

Team Losi

W STREET WEAPON

OWNER'S MANUAL



- ① Carefully read through all instructions to familiarize yourself with the parts, construction, tuning tips, and techniques outlined in this manual. Being able to grasp the overall design of your Street Weapon 1/10-scale touring car before construction will ensure a smooth assembly.
- ② Take your time and pay close attention to detail. Keep this manual for future reference.

TEAM LOSI
Racing

TEAM LOSI, INC., CHINO, CA 91710 P/N 800-0091
MADE IN THE UNITED STATES OF AMERICA

WELCOME STREET WEAPON OWNER!

Thank you for selecting Team Losi and the Street Weapon as your new parking-lot/on-road racing vehicle. As you will soon see, we have made every effort to produce a kit that is not only the most competitive, but easy to build and maintain as well. The simple bag-by-bag assembly sequence and unmatched easy-to-follow instructions, combined with Team Losi's famous quality-fitting parts, should make building your Street Weapon an enjoyable project.

Before you open a bag or start any assembly, please take a few moments to read completely through the following instructions. This will familiarize yourself with not only the various parts, but the tools you will need as well.

Once again, thank you for choosing Team Losi.

Good luck and good racing!

1. INTRODUCTION

STREET WEAPON COMPLETED KIT DIMENSIONS

Overall Length: 17-3/4"
Wheelbase: 10-3/16"

Front Width: 7-1/4"
All dimensions at ride height.

Rear Width: 7-1/4"
Height: 4-3/4"
Weight will vary depending on accessories.


NOTES & SYMBOLS USED


Figure 1


This is a common figure number found at the beginning of each new illustration throughout the manual.

Step 1. - Each step throughout the entire manual has a check box to the left of it. As you complete each step, mark the box with a check. If you need to take a break and return to building at a later time you will be able to locate the exact step where you left off.

*NOTE: This is a common note. It is used to call attention to specific details of a certain step in the assembly.

 **IMPORTANT NOTE:** Even if you are familiar with Team Losi kits, be sure and pay attention to these notes. They point out very important details during the assembly process. Do not ignore these notes!

 This wrench designates a performance tip. These tips are not necessary, but can improve the performance of your Street Weapon car.

 In illustrations where it is important to note which direction parts are pointing, a helmet like this one will be included in the illustration. The helmet will always face the front of the car. Any reference to the right or left side will relate to the direction of the helmet.

KIT/MANUAL ORGANIZATION

The kit is composed of different bags marked A through H. Each bag contains all of the parts necessary to complete a particular section of the Street Weapon. Some of these bags have subassembly bags within them. It is essential that you open only one bag at

a time and follow the correct assembly sequence, otherwise you may face difficulties in finding the correct part. It is helpful to read through the instructions for an entire bag prior to beginning assembly. Key numbers (in parenthesis) have been assigned to each part and remain the same throughout the manual. In some illustrations, parts which have already been installed are not shown so that the current steps can be illustrated more clearly.

For your convenience, an actual size hardware identification guide is included with each step. To check a part, hold it against the silhouette until the correct part is identified. In some cases extra hardware has been supplied for parts that may be easy to lose.

The molded parts in the Street Weapon are manufactured to demanding tolerances. When screws are tightened to the point of being snug, the parts are held firmly in place. For this reason it is very important that screws not be overtightened in any of the plastic parts.

To insure that parts are not lost during construction, it is recommended 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 injury.*

2. The shock fluid and greases supplied should be kept out of children's reach. *They are not intended for human consumption!*

3. *Exercise care* when using any hand tools, sharp instruments, or power tools during construction.

4. *Carefully read all manufacturer's warnings and cautions* for any glues, chemicals, or paints that may be used for assembly and operating purposes.

TOOLS REQUIRED

Team Losi has supplied all necessary Allen wrenches and a special wrench that is needed for assembly and adjustments. The following common tools will also be required: Needle-nose pliers, regular pliers, hobby knife, scissors or other body cutting/trimming tools, and a soldering iron may be necessary for radio installation. 3/16", 1/4", and 3/8" nut drivers are optional.

RADIO/ELECTRICAL

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

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 (i.e. 4-40 is #4 screw with 40 threads per inch). The second number or fraction designates the length of the screw. For cap-head screws, this number refers to the length of the threaded portion of the screw. For flat-head screws, this number refers to the overall length of the screw. Bearings and bushings are referenced by the inside diameter **x** outside diameter. Shafts and pins are diameter **x** length. Washers are described by inside diameter or the screw size that will pass through the inside diameter. E-clips are sized by the shaft diameter that they attach to.

MOTORS AND GEARING

The Street Weapon includes a 78-tooth, 48-pitch spur gear. The overall internal drive ratio of the Street Weapon is 2.3:1. The pinion gear that is used will determine the final drive ratio. To calculate the final drive ratio, first divide the spur gear size by the pinion gear size. For example, if you are using a 20-tooth pinion gear, you would divide 78 (spur gear size) by 20 (pinion gear size). $78/20 = 3.9$. This tells you that 3.9 is the external drive ratio. Next, multiply the internal drive ratio (2.3) by the external drive ratio (in this case 3.9). $2.3 \times 3.9 = 8.97$. This means that by using a 20-tooth pinion gear with the standard 78-tooth spur gear, the final drive ratio is 8.97:1.

Consult your high-performance shop for recommendations to suit your racing style and class. The chart below lists some of the more common motor types and a recommended initial gearing for that motor. Ratios can be adjusted depending on various track layouts, tire sizes, and battery types.

RECOMMENDED INITIAL GEARING FOR COMMON MOTORS

TYPE OF MOTOR	PINION	SPUR
24° Stock	26-27	78
36° Stock	24-25	78
10-Turn Modified	19	78
11-Turn Modified	20	78
12-Turn Modified	21	78
13-Turn Modified	22-23	78
14-Turn Modified	23-24	78
15-Turn Modified	25	78
16-Turn Modified	26	78

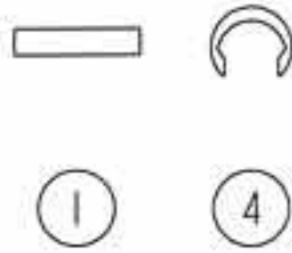
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Team Losi is continually changing and improving designs; therefore, the actual part may appear slightly different than the illustrated part. Illustrations of parts and assemblies may be slightly distorted to enhance pertinent details.

BAG A

Figure 1



□ Step 1. Press a .078" x 3/8" spirol pin (1) into the outer hole in each end of the layshaft (2). Center the pins (1) in the shaft (2) so that they extend evenly from both sides of the shaft (2).

**NOTE: The .078" x 3/8" pins are the two long spirol pins found in Bag A. There is also a shorter spirol pin which will be used in Step 4. The layshaft has three holes in it and no threads on the end.*

□ Step 2. Place the large (42-tooth) 2mm belt pulley (3) over the end of the layshaft (2) farthest away from the center hole in the shaft (2). Align the pin (1) with the slot in the pulley (3) and press the pulley (3) over the pin (1). Secure the pulley (3) to the layshaft (2) with a 3/16" C-clip (4).

! IMPORTANT NOTE: The C-clip must be attached to the layshaft in the wider of the two grooves. This is the groove farthest away from the end of the shaft.

□ Step 3. Attach the small (17-tooth) 3mm belt pulley (5) to the open end of the layshaft (2). This should be the end closest to the hole in the center of the shaft (2). Align the pin (1) with the slot in the pulley (5) and press the pulley (5) over the pin (1). Secure the pulley (5) to the layshaft (2) with a 3/16" C-clip (4).

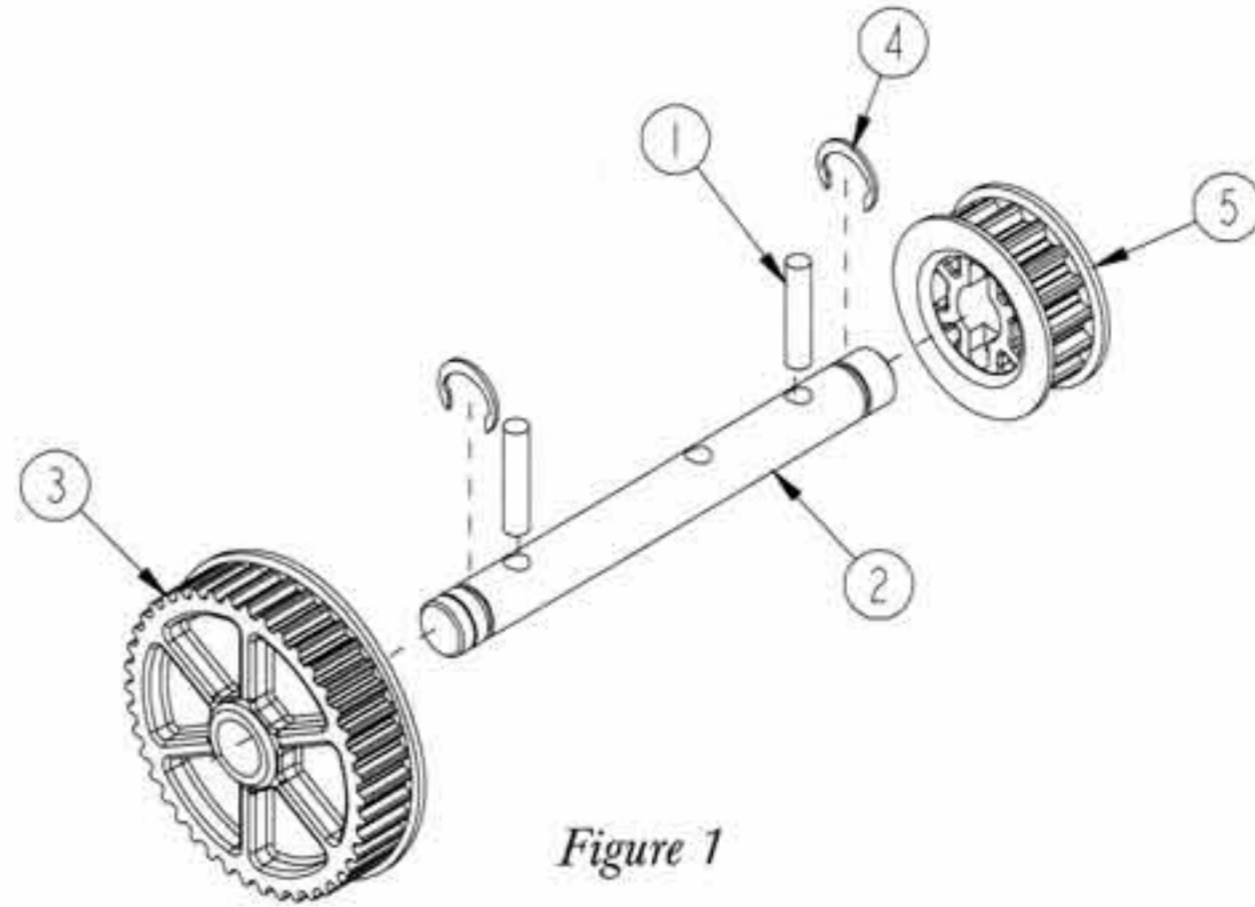


Figure 1

Figure 2



□ Step 4. Press the .078" x 5/16" spirol pin (6) into the hole farthest from the groove in the main shaft (7). Center the pin (6) in the shaft (7) so that the pin (6) extends evenly from both sides of the shaft (7).

! IMPORTANT NOTE: The pin must be centered in the slipper shaft.

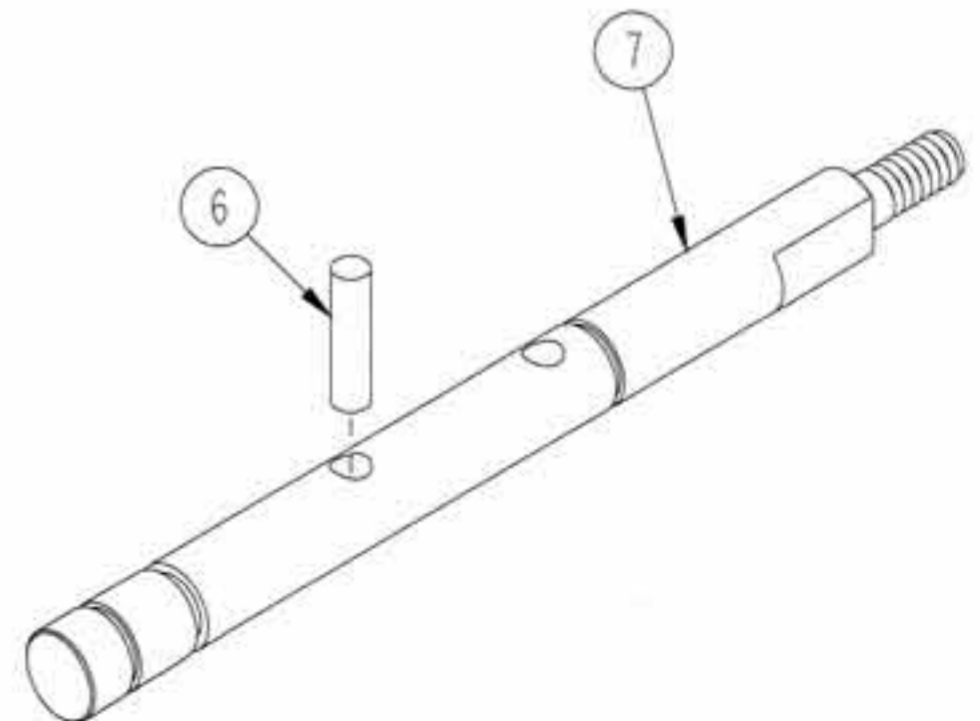


Figure 2

BAG A (Continued)

Figure 3

❑ Step 5. Slide the spur gear (8) over the end of the main shaft (7) with no flat spots. While aligning the pin (6) in the shaft (7) with the slot in the spur gear (8), press the spur gear (8) all the way over the pin (6).

❑ Step 6. Slide the 29-tooth 2mm belt pulley (9) over the main shaft (7) and against the spur gear (8). Align the three posts on the belt pulley (9) with the three holes in the spur gear (8). Press the pulley (9) so that the posts on the pulley (9) are fully seated into the holes in the spur gear (8). The back side of the pulley (9) should rest flat against the surface of the spur gear (8).

🔧 If there is any flashing (three small points) present on the outside surface of the pulley, it should be cut off before continuing. Flashing is rarely present, but if it exists it could make alignment of parts in the upcoming steps more difficult.

❑ Step 7. Place the pulley flange (10) next to the pulley (9) and center it over the shoulder on the pulley (9). The side of the flange (10) with the ring cut in it should face away from the pulley (9).

❑ Step 8. Position the thrust washer (11) next to the pulley flange (10). Center the thrust washer (11) so that it sits over the shoulder on the pulley (9). Insert a 3/16" E-clip (12) into the groove in the main shaft (7) that is farthest away from the edge of the shaft (7). This will secure the entire spur gear/pulley assembly.

❑ Step 9. Insert a 3/16" C-clip (4) into the groove in the main shaft (7) that is near the edge of the shaft (7).

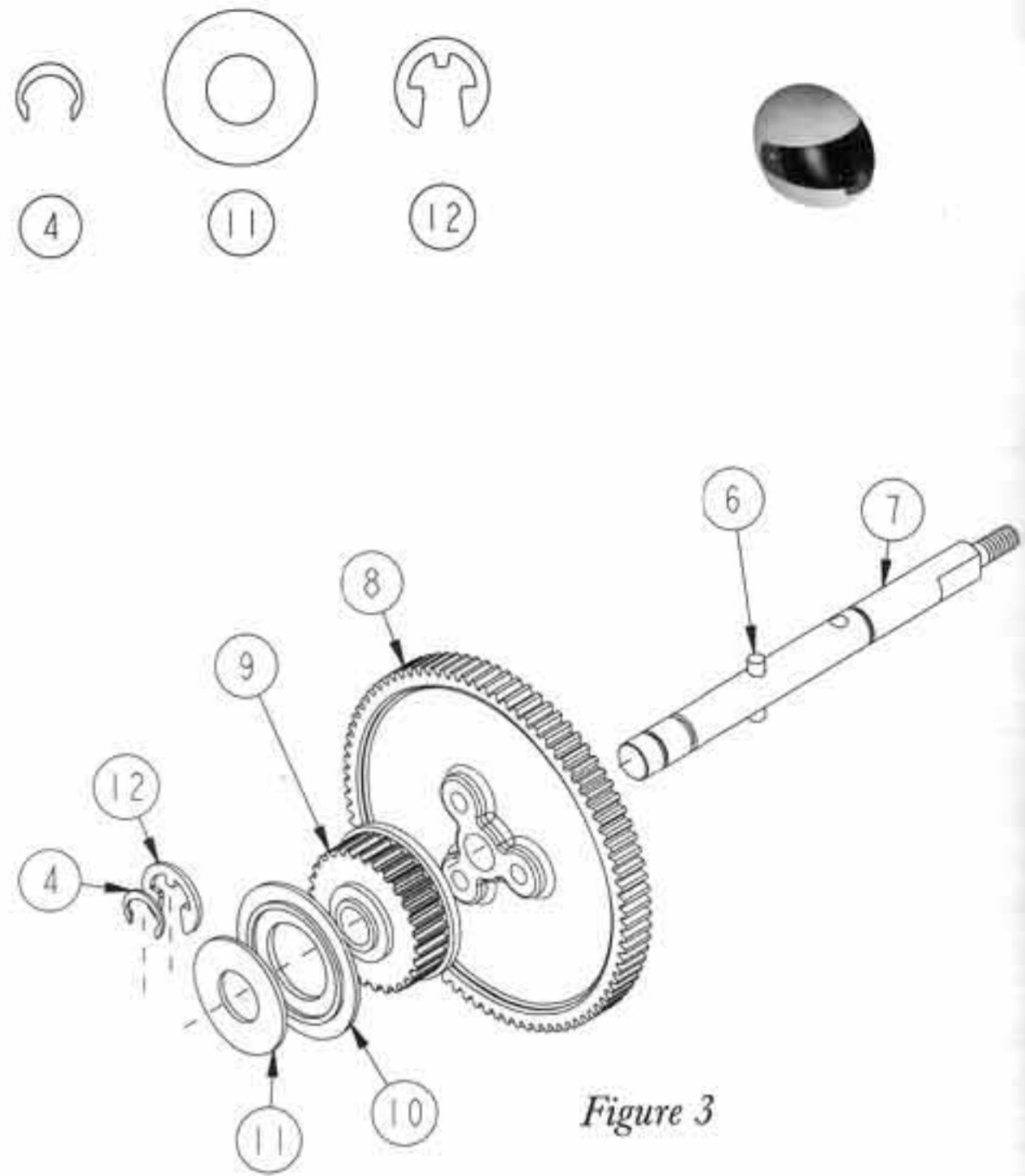


Figure 3

Figure 4

❑ Step 10. Snap a 3/16" C-clip (4) into the groove in the center of the main shaft (7).

❑ Step 11. Place a 3/16" x 3/8" bearing (13) over the shaft (7), next to the C-clip (4).

**NOTE: If the 3/16" x 3/8" bearing only has one Teflon™ seal (tan, woven looking) in it, position the seal to the outside – away from the center of the shaft.*

❑ Step 12. Slide the one-way/clicker pulley flange (14) over the shaft (7) so that the small shoulder rests against the bearing (13). Place the one-way/clicker pulley (15) over the shaft (7), next to the flange (14) so that the splines on the pulley (15) are to the outside, away from the flange (14).

❑ Step 13. Align the flat sections on the one-way/clicker plate (16) with the flat sections on the shaft (7). Place the one-way/clicker plate (16) next to the one-way/clicker pulley (15), aligning the teeth on both parts.

🔧 The Street Weapon's one-way/clicker assembly can be infinitely adjusted; from extremely free, to fully locked. Most of the factory racers prefer to run the one-way/clicker assembly locked up. Figure 4 illustrates assembly with the one-way/clicker assembly locked up. If you prefer to have the one-way/clicker assembly active, refer to Figure 5 on the following page and proceed with optional Step 14 and 15.

❑ Step 14. Center the main shaft spacer (17) on the end of the one-way/clicker plate (16). Position the adjustment washer (18), small side first, over the shaft (7) and against the spacer (17).

❑ Step 15. Thread the 4-40 mini locknut (19) onto the end of the shaft (7). Tighten the nut (19) against the washer (18).

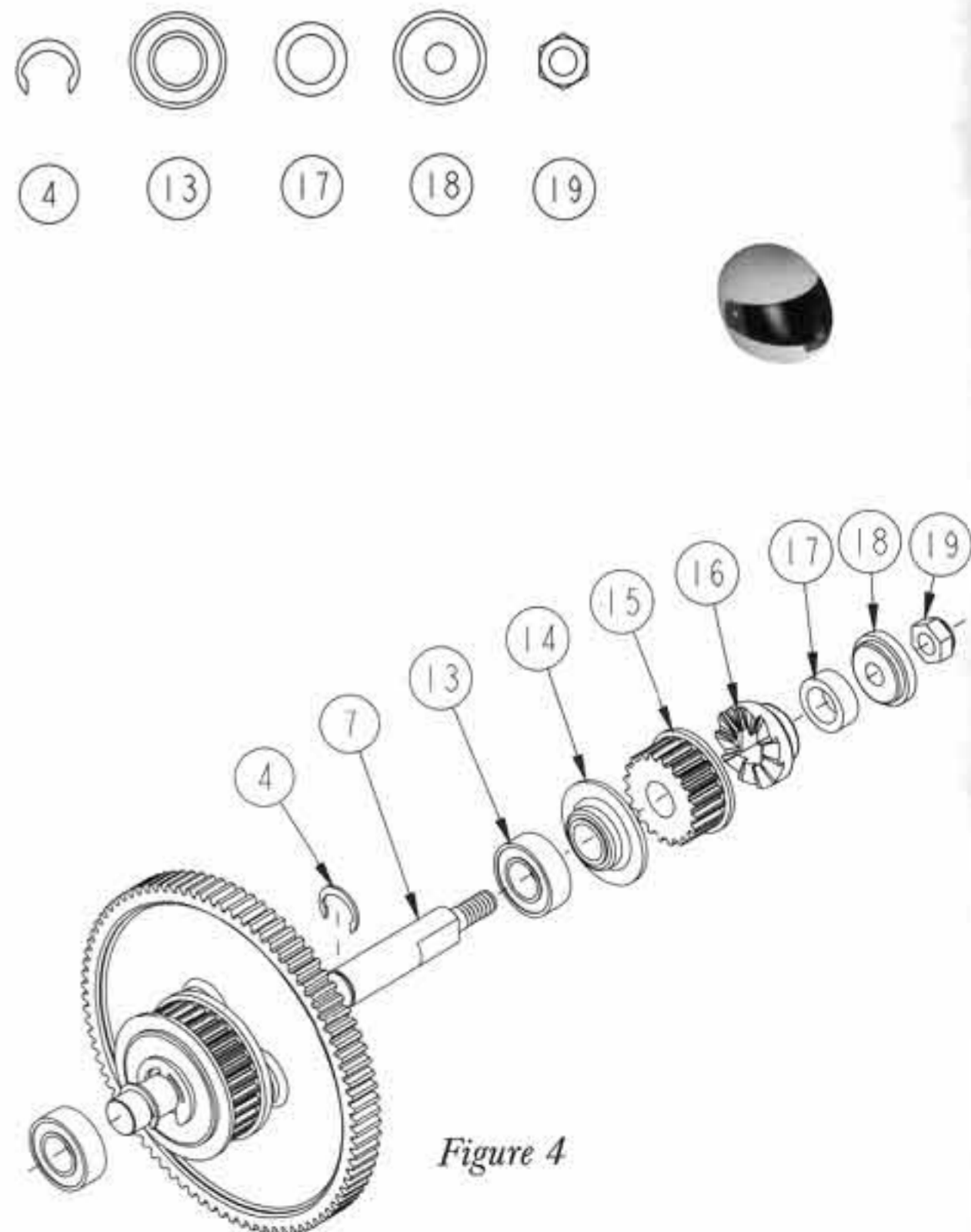


Figure 4

BAG A (Continued)

Figure 5

Optional

⚠ IMPORTANT NOTE: If you are assembling the one-way/clicker assembly according to the optional instructions, you must first apply a fairly heavy coat of white thrust bearing/assembly grease to both the one-way/clicker pulley and the one-way/clicker plate. The grease can be found packaged in Bag B, and should be applied before continuing to *Optional Step 14*.

❑ *Optional Step 14.* Center the one-way adjustment spring (20) on the end of the one-way/clicker plate (16). Position the adjustment washer (18), small side first, over the shaft (7) and in the end of the spring (20).

❑ *Optional Step 15.* Thread the 4-40 mini locknut (19) onto the end of the shaft (7). Tighten the nut (19) all the way, then back it off two full turns ($360^\circ \times 2$). This should be a good initial adjustment.

❑ *Step 16.* Place a $3/16"$ x $3/8"$ bearing (13) over the side of the shaft (7) that the spur gear (8) is installed on. The bearing (13) should be positioned next to the C-clip (4).

**NOTE: If the $3/16"$ x $3/8"$ bearing only has one Teflon™ seal (tan, woven looking) in it, position the seal to the outside – away from the spur gear.*

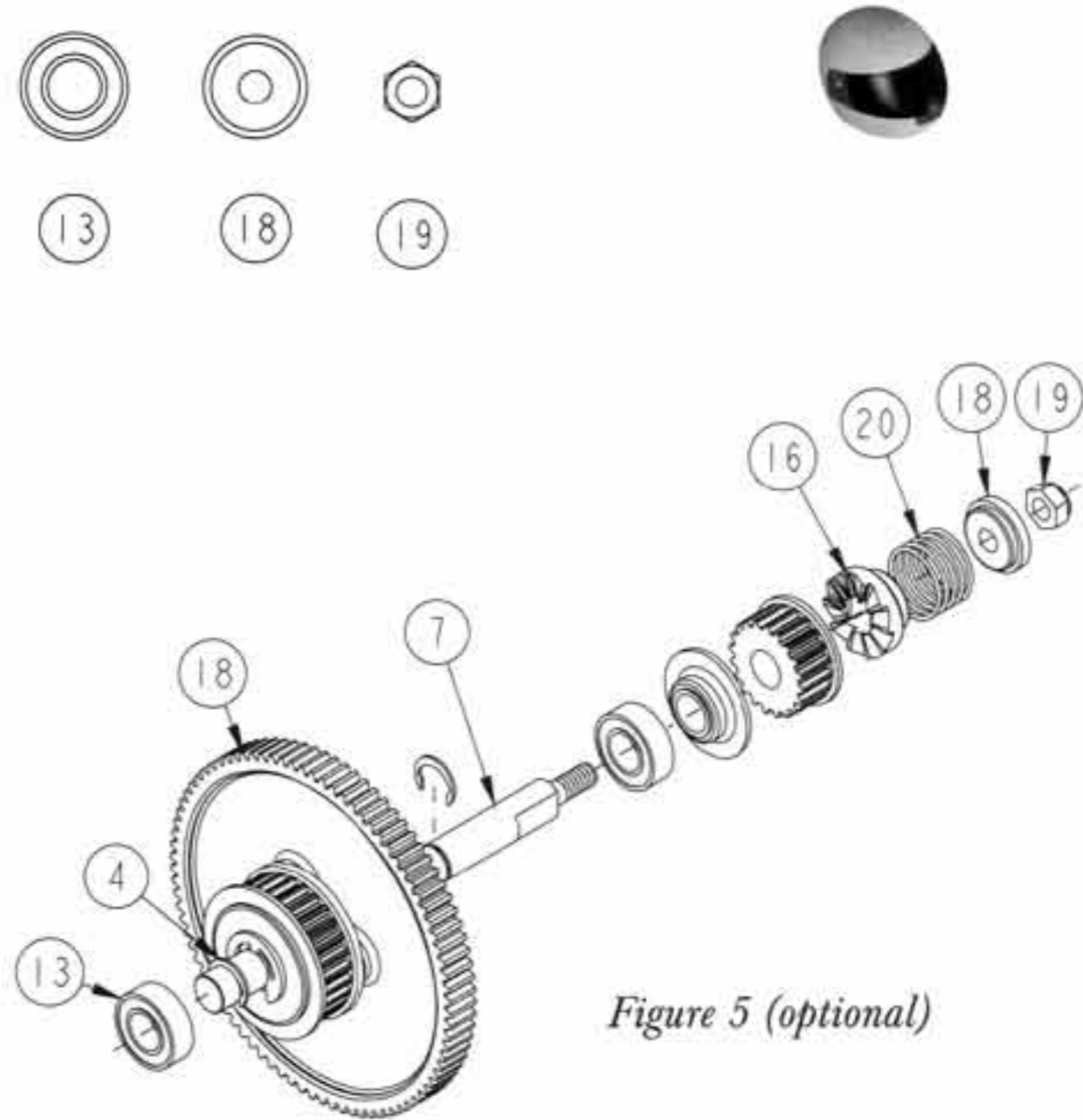


Figure 5 (optional)

Figure 6

❑ *Step 17.* Place a short 2mm drive belt (21) over each of the pulleys (9), (15) on the main shaft (7).

❑ *Step 18.* With the belts (21) in place, install the main shaft assembly in the forward area of the chassis (22) with the spur gear (8) to the right side of the chassis (22).

⚠ IMPORTANT NOTE: Ensure that the bearing next to the spur gear is in place and seated in the recessed area of the chassis.

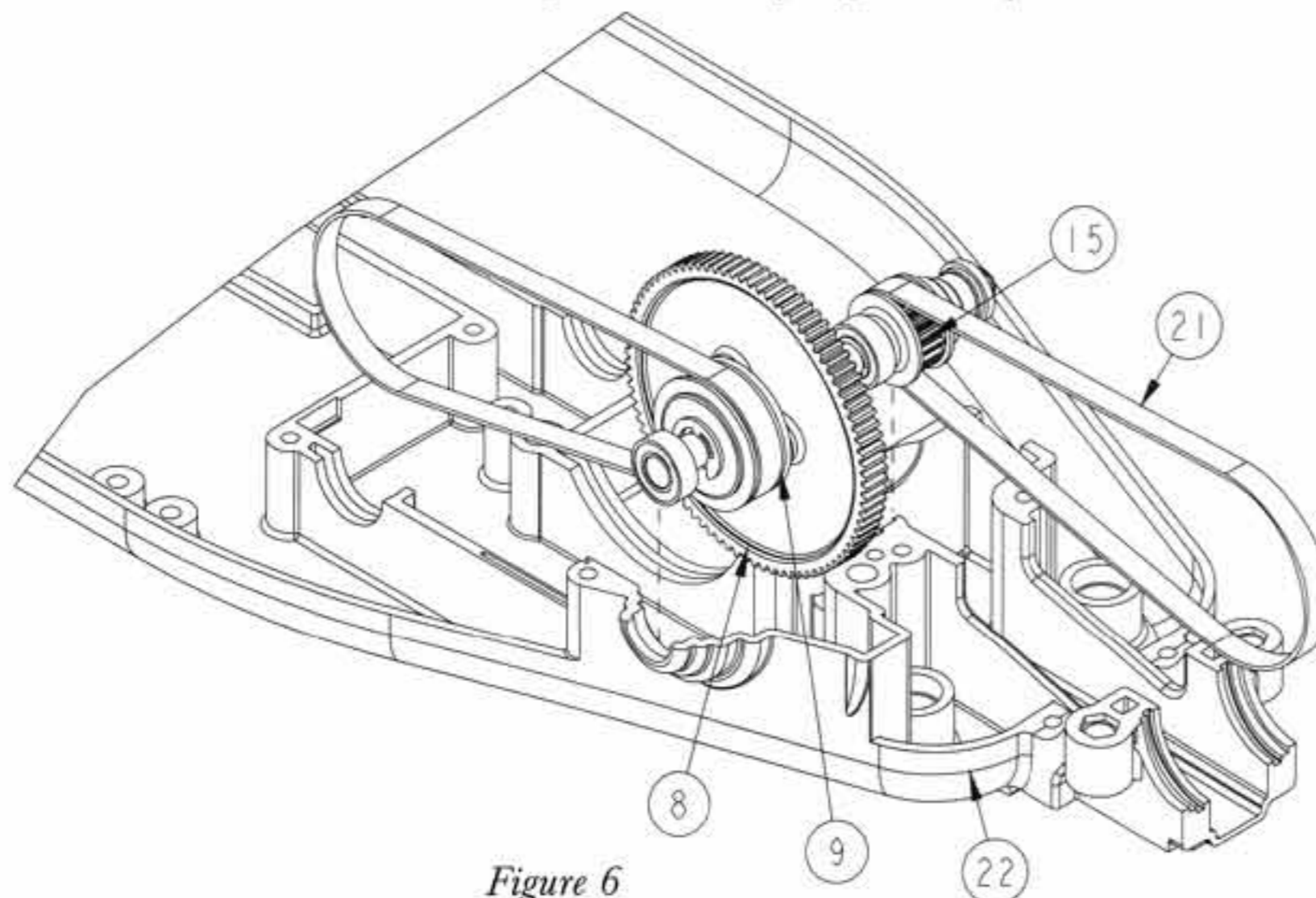


Figure 6

BAG A (Continued)

Figure 7

- ❑ Step 19. Press a 3/16" x 3/8" bearing (13) into the right layshaft bearing insert (23). The right bearing insert (23) is the one with the small notch in the bottom corner.
- ❑ Step 20. Place the right bearing insert assembly over the end of the layshaft (2), next to the large pulley.
- ❑ Step 21. Press a 3/16" x 3/8" bearing (13) into the left layshaft bearing insert (24). Place the left bearing insert assembly over the other end of the layshaft (2).

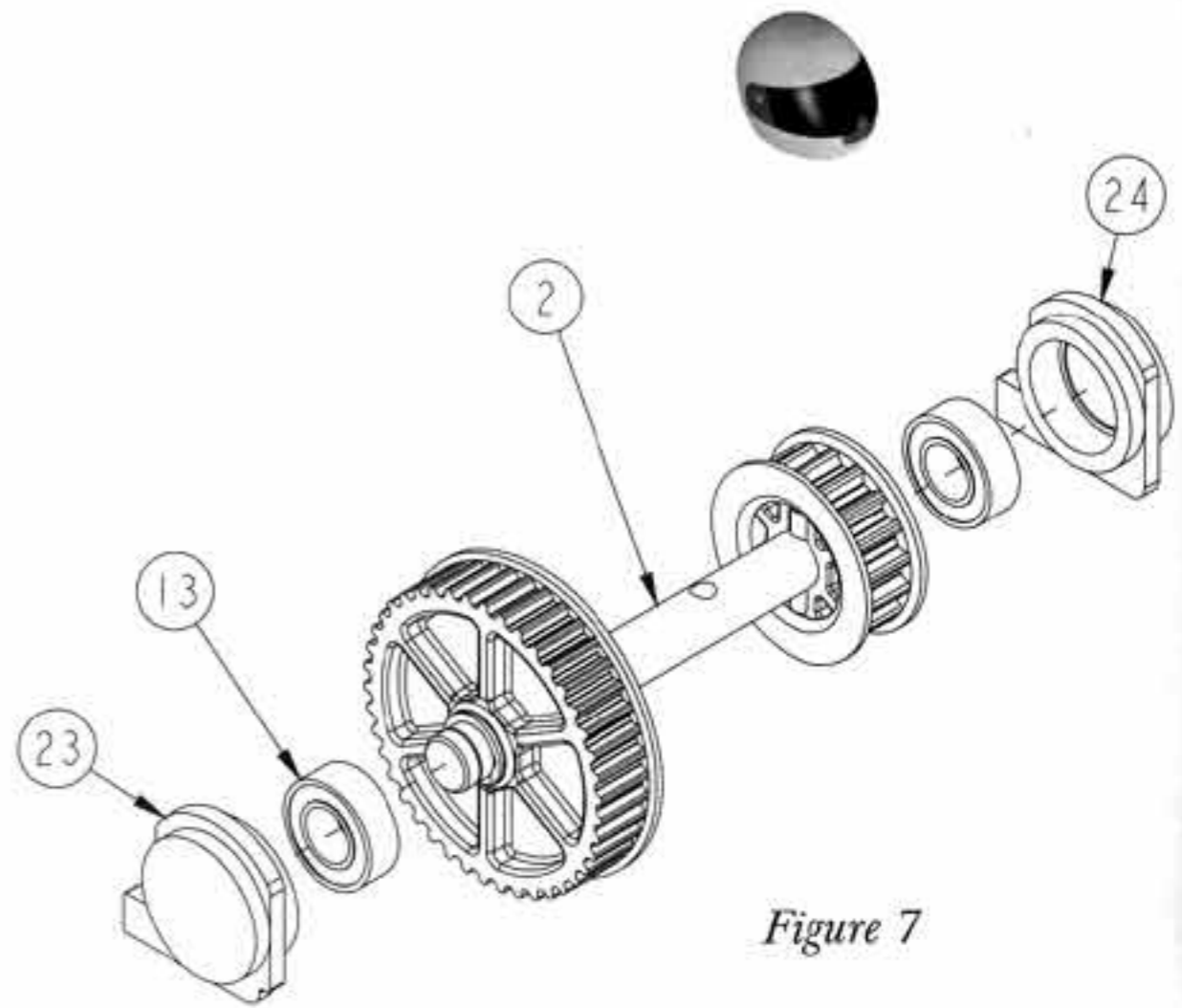


Figure 7

Figure 8

- ❑ Step 22. Wrap the rear drive belt (25) around the small pulley (5) on the layshaft (2).
- ❑ Step 23. Wrap the side drive belt (21) around the large pulley (3) on the layshaft (2).
- ❑ Step 24. Rotate the bearing inserts (23), (24) so that the flat edges face down and the tabs are to the rear. Press the layshaft assembly – with belts around the pulleys – into position in the chassis (22). The rear belt (25) should run between the center ribs of the chassis (22). Ensure that both bearing inserts (23), (24) are all the way down in the chassis (22).

**NOTE: The top, exposed end of both bearing inserts should be rounded.*

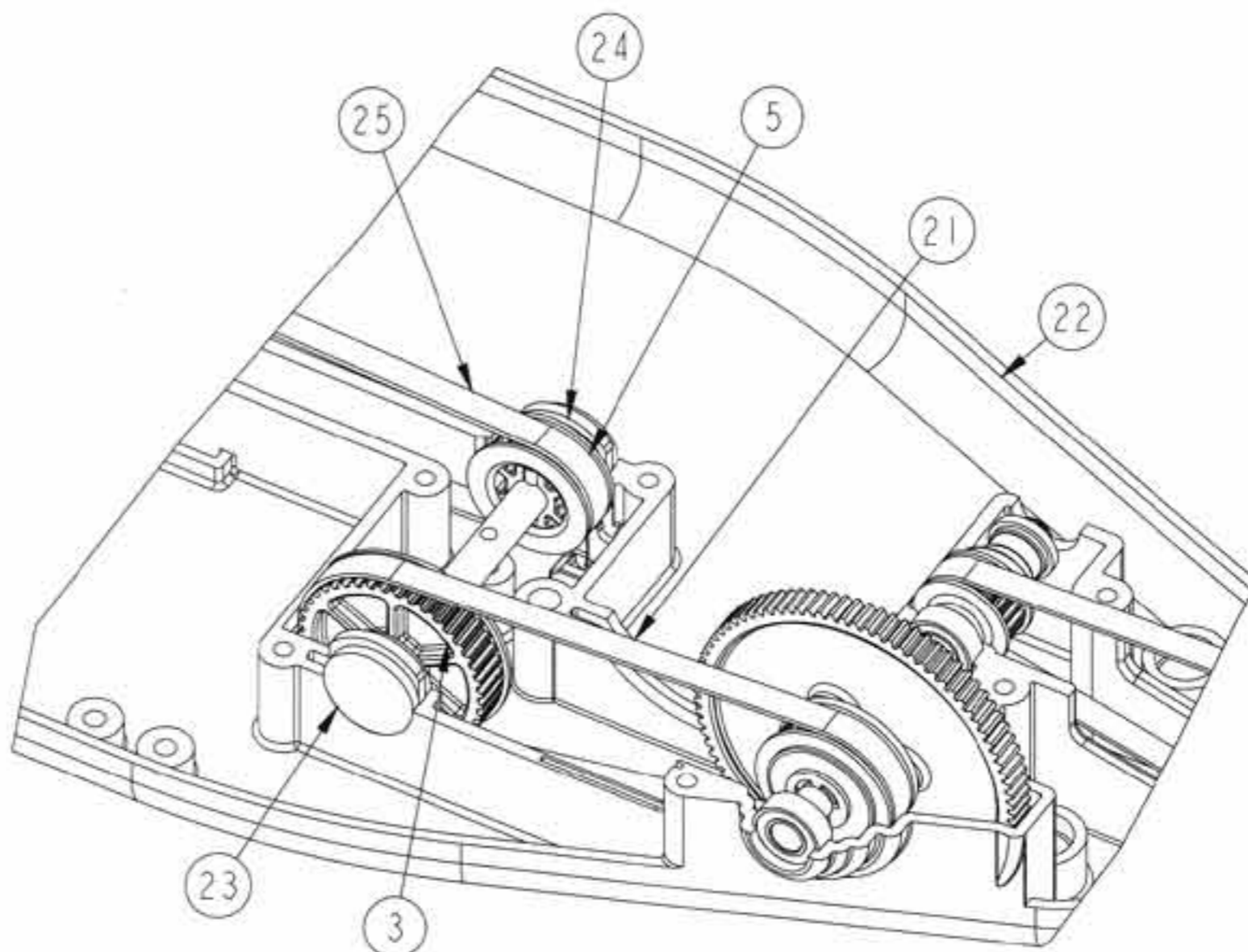


Figure 8

BAG B

STOP! There are two, complete differential assemblies in the Street Weapon. Both differentials are identical except for the pulley that will be installed on each one. Proceed through the Bag B instructions twice — once for the front differential, with the front pulley; and once for the rear differential, with the rear pulley.

Figure 9



- Step 1. Insert a 4-40 mini lock nut (19) into the hex area of the diff nut carrier (26). The thread-locking portion of the nut (19) should face the outside.

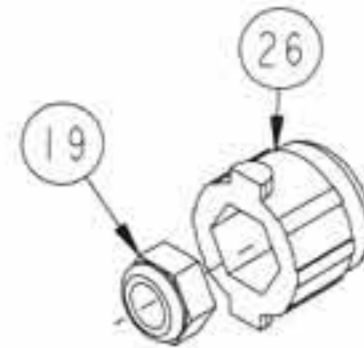


Figure 9

Figure 10



- Step 2. Locate the 5/64" Allen wrench (27) supplied with the kit. Place the diff nut carrier (26), nut side first, over the Allen wrench (27).

- Step 3. Stack the six 1/8" Belleville washers (28) over the wrench (27), next to the diff nut carrier (26). The washers (28) should all point the same direction and open away from the nut carrier (26) as shown in Figure 10A.

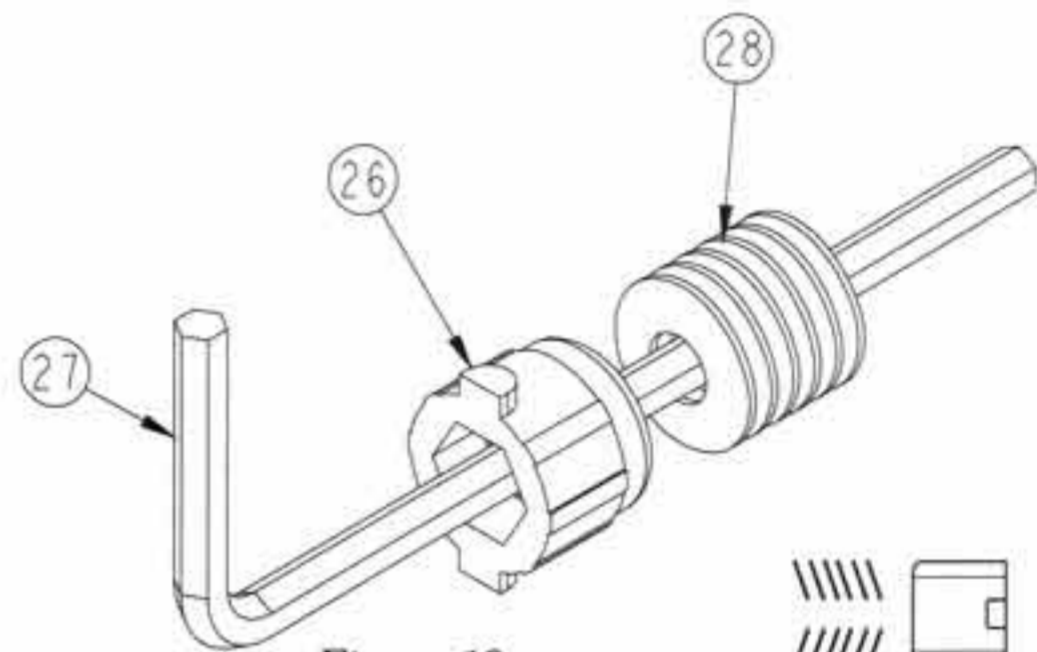


Figure 10

Belleville washers should face this direction
Figure 10A

Figure 11

- Step 4. Insert all of the parts that are stacked on the wrench into the right outdrive/diff half (29) (the one with the post). Line up the tabs on the diff nut carrier (26) with the slots in the outdrive (29). Press the parts all the way into the outdrive (29).

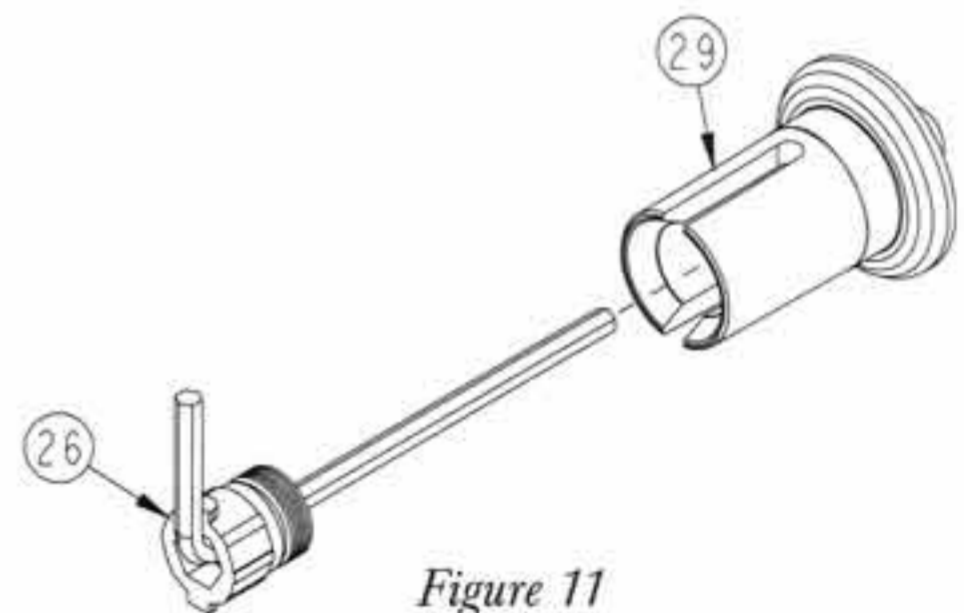
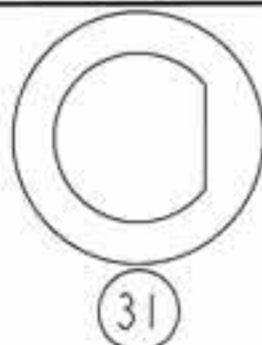


Figure 11

Figure 12



- Step 5. Apply a small amount of clear diff grease (30) to the outside ring of the right outdrive (29). Attach a diff drive ring (31) to the outdrive (29) by lining up the flat section of the ring (31) with the flat section of the outdrive (29).

**NOTE: Only a small amount of grease is needed. It is only used to hold the drive ring in place.*

! IMPORTANT NOTE: Do not glue the drive rings to the outdrive/diff halves. Doing so may not allow the washers to mount flat.

