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**XRAY**  
T2 007  
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**ACADEMY**  
SB V2 PRO  
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# RC Driver

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MAY 2007 ISSUE 41

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## DRIVEN REVIEW

Text by Erich Reichert

Photos by Walter Sidas



## L I C E N S E T O

**T**he T2 had a lot to live up to when it hit hobby shops last year. Following closely on the heels of one of the most dominant cars in sedan racing, the FK05, the T2 marked the first new generation for XRAY. With its success founded solidly on wins across the globe, XRAY went to work to hone the T2 into the racing machine of ballistic proportion that graces these pages, the





#### FAST FACTS

**MANUFACTURER:** XRAY

**VEHICLE:** T2 '007 US Edition

**CLASS:** 1/10 Electric touring car

**DRIVER:** Intermediate to advanced racers

**AVERAGE PRICE:** \$389.95

**SPEED:** 34.87 mph

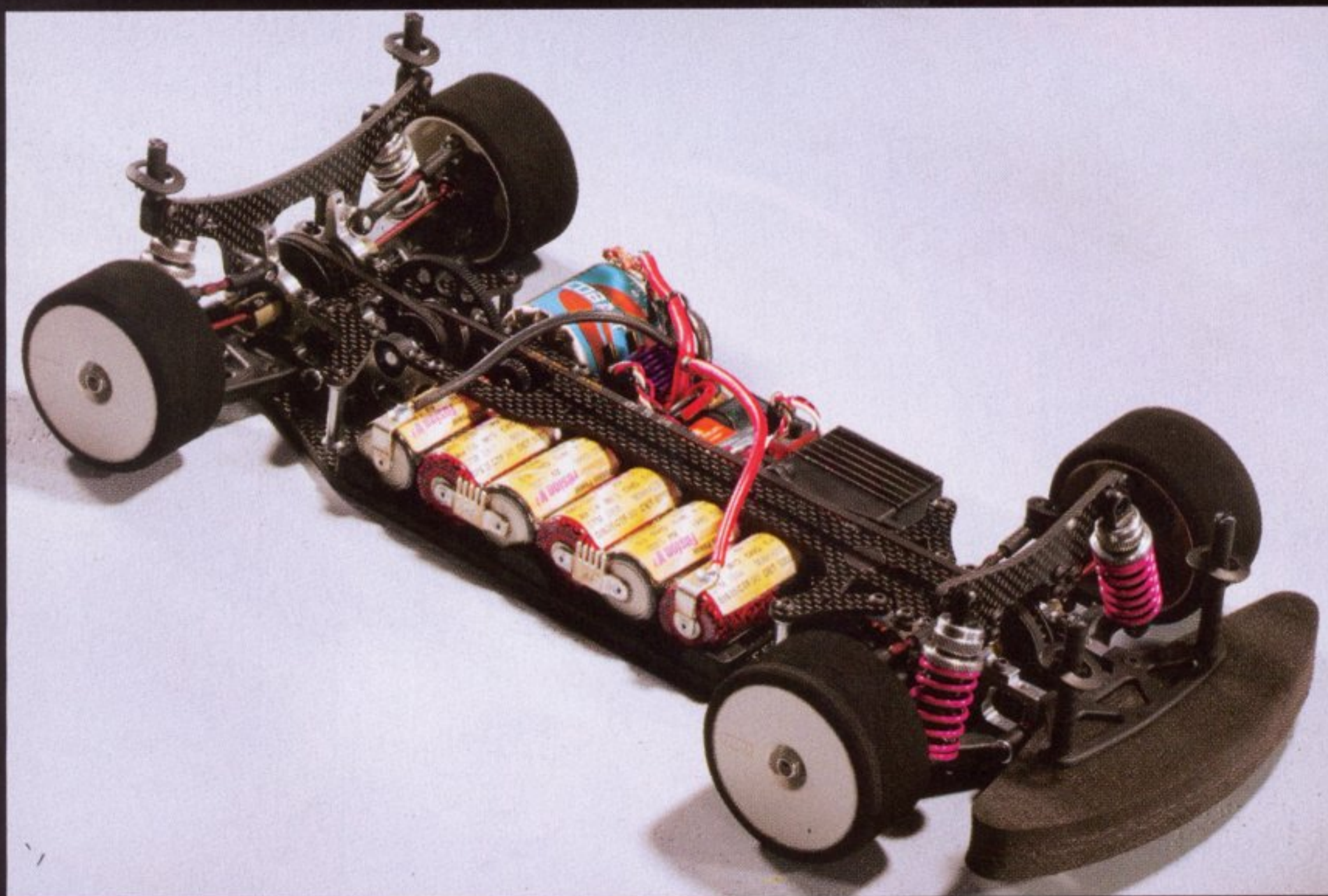
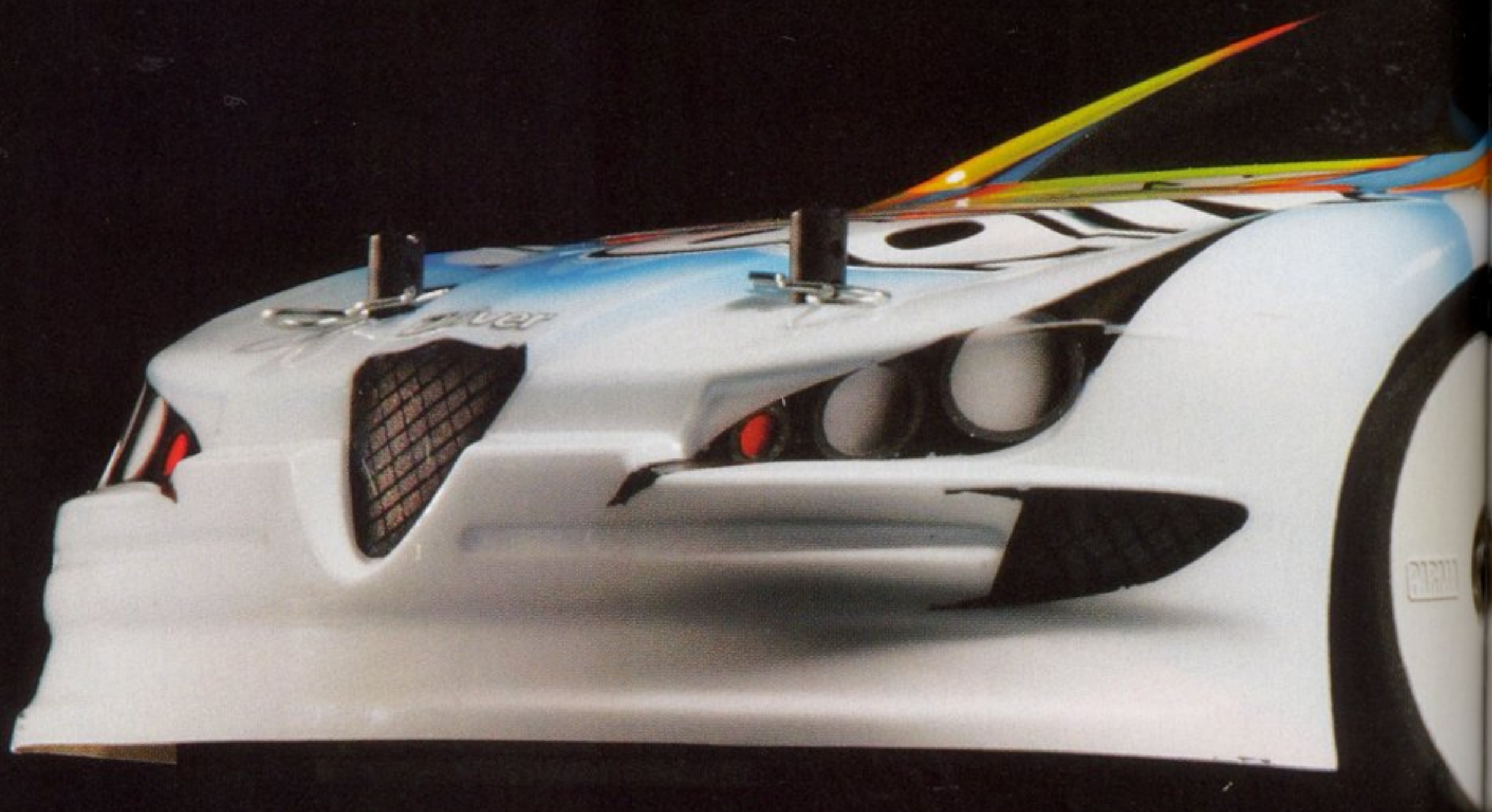
**XRAY**

**KILL**

**2007**

T2 '007 US Edition. Thoroughly refined and massaged for carpet racing, the car has been optimized for a super low center of gravity and perfect balance. To even the undiscerning hobbyist, the machine work is the stuff of exotic sports cars. For the hardcore sedan racer it goes far beyond that; owning an XRAY is like a designer suit—the RC version of Armani.





