

## LOSI 8IGHT-T 2.0

■ ARR ■ NITRO ■ OFF-ROAD

### LOSI TRICKS OUT ITS TRUGGY

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#### WHEN LOSI INTRODUCED

its 8IGHT 2.0 buggy, we knew it wouldn't be long before we saw the truggy version. The original truck was quite dialed. Even considering how successful the first version proved to be on the track, almost every part on the truck has been tweaked to increase performance and durability. There's a new chassis, shock towers, suspension arms and a long list of other mods. Even the design of the body was tweaked to enhance performance. Still better news is that it comes out of the box as a race roller, which means you only have to add your engine and electronics to get it running. Let's jump in and check out the details.

#### SPECIFICATIONS

**Type** 1/8-scale 4WD nitro truggy

**ARR**

**Price** \$700

**Wheelbase** 14.9-15.1 in. (379-383mm)

**Width** 16.4 in. (416mm)

**Weight as tested** 9.5 lb. (4,300g)

**Spur/pinion** 13T/50T

**Final drive ratio** 16.3:1

**Chassis** Machined-aluminum plate

**Differential(s)** Sealed bevel gear

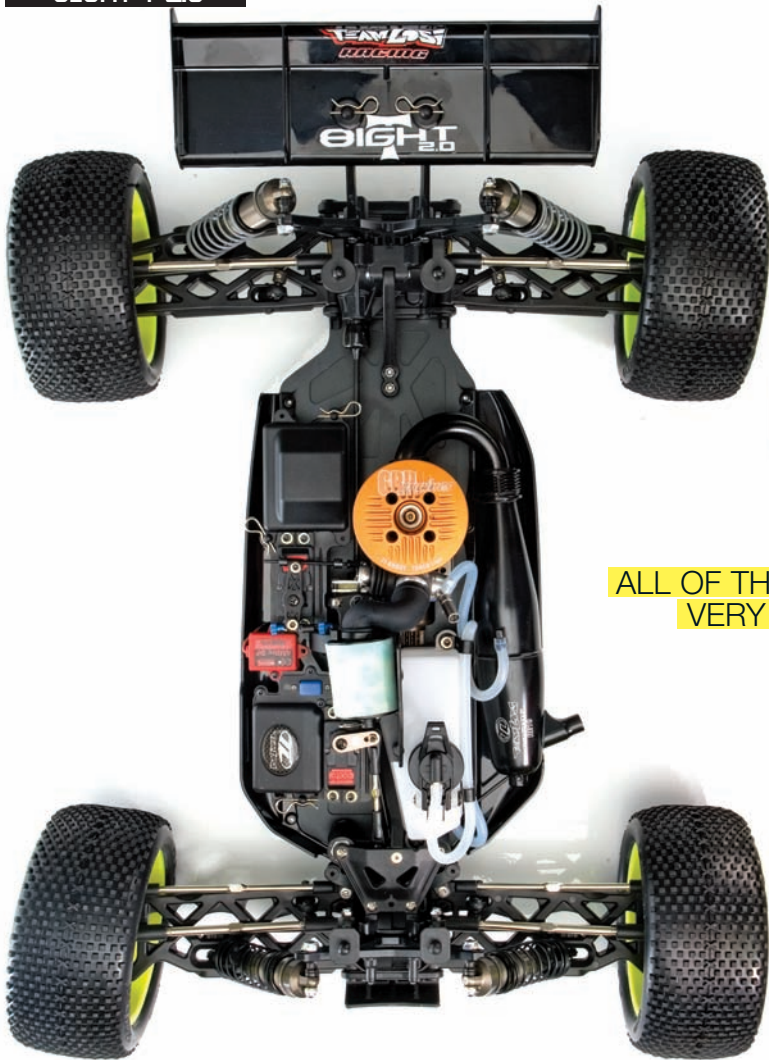
**Suspension** Lower H-arm with adjustable upper link

