

Karl Jarvis reviews the latest offering from Losi.

TEAM LOSI PERFORMANCE



TEAM LOSI

JRxpro

SE

Special Edition

With all the leading manufacturers releasing their cars in time for the next racing season, we see the launch of Losi's new offering — the JRxpro SE.

During the last season I have been racing the JRxpro, and have found it to be excellent on all types of tracks and in all conditions. Therefore when the opportunity of reviewing the JRxpro SE came my way, I immediately jumped at the chance.

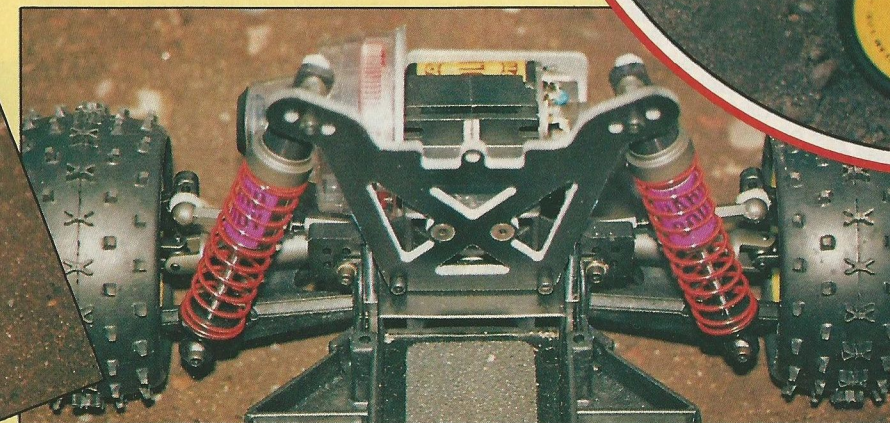
Assembly

Assembling the car posed no problems at all. The original JRxpro instruction

manual was retained in the kit. Also supplied was an instruction addendum for those many new parts. A new page of "Tech Tips" is included. This is very useful for setting up your new car and most importantly it includes tips on how to use the slipper clutch. Reading these tips is very educational and highly recommended before driving the car.

A New Car?

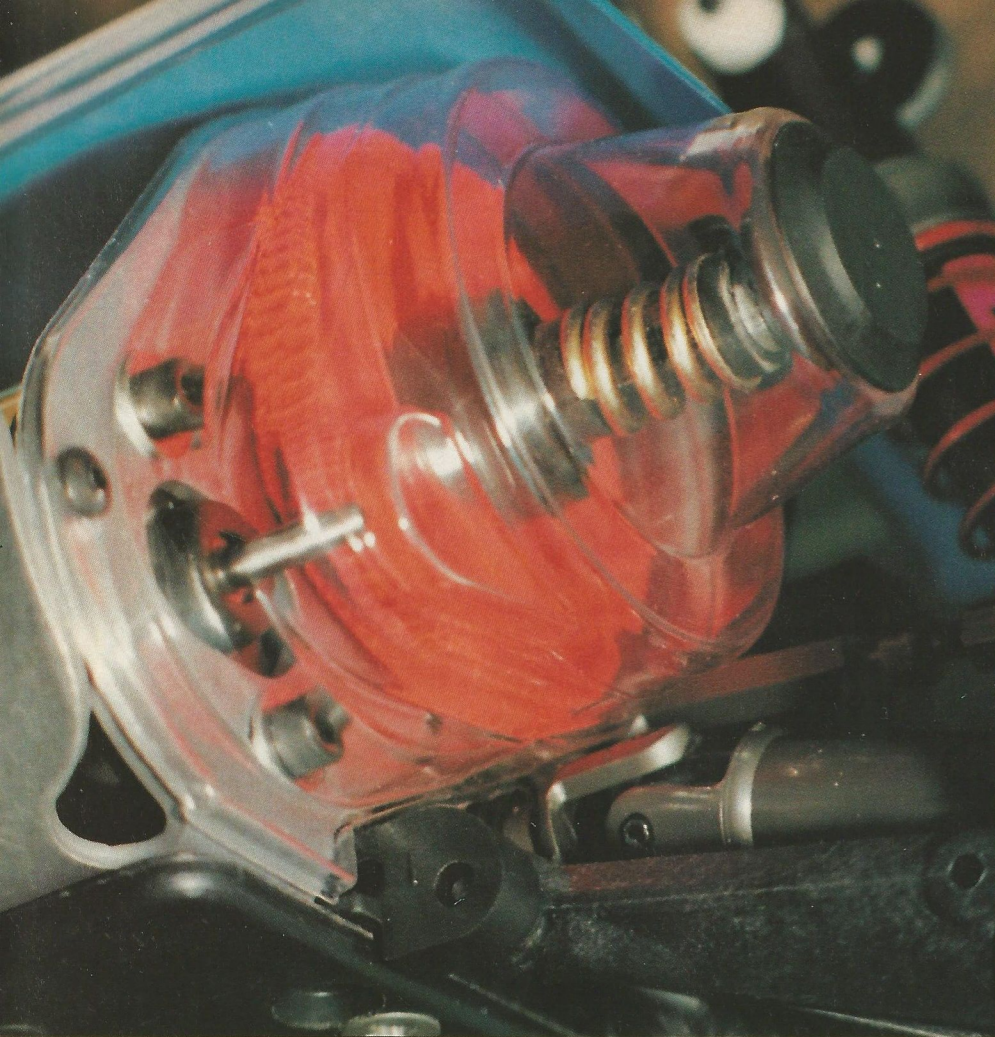
Looking at the car it appears to be the same as the JRxpro. This is not the case as the JRxpro SE version has many differences in comparison to the JRxpro. The most significant differences are: Composite moulded chassis, "Hard Body" shock absorbers, Slipper clutch,



