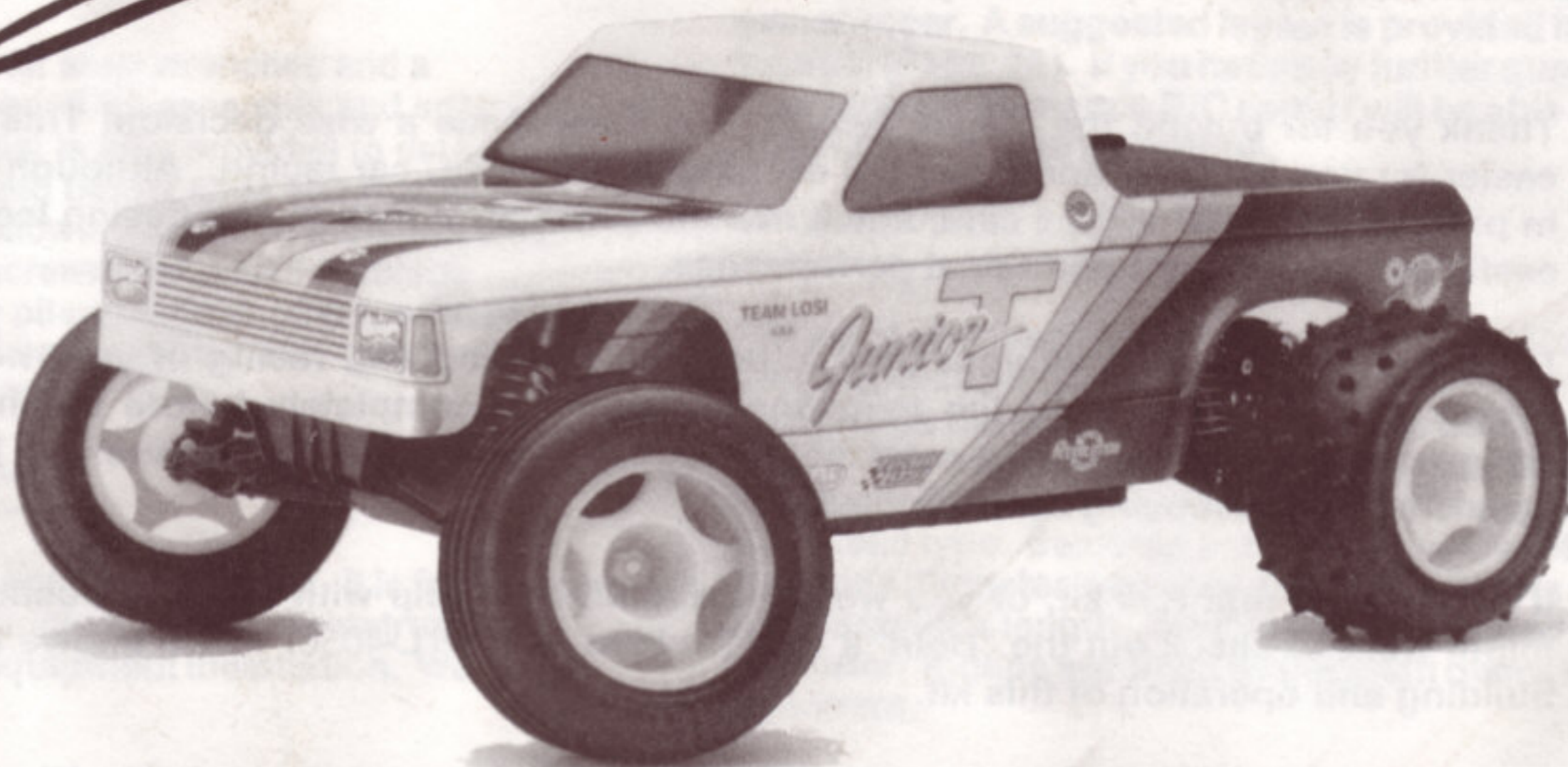
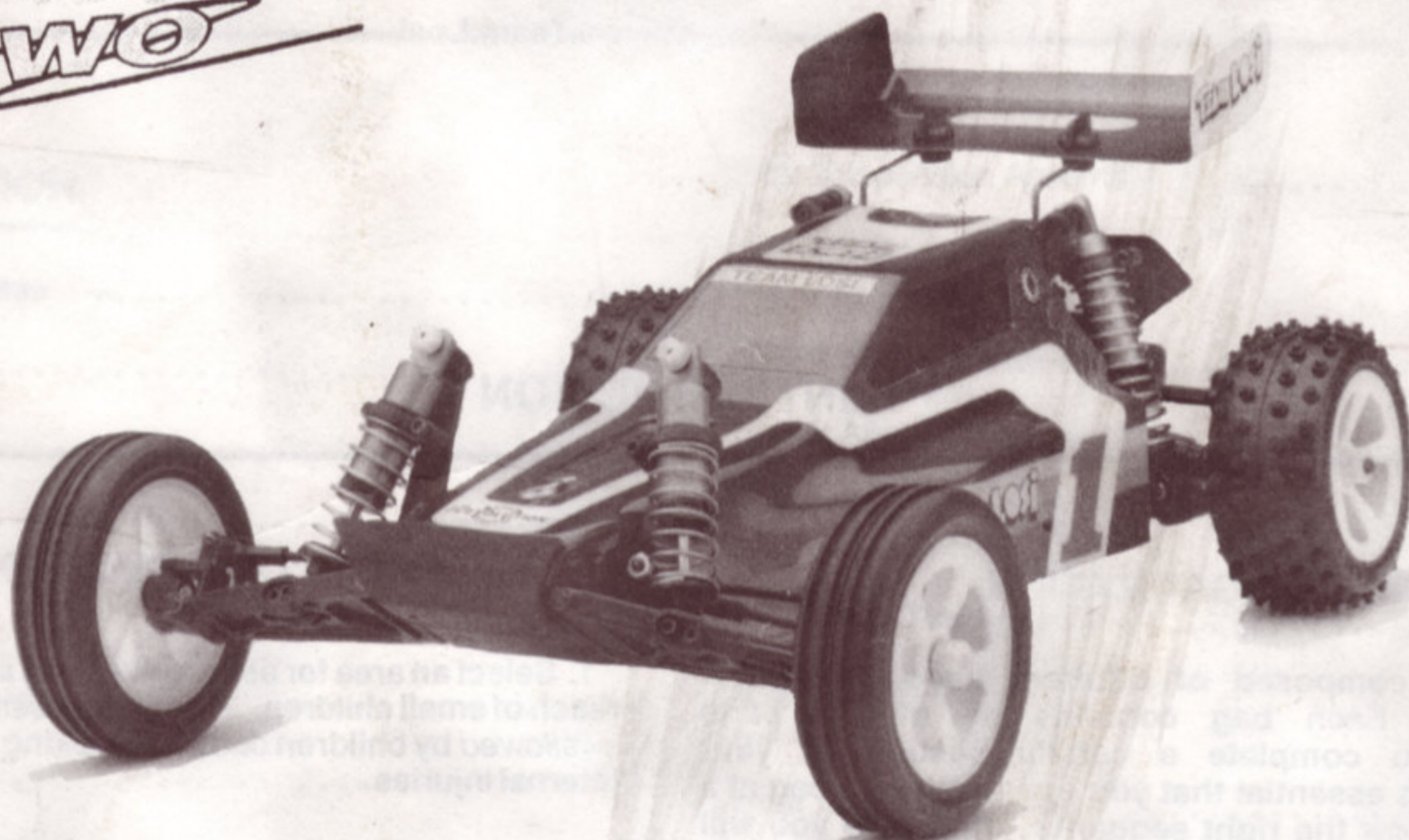


Junior T

OWNER'S MANUAL



Junior TWO



- Carefully read through all instructions to familiarize yourself with the parts, construction, techniques, and tuning tips outlined in this manual. Being able to grasp the overall design of your Junior Two or Junior T before construction will ensure a smooth assembly.
- Take your time and pay close attention to detail. Keep this manual for future reference.

TEAM LOSI

Racing

TEAM LOSI INC., CHINO, CA 91710 P/N 800-0059 (REVISION A)
MADE IN UNITED STATES OF AMERICA

WELCOME JUNIOR TWO/T OWNER!

Thank you for buying the Junior Two/T. You have made a wise decision! This kit will make it easier for you to enter, and enjoy the exciting world of R/C car racing. Although this kit is lower in price than the "pro" type cars, it features the same construction and design techniques. It can easily be upgraded for additional performance.

Don't be in a hurry! Take your time in both the building and racing of your new car or truck. Please read through all of the following instructions completely before beginning assembly. Follow the assembly steps in sequence, and take a moment to make sure you have completed each step before moving onto the next step.

If this is your first R/C kit, or you would like additional help with the construction process, you might want to check out the "Doin' it Right" video (part #TL-4050) which shows the step-by-step building and operation of this kit.

Once again, thank you for choosing Team Losi. Enjoy your new racer. We look forward to seeing you at the track.

Good Luck,

Team Losi

1. INTRODUCTION

KIT/MANUAL ORGANIZATION

This kit is composed of different bags, marked A through G. Each bag contains all of the parts necessary to complete a certain section of your car/truck. It is essential that you open *only* one bag at a time and follow the right sequence, otherwise you will face difficulties in finding the right part. It is *helpful* to read the entire instructions for the bag prior to starting assembly. Key numbers (in circles) have been assigned to each part and the number remains the same throughout the manual. For your convenience, an actual size hardware identification guide is included with each step. To check a part, hold it against the silhouettes until it is identified. Some steps may pertain to *only* a JR T or a JR TWO. These steps have been noted and highlighted. In some cases, extra hardware has been supplied to replace easily lost parts. When assembling shafts to plastic parts, different fits have been designed into the parts (i.e. press, net, loose) To insure that parts are *not* lost during assembly, it is recommended that you work over a towel or mat to prevent parts from rolling away.

IMPORTANT SAFETY NOTES

1. Select an area for assembly that is away from reach of small children. The parts are *small and can be swallowed* by children causing choking and possible internal injuries.
2. The shock fluid and grease supplied with this kit should be kept out of the reach of children. *They were never intended for human consumption!*
3. Exercise *care* when using any hand tools, sharp instruments and power tools during construction.
4. Carefully read *all* manufacturer's *warnings and cautions* for any glues or paints that may be used for assembly purposes.

INTRODUCTION (Cont.)

TOOLS REQUIRED

Team Losi has supplied all allen wrenches and a special wrench that is needed for assembly and adjustments. A plastic set up tool is also provided to determine lengths of camber and tie rod ends and ride height (Junior Two only!). the following common tools will also be required: #2 Phillips screwdriver, small flatblade screwdriver, needle nose pliers, regular pliers, scissors or other body cutting / trimming tool. 3/16", 1/4", and a 3/8" nut drivers are optional.

RADIO/ELECTRICAL

All radio and electrical equipment varies. It is for this reason that we have not included specific instructions on radio and electrical equipment installation. We have

left this subject to the personal preference of the owner/racer. A suggested layout is provided in this manual (Page 25). If you have any further questions, your high performance R/C center will be able to answer any of your questions.

HARDWARE IDENTIFICATION

When in question, use the hardware identification guide in each step. For screws, the prefix number designates the screw size and number threads per inch e.g., 4-40 is a #4-screw with 40 threads per inch. The fraction following designates length of thread or overall if flathead type. Bearings and bushings are referenced by inside diameter X outside diameter. Shafts and pins are diameter X length. Washers are described by inside diameter. E-clips are sized by the shaft diameter of attachment.

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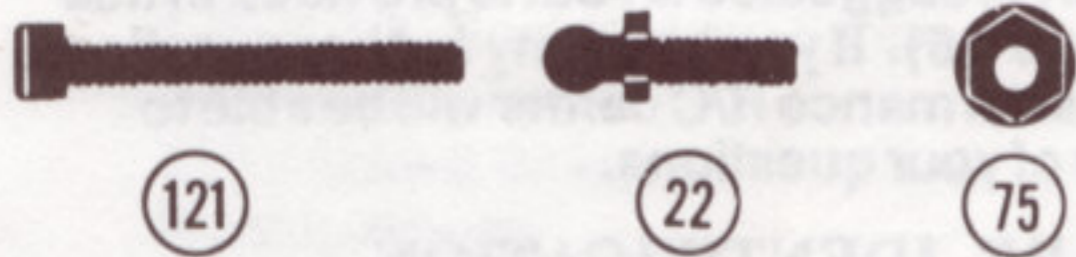
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SPARE PARTS (CONT'D) BAG A

Bag A consist of the main chassis components. This includes the front and rear bulkheads, front and rear shock towers, body mounts, battery box and front A-arms. Care should be taken when screwing in aluminum 8-32 screws to avoid stripping the heads.



1. Thread two 4-40 x 1" socket head screws (121) to top of front shock tower (2) from the rear as shown. Fig 1.
2. Thread two 3/8" studded balls (22) into lower hole in front shock tower (2) and secure with 4-40 nylon nuts (75) as shown. Fig. 1.

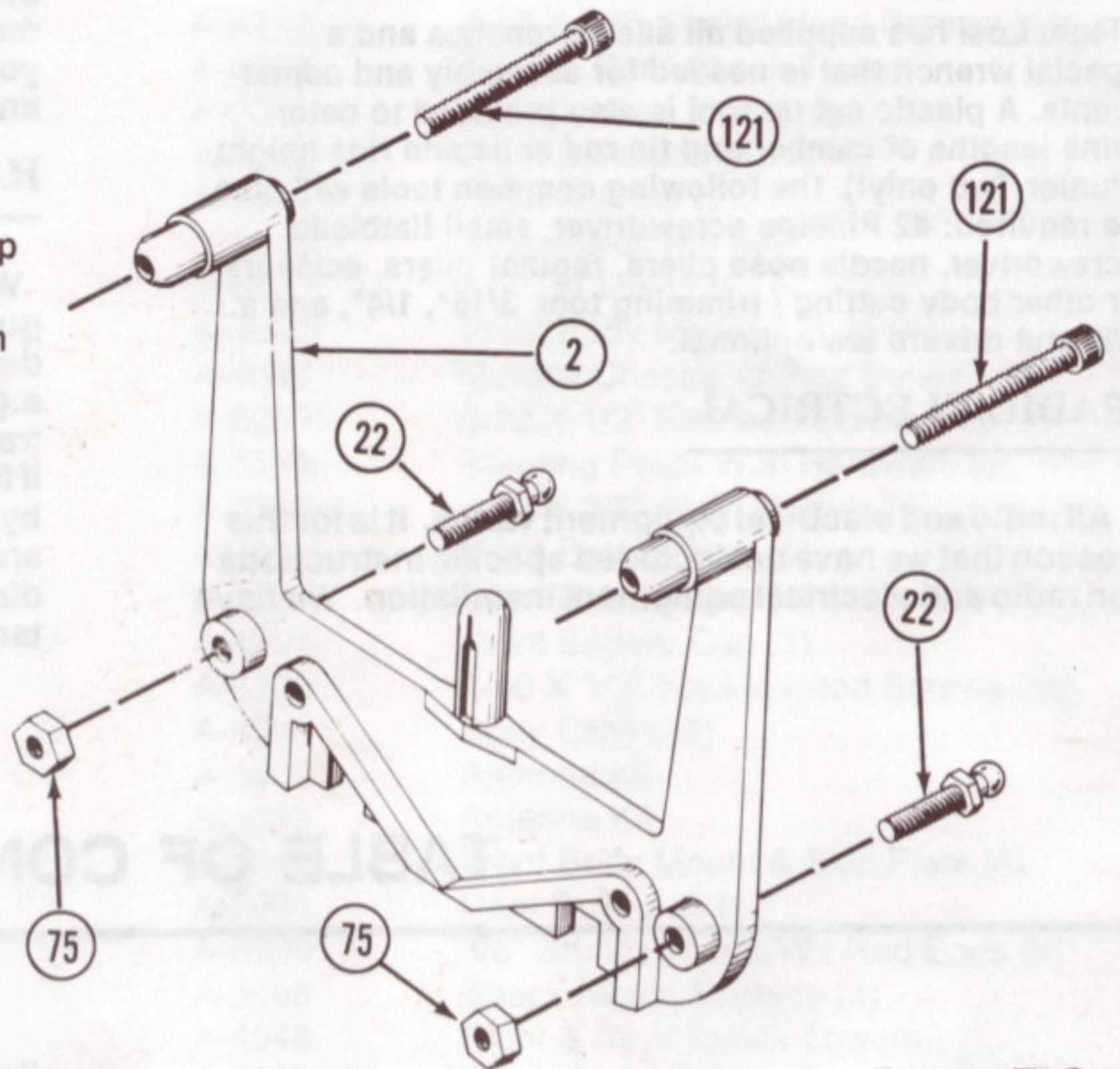


FIG. 1



3. Secure front shock tower (2) to front bulkhead (4) as shown using two 4-40 x 5/8" socket head screws (103) Fig. 2.

* NOTE: Trim flash from bottom of front shock tower

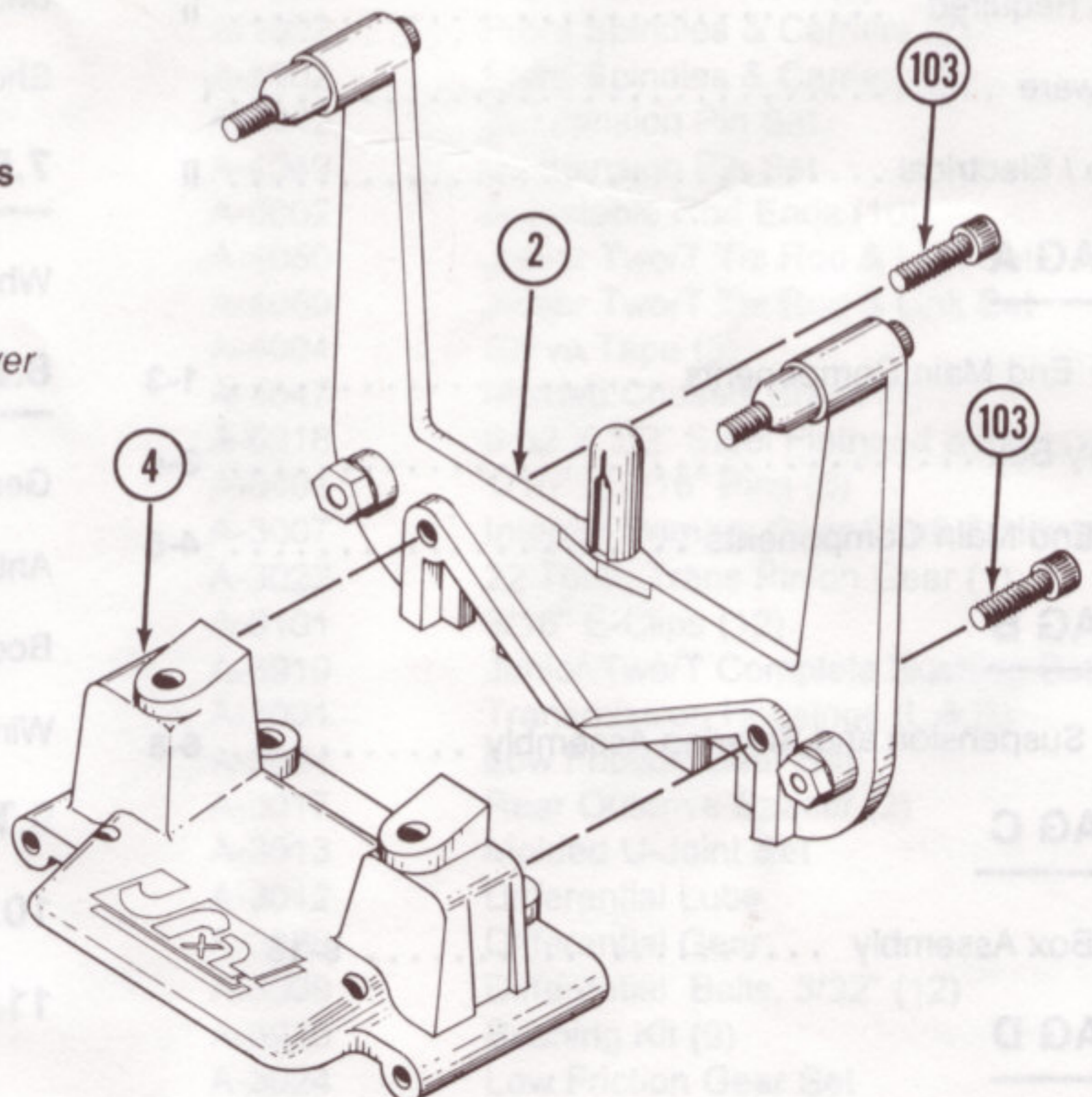


FIG. 2

BAG A (Cont...)



6



7

4. Assemble front A-arms (5) to front bulkhead (4) using 1/8" x 1.650 hinge pins (6) and secure the pins (6) with four 1/8" E-clips (7). Fig. 3.

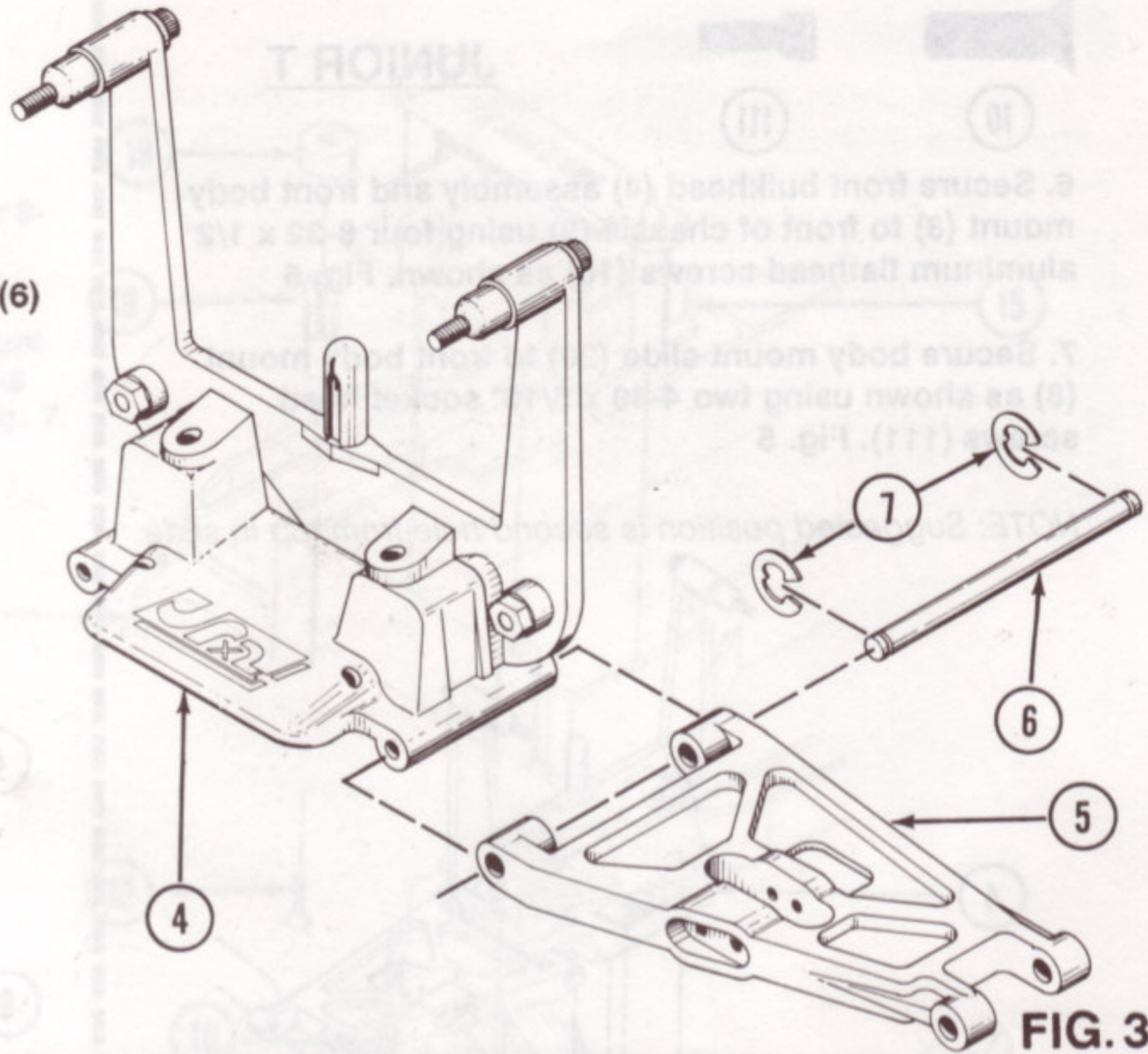


FIG. 3



12

5. Secure steering posts (11) to chassis (9) as shown using two 4-40 x 3/8" flathead screws (12). Fig. 4

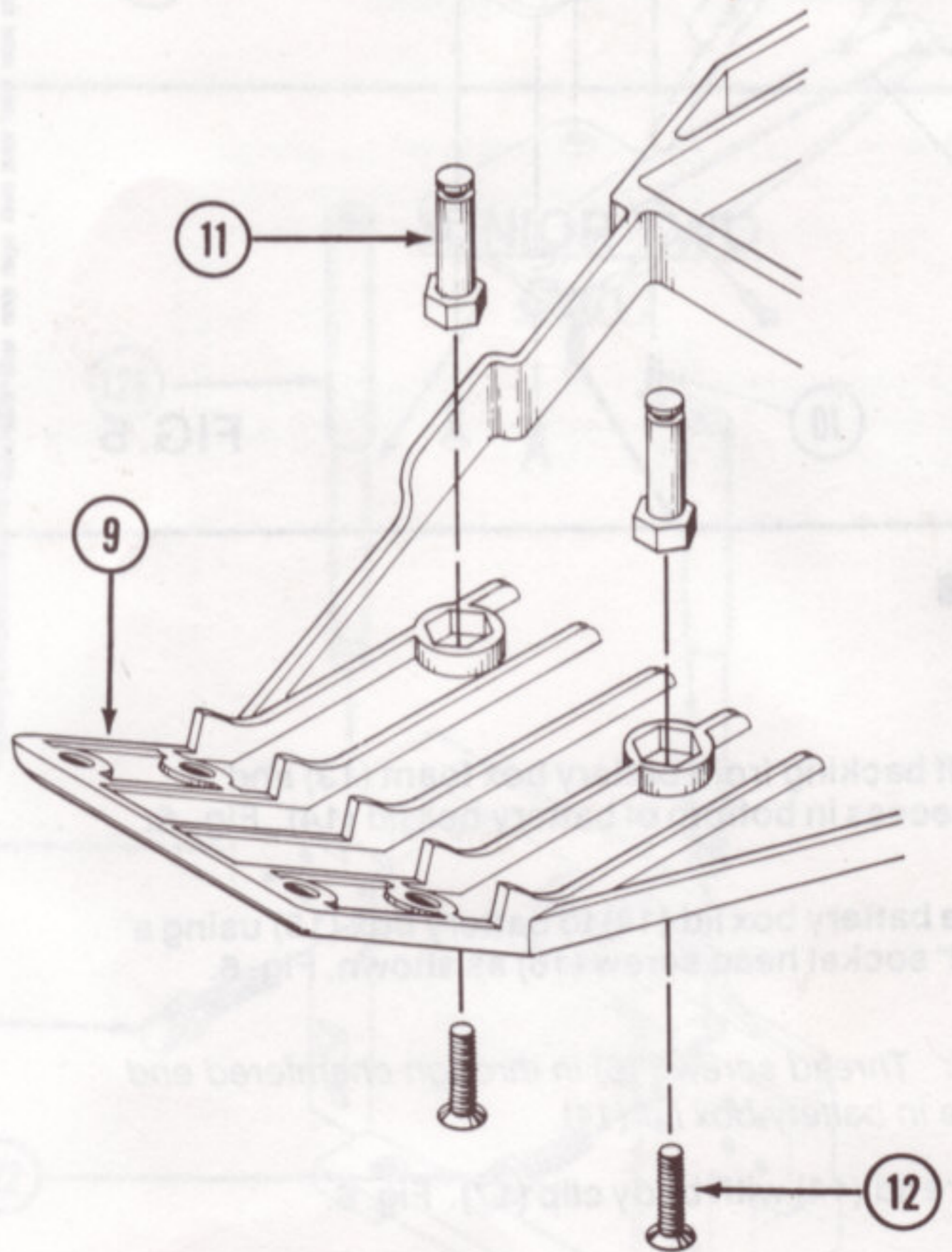


FIG. 4

BAG A (Cont...)

JUNIOR T

10

111

6. Secure front bulkhead (4) assembly and front body mount (8) to front of chassis (9) using four 8-32 x 1/2" aluminum flathead screws (10) as shown. Fig. 5

7. Secure body mount slide (20) to front body mount (8) as shown using two 4-40 x 5/16" socket head screws (111). Fig. 5

NOTE: Suggested position is second hole from top in slide.

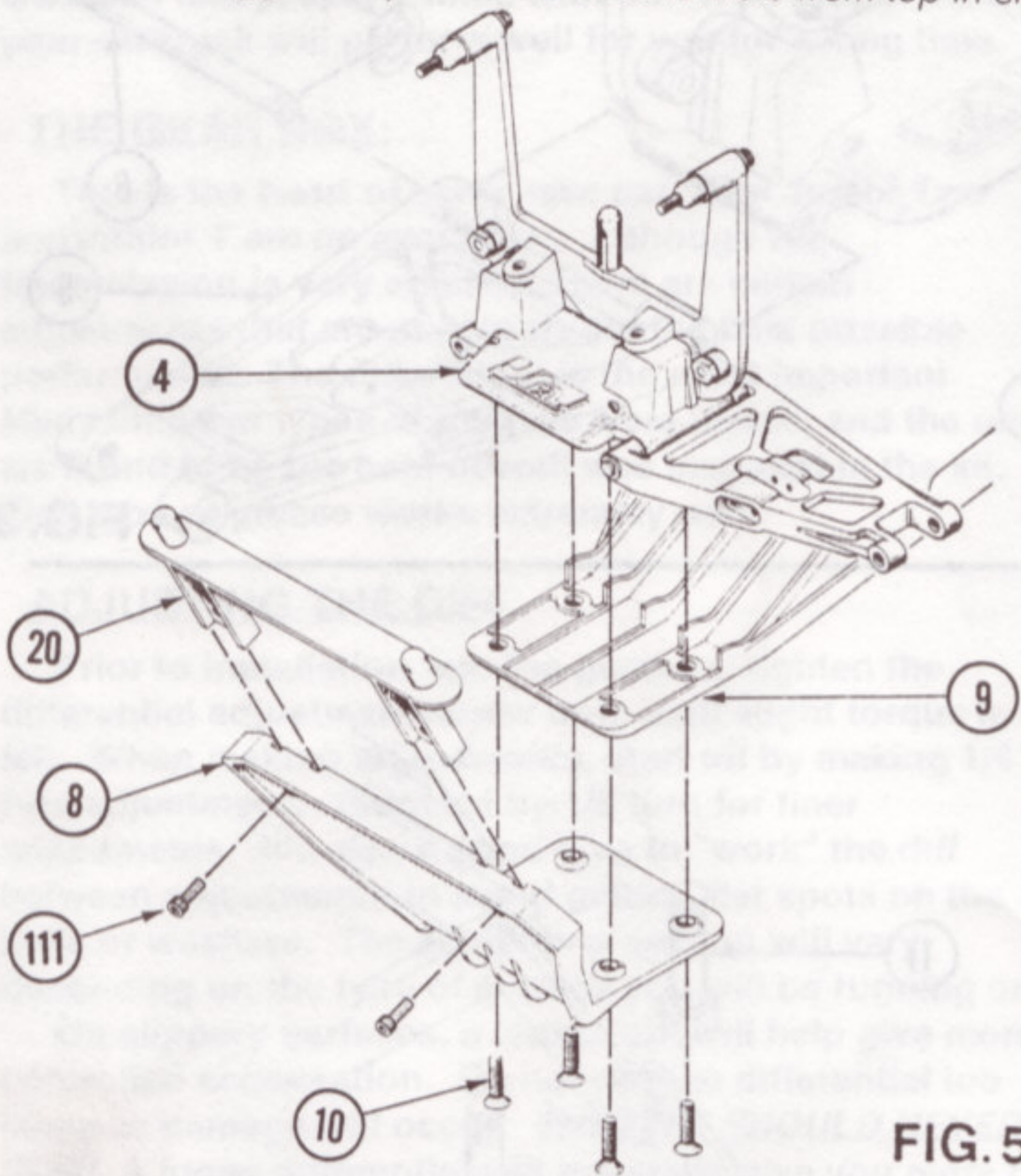


FIG. 5

JUNIOR TWO

10

6. Secure front bulkhead (4) assembly and front bumper (8) to front of chassis (9) using four 8-32 x 1/2" aluminum flathead screws (10) as shown. Fig. 5.

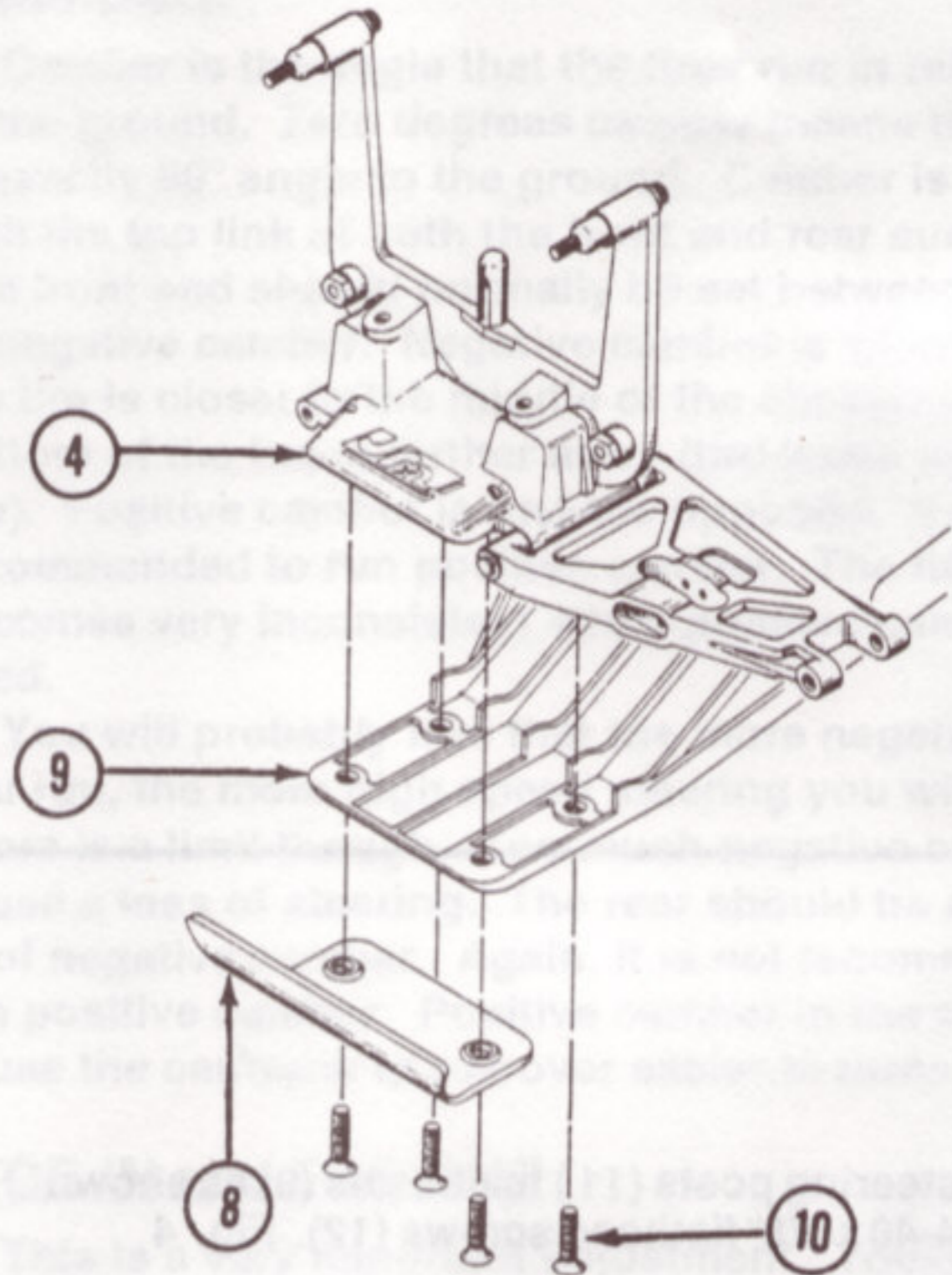


FIG. 5

16

8. Peel off backing from battery box foam (13) and apply to recess in bottom of battery box lid (14). Fig. 6.

9. Secure battery box lid (14) to battery box (15) using a 4-40 x 1/2" socket head screw (16) as shown. Fig. 6.

* NOTE: Thread screw (16) in through chamfered end of hole in battery box lid (14).

