

BEHIND THE WHEEL

1/10 SCALE | NITRO | RTR

Type » 1/10-scale 4WD nitro truck

Price » \$480 (varies with dealer)

Top Speed » 48mph

Requires » 6-cell battery » Charger » Fuel » AA batteries

traxxas.com

QUICK SPECS



**ACTION VIDEO
ONLINE
RCCARACTION.COM**



DRIVE TIME TEST SPOT

PIN SHOP HOBBIES » OAKVILLE, CT » PINSHOPHOBBIES.COM

STOP-AND-GO TRAFFIC

Before I hit the engine hard during testing, I broke it in according to Traxxas's instructions, and since I ran it on pavement to do so, I'll start there. When you peg the throttle, the Slayer's rear end sinks down and it accelerates hard. I was impressed by how well the stock tires grabbed the pavement from a standstill. I figured it would spin the tires forever, but that wasn't the case. On dusty sections, the Slayer lit the tires up like nothing; that made driving very exciting. I can do 4-wheel power slides all

day. When you get on the gas, the transmission quickly shifts gears, and before you know it, the truck is flying in the mid-40mph range. You have to be on your toes here. At one point, I made a high-speed pass and drove over a small hump in the asphalt, and that caused the front end to lighten up, and the front of the Slayer came off the ground and into the coolest wheelie. So of course I drove back and ran over that patch a few times. The horsepower in the chassis and big-air-grabbing body make those wheelies so much fun. On the track, the Slayer

was a bit of a handful, and that was something I expected to see. The tires are better suited to the asphalt than dirt. I guess you can say that the tires do well in the dirt, but the power of the TRX 3.3 quickly overcomes any traction that they provide. That doesn't matter to me; this truck is a basher, and sliding around is way more fun. The transmission is equipped with an adjustable slipper clutch, and it can be adjusted to gain back some traction—but why would you do that? I also made some passes through a few grass sections. The Slayer did fine on the short stuff, but taller grass slowed the truck down a bit. Braking is just as impressive as the Slayer's acceleration, which is important, when



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TRAXXAS SLAYER

One of the most fun nitro trucks ever made

WORDS KEVIN HETMANSKI | kevinh@airage.com | PHOTOS HOPE McCALL

Traxxas created an instant craze with its CORR-inspired Slash. The 2WD electric full-fender truck is a great value and looks just like the real deal. We knew it was only a matter of time before we'd see a nitro version, but we never expected one so soon and to be built on a completely different 4WD platform. The Slayer is based on the Traxxas Revo, which means 4WD, 2-speed transmission, inboard shocks and more. And because it's based on the Revo, a plethora of aftermarket accessories are already available. Traxxas could have thrown in its TRX 2.5 engine and had plenty of horsepower on board, but it went full monte and spec'd the TRX 3.3. Oh yeah; the Slayer has arrived!

you consider that it's capable of 40mph-plus speeds. The brakes easily lock up the tires if need be and showed no signs of fading through a day of testing.

GETTING AIR

CORR trucks do a lot of jumping, and I couldn't wait to put just as much air time under the Slayer. I made a bunch of laps around Pin Shop Hobbies' tight course and found that the Slayer is very stable on smaller bumps—almost like they aren't even there. That makes you want to pull the trigger harder. It's wicked cool to see the tires moving in and out of the body. Being satisfied with driving over small

jumps and ruts didn't last long; I just couldn't wait to get to the big stuff. The Slayer flies through the air with a level attitude and is surprisingly controllable in flight, when you consider that you don't have a lot of rotating mass in the tires. The chassis responds very well to throttle and brake inputs here.

