





Operations Guide

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Introduction

Thank you for choosing the Losi[®] Limited Edition Aftershock[™] Monster Truck. This is a highly developed off-road model that features a sophisticated computer-based radio system and does require some mechanical experience and direct adult supervision. This guide contains the basic instructions and drawings for operating and maintaining your new Limited Edition Aftershock. Please take the time to read through it completely before running the model. Your hobby dealer cannot, under any circumstances, accept a model for return or exchange that has been run.

> **Customer Support Contact** Horizon Hobby, Inc. 4105 Fieldstone Road Champaign, IL 61822 1-877-504-0233 productsupport@horizonhobby.com

Safety Precautions

THIS IS NOT A TOY! The Limited Edition Aftershock is a sophisticated, high-performance radio controlled model, which needs to be operated with caution and common sense. Failure to operate this model in a safe and responsible manner could result in personal and/or property damage. It is your responsibility to see that the instructions are followed and precautions adhered to.

The Limited Edition Aftershock is not intended for use by children without direct adult supervision. Losi and Horizon Hobby shall not be liable for any loss or damages, whether direct, indirect, special, incidental or consequential arising from the use, misuse or abuse of this product or any product required to operate it.

* This is still a model; don't expect it to do unrealistic stunts.

Warnings

- Fuel is dangerous if handled carelessly. Follow all directions and precautions on the fuel container.
- Keep fuel and all chemicals out of the reach of children.
- Always keep the fuel container closed and never use around an open flame or while smoking.
- The exhaust emits poisonous carbon monoxide fumes. Always run the model in a well ventilated area and never attempt to run it indoors.
- The top of the engine and the exhaust pipe are extremely hot during and for a time after use. Use caution not to touch these parts, especially when refueling.
- The engine can be loud, especially when run in a confined area. If you find the noise objectionable, use ear protection.
- This model is controlled by a radio signal that is subject to interference from sources outside your control. Interference can cause temporary loss of control so it is advisable to always keep a safety margin in all directions to avoid collisions.
- Always operate your model in an open area away from people and cars. The potential speed of this model can cause injury or damage.

Required Equipment

You will need the following items to operate your new Limited Edition Aftershock.

- 4 AA alkaline batteries for the transmitter
- Losi[®] Nitrotane[™] 20% Sport Fuel. (LOSF0020 or LOSF0120) This is the only fuel that supports the engine warranty.
- Fuel bottle (LOSB5201)
- Charger for 6V receiver pack
- Optional: Losi Nitro Starter Kit Includes fuel bottle, ingiter, 3-way charger and tuning screwdriver (LOSA99072)

Tools You Will Find Handy

In addition to the tools included with the Limited Edition Aftershock, you will find the following both useful and in some cases necessary.

- LOSB4603 4-Way Wrench
- LOSA99167 Tuning Screwdriver
- Small flat blade and Phillips screwdrivers
- Needle-nose pliers
- Quality .050", 1/16", 5/64", 3/32", 1.5mm and 2.5mm hex (Allen) drivers



Engine Break-In and Adjustments

Breaking in your new engine is critical for proper performance. Failure to follow the break-in procedures can cause damage and shortened engine life. During break-in and when running, always use Losi Nitrotane 20% Sport Fuel. Although the carburetor is preadjusted at the factory, you must be familiar with the following adjustments and break-in procedure. If you change fuel or run in dramatically different environments (hot/cold, high/low elevation, etc.), you will probably have to adjust at least the high-speed needle to prevent overheating and maintain proper performance. Never, under any circumstances, allow the engine to rev freely with the wheels off the ground.

Break-In Procedure

- 1.) The first three tanks of fuel should be run with the high- and low-speed needles noticeably "rich" (see explanation below). There should be a slight sluggishness and thick smoke when accelerating with the smoke decreasing as the model gains speed. At speed, there should still be a noticeable trail of smoke from the exhaust pipe. Run the Limited Edition Aftershock on a flat surface in an oval pattern. Ease into the throttle as you accelerate on the straight sections, easing off as you approach turns-letting the model roll through the turn before easing back on the throttle. This will also allow you to get a feel for the steering response and handling characteristics of the model.
- 2.) You can also break in the engine by placing the model against a wall or fixed object and allowing the engine to idle through two full tanks of fuel. You may have to lean the low-speed mixture (slightly) as noted below.

Understanding "Rich" and "Lean" Fuel Mixture

Adjusting the carburetor is one of the most critical facets of running a nitro-powered RC vehicle. The fuel mixture is referred to as being "rich" when there is too much fuel and "lean" when there is not enough fuel for the amount of air entering the engine. The amount of fuel entering the engine is adjusted with high and low-speed threaded needle valves. The low-speed needle is located in the front of the moving slide. The high-speed needle sticks straight up at the back of the carburetor. Both feature a slotted head that is used as a reference and receptacle for a flat blade screwdriver for adjustments. The mixture is made richer by turning the needle counterclockwise and leaner by turning clockwise. An overly rich mixture will yield sluggish acceleration and performance with thick smoke from the exhaust. A lean mixture can cause the engine to hesitate before accelerating or, in some cases, to lose power momentarily after the initial acceleration.

A lean mixture also makes the engine run hotter than desired and does not provide enough lubrication for the internal engine components, causing premature wear and damage. It is always advisable to run the engine slightly rich and never lean to avoid overheating and possible damage.



Base Start-up Settings from the Factory

High Speed Needle— $2^{3}/_{4}$ turns out from bottom Low Speed Needle—3 turns out from bottom

Engine Tuning

After the engine is broken in, you can tune it for optimum performance. When tuning, it is critical that you be cautious of overheating as severe damage and premature wear can occur. You want to make all carburetor adjustments in "one hour" increments.

Low Speed Adjustment

The low-speed adjustment affects the idle and slightly off idle performance. The optimum setting allows the motor to idle for at least 8–10 seconds. The model should then accelerate with a slight amount of sluggishness and a noticeable amount of smoke. The simplest way to check this is to make sure the engine has been warmed up and let the engine idle for 8–10 seconds. If the low-speed mixture is so far off that the engine won't stay running this long, turn the idle stop screw clockwise, increasing the idle speed. With the engine at idle, pinch and hold the fuel line near the carburetor, cutting off the flow of fuel, and listen closely to the engine



Carb Adjustments: Make all carburetor adjustments in one hour increments. Imagine the slot in the needle is the hour hand on a clock. Adjust it as though you were moving the hour hand from one hour to the next or previous one.

rpm (speed). If the low-speed needle is set correctly, the engine speed will increase only slightly and then die. If the engine increases several hundred rpm before stopping, the low-speed needle is too rich. Lean the mixture by turning the needle clockwise one hour and trying again. If the engine speed does not increase but simply dies, the needle is too lean and needs to be richened up by turning the needle counterclockwise one hour before trying again. After you have optimized the low-speed setting, the engine will probably be idling faster. You will have to adjust the idle stop screw counterclockwise to slow down the engine idle speed. The engine should accelerate at a constant pace without hesitating.



