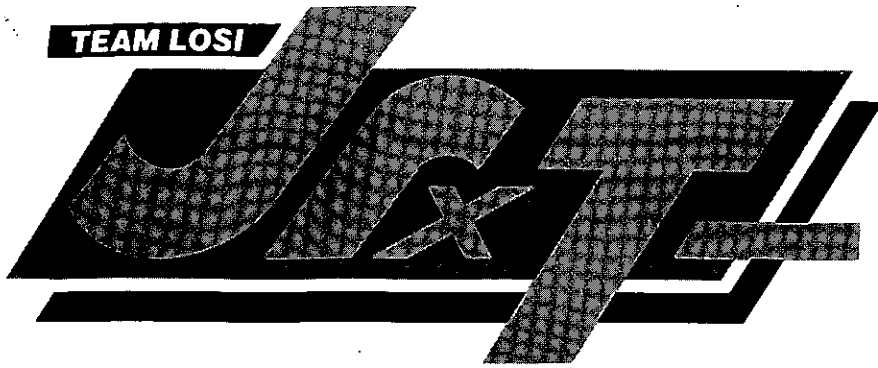
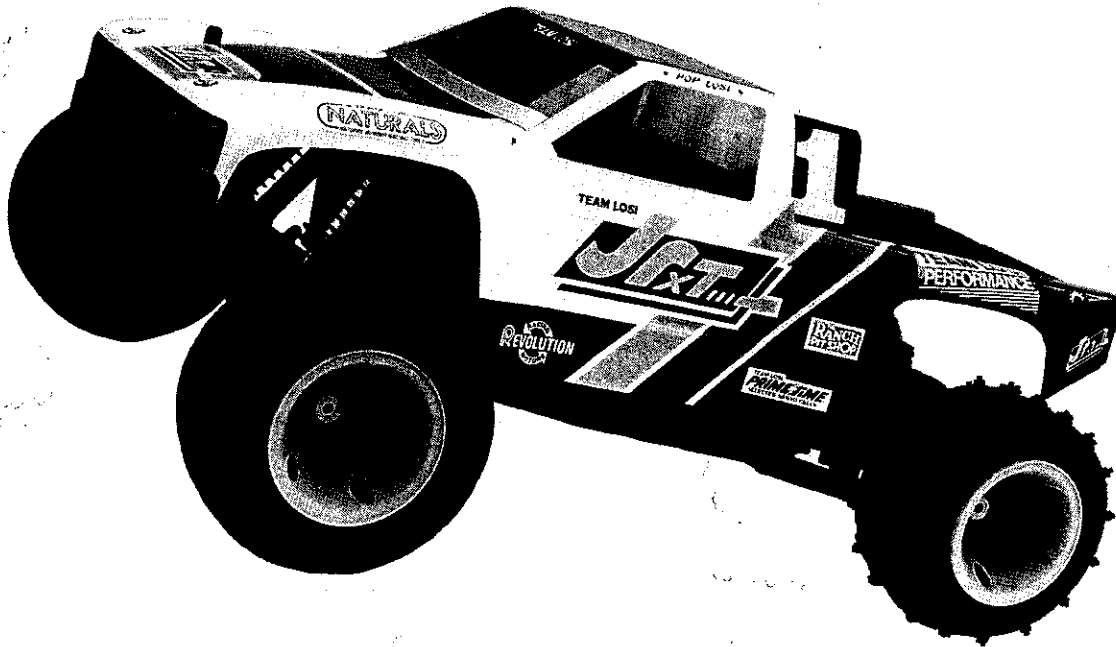


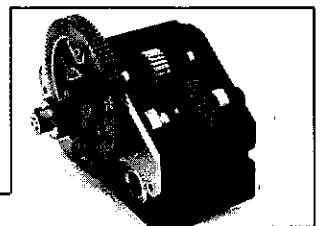
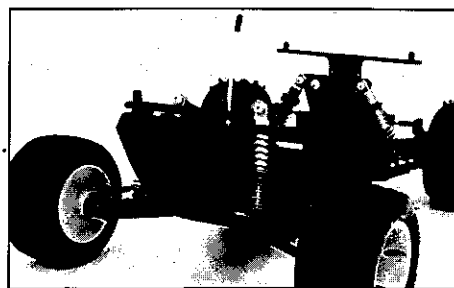
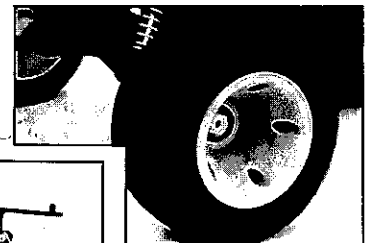
TEAM LOSI



OWNER'S GUIDE



Carefully read through all instructions to familiarize yourself with the parts, construction, techniques, and turning tips outlined in this manual. Being able to grasp the overall design of the JRX-T before construction will ensure a smooth assembly. Take your time and pay close attention to details. Keep this guide for future reference.



TEAM LOSI
PERFORMANCE

TEAM LOSI INC., POMONA, CA 91766

P/N 800-0015

Rev B

WELCOME JRX-T OWNER!!!

Winning races gets harder all the time. As technology and our on track testing advances, so do the cars and trucks that Team Losi produces.

This kit features the latest in racing technology and design as we know it today. We are committed to maintaining the high level of design, construction, ease of use and customer support that has made our cars and customers many time national and international champions. I feel confident you will find this kit to be easy to build and contain all the right parts to be race ready out of the box.

I would like to thank my Dad for not compromising when it came to tooling or the extra costs for the best materials available. Thanks to the Engineering staff for putting up with my demands. Last, but not least, Ron Rossetti and Jack Johnson, you are the best!

Thank you for choosing Team Losi,



Gil Losi Jr.

P.S. Please return the registration card so we can keep you informed of the latest racing tips and technical advancements.

1. INTRODUCTION

The JRX-T kit is composed of different bags marked Bag A through Bag F. Each bag contains all of the parts necessary to complete a certain section of the car. It is essential that you open only one bag at a time and follow the right sequence, otherwise you will face difficulties in finding the right part. It is helpful to read the entire instructions for the bag prior to starting assembly. Key numbers (in circles) have been assigned to each part and remain the same in the illustration and throughout the instructions. For your convenience, an actual size hardware identification guide is included in Appendix A of the manual. To check a part, hold it against the silhouette until it is identified. In some cases extra hardware has been supplied to replace easily lost parts. When assembling shafts to plastic parts, different fits e.g., press, net, loose have been designed into the parts. To ensure that parts are not lost during construction, it is suggested that you work over a towel or mat to prevent the parts from rolling away.

IMPORTANT SAFETY NOTES

- 1. Select an area for assembly that is away from reach of small children. The parts are *small and can be swallowed* by children causing choking and possible internal injuries.
- 2. The shock fluids and grease supplied should be kept *out* of children's reach. They are *not toxic*, but were *not* intended for human consumption.
- 3. Exercise *care* when using any hand tools, sharp instruments and power tools during construction.
- 4. Carefully read *all* manufacturers *warnings* and *cautions* for any glues or paints that may be used for assembly purposes.

INTRODUCTION (Cont.)

TOOLS REQUIRED

Team Losi has supplied all allen wrenches and a special wrench that is needed for assembly and adjustments. The following common tools will also be required: #2 Phillips screw driver, small flatblade screw driver, needle nose pliers, regular pliers, scissors or other body cutting/trimming tool. 3/16", 1/4", and 3/8" nut drivers are optional.

RADIO/ ELECTRICAL

The JRX-T is an out of the box high performance race truck. It is for this reason that we have not included specific instructions on radio and electrical equipment installation. We have left this subject to the personal preference of the owner/racer.

A suggested layout is provided in this manual. If you have any further questions, your high performance R/C center will be able to answer any of your questions.

HARDWARE IDENTIFICATION

When in question, use the hardware identification guide in Appendix A. For screws, the prefix nymber designates the screw size and number threads per inch e.g., 4-40 is a #4 screw with 40 threads per inch. The fraction following designates length of thread or overall if flathead type. Bearings are referenced by inside diameter X outside diameter. Shafts and pins are diameter X length. Washers are described by inside diameter. E-clips are sized by the shaft diameter of attachment.

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BAG A CHASSIS ASSEMBLY

1. Secure side bulkhead (1) onto chassis (2) using four 4-40 x 3/8" flathead screws (3). Fig. 1.

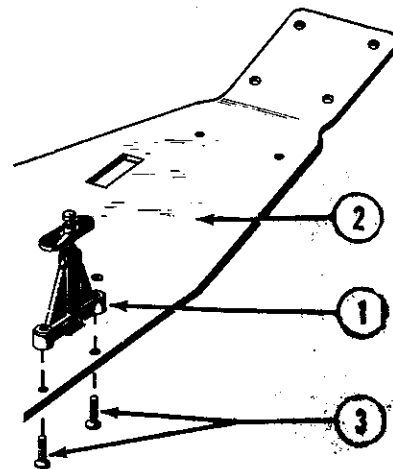


FIG. 1

2. Attach aluminum steering posts (4) to chassis (2) using two 4-40 x 3/8" flathead screws (3). Fig. 2.

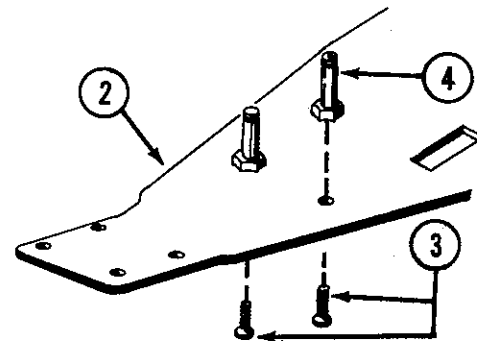


FIG. 2

3. Fasten rear shock tower (5) to rear bulkhead (6) using four 4-40 x 3/8" socket head screws (7). Fig. 3.

4. Secure rear bulkhead (6) to chassis (2) using two 8-32 x 1/2" flathead aluminum screws (8) in the rear and two 4-40 x 3/8" flathead screws (3) in the front. Fig. 3.

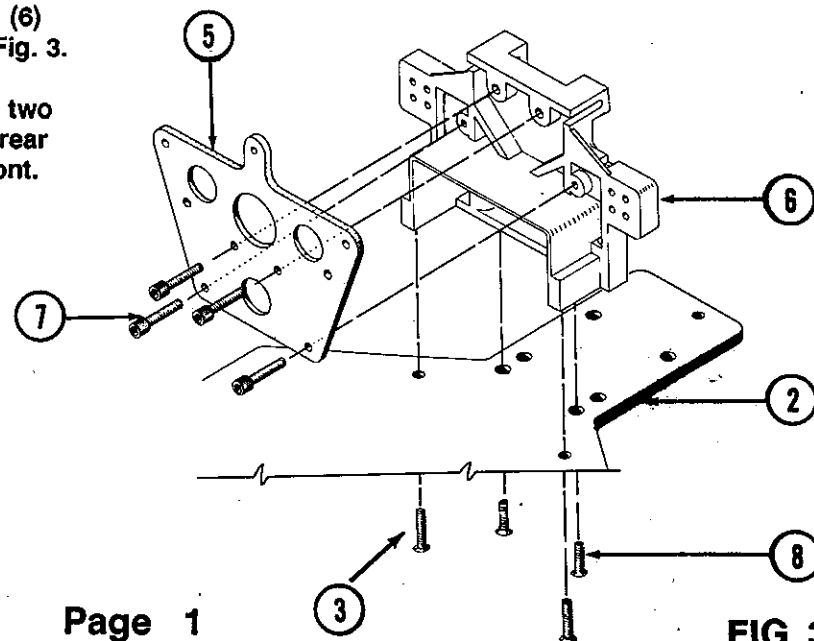


FIG. 3

BAG A (Cont.) CHASSIS ASSEMBLY

5. Secure shock mounts (56) to front shock tower (9) in top outside holes using two 4-40 x 7/8" socket head screws (57). Fig. 4.

6. Affix 3/16" studded ball joints (72) to opposite side of front shock tower (9) in outside holes and secure with 4-40 nuts (117). Fig. 4.

7. Secure front shock tower (9) to front bulkhead (10) using two 4-40 x 3/8" socket head screws (7). Fig. 4.

* NOTE: Shock mounts should face forward. Studded ball joints should face rearward. Outside hole is suggested for general purpose.

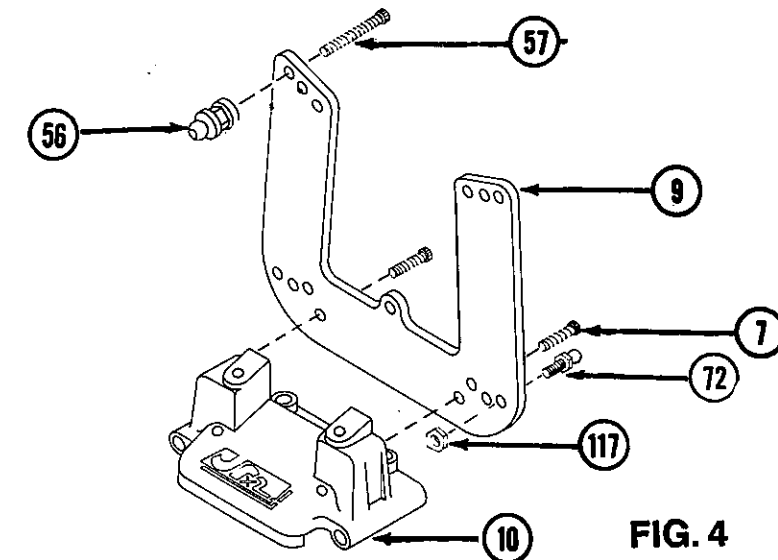


FIG. 4

8. Assemble both front bulkhead (10) and front body mount (11) simultaneously to front of chassis (2) using four 8-32 x 1/2" flathead aluminum screws (8). Fig. 5.

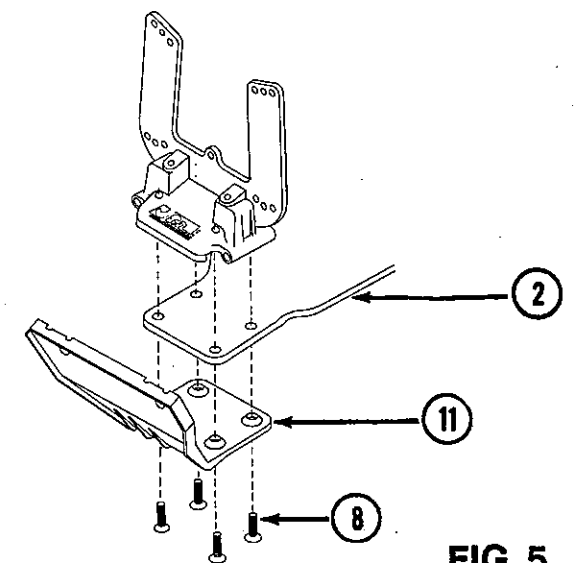


FIG. 5

9. Attach slide (12) to front body mount (11) using two 4-40 x 5/16" socket head screws (13). Fig. 6

* NOTE: Suggested mounting location for JRXT body is the second hole down from the top.

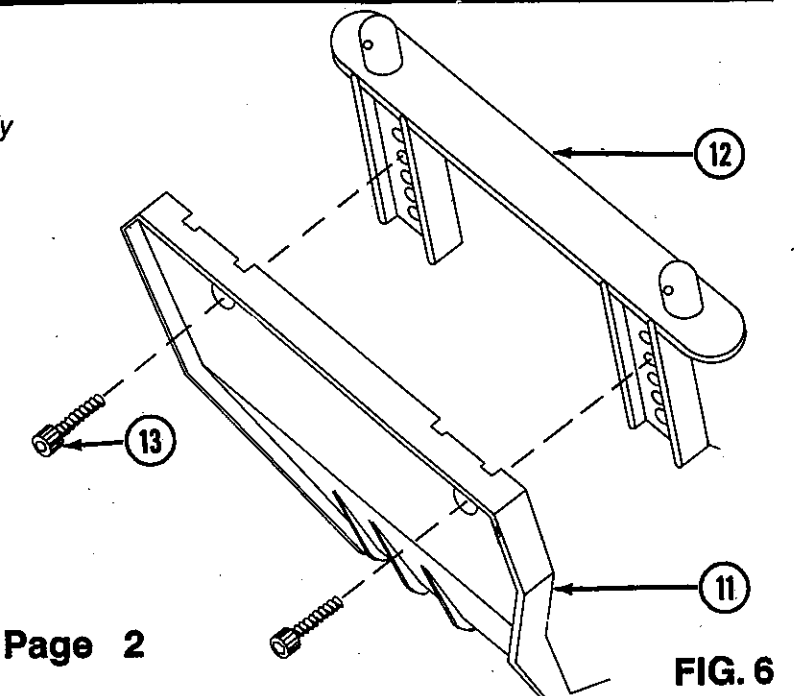


FIG. 6

BAG A (Cont.) CHASSIS ASSEMBLY

10. Peel off backing from adhesive foam and apply to the indentation on the bottom side of the battery box lid (112). Fig. 7.

11. Align hinge pin holes in the battery box lid (112) with hinge pin hole in battery box (14). Fig. 7

* NOTE: The hinge pin hole is the larger of the two holes in the posts on the battery box (14). Fig. 7.

12. Thread 4-40 x 1/2" socket head screw (36) into chamfered end of battery box lid (112) through battery box (14) post and back into battery box lid (112). Fig. 7.

