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# Xtreme RC CARS

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**ROCK**  
AE RC8

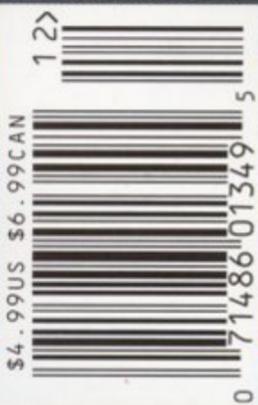


## TESTED:

- FOR REAL XRAY XB8 EC
- LOSI MINI SLIDER
- JAMMIN' CRT.5 RTR



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pg. 156





Jeremy checked out.

# XRAY XB8-EC

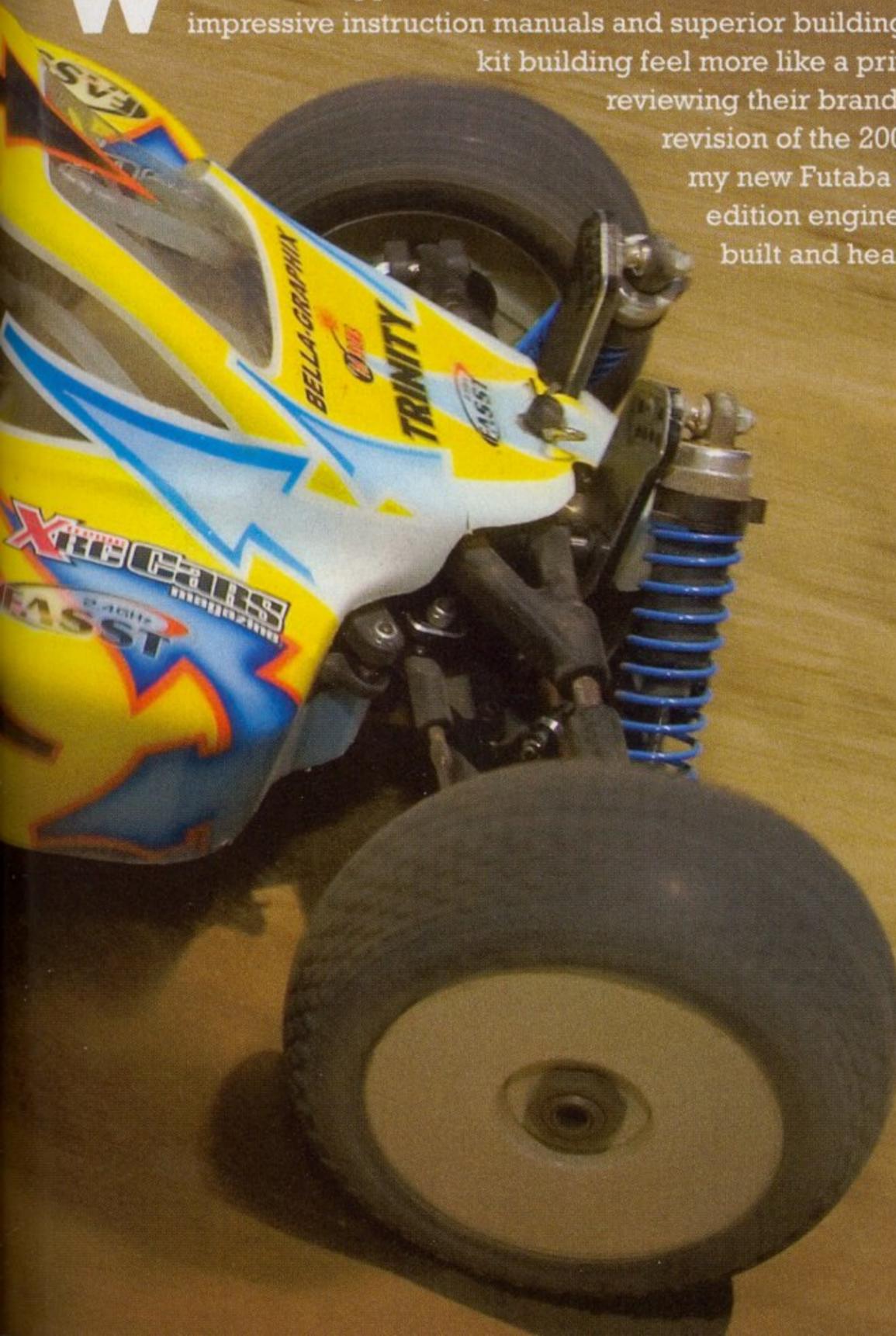
LIKE A CHEST XRAY, ONLY AWESOME



Written By: **Jeremy Felles** | Photos: **Carl Hyndman**

**W**ORKING FOR A MAGAZINE IN THIS INDUSTRY HAS MANY PERKS, not the least of which is the occasional opportunity to build and run one of the many vehicles by XRAY. Renowned for their impressive instruction manuals and superior building materials, XRAY has a tendency to make kit building feel more like a privilege than a chore. This month I'll be reviewing their brand-new XB8-EC 1/8-scale buggy, the latest revision of the 2006 European champion XB8. Armed with my new Futaba 2.4 GHz radio system and trusty Drake edition engine from Trinity, I was all set to get this beauty built and head out to the track.

Arrows going forward, backward, and side to side.



# XRAY XB8-EC

PART #: 350002

STREET PRICE: \$599 (Kit only, price may vary)

PRICE AS TESTED: \$1,710 (includes all test gear)

SETUP TIME: 9 hours (includes break-in time)

EXPERIENCE LEVEL: Intermediate to advanced

SCALE	POWER	TYPE	DRIVE
1:8	NITRO		4WD

