DESERT TRUCK

LOSB0102 1/10th Desert Truck RTR

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Introduction

Thank you for purchasing the Losi™ Desert Truck. We are confident you will be satisfied with the performance in this durable and resilient vehicle.

Understanding that you are anxiously wanting to get your Desert Truck ready for the open road, it will be to your long term benefit to make the effort and read through the entire manual. In the following pages you will find all the information you will need to set up as well as operate your new Desert Truck to its full potential.

If you are an experienced RC hobbyist, or new to RC vehicles, it will benefit you to read all enclosed information.

From everyone at Losi we would like to thank you again for choosing the Desert Truck. Our goal is helping people have fun and enjoy using our products.

Register your Losi Product Online

Register your Desert Truck now and be the first to find out about the latest options parts, product updates and more. Log on to www.LOSI.com and follow the product registration link to stay connected.

Losi/Horizon Support

If you have any questions concerning setup or operation of your Desert Truck RC please call Horizon Customer Support at 1-877-504-0233.
Hours:
Monday thru Friday from 8:00am CST to 5:00pm CST

You are welcome to call us with any support issue, or question you may have about the Desert Truck.

Getting Ready

Thoroughly read all the enclosed material, precautions and follow instructions to avoid damaging your new RC vehicle. If you choose to not follow these steps or instructions, it will be considered negligence.

If after review of this manual and prior to running your Desert Truck, you determine this RC vehicle is not what you want—DO NOT proceed and DO NOT run the Desert Truck. If the Desert Truck has been run, your local hobby shop will not be able to process a return or accept it for exchange.

Caution:

THIS PRODUCT IS NOT A TOY. This product is not intended for use by children without direct adult supervision.

When driving the Desert Truck it is important that you take measures to avoid someone being hit by the vehicle. You may cause serious injury to another person, or to personal property should you make contact while running the Desert Truck.

Safety Precautions

We hope you operate this RC model in a safe, reasonable and cautious fashion so it leads to your enjoyment and fun with this vehicle. Should you operate this vehicle without a cautious and reasonable approach it may result in serious injury and/or property damage. Only you can control and make certain that safety precautions and instructions are followed.

General:

- The Desert Truck is not a toy. This product is not intended for use by children without direct adult supervision.
- This RC Vehicle is not intended for use on public highways or roads.
- Avoid an area that has many pedestrians or crowds of people.
- Keep in mind that this vehicle is radio controlled and can experience moments of radio loss or interference, so provide for a margin of error at all times.
- Please be aware that the motor and batteries of this RC vehicle will get HOT during each use. Be careful not to burn yourself.

Electronic Speed Control (ESC):

- Read all safety precautions prior to each use.
- Never leave the vehicle/ESC unsupervised while it is switched on, in use or connected to a power source. If there is a short-circuit or product defect, it could result in fire.
- If there are exposed wires, do not use the ESC until you have installed shrink-wrap or replaced the wire.
- Disconnect the battery from the ESC after use.
- The ESC is not water proof and should not be exposed to moisture.
- Do not attempt to use 3-cell LiPo or 7-cells NiMH; doing so will damage the ESC and could result in fire.
- Always turn on the transmitter first then the ESC to prevent an out-of-control vehicle.
- When setting your Electronic Speed Controller:
    - Please disconnect motor or remove the pinion gear during ESC setup or calibration functions.
    - Keep loose clothing, hair, gloves and fingers away from moving parts at all times.
    - Rubber tires can cause severe injury if there is a failure while running the vehicle while on a stand or when being held. Ensure rubber tires are securely mounted to the rims and if not, re-glue them and check them often for security.

Batteries and Charging:

The Desert Truck uses rechargeable batteries such as NiMH or LiPo. These batteries all have special requirements to preserve performance and last a long time. Read all instructions and precautions that are provided with the batteries intended to be used in the Desert Truck.

- Read all instructions provided by the manufacturer of the batteries.
- Responsible adult supervision is necessary while charging batteries.
- Always check to ensure the polarity of battery connection is correct.
- Never leave batteries unattended while charging.
- Never charge a battery while it is installed in the Desert Truck.
- Do not charge any battery that appears to have any damage.
- If there are exposed wires do not charge or use the battery until you have installed shrink-wrap or replaced the complete wire.

If charging NiMH batteries, select a charger to meet your requirements. Chargers can be of two primary types for their source of power; a 100-240V wall charger, or one which requires a 12V power supply. Follow the charger manufacturer's instructions and precautions during each use.

Special Consideration for Using LiPo Batteries and Charging:

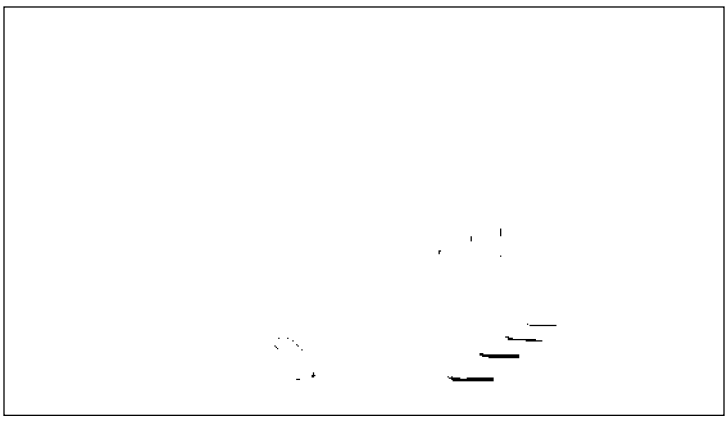
Lithium Polymer batteries have gained in popularity for use in RC vehicles because of their size and power capabilities. These batteries must be used with special care and handling. LiPo batteries are only recommended for the experienced hobbyist with knowledge of handling LiPo batteries who completely understands the associated risk when using these batteries. LiPo batteries are extremely sensitive to both over-charging and over-discharging.

The Desert Truck can be used with 2-cell LiPo batteries. However the battery plug must be changed to the Losi EC3 plug. Also note that the speed controller is not set up with a LiPo voltage cutoff, requiring the user to follow the instructions supplied by the battery manufacturer.

- 2-cell is 7.4V and fully charged at approximately 8.4V It is mandatory that if you choose to use a LiPo battery that you (the user) read all instructions and safety precautions supplied by the battery manufacturer. This applies to the selected LiPo charger as well.

Supplied and Required Equipment

Supplied tools:



2-Way wrench
Transmitter / Receiver BIND Plug

Four (4) Hex Wrench "L" shaped
.050, 1/16, 5/64, and 3/32

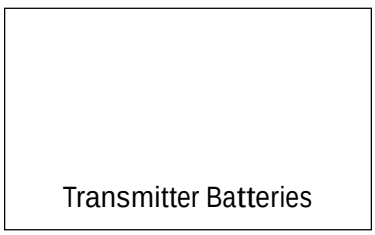
Flat Turnbuckle Wrench

Recommended Accessories:

- Hobby grade knife
- CA glue (LOSA7880 or LOSA7881)
- Needle nose pliers
- Side cutting pliers
- Double sided tape (LOSA4004)
- Safety Goggles
- Soldering iron

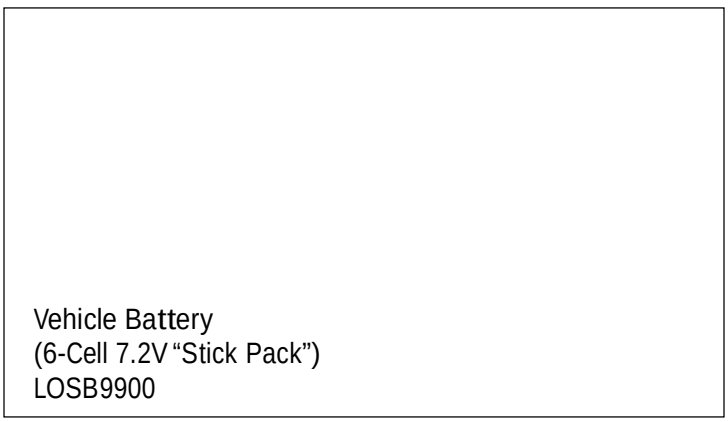
Required Equipment:

Four (4) AA alkaline batteries for the transmitter.



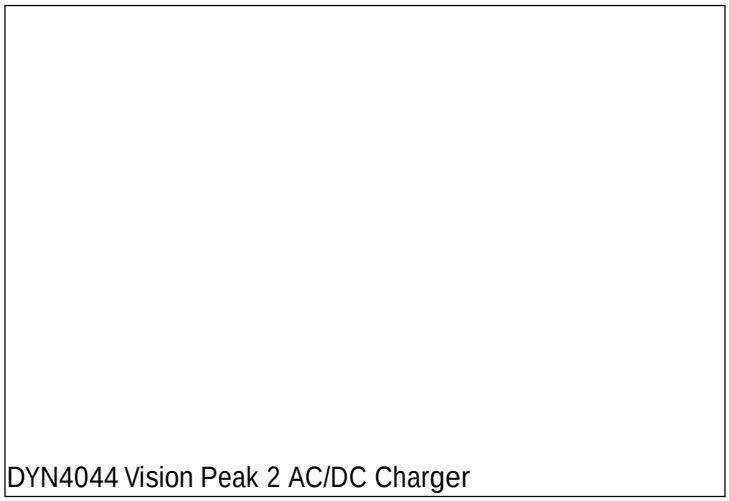
Transmitter Batteries

A Six (6) cell NiMH battery pack. Or with proper knowledge, LiPo battery packs.



Vehicle Battery
(6-Cell 7.2V "Stick Pack")
LOSB9900

NiMH battery charger with automatic "peak detection" recommended. Or a Lithium Polymer (LiPo) charger that will charge a LiPo battery.



DYN4044 Vision Peak 2 AC/DC Charger

Using your charger:

If you do not yet have a charger a peak-detecting charger will provide the performance required and take care of your expensive batteries.

A popular choice for a charger would be a peak detection charger that can be plugged into a household A/C wall socket. The peak detection portion of the charger monitors the battery charging and will automatically shut off upon full charge.

