

XRAY

808 2010 SPEC

REFINED JEWELRY

1:8



4WD

words: **Carl Hyndman** | photos: **Carl Hyndman**

XRAY HAS BEEN ENGINEERING SOME PRETTY INNOVATIVE CARS OVER THE YEARS, but as things evolve it was just a matter of time before designs got refined and would start to make their way in to every year's new offerings with just some tweaks. The new 2010 808 builds on the 2009 version with just some new handling changes that should see some better lap times on the track. Yeah, I was anxious to see what the buggy from Slovakia could do, and I was eager to drive it hard and into the Stratosphere.

02

BLING IT ON: Premium-grade graphite shock towers are 4mm thick up front and 3.5mm thick in the rear.

01

ANGLE THAT: A lot of items on the chassis are angled to help centralize things and move the weight toward the center. The engine is also angled, which means an angled spur/pinion mesh. Don't worry: this is normal for the design and unique.

COVER IT WITH LABYRINTHS: The 2010 features front and rear diff bulkheads with "Labyrinth" dust covers.

STOPPING POWER: New steel disk brakes with high-grip Ferodo brake pads provide stopping power.

WIDER REAR END: A wider track makes the car more stable and planted.

01

I LIKE IT LONG • XRAY opted to make the 2010 chassis a bit longer. This change helps make the buggy more stable and increases its ability to go through the rough stuff. Having more stability should also help it jump better and make it less twitchy when hauling arse down some long, straight sections.



XRAY is all about the fine details. Just refinements here and that's probably more than you will ever need.

02

GIGANTO • Like many off-road vehicle kits these days, having big bore shocks is a must. The suspension is doing a lot of work, especially on our Supercross style tracks, so having the extra displacement is welcomed. XRAY shocks are large and their design is top-notch.



POWERPLANT INFO

After filling the tank and running it in to warm it up, I was really pumped to see the power this little nitro burner put out. The idle was strong and the power came on smooth. I really didn't have to mess with the needles much and even if the tuning wasn't spot on, I felt the motor still performed very impressive. This is a big plus for those who aren't seasoned engine tuners and fuel mileage was also a bonus. These traits make it perfect for racers who just want to hit the track and still get the characteristics they need.



CHASSIS

LAYOUT: Double deck with bulkhead braces
TANK CAPACITY: 125cc

SUSPENSION

TYPE: 4-wheel Independent
TURNBUCKLES: HUDY Spring Steel
SWAYBARS: 2.4mm / 2.6mm

SHOCKS

BODIES: Threaded aluminum
DAMPING (F/R): #600 / #350 (XRAY)

DRIVE TRAIN

TYPE: 4WD with center diff
DIFFERENTIAL: 3, gear fluid-damped gears
DIFF FLUID: 5,000-wt. / 7,000-wt. / 2,000-wt.
AXLE TYPE: HUDY Spring Steel universals
TRANSMISSION: Center diff
SPUR GEAR: Steel
BEARINGS: Rubber / metal-shielded

GEARING

CLUTCH/SPUR: 16/42
GEAR RATIOS:
PRIMARY: 2.62:1
INTERNAL: 4.30:1
FINAL: 11.26:1

DIMENSIONS

WEIGHT: 7 lbs., 2.8 oz. (3,255g)
TRACK:
WIDTH (F/R): 12.13 in. (308mm)
WHEELBASE: 12.5-13.0 in. (319-330mm)
RIDE HEIGHT: 1.31 in. (33mm)

ACCELERATION

0-60FT: 1.73 sec. @ 36.1 mph
TOP SPEED: 49.7 mph @ 269 ft.
AVERAGE RUN TIME: 6 minutes

MAIN COMPETITION

Losi 8IGHT 2.0, Mugen Seiki MBX6, Hot Bodies D8, Tamiya 801x, Associated RC8

WHO IT'S FOR

1/8-scale racers who spare no expense

TESTING

I left my office and drove over to Revelation Raceway, in Ontario, Calif., for some testing and good ol' screwing around with the newly built buggy. The track always has a good mixture of big jumps, rhythm sections and tricky timing and this time was no different. The dirt constantly changes at it receives water, then dries out, so it was going to be a good day to test in a variety of conditions.

