

SET-UP SHEET

VER.01 ©XRAY

XRAY X10'22

RACE			
TRACK			
NAME		DATE	

TRACK TEMPERATURE	QUAL POSITION	FINAL POSITION	BEST LAPTIME	LAPS	TIME
			/sec	/	

TRACK

TRACK SURFACE ☒ CARPET ☐ ASPHALT

TRACK LAYOUT ☐ TECHNICAL ☒ MIXED ☐ FAST

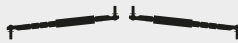
TRACTION ☐ LOW ☒ MEDIUM ☐ HIGH



CENTER SHOCK ABSORBER

CENTER SHOCK OIL	Kit	/cSt
CENTER SHOCK REBOUND	Some?	/%
CENTER SHOCK SPRING	2.8	/C

SIDE DAMPING



OIL	10k /cS
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FRONT	TIRES	REAR
	TIRES TYPE	
	DIAMETER /mm	
	ADDITIVE	
	ADDITIVE TIMING	

TRANSMISSION

<p>BALL DIFF</p> <p><input type="checkbox"/></p> <p><input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>LOOSE MEDIUM TIGHT</p>	<p>GEAR DIFF</p> <p><input checked="" type="checkbox"/></p> <p>OIL ~10k /cSt</p>	<p>SOLID AXLE</p> <p><input type="checkbox"/></p>
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GEARING

PINION / T	37	SPUR GEAR/T	92
FINAL DRIVE RATIO		ROLLOUT	

ELECTRONICS

MOTOR	
SPEEDO	
SERVO	
BATTERIES	

BODY

TYPE	
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COMMENTS

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23mm standoffs for Battery Brace. Sagami Servo Saver. 45g added around servo and front of battery.

Rear droop is probably too much, but that's where it was set when I last ran it. Car was really on the nose at the start of the race, migrating to a push about 2.5 minutes in, to the point that laps were 0.4-0.5s slower from lack of corner speed.

Definitely didn't intend for there to be 2deg of toe out in the car, but that's where it was. Probably 0.5deg of toe out is where I would set it.

No wonder this thing started to push, but still drove like a Cadillac. 1.2mm of front droop should probably be like 0.7mm.

FRONT

