

LOSI

JRXT

It is beginning to emerge just how popular monster trucks are, and with so many on the market it can't be too long before we see national race meetings specifically designed for this type of vehicle.

Monster trucks have been raced in the USA for some time. Indeed, they have been successfully run in a national series and were included for the first time in the Reedy invitational race held at Costa Mesa, California, earlier this year.

The appeal of monster trucks is obvious; they are big, fast and FUN! It is the opinion of many people that our sport has become too serious for its own good, so anything that can bring an element of fun to racing can't be bad. Monster trucks could be the answer.....

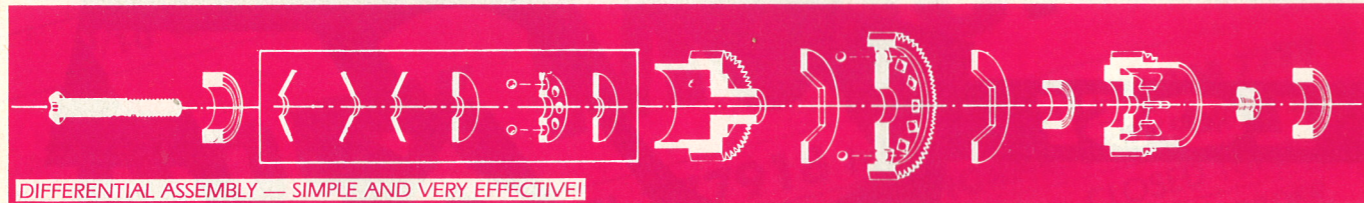
When is a monster truck not a monster truck?.....

What sets monster trucks apart from other off-road vehicles is their enormous wheels and tyres, beefed-up suspension and the frequently used "pick-up" type body shell.

The other thing that sets monster trucks apart is their weight! This characteristic means that they are usually much slower and can not therefore compete with other



Radio Race Car looks at the Losi JRXT Monster Truck



DIFFERENTIAL ASSEMBLY — SIMPLE AND VERY EFFECTIVE!

off-roaders on equal terms. Hence the need for a separate class.

A monster truck that has enjoyed a huge success in the States is the Losi JRXT.

JRXT or JRX2?

It would not be unfair to say that the JRXT is basically a JRX2 with several new goodies to make it a monster truck of the highest order.

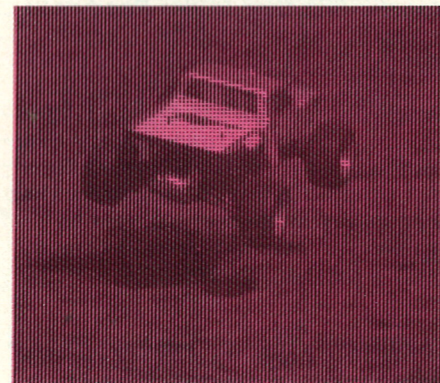
There is no doubt that the JRX2 is a popular and successful car, both here and abroad. It came as no surprise, therefore, to see that Losi have adapted it to become a monster truck, thereby ensuring its quality and race-proven

performance. Unlike many previous monster trucks the XT comes with the highest possible quality components, is fully ballraced, has a carbonfibre chassis, four oil-filled coil-over shock absorbers and contains no radio gear. The latter fact alone suggests not only that Losi are aiming this car at the competitive end of the market, but that they believe that the popularity of racing monster trucks will grow.

The most significant differences between the JRXT and the JRX2 are the inclusion of four enormous three-piece wheels, and equally enormous tyres. The tyres are in fact natural rubber and are the same tread pattern as those on the standard JRX2 although much, much bigger! The front and rear shock absorbers on the JRXT are identical, so a longer (carbonfibre) shock tower is also included. This should give the front end much more movement which will be necessary for the extra stresses imposed by the increased weight. There is also a new moulded polycarbonate "pick-up" type body shell to go with the XT, following the lines of other popular monster trucks.