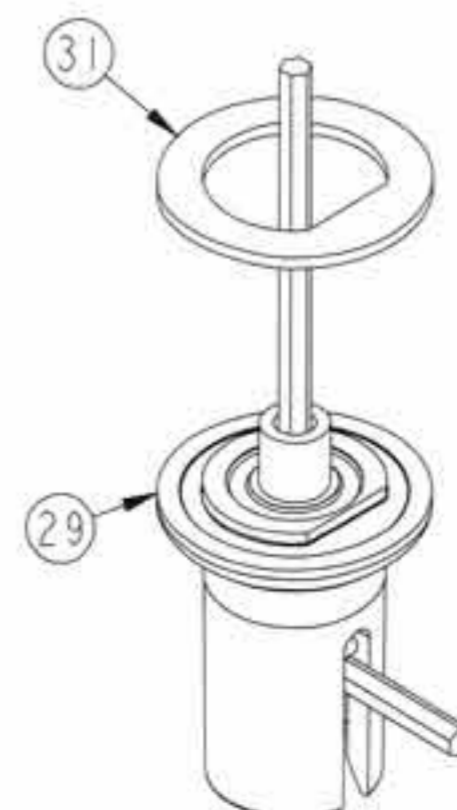


Figure 12

BAG B (Continued)

Figure 13

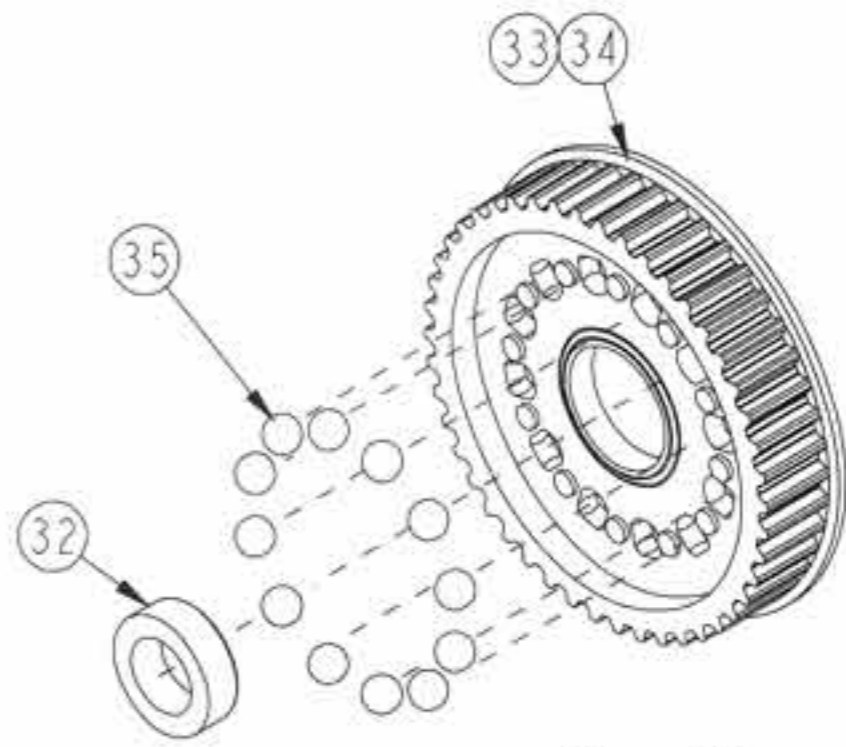
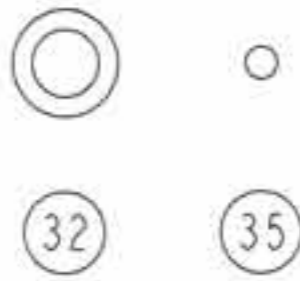


Figure 13

- ❑ Step 6. Insert a 5mm x 8mm bushing (32) into the center of the rear diff pulley (33) – or front diff pulley (34).
- ❑ Step 7. Press a 3/32" diff ball (35) into each of the small holes in the diff pulley (33), (34).

Figure 14

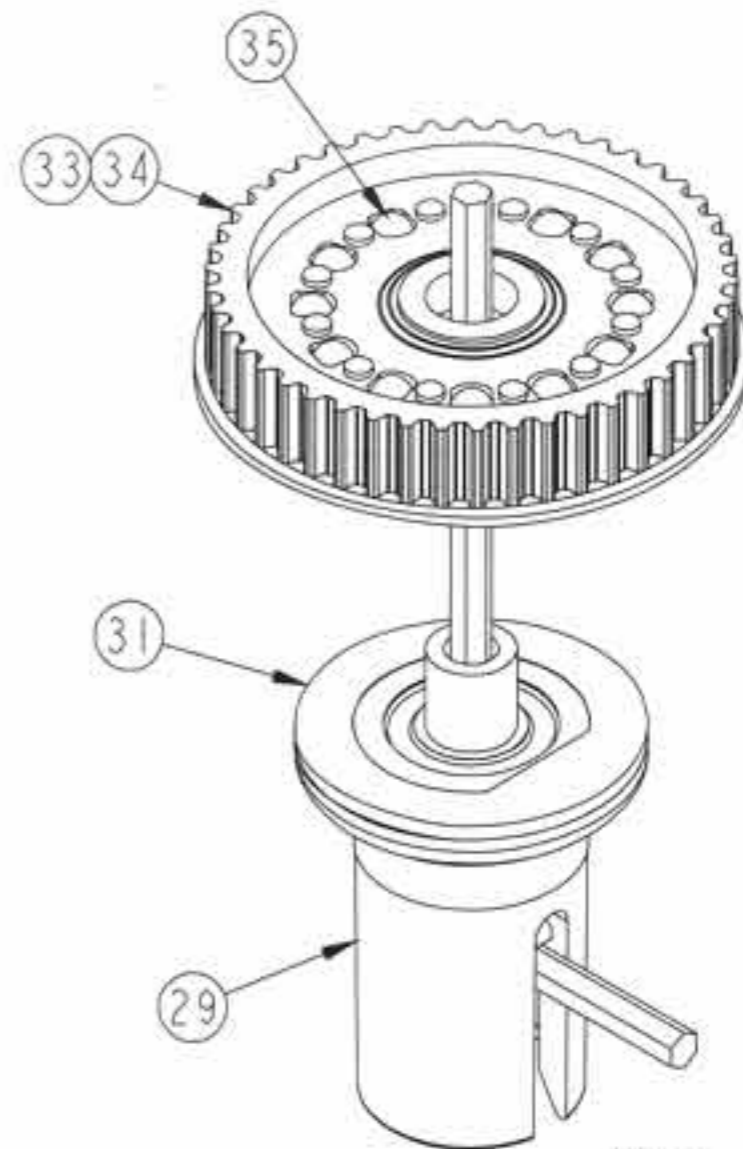


Figure 14

- ❑ Step 8. Apply a fairly heavy coat of diff grease (30) to the exposed side of the drive ring (31) that is already attached to the outdrive (29).

🔑 For best results, clean the drive rings with rubbing alcohol or motor spray before applying grease to the exposed side.

- ❑ Step 9. Carefully place the diff pulley (33), (34), flange side up, over the post on the outdrive (29) so that the diff balls (35) and diff pulley (33), (34) rest against the greased drive ring (31).

⚠ **IMPORTANT NOTE:** The flange on the front diff pulley should be positioned away from the diff half. The rear diff pulley has a flange on both sides.

Figure 15

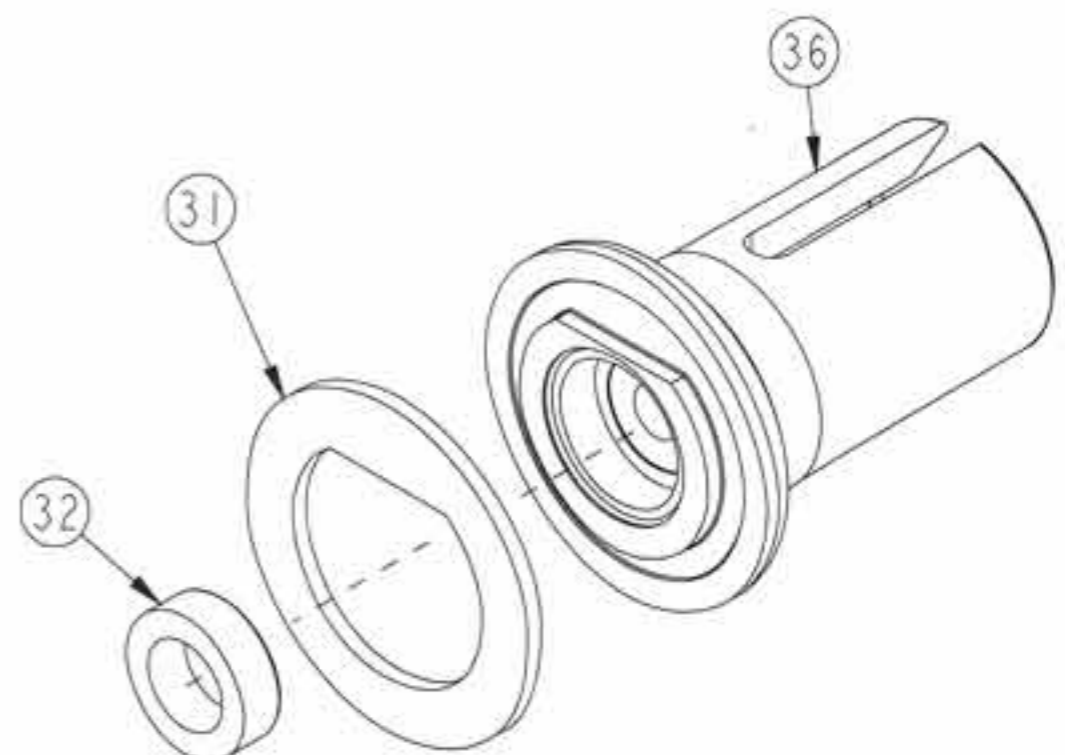
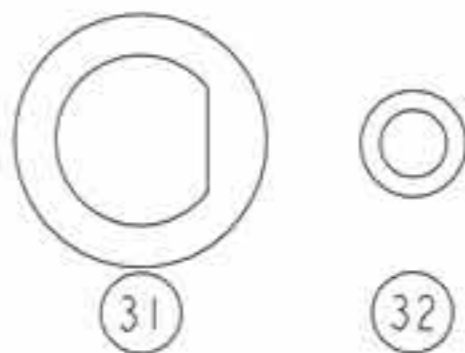


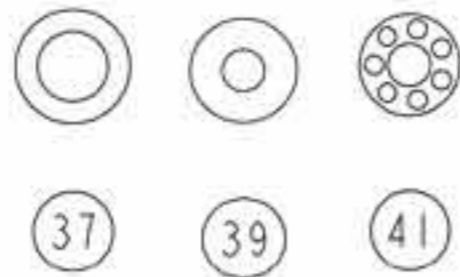
Figure 15

- ❑ Step 10. Press a 5mm x 8mm bushing (32) into the center area of the left plastic outdrive/diff half (36) as shown. The edge of the bushing (32) should be flush with the outdrive (36).

- ❑ Step 11. Apply a small amount of clear diff grease (30) to the outer ring of the outdrive (36). Install the second drive ring (31), again aligning the flat sections of the outdrive (36) and the drive ring (31).

BAG B (Continued)

Figure 16



- ❑ Step 12. Place the foam thrust bearing seal (37) over the shoulder of the diff adjusting screw (38).
- ❑ Step 13. Place one of the 1/8" x 5/16" thrust bearing washers (39) over the diff screw (38).
- ❑ Step 14. Using the white thrust bearing/assembly grease (40), apply a fairly heavy coat of grease to the thrust washer (39) and place the 1/8" x 5/16" thrust bearing (41) over the screw (38), and next to the washer (39). Apply white thrust bearing/assembly grease (40) to the exposed side of the thrust bearing (41) and place the second thrust bearing washer (39) over the screw (38), against the thrust bearing (41).
- ❑ Step 15. Insert the diff screw (38), with the thrust bearing assembly installed, into the left plastic outdrive/diff half (36). Pull the threaded end of the diff screw (38) until the thrust bearing assembly rests against the inside of the outdrive (36).

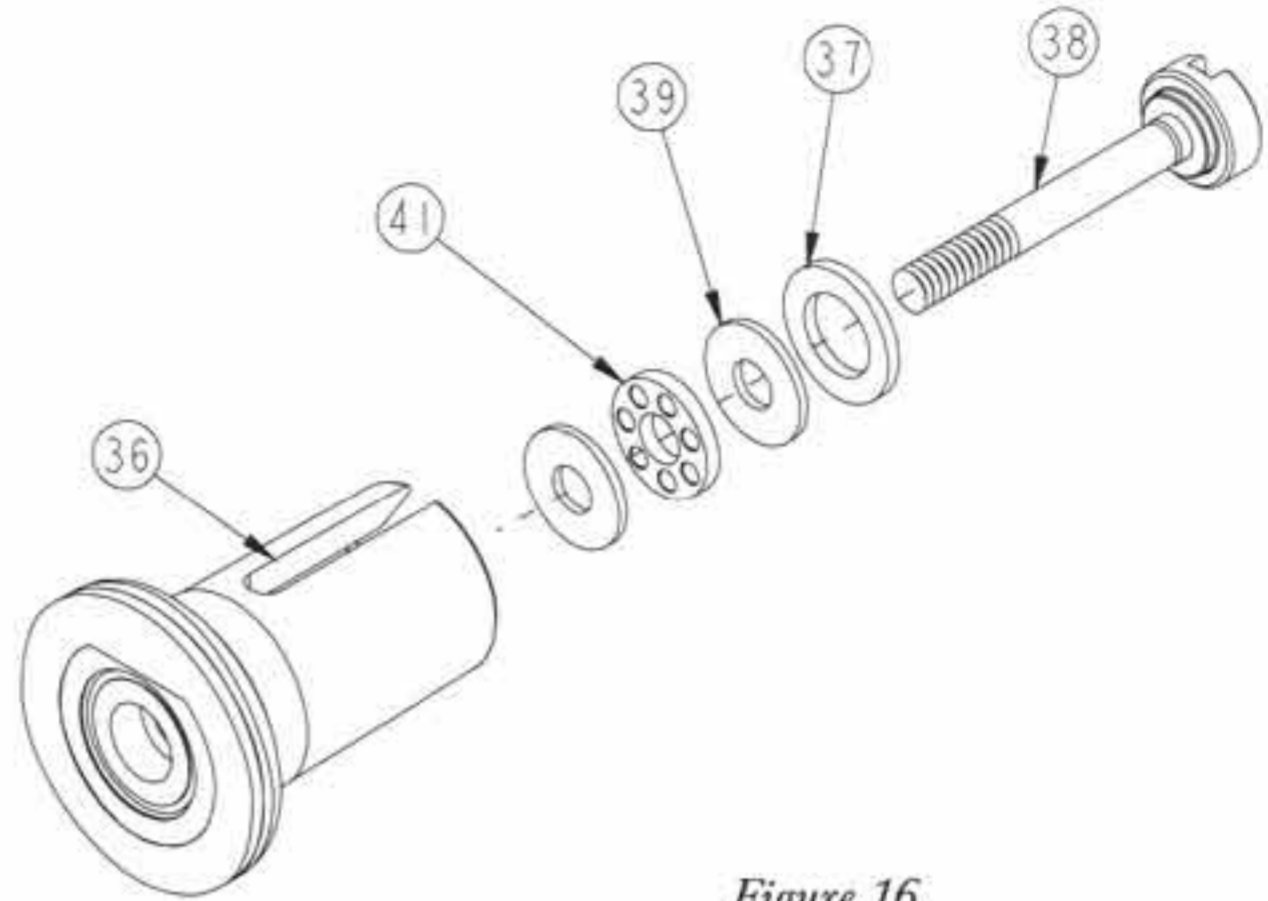


Figure 16

Figure 17

- ❑ Step 16. Locate the smallest of the supplied Allen wrenches (27) and place it in the slot in the outdrive (36) containing the diff screw (38). Slide the wrench all the way into the slot in the outdrive (36) against the screw (38). Handling the outdrive (36) with the wrench inserted, will hold the diff screw (38) in place while completing assembly of the diff.
- ❑ Step 17. Apply a fairly heavy coat of clear diff grease (30) to the exposed side of the drive ring (31).
- ❑ Step 18. While holding the left outdrive (36) with the Allen wrench inserted, carefully assemble it to the right outdrive/diff half (29).
- ❑ Step 19. Make sure that the slot in the diff screw (38) is lined up with the slot in the outdrive (36) and the Allen wrench is inserted in the slot in the diff screw (38).
- ❑ Step 20. Hold the diff so that the right outdrive (29) – with the diff nut carrier (26) – is pointing up. Slowly turn the right outdrive (29) clockwise to thread the diff screw (38) into the 4-40 mini nut (19) in the diff nut carrier (26). Thread the two outdrives together until the screw (38) just starts to snug up.

**NOTE: If the screw will not thread into the nut, make sure that the nut carrier is pushed all the way into the outdrive.*

🔑 When tightening the diff, tighten the screw a little and then “work” the diff a little. Then tighten the screw a little more and work the diff again. Continue this until the diff is tight. This will ensure that all the parts in the diff assembly are properly seated.

- ❑ Step 21. Tighten the diff until the pulley (33), (34) cannot be turned while both of the outdrives (29), (36) are being held firmly. Final diff adjustment should be made after completion of the car.

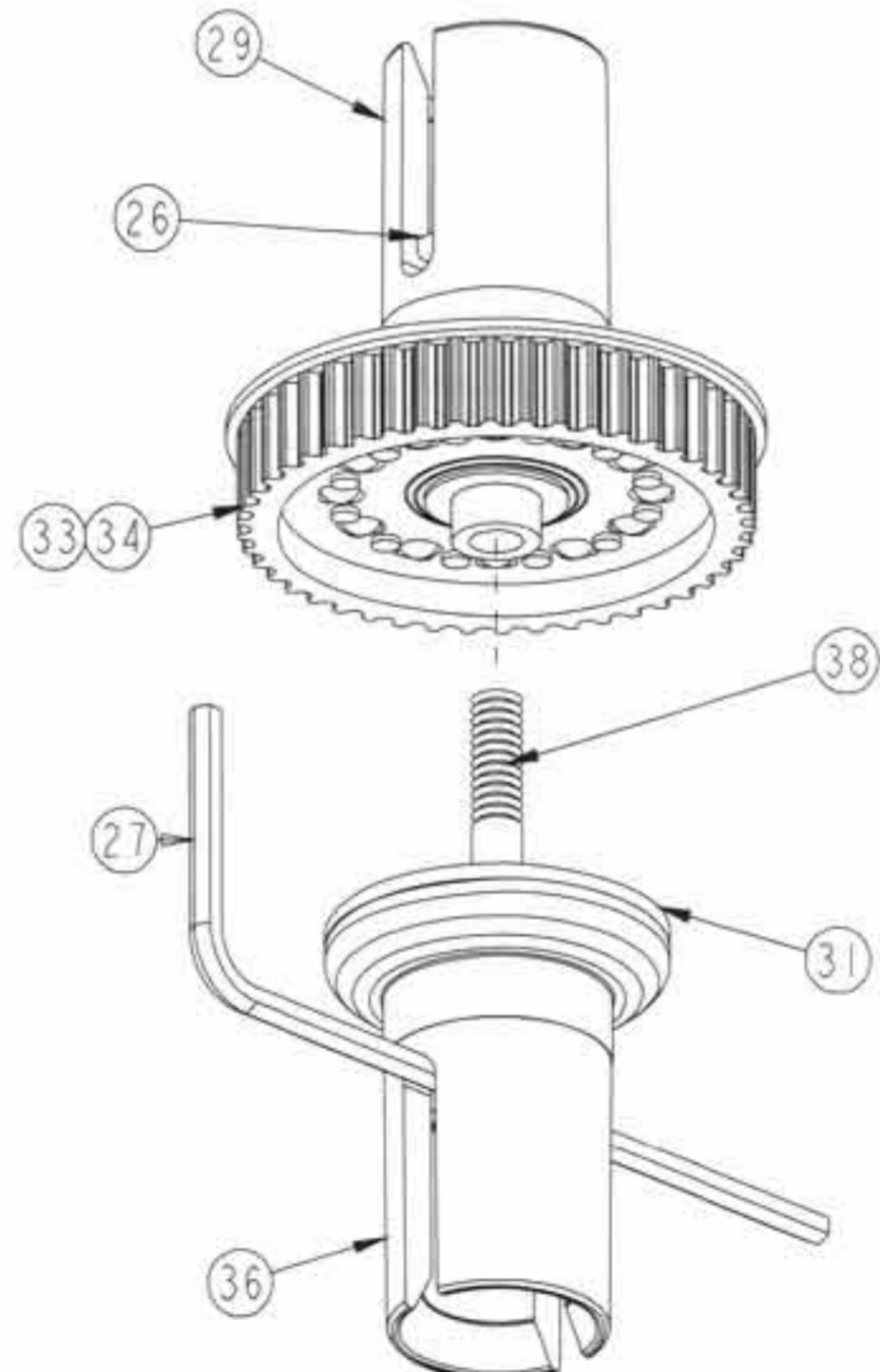
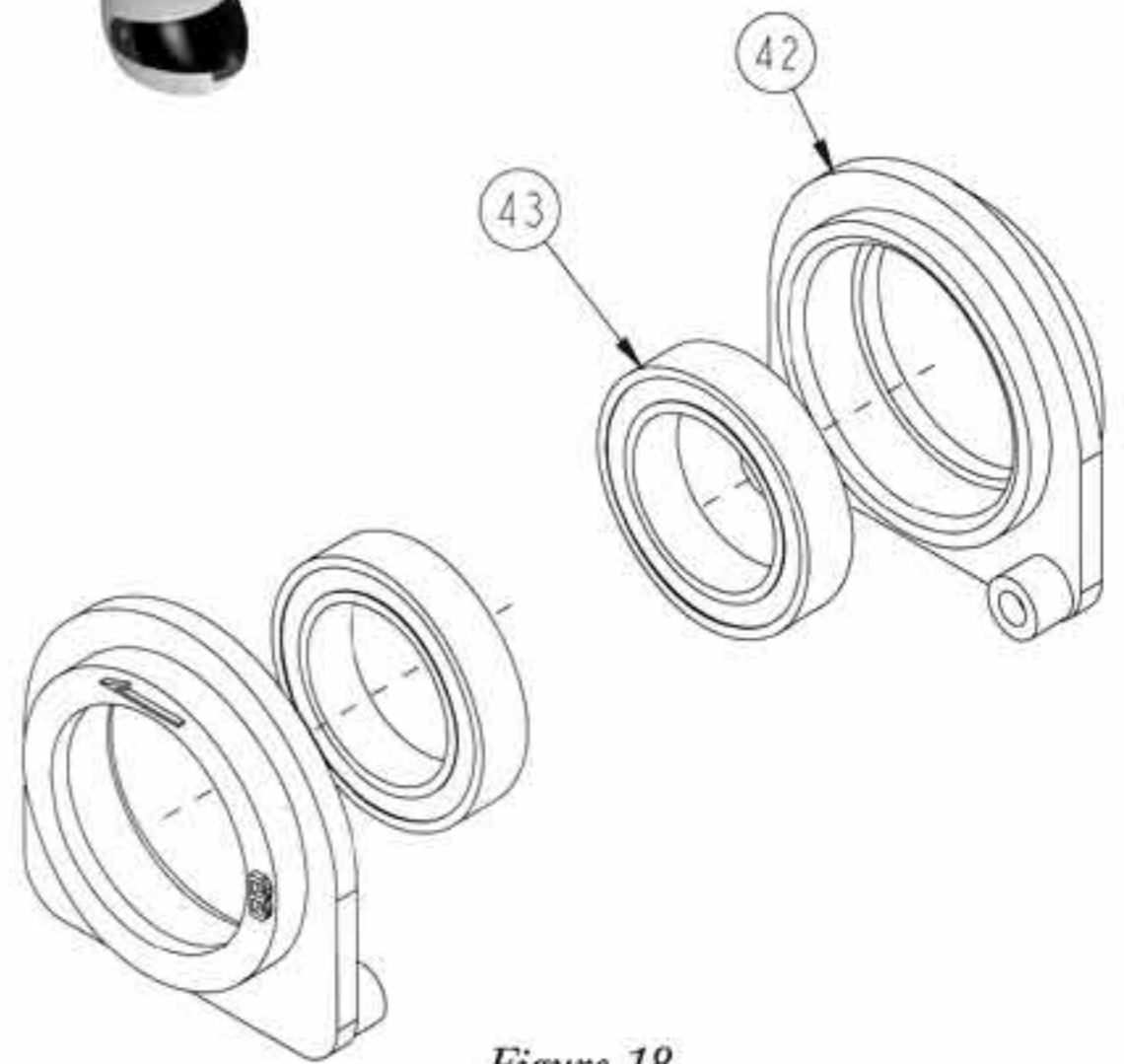
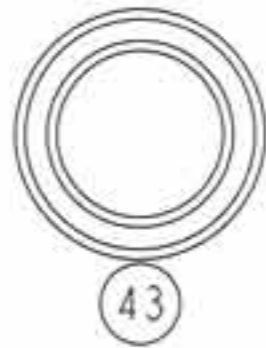


Figure 17

BAG C

Figure 18



❑ Step 1. There are two sets of rear bearing blocks (42) included in your kit. One set is marked with the letter 'A', the other set with the letter 'B'. These two sets of bearing blocks allow for rear belt tension adjustment. The two sets of blocks can each be oriented two different ways to allow for four different tension settings. Look for more about rear belt tension adjustment in the tips section of the manual.

Locate the set of blocks marked 'B'. This is the set that will be used to assemble the car. You will want to keep the 'A' set in your spare parts.

❑ Step 2. Press a 1/2" x 3/4" bearing (43) into each of the rear bearing blocks (42) marked 'B'.

**NOTE: If the 1/2" x 3/4" bearing only has one Teflon™ seal (tan, woven looking) in it, position the seal to the outside of the bearing block (the side with the letter and arrow markings).*

Figure 18

Figure 19

❑ Step 3. Looking at the marked sides of the bearing blocks (42), locate the one with the arrow pointing from right-to-left. This will be the right bearing block.

❑ Step 4. Position the rear differential in the center of the rear drive belt (25) so that the slot in the diff adjusting screw (38) faces to the left.

❑ Step 5. Pull the rear diff back so that the rear belt (25) wraps around the rear diff pulley (33). Ensure that the teeth on the belt (25) engage with the teeth on the pulley (33).

❑ Step 6. While holding the rear belt (25) around the rear diff pulley (33), carefully place the right rear bearing block over the right side of the differential. The flat side of the bearing block (42) should be on the bottom (closest to the chassis).

❑ Step 7. Place the left bearing block (42) over the other side of the differential. Press the two bearing blocks (42) towards each other and make sure that the bearings (43) are all the way over the diff outrives (29), (36).

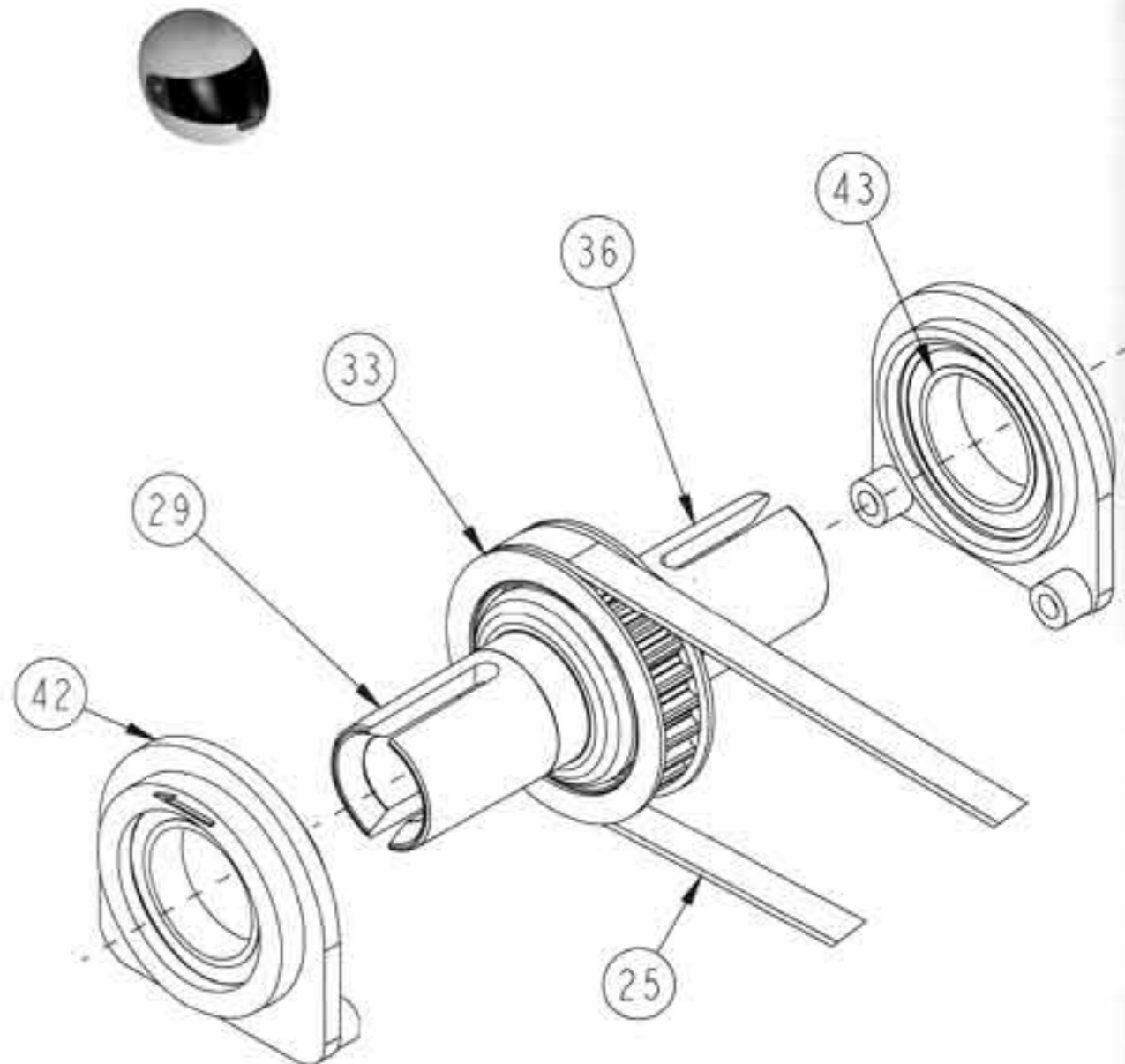


Figure 19

BAG C (Continued)

Figure 20

❑ Step 8. With the flat side of the bearing blocks (42) to the bottom (closest to the chassis), install the rear diff/bearing block assembly, with the arrows pointing rearward, in the rear portion of the chassis. Press the assembly all the way down into the chassis.

⚠ **IMPORTANT NOTE:** At this time you should check the belt tension. Due to production tolerances, belts vary slightly in length. To check the belt tension, hold the pulley on the idler shaft firmly in place. While holding the idler shaft pulley, rotate the rear diff pulley toward the idler pulley as much as you can, creating slack at the top of the belt. If the belt is adjusted correctly, there should be about 1/4"-3/8" of slack at the top of the belt. If the belt appears to be either too loose or too tight, refer to Table 20 to find the desired tension and change the blocks accordingly.

Bearing Block & Direction	Adjustment
'A' - arrow pointing back	Tightest
'B' - arrow pointing back	Tight
'B' - arrow pointing forward	Loose
'A' - arrow pointing forward	Loosest

Table 20

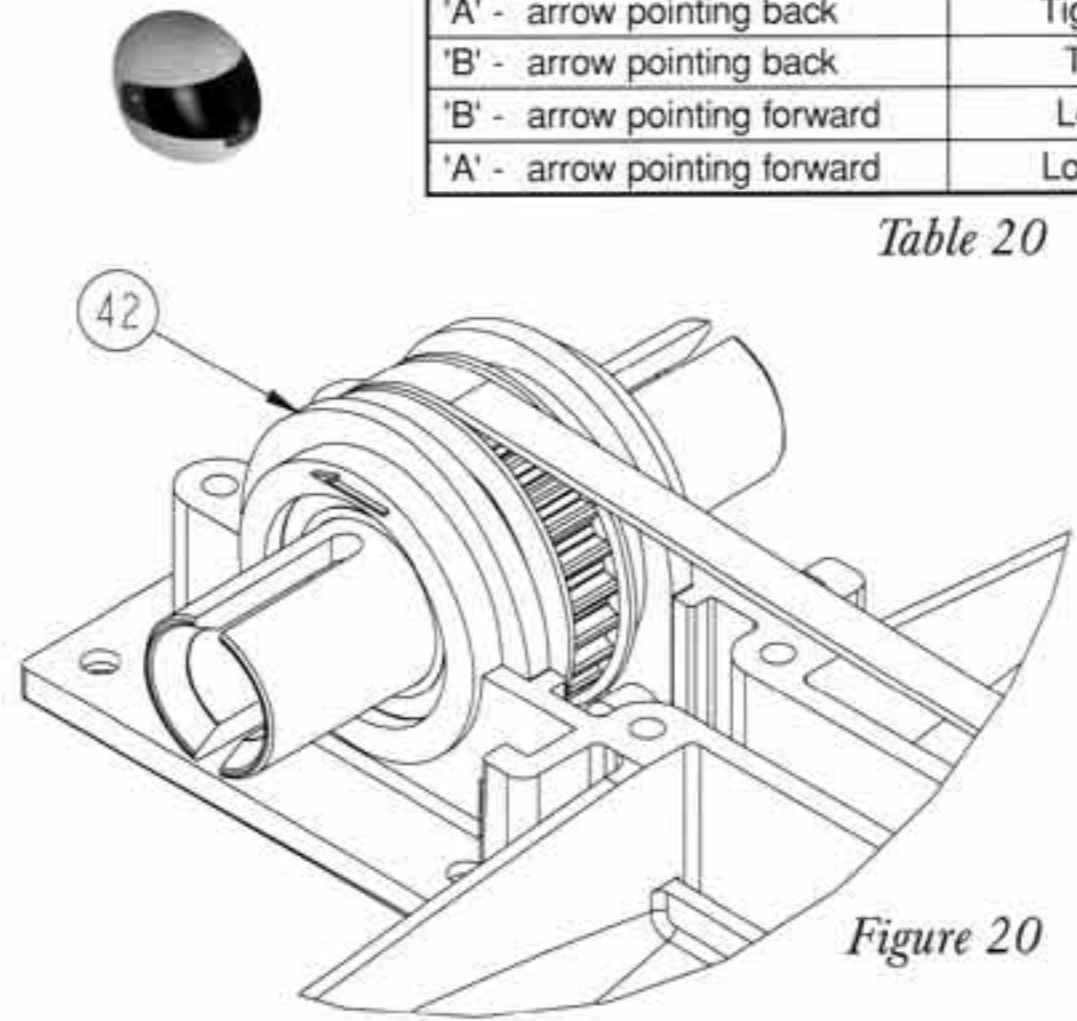


Figure 20

Figure 21



(45)

🔑 Before continuing with Step 9, locate the 4-40 thread-forming screw packed in the Allen wrench bag. Use this self-tapping screw to form threads in all of the holes in the top side of the chassis (11 total). This is accomplished by threading the screw all the way into the hole, and then removing the screw from the hole. Tapping these holes before continuing with Step 9 will make assembly much easier. It is recommended that you apply a small amount of white assembly grease to the self-tapping screws before threading them into the holes.

❑ Step 9. Place the main chassis cover (44) on the chassis (22) as shown. Ensure that the cover (44) is all the way down, and flush against the chassis (22).

❑ Step 10. Insert the two long threaded inserts (45) into the two holes, with hexes at the top, in the forward area of the cover (44) as shown. While lining up the hexes on the inserts (45) with the hex area in the cover (44), press the inserts (45) down, into the hex area of the cover (44).

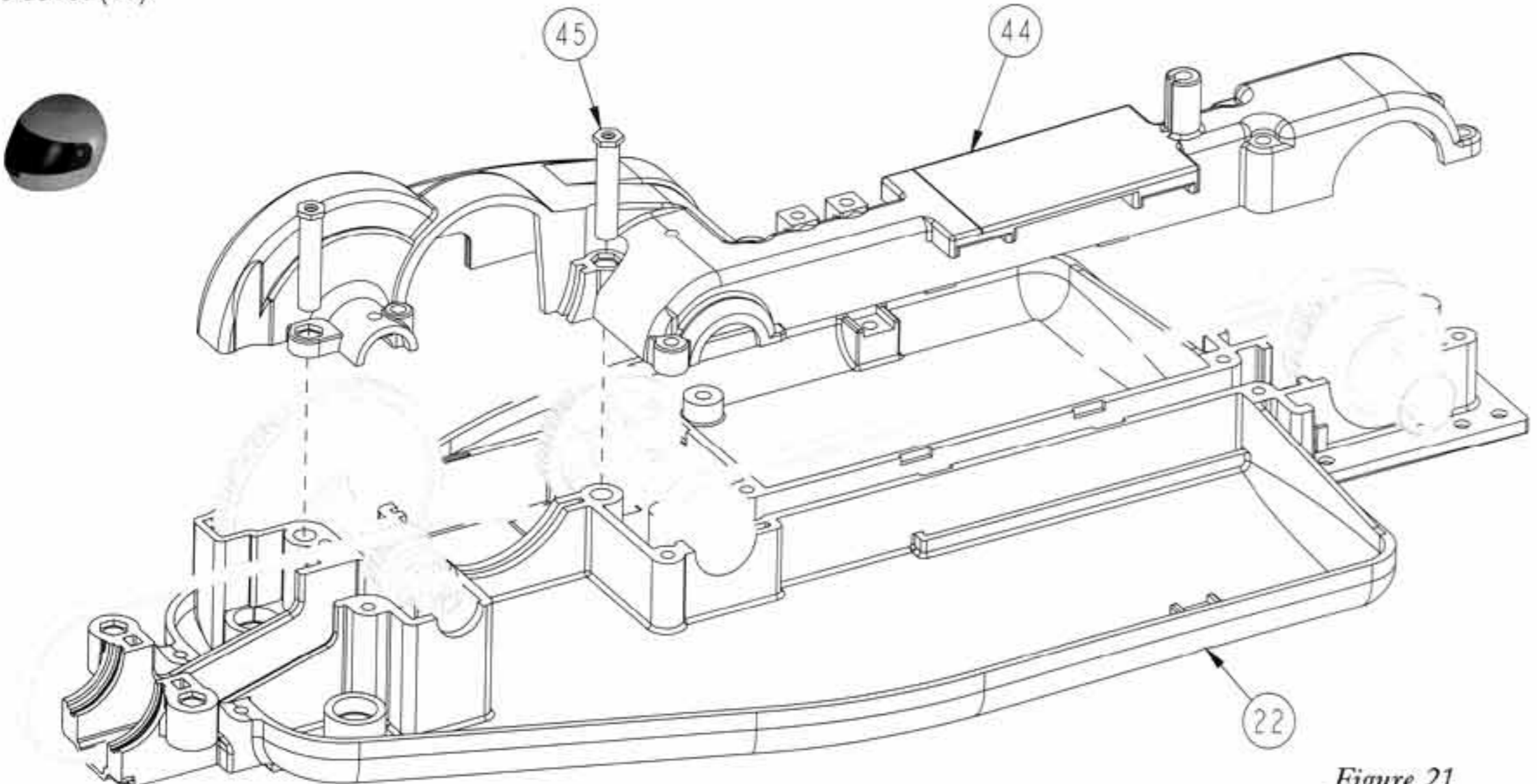
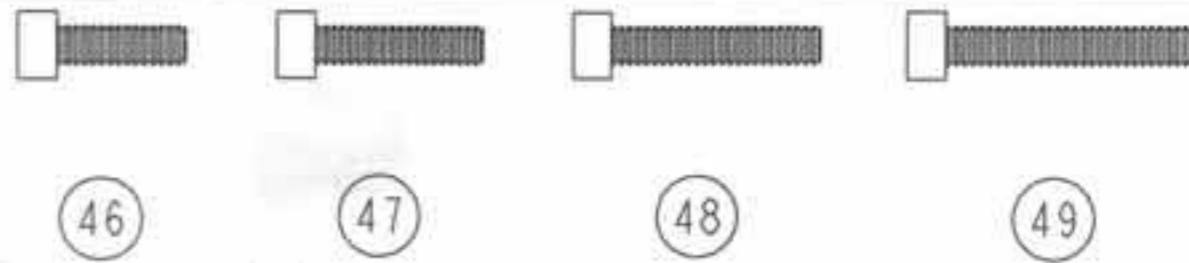


Figure 21

BAG C (Continued)

Figure 22



- ❑ Step 11. Thread a 4-40 x 3/8" cap-head screw (46) into each of the two rear-most holes in the cover (44).
**NOTE: A small amount of the white assembly grease should be applied to the threads of all the screws in Figure 22. This will make installation of the screws easier. The holes for these screws should have been threaded with the thread-forming screw as indicated prior to Step 9.*
- ❑ Step 12. Thread a 4-40 x 1/2" cap-head screw (47) into the hole to the left of the rear threaded insert (45). Thread a second 4-40 x 1/2" cap-head screw (47) into the hole behind, and to the right of, the rear threaded insert (45).
- ❑ Step 13. Thread a 4-40 x 5/8" cap-head screw (48) into the hole to the right of the one-way/clicker pulley (15).
**NOTE: The screw should be threaded into the rear hole in this area. The forward of the two holes will be used for differential adjustment at a later time.*
- ❑ Step 14. Thread a 4-40 x 5/8" cap-head screw (48) into the hole just forward of the square opening in the right side of the cover (44).
- ❑ Step 15. Thread a 4-40 x 3/4" cap-head screw (49) into each of the two holes just in front of the rear differential. Thread the remaining 4-40 x 3/4" cap-head screw (49) into the hole in the corner of the cover (44) just behind the layshaft area.
- ❑ Step 16. Tighten all nine screws in Figure 22, being careful not to overtighten any of them.

⚠ When removing the main cover from the chassis, try to keep the screws for the cover in their respective holes. This will ensure that all the screws are replaced in the proper holes. Threading a screw that is too long into a hole may cause interference with the drive train, or insufficient cover sealing.

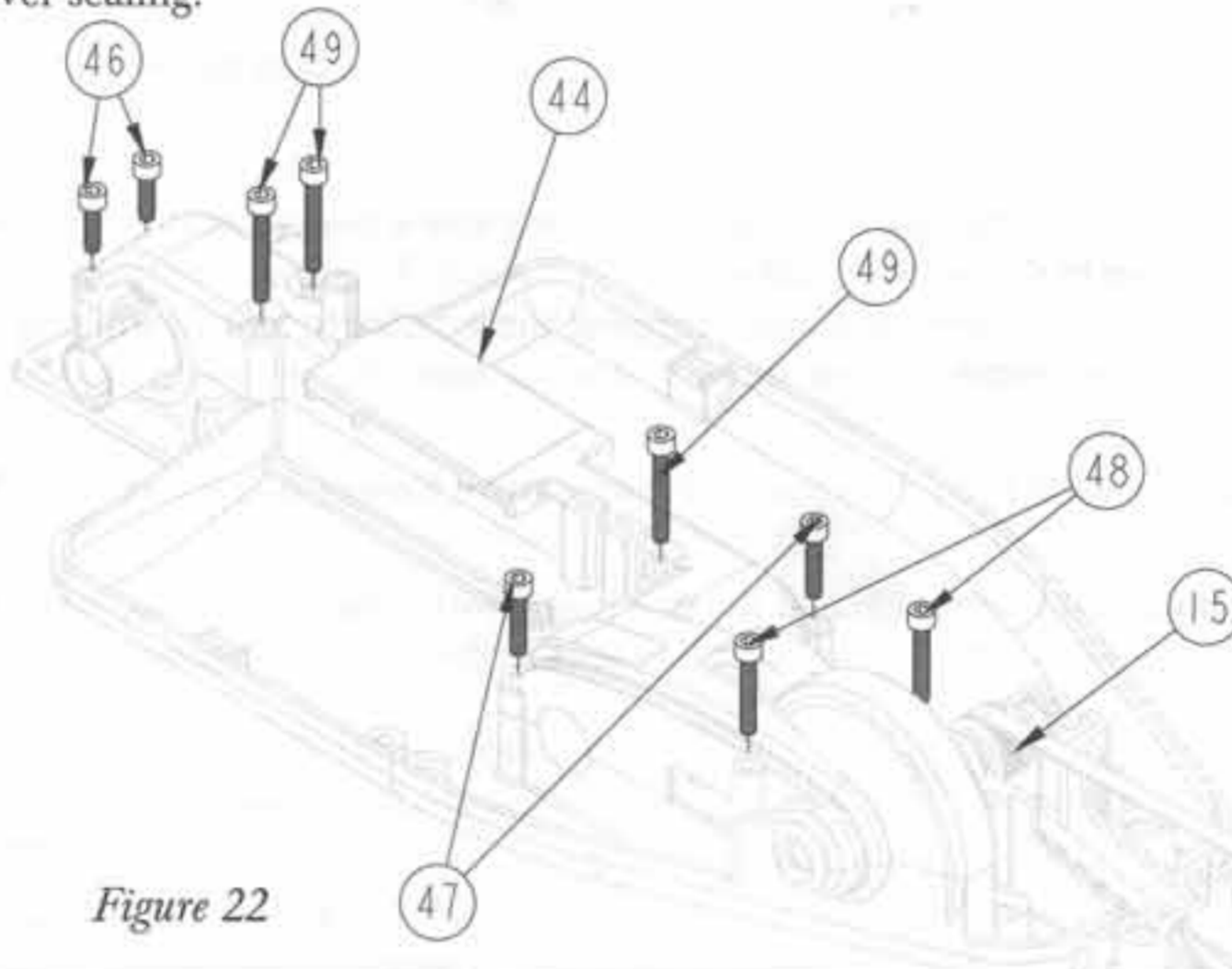
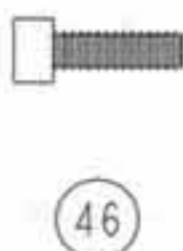


Figure 22

Figure 23



- ❑ Step 17. Thread a 4-40 x 3/8" cap-head screw (46) through the bottom of the chassis (22), into each of the two threaded inserts (45).
- ❑ Step 18. Ensure that the hex area on both of the threaded inserts (45) is aligned with the hex area in the cover (44), and tighten both screws (46). Once the screws (46) are tight, the top of the hex on each of the threaded inserts (45) should be flush with the cover (44).

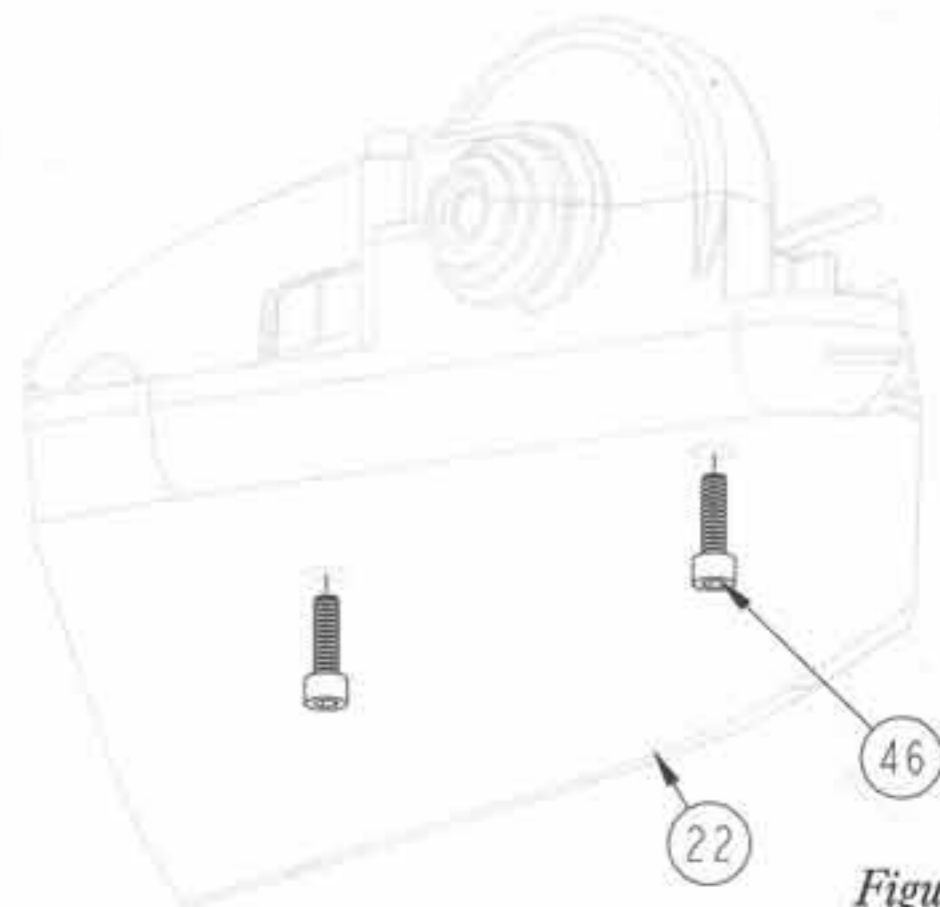


Figure 23

BAG C (Continued)

Figure 24

- ❑ Step 19. Install the steering tunnel (50), tall end forward, in the front portion of the chassis (22) as shown. The top of the tunnel (50), when installed correctly, should be parallel to the chassis (22); and both the front and rear edges of the tunnel (50) should be vertical.
- ❑ Step 20. Press the tunnel (50) all the way down into position.