Rear end geometry detail.

Front and rear shock mounts, Body shell, Re-designed front end.

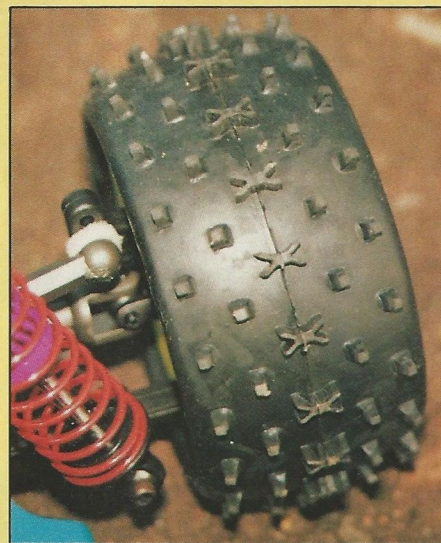
The front end utilises new swept back "A" arms which in theory give the car increased steering response. Gone are those long shock absorbers, which are replaced by new intermediate length versions, also supplied is a new shock tower. With the front end being totally



• 'X' pattern tyres are used on the rear of the car.

re-designed it incorporates new suspension and steering geometry.

The rear end of the car incorporates a slipper clutch which is considered to be a must for today's tracks and motors. The slipper is very easy to build and is simple in its design, similar to Associated's Stealth. The only drawback with the slipper clutch is that changing



the spur gear results in having to reset the amount of slip. The gear cover which is supplied comes already cut out and incorporates a hole for easy access for adjusting the slipper clutch. Losi have also included tungsten carbide diff balls which are of the hard variety. I am pleased to see that the original diff lube is not retained as this was too thick for the differential. It is now replaced with "Jammin'" lube which is ideally suited.

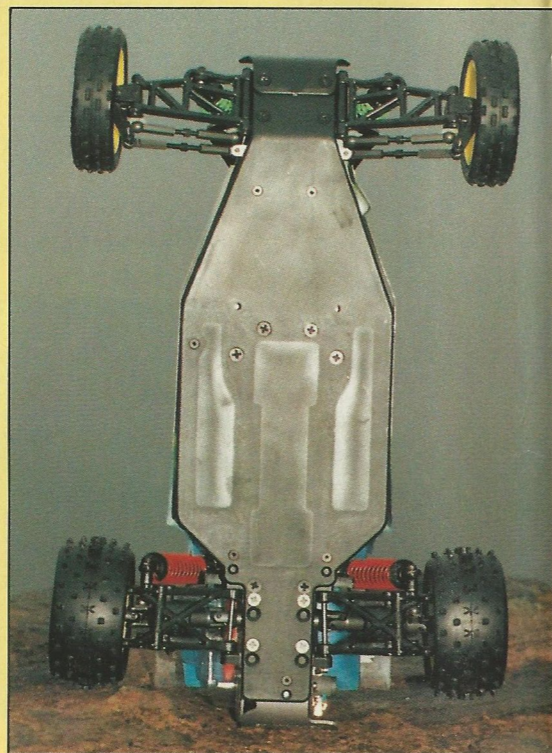
The car also has the option of short or long wheel base. This is simply executed by removing ten screws from the rear bulkhead and gearbox housing, and locating them in the position required.