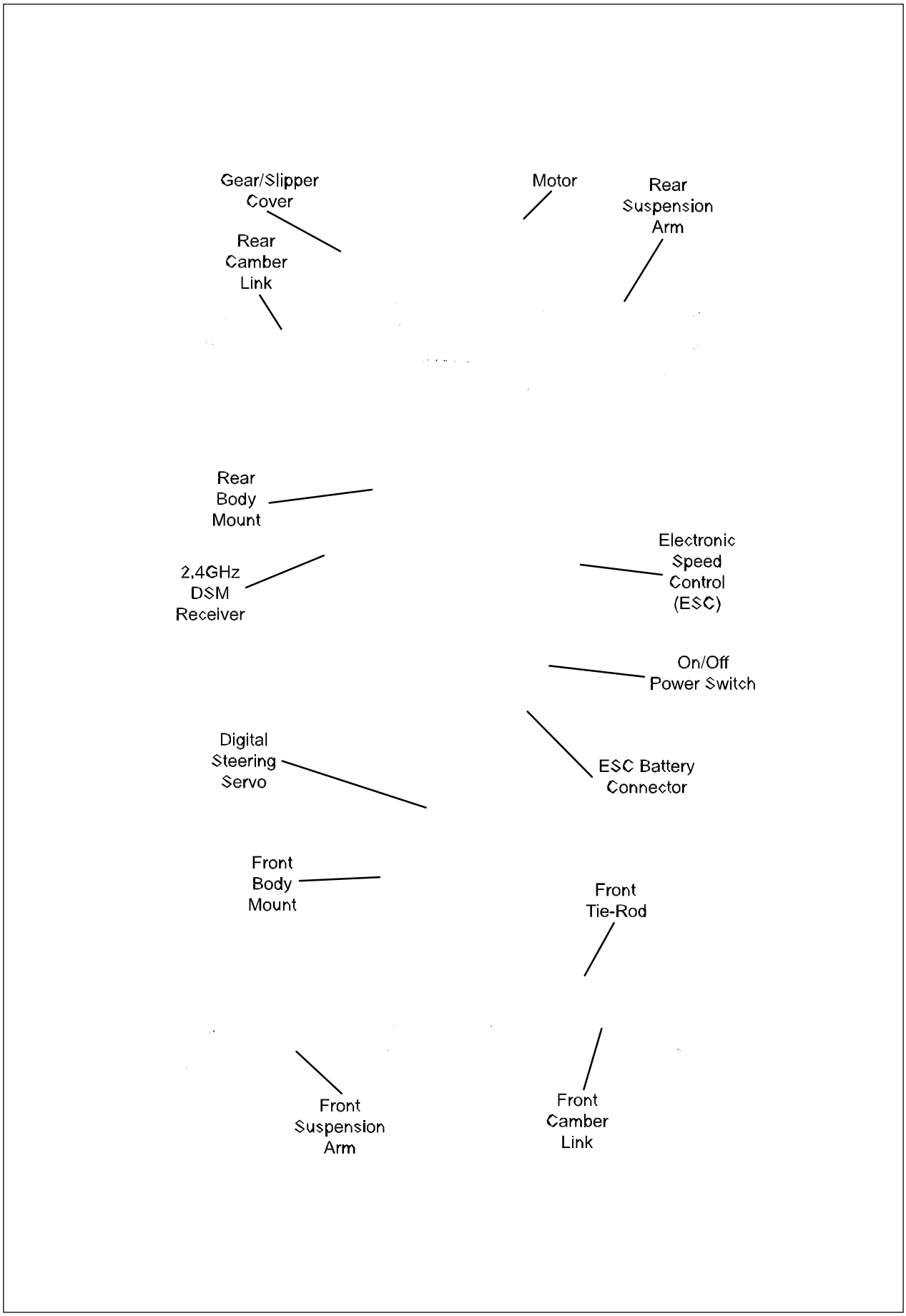
The other choice of peak detection charger requires a 12V power source to charge your batteries. You would need to use or purchase a hobby grade 12V power supply before charging.

If you are going to be using a charger other than a peak detection charger it is important to have your battery fully discharged prior to recharging. Many of these have a 15-20 minute timer that allows you to set to the amount of charge time. If the battery was not fully discharged from prior use, you can potentially over charge your battery pack.

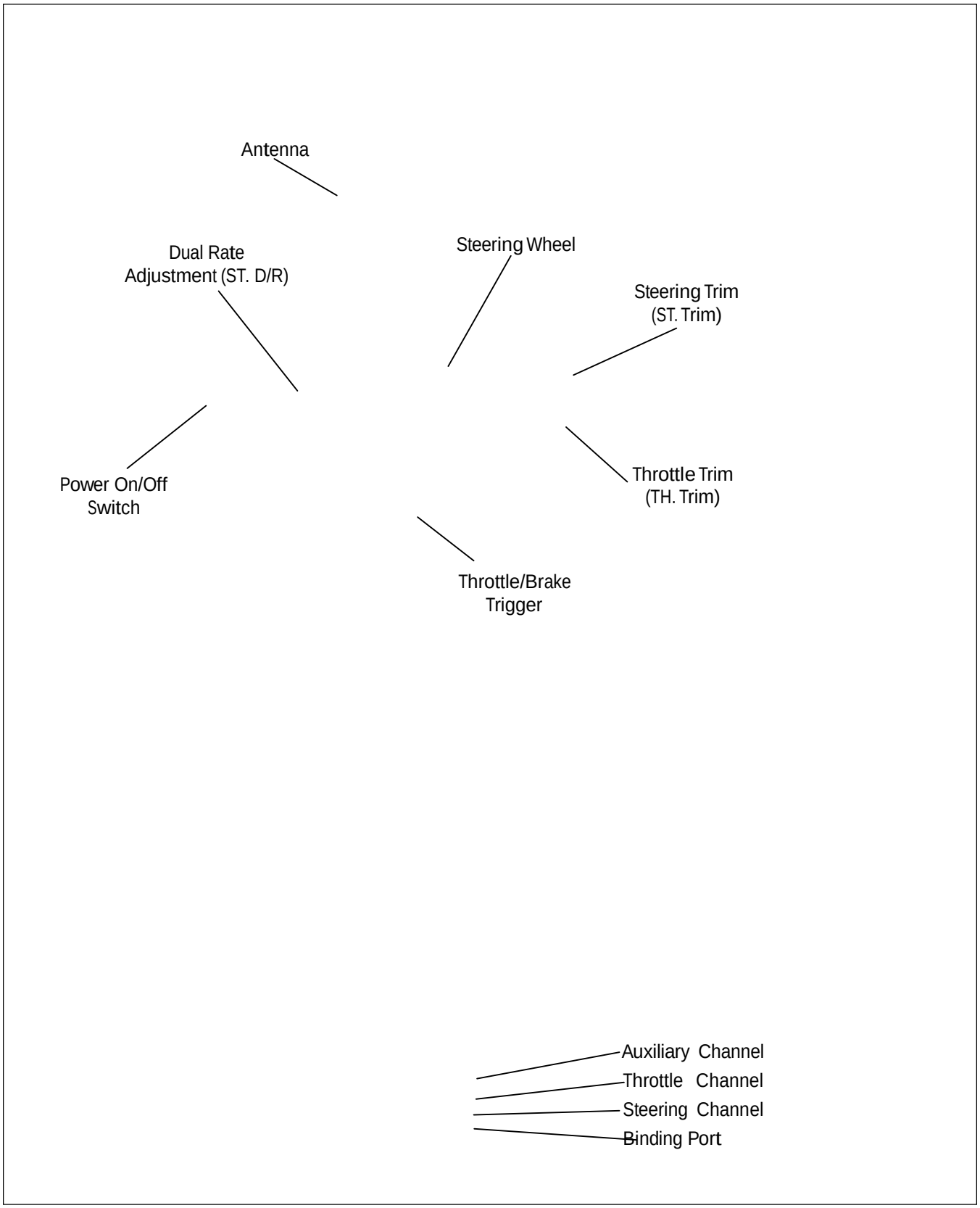
Do not charge any battery unattended, and monitor for heat build up. If the battery pack is more than warm to the touch immediately discontinue charging.

Read all safety precautions supplied by the charger manufacture, and also any from the battery manufacture.

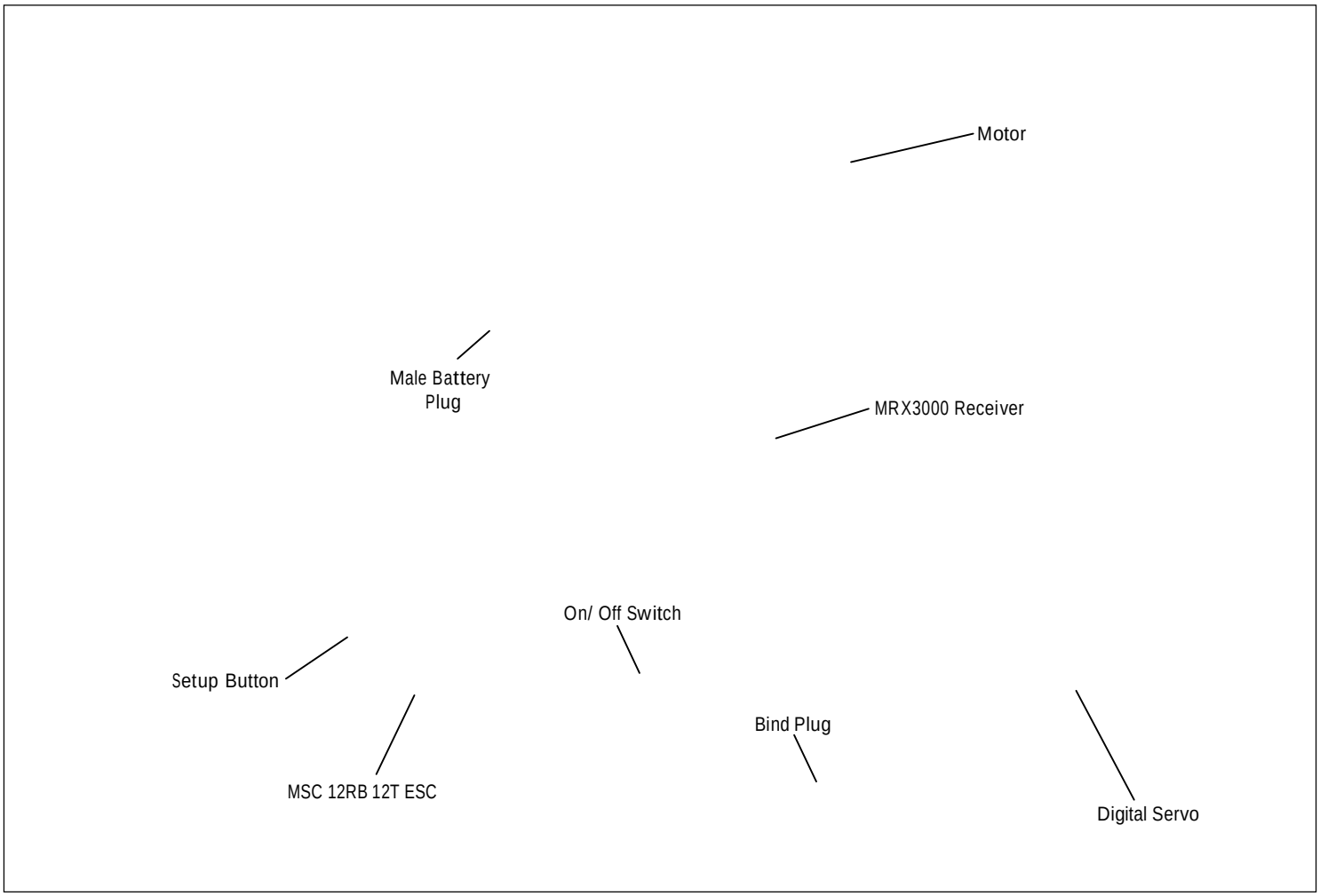
The Losi Desert Truck Overview



The Losi LSR-3000 Radio System Overview



Desert Truck Electronics System Overview



MSC 12RB 12T Fwd/Rev ESC

Features

- High power FET control with proportional forward and reverse.
- High frequency design delivers smooth speed transition.
- Thermal Overload Protection prevents damage due to over-current conditions.
- Pre-wired with Tamiya battery plug and bullet-style motor connectors.
- Designed to operate with stock motors (12 turns or higher).
- Push-button programming makes setup a breeze.

