

FAST TRACK REVIEW

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CEN RACING

FUN FACTOR  
MT2

**FAST FACTS**

**MANUFACTURER:** CEN  
**VEHICLE:** Fun Factor MT2  
**CLASS:** 1/10 scale nitro RTR Monster Truck  
**DRIVER:** Beginner to intermediate nitro enthusiast  
**PRICE:** \$279.99  
**SPEED (AS TESTED):** 43 mph  
**ADDITIONAL ITEMS NEEDED:** Fuel & fuel bottle, 12 AA Batteries, Glow igniter & CA Adhesive for tires



New version of a "MINI" Monster Truck

CEN Racing has quite a dilemma on their hands – is the Fun Factor 2 MT a race truck, or is it an entry-level vehicle that can be enjoyed by the masses? The correct answer is BOTH! With a NORCCA National Championship under its belt in 2003, the Fun Factor 2 has “retired” to a life of “leisure” as an everyman’s nitro “mini” monster truck. As a 1/10 scale vehicle, the FF2 is somewhat smaller than your average Monster truck. BUT don’t let its size fool you – it has the heart of a full blown racer with lots of features that are either optional or not even unavailable on other vehicles.

Let’s check out the Fun Factor 2, and see how it works in the real world!

## CEN FUN FACTOR MT2



**THE GOODS INCLUDED ACCESSORIES:**  
Truck, Radio equipment



**THE RUNDOWN**—With any nitro powered vehicle, the biggest contributing factor to its enjoyment by the average enthusiast is the engine. CEN Racing has this area covered with their .16 side exhaust engine, which is mounted rear-facing – similar to the layout of many sedans.

This engine is equipped with a rotary style, dual needle carburetor (considered by many as best for off-road use) and a nicely curved exhaust header that dumps into a dual chamber composite pipe. The powerful engine drives a dual pinion clutch bell that drives a centrifugal 2-speed. A long steel drive shaft distributes power to the front differential while the rear is hooked directly to the 2-speed gear assembly. The front differential connects to a well-constructed set of constant velocity style drives, while rear drive chores are handled by some heavy-duty dogbones. Front and rear differentials are of a 3-gear configuration, which will provide a much longer life than the more commonly found 2-gear setups in vehicles of this type. All drivetrain locations feature bearings for efficiency and durability.

The backbone of the Fun Factor 2 is its



heavy-duty chassis—a dual plane design with a bolted on front kickup and fully countersunk screws. Chassis stiffness is increased through the use of turned up outside edges to provide a stable platform for the rest of the suspension.

The suspension of the Fun Factor 2 is well-designed with a racing-style pillow ball suspension both front and rear. Damping chores are handled by four equally-sized oil-filled shock absorbers with coil-over springs. The shocks are constructed of heavy-duty composite and performed flawlessly during our test. No leaks or any other bad habits were discovered during testing. The only change I might suggest would be to switch to a lighter viscosity shock oil for better response. There are lots of tuning options with five upper shock mounting positions and three lower positions available. The Fun Factor 2 also features fully adjustable toe-in and camber at all four locations for fine tuning to the racing or bashing conditions that may be encountered.

The Fun Factor 2 is equipped with composite wheels shod with some medium

compound chevron treaded tires. Inconsistent with the complete nature of this truck, the tires are not equipped with foam liners, and they arrive unglued. This is a small inconvenience but nonetheless a detail that I'd like to see addressed. On the positive side, lightweight steel hexes attach the wheels to the drive axles – a GREAT feature for durability.

Rounding out the Fun Factor 2 is a nice looking, lightweight pickup body. Arriving pre-painted and trimmed with a cool-looking (and highly visible yellow) flame-style paint job. Our test truck certainly looks the part of a racing



truck! Four individual body posts secure the body and have a good combination of resiliency and stiffness that should contribute to a long life for the body.

Several features that are outstanding on the Fun Factor 2 are the leak-free 75cc fuel tank with a quick fill (and firmly closing!) lid. The Impact CIII radio gear, which is installed and properly set up, operates quite well on the 27 MHz frequency spectrum (standard for most RTR vehicles). An unusual feature of the transmitter is its chrome steering wheel – looks sharp but lacks grip.

