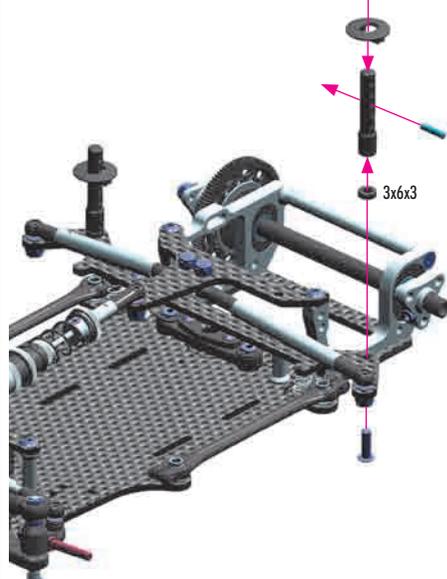



5.

2x  L=R

FRONT

3x6x3



306219
SHIM 3x6x3

902310
SH M 3x10

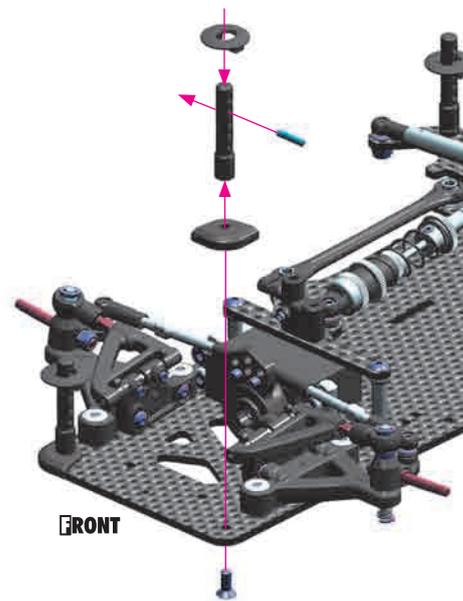
981210
P 2x10



6.

2x  L=R

FRONT

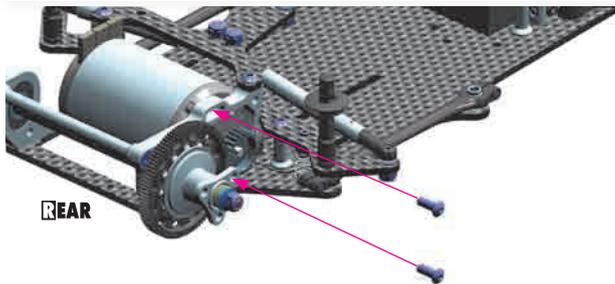
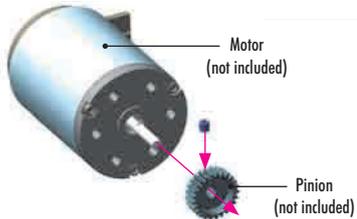


903310
SFH M 3x10

981210
P 2x10

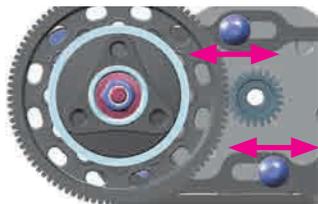


7.



REAR

Adjust the gear mesh so there is appropriate space between the spur gear and pinion teeth. There should be a very small amount of freeplay.