ACCELERATION AND SPEED • The tires used were pretty good for the dirt and with the buggy now more stable due to its changes in geometry, it accelerated fast and stable without any weird loop outs or snap hooks. On the straight sections, the buggy really moved and the gearing felt about right.

Rating: 9.5/10

HANDLING • This buggy was truly balanced with no unusual traits. Corner speed was great and it responded quickly to throttle inputs. I liked the more stable geometry and it seemed to maintain its great steering even with the rear end locked in more compared to previous versions. It did tend to bottom out a bit on the bigger jumps compared to some other buggies in the class, but on the track this didn't seem to slow it down.

Rating: 9.5

WRENCHING

MAINTENANCE • This buggy was really a joy to work on. Everything was quickly accessible and changing things was easy and well thought out. You can tell there was some extra thought in this area and at the track that is welcomed.

Rating: 10

WEAR AND TEAR • Being so nimble and quick meant this buggy saw some pretty impressive

speeds on the track. When it did take big tumbles, I was cringing only to be happily surprised when it would be flipped back over and driven away with no apparent damage. The HUDY spring steel and the rest of the buggy's design and materials held up well and there didn't seem to be any major weak areas.

Rating: 10

TUNING • XRAY is known for thinking about everything under the sun and even some you may not have, and this buggy gives you heaps. After all this buggy is made for a race track and the 808 will probably be in a lot of seasoned racers hands who will want to try many tuning options in order to gain that winning edge. You don't want the car holding you back; only your driving skill can do that. The nice thing is XRAY gives you a great tuning guide too, so you will have plenty of ideas to apply.

Rating: 10

CONCLUSION

XRAY is known for its quality and well-thought-out designs and this buggy is a good reflection of the high standards set by the company. Every detail is done well and racers will be excited to hit the track knowing that a buggy built right out of the box has all the high-end parts and features included—no need to start upgrading and doing some crazy mods. It may seem pricey on the shelf, but a closer look shows your money will get you a lot further than expected.

My guess is that you will be seeing more of these buggies appearing in the winners' circle shortly. ⚙️

XRAY 808 2010 SPEC



TEST GEAR

RADIO/RECEIVER:	Futaba 4PK, FUTK4900, \$500 Futaba R604FS, (incl. with radio)	
STEERING SERVO:	Associated XP digital, DS1015, \$90	
THROTTLE SERVO:	Associated XP digital, DS1313, \$78	
ENGINE:	OS VZB V-Spec .21, LXMML2, \$400	
RECEIVER PACK:	Reedy 1600 Series NiMH, 612, \$27	
FUEL:	O'Donnell 30% quart, ODDP3330, \$10	
EXHAUST PIPE:	Jammin' JP-2, 10045, \$90	
TIRES:	JConcepts Subcultures Blue, 3034-1, \$19/pair	

CONTACT

XRAY:	www.teamxray.com
FUTABA:	www.futaba-rc.com
OS ENGINES:	www.osengines.com
JAMMIN':	www.jamminproducts.com
O'DONNELL RACING:	www.odonnellracing.com
J CONCEPTS:	www.jconcepts.net
TEAM ASSOCIATED:	www.rc10.com

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

10	INSTRUCTIONS
10	PARTS QUALITY/FIT
10	DURABILITY
10	TUNABILITY
9.5	OVERALL PERFORMANCE
9	VALUE

HITS

- Revised layout moves things even closer to middle
- Very stable and handles the rough stuff better
- Attention to detail is excellent
- Wow, wish all companies made manuals and tuning guides this good

MISSES

- You pay to play
- Does not include tires

