

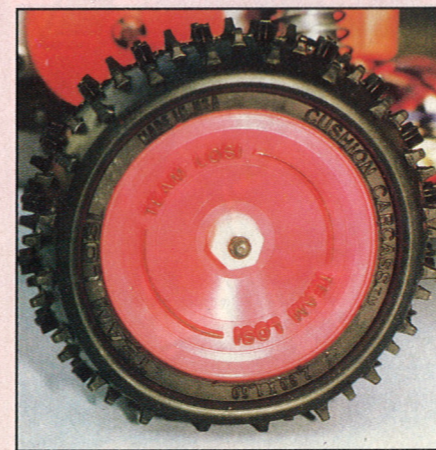
The Losi JRx2 caused quite a stir upon initial release in 1988 because it was seen by many people as the first real opposition to the Associated RC10.

The reason the JRx2 was perceived as a challenger for the 2WD crown was its undoubted high quality of manufacture and design. It utilised a graphite chassis, oil filled shock absorbers, a fully adjustable limited slip differential, in fact everything that was needed to become an instant winner.

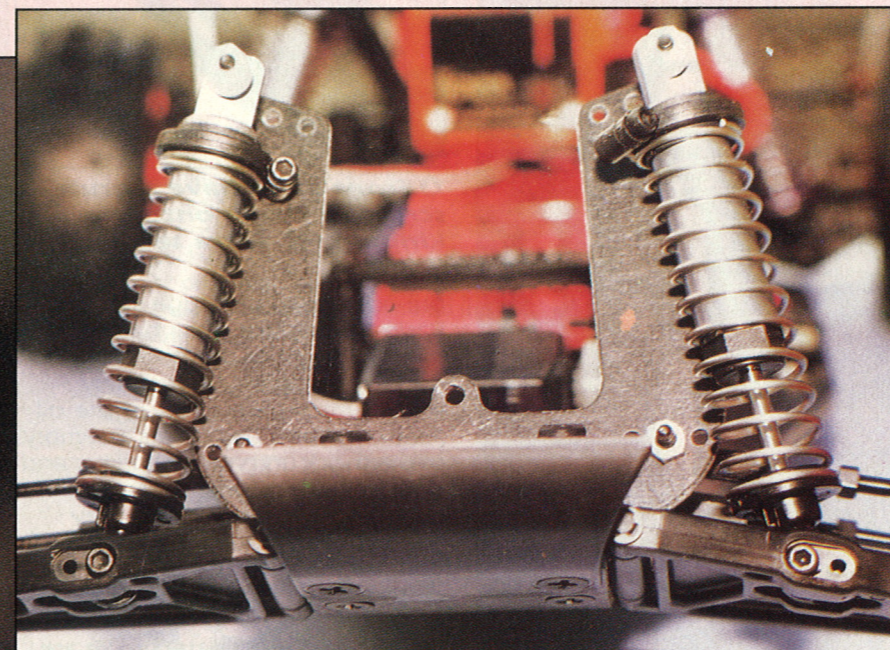
Since then Team Losi have continued to develop the JRx2 in all areas; transmission, suspension and chassis design. All of their modifications have been available



☐☐ Dish type wheels and 'X' pattern tyres.



☐ Extra long front shock absorbers.



separately so that anyone could modify their car to the latest specification. After nearly two years of experimentation and redesign the latest 2WD racing machine is available from Team Losi, the JRxpro.

### What's New?

The basic design of the car is unchanged. The pro is different however due to the fact that every 'up rate' part is included to give you the very latest specification kit available.

