

# CEN MG16

**KIT** **RTR**

## 1/16 NITRO MINI MONSTER

**AT A GLANCE**  
**WHO MAKES IT:**  
CEN

**WHO IT'S FOR:**  
Micro fans and bashers

**HOW FAST:**  
28.56 mph

**HOW MUCH:**  
\$199.99



**W**idely known for making massive monster trucks like the Genesis and Nemesis and race-winning vehicles like the Matrix and Matrix TR, CEN has looked to put its mark on the smaller side of the industry by releasing its first small-scale nitro vehicle. CEN started from the ground by designing a true 1/16 nitro monster truck. The MG16, also known as the Mini G Unit, sits high off the ground, towering over the competition and ready to crush whatever gets in its way. As soon as the MG16 arrived I eagerly set out to do some backyard bashing.

### WHAT WE LIKED

- Rugged design
- Includes a slipper clutch
- Compatibility with many aftermarket wheels
- Uses full-size servos

### WHAT COULD BE IMPROVED

- Bushings at the wheel axle should be changed to bearings
- Should include the aftermarket wheelie bar
- Can't use a receiver pack

### THE BOTTOM LINE

The first true micro monster has hit the scene, ready to crush the competition

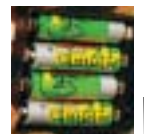
- AA batteries
- Fuel
- Fuel bottle
- Glow-plug igniter



“ When I first jumped on the throttle the front wheels pulled off the ground and held a wheelie all the way down the street! I guess that’s why they make an optional wheelie bar. ”

Dean Berry

WHAT WE USED



Venom AA batteries—



Sidewinder 20% fuel—

WHAT YOU NEED TO KNOW

- CEN included a large, 75cc fuel tank and built-in filter so you will spend more time playing and less time refueling and worrying about dirt and debris clogging your engine.
- Don’t worry about bashing too hard. Most of the drivetrain of the MG16 is completely sealed and protected. The powerful 2.5cc engine connects directly to the sealed rear gearbox by way of the spur gear and a hidden center dogbone-style shaft takes the power to the sealed front gearbox.
- Setting up the MG16 to handle massive jumps or backyard bashing should be no problem as CEN included a variety of shock pistons and preload spacers to tune the massive shocks and suspension in a jiffy.
- CEN seems to have listened to the public and has included a quality radio with the MG16. The DSX AM radio is leaps and bounds ahead of most RTRs’ as it has an LCD screen, 10-model memory, dual rate adjustments and more.



The MG16 comes neatly laid out and easy to work on. Note the tube that connects to the muffler. This carries away exhaust fumes and fuel, helping keep the MG16 free of dirt and debris.

- Locating the AA batteries in the bottom of the chassis may seem odd but works well as they are kept surprisingly safe. This also helps lower the center of gravity. While you need to remove just two screws to access the receiver batteries, using rechargeable batteries will make life a bit easier in the long run.
- Unlike most other 1/16 nitro vehicles the MG16 uses standard 1/10 radio gear, so upgrading to a faster throttle servo or a steering servo with more torque is no problem. In addition, the sealed radio box is easy to access and keeps the receiver safe from fuel spills and dirt.
- Don’t let the MG16’s plastic chassis fool you. It is plenty stiff and will hold up to crashes and big air like a much larger vehicle.
- CEN made sure the MG16 was easy to work on and repair. Eight screws hold in the front and rear gear boxes, so there is no need to disassemble the entire vehicle to make minor repairs.



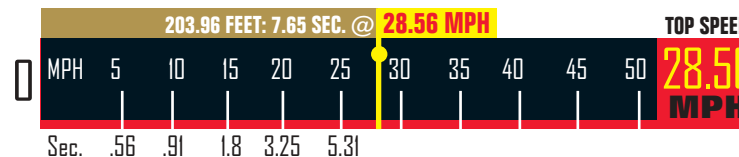


## DIMENSIONS

**SCALE:** 1/8  
**LENGTH:** 10.75 in. (273mm)  
**WIDTH:** 10.5 in. (266mm)  
**WHEELBASE:** 7.5 in. (190mm)  
**GROUND CLEARANCE:** 1.26 in. (32mm)  
**GEAR RATIO:** 1:12.4410  
**WEIGHT:** 60 oz. (1701g)

## RADAR DATA

### ACCELERATION:



## RECOMMENDED ACCESSORIES

- Wheelie bar (p/n MG094)

## COMPETITORS

- IRC Vulcan and Vulcan SE
- Trinity NEXT
- VTX MST-1

## LINKS

**CEN/Genka Trading Corp.,**  
[www.cenracing.com](http://www.cenracing.com),  
 (714) 792-1923

**Trinity Products Inc.,**  
[www.teamtrinity.com](http://www.teamtrinity.com),  
 (732) 635-1600

For more information, please see our source guide on page 201.

