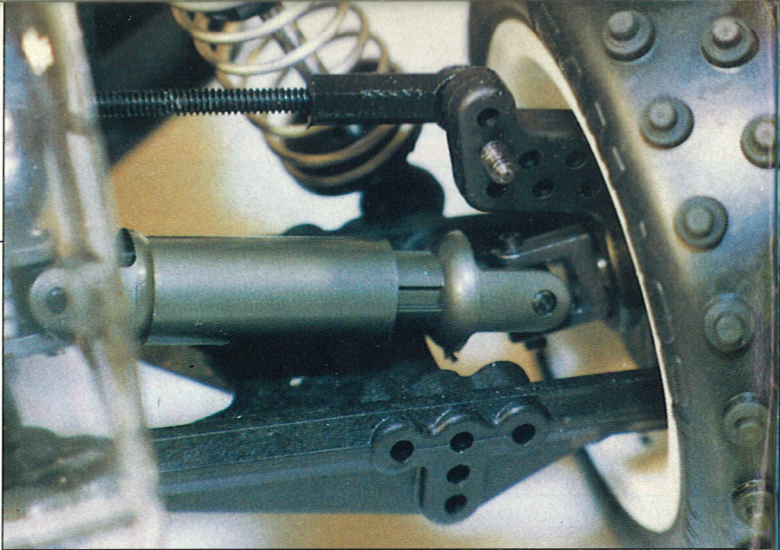


**Team Losi enter the beginners market with the Junior Two. Killer Griffin finds out just how good it is.**

**TEAM LOSI**

# Junior TWO



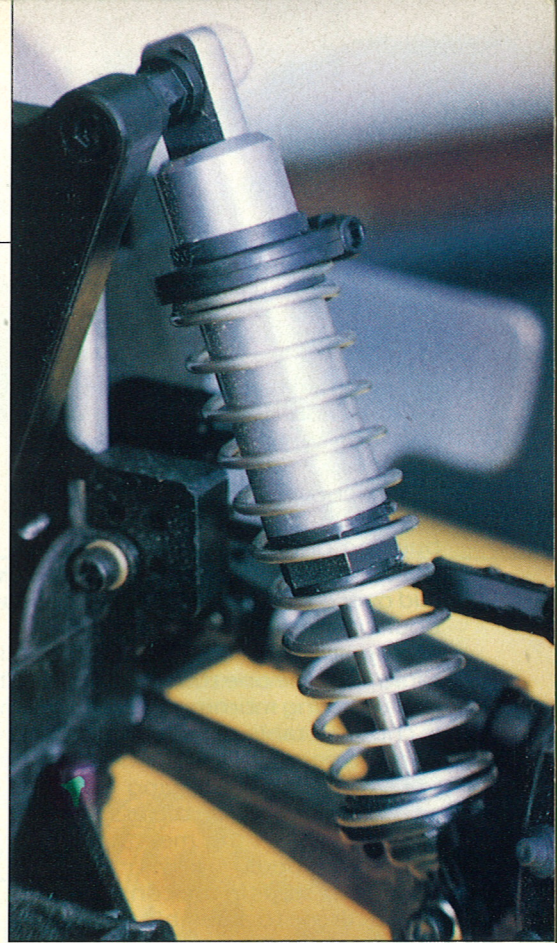
Universal telescopic driveshafts are used in the Junior Two.

Losi, as a name in radio controlled car racing is synonymous with extreme high quality and elitism in the 2WD field of competition, and has been for a number of years in the good old US of A, but not for so long in the UK.

