

## AXIAL SCX10

■ KIT ■ ELECTRIC ■ OFF-ROAD

### SCALE LOOKS AND HIGH PERFORMANCE JOIN FORCES

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**THE AXIAL NAME** is synonymous with rock crawling for good reason. Before the AX10 Scorpion, rock crawlers were custom-built rigs that used parts from different kits. After the AX10 Scorpion, rock crawling was changed forever; crawlers could be built right out of a box. Until now, the same was true of scale crawlers. Either they were custom-built, or existing platforms were radically changed to get better performance. The release of the Axial SCX10 proves that scale looks and high performance can go hand in hand. Featuring a realistic C-channel frame, coil-over shocks and tidy chassis layout, this truck definitely looks the part. Proven axles, transmission along with high-quality Pro-Line rubber and reverse triangulated links make this truck a true performer. Take a look and see all the great features the SCX10 delivers.

### SPECIFICATIONS

**Type** 1/10-scale 4WD truck kit  
**Price** \$260 (varies with dealer)  
**Wheelbase** 11.4 in. (290mm)  
**Width** 9 in. (227mm)  
**Weight, as tested** 4.4 lb. (1,995g)  
**Spur/pinion** 87/14  
**Final drive ratio** 46.7:1  
**Chassis** Steel C-channel ladder frame  
**Differential(s)** Sintered aluminum lockers  
**Suspension** 3-link with aluminum links  
**Shocks** Fluid-filled, threaded plastic-body, coilover shocks w/dual rate springs

“WITH THE LOWER LINKS TRIANGULATED AND THE 3-LINK SUSPENSION, THE TRUCK IS VERY STABLE”





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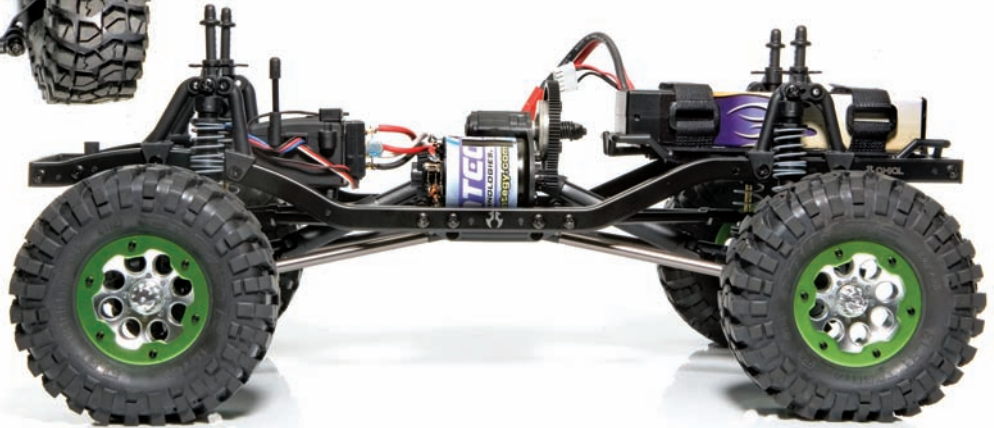
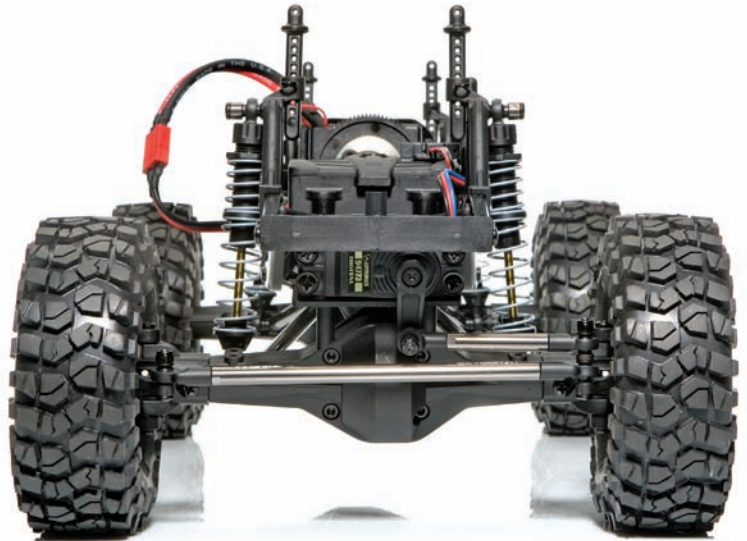
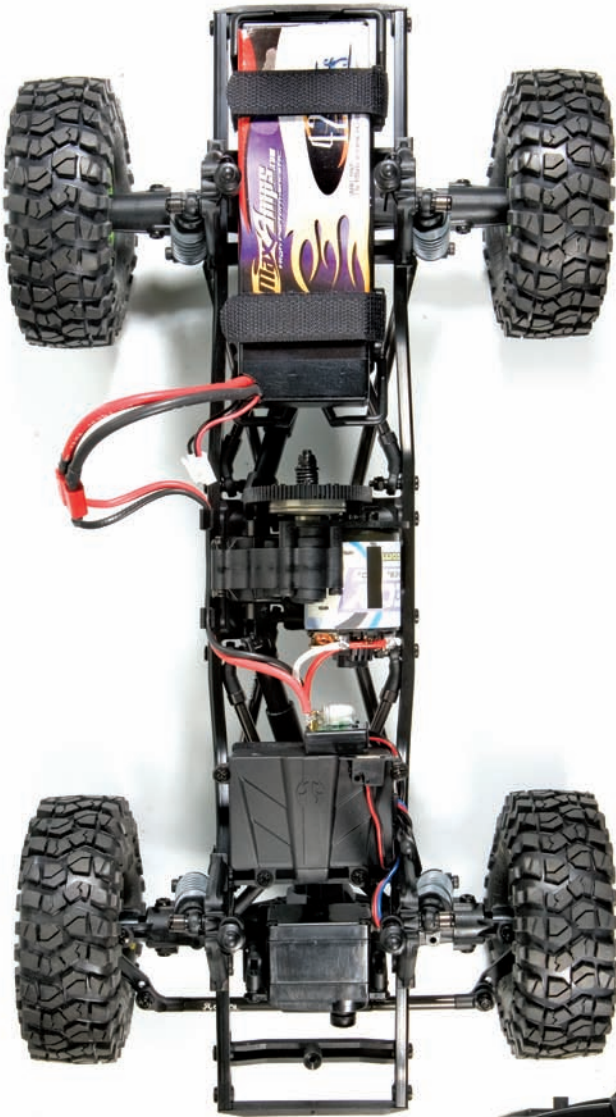
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## FEATURES

