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# R/C CAR

JUNE 2006

THE RADIO CONTROL CAR MAGAZINE

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- Foam Tire Truing 101
- Balance Monster Truck Tires
- Make Custom Tires

### TEST DRIVES:

- OFNA Hyper 8
- XRay M18MT
- Schumacher Havoc
- Kyosho Hanging-On Rider Motorcycle



### RACE REPORT:

- 2006 Dirt Nitro Challenge
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# XRAY M18MT

**Micro domination,  
monster truck style.**

By Collin Caires

**I**t must be that time of the year again, the time where a truck comes out that is all about pure fun, with a little...er, I mean a lot of race heritage behind the name. Xray's M18MT is a micro monster truck that is based very much off of the M18T, Xray's 1/18-scale stadium truck. But the difference between the two is, of course, the monster truck tires and eight oil-filled shocks, and also the fact that the MT is meant for straight-out micro bashing. The monster tires just ask to climb and crawl in the outdoors, while its size just begs to be driven in the office. These little micro cars and trucks are great for indoor fun, as you can jump off your couch, climb some boards, or have a pretty trick course in a living room. The M18MT is a truck that eagerly awaits any challenge given to it.









## KIT FEATURES

**Suspension.** If the suspension looks a little familiar to you, or even very familiar to you, you're not going crazy! The M18MT borrows much of the suspension from its brother, the M18T. In fact, the only difference between the two trucks is the addition of four more shocks, an extra front and rear shock tower, and monster truck wheels and tires. You will still find plastic-bodied oil-filled shocks, which now occupy all four corners at each end of the truck, for a total of eight shocks. For ease of adjustments, the M18MT has fixed rear toe, so you will not have to worry about it getting tweaked and offset. Each of the four shock towers has a total of three mounting positions, and two lower shock-mounting positions. So for being a little 1/18-scale truck, you are still left with numerous tuning possibilities. And again, to keep the truck simple, there are fixed camber links in both the front and rear of the truck. However, the front of the M18MT has fully adjustable turnbuckles, allowing you to fine-tune your toe-out, or toe-in, to what-

ever suits your needs. Another cool thing about this truck sharing a lot from the Xray M18T is that if you want to hit up your local off-road track with this truck and compete with it, you can. Simply throw on some pin-type tires, remove four shocks, and you are ready to win!

**Drivetrain.** The drivetrain of the M18MT is shared with most of the M18 lineup. It has proven itself on all of the various platforms, so there is no reason why it should not be carried over to the monster truck variation. Pre-assembled ball differentials are in both the front and rear of the truck, and to power all four wheels, Xray uses a proven shaft-drive setup to distribute the power as efficiently and smooth as possible, which it does exceptionally well. With Xray's push to set industry flagship cars, you will find no dogbones on this truck; one-piece universals are found at all four corners to keep slop and backlash to a minimum. One of the key features of having ball diffs on the truck is the fact that you tighten them up if you want to do some bashing or crawling



## TEST EQUIPMENT



**Radio:** Airtronics MILA18K280AT, \$250



**Receiver:** Spectrum DSM, SPMA1002, \$150



**Servo:** Xray XM1 01-MG, incl. w/power pack pro, #38902



**Motor:** Xray Super Size 300, incl. w/power pack pro, #38902



**Battery:** Xray 6-cell 1200, incl. w/power pack pro, #38902



**ESC:** Xray XMC 3001, excluded w/power pack pro, #38902



**Body:** Escalade EX1, incl. w/kit gear pack pro, #38902



**Tires:** Xray mono monstercar truck tires, incl. w/kit



adventures, and within five minutes, you can have them set to provide a little slip for some racing action. The M18MT comes with a 54-tooth spur gear, and a total of four different pinion gear options, allowing you to gear for insane speed runs or massive amounts of torque.

**Steering.** Turning the wheels on this beast is controlled by nothing other than the best system possible: a centrally mounted bellcrank houses a total of two metal-shielded bearings that offers silky smooth steering. Connected to the bellcrank is a miniature servo saver, which keeps those little servo gears from stripping out. And as stated before, the steering turn-buckles are fully adjustable, allowing you to tune in or out as much toe as your surface demands.

