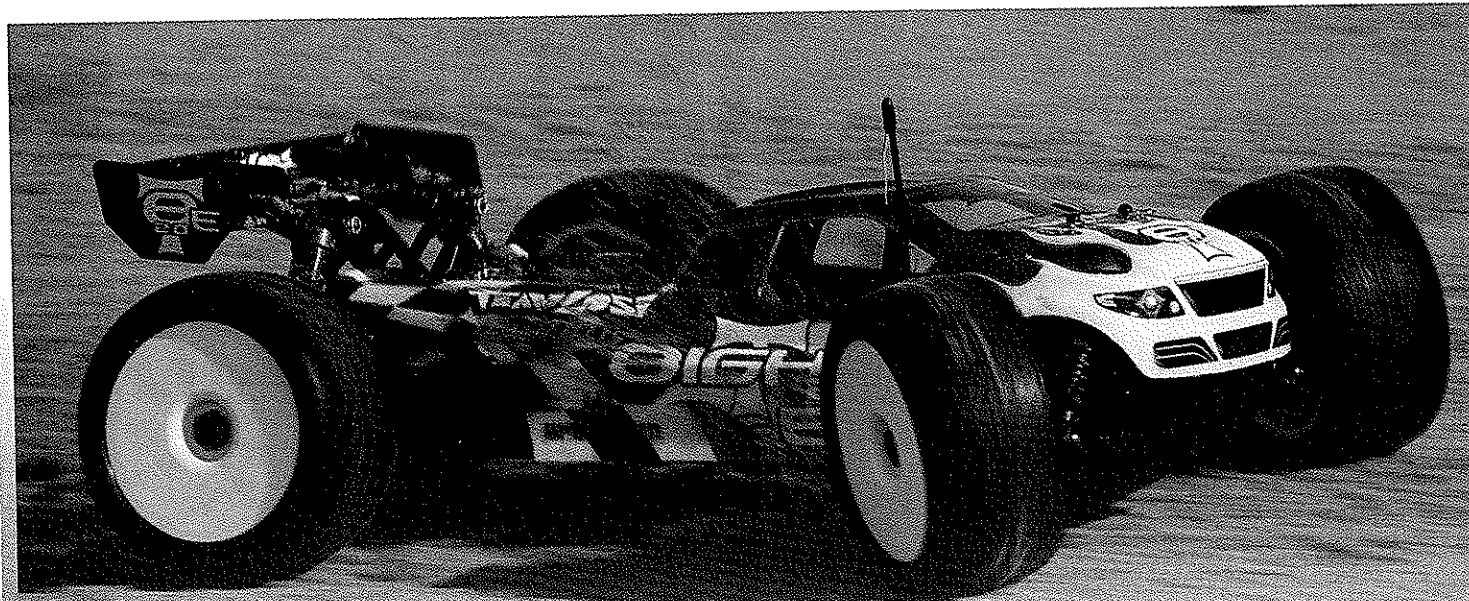


PRODUCT TEST

LOSI 8IGHT T 2.0E E-CONVERSION

Then install the pinion gear. Next, assemble the new compact radio tray using a servo and the receiver from your nitro tray; then secure the new setup to the chassis. Before you install the battery tray, install the battery straps, mount the ESC on the battery-tray plate, and run the wires under the tray before you install it on the chassis. If you use the Xcelorin system, you'll have to solder the motor wires to the motor and plug them into the ESC. Losi doesn't give much

instruction on which wires go where; we plugged them in, and after taking these photos, we found out that two wires were in the wrong places; they only needed to swap places for the motor to rotate in the right direction. Charge the battery using the appropriate charger, run the programming setup on the electronics, and you're ready for some quiet dirt e-action.

