

# AFTERSHOCK



## Operations Guide

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FOR THE



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Not Responsible For Errors. All prices subject to change without notice.

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### **Introduction**

Thank you for choosing the Team Losi Sport Aftershock Monster Truck. This is a highly developed off-road vehicle that features a sophisticated computer based radio system and does require some mechanical experience and direct adult supervision. This guide contains the basic instructions and drawings for operating and maintaining your new Aftershock. Please take the time to read through it completely before running the model. **Your hobby dealer cannot under any circumstances, accept a model for return or exchange that has been run.**

#### **Customer Support Contacts:**

**M26SS Engine & JR Propo Radio Gear**  
**Horizon Hobby Inc.**  
**4105 Fieldstone**  
**Champaign, IL 61821**  
**1-877-504-0233**

**Aftershock Chassis Components:**  
**Team Losi**  
**4710 E. Guasti Road**  
**Ontario, CA 91761**  
**1-888-899-LOSI Fax 909-390-5356**

### **Safety Precautions**

THIS IS NOT A TOY! The Aftershock is a sophisticated, high performance radio controlled model, which needs to be operated with caution and common sense. Failure to operate this model in a safe and responsible manner could result in personal and/or property damage. It is your responsibility to see that the instructions are followed and precautions adhered to. The Aftershock is not intended for use by children without direct adult supervision. Team Losi, JR and Horizon Hobby shall not be liable for any loss or damages, whether direct, indirect, special, incidental or consequential arising from the use, misuse or abuse of this product or any product required to operate it. **\* This is still a model, don't expect it to do unrealistic stunts.**

### **Warnings**

- Fuel is dangerous if handled carelessly. Follow all directions and precautions on the fuel container.
- Keep fuel and all chemicals out of reach of children.
- Always keep the fuel container closed and never use around an open flame or while smoking.
- The exhaust emits poisonous carbon monoxide fumes. Always run the model in a well ventilated area and never attempt to run it indoors.
- The top of the engine and the exhaust pipe are extremely hot during and for a time after use. Use caution not to touch these parts, especially when refueling.
- The engine can be loud, especially when run in a confined area. If you find the noise objectionable, use ear protection.
- This model is controlled by a radio signal that is subject to interference from sources outside your control. Interference can cause temporary loss of control so it is advisable to always keep a safety margin in all directions to avoid collisions.
- Always operate your model in an open area away from people and cars. The potential speed of this model can cause injury or damage.

## Required Equipment

You will need the following items to operate your new Aftershock.

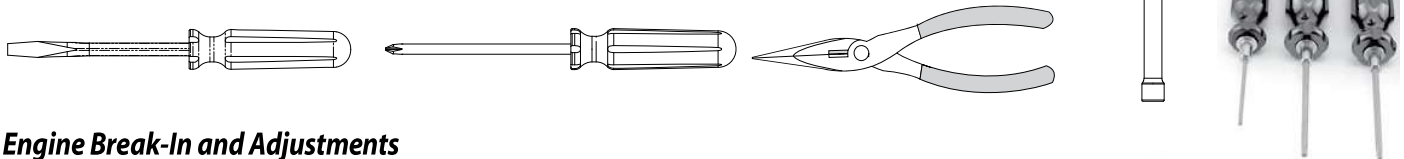
- 12 AA Alkaline batteries for the (8 for the transmitter- 4 for the receiver pack)
- Team Losi Nitrotane 20% Fuel. This is the **only** fuel that supports the engine warranty.
- Fuel bottle.
- 1.5v glow plug ignitor (preferably with a meter).



## Tools You Will Find Handy

In addition to the tools included with the Aftershock, you will find the following both useful and in some cases necessary.

- Small flat blade and Phillips screwdrivers
- Needle nose pliers
- Quality .050", 1/16", 5/64", 3/32", 1.5mm and 2.5mm hex (allen) Drivers



## Engine Break-In and Adjustments

Breaking-in your new engine is critical for proper performance. Failure to follow the break-in procedures can cause damage and shortened engine life. During break-in and when running always use Team Losi Nitrotane 20% fuel. Although the carburetor is preadjusted at the factory, you must be familiar with the following adjustments and break-in procedure. If you change fuel or run in dramatically different environments (hot/cold, high/low elevation, etc) you will probably have to adjust at least the high speed needle to prevent overheating and maintain proper performance. Never, under any circumstances allow the engine to rev freely with the wheels off of the ground.

### Break-In Procedure

- 1.) The first three tanks of fuel should be run with the high and low speed needles noticeably "rich" (see explanation below). There should be a slight sluggishness and thick smoke when accelerating with the smoke decreasing as the model gains speed. At speed there should still be a noticeable trail of smoke from the exhaust pipe. Run the Aftershock on a flat surface in an oval pattern. Ease into the throttle as you accelerate on the straight sections easing off as you approach turns letting the model roll through the turn before easing back on the throttle. This will also allow you to get a feel for the steering response and handling characteristics of the truck.
- 2.) You can also break in the engine by placing the truck against a wall or fixed object and allow the engine to idle through two full tanks of fuel. You may have to lean the low speed mixture (slightly) as noted below.

## Understanding "Rich" and "Lean" Fuel Mixture

Adjusting the carburetor is one of the most critical facets of running a nitro powered R/C vehicle. The fuel mixture is referred to as being "rich" when there is too much fuel and "lean" when there is not enough fuel for the amount of air entering the engine. The amount of fuel entering the engine is adjusted with high and low speed threaded needle valves. The low-speed needle is located in the front of the moving slide. The high-speed needle sticks straight up at the back of the carburetor. Both feature a slotted head that is used as a reference and receptacle for a flat blade screwdriver for adjustments. The mixture is made richer by turning the needle counter-clockwise and leaner by turning clockwise. An overly "rich" mixture will yield sluggish acceleration and performance with thick smoke from the exhaust. A "lean" mixture can cause the engine to hesitate before accelerating or in some cases, to lose power momentarily after the initial acceleration. A lean mixture also makes the engine run hotter than desired and does not provide enough lubrication for the internal engine components causing premature wear and damage. It is always advisable to **run the engine slightly rich** and **never lean** to avoid overheating and possible damage.



### **Base Start-up Settings from the factory**

High-Speed Needle -- 3 turns out from bottom

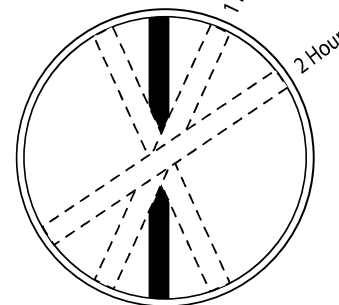
Low-Speed Needle -- 3 turns out from bottom

### **Engine Tuning**

After the engine is broken in you can tune it for optimum performance. When tuning it is critical that you be cautious of overheating as severe damage and premature wear can occur. You want to make all carburetor adjustments in "one hour" increments.

### **Low Speed Adjustment**

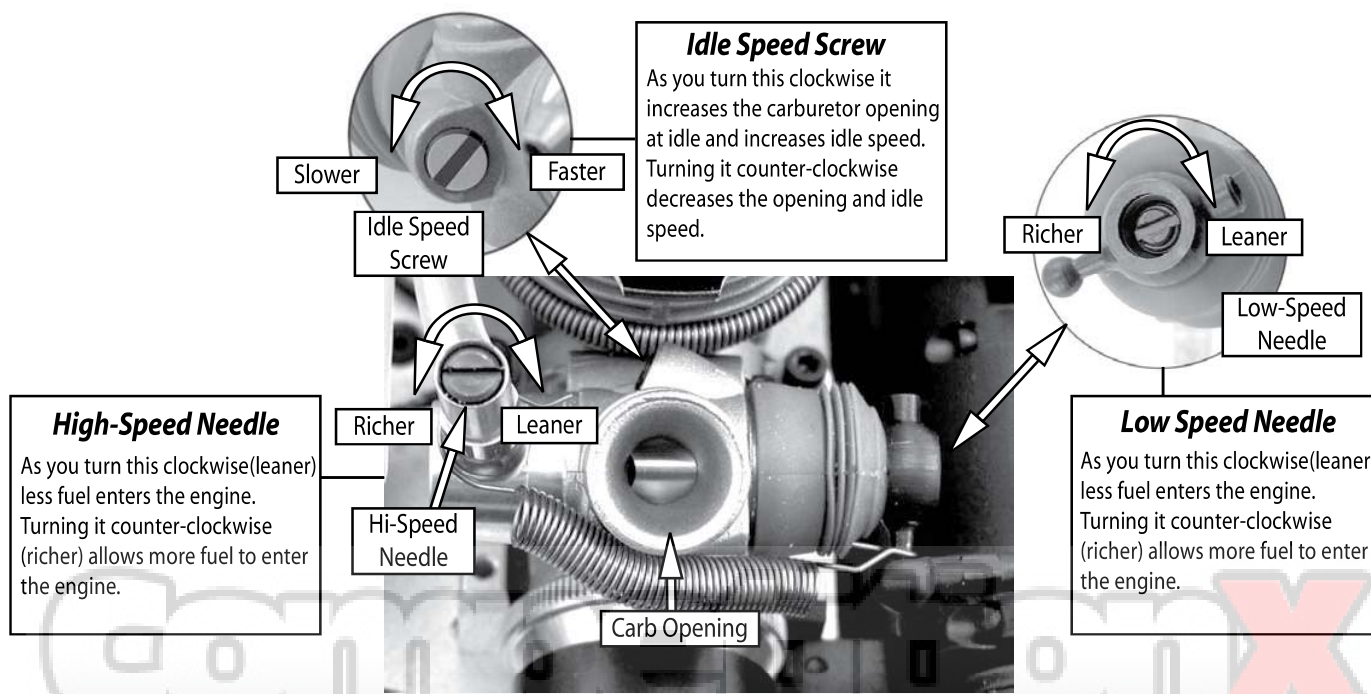
The low speed adjustment effects the idle and slightly off idle performance. The optimum setting allows the motor to idle for at least 8-10 seconds. The truck should then accelerate with a slight amount of sluggishness and a noticeable amount of smoke. The simplest way to check this is to make sure the engine has been warmed up and let the engine idle for 8-10 seconds. If the low speed mixture is so far off that the engine won't stay running this long, turn the idle stop screw clockwise, increasing the idle speed. With the engine at idle, pinch and hold the fuel line near the carburetor, cutting off the flow of fuel and listen closely to the engine RPM (speed). If the low speed needle is set correctly, the engine speed will increase only slightly and then die. If the engine increases several hundred RPM before stopping, the low speed needle is too rich. Lean the mixture by turning the needle clockwise one hour and trying again. If the engine speed does not increase but simply dies, the needle is too lean and needs to be richened up by turning the needle counter-clockwise one hour before trying again. After you have optimized the low speed setting, the engine will probably be idling faster. You will have to adjust the idle stop screw counter-clockwise to slow down the engine idle speed. The engine should accelerate at a constant pace without hesitating.