Specifications

Operation	Proportional forward, proportional reverse with braking delay
Input Voltage	4-cell (4.8 volts) to 6-cell (7.2 volts) DC
Peak Current	900 amperes
Continuous Current	46 amperes
Full-On Resistance	0.0014 ohms
Frequency	2 kHz
BEC output	4.8 VDC, 1 amp max.
Overload Protection	Thermal
Dimensions	1.25" x 1.02" x .888" (38.6mm x 26.2mm x 22.5mm)
Weight	1.2 oz (34 g)

Connecting the Battery

The MSC 12RB comes pre-wired with a Tamiya-style connector, compatible with most battery packs. Use battery packs from 4-cell (4.8-volt) to 6-cell (7.2-volt) sub-C size battery packs.

1. Be sure the on/off switch is in the “off” position.
2. Connect a fully charged battery pack to the speed control’s battery connector.

Adjusting theTransmitter

1. Set the “throttle reversing” switch to the NORMAL position.
2. Set the “throttle trim” to the CENTER position.

Speed Control Programming

NOTE: While in the programming mode, no power is applied to the motor.

1. Turn on the transmitter’s power switch. (Be sure the transmitter batteries are fully charged).
2. Turn the ESC switch on.
3. Press and release the setup button. The red and green LEDs will light.
4. Move the throttle to the full throttle position and press the programming button. The green LED will remain lit and the red LED will go out. (If the ESC does not sense throttle movement in 3 seconds by the transmitter, it will exit the programming mode and you will have to begin again.)
5. Now move the throttle to full reverse and press the programming button. The red LED will glow and the green LED will go out.
6. Return the throttle to neutral and press the programming button. The green LED will glow and the red LED will go out, indicating programming is complete.

During normal operation, the green LED indicates neutral and the red LED indicates full forward and full reverse.

Selecting Forward Only or Forward/Reverse Mode

The MSC 12RB has 2 modes: Forward Only mode and Foward and Reverse mode. The Forward Only mode can be selected for racing purposes. When the ESC is powered on, the LED will flash for 2 seconds: the color of the LED indicates which mode the ESC is operating in:

Forward and Reverse Mode–The Green LED will Flash

Forward Only Mode–The Red LED will flash.

To change modes, push the set button and turn on the ESC. The LED will flash, indicating the new mode has been selected. Note the color of the LED to determine the mode of your ESC.

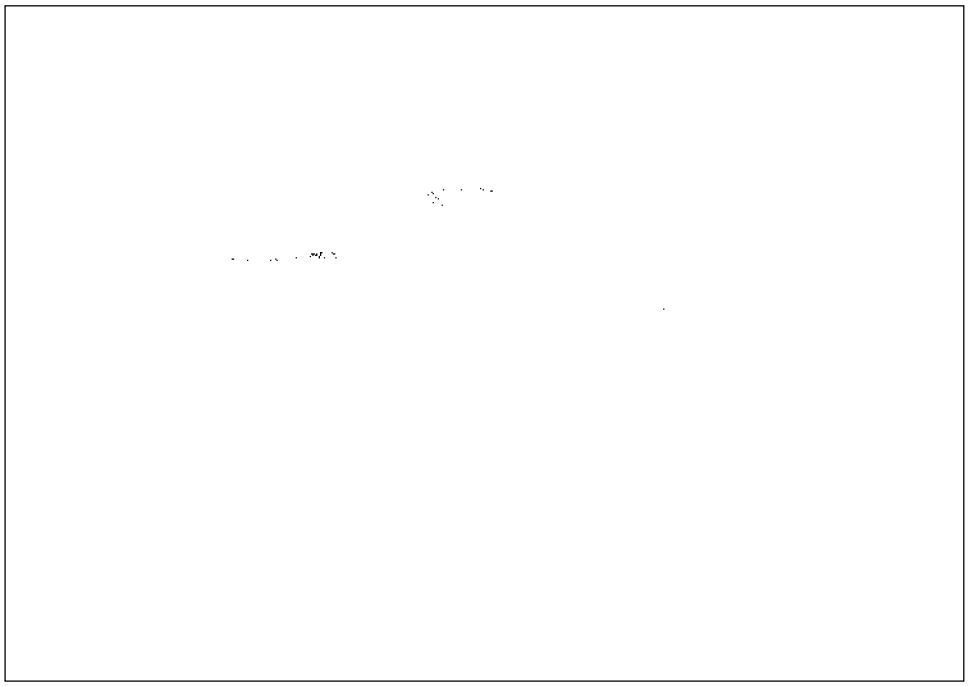
Troubleshooting Guide

Symptom	Solution
Steering servo operates but the motor does not run	Programming is not complete. Re-program the ESC by following the programming instructions. Speed control connected to receiver incorrectly. Motor defective. Test motor independently, repair or replace as needed. Low batteries. Charge as needed. Overload Protection enabled. Check motor and connections
Steering and motor do not function	Receiver wired incorrectly. Check polarity and orientation of control plugs. Batteries discharged. Recharge or replace.
Full speed not attainable	Transmitter adjusted improperly. ESC programmed incorrectly. Re-program.
Motor slows but will not stop	Throttle trim may be set improperly ESC program does not match transmitter. Re-program ESC

Installing Batteries:

Transmitter

Remove the battery cover from the bottom of the transmitter by sliding it away from the base of the handle. Install the four (4) AA size batteries (not included) into the base, noting polarity when inserting each battery.

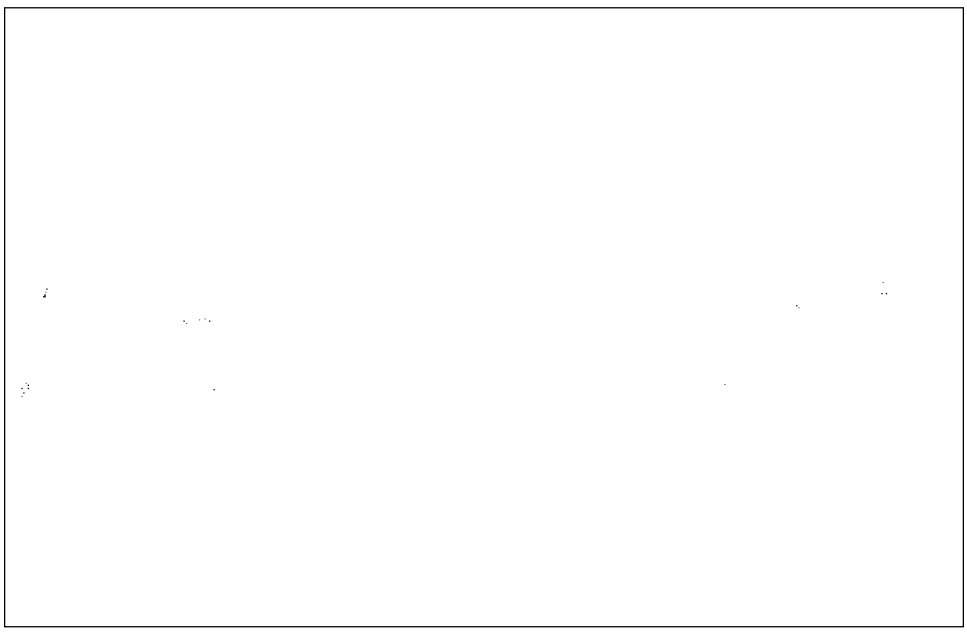


Transmitter with batteries

Reinstall the battery cover by sliding it back on the handle base.

Battery Pack(s)

To install the battery pack remove the battery hold-down strap by removing the clip from the front mounting boss, and then, while lifting the strap, pulling forward in one motion.



After you have inserted the fully-charged battery pack reinstall the battery hold-down strap.

Notice that the battery hold-down has a flat side while the other side has strengthening ribs; the rib side should be facing down to the battery.

Insert on an angle into the rear support, and then down on the front pin and secure it with the previously removed clip.

Quick Start

Note: Please read the entire manual to gain a full understanding of the Desert Truck vehicle, fine-tuning the setup and performing maintenance.

1. Read the safety precautions found on page 3. This is important for your safety and prevention of personal injury.

2. Charge the battery pack you have chosen (NOT INCLUDED). Refer to the Manufacturer's Supplied instructions for battery charging information.

3. Install the AA batteries into the LSR-3000 Transmitter (see page 10). Use alkaline or rechargeable batteries only (NOT INCLUDED).

4. Install the battery pack (see previous page). This battery pack should be fully charged before installation.

5. Turn on the transmitter and then the vehicle. It is a good practice to turn on the transmitter before the vehicle and turn it off after the vehicle has been turned off.

6. Check Steering (see page 13). Verify that the servo is functioning properly.

7. Driving the Desert Truck (see page 15)

8. Performing maintenance of the Desert Truck. Refer to Tuning, Adjusting, and Maintenance of the Desert Truck on page 16.

