



1/10th Scale 2wd Electric Off Road Racing Truck



# Owner's Manual



**TEAM LOSI**  
**RACING**

## Welcome Team Losi XXX-T CR Owner!

Thank you for selecting the XXX-T CR as your new racing truck. The XXX-T CR has already distinguished itself as a top caliber racing chassis and as you will see, we have made every effort to produce a kit that is not only the most competitive but also easy to build and maintain. The simple bag-by-bag assembly sequence and easily followed instructions and drawings combined with Team Losi's world famous quality fitting parts will make building the XXX-T CR a most enjoyable project.

Before you open the first bag, or start assembly, please take a moment to read through the following instructions. This will familiarize you with the various parts, assembly tips, and descriptions as well as the tools needed. Taking an extra moment before starting can save a good deal of time and assure proper assembly.

Good luck and good racing,  
Team Losi Racing

### XXX-CR COMPLETED KIT SPECIFICATIONS

Overall Chassis Length: 16.4in (416mm)	Wheelbase: 11.25in (286mm)	*Front Track Width: 12.725in (323mm)
Overall Length w/Tires: 17in (431mm)	*Overall Height: 5.5in (139mm)	*Rear Track Width: 12.725in (323mm)

*Note: Final kit weight will vary depending on accessories used.*

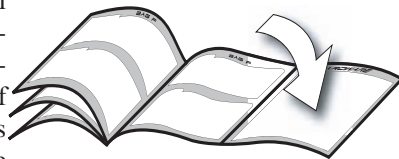
*\*All measurements taken at ride height (23mm).*

*Table 1: XXX-T CR Completed Kit Specifications.*

### Kit/Manual Organization:

The kit is composed of different bags marked A through F. Each bag contains all of the parts necessary to complete a particular section of the kit. Some of these bags have sub-assembly 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. Next to each of the step numbers is a check box. At the completion of each step, place a check in this box so that if you must stop and come back to the assembly, you will be able to pick up where you left off.

For your convenience, an actual-size Hardware Identification Guide is included as a fold-out page at the back of this manual. Hardware that is not easily differentiable in each step is called out with an icon which contains a small picture of the part genre (referenced on the Hardware Identification Guide), the quantity of that part required for what is **shown** in the step, and the size or name of that part. To check a part, hold it against the silhouette until the correct part is identified. Associated with each of these parts, in the Hardware Identification Guide, is a LOSA-Number which is used when ordering replacement parts for your XXX-T CR. In some cases, extra hardware has been supplied for parts that may be easy to lose.



Components used in each step are identified by their relative LOSA-Number and the component's name. With the exception of a few parts, these are not referenced in the Hardware Identification Guide.

The molded parts in Team Losi Racing kits 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.**

In some steps there will be a filled black circle with a white number. These indicate the specific order by which assembly must occur. In cases where steps are repeated (front/rear or left/right) these numbers may be omitted. Please note that these numbers will not call out every sub-step required for the step's assembly procedures, they will only highlight the critical order required for assembly.

In each step, there are specific "Detail Icons" (shaped like a stop sign) that call out critical precautions or assembly tips for the process. There is a reference key that describes the meaning of each of the icons located on the fold-out Hardware Identification Guide at the back of this manual.

To ensure 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. *Some parts in this kit are small and can be swallowed by children, causing choking and possible internal injury; PLEASE USE CAUTION!*
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 chemicals, glues, or paints that may be used for assembly and

## TOOLS REQUIRED FOR ASSEMBLY

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", 5/16", and 11/32" nut drivers are optional.

## RADIO/ELECTRONICS

A suggested radio layout is provided in this manual. Your high performance R/C center should be consulted regarding specific questions pertaining to radio/electrical equipment.

## HARDWARE IDENTIFICATION

When in question, use the Hardware Identification Guide at the back of this manual.

- For screws, the prefix number designates the thread size and number of threads per inch (i.e., 4-40 is a #4 size thread with 40 threads per inch). The second number, or fraction, designates the length of the screw. For cap head and button head screws, this number refers to the length of the threaded portion of the screw. For flat head and set screws, this number refers to the overall length of the screw.
- Bearings and bushings are referenced by the inside diameter (I.D.) x outside diameter (O.D.).
- Shafts and pins are designated by type (Roll, Solid) and referenced by diameter x length.
- Washers, Spacers and Shims are described by inside diameter or the screw size that will pass through the inside diameter x the thickness or by their designated application (i.e., Ball Stud washer is primarily used under a Ball Stud).
- Retaining Clips are sized by the shaft diameter that they attach to or by type (Body). The Hardware Icon associated with E/C-Clips only designates the part genre of clips, not the actual part.
- Nuts come in four types, Non-Flanged, Flanged (F), Plain, and Locking (L) (designated on the Hardware Icons). The prefix number designates the thread size and number of threads per inch. The second number, or fraction, designates the size of the hex. For example, L 4-40 x 1/4" designates a Lock nut that will thread onto a 4-40 screw using a 1/4" nut driver.
- Ball studs are described by the length of the neck between the base and the bottom of the ball (i.e., standard, short) and the length of the threaded portion.

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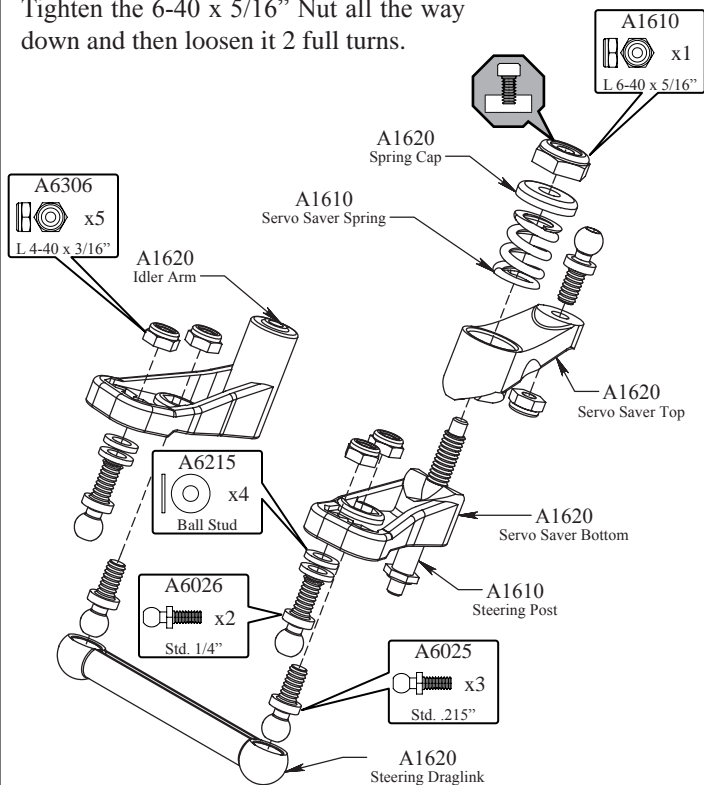
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**STEP A-01**

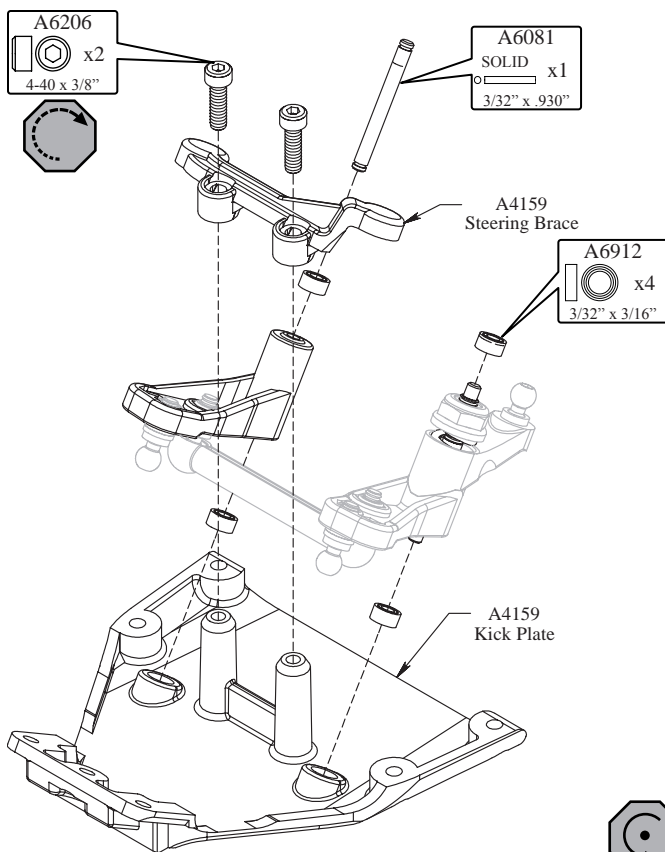
**Steering Assembly**

Tighten the 6-40 x 5/16" Nut all the way down and then loosen it 2 full turns.