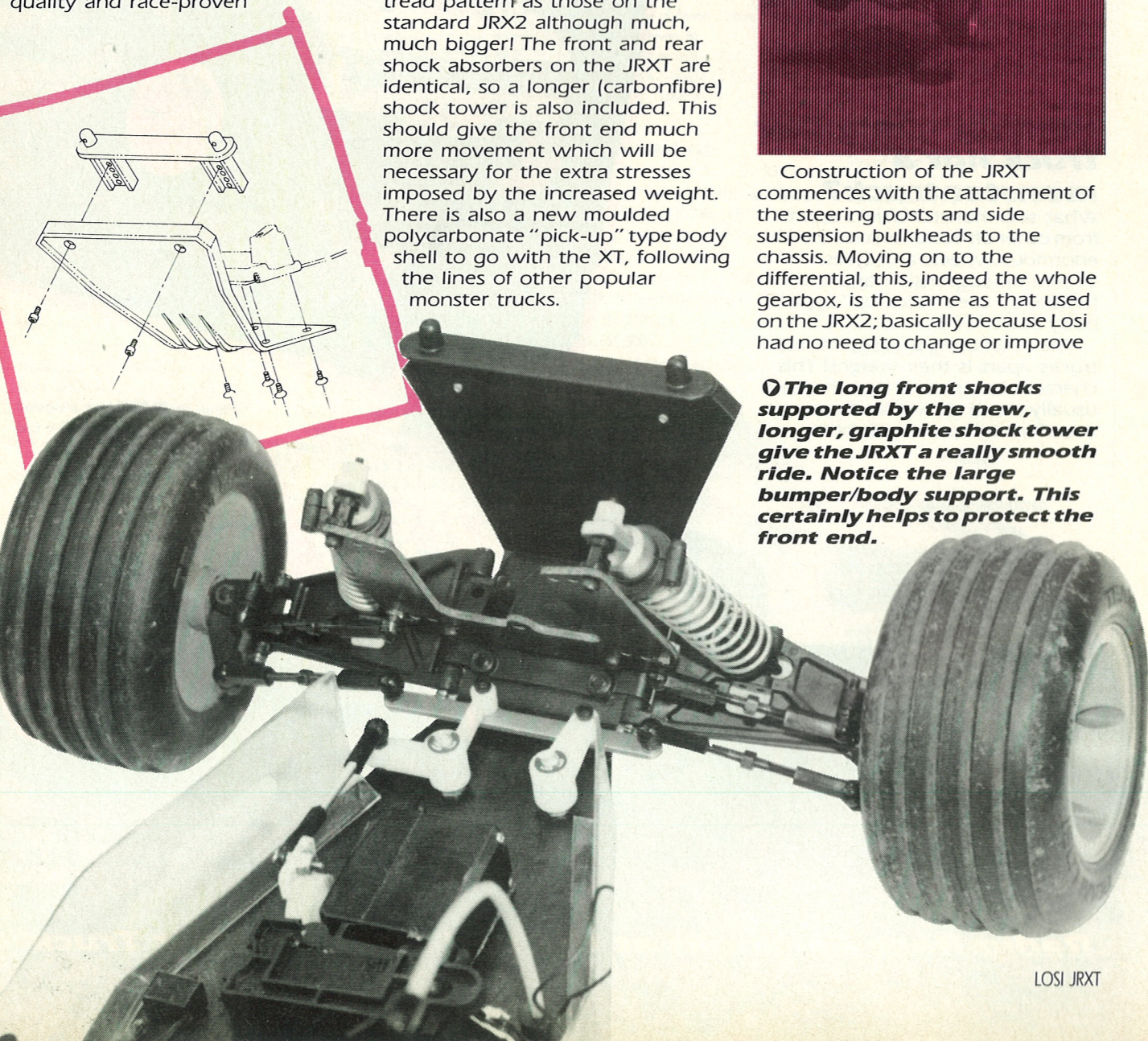
The Build.....

