

HPI slammed itself into the monster truck category with the Savage .21. Now, four model improvements later, here's the SavageX 4.6—the pinnacle of what an everyday play truck should be. It combines affordability and state-of-the-art technology. The truck has a long suspension and all of the horsepower that anyone could want. The improvements are great: aluminum diff cups, improved brakes, a great motor and new graphics to tie it all together.



HPI
SAVAGE
The Ultimate Play Truck
4.6

KIT RTR

1/10 NITRO TRUCK

AT A GLANCE

WHO MAKES IT
HPI

WHO IT'S FOR
Everyone

HOW FAST
44.03mph

HOW MUCH \$430

WHAT WE LIKED

- Aluminum diff cups
- 4 bevel-gear diffs
- Improved dual brakes
- HPI .28 engine
- Great price

WHAT COULD BE IMPROVED

- Although the brakes are better, a stronger throttle brake servo would have been nice



THE BOTTOM LINE

The HPI SavageX 4.6 is a potent play truck. Aimed at beginners, it's durable, fast and fun to drive. No disappointments with this truck.



WHAT YOU NEED TO KNOW

- New aluminum diff cups enhance strength and durability. The 4-bevel-gear diff conversion is already installed. Bulletproof!
- The new brakes are a huge improvement. With the red fiberglass discs, stopping is much easier and more precise. The brakes refused to fade, even under the hardest loads.
- The new tires have a chevron-style tread, and the chrome rims look great. The tires provided good all-around traction on a variety of surfaces. The 17mm hubs didn't strip out.
- The .28 engine, which was previously offered only in the SS kit, is a welcome upgrade. It's easy to start and tune. Wheelies, burnouts and fantastic acceleration are right at your fingertips.
- The TVP chassis has a lower center of gravity that improves handling characteristics. The motor is lower and slightly farther back.
- The suspension is typical of a Savage. Fantastic. No broken parts; no leaking shocks; and it took anything we threw at it. The long suspension gave a smooth ride over the roughest terrain, and the truck stayed on all fours around the tightest corners.

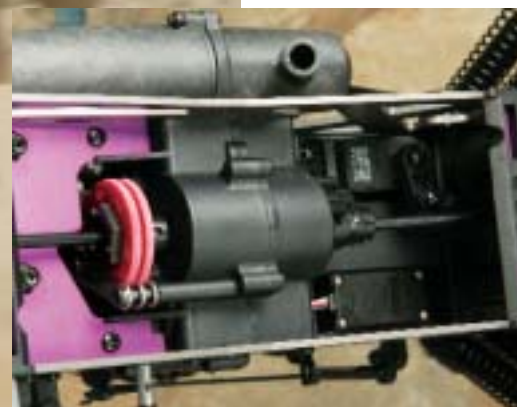
NEEDED TO COMPLETE

- 8 AA batteries
- 4 AAA batteries
- Fuel
- Glow-plug igniter
- 7.2V battery, charger
- Glow-plug igniter



WHAT WE USED

- Sidewinder Racing 20% nitro fuel



A new dual-disc brake setup has fiberglass discs clamped by steel pads. It's a much stronger and more reliable stopping system. The center transmission housing has been bolstered by additional webbing to increase strength.



The Savage's long-travel suspension remains the truck's most outstanding feature. Each corner is damped by twin oil-filled shocks.



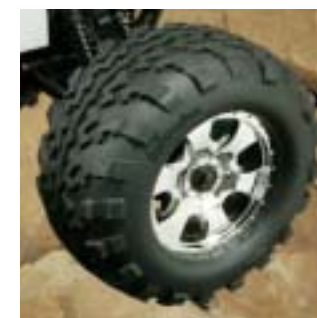
Huge 160cc fuel tank features a large-diameter flip-top lid for fast refills and has a more durable non-primer design.



HPI's ubiquitous molded-composite exhaust pipe features a dual-chamber design with a removable inner divergence cone for additional tuning of the engine's powerband.



The Nitro Star F4.6 engine is an 8-port monster that cranks out a healthy 2.9 horses (according to HPI). It's tuned by a large-volume slide-carb with high- and low-speed needles.