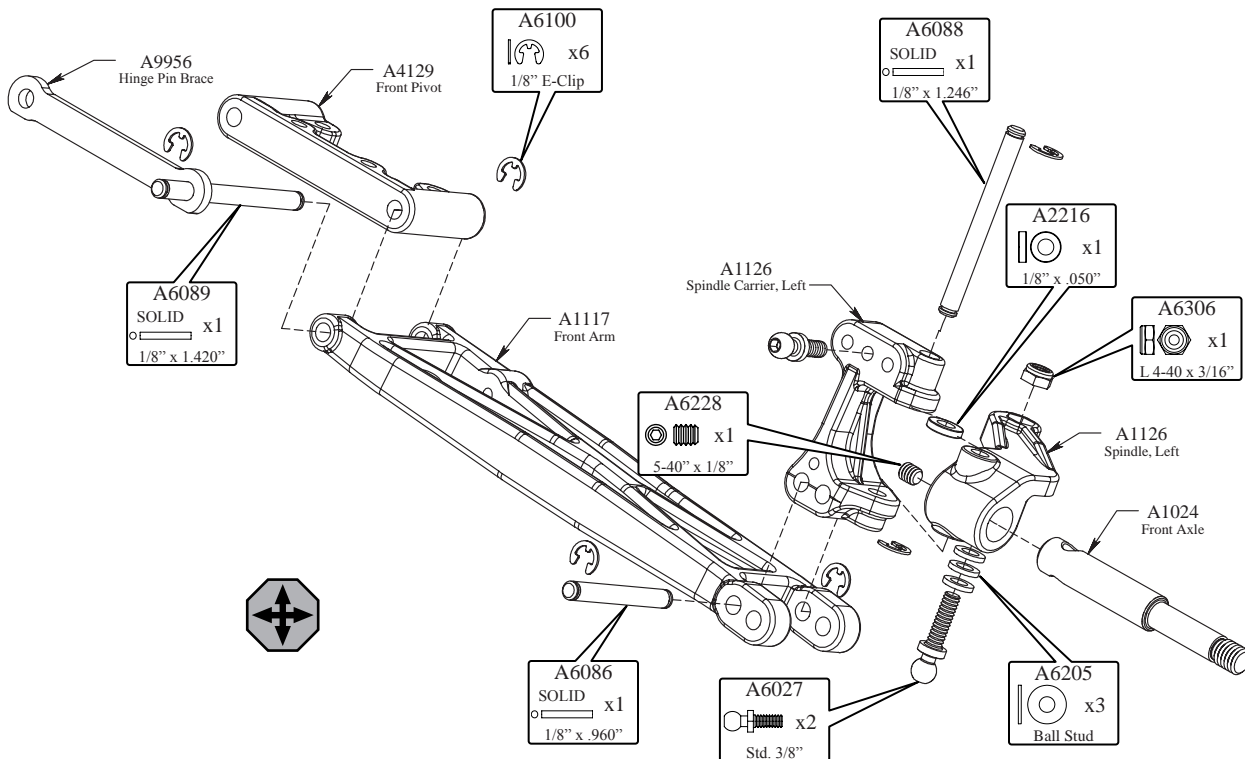
**STEP A-02**

**Kickplate Assembly**



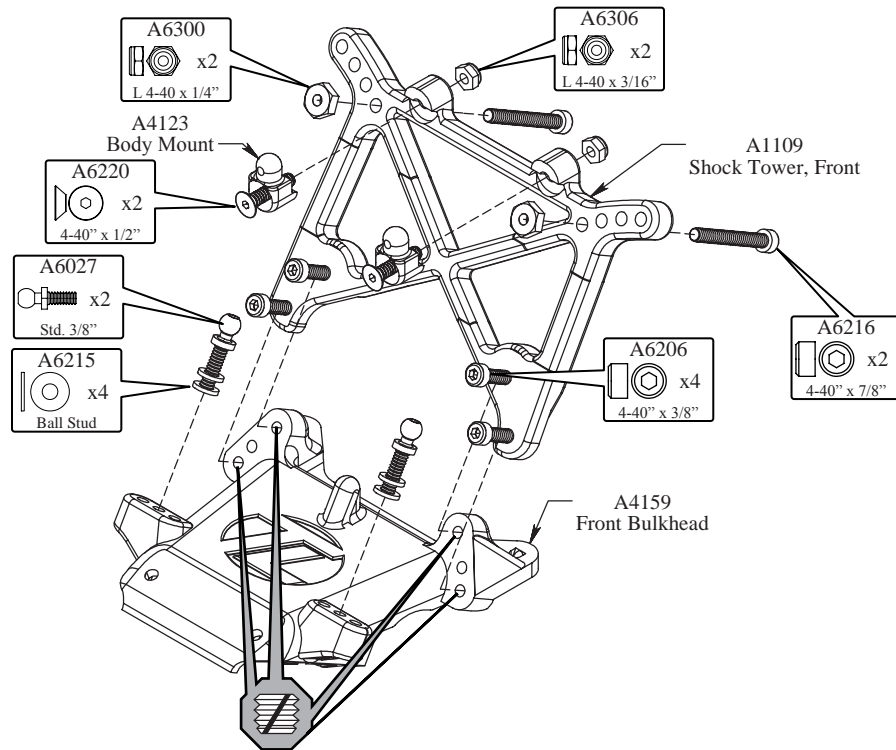
**STEP A-03**

**Front Suspension Assembly**



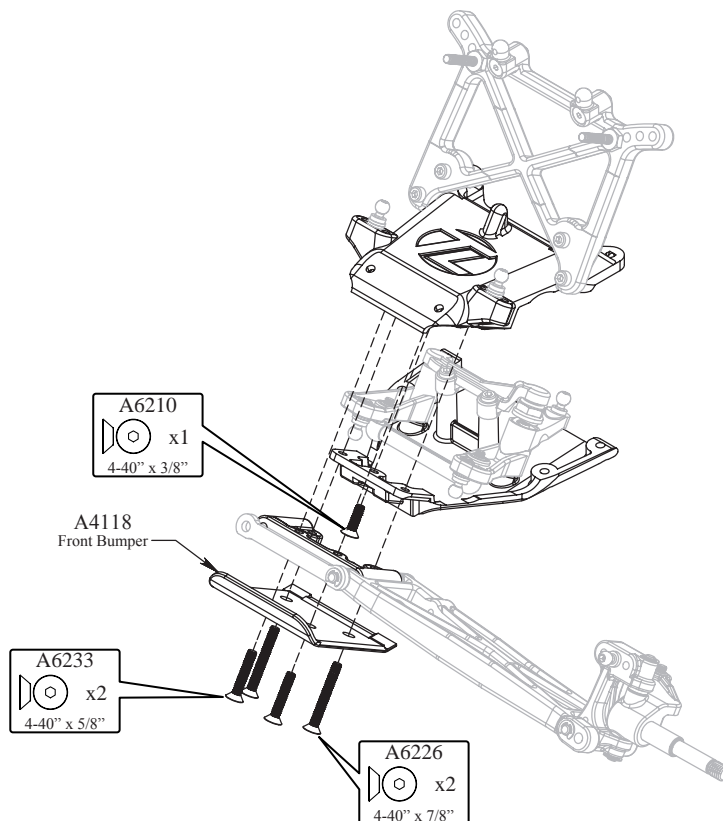
**STEP A-04**

**Front Bulkhead Assembly**



**STEP A-05**

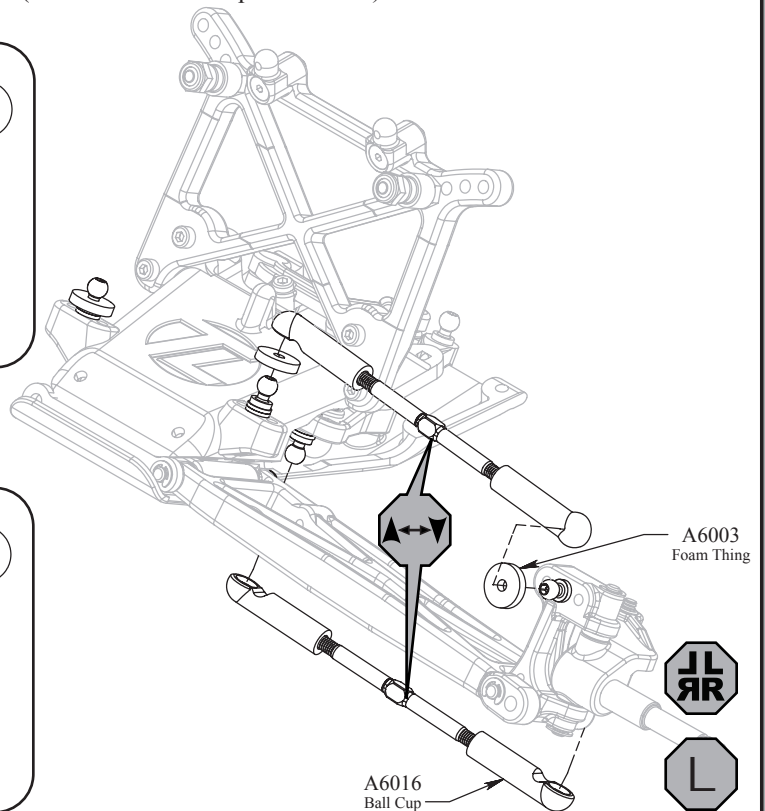
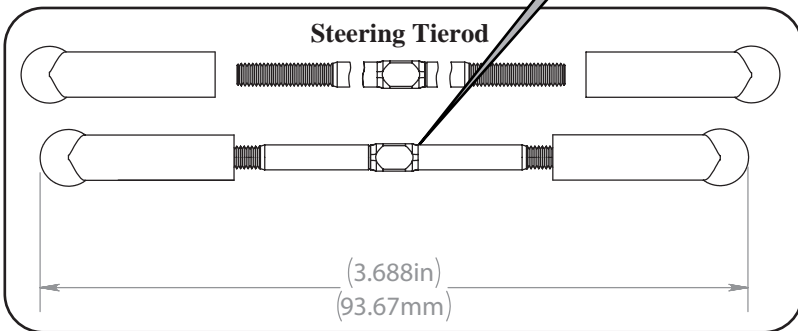
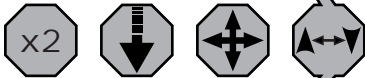
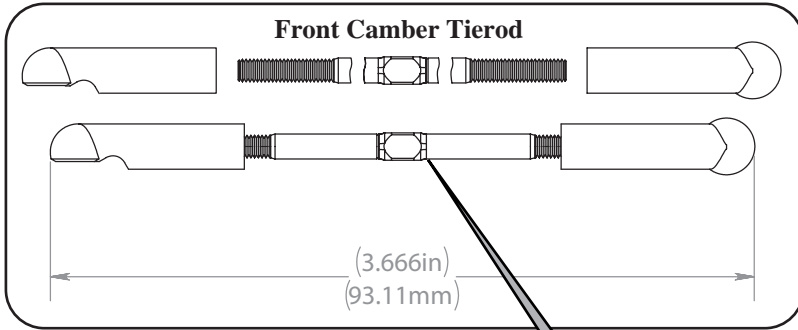
**Front Clip Assembly**



