

XRAY

# XT8

09 EDITION



## THE ADVANCED ARENA TRUCK

**T**he human race started out as cavemen, big, burly, hairy people that we now laugh about in television commercials. Eighth-scale trucks (or truggies) are very similar to us as humans. They started out as big, burly, possibly hairy, and laughing jokes of equipment that have now developed into the second biggest class in off-road racing in the US. Just as there was one lone caveman who figured out a round rock will roll, creating the wheel, there are companies across the world taking the concept of more than just a rolling wheel and developing the highest level racing equipment and 1/8 trucks. A top contender in this battle for the best, known for luxury and some of the highest quality work in the industry, is Juraj Hudy and his XRAY lineup. Without further ado, I introduce you to the *RC Driver* test of the newly designed XRAY XT8 '09.



**KIT** **RTR**

## 1/8 NITRO TRUCK

### AT A GLANCE

#### WHO MAKES IT

Xray

#### WHO IT'S FOR

Level to Advanced

#### HOW MUCH

\$599

#### HOW FAST

37.61

#### WHAT WE LIKED

- Super trick lightened parts (ex. drilled wheel hubs and lightweight drive shafts)
  - Big Bore shocks
  - Extended motor mounts for reduced chassis flex
  - Super-tight fuel tank
  - Excellent stability in all conditions
- #### WHAT COULD BE IMPROVED
- Confusing steps in directions
  - Include wheels & tires
  - Spur gear hits the radio tray

## THE BOTTOM LINE

The bottom line is this; XRAY has failed to disappoint us thus far and the XT8 '09 has yet again impressed us in more ways than one. The '09 includes some slightly confusing "replacement" steps in the process of building, the spur gear initially rubbed on the radio tray and a minimal amount of fuel line is included. Aside from these very few issues, the already top-contender truck has been overhauled with 20+ additions or changes to keep up with the developmental wave of quicker, lighter, stronger, and sleeker truggies on the market.



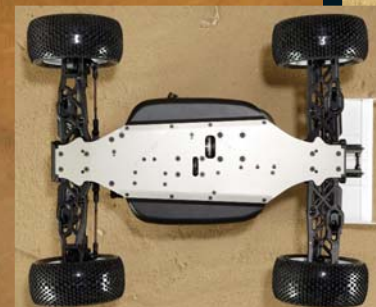


## NEEDED TO COMPLETE

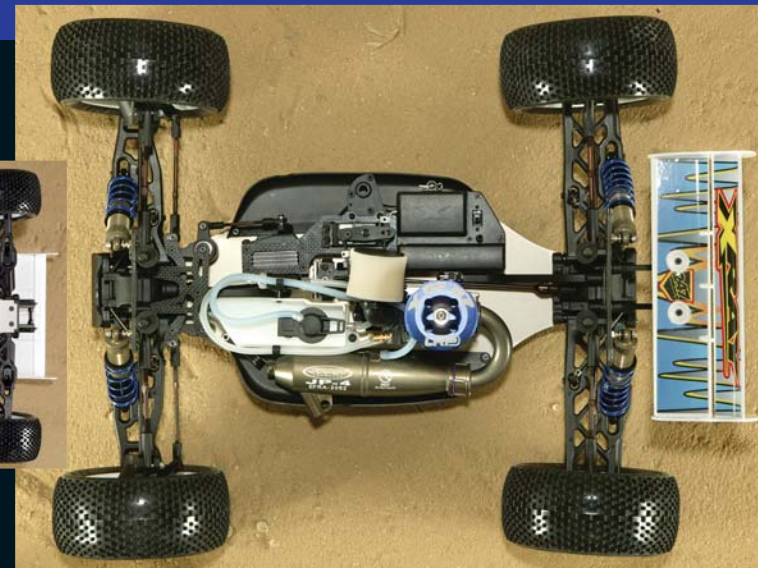
- Transmitter
- Receiver
- Servos
- Engine
- Tuned pipe
- Wheels & tires
- Paint for body

## WHAT WE USED

- Futaba 4PK transmitter
- Futaba 2.4GHz receiver
- Futaba 9351 servo
- LRP .30 engine
- Jammin JP4 pipe
- VP Pro wheels & tires
- 247DesignWorks custom body & wing wrap
- Sidewinder 30% fuel



The XT8 '09 is equipped with a new Swiss 7075 T6 Aluminum chassis with a layout optimizing weight balance and transfer on the track.



The lengthy yet narrow chassis, combined with over 20 upgrades from the original XT8, puts the XT8 '09 Edition back to the front of its class.



One major update to the XT8 '09 is the addition of the extended motor mounts, eliminating the unwanted chassis flex of the original XT8. The LRP .30 is an awesome mill for practice or for you backyard bashers, but for racing you'll probably want a .21.

The radio tray of the '09 is a sleek, stylish, and lightweight carbon fiber material eliminating the extra weight of those aluminum radio trays.

