

GETTING STARTED

NOTE:

Before you start running your LOSI® 8IGHT 2.0™ RTR read your engine break-in and operating instructions. If you run your 8IGHT 2.0 RTR without following proper break-in procedure, you may damage or fail to get maximum performance from your engine, and void the warranty.

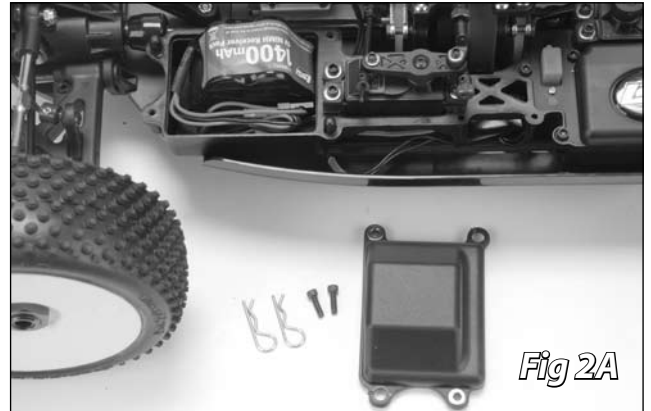
Radio Batteries



Install the 4 AA-size alkaline batteries (included) in the transmitter making sure the positive (+) and (-) negative ends are oriented correctly.

Receiver Battery

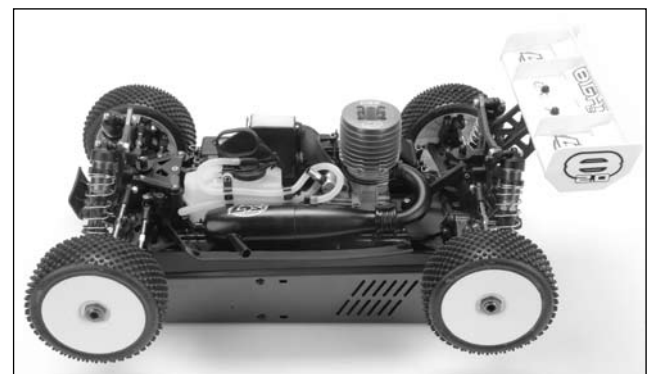
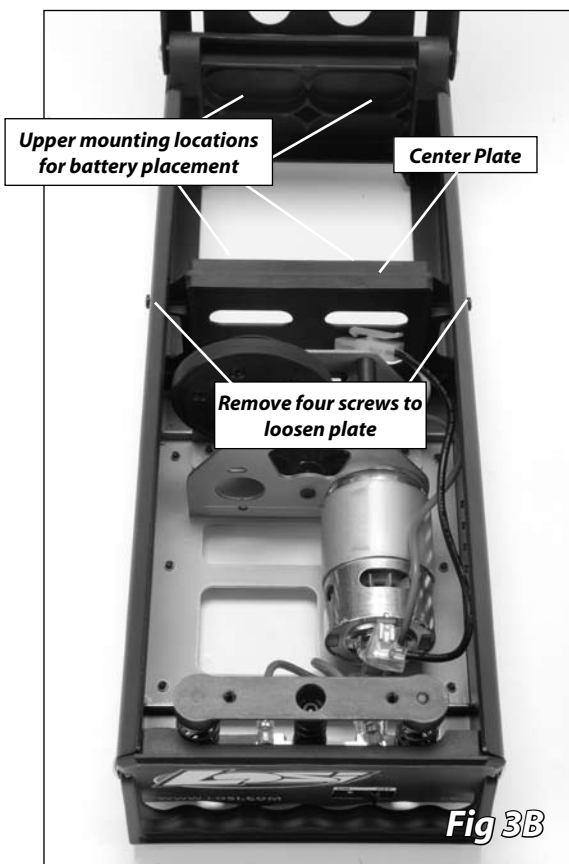
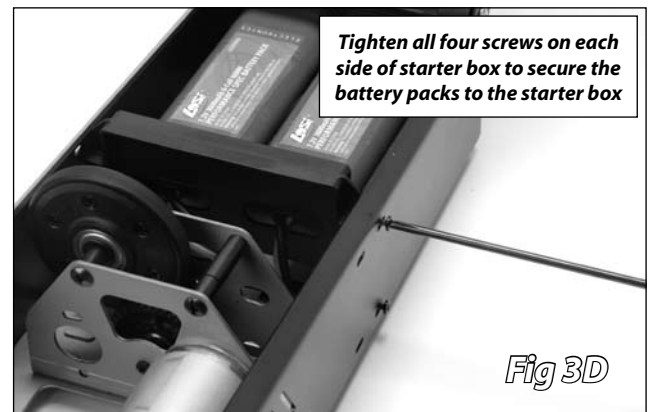
Unscrew the two 4-40 screws and remove the two body clips from the battery box on your 8IGHT 2.0 RTR. Here you will find your receiver battery pack. By using the charger of your choice, follow the manufacturers instructions and charge the receiver battery pack (fig. 2A). After the pack has been charged plug the battery into the switch harness (fig. 2B).



