SET-UP SHEET

XRAY T4

RACE	Basic Set-Up For ASPHALT
TRACK	
NAME	
CITY / COUNTRY	
CONTACT	

DATE		TEMPERATURE / °F or °C	AIR	TRACK

QUALIFYING POSITION	BEST LAPTIME /sec	FINAL POSITION	RACE LENGTH /minutes

TRACK CONDITION			
	TECHNICAL	MIXED	FAST
TRACTION	LOW	MEDIUM	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		SPUR GEAR / T	
FINAL DRIVE RATIO		ROLLOUT	

FRONT		REAR
2.7	XRAY SPRINGS	2.3 - 2.6
350	OIL / CST	350
	LENGTH /mm	
	PRELOAD /mm	
25%	REBOUND %	25%

YES / NO	FOAM INSERTS	YES / NO	
YES / NO	O-RING ON SHAFT	YES / NO	

	PISTONS	
3 HOLES	1.0mm	3 HOLES
4 HOLES	1.1mm	4 HOLES
	1.2mm	
	OTHERS	

1.4	ANTI-ROLL BAR THICKNESS/mm	1.2

	TIRES	
	INSERTS	
	ADDITIVE	
	ADDITIVE TIMING	

FRONT LEFT / FRONT RIGHT / REAR LEFT / REAR RIGHT — TREATED AREA

	WHEELS	
S M H	HARDNESS	S M H

MOTOR		TIMING	
ROTOR		ARMATURE	
ESC		BATTERIES	
BODY	LTC - R	WING	Standard

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

FRONT

CASTER 0° ☐ 2° ☐ 4° ☒ 6° ☐

DIVE / ROLL-CENTER

SHIM 4 /mm

+0.75 ☐ / 0.00 ☒ / -0.75 ☐ — SHIM 0 /mm

+0.75 ☐ / 0.00 ☒ / -0.75 ☐ — SHIM 0 /mm

WHEELBASE /mm

4.8 RIDE HEIGHT /mm

REAR

SQUAT / ROLL-CENTER

+0.75 ☐ / 0.00 ☒ / -0.75 ☐ — SHIM 0 /mm

+0.75 ☐ / 0.00 ☒ / -0.75 ☐ — SHIM 0 /mm

RIDE HEIGHT /mm 5

C-HUB

M ☒ / H ☐ / ALU ☐

SHIM 1 /mm — SHIM 1 /mm

LONG 52mm ☒ / SHORT 50mm ☐

STEERING BLOCK

M ☐ / H ☒ / ALU ☐

OFFSET

STANDARD ☒

MEASURE UNDER ARM

ROLL CENTER UPPER CLAMP

FRONT

REAR HUB

M ☐ / H ☒ / ALU ☐

SHIM 1 /mm — SHIM 4 /mm

LONG 52mm ☐ / SHORT 50mm ☒

CAMBER LINK LOCATION

OPTIONAL HUB

OFFSET

STANDARD ☒

MEASURE UNDER ARM

REAR

6 DOWNSTOP /mm 5

TOE /degr. — FINAL TOE IN (OUTBOARD + INBOARD TOE) 3 — OUTBOARD TOE 0

OUT 1 / IN

SHIM UNDER SHOCK: SHIM 0 /mm

SHIM FRONT: SHIM 1.5 /mm

SHIM REAR: SHIM 1.5 /mm

ACKERMANN SHIM: SHIM 1 /mm

OUT ACKERMANN POSITION

ROLL CENTER UPPER CLAMP

INBOARD TOE

SHIM /mm: 1.1 = 3.5° / 0.75 ☒ = 3° / 0.4 = 2.5° / 0 = 2°

ANTI ROLL-BAR

SHIM UNDER SHOCK: SHIM 0 /mm

SHIM FRONT/REAR: NO SHIM ☒ / OTHER ☐

INBOARD SHIMS ARE USED IN ADDITION TO TRACK-WIDTH SHIMS

ROLL CENTER UPPER CLAMP

FRONT — 2 — CAMBER /degr. — 1.5 — REAR

UPPER SHOCK POSITION

OPTIONAL ARM

FRONT ARM

HARD (H) ☒ / EXTRA-HARD (XH) ☐ / GRAPHITE (G) ☐

REAR ARM

HARD (H) ☒ / EXTRA-HARD (XH) ☐ / GRAPHITE (G) ☐

BALANCE /g — MOTOR HOLDER: STANDARD ☒ / OPTION ☐ — BALANCE /g

ECCENTER /mm

STANDARD ☒ / 1 ☐

DIFF. POSITION

UP ☒ / DOWN ☐

LOWER SUSP. BLOCK

SOLID 1pcs ☒ / SINGLE 2 pcs ☐

BALANCE /g — BALANCE /g — BALANCE /g

COMMENTS