

# Losi

Model Cars builds what could be  
the ultimate challenger to the  
RC10

# J R X P R O

**I**n the States, the RC10 reigns supreme.

It seems to win all the races and takes the titles that matter. At present the car is World Champion, but the car that took the title was a special version (not available to Joe Public). At the last World Champs the car that came closest to stealing the title away from the RC10 was the Losi JRX2. The car was run in standard form and was right on the pace, and it was probably only a slight lack of driver talent that stopped the JR becoming champion. This was some achievement. That's why the latest version of the JRX2, the JRX Pro is worth a look at - as we may all be wanting one at the end of August.

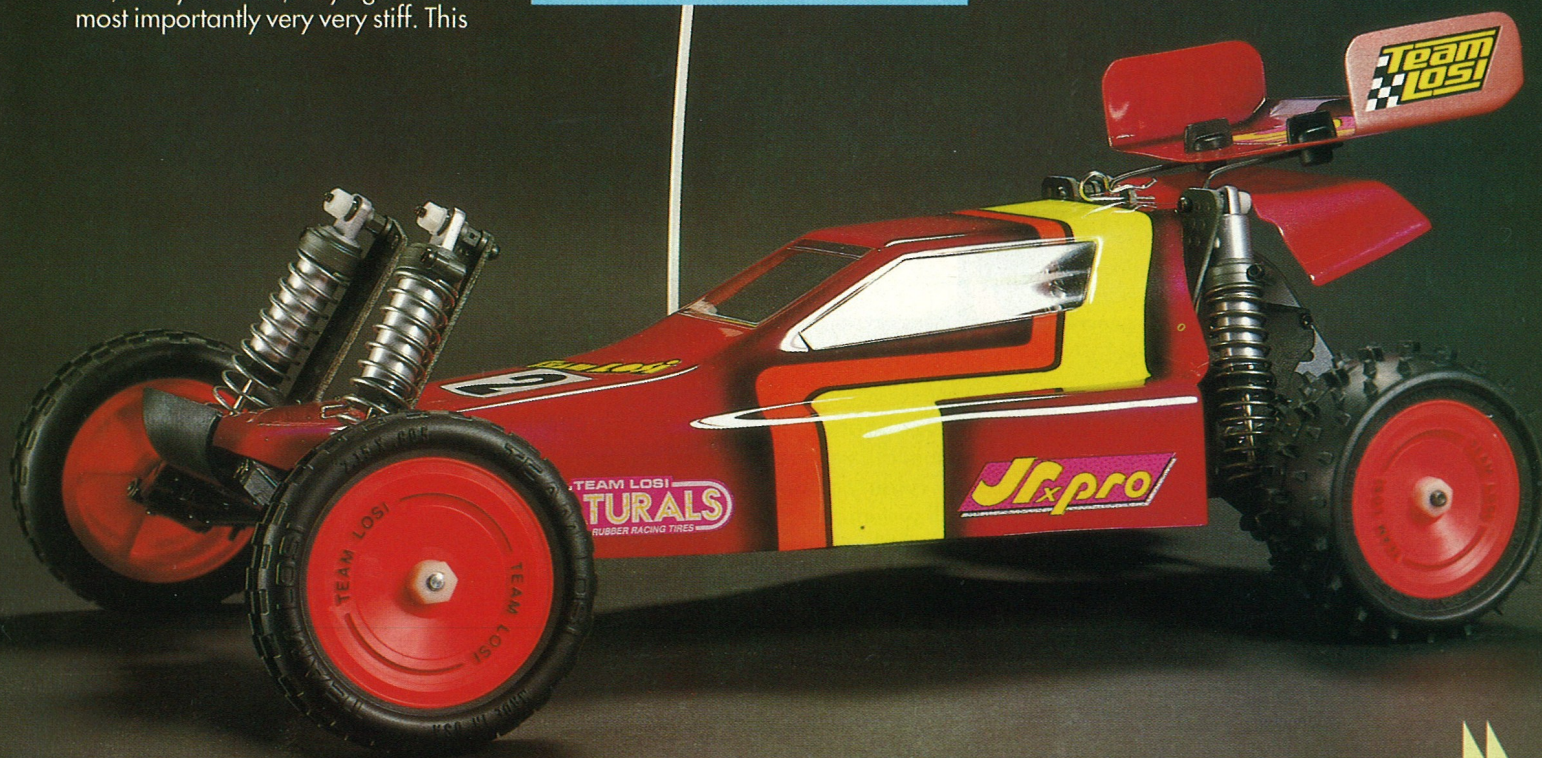
## The Car

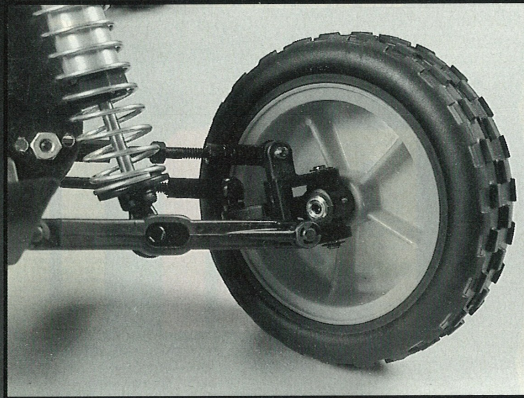
The basis of the Pro kit, which is by the way the top of the range available is a Graphite composite layered chassis. This is really a nice piece of engineering. The chassis is perfectly flat, nicely finished, very light and most importantly very very stiff. This

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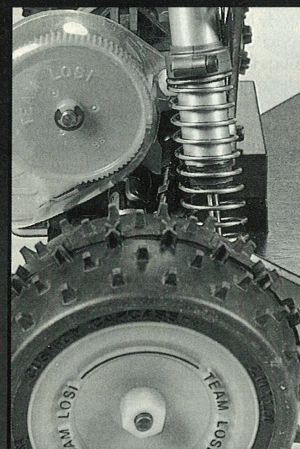
**‘At the last World Champs the car that came closest to stealing the title away from the TC 10’**

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# Losi JRX PRO