**STEP A-06**

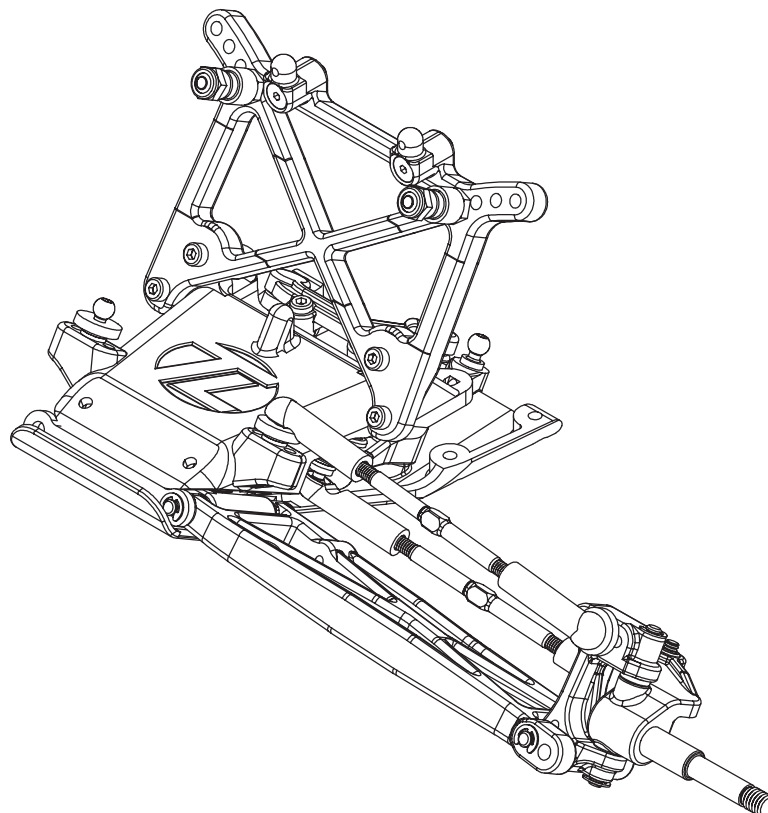
**Tierod Assembly and Installation**

- Use the Team Losi flat wrench to hold the Turnbuckle while installing the Ball Cups.
- Be sure to install the assembled Tierod onto the truck with the groove (next to the center square section) on the driver's left side for easier adjustment later.



**STEP A-07**

**Completed Front Clip Assembly**



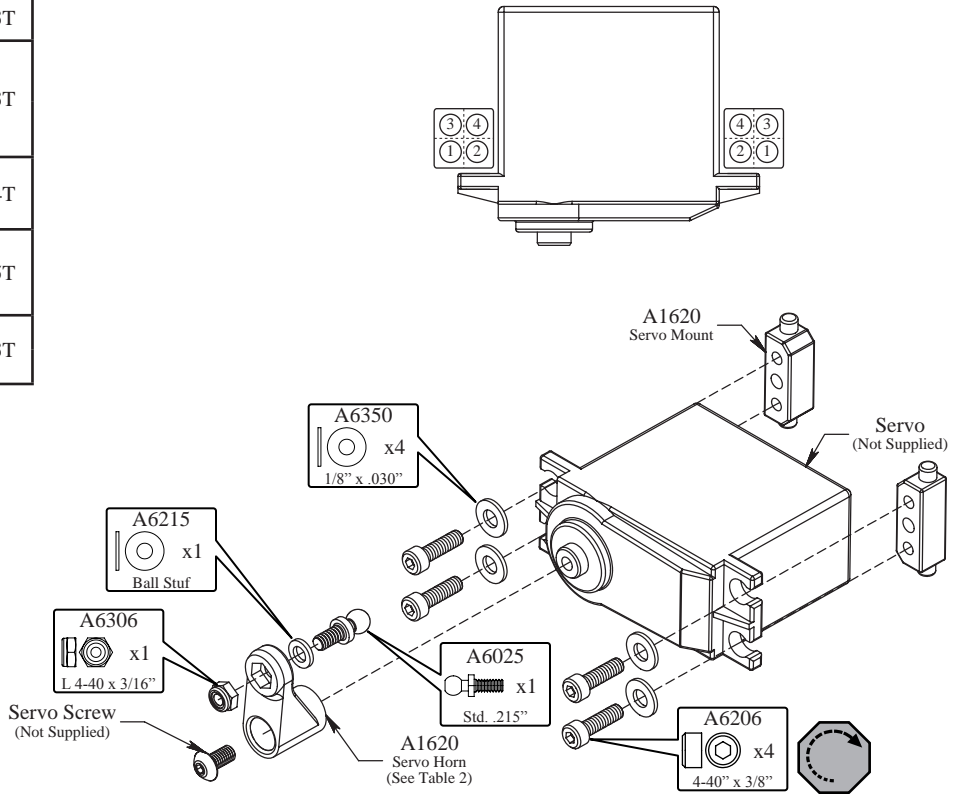
**STEP B-01**

**Servo Assembly**

Servo Manufacturer, Make/Model		Mount Position	Servo Horn
JR	All (DZ9000T/S DOES NOT FIT)	1	23T
Airtronics	94357Z, 94358Z, 94649Z, 94360Z, 94452Z, 94758Z, 94737Z, 94738Z	3	23T
	94102Z, 94112Z	1	
Hitec	All	1	24T
Futaba	All (S9102 DOES NOT FIT)	2	25T
KO	PDS-2123, 2344, 2363, 2365, 2366	2	23T
		1	

Table 2: Servo assembly and installation.

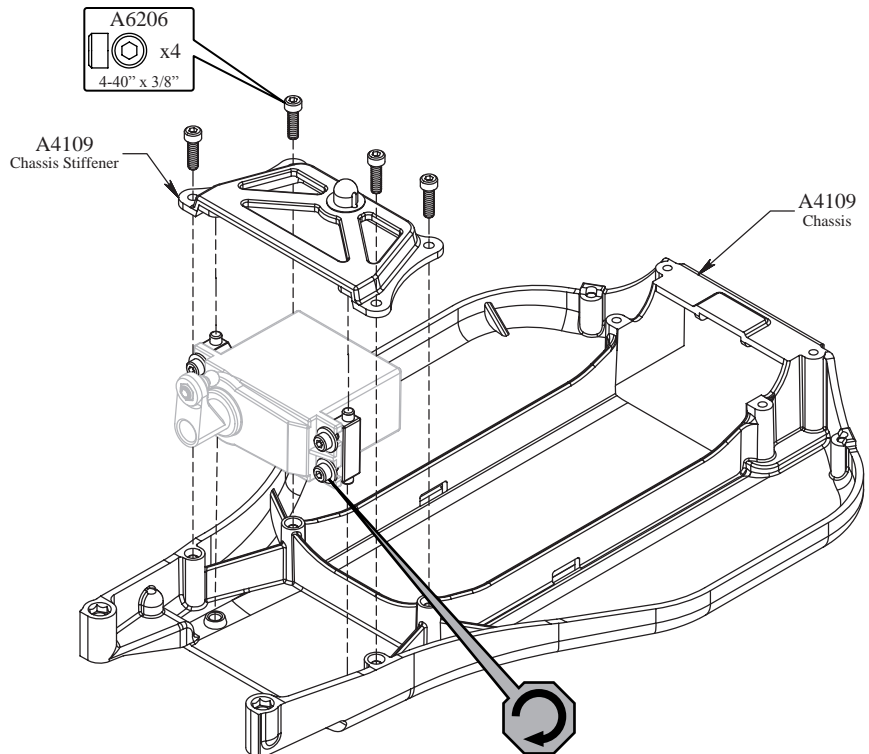
- Ensure the servo gear is **centered** before attaching the Servo Horn. This is best accomplished by connecting the servo to the radio system and setting the trim to center.
- Install the Servo Mounts in the orientation corresponding to the numbered diagram to the above right and Table 2.
- **DO NOT** tighten the four 4-40 x 3/8" Cap Head Screws all the way, they must be tightened after assembly to the Chassis is complete to ensure proper alignment.



**STEP B-02**

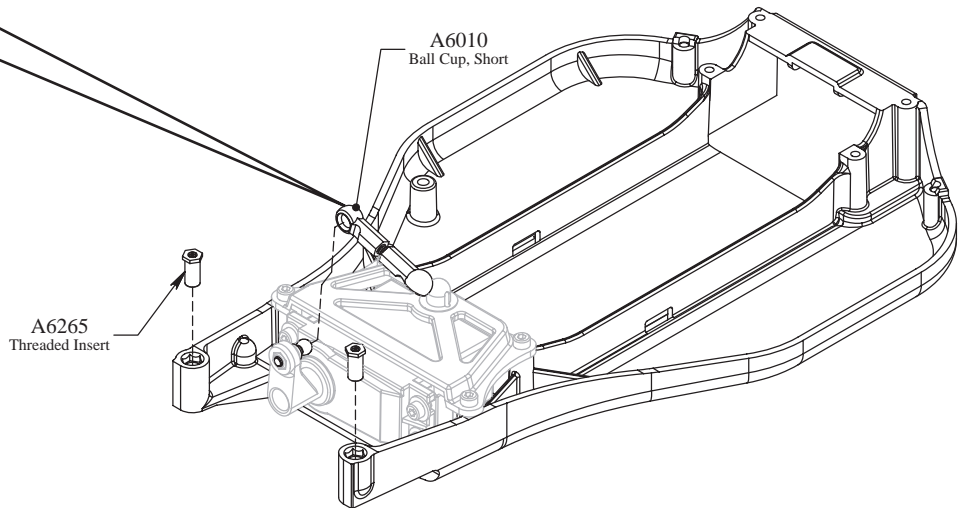
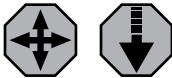
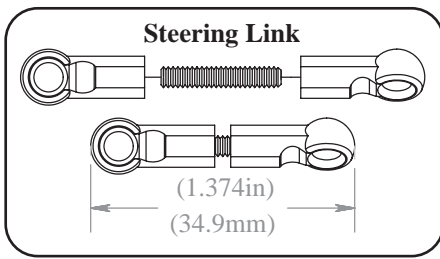
**Servo Installation**

- First place the Servo into the Chassis and place the Chassis Stiffener on top to ensure the servo is centered in-between the Mounts and as low as possible. Remove and tighten the four 4-40 x 3/8" Cap Head Screws and continue with the installation.



