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JAN 2008 / ISSUE 146



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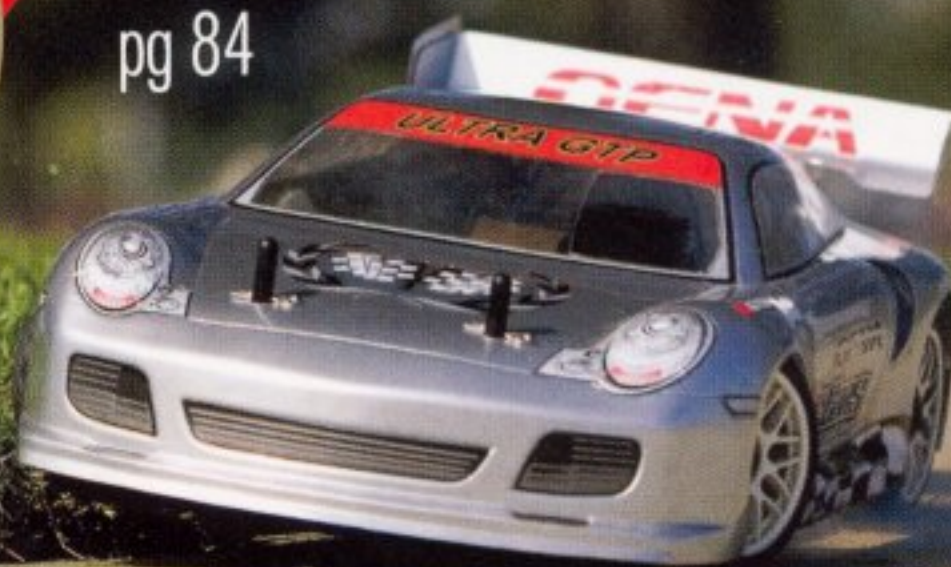
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pg 84



This review was a collaborative effort.

XRAY XT8 TRUGGY

TRUGGIES GET LUXURIOUS



words: Brian 'Skinny' Skinner | photos: Carl Hyndman

I've watched factory XRAY driver Josh Wheeler pilot the new XT8 truggy all season, and I've wanted to drive this new truggy for a while, now. So when Derek (that boss of mine) asked me to review the luxurious XRAY XT8 truggy, it was with great pleasure that I said yes. As most of you know by now, XRAY makes some nice products, and the new XT8 is a continuing trend in the luxury line of racecars that they make. After all, it's not often that you get to roost an XRAY car without having to worry about putting it through a torture test—with all the consequences. To that end, I built the XT8 and hit the track to see what this new truggy has to offer, and I've come back to tell you that I was not disappointed. Let's go in for a closer look, and see why XRAY calls this their luxury truggy!



Thank you Jeff for the wraps. You saved the day.

XRAY XT8 TRUGGY

PART #: 350200
STREET PRICE: \$690.00 (Kit only, price may vary)
PRICE AS TESTED: \$1,710
SETUP TIME: 9 hours
EXPERIENCE LEVEL: Novice-Advanced

SCALE	POWER	TYPE	DRIVE
1:8	NITRO	TRUCK	4WD

Trucks are only big in the U.S., but all countries make them?

XRAY went with spring steel for all of the drive shafts. This is a clever idea, as spring steel loves to be under torque and load. This is a good application for spring steel.

3mm, 7075 T-6 aluminum is used for the chassis. It's luxuriously hard coated to minimize wear.

01

The shocks are hard coated, threaded aluminum bodies, and they're large. XRAY also went with the wiper seal type of shaft cover, and it gives the suspension a factory look.

02

This moves the weight of the servos to the center of the chassis, rather than lowering the weight, as lay-down servos do.