High-grip rubber GT-2 tires come mounted on HPI's chrome-plastic Warlock wheels. This combo provides good all-around grip on a wide variety of surfaces.

HPI redesigned the Savage's radio box lid, eliminating the troublesome clips that frustrated owners of previous models. The new design allows removal of the lid with a simple turn of a cam-lock.

PERFORMANCE

When you go out for a day with your truck, nothing will test your patience more than tuning problems. With this truck, that is never a problem. I ran it in widely varied temperatures and conditions for a couple of months. In conditions that varied from a 100-degree temperature to cool drizzle, I only had to slightly tune the top-end needle. Impressive! The Roto-Start worked flawlessly.

■ The new brakes are a great improvement. The SavageX stops almost on command. They didn't seem to fade, even when we ran several tanks in a row through the truck.

■ The suspension was excellent. It never bottomed-out, and nothing broke, even though my tests were pretty brutal. No blown-out

shocks; no bent shock shafts; just hours of fun. It handled massive jumps, whoops, rocky ground and asphalt without a hiccup. This suspension can soak up anything!

■ The aluminum diff cups along with the 4-bevel-gear conversion are fantastic. They did not falter. Landing with the throttle on, hard braking and dozens of burnouts from sand to tar did not even tempt them to fail.

■ The acceleration was amazing. If you tighten the slipper down all the way, the truck will wheelie on command. It can run against any truck on the market. I tested it on our 200-foot straightaway against several arena trucks, and they couldn't pull away from it.



THE SPECIFICS

CHASSIS

LENGTH: 21 in. (533mm)

WIDTH: 16.8 in. (427 mm)

WHEELBASE: 13.25 in. (336mm)

WEIGHT: 4.96 lb. (2,250g)

MATERIAL: 6061 T6 aluminum

TYPE: TVP side-plate design

SPECIAL FEATURES: Roto Start system

HPI has reinvented the monster truck category—again. This truck is the pinnacle of what the hobby is all about.

SUSPENSION

TYPE: Independent double-wishbone

SHOCKS: 8 plastic oil-filled

WHEELS: Warlock chrome plastic

TIRES: HPI GT-2 all-terrain

MATERIAL: Molded plastic

HPI has perfected this truck's suspension. It has long travel that never falters, and it's highly durable. No leaks; no broken parts.

DRIVETRAIN

TYPE: Full-time 4WD

DIFFERENTIALS: Oil-filled w/aluminum diff cups

BEARINGS: Metal-shielded ball bearings

BRAKES: Dual fiber discs w/metal brake shoes

DRIVESHAFTS: Steel dogbone style

This truck's diffs are almost bulletproof. The aluminum cups can take major punishment, and the heavy-duty steel dogbones did not bend or fail in any way (and I was rough!).

POWER PACKAGE

TYPE: HPI 4.6 .28cc engine

CARB: Slide-valve, low- and high-speed needle adjustments

EXHAUST: Composite-plastic tuned pipe w/aluminum header

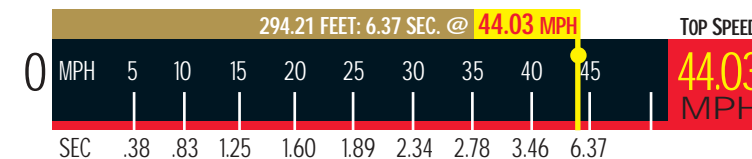
CLUTCH: 3-shoe aluminum, aluminum flywheel

HPI's .28 is one of the best engines to make its way onto the RC market in years. Its easy tuning, massive horsepower and aluminum exhaust are just what the truck needs, as are the 3-clutch-shoe system and lightweight aluminum flywheel.



ACCELERATION

RADAR DATA



THE LAST WORD

In my opinion, HPI's SavageX 4.6 is the premier radio controlled monster truck on the market. It combines affordability with the performance that everyone wants. It's readily available, and if you ever need them, the cost of replacement parts is very reasonable. The truck features top-of-the-line components and the drivability and the tuning features that everyone craves. The durable .28 engine has a ton of power and is easy to tune. The truck has an attractive finish that makes it a standout wherever I take it. ©



LINKS

HPI Racing,
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Sidewinder Fuels,
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For more information, please see our source guide on page 225.