### **Carb Adjustments:**

Make all carburetor adjustments in one hour increments.

Imagine the slot in the needle is the hour hand on a clock. Adjust it as though you were moving the hour hand from one hour to the next or previous one.



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### Hi-Speed Adjustment

After initial acceleration the engine should pull at a steady rate while maintaining a two-stroke whine and a noticeable trail of smoke. If the engine labors and is sluggish with heavy smoke, the mixture is too rich and needs to be leaned by turning the hi-speed needle clockwise in one hour increments until it runs smoothly. If the engine isn't smoking or starts to die after starting to accelerated, it is too lean and you must richen the mixture by turning the needle counter-clockwise. Don't be confused by the sound of the engine and the actual performance. A leaner mixture will produce a higher pitch exhaust note but this does not necessarily mean improved performance as the engine is on the verge of over heating and possible damage. Ideally you want to run the engine so that it is on the slightly rich side of optimum. This will give you the best combination of speed and engine life. **CAUTION:** The engine is too lean and overheating if it accelerates rapidly with a high pitch scream then seems to labor, stops smoking, or loses speed. This can be caused by the terrain, atmospheric conditions, or drastic altitude changes. To avoid permanent engine damage, **Immediately** richen the mixture by turning the hi-speed needle counter-clockwise at least "two hours" and be prepared for further adjustments before running anymore.

### About Glow Plugs

The glow plug is like the ignition system in your automobile. The coiled element in the center of the plug glows red hot when connected to a 1.5-volt battery (located in the igniter). This is what ignites the fuel/air mixture when compressed in the cylinder. After the engine fires, the heat generated by the burning fuel keeps the element hot. Common reasons for the engine not starting is the 1.5 volt battery being weak or dead, the glow plug being wet with fuel, or the element burned out. Use a spare glow plug to check the igniter. If the igniter makes the element glow, remove the plug from the engine to check it in the same manner. A wet glow plug means there is excess fuel in the engine. To eliminate this, put a rag over the head and turn the engine over a few seconds with your "Spin-Start". Reinstall the glow plug making sure you have the brass gasket on it. The engine should now start.



### Testing the Temperature

The ideal operating temperature for the engine will vary with the air temperature but in general it should be in the 200°F to 230°F (93.3°C to 110°C) range. A simple way to check the engine temperature is to put a few drops of water on the top of the head/heatsink. It should take 3-5 seconds for the water to evaporate. If it boils away quickly the engine is overheating and the Hi-Speed needle needs to be richened (turned counter-clockwise) at least "two hours". If you plan on racing or prolonged hi-speed running, there are several inexpensive hand held digital temperature gauges available you may want to invest in.

### About the Radio

The JR radio installed in the Aftershock is a professional level system with more than the usual features you may find useful. Be sure to read through the Radio manual included for complete instructions on what and how to use these. The following is a simple guide to commonly used and referred to items needed to run your truck.

1. **Power Switch** - Turns your transmitter ON and OFF
2. **Steering Wheel** - Controls the trucks steering
3. **Steering Trim Tab** - Allows you to fine-tune the neutral position of the steering
4. **Throttle Trigger** - Pull back for throttle and push forward for brakes
5. **Throttle Trim Tab** - Allows you to set the idle/brake of the truck
6. **Transmitter Display** - Digital readout shows battery voltage, frequency, feature functions/settings.
7. **Transmitter Antenna** - Transmits signal to the receiver in the truck.



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## Radio Operation

It is important that you familiarize yourself with the radio system, as this is your direct link to the truck.

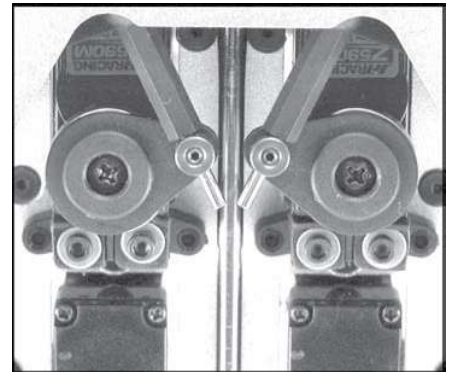
- Never run your truck with low receiver or transmitter batteries.
- Never leave the power on or the batteries will not last long.
- Always fully extend the transmitter antenna before running your truck
- Always turn the transmitter ON before turning the truck ON.
- When finished running, always turn the truck OFF before the transmitter.
- For best operation it will be necessary to keep the "trims" adjusted for both the steering and throttle as noted below.

**Steering Trim:** The truck should go straight without turning the steering wheel. If not, tap the trim lever found just above the steering wheel in the direction needed for the truck to go straight. Each tap of the trim button will be accompanied by an audible tone indicating a change has been made. It may take several taps to get the correct trim setting.

**Throttle Trim:** The truck should idle without the tires rotating when the trigger is at its neutral position. If not, tap the trim tab located to the left of the steering wheel to reposition the throttle servo and close the carburetor and apply more brakes. Note that additional braking force is applied when you push the trigger forward.

**Synchronizing the Steering Servos:** If you remove the steering servos or the servo savers you will probably have to make some small adjustments to insure they are working together at maximum capacity. With the servo savers removed and the linkage attached;

- Turn on the radio and reset the steering trim to read "0" (which is neutral) on the radio screen.
- Loosen the set screws securing the linkage slightly and mount the servo savers so they are timed as close as possible like that seen in the photo.
- Use the steering trim on the transmitter to fine-tune the timing of the servo savers.
- Make sure the front tires are pointing forward and lock the steering linkage in place by tightening the setscrews.



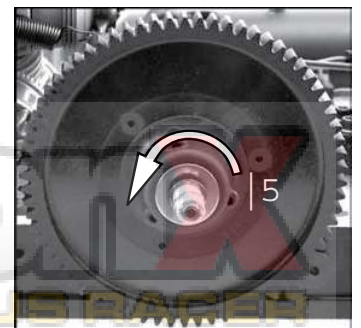
## Maintenance

In addition to the service needs pointed out in this guide, you should try to maintain your new truck for proper performance and to prevent wear. If dirt gets in the moving parts it can seriously hinder the performance of the model. Use compressed air, a soft paintbrush, and/or toothbrush to remove dirt and dust. Avoid using solvents, if possible, as this can actually wash the dirt into bearings and areas not accessible without disassembly causing additional wear. We suggest you follow these basic guidelines.

- Remove as much freestanding dirt and dust as noted above.
- Never leave fuel in the tank for more than a couple of hours.
- When done running for the day or longer, let the engine run out of fuel. Remove the air cleaner and pour a little WD40, or quality after-run engine oil into the carburetor and spin the engine over a few seconds.
- If needed, clean and re-oil the air cleaner before installing it back on the truck.
- Inspect the truck for worn, broken, or binding parts and repair as necessary.

## Adjusting the Slipper

The slipper is a key component of the drivetrain that is designed to help absorb sudden or large impacts that would otherwise stress various drivetrain parts. You should never run the Aftershock with the slipper locked (completely tight). The slipper can also be used as a tuning aid for extremely slick conditions. To adjust the slipper start by turning the 1/4" adjustment nut clockwise (tighten) until it gets tight and the spring is compressed. Do Not Over Tighten as you will strip the nut. Now turn the adjustment nut counter-clockwise (loosen) one full turn. This should be a good overall setting.



