

Since the debut of the 808 buggy, Xray has enjoyed lots of success with its highly competitive platform. I've seen many at the tracks I travel to and have been running my 808 consistently since I reviewed it. Xray got to work on tweaking their capable buggy without reinventing the wheel with a total redesign. With the 20-plus updates included in this new release, they have enhanced this top-quality nitro buggy to ensure that it's ultra-competitive.

XRAY 808'09

L A T E S T L U X U R Y L I N E R

▼
KIT RTR

1/8 NITRO BUGGY

AT A GLANCE

WHO MAKES IT
Xray

WHO IT'S FOR
Intermediate to expert drivers

HOW FAST
33.43 mph

HOW MUCH \$640

WHAT WE LIKED

- Improved differential housings with bearing spacers
- Attention to details such as fuel line mounts
- Base setup is a good starting point
- Low, aggressive body with new rear mount

WHAT COULD BE IMPROVED

- New dust boots seem to inhibit the shocks' up-travel



THE BOTTOM LINE

Xray's updating a potent buggy shows their commitment to the 1/8-scale buggy class.



The center diff has a split mount. Unscrew the four outer button-head screws to remove the center diff and the braking mechanism.



We used an RB Concepts Hobby 9 engine with an Ofna 053 pipe in our 808. This economical combo had plenty of power.



AKA City Blocks in soft compound along with AKA white rims provide very good forward grip and have two stages of tread to get very long tire life.

WHAT YOU NEED TO KNOW

■ New rubber shock boots protect the shock shafts. These boots slide over a new narrow shock end that has a groove to hold them in place.

■ Xray has improved the differential housing with new spacers that go between them and the pinion bearings. The spacers reduce the load on the bearings and prevents bearing failure.

■ The low-profile body get more airflow to the engine. This gives the buggy a much improved look than its predecessor (in my opinion). With the lower body, a new, low-profile air-cleaner assembly and a new elbow are included with the buggy.

■ The 808's fuel tank now has fuel-line holders, a better sealed lid and a much higher capacity. Fuel plugs of various sizes are included to adjust the tank's capacity.

■ Strong arms still span from each corner, but the upper rod ends have been reinforced.

■ The 808 has an updated longer rear body post. Chassis flex on the first 808 sometimes caused the body to split. The new mount allows plenty of movement.



Xray updated the servo-saver and used a laydown steering servo to keep weight as low as possible.



PERFORMANCE

We took the 808 '09 Spec down to Control Freaks Raceway (controlfreakz.com) in Chaplin, CT, to test it on the newly made off-road track. We fired up the RB Hobby 9 and ran a few laps to get a good race tune and get used to the track. After stopping in the pits for fuel, it was time to see what this buggy could handle.

The buggy gets up to speed quickly, just like the original 808. The gear ratio makes this economy mill perform like a champ. The 3-shoe aluminum clutch grabbed without a hint of slipping on the high-bite surface.

Through the corners, the 808 steered in quickly and under control, but after having a



neutral feel at the apex of corners, the 808 exhibited push. This might be caused by the tires' having too much forward bite. A tire change to a smaller pin would help free the buggy up on this particular test track.

Jumping the rhythm section in front of the drivers' stand was a breeze. The Xray didn't get out of hand and, like its predecessor, it jumped far and level. Over a couple of jumps, I noticed bounce on landing. This might be the result of the new shock boots

limiting uptravel and bouncing off the bunched rubber, as they compress quickly.

Braking was nice and smooth. With the steel disc and high-end brake pads, I didn't have any brake fade during the day's testing. Overall, I was pleased with the performance of the 808 '09 buggy. I am a little sad that my previous 808 will now be a spare-parts car even though I had a lot of success with it, but there are more A-mains to come with the 808 '09.



The shocks have been updated with shock-shaft boots. Last year's model did not have this and required more frequent shock-oil changing.

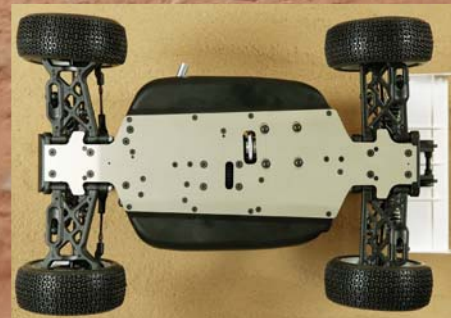
The layout of the 808 has not changed. Everything is compact and centralized to make this buggy responsive on the track and easy to work on off the track.

