

1/10-SCALE 4WD TRUCK | RTR

# LRP S10 BLAST TX 2

Stadium style with 4WD and top-shelf electronics

WORDS & PHOTOS BY JOEL NAVARRO



**For years LRP has been synonymous with top-shelf** speed controls, motors, and batteries, and LRP has powered generations of world champions and racers around the globe. In Europe, LRP is also known for cars and trucks, but these models have never made it to the USA—until now. LRP America is bringing in a full line of RTRs, and the S10 Blast TX 2 4WD stadium truck is our first taste of what LRP has in store. Topped with custom-style graphics, the S10 Blast backs up its looks with lots of high-performance features. Start with quality LRP electronics that include a powerful 4300kv sensored brushless motor and splash proof speed control and steering servo. Handling all that power is a shaft-driven drivetrain that uses sealed metal gear differentials and steel dogbones/universals that add durability. If the S10 blast is anywhere near as high-quality as the gear we've come to trust from LRP, this RTR stadium machine should be a winner.

# PERFORMANCE TEST



## ALL-METAL SHAFT DRIVE

As we've come to expect for 4WD off-road cars, the Blast uses a center driveshaft to spin its differentials. The Blast uses a standard shaft drive transmission to get its power to the ground. Steel drive cups hold the blue-anodized aluminum shaft between the front diff and the slipper clutch. It's a two-pad, adjustable design squeezed by anodized aluminum pressure plates, but reaching the nut to adjust it is difficult. Thankfully, it's properly set at the factory. There's more blue anodizing on the thick aluminum motor mount, which looks like it belongs on a more expensive truck. Too bad it's hidden most of the time; the pinion and spur gear area is covered by a plastic shield to help keep dirt and debris out of the works. Sealed front and rear housings hold the bevel-gear differentials, which are equipped with metal ring gears to withstand brushless power. Steel outrives spin dogbones in the rear, but the front end gets a set of CV-style universals. Most CVs depend on a set screw to hold the joint parts together, but LRP's design uses a wire ring snapped into a groove around the CV's "bell" to capture the cross pin.



Sealed bevel-gear diffs are standard.