**What we liked—**

- ⊙ Exceptional improvement from prior model
- ⊙ Well mannered handling
- ⊙ Diff removal couldn't be easier

**What could be improved—**

- ⊙ Steering knuckles take the majority of a crash
- ⊙ No smokescreen or ejector seat... who named this thing!

## INFO CENTER

**CHASSIS**—A 3.5mm thick slab of graphite forms the foundation for the 007 US. Milled out mounting areas keep everything mounted low to keep the center of gravity low. New lower bulkheads support a new top deck design that lets you adjust the amount of chassis flex. **SUSPENSION**—To translate the car's improved chassis setup to the ground, front and rear arms are made from an extra hard (marked with an "XH") material. New shock towers front and rear are optimized for carpet racing. XRAY's adjustable oil-filled shocks carry purple and white springs. **STEERING**—A bearing supported quick saver bellcrank graces the

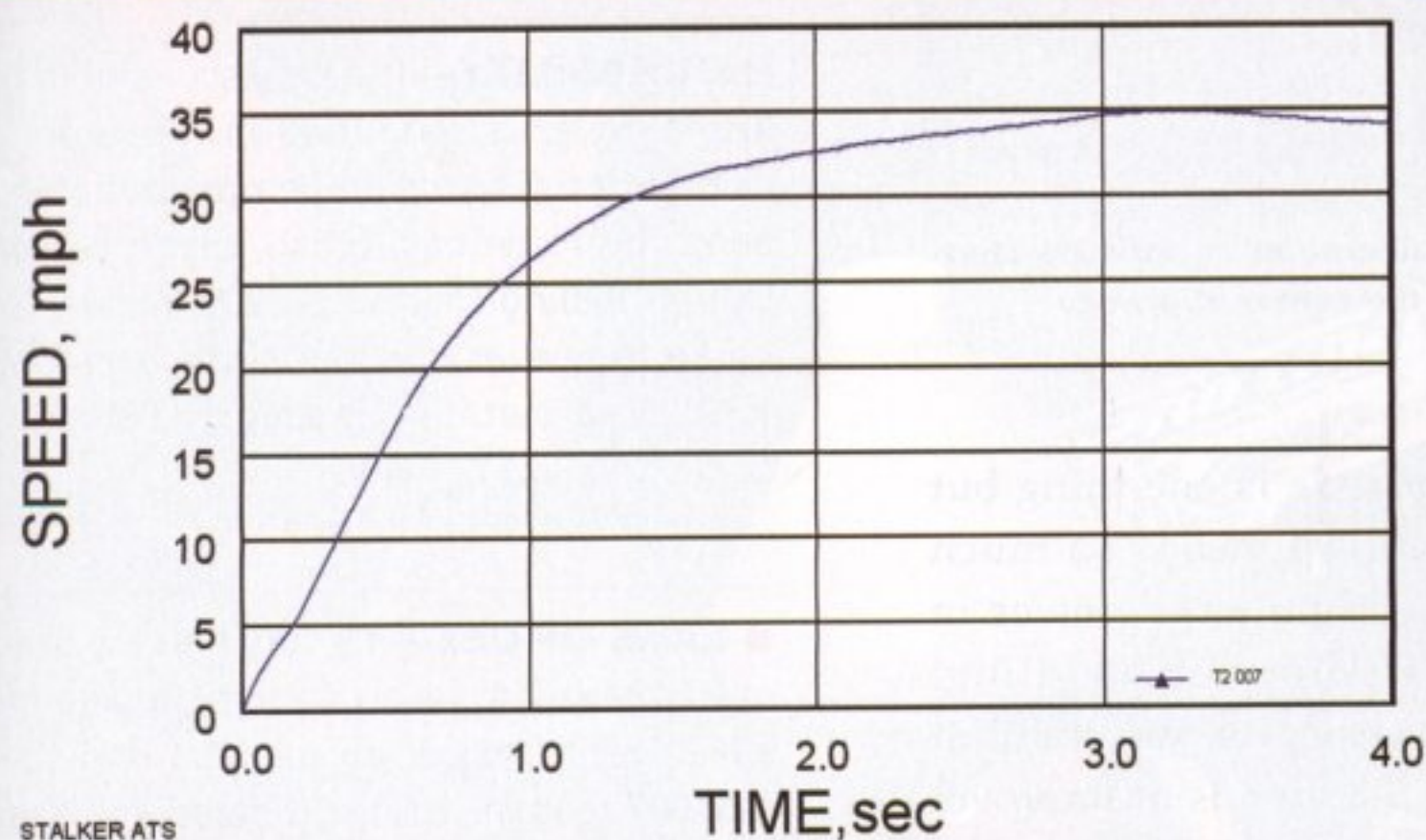
steering system of the T2 '007 US. It can be moved fore and aft to adjust ackerman and is supported on ball bearings. **DRIVETRAIN**—XRAY hardcoated diffs put the power to the ground from the '007's ultra low slung belt drive system. Bulkhead "caps" retain the diffs via four screws per end, making diff removal very easy. **BODY, WING AND WHEELS**—The kit does not include a body or tires. For our test we choose Parma's M Type sedan shell and magenta rear/indigo front foam tires. **ASSEMBLY**—XRAY's instructions feature 3D illustrations and 1:1 scale parts lists so things go smoothly even for a novice builder.