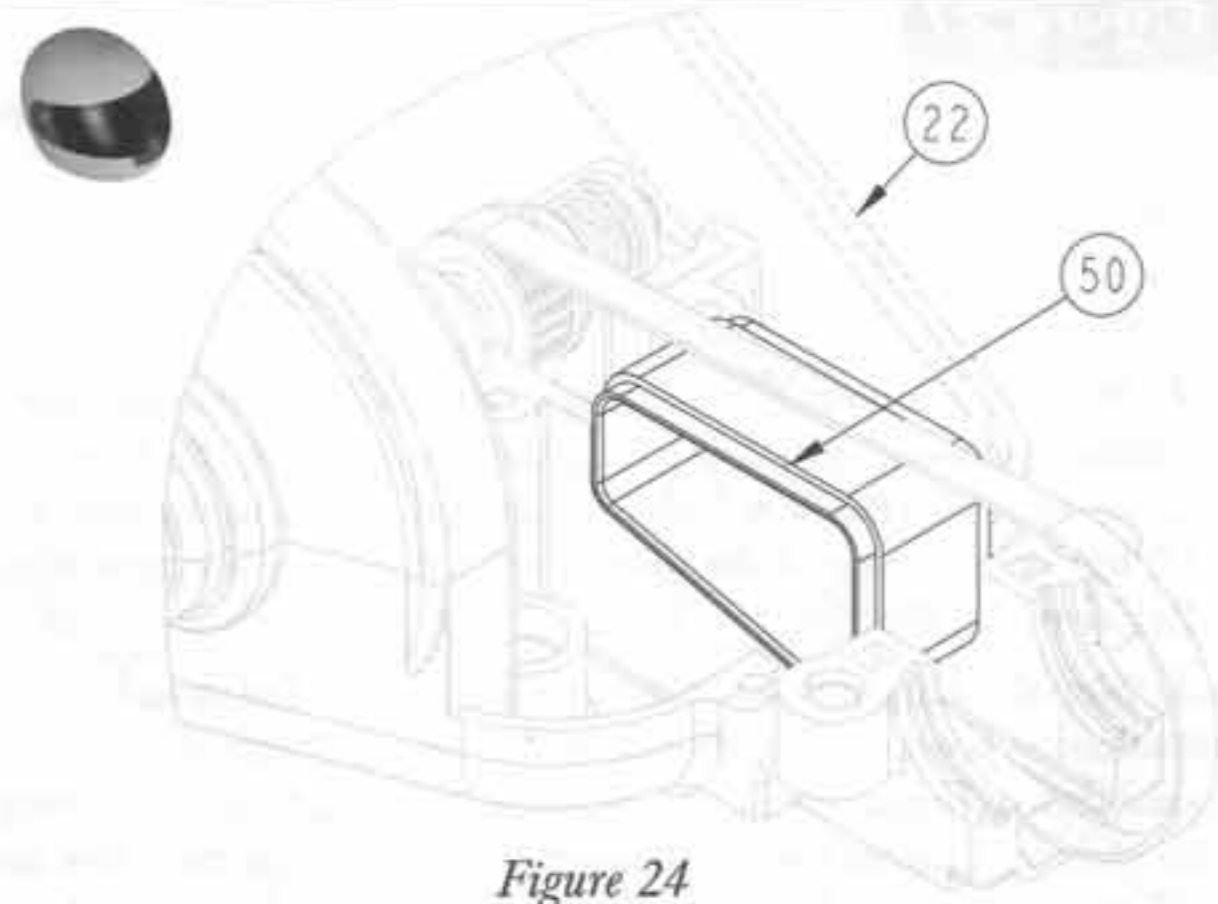


Figure 24

Figure 25

- ❑ Step 21. Remove two 3/16" x 5/16" plastic steering bushings (51) from the steering parts tree. Press a bushing (51) into each of the two recessed areas at the front of the chassis (22).

⚠ IMPORTANT NOTE: Trim all flashing off of the bushings. If there is flashing present on the bushings when they are installed, the steering movement may be tight when assembly is complete.

🔑 Team Losi offers a sealed steering bearing set (A-6914).

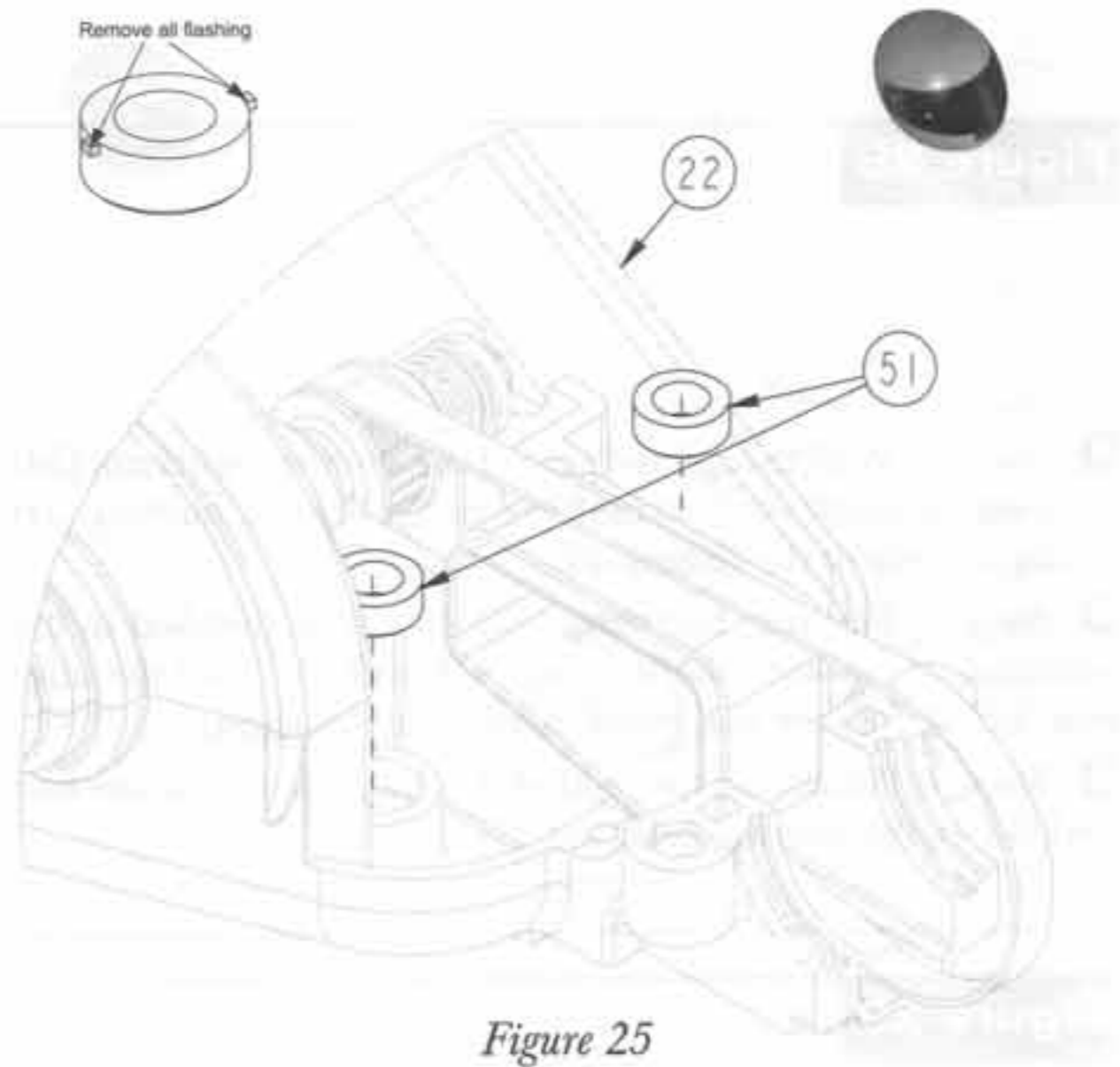


Figure 25

Figure 26

- ❑ Step 22. Insert a 4-40 mini locknut (19) into the hex areas in the steering idler arm (52) as shown. Thread a 3/16" ball stud (53) into each nut (19), from the opposite side of the idler arm (52), and tighten.

**NOTE: The idler arm has no splines on the end of the shaft. The splines are on the steering bellcrank used in Step 23.*

- ❑ Step 23. Insert a 4-40 mini locknut (19) into the hex areas in the steering bellcrank (54) as shown. Thread a 3/16" ball stud (53) into each nut (19), from the opposite side of the bellcrank (54), and tighten.

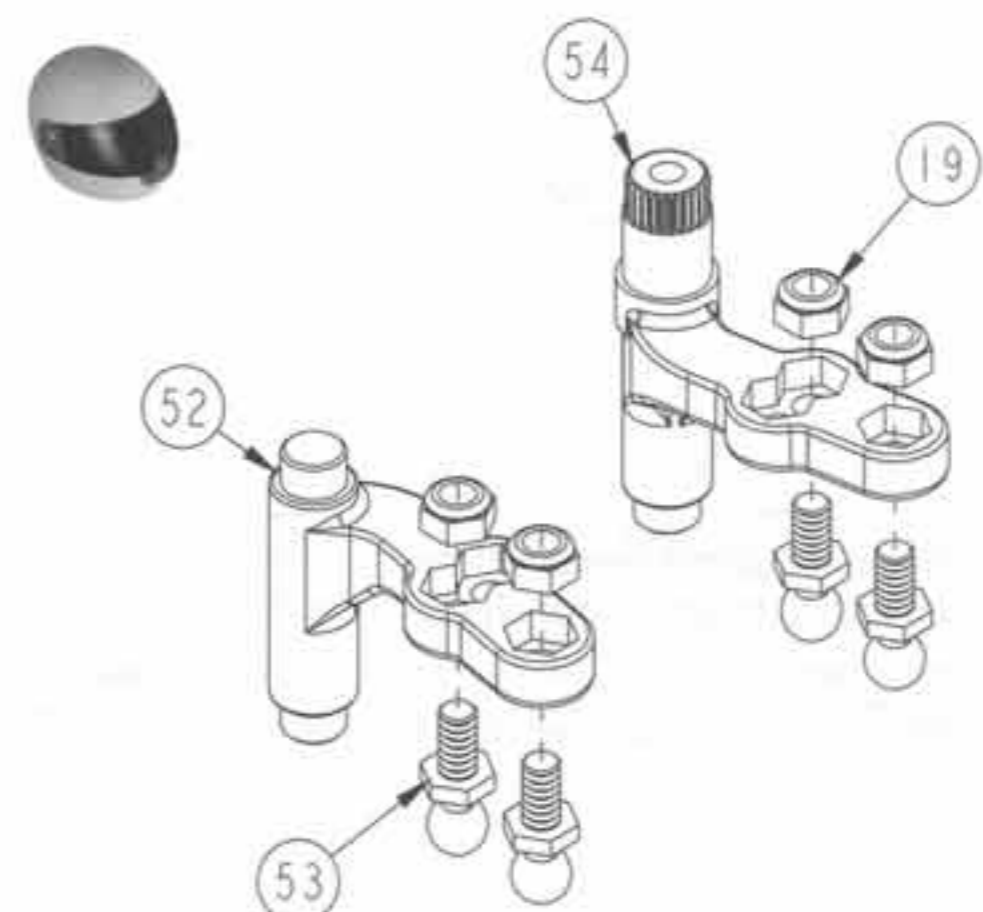


Figure 26

BAG C (Continued)

Figure 27

- ❑ Step 24. Remove the steering drag link (55) from the tree of steering parts and attach it to the ball stud (53) in the idler arm (52) as shown. The drag link (55) should attach to the ball stud (53) toward the rear of the idler arm (52). This is the area of the idler arm (52) that has two holes.
- ❑ Step 25. Holding the idler arm (52) – with the drag link (55) attached – position the idler arm (52) so that the ball studs (53) point down. From the right side, slide the drag link (55) through the steering tunnel (50) and insert the bottom of the idler arm (52) in the steering bushing (51) on the right side of the chassis (22).

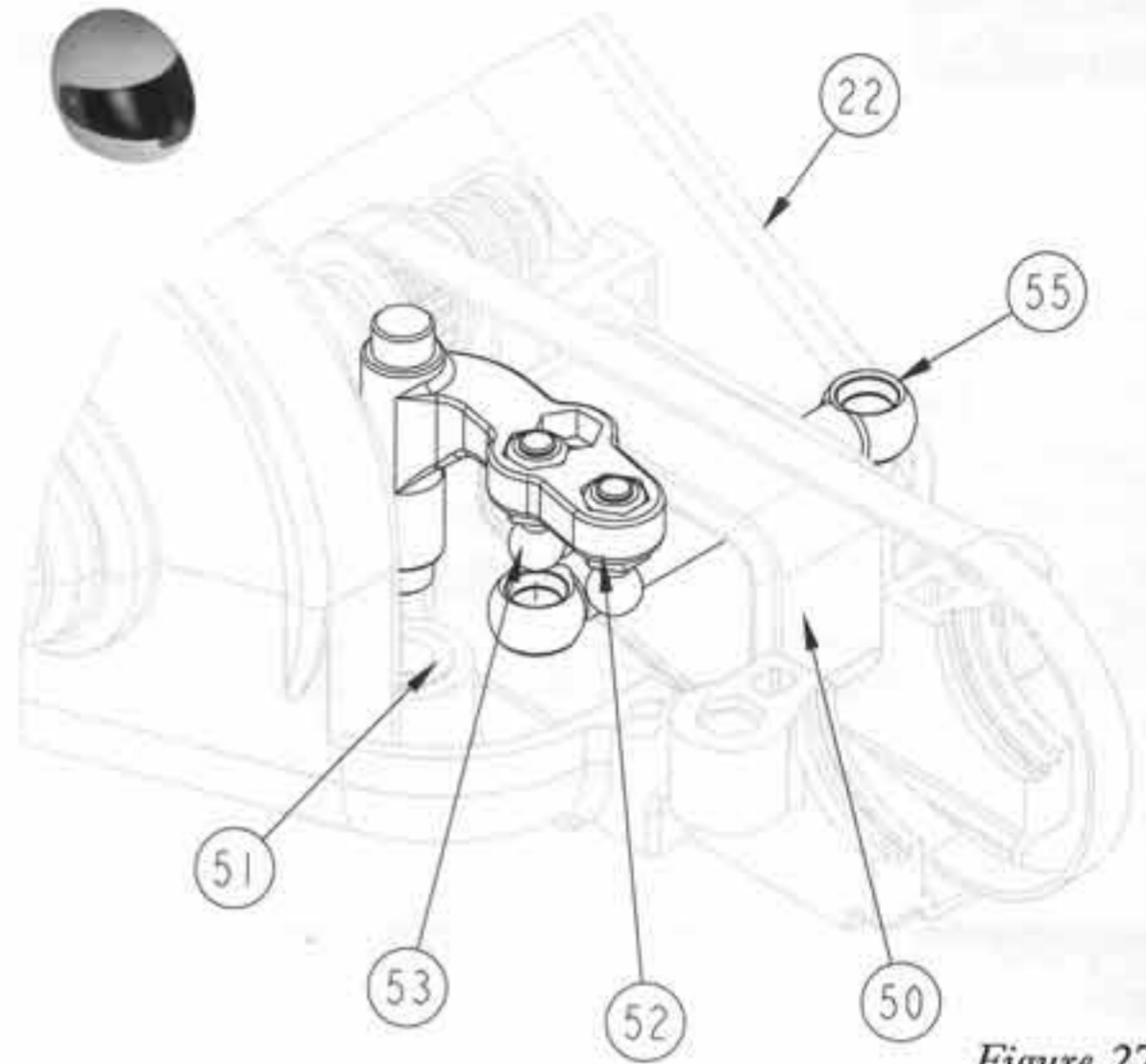


Figure 27

Figure 28

- ❑ Step 26. With the splined side of the steering bellcrank (54) pointing up, insert the bellcrank (54) in the steering bushing (51) on the left side of the chassis (22).
- ❑ Step 27. The rear ball studs (53) should be installed in the outside holes in both the steering bellcrank (54) and the idler arm (52). If they are not, move them to this location.
- ❑ Step 28. Attach the free end of the drag link (55) to the ball stud (53) in the steering bellcrank (54).

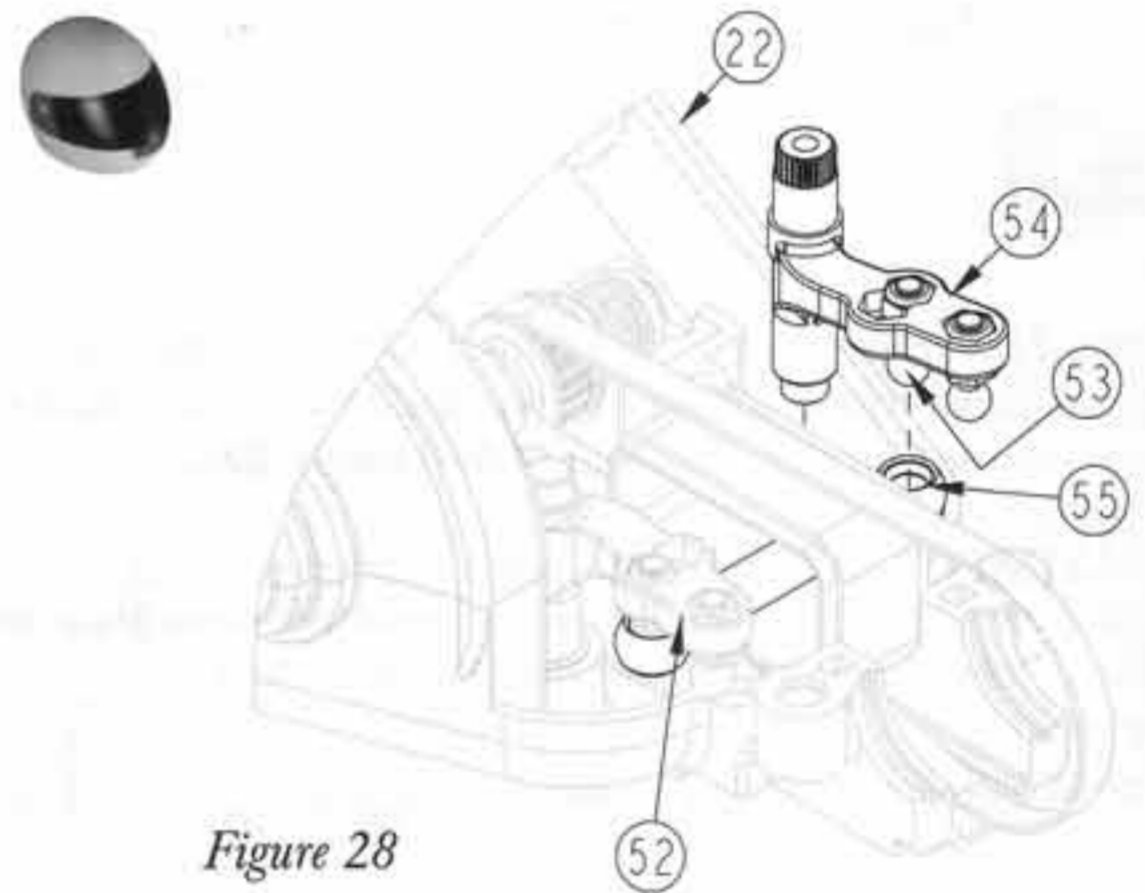
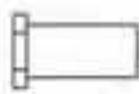


Figure 28

Figure 29

- ❑ Step 29. Install the short threaded inserts (56), from the top, in the two holes at the front of the chassis (22). While lining up the hexes on the inserts (56) with the hex area in the chassis (22), press the inserts (56) down into the hex area of the chassis (22).



(56)

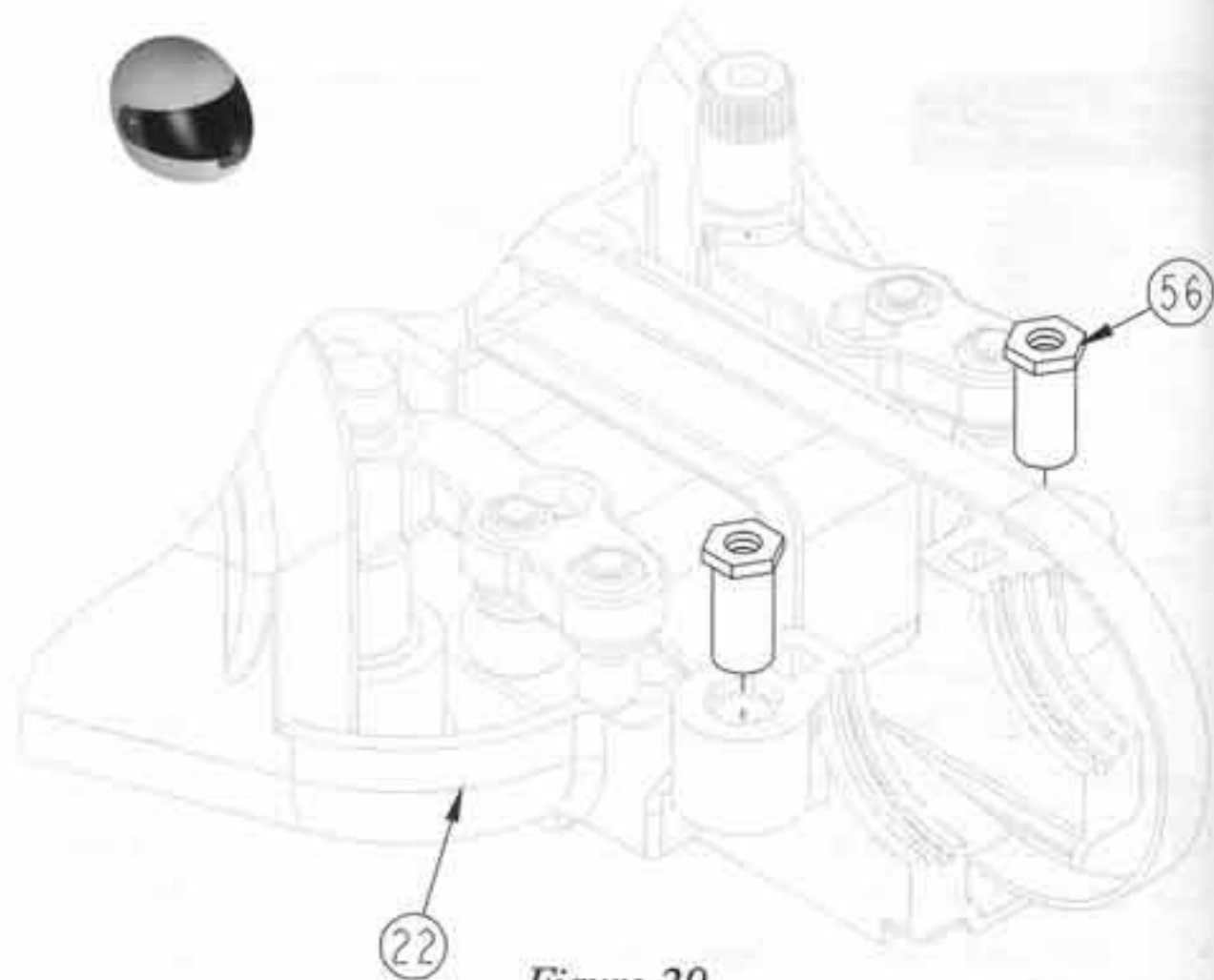
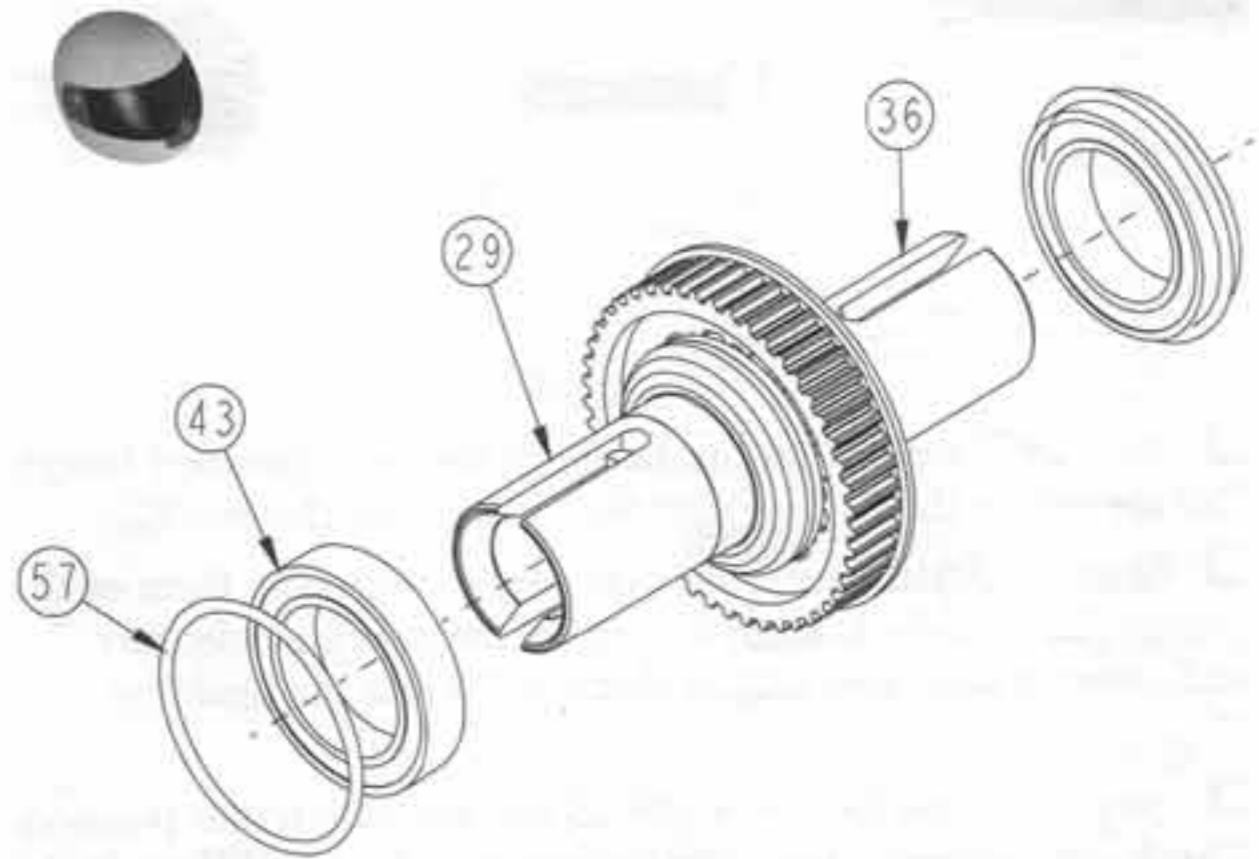
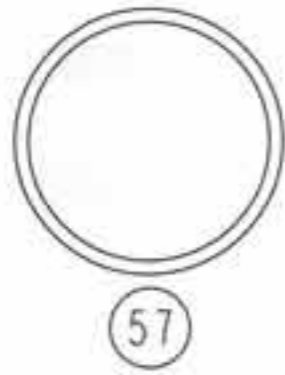


Figure 29

BAG C (Continued)

Figure 30



❑ Step 30. Place a 1/2" x 3/4" bearing (43) over each outride (29), (36) and press the bearing over the stepped area, all the way against the inside edge.

**NOTE: If the 1/2" x 3/4" bearing only has one Teflon™ seal (tan, woven looking) in it, position the seal to the outside, away from the center of the diff pulley.*

❑ Step 31. Carefully place an outride bearing O-ring (57) over each of the bearings (43). Center the O-rings (57) around the outside of the bearings (43) as shown.

Figure 30

Figure 31

❑ Step 32. With the flange on the front diff pulley (34) to the left side of the chassis (22), position the front diff in the center of the front belt (21).

❑ Step 33. Move the front diff to the front edge of the chassis (22), wrapping the belt (21) around the pulley (34) as you do so. Place the outride bearings (43) into the curved, recessed area of the chassis (22). Ensure that the O-rings (57) are still centered on the bearings (43) and are seated in the groove in the center of the recessed area.

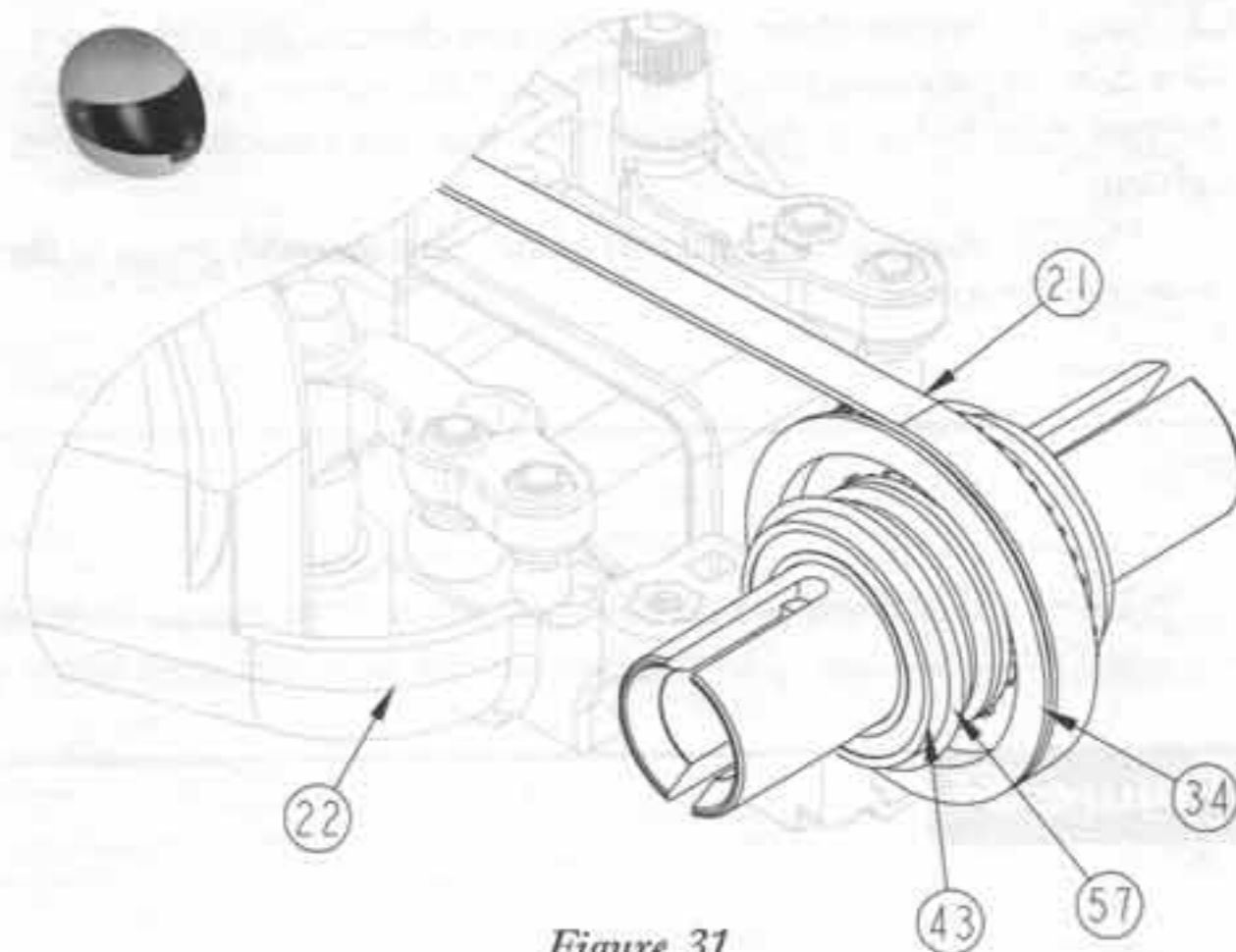
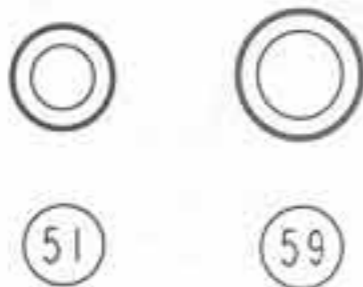


Figure 31

Figure 32



❑ Step 34. Remove the remaining 3/16" x 5/16" plastic steering bushing (51) from the steering parts tree. Press a bushing (51) into the recessed area in the front belt cover (58). This bushing goes in the area that does not have a hole all the way through the cover (58).

❑ Step 35. Remove the 1/4" x 3/8" plastic steering bushing (59) from the steering parts tree. Press the bushing (59) into the recessed area around the hole that passes all the way through the cover (58).

⚠ IMPORTANT NOTE: Trim all flashing off of the bushings. If there is flashing present on the bushings when they are installed, the steering movement may be tight when assembly is complete.

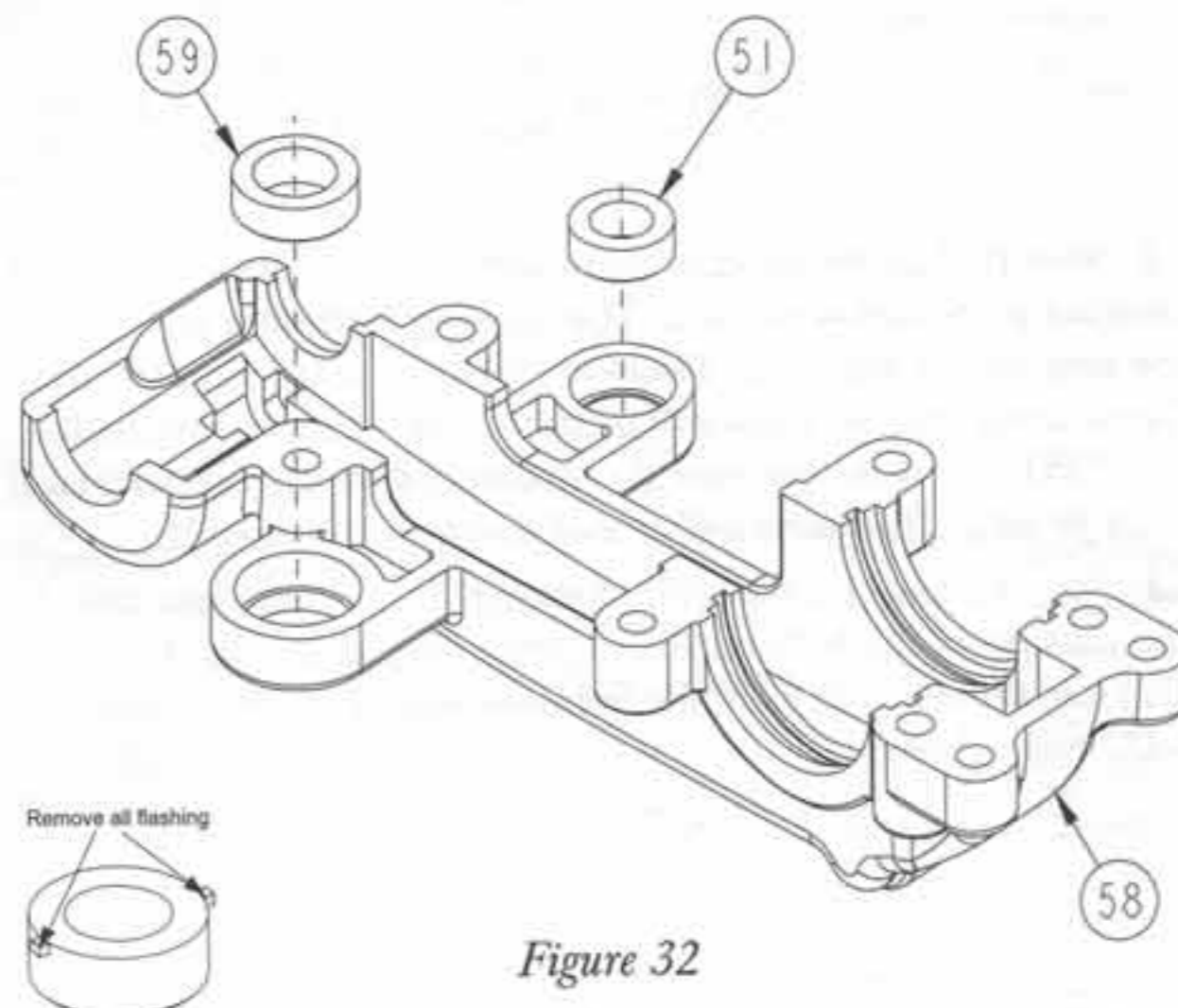


Figure 32

BAG C (Continued)

Figure 33



(48)



□ Step 36. Ensure that the hexes of the two threaded inserts (56) are still in the hex areas at the front of the chassis (22).

□ Step 37. Attach the front belt cover (58) to the front of the chassis (22). Carefully align the tops of the steering bellcrank (54) and steering idler arm (52) so that they fit into the bushings (51), (59).

□ Step 38. Press the cover (58) all the way down into position. Check to be sure that the outride bearing O-rings (57) are in the center groove of the cover (58), and not pinched between the chassis (22) and the cover (58).

□ Step 39. Secure the cover (58) to the chassis (22) with two 4-40 x 5/8" cap-head screws (48). Thread the screws (48) through the two rear holes in the cover (58), into the chassis (22), and tighten.

**NOTE: Apply a small amount of the white assembly grease to the threads of the screws.*

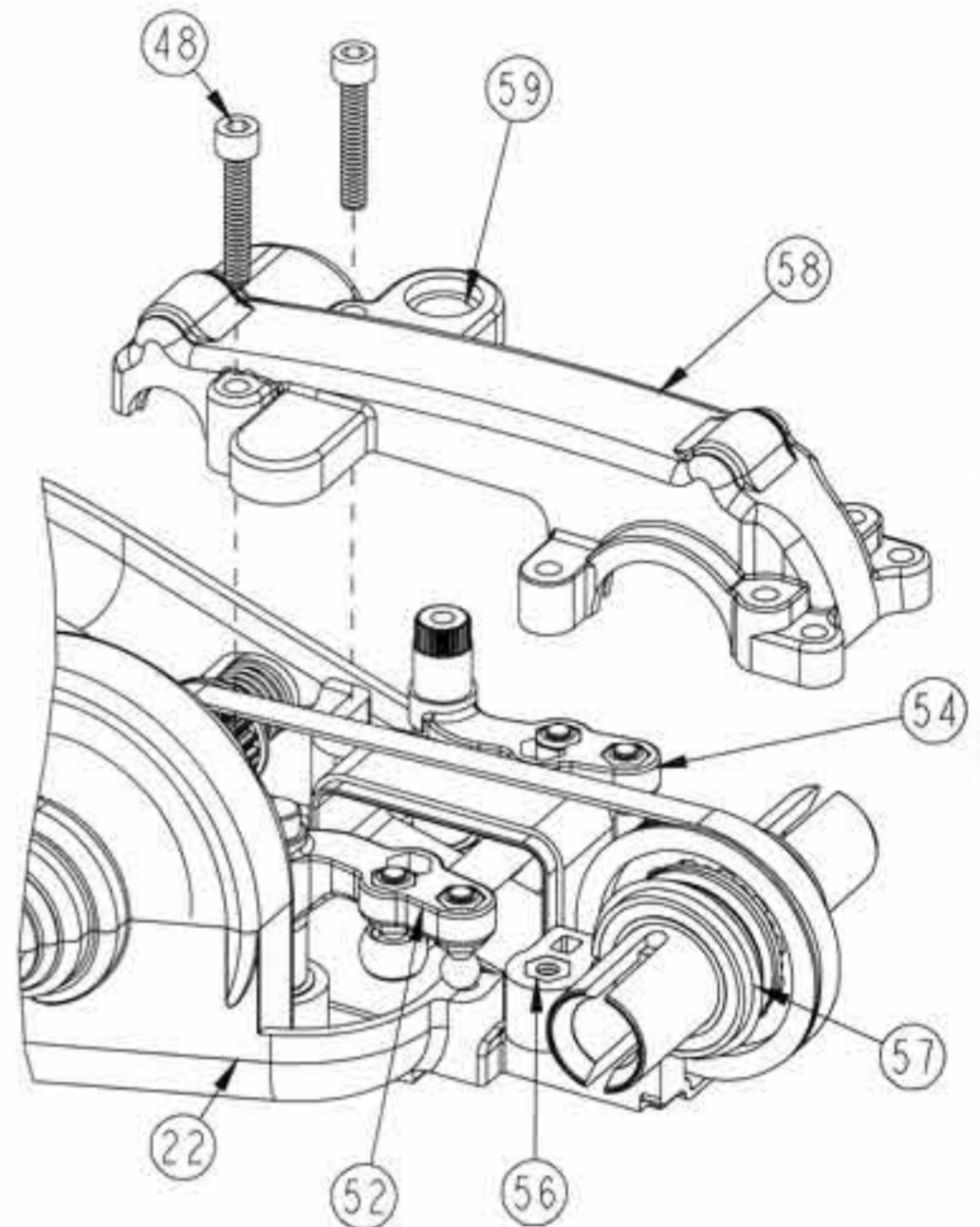


Figure 33

Figure 34



(19)



(53)

□ Step 40. Locate the steering bellcrank arm (60) on the tree of steering parts and remove it. The steering bellcrank arm (60) is the arm with a step in it. There are two other arms on the tree. These arms are flat. They will be used later for servo installation.

**NOTE: Set the tree with the remaining three steering parts on it aside for now. These parts will be used during Bag H assembly.*

□ Step 41. Insert a 4-40 mini locknut (19) into the hex area to the outside of the bellcrank arm (60). Thread a 3/16" ball stud (53) into the nut (19), from the opposite side of the bellcrank arm (60), and tighten.

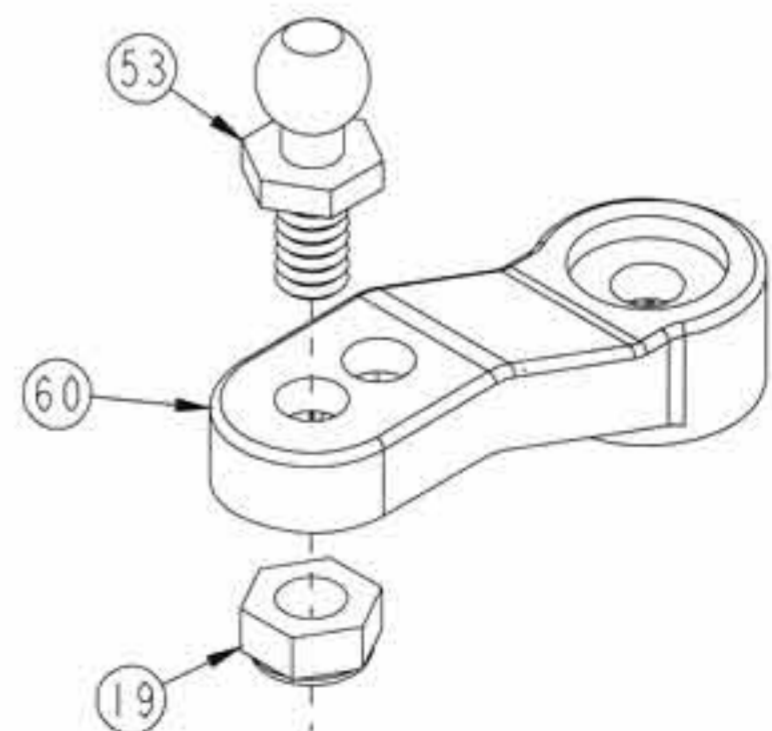


Figure 34

BAG C (Continued)

Figure 35



(61)



(22)

(61)

(60)

(54)

❑ Step 42. Press the bellcrank arm (60) onto the top of the steering bellcrank (54). The bellcrank arm (60) should point toward the center of the chassis (22) as shown. To ensure proper steering alignment, the splines on the bellcrank (54) and bellcrank arm (60) are indexed so the arm (60) can only be pressed on in one position – see Figure 35A.

❑ Step 43. Secure the arm (60) to the bellcrank (54) with a 4-40 x 1/4" button-head screw (61).

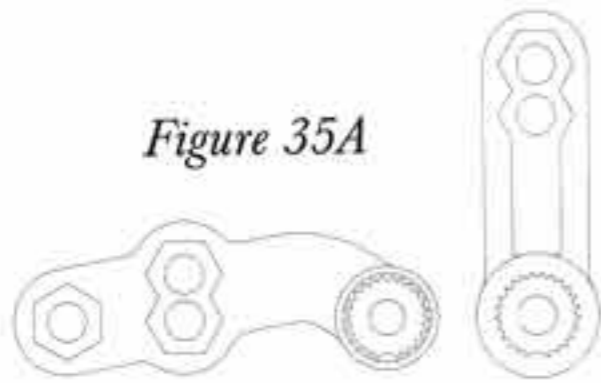


Figure 35A

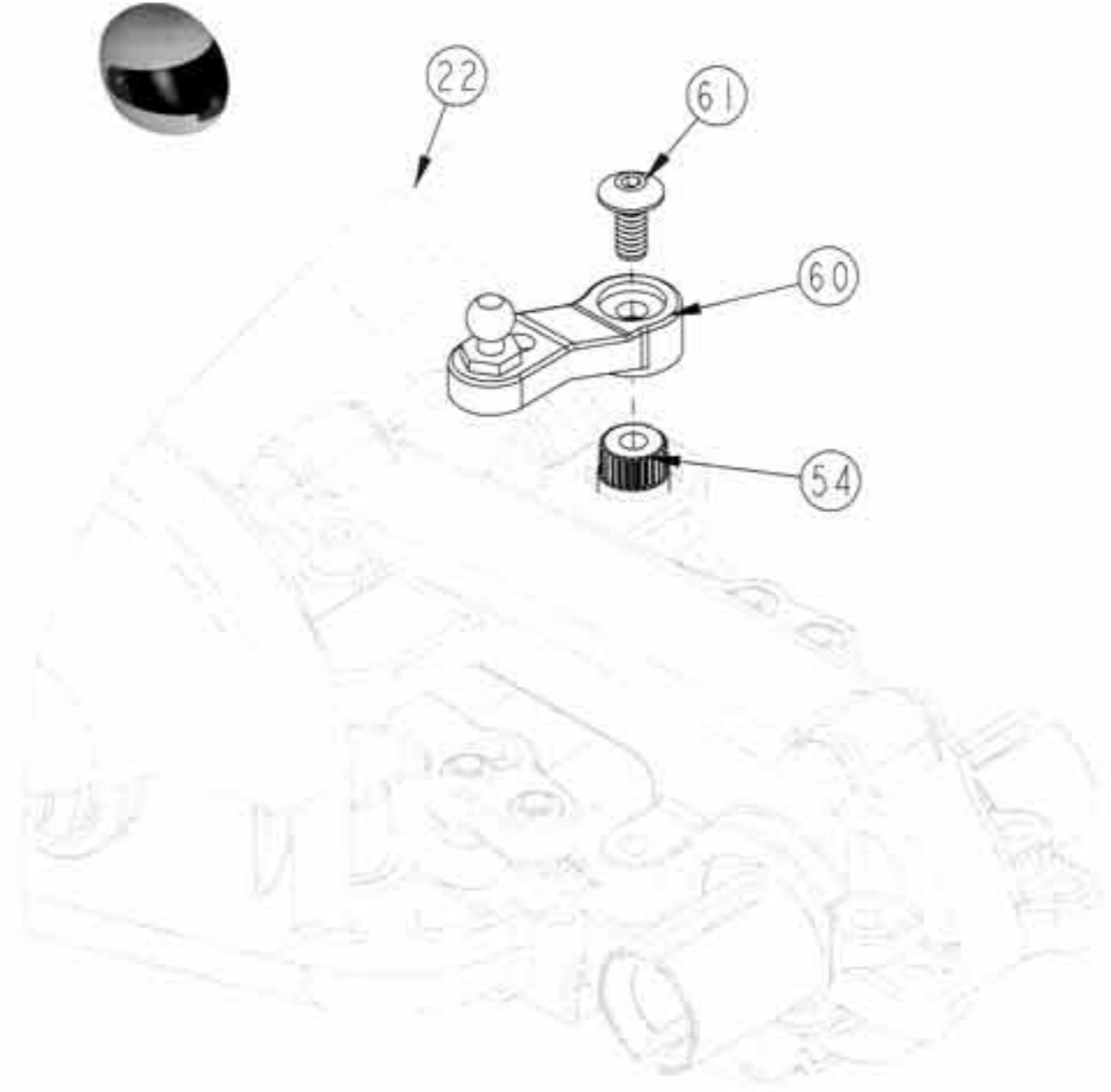


Figure 35

Figure 36

❑ Step 44. Locate the large Street Weapon sticker sheet (62). Cut a small square of the clear material and apply it to the seam of the chassis (22) and the front belt cover (58). The sticker will cover any small gaps that may be present and help seal the drive train.