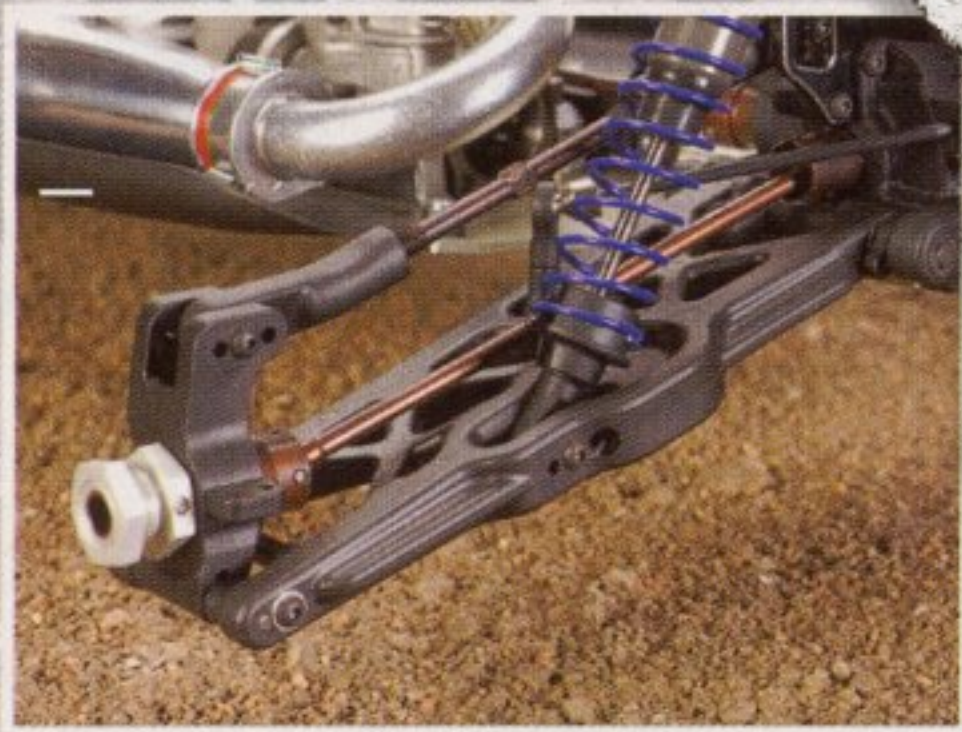
03

XRAY uses spring steel on the turn buckles. This assures you that they will take a beating and spring back for more.

01

ARMED FORCES

• When XRAY uses the term "luxury," they're not talking about rich Corinthian leather seats! No, they're referring to well-designed parts and quality materials. Just look at the suspension: beefy virgin plastic A-arms, spring steel drive shafts, and everything's well designed, with attention to detail ... like the sweet captured hub carrier pin, or the shock shaft wiper seals that take the place of the "old school" shock booties.

