MODEL 6804

SLASH 4x4 PLATINUM EDITION

TRAXXAS

OWNER'S MANUAL SUPPLEMENT

Introduction

Thank you for choosing the Traxxas Slash 4x4 Platinum Edition. We believe you have purchased the most technologically advanced, track-ready R/C short-course truck available. Slash 4x4 proudly demonstrates Traxxas' passionate commitment to innovation, ultimate performance, and unmatched engineering. Slash 4x4's advanced design takes short-course performance to a higher level. Already engineered to win, Slash 4x4 Platinum Edition pushes the performance envelope even further with accessories developed for competition.

We know you're excited about getting your new Slash 4x4 on the track, but it's very important that you take some time to read through the Owners Manual included with your model, in addition to this supplement. The manual contains all the necessary set-up, tuning, and maintenance procedures that allow you to unlock the incredible performance and adjustment potential that Traxxas engineers designed into the Slash 4x4. Even if you are an experienced R/C enthusiast, it's important to read and follow the procedures in this manual. Slash 4x4 utilizes proprietary technology that you may not be familiar with.

We want you to feel confident that you own the best performing truck on the market and that it is backed by a team of professionals who aim to provide the highest level of factory support possible. The Slash 4x4 Platinum Edition is about experiencing total performance and satisfaction, not just with your truck, but with the company that stands behind it. We truly want you to enjoy your new Slash 4x4! Thank you again for going with Traxxas.

Included with Slash 4x4 Platinum Edition

In addition to Slash 4x4's many standard performance features, your model includes the following PLATINUM EDITION upgrades:

- Sealed, silicone-filled center differential
- Big Bore aluminum competition shocks
- Titanium-Nitride shock shafts
- Blue-anodized aluminum front axle carriers
- Blue-anodized aluminum rear axle carriers
- Blue-anodized aluminum C-Hubs
- Front and rear swaybars
- Soft, S1-compound BFGoodrich® Mud-Terrain™ T/A® licensed tires
- Clear body with window masks
- Platinum Edition decal sheet

Required to Complete Your Model

The 6808 Slash 4x4 manual included with your Platinum Edition model references the TQ2.4GHz transmitter and receiver, Traxxas Power Cell 7-cell battery, and charger. These components are not included with your model. To complete the Slash 4x4 Platinum Edition for operation, you will need; polycarbonate-compatible paint; two-channel transmitter with mini receiver; battery with Traxxas High-Current Connector (6-7 cell NiMH, 2 or 3-cell LiPo); and a charger. You MUST use a LiPo-specific charger with LiPo batteries.

Traxxas Support

Traxxas support is with you every step of the way. Read below to find out how to contact us and what your support options are. If you have any questions about your Slash 4x4 or its operation, call the Traxxas Technical Support line toll-free at: 1-888-TRAXXAS (1-888-872-9927)* Technical support is available Monday through Friday from 8:30 am to 9:00 pm central time. Technical assistance is also available at Traxxas.com. You may also e-mail customer support with your question at support@Traxxas.com. Join hundreds of Traxxas R/C enthusiasts in our online community at Traxxas.com. Traxxas offers a full-service, on-site repair facility to handle any of your Traxxas service needs. Maintenance, replacement parts, and accessories may be purchased directly from Traxxas by phone or online at BuyTraxxas.com. You can save time, along with shipping and handling costs, by purchasing replacement parts from your local dealer. Do not hesitate to contact us with any of your product support needs. We want you to be thoroughly satisfied with your new Slash 4x4!

Installing your Receiver

This model requires the installation of a radio system. Slash 4x4's watertight, o-ring sealed receiver box is designed to accept "mini" and "micro" receivers with maximum dimensions of 48mm long x 31mm wide x 17mm tall (1.9 x 1.2 x 0.6"). Follow the steps below to install your receiver and maintain the receiver box's watertight seal.

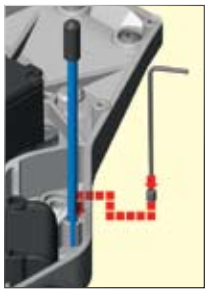
1. Remove the receiver box cover by removing the two 3x10mm button-head cap screws.
2. Remove the wire clamp by removing the two 2.5x8mm cap screws.
3. Thread the leads for the speed control and steering servo through the wire clamp and into the receiver box.