10. Secure lid (14) with body clip (17). Fig. 6.

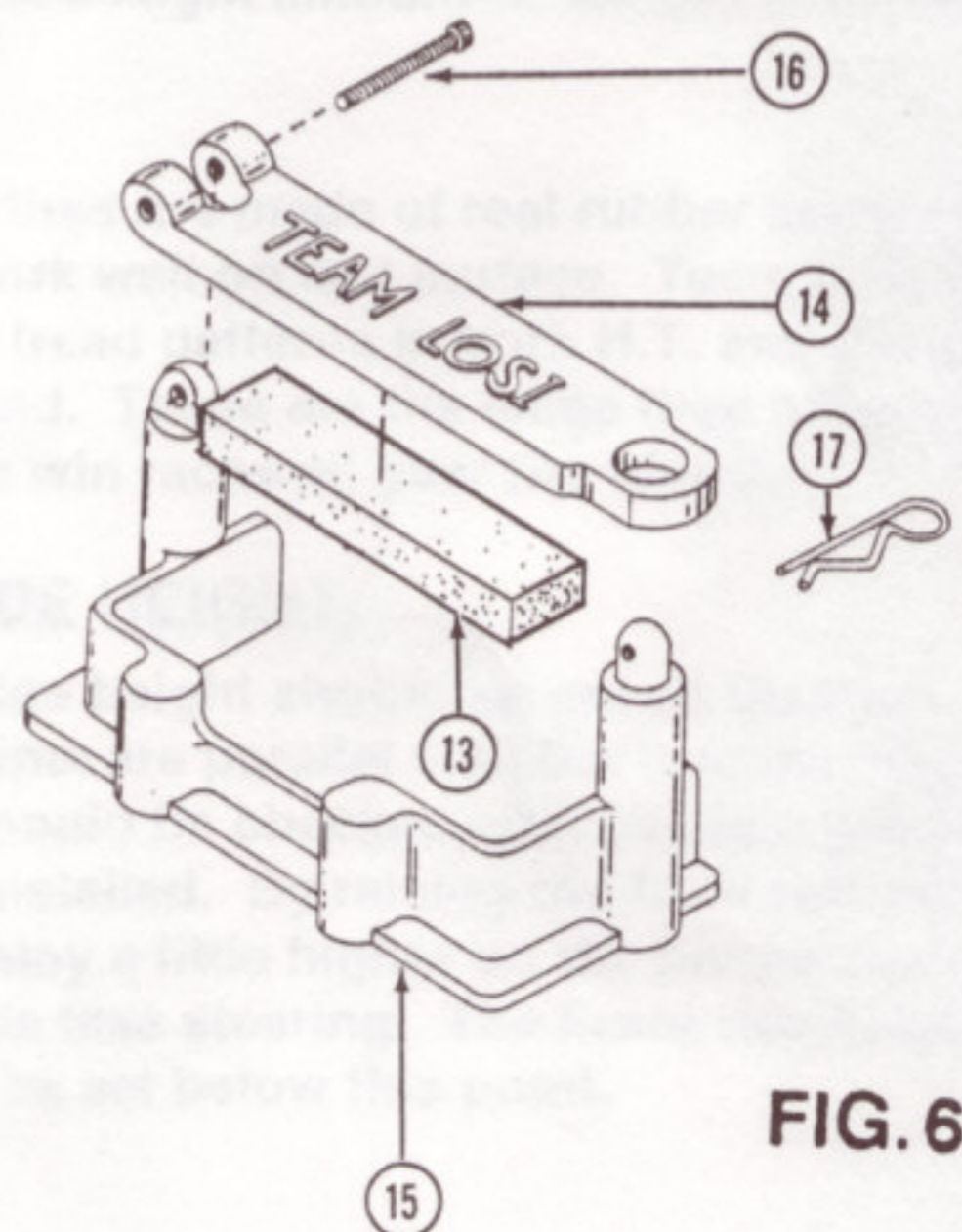


FIG. 6

BAG A (Cont...)



10



12

11. Attach battery box (15) to chassis (9) using four 8-32 x 1/2" flathead aluminum screws (10). Fig. 7.

12. Affix antenna mount cap (18) onto antenna mount (19) and secure antenna mount (19) to chassis (9) as shown using one 4-40 x 3/8" flathead screw (12). Fig. 7.

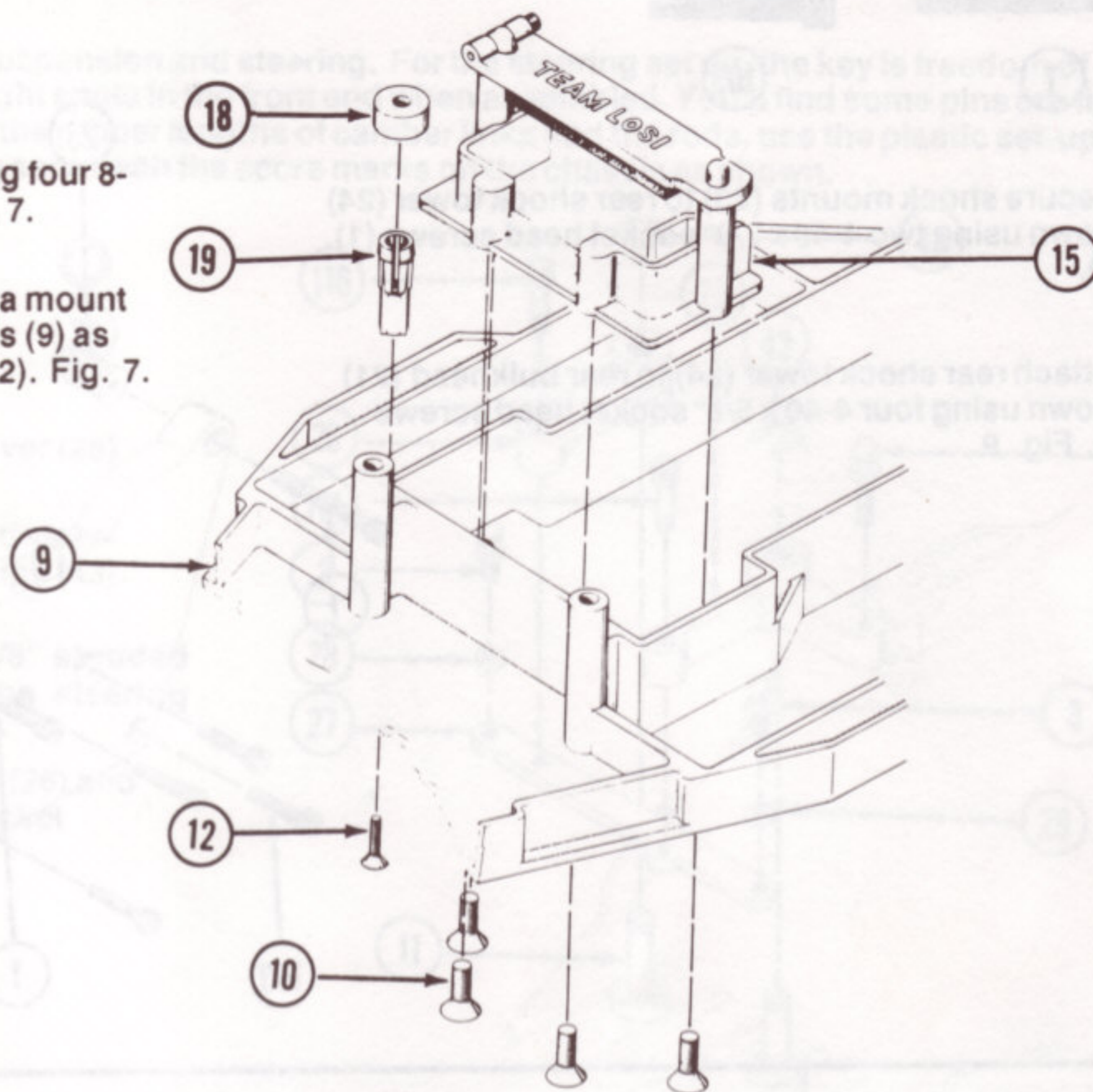


FIG. 7



22

For JR Two Only!

12. Insert wing tubes (20) into rear bulkhead (21) as shown. Fig. 8

* NOTE: They are a tight fit

13. Install 3/8" studded balls (22) into rear bulkhead (21) as shown. Fig. 8.

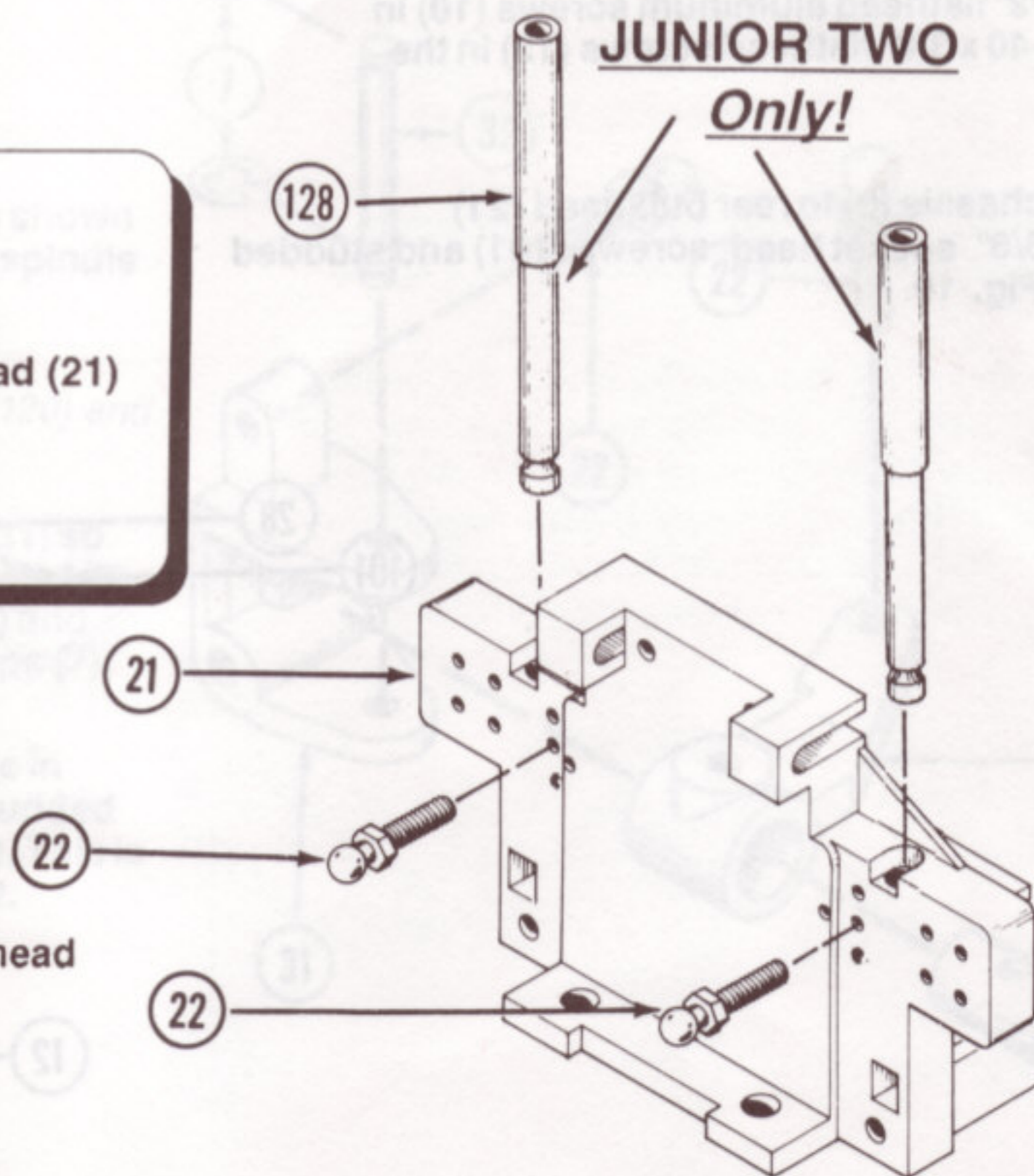
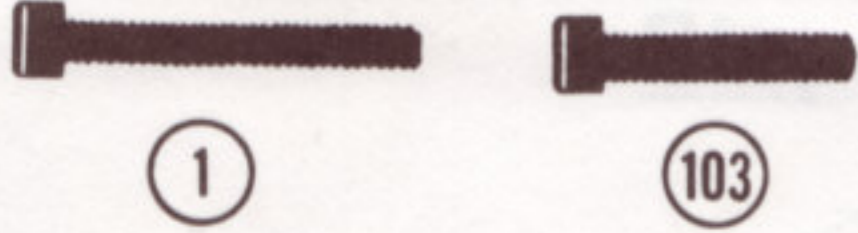


FIG. 8

BAG A (Cont...)



14. Secure shock mounts (23) to rear shock tower (24) as shown using two 4-40 x 7/8" socket head screws (1). Fig. 9.

15. Attach rear shock tower (24) to rear bulkhead (21) as shown using four 4-40 x 5/8" socket head screws (103). Fig. 9.

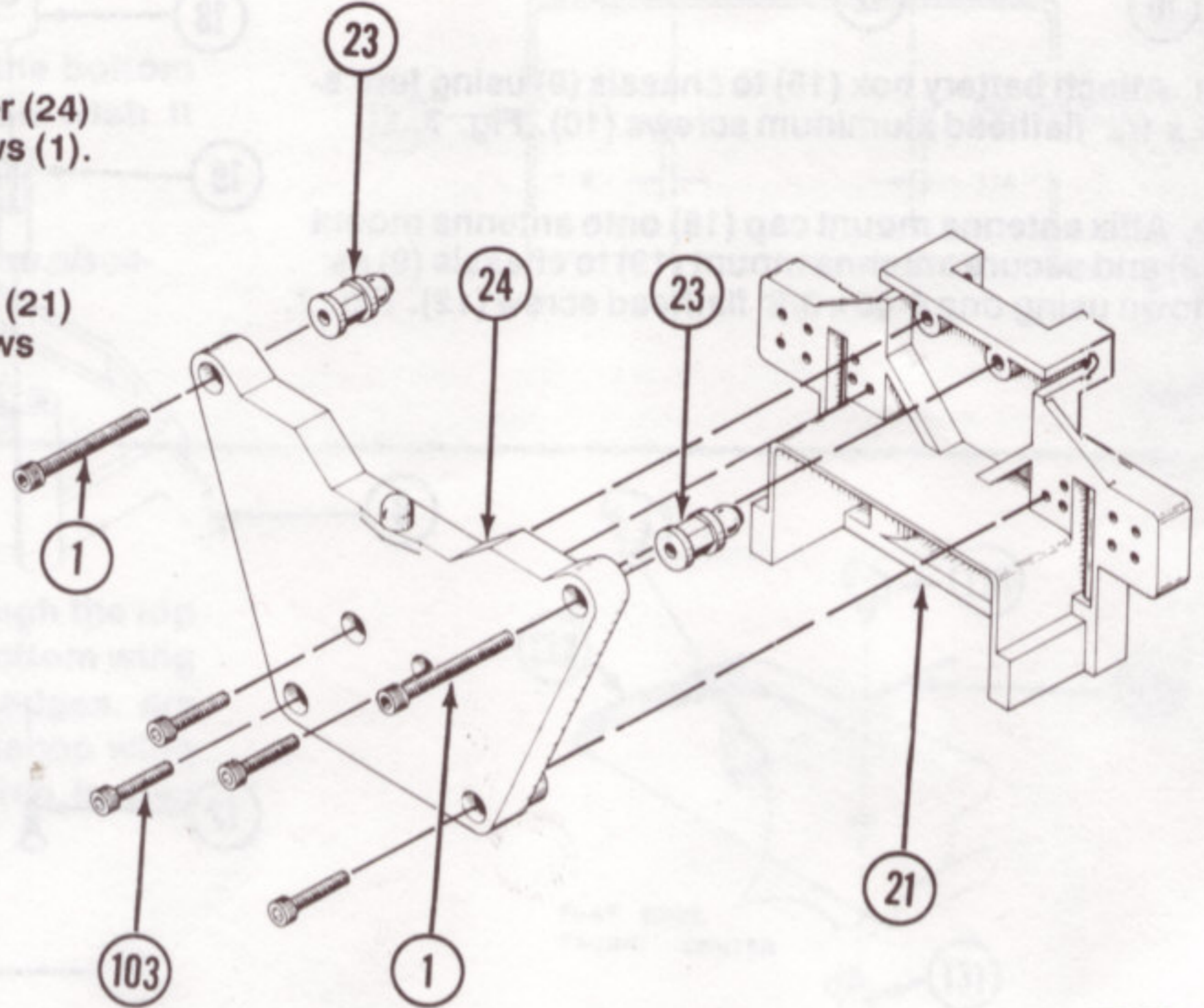
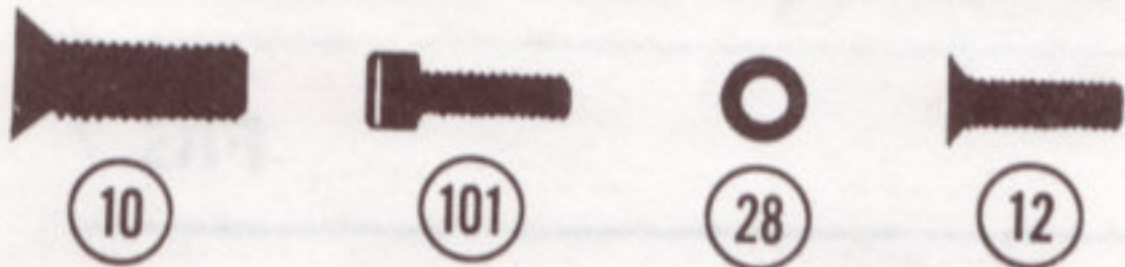


FIG. 9



16. Attach rear bulkhead (21) to chassis (9) as shown using two 8-32 x 1/2" flathead aluminum screws (10) in the rear and two 4-40 x 3/8" flathead screws (12) in the front. Fig. 10.

17. Secure top of chassis (9) to rear bulkhead (21) using two 4-40 x 3/8" socket head screws (101) and studded ball washers (28) Fig. 10.

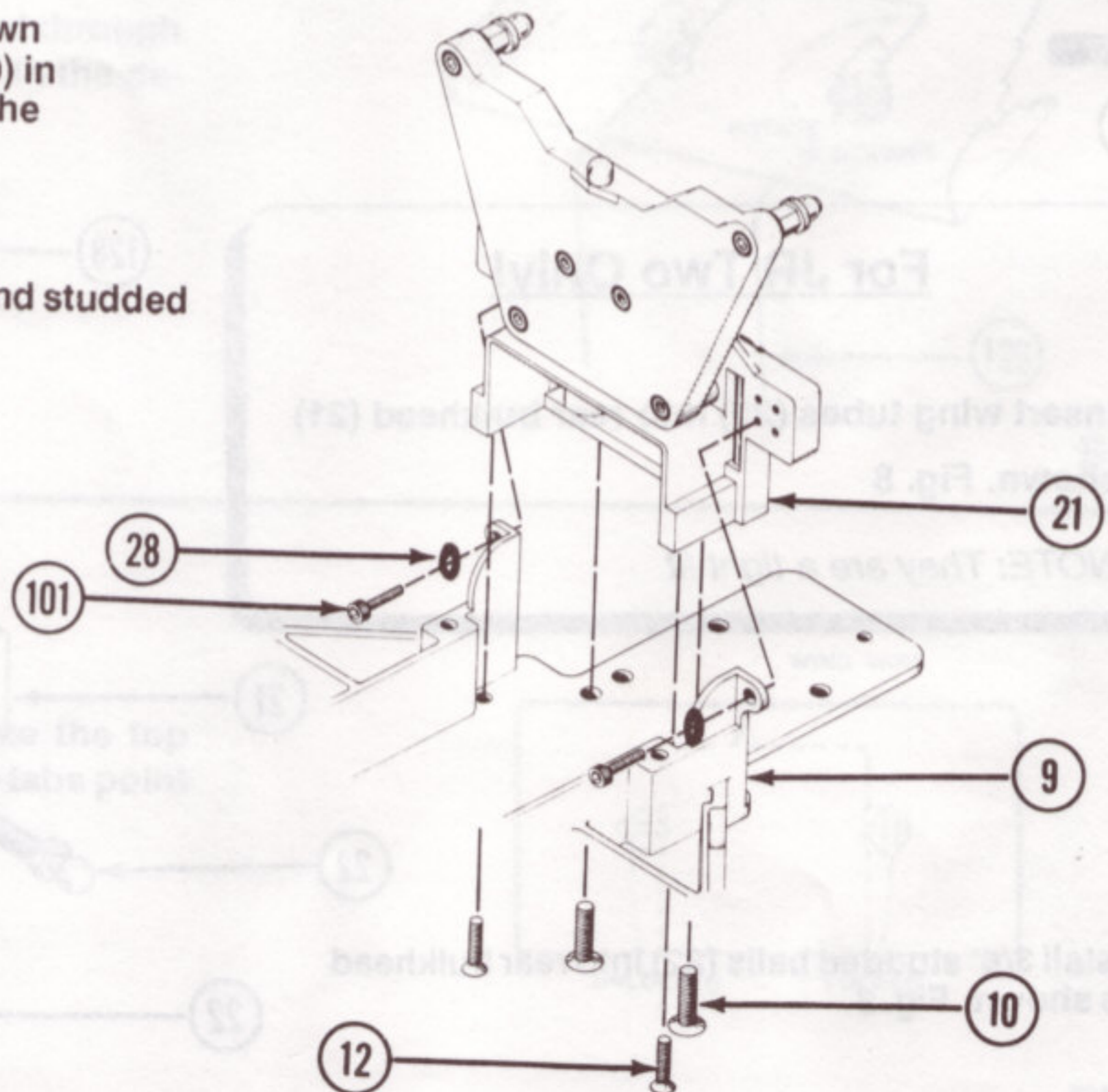
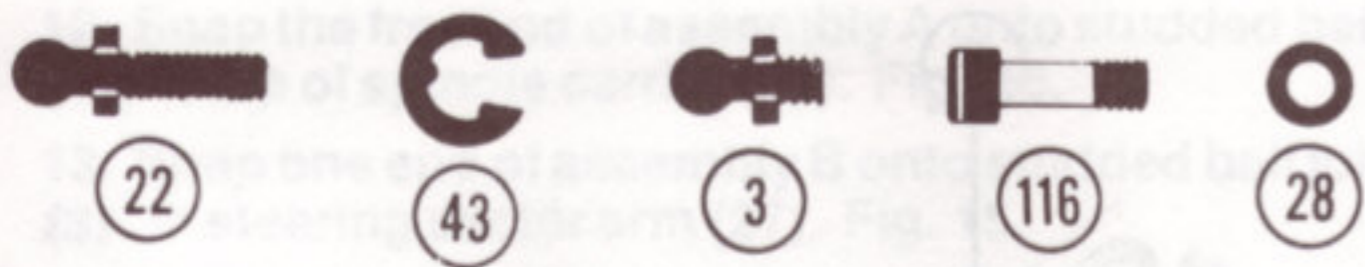


FIG. 10

BAG B

Bag B consists of all of the parts for the front suspension and steering. For the steering set up, the key is freedom of movement. Make sure there are no binds or tight spots in the front end when assembled. You'll find some pins are tight during assembly, but this is by design. To set the proper lengths of camber links and the rods, use the plastic set-up tool provided. When mounting the servo, align the servo with the score marks on the chassis as shown.



1. Thread 3/8" studded balls (22) into servo saver (25) as shown. Fig 11.
2. Slide idler arm (26) and servo saver (25) onto steering posts (11) and secure them with 3/16" E-clips (43). Fig. 11.
3. Place a studded ball washer (28) onto a 1/8" studded ball (3) and thread into an end hole of the steering sector arm (27). Repeat for opposite end.
4. Secure steering sector arm (27) to idler arm (26) and servo saver (25) as shown using 4-40 x 1/8" socket head shoulder screws (116). Fig. 11.

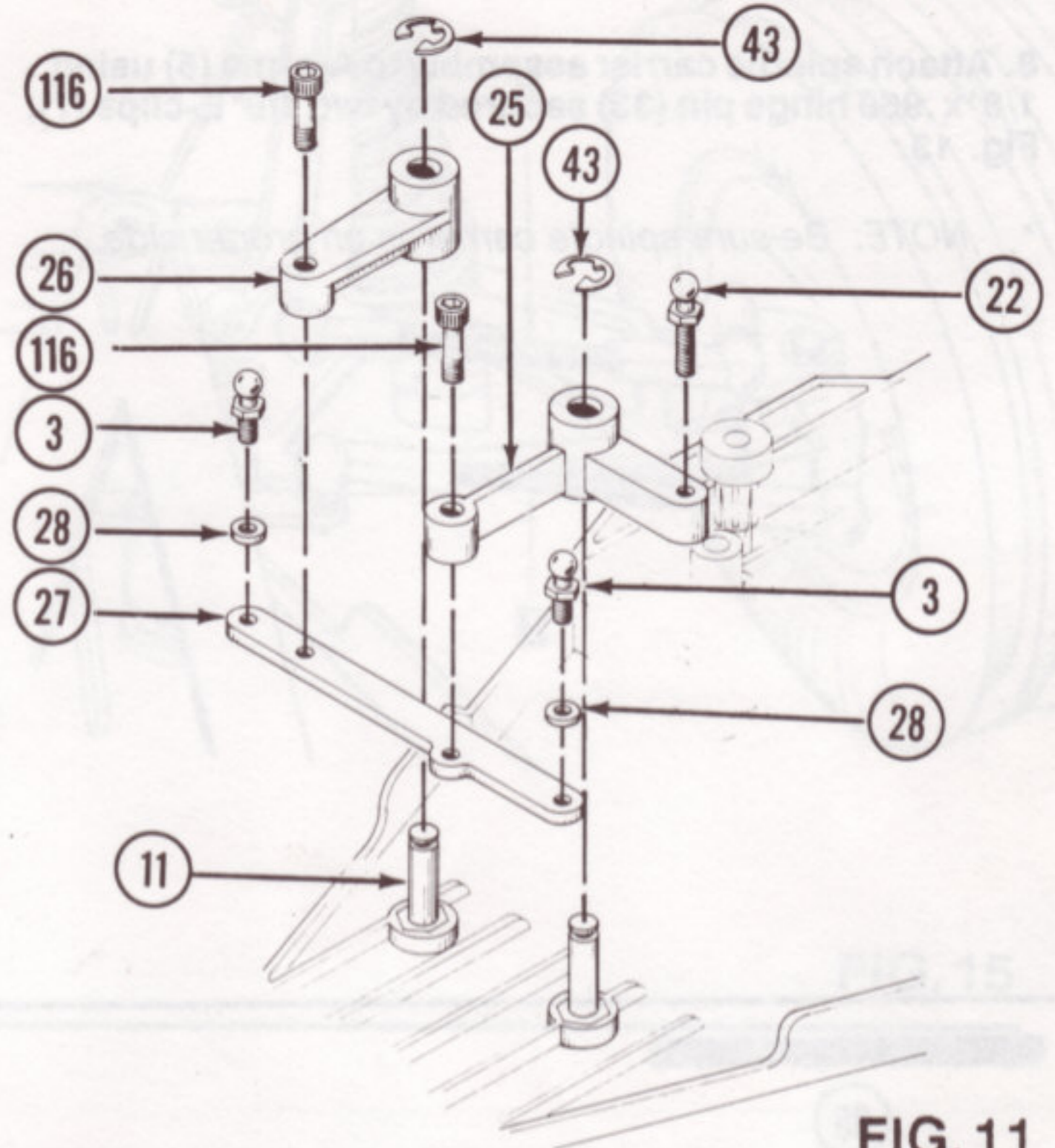
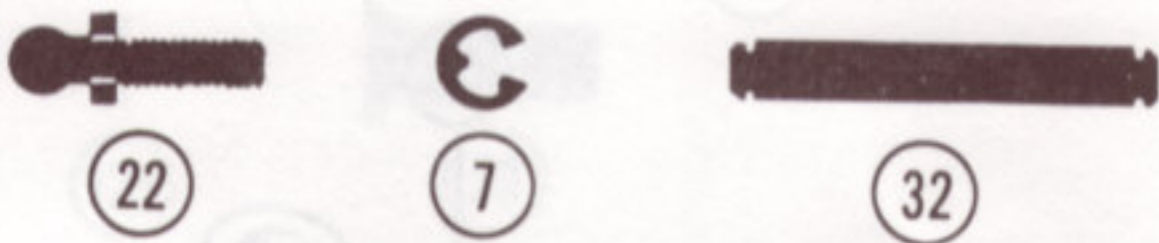


FIG. 11



5. Slide front axle (29) into spindle (30) (120) as shown so that holes are aligned. This is now called the spindle assembly. Fig. 12.

* NOTE: Spindle arms are marked for left (L) (120) and right (R) (30).

6. Place spindle assembly into spindle carrier (31) so letter on spindle (30) (120) arm faces up and insert 1/8" x .690 hinge pin (32) through spindle carrier (31) and spindle assembly and secure with two 1/8" E-clips (7). Fig. 12.
7. Thread one 3/8" studded ball (22) into top hole in spindle carrier (31) from the rear and one 3/8" studded ball (22) into spindle (30) (120) arm from the top. This is now called the spindle carrier assembly. Fig. 12.

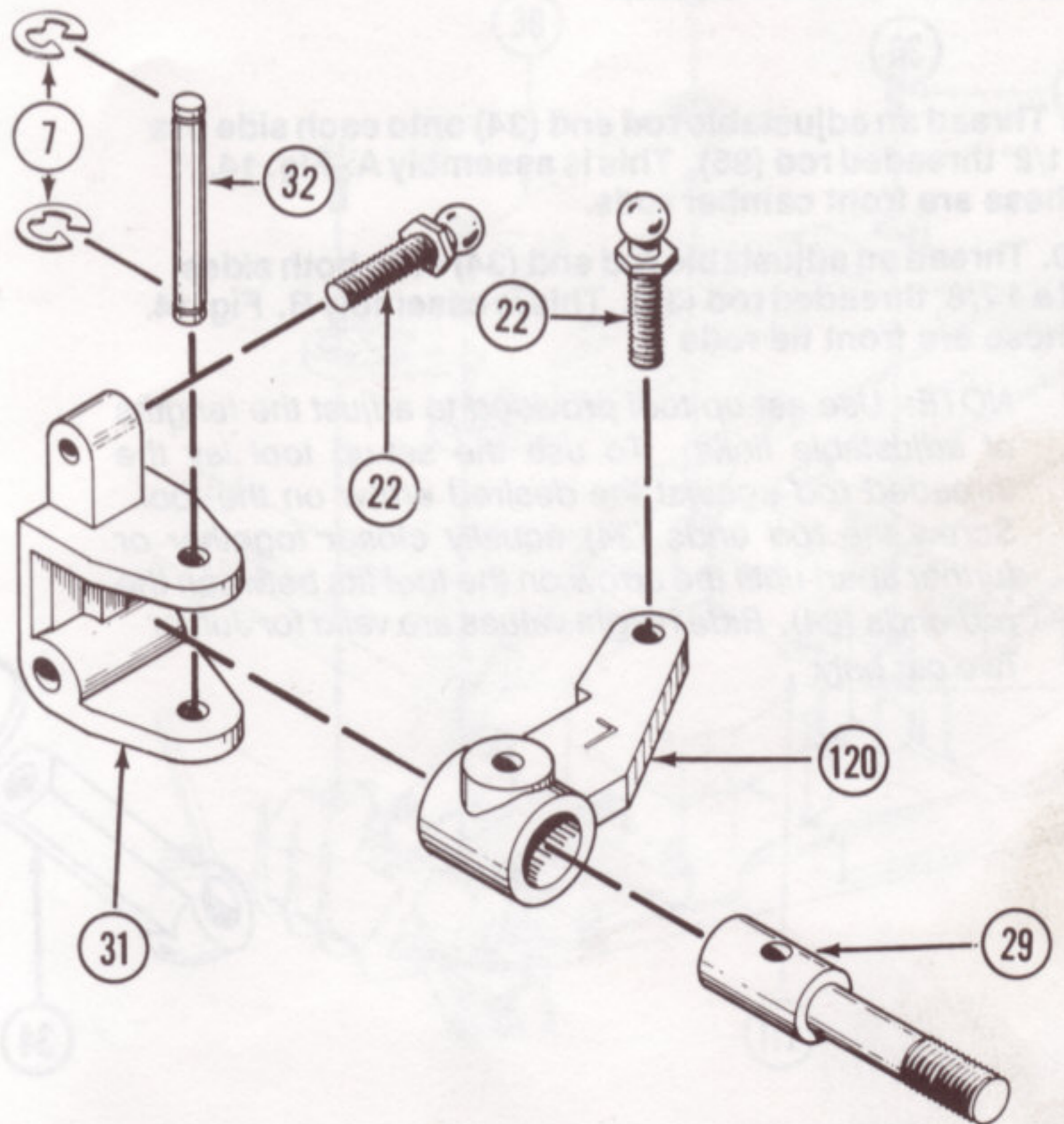
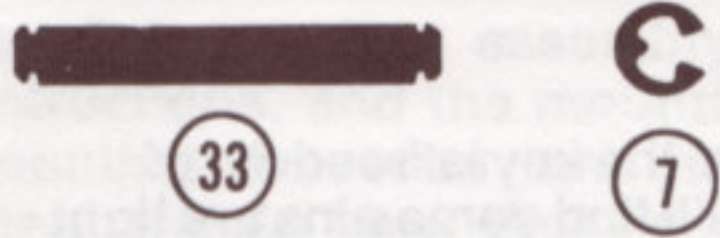


FIG. 12

BAG B (Cont...)



8. Attach spindle carrier assembly to A-arms (5) using 1/8" x .960 hinge pin (33) secured by two 1/8" E-clips (7). Fig. 13.

* NOTE: Be sure spindle carrier is on proper side.

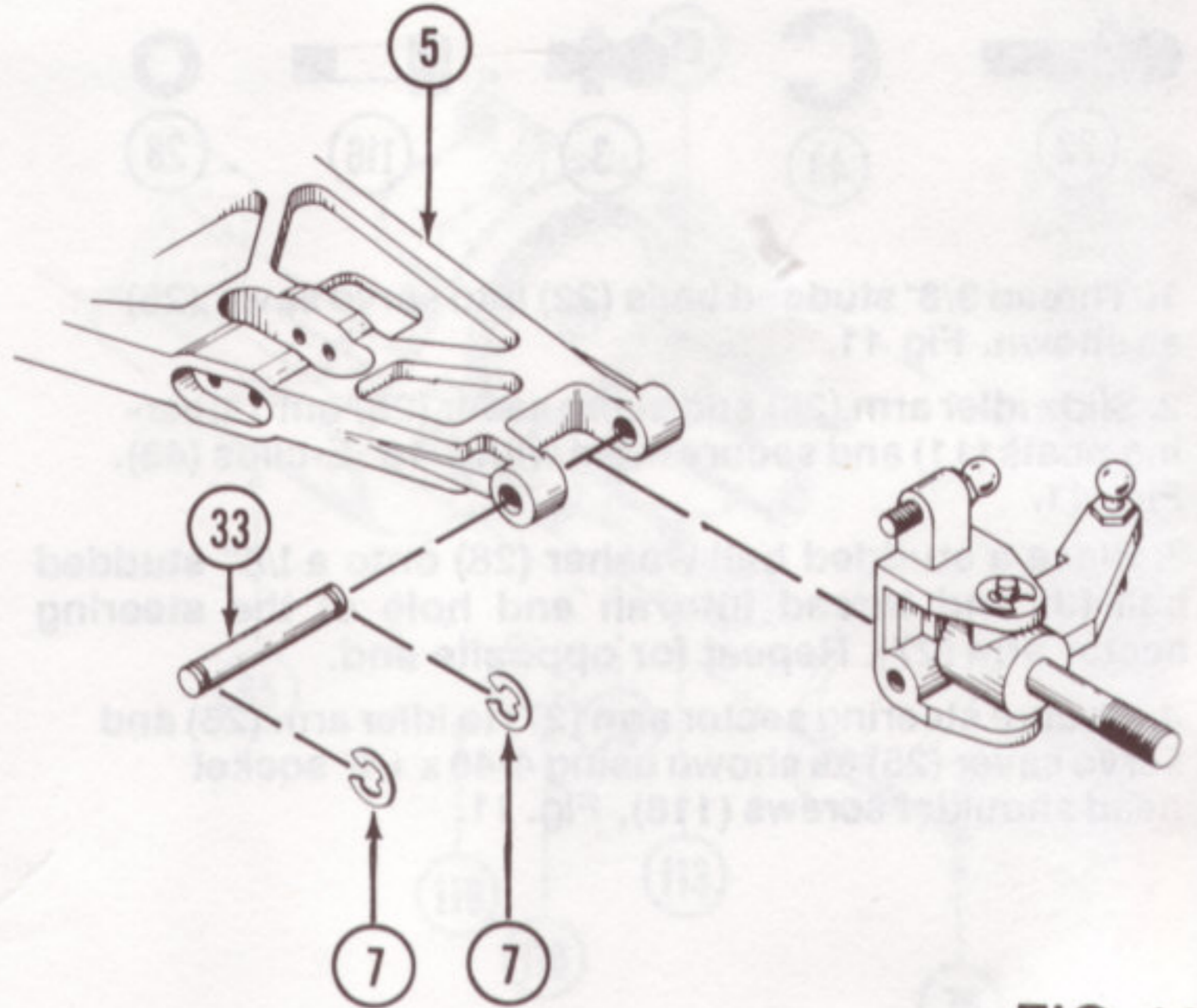
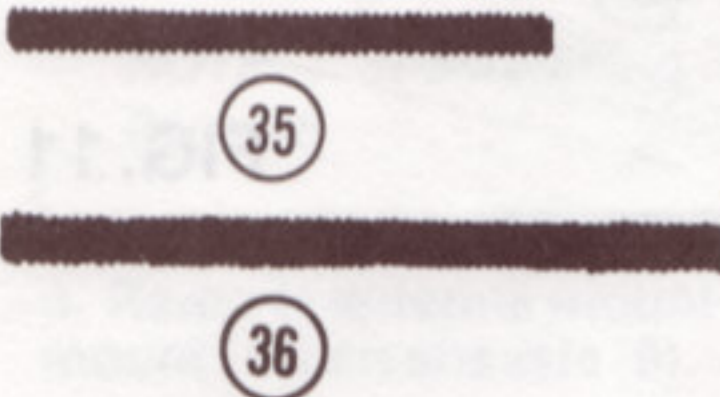


FIG. 13



9. Thread an adjustable rod end (34) onto each side of a 1 1/2" threaded rod (35). This is assembly A. Fig. 14. These are front camber rods.

