

Driver

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- Shows a value \$100,000+ premium
- Includes original engine, fuel

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\$100,000+ PREMIUM**

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MIC VS. FULL SCALE!**

REVIEW



DRIVEN REVIEW

Text by Erich Reichert

Photos by Walter Sidas

Experience

Sometimes things you experience stay with you for the rest of your life. As long as I've been alive I've been completely crazy for cars. My father once told me that the first word I ever said was "car." Although my personal favorite has and will always be the Corvette, many cars achieve greatness in my mind. What makes them great? To be truly great, a car must possess not only style and performance, but also craftsmanship and ele-



XRAY

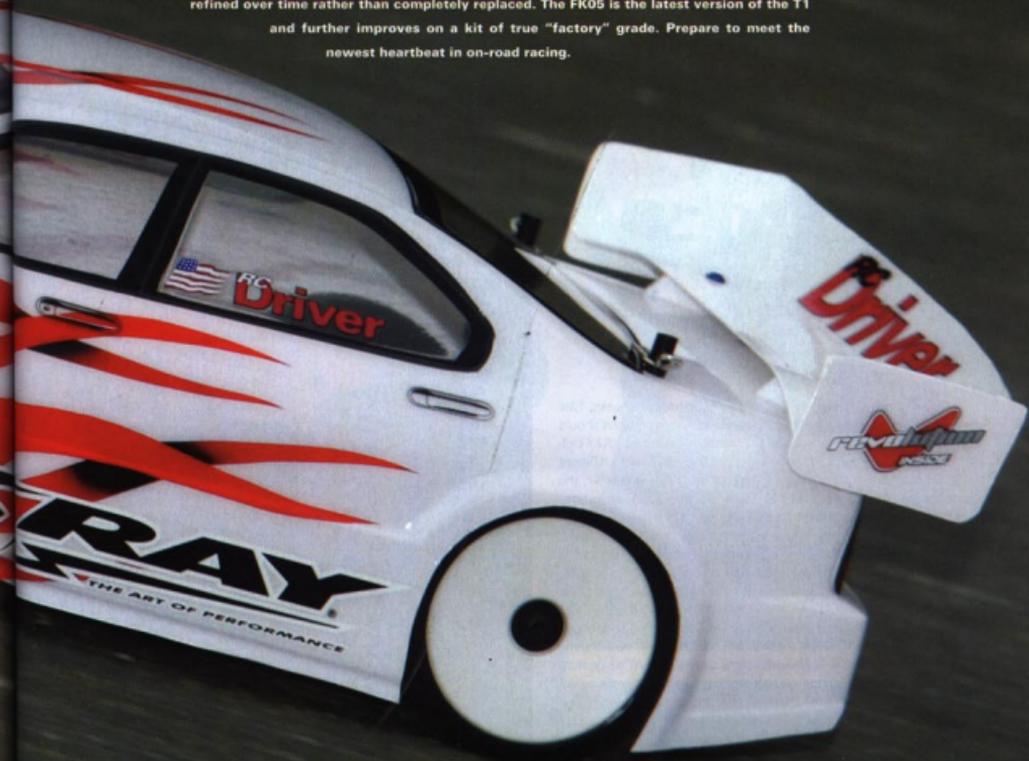
T1 FK05

FAST FACTS

MANUFACTURER: XRAY
VEHICLE: T1 FK05
CLASS: 1/10 Electric touring car
DRIVER: Intermediate to advanced racers
PRICE: \$395.95
SPEED: 35.81 mph

Excellence

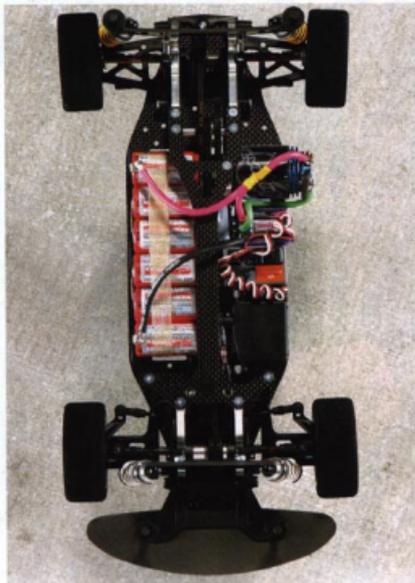
gance. A great car gives you a feeling that no words can describe; the true car nut just knows it in their heart. Much the same can be said for the first time I saw an XRAY sedan. From first glance, I could tell it was like no other. The machined parts were truly on a level of their own. The creativity that went into the design of its components was exceptional, and its Certificate of Authenticity topped off a finely put together and well-finished kit. On the track the already paramount car stepped even further away from the conventional touring car when it came to handling and adjustment. Now four years old, XRAY's T1 has been refined over time rather than completely replaced. The FK05 is the latest version of the T1 and further improves on a kit of true "factory" grade. Prepare to meet the newest heartbeat in on-road racing.



