

# SET-UP SHEET

**XRAY XII**

<b>RACE</b>	Basic CARPET Set-Up		
<b>TRACK</b>			
<b>NAME</b>			
<b>CITY / COUNTRY</b>			
<b>CONTACT</b>			

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

QUALIFYING POSITION	BEST LAP TIME / sec	FINAL POSITION	RACE LENGTH / minutes

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

<b>SHOCK ABSORBER</b>	
SPRING	standard
OIL / cSt	350
REBOUND %	50%

<b>FRONT</b>		<b>REAR</b>	
<b>TIRES</b>			
43	DIAMETER/mm	45	
ADDITIVE			
ADDITIVE timing			
FRONT LEFT	FRONT RIGHT	REAR LEFT	REAR RIGHT
ADDITIVE TREATED AREA			

<b>TRANSMISSION</b>	
<b>DIFF SETTING</b>	
<input type="checkbox"/> LOOSE	<input checked="" type="checkbox"/> MEDIUM
<input type="checkbox"/> TIGHT	
PINION / T	SPUR GEAR/T
FINAL DRIVE RATIO	ROLLOUT

<b>BRUSHED MOTOR</b>	
BRAND	
ARMATURE	
	<input checked="" type="checkbox"/> SPRING
	<input checked="" type="checkbox"/> BRUSH COMP.

<b>BRUSHLESS MOTOR</b>	
BRAND	
TURN	
ROTOR	
TIMING	

<b>ESC</b>		
<b>ESC SETTING</b>	PROGRAM	PUNCH
	INITIAL BRAKE	AUTO BRAKE
<b>BATTERIES</b>		
<b>BODY</b>		

<b>FRONT</b>	<b>LINKAGE POSITION</b>	<b>SERVO POSITION</b>	<b>SHOCK ABSORBER</b>	<b>REAR</b>
		STANDARD <input checked="" type="checkbox"/> CENTRAL <input type="checkbox"/> OTHER <input type="checkbox"/>		
SHIMS 0 /mm			5 /mm	0.5 /mm
3.8 RIDE HEIGHT/mm			SHIMS 0 /mm	3.8 RIDE HEIGHT/mm

<b>FRONT</b>	<b>REAR</b>
<b>CASTER</b>	<b>RIDE HEIGHT</b>
2mm <input checked="" type="checkbox"/> 1mm <input type="checkbox"/> 0.5mm <input type="checkbox"/> 0mm <input type="checkbox"/>	
<b>REACTIVE CASTER</b>	
SHIMS 1.5 /mm	
	GREASE stand. / cSt
	<b>FRICTION SPRING</b>
	STANDARD <input checked="" type="checkbox"/> OTHER <input type="checkbox"/>

<b>FRONT</b>	<b>FRONT</b>	<b>REAR</b>
<b>SHIMS</b>	<b>SHIMS</b>	<b>SHIMS</b>
0.5 /mm	1.5 /mm	0 /mm
<b>SPRINGS</b>		
<input checked="" 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		
	<b>CAMBER / degr.</b>	
	1.5	
	1.5	
	LEFT	RIGHT

<b>TOE / degr.</b>	<b>BATTERY HOLDERS POSITION</b>	<b>SHIMS</b>
OUT 0.5	FRONT <input checked="" type="checkbox"/> REAR <input type="checkbox"/>	0 /mm
IN		
<b>ACKERMANN</b>		
SHIMS 0 /mm		
<b>BRACE</b>		
GRAPHITE <input checked="" type="checkbox"/>		
ALU <input type="checkbox"/>		
OTHER <input type="checkbox"/>		
<b>FRONT WIDTH SHIM</b>	<b>FRONT PIVOT</b>	<b>CHASSIS</b>
0 /mm	PIVOT BALL <input checked="" type="checkbox"/> FIXED <input type="checkbox"/>	STANDARD <input checked="" type="checkbox"/> HARD <input type="checkbox"/> OTHER <input type="checkbox"/>
		<b>T-BAR</b>
		WIDE <input checked="" type="checkbox"/> NARROW <input type="checkbox"/> OTHER <input type="checkbox"/>
		<b>REAR WIDTH SHIM</b>
		1 /mm

COMMENTS

Ride height is directly affected by tire diameter. This basic set-up is intended for medium tire sizes. When smaller or larger diameter tires are used, the ride height must be changed as appropriate.