

Losi Pistons:						AE Pistons:			
LOSA5048	blue	1,40 mm	#54	3 holes	softest	ASC6465 #1	≈ Losi orange	2 holes	softest
LOSA5047	orange	1,30 mm	#55	3 holes		ASC6465 #2	≈ Losi red	2 holes	
LOSA5046	red	1,19 mm	#56	3 holes		ASC6465 #3	≈ Losi black	2 holes	hardest
LOSA5045	black	1,10 mm	#57	3 holes					
LOSA5043	white	1,02 mm	#60	3 holes	hardest				

Drilled Pistons: A "556" piston would have 2 holes in #55 and one hole in #56. A "566" piston would have 1 hole in #55 and 2 holes in #56.

Bumpy (2WD):

Orange pistons + 30wt

Super bumpy + no large jumps (2WD):

Blue pistons + 35 or 40wt

Damper oil:

AE oil is a little thinner than Losi.

For instance AE 40wt ≈ Losi 37,5wt

Use larger hole pistons on tracks with small bumps to prevent bouncing. Smaller hole pistons will improve lift off jumps and jump landings. Increased overall responsiveness.

AE Front Springs		Losi Front Springs	
		Red	2,5
Brown	2,80	Orange	2,9
Black	3,20	Silver	3,2
Green	3,50	Green	3,5
Silver	3,85	Blue	3,8
Blue	4,20	Black	4,5

AE Rear Springs		Losi Rear Springs	
		Grey	1,6
Black	1,74	White	1,8
Green	1,90	Yellow	2,0
Silver	2,10	Pink	2,3
Grey	2,33	Red	2,6
Blue	2,55	Orange	2,9
Gold	2,75	Silver	3,4
Red	3,03	Green	3,7
		Blue	4,1

Shocks. *Italic = same parts 2 and 4WD*

AE sell complete shock kits. Losi does not.

The "measures" indicated by the manufacturer is for the actual shock travel, which is correct for AE but not Losi. Anyway, in order to easily identify which part is which, here are the ACTUAL measurements of the shock parts:

AE rear dampers 2WD:		Length mm	AE front dampers 2WD:		Length mm
ASC6459 shaft 1,02" (1 pcs)		49,6	ASC6460 shaft 0,71" (1 pcs)		40,7
ASC9662 body 1,18" (2 pcs)		42,8	ASC9312 body 0,89" (2 pcs)		34,8
AE rear dampers 4WD:			AE front dampers 4WD:		
ASC6417 shaft 1,02" (1 pcs)		49,5	ASC9723 shaft 0,80" (1 pcs)		42,9
ASC9662 body 1,18" (2 pcs)		42,8	ASC9312 body 0,89" (2 pcs)		34,8
Losi rear dampers 2WD:			Losi front dampers 2WD:		
LOSA5064 shaft 1,0" (1 pcs)		51,7	LOSA 5060 shaft 0,6" (1 pcs)		44,7
LOSA5055 body 0,9" (2 pcs)		50,5	LOSA 5054 body 0,6" (2 pcs)		42,8
Losi rear dampers 4WD:			Losi front dampers 4WD:		
LOSA5062 shaft 1,2" (1 pcs)		58,3	LOSA 5060 shaft 0,6" (1 pcs)		44,7
LOSA5056 body 1,2" (2 pcs)		55,8	LOSA 5054 body 0,6" (2 pcs)		42,8

Internal Gear Ratio	Pinion/Spur	Final ratio
B44	2,5:1	16/84 std
XX4	2,3:1	15/84 std
XXX4	2,1:1	15/92 std
X-5	1,75:1	14/102 std
B4	2,6:1	17/81 std
S2	2,6:1	17/81 std
X-6	2,6:1	16/78 opt
T4	2,6:1	17/87 opt

	LRP recommended gearing	
	grippy	slippery
4,5T / 4WD	13,5:1	12,5:1
5,5T / 4WD	14,0:1	13,0:1
6,5T / 4WD	13,5:1	12,5:1
7,5T / 4WD	13,0:1	12,0:1
4,5T / 2WD		12,4:1
5,5T / 2WD		14,1:1
6,5T / 2WD		12,4:1
7,5T / 2WD		11,1:1

Lower final ratio = "more speed" = "taller" (F.ex. bigger pinion = more speed)

Stafford X-5 13,45:1 with 5,5 and 13/100

Cavalieri B4 9,6:1 with 6,5 and 22/81

Cavalieri T4 13,3:1 with 5,5 and 17/87

Tebo B44 6,5T with 19/84

Extract from AE B4 setup guide:

Anti-squat:

0, 1, 2 or 3 degrees

more = less side traction, rear lifts more off jumps

less = may give more traction when slippery or bumpy

Camber - front:

-1 is recommended always

more than -1 = may improve stability in bumps, but it also decreases traction

less (0-1) = may give maximum amount of traction, but will be less stable in bumps

Toe-out front:

0 is recommended almost always

more = more steering entering a corner, but will be unstable during accelerating through bumps or down a slippery straightaway

Toe-in is rarely used