

XRAY

T3



**T**echnological changes seem to come quickly, especially in the RC industry. Somehow, though, Team Xray is always at the forefront with its innovative designs that are built to accommodate today's racers. Every new release from Xray leaves us wondering what they could possibly come up with next. This is it—their new T3 4WD competition touring car.

*“Perfect for just about anyone”*

#### TIPS

- To reinforce and protect the chassis' edges, run glue around them before you assemble the car.
- When you build the shocks, use calipers to make sure that all four are the same length. This benefits handling.
- Rubber tires usually have a central seam. Use a rubber-tire truer or a Dremel Tool with a sanding drum to sand each seam down flush with the rest of the tire.



RTR KIT

### 1/10 4WD TOURING CAR

**AT A GLANCE WHO MAKES IT**  
Xray

**WHO IT'S FOR**  
Intermediate to advanced racers

**HOW MUCH** \$516

#### WHAT WE LIKED

- Accepts NiMH & LiPo packs
- All parts are interchangeable w/EU Spec and U.S. Spec T3s
- High-quality parts
- Great design & parts fit
- Orange-anodized bulkheads.
- Versatility of drivetrain configuration
- Many parts are compatible w/older versions of T2

#### WHAT COULD BE IMPROVED

- Beats me!

#### THE BOTTOM LINE

Xray's best just got better!



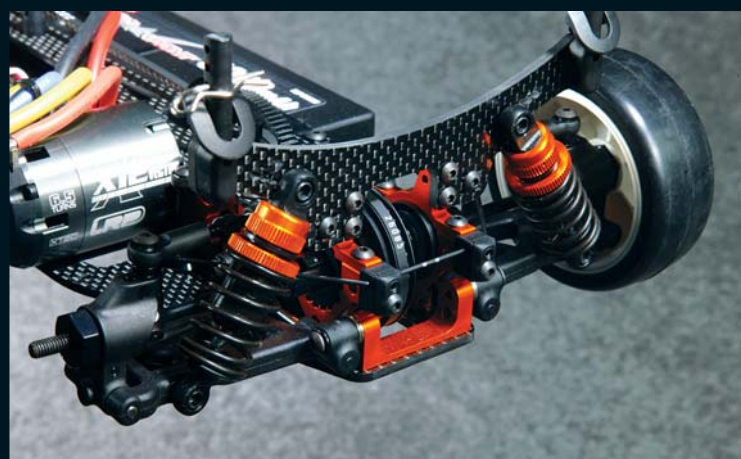
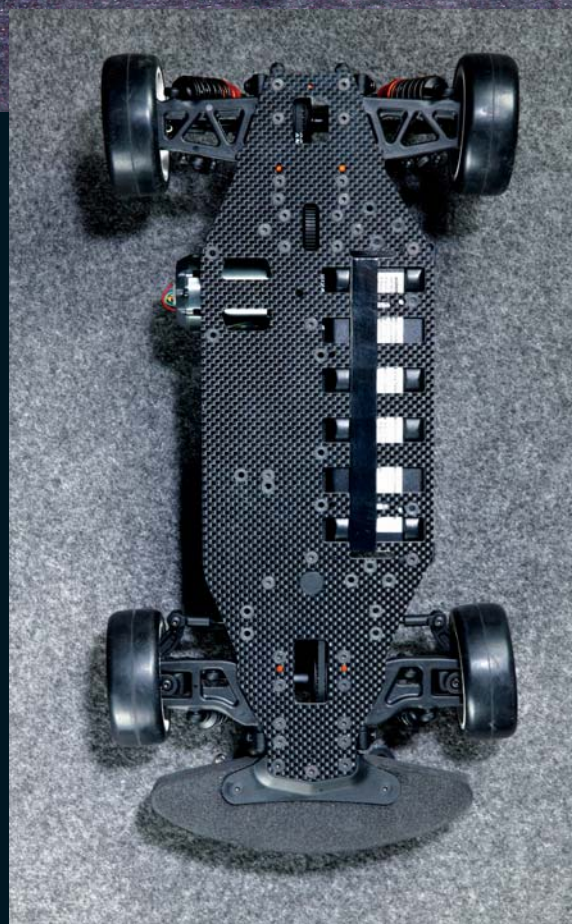