4. Plug the steering servo harness into the receiver's Channel 1 port. Be sure to observe the correct plug orientation as shown in your receiver's manual.
5. Plug the speed control's harness into the receiver's Channel 2 port.
6. Route the receiver antenna out of the box, through the wire clamp.
7. Arrange the wires neatly using the wire guides in the receiver box. The excess wire will be bundled inside the receiver box.
8. Test-fit the receiver box lid to make sure it fits securely and completely against the receiver box. When you have confirmed proper fit, you may secure the receiver within the box using servo tape.
9. Apply a small bead of silicone grease (Traxxas part #1647) to the wire clamp.

10. Install the wire clamp and tighten the two 2.5x8mm cap screws securely.
11. Make sure the O-ring is properly seated into the groove in the receiver box so that the cover will not pinch it or damage it any way.

12. Install the cover and tighten the two 3x10mm button-head cap screws securely.
13. Inspect the cover to make sure that the O-ring seal is not visible.

Setting Up the Antenna



1. Thread the antenna wire into the supplied antenna tube (the antenna tube can be found in the documents bag).
2. Insert the base of the tube into the antenna mount. Take care not to crimp the antenna wire.
3. Using the supplied 1.5mm "L" wrench, thread the 1.5mm set screw into the opening next to the antenna. Tighten the set screw until it is flush with the top of the opening.
4. If necessary, fold the top of the antenna wire over the top of the antenna tube. Slide the antenna tip onto the top of the antenna tube. Do not cut or shorten the antenna wire.
5. The receiver antenna installation is complete.

Programming the VXL-3s Speed Control

The Slash 4x4 is equipped with the high-performance Velineon brushless power system. Before operating your model, you will need to calibrate the speed control to your transmitter, as described below. The Velineon VXL-3s speed control also features three driving profiles and Low-Voltage Detection for use with lithium polymer (LiPo) batteries. Note that the speed control has been adjusted at the factory specifically for the Platinum Edition, using the following settings:

Driving Profile 1: Sport Mode - This profile enables full reverse throttle control for maximum versatility and fun with your Slash 4x4. If you plan to race your Slash 4x4, be aware that most tracks do not allow the use of reverse in competition. If your track does not allow reverse, follow the steps on page 17 of the Slash 4x4 Owner's Manual to select profile 2, Race Mode. Race Mode eliminates reverse, but still gives fully proportional braking control.

Low-Voltage Detection: ACTIVATED - This is the required setting for use with LiPo batteries. When switched on, the speed control's LED will glow green, indicating Low-Voltage Detection has been enabled. The Low-Voltage Detection circuitry constantly monitors the battery voltage. When the battery voltage begins to reach the minimum recommended discharge voltage threshold for LiPo battery packs, the VXL-3s will limit the power output to 50% throttle. When the battery voltage attempts to fall below the minimum threshold, the VXL-3s will shut down all motor output. The LED on the speed control will slowly blink red, indicating a low voltage shutdown. The VXL-3s will stay in this mode until a fully charged battery is connected.

If you wish to operate your model using a NiMH battery, Low-Voltage Detection may be disabled to achieve maximum run time. Page 16 of the Owner's Manual explains how to disable Low-Voltage Detection. When the speed control is turned on, its LED will glow red, indicating Low-Voltage Detection is disabled. **Never use LiPo batteries while Low-Voltage Detection is disabled.**

VXL-3s Setup Programming

(Calibrating your ESC and transmitter)

Read through all of the programming steps before you begin. If you get lost during programming or receive unexpected results, simply unplug the battery, wait a few seconds, plug the battery back in, and start over.

1. Connect a fully charged battery pack to the VXL-3s.
2. Turn on the transmitter (with the throttle at neutral).
3. Press and hold the EZ-Set button (A). The LED will first turn green and then red. Release the EZ-Set button.