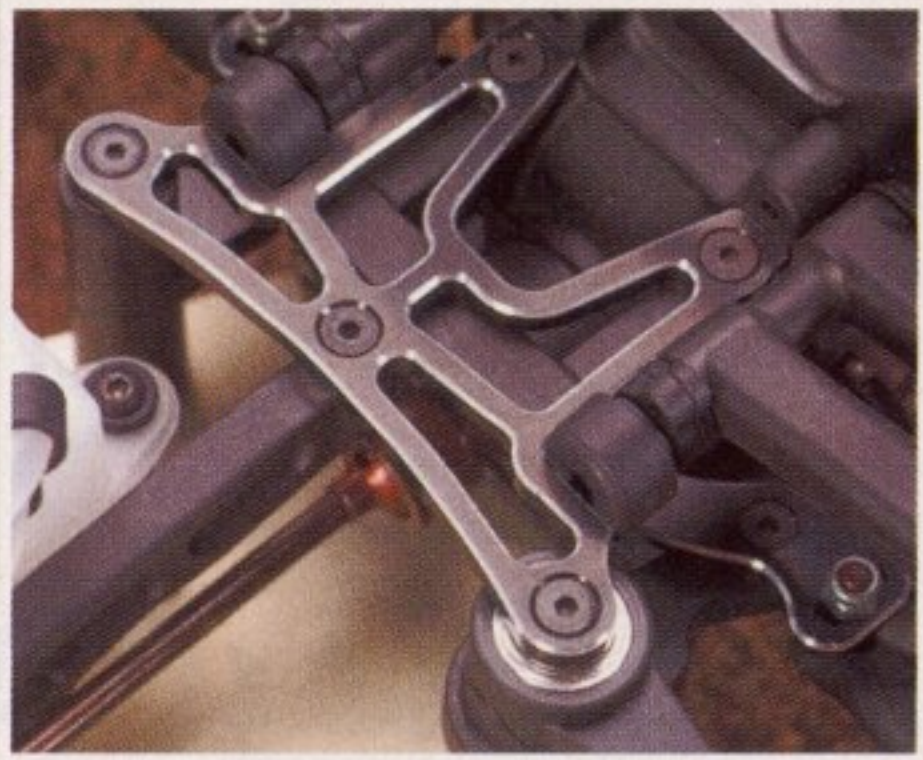


When XRAY uses the term 'luxury,' they're not talking about rich Corinthian leather seats!

02

SWISS CUT BEEF •

XRAY uses Swiss 7075 T-6 aluminum throughout the chassis (same as any 7075 aluminum, just made in Switzerland). This is a robust material for RC use. XRAY uses it sparingly, but in the right places, which makes the XT8 light and strong. As always, XRAY includes its stylish black finish with machined edges to give it a luxurious silver-edged look. Often imitated—never duplicated!



03

TRAY-MAGNIFIC •

I like a good radio tray, and XRAY has a pretty nice one. It's a one-piece design to help stiffen the chassis, but what's really nice is the radio box. It has lots of room for all the wires, and you can run any receiver with all the room it has. This is one feature I consider luxurious.



VEHICLE INFO

**CHASSIS**

LAYOUT:	Single deck with upper braces
THICKNESS:	3mm
MATERIAL:	7075 T-6 Aluminum
TANK CAPACITY:	125cc

**SUSPENSION**

TYPE:	4-Wheel independent
TURNBUCKLES:	Hudy spring steel
STEERING:	Dual bellcrank
SWAYBARS (F/R):	Front and rear, adjustable

**SHOCKS**

BODIES:	Big bore threaded aluminum (hard coated)
DAMPING (F/R):	Hudy 600cst
PISTONS (F/R):	2-hole / 2-hole
SPRINGS (F/R):	Dark blue / Dark blue

**DRIVE TRAIN**

TYPE:	4WD shaft
DIFFERENTIAL:	Gear (3)
DIFF. FLUID:	7,000 wt., 10,000 wt., 7,000 wt.
AXLE TYPE:	Universal drive
TRANSMISSION:	One-speed
SPUR GEAR MATERIAL:	Hudy spring steel
CLUTCH:	3-shoe aluminum
BEARINGS:	Rubber/metal-shielded

**GEARING**

	1 st
CLUTCH/SPUR:	13/48
GEAR RATIOS:	
PRIMARY:	4.3:1
INTERNAL:	3.69:1
FINAL:	15.88:1

**BODY, TIRES & WHEELS**

BODY:	XRAY XT8
TIRES (F/R):	XRAY, THRX + foam insert
DIAMETER/WIDTH:	N/A
HEX SIZE:	17mm
WHEELS:	XRAY, Starburst aero disk

**DIMENSIONS**

WEIGHT:	9 lbs., 2 oz. (4173g)
TRACK WIDTH (F/R):	16.80in. (426.7mm)
WHEELBASE:	14.29in. to 14.48in. (363mm to 368 mm) (adjustable)
RIDE HEIGHT	1.48in. (37.5mm)

TESTING

Testing was conducted at the world-famous Revelation Raceway. This track is large, and conditions can change rapidly depending on how often they water. One minute it can be plush with loamy conditions, and ten minutes later, it can be dry and loose. Revelation is also known for challenging track layouts, so this is a great place to test yourself and your ride.