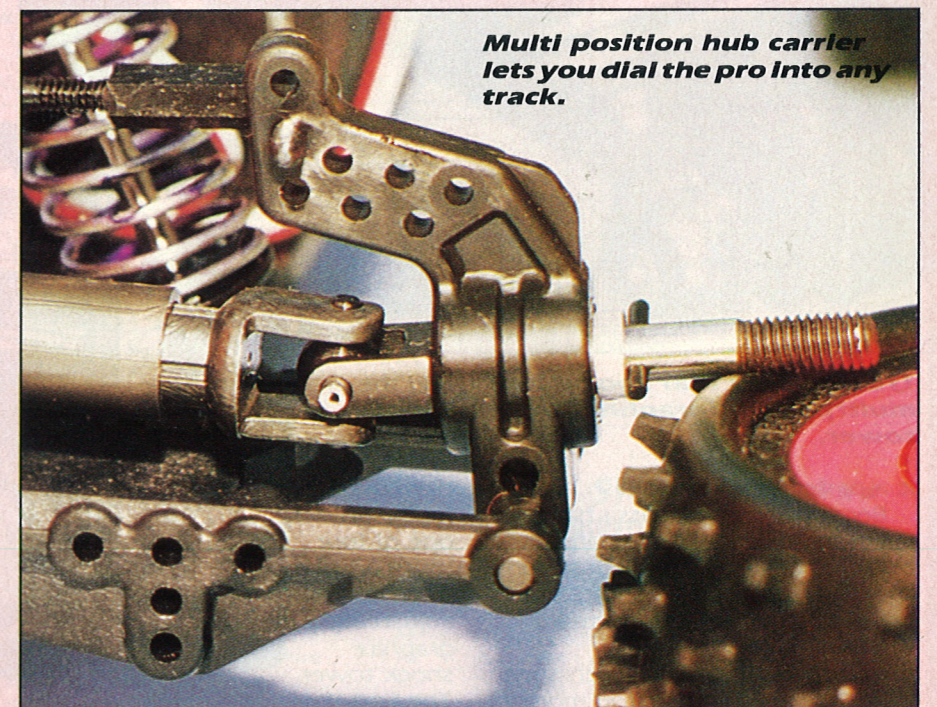
The JRxpro utilises a long graphite/carbon fibre chassis with a 30 degree kick up at the front end. This makes sure that the pro is extremely stable at high speeds and over bumpy ground. It must be said that the chassis is one of the stiffest that this reviewer has seen, yet it is fairly light. All of the necessary holes for the transmission and front end fixings are pre drilled and countersunk in the chassis to give

