

GETTING STARTED

NOTE:

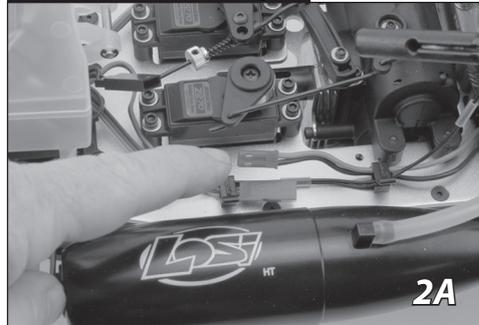
Before you start running your LST XXL™, read your engine break-in and operating instructions. If you run your LST XXL without following proper break-in procedure, you may damage or fail to get maximum performance from your engine, and void the warranty.

Radio Batteries



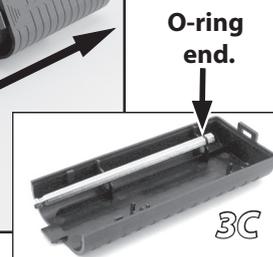
Install the 4 AA-size alkaline batteries in the transmitter making sure the positive (+) and (-) negative ends are oriented correctly.

Receiver Battery



Using the charger of your choice, follow the manufactures instructions and charge the receiver battery pack mounted in the chassis. (fig. 2A). After the pack has been charged plug the battery into the switch harness (fig. 2B).

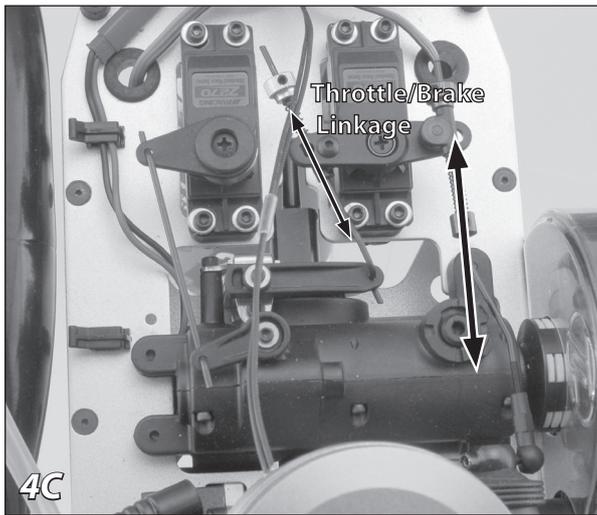
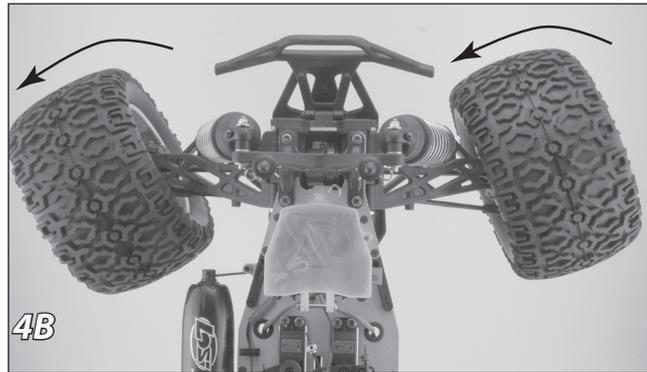
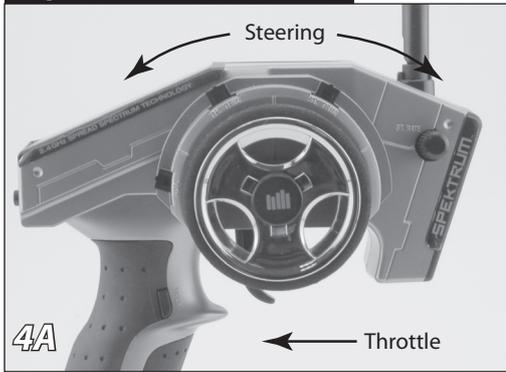
Spin-Start Battery Installation



You will need to purchase a 7.2v six cell battery pack (fig. 3A) for the Spin-Start. Using the charger of your choice follow the manufactures directions to charge this battery pack. Slide the battery access panel opposite the hand strap back and remove the cover. (fig. 3B) Remove hex starter shaft from the back side of the cover (fig. 3C) and press the O-ringed end into the drive cup. Slide a charged 7.2-volt 6-cell "stick pack" (not included) into the Spin-Start and plug it in. Note that the plug is made such that it can only be plugged in one way. Carefully tuck the plug wires under the battery access panel and slide shut.