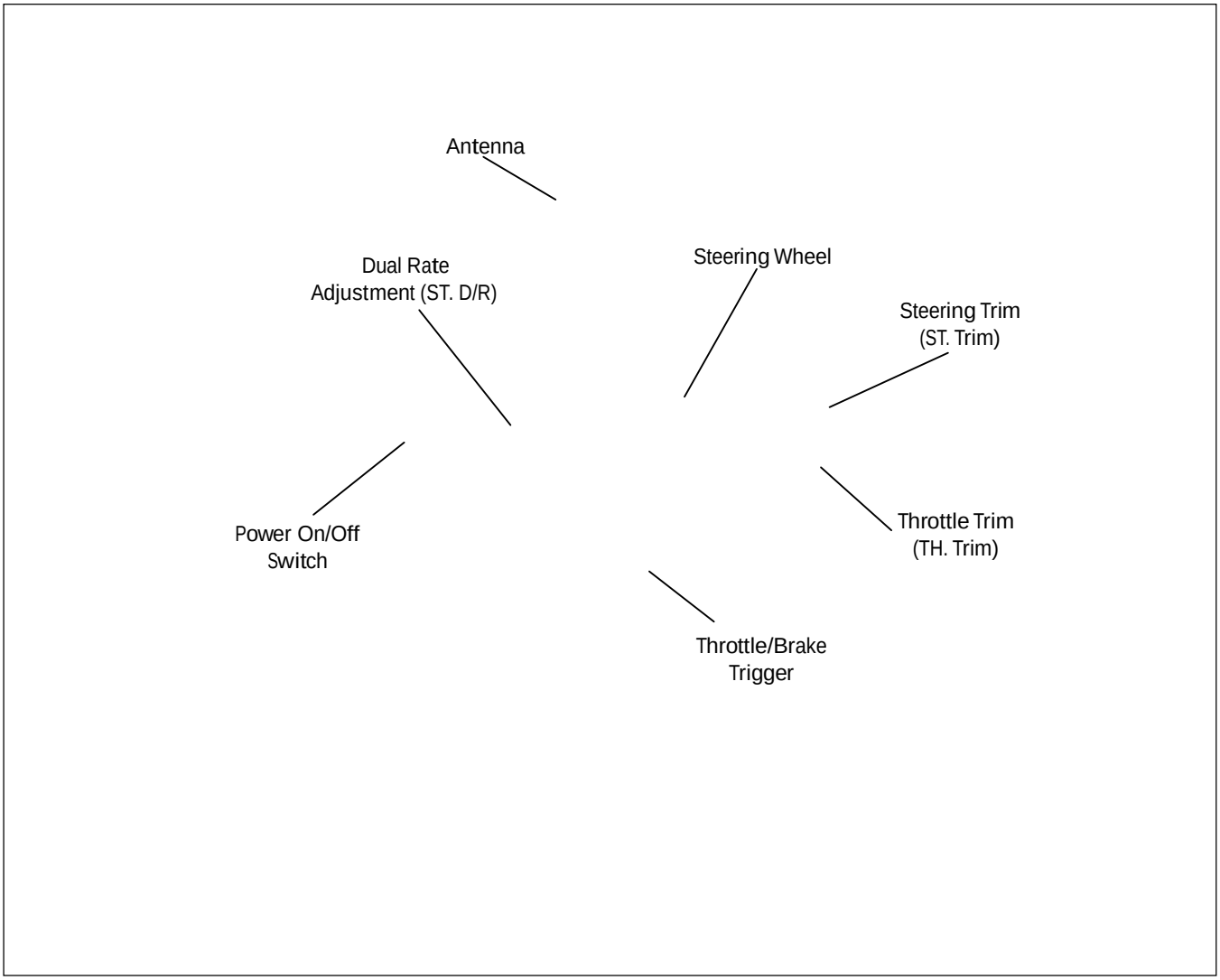
Losi LSR-3000 Radio System

The Losi LSR-3000 Radio System with Spektrum™ 2.4GHz DSM® Technology radio system included with the Desert Truck operates on 2.4GHz and provides 79 unique channels, which are automatically selected when the transmitter and vehicle are turned on. The communication between the transmitter and receiver begins in the few seconds after both are turned on.

They are bound together from the factory to uniquely operate together.

The Losi LSR-3000 DSM radio system will not interfere with radio systems operating on legacy frequencies such as 27MHz or 75MHz, neither will you experience any overlapping interference from other 2.4GHz systems.

Operation and Adjustment



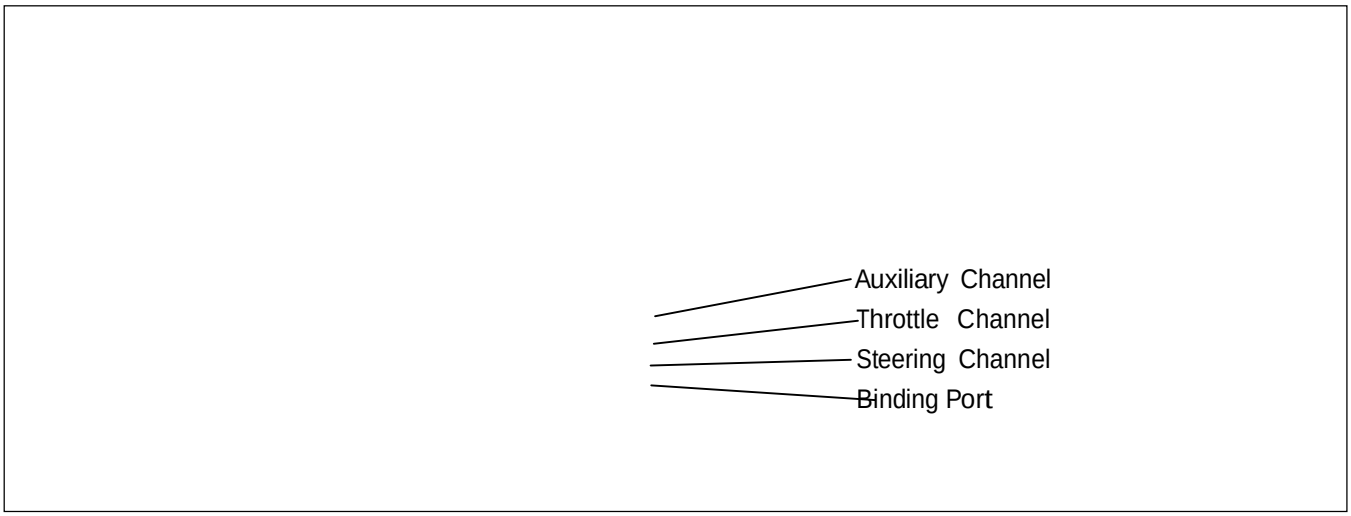
Transmitter

The Losi LSR-3000 transmitter has several adjustments available to increase your enjoyment of the Desert Truck vehicle.

1. **Power switch** – Turns the transmitter On and Off.
2. **Dual rate** – (ST.D/R) Adjusts how much the wheels can turn left/right in equal proportion.
3. **Steering Trim** – (ST.TRIM) Adjusts the "Hands Off" direction of the Desert Truck.
4. **Throttle Trim** – (TH.TRIM) Fine adjustment for the throttle and brake center.

Receiver

There is no adjustment required of the receiver. Please note the different slots for connection.



There is Bind, channel one, channel two and auxiliary slots.

The bind slot is used to bind the transmitter to the receiver. The Losi LSR-3000 DSM® radio system uses a unique GUID ID to "bind" the transmitter to each receiver. This bind process has been performed during assembly and is described should you replace the receiver or during a trouble shooting exercise you be requested to rebind your transmitter and receiver.

Although the transmitter and receiver are set "bound" at the factory, below are the steps required to rebind your transmitter and receiver should the need arise.

Rebind Process

1. Ensure that the transmitter and vehicle are both turned off.
2. Using the supplied Bind plug (which looks like a standard receiver plug with a short wire loop installed), insert the Bind plug into the receiver slot labeled BIND. When you look down on the receiver slots it is the slot furthest from the LED, and nearest to the corner of the receiver.

Note: You do not need to remove any other plugs to rebind.

3. With the bind plug installed, turn on the vehicle. Notice the LED is now blinking.
4. You are now ready to turn on the transmitter. You should notice on the back of the transmitter a similar blinking LED under a translucent cover.
5. Both the receiver and transmitter LEDs will stop blinking and be on solid, indicating that they have bound themselves together.
6. Turn off the vehicle and then the transmitter.
7. Remove the bind plug from the receiver.
8. Turn on the transmitter and then the vehicle to ensure operation. If the transmitter does not control the vehicle, please repeat steps 1-7 above. If after several attempts you are unsuccessful please call Horizon product support.
9. The bind process is complete. Your vehicle's radio system is now ready for use.

Receiver Antenna

Using your fingers gently straighten the antenna wire to be close to vertical from the chassis for the best radio reception.

Factory Settings of Radio/ESC

The Electronic Speed Control was calibrated together with the radio system at the factory. When you turn on and run the Desert Truck for the first time you may be required to slightly adjust the Throttle Trim. If the vehicle creeps in reverse or in forward just make a fine adjust to the Throttle Trim knob on the transmitter. Sometimes during the bumps and bounces of transportation the settings can be slightly altered.

Driving the Desert Truck

Please note the following precautions before running your Desert Truck.

- The Electronics in this vehicle are not waterproof and you must avoid running the vehicle in or through standing water, wet grass, mud or snow.
- This vehicle is quick:
  - Do not run the vehicle if it will be out of sight for any amount of time.
  - Do not drive your vehicle near a crowd of people.
- Perform a check of the vehicle before going out to run it.
  - Ensure the tires are not coming off the rims.
  - Generally check the vehicle for items such as a loose wheel nut, or anything loose on the steering assembly. The vibrations of running off-road tend to loosen screws and nuts.
- The Desert Truck's gearing choice from the factory IS NOT meant for running the vehicle in tall grass.
- Be careful driving when the battery is nearly discharged or the car is running slowly. You could lose enough power for the receiver to shutdown and you may lose control.
- When driving the Desert Truck be cautious and use common sense.
- If your vehicle gets caught or stuck do not pull the throttle in either forward or reverse. This will overload the ESC and/or motor resulting in damage to one or possibly both and is not covered by your warranty.
- After running a battery pack, allow the electronics several minutes to cool, before running the next battery pack.

Run time consideration for the Desert Truck vehicle.

The single largest factor in run time is the capacity mAh of your battery pack. The larger the mAh rating the more run time you will experience. On the same note, the longer you run, the hotter the battery plugs can get. Please check the standard plugs periodically.

For example: if you have a 4600mAh battery pack you can expect close to twice the run time of a 2000mAh battery pack. The condition of a battery pack is also an important factor in both run time and speed. As batteries see more use they will degrade in performance and capacity.

How you drive your Desert Truck will also affect your run times. If you are performing runs, going from a standstill to full speed repeatedly, you are asking a lot from your batteries and electronics. Hard acceleration draws a lot of current from any battery and will lead to shortened run time.

If the bearings are dirty they will cause significant drag causing reduced run times and speed.

To improve run times consider the following:

- Keep your vehicle clean and maintained.
- Allow more airflow to the heat sink of the MSC 12RB ESC.
- Change the gearing to a lower ratio, this will make the electronics run cooler. This can be accomplished by using a smaller pinion gear, or a larger spur gear than those originally supplied. (The Desert Truck comes with a 16-tooth pinion and an 88-tooth spur gear.)
- Change to battery packs of higher mAh rating.
- Is the charger you're using the best at charging your batteries? Check with your local hobby dealer.

Tuning, Adjusting & Maintaining the Desert Truck

Periodically examine your Desert Truck for the following:

- Keep your vehicle clean using a brush to remove dirt and dust.
- Look for cracks in the suspension arms and other molded parts.
- Check that the tires are still glued to the wheels.
- Check that all the wheel bearings are clean and lubricated.
- Using your tools, attempt to tighten all the screws and nuts.
- Verify that the Camber Links and Steering Linkage are not bent.
- Check that the Toe and Camber settings are as desired and equal.
- Remove the gear cover.
  - Check the Spur gear for wear.
  - Check the Pinion gear.
  - Check the Slipper Pads for wear.
- Take the shocks off the vehicle and check, especially if they appear to be leaking as it is time to rebuild them.
- Look over all the wiring and connections for bare wire or any place which could lead to a short circuit.
- Verify that the ESC is securely mounted to the chassis.
- Verify the receiver is still securely mounted to the chassis.
- Turn on the radio and if the Green LED is off or dim replace the 4 AA batteries in the transmitter.