“On the track the car accelerates much harder than the standard T2, especially through corners.”

### RADAR DATA



STALKER ATS

### TECH SPECS

**SCALE:** 1/10  
**DRIVE:** 4WD  
**LENGTH:** 10.2 in. (259mm)  
**WIDTH:** 7.3 in. (185-190mm)  
**WHEELBASE:** 10.12 in. (257mm)  
**WEIGHT:** 51 oz. (1445g)

**ACCELERATION:**  
 0-10 mph: .34 sec.  
 0-20 mph: .65 sec.  
 0-30 mph: 1.37 sec.  
 3.23 sec. @ 34.87 mph in 128.15 ft.

### HELPFUL HINTS

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

**COMPETITORS INCLUDE:** Losi JRXS Type R, Schumacher Mi2, Associated TC5, Corally RDX, Hot Bodies Cyclone, HPI Pro4

## PERFORMANCE

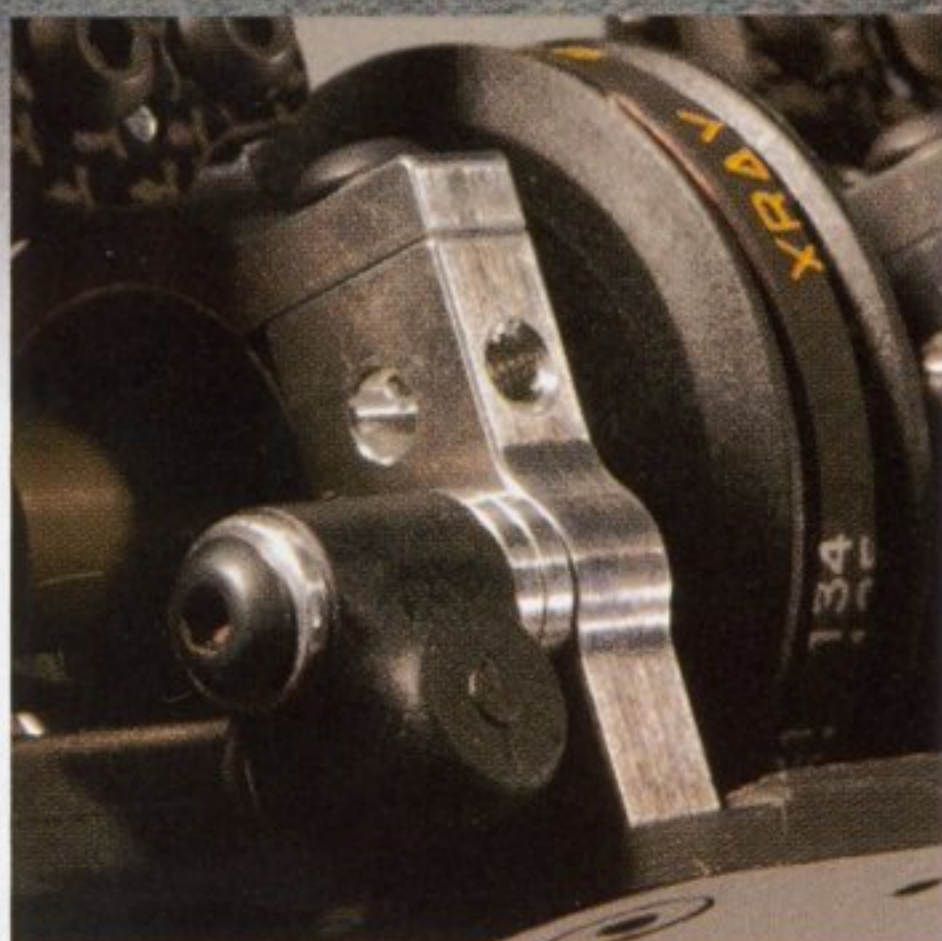
**SURFACE—**Carpet

**HANDLING—**I tested the chassis with a Trinity Cobalt 2 7x1, Fusion 4200 matched pack, Novak GTX and Parma magenta rear and indigo front tires sauced with Niftech traction compound. The 007 US is made for one thing and one thing only... nonstop carpet action! With a Parma Type M body with amazing paint courtesy of Kolors by Kropy and Parma foams mounted up, I headed for RC Madness in Enfield, CT for testing. The track is very smooth with just a few bumps on one end of the track. Through the infield and over the bumps the 007 was one smooth operator. The chassis is designed to flex in the rear to keep it stable without affecting the car's out of corner acceleration.