13. Secure lid (112) with body clip (114). Insert into the chamfered end of hole in battery box post (14). Fig. 7.

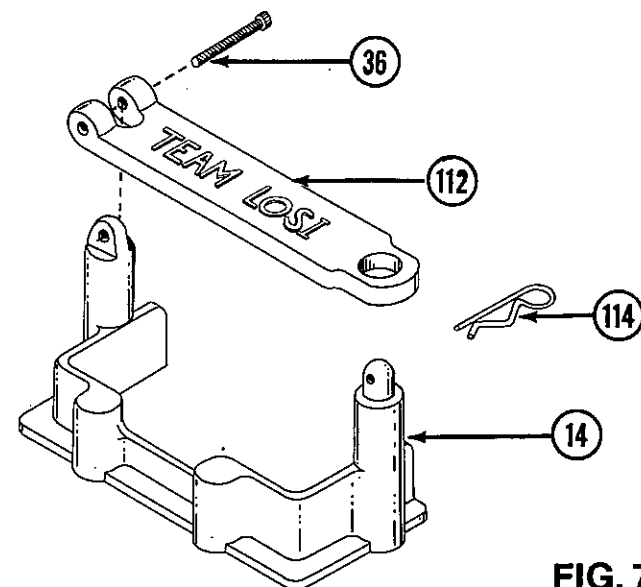


FIG. 7

14. Attach battery box (14) to chassis (2) using four 8-32 x 3/8" flathead aluminum screws (113) Fig. 8.

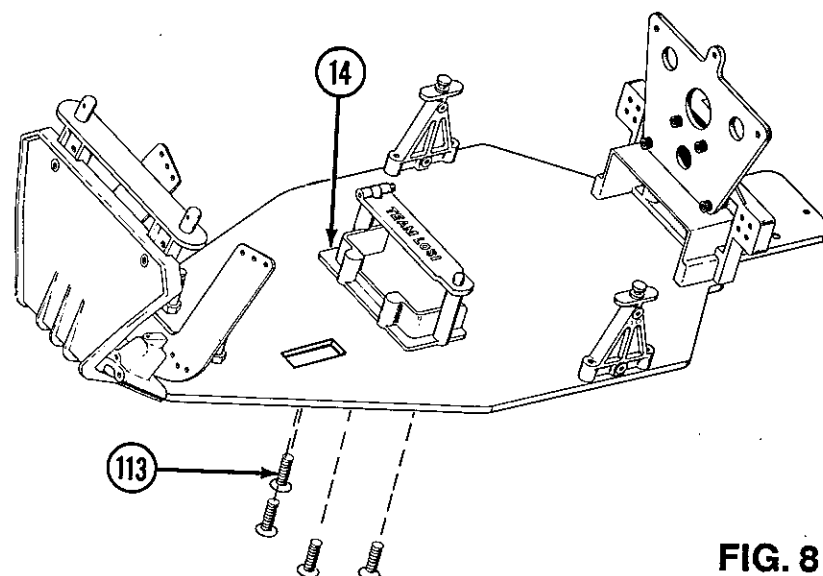


FIG. 8

15. Snap antenna mounting cap (15) onto antenna mount (16) and secure antenna mount (16) onto chassis (2) using one 4-40 x 3/8" flathead screw (3). Fig. 9.

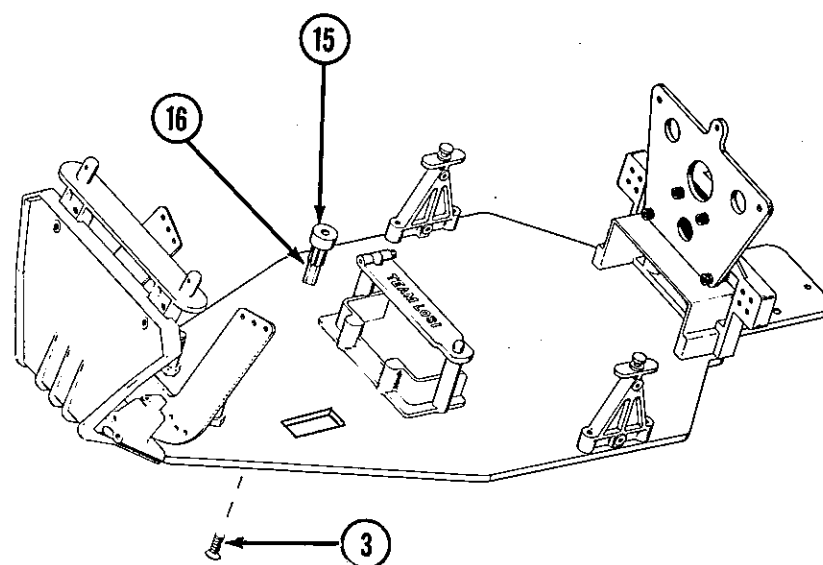


FIG. 9

BAG A (Cont.) COMPLETED CHASSIS

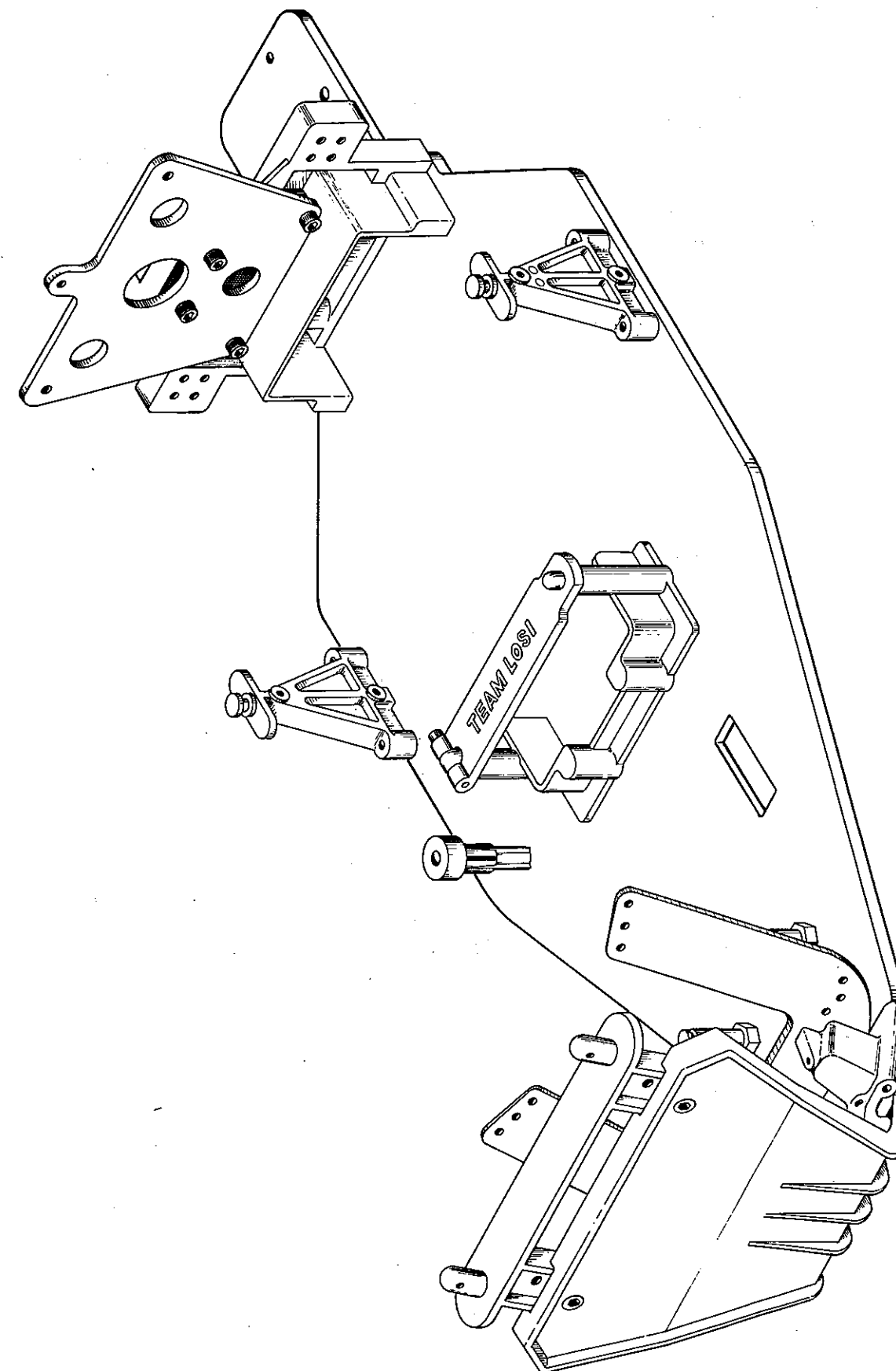


FIG. 10

BAG B DIFFERENTIAL ASSEMBLY

1. Locate and open Bag B. Remove small inner bag containing differential parts and set remainder of parts aside for now.

2. Locate small white grease container (120) and open. Grease only items that are indicated. Keep grease away from teeth of transmission assembly. Locate center differential gear (17) from small bag. Fig 11.

3. Using a tooth pick, carefully dab a very small amount of grease into each hole in the center differential gear (17). Fig 11.

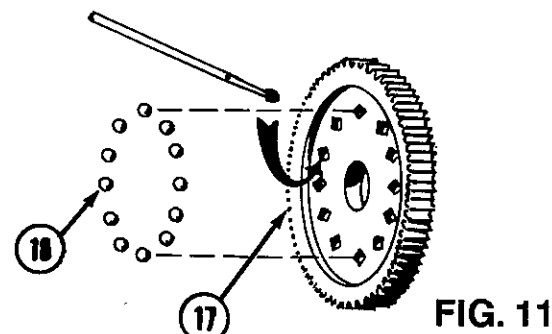


FIG. 11

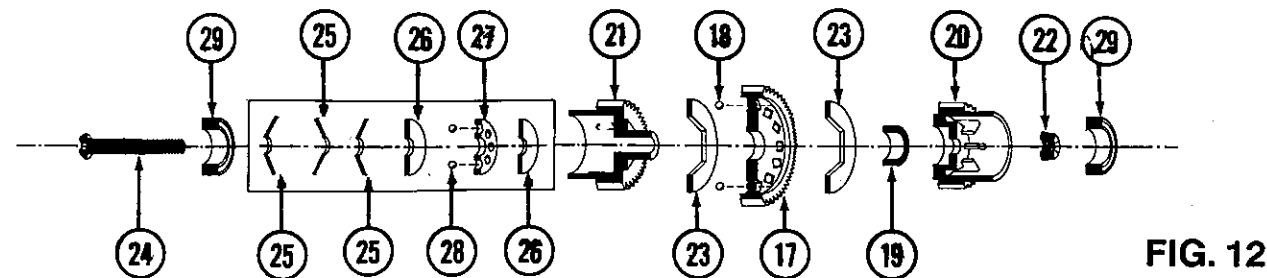


FIG. 12

4. Insert 3/32" differential gear ball bearings (18) into holes in center differential gear (17). Fig 11.

5. Insert 1/4" x 3/8" bearing (19) into female half of differential (20). Fig. 12.

* NOTE: This is the only bearing that will fit over male half of differential (21). Check to see that it does. Fig 12.

6. Insert 5-40 locknut (22) into opposite side of female half of differential (20). Fig 12.

7. Place one hex thrust washer (23) onto male half of differential (21) and other hex thrust washer (23) onto female half of differential (20). Fig 12.

8. Assemble differential by placing center differential gear (17) onto male half of differential (21) followed by female half of differential (20). Set aside, female half up, until step 10. Fig 12.

9. Using 5-40 x 7/8" button head shoulder screw (24) assemble thrust assembly in the following order. Fig. 13.

A. Slide through opposing belleville cone washers (25) down the 5-40 x 7/8" button head shoulder screw (24) with the top of the cone of the first washer (25) against the head of the screw (24).

* NOTE: The washers (25) should be opposing ie; the tops of the cones should meet and the bottoms of the cones should meet. Fig.13.

B. Slide one well greased thrust washer (26) down screw (24) shaft.

* NOTE: The thrust washer should only touch the big edge of the last belleville.

C. Slide bronze bearing cage (27) down screw (24) shaft.

D. Position 8 thrust ball bearings (28) into the holes in the cage (27).

E. Slide a second thrust washer (26) down screw (24) shaft.

10. Insert screw into thrust assembly into male half of differential (21), and thread into 5-40 locknut (22) in female half of differential (20). Fig.12.

* NOTE: Do not overtighten as damage to thrust assembly can occur. Refer to tuning tips for final adjustment after assembly.

11. Press a 5/16" x 1/2" bearing (29) into each end of differential assembly. Fig. 12.

12. Set differential assembly aside until step 22.

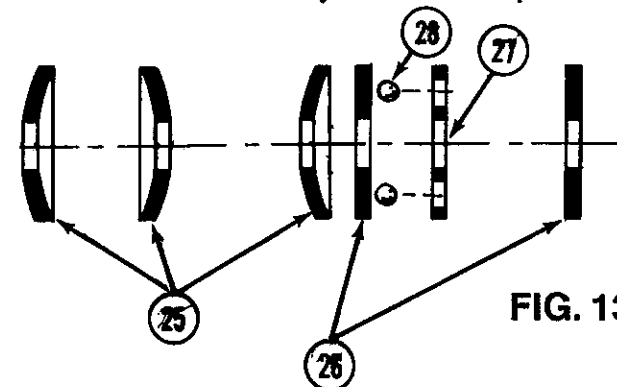


FIG. 13

BAG B (Cont.) GEARBOX ASSEMBLY

13. Press a 3/16" x 3/8" bearing (30) into upper bearing seat of right half of gearbox (31). Fig. 14.

14. Insert two 8mm x 14mm bearings (32) into both sides of lower bearing seat of right half of gearbox (31). Fig. 14.

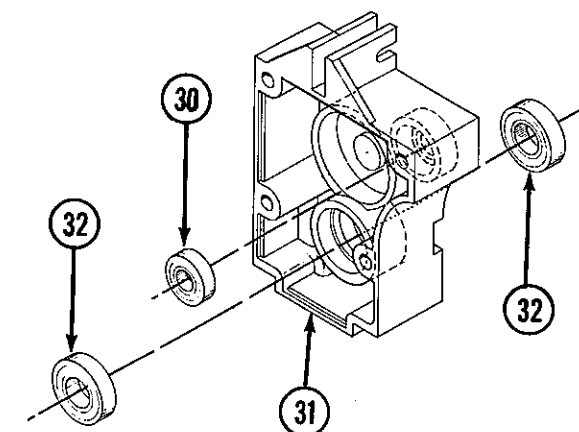


FIG. 14

15. Press output gear (33) into inner bearing seat of right half of gearbox (31). Fig. 15.

16. Slide outdrive spacer (34) onto U-joint outdrive (35) with the flanged side away from U-joint yoke. Fig. 15.

17. Install U-joint outdrive (35) into lower bearing of right half of gearbox (31). Rotate U-joint outdrive (35) until interlocked with output gear (33). Fig. 15.

18. Fasten the two together with a 4-40 x 1/2" socket head screw (36) inserted through the U-joint outdrive (35) and thread into the output gear (33). Fig. 15.

19. Repeat steps 13 through 18 with left half of gearbox (37).

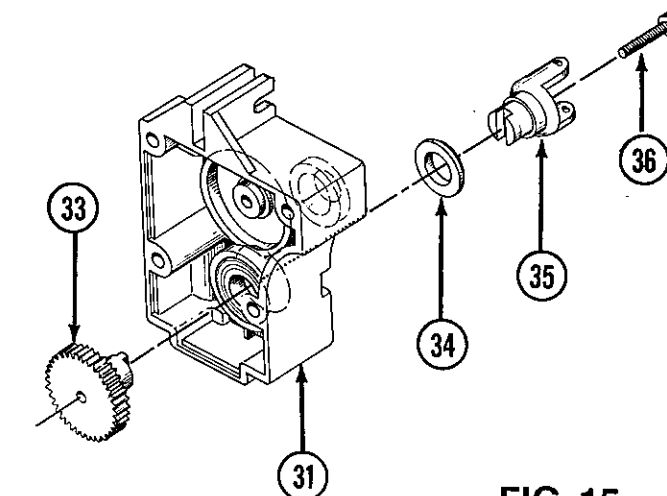


FIG. 15

20. Push 1/16" x 7/16" pin (42) through main gearbox shaft (39). Fig. 16 A.

21. Slide pinion gear (121) down shaft (39) so pin interlocks with groove in gear (90). Fig. 16 A.

22. Lock pinion (121) into place on shaft (39) by snapping a large 3/16" E-clip (38) into groove next to pinion (121). Fig. 16 A.

23. Install two large 3/16" E-clips (38) into grooves in pinion shaft assembly (39). Fig. 16 B.

* NOTE: Some kits might come with a pre-assembled pinion shaft, in this case, disregard steps 20-22.

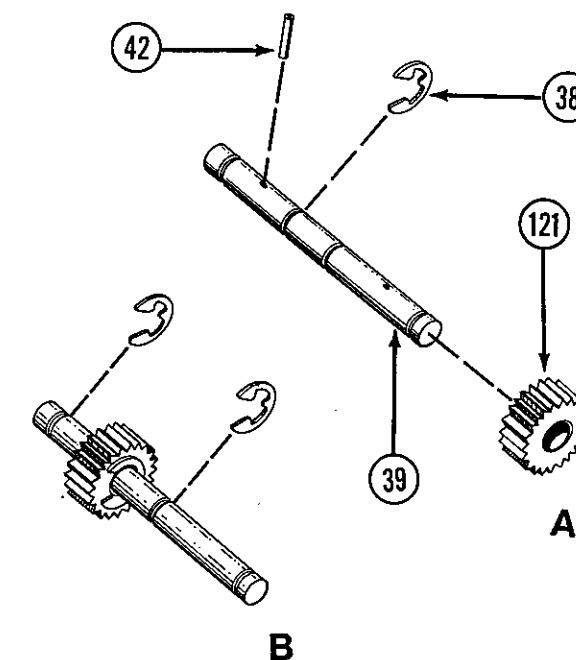


FIG. 16

BAG B MAJOR GEARBOX ASSEMBLY

24. Slide long side of pinion shaft assembly (39) through upper bearing in right half of gearbox (31). Fig. 17.

25. Install differential from step 12 onto middle bearing seat of right half of gearbox (31). Fig. 17.

* NOTE: Be sure side with adjusting screw is exposed.

26. Assemble gearbox halves (31) (37) together. Fig. 17.

27. Secure assembled gearbox to motorplate (40) using three 4-40 x 1 3/8" socket head shoulder screws (41). Fig. 17.

* NOTE: Do not use upper forward hole at this time.

28. Insert 1/16" x 7/16" spirol pin (42) into pinion shaft (39). Press spur gear (43) protruding onto pinion shaft (39) being sure to align groove in gear (43) with pin (42) in shaft (39). Secure gear (43) on shaft (39) with one large 3/16" E-clip (38) snapped into shaft groove (39). Fig. 17.