10. Thread an adjustable rod end (34) onto both sides of a 1 7/8" threaded rod (36). This is assembly B. Fig. 14. These are front tie rods

* NOTE: Use set-up tool provided to adjust the lengths of adjustable links. To use the set-up tool lay the threaded rod against the desired arrow on the tool. Screw the rod ends (34) equally closer together or further apart until the arrow on the tool fits between the rod ends (34). Ride height values are valid for Junior Two car only.

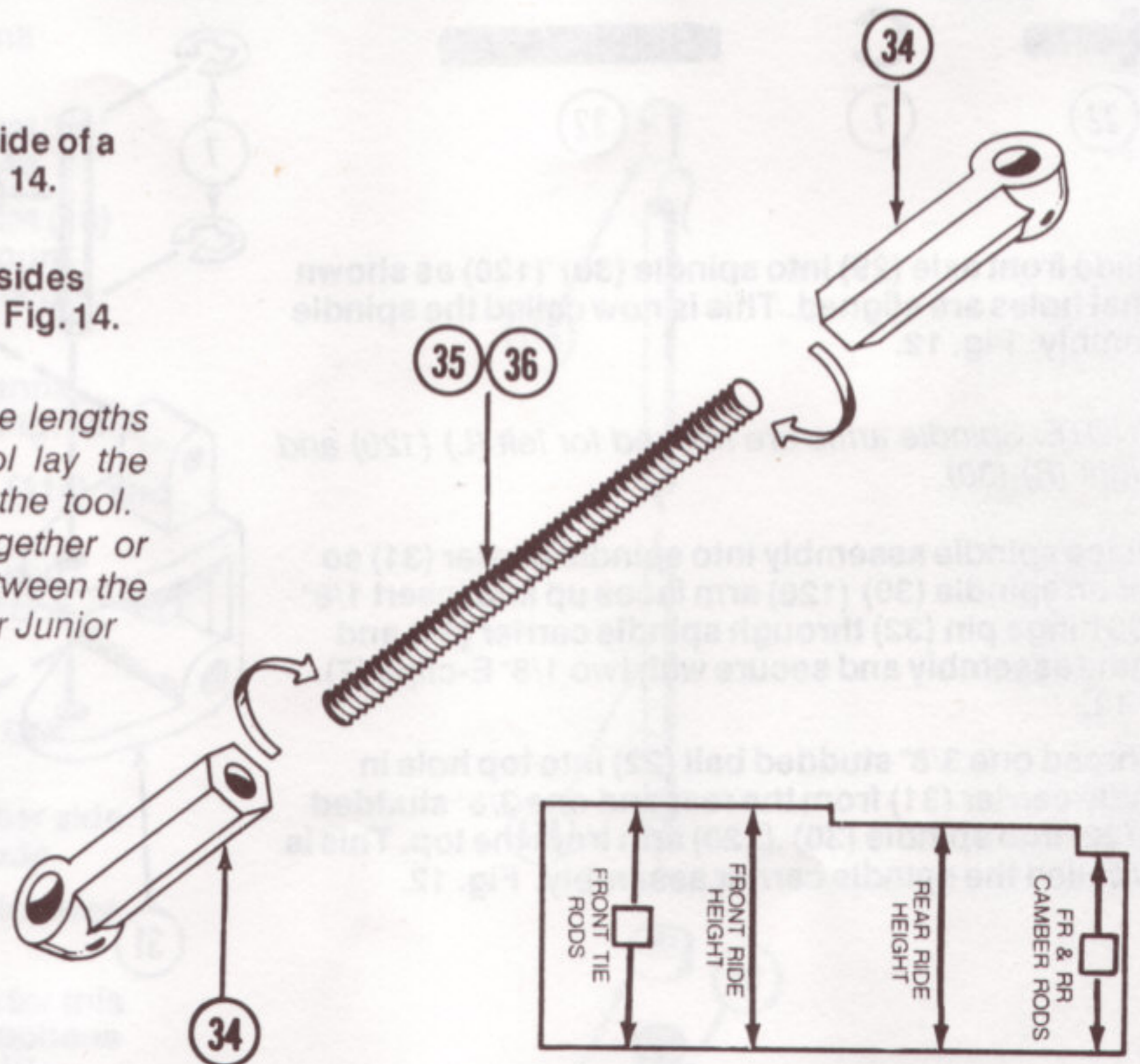


FIG. 14

11. Snap one end of assembly A onto studded ball (22) in front shock tower (2). Fig. 15.
12. Snap the free end of assembly A onto studded ball (22) in top of spindle carrier (31). Fig. 15.
13. Snap one end of assembly B onto studded ball joint (3) in steering sector arm (27). Fig. 15.
14. Snap the free end of assembly B onto studded ball (22) in spindle arm (30), (120). Fig. 15.
15. Repeat steps 5-14 for other side.

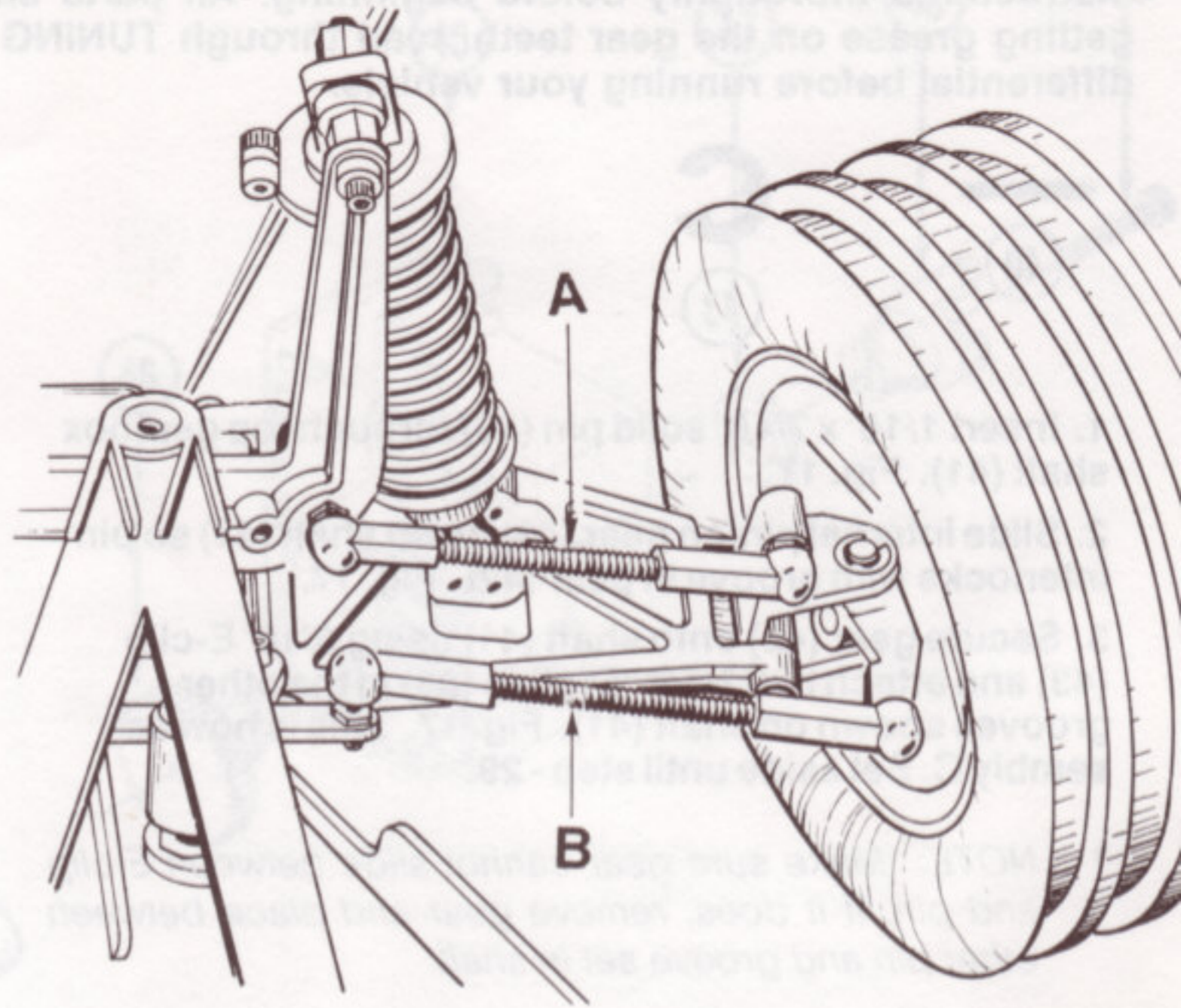
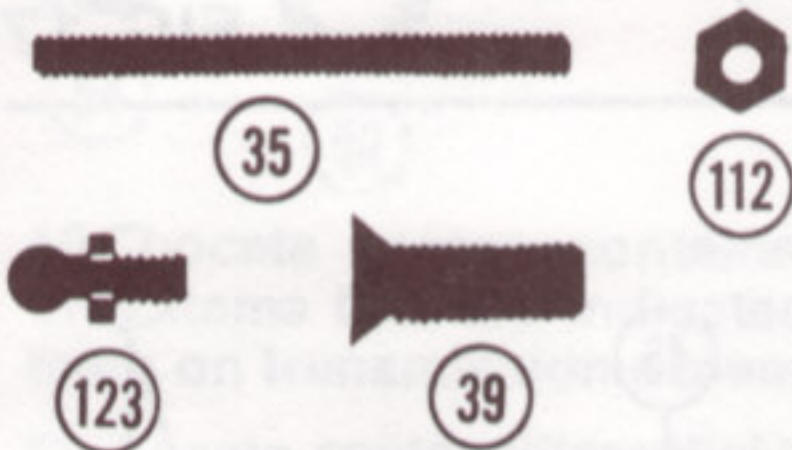


FIG. 15



16. Attach steering servo using servo tape (37) to front of chassis (9) as shown. Fig. 16.

* *NOTE: Be sure servo arm is parallel and in line with the scribe marks on the chassis (9) as shown and a studded ball (22) is in steering servo arm. Fig. 16*

17. Thread an adjustable rod end (34) onto both sides of 1 1/2" threaded rod (35).
18. Thread one 3/16" studded ball (123) into steering servo arm and secure with 4-40 nut (112).
19. Attach one end of 1 1/2" rod (35) onto studded ball (22) in servo saver (25) and other end onto studded ball (123) in steering servo arm.
20. Secure front stiffener (38) to chassis (9) using four 8-32 x 1/2" steel flathead screws (39). Fig. 16.

* *NOTE: Be sure servo arm can travel freely. Screws (39) are silver in color.*

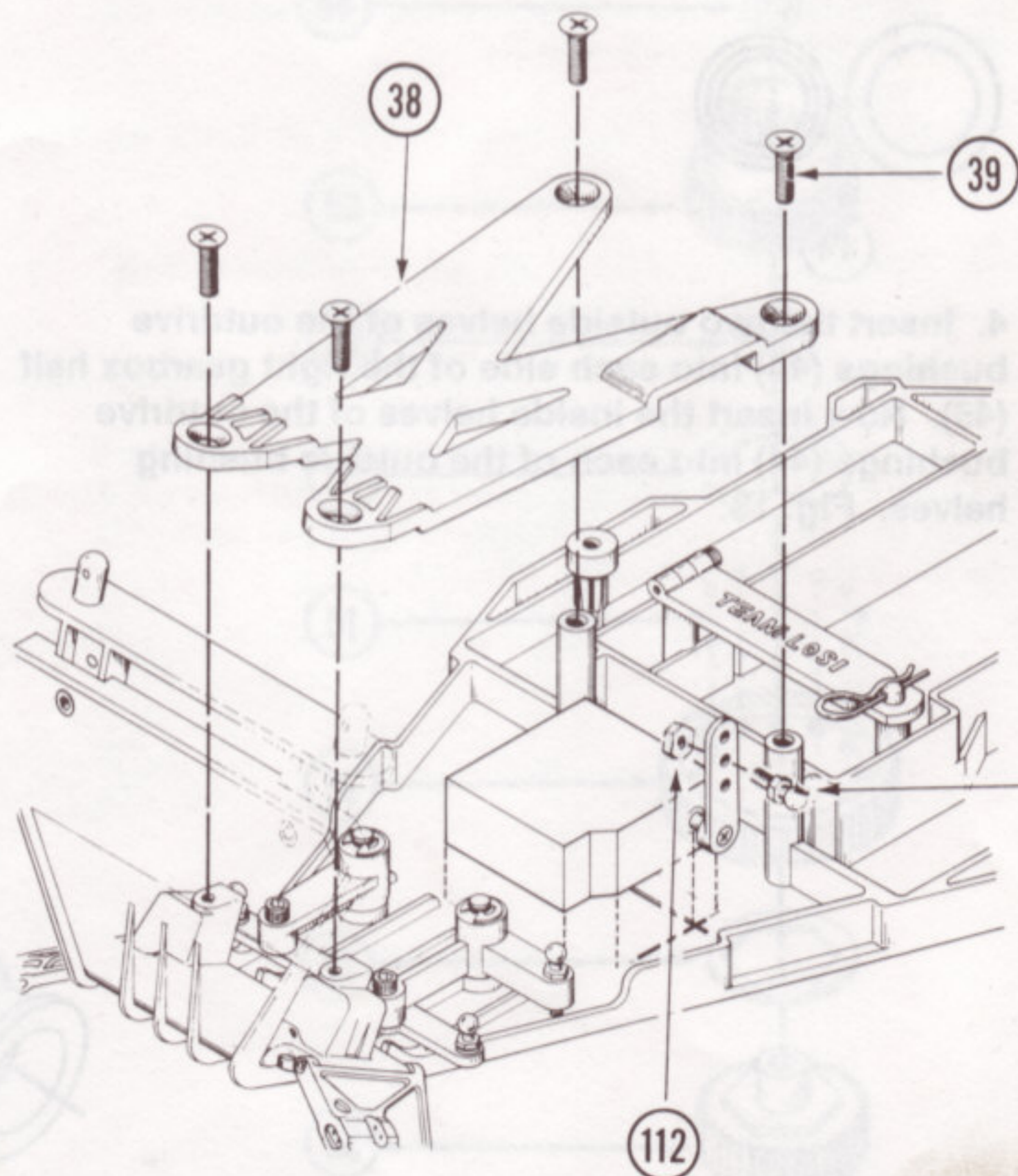


FIG. 16

BAG C

Bag C contains the gearbox assembly. Extra care and patience needs to be applied to this bag. Read through Bag C instructions thoroughly before beginning. All parts should be carefully trimmed and organized. Be sure to avoid getting grease on the gear teeth. read through TUNING TIPS on Pages 29 and 30 about how to properly adjust your differential before running your vehicle.



1. Insert 1/16" x 7/16" solid pin (40) through top gearbox shaft (41). Fig. 17.

2. Slide internal pinion gear (42) down shaft (41) so pin interlocks with groove in gear (42). Fig. 17.

3. Secure gear (42) onto shaft (41) using 3/16" E-clip (43) and attach two 3/16" "E" clips (43) in the other grooves shown on shaft (41). Fig. 17. This is now assembly C. Set aside until step - 29.

* NOTE: Make sure gear cannot slide between E-clip and pin. If it does, remove gear and place between other pin and groove set in shaft.

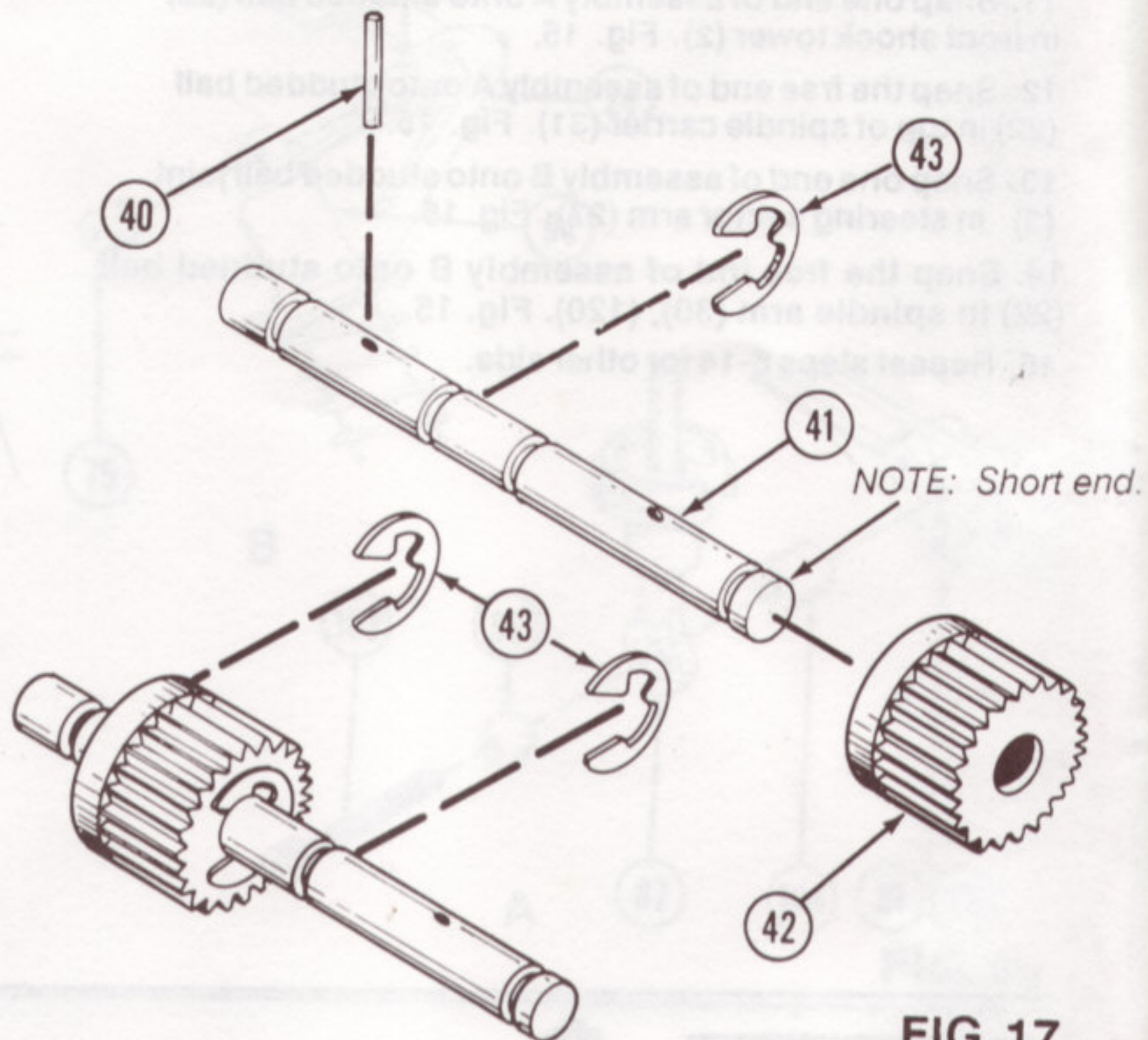
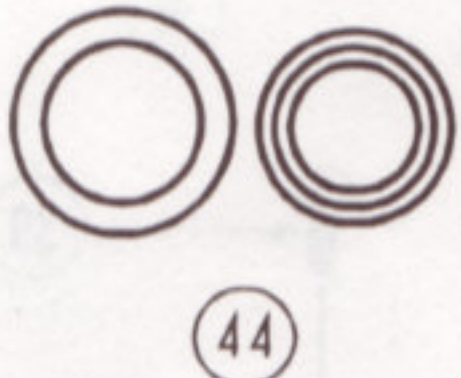


FIG. 17



4. Insert the two outside halves of the outdrive bushings (44) into each side of the right gearbox half (45). Now insert the inside halves of the outdrive bushings (44) into each of the outside bushing halves. Fig. 18.

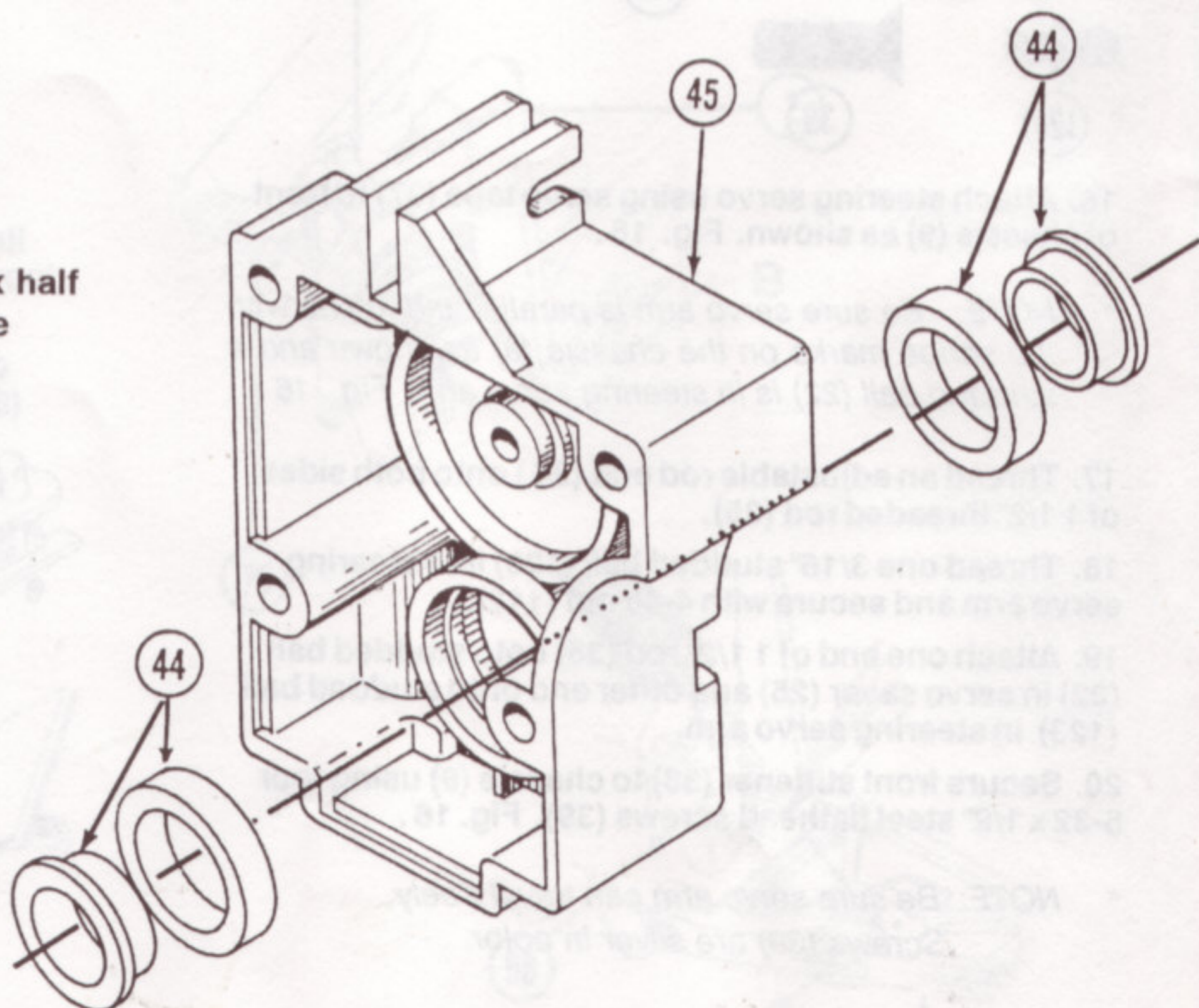
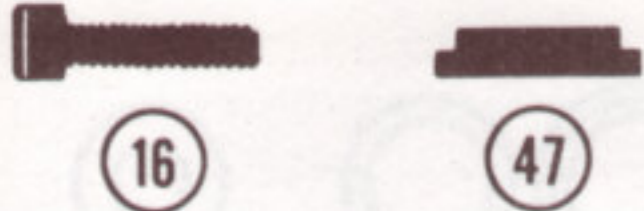


FIG. 18



5. Install output gear (46) into lower bearings in right half of gearbox (45). Fig. 19.
6. Slide outdrive spacer (47) onto U-joint outdrive (48) with the large side first. Fig. 19.
7. Install U-joint outdrive (48) into lower bearings in right half of gearbox (45) and rotate U-joint outdrive (48) until interlocked with output gear (46). Fig. 19.
8. Secure the two together with a 4-40 x 1/2" socket head screw (16) threaded in through the U-joint outdrive (48) into the output gear (46). Set aside until step 27. Fig. 19.

* NOTE: Do not over tighten.

9. Repeat steps 4-8 for left half (63) of gearbox.

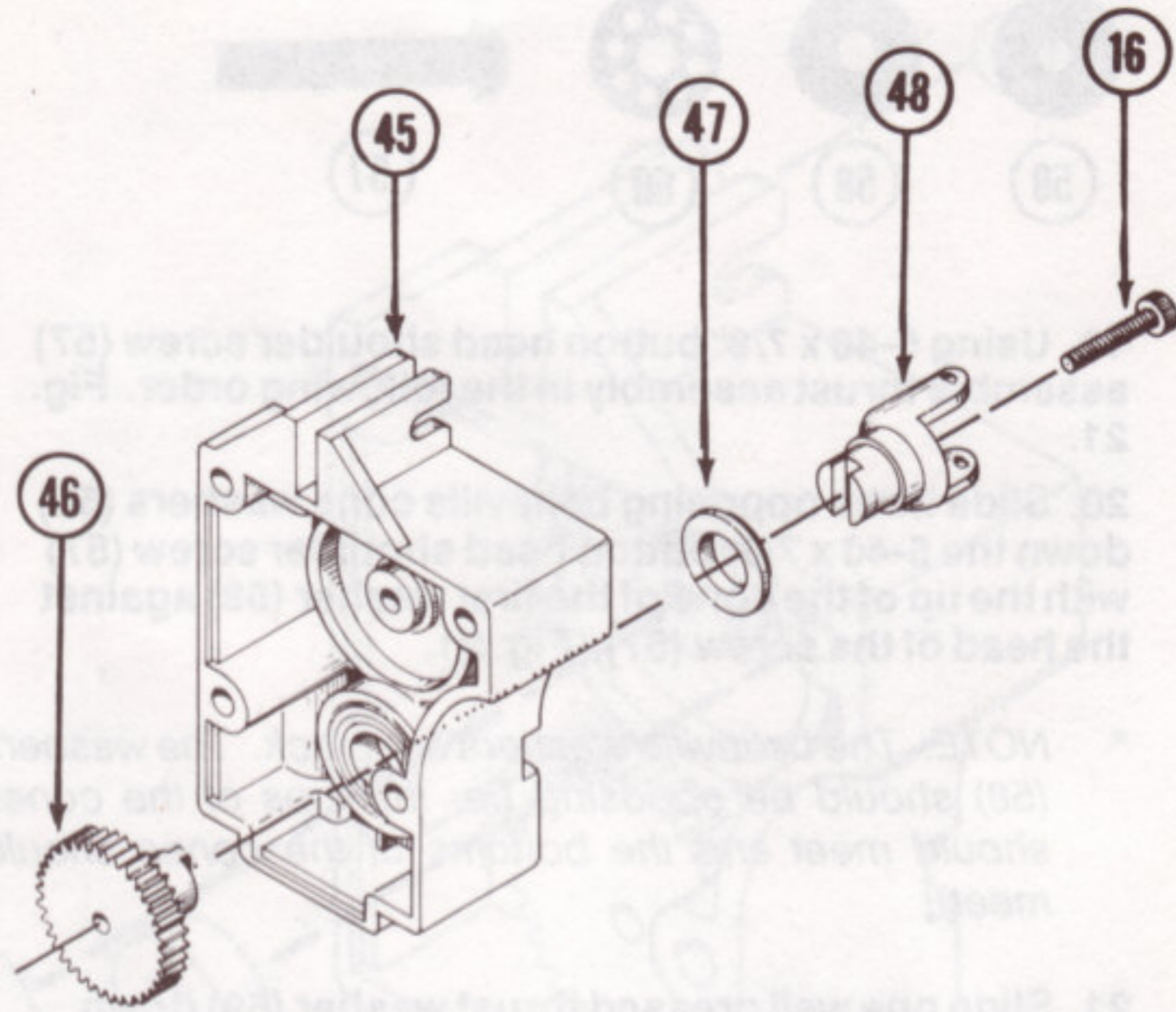


FIG. 19



10. Locate grease container (48) and open. Grease only items that are indicated! Keep grease away from teeth on transmission assembly.
11. Locate center differential gear (50) from small bag. Fig. 20.
12. Insert 3/32" differential gear balls (51) into holes in center differential gear (50). Fig. 20.
13. Using a tooth pick, carefully dab a small amount of grease onto each side of each 3/32" ball (51). Fig. 20.
14. Insert 1/4" x 3/8" bushing (52) into female half of differential (53). Fig. 20.
15. Insert 5-40 lock nut (54) into opposite side of female half of differential (53). Fig. 20.
16. Place one hex thrust washer (55) onto male half of differential (56) and other hex thrust washer (55) onto female half of differential (53). Fig. 20.
17. Assemble differential assembly by placing center differential gear (50) onto male half of differential (56) followed by female half of differential (53). This now becomes assembly D.
18. Set aside assembly D for now with female half of differential up until step 26

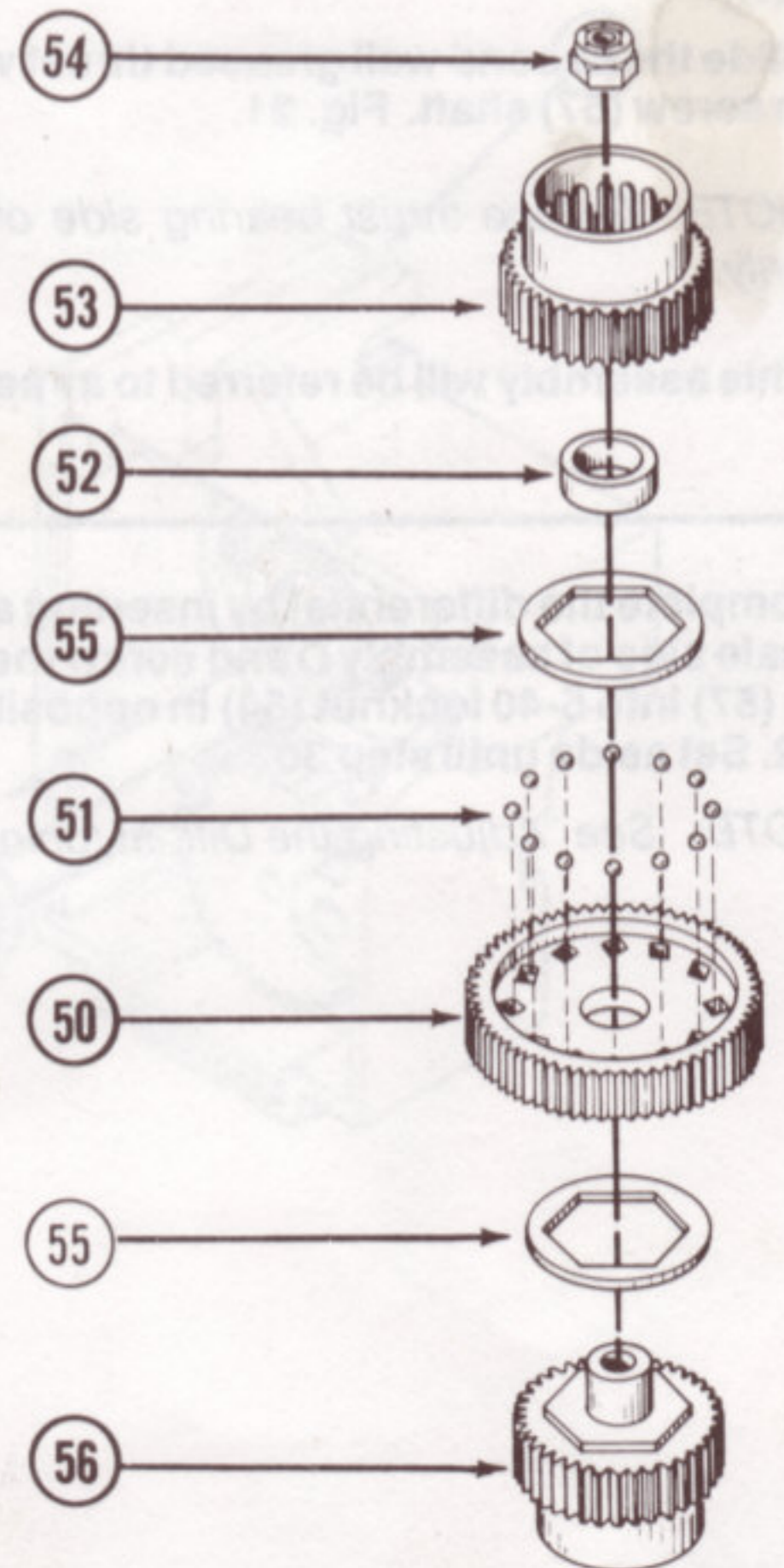
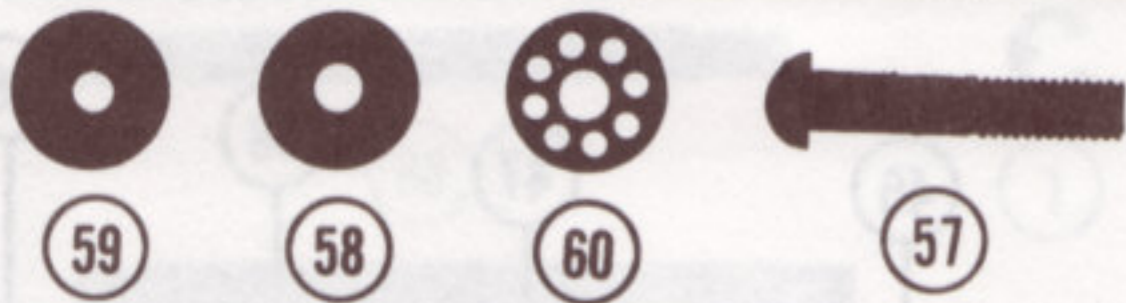


FIG. 20

BAG C (Cont...)



19. Using 5-40 x 7/8" button head shoulder screw (57) assemble thrust assembly in the following order. Fig. 21.

20. Slide three opposing belleville cone washers (58) down the 5-40 x 7/8" button head shoulder screw (57) with the tip of the cone of the first washer (58) against the head of the screw (57). Fig. 21.

* NOTE: The belleville washers are black. The washers (58) should be opposing (ie; the tops of the cones should meet and the bottoms of the cones should meet).

21. Slide one well greased thrust washer (59) down screw (57) shaft as shown. Fig. 21.

* NOTE: The thrust washer should only touch the big edge of the last belleville (58). Grease thrust bearing side of washer only as indicated by arrows

22. Slide well greased bronze bearing cage (60) down screw (57) shaft. Fig. 21.

23. Insert eight 1/16" thrust balls (61) into the cage (60). Fig. 21.

24. Slide the second well greased thrust washer (59) down screw (57) shaft. Fig. 21.

* NOTE: Grease thrust bearing side of thrust washer only.

25. This assembly will be referred to as assembly E.

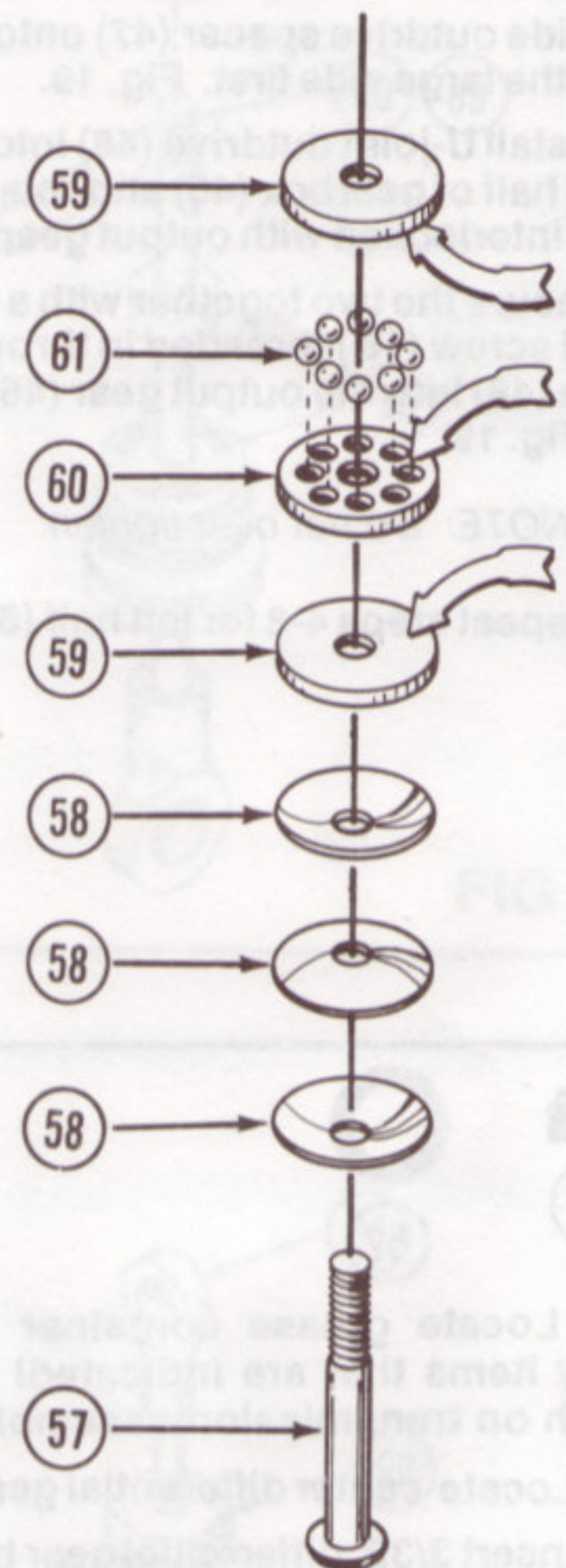


FIG. 21

26. Complete the differential by inserting assembly E into male side of assembly D and screw the 5-40 x 7/8" screw (57) into 5-40 locknut (54) in opposite side of D. Fig. 22. Set aside until step 30.