**ON AND OFF-POWER STEERING—**Although the 007 is technically a T2, its chassis and shock towers are completely different. Also, a set of extra hard arms come standard with the kit for a more direct feel. On power the car rotates efficiently and has very little understeer; off power is equally matched, making the 007 a very easy car to drive. The stiffer arms can be unforgiving in crashes causing the steering knuckles and C-hubs to take the brunt of the impact. XRAY offers aluminum knuckles that are much stronger but you may want to consider using their optional medium strength arms.

**ACCELERATION AND BRAKING—**One of the most important changes from the standard T2 is its significantly lower center of gravity. The top deck is dropped down low and an all-new design allows for better flex to improve forward bite. On the track the car accelerates much harder than the standard T2, especially through corners. The lower CG makes the car well mannered off power, transitioning weight smoothly forward.





The '007's diffs are held in place by "clamps" that bolt into the top of the bulkheads. Four screws is all that stands between you and removing the diffs.



"XH" extra hard compound arms are found on all four corners. The stiffer arms lend themselves to a much more direct feel. A closer look shows how much thicker the all new shock towers are.



The '007's bearing-supported steering features adjustable Ackerman and a built in servo saver.



The center shaft assembly comes out the same way as the diffs. A new two-piece top deck allows you to vary the chassis flex using aluminum standoffs.



XRAY took every consideration to optimize chassis balance and lower the center of gravity.

## CONCLUSION

Hitting the track in style is one thing but being able to back it up means so much more. The T2 '007 US puts the power in your hands with its superior handling. Although its predecessor was successful in its own right, there are worlds of improvement stepping up to the '007. It carries far more speed through the corners and traction and control are improved thanks to its lower CG and adjustable flex. Its hard to imagine how XRAY could ever improve on this platform, maybe the next one will be called "From Slovakia with Love". ©

## Links

Fusion Batteries, [www.fusionbatteries.com](http://www.fusionbatteries.com), (888) 695-8244

Kolors by Kropy, [www.kolorsbykropy.com](http://www.kolorsbykropy.com)

Niftech, [www.niftech.com](http://www.niftech.com), (440) 257-6018

Parma/PSE, [www.parmapse.com](http://www.parmapse.com), (440) 237-8650

Trinity Products Inc., [www.teamtrinity.com](http://www.teamtrinity.com), (732) 635-1600

XRAY, distributed by RC America, [www.teamxray.com](http://www.teamxray.com), (800) 519-7221

For more information, please see our source guide on pg. 201.



## AUTHOR'S OPINIONS AND RATINGS

■ **CHASSIS**—The machining of the chassis is outstanding. Anywhere a part mounts to has been milled out to lower the parts into the chassis. Lowered bulkheads and an all new top plate make it very easy to remove the drivetrain without taking the car apart, much less disturbing your setup.

**RATING-9**

■ **SUSPENSION**—The '007's all new suspension translates well to the driver allowing you to feel out the car much better. New extra hard arms may prove a bit too hard and unforgiving for the average driver, as they carry most of the force of a crash to the hubs and knuckles.

**RATING-8**

■ **DRIVETRAIN**—XRAY's drivetrains are the definition of smooth and free. Adjustable diff cams set the tension for the belts, if you follow the instructions you'll find that their recommendations are spot on.

**RATING-9**

■ **STEERING**—XRAY's standard servo saver/bellcrank complete with adjustable mounts works well and is very strong. Due to the stiffer suspension, the steering knuckles are more prone to breakage. Aluminum hubs are a quick fix but I found that axles stick out past the wheel nut just enough to possibly catch on the wall.

**RATING-7**

■ **DURABILITY**—The chassis itself is flawless and very strong. Set up for carpet, the cars stiffer suspension components tend to send the force of a crash to the knuckles. During testing this was the only part that I broke. however it is the same as all other XRAY's so parts are readily available if you don't have any already.

**RATING-8**

■ **EASE OF USE**—It's very rare for a sedan of this caliber to be so easy for an intermediate driver to run. With minimal understeer, the '007 remains mild mannered and easy to drive. XRAY's instructions are top notch and they're online resources are beyond that of most others.

**RATING-10**