JRX-PRO SPECIAL EDITION (SE)

INSTRUCTION ADDENDUM

BEFORE YOU START...All of us here at Team Losi would like to personally thank you for purchasing the PRO-SE Kit. Team Losi strives to keep our customer in the winner circle by supplying you with the latest, innovative, state-of-the-art technology. In the last year, Team Losi moved into a new larger facility, increased our engineering staff and instituted the use of computer aided design and more importantly Intensive Stress Analysis Programs.

Although on the surface all R/C Buggies appear similar, the PRO-SE is indeed a dramatic step foward in design, construction, and ultimately performance. The front end features new geometry needed for todays tracks and increased speeds. The shocks have been revised utilizing a new double O-ring cartridge, teflon pistons and our famous "Hard Body" hard anodized/coated shock bodies. The unique and unequalled LRM Transmission features updated materials that are even tougher and more friction free. We have also included our tungsten carbide "Hard Balls" as standard equipment. Additional changes to shock towers, chassis, and suspension geometry make for a truly unique race car.

Without a doubt the most exciting and important breakthrough in the history of R/C Cars is Team Losi's innovative "Hydra-Drive." * Although this unique power transmitting device was not ready at the time we released the SE you will be able to install it onto the friction slipper which is included in this kit. The ease of use, adjustment, and maintanance of the "Hydra-Drive" * will take you to higher levels of performance.

Please take a momment and highlight your owners instruction manual to integrate this addendum. The additional information and tech tips included in this addendum will allow you to build this great kit quickly and correctly. Once again, thank you for choosing Team Losi, we're racing for you.

*Patent pending

Fig 1. Note that you will be using a molded chassis (2) instead of a graphite chassis. The steering posts (4) will fit into the two hexes on the chassis.

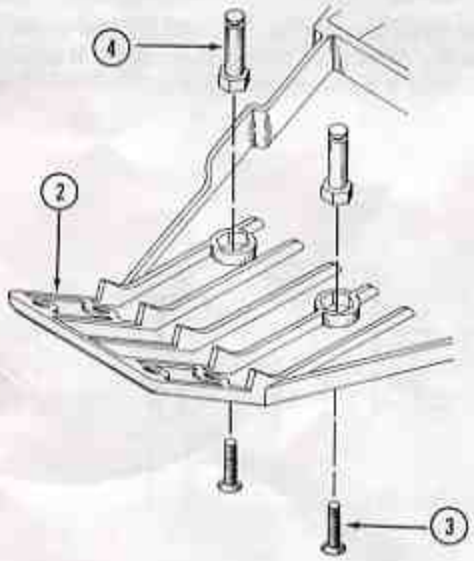


Fig 2. The rear shock tower (5) will attach in the same manner using the same screws(36 & 104). The shock-mounts (56) should be secured to the center hole. There are two sets of holes in which you can mount the rear bulkhead (6) on the chassis (2). It should be mounted in the forward set of holes so that the chassis touches the front of the bulkhead. Attach chassis to rear bulkhead with two 4-40 x 3/8" (7) screws and two gold washers(73). These screws go into the front of the bulkhead horizontally into the bottom inside of the four holes.

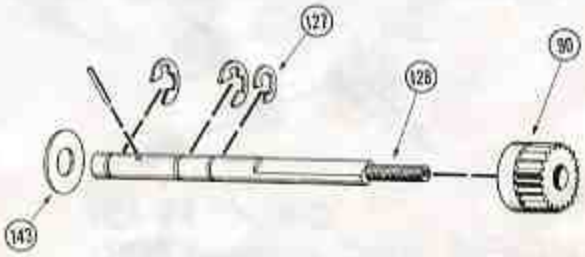
Fig 3. The front shock tower (9) attaches in the same manner with the same hardware. The shock mounts (56) should be mounted to the center hole and the studded ball (72) to the center of the three holes.

Fig 6. Before attaching the battery box (14), peel the backing from the large foam pad (126) (shaped like a bone) and attach it into the recessed area in the center of the chassis.

Fig 7. With the molded chassis, there is an area that the antenna mount (16) keys into. You should mount it so that the slot for the antenna wire is towards the rear.

Fig 9 & 10 Note that the kit is supplied with carbide (hard) balls 3/32"(18) and 1/16"(28) and Jammin grease (120). You should cover each ball (18) with grease on the center gear (17) and grease the thrust assembly very well on both thrust washers (26).

Fig 14. Attach and secure the top shaft gear (90) in the same manner. Note that you will attach a "C" clip (127) instead of an "E" clip to the end of the shaft with the threads. Next thread in the long 4-40 threaded set screw (128) into the end of the top shaft. A small amount of thread lock should be used.



Slipper Assembly

Fig. 15

Assemble gear box as shown in Fig. 15, Steps 24 thru 27. If a shim (143) is required,add to end of shaft as shown in previous illustration.

Fig. 15 Step 28

Press a 3/16"x 5/16" bearing (129) into the center of the spur gear (43). The bearing will only go in about half way. *Do not try to force it any further.* Slide the backplate (130) over the gearbox shaft (39), aligning the flat sections of the gearbox shaft (39) with the flat sections in the backplate (130). Place the slipper pad (131) on the gear plate (132), and align the notches on the gearplate (132) with the notches on the slipper pad (131). Place the slipper pad (131)and gearplate (132) over the gear box shaft (39), pad side first. Try to get this assembly as close to center on the shaft (39) as possible. Carefully install the spur gear (43) with bearing side out. Lightly rotate the spur gear until the 3 posts line up with the holes in the gearplate (132). Snap into place being very careful to keep the slipper pad (131) aligned. Now place the cup (133), open end out, over the shaft. Insert one thrust washer (134) then the thrust bearing (135) followed by the second thrust washer (134). These should all sit into the cup. Now place the slipper spacer (136), *long side first,* onto the shaft. The slipper spacer (136) should line up with the flat spot on the gearbox shaft (39) and sit into the center of the thrust bearing assembly. Place the spring (137) over the gearbox shaft (39),followed by the outer spring spacer (138) and secure with a 4 - 40 lock nut (139). Tighten the nut until it slightly compresses the spring. While doing so be sure that the slipper pad (131) stays aligned with the gear plate (132).

*See Tech Tip section for slipper adjustment.

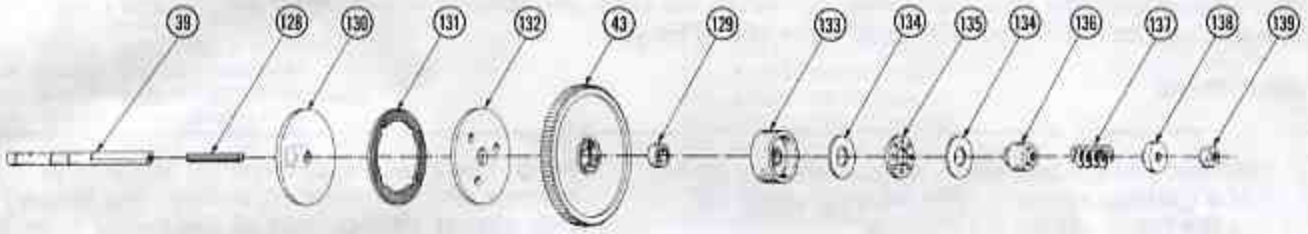


Fig 21. Before attaching the 3/8" studded ball (55), place a gold washer (73) over each studded ball. This step will assure the ball stud will sit flush with the hub, and minimize damage to this new stiffer hub carrier.

Fig 25 on Page 11. A 1 1/8" rod (86) is used in place of the 1 1/2" rod. The overall length (ball to ball) is the same as illustrated in the Pro manual.

Fig 26. Before attaching the camber link (70) locate the sheet of "Foam Things" (140) and remove four from the sheet. Punch out the centers and place the foam rings over each of the 4 ball studs. These will keep dirt out of the ball joints. A small amount of grease may be added to the ball joint. Now attach the camber link with "Foam Things" in place.

Fig 29. The front arms (78) will attach the same. Pay attention to the direction of the front arm. It should be installed so that it sweeps to the rear.

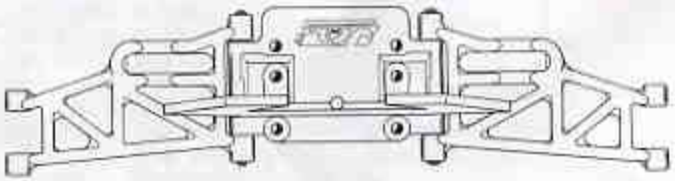


Fig 32. A 1 1/8" rod (86) is used in place of the 1 1/2" rod (71) and a 1 1/2" rod in place of the 1 7/8" rod. Both of the overall lengths should be the same as illustrated in the Pro manual.

Fig 33. Before attaching camber links (86) , once again install "Foam Things" over the ball studs. (*Note use Foam Things on camber links only! Do not use them on tie-rods for steering as they may bind the linkage.)*

SHOCK ASSEMBLY (FIG. 35)

FRONT SHOCKS

Locate the 2 shorter shock shafts (87) and screw on the shock ends (91) holding the shafts between the "E" clip grooves. Now take one of the shock spacers marked "A" (141) and place one on each of the front shafts. Next place a shock cartridge on each shaft hex end first. Place and "E" clip (64) into the bottom groove of each shaft. Now locate the 2 shock pistons marked with a "4" (92) and place one on each shaft holding it in place with another "E" clip. Find the 2 shorter shock bodies (93) and fill them to just below the threads with oil (94). Now insert the shaft assembly with the cartridge against the shock end. Slowly tighten the cartridge allowing the oil to bleed out until finger tight. Now to secure turn approximately 1/8 turn with pliers.

* *Note if leaking persists around outside, tighten more.*

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

* *Note (the "A" spacer shown on the illustration on the inside of the shock is optional. See tip section).*

REAR SHOCKS

Attach the shock ends to the long shock shaft (99) in the same manner. This time place the cartridge on the shaft first, followed by a "B" shock spacer (142). The rear shocks will use the pistons marked "5". The rear shocks should be filled in the same manner as the fronts.

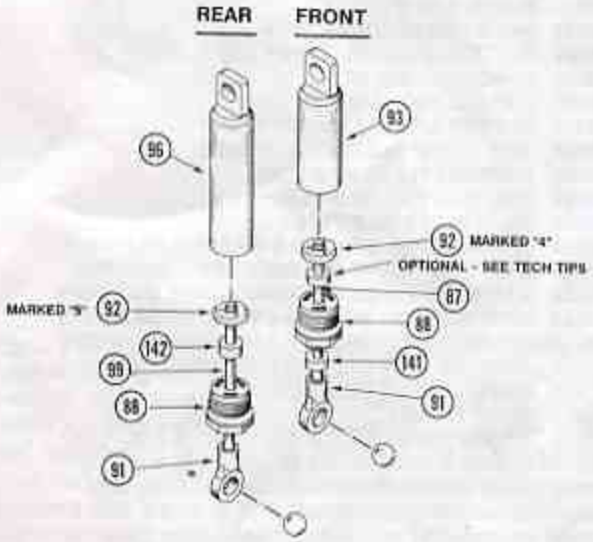


Fig 36. Note: The bottom of the rear shock now mounts to the top outside hole of the rear arm (1 & 123).

Fig 37. Note: The bottom of the front shock mounts to the outside hole on the front arm (78).

Fig 41. The gear cover (107) is already cut out. Locate the adjustment hole plug (144) and insert it in the gear cover.

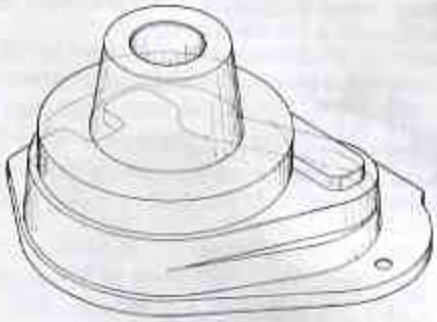
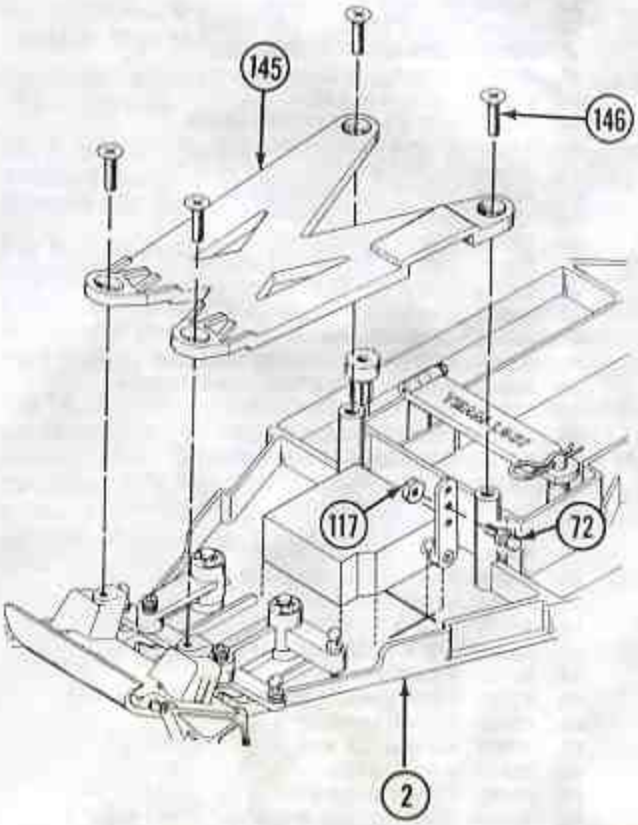


Fig 46. Attach steering servo using servo tape (53) to front of chassis (2) as shown. Thread an adjustable rod end (70) onto both sides of 1 1/2" threaded rod (119). Thread one 3/16" studded ball (72) into steering servo arm and secure with a 4-40 nut (117). Attach one end of 1 1/2" rod (119) onto studded ball (55) in steering bellcrank (75) and other end onto studded ball (72) in steering servo arm. Secure front stiffener (145) to chassis (2) using four 8-32 x 1/2" steel flathead screws (146).



TEAM LOSI, INC.
13848 Magnolia, Chino, CA 91710

SPARE PARTS LIST

REFER TO YOUR TEAM LOSI PERFORMANCE PRICE LIST WITH YOUR KIT FOR PRICES, COMPLETE ASSEMBLIES, PERFORMANCE UPGRADES, AND OTHER TEAM LOSI RACING ACCESSORIES.

KEY#	P/N	CONTENTS
1.	A2015	H-ARM RIGHT
2.	A4051	S.E. MOLDED CHASSIS & BRACE
3.	A6210	4-40 X 3/8" FLATHEAD
4.	A1511	EXTENDED STEERING POST
5.	A2035	S.E. REAR SHOCK TOWER
6.	A2001	REAR BULKHEAD
7.	A6206	4-40 x 3/8" SOCKET HEAD
8.	A6209	8-32 x 1/2" ALUM FLAT HEAD
9.	A1014	S.E. FRONT SHOCK TOWER
10.	A1003	FRONT BULKHEAD
11.	A2015	H-ARM SPACER
12.	A2022	H-ARM HUB CLIPS
13.	TL4011	5-40 SET SCREW
14.	A4001	FRONT BATTERY CUP
15.	A4002	ANTENNA MOUNTING CAP
16.	A4002	ANTENNA MOUNT
17.	A3024	CENTER DIFFERENTIAL GEAR
18.	TL4016	3/32 x HARD DIFF BALLS
19.	A6901	1/4" x 3/8" BEARINGS
20.	A3024	FEMALE HALF OF DIFFERENTIAL
21.	A3024	MALE HALF OF DIFFERENTIAL
22.	A6302	5-40 LOCK NUT
23.	A3010	DIFF DRIVE RINGS\THRUST WASHERS
24.	A6211	5-40 X 3/4" SOCKET HEAD SCREW
25.	A3018	BELLEVILLE WASHERS
26.	A3018	THRUST WASHER
27.	A3018	THRUST BEARING CAGE
28.	TL4017	1/16" HARD BALLS
29.	A6900	5/16" X 1/2" BALL BEARINGS
30.	A6903	3/16" X 3/8" BALL BEARINGS
31.	A3001	RIGHT HALF OF GEAR BOX
32.	A6902	8mm X 14mm BALL BEARING
33.	A3024	OUTPUT GEAR
34.	A3017	REAR OUTDRIVE SPACERS
35.	A3013	U-JOINT OUTDRIVE
36.	A6204	4-40 X 1/2" SOCKET HEAD
37.	A3001	LEFT HALF OF GEARBOX
38.	A6101	3/16" E-CLIPS
40.	A3002	MOTOR PLATE
41.	A6203	4-40 X 1 3/8 SOCKET HEAD
42.	A6401	1/16" X 7/16" SPIROL PIN
43.	A3906	SLIPPER GEAR
44.	A6400	3/32" X 1/2" SPIROL PIN
45.	A3014	UNIVERSAL PIVOTS
46.	A3013	FEMALE DRIVE SHAFT
47.	A2016	REAR PIVOT PIN SUPPORT
48.	A6213	4-40 X 1/4" FLAT HEAD SCREW
49.	A6202	4-40 X 1 3/4" SOCKET HEAD
50.	A6215	#4 WASHERS
51.	A6301	4-40 NYLON LOCKING NUTS
52.	A6212	4-40 X 1/8" BUTTON HEAD SCREW
53.	A4004	SERVO TAPE
54.	A3004	DUST COVER (DIFF ADJ.)
55.	A6000	3/8" STUDDED BALL JOINT
56.	A5008	UPPER SHOCK MOUNT BUSHING
57.	A6216	4-40 X 7/8" SOCKET HEAD SCREW
58.	A2006	SWIVEL BALLS
59.	A2038	REAR HUB CARRIER
60.	A3015	REAR AXLE (WASHER & PINS)
61.	A3013	MALE DRIVE SHAFT
62.	A6401	1/16" X 7/16" PINS
63.	A2008	1/8" X 1.785" HINGE PIN (INNER)
64.	A6100	E-CLIPS 1/8"
65.	A2024	REAR SHOCK TOWER SPACER
66.	A2023	OUTER HINGE PIN
67.	A3016	REAR AXLE SPACER
68.	A2010	WING TUBES
69.	A4045	FRONT BUMPER
70.	A6005	PLASTIC ROD ENDS
71.	A1009	1 1/2" TURNBUCKELS
72.	A6001	3/16" STUDDED BALL JOINT
73.	A6215	BRASS WASHERS
74.	A1510	STEERING SECTOR ARM
75.	A1507	STEERING BELL CRANK
76.	A6200	4-40 X 1/8" SHOULDER SCREW
77.	A1507	IDLER ARM