INFO CENTER

CHASSIS—A redesigned graphite chassis moves all of the batteries to the right-hand side of the chassis. Along with new battery slots, new bulkheads move the motor and diffs for lower center of gravity. Another feature on the bulkheads is the new diff height adjusters that allow you to move the diffs up and down. The final and most noticeable feature of the new chassis setup is the new top plate. It has been redesigned and now has "arms" that mount standoffs farther out on the chassis' front for increased rigidity.

SUSPENSION—The short-arm suspension from the FK04 returns for



the next generation sedan, as do XRAY's adjustable shocks. Like past kits, this one also includes four sets of normal pistons should you desire to run normal shocks. **STEERING**—A standard XRAY bellcrank/servo saver turns the car via a pair of linkages. What's different is the mounts hold the bellcrank; by rotating the mounts 180°, the bellcrank is moved fore and aft to adjust Ackermann.

DRIVETRAIN—The drivetrain is equipped with larger pulleys all around to free up the system along with a slew of other new goodies, with the new Multi-Diff as its pinnacle. New rear diff mounts allow you to raise and lower the center of gravity, while a new 84-tooth spur gear lowers rotating mass and provides clearance for the new lower CG bulkheads. **BODY, WING AND WHEELS**—The FK05 doesn't include a body, leaving the choice up to you. XRAY does throw you a set of rims without tires. Sounds like the same old same old? The rims are all new white dish rims that have XRAY's signature 12-spoke Starburst pattern glazed into them to give them a subtle flair of its heritage.

ASSEMBLY—One of the most underrated and overlooked details of XRAY's kits are their instructions and packaging. Coming from a background in graphic design, it is a nice treat to see well-designed and produced booklets. Heavy gloss-coated color covers are your first introduction to the 3D diagrams and well-written instructions inside. Being the next incarnation of the original T1, the 05 is very easy to assemble and can be completed in one sitting. It took me less than four hours to assemble.

DRIVING IMPRESSIONS

SURFACE— ASPHALT, TRACK

TRACK— Long, high-speed track with low traction.

HANDLING— After mounting JS Bodies' latest creation on the FK05, I was ready to rock. XRAY includes a general setup guide with each of their cars, but more specific setups and help can be found online at XRAY's forum. With the resources and support of nearly the entire XRAY team at your fingertips, there's next to nothing you won't be able to find. After getting the car set up for a basic setup, I hit the track. The track seconds as the parking lot during the week, but has remained fairly smooth with just a few bumps. Despite the car's exceptionally rigid chassis and short arm suspension, the bumps did little to upset the car as it worked through its suspension travel. The kit's 30wt oil allowed the shocks to react quickly to any bumps the car came upon.

