



MFR



Item No. 31183T

Kyosho MFR Monster Truck

The MFR is the latest in the Kyosho monster truck line, and it's one of the most dynamic and durable machines available. The ReadySet MFR is factory-assembled with a tough triple-deck chassis, 2-speed automatic transmission with a unique neutral feature, easy to maintain big-bore shocks, and a powerful GXR18 engine with a "Touch Start" electric starter. The package combines to create a truck that's very powerful and nimble, easy to operate and maintain, can conquer the toughest terrain and even outrun a purpose-built street machine on the asphalt. It's the culmination of decades of superior monster truck design and it can be ready to run in a matter of minutes.

Factory Assembly – The MFR can be burning nitro fuel as quickly as it takes to charge the 6-cell battery pack (available separately) used to power the on-board Touch Start electric starter. There's no hassle with a pull starters or box starter – simply add fuel, alkaline batteries for the receiver and transmitter, apply a few decals to the factory-painted body and you're ready to roll!



Triple-Deck Chassis – The front and rear bulkheads attach to the chassis via the top and bottom deck, and the distance between the two attaching points provides superior strength and rigidity so you can take the biggest jumps with confidence. The middle deck is home to the powerful GXR18 engine, electronics and the dynamic QRC transmission.



Enclosed Radio Box – The extra protection provided by the enclosed radio box gives you the freedom to run the MFR in conditions that would cripple many other RC vehicles. The receiver and battery pack are protected behind the closed lid of the radio box, while the on/off switch is protected by a water resistant rubber boot.



Impact Absorbing Bumpers – Hard crashes are inevitable when driving a monster truck the way it should be driven, and the MFR is prepared for it. It features a pair of strong, impact-resistant front and rear bumpers. The specially-designed bumper braces are able to flex and absorb hard impacts, which allow the MFR to endure more punishment than many other monster trucks.

New QRC 2-Speed Automatic Transmission – Compact and lightweight, the new QRC transmission features two speeds in both forward and reverse, and the shifting point is easily adjusted. Also, all the internal gears of the transmission are metal for superior durability, capable of handling the horsepower from the most powerful aftermarket engines.



Forward/Neutral/Reverse –

A third radio channel operates the forward/neutral/reverse feature of the QRC transmission. The addition of the neutral feature allows the engine to be started with the truck on the ground, and adjustments to the idle speed and fuel mixture can be made without fear of the truck driving away on its own. There is a lower ratio for the reverse gears to get more torque on the ground, which gives you more power to back out of bad situation.

Full Set of Ball Bearings – A full set of precision ball bearings are installed throughout the MFR, which means more power is getting to the ground and the life span of the entire drivetrain is maximized.

Big Bore Shocks – Nothing soaks up the big jumps like the big bore shocks included on the MFR. Instead of conventional dual shocks, the MFR includes a single big bore shock at each corner of the suspension, so it can handle the big air and bumps like dual shocks. Maintenance is also much easier because there are four shocks to refill or rebuild instead of eight!



Touch Start System – Electric starting was never so easy as it is with the on-board “Touch Start” system included with the MFR. Simply attach the included connector unit to any 6-cell Ni-MH or 2-cell LiPo battery pack and press the connector into the touch starter unit. There’s no locking plug or latches, so you don’t have to worry about the truck driving away with your battery pack attached, once the engine is started, simply lift the battery/connector unit and drive away.

14/19mm Wheel Hex Hubs – 19mm hex hubs are standard on the MFR, which spreads the stress over a larger area than smaller hubs, so the wheels and hubs last longer. But, you can simply remove the outer hub and the underlying aluminum hub has a 14mm hex, so wheels from other popular monster trucks will also fit.

Interchangeable Chassis and Suspension Components – Suspension arms, shocks, steering knuckles, shock towers, and gearboxes are universal, which means a single replacement part for any of the aforementioned can be used anywhere on the vehicle.

Pivot-Ball Hubs – Camber and rear toe angle are just a couple adjustments available, as a result of the pivot-ball hubs, that are not possible on many other monster trucks. The design is also rugged and lightweight, which maximizes durability and performance.

Large 103cc Fuel Tank – Refueling is an exciting part of running a nitro-powered vehicle, as long as you don’t have to do it too often. That’s why the MFR includes a 103cc flip top fuel tank. The extra capacity provides more than 10 minutes of run time and the flip top lid allows quick refueling while the engine is running, so you can keep running until there’s no more fuel left in the bottle!



Aluminum Manifold and Muffler – Monster trucks need to be tough, and the exhaust system is no exception. The MFR includes a rugged aluminum manifold and muffler, which can handle more punishment than a plastic exhaust system, and it helps to increase the performance of the already-powerful GXR18 engine.

GXR18 engine – ABC construction and a milled aluminum cooling head are just a couple features of this powerful, high-revving small-block engine. A racing-style slide carburetor is also included, which features



easy-to-adjust idle speed and mixture screws, and it meters air and fuel precisely for great performance at any throttle position.

Off-Road Style Air Filter – A high-flow off-road racing air filter is standard. The fine filter element traps even the smallest dirt and debris particles to protect your engine, and its large size keeps air flowing even when it gets dirty, increasing the filter service interval.

3-Channel Radio w/Digital Steering Servo – A third channel means you can switch from forward to reverse, or even into neutral; right from the radio. Digital servos are standard, and a high-torque servo is installed for steering.



Category:	1:10 4WD Nitro Monster Truck
Wheelbase:	348mm (13.7 in.)
Width:	418mm (16.46 in.)
Ground clearance:	63mm (2.5 in.)
Tread width:	338mm (13.3 in.)
Height:	230mm (9.1 in.)
Weight:	3270g (115.3 oz.)
Chassis:	Triple-deck aluminum/molded composite
Drivetrain:	Shaft w/enclosed gearboxes
Differential:	Sealed 4-gear (front and rear)
Transmission:	2-speed forward and reverse w/neutral
Final drive ratio:	
• First gear:	24.3:1 (forward)/28:1 (reverse)
• Second gear:	15.6:1 (forward)/17.9:1 (reverse)
Bearings:	Metal shielded ball bearings
Suspension:	Double A-arm w/pivot ball hubs
Shocks:	Molded composite Big Bore oil shocks
Driveshafts (F/R):	Hex steel dogbone
Tires:	145x80mm (5.7x3.2 in.) All-Terrain
Radio system:	Kyosho KT-10 3-channel
Engine:	GXR18 w/Touch Start



Items needed for operation: 12 AA-size batteries (for Tx & Rx), 6-cell Ni-MH battery and charger, and 15 to 30-percent nitro fuel.

SPECIFICATIONS