78.	A1013	FRONT A-ARMS
79.	A1007	FRONT BULKHEAD HINGE PINS
80.	A1012	FRONT AXLES
81.	A1002	FRONT SPINDLE (LEFT)
82.	A1002	FRONT SPINDLE (RIGHT)
83.	A1002	FRONT SPINDLE CARRIERS
84.	A1006	KING PINS
85.	A1008	FRONT OUTER HINGE PINS
86.	A2005	1 1/8" TURNBUCKLE (L/R THREADED ROD)
87.	A5004	.6" SHOCK SHAFT
88.	A5015	SHOCK CARTRIDGE
90.	A3022	PINION GEAR (SLIPPER SHAFT)
91.	A5023	LOWER SHOCK MOUNT
92.	A5012	SHOCK PISTONS (FRONT & REAR)
93.	A5029	.6" SHOCK BODY
94.	A5205	40 WT. SHOCK FLUID
95.	A5023	SHOCK CUP
96.	A5031	1.2" SHOCK BODY
97.	A5132	2" GREEN SPRINGS
98.	A5023	SHOCK COLLAR
99.	A5022	X-LONG SHOCK SHAFT 1.2"
100.	A7114	REAR WHEEL
101.	A7211	FRONT TIRE
102.	A7321	REAR TIRE
103.	A7014	FRONT WHEEL
104.	A6220	4-40 X 1/2" FLATHEAD SCREW
105.	A8101	WING WIRE
106.	A8006	PRO S.E. BODY
107.	A3004	GEAR COVER (SLIPPER)
108.	A8104	WING
109.	A4002	ANTENNA TUBE
110.	A4003	ANTENNA CAP
111.	A6201	3mm X 8mm MOTOR SCREW
112.	A4001	BATTERY BOX LID
113.	A6208	8-32 X 3/8" FLATHEAD SCREW
114.	A8200	BODY CLIP
115.	A6218	8-32 X 1/2" STEEL FLATHEAD SCREWS
116.	A8102	WING BUTTONS TOP
117.	A6301	4-40 NYLON NUT
118.	A6303	10-32 NYLON NUT
119.	A1503	SERVO ROD W/ENDS
120.	J120	JAMMIN GREASE
121.	A8102	WING BUTTONS TOP
122.	A6221	4-40 X 5/8" SOCKET HEAD SCREW
123.	A2015	H-ARM (LEFT)
124.	A5152	REAR RED SPRING (LONG)
125.	A4001	BATTERY FOAM (BATTERY CUP)
126.	A4052	CHASSIS FOAM PAD
127.	A6102	C-CLIPS .1875 (LARGE)
128.	A3120	SLIPPER SHAFT & HARDWARE
129.	A6905	3/16" X 5/16" BEARING (SLIPPER)
130.	A3121	BACKING PLATE (SLIPPER)
131.	A3123	FRICTION PAD (SLIPPER)
132.	A3122	GEAR PLATE (SLIPPER)
133.	A3124	SPRINGS CUP, SPACER & WASHER (SLIPPER)
134.	A3125	9/16" X 1/4" TRUST BEARING ASSY. (SLIPPER)
135.	A3125	9/16" X 1/4" THRUST BEARING ASSY. (SLIPPER)
136.	A3124	SPRINGS, CUP, SPACER & WASHER (SLIPPER)
137.	A3124	SPRINGS, CUP, SPACER & WASHER (SLIPPER)
138.	A3124	SPRINGS, CUP, SPACER & WASHER (SLIPPER)
139.	A6305	4-40 LOCK NUT (SLIPPER)
140.	A6003	FOAM THINGS
141.	A5015	SHOCK CARTRIDGE & SPACERS (A & B)
142.	A5015	SHOCK CARTRIDGE & SPACERS (A & B)
143.	A6230	SHIM FOR SLIPPER SHAFT (SHIM BAG) .015
144.	A3004	GEAR COVER (SLIPPER)
145.	A4047	CHASSIS STIFFENER
146.	A6218	8-32 X 1/2" STEEL CHASSIS SCREWS
147.	A4053	CHASSIS SPACER (LONG WHEEL BASE)

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