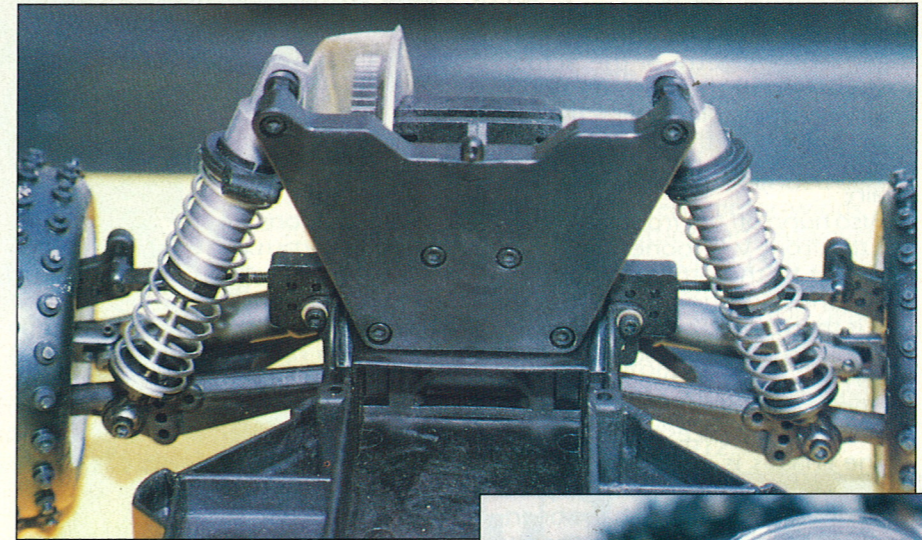
What does seem a little odd initially is the fact that the Junior Two is actually an entry level grade car, aimed at the serious enthusiast entering the highly competitive racing scene. The two other 2WD

cars that have been imported into the UK from Losi have been top level cars, firstly the JRX2, then the recent JRX Pro.

Obviously Losi have decided there is a gap in the market for an entry level car and have decided to fill it with this car. Of course this car is capable of being upgraded to the JRX Pro spec whenever one wishes to do so.



The now famous Losi oil-filled shock absorbers are used on the Junior Two kit.

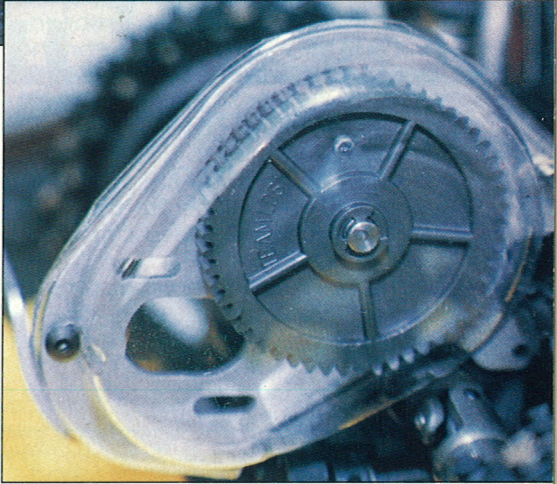


Plastic rear shock absorber tower keeps the cost of the Junior Two low.

### Construction

When you open the box you are confronted with numerous bags, all having their own letter on them referring to a certain sequence of the car's construction. Each bag contains all the parts necessary to complete a certain section of the car. It is very important not to be impatient and open all the bags in one go as, believe you me, you will then be in a whole lot of trouble!

Initially it is always best to have a cup of coffee and browse through the instruction manual, making



Polycarbonate gear cover protects the pinion and spur gear.

# Junior TWO

yourself familiar with the basic construction of the car and checking which tools will be necessary.

Well, now that the coffee cup is empty, we can proceed with the building of the car. I find it best to build the car on a table with a cloth laid over it to stop small parts from bouncing or rolling off the table. Ideally, it is best to use a different table from the one that is to be used the following morning for breakfast ie choose a table that can have the partly assembled kit left on it for your return the following evening so that you can have the assurance that nothing in the meanwhile has been disturbed.

The first steps in the construction of the car are to assemble the front and rear shock towers. These are both plastic, with the front shock tower being bolted to the front bulkhead. All nuts and bolts used in the kit are easily identified because during every step of construction there is a silhouette of the actual screws used. If there is any doubt at all you simply place the screw of your choice over the silhouette. If it matches, then on you go, if not try again.

Also hung off the front bulkhead are the front wishbones, and attached to the other end of the wishbones are the front hubs. This unit is then bolted onto the chassis by four countersunk screws. It is when we come to the chassis that we find the main difference in this kit from its predecessors.