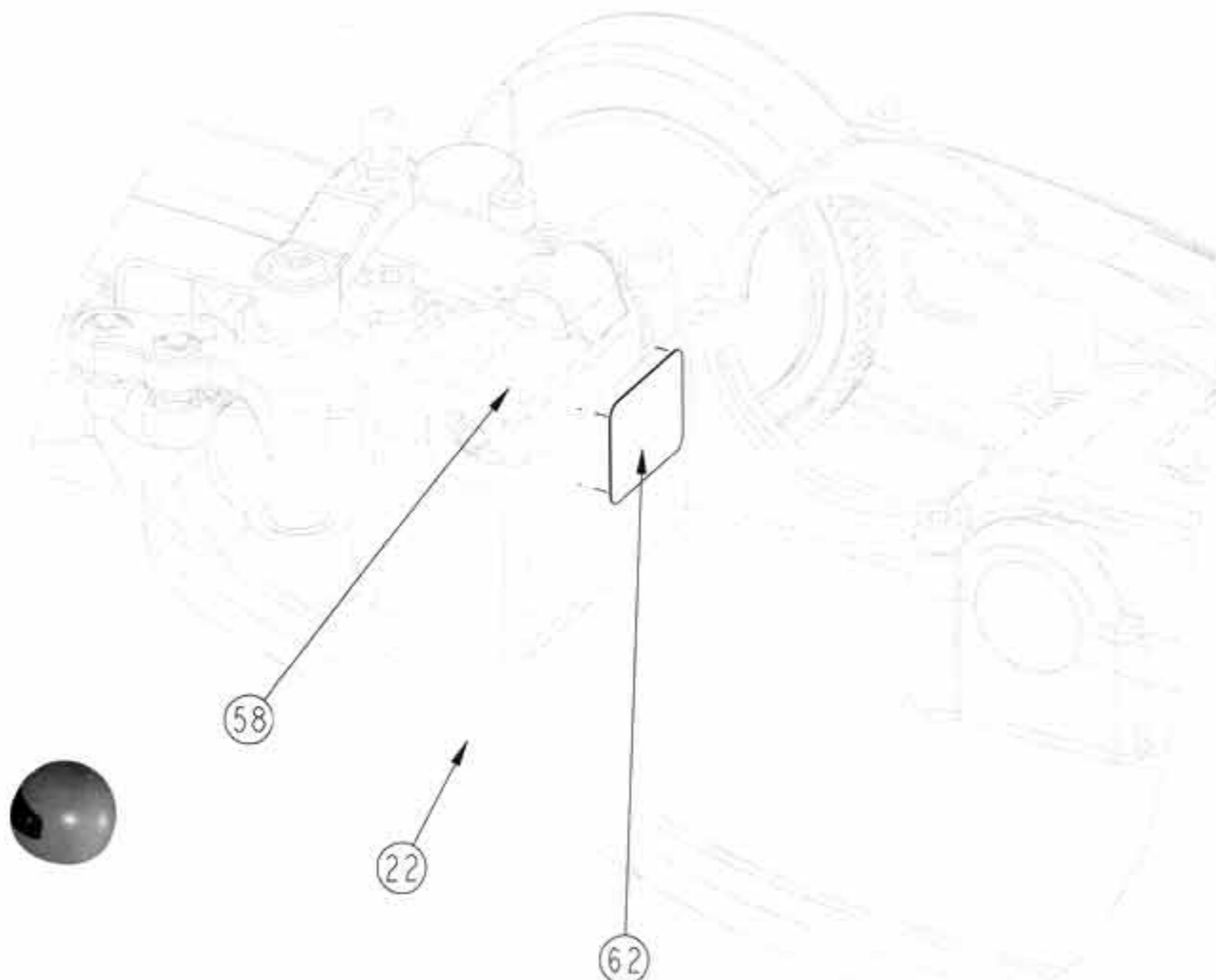
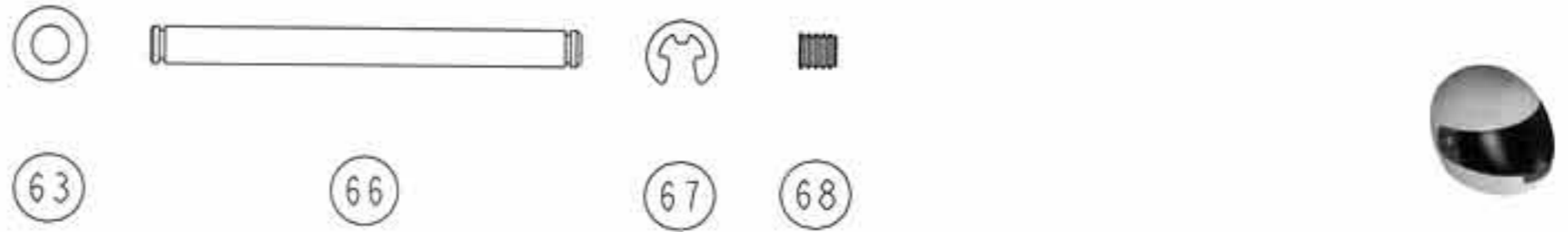


Figure 36

BAG D

Figure 37



❑ Step 1. Place a 1/8" stainless washer (63) to the rear of the front bulkhead (64) and center it around the hole.

❑ Step 2. Position a front suspension arm (65) over the right side of the front bulkhead (64). Line up the holes in the arm (65) with the holes in the bulkhead (64) and attach them by inserting an inner front hinge pin (66) all the way through the arm (65), bulkhead (64), and washer (63) until the pin (66) extends evenly out both sides of the suspension arm (65).

⚠ IMPORTANT NOTE: Make sure that the front suspension arm is attached correctly. The shock mounting holes should be facing forward as shown.

❑ Step 3. Secure the hinge pin (66) with two 1/8" E-clips (67). Ensure that the hinge pin (66) is centered, and the E-clips (67) are not rubbing the suspension arm (65).

❑ Step 4. Thread a 5-40 x 1/8" set screw (68) into the hole in the bottom of the front bulkhead (64), near the front, next to the hinge pin (66).

**NOTE: The set screw will hold the pin in place should the E-clips come off while running. The set screw needs to be removed in order to remove the front hinge pin.*

❑ Step 5. Repeat Steps 1-4 for the left side.

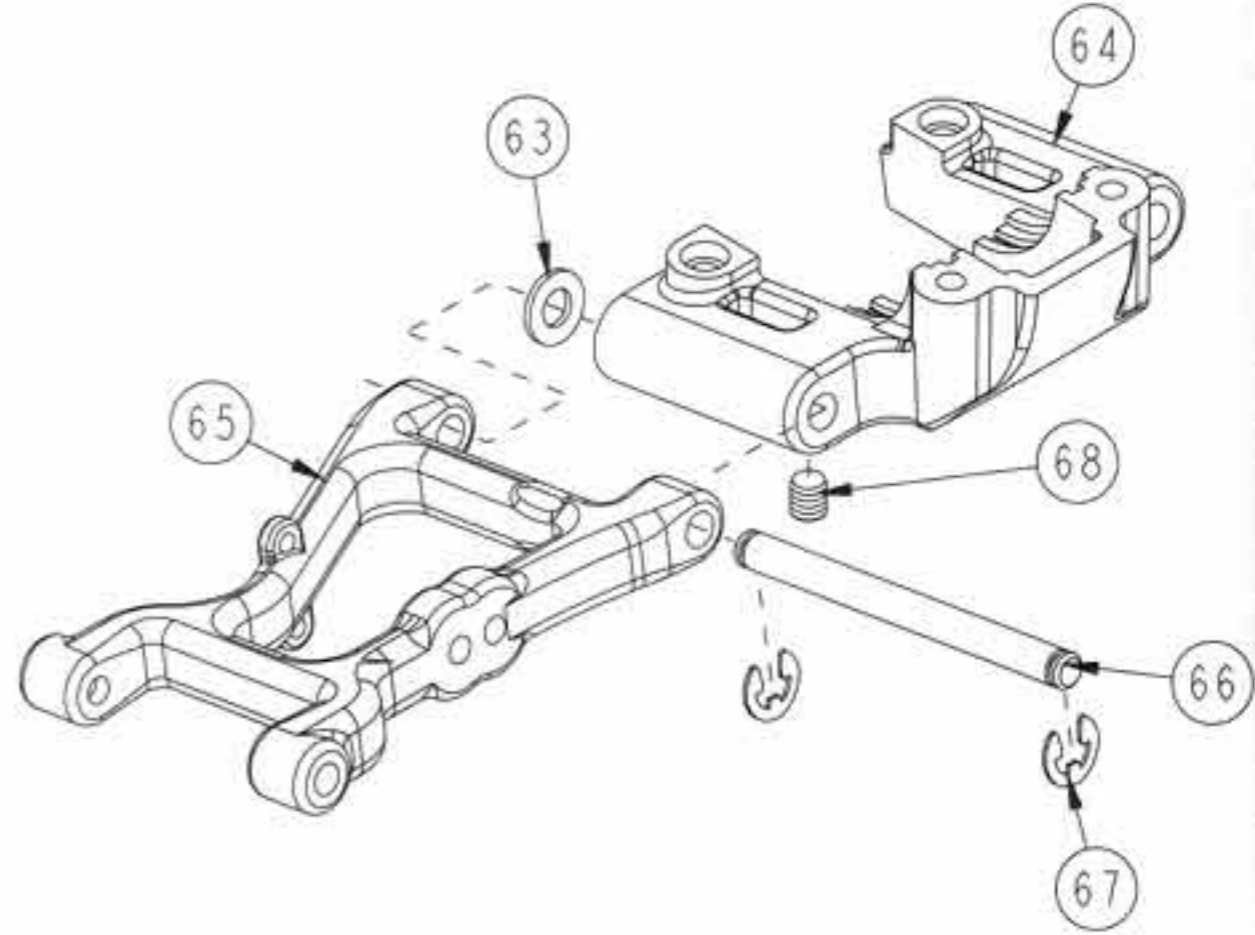
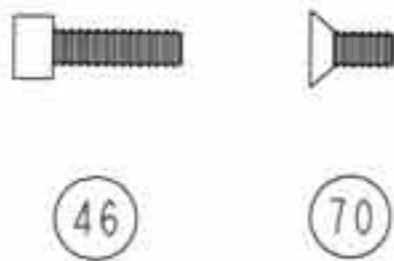


Figure 37

Figure 38



❑ Step 6. Ensure that the O-rings (57) are still centered on the outdrive bearings (43) and attach the front bulkhead (64) to the bottom of the chassis (22).

**NOTE: The suspension arms should be swung all the way down. If the arms are in the upward position, they may interfere with the outdrives, keeping the bulkhead from being correctly positioned.*

❑ Step 7. Thread a 4-40 x 3/8" cap-head screw (46) through each of the two holes in the rear of the bulkhead (64) and into the threaded inserts (56).

❑ Step 8. Attach the front bumper (69) to the bottom of the chassis, aligning the holes in the center of the bumper (69) with the heads of the screws (46). Secure the bumper (69) by threading a 4-40 x 1/4" flat-head screw (70) through each of the two holes in the back of the bumper (69), and into the chassis (22).

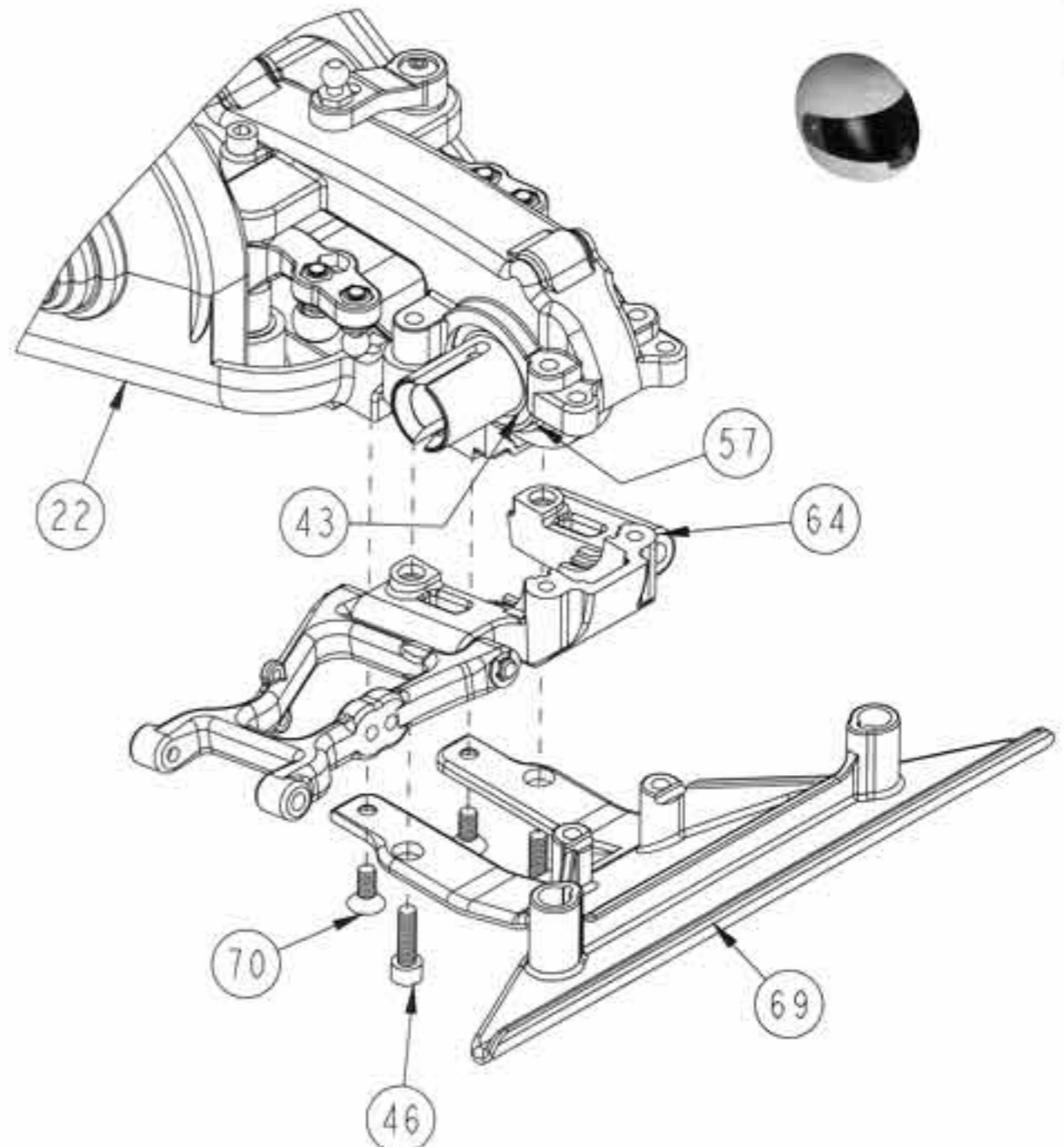


Figure 38

BAG D (Continued)

Figure 39



(46)

❑ Step 9. Thread a 4-40 x 3/8" cap-head screw (46) through each of the two holes at the very front of the front belt cover (58), into the front bumper (69), and tighten.

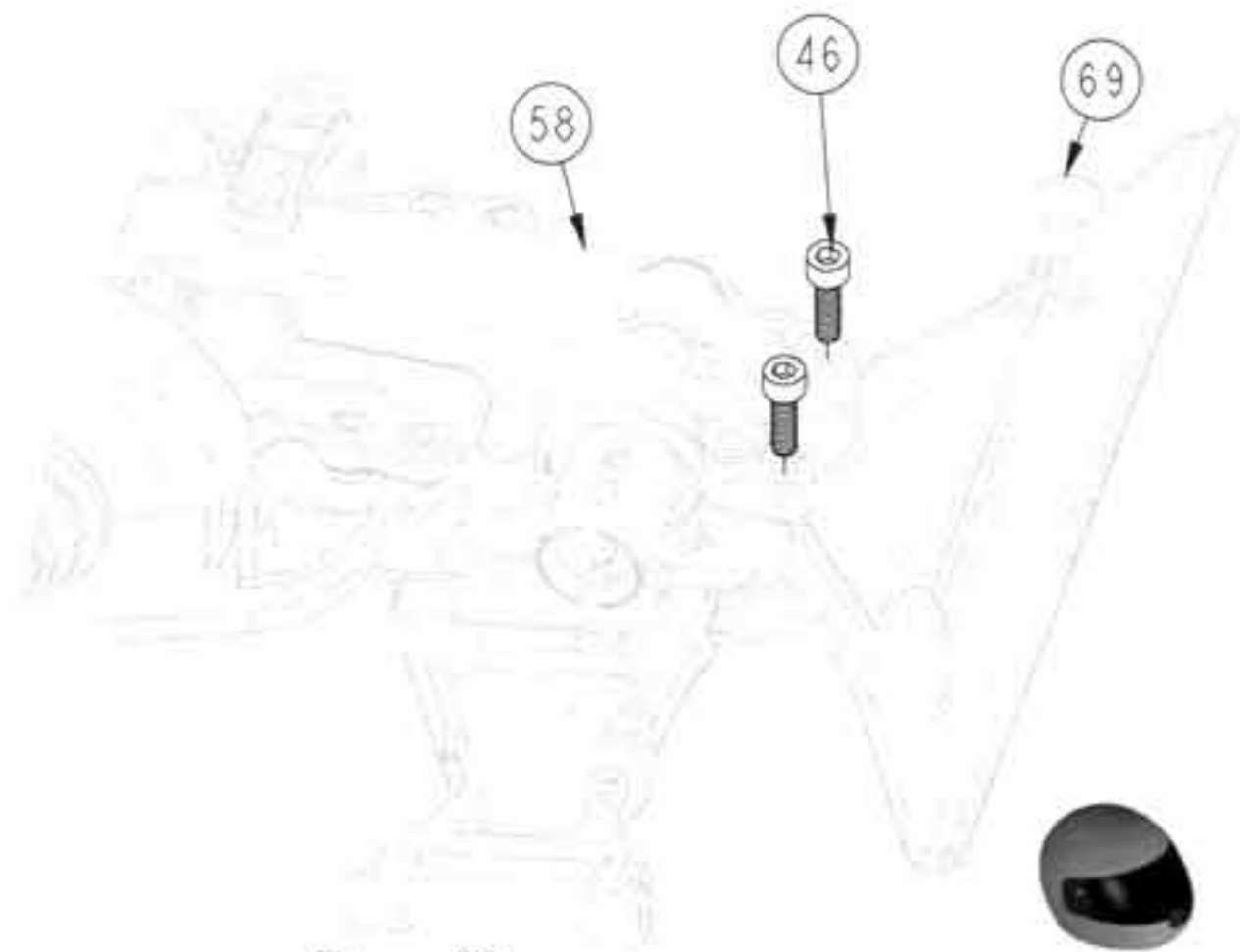


Figure 39

Figure 40



(53)



(72)



(84)

❑ Step 10. Place a ball stud washer (84) over each of the two 3/16" ball studs (53). Thread a 3/16" ball stud (53) into each of the inside holes on the bottom of the front shock tower (71). Mount the ball studs (53) from the front as shown.

❑ Step 11. Insert a 4-40 x 7/8" cap-head screw (72), from the rear, through the outside hole on the top of the shock tower (71) on each side. Thread a top shock mount bushing (73) onto each of the two screws (72), and tighten.

⚠ IMPORTANT NOTE: The shock mount bushings and ball studs should be on the same side of the shock tower as shown in the illustration. Do not overtighten the shock mount bushings.

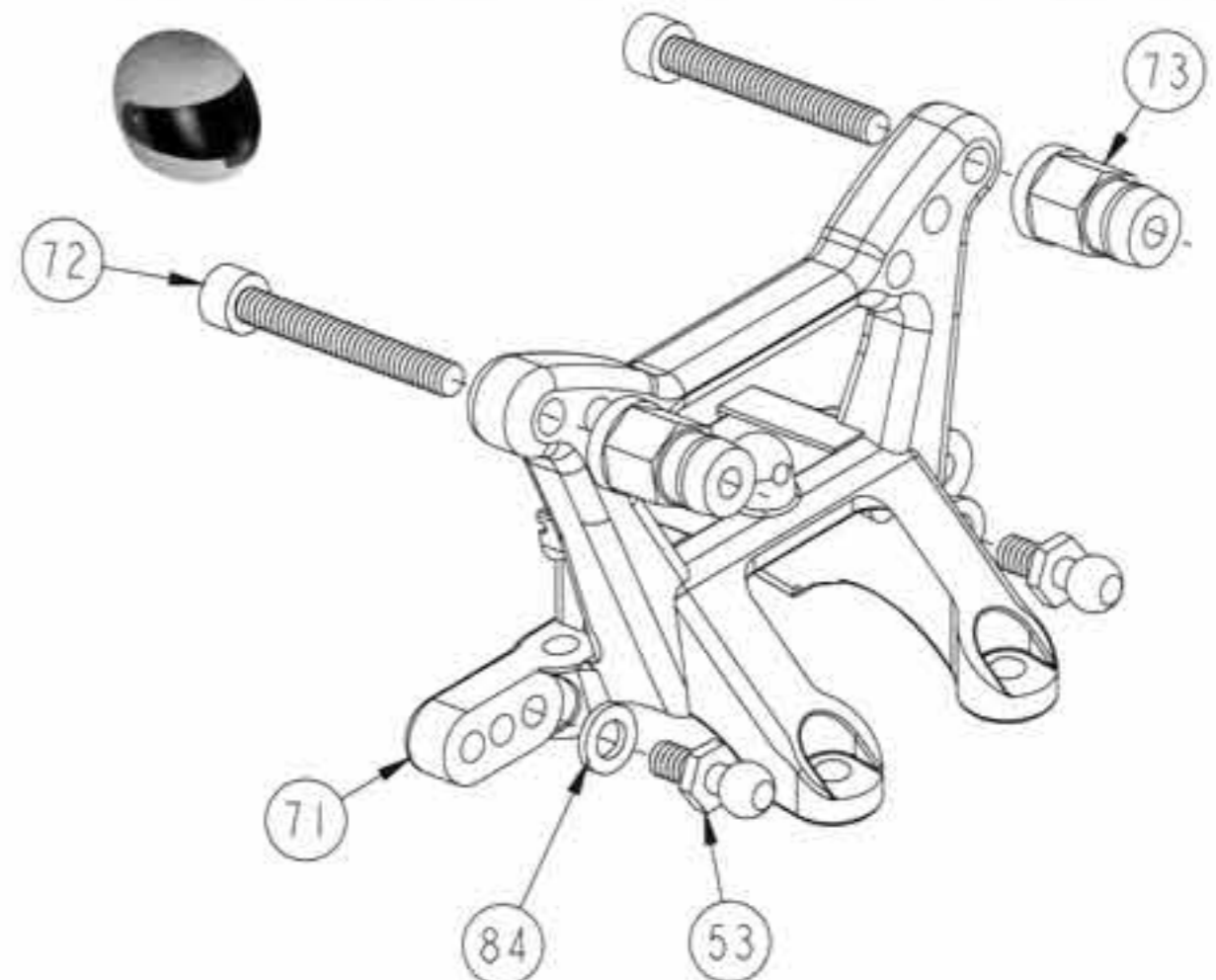


Figure 40

Figure 41



(48)

❑ Step 12. Place the front shock tower (71) on top of the front belt cover (58) with the shock mount bushings (73) pointing forward. Line up the four holes in the bottom of the shock tower (71) with the holes in the belt cover (58). Secure the shock tower (71) by threading a 4-40 x 5/8" cap-head screw (48) into each of the four holes. Tighten all four screws (48).

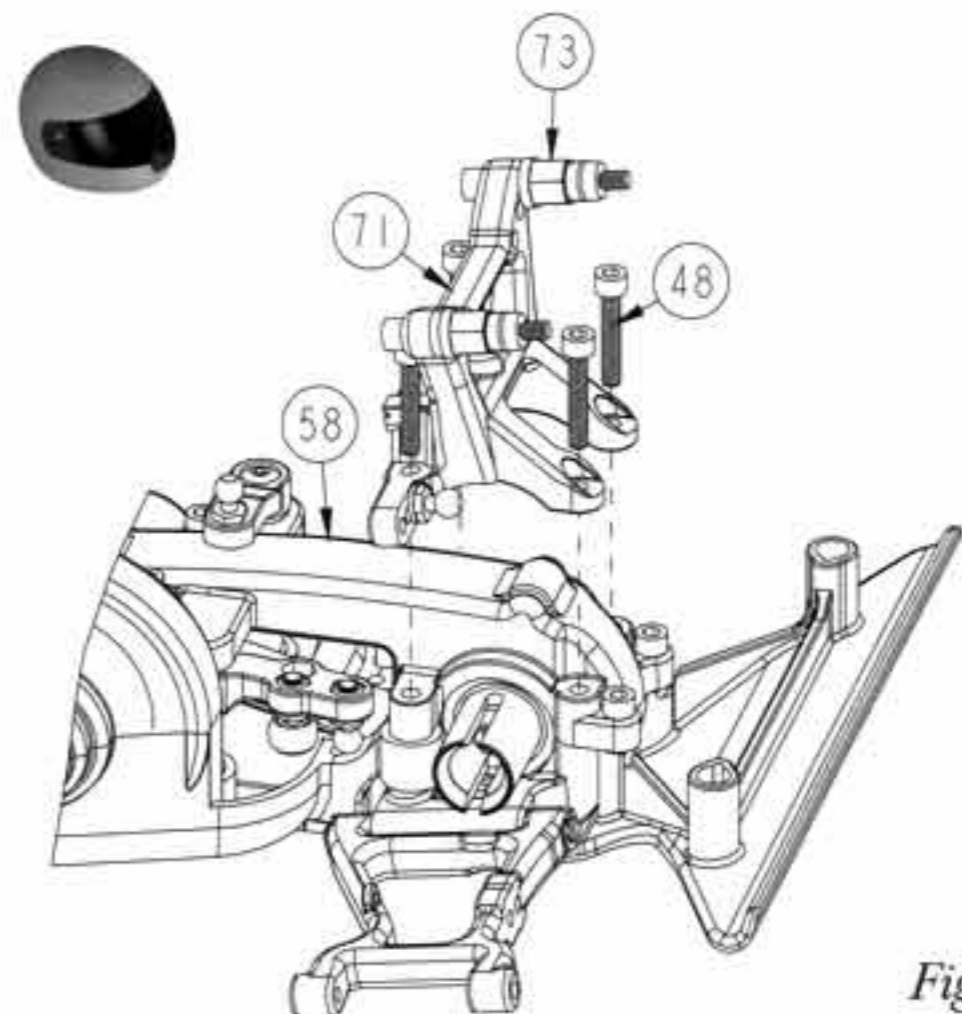
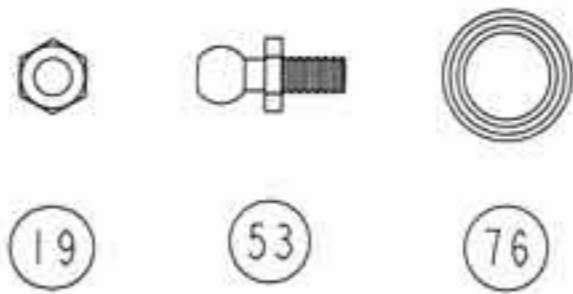


Figure 41

BAG D (Continued)

Figure 42



□ Step 13. Insert a 4-40 mini locknut (19) into the hex area in the bottom of the right spindle (74). Thread a 3/16" ball stud (53) into the nut (19), from the opposite side of the spindle arm, and tighten.

□ Step 14. Install a 1/4" x 3/8" bearing (76) in each side of the spindle (74).

**NOTE: If the bearings only have one Teflon™ seal (tan, woven looking) in them, position the Teflon™ seal to the outside.*

□ Step 15. Repeat Steps 13 and 14 for the left spindle (75).

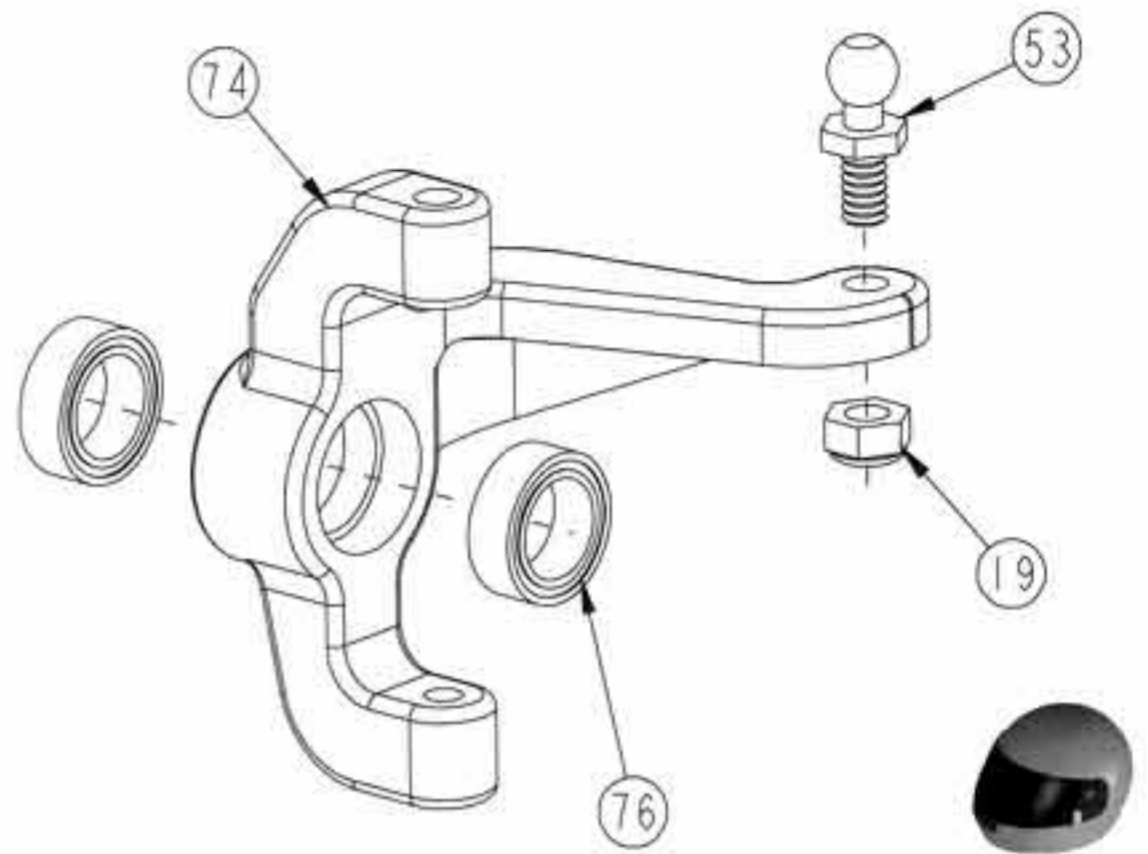


Figure 42

Figure 43



□ Step 16. Insert a front stub axle (77) into the bearings (76) in the right spindle (74), from the outside as shown.

□ Step 17. Lining up the slot on the axle (77) with the slot in the front universal yoke (78), attach the universal yoke (78) to the back of the stub axle (77) by pressing the yoke (78) through the bearing (76) on the back side of the spindle (74). Secure the yoke (78) to the axle (77) with a 2-56 x 1/4" cap-head screw (79).

□ Step 18. Repeat Steps 16 and 17 for the left spindle (75).

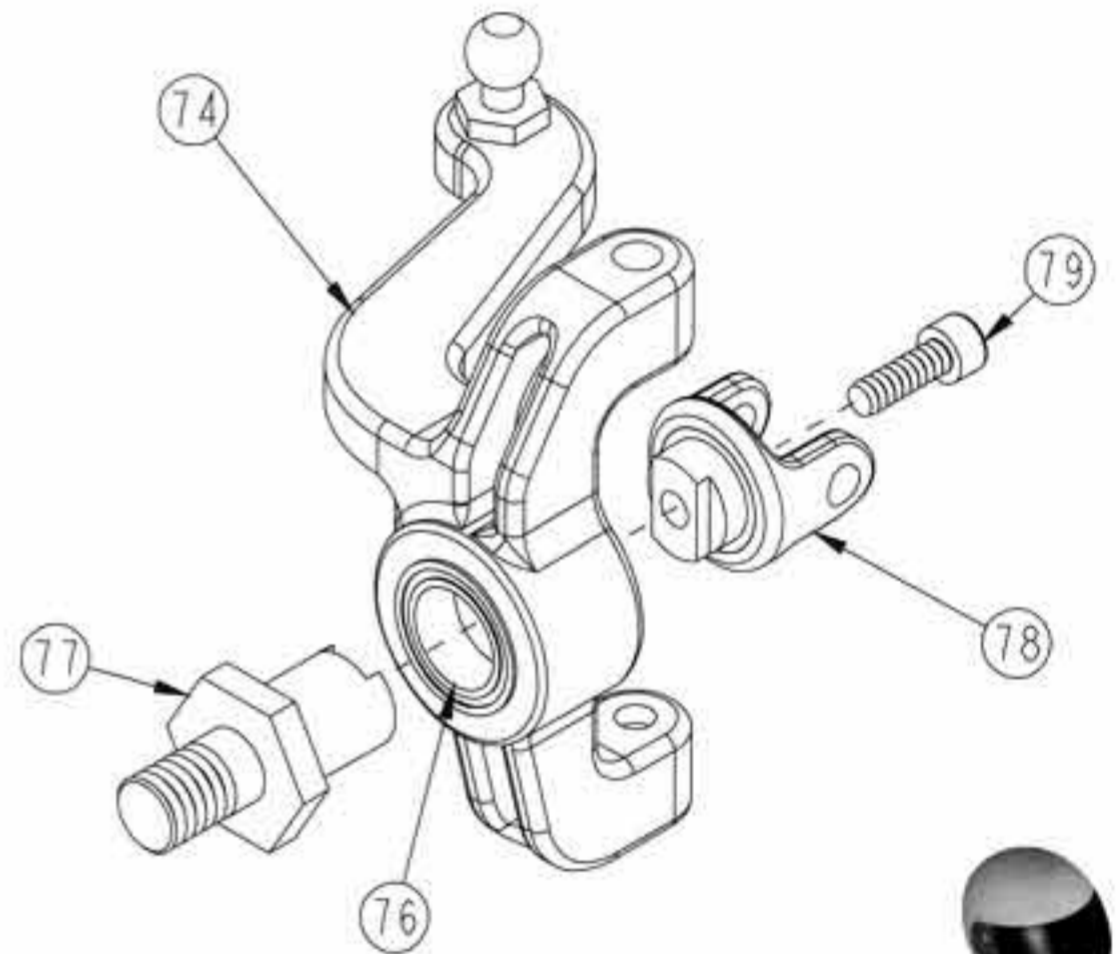
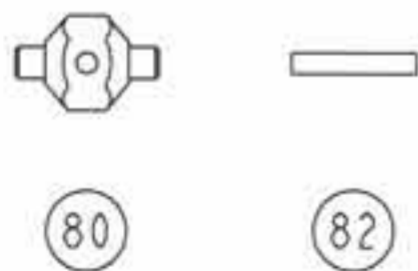


Figure 43

Figure 44



□ Step 19. Position the front universal pivot (80) in the front dogbone (81) so that the holes in both parts are aligned.

□ Step 20. Using pliers, carefully push a 1/16" x 3/8" spirol pin (82) through the dogbone (81) and universal pivot (80) until the pin (82) extends evenly out both sides of the dogbone (81).

**NOTE: Care should be taken not to "mushroom" the ends of the pins while pushing them in. Once the pin is in place, the dogbone should rotate freely around the universal pivot.*

□ Step 21. Make two of the front dogbone assemblies.

**NOTE: Dogbone assemblies in some kits may have been pre-assembled at the factory.*

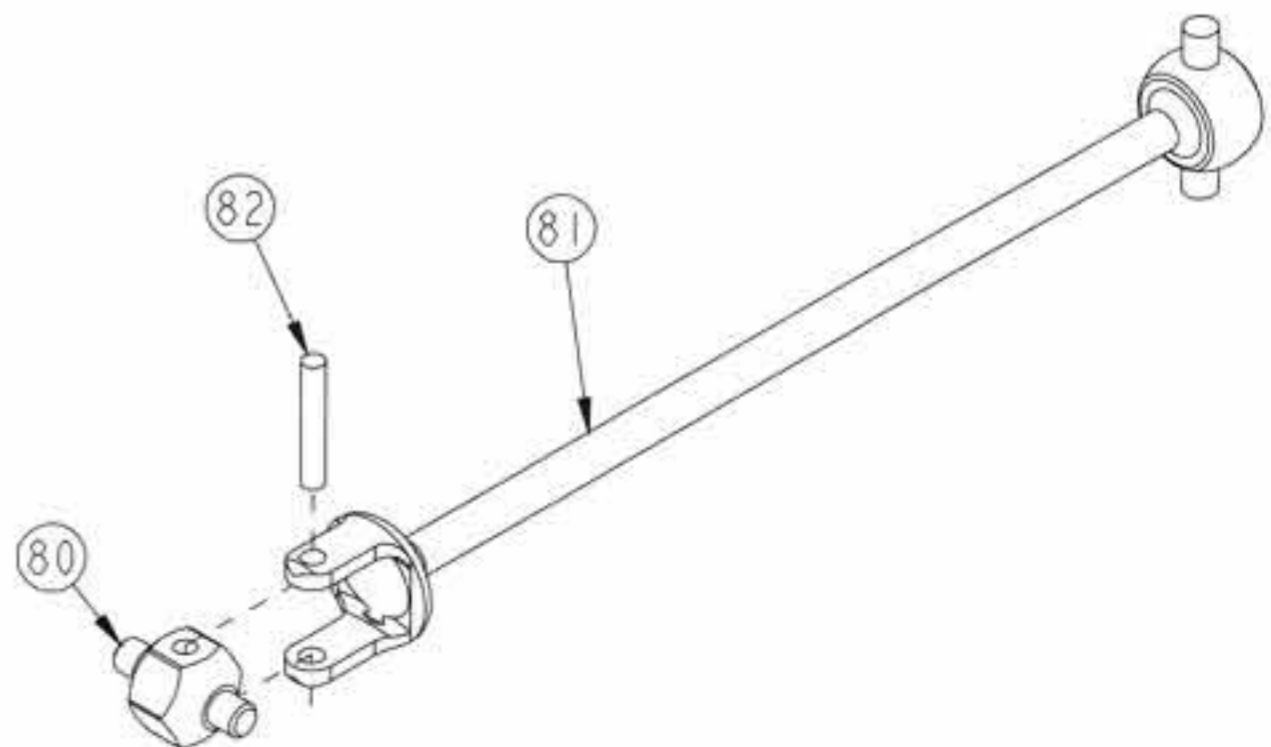


Figure 44

BAG D (Continued)

Figure 45

- ❑ Step 22. Using the small end of the Team Losi assembly wrench (83), spread the plastic universal yoke (78) – on the back side of the spindle (74), (75) – over the pins on the universal pivot (80).
- ❑ Step 23. Attach a dogbone assembly to each of the two front spindle assemblies.

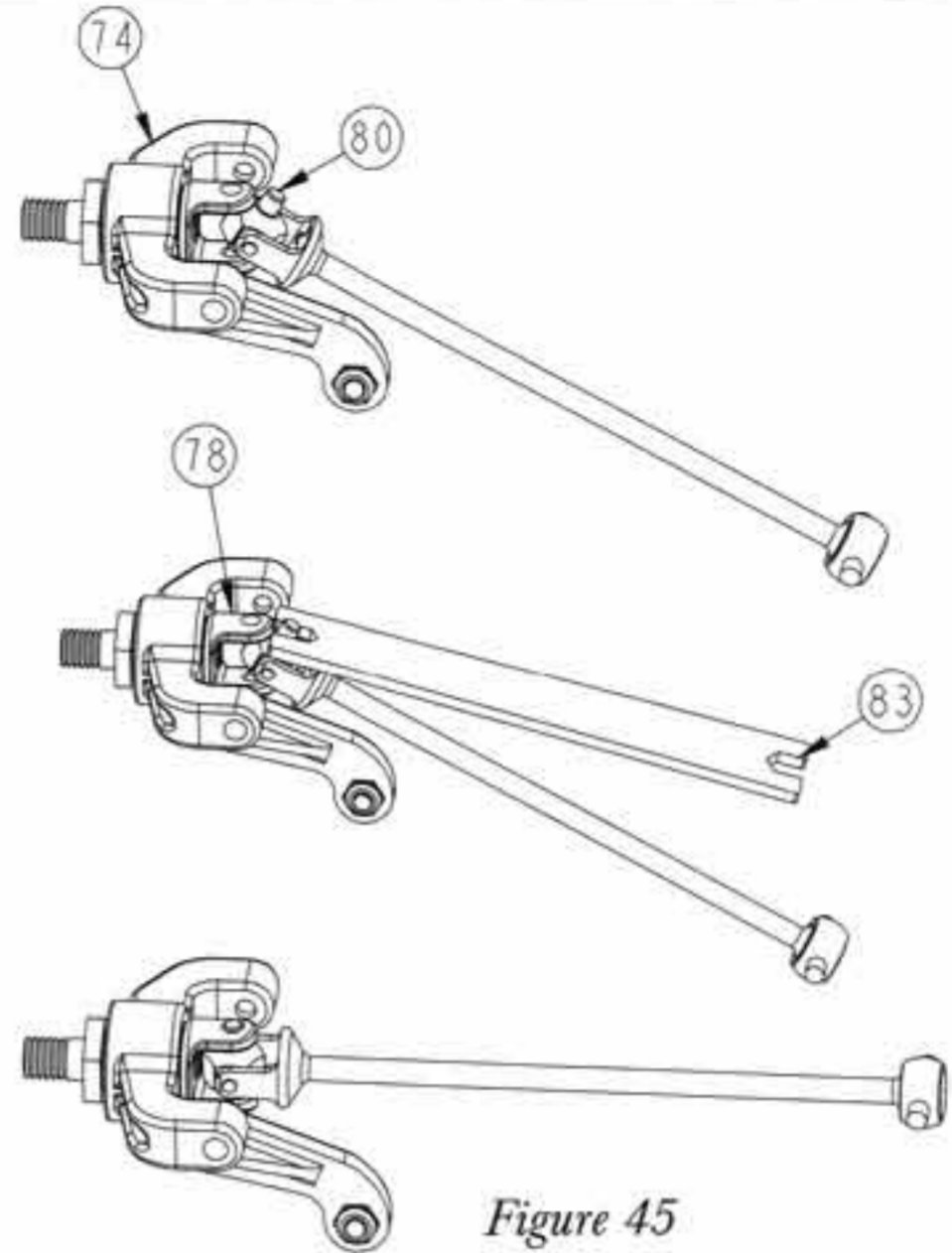


Figure 45

Figure 46

- ❑ Step 24. Thread a 1/4" ball stud (85) into the top of the right spindle carrier (86) as shown.
**NOTE: Be sure that the ball stud is threaded into the correct hole. The ball stud should be threaded into the hole with the raised area around it as shown in the illustration.*
- ❑ Step 25. Repeat Step 24 for the left spindle carrier (87).

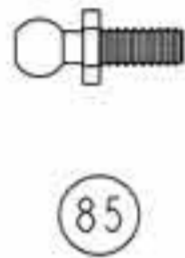


Figure 46

Figure 47

- ❑ Step 26. Insert the dogbone (81) on the right spindle assembly through the center of the right spindle carrier (86). Place the right spindle (74) over the right spindle carrier (86) and align the holes in the top and bottom of the two parts.
- ❑ Step 27. Insert a kingpin/hinge pin screw (88) in the top of the spindle (74). Thread the screw (88) into the spindle (74), and tighten. Insert a second kingpin/hinge pin screw (88) in the bottom of the spindle (74). Thread the screw (88) into the spindle (74), and tighten.
- ❑ Step 28. Repeat Steps 26 and 27 for the left side spindle (75) and carrier (87).