• 'Hard body' shock absorbers.

• New slipper clutch.

Shock Absorbers

It is no surprise to see that Losi have manufactured new shocks as all the other companies have provided their latest kits with new shocks. The shocks have been totally re-designed, but are based on the same principle as the older versions. They utilise a new one piece cartridge which features a double "O"



• Very narrow chassis shown here.

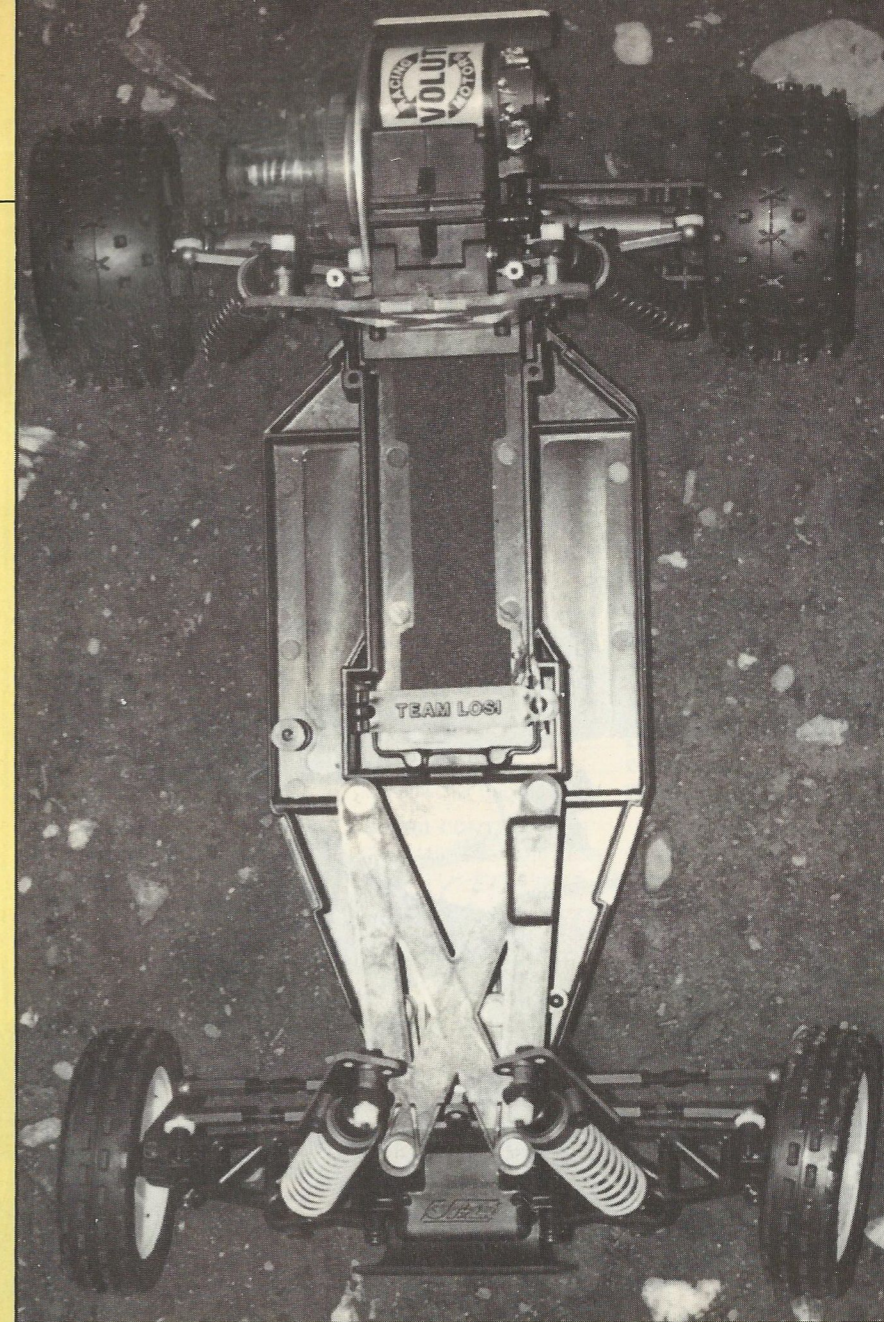
ring design, which incidentally are smaller than the original items. Teflon piston rods are also included in the kit. The shock bodies are now anodized and replace those ageing old versions. Once completed, the units are very smooth indeed — superb.