INSANE STEERING

The stock Traxxas steering servo has more than enough torque and speed to throw the tires around. The Slayer responds well to any steering inputs, no matter which type of surface you run on. The suspension will definitely benefit from a swaybar set; all kinds of chassis roll goes on

here. The chassis roll isn't so bad when driving in the dirt, but on pavement it's very noticeable. You can easily roll the truck on pavement if you aren't paying attention. While making some high-speed passes, I made a small steering input, and that rocked the truck up onto two wheels. I rolled the truck more than I saved it, and I'll just say that it's time for a new body. At the track, the Slayer carved through the tight turns well when at slower speeds, but of course when you get on the throttle the front end has a wicked push. I talked to Steve Slayden at Traxxas, and he gave me a setup for the dirt that made the truck more forgiving when driving off-road. Check out my blog at rccaraction.com for the setup.



Awesome scale looks

For some, looks are as important, or more important, than performance. The Slayer comes through by a mile in the looks department. The satin chrome-finished spoke wheels look similar to the ones used on real trucks, and they are driven by 14mm hexes. Glued to them are scale all-terrain tires that feature a soft compound and high-performance foam inserts. The body is molded to closely resemble Traxxas' full-size CORR truck that's driven by Mike Jenkins, the owner of Traxxas. The body comes painted and trimmed and is available in four colors.



The 3.3 engine puts out more than enough power for this truck. How does 48mph and 50mph with the optional clutchbell sound to you?

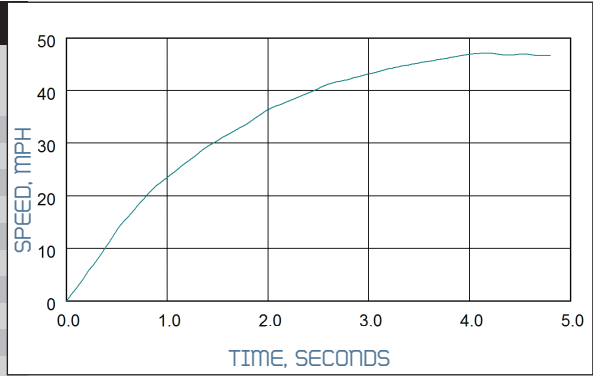
TRAXXAS TRX 3.3

Many people shy away from nitro-powered vehicles that use a pull-start engine because they can wear out your arm when the engine is a little off and they often break. The Traxxas EZ Start system couldn't be any easier; I guess that's why EZ is in the name. The electric motor turns the engine over fast enough to enhance the firing of the engine, and the glow plug always gets plenty of heat because of the large-capacity 6-cell battery on board. The starter easily started the engine even when the carb was set a little rich, and the combustion chamber was overly full with fuel. Once started, the TRX 3.3 runs all day with very little variance in the tune. The TRX 3.3 puts out exceptional power, but more important, it's reliable.

RADAR TESTING

TOP SPEED 48mph

Distance (in feet) traveled in:	
1 sec. »	19.2
2 sec. »	63.9
3 sec. »	123
4 sec. »	189.3
5 sec. »	258.3
0-132 ft. time »	3.1 sec.
Time to top speed »	5 sec.
Speed at 132 ft. »	43.9mph



ENGINE PERFORMANCE

SPECIFICATIONS

TRAXXAS SLAYER

traxxas.com

Scale 1/10

Price \$470 (varies with dealer)

DIMENSIONS & WEIGHT

Overall length with body 22.36 in. (568mm)

Wheelbase 12.7 in. (323mm)

Width 11.65 in. (296mm)

Weight, as tested 119.5 oz. (3,388g)

CHASSIS

Type 3mm 6061 T6 molded aluminum

DRIVETRAIN

Type Shaft drive 4WD with front and rear sealed diffs

Transmission Forward only, 2-speed gearbox

Clutch 2-shoe

Slipper clutch Traxxas Torque Control

Final drive ratio 15.75:1 (1st)/10.05:1 (2nd)