## CEN FUN FACTOR MT2

### TECH SPECS

CHASSIS

<b>MATERIAL</b>	2.5mm 6061 T-6 aluminum
<b>TYPE</b>	Dual plane aluminum
<b>SPECIAL FEATURES</b>	Fully countersunk screws
<b>LENGTH</b>	14.75 in. (375mm)
<b>WIDTH</b>	5.5 in. (145mm)
<b>WEIGHT</b>	7.1 lbs. (3.3kg)
<b>WHEELBASE</b>	13.39 in. (340mm)
<b>RIDE HEIGHT</b>	1.5in. (40mm)

**AUTHOR'S OPINION:** The 2.5mm aluminum chassis works well in providing a solid basis for the suspension of the Fun Factor 2. Lots of good thought went into the countersunk screws (a MUST for off-road operation) and aluminum standoffs for the upper plane.

**RATING-9**

SUSPENSION

<b>MATERIAL</b>	Composite plastic
<b>TYPE</b>	Upper and lower A-arm with pillow balls, composite oil shocks with coil springs, adjustable tie rods for toe
<b>SHOCK TRAVEL</b>	1.0 in. (25mm)
<b>TRACK</b>	13.75 in. (340mm)
<b>WHEELS</b>	2.25 in. (56) diameter, 2.0in. (49mm) wide
<b>TIRES</b>	5.0 in. (125mm) diameter, 3.0 in. (76mm) wide

**AUTHOR'S OPINION:** The Fun Factor 2 has a good suspension design and good execution – it only lacks lighter standard shock oil and glued tires with foam to be great.

**RATING-8**

DRIVETRAIN

<b>TYPE</b>	Shaft
<b>DIFFERENTIALS</b>	Three-gear
<b>BEARINGS</b>	Black composite shielded
<b>BRAKE</b>	Fiber disc
<b>DRIVESHAFTS</b>	Constant velocity fronts, dogbone rear

**AUTHOR'S OPINION:** Free spinning, quiet and durable, the driveline is smooth operating and plenty strong.

**RATING-9**

ENGINE

<b>TYPE</b>	CEN NT 16 pull-start with ball bearing support; 2-needle rotary carburetor
<b>SIZE</b>	.16ci (3.0cc)
<b>EXHAUST</b>	Anodized header with composite, dual outlet tuned pipe

**AUTHOR'S OPINION:** This is the Factor that puts the Fun in this 1/10<sup>th</sup> scale monster truck! Good running and easily tuned! NO nitro vehicle is fun without a good running engine, and CEN has hit their mark with the NT 16

**RATING-9**

ELECTRONICS

<b>TYPE</b>	Impact CIII 3 channel AM 27 MHz with 2-channel receiver
<b>SERVOs</b>	Two standard CEN servos are preinstalled

**AUTHOR'S OPINION:** Standard electronics are included with the Fun Factor 2. Nothing special here – just good-working, well-adjusted servos and linkages. Both servos are average for RTR installations, and an upgrade would be necessary for full competition.

**RATING-8**



#### ITEM USED:

Byron's Race RTR fuel



#### WHAT WE LIKED



- .16 engine
- Durable construction with liberal use of aluminum for strength
- Great performance and tunability from the engine
- Attractive, brightly painted body

#### WHAT COULD BE IMPROVED

- Tires – should include foam; pre-glued would be a plus
- Transmitter wheel should provide better grip
- A lighter viscosity of shock oil would provide better performance under a larger number of circumstances

#### CONCLUSION

The Fun Factor 2 is a complete ready-to-run vehicle. The folks at CEN have achieved a good, solid design resulting in a durable, fun-to-drive vehicle. The 2-speed shifts well, and the resulting top speed of 43 mph puts the Fun Factor 2 in the upper ranges of speed for this type of vehicle. Off-road handling could be improved through the use of a lighter shock oil combined with a firm insert for the tires.

The Fun Factor 2 will make an excellent first nitro vehicle. The engine starts easily and runs well with minimum adjustment. All electronics were properly adjusted and worked well throughout our test. ☺

#### Links

Byron Originals, [www.byronfuels.com](http://www.byronfuels.com), (712) 364-3165

CEN Racing, 1800 E. Miraloma Ave., #F, Placentia, CA 92870 (714) 792-1923

For more information, please see our source guide on pg. 177.



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## **TEAM ASSOCIATED TC4**