maximum ground clearance. Of course the whole of the gearbox and indeed car is fully ball-raced with good quality units. The box comes together quickly and ends up being very free and smooth, the diff can be adjusted in seconds by the removal of a small rubber bung, just a quick tweak with an allen key and Hey Presto! The drive shafts are very similar to the Schumacher units, ie. a sliding joint manufactured in plastic with steel pins. These need to be assembled and come together easily.

### Your Options

The suspension on the car is highly tuneable. There are 8 holes in the rear shock mount (each side), 3 in the front, 5 on the suspension arms, 10 on the rear hubs, 3 for the inboard top link and the list goes on. This is good and

bad, good for drivers who know what all the settings do. Not so good for those who could easily get into problems choosing from the multitude of options catered for on the chassis. The instructions do give a set-up guide, this is a starting point but its up to the builder to sort it out from there on. The shocks on the car are also a little unconventional, instead of the top being screwed on once filled with oil, the bottom of the shock is where the seal is made. The shocks have a long throw, don't seem to leak and have a smooth action. Oil was supplied in the kit but was rather light, we recommend around 40wt. All the steering and suspension links are to a very high standard, all have left and right handed threads to allow for quick adjustment and carry good tough ball joints that are very difficult to pop off.



*The JRX Pro has the most pink wheels you've ever seen! X pattern tyres on the rear and staggered ribs on the front are the kit items. Neat rear wing mount is clever and lightweight.*



