XRAY XB8TQ

INSTRUCTION MANUAL SUPPLEMENTARY SHEET

Use this XB8-TQ Supplementary Instruction Sheet along with the standard XB8 instruction manual included in the kit. This Supplementary Sheet highlights and explains new updated steps and you should refer to them while building your XB8-TQ kit. Each step in this Supplementary Sheet indicates the section to which the updated step refers.

2006 New and Improved Parts

All of these parts are new or updated from the previous versions. Each of these parts feature their corresponding part number which can be used to re-order the parts. You can also refer to the complete exploded views.

#351345 ALU UPPER PLATE 7075 T6 (4MM)

#352086 ALU FRONT BRACE 7075 T6 (5MM)

#352089 COMPOSITE FRONT BRACE

#352112 FRONT TQ LOWER SUSPENSION ARM

#352311 ALU TQ FRONT LOWER SUSP. HOLDER - FRONT - 7075 T6 (7MM)

#352332 ALU TQ FRONT UPPER ARM HOLDER - 7075 T6 (8MM)

#352500 SERVO SAVER COMPLETE SET

#352620 ADJ. TURNBUCKLE M5 L/R 35 MM - SPRING STEEL (2)

#352651 BALL STUD 5.8MM WITH BACKSTOP (2)

#353089 COMPOSITE REAR BRACE

#353091 ALU TQ REAR SHOCK TOWER - CNC MACHINED 7075 T6 (4MM)

#353112 REAR TQ LOWER SUSPENSION ARM RIGHT

#353122 REAR TQ LOWER SUSPENSION ARM LEFT

#353312 ALU TQ REAR LOWER SUSP. HOLDER 2°-4° ANTI-SQUAT - FRONT - 7075 T6 (7MM)

#353323 ALU TQ REAR LOWER SUSP. HOLDER - REAR - 7075 T6 (5MM)

#354055 ALU CENTER DIFF MOUNTING PLATE 7075 T6 (3MM)

#355050 CENTER DIFF SPUR GEAR 46T

#355061 FRONT DIFF OUTDRIVE ADAPTER - LONG (2)

#356115 ALU RADIO PLATE 7075 T6 (3MM)

#358012 COMPOSITE SET OF SHIMS FOR SHOCKS 0.7 & 1.3 MM

#358035 SHOCK PISTON SET - HARD (2)

#358040 HARDENED SHOCK SHIMS (4)

#358513 CLUTCH BELL 13T

#358531 FLYWHEEL

#358561 ALU CLUTCH SHOES - CNC MACHINED - LIGHT 1.71g (3)

#359050 CLUTCH BELL BALL-BEARING MR105ZZ 5x10x4 (2)

#357221 FRONT UPPER PIVOT PIN EUROS'05 TQ (2)

#357212
LOWER INNER PIVOT PIN F+R EUROS'05 TQ (2)

