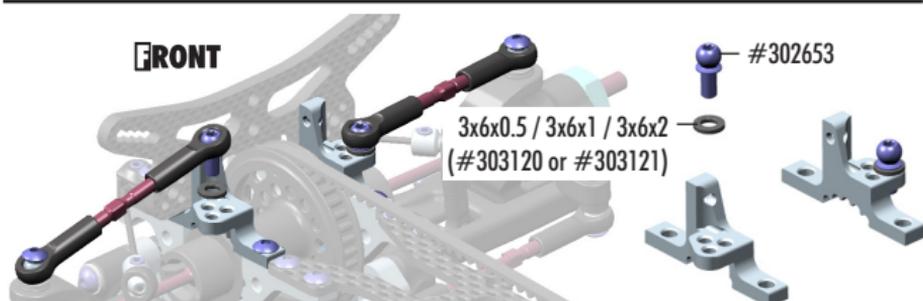


# XRAY T3 II

## #302028-O T3 ALU UPPER CLAMP WITH ADJ. ROLL CENTER (L+R) - ORANGE

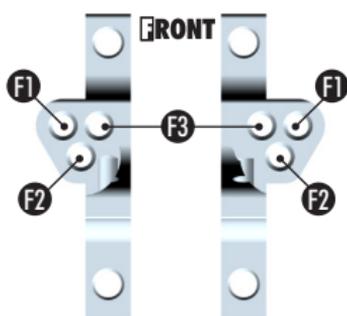
New upper clamps for bulkheads with different roll center positions provide a great range of adjustments for both front and rear suspension roll centers. Bulkhead allows 3 different mounting roll center positions as well as roll center height by adding/removing shims under the ball joint.



The pair of two clamps for bulkheads can be mounted on either the front or rear suspension. Please note the orientation. **NOTE:** When changing roll center position, always check and change the camber angle.

### » FRONT BULKHEADS

The upper clamps for **FRONT** bulkheads provide a great range of adjustment positions for upper linkages which has big influence on car handling.



**F1** very good steering response, makes the car roll more, easier to drive, smoother in-corner steering

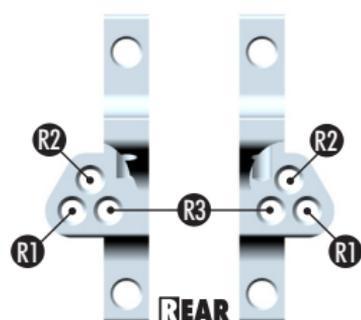
**F2** increases in-corner steering, reduces car roll

**F3** provides great amount of in-corner steering, can make the car difficult to drive on high-traction tracks

**F1 = L+H** roll centers

### » REAR BULKHEADS

The upper clamps for **REAR** bulkheads provide a great range of adjustment for upper linkages positions which has big influence on car handling.



**R1** provides very good traction and in-corner steering, increases roll

**R2** reduces in-corner steering, makes the car easier to turn

**R3** makes the car easier to drive mainly in chicanes, less in-corner steering

**R1 = L+H** roll centers

### » FRONT PIVOT BALLS

The upper clamps for front bulkheads provide a great range of adjustment for roll center positions which has big influence on car handling.

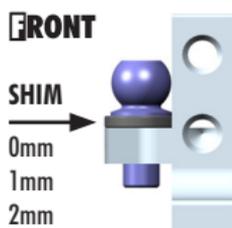
**0mm shim** - a lot of in-corner steering

**1mm shim** - better stability

**2mm shim** - provides maximum stability, less in-corner steering

**0mm = L** roll centers

**1mm = H** roll centers



### » REAR PIVOT BALLS

The upper clamps for rear bulkheads provide a great range of adjustment for roll center positions which has big influence on car handling.

**0mm shim** - a lot of in-corner steering

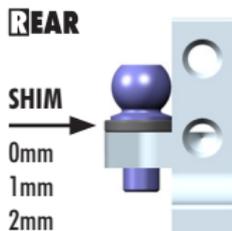
**1mm shim** - better stability

**2mm shim** - provides maximum stability, less in-corner steering

**0mm = L** roll centers

**1mm = H** roll centers

(Use the same amount of shims on both left and right side. You can use different shims on front and rear upper clamps depending on track)



### » TIP



We recommend to use this ball-joint #302665

### » DRIVERS TIP

Mainly on the front suspension, when you change the shim thickness on bulkheads you would also likely need to change the shim thickness on the C-hub.

- When you use 0mm shims on front bulkheads, use 1~1.5mm shims on the C-hub.
- When you use 1mm shims on the front bulkheads, use 1.5~2mm shims on the C-hub.
- On super high-traction tracks when we need to make the car easy to drive and stable, use 1.5~2mm shims on front bulkheads and 3mm shims on the C-hub.

On the rear suspension, it is best to add shims equally.

- When we use 1mm shims on the rear bulkheads, we use 4mm shims on the upright.
- When we use 1.5mm shims on the rear bulkheads, we use 4.5mm shims on the upright.

Before trying different shims, check to make sure that the wheel does not touch the ball-joint.