LX-T RACING MONSTER TRUCK

OWNER'S MANUAL

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

TEAM LOSI PERFORMANCE

TEAM LOSI INC. ,CHINO , CA. 91710 P/N 800-0041 (Revision A)
MADE IN UNITED STATES OF AMERICA

LX-T 'XX' RETRO TRANSMISSION ADDENDUM

The Team Losi LX-T racing truck kit that you just purchased has been upgraded. It now includes the 'XX' Retro fit transmission. This makes the unequaled performance of the LX-T truck even better.

Along with this addendum, you will also find enclosed the LX-T instruction manual along with the 'XX' transmission instructions. Please read through all instructions before beginning assembly. This will help familiarize you with the assembly process.

Locate the LX-T manual and highlight the following pages and assembly steps. When you reach these points in the LX-T manual, begin using the 'XX' instruction manual until the transmission is completed. Then resume using the LX-T manual.

PAGE	BAG	FIG.	STEP	NOTES
10 - 14	C	8 - 29	1 - 35	When you reach page 10, bag C, begin assembly on the 'XX' transmission. When assembly of the transmission is complete, return to page 15, bag D of the LX-T manual.
19 - 20	D	40 - 41	24 - 27	Ignore steps 24 - 27 in the LX-T manual. When you reach this point in assembly install the dogbones from step 26 in the "XX' transmission instructions. Once both dogbones are installed return to step 28, page 20 in the LX-T instructions.

**Note:* This LX-T kit has also been updated to include Team Losi's new Silatech shock fluid. In the LX-T manual, reference number (114) has been changed. Number (114) is now Team Losi 350 Silatech shock fluid, part number A- 5224.

If you replace the gears in the 'XX' transmission supplied with this kit, be sure to use the 2.61:1 ratio gears (part numbers A-3076 and A-3077). The 2.19:1 ratio gears will not work unless the transmission cases are also changed.

Do not be alarmed if the idler gear and diff gear supplied with your transmission are black or have black markings on them. This is for identification purposes *only*, and is necessary so that the 2.19:1 gears and the 2.61:1 gears can be separated for packaging.

We are sorry for any inconvenience this may cause. The 'XX' transmission was added to the LX-T as soon as possible. Together, they make the most competitive racing truck available.

Good Racing,

Team Losi

WELCOME, LX-T OWNER !

Thank you for purchasing the Team Losi LX-T. This kit represents the latest in 1/10 scale racing monster truck technology. The LX-T and it's predecessor, the JRX-T, have won every R.O.A.R. National Championship to date utilizing the extraordinary design and construction that has made Team Losi famous world wide. The use of specialized materials, computer aided design (CAD) and finite element analysis (FEA stress analysis) is unequalled in the R/C racing world.

Before starting construction of your LX-T, please take a moment to read through these instructions. This will minimize building time and get you to the track sooner. Additionally, we have included a tech tip section to help you track tune your LX-T for optimum performance.

Once again, thank you for choosing the LX-T. Team Losi is racing to help you win.

TEAM LOSI

1. INTRODUCTION

LX-T COMPLETED KIT DIMENSIONS

Length: 16.00 in.	Front Width: 12.50 in.	Rear Width: 12.25 in.	Height: 6.00 in.
Wheelbase: 11.375 in.	All dimensions at ride height.	Weight may vary depending on accessories.	

KIT/MANUAL ORGANIZATION

The Team Losi LX-T Kit is composed of different bags marked Bag A through Bag G. Each bag contains all of the parts necessary to complete a certain section of the truck. It is essential that you open only one bag at a time and follow the right sequence, otherwise you may face difficulties in finding the right part. It is helpful to read the entire instructions for a bag prior to starting assembly. Key numbers (in circles) have been assigned to each part and remain the same throughout the instructions. For your convenience, an actual size hardware identification guide is included with each step. 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 parts from rolling away.

IMPORTANT SAFETY NOTES

1. **Select an area for assembly that is away from the reach of small children. The parts in the kit are** *small and can be swallowed by children causing choking and possible internal injuries.*

2. **The shock fluid and greases 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 manufacturer's warnings and cautions* **for any glues or paints that may be used for assembly purposes.**

INTRODUCTION (Continued)

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 screwdriver, small flatblade screwdriver, 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 LX-T Team Losi Racing Truck is an out-of-the-box high performance race truck. It is for that reason that we have not included specific instructions on radio and electrical equipment. We have left this subject to the personal preference of the owner/racer.

A suggested layout is provided in this manual. Your high performance R/C center should be consulted regarding specifics on radio/electrical equipment and placement.

HARDWARE IDENTIFICATION

When in question, use the hardware identification guide in each step. For screws, the prefix number designates the screw size and number of threads per inch e.g., 4-40 is a #4 screw with 40 threads per inch of length. The fraction following designates length of thread or overall if flathead style. Bearings and bushings are referenced by inside diameter x outside diameter. Shafts and pins are diameter x length. Washers are descibed by inside diameter or the screw size that will pass through the I.D.. E-clips are sized by the shaft diameter of attachment.

MOTORS AND GEARING

Your LX-T kit includes a 90 tooth, 48 pitch spur gear. The internal gearbox ratio is 2.18:1. The external pinion gear will set your final drive gear ratio. The final drive ratio is = 2.18 x (No. of teeth on the spur gear divided by the No. of teeth on the pinion gear). Example: For a 15 tooth pinion with a 90 tooth spur gear, the final drive ratio would be 2.18 x 6.00 or 13.08 :1. Consult with your high performance shop for recommendations to suit your racing style and class. The chart below tables Team Losi motors and the recommended gearing for that motor. Ratios can be adjusted depending on various track layouts, tire sizes and battery types.

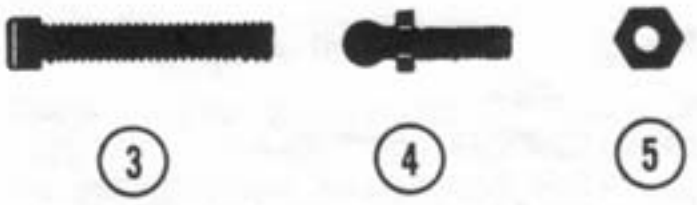
RECOMMENDED GEARING FOR TEAM LOSI MOTORS

MOTOR	MODEL NO.	PINION	SPUR
Big Ed	TL 6108	15	90
Super Insane (Stock)	TL 6024	20	90
MTM (Truck)	TL 6104	18	90
Jr's Choice	TL 6103	17	90
Motown Missle	TL 6106	12	90
Off Road Special	TL 6110	14	90

TABLE OF CONTENTS

Team Losi Engineering is continually changing and improving designs; therefore, the actual part may appear slightly different than the illustrated part. Illustrations of parts and assemblies may be slightly distorted to enhance pertinent details.

BAG A - FRONT SUSPENSION



1. Locate the front shock tower (1) and attach the shock mounts (2) to the center hole on the top of the tower using 2, 4-40 x 7/8" cap head screws (3). Fig.1

2. Thread in a 3/8" ball stud (4) into the inside hole of the three holes at the bottom of the shock tower (1). These go on the opposite side of the shock mounts (2). Secure the ball studs (4) with a 4-40 nut (5). Fig 1

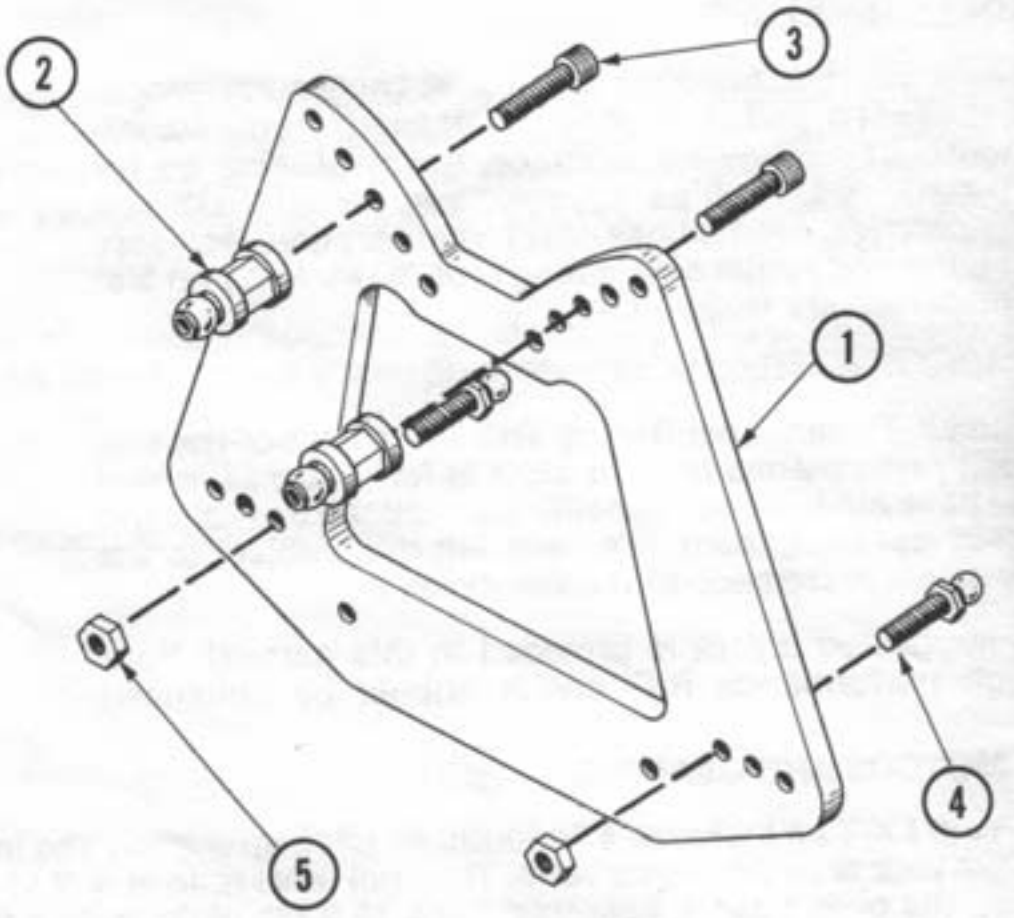


Figure 1

3. Secure the front shock tower (1) to the front bulkhead (6) as shown using two 4-40 x 7/8" cap head screws (3). Fig.2

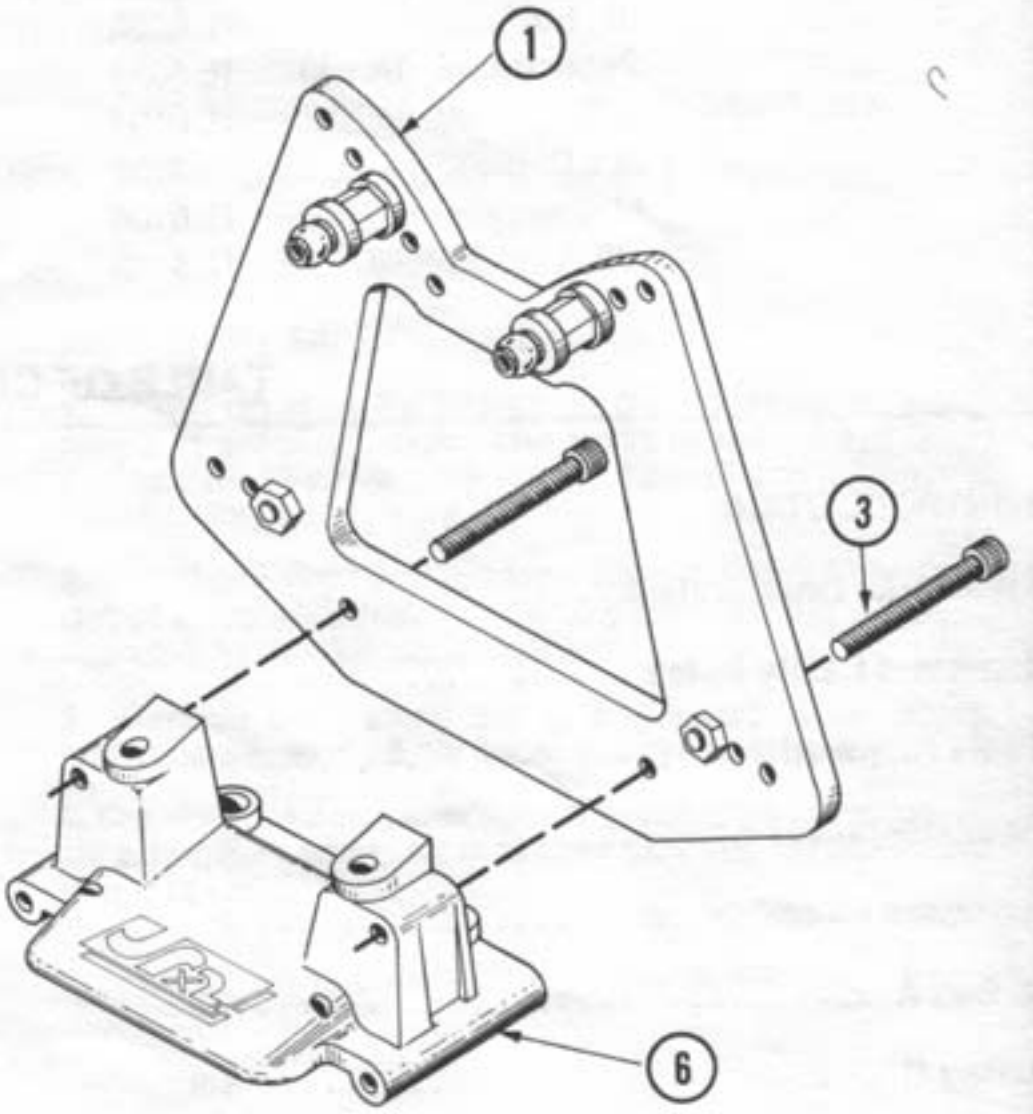


Figure 2

(9)

(10)

4. Attach the front suspension arms left (7), right (8) front to the front bulkhead (6) using 1/8" x 1.650 hinge pins (9) and secure the pins (9) with four 1/8" E-Clips (10) Fig.3

- *Note: Be sure that arms (7) & (8) sweep rearward and shock mounting holes are on top.*

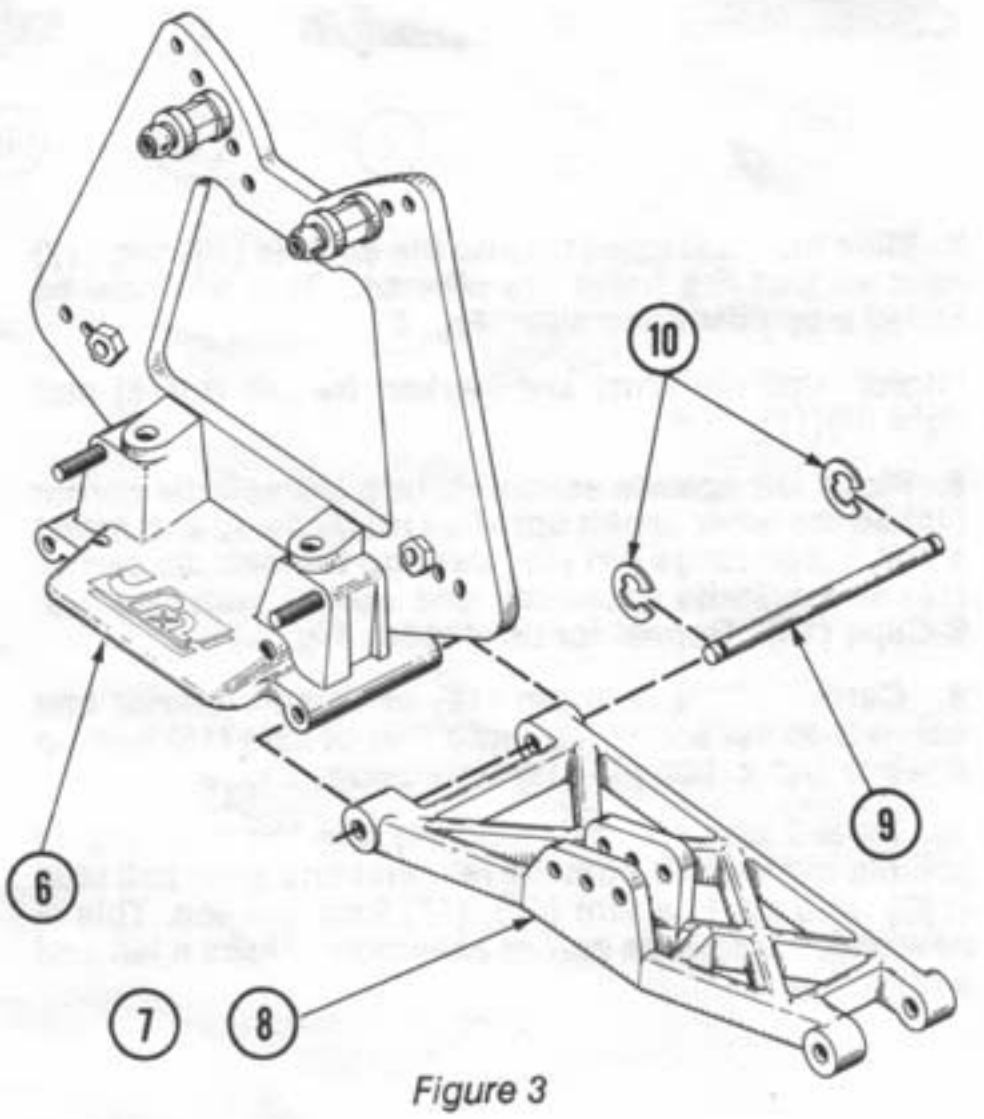


Figure 3

(13)

(14)

5. Attach the body mount slide (11) to the back side of the body mount (12) by threading two 4-40 x 3/8" cap head screws (13) into the center holes of the body mount slide (11). Fig. 4

6. Affix the body mount (12) to the two 4-40 x 7/8 screws (3) protruding from the front of the front bulkhead (6) so that the body mount (12) angles forward. Secure with two 4-40 lock nuts (14). Make sure that the body mount slide (11) angles down towards the front and not the back. Fig. 4

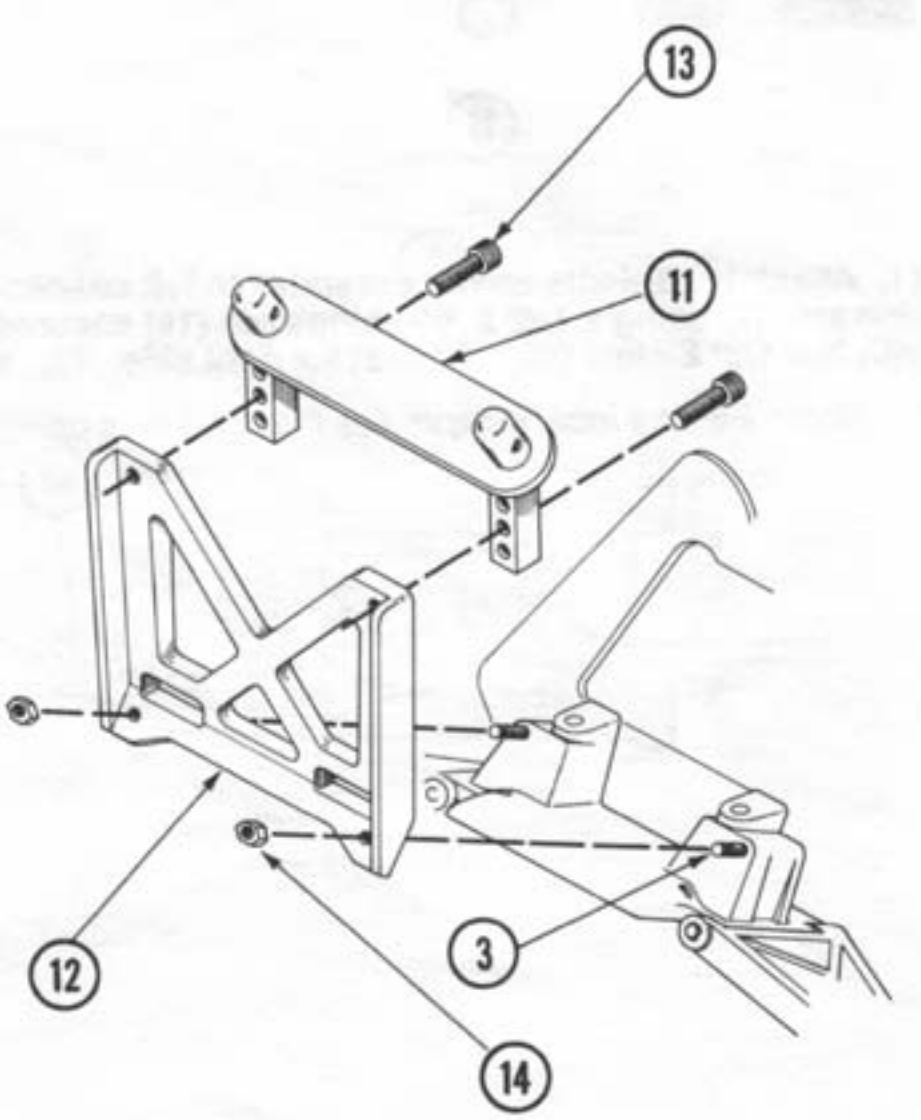
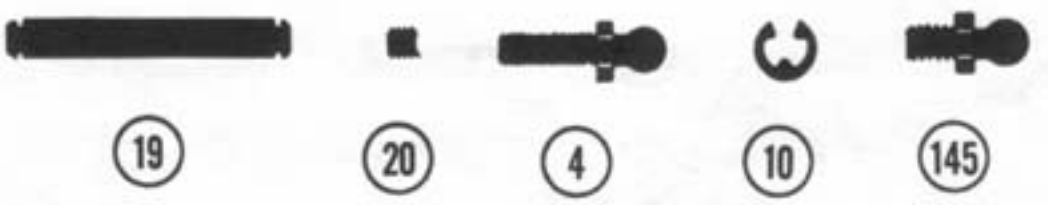


Figure 4



7. Slide the front axle (15) into the spindle (16) left, (17) right so that the holes are aligned. This will now be called a spindle assembly. Fig. 5

***Note: Spindle arms are marked for left (L)(16) and right (R)(17).**

8. Place left spindle assembly into left spindle carrier (18) so the letter on the spindle (16) faces up and insert a 1/8" x .960 hinge pin (19) through the spindle carrier (18) and spindle assembly and secure with two 1/8" E-Clips (10). Repeat for right side. Fig. 5.

9. Center 1/8" x .960 pin (19) in spindle carrier and screw 5-40 set screw (20), into rear of axle (15) and up against 1/8" x .960 pin (19) until snug. Fig. 5

10. Thread one 3/8" ball stud (4) into the top hole of spindle carrier (18) from the rear and one 3/16" ball stud (145) into spindle arm (16), (17) from the top. This is now called a spindle carrier assembly. Make a left and a right. Fig. 5

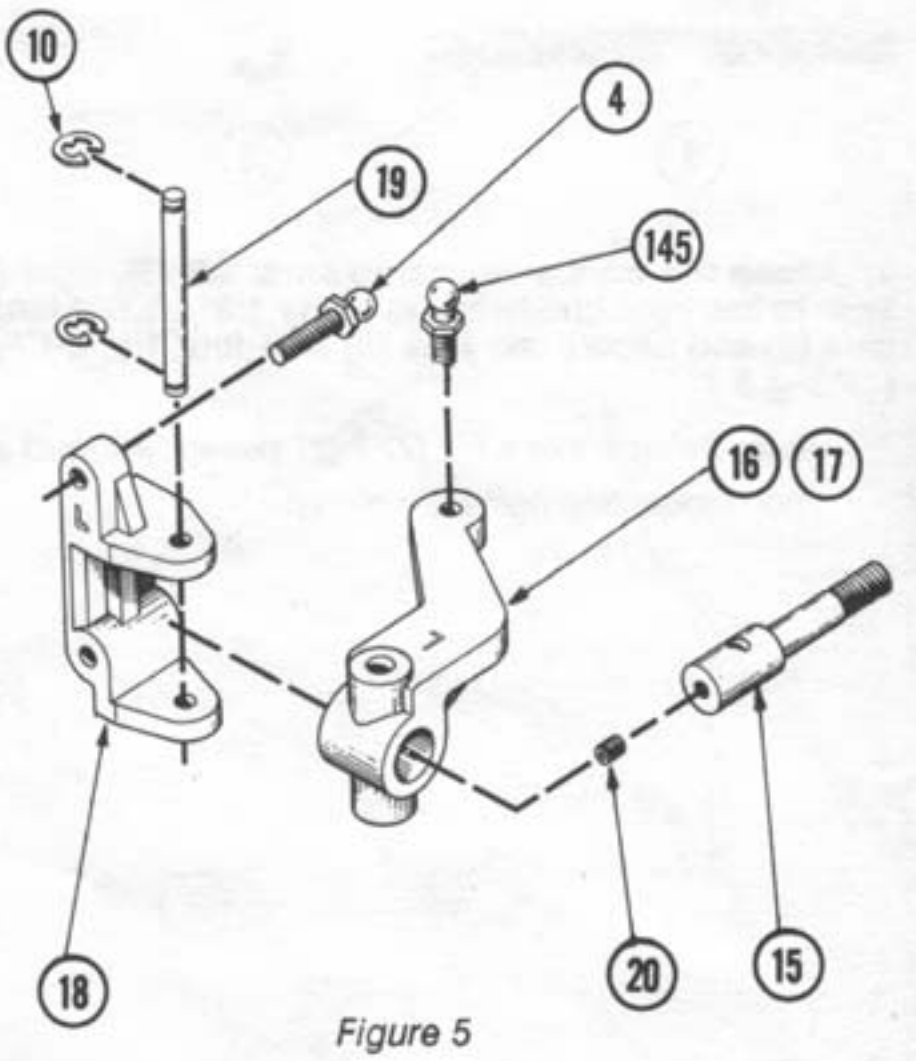
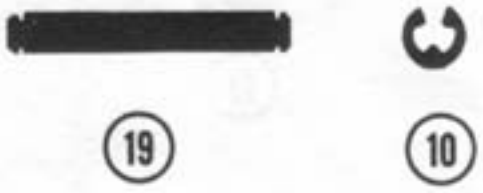


Figure 5



11. Attach left spindle carrier assembly to left suspension arm (7) using a 1/8" x .960 hinge pin (19) secured with two 1/8" E-clips (10). Repeat for right side. Fig. 6

