

XRAY XT8

INSTRUCTION MANUAL SUPPLEMENTARY SHEET

Use this XT8 Supplementary Instruction Sheet along with the standard XT8 instruction manual included in the kit. This Supplementary Sheet highlights and explains new updated steps and you should refer to them while building your XT8 kit. Each step in this Supplementary Sheet indicates the section to which the updated step refers.

New and Improved Parts

All of these parts are new or updated from the previous versions. Each of these parts feature their corresponding part number which can be used to re-order the parts. You can also refer to the complete exploded views.

Please note that this kit does not include a turnbuckle tool. We recommend that you purchase the #181030 - 3mm, #181040 - 4mm and #181050 - 5mm HUDY Turnbuckle Tool. Please note that wheels and tires are not included and must be purchased separately.

XT8 2009 SPEC



#358603 FUEL TANK 150CC - SET - V2



#351121 XT8 ALU CHASSIS - LONG - HARDCOATED SWISS 7075 T6 (3MM)



#35255 ALU WHEEL AXLE OFFSET "+5MM" HARDCOATED (2)



#351340 UPPER GRAPHITE PLATE - V2



#354054 XT8 GRAPHITE CENTER DIFF MOUNTING PLATE



#352574 XT8 GRAPHITE STEERING PLATE



#356110 GRAPHITE RADIO PLATE - V2



#353097 XT8 GRAPHITE REAR SHOCK TOWER - CNC MACHINED 3.5MM



#352097 XT8 GRAPHITE FRONT SHOCK TOWER - CNC MACHINED 3.5MM



#358209 XT8 REAR BIG BORE SHOCK ABSORBERS COMPLETE SET (2)



#358109 XT8 FRONT BIG BORE SHOCK ABSORBERS COMPLETE SET (2)



#358711 XB808 ALU ENGINE MOUNT - CNC MACHINED (L+R)



#358585 CLUTCH SPRINGS - HARD (3)



#352610 ADJ. TURNBUCKLE M3 L/R 45 MM - HUDY SPRING STEEL™ (2)



#352628 XT8 ADJ. TURNBUCKLE M5 L/R 75 MM - SPRING STEEL™ (2)