**STEP B-03**

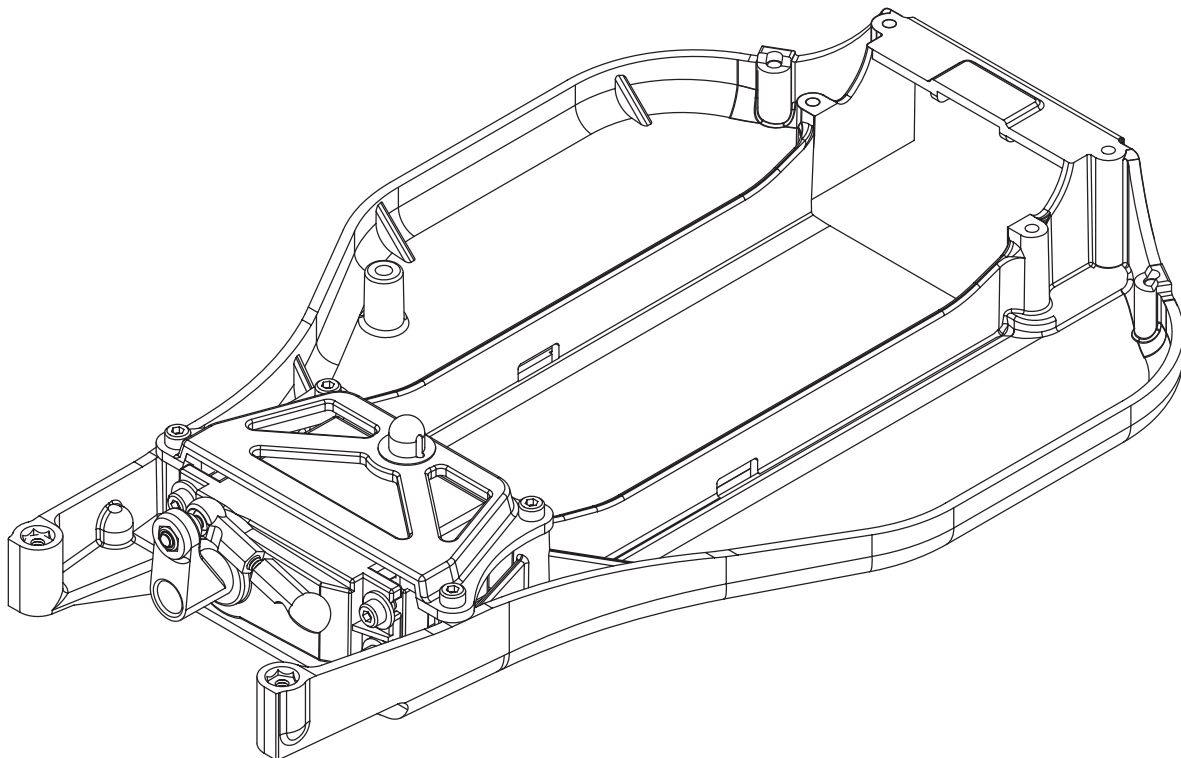
*Chassis Assembly*



- The Steering Link length will vary depending on the brand and model of Servo used. This length is only a starting point and will most likely need to be adjusted in Step F-01.

