

RCD Trucks

by David Baker



Mini meets monster

RC-Monster's Jammin' CRT.5 conversion kit



Electric, nitro, electric nitro In the world of RC, the focus changing from electric vehicles to nitro is cyclical. Electric is still showing strong among a field once dominated by nitro-burning cars and trucks. Converting the hottest gas vehicles to clean, quiet brushless power is so popular that some manufacturers now offer conversion packages for their own nitro kits. In case you haven't noticed, in recent months, my focus has been on the battery-powered side. I picked up the brushless conversion kit from RC Monster that will transform my Ofna Jammin' CRT .5 into a mini, yet mighty, electric "trugglet."

PARTS USED

- Ofna Jammin' CRT .5 RTR—item no. 34972, \$320
- RC Monster Extended Arm Conversion—CRT .5, \$200
- RC Monster Chassis Conversion—CRT .5, \$150
- RC Monster Mod 1 steel pinion—\$11
- Traxxas VXL Rustler Body—3714, \$22
- Traxxas Velineon Brushless System—3350, \$170
- Xtreme RC Products CRT .5 front shock tower—11404, \$20
- Xtreme RC Products CRT .5 rear shock tower—11405, \$20
- Tamiya DF03 Aluminum Damper Set—53926, \$100



The Jammin' CRT .5 is awesome in its box-stock nitro configuration (above top). It's quick, it handles well, and it provides fun in the third degree, so I was almost hesitant to dismantle

it. The RC Monster conversion (immediately above) increases wheelbase & width, makes it quieter and makes it faster with longer run times (made it easier to take the tools to it).



RC Monster offers an extended arm kit for the RT .5 to increase track width. It includes upper and lower arms and longer CV driveshafts. The kit improves stability, and the truck is even more stable when paired with the extended chassis for the conversion. The chassis kit includes a new motor mount.



Tamiya TRF aluminum shocks fit well, but I swapped the lower ball ends for the stock CRTs. The Xtreme RC shock tower is made of super-strong carbon fiber and offers more mounting holes than I will ever need.



The 20T steel pinion comes from RC Monster and uses a sleeve to adapt the $\frac{1}{8}$ shaft hole to fit the Velineon's shaft. This shot gives you a close-up look at the crisp, clean machining of the RC Monster motor mount.



Xtreme's rear shock tower offers several mounting options. Long Tamiya TRF shocks are used in the rear. If you look closely, you'll see that the rear brace, which is usually mounted on the right side on the RTR Jammin', has been moved for the conversion. This required the use of a cutoff disc on my Dremel tool to slot the spacer on the brace support.



The Traxxas Velineon brushless system seemed to be the perfect power setup for the .5 brushless conversion. Setup could not have been easier. I added the cooling fan to help with temps on the ESC.



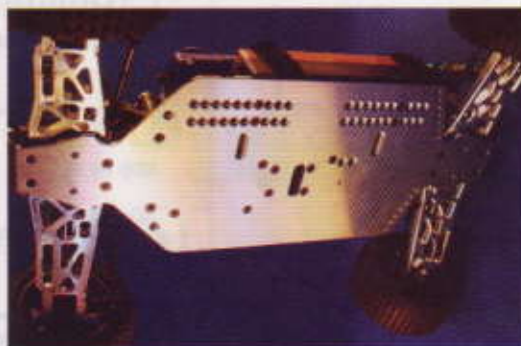
Left: the rear tires for a Traxxas Bandit fit the scale of my trugglet very well. They also make a great bashing tire. I could have gone with a standard 30 series tire/wheel combination, but I didn't want the truck to look like a $\frac{1}{10}$ -scale vehicle.

OFF THE BENCH

The combination of the MaxAmps 11.1V, 5000mAh LiPo, Velineon power system and a $\frac{1}{8}$ -scale truck is borderline Dy-no-mite! Even though the truck weighs at 5.5 pounds with battery (a bit heavy for its size), the brushless/LiPo setup carries it around as if it's a goosedown pillow. Unlike other brushless trucks I've put together, this one doesn't have to deal with a front end that likes to get airborne at the squeeze of the trigger. I attribute this to the pinion/spur combination and the smaller scale wheels and tires. It does, however, break all four wheels loose when heavy throttle is applied. Once it's moving, it handles the power well. A few adjustments to the exponential on the transmitter took care of the off-the-line issues. Flight attitude is nice and clean, but when one end got heavier than the other, a stiffer throttle/brake input was necessary to bring it back to level because of the tires' smaller diameter. Top speed was clocked at 46mph; that's more than any truck needs, especially one this small. But that didn't stop me from reaching for more. I thought I would try a standard stadium-truck tire to get a little more on the top end. This greed for speed resulted in a snapped CV joint. The Bandit tires went back on the truck, and I decided that 46mph is plenty of top end for me.



Himal makes my extra-large DD coffee nearly every day, so it is only fitting that she pose with the Dunkin' truck.



RC Monster's products are top shelf goods. The new wider, longer chassis has quality written all over it.

WRAP-UP

RC Monster's product line continues to expand. On their website at rc-monster.com, you will find everything you need to convert many of today's popular nitro racers to brushless power. The Ofna Jammin' CRT .5 made a smooth transition to battery power, and the Velineon system gave it the horsepower to make it scream. I don't think I will ever tire of run times of up to 30 minutes and power that borders on uncontrollable. I am already talking with Mike Cronin, aka RC Monster, about a conversion for a popular race truggy Stay tuned! ☺

Links

MaxAmps, maxamps.com (888) 654-4450
OFNA Racing, ofna.com (949) 586-2910
RC Monster, rc-monster.com
Traxxas Corp., traxxas.com (972) 265-8000
Xtreme Racing, xtremecracing.com

For more information, please see our source guide on page 209.