After you become familiar with driving your Desert Truck, you may need to reset or make adjustments for better driving performance.

Just as in a real car, alignment is an important factor in your vehicle's handling. When you are ready to make adjustments it is a good idea to have a flat work space to place your vehicle on. This will enable you to easily and more quickly make both Toe-in and Chamber adjustments. These adjustments should be set with the vehicle sitting at its normal ride height.

Tuning the Front End of the Desert Truck

Shock Location: The Desert Truck has two mounting locations on the front shock tower. The position can be easily adjusted by simply moving the top of the shock to another hole. The standard location (outside hole on the tower) works best on most surfaces. Moving the top of the shock inward a hole will slow steering response and make the Desert Truck smoother in bumps. The standard position on the arm is in the middle, which offers the best balance. Running the inside shock location will give the Desert Truck more steering into the turn and less steering on corner exit. Running the shock location outside on the front arm will give you less overall steering into the turn and keep the front end flatter through the turn, making the Desert Truck smoother and easier to drive. This can be used on high traction surfaces.

All of the Camber and Steering Linkages have been assembled in the following way.

Using the supplied flat metal turn buckle wrench if you need to SHORTEN any link on the Desert Truck rotate the wrench towards the front of the vehicle (counter-clockwise). If you need to LENGTHEN any link then rotate the wrench towards the rear of the vehicle (clockwise).

Static Camber: This refers to the angle of the wheels/tires relative to the surface (viewed from either the front or back). Negative camber means that the top of the tire leans in toward the chassis. Positive camber means the top of the tire leans out, away from the chassis. Camber can be precisely measured with after-market camber gauges, sold at a local hobby shop. It can be measured (roughly) using any square (to the ground) object by checking the gap between the square edge and the top of the tire. Testing has shown that 1 degree of negative camber is best for most track conditions. Increasing negative camber (in the range of 1-2 degrees) will generally increase steering. Decreasing negative camber (in the range of 0-1 degree) will generally decrease steering and the Desert Truck will feel easier to drive as a result. This is, most often, a very critical adjustment in tuning your Desert Truck that can be made quickly and easily.

Inboard Camber Location: The Desert Truck has three different inner locations with vertical adjustment for the front camber tie rod. In general, the lower or further out the inside position is, relative to the outside, the more camber gain (total camber change through the total throw of the suspension) is present. This is an adjustment that is difficult to make a generic statement for as it can have slightly different results on various conditions. The following is a summary of how this adjustment will usually impact the handling of the Desert Truck. A longer front camber link will usually make the Desert Truck feel stiffer. This will help keep the Desert Truck flatter with less roll, but can make the Desert Truck handle worse in bumpy conditions, it also will make the Desert Truck easier to drive. A shorter front camber link will result in more front end roll, which will provide more steering on tighter turns with the loss of some stability. You will also lose some high speed steering but might gain some more steering response. Too short of a front link may make the Desert Truck feel "twitchy" or "wandery" meaning that it may be difficult to drive straight at high speed.

Inboard Camber Vertical Adjustment: Washers are often used under the inner ball stud mounting location; this is one of the most important adjustments on the Desert Truck. You should get a feel for how the number of washers affects the handling. Adding washers will make the Desert Truck more stable and keep the front end flatter. This works well on higher traction surfaces. Removing washers will make the steering more aggressive, which works well on lower traction surfaces. This can be good in some conditions, but can also make the Desert Truck difficult to drive in others. The best all-around adjustment is with three washers as the vehicle comes built. The washers that are used are included in an assortment package of washers (LOSA6350).

Outboard Camber Location: In addition to the inboard camber location, the Desert Truck also provides three outboard mounting options. The middle location is the most used as it provides the best and most consistent handling on different surfaces. The outer location also helps the Desert Truck stay tighter in turns with a more precise steering feel. Moving the link to the inner hole will make the steering react slightly slower and steer smoother. The advantage to the inner hole is that it can increase on-power steering and help the Desert Truck get through bumps better.

Toe-In/Out: This is the parallel relationship of the front tires to one another. Toe-in/out adjustments are made by changing the overall length of the steering tie rods. Toe-in (the front of the tires point inward, to a point in front of the front axle) will make the Desert Truck react a little slower, but have more steering from the middle of the turn, out. The opposite is true with toe-out (the front of the tires point outward, coming to a point behind the front axle), the Desert Truck will turn into the corner better but with a decrease in steering from the middle of the turn, out. Toe-in will help the Desert Truck to track better on long, straight, high-speed runs, where toe-out has a tendency to make the Desert Truck wander. We recommend to run between 0-degree of toe-in/out to 1 degree of toe-in.

Bump-In/Out: Bump-out (front of the front tires toe-outward under suspension compression) will result in more off-power steering and less consistent handling if you have too much bump-out. This effect is obtained by adding washers under the steering spindle ball stud. Bump-in (front of the front tires toe-inward under suspension compression) will result in less off-power steering and running. Too much bump-in can make the steering feel very inconsistent. This effect is obtained by installing a ball stud washer on the bottom of the spindle. Testing has shown that running a little bit of bump-in (kit setup) in the Desert Truck offers the best overall setup.

Caster: This is the angle of the kingpin from vertical when viewed from the side of the Desert Truck. The Desert Truck comes equipped with 30-degree spindle carriers and a 30-degree kick-up angle. Total caster is determined by adding the amount of kick-up (Desert Truck has 30 degrees) and the kingpin angle of the front spindle carriers. Increasing total caster will provide more steering entering a turn but less on exit. Decreasing total caster will cause the steering to react faster and increase on-power steering.

Tuning the Rear End of the Desert Truck

Shock Location: Moving the shocks out on the arm will result in less forward traction and let the Desert Truck make more of an arc through the exit of the turn. In general, when changing shock locations on the arm, it will be necessary to go down one spring rate when moving out on the arm.

Static Camber: Having the same definition as for the front end and measured in the same fashion, rear camber can also be a critical tuning feature. Testing has shown that running a small amount of negative camber (.5-1 degree) is best. Increasing negative rear camber (in the range of 1.5-3 degrees) will increase stability and traction in corners, but decrease high speed stability. Decreasing rear camber (in the range of 0-1.5 degrees) will decrease stability and traction in corners, but will increase high speed stability.

Inboard Camber Location: The Desert Truck has multiple rear camber locations. Using a longer camber link will improve stability and traction (grip). Using a shorter camber link will increase steering while decreasing rear grip. Running the camber link in the inside position on the shock tower will give your Desert Truck more steering entering the turn as it will let the Desert Truck set over the rear tire and give you more forward traction exiting the turn. As you move the camber link towards the outside of the Desert Truck, you will gain less initial steering, however, you will gain more steering as the Desert Truck exits the turn. The Desert Truck now has the capabilities of a lower row of holes in the rear shock tower for the inner camber link location. The lower hole gives the Desert Truck more camber gain (more angle relative to arm = more camber gain). This can be helpful when tracks get bumpy and rutted to help the rear end of the Desert Truck go through the bumps easier due to the increased camber gain of the tires.

Outboard Camber Location: Running the camber link in the inside position on the hub will generate more rotation entering a turn, but decrease steering on exit. Running the camber link in the furthest outer position on the hub will generate more stability entering a turn and increase steering on exit.

Toe-In: Having the same definition as for the front end, the toe-in can be adjusted on the Desert Truck with the rear hubs. The stock toe-in is 3 degrees of inboard per side and 0 degrees in the hub. Increasing rear toe-in will increase forward traction and initial steering, but reduce straightaway speed. Decreasing rear toe-in will decrease forward traction and "free-up" the Desert Truck. Less toe-in can be used to gain top speed.

Anti/Pro-Squat: Increasing anti-squat is generated by raising the front of the pivot block, relative to the rear of the pivot. This will increase initial steering and forward traction. You can increase anti-squat in 1 degree increments by using two .030 washers between the front of the pivot plate and pivot block. Pro-squat is generated by raising the rear of the pivot relative to the front. This will decrease forward traction and initial steering, but provide more on-power steering on high traction surfaces. Pro-squat will also help the Desert Truck from pulling wheelies on high bite surfaces. Also available is an aftermarket part that is a 0 degree rear pivot block (LOSA2112), if pro-squat is desired it is best to start with this option.

Tuning the Chassis of the Desert Truck

Slipper Adjustment: After fully tightening the adjustment nut (so the coils of the spring just touch) loosen the slipper adjustment nut 2 1/4 turns. This will be a good starting point for your slipper settings.

Ride Height: This is the height of the chassis in relation to the surface. It is an adjustment that affects the way your Desert Truck jumps, turns and goes through bumps. To check the ride height, drop one end (front or rear) of the Desert Truck from about a 5-6 inch height onto a flat surface. Once the Desert Truck settles into a position, check the height of that end of the Desert Truck in relationship to the surface. To raise the ride height, lower the shock collar on the shock evenly on the end (front or rear) of the Desert Truck that you are working on. To lower the ride height, raise the shock collar. Both left and right nuts should be adjusted evenly.

Every driver likes a little different feel so you should try small ride height adjustments to obtain the feel you like. This should be one of the last adjustments after everything else has been dialed in (tuned). Do not use ride height adjustment as a substitute for a change in spring rate. If your Desert Truck needs a softer or firmer spring, change the spring. Do not think that simply moving the shock collars will change the stiffness of the spring; it will not.

Battery Position: This is a critical adjustment that is often overlooked but can be very useful. Start by running the battery spaced in the middle (standard setup with 6-cell battery pack). Moving the battery back can improve rear traction on slippery surfaces and steering response. Moving the battery back too far can cause the rear end to swing through turns on some tracks and "dump" the rear end causing instability issues. This is a result of having the weight too far back. The Desert Truck comes equipped with two foam battery spacers to split the difference when adjusting the battery position, hence offering a middle position when either extreme is inadequate.

Camber Rise Relationship: The Desert Truck setup out of the box comes with less front camber gain than the rear camber gain. The reason for this is that less front camber lets the front end drive flatter and makes the Desert Truck more stable. By having more camber gain in the rear, the Desert Truck has more rear traction, this helps the rear tires accelerate through the bumps and ruts.

Wheels and Tires

The tires come pre-mounted with the vehicle and should be checked to make certain they stay glued to the wheels. The wheel spinning speeds can pull the rubber tire away from the rim. When a tire or tires come loose from the rim you will notice the vehicle is hard to control.

Tip the vehicle on its side and using both hands to hold one wheel at a time, use your thumb to press the tire away from the rim. If you see a tire pull away for the rim use Losi Tire Glue (LOSA7880 thick or LOSA7881 thin) to re-glue. It only takes a small drop of glue generally. Be careful this is CA-type glue and you do not want to glue your fingers to the wheel and tire.