4. When the LED blinks RED ONCE, pull the throttle trigger to the full throttle position and hold it there (B).

5. When the LED blinks RED TWICE, push the throttle trigger to the full reverse and hold it there (C).

6. When the LED blinks GREEN ONCE, programming is complete. The LED will then shine green or red (depending on low-voltage detection setting) indicating the VXL-3s is on and at neutral (D).

Tuning and Maintaining the Shocks

Slash 4x4 features high-performance Big Bore shocks that utilize friction-reducing titanium nitride shafts and hard-anodized bodies with Teflon-coated bores to provide the ultimate in precise damping control. The shocks are filled with 50W silicone fluid in the front and 40W fluid in the rear. You may wish to install lower-viscosity ("thinner") or higher-viscosity ("thicker") fluid to alter damping performance to suit your track, terrain, or driving style. Damping can also be altered by changing the pistons inside the shocks.

Whenever you rebuild your shocks, or make any changes to the pistons, springs or oil, always make changes to them in pairs (front or rear). Piston selection depends on the range of oil viscosities that you have available. For example, using a two-hole piston with a lightweight oil will, at one point, give you the same damping as a three-hole piston with heavier oil. We recommend using the two-hole pistons with a range of oil viscosities from 10W to 50W (available from your hobby shop). The thinner viscosity oils (30W or less) flow more smoothly and are more consistent, while thicker oils provide more damping. Use only 100% pure silicone shock oil to prolong seal life.

Lower-viscosity fluid (lower oil weight #) = less damping force
More or larger piston holes = less damping force

In general, less damping is used on tracks or surfaces that have lots of small bumps and irregularities that require the shocks to extend and compress very rapidly. Reducing damping allows the shocks to rebound more quickly after an impact, so the shocks will be able to absorb the next impact and allow the tires to better maintain contact with the racing surface. Reducing damping force can also help increase traction on "loose" or slippery surfaces.

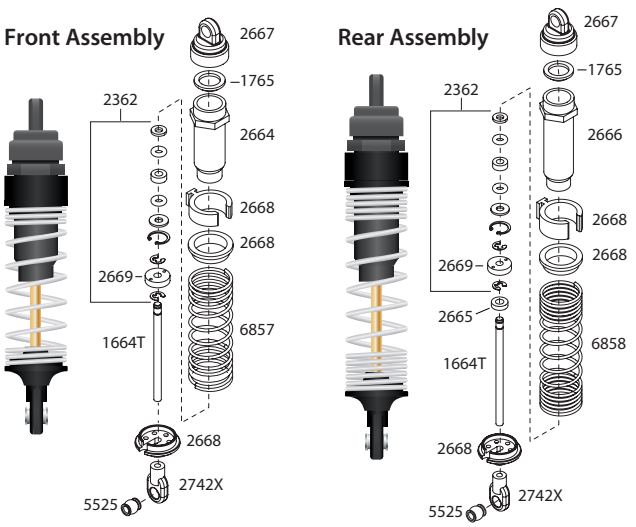
Higher-viscosity fluid (higher oil weight #) = more damping force
Fewer or smaller piston holes = more damping force

In general, more damping is used on tracks that have large bumps and jumps that require the shocks to absorb hard impacts. Increased damping helps slow the compression rate to better dissipate impact energy and help prevent the shocks from bottoming out. Increased damping force can also help "loosen up" your truck if you are racing on a high-traction surface and prefer less grip to help you carry speed through corners.

Shock Disassembly

The shocks must be removed from the vehicle and disassembled to change the pistons. Use the shock exploded views included with the model to aid in the assembly process.

1. Remove the spring and lower spring retainer from the shock.
2. Remove the shock cap (A) and empty the shock body of shock oil.
3. Use side cutters to grip the shock shaft just above the rod end (B). Unthread the rod end from the shock shaft.
4. Remove the shock shaft with piston from the shock body out through the top of the shock body.
5. Use the corner of the tip of a small, bladed screwdriver to remove the E-clip that secures the piston. Wear eye protection in case the clip pops off. Tip: work beneath a rag to catch the clip if it pops off.

