

OWNER'S MANUAL



NOTE: Using modified motors with any less than 15 turns of wire exceeds the capacity of the electronic speed control and voids any warranty.

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



Always Racing Towards The Future.

- Service Information:
Electronics (Motor/Radio/Speed Control)
(877) 504 - 0233
- Chassis (All non-electric) (909) 390-9595

Team Losi, 4710 E. Guasti Rd., Ontario, CA 91761
www.TeamLosi.com • feedback@TeamLosi.com



Setup Sheet

Track: _____

Driver: _____

Date: _____

- | | | |
|--|---------------------------------|--------------------------------------|
| <input type="checkbox"/> Indoor | <input type="checkbox"/> Smooth | <input type="checkbox"/> Slippery |
| <input type="checkbox"/> Outdoor | <input type="checkbox"/> Rough | <input type="checkbox"/> High-Bite |
| <input type="checkbox"/> Tight / <input type="checkbox"/> Open | | <input type="checkbox"/> Blue-Groove |

FRONT SUSPENSION (Circle or Check the Appropriate Settings)

Toe In Out 0°

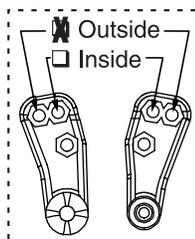
Ride Height Arms Level

Camber - + .5°

Caster Stock Other _____°

Sway Bar No Yes size _____

of washers under steering / tie-rod ball studs
 Spindle ball stud: 0
 Bellcrank ball stud: 0