*Is the JRxpro better than the JRx2? RRC investigates.*



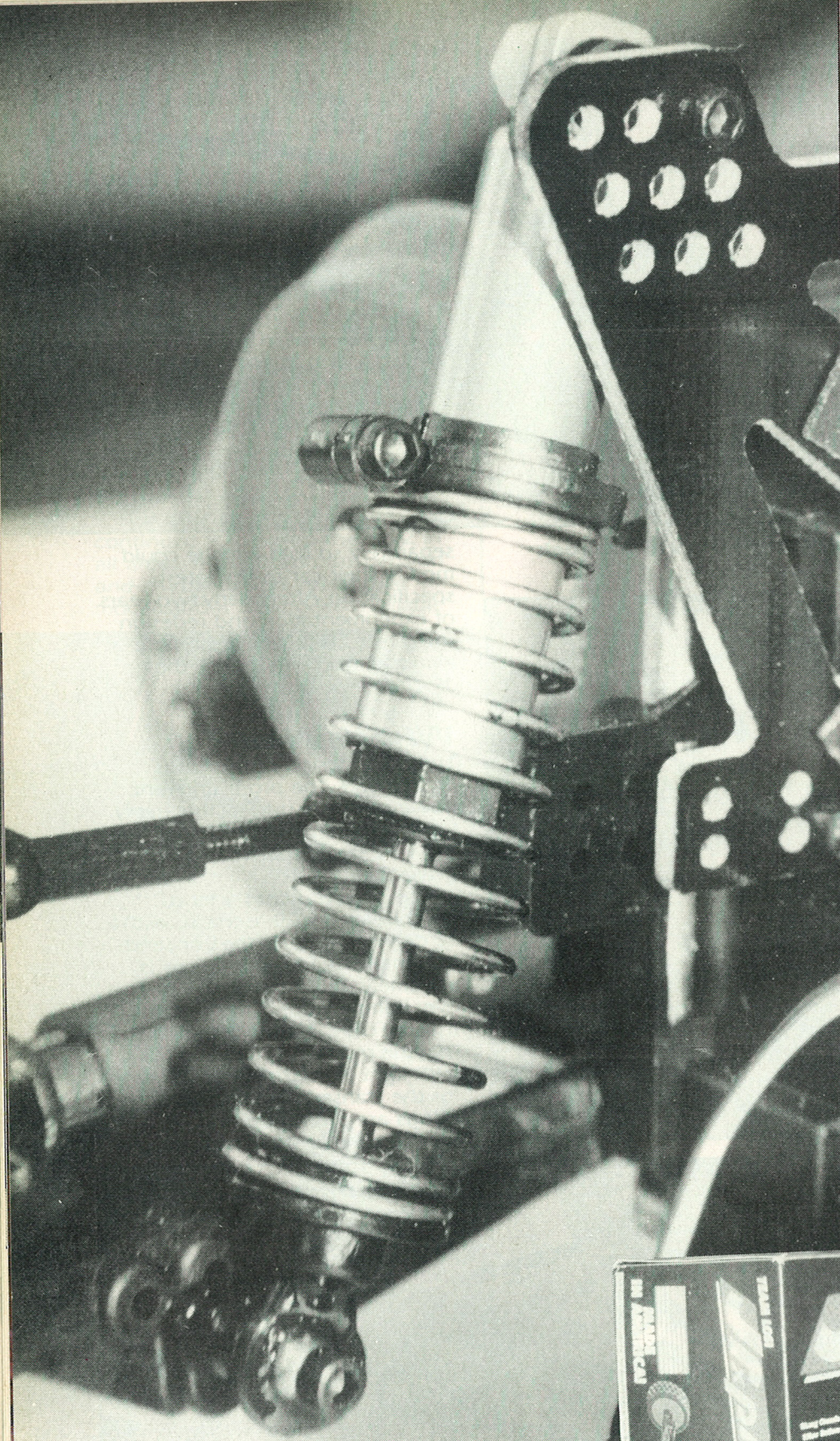
**TEAM LOSI**

**JRxpro**



Multi position hub carrier lets you dial the pro into any track.





⓪ **Extra long rear shocks and multi position graphite shock tower.**

it a perfectly smooth finish.

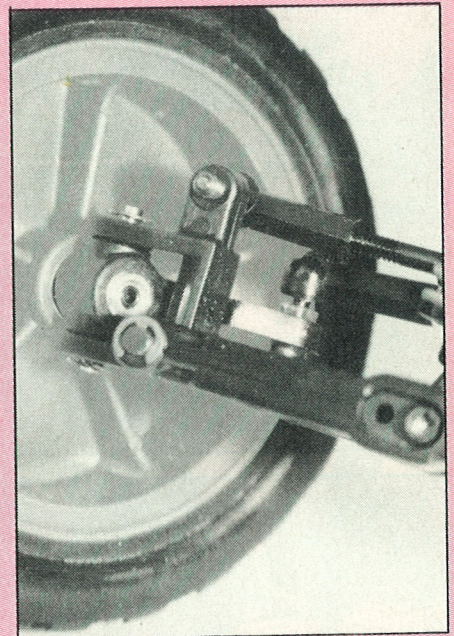
Because a longer chassis has been used, a new longer polycarbonate body is included in the kit. It sits on the chassis very well, fully enclosing the chassis giving adequate weather protection.

Long front shock absorbers seem to be the 'in thing' at the moment

and the pro has these as standard.

They can be positioned into any one of four holes on the front adjustable graphite shock tower.