**Shocks** Threaded aluminum body

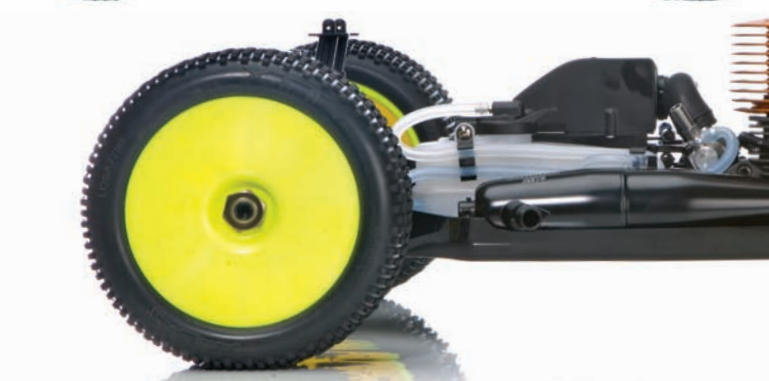
“IT FLOATED OVER ANY IMPERFECTIONS IN THE TRACK AS IF THEY WEREN'T EVEN THERE.”







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## FEATURES

**CHASSIS.** The base of the 8IGHT-T 2.0 is Losi's new Tuned Flex chassis that is 14mm longer than the one used in the past. Sections of the black-anodized aluminum chassis plate are machined to reduce weight and to allow flex in all the right places, which, in the end, improves the truck's handling. Steel inserts under the droop screws in the suspension arms ensure consis-

tent droop settings. Cutouts in the front, rear and center of the chassis allow the diffs to sit as low as possible, while kick-up in the front adds stability. Molded guards on the sides of the chassis keep out some debris. Only four screws keep the molded radio tray in place, and that makes removal for maintenance easy. All of the chassis components are mounted very close to the centerline to give the truck the best balance possible. Just like

the buggy, the 8IGHT-T features laser-etched lines that help you properly align your engine. That makes for a more efficient drivetrain, and there's less wear on the spur gear, clutch bell and clutch bearings.

**SUSPENSION.** The front and rear of the truck use the typical lower arm with adjustable upper link, and the arms are now longer by 15mm. The diameters of the rear outer hinge pins were increased to

improve durability. Damping is provided by super smooth threaded-aluminum bodied shocks. Small 2-56 screws keep the pistons on the shafts, and you'll find that the rear shocks are 20mm longer than the rear shocks used on the original truck. The black-anodized aluminum shock towers have as much material removed as possible to reduce weight while maintaining strength. Front and rear sway-bars keep the chassis stable in



## PERFORMANCE

I took my already broken-in 8IGHT-T 2.0 to Pin Shop Hobbies in Oakville, CT, for race testing. It's a smaller track than some of the 1/8-scale tracks out there, and I feel I get a better idea of how a buggy or truggy handles when driving on a more technical track. There isn't much time to correct for bad jumps or any other mistakes that may happen while driving. It didn't take long to get the feel of the truck; it's very easy to drive. Clutch engagement is smooth thanks to the different spring tension on the clutch shoes, and since the shoes are made out of aluminum, there's no sign of slip once they kick in. The brakes are dialed; they are strong, and there were no signs of fading all day. A light tap on the brakes was all I needed to lower the nose after a few of the kicker jumps on the track. They are very predictable. While setting up the truck, I dialed in more rear brake than front to get the truck to rotate in the tighter turns, and it turns out that the 8IGHT-T 2.0 does a great job of that on its own. One section of the track had some tight turns and switchbacks; all I had to do was let off the throttle slightly and I had no trouble making the turns. The layout I raced on had lots of technical jumps, and the 8IGHT-T 2.0 was very controllable going over them. Landings were super smooth and that made it easy to set up for the next turn or obstacle. There was a large high-speed double just before the straight, and I had no trouble making the turn no matter how

crossed up the truck was after a few bad approaches. As the day went on, small ruts started to develop in the track's surface. This wasn't an issue for the 8IGHT-T 2.0. It floated over any imperfections in the track as if they weren't even there. While I had some downtime, I swapped out the center diff for Losi's Smart Diff. It comes assembled, so it didn't take long to install. On the track, the truck felt even better. It's amazing how much of a difference that one change made in the truck. I was very happy with acceleration with the stock center diff, but with the Smart Diff installed, acceleration was greatly improved and more controllable. Lockup in the diff is almost instant, and it supplies equal power to the front and rear end. With the standard diff, some power is bled off to the front end, and the front tires end up dragging the truck along, which isn't very efficient. Steering also improved thanks to the Smart Diff. With a standard center diff, you have to fill it with fluid to control how it sends power to the front and rear ends. That fluid can change how the truck turns because it slows the diff down. The Smart Diff completely frees up when off power, and that lets the gears rotate inside much faster than they would if the diff had fluid inside, therefore allowing the truck to rotate much better in the turns. At the end of the day, my only issue with the 8IGHT-T 2.0 was that two camber-link screws came loose.