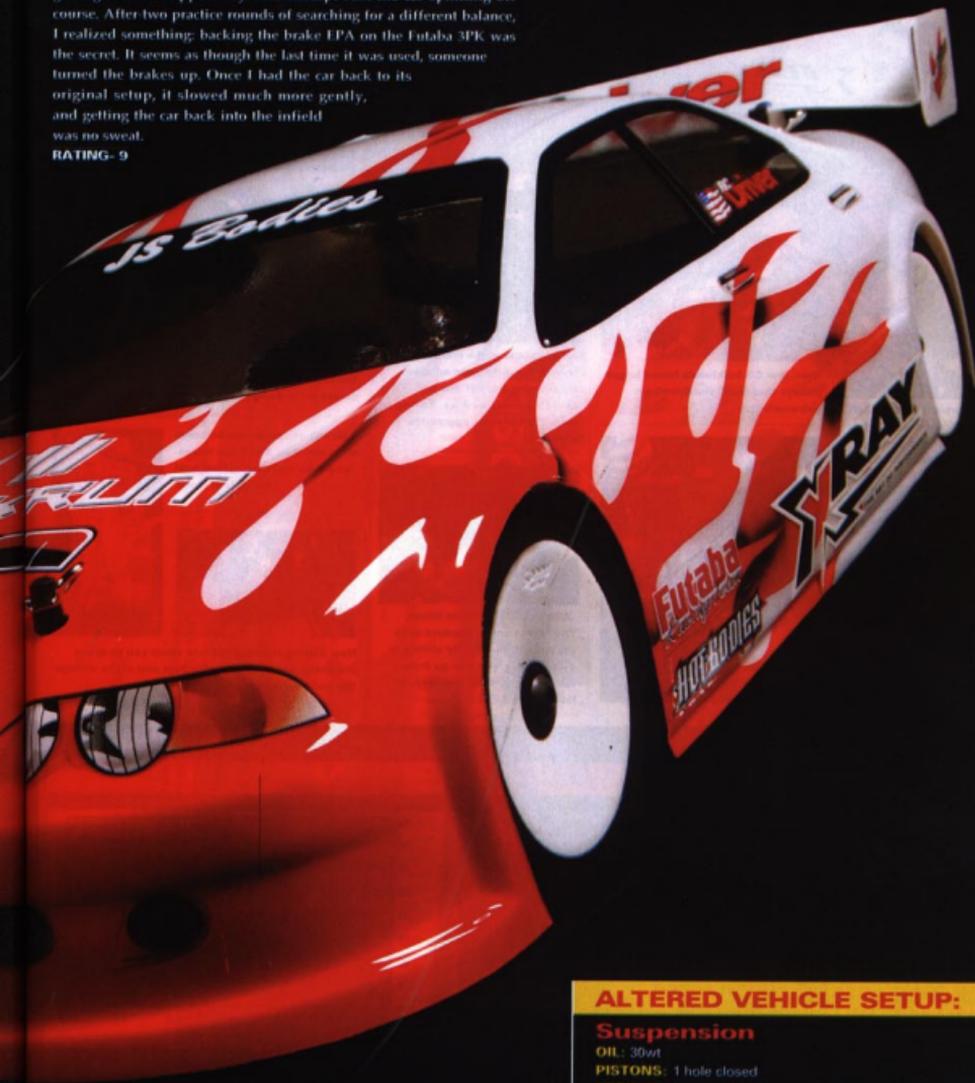
RATING— 9

ON AND OFF-POWER STEERING— Jilles Groskamp suggested that I go with a heavier spring rate to counteract a lighter oil/piston setup. I replaced the kit's yellow rears with white springs and put dark blues on the front which allowed the car to be very quick when responding to steering going into the corner. The FK05 comes stock with XRAY's patented Multi-Diff which allows you to use the same diff as a one-way, solid one-way or locked spool by placing a pin through the center of its body. The kit's instructions call for a full one-way, to which the car had a tendency to oversteer. Switching to the partial one-way, the car sailed the track, and my driving, much better, as the car was much more settled and easy to drive.

RATING— 8

ACCELERATION AND BRAKING— The track's straightaway is very long and fast; what makes it even faster are the sweepers on either end. Running the total of three sides of the track nearly wide open puts a lot of faith in the balance of the chassis when it comes to getting the car stopped. My first attempt sent the car spinning off course. After two practice rounds of searching for a different balance, I realized something: backing the brake EPA on the Futaba 3PK was the secret. It seems as though the last time it was used, someone turned the brakes up. Once I had the car back to its original setup, it slowed much more gently, and getting the car back into the infield was no sweat.

RATING— 9



ALTERED VEHICLE SETUP:

Suspension

OIL: 30wt

PISTONS: 1 hole closed

SPRINGS: Rear: white; Front: dark blue

SHOCK LOCATIONS: 1 hole in from kit all around
Camber 2° front and rear

TOE: 0° front, 2° rear

XRAY T1 FK05



TIP

When assembling the lower suspension, be sure everything works freely. If the spacers are too tight, lightly sand them to a perfect fit.



The short-arm suspension returns from the FK04 but is now crowned with an all new shock tower that adds a hole and moves the shocks out farther.



New, low CG bulkheads house larger pulleys that make the drivetrain extremely free.



A closer look at the rear bulkhead reveals the diff height adjusters. By lowering the diff, the car becomes easier to drive. Raising it gives the car more aggressive steering.

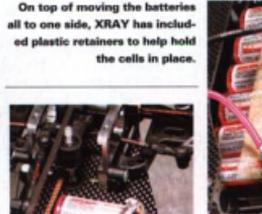


The rear suspension remains virtually unaltered except for a change to yellow rear springs.

One of the most noticeable details of the FK05 is the new top brace and front standoffs that stiffen the car and increase steering.



XRAY creativity at its finest. The FK05 comes standard with the new Multi-Diff. By sliding in a simple pin, you can go from full one-way, solid one-way, to locked spool.



On top of moving the batteries all to one side, XRAY has included plastic retainers to help hold the cells in place.



New oblong steering mounts allow you to move the entire steering assembly fore and aft to change the car's Ackerman.

TECH SPECS

SCALE: 1/10

DRIVE: 4WD

LENGTH: 13.94 in. (354mm)

WIDTH: 7.4 in. (188mm)

WEIGHT: 3 lbs.