**STEP B-04**

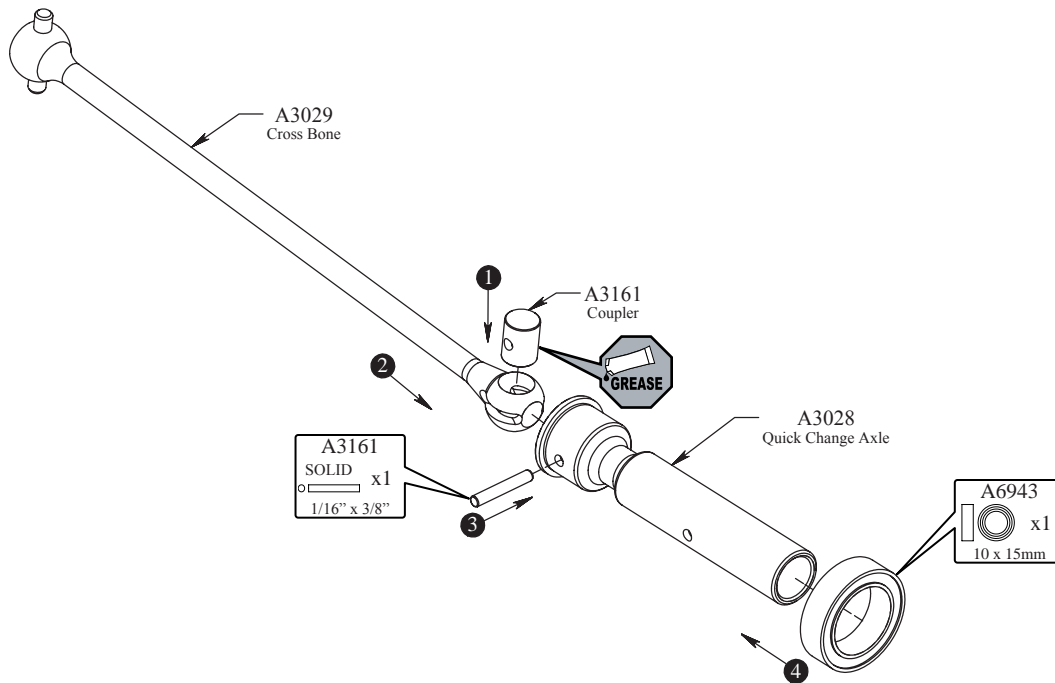
*Completed Chassis*





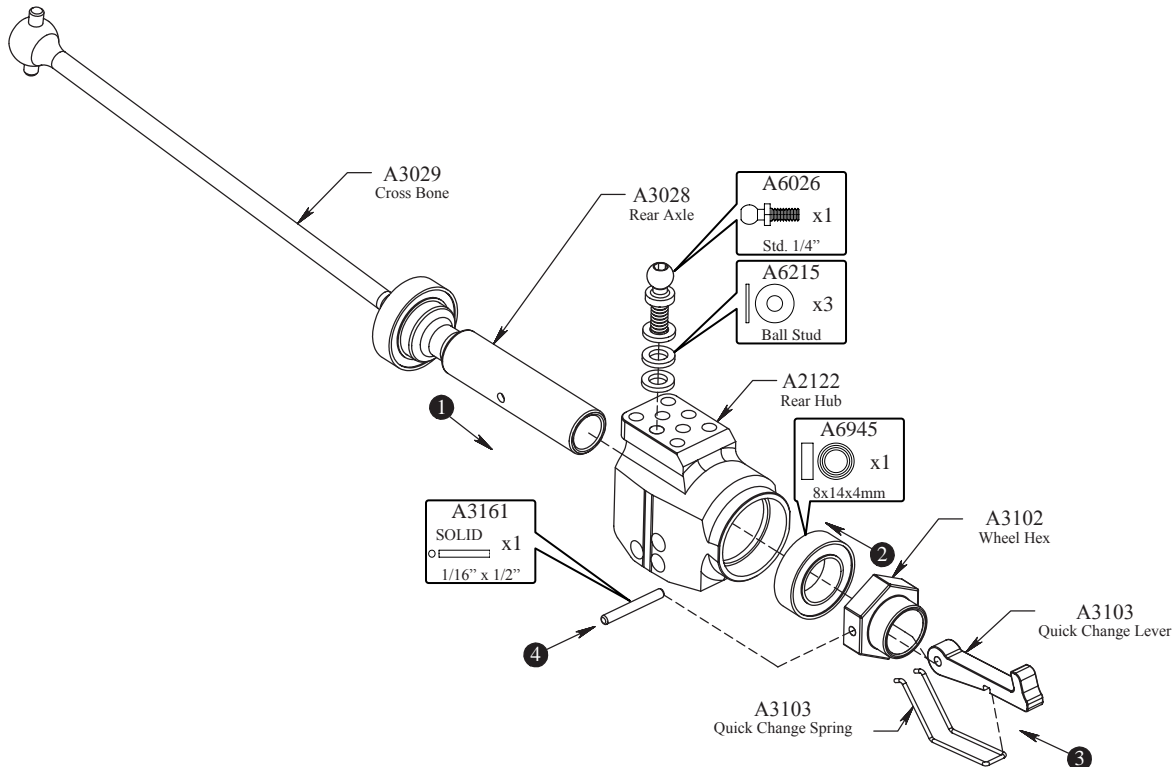
**STEP C-01**

*Dogbone Assembly*



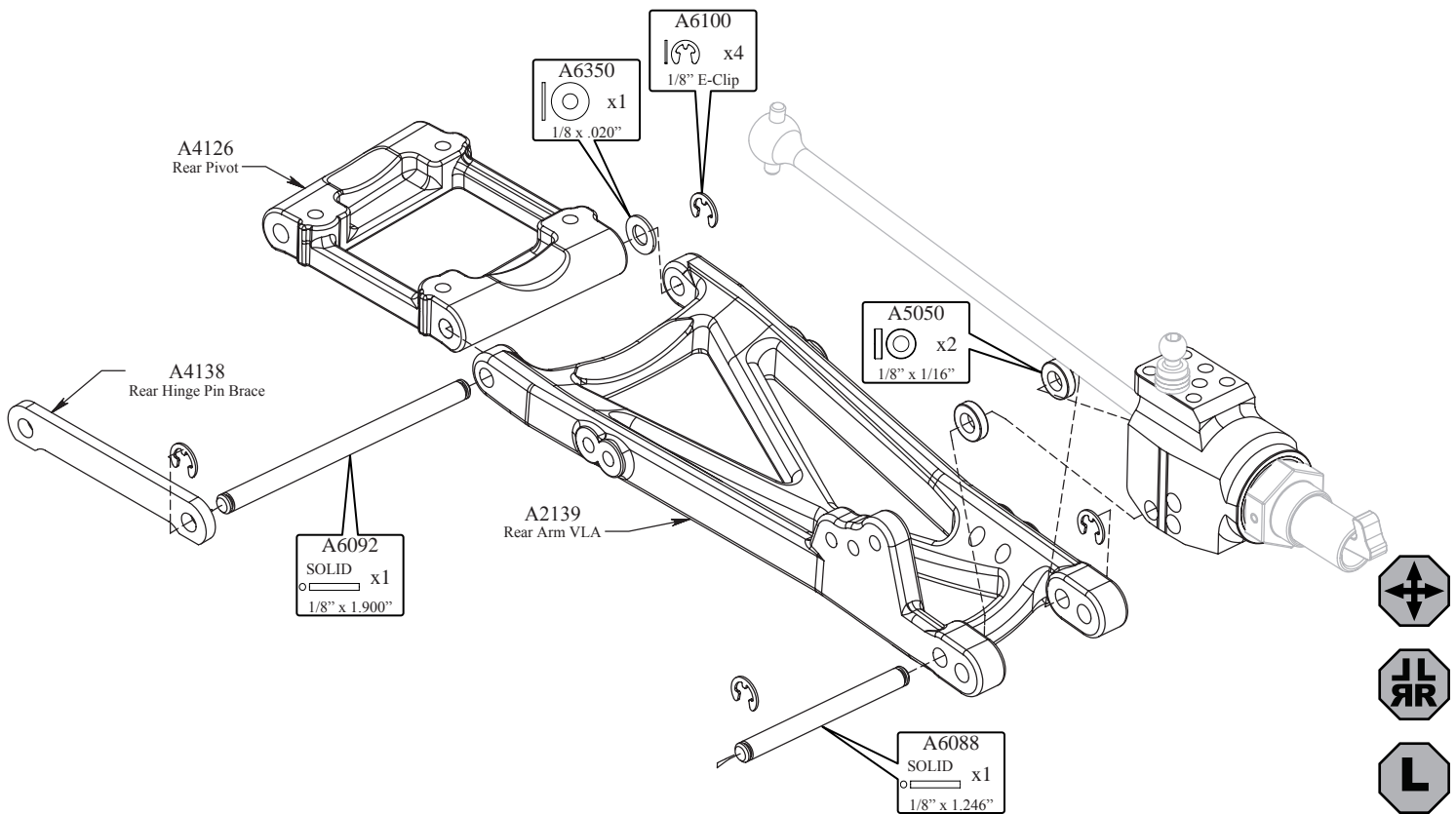
**STEP C-02**

*Rear Hub Carrier Assembly*



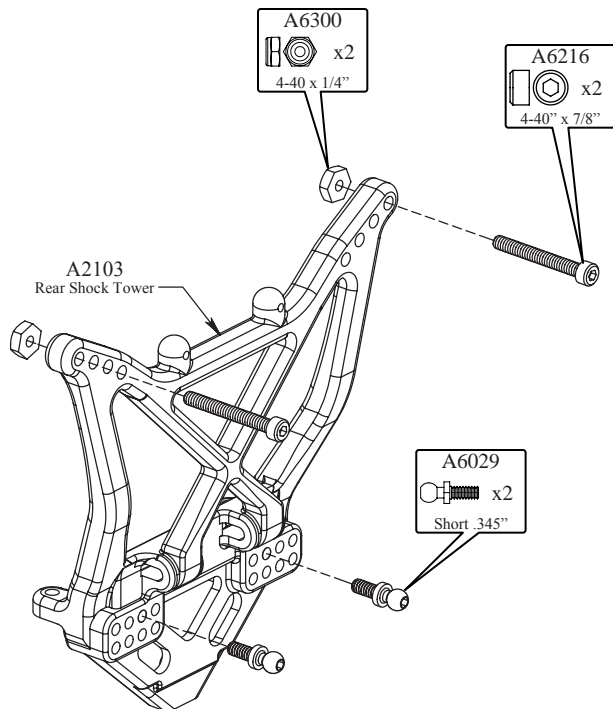
**STEP C-03**

**Rear Suspension Assembly**



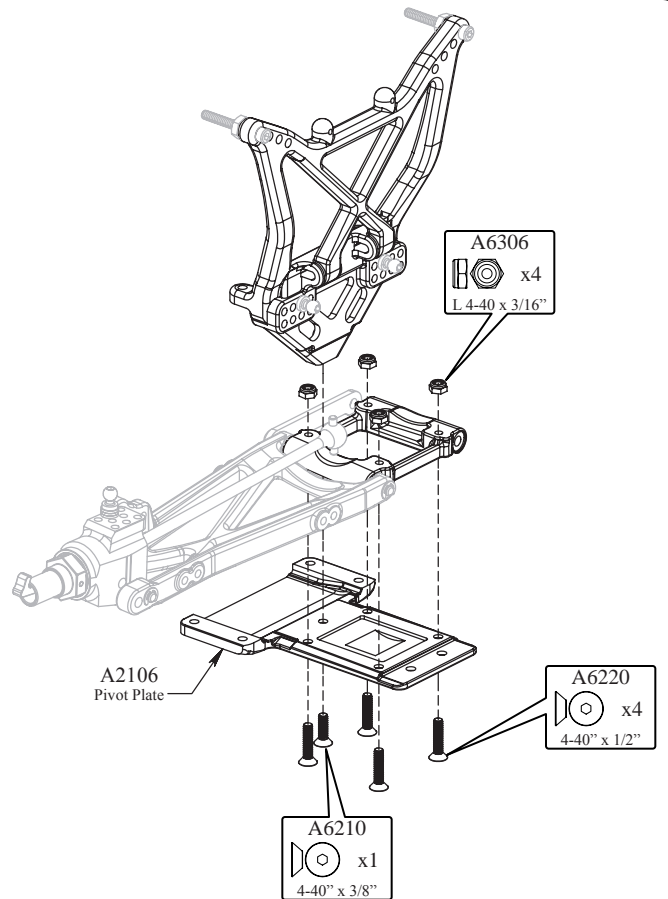
**STEP C-04**

**Rear Bulkhead Assembly**



**STEP C-05**

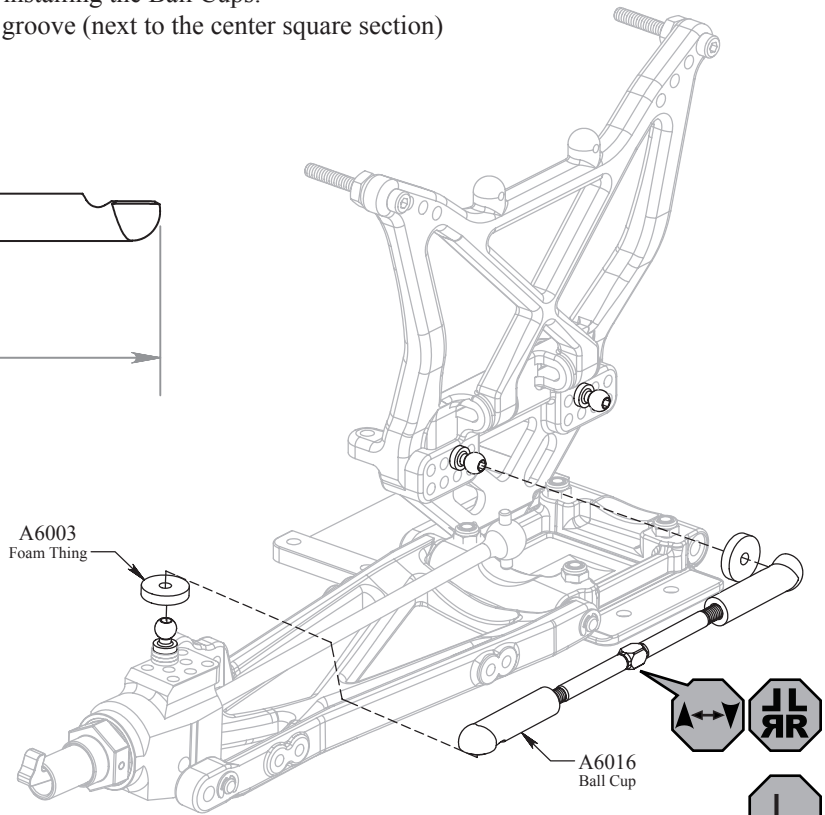
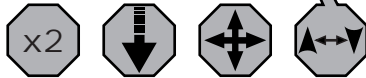
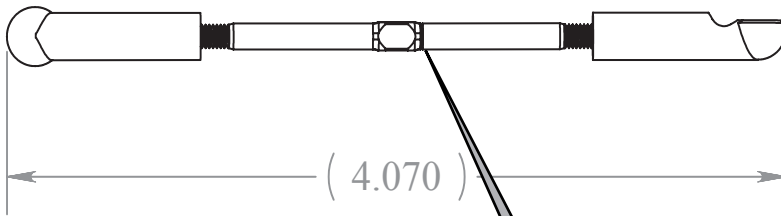
**Rear Plate Assembly**