* *Note: Be sure letter on spindles (16 & 17) face up.*

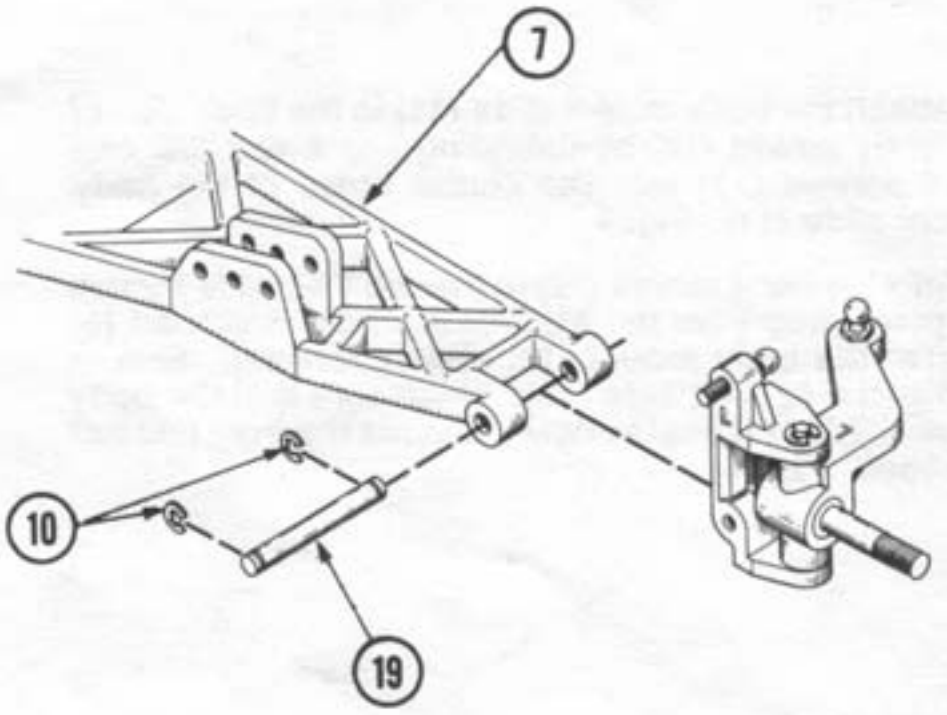


Figure 6

12. Thread an adjustable rod end (21) onto each end of a 1.875" turnbuckle (22). Thread both rod ends (21) evenly until the overall length matches the illustration below. This will now be referred to as front camber link. Make two. Fig. 7

* *Note: One end of turnbuckle has left hand threads.*

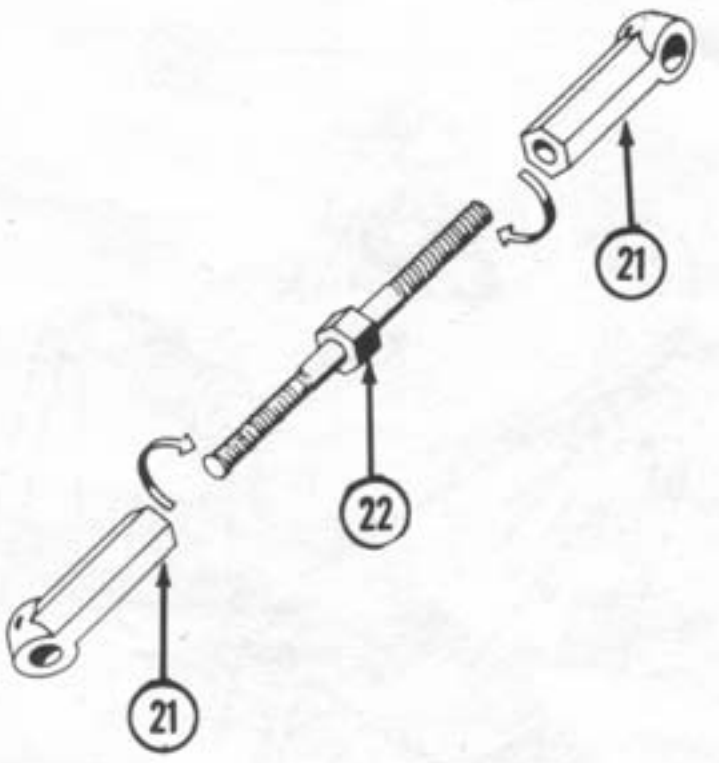
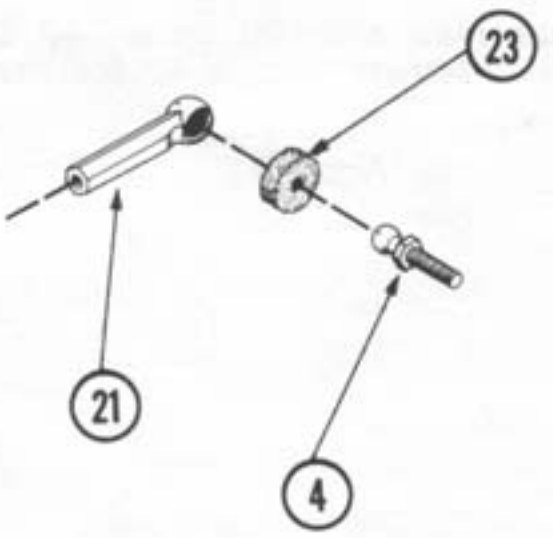


Figure 7

13. Find the sheet of 8 foam rings (23) and remove 4 from the sheet. Place one foam ring (23) over each ball stud (4) for the camber link. Once the foam rings are in place, snap one rod end (21) over the ball stud (4) on the front shock tower (1) and the other end over the ball stud (4) on top of the spindle carrier (18). Repeat for other side. Fig. 8



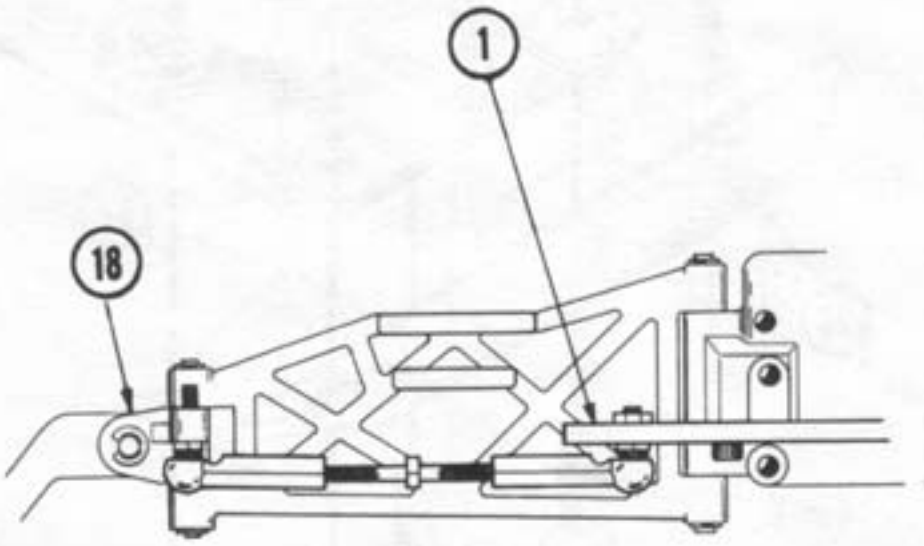


Figure 8

(25)

14. Mount the completed front end assembly to the chassis (29) along with the front bumper (24) using 4 8-32 x 1/2" aluminum screws (25). Fig. 9

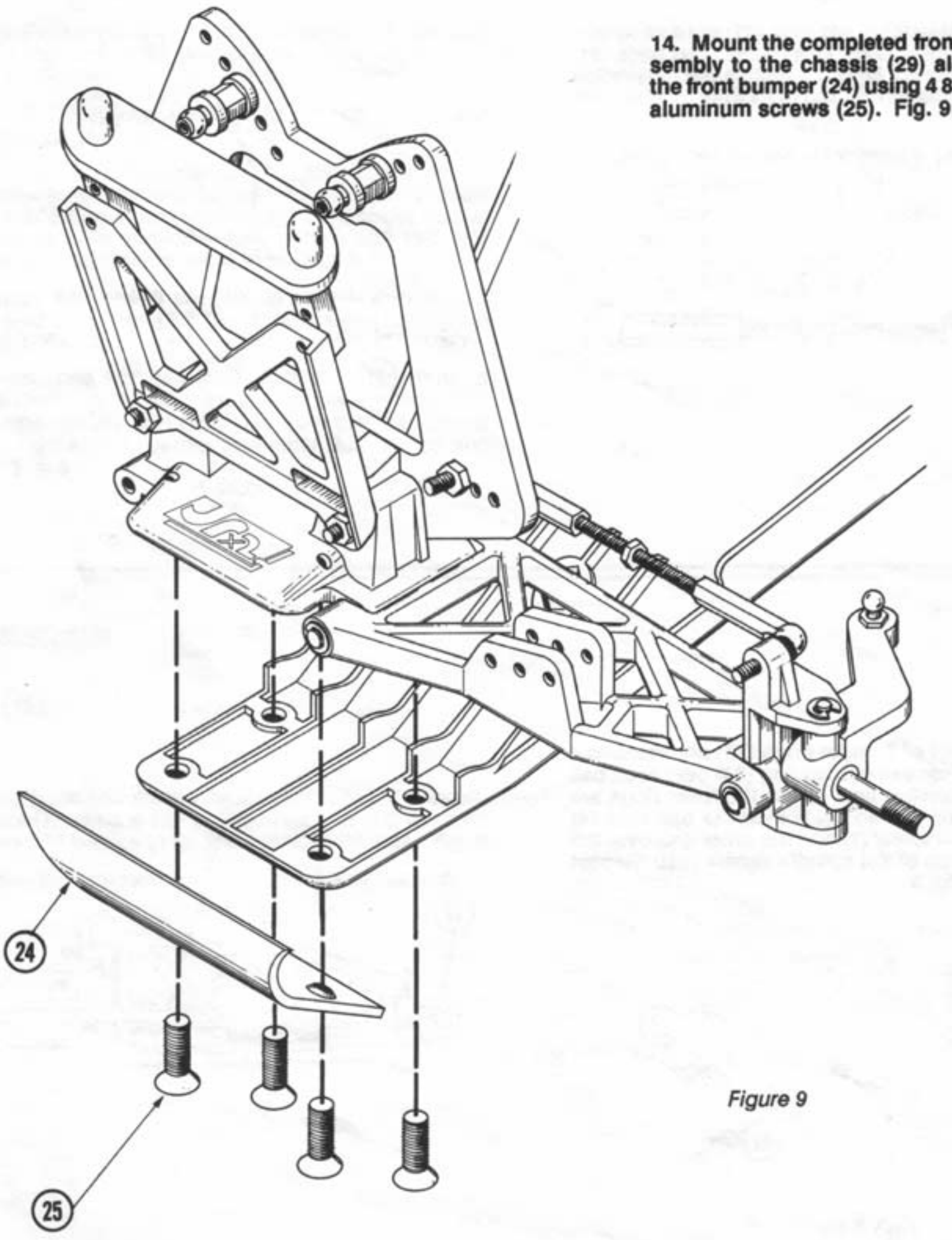


Figure 9

BAG B - STEERING ASSEMBLY

30

1. Secure steering posts (28) to chassis (29) as shown using two 4-40 x 3/8" flathead screws (30). Fig. 10

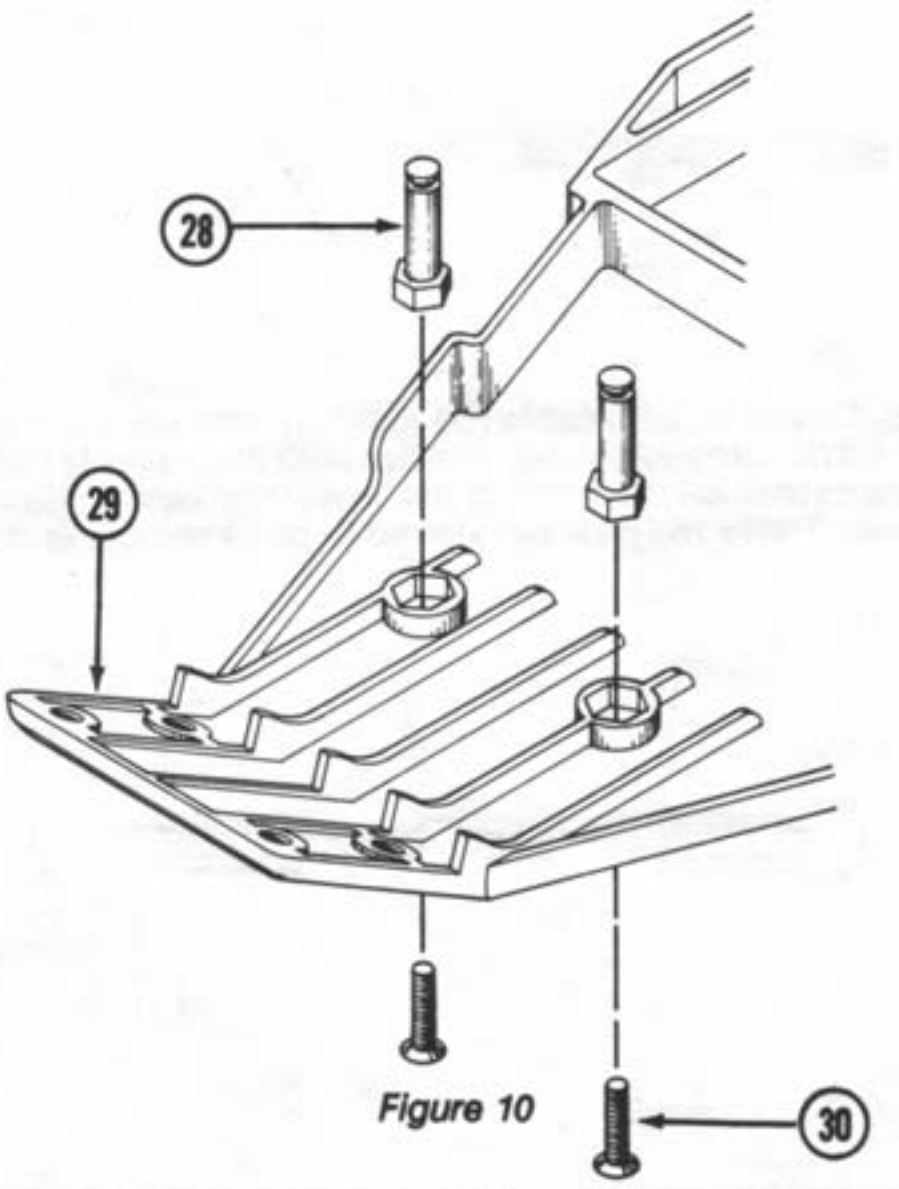


Figure 10

32 31 4 34 35

2. Thread a 3/8" ball stud (4) into steering bellcrank (26) as shown in Fig. 11.

3. Thread one 1/8" ball stud (32) into each side of steering sector arm (33) using a gold washer (34). (Two total)

4. Secure steering sector arm (33) to idler arm (27) and steering bellcrank (26) as shown using 4-40 x 1/8" cap head shoulder screws (35). Fig. 11

5. Thread 2 1/8" ball studs (32) into both sides of steering sector arm (33) using gold washers (32). Fig. 11

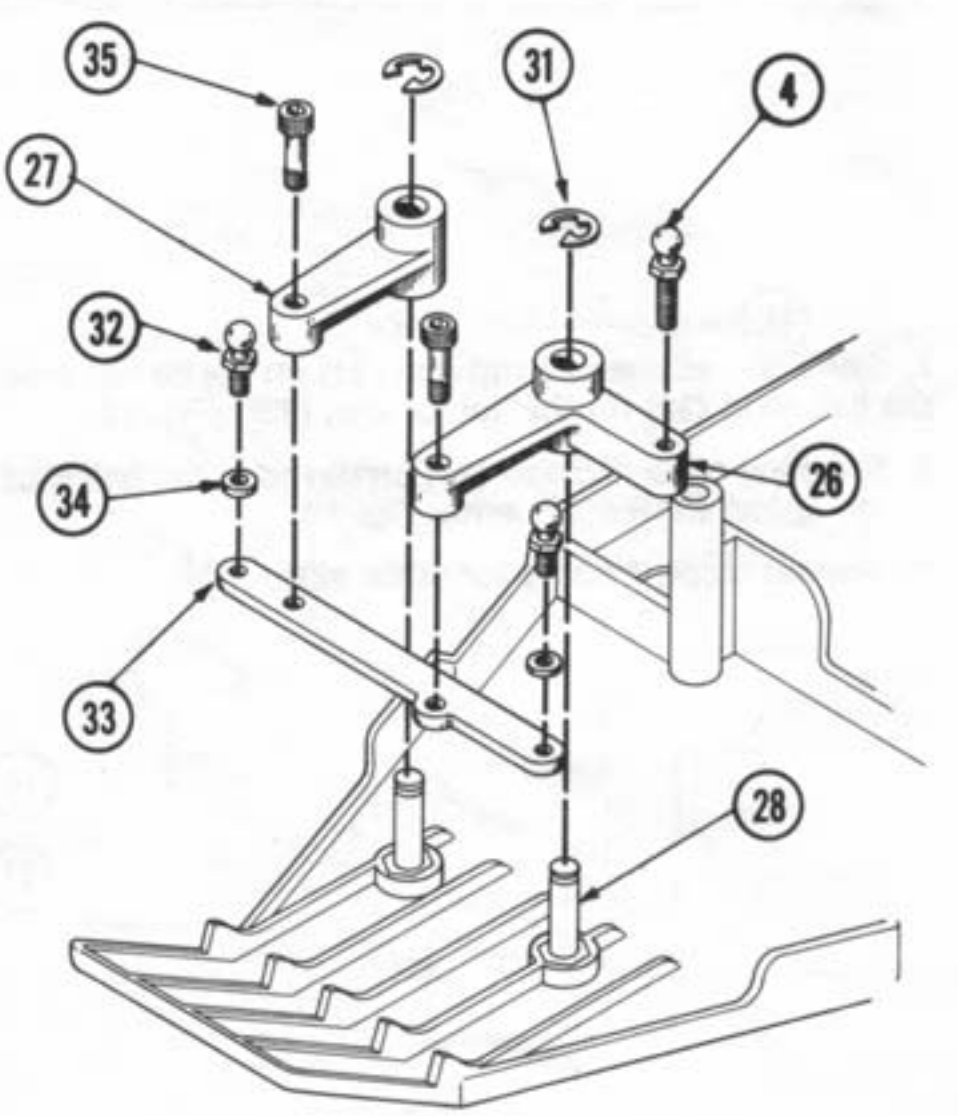
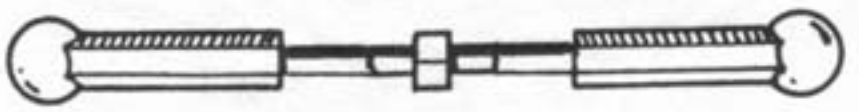


Figure 11

6. Thread an adjustable rod end (21) onto each end of a 1.875" turnbuckle (22). Tighten both ends evenly until the overall length matches the illustration below. Make two. These will now be referred to as tie rods. Fig. 12



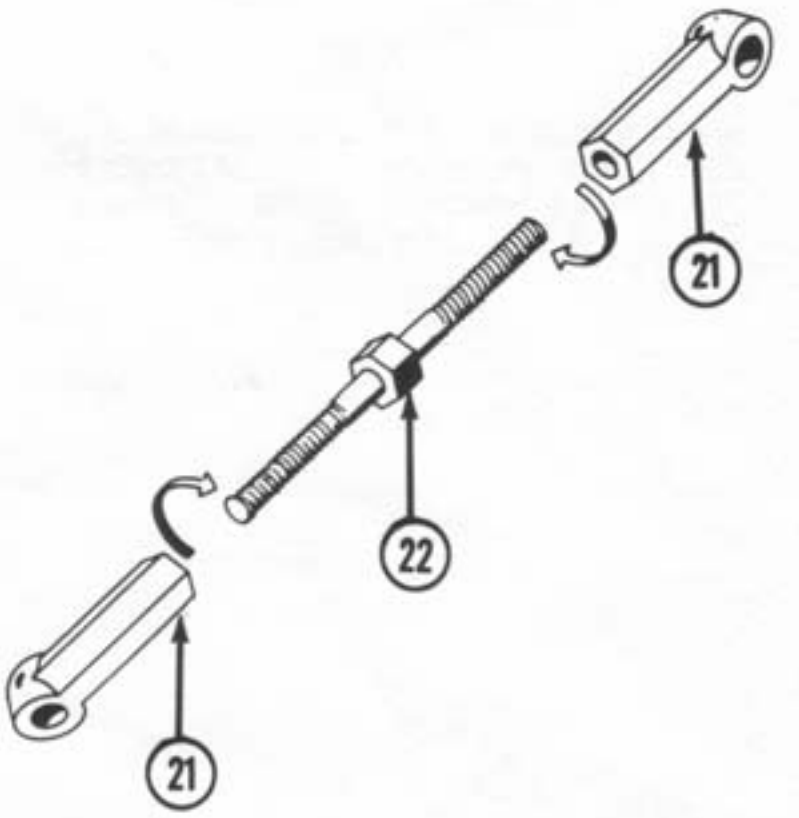


Figure 12

7. Snap one adjustable rod end (21) on the tie rod onto the ball stud (32) on the sector arm (33). Fig. 13

8. Snap the other rod end (21) on tie rod to the ball stud (4) on spindle (16 & 17) arm. Fig. 13

9. Repeat steps 7 and 8 for other side.

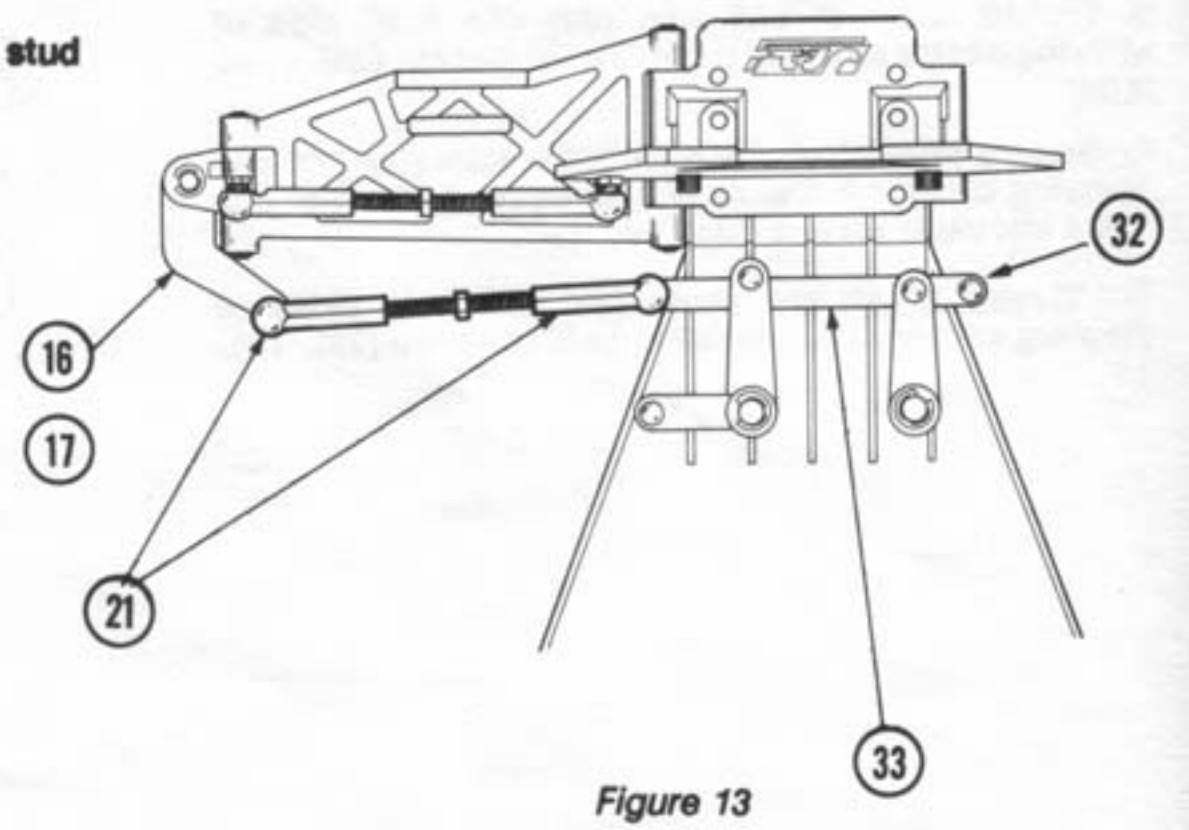


Figure 13

10. Peel off the backing from the large foam pad (41) and attach it to the recessed area in the center of the chassis.

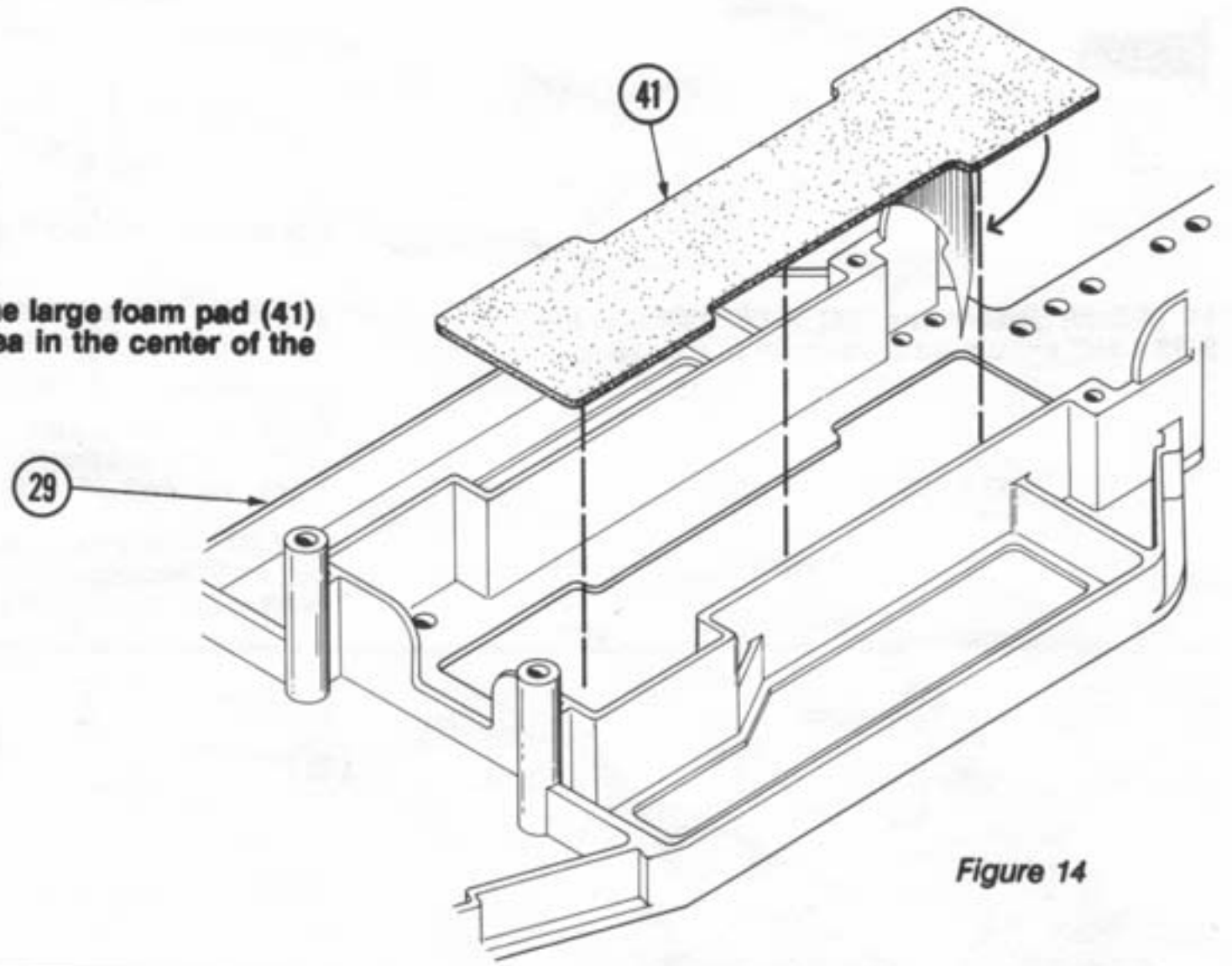


Figure 14

11. Peel off backing from battery box foam (36) and apply to recess in bottom of battery box lid (37).

12. Secure battery box lid (37) to battery box (38) using a 4-40 x 1/2" cap head screw (39) as shown. Fig. 15.

* *Note: Thread screw (39) in through chamfered end of hole in battery box lid (37).*