* NOTE: See "Adjusting the Diff" in tuning tips in appendix.

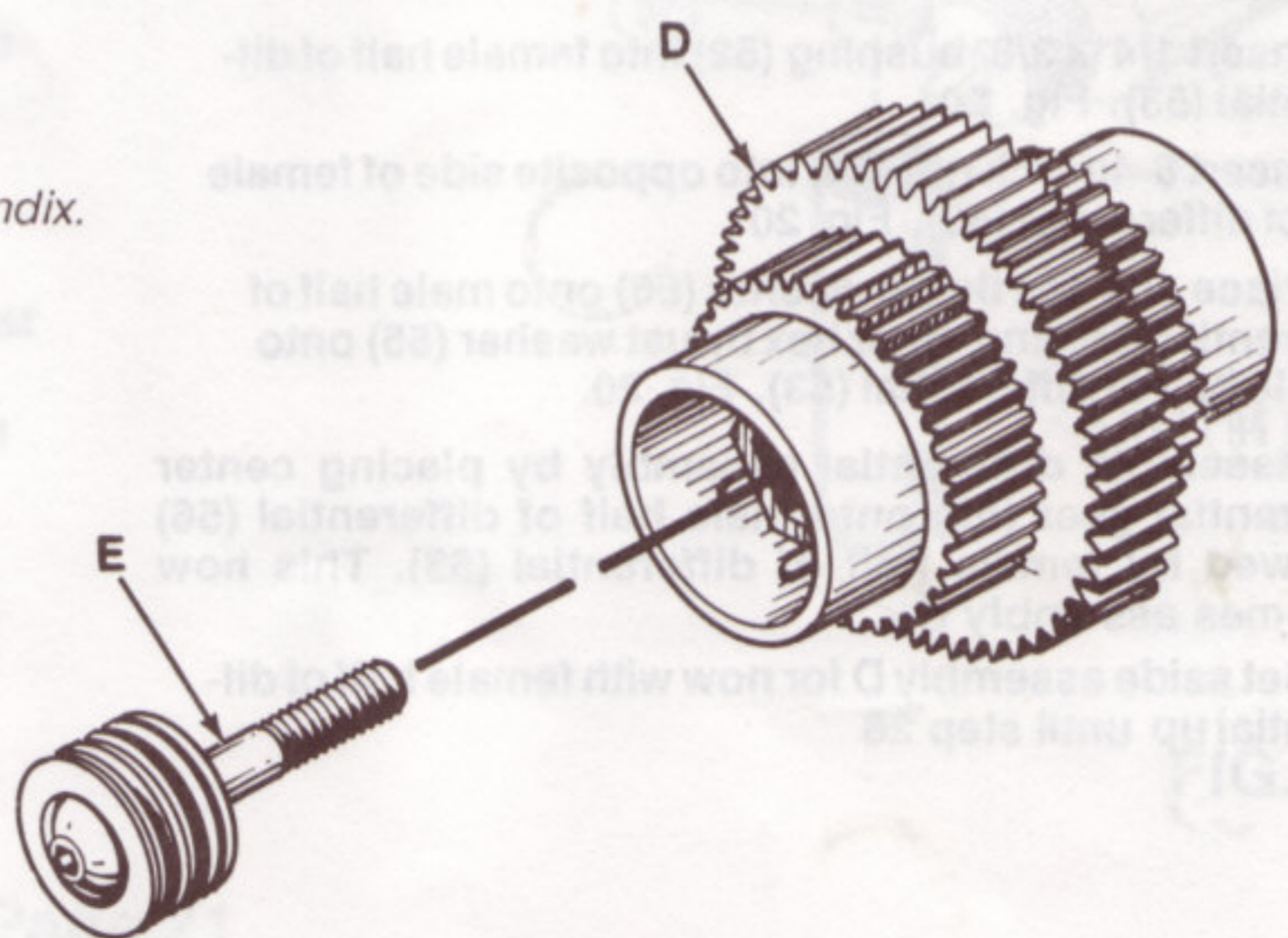
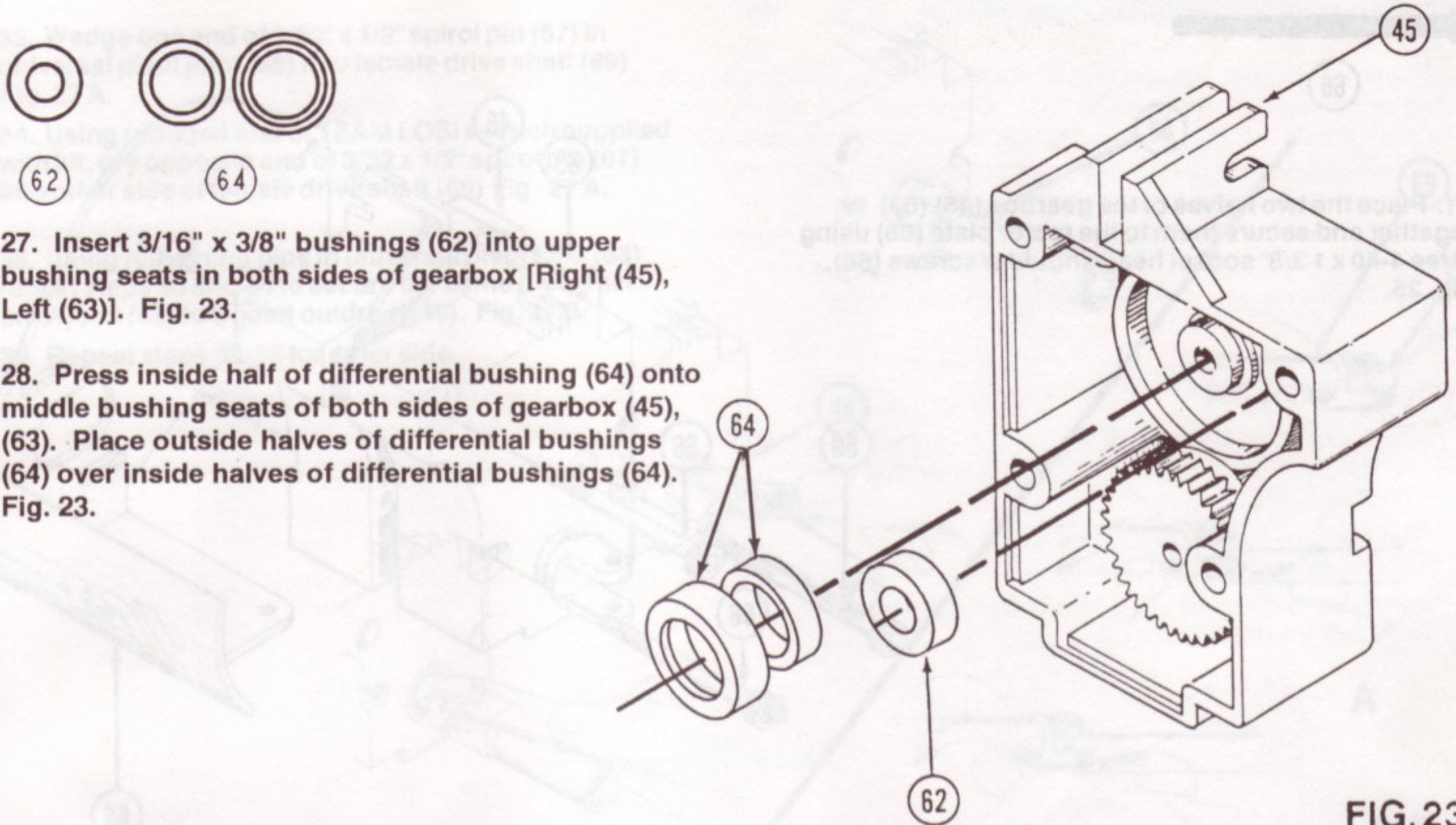


FIG. 22



27. Insert 3/16" x 3/8" bushings (62) into upper bushing seats in both sides of gearbox [Right (45), Left (63)]. Fig. 23.

28. Press inside half of differential bushing (64) onto middle bushing seats of both sides of gearbox (45), (63). Place outside halves of differential bushings (64) over inside halves of differential bushings (64). Fig. 23.

FIG. 23

29. Place differential onto center bearing (64) in right half of gearbox so that the head of the 5-40 x 7/8" shoulder screw (57) is exposed. Fig. 24.

30. Slide long side of assembly C through upper bushing (62) in right half of gearbox (45). Fig. 24.

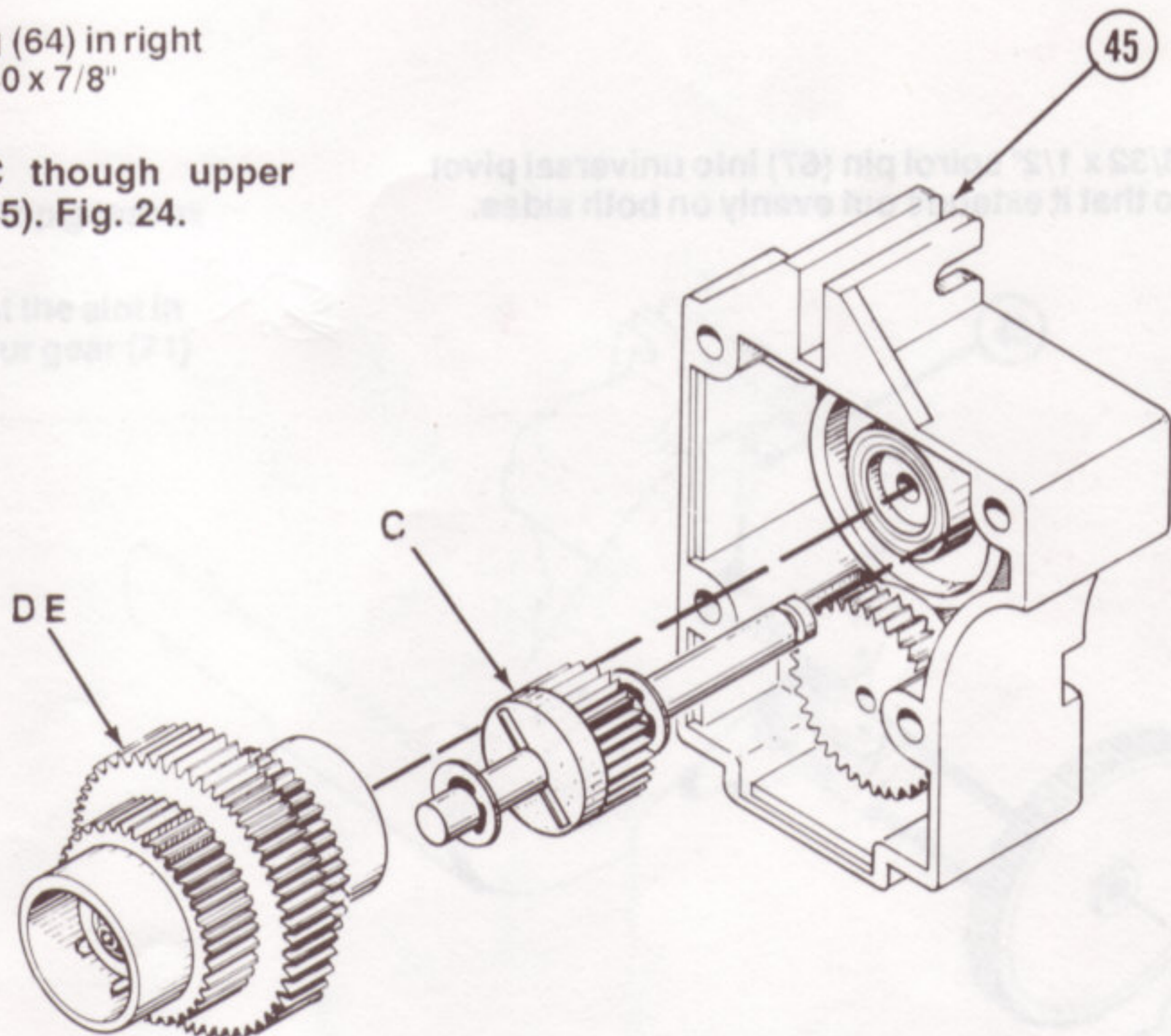


FIG. 24

BAG C (Cont...)

66

31. Place the two halves of the gearbox (45) (63) together and secure them to the motor plate (65) using three 4-40 x 1 3/8" socket head shoulder screws (66). Fig. 25.

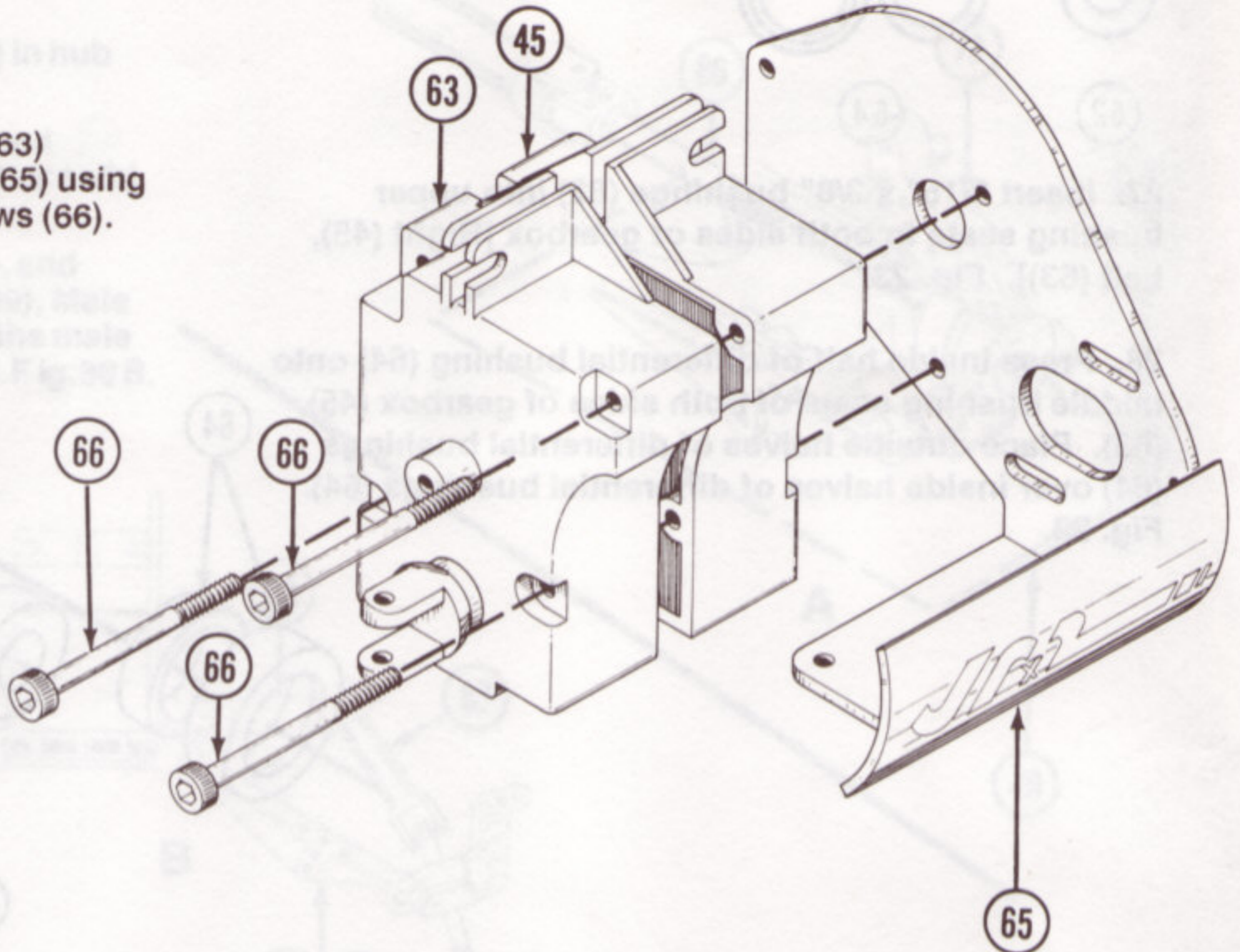
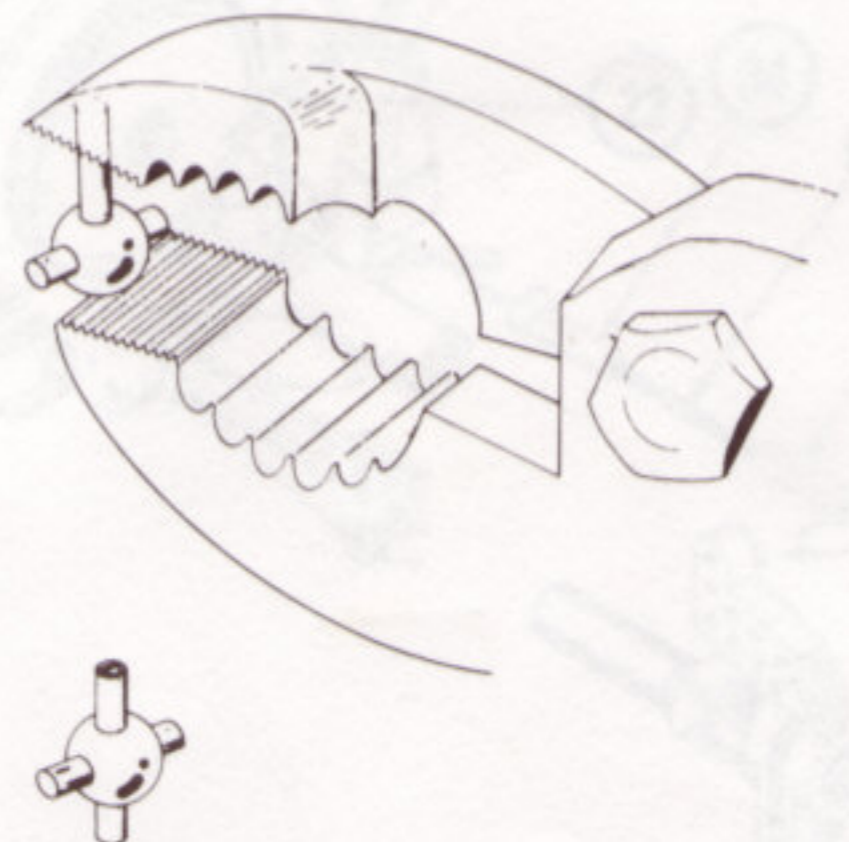
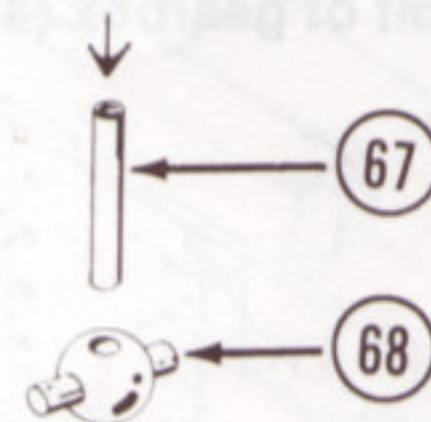


FIG. 25

67

32. Insert 3/32 x 1/2" spiral pin (67) into universal pivot joint (68) so that it extends evenly on both sides. Fig. 26



BAG C (Cont...)

33. Wedge one end of 3/32" x 1/2" spirol pin (67) in universal pivot joint (68) into female drive shaft (69) Fig. 27 A.

34. Using rounded end of TEAM LOSI wrench supplied with kit, pry opposite end of 3/32 x 1/2" spirol pin (67) into other side of female drive shaft (69) Fig. 27 A.

35. Using remaining pins in universal pivot joint (68) repeat steps 33 and 34 to secure the same universal pivot joint (68) to U-joint outdrive (48). Fig. 27 B.

36. Repeat steps 32-35 for other side.

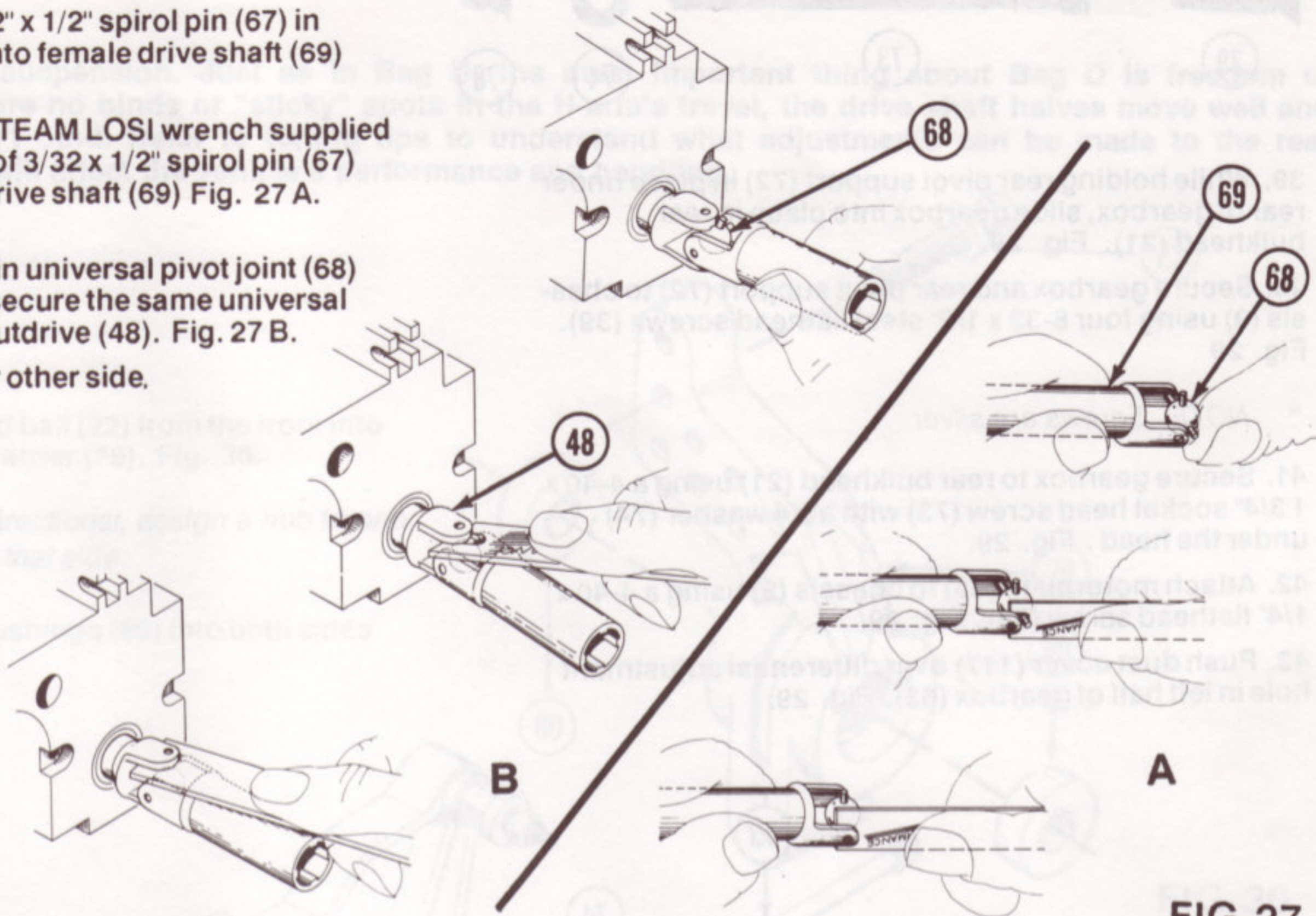


FIG. 27



37. Insert 1/16" x 7/16" solid pin (40) into top gearbox shaft. Fig. 28.

38. Slide spur gear (71) over shaft so that the slot in gear lines up with pin (40) and secure spur gear (71) with 3/16" E-clip (43). Fig. 28.

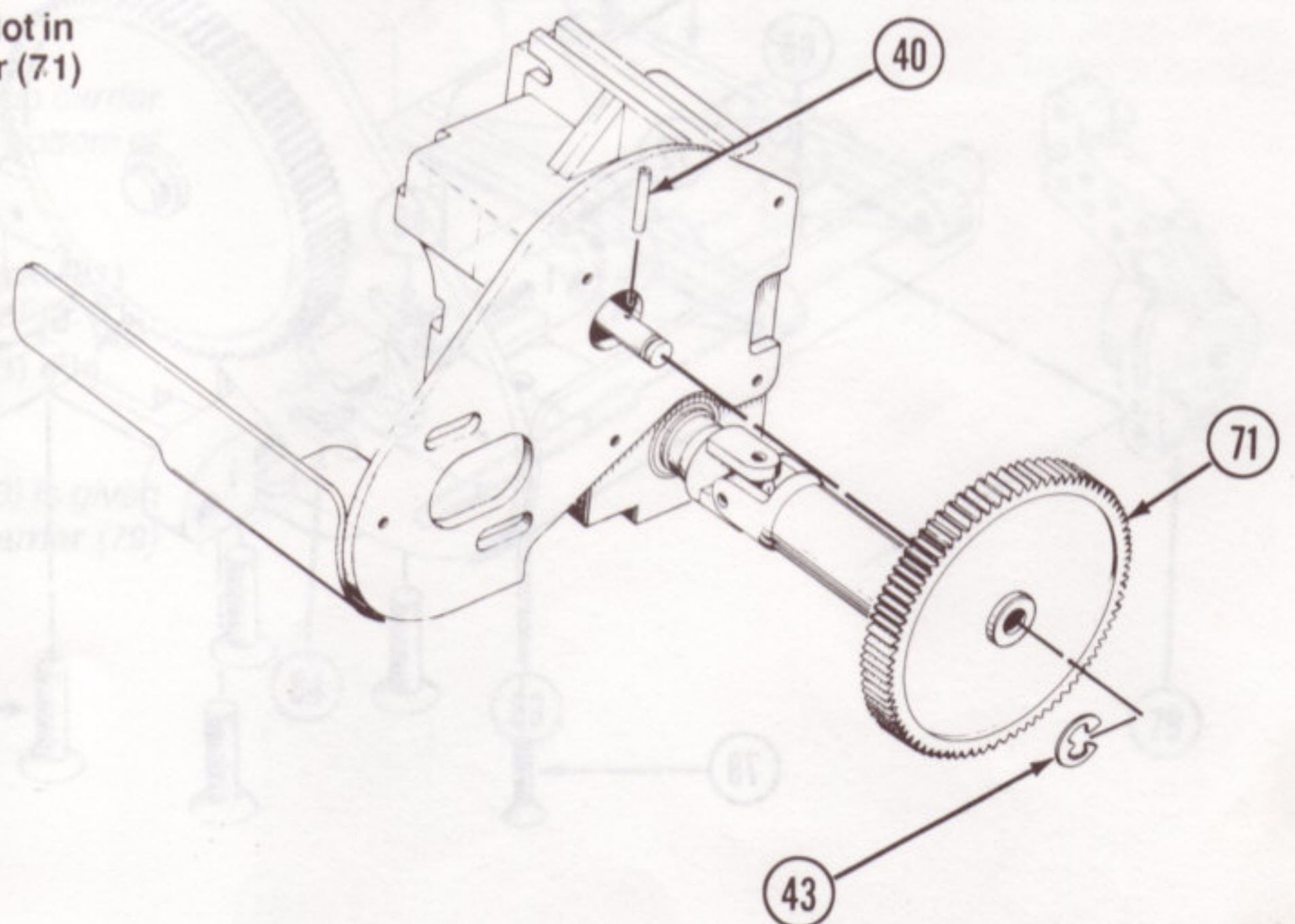
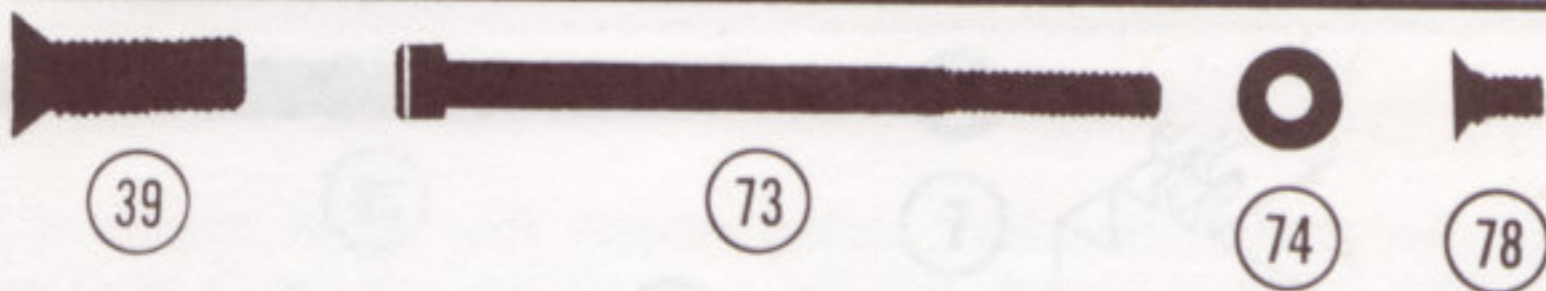


FIG. 28

BAG C (Cont...)



39. While holding rear pivot support (72) in place under rear of gearbox, slide gearbox into place in rear bulkhead (21). Fig. 29.

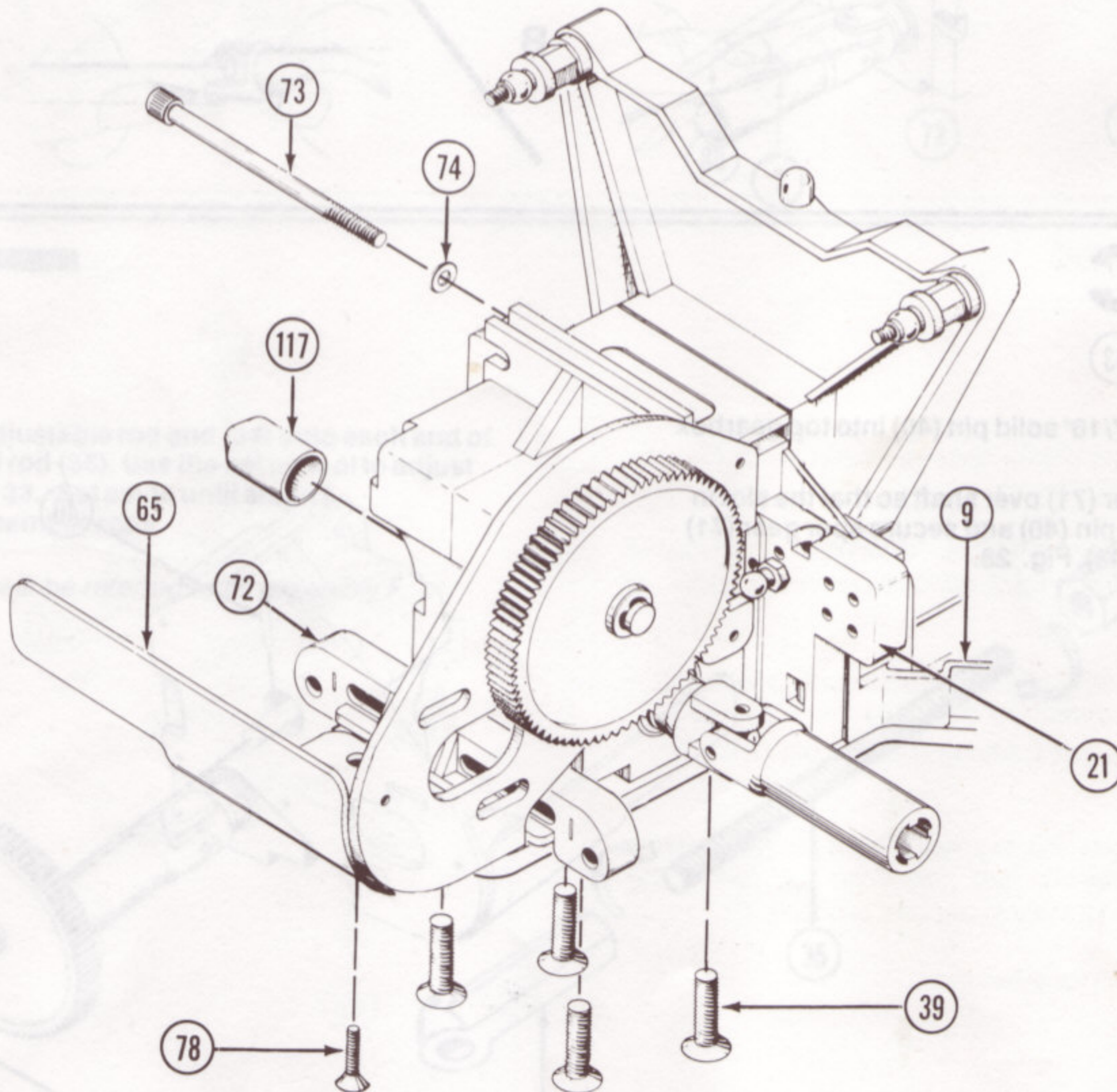
40. Secure gearbox and rear pivot support (72) to chassis (9) using four 8-32 x 1/2" steel flathead screws (39). Fig. 29

* NOTE: Screws are silver

41. Secure gearbox to rear bulkhead (21) using a 4-40 x 1 3/4" socket head screw (73) with a #4 washer (74) under the head. Fig. 29.

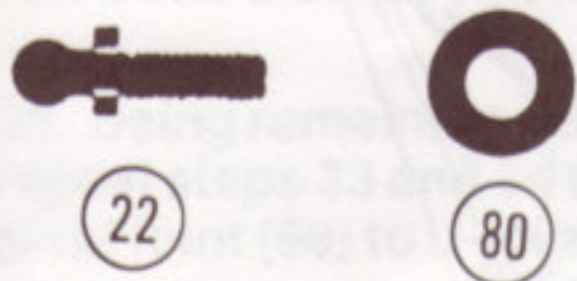
42. Attach motorplate (65) to chassis (9) using a 4-40 x 1/4" flathead screw (78). Fig. 29.

43. Push dust cover (117) over differential adjustment hole in left half of gearbox (63). Fig. 29.



BAG D

Bag D contains the rear suspension. Just as in Bag B, the most important thing about Bag D is freedom of movement. Be sure there are no binds or "sticky" spots in the H-arm's travel, the drive shaft halves move well and that the camber links don't bind. Refer to tuning tips to understand what adjustments can be made to the rear suspension and how they will affect the vehicle's performance and handling.



1. Thread one 3/8" studded ball (22) from the front into center inside hole in hub carrier (79). Fig. 30.

* **NOTE:** Hubs are nondirectional, assign a hub to one side and build it to suit that side.