### BODY, WHEELS & TIRES.

The SCX10 comes with Pro-Line's 1.9-inch Flat Iron rock crawling tires and Axial's new 1.9-inch wheels. The Flat Irons are M2 compound, measure 4.2 inches high and include memory foam. They offer solid traction on different types of rock and are easy to clean out after a day on the trail. Six screws hold each aluminum ring in place, and realistic-looking screw-on hubs are included to cover up the end of the

axles. The front are molded to look like a true locking hubs, and the backs are standard wheel caps. Axial's CF-100 Kustom Retro body is included with the kit. It's molded out of Lexan and comes clear, so paint it up any way you want. It features full fenders for scale authenticity; only about 50 percent of the tire sticks out from the wheel fenders, again keeping with clean scale looks.

**SUSPENSION.** The heart of this truck's suspension is the proven 3-link design from the

AX10. Improvements were made, however, and this truck has triangulated lower links for better suspension geometry (more stability and less axle sway) and inboard-mounted links to prevent hang-ups on the rocks. All the links are gray-anodized aluminum and give the truck a clean look. The plastic-body shocks are threaded so you can make quick pre-load adjustments. Each shock features two springs: a soft top spring and longer medium bottom spring. Both can be replaced so you can dial in the

truck to your liking. The kit comes with two choices for shock caps, a standard cap and a fake reservoir cap that looks like a real piggyback shock.

**DRIVETRAIN.** The entire drivetrain on the SCX10 runs on high-quality rubber-sealed ball bearings. The transmission is the same great transmission found on the AX10, and has a heavy-duty 2.5mm motor plate to prevent flexing. The transmission is a 3-gear single speed unit that is locked so both the front and rear axles always get