the turns, and they are laser-etched so you know which swaybar you have on the truck. Losi includes all optional springs, swaybars and shock pistons to aid you in adjusting the 8IGHT-T without having to go out and spend more money.

**DRIVETRAIN.** Thanks to its unique design, the clutch is very easy to maintain and adjust. It features four aluminum clutch shoes with two green and two gold springs to allow the

shoes to engage at different intervals. So you have the non-slip grip of the aluminum, but the different springs allow for a smooth clutch engagement when you mash the throttle. New brakes are found on both sides of the center diff mount. The heavy-duty 30mm front and 33mm rear pads are vented, and the brake calipers are now thicker for more consistent braking. The front, center and rear universal driveshafts are longer to accommodate the

longer arms and chassis plate, and their diameter was increased to reduce bending due to the length. Grease boots on the center driveshafts hold in grease, and that increases the life of the universal joint. Triple-sealed gear diffs are used to transfer power to the wheels and they are sealed units.

### **BODY, WHEELS & TIRES.**

One of the more noticeable changes in the 8IGHT-T 2.0 is the body. Some people like it

and some hate it. This is a case where function won over looks. The thinking-out-of-the-box design allows increased airflow over the heat-sink head, which in the end increases performance and durability of the engine. Now that the truck uses longer suspension arms, Losi includes zero-offset wheels to keep the truck within race specs. Glued to those wheels are Losi tires with their XBT pattern and blue-compound rubber.

# THE ELECTRIC VERSION

Since Losi has an electric conversion for this truck, I thought it would be cool to test it in both forms. The conversion comes with everything you need to electrify your existing 8IGHT-T 2.0, including a battery tray, radio tray, aluminum motor mount, pinion gears, a plastic spur gear and all necessary mounting hardware. Since it's designed specifically for the 8IGHT series buggy and truggy, it was a simple install that didn't take long to do. I used Losi's 1300kV Xcelorin Brushless Motor and speed control and 18.5 4000mAh LiPo pack to provide the power for the truck. The electric conversion adds some weight to the truck, so I had to adjust the ride height. The chassis sat too low with the stock settings.



**“ THE TRUCK WEIGHS A LITTLE MORE ... AND THAT MADE MY TRUCK FEEL MORE PLANTED IN THE DIRT. ”**

## PERFORMANCE

It's hard for a nitro guy to get used to the fact that you don't have to warm up an engine, blip a throttle, or pit for fuel during a race. All you do is plug in the battery and go. The first thing I noticed was how quickly the truck shot off from a standstill. You don't have to wait for an engine and clutch to spool up when you open the carb. Power is instant, and that took a while for me to figure out the power band. I was easily overshooting every jump on the track for the first couple of laps. With the feel of the truck figured out, I made some hot laps. The truck weighs a little more with the electric conversion onboard, and that made my truck feel more planted in the dirt. It seemed to turn better, and the suspension worked better in the rough sections. I noticed that the truck bottomed out off the larger jumps, so a change in shock oil and maybe rear springs might be necessary.



### PLUS/MINUS

- 
  - » Comes built
  - » Steering is amazing
  - » Easy to convert to electric
  - » The body is different
- 
  - » Some screws came loose during testing
  - » The body is different

### VERDICT

The original 8IGHT-T was a great race truck that handled very well. I never imagined that Losi could improve on that design. Without changing the stock setup on the truck, I was very happy with how it handled during my first race. There are lots of tuning options on the truck, and I can't believe I can still make some tweaks to improve the feel even more. Having seen the camber link come loose, I'll be going through the truck to make sure the screws have thread-lock on them and that everything is tight. Other than that, I can't find any issues with this truck.

### SOURCES

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