2. Press two 3/16" x 3/8" bushings (80) into both sides of hub carrier (79). Fig. 30.

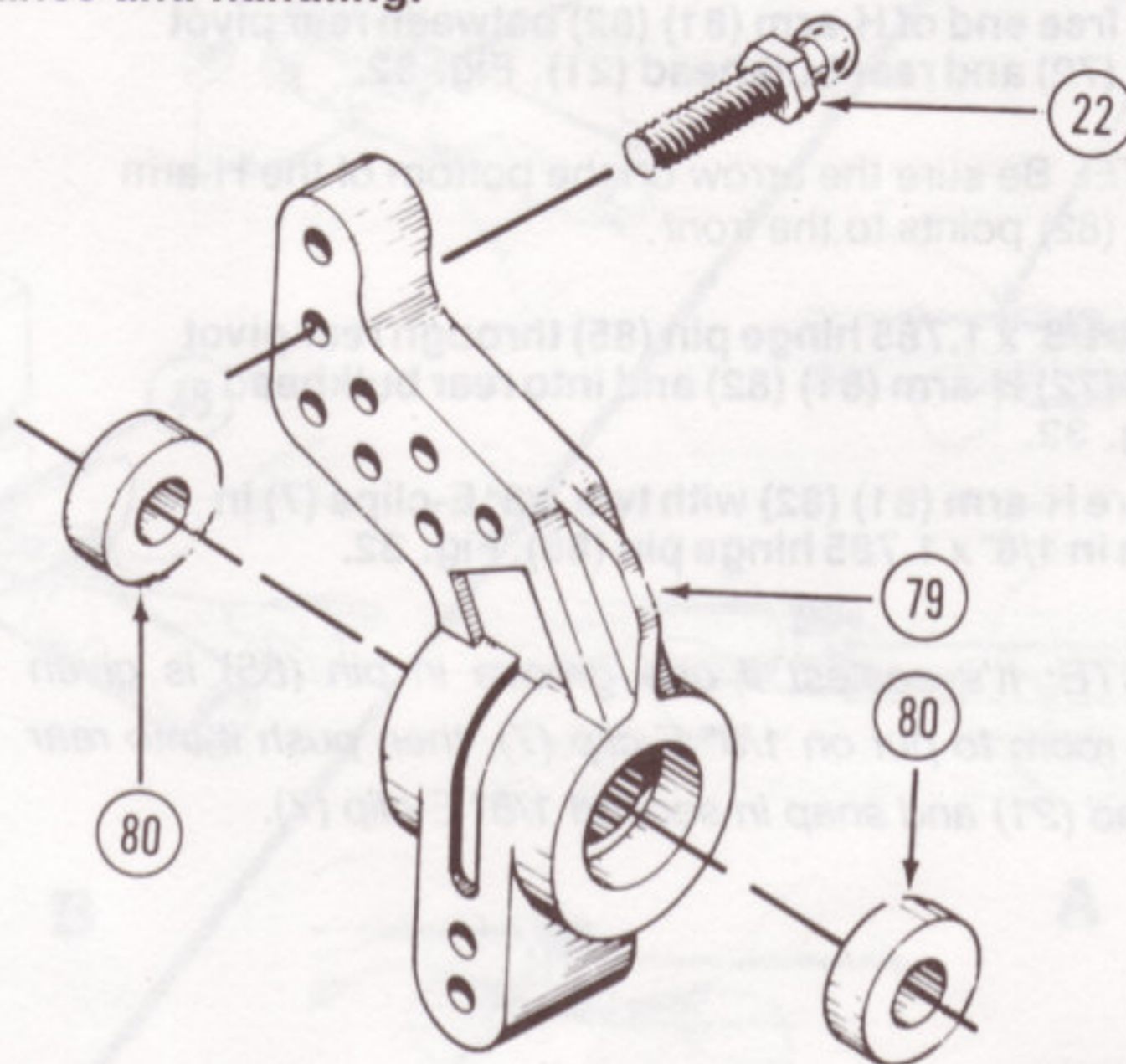


FIG. 30

83

3. Place hub carrier (79) in-between outer rails of H-arm [Right (81), Left (82)] as shown. Fig. 31.

* **NOTE:** Be sure to have studded ball (22) in hub carrier (79) pointing the same direction as arrow on bottom of H-arm (81) (82).

4. Insert 1/8" x 1.420 hinge pin (83) through H-arm (81) (82) and through upper hole in hub carrier (79). Fig. 31.

5. Clip on snap clips (84) into grooves in pin (83). Fig. 31.

* **NOTE:** Its easiest if one groove in the pin (83) is given excess room for clip (84), then push hub carrier (79) up against it and snap in second clip (84).

6. Repeat steps 1-5 for other side.

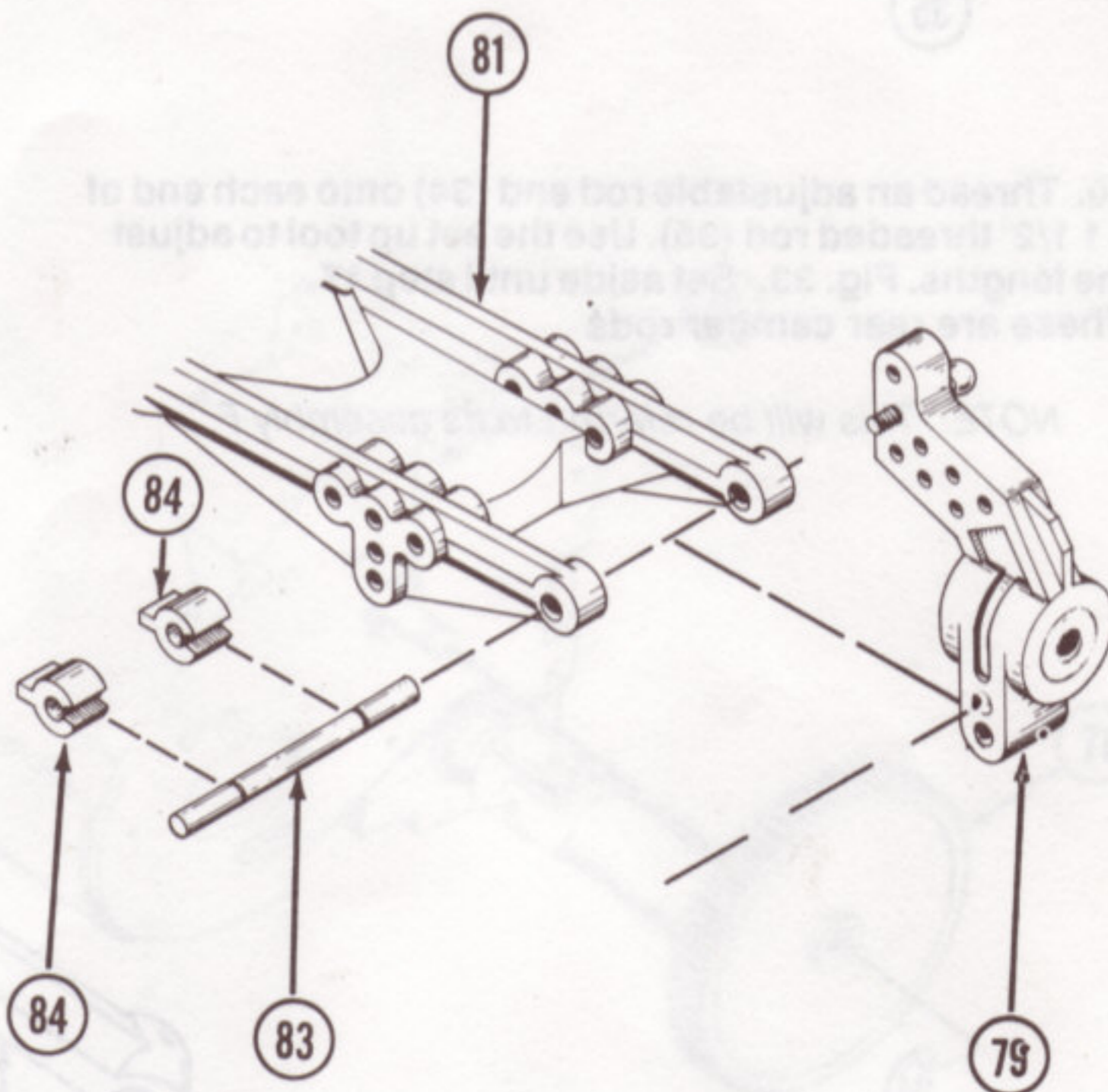


FIG. 31

BAG D (Cont...)

85

7

7. Align free end of H-arm (81) (82) between rear pivot support (72) and rear bulkhead (21). Fig. 32.

* NOTE: Be sure the arrow on the bottom of the H-arm (81) (82) points to the front.

8. Insert 1/8" x 1.785 hinge pin (85) through rear pivot support (72) H-arm (81) (82) and into rear bulkhead (21). Fig. 32.

9. Secure H-arm (81) (82) with two 1/8" E-clips (7) in grooves in 1/8" x 1.785 hinge pin (85). Fig. 32.

* NOTE: It's easiest if one groove in pin (85) is given excess room to put on 1/8" E-clip (7), then push it into rear bulkhead (21) and snap in second 1/8" E-clip (7).

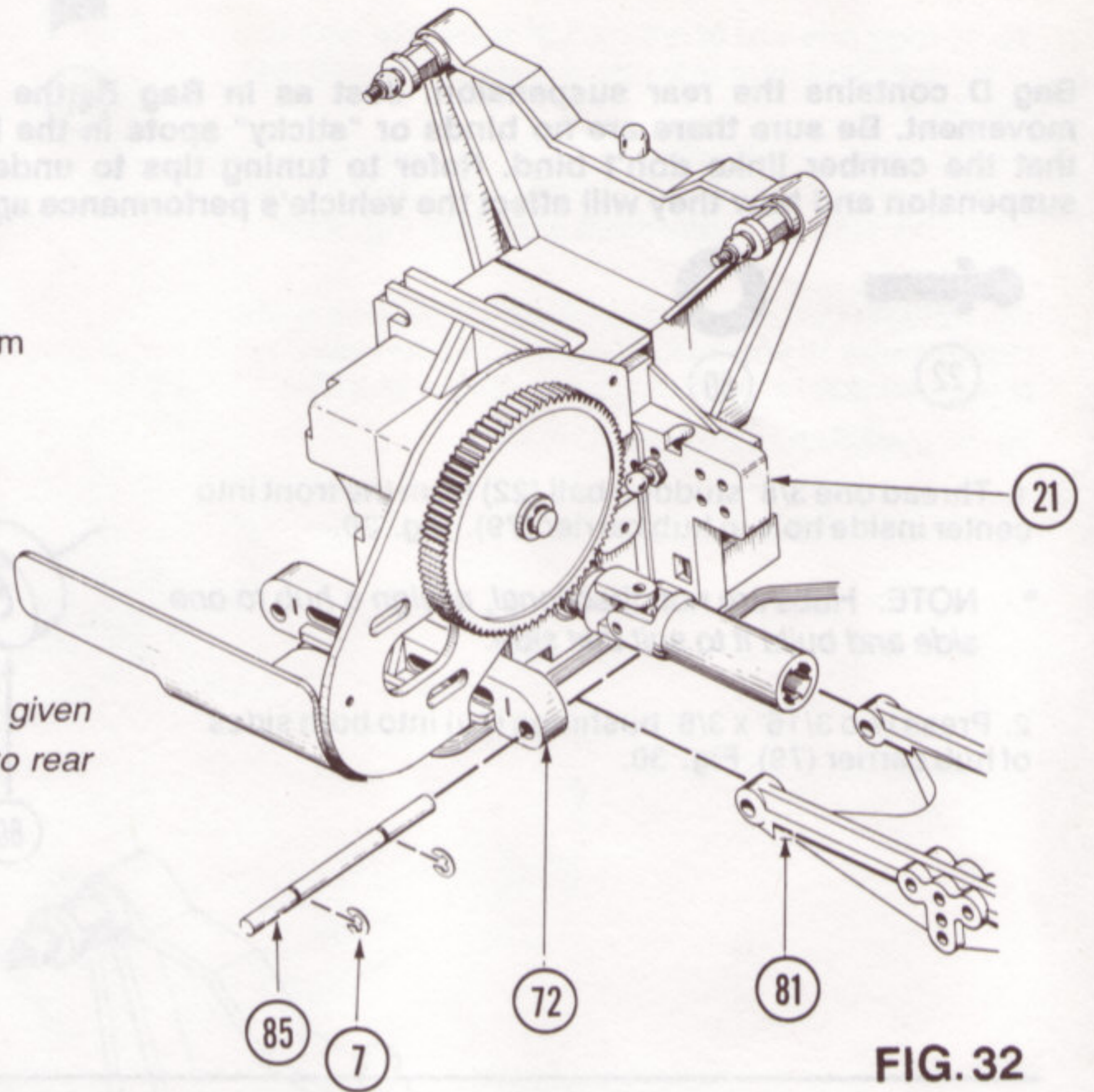


FIG. 32

35

10. Thread an adjustable rod end (34) onto each end of a 1 1/2" threaded rod (35). Use the set up tool to adjust the lengths. Fig. 33. Set aside until step 17. These are rear camber rods

* NOTE: This will be referred to as assembly F.

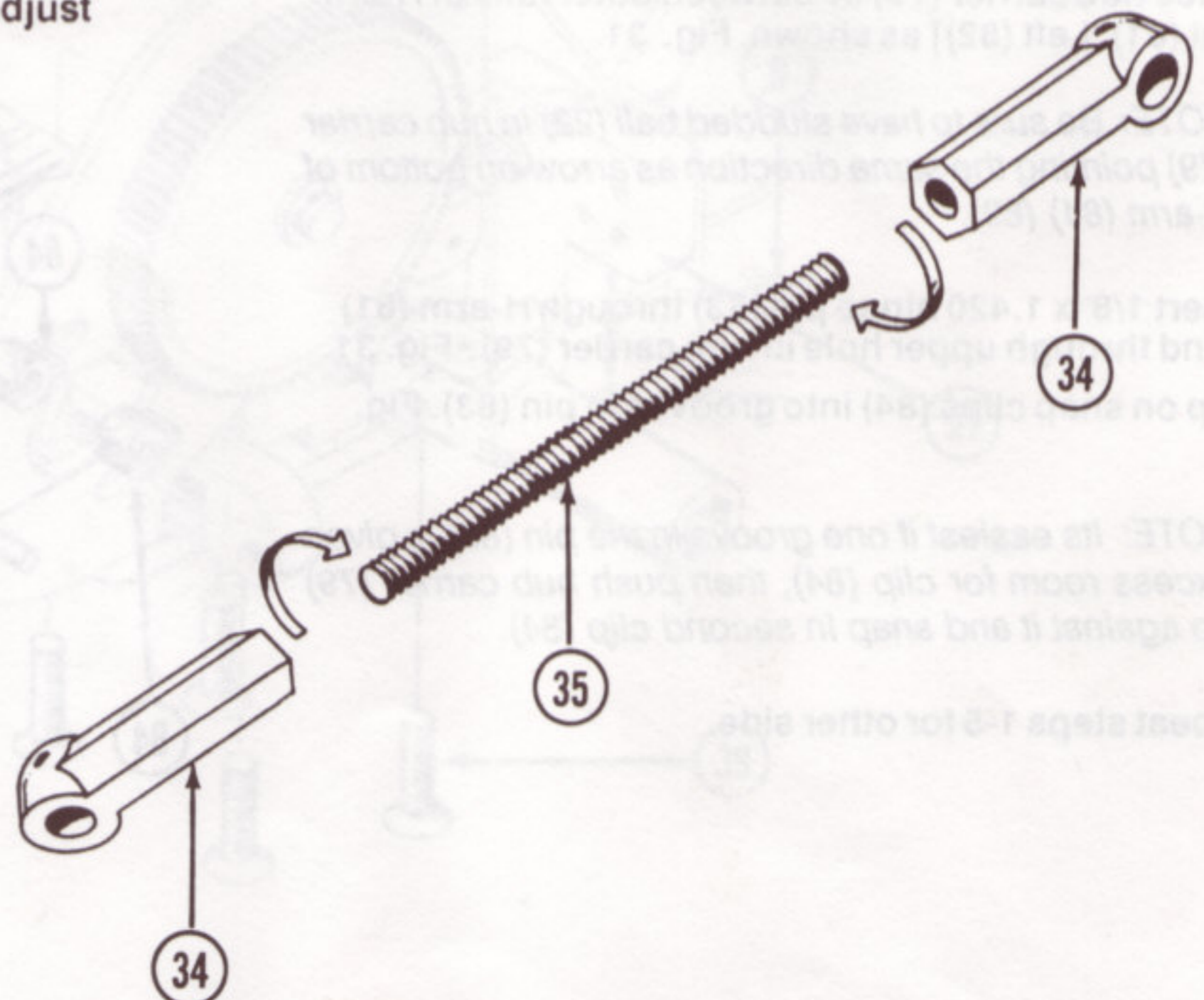


FIG. 33

BAG D (Cont ...)

67

11. Place universal pivot joint (68) in rear axle (86) so that cross pin holes are aligned with holes in rear axle (86) Fig. 34.

12. Using pliers, push a 3/32 x 1/2" spirol pin (67) through rear axle (86) U-joint yoke and through universal pivot joint (68) until pin (67) extends evenly out of both sides of rear axle (86) Fig. 34.

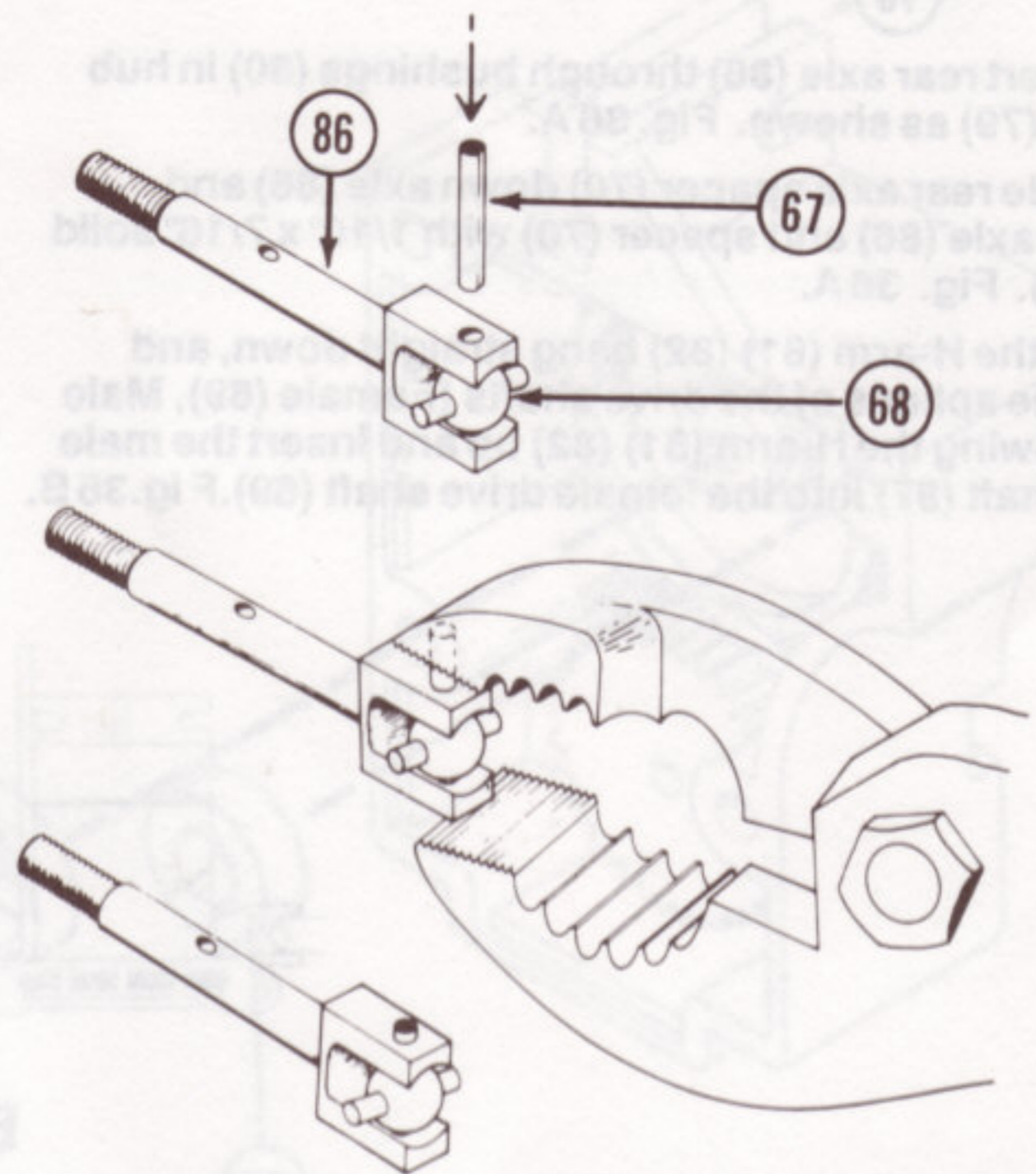


FIG. 34

FIG. 34

13. Pry universal pivot joint (68) in rear axle (86) into the male drive shaft (87) using TEAM LOSI wrench. Fig. 35.

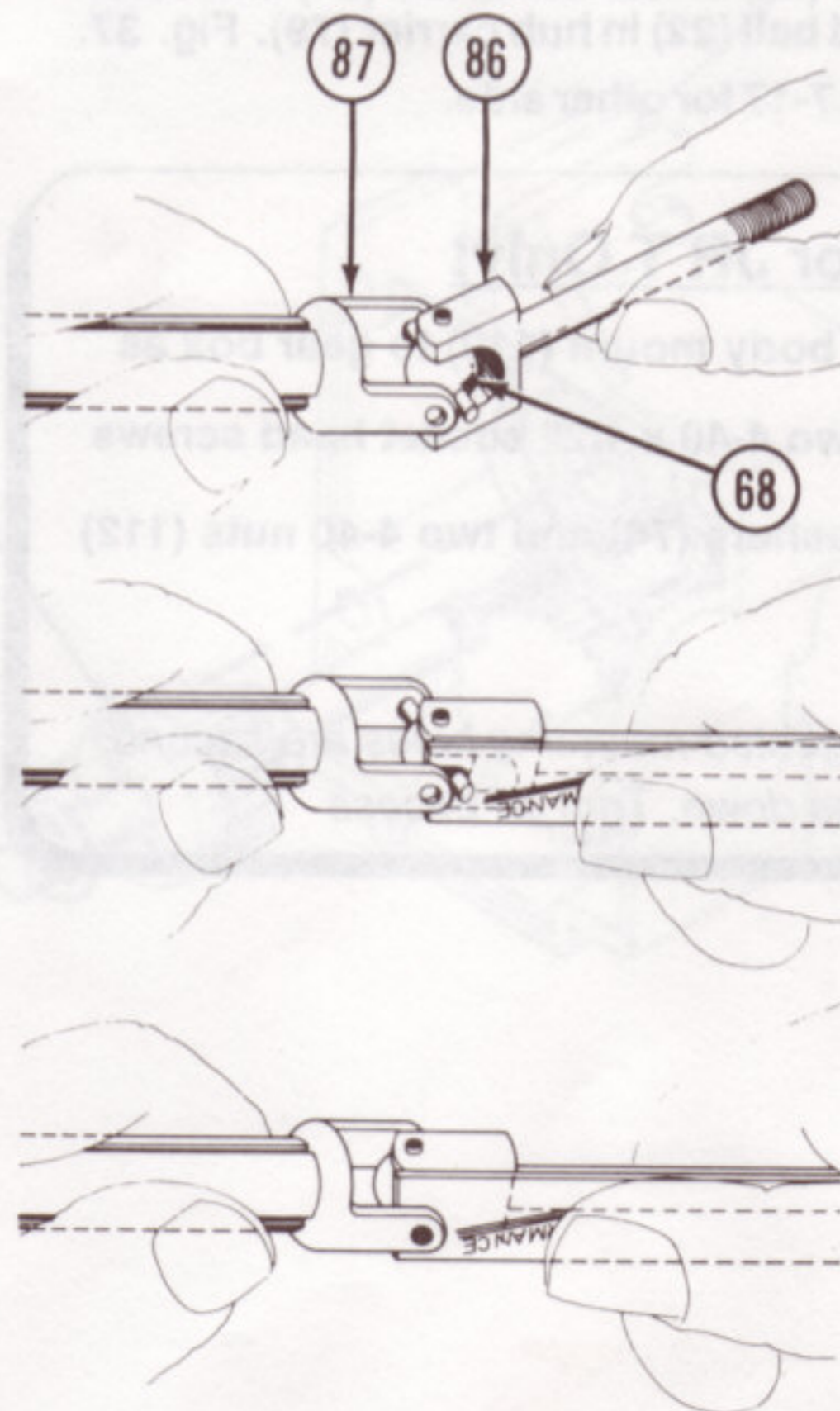
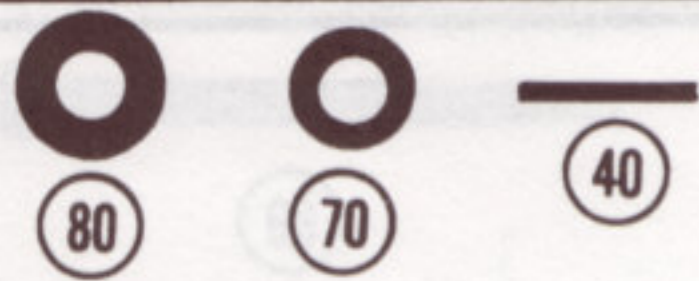


FIG. 35

BAG D (Cont ...)



14. Insert rear axle (86) through bushings (80) in hub carrier (79) as shown. Fig. 36 A.

15. Slide rear axle spacer (70) down axle (86) and secure axle (86) and spacer (70) with 1/16" x 7/16" solid pin (40). Fig. 36 A.

16. Let the H-arm (81) (82) hang straight down, and align the splines of the drive shafts [Female (69), Male (87)]. Swing the H-arm (81) (82) up and insert the male drive shaft (87) into the female drive shaft (69). Fig. 36 B.

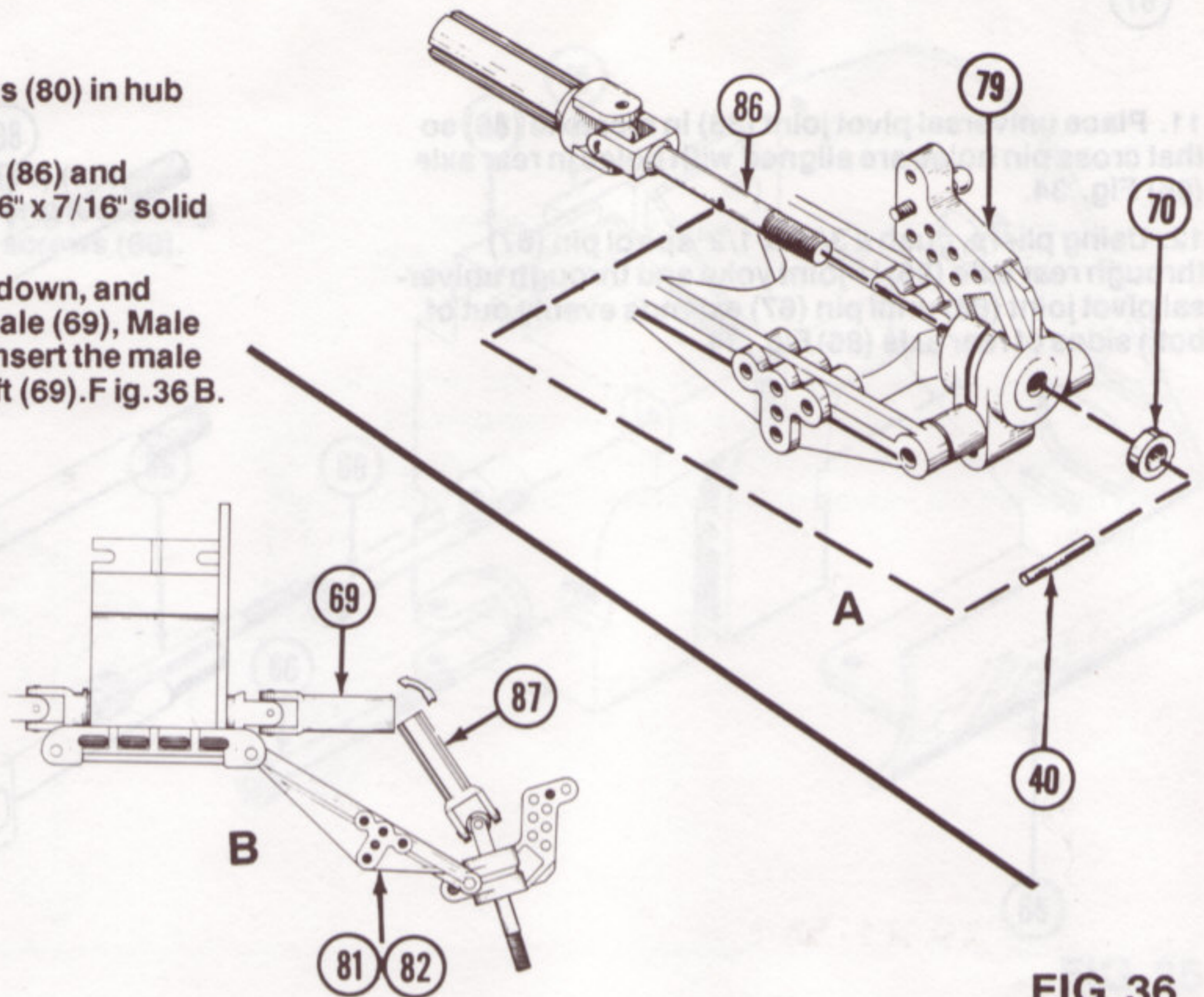


FIG. 36

17. Snap one adjustable rod end (34) of assembly F onto studded ball (22) in rear bulkhead (21) and other end onto studded ball (22) in hub carrier (79). Fig. 37.

18. Repeat steps 7-17 for other side.

For JR T Only!

19. Secure rear body mount (110) to gear box as shown using two 4-40 x 1/2" socket head screws (16), four #4 washers (74) and two 4-40 nuts (112) Fig. 37

* NOTE: Suggested mounting holes are second holes down. Trim off excess

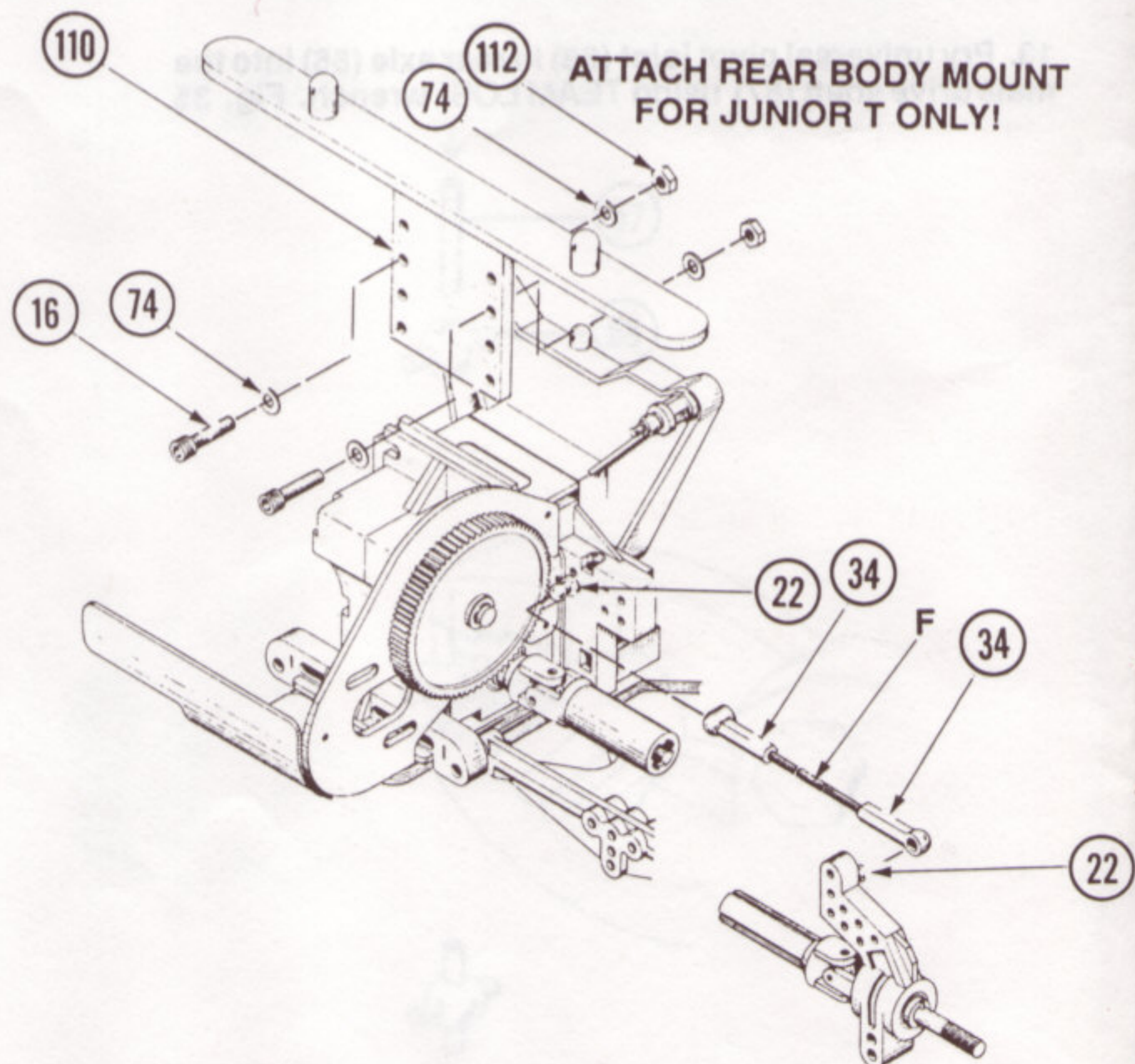
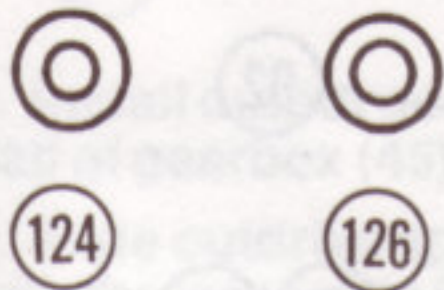


FIG. 37

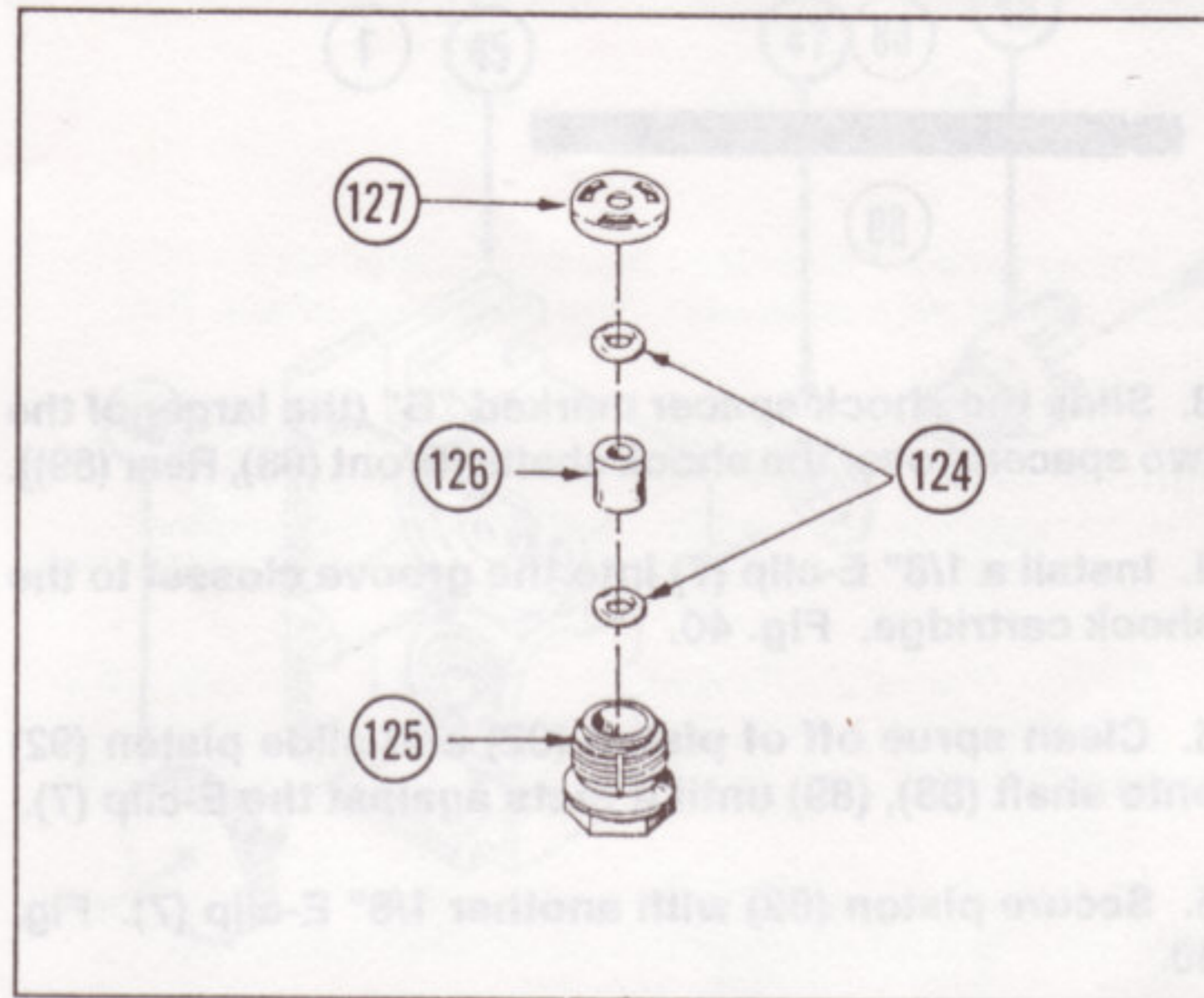
Before you begin assembly of Bag E...



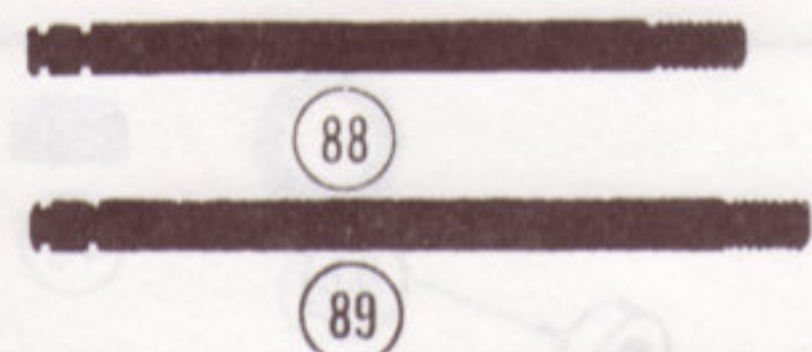
1. Place one O-ring (124) into cartridge body (125) making sure that the O-ring (124) seats flat in the bottom of the cartridge body (125). Insert cartridge spacer (126) into cartridge body (125) followed by a second O-ring (124). After the second O-ring (124) is inserted and is seated flush with the top of the cartridge body (124), "snap" the cartridge cap (127) onto the cartridge body (125).