**Chassis.** Much like some of the other parts of the M18MT, the general chassis layout is also shared with Xray's other micro cars and trucks family. The setup consists of a plastic semi-tub chassis, with a center spine to help stiffen it, along with an upper deck plate to keep flex to a minimum. Also on the lower chassis, you will find that every screw on the bottom is fully countersunk, making a very smooth underside that will not get stuck or scraped, and will not have heads of screws ground down due to bottoming out. The layout allows for both pre-assembled packs, or side-by-side matched packs, to fit perfectly on one side of the car, while allowing all other electronics to sit on the opposing side. Xray's 01-MG micro servo fits perfectly in the truck, as will a similar sized micro servo. If you opt for the optional Xray



# TEST DRIVE XRAY M18T



The M18MT comes with a set of Chevron style masher tires wrapped around some sweet looking split spoke monster truck size rims.



Dogbones? Not found here. To keep this truck moving smoothly, you will find CV-style drive shafts at every corner of the MT.



Everybody loves ball diffs, but even more, people love ball diffs when they are preassembled in a box with a 1/18-scale monster truck. Yup, ball differentials at both the front and rear of the M18MT, to fit all your driving wants.

power pack, which includes an ESC, motor, battery pack and servo, you'll be able to mount the ESC securely on the upper deck, thus maximizing the space to mount just about any receiver you would like on the lower chassis.

## PERFORMANCE TESTING

When the time had come to actually run the M18MT, I was stoked and ready to play! As soon as the truck was built, I immediately ran it around in the office, and then I ran it everywhere else. About the only place that I did not run it was at a track. I think to have the most possible fun with this truck, you do not need to race it. It is simply meant to be used when you are bored, when it is raining, or while you are at work. The truck's size

allows it to be run practically everywhere.

The M18MT comes with a total of four pinion gears, allowing you to gear it to suit your needs. I started out with the 11-tooth pinion, but soon realized that it did not have enough torque for my liking. I dropped down a tooth, and also tightened the diffs to give it a little more grab, and for just putting around in small rooms or offices, this gearing was perfect. The MT has enough grunt to startle dogs, and enough top-end to make it to the other side of the room in no time at all. When I headed outside to run the truck, I soon realized that I was probably going to need that bigger pinion back on. Sure enough, within a few passes, I was begging for more speed. After making a quick change to the largest pinion includ-

ed in the kit, I was much relieved. The truck makes for some fun passes through some grass and gravel patches. As for the actual handling of the M18MT, well, it is a monster truck, after all. I was not concerned with turning-in speeds, or what my droop settings were; I was simply enjoying the drive. The MT handles just about every serious obstacle with ease, and I did some curb hopping, some small rock climbs, and just about everything in between. Although the truck is 1/18 scale, I did put it on some 1/1-scale runs, which it handled just fine. And even though I did not feel the need to make any actual tuning adjustments on the truck, it sure was cool knowing that if the need did come, the truck has quite a few tuning possibilities.



# TEST DRIVE XRAY M18T



A monster truck would not be complete without some suspension, right? That is why Xray loaded this truck with a total of eight oil filled shocks.



Just because this truck is not of a larger size does not mean that it does not deserve the best. Xray equipped this truck with 22 high-speed bearings for max efficiency.

TEST SET-UP

**Test track:** The Hi-Torque offices, my back yard, and the surfaces of California.

**Track condition:** Various

**Race setup we used:** While I did not really race this truck, I did a lot of bashing and just running it at random times in random places. The setup that I used is the kit-included oil, middle locations on the front and rear towers, inside hole for the arm locations, one degree of toe-out, and the 11-tooth pinion. Running the truck this way provided me with plenty of fun, on all the different surfaces that I ran the M18MT on. So I would definitely recommend the kit setup, unless you plan on possibly racing it, then you may want to start making some setup tweaks.