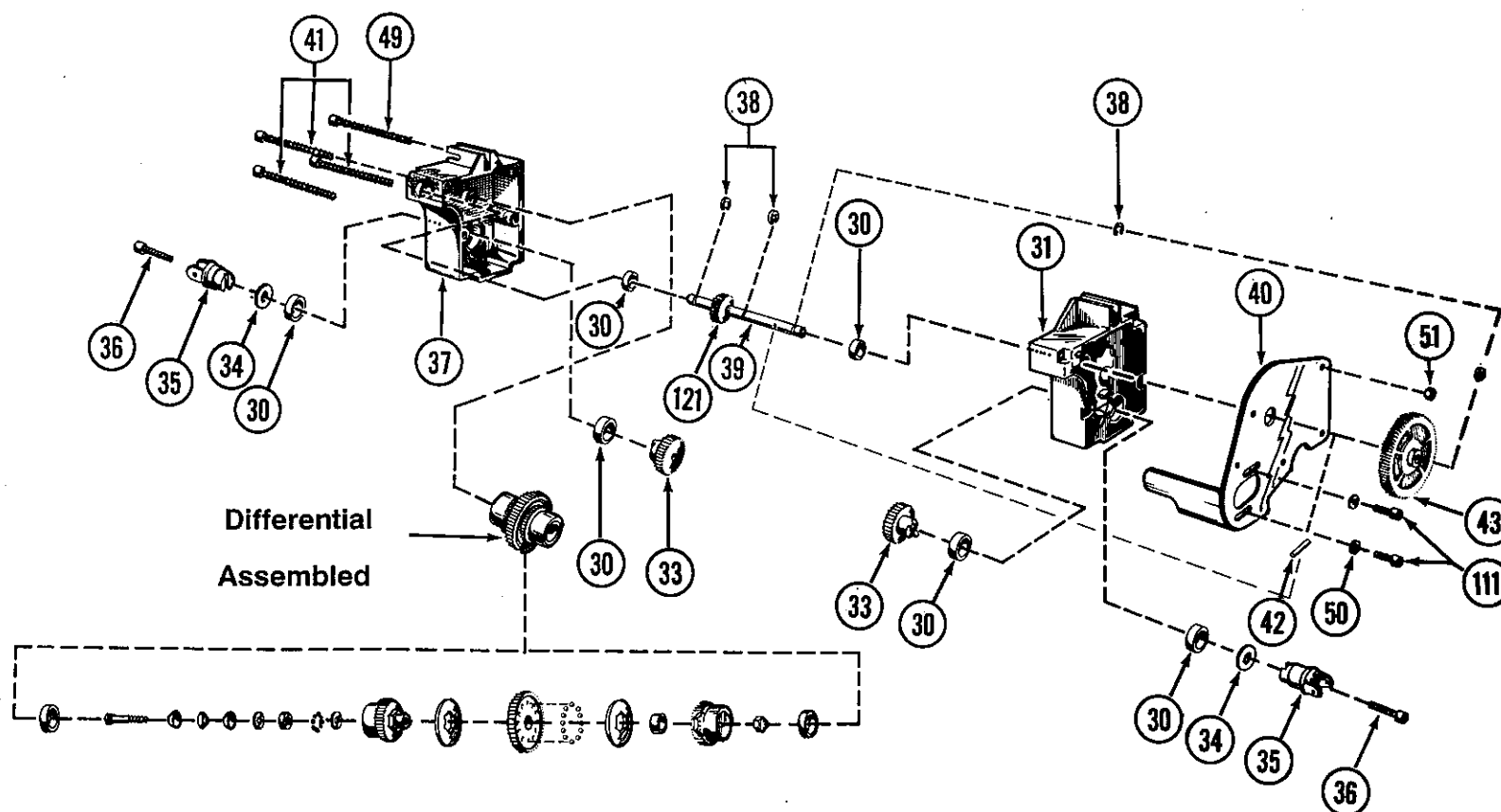


FIG. 17

BAG B (Cont.) GEARBOX ASSEMBLY

29. Insert 3/32" x 1/2" spirol pin (44) into universal pivot joint (45) so that it extends out evenly on both sides. Fig. 18.

* NOTE: Assemble two only, other two will be assembled in step 11 of Bag C.

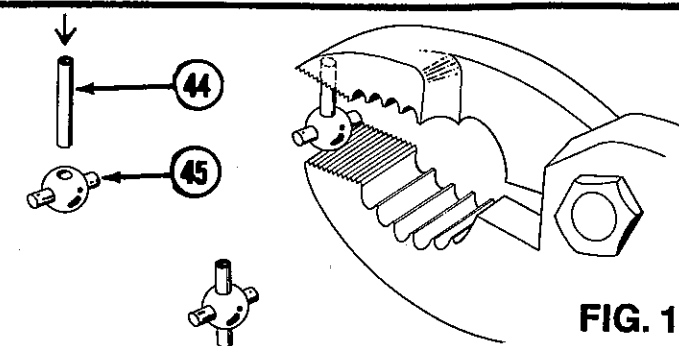


FIG. 18

30. Wedge one end of 3/32" x 1/2" spirol pin (44) in universal pivot joint (45) into female drive shaft (46) U-joint. Fig. 19.

31. Using rounded end of TEAM LOSI wrench supplied with kit, pry opposite end of 3/32" x 1/2" spirol pin (44) into other side of female drive shaft (46) U-joint. Fig. 19.

* NOTE: It might take some force so be patient.

32. Using remaining pins in universal pivot joint (45), repeat steps 30 and 31 to secure the same universal pivot joint (45) to right hand U-joint out-drive (35). Fig. 19.

33. Repeat steps 29 to 32 for other side of car.

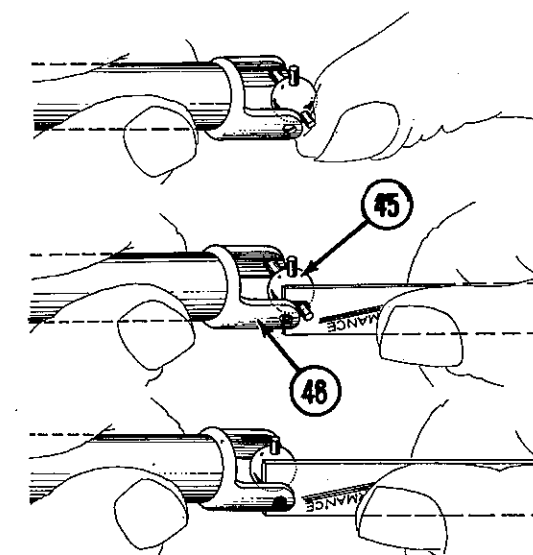


FIG. 19

34. While holding rear pivot support (47) in place under rear of gearbox, slide gearbox into place in rear bulkhead (6). Fig. 20.

35. Attach gearbox and rear pivot support (47) to chassis (2) using four 8-32 x 1/2" steel flathead screws (115). Fig. 20.

* NOTE: Steel screws are grey color.

36. Secure motorplate (40) to chassis (2) using a 4-40 x 1/4" flathead screw (48). Fig. 20.

37. Affix gearbox to rear bulkhead (6) using a 4-40 x 1 3/4" socket head screw (49) with a #4 washer (50) under the head. Fig. 20.

* NOTE: The 4-40 nylon nut (51) and the 4-40 x 1/8" button head screw (52) will be used later to attach the gear cover

38. Push dust cover (54) over differential adjustment hole in gearbox. Fig. 20.

* NOTE: Motor screws (111) are supplied, put them aside until its time to mount your motor.

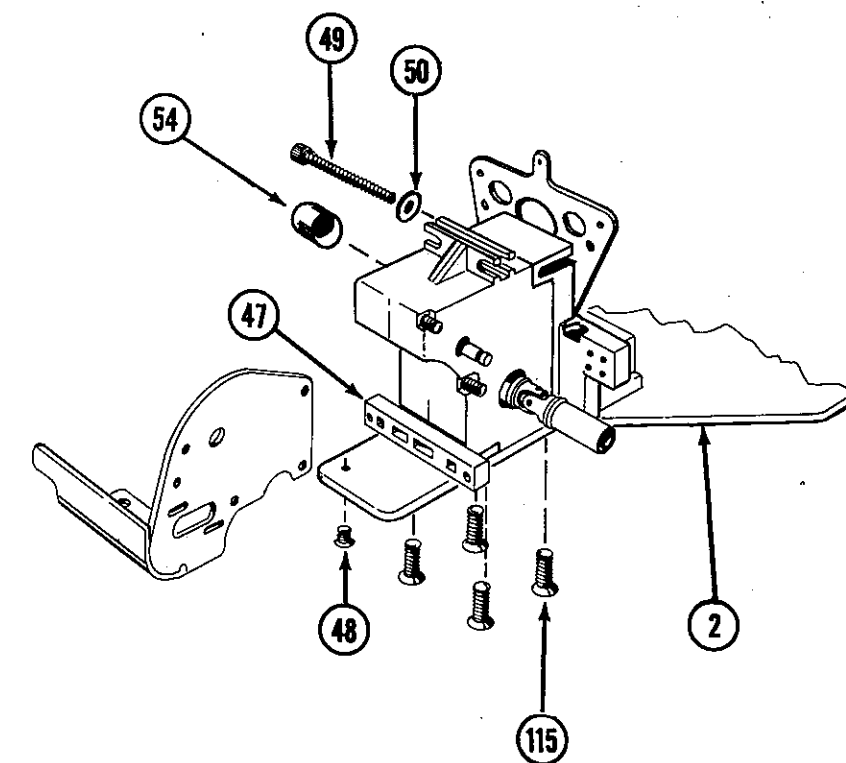


FIG. 20

1. Install 3/8" studded ball joint (55) from the rear into top inside hole in rear bulkhead (6). Fig. 21.

* NOTE: Top inside hole recommended for initial set up.

2. Secure shock mounts (56) to front side of rear shock tower (5) using two 4-40 x 7/8" socket head screws (57). Fig. 21.

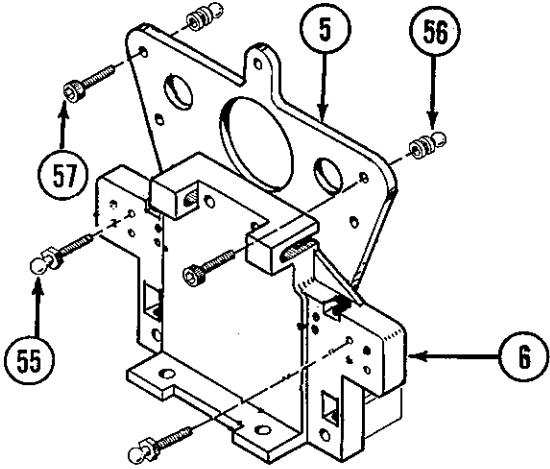


FIG. 21

3. Insert a 4-40 x 1/2" sockethead screw (36) through a 1/4" ball (58). This will create one composite ball joint. Fig. 22.

4. Repeat step 3, seven more times.

5. Thread one composite ball joint into the top hole of one side bulkhead (1) so the 1/4" ball (58) is on the outside and can just spin freely. Fig. 22.

6. Repeat step 5 with lower hole in same side bulkhead (1). Fig. 22.

7. Repeat steps 5 and 6 with other side bulkhead (1). Fig. 22.

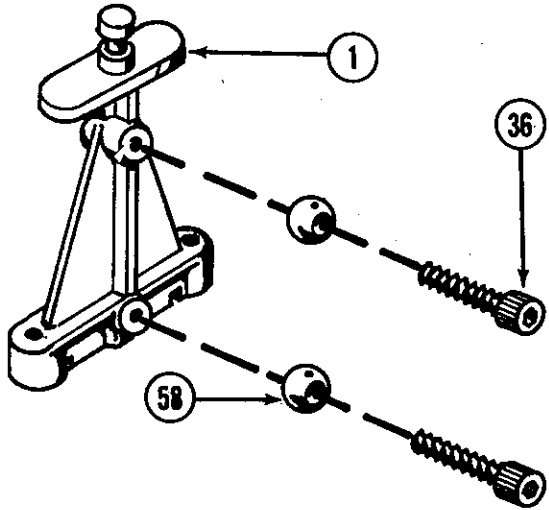


FIG. 22

8. Thread one composite ball joint into top forward corner hole in the hub carrier (59) so that it can just spin freely. Fig. 23.

NOTE: Hubs are nondirectional; assign a hub to one side and build it to suit that side.

9. Thread one composite ball joint into bottom hole in hub carrier (59). Fig. 23.

10. Thread a one 3/8" studded ball joint (55) from the front into topmost hole in hub carrier (59). Fig. 23.

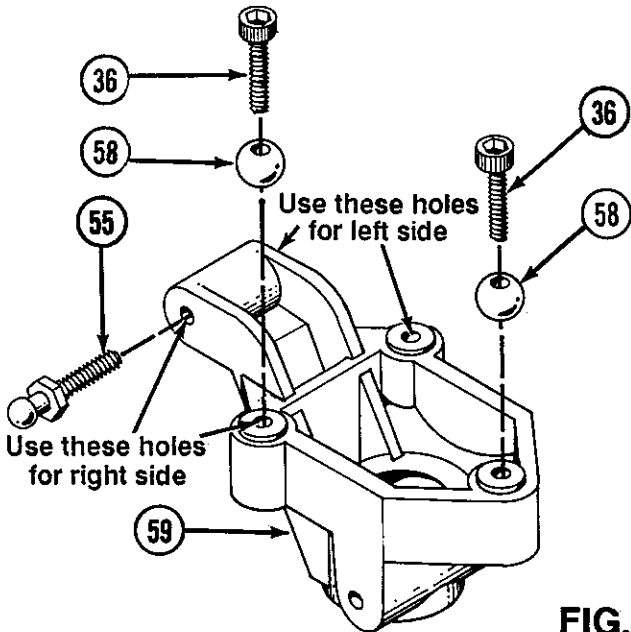


FIG. 23

11. Place universal pivot joint (45) in rear axle (60) so that cross pin hole is aligned vertically with holes in rear axle (60) U-joint. Fig. 24.

12. Using pliers, push a 3/32" x 1/2" spirol pin (44) through rear axle (60) yoke and through universal pivot joint (45) until pin (44) extends evenly out of both sides of rear axle (60) yoke. Fig. 24.

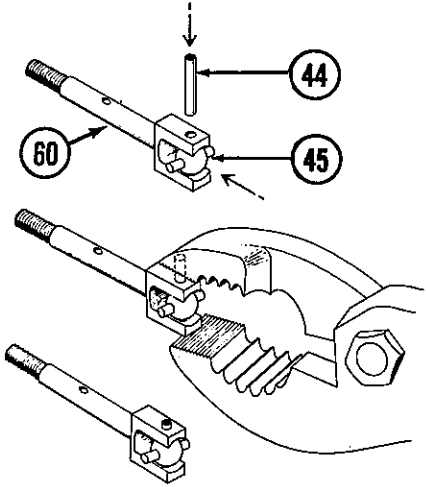


FIG. 24

13. Pry universal pivot joint (45) in rear axle (60) into the male drive shaft (61) U-joint using TEAM LOSI wrench. Fig. 25.

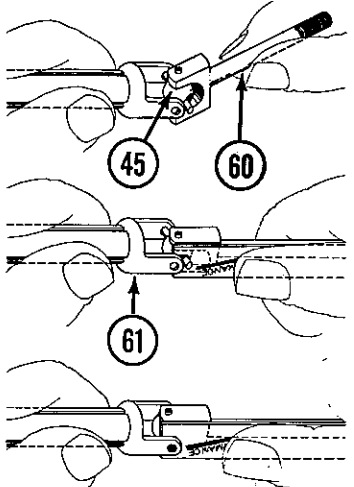


FIG. 25

14. Press two 3/16" x 3/8" bearings (30) into both sides of hub carrier (59). Fig. 26.

15. Slide rear axle (60) through the bearings in the hub carrier (59). Fig. 26.

16. Slide spacer washer (67) down axle (60) towards hub carrier (59) and secure axle (60) by inserting 1/16" x 7/16" solid pin (62) into hole in rear axle (60). Fig. 26.

17. Repeat 8 to 16 for other side. Set hub carrier assemblies aside until step 23.

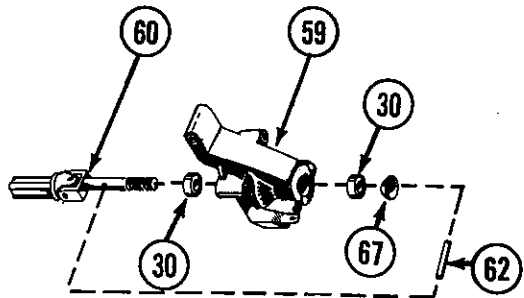


FIG. 26

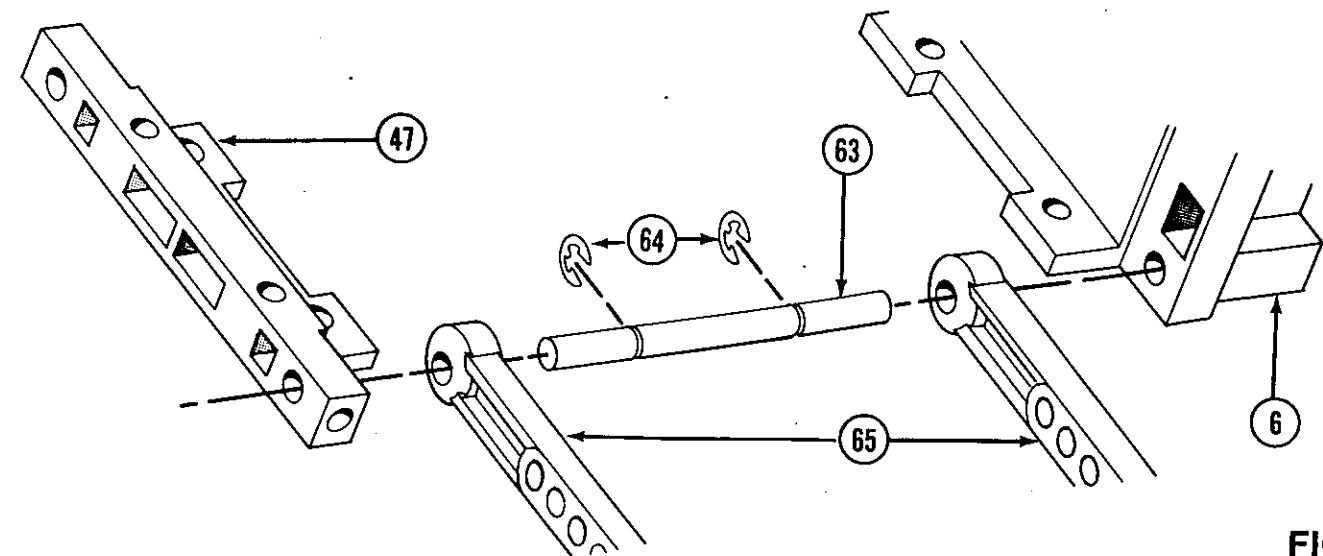


FIG. 27

18. Slide 1/8" x 1.785 hinge pin (63) through hole in rear pivot support (47) from rear to front. Fig. 27.

19. When forward E-clip groove is located half way in between rear pivot support (47) and rear bulkhead (6), slide one end of suspension link (65) (holes to the inside) onto hinge pin (63) to rear pivot support (47). Place 1/8" E-clip (64) in forward groove in hinge pin (63). Fig. 27.