## PERFORMANCE

The XT8 was a good truck in its time, but with the development of the new style truggies offering more steering, less weight, and better handling, the XT8 '09 is welcomed with open arms. Running the stock book setup, the truck performed very well. Handling the rough terrain exceptionally well and soaking up hard landings on the bigger jumps with ease are by far the XT8 '09's shining moments. Although improved from the original XT8, the '09 still lacks the on-power steering we were looking for. However, with XRAY's bundle of online setup sheets, it wouldn't take much to tune in the truck for ideal steering in various situations. Carrying a little more weight than some of the trucks on the market isn't necessarily a downfall, as it definitely holds the truck extremely stable in rough, smooth, wet, dry, and any other conditions you can think of. One of the major complaints of the original XT8 was the amount of chassis flex. The XT8 '09 has just the right amount. Our LRP .30 engine (the one I use for practicing – I swap to a .21 for racing) was strapped in to the newly designed longer motor mounts which reduces the excessive flex found in the original truck. Speaking of the additions to the XT8, the '09 carries fuel in a newly designed tank with a 1-PC Profiled Seal, or in other words a super snappy tight-fitting lid, that reduces the loss of fuel out the lid. Clearly the developers felt this should be an "ENTRY ONLY" tank. Superb engineering and updates on the XT8 '09, combined with extreme stability and handling adds another vehicle to the XRAY winning lineup.

## WHAT YOU NEED TO KNOW

■ The XT8 '09 includes over 20 changes from the original XT8 truck. However, one notable major component that has been adjusted for the better is the chassis. The '09 is riding on a Swiss 7075 T6 aluminum chassis that has been specially designed and milled for precision weight balance and transfer.

■ The words "big and bulky" come to mind when thinking of 1/8 trucks. To slim down on appearance and weight, while still holding strong in the durability department, the XT8 '09 is driven by very slim, light weight drive shafts. In true "luxury" XRAY fashion the drive shafts are made up of the famous Hudy Spring Steel.

■ At one time carbon fiber shock towers on anything over a 1/10 vehicle were laughed at. However, the R&D guys at XRAY have equipped the XT8 '09 with super-durable, yet lightweight, carbon fiber shock towers, radio tray, center diff plate, and steering plate.

■ With something big like truggies, steering is often an issue many

drivers struggle with. To help resolve this, XRAY has reconstructed the '09's steering and suspension geometry, adding in an adjustable upper camber link.

■ My personal favorite feature of them all is the 5mm offset aluminum wheel hubs. These are no ordinary hubs, as they are precisely drilled and milled for optimum performance and light weight. They make me want to take my wheels off whenever possible just to show off the super trick hubs in the pits.

■ Instant power is what we were looking for, and the all new hard clutch springs included in the kit give any motor the snap needed to rocket out of the corners.

■ A long overdue addition to the XT8 is big bore shocks, so the '09 kit comes with luxury-designed threaded big bore shocks to add to the truck's already top-notch handling.

Arguably the biggest improvement added to the XT8 '09 is none other than the Big bore Shocks. These babies soak up every bump, jump, and hump with ease.



The front end is made up of adjustable upper camber links, lightweight outdrives, lightened hubs, and carbon fiber tower and top plate.

Bringing up the caboose you will find the lightened hubs and outdrives as on the front end, along with a carbon fiber rear shock tower with multiple adjustment points.





THE SPECIFICS

**LENGTH** 503mm  
**WIDTH** 419mm  
**WHEELBASE** 364mm  
**MATERIAL** Swiss 7075 T6 Aluminum  
**WEIGHT** Approx. 9 lbs. (4100g)

The extended chassis dramatically improves the handling over the previous truggy. The quality of the material is top notch.

SUSPENSION

**TYPE** Independent  
**SHOCKS** Threaded & oil filled  
**WHEELS** Not included  
**TIRES** Not included

**MATERIAL** Carbon fiber shock towers/ composite arms

Xray doesn't skimp on the materials, everything here is high-end for long life and performance.

DRIVETRAIN

**TYPE** 4WD  
**DIFFERENTIALS** Oil filled front, center, rear  
**DRIVESHAFTS** Hudy spring steel lightweight  
**BRAKES** Single rotor front and rear

**BRARINGS** Ball bearings

The drivetrain has been lighted for better acceleration and spins ultra free.

POWER PACKAGE

**TYPE** .21 nitro engine

**ENGINE** Not Included

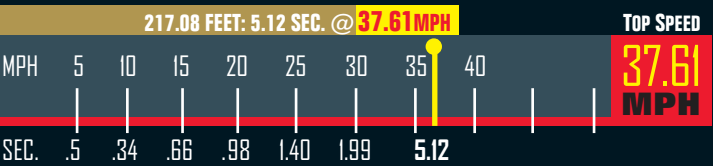
**PIPE** Not Included

**CLUTCH** Three-shoe

The power plant is left for you to purchase, but all of the mounting hardware including an air filter and a good race clutch is included with the kit.

RADAR DATA

ACCELERATION



THE LAST WORD

There are instances – like trying to explain to my grandmother how Facebook and Twitter work, that make me want to scream, “Are you stuck in the caveman days or what!” After moments like this I find great relief in going out to the track and driving something like the XRAY XT8 '09 that clearly has time-warped into the modern age of 1/8 trucks. Its more than 20 updates and changes just add to the already race-winning stability-stallion characteristics that the XT8 is known for. Never letting us down, XRAY has done it again. ©

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