of washers under ball stud
1

- 1
- 2
- 3
- 4

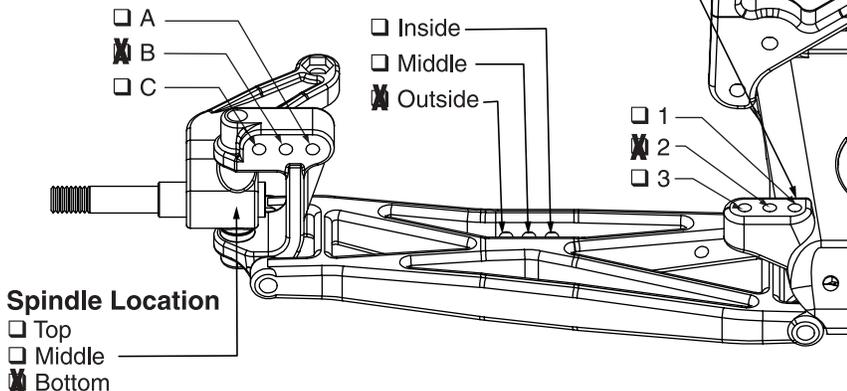
Front Shocks

Oil: 30wt

Piston: 55 Standard / Drilled

Spring: Red

Limiters: Inside- .050" Outside- _____



REAR SUSPENSION

Toe-In Inside 3° Outside _____°

Pivot Support 2 No Shim Shim Under Front Shim Under Rear } # of shims: 1

Ride Height Dogbones Level

Camber - + .5°

Drive Shafts Dogbones Aluminum Steel CVDs

Rear Hub Spacing Forward Center Rear

Outdrives Steel Plastic

Sway Bar No Yes size _____

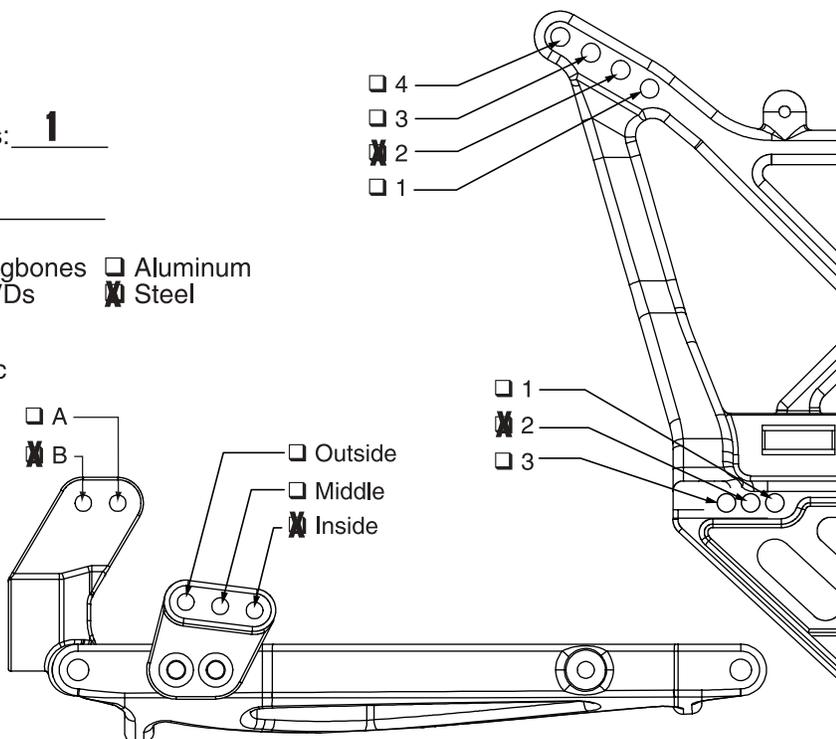
Rear Shocks

Oil: 30wt

Piston: 56 Standard / Drilled

Spring: Pink

Limiters: Inside- _____ Outside- _____



Tires

Front: 4-Rib

Rear: Step-Pins

Compound _____

Foam _____

Motor: _____ Pinion/Spur: ___ / ___

Battery Position: _____

Notes: _____

Welcome Team Losi Triple-XT Sport Owner!

Thank you for choosing Team Losi and the Triple-XT Sport off-road racer. This kit benefits from Team Losi's unequalled winning heritage as well as their World Champion design staff recognized as the leaders in innovative design and technical excellence. In fact, the Triple-XT platform that this ready-to-run was modeled after has won the ROAR National Championship the last three years. The long hours of engineering, development, and track testing result in a race truck that is easier to drive, tune, and enjoy. To ensure trouble free enjoyment of your new Triple-XT Sport we suggest that you read through these instructions. Also check out the handy tech tips for additional tuning ideas.

Good luck, and thank you for choosing Team Losi.

1. INTRODUCTION

TRIPLE-XT SPORT COMPLETED KIT DIMENSIONS

Length: 16.195"

Front Width: 12.725"

Rear Width: 12.875"

Height: 5.505"

Wheelbase: 11.050"

All dimensions at ride height.

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 *Triple-XT* truck.



In illustrations where it is important to note which direction parts are facing, 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 G. Each bag contains all of the parts necessary to complete a particular section of the *Triple-XT*. 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 *Triple-XT Sport* 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 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.*

2. The shock fluid and greases supplied should be kept out of childrens' 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 manufacturers' 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. 3/16", 1/4", and 3/8" nut drivers are optional.

RADIO/ELECTRICAL

The XXX-T Sport's radio layout is well proven. Your high-performance R/C center should be consulted regarding specific questions pertaining to radio/electrical equipment changes.

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 and button-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 referred to by 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 *Triple-XT Sport* includes an 88-tooth, 48-pitch spur gear. The overall internal drive ratio of the *Triple-XT* is 2.43:1. 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 88 (spur gear size) by 20 (pinion gear size). $88/20 = 4.4$. This tells you that 4.4 is the external drive ratio. Next, multiply the internal drive ratio (2.43) by the external drive ratio (in this case 4.4). $2.43 \times 4.4 = 10.692$. This means that by using a 20-tooth pinion gear with the standard 88-tooth spur gear, the final drive ratio is 10.692:1.

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	20	88
15-Turn Modified	19	88
16-Turn Modified	19	88
17-Turn Modified	20	88

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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.