High-Speed Adjustment

After initial acceleration the engine should pull at a steady rate while maintaining a two-stroke whine and a noticeable trail of smoke. If the engine labors and is sluggish with heavy smoke, the mixture is too rich and needs to be leaned by turning the high-speed needle clockwise in one hour increments until it runs smoothly. If the engine isn't smoking or starts to die after acceleration, it is too lean and you must richen the mixture by turning the needle counterclockwise. Don't be confused by the sound of the engine and the actual performance. A leaner mixture will produce an exhaust note with a higher pitch but this does not necessarily mean improved performance, as the engine is on the verge of overheating and may incur possible damage. Ideally you want to run the engine so that it is on the slightly rich side of optimum. This will give you the best combination of speed and engine life.

CAUTION: The engine is too lean and overheating if it accelerates rapidly with a high-pitched scream then seems to labor, stops smoking or loses speed. This can be caused by the terrain, atmospheric conditions or drastic altitude changes. To avoid permanent engine damage, immediately richen the mixture by turning the high-speed needle counterclockwise at least "two hours" and be prepared for further adjustments before running any more.

About Glow Plugs

The glow plug is like the ignition system in your automobile. The coiled element in the center of the plug glows red hot when connected to a 1.5-volt battery (located in the igniter). This is what ignites the fuel/air mixture when compressed in the cylinder. After the engine fires, the heat generated by the burning fuel keeps the element hot. Common reasons for the engine not starting are the 1.5-volt battery being weak or dead, the glow plug being wet with fuel, or the element burned out. Use a spare glow plug to check the igniter. If the igniter makes the element glow, remove the plug from the engine to check it in the same manner. A wet glow plug means there is excess fuel in the engine. To eliminate this, put a rag over the head and turn the engine over a few seconds with your "Spin-Start." Reinstall the glow plug, making sure you have the brass gasket on it. The engine should now start.

Testing the Temperature

The ideal operating temperature for the engine will vary with the air temperature but in general it should be in the 200°F to 230°F (93.3°C to 110°C) range. A simple way to check the engine temperature is to put a few drops of water on the top of the head/heat sink. It should take 3–5 seconds for the water to evaporate. If it boils away quickly the engine is overheating and the high-speed needle needs to be richened (turned counterclockwise) at least "two hours." If you plan on racing or high-speed running, there are several inexpensive handheld digital temperature gauges available.



DYN2494

About the Radio

The Losi DSM radio installed in the Limited Edition Aftershock is a state of the art system featuring the latest technology that requires no crystals. This system includes all the features you may find useful. Be sure to read through the Radio operation instructions on what and how to use these features. The following is a simple guide to items and functions commonly referred to.

- 1. Steering Wheel Controls the truck's direction (left/right).
- 2. Throttle Trigger Controls the speed and braking (pull for throttle and push forward for brakes).
- 3. Throttle Trim (TH.TRIM) Allows you to set the idle/brake of the truck.
- 4. Steering Trim (ST.TRIM) Adjusts the "hands off" direction of the truck.
- 5. Transmitter Antenna Transmits signal to the receiver in the truck.
- 6. Servo Reversing Switches Changes the direction of servo operation.
- 7. Power & Signal Indicators (LEDs) Red (left) indicates signal strength Green (right) indicates battery power
- 8. Power Switch Turns your transmitter ON and OFF.
- 9. Steering Rate (ST.D/R) Adjusts how much the wheels turn when steering wheel is turned right/left.
- 10. Endpoint Adjustment Pots Allow you to adjust the maximum movement of the servos.









- 11. Bottom Cover Removable for installing AA batteries.
- 12. Binding LED Blinks when binding—solid indicates binding complete.

Re-Binding the Transmitter to the Receiver

The Losi DSM[®] radio system included in the Limited Edition Aftershock operates on 2.4GHz and provides 79 different "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 the transmitter and vehicle are both turned on. This is called the binding process. The Losi DSM radio system will not interfere with previous technology radio systems that operate on 27MHz or 75MHz frequencies, and you will not receive any interference from them. Although set at the factory, below are the steps required to re-bind your transmitter to the receiver should the need arise. During the binding process there is a unique ID from the transmitter communicated to the receiver to ensure trouble-free radio operation.

Steps to Re-Bind

- 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 wire loop installed). Insert the Bind plug into the receiver slot labeled "BIND". Looking down on the receiver this slot would be below the LED and is the farthest from the LED, or nearest to the corner of the receiver. Note: You do not need to remove any of the other plugs to re-bind.
- 3. With the Bind plug installed, turn on the vehicle. Notice a blinking Green LED within the receiver.
- 4. Now you are ready to turn on the transmitter. You should notice on the back of the transmitter a similar blinking Orange LED under the translucent cover.
- 5. Both the receiver and transmitter blinking Green LEDs will stop blinking and become solid, indicating they have "bound" themselves together.
- 6. Turn off both the vehicle and the transmitter then remove the Bind plug from the receiver. Failing to remove the Bind plug will cause the receiver to attempt to re-bind every time you turn on the vehicle and transmitter.
- repeat steps 1–6. Should this not correct the problem please call Horizon Service/Repair for further assistance.
- 7. Turn on both the vehicle and transmitter to ensure operation. If the transmitter does not control the vehicle, please 8. The Bind process is complete. Your vehicle's radio system should be ready for use.



Using the EPA Adjustment

The Endpoint Adjustment (EPA) feature of the Losi DSM radio allows you to set the amount the servo travels when you turn the steering wheel or push/pull the throttle. This is especially helpful to prevent the servos from stalling with normal operation.

Steering:	First set the steering trim so the truck goes strate of the truck off of the ground and turn the steer to adjust the pot marked "right" back and forth Repeat this procedure turning left using the pot
Throttle:	First set your Throttle/Brake trim. With the engir remove the air cleaner. Pull full back on the thro and note the position of the carburetor barrel. A pot marked "throttle" back and forth so that th reaches wide open (going further will only hurt
Brake:	Release the trigger and push it forward. Turn th "brake" counterclockwise (away from the "+") will go. Now turn it clockwise (toward the "+") moving. This will give you maximum push brake



ight without touching the steering wheel. Lift the front ring wheel to the right. Use the included mini screwdriver stopping when the wheels can turn to the right no more. marked "left".

ne not running, ottle trigger Adjust the ne barrel just performance).

e pot marked as far as it until it stops



Radio Operation

It is important that you familiarize yourself with the radio system, as this is your direct link to the model.