GEAR RATIO



902308
SH M 3x8

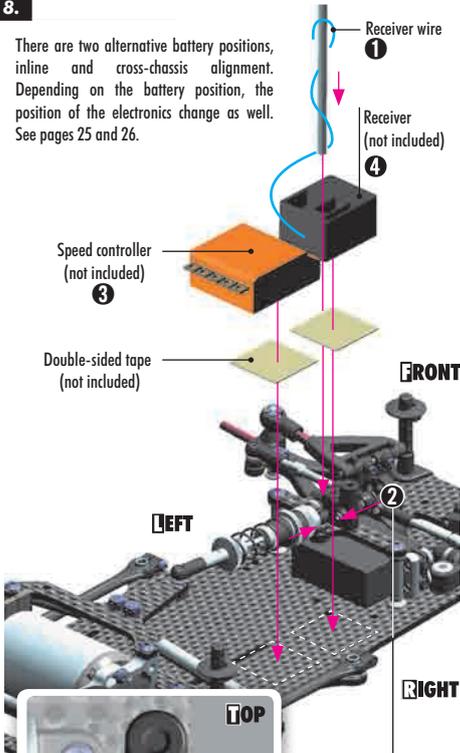


901303
SB M3x3

PINION GEARS ALU HARDCOATED

#305968	18T / 64P (option)
#305969	19T / 64P (option)
#305970	20T / 64P (option)
#305971	21T / 64P (option)
#305972	22T / 64P (option)
#305973	23T / 64P (option)
#305974	24T / 64P (option)
#305975	25T / 64P (option)
#305976	26T / 64P (option)
#305977	27T / 64P (option)
#305978	28T / 64P (option)
#305979	29T / 64P (option)
#305980	30T / 64P (option)
#305981	31T / 64P (option)
#305982	32T / 64P (option)
#305983	33T / 64P (option)
#305984	34T / 64P (option)
#305985	35T / 64P (option)
#305986	36T / 64P (option)
#305987	37T / 64P (option)
#305988	38T / 64P (option)

8.



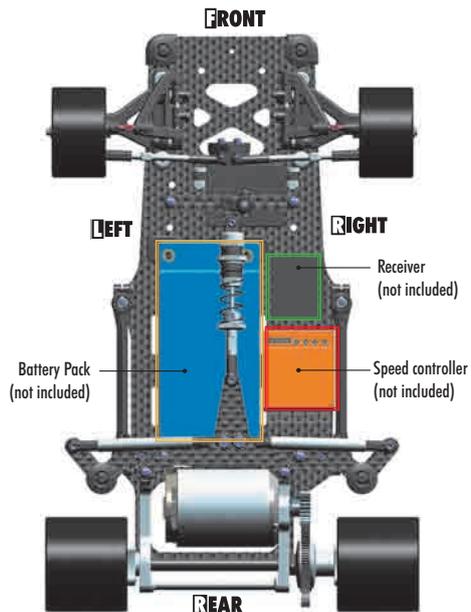
There are two alternative battery positions, inline and cross-chassis alignment. Depending on the battery position, the position of the electronics change as well. See pages 25 and 26.

After inserting the antenna rod, fully tighten both setscrews. Do not overtighten or you may strip the plastic.

