



Brandon Wright

# Car Report

## Traxxas Slayer RTR

**This short-course racing truck has speed and handling — and can take a beating.**

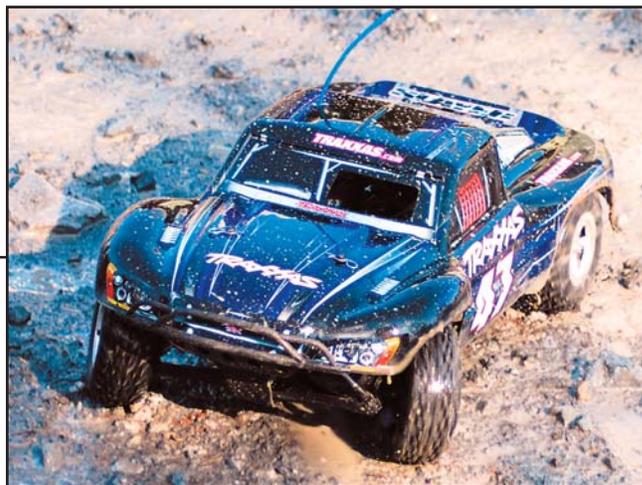
The Traxxas Slayer brings nitro power to the popular short-course racing truck category that Traxxas established with the highly successful Slash 2WD electric truck. With its realistically styled body shell in place, the Slayer could even be mistaken for a Slash — until you hear the snarl of its TRX 3.3 Racing engine and notice the showers of dirt coming from all four tires as it speeds away in a cloud of dust and nitro smoke.

The Slayer's chassis and suspension technology was originally developed for the 7-time national champion Revo. The semi-monocoque chassis is intricately formed, and is a complete departure from multi-plate designs. The suspension system is even more innovative.

The Slayer's four shocks are mounted inboard, on the chassis, and actuate by rockers and pushrods. This protects them from dirt and debris, and allows for long-travel suspension with shorter, lighter shocks. The shocks are GTR design, which incorporate threaded bodies for easy spring



Slayer's four aluminum GTR shock absorbers ride inboard to protect against damage. Rugged front and rear bumpers absorb reasonable impact shock.



Everything about the new Slayer Short Course Racing Truck screams excitement. Slayer is big fun to drive — every time.

preload adjustments and heavy-duty 3.5mm shafts that pass through the X-ring seals. Top-shelf stuff.

The heart of the Slayer is its Traxxas TRX 3.3 engine. Simple to tune and highly powerful, this 3.3cc (.20ci)



powerplant gets the Slayer moving in a hurry and keeps it out in front. Helping the TRX 3.3 achieve its maximum power is an aluminum Resonator tuned pipe. The pipe's highly polished finish, as well as the engine's attractive blue-anodized head, gives the Slayer a custom look.

The 3.3 engine is equipped with the Traxxas EZ-Start system. Instead of a pull-starter or cumbersome drill-starter, the EZ-Start relies on an onboard electric motor to crank the engine to life. Even the glow-starter is incorpo-



### Specifications

- Length: 22.36 inches
- Wheelbase: 11.65 inches
- Weight: 7.47 pounds
- Power: Traxxas TRX 3.3 nitro
- Drive: Shaft-driven 4WD
- Tank capacity: 150cc
- Speed: 50+ M.P.H. w/optional gears

### RTR Features

- 100 percent factory-built truck
- Traxxas 3.3 engine and tuned pipe
- Traxxas TQ 2-channel RC system
- Traxxas EZ-Start electric starter
- 2-speed, on-the-fly transmission
- Heavy-duty shocks and suspension
- Easy-to-understand instructions



Lid-off view shows Traxxas 3.3 engine, tuned pipe and EZ-Start unit. Fill the tank with Traxxas Top Fuel, insert the EZ-Start hand-held starter, push the button and get ready for the ride of your life. Traxxas' engine starts quickly and stays running — very fast!

rated into the design. All you have to do is insert the EZ-Start power unit in a socket on the rear of the truck, then push the start button. The system works great, and I had no trouble firing up the engine. If you do have trouble, check the glow plug LED on the starter unit. If it's not glowing, it's time to replace the glow plug.

The Slayer accelerates aggressively and reaches a very high top speed — 45 M.P.H. or more. The 2-speed transmission shifts very smoothly and performed flawlessly every time I ran the truck, even in the worst imaginable conditions. The truck even showed amazing top speed over grass. Friends I had over during the testing couldn't believe the kind of performance the Slayer delivered.

The Slayer drive train uses a slipper clutch with the same 3-pad design as the Revo. Cooling vanes in the pres-

sure plate dissipate heat, extending the life of the spur gear. The single-rotor brake system features semi-metallic pads for long-lasting performance. They work great, too.

The steering servo is a high-power, digital unit with a ball-bearing output shaft and 125 oz.-in. of torque to keep the Slayer pointed exactly where you want it. The radio box comes with a factory-installed battery holder for four AA cells. A rechargeable 5-cell flat pack will also fit, and Traxxas offers a NiMH pack as an accessory.

The overall design and looks of the Traxxas Slayer are awesome, and the ready-to-run package performs as a whole to deliver outstanding performance, whether you're at home tearing up the yard or racing at the track. The Slayer is a winner and I'm sure we'll be seeing a lot of them on the track and around the neighborhood. **HM**



Brandon Wright tried to beat the Slayer Short Course Racing Truck to death. Didn't happen. This truck can survive almost anything.