## THE LAST WORD

CEN can't be accused of joining the chassis-of-the-month bandwagon and clearly designed an innovative micro nitro vehicle. The MG16 doesn't disguise itself as something it's not; it's a true monster truck from the ground up, ready to bash, jump and simply have a fun time with. With all sorts of fun upgrades already available from CEN, there is a very bright future for the MG16 and others that may follow in its tracks. ©

## PERFORMANCE SCORECARD

**TEST VENUE:** My neighborhood  
**CONDITIONS:** Backyard, gravel parking lot, pavement.

### STEERING

Understeer **Neutral** Oversteer

**COMMENTS:** As far as backyard bashers go, the MG16 steers fairly well. Remembering to keep a light throttle finger so the front wheels stay on the ground is important to handling any vehicle, and the MG16 is no different. If you jump on the throttle too fast exiting a corner the front wheels will just pop up and the MG16 exhibits a massive push. Low-speed steering, on the other hand, is excellent, as all four wheels grab the ground and can accurately pull you through a corner.

### BRAKING

Poor Fair Good **Excellent**

**COMMENTS:** Connected to the rear gearbox near the spur gear, the fiberglass disc brake does a fine job keeping the MG16 from getting you into too much trouble. The initial setting is a touch too stiff and aggressive, causing the MG16 to do a few front flips. Once I adjusted the linkage to soften things up a bit braking was much more predictable.

### ACCELERATION

Poor Fair Good **Excellent**

**COMMENTS:** Sometimes testing a basher is considerably more fun than a race vehicle, and this was clearly a vehicle where that applied. I took the MG16 down to the end of my street where there is a cul-de-sac and decided to see how much rip the 2.5cc engine had to offer. When I first jumped on the throttle the front wheels pulled off the ground and held a wheelie all the way down the street! I guess that's why they make an optional wheelie bar. After loosening the slipper just a touch and taking some lead off my trigger finger I had the MG16 zooming up and down the street with all four wheels planted on the ground.

### SUSPENSION

Poor Fair **Good** Excellent

**COMMENTS:** While not designed with agility in mind, the four coil-over oil-filled shocks operate surprisingly smoothly while the long suspension arms help the MG16 navigate the toughest of terrain. Even when fully compressed there is plenty of space between the ground and the bottom of the chassis. If you are the type who is constantly looking for big air you may want to thicken up the shock oil or use the No. 1 hard shock pistons to slow the reaction time of the suspension.

### JUMPING

Poor Fair Good **Excellent**

**COMMENTS:** The MG16 is not as graceful as an eagle, but it does take to jumps fairly well. When approaching a jump make sure you are in complete control, as it is very easy to get out of shape and end up tumbling. Upon landing let the MG16 settle before you grab the throttle as the V-tread tires tended to break free and send the vehicle spinning.

### DURABILITY

Poor Fair Good **Excellent**

**COMMENTS:** When I first set eyes on the MG16 I was skeptical of what I thought was an overabundance of plastic parts. I thought for sure after a big crash or one too many big jumps the chassis would break or an A-arm might snap. To my pleasant surprise, none of this happened. It seems that CEN found the right plastic composite to make the MG16 durable, light and fun.

## TUNING OPTIONS

### SUSPENSION

- Shock position front (two holes on shock tower, two on the lower A-arm)
- Shock position rear (three on the shock tower, two on the A-arm)
- Camber (front and rear)
- Wheelbase (not adjustable)
- Toe (front turnbuckles)
- Ackerman

### DRIVETRAIN

- Slipper clutch
- Differential stiffness (via silicone diff fluid)



## TOOLS

**TOOLS INCLUDED:**  
 Four-way nut wrench,  
 1.5mm and 2mm Allen keys

**TOOLS NEEDED:**  
 Curved Lexan scissors,  
 Phillips screwdriver, thread-lock

**HARDWARE TYPE:**  
 Metric hex and Phillips

## TIPS

- To refill on the go you will need to cut a hole on the left front of the body and add a zip-tie to the fuel tank. Cutting this area out will also increase airflow to the motor, resulting in cooler running engine.
- The slipper setting from the factory is too tight and needs to be loosened about a quarter turn for maximum traction.



The bottom of the chassis is not the most conventional place to keep batteries but works well as they are kept safe and are easy to access.



At over three inches tall, the V-tread tires on all four corners of the MG16 keep good traction and help absorb bumps and ruts.



Not a common sight on most 1/16 nitro vehicles, the MG16 incorporated a slipper clutch to help preserve the drivetrain and keep traction on the slickest of surfaces.



A full-size servo saver and steering and bellcrank keep the MG16 pointed in the right direction and adjustable turnbuckles allow you to tune the MG16 if needed.



The rear (front too) outdrives are tucked neatly inside the transmission case for safe-keeping and are fully supported by a ball bearing. The long A-arms help the MG16 tackle whatever terrain you throw at it.



Fixed-length camber rods and beefy, durable front knuckles mean you will have more time bashing and less time wrenching.



A thick front bumper keeps the front end of the MG16 safe while smooth operating coil over oil-filled shocks help the suspension operate silky smooth.



The center of the chassis is slightly higher than the front and rear. CEN did this to keep the AA batteries safe, as this area won't bottom out when the suspension is fully compressed.



Not much to see here and for good reason. CEN kept the bottom of the chassis smooth and the entire drivetrain hidden and out of harm's way.