20. Slide another suspension link (65) down hinge pin (63) and up against 1/8" E-clip (64). Fig. 27.

21. Slide hinge pin (63) forward into rear bulkhead (6) as forward suspension link (65) is secured between forward 1/8" E-clip (64) and rear bulkhead (6). Fig. 27.

22. Slide suspension link (65) back towards rear pivot support (47) and secure it there with an 1/8" E-clip (64) in rear groove in pin (63). Fig. 27.

23. Position a hub carrier assembly for appropriate side between free ends of suspension links (65). Fig. 28.

24. Place one 1/8" E-clip (64) in one groove in 1/8" x 1.420 hinge pin (66). Fig. 28.

25. Slide 1/8" x 1.420 hinge pin (66) through free end of suspension link (65). Fig. 28.

26. Secure pin by placing 1/8" E-clip (64) in groove in hinge pin (66). Fig. 28.

27. Hold chassis (2) level and let hub carrier assembly dangle. Align the splines in the drive shaft halves (46)(61) and insert male half (61) into female half (46). Swing hub carrier assembly back up to level with chassis (2) and check for freedom of travel. Fig. 28.

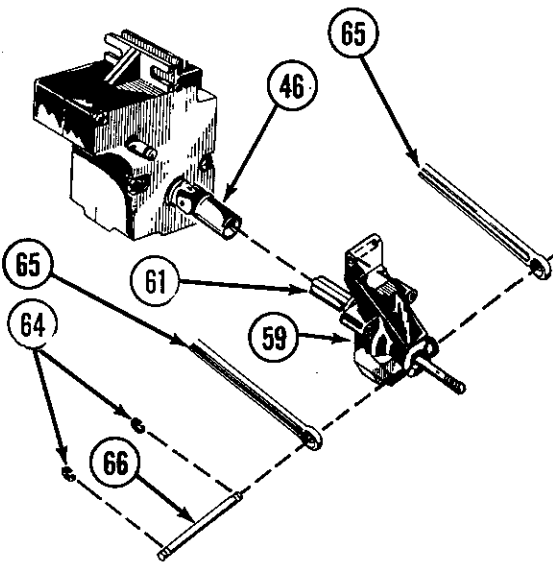


FIG. 28

28. Repeat steps 18 to 27 for other side of car.

29. Snap one end of upper trailing link (68) onto upper 1/4" ball (58) in side bulkhead (1) so edge without rib is on the lower inside. Fig. 29.

30. Snap free end of upper trailing link (68) onto upper 1/4" ball (58) in hub carrier (59). Fig. 29.

31. Line up lower trailing link (69) so rib is on the bottom and shock mount holes are towards the rear. Snap forward end onto lower 1/4" ball (58) in side bulkhead (1) and rear end onto lower 1/4" ball (58) in hub carrier (59). Fig. 29.

32. Repeat steps 29-31 for other side.

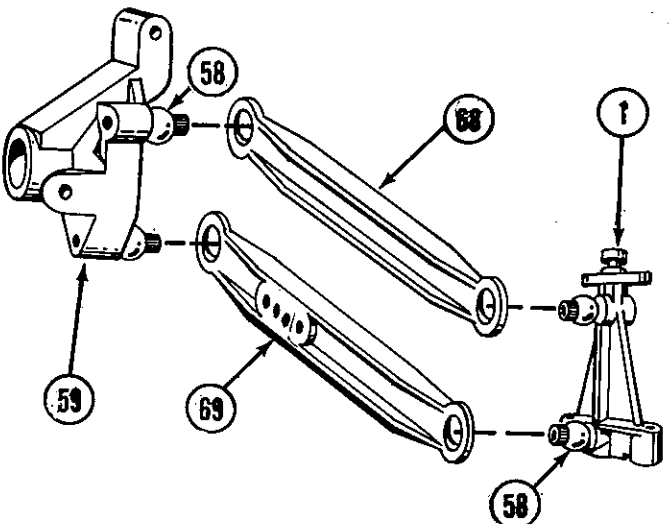


FIG. 29

33. Thread an adjustable rod end (70) onto each end of a 1 1/2" turnbuckle (86) taking care to note one side of turnbuckle (86) has left hand threads. Fig. 30.

* *NOTE* Make two of these camber link assemblies.

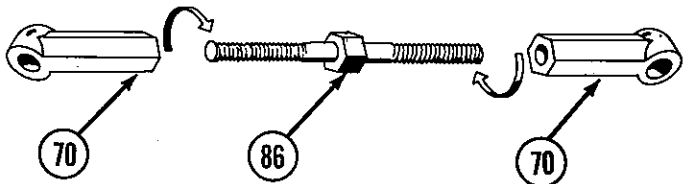


FIG. 30

34. Snap one adjustable rod end (70) onto the 3/8" studded ball joint (55) in the rear bulkhead (6). Fig. 31.

35. Snap free end of camber link to 3/8" studded ball joint (55) in hub carrier (59). Fig. 31.

36. Repeat steps 34 to 35 for other side.

37. Refer to tuning tips for camber adjustment.

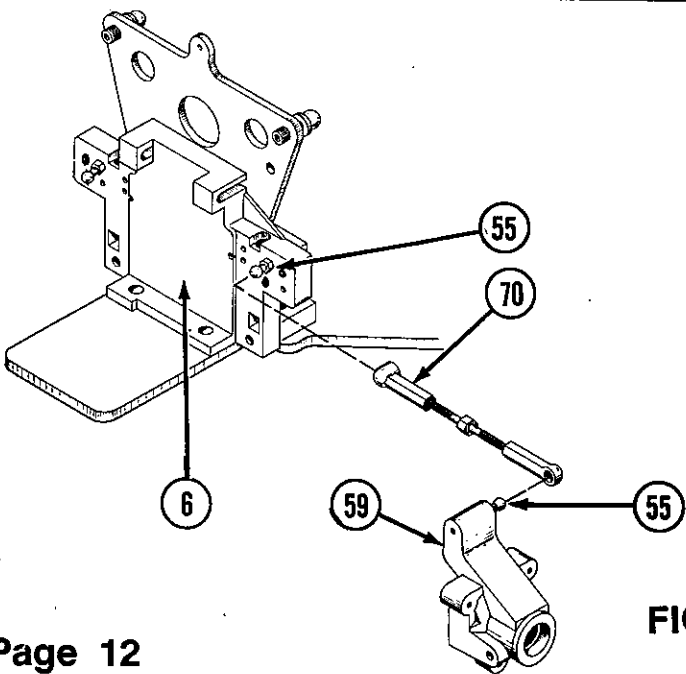
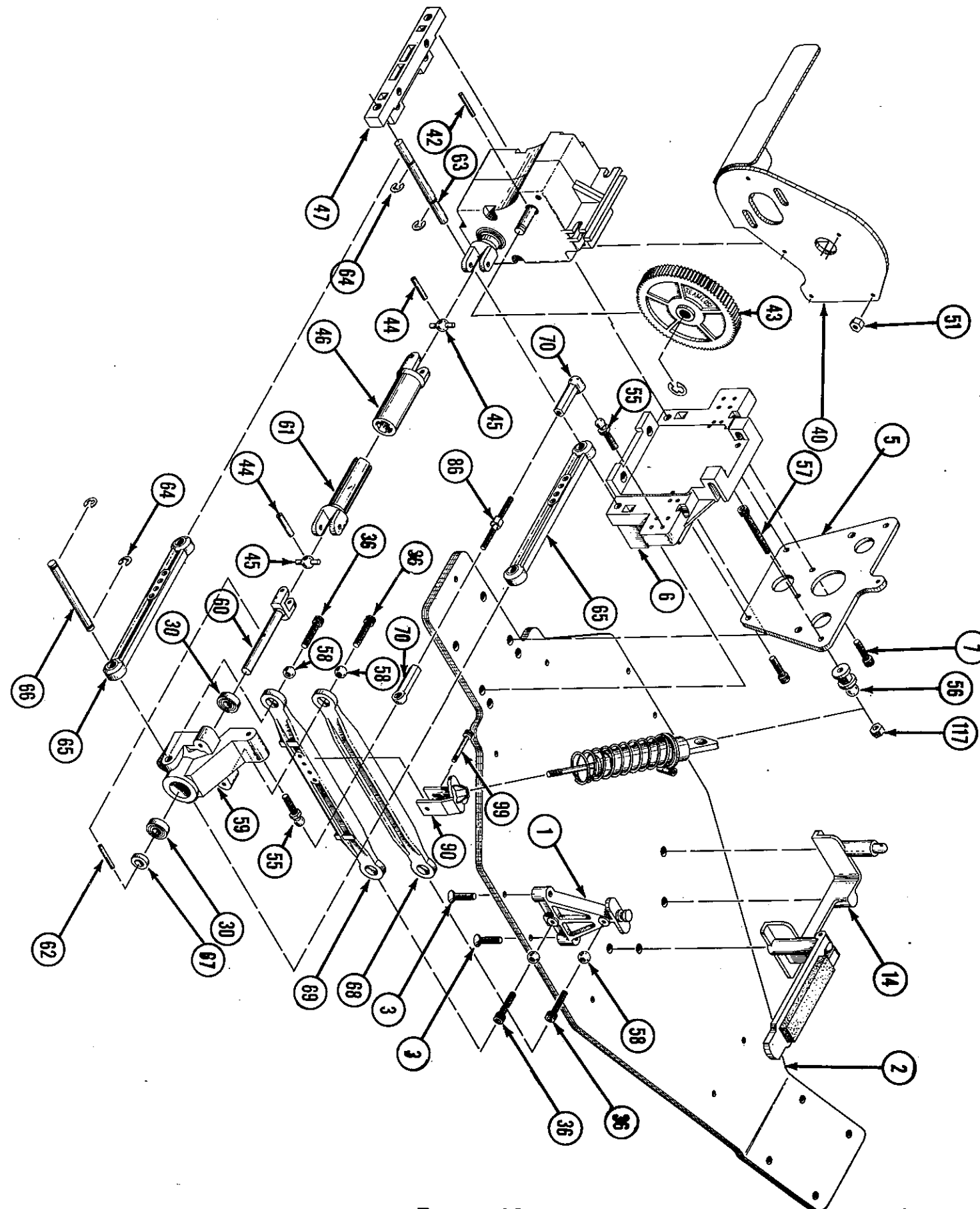


FIG. 31



1. Thread two 3/16" studded ball joints (72) using brass washers (73) in both ends of steering sector arm (74). Fig. 33.
2. Thread 3/8" studded ball joint (55) into the smallest hole in servo saver (75). Attach servo saver (75) to steering sector arm (74) using a 4-40 x 1/8" shoulder screw (76). Check for freedom of movement. Fig. 33.
3. Attach idler arm (77) to the remaining hole in the steering sector arm (74) using a 4-40 x 1/8" shoulder screw (76). Fig. 33.
4. Slide servo saver (75) and idler arm (77) down onto steering posts (4) with steering sector arm (74) in front of steering posts (4) and secure with two 3/16" E-clips (38). Fig. 33.
5. Attach A-arms (78) to front bulkhead (10) with shock mounting holes forward using 1/8" x 1.650 hinge pins (79). Secure the pins (79) with two 1/8" E-clips (64). Fig. 34.

* NOTE: Pins are a tight press fit.

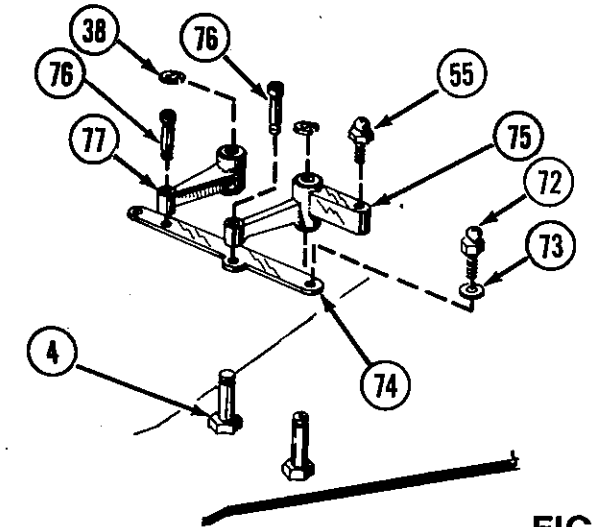


FIG. 33

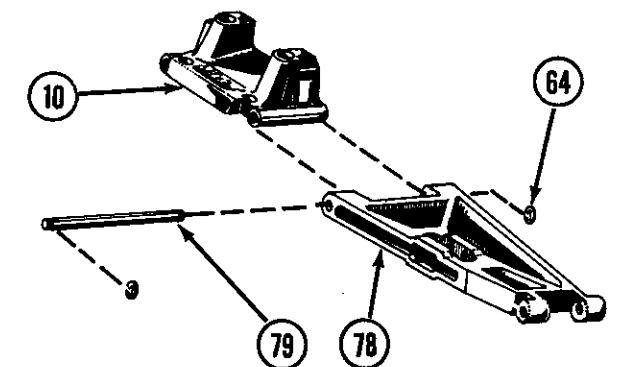


FIG. 34

6. Slide front axle (80) into spindle (left 81, right 82) so that spindle arm extends down and away from threads in front axle (80) and hinge pin holes are aligned. Fig. 35.
7. Insert spindle assembly in spindle carrier (83) so letter L or R on spindle (81) (82) arm faces up and holes line up. Fig. 35.
8. Insert 1/8" x .690 hinge pin (84) through spindle assembly and spindle carrier (83) and secure with 1/8" E-clip (64). Fig. 35.
9. Thread one 3/8" studded ball joint (55) into hole in post on spindle carrier (83) so that it points out to hole in spindle (81) (82) arm. Fig. 35.
10. Thread a 3/8" studded ball joint (55) into hole in spindle (81) (82) arm so ball is on same side as letter. Fig. 35.

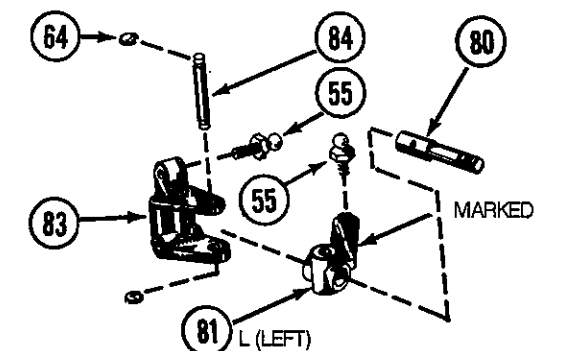


FIG. 35

11. Repeat steps 6-10 for other side.
12. Attach spindle carrier (83) to A-arms (78) using 1/8" x .960 pins (85) secured by two 1/8" E-clip (64). Fig. 36.
- * NOTE: Letters L and R on spindle (81) (82) arms should point upward and should be on appropriate side. Fig. 36.

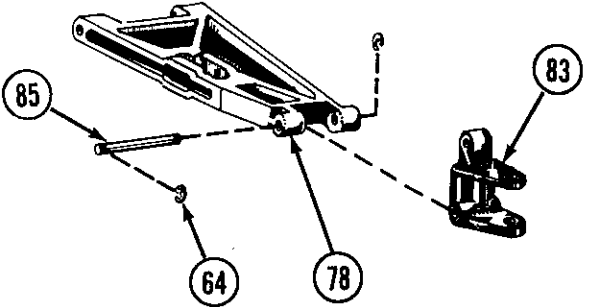


FIG. 36

13. Thread an adjustable rod end (70) onto each end of a 1 1/2" turnbuckle (86). Repeat once more. Fig. 37.
14. Thread an adjustable rod end (70) onto each end of a 1 7/8" turnbuckle (71). Repeat once more. Fig. 37.
- * NOTE: One end of turnbuckle has left hand threads. Fig. 37

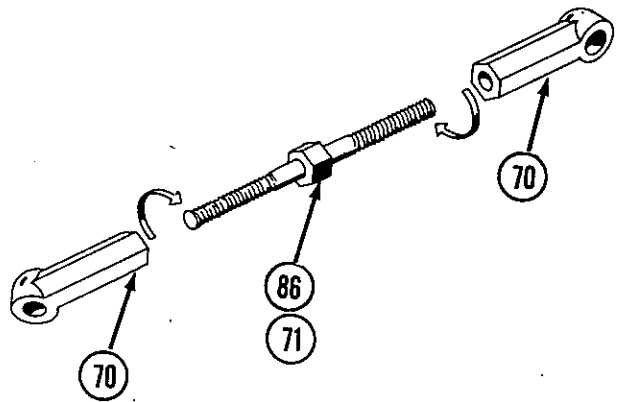


FIG. 37

15. Snap one adjustable rod end (70) on 1 7/8" turnbuckle onto 3/16" studded ball joint (72) in the end of steering sector arm (74). Snap opposite end onto spindle (81) (82) arm. Fig. 38.
16. Snap one adjustable rod end (70) on 1 1/2" turnbuckle onto end of 3/16" studded ball joint (72) in front shock tower (9). Snap free end onto 3/8" studded ball joint (55) in spindle carrier (83). Fig. 38.
17. Repeat steps 15 and 16 for other side.
18. Refer to tuning tips for camber arm toe-in adjustments.