ACCELERATION AND SPEED • The Ninja .28 is a brutal engine that has gobs of torque, but that's okay because the XT8 likes it that way. When I first put it on the track and pulled the trigger, the XT8 wanted to wheelie, but that was due to the clutch being brand-new. Speaking of the clutch, XRAY has one heck of a clutch combo. Their design and material selection makes for one powerful clutch. It's a perfect match for a big block engine and really hooks the power up ... which is great for a truggy. The XT8 has a truly luxurious wheel base setup, loves to go fast, and is well suited for powerful engines.

Rating: 9/9

BRAKING • Braking is powerful and linear, and showed no signs of fade during my testing. The XT8 has laser-cut ventilated rotors with Ferodo-lined calipers, and with that combination, there's not much to go wrong. One issue I did encounter was that the brake adjust rods seemed close together, which made "on the fly" brake adjustments a little more tedious. I had a hard time getting my fingers around the front brake adjuster because they were too close to each other. Aside from that little hiccup, I liked how the brakes felt.

Rating: 8

LOW-SPEED HANDLING • The XT8 is a plush truggy, and at slow speeds it felt stable and rolled through bumps well. On the other hand, the front pushed really badly when trying to turn sharply off-power. Granted, the track at Revelation (when dry) is challenging for any car, but this seemed a little more to do with setup.

For this test (as with most car reviews), I use the recommended setup and go from there. I'm not sure if it was the Thrax tires or the steering setup, but I could tell that a little more time spent with setup was needed, and would help make this issue better. I've watched Josh Wheeler race, and I know that the XT8 is better than what I experienced during my test.

Rating: 7

HIGH-SPEED HANDLING • High-speed handling means "fully at home" for this truggy. When you're driving the XT8 aggressively, the truggy is truly happy. This is where you say oh, I get it, this is the luxury part of the XRAY. Never have I driven a truggy that looked and felt so fast out of the box. The XT8 had pro-like demeanor—even if I wasn't driving like a pro. If I was landing from a jump and blipped the throttle, the XT8 would suck itself down and take off. It felt like I was on autopilot when drifting through corners; it would just smoothly drift along no matter what I did. In general, the XT8 is very neutral in handling, and responds to what you ask of it. As with the low-speed handling, I could tell that the stock setup was a little off for tracks here in the States, but it's one of the most well-mannered truggies I have tried. Not only that, but it made me feel like I knew what I was doing!

Rating: 9

XRAY XT8 TRUGGY

1:8



4WD

TEST GEAR

RADIO: Futaba 3PM 2.4GHz, FUTK2020, \$190 (in combo)

RECEIVER: Futaba R603FF, \$190 (in combo)

STEERING SERVO: KO PDS-2386, KOP30047, \$170

THROTTLE SERVO: KO PDS-2368, KOP30046, \$190

ENGINE: Mugen Ninja .28, M01A, \$310

PIPE: VXR Fire-T, VXR-NPBT210, \$85

RECEIVER PACK: OFNA 1600mAh flat pack, 10201, \$30

BODY WRAPS: XXX Main Xplosion Truggy (red), \$20

FUEL: Byron Fuel Race Blend 3000. Part# 3130034, \$25

CONTACT

XRAY (Dist by RC America): www.rcamerica.com

KO PROPO: www.kopropropo.com

BYRON: www.byronfuels.com

VXR: www.vxrtracingusa.com

OFNA: www.ofna.com

MUGEN SEIKI: www.mugenseiki.com

XXX MAIN: www.xxxmain.com

PERFORMANCE TEST

ROUGH-TRACK HANDLING • Revelation has a well-maintained track and rarely gets blown out. This was the case when I did the testing. I found a couple of bumpy places to see how the truggy felt, but not as many as I would have liked. Still, I got an idea how the XT8 feels, and other than the stock setup recommendations, the truggy is pretty dialed for rough stuff. After all, it is a truggy, and truggies are hardly phased by rough conditions. XRAY did a good job on the geometry of the XT8, and it's a well-planted vehicle.