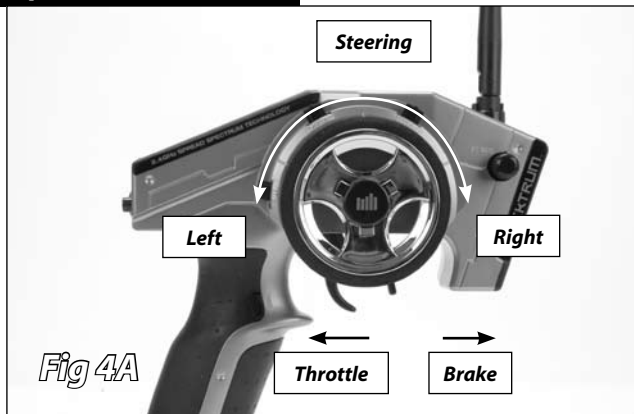
Starter Box Battery Installation



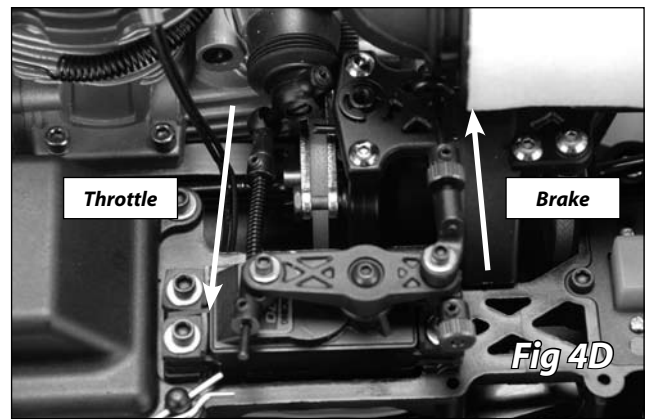
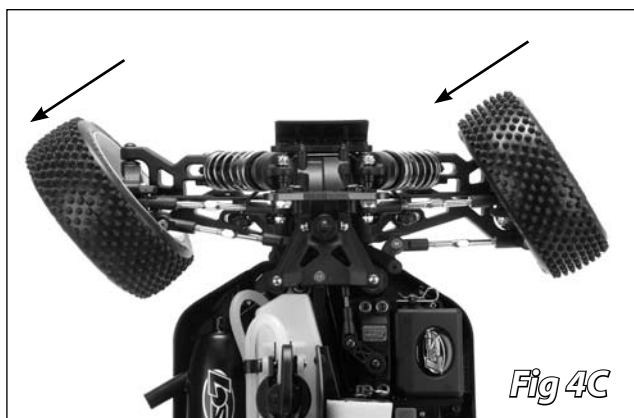
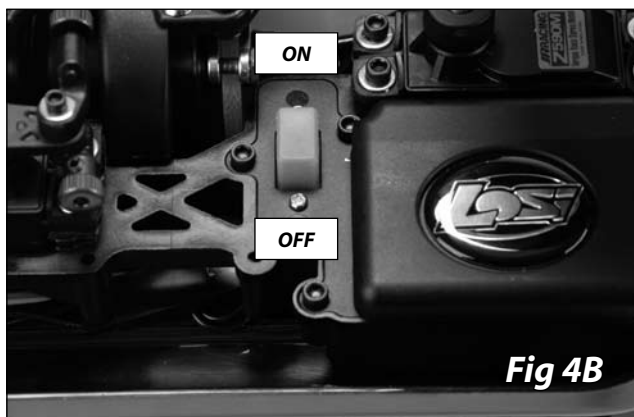
You will need to purchase two 7.2V 6-cell battery packs for the Starter Box. Losi recommends using (2) LOSB9900 7.2V 3600mAh 6-cell NiMH Performance Spec Battery Packs. By using the charger of your choice follow the manufacturers' directions to charge both batteries. Once both batteries are charged, they will need to be inserted and secured inside of the starter box. First, the top of the starter box will need to be removed (Fig 3A). Now remove the 4 screws from the center plastic plate which are located on the side of the starter box. The center plate will now slide towards the center of the starter box allowing room for the battery packs. Insert the batteries into the upper mounting locations on the starter box (Fig 3B). Once the batteries are installed into the starter box feed the battery leads through the center plate and move the center plate over the two battery packs (Fig 3C). Once the batteries are secured by the center plate, insert the (4) screws back into the center plate from the side of the starter box to lock the batteries into position (Fig 3D). Plug each battery pack into the Y-harness (Fig 3C).