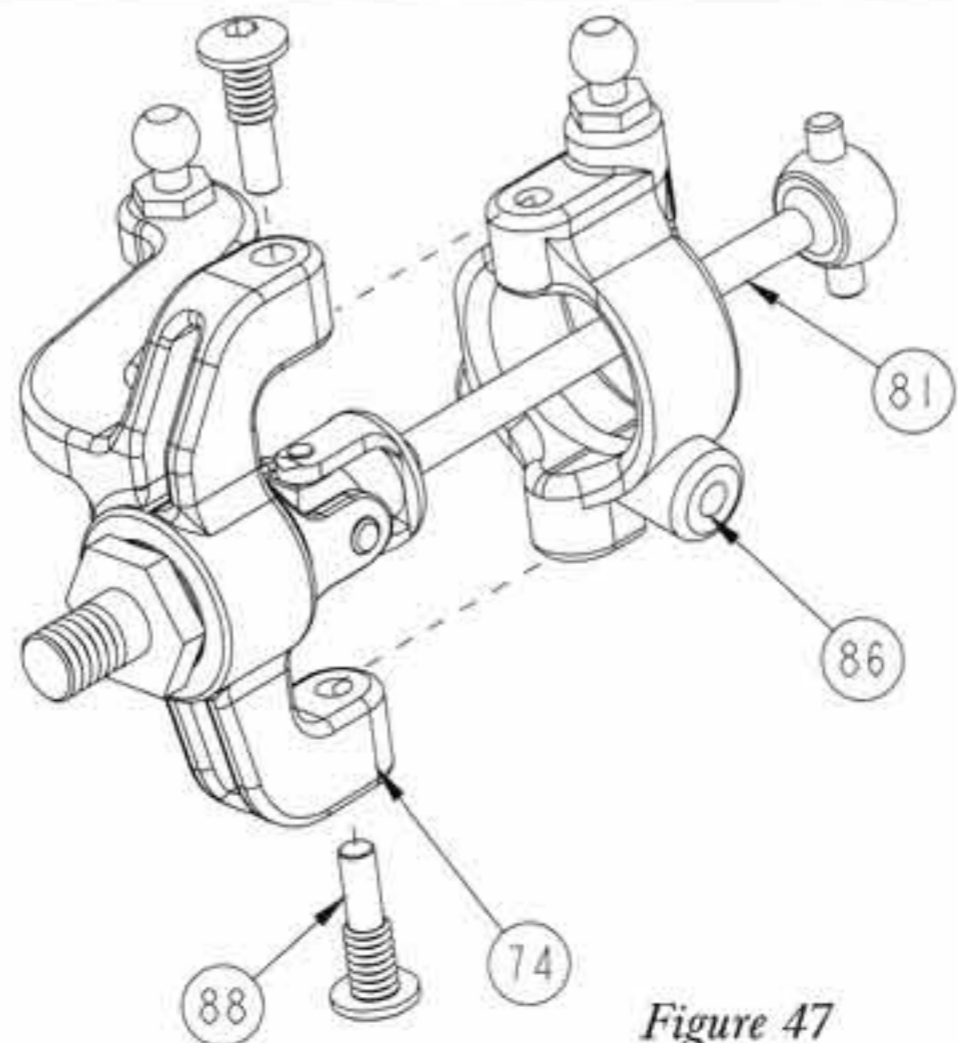
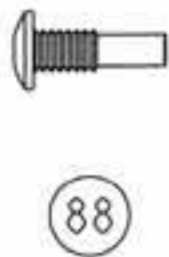
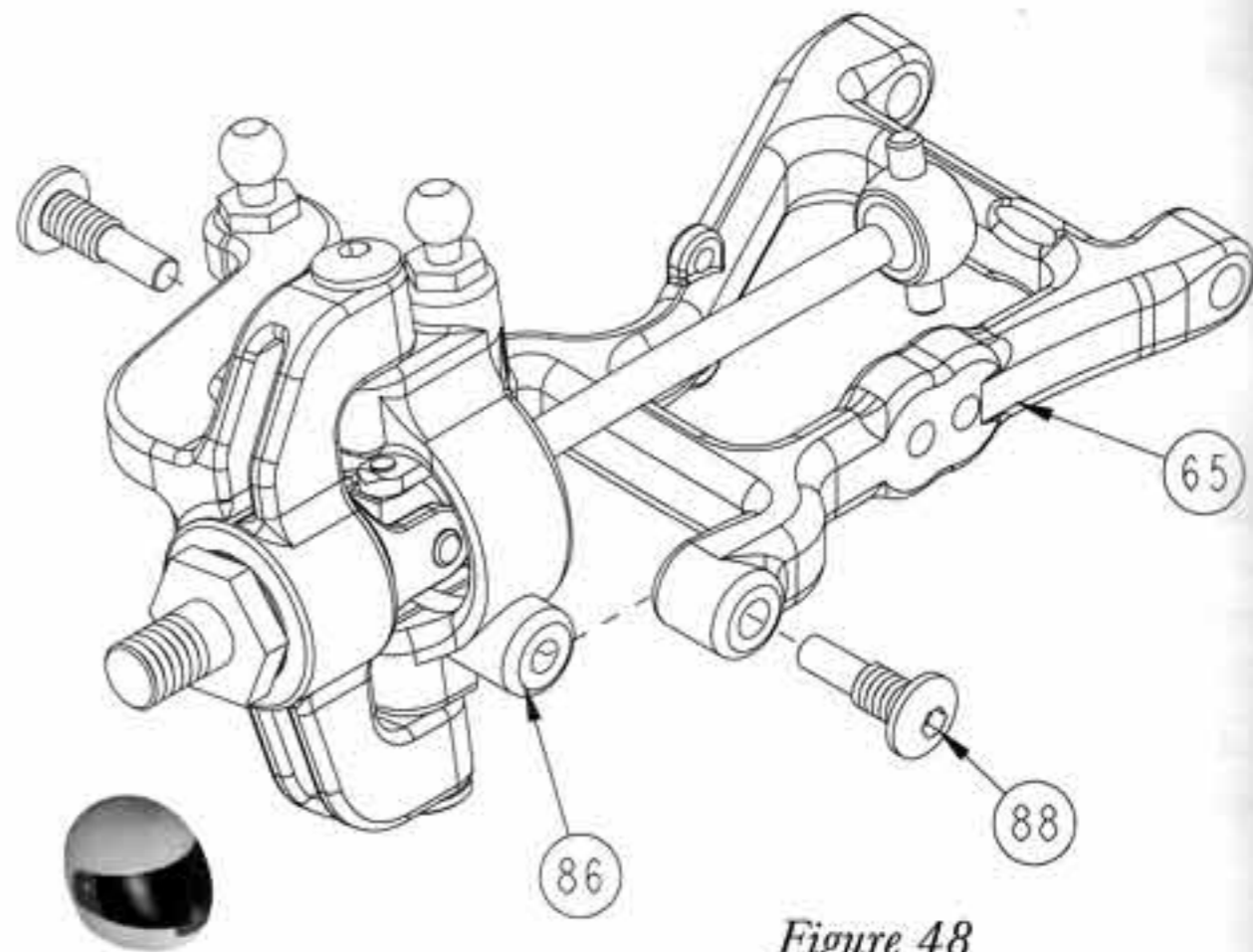
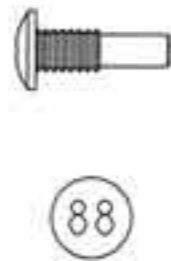


Figure 47

BAG D (Continued)

Figure 48

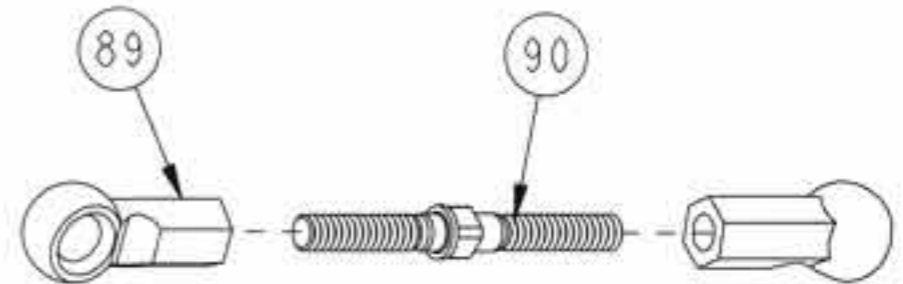
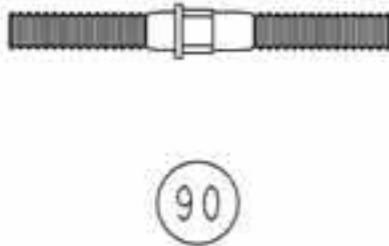


❑ Step 29. Place the right spindle carrier (86) in the right suspension arm (65) as shown. Line up the holes in the spindle carrier (86) with the holes in the suspension arm (65). Secure the spindle carrier (86) to the suspension arm (65) by threading a kingpin/hinge pin screw (88) into the front and back of the suspension arm (65).

❑ Step 30. Repeat Step 29 for the left side of the car.

Figure 48

Figure 49



❑ Step 31. Thread a short plastic rod end (89) onto each end of a 1-1/8" turnbuckle (90). Tighten both rod ends (89) equally until the rod is the same length as the rod in Figure 49A. Make two of these camber links.

Figure 49

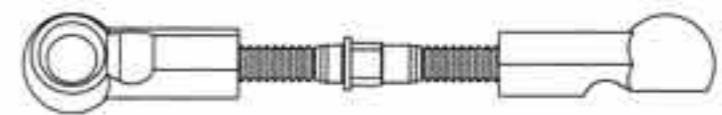
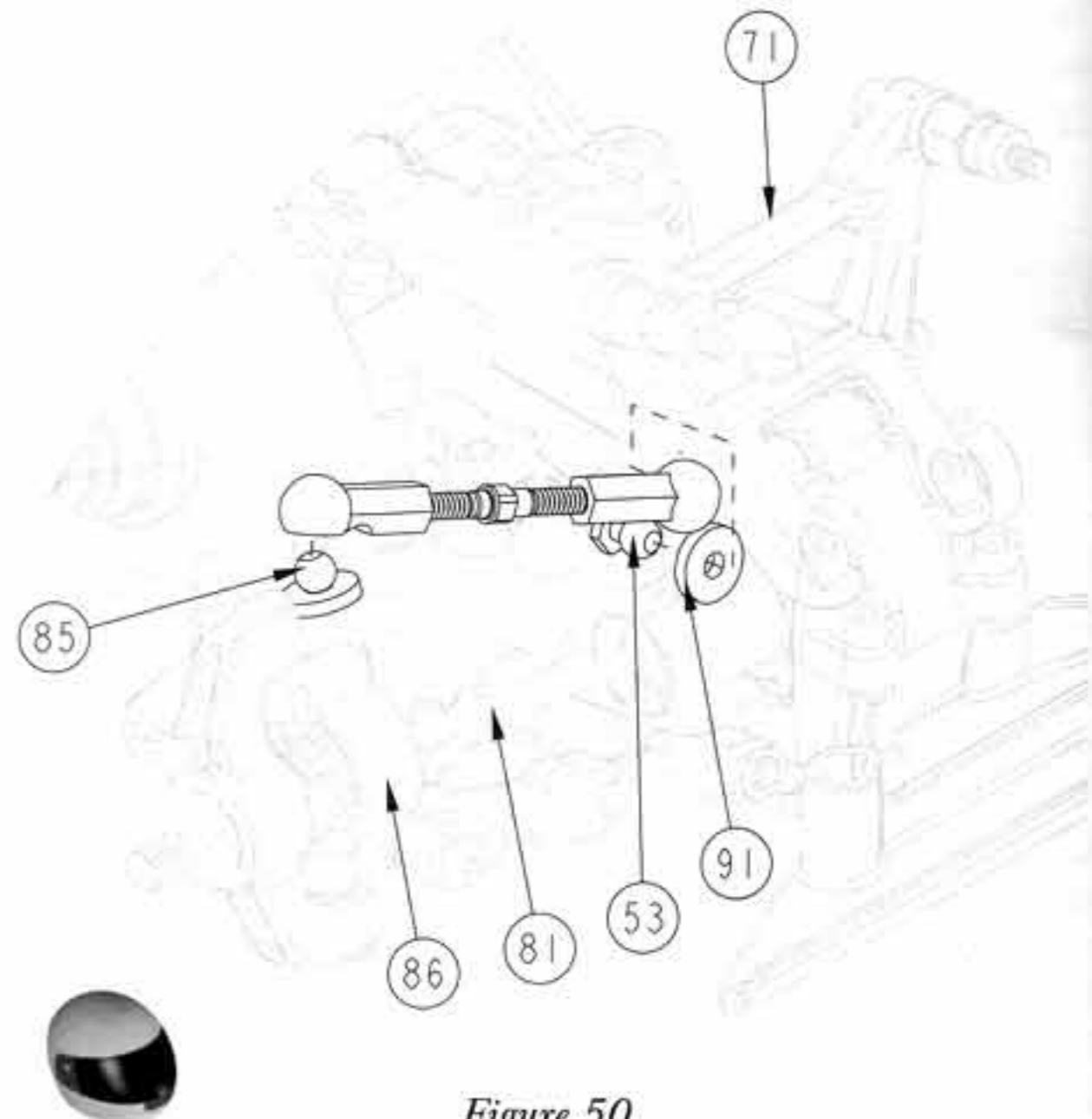


Figure 49A

Figure 50



❑ Step 32. Place a foam ring (foam thing) (91) over each of the ball studs (53), (85) on the front shock tower (71) and the front spindle carriers (86), (87).

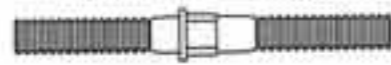
❑ Step 33. Attach one end of a camber link assembly to the ball stud (53) on the shock tower (71). Rotate the spindle carrier (86), (87) inward and insert the dogbone (81) into the front diff, lining up the pins on the dogbone (81) with the slots in the front diff. With the dogbone (81) in place, attach the other end of the camber link to the ball stud (85) on the spindle carrier (86), (87). Attach a camber link to both the left and right side of the car.

🔑 Try to mount all of the camber links so that the threads adjust in the same direction (e.g. forward makes the rod shorter). This will help to make adjustments easier once the car is assembled.

Figure 50

BAG D (Continued)

Figure 51



90

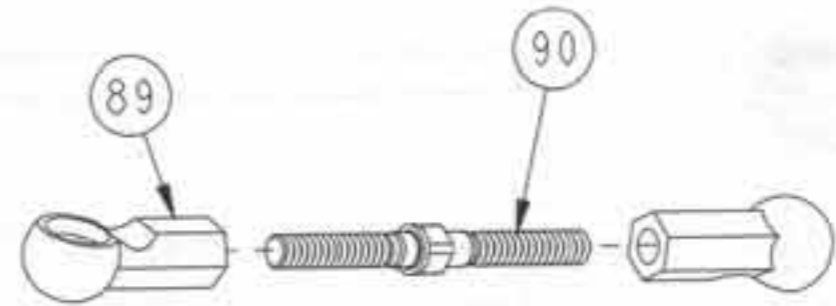


Figure 51

- ❑ Step 34. Thread a short plastic rod end (89) onto each end of a 1-1/8" turnbuckle (90). Tighten both rod ends (89) equally until the rod is the same length as the rod in Figure 51A. Make two of these tie rods.

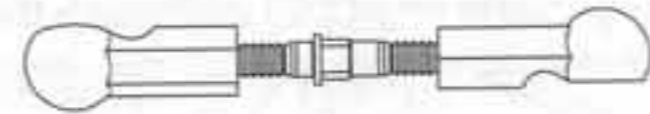


Figure 51A

Figure 52

- ❑ Step 35. Snap one end of the tie rod on the ball stud (53) in the steering idler arm (52). Snap the other end to the ball stud (53) in the right spindle (74).
- ❑ Step 36. Attach the other tie rod to the ball studs (53) in the steering bellcrank (54) and the left spindle (75).
 - 🔑 Once again, attach the turnbuckles so that the threads adjust in the same direction for easier adjustments.

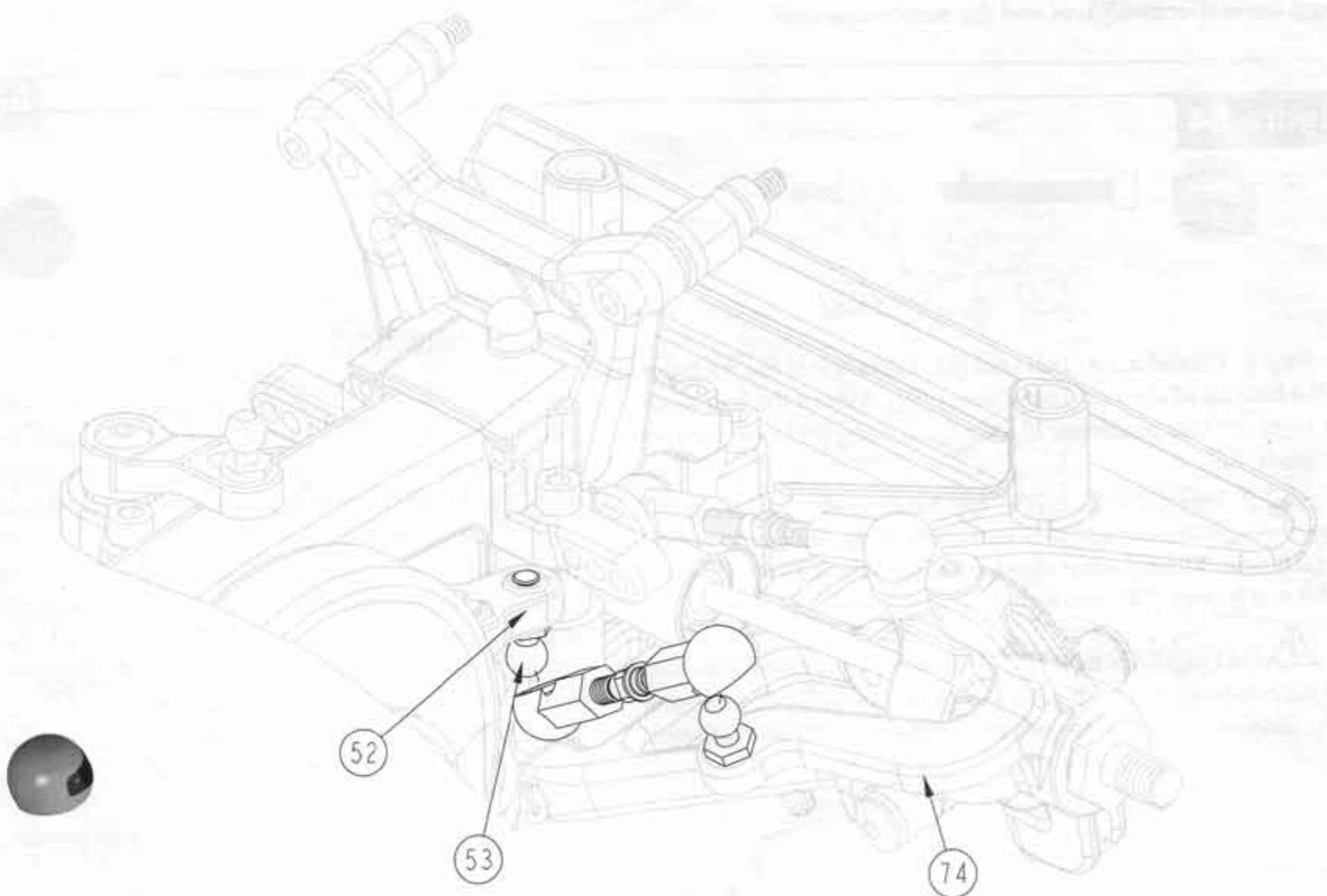
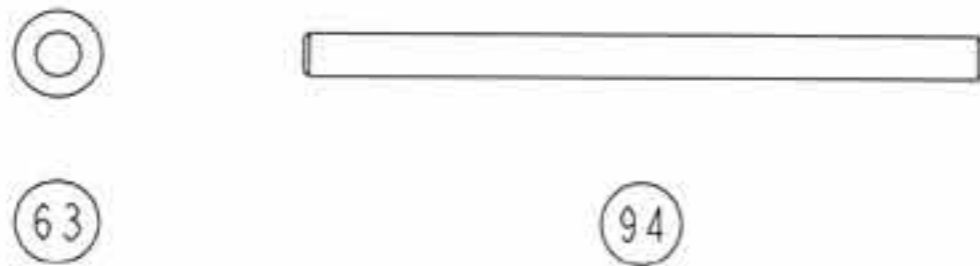


Figure 52

BAG E

Figure 53



- Step 1. Insert a 1/8" stainless washer (63) into the recessed area at the rear of the right rear suspension pivot (92).
- Step 2. Place the right rear suspension arm (93) over the right rear suspension pivot (92). Line up the holes in the arm (93) with the holes in the suspension pivot (92) and attach the two parts by inserting an inner rear hinge pin (94) all the way through both parts.

! IMPORTANT NOTE: Check that the suspension pivot is installed correctly. The washer should be to the rear, and the side of the pivot with the raised area around the screw holes should be on top.

- Step 3. Repeat Steps 1 and 2 for the left suspension pivot (95) and left suspension arm (96).

! IMPORTANT NOTE: The shock mounting holes on the rear suspension arms must face the rear. These holes should be to the same side of the suspension pivot as the washer between the suspension pivot and the suspension arm.

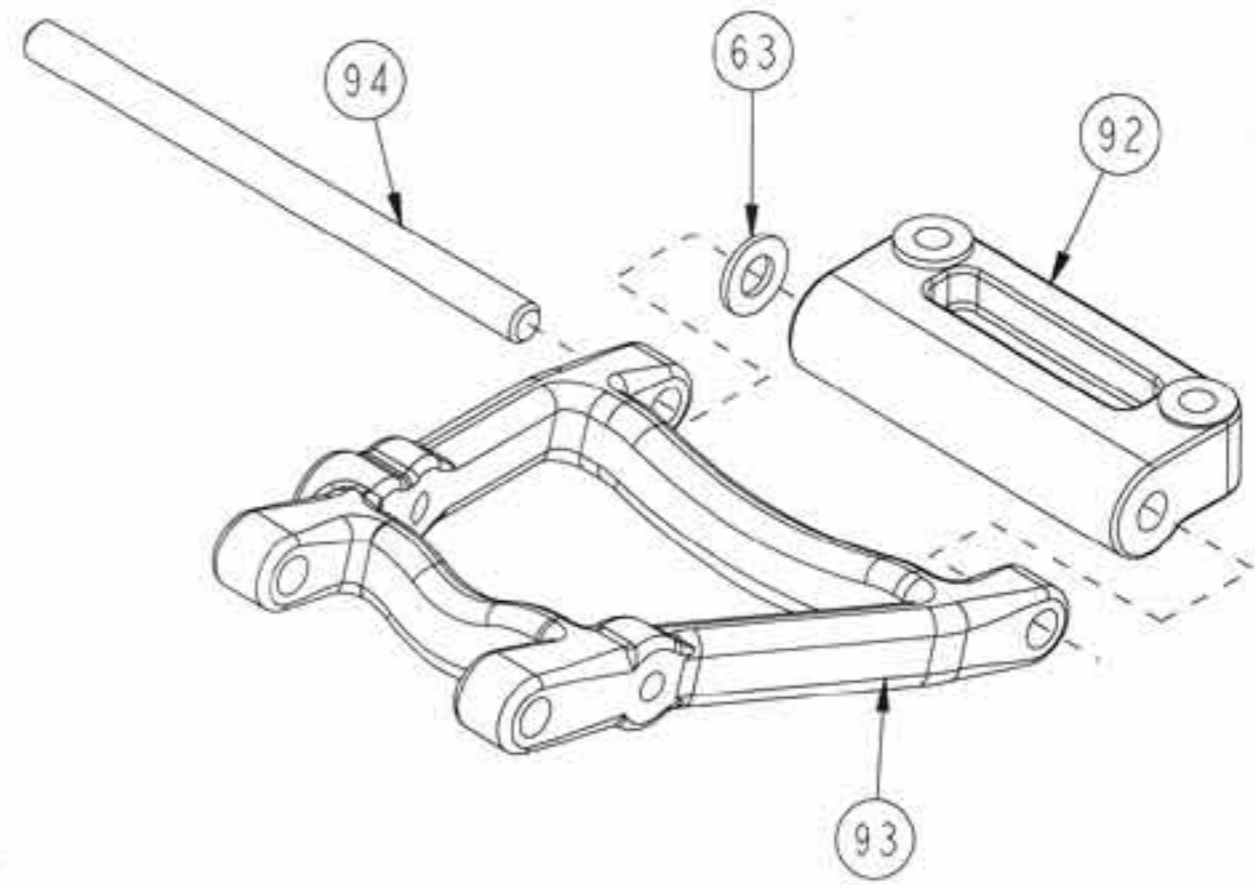
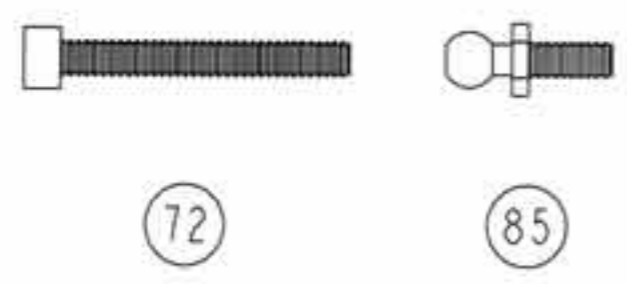


Figure 53

Figure 54



- Step 4. Thread a 1/4" ball stud (85) into both of the #5 holes on the bottom of the rear shock tower (97). Mount the ball studs (85) from the rear as shown. Place a foam thing (91) over the two ball studs (85).

- Step 5. Insert a 4-40 x 7/8" cap-head screw (72), from the front, through the outside hole in the top of the shock tower (97) on each side. Thread a top shock mount bushing (73) onto each of the two screws (72), and tighten.

! IMPORTANT NOTE: The shock mount bushings and ball studs should be on the same side of the shock tower as shown in the illustration. Do not overtighten the shock mount bushings.

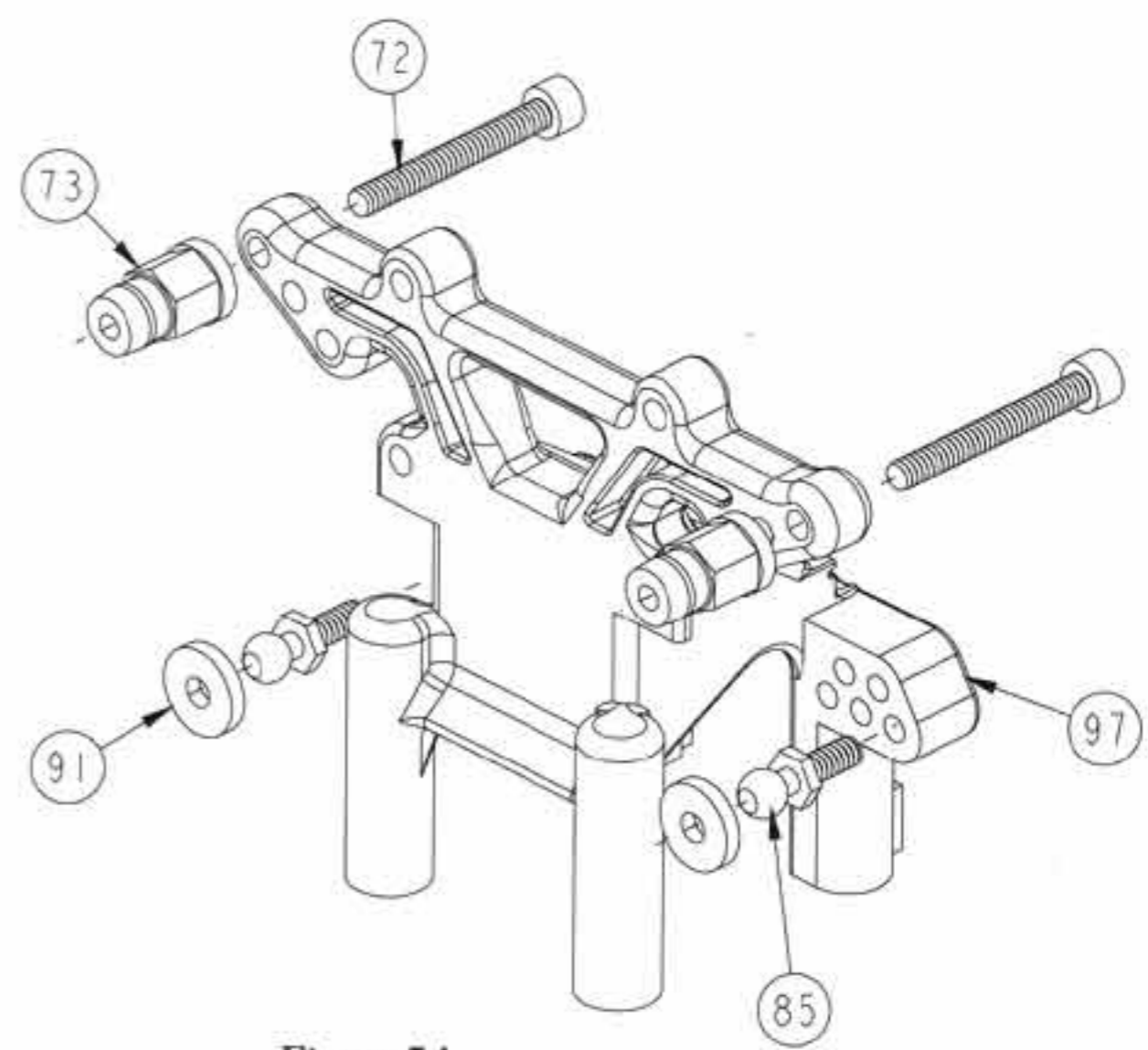


Figure 54

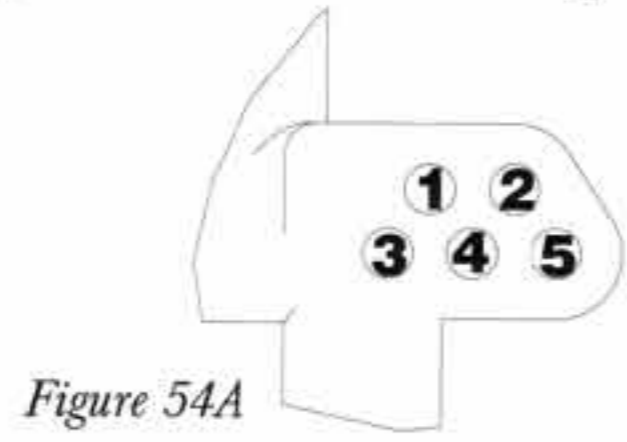


Figure 54A

BAG E (Continued)

Figure 55



98

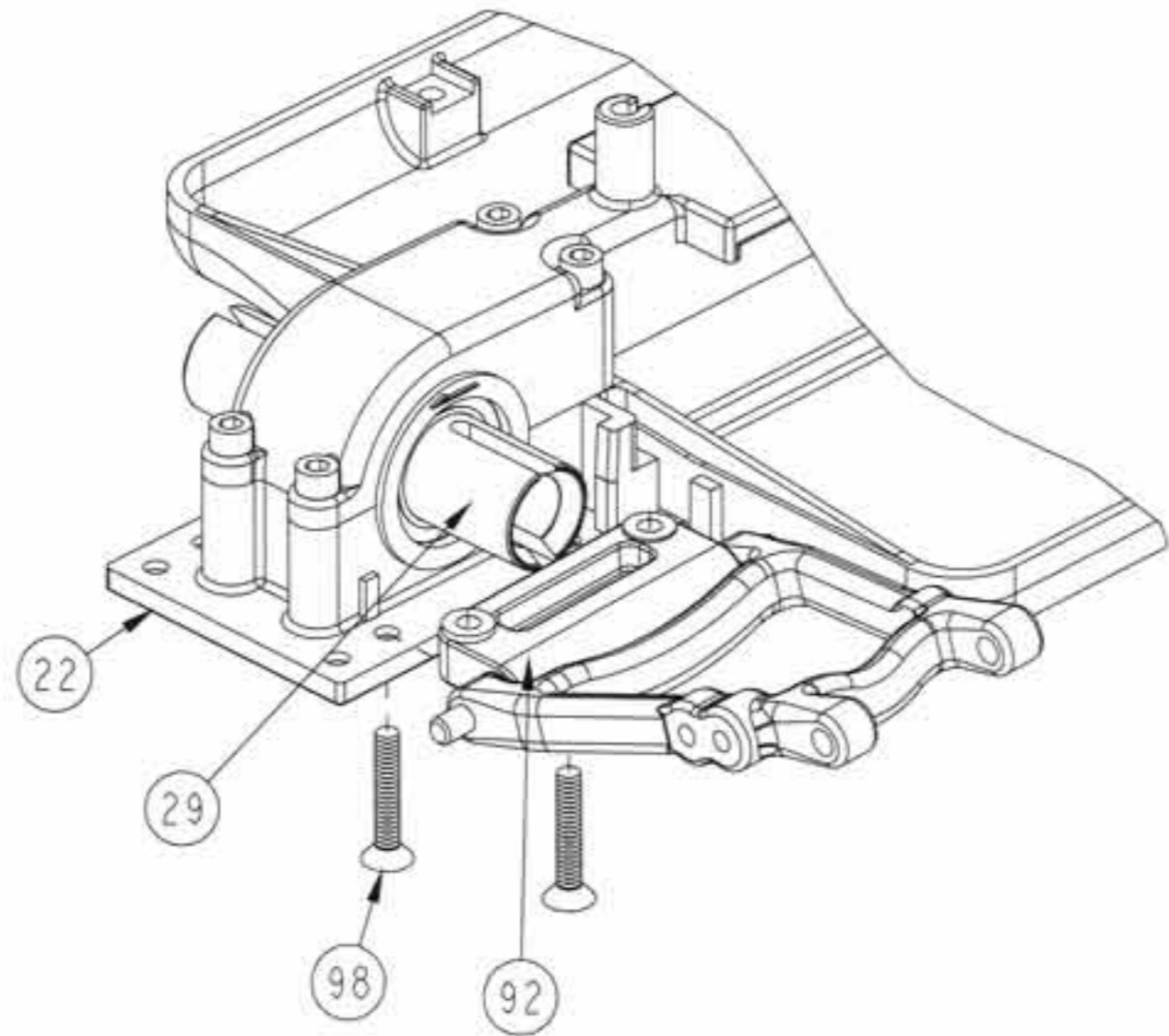


Figure 55

□ Step 6. Position the right suspension pivot (92) between the chassis (22) and the differential outdrive (29). Line up the holes in the pivot (92) with the holes in the chassis (22). Secure the pivot (92) to the chassis (22) with two 4-40 x 5/8" flat-head screws (98). Thread the two screws (98) into the pivot (92) until the end of each screw (98) is flush with the top of the suspension pivot (92).

□ Step 7. Repeat Step 6 for the left suspension pivot (95).

🔧 There are two small wedges included in your kit. These pieces fit under the rear suspension pivots to adjust the anti-squat. Put these wedges in your spare parts box for now. Anti-squat adjustment and installation of the wedges will be discussed in the tip section.

Figure 56

🔧 Before proceeding to Step 8, locate the 4-40 thread-forming screw used prior to Step 9 in Bag C and thread the four holes in the bottom of the rear shock tower. Apply a small amount of white assembly grease to the screws before threading them into the holes.

□ Step 8. Place the rear shock tower (97) over the back of the main chassis cover (44), on top of the rear suspension pivots (92), (95) with the shock mounting bushings (73) to the rear. Insert the tab on the front of the shock tower (97) into the indexed area on the chassis (22) and line up the four holes in the bottom of the shock tower (97) with the four screws (98) already installed in the suspension pivots (92), (95). Thread the four 4-40 x 5/8" flat-head screws (98) into the holes in the shock tower (97) evenly until all four screws (98) are tight.

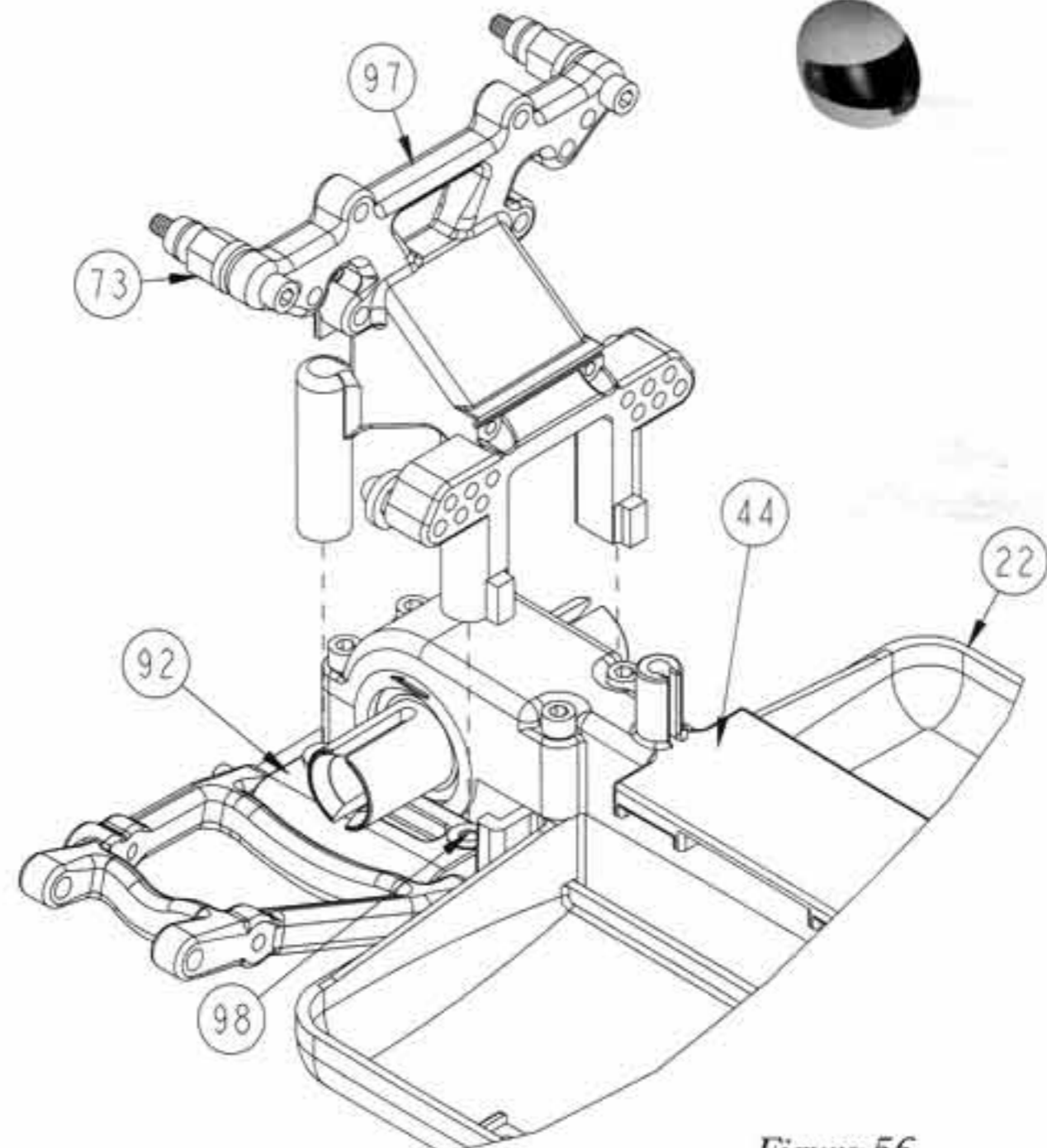
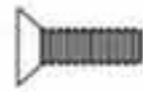


Figure 56

BAG E (Continued)

Figure 57



(100)

- Step 9. Attach the rear bumper (99) to the back of the chassis (22) by threading two 4-40 x 3/8" flat-head screws (100) through the chassis (22) and into the holes in the bumper (99).

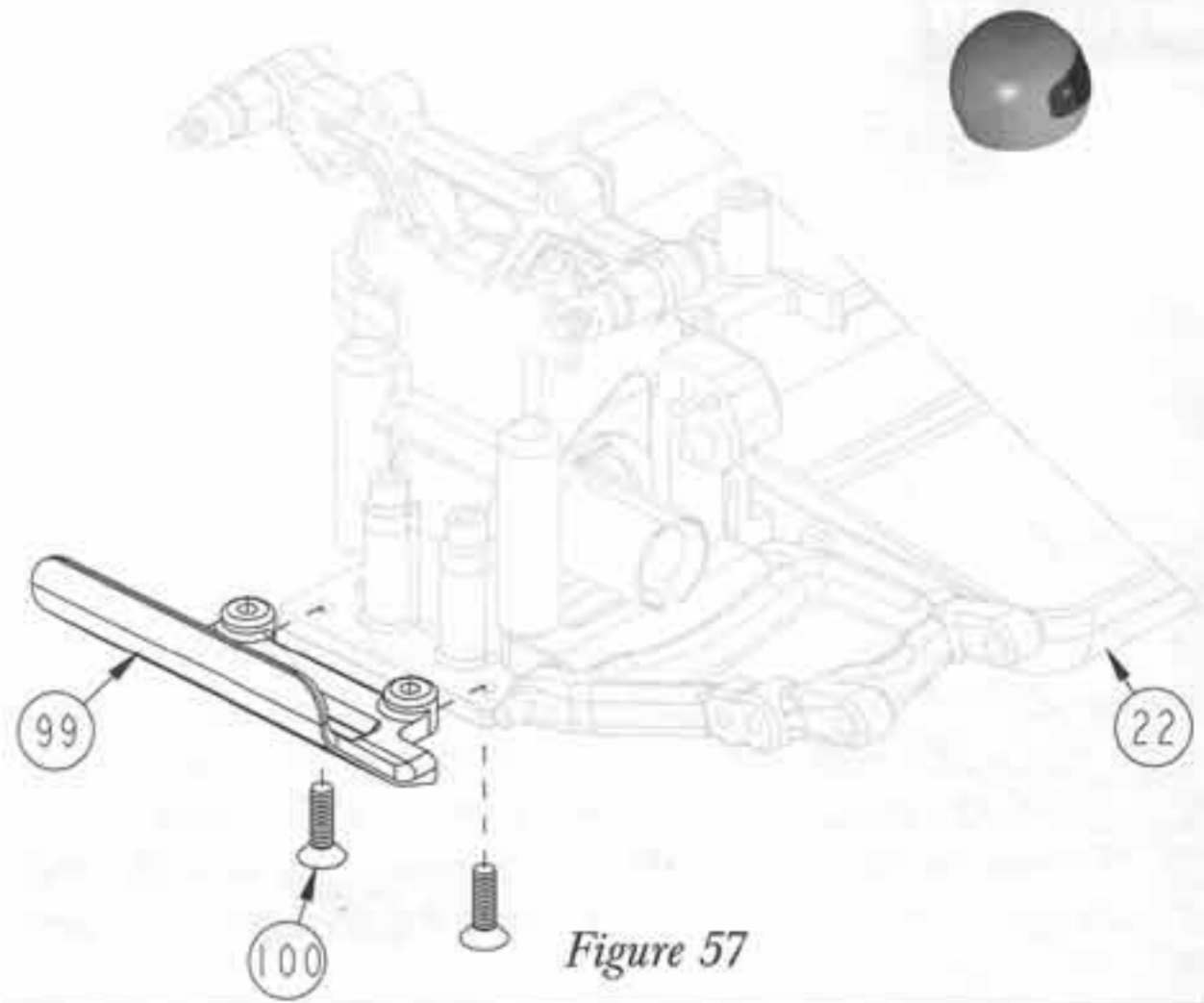
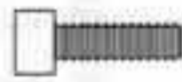


Figure 57

Figure 58



(46)

- Step 10. Attach the rear dogbone (101) to the rear universal yoke (102) by lining up the slot on the dogbone (101) with the groove in the universal yoke (102). Secure the two pieces with a 4-40 x 3/8" cap-head screw (46). Make two rear dogbone assemblies.

⚙️ A small amount of liquid thread-lock on the threads of the screw will hold the screw securely in place, keeping the yoke from coming loose.

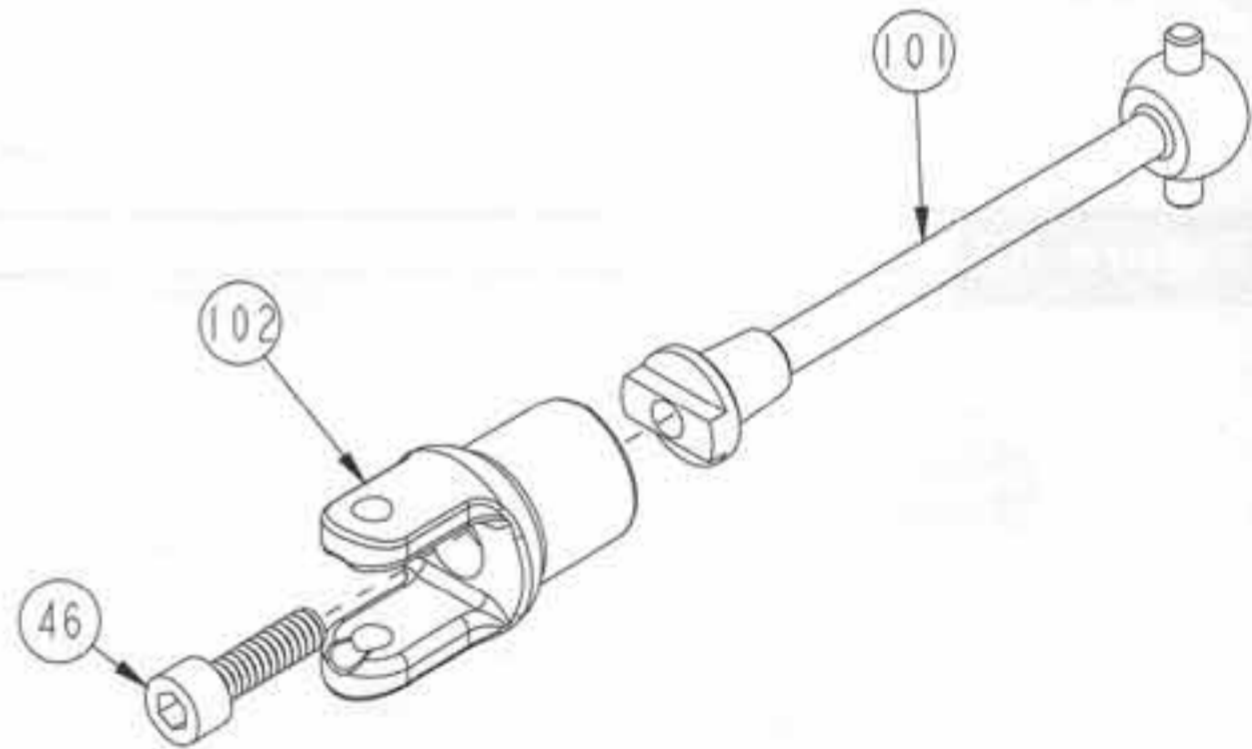


Figure 58

Figure 59



(103)



(105)

- Step 11. Position the rear universal pivot (103) in the rear axle (104) so that the holes in both parts are aligned.

- Step 12. Using pliers, carefully push a 3/32" x 1/2" spiro pin (105) through the rear axle (104) and universal pivot (103) until the pin (105) extends evenly out both sides of the rear axle (104).

*NOTE: Care should be taken not to "mushroom" the ends of the pins while pushing them in. Once the pin is in place, the axle should rotate freely around the universal pivot.

- Step 13. Make two rear axle assemblies.

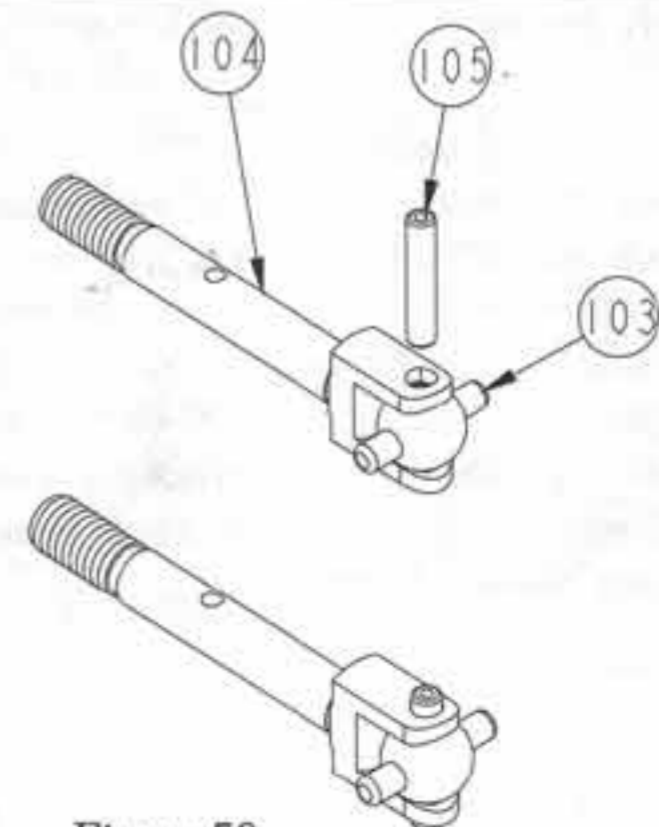


Figure 59

BAG E (Continued)

Figure 60

- ❑ Step 14. Using the small end of the Team Losi assembly wrench (83), spread the rear universal yoke (102) over the pins on the universal pivot (103).
- ❑ Step 15. Attach both dogbone assemblies to both axle assemblies.

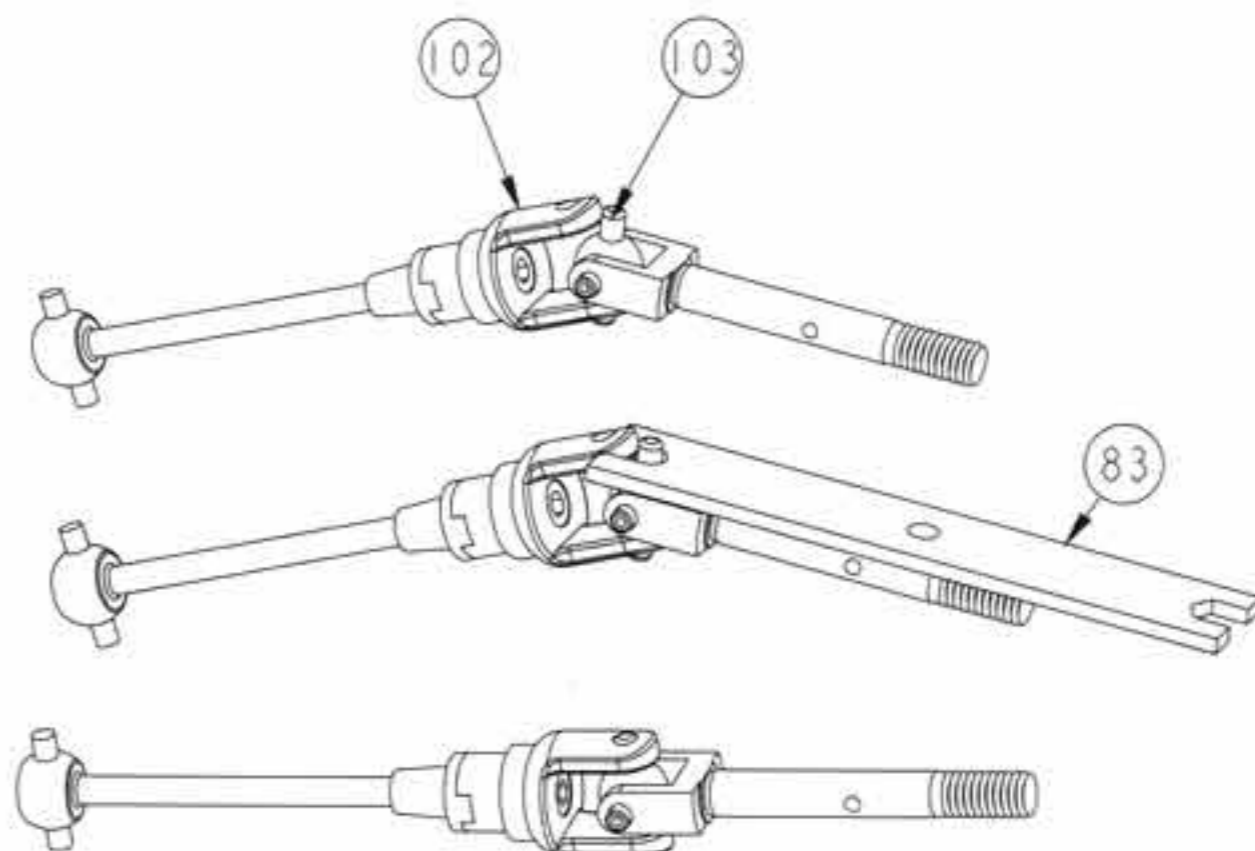
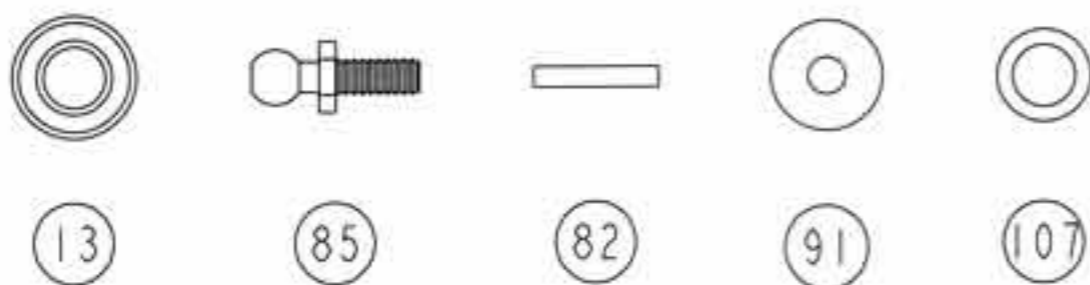


Figure 60

Figure 61



- ❑ Step 16. Press a 3/16" x 3/8" bearing (13) into each side of the right rear hub (106).
**NOTE: If the bearings only have one Teflon™ seal (tan, woven looking) in them, position the Teflon™ seal to the outside.*
- ❑ Step 17. Thread a 1/4" ball stud (85) into the 'A' hole in the rear hub (106). The ball stud (85) should be threaded into the same side of the hub (106) that the letter 'R' appears.
- ❑ Step 18. Place a foam thing (91) over the ball stud (85).
- ❑ Step 19. Slide the rear axle (104) through the bearings (13) from the inside of the hub (106).
- ❑ Step 20. Place a rear axle spacer (107) over the rear axle (104), against the outside bearing (13).
- ❑ Step 21. Secure the rear axle (104) and spacer (107) by inserting a 1/16" x 3/8" spirol pin (82) through the small hole in the rear axle (104). The pin (82) should be centered in the rear axle (104).
- ❑ Step 22. Repeat Steps 16 through 21 for the left rear hub (109).

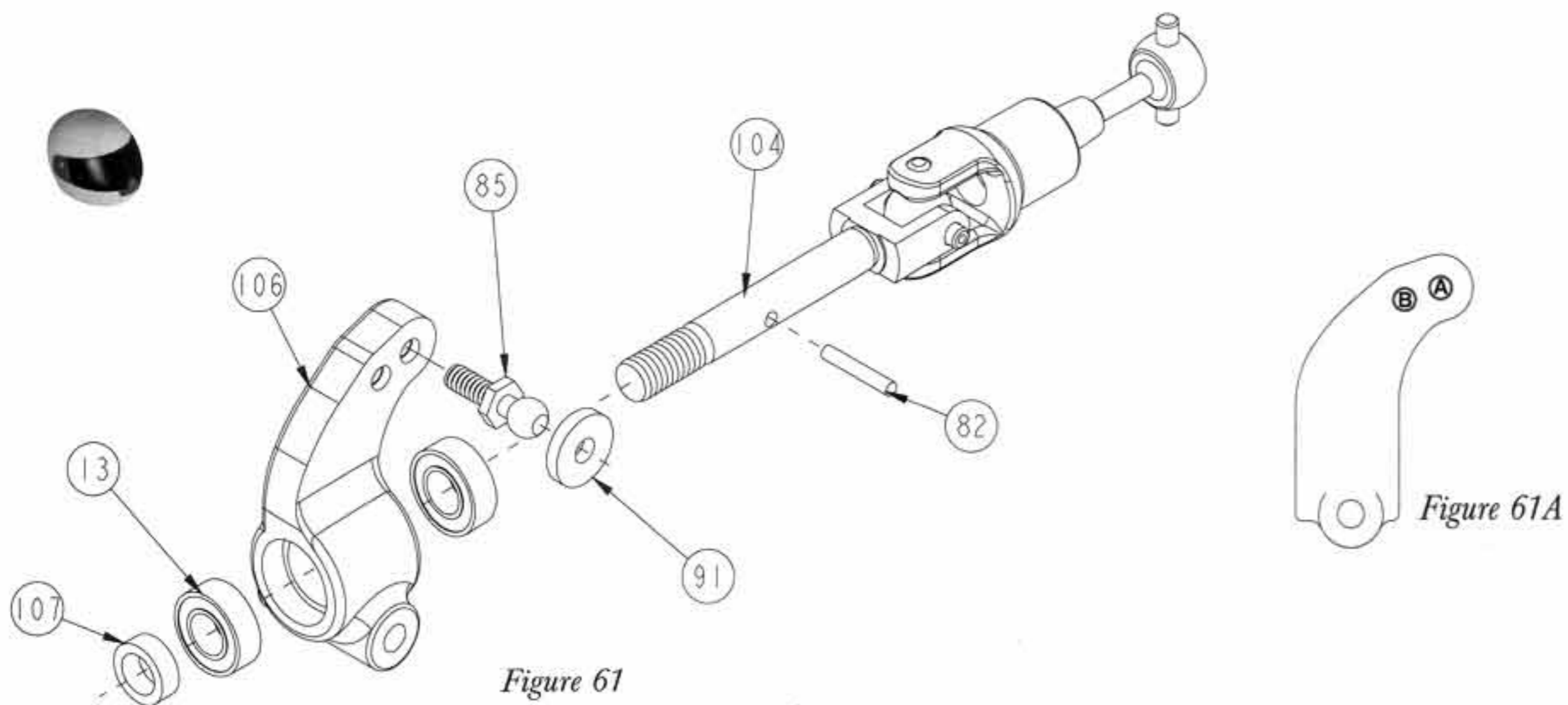
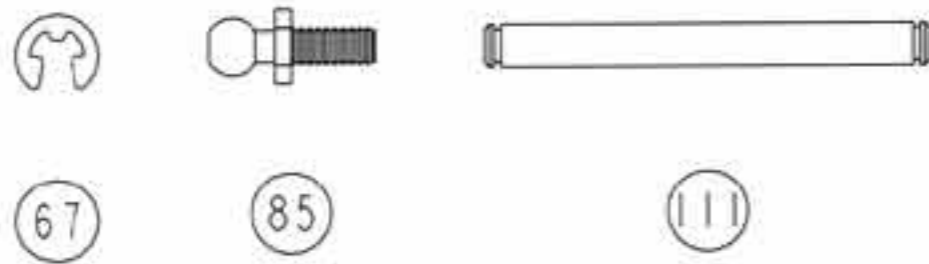


Figure 61

Figure 61A

BAG E (Continued)

Figure 62



- ❑ Step 23. Place the right rear hub (106) between the outer rails of the right rear suspension arm (93). Be sure that the ball stud (85) is towards the front of the car. Position a rear hub spacer (110) between the hub (106) and suspension arm (93) on both the front and rear side of the hub (106).
- ❑ Step 24. Insert an outer rear hinge pin (111) into the suspension arm (93), through each of the two spacers (110), and the rear hub (106). Secure the hinge pin (111) with two 1/8" E-clips (67).
- ❑ Step 25. Repeat Steps 23 and 24 for the left rear suspension arm (96).

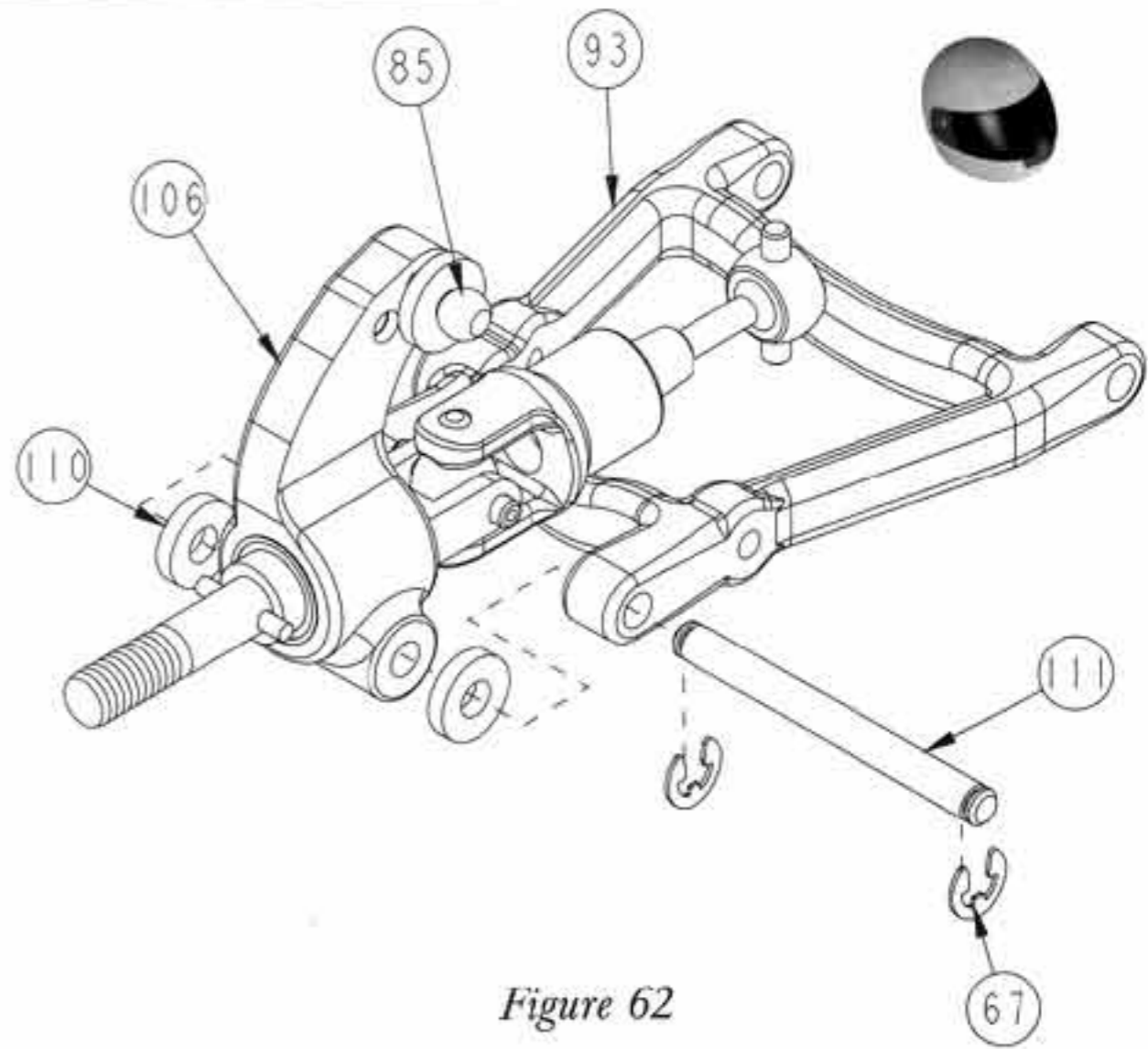
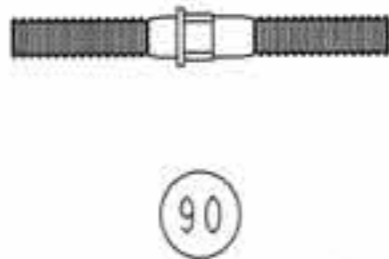


Figure 62

Figure 63



- ❑ Step 26. Thread a short plastic rod end (89) onto each end of a 1-1/8" turnbuckle (90). Tighten both rod ends (89) equally until the rod is the same length as the rod in Figure 63A. Make two of these camber link assemblies.

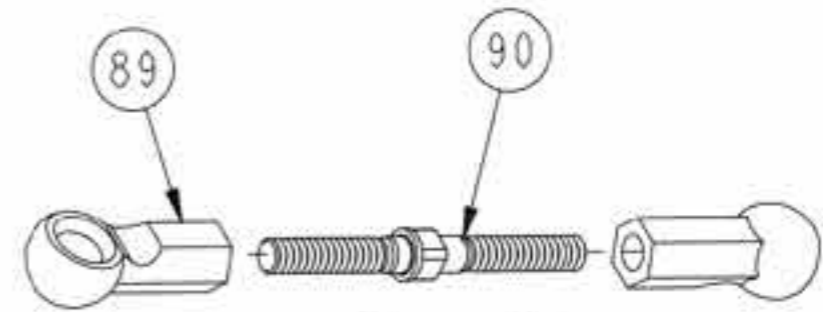


Figure 63

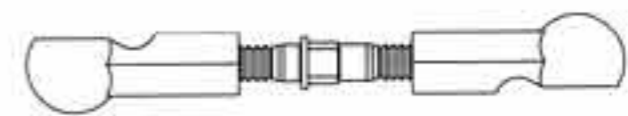


Figure 63A

Figure 64

- ❑ Step 27. Attach one end of a camber link assembly to the ball stud (85) on the rear shock tower (97). Rotate the rear hub (106), (109) inward and insert the dogbone (101) into the rear diff, lining up the pins on the dogbone (101) with the slots in the rear diff. With the dogbone (101) in place, attach the other end of the camber link to the ball stud (85) on the rear hub (106), (109). Attach a camber link to both the left and right side of the car.

🔧 Try to mount all of the camber links so that the threads adjust in the same direction (e.g. forward makes the rod shorter). This will help to make adjustments easier once the car is assembled.

**NOTE: Try to leave your car sitting on a flat surface until the shocks are assembled. This will keep the dogbones correctly inserted in the differentials until the shocks can be installed.*

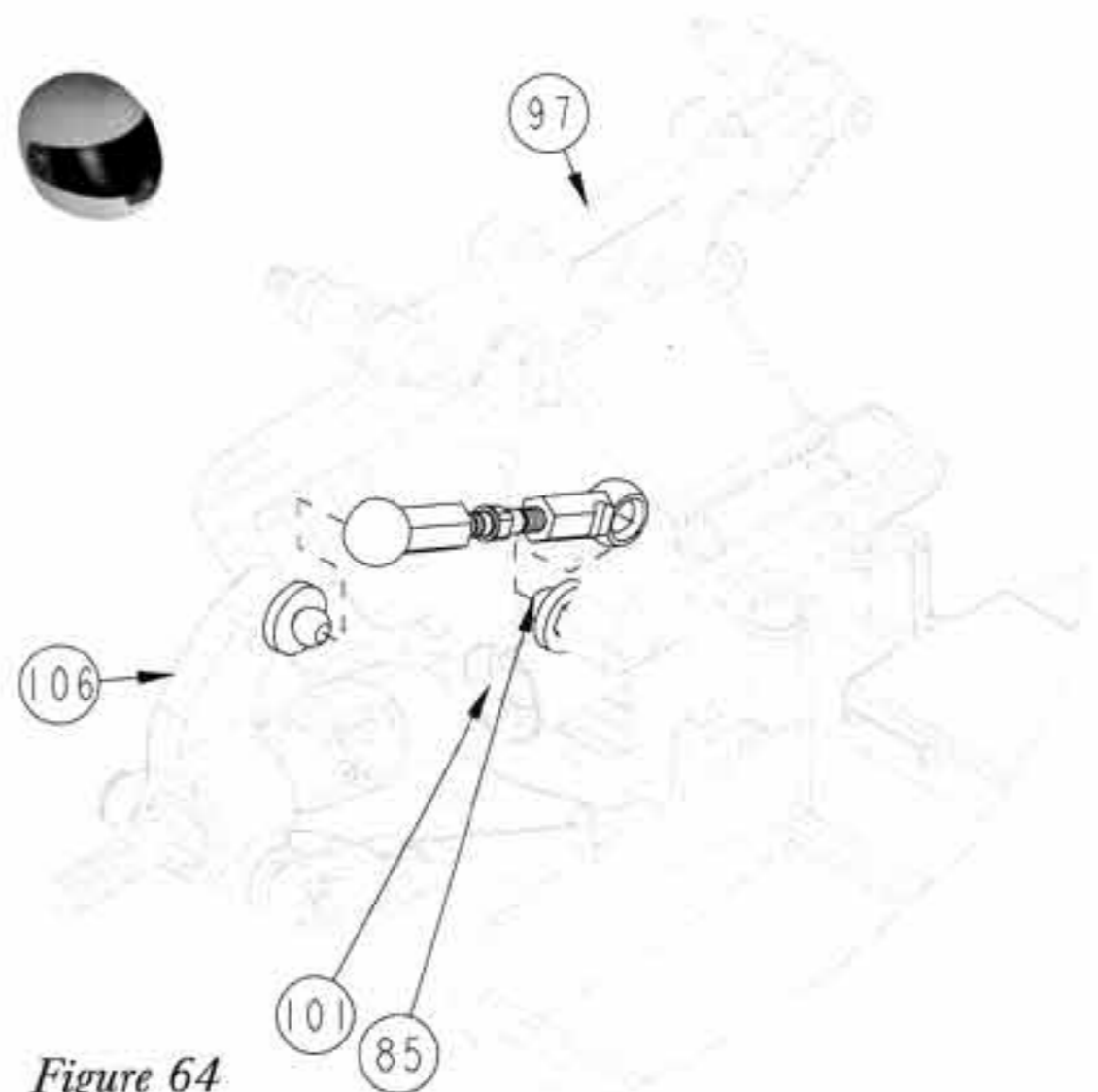


Figure 64

BAG F

Figure 65

- ❑ Step 1. Place one shock O-ring (112) into the shock cartridge body (113), making sure that the O-ring (112) sits flat on the bottom of the cartridge body (113).
- ❑ Step 2. Insert the shock cartridge spacer (114) into the cartridge body (113), followed by a second O-ring (112).
- ❑ Step 3. Once the second O-ring (112) is inserted, and is flush with the top of the cartridge body (113), snap the shock cartridge cap (115) onto the cartridge body (113).
- ❑ Step 4. Make four cartridge assemblies.

**NOTE: Cartridges in some kits may have been pre-assembled at the factory.*

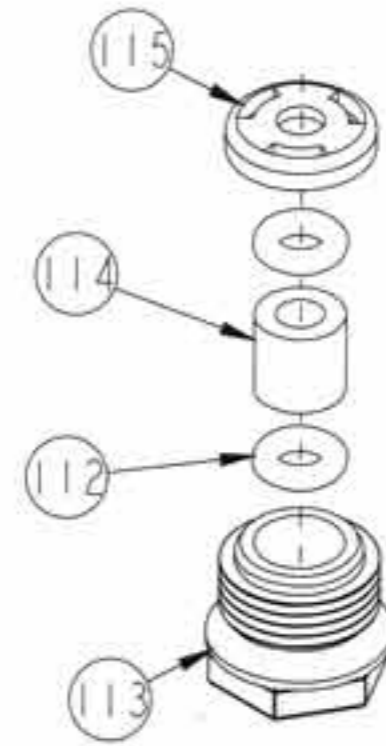
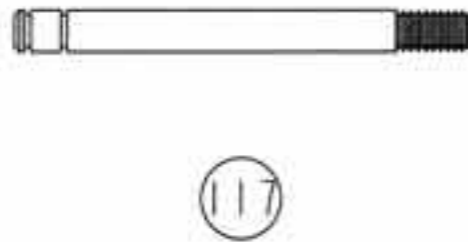


Figure 65

Figure 66



- ❑ Step 5. Place a drop of shock fluid (116) on the grooved end of each of the four shock shafts (117) and slide a cartridge, hex end first, down the shock shaft (117) toward the threads.

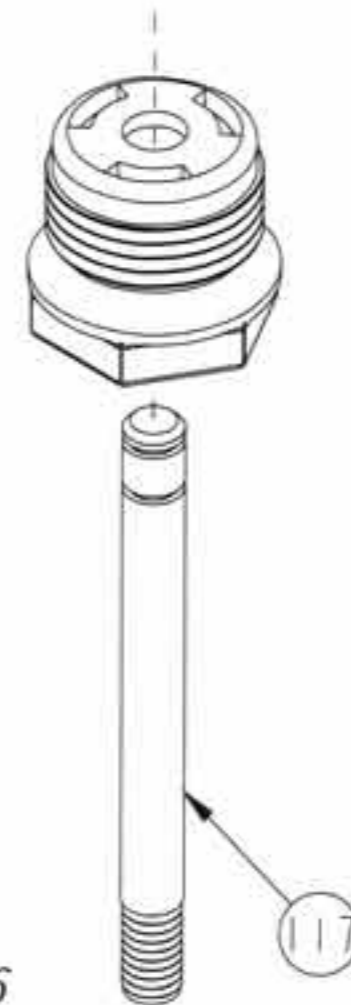


Figure 66

Figure 67

- ❑ Step 6. Before threading the shock ends (118) onto the shock shafts (117), slide a 'B' shock spacer (119) (the larger of the two spacers, marked 'B') over each of the shafts (117) and next to the cartridge.
- ❑ Step 7. Using needle-nose pliers or small vise grips, grasp the shock shaft (117) between the grooves, and thread a shock end (118) all the way onto the shaft (117). Attach a shock end (118) to all four of the shock shafts (117).
- ❑ Step 8. Carefully snap a 1/4" swivel ball (120) into each of the shock ends (118) on the four shock shafts (117).

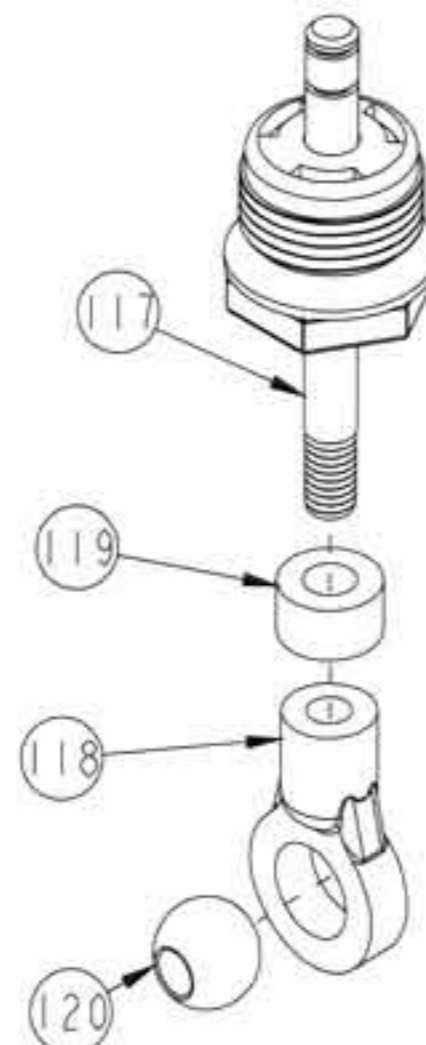


Figure 67

BAG F (Continued)

Figure 68



67

❑ Step 9. Snap a bottom shock spring cup (121) onto each of the four shafts (117) and around the shock end (118).

🔑 The top of the spring cup can be trimmed to make the cup thinner. This will enable the cup to be removed more easily once the shock is assembled.

❑ Step 10. Snap a 1/8" E-clip (67) into the groove closest to the cartridge on both rear (the ones with the spacers) shock shafts (117).

❑ Step 11. Before attaching the E-clip to the front shock shafts (117), slide an 'A' shock spacer (119) (the smaller of the two spacers, marked 'A') over the shaft (117) and next to the cartridge. Once the spacers are in place, snap a 1/8" E-clip (67) into the groove closest to the cartridge on both front shock shafts (117).

**NOTE: Shock spacers are only used on the front shock shafts in this step.*

❑ Step 12. Slide a red, #56 shock piston (123) onto each of the two front shock shafts (117) until the piston (123) rests against the E-clip (67). Secure the pistons (123) to the shafts (117) with a second E-clip (67).

❑ Step 13. Slide a red, #56 shock piston (123) onto each of the two rear shock shafts (117) until the piston rests against the E-clip (67). Secure the pistons (123) to the shafts (117) with a second E-clip (67).

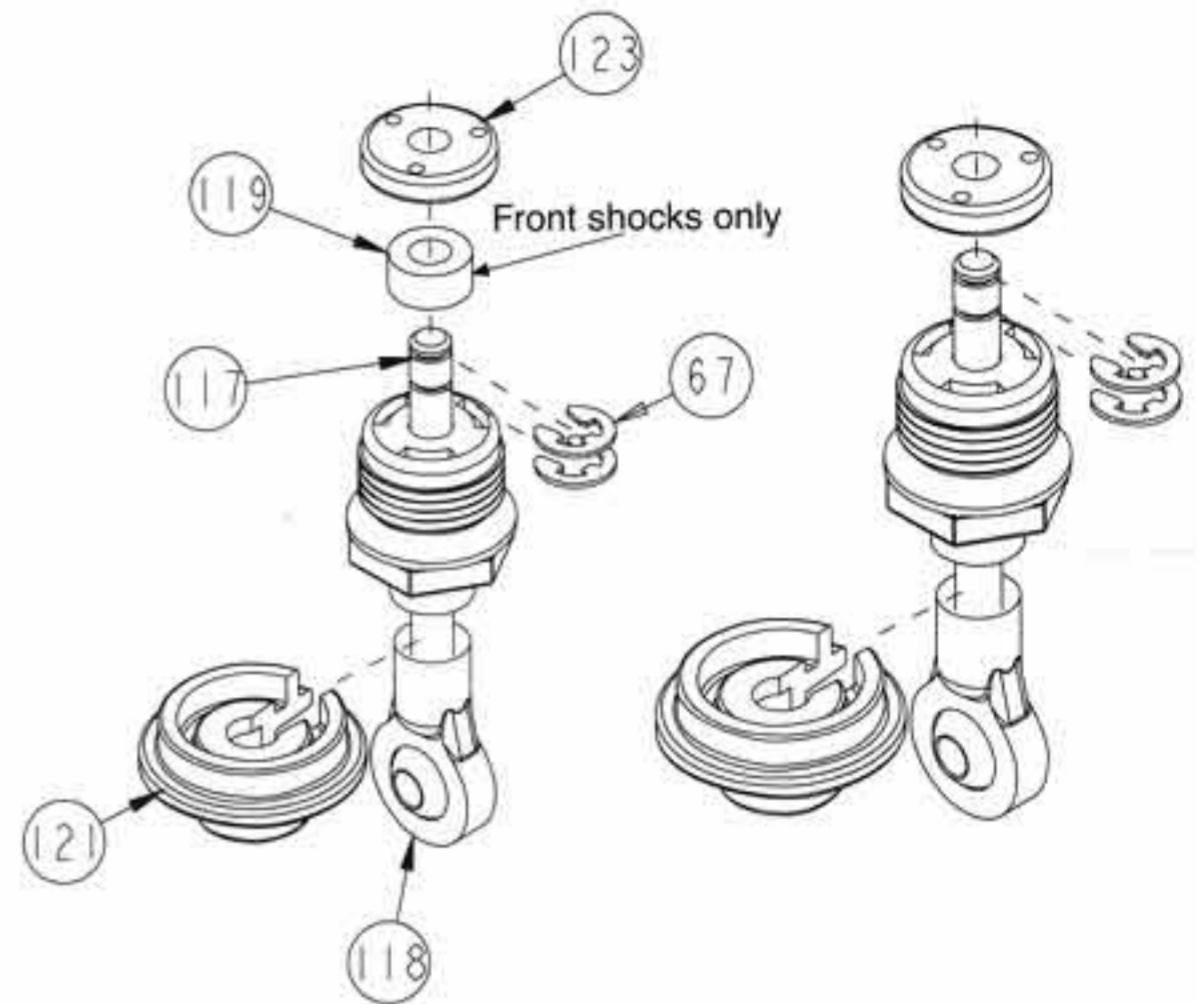


Figure 68

Figure 69

❑ Step 14. Fill the shock body (124) with shock fluid (116) up to the bottom of the threads.

❑ Step 15. Insert the shaft assembly into the shock body (124) with the cartridge against the shock piston (123). Slowly tighten the cartridge approximately two full turns. With the cartridge still slightly loose, slowly push the shock shaft (117) into the shock body (124). This will bleed the excess fluid out of the shock. Once the shaft (117) is all the way in, tighten the shock cartridge the rest of the way by hand.

❑ Step 16. With the shaft (117) still all the way in, secure the cartridge by tightening it with pliers approximately an additional 1/8-turn. There should be no air in the shock as you push the shaft (117) in and out. If there is, the shock needs more fluid. If the shock does not compress all the way, the shock has too much fluid.

**NOTE: If leaking persists around the outside of the cartridge, tighten the cartridge more.*

❑ Step 17. Repeat Steps 14 through 16 for all four shocks.

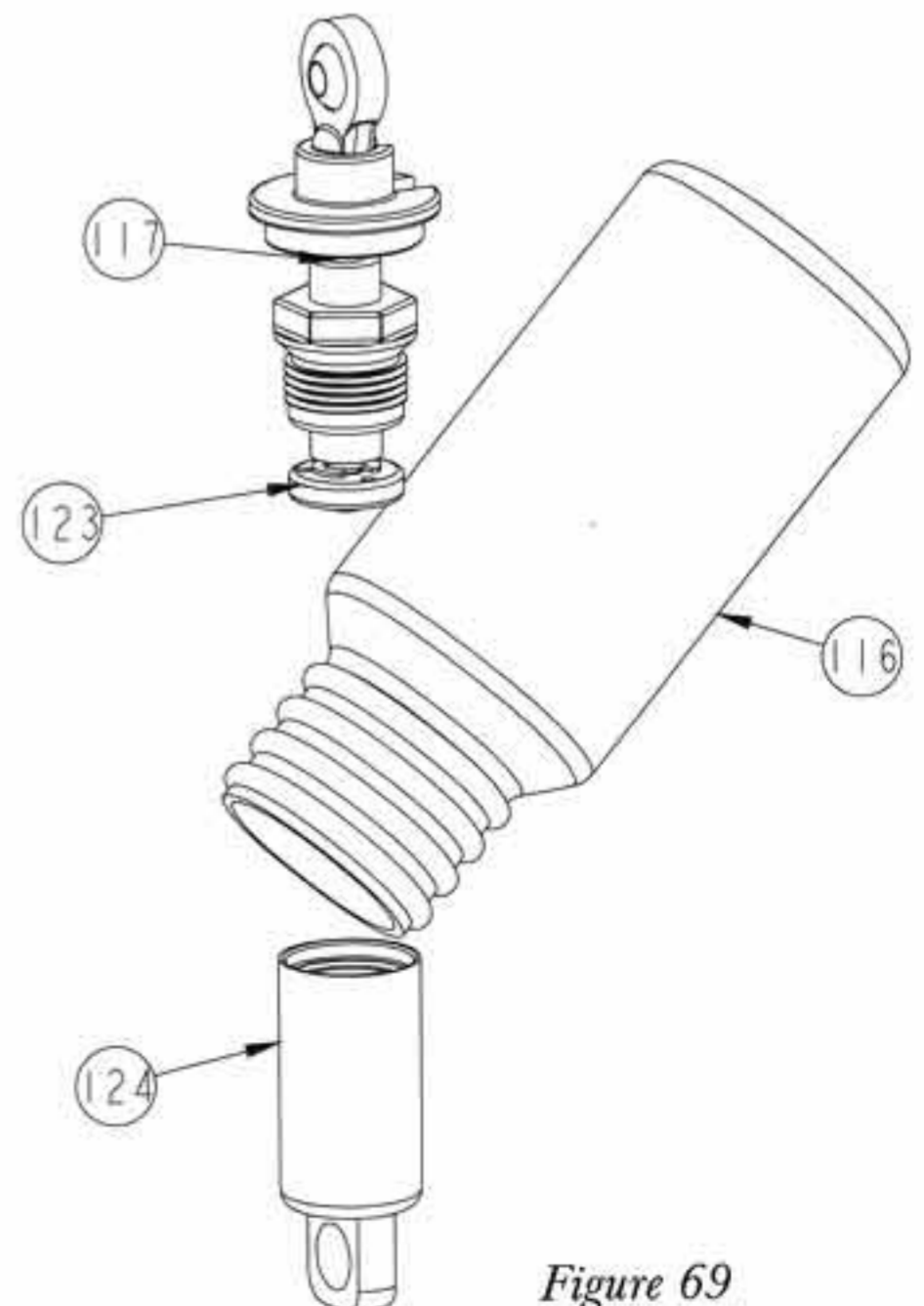


Figure 69

BAG F (Continued)

Figure 70

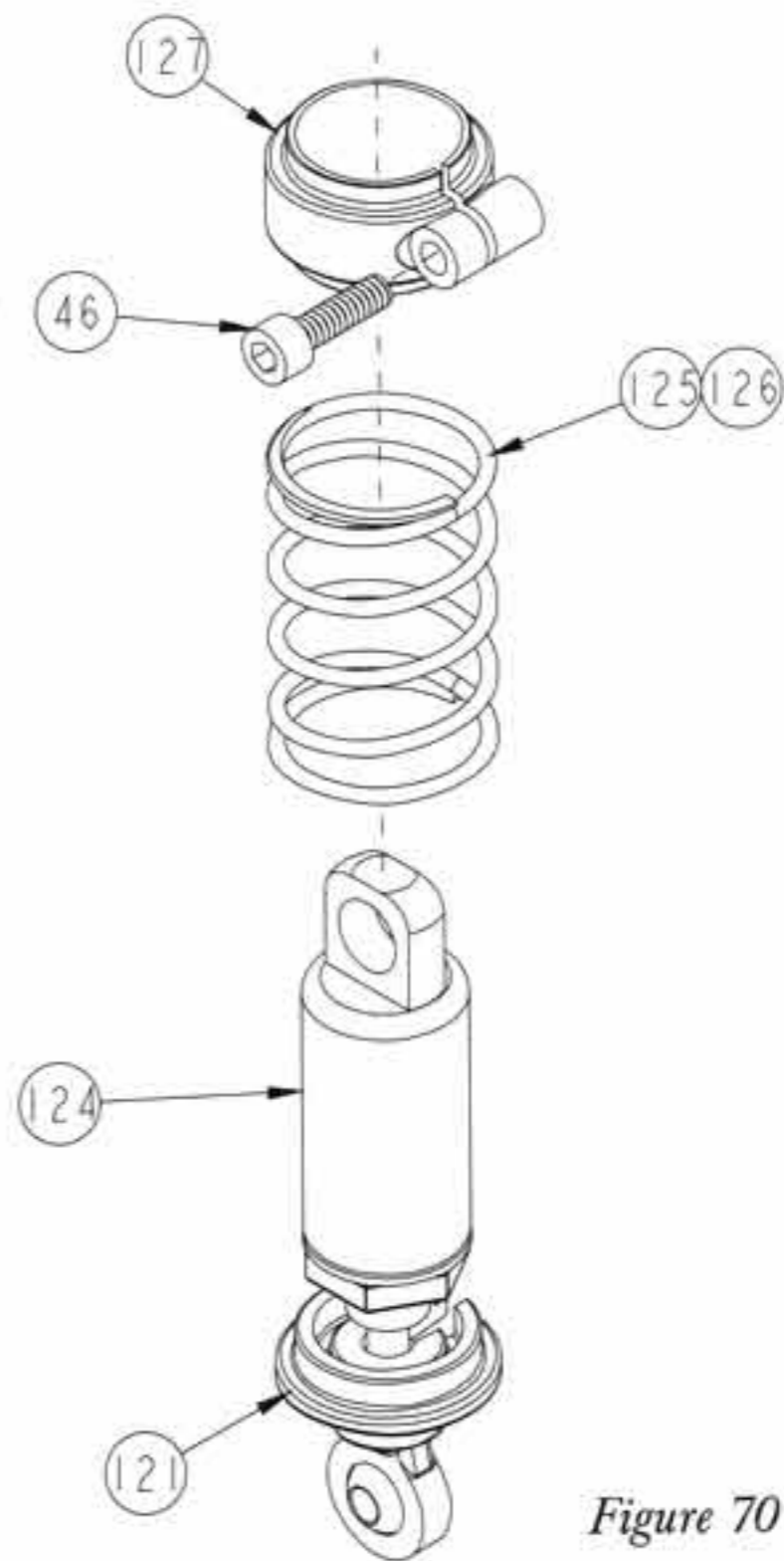
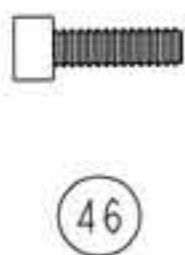


Figure 70

- ❑ Step 18. Slide a silver, front shock spring (125) over each of the two front shocks so that the spring rests on the spring cup (121). Slide a rear shock spring (126) over each of the two rear shocks so that the spring rests on the spring cup (121).

**NOTE: The rear shocks have the spacers on the outside.*

- ❑ Step 19. Insert a 4-40 x 3/8" cap-head screw (46) into the larger hole of each of the four shock spring collars (127) and thread the screw into the smaller hole.

- ❑ Step 20. With the screw (46) still loose in the collar (127), slide the collar (127) over the top of each shock body (124) and against the spring (125), (126). Tighten the screw (46) in the collar (127) to hold it in place. *Do not over tighten!*

**NOTE: Final adjustment will be made later in the ride height section in the tip portion of the manual.*

Figure 71

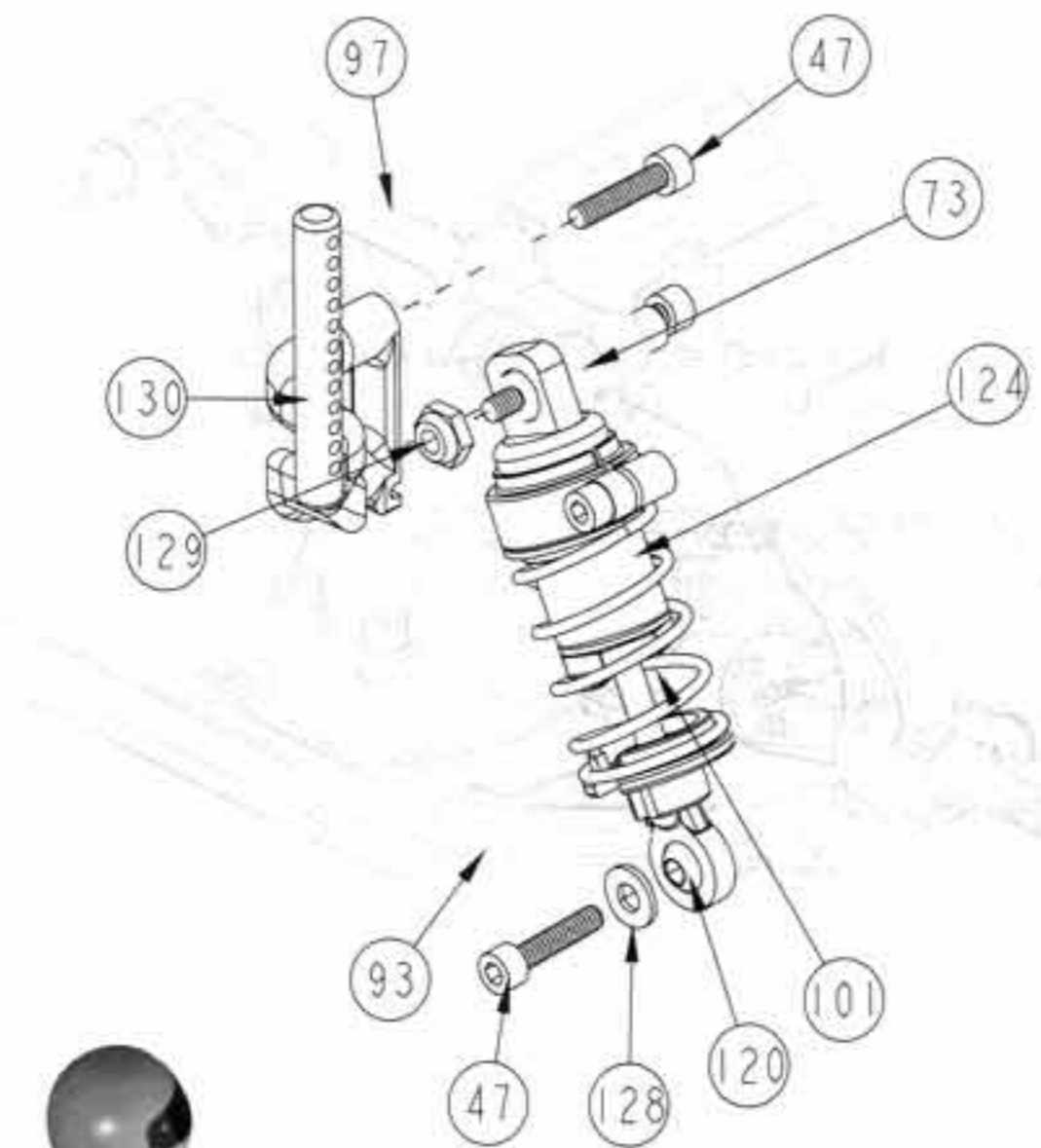
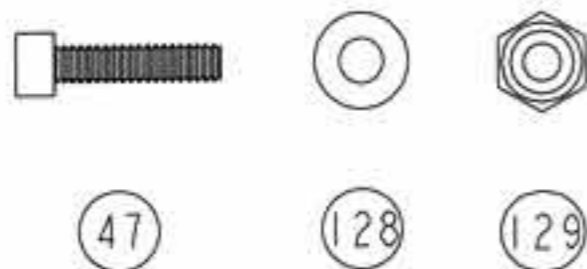


Figure 71

- ❑ Step 21. Make sure that the rear dogbones (101) are still in place in the rear differential before continuing.

- ❑ Step 22. Place a #4 washer (128) over a 4-40 x 1/2" cap-head screw (47). Insert the screw (47) in the hole in the swivel ball (120) in the rear shock.

- ❑ Step 23. Attach the bottom of the shock to the rear arm (93), (96) by threading the 4-40 x 1/2" cap-head screw (47) into the outside shock mounting hole on the arm (93), (96).

- ❑ Step 24. Place the top of the shock body (124) over the shock mount bushing (73) on the rear shock tower (97) and secure it with a 4-40 locknut (129).

**NOTE: Before attaching the top of the shock, make sure that the dogbone is in place in the outdrive.*

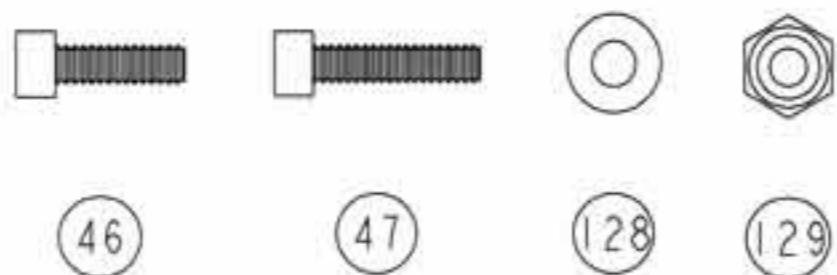
- ❑ Step 25. Repeat Steps 22 through 24 for the second rear shock.

- ❑ Step 26. Attach the right rear body mount (130) to the rear shock tower (97) as shown. Secure the body mount (130) to the shock tower (97) with two 4-40 x 1/2" cap-head screws (47).

- ❑ Step 27. Attach the left rear body mount (131) in the same manner.

BAG F (Continued)

Figure 72



- ❑ Step 28. Make sure that the front dogbones (81) are still in place in the front differential before continuing.
 - ❑ Step 29. Place a #4 washer (128) over a 4-40 x 1/2" cap-head screw (47). Insert the screw (47) in the hole in the swivel ball (120) in the front shock.
 - ❑ Step 30. Attach the bottom of the shock to the front arm (65) by threading the 4-40 x 1/2" cap-head screw (47) into the middle shock mounting hole on the arm (65).
 - ❑ Step 31. Place the top of the shock body (124) over the shock mount bushing (73) on the front shock tower (71) and secure it with a 4-40 locknut (129).
- *NOTE: Before attaching the top of the shock, make sure that the dogbone is in place in the outdrive.*
- ❑ Step 32. Repeat Steps 29 through 31 for the second front shock.
 - ❑ Step 33. Insert a front body mount post (132) into each of the two holes in the top side of the front bumper (69) by lining up the tab on the post (132) with the slot in the hole.
 - ❑ Step 34. Secure the two body mount posts (132) with two 4-40 x 3/8" cap-head screws (46).