#### NEEDED TO COMPLETE

- 2-channel radio & receiver
- 1 high-speed servo
- Motor & ESC
- Rubber tires
- Body
- Battery pack & charger
- 48-pitch pinion gear
- Strapping tape

#### WHAT WE USED

- Team Orion Vortex VDS-1009 low-profile servo—item no. ORI68003, \$84
- Futaba 4PK—FUTK4900, \$499
- Checkpoint 7.4V 5000mAh 40C LiPo—TCPC3655, \$120
- LRP SXX TC Spec ESC—LRP80950, \$230
- LRP X-11 4.5-turn motor—LRP50691, \$80
- Xenon Max 28—XENTTR0128M4, \$30
- Parma Type M 190mm body—PAR10220, \$25



Above: to lower the chassis' center of gravity the new T3 has significantly shorter shocks and towers to match. Left: redesigned steering blocks give you more directional control.





## WHAT YOU NEED TO KNOW

■ The T3's orange-anodized aluminum bulkheads are taller than the T2's. Taller bulkheads allow you to fit the taller, higher-mAh LiPo packs into the battery tray. Taller bulkheads also eliminate the need to modify the battery case or chassis to make the pack fit properly.

■ It is hard to get many touring cars perfectly balanced when you use NiMH or LiPo batteries. On tight chassis layouts, it's sometimes even harder to find a large enough space to add weight to a car. Xray's T3 has front and rear diffs that can be positioned on the left or the right side, depending on where you need the weight. This innovation definitely sets the T3 apart from other cars on the market.

■ The T3 features new orange aluminum hinge pin holders. They're bolted to the chassis instead of to the bulkheads. This makes installing and changing parts and adjusting settings much easier. The rear hinge pin holders also have built-in toe and are farther in on the chassis. This provides a narrow rear track that, depending on surface conditions, can give the T3 more rear traction.

■ The 2.5mm CNC-machined graphite lower chassis has its batteries farther back to increase traction. The battery slots are wider to help with positioning and weight placement. The differential openings are wider to accommodate the diff's being positioned on the right or left side.

■ The redesigned 2mm upper deck is longer to bring the flex point to the center and enhance the T3's stability, traction and steering. The upper deck has Xray's Multi-Flex Technology. This allows you to soften or stiffen the chassis by bolting down the upper deck using more or fewer screws.

■ The new steering blocks allow a wider steering radius. With the longer driveshaft, they give the T3 more traction and steering and make it easier to drive on low-bite tracks.

■ The motor mount is 3mm closer to the chassis center-line, and this gives the T3 a central flex point. The new motor position makes the T3 feel better balanced when it's run with a brushless motor.

■ The all-new, black-anodized turnbuckles and laser-engraved driveshafts are made of 7075 T6 aluminum. The parts are lighter, so they reduce weight and rotating mass.

■ The shock towers are still made of CNC-machined 3mm graphite. The front tower has been milled out to reduce weight without affecting strength. The front and rear towers are lower to accommodate Xray's shorter shocks and contribute to the low CG. The EU Spec T3 features longer roll-center mounts that can be moved quickly to any one of the four mounting holes. The mounts are longer to give the T3 a longer camber link for more stability.



■ **DRIVEN REVIEW XRAY T3 EU**



**DIMENSIONS**

- **LENGTH** 14.6 in. (372mm)
- **WIDTH** 7.4 in. (189mm)
- **WHEELBASE** 10 to 10.3 in. (256 to 261mm)
- **WEIGHT** 48.8 oz. (1,385g)

**TUNING  
OPTIONS**

**SUSPENSION**

- Adjustable ride height
- Camber (F&R)
- Adjustable Ackerman
- Toe—F turnbuckles & hinge pin blocks
- Droop—setscrews in F&R lower arms
- Adjustable shocks —threaded bodies
- Anti-dive/anti-squat
- Front end—via springs of various rates
- Roll center (F&R))
- Adjustable ball diffs
- Wheelbase
- Adjustable caster