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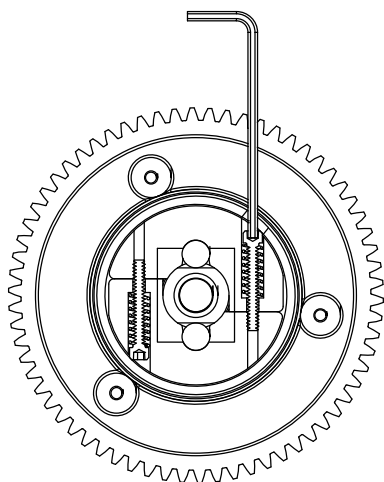
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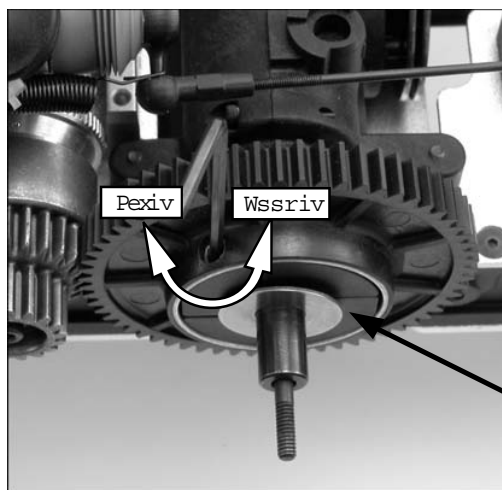
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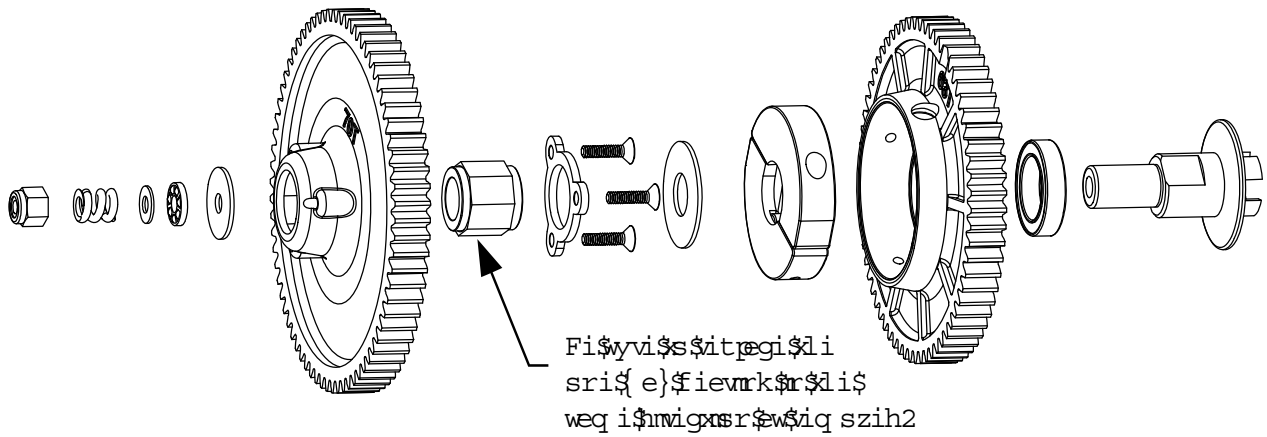
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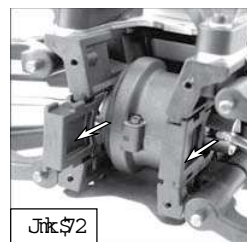


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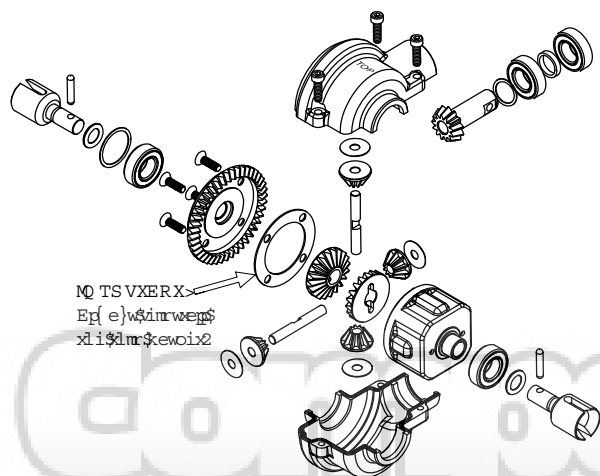
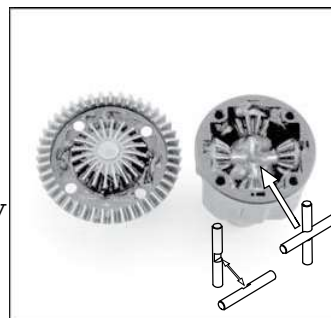


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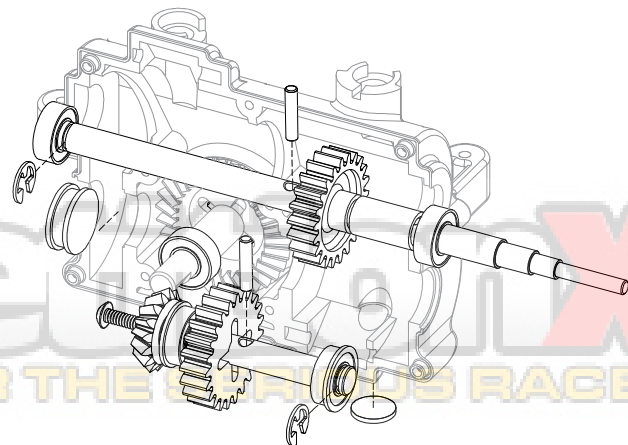
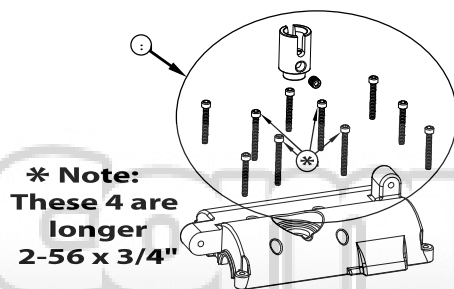
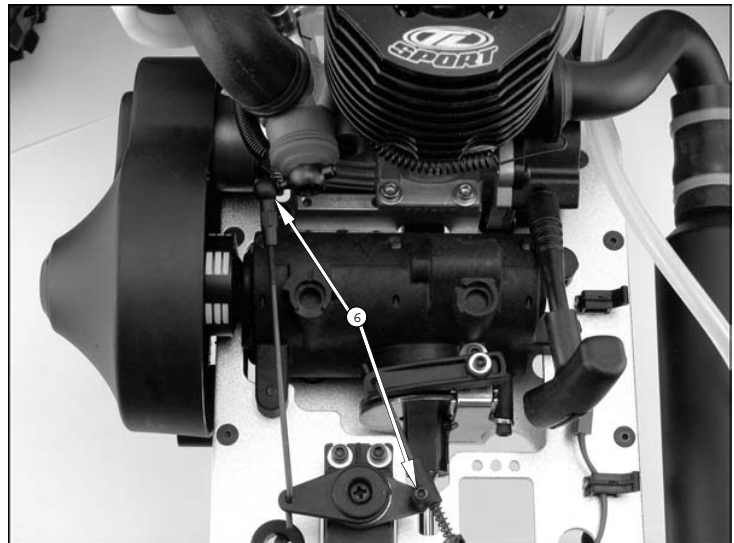
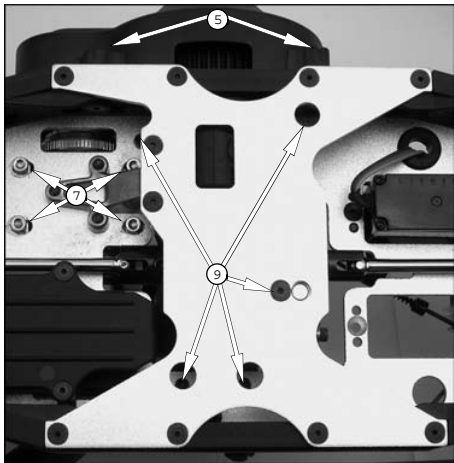
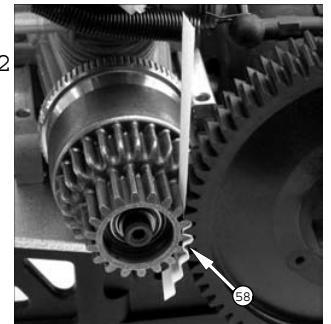
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⑯Viewiq fp\$di\$verwq mwnsr\$fv\$gerxrk\$pi\$ivep\$} \$n\$PSWE74::S\$w\$w\$ep\$nk\$vehi\$Kviewi2

⑰eois\$vi\$di\$w\$gi { w\$er\$di\$synh\$zi\$ytw\$vi\$sklxirih\$se\$gonrk\$sq tsyrh\$sk\$lp\$} \$ykkiwih2

⑱Vrwev\$di\$verwq mwnsr\$} \$di\$glew\$di\$wix\$di\$kiev\$ iwl\$} \$w\$rk\$} \$q\$ep\$ni\$gi\$} \$et\$iv\$ix\$ iir\$di\$ mwnsr