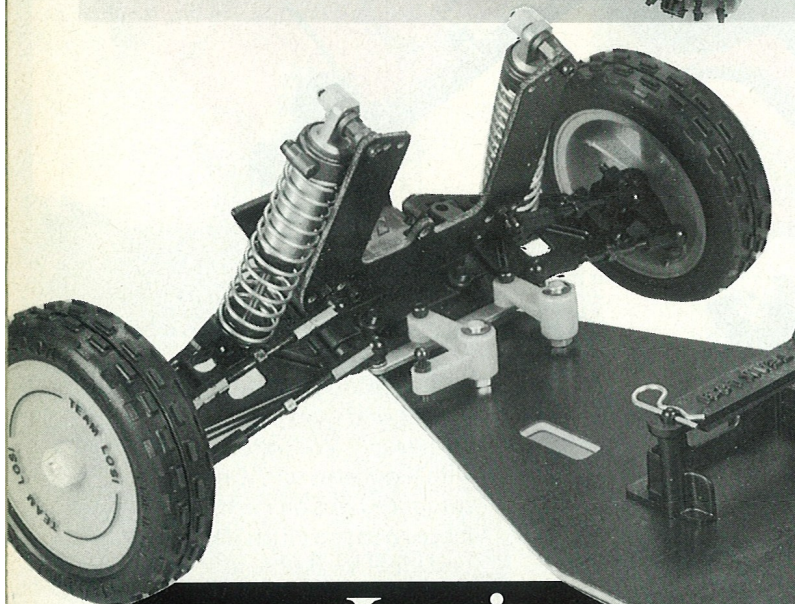
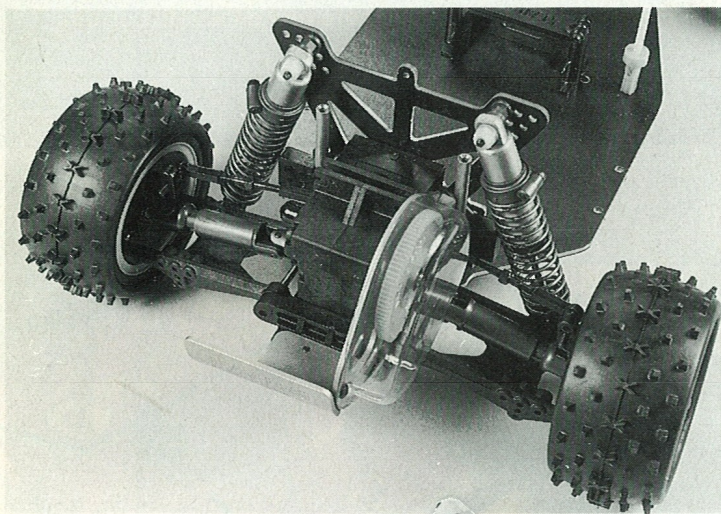
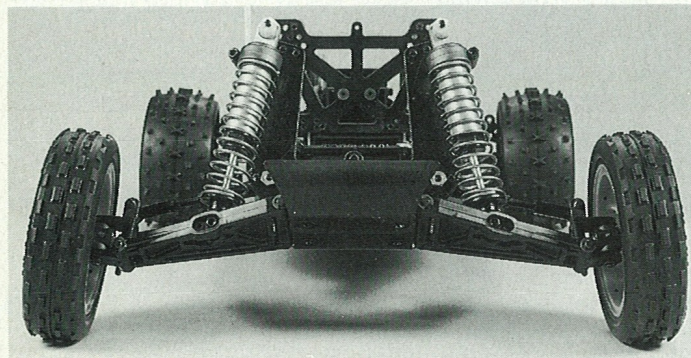
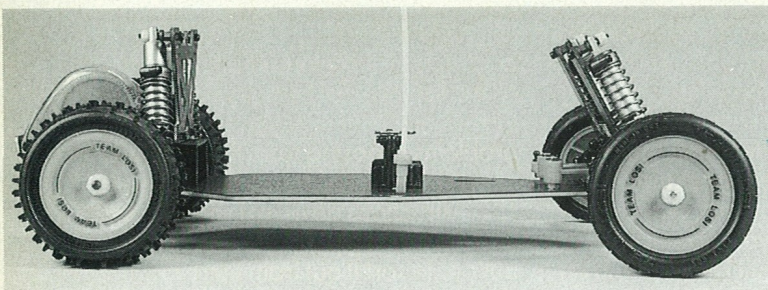
gives the car a good base from which to mount the suspension components which will be doing all the work. The early stages of assembly feature the front and rear bulkheads, these are mounted to the chassis with good quality countersunk screws and are the mounts for the suspension arms and the graphite shock towers. The battery location is between the rear bulkhead and a clever quick release moulding that sits in the centre of the car. The aerial mount is also fitted at this early stage. The construction of the car then

moves on to the gearbox, this is a well designed and well thought out unit. The actual diff unit is assembled first and this is fairly conventional using a 12 ball system and a standard type thrust-race. What is different (excuse the pun) is that the diff doesn't go at the bottom of the gearbox. The unit sits in the middle with idler gears either side, this allows the drive outputs to be nearer the bottom of the chassis. Therefore allowing the design of the rear of the car to be exactly what the design team wanted - with a low C of G and

