

SPEC: 4WD ALLOY CHASSIS **CLASS:** OFF-ROAD FUN **COST:** £275



Associated need no introduction, even the newest RC car newbie will have heard of the famous, multi-World Championship-winning Californian based, American manufacturer. In recent years, Associated have greatly increased their product range from just competition cars and now cater for most sectors in the RC car, buggy or truck market, with a range from the diminutive 1:18 scale RC18 range of cars, buggies and trucks right up to the monster-sized and hugely powerful 1:8 scale MGT 8.0 monster truck.

Another major influence and contributing factor on the Associated product range, including and most especially their monster truck range has been the influence of their relatively new Far Eastern owners, the give away being that many of their more recent releases have been metric based kits and RTRs rather than the earlier imperial US produced kits. The Mini MGT 3.0 is one of those new products, metric based, this Almost Ready-To-Run (ARTR) monster truck is an all new release, a result of the design partnership

between the US and the Far East and only a mini when compared to its bigger brother the GT 8.0!

When most of us think mini we think smaller than tenth scale, more likely 1:16, 1:18, or more recently even smaller, the Mini MGT 3.0 is very definitely none of these. Its 1:10 scale, features a two-speed gearbox with a reverse function, pivot-ball suspension and a strong, extruded aluminium chassis. Powered by an all-new .18 pull-start engine, this truck is designed for some monster fun but without the size!

ALL NEW STYLE CHASSIS

The Mini MGT 3.0 uses an all-new, almost certainly unique, one-piece, extruded aluminium main chassis plate with a flat plate upper section and two vertical plates below. This design is both very light and very strong whilst at the same time has been cleverly designed to accommodate all the remaining drivetrain, suspension, engine and electrical components. The vertical sections are machined to



Mini-Sized Monster Fun

Associated's new Mini sized MGT is packed with power and style. Aided by a two-speed transmission, this 1:10 scale monster grabs the attention of newcomers and experienced enthusiasts alike



mount the front and rear differentials with the drivetrain running up the central tunnel.

The two-speed gearbox is mounted into cut-outs in the centre of the chassis. This piece of engineering and the transmission is protected by a three-piece plastic bash plate fitted to the underside whilst the front and rear of the Mini MGT are protected by black plastic and chrome finished bumpers, with an interesting elliptical plastic shock absorption system behind them.

TRICK TRANNY

As far as ARTR monster trucks go the transmission in the Associated Mini MGT 3.0 is about as tricked out as you can find! The first thing we noticed, despite

the other features was how small the Mini MGT's transmission is. This is hidden deep inside the truck, which is a surprise considering how long the input shaft is due to all the gearbox components that are mounted on it! But don't worry about its robustness Associated have added all the necessary support in this area.

Inside the pawl-type two-speed automatic transmission is a set of forward and reverse gears with a clever little system designed to prevent the driver from shifting from forward to reverse (or vice versa) whilst the truck is moving. The Mini MGT 3.0 even has a dual-disc slipper clutch and is slowed down and stopped with a pair of drilled steel disc brakes and fibre-padded calipers. The front and rear gearboxes house fairly standard and basic steel geared oil-filled differentials. The MMTG comes complete with 28 precision ball bearings found throughout the truck. ▶

SPEC: 4WD ALLOY CHASSIS **CLASS:** OFF-ROAD FUN **COST:** £275

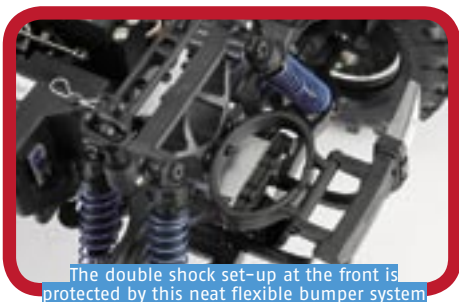
ON TEST

Four AA's in the truck's receiver box, another eight in the XP-3 transmitter, a tank full of 20% Byron Race RTR fuel into the tank and it's time to reach for the glow starter! As we've mentioned in the review the MMGT does come with a D-cell sized glow start, but a charged Fastrax High-Capacity 4500mAh glow start was to hand so we grabbed that!

Second pull and the .18 leapt into life! The MMGT idled beautifully right from the off and minimal tuning was required during the engine break-in period, incidentally Associated provide detailed instructions for starting, running and tuning, ideal for all the potential first time nitro buyers out there.

These days the .18 might be considered a little small for a monster truck but there are bundles of power available and it should only get better with more running. The two-speed tranny works well though some may need to adjust the change-up point as it was a little too long for our liking. And boy is that reverse gear useful! As long as you keep the MMGT on its wheels it'll get you out of some situations that would ordinarily require a long walk! The built-in protection facility, not being able to change the direction of the gearbox without the gears being stationary, works well but mind where you put your thumb, the reverse button is right under it!

The MMGT's tyres will provide useful grip on most surfaces that these trucks are going to be used on and the truck has more than enough steering. The truck rides a little high and the factory suspension set-up is a little on the soft side meaning that the truck will pitch and roll when turning, slamming the suspension helps as would thicker oil in the shocks or stiffer springs. For the nitro novices we would recommend removing some or all of the shock spring spacers as a starting point. In conclusion the Associated Mini MGT 3.0 starts easily, runs well, has plenty of power, good brakes, useful tyres and copes with most obstacles you put in front, or behind it!