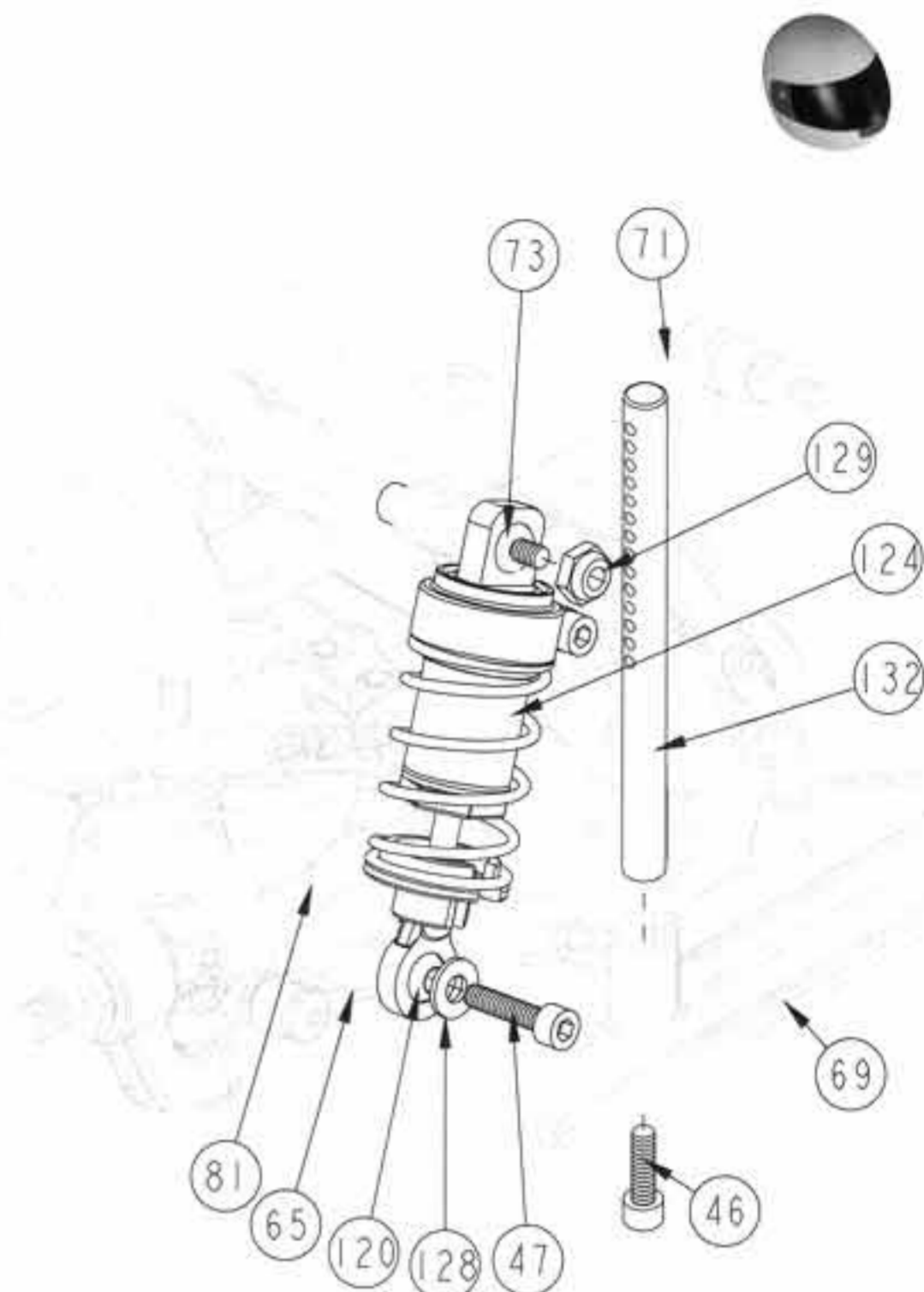
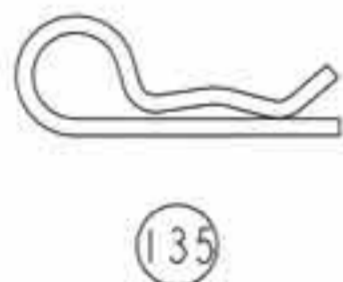


Figure 72

Figure 73



- ❑ Step 35. Attach a foam, body mount pad (133) to each of the four body mount swivels (134) by removing the backing from the pad (133) and sticking it to the swivel (134).
- ❑ Step 36. Position a body mount swivel (134) over each of the two front body mount posts (132). Align the holes in the swivel (134) with the 5th hole up on the post (132). Secure the swivel (134) to the post (132) by inserting a body clip (135) all the way through the hole in the swivel (134), the post (132), and the hole in the opposite side of the swivel (134).
- ❑ Step 37. Repeat Step 36 for the rear body mounts (130), (131). This time, align the swivels (134) with the 5th hole down on the body mounts (130), (131).

**NOTE: The extra plastic washers are for use with Team Losi's optional foam bumper/body protector – part # A-4231.*

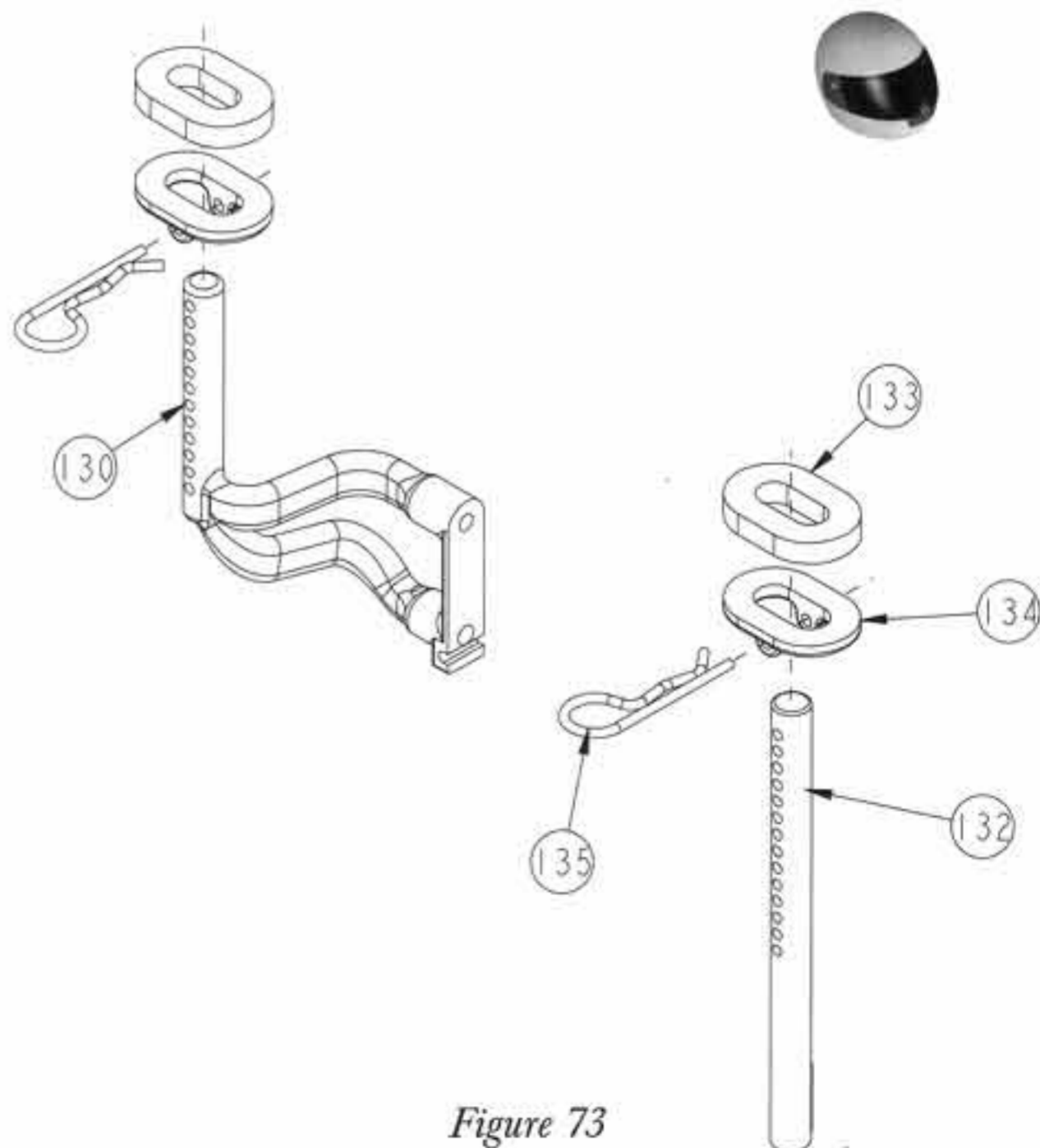


Figure 73

Figure 74



(139)

□ Step 1. Inspect the inside of the tires (136) for any excess material. If present, trim excess rubber to ensure proper seating of the tire on the wheel (137).

**NOTE: Do not set tires on furniture as they may leave permanent stains.*

□ Step 2. Locate the four molded tire inserts (138). The length of each of the four foam strips should be 17.5cm. If any of the strips are excessively long, trim them to 17.5cm before continuing.

⚠ **IMPORTANT NOTE:** It is important that the edges of the insert be trimmed as straight as possible. Straight cuts will make it much easier to glue the inserts into rings.

□ Step 3. Using a high-quality contact cement, glue the tire inserts (138) into rings. The narrow side of the insert must be to the inside of the ring when complete.

⚠ **IMPORTANT NOTE:** Read and follow the manufacturer's safety warnings regarding the use of any adhesives.

□ Step 4. Once the contact cement has completely dried, install the tire inserts (138) into the tires (136). Pull the tire (136) over the wheel (137) and squeeze the tire (136) to properly seat it in the grooves of the wheel (137). Make certain that the tire insert (138) is not pinched between the tire (136) and the wheel (137).

⚠ **IMPORTANT NOTE:** The tires included with the Street Weapon are directional. You must install two tires to the wheels in one direction, and the remaining two tires in the other direction. When installed correctly, the tread on all four tires will face the same direction when the tires and wheels are installed on the car.

□ Step 5. The tires (136) should now be glued to the wheels (137). This can be done by using a fast-curing superglue or cyanoacrylate glue available at your local hobby shop. Allow the glue to dry thoroughly before continuing.

⚠ **IMPORTANT NOTE:** Read and follow the manufacturer's safety warnings regarding the use of any adhesives.

□ Step 6. Attach a wheel (137) to a front stub axle (77) by lining up the hex in the wheel (137) with the hex on the axle (77). The wheel should be installed so that when looking at the tire from the top, the tread forms an arrow that points to the front of the car.

□ Step 7. Apply a small amount of white thrust bearing/assembly grease (40) to the exposed portion of the front axle (77). Secure the front wheel (137) by threading a 10-32 locknut (139) onto the front stub axle (77), and tightening.

□ Step 8. Place a rear axle hex adapter (140) over each of the rear axles (104). Line up the pin (82) in the rear axle (104) with the slot in the adapter (140) and press the adapter (140) over the pin (82), against the spacer (107).

□ Step 9. Attach a wheel (137) to a rear axle (104) by lining up the hex in the wheel (137) with the hex adapter (140). The wheel should be installed so that when looking at the tire from the top, the tread forms an arrow that points to the front of the car.

□ Step 10. Secure the rear wheel (137) by threading a 10-32 locknut (139) onto the rear axle (104), and tightening.

🔑 Don't overtighten the rear wheels. Doing so may result in a slight bind in the rear axle. Team Losi offers a bearing spacer/wheel washer set (A-9941) that, when installed, allows the rear wheel nuts to be fully tightened.

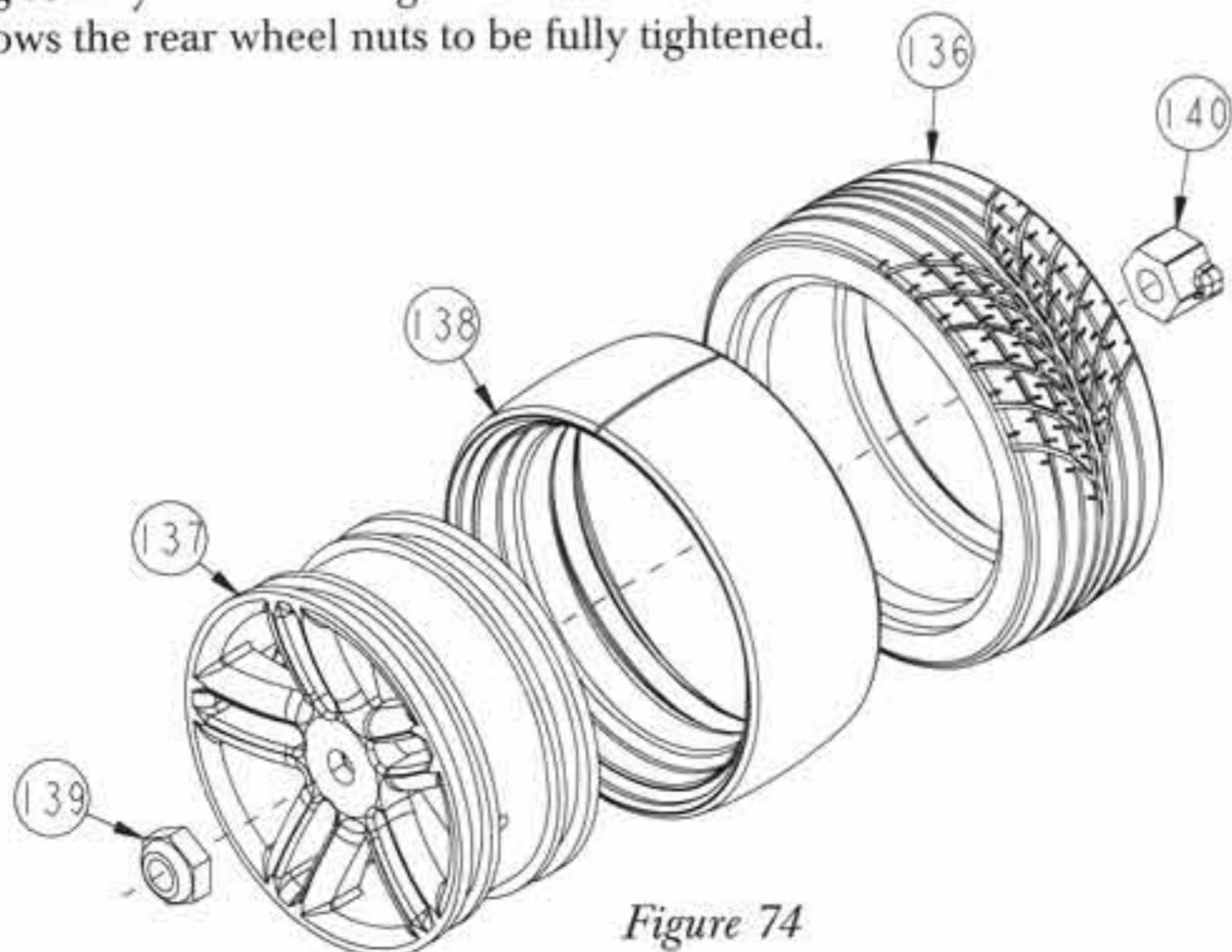
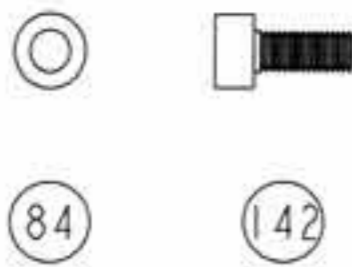


Figure 74

BAG H

Figure 75



❑ Step 1. Place the motor mount (141) against the motor (*not included*) so that the shaft on the motor is centered in the large hole in the motor mount (141) and the flat surface of the motor mount rests against the motor as shown. Align the holes in the motor mount (141) with the holes in the motor.

❑ Step 2. Place a ball stud washer (84) over each of the two 3mm x 8mm motor screws (142) and secure the motor mount (141) to the motor by threading the screws (142) through the two holes in the motor mount (141), and tightening.

🔑 If there are two sets of mounting holes in the motor, thread the screws into the set of holes that will allow the motor to be rotated clockwise the farthest (when looking at the motor from the same side as the motor mount). This will allow more room for the motor wires once the motor is installed.

❑ Step 3. Attach the pinion gear (*not included*) to the motor shaft with the tooth section of the gear away from the motor as shown.

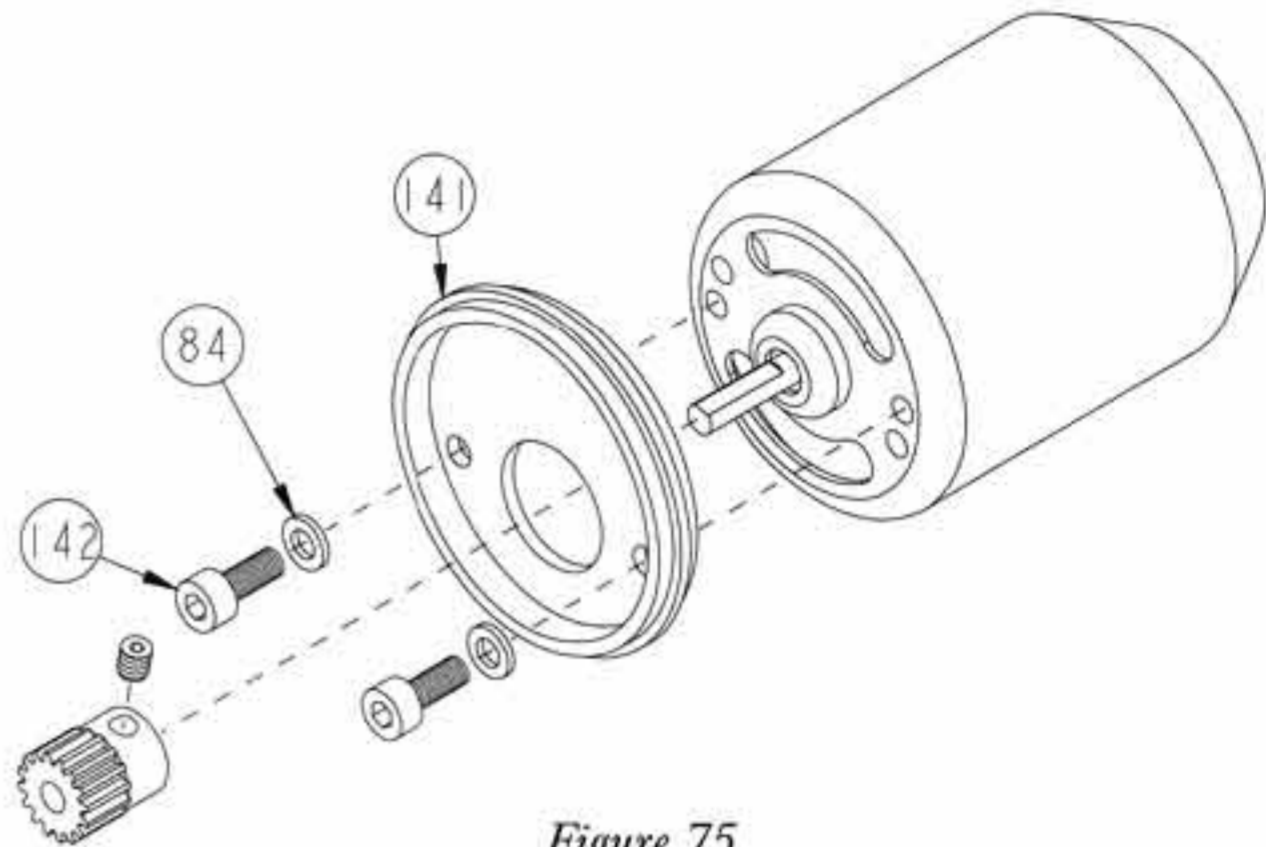
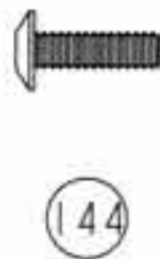


Figure 75

Figure 76



❑ Step 4. Install the motor mount (141), with the motor attached, in the groove in the chassis (22). Check alignment of the pinion gear with the spur gear (8). If the two gears don't align properly, remove the motor and adjust the position of the pinion gear. Check again for proper alignment.

❑ Step 5. Once the pinion gear is properly aligned with the spur gear (8), place the motor mount clamp (143) over the motor mount as shown. Thread a 4-40 x 3/8" button-head screw (144) through the forward hole in the clamp (143), into the threaded insert (45) in the chassis (22), and tighten.

❑ Step 6. Thread a 4-40 x 3/8" button-head screw (144) through the rear hole in the clamp (143) into the threaded insert (45), but **don't tighten** the screw (144) yet. Check the gear mesh through the opening in the side of the cover (44). To adjust the gear mesh, rotate the motor – forward to loosen the gear mesh; and backward to tighten the gear mesh. Once the gear mesh has been adjusted, tighten the rear screw (144).

**NOTE: The gears need a small amount of backlash in order to function properly.*

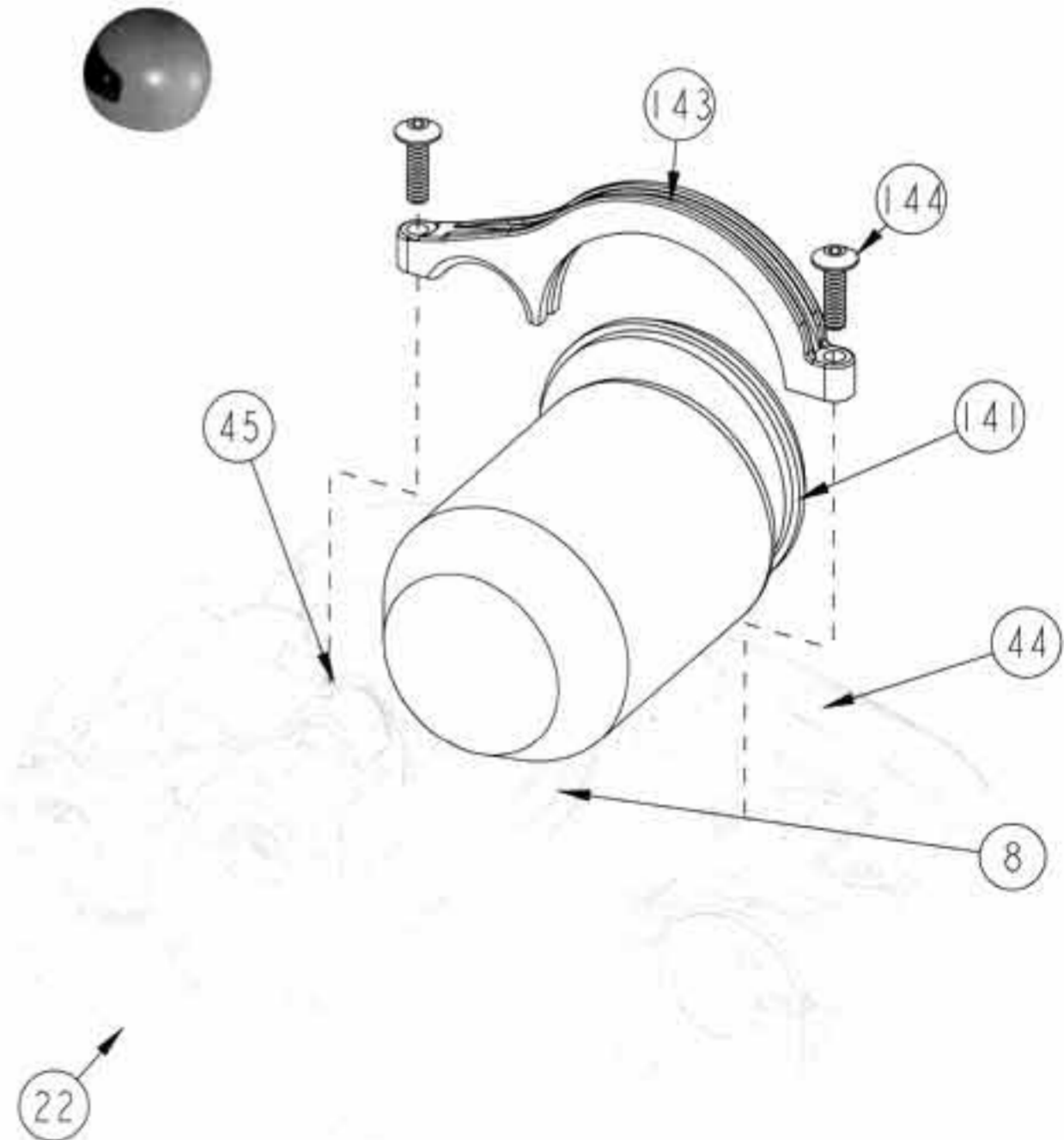


Figure 76

BAG H (Continued)

Figure 77



❑ Step 7. There are two small holes in the top of the main chassis cover (44): One above the main shaft (7) and the other above the layshaft (2). There are also holes in the main shaft (7) and layshaft (2) that line up with the holes in the cover (44). By lining up the holes in the cover (44) and shafts (2), (7) and inserting the 1/16" Allen wrench (27) into the holes in the shafts and the cover, adjustments of the front and rear diff can be checked. These adjustments will be discussed in the tip section.

❑ Step 8. Thread a 4-40 x 1/8" button-head screw (145) into each of the two holes in the main chassis cover (44). These two screws act as plugs to help seal the drive train.

❑ Step 9. Insert the round, one-way/clicker adjustment plug (146), bevelled side first, in the hole just in front of the motor. Removing this plug allows adjustments to be made to the one-way/clicker (if installed). These adjustments are discussed in the tip section of the manual.

❑ Step 10. Insert the rectangular, gear mesh access plug (147), bevelled side first, in the opening behind the slipper adjustment nut.

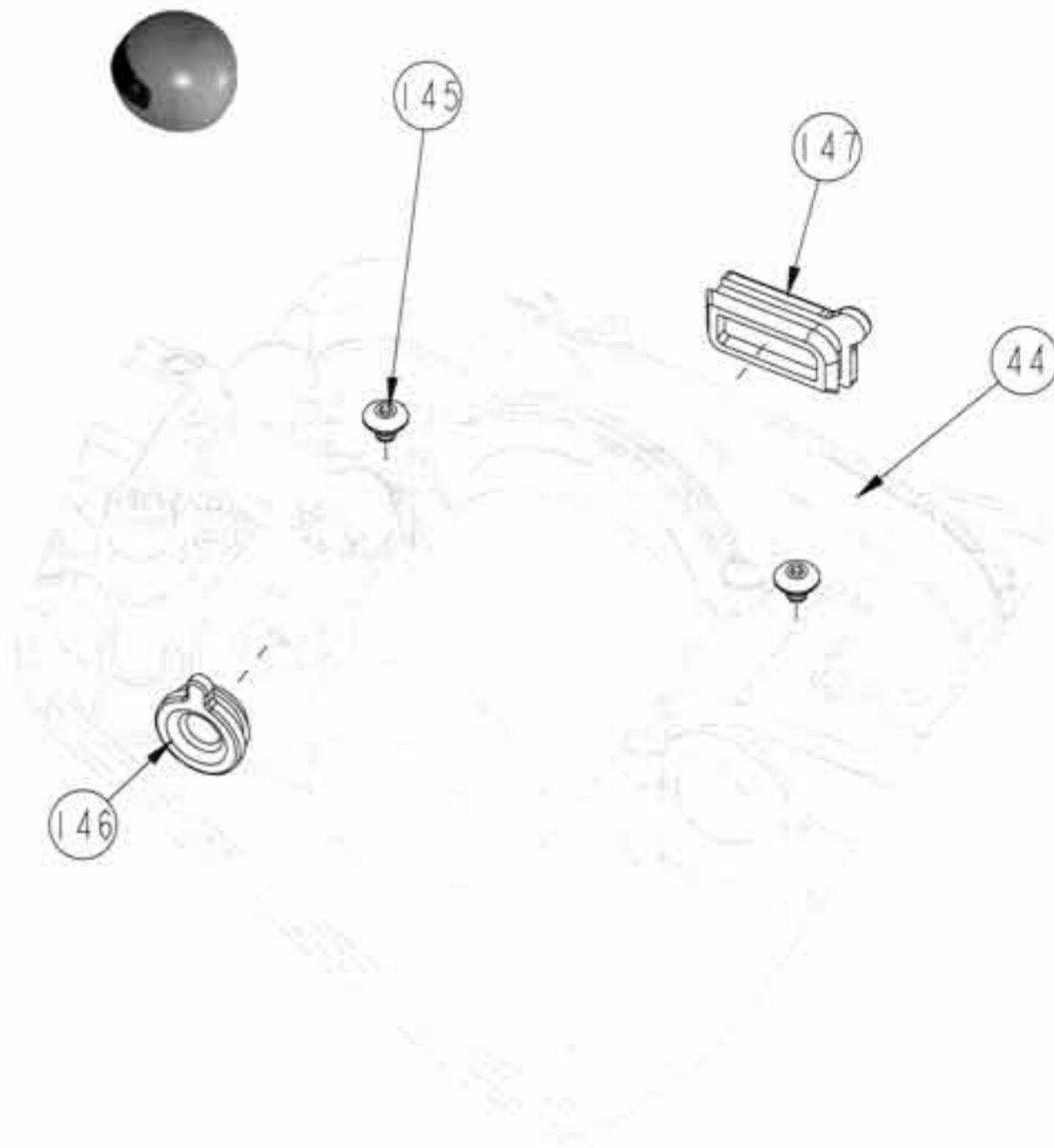
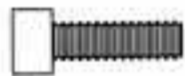


Figure 77

Figure 78



❑ Step 11. Attach the two battery strap/body mount posts (148) to the chassis (22), as shown, by placing the square base of the post (148) in the area between the ribs at the side of the chassis (22). Thread a 4-40 x 3/8" cap-head screw (46) through the bottom of the chassis (22), into each of the posts (148), and tighten.

⚠ IMPORTANT NOTE: The flat section – on the round platform at the top of the post – should be positioned to the inside of the chassis. Positioning the flat section to the inside makes installing and removing the batteries easier.

❑ Step 12. Peel the backing off of a foam battery pad (149) and stick the pad (149) to the top of the chassis (22), in the area shown in Figure 78. Attach a foam pad (149) to both sides of the chassis (22).

🔑 For best results, clean the area on the chassis where the pads are to be installed with a mild rubbing alcohol. Rubbing alcohol does a very good job of cleaning the area without leaving any lubricants behind. This will ensure a good, strong bond between the pad and the chassis. Allow the surface to fully dry before installing the pad.

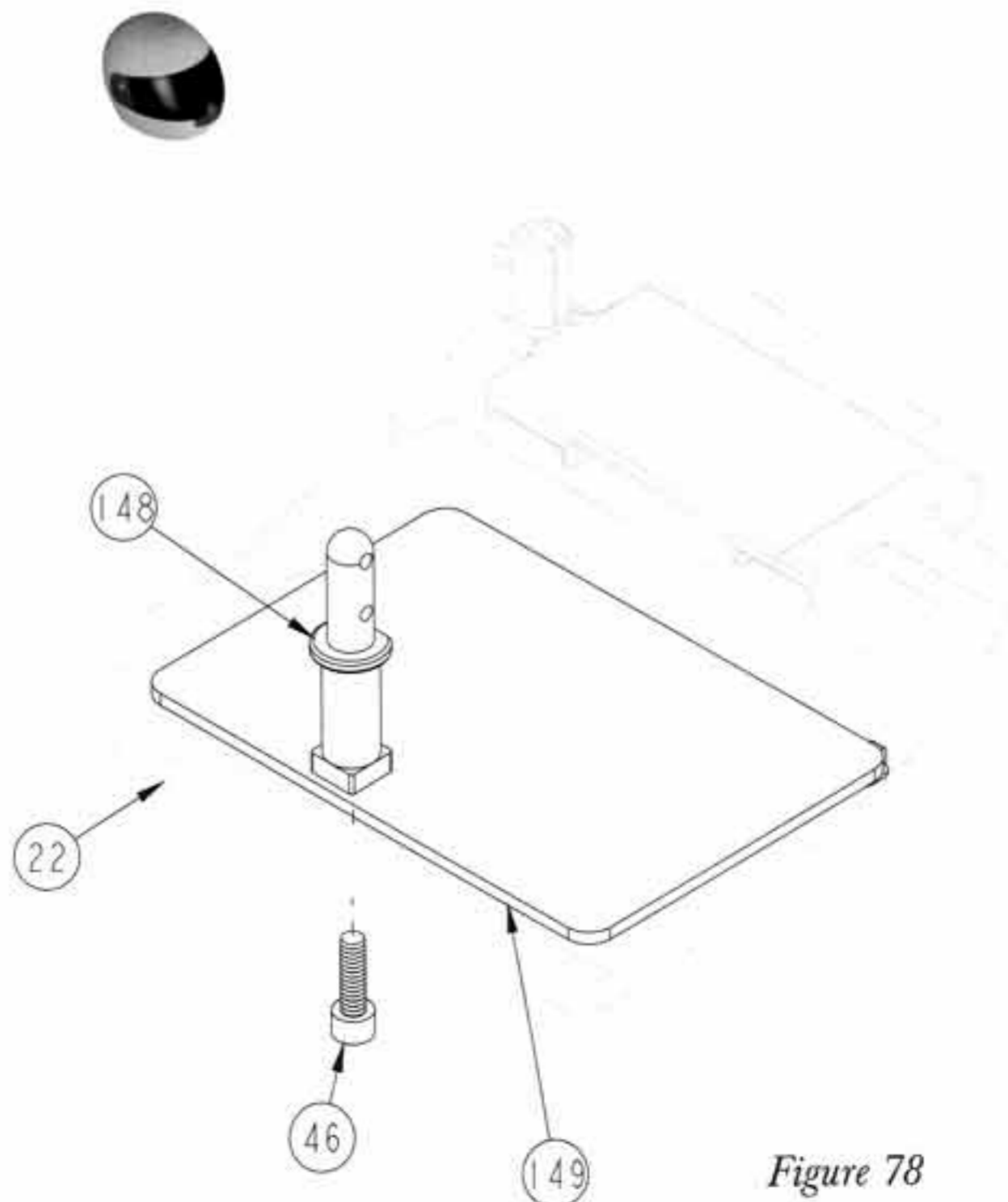


Figure 78

BAG H (Continued)

Figure 79

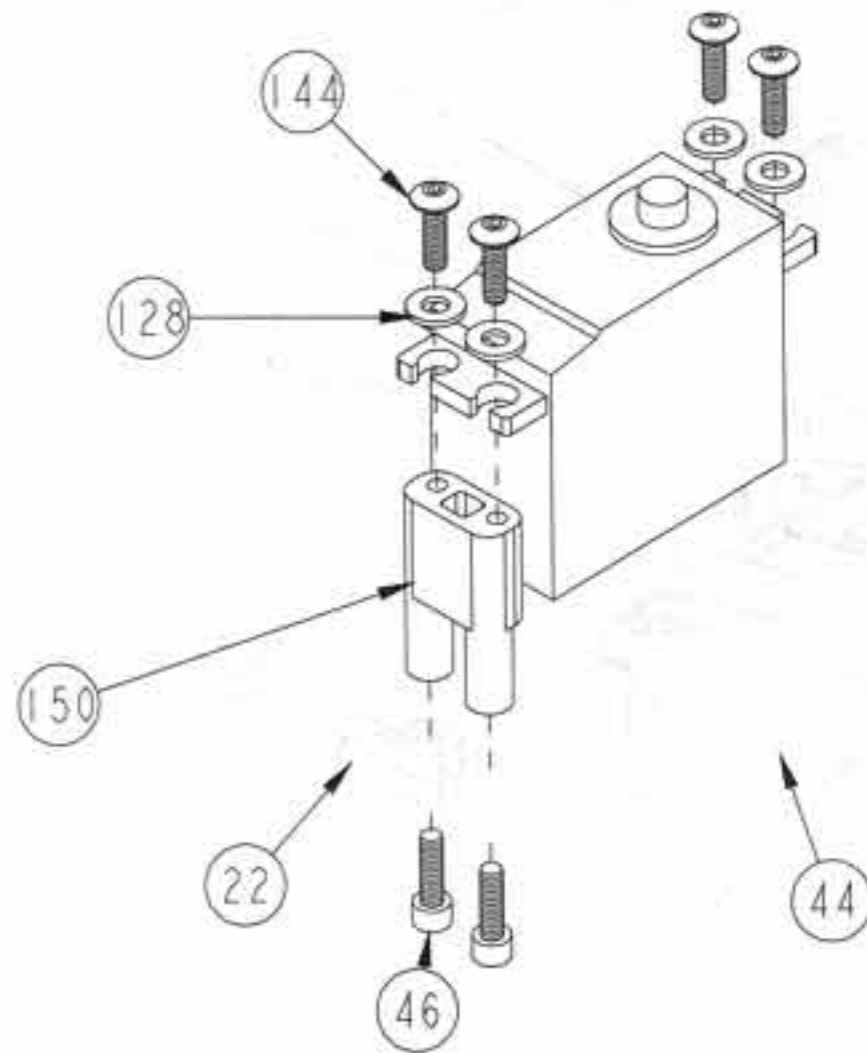
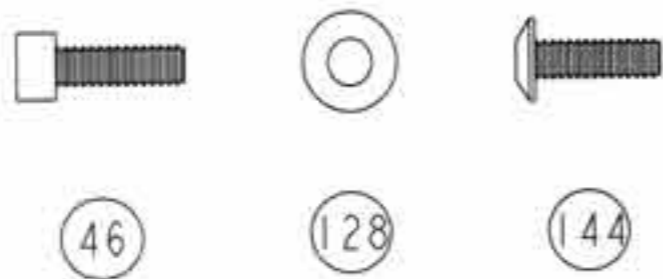


Figure 79

❑ Step 13. Refer to Table 79 and locate the type of steering servo you will be using. In the column marked "offset", note the listing for your particular servo. Refer to Figure 79A to see how the steering servo mount (150) should be attached to the chassis (22).

❑ Step 14. Remove the servo mount (150) from the steering parts tree and attach the servo mount (150) (as required by your servo) to the chassis (22) with two 4-40 x 3/8" cap-head screws (46).

❑ Step 15. Position the servo (*not included*), with the output shaft toward the center of the chassis (22), between the servo mount (150) and the chassis cover (44). Place a #4 washer (128) over the four 4-40 x 3/8" button-head screws (144). Secure the servo with the four screws (144) – two in the servo mount (150); and two in the chassis cover (44).

SERVO TYPE	OFFSET	SERVO ARM
Airtronics 94102, 94103, 94141, 94145, 94151, 94152, 94155, 94156, 94322, 94732, 94735, 94737, 94738, 94741	Narrow	23
Futaba S131S, S131SH, S3001, S5101, S9101, S9201, S9301, S9303, S9304, S9401, S9402, S9403	Wide	25
Futaba S132H	Narrow	25
JR NES-507, NES-513, NES-517, NES-901, NES-4000, NES-4131, NES-4721, NES-4735, NES-9021	Wide	23
KO PS-702, PS-703, PS-1001, PS-1003	Wide	23
KO PS-901BH, PS-902	Narrow	23

Table 79

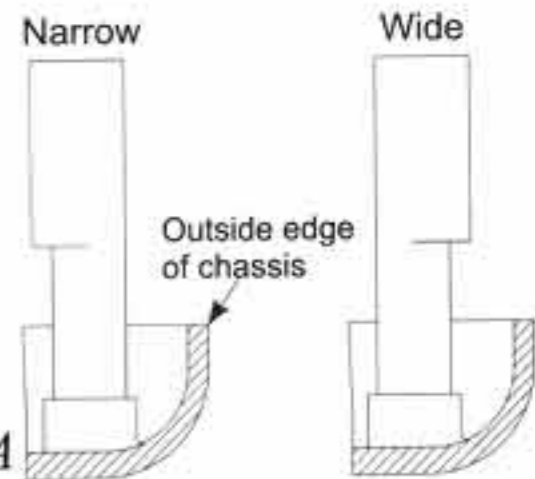
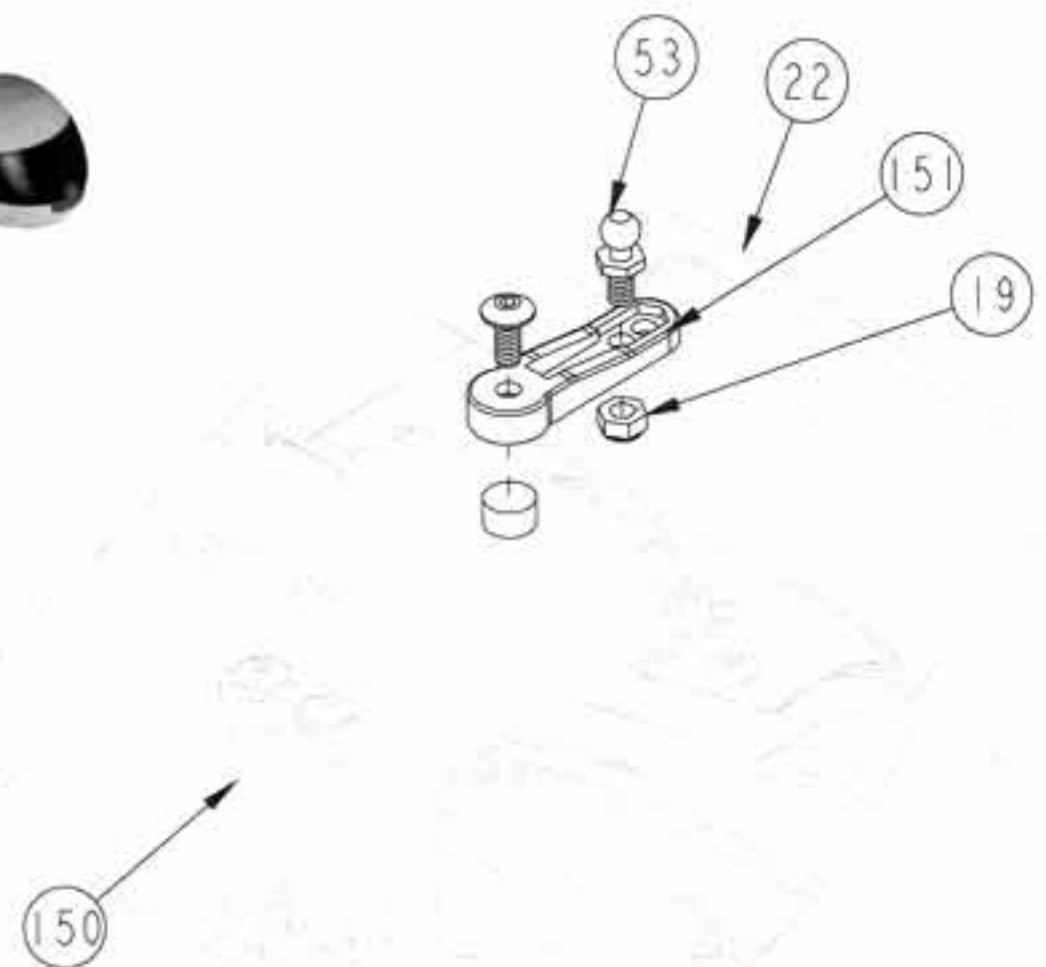
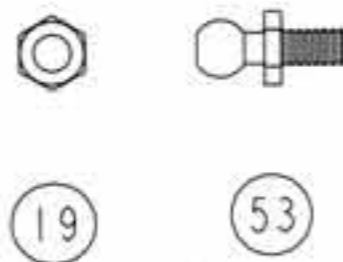


Figure 79A

Figure 80



❑ Step 16. Refer back to Table 79 to find out which servo arm (151) should be used with your particular servo.

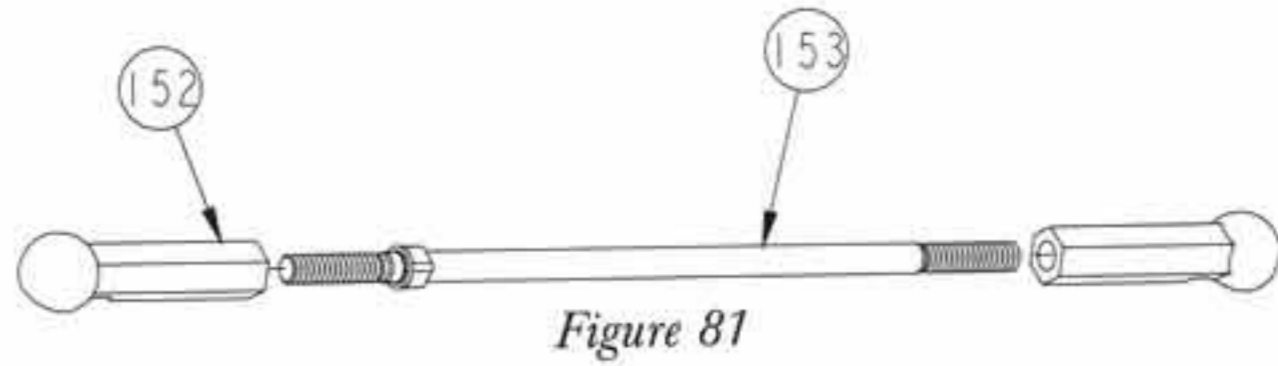
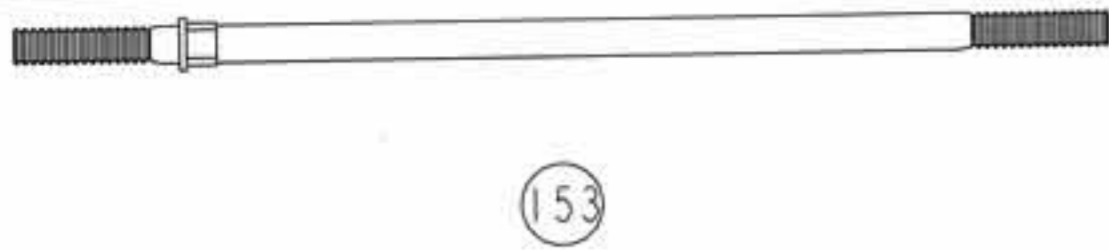
❑ Step 17. Remove the servo arm (151), required for your servo, from the steering parts tree. Insert a 3/16" ball stud (53) through the inside hole in the arm (151) and position the hex on the ball stud (53) in the hex area of the arm (151). Thread a 4-40 mini locknut (19) onto the ball stud (53), and tighten.

❑ Step 18. Plug the servo into your radio system's receiver. Switch the transmitter on, followed by the receiver. Check to see that the steering trim setting on the transmitter is set to the middle position. With the radio system still turned on, attach the servo arm (151) to the servo so that the arm (151) points straight to the left side of the chassis (22) – away from the servo mount (150). Secure the servo arm (151) to the servo with the servo arm screw supplied with your servo.

Figure 80

BAG H (Continued)

Figure 81



❑ Step 19. Thread a plastic rod end (152) onto each end of the steering rod (153). Tighten both rod ends (152) equally until the rod is the same length as the rod in Figure 81A.

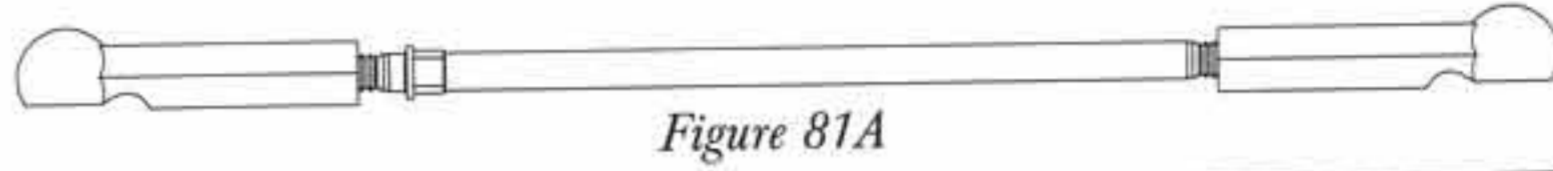


Figure 82

❑ Step 20. Attach the rod end (152) at one end of the steering rod (153) to the ball stud (53) in the servo arm (151). Attach the other rod end (152) to the ball stud (53) in the steering bellcrank arm (60).

