

SET-UP SHEET

XRAY NT1

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|---|------------------------|--|-------|
| RACE | | | |
| TRACK | | | |
| NAME | | | |
| CITY / COUNTRY | | | |
| CONTACT | | | |
| DATE | TEMPERATURE / °F or °C | AIR | TRACK |
| QUALIFYING POSITION | BEST LAPTIME / sec | FINAL POSITION | LAPS |
| TRACK CONDITION | | RACE LENGTH / minutes | |
| <input type="checkbox"/> SMOOTH <input type="checkbox"/> MEDIUM <input type="checkbox"/> BUMPY | | | |
| <input type="checkbox"/> TECHNICAL <input type="checkbox"/> MIXED <input type="checkbox"/> FAST | | | |
| TRACTION | | <input type="checkbox"/> LOW <input type="checkbox"/> MEDIUM <input type="checkbox"/> HIGH | |
| FRONT | | DIFF | |
| | | GEAR DIFF. OIL/cSt (K) | |
| ONE WAY DIFFERENTIAL | | <input type="checkbox"/> YES | |
| SOLID ONE WAY DIFF. | | <input type="checkbox"/> YES | |
| SOLID AXLE | | <input type="checkbox"/> YES <input type="checkbox"/> NO | |
| BALL DIFFERENTIAL | | | |
| <div>LOOSE MEDIUM TIGHT</div> | | | |
| GEARING | | | |
| PINION | | SPUR | |
| 1ST 15 16 17 18 | | 1ST 57 58 59 60 | |
| 2ND 20 21 22 23 | | 2ND 53 54 55 | |
| PULLEY 25 26 | | RATIO 1ST RATIO 2ND | |
| FRONT | | SHOCKS | |
| | | SPRING | |
| | | OIL / cSt | |
| | | REBOUND % | |
| | | MEMBRANE | |
| <input type="checkbox"/> YES <input type="checkbox"/> NO | | FOAM INSERTS <input type="checkbox"/> YES <input type="checkbox"/> NO | |
| <input type="checkbox"/> PLASTIC <input type="checkbox"/> ALU | | SHOCK BODY <input type="checkbox"/> PLASTIC <input type="checkbox"/> ALU | |
| <input type="checkbox"/> YES <input type="checkbox"/> NO | | ADJUSTABLE PISTONS <input type="checkbox"/> YES <input type="checkbox"/> NO | |
| | | HOLE IN PISTON /mm | |
| <div>OPENED CLOSED</div> | | | |
| HOLES IN PISTON | | | |
| FRONT | | ANTI-ROLL BAR | |
| 0° 30° 45° 60° 90° | | 0° 30° 45° 60° 90° | |
| NO <input type="checkbox"/> | | WIRE /mm | |
| 0.7 <input type="checkbox"/> | | | |
| FRONT | | TIRES | |
| LEFT RIGHT | | LEFT RIGHT | |
| | | MANUFACTURER | |
| | | SHORE / deg° | |
| | | DIAMETER / mm | |
| | | 5 MIN. WEAR /mm | |
| | | RUBBER TIRES | |
| | | INSERT | |
| ENGINE | | | |
| ENGINE | | | |
| CARB. DIA /mm | | HEAD SHIM /mm | |
| MUFFLER | | FUEL | |
| CLUTCH / BRAKE | | | |
| FLYWHEEL | | OTHER | |
| CLUTCH FLYWEIGHTS | | OTHER | |
| CLUTCH SHOE | | CLUTCH SPRING | |
| CLEARANCE /mm | | ADJ. NUT /mm | |
| BRAKE PAD | | OTHER | |
| BRAKE SETTING % | | | |
| BODY | | | |
| WING HEIGHT | | WING POSITION | |
| | | WING ANGLE | |

| | | | |
|---|--|---------------------------------------|--|
| FRONT | | REAR | |
| <div>FRONT ARM SHIM</div> | | <div>CASTER</div> | |
| <div>BUMPER</div> | | | |
| <div>NARROW</div> | | | |
| <div>WIDE</div> | | | |
| <div>FRONT ARM</div> | | | |
| <div>WHEELBASE /mm</div> | | <div>WHEELBASE /mm</div> | |
| <div>FRONT RIDE HEIGHT /mm</div> | | <div>REAR RIDE HEIGHT /mm</div> | |
| UPPER SHOCK POSITION | | SHIM /mm | |
| <div>OFFSET /mm</div> | | <div>OFFSET /mm</div> | |
| <div>+0.75</div> | | <div>+0.75</div> | |
| <div>0</div> | | <div>0</div> | |
| <div>-0.75</div> | | <div>-0.75</div> | |
| <div>STEERING BLOCK</div> | | <div>UPSTOP</div> | |
| <div>STANDARD</div> | | <div>YES</div> | |
| <div>1 DEGREE</div> | | <div>NO</div> | |
| <div>MEASURE UNDER STEERING BLOCK</div> | | <div>MEASURE UNDER REAR UPRIGHT</div> | |
| <div>DOWNSTOP /mm</div> | | <div>DOWNSTOP /mm</div> | |
| CAMBER LINK LOCATION | | CAMBER /deg. | |
| <div>ROLL CENTER POSITION</div> | | <div>TOE IN</div> | |
| <div>TOE /deg.</div> | | <div>TOE IN</div> | |
| <div>OUT</div> | | <div>ENGINE MOUNT</div> | |
| <div>IN</div> | | <div>STANDARD</div> | |
| <div>UPPER ARM POSITION</div> | | <div>MONOBLOCK</div> | |
| <div>0 0.5 1.0 1.5</div> | | <div>SHIMS BEHIND ARM</div> | |
| <div>ACKERMANN</div> | | <div>ACKERMANN</div> | |
| <div>LEFT RIGHT</div> | | <div>LEFT RIGHT</div> | |
| <div>ROLL CENTER</div> | | <div>ROLL CENTER</div> | |
| <div>LEFT = RIGHT</div> | | <div>LEFT = RIGHT</div> | |
| <div>FRONT TRACK WIDTH /mm</div> | | <div>REAR TRACK WIDTH /mm</div> | |

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| COMMENTS | |
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