- Never run your model with low receiver or transmitter batteries.
- Never leave the power on or the batteries will not last long.
- Always turn the transmitter ON before turning the model ON.
- When finished running, always turn the model OFF before the transmitter.
- For best operation, it will be necessary to keep the "trims" adjusted for both the steering and throttle as noted below.

Steering Trim: The model should go straight without turning the steering wheel. If not, turn the trim knob marked "ST. TRIM" found to the upper right of the steering wheel in the direction needed to make it do so. If this is not enough, please refer to "Synchronizing the Steering Servos" below and reset your trim.

Throttle Trim: The model should idle without the tires rotating when the trigger is at its neutral position. If not, turn the trim knob marked "TH.TRIM" located to the lower right of the steering wheel counterclockwise to reposition the throttle servo until it does. Note that additional braking force is applied when you push the trigger forward.

Synchronizing the Steering Servos: If you remove the steering servos or the servo savers you will probably have to make some small adjustments to ensure they are working together at maximum capacity. With the servo savers removed and the linkages attached:

- Turn on the radio and reset the steering trim knob so the raised dot is lined up with the line extending from the words "ST. TRIM".
- Loosen the setscrews securing the linkage slightly and mount the servo savers so they are timed as closely as possible like that seen in the photo.
- Use the steering trim on the transmitter to fine-tune the timing of the servo savers.
- Make sure the front tires are pointing forward and lock the steering linkage in place by tightening the setscrews.

Maintenance

In addition to the service needs pointed out in this guide, you should try to maintain your new truck for proper performance and to prevent wear. If dirt gets in the moving parts it can seriously hinder the performance of the model. Use compressed air, a soft paintbrush, and/or toothbrush to remove dirt and dust. Avoid using solvents, if possible, as this can actually wash the dirt into bearings and areas not accessible without disassembly causing additional wear. We suggest you follow these basic guidelines. Remove as much freestanding dirt and dust as noted above. Never leave fuel in the tank for more than a couple of hours. When done running for the day or longer, let the engine run out of fuel. Remove the air cleaner and pour a little liquid or spray type penetrating oil, or quality after-run engine oil into the carburetor and spin the engine over a few seconds. If needed, clean and re-oil the air cleaner before installing it back on the truck. Inspect the truck for worn, broken, or binding parts and repair as necessary.

Adjusting the Slipper

The slipper is a key component of the drivetrain that is designed to help absorb sudden or large impacts that would otherwise stress various drivetrain parts. You should never run the Aftershock with the slipper locked (completely tight). The slipper can also be used as a tuning aid for extremely slick conditions. To adjust the slipper start by turning the 1/4" adjustment nut clockwise (tighten) until it gets tight and the spring is compressed. **Do** not over-tighten as you will strip the nut. Now turn the adjustment nut counterclockwise (loosen) one full turn. This should be a good overall setting.



Slipper–1 Turn Out

2-Speed Adjustment

When new and during engine break-in, the two speed will not shift. Only after the engine has been broken in and the needle valve adjusted, if necessary, will it start shifting. You may need to adjust the shift point after a while as the shoes wear in.

Although pre-adjusted at the factory, the two speed can be adjusted to shift at the point that suits you best. Under normal circumstances, it should shift slightly before the engine reaches maximum power. The actual distance traveled will vary with the gear ratio and tune of the engine. There are two adjustment screws (see fig 1) that must be changed evenly for the two speed to function correctly. Turning these clockwise will make it shift later and require the engine to rev higher. Turning them counterclockwise will make it shift earlier and require less engine speed. If you should get lost adjusting the two speed, start over at the factory setting by lightly bottoming out the adjustment screws and then backing them out five full turns. The procedure for adjusting the two speed is as follows.

- Remove the gear cover.
- Turn the spur gears until the adjustment hole is visible in the bell housing between the large and small spur gears.
- Hold the small spur gear and, using your thumb, rotate the slipper forward until you can see the head of one of the adjustment screws.
- Use a 5/64 Allen wrench to make your adjustment in 1/2-turn increments. Use the bent leg of the wrench as your guide.
- Turn the slipper forward 1/2 rotation to adjust the other adjustment screw like the first. (Remember to always adjust BOTH screws the same amount)
- Test drive the model to check the new shift point and replace the gear cover if satisfied.
- Never run your model without the gear cover, as it is dangerous and gear damage will occur!



Figure 1 Always adjust BOTH adjustment screws evenly.

Note: Outer (1st) spur gear removed for photo.



makes the 2-speed shift sooner; turning clockwise will make it shift later.



Replacing the Clutch Bell

Use a 3/32" wrench (provided) to remove the retaining screw (turn counterclockwise) while firmly holding the flywheel with a pair of pliers. Remove the screw, washers and clutch bell, being careful not to lose any shims that may be used. Remove the ball bearings and brush any loose dirt away from the bearing faces. Put only ONE drop of oil on the inside face (the side facing away from the clutch shoes) near the inner race of the bearing. Install the bearings into the new clutch bell. Before replacing the clutch bell, wipe out the inside with motor spray, lacquer thinner or a similar cleaner (do not use fuel or oil-based solvents). Replace the clutch bell and secure with the retaining screw in the same manner used to remove it.

Note: Do not over-tighten the screw, as it is not necessary.



Servicing the Differentials

The differentials should be serviced periodically. Be sure to clean and inspect all of the gears and replace if severely worn. Always use plenty of high-quality grease (like Losi LOSA3066 or LOSA99203) on all gears.

Note: These can also be made into racing-type viscous diffs as noted below. Always service one diff at a time and pay close attention to installing the housing with the "TOP" marking up so it can be seen looking down on the chassis.

Removing the Differentials





- Remove the two screws in the bottom at the extreme end of the chassis (fig1).
- Remove the four screws in the bulkhead allowing the bumper/skid plates and pin mounts to be removed (fig 2).
- Remove the diff retainers and slide the diff out (fig 3). NOTE: On the front end only you will have to remove the lower front shock attachment screws and swing the shocks up and out of the way. On the rear end you will need to "pop" off the rear camber links.

Differential Service

- Remove the three 5/64" cap head screws and the top of the differential housing, then the diff.
- Remove the four 5/64" flat head screws from the ring gear allowing it to be removed.
- Inspect the ring and pinion gears for wear; replace if necessary.
- Remove the cross shafts, bevel gears and shims for the carrier.
- Clean and inspect all parts; replace as needed.
- Check all ball bearings. Clean or replace as necessary.
- Remove pins from outdrives. Remove outdrives, regrease and reinstall.
- Lube all shafts and gears with LOSA3066 or LOSA99203 assembly grease and reassemble.
- Load cross shafts with gears into the carrier with extra grease. Apply the rubber gasket to the carrier and reinstall ring gear.
- Lube ring and pinion with grease and reassemble diff into diff housing.
- Reinstall into chassis with "TOP" on housing facing up.