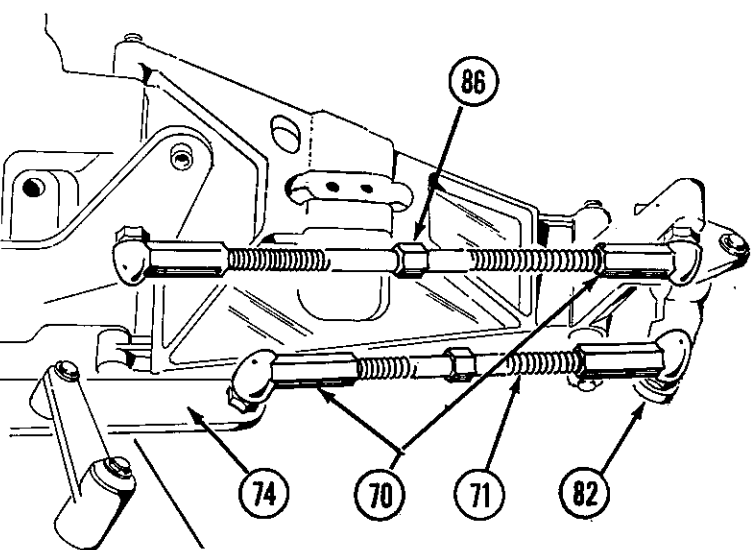


FIG. 38

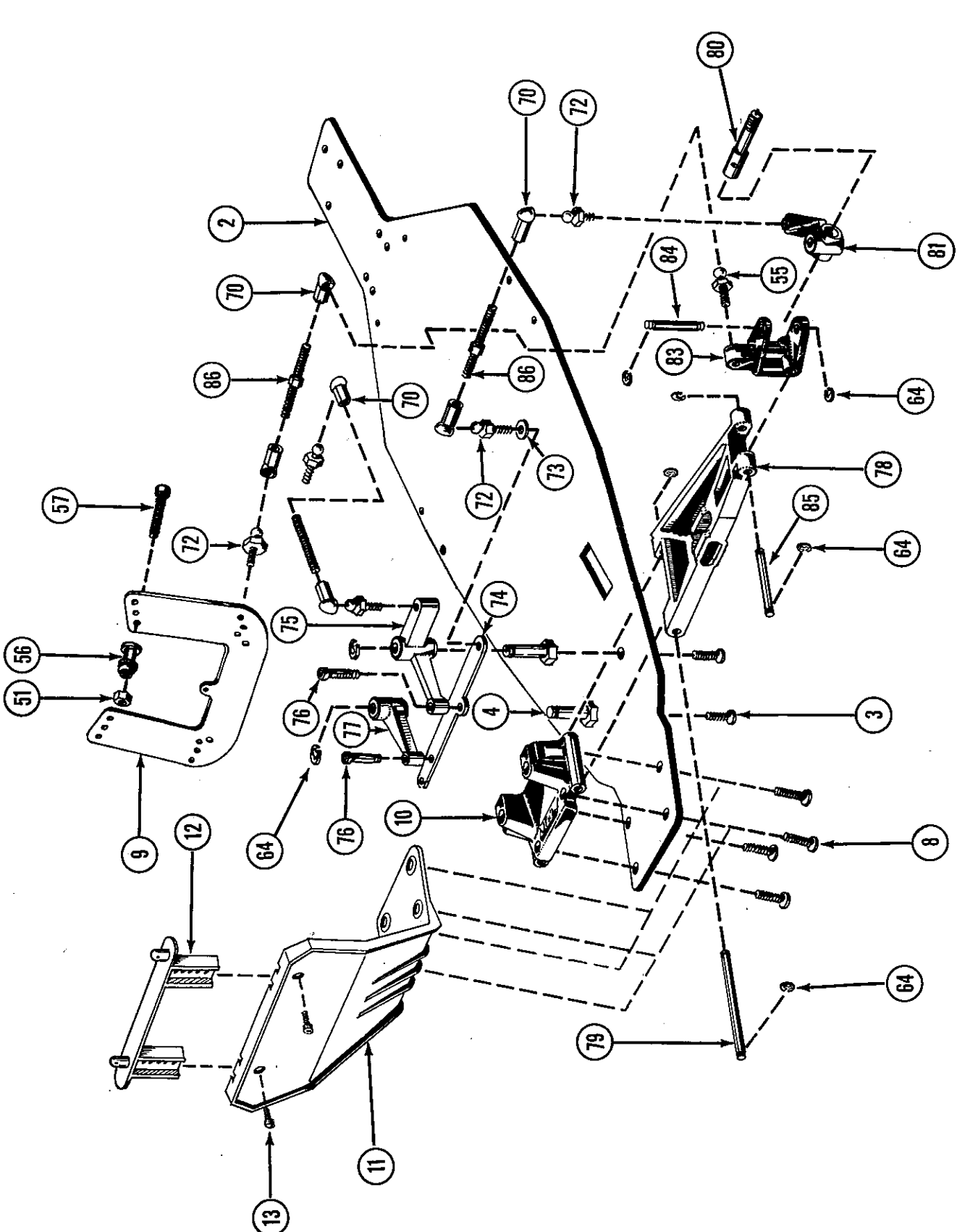


FIG. 39

1. Place a drop of oil on grooved end of shock shaft (87) and slide cartridge (88), hex end first, down shock shaft (87) towards the threads.

* NOTE: Be sure the external O-ring (89) is in the groove on the cartridge.

2. Grasp the shock shaft (87) between the grooves in the end with a pair of needle nose pliers and thread on the shock mounts [Rear (90), (Front 89)].

3. Snap 1/8" E-clip (65) into the groove closest to the threads in the shock shaft (87).

* NOTE: 3 small holes are tapered. Position piston with larger opening opposite cartridge.

4. Trim sprue from piston (92) and slide piston (92) onto shaft (87) from groove end until it rests against the E-clip (64).

5. Secure piston (92) in place with another E-clip (64).

6. Clean out shock body (93) with a clean, soft, lint free cloth.

7. Fill the shock body (93) with shock oil (94) level to the bottom of the threads.

8. Push the cartridge (88) up against the piston (64) and insert the cartridge assembly into the shock body (93).

* NOTE: Keep the cartridge (88) against the piston (64).

9. Slowly screw the cartridge (88) into the shock body (93) allowing excess oil to bleed past threads. Tighten to assure proper seal.

10. Check to see that the piston travel is full, if it stops prematurely, crack open the shock by turning the cartridge (88) a quarter turn to the left. Slowly force the shock shaft (87) down to its full travel. While the shock is under compression, retighten the cartridge (88).

11. Assure freedom of movement of piston (92).

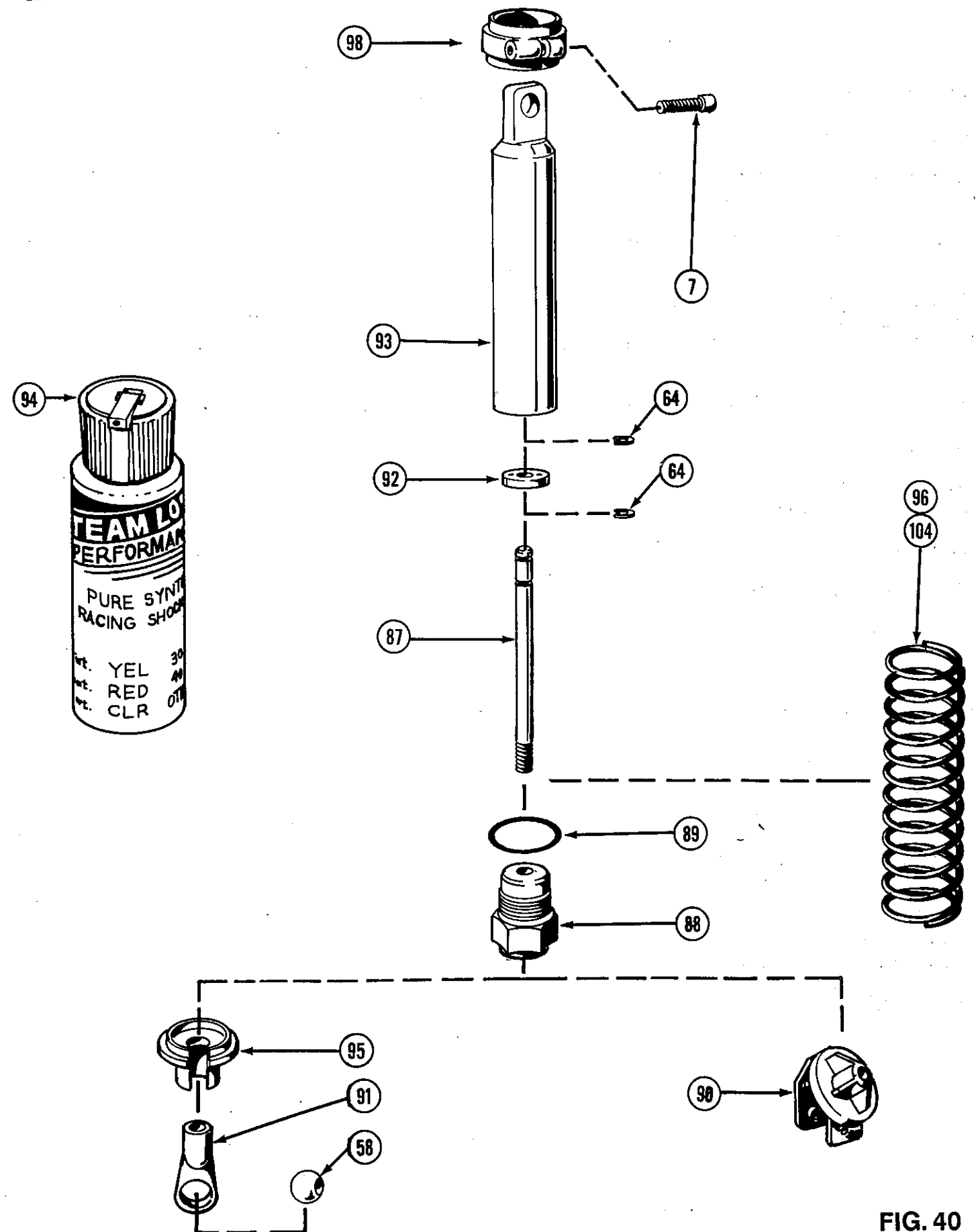
12. For the front shocks, press the 1/4" shock mount ball (58) into the lower front shock mount. Snap the shock cup (95) onto the shaft (87) and down the front shock mount (91) as shown.

13. Slide the black progressive spring (96) down over the rear shocks to rest on the lower shock-mounts (90). Repeat procedure with the single rate springs (104) for the front.

14. Insert 4-40 x 3/8" socket head screw (7) into the larger clamp hole of the shock collar (98) and thread into small hole.

15. With the collar (98) loose, slide it down over the top of the shock body (93) onto the spring and the collar (98).

* NOTE: Do not over-tighten the collars to the point of distortion.



REAR SHOCK ATTACHMENT

1. Place truck upside down.
2. Align rear shock mount (90) with third hole from rear in lower rear trailing link (69). Fig. 41.
- * NOTE: Shock should lean inwards towards center of car.
3. Thread 2-56 socket head shoulder screw (99) through mount (90) and link (69) from inside to outside of link (69) and into opposite side of mount (90). Fig. 41.
4. Repeat steps 2 and 3 for other side of car.
5. Turn truck right side up.
6. Place hole in shock body (93) on top shock mount (56) on shock tower (5). Fig. 41.
7. Secure shock with 4-40 nylon nut (51). Fig. 41.
8. Repeat steps 6 and 7 on other side of car.

* NOTE: It is convenient to rotate shock collars (98) so they are accessible for adjusting on the car.

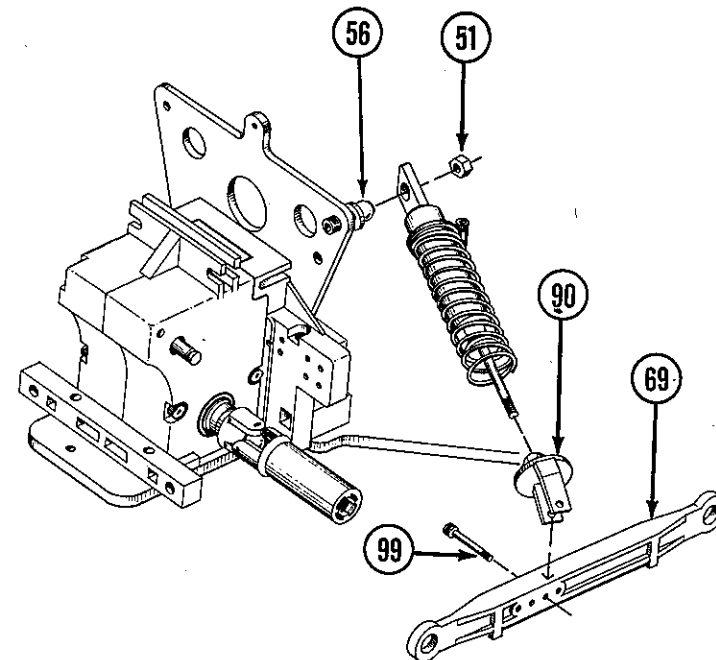
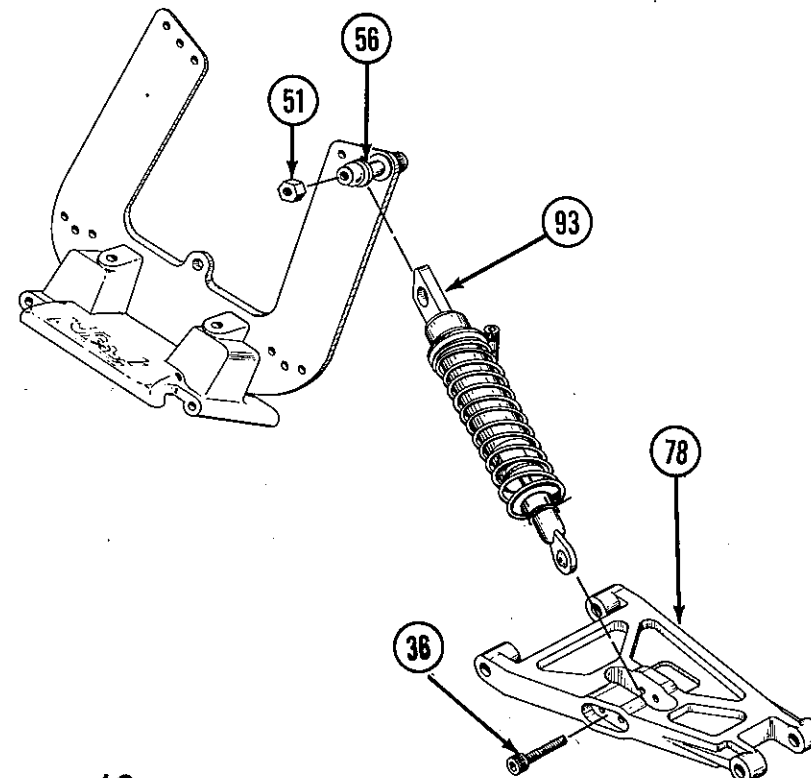


FIG. 41

FRONT SHOCK ATTACHMENT

9. Align 1/4" ball (58) in lower front shock mount (91) with inside hole in front A-arm (78). Fig. 42.
10. Thread a 4-40 x 1/2 socket head screw (36) into front of A-arm, through shock mount and into other side of A-arm (78). Fig. 42.
11. Place shock body (93) on front shock mount (56) and secure with 4-40 nylon nut (51). Fig. 42.
12. Repeat steps 9-11 for other side of car.



Team Losi Monster Truck wheels are 3 piece wheels designed to pinch the tire during assembly to prevent tire slippage while racing. Exercise care to properly assemble the tire so that it is pinched between the wheel ring (100) and the wheel halves (103) (104) and (105). Gluing of the tires to the rims is not necessary.

1. Insert the wheel ring (100) inside the tire (Front 101, Rear 102) being sure that it seats evenly around the inside bead of the tire. Fig. 43.

2. Press the outside wheel half (Front 103, Rear 104) into the tire. The bead of the tire should sit on the bead flange of the outside wheel half so it will be pinched between the wheel ring (100) and the flange of the outside wheel half (103, 104). This can be accomplished by pulling up on the side wall and working around the tire until the bead is completely seated. Water may aid in this operation. Fig. 43.

3. Place the tire and outside wheel half (103, 104) face down. Insert the inside wheel half (105) into the tire and align the locating mark (small line) on the hub of the outside wheel half (103, 104). Hold the tire up to the light. While looking down the assembly holes of the outside wheel half (Front 103, Rear 104) align with the holes of the inside wheel half (105) and press rim halves together. Fig. 43.

4. Set the tire bead around the bead flange of the inside wheel half exercising care not to lose alignment. Fig. 43.

* NOTE: If the tire appears to be out of round, pull on the side wall and seat the tire bead properly on the bead flanges of the wheel halves.

5. Screw the two wheel halves together using the five 4-40 x 5/16" socket head screws (13) provided.

* NOTE: Gradually tighten in an alternating pattern to apply even torque. Fig. 43.

6. Press two 3/16" x 3/8" bearings (30) into each front wheel assembly. Fig. 43.

7. Secure front wheels on axles using #10-32 nylon nuts (118). Tighten nuts but do not bind wheels.

8. Secure rear wheels on axle assemblies making sure drive pins are engaged in wheels and secure with #10-32 nylon nuts (118). Fig. 43.

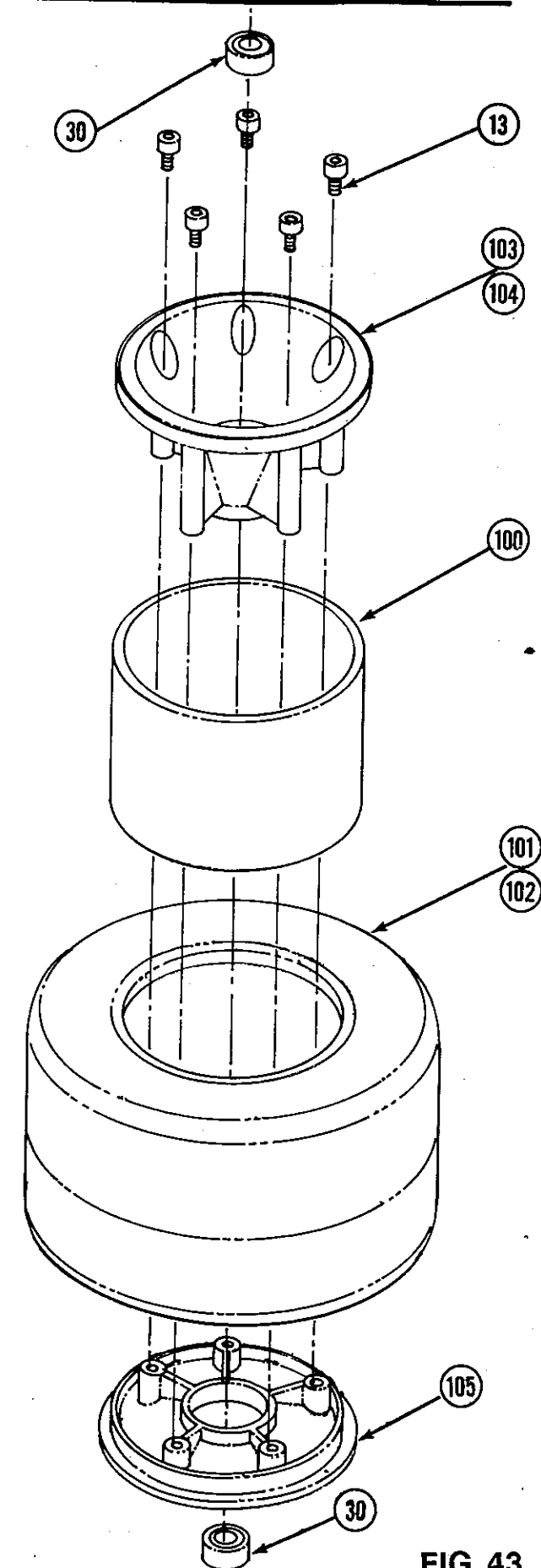


FIG. 43

MOTOR

- 1. Attach motor to motor plate (40) using 3mm x 8mm socket head screws (111) and two #4 washers (50). Fig. 17.**

- 2. Attach pinion to motor shaft making sure set screw is against flat in motor shaft.**

* NOTE: Gears need some backlash in order to function properly

3. Locate trimmed gear cover (107) onto motor plate (40) and secure with a 4-40 nylon nut (51) on top forward dcrew (49). Thread a 4-40 x 1/8" button head screw (52) in lower rear hole. Fig. 17.