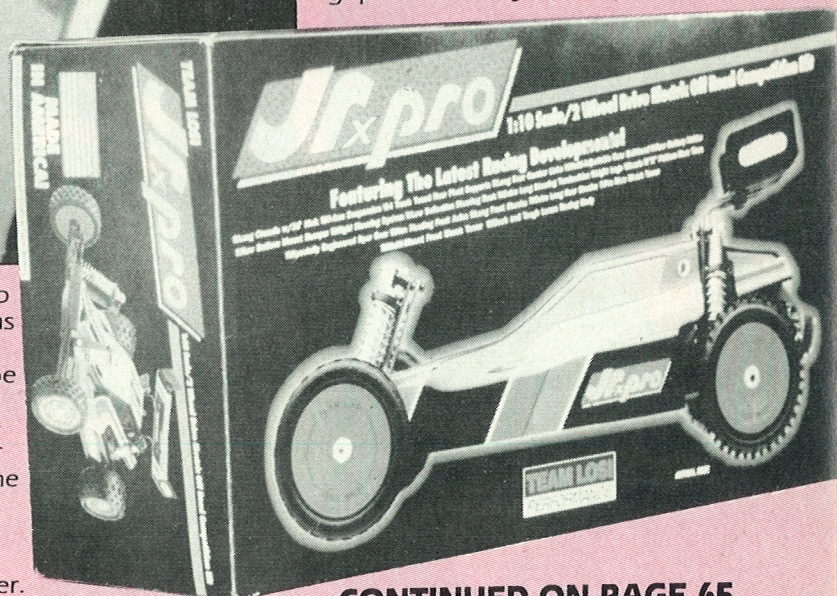
The Losi shock absorbers use a



⓪ **Front axles have a grub screw to clamp onto the kingpin for extra security.**

pre-assembled cartridge system. Basically this is a small barrel containing all of the necessary 'O' rings and spacers, that simply screws into the bottom of the oil filled chamber. This makes assembly of the shock units much quicker and cleaner than normal types and changing 'O' rings when they become worn couldn't be easier as you just have to unscrew the old cartridge and replace it with a new one.

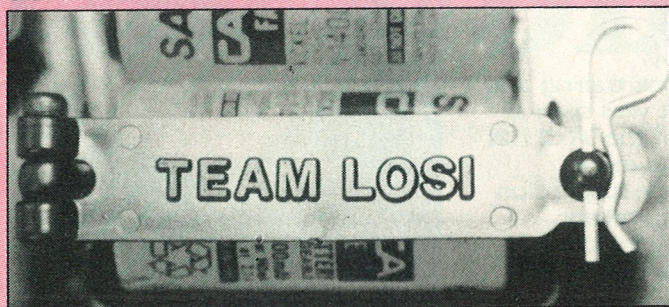
The tyres used on the pro kit are also of the latest design and are made from Losi's new natural rubber compound for increased grip. The rear tyres are the very



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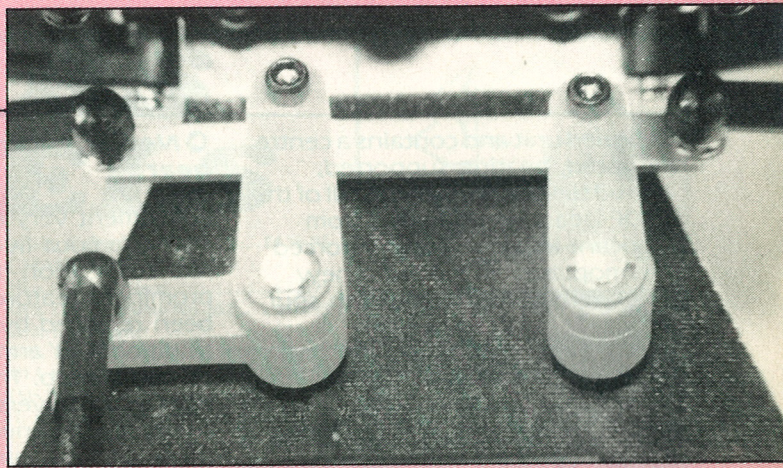
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⓪ Quick release battery clamp.