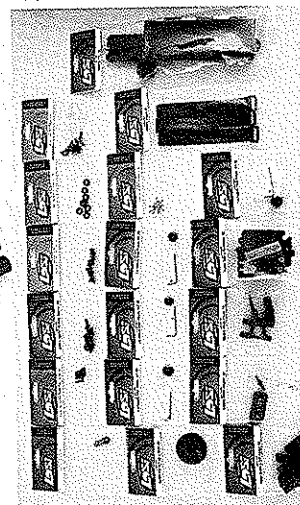
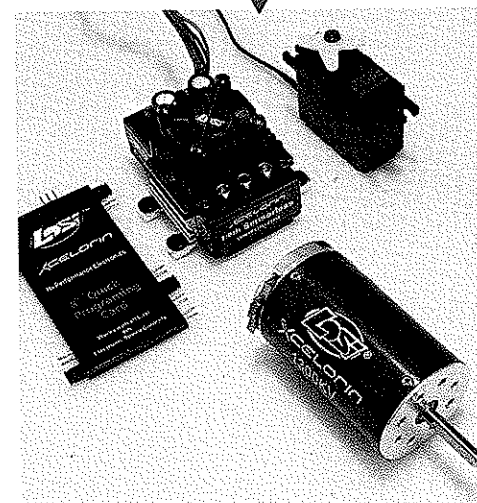


CONVERSION PARTS

- 8ight T 2.0 kit—item no. LOSA0805, \$700
- Electric hardware conversion kit—LOSA0912, \$80
- 1/8 Xcelorin brushless combo pack— LOSB9557 \$335
- 14.8V 5000mAh 4S 25C LiPo—LOSB9864, \$220

- Intelligent LiPo balance charger—LOSB9605, \$110
- JR 9000T servo—SZ9100T, \$140
- Spektrum DX3R—SPM3100, \$320

