

XRAY T2009

U.S. EDITION

**HIGH-TRACTION
CARPET RACER**

KIT RTR

**1/10 190MM
TOURING
CAR**

**AT A GLANCE
WHO MAKES IT**
Xray

WHO IT'S FOR
Intermediate to expert
driver

HOW MUCH \$500

WHAT WE LIKED

■ Orange-anodized
aluminum components

■ Included upper deck
spacers fit taller LiPo
packs

■ Kit setup works
well—a great starting
point

**WHAT COULD BE
IMPROVED**

■ Xray has done so
well that I can't think of
anything they need to
improve

**THE
BOTTOM
LINE**

Even though they're on
top in the U.S. foam-tire
racing world, Xray has
once again refined its
potent touring car line.

Xray has refined its T2 platform even more to stay on top of the game, and they now offer us two new touring-car racers—one for asphalt and one for carpet. We got our hands on the U.S. Edition T2009, which has foam tires just for carpet. So let's check it out.



■ FAST TRACK XRAY T2009 U.S. EDITION



NEEDED TO COMPLETE

Motor, ESC, foam tires, body, 2-channel radio/receiver, steering servo

WHAT WE USED

LRP Vector 5.5-turn brushless motor, LRP Sphere TC-Spec ESC, Parma Pro 53 Magenta touring foam tires, Futaba 4PK w/FASST receiver, Ace DS 1015 servo

WHAT YOU NEED TO KNOW

- The U.S. Edition is made exclusively for foam-tire racing. The kit includes an extra-thick chassis, a wide top deck, front and rear ball differentials and hard-composite suspension components.
- Because LiPos have pretty much taken over in the touring car world, Xray includes top-deck spacers to accommodate the tallest packs.
- The T2-009 comes with 50mm driveshafts that improve handling on high-traction carpet tracks.
- The drive axles are 35 percent lighter. This reduces rotating weight at the wheels and improves handling.
- Xray's Quick roll-center adjusters offer 4 positions in the front and 6 positions in the rear; speedy tuning adjustments are easy.
- The bulkheads are lighter and anodized in a cool orange.
- The T2009 has the same drivetrain as the 08 Spec, but to meet the current preference for brushless motors, the T2009 comes only with 34-tooth front and rear diff pulleys and a 20-tooth center layshaft pulley.

THE SPECIFICS

CHASSIS

LENGTH 14.25 in. (362mm)

WIDTH 7.5 in. (190mm)

WHEELBASE 10.2 in. (259mm)

MATERIAL 3.5mm carbon fiber

WEIGHT 52 oz. (1,487g)

TYPE Upper & lower decks

SPECIAL FEATURES Orange-anodized aluminum bulkheads

The U.S. Edition chassis is high-quality carbon fiber; it has a wide top deck and aluminum standoffs that allow you to adjust how much chassis flex you want.

SUSPENSION

TYPE Independent

SHOCKS Plastic oil-filled

WHEELS Not specified

TIRES (F&R) Parma Magenta compound Pro 53 foams (not included)

MATERIAL Molded plastic

The 009 has extra-hard-compound arms, hubs and rear uprights to minimize flex for foam-tire carpet racing.

DRIVETRAIN

TYPE 4WD 2-belt design

DIFFERENTIALS (F&R) Aluminum

TRANSMISSION Packed with all-metal gearing & rubber-sealed bearings for durability & strength

BEARINGS Metal-shielded ball-bearings

BRAKES ESC

DRIVESHAFTS (F/R) Hudy Spring Steel CVDs/aluminum CVDs

Xray chose aluminum CVD axles in the rear to reduce the unsprung weight on the wheels.

STEERING

TYPE Single-bellcrank

MATERIAL Composite Hudy Spring Steel

SERVO-SAVER Spring-loaded on bellcrank

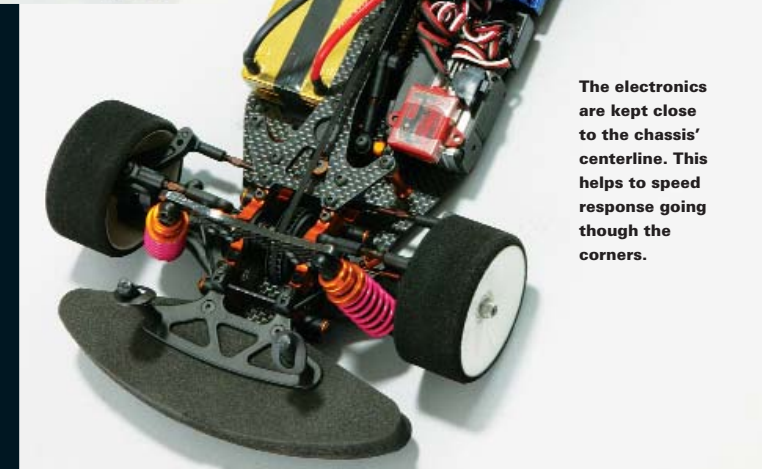
The centered bellcrank with built-in servo-saver gets the job done. Several Ackerman inserts are provided, so you can adjust the steering to suit your driving.



Look closely, and you'll see the upper deck spacer that raises it to run LiPo batteries that are otherwise too tall to fit. The front lower arms, C-hub and steering knuckle are also made of extra-hard composite.



Xray uses a 3.5mm-thick carbon-fiber chassis on the U.S. T2009. There are holes to accommodate battery supports for NiMH batteries and an optional motor-saver brace.



The electronics are kept close to the chassis' centerline. This helps to speed response going through the corners.



The T2009's rear shock tower is as low as possible to provide room for the body and also to keep weight low down.



The lower arms and wheel hubs are made of an extra-hard composite. The stiffer parts will not flex as much, and that gives a more precise feel.

Cool, orange-anodized, aluminum components. The T2009 U.S. Edition comes with top-deck standoffs to minimize flex. A close look reveals Kevlar-reinforced drive belts that are narrow to minimize drag in the drive system.

PERFORMANCE

I met up with Greg Vogel at my local track (RC Madness in Connecticut) for a photo shoot and also to give the T2009 an all-out test on the tight carpet track. With the photo shoot taken care of, I headed the 009 out onto the carpet. I was immediately impressed by the steering response and impressive corner speed. I have driven plenty of electric touring cars, but none by Xray. I discovered why its platform is so popular and wins a lot on carpet. The 5.5 LRP brushless motor and ESC had more than enough power coming out of corners and running down the straight to get me into trouble. I found the boards a couple of times, but the 009 charged on without a tweak. The kit setup felt stable and was easy to corner with. I suggest that you use a slightly thicker front shock oil when the groove comes up—mainly to settle the nose down—but with the traction being less than perfect during the winter months, the T2009 impressed me.



Xray uses a central steering system with an integrated servo-saver. There are five Ackerman positions to choose from.



THE LAST WORD

The Xray T2009 U.S. Edition has minor improvements that keep Xray up front. I especially like the bright orange anodizing, even if it doesn't make the car faster! If you're looking for a carpet racer, see what the guys at Xray have to offer. ©

LINKS

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

LRP, distributed by Team Associated, RC10.com (714) 850-9342

Parma/PSE, parmapse.com (440) 257-8650

Xray, distributed by RC America, teamxray.com (800) 519-7221

For more information, please see our source guide on page 137.