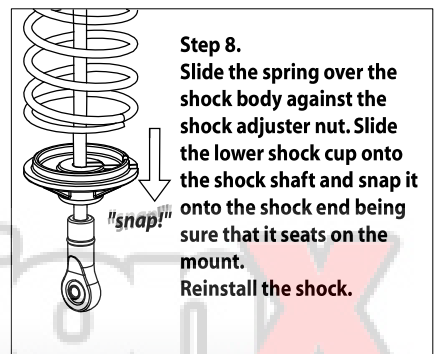
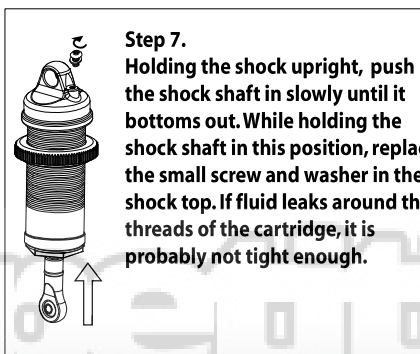
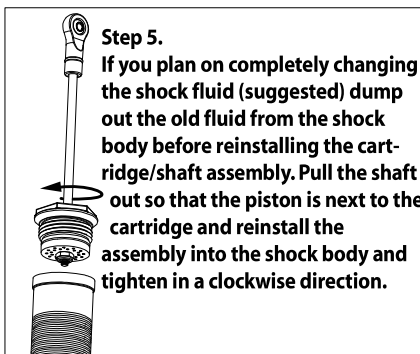
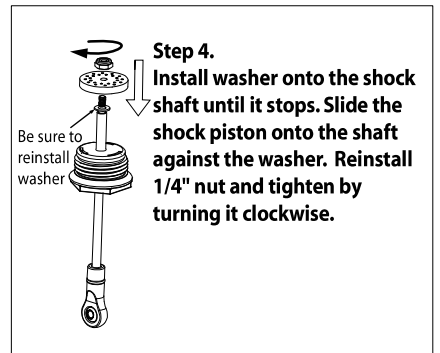
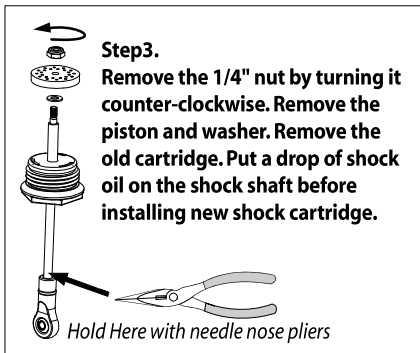
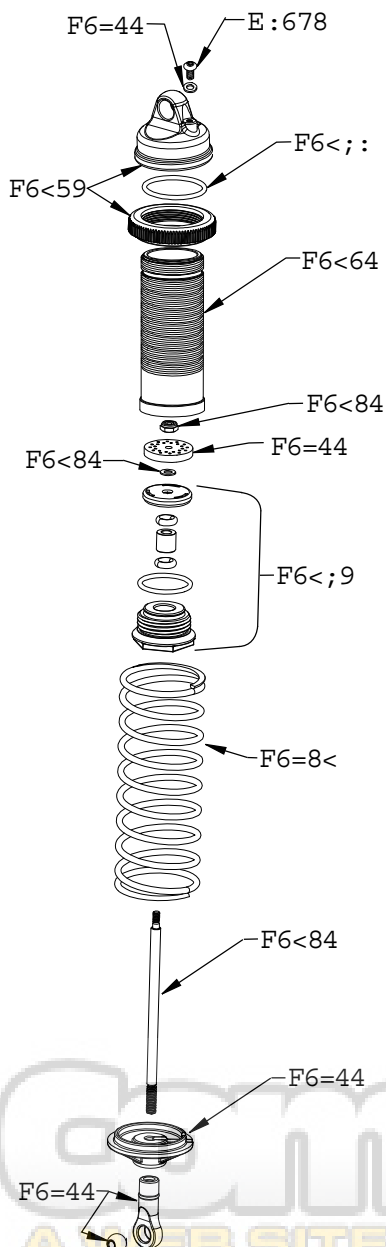
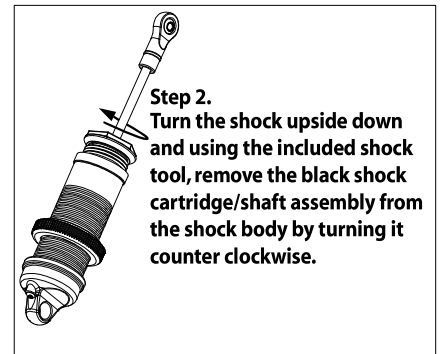
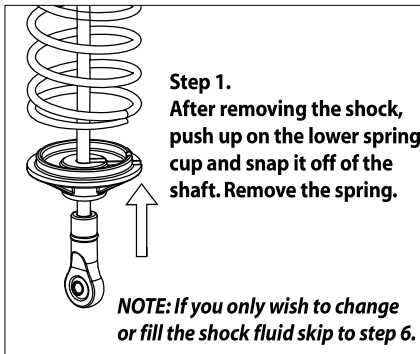
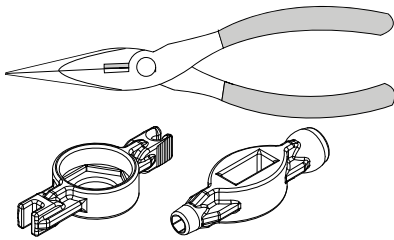
\$erh\$tyv\$Kiew\$et\$tp\$rk\$viw\$vi\$ l\$pi\$nk\$lxirrk\$di\$lrk\$ni\$Wig\$rrig\$ep\$pi\$roeki\$erh\$sr\$rig\$er\$w\$w\$grigiwev\$2





# Vifynmrk3Vi jmrk\$li\$Wlsgow

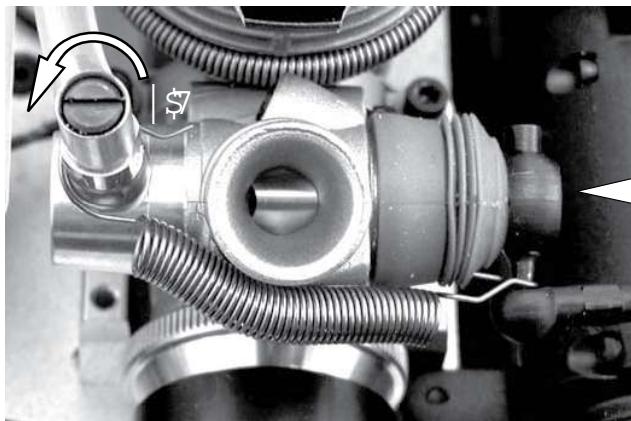
## Tools Needed



# Uyng\$Vijivirgi\$Kyni

Mmne\$egxv}\$Nixmkw

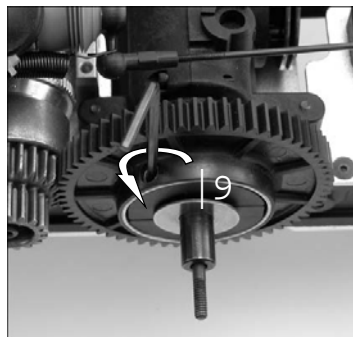
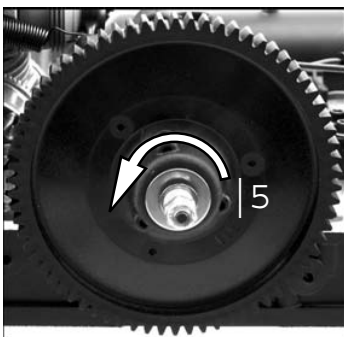
Irkmi



LmWtiih\$riihpi\$7\$yvrw\$yx

Ps{ Wtiih\$riihpi\$7\$yvrw\$yx

Xverwq nmw\$R



Wpttiv\$7\$yvr\$yx

X{ sWtiih\$7\$yvrw\$yx

**Axles**



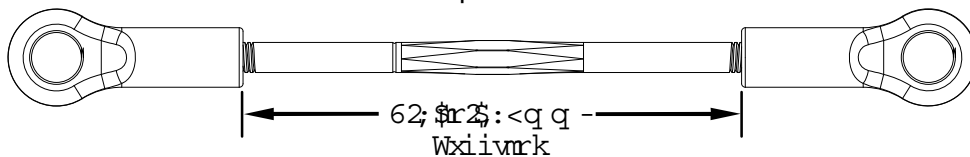
**Black Axles = Left Side  
Silver Axles = Right Side**

Wlsgow



Xieq \$pwn\$4{ x\$  
Wlsgo\$np\$  
,PS WE9668-

Xmi\$7shw



Q 6:WW\$ywsq iv\$yttswx  
Lsvasr\$ff}\$tg  
8549\$nhwsri\$h2  
Gleq tenr\$P\$5<65  
51k;;194814677

# Xvsyfpil\$slssmrk\$levx

Q 6:WW\$ywsq iv\$yttswx  
Lsvasr\$ff}\$tg  
8549\$nhwsri\$h2  
Gleq tenr\$P\$5<65  
51k;;194814677

