

MODEL 6804R



TRAXXAS

OWNER'S MANUAL SUPPLEMENT

RC TOYS

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 Platinum on the track, but it's very important that you take some time to download and read the Slash 4x4 Ultimate Owner's Manual, available at TRAXXAS.com/manuals, 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 Platinum Edition. Even if you are an experienced R/C enthusiast, it's important to read and follow the procedures in this manual. Slash 4x4 Platinum Edition 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 model! 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
- Hard-Anodized PTFE-Coated Aluminum GTR 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 sway bars
- Soft, S1-compound BFGoodrich® Mud-Terrain™ T/A® licensed tires
- Clear body with window masks
- Platinum Edition decal sheet

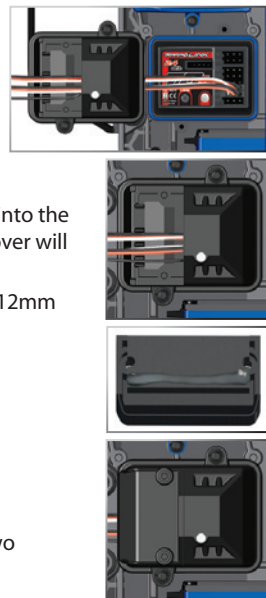
Required to Complete Your Model

To complete the Slash 4x4 Platinum Edition for operation, you will need: polycarbonate-compatible paint; a two-channel transmitter with mini receiver; a 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.

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 42mm 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.

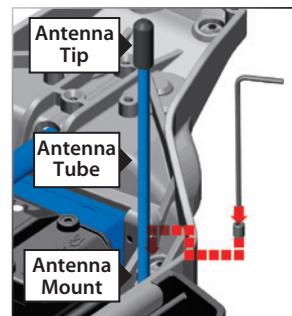
1. Install the receiver into the box. Make sure the LED light pipe is aligned with the receiver LED.
2. Install the servo wires and antenna through the cover and plug the wires into the receiver.
3. Make sure the O-ring is properly seated into the groove in the receiver box so that the cover will not pinch it or damage it in any way.
4. Install the cover and tighten the two 3x12mm button-head cap screws securely.
5. Inspect the cover to make sure that the O-ring seal is not visible.
6. Arrange the wires neatly using the wire guides in the receiver box.
7. Apply a small bead of silicone grease (Traxxas part #1647) to the wire clamp.
8. Install the wire clamp and tighten the two 2.5x12mm cap screws securely.




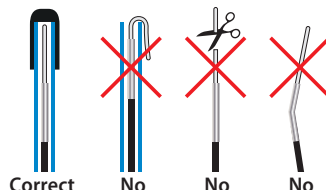
Setting Up the Antenna

The receiver antenna has been set up and installed from the factory. The antenna is secured by a 3x4mm set screw. To remove the antenna tube, simply remove the set screw with the included 1.5mm wrench.

When reinstalling the antenna, first slide the antenna wire into the bottom of the antenna tube until the white tip of the antenna is at the top of the tube under the black cap. Next, insert the antenna tube into the mount while making sure that the antenna wire is in the slot in the antenna mount, then install the set screw next to the antenna tube. Use the supplied 1.5mm wrench to tighten the screw just until the antenna tube is securely in place. Do not over-tighten. **Do not bend or kink the antenna wire! Do not shorten the antenna tube.**



 To prevent loss of radio range do not kink or cut the black wire, do not bend or cut the metal tip, and do not bend or cut the white wire at the end of the metal tip.



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 in the Slash 4x4 Platinum Quick Start Guide included with the model 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. The Slash 4x4 Platinum Quick Start Guide included with the model 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 GTR shocks that utilize friction-reducing titanium nitride shafts and hard-anodized bodies with PTFE-coated bores to provide the ultimate in precise damping control. The shocks are filled with 30W silicone fluid. 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. The front piston is a 2-hole with 1.5mm diameter holes. The rear piston is a 2-hole with 1.6 diameter holes.

Shock Oil

The 4 oil-filled aluminum shocks (dampers) effectively control the suspension movement by preventing the wheels and tires from continuing to "bounce" after rebounding from a bump. Changing the oil in the shocks can vary the suspension damping effect. Changing the oil to a higher viscosity oil will increase damping. Lowering the viscosity of the oil will cause the suspension damping to be reduced. Damping should be increased (with higher viscosity oil) if the model is bottoming easily over jumps. Damping should be decreased (with thinner viscosity oil) if the model is hopping over small bumps and feels unstable. The viscosity of shock oil is affected by extremes in operating temperature — an oil of certain viscosity will become less viscous at higher temperatures and more viscous at lower temperatures. Operating in regions with cold temperatures may require lower viscosity oil. From the factory, the shocks are filled with SAE-30W silicone oil. Only use 100% silicone oil in the shock.

Replacing Shock Oil

For easier service, the shocks should be removed from the vehicle and disassembled to change the oil.