#355218 CVD DRIVE AXLE - LIGHTWEIGHT - HUDY SPRING STEEL™



#355281 XT8 CVD SUSPENSION DRIVE SHAFT - LIGHTWEIGHT - HUDY SPRING STEEL™



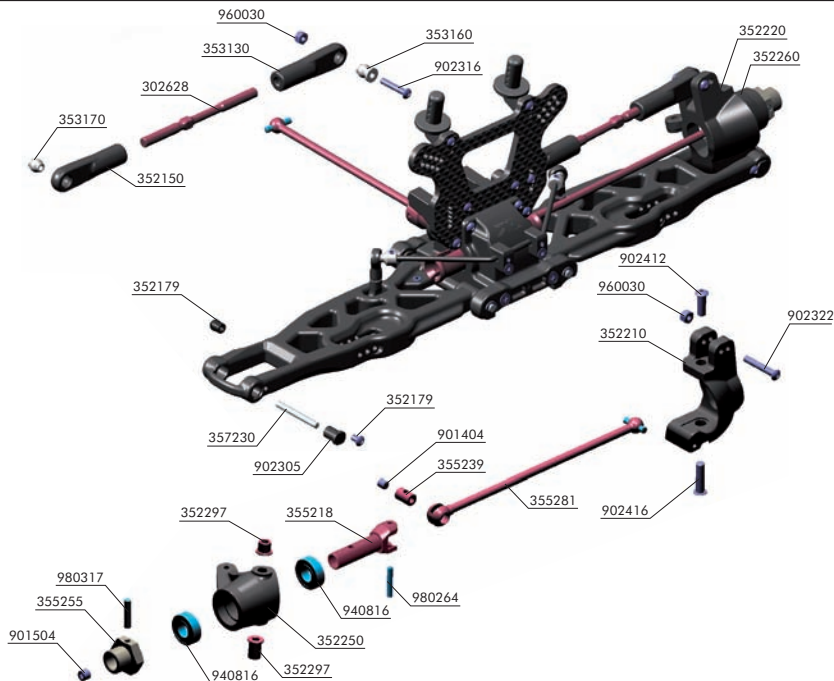
#355418 CENTRAL CVD SHAFT UNIVERSAL JOINT - LIGHTWEIGHT - HUDY SPRING STEEL™



#355481 XT8 CVD UNIVERSAL CENTRAL DRIVE SHAFT FRONT - HUDY SPRING STEEL™
#355681 XT8 CVD UNIVERSAL CENTRAL DRIVE SHAFT REAR - HUDY SPRING STEEL™



#359930 XRAY TRUGGY PIN TIRE - THRAX + FOAM INSERTS (2)
#359830 TRUGGY WHEELS AERODISK - WHITE (4)



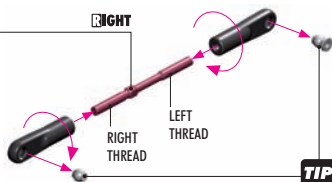
BAG

06

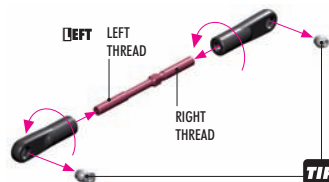
- 35 2150 FRONT UPPER ARM BALL JOINT (2)
- 35 2179 COMPOSITE BUSHING & BALL MOUNT SET (2+2)
- 35 2210 C-HUB RIGHT
- 35 2220 C-HUB LEFT
- 35 2250 STEERING BLOCK RIGHT - V2
- 35 2260 STEERING BLOCK LEFT - V2
- 35 2297 STEEL STEERING BUSHING - LONG (2+2)
- 35 2315 ECCENTRIC BUSHING (2)
- 35 2380 CASTER CLIPS (2)
- 35 2330 COMPOSITE FRONT UPPER SUSP. HOLDER - REAR
- 35 2628 XT8 ADJ. TURNBUCKLE M5 L/R 75 MM. - SPRING STEEL (2)
- 35 3130 REAR UPPER INNER CAMBER LINK BALL JOINT (2)
- 35 3160 MOUNTING BALL 6.8 (4)
- 35 3170 PIVOT BALL 6.8 (4)
- 35 5208 XT8 CVD UNIVERSAL DRIVE SHAFT F/R - SET - HUDY SPRING STEEL™
- 35 5218 CVD DRIVE AXLE - LIGHTWEIGHT - HUDY SPRING STEEL™
- 35 5239 CVD DRIVE SHAFT COUPLING

- 35 5281 XT8 UNIVERSAL CVD DRIVE SHAFT - HUDY SPRING STEEL™
- 35 5255 ALU WHEEL AXLE OFFSET "+5MM" - HARD COATED (2)
- 35 7220 FRONT UPPER PIVOT PIN (2)
- 35 7230 FRONT LOWER OUTER PIVOT PIN (2)
- 90 1404 HEX SCREW SB M4x4 (10)
- 90 1504 HEX SCREW SB M5x4 (10)
- 90 2305 HEX SCREW SH M3x5 (10)
- 90 2316 HEX SCREW SH M3x16 (10)
- 90 2322 HEX SCREW SH M3x22 (10)
- 90 2412 HEX SCREW SH M4x12 (10)
- 90 2416 HEX SCREW SH M4x16 (10)
- 90 3312 HEX SCREW SFH M3x12 (10)
- 94 0816 HIGH-SPEED BALL-BEARING 8x16x5 BLUE COVERED (2)
- 96 0030 NUT M3 (10)
- 98 0264 PIN 2.5x14 (10)
- 98 0317 PIN 3x17 (10)

DETAIL



TIP
Follow the TECH TIP on page 11 to install the pivot balls



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Follow the TECH TIP on page 11 to install the pivot balls