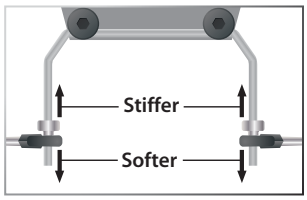


Shock Assembly

1. Replace the stock piston with desired optional piston.
2. Slide the E-clip onto the shaft. Squeeze it into place using needle-nose pliers.
3. Lubricate the threads of the shock shaft and insert the shock shaft assembly through the shock body until the piston bottoms out.
4. Grip the shaft close to the threads with needle nose pliers or side cutters and thread the rod end onto the shock shaft until the rod end bottoms out.
5. Fill the shock with new silicone shock oil up to the top of the shock body. Slowly move the piston up and down (always keeping it submerged in oil) to release the air bubbles. Let the shock sit for a few minutes to allow any remaining air bubbles to surface.
6. Slowly thread the upper cap with the installed shock bladder onto the shock body. The excess oil will bleed out of the small hole in the shock cap. Tighten the shock cap until snug.
7. Reinstall the spring and lower retainer.

Sway Bar Settings and Adjustments

- Adjust the sway bar links so the sway bars are level (parallel to the ground) when the truck is on the ground and the suspension is at rest (normal ride height). This allows equal sway bar travel in both unloaded and loaded suspension conditions. Always adjust the left and right sway bar links equally to prevent suspension tweak.
- The adjustable hollow balls can be moved closer to or farther from the sway bar mount (pivot point) to increase torsion response and fine tune the sway bar's response for different track conditions. Closer to the pivot point results in a stiffer setup, farther from the pivot point will result in softer sway bar response.



For smooth surfaces with high traction:

- Adjust linkage placement for stiffer response (closer to the sway bar mount).

For rough surfaces with low traction:

- Adjust linkage placement for softer response (farther from the sway bar mount).

To reduce understeer (pushing in corners):

- Adjust front linkage placement for softer response (farther from the sway bar mount).
- Adjust rear linkage placement for stiffer response (closer to the sway bar mount).

To reduce oversteer (loose in corners):

- Adjust front linkage placement for stiffer response (closer to the sway bar mount).
- Adjust rear linkage placement for softer response (farther from the sway bar mount).

Tuning the Center Differential

The center differential allows the power from the motor to be transferred to the front and rear differentials independently from one another. When the rear wheels are under more load than the front wheels, more power will be transmitted to the front wheels. This is very beneficial on rough terrain and makes hard acceleration from low speeds easier to control by keeping the nose down. The center differential is assembled with 100K differential lube from the factory. This viscosity will be a good base point for most conditions. Thinner fluid will transfer power more easily than thicker fluid. Try thinner fluid on extremely rough and slick surfaces, and thicker fluid on very smooth and high-bite surfaces. Traxxas offers silicone differential fluid in a variety of viscosities:

Part #5135: 10K Part #5136: 30K Part #5137: 50K
Part #5130: 100K Part #5039: 500K

Follow these steps to remove and refill the differential:

1. Remove the two 4x12 button-head cap screws from the top of the chassis.
2. Remove the two 4x12 button-head cap screws from the bottom of the chassis.
3. Pull the rear suspension assembly away from the chassis.
4. Remove the center differential by pulling it away from the rear gearbox.
5. Remove the four 2.5x10mm screws from the differential case and carefully pull the diff case halves apart. Work over a towel to collect any fluid that drips from the differential.
6. Drain the fluid from the differential. You may wish to remove the spider gears from the differential to make this easier.

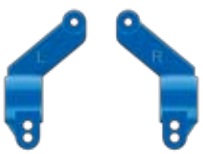
7. Place the spider gears back into the diff case, if you removed them. Fill the diff case with fluid until it the spider gears are submerged half way.
8. Rejoin the diff case halves, using care to align the screw holes. Be sure the rubber gasket is in place, or the differential may leak.
9. Install the 2.5x10mm screws and tighten securely.
10. Reinstall the differential by reversing steps 1-4.