13. Secure lid (37) with body clip (40). Fig. 15

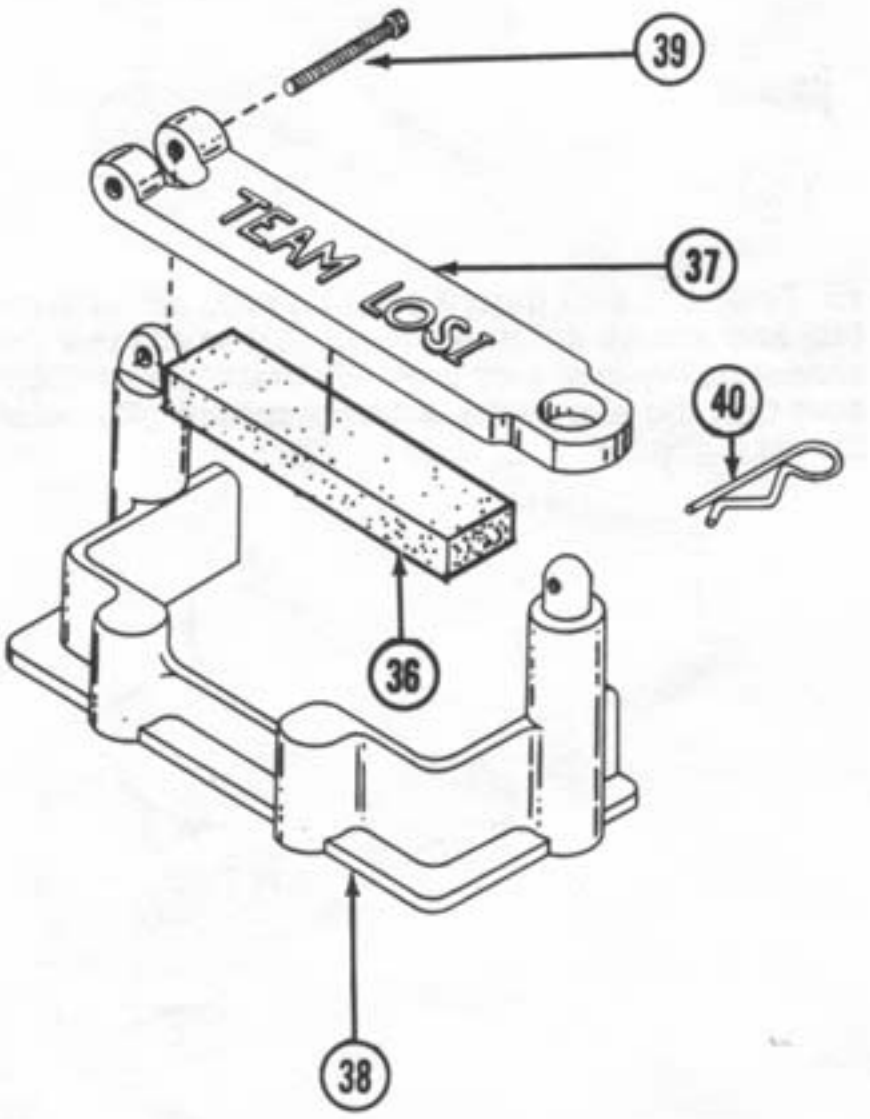


Figure 15

(25)

14. Attach battery box (38) to chassis (29) using four 8-32 x 1/2" aluminum screws (25). Fig. 16

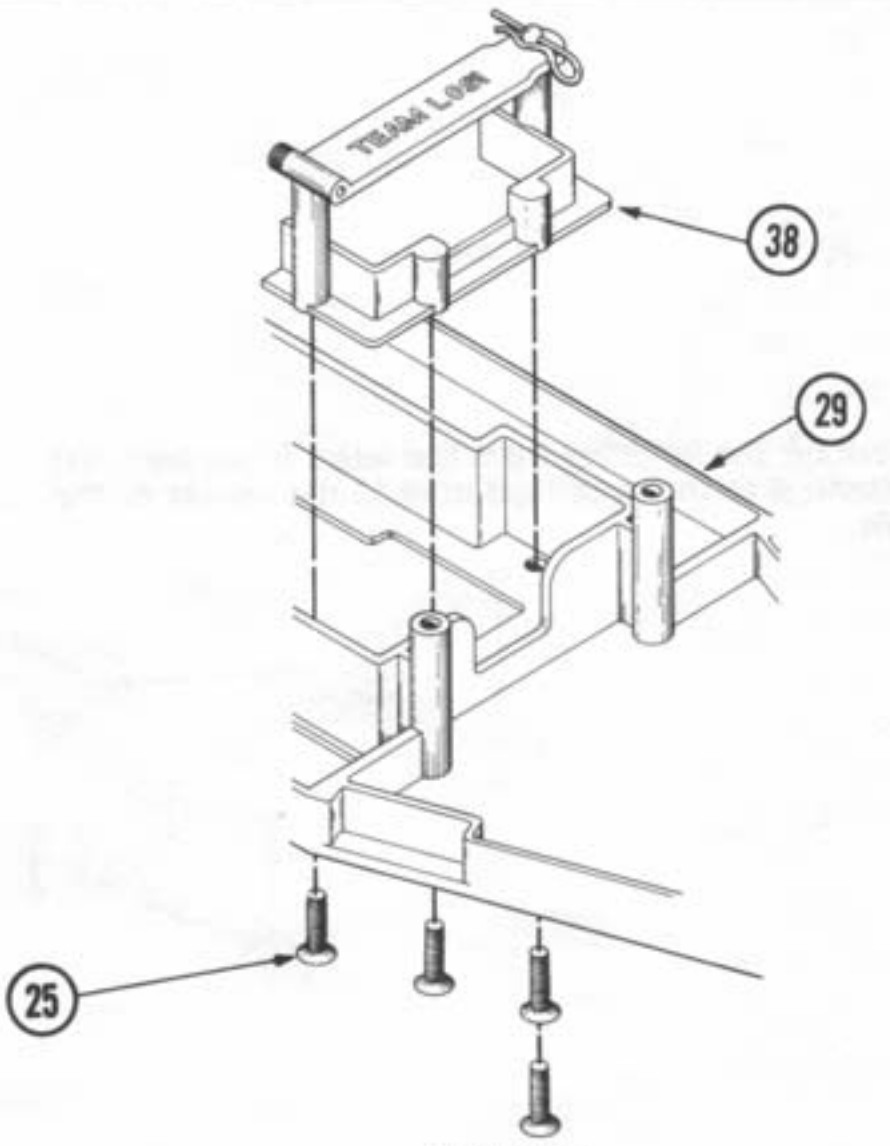


Figure 16

(30)

15. Snap antenna mount cap (42) onto antenna mount (43) and secure antenna mount (43) to chassis (29) as shown using one 4-40 x 3/8" flathead screw (30). Be sure that the slot in the antenna mount (43) points to the rear. Fig. 17.

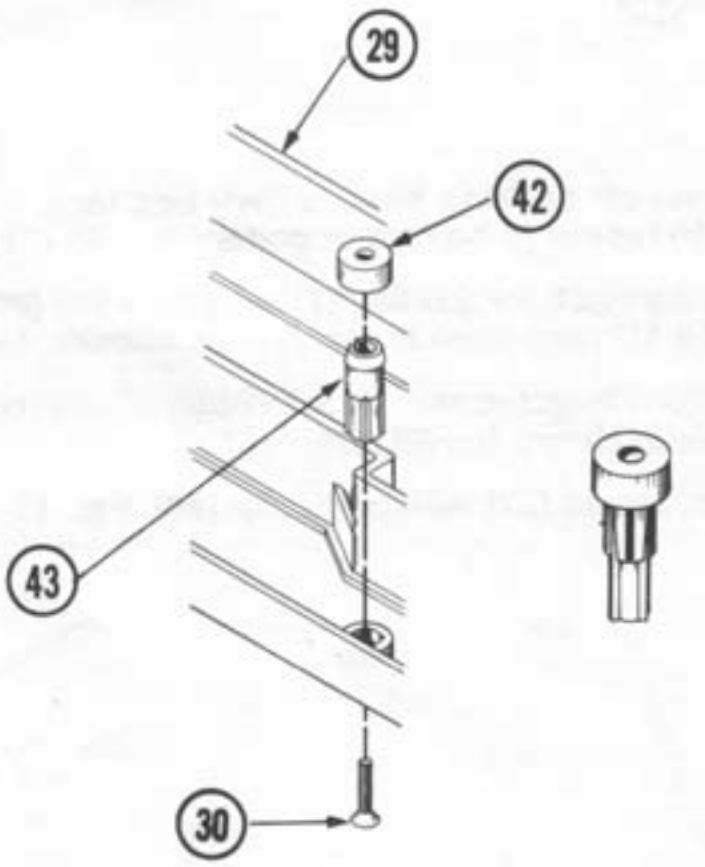
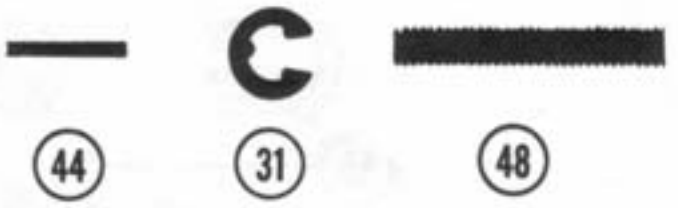


Figure 17



1. Insert one 1/16 x 7/16 pin (44) through hole in top gear shaft (45) Fig. 18

2. Slide internal pinion gear (46) down shaft (45) so pin interlocks with groove in gear (46) Fig.1

3. Secure gear (46) onto shaft (45) using 3/16" E-Clip (31). Attach another E-Clip (31) into groove on shaft (45) away from the threads. Now attach the 3/16" C-Clip (47) in the groove on shaft (45) near the threads. Fig.1

4. Thread in the long 4-40 threaded set screw (48) into the end of the top shaft (45). A small amount of thread lock should be used. Fig. 18 set aside until Step 27.

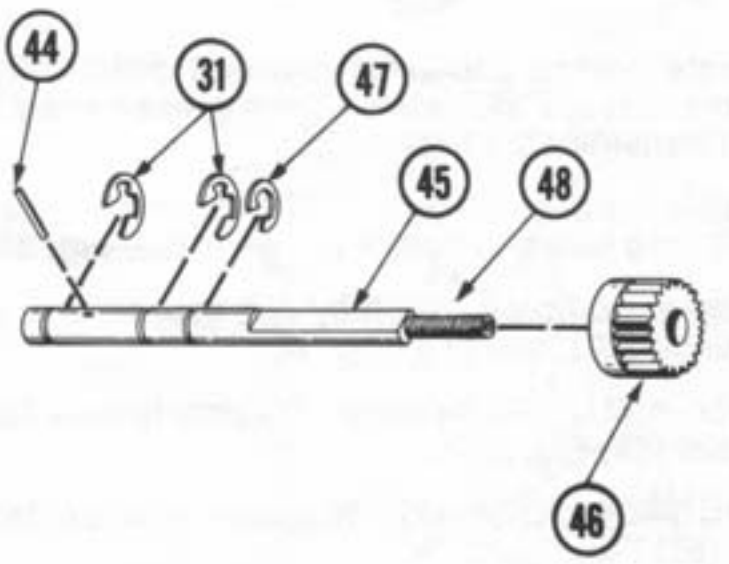


Figure 18

5. Insert one 8mm x 14mm bearing (49) into each side of lower bearing seat in both gearbox halves; left (50), right (51). Fig. 19

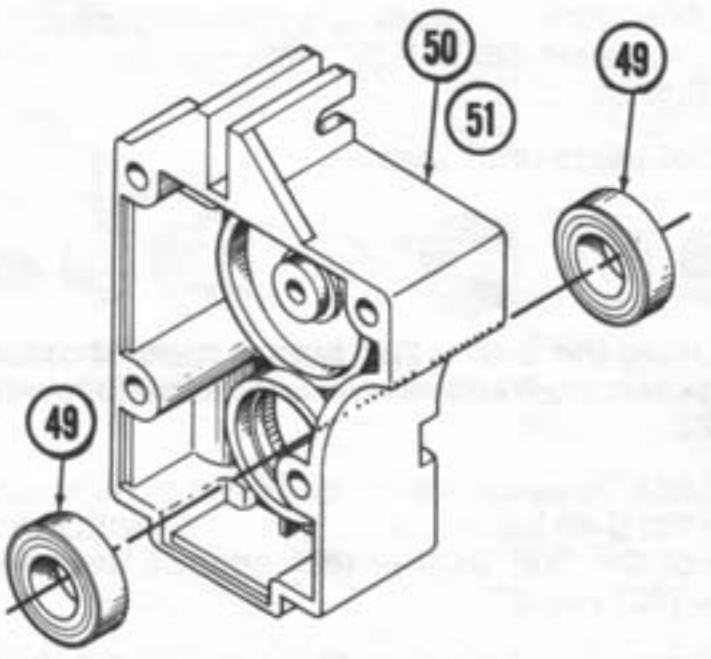


Figure 19

6. Install output gear (52) into lower bearing in right gearbox half (51) Fig. 20

7. Install U-Joint Outdrive (53) into lower bearings in right half of gearbox (51) and rotate U-Joint Outdrive (53) until interlocked with output gear (52) Fig. 20

8. Secure the two together with a 4-40 x 1/2" cap head screw (39) threaded in through the U-Joint Outdrive (53) into the output gear (52). Fig. 20

* *Note: Do Not Over Tighten*

9. Repeat Steps 6-8 for left half of gearbox (50).

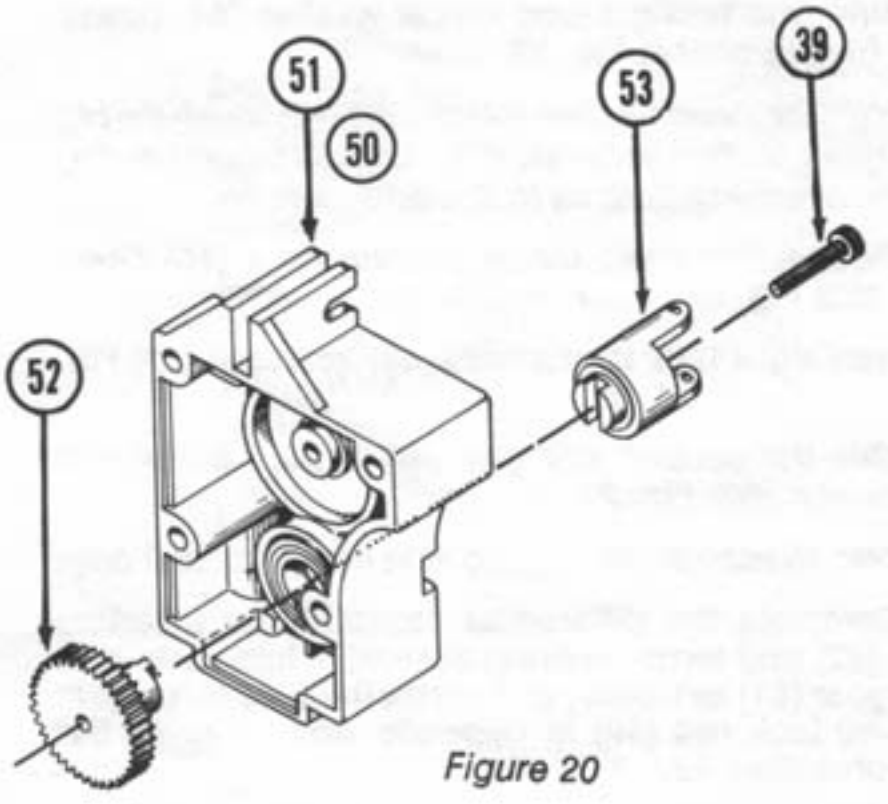


Figure 20

10. Locate grease container (54) and open. Grease only items that are indicated. Keep grease away from teeth on transmission assembly.

11. Locate center diff gear (55) and insert 3/32" diff balls (56) into holes in center diff gear (55) Fig. 21

12. Using a toothpick, carefully dab grease onto each side of each 3/32" ball (56) Fig. 21

13. Insert 1/4" x 3/8" bearing (57) into female half of differential (58) Fig. 21

14. Insert 5-40 lock nut (59) into opposite side of female diff half (58) Fig. 21

15. Place one hex drive washer (60) onto male half of differential (61) and the other hex washer (60) onto female half of diff (58) Fig. 21

16. Assemble differential by placing center diff gear (55) onto male diff half (61) followed by female diff half (58) Fig. 21

17. Set aside until Step 24.

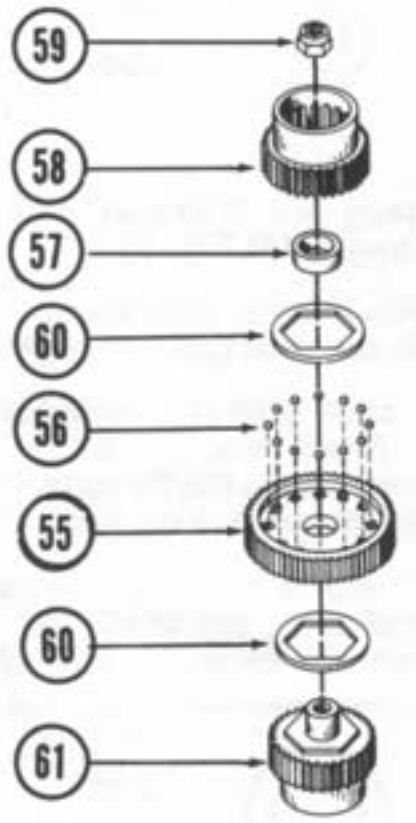


Figure 21

18. Using the 5-40 x 7/8" button head shoulder screw (62) assemble thrust assembly in the following order. Fig. 22

19. Slide three opposing belleville cone washers (63) down the 5-40 button head screw (62) with the tip of the cone of the first washer (63) against the head of the screw (62) Fig. 22

* *Note: The belleville washers (63) are black. The washers should be opposing (i.e; the tops of the cones should meet and the bottoms of the cones should meet).*

20. Slide one well greased thrust washer (64) down screw (62) as shown Fig. 22

* *Note: The thrust washer (64) should only touch the big edge of the last belleville (63). Grease thrust bearing side of washer only, as indicated by arrows.*

21. Slide well greased thrust bearing cage (65) down screw (62) Fig. 22

22. Insert eight 1/16" thrust balls (66) into cage (65) Fig. 22

23. Slide the second well greased thrust washer (64) down screw (62) Fig. 22

* *Note: Grease thrust bearing side of washer (64) only.*

24. Complete the differential assembly by inserting screw (62) and thrust bearing assembly into male side of diff gear (61) assembly and screw the 5-40 screw (62) into 5-40 lock nut (59) in opposite side. Fig. 23 Set aside until Step 27.

* *Note: See "Adjusting the Diff" in Tuning Tips Section.*

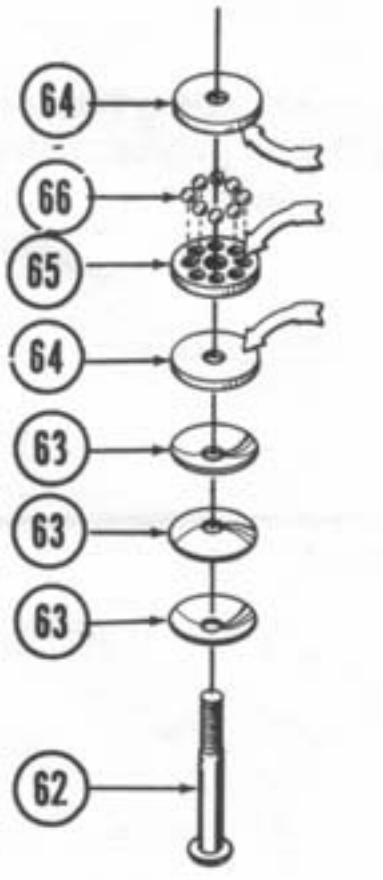


Figure 22

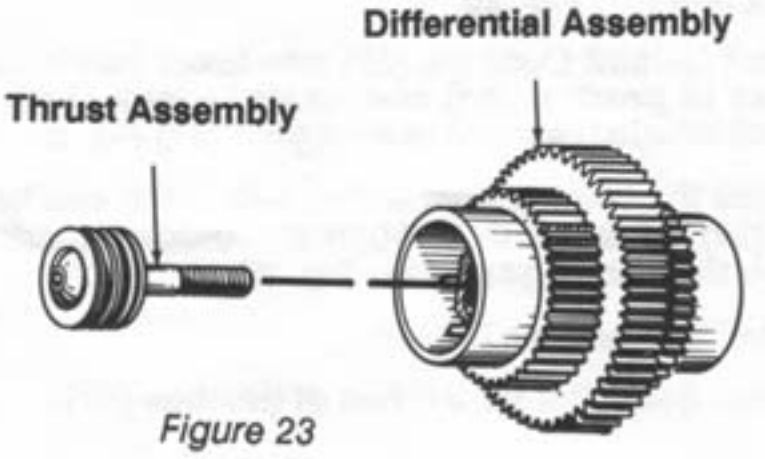


Figure 23

25. Insert 3/16" x 3/8" bearings (67) into top bearing seats in both side of gearbox {Right (51); Left (50)} Fig. 24

26. Press 5/16 x 1/2 bearings (68) onto middle bearing seats of both sides of gearbox (50) (51) Fig. 24

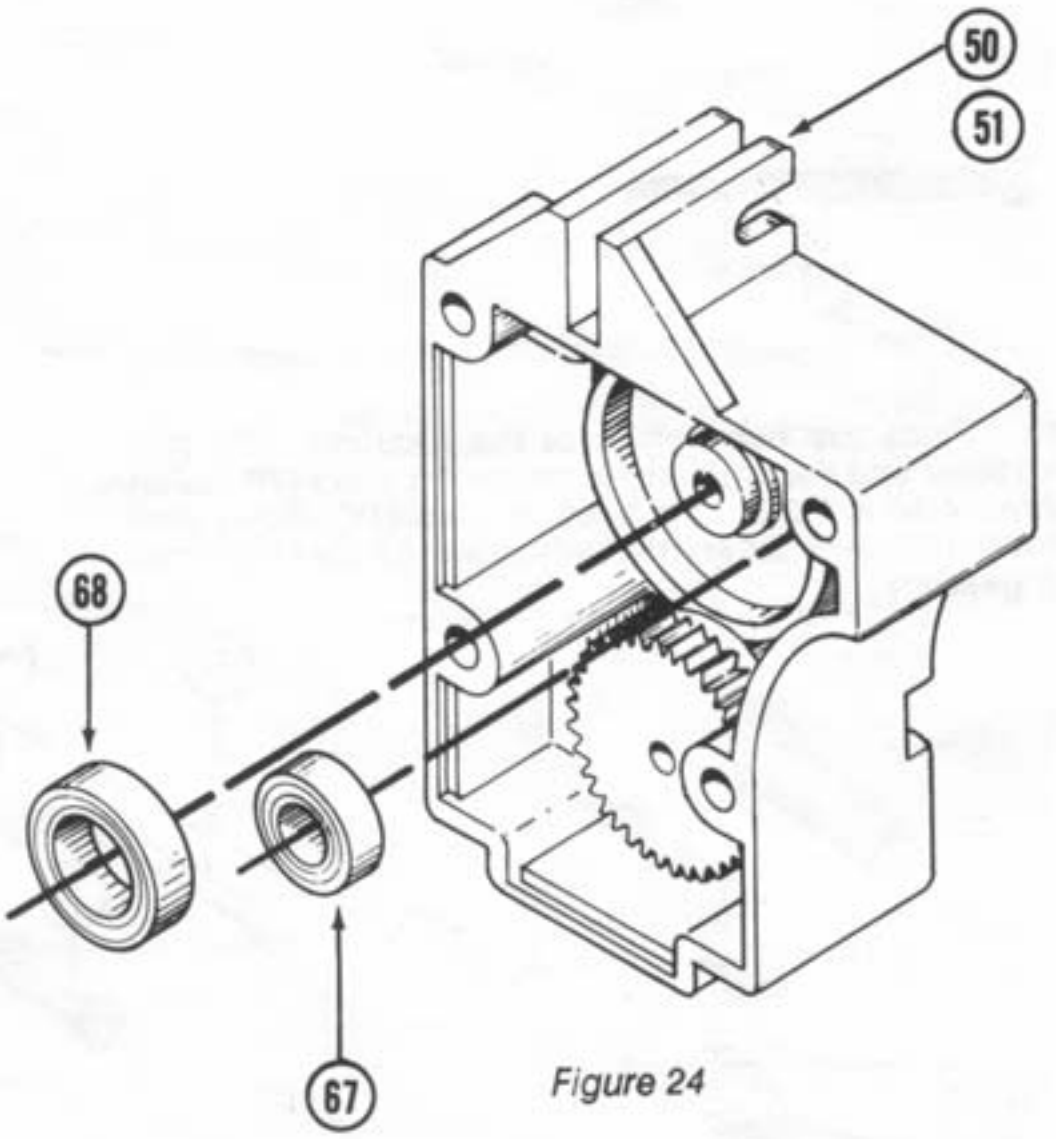


Figure 24

27. Place differential onto center bearing (68) in right half of gearbox (51), so that the head of the 5-40 x 7/8 screw (62) is exposed. Fig. 25

28. Slide threaded end of the top gear shaft (45) through upper bearing (67) in right half of gearbox (51)29. Place shim (69) over exposed end of top gear shaft (45).

