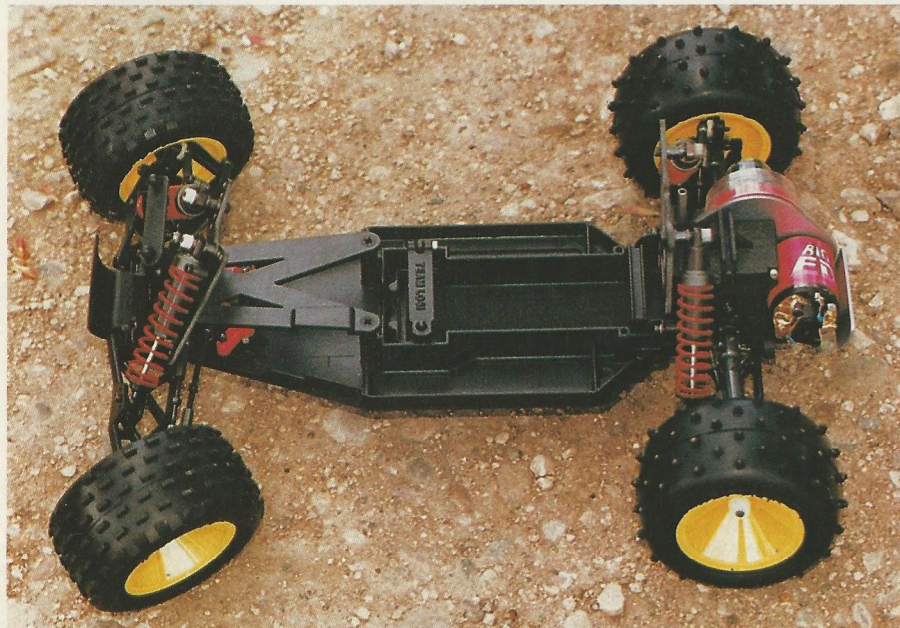


It's the new style



elsewhere, Losi's commitment to developing new, top line racing trucks is welcome, and it gives you, the buying public, another model to choose from, and of course variety is the spice of life!

New Style....

The Losi LXT looks a far better truck than the previous one, both on paper and on the track. The modifications are in some cases slight but important.

The most noticeable change from the old truck is...everything!! Well, almost. The LXT uses the now ubiquitous Losi moulded 'tub' chassis, new design graphite shock towers, new design oil filled shock absorbers, new lower suspension arms front and rear, slipper clutch and last, but not least, new wheels and tyres.

The LXT looks like a thoroughly more



TEAM LOSI
PERFORMANCE

LXT

REVIEW BY ROBERT HOPKINS

The Losi JRx Pro SE looks set to become one of the most popular and successful 2WD racers this year, especially after prototypes of the car went so well at the World Championships.

The Pro SE featured around fourteen differences to its predecessor (the Pro), which made it ultra competitive, out-of-the-box. As with other Losi cars, the team, based in California, have come up with another 'monster' creation; a racing truck based on the Pro SE, with numerous, equivalent features, making it quite an improvement on the old truck.