Differentials Sealed bevel gear

Drive axles Super-duty telescoping plastic shocks with universal joints

Bearings Rubber sealed

Brake Vented steel front rotor with metallic pads

SUSPENSION

Type Pivot ball with inboard mounted shocks

Inboard camber-link positions (F/R) 2/2

Outboard camber-link positions (F/R) 1/1

Upper shock positions (F/R) 1/1

Lower shock positions (F/R) 3/3

SHOCKS

Type Aluminum with threaded bodies

STEERING

Type Single bellcrank

Servo-saver Adjustable cam-type

Tie rods Steel turnbuckles

BODY, WHEELS & TIRES

Body CORR-style truck painted and trimmed

Wheels 5-spoke with satin finish, 14mm hexes

Tires All terrain

Inserts Open-cell foam strip

ELECTRONICS

Transmitter Traxxas TQ 2-channel

Receiver Traxxas Micro

Steering servo Traxxas 2070

Throttle servo Traxxas 2055 digital high-torque

ENGINE & ACCESSORIES

Engine Traxxas TRX 3.3

Construction ABC

Ports 5

Carburetor 2-needle slide valve with return spring

Starter Electric

Manifold Tubular aluminum

Pipe Traxxas Resonator dual-chamber polished tuned pipe

Fuel tank capacity 150cc

UNDER THE HOOD



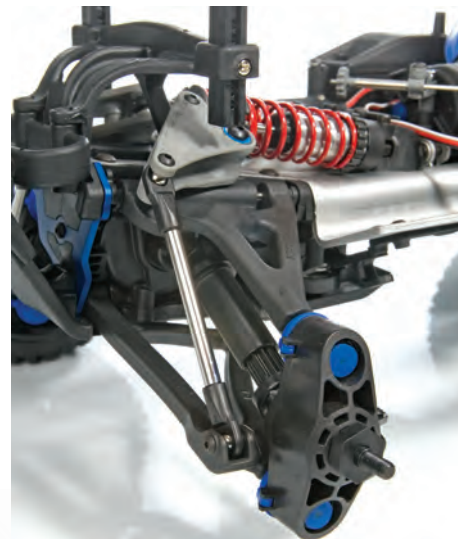
The transmission features a 2-speed and uses a triple-pad slipper clutch to protect the gears.

Slayer specifications

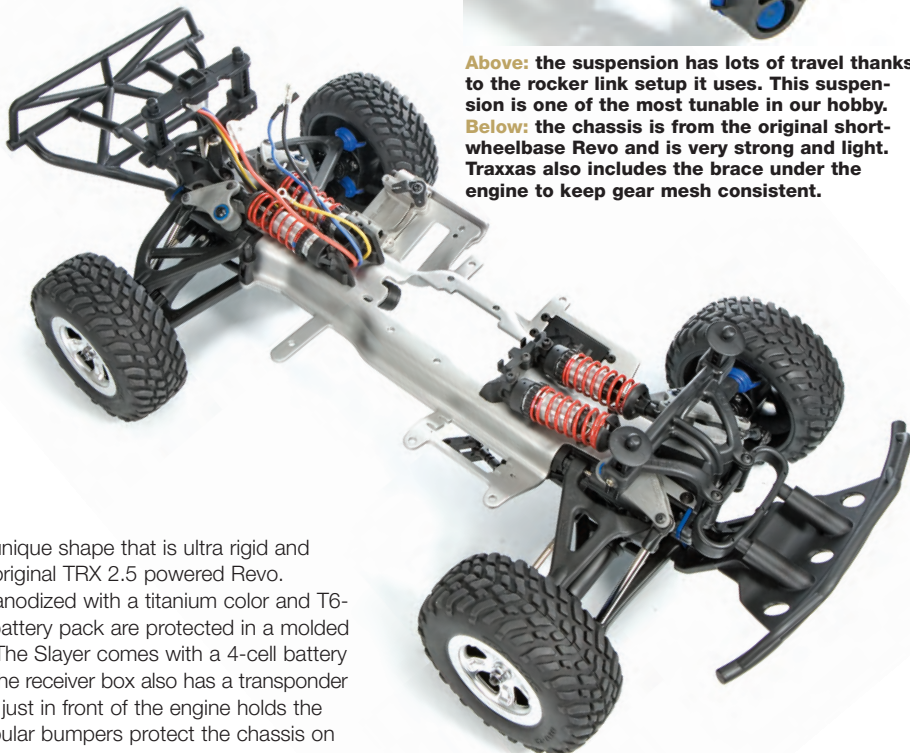
The Slayer uses a transmission that is similar to the one used in the Revo. Internal gearing was changed to make up for the smaller tires while allowing the use of standard-size clutch bell and spur gears. A fully adjustable slipper clutch protects the transmission gears and offers traction control for those hard trigger starts. It's designed to allow gear changes without changing the slipper setting. Inside the trans is a pawl-type 2-speed transmission that can be adjusted to have sooner or later shift points. A large, 42mm-diameter steel brake disc slows things down, and holes in the face of the disc and ribs on the pads dissipate heat for more consistent braking.