## VEHICLE FEATURES

The XB8 series is already a champion overseas and is regarded as one of the top level cars in the states as well. While this would satisfy most companies, XRAY decided to push their engineering to the limit and make key design changes that would enable their car to better handle the rigors of the "super-cross" style American tracks. Most of the emphasis was placed on increasing down travel and beefing up the suspension, changes that we'll cover in detail just below.

**NICE BALLS:** Redesigned steering ball links (much like the arms) allow for more down travel. They also feature the popular "backstop" design that prevents the steering links from disconnecting under even the roughest of landings.

Wort knows what a chest x-ray feels like.



**A HUGE SHOCK:** XRAY has thrust itself into the "big bore era" with their completely redesigned shocks. Not only did they increase their shock volume to improve rough track handling, but they updated all shock component materials to improve consistency over a long A-Main event.

# VEHICLE INFO

## 01 WOW, NICE ARMS • The "EC" has been outfitted with brand-new

A-arms that have been milled in strategic areas to allow for more steering throw and down travel than its predecessor. They are also using a new material that XRAY touts as the ultimate balance between performance and durability.



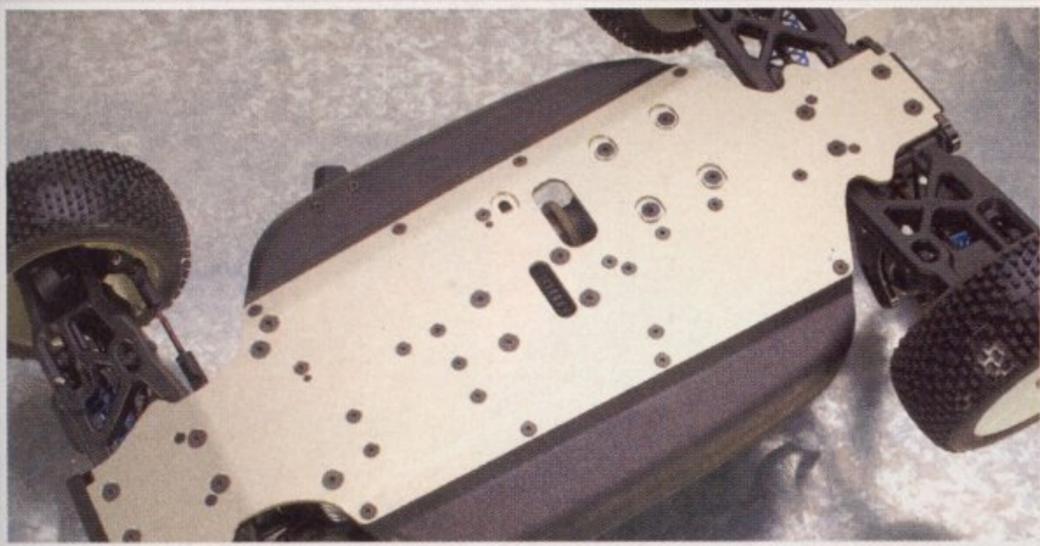
...adjustability is unsurpassed by any other buggy on the market...

## 02 TOWER OF POWER • The new tower on the "EC" has been designed to

work with the arms and steering ball studs to increase (you guessed it) steering and down travel. Luckily for the consumer, they've maintained the awesome look of the old tower, and the Swiss 7075 T6 aluminum used in construction is so rugged you expect to see it wearing flannel.