Rating: 8

JUMPING • I loved this truggy for jumping! It feels very neutral in the air and does what it's told. You can attack a jump and not really worry about what the XT8 is going to do. It will simply level off, as if it didn't want to crash. It responds to input well, and is predictable when jumping. I enjoyed it the most when doing the photos for the jumps.

Rating: 10

WRENCHING

MAINTENANCE • This is where XRAY luxury shines. It's as if I didn't build it, and it went together rather smartly. XRAY is known for making quality car kits, and this one will not disappoint. Everything is laid out well with quality parts construction and one of the best instruction manuals in the industry. If you love building car kits, then you will love building the XT8.

Rating: 10

WEAR AND TEAR • XRAY is at the top of the class when it comes to parts quality and component choice, so it goes without saying that the XT8 will get high marks. Will it last forever? No. Will it be at the top of the

wear-and-tear list? Yes. XRAY is a quality company, and you can rest assured that the XT8 will be ready for your next race, just like the other top companies in our industry. For my test, I had zero problems, and nothing broke or came off. As with the other top-of-the-line car tests, I did have some bolts start to come loose, but that is to be expected with a new car.

Rating: 9

TUNING • XRAY cars are a tuner's dream, and the XT8 is one of those cars. Not only does it have all of the tuning options of other cars, the XT8 (like its little brother, the XB8) has the Hudy touch of adjustable hinge pins throughout. Simply changing the clever hinge pin blocks allows you to easily change A-arm angle, C-hub angle, as well as the upper A-arms. The XT8 will be a snap to set up for any racetrack you happen to race.

Rating: 10

CONCLUSION

The XRAY XT8 is a truggy of considerable value. It has all "the good stuff" you could want in a truggy. It has great parts finish, a well-thought-out design with sweetly machined aluminum parts to reduce weight, and it's a beautiful truggy to look at. Couple that with the performance of this baby, and I'm sure you will smile from ear to ear. Think of it like this: If you were buying a luxury automobile from Europe, the XT8 would be like buying a BMW, Audi, or maybe even one of those Mercedes Unimogs—you know, the things that can go anywhere, even over the track pipes! ⚙

XRAY XT8 TRUGGY

1:8



4WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

10

INSTRUCTIONS

10

PARTS QUALITY/FIT

9

DURABILITY

10

TUNABILITY

8

OVERALL PERFORMANCE

9

VALUE

HITS

- Best instructions and tuning guide in the business
- The best parts, finish, and quality around
- Once dialed in, the XT8 makes you look like a pro

MISSES

- Base setup misses the mark for US style tracks
- Center chassis braces seem a little too far apart, and the center part of the chassis flexes more than I care for

MAIN COMPETITION

Kyosho MP777-WC, Losi 8IGHT-T, Mugen Seiki MBX5R, Jammin Products X1CR

WHO IT'S FOR

Anyone who loves 1/8-scale luxury truggies, and is not afraid to use one



XRAY

XT8 TRUGGY

SCALE	POWER	TYPE	DRIVE
1:8	NITRO	TRUCK	4WD

BUILDING, INSTRUCTIONS, OR SETUP

XRAY's instruction and setup manuals are nothing short of magnificent. And this is no secret. Ever since XRAY has been gracing the market with their luxury RC kits, they've included literature that is almost on a Pulitzer-winning level. Complete and thorough building instructions are included, on high-quality, glossy paper that makes the pages of our magazine look like something you'd use in the bathroom. And to top it off, a setup guide is included which is so detailed and helpful, that we each have one in our desks to refer to when researching articles or setting up our cars, regardless if they're XRAY or not.



Next month we shoot in the daylight!