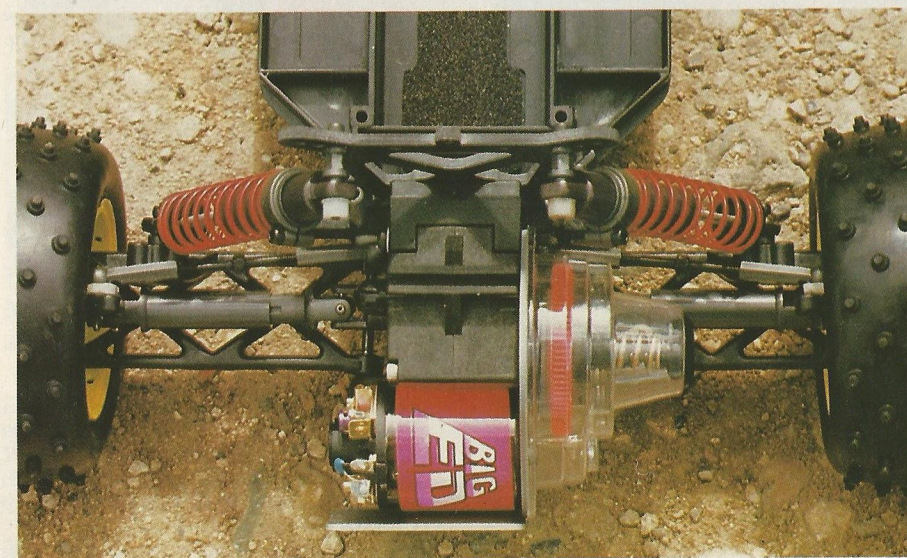
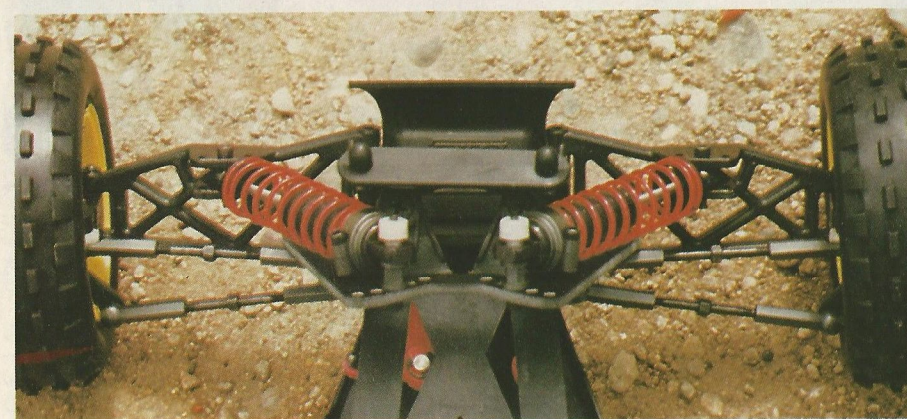
Again, prototypes of this truck have done extremely well, taking both the ROAR stock and modified titles in the USA, and more recently Team Losi literally dominated the Florida winter championships, with their team qualifying first through to seventh in the A main!!

With monster/stadium truck racing showing a steady increase in popularity in the U.K. and



Team Losi LXT Racing Truck.

It's the new style



sophisticated racing machine than the old truck, its no wonder it has done so well in the USA. The new, thinner type chassis has been used on the past few Losi cars, and it is an excellent item. It is as stiff as graphite, as light, a fraction of the cost, and it offers more weather protection than the flat pan type used on earlier cars.

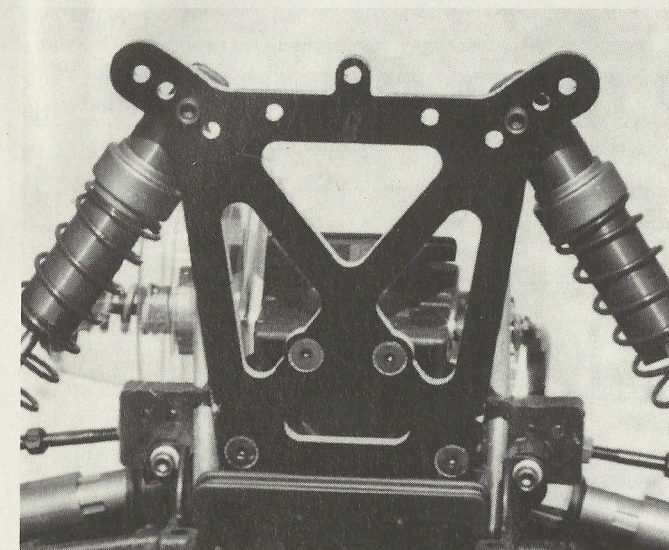
The shock towers are made from quality graphite, and they are very thick indeed, showing no signs of any flex or movement, which is obviously very important for units supporting the suspension of the car.



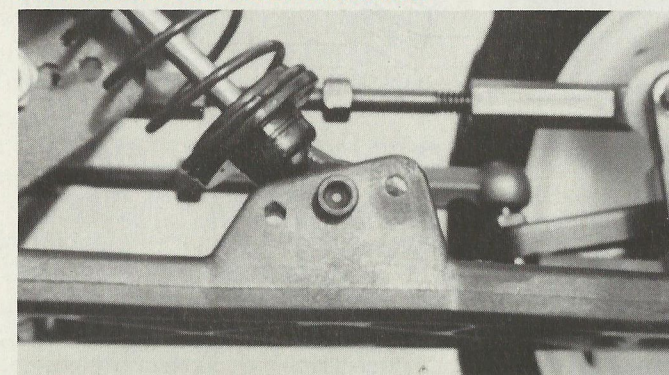
The shock absorbers again are a major improvement on Losi kits, and were first seen on the Pro SE. The screw in lower chamber containing the O rings has been much improved so the shocks don't leak. The main metal body of the shocks are also much lighter (and more attractive) than the old grey type.