2. Make four cartridge assemblies.

*Note: Cartridges may be factory pre-assembled.



Complete Cartridge Assembly (90)



1. Place a drop of oil on grooved end of shock shaft [Front (88), Rear (89)] and slide cartridge (90), hex end first, down shock shaft [Front (88), Rear (89)] towards the threads. Fig. 38.

* NOTE: Be sure the external o-ring (91) is in the groove on the cartridge (90).

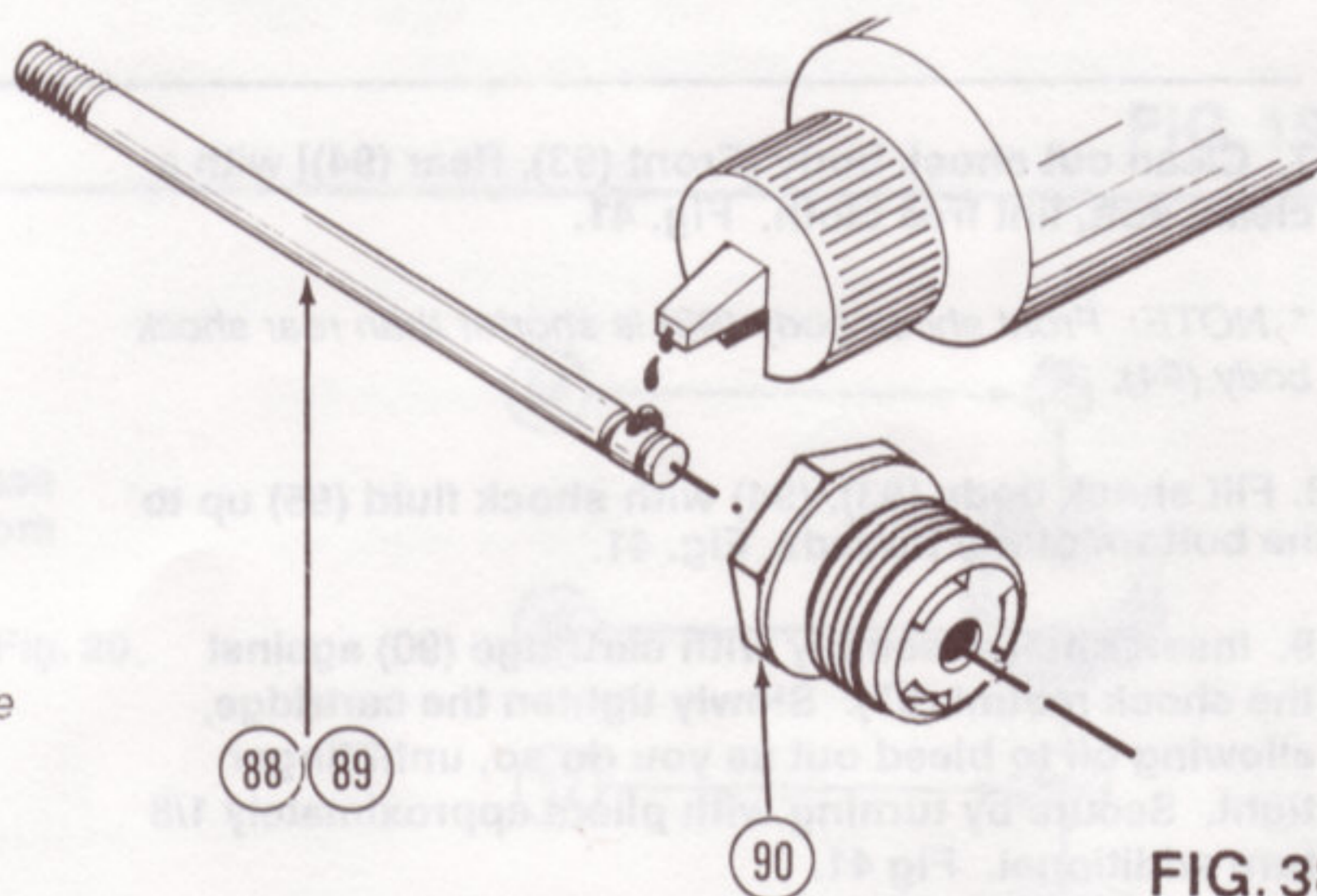
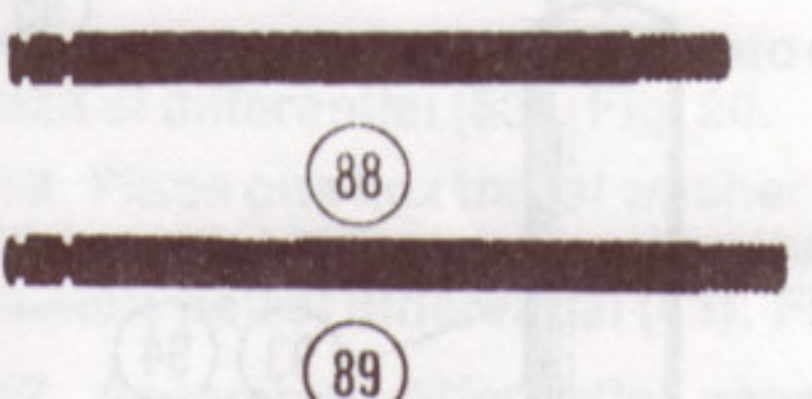


FIG. 38



2. Grasp the shock shaft [Front (88), Rear (89)] between the grooves in the end with a pair of needle nose pliers and thread on the lower shock mount (97). Fig. 39.

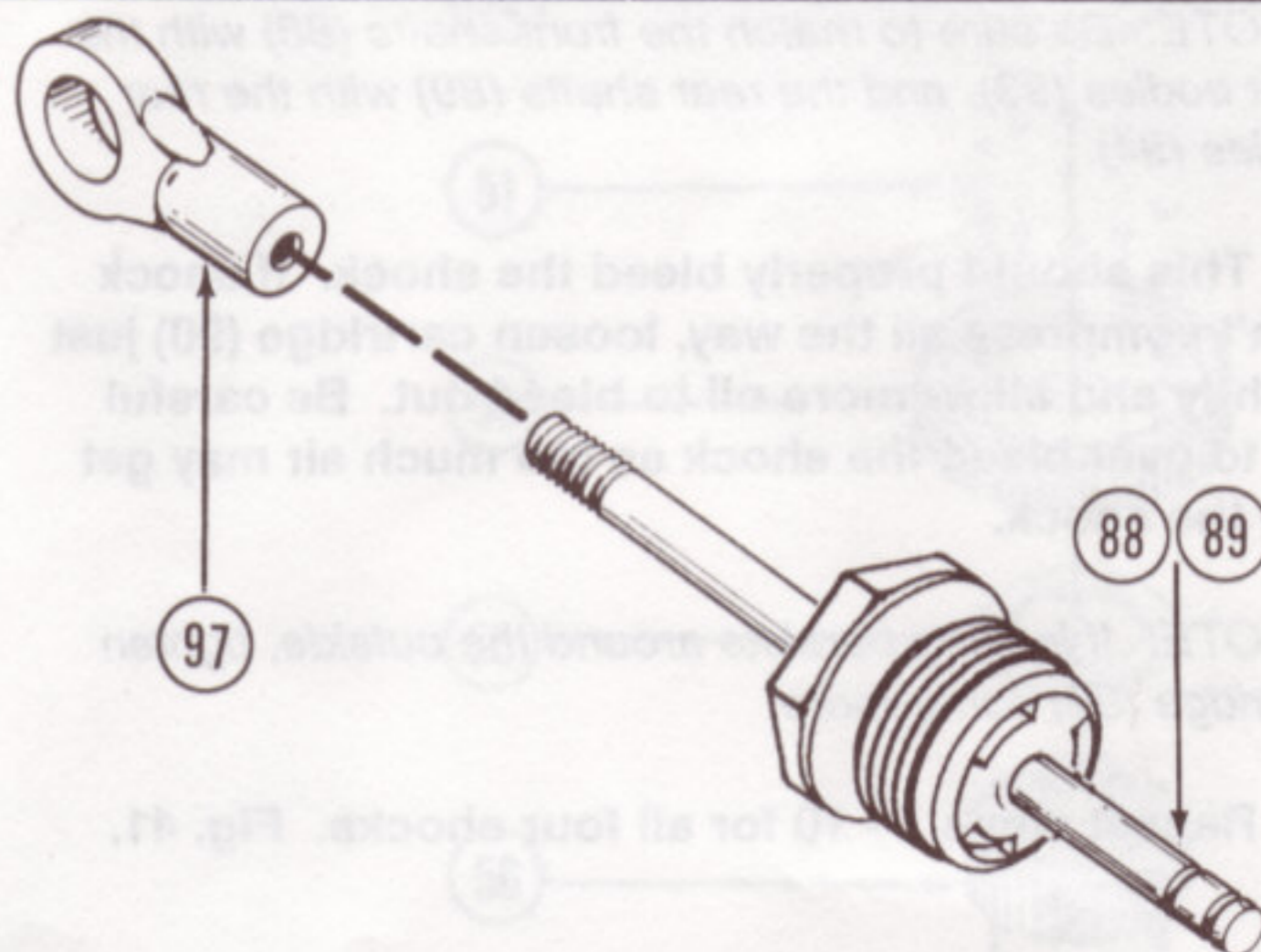
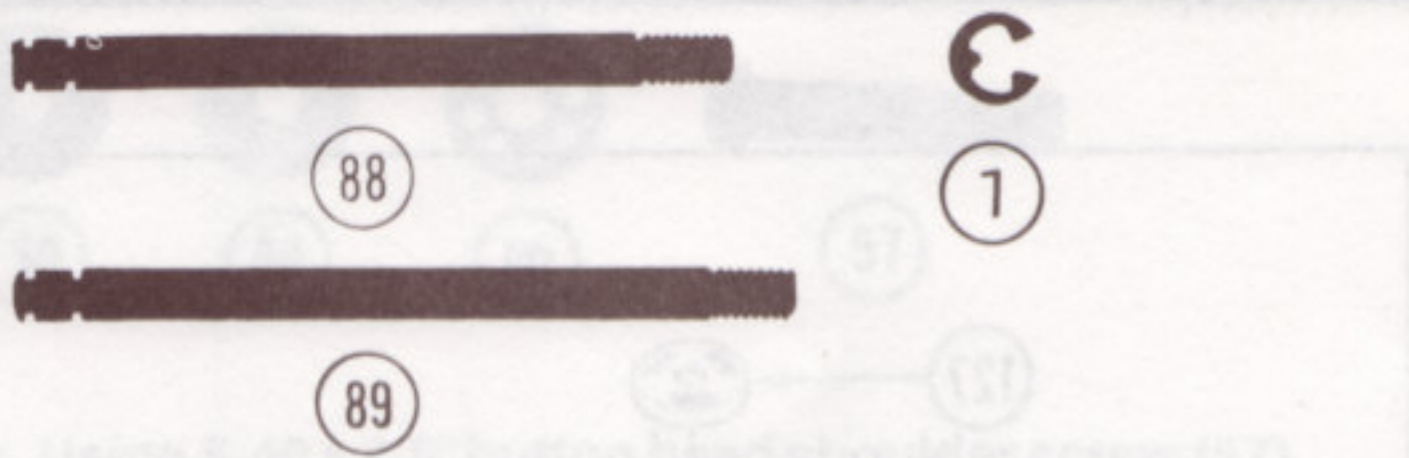


FIG. 39

BAG E (CONT ...)



3. Slide the shock spacer marked "B" (the larger of the two spacers) over the shock shafts [Front (88), Rear (89)].

4. Install a 1/8" E-clip (7) into the groove closest to the shock cartridge. Fig. 40.

5. Clean sprue off of piston (92) and slide piston (92) onto shaft (88), (89) until it rests against the E-clip (7).

6. Secure piston (92) with another 1/8" E-clip (7). Fig. 40.

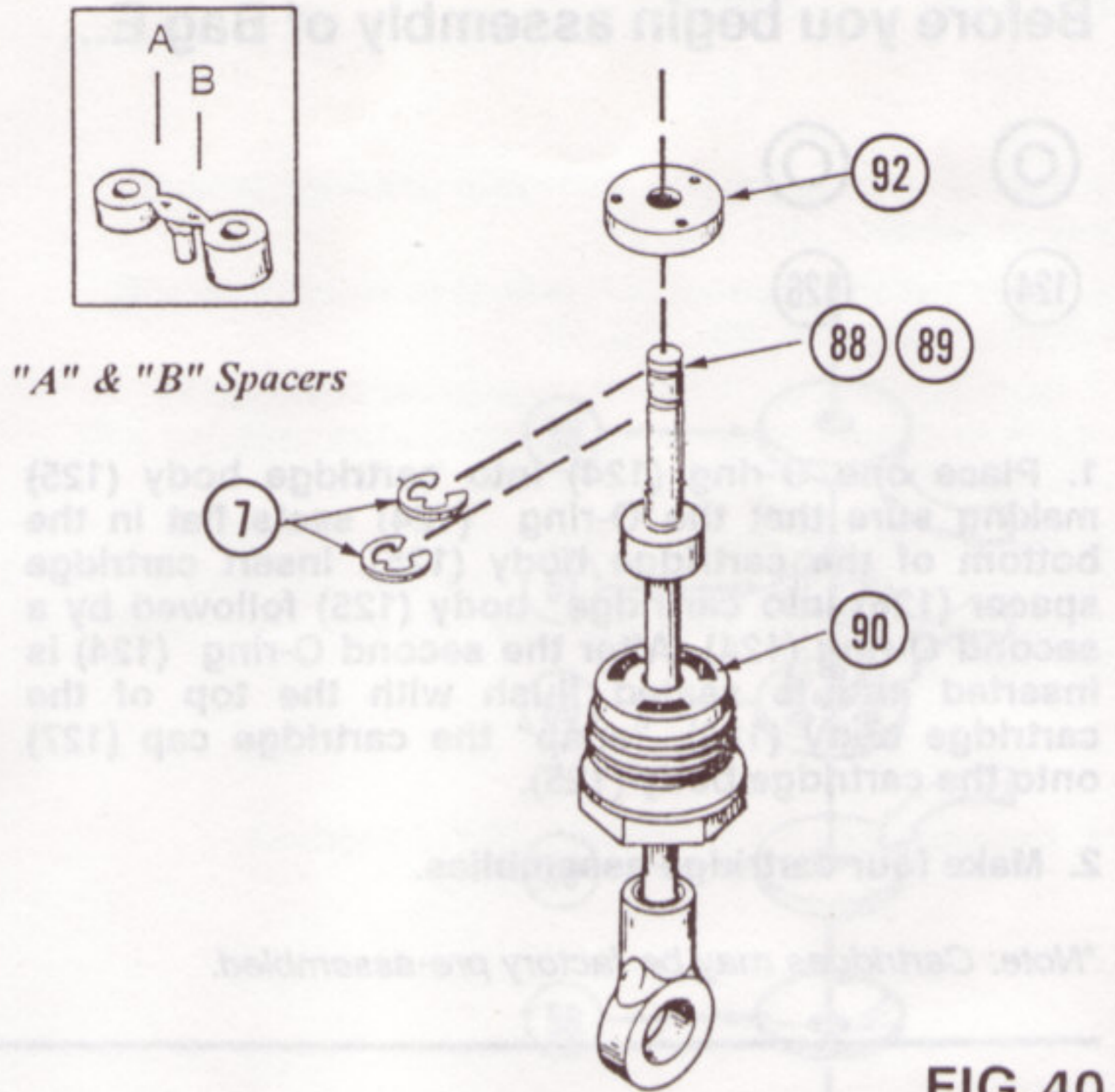


FIG. 40

7. Clean out shock body [Front (93), Rear (94)] with a clean, soft, lint free cloth. Fig. 41.

* NOTE: Front shock body (93) is shorter than rear shock body (94).

8. Fill shock body (93), (94) with shock fluid (95) up to the bottom of the threads. Fig. 41.

9. Insert shaft assembly with cartridge (90) against the shock mount (97). Slowly tighten the cartridge, allowing oil to bleed out as you do so, until finger tight. Secure by turning with pliers approximately 1/8 turn additional. Fig 41.

* NOTE: Be sure to match the front shafts (88) with the front bodies (93), and the rear shafts (89) with the rear bodies (94).

10. This should properly bleed the shock. If shock won't compress all the way, loosen cartridge (90) just slightly and allow more oil to bleed out. Be careful not to over bleed the shock as too much air may get into the shock.

* NOTE: If leaking persists around the outside, tighten cartridge (90) some more.

11. Repeat steps 7 - 10 for all four shocks. Fig. 41.

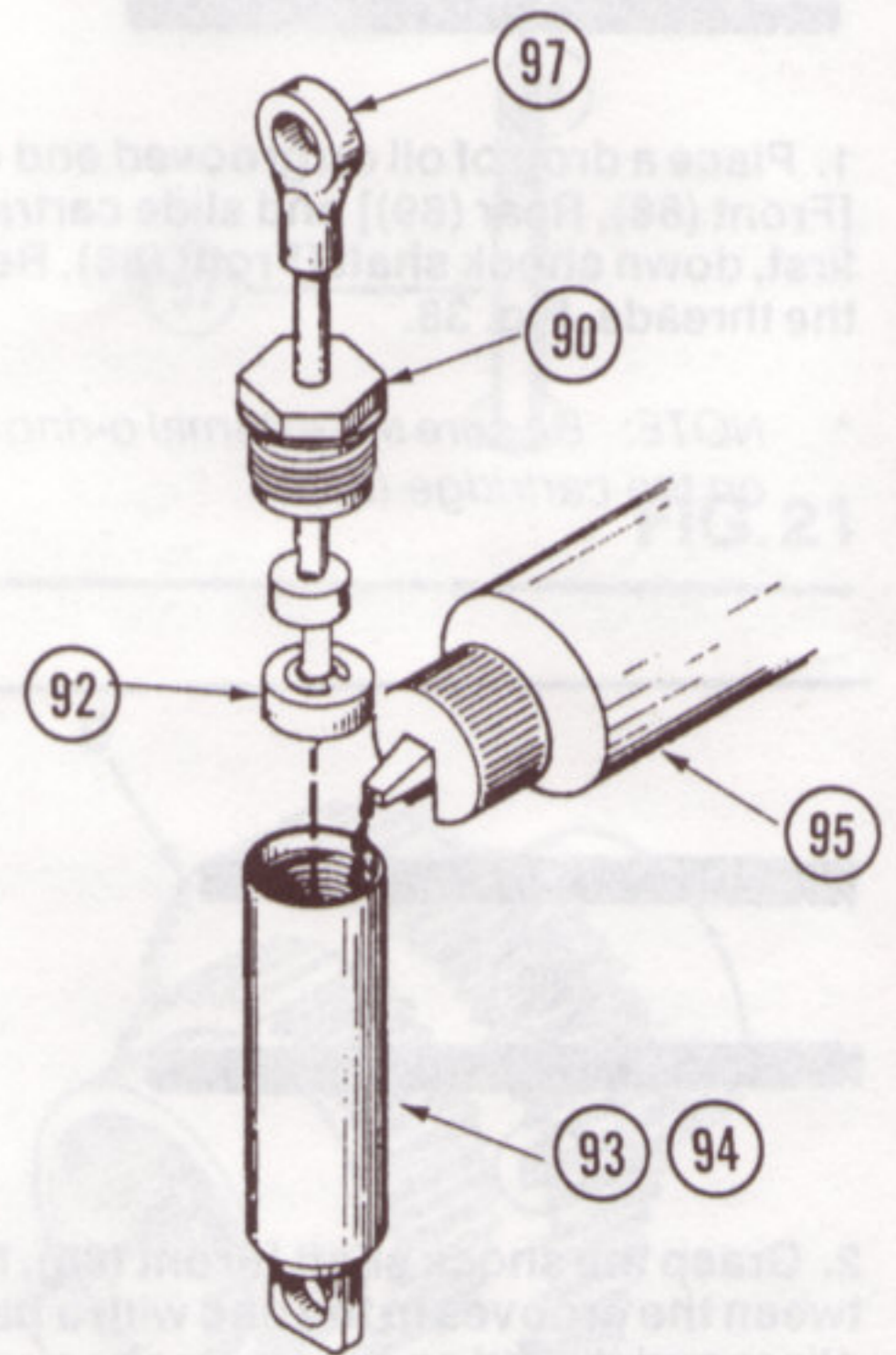


FIG. 41

BAG E (Cont ...)

12. Press the 1/4" shock mount ball (96) into the lower shockmount (97). Snap the shock cup (98) onto the shaft (88) (89) and down onto the lower shock mount (97) as shown. Fig. 42.

13. Slide the spring [Front (99), Rear (100)] down over the shock to rest on the shock cup (98). Fig. 42.

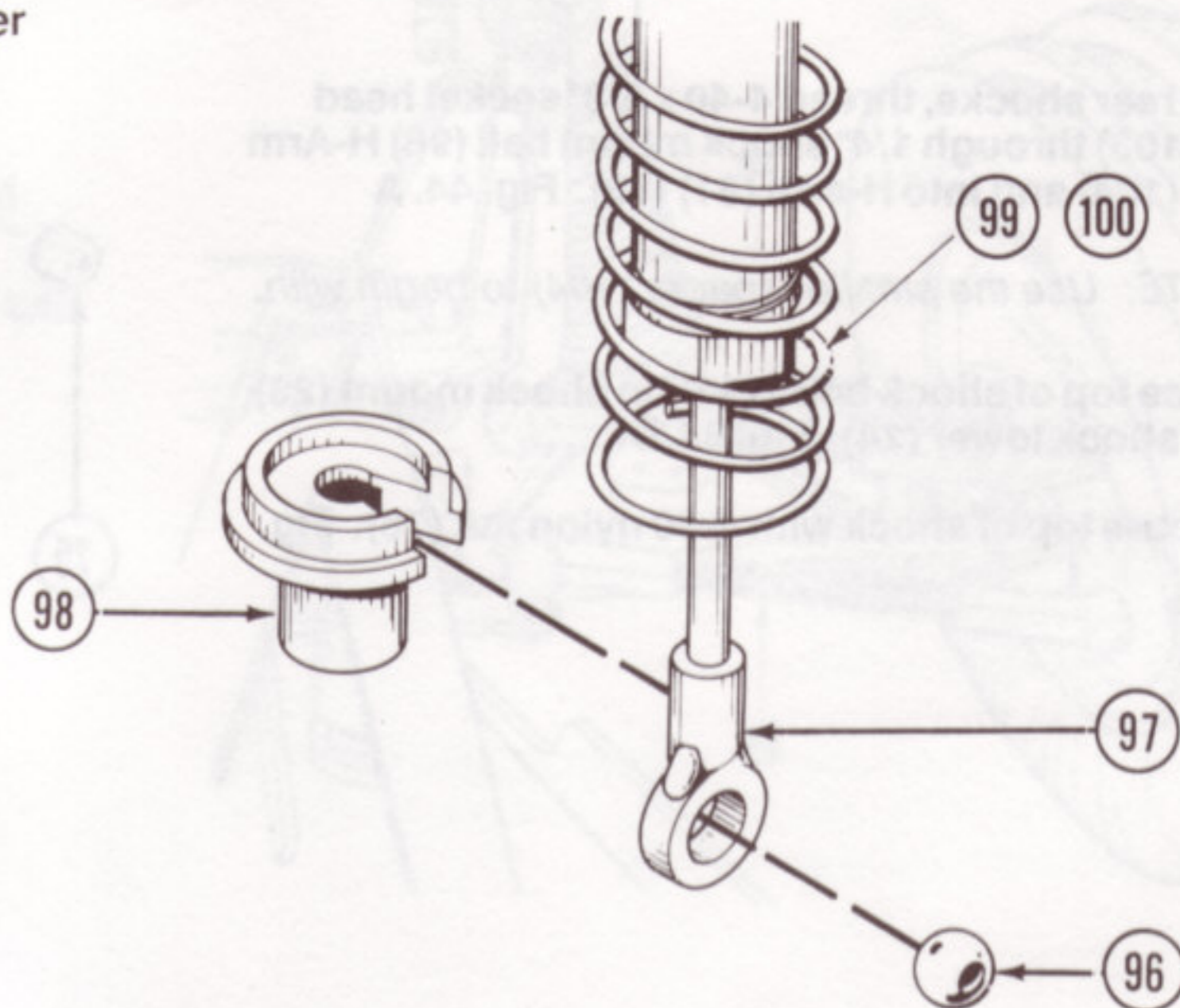


FIG. 42



101

14. Insert 4-40 x 3/8" socket head screw (101) into the larger clamp hole of the shock collar (102) and thread into small hole. Fig. 43.

15. With the collar (102) loose, slide it down over the top of the shock body (93) (94) and tighten. Fig. 43.

* *NOTE: Do not overtighten.*

16. Repeat steps 1-15 for 3 other shocks

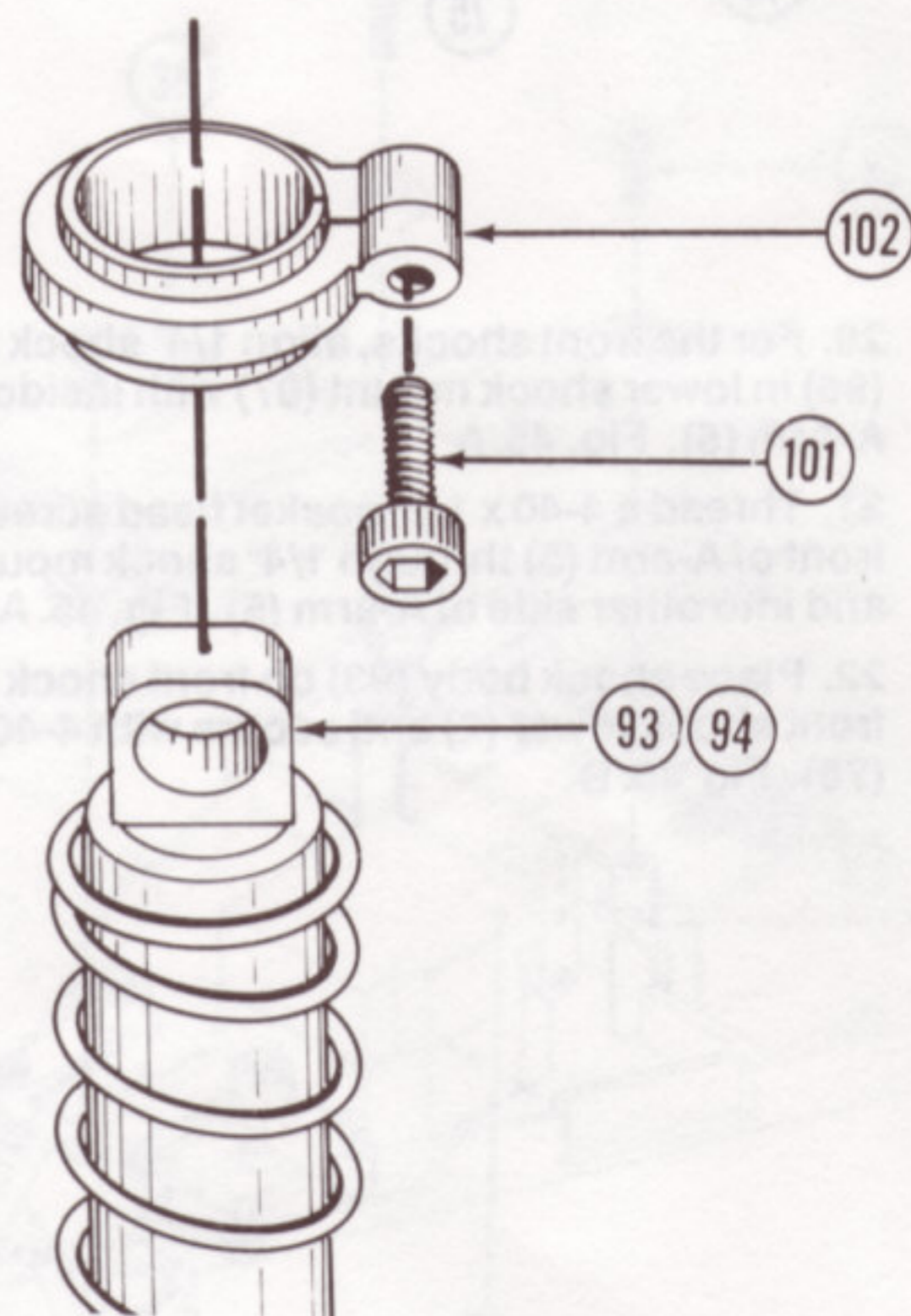


FIG. 43

BAG E (CONT ...)



17. For rear shocks, thread 4-40 x 5/8" socket head screw (103) through 1/4" shock mount ball (96) H-Arm spacer (104) and into H-arm (81) (82). Fig. 44. A

* NOTE: Use the smaller spacer (104) to begin with.

18. Place top of shock body (94) on shock mount (23) on rear shock tower (24). Fig. 44. B

19. Secure top of shock with 4-40 nylon nut (75). Fig. 44. B

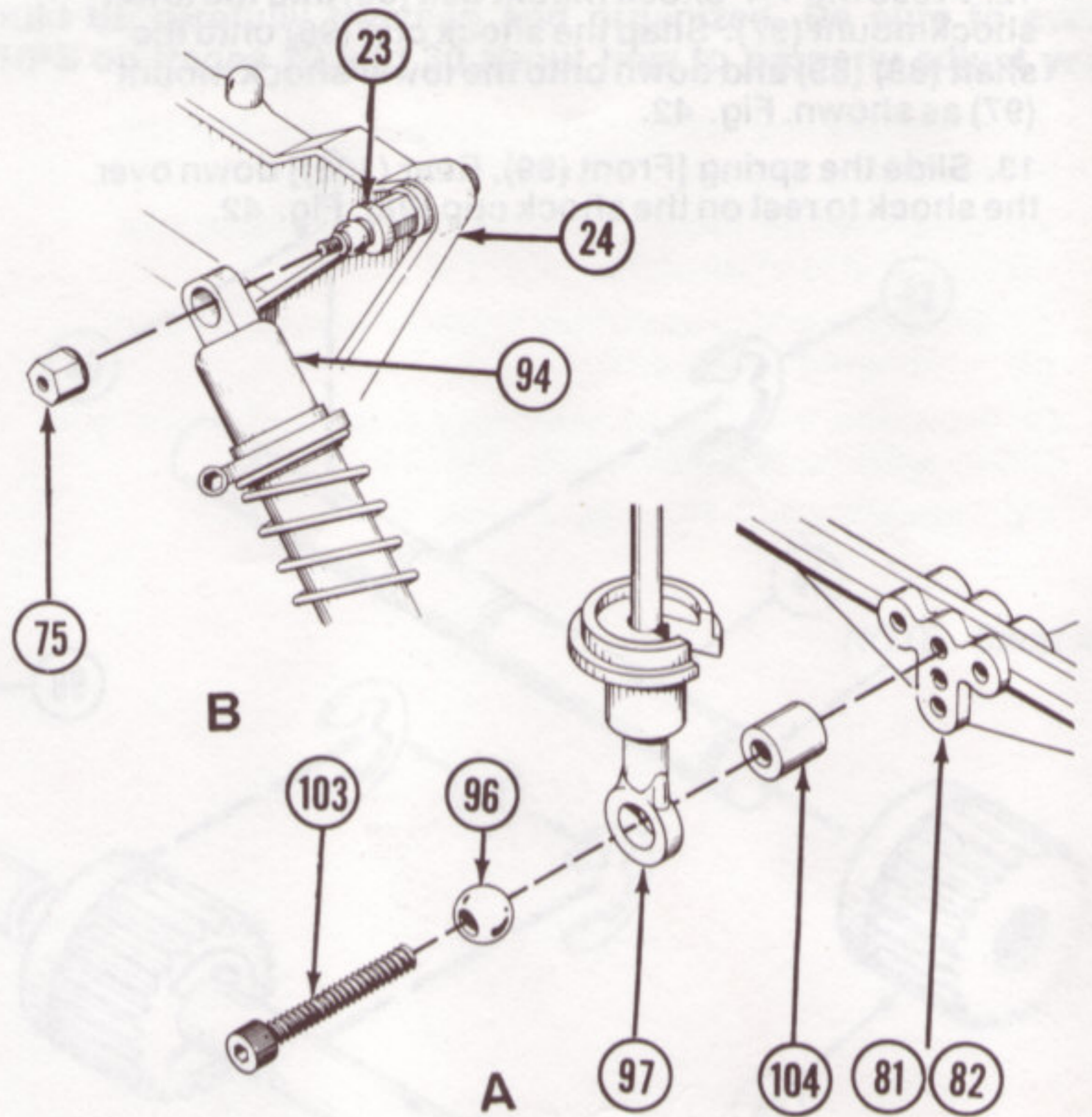
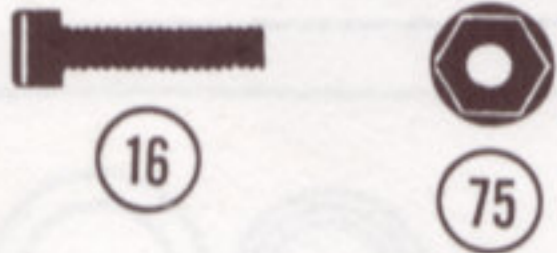


FIG. 44



20. For the front shocks, align 1/4" shock mount ball (96) in lower shock mount (97) with inside hole in front A-Arm (5). Fig. 45. A

21. Thread a 4-40 x 1/2" socket head screw (16) into front of A-arm (5) through 1/4" shock mount ball (96) and into other side of A-arm (5). Fig. 45. A

22. Place shock body (93) on front shock mount in front shock tower (2) and secure with 4-40 nylon nut (75). Fig. 45. B

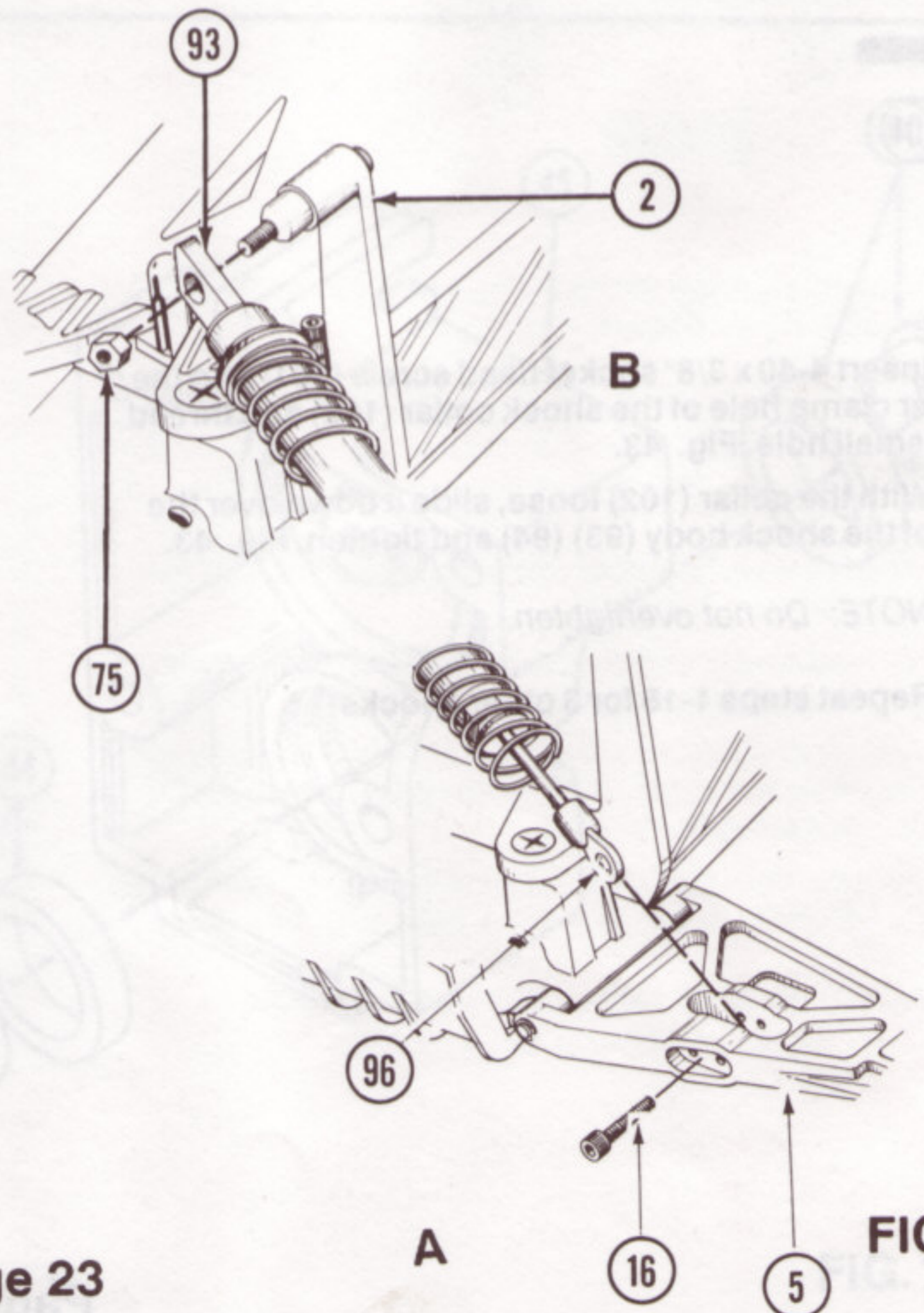
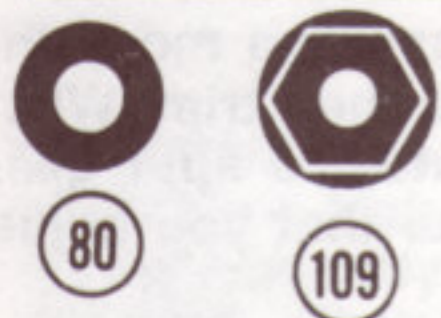


FIG. 45

BAG F



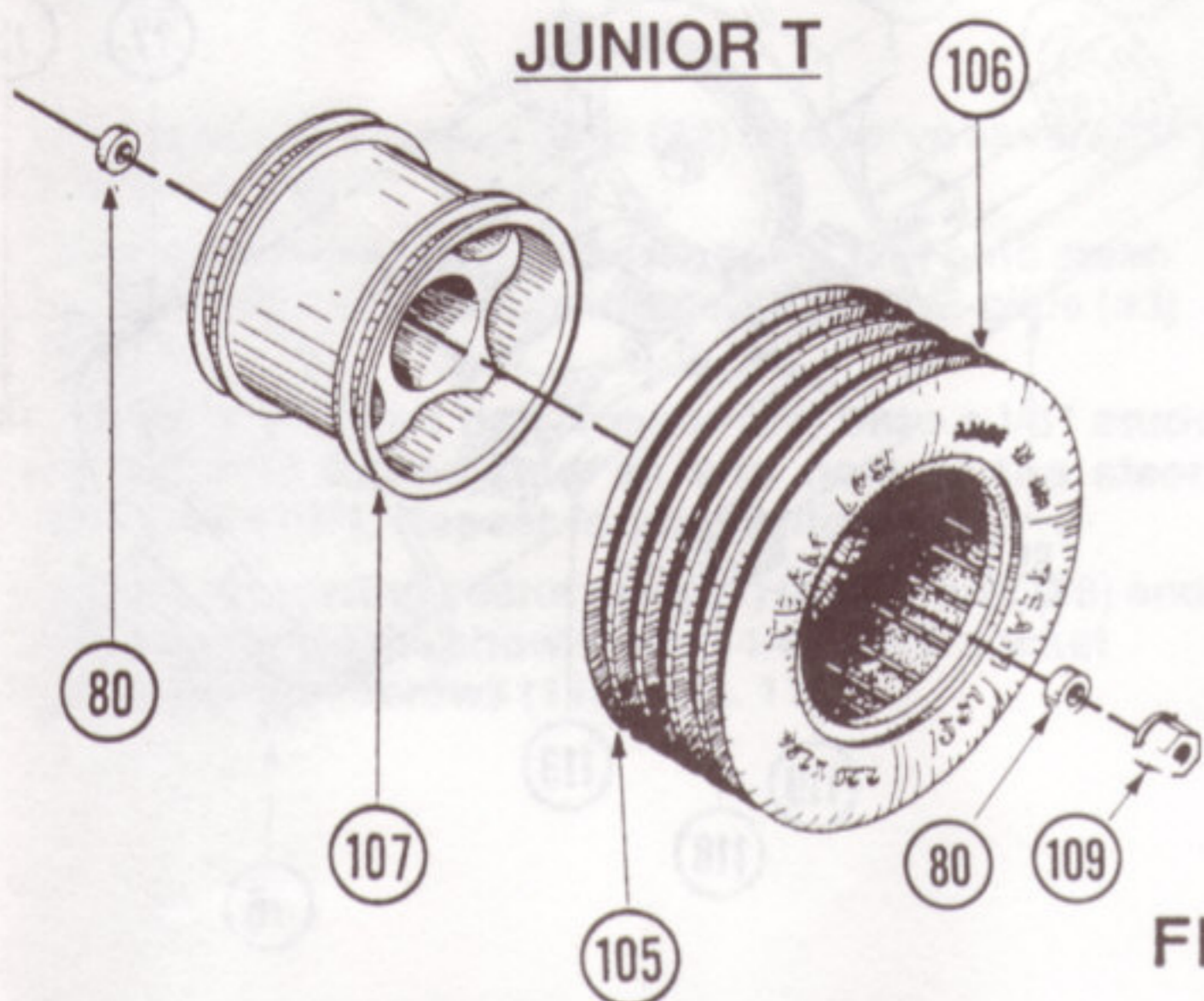
1. Inspect inside of tires [Front (105), Rear (106)] for any excess material. If present, trim excess rubber to insure proper seating of tire on rim. During tire assembly, make sure all lettering faces the outside of the rim. Fig 46-47.