* *Note: Some shaft and gearbox combinations may not require a shim. If the top shaft does not spin freely after the gearbox is assembled, remove the shim.*

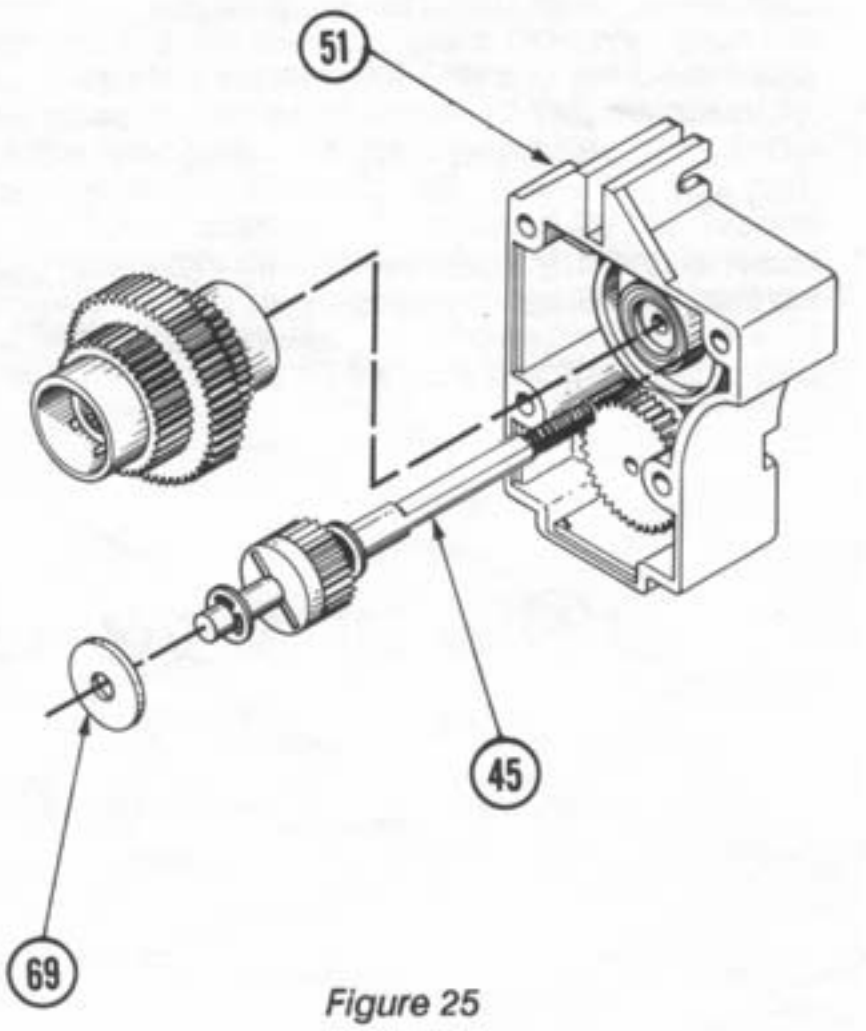


Figure 25

30. Place the two halves of the gearbox (50), (51) together and secure them to the motor plate (70) using three 4-40 x 1 3/8" cap head screws (71). Push dust cover (95) over differential adjustment hole in left half of gearbox.

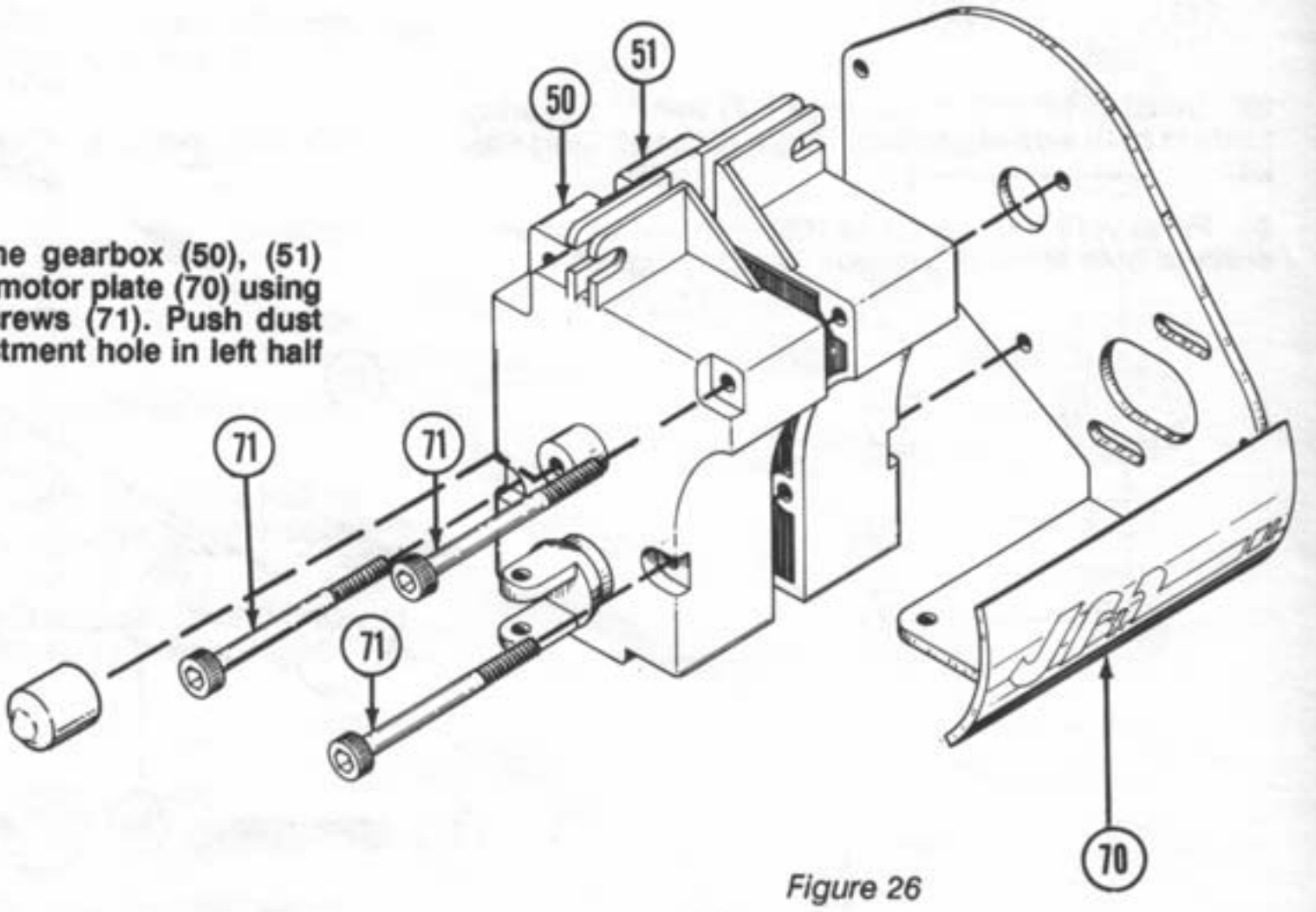
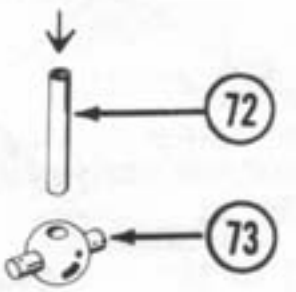


Figure 26

31. Insert 3/32" x 1/2" spiral pin (72) into universal pivot (73) so that it extends evenly on both sides. Fig. 27



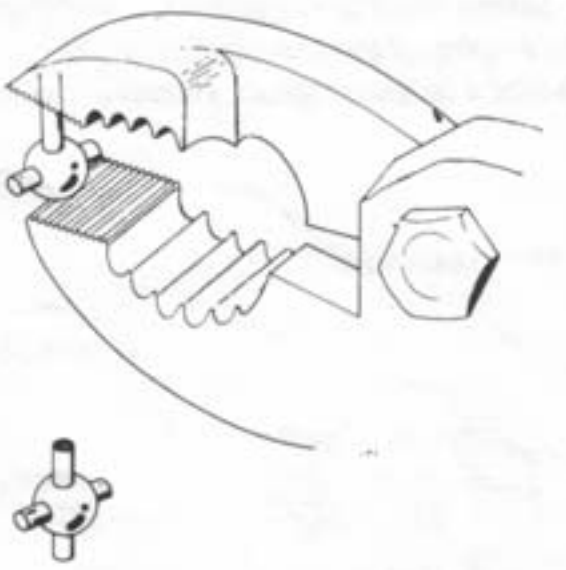


Figure 27

72

32. Wedge one end of 3/32 x 1/2 pin (72) in universal pivot (73) into male drive shaft (74) Fig. 28-A

33. Using rounded end of Team Losi wrench supplied with kit, pry opposite end of 3/32 x 1/2" pin (72) into other side of male drive shaft (74) Fig. 28-A

34. Using remaining pins in universal pivot (73) repeat Steps 32 & 33 to secure the same universal pivot (73) to U-Joint Outdrive (53) Fig. 28-B

35. Repeat Steps 32-34 for other side.

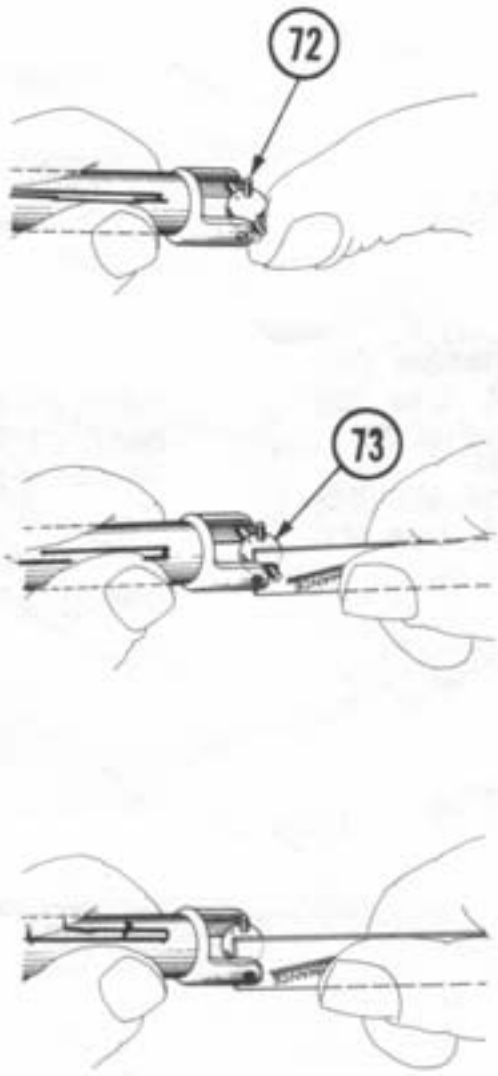


Figure 28 - A

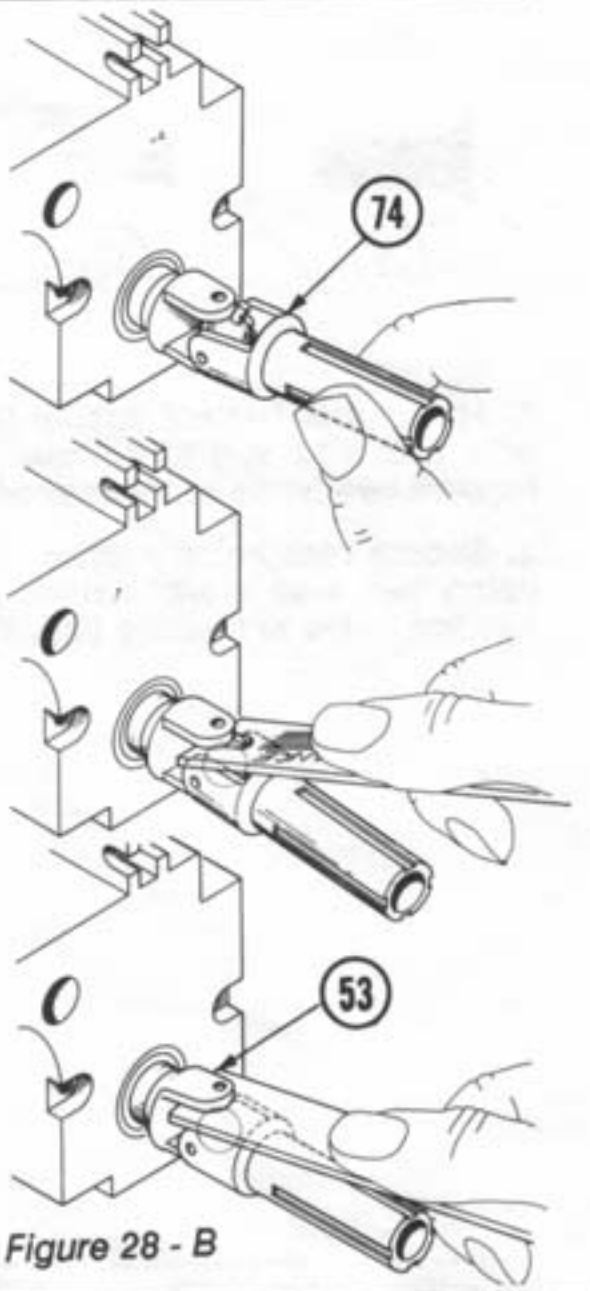


Figure 28 - B

SLIPPER ASSEMBLY -Refer to Figure 29

Press the 3/16" x 5/16" bearing (76) into the center of the spur gear (77). The bearing will only go in about half way. Do not try to force it further.Slide the backplate (78) over the gearbox shaft (45), aligning the flat sections of the gearbox shaft (45) with the flat sections of the backplate (78) . Place the slipper pad (79) on the gear plate (80), and align the notches on the gear plate (80) with the notches on the slipper pad (79). Place the slipper pad (79) and gear plate (80) over the gearbox shaft (45), pad side first. Try to get this assembly as close to center on the shaft (45) as possible. Carefully install the spur gear (77) with bearing side out. Lightly rotate the spur gear until the 3 posts line up with the holes in the gear plate (80). Snap into place being careful to keep the slipper pad (79) aligned. Place the cup (81), open end out, over the shaft (45). Insert one thrust washer (82) then the thrust bearing (83) followed by the second thrust washer (82). These should all sit into the cup (81). Slide the slipper spacer (84), long side first, onto the shaft (45). The slipper spacer (84) should line up with the flat spots on shaft (45) and sit in the center of the thrust bearing assembly. Place the spring (85) over the shaft (45), followed by the outer spring retainer (86) and secure with a 4-40 lock nut (14). Tighten the nut until it slightly compresses the spring (85). While doing so be sure that the slipper pad (79) stays aligned with gear plate (80)

*See Tech Tip Section for Slipper Adjustment.

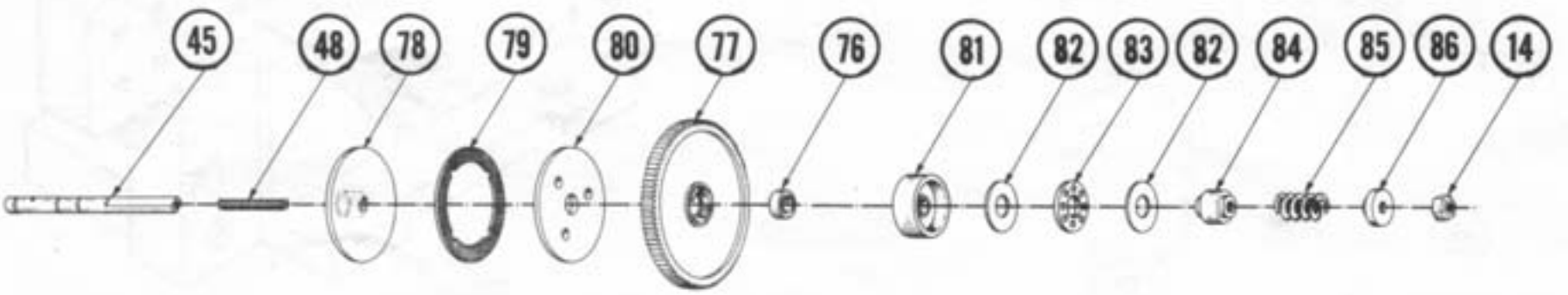
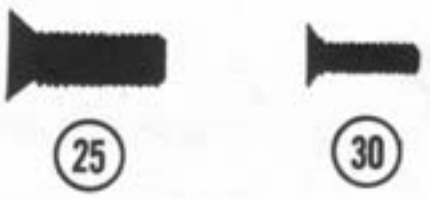


Figure 29

BAG D



1. Attach rear battery spacer (87) to the chassis (29) with two 8-32 x 1/2" flathead screws (25). Use the forward two holes in the rear of chassis (29) Fig. 30

2. Secure rear battery strap (88) to the chassis (29) using two 4-40 x 3/8" flathead screws (30). Use the forward holes in chassis (29). Fig. 30

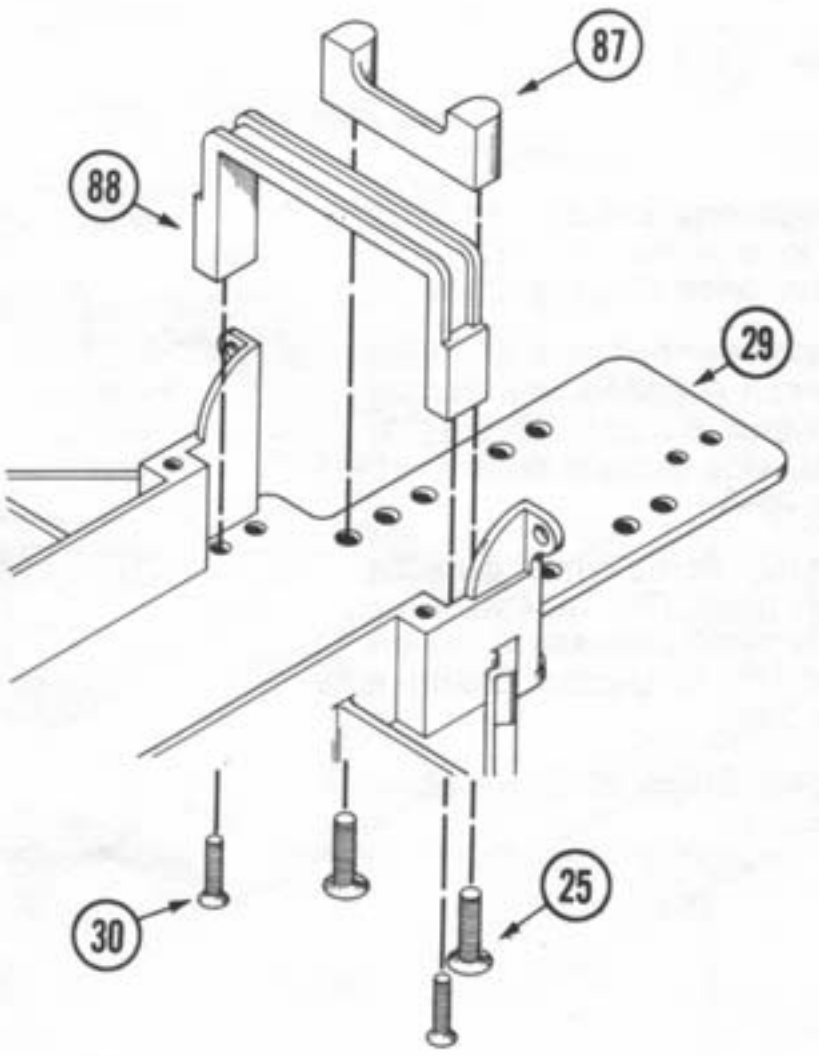


Figure 30

3. Thread two 3/8" ball studs (4) into the middle inside holes in the rear bulkhead (89). Fig. 31

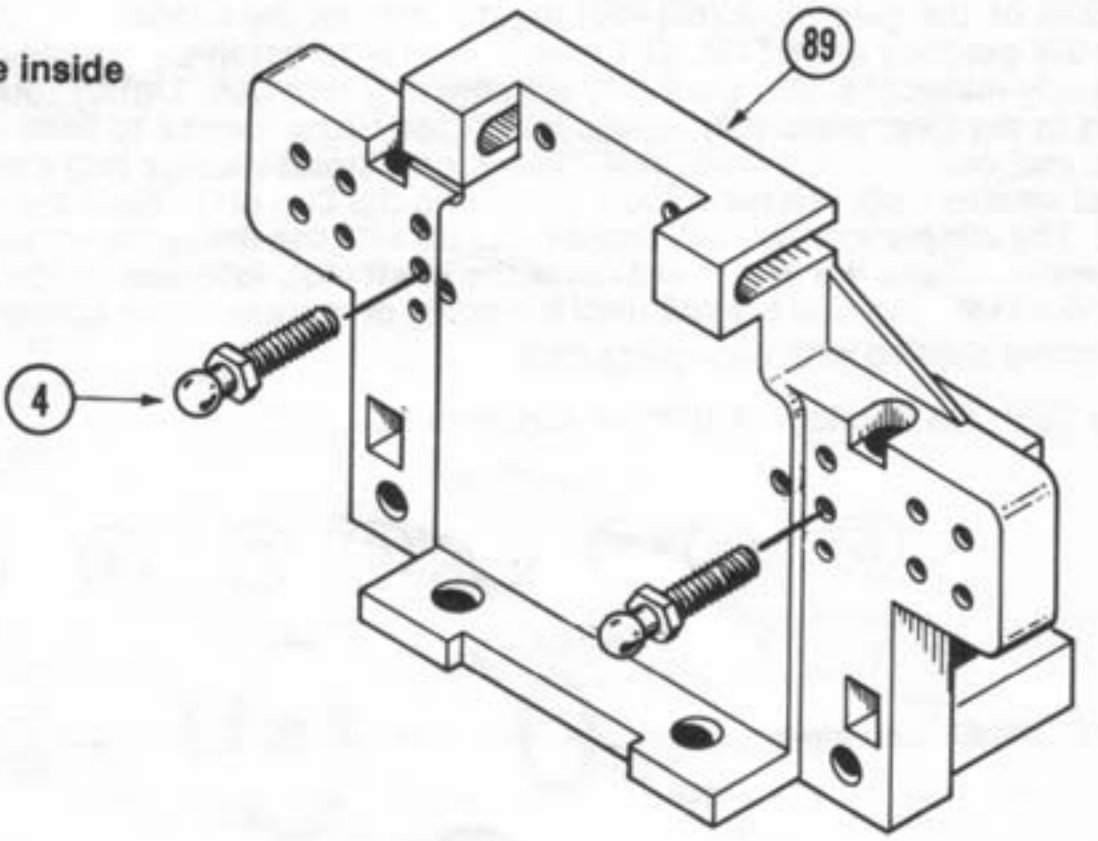


Figure 31

4. Attach rear shock tower (90) and shock tower spacer (91) to rear bulkhead (89) using four 4-40 x 1/2" flathead screws (92). Fig. 32

5. Secure shock mounts (2) to the third hole out on the rear shock tower (90) using two 4-40 x 7/8" caphead screws (3) as shown. Fig. 32

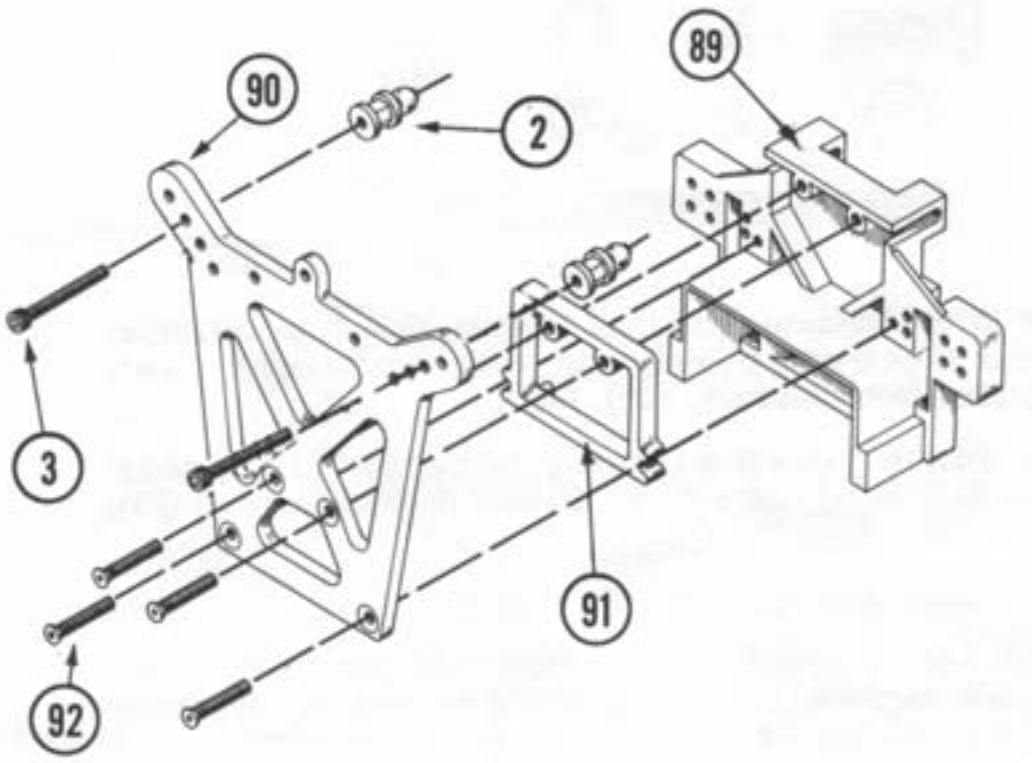


Figure 32

6. Attach rear bulkhead (89) to chassis (29) using two 8-32 x 1/2" flathead screws (25) in the rear and two 4-40 x 3/8" flathead screws (30) in the front. Fig. 33