4. Secure the rear body mount (116) to the gearbox as shown using two 4-40 x 1/2" socket head screws (36), four #4 washers (50) and two 4-40 nuts (117).
Fig. 45. Suggested mounting holes are third holes down. Trim off excess.

ANTENNA

- 5. Remove cap (15) from antenna mount (16) attached to chassis. Fig. 10**

6. Thread antenna wire from receiver, so that it extends outside the tube (109) and 3/4" of the wire is exposed. Fig. 44.

- 7. With wire positioned into slot in mount (16), place end of antenna tube (109) into mount (16), making sure wire is free and tube is secure. Fig. 44.**

- 8. Slide antenna mount cap (15) down over antenna and snap onto mount (16). Fig. 44.**

- 9. Fold wire end down over antenna tube (109) and secure with antenna tip (110). Fig. 44.**

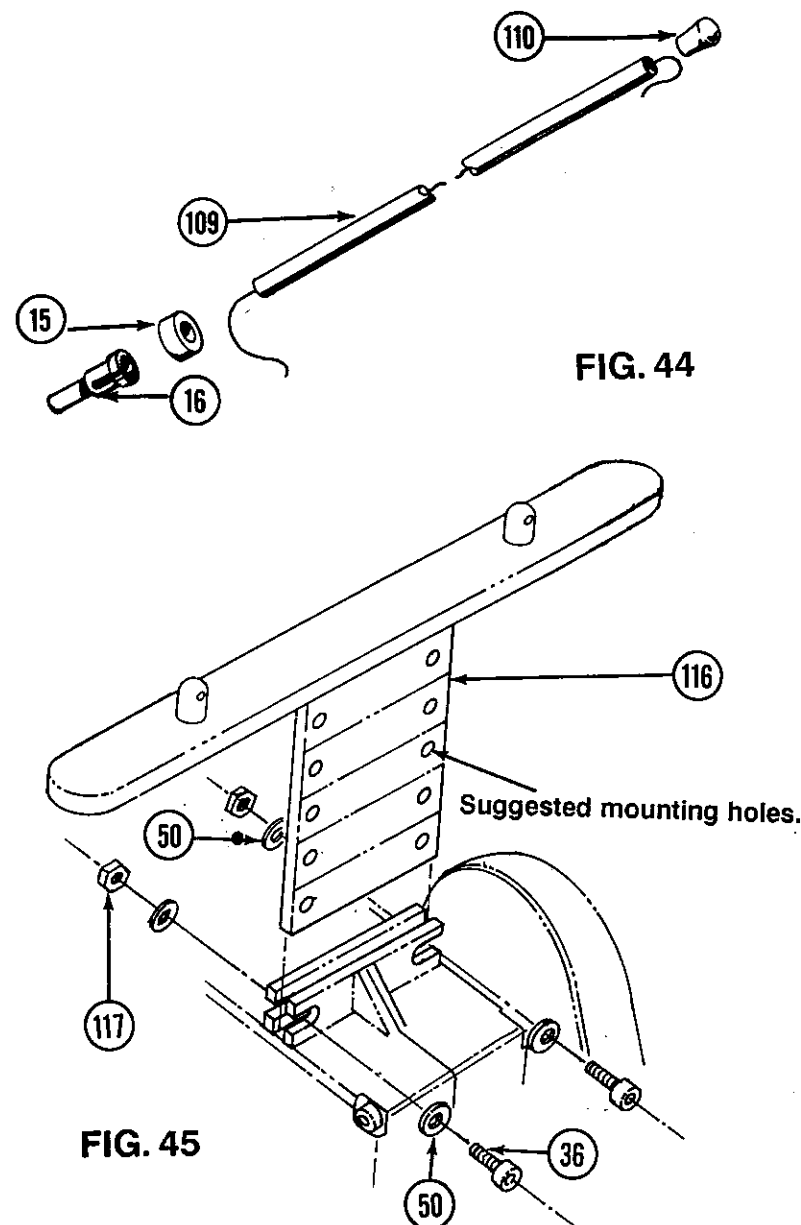
- 10. Attach dust shields (108) to chassis (2) using servo tape (53). Fig. 46.**

- 11. Attach trimmed body (106) to front slide (12) and rear body mount (116) using body clips (114).**

IMPORTANT: It is vital that you properly adjust differential before running car. Refer to turning tips for proper procedure.

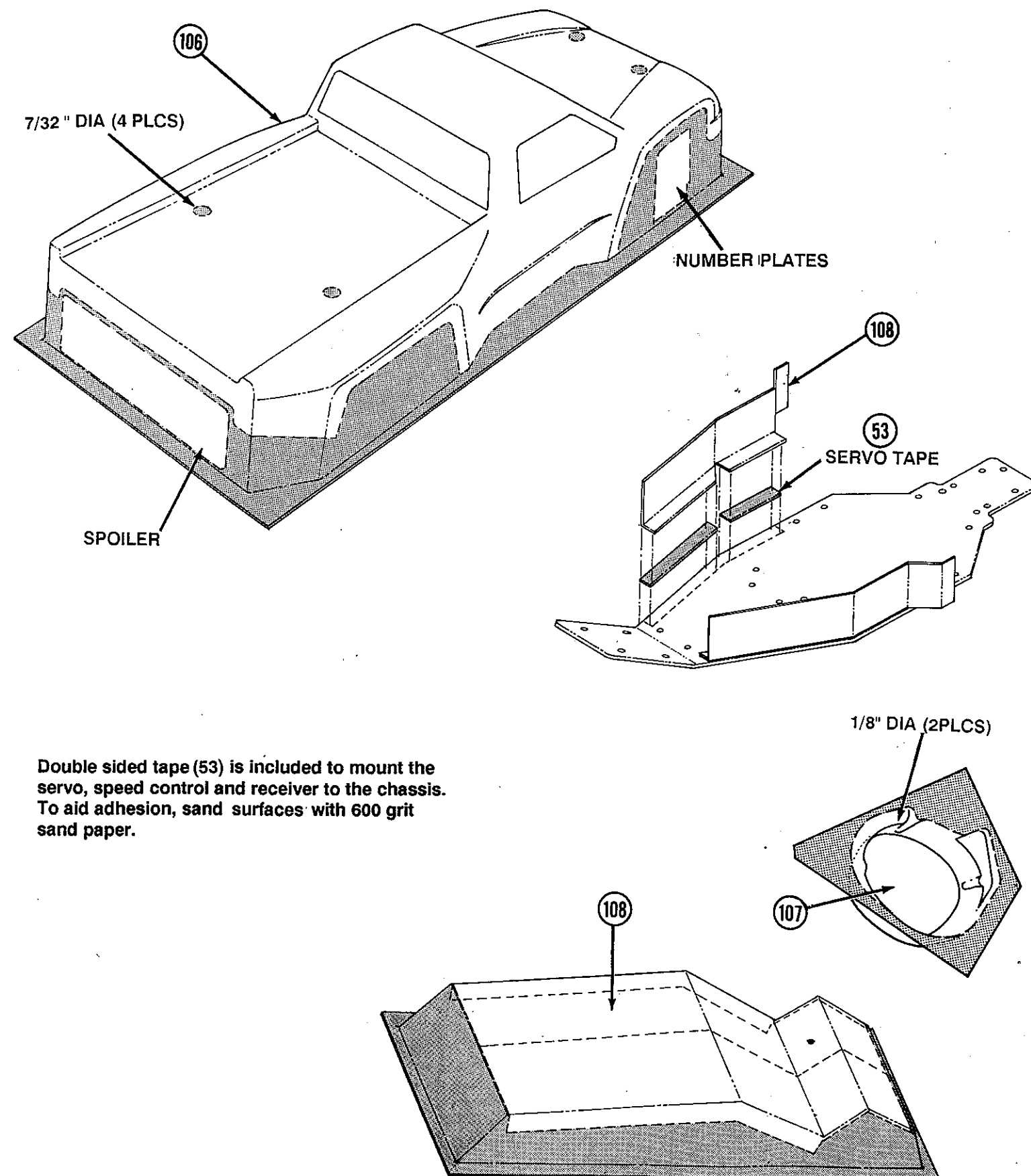
BODY PAINTING

Prepare the Lexan body shell and wing by washing thoroughly with warm water and liquid detergent. Dry with a clean soft cloth. Use the window template tape masks supplied to cover the windows from the inside. A high grade masking tape or frosty type Scotch tape should be used on the inside to mask off any stripes, panels and designs that you wish to

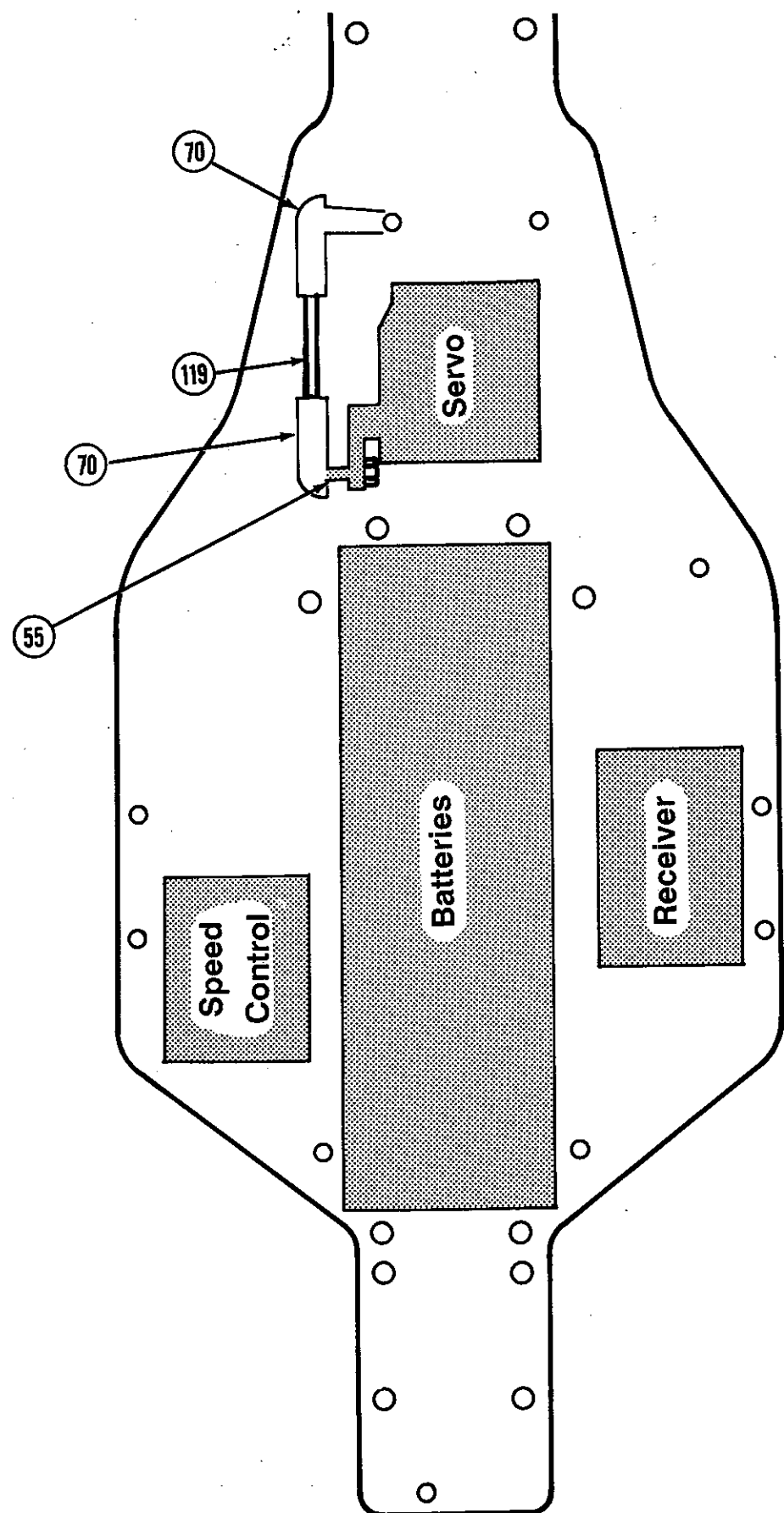


paint on the body. Use acrylic lacquer or acrylic enamel or any of the Lexan (polycarbonate) recommended paints. Apply paint to the inside of the body and the underside of wing. Remove the tape for the next color, etc. Try to use the darker colors first. If you use a dark color after a lighter color, apply a coat of white over the lighter color first.

Cut out the stickers you wish to use and, before removing the protective backing, find your desired location. Remove the backing completely and re-attach an edge of the sticker to a shiny edge of the backing. Using the rest of the backing as a handle, move the sticker into place and press firmly to complete its application.



Double sided tape (53) is included to mount the servo, speed control and receiver to the chassis. To aid adhesion, sand surfaces with 600 grit sand paper.



We have been testing and developing the JRX-T for over a year now in many different configurations with different set-ups. The production version is what we have found to work the best in most conditions. Our suggestions in the following tips are what we have found to work well on the track conditions we have experienced. Although these set-ups may not be exactly right for your particular conditions, as we find better set-ups and pointers in the months to come, we will make this information available through our car/truck Tech Tips newsletter. We think these tips will give you a good place to start and enough information to get your JRX-T "dialed-in" to your driving style. It will take very minor adjustments to tune it for optimum performance on many tracks.

THE GEAR BOX is the heart of every race car. The JRX-T is no exception. Although the JRX-T transmission is very efficient, there are certain adjustments that are necessary for top performance. The differential is most important. Many different types of grease were tested and the one we found to be the best is included in the kit. This type of grease works extremely well and allows the diff to run fairly loose for slick track conditions. Too much grease can cause the diff to bind. When you assemble the diff it should be free and rotate smoothly. Wipe off any excess grease and if necessary apply some light oil to the sides of the center gear to loosen it up.

ADJUSTING THE DIFF is extremely important. On a slippery track a looser diff will help give more controlled acceleration. Do not run the diff too loose or damage will occur. A loose diff setting will generally give you more off power steering and a bit less on power steering. A tighter diff setting is just the opposite in that you will get a bit less off power steering and more on power steering.

DURING ASSEMBLY - Tighten the diff adjustment screw only until slight resistance is felt prior to installation into the gear box. When making adjustments, start off by making a 1/4" turn, then 1/8" turn adjustments for fine tuning. Turn the diff assembly between adjustments to avoid flat spots. The actual final setting will vary with track conditions.

TRACK TESTING - To adjust the diff, use a 5/64" allen wrench through the adjusting hole on the left side of the gear box. Turn clockwise to tighten, counter clockwise to loosen the adjustment screw. To check the pressure, hold both rear tires and try to rotate the spur gear with your thumb. It should be difficult to move the spur. The best way to adjust your diff is to roll the truck backwards and punch the throttle.

Slightly tighten the diff until no slippage occurs. This test should be done on a part of the track that has good traction. It is very important not to allow the diff to slip. If your diff slips too much, damage will occur.

CAMBER is the angle that the tires run in relation to the track. Zero camber means that the tire is at an exact 90 deg. angle to the track. We normally run approximately 1 deg. negative camber at both the front and rear of the car. This means that the tire leans inward as it rises from the track to the top of the tire. Camber can be adjusted with the top link of both the front and rear suspension.

TOE IN and TOE OUT is a very critical handling adjustment. Toe in is when the front of the front tires point inward toward the center line of the car. Toe out is when the front of the front tires point outward, away from the center line of the car. By adding a slight bit of tow out, this will enable you to enter the turns more aggressively. Also, toe in has a tendency to make the truck wander (yes, toe in!) I suggest you start with the front wheels parallel. Remember, too much toe out will scrub speed and make cornering unpredictable. This is perhaps the most sensitive adjustment on the JRX-T.

THE REAR RIDE HEIGHT is normally run so that the U-joints are level. About the only time we run any higher than this is on tracks with big jumps. Lowering the rear past this point has a tendency to lose rear traction.

THE FRONT RIDE HEIGHT has a big effect on the steering. We normally run the front about 1/4" from full suspension extension. Running it lower will give you more steering while raising it will tend to give you less steering.

THE FRONT SPRINGS supplied in this kit have proved to be best for a broad selection of track conditions. A softer spring will tend to upset the balance in that you will get a bit more low speed steering but will have less predictable high speed steering. A stiffer spring will give you increased highspeed steering but can cause control to be erratic on rough tracks.

TUNING TIPS (Cont.)

THE REAR SPRINGS included in your kit are progressive wound. What this means is that as the springs compress, they become stiffer. These springs were developed to cover the range from a light spring to a heavy spring. This has proved to be a very good rear spring on most every track condition we have experienced.

REPLACEMENT SPRINGS by using computer aided engineering, Team Losi springs are designed specifically for the operating range of the JRX-T. Each spring has a designed spring rate and each has been certified to ensure the finest quality. Only the best materials, ASTM A228 and ASTM A302 are used and all springs are color coded for quick and easy identifications.

