

In its first UK outing, it dominated the meeting. Three Losi XXT's attended, qualifying first, second and third. They finished of course, one-two-three. This is the kind of result that has been expected in racing circles, ever since Losi took TQ position at the 1993 World Championships in Basildon, and Losi launched the beginning of a new era.

The Losi XX has become one of the most popular cars at buggy clubs across the country. From club meetings to nationals and internationals, Losi has been winning. The next obvious move was to develop a truck, using the same principles as the impressive XX.

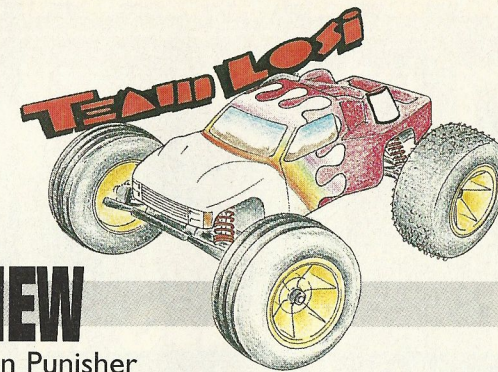
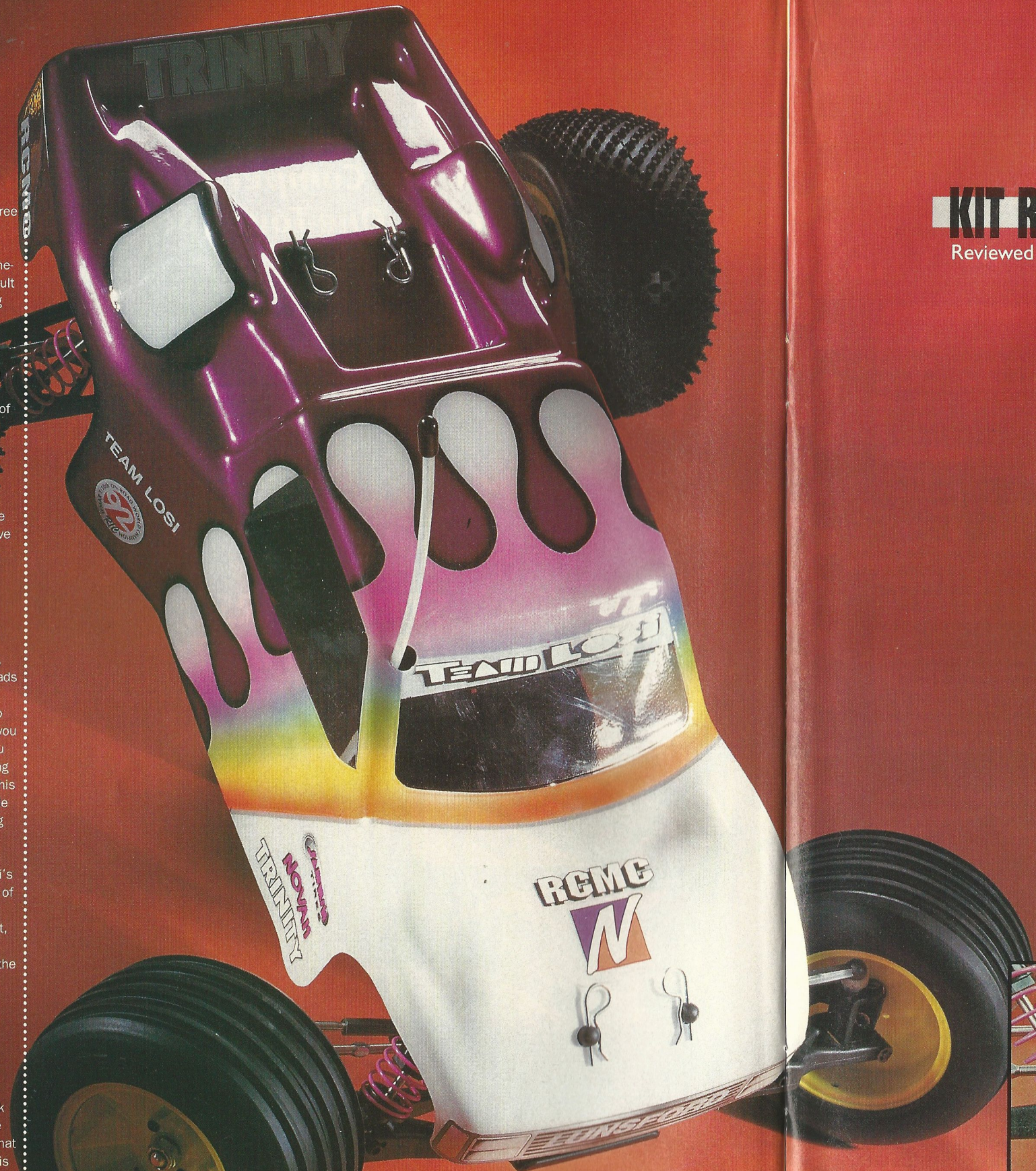
#### Back to basics