The double shock set-up at the front is protected by this neat flexible bumper system



Easily accessed but well protected. The receiver and battery pack are housed inside



The spur gear is protected by this guard whilst the bung hides the slipper clutch nut

COMPACT RADIO

The steering, throttle/brake and gear changing servos are all mounted in a single moulded plastic unit across the front of the chassis with the battery box and receiver protected inside a moulded box that also makes up part of the same unit. The ARTR Mini MGT comes with a standard four-cell battery box, but if you're looking for more reliable, consistent, power this could easily be replaced with a hump pack style of rechargeable batteries. Interestingly Associated have also built into the Mini MGT 3.0 a spare extra mounting position for a second steering servo should you wish to bolster your turning power.



EIGHT SHOCKS AND PIVOT BALLS

Associated have invested heavily in the suspension and shock department. The Mini MGT 3.0 uses high-tech pivot-ball suspension more commonly seen on several competition specification 1:8 rallycross buggies and truggies rather than the more usual hinge pin-type suspension. That obviously means no hinge pins to bend or fall out in the event of a heavy impact and some would suggest that

the pivot-ball-style suspension is much easier to adjust. Like many of its competitors, the Mini MGT comes with eight oil-filled coil-over shock absorbers. The plastics used in all areas of the MGT's suspension all look to be well thought out and robust enough to stand up to the abuse normally associated with this class of truck.

Although the Associated Mini MGT 3.0 is that much smaller than its bigger brother there's still quite a bit of weight to be moved, this has been solved by the inclusion and installation of the Team Associated PRO .18 engine. A pull-start engine with the industry norm dual bearing supported crankshaft with ABC construction, eight finned aluminium head with a two-needle rotary carburettor sucking air through a two-stage air filter, which incidentally must have the internal element oiled before running the truck. ➤

The soft compound tyres are glued to the chrome rims at the factory

The 3.0cc engine sits across the chassis and is mated to an alloy exhaust system. The MMT's performance is increased by the use of a two-speed transmission

Switch is located for easy access at the front of the receiver box

WHAT WE USED

Nitro

Transmitter: Associated XP3 AM steerwheel (kit)
Receiver: Associated TR4.05A 27MHz AM (kit)
Steering Servo: Associated S2008MG (kit)
Throttle Servo: Associated S1903 (kit)
Motor: Associated PRO .18 (kit)
Exhaust: Alloy (kit)
Battery Pack: Four AA pencils
Fuel: Byron Race RTR 20%

Direction change, throttle/brake and steering servos live side-by-side

Beefy top arms and a large front bumper will offer plenty of protection for the truck

A twin shock set-up on the Mini MGT complements the monster truck look

THRASH TEST

SPEC: 4WD ALLOY CHASSIS **CLASS:** OFF-ROAD FUN **COST:** £275



The alloy exhaust system uses a rubber extension to direct the gases away



VERDICT

- ⊕ two-speed with reverse value for money
- ⊖ out of the box set-up

Racer Rating ★★★★★

Associated have supplied the MMGT with a pull-start engine set-up

"The Associated Mini MGT 3.0 - mini by name, but monster by nature!"



The lower part of the chassis is very narrow with parts suspended from above

OPTIONAL PARTS

- 22625 FT MMGT Blue Shock Body & Cap
- 25626 FT Steering Slider (ball raced)
- 25627 FT Alloy Steering Bellcranks
- 25628 FT MMGT Blue Wheel Adapters
- 25629 FT MMGT Fibre Brake Disc
- 25630 FT MMGT Universal Dogbone Set
- 25631 FT MMGT Optional Drive Hub
- 25632 FT MMGT Centre Drive Hub
- 25636 FT MMGT Titanium Turnbuckle Set
- 25641 MMGT Dirt Pin Tyre Set

servo to haul those large diameter tyres form side to side and Team Associated have not scrimped in this department, the S2008MG is a 110oz-in metal geared servo that should be more than up to the job in hand! Team Associated also include a 500cc fuel bottle and robust D-cell glow starter in the ARTR Mini MGT 3.0. And you'll have seen long before you read this that the MMGT comes with a pre-painted Trophy truck-style bodyshell. ■

CONTACT:

CML Distribution, Saxon House, Saxon Business Park, Hanbury Road Bromsgrove, Worcestershire, B60 4AD

Tel: 01527 575349
Fax: 01527 570538

Email: info@cmldistribution.co.uk
Website: www.cmldistribution.co.uk
www.rc10.com

SPECIFICATION



MODEL: ASSOCIATED
MINI MGT 3.0
SCALE: 1:10
CLASS: OFF-ROAD
APPLICATION: FUN
FORMAT: RTR
POWER: NITRO

CHASSIS: ALLOY
DRIVETRAIN: 4WD
TRANSMISSION: SHAFT
DIFFERENTIALS: GEAR
SHOCKS: OIL-FILLED
BEARINGS/BUSHES:
BEARINGS

FACTORY INSTALL

Team Associated have not just thrown budget specification radio equipment into the ARTR Mini MGT 3.0, the XP-3 transmitter has features not normally seen on other RTR handsets, including steering dual rate and throttle/brake end point adjustments. Throttle/brake and gear changing servos are the same, using the S1903 model; these standard servos have a reasonable 410z-in of torque each. The Mini MGT needs a good

SUMMARY

Mini by name but not by nature! It's a 1:10 scale monster truck, with up to date design and construction styles. Bundles of power from the .18 engine, super trick transmission with reverse and plenty of braking power. With some minor changes to the factory set-up this could be an attractive package for either the first time buyer or the more experienced monster truck fans that may be tempted by Associated's pedigree.

TECHNICAL DATA

LENGTH 480MM
WIDTH 370MM
HEIGHT 210MM
WHEELBASE 307MM
WEIGHT 3730G