7. Place chassis spacer (93) between rear bulkhead (89) and chassis (29) and secure top of chassis (29) to rear bulkhead (89) using two 4-40 x 5/8" caphead screws (94) and two gold washers (34). Fig. 33

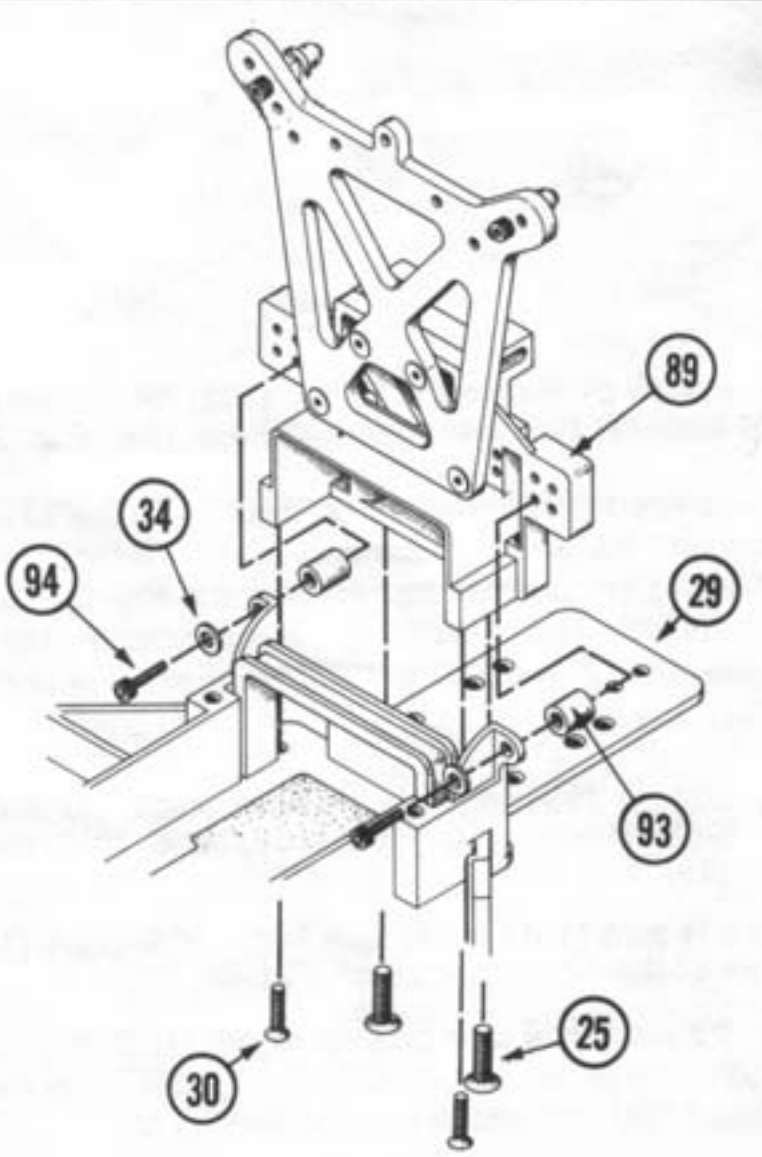


Figure 33

8. While holding rear pivot support (96) in place under rear of gearbox, position the gearbox between the ears on the rear bulkhead (89). Fig. 34

9. Secure gearbox and rear pivot support (96) to chassis (29) using four 8-32 x 1/2" steel flathead screws (97). Fig. 34

* *Note: steel screws are silver*

10. Secure gearbox to rear bulkhead (89) using 4-40 x 1 3/4" caphead screw (98) with a #4 washer (99) under the head. Fig. 34

11. Attach motorplate (70) to the chassis (29) using a 4-40 x 1/4" flathead screw (100). Fig. 34

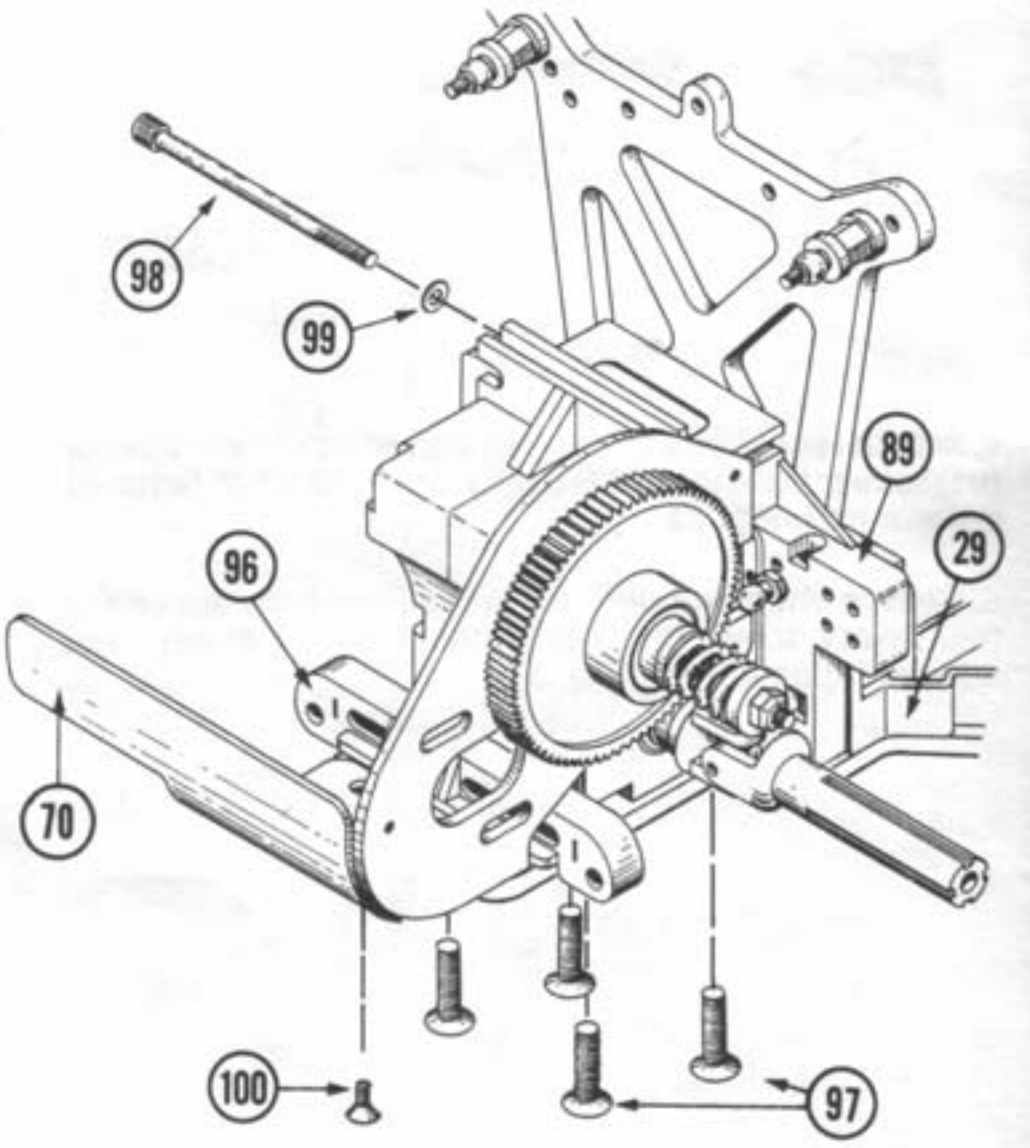
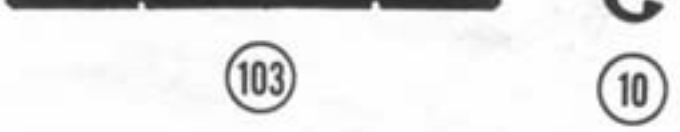


Figure 34



12. Align inside of H-arm (101) "L", (102) "R" between rear pivot support (96) and rear bulkhead (89). Fig. 35

* *Note: The H-arms are marked "L" and "R" in the side area behind the shock mounting holes. Refer to illustrations to assure that your H-arms are attached to the correct side. Remove and trim H-arm spacer (126) from side rail of H-arm (101), (102) and set aside until Step 19.*

13. Insert 1/8" x 1.785 hinge pin (103) through rear pivot support (96), H-arm (101) or (102) and into rear bulkhead (89). Fig. 35

14. Secure H-arm (101) (102) with two 1/8" E-clips (10) in grooves of the hinge pin (103). Fig. 35

* *Note: It's easiest if one groove in pin (103) is given excess room to put on clip (10), then push it into rear bulkhead (89) and attach second E-clip (10).*

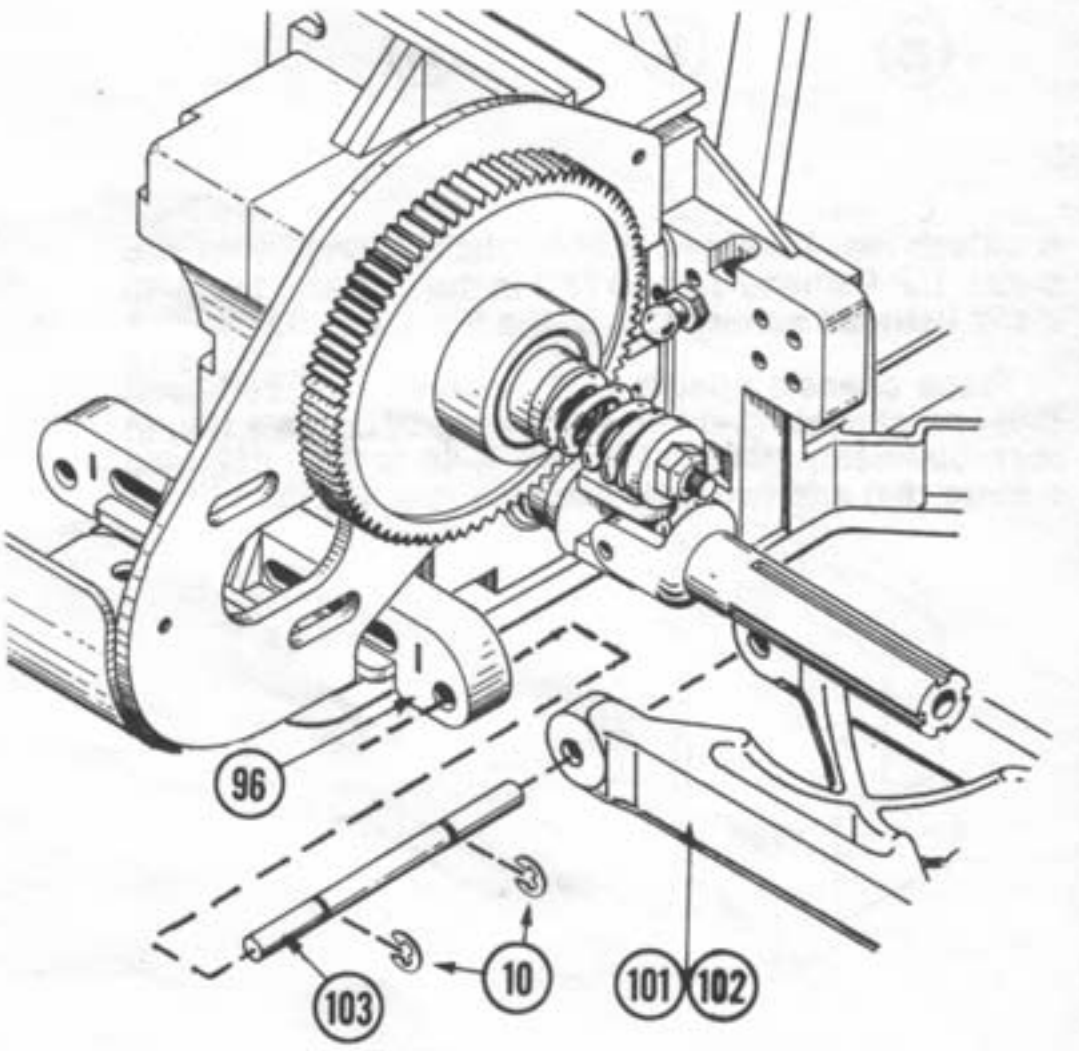


Figure 35

15. **Place a gold washer (34) over the 3/8" ball stud (4) and thread ball stud (4) from the front side into the hole shown on the hub carrier (104). Fig. 36**

* *Note: Hub carriers are non-directional. Assign a hub to one side and build it to suit that side.*

16. **Press a 3/16" x 3/8" bearing (67) into each side of hub carrier (104). Fig. 36**

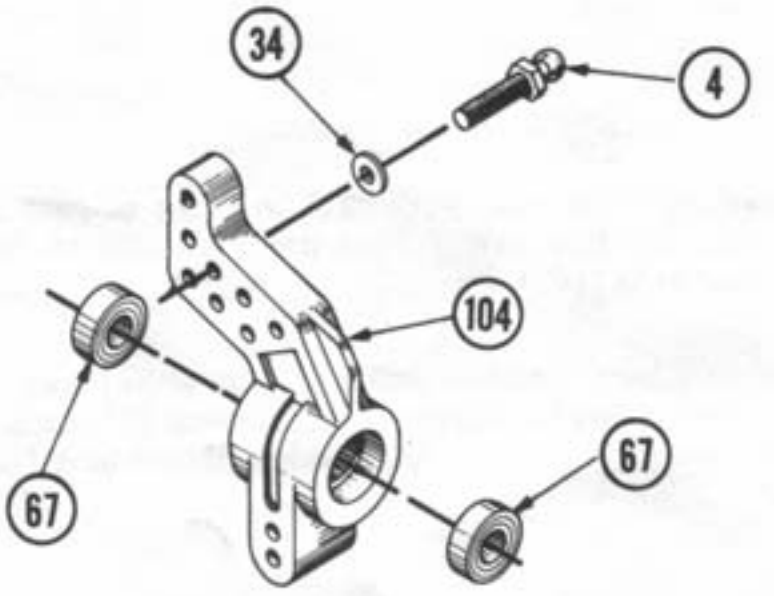


Figure 36

17. **Place hub carrier (104) between outer rails of H-arm (101), (102). Fig. 37**

* *Note: Be sure the ball stud (4) in hub carrier (104) is pointing forward*

18. **Insert 1/8" x 1.420 hinge pin (105) through H-arm (101), (102) and through upper hole of the hub carrier (104). Fig. 37**

19. **Snap the H-arm spacers (106) into grooves on pin (105). Fig. 37**

***Note: It's easiest if one groove in the pin (105) is given excess room for spacer (106), then push hub carrier (104) up against it and snap on second spacer (106).**

20. **Repeat steps 12 - 19 for other side.**

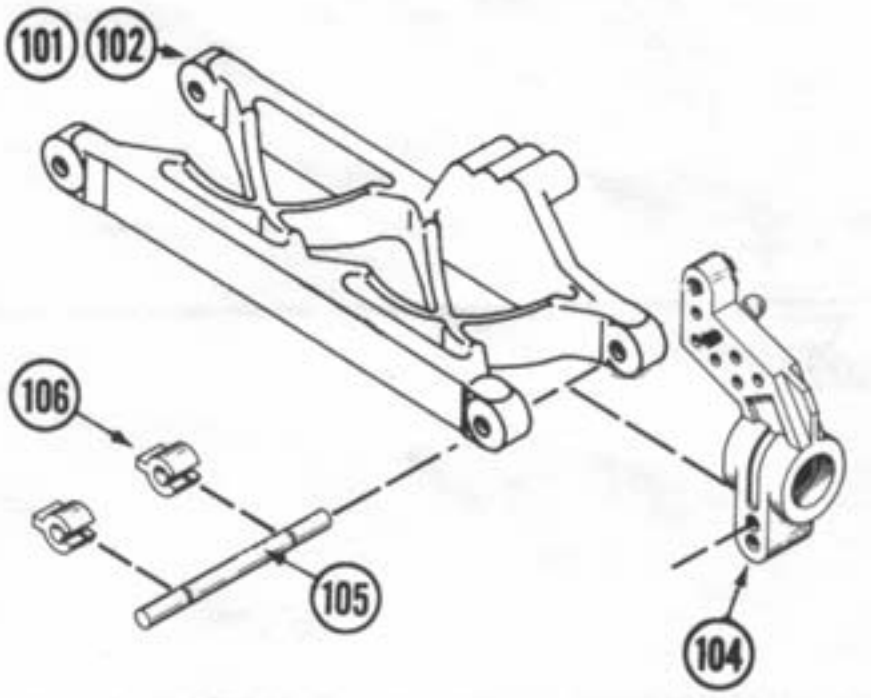
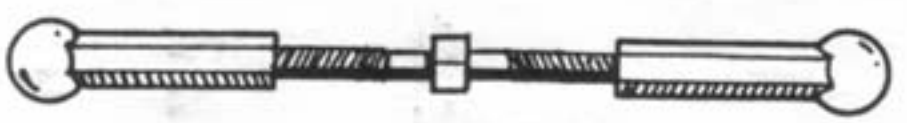


Figure 37

21. **Thread an adjustable rod end (21) onto each end of a 1.875" turnbuckle (22) taking care to note that one side has left hand threads. Use the illustration for initial length. This will now be referred to as "camber link".**

* *Note: Make two camber links*



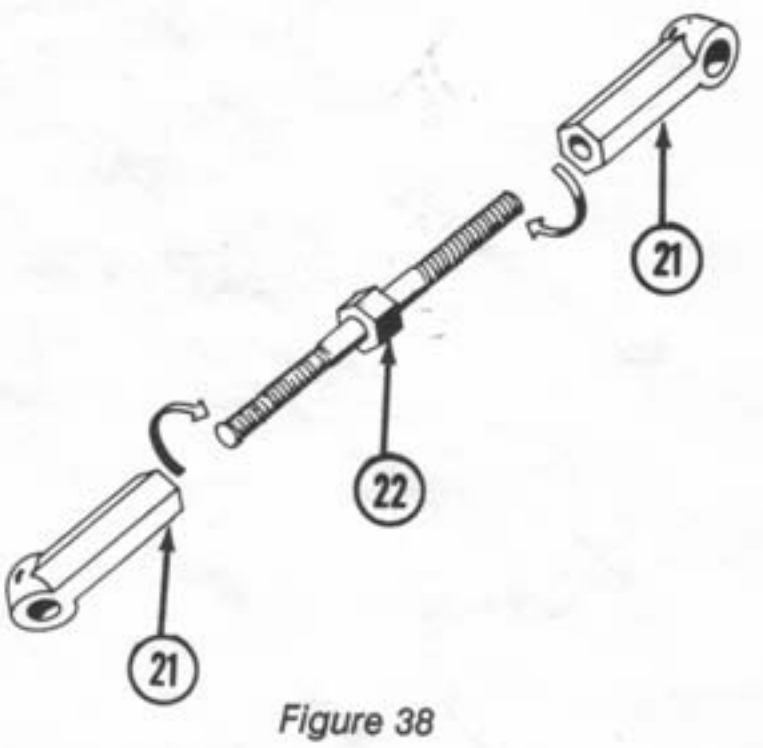


Figure 38

(72)

22. Position universal pivot (73) in yoke of rear axle (107). Align the hole in the universal pivot with the holes in the rear axle (107). Fig. 39

23. Using pliers, push a 3/32" x 1/2" spirol pin (72) through rear axle (107) and universal pivot (73) until pin (72) extends evenly out of both sides of rear axle (107). Fig. 39

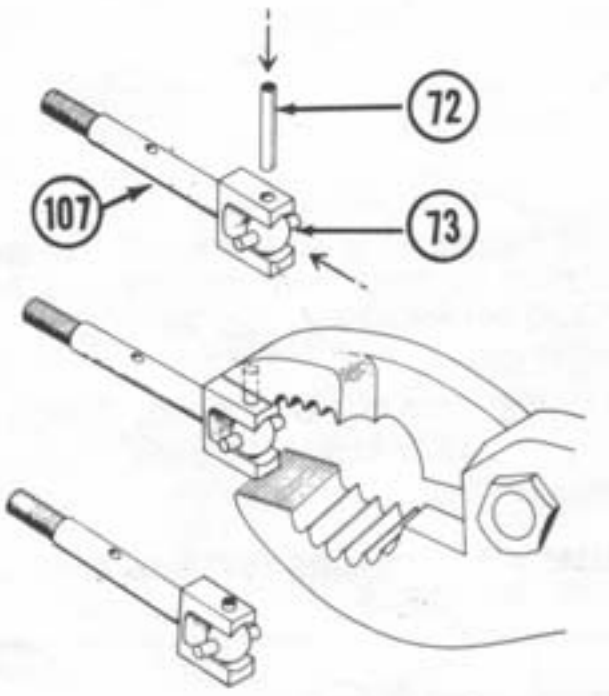


Figure 39

24. Pry universal pivot (73) in rear axle (107) into female drive shaft (108) using Team Losi wrench. Fig. 40

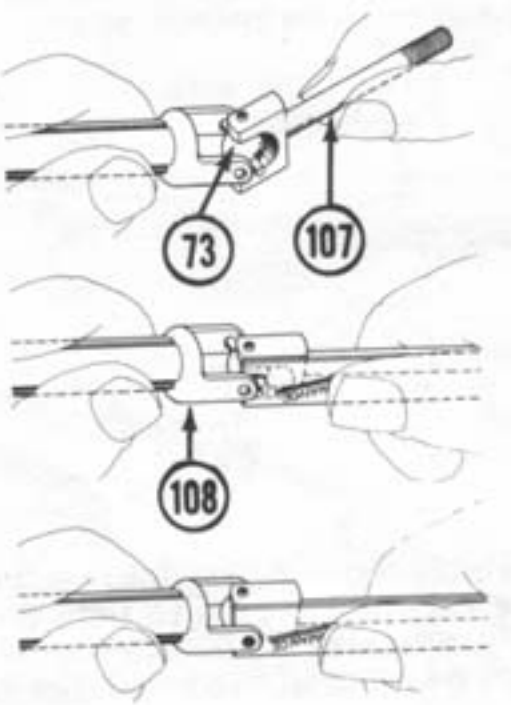
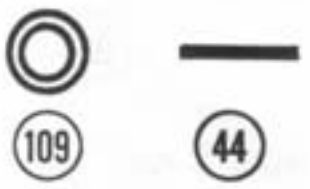


Figure 40



25. Insert rear axle (107) through bearings (67) in hub carrier (104). Fig. 41A

26. Slide rear axle spacer (109) down axle (107). Secure axle (107) and spacer (109) with a 1/16" x 7/16" pin (44). Fig. 41A

27. Let the H-arm (101), (102) hang straight down and align the splines of the drive shafts [male (74), female (108)]. Swing the H-arm (101), (102) up and insert the male drive shaft (74) into female drive shaft (108). Fig. 41B

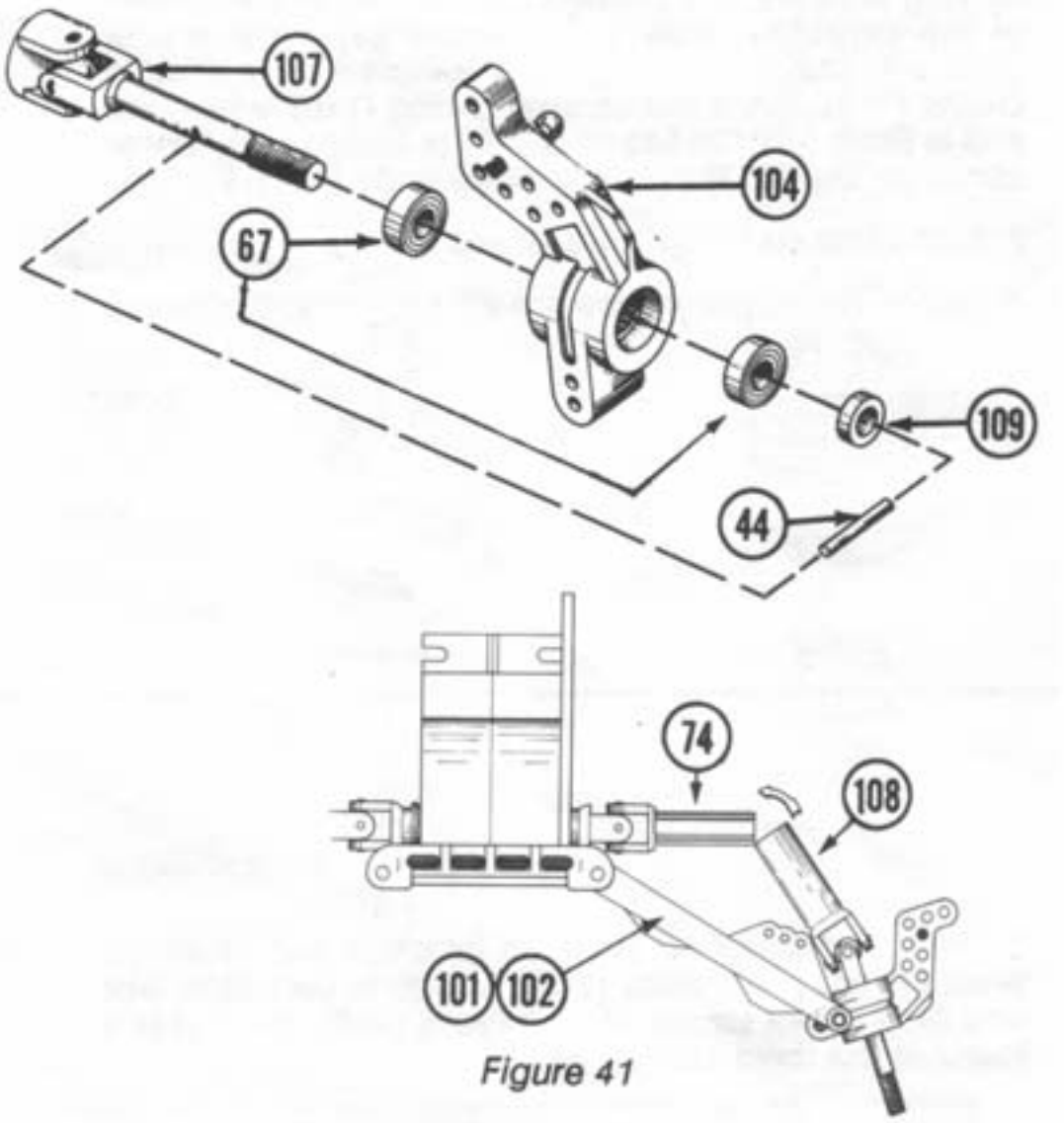


Figure 41

28. Place a foam ring (23) over each of the ball studs (4) on rear bulkhead (89) and rear hub carrier (104). Fig. 42

29. Snap one adjustable rod end (21) on camber link onto ball stud (4) in rear bulkhead (89) and other end onto ball stud (4) in hub carrier (104). Fig. 42