THE TIRES developed for the JRX-T are real rubber and work very well on most track surfaces. Testing has proved these tires to be one of the best available for Monster Truck racing. Since their release they have won almost every major Monster Truck event. In fact these same tires were used to capture both stock and modified Monster Truck titles at the '89 NORRCA Nationals. Even though these tires seem to be good, we are always looking for something better. As we do more testing and research, look for new tread patterns to be available in the future.

SHOCK FLUID determines the dampening that the shock puts on the spring and suspension. When setting up for a particular track the first thing to do is make the car handle the jumps consistently. If the car noses off of the jumps you can either lighten the front dampening by using a lighter/thinner oil or increase the rear dampening by using a heavier/thicker oil. Sometimes it is tough to decide which way to go so take the following into consideration when making a choice:

1 **LIGHTER FRONT DAMPENING** will also give you more steering into a turn but less out. It also carries the front end higher in the bumps.

HEAVIER FRONT DAMPENING will give you just about the opposite results of lighter dampening.

2. **LIGHTER REAR DAMPENING** will make the car more agile but also allows for more/quicker weight transfer across the rear which usually results in less traction and the lifting of the inside front tire.

3. **HEAVIER REAR DAMPENING** will make the car more stable and tend to lock the rear end in. If you go to heavy you will start to loose steering and the car will hop in the small ruts.

Shock fluid has a big effect on the proper shock action and dampening. We have tried an incredible number of different types of shock oils and fluids.

Some work well but attack the O-rings. Some are too temperature sensitive which changes the cars handling as the day goes on. Some foam, some attack plastic parts etc. . . The shock fluid provided and the varying weights of shock fluid, offered by TEAM LOSI, will give the best performance under the most severe conditions.

DIRT SHIELDS are an important part of you Monster truck. These side dams will help keep the dirt from packing into your side links on the side bulkhead. Dirt entering these links will cause binding which will impair the handling and suspension of the truck. It is a good idea to keep all of your suspension links clean and free moving. This can be easily done with an old toothbrush.

MOTORS It is not recommended to use some of the extremely hot motors on the market today. This is because the tires on a Monster Truck are so much bigger. What the bigger tire actually does is make your gear ratio quite a bit "taller"(closer to 1:1). With this in mind, it is impossible to achieve proper gearing for some of the extremely hot motors available. The MTM (truck) motor was developed with monster truck racing in mind and many months were spent perfecting the exact wind. The MTM motor is the same motor used to win the '89 NORRCA National Championship.

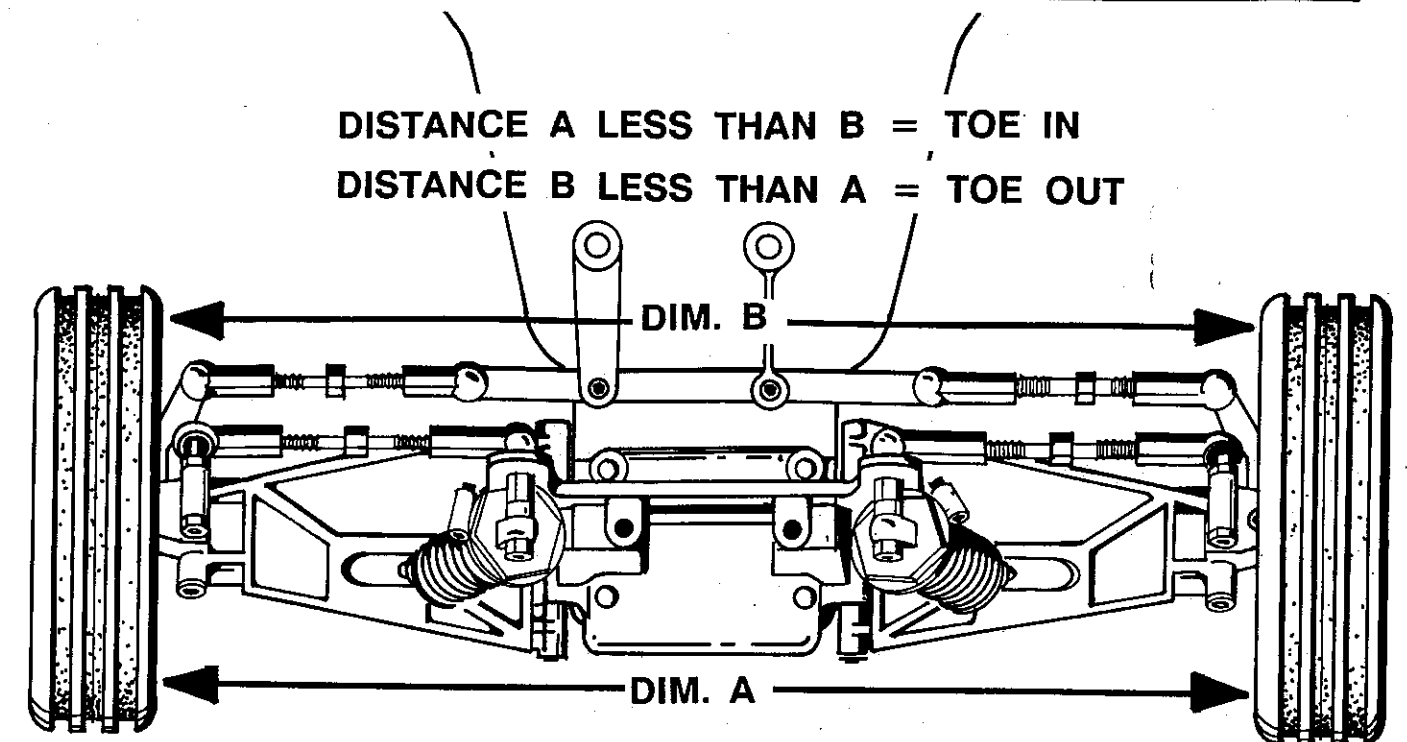
GEARING

For a Stock TEAM LOSI TL-6060 use a 19 tooth pinion with an 86 tooth spur.

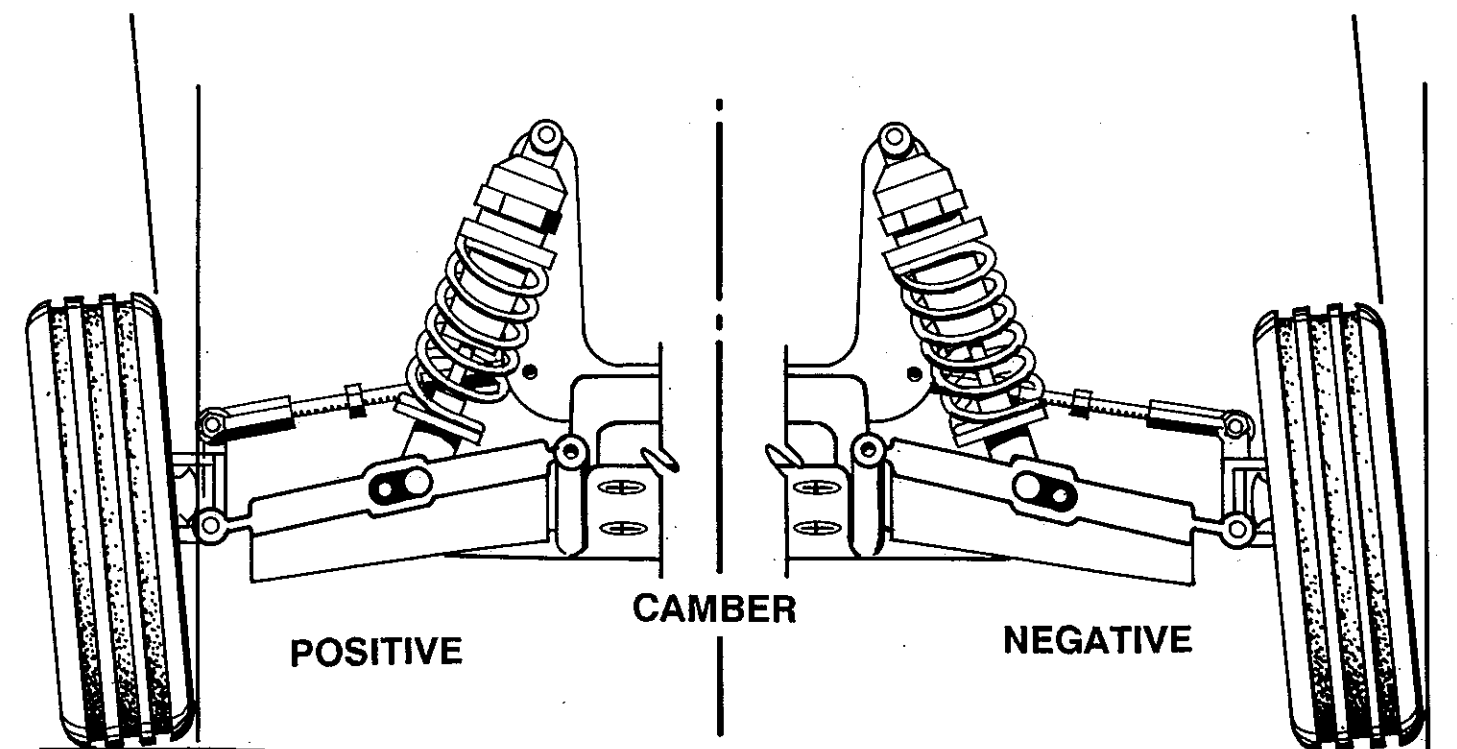
For a TEAM LOSI MTM (truck) TL-6104, use an 18 tooth pinion with an 86 tooth spur.

Ratios can be adjusted depending on various track layouts and battery styles.

Toe In / Toe Out & Camber



TOP VIEW

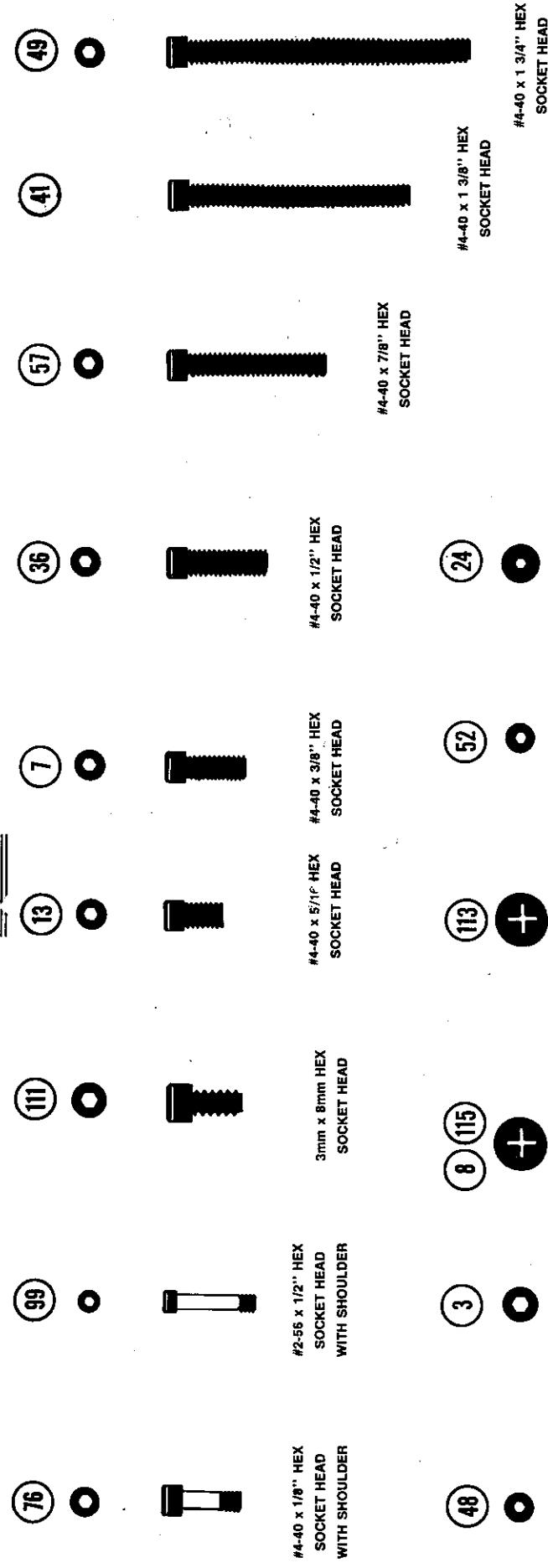


FRONT VIEW

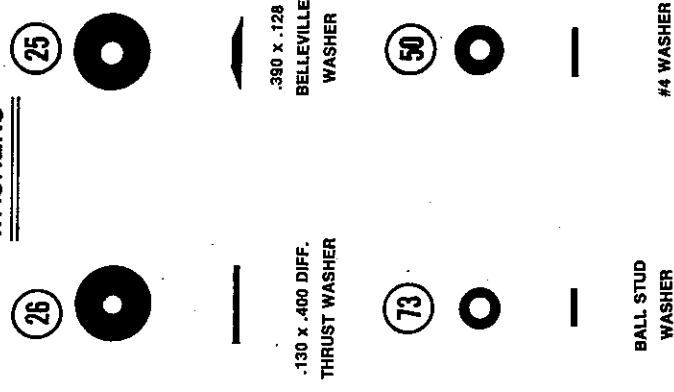
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Appendix A-Hardware Identification Guide

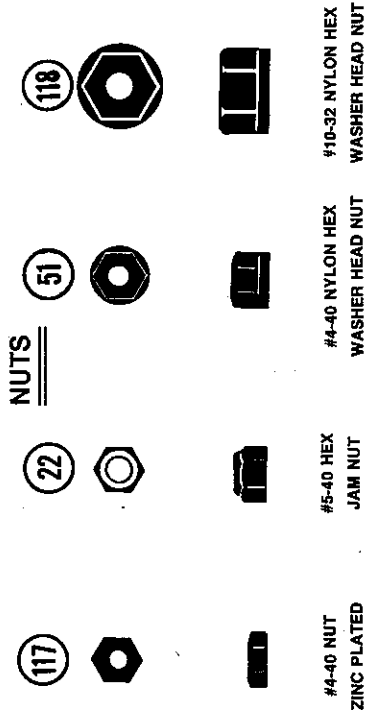
SCREWS



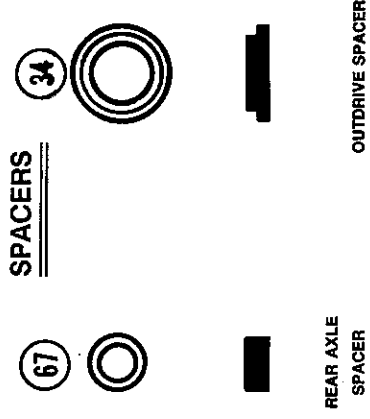
WASHERS



NUTS



SPACERS



RODS



119 #4-40 x 1 1/2" THREADED ROD

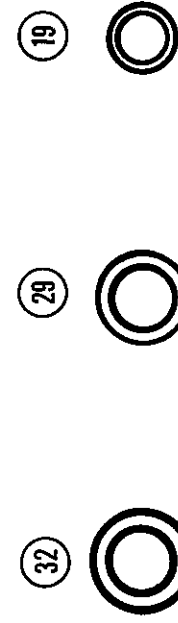


86 #4-40 x 1 1/2" THREAD ROD WITH HEX DRIVE



71 #4-40 x 1 7/8" THREADED ROD WITH HEX DRIVE

BEARINGS & BALLS



30 3/16" x 3/8" BEARING



27 1/4" (.250) BALL WITH THRUST BEARING CAGE



58 1/4" (.250) BALL WITH THRU HOLE

PINS



42 1/16" x 1/2" ROLL PIN



62 1/16" x 1/2" SOLID PIN



44 3/32" x 1/2" ROLL PIN



84 .125 x .690 KING PIN



85 .125 x .960 HINGE PIN



66 .125 x 1.420 HINGE PIN

SHAFT



87 SHOCK SHAFT

BALL STUDS



55 #4-40 x 3/8" STUDDED BALL



72 #4-40 x 3/16" STUDDED BALL

E-CLIPS



38 3/16" (.187) E-CLIP



64 1/8" (.125) E-CLIP

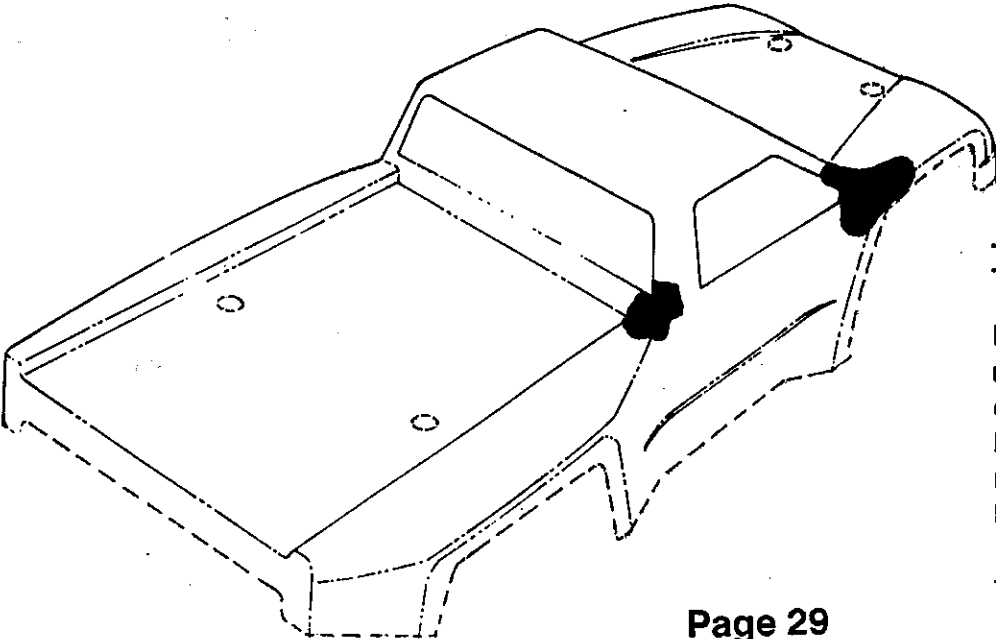
Appendix A-Hardware Identification Guide

MAINTENANCE SCHEDULE FOR JRX-T

PARTS ON JRX-T	EVERY HOUR	EVERY 1.5 HOURS	EVERY 3 HOURS	EVERY 4 HOURS
Oil in shocks	Replace			
Shock cartridges	Check, replace if stiff, leaky			
Wheel bearings	Check, clean or replace as needed			
Transmission outdrive bearings		Check, clean, replace as needed		
U-joint sliders		Replace		
5 link parts (links)	Check for binds,clean	Replace		
5 link balls	Check for binds,clean			Check for wear
Front arms,rear H-arms	Check for binds,clean			Check for wear,play
Rear bulkhead & Rear pivot support			Replace	
Front carrier & spindle	Check for binds,clean			Replace
Ball joints	Check for binds,clean			
Differential *	If using silicon greases, clean when gritty	Clean out old grease and regrease		
Diff drive rings		Check for wear		
Standard diff balls *		Replace		
Center diff gear		Check for wear		
Outer diff gear		Check for wear		
Outdrive gears				Check for wear
Top trans gear		Check for wear	Replace	

*If using Team Losi Hard Balls, 20-30 hours of run time before replacing with normal maintenance. If drive rings get gritty, the balls can be damaged.