Basic and Advanced Suspension Tuning

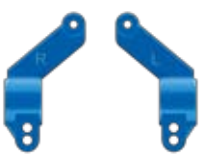
The Slash 4x4 main manual includes additional tuning information to help you get the most performance from your model. Suspension tuning basics (Toe-in, Camber, and Shock Position) are covered on page 20. Advanced tuning techniques (Camber Gain, Bump-steer Correction, and Roll Centers) are discussed on page 24.

Adjusting Rear Toe-In

Toe-in refers to the angle of the wheels as viewed from above. You will notice that the Slash 4x4's rear wheels point inward slightly, which aids in stability. This is called toe-in, and is measured in degrees. If the wheels point straight ahead, parallel with the chassis' centerline, then the wheels have "zero toe-in." The Slash 4x4 Platinum Edition is equipped with aluminum rear stub axle carriers that provide 4 degrees of rear toe-in. You will note that the axle carriers are labeled "L" and "R," to indicate left and right. The axle carriers may installed on the opposite sides (L on the right side, R on the left side) to provide 1 degree of toe-in. Slash 4x4 Platinum Edition also includes the plastic rear stub axle carriers as used on the standard Slash 4x4, which offer 2.5 degrees of toe-in. They can be installed on either side of the truck, they are not left/right specific.



Aluminum axle carriers installed as labeled: **4 degrees toe-in**



Aluminum axle carriers reversed: **1 degree toe-in**

Plastic axle carriers (not L/R dependent): **2.5 degrees toe-in**

In general, increasing toe-in improves stability, while reducing toe-in may help "loosen up" the truck's handling to improve corner speed, especially on high-grip tracks. Experiment to see what works best for your track and driving style.

Gearing

One of the more significant advantages to your model's transmission is the extremely wide range of available gear ratios. Changing the gearing allows you to fine tune the speed of the model and control the temperatures of the battery pack and motor. From the factory, Slash 4x4 Platinum Edition has a 13-tooth (13T) pinion and 54T spur gear. This gear ratio was chosen for best all-around performance. An optional 18T pinion is also included. The 18T pinion gear is intended for high speed running on hard surfaces, and this gearing is not recommended for off-road use or repetitive starting and stopping.

For more information on gearing your model, refer to pages 24 and 25 of the main manual.

Painting the Body

Note: Please read this entire section and plan your paint job before beginning.

Buying Paint

The body supplied with your model is molded from lightweight and durable clear polycarbonate. It should be painted on the underside so that the color will not be scratched off while running. The best way to paint the body is by using thinned paints sprayed through an airbrush or spray gun. If you do not have these tools, the next best way is using spray can paints. Whatever paint you use, be sure that it is made for painting Lexan® or polycarbonate. Other types of paints and solvents can attack the body material and cause it to appear foggy.

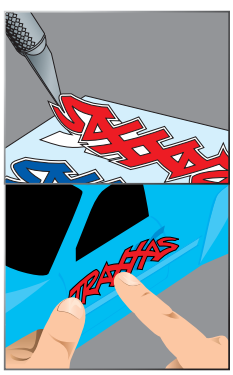
Preparing the Body

The body must be washed thoroughly with dish soap and water to remove any grease or oil (i.e. fingerprints) which may keep the paint from adhering to it. Dry the body completely with a soft, lint-free cloth. Use the supplied masks to mask the windows. Mask off any stripes or custom effects with either masking tape or special tape made for striping. This special tape is available from automotive paint supply stores and will provide sharper edges than masking tape. For easy, custom-colored striping, automotive pin-striping tape can be applied to the inside of the body and painted over. Be sure that all of your tape and masks are fully pressed down (burnished) so that the paint will not run or bleed underneath. Usually, the darker colors are painted first, followed by the lighter colors. If your paint scheme would be easier to mask by covering the dark areas and spraying them last, be sure the lighter colors are opaque enough to prevent the darker color from showing through. Lighter colors can be backed with silver to help make them opaque.

Spraying the Body

Read the directions on your bottle or can of paint and shake, mix, or thin the paint, as required. It is very important to avoid breathing the paint vapors, as they are extremely harmful. Spray the paint outdoors in well-ventilated areas only. Apply the paint to the body sparingly and in light coats. Be patient! Let the paint dry fully in between coats. This will prevent accidentally smearing wet paint. Take extra care when masks are being removed. After the body is completely painted, remove the peel coat from the outside of the body.