The truck is designed using a longer version of the XX chassis, combined with the same bulkheads front and rear. This enables adjustments and maintenance to take place quickly and easily. If you dislike working on your truck, you are hardly likely to keep it running in the best possible condition. This is the reasoning behind the whole design of the truck, incorporating modular portions such as rear suspension and gearbox. The chassis was designed using Losi's G-tunnel technology, advantages of which include minimal loss of speed if the chassis bottoms out, and a rigid chassis material to allow the suspension to absorb the bumps, not the chassis itself.

#### Probably the best gearbox in the world

The modular design of the XX continues in the XXT further back with the layout and design of the gearbox. The only difference is that the internal ratio of the gearbox is changed to 2.61, compared to 2.19 of the car. This gearbox can be described as being one of the best on the market, especially as it incorporates Losi's excellent Hydra-Drive. Over the last year, the Hydra-Drive has become a common feature on many other makes of car as it has the ability to smooth out a vehicles acceleration over rough ground. On low grip

With the XX 2WD off road car Losi have entered the big time with one of the best designs ever. The XXT is based on the same good ideas...



## KIT REVIEW

Reviewed by Ben Punisher

surfaces, the unit can be set looser than a normal slipper clutch, while still constant drive. If you set up the unit to allow hard acceleration, without wheelspin on the lowest grip portion of a track, it results in the truck being very easy to drive even on multi-surfaces. The complete gearbox bolts directly onto the anti-squat plate, which in turn, is the inner fixing point for the rear wishbones.

The rear wishbones are one of the areas that the truck deviates a little to the car. The wishbones are noticeably longer, in order to take full advantage of the width rules that govern the trucks dimensions. The "stiffezell" wishbones attach to XX hubs, allowing a number of camber-change positions, although the instructions recommended in the instructions works very well.

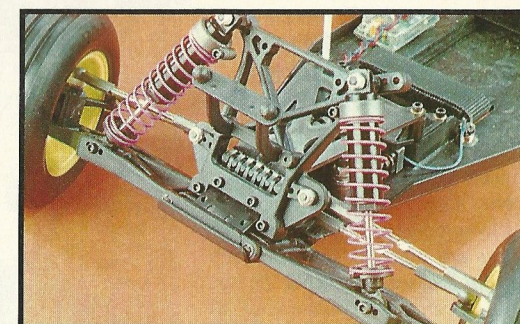
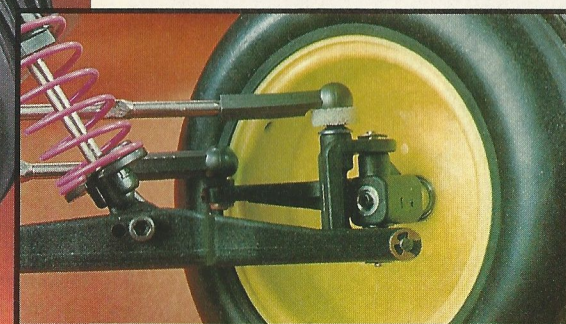
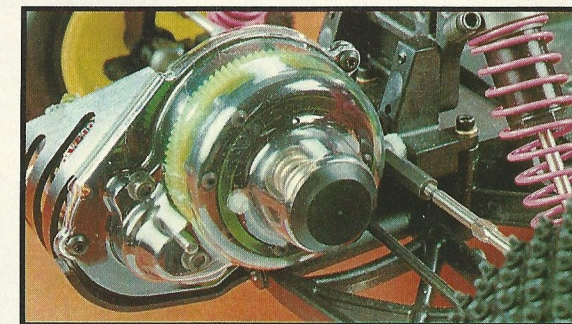
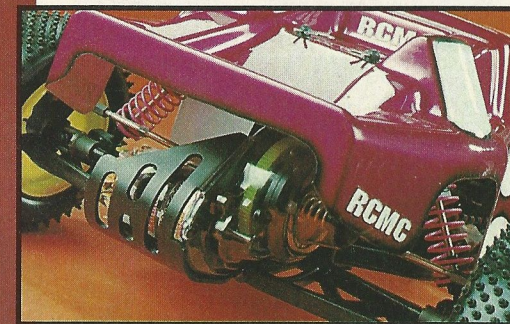
#### The front half