LIPO BATTERY CONFIGURATION 1 **Inline alignment:**

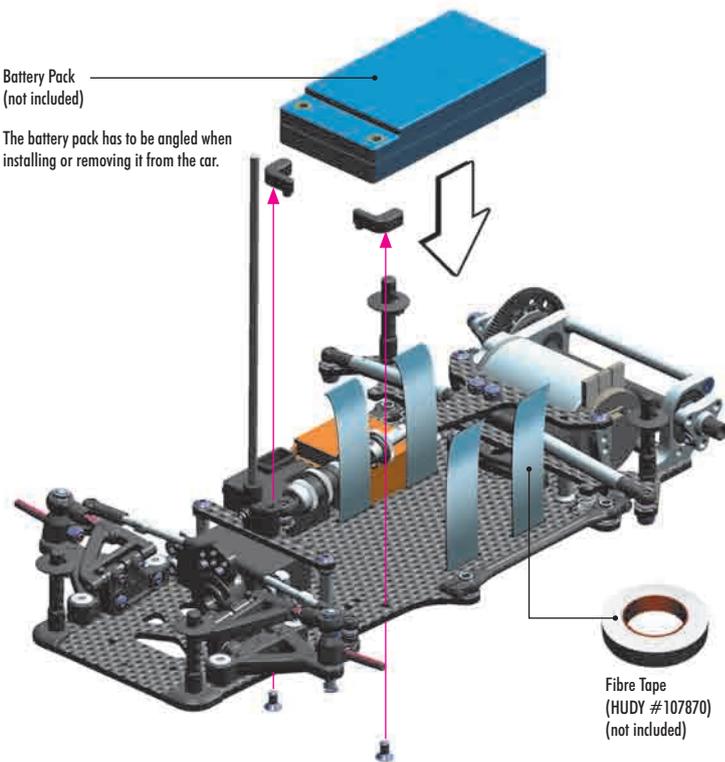
INITIAL ASSEMBLY

Inline battery alignment improves cornering speed and reduces the chance that the rear of the car will „diff out.“ Recommended for high-traction conditions.



Battery Pack
(not included)

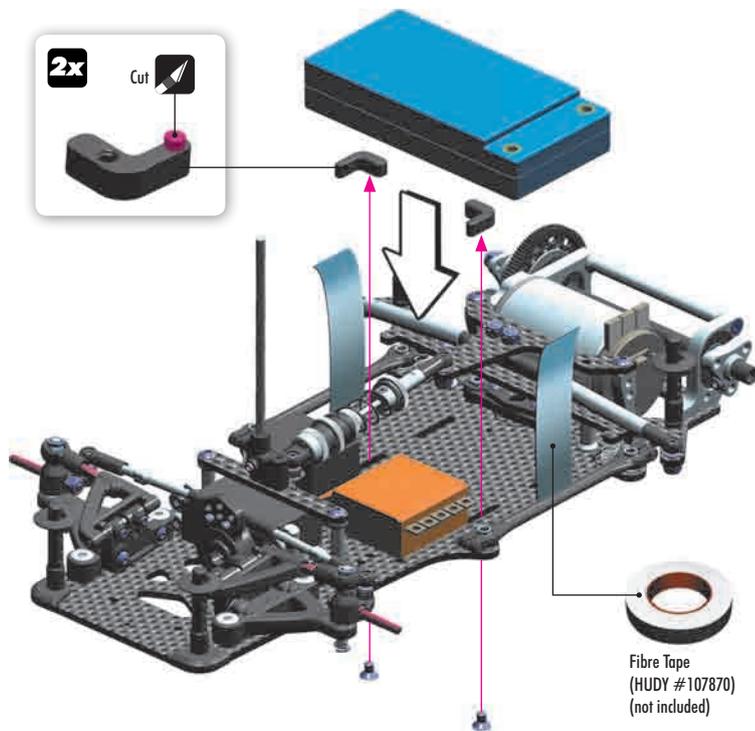
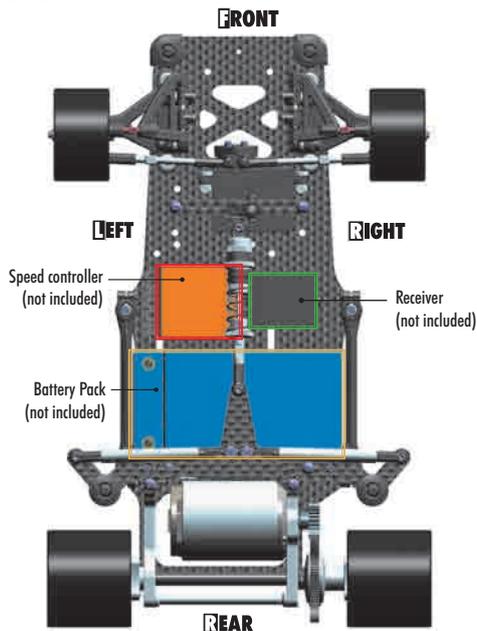
The battery pack has to be angled when installing or removing it from the car.