1. Remove the lower spring retainer and shock spring.
2. Remove the upper shock cap using the shock wrench and suspension multi-tool (A).
3. Empty the used shock oil from the shock body.
4. Fill the shock with new silicone shock oil up to the top of the shock body.

5. 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.



A. Tighten/Loosen Upper Cap

6. Slowly thread the upper cap with the installed shock bladder onto the shock body with the suspension multi-tool. The excess oil will bleed out of the small hole in the shock cap.
7. Tighten the shock cap until snug. Use the included steel shock wrench to hold onto the shock body while tightening (A).

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 and empty the shock body of shock oil (A).

- Remove the lower cap and the X-ring from the shock body (B).
- Use side cutters to grip the shock shaft just above the rod end. Remove the rod end from the shock shaft using the suspension multi-tool (C).
- Remove the shock shaft with piston from the shock body out through the top of the shock body.

Shock assembly

- Replace the stock piston with desired optional piston. Be careful not to lose the small washer located below the piston.
- Position the new piston onto the shock shaft above the small washer. Grip the threads of the shaft with side cutters or needlenose pliers and tighten the nut with the 4-way wrench to secure the assembly (D).
- Insert the shock shaft assembly through the shock body until the piston bottoms out.
- Lubricate the shaft and X-ring with silicone oil.
- Install the X-ring over the shaft and into the bore of the shock body.
- Install the lower cap using the suspension multi-tool (B).
- Grip the shaft close to the threads with needlenose pliers or side cutters and thread the rod end onto the shock shaft until the rod end bottoms out (C).
- 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.
- Slowly thread the upper cap with the installed shock bladder onto the shock body with the suspension multi-tool. The excess oil will bleed out of the small hole in the shock cap. Tighten the shock cap until snug. Use the included steel shock wrench to hold onto the shock body while tightening (A).
- Reinstall the spring and lower retainer.

Multi-tool Shock Functions



A. Tighten/Loosen Upper Cap



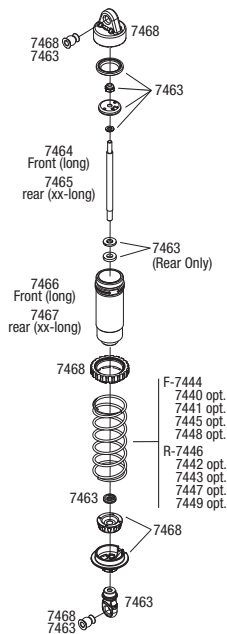
B. Tighten/Loosen Lower Cap



C. Remove/Install Rod End

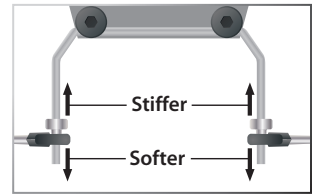


D. Piston Installation/Removal



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:

- Remove the two 4x12 button-head cap screws from the top of the chassis.
- Remove the two 4x14 button-head cap screws from the bottom of the chassis.
- Pull the rear suspension assembly away from the chassis.
- Remove the center differential by pulling it away from the rear gearbox.
- Remove the four 2.5x8mm 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 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 2.5x8mm screws and tighten securely.
10. Reinstall the differential by reversing steps 1-4.

Basic and Advanced Suspension Tuning

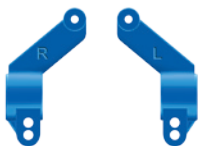
The Slash 4x4 Ultimate manual includes additional tuning information to help you get the most performance from your model. Go online to TRAXXAS.com/manuals to download the Slash 4x4 Ultimate Owner's Manual.

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° 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 be installed on the opposite sides (L on the right side, R on the left side) to provide 1° 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° 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° toe-in



Aluminum axle carriers reversed: 1° toe-in



Plastic axle carriers (not L/R dependent): 2.5° 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, go online to TRAXXAS.com/manuals to download the Slash 4x4 Ultimate Owner's 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

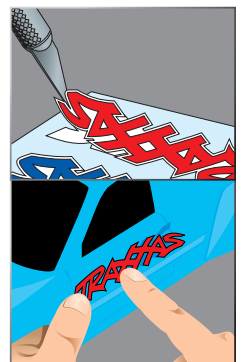
The body must be washed thoroughly with dish soap and water to remove any grease or oil (i.e., fingerprints), which may keep the paint from adhering to it. Dry the body completely with a soft, lint-free cloth. Use the supplied masks to mask the windows. Mask off any stripes or custom effects with either 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, squeeze 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.