**STEP C-06**

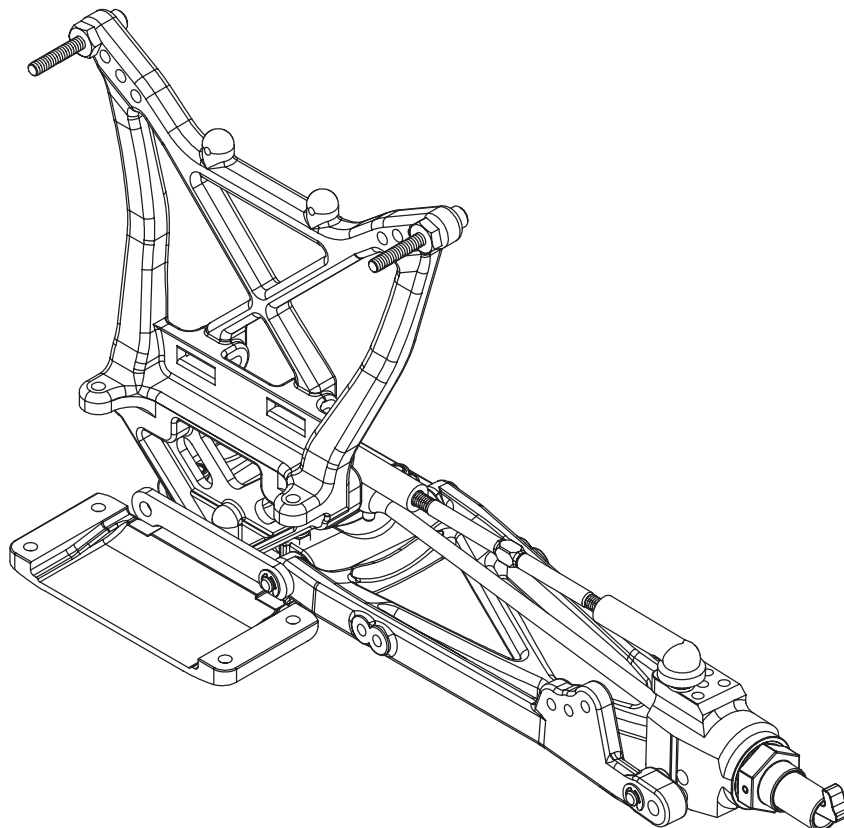
*Tierod Assembly and Installation*

- Use the Team Losi flat wrench to hold the Turnbuckle while installing the Ball Cups.
- Be sure to install the assembled Tierod onto the car with the groove (next to the center square section) on the driver's left side for easier adjustment later.



**STEP C-07**

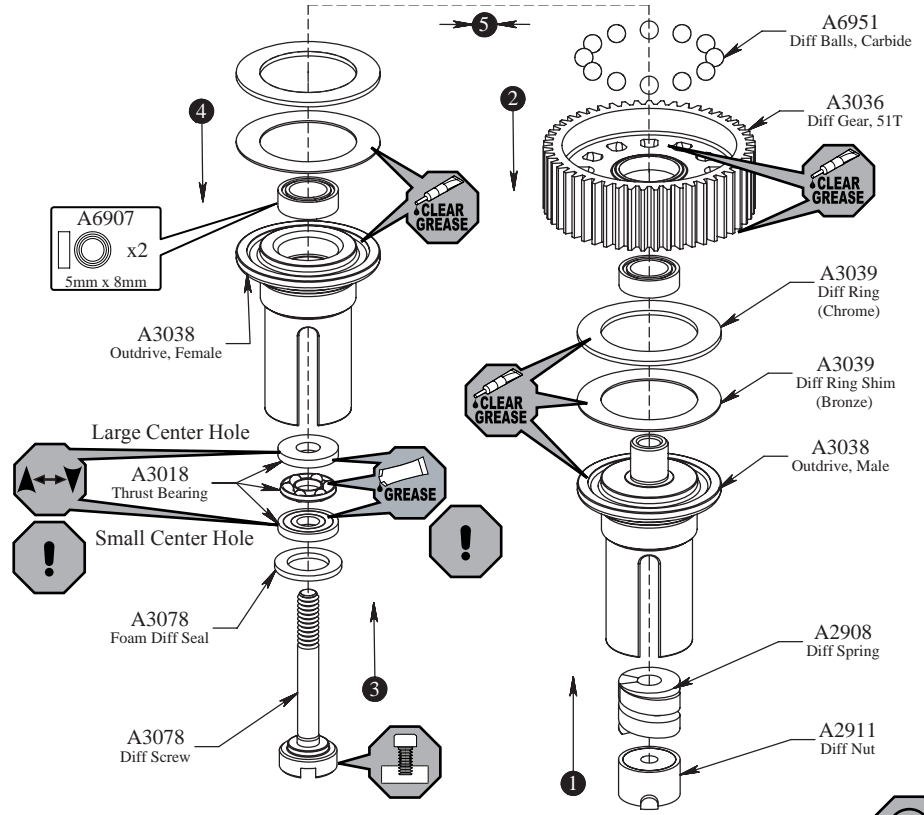
*Completed Rear Suspension*



**STEP D-01**

**Differential Assembly**

- Apply a small amount of Clear Diff Grease to both Diff Outdrives and the Diff Ring Shims before installing the Diff Rings.
- Apply enough Clear Diff Grease to the top side of the Diff Rings, or to both sides of recessed Ball section in the Diff Gear (after Diff Balls are installed) to cover the Diff Balls when the Diff is assembled.
- Assemble the Diff and tighten until some resistance is felt, see the Final Checklist and Setup Guide for final Diff adjustment procedures.

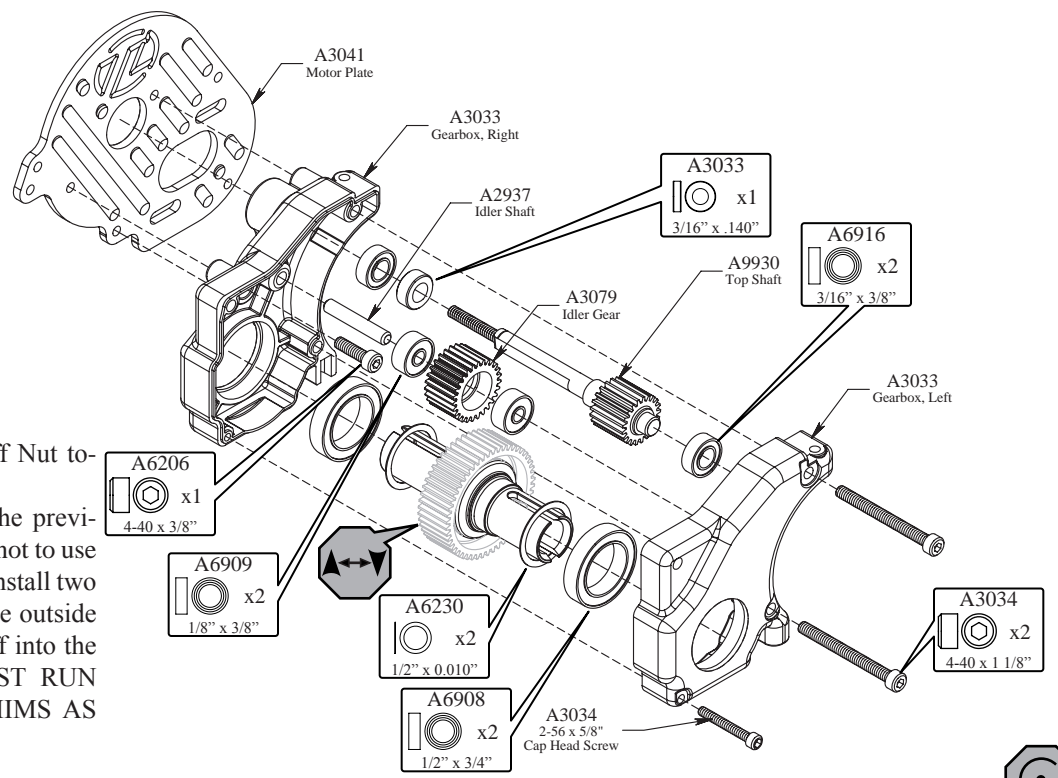


- The Diff Ring Shims are optional. If you choose not to use them (See Setup Guide), you must install the smaller Diff Shims on the outside of the Diff before installing the Diff into the Gearbox case.

**STEP D-02**

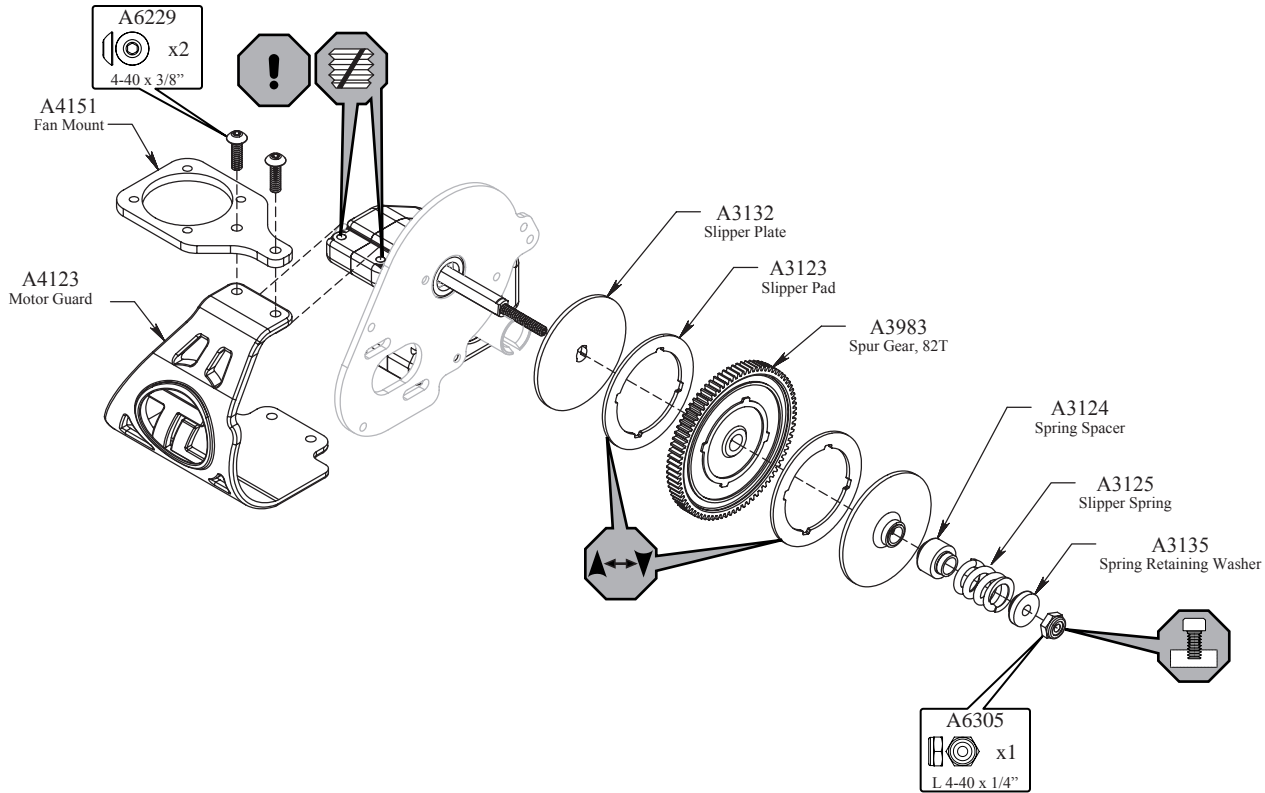
**Transmission Assembly**

- Install the Differential with the Diff Nut towards the Motor Plate.
- The Diff Ring Shims installed in the previous step are optional. If you choose not to use them (See Setup Guide), you must install two additional smaller Diff Shims on the outside of the Diff before installing the Diff into the Gearbox case. **NOTE, YOU MUST RUN AT LEAST TWO OF THESE SHIMS AS SHOWN.**



**STEP D-03**

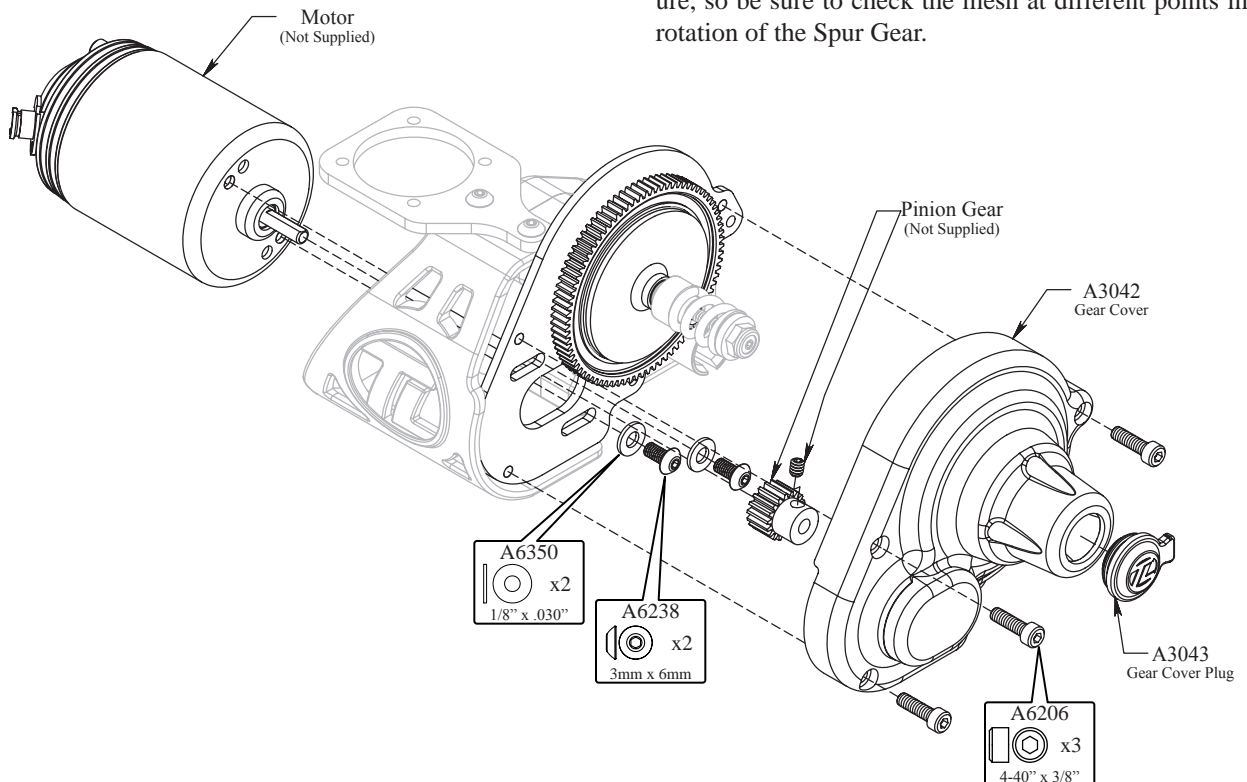
**Slipper Clutch Installation**



**STEP D-04**

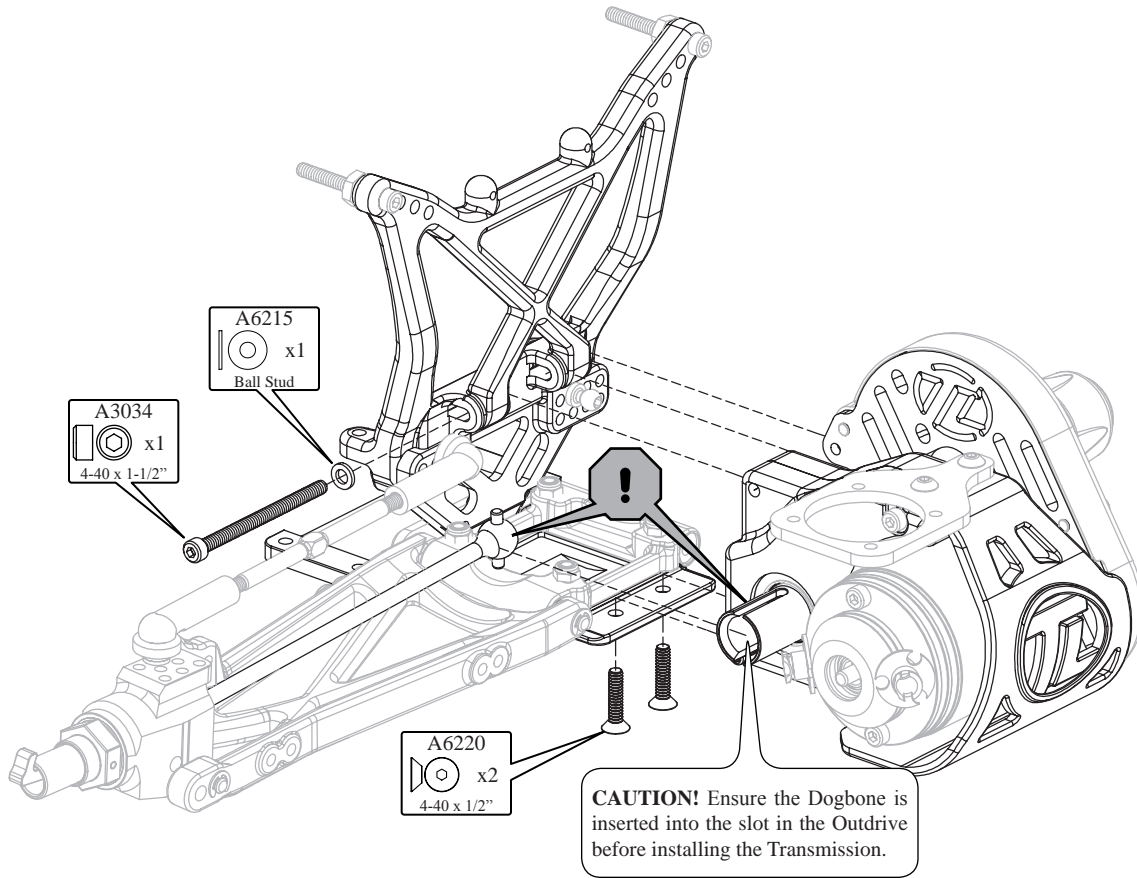
**Motor Installation**

- When setting the gear mesh, leave a small amount of backlash for proper function. Too much backlash will cause failure, so be sure to check the mesh at different points in the rotation of the Spur Gear.



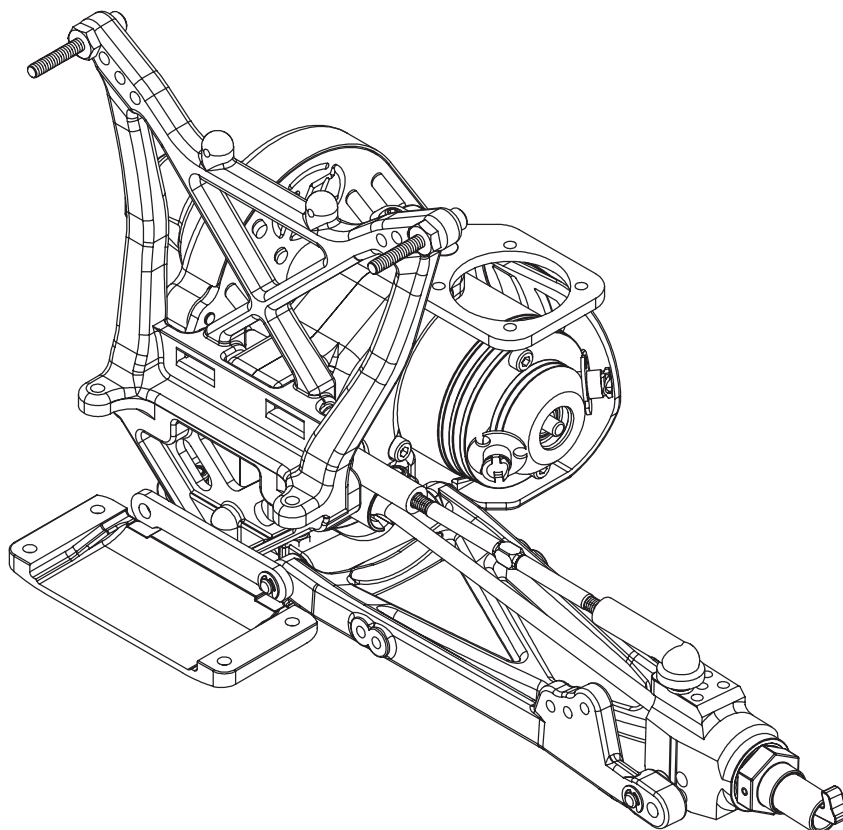
**STEP D-05**

*Transmission Installation*



**STEP D-06**

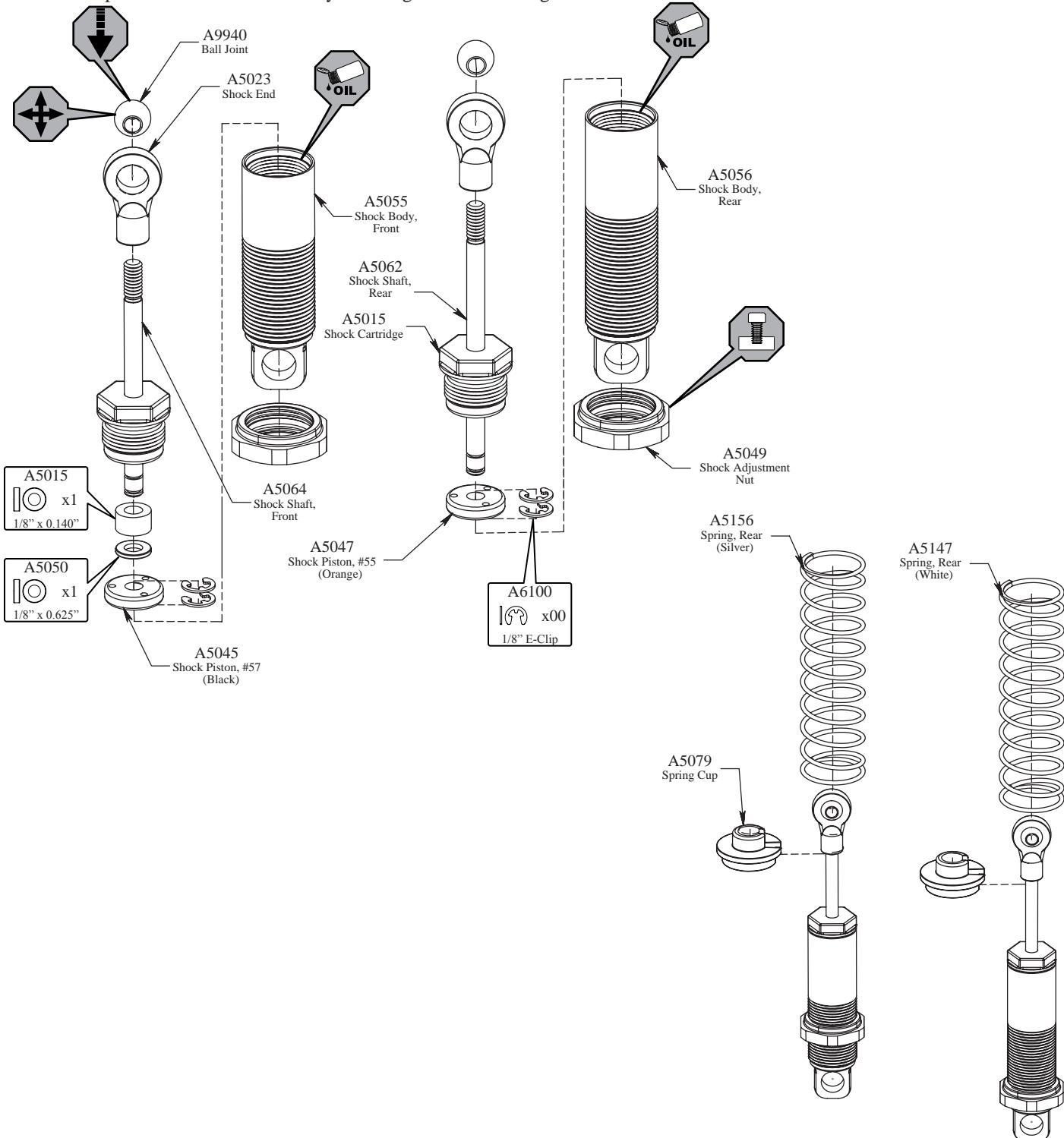
*Completed Rear Clip Assembly*



**STEP E-01**

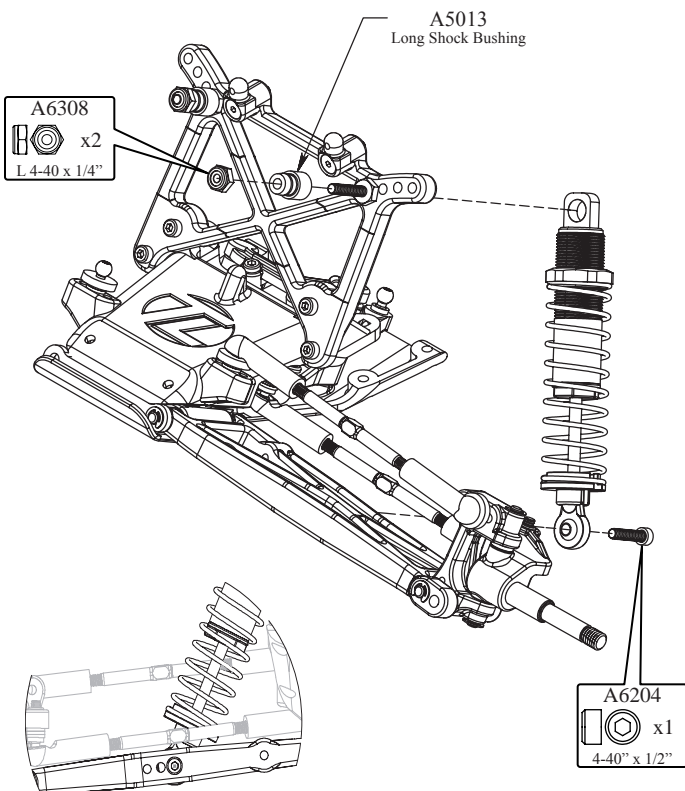
**Shock Assembly**

- Match short front Shock Bodies with assembled short front Shock Shafts and long rear Shock Bodies to assembled long rear Shock Shafts.
- Holding the shock body inverted, fill the Shock Body with Shock Oil up to the bottom of the threads inside the Shock Body.
- Insert shaft assembly with cartridge against the shock piston.
- Slowly tighten the Cartridge until it bottoms against the Shock Body. Do not tighten all the way.
- Slowly push Shock Shaft assembly into the Shock Body. This will bleed the excess oil out of the Shock.
- Once the Shaft is pushed all the way down into the Shock Body, tighten the Shock Cartridge the rest of the way with a 7/16" wrench or a pair of pliers approximately 1/8th of a turn.
- There should be no air in the Shocks as you move the Shaft in and out of the Shock Body. If there is; you will need to add some Oil and repeat the bleed process. If the Shock does not compress all the way, the shock has too much Oil. Simply loosen the Cartridge about 1/4 turn and push the Shaft into the Body and retighten the Cartridge.



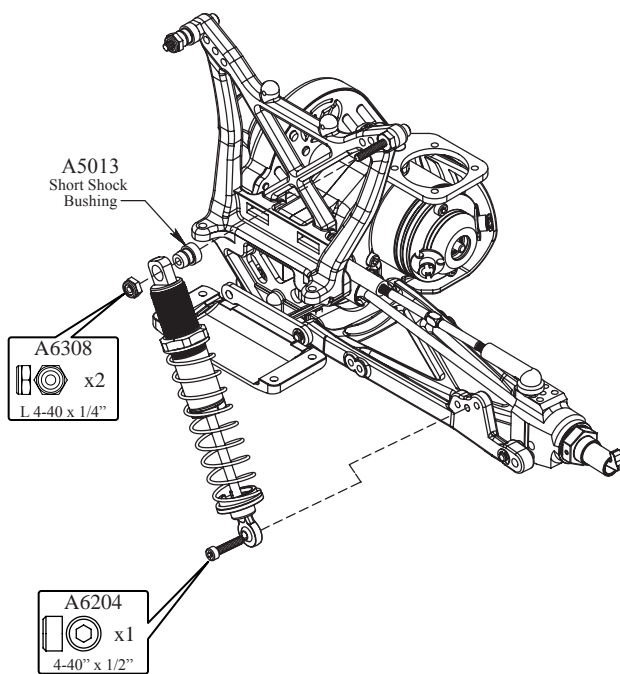
**STEP E-02**

**Front Shock Installation**



**STEP E-03**

**Rear Shock Installation**



**STEP E-04**

**Completed Front and Rear Clips**