Tvsfpiq

Xlmrkw\$sligo

Viq ih}

|                                                                |                                                                                                                                                                                                              |                                                                                                                                                         |
|----------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|
| Irkmi\$ sr\$ev                                                 | Syx\$yyp<br>Wtsn\$wq tustiv\$yip<br>Kps{ \$pyk\$ss\$xlmrk<br>Kps{ \$krmi\$ss\$glekih<br>Irkmi\$zivil\$mrk<br>Irkmi\$ssshih<br>Em\$ieriv\$fsgoih<br>Ileyw\$fsgoih                                             | Gligo3Vitr\$giKps{ \$pyk<br>Gleki3lerki\$exiv}<br>Pix\$ss\$wii\$xiw\$mrk\$di\$titiv\$yvi<br>Gpier\$ \$isn\$ngqieriv                                     |
| Irkmi\$ sr\$yvr\$ziv                                           | Irkmi\$ssshih<br>Irkmi\$wimih                                                                                                                                                                                | Psswir\$ps{ \$pyk\$erh\$yk\$sr\$di\$yp<br>wev\$ss\$yvr.\$di\$irkmi\$ziv                                                                                 |
| Irkmi\$wew\$dir\$veg                                           | Mpi\$ti\$ih\$ix\$ss\$ps{<br>Kps{ \$pyk\$ss\$ypih3{ ieo<br>Em\$yffp\$w\$fsyppri<br>Irkmi\$sszivil\$iedh<br>Mwyj\$ir\$yyp\$ero\$viw\$vi3f\$sgoeki                                                              | Wii\$Gevfyvix\$w\$chrywq irw&<br>Wii\$Efsy\$ps{ \$pykw&<br>Gligo\$w\$tp\$ll\$sp\$ir\$yyp\$ri<br>Wii\$xiw\$mrk\$di\$xiq titiv\$vi&<br>Gpier\$viw\$vi\$ri |
| Irkmi\$iv\$wq mrk\$ssv}                                        | LmWti\$ih\$yyp\$ mxyvi\$ss\$ngl<br>Irkmi\$zivil\$mrk<br>Pieonrk\$ps{ \$pyk<br>Gevfyvix\$w\$w\$fs\$goih<br>Jyip\$eh\$w\$sr\$eq mrexih<br>Gpygl\$w\$tt\$titiv\$ttmrk<br>Fsyrh\$y\$w\$zibk&r<br>Irkmi\$ svr\$yx | Wii\$Irkmri\$Ymrk&<br><br>Vitr\$gi\$ps{ \$pyk<br><br>Xv\$y\$w\$yyp<br>Gpier3Ehyw3Vitenw<br>Gligo\$w\$frh\$w\$fr\$w\$zibk&r<br>Vifyn                     |
| Irkmi\$zivil\$ew                                               | LmWti\$ih\$yyp\$ mxyvi\$ss\$ier<br>Ps{ Wti\$ih\$yyp\$ mxyvi\$ss\$ier<br>Wtsn\$wq tustiv\$yip<br>Gssnrk\$w\$fr\$imk\$fs\$goih<br>Ilgw\$zi\$seh\$sr\$di\$irkmi                                                 | Wii\$Yrhiw\$erh\$mrk\$w\$gl\$erh\$Pier<br><br>Gpier\$lieh\$nrw<br>Gligo\$w\$frh\$w                                                                      |
| Irkmi\$liw\$exi\$w\$w\$yq fpiw                                 | Irkmi\$zivil\$iedh<br>LmWti\$ih\$yyp\$ mxyvi\$ss\$ier<br>Ps{ Wti\$ih\$yyp\$ mxyvi\$ss\$ngl<br>Em\$yffp\$w\$fsyppri<br>Kps{ \$pyk\$ss\$ypih                                                                   | Wii\$Irkmri\$Ymrk&<br><br>Gligo\$yyp\$ri\$ss\$w\$spiw<br>Glerki\$ps{ \$pyk                                                                              |
| Irkmi\$wep\$w\$werp\$ lir\$lv\$xp<br>m\$yyp\$stirih\$ysq \$mpi | Kps{ \$pyk\$ss\$ypih<br>LmWti\$ih\$yyp\$ mxyvi\$ss\$ngl<br>Ps{ Wti\$ih\$yyp\$ mxyvi\$ss\$ier                                                                                                                 | Glerki\$ps{ \$pyk<br>Wii\$Irkmri\$Ymrk&                                                                                                                 |
| Irkmi\$wep\$ lmp\$iv\$mrk\$vsyrh<br>xyvr                       | Jyip\$izip\$ps{<br>Mpi\$ti\$ih\$ix\$ss\$ps{                                                                                                                                                                  | Ehh\$yyp<br>Mrgvewi\$mpi\$ti\$ih                                                                                                                        |
| Irkmi\$wep\$ lmp\$imrk                                         | Ps{ Wti\$ih\$yyp\$ mxyvi\$ss\$ngl<br>Ps{ Wti\$ih\$yyp\$ mxyvi\$ss\$ier<br>Mpi\$ti\$ih\$ss\$ps{<br>Gpygl\$w\$siw\$vekkmrk<br><br>Gpygl\$iev\$mrk\$w\$epih<br>Irkmi\$ svr\$yx                                  | Wii\$Irkmri\$Ymrk&<br><br>Mrgvewi\$mpi\$ti\$ih<br>Gligo\$w\$fr\$w\$soir\$py\$gl\$w\$mrk\$w<br><br>Gligo3Gpier3Vitr\$gi<br>Vifyn                         |

CONCEPTS FOR THE SERIOUS RACER





# D iwhuvkrfn#Sduw#Olvw

OR VD<648#IxhWxeIqj +57Š, 538

## Z khho# #Nlvh

OR VE:334#E djqhwSFkurp h Z khho +OVW2DIW, +su, 45k<  
OR VE:534#E djqhwSFkurp h Z khho +OVW2DIW, 5k<  
OR VE:734#E djqhwSFkurp h Z khho +OVW2DIW, +su, 77k<

## Erglv# #ffhvvruhv

OR VE:348#D iwhuvkrfn Sdlqhw Erg| z 2/wfnhu +Eoch, 7k<  
OR VE:349#D iwhuvkrfn F dnuErg| z 2/wfnhu ) P dvn, 67k<  
OR VE:536#D iwhuvkrfn VfnhuVkhwh, 933

## R SWIR Q #SDUWV

## Vxvshqvrlq#Sduw

OR VE5554#V z d| EduNlw+OVW2, 47k<

## Fkdvvlv#Sduw

OR VE5593#Khdyl| Gxw| Fkdvvlv Sdlh 0 Kdug Dqr1+OVW2, 7k<  
OR VE5594#Khdyl| Gxw| Fkdvvlv Vnlj Sdlh 0 Kdug Dqr1+OVW2, 57k<  
OR VE5595#Khdyl| Gxw| Fkdvvlv Wrs Sdlh 0 Kdug Dqr1+OVW2, 49k<  
OR VE5596#Khdyl| Gxw| Iurqwerwz Sdlh 0 Kdug Dqr1+OVW2, 49k<  
OR VE5597#Khdyl| Gxw| Uhdurwz Sdlh 0 Kdug Dqr1+OVW2, 4k<  
OR VE55:3#K iShuiJ udkh Fkdvvlv Sdlh 0+OVW2, 43k<  
OR VE55:4#K iShuiDoxp lxp Vnlj Sdlh 0 Kdug Dqr1+OVW2, 57k<  
OR VE55:5#K iShuiJ udkh Wrs Sdlh +OVW2, 69k<  
OR VE55:6#K iShuiDoxp lIurqwerwz Sdlh 0 Kdug Dqr1+OVW2, 4k<  
OR VE55:7#K iShuiDoxp lUhdurwz Sdlh 0 Kdug Dqr1+OVW2, 4k<  
OR VE5784#H {wd Orqj Erg| P rxqw +OVW2, 733  
OR VE5834#Z lqj P rxqwSdlwlv +OVW2DIW, <33

## Vkrfnv

OR VE5:34#Vkrfn Erg| 0Eoch +OVW2DIW, 44k<  
OR VE5:35#Vkrfn Fds 0Eoch +OVW2DIW, 33  
OR VE5:36#Vkrfn Erg| 0Uhg +OVW2DIW, 44k<  
OR VE5:37#Vkrfn Fds 0Uhg +OVW2DIW, 33  
OR VE5:38#Vkrfn Erg| 0J rgy +OVW2DIW, 44k<  
OR VE5:39#Vkrfn Fds 0J rgy +OVW2DIW, 33  
OR VE5:3#Vkrfn Erg| ) Fds Vhw0Uhg +7, +OVW2DIW, 9k<  
OR VE5:3#Vkrfn Erg| ) Fds Vhw0J rgy +7, +OVW2DIW, 9k<  
OR VE5:44#Wkhdghg Vkrfn Erg| 0Kdug Dqr1+OVW2DIW, 45k<  
OR VE5:46#Vkrfn DgnvhuQxw0EochDoxp lxp +OVW2, 933  
OR VE5:47#Kdug Dqr1Wkhdghg Vkrfn Erg| ) DgnVhw+7, +OVW2, 1'8k<  
OR VE5:74#Wldqkp Q lqgh Vkrfn Vkdhw+OVW2DIW, 33  
OR VE5: <#Dvwhp eohg Wkhdghg Vkrfn z 2/subj +Eoch, +OVW5, 67k<  
OR VE5:34#Vkrfn S lrvwEdow 0Kdug Dqr1Doxp lxp +7, +OVW2DIW, 1'33  
OR VE5:7<#Vkrfn Vsubjv 0Z klh 73 e Udh +su, +OVW2DIW, 933  
OR VE5:84#Vkrfn Vsubjv 0Eafn 93 e Udh +su, +OVW2DIW, 933  
OR VE5:85#Vkrfn Vsubjv 0\haz :D e Udh +su, +OVW2DIW, 933