TOTAL CONVERSION COST—\$1,905



PERFORMANCE

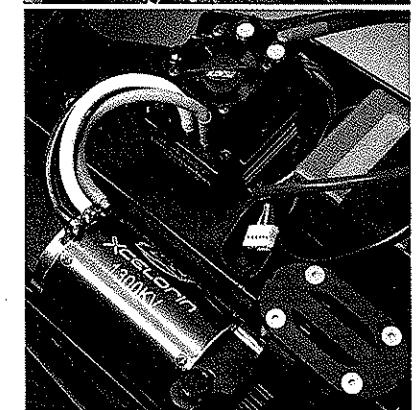
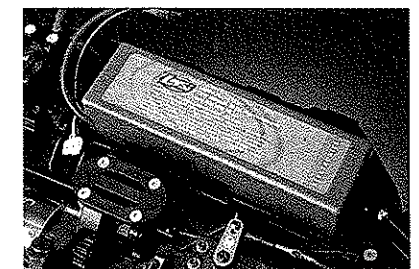
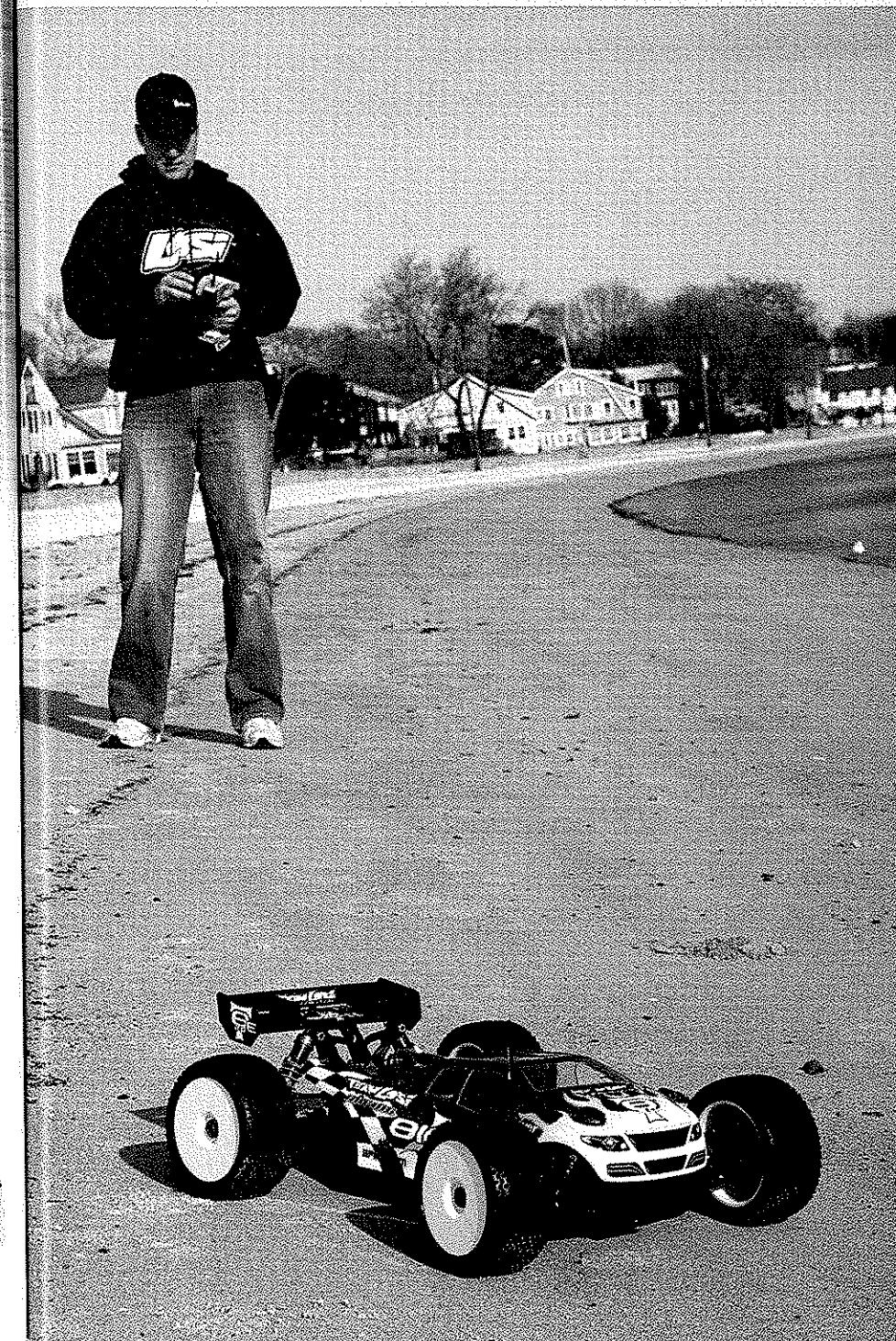
In winter, we hit the beach for action photography: having tires spitting sand is a great way to show you how much power these machines put out. Before the roosts with our T 2.0 e-conversion got under way, we went through a trial of "What's not tight enough?" After the first throttle punch, the motor torque was so fierce that the motor in its mount slid up its cradle. So we cranked down hard on the positioning screw and gave the truck another stab at the throttle. This time, the torque shot the pinion out of the front of the truck. With the pinion tight, we nailed the throttle again, and this time, the 8ight covered our photographer and me with sand! The power and torque of the 14.8V LiPo pack flowing through the 1700Kv Xcelorin motor was intense, and reaching top speed only took a few seconds. On a course, the electronic braking allows the truck to get around corners quickly. Through the jumps, the truck sails far—almost too far, as I overshot a lot of them. Getting used to the way an electric 1/8 machine handles compared with a nitro does take some time, but the action is just as intense—and *much* quieter.

KNOW THIS

- Based on Team Losi's latest high-performance truggy
- Direct drive; it offers instant torque, and there aren't any clutches to wear out
- Losi offers all the items needed to complete the conversion
- Very low center of gravity
- Extremely surefooted handling and best-in-class suspension

IMPROVE THIS

- Make this truck a kit!



WRAP-UP

There is no doubt that the upcoming race season will see many electric 1/8 races across the country. Team Losi is aware of all the excitement in this segment and has designed the perfect conversion for their 8ight platform. The new 2.0 is an ideal candidate for an e-swap, as it handles just as well with an electric powerplant as it does with a nitro engine. ©

Links

Team Losi Racing, a division of Horizon, losi.com

For more information, please see our source guide on page 121.