30 Repeat steps 21 - 29 for other side.

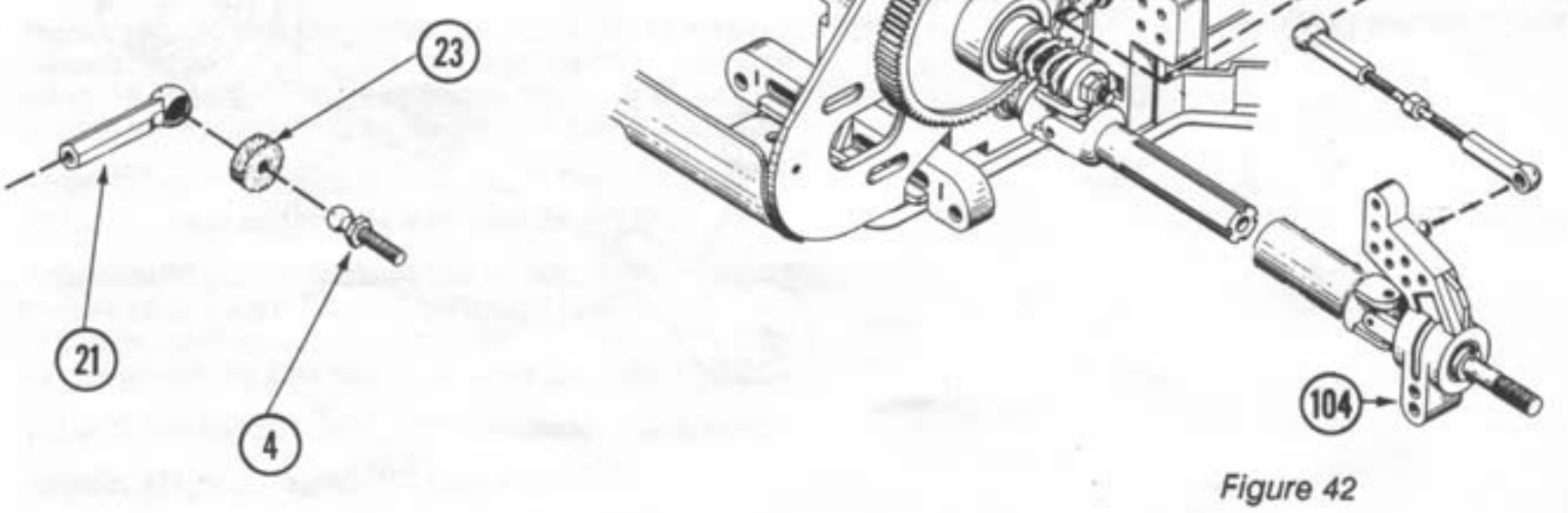


Figure 42

1. Place one O-ring (110) into cartridge body (111) making sure that the O-ring (110) sits flat in the bottom of the cartridge body (111). Insert cartridge spacer (112) into cartridge body (111) followed by a second O-ring (110). Once the second O-ring (110) is inserted and is flush with the top of cartridge body (111), "snap" cartridge cap (113) onto cartridge body (111). Fig. 43

2. Make four cartridge assemblies.

* *Note: Cartridges maybe pre-assembled at the factory*

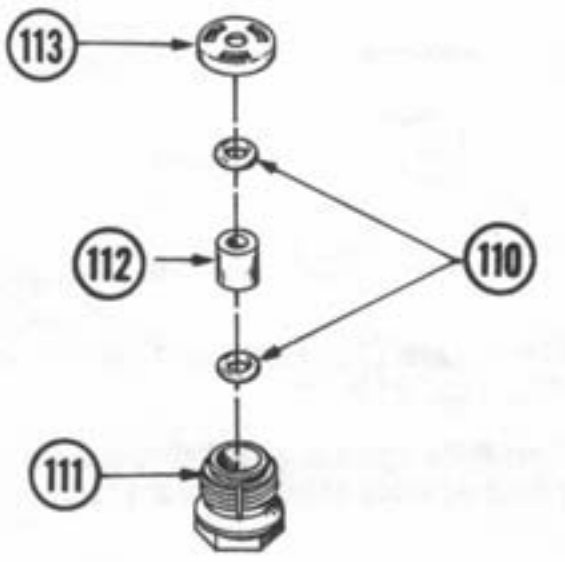


Figure 43

3. Place a drop of oil (114) on grooved end of shock shaft [Front (115), Rear (116)] and slide cartridge, hex end first, down shock shaft [Front (115), Rear (116)] towards the threads. Fig. 44

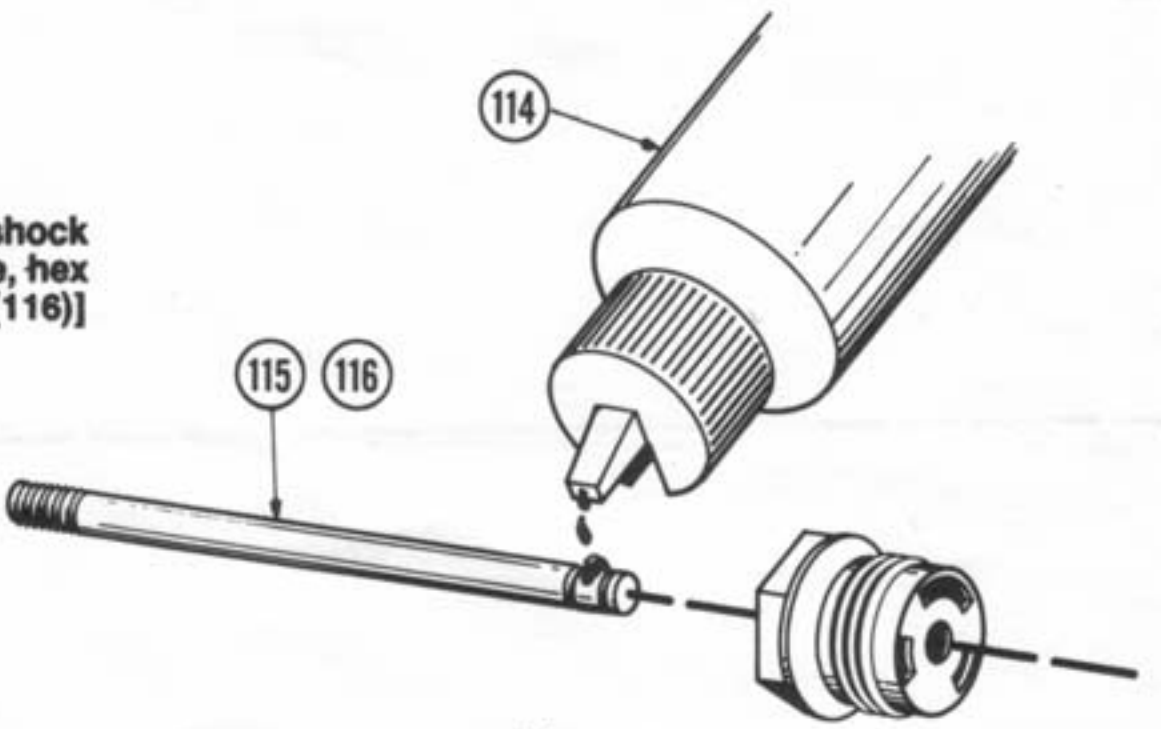


Figure 44

4. Using needle nose pliers, grasp the shock shaft [Front (115), rear (116)] between the grooves and thread into lower shock mount (117). Fig. 45

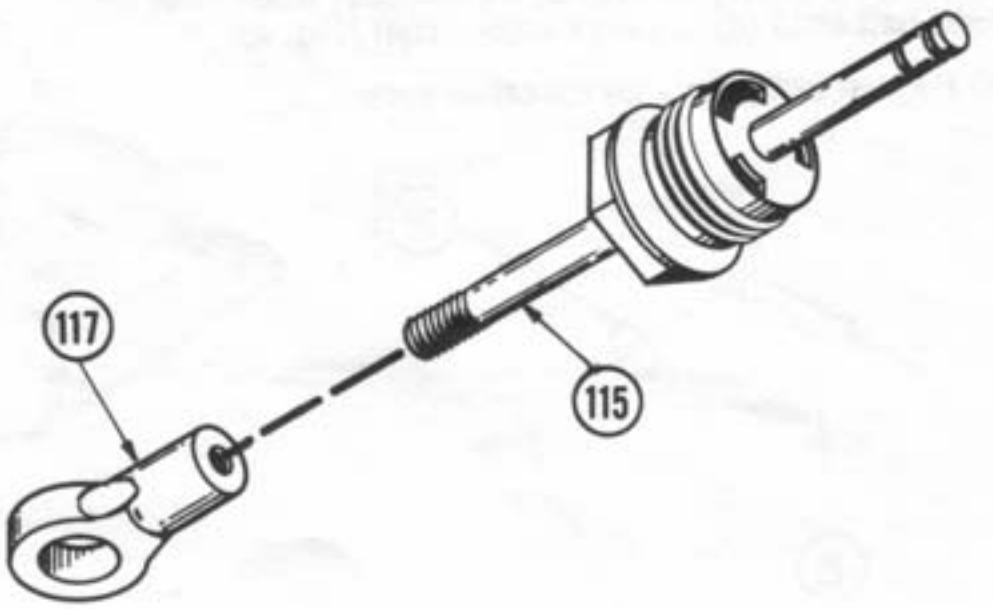


Figure 45

5.Snap 1/8" E-clip (10) into groove closest to the threads on rear shock shaft (116). Fig 46A

6. Slide piston (118) onto rear shaft (116) until it rests against E-clip (10). Secure piston (118) to shaft with a second e-clip (10). Fig. 46A

7. Before installing E-clip (10) to front shock shaft (115), slide the shock spacer (119)(Marked "A", smaller of the two spacers) over shock shaft (115). Now, install E-clip (10) followed by piston (118) and second E-clip (10). Fig. 46B

8. Repeat steps 3-7 for all four shock shafts.

° *Note: Spacers are used only on front shocks*

119

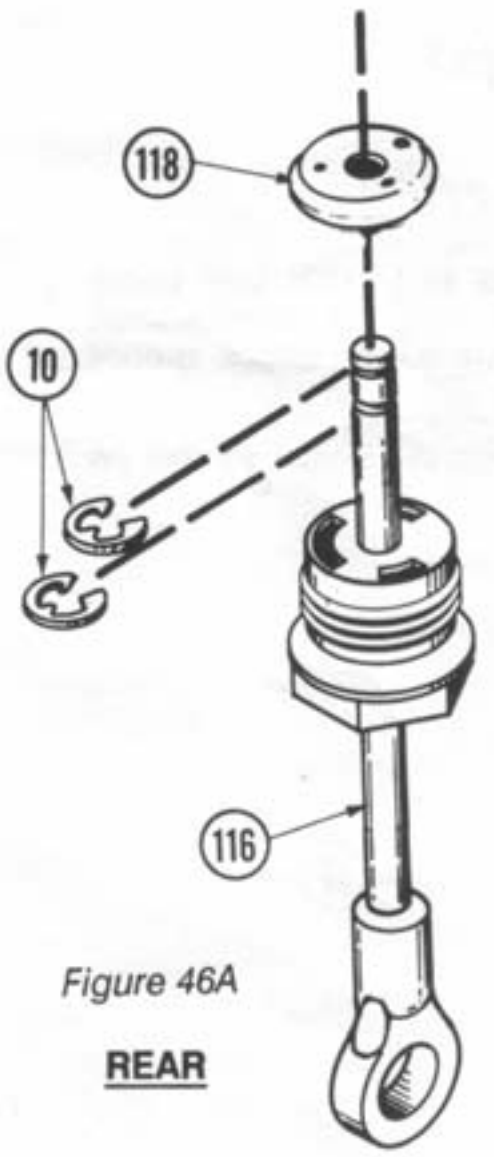


Figure 46A

REAR

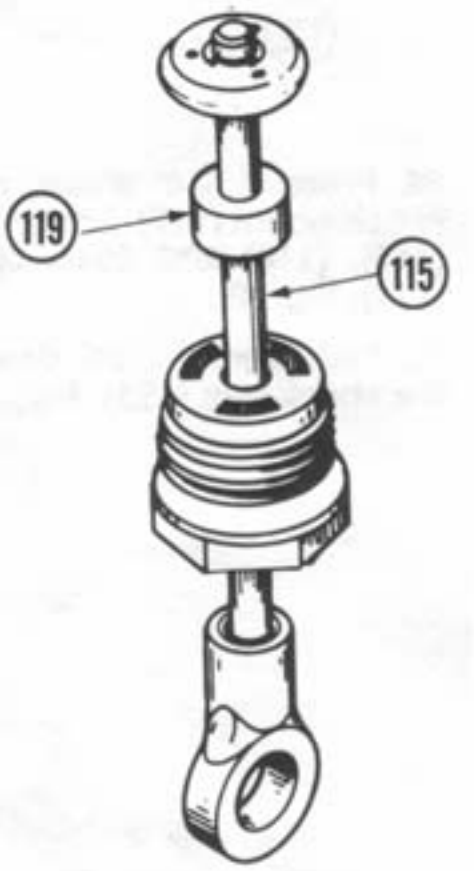


Figure 46B

FRONT

NOTE: **MOVE CARTRIDGE AGAINST SHOCK END BEFORE ASSEMBLY**

9. Clean out shock body [Front (120), Rear (121)] with a clean, soft, lint free cloth. Fig. 47

* *Note: Front shock body (120) is shorter than rear shock body (121).*

10. Fill shock body (120), (121) with shock oil (114) up to bottom of the threads. Fig. 47

11. Insert shaft assembly with cartridge (111) against the shock mount (117). Slowly tighten the cartridge allowing oil to bleed out until finger tight. Now, secure by turning with pliers approximately 1/8 turn additional.

* *Note: Be sure to match front shaft (115) with front body (120) and rear shaft (116) with rear body (121).*

12. This should properly bleed the shock. If shock won't compress all the way, loosen cartridge just slightly and allow a little more oil to bleed out. Be careful not to over bleed the shock as too much air may get into shock.

* *Note: If leaking persists around outside, tighten more*

13. Repeat steps 9 - 12 for all four shocks

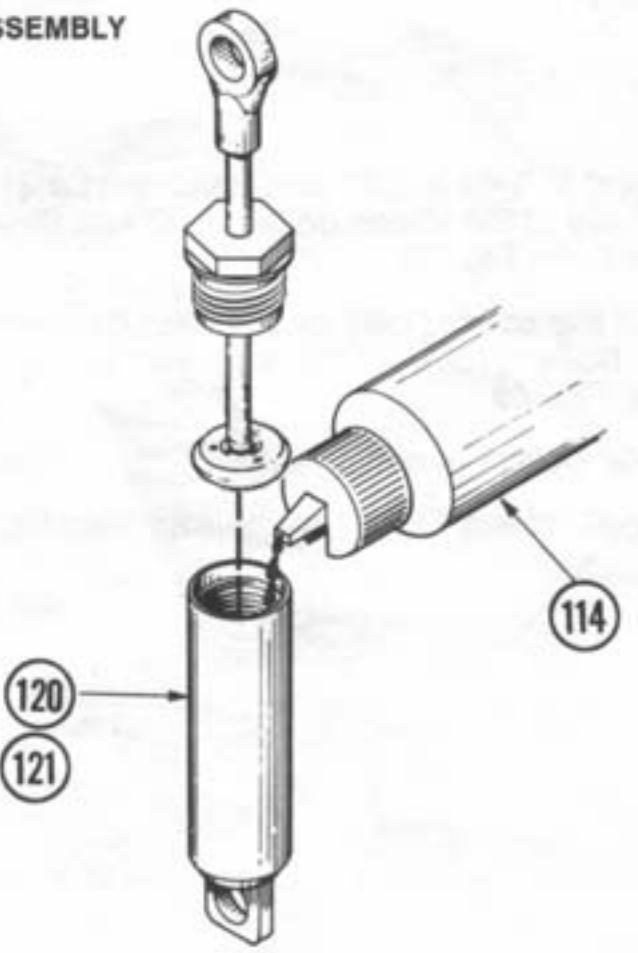


Figure 47

14. Press a 1/4" shock mount ball (122) into lower shockmount (117). Snap shock cup (123) onto the shaft (115), (116) and down onto the lower shock mount (117). Fig. 48

15. Slide spring (124) down over the shock to rest on the shock cup (123). Fig. 48

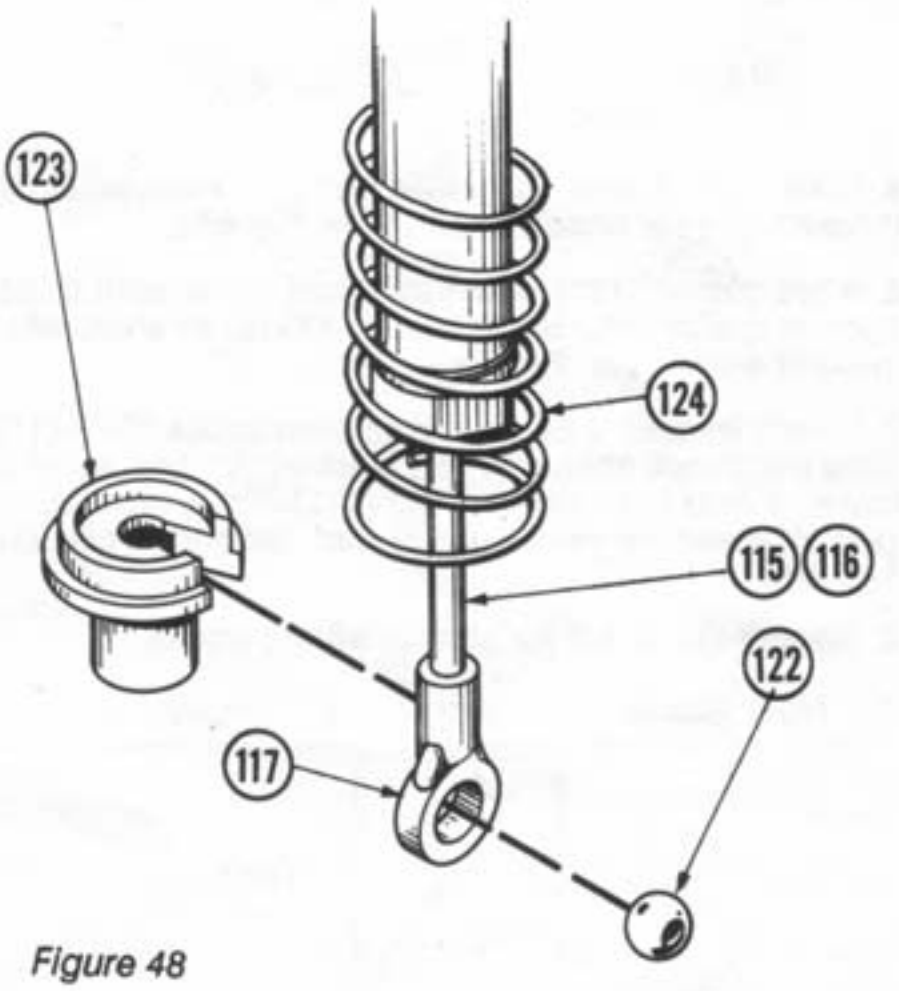


Figure 48

16. Insert a 4-40 x 3/8" cap head screw (13) into the larger hole of the shock collar (125) and thread into the smaller hole. Fig. 49

17. With the collar (125) loose, slide it down over top of shock body (120), (121) against spring (124) and tighten. Fig. 49

* *Note: Do not over tighten*

18. Repeat steps 14 - 17 for all four shocks.

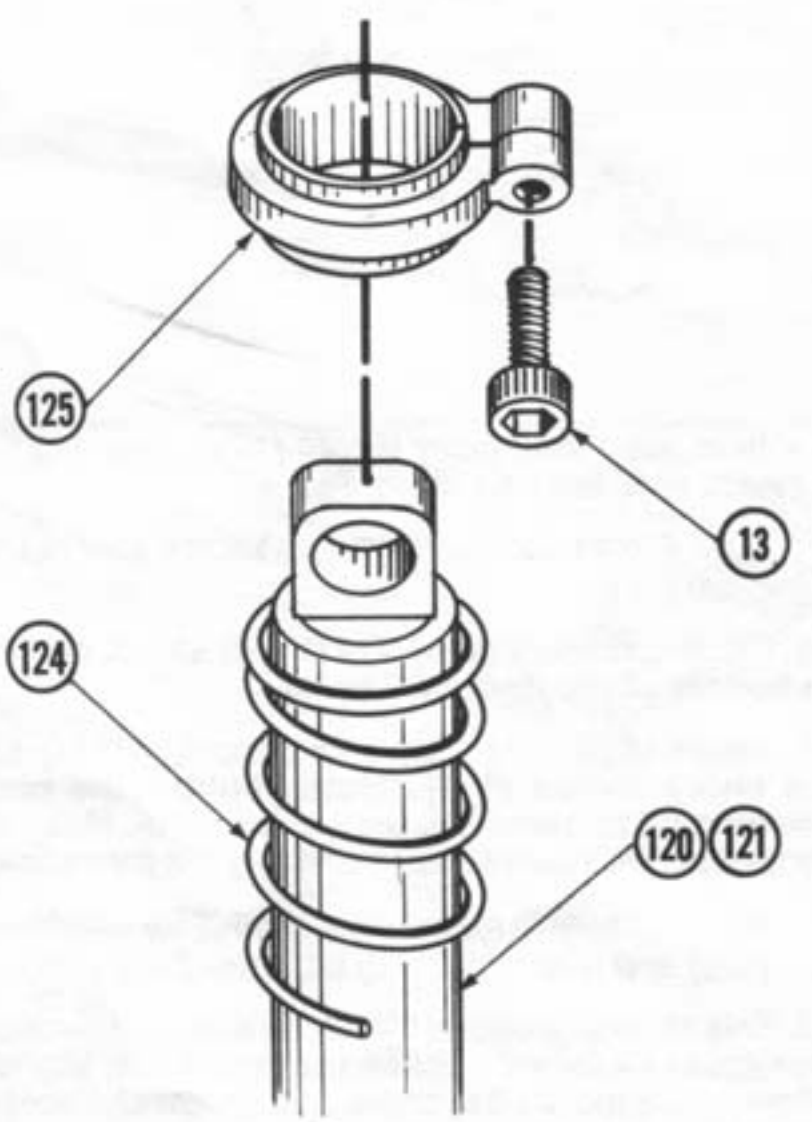
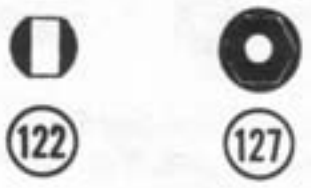


Figure 49



19. For the rear shocks, thread a 4-40 x 5/8" cap head screw (94) through a 1/4" shock mount ball (122), small H-arm spacer (126) and into the middle hole on the H-arm (101), (102). Fig. 50

20. Attach top of shock body (121) to shock mount (2) on rear shock tower (90). Fig. 50

21. Secure top of shock with a 4-40 nylon nut (127). Fig. 50

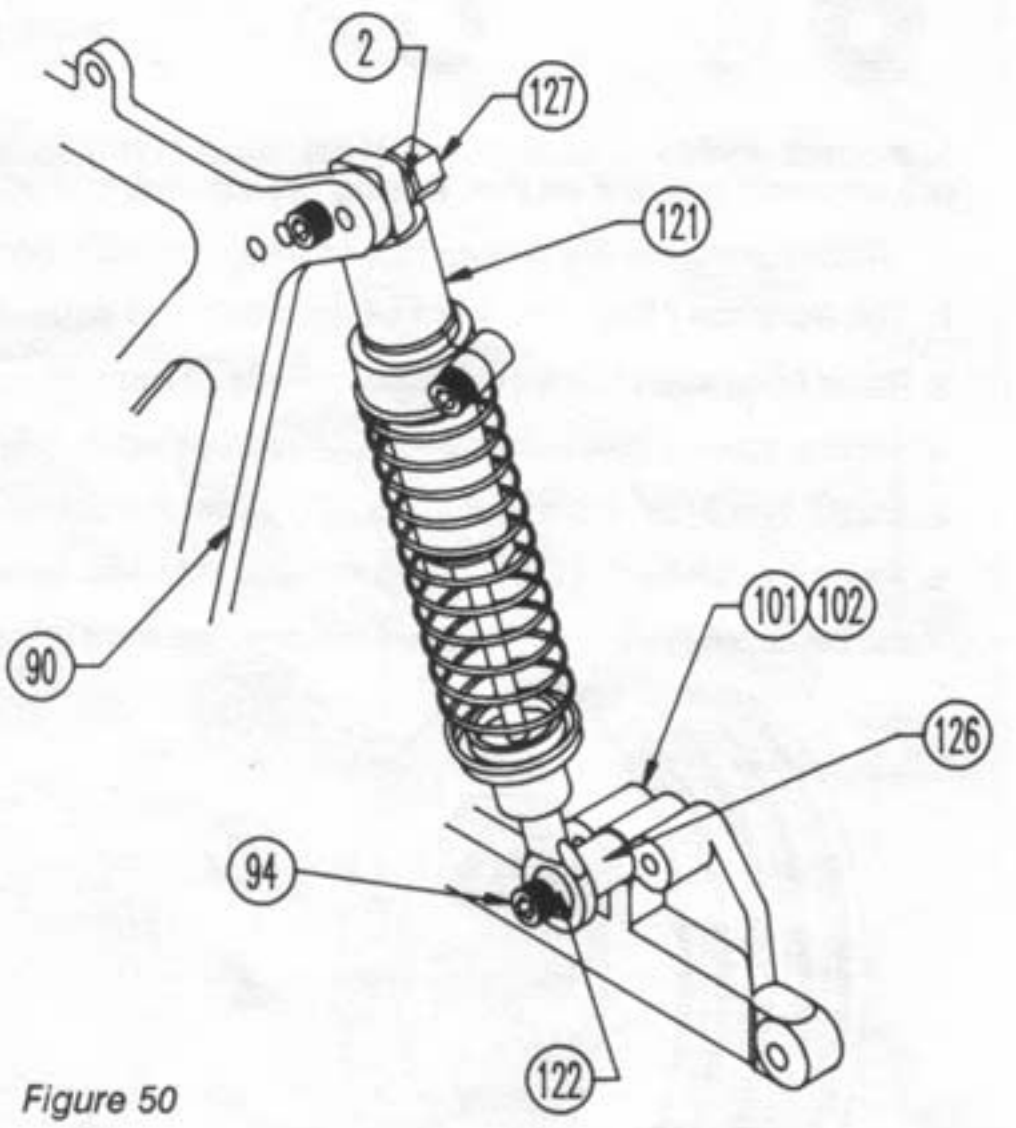


Figure 50

22. For front shocks, align 1/4" shock mount ball (122) between rails on front A-arm (7),(8). Fig. 51

23. Thread a 4-40 x 1/2" cap head screw (39) into middle hole on front A-arm (7),(8), through the 1/4" ball and into the other side of the A-arm (7),(8). Fig. 51