WHEELBASE: 10.1 in. (257mm)

TRACK: 6.35 in. (161mm)

RIDE HEIGHT: .22 in. (5.5mm)

WHEELS: 2.0 in. White dish

TIRES: Not Included

BODY: Not Included

ACCELERATION:

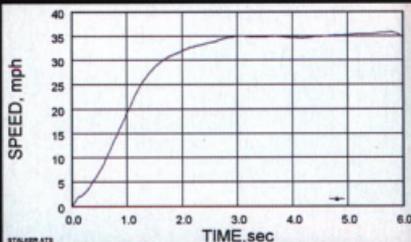
0-10mph: .64 sec.

0-20mph: 1.02 sec.

0-30mph: 1.66 sec.

5.76 sec. @ 35.81 mph in 246.33 ft.

RADAR DATA



BT14L/F05R #75

HELPFUL HINTS

GOT TO GET: 2-channel radio with steering servo, motor, ESC, tires, body, paint, battery, and charger

RECOMMENDED UPGRADES:
Graphite Motor Guard- Part No. 303060;
6-Cell Battery Strap T1FK'05 (set)- Part No. 306162; 3.0 MM Graphite Chassis- Part No. 301113

COMPETITORS INCLUDE:
Associated TC4, Losi JRXS, Corally RDX, Tamiya 415

XRAY T1 FK05



CONCLUSION

Building the FK05 was as much of a pleasure as building previous versions. On the track the car's improvements are more than merely eye candy as they help the car handle significantly better than the '04. It seems that the biggest aim in designing the '05 is increasing the amount of corner speed and steering that the car has, which was carried out successfully. As far as tuning options, you'll be hard pressed to find a car with more adjustment. The included guide and online help are only a couple examples of the perks you get from owning an XRAY. The FK05 is your membership to an exclusive group of racers, privileged to drive one of the finest racing

machines in existence. Welcome to the team. ☺

Links

Futaba, distributed exclusively by Great Planes Model Distributors
www.futaba-rc.com, (800) 682-8948

Hot Bodies, www.hotbodiesonline.net
(951) 296-9340

JS Bodies, www.jsbodies.com
(409) 838-6271

Spektrum, distributed by Horizon Hobby Inc., www.horizonhobby.com
(800) 338-4639

Team Orion Inc., www.team-orion.com
(714) 694-2812

XRAY, distributed by Xray USA; contact RC America, www.teamxray.com
(800) 519-7221

For more information, please see our source guide on pg. 177.



WHAT WE LIKED

- Tons of adjustability
- Trick parts galore
- Narrow chassis layout
- All the tech support I could ever ask for

WHAT COULD BE IMPROVED

- Preassembled chassis needs to be taken apart during assembly.
- Early kits need to have the diff thrust bearing replaced.



AUTHOR'S OPINIONS AND RATINGS

■ **CHASSIS**—The FK05 marks the first revision of the T1 chassis and it is a welcome change. The lower plate is machined where the bulkheads mount to keep everything as low as possible. Moving the entire battery to one side is an extremely welcome bonus.

RATING-9

■ **DRIVETRAIN**—The first time I saw the Multi-Diff, I couldn't imagine how it worked. After building the diff, I was astonished at how simple it really was. Just another stroke of pure XRAY genius.

RATING-9

■ **STEERING**—Honestly, I don't adjust Ackerman very much as my on-road driving isn't up to that level of fine adjustment, yet it's nice to know that there's more adjustment than I'll probably ever need in the FK05.

RATING-9

■ **SUSPENSION**—Tried and true, the short-arm suspension works very well. The adjustable shocks are just another reason I've loved XRAY cars since day one... nobody does it better.

RATING-9

■ **BODY AND WHEELS**—Since bodies and tires are something track-specific, I don't have a problem with not getting some in the box. The dish rims are much nicer than the old rims, in my opinion, and the design of the old rim glossed in them is a unique yet subtle touch.

RATING-9

■ **DURABILITY**—As thick as a brick, the new chassis/top plate combination makes the '05 very stiff, and aside from the improved handling that results from this, the car is durable. I will admit that when it comes to on-road, I'm not exactly a pro, and it's nice to know that the solid design and thick foam bumper have me covered should I take a detour.

RATING-9

■ **EASE OF USE**—As with previous XRAY cars, the FK05 has more adjustment than a lot of its competition. As an intermediate on-road racer, it will be a while before I begin to truly utilize all of it. As my racing gets more competitive, the included setup guide and online help which includes Virtual Setup Sheets will prove valuable to utilizing all that the car has to offer.

RATING-9

ITEMS USED

Team Orion Revolution modified motor
10x2-29013,
\$69.99



Hara Twister2 ESC
90001,
\$259.00



Futaba digital servo
S9351, \$74.99



Team Orion 3600mAh battery (Team)
11402, \$74.95



Spektrum DSM system HRC/FUT 1004, \$159.00