For Viscous Differential

Instead of grease you can use silicone fluid in the differential for a limited slip feel as desired for racing. Simply fill the diff up to the top of the gears before replacing the ring gear. (Be sure to reinstall the gasket). You may have to replace the O-rings on the outdrives at the same time you change to this type of differential if the old ones are worn. A popular silicone fluid for your model is Losi 10,000cs (LOSA5282) and is available from your local hobby dealer.

Servicing the Transmission

The Transmission should also be cleaned and serviced periodically. All gears and shafts should be closely inspected for wear and replaced if necessary. Always use a high-quality grease or lubricant to prevent premature wear and/or failure.

Removing the Transmission

- 1. Remove the gear cover.
- 2. Remove the throttle linkage from the carburetor and the brake linkage from the servo arm.
- 3. Loosen the four motor mount screws (bottom of the chassis) and slide the motor back.
- 4. Remove 2-speed spur gears.
- 5. Remove the five transmission mounting screws and lift the transmission out.
- 6. Remove the outdrive and ten 5/64" cap head screws. Remove the transmission case half.
- 7. Regrease the gears and shafts, inspecting each for wear.
- 8. Replace any worn or failed gears.
- 9. Wipe out the inside of the gear case, removing any debris, old grease and foreign matter.
- 10. Check all ball bearings for free movement cleaning or replacing as necessary.
- 11. Reinstall gears on the shafts lubing with LOSA3066 or LOSA99203 Losi Assembly Grease.
- 12. Reassemble the transmission lubricating liberally with LOSA3066 or LOSA99203 or a similar high-grade grease.
- 13. Make sure the setscrews in the outdrive cups are tightened (a locking compound is highly suggested).
- 14. Install the transmission in the chassis; reset the gear mesh by using a small piece of paper between the pinion and spur gears, applying pressure while retightening the engine. Reconnect all linkages and connections as necessary.







Rebuilding/Refilling the Shocks







Step 7.

After removing the shock, push up on the lower spring cup and snap it off of the shaft. Remove the spring.

NOTE: If you only wish to change or fill the shock fluid, skip to step 6.



Remove the 1/4" nut by turning it counterclockwise. Remove the piston and washer. Remove the old cartridge. Put a drop of shock oil on the shock shaft before installing new shock cartridge.

Step3.

Step 5.



Be sure to reinstall washer

Step 4.

Install washer onto the shock shaft until it stops. Slide the shock piston onto the shaft against the washer. Reinstall 1/4" nut and tighten by turning it clockwise.

If you plan on completely changing the shock fluid (suggested), dump out the old fluid from the shock body before reinstalling the cartridge/shaft assembly. Pull the shaft out so that the piston is next to the cartridge and reinstall the assembly into the shock body; tighten in a clockwise direction.

> Holding the shock upright, push the shock shaft in slowly until it bottoms out. While holding the shock shaft in this position, replace the small screw and washer in the shock top. If fluid leaks around the threads of the cartridge, it is probably not



Step 8. "snap"

Slide the spring over the shock body against the shock adjuster nut. Slide the lower shock cup onto the shock shaft and snap it " onto the shock end being sure that it seats on the mount. Reinstall the shock.



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Troubleshooting Chart

Horizon Hobby, UK Units 1-4 Ployters Rd Staple Tye Harlow, Essex CM18 7NS, **United Kingdom**

Things to Check

Remedy

	Check/replace glow plug Charge/change battery Let cool - see "Testing the Temperature" Clean and reoil aircleaner
	Loosen glow plug and try again Damaged, if will not turn over
ockage	See "Carburetor Adjustments" See "About Glow Plugs" Check for split/hole in fuel line See "Testing the Temperature" Clear pressure line
h	See "Engine Tuning" See "Engine Tuning" Richen 2 hours Replace glow plug
	Try fresh fuel Clean/Adjust/Repair Check for binds in drivetrain Rebuild
an	See "Understanding Rich and Lean"
	Clean head fins Check for binds/dirt build up
	See "Engine Tuning," Richen 2 hours See "Engine Tuning," Richen 2 hours See "Engine Tuning," Richen 1 hour Check fuel line for holes Change glow plug
	Change glow plug See "Engine Tuning" See "Engine Tuning," Richen 1 hour
	Add Fuel Increase idle speed
	See "Engine Tuning" See "Engine Tuning"
	Increase idle speed Check for broken clutch springs
	Check/Clean/Replace Rebuild