Decals



You are now ready to apply the decals. The decals have been die-cut for your convenience. Test the position of the decals before applying them to the body. Once the decals have been applied, they cannot be removed without damaging them. You can spray the body with window cleaner before applying the decals. This will allow you to re-position them. Once positioned, squeegee the cleaner from under the decal. The decal will adhere when it dries. If you have air bubbles in the decals, puncture the center of each bubble with a sharp pin and push the air out. If you have creases along the outer edges of a decal (especially when applied to curved surfaces), use a hobby knife to cut along the top of the crease and overlap the edges.

SLASH 4x4 PLATINUM EDITION

SETUP SHEET

Driver: Factory Set Up

Date: 11-18-09 Air Temp: _____

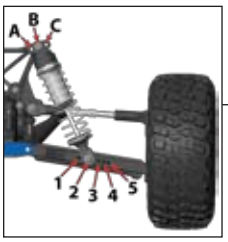
Event: _____

Track/City: _____

Qual./Finish _____

FRONT SUSPENSION

SHOCK POSITION



A ☐ B ☒ C ☐ (TOP)

2 ☒ 3 ☐ 4 ☐ 5 ☐ (BOTTOM)

RIDE HEIGHT

Driveshafts level

CAMBER LINK POSITION

☐ Position 1
☐ Position 2
☐ Position 3
☒ Position 4

C-hub

☒ Top
☐ Bottom

TOE ANGLE

☐ In
☐ Out

0°

CAMBER ANGLE

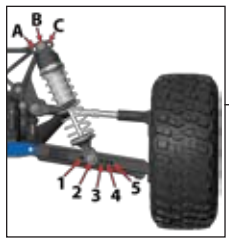
Negative 1.5°

BUMP STEER

☐ Flat Down ☒ Flat Up

REAR SUSPENSION

SHOCK POSITION



A ☐ B ☒ C ☐ (TOP)

2 ☒ 3 ☐ 4 ☐ 5 ☐ (BOTTOM)

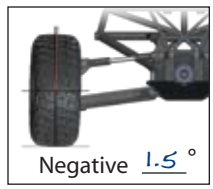
RIDE HEIGHT

Shafts slightly above level

CAMBER LINK POSITION

☐ Position 1
☐ Position 2
☒ Position 3
☐ Position 4
☐ Position 5

CAMBER ANGLE



Negative 1.5°

TOE ANGLE

☒ 4° (Blue as labeled)
☐ 1° (Blue reversed)
☐ 2.5° (Black plastic)

☐ Top
☒ Bottom

FRONT SHOCKS

Springs (Color) Black dot Preload 4 mm

Oil 50 wt

☐ Piston: 1-hole ☒ Piston: 2-hole ☐ Piston: 3-hole

REAR SHOCKS

Springs (Color) Black dot Preload 6 mm

Oil 40 wt

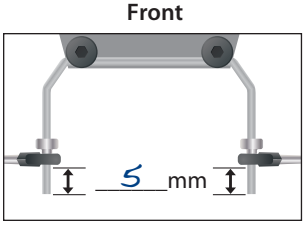
☐ Piston: 1-hole ☒ Piston: 2-hole ☐ Piston: 3-hole

WHEELS / TIRES

Front	Rear
Tire Type S1 Compound	Tire Type S1 Compound
Tire Insert Stock Slash	Tire Insert Stock Slash
Wheel Stock Slash	Wheel Stock Slash

SWAY BARS

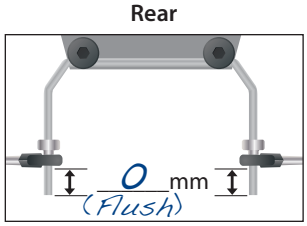
Front



5 mm

☒ Silver ☐ Black

Rear



0 mm (Flush)

☒ Silver ☐ Black

WEIGHT / BALANCE

Weight Bias: Front ____% Rear ____% Weight: ____lbs.