#359701 XRAY BODY FOR 1/8 OFF ROAD BUGGY - V2

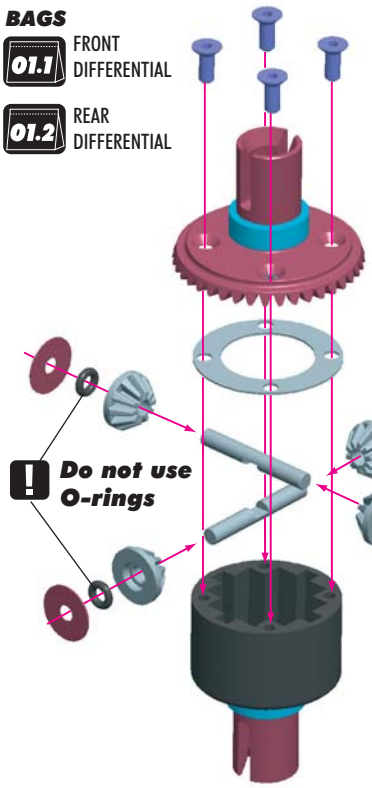
1. FRONT & REAR DIFFERENTIAL

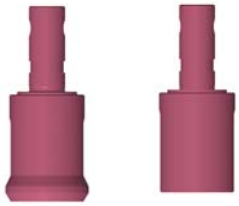
PAGE 7 | STEP 2

BAGS

01.1 FRONT DIFFERENTIAL

01.2 REAR DIFFERENTIAL





Use LONG diff outdrive for FRONT differential

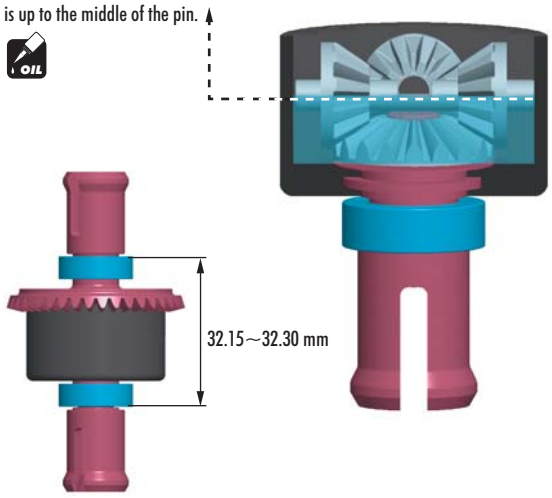
Use SHORT diff outdrive for REAR differential

For initial assembly do not use the included O-rings. You can use the O-rings for fine tuning and set-up adjustment.

VERY IMPORTANT!

Use these silicone oils included in the kit for initial settings:
Front diff: "7000"
Rear diff: "1000"

Fill differentials by **50%** only, so that oil is up to the middle of the pin.



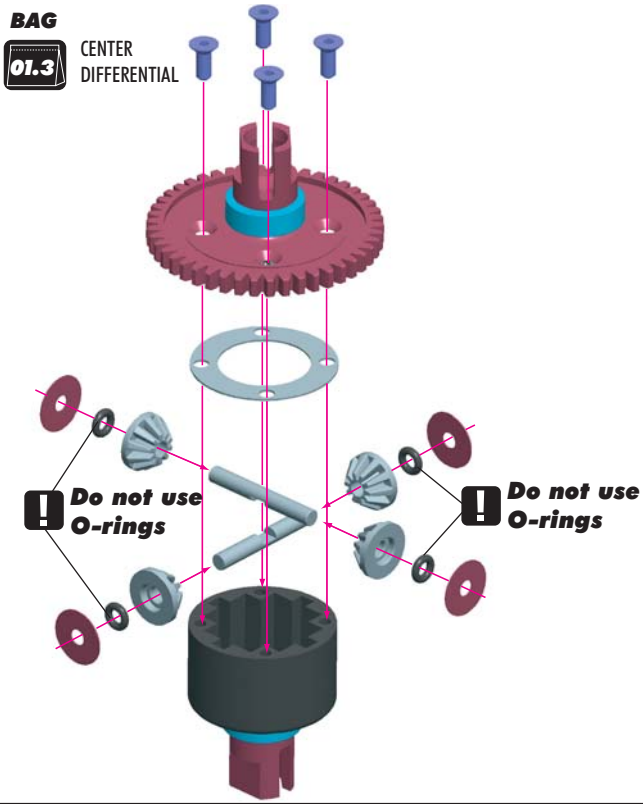
After assembly the differentials should have a length of 32.15~32.30 mm measured from the ends of the installed ball-bearings. If differentials are longer, retighten the 4 screws holding the crown gears.

CENTER DIFFERENTIAL

PAGE 9 | STEP 2

BAG

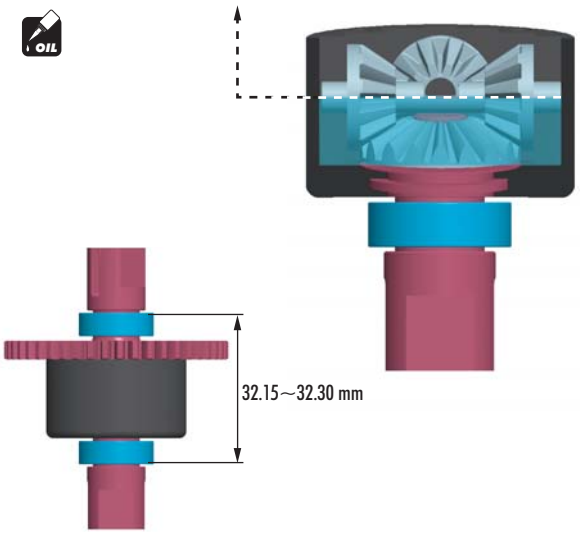
01.3 CENTER DIFFERENTIAL



VERY IMPORTANT!

Use the following silicone oil included in the kit for initial setting:
Center diff: "7000"

Fill differential by **50%** only, so that oil is up to the middle of the pin.