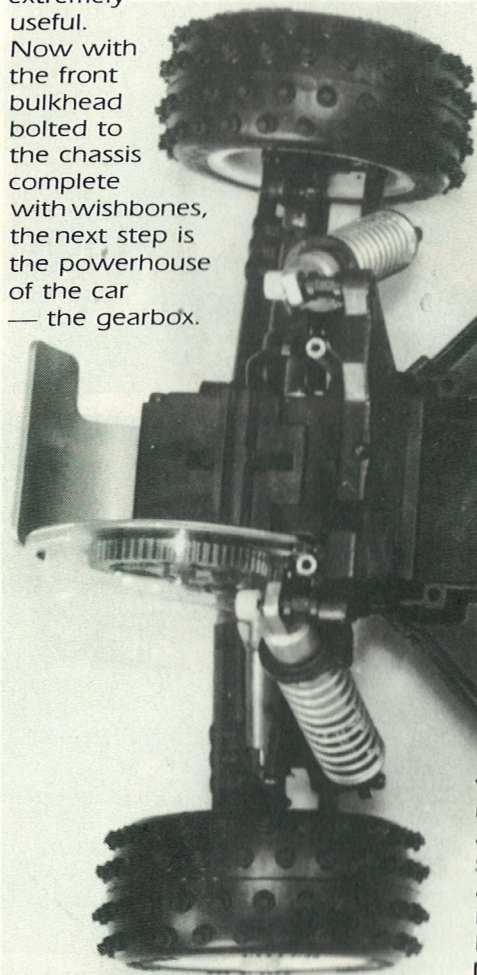
The chassis is a moulded composite unit rather than graphite and is quite unique. Losi have been working for some 18 months on the design and have finally come up with this chassis which has superior stiffness and strength. This has been achieved without compromising at all with weight. Losi are so confident that they state that it is the best mass-produced chassis ever offered.

The next step in building the Junior Two is the steering arm construction. Again, this is identical to the original JRX and I can assure you that it is very smooth and there is absolutely no slop! The servo-saver mechanism is actually quite a clever idea, not to be found on any other car. It's simply an arm that flexes. The first time I came across it was when I first acquired

a JRX some two years ago. Well, all I can tell you is that the original item is still on my car with no signs of any stress at all.

All the top links on the suspension are of the threaded rod type with ball connectors at either end, so allowing infinite adjustability. An innovative little tool is provided in the Junior Two kit for the basic setting up of these rods, which I found extremely useful.

Now with the front bulkhead bolted to the chassis complete with wishbones, the next step is the powerhouse of the car — the gearbox.



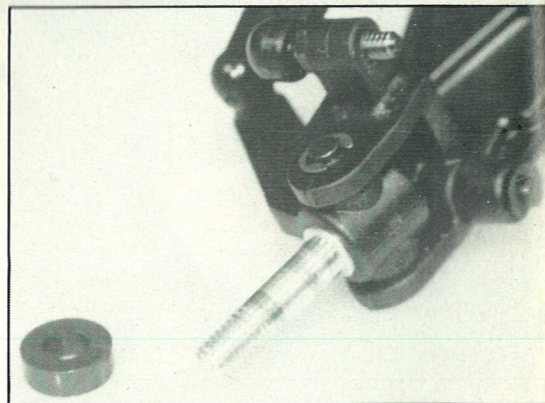
This unit again has been pinched from the successful JRX. It incorporates a unique centre mounted and bearing supported limited slip differential. The gears are precision moulded from lubricant impregnated, reinforced thermoplastic.

