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XRAY TIFK '05

YOU'LL NEED	WE USED
Matched battery pack	Epic Motorsports 3800 NiMH
190mm touring car body	Protoform Cadillac CTS-V R
Tires	Take-Off 36S mounted tires
540-size motor	Epic Shock Modified 11T motor
Racing ESC	KO Propo VFS-1 Pro
Steering servo	Futaba S9451 digital high-speed
Radio system	KO Propo EX-10 w/Spektrum module

The T1 FK '05 is the fifth-generation XRAY touring car. It's the latest in the line that created a new standard in the competition touring class when it was first introduced. Since the very first version, the T1 has shown exceptional manufacturing standards and includes a lot of performance parts that were available only as options on other cars. This new '05 version keeps the previous cars' best features and has updates that were developed by the racing team after they introduced the original "FK" version.

The new '05 chassis accommodates a 6x1 battery configuration, so there's no hassle with 3x3 saddle packs. The differential height is adjustable, so the driveshaft can be kept level when ground clearance is adjusted, or you can manipulate the driveshaft's angle to increase or decrease traction when accelerating. The drivetrain features more efficient, larger pulleys and a slightly lower drivetrain ratio of 1.7:1.

In addition to all that, the '05 has many sought-after features such as spring-steel universal driveshafts and turnbuckles, adjustable belt tensioners, adjustable valves in the shocks and myriad suspension adjustments that don't leave you wanting more.

PERFORMANCE

The FK '05 has what seems to be a more flexible chassis than the original FK model. The extra chassis flex makes the car stick a little better on asphalt—sometimes a little too well because the car was too planted and suffered slight understeer on corner entry as a result. The setup simply needed a couple of tweaks: stiffer springs on the rear shocks to for a little more rotation, and a touch of toe-out in the front. I also reduced rear toe slightly. The stock setup is just a starting point and seems to be fairly neutral. I found it a shade stiff for blacktop and a little too loose for high-bite carpet, but that's exactly where you want it to be: it isn't too far off, and minor tweaks will get you on pace. Running on high-bite carpet with the stock setup can be a little hairy because the car has so much traction when you install foam tires. Switching to two-hole pistons and purple springs stiffens the damping (this is easier if you installed the adjustable pistons when you built the shocks). The stock yellow and white springs are the softest available, so switching to the much stronger purple springs firms up the suspension and makes it much more responsive.

The FK '05 is a solid performer that's a slight improvement on the previous FK. The benefit of not having to mess with a saddle pack makes it all the more appealing (but it doesn't come with a battery strap). If the car doesn't do what you want it to, it's will respond well to adjustments, and a proficient tuner and driver should be able to get more out of it than out of the previous generations.

BUILDING & SETUP TIPS

XRAY instructions are among the best. The parts are bagged and numbered for every corresponding step, and ample, step-by-step instructions clearly spell out the order of assembly and tell which items need special attention. But here are a few more words of wisdom!

> **Lube the diffs.** The preassembled diffs don't have lubricant. Both diffs must be disassembled and lubed. Use heavy grease on the thrust bearing, and use the clear grease in the syringe to lube the main parts of the diff. The diffs in our test car were dry.

> **Slacken the belts.** They're a little tight when you use the manufacturer's recommended setting on the eccentric belt-tension adjusters. Loosen each belt one stop on the belt-tension adjustment. It's easy enough to readjust the tension if the belt stretches with use.

> **Upgrade the front axles.** Install the no. 305315 spring-steel wheel axles in the front steering hubs.

> **Be sure that the shocks don't bind.** Be careful not to thread the shock ends too far onto the shock shafts. If you do, the shocks will bind and you'll have to replace the shock ends.

> **Don't use battery tape.** Install the optional graphite battery strap (no. 306162). Taping the batteries into place is tricky because the upper deck partly blocks your access to the rear tape slot.

SPECIFICATIONS

MANUFACTURER XRAY
MODEL T1FK '05
DISTRIBUTED BY RC America

SCALE 1/10
PRICE $390
Varies with dealer

DIMENSIONS

Wheelbase 10.12 in. (257 to 261mm)
Width 7.44 in. (189mm)

WEIGHT

Total, as tested 50.08 oz. (1420g)

CHASSIS

Type Stamped, woven carbon fiber, double-deck plate
Material 2.5mm woven carbon fiber

DRIVETRAIN

Type Dual-belt
Primary 20T pinion (optional)/84T spur gear
Transmission ratio 1.7:1
Final drive ratio 7.14:1
Driveshafts XRAY spring-steel CV shafts with aluminum axles
Differentials Semi-sealed ball diffs with lightened aluminum outdrives
Bearing type High-speed, rubber-sealed

SUSPENSION

Type (F/R) Lower H-arm/turnbuckle adjustable upper camber link
Shocks Molded-composite with threaded-aluminum adjusters and adjustable valves.

WHEELS & TIRES

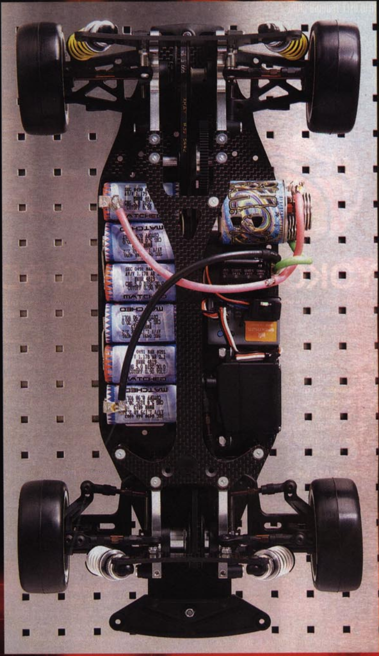
Not included.

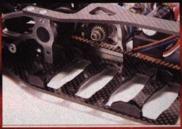
LIKES

- Superior quality of manufacturing.
- Lots of available option tuning parts.
- Excellent instructions and setup advice.
- Straight 6-cell battery slots in chassis.

DISLIKES

- Battery hold-down isn't included.
- Aluminum front axles are easily damaged during a collision.
- Shock towers are too tall to fit some low-profile bodies.
- Shock ends still rub on foam tires without suspension mod.





Molded battery holders help prevent the battery from ejecting during a hard impact.

The height of the diff can be adjusted using inserts with different offsets, modifying on-power response.

The extra holes in the chassis are for attaching ballast weight to meet the minimum requirements.