After assembly the differential should have a length of 32.15~32.30 mm measured from the ends of the installed ball-bearings. If differential is longer, retighten the 4 screws holding the spur gear.

TIP USE THESE DIFFERENTIAL OIL COMBINATIONS FOR FOLLOWING RACING CONDITIONS:

	FRONT DIFFERENTIAL	CENTER DIFFERENTIAL	REAR DIFFERENTIAL
BASIC SET-UP FOR EASY HANDLING AND LOW TRACTION TRACKS	"7000"	"7000"	"1000"
FOR LOW TRACTION TRACKS AND EURO STYLE TRACKS	"3000"	"5000" ~ "7000"	"1000"
FOR MEDIUM~HIGH TRACTION TRACKS AND U.S. STYLE TRACKS	"3000" ~ "5000"	"5000" ~ "7000"	"3000" ~ "5000"

TIP Follow this handy tip to install pivot balls into composite ball joints.

Place the pivot ball on the ball joint and use a screw to tighten it to an engine mount or some other part.

Tighten screw until pivot ball is tight against block.

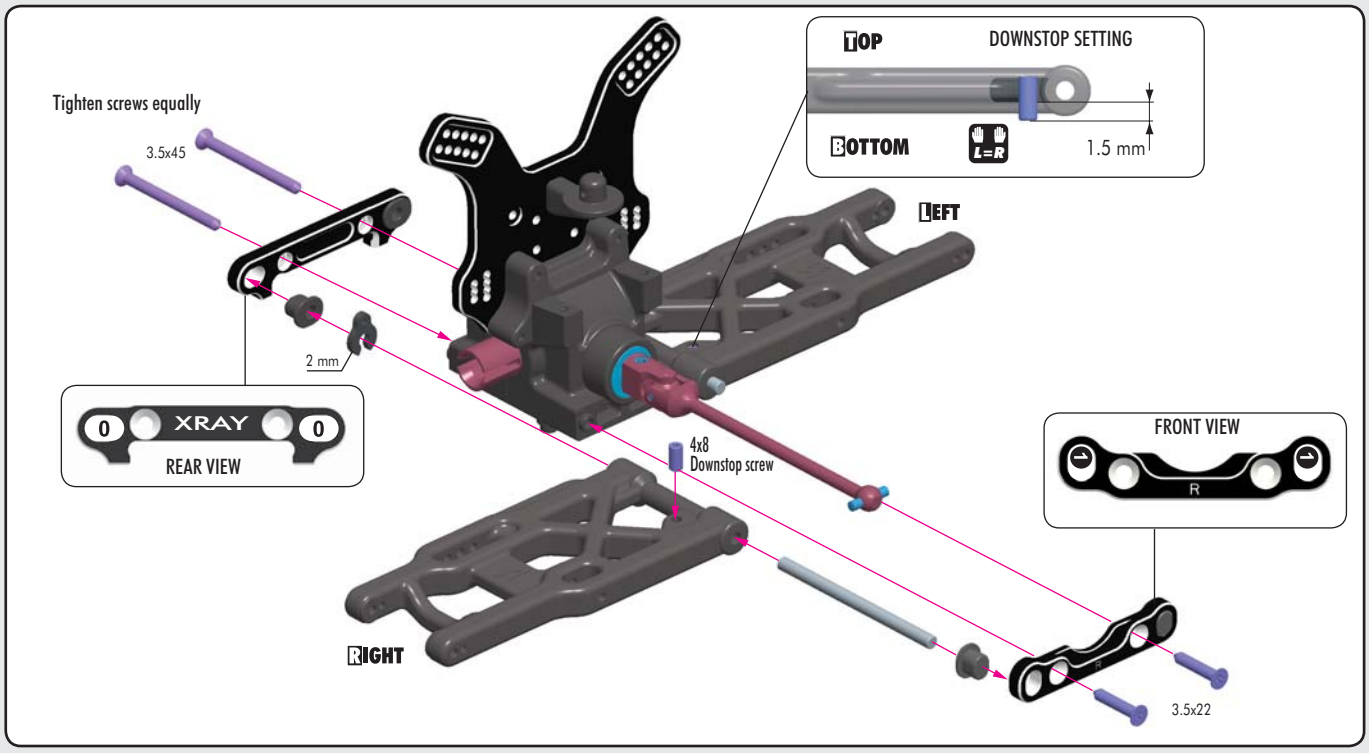
Lift ball joint until it snaps into place over pivot ball. Ball joint should move freely.