* *NOTE: Do not set tires upon furniture as they may leave permanent stains.*

2. Pull front tire (106) over front wheel (107). Squeeze tire (105) to properly seat in grooves. Fig. 46.

3. Install two 3/16" x 3/8" bushings (80) in each front wheel (107). Fig. 46.

JUNIOR T



JUNIOR TWO

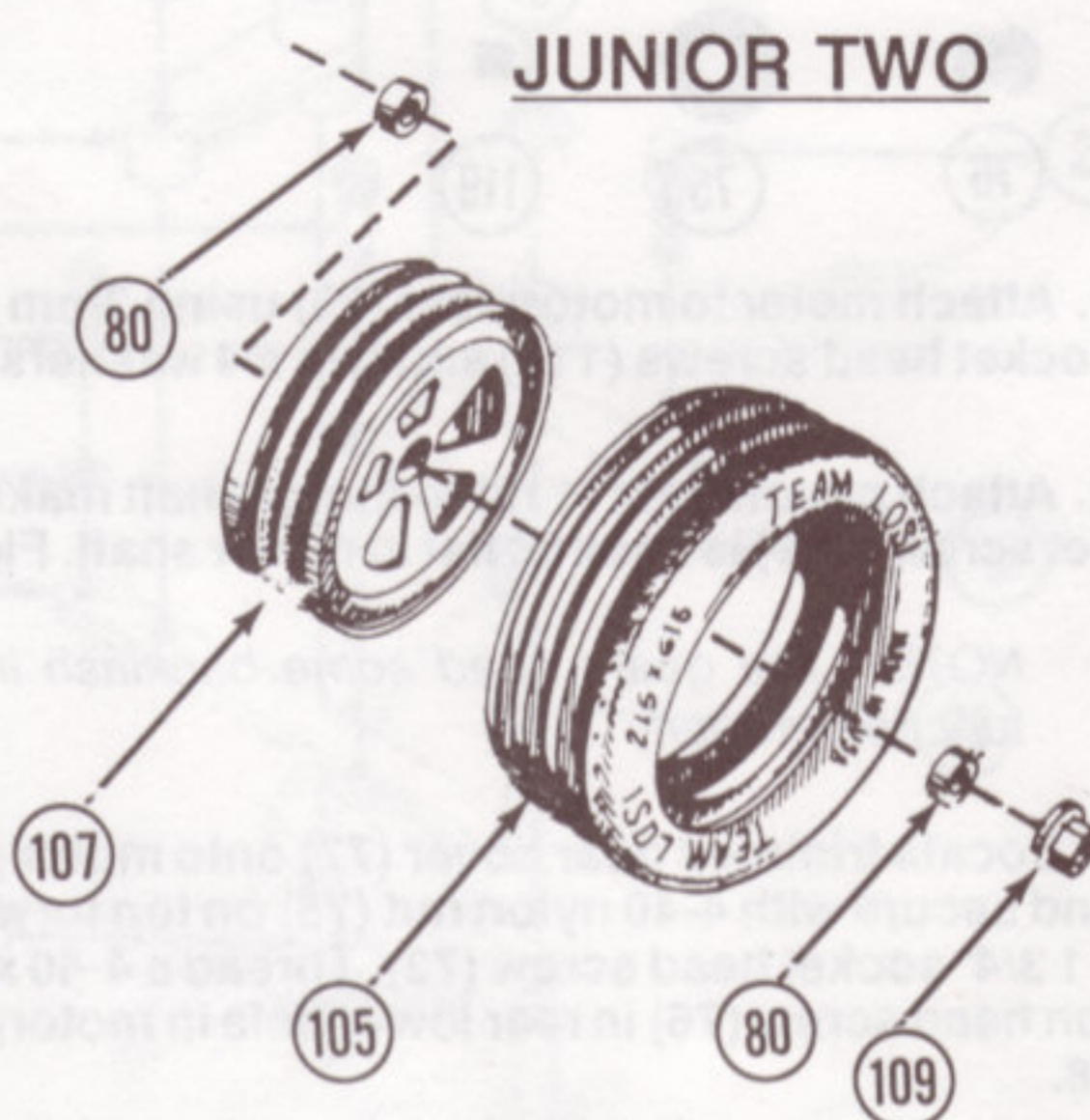
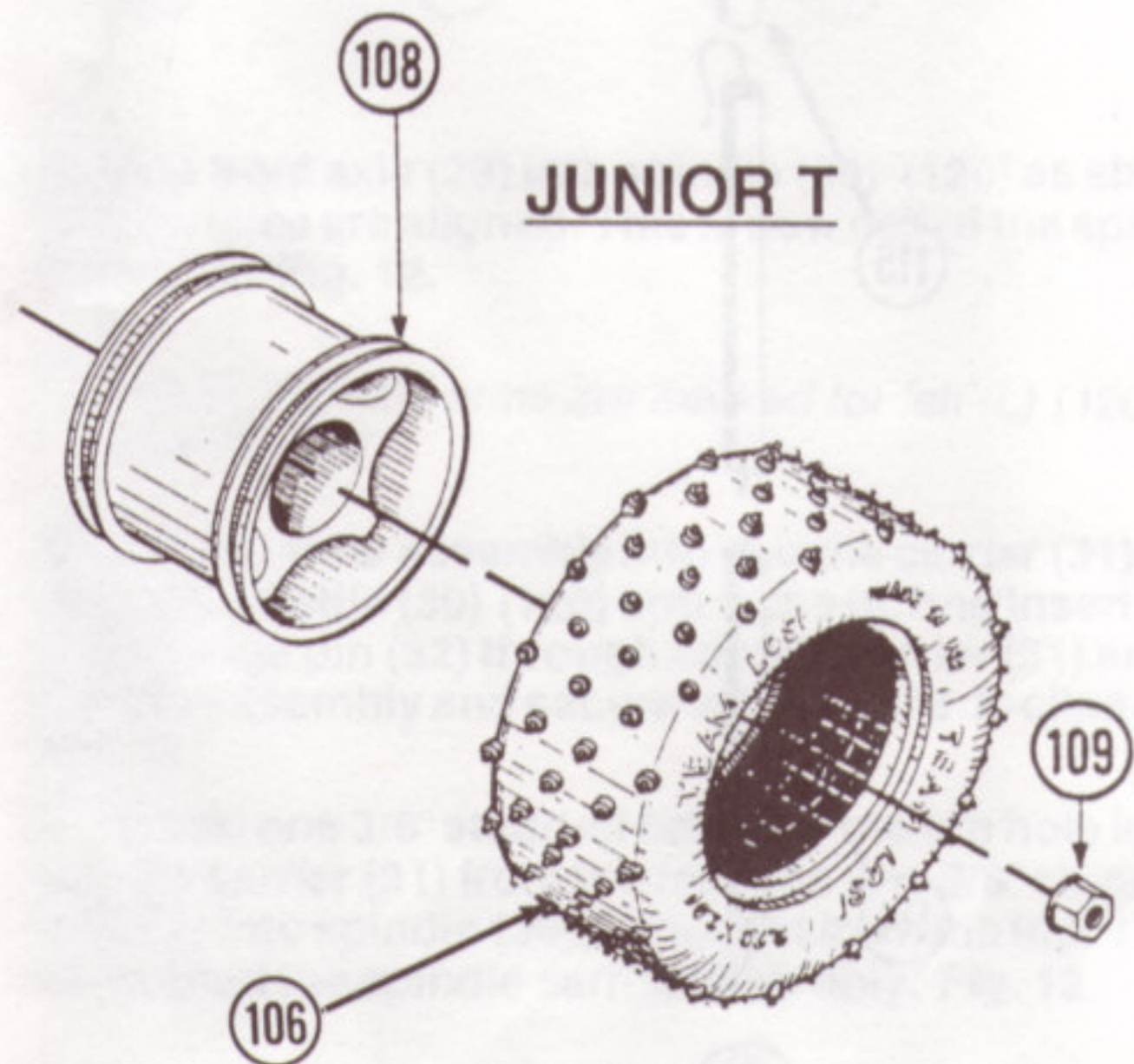


FIG. 46

4. Repeat Step 2 on rear tire (106) and rear wheels (108). Fig. 47.

5. Tires and wheels are now ready for installation on axles [Front (29), Rear (86)]. Install rear wheels (108) taking care to align 1/16" x 7/16" solid pin (40) with groove in rear wheel (108). Secure all wheels [Front (107), Rear (108)] with a 10-32 nylon nut (109). Fig. 46-47.

JUNIOR T



JUNIOR TWO

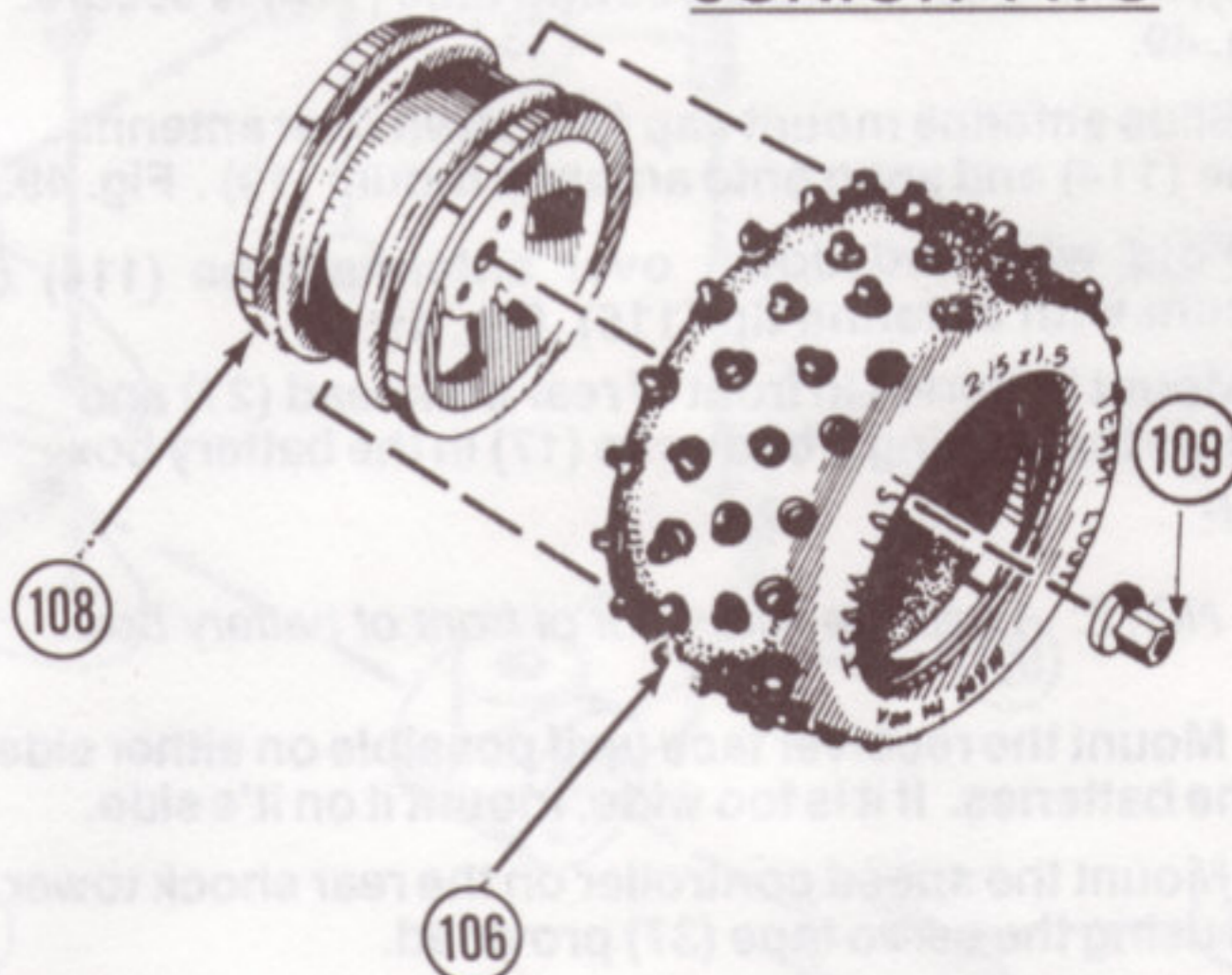


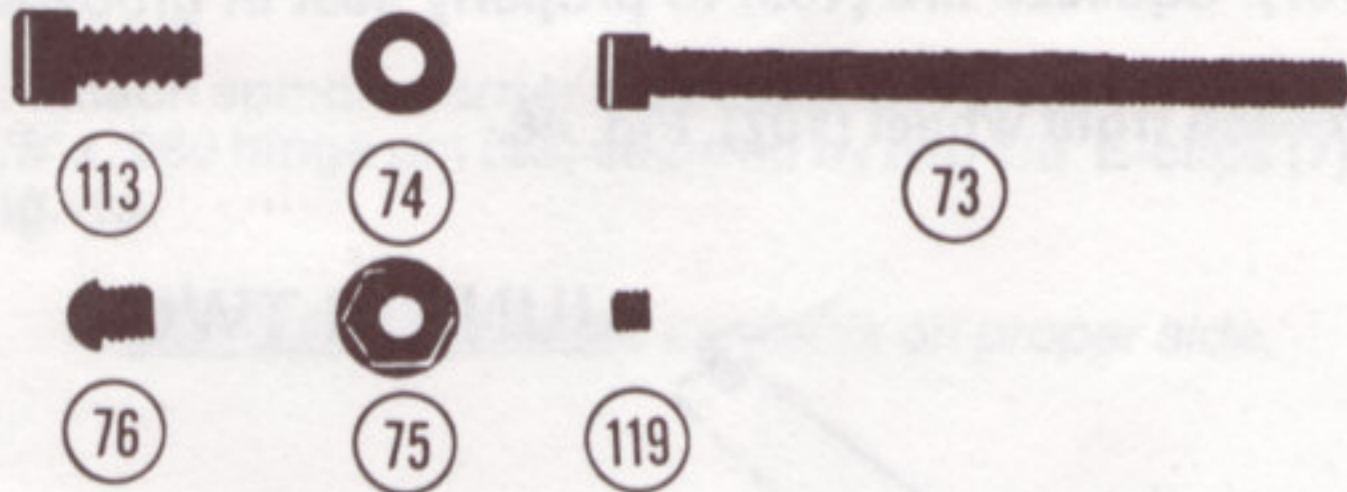
FIG. 47

* *NOTE: Be careful not to overtighten and bind front wheels with 10-32 nuts (109). To prevent tire slippage, tires may be glued to rims using cyanoacrylate adhesive or rubber cement.*

* *IMPORTANT: Read and follow adhesive manufacturers safety warnings regarding use!*

BAG G

Bag G is the final assembly for the car/truck. It covers assembly of the body, gear cover, the antenna mounting instructions, and the mounting of the motor. It is best to paint the body, wing and gear cover and then trim. When mounting the motor, and meshing the spur and pinion gears, do not heavily press the pinion into the spur gear. There should be a slight amount of backlash between the spur and pinion. **IMPORTANT:** It is vital that you adjust your differential before running your vehicle! Refer to TUNING TIPS for proper procedure.



1. Attach motor to motorplate (65) using 3mm x 8mm socket head screws (113) and two #4 washers (74).

2. Attach pinion gear (118) to motor shaft making sure set screw (119) is against flat in motor shaft. Fig. 48.

* *NOTE: The gears need some backlash in order to function properly*

3. Locate trimmed gear cover (77) onto motor plate (65) and secure with 4-40 nylon nut (75) on top forward 4-40 x 1 3/4" socket head screw (73). Thread a 4-40 x 1/8" button head screw (76) in rear lower hole in motorplate. Fig. 48.

* *NOTE: See trimming instructions for gear cover on Page 26.*

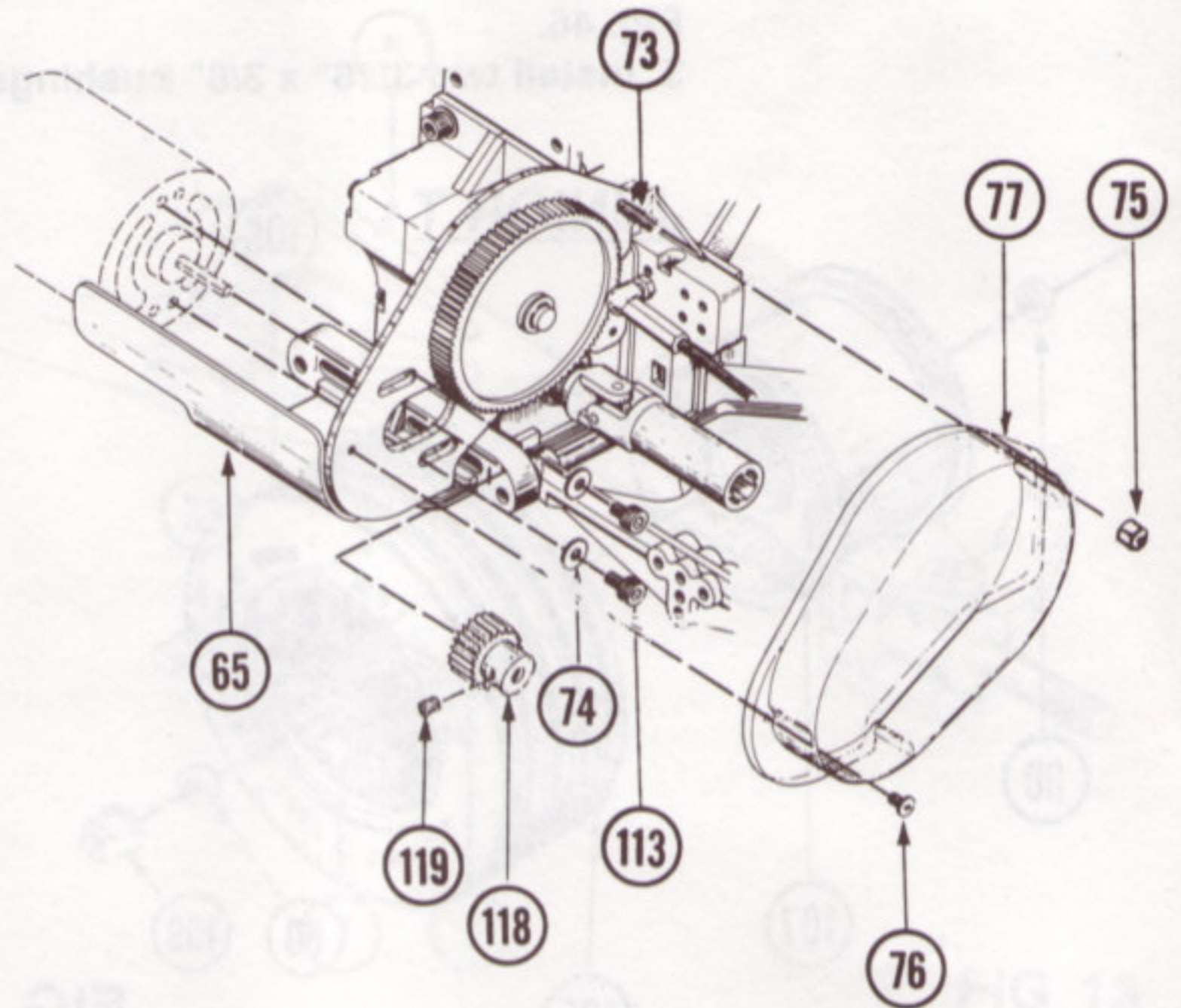


FIG. 48

4. Remove antenna mount cap (18) from antenna mount (19) on chassis (9).

5. Thread antenna wire through tube (114) so that 3/4" of the wire extends outside the tube (114). Fig. 49.

6. With wire positioned into slot in antenna mount (18) place end of antenna tube (114) into antenna mount (18), making sure wire is free and tube (114) is secure. Fig. 49.

7. Slide antenna mount cap (18) down over antenna tube (114) and snap onto antenna mount (19). Fig. 49.

8. Fold wire end down over antenna tube (114) and secure with antenna tip (115). Fig. 49.

9. Mount batteries in front of rear bulkhead (21) and secure them using a body clip (17) in the battery box (15).

* *NOTE: Lead the wires out of front of battery box.*

10. Mount the receiver face up if possible on either side of the batteries. If it is too wide, mount it on its side.

11. Mount the speed controller on the rear shock tower (24) using the servo tape (37) provided.

All radio and electrical equipment varies. It is for this reason that we have not included specific instructions on radio and electrical equipment installation. We have left this subject to the personal preference of the owner/racer. If you have any further questions, your high performance R/C center will be able to answer any of your questions.

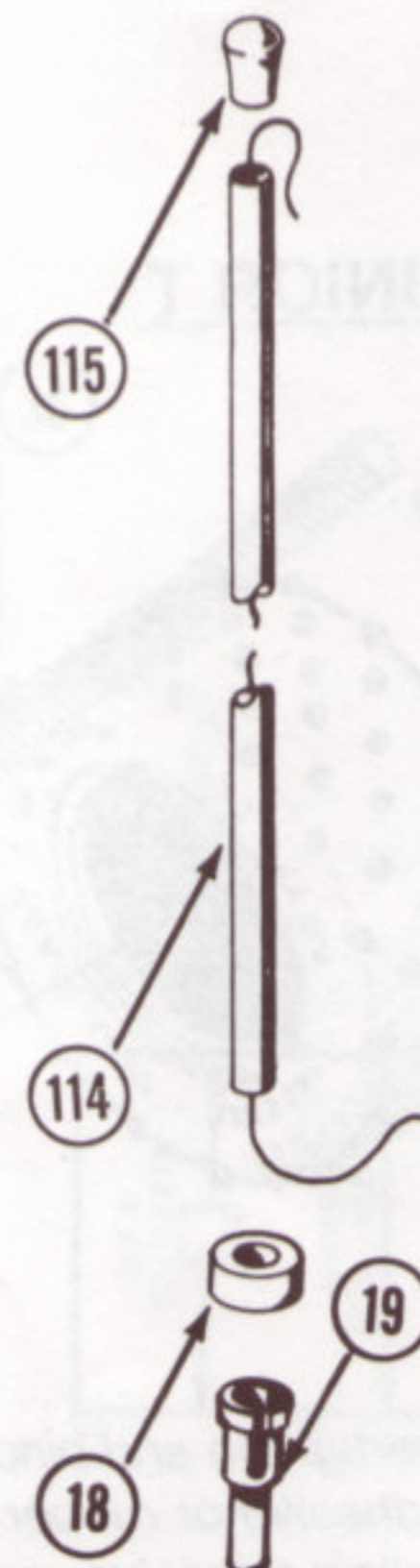
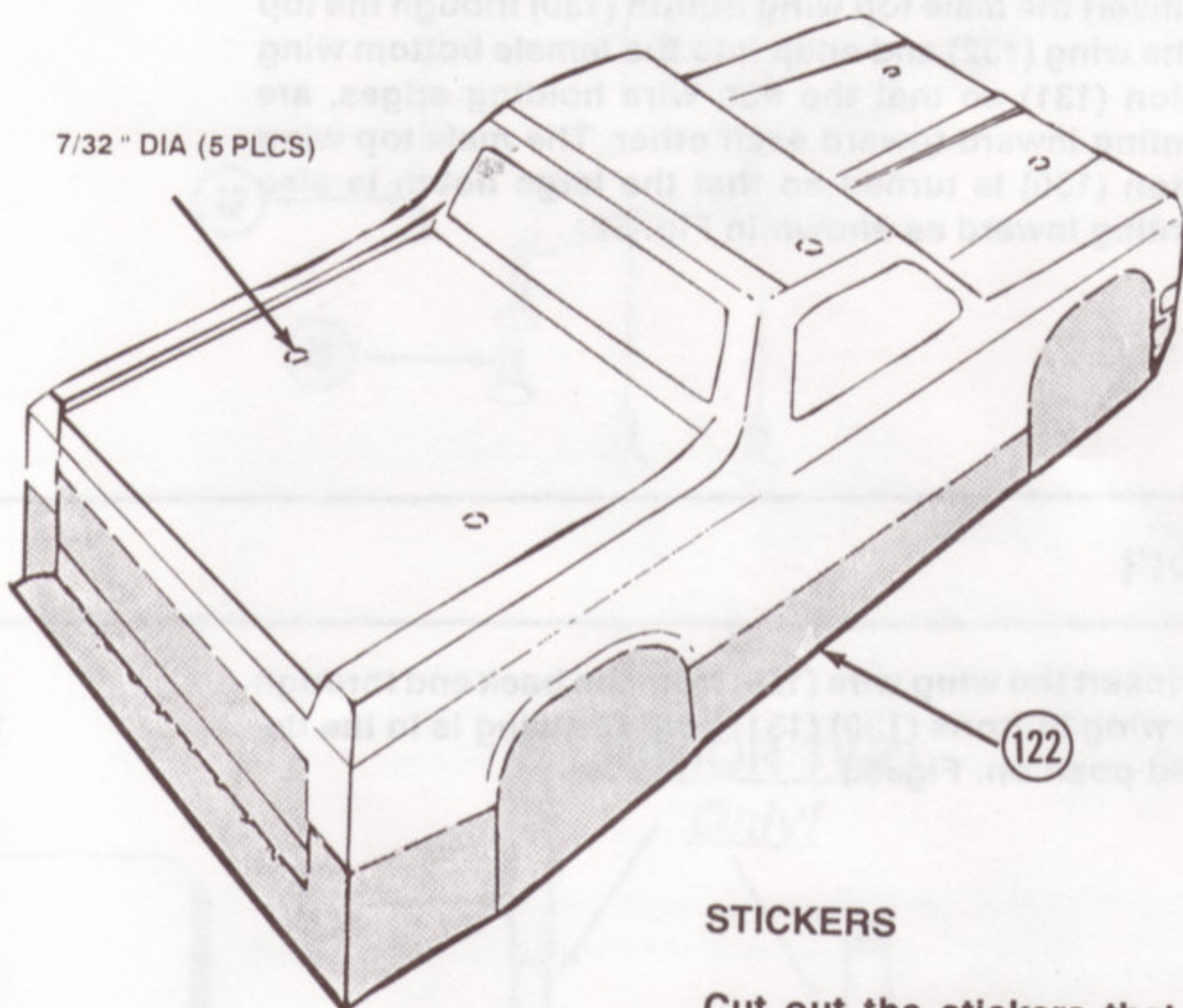
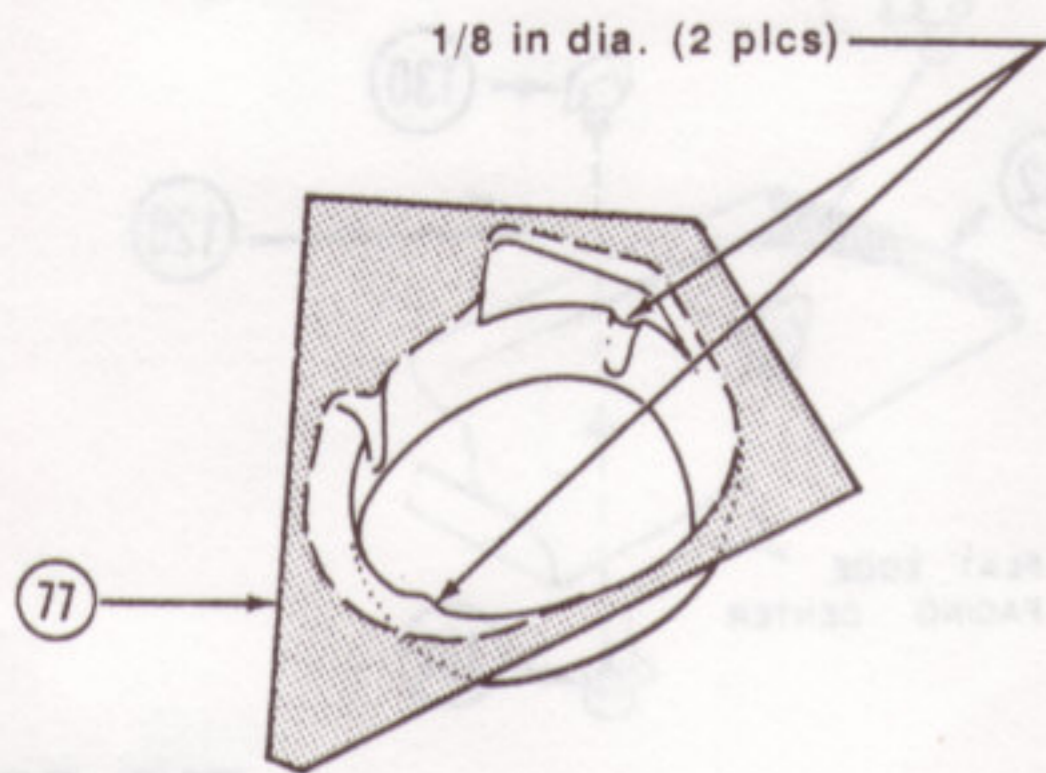


FIG. 49

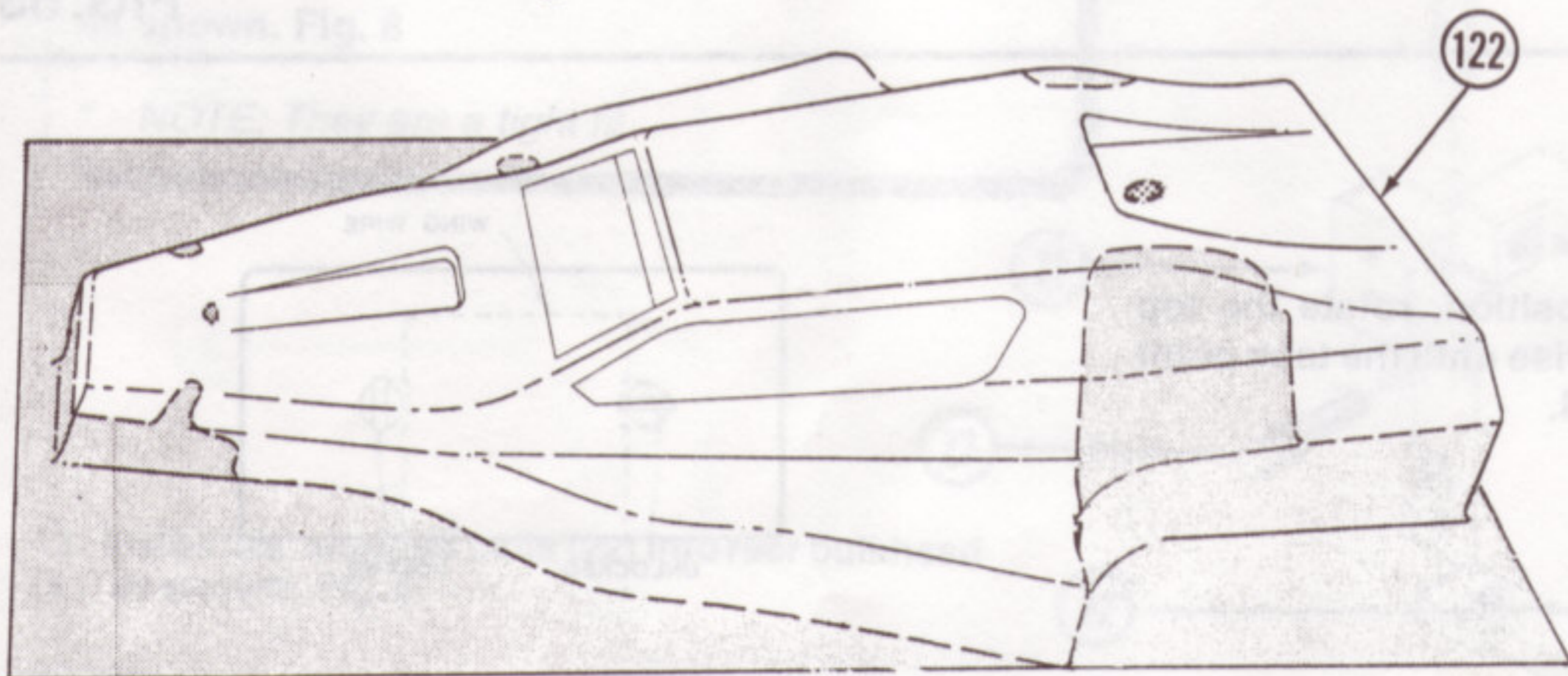
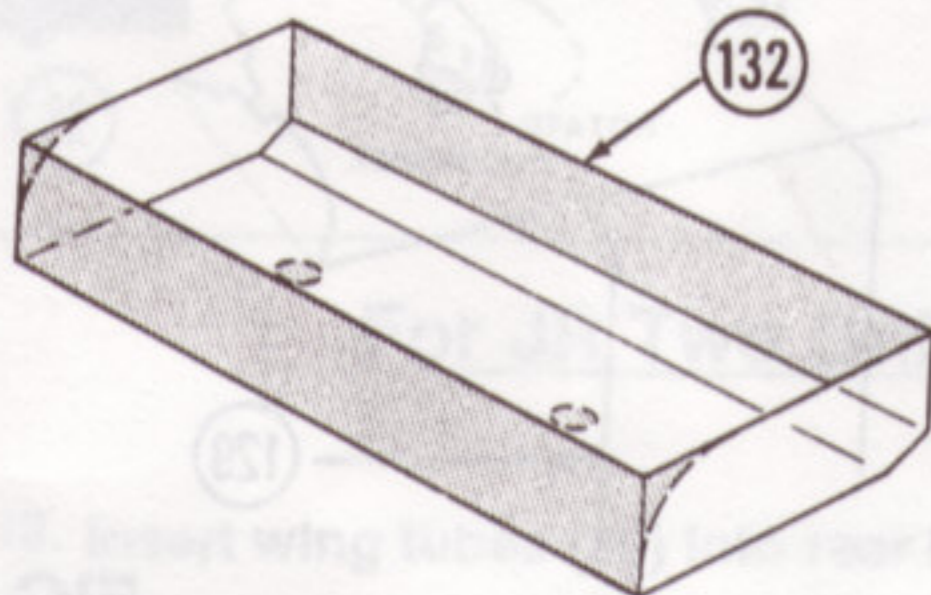
BAG G (Cont...)