24. Place shock body (120) on shock mount (2) in front shock tower (1) and secure with a 4-40 nylon nut (127). Fig. 51

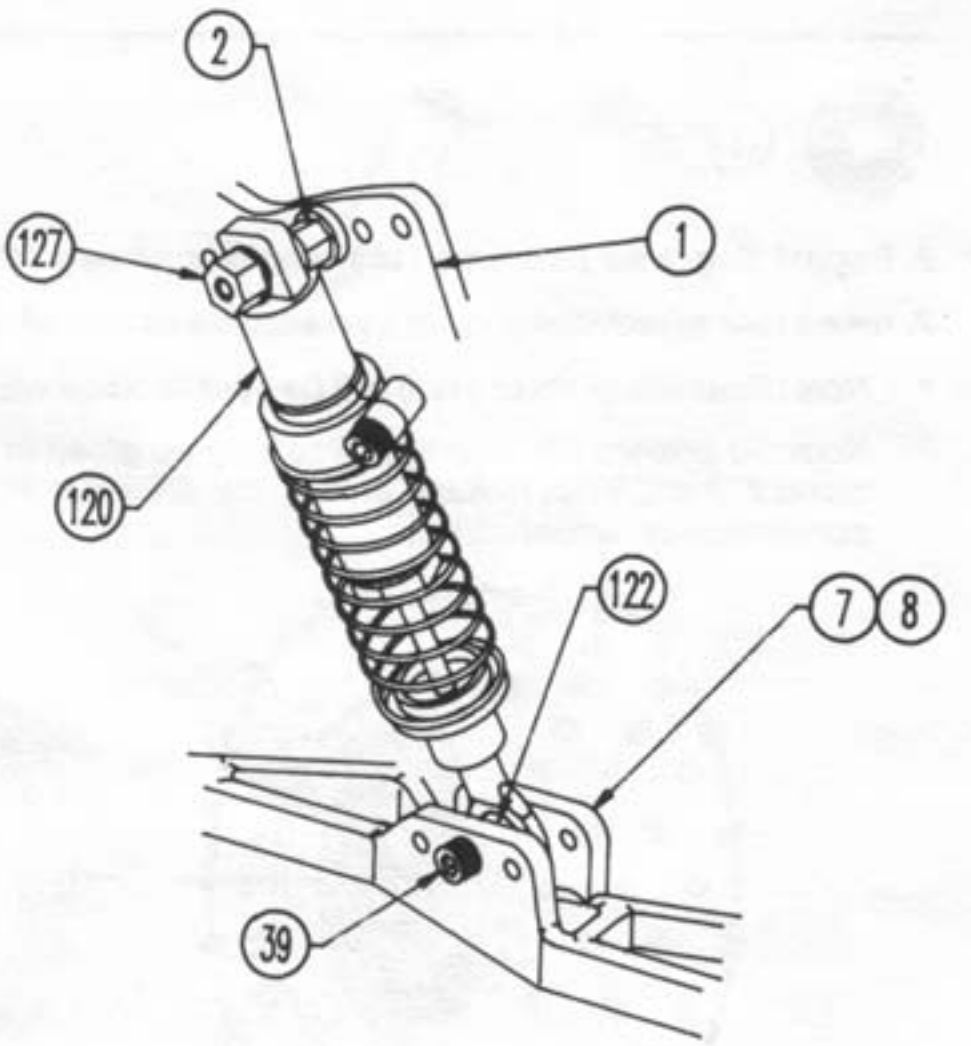


Figure 51

BAG F

1. Inspect inside of tires [Front (128), Rear (129)] for any excess material. If present, trim excess rubber to insure proper seating of tire on rim. During tire assembly, make sure that all lettering faces the outside of rim. Fig. 52-53

* *Note: Do not set tire on furniture as they may leave permanent stains.*

2. Pull front tire (128) over front wheel (130) and squeeze tire to properly seat in grooves. Fig. 52

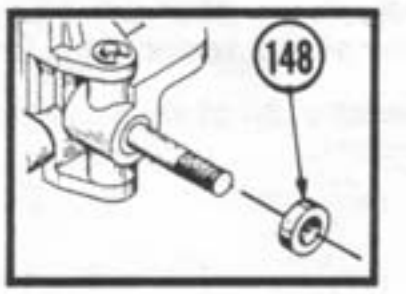
3. Place front wheel disk (132) into outside of front wheel (130). Secure with two 2-56 x 5/16" button head screws (143).

4. Slide a spacer (148) onto each of the front axles (15). (See inset @ right)

5. Install two 3/16" x 3/8" bearings (67) in each front wheel (130). Fig. 52

6. Place front wheel (130) onto front axle (15) and secure with a 10-32 nylon nut. (135)

Note: Be careful not to overtighten and bind the front wheels with the nuts (135).



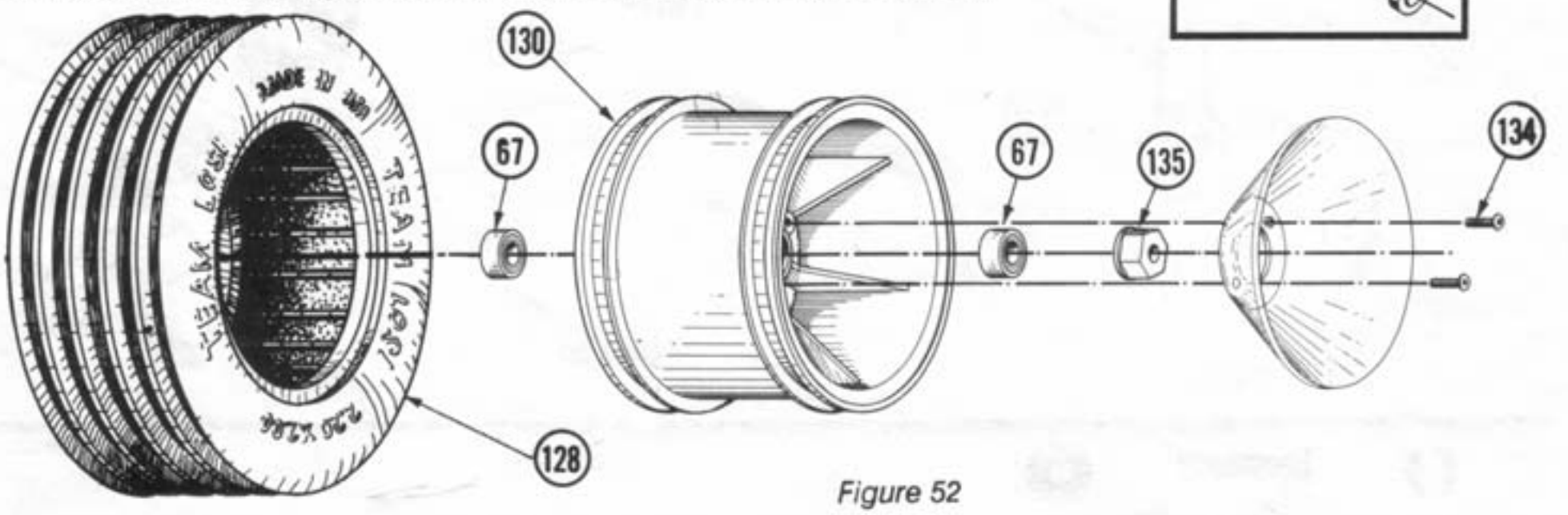


Figure 52

6. Repeat step 2 for rear tires (129) and rear wheels (131). Fig. 53

7. Insert rear wheel disks (133) into outside of rear wheels (131). Fig. 53

* *Note: Rear wheel disks (133) will be held in place with 10-32 nylon nuts (135).*

* *Note: To prevent tire slippage, tires may be glued to wheels using a cyanoacrylate adhesive (super glue) or a rubber cement. IMPORTANT: Read and follow adhesive manufacturers safety warnings regarding use. Do Not spray glue accelerator on wheel disks!*

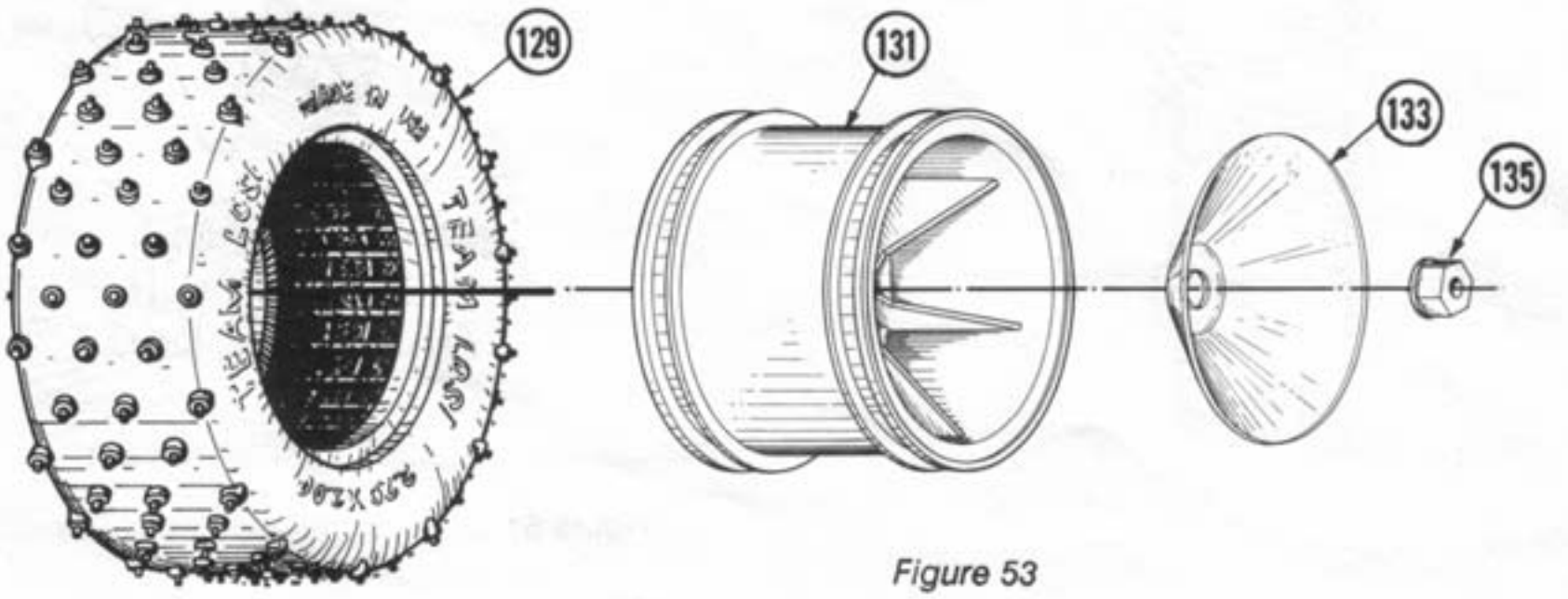


Figure 53

BAG G

1. **Attach motor to motor plate (70) using 3mm x 8mm caphead screws (136) and #4 washers (99). Fig. 54**

2. **Attach pinion gear to motor shaft, adjust gear mesh, and tighten motor to motorplate (70)**

* *Note: The gears need some backlash in order to function properly.*

3. **Locate trimmed gear cover (137) onto motorplate (70) and secure with a 4-40 nylon nut (127) on top forward 4-40 x 1 3/4" caphead screw (98). Thread a 4-40 x 1/8" buttonhead screw (138) into rear lower hole of motorplate (70). Insert gear cover plug (139) into large hole in gear cover (137). Fig. 54**

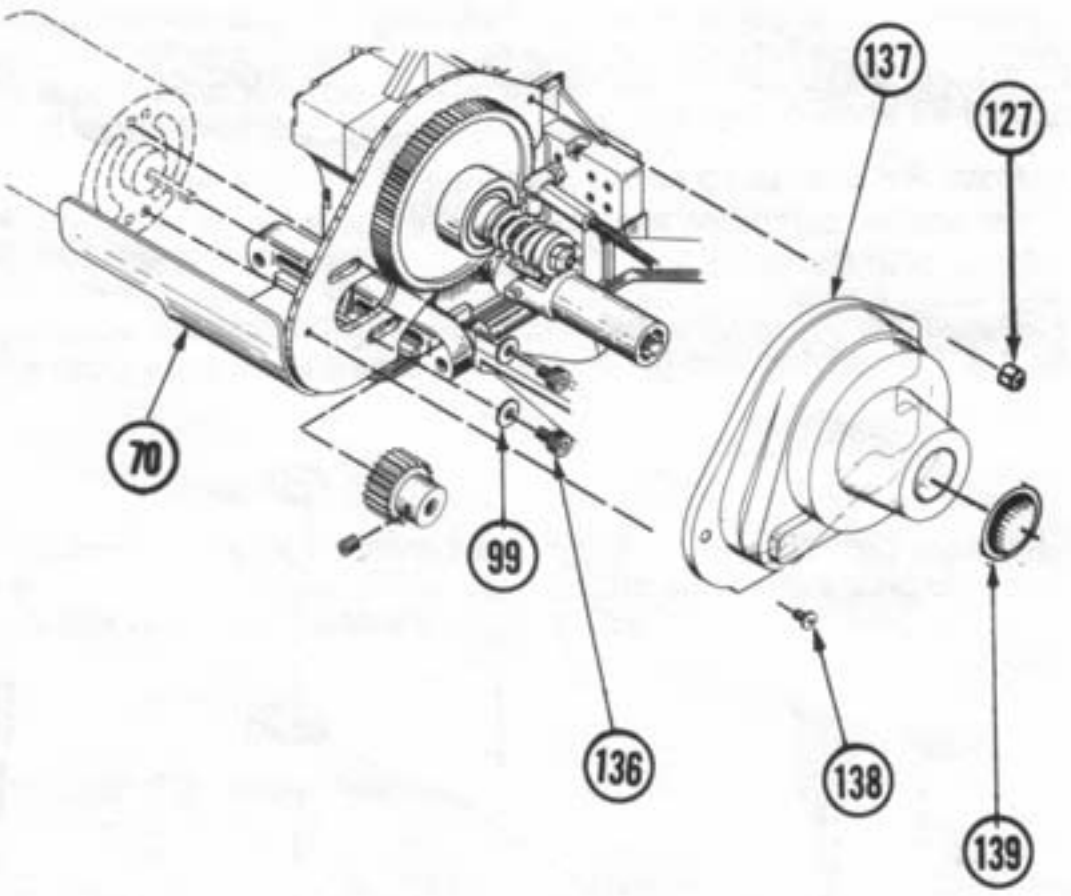


Figure 54

4. **Remove antenna mount cap (42) from antenna mount (43) on chassis (29).**

5. **Thread antenna wire from receiver through antenna tube (140) so that 3/4" of the wire extends outside of tube (140). Fig. 55**

6. **With wire positioned into slot in antenna mount (43), place end of antenna tube (140) into antenna mount (43), making sure wire is free and tube (140) is secure. Fig. 55**

7. **Slide antenna mount cap (42) down over antenna tube (140) and snap onto antenna mount (43). Fig. 55**

8. **Fold wire end down over antenna tube (140) and secure with antenna tip (141). Fig. 55**

9. **Mount batteries in front of rear bulkhead (89) and secure them with a body clip (40) inserted into post on battery box (38).**

* *Note: Lead wires should extend out of front of battery box (38).*

10. **Mount radio receiver with servo tape, face up if possible on either side of batteries. If it is too wide, mount it on it's side.**

11. **Mount speed controller on rear shock tower (90) with servo tape (142) provided.**

Figure 55

BAG G (Continued)

12. Attach servo using servo tape (142) to front of chassis as shown. Fig. 56

* *Note: Be sure servo arm is parallel and is in line with the scribe marked on the chassis (29) and a ball stud (145) is in the servo arm. Fig. 56*

13. Thread an adjustable rod end (143) onto both sides of a 1 1/2" threaded rod (144).

14. Thread one 3/16" ball stud (145) into steering servo arm and secure with a 4-40 nut (5).

15. Attach one end of the threaded rod assembly (144 with rod ends 143) to the ball stud (145) in the servo arm and the other end onto ball stud in the steering bellcrank (26).

16. Secure front stiffener (146) to chassis (29) using four 8-32 x 1/2" steel flathead screws (97). Fig. 56

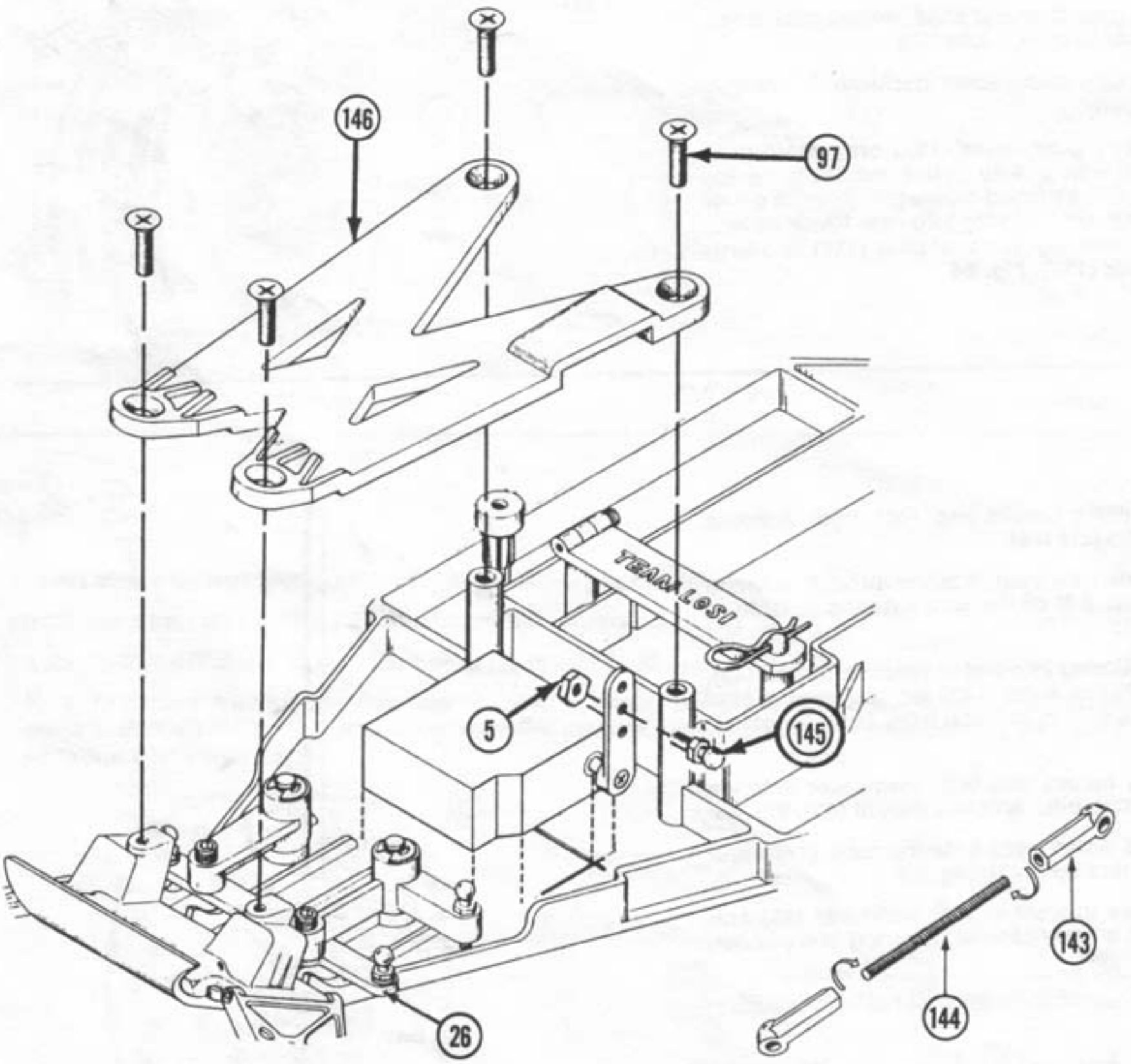


Figure 56

BODY & BAG G (Continued)

BODY, GEAR COVER & WHEEL DISK PAINTING

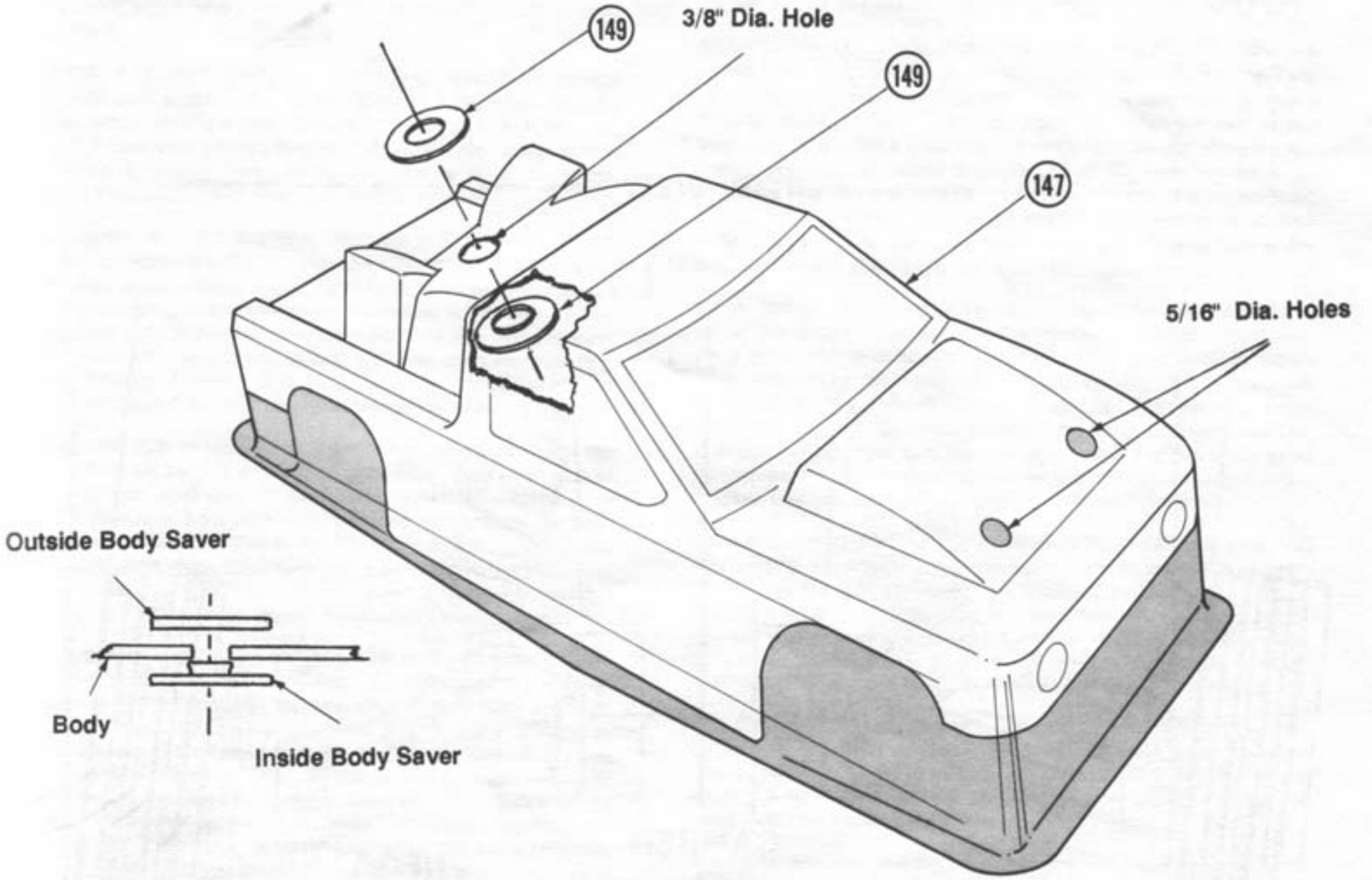
Prepare the Lexan body shell by washing thoroughly with warm water and liquid detergent. Dry with a clean soft cloth. Use the window masks (75) supplied to cover the windows from the inside. Cut front window mask in half (from top to bottom) and mask window from outer edge, meeting in center. A high grade of 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, wheel disks and gear cover. Use acrylic lacquer, acrylic, enamel or any other Lexan (polycarbonate) recommended paints. Apply paint to the inside of the parts. 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.