Battery Placement:

☐ Front

☒ Rear

MOTOR / DRIVETRAIN

Motor Velineon 3500 Pinion 13T

Battery _____ Spur 54T

☐ Slipper ESC VXL-3s

☒ Center Differential 100K wt

Front Differential 30K wt Rear Differential Greased wt

BODY TYPE

Traxxas

Slash 4x4

TRACK CONDITIONS

Surface: ☐ Smooth ☐ Med. ☐ Rough

Traction: ☐ High ☐ Med. ☐ Low

Size: ☐ Tight ☐ Med. ☐ Open

Watered: ☐ Yes ☐ No

TRAXXAS®
1100 KLEIN ROAD, PLANO TEXAS 75074
1-888-TRAXXAS, TRAXXAS.COM

SLASH 4x4 PLATINUM EDITION

SETUP SHEET

Driver: _____

Date: _____ Air Temp: _____

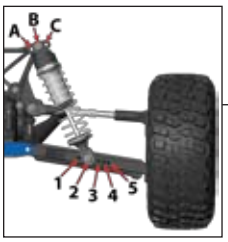
Event: _____

Track/City: _____

Qual./Finish _____

FRONT SUSPENSION

SHOCK POSITION



TOP: ☐ A ☐ B ☐ C

BOTTOM: ☐ 2 ☐ 3 ☐ 4 ☐ 5

RIDE HEIGHT

_____

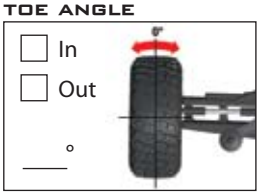
CAMBER LINK POSITION

☐ Position 1
☐ Position 2
☐ Position 3
☐ Position 4

C-hub

☐ Top
☐ Bottom

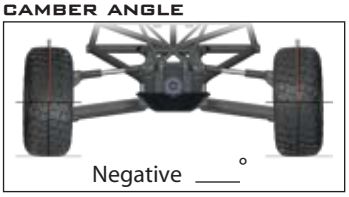
TOE ANGLE



☐ In
☐ Out

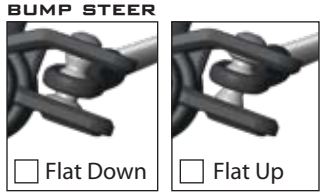
____ °

CAMBER ANGLE



Negative ____ °

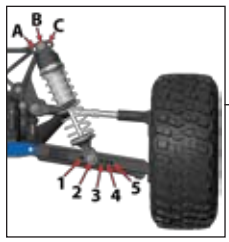
BUMP STEER



☐ Flat Down ☐ Flat Up

REAR SUSPENSION

SHOCK POSITION



TOP: ☐ A ☐ B ☐ C

BOTTOM: ☐ 2 ☐ 3 ☐ 4 ☐ 5

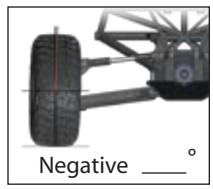
RIDE HEIGHT

_____

CAMBER LINK POSITION

☐ Position 1
☐ Position 2
☐ Position 3
☐ Position 4
☐ Position 5

CAMBER ANGLE



Negative ____ °

TOE ANGLE

☐ 4° (Blue as labeled)
☐ 1° (Blue reversed)
☐ 2.5° (Black plastic)

☐ Top
☐ Bottom

FRONT SHOCKS

Springs (Color) _____ Preload _____mm

Oil _____ wt

☐ **Piston**: 1-hole ☐ **Piston**: 2-hole ☐ **Piston**: 3-hole

REAR SHOCKS

Springs (Color) _____ Preload _____mm

Oil _____ wt

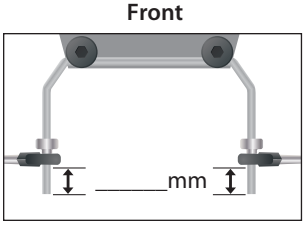
☐ **Piston**: 1-hole ☐ **Piston**: 2-hole ☐ **Piston**: 3-hole