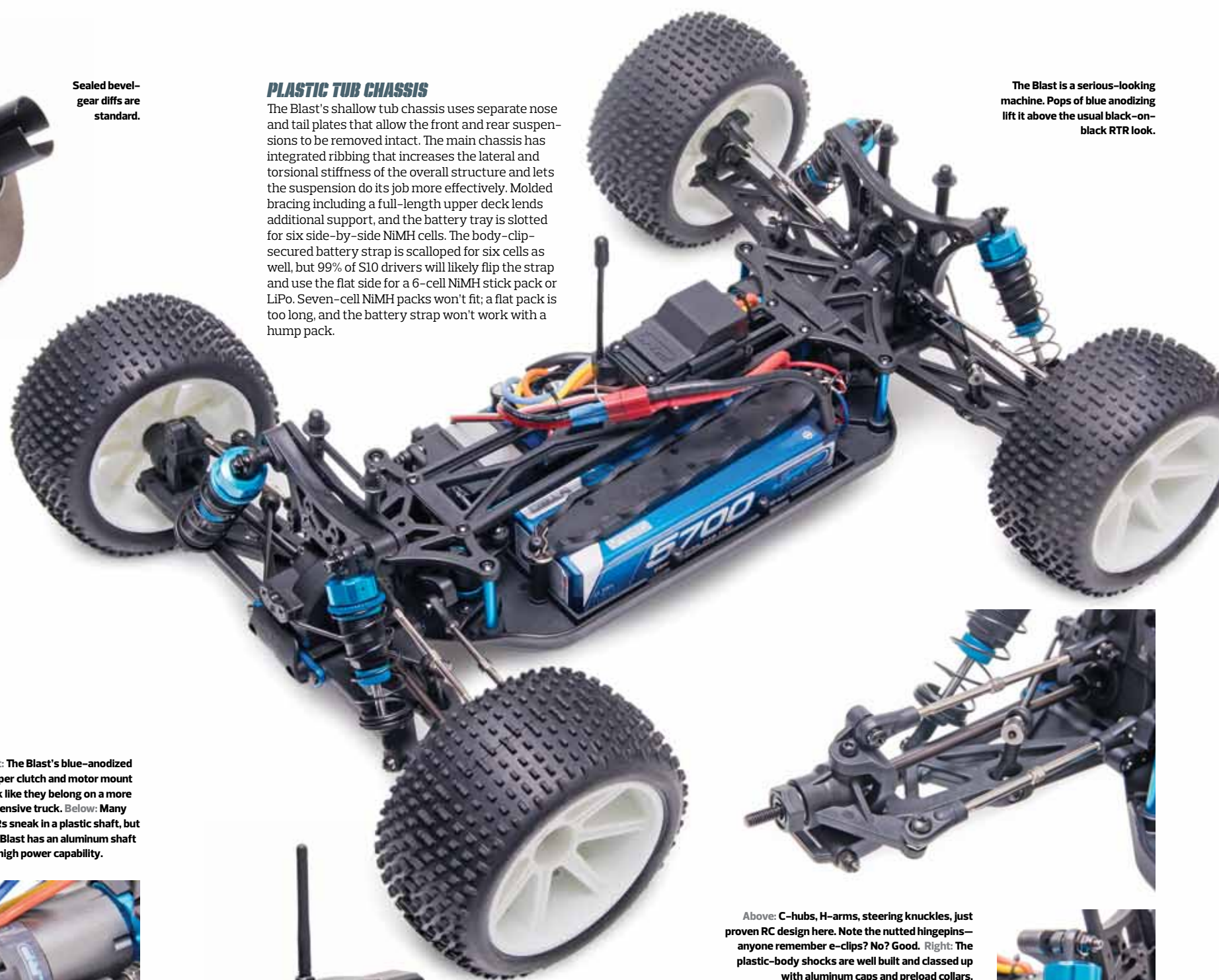


Left: The Blast's blue-anodized slipper clutch and motor mount look like they belong on a more expensive truck. Below: Many RTRs sneak in a plastic shaft, but the Blast has an aluminum shaft for high power capability.



## PLASTIC TUB CHASSIS

The Blast's shallow tub chassis uses separate nose and tail plates that allow the front and rear suspensions to be removed intact. The main chassis has integrated ribbing that increases the lateral and torsional stiffness of the overall structure and lets the suspension do its job more effectively. Molded bracing including a full-length upper deck lends additional support, and the battery tray is slotted for six side-by-side NiMH cells. The body-clip-secured battery strap is scalloped for six cells as well, but 99% of S10 drivers will likely flip the strap and use the flat side for a 6-cell NiMH stick pack or LiPo. Seven-cell NiMH packs won't fit; a flat pack is too long, and the battery strap won't work with a hump pack.



The Blast is a serious-looking machine. Pops of blue anodizing lift it above the usual black-on-black RTR look.



Above: C-hubs, H-arms, steering knuckles, just proven RC design here. Note the nutted hinge pins—anyone remember e-clips? No? Good. Right: The plastic-body shocks are well built and classed up with aluminum caps and preload collars.



## C-HUB AND SWAYBAR-EQUIPPED SUSPENSION

The Blast's suspension is ruggedly built and fully adjustable with steel turnbuckles to set steering toe and camber, and a number of positions for the shocks and links to adjust shock feel and roll center (or, you can just leave everything alone and go run the truck). The suspension arms are capped for extra rigidity, which is nice since LRP has chosen a plastic blend that allows for breakage-reducing flex. Plastic-body shocks shave a few bucks off the Blast's price tag, and their 13mm bores place them into "big bore" territory. Anodized aluminum caps and preload collars are upscale touches, the threaded bodies mean you won't have to keep track of preload spacers. One thing we don't usually see on 1/10 RTRs is swaybars, but the Blast gets 'em front and rear. Since RTRs generally see a lot of street duty, the sway bars are a nice touch and should help the Blast stay on all fours when street running.

LRP's 2.4GHz A2-STX Pro radio is more adjustable than most RTR pistols with its independent end-point adjustments and dual-rate knobs for both channels. It also requires more batteries than most radios; instead of the usual four AAs, the A2-STX carries eight cells like the AM and FM transmitters of the pre-2.4GHz era. You'll feel the extra heft, but the grip is comfortable and the out-in-the-open controls are easy to use. Also appreciated: the foam grip and plated wheel, which are nicer to hold and more stylish than a solid plastic lump.



## VEHICLE SPECS

Item no.: 120503  
Scale: 1/10  
Price: \$315  
Weight, as tested: 4 lb., 5.9 oz. (1985g)



**CHASSIS**  
Material: Plastic  
Type: Tub

**SUSPENSION**  
Type: Lower H-arm with 3mm steel turnbuckle camber link  
Inboard camber link positions (F/R): 2/2  
Outboard upper arm positions (F/R): 1/2  
Shock positions, towers (F/R): 3/3  
Shock positions, arms (F/R): 2/3

**SHOCKS**  
Bodies: Plastic, 13mm bore  
Shafts: Plated steel, 3.5mm  
Volume compensation: Bladder

**DRIVETRAIN**  
Type: Shaft 4WD  
Spur gear/pinion: 77T / 19T  
Differential F/R: Sealed steel bevel gear  
Driveshafts F/R: Steel universal joint / steel dogbone  
Bearings: Metal shielded ball