SETUP SHEET

Driver: Factory Set Up

Date: _____ Air Temp: _____

Event: _____

Track/City: _____

Qual./Finish _____

FRONT SUSPENSION

SHOCK POSITION

A TOP
 B
 C

2 BOTTOM
 3
 4
 5

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

TOE ANGLE

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

Top
 Bottom

REAR SUSPENSION

SHOCK POSITION

A TOP
 B
 C

2 BOTTOM
 3
 4
 5

RIDE HEIGHT

Shafts slightly above level

CAMBER LINK POSITION

Position 1
 Position 2
 Position 3
 Position 4
 Position 5

CAMBER ANGLE

Negative 1.5°

FRONT SHOCKS

Springs (Color) Black Preload 4 mm
 Oil 30 wt Piston 1.5 mm

REAR SHOCKS

Springs (Color) Black Preload 6 mm
 Oil 30 wt Piston 1.6 mm

WHEELS / TIRES

Front	Rear
Tire Type <u>SI Compound</u>	Tire Type <u>SI Compound</u>
Tire Insert <u>BFGoodrich</u>	Tire Insert <u>BFGoodrich</u>
Wheel <u>Stock Slash</u>	Wheel <u>Stock Slash</u>

MOTOR / DRIVETRAIN

Motor Velineon 3500 Pinion 13T
 Battery _____ Spur 54T

Slipper ESC VXL-35

Center Differential 100K wt

Front Differential 30K wt Rear Differential Greased wt

SWAY BARS

Front	Rear
<input type="checkbox"/> Silver <input checked="" type="checkbox"/> Black	<input type="checkbox"/> Silver <input checked="" type="checkbox"/> Black

BODY TYPE

Traxxas
Slash 4x4

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

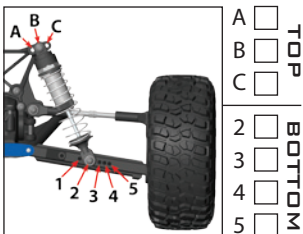


SETUP SHEET

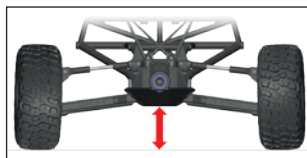
Driver: _____
 Date: _____ Air Temp: _____
 Event: _____
 Track/City: _____
 Qual./Finish _____

FRONT SUSPENSION

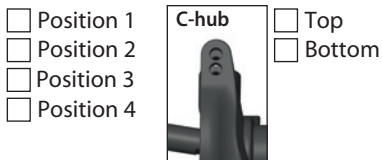
SHOCK POSITION



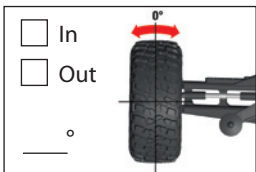
RIDE HEIGHT



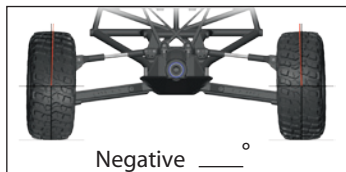
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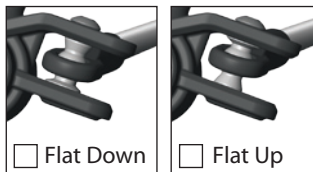
TOE ANGLE



CAMBER ANGLE

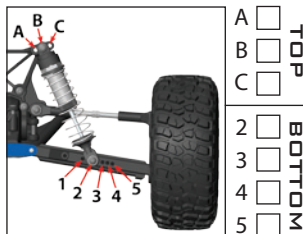


BUMP STEER

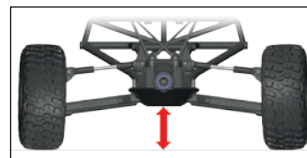


REAR SUSPENSION

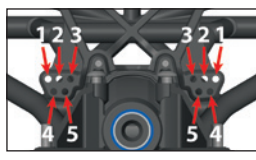
SHOCK POSITION



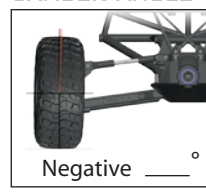
RIDE HEIGHT



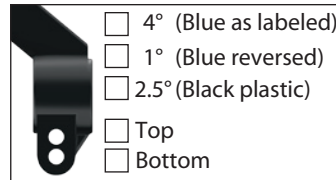
CAMBER LINK POSITION



CAMBER ANGLE



TOE ANGLE



FRONT SHOCKS

Springs (Color) _____ Preload _____ mm
 Oil _____ wt Piston _____ mm

REAR SHOCKS

Springs (Color) _____ Preload _____ mm
 Oil _____ wt Piston _____ mm

WHEELS / TIRES

Front

Rear

Tire Type _____ Tire Type _____
 Tire Insert _____ Tire Insert _____
 Wheel _____ Wheel _____

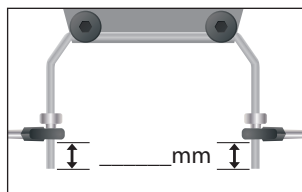
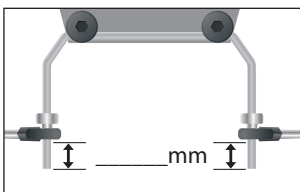
MOTOR / DRIVETRAIN

Motor _____ Pinion _____
 Battery _____ Spur _____
 Slipper ESC _____
 Center Differential _____ wt
 Front Differential _____ wt Rear Differential _____ wt

SWAY BARS

Front

Rear



Silver Black

Silver Black

WEIGHT / BALANCE

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

Battery Placement:

