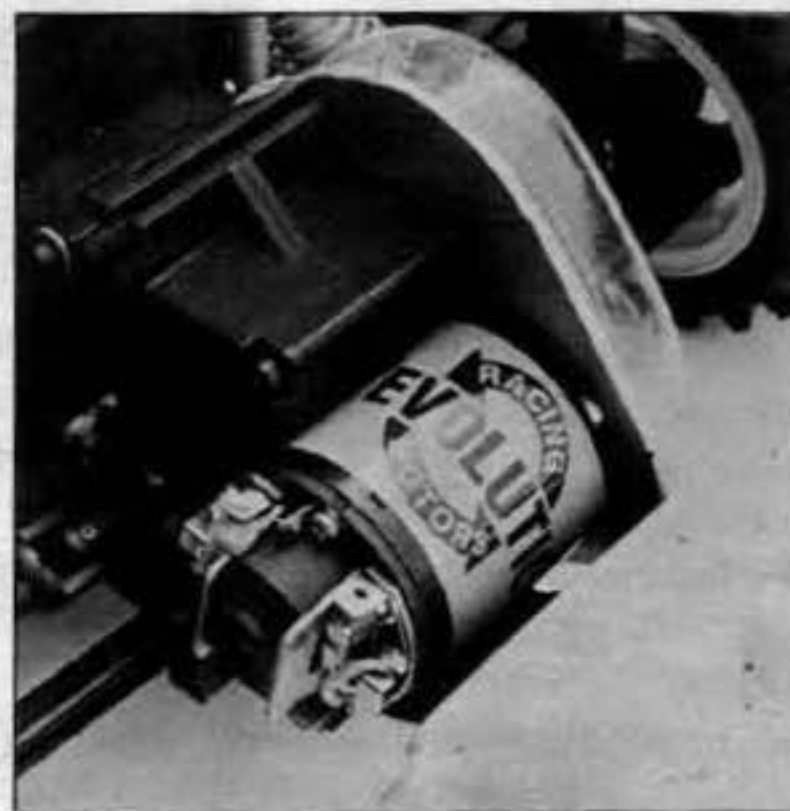


TEAM LOSI



OWNER'S GUIDE

Carefully read through all instructions thoroughly to familiarize yourself with the parts and construction techniques used in this race car. As you read through, also pay close attention to the overall design of the car. Remember, being competitive is a measure of the patience you put into the construction of the race car. Take your time and pay close attention to the details.



TEAM LOSI
PERFORMANCE

1655 E. MISSION BLVD., POMONA, CA 91766, (714) 620-0164

scan courtesy of Vintagelosi.com

Welcome JRX-2 Owner!!

Winning races gets harder all the time. The competition is incredible. To be competitive you need the best equipment available. We have been testing and refining the JRX-2 for over 2 1/2 years and I feel it has the right combination out of the box to be race ready.

All of the drivers that have done our testing have consistently gone faster with the JRX-2. I am sure you will attain the same results.

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

Thank You for purchasing the JRX-2



Gil Losi Jr.

P.S.

Please return the registration card enclosed in your kit so we can share everything we learn in the future.

scan courtesy of Vintagelosi.com

1. Introduction

The JRX-2 kit is composed of different bags marked Bag A through Bag F. Each bag contains all of the parts necessary to complete a certain section of the car. It is essential that you open only one bag at a time and follow the right sequence, otherwise you will face difficulties in finding the right part. It is helpful to read the entire instructions for the bag prior to starting assembly. Key numbers (in circles) have been assigned to each part and remain the same in the illustration and throughout the instructions. For your convenience, an actual size hardware identification guide is included in Appendix A of the manual. To check a part, hold it against the silhouette until it is identified. In some cases extra hardware has been supplied to replace easily lost parts. When assembling shafts to plastic parts, different fits e.g., press, net, loose have been designed into the parts. To ensure that parts are not lost during construction, it is suggested that you work over a towel or mat to prevent the parts from rolling away.

IMPORTANT SAFETY NOTES

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

Introduction (cont.)

TOOLS REQUIRED

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

RADIO/ELECTRICAL

The JRX-2 is an out of the box high performance race car. It is for this reason that we have not included specific instructions on radio and electrical equipment installation. We have left this subject to the personal preference of the owner-

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

HARDWARE IDENTIFICATION

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

Table of Contents

1. INTRODUCTION		
Important Safety Notes.....	i	
Tools Required.....	ii	
Hardware Identification.....	ii	
Radio/Electrical.....	ii	
Table of Contents.....	ii	
2. CHASSIS-BAG A		
Chassis Assembly.....	1	
Chassis Assembly (cont.).....	2	
Chassis Assembly (cont.).....	3	
Illustration-Chassis Assembled.....	4	
3. GEARBOX/DIFFERENTIAL-BAG B		
Part 1 Differential Assembly.....	5	
Part 2 Gearbox Assembly.....	6	
Illustration-Exploded Gearbox.....	7	
Part 2 Geabox Assembly (cont.).....	8	
4. REAR SUSPENSION-BAG C		
Rear Suspension Assembly.....	9	
Rear Suspension Assembly (cont.).....	10	
Rear Suspension Assembly (cont.).....	11	
Rear Suspension Assembly (cont.).....	12	
Illustration-Rear Suspension.....	13	
5. FRONT SUSPENSION-BAG D		
Front Suspension Assembly.....	14	
Front Suspension Assembly (cont.).....	15	
Illustration-Front Suspension.....	16	
6. SHOCKS-BAG E		
Shock Assembly.....	17	
Illustation-Shocks.....	18	
Shock Attachment.....	19	
7. WING, BODY, GEAR COVER		
Illustration-Trimming.....	20	
8. WHEELS & TIRES-BAG F		
Assembly & Attachment.....	22	
9. FINAL ASSEMBLY-BAG G		
Wing Buttons.....	21	
Final Assembly & Body Painting.....	23	
10. ELECTRICAL/ELECTRONICS		
Suggested Layout.....	24	
11. TUNING TIPS FROM GIL LOSI JR.		
Gearbox, Differential, Front End Adj.....	25	
Springs, Tires, Gearing, Shocks.....	26	
Illustration-Camber, Toe In/Toe Out.....	27	
APPENDIX A - Hardware Identification Guide		
SPARE PARTS LIST		

2. Chassis Assembly-Bag A

1. Locate and open Bag A.

2. Secure side bulkheads (6) to sides of chassis using four 4-40 X 3/8" flathead screws (7). Fig.1

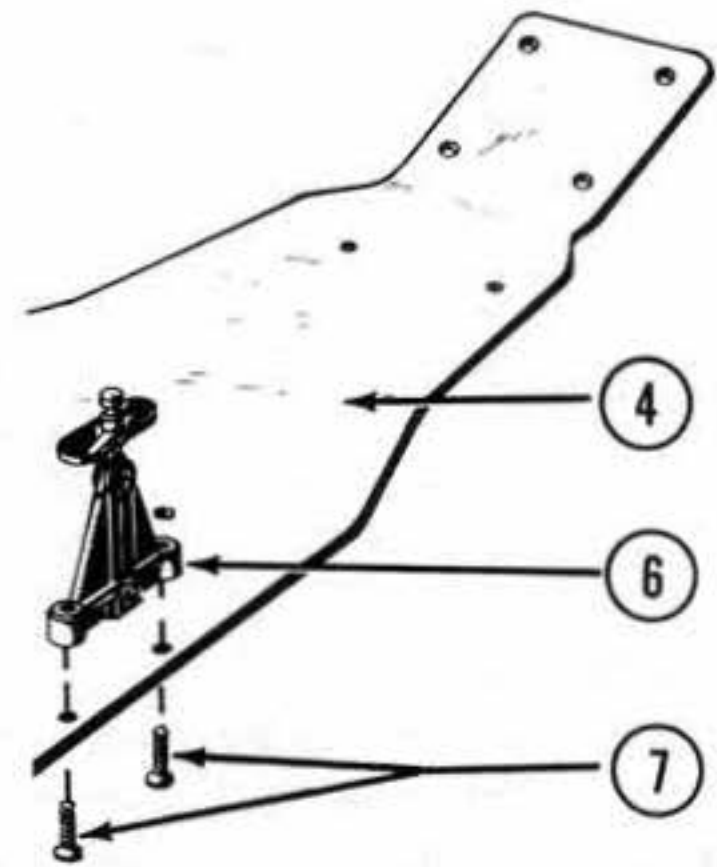


FIG. 1

3. Secure two aluminum steering posts (13) to chassis (4) using two 4-40 X 3/8" flathead screws (7). Fig 2

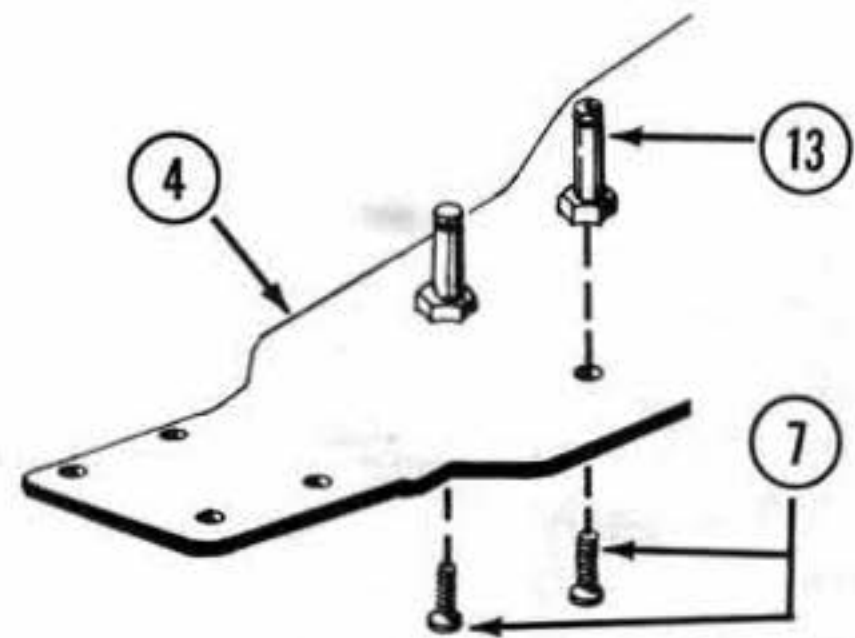


FIG. 2

4. Secure front shock tower (1) to front bulkhead (2) using two 4-40 X 3/8" socket head screws (3). Fig.3

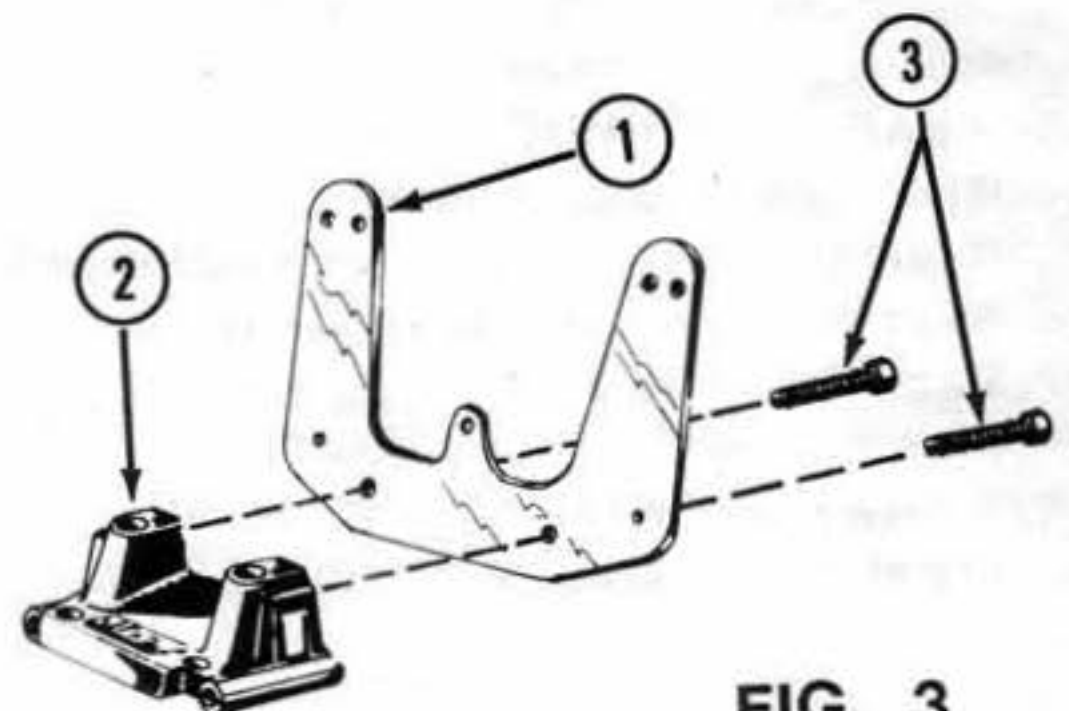


FIG. 3

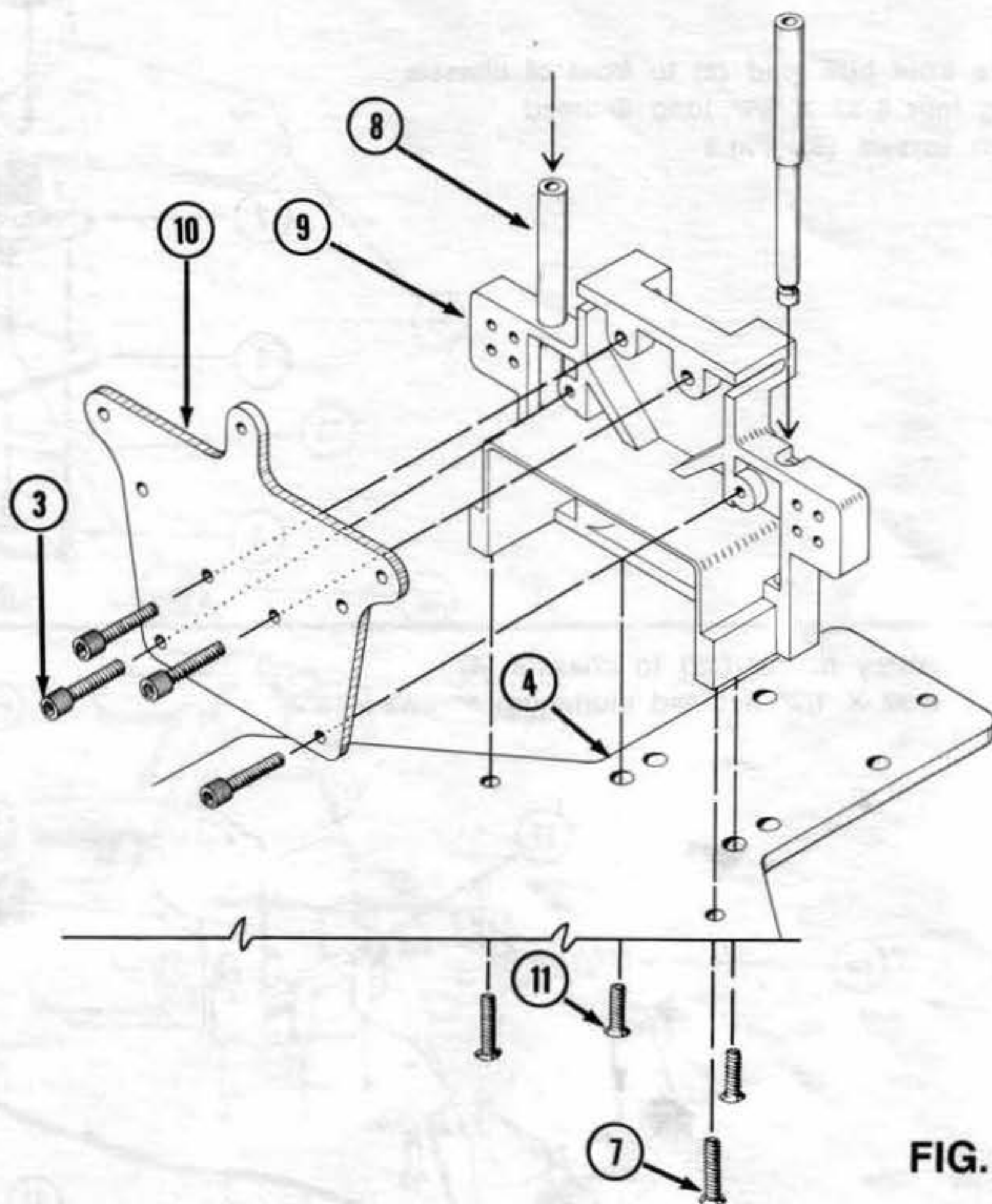


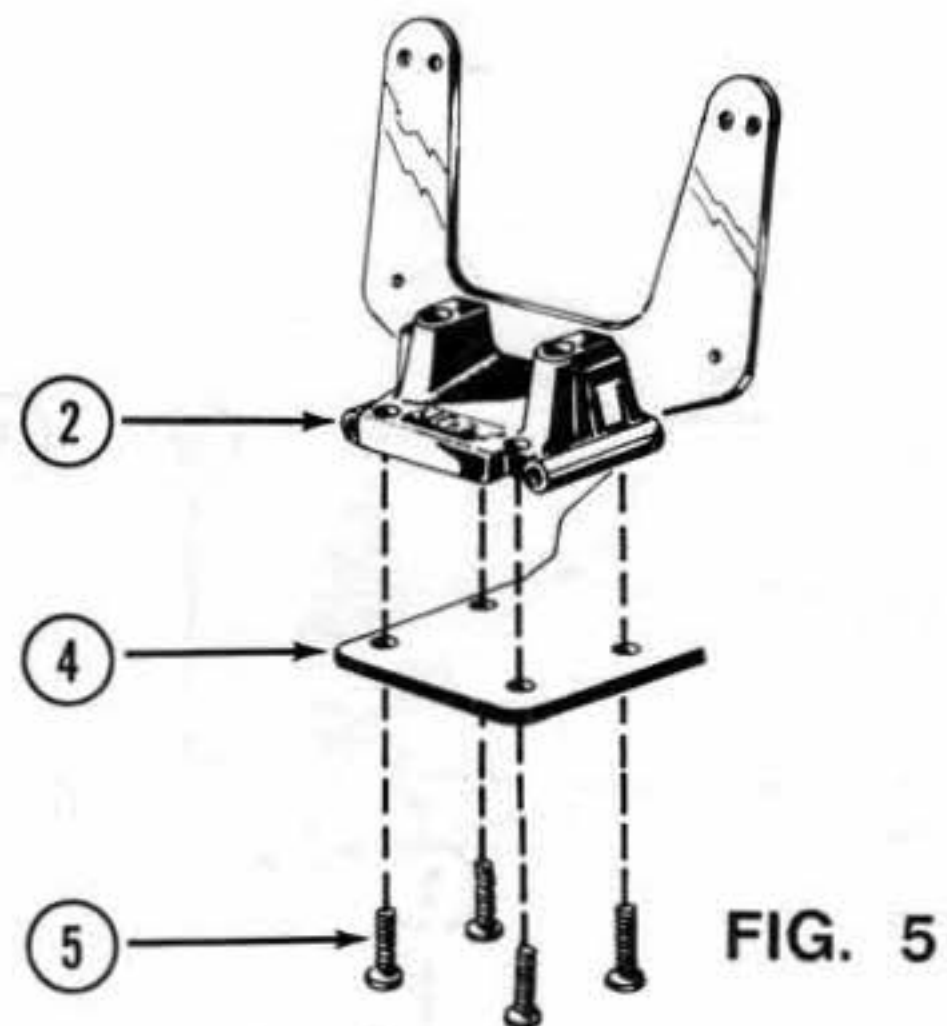
FIG. 4

5. Insert wing tubes (8) into top of rear bulkhead (9) as illustrated. *Note: These are a tight press fit.

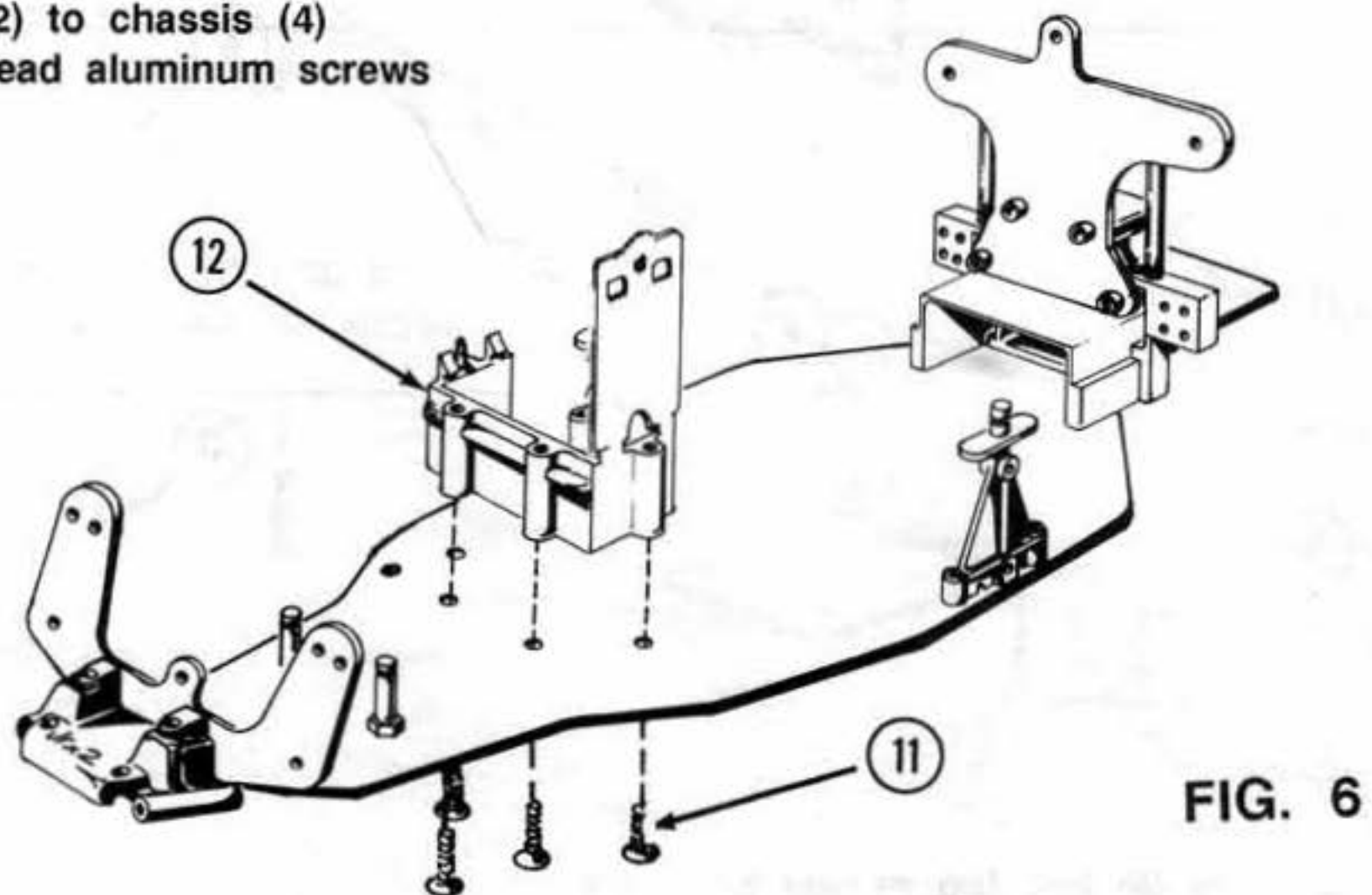
6. Secure rear shock tower (10) to front of rear bulkhead (9) using four 4-40 x 3/8" socket head screws (3).

7. Secure rear bulkhead (9) to chassis (4) using two 4-40 x 3/8" flathead screws (7) in front and two 8-32 x 1/2" flathead aluminum screws (11) in the rear

8. Secure front bulkhead (2) to front of chassis (4) using four 8-32 X 3/8" long flathead aluminum screws (5). Fig.5

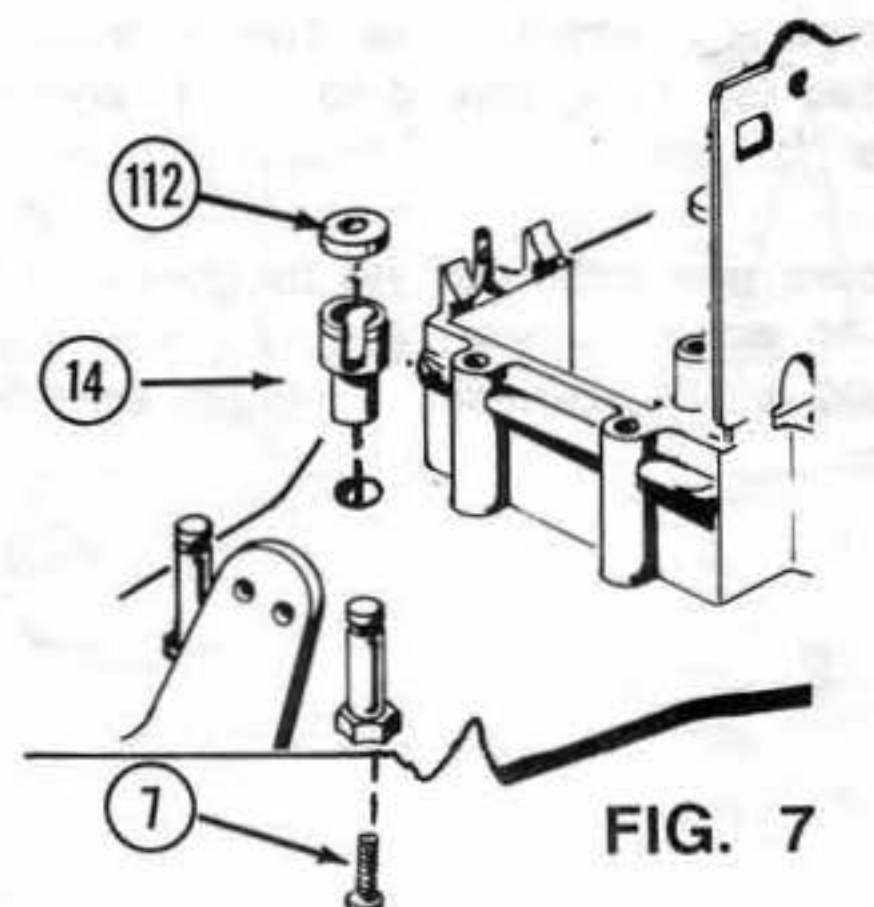


9. Secure battery holder (12) to chassis (4) using four 8-32 X 1/2" flathead aluminum screws (11). Fig.6

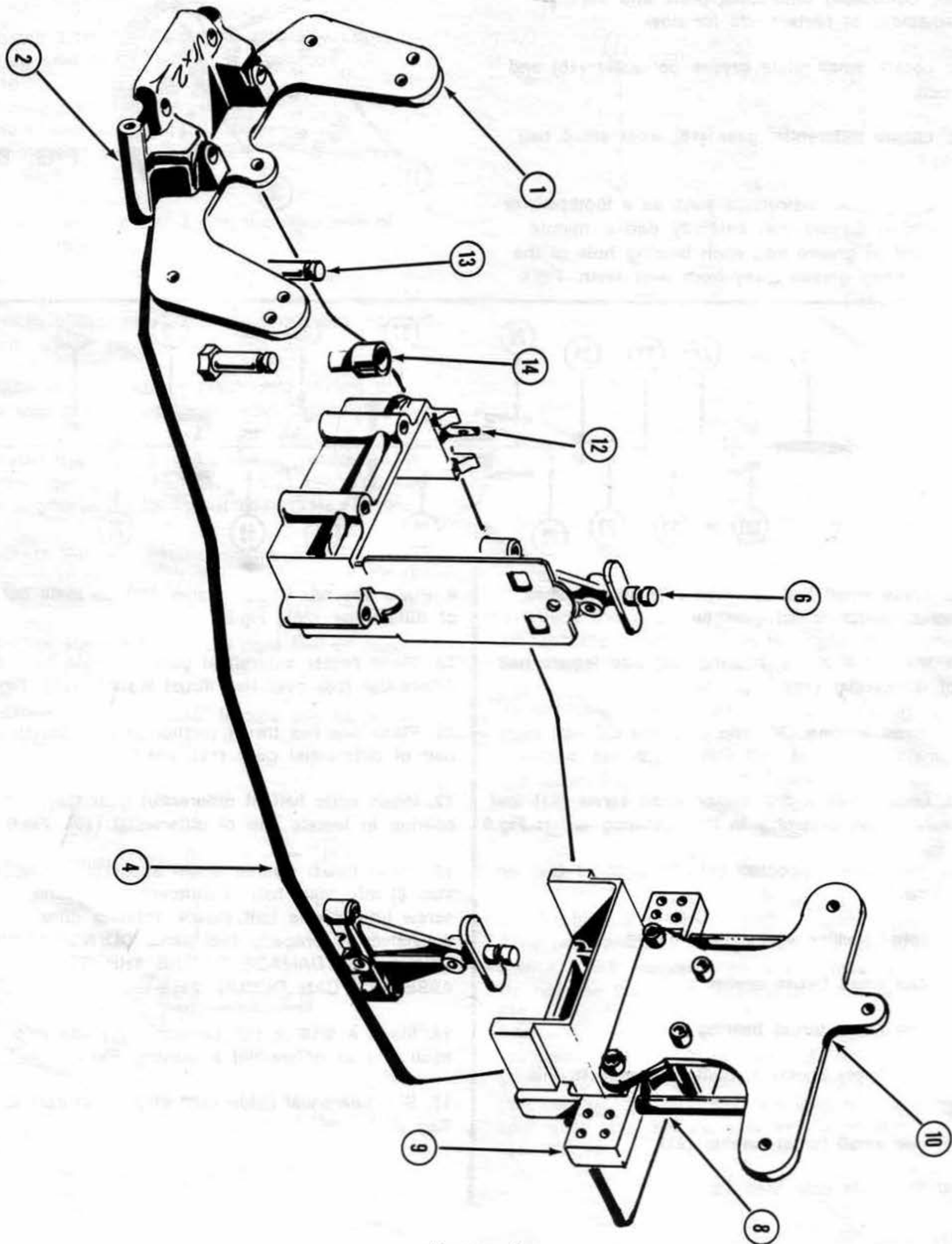


10. Secure antenna mount (14) to right hand side of chassis as illustrated with a 4-40 X 3/8" flathead screw (7). Fig.7

11. Snap antenna cap (112) onto antenna mount. Fig. 7



Chassis Assembled



3. Part 1-Differential Assembly-Bag B

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

2. Locate small white grease container (15) and open.

3. Locate differential gear (16) from small bag. Fig.8

4. Using small instrument such as a toothpick or precision screwdriver, carefully dab a minute amount of grease into each bearing hole of the gear. Keep grease away from gear teeth. Fig.8

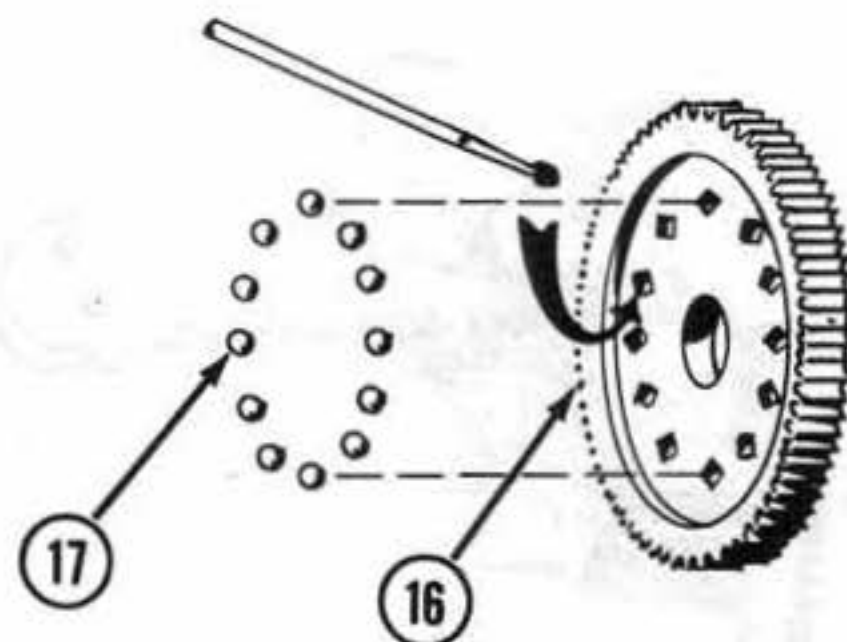


FIG. 8

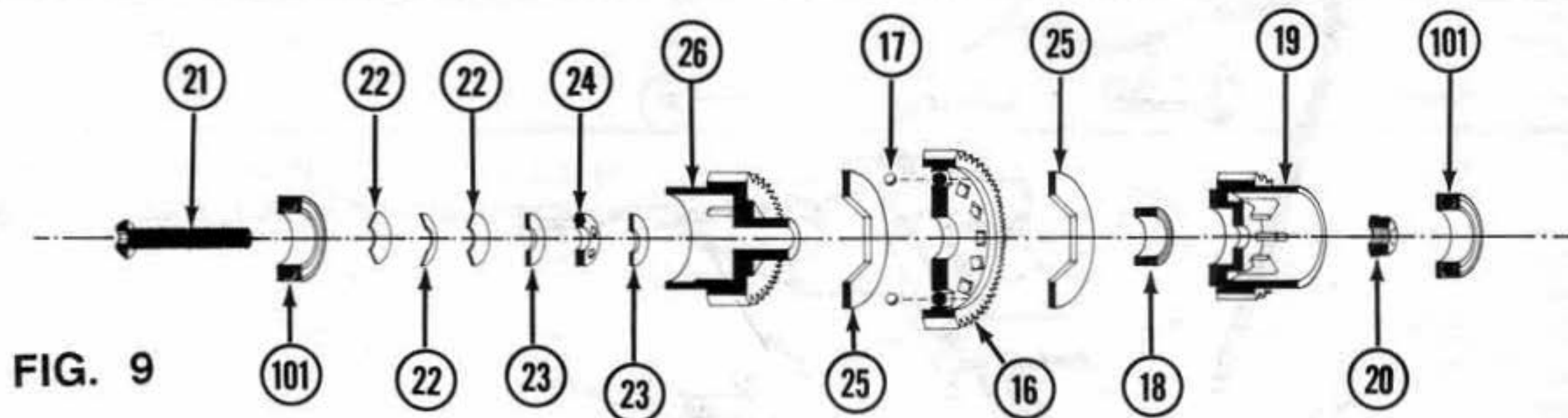


FIG. 9

5. Press small ball bearings (17) into greased holes of differential gear (16). Fig.8

6. Insert 1/4" X 3/8" bearing (18) into female half of differential (19). Fig.9

7. Insert locknut (20) into opposite side of female differential half (19). Fig.9

8. Locate 5-40 X 3/4" button head screw (21) and build thrust assembly in the following order: Fig.9

a. slide three opposing bellville washers (22) on screw.

* Note-Bellvilles are slightly coned.

b. one small thrust washer (23)

c. one 5-ball thrust bearing (24)

* Note-Apply liberal amount of grease to this part.

d. one small thrust washer (23)

e. Set aside until Step 13.

9. Place one hex thrust washer (25) on male half of differential (26). Fig.9

10. Place center differential gear on male half of differential (26) over hex thrust washer (25). Fig.9

11. Place one hex thrust washer (25) on female half of differential gear (19). Fig.9

12. Insert male half of differential gear (26) into bearing in female half of differential (19). Fig.9

13. Insert thrust washer screw assembly (from step 8) into male half of differential (26) and screw into female half slowly, rotating differential halves to properly seat parts. DO NOT OVERTIGHTEN AS DAMAGE TO THE THRUST ASSEMBLY CAN OCCUR. Fig.9

14. Insert a 5/16" x 1/2" bearing (101) into each end of differential assembly. Fig.9

15. Set differential aside until step 11 in part 2, Bag B.

Part 2-Gearbox Assembly-Bag B (cont.)

1. Remove remaining parts from large Bag B.
2. Install 3/16" X 3/8" bearing (27) into upper bearing seat of the left half of gearbox (28). Fig.10
3. Install two 8mm x 14mm bearings (29) into lower bearing seats of the left half of gearbox (28). Fig.9
4. Repeat steps 2 and 3 with the right side of gearbox (30).
5. Install output gear (31) into lower bearing seat of left half of gearbox (28). Fig.12
6. Slide outdrive spacer (107) onto U-joint outdrive with the flat side away from U-joint. Fig. 12
7. Install U-joint outdrive (32) into outside lower bearing seat of left half of gearbox (28) and turn until interlocked with output gear (31). Fig.12
8. Secure the two together with a 4-40 X 1/2" socket head screw (33) threaded through the U-joint outdrive (32) into the output gear (31). Fig.12
9. Repeat Steps 5-8 with the right half of gearbox (30). Fig.12
10. Attach two large 3/16" E-clips (54) to pinion shaft assembly (46). Fig. 11

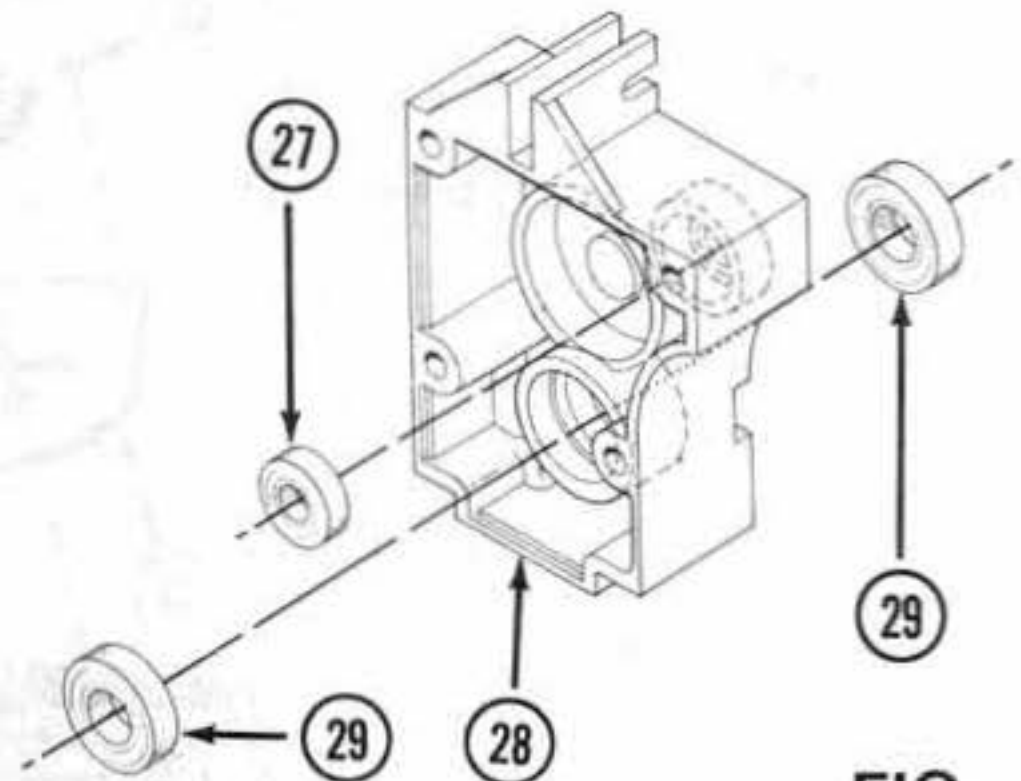


FIG. 10

11. Slide long side of pinion shaft assembly (46) through top bearing (27) in the right half of gearbox (30). Fig.12
12. Install differential assembly made in Fig. 9 in right half of gearbox (30). Locate on boss provided. Make sure the adjusting screw (21) in the differential assembly is facing outward so it accessible for adjusting. Fig.12
13. Assemble the right and left gearbox halves together. Fig.12
14. Position assembled gearbox against motor plate (47). Attach to motor plate (47) using three 4-40 X 1 3/8" socket head screws (48). NOTE: Do not use the upper forward hole at this time. Fig.12
15. Insert 3/32" X 1/2" pin (41) into hole in pinion shaft (46). Press spur gear (49) onto pinion shaft (46) carefully aligning pin (41) with groove in spur gear (49). Secure gear with 3/16" E-clip (54). Fig.12

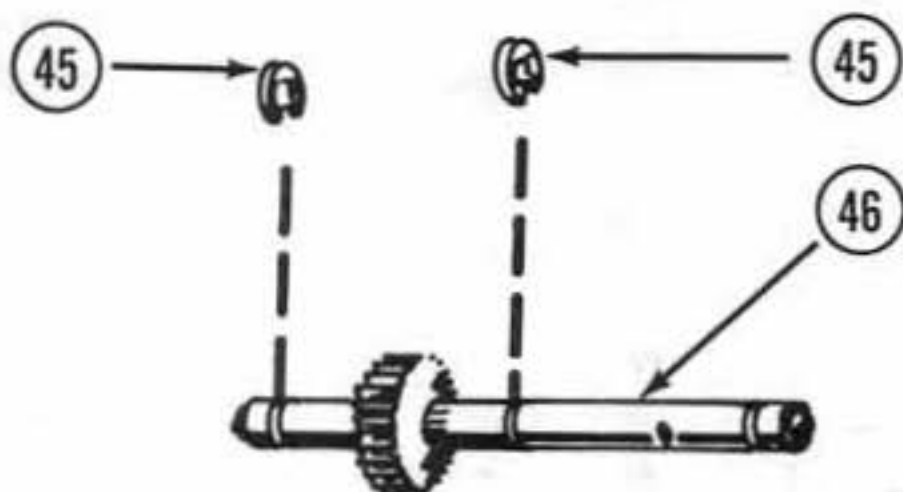


FIG. 11

Exploded Gearbox

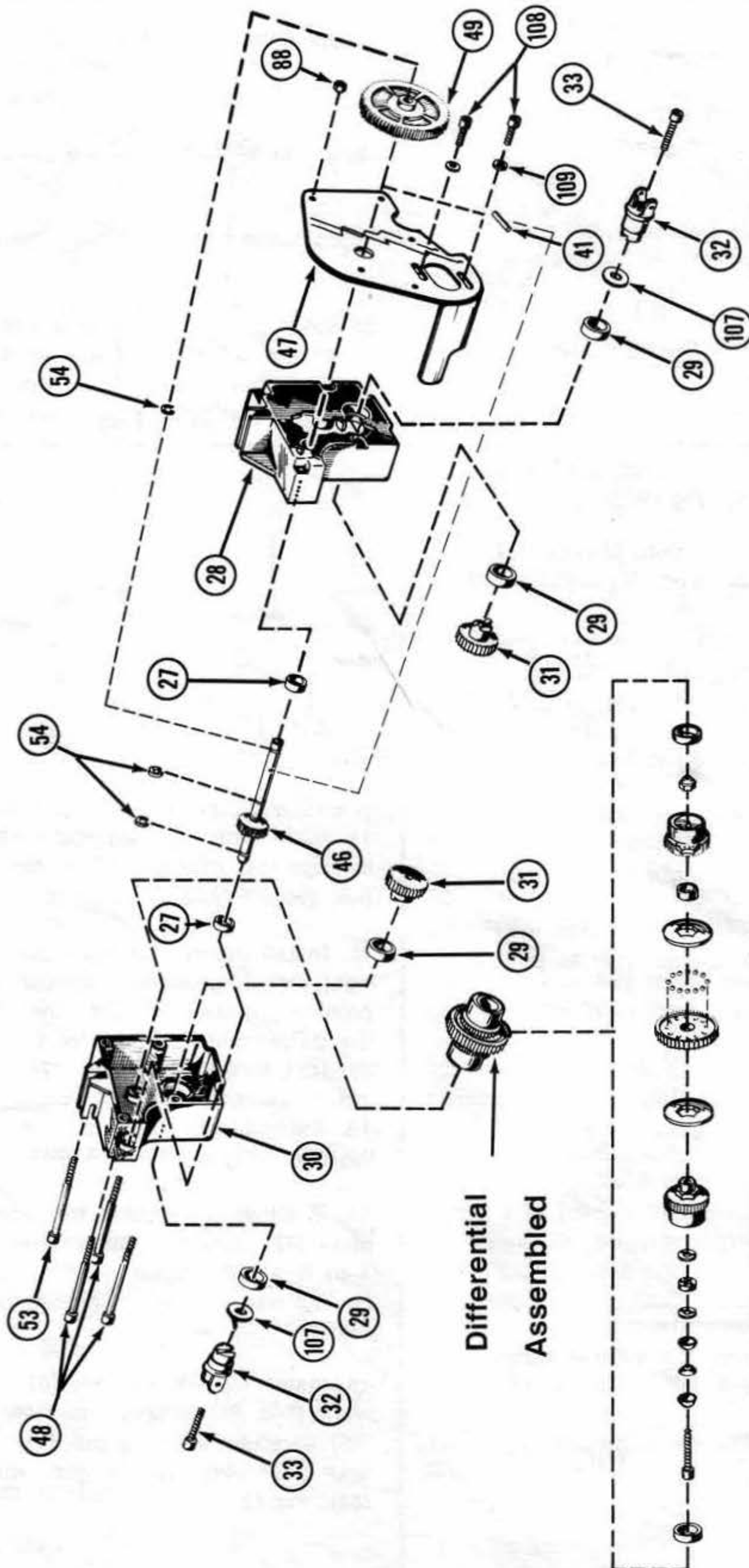
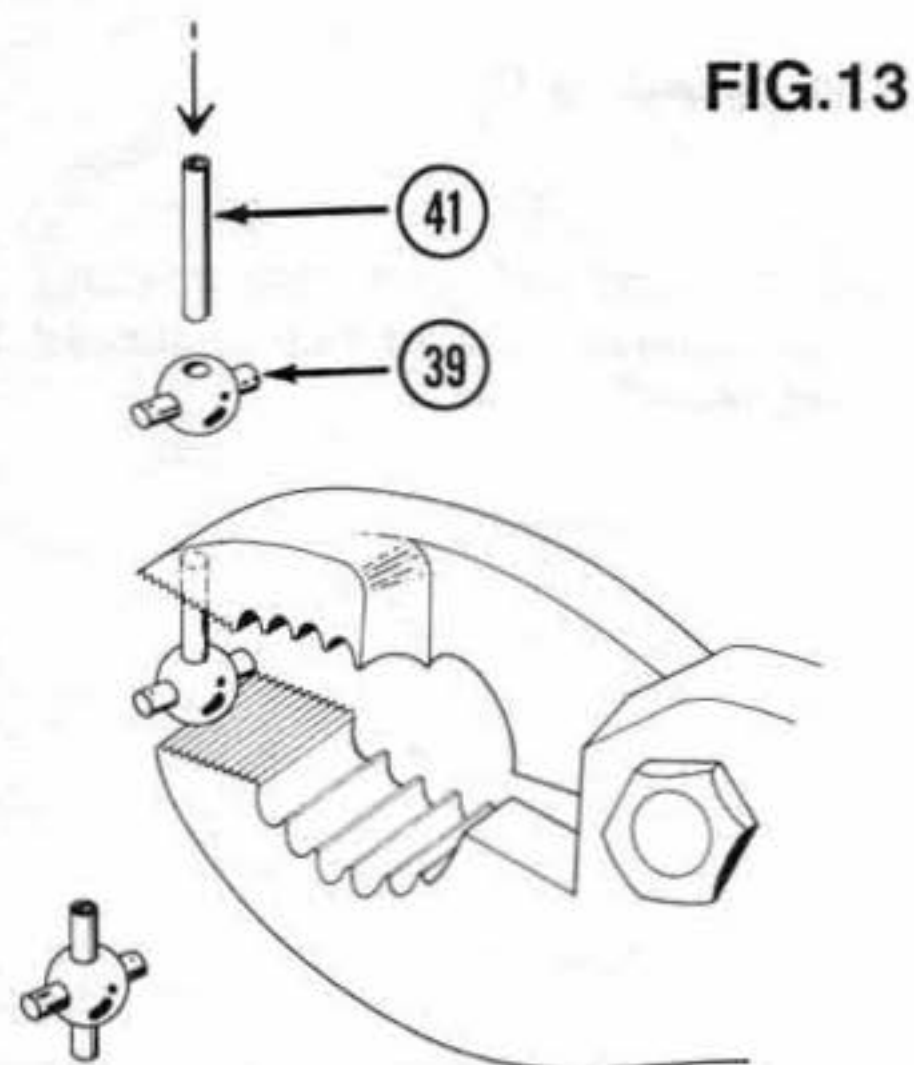


FIG. 12

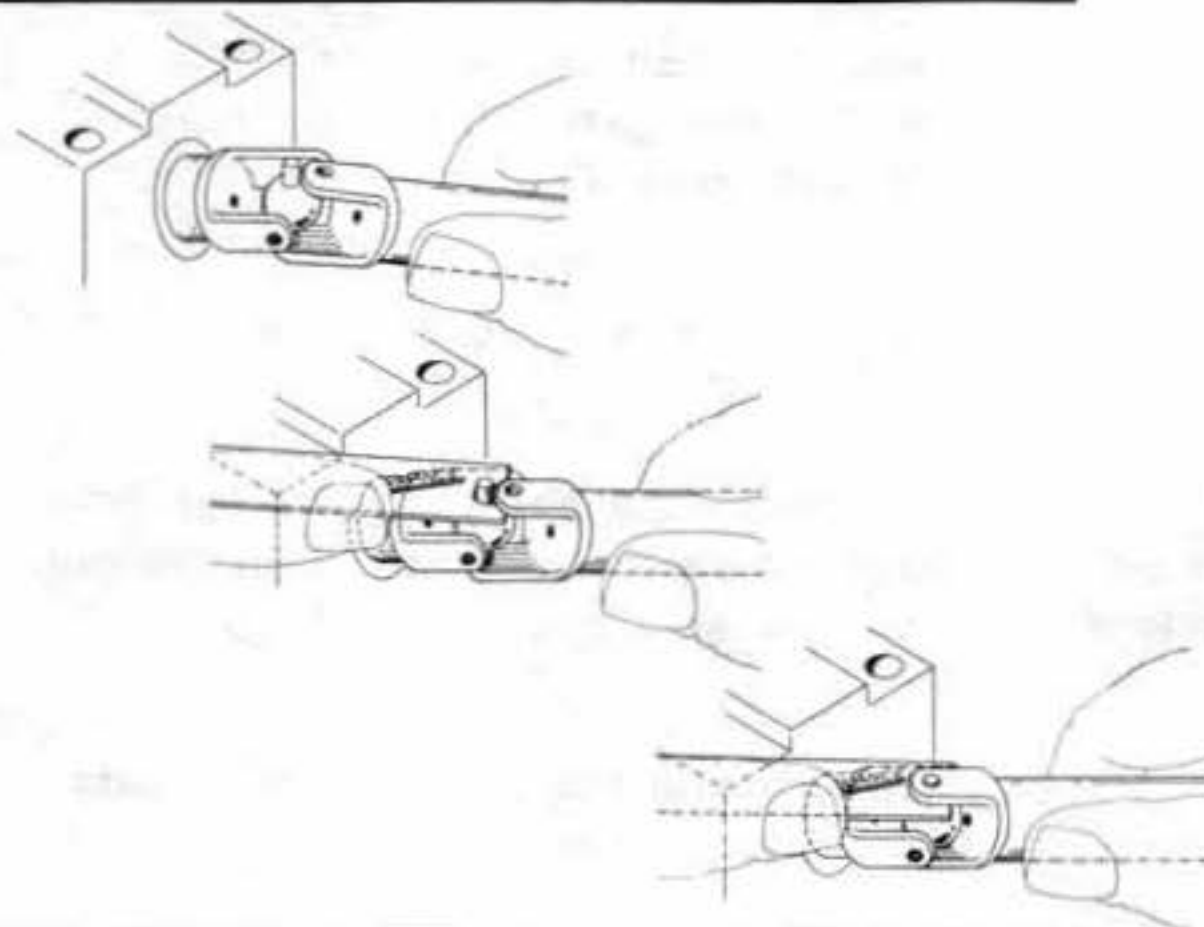
16. Install $\frac{3}{32}$ " x $\frac{1}{2}$ " pin (41) into pinned ball (39) joint so that it extends out evenly on both sides of ball. Fig. 13



17. Wedge one $\frac{3}{32}$ " x $\frac{1}{2}$ " cross pin (41) into one hole of the female drive shaft U-joint (50). Fig.14

18. Using rounded end of the TEAM LOSI wrench supplied with kit, pry the opposite end of $\frac{3}{32}$ " x $\frac{1}{2}$ " cross pin (41) into remaining hole in the drive shaft U-joint (50). Fig.14

19. Using remaining cross pin (41) in universal pivot (39) repeat this procedure to connect drive shaft (50) to outdrive U-joint (32). Fig.14



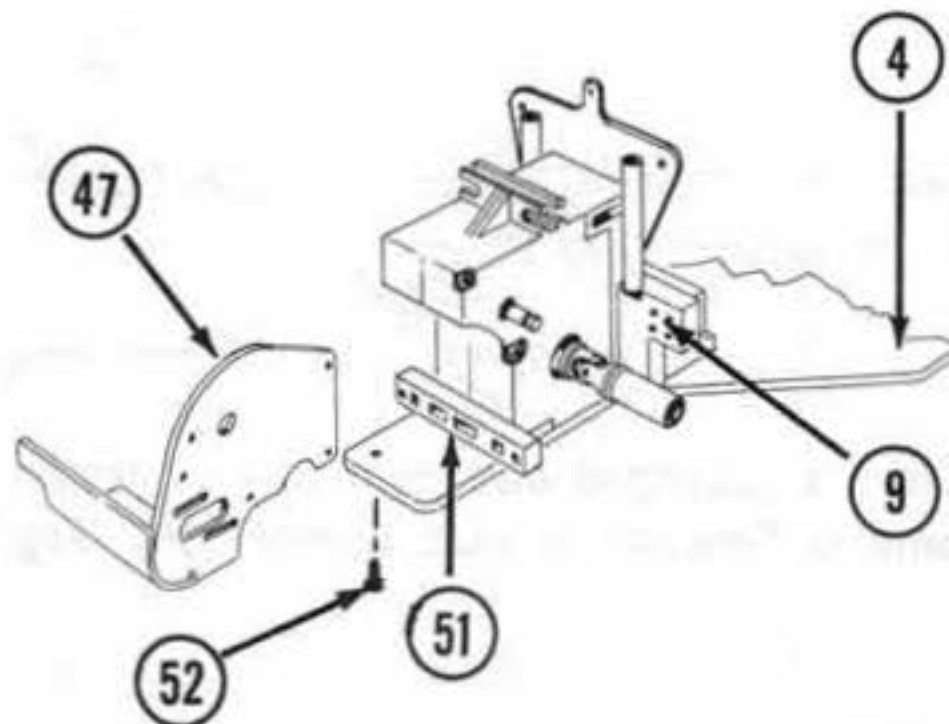
20. While holding rear pivot support (51) in place under rear of gearbox, slide gearbox assembly into rear of rear bulkhead (9). Fig.15

21. Secure gearbox and rear pivot support to chassis (4) using four 8-32 x $\frac{1}{2}$ " flathead screws (11). Fig.15

22. Secure motorplate (47) to chassis using a 4-40 x $\frac{1}{4}$ " flathead screw (105). Fig.15

23. Lock gearbox to rear bulkhead using a 4-40 x $1\frac{3}{4}$ " socket head screw (53) with a #4 washer (109) under the head. Fig.15

* NOTE: A 4-40 Nylon nut (88) will be attached later to secure the gear cover, Along with the 4-40 x $\frac{1}{8}$ " button head screw included in this kit. Fig.37



4. Rear Suspension Assembly-Bag C

1. Locate and open Bag C.

2. Install 3/8" studded ball joint (34) pointing rearward in top outside hole of rear bulkhead (9) as shown. Fig.16

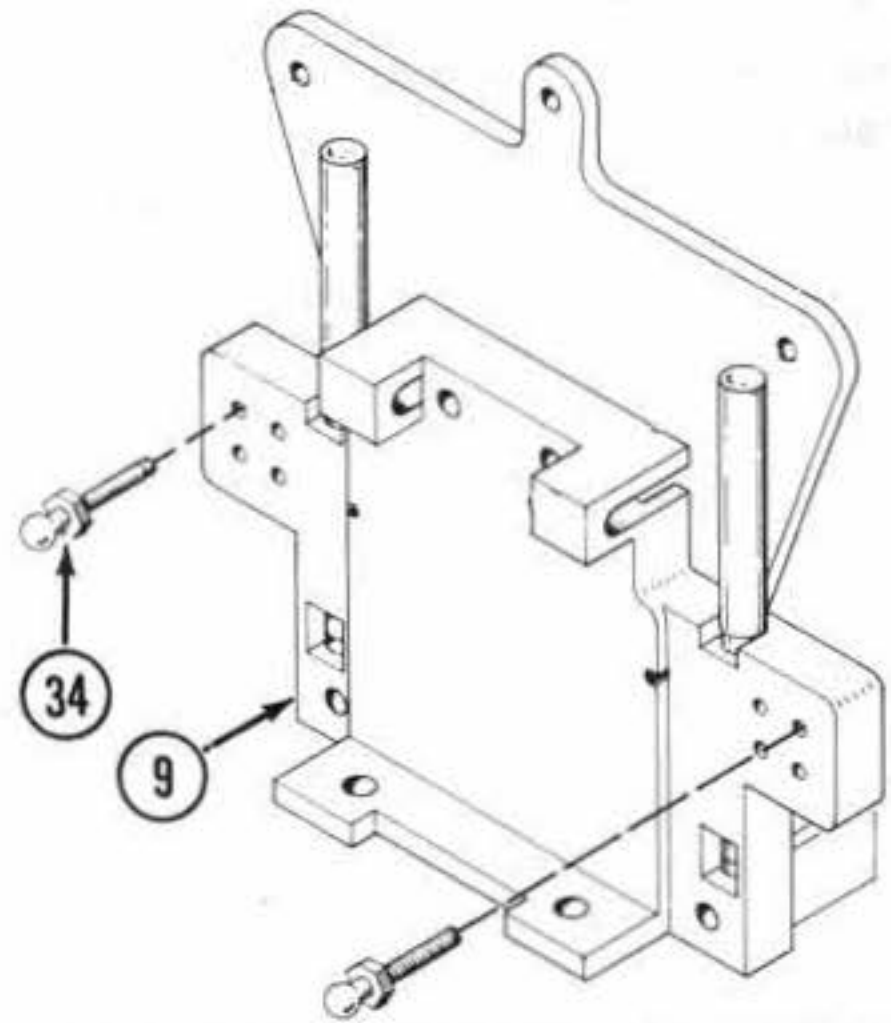


FIG.16

3. Slide on one 1/4" ball (36) over one 4-40 X 1/2" socket head screw (33). This will create one composite ball joint. Fig.17

4. Repeat step 3 three more times.

5. Thread one composite ball joint into top hole in side bulkhead (6) so that the ball is on the outside and it can just spin freely. Fig.17

6. Repeat step 6 using the bottom hole in side bulkhead (6) as shown. Fig.17

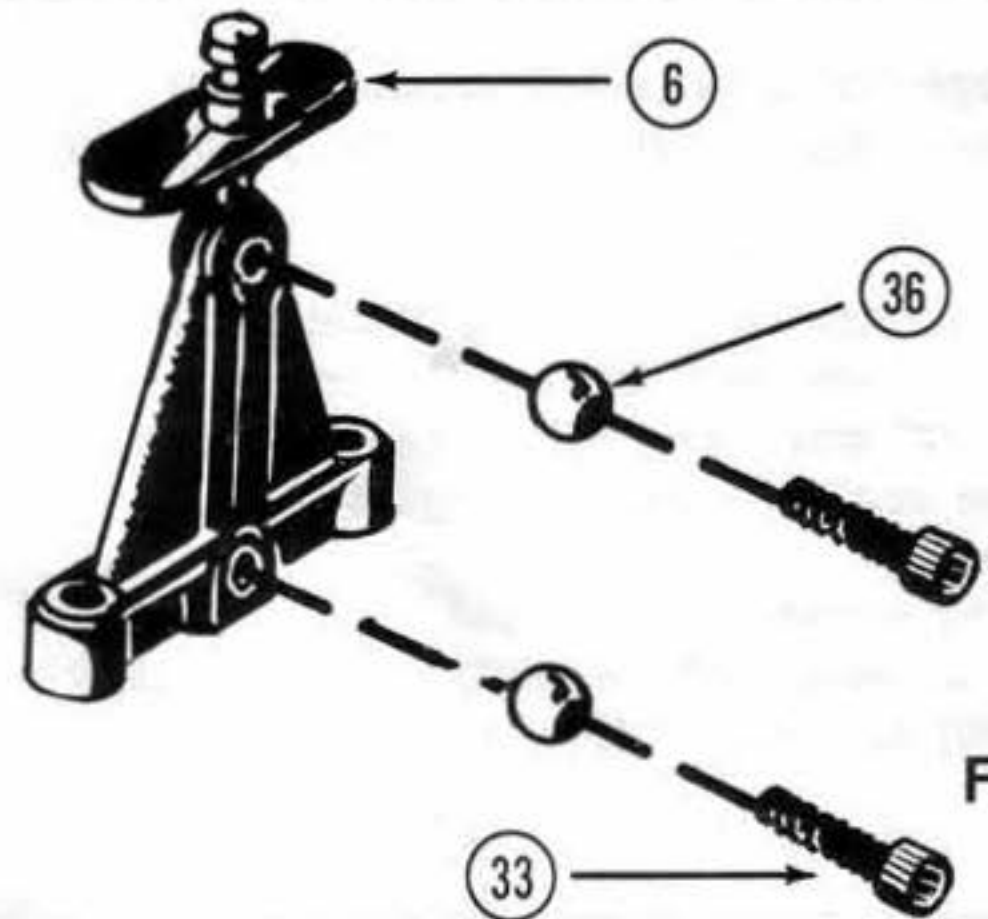


FIG.17

7. Thread one composite ball joint into top forward hole in hub carrier (35) so that the ball is on the inside and it can just spin freely. * Note: Hubs are non directional. Fig.18

8. Repeat step 7 using lowest hole on hub carrier (35) as shown. Fig.18

9. Install 3/8" studded ball joint (34) in topmost hole pointing forward in hub carrier (35). Fig.18

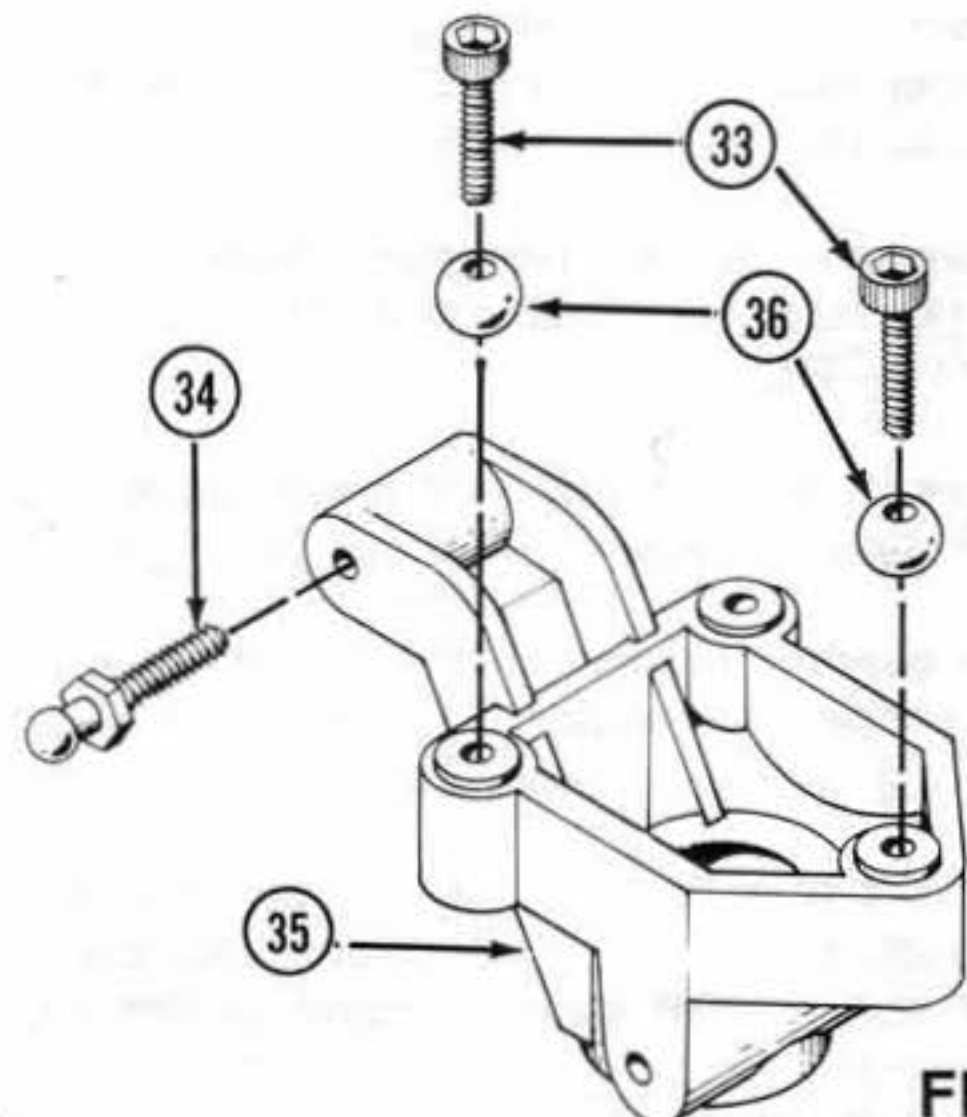


FIG. 18

Rear Suspension Assembly-Bag C (cont.)

10. Secure shock mount (37) to front of top corner hole in rear shock tower (10) using a 4-40 X 3/4" socket head screw (38) threaded from rear of shock tower to front. Fig.19

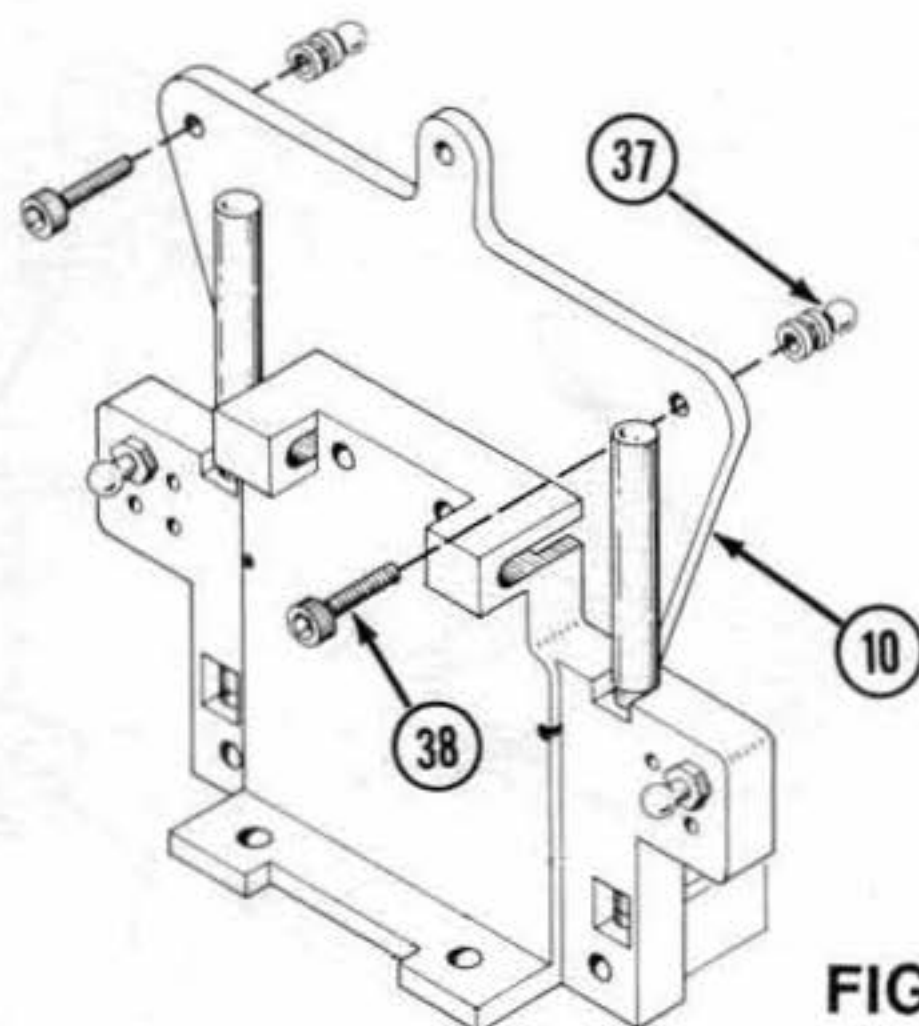


FIG. 19

11. Place universal pivot (39) in rear axle (40) so that cross pin hole is aligned vertically. Fig.20

12. Using pliers, push 3/32 dia. pin (41) through axle (40) and universal pivot (39) until pin extends out evenly on both sides of axle (40). Be sure there is no binding of universal pivot (39) inside U-joint (40). Fig.20

13. Pry universal pivot (39) into male section (42) of drive shaft using Fig. 14 in Bag B as a reference.

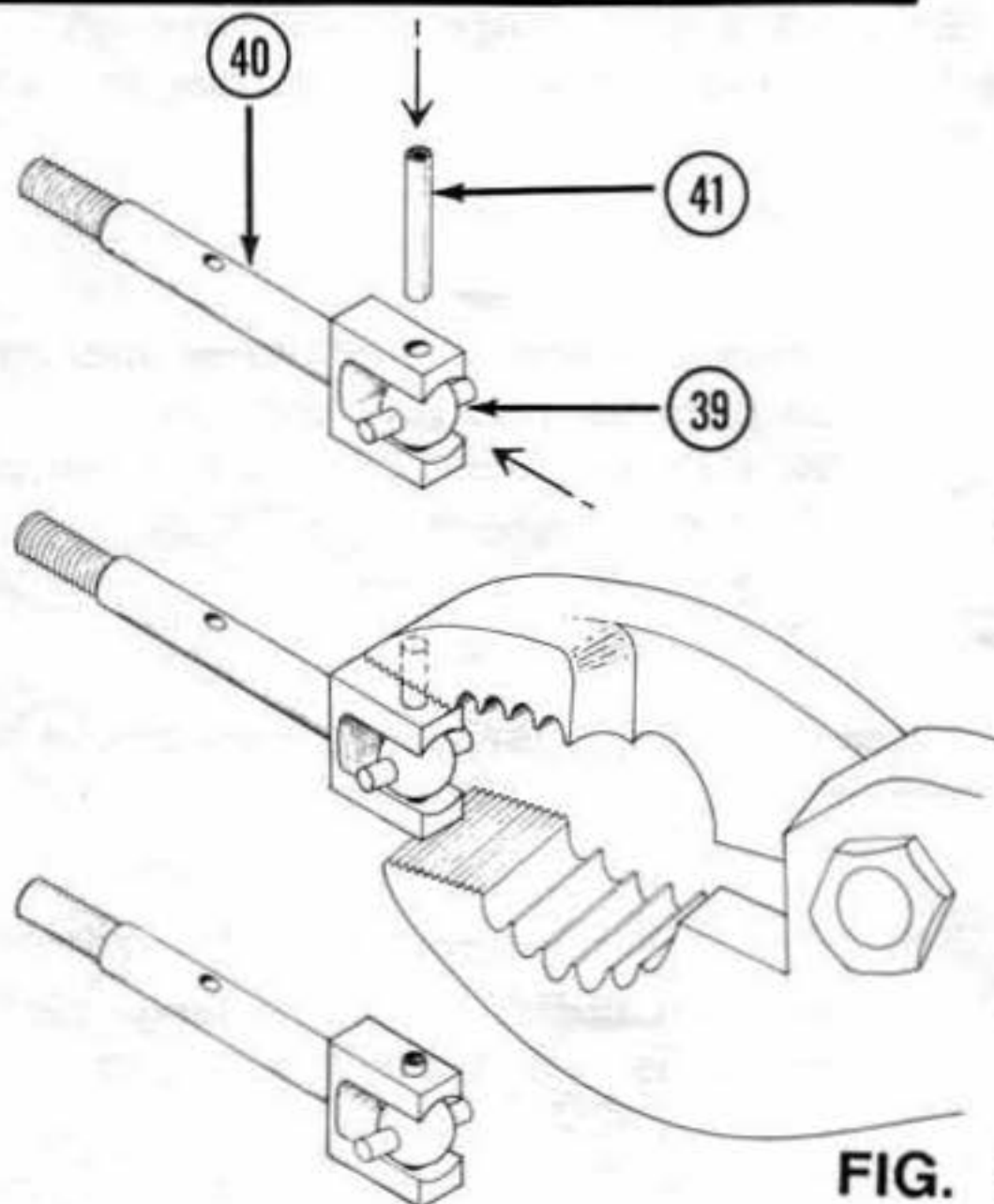


FIG. 20

14. Insert two 3/16 X 3/8 X 1/8" bearings (27) into either side of central hole in hub carrier (35). Fig.21

15. Slide axle shaft (40) through central hole in hub (35) as shown. Fig.21

16. Slide spacer washer (44) down axle (40) shaft and up against bearing (27). Fig.21

17. Secure shaft by sliding 1/16" pin (45) into through hole in axle shaft (40) as shown. Fig.21

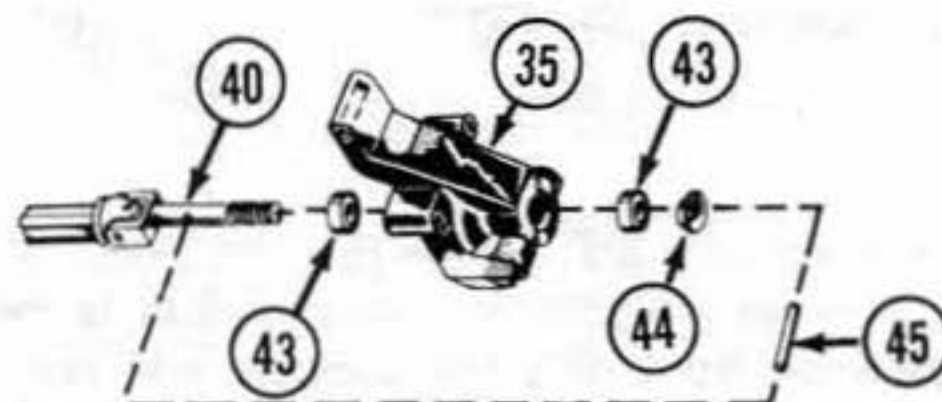


FIG. 21

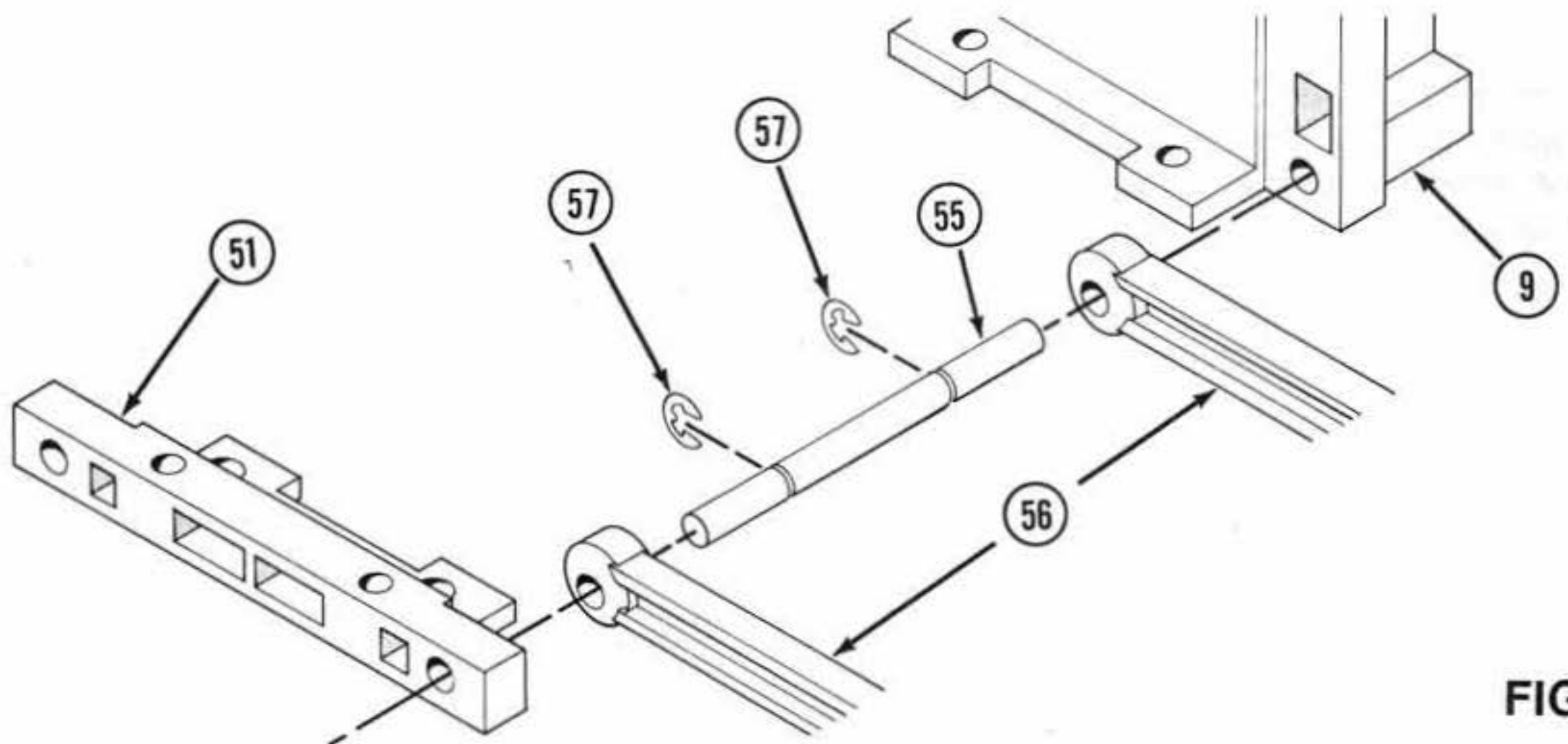


FIG. 22

18. Slide 1/8 X 1.785 hinge pin (55) through hole in rear pivot support (51) from rear to front. Fig.22

19. Once forward end of pin (55) is located half way between pivot support (51) and rear bulkhead (9), slide one end of link (56) down pin (55) to front of pivot support (51). Fig.22

20. Place 1/8" E-clip (57) on forward groove in pin (55). Fig.

21. Slide one end of link (56) down hinge pin (55) and up against 1/8" E-clip (57). Fig.22

22. Slide hinge pin (55) into rear bulkhead (9) so link (56) is secured between 1/8" E-clip (57) and rear bulkhead (9). Fig.22

23. Place second 1/8" E-clip (57) on rear groove in hinge pin (55) so that link (56) is located between front of pivot support and rear 1/8" E-clip (57). Fig.22

24. Align splines and grooves of drive shaft halves. Slide male section (42) of drive shaft into the female section (50) that is attached to gear box. Fig.23

25. Taking care not to separate the drive shaft, align the free ends of the links (56) on either side of the hub (35) with the hole running through the hub (35) just below the rear axle (40). Fig.23

26. Slide 1/8 X 1.420" hinge pin (58) through links (56) and hub. Secure both ends with 1/8" E-clips (57). Check for freedom of travel. Fig.23

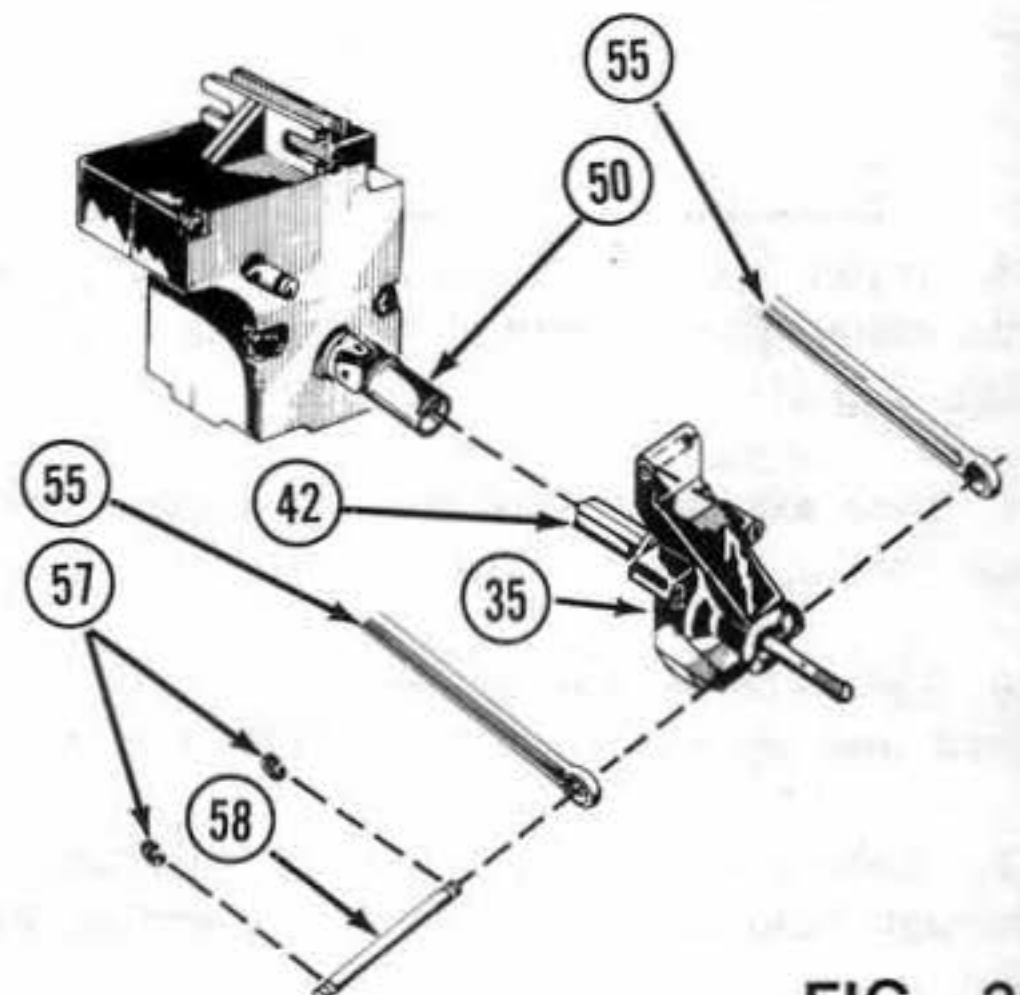


FIG. 23

Rear Suspension Assembly-Bag C (cont.)

27. Snap on one end of upper trailing link (59) onto upper ball joint (36) in side bulkhead. Fig.24

28. Snap free end of upper trailing link (59) onto upper ball joint in hub (35). Fig.24

29. Orient lower link (60) so rib is on bottom and shock mount holes are towards rear. Fig.24

30. Snap forward end of lower link (60) onto lower ball joint (36) in side bulkhead (6). Fig.24

31. Snap rear end of lower link (60) onto lower ball joint (36) in hub carrier (35). Assure freedom of movement. Fig.24

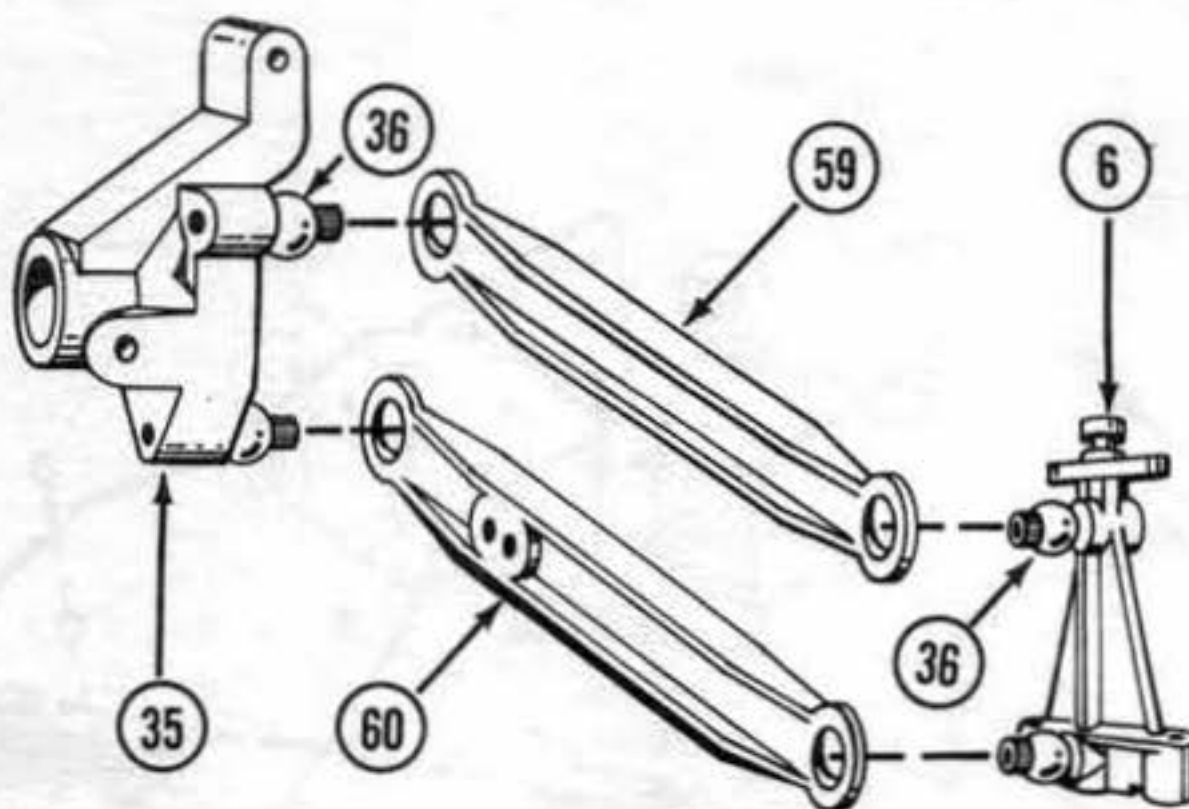


FIG. 24

32. Thread an adjustable rod end (61) onto each end of a 1 1/8" turnbuckle (62) taking care to note one side of turnbuckle has left hand threads. Fig.25

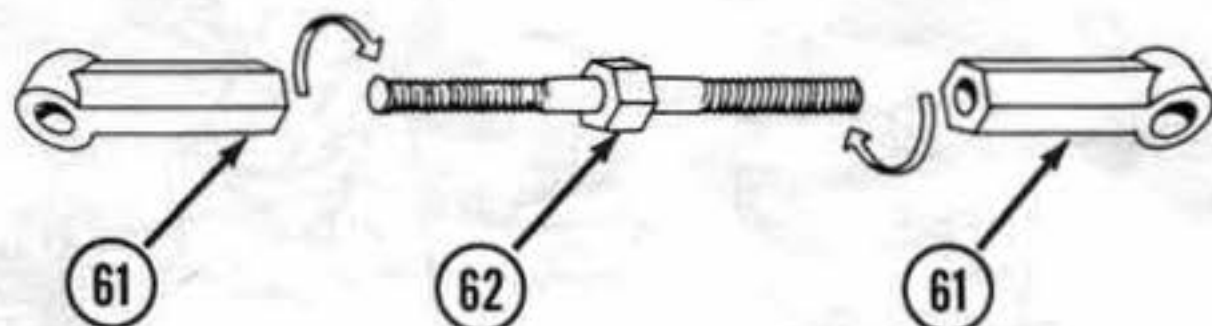


FIG. 25

33. Snap one adjustable rod end (61) onto the ball joint (34) pointing towards the rear and secured to the rear bulkhead (9). Fig.26

34. Snap free rod end onto topmost ball joint (34) pointing forward from the hub carrier (35). Fig.26

35. Refer to Tuning Tips for Camber adjustment.

36. REPEAT THESE INSTRUCTION FOR OPPOSITE SIDE OF CAR.

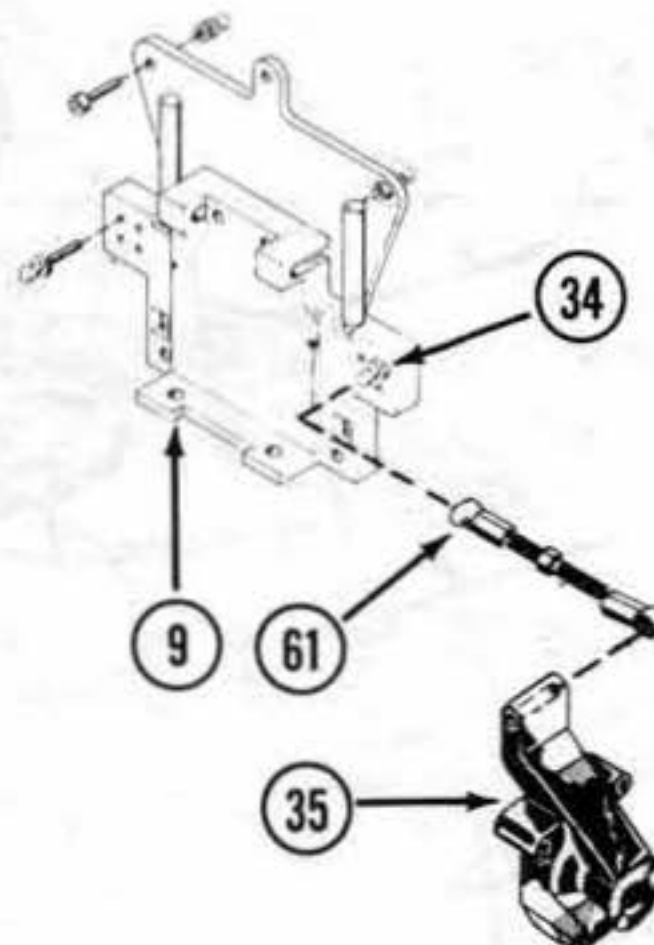
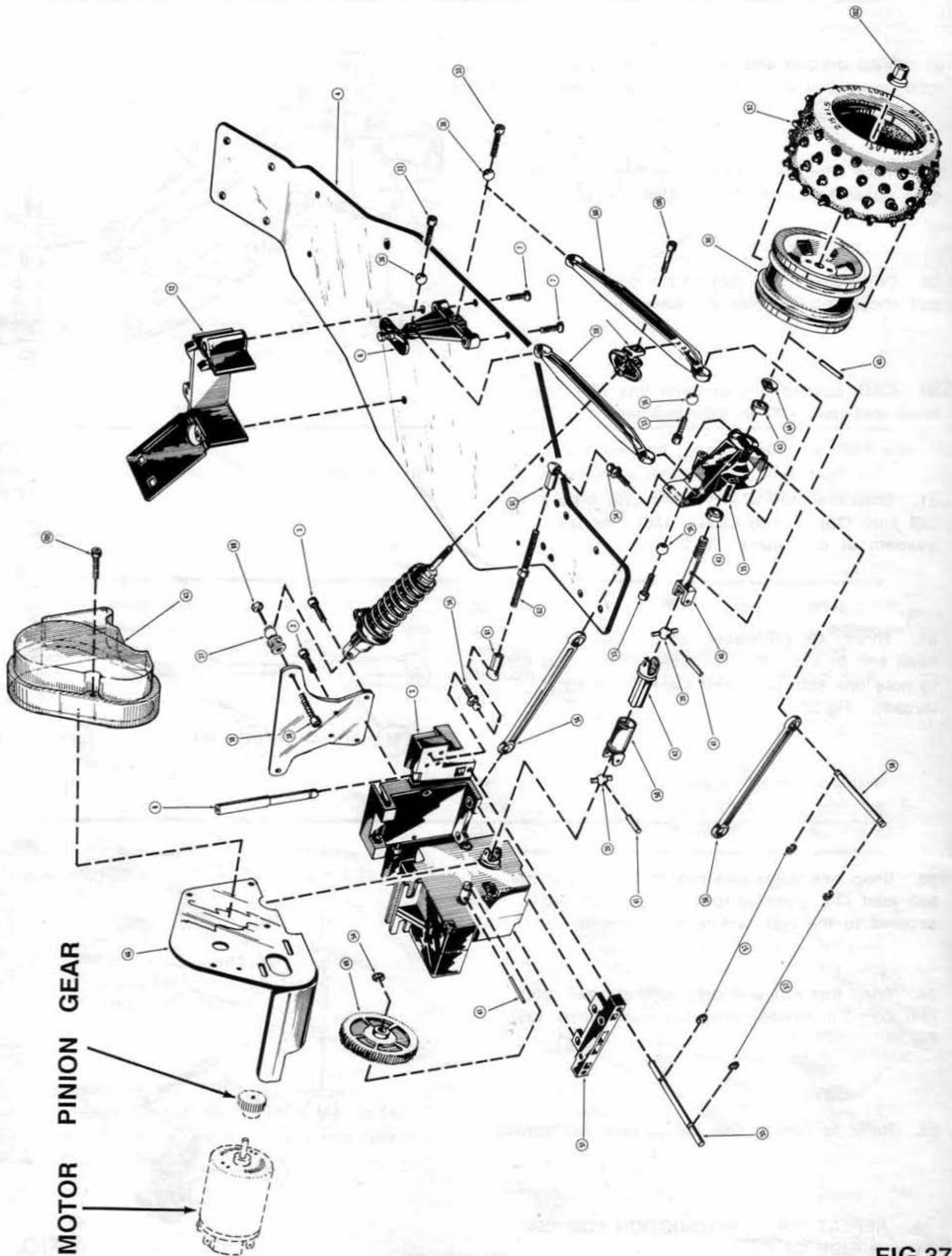


FIG. 26

Exploded Rear Suspension



5. Front Suspension Assembly-Bag D

1. Locate and open Bag D.

2. Attach one 3/16" studded ball joint (63) and studded ball washers (64) in both ends of steering sector arm (65) as shown. Fig.27

3. Install the 3/8" studded ball (34) into the smallest hole on the servo saver (66). Attach the servo saver (66) to the steering sector arm (65) using a 4-40 X 1/8" shoulder screw (67). *NOTE: shoulder screw should turn freely in servo saver. Fig.27

4. Attach the idler arm (68) to the remaining hole on the steering sector arm (65) using a 4-40 X 1/8" shoulder screw (67). Fig.27

5. Slide servo saver (66), idler arm (68), and steering assembly, down onto steering posts (13) and secure with two 3/16" E-clips (54). Fig.27

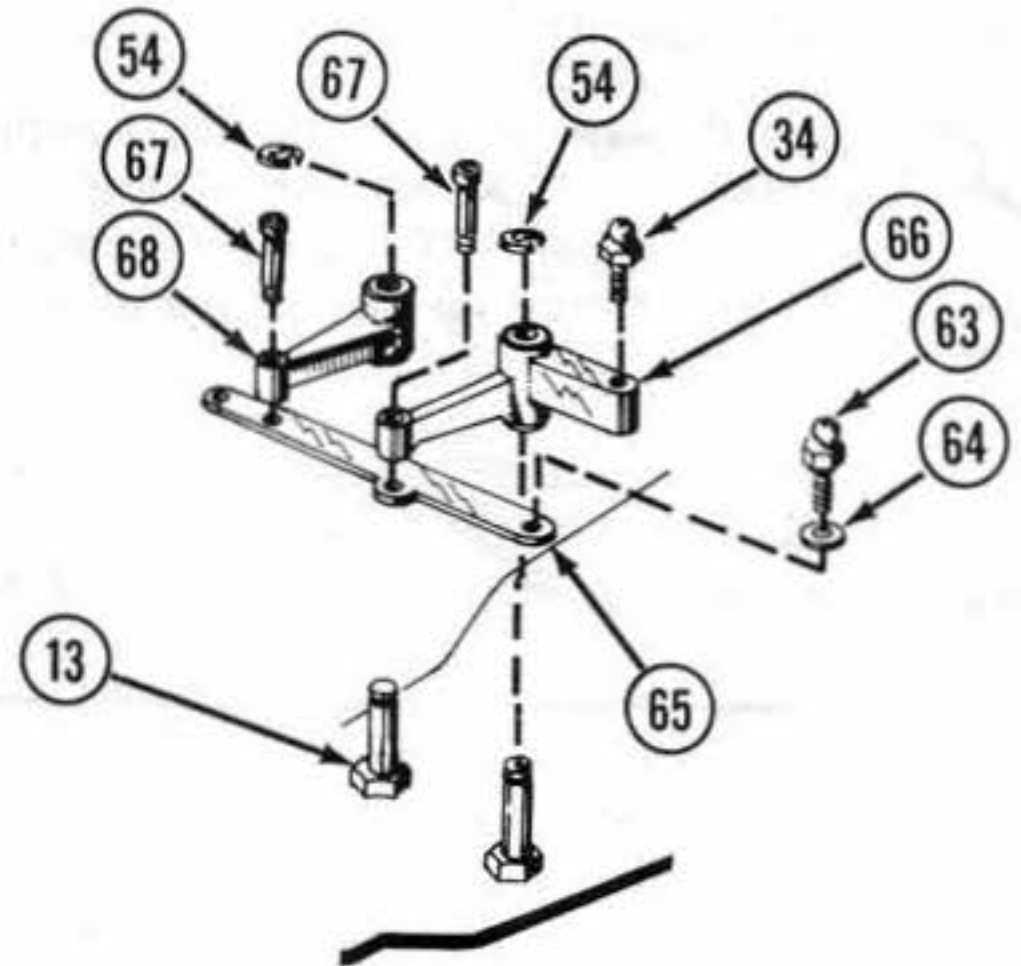


FIG. 27

6. Attach the A-arms (69) with the shock mountings forward to the front bulkhead (2) using the 1/8" X 1.650" hinge pin (70) as shown. Secure with two 1/8" E-clips (57). Fig.28

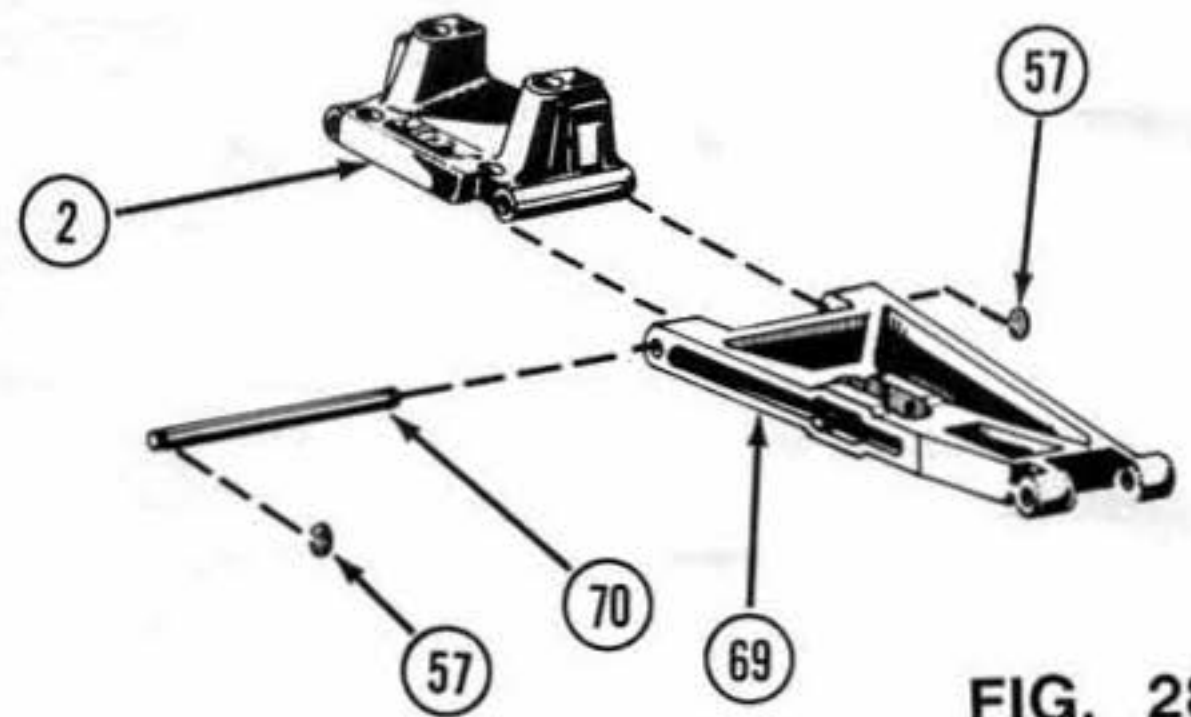


FIG. 28

7. Attach the spindle carrier (71) to the A-arm (69) with the main body pointing upward using a 1/8" X .960 hinge pin (72) as shown. Secure with two 1/8" E-clips (57). Fig.29

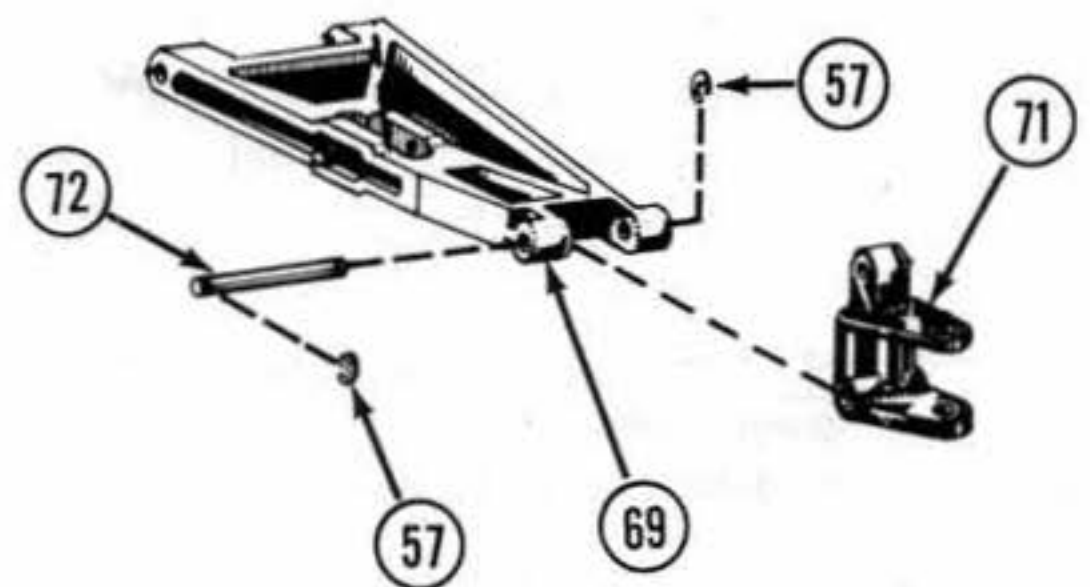


FIG. 29

8. Slide front axle (73) into large hole in spindle (74 & 103), as shown making sure king pin holes are aligned vertically. *NOTE: the spindles are marked left (103) & right (74). Fig.30

9. Attach spindle assembly (74) to the spindle carrier (71) using a 1/8" X .690 hinge king pin (75). Secure with two 1/8" E-clips (57). *NOTE: Letter R & L should face up on spindle arm. Fig.30

10. Thread a 3/8" studded ball (34) into the top of the spindle carrier (71). Thread a 3/16" studded ball (63) into each spindle arm (74 & 103). Fig.30

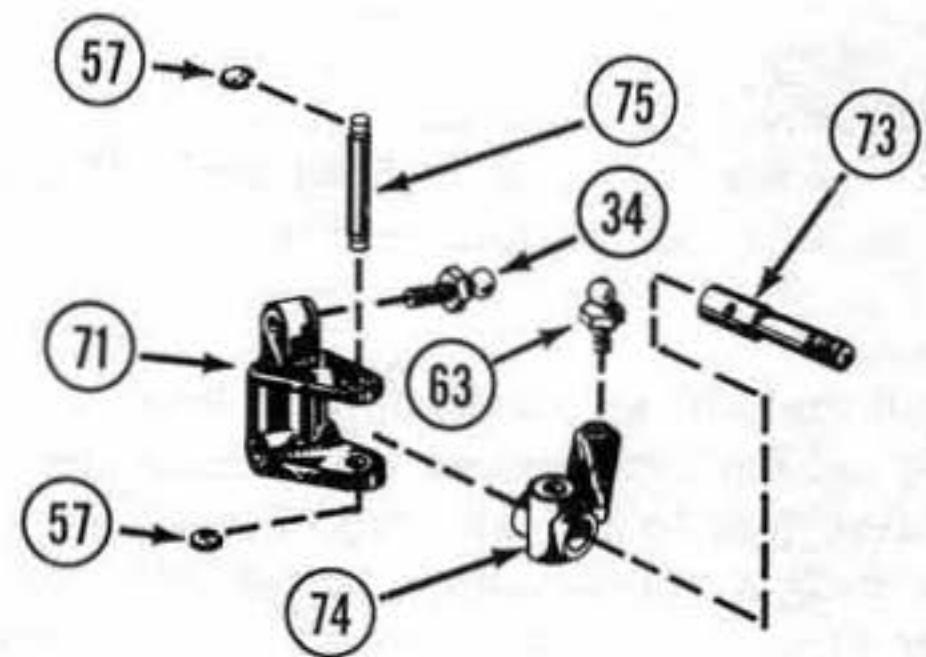


FIG. 30

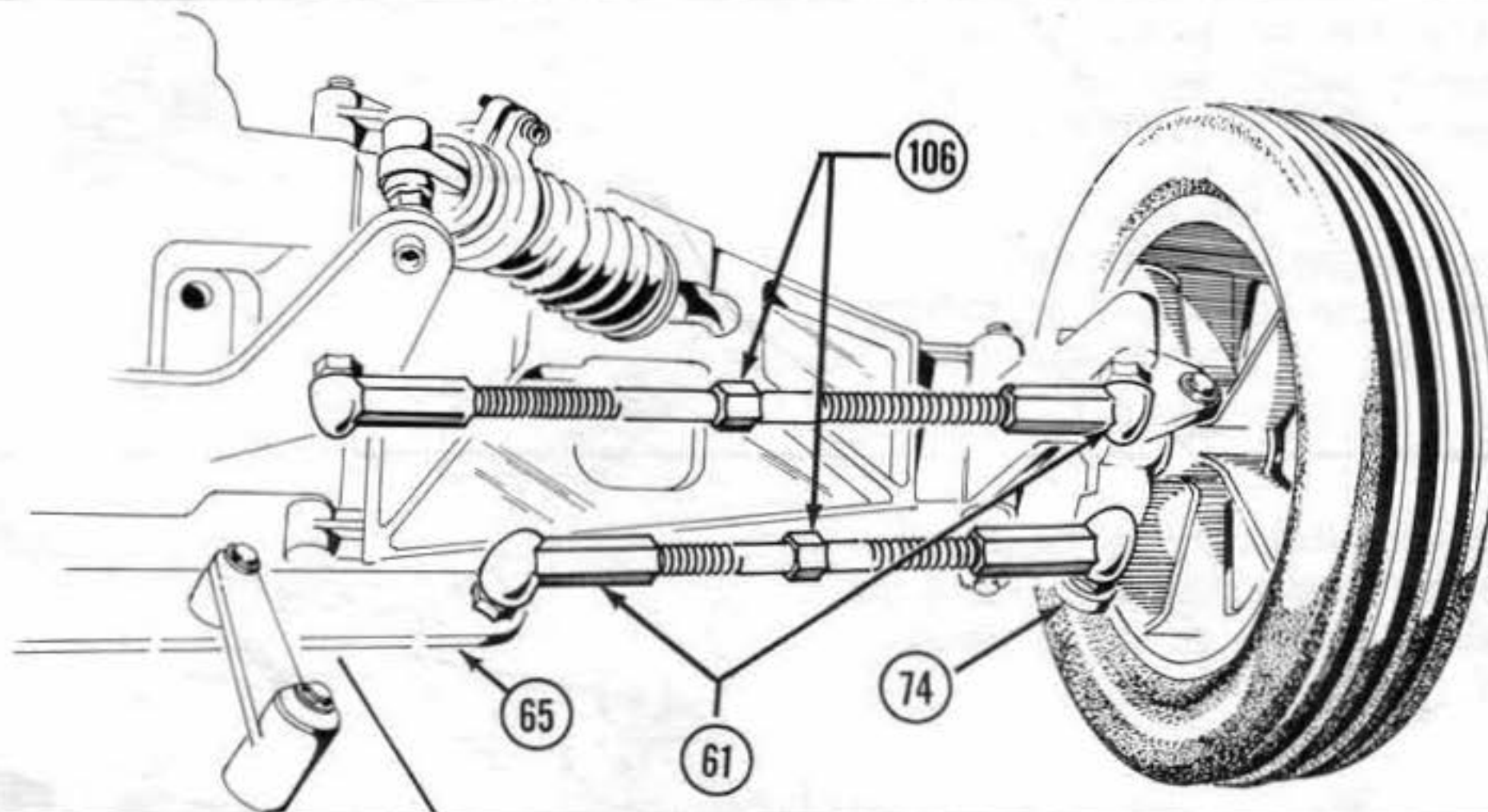


FIG. 31

11. Thread an adjustable rod end (61) onto each end of the 1 1/2" turnbuckle (106). *Note: One end of turnbuckle has left hand threads. Repeat this step with another 1 1/2" turnbuckle (106). Fig.25

12. Snap one rod end (61) onto end of steering sector arm (65) and free end onto steering spindle arm (74). Fig.31

13. Snap one end of the other turnbuckle assembly (106) onto top of spindle carrier (71) and the other end onto lower near corner of shock tower (1). Fig.(31)

14. Thread one 3/16" studded ball (63) pointing rearward into lower near corner of shock tower (1). Secure with 4-40 nut (110) Fig.32

15. Mount shockmount (37) onto inside top corner hole pointing forward in shock tower (1) using 4-40 X 3/4" screw (38) as shown. Fig.32

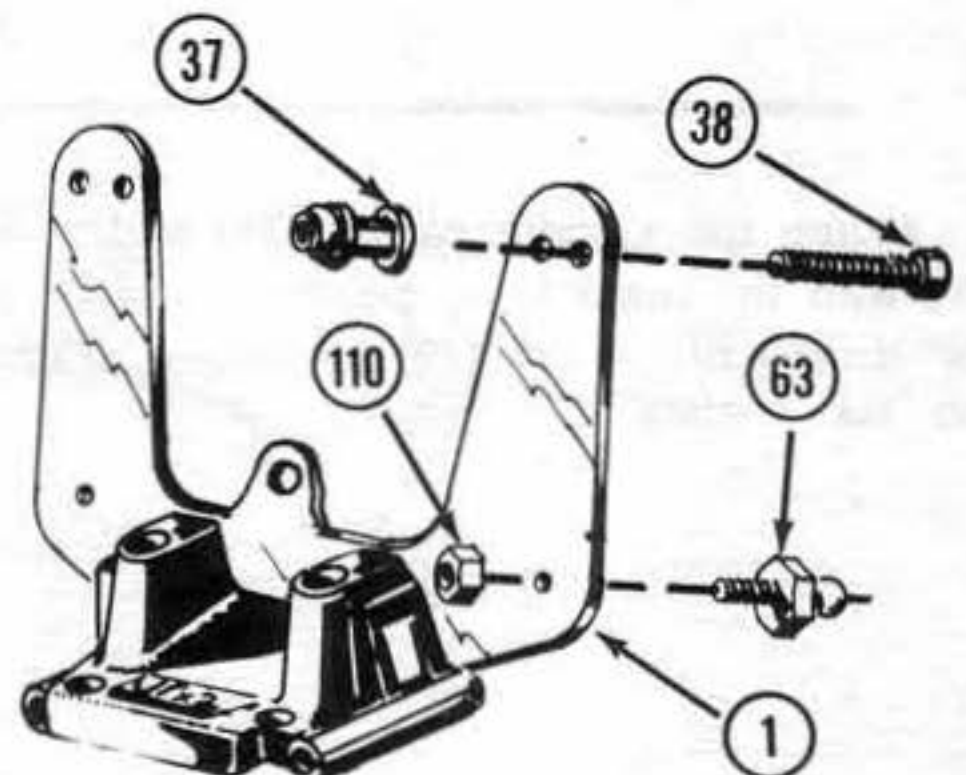
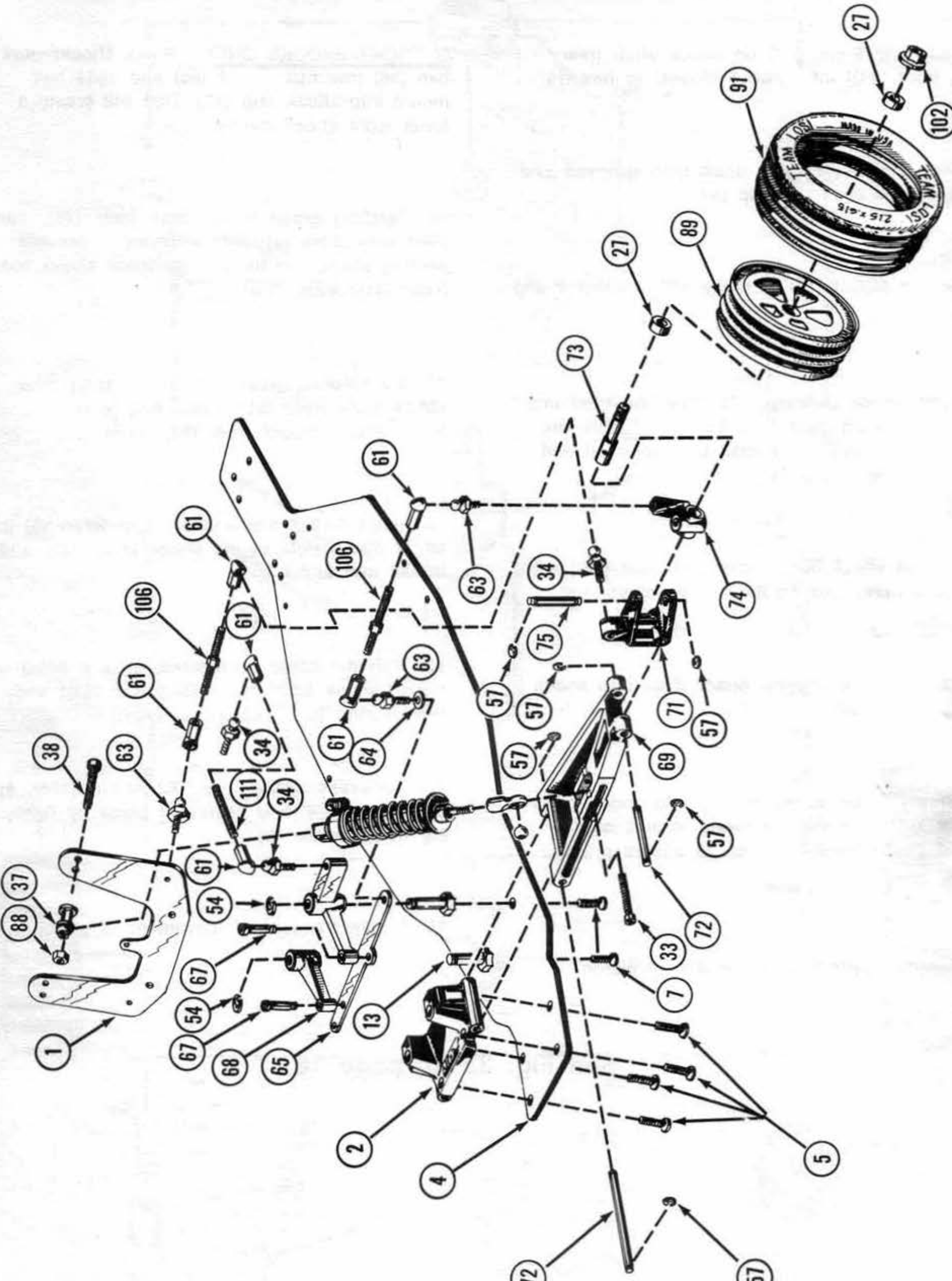


FIG. 32



6. Shock Assembly-Bag E

1. Snap 1/8" E-clip (57) on shock shaft [rear (76), front (84)] into groove closest to threads.

2. Slide piston (77) onto shaft from grooved end until it rests against E-clip (57).

3. Secure piston (77) in place with another E-clip (57).

4. Slide shock cartridge (78) over threaded end and down shaft [rear (76), front (84)] with hex end toward threads on shaft until rounded end contacts 1/8" E-clip (57).

5. Fill the shock body [front (80), rear (85)] with shock oil (79) level to the bottom of threads.

6. Slide shaft assembly, piston first, into shock body [front (80), rear (85)].

7. Slowly screw cartridge (78) into shock body [front (80), rear (85)] allowing excess oil to bleed past threads. Tighten to assure proper seal.

8. Assure freedom of movement of piston.

9. FRONT SHOCKS ONLY - Press shockmount ball (36) into ball mount (86) and slide ball mount into shock cup (87). This will create a lower front shock mount.

10. Carefully grasp shock shaft [rear (76), front (84)] with pliers (insulate with rag to prevent scoring shaft) and thread into lower shock mount [rear (81), front (86)].

11. Slide spring [rear (82), front (104)] over shock body [rear (85), front (80)] to rest on lower shock mount [rear (81), front (86)].

12. Insert 4-40 X 3/8" socket head screw (3) into larger clamp hole of the shock collar (83) and thread into small hole.

13. With the collar unclamped, slide it down over top of shock body [front (80), rear (85)] and onto spring [rear (82), front (104)].

14. Compress spring, rear (82), front (104), approximately 1/4" and secure in place by tightening collar screw (3).

15. Assure freedom of movement of piston.

See Fig. 33 on page 18

Exploded View-Shocks

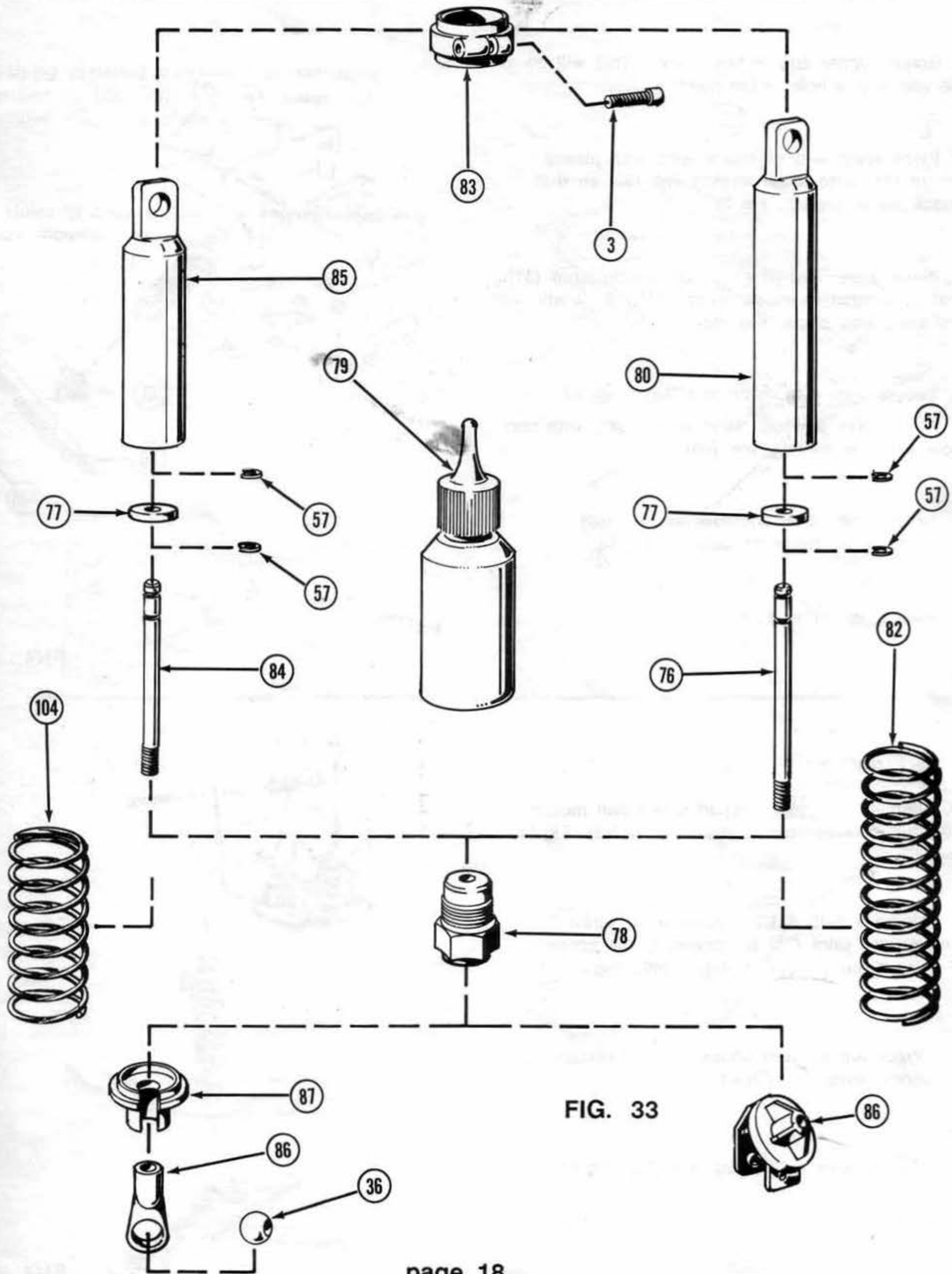


FIG. 33

6. Shock Assembly-Bag E

1. Grasp upper end of rear shock. This will be the end with a hole in the metal casing.
2. Place lower end of shock (end with plastic mount (81) onto lower trailing link (60) so that shock leans inward. Fig.43
3. Place upper end of shock on shockmount (37) that is secured in shock tower. *NOTE- It will not snap into place. Fig. 43
4. Secure with 4-40 nylon nut (88). Fig. 43
5. Align holes in lower shockmount (81) with rear hole in lower trailing link (60). Fig.43
6. Secure with 2-56 shoulder screw (100) threaded from inside to outside. Fig.43
7. Repeat for other side.

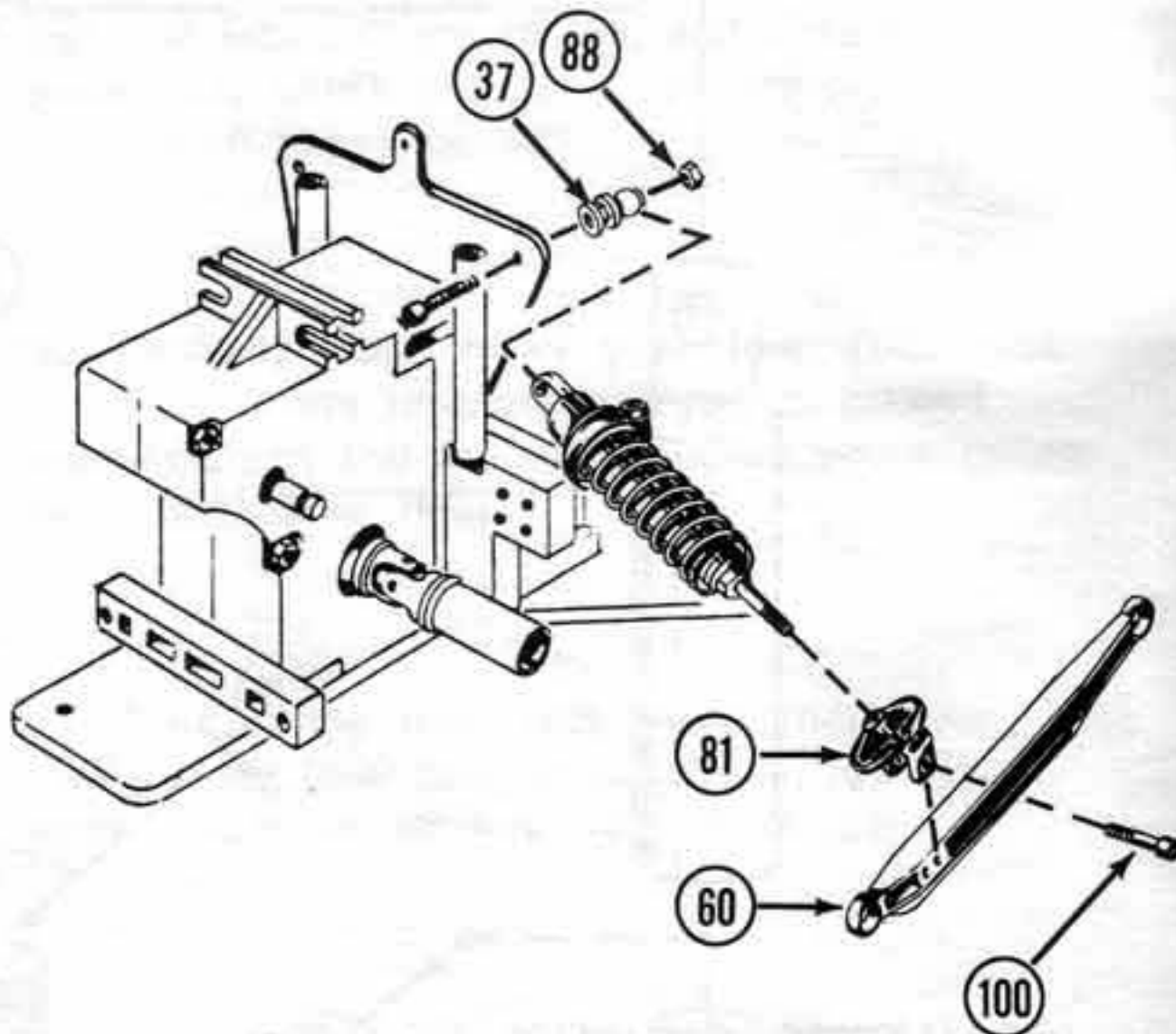


FIG. 43

FRONT SHOCK

8. Align the ball joint (36) in shock ball mount (86) with inside hole in front A-arm (69). Fig.44
9. Using a 4-40 X 1/2" socket head screw (33) secure ball joint (36) by threading the screw through front to rear in A-arm (69). Fig.44
10. Place top of front shock on shockmount (37) in shock tower (1). Fig.44
11. Secure with 4-40 nylon nut (88). Fig.44

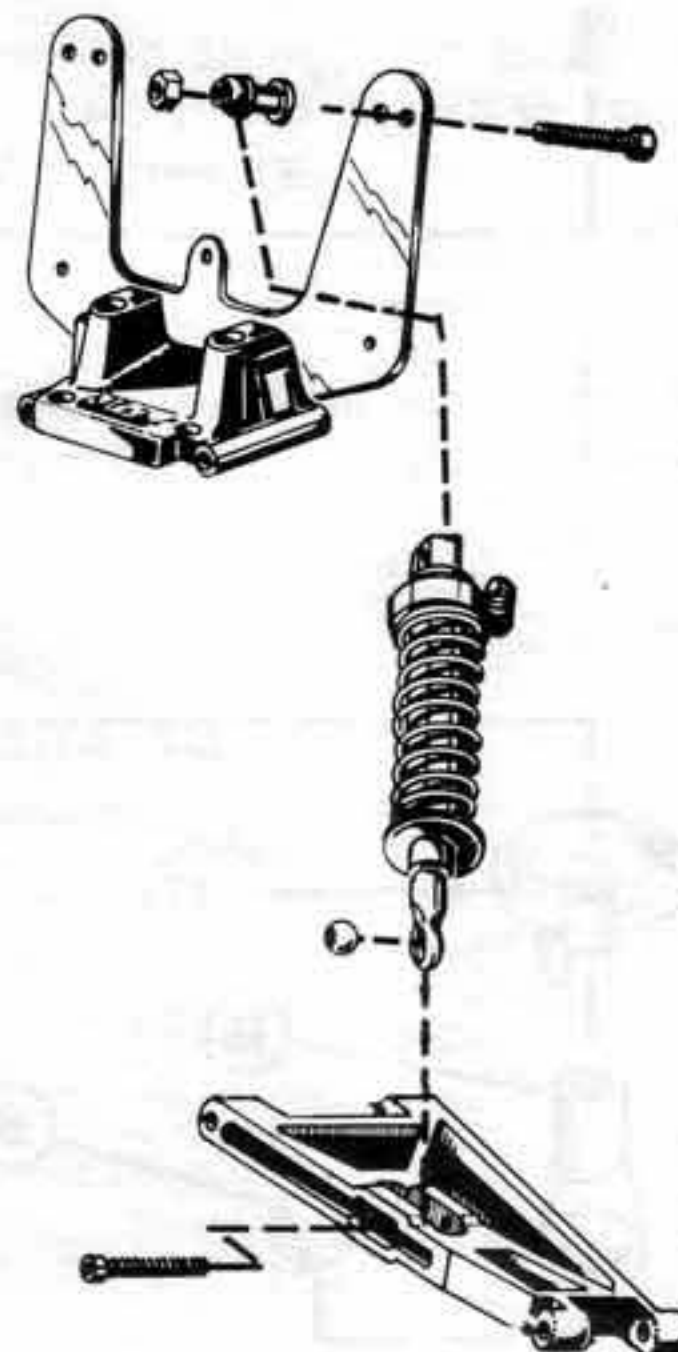
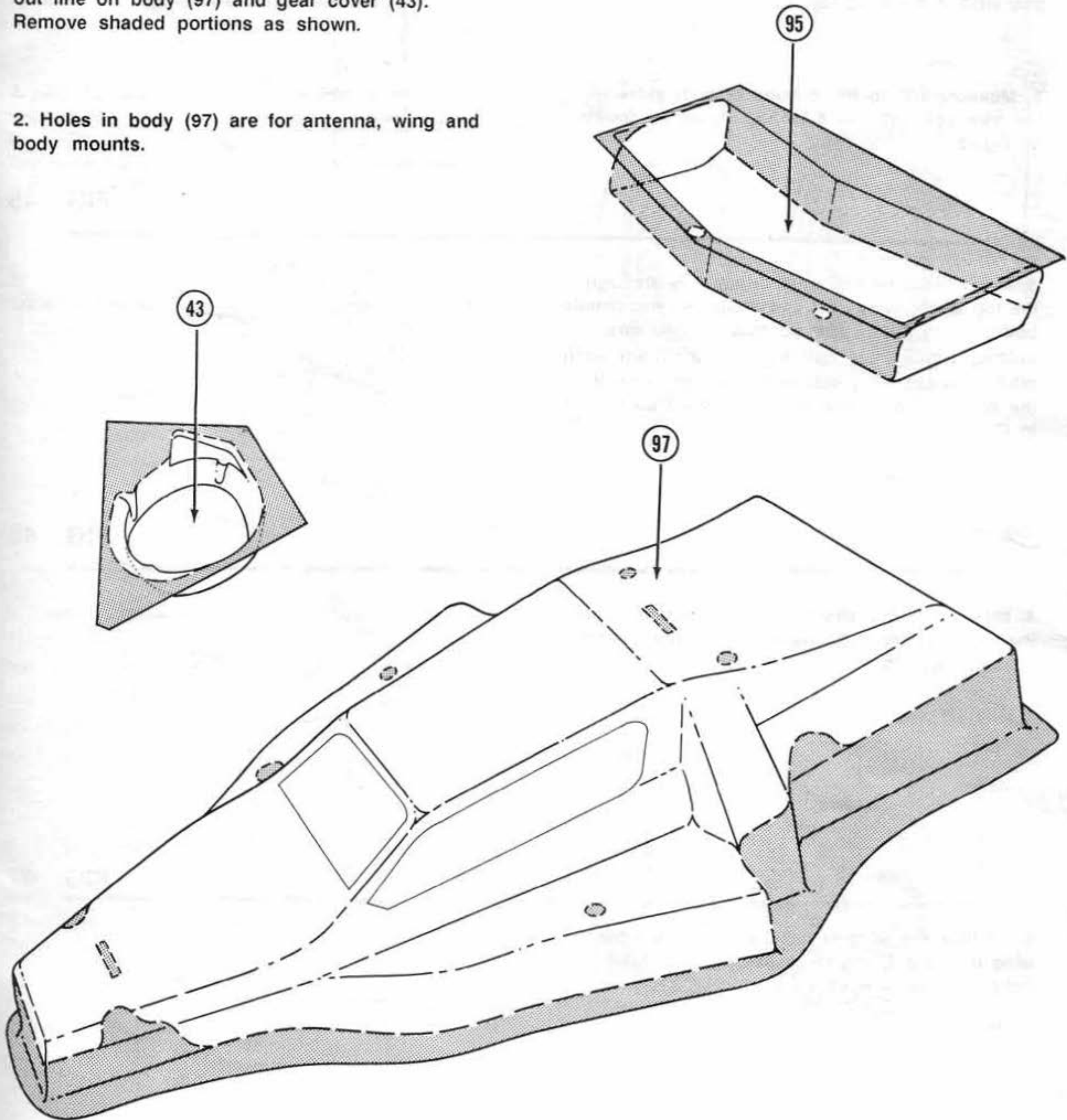


FIG. 44

Wing, Body, Gear Cover Trimming

1. Using preferred trimming tool, cut along cut-out line on body (97) and gear cover (43). Remove shaded portions as shown.

2. Holes in body (97) are for antenna, wing and body mounts.



1. Place the bent U-shaped, 1/16" wing wire (97) on the bottom side of the wing in the position you wish it mounted. Fig. 45

2. Measure 1/8" to the outside of both sides of the wire and drill two 5/16" dia. holes as shown in Fig. 45

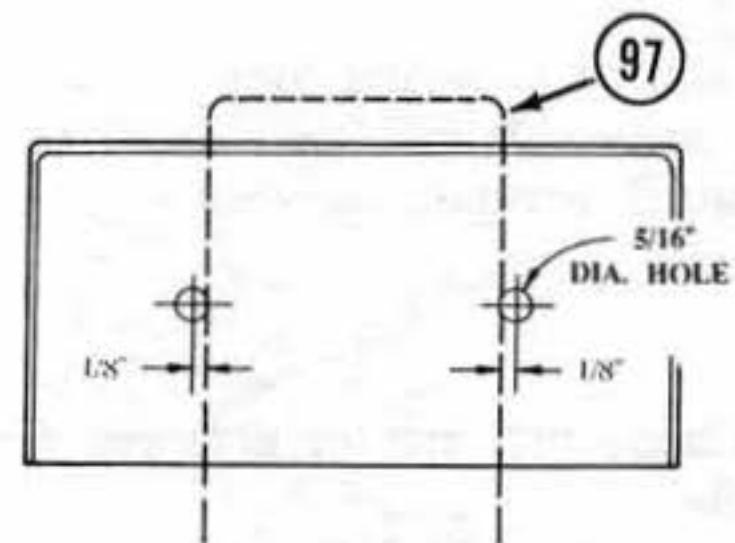


FIG. 45

3. Insert the male top wing button (93) through the top of the wing (95) and snap into the female bottom wing button (94) so that the flat, wire holding edges, are pointing inward toward each other. The top wing button (93) is turned so that the large notch is also pointing inward as shown in Fig. 46.

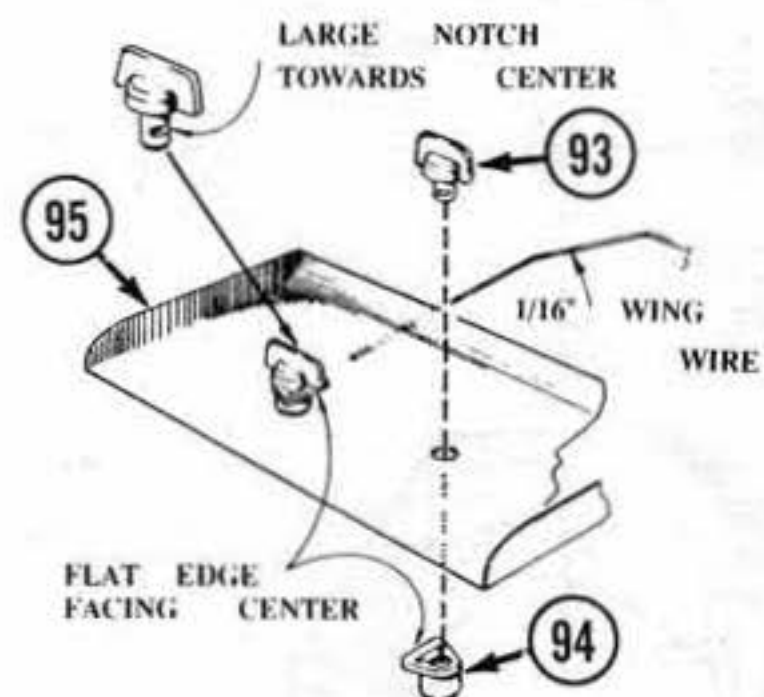


FIG. 46

4. Insert the wing wire from the back and through the wing buttons until the wing is in the desired position. Fig. 46

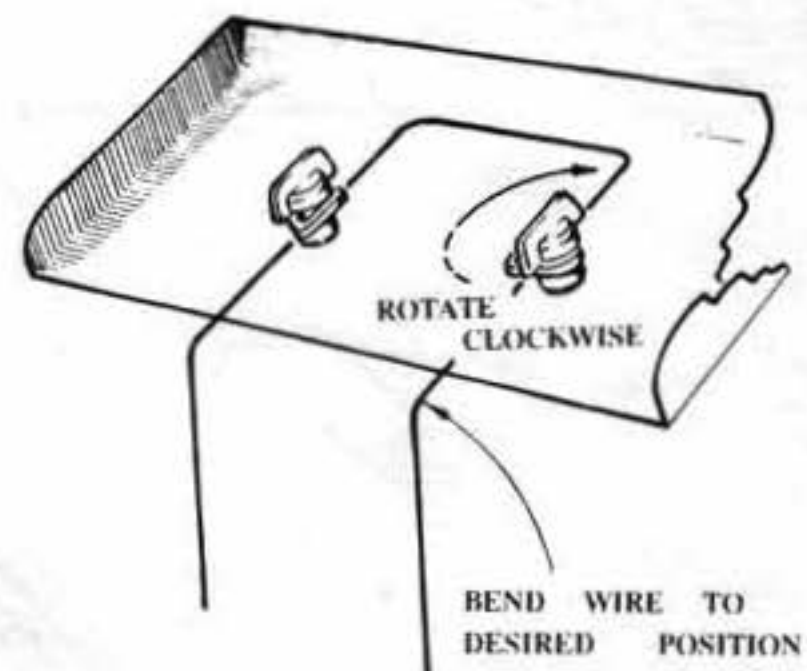


FIG. 47

5. To lock the wing in position, rotate the top wing button 1/4 turn clockwise until the tabs point front to back as shown in Fig. 47.

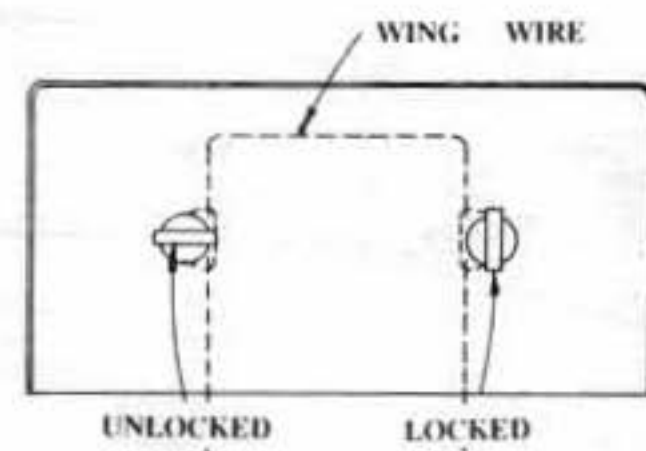


FIG. 48

7. Wheels and Tires-Bag F

1. Locate and open Bag F. *NOTE: Do not set tires upon furniture as they leave permanent stains.

2. Inspect inside of tires (91 & 92) for any excess of material. If present, trim excess rubber to insure proper seating of tire on rim. During tire assembly make sure all lettering faces the outside rim. Fig.49 & 50

3. Pull front tire (91) over front wheel (89). Squeeze tire to properly seat in grooves. Fig. 49

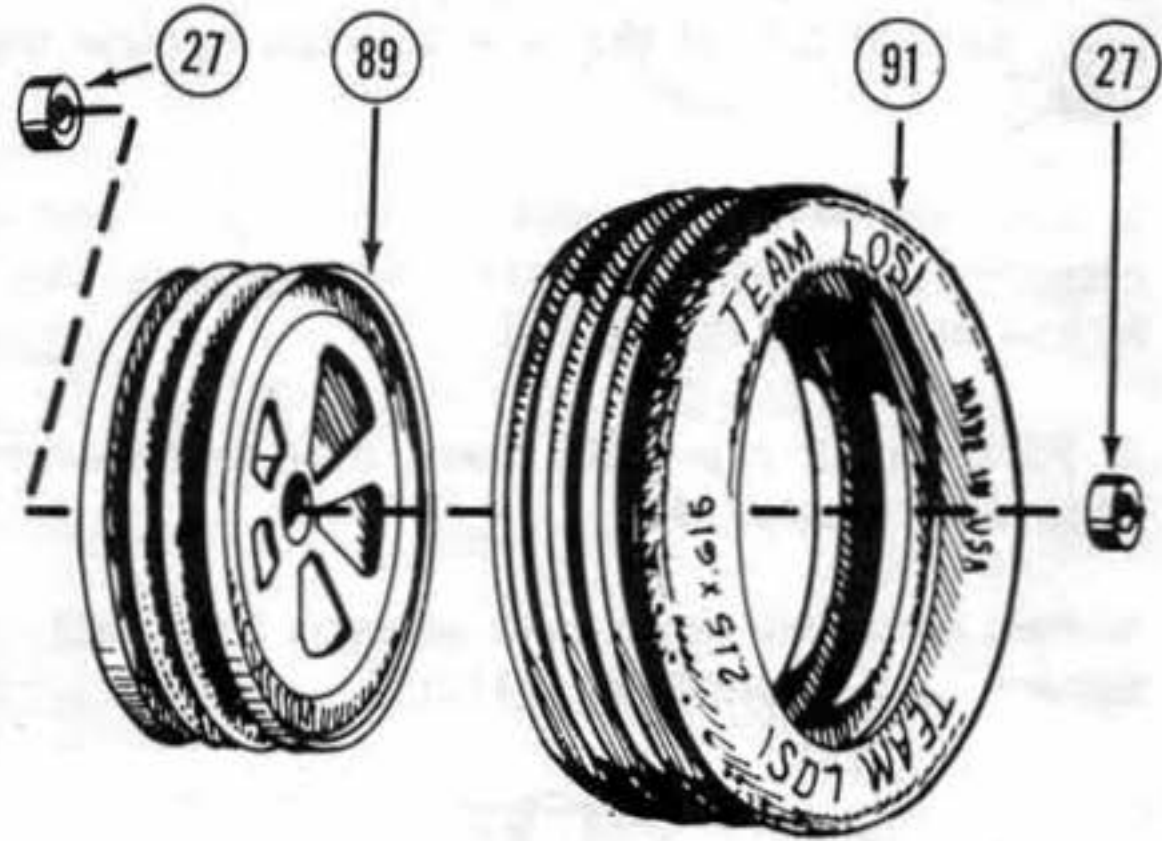
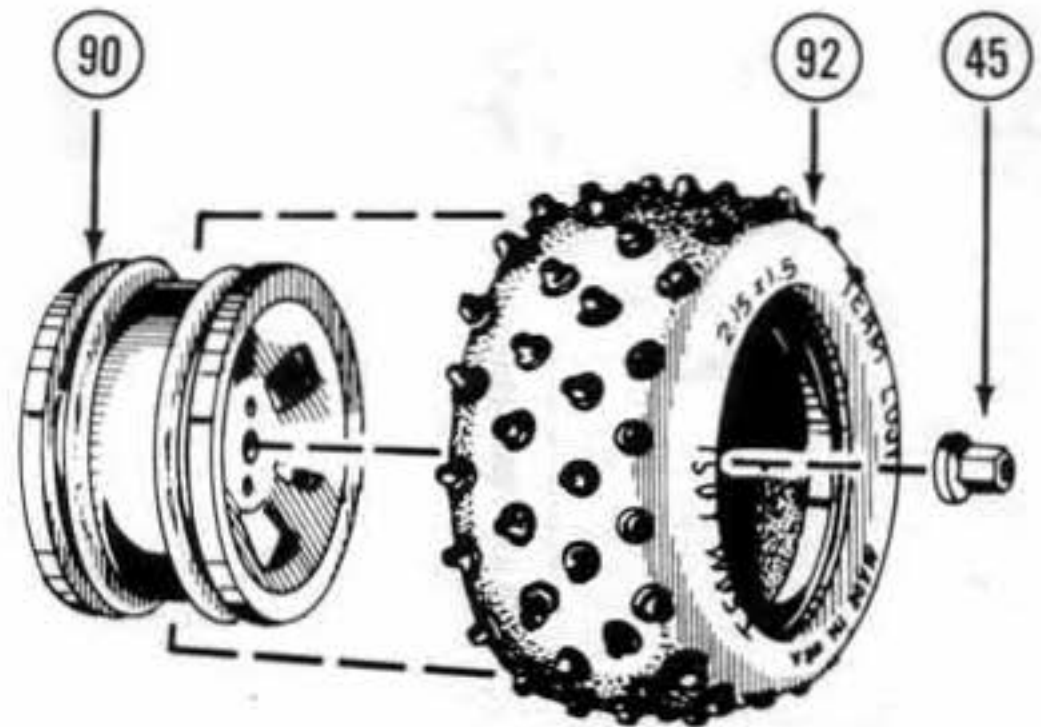


FIG. 49

5. Repeat step 3 on rear tires (92) and rear wheels (90). Fig. 50

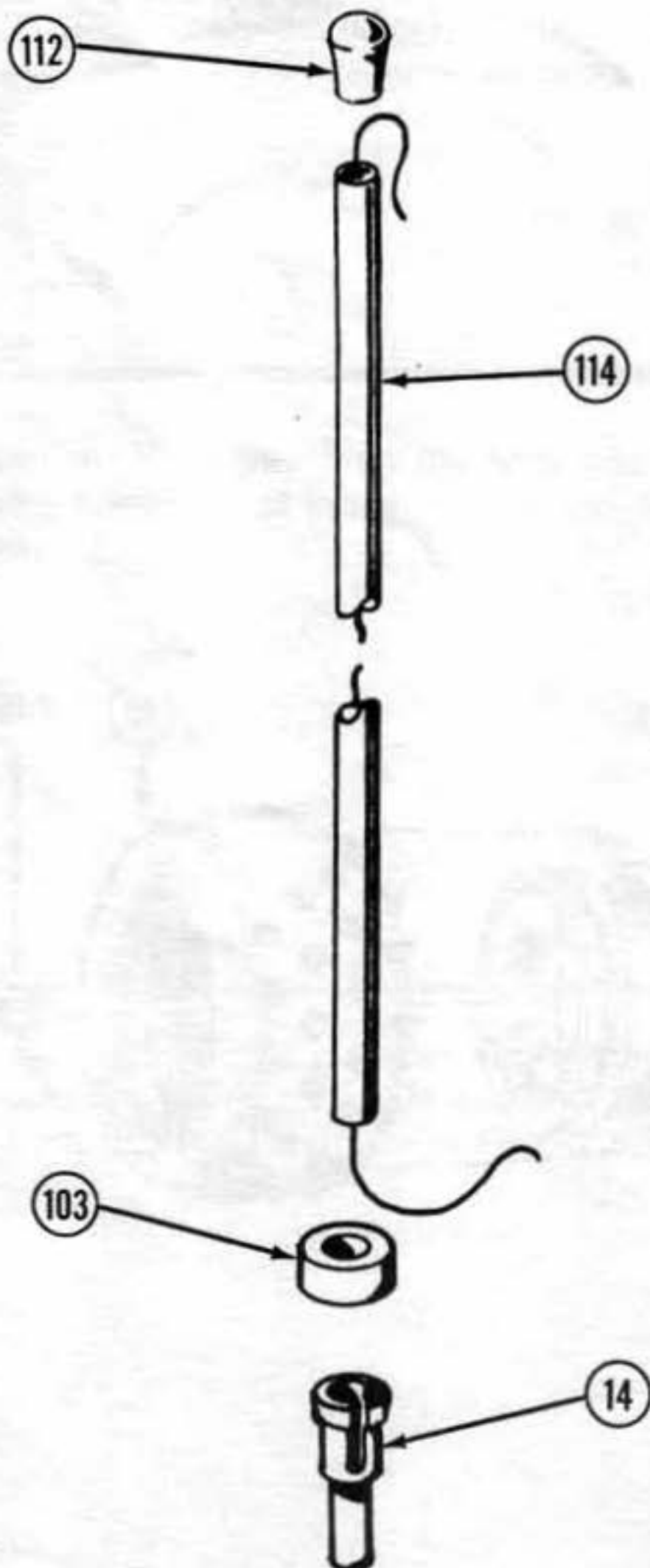
4. Install two 3/16 X 3/8" bearings (27) in each front wheel. Fig.49

6. Tires and wheels are now ready for installation on axles. Install rear wheels taking care to align 1/16 axle pin (45) with groove in rear wheel. Secure wheels with a 10-32 nylon nut (102). Fig.49-50



ANTENNA

1. Remove cap (103) from antenna mount (14) on chassis.
2. Thread antenna wire through antenna tube (99) so that 3/4" of the wire extends outside the tube.
3. With wire layed into slot of mount, face end of antenna tube into mount (14), making sure wire is free and tube is secured.
4. Slide mount cap (103) down over antenna and snap onto mount (14).
5. Fold wire end down over antenna tube and secure with antenna cap (112)



MOTOR

1. Attach motor with pinion gear to slotted holes in motor plate using 3mmx8mm screws (100) provided.
2. Attach trimmed gear cover to motor plate using a 4-40 x 1/8" button head screw (67) on the lower rear corner. Secure top with a 4-40 x 1 3/4" screw and a 4-40 nylon nut (88) that locks the gearbox to rear bulkhead. Note: Two 1/8" holes must be made.

BODY CLIPS

1. Attached trimmed body to completed chassis using body clips (98). Secure on top of side bulkheads (6) and at front and rear shock towers.
2. Secure lid of battery holder (12) by pinning with body clip (98).

WING

1. Insert wing assembly through body into wing tubes (8).

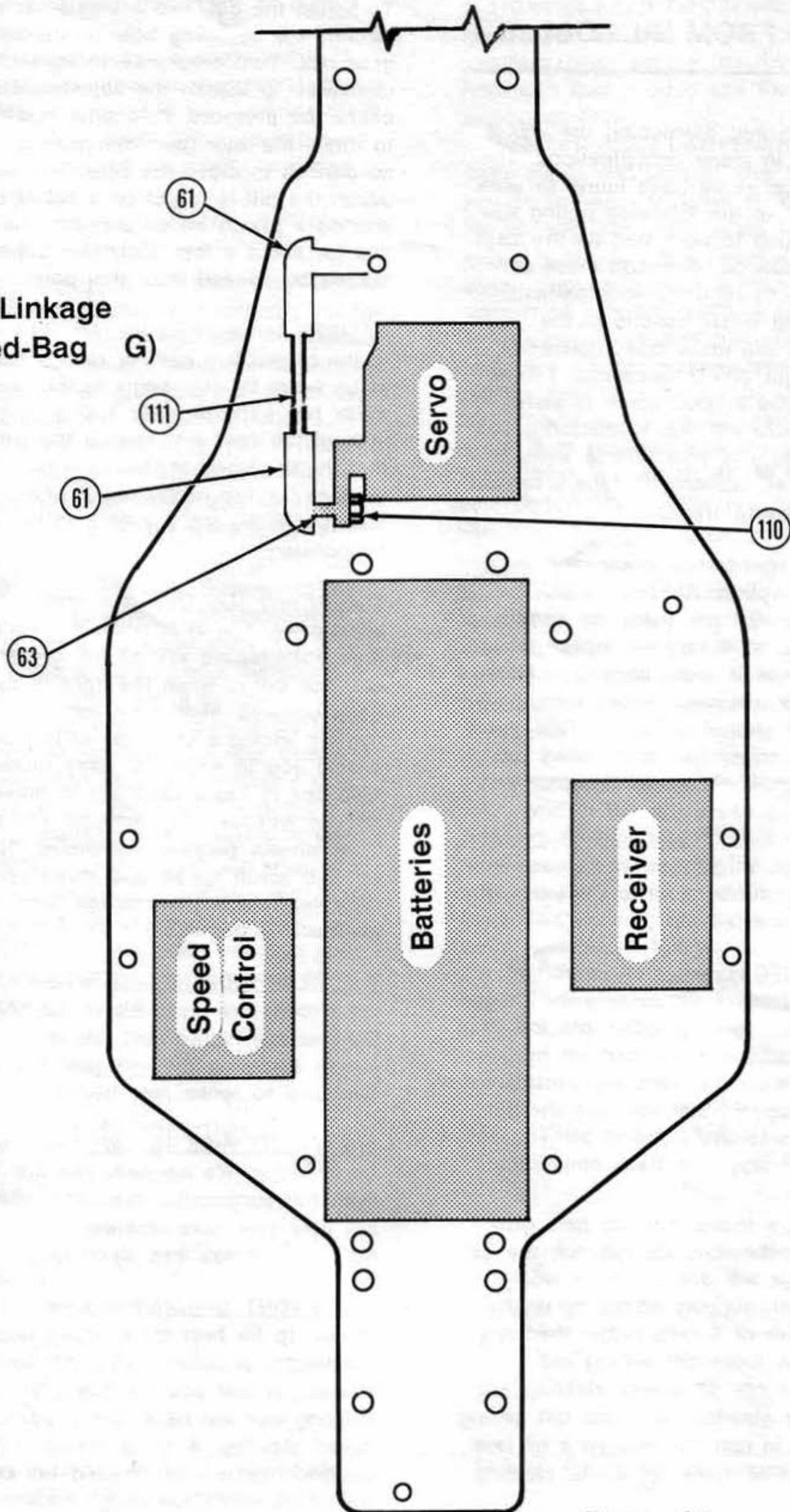
Included in this kit, for your convenience, we have added two adjustable rod ends and a threaded servo rod. Construction is shown in Fig. 34.

BODY PAINTING INSTRUCTIONS

Prepare the Lexan body shell and wing by washing thoroughly with warm water and liquid detergent. Dry them with a clean soft cloth. Using either a high grade masking tape or frosty type scotch tape, cover the window areas from the inside. Tape off any stripes, panels or similar designs you wish to paint on the body from the inside. Use acrylic lacquer or acrylic enamel or any of the popular lexan type paints. Apply the paint to the inside of the body and the underside of the wing. Remove the tape for the next color, etc. Try to use the darker colors first if possible. If you must use a dark color after a lighter color it is wise to apply a coat of white over the lighter color first.

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

Servo Linkage
(Supplied-Bag G)



TUNING TIPS FROM GIL LOSI JR.

We have been testing and developing the JRX-2 for over 2 1/2 years in many configurations. The production model is what we have found to work best. My suggestions in the following tuning tips are what we have found to work well on the track conditions we have run on. Although these set-ups may not be exactly right for your particular conditions, as we find better set-ups in the months to come, we will make this information available to you in our JRX-2 Newsletter. I think these tips will give you a good place to start. One thing I believe you will like, is that once you get your JRX-2 dialed into your driving style, it will take only minor adjustments to tune it for top performance on different tracks.

THE GEAR BOX is the heart of every race car. The JRX-2 is no exception. Although the JRX-2 transmission is very efficient, there are certain adjustments that are necessary for top performance. The differential is most important. Many different types of greases were tested with the one we found best included in the kit. This type of grease works extremely well and allows the diff to run fairly loose for slick track conditions. Too much grease can cause the diff to bind. When you assemble the diff it should be free and rotate smoothly. Wipe off any excess grease and if necessary apply some light oil to the sides of the center gear to loosen it up.

ADJUSTING THE DIFF is extremely important. Tighten the diff adjustment screw only until slight resistance is felt prior to installation into the gear box. When making adjustments, start off by making a 1/4" turn, then 1/8" turn adjustments for fine tuning. I also suggest that you turn the diff between adjustments to avoid flat spots. The actual final setting will vary with track conditions.

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

To adjust the diff, use a 5/64 allen wrench through the adjusting hole on the left side of the gear box. Turn clockwise to tighten, counter clockwise to loosen the adjustment screw. To check the pressure, hold both rear tires and try to rotate the spur gear with your thumb. It should be difficult to move the spur. The surest way to adjust the diff is to put on a set of used rear tires and do a punch off on asphalt. The diff should slip for about 2 feet. Only fine adjustments should be needed from this point.

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

TOE IN and TOE OUT is a very critical handling adjustment. Toe in is when the front of the front tires point inward toward the center line of the car. Toe out is when the front of the front tires point outward, away from the center line of the car. By adding a slight bit of tow out, this will enable you to enter the turns more aggressively. Also, toe in has a tendency to make the car wander (yes, toe in!) I suggest you start with the front wheels parallel. Remember, too much toe out will scrub speed and make cornering unpredictable. This is perhaps the most sensitive adjustment on the JRX-2.

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

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

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

Tuning Tips from Gil Losi Jr.

THE REAR SPRINGS included in the kit should work well in most conditions and I believe you will find they make the car extremely stable. A stiffer spring will make the car more agile in that it will react quicker to throttle and steering. It will also make the car stay flatter in sweeping turns with good traction but will be harder to set-up on rough terrain.

Driving ability becomes extremely important with the stiffer set-up as well.

REPLACEMENT SPRINGS are absolutely critical in getting proper performance. I strongly recommend using TEAM LOSI springs. My many years of racing experience have proved that a stainless steel spring, like those offered by TEAM LOSI, are more consistent and noticeably more forgiving on rough tracks. Additionally, I have found that these stainless springs are certified to be within 3% while common music wire springs can fluctuate as much as 20%! So there really is no second best.

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

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

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

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

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

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

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

THE TIRES developed for the JRX-2 are real rubber and should work well on most track surfaces. Part of tuning any car is using the best tires that work for that days conditions. Although I feel our kit tires will work most of the time, no one tire will always work best. Now that we have developed the proper rubber compound and are getting our rubber molding dialed in, look for TEAM LOSI to release tread patterns soon.