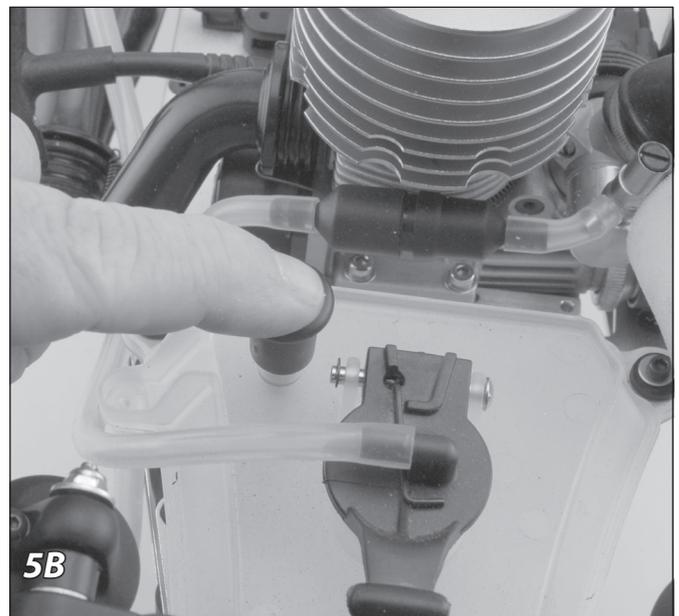
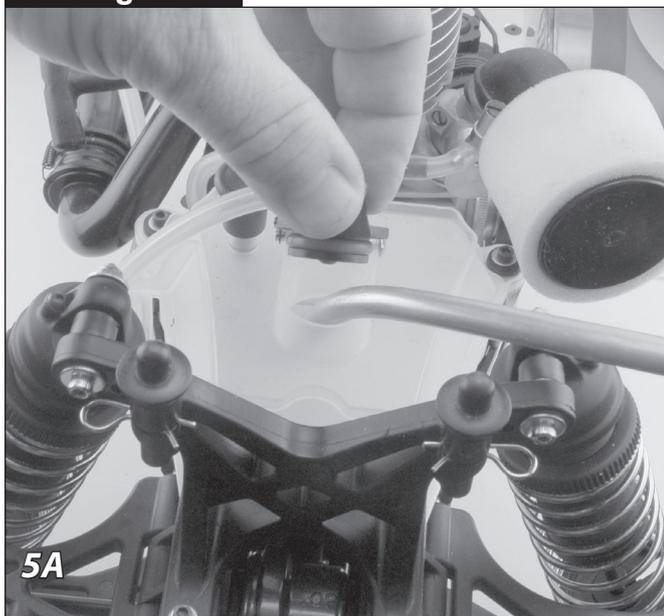


Operations Check



Turn on the transmitter and check for proper voltage. Slide the switch on the side of the radio box to the "ON" position. With the front tires off the ground, turn the steering wheel on the transmitter from left to right (fig. 4A). The wheels should turn smoothly and with ease (fig. 4B). Also operate the throttle and brake (fig. 4C), checking for quick, smooth operation. Do not try to operate your truck if any of the servos or any part of the radio is not operating correctly. If the servos operate slowly, the batteries are low and must be recharged. Never try to operate your model if either the transmitter or receiver batteries are low.

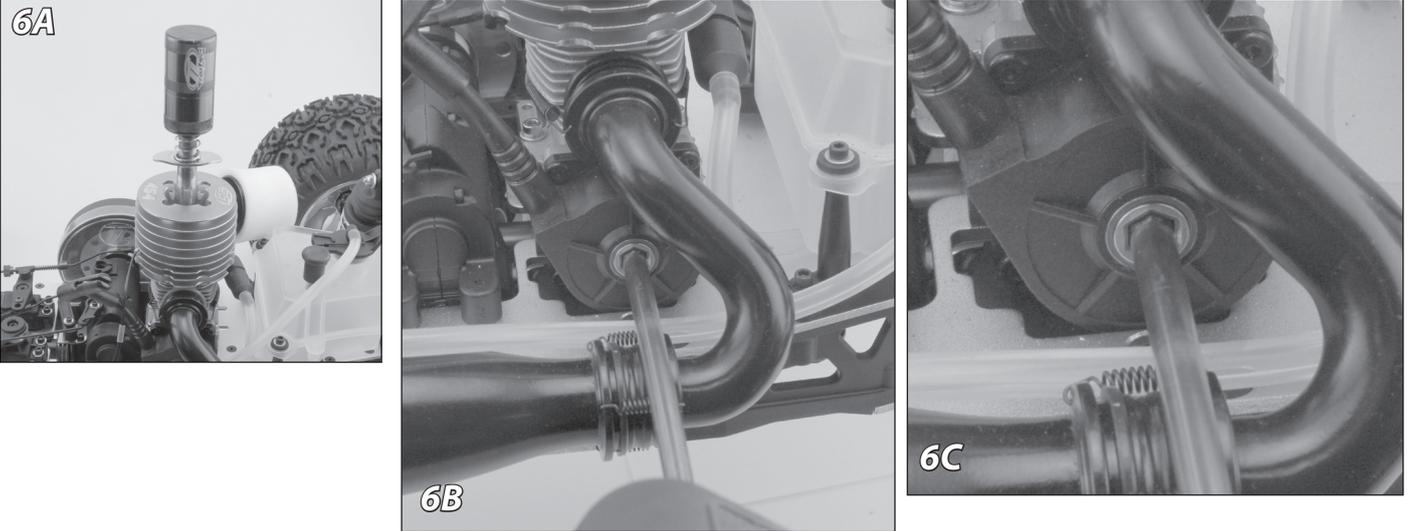
Fueling



After filling the fuel bottle with fuel, lift the lid of the fuel tank and fill the tank (fig. 5A). Make sure you put the lid back on both the fuel bottle and the jug of fuel. Press down on the primer button several times (fig. 5B) until you see the fuel move through the fuel line to the carburetor. Do not pump the primer after the fuel reaches the carburetor or you will flood the engine and make it difficult to start.