03 NICE CHASSIS • Swiss 7075 T6 aluminum is utilized in 3mm form to give the EC the strongest foundation possible. The XRAY engineers also took it upon themselves to redistribute the weight to bring it closer to the centerline to improve transitional handling. They also milled low-stress areas to make the chassis as light as possible without sacrificing durability.



## CHASSIS

LAYOUT:	Single deck with upper braces
THICKNESS:	3mm
MATERIAL:	Swiss 7075-T6 aluminum
TANK CAPACITY:	120cc

## SUSPENSION

TYPE:	Four-wheel independent
TURNBUCKLES:	Hudy spring steel
STEERING:	Dual bell crank
SWAYBARS (F/R):	Front and rear, adjustable

## SHOCKS

BODIES:	Big bore aluminum
DAMPING (F/R):	XRAY 350cst
PISTONS (F/R):	1.4mm stock F/R
SPRINGS (F/R):	Kit blue

## DRIVE TRAIN

TYPE:	4WD shaft
DIFFERENTIAL:	Gear (3)
DIFF. FLUID:	10,000 (F) 7,000 (C/R)
AXLE TYPE:	Universal style
TRANSMISSION:	Single-speed
SPUR GEAR MATERIAL:	Steel
CLUTCH:	Aluminum three shoe
BEARINGS:	Rubber/metal shielded

## GEARING

	1"
CLUTCH/SPUR:	12/40
GEAR RATIOS:	
PRIMARY:	3.33:1
INTERNAL:	3.54:1
FINAL:	11.79:1

## BODY, TIRES & WHEELS

BODY:	XRAY XB8 body
TIRES (F/R):	Not included
DIAMETER/WIDTH:	4.53 in. x 1.57 in. (115mm x 40mm)
HEX SIZE:	17mm
WHEELS:	XRAY Starburst

## DIMENSIONS

WEIGHT:	7 lbs. 6 oz. (3,363g) (includes running gear)
TRACK WIDTH (F/R):	306mm (12 in.)
WHEELBASE:	321-327mm (12.6-12.8 in.)
RIDE HEIGHT:	36mm (1.42 in.)

## TESTING

We took the XB8-EC over to Revelation Raceway in Montclair, California, for some serious action photography. Once we finished with the photos, it was time to pull the lever out on the track and see just what this buggy could do. Revelation's surface is medium packed with a light loam on top. The standard tire setup is generally Pro-Line Bow-Ties or Crime Fighters in the M3 compound. I outfitted the EC with some brand-new M3 Bow-Ties, fired up the Drake .21, and began my trek up the drivers' stand.

**ACCELERATION AND SPEED** • The tried-and-true Drake engine by Trinity roared to life as I pulled out of pit lane, and after a couple of warmup laps I turned the buggy into a virtual rocket ship down the back straightaway. There was plenty of bottom end grunt as well, as I could clear every jump on the track with ease, even if I was a little squirrely. I felt like I could have pushed a few more ponies out of the power plant with a small turn of the flat-head, but I decided that there was no need and left it running at a cool 235 degrees.

**Rating: 8.5/9**

**BRAKING** • The EC utilizes laser-cut ventilated brake discs and high-quality Ferodo pads for superior stopping power. Throughout a thirty-minute run I noticed no sign of brake fade and felt confident braking hard coming into the corners. The braking action wasn't the strongest I've ever felt but its smooth feel and consistency over sizeable runs means you'll have one less thing to adapt to during a long A-Main.

**Rating: 8**

**LOW SPEED HANDLING** • I found this area to be the Achilles heel of the buggy during our test session. The buggy showed solid aggression going into slow corners, but that same aggression seemed to make for some sketchy moments coming out of low-speed turns. The rear end didn't seem quite as planted as other buggies I've

driven. We tried a few different setups in the rear to get that back end to settle down, but on this day and with these conditions, the EC was a handful.

**Rating: 7**

**HIGH SPEED HANDLING** • The EC clearly feels at home at high speeds and negotiated the fast sections of the track like a champ. The "loose" feel that it possessed around the low-speed turns turned into a planted aggression once the car gained some momentum. Overall, this buggy has more steering than almost any other buggy I've driven, and it was at high speeds that it felt most comfortable.

**Rating: 9**

**ROUGH TRACK HANDLING** • Revelation Raceway is known for its superior track maintenance procedures, but by nine o'clock the track did possess some rutted-out turns. The buggy felt about on par with most others I've run, but still seemed to lack the planted feel that I desired. Once again, I'm confident that this could be cured with some minor setup tweaking. It isn't far off from the competition, but I'd like the stock setup to have more of a solid feel.