The new suspension arms found on the LXT are quality through-and-through. They are nice and thick and appear to be very strong and inflexible. One thing I did like was the fact that they have been designed with little 'platforms' on them to house the bottom of the shock absorbers. Each platform has three different mounting positions, on both the front and rear arms.

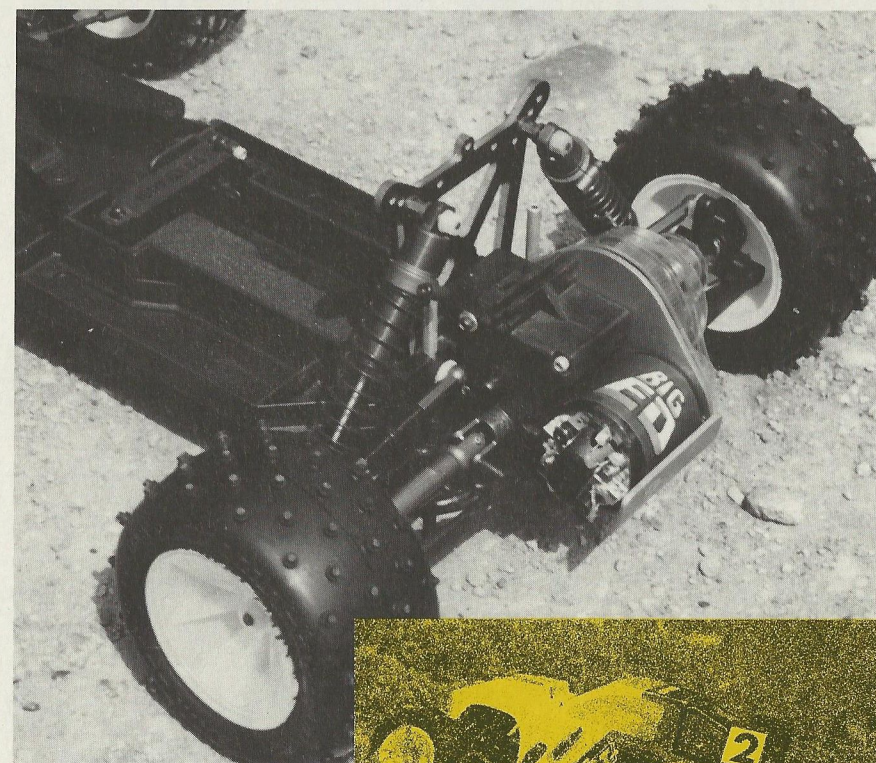
Strong rear graphite shock tower.



Those neat little shock absorber 'platforms' are on the front and rear lower wishbones.



Clear Lexan wheel disks can be seen here.



Rear end transmission remains relatively unchanged.



The slipper clutch and gearbox is exactly the same as that used on the Pro SE, and should help protect the gears from any sudden shocks as the truck lands off big jumps and ramps.

The new wheels are really good. First of all they come in two pieces. The main wheel is very light indeed, yet it is also strong because of six internal spokes. The 'second' part of the wheel is a polycarbonate disk that is screwed into place. Depending on your taste, the disks can be painted, but I decided to leave them clear so you could see the spokes of the wheels inside.

The Losi LXT took around six hours to build (excluding painting the bodyshell), and everything was set up 'as per the instructions' for the first outing. With an LRP speed controller and Pink E motor, Galeforce 1400's, a Sanwa ERG-XS and Futaba micro receiver we were ready to roll!!

Better Than The Rest????

The LXT is possibly the best racing monster truck I have yet tried. It simply flew over bumps and jumps, the geometry has been really well thought out. The shock absorbers give a really nice, smooth ride, and the truck is very positive to drive. You can really 'feel' it through the sticks.

The new body makes the LXT look extra low and fast, you will have to be careful that it complies with the minimum height rule if you intend to race in competition! The LXT is an out-and-out racer. It was designed that way, and it handles that way. Full marks Team Losi!!

A full conversion kit is also available to convert any of the range of Losi cars (including the old truck) to LXT specifications. Available through CML distribution.