Limited Edition Aftershock Parts List

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Suspens	sion Parts
LOSB2001	F/R Suspension Arms (pr) (LST/AFT)10.00
LOSB2101	F/R Spindles & Carriers (LST/AFT)7.00
LOSB2102	Steering Bellcranks, Shafts & Chassis Braces (LST/2)7.00
LOSB2151	F/R Shock Tower & Pin Mounts (LST/2)8.50
LOSB2201	F/R Suspension Pin Brace Set (AL)(LST/2)7.00
Chassis	Parts
10502252	Chargie Skid Plate (IST/2) 0.50
	Chassis Skiu Fidle (LST/2)
LO3B2255	Motor Plate/Chassis Fidles (LS1/2)
10502234	Chassis Side Paile (IST/2)
LOSB2250	R&I Bulkheads & Diff Ratainer (IST/2) 600
LOSB2257	Main Chaccis Plate (Ram/AFT F) 31.99
LOSB2255	Radio Roy & Hardware (IST/2) 7.00
LOSB2350	Ratio Dox & Haldwale (LS1/2)
LOSB2331	E/R Rumpers & Braces (IST/2) 10.99
LOSB2401	F/R Body Mount Posts & Hardware (I ST/2) 3 50
Shocks	
LOSB2815	Shock Nut & Cap Molded (4) (LST)
LOSB2820	Molded Shock Body (2) (AFT)
LOSB2840	Shock Shaft (LST/2)
LOSB2875	Shock Cartridges & Seals (2) (LST/2)6.00
LOSB2876	Shock Cartridges & Cap O-Rings (8) (LST/2)
LOSB2880	Assembled Molded Shock with Spring (no oil) (AFT)
LOSB2900	Shock Hardware - All Plastics (LST/2)6.50
LOSB2948	Shock Springs - Flat Black (AFT)6.00
Transmi	ssion
LOSB3102	Transmission Case Set (IST/2) 10.99
LOSB3102	Fwd/Rev Revel Gear Set 999
LOSB3175	Transmission Drive & Selector Pin Set (IST/2) 2 00
LOSB3123	Transmission Output Shaft & Space (LST/2) 3 50
LOSB3127	Transmission Output share & space (LST/2)
LOSB3120	Find Only Input Shaft Set (LST/2/AFT) 5.00
LOSB3132	Fwd. Only Input Gear 22T (IST/2/AFT) 9.00
LOSB3135	Fwd. Only Counter Shaft Set (IST/2/AFT) 350
LOSB3135	Fwd. Only Counter Gear 22T (IST/2/AFT) 999
LOSB3130	Fwd. Only Councer Gear 221 (LST/2/AFT)
LOSB3190	Gaar Cover (2-cneed) (IST/2) 450
LOSB3190	EW/D/REV & Brake Arms (IST/2) 300
Clutch P	arts
LOSB3301	Flywheel, Collet & Nut (LST/2)10.99
LOSB3322	Clutch Spring Set (3) Silver (LST/2)
LOSB3341	18T/25T One-piece Clutch Bell - Steel (LST/2)19.99
2-Speed	l & Slipper Parts
	2-Speed Cam & Rushings (IST/2) 17.99
LOSB3401	2-Speed Clutch Shoes & Hardware (IST/2) 350
LOSB3404	2-Speed Low-Gear 1-way (ΔFT) 14.99
LOSB3403	2 Speed Low Gear 1 way (AFT)
LOSB3421	63T Spur (Hi) Gear & Bell (ΔFT) 700
LOSB3423	Slinner Care (IST/2) 14 99
LOSB3450	Slipper Cage (LST/2) 700 700
LOSB3455	2-Speed/Slipper Thrust Bearing & Hardware (IST/2) 5 00
Drivetur	
Drivetra	ain Parts
LOSB3501	F/R CV Driveshaft Set (2) (LST/AFT)
LOSB3502	F/R Driveshaft Only (2) (LST/AFT)
LOSB3503	F/R Axle Right Side - Silver (LST/AFT)6.50
LOSB3504	F/R Axle Left Side - Black (LST/AFT)6.50
LOSB3505	CV Driveshaft Rebuild Set (LST/AFT)7.00
LOSB3508	Wheel Hexes & Drive Pins (4 ea,) (LST/AFT)
LOSB3529	F/R Differential Assembled Complete
LOSB3534	F/R Differential Ring & Pinion (LST/2)
LOSB3537	
	F/R Differential Housing (LST/2)4.00
LOSB3538	F/R Differential Housing (LST/2)
LOSB3538 LOSB3539	F/R Differential Housing (LST/2) 4.00 F/R Differential Bevel Gear Set (LST/2) 7.00 F/R Differential Seal Set (2) (LST/2) 3.50
LOSB3538 LOSB3539 LOSB3540	F/R Differential Housing (LST/2) 4.00 F/R Differential Bevel Gear Set (LST/2) 7.00 F/R Differential Seal Set (2) (LST/2) 3.50 F/R Differential Outdrive Set (LST/2) 9.00
LOSB3538 LOSB3539 LOSB3540 LOSB3541	F/R Differential Housing (LST/2) 4.00 F/R Differential Bevel Gear Set (LST/2) 7.00 F/R Differential Seal Set (2) (LST/2) 3.50 F/R Differential Outdrive Set (LST/2) 9.00 F/R Differential Drive Yoke (LST/2) 5.00
LOSB3538 LOSB3539 LOSB3540 LOSB3541 LOSB3545	F/R Differential Housing (LST/2) 4.00 F/R Differential Bevel Gear Set (LST/2) 7.00 F/R Differential Seal Set (2) (LST/2) 3.50 F/R Differential Outdrive Set (LST/2) 9.00 F/R Differential Drive Yoke (LST/2) 5.00 Center CV Driveshaft (LST/2) 10.99
LOSB3538 LOSB3539 LOSB3540 LOSB3541 LOSB3545 LOSB3601	F/R Differential Housing (LST/2) 4.00 F/R Differential Bevel Gear Set (LST/2) 7.00 F/R Differential Seal Set (2) (LST/2) 3.50 F/R Differential Outdrive Set (LST/2) 9.00 F/R Differential Drive Yoke (LST/2) 5.00 Center CV Driveshaft (LST/2) 10.99 Brake Disks - Steel (2) (LST/2) 4.00
LOSB3538 LOSB3539 LOSB3540 LOSB3541 LOSB3545 LOSB3601 LOSB3603	F/R Differential Housing (LST/2) 4.00 F/R Differential Bevel Gear Set (LST/2) 7.00 F/R Differential Seal Set (2) (LST/2) 3.50 F/R Differential Outdrive Set (LST/2) 9.00 F/R Differential Drive Yoke (LST/2) 5.00 Center CV Driveshaft (LST/2) 10.99 Brake Disks - Steel (2) (LST/2) 4.00 Brake Cam (LST/2) 3.00

Hardware

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LOSA3045	Gear Cover Accessory Plug
LOSA4002	Antenna Tube & Cap
LOSA4003	Antenna Caps
LOSA6100	1/8-inch E-Clips
LOSA6103	3/32-inch E-Clips
LOSA6106	4mm E-Clips (12)
LOSA6107	6mm E-Clips (12)
LOSA6201	3 x 6mm Socket Head Screws & Washers
LOSA6204	4-40 x 1/2-inch Cap Head Screw (10)
LOSA6206	4-40 x 3/8-inch Cap Head Screw (10)1.50
LOSA6210	4-40 x 3/8-inch Flat Head Screw (10)
LOSA6216	4-40 x 7/8-inch Cap Head Screw (10)
LOSA6220	4-40 x 1/2-inch Flat Head Screw (10)
LOSA6221	4-40 x 5/8-inch Cap Head Screw (6)
LOSA6227	4-40 Hardened Setscrew (10)
LOSA6229	4-40 x 3/8-inch Button Head Screw (10). 1.50
10546232	2-56 x 1/4-inch Can Head Screw (10) 1 50
10546233	4-40 x 5/8-inch Flat Head Screw (10)
10546234	$440 \times 1/4$ -inch Rutton Head Screw (10) 2 00
10546240	5-40 x 1/2-inch Can Hoad Scrow (8) 2 50
10546240	$5 40 \times 5/2$ inch Cap Head Screw (9)
10546241	5 40 x 1 1/4 inch Cap Hoad Scrow (4)
10546242	Vingnin Cerow (9) (IST) 200
	2 E v E / 2 inch Con Lload Serouv (2)
	2-50 X 5/8-IIICII Cdp Hedd Screw (8)
	2-30 X 3/4-IIICII Cap Head Screw
LUSA6250	4mm & 5mm Setscrews (4)
LUSA6252	3 X TUMM Button & Flat Head Machine Screws
LUSA6307	5-40 NUTS - LOCK & HEX (4)
LOSA6305	4-40 Low Profile Locknuts
LOSA6321	5mm Locknuts - R & L Ihread (4)
LOSA6350	#4 & 1/8-inch Hardened Washers
LOSA6355	2.2 & 3.6mm Washers (6)
LOSA6356	5 & 6mm Shim Set
LOSA6907	5 x 8mm Shielded Ball Bearing
LOSA6937	5 x 10mm Shielded Ball Bearings (2)8.00
LOSA6940	6 x 12mm Shielded Ball Bearings (4)13.99
LOSA6941	6 x 12mm Flanged Ball Bearings (4)8.00
LOSA6942	8 x 16mm Sealed Ball Bearings (4)7.00
LOSA8200	Body Clips
LOSB4001	93mm Turnbuckle Set with Ends (2) (LST)11.99
LOSB4020	Rod Ends & Pivot Balls (8) (LST)7.00
LOSB4104	Pivot Pin Set (4) (LST2)11.99
LOSB4111	Spindle Bearing Spacer Set (LST/AFT)
LOSB4201	Steering Hardware Set (LST/2)7.50
LOSB4203	Fwd/Rev & Brake Arms (LST/2/AFT)3.00
LOSB4204	Throttle, Brake & Reverse Linkage Set (LST2)6.00
LOSB4250	Servo Saver & Mount Set (LST/2)10.99
LOSB4601	Tool Set
LOSB4603	4-way Wrench - Steel6.00
Motor A	crossorios
	Fuel Idlik (LSI/AFI)
LOSBOUG	Fuel Tank Liu & Spring (LS1/2)
F02R2002	ruei lank iviounts & Hardware (LS1/2)
F02R200A	ruei riiter Heat Kesistant
LO2B2020	Air Cleaner With Oli (LS1/2)
LO2B2021	Air Cleaner Foam Set (LS1/2)
F02R2030	Engine viounts (LST/2)
LOSB2049	Exnaust Header, Spring & Seal (AFI)
LUSB5052	Exnaust Connecter & Pull lies (AF1)
LUSB5062	Exnaust Pipe/Muttler (AFI)
LUSA9315	24-inch Fuel lubing
Wheels a	& Tires
LOSB7001	"Magneto" Chrome Wheels (pr) (LST/AFT)12.99