The M18MT worked flawlessly throughout my whole testing session. It jumps, it crawls, and it speeds. I had a very clean and successful test, and I was able to bring the truck back in the one piece. It is not only a monster truck, but it is a very durable monster truck. I did have a few encounters with some very unsafe obstacles, and it held up just fine. I did not have to perform any maintenance on the car, aside from changing the pinions, but having built the truck, working on the truck was not a difficult task. Everything on it is well laid out, and easy to access, even for its micro size. After having as much fun as I did driving this truck around, I will make sure that I always have a charged pack

for it, for those times when I want to simply drive around and not worry about having the fastest lap time. This truck is meant to provide tons of fun, and it has proven itself in my book.

## WHAT WOULD WE CHANGE?

This little truck has a little niche going for it, and that niche does not require much to be successful. The M18MT has a boatload of features; considering its size and what it is meant to do, have fun! The Xray monster truck has speed, climbing power, tuning adjustments, and even front and rear ball diffs; you cannot ask for much more. And on top of all that, it is stamped with the luxurious Xray badge. □

ON THE OTHER HAND...

## THE FINAL CALL

**Highs:** Xray quality in a micro-sized vehicle, plenty of suspension, tuning adjustments, smooth drivetrain.

**Lows:** No camber adjustments, drivetrain doesn't like small rocks and pebbles, can get a little pricey depending on the products used.

**The Final Call:** Nothing like a micro monster truck with premium quality to play around with in your room, outside, or at the track. The M18MT should cure all boredom.

**Skinny.** The package you get for under three hundred dollars is pretty sweet—this is a quality mini R/C. Xray paid attention to the detail of this mini as they would have to their full-sized R/Cs, and I like that. The shocks work nice, the drivetrain and suspension are sweet—there is a lot packed into the design for such a small car. The only problem for me is that the Mini MT is hard to work on; of course, having giant mits like mine makes everything an issue! **Stephen.** The mini car craze is still going strong, in spite of some suspicion that the fad would fade. The M18MT mini-truck includes features we'd expect on larger 1/10 and 1/8 trucks, including double shocks (for 8 total), ball diffs, shaft drive and the now legendary XRay fit and finish. Even the stock electric motor is fast, pushing the big-little truck to speeds that should satisfy even a grizzled RC veteran. It may look like a little toy, but the polished and high quality M18MT makes serious business out of play time.

## SPECS

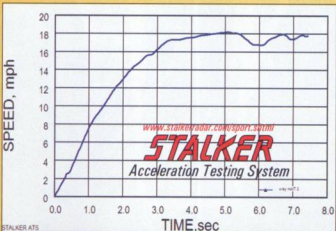
Vehicle: .....Xray M18MT  
Type: .....1/18 Scale Micro Monster Truck  
Price: .....\$210 Retail price  
Class Rivals: .....Associated RC18MT, Team Losi Mini LST, GS SUT Mini Monster, Hot Bodies Minizilla

## DIMENSIONS

Width: .....7.68 in (195mm)  
Wheelbase: .....5.91 in (150mm)  
Length: .....8.74 in (222mm)  
Weight: .....22.1 oz (627g)  
Ground clearance: .....1.18 in (30mm)  
Chassis: .....Composite double-deck  
Thickness: .....0.06 in (1.5mm)  
Suspension: .....4-wheel independent  
Damping: .....Eight plastic bodied oil filled coil-over shocks  
Swaybars: .....N/A  
Drivetrain: .....Single shaft, 4-wheel drive system  
Pinion/Spur: .....11-tooth/54-tooth  
Final Gear Ratio: .....12.27:1  
Differentials: .....Dual ball differentials  
Bearings: .....Metal shielded

## PERFORMANCE DATA

Top speed: .....17.92 mph  
0 to 100 ft: .....5.37 seconds  
0 to top speed: .....4.22 seconds  
(Stalker ATS verified)



## SOURCES

- Airtronics, 1185 Stanford Ct., Anaheim, CA 92805 • (714) 978-1895
- Xray Dist. By RC America, 167 Turtle Creek Blvd., Dallas, TX, 75207 (214) 744-2400
- Spektrum RC, Distributed By Horizon Hobby, 4105 Fieldstone Road, Champaign, IL 61822, (800) 338-4639