The layout of the front suspension and steering is very neat and tidy. Maintenance is easy if you wish to make external adjustments, although if you needed to work on the servo and linkage, it takes a short time to undo the necessary screws to gain access.

If you are familiar with the cars steering design, the XXT will not surprise you at all. The main changes occur at the wheel end where there are different uprights, (caster blocks) and steering arms. These parts are unique to the truck and has little in common with the car. More surprisingly, the front axles are not equipped with the successful live-axes as found on the car. Instead, they have the older

method of two ball-races placed in the wheel itself. It has been explained to me that the size and weight of the truck's wheel, means that the advantages gained from using live-axes on the car are not on the truck. Now, any strains and loads that get placed upon the wheels are absorbed by bearings that are larger and therefore stronger, improving reliability in race situations.

The shock absorbers at the front are nearly as long as the rear set. This results in a tremendous amount of travel for the truck, especially when it is tested to the full. The shocks are easy to build as the cartridges come ready prepared with seals all in place. Once the shocks are filled, they become a very effective unit. When they are



# First Time Out

filled for the first time, you should overfill the shocks a little as some of the oil will enter the cartridges. It is also worthy of note that the cartridges should be tightened up hard otherwise when you use the truck for the first time, they are sure to leak oil.

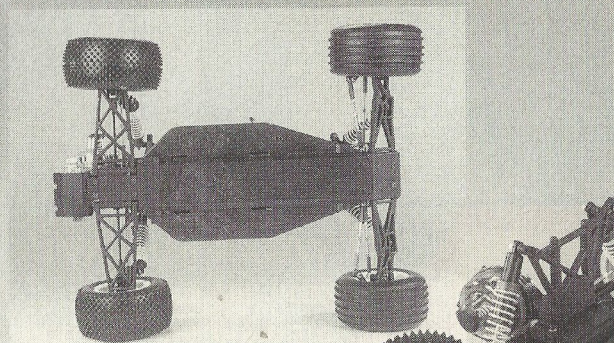
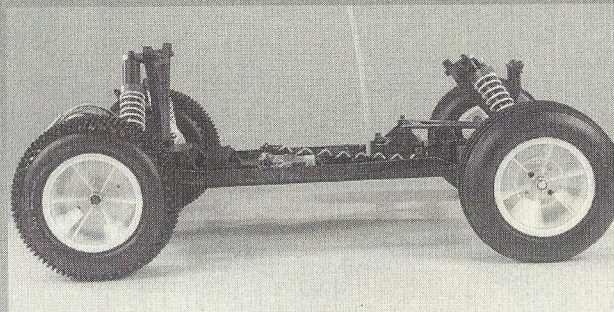
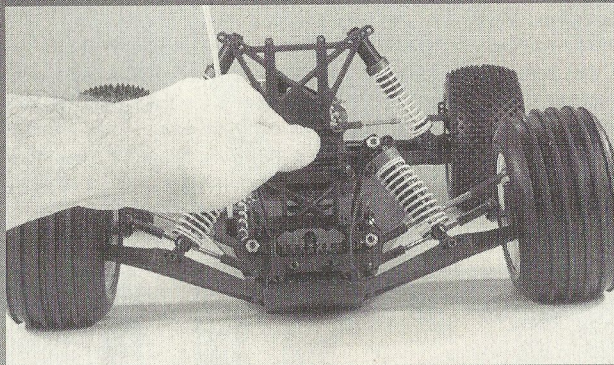
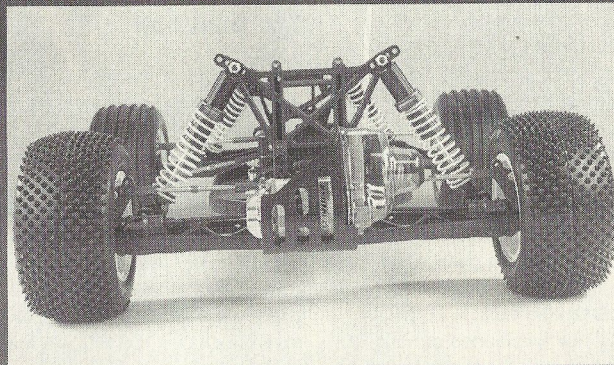
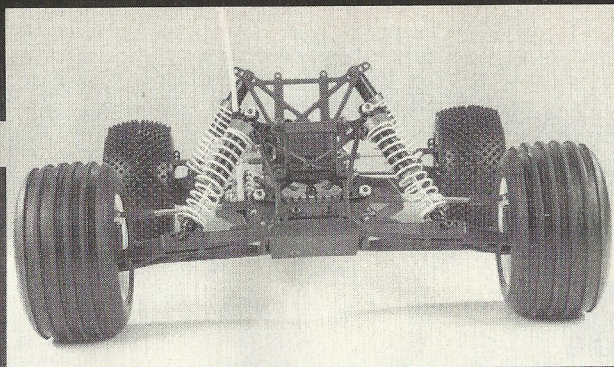
### Options 1, 2, 3...