Use safety goggles when gluing tires.

Check the mounting of the tire periodically to ensure proper performance and handling.

Steering Assembly: Occasionally, check the steering assembly and you may notice increased looseness. There are several components which will wear out from use: tie rod ends (part LOSA6074), the servo saver (part LOSA1610), the bell crank bushings (part LOSA1620), and the Drag link ball ends (LOSA6074). You can easily replace these components to restore factory specifications.

Note: The bell crank bushings may be replaced with ball bearings (part LOSA6912).

Adjusting Gear Mesh

Incorrect gear mesh is the most common cause of stripped spur gears. To set the gear mesh, one method is to cut a narrow strip of notebook paper and thread it in between the gears. Loosen the motor screws and slide the motor and pinion gear into the spur gear. Retighten the motor screws and then remove the strip of paper. Or you can loosen the motor and carefully slide the motor leaving a small amount of backlash (play) between the spur and pinion gears. It should not be tight and if you look up-close there should be slight movement of the spur before contacting the teeth on the pinion gear.

Gear Ratio

Changing the gearing provides you a quick and easy way to tune the Desert Truck. Use the temperatures of both the Xcelorin motor and your battery pack as a guide to gearing to your environment. When the Motor is above 160-170 degrees Fahrenheit or the batteries are above 125-135 degrees Fahrenheit, these are both strong indications that you should drop the pinion size smaller. This would be a lower gear ratio or larger number, for example from 11.25 to 12.40. Going up a pinion size is called gearing higher or a small number, for example 11.25 to 10.6, and will increase power consumption and allow more speed.

Use the following formula to calculate the overall ratio for combinations not listed on the gear chart:

$$\frac{\text{Spur Gear Size}}{\text{Pinion Gear Size}} \times 2.43 = \text{Final Drive Ratio}$$

When using higher gear ratios, it is extremely important to monitor the temperatures of the battery and motor. If the battery is extremely hot, and/or the motor is so hot that you cannot touch it, most likely you are over-geared and drawing a lot of current.

The gear combination that comes on the Desert Truck (16-tooth pinion / 88-tooth Spur) provides high-speed running intended for hard surfaces, and this gearing is not recommended for off-road, running in grass or constant starting and stopping.

Storage

When you are through running the model for the day

- Blow it off with compressed air or use a soft bristled paint brush to dust-off the vehicle.
- Always disconnect and remove the battery from the model whenever the model is stored. If the model will be stored for a long time, then also remove the batteries from the transmitter.

Troubleshooting your Desert Truck

Many questions are the result of simple user errors or minor adjustments which are easily addressed. If after reading below you cannot resolve your problem, then please call Horizon Customer Service at 1-877-504-0233.

Radio system does not work properly:

If the power light on the transmitter is not turning on, first ensure the batteries are installed correctly. You should also check that the batteries are good and/or if rechargeable are fully charged. Replace them if needed. If the power light is blinking, then the transmitter batteries are weak and should be replaced. If the transmitter light is on but the radio is still not responding, you may need to rebind the transmitter to the receiver. Please see page 14

Short radio range:

If the radio range appears short, make sure the batteries are all fully charged and/or are in good condition.

Steering works but the motor will not run:

The speed control may have gotten too hot and thermally shut down. Allow time for the speed control to cool. If this is the problem and has happened a few times, consider using a smaller pinion or a larger spur gear.

Check the transmission, do the rear wheels spin easily?

Check that a motor wire has not come loose.

Verify that the electronic speed control is plugged into the throttle channel of the receiver.

Check using another battery. Contact Horizon support for service instructions.

Steering servo does not work:

Check all wires, radio system, battery connectors, and the battery pack.

Contact Horizon support for service instructions.

Motor runs backwards:

The Black wire lead from the motor should be connected to the Black wire lead from the ESC and the same for the Red wires. If not, please correct by swapping the wires. If you are still experiencing problems please contact Horizon support.

Motor starts running immediately after the battery has been connected.

There may be internal ESC damage. Contact Horizon Customer Support.

Vehicle runs slowly/slow acceleration:

Check the battery connectors.
Confirm that battery is charged.

Vehicle will not reverse:

Make sure the throttle trim is at neutral.

Recalibrate/Setup the ESC (see page 9).

Check to see if the ESC is in Forward only mode that does not have reverse active.

Keep stripping spur gears:

Improper gear mesh, refer to page 19.

Improperly adjusted slipper, refer to page 18.

Warranty Information

Warranty Period

Exclusive Warranty- Horizon Hobby, Inc., (Horizon) warranties that the Products purchased (the "Product") will be free from defects in materials and workmanship at the date of purchase by the Purchaser.

Limited Warranty

(a) This warranty is limited to the original Purchaser ("Purchaser") and is not transferable. REPAIR OR REPLACEMENT AS PROVIDED UNDER THIS WARRANTY IS THE EXCLUSIVE REMEDY OF THE PURCHASER. This warranty covers only those Products purchased from an authorized Horizon dealer. Third party transactions are not covered by this warranty. Proof of purchase is required for warranty claims. Further, Horizon reserves the right to change or modify this warranty without notice and disclaims all other warranties, express or implied.

(b) Limitations- HORIZON MAKES NO WARRANTY OR REPRESENTATION, EXPRESS OR IMPLIED, ABOUT NON-INFRINGEMENT, MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE OF THE PRODUCT. THE PURCHASER ACKNOWLEDGES THAT THEY ALONE HAVE DETERMINED THAT THE PRODUCT WILL SUITABLY MEET THE REQUIREMENTS OF THE PURCHASER'S INTENDED USE.

(c) Purchaser Remedy- Horizon's sole obligation hereunder shall be that Horizon will, at its option, (i) repair or (ii) replace, any Product determined by Horizon to be defective. In the event of a defect, these are the Purchaser's exclusive remedies. Horizon reserves the right to inspect any and all equipment involved in a warranty claim. Repair or replacement decisions are at the sole discretion of Horizon. This warranty does not cover cosmetic damage or damage due to acts of God, accident, misuse, abuse, negligence, commercial use, or modification of or to any part of the Product. This warranty does not cover damage due to improper installation, operation, maintenance, or attempted repair by anyone other than Horizon. Return of any goods by Purchaser must be approved in writing by Horizon before shipment.

Damage Limits

HORIZON SHALL NOT BE LIABLE FOR SPECIAL, INDIRECT OR CONSEQUENTIAL DAMAGES, LOSS OF PROFITS OR PRODUCTION OR COMMERCIAL LOSS IN ANY WAY CONNECTED WITH THE PRODUCT, WHETHER SUCH CLAIM IS BASED IN CONTRACT, WARRANTY, NEGLIGENCE, OR STRICT LIABILITY. Further, in no event shall the liability of Horizon exceed the individual price of the Product on which liability is asserted. As Horizon has no control over use, setup, final assembly, modification or misuse, no liability shall be assumed nor accepted for any resulting damage or injury. By the act of use, setup or assembly, the user accepts all resulting liability.

If you as the Purchaser or user are not prepared to accept the liability associated with the use of this Product, you are advised to return this Product immediately in new and unused condition to the place of purchase.

Law: These Terms are governed by Illinois law (without regard to conflict of law principals).

Safety Precautions

This is a sophisticated hobby Product and not a toy. It must be operated with caution and common sense and requires some basic mechanical ability. Failure to operate this Product in a safe and responsible manner could result in injury or damage to the Product or other property. This Product is not intended for use by children without direct adult supervision. The Product manual contains instructions for safety, operation and maintenance. It is essential to read and follow all the instructions and warnings in the manual, prior to assembly, setup or use, in order to operate correctly and avoid damage or injury.

Questions, Assistance, and Repairs

Your local hobby store and/or place of purchase cannot provide warranty support or repair. Once assembly, setup or use of the Product has been started, you must contact Horizon directly. This will enable Horizon to better answer your questions and service you in the event that you may need any assistance. For questions or assistance, please direct your email to productsupport@horizonhobby.com, or call 877.504.0233 toll free to speak to a service technician.

Inspection or Repairs

If this Product needs to be inspected or repaired, please call for a Return Merchandise Authorization (RMA). Pack the Product securely using a shipping carton. Please note that original boxes may be included, but are not designed to withstand the rigors of shipping without additional protection. Ship via a carrier that provides tracking and insurance for lost or damaged parcels, as **Horizon is not responsible for merchandise until it arrives and is accepted at our facility**. A Service Repair Request is available at www.horizonhobby.com on the "Support" tab. If you do not have internet access, please include a letter with your complete name, street address, email address and phone number where you can be reached during business days, your RMA number, a list of the included items, method of payment for any non-warranty expenses and a brief summary of the problem. Your original sales receipt must also be included for warranty consideration. Be sure your name, address, and RMA number are clearly written on the outside of the shipping carton.

Warranty Inspection and Repairs

To receive warranty service, you must include your original sales receipt verifying the proof-of-purchase date. Provided warranty conditions have been met, your Product will be repaired or replaced free of charge. Repair or replacement decisions are at the sole discretion of Horizon Hobby.

Non-Warranty Repairs

Should your repair not be covered by warranty the repair will be completed and payment will be required without notification or estimate of the expense unless the expense exceeds 50% of the retail purchase cost. By submitting the item for repair you are agreeing to payment of the repair without notification. Repair estimates are available upon request. You must include this request with your repair. Non-warranty repair estimates will be billed a minimum of ½ hour of labor. In addition you will be billed for return freight. Please advise us of your preferred method of payment. Horizon accepts money orders and cashiers checks, as well as Visa, MasterCard, American Express, and Discover cards. If you choose to pay by credit card, please include your credit card number and expiration date. Any repair left unpaid or unclaimed after 90 days will be considered abandoned and will be disposed of accordingly. **Please note: non-warranty repair is only available on electronics and model engines.**

Electronics requiring inspection or repair should be shipped to the following address:

Horizon Service Center
4105 Fieldstone Road
Champaign, Illinois 61822

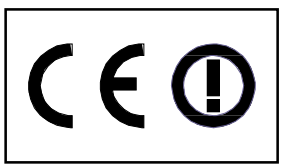
All other Products requiring warranty inspection or repair should be shipped to the following address:

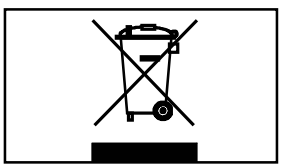
Horizon Product Support
4105 Fieldstone Road
Champaign, Illinois 61822

Please call 877-504-0233 with any questions or concerns regarding this product or warranty.

Instructions for Disposal of WEEE by Users in the European Union

This product must not be disposed of with other waste. Instead, it is the user's responsibility to dispose of their waste equipment by handing it over to a designated collection point for the recycling of waste electrical and electronic equipment. The separate collection and recycling of your waste equipment at the time of disposal will help to conserve natural resources and ensure that it is recycled in a manner that protects human health and the environment. For more information about where you can drop off your waste equipment for recycling, please contact your local city office, your household waste disposal service or where you purchased the product.