**DRIVETRAIN**

- Kevlar 2-belt drive
- Adjustable ball differential (F&R)
- Adjustable belt tension —built into bulkheads

**RECOMMENDED  
ACCESSORIES**

Optional battery holder (XRA306163), chassis-balancing tool (XRA107880), stiff foam bumper (XRA301223), impact-absorbing lower front bumper (XRA301203)

**COMPETITORS**

Team Associated TC5R, Corally PHI EU Spec, Losi JRXS Type R, Schumacher MI4LP, Tamiya 416X, Team Magic E4RS, TOP Photon

**TOOLS**

**INCLUDED**

Diff grease, graphite grease, Xray silicone oil (350)

**NEEDED** 1.5, 2, 2.5, 3mm hex drivers, needle-nose pliers, snap-ring pliers, Lexan scissors, body reamer, X-Acto blade, digital calipers, thread-lock, glue, 5.5 & 7mm nut drivers, soldering iron

**HARDWARE** Metric hex

**THE LAST  
WORD**

Team Xray never disappoints. The extensive R&D behind its models is always evident in their quality, workmanship and—most of all—their performance on the track. The T3 is perfect for just about anyone. It accommodates LiPo or NiMH packs, and its many adjustments, including weight balance, set it apart from the others.. ©

**LINKS**

- Futaba**, distributed exclusively by Great Planes Model Distributors, futaba-rc.com (800) 682-8948
- LRP**, distributed by Team Associated, teamassociated.com (714) 850-9342
- Parma/PSE**, parmapse.com (440) 237-8650
- Team Checkpoint**, distributed exclusively by Great Planes Model Distributors, futaba-rc.com (800) 682-8948
- Team Orion Inc.**, team-orion.com (714) 694-2812
- Xray**, distributed by RC America, teamxray.com (800) 519-7221

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

**PERFORMANCE SCORECARD**

**TEST VENUE** RC Madness, Enfield, CT  
**CONDITIONS** CRC carpet fast track

**STEERING**

Understeer **Neutral** Oversteer  
Rubber-tire racing can be light on traction, but the T3's superior handling and steering updates and the Xenon rubber tires planted it on the track in every turn. The stock setup gave great all-around steering without compromising speed. The Orion steering servo gave the T3 a quick reaction time—much needed in touring-car racing. The T3 lost a little steering when run into a corner too hot, but that's to be expected at such times when you run on racing slicks.

**BRAKING**

Poor Fair Good **Excellent**  
The LRP SXX ESC has enough profiles to suit anyone's driving style. They're geared toward modified racing (10.5-turn and down). The drag brake worked great. When coming up on traffic or in a hairy situation, the braking kept the T3 under control. The LRP motor and SXX ESC stayed cool when braking and accelerating on a technical track.

**ACCELERATION**

Poor Fair Good **Excellent**  
LRP produces one of the best TC ESC units on the market, and here, it's combined with LRP's 10.5-turn

brushless motor. The ball-bearing-driven drivetrain handles the power efficiently and without hesitation. The SXX power launched the T3 quickly down the straight and showed a smooth powerband through the infield sections. The T3 showed consistently good speed throughout the run.

**SUSPENSION**

Poor Fair Good **Excellent**  
The T3 is versatile and offers so many setup options that it can be adapted to suit any track layout and condition. Using Xray's 350WT shock oil, the T3 handled well and had plenty of all-around traction. The anti-roll bars kept the car flat and stable.

**DURABILITY**

Poor Fair Good **Excellent**  
The T3's composite plastic parts make it nearly indestructible. You may chose the plastics in hard (EU—European—Spec) or extra-hard (U.S. Spec). The hard parts on our T3 EU Spec flexed enough to protect them from snapping during crashes. This flexibility will also enhance traction on low-bite surfaces. Overall, the T3 is pretty tough, and that should save us money because parts are less likely to break.