Middle Bit, Just a Little Bit

Most of the team Losi drivers have been using the Junior Two chassis on their



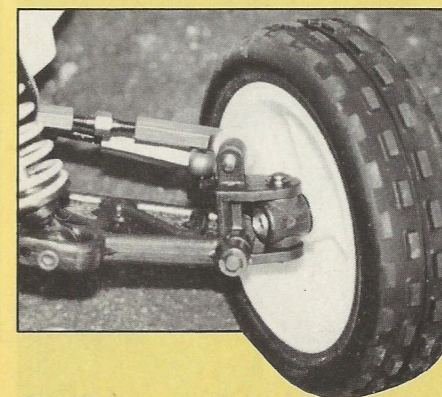
JRxpro SE



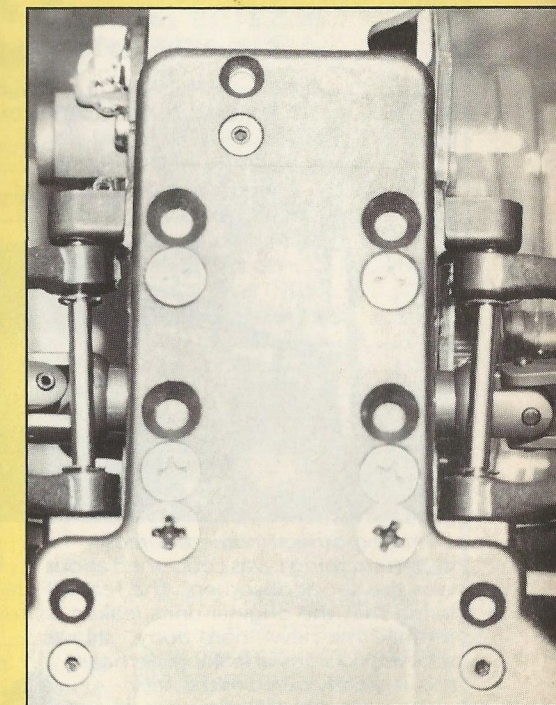
'works' cars, and it is now included in this remarkable kit. The chassis is much sleeker than the original. The shell fits very close to the chassis and will no doubt keep all the unwanted debris out of the car, away from your much prized radio gear. The original

Bodyshell

The bodyshell which comes with the kit is much sleeker than the original. The shell fits very close to the chassis and will no doubt keep all the unwanted debris out of the car, away from your much prized radio gear. The original

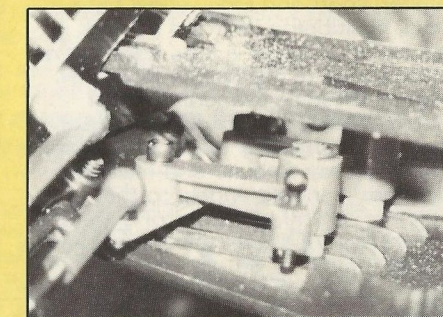


JRxpro SE



• Long wheelbase is optional on the SE.

For the first run my trusty 17 x 2 JR's Choice was located in the car. The car was quite nippy and accelerated very smoothly. The car handled extremely well, but had slight understeer due to 2 x 20 studs being used. For the second run 2 x 20 spikes were used which allowed for the correct amount of grip. Now, the car was handling superbly. The next run was an experiment, the long wheel base version was used. The car performed even better, handling the bumpy track extremely well. The response time of the car was slowed down which made the car extremely easy to drive.