## Wudqvp lvrlq

OR VE64<6#Iqvlgh J hduF rhyu+OVW5, 833

## Foxek#Sduw

OR VE6656#Doxp lFoxek Vkrh ) Vsubj Vhw+OVW5,  
OR VE6673#Foxek Ehwrq qd 50Vshhg Wkhdghg, +OVW2, 4333  
OR VE6683#4;W Vnhos lqrg +OVW2, 833  
OR VE6684#4;W Vnhos lqrg z 2Wlq lqgh +OVW2, 47k<  
OR VE6689#58W Vnhos lqrg +OVW2, 833  
OR VE668: #58W Vnhos lqrg z 2Wlq lqgh +OVW2, 47k<

## 50Vshhg# #Vdsshu#Sduw

OR VE6743#50Vshhg Orz 0 hduKxe z 20z d| +OVW2DIW, 55k<  
OR VE6744#50Vshhg K lJ hduKxe z 2 hduIqj +OVW2, 49k<  
OR VE6753#3W Vsxu+Orz , J hdu+OVW2DIW, +wfn, 733  
OR VE6757#96W Vsxu+Kl, J hdu+OVW2DIW, +wfn, 733  
OR VE675: #50Vshhg VnhosWlq lqgh J hduF rgyhuIqrg +OVW2, 33k<  
OR VE675<#3W VnhosVsxu z 2Wlq lqgh +w, +OVW2, 66k<  
OR VE6763#96W VnhosVsxu z 2Wlq lqgh +qg, +OVW2, 58k<  
OR VE6764#Gulyh U lqv iru: 3W VnhosVsxu+5, 533

## Gulyhwdlq#Sduw

OR VE683<#Z khhoKh{ Vhw0Kdug Dqr1+OVW2DIW, 4k<  
OR VE6843#53p p Z khhoKh{v 0Doxp +5, +OVW2DIW, 48k<  
OR VE6844#QxwVhw+Odugh2/p dgy iru53p p kh{ +5hd, 733  
OR VE6864#Doxp lxp G lliF dvhw 0Srdvkhg +OVW2DIW, 4333  
OR VE6865#Doxp lG lliF dvhw 0Eoch +OVW2DIW, 44k<  
OR VE6868#Wlq lIq U lqj ) S lqrg +OVW2DIW, 6k<

## Kdugz duh

OR VE7354#S lrvwEdow 0Kdug Dqr1+OVW2DIW, lxp +7, +OVW2, 33  
OR VE7435#Wldqkp Q lqgh IqghuK lqj S lqv +5, +OVW2, 33  
OR VE7436#Wldqkp Q lqgh R xhuK lqj S lqv +5, +OVW2DIW, 33

## P rwrw#ffhvvruhv

OR VE8364#Iqghg Hqj lq P rxqw 0Kdug Dqr1Doxp lxp +OVW2, 45k<  
OR VE8383#H {kdxvWkhdghu+UH, ) Vsubjv +OVW2DIW, 4k<  
OR VE8384#H {kdxvWkhdghuVhdw ) Vsubjv +5, +OVW2DIW, 933  
OR VE8387#H {kdxvS lsh Vhdw ) Vsubjv +OVW2, 933  
OR VE8389#Wxqghg S lsh P rxqw Kdugz duh +OVW2, 533  
OR VE8388#Wxqghg H {kdxvS lsh +OVW, 6k<  
OR VE838: #Wxqghg S lsh ) Khdghu0Srdvkhg +OVW2, 9k<  
OR VE838: #Wxqghg S lsh ) Khdghu0Kdug Dqr1+OVW2, 7k<  
OR VE8393#K W S Wxqghg S lsh ) Khdghu0Srdvkhg +OVW2, 9k<  
OR VE8394#K W S Wxqghg S lsh ) Khdghu0Kdug Dqr1+OVW2, 7k<

## P rwrw#ffhvvruhv

OR VE8433#Vs lqVvduwKdug Khg Vvduhu +OVW2, 77k<  
OR VE8435#Vs lqVvduwP rwrw Edvhu| Ohdgv +OVW2, 49k<  
OR VE8436#Vs lqVvduwP hfkdg lfv +OVW2, 55k<  
OR VE8437#Vs lqVvduwKh{ VvduhuVkdhw+OVW2, 833  
OR VE8438#Vs lqVvduwKdug Vvduw ) S lq +OVW2, 833  
OR VE8439#Vs lqVvduwF dvh ) Vz lfk Vhw+OVW2, 33  
OR VE843: #Vs lqVvduwGulyh J hdu+P hwdq +OVW2, 633

## Z khho# #Nlvh

OR VE:338#Ehdg Orfn EornS Z khho+Eoch U lqv +OVW2DIW, +su, 57k<  
OR VE:339#Ehdg Orfn EornS U lqv 0Uhg +OVW2DIW, +7, 57k<  
OR VE:33: #Ehdg Orfn EornS U lqv 0J rgy +OVW2DIW, +7, 57k<  
OR VE:554#Irdp Wlh Iqghu 0 lIq +OVW2DIW, +su, 33  
OR VE:555#Irdp Wlh Iqghu 05 Vdjh +OVW2DIW, +su, 45k<  
OR VE:983V VxshuN lqj 0S lq P W lhw z 2 lrdp Olghu+su, 67k<

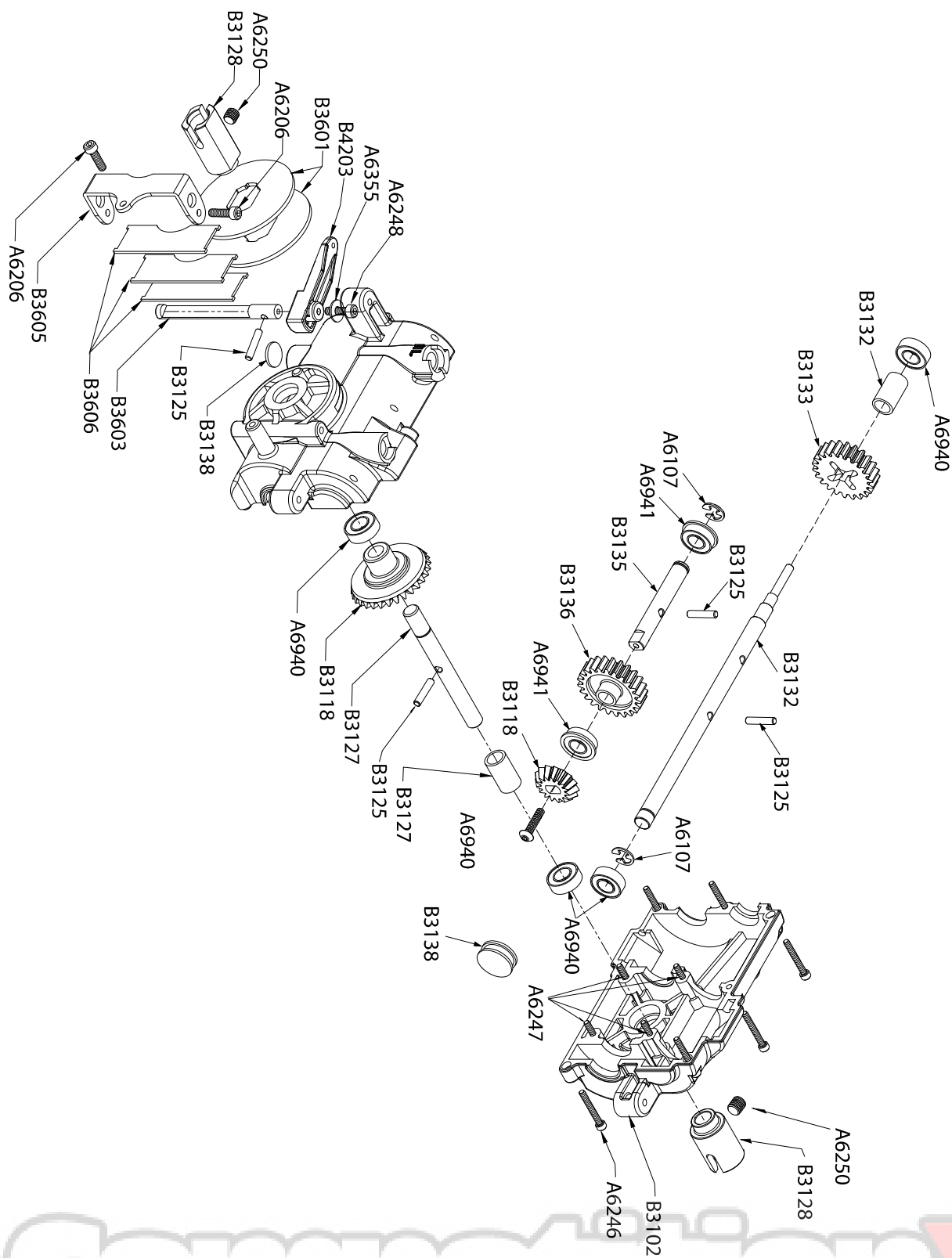
## Erg| # #ffhvvruhv

OR VE:334#OVW Erg| Sdlqhw Eoch z 2/wfnhu, 7k<  
OR VE:335#OVW Erg| Sdlqhw Uhg z 2/wfnhu, 7k<  
OR VE:336#OVW Erg| F dnu z 2/wfnhu ) P dvn, 5k<  
OR VE:338#OVW E dnuSF dnuErg| z 2/wfnhu ) P dvn, 63k<  
OR VE:344#OVW5 Erg| Sdlqhw J th| z 2/wfnhu, 7k<  
OR VE:345#OVW5 Erg| Sdlqhw Uhg z 2/wfnhu, 7k<  
OR VE:347#OVW5 Erg| F dnu z 2/wfnhu, 67k<  
OR VE:483 Z lqj Nlw+OVW2DIW, 47k<  
OR VE:484#Z lqj R qd +OVW2DIW, <33  
OR VE:534#OVW VfnhuVkhwh, 833  
OR VE:535#OVW5 VfnhuVkhwh, 833