Long travel suspension

CORR trucks are known for the insane suspension travel they use to soak up the bumps and jumps on the course. The Slayer also has an impressive and eye-catching suspension system under the body. Pivot-ball suspension arms with inboard shocks damp the ride, and bearing-supported progressive rocker arms connect the suspension arms to the shocks through heavy-duty links. The innovative suspension design was first used by Traxxas on the Revo and is very tunable; you can change shock oil, shock springs, rockers, caster, camber, width and push-rod angle. There's no doubt you can dial your Slayer in to whichever condition you'll run in.



Above: the suspension has lots of travel thanks to the rocker link setup it uses. This suspension is one of the most tunable in our hobby. Below: the chassis is from the original short-wheelbase Revo and is very strong and light. Traxxas also includes the brace under the engine to keep gear mesh consistent.



Semi-monocoque chassis

The 3mm-thick-aluminum chassis is formed into a unique shape that is ultra rigid and light; it's the same length and style as used on the original TRX 2.5 powered Revo. Traxxas calls it a 3D semi-monocoque chassis. It's anodized with a titanium color and T6-hardened for increased strength. The receiver and battery pack are protected in a molded plastic case that protects them from the elements. The Slayer comes with a 4-cell battery holder, but a 5-cell rechargeable pack fits perfectly. The receiver box also has a transponder mount for all you racers. A molded compact mount just in front of the engine holds the throttle servo and air filter. Molded nerf bars and tubular bumpers protect the chassis on all sides.

INCLUDED ELECTRONICS & ACCESSORIES



Traxxas TQ radio system

This radio has been around for years and works great. It offers throttle and steering trims and servo-reversing. The trigger can be tweaked for 50/50 throttle brake operation, or 70/30 with a simple switch on the face of the radio. A bright red LED on the face of the radio tells you when the radio is turned on, and it flashes when battery voltage is low. A large foam donut on the steering wheel provides plenty of grip when bombing around with the Slayer. Traxxas switched things up a bit by including a micro 4-channel receiver that's lighter than the original unit and takes up much less space.

Traxxas 2055 throttle/brake servo

It doesn't take much torque to open a carb and apply the brakes on this truck. Traxxas uses its 2055 servo for the job. It features 80 oz.-in. of torque—more than enough for what it's intended to be used for.

Traxxas 2070 steering servo

The Revo uses two servos to turn the tires. The Slayer has much smaller tires, so they require a lot less torque to control them. The Slayer uses one 2070 digital steering servo. It puts out 125 oz.-in of torque, more than enough to do the job.

Tools & accessories

Traxxas hooks you up with the tools you need to maintain your Slayer. Also included is a great engine break-in and tuning DVD.