TRIMMING AND ATTACHING BODY

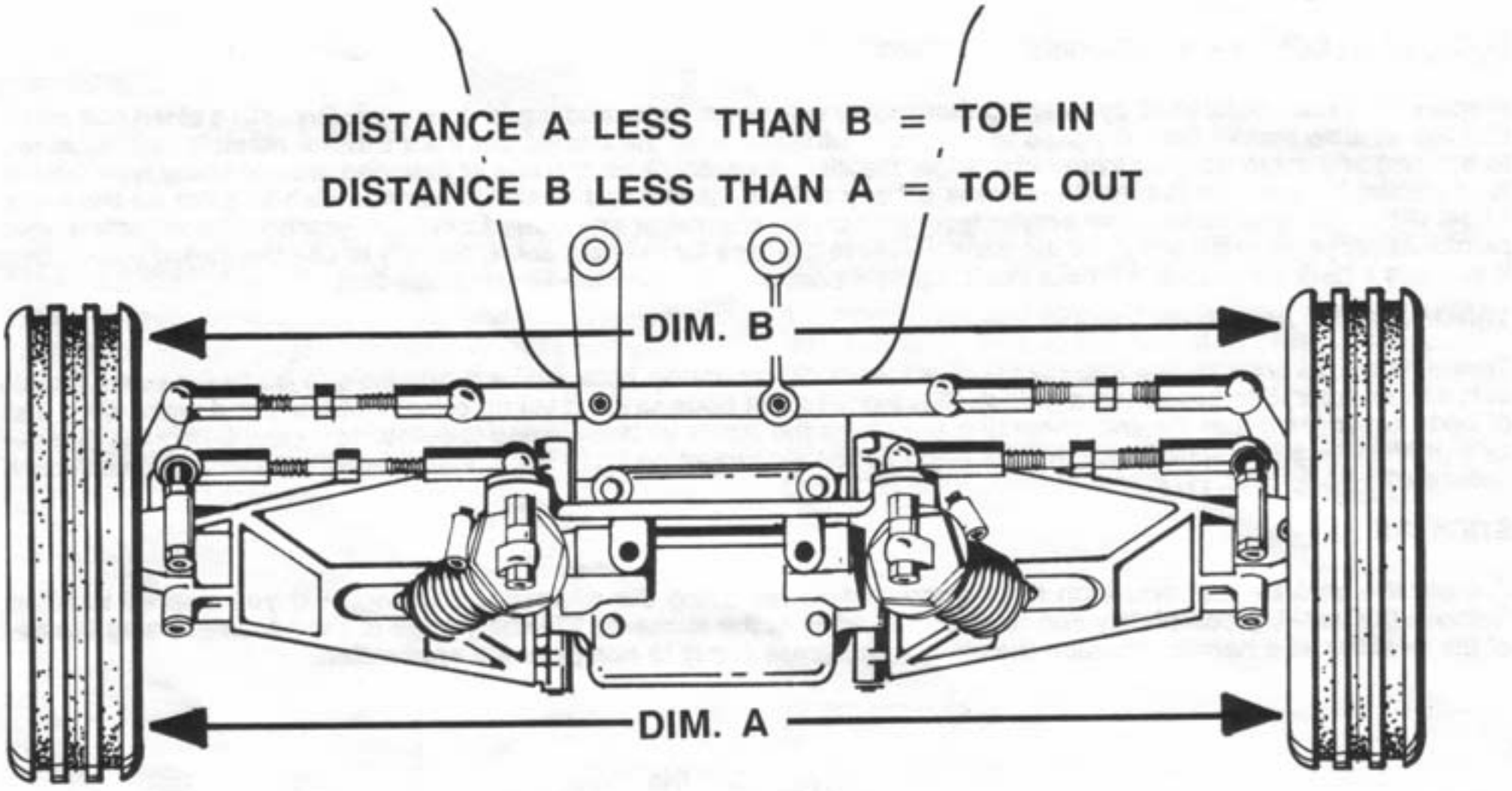
Trim shaded portions of the body (147). For rear body mounting hole, make a 3/8" hole in body (use rear dimple between numberplate bosses as a guide). Place one half of body saver (149) on outside of body and insert other half of body saver (149) into the rear mounting hole from the inside of body. Snap together securely. Using the dimples as a guide, make two 5/16" holes in front hood scoop for mounting body front. Install body onto rolling chassis and secure with body clips (17).

STICKERS

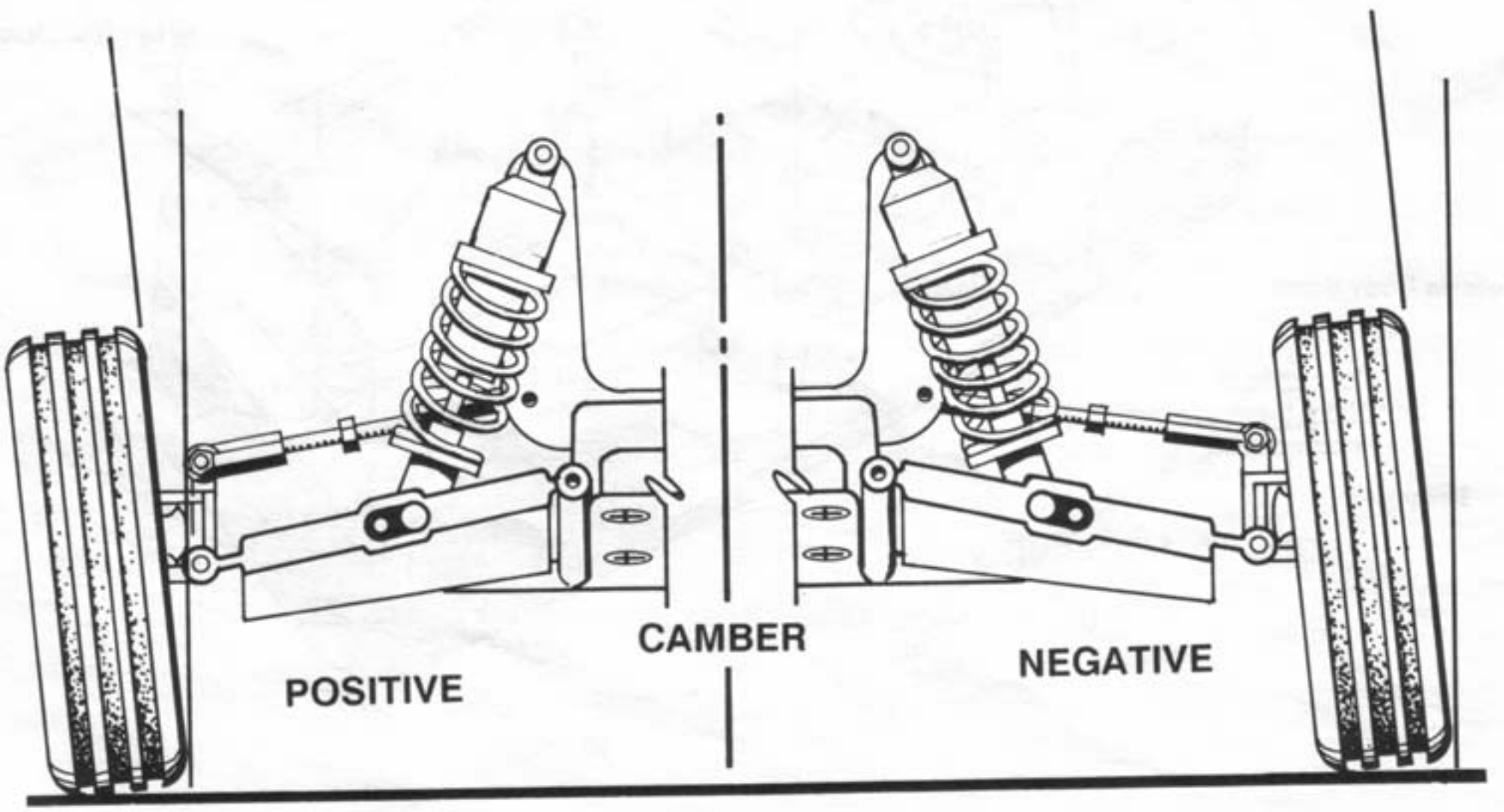
Cut out the stickers that you wish to use and, before removing the protective backing, find you desired location. Remove the backing completely and re-attach an edge of the sticker to the shiny edge of the backing. Using the rest of the backing as a handle, position the sticker and press firmly to complete it's application.



Toe In / Toe Out & Camber



TOP VIEW



FRONT VIEW

TECH TIPS from THE TEAM

THE GEAR BOX is the heart of every race truck. The LX-T is no exception. Although the LX-T transmission is very efficient, there are certain adjustments that are necessary for top performance. The differential is the most important. Many types of greases were tested and the one that we found to be the best is included with the kit. This type of grease works extremely well and allows the differential to run fairly loose for slick track conditions. Too much grease can cause the differential to bind. When you assemble the differential, it should feel free and rotate smoothly. Wipe off any excess grease.

ADJUSTING THE SLIPPER Before you adjust the slipper, you'll want to adjust your diff. First tighten the nut on the slipper so that it will not slip. Next, adjust the diff as per the tech tips in the back of the manual. Once your diff is properly adjusted, loosen up the slipper adjustment nut once again. Place your truck on the track or racing surface and do a "punch off" (full throttle from a stop). The slipper should slip just slightly, or for about one foot. Your slipper setting will vary from track to track. For very slippery surfaces, you may want to adjust your slipper so that it slips for about 3 feet. On very high bite tracks, you may want to adjust the slipper quite a bit tighter. You can do this by rolling the truck backwards and pulling full throttle. The slipper should slip just slightly, no matter what the racing surface. You should be absolutely sure, that the slipper still slips before the diff. Under no circumstance should the diff be used as a slipper!

ADJUSTING THE DIFFERENTIAL Tighten the differential adjustment screw, only until slight torque is felt, prior to installation into the gear box. When making adjustments, start off by making a 1/4 turn, then an 1/8 turn adjustments for fine tuning. We also suggest that you turn the differential between adjustments, to avoid flat spots. the actual final setting will vary with track conditions.

On a slippery track, a looser differential will help give more controlled acceleration. Do not run the differential too loose, as damage may occur. Many major races have been won on slippery tracks, by changing to a milder motor or 6 cells, rather than relying on a slipping differential. A loose differential setting will generally give you more off power steering and a bit less on power steering. A tighter differential setting is just the opposite, in that you will get a bit less off power steering and more on power steering.

To adjust the differential, 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 surest way to adjust the differential, is to put on a set of used rear tires and do a "punch off" on asphalt. The differential should not slip. Only fine adjustments should be needed from this point.

CAMBER is the angle that the tires run in relation to the track. Zero camber means, that a tire is at an exact 90 deg. angle to the track. Camber is adjusted with the top link of both the front and rear suspension. Normally, on the front end, we run about 2 degrees negative camber. This means that the tire leans inward, as it rises from the track to the top of the tire. You should find that the more negative camber you have in the front, the more high speed steering you get. Care should be taken, too much will cause steering loss. On the rear end of the truck, we usually run about 3 degrees negative camber. You will find, that you can slightly vary the amount of rear traction your truck has, by using this adjustment. On smoother tracks, we run less negative camber, to keep more of the tire "footprint" in contact with the track. This will usually make the rear end, a little more solid through a bumpy corner.

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 centerline of the truck. Start with the front tires parallel, without any toe-in or toe-out. By adding a little toe-out, the truck should turn more at low speed, but may be a little unforgiving exiting corners. Too much toe-out will scrub speed. If the track is slippery, run a little toe-in. This makes the truck more forgiving and takes away a little steering.

FRONT RIDE HEIGHT We usually run the front ride height, so the arms are parallel with the front bulkhead. By raising the front ride height more, the nose will stay a little higher on big jumps. You will also lose a little low speed steering, but may gain some high speed steering. We very rarely run the ride height lower than parallel.

REAR RIDE HEIGHT You'll want to start with the rear ride height, with the slider shafts level. This is a fairly standard adjustment and is rarely changed.

FRONT SHOCK LOCATION We normally run the top of the shock, in the middle hole on the tower. By moving the top of the shock out, the truck will become more sensitive and may even get "twitchy". By moving it in the truck, it will gain low speed steering, but will react slower at higher speeds. The bottom of the shock is almost always mounted in the middle hole.

REAR SHOCK LOCATION The top of the shock is normally mounted in the third hole out on the tower. This seems to be the best all-around location. For high bite tracks, you may want to move the top of the shock out further. This will stiffen the rear of the truck and help keep it from rocking over. For tracks with very big jumps, you may also want to go to one of the outer positions, to help keep from bottoming out. You may want to try the inside hole, if you are on a track with a lot of small choppy holes. A slightly stiffer spring may be needed for the inside hole. The bottom of the shock is almost always left in the middle hole.

REAR TOE-IN, ANTI-SQUAT These are two of the most important, yet subtle suspension tuning adjustments. A set of preset rear pivot supports is available from Team Losi (P/N A-2016) which offer different combinations of toe-in and anti-squat. When a truck undergoes hard acceleration, the rear end has a tendency to drop. When this happens, the truck looses some of its on-power traction. In order to overcome this, the anti-squat ability of the truck must be increased. The drawback is that, as the anti-squat increases the forward traction, it also decreases the off-power traction.

If the rear end of the truck has a tendency to "skate" or is unstable, then adding toe-in would give the truck more straight line stability and help solve this problem. The trade-off to having toe-in is, a decrease in straight line speed and the truck will not carry speed through the turns as well. Each adjustment made to a truck creates a trade-off. Performance is gained in one area and lost in another. The trick is to find the best set of trade-offs for your driving style.

The suggestions given in this kit, should be used only as general guidelines. There are so many variables in a racing truck that they cannot possibly be listed in a simple instruction sheet. Go to the track, try out various combinations of set-ups and get a feel for what each one does to the handling of the truck.

Good luck with you new LX-T. We're sure you will be pleased with it's performance.

SPARE PARTS LIST for the LX-T

REFER TO YOUR PRICE LIST INCLUDED WITH YOUR KIT FOR PRICES, COMPLETE ASSEMBLIES, PERFORMANCE UPGRADES, AND OTHER TEAM LOSI RACING ACCESSORIES. ORDER SPARE PARTS BY ITEM NO. & DESCRIPTION.

Key No.	Kit Part Description	Item No.	Spare Parts Item Description
1.	Front Shock Tower	A-1015	LX-T Front Shock Tower (1)
2.	Shock Mounts	A-5008	Upper Shock Mounting Bushing (4)
3.	4-40 x 7/8" Caphead Screw	A-6216	4-40 x 7/8" Socket Head Screws (10)
4.	3/8" Ball Stud	A-6000	Ball, Studded w/Rod End 4-40 x 3/8" (4)
5.	4-40 Nut	A-6300	4-40 Hex Nuts (10)
6.	Front Bulkhead	A-1003	Front Bulkhead (1)
7.	Left Front Suspension Arm	A-1016	LX-T Front Suspension Arms (2)
8.	Right Front Suspension Arm	A-1016	LX-T Front Suspension Arms (2)
9.	Front Bulkhead Hinge Pin	A-1007	Bulkhead Hinge Pins (2)
10.	1/8" E-Clip	A-6100	1/8" E-Clips (12)
11.	Body Mount Slide	A-4055	Body Mount Slide (2)
12.	Body Mount	A-4055	Body Mount (2)
13.	4-40 x 3/8" Caphead Screw	A-6206	4-40 x 3/8" Socket Head Screws 10)
14.	4-40 Aluminum Lock Nuts (Thin)	A-6305	4-40 Aluminum Locking Nuts (6)
15.	Front Axle	A-1012	Pro Front Axles w/Hardware (2)
16.	Left Spindle	A-1017	LX-T Front Spindles and Carriers
17.	Right Spindle	A-1017	LX-T Front Spindles and Carriers
18.	Spindle Carrier [L (Left), R (Right)]	A-1017	LX-T Front Spindles and Carriers
19.	1/8" x .960 Hinge pin	A-1008	Front Outer Hinge Pin (2)
20.	5-40 Set Screw	TL-4011	5-40 Hardened Set Screws (10)
21.	Adjustable Rod End	A-6005	Heavy Duty 30 Deg.Plastic Rod Ends (16)
22.	1.875 Turnbuckle	A-1018	LX-T Adjustable Link Set w/Rod Ends
23.	"Foam Things"	A-6003	Foam Things (Linkage Rings) (8)
24.	Front Bumper	A-4045	Front Bottom Mount Bumper/Skid Plate
25.	8-32 x 1/2" Flathead Aluminum Screws	A-6209	8-32 x 1/2" Flathead Aluminum Screws (10)
26.	Steering Bellcrank	A-1507	Rigid Steering Arm Set
27.	Idler Arm	A-1507	Rigid Steering Arm Set
28.	Steering Post	A-1512	X-Long Steering Post (2)
29.	Chassis	A-4051	Molded Chassis & Brace
30.	4-40 x 3/8" Flathead Screw	A-6210	4-40 x 3/8" Flathead Socket Screw (10)
31.	3/16" E-Clips	A-6101	E-Clips .1875 (Large) (12)
32.	1/8" Ball Studs	A-6004	Ball Studded w/Rod Ends 4-40 x 1/8" (4)
33.	Steering Sector Arm	A-1510	Short Steering Sector w/Screws
34.	Gold Washer	A-6215	#4 Narrow Washer (10)
35.	4-40 x 1/8" Shoulder Screw	A-6200	4-40 x 1/8" Shoulder Screw (4)
36.	Battery Box Foam	A-4001	Front Battery Cup
37.	Battery Box Lid	A-4001	Front Battery Cup
38.	Battery Box	A-4001	Front Battery Cup
39.	4-40 x 1/2" Caphead Screw	A-6204	4-40 x 1/2" Socket Head Screw (10)
40.	Body Clip	A-8200	Body Clips (12)
41.	Chassis Foam Pad	A-4052	Chassis Foam Pad
42.	Antenna Mount Cap	A-4002	Antenna Kit
43.	Antenna Mount	A-4002	Antenna Kit
44.	1/16" x 7/16" Pin	A-6401	Pins, Wheel & Gear (4)
45.	Top Shaft Gear	A-3120	Hydradrive Slipper Shaft w/Hardware
46.	Internal Pinion Gear	A-3022	22T Transmission Pinion Gear (1)
47.	3/16" C-Clip	A-6102	C-Clips, .1875 (Large) (12)
48.	Long 4-40 Set Screw	A-3120	Hydra Drive Slipper Shaft w/Hardware
49.	8mm x 14mm Bearings	A-6902	8mm x 14mm Ball Bearing (2)

SPARE PARTS (Continued)

50.	Left Gearbox Half	A-3001	Transmission Housing, Left & Right
51.	Right Gearbox Half	A-3001	Transmission Housing, Left & Right
52.	Output Gear	A-3024	Low Friction Transmission Gear Set
53.	U-Joint Drive	A-3013	Molded Universal Set
54.	Differential Grease	J-120	Jammin Special Differential Lube (1)
55.	Center Diff Gear	A-3024	Low Friction Transmission Gear Set
56.	3/32" Diff Balls	TL-4016	3/32" "Hard" Differential Balls(12)
57.	1/4" x 3/8" Bearing	A-6901	1/4" x 3/8" Ball Bearing (1)
58.	Female Diff Half	A-3024	Low Friction Trans Gear Set
59.	5-40 Lock Nut	A-6302	5-40 Steel Locking Nuts (4)
60.	Diff Drive Washer	A-3010	Differential Drive Rings (2)
61.	Male Diff Half	A-3024	Low Friction Trans Gear Set
62.	5-40 x 7/8" Button Head Screw	A-6211	5-40 x 7/8" Socket Head Screw (Diff) (4)
63.	Belleville Cone Washers	A-3018	Heavy Duty Small Thrust Bearing Assembly
64.	Thrust Washer	A-3018	Heavy Duty Small Thrust Bearing Assembly
65.	Thrust Bearing Cage	A-3018	Heavy Duty Small Thrust Bearing Assembly
66.	1/16" Thrust Balls	TL-4017	1/16" "Hard" Differential Balls(8)
67.	3/16" x 3/8" Bearings	A-6903	3/16" x 3/8" Ball Bearing (2)
68.	5/16" x 1/2" Bearings	A-6900	5/16" x 1/2" Ball Bearing (2)
69.	Shim For Top Shaft	A-6230	3/16" Shim Set, .015 & .005 (10 ea.)
70.	Motor Plate	A-3002	Motor Plate (1)
71.	4-40 x 1 3/8" Caphead Screw	A-6203	4-40 x 1 3/8" Socket Head Screw (4)
72.	3/32" x 1/2" Spirol Pin	A-6400	Pins, U-Joint (8)
73.	Universal Pivot	A-3014	Universal Pivots (2)
74.	Male Universal Drive Shaft	A-3013	Molded Universal Set
75.	Window Masks	A-8014	LX-T Truck Body & Masks
76.	3/16" x 5/16" Bearing	A-6905	3/16" x 5/16" Ball Bearing (Slipper)
77.	Spur Gear 90T	A-3910	90T Hydra Drive/Slipper Gear (1)
78.	Slipper Backplate	A-3121	Hydradrive/Slipper Backing Plate (1)
79.	Slipper Pad	A-3123	Hydradrive/Slipper Friction Pad (1)
80.	Slipper Gearplate	A-3122	Hydradrive/Slipper Gearplate (1)
81.	Slipper Thrust Bearing Cup	A-3124	Hydradrive/ Slipper Springs, Cup, Spacer, Washer
82.	Slipper Thrust Washer	A-3125	9/16" x 1/4" Thrust Bearing Assembly
83.	Slipper Thrust Bearing	A-3125	9/16" x 1/4" Thrust Bearing Assembly
84.	Slipper Spacer	A-3124	Hydradrive/Slipper Springs, Cup, Spacer, Washer
85.	Slipper Spring	A-3124	Hydradrive/Slipper Springs, Cup, Spacer, Washer
86.	Slipper Spring Retainer	A-3124	Hydradrive/Slipper Springs, Cup, Spacer, Washer
87.	Rear Battery Spacer	A-4053	Long Wheelbase Adapter Kit
88.	Rear Battery Strap	A-4053	Long Wheelbase Adapter Kit
89.	Rear Bulkhead	A-2001	Rear Bulkhead (1)
90.	Rear Shock Tower	A-2040	LX-T Rear Shock Tower (1)
91.	Shock Tower Spacer	A-2024	Rear Shock Tower Spacer (1)
92.	4-40 x 1/2" Flathead Screw	A-6220	4-40 x 1/2" Flathead Screw (6)
93.	Chassis Spacer	A-4053	Long Wheelbase Adapter Kit
94.	4-40 x 5/8" Caphead Screw	A-6221	4-40 x 5/8" Socket Head Screw (6)
95.	Dust Cover	A-3008	Differential Adjustment Access Cover (4)
96.	Rear Pivot Support	A-2016	Rear Pivot Support W/Anti Squat/Toe-In
97.	8-32 x 1/2" Steel Flathead Screws	A-6218	8-32 x 1/2" Steel Chassis Screws (4)
98.	4-40 x 1 3/4" Caphead Screw	A-6202	4-40 x 1 3/4" Socket Head Screw (4)
99.	#4 Washer	A-6215	#4 Narrow Washers (10)

SPARE PARTS (Continued)

100.	4-40 X 1/4" Flathead Screw	A-6213	4-40 X 1/4" Flathead Socket Screw (6)
101.	H-Arm Left	A-2041	LX-T Rear Suspension Arms
102.	H-Arm Right	A-2041	LX-T Rear Suspension Arms
103.	1/8" x 1.785 Hinge Pin	A-2008	Inner Hinge Pins - Rear Bulkhead
104.	Rear Hub Carrier	A-2038	Extra Rigid Rear Hubs (2)
105.	1/8" x 1.420 Hinge Pin	A-2023	Outer Pin, H-Arm Hub (2)
106.	H-Arm Hub Clips	A-2022	H-Arm Hub Clips (8)
107.	Rear Axle	A-3015	Rear Axle, Spacer & Pin
108.	Female Driveshaft	A-3025	X-Long Universal Driveshafts
109.	Rear Axle Spacer	A-3016	Rear Axle Spacers (2)
110.	O-ring - Cartridge	A-5015	Double O-Ring Shock Cartridge (1)
111.	Cartridge Body	A-5015	Double O-Ring Shock Cartridge (1)
112.	Cartridge Spacer	A-5015	Double O-Ring Shock Cartridge (1)
113.	Cartridge Cap	A-5015	Double O-Ring Shock Cartridge (1)
114.	Shock Oil	A-5206	Shock Fluid 50wt. (1)
115.	Front Shock Shaft	A-5005	Shock Shaft Rear (Long) .9"
116.	Rear Shock Shaft	A-5022	X-Long Shock Shaft (1.2")
117.	Lower Shock Mount	A-5023	Spring Clamps & Cups H-Arm
118.	Shock Piston #5	A-5047	#55 Shock Piston , Orange (4)
119.	Shock Spacer	A-5015	Double O-Ring Shock Cartridge (1)
120.	Front Shock Body (Long)	A-5030	.9" Shock Body - Hard Anodized/Coated
121.	Rear Shock Body (X-Long)	A-5031	1.2" Shock Body - Hard Anodized/Coated
122.	1/4" Shock Mount Ball	A-5023	Spring Clamps & Cups H-Arm
123.	Shock Cup	A-5023	Spring Clamps & Cups H-arm
124.	Shock Spring	A-5152	2.5" Spring 2.6 Rate (Red) (2)
125.	Shock Collar	A-5023	Spring Clamps & Cups H-Arm
126.	H-Arm Spacer	A-2015	H-Arm Set (Left & Right)
127.	4-40 Nylon Nut	A-6301	4-40 Nylon Locking Nuts (10)
128.	Front Tire	A-7500	Fronts, Monster Truck Ribbed (H.T.) (2)
129.	Rear Tire	A-7600	Rears, Monster Truck 6-Row Spiked (H.T.) (2)
130.	Front Wheel	A-7074	Truck "Disc" Front Wheels W/Caps-Neon (2)
131.	Rear Wheel	A-7174	Truck "Disc" Rear Wheels W/Caps-Neon (2)
132.	Front Wheel Disc	A-7198	Truck "Disc" Wheel Caps (4)
133.	Rear Wheel Disc	A-7198	Truck "Disc" Wheel Caps (4)
134.	2-56 x 5/16" Button Head Screw	A-3130	Hydradrive Rebuild Kit
135.	10-32 Nylon Nut	A-6303	10-32 Nylon Locking Nuts (8)
136.	3mm x 8mm Caphead Screw	A-6201	3mm x 8mm Socket Head Screw (Motor Mount)
137.	Gear Cover	A-3004	Hydradrive/Slipper Cover (1)
138.	4-40 x 1/8" Button Head Screw	A-6212	4-40 x 1/8" Button Head Screw (4)
139.	Gear Cover Plug	A-3004	Hydradrive/Slipper Cover (1)
140.	Antenna Tube	A-4002	Antenna Kit
141.	Antenna Tip	A-4002	Antenna Kit
142.	Servo Tape	A-4004	Servo Tape (6)
143.	Adjustable Rod End (Short)	A-6002	Adjustable Rod End (Nylon) (10)
144.	1 1/2" Threaded Rod	A-1503	Servo Rod, Adjustable w/Rod ends
145.	3/16" Ball Stud	A-6001	Balls, Studded W/Rod End 4-40 x 3/16" (4)
146.	Chassis Stiffener	A-4047	Molded Chassis Brace (Junior Two)
147.	LX-T Truck Body	A-8014	LX-T Truck Body (1)
148.	Front Axle Spacer	A-3023	Axle Spacer Set
149.	Body Saver	A-8201	Body Washers