The finished joint.

Loosen and remove screw.

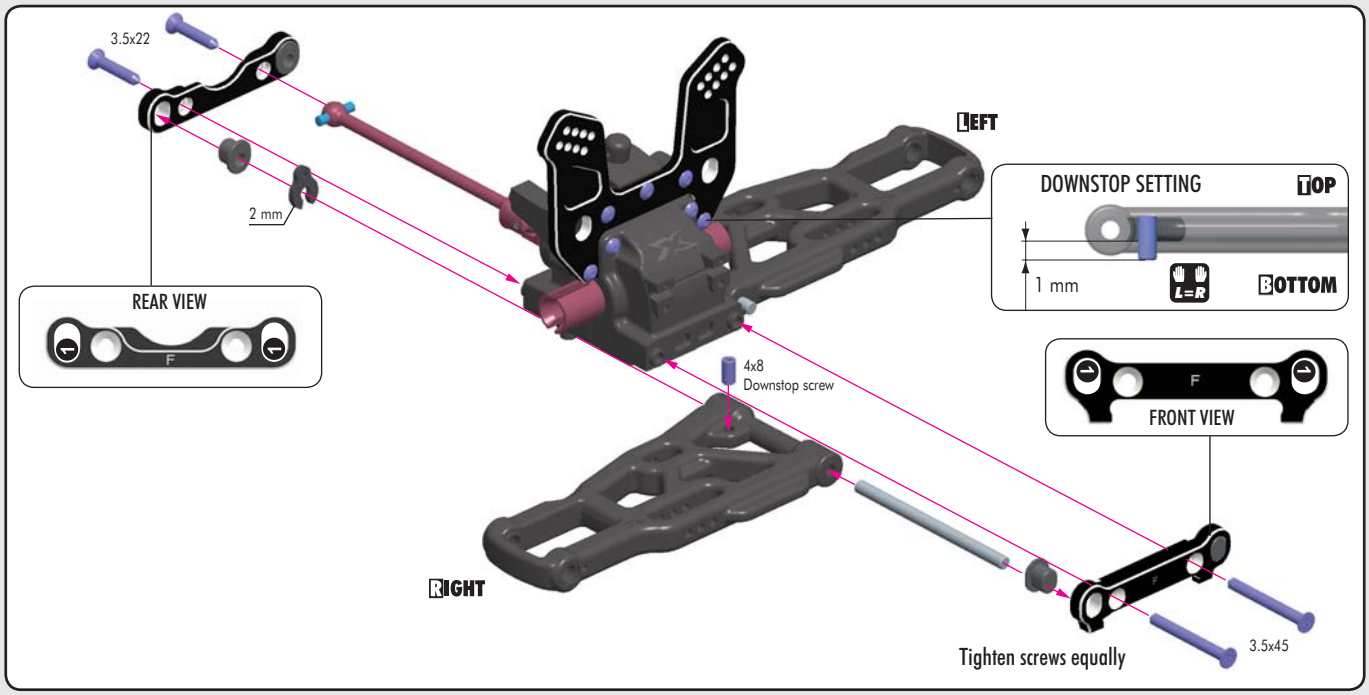
3. REAR SUSPENSION

PAGE 12 STEP 1



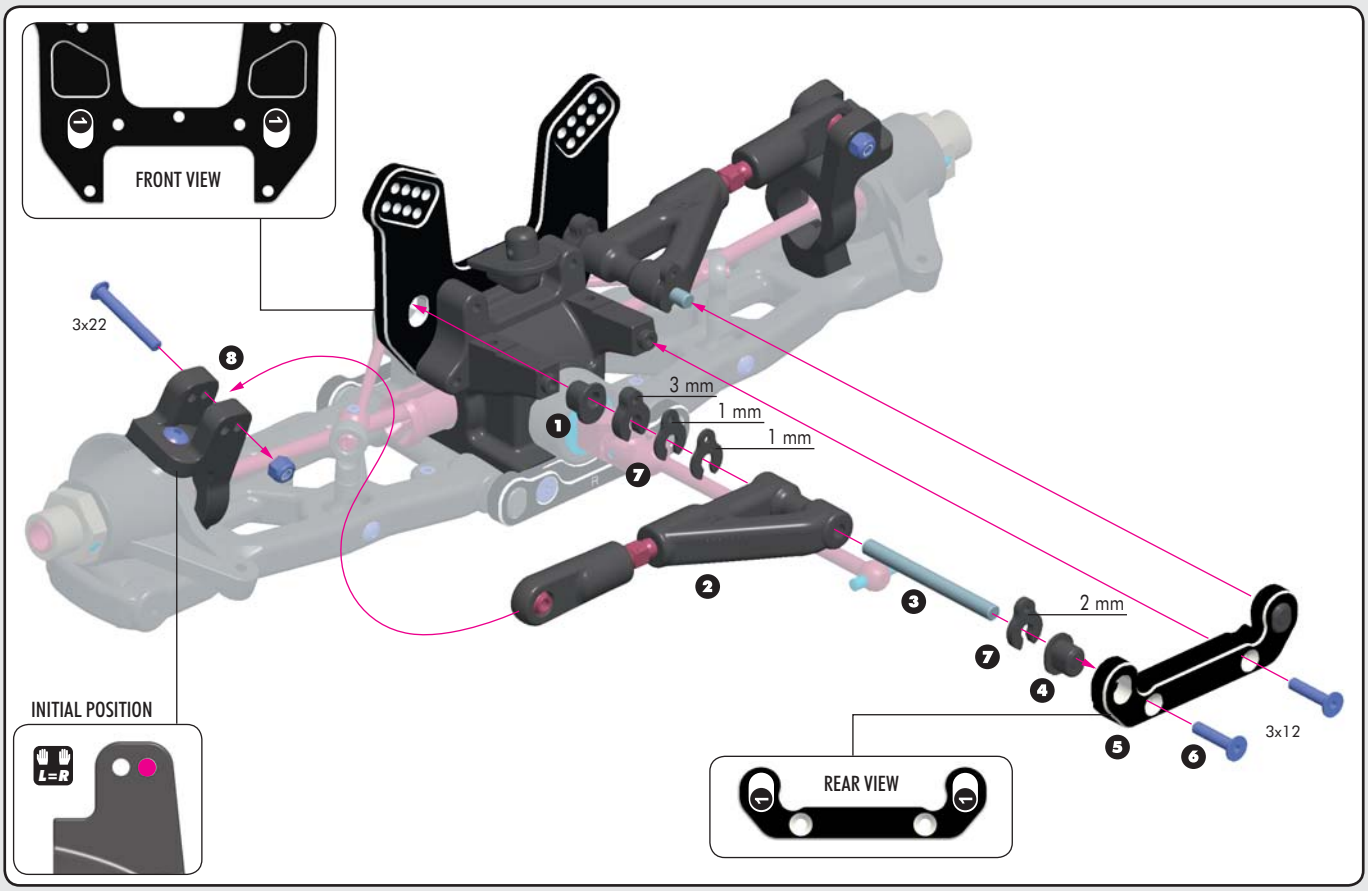
5. FRONT SUSPENSION

PAGE 15 STEP 1



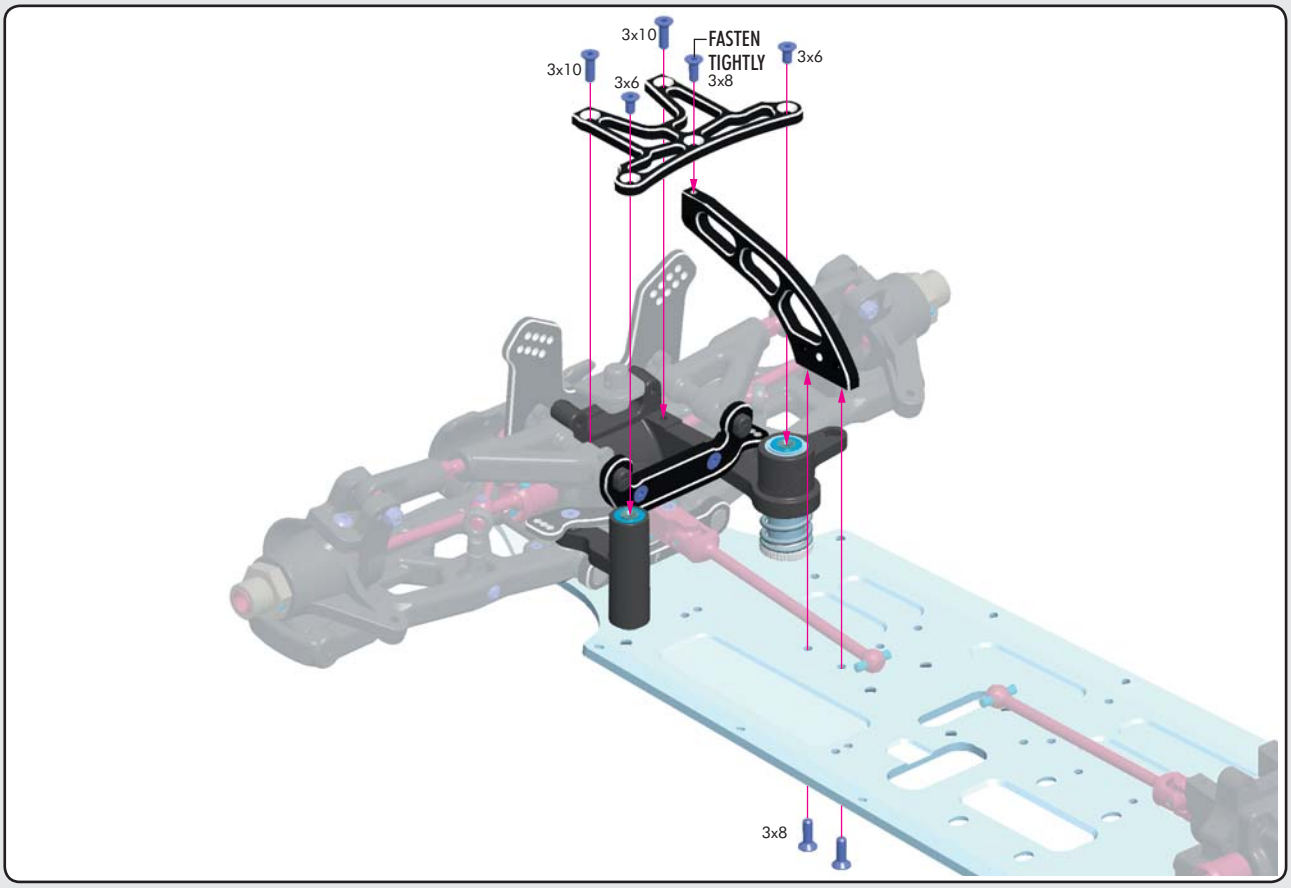