One thing that was noticed when building the car was that all the plastic parts were separated; in other words, were not attached to spines. This simple fact saves a great deal of time during construction. The plastic mouldings appear to have changed slightly since we first saw the JRX2 and are of excellent quality.

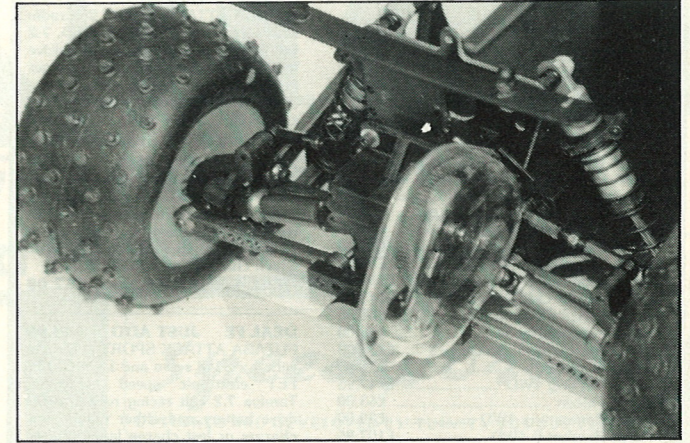
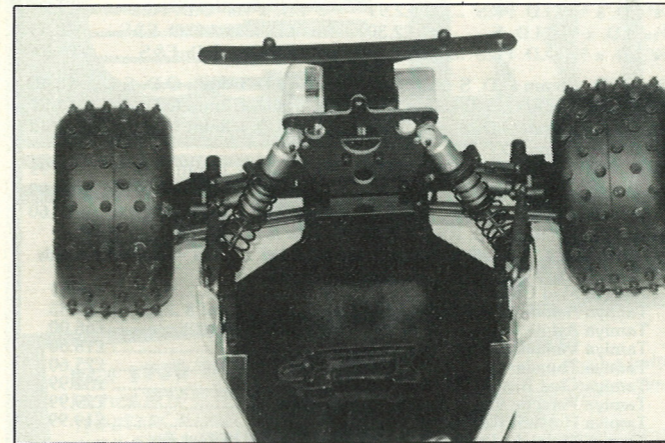


Construction of the JRXT commences with the attachment of the steering posts and side suspension bulkheads to the chassis. Moving on to the differential, this, indeed the whole gearbox, is the same as that used on the JRX2; basically because Losi had no need to change or improve

The long front shocks supported by the new, longer, graphite shock tower give the JRXT a really smooth ride. Notice the large bumper/body support. This certainly helps to protect the front end.



LOSI JRXT



the original item. All the plastic diff components are precision moulded from lubricant impregnated, reinforced thermoplastic and are machine cut. Once the differential has been assembled, providing time and care has been taken, a smooth and precise unit can be achieved, which is essential for good handling.

The driveshafts are of the sliding telescopic, universal joint type, and are both efficient and strong. A slight problem that was experienced with the JRX2 was that the pins holding the driveshafts to the pivot balls had a tendency to work loose at inopportune moments! This problem has been rectified however by making the pins slightly larger. (Believe me, once you get them in, they won't come out!) Opposite threaded turnbuckles are employed for the upper suspension links on the front and rear, and also for the steering. This makes alterations simple and quick.

The shock absorber units are once again the same as those on the JRX2, with the inclusion of an 'O' ring minimises the chance of

The rear end of the JRXT is virtually the same as that used on the JRX2. The five link rear suspension, telescopic/universal driveshafts and gearbox can be seen here. The tread pattern on the rear tyres is also the same as those used on the JRX2.

leakage. The Losi units must be some of the simplest to construct on the market today. Four units were correctly assembled, with equal amounts of oil (and no squelching!) in under 20 minutes! Once the shocker body has been filled with oil it is simply a matter of screwing the shock mounts on, putting the springs into place, and securing them with adjustable collars.