PAINTING

Prepare the body shell (122), gear cover (77) and wing (132) (for Junior Two only) by washing thoroughly with warm water and detergent. Dry with a clean dry cloth. Use window masks to cover windows on the body from the inside. A high grade of masking tape should be used on the inside to mask off and stripes, panels, or designs that you wish to paint on the body, wing or gear cover. Use acrylic based lacquer, acrylic enamel, or any other Lexan (polycarbonate) recommended paints. Apply paint to the inside of the parts. Remove the tape for the next color and continue. Try to use darker colors first. If you use a dark color after a light color, apply a coat of white over the lighter color first. Trim the shaded portion of the gear cover, body and wing along the cut lines marked on them. Using the dimples in the body as a guide, make holes or cutouts at these locations. These will be used for the body mounting holes and antenna. Install the body (122) onto the rolling chassis and secure it with body clips (17) front and rear.



Junior Two Only!



STICKERS

Cut out the stickers that you wish to use and, before removing the protective backing, find your desired location. Remove the backing completely and re-attach and edge of the sticker to a shiny edge on the backing. Using the rest of the backing as a handle, move the sticker into position and press firmly to complete its application.

BAG G (Cont ...)

Steps 12-16 are for Junior Two Only!

12. Place the U-shaped wing wire (129) on the bottom side of the wing (132) in the position you wish it mounted. Fig. 51

* *NOTE: Wing has dimples for Junior 2 wing wire placement.*

13. Drill two 5/16" dia. holes as shown in Fig. 51.

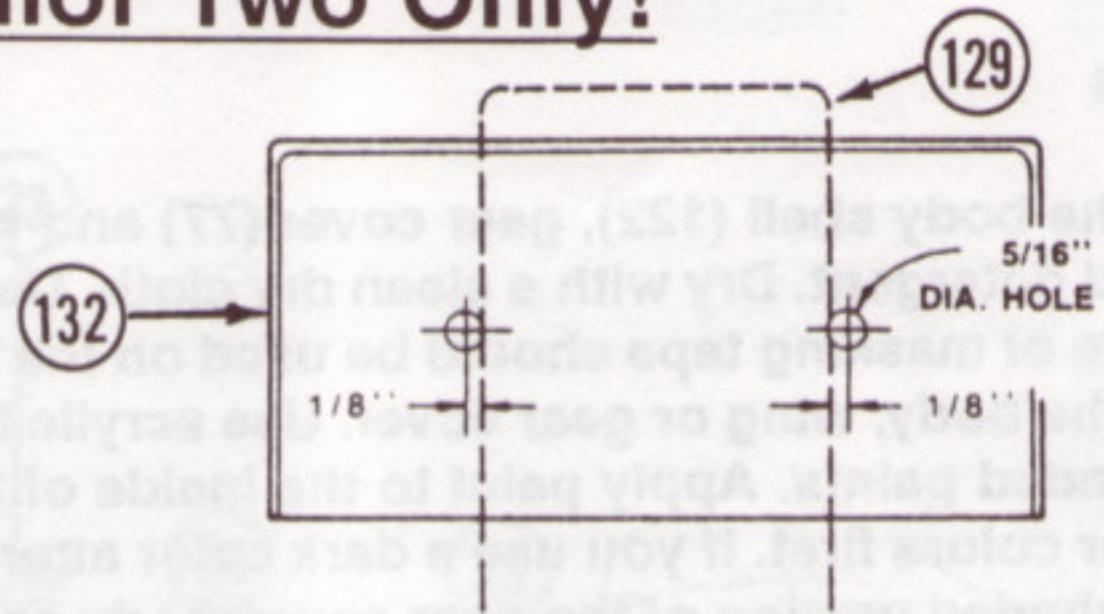


FIG. 51

14. Insert the male top wing button (130) through the top of the wing (132) and snap into the female bottom wing button (131) so that the flat, wire holding edges, are pointing inward toward each other. The male top wing button (130) is turned so that the large notch is also pointing inward as shown in Fig. 52.

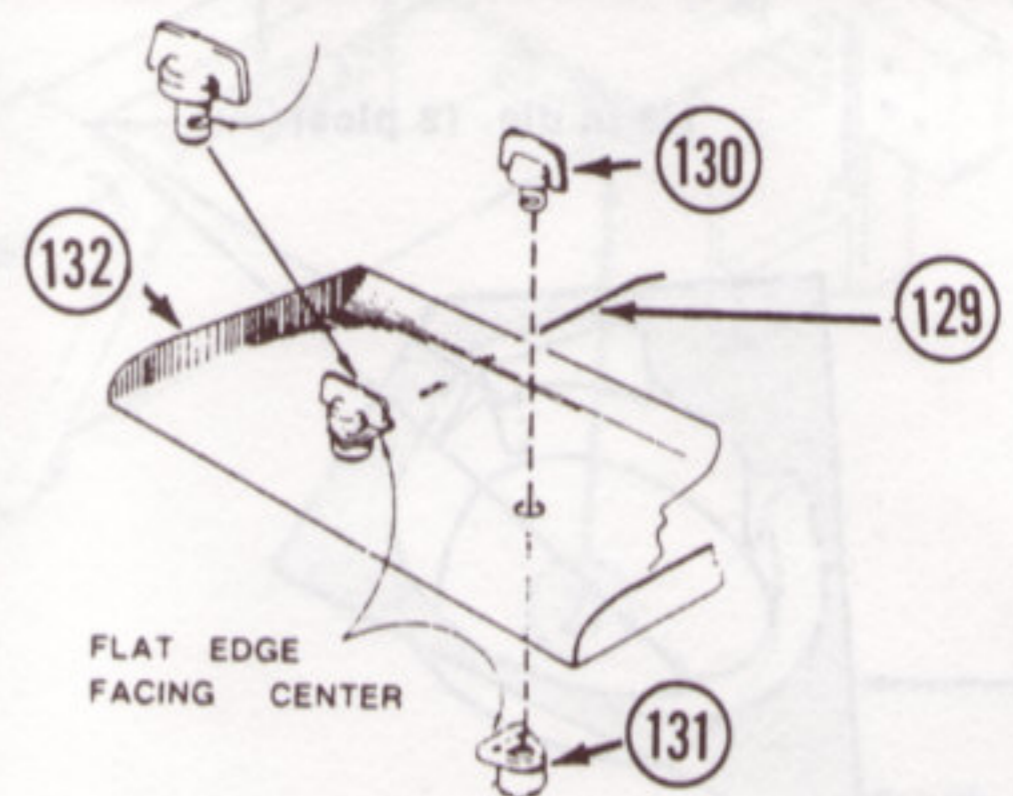


FIG. 52

15. Insert the wing wire (129) from the back and through the wing buttons (130) (131) until the wing is in the desired position. Fig. 53

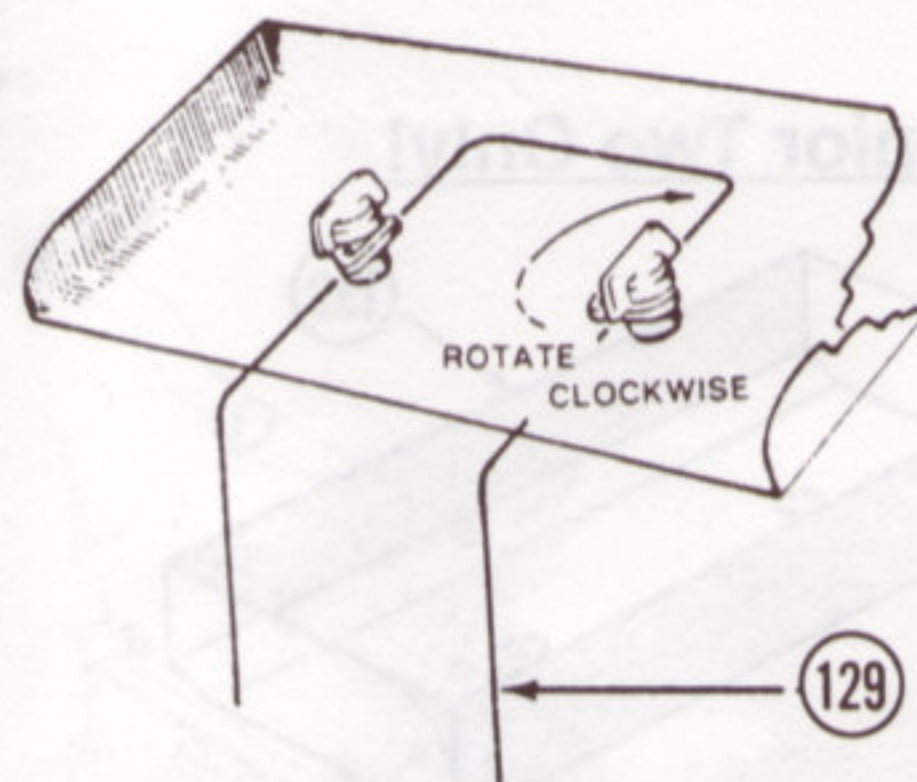


FIG. 53

16. To lock the wing (132) in position, rotate the top wing button (130) 1/4 turn clockwise until the tabs point front to back as shown in Fig. 54.

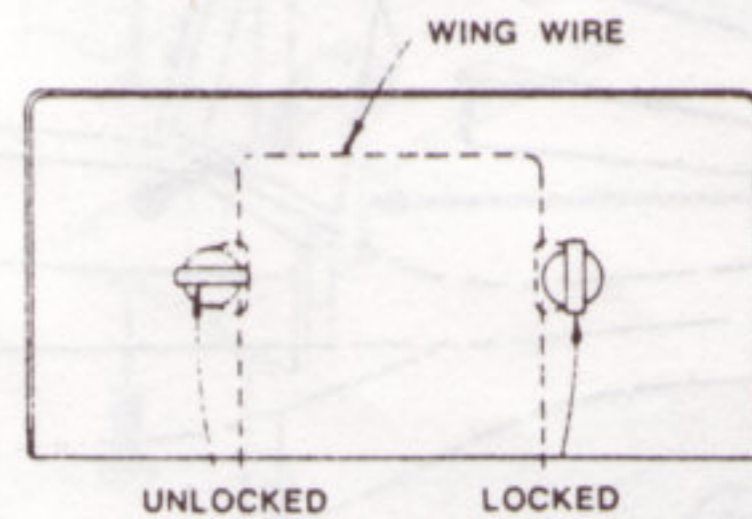
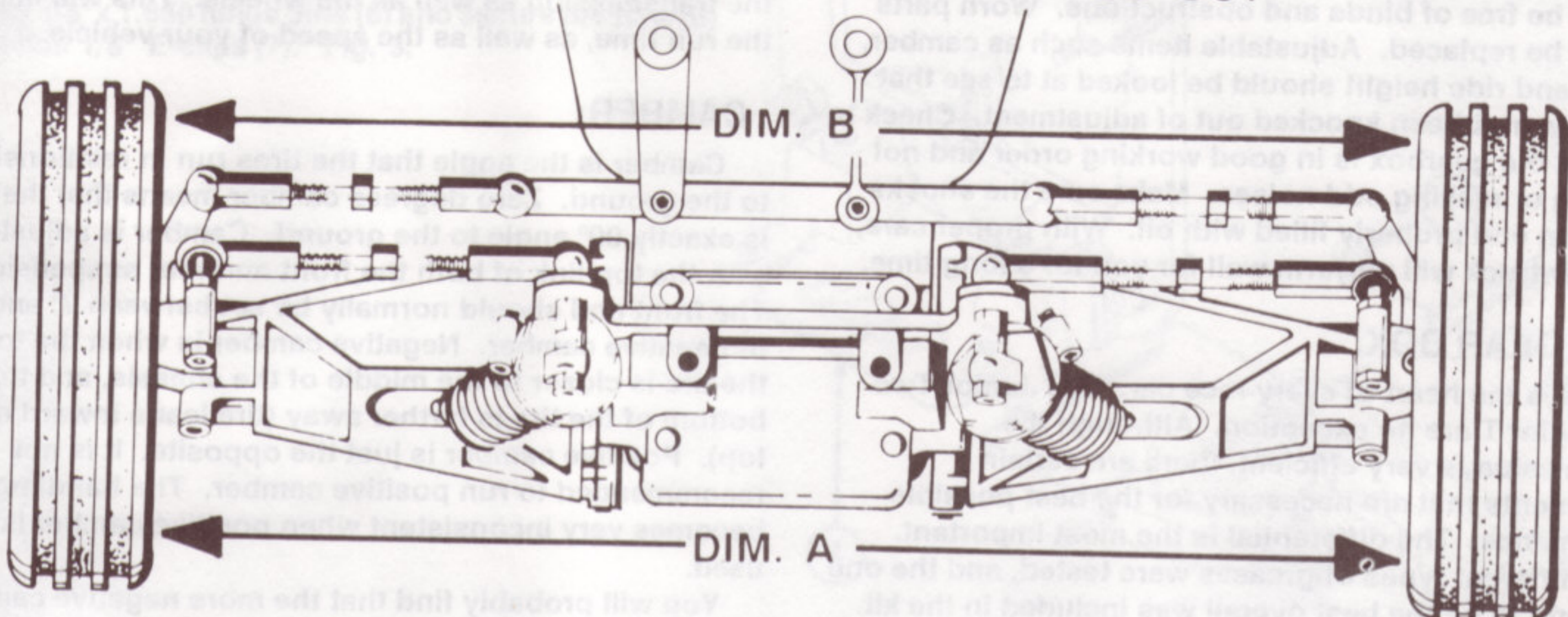


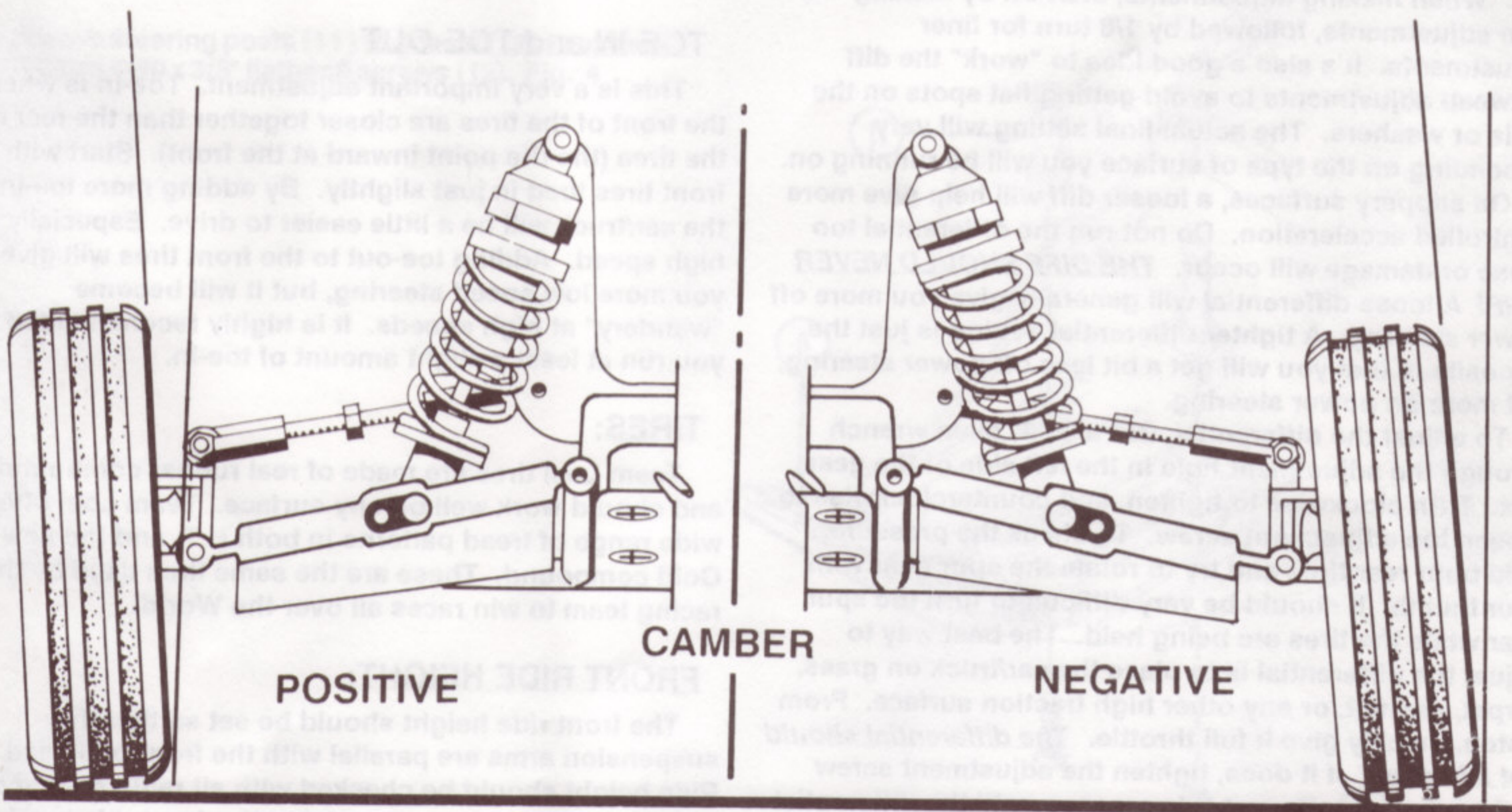
FIG. 54

Toe In / Toe Out & Camber

DISTANCE A LESS THAN B = TOE IN
DISTANCE B LESS THAN A = TOE OUT



TOP VIEW



CAMBER

FRONT VIEW

TUNING TIPS FROM TEAM LOSI

GENERAL MAINTENANCE:

General maintenance of your car/truck is vital to keep it running it's best. It should be cleaned and examined after every few hours of run time. All moving parts should be free of binds and obstructions. Worn parts should be replaced. Adjustable items such as camber, toe-in, and ride height should be looked at to see that they have not been knocked out of adjustment. Check to see that the gearbox is in good working order and not slipping or making odd noises. Make sure the shocks are clean and properly filled with oil. With proper care, your car/truck will perform well for you for a long time.

THE GEAR BOX:

This is the heart of every race car. The Junior Two and Junior T are no exception. Although the transmission is very efficient, there are certain adjustments that are necessary for the best possible performance. The differential is the most important. Many different types of greases were tested, and the one we found to be the best overall was included in the kit. This type of grease works extremely well.

ADJUSTING THE DIFF:

Prior to installation into the gearbox, tighten the differential adjustment screw only until slight torque is felt. When making adjustments, start off by making 1/4 turn adjustments, followed by 1/8 turn for finer adjustments. It's also a good idea to "work" the diff between adjustments to avoid getting flat spots on the balls or washers. The actual final setting will vary depending on the type of surface you will be running on.

On slippery surfaces, a looser diff will help give more controlled acceleration. Do not run the differential too loose or damage will occur. ***THE DIFF SHOULD NEVER SLIP!*** A loose differential will generally give you more off power steering. A tighter differential setting is just the opposite in that you will get a bit less off power steering, but more on power steering.

To adjust the differential, use a 5/64" allen wrench through the adjustment hole in the left side of the gear box. Turn clockwise to tighten, and counterclockwise to loosen the adjustment screw. To check the pressure, hold both rear tires and try to rotate the spur gear with your thumb. It should be very difficult to turn the spur gear while the tires are being held. The best way to adjust the differential is to place the car/truck on grass, carpet, asphalt, or any other high traction surface. From a stop, quickly give it full throttle. ***The differential should not slip at all!*** If it does, tighten the adjustment screw and try it again. Repeat this process until the differential does not slip.

If you want to get a little more serious, and would like an even smoother differential, Team Losi offers "Hard Balls" (part # TL-4016, TL-4017). These balls are made of a much harder material and offer a much longer life than

the standard balls. They will also improve the performance of the differential. For best results, the "Hard Balls" should be used with the Jammin' diff grease (part # J-120).

Another improvement that can be made to the gearbox is the addition of ball bearings. Team Losi offers a complete ball bearing conversion kit (part # A-6922) for the Junior Two and Junior T vehicles. The kit comes with ball bearings to replace all of the bushings in the transmission as well as the wheels. This will improve the run time, as well as the speed of your vehicle.

CAMBER:

Camber is the angle that the tires run in relationship to the ground. Zero degrees camber means that the tire is exactly 90° angle to the ground. Camber is adjusted with the top link of both the front and rear suspension. The front end should normally be set between 2° and 5° of negative camber. Negative camber is when the top of the tire is closer to the middle of the chassis, and the bottom of the tire is farther away (tire leans inward at the top). Positive camber is just the opposite. It is not recommended to run positive camber. The handling becomes very inconsistent when positive camber is used.

You will probably find that the more negative camber you run, the more high speed steering you will get. There is a limit though. Too much negative camber will cause a loss of steering. The rear should be set to about 3° of negative camber. Again, it is not recommended to run positive camber. Positive camber in the rear will cause the car/truck to roll over easier in turns.

TOE-IN and TOE-OUT

This is a very important adjustment. Toe-in is when the front of the tires are closer together than the rear of the tires (the tire point inward at the front). Start with the front tires toed in just slightly. By adding more toe-in, the car/truck will be a little easier to drive. Especially at high speed. Adding toe-out to the front tires will give you more low speed steering, but it will become "wandery" at high speeds. It is highly recommended that you run at least a slight amount of toe-in.

TIRES:

Team Losi tires are made of real rubber compounds and should work well on any surface. Team Losi offers a wide range of tread patterns in both H.T. and the new Gold compound. These are the same tires used by the racing team to win races all over the World.

FRONT RIDE HEIGHT:

The front ride height should be set so that the suspension arms are parallel with the front bulkhead. Ride height should be checked with all radio gear and battery pack installed. By raising the front ride height, the nose will stay a little higher on the jumps, but you will have a little less steering. The Front ride height should rarely be set below this point.

REAR RIDE HEIGHT:

The rear ride height should be set so that the drive shafts are pointing downward slightly (center higher than outside). When inspecting the ride height, make sure that you gauge from the drive shafts, and not the suspension arms. This is a fairly standard setting, and should work anywhere.

REPLACEMENT SPRINGS:

Using computer aided engineering, Team Losi springs are designed specifically for the operating range of the shock absorbers. Each spring has a designed spring rate and each has been certified to ensure the finest quality. Only the best materials are used and all springs are color coded for quick and easy identification.

DAMPENING:

This is the friction like quality of a shock absorber. Changing the viscosity (weight) of the shock fluid will change the dampening characteristics of the shock absorber. A heavier shock fluid will prevent the shock from compressing as quickly as it would with a lighter fluid. When setting up the car/truck for a specific track or condition, the first thing to do is to make it handle the jumps consistently. If the car/truck noses off of the jumps, you will probably want to increase the front dampening by using a heavier shock fluid. Here are some things to consider when deciding what to do:

1. *Heavier front* dampening will give you more steering into a turn, but may not want to stop turning exiting a corner.

2. *Lighter front* dampening will increase low speed steering, but decrease high speed steering. Lighter front dampening will make a make the car/truck go straighter exiting corners on power.

3. *Heavier rear* dampening will make the car/truck more "solid". If the rear dampening is too heavy on slippery surfaces, rear traction will be lost. Heavier rear dampening will make the car/truck hop in small ruts.

4. *Lighter rear* dampening will make the car/truck have more rear traction on low traction surfaces. On high traction surfaces, the rear suspension may rock from side to side excessively with a rear dampening that is too light. Lighter rear dampening goes through choppy sections better than heavy rear dampening.

REAR CAMBER LOCATION:

The rear camber should be run in the stock location for the most part. This is a very good, very consistent all around location. This location offers the best combination of traction and handling in the rough stuff. The outer hinge pin should be left in the top hole. This also seems to work the best.

By changing the location of the link and/or hinge pin, you can achieve a wide range of adjustments. Although the mentioned locations worked best for us, you may find a combination that suits your driving style, or conditions better. The suggestions given in this kit should be used only as general guidelines. There are so many variables in a setup, that they can't possibly be listed in a simple instruction and tip sheet. If you like, go out and try different combinations of setups and get a feel for what each one does to the handling of you car/truck. Maybe you will stumble onto a better setup.

Good luck with your new Junior Two, or Junior T. We are sure you will be pleased with it's performance.

RECOMMENDED GEARING FOR TEAM LOSI MOTORS

MOTOR	TYPE OF MOTOR	PART #	JUNIOR TWO PINION/SPUR	JUNIOR T PINION/SPUR
Suicide Stock	24° Stock Motor	TL-6029	14/54	17/86
Bandit Stock	36° Stock Motor	TL-6030	13/54	16/86
Jr's Choice	17 Triple	TL-6103	14/54	16/86
MTM Truck Special	18 Quad	TL-6104	15/54	17/86
Motown Missile	12 Single	TL-6106	18/88 (48 pitch)	12/90
Big Ed	15 Quad	TL-6108	13/54	14/86
Super Insane	11 Double	TL-6109	17/88 (48 pitch)	12/90
Off Road Special	14 Double	TL-6110	20/88 (48 pitch)	14/90

* This is recommended gearing for Team Losi Motors. Ratios can be adjusted depending on various track layouts and battery types.

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<u>Key No.</u>	<u>Kit Part Description</u>	<u>Item No.</u>	<u>Spare Parts Item Description</u>
1.	4-40 X 7/8" Socket Head Screw	A-6216	4-40 X 7/8" Socket Head Screws (10)
2.	Front Shock Tower	A-4048	Front & Rear Shock Tower
3.	1/8" Studded Balls	A-6004	1/8" Studded Balls (10)
4.	Front Bulkhead	A-1003	Front Bulkhead (1)
5.	Front A-Arms	A-1001	Front A-Arms (2)
6.	1/8" X 1.650 Hinge Pin	A-4049	Suspension Pin Set
7.	1/8" E-Clips	A-6100	1.8" E-Clips (12)
8.	Front Body Mount	A-4042	Front Body Mount & Skid Plate
9.	Chassis	A-4046	Molded Chassis (Junior Series) (1)
10.	8-32 X 1/2" Flathead Screw	A-6209	8-32 X 1/2" Flathead Screw (10)
11.	Steering Posts	A-1511	Steering Posts With Hardware (2)
12.	4-40 X 3/8" Flathead Screw	A-6210	4-40 X 3/8" Alum Flathead Screws (10)
13.	Battery Box Foam	A-4001	Front Battery Cup (1)
14.	Battery Box Lid	A-4001	Front Battery Cup (1)
15.	Battery Box	A-4001	Front Battery Cup (1)
16.	4-40 X 1/2" Socket Head Screw	A-6204	4-40 X 1/2" Socket Head Screws (10)
17.	Body Clip	A-8200	Body Clips (12)
18.	Antenna Mount Cap	A-4002	Antenna Kit
19.	Antenna Mount	A-4002	Antenna Kit
20.	Front Slide	A-4042	Front Body Mount & Skid Plate (1)
21.	Rear Bulkhead	A-2001	Rear Bulkhead (1)
22.	3/8" Studded Ball	A-6000	3/8" Studded Balls W / Rod Ends (4)
23.	Shock Mounts	A-5008	Shock Mount Bushing (4)
24.	Rear Shock Tower	A-4048	Front & Rear Shock Towers
25.	Servo Saver	A-1501	Servo Saver & Idler Arm (1)
26.	Idler Arm	A-1501	Servo Saver & Idler Arm (1)
27.	Steering Sector Arm	A-1510	Extended Sector Arm W / Hardware (1)
28.	Studded Ball Washers	A-6215	#4 Narrow Washers (10)
29.	Front Axle	A-1005	Front Axle W / Nuts (2)
30.	Spindle Right	A-1002	Front Spindles & Carriers (2)
31.	Spindle Carrier	A-1002	Front Spindles & Carriers (2)
32.	1/8" X .690 Hinge Pin	A-4049	Suspension Pin Set
33.	1/8" X .960 Hinge Pin	A-4049	Suspension Pin Set
34.	Adjustable Rod End	A-6002	Adjustable Rod Ends (10)
35.	1 1/2" Threaded Rod	A-4050	Junior Two/T Tie Rod & Link Set
36.	1 7/8" Threaded Rod	A-4050	Junior Two/T Tie Rod & Link Set
37.	Servo Tape	A-4004	Servo Tape (3)
38.	Front Stiffener	A-4047	Molded Chassis Brace (1)
39.	8-32 X 1/2" Steel Flathead Screws	A-6218	8-32 X 1/2" Steel Flathead Screws (10)
40.	1/16" X 7/16" Solid Pin	A-6401	1/16" X 7/16" Pins (6)
41.	Top Gearbox Shaft	A-3007	Internal Primary Gear Shaft & Hdwe (1)
42.	Pinion Gear (Internal)	A-3022	22 Tooth Trans Pinion Gear (1)
43.	3/16" E-Clips	A-6101	3/16" E-Clips (12)
44.	3mm X 14 mm Bushing	A-6919	Junior Two/T Complete Bushing Set
45.	Right Half Of Gearbox	A-3001	Transmission Housings (L & R)
46.	Output Gear	A-3024	Low Friction Gear Set
47.	Outdrive Spacer	A-3017	Rear Outdrive Spacer (2)
48.	U-Joint	A-3013	Molded U-Joint Set
49.	Grease	A-3012	Differential Lube
50.	Center Differential Gear	A-3006	Differential Gear
51.	3/32" Differential Gear Balls	A-3009	Differential Balls, 3/32" (12)
52.	1/4" X 3/8" Bushing	A-6920	Bushing Kit (9)
53.	Female Half Of Differential	A-3024	Low Friction Gear Set
54.	5-40 Locknut	A-6302	5-40 Locknuts (4)

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<u>Key No</u>	<u>Kit Part Description</u>	<u>Item No.</u>	<u>Spare Parts Item Description</u>
55.	Hex Thrust Washer	A-3010	Differential Drive Rings (2)
56.	Male Half Of Differential	A-3024	Low Friction Gear Set
57.	5-40 X 7/8" Buttonhead Screw	A-6211	5-40 X 7/8" Buttonhead Screws (4)
58.	Belleville Washer	A-3018	H.D. Thrust Bearing Assy.
59.	Thrust Washer	A-3018	H.D. Thrust Bearing Assy.
60.	Bronze Bearing Cage	A-3018	H.D. Thrust Bearing Assy.
61.	1/16" Thrust Balls	A-3018	H.D. Thrust Bearing Assy.
62.	3/16" X 3/8" Bronze Bushing	A-6919	Junior Two/T Complete Bushing Set
63.	Left Half Of Gearbox	A-3001	Transmission Housings (L & R)
64.	5/16" X 1/2" Bushing	A-6919	Junior Two/T Complete Bushing Set
65.	Motor Plate	A-3002	Motor Plate
66.	4-40 X 1 3/8" Socket Head Screws	A-6203	4-40 X 1 3/8" Socket Head Screws (4)
67.	3/32" X 1/2" Spirol Pin	A-6400	3/32" X 1/2" Spirol Pin U-Joint
68.	Universal Pivot Joint	A-3014	Universal Pivots (2)
69.	Female Drive Shaft	A-3013	Molded Universal Set (2)
70.	Rear Axle Spacer	A-3016	Rear Axle, Spacer & Pin (2)
71.	Spur Gear	A-3988	48 Pitch Spur 88 Tooth (JR T)
		TL3854	32 Pitch Spur 54 Tooth (JR TWO)
72.	Rear Pivot Support	A-2016	Rear Pivot Support Set (4)
73.	4-40 X 1 3/4" Socket Head Screw	A-6202	4-40 X 1 3/4" Socket Head Screw (10)
74.	#4 Washer	A-6215	#4 Narrow Washers (10)
75.	4-40 Nylon Nut	A-6301	Nylon 4-40 Nuts (10)
76.	4-40 X 1/8" Button Head Screw	A-6212	4-40 X 1/8" Button Head Screw (4)
77.	Gear Cover	A-3003	Gear Cover
78.	4-40 X 1/4" Flathead Aluminum Screw	A-6213	4-40 X 1/4" Flathead Screw (6)
79.	Hub Carrier	A-2038	Rear Hubs & H-Arms (2)
80.	3/16" X 3/8" Plastic Bushing	A-6919	Junior Two/T Complete Bushing Set
81.	H-Arm Right	A-2015	H-Arm Set (L & R)
82.	H-Arm Left	A-2015	H-Arm Set (L & R)
83.	1/8" X 1.420 Hinge Pin	A-4049	Suspension Pin Set
84.	H-Arm Clips	A-2022	H-Arm Clips (8)
85.	1/8" X 1.785 Hinge Pin	A-4049	Suspension Pin Set
86.	Rear Axle	A-3015	Rear Axle, Washer & Pin
87.	Male Drive Shaft	A-3013	Molded Universal Set (2)
88.	Shock Shaft, Front	A-5004	Shock Shaft, Front (Short) .600"
89.	Shock Shaft, Rear	A-5005	Shock Shaft, Rear (Long) .900"
90.	Shock Cartridge	A-5015	Double O-Ring Cartridge (Front/Rear) (1)
91.	Junior Two Front Bumper	A-4045	Front Mini Bumper - Junior Two
92.	Shock Piston	A-5007	Shock Pistons & E-Clips (4)
93.	Front Shock Body	A-5002	Shock Body, Front (Short) .600"
94.	Rear Shock Body	A-5003	Shock Body, Rear (Long) .900"
95.	Shock Fluid	A-5224	Silatech Shock Fluid 350/30 Wt.
96.	1/4" Shock Mount Balls	A-2006	1/4" Balls (10)
97.	Lower Shock Mount	A-5023	Spring Clamps & Cups (H-Arms) (2)
98.	Shock Cup	A-5023	Spring Clamps & Cups (H-Arms) (2)
99.	Front Spring	A-5130	2" Spring, 3.2 Rate (Silver) (2)
100.	Rear Spring	A-5136	2.5" Spring, 3.4 Rate (Silver) (2)
101.	4-40 X 3/8" Socket Head Screw	A-6206	4-40 X 3/8" Socket Head Screw (10)
102.	Shock Collar	A-5023	Spring Clamps & Cups (H-Arms) (2)
103.	4-40 X 5/8" Socket Head Screw	A-6203	4-40 X 5/8" Socket Head Screw (4)
104.	H-Arm Shock Spacer	A-2015	H-Arm Set (Left & Right)
105.	Junior T Front Tire	A-7500	Front Tire Junior T (2)
	Junior Two Front Tire	A-7201	Front Tire Junior Two (2)

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106.	Junior T Rear Tire	A-7600	Junior T Rear Tire (2)
	Junior Two Rear Tire	A-7301	Junior Two Rear Tire (2)
107.	Junior T Front Rim	A-7061	Junior T Front Rim (2)
	Junior Two Front Rim	A-7001	Junior Two Front Rim (2)
108.	Junior T Rear Rim	A-7161	Rear Wheel Junior T (2)
	Junior Two Rear Rim	A-7101	Rear Wheel Junior Two (2)
109.	10-32 Lock Nut	A-6303	10-32 Nylon Locknut (8)
110	Rear Body Mount	A-4044	Junior T Rear Body Mount
111	4-40 X 5/16" Caphead Screw	A-6217	4-40 X 5/16" Caphead Screw (10)
112	4-40 Nut	A-6300	4-40 Hex Nut (10)
113	3mm X 8mm Caphead Screw	A-6201	3Mm X 8Mm Caphead Screw (10)
114	Antenna Tube	A-4002	Antenna Kit
115	Antenna Tips	A-4003	Antenna Tips (8)
116	4-40 X 1/8" Caphead Screw	A-6200	4-40 X 1/8" Caphead Screw (4)
117	Differential Adjustment Dust Cover	A-3008	Differential Adjustment Dust Cover (4)
118	Pinion Gear	TL-4117	48 Pitch 17 Tooth Pinion (Junior T)
		TL-4214	32 Pitch 14 Tooth Pinion (Junior Two)
119	5-40 Set Screw	TL-4011	5-40 Hardened Set Screw (10)
120	Spindle Left	A-1002	Front Spindles & Carriers
121	4-40 X 1" Caphead Screw	A-6222	4-40 X 1" Caphead Screw (4)
122	Body	A-8012	Junior T Body
		A-8004	Junior Two Body
123	3/16" Studded Ball	A-6001	3/16" Ball Stud With Rod (4)
124	Internal Shock O-Ring	A-5015	Double O-Ring Shock Cartridge (1)
125	Shock Cartridge Body	A-5015	Double O-Ring Shock Cartridge (1)
126	Shock Cartridge Spacer	A-5015	Double O-Ring Shock Cartridge (1)
127	Shock Cartridge Cap	A-5015	Double O-Ring Shock Cartridge (1)
128	Wing Tubes	A-2010	Wing Tubes (2)
129	Wing Wire	A-8101	Wing Wire
130	Male Top Wing Button	A-8102	Wing Button Set
131	Female Bottom Wing Button	A-8102	Wing Button Set
132	Wing	A-8100	Standard Wing (Junior Two)