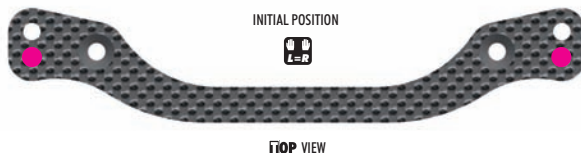
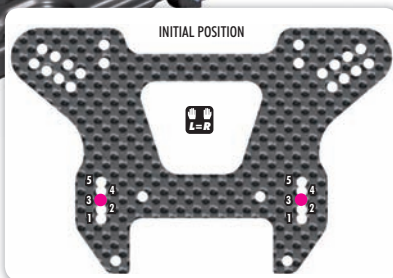
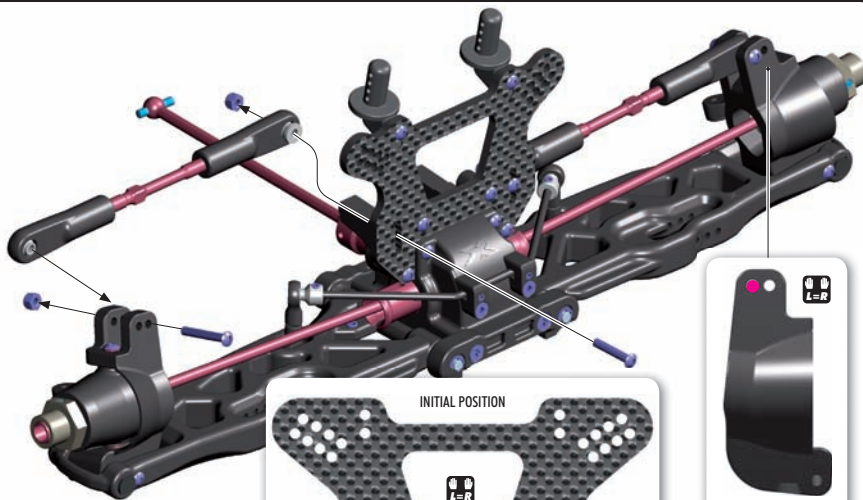




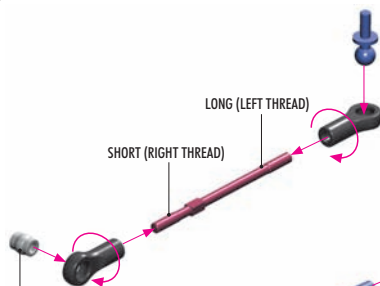
902322
SH M3x22



960030
N M3



902312
SH M3x12



TIP Follow the TECH TIP on page 11 to install the pivot balls

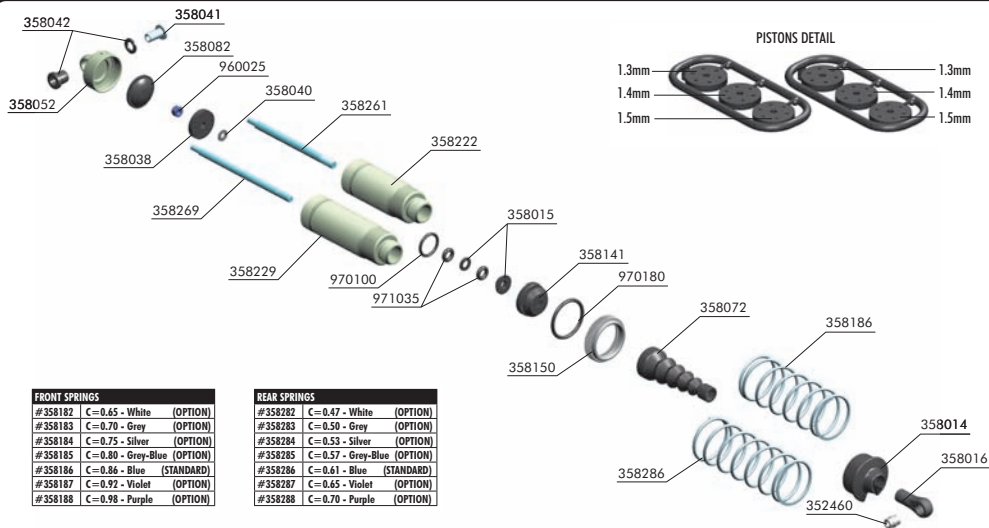


Use appropriate servo arm:

- K - KO Propo, JR, Sanwa, Multiplex
- H - Hitec
- F - Futaba

11. SHOCK ABSORBERS

ALL NEW SECTION



BAGS



- 35 2460 PIVOT BALL 5.8 (10)
 35 8014 XB808 COMPOSITE SHOCK PARTS
 35 8015 XB808 COMPOSITE SET OF SHIMS FOR SHOCKS 1 & 2.5 MM
 35 8016 COMPOSITE SHOCK BALL JOINT FOR SHOCK BOOT (2)
 35 8038 XB808 COMPOSITE SHOCK 6-HOLE PISTON SET
 35 8040 HARDENED SHOCK SHIMS (4)
 35 8041 XB808 STEEL SHOCK BUSHING (2)
 35 8042 XB808 COMPOSITE SHOCK BUSHING & SHIM (2+2)
 35 8052 XB808 ALU SHOCK CAP NUT - HARD COATED (2)
 35 8072 XB808 FOLDING SHOCK BOOT (4)
 35 8082 XB808 SHOCK RUBBER MEMBRANE (4)
 35 8141 XB808 ALU SHOCK BODY NUT FOR SHOCK BOOT (2)
 35 8150 XB808 ALU SHOCK BODY ADJ. NUT (2)
 35 8186 XRAY XB808 FRONT SPRING SET C = 0.86 - BLUE (2)
 35 8222 XB808 ALU REAR SHOCK BODY - HARD COATED (2)
 35 8229 XT8 ALU REAR SHOCK BODY - BIG BORE - HARD COATED (2)
 35 8261 XB808 REAR SHOCK SHAFT (2)
 38 8269 XRAY XB808 REAR SHOCK SHAFT (2)
 38 8286 XRAY XB808 REAR SPRING SET C = 0.61 - BLUE (2)
 96 0025 NUT M2.5 (10)
 97 0100 O-RING 10 x 1.5 (10)
 97 0180 O-RING 18 x 1.8 (10)
 97 1035 SILICONE O-RING 3.5x2 (10)



960025
N 4x3.5



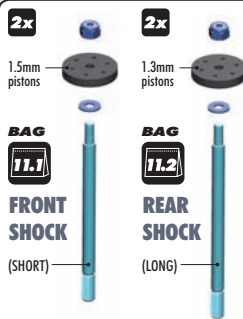
358040
S 2.5x6x0.5



971035
O 3.5x2



970100
O 10x1.5



The self-locking nut is gently tightened. The piston remains undistorted and fits inside the shock body perfectly, ensuring smooth movement of the piston.

The self-locking nut is overtightened, causing distortion of the piston. This will negatively affect the free movement of the piston in the shock body.



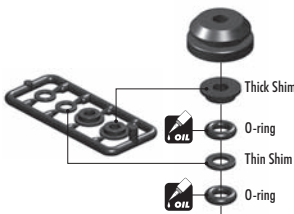
Grip the shock rod at top of exposed threads with side cutting pliers. Be careful not to damage the shock rod.



2x FRONT SHOCKS (SHORT)

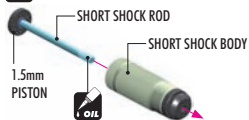
2x REAR SHOCKS (LONG)

There are two different thickness shims, use them as shown. Use the same procedure when building both front and rear shocks.

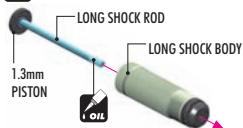




2x FRONT SHOCKS



2x REAR SHOCKS



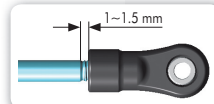
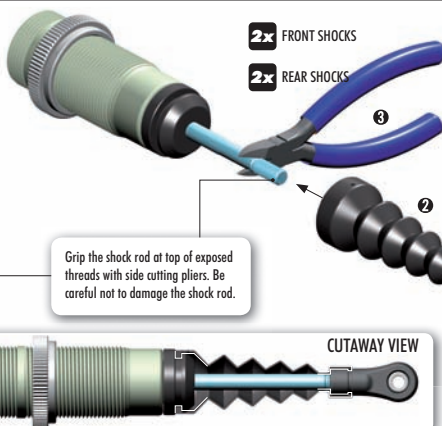
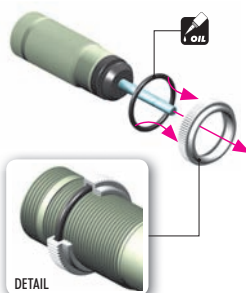
EXTREMELY IMPORTANT



Do not push the shock rod straight through the lower shock body assembly; O-ring damage may result.