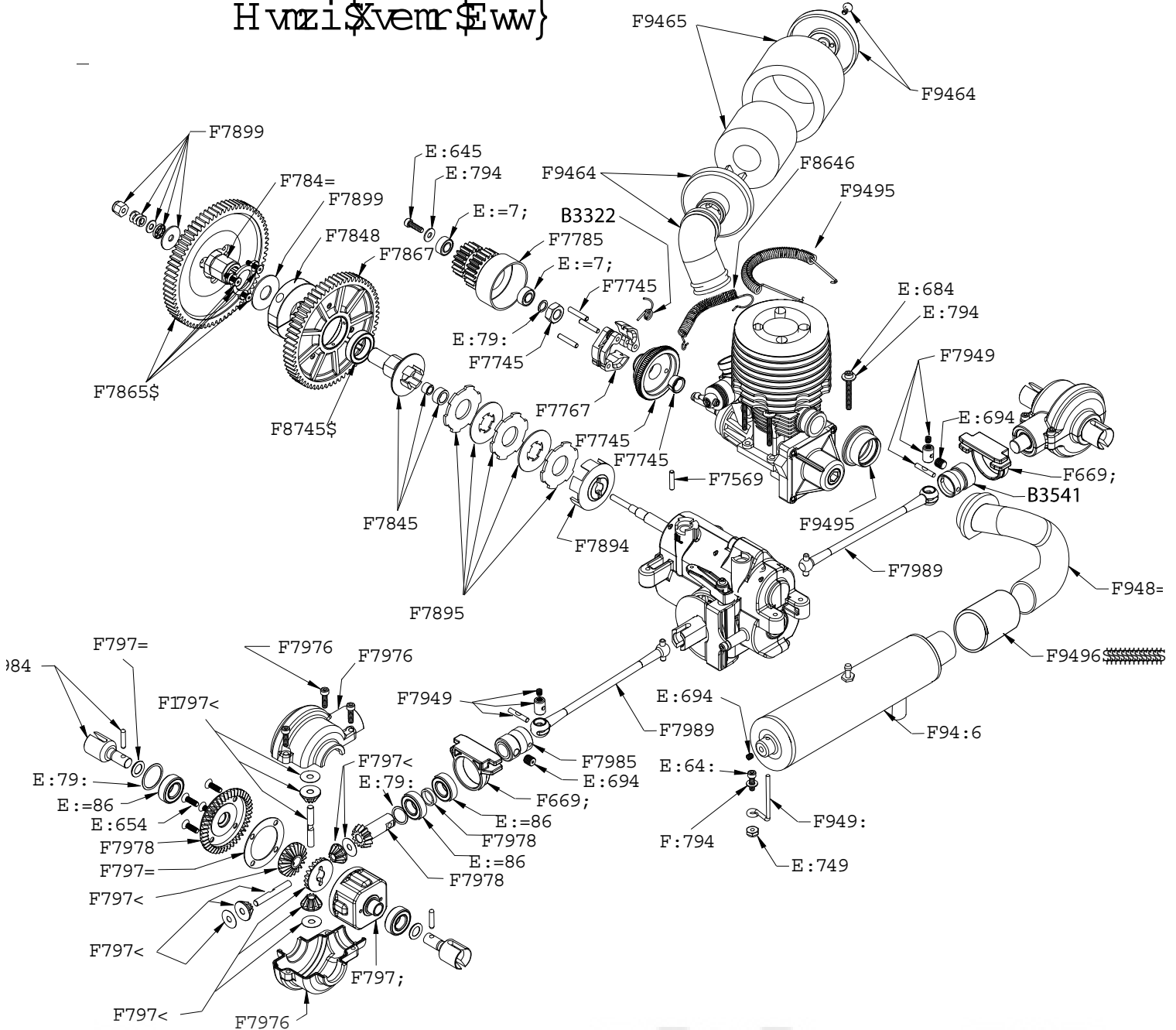
## Uhfhyhu#Sdfn

OR VE<<6<#9y <33 Q lP K U { I lwsdfn z 2 kdujhu+OVW2DIW, 57k<  
OR VE<<83#8 F hwy 4433 p Dk Q lP K UhfhyhuSdfn +OVW2, 64k<

# TRANSMISSION ASSEMBLY



**CompetitionX**  
A WEB SITE FOR THE SERIOUS RACER

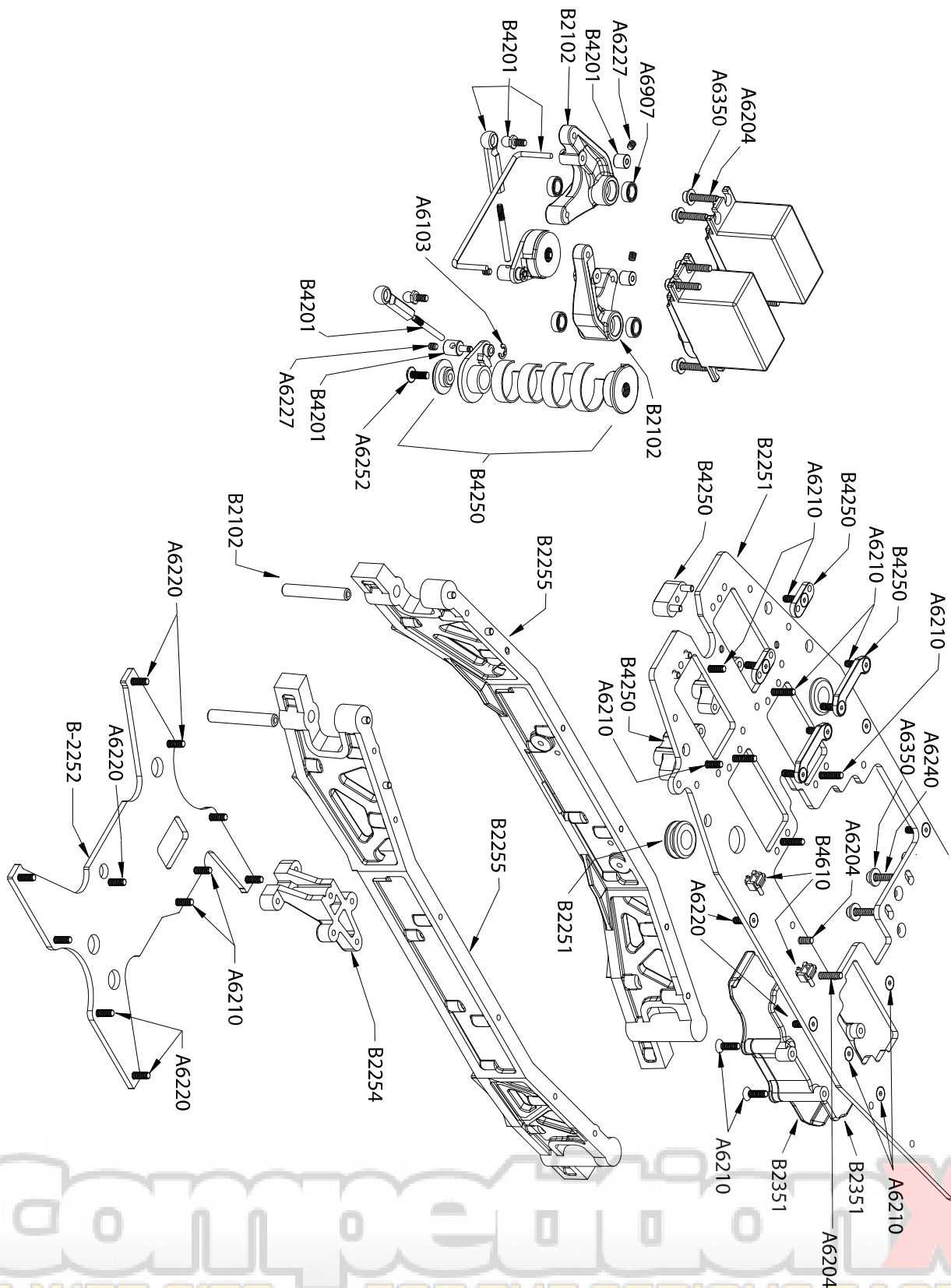
$$H \vee z \wedge i \wedge x \vee m \wedge r \wedge e \wedge w \wedge \}$$


1998

**CompetitionX**

A WEB SITE FOR THE SERIOUS RACER

Teki\$:



**COMPETITOR X**  
 A WEB SITE FOR THE SERIOUS RACER



[illegible]

Teki\$<

This diagram illustrates the assembly of a vehicle chassis and suspension system. The components are labeled as follows:

- Top Components:** A8200, B2450, A6216, A6350, A6355, A6242, A6307, A6355, B2900, B6307, B2253, B2151, B2201, A6220, B2151, B2201, B2151.
- Spring and Shock Assembly:** B2900 (coil spring), B2201 (shock absorber), B2257 (upper control arm), B2001 (lower control arm), A6229, B2201, B2151.
- Chassis and Frame:** B2401, A6204, A6233, B2151, B2257, B4101, B2253, B2201, A6241, B2001, A6106, B4101, A6206, B4020, B4020, B4001, A6206, B4020, B3508, B2101, A6940, B4111, A6321, B3508.
- Steering and Suspension Links:** B2401, A6220, B2253, B2001, A6241, B2001, A6106, B4101, A6206, B4020, B4020, B4001, A6206, B4020, B3508, B2101, A6940, B4111, A6321, B3508.
- Wheels and Tires:** B7201 (tire), B2101 (wheel hub).