NEEDED TO COMPLETE

Throttle & steering servos, nitro engine, exhaust pipe, radio & receiver, 6-cell straight receiver pack, tires/rims

WHAT WE USED

Ace DS 1015 throttle/Futaba BLS451 steering servo, RB Concept Hobby 9 nitro engine, Ofna 053 exhaust pipe, Spektrum DS3X radio w/DSM2 receiver, Ofna 1700 receiver pack, AKA City Block soft-compound tires w/ AKA white rims



A shot of the 808's underside shows the narrow chassis design. If you look closely at the control arms, you'll see a hole that allows you to install mudguards if you need them.



THE SPECIFICS

CHASSIS
LENGTH 19.29 in. (490mm)
WIDTH 12.12 in. (308mm)
WHEELBASE 12.55 to 12.99 in. (319 to 330mm)
MATERIAL 7075 T6 hard-coated aluminum
WEIGHT 7.17 lb. (3,250g)

TYPE Plate style w/front kick-up
SPECIAL FEATURE Narrow chassis , compact design

The chassis is designed to keep every component as close to the centerline as possible for improved response and to make it easier to work on.

SUSPENSION
TYPE Lower H-arms with adjustable upper links
SHOCKS Threaded, oil-filled aluminum
WHEELS AKA (not included)
TIRES AKA City Block soft compound (not included)

MATERIAL Molded reinforced composite
The 808 suspension parts are flexible and also strong enough to take abuse.

DRIVETRAIN
TYPE Full-time 4WD, offset drive with 3 sealed differentials

DIFFERENTIALS Sealed bevel gear

BEARINGS Metal & plastic shielded ball-bearings

BRAKES Two steel discs w/Fedoro pads; adjustable brake bias

DRIVESHAFTS Hudy Spring Steel CVDs

Xray uses their patented Hudy spring steel throughout the drive train from the ring gears to the CVDs.

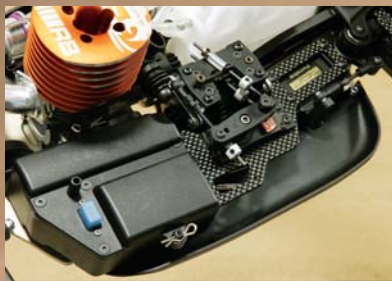
STEERING
MATERIAL Composite/Hudy Spring Steel

TYPE Dual bellcrank

BEARINGS/BUSHINGS Bearings

SERVO-SAVER Spring-loaded on right bellcrank

The servo-saver has been updated with an O-ring to stop the preload adjuster from loosening.



The radio tray is made out of carbon fiber and follows the center driveshaft line to keep as much weight as possible in the center of the car.

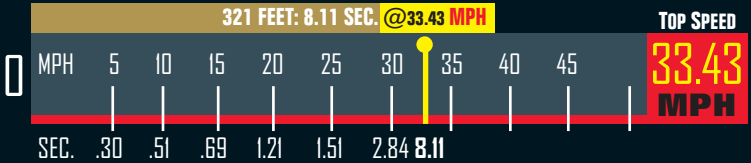


The front end still uses a zero-degree kingpin setup, but the plastics are better and more flexible to take abuse without breaking.



Molded pivot blocks keep weight to a minimum, and all steel components are made of Hudy's famous Spring Steel. The low-profile air cleaner fits under the lower body.

RADAR DATA
ACCELERATION



THE LAST WORD

Xray, in its typical fashion, has made minor changes and improved on one of its designs without going overboard. The already potent 808 platform is just that much better. Having put down many laps around the tracks in the Northeast with last year's model, I definitely see the 2009 Spec being my first choice again for many of the races I attend. ©

LINKS

Spektrum, distributed by Horizon Hobby, horizonhobby.com (217) 352-1913
RB Products Inc., rb-usa.com (914) 438-4048
Byron Fuel, byronfuel.com (800) 594-9421
Futaba, futaba-rc.com , distributed by Great Planes Model Distributors (800) 682-8948

For more information, please see our source guide on page 145.

Xray USA, RC America, rcamerica.com (214)744-2400