**Rating: 7.5**



## TEST GEAR

<b>RADIO:</b>	Futaba 3PM 2.4GHz, FUTK2020, \$190 (in combo)	
<b>RECEIVER:</b>	Futaba R603FF, \$190 (in combo)	
<b>STEERING SERVO:</b>	KO PDS-2386 ICS, KOP30047, \$170	
<b>THROTTLE SERVO:</b>	KO PDS-2368 ICS, KOP30046, \$190	
<b>ENGINE:</b>	Trinity Platinum .21 "Draked," TRI40013, \$395	
<b>PIPE:</b>	Jammin JP-2, OFN10045, \$75	
<b>FUEL:</b>	Trinity Platinum 30%, MH0030T, \$15	
<b>RECEIVER PACK:</b>	OFNA MDP400, 10202, \$25	
<b>TIRES (F/R):</b>	Proline Bow-Ties, 9025-02, \$25/pr.	

## CONTACT

<b>XRAY:</b>	<a href="http://www.teamxray.com">www.teamxray.com</a>
<b>KO PROPO:</b>	<a href="http://www.kopropropo.com">www.kopropropo.com</a>
<b>TEAM TRINITY:</b>	<a href="http://www.teamtrinity.com">www.teamtrinity.com</a>
<b>JAMMIN' PRODUCTS:</b>	<a href="http://www.jamminproducts.com">www.jamminproducts.com</a>
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If you still haven't been to Revelation Raceway's new off-road track, you are a deprived child.



## PERFORMANCE TEST

**JUMPING** • The XRAY is a capable jumper and attacks high-flying obstacles with confidence. It maintains solid poise in the air and reacts to throttle/steering inputs in the air with speed and precision. My only criticism would be its lack of acceleration up a jump face. You had to hit some of the jumps at a high rate of speed (relative to other buggies on the track) in order to fly the same distance. This could be improved with a setup change, and XRAY has plenty of "factory" setups online that will have you hooked up in no time.

**Rating: 8**

### WRENCHING

**MAINTENANCE** • The combination of perfect parts fit, superior web support, and XRAY's world-famous ability to design clear-cut instruction manuals makes the XB8-EC a dream to work on. Everything comes apart and goes back together without drama, and all areas of building/setup are clearly illustrated both in print form in the manual or somewhere on XRAY's website. They are so far ahead of the curve in this area that a numerical value can't begin to express their excellence.

**Rating: 10**

**WEAR AND TEAR** • Any pro level 1/8-scale buggy is going to exhibit solid wear characteristics. Once again, the quality of materials used in the EC puts this buggy at the top of the class. After what can best be described as some "ridiculous" landings and an uncanny ability to turn in five feet early coming off the straightaway, the EC came away with no broken parts, and after a quick blow off, it looked brand-new.

**Rating: 8**

**TUNING** • Three words: integrated, adjustable caster. Not only does the EC possess all the standard tuning options, it also gives you the ability to change the angle of every hinge pin on the car, including those in the front C-hubs. This allows you to change the caster and kick up in the upper and lower arms simply by changing the inserts in the A-arms. The adjustability is unsurpassed by any other buggy on the market, and gives you the ability to dial the car in on any track condition.

**Rating: 10**

### CONCLUSION

The XB8-EC is a staunch competitor, capable of holding its own with any buggy on the track. Add to this its top-of-the-line materials and instructions, and you have a vehicle that's a pleasure to own and put the wrenches to. The kit includes everything you need to tune the buggy to any track you come across, and the wealth of setup information on the Internet is unsurpassed. XRAY brings a level of luxury into RC that would make the CEOs of Audi and BMW green with envy, and it's wrapped in a highly tunable, track-scorching package that will be on podiums for years to come. ⚙️

## XRAY XB8-EC

1:8



4WD

### SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

10

INSTRUCTIONS

10

PARTS QUALITY/FIT

8

DURABILITY

8

TUNABILITY

8

OVERALL PERFORMANCE

8

VALUE

### HITS

- Instructions/tuning guide are incredible
- Parts quality, fit and finish are among the best

### MISSES

- Box setup must be for Euro tracks

### MAIN COMPETITION

Mugen, Kyosho, OFNA, Jammin, CEN, Thunder Tiger, Losi, Associated, and Sportwerks

### WHO IT'S FOR

Nitro fans who enjoy the finer things in life

EC means "extra crispy."



**XRAY**  
**XB8-EC**

SCALE POWER TYPE DRIVE  
1:8 NITRO 4WD



Wouldn't it have looked better with yellow wheels?