## PERFORMANCE

I took my time building the SCX10 kit, but don't let that fool you; I was extremely eager to get it out on the rocks. Luckily, the weather was good and I drove to one of my favorite spots, Hubbard Park in Meriden, CT. The speed control was already set for instant reverse, and the drag brake was set to the strongest setting. The included Pro-Line 1.9-inch Flat Iron tires really hooked up. I had no trouble going up the first steep vertical sections I attempted. I continued to drive around and go over various obstacles. I wanted to test on the most diverse type of rocks I could find to see what the truck is capable of. The SCX10 felt planted, and I was able to slowly traverse most of the rocks. I managed to flip on a few steep climbs, but that's to be expected without running additional weight in the front tires, plus the spring setup on the stock truck is relatively soft. I took some more difficult lines with the truck to see how the smaller tires and steel chassis affected the truck's side-hilling characteristics. While it didn't perform like a 2.2-inch comp rig, the SCX10 side-hilled very well. Sometimes the rig felt a little top-heavy, and I'd roll down the rocks. The truck just keep on going. It's certainly durable. I ventured toward the back of the park and had some fun driving up and down the trails. The SCX10 excelled there and had no problem going over difficult sections of dirt, roots and rock. As long as the sections weren't too vertical, the plush suspension and soft rubber of the tires got up and over the obstacles and down the trail. Having the links mounted inboard on the chassis was a huge advantage; the links didn't get caught up on rocks or sticks. I added some lead weight to the inside of the front tires for better vertical performance, and the truck improved. I liked that when I attempted to climb a highly-vertical face and couldn't get up, the truck didn't flip because the rear of the body hit the ground. I could then tap reverse and back out of it and go around. I managed to get a solid hour out of the MaxAmps.com 4200mAh battery. It still had more juice, but I wanted to test the truck at another location. I proceeded to a local dam where I have tested many crawlers. There were small boulders and ruts. I didn't notice any axle sway; with the lower links triangulated and the 3-link suspension, the truck is very stable. And shouldn't it be? It's based on the comp-winning AX10 Scorpion.

power. The axles are also from the AX10 and feature proven hardened steel driveshafts and a sintered aluminum locker for full-time traction. The rear axle is a straight-axle that prevents extra parts from getting hung up on the rocks, and makes for a cleaner looking vehicle. Telescoping plastic driveshafts are used to connect the transmission and axles. The transmission features a slipper clutch that makes the spur gear spin true and helps to prevent the spur gear from stripping. The clutch is also great if you're

using a high-powered brushless motor and want to protect your drivetrain.

**CHASSIS.** The chassis on the SCX10 is an all-new design and is made of C-channel steel. It is super durable and has plastic braces to keep the chassis nice and stiff. Plastic hoops are on the front and back of the chassis to mount the suspension too, they offer three shock mounting positions and really add to the scale looks of this truck. The skid-plate is made of plastic and

the links mount on the inside of the chassis for proper suspension geometry and to prevent getting hung up on rocks.

**CLEAN LAYOUT.** To keep things clean and tidy, Axial gave us screw-on wire guides that keep your wiring out of the way and very clean looking. The radio box is made to protect your receiver from the basic elements, sand, dirt, mud and the occasional splash of water should keep your receiver away from harm. On the side is a small lip that makes mounting a

## PLUS/MINUS

- Scale looks
- Great performance
- Very clean layout
- Wheelbase is nonadjustable

## VERDICT

Once again, the crew at Axial delivered another great product. Whether you hit the rocks in your backyard, or run the trails with your friends, the bottom line is that the SCX10 is a solid truck. The proven AX10 transmission and axles combined with the reverse triangulation of the lower links make for a predictable and capable crawler, and the scale chassis, rims, clean layout and body make it look the part while on the rocks or the trail. The entire platform is very durable, and I never had a problem on any terrain I tested on. The build was easy, and the quality of the parts is top-notch. Whether you are looking to get your first crawler or building a capable trail truck, the SCX10 is an excellent choice.

## SOURCES

**Airtronics** [airtronics.net](http://airtronics.net)  
**Axial** [axialracing.com](http://axialracing.com)  
**Integy** [integy.com](http://integy.com)  
**MaxAmps.com** [maxamps.com](http://maxamps.com)  
**Pro-line** [prolineracing.com](http://prolineracing.com)  
**Tekin** [teamtekinc.com](http://teamtekinc.com)

speed control very easy, just use double sided tape and let it rest on the lip, it won't come lose. Another nice feature is the battery tray. The kit allows you to mount the battery tray in the front or rear of the truck, I mounted mine in the rear as that was the stock location and I chose to use a LiPo battery which is relatively light. Two Velcro straps hold the battery in place and make for quick access.