• Front chassis brace and steering detail.

Now that the car handled marvellously it was time to put a hot motor in. The JR's Choice was replaced with a 13 x 3 Daytona Oval. The speed of the car was unbelievably fast. Full throttle from a standstill resulted in a "wheelie". The slipper clutch was adjusted to keep the front wheels on the ground. It was soon time to head home as darkness had been threatening all afternoon.

wing is retained. Once the bodyshell and wing are seated on the car it certainly does look very attractive.

Track Test

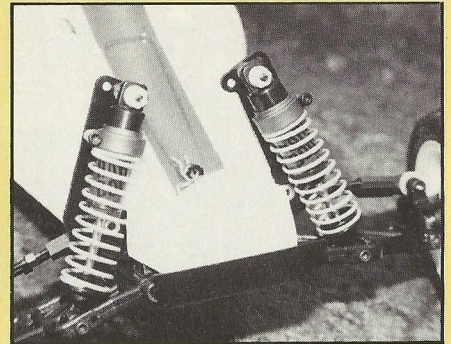
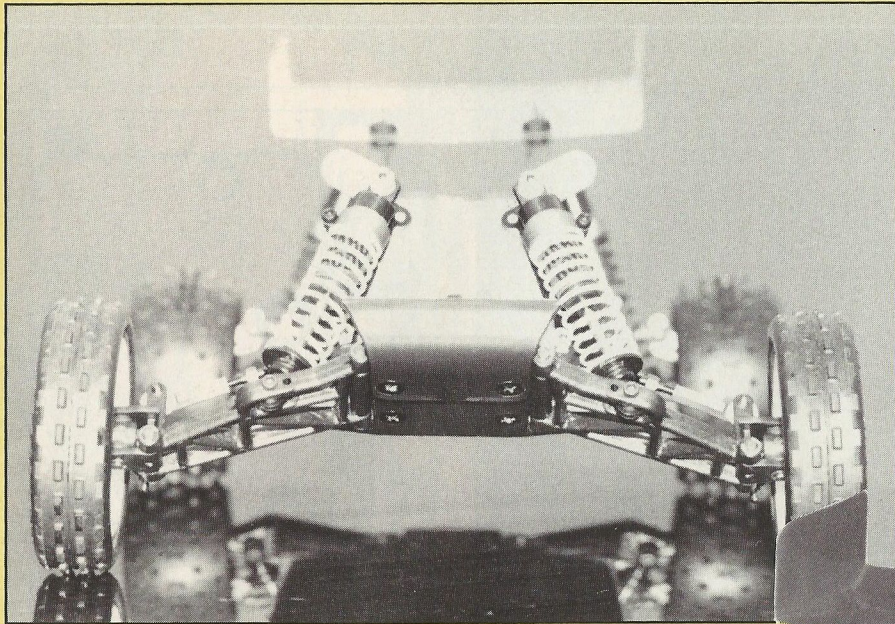
The car was track tested at my local club during the afternoon of Christmas Eve, incidentally there was no race meeting on this day as it was a Tuesday.

The first task to complete is to correctly set the differential and that all important slipper clutch. Having read the "Tech Tips" on how to set the slipper it is quite a simple task. As explained in the "Tech Tips" the ideal way to complete this is as follows:

STEP ONE. Tighten the slipper so that it does not slip.