LOSB7001	"Magneto" Chrome Wheels (pr) (LST/AFT)
LOSB7201	"Claw" MT Tires withFoam (LST/AFT)
LOSB7401	"Magneto" Wheels/"Claw" Tires Glued (pr) (LST/AFT)44.9

Bodies & Accessories

LOSB8019	Aftershock Painted Black Body with Stickers	
LOSB8203	Aftershock Sticker Sheet	

OPTION PARTS

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Suspens	sion Parts
LOSB2221	Sway Bar Kit (LST/2)
Chassis	Parts
	Leave Duty Chassis Plate Hard Apedized (LST/2) 40.00
LOSB2200	Heavy-Duty Chassis Flate - Hard-Anodized (LST/2)
LOSB2201	Heavy-Duty Chassis Join Plate - Hard-Anodized (LST/2)
LOSB2262	Heavy Duty Front Bottom Plate - Hard-Anodized (LST/2) 16.99
LOSB2264	Heavy-Duty Rear Bottom Plate - Hard-Anodized (LST/2)
LOSB2270	Hi-Perf Graphite Chassis Plate (LST/2)109.99
LOSB2271	Hi-Perf Aluminum Skid Plate - Hard-Anodized (LST/2)24.99
LOSB2272	Hi-Perf Graphite Top Plate (LST/2)
LOSB2273	Hi-Perf Aluminum Front Bottom Plate - Hard-Anodized (LST/2)18.99
LOSB2274	Hi-Perf Aluminum Rear Bottom Plate - Hard-Anodized (LST/2)18.99
LOSB2451	Extra Long Body Mounts (LST/2)
LOSB2501	Wing Mount Plastics (LS1/2/AF1)9.00
Shocks	
LOSB2801	Shock Body - Blue (LST/2/AFT)11.99
LOSB2802	Shock Cap - Blue (LST/2/AFT)8.00
LOSB2803	Shock Body - Red (LST/2/AFT)
LOSB2804	Shock Cap - Red (LST/2/AFT)
LOSB2805	Shock Body - Gold (LSI/2/AFI)
	Shock Cap - Gold (LS1/2/AF1)
	Shock Body & Cap Set - Red (4) (LST/2/AFT)
LOSB2808	Threaded Shock Body - Hard-Anodized (IST/2/AFT)
LOSB2813	Shock Adjuster Nut - Blue Aluminum (IST/2)
LOSB2814	Hard-Anodized Threaded Shock Body & Adi, Set (4) (LST/2)
LOSB2841	Titanium Nitride Shock Shaft (LST/2/AFT)
LOSB2879	Assembled Threaded Shock with Spring (Blue) (LST2)
LOSB2901	Shock Pivot Balls - Hard-Anodized Aluminum (4) (LST/2/AFT)7.50
LOSB2949	Shock Springs - White 4.0 lb Rate (pr) (LST/2/AFT)6.50
LOSB2951	Shock Springs - Black 6.0 lb Rate (pr) (LST/2/AFT)6.50
LOSB2952	Shock Springs - Yellow 7.4 lb Rate (pr) (LST/2/AFT)6.50
Transmi	ssion
LOSB3193	Inside Gear Cover (LST2)
Clutch P	Parts
	Aluminum Clutch Shoo & Spring Set (IST2)
LOSB3340	Clutch Bell Only 2-Speed (Threaded) (LST/2) 10.00
LOSB3350	19T Stool Dinion (I ST/2) E 00
	101 Steel FIIIIUII (LSI/2)
LOSB3351	18T Steel Pinion (LS1/2)
LOSB3351 LOSB3356	18T Steel Pinion (LST/2)
LOSB3351 LOSB3356 LOSB3357	181 Steel Pinion (LS1/2)
LOSB3351 LOSB3356 LOSB3357 2-Speed	181 Steel Pinion (LS1/2)
LOSB3351 LOSB3356 LOSB3357 2-Speed LOSB3410	181 Steel Pinion (LS1/2)
LOSB3351 LOSB3356 LOSB3357 2-Speed LOSB3410 LOSB3411	181 Steel Pinion (LS1/2)
LOSB3351 LOSB3356 LOSB3357 2-Speed LOSB3410 LOSB3411 LOSB3420	181 Steel Pinion (LS1/2)
LOSB3351 LOSB3356 LOSB3357 2-Speed LOSB3410 LOSB3410 LOSB3420 LOSB3424	181 Steel Pinion (LS1/2)
LOSB3351 LOSB3356 LOSB3357 2-Speed LOSB3410 LOSB3410 LOSB3420 LOSB3424 LOSB3428	181 Steel Pinion (LS1/2)
LOSB3351 LOSB3356 LOSB3357 2-Speed LOSB3410 LOSB3410 LOSB3420 LOSB3420 LOSB3424 LOSB3428 LOSB3429	181 Steel Pinion (LS1/2)
LOSB3351 LOSB3356 LOSB3357 2-Speed LOSB3410 LOSB3410 LOSB3420 LOSB3420 LOSB3424 LOSB3428 LOSB3429 LOSB3430	181 Steel Pinion (LS1/2)
LOSB3351 LOSB3356 LOSB3357 2-Speed LOSB3410 LOSB3410 LOSB3420 LOSB3420 LOSB3424 LOSB3428 LOSB3429 LOSB3430 LOSB3431	181 Steel Pinion (LS1/2)
LOSB3351 LOSB3356 LOSB3357 2-Speed LOSB3410 LOSB3410 LOSB3420 LOSB3420 LOSB3424 LOSB3428 LOSB3429 LOSB3430 LOSB3431 Drivetra	18T Steel Pinion (LS1/2)
LOSB3351 LOSB3356 LOSB3357 2-Speed LOSB3410 LOSB3410 LOSB3420 LOSB3420 LOSB3424 LOSB3428 LOSB3429 LOSB3430 LOSB3431 Drivetra LOSB3509	18T Steel Pinion (LS1/2)
LOSB3351 LOSB3356 LOSB3357 2-Speed LOSB3410 LOSB3410 LOSB3420 LOSB3420 LOSB3424 LOSB3428 LOSB3429 LOSB3430 LOSB3431 Drivetra LOSB3509 LOSB3510	181 Steel Pinion (LS1/2)
LOSB3351 LOSB3356 LOSB3357 2-Speed LOSB3410 LOSB3410 LOSB3420 LOSB3420 LOSB3428 LOSB3429 LOSB3430 LOSB3431 Drivetra LOSB3509 LOSB3510 LOSB3511	181 Steel Pinion (LS1/2)