The gearbox comes completely ballraced except for the ballrace in the centre of the differential. When building the differential please take care, as it is most important that it is built in the correct order, especially the cone washers that put pressure on the thrust race. The thrust race as supplied with the Junior Two is the new upgraded

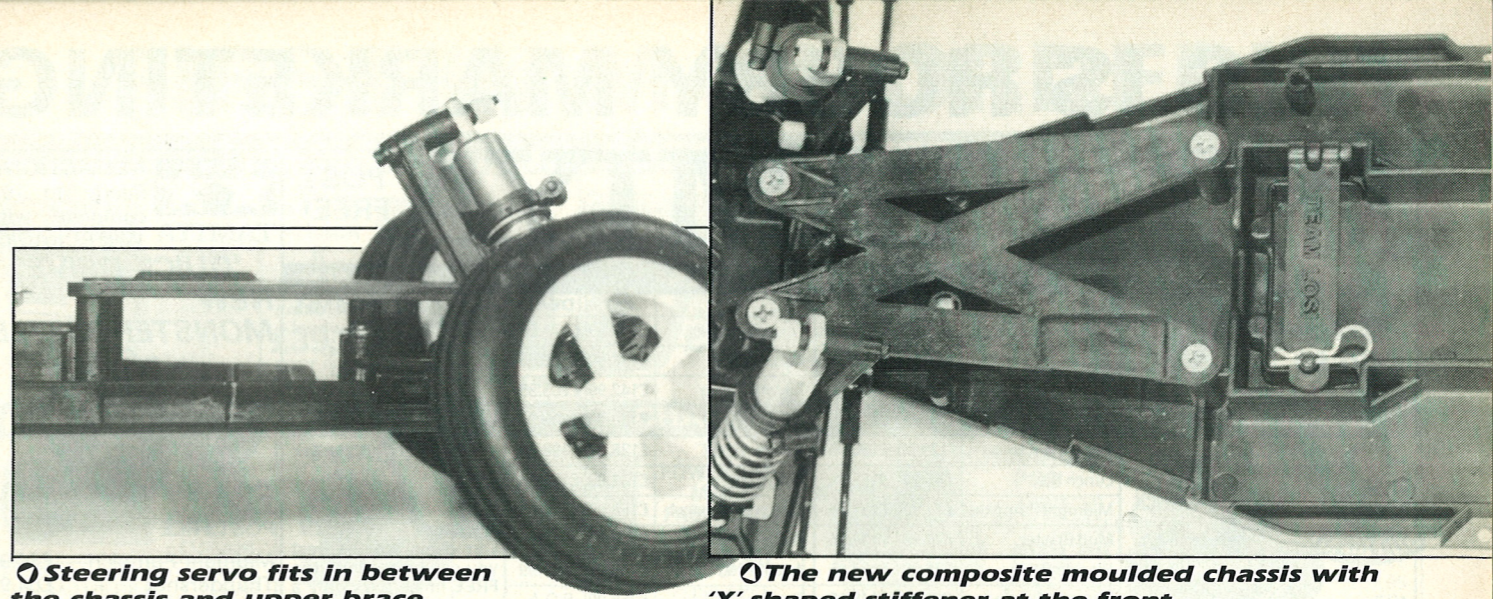
unit rather than the poor quality item that was included in the early JRX kits. These, I can assure you, did collapse causing your differential to quickly become a molten mass. This new thrust race has cured all those problems, but do be sure to grease the thrust washers and bronze bearing cage well. This is also where the tablecloth comes into its own as while you are installing the eight 1/16 balls into the bearing cage it is very easy to drop one. Believe me, it can take ages to find a small ball on a deep pile carpet.

Upon fitting the differential into the gearbox casings, make sure you have put it the right way round, ie the differential is adjusted through a hole in the gearbox casing, through which you pass an allen key. If you put the differential in the

wrong way round, although the car may work you will not be able to adjust the differential. This entails stripping the entire gearbox down again just to turn the differential round. Definitely a case of more haste, less speed!