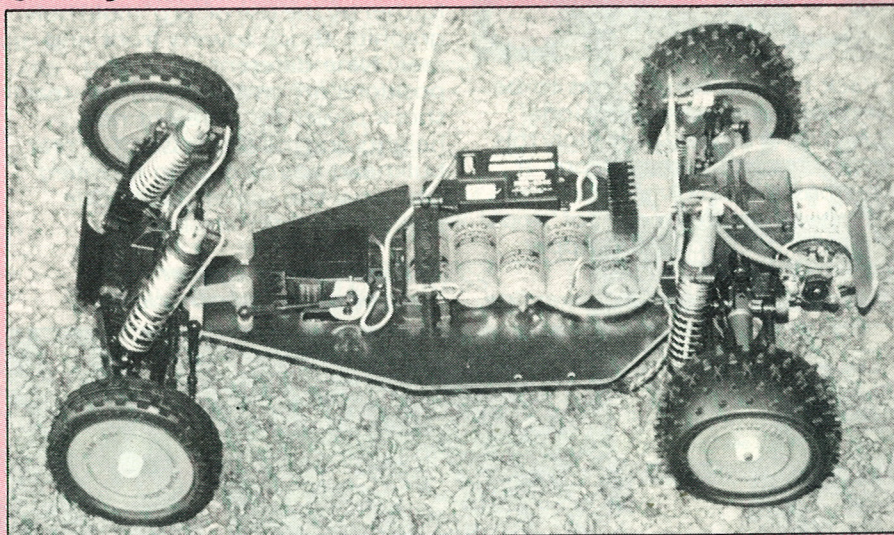
popular 'X' pattern type which have found favour with many racers since they became available a couple of months ago. The front tyres are the staggered rib type which compliment the 'X' pattern extremely well giving the car a really good balance in slippery/dusty conditions.

The wheels again are of a new design in this kit and they follow the lines of the now ubiquitous 'dish' type hubs. They are much stronger than the original five spoke items found on the very early JRx2 kits that had a habit of breaking in very cold conditions. Losi quickly cured the



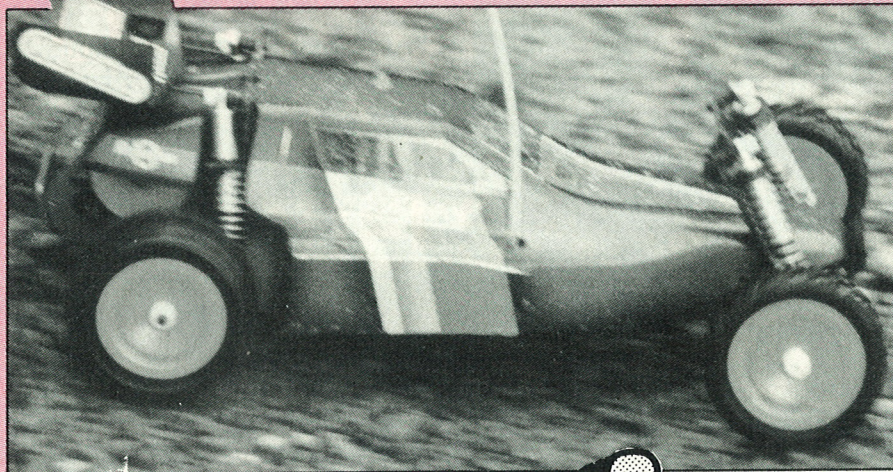
⓪ The new tougher steering system.

⓪ Ready to race.



efficient.

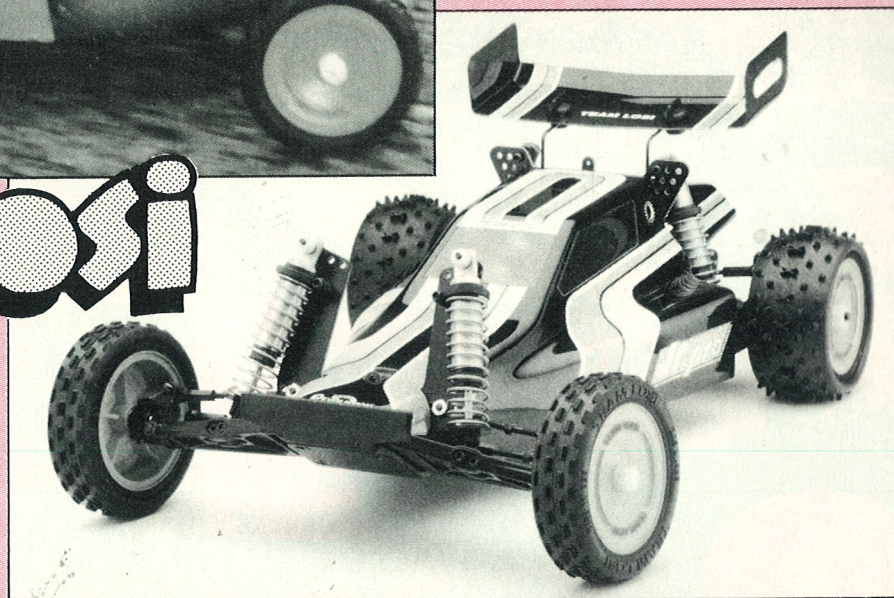
The low rotating mass gearbox design is retained from the JRx2 with a couple of small modifications. The thrust race in the original kit was, to be fair, not very robust. Soon after this problem was recognised Losi brought out a much stronger unit which is now included, as standard, in the pro kit. The gearbox is a really well