RC Terminology

BEC (Battery Elimination Circuit) – The BEC is used to eliminate the need for a receiver pack to power the radio system. On most electric vehicles this is located in the electronic speed control (ESC), but can also be a stand-alone device.

BIND Process – Programming a receiver to recognize the GUID code of only one specific transmitter or transmitter module.
Calibration – Also called ESC setup. It is the process used to match the transmitter throttle, brake and neutral to the ESC.
Current – Refers to the power flow from the battery to the ESC and Motor when used in the RC vehicle environment. Typically this is measured in Ampere or Amp.

Deadband – This refers to the amount of travel (movement) on the transmitter trigger before the vehicle is requesting the ESC to move the vehicle forward or backwards. It is an advanced adjustment used by experienced drivers.

DSM – (Digital Spectrum Modulation) – The 2.4GHz technology of Spektrum radios.

ESC (Electronic Speed Control) – The ESC is what translates the signals past from the transmitter trigger through the receiver into commands that reach the motor to signal forward or reverse, acceleration or braking. The Xcelorin system is an advanced electronic speed controller that is very efficient in passing precise requests to the brushless motor. The BEC is also controlled by the ESC along with the Low Voltage Protection circuit.

GUID – Globally Unique Identification Code. Each individual module or radio is factory programmed with its own unique serial code. In the binding process, the receiver is programmed to only recognize the GUID code of one specific radio or module.

LiPo – A Lithium Polymer battery's abbreviation indicating the chemistry used in these rechargeable batteries. These batteries require special attention by the user and are only recommended for the most experienced of users.

mAh – The Milliampere Hour abbreviation, which represents the capacity of a battery pack. The higher this rating the longer the run time of each charge.

Neutral Position – Referring to the Transmitter when at rest, meaning the throttle trigger and steering have no input. When you turn the transmitter on, set it to the side while turning the car on, the transmitter will be in a Neutral state.

NiMH – The abbreviation for nickel-metal hydride rechargeable batteries. These have replaced the use of NiCd batteries as the battery of choice in RC vehicles.

Profiles – The MSC 12RB has two (2) preset profiles. Forward Only and Forward and Reverse profile. The Forward only profile can be selected for racing purposes. The Forward/Reverse profile is great for running in your neighborhood.

Receiver – A device mounted into the vehicle that receives and decodes a signal sent by a transmitter. Servos, ESC and other devices are plugged into the receiver.

Resistance – As used here refers to the power loss from the battery to the ESC and Motor. Typically this is measured in Ampere or Amp. Too much resistance between the battery, ESC and motor can result in low performance and run time.

Servo – An electronic device connected to the receiver used to actuate steering control of the vehicle.

Spektrum – The technology brand of 2.4GHz radio system supplied with the Desert-T. The use of this technology eliminates the concern of conflicting frequencies found with older legacy radio systems. It further reduces to a minimum potential radio interference common with the legacy radio systems of the past.

Transmitter – Is the device held in your hand that relays steering and throttle/brake requests made to the receiver.
Trim – This is a setting used on the transmitter to make fine adjustments to the steering or throttle/brake trigger. For steering you would use the trim to make the adjustment for the vehicle to drive straight without adding steering input to the transmitter.

Thermal Shutdown – Refers to the ESC operating temperature. The MSC 12RB ESC monitors its internal temperature and will automatically prevent the ESC from delivering power to the motor, preventing damage due to overheating the ESC's electronics.

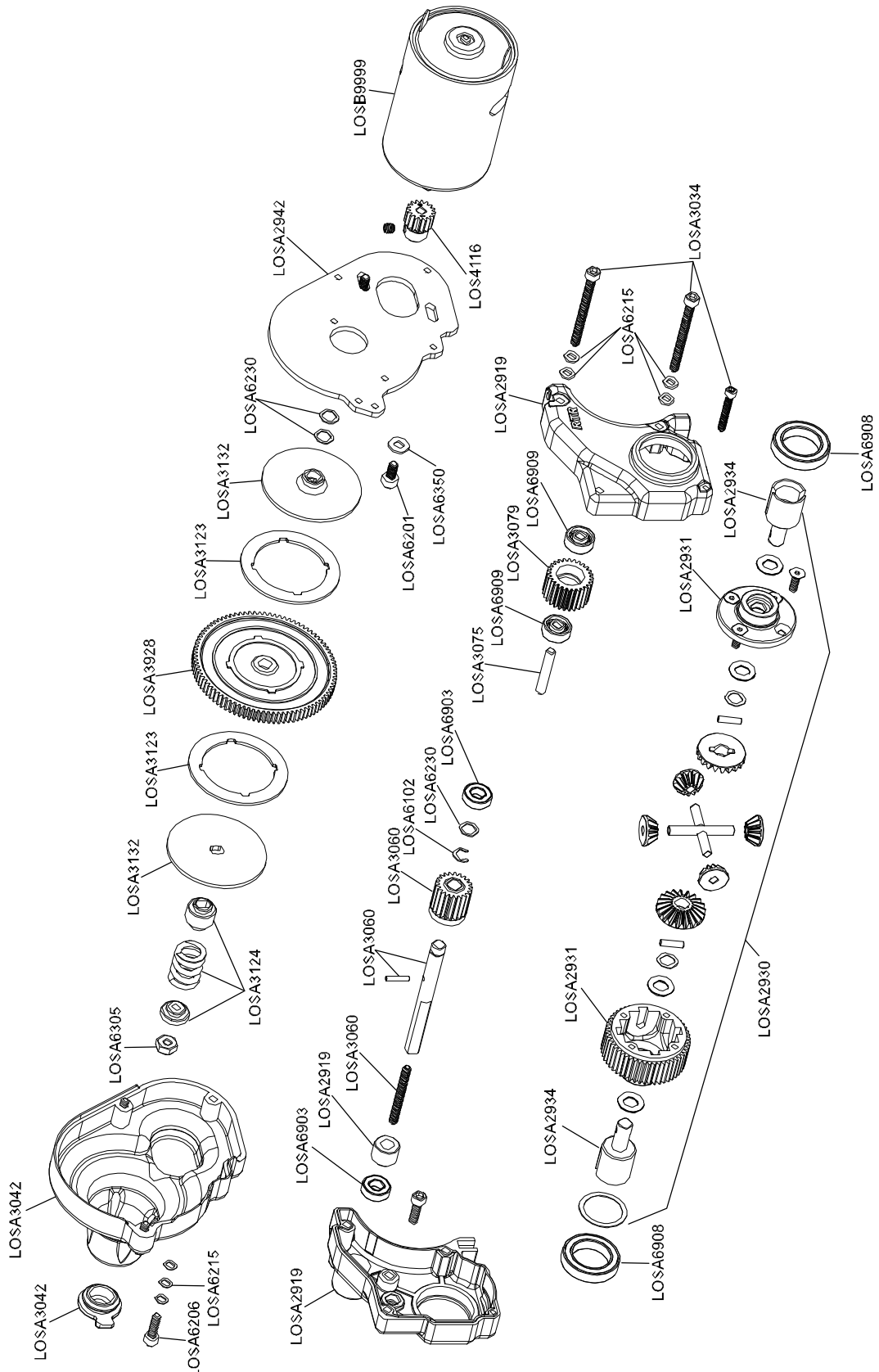
Replacement Parts List

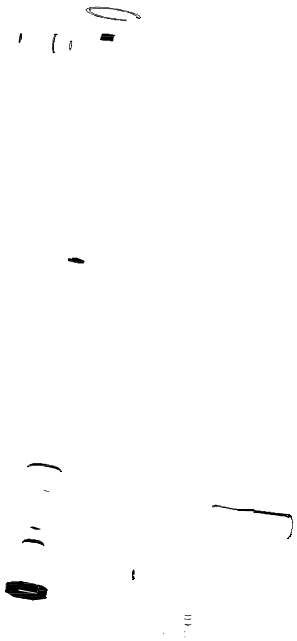
Part Number	*Description*	*Price*
LOSA1022	Front Axles for XX-T Wheels (GTX, NXT, XXX-T)	$6.00
LOSA1113	Front Shock Tower (Desert Truck)	$5.99
LOSA1118	Front Suspension Arms (Desert Truck)	$7.99
LOSA1146	Front Outer & Kingpins 3/32" (XX, 'CR', XXX, XXX-T)	$3.00
LOSA1150	Front Outer Hinge Pin (XXX-T)	$3.50
LOSA1610	Steering Hardware Set	$3.50
LOSA1615	Short Ball Cups and Threaded Rod	$2.75
LOSA1620	Steering/Servo Mount Assembly (XXX, XXX-T)	$6.00
LOSA2006	Swivel Suspension Balls .250" (8)	$4.00
LOSA2007	Hinge Pin 1.42" (XXT, XXX, XXX-T)	$3.00
LOSA2105	Rear Shock Tower (Desert Truck)	$5.99
LOSA2108	Rear Pivot Plate (XXX, XXX-T)	$4.00
LOSA2143	Rear Suspension Arms (Desert Truck)	$8.50
LOSA2164	1/8" Upper Bulkhead / Outer Rear Hinge Pin (2)	$3.00
LOSA2166	Inner Rear Hinge Pins (XXX, XXX-T)	$3.00
LOSA2919	Desert Truck Transmission Case (Gear Diff only)	$5.99
LOSA2930	Desert Truck Complete Diff Set	$15.99
LOSA2931	Desert Truck Diff Gear Housing	$4.99
LOSA2934	Deset Truck Steel Outdrives w/Pins (2)	$6.99
LOSA2942	Motor Plate and Front Pin Brace (Desert Truck)	$8.99
LOSA2960	RCVD Set Axle, Dog Bone Hdw	$19.99
LOSA3042	Gear Cover with Access Plug (Desert Truck, XXX-T CR)	$5.00
LOSA3060	Slipper Shaft, Spacer & Hardware	$5.50
LOSA3066	Teflon™ Assembly Lube	$2.50
LOSA3075	Transmission Upper Gear, Idler, Shaft	$6.00
LOSA3079	Idler Gear (2.19:1 and 2.43:1)	$3.50
LOSA3123	Slipper Pad	$3.00
LOSA3124	Slipper Spring, Cup, Spacer, Bushing, and Washer	$3.00
LOSA3132	Slipper Backing Plate	$6.00
LOSA3928	88T 48-Pitch Spur Gear	$3.50
LOSA4004	Servo Tape (6)	$1.75
LOSA4015	Foam Battery Block	$7.99
LOSA4060	Desert Truck Front Bumper & Skid Plate	$7.99
LOSA4061	Desert Truck Roll Cage Set	$13.99
LOS4116	48 Pitch Pinion Gear, 16T	$5.99
LOSA4109	Main Chassis and Brace (XXX-T CR,Speed-T, Desert-T)	$24.99
LOSA4112	Desert Truck Front & Rear Body Mount Set	$2.99
LOSA4122	Front Kickplate, Bulkhead, and Steering Brace(XXX,T)	$9.00
LOSA4125	Front Spindles/Carriers, and Rear Hubs (XXX-T)	$7.50
LOSA4126	Front and Rear Pivot Block Set (XXX, XXX-T)	$6.00
LOSA4132	Front Bumper, Motor Guard (Speed T, Desert -T)	$6.99
LOSA4136	Front and Rear Inner Pin Brace Set (XXX, XXX-T)	$3.00
LOSA4170	Battery Strap, Pad, and Foam Block (XXX-TCR-Desert Truck)	$4.49
LOSA4136	Front and Rear Inner Pin Brace Set (XXX, XXX-T)	$3.00
LOSA4170	Battery Strap, Pad, and Foam Block (XXX-TCR-Desert Truck)	$4.49
LOSA4224	Threaded Chassis Inserts - Short and Long	$6.50
LOSA5015	Double O-Ring Shock Cartridge	$2.00
LOSA5023	Spring Clamps & Cups (2)	$2.50
LOSA5026	Desert Truck Blue Aluminum Shock Body (2)	$11.99
LOSA5045	Shock Pistons #56 (Red) (4)	$3.00