Twist the shock rod through the lower shock body assembly.



TIP Follow the TECH TIP on page 11 to install the pivot balls

DEFAULT SHOCK REBOUND SETTING 0% (LOW REBOUND)

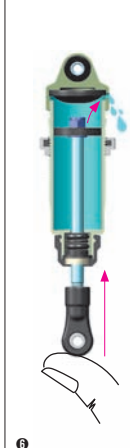
Follow the steps below to set the shock rebound to the default setting of 0%.

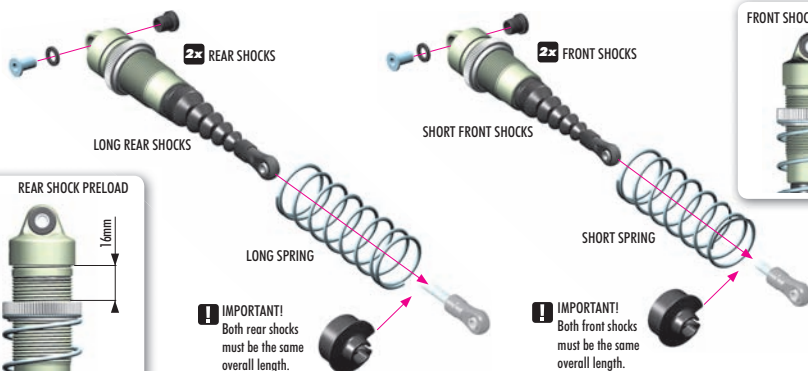
2x FRONT (SHORT)

Oil 600cSt

2x REAR (LONG)

Oil 350cSt



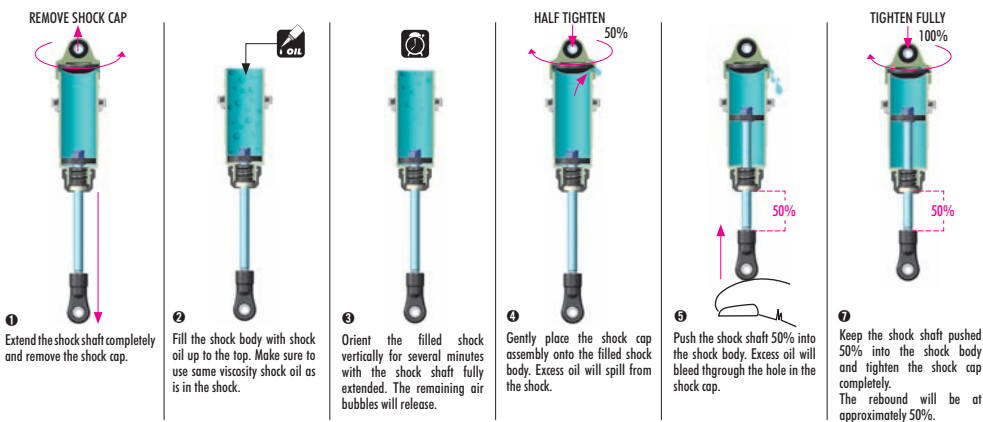


TIP ALTERNATE SHOCK REBOUND SETTING (50% AND 100%)

The default shock rebound setting is 0% (as described on page 31).

Alternatively, you may set the shock rebound setting to 50% or 100% as described below. Remove the shock springs before performing shock rebound adjustment.

SETTING THE SHOCK REBOUND TO 50% (MEDIUM REBOUND)



SETTING THE SHOCK REBOUND TO 100% (HIGH REBOUND)