*A new locknut (Item #A-6302) when reassembling your differential.



TRUCK BODY MAINTENANCE

Due to the styling of stadium style racing trucks, certain areas of the body encounter greater stress than others. In order to extend body life, apply tennis shoe repair glue to the inside of the body, reinforcing the areas shown. (One brand is "SHOE GOO II", manufactured by Eclectic Products INC.)

SPARE PARTS LIST

KEY NO.	ITEM DESCRIPTION	PART NO	CONTENTS
1	SIDE BULKHEAD	A-2000	SIDE BULKHEAD (2)
2	CHASSIS	A-4000	CHASSIS (1)
3	4-40 x 3/8" FLATHEAD	A-6210	4-40 x 3/8" FLATHEAD SCREWS (10)
4	STEERING POSTS	A-1500	STEERING POSTS W/HARDWARE (2)
5	REAR SHOCK TOWER	A-2009	REAR SHOCK TOWER (1)
6	REAR BULKHEAD	A-2001	REAR BULKHEAD (1)
7	4-40 x 3/8" SOCKET HEAD SCREW	A-6206	4-40 x 3/8" SOCKET HEAD SCREWS (10)
8	8-32 x 1/2" FLATHEAD ALUMINUM SCREW	A-6209	8-32 x 1/2" FLATHEAD SCREWS (10)
9	FRONT SHOCK TOWER	A-1004	FRONT SHOCK TOWER (1)
10	FRONT BULKHEAD	A-1003	FRONT BULKHEAD (1)
11	FRONT BODY MOUNT	A-4042	JRX-T FR. MOUNT (1)
12	SLIDE	A-4042	JRX-T FR. MOUNT (1)
13	4-40 x 5/ 16" SOCKET HEAD SCREWS	A-6217	4-40 X 5/16" SCREWS (10)
14	BATTERY BOX	A-4001	BATTERY HOLDER (1)
15	ANTENNA MOUNTING CAP	A-4002	ANTENNA KIT (1)
16	ANTENNA MOUNT	A-4002	ANTENNA KIT ((1)
17	CENTER DIFFERENTIAL GEAR	A-3006	DIFFERENTIAL GEAR (1)
		A-3000	COMPLETE TRANSMISSION (1)
18	3/32 DIFFERENTIAL BALLS	A-3009	DIFFERENTIAL BALLS (12)
19	1/4" x 3/8" BEARING	A-6901	BEARING (1)
20	FEMALE HALF OF DIFFERENTIAL	A-3000	COMPLETE TRANSMISSION (1)
21	MALE HALF OF DIFFERENTIAL	A-3005	TRANSMISSION MOLDED GEAR SET (1)
22	5-40 LOCKNUT	A-3000	COMPLETE TRANSMISSION (1)
		A-3018	THRUST BEARING ASSEMBLY (1)
		A-6302	5-40 X 7/8" BUTTONHEAD SCREWS (4)
23	HEX THRUST WASHER	A-3000	COMPLETE TRANSMISSION (2)
24	5-40 x 3/4" BUTTON HD. SHLDR SCREW	A-3000	COMPLETE TRANSMISSION (1)
		A-3018	THRUST BEARING ASSEMBLY (1)
		A-6211	5-40 STEEL LOCK NUTS (4)
25	BELLEVILLE CONE WASHER .128 X .390	A-3000	COMPLETE TRANSMISSION (3)
		A-3018	THRUST BEARING ASSEMBLY (1)
26	THRUST WASHER	A-3000	COMPLETE TRANSMISSION (2)
		A-3018	THRUST BEARING ASSEMBLY (2)
27	THRUST BEARING CAGE	A-3000	COMPLETE TRANSMISSION (1)
		A-3018	THRUST BEARING ASSEMBLY (1)
28	1/16" THRUST BALL BEARINGS	A-3000	COMPLETE TRANSMISSION (8)
		A-3018	THRUST BEARING ASSEMBLY (8)
		A-3019	THRUST BALLS (8)
29	5/16" x 1/2" BEARINGS	A-3000	COMPLETE TRANSMISSION (2)
		A-6900	5/16"x 1/2" S.S BEARING (2)
30	3/16" X 3/8" BEARINGS	A-3000	COMPLETE TRANSMISSION (1)
		A-6903	3/16" x 3/8 BEARING (2)
31	RIGHT HALF OF GEARBOX	A-3000	COMPLETE TRANSMISSION (1)
		A-3001	TRANSMISSION HOUSINGS (LFT & RT) (1)
32	8mm x 14mm BEARINGS	A-3000	COMPLETE TRANSMISSION (2)
		A-6902	8mm x 14mm BEARINGS (2)
33	OUTPUT GEAR	A-3000	COMPLETE TRANSMISSION (2)
		A-3005	TRANSMISSION MOLDED GEAR SET (2)
34	OUTDRIVE SPACER	A-3000	COMPLETE TRANSMISSION (1)
		A-3017	REAR OUTDRIVE SPACER (2)
35	U-JOINT OUTDRIVE	A-3000	COMPLETE TRANSMISSION (2)
		A-3013	MOLDED U-JOINT SET (2)
36	4-40 x 1/2" SOCKET HEAD SCREW	A-3000	COMPLETE TRANSMISSION (2)
		A-3013	MOLDED U-JOINT SET (2)
		A-6204	4-40 x 1/2 SCREWS (10)
37	LEFT HALF OF GEARBOX	A-3000	COMPLETE TRANSMISSION (1)

		A-3001	TRANSMISSION HOUSING (LEFT & RT) (1)				
38	3/16" E-CLIPS	A-3007	INTERNAL PRIMARY GEAR W/HDWR (1)	79	1/8" x 1.650 HINGE PIN	A-1001	A-ARMS (2)
		A-1500	STEERING POSTS W/HDWR (2)			A-1000	FRONT SUSPENSION W/O SHOCKS (2)
39	PINION SHAFT	A-3007	INTERNAL PRIMARY GEAR W/HDWR (1)			A-1007	BULKHEAD HINGE PINS (2)
40	MOTOR PLATE	A-3002	MOTOR PLATE (1)	80	FRONT AXLE	A-1000	FRONT SUSPENSION W/O SHOCKS (2)
		A-3000	COMPLETE TRANSMISSION (1)			A-1005	FRONT AXLES W/NUTS (2)
41	4-40 x 1 3/8" SOCKETHEAD SCREW	A-3000	COMPLETE TRANSMISSION (3)	81	SPINDLE LEFT	A-1000	FRONT SUSPENSION W/O SHOCKS (2)
		A-6203	4-40 x 1 3/8" SCREW (4)			A-1002	FRONT SPINDLES CARRIERS (2)
42	1/16" x 7/16" SPIROL PIN	A-3007	INTERNAL PRIMARY GEAR W/HDWR	82	SPINDLE RIGHT	A-1000	FRONT SUSPENSION W/O SHOCKS (2)
		A-3015	REAR AXLE WASHER PIN (1)			A-1002	FRONT SPINDLES & CARRIERS (2)
		A-6401	1/16" PINS (16)	83	SPINDLE CARRIER	A-1000	FRONT SUSPENSION W/O SHOCKS (2)
43	SPUR GEAR 86 T	A-3886	86 TOOTH 48 PITCH (1)			A-1002	FRONT SPINDLES & CARRIERS (2)
44	3/32" x 1/2" SPIROL PIN	A-3014	3/32" x 1/2" SPIROL PIN (2)	84	1/8" x .690 HINGE PIN	A-1000	FRONT SUSPENSION W/O SHOCKS (2)
		A-6400	PINS, U-JOINT (8)			A-1006	KING PINS (2)
45	UNIVERSAL PIVOT JOINT	A-3014	UNIVERSAL PIVOTS (2)	85	1/8" x .960 HINGE PIN	A-1000	FRONT SUSPENSION W/O SHOCKS (2)
46	FEMALE DRIVE SHAFT	A-3013	MOLDED UNIVERSALS (SET) (2)			A-1008	FRONT OUTER HINGE PINS (2)
47	REAR PIVOT SUPPORT	A-2002	REAR PIVOT PIN SUPPORT (1)	86	1 1/2" TURNBUCKLE	A-1000	FRONT SUSPENSION W/O SHOCKS (2)
48	4-40 x 1/4" FLATHEAD SCREW (10)	A-6213	4-40 X 1/4" FLATHEAD SCREW			A-1009	FRONT TIE ROD (2)
49	4-40 x 1 3/4" SOCKET HEAD SCREW	A-6202	4-40 x 1 3/4" (4)	87	LONG SHOCK SHAFT	A-5005	LONG SHOCK SHAFT (1)
50	#4 WASHER	A-3000	COMPLETE TRANSMISSION (2)			A-5001	REAR SHOCK KIT (2)
		A-6201	3mm x 8mm SCREWS (10)	88	SHOCK CARTRIDGE	A-5006	SHOCK CARTRIDGE (1)
51	4-40 NYLON NUT	A-6301	NYLOCK 4-40 NUTS (10)	89	O-RING (SHOCK CARTRIDGE)	A-5006	SHOCK CARTRIDGE (1)
52	4-40 x 1/8" BUTTON HEAD SCREW	A-6212	4-40 x 1/8" BUTTONHEAD (4)			A-5011	O-RINGS (8)
		A-3000	COMPLETE TRANSMISSION (1)	90	REAR SHOCK MOUNTS	A-5001	REAR SHOCK KIT (2)
53	SERVO TAPE	A-4004	SERVO TAPE (3)			A-5010	SPRING CLAMPS & CUPS. REAR (2)
54	DUST COVER	A-3003	DUST COVER (1)	91	FRONT SHOCK MOUNTS	A-5009	CLAMP COLLARS & CUPS. FRONT (2)
55	3/8" STUDDER BALL JOINT	A-1000	FRONT SUSPENSION W/O SHOCKS (2)	92	PISTON	A-5007	SHOCK PISTONS & E-CLIPS (4)
		A-1503	SERVO. ROD. ADJ. W/ENDS (1)			A-5001	REAR SHOCK KIT (2)
		A-6000	BALLS STUDDER W/ROD ENDS (4)	93	SHOCK BODY (LONG)	A-5003	SHOCK BODY LONG (1)
56	SHOCK MOUNTS	A-5000	FRONT SHOCK KIT (2)			A-5001	REAR SHOCK KIT (2)
		A-5008	SHOCK MOUNT BUSHING (4)	94	SHOCK OIL	A-5203	FLUID 20 WT. (1)
57	4-40 x 7/8" SOCKET HEAD SCREWS	A-6216	4-40 x 7/8" SCREW (10)	95	SHOCK CUP	A-5009	SPRING CLAMPS CLAMPS & CUPS. FRONT (2)
58	1/4" BALL	A-2006	1/4" BALLS (10)	96	PROGRESSIVE SPRING	A-5141	REAR PROGRESSIVE SPRING (2)
59	HUB CARRIER	A-2000	HUB CARRIER (2)	97	LONG SOFT SILVER SPRINGS	A-5100	FRONT S.S. SPRINGS SOFT (2)
60	REAR AXLE	A-3015	REAR AXLE WASHER PIN (1)	98	SHOCK COLLAR	A-5001	REAR SHOCK KIT (2)
61	MALE DRIVE SHAFT	A-3013	MOLDED UNIVERSAL SET (2)	99	SOCKET HEAD SHOULDER SCREW	A-6214	2-56 SHOULDER SCREW (6)
62	1/16" x 7/16" SOLID PIN	A-3015	REAR AXLE WASHER & PIN (1)	100	MONSTER WHEEL RING	A-7050	TRUCK FRONT RING PAIR (OR)
		A-6401	PINS, WHEELS & GEAR (6)	101	FRONT MONSTER TIRE	A-7500	MONSTER TRUCK FRONT TIRE (2)
63	1/8" x 1.785 HINGE PIN	A-2008	INNER HINGE PIN REAR (2)	102	REAR MONSTER TIRE	A-7600	MONSTER TRUCK REAR TIRE (2)
64	1/8" E-CLIP	A-1000	FRONT SUSPENSION W/O SHOCKS (12)	103	OUTSIDE WHEEL HALF (FRONT)	A-7050	TRUCK FRONT RIM PAIR (OR)
		A-6100	1/8" E-CLIPS (12)	104	OUTSIDE WHEEL HALF (REAR)	A-7150	TRUCK REAR RIM PAIR (OR)
65	REAR LINK	A-2004	SUSPENSION LINKS (2)	105	INSIDE WHEEL HALF	A-7050	TRUCK FRONT RIM PAIR (OR)
66	1/8" x 1.420 HINGE PIN	A-2007	HUB HINGE PIN (2)	106	BCDY JRX-T	A-8010	JRX-T STADIUM TRUCK BODY (1)
67	REAR AXLE SPACER	A-3015	REAR AXLE WASHER PIN (1)	107	GEAR COVER	A-3003	GEAR COVER (1)
68	UPPER TRAILING LINK	A-2004	SUSPENSION LINKS (1)	108	DUST SHIELDS	A-8111	DIRT SHIELDS SET (1)
69	LOWER TRAILING LINK	A-2004	SUSPENSION LINKS (1)	109	ANTENNA TUBE	A-2010	WING TUBES (2)
70	ADJUSTABLE ROD END	A-6002	DJUSTABLE ROD ENDS (10)	110	ANTENNA TIP	A-4003	ANTENNA TIPS (8)
		A-1000	FRONT SUSPENSION W/O SHOCKS (4)	111	3mm x 8mm MOTOR SCREW	A-6201	3mm x 8mm SCREWS (10)
		A-1503	SERVO ROD ADJ. W/ENDS (2)	112	BATTERY BOX LID	A-4001	BATTERY BOX (1)
		A-6001	BALLS STUDDER W/ROD ENDS (4)	113	8-32 x 3/8" FLATHEAD AL. SCREW	A-6208	8-32 X 3/8" SCREWS (10)
71	1 7/8" TURNBUCKLE	A-2005	TOP REAR SUSPENSION LINK W/ENDS (4)	114	BODY CLIP	A-8200	BODY CLIPS (12)
72	3/16" STUDDER BALL JOINT	A-6001	BALLS STUDDER W/ROD ENDS (4)	115	8-32 x 1/2" STEEL FLATHEAD SCREWS	A-6218	8-32 X 1/2" STEEL FLATHEAD (4)
73	BRASS WASHERS	A-6215	BRASS WASHERS (10)	116	REAR MOUNT BODY MOUNT	A-4044	JRX-T REAR MOUNT (1)
74	STEERING SECTOR ARM	A-1502	STEERING SECTOR ARM W/SCREWS (1)	117	4-40 NUT	A-1000	FRONT SUSPENSION W/O SHOCK (2)
75	SERVO SAVER	A-1505	MON. STER TRUCK BELLCRANK KIT (1)	118	10-32 NYLON NUT	A-6303	NYLON LOCKING NUTS (8)
76	4-40 x 1/8" SHOULDER SCREW	A-1502	STEERING SECTOR ARM W/SCREWS (1)	119	SERVO ROD	A-1000	FRONT SUSPENSION W/O SHOCKS (1)
		A-6200	4-40 x 1/8" SHOULDER SCREW (4)	120	GREASE	A-3012	DIFFERENTIAL LUBE
77	IDLER ARM	A-1505	MON. STER TRUCK BELLCRANK KIT (1)	121	PINION GEAR	A-3007	INTERNAL PINION W/HDWE. (1)
78	A-ARM	A-1000	FRONT SUSPENSION W/O SHOCKS (2)				

FOR ITEMS INCLUDED WITH THE KIT. REFER TO THE SPARE PARTS LIST FOR THE PART NUMBERS WHEN RE-ORDERING

OPTIONAL ACCESSORIES

SHOCK FLUIDS

A-5200	FLUID 5 WT (1)
A-5201	FLUID 10 WT (1)
A-5204	FLUID 30 WT (1)
A-5205	FLUID 40 WT (1)
A-5206	FLUID 50 WT (1)
A-5207	FLUID 70 WT (1)
A-5210	FLUID 5 PACK (5-40 WT)

SPRINGS

A-5108	REAR SS X-SOFT (RED) (2)
A-5105	REAR SS SOFT (SILVER) (2)
A-5106	REAR SS MED (GREEN) (2)
A-5107	REAR SS FIRM (BLUE) (2)

WHEELS

A-7051	TRUCK FRONT RIMS - NATURAL (2)
A-7151	TRUCK FRONT RIMS - NATURAL (2)
A-7052	TRUCK FRONT RIMS - WILD RED (2)
A-7152	TRUCK REAR RIMS - WILD RED (2)
A-7053	TRUCK FRONT RIMS - YELLOW (2)
A-7153	TRUCK REAR RIMS - YELLOW (2)

SPUR GEARS

A-3978	78 TOOTH PROFILED SPUR
A-3982	82 TOOTH PROFILED SPUR
A-3990	90 TOOTH PROFILED SPUR
A-3994	94 TOOTH PROFILED SPUR

MISC.

A-6304	10-32 LOW PROFILE ALUM. NUTS (4)
A-2013	REAR TOE-IN LINKS (2)
A-8011	CUSTOM PAINTED TRUCK BODY
A-3019	WH. SLIDER DRIVESHAFTS
A-3020	BALL BEARING DIFF KIT
A-6003	FOAM THINGS (LINKAGE RINGS)

TIRES

A-7510	FRONT TRUCK STAGGER RIB (2)
A-7610	REAR TRUCK X-PATTERN (2)

MOTORS

6104	"MTM" 19 TURN
6103	"JUNIOR'S CHOICE" 17 TURN

TEAM LOSI
PERFORMANCE

TEAM LOSI INC., POMONA, CA 91766

P/N 800-0015

Rev B

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