

CEN RACING

MG10 TRII TRUGGY

& MT3 MONSTER TRUCK

CEN's sport vehicles come loaded with features that are typically found only on vehicles that cost twice as much, and in this economy, who isn't looking for a bargain? The hot new CEN Racing MG10 MT3 monster truck (MT) and TRII truggy (TR) are both based on the proven MG10 chassis, but with a bigger engine and more horsepower, they guarantee an increase in fun.



The MT3 and TRII have the same MG10 chassis but different tires and bodies.



FIRE IN THE HOLE!

RTR KIT

1/10 NITRO MONSTER TRUCK & TRUGGY

AT A GLANCE

WHO MAKES IT
CEN

WHO IT'S FOR
Beginners & intermediate drivers for bashing &/or racing

HOW FAST
24.49 mph (MT)
35.63 mph (T)

HOW MUCH
\$240

WHAT WE LIKED

- Bigger engine for more power
- Computer radio in a ready-to-run package
- Cool body graphics

WHAT COULD BE IMPROVED

- 27MHz AM radio; FM would be better
- No adjustable turnbuckles; they would be great to have
- Front shock tower on TRII; it broke during tests

YOU'LL ALSO NEED

- 8 AA batteries
- Nitro fuel
- Glow-plug igniter

WE USED

- Sidewinder 20% fuel
- Dubro glow igniter

THE BOTTOM LINE

The CEN MG10 chassis is great for the price; the MT3 thrashes just about anything; the TRII is low and wide, so it's great for newbies who want to get into nitro off-road racing.

FAST TRACK CEN RACING TRUGGY & TRUCK



RADAR DATA

ACCELERATION



PERFORMANCE

There's nothing like the smell of nitro! The package containing the these two was delivered in the early afternoon, and I could not wait for the next day to take them for a spin. I pulled them out of the box, added batteries and fuel and then grabbed the three manuals—one each for the truck, the engine and the radio—to see what I had to do next. I broke in the engines, and they were ready to run. On a small dirt lot near my house, both provided tons of fun—plus that nitro sound and smell. I called my neighbor over and handed him a radio and the truggy. He has driven a few of my trucks, but he's basically a novice. After a few passes, he had the hang of the truggy and had attracted a few onlookers, including his 9-year old son. I had him try the monster truck.

The 4WD chassis were easy to control, and after a while, we had to head for some jumps; both were a ton of fun when airborne. With its four wheels spinning, it was fairly easy to keep the MT level, and its suspension allowed it to land smoothly. We pounded through a gallon of nitro in what seemed to be no time, and with the exception of a broken front shock tower on the TRII, both were ready for more.

The digital radios made it easy to set the two up. I set the throttle, steering and brakes the way I like them, and then, by pressing

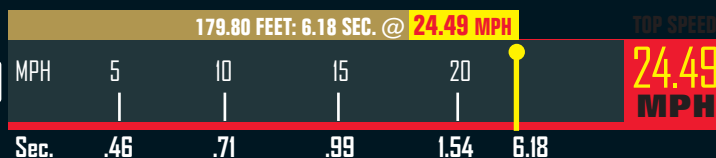
a few buttons, I was able to pull up the settings that my neighbor liked. I really did not expect a radio that came with a ready-to-run to be this good.

That evening, I went online and found that spare parts are as affordable as the truck and truggy themselves. The TRII's new shock tower cost less than \$3. I could not wait for the part to arrive, so in my garage, I found aluminum of the right size and made a temporary one. Considering the pounding that we gave these CEN vehicles, I was impressed that only one part had broken.

As with almost anything I buy, I could not wait to take these two apart. Remove 8 screws, and you can have the front or rear diff off and in your hand. The instruction manual is well written and has wonderfully drawn color schematics. The CEN "Nitro Motor Handbook V2" is filled with detailed information on how to break in, tune and maintain the .18 engine. Finally, the Skyion DX-Pro manual outlines the radio operation. As I said, this radio is a gem, but I wish it was the FM version. Using the radio functions is intuitive, and beginners will find the instructions superb.

RADAR DATA

ACCELERATION



WHAT YOU NEED TO KNOW

- The independent double-wishbone suspension with its long-stroke, oil-filled, big-bore shocks offers good handling over changing terrain.
- Both vehicles have a low center of gravity, and the chassis' design allows adequate ground clearance. Their wide stance also helps to keep the greasy side down and the shiny side up.
- The instruction manuals are illustrated and well written, so maintenance and parts replacement are easy, even for novices.
- Power is smoothly delivered through the transmission to the front and rear

differentials (no center diff); ball-bearings are included with both vehicles. The drive-line is smooth, simple and efficient.

- The included 3-channel Skyion radio can be set up for as many as 10 models. It includes dual-rate steering, and it has digital trim and many more features. Such a radio is rarely included with an RTR vehicle.

- The fully sealed radio box will protect the electronics from whatever you throw at these beasts!



The wide-stance MG10 chassis offers a sealed radio box and a low center of gravity.



The CEN engines run well and are easy to tune. The 75cc fuel tank is a little small, but it gets the job done.



These massive monster tires have awesome traction on all types of surface—from dirt to mud to snow!



The TRII's CEN medium-compound rectangular-lug tires provide great traction for racing.



The innovative front steering setup eliminates bump-steer, and the internal outdrives don't have output cups that wear out.



The rear suspension absorbs the roughest bumps, and the slipper clutch helps to minimize the risk of damaging the transmission.



The MG10 chassis has many mounting places for the camber-link mounts and the shocks. This allows drivers to adjust the suspension geometry to meet their needs.

THE LAST WORD

If you are in the market for some backyard bashers, these two CEN machines were designed for you. The MT and TRII are well-built at the factory, and I was impressed by how they fired up each time I used them and took lots of abuse. It's no wonder these platforms have been around for such a long time, they give drivers the RC excitement they are looking for. ©

THE SPECIFICS

CHASSIS

LENGTH 16.5 in. (419mm)

WIDTH (MT3, TRII) 13.39 in. (340mm), 12.68 in. (322mm)

WHEELBASE 11.3 in. (286mm)

WEIGHT MT 3.83lb (1737g), T 3.41lb (1543g)

MATERIAL High-impact composite (HIC)

TYPE Composite ladder style

The chassis has a low center of gravity and a tunnel for the driveshaft that provides good ground clearance.

SUSPENSION

TYPE Independent double-wishbone

SHOCKS 4, huge, oil-filled, big-bore

WHEELS Slotted 2.2-in. dish type

TIRES (MT3; TRII) CEN high-grip, V-tread off-road w/foams; medium-compound rectangular lug w/foams

MATERIAL Molded composite

The 4 big-bore shocks keep the MT and T under control. Stiffer springs and/or thicker shock oil will help you to tune the suspension to the track.

DRIVETRAIN

TYPE Full-time 4WD

DIFFERENTIALS Sealed bevel-gear

TRANSMISSION Ball-raced, 3-gear transmission w/slipper clutch

BEARINGS Metal-shielded ball-bearings

BRAKES Fiberglass rotor w/steel calipers

DRIVESHAFTS Unique steel dogbones

The CEN truck and truggy feature a unique dogbone design that doesn't use output cups. If the internal outdrive cup is damaged, rotate the dogbone to the next set of slots

POWER PACKAGE

TYPE CEN .18 nitro

CARB Slide-valve low- & high-speed needle adjustments

EXHAUST Composite tuned pipe w/aluminum header

CLUTCH 2-shoe

The larger engine offers more horsepower and acceleration in an already exceptional package.

LINKS

CEN Racing, cenracing.com (714) 792-1923

For more information, please see our source guide on page 137.