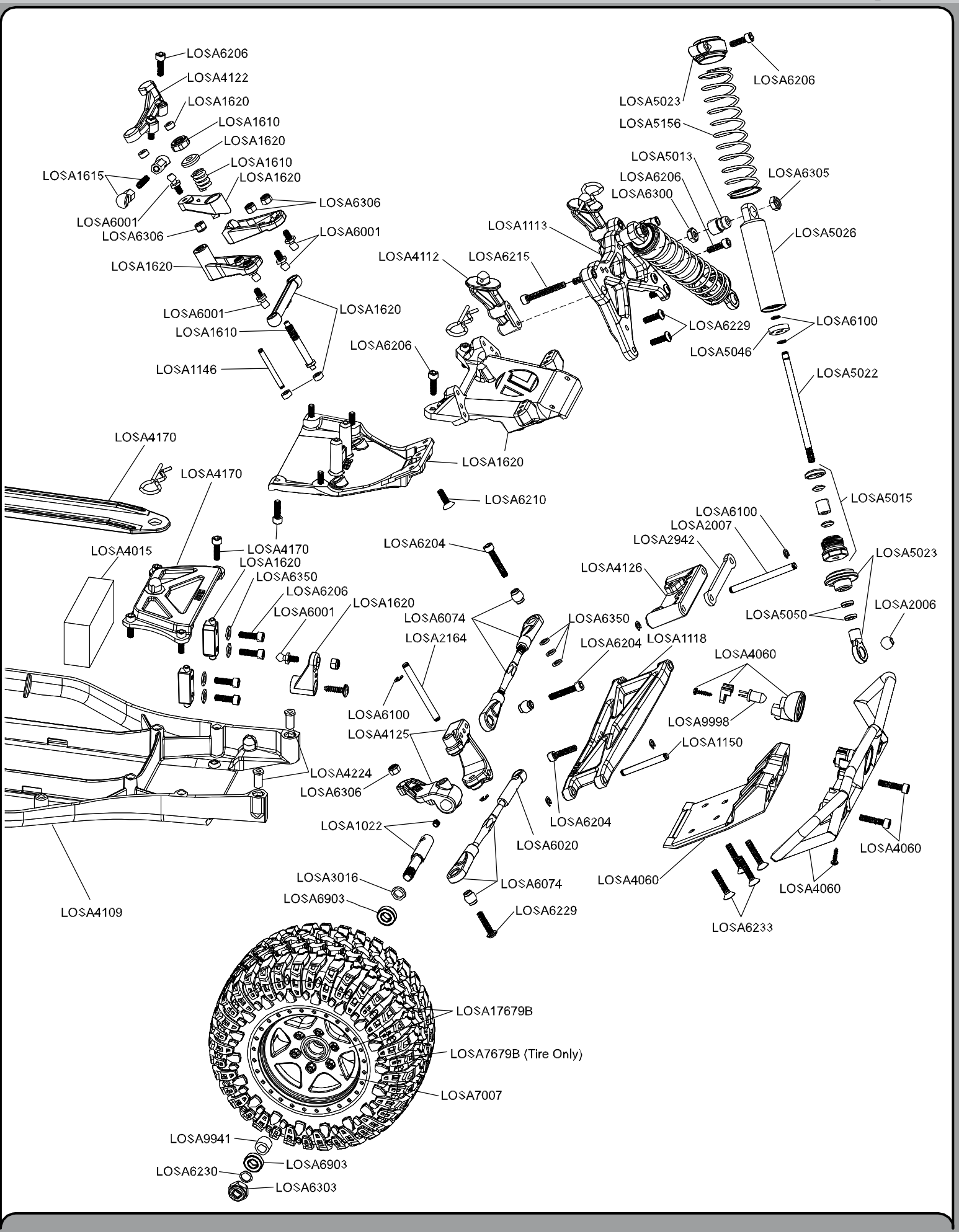
Part Number	Description	Price
LOSA5047	Shock Pistons #55 (Orange) (4)	$3.00
LOSA5156	2.5" Spring 3.4 Rate Rear (Silver)	$2.50
LOSA5224	Team Losi Certified Shock Fluid 30 wt Front	$3.50
LOSA6001	Ball Studs w/Rod Ends 4-40 x 3/16" (4)	$3.50
LOSA6020	H.D. 30-degree Plastic Rod Ends (Sport)(12)	$4.50
LOSA6030	Assembly Wrench (version 2)	$1.50
LOSA6074	Adjustable L/R Turnbuckle Set (6) (Speed-T, Desert-T)	$9.99
LOSA6100	1/8" E-Clips	$1.25
LOSA6102	C-clips, .1875" - Large (12)	$1.75
LOSA6201	3mm x 8mm Cap-Head w/Washers (10)	$3.00
LOSA6204	4-40 x 1/2" Cap-Head Screws (10)	$1.50
LOSA6206	4-40 x 3/8" Cap-Head screws (10)	$1.50
LOSA6210	4-40 x 3/8" Flat-Head Screws (10)	$1.50
LOSA6215	#4 Narrow Washers (10)	$1.25
LOSA6216	4-40 x 7/8" Cap-Head Screws (10)	$1.50
LOSA6229	4-40 x 3/8" Button-Head Screws (10)	$2.00
LOSA6230	Shim Assortment - 3/16", 1/4", 1/2" (20)	$2.50
LOSA6233	4-40 x 5/8" Flat-Head Screws (10)	$2.50
LOSA6300	4-40 Hex Nuts (10)	$1.00
LOSA6303	10-32 Locknuts (4ea Nylon & Steel) (8)	$1.50
LOSA6305	4-40 Aluminum Locknuts, Low Profile (10)	$3.50
LOSA6306	4-40 Aluminum Mini Nuts (10)	$3.50
LOSA6350	#4 and 1/8" Hardened Washers	$2.50
LOSA6401	1/16" Pins for Wheels and Gears	$1.25
LOSA6903	3/16" x 3/8" Teflon™-Sealed Bearings (2)	$5.50
LOSA6908	1/2" x 3/4" Ball Bearings w/Teflon Seal (2)	$14.25
LOSA6909	1/8" x 3/8" Ball Bearings ('XX' Trans) (2)	$6.00
LOSA7007	Desert Truck Chrome Front Wheels w/spacer(pr)	$8.99
LOSA7107	Desert Truck Chrome Rear Wheels (pr)	$8.99
LOSA7679B	Desert Truck A/T Tires (Blue) w/Foam	$19.99
LOSA9941	Bearing Spacer/Wheel Washer	$9.95
LOSA17679B	Desert Truck A/T Tires (Blue) mounted on Front Wheels	$28.99
LOSA27679B	Desert Truck A/T Tires (Blue) mounted on Rear Wheels	$28.99
LOSB8057	Desert Truck Painted Body w/Stickers (Black)	$38.99
LOSB8058	Desert Truck Painted Body w/Stickers (Burgundy)	$38.99
LOSB8059	Desert Truck Painted Body w/Stickers (White)	$38.99
LOSB8060	Desert Truck Painted Body w/Stickers (Blue)	$38.99
LOSB8061	Desert Truck Clear Body w/Stickers	$28.99
LOSB9998	Desert Truck LED Light set	$18.99
LOSB9999	1/10th LM-32K Motor	$19.99

Optional Parts for the Desert Truck

Part Number	*Description*	*Price*
LOSA2961	CVD Rebuild Kit: Desert Truck	$5.99
LOSA3065	Silicone Differential Compound (Optional)	$2.50
LOSA3927	90-Tooth, 48-Pitch Spur Gear for Double-Disk Slipper	$3.50
LOSA3929	86-Tooth, 48-Pitch Spur Gear for Double-Disk Slipper	$3.50
LOSA3930	84-Tooth, 48-Pitch Spur Gear for Double-Disk Slipper	$3.50
LOSA3932	78-Tooth, 48-Pitch Spur Gear for Double-Disk Slipper	$3.50
LOSA3933	76-Tooth, 48-Pitch Spur Gear for Double-Disk Slipper	$3.50
LOSA4060C	Desert Truck Chrome Front Bumper & Skid Plate	$11.99
LOSA4061C	Desert Truck Chrome Roll Cage Set	$17.99
LOS4112	48 Pitch Pinion Gear,12T	$4.00
LOS4113	48 Pitch Pinion Gear,13T	$4.00
LOS4114	48 Pitch Pinion Gear,14T	$4.00
LOS4115	48 Pitch Pinion Gear,15T	$4.00
LOS4117	48 Pitch Pinion Gear,17T	$4.00
LOS4118	48 Pitch Pinion Gear,18T	$4.00
LOS4119	48 Pitch Pinion Gear,19T	$4.00
LOS4120	48 Pitch Pinion Gear,20T	$4.00
LOS4121	48 Pitch Pinion Gear,21T	$4.00
LOSA5062	1.2" Titanium Nitride Shock Shaft	$7.00
LOSA6912	3/32" x 3/16" Bearings for Steering (XX, XXT, XXX,T)	$19.95
LOSA7058	320 Series Spokez Chrome Wheel, Front (2)	$10.99
LOSA7158	320 Series Spokez Chrome Wheel, Rear (2)	$10.99
LOSA7684B	320 Series Road Weapon Tires, Fr/R Blue (2)	$17.99
LOSA7684V	320 Series Road Weapon Tires, Fr/R Violet (2)	$17.99
LOSA9713	Graphite Kickplate, Bulkhead, & Steering Brace	$16.00
LOSA9831	Graphite/Composite Rear Pivot Plate (XXX, XXX-T)	$6.50
LOSA9940	Aluminum Hardcoated Suspension Balls	$3.95
LOSB9861	7.4V 5000mAH 2-Cell LiPo	$129.99
LOSB9900	7.2V 3800mAH 6-Cell Stick Pack	N/A







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