Losi have on offer a number of different parts that enable the driver to tune their truck to either their own style and or the track conditions. Such parts include a #2 anti-squat plate. This has the desired effect of reducing the angle of the wishbones to the ground. Most Team Drivers feel this has the advantage of reducing the amount of grip, thus creating more steering.

Losi's 2.5 degree toe-in blocks for the rear also has a similar result. These optional parts are best suited to tracks where the general level of grip is high, as these specific parts could have a detrimental effect on your trucks handling on a low grip surface. It would make the truck slide more in the corner as well as under acceleration.

Pink springs all round are standard in the kit, but if you are familiar with Losi's product range, you may know that there are many more spring rates available. The kit items have found to be the most popular by the Team, although there is no reason why you cannot change them. The next spring softer than pink is yellow, and this is the softest. One harder than pink is red and this selection should cover the majority of tracks that you may come across in racing.

To complement the shocks, there are Titanium Nitride shock shafts available. The shafts mean that the smoothness is improved and I believe that they make a better seal, resulting in less rebuilds. Not surprisingly, you will find all the Team using these parts on their cars and trucks. This is not to say that in order to be competitive you need to buy these parts, but that at international level, every small advantage, no matter how small, is taken.



*XXT is based on the fine handling XX. The chassis is longer than the 2WD but is of the same design. Right; Long shocks fitted all round.*

### And finally...

The tyres complete a very comprehensive kit which requires very little in terms of upgrades, in order to be successful. The main area of the XXT that can receive a little criticism, are the turnbuckles. The items that are supplied in the kit are a little prone to bending, so the kit was fitted as the Factory Team do in the United States with Lunsford "Punishers", which were kindly supplied by MTS Racing, the UK importers. These have proven to be of faultless design and offer a guarantee if they break or bend while in use. This minor upgrade will strengthen and improve your truck in weight, strength and reliability. It is a popular upgrade made by most racers make on many standard kits.

The Jammin' bodyshell looks terrific on the truck and only succeeds in emphasising the trucks poise and purposefulness. Contained in the package are window masks which makes painting the shell a breeze. The body was superbly sprayed by Jason Hampton of Hampton Designs and fitted afterwards. The positions marked at the front of the body for fixing were incorrect so a little guestimation was needed when drilling the bodyshell, the same applying to the hole for the aerial.

To conclude, the kit may resemble a big-wheeled XX, but in real terms, it is a kit which has utilised the very best parts of the XX and complemented them with the engineering skill to make the XXT a winner.

The pedigree of the truck has already been shown in major competitions. With such names as Kinwald, Losi, Stafford and Moore running the truck, there is no doubt that they have chosen a truck to drive with all the correct requirements to make it the great success it was designed to be.

Believe me, if they feel that there is more potential to be extracted, I reckon that they won't waste any time in doing so!