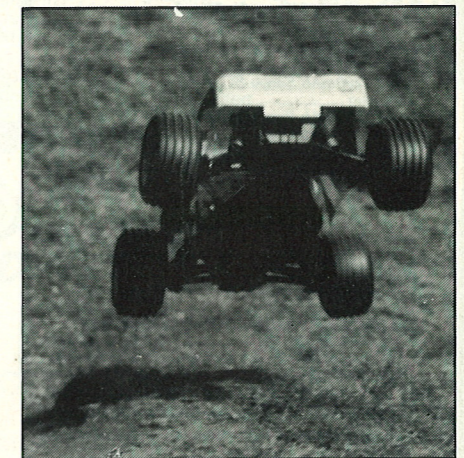
One of the JRX2's biggest selling points was the unique "five link" rear suspension design. Since this was first introduced, several developments have taken place, such as reverting back to the popular "A" arm set up. It appears that the "A" arm set up works well on less bumpy tracks, so it seems to be a wise decision to retain the five link design for the truck, as it will more than likely be run on much rougher ground than the buggies.

The body fixings are well made and fully adjustable. The front body mount incorporates a rather large bumper that should flatten anything in the truck's path! An adjustable body mount bar is fixed to the bumper by two allen key-type screws and, depending on which holes you put them in, determines the height of the front of the body. The rear body mount has scribe marks at regular intervals along its length. Obtaining the correct height for the body is simply a matter of cutting off portions, which is fine as long as you are going to use the same

bodyshell, but if you want to use a different sort, the purchase of another mount will be necessary.

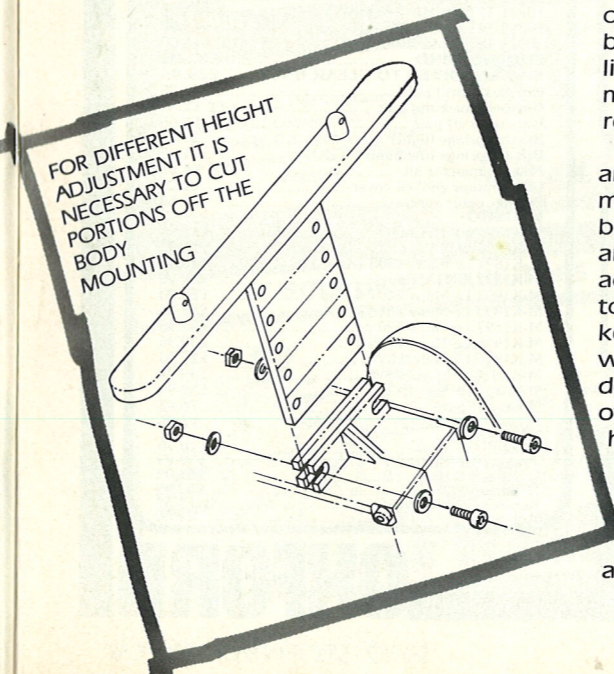
Well, is it fun?.....

In a word, YES! Never having driven a monster truck before, I was a bit doubtful as to how the car would handle. The JRXT more than surprised me. It flew along the bumpy, grassy ground with a fourteen double behind it! Acceleration was surprisingly good, and turn in was even better; precise and quick! A certain amount of realism was created as the front end bounced up and down slightly as it rode along. Jumps that wouldn't even be contemplated with buggies were tackled with ease.



There is no doubt that this is a 'racing' monster truck. If we ever see national events specifically organised for these cars it should prove VERY popular! Personally, I feel that monster truck racing could be the best thing to happen to our sport for a very long time. After all, it would bring back the essence of R/C car racing; fun and enjoyment for everyone!

The JRXT is available from all good model shops, distributed by CML Distribution.



FOR DIFFERENT HEIGHT ADJUSTMENT IT IS NECESSARY TO CUT PORTIONS OFF THE BODY MOUNTING