LOSB3351 LOSB3356 LOSB3357 2-Speed LOSB3410 LOSB3410 LOSB3420 LOSB3420 LOSB3424 LOSB3428 LOSB3429 LOSB3430 LOSB3431 Drivetra LOSB3509 LOSB3510 LOSB3511 LOSB3531	181 Steel Pinion (LS1/2)
LOSB3351 LOSB3356 LOSB3357 2-Speed LOSB3410 LOSB3410 LOSB3420 LOSB3420 LOSB3424 LOSB3428 LOSB3429 LOSB3430 LOSB3431 Drivetra LOSB3509 LOSB3510 LOSB3511 LOSB3531 LOSB3532	181 Steel Plinion (LS1/2)
LOSB3351 LOSB3356 LOSB3357 2-Speed LOSB3410 LOSB3410 LOSB3420 LOSB3424 LOSB3428 LOSB3429 LOSB3430 LOSB3430 LOSB3431 Drivetra LOSB3509 LOSB3510 LOSB3511 LOSB3531 LOSB3535	181 Steel Plinion (LS1/2)
LOSB3351 LOSB3356 LOSB3357 2-Speed LOSB3410 LOSB3410 LOSB3420 LOSB3424 LOSB3428 LOSB3429 LOSB3430 LOSB3430 LOSB3431 Drivetra LOSB3509 LOSB3510 LOSB3511 LOSB3511 LOSB3532 LOSB3535 Hardwa	181 Steel Plinion (LS1/2)
LOSB3351 LOSB3356 LOSB3357 2-Speed LOSB3410 LOSB3410 LOSB3420 LOSB3424 LOSB3428 LOSB3429 LOSB3430 LOSB3430 LOSB3431 Drivetra LOSB3509 LOSB3510 LOSB3511 LOSB3531 LOSB3532 LOSB3535 Hardwa LOSB4021	181 Steel Pinion (LS1/2)
LOSB3351 LOSB3356 LOSB3357 2-Speed LOSB3410 LOSB3410 LOSB3420 LOSB3424 LOSB3428 LOSB3429 LOSB3429 LOSB3430 LOSB3431 Drivetra LOSB3509 LOSB3510 LOSB3511 LOSB3511 LOSB3532 LOSB3535 Hardwa LOSB4021 LOSB4102	181 Steel Pinion (LS1/2)
LOSB3351 LOSB3356 LOSB3357 2-Speed LOSB3410 LOSB3410 LOSB3420 LOSB3424 LOSB3428 LOSB3429 LOSB3429 LOSB3430 LOSB3431 Drivetra LOSB3509 LOSB3510 LOSB3511 LOSB3511 LOSB3531 LOSB3535 Hardwa LOSB4021 LOSB4102 LOSB4103	181 Steel Pinion (LS1/2)
LOSB3351 LOSB3356 LOSB3357 2-Speed LOSB3410 LOSB3410 LOSB3420 LOSB3424 LOSB3428 LOSB3429 LOSB3429 LOSB3430 LOSB3431 Drivetra LOSB3509 LOSB3510 LOSB3511 LOSB3511 LOSB3531 LOSB3535 Hardwa LOSB4021 LOSB4102 LOSB4103 Motor A	181 Steel Pinion (LS1/2)
LOSB3351 LOSB3356 LOSB3357 2-Speed LOSB3410 LOSB3410 LOSB3410 LOSB3420 LOSB3424 LOSB3428 LOSB3429 LOSB3429 LOSB3430 LOSB3431 Drivetra LOSB3509 LOSB3510 LOSB3511 LOSB3531 LOSB3535 Hardwa LOSB4021 LOSB4102 LOSB4103 Motor A LOSB5031	181 Steel Pinion (LS1/2)
LOSB3351 LOSB3356 LOSB3357 2-Speed LOSB3410 LOSB3410 LOSB3411 LOSB3420 LOSB3424 LOSB3429 LOSB3429 LOSB3430 LOSB3430 LOSB3431 Drivetra LOSB3509 LOSB3510 LOSB3511 LOSB3531 LOSB3535 Hardwa LOSB4021 LOSB4102 LOSB4103 Motor A LOSB5031 LOSB5050	181 Steel Pinion (LS1/2)
LOSB3351 LOSB3356 LOSB3357 2-Speed LOSB3410 LOSB3410 LOSB3410 LOSB3420 LOSB3424 LOSB3428 LOSB3429 LOSB3430 LOSB3430 LOSB3431 Drivetra LOSB3509 LOSB3510 LOSB3511 LOSB3531 LOSB3535 Hardwa LOSB4021 LOSB4102 LOSB4103 Motor A LOSB5031 LOSB5051 LOSB5051	181 Steel Pinion (LS1/2)
LOSB3351 LOSB3356 LOSB3357 2-Speed LOSB3410 LOSB3410 LOSB3411 LOSB3420 LOSB3424 LOSB3428 LOSB3429 LOSB3430 LOSB3430 LOSB3431 Drivetra LOSB3509 LOSB3510 LOSB3511 LOSB3531 LOSB3535 Hardwa LOSB4021 LOSB4102 LOSB4103 Motor A LOSB5031 LOSB5051 LOSB5054 LOSB5054	181 Steel Pinion (LS1/2)
LOSB3351 LOSB3356 LOSB3357 2-Speed LOSB3410 LOSB3410 LOSB3410 LOSB3420 LOSB3424 LOSB3428 LOSB3429 LOSB3430 LOSB3430 LOSB3431 Drivetra LOSB3509 LOSB3510 LOSB3511 LOSB3531 LOSB3535 Hardwa LOSB4021 LOSB4102 LOSB4103 Motor A LOSB5031 LOSB5050 LOSB5056 LOSB5056 LOSB5056	181 Steel Pinion (LS1/2)
LOSB3351 LOSB3356 LOSB3357 2-Speed LOSB3410 LOSB3410 LOSB3410 LOSB3420 LOSB3424 LOSB3429 LOSB3429 LOSB3429 LOSB3430 LOSB3430 LOSB3431 Drivetra LOSB3509 LOSB3511 LOSB3511 LOSB3531 LOSB3535 Hardwa LOSB4021 LOSB4021 LOSB4102 LOSB4021 LOSB4021 LOSB4021 LOSB4021 LOSB505 LOSB5057	181 Steel Pinion (LS1/2)
LOSB3351 LOSB3356 LOSB3357 2-Speed LOSB3410 LOSB3410 LOSB3411 LOSB3420 LOSB3424 LOSB3429 LOSB3429 LOSB3429 LOSB3430 LOSB3430 LOSB3431 Drivetra LOSB3509 LOSB3511 LOSB3531 LOSB3531 LOSB3535 Hardwa LOSB4021 LOSB4021 LOSB4021 LOSB4021 LOSB4021 LOSB4021 LOSB5055 LOSB5057 LOSB5057 LOSB5058	181 Steel Pinion (LS1/2)