Operations Check

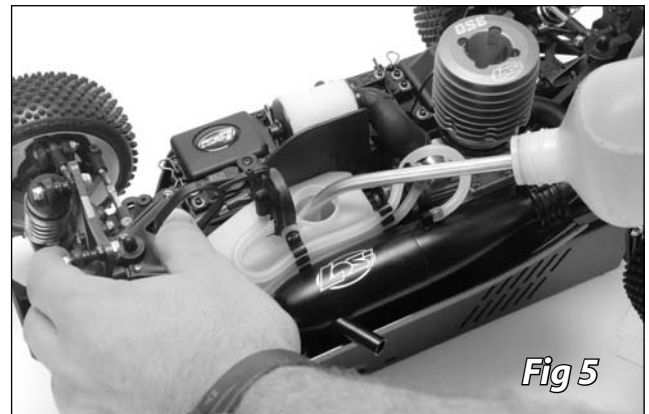


Turn on the transmitter and check for proper voltage. On the vehicle, slide the switch on the side of the radio box to the "ON" position (fig 4B). With the front tires off the ground, turn the steering wheel on the transmitter from left to right (fig. 4A). The wheels should turn smoothly and with ease (fig. 4c). Also operate the throttle and brake (fig. 4d), checking for quick, smooth operation. Do not try to operate your vehicle if any of the servos or any part of the radio is not operating correctly. If the servos operate slowly, the receiver battery is low and must be recharged. Never try to operate your model if either the transmitter or receiver batteries are low.



Fueling

After filling the fuel bottle with fuel, lift the lid of the fuel tank and fill the tank (fig. 5). Make sure you put the cap back on both the fuel bottle and the jug of fuel. With the vehicle on the starter box, press down on the starter box and hold your finger over the exhaust tip. This will force fuel into the fuel line and then into the engine.



Start Your Engine

With the vehicle sitting on the starter box, attach the glow plug igniter (fig. 6A) to the glow plug. Push down on the glow igniter to start the contact of the starter box to the flywheel of the engine (Fig 6B.) If the engine does not turn over, it is probably flooded or the batteries in the starter box need to be recharged. If you suspect flooding, use a glow plug wrench to loosen the glow plug at least two turns and press the vehicle down to engage the starter box and contact with the fly wheel again. Raw fuel should come out around the plug. Tighten the plug and resume the starting procedure.

Follow the engine break-in procedure before attempting any racing or high-performance operation. Use caution when adding fuel while the engine is running. Do not over-fill or spill fuel outside the tank.



Fig 6A

Stopping the Engine



To stop the engine, use the handle of a screwdriver or a rag to cover the exhaust pipe exit (fig.), being **EXTREMELY** careful not to burn your hand as this will be hot.

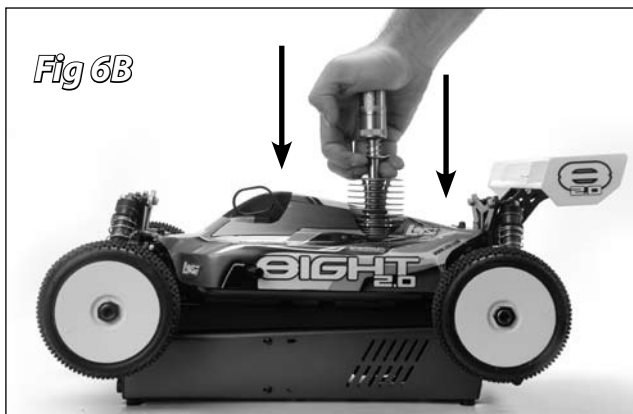


Fig 6B