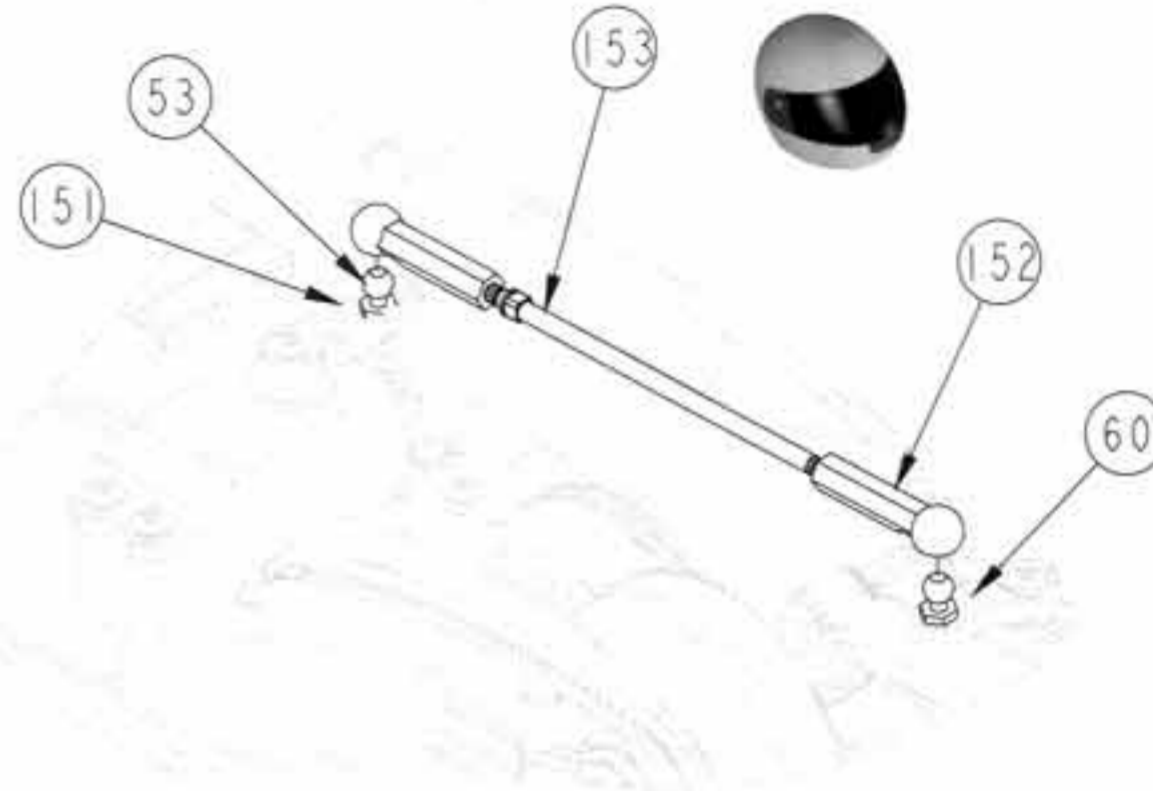
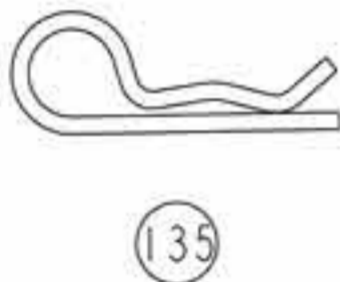


Figure 82

Figure 83



❑ Step 21. Install the battery pack (*not included*) in the chassis (22) as shown. The jumper wire between the two blocks of cells should run over the chassis cover (44), in front of the wide, flat surface as shown.

**NOTE: Running the jumper wire to the rear, behind the antenna post will surround the receiver with battery wires which may cause radio interference.*

❑ Step 22. Place the two tabs on the battery hold-down strap (154) under the wide area on top of the chassis cover (44). With the tabs in place, pull the outside of the strap (154) down so the post (148) is inserted through the hole in the strap (154). Secure the strap to the post by installing a body clip (135) in the lower hole in the post (148).

**NOTE: See Figures 83A and 83B for a diagram showing battery pack assembly and jumper wire length.*

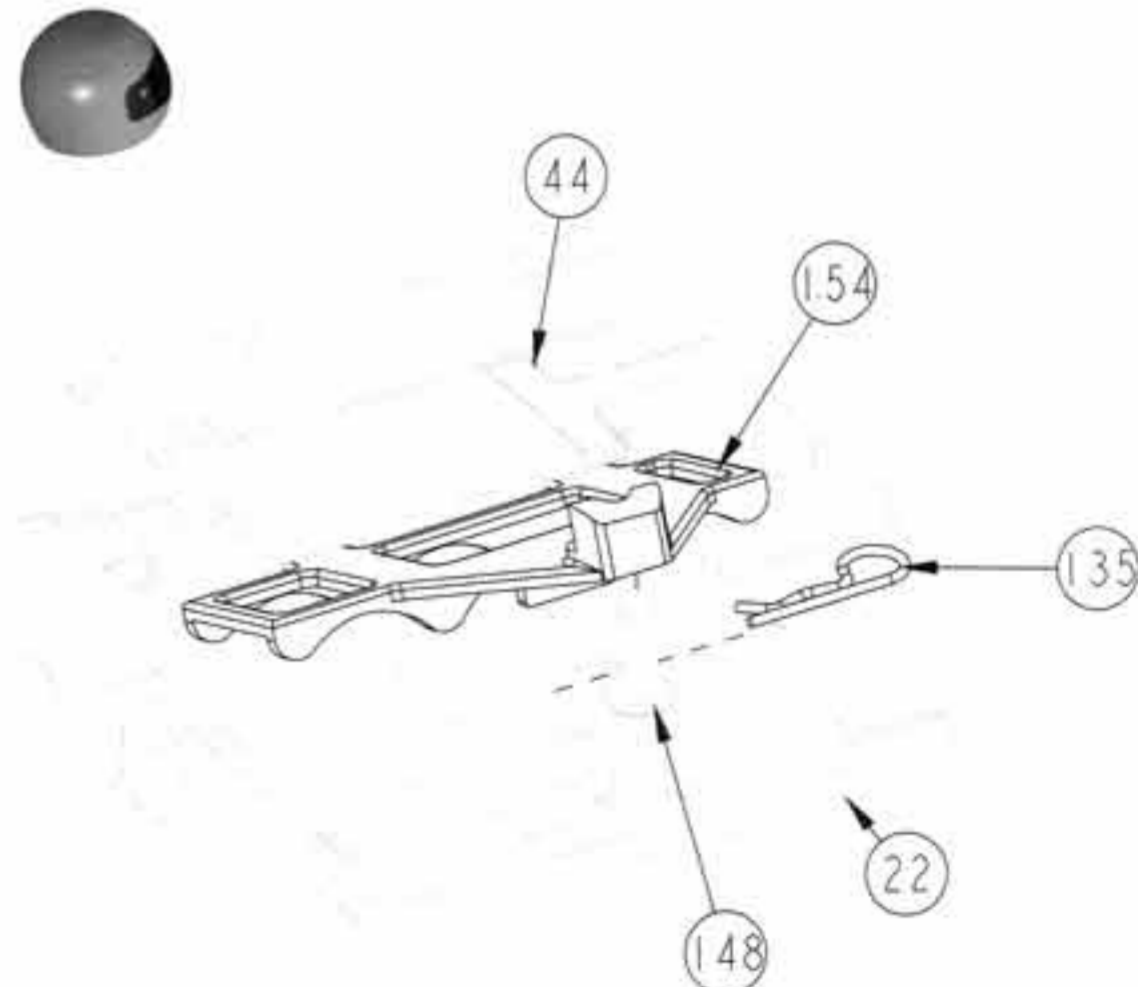


Figure 83

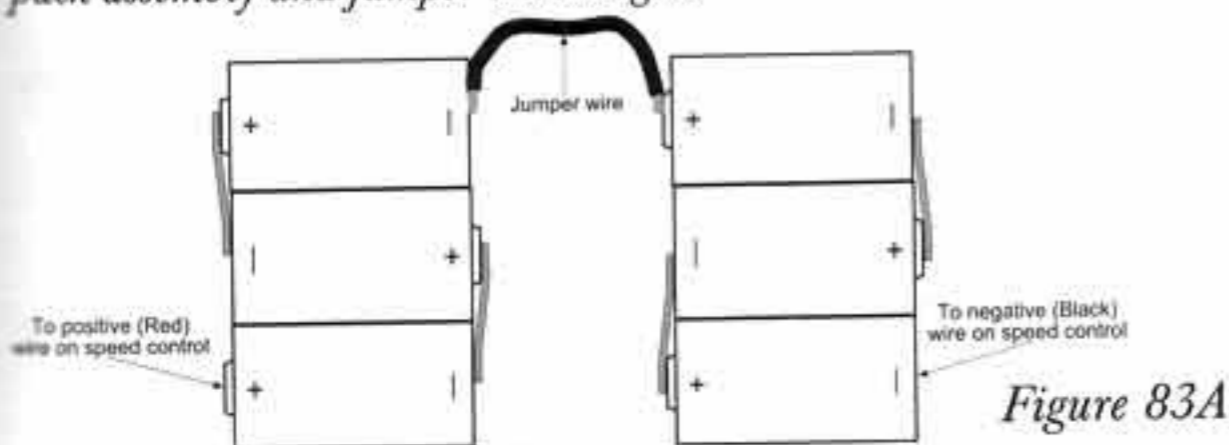


Figure 83A

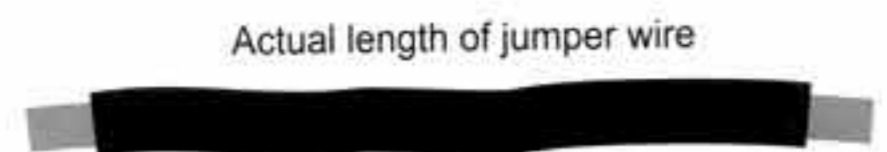


Figure 83B

BAG H (Continued)

Figure 84

❑ Step 23. Cut a piece of thick two-sided tape (155) to the same size as the bottom of the receiver (*not included*). Remove the backing from one side of the tape (155) and attach the tape (155) to the bottom of the receiver.

🔑 For best results, clean the surfaces that the two-sided tape will be attached to with a mild rubbing alcohol. This will ensure a good, strong bond. Allow the surface to fully dry before attaching the tape.

❑ Step 24. Remove the backing from the other side of the two-sided tape (155) and attach the receiver to the top of the chassis cover (44) on the wide, flat area between the batteries.

❑ Step 25. Slide the antenna wire, extending from the receiver, through the antenna tube (156) so that the wire comes out the opposite end of the tube (156).

**NOTE: A small drop of oil placed in the tube will make the wire slide through the tube easily.*

❑ Step 26. While pulling the wire through the antenna tube (156), press the tube (156) down into the center of the post on top of the chassis cover (44). The wire should be positioned in the slot at the front of the post.

❑ Step 27. Fold the excess wire at the top of the tube (156) down over the tube (156), and place the antenna cap (157) over the tube (156) and wire.

**NOTE: If the antenna wire is shorter than the tube, remove the wire from the tube and cut the tube so the wire will extend about 3/4" past the end of the tube.*

❑ Step 28. Using thin two-sided tape (158), attach the speed control (*not included*) to the left side of the chassis (22), between the motor and the battery pack.

**NOTE: The drive system of the Street Weapon has been optimized for operation in the forward direction. It is recommended that speed controls with reverse not be used.*

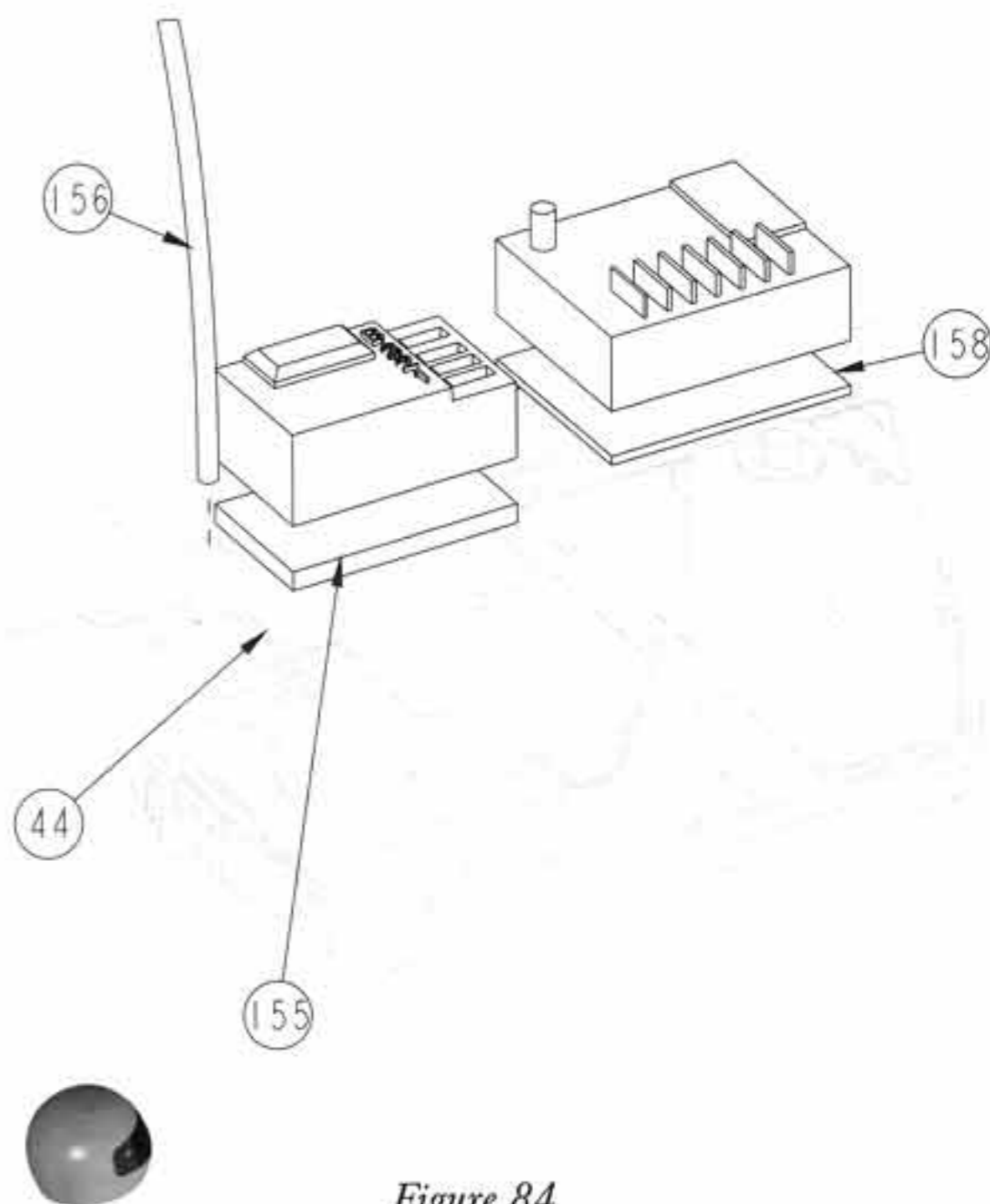


Figure 84

Figure 85



(135)

❑ Step 29. Trim the body (159) and wing (160) along the trim lines as shown.

❑ Step 30. Make five 3/16"-diameter holes in the areas on the hood, rear deck, and roof of the body (159) that are marked with dimples or small circles.

**NOTE: If the holes are a little tight when installing the body, enlarge them slightly with a hobby knife or round file.*

❑ Step 31. Make four 1/8"-diameter holes: Two in the areas on the wing (160) that are marked with dimples; and two in the areas marked with dimples on the wing mount stand-offs at the rear of the body .

❑ Step 32. Attach the body (159) to the rolling chassis and secure the body with four body clips (135): Two through the front body mount posts (132); and two through the rear body mounts (130), (131).

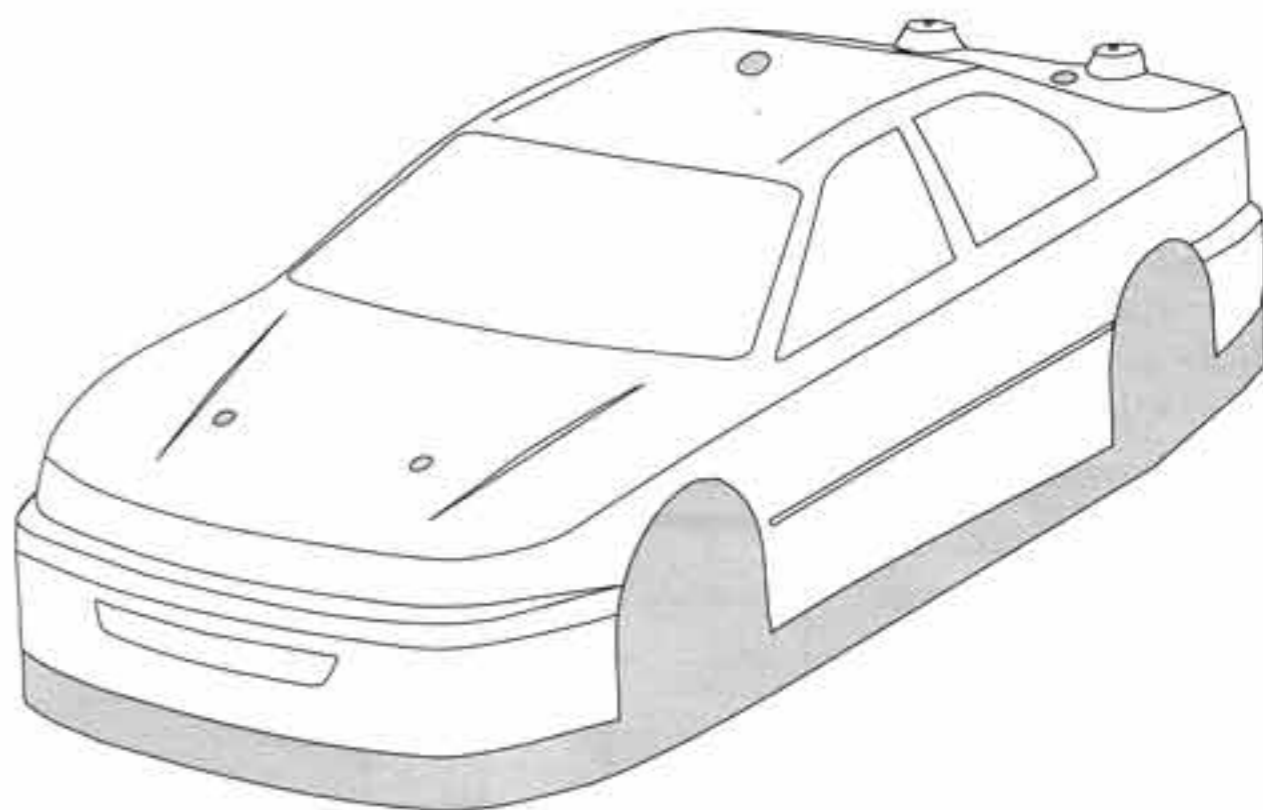


Figure 85

BAG H (Continued)

Figure 86



(61)

(161)



- ❑ Step 33. Align the holes in the rear wing (160) with the holes in the wing mount stand-offs at the rear of the body (159). Insert a 4-40 x 1/4" button-head screw (61) down, through the wing, and through each of the holes in the body (159).
- ❑ Step 34. Secure the wing to the body by threading a 4-40 nylon nut (161) onto each of the two screws (144).

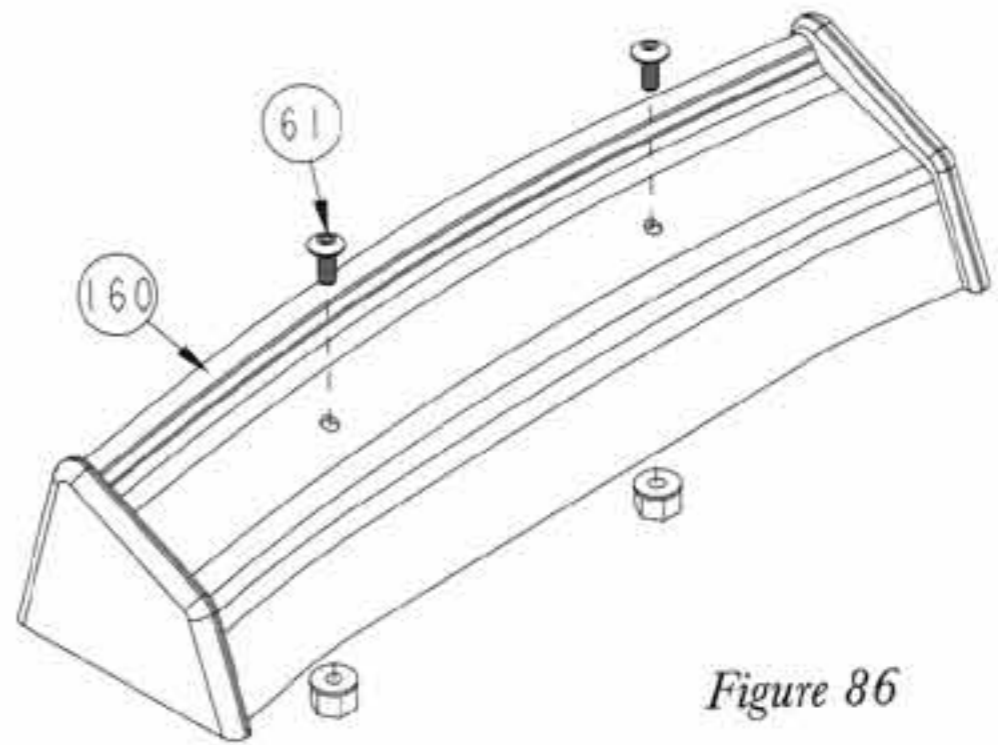


Figure 86

Body Detailing

Body and Wing Painting

Prepare the body shell for painting by washing it thoroughly with warm water and a small amount of liquid detergent. Dry the body with a clean, soft cloth. Use the window masks (162), supplied with the kit, to cover the window areas *from the inside*. A high-grade masking tape should be used on the inside of the body to mask off any stripes, panels, or designs that you wish to paint on the body or wing. Use acrylic lacquer, acrylic enamel, or any other Lexan (Polycarbonate) recommended paints. Apply paint to the inside of the body. Remove the tape for the area that you wish to apply the next color to and continue with the next color. Try to use the darker colors first. If you use a light color before a dark color, apply a thin coat of white over the lighter color before continuing with the darker color.

Stickers

The Street Weapon includes two sticker sheets. One sheet (163) contains the detail stickers, such as: Headlights, taillights, vents, etc. The second sheet (62) contains: Stripes, logos, and other stickers to completely finish the detail work on your body shell. If all of the included stickers are used, it is possible to only paint the body white and have the finished product look exactly like the car on the box top. Be extremely careful when applying the large stickers that make up the stripes across the rear of the body. These large stickers take some patience to apply correctly. Applying a light coat of window cleaner to both the body and the back of the sticker can make the process of aligning the large stickers much simpler. The window cleaner will allow the sticker to be repositioned slightly once it has been applied to the body. When the sticker is correctly positioned, press it firmly in place – working out the remaining window cleaner from underneath.

To apply the stickers, cut the sticker from the sheet (62), (163) that you wish to use. Before removing the protective backing, find the desired location for the sticker. Remove the backing completely and reattach an edge of the sticker to the shiny side of the backing paper. Using the rest of the backing as a handle, position the sticker over the desired location and press it firmly into place to complete its application.

➤ The easiest way to align the rear stripe stickers is to start by applying the center section. Note the location of the windows as marked on the sticker sheet. Next, apply the side stripe stickers. These stickers should overlap approximately 1/16".

FINAL CHECKLIST

BEFORE RUNNING YOUR STREET WEAPON for the first time, you should run down the following checklist – in order – and complete the listed tasks. I'm sure you're anxious to get out and run your Street Weapon now that it's built, but following this simple checklist will help to make your first run with the Street Weapon much more enjoyable.

1. Adjust the rear differential

See *Adjusting The Differentials* in the tips section.

2. Adjust the front differential

See *Adjusting The Differentials* in the tips section.

3. Check the one-way/clicker adjustment

Ensure that the one-way/clicker is locked in place and that all four tires turn when turning the front or rear tires. If running the one-way/clicker unlocked, see *The One-Way/Clicker* section of the tips.

4. Check for free suspension movement

All suspension arms should be very free. Any binds will cause the car to handle poorly. The steering should also operate very freely.

5. Set the rear ride height

The rear ride height should be set so that the chassis is 1/4" above the surface. See the *Rear Ride Height* section of the tips.

6. Set the front ride height

The front ride height should be set so that the chassis is 1/4" above the surface. See the *Front Ride Height* section of the tips.

7. Adjust the camber

The front camber should be set to 1-1/2 degrees of negative camber (top of tire points in) at ride height. Adjust the front camber with the tire turned straight ahead. The rear camber should be set to 1 degree of negative camber at ride height. See the *Camber* section of the tips.

8. Adjust toe-in/toe-out

The front tie rods should be adjusted evenly until the front tires have 1 degree of toe-out.

9. Check body for clearance

Make sure that the body does not interfere with the tires. Turn the front tires all the way both directions to ensure that the body does not hit them. The bottom edge of the body, when mounted on the car, should have at least 1/4" ground clearance.

10. Set transmitter trims

The steering trim tab on the transmitter should be adjusted so that the car rolls straight when you are not touching the steering wheel/stick. The throttle trim tab should be adjusted so the the car does not creep forward when not applying throttle. Also, make sure that there is not too much brake being applied when the trigger/stick is in neutral.

TIPS FROM THE TEAM

ADJUSTING THE DIFFERENTIALS The differentials should be adjusted before running your Street Weapon for the first time. To adjust the front differential, remove the forward access screw (installed in Step 8, Bag H) and insert a 1/16" Allen wrench in the hole. Slowly rotate the front wheels backwards until the hole in the main shaft aligns with the Allen wrench. Once the shaft is aligned, insert the Allen wrench all the way through the shaft and into the support in the chassis. With the wrench in place the main shaft cannot be turned. Hold both front tires and try to rotate them backwards. If the tires can be rotated easily, the diff is too loose.

To tighten the diff, insert the second 1/16" Allen wrench in the left outdrive of the front differential. Slowly rotate the right front tire until the slot in the diff screw is aligned with the slot in the outdrive. Position the Allen wrench so that it is inserted in the slot in both the outdrive and the diff screw. Slowly rotate the right tire clockwise about 1/8 turn. Rotating the right tire clockwise with the diff screw held in place by the Allen wrench will tighten the diff.

Check the diff adjustment again as described above. When the diff is properly adjusted, the tires should be VERY difficult to turn. You may actually hear the front belt skip. **Don't** repeatedly skip the front belt with the main shaft locked in place. Doing so may cause the teeth on the pulleys and/or belt to become rounded, reducing belt life. Once the front differential is properly adjusted, remove the Allen wrench from the main shaft and replace the access screw.

The rear differential is adjusted in a similar fashion. Remove the rear access screw (installed in Step 8, Bag H) and insert the Allen wrench into the hole, through the hole in the idler shaft, and into the support in the chassis. Turn the rear

tires slowly backwards. When checking the rear diff, the tires must be turned backwards or the rear belt will skip while trying to check adjustment. Adjustments to the rear diff are made exactly the same way as the front diff. Continue to tighten the rear diff until the rear tires are very difficult to turn with the Allen wrench inserted in the idler shaft. Once the rear diff is properly adjusted, remove the Allen wrench from the idler shaft and replace the access screw.

The Street Weapon should never be run with either of the differentials adjusted too loose. If the differential slips while the car is accelerating, the life of the differential will be drastically reduced, causing more frequent rebuilds.

THE ONE-WAY/CLICKER allows the front wheels to free-wheel when off power. This increases off-power steering, but can make the car more difficult to drive when applying heavy brakes. The clicker can be adjusted through the access plug on the left side of the car. Tightening the nut will reduce the amount of free-wheeling. A tighter adjustment will result in an increase in braking force, but usually a slight loss in steering. The one-way/clicker can also be locked up (recommended). This results in full-time four-wheel-drive as well as full, four-wheel-braking. A locked up one-way/clicker makes the Street Weapon much easier to drive and allows the brakes to be applied more heavily – which is an advantage on smaller parking lot tracks.

THE BELTS on the Street Weapon are a result of extensive research and testing. They are made from the best materials to optimize both efficiency and life-expectancy. It is very important that you do not allow motor spray to come into contact with the belts on the Street Weapon. If the belts are exposed to motor spray, the materials will break down – resulting in damage to the belt.

TIRES, as always, play an important part in the way the car handles. Naturally, the more traction a tire has, the easier the car is to drive. Be careful! It is possible to have too much front traction with a 4WD car. If the front tire has too much traction, the car will become very "darty" and hard to drive. Excessive front traction may also cause the car to feel loose – like it is lacking traction.

Team Losi offers a slick tire as well as the treaded tire included with the kit. The treaded tire is a much better all-around tire for all sorts of surfaces. The slick tire, however, may be better suited to very smooth surfaces. You may even want to try slicks on the front or rear with the treaded tires on the other end of the car. It sounds funny, but sometimes it works.

THE FOAM INSERTS included with the Street Weapon are state-of-the-art. These inserts are molded to match the shape of the inside of the tire. This results in much more consistent handling than with traditional foam rings. For best results, the foam inserts should be glued with a high-quality contact cement. It is important that the foam inserts remain glued. If they separate, the tire will develop a flat spot and handling will be affected.

The Team Losi foam inserts are available in two different degrees of hardness. The standard inserts that are included with the kit are soft. There is also an optional firm insert available. The firm insert works best on very high traction surfaces. Team Losi inserts can also be used in most of the low-profile touring car tires available. Use of these inserts generally improves the performance of any tire.

THE CHASSIS of the Street Weapon is made of Team Losi's exclusive Stiffezel material. This material is very stiff and relatively lightweight. The high fiber content of the chassis makes it slightly conductive to electricity. It is very important that the heat-shrink on the battery cells be checked periodically. If an exposed portion of the cell makes contact with the chassis, the battery pack may short out or radio interference may result. The battery pads on the chassis should also be replaced from time-to-time to reduce the risk of the battery pack shorting out on the chassis. It's also a good idea to apply a piece of electrical tape to the sides of the chassis and chassis cover in the area where the jumper wire and battery bars may touch.

Due to the very low motor placement in the Street Weapon, care should also be taken not to allow any capacitors or motor tabs to touch the chassis. Radio interference may again be the result of contact here. A piece of electrical tape under the area where the motor mounts is a good insurance policy.

CAMBER in the front end of the car can adjust the sensitivity of the steering response. Generally, more negative camber will soften the response time and less camber will make the steering response sharper. In the front, run between one and two degrees of negative camber while the car is at ride height.

Rear camber can slightly affect the traction at the rear of the car. Generally, run between one and three degrees of negative camber while the car is at ride height.

FRONT TOE-IN and TOE-OUT are fully adjustable by changing the length of the tie rods. When adjusting toe-in,

be sure to adjust both tie rods equally so that the steering balance from left to right will remain the same. Toe-in makes the car a little easier to drive, and will make the car more neutral feeling. Too much toe-in can make the car feel "wandery" when exiting corners. Toe-out will make the car turn into the corner faster, but can cause oversteer. It is recommended that you start with about one degree of toe-out on the Street Weapon.

FRONT RIDE HEIGHT is an adjustment that can change the way the car responds overall. This is an adjustment that can vary from track to track, depending on the surface and how smooth it is. You should try raising and lowering the front ride height to get a feel for what it does to the handling of the car. The recommended ride height of the Street Weapon is 1/4" between the chassis and the ground. To set the ride height, place the car on a flat surface and push the front of the car down all the way. Lightly "work" the front suspension up and down. This will "settle" the front suspension at its natural ride height. Working the suspension becomes important as the parts start to get dirty and worn from running. Once the suspension has settled, the bottom of the chassis should be 1/4" above the surface. If the front end is either too high or too low, adjust the spring collars accordingly and check the ride height again as described above. Continue this procedure until the front ride height is adjusted to the desired location.

REAR RIDE HEIGHT can change the way a car turns, the amount of traction a car has, and the way a car changes direction. Again, it is a good idea to play with this adjustment and get a feel for it. For most conditions, the rear ride height should be set so that the chassis is 1/4" above the ground. Adjust the rear ride height in the same way as described in the front ride height section.

SHOCK TRAVEL can also play an important part in the way the Street Weapon handles. Limiting the downward travel can quicken the response, as well as making the car change directions faster. Too little travel, however, can reduce the amount of traction that the car has. In order to adjust the amount of travel in the shocks, Team Losi offers a shock limiter/spacer kit (A-5050). This assortment includes spacers of various thickness (.030", .060", and .090") which allow the travel of the shocks to be fine tuned. These spacers can be used to limit the downward travel as well as the upward travel. Limiting the upward travel can reduce body roll in the corners.

CAMBER LOCATIONS on the Street Weapon are very adjustable. Although there are many holes to choose from, it is suggested that the locations in the manual be used. We have done extensive testing with all of these locations both on the track and on special computer programs, and have found the locations in the manual to be *very consistent* from track to track. These locations should produce the best all-around setup and work under most conditions.

MAINTENANCE on the Street weapon is quite simple. We have found certain sequences that make accessing different parts of the Street Weapon very easy. If the front differential needs to be removed, start by removing the front bumper. Take the two screws out of the bottom and the two screws out of the top. Disconnect the bottoms of the shocks from the front arms. Disconnect the outside of the tie rods and camber links. Remove the front two screws from the front shock tower that go down into the front bulkhead. Turn the car over and remove the two screws holding the front bulkhead in place. Remove the front bulkhead with the suspension arms attached. The front diff should now be accessible.

To get to the rear diff, rear belt, spur gear, or idler shaft, first remove the rear bumper. Remove the four screws from the bottom of the rear suspension. With the screws removed, the rear suspension can be removed – shock tower, arms, and all. Remove the motor from the car. Turn the chassis over and remove the two screws at the front and rear of the motor mount area. Remove the two screws in the bottom of the servo mount. Turn the chassis right-side-up and remove all the screws from the main chassis cover (nine total). Unplug the speed control from the receiver and remove the gear mesh access plug. Remove the chassis cover with the receiver and servo still attached.

To access the front belt or main shaft, follow the same sequence just mentioned and continue by removing the front shock tower. Once the front shock tower is removed, take out the clicker access plug and remove the front belt cover. To remove the front belt, the steering tunnel must also be removed.

When reassembling the car **don't forget** to put the screws back into the threaded inserts from the bottom of the chassis. If these screws are not installed, the motor may move while running the car, resulting in a damaged spur gear. Also, don't forget about the rubber access plugs and allow them to fall in the enclosed part of the chassis. If one of these plugs gets into the belts while running – well, do I even need to tell you what will happen?

Good luck with your new Street Weapon. We're sure you will be pleased with its superb performance.

SPARE PARTS LIST

KEY #	KIT/PART DESCRIPTION	PART NO.	SPARE PARTS DESCRIPTION
1	.078" x 3/8" spirol pin	A-3225	Layshaft with Hardware (4WD)
2	Layshaft	A-3225	Layshaft with Hardware (4WD)
3	Large (42T) 2mm belt pulley	A-3210	Drive and Differential Pulley Set (4WD)
4	3/16" C-clip	A-6102	C-Clips 3/16"
5	Small (17T) 3mm belt pulley	A-3210	Drive and Differential Pulley Set (4WD)
6	.078" x 5/16" spirol pin	A-6403	.078" x 5/16" Pins - Slipper Shaft (XX-4)
7	Main shaft	A-3220	Main Shaft (Non-Slipper) with Hardware (SW)
8	Spur gear	A-3939	78-Tooth, 48-Pitch (Non-Slipper) Spur Gear (SW)
9	29-tooth 2mm belt pulley	A-3210	Drive and Differential Pulley Set (4WD)
10	Pulley flange	A-3210	Drive and Differential Pulley Set (4WD)
11	Thrust washer	A-3125	1/4" x 9/16" Thrust Bearing Assembly
12	3/16" E-clip	A-6101	E-Clips 3/16"
13	3/16" x 3/8" bearing	A-6903	3/16" x 3/8" Bearings
14	One-way/clicker pulley flange	A-3214	One-Way/Clicker, Spring, & Belt Roller Set (4WD)
15	One-way/clicker pulley	A-3214	One-Way/Clicker, Spring, & Belt Roller Set (4WD)
16	One-way/clicker plate	A-3214	One-Way/Clicker, Spring, & Belt Roller Set (4WD)
17	Main shaft spacer	A-3016	Rear Axle Spacers
18	Adjustment washer	A-3214	One-Way/Clicker, Spring, & Belt Roller Set (4WD)
19	4-40 mini locknut	A-6306	4-40 Aluminum Mini Nuts
20	One-way adjustment spring	A-3214	One-Way/Clicker, Spring, & Belt Roller Set (4WD)
21	Short 2mm drive belt	A-3206	Front/Side Drive Belt 196mm (4WD)
22	Chassis	A-4204	Main Chassis - Stiffezel (SW)
23	Right layshaft bearing insert	A-3217	Bearing Inserts and O-Rings (4WD)
24	Left layshaft bearing insert	A-3217	Bearing Inserts and O-Rings (4WD)
25	Rear drive belt	A-3203	Rear Drive Belt 336mm (SW)
26	Diff nut carrier	A-3078	Differential Screw, Hardware, and Seal
27	Allen wrenches	N/A	N/A
28	1/8" Belleville washers	A-3078	Differential Screw, Hardware & Seal
29	Right plastic outdrive/diff half	A-3097	Molded Front Outdrive Set (Dogbone) (4WD)
30	Diff grease (clear)	A-3065	Silicone Differential Compound
31	Diff drive ring	A-3070	Differential Drive Rings
32	5mm x 8mm bushing	A-6924	Complete Bushing Set XX/XX-T
33	Rear diff pulley	A-3210	Drive and Differential Pulley Set (4WD)
34	Front diff pulley	A-3210	Drive and Differential Pulley Set (4WD)
35	3/32" diff ball	A-6951	3/32" Carbide Balls
36	Left plastic outdrive/diff half	A-3097	Molded Front Outdrive Set (Dogbone) (4WD)
37	Foam thrust bearing seal	A-3078	Differential Screw, Hardware, and Seal
38	Diff adjusting screw	A-3078	Differential Screw, Hardware, and Seal
39	1/8" x 5/16" thrust bearing washers	A-3098	Differential Thrust Bearing – Molded w/Carbide Balls
40	White thrust bearing/assembly grease	A-3066	Teflon™ Assembly Grease
41	1/8" x 5/16" thrust bearing	A-3098	Differential Thrust Bearing – Molded w/Carbide Balls
42	Rear bearing blocks	A-3217	Bearing Inserts and O-Rings (4WD)
43	1/2" x 3/4" bearing	A-6908	1/2" x 3/4" Bearings w/Teflon™ Seal
44	Main chassis cover	A-4211	Chassis Cover Set (SW)
45	Long threaded inserts	A-4224	Threaded Chassis Inserts - Short & Long (4WD)
46	4-40 x 3/8" cap-head screw	A-6206	4-40 x 3/8" Cap-Head Screws
47	4-40 x 1/2" cap-head screw	A-6204	4-40 x 1/2" Cap-Head Screws
48	4-40 x 5/8" cap-head screw	A-6221	4-40 x 5/8" Cap-Head Screws
49	4-40 x 3/4" cap-head screw	A-6211	4-40 x 3/4" Cap-Head Screws
50	Steering tunnel	A-4211	Chassis Cover Set (SW)
51	3/16" x 5/16" plastic steering bushing	A-1550	Steering Linkage/Bellcrank Set (4WD)
52	Steering idler arm	A-1550	Steering Linkage/Bellcrank Set (4WD)
53	3/16" ball stud	A-6001	Studded Balls w/Rod Ends 4-40 x 3/16"
54	Steering bellcrank	A-1550	Steering Linkage/Bellcrank Set (4WD)
55	Steering drag link	A-1550	Steering Linkage/Bellcrank Set (4WD)
56	Short threaded inserts	A-4224	Threaded Chassis Inserts - Short & Long (4WD)

SPARE PARTS LIST

KEY #	KIT/PART DESCRIPTION	PART NO.	SPARE PARTS DESCRIPTION
57	Outdrive bearing O-ring	A-3218	O-rings for Outdrive Bearing (4WD)
58	Front belt cover	A-4208	Chassis Cover Set (XX-4)
59	1/4" x 3/8" plastic steering bushing	A-1550	Steering Linkage/Bellcrank Set (4WD)
60	Steering bellcrank arm	A-1550	Steering Linkage/Bellcrank Set (4WD)
61	4-40 x 1/4" button-head screw	A-6234	4-40 x 1/4" Button-Head Screws
62	Street Weapon sticker sheet (stripes)	A-8330	Street Weapon Sticker Sheet
63	1/8" stainless washer	A-6350	Washer Assortment (Pivot Ball, #4, 1/8")
64	Front bulkhead	A-1201	Front Bulkhead (4WD)
65	Front suspension arm	A-1213	Front Suspension Arms (SW)
66	Inner front hinge pin	A-2007	Hinge Pin 1.42"
67	1/8" E-clip	A-6100	E-Clips 1/8"
68	5-40 x 1/8" set screw	A-6228	5-40 x 1/8" Hardened Set Screws
69	Front bumper	A-4218	Front and Rear Bumper Set (SW)
70	4-40 x 1/4" flat-head screw	A-6213	4-40 x 1/4" Flat-Head Screws
71	Front shock tower	A-1207	Front Shock Tower (SW)
72	4-40 x 7/8" cap-head screw	A-6216	4-40 x 7/8" Cap-Head Screws
73	Top shock mount bushing	A-5008	Upper Shock Mount Bushing
74	Right spindle	A-1216	Front Spindles and Carriers (4WD)
75	Left spindle	A-1216	Front Spindles and Carriers (4WD)
76	1/4" x 3/8" bearing	A-6913	1/4" x 3/8" Ball Bearing w/Teflon™ Seals
77	Front stub axle	A-1219	Front Stub Axle and Hardware (4WD)
78	Front universal yoke	A-3236	Front Drive Yokes and Screws (4WD)
79	2-56 x 1/4" cap-head screw	A-6232	2-56 x 1/4" Cap-Head Screws
80	Front universal pivot	A-1221	Front Universal Pivots (4WD)
81	Front dogbone	A-3233	Front Dogbone/Driveshaft w/Universal Pivot (SW)
82	1/16" x 3/8" spirol pin	A-6402	1/16" x 3/8" Pins - Front U-Joint (4WD)
83	Team Losi assembly wrench	A-6030	Assembly Wrench (version 2)
84	Ball stud washer	A-6350	Washer Assortment (Ball Stud, #4, 1/8")
85	1/4" ball stud	A-6006	Studded Ball w/Ends 4-40 x 1/4"
86	Right spindle carrier	A-1216	Front Spindles and Carriers (4WD)
87	Left spindle carrier	A-1216	Front Spindles and Carriers (4WD)
88	Kingpin/hinge pin screw	A-6235	Kingpin/Hinge Pin Screws (4WD)
89	Short plastic rod end	A-6010	Short 30° Plastic Rod Ends
90	1-1/8" turnbuckle	A-2005	Adjustable Threaded L/R Rod Set w/ends 1.125"
91	Foam thing	A-6003	Foam Things (Linkage Ring)
92	Right rear suspension pivot	A-2210	Rear Pivot Blocks and Anti-Squat Shims
93	Right rear suspension arm	A-2220	Rear Suspension Arms (SW)
94	Inner rear hinge pin	A-2161	Inner Rear Hinge Pins
95	Left rear suspension pivot	A-2210	Rear Pivot Blocks and Anti-Squat Shims
96	Left rear suspension arm	A-2220	Rear Suspension Arms (SW)
97	Rear shock tower	A-2207	Rear Shock Tower (SW)
98	4-40 x 5/8" flat-head screw	A-6233	4-40 x 5/8" Flat-Head Screws
99	Rear bumper	A-4218	Front and Rear Bumper Set (SW)
100	4-40 x 3/8" flat-head screw	A-6210	4-40 x 3/8" Flat-Head Screws
101	Rear dogbone	A-3251	Buggy Dogbone/Drive Shaft w/Yoke (SW)
102	Rear universal yoke	A-3083	Yoke and Screw for Dogbone/Drive Shaft
103	Rear universal pivot	A-3014	Universal Pivots
104	Rear axle	A-3255	Short Rear Axle, Spacer, and Pin (SW)
105	3/32" x 1/2" spirol pin	A-6400	3/32" Pins for U-Joint
106	Right rear hub	A-2126	'CR' Rear Hub Set w/Spacers
107	Rear axle spacer	A-3016	Rear Axle Spacers
108	1/16" x 7/16" spirol pin	A-6401	1/16" Pins for Wheels and Gear
109	Left rear hub	A-2126	'CR' Rear Hub Set w/Spacers
110	Rear hub spacer	A-2126	'CR' Rear Hub Set w/Spacers
111	Outer rear hinge pin	A-2164	Outer Rear Hinge Pins
112	Shock O-ring	A-5015	Double O-ring Shock Cartridge

SPARE PARTS LIST

<u>KEY #</u>	<u>KIT/PART DESCRIPTION</u>	<u>PART NO.</u>	<u>SPARE PARTS DESCRIPTION</u>
113	Shock cartridge body	A-5015	Double O-ring Shock Cartridge
114	Shock cartridge spacer	A-5015	Double O-ring Shock Cartridge
115	Shock cartridge cap	A-5015	Double O-ring Shock Cartridge
116	Shock fluid	A-5230	SILATECH Competition Shock Fluid 80wt
117	Shock shaft	A-5025	Shock Shaft .36"
118	Shock end	A-5023	Spring Clamps and Cups
119	Shock spacer	A-5015	Double O-ring Shock Cartridge
120	1/4" swivel ball	A-2006	Swivel Suspension Balls .250"
121	Bottom shock spring cup	A-5023	Spring Clamps and Cups
122	Black, #57 shock piston	A-5045	Teflon™ Shock Pistons #57 (Black)
123	Red, #56 shock piston	A-5046	Teflon™ Shock Pistons #56 (Red)
124	Shock body	A-5028	.36" Shock Body Hard Anodized
125	Silver, front shock spring	A-5123	1.15" Spring 12.6 Rate (Silver)
126	Yellow, rear shock spring	A-5119	1.15" Spring 9.6 Rate (Yellow)
127	Shock spring collar	A-5023	Spring Clamps and Cups
128	#4 washer	A-6350	Washer Assortment (Ball Stud, #4, 1/8")
129	4-40 locknut	A-6305	4-40 Locking Nuts - Low Profile
130	Right rear body mount	A-4228	Front and Rear Body Mount Set (SW)
131	Left rear body mount	A-4228	Front and Rear Body Mount Set (SW)
132	Front body mount post	A-4228	Front and Rear Body Mount Set (SW)
133	Foam body mount pad	A-4228	Front and Rear Body Mount Set (SW)
134	Body mount swivel	A-4228	Front and Rear Body Mount Set (SW)
135	Body clip	A-8200	Body Clips
136	Tire	A-7710B	"LST" S-10 Treaded Touring Car Tire w/Inserts (Blue)
137	Wheel	A-7801	5-Spoke Touring Car Wheels (White)
138	Molded tire inserts	A-7799	Profiled Tire Inserts for Touring Car Tires
139	10-32 locknut	A-6303	10-32 Nylon Locking Nuts (4ea. Nylon & Steel)
140	Rear axle hex adapter	A-3259	Touring Car Wheel Hex-Adapters (SW)
141	Motor mount	A-3219	Motor Mount and Screws (4WD)
142	3mm x 8mm motor screw	A-6201	3mm x 8mm Cap-Head Screws w/Washers (Motor)
143	Motor mount clamp	A-4215	Motor Mount Clamp (4WD)
144	4-40 x 3/8" button-head screw	A-6229	4-40 x 3/8" Button-Head Screws
145	4-40 x 1/8" button-head screw	A-6212	4-40 x 1/8" Button-Head Screws
146	Round, one-way/clicker adjustment plug	A-3244	Access Plugs (4WD)
147	Rectangular, gear mesh access plug	A-3244	Access Plugs (4WD)
148	Battery strap/body mount post	A-4220	Battery Post/Hold-Down Straps (4WD)
149	Foam battery pad	A-4226	Foam Battery Pads (4WD)
150	Steering servo mount	A-1550	Steering Linkage/Bellcrank Set (4WD)
151	Servo arm	A-1550	Steering Linkage/Bellcrank Set (4WD)
152	Plastic rod end	A-6005	H.D. 30° Plastic Rod Ends
153	Steering rod	A-6042	Steering Rod and Ball Cups - 3.25" (4WD)
154	Battery hold-down strap	A-4220	Battery Post/Hold-Down Straps (4WD)
155	Thick two-sided tape	A-4004	Servo Tape
156	Antenna tube	A-4002	Antenna Kit
157	Antenna cap	A-4003	Antenna Caps
158	Thin two-sided tape	A-4004	Servo Tape
159	Body	A-8050	Street Weapon Body w/Wing, Stickers, & Window masks
160	Wing	A-8050	Street Weapon Body w/Wing, Stickers, & Window masks
161	4-40 nylon nut	A-6301	4-40 Nylon Locking Nuts
162	Window mask	A-8050	Street Weapon Body w/Wing, Stickers, & Window masks
163	Street Weapon sticker sheet (detail)	A-8330	Street Weapon Sticker Sheet

TEAM LOSI