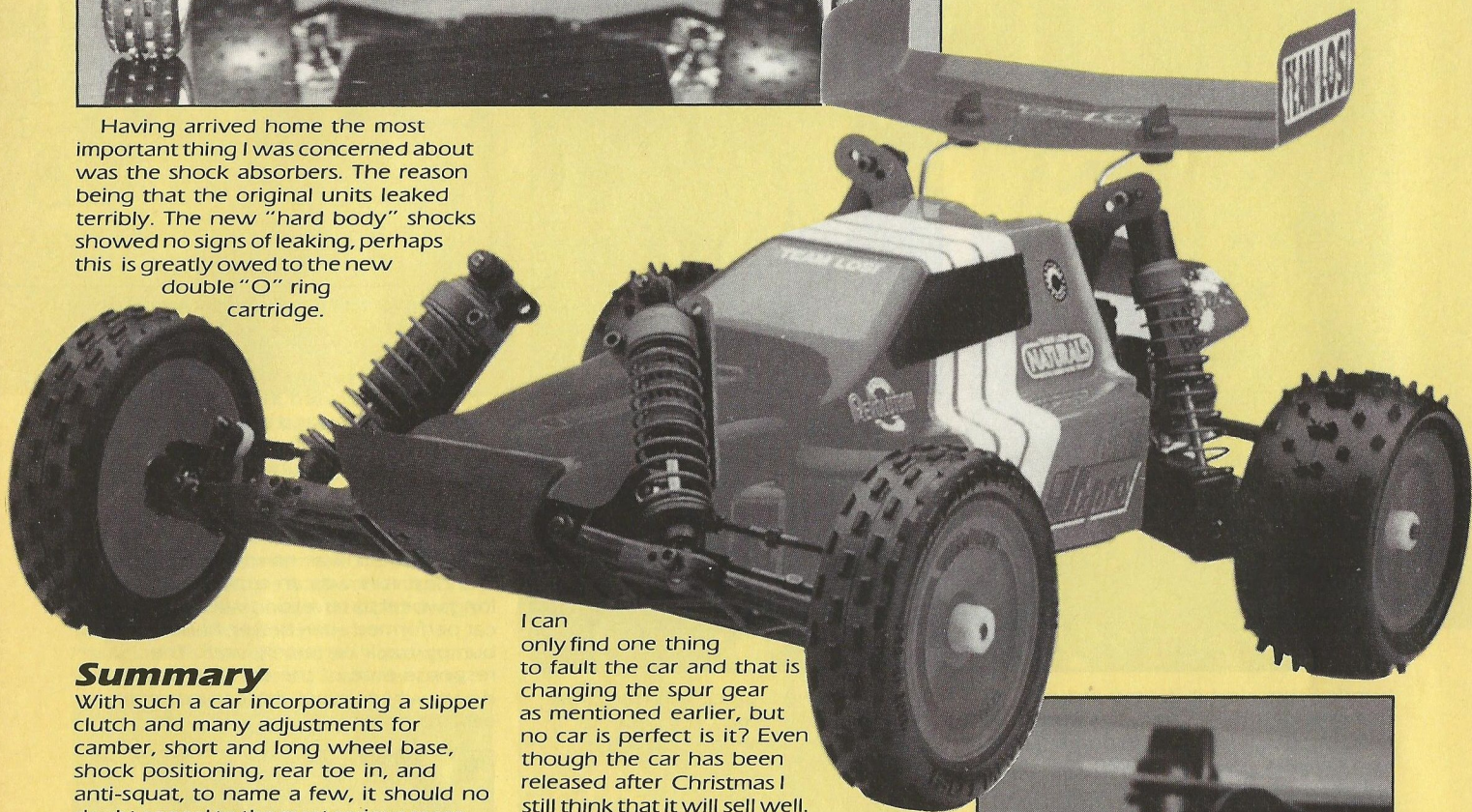
STEP TWO. Adjust the differential so that the car accelerates to its full potential without "Popping Wheelies". If your differential is correctly set it should spin three to four times at the turn of a wheel.

STEP THREE. Back to the slipper clutch. Loosen the locking nut so that the car slips about three feet from a "punch" start. Simple.



Front end detail.

Having arrived home the most important thing I was concerned about was the shock absorbers. The reason being that the original units leaked terribly. The new "hard body" shocks showed no signs of leaking, perhaps this is greatly owed to the new double "O" ring cartridge.



Summary

With such a car incorporating a slipper clutch and many adjustments for camber, short and long wheel base, shock positioning, rear toe in, and anti-squat, to name a few, it should no doubt appeal to the most serious racer. With all these adjustments the car should prove to be very competitive and easy to dial into any track. The car is also very easy to build and maintain, therefore it should appeal to the beginner. With four pages of extremely useful "Tech Tips" the car becomes very simple to set up.

I can only find one thing to fault the car and that is changing the spur gear as mentioned earlier, but no car is perfect is it? Even though the car has been released after Christmas I still think that it will sell well. If there is going to be a car to topple the RC10 of its crown, the Losi JRxpro SE may be the one to do it.

Available from all good model shops through CML Distribution Ltd.

Swept back front suspension