REAR SUSPENSION DUST COVERS(balloons) are important in keeping all foreign materials such as dirt and rocks out of the rear trailing links. Dirt entering the links will cause binding which will impair the handling and suspension of the car. You can prevent this problem by installing the covers(balloons) per illustration.

scan courtesy of Vintagelosi.com

Recommended Gearing for Team Losi Motors

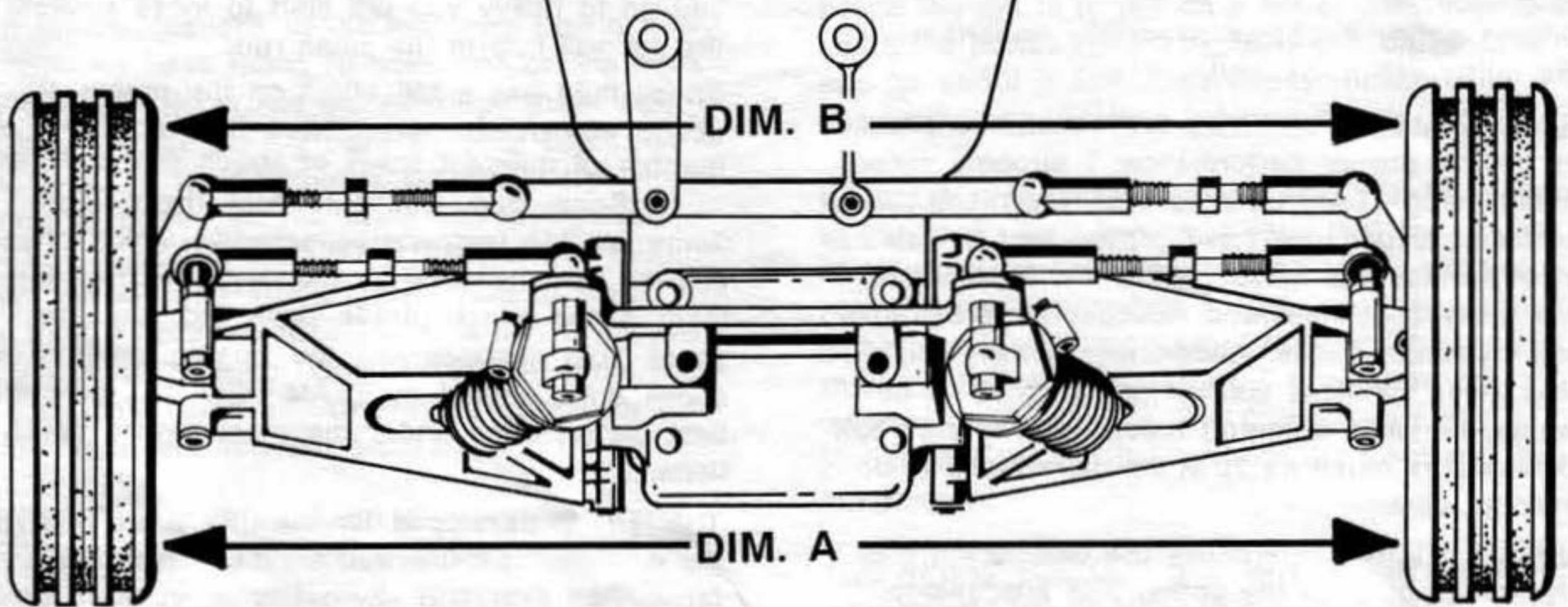
<u>Motor</u>	<u>Pinion</u>	<u>Spur</u>
2wd(TL6040)	23	82
4wd(TL6046)	22	82
Oval(TL6054)	20	82
Insane(TL6056)	15	82
Brutus(TL6057)	17	82
Killer(TL6058)	14	82
Wet 2(TL6101)	18	82
Wet 4(TL6102)	18	82
Stock(TL6060)	24	82

*This is recommended gearing for Team Losi Motors. Ratios can be adjusted depending on various track layouts.

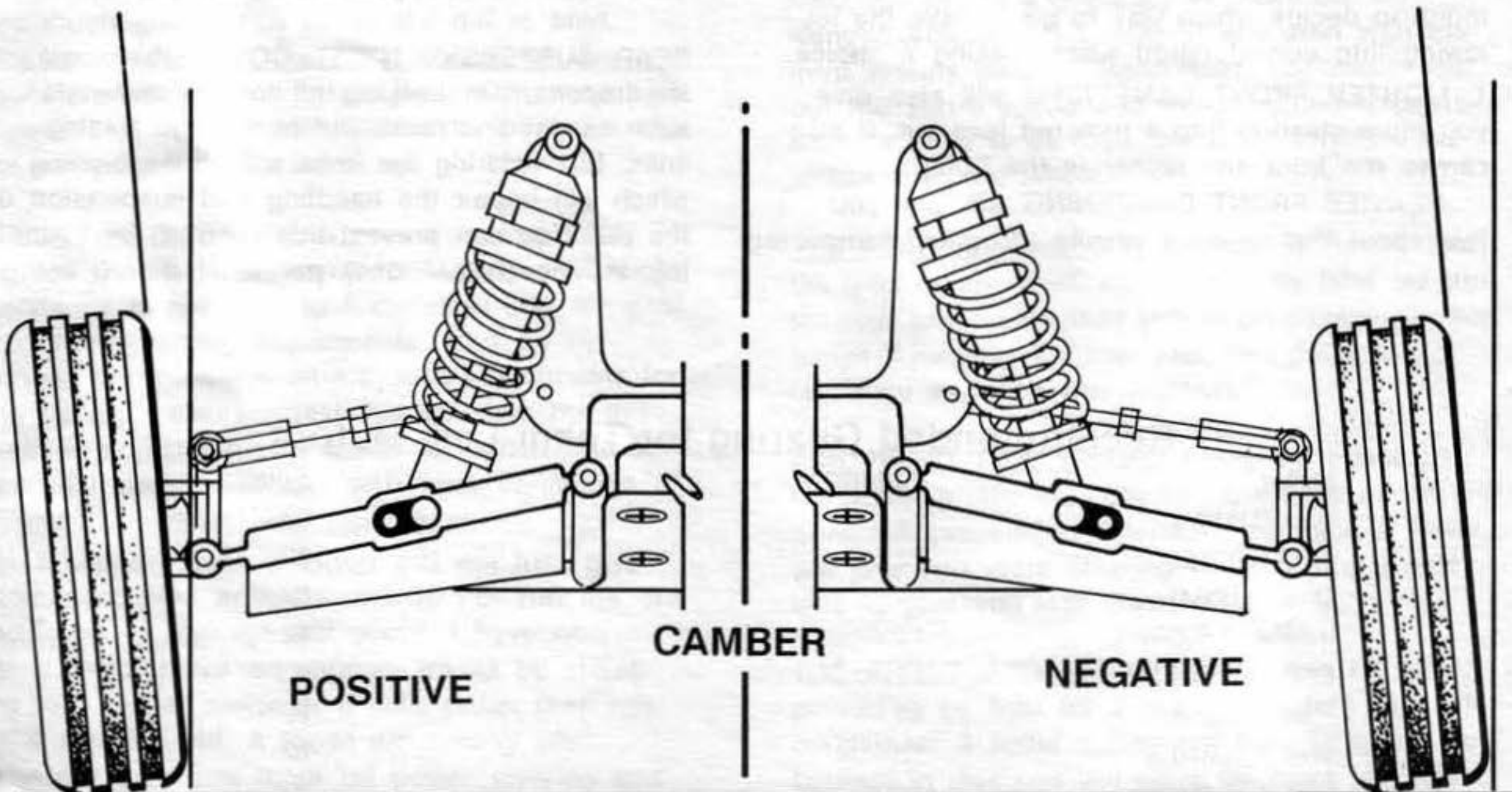
Toe In / Toe Out & Camber

DISTANCE A LESS THAN B = TOE IN

DISTANCE B LESS THAN A = TOE OUT



TOP VIEW



FRONT VIEW



#4-40 X 3/8
w/1/8 DIA.
SHOULDER

(67)



#4-40 x 1 4
F.H. 100deg. C'SINK

(52)



#4-40 X 3/8
HEX SOC. H.D.

(7)



#4-40 X 3/8
HEX SOC.HD.

(3)



#4-40 X 1/2
HEX SOC.HD.

(33)



#4-40 X 1 3/8
HEX SOC.HD.

(48)



#4-40 X 1 3/4
HEX SOC.HD.

(53)



#4-40 X 3/4
HEX SOC.HD.

(38)



3MM X 8MM
HEX SOC.HD.

(108)



#2-56 X 1/2
SHOULD.
HEX SOC.HD.

(100)



#8-32 X 3/8
F.H. 100deg. C'SINK
PHILLIPS

(5)



#8-32 X 1/2
F.H. 100deg. C'SINK
PHILLIPS

(11)



#4-40 HEX NUT
NYLOCK

(110)



#5-40 HEX
JAM NUT

(20)



#10-32
NYLON
HEX WASH HD.

(102)



#4-40 x 1/8
RND.HD.HEX SOC.

(105)



#5-40 X 3/4
R.H. HEX SOC.

(21)



#4-40 X 3/16
STUDDED BALL

(63)



#4-40 X 3/8
STUDDED BALL

(34)



#4-40 X 1.125
THD.ROD w/HEX DRIVE

(62)



#4-40 X 1.50
THD.ROD w/HEX DRIVE

(106)



#4-40 X 1.50
THRD.ROD

(111)

							
3mm X 8mm DIFF. THRUST WASHER	#4 WASHER	OUTDRIVE SPACER	3/16 X 3/8 BELLEVILLE WASHER	.125 E-CLIP	.187 E-CLIP	.250 THRU HOLE BALL	BALL STUD WASHER
(23)	(109)	(107)	(22)	(57)	(54)	(36)	(64)
							
5/16 X 1/2 BEARING	1/4 X 3/8 BEARING	8mm X 14mm BEARING	3/16 X 3/8 BEARING	1/8 X 5/16 BEARING			
(101)	(18)	(29)	(27)	(24)			
							
		SHOCK SHAFT REAR		SHOCK SHAFT FRONT		.125 X .690 KING PIN	
		(76)		(84)		(75)	
							
	REAR AXLE SPACER	1/16 X 1/2 ROLLED PIN		3/32 X 1/2 ROLLED PIN		.125 X .960 HINGE PIN	
	(44)	(45)		(41)		(72)	
							
						.125 X 1.42 HINGE PIN	
						(58)	
							
						.125 X 1.650 HINGE PIN	
						(70)	
							
						.125 X 1.785 HINGE PIN	
						(55)	

SPARE PARTS LIST

JRX-2 SPARE PARTS LIST

KEY NO.	ITEM DESCRIPTION	CHECK	PART NO.	CONTENTS
1	FRONT SHOCK TOWER		A-1004	FRONT SHOCK TOWER (1)
2	FRONT BULKHEAD		A-1003	FRONT BULKHEAD (1)
3	4-40 X 3/8 SOCKET HEAD		A-6206	SCREWS (10)
4	CHASSIS		A-4000	CHASSIS (1)
5	8-32 X 3/8 ALUM. FLATHEAD		A-6208	SCREWS (10)
6	SIDE BULKHEAD		A-2000	SIDE BULKHEAD (2)
7	4-40 X 3/8 ALUM. FLATHEAD			
8	WING TUBE		A-2010	WING TUBES (2)
9	REAR BULKHEAD		A-2001	REAR BULKHEAD (1)
10	REAR SHOCK TOWER		A-2009	REAR SHOCK TOWER (1)
11	8-32 X 1/2 TYPE A		A-6209	SCREWS (10)
12	BATTERY HOLDER		A-4001	BATTERY HOLDER (1)
13	ALUM. STEERING POST		A-1500	STEERING POSTS W/HARDWARE (2)
14	ANTENNA MOUNT		A-4002	ANTENNA KIT (1)
15	GREASE		A-3012	DIFFERENTIAL LUBE
16	DIFFERENTIAL GEAR		A-3006	DIFFERENTIAL GEAR (1)
17	3/32 DIFFERENTIAL BALLS		A-3009	DIFFERENTIAL BALLS (12)
18	1/4 X 3/8 BEARINGS		A-6901	BEARING (1)
19	RIGHT DIFF. HALF (FEMALE)		A-3000	COMPLETE TRANSMISSION
20	5-40 LOCK NUT (STEEL)		A-3000	COMPLETE TRANSMISSION
			A-3011	THRUST BEARING ASSEMBLY
			A-6302	5-40 STEEL LOCK NUTS (4)
21	5-40 X 3/4		A-3000	COMPLETE TRANSMISSION
			A-3011	THRUST BEARING ASSEMBLY
			A-6211	5-40 X 3/4 SCREWS (4)
22	BELLVILLE WASHER .128 X .312		A-3000	COMPLETE TRANSMISSION
			A-3011	THRUST BEARING ASSEMBLY
23	THRUST WASHER #4		A-3000	COMPLETE TRANSMISSION
			A-3011	THRUST BEARING ASSEMBLY
24	BALL THRUST BEARING		A-3000	COMPLETE TRANSMISSION
			A-3011	THRUST BEARING ASSEMBLY
25	HEX. THRUST WASHER		A-3000	COMPLETE TRANSMISSION
			A-3010	LARGE HEX. WASHERS (2)
26	LEFT DIFF. HALF (MALE)		A-3005	TRANSMISSION MOLDED GEAR SET
27	3/16 X 3/8 BEARING		A-3000	COMPLETE TRANSMISSION
			A-6903	3/16 X 3/8 BEARING (2)
28	GEAR BOX HALF (LEFT)		A-3000	COMPLETE TRANSMISSION
			A-3001	TRANSMISSION HOUSINGS (LFT&RT)
29	8mm X 14mm BEARINGS		A-3000	COMPLETE TRANSMISSION
			A-6902	8mm X 14mm BEARING (2)
30	GEAR BOX HALF (RIGHT)		A-3000	COMPLETE TRANSMISSION
			A-3001	TRANSMISSION HOUSINGS (LFT&RT)
31	OUTPUT GEAR		A-3000	COMPLETE TRANSMISSION
			A-3005	MOLDED TRANSMISSION SET (2)
32	U-JOINT OUTDRIVE		A-3000	COMPLETE TRANSMISSION
			A-3013	MOLDED U-JOINT SET

SPARE PARTS LIST

CHECK

33	4-40 X 1/2 SCREW	A-3000	COMPLETE TRANSMISSION
		A-3013	MOLDED U-JOINT SET
34	3/8 STUDDED BALL	A-1000	FRONT END KIT W/O SHOCKS
		A-1503	SERVO ROD. ADJ. W/ENDS
		A-6000	BALLS. STUDDED W/ ROD ENDS
35			HUB CARRIER
		A-2000	HUB CARRIER (2)
36	.250 BALL	A-2006	250 SUSPENSION BALLS (10)
37	SHOCK MOUNT	A-5000	FRONT SHOCK KIT (2)
		A-5008	SHOCK MOUNT BUSHING (4)
38	4-40 X 3/4 SCREW	A-6205	4-40 X 3/4 SCREW (10)
39	PINNED BALL JOINTS	A-3014	UNIVERSAL PIVOTS (2)
40	REAR AXLE	A-3015	REAR AXLE. WASHER. PIN
41	3/32 DIA. PIN	A-3014	UNIVERSAL PIVOTS (2)
		A-6400	3/32 PINS (8)
42	DRIVE SHAFT HALF(MALE)	A-3013	MOLDED UNIVERSALS (SET)
43	GEAR COVER	A-3003	GEAR COVER (1)
44	WASHER	A-3015	REAR AXLE PARTS
45	1/16" PIN	A-3007	INTERNAL PRIMARY GEAR W/HDWR
		A-3015	REAR AXLE. WASHER. PIN
		A-6401	1/16" PINS (16)
46	PINION SHAFT	A-3007	INTERNAL PRIMARY GEAR W/HDWR
47	MOTOR PLATE	A-3002	MOTOR PLATE
		A-3000	COMPLETE TRANSMISSION
48	4-40 X 1 3/8	A-3000	COMPLETE TRANSMISSION
		A-6203	4-40 X 1 3/8 SCREW (4)
49	SPUR GEAR	A-3000	COMPLETE TRANSMISSION
		A-3878	78 TOOTH 48 PITCH SPUR
		A-3882	82 TOOTH 48 PITCH SPUR
		A-3886	86 TOOTH 48 PITCH SPUR
50	DRIVE SHAFT HALF(FEMALE)	A-3013	MOLDED UNIVERSAL SET
51	REAR PIVOT SUPPORT	A-2002	REAR PIVOT PIN SUPPORT
52	4-40 X 1/4" FLAT SCKTHEAD	A-6210	4-40 X 1/4" SCREWS (10)
53	4-40 X 1 3/4" SCREWS	A-3000	COMPLETE TRANSMISSION
		A-6202	4-40 X 1 3/4" SCREWS (4)
54	LARGE E-CLIP	A-3007	INTERNAL PRIMARY GEAR W/HDWR
		A-6101	E-CLIPS .1875 LARGE (12)
55	1/8 X 1.785 PIN	A-2008	INNER HINGE PIN REAR (2)
56	REAR LINK	A-2004	SUSPENSION LINKS. 1 SIDE
57	SMALL E-CLIPS	A-1000	FRONT SUSPENSION (12)
		A-6100	E-CLIPS (12)
58	1/8 X 1.420 HINGE PIN	A-2007	HUB HINGE PIN (2)
59	UPPER TRAILING LINK	A-2004	SUSPENSION LINKS. 1 SIDE
60	LOWER TRAILING LINKS	A-2004	SUSPENSION LINKS. 1 SIDE
61	ADJUSTABLE ROD END	A-6002	ADJUSTABLE ROD ENDS (10)
		A-1000	FRONT SUSPENSION W/O SHOCKS
		A-1503	SERVO ROD ADJ. W/ENDS

SPARE PARTS LIST

CHECK

62	TURNBUCKLE 1.125"	A-2005	TOP RR SUSPENSION LINK W/ENDS
63	3/16" STUDED BALL	A-6001	BALLS STUDED W/ROD ENDS
64	BALL STUD WASHERS		
65	STEERING SECTOR ARM	A-1502	STEERING SECTOR ARM W/SCREWS
66	SERVO SAVER	A-1501	SERVO SAVER & IDLER ARM
67	4-40 X 1/8 SHLDR SCREW	A-1502	STEERING SECTOR ARM W/ SCREWS
		A-6200	4-40 X 1/87 SHOULDER SCREW
68	IDLER ARM	A-1501	SERVO SAVER & IDLER ARM
69	A-ARM	A-1000	FRONT SUSPENSION (2)
		A-1001	A-ARMS (2)
70	1/8 X 1.650 HINGE PIN	A-1000	FRONT SUSPENSION (2)
		A-1007	BULKHEAD HINGE PINS (2)
71	SPINDLE CARRIER	A-1000	FRONT SUSPENSION(2)
		A-1002	FRONT SPINDELS & CARRIERS
72	1/8 X .960 HINGE PIN	A-1000	FRONT SUSPENSION (2)
		A-1008	FRONT OUTER PINS
73	FRONT AXLE	A-1000	FRONT SUSPENSION
		A-1005	FRONT AXLES W/NUTS
74	SPINDLE	A-1000	FRONT SUSPENSION
		A-1002	FRONT SPINDELS & CARRIERS
75	1/8 X .690	A-1000	FRONT SUSPENSION
		A-1006	KING PINS
76	1/8 X 1.655 SHAFT	A-5005	LONG SHAFT REAR
		A-5001	REAR SHOCK KIT (2)
77	PISTON	A-5007	SHOCK PISTONS & E-CLIPS
		A-5001	REAR SHOCK KIT (2)
78	SHOCK CARTRIDGE	A-5006	SHOCK CARTIDGE
		A-5001	REAR SHOCK KIT (2)
79	SHOCK OIL	A-5200	FLUID 5WT
		A-5201	FLUID 10WT
		A-5202	FLUID 15WT
		A-5203	FLUID 20WT
		A-5204	FLUID 30WT
		A-5205	FLUID 40WT
		A-5206	FLUID 50WT
80	SHOCK BODY (LONG)	A-5003	SHOCK BODY LONG (1)
		A-5001	REAR SHOCK KIT (2)
81	LOWER SHOCK MOUNT	A-5001	REAR SHOCK KIT (2)
82	SPRING (FRONT & REAR)	A-5100	FRONT STAINLESS SPRINGS.SOFT (2)
		A-5101	FRONT STAINLESS SPRINGS.MED (2)
		A-5102	FRONT STAINLESS SPRINGS.FIRM (2)
		A-5000	FRONT SHOCK KIT (2)
		A-5105	REAR STAINLESS SPRINGS.SOFT (2)
		A-5106	REAR STAINLESS SPRINGS.MED (2)
		A-5107	REAR STAINLESS SPRINGS.FIRM (2)
		A-5001	REAR SHOCK KIT (2)

SPARE PARTS LIST

83	SHOCK COLLAR	CHECK	A-5001	REAR SHOCK KIT (2)
			A-5000	FRONT SHOCK KIT (2)
			A-5009	SPRING CLAMPS & CUPS. FRONT
			A-5010	SPRING CLAMPS & CUPS. REAR
84	1/8 X 1.350		A-5004	SHOCK SHAFT. FRONT
			A-5000	FRONT SHOCK KIT (2)
86	SMALL SHOCK BODY		A-5000	FRONT SHOCK KIT (2)
			A-5002	FRONT SHOCK BODY. SHORT
87	SHOCK CUP		A-5000	FRONT SHOCK KIT (2)
			A-5009	SPRING CLAMPS & CUPS. FRONT
88	NYLON NUT 4-40		A-6301	NYLOCK 4-40 NUTS (10)
89	FRONT WHEELS		A-7000	FRONT RIMS. PAIR
90	REAR RIMS		A-7100	REAR RIMS. PAIR
91	FRONT TIRES. RIBBED		A-7200	FRONT TIRES. PAIR
92	REAR TIRES		A-7300	REAR TIRES SPIKED. PAIR
93	WING BUTTON. MALE		A-8102	ADJ. WING BUTTON SET
			A-8103	COMPLETE WING & MOUNT SET
94	WING BUTTON. FEMALE		A-8102	ADJ. WING BUTTON SET
			A-8103	COMPLETE WING & MOUNT SET
95	WING		A-8103	COMPLETE WING & MOUNT SET
			A-8100	JRX-2 WING
96	WING WIRE		A-8101	WING WIRE
			A-8103	COMPLETE WING & MOUNT SET
97	BODY		A-8000	JRX-2 BODY
98	BODY CLIPS		A-8104	BODY CLIPS (12)
99	ANTENNA TUBE		A-1002	ONE ANTENNA TUBE
100	2-56 SHOULDER SCREW			
101	5/16 X 1/2 DIFF BEARING		A-3000	COMPLETE GEAR BOX
			A-6900	5/16 X 1/2 S.S. BEARING
102	10-32 NYLON NUTS		A-6303	NYLON LOCKING NUTS
103	LEFT SPINDLE		A-1000	FRNT. SUSP KIT W/O SHOCKS
			A-1002	FRNT. SPNDLS. CARRIERS (2)
104	SMALL SPRING (FRONT)		A-5000	FRNT. SHOCKS W. SPRINGS
			A-5100	FRNT. S.S. SPRINGS SOFT
			A-5101	FRNT. S.S. SPRINGS MED.
			A-5102	FRNT. S.S. SPRINGS FIRM
105	4-40 X 1/8 BUTTON HD		A-6212	4-40 X 1/8 BUTN HD (4)
			A-3000	COMPLETE TRANS.
106	1.5" TURNBUCKLE		A-1000	FRNT. SUSP KIT W/O SHOCKS
			A-1009	FRNT. TIE ROD (2)
107	SPACE WASHER OUTDRIVE		A-3000	COMPLETE GEAR BOX
			A-3000	COMPLETE GEAR BOX
108	3mm X 8mm MOTOR SCREW		A-6201	3mm X 3mm SCREWS (10)
109	WASHER #4		A-3000	COMPLETE GEAR BOX
110	4-40 NUT		A-1000	FRNT. SUSP KIT W/O SHOCK
111	SERVO ROD		A-1000	FRNT. SUSP KIT W/O SHOCK



1655 E. Mission Blvd., Pomona, California, U.S.A. (714) 620-0164

Copyright © 1988

Printed in the United States of America.