

# OWNER'S MANUAL



**NOTE:** Using hot modified motors exceed the capacity of the electronic speed control and voids any warranty.

⑦ 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 XXX-S touring car will ensure smooth service.

⑦ Take your time and pay close attention to detail. Keep this manual for future reference.



*Always Racing Towards The Future.*

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# Welcome XXX-S Sport Owner!

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Thank you for selecting the XXX-S Sport for your new R/C model. As you will see, we have made every effort to design and produce a sedan that is not only most competitive, but also easy to maintain. Before you do any disassembly or maintenance, please take a few moments to read through the following instructions. This will familiarize you with the various parts and assemblies as well as the tools you will need. Taking an extra moment before starting can save you a good deal of time and assure proper assembly.

Once again, thank you for choosing the XXX-S Sport.

Team Losi

## 1. INTRODUCTION

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### XXX-S SPORT DIMENSIONS

Overall Length: 16-5/8"  
Wheelbase: 10-1/8"

Front Width: 7-7/16"  
All dimensions at ride height.

Rear Width: 7-15/32"

Height: 4-3/4"  
Weight will vary depending on accessories.

### NOTES & SYMBOLS USED

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#### 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.

 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!

 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 of left side will relate to the direction of the helmet.

### KIT/MANUAL ORGANIZATION

It is helpful to read through the instructions for an entire bag prior to beginning service or disassembly. 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 XXX-S Sport are manufactured so that they interlock. **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. **When you are using glues, chemicals, and paints you should always wear eye protection and a mask.**

## TOOLS REQUIRED

Team Losi has supplied all necessary allen wrenches and a special assembly wrench that is needed for assembly and turnbuckle adjustments. The following common tools will also be required: Needle-nose pliers, regular pliers, medium grit sandpaper, hobby knife, scissors, and body cutting/trimming tools. A soldering iron may be necessary for electrical installation. 3/16", 1/4", and 11/32" nut drivers are optional.

## RADIO/ELECTRICAL

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

## HARDWARE IDENTIFICATION

When in question, use the hardware identification guide in each step. For screws, the prefix number designates the screw size and number of threads per inch (i.e. 4-40 is #4 screw with 40 threads per inch). The second number or fraction designates the length of the screw. For cap head 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 XXX-S Sport includes an 88-tooth, 48-pitch spur gear. The internal drive ratio of the XXX-S is 1.83. 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).  $88/20 = 4.40$ . This tells you that 4.40 is the external drive ratio. Next, multiply the internal drive ratio (1.83) by the external drive ratio (in this case 4.40).  $1.83 \times 4.40 = 8.052$ . This means that by using a 20-tooth pinion gear with the standard 88-tooth spur gear, the final drive ratio is 8.052:1.

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

**WARNING: The electronic speed control included in this kit is not designed for use with hot modified motors. Doing so voids any warranty.**

### RECOMMENDED INITIAL GEARING FOR COMMON MOTORS

TYPE OF MOTOR	PINION	SPUR
24° Stock	26	88
19° Turn	24	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.