

SLASH FILES

THE UPGRADE ISSUE

TUNE YOUR FIRST REAL TRUCK

SLASH, UPGRADED

Real part numbers, in the order a smart driver buys them. Plus what to print, and what never to print.



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DRIVER · WRENCH · ENGINEER

2WD Slash · BL-2s
Hobby-grade tuning

You don't own the truck yet. That's the best possible time to read this.

Most people buy a Slash, break something on Saturday, then buy whichever part the internet yells about loudest. You're going to do it the other way. Before you unbox it, you'll know which upgrades your truck already has, which one actually makes it faster, and which shiny aluminum part will make it break somewhere worse.

Every part number in here is real. You can walk into a hobby shop, say "thirty-seven sixty A," and the person behind the counter will know exactly which shock you mean.

01 COUNT WHAT YOU OWN

The 2WD Slash you're saving for isn't the one in the old YouTube videos. Traxxas kept folding the popular upgrades into the truck itself, year after year. The BL-2s HD comes with heavy-duty suspension arms, heavy-duty caster and steering blocks, thicker driveshafts, sealed ball bearings, steel turnbuckles, a slipper clutch, the Magnum 272 transmission, and a waterproof brushless motor.

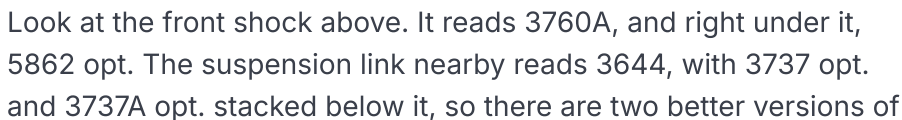
Read that list twice, because most upgrade advice online was written for a truck that had none of it. If a video tells you to buy heavy-duty arms first, it was filmed on an older truck.

USED TO BE AN UPGRADE	NOW IN THE BOX
Heavy-duty arms	Molded from the toughest composite Traxxas makes
Brushless power	BL-2s system, 3300 Kv, waterproof
Ball bearings	Sealed, all the way around
Turnbuckles	Steel and adjustable, so you can set camber
Slipper clutch	Slips on hard landings instead of stripping gears
Oil shocks	Real oil inside, plastic outside (see section 06)
Body clips	Gone. The body latches on and off with no clips at all

Before you buy one part, download the free parts list PDF for your exact model number from traxxas.com. It tells you what you have and what fits, and it will save you money twice.

Every Traxxas model has exploded-view drawings: clean line pictures of the truck pulled apart, with a number next to every screw, arm, and shock. Learn to read one and you'll never have to guess what a part is called again.

Some parts have a second number underneath the first, followed by **"opt."** That's short for optional, and it means Traxxas sells a better version of that exact part.