# TEAM LOSI

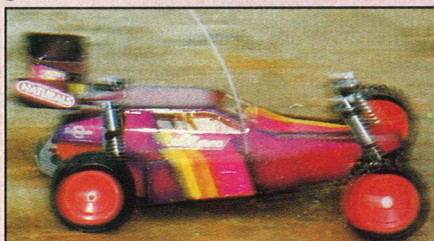
problem and the lessons learned have ensured that a very strong plastic has been used in the pro kit.

An aircraft aluminium motor plate sits at the rear of the car. This unit not only protects the motor from rearward shunts, it also acts as a very good heat sink to keep the motor cool and therefore more





designed unit and contains a centre mounted, bearing supported, limited slip ball differential. All of the 48DP gears are moulded from lubricant impregnated reinforced thermoplastic, including a new quick release bevelled tooth spur gear.



Rack type steering seems to be the norm on many professional racers kits, and not surprisingly this design is used for the JRxpro. It gives positive accurate steering with the minimum amount of 'slop'. All of the track rods and upper suspension links are the 'turnbuckle' type, which makes fine

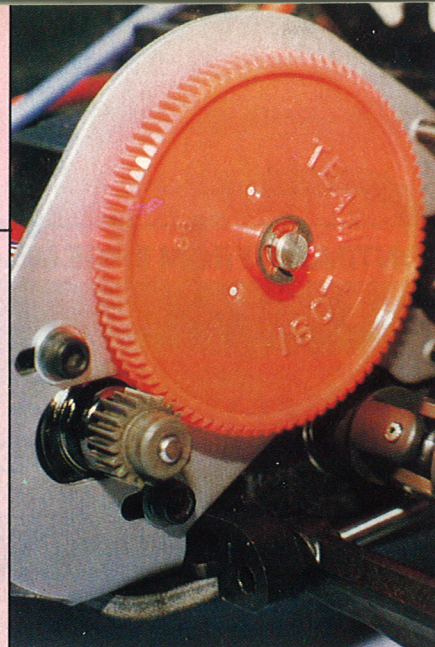
➤ **Newly engineered spur gear.**

adjustment very easy.

The famous five link trailing arm rear suspension that was such a prominent feature of the JRx2 has been replaced by the more traditional 'H' arm type suspension on the JRxpro. The excellent telescopic universal joint drive shafts are retained however as these work extremely well, and are very efficient.

The suspension has been uprated further by the use of 'pro' multi hole graphite shock towers front and rear. Nine different mounting positions are available on the rear shock tower for different ride heights and roll stiffnesses. The rear bulkhead has also been modified and now the upper turnbuckle suspension links are longer,

➤ **Extra long upper suspension turnbuckles.**



reducing the camber angle during suspension movement. This keeps more of the wheel in contact with the ground for longer which obviously helps with grip and roadholding. The front suspension geometry has been uprated and it is now much wider for increased stability.

As to be expected with such a quality kit, the pro comes fully ballraced. Seventeen stainless steel precision ballraces make sure that the pro is as efficient as possible.

The pro is definitely an improvement over the JRx2 as it contains every uprate part available. The JRxpro is competitive straight out of the box and will be seen winning many national and international races soon!

Available from CML Distribution. ●