"HT" Tuned Pipe & Header - Hard-Anodized (LST/2)74.99

LOSB5061

Limited Edition Aftershock Parts List

Motor Accessories Spin-Start Hand Held Starter (LST/2)......44.99 LOSB5100 Spin-Start Motor & Battery Leads (LST/2).....16.99 LOSB5102 LOSB5103 Spin-Start Hex Starter Shaft (LST/2)5.00 LOSB5104 Spin-Start Hand Strap & Pin (LST/2)5.00 LOSB5105 LOSB5106 Spin-Start Case & Switch Set (LST/2)8.00 LOSB5108 **Body & Accessories** LOSB8002 LOSB8003 LOSB8005 LOSB8011 LOSB8012 LST2 Body Painted Red with Stickers49.99 LOSB8014 LOSB8015 LOSB8016 LOSB8150 LOSB8151 Wing Only (LST/2/AFT)9.00 LOSB8201 LOSB8202 **Radio Parts and Accessories** LOSB0806 LOSB0807 LOSB0818 MS103 Standard Digital Servo16.99 LOSB0819 LOSB0899 LOSB9950

TRANSMISSION ASSEMBLY

DRIVETRAIN ASSEMBLY





Û, A4003 B2350 `A4002 A6100 B2350 B2350 B4204 A8200 B4204 A6232 B3190-- A3045 B4204 B4250 ©)¢ Ø A6227 B4204 A6204 A6350 [∋]B2102 – A6350 B4250 A6206 ∽ A6210-A6204− B2201



A9315



FRONT ASSEMBLY

REAR ASSEMBLY



M26MB Engine with Pull/Spin-Start



Age Recommendation: 14 years or over. Not a toy. Not intended for use by children without direct adult supervision.

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 1/2 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.

United States

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

Horizon Service Center 4105 Fieldstone Road Champaign, Illinois 61822 USA

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

Horizon Product Support 4105 Fieldstone Road Champaign, Illinois 61822 USA

Please call 877-504-0233 or e-mail us at productsupport@horizonhobby.com with any questions or concerns regarding this product or warranty.

United Kingdom

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

Horizon Hobby UK Units 1-4 Ployters Rd Staple Tye Harlow, Essex CM18 7NS United Kingdom

Please call +44 (0) 1279 641 097 or e-mail us at sales@horizonhobby.co.uk 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.

The associated regulatory agencies of the following countries recognize the noted certifications for this product as authorized for sale and use:

UK	DE	DK	BG	SE
FI	EE	LV	LT	PL
CZ	SK	HU	RO	SI
AT	IT	ES	PT	IE
NL	LU	MT	CY	GR

Declaration of Conformity

(in accordance with ISO/IEC 17050-1)

No. HH20091106

LOS Aftershock LE Product(s): Item Number(s): LOSB0012LE Equipment class: 2

The object of declaration described above is in conformity with the requirements of the specifications listed below, following the provisions of the European R&TTE directive 1999/5/EC:

EN 300-328 EN 301 489-1, 301 489-17

Technical requirements for Radio equipment. General EMC requirements

Signed for and on behalf of: Horizon Hobby, Inc. Champaign, IL USA Nov 06, 2009

DE G Hall

Steven A. Hall Vice President International Operations and Risk Management Horizon Hobby, Inc.

Accessories/Hop-Ups Page



LOSA7650S Super King Pin Tires 34.99



LOSB2807 Shock Body & Cap Set Red (4) (LST/2/AFT) 68.99



LOSB3193 Inside Gear Cover (LST2) 5.50



LOSB5057 Tuned Pipe & Header - Polished (LST/2) 69.99

LOSB7005

Bead Lock "Look" Wheels/Blue

Rings (pr) (LST/AFT)

24.99



LOSB5058 Tuned Pipe & Header -Hard-Anodized (LST/2) 74.99

LOSA99104

Losi Race Wrench

Four-Piece Inch Set

49.99

LOSB2808

Gold (4) (LST/2/AFT)

68.99

B

LOSB3323

Aluminum Clutch Shoe & Spring

Set (LST2)

0,0

Shock Body & Cap Set -



LOSB8002 LST Body Painted Red with Stickers LST Body Painted Blue with Stickers 49.99



LOSA99168 Clutch Shoe/Spring Tool 7.00



LOSB2814 Hard-Anodized Thrd. Shock Body & Adj. Set (4) (LST/2/AFT) 58.99



LOSB3509 Wheel Hex Set - Hard-Anodized Aluminum (LST/AFT) 19.99



LOSB5201 Turbo Fuel Bottle (500cc) 9.99



LOSB8013 49.99



LOSB2221 Sway Bar Kit (LST/2) 14.99



LOSB2841 Titanium Nitride Shock Shaft (LST/2/AFT) 7.50



LOSB5031 Finned Engine Mounts -Hard-Anodized Aluminum (LST/2) 12.99



LOSB5221 Aluminum Glow Driver with NiCd & Charger 22.99



LOSF0120 Nitrotane 20% Sport Fuel (QT)