**WHEELS & TIRES**  
Wheels: One-piece plastic, 12mm hex  
Tires: Rubber race-style tread  
Inserts: Open-cell foam

**INCLUDED ELECTRONICS**  
Transmitter/receiver: LRP 2.4GHz FHSS A2-STX Pro/LRP A3-RX  
Servo: Splashproof LRP R-7103WP, 112 oz./in torque  
Speed control: Splashproof LRP Spin Pro RTR Brushless speed with Deans plugs 200A/7.2 - 14.8V (2S-4S LiPo)  
Motor: LRP Vector K7 4300kv

## TEST GEAR (NOT INCLUDED)

Battery: LRP 5700mAh 2S LiPo Competition Car Line  
Charger: Hitec X4 AC Plus 4 Port AC/DC Multi-Charger



A lot of truck for the money  
Aluminum and steel drivetrain  
Genuine LRP electronics ready  
for 3S power



Radio requires 8 AA batteries

## GENUINE LRP ELECTRONICS

LRP electronics are some of the best in the business, and the Blast gets high-quality stuff. The gear is labeled as "splashproof" rather than waterproof, so feel free to hit that puddle but avoid the bottom of the pool (good advice for any RC car). Sensorless brushless systems are typical for RTRs, but LRP specs a sensed Spin Pro RTR speed control and Vector K7 4300Kv motor combo. With the included motor, the Blast can run up to a 3S LiPo pack, according to LRP's specs. With a 12.5T or higher-turn motor installed (approximately 3500Kv), you can go as high as a 4S LiPo (14.8 volts). Suffice it to say, you won't feel the need to upgrade the Blast's power system.



Naturally there's LRP electronics in an LRP truck. The Spin Pro RTR can handle up to a 3S LiPo with the included 4300Kv motor. With a milder motor, you can go 4S.



## BEHIND THE WHEEL

After installing an LRP 5700mAh 2S LiPo and the required eight AAs for the transmitter, I powered up the Blast and found it was properly trimmed out and ready for action. First stop, the street in front of my house for speed testing. The Blast lives up to its name with powerful acceleration and quickly reached its top speed of 33.4mph. It feels like LRP under-geared the motor for cooler running and maximum run time, which is the smart way to go for all-afternoon driving. But if you want to go faster, especially for hard-surface action, you should be able to safely gear up. To give the Blast a proper all-terrain test, I hit a nearby dirt lot that offered varied terrain and obstacles to challenge the tires and suspension. The Blast excels in the dirt and the race-inspired tires provided substantial traction. On loose loamy dirt, the tall tread bars dug deep and threw a huge roost that literally left me in the dust. The Spin Pro RTR speed control can take a 3S pack, but there's ample dirt-excavating power on a two-cell pack. The Blast's 4WD drivetrain puts down power efficiently and offers much greater control than a 2WD setup. Loose conditions that would spin out RWD trucks were merely opportunities to drift the Blast with all four tires churning soil. On more extreme terrain, the Blast's race-style stance led to lots of chassis scrape, and taller obstacles jacked the wheels off the ground. This is not unexpected when asking a stadium-style truck to do monster-truck duty, but it's certainly fun trying. Since a lot of the Blast's design is race inspired, I decided to check its track manners at SDRC Raceway in Miramar, CA. With the 2WD Stadium truck class becoming popular again, there were plenty of trucks on the track at SDRC. The Blast got a few funny looks because 4WD is an unfair advantage over a 2WD rig, and the Blast demonstrated the superiority of four-corner power delivery around the pipes. The Blast could be hustled around the track at a fast pace on its stock tires, but the loose-dirt-friendly tread pattern didn't make the most of the hard clay. With appropriate tires installed, the Blast was a track star and wasn't far off the pace from the fast locals that live at the track, even with its low-ish gearing and no setup. With a few suspension tweaks and a trade for oil instead of grease in the diffs, the Blast has the potential to be a lethal track weapon. 4WD stadium truck class, anyone?

## FINAL WORD

The S10 Blast 2 provides a lot of truck for not a lot of money. The high quality that LRP is known for in the electronics world has carried over to the new-in-the-US vehicle line. Durability and drivability are what the Blast confidently delivers. Its tough metal drivetrain, potent power system and effective suspension make it easy and fun to push hard. This versatile RTR is well equipped for its price and will keep you focused on finding new terrain to tame rather than eyeballing upgrades. To sum it up, LRP's 4WD stadium machine lives up to its name, and really is a blast.

## SOURCES

LRP [lrp-americanstore.com](http://lrp-americanstore.com)  
Hitec [hitecrctd.com](http://hitecrctd.com)