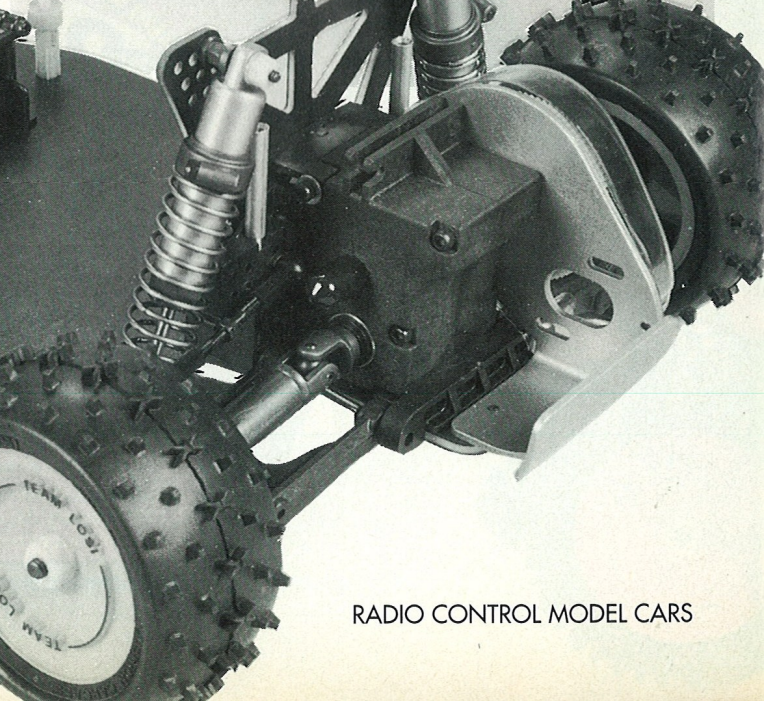
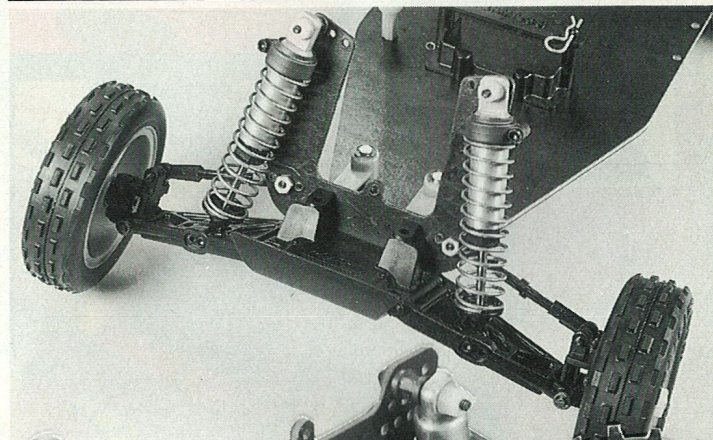


*Front end has long stroke front dampers and graphite shock bracket. JRX body is shapely and hugs the contours of the chassis.*

The final points of the kit include the rear gear cover - this is a bit naff being difficult to cut out, a little weak and fiddly to fit. The wheels and tyres are good, light and strong. We were supplied with X patterns on the rear and staggered ribs on the front, these tyres are massively grippy and ideal for dust or indoor racing. The radio installation is left to the builder and just requires the servo to be bolted in and the various speedos etc. to be stuck into place. There's plenty of room as the chassis is quite wide and spacious. The



**Super crafted chassis is very nice. Battery mounting facility is ideal for stick packs. Rear end is guarded by alloy heat dissipating bumper.**



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body is the same as other Losi kits, the standard buggy off road shape that hugs the line of the chassis to keep the dirt out. The wing and wire are supplied as is a clever system to hold the wing. This is a quick release button system that is really clever clamping the wing securely to the wing.

### Overall Verdict

The car has a feeling of good quality and of being well engineered. The diff adjustment is quick but there is no slipper clutch involved in the drive train (although this is bound to be an option). The chassis is excellent - we have seen no better, and the tuneability will go down well with the racers. The car goes well, this has been proven in the States and by Jason Varley in the UK - making A finals at national level. So there we have it, a possible winner at the world champs fully available in the UK with a full spares back up. The choice to drive it or not is yours, but be quick after the worlds you may not be the only one trying to buy one!! Available through CML Distribution at your local model shop.