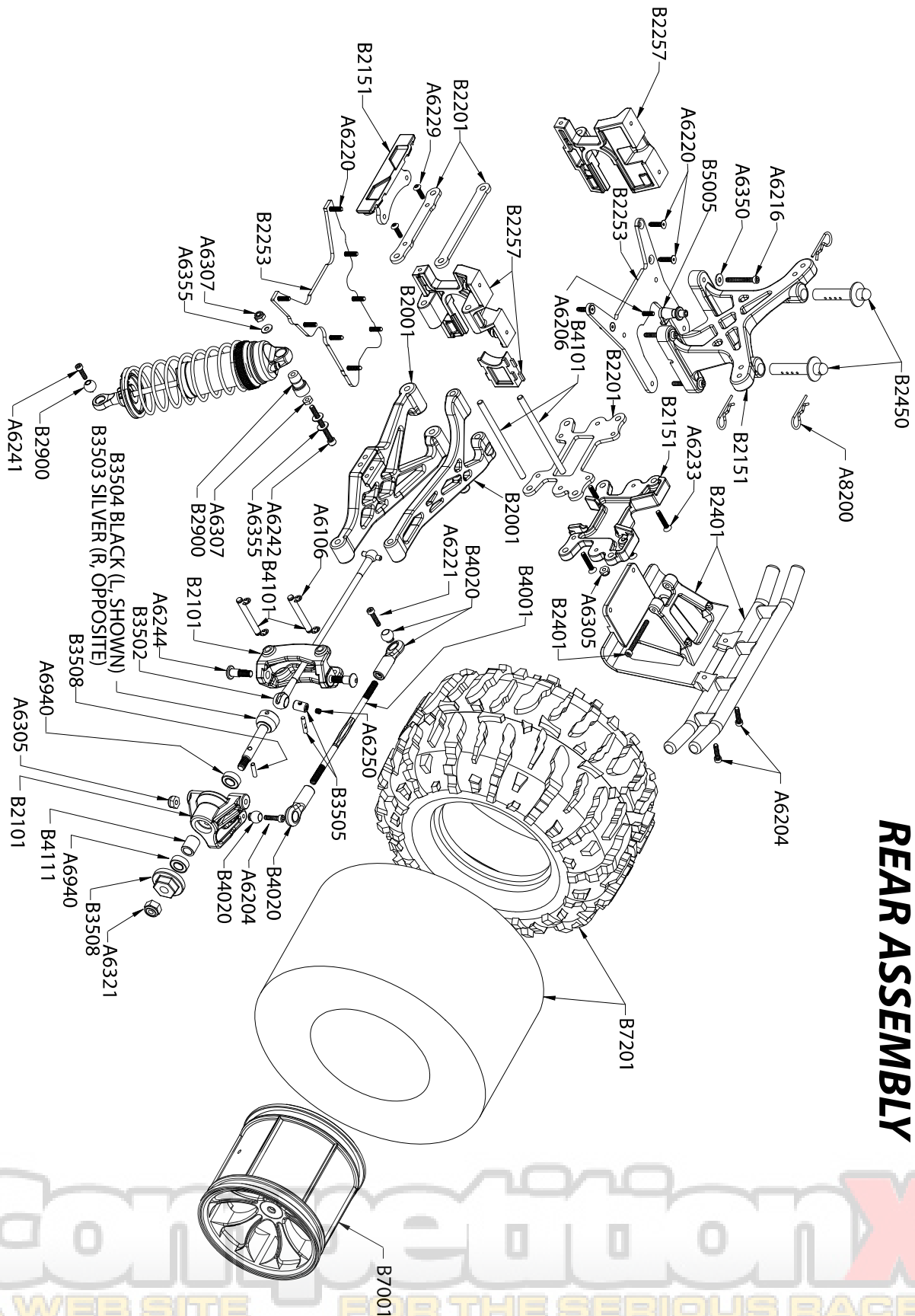
**Color Coding:**

- B3504 BLACK (Left, Shown)**
- B3503 SILVER (Right, Opposite)**



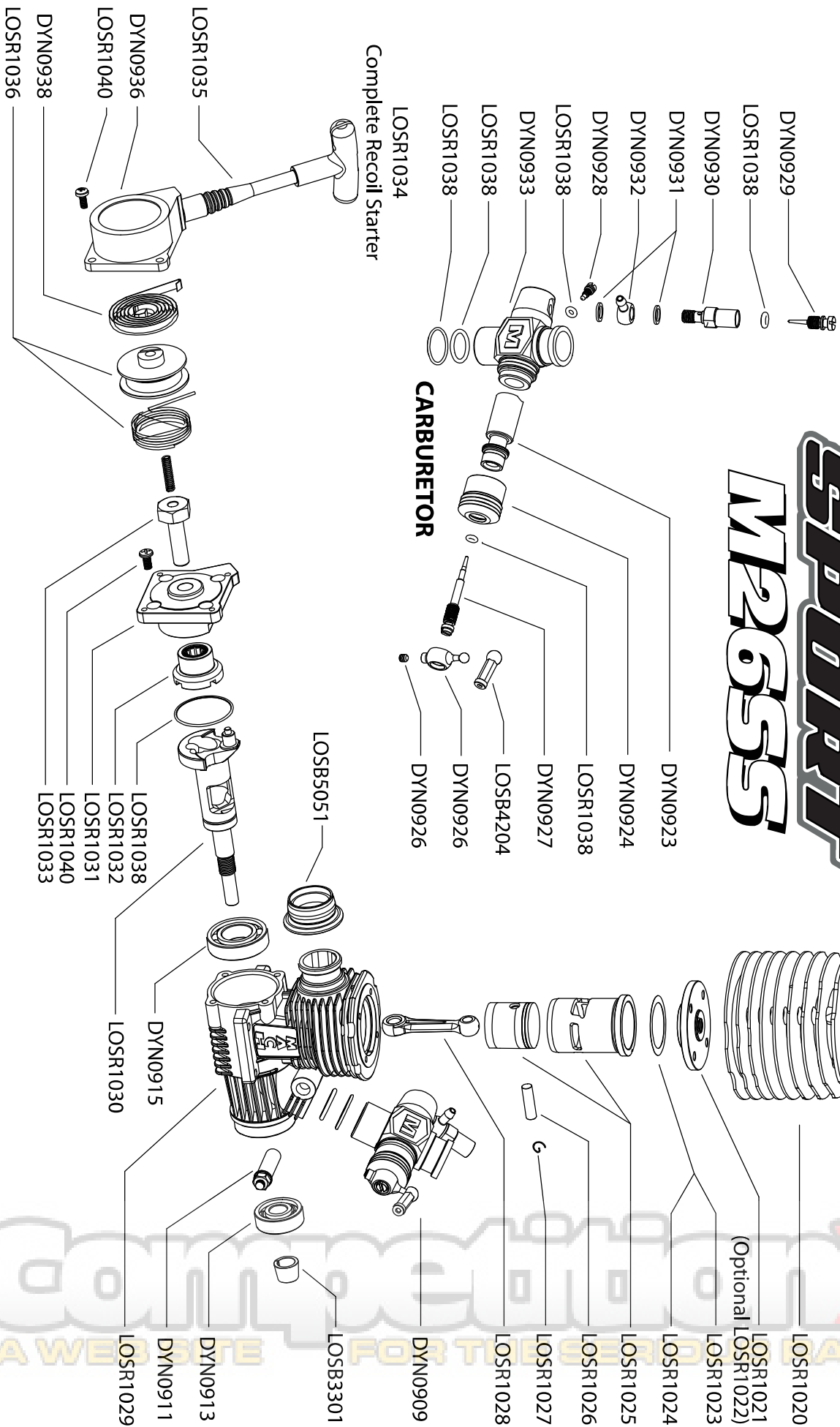
Teki\$=

# REAR ASSEMBLY



**COMPETITIONX**  
A WEB SITE FOR THE SERIOUS RACER

# SPORT M26SS









## THE MONSTER AMONG MINIS

Team Losi's world-renowned engineering team took the design of RC Car Action's 2005 Truck of the Year, the LST "Super Truck," and brought the monster truck excitement and off-road performance to the mini-monster truck category.

The result is the biggest, most powerful mini truck available, the Mini-LST. Featuring a dual-deck aluminum chassis, oversized oil-filled coil-over shocks, a 4-wheel drive system with 3 differentials, dual high-torque Frenzy-370 motors, synthesized 27MHz FM radio system, complete ball bearings and more, it is the ultimate mini truck experience. Twin steering servos keep the Mini-LST pointed in the right direction, while the included Ni-MH battery and charger provide ample power for any terrain.

Run it anytime, anywhere. Indoors or off-road.



The Mini-LST includes a full-featured Team Losi® Sport 27MHz Synthesized FM Radio System for the ultimate in control.

Start something **big...**  
...use something **small.**

The Mini-LST.



HORIZON

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**SPORT**

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