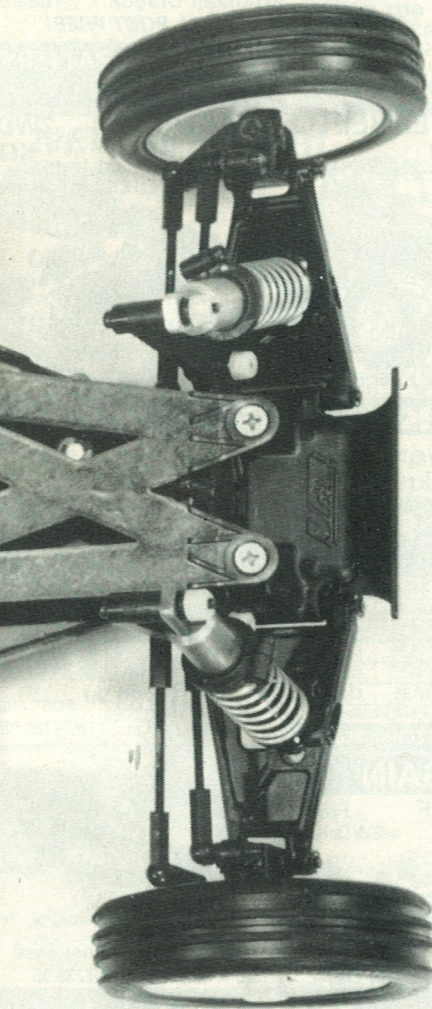


**⓪ The plastic bushes will need to be replaced with ballraces if the car is to be used for competition.**



**⓪ Steering servo fits in between the chassis and upper brace.**

**⓪ The new composite moulded chassis with 'X'-shaped stiffener at the front.**



The next step is installing the rear H-arm suspension. Losi seems to have left the JRX five link system behind in favour of the H-arm. Which is best? Who knows? Again, be careful here as the H-arm is the same width on the inside (ie, the gearbox mounting end) as the outside, so during construction you can easily mount the hub carrier on the wrong end and then find that when you come to locating the shock absorbers they just don't fit! How do I know this — well, that's my secret!

Finally onto the shock absorbers.

If there is one part of a car that I hate putting together then this is it. After saying that, these shockers are my favourite when it comes to assembly as all the 'O' rings and seals are contained in a sealed unit called, in typical American lingo, a Volume Compensator. Once you have filled the shocks with oil and bolted them to the shock tower and wishbone the basic car is complete and all that's left to do is to install your own radio equipment and go racing.

**⓪ The five-spoke wheels are retained from the original Losi.**

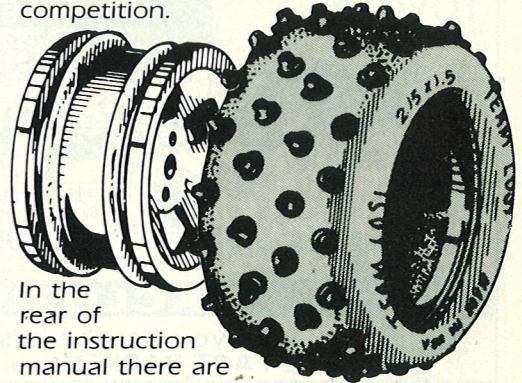
## Track Testing

As there is very little outdoor racing at this time of year, so for a basic test of the car I decided to go along to the local common and try the car out there. I used a trusty old 21 double coupled with a forwards only speed control and under heavy cornering the car remained stable at all times with no sign of understeer. The diff worked beautifully. If the track conditions are loose then you can back the adjuster off a fraction to help with more stable acceleration, but slacking the unit off too far will cause damage.

## Summary

Only actual racing results can confirm that the car will be a success. I cannot foresee that the car can fail to win, certainly at entry

level. With the addition of ballraces for the wheels, the car would be more than a match for a considerably higher grade of competition.



In the rear of the instruction manual there are two pages of extremely useful information on how to set the car up for different surfaces, as are recommended gear ratios for different motor-winds — a very handy little chart. However, the kit comes supplied with 32DP gears and this chart is obviously designed around the 48DP gear ratios of the JRX and JRX Pro.

Available from all good model shops through CML Distribution, 1684 Bristol Road South, Rednal, Birmingham B45 9TZ. ●

## TEAM LOSI PERFORMANCE

**⓪ 'H' arm rear suspension is supplied 'as standard' with the Junior Two kit.**