WHEELS / TIRES

Front	Rear
Tire Type _____	Tire Type _____
Tire Insert _____	Tire Insert _____
Wheel _____	Wheel _____

SWAY BARS

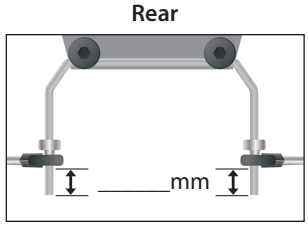
Front



_____mm

☐ Silver ☐ Black

Rear



_____mm

☐ Silver ☐ Black

MOTOR / DRIVETRAIN

Motor _____ Pinion _____

Battery _____ Spur _____

☐ Slipper ESC _____

☐ Center Differential _____ wt

Front Differential _____ wt Rear Differential _____ wt

BODY TYPE

_____

_____

TRACK CONDITIONS

Surface: ☐ Smooth ☐ Med. ☐ Rough

Traction: ☐ High ☐ Med. ☐ Low

Size: ☐ Tight ☐ Med. ☐ Open

Watered: ☐ Yes ☐ No

WEIGHT / BALANCE

Weight Bias: Front _____% Rear _____% Weight: _____lbs.

Battery Placement:

Front ☐

Rear ☐

TRAXXAS®

1100 KLEIN ROAD, PLANO TEXAS 75074

1-888-TRAXXAS, TRAXXAS.COM

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TRAXXAS EZ-PEAK™ CHARGER

The AC/DC EZ-Peak™ charger is designed for maximum simplicity and reliability. Just plug in a 6 to 8-cell pack, and the EZ-Peak begins charging at up to 4-amps—no setup or programming required. Patented peak-detecting software makes certain the battery receives a full charge for maximum performance and run time you can count on. A status LED flashes red to indicate charging is in progress, then turns green when charging is complete. The EZ-Peak is equally at home on the bench with AC power, or in the field with a DC power source. A Traxxas High-Current Connector is installed for use with Traxxas Power Cell™ battery packs and other NiCad and NiMH packs with Traxxas connectors (Adapter #3062 required for use with Molex connectors, sold separately). EZ-Peak is built for years of reliable charging and is covered by the Traxxas Lifetime Electronics Warranty. Experience Traxxas quality and support with the only charger engineered for Traxxas batteries and models. Traxxas EZ-Peak Charger Part #2930

TRAXXAS POWER CELL BATTERIES

Experience all the performance that's been engineered into your Traxxas model! Power Cell batteries deliver unmatched speed, acceleration and power. Traxxas Power Cell Battery Packs are optimized for free-flowing power and maximum punch with premium quality, low-resistance cells; flexible, silicone-jacketed 12-gauge wire; heavy-duty welded tabs; and Traxxas' high-output, gold plated, high-current connectors. Precision assembly with attractive, individually wrapped cells and clear overwrap complete the package. Power Cell batteries are available in standard, 6-cell "flat" configuration as well as 7-cell flat and "hump"-style packs. The 7-cell pack offers 15% more voltage to give your model maximum acceleration and speed—depending on your model, top speed can increase by as much as 10mph simply by installing a 7-cell pack, no other modifications required!

High-capacity Series 3 Power Cell packs offer excellent run time and "punch" at an affordable price. Premium Series 4 battery packs offer over 25% greater capacity than Series 3 packs for even longer run times and higher sustained voltage under load. Series 4 packs are ideal for peak performance in power-hungry models such as the brushless-equipped Slash 4x4, Rustler VXL, Bandit VXL, Stampede VXL, E-Revo Brushless Edition, and E-Maxx Brushless Edition.

Experience faster acceleration, faster top speeds, and Traxxas quality and support with the only batteries engineered for your Traxxas model.

Parts:

#2940 Series 3 (NiMH, 7-C Flat)
#2941 Series 3 (NiMH, 7-C Hump)
#2942 Series 3 (NiMH, 6-C Stick)
#2950 Series 4 (NiMH, 7-C Flat)
#2951 Series 4 (NiMH, 7-C Hump)
#2952 Series 4 (NiMH, 6-C Flat)

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