6. FRONT SUSPENSION

PAGE 17 | **STEP 3**



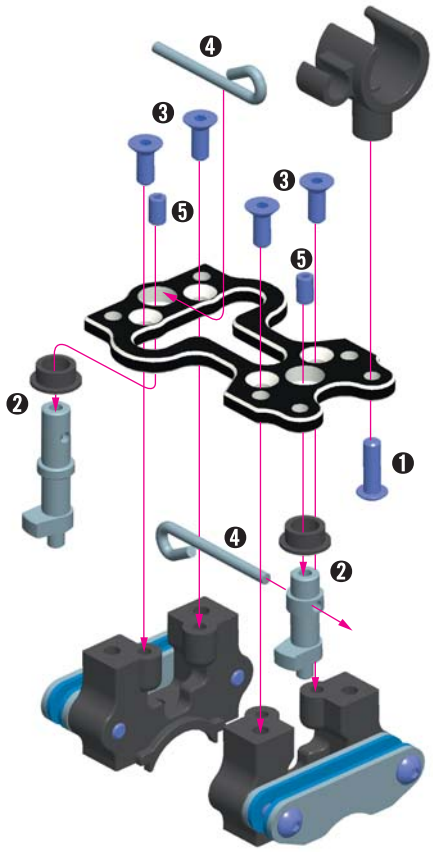
7. STEERING

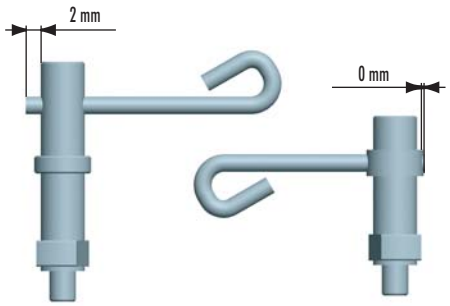
PAGE 21 | **STEP 2**



8. CENTER DIFF & BRAKE

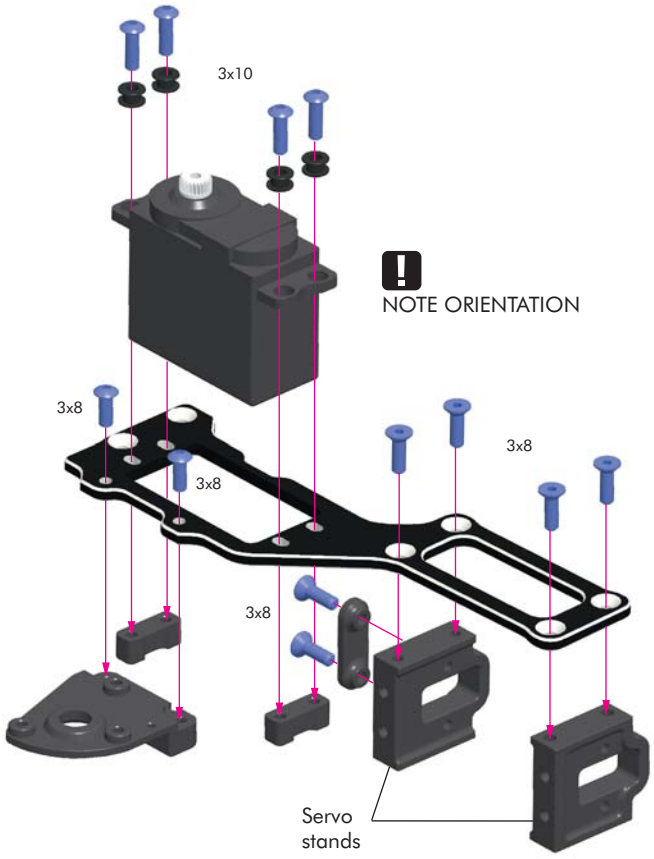
PAGE 23 | **STEP 1**





10. RADIO CASE

PAGE 27 | **STEP 1**



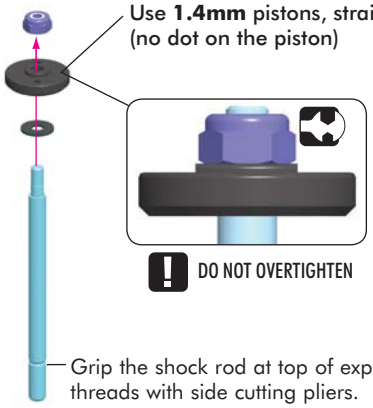
11. SHOCK ABSORBERS

PAGE 28 | **STEP 1** | **STEP 2**

BAG 11.1

FRONT SHOCKS

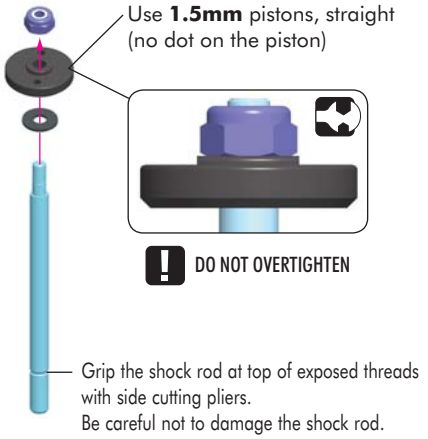
1 step