FACTORY OPTIONS

- » Big-block installation kit—item no. 5360X
- » 40mm aluminum flywheel—4142X
- » Heavy-duty servo-saver spring—5344X
- » Temperature gauge-4091

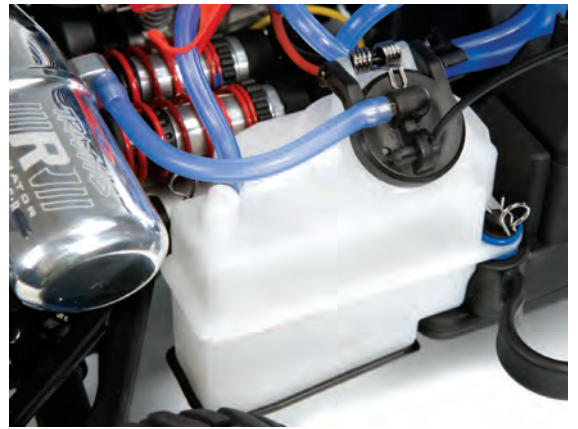
YOU'LL NEED | WE USED

Fuel	Traxxas 33% Top Fuel Power Plus traxxas.com
12 AA batteries	Generic
6-cell stick pack	DuraTrax Shark 1500mAh duratrax.com
Charger	DuraTrax Piranha duratrax.com



Engine support

A high-flow dual-stage air filter cleans the air that enters the engine, while a polished Resonator tuned pipe increases horsepower. A 150cc molded fuel tank is held in place by two body clips, which makes it easy to remove for maintenance. Its spring-loaded flip-top lid makes it easy to fill while the body is installed and a fuel filter inside keeps debris out of the fuel. Starting the TRX 3.3 couldn't be any easier; just plug the hand-held starter unit into the plug in the back and push the button. It turns the engine over and lights the glow plug at the same time. This requires you to purchase a 6-cell battery pack and charger for operation.



The 150cc fuel tank is the same one used on the Revo Platinum and it will give the Slayer a lot of run time between fill ups.

ON THE BENCH

Traxxas does a great job with all its vehicles, and there's really nothing you have to do to the Slayer before using it. I have a few tips, however, that will enhance maintenance and extend the life of the truck.

STAY-IN-PLACE DRIVE PINS

When you work on your Slayer, you'll notice that the drive pins fall out of the axles when you remove the drive hexes. Most of the time, the pin falls into a magical place where all the other drive pins and body clips hang out, and they're never seen again. Keep the pins in place by rubbing a little grease on them and placing them back into the axle. They'll stay put until you remove them.

HYDRA-LOCK STARTER

When starting any new engine, especially for the first time, you may see a hydra-lock condition with your engine. This happens when there is too much fuel

in the combustion chamber, and it will cause the piston to lock up. This puts a lot of strain on the starter. If you see that you have a hydra-lock condition with your engine, don't try to turn the engine over with the electric starter. You can quickly burn the starter motor out if you do. Remove the plug and clear the fuel out in the proper way.

BETTER RADIO BOX SEAL

The receiver and receiver pack are protected by molded plastic housings, but fine dust always finds a way in. You can enhance the seal between the lid and receiver housing by coating the surfaces with a thin layer of grease. The grease will pre-

vent fine dust from entering the housing and fouling the receiver.

KEEP TRACK OF THAT SHOCK ADJUSTMENT

It's important to remember how much preload you use when adjusting the shocks on the Slayer. If you turn the left front shock collar three turns, make sure you do the same to the left shock. This way the chassis will be properly adjusted from left to right. If you have a pair of calipers, measure the distance between the shock collar and shock cap. This obviously is more accurate than measuring turns you make with the shock collars.

Rating the Traxxas Slayer

The Slayer is one of the best trucks to come out of Traxxas's engineering department. Its performance is very impressive, and you can't go wrong with the body, tire and wheel combo. This thing looks like it came right off the CORR racetrack. The TRX 3.3 engine couldn't be easier to start and tune, and it's nice to see you can install a non-pull-start engine if you want to. That opens the door for aftermarket powerplants. It's also awesome that the Slayer is based on the Revo. As you read this, my truck is already modified, and you'll see it in a future issue of *Radio Control Car Action*. **2**

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- » 4WD traction
- » Engine is reliable and powerful
- » Awesome scale looks
- » Convenient electric starting

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- » Must purchase 6-cell battery and charger for use

BEST FOR Anyone who wants a nitro-powered realistic race truck