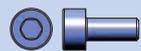
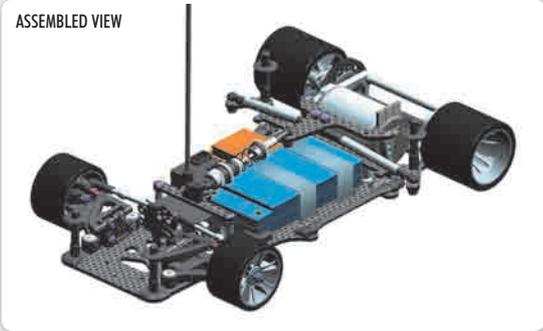
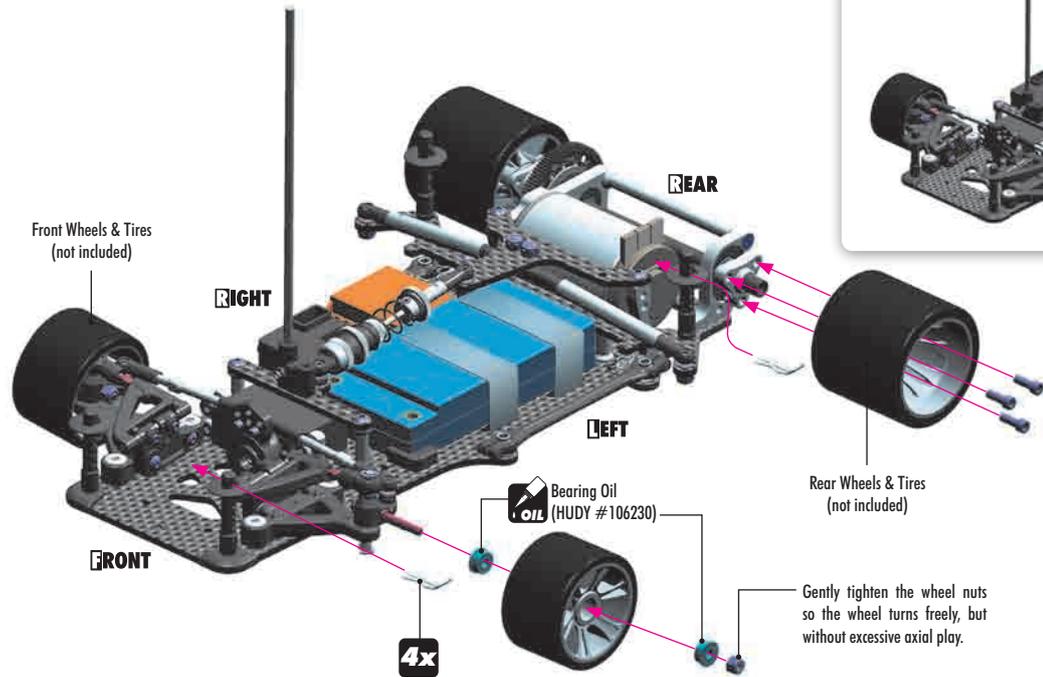
903305
SFH M3x5

LIPO BATTERY CONFIGURATION 2 **Cross-chassis alignment:**

Cross-chassis alignment provides more neutral handling, making the car less sensitive to set-up changes and gives reduced steering responsive. Recommended for low- and medium-traction conditions.



903305
SFH M3x5



375390
ALU SCH M3x8



951851
BB 1/8"x5/16"x9/64"



296530-0
ALU N M3

NOT INCLUDED



To ensure that you always have access to the most up-to-date version of the XRAY Set-up Book, XRAY will now be offering only the digital online version at our website at www.teamxray.com. By offering this online version instead of including a hardcopy printed version in kits, you will always be assured of having the most current updated version. The Set-up Book features the T-bar version of the XII, however the majority of all set-up adjustments and theory are the same. We strongly recommend that you read and understand the Set-up Book completely.

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