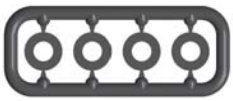
BAG 11.2

REAR SHOCKS

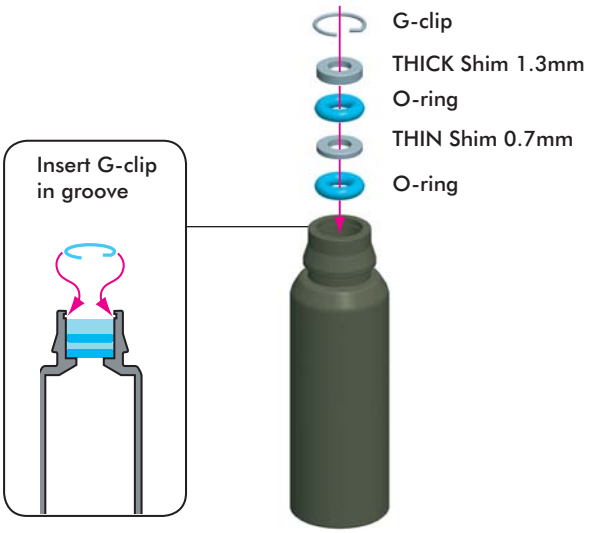
1 step



There are two different thickness shims, use them as shown. Use the same procedure when building both front and rear shocks.



2 step



TIP 350 shock oil: Use in standard and cold weather.
500 shock oil: Use in hot weather.

12. FINAL ASSEMBLY

PAGE 30~31 | **STEP 1~2**

FRONT SHOCK TOWER

INITIAL POSITIONS

REAR SHOCK TOWER

INITIAL POSITIONS

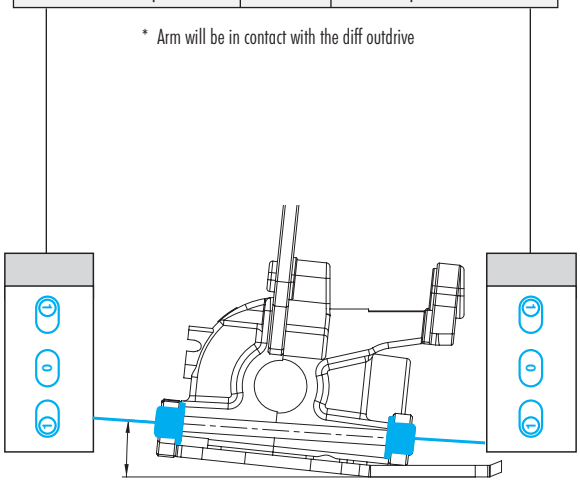
XB8TQ SET-UP UPDATE

With the new XB8-TQ suspension, you have to consider also the changes in Kick-up and Anti-Squat geometry. Use this reference sheet for measuring and adjusting the XB8-TQ suspension.

FRONT KICK-UP

Front excentric bushing	Kick-up	Rear excentric bushing
Upper position	6° *	Upper position
Upper position	7° *	Middle position
Upper position	8°	Lower position
Middle position	5° *	Upper position
Middle position	6°	Middle position
Middle position	7°	Lower position
Lower position	4°	Upper position
Lower position	5°	Middle position
Lower position	6°	Lower position

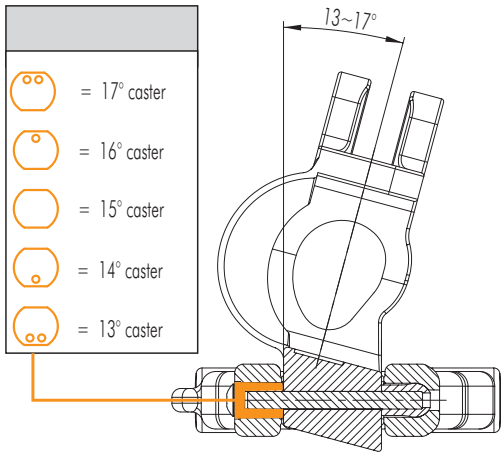
* Arm will be in contact with the diff outdrive



The kick-up is adjusted using different eccentric bushings in different orientations. Refer to the table above.

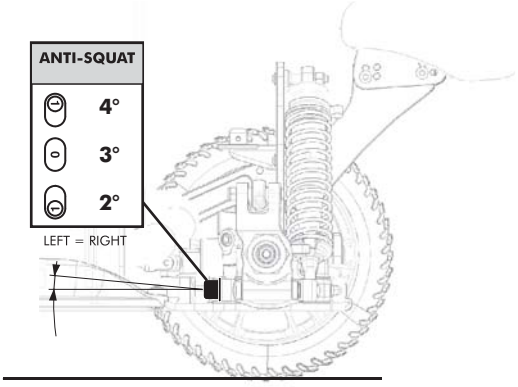
TOTAL CASTER = C-HUB CASTER + KICK UP

	Kick-up				
C-Hub caster	**4°**	**5°**	**6°**	**7°**	**8°**
17°	21°	22°	23°	24°	25°
16°	20°	21°	22°	23°	24°
15°	19°	20°	21°	22°	23°
14°	18°	19°	20°	21°	22°
13°	17°	18°	19°	20°	21°



The caster of C-hub is set using different eccentric bushings in different orientations. Refer to the table above.

REAR ANTI-SQUAT



FRONT & REAR BRACES

XB8-TQ includes two different front and rear braces - alu and composite. Use the braces for following application:

Use **composite braces** for low traction tracks and if you want the car to be easy to drive.

Use **alu braces** for high traction tracks and if you want a more aggressive car. Alu braces are suggested for tracks with big jumps.