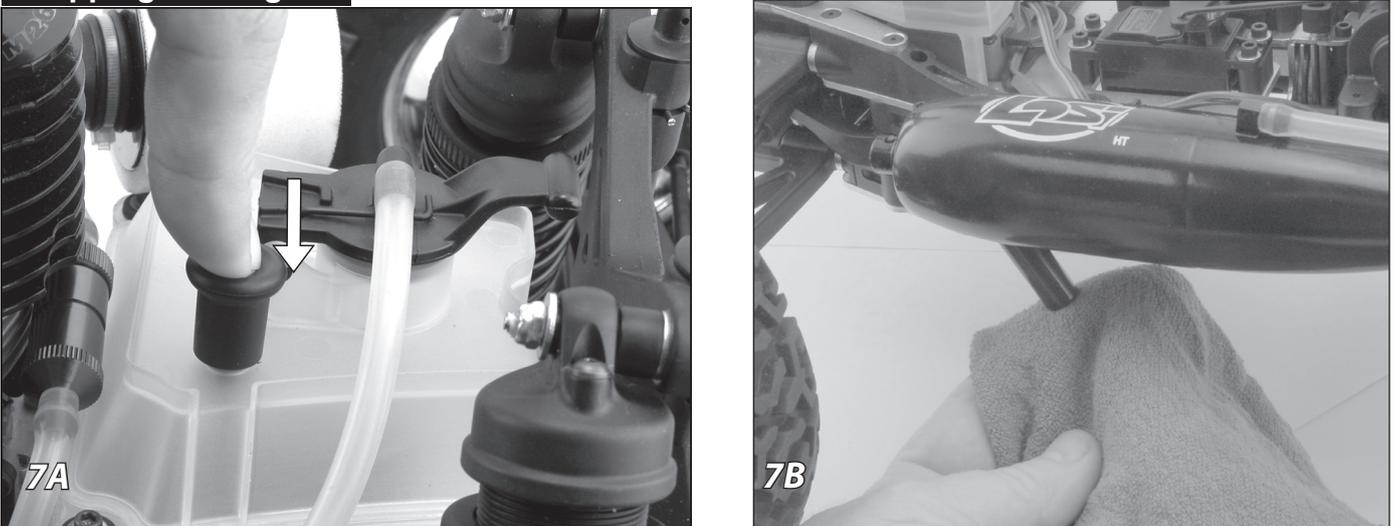
Start Your Engine



Attach the glow plug ignitor (fig. 6A) to the glow plug. Put the standard hex of the starter shaft into the Spin-Start. Slide your hand under the strap of the starter so that your index finger is on the switch at the bottom. Place the machined end of the starter shaft into the matching hex socket in the back-plate of the engine (fig. 6B). Holding the starter securely, press on the switch button and the engine should turn over and start up. If the engine does not turn over, it is probably flooded or the battery in the starter needs to be recharged. Use a glow plug wrench to loosen the glow plug at least two turns and try again. Raw fuel should come out around the plug. Tighten the plug and resume the starting procedure.

Follow the engine break-in procedure before attempting any racing or high-performance operation. Use caution when adding fuel while the engine is running. Do not over fill or spill fuel outside the tank.

Stopping the Engine



When you are done running your LST XXL, push the primer button down to stop the engine (fig. 7A). It may be necessary to push the primer button down several times. If the engine does not stop, use the handle of a screwdriver or a rag to cover the exhaust pipe exit (fig. 7B), being **EXTREMELY** careful not to burn your hand as this will be hot.



Declaration of Conformity

(in accordance with ISO/IEC 17050-1)

No. HH20081125

Product(s): Losi LST XXL
Item Number(s): LOSB0016

Equipment class: 2

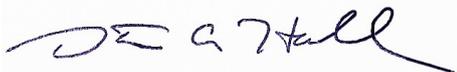
The object of declaration described above is in conformity with the requirements of the specifications listed below, following the provisions of the European R&TTE directive 1999/5/EC:

EN 300-328 v1.7.1 ERM requirements for wideband transmission systems operating in the 2.4 GHz ISM band

EN 301 489-1 v.1.6.1 General EMC requirements
EN 301 489-17 v.1.2.1

Signed for and on behalf of:
Horizon Hobby, Inc.
Champaign, IL USA
Nov 25, 2008

Steven A. Hall



Vice President
International Operations and Risk Management
Horizon Hobby, Inc.

