Xpress Arrow AT1S

Setup: Base test setup · Mark Raddenbury (Speedrc.co.uk) · Dec 9, 2022

so dialed
Open/save in RC Setup App →

Scan to open in the app

EVENT

Event	Testing
Class	17.5t blinky

TRACK

Track	Forest of Dean
Type	Indoor carpet
Grip / moisture	Medium / Dry
Surface / layout	Smooth / Tight

RESULTS

Best lap	6.97 s
Average lap	7.11 s

FRONT SUSPENSION

ACKERMANN	
Inner steering link shims	0 mm
Outer steering link location	1 - Outside
Servo saver inserts	8 mm
Arms	Medium
Bump steer: outer steering link shims	3 mm
C-Hubs	Medium
Camber	-2 degrees
CAMBER LINK	
Inner shims	2 mm
Outer shims	1 mm
Downstop	5.6 mm
FF mount	Composite
FR mount	Split composite
Ride height	5 mm
Servo saver stud shims	2 mm
SHOCKS	
Arm mount shims	0 mm
Tower mounting hole	2 - Mid-in
Steering blocks	Medium
Toe	-0.5 degrees
Tower	FRP
Track: wheel hexes	5 mm
Wheelbase: arm shims - F/R	0 / 0 mm

REAR SUSPENSION

Arms	Medium
Camber	-2 degrees
CAMBER LINK	
Inner shims	2 mm
Outer location	Inside
Outer shims	1 mm
Downstop	5.4 mm
Hubs	Medium
RF mount	Split composite
Ride height	5.5 mm
RR mount	Composite
SHOCKS	
Arm mount shims	0 mm
Tower mounting hole	3
Toe	3 degrees
Tower	FRP
Track: wheel hexes	5 mm
Wheelbase: arm shims - F/R	2 / 4 mm

BODY & CHASSIS

Battery position	Standard
Body	Racer2
Body mounting	Neutral
FLEX	
Chassis	2.5mm FRP
Upper deck	2mm FRP
Upper deck stiffeners	Middle - Composite, Rear - Composite
Rear wing	Kit
Weight balance - F/R	52 / 48
Weight: total	1330 g

SHOCKS

	FRONT	REAR
Foam inserts	No	No
Hole in caps	Yes	Yes
Oil weight	450 cst	450 cst
Pistons	2-hole	2-hole
Rebound	50 %	50 %
Springs	Black soft	Black soft
Stroke	10.5 mm	10.5 mm

Shock oil brand: Rcraceprep

DIFFERENTIALS

	FRONT	REAR
Diff type	Spool	Gear
Diff fluid	–	15,000 cst
Diff fluid mass	–	1.1 g

DRIVETRAIN

Drive ratio - final	5.61
Drive ratio - internal	2.353
Driveshafts - front	43mm Universal
Driveshafts - rear	41mm Universal AT1S
Front drive type	Spool
Gear pitch	48
Pinion	31 teeth
Spur	70 teeth

TIRES

	FRONT	REAR
Tire additive area	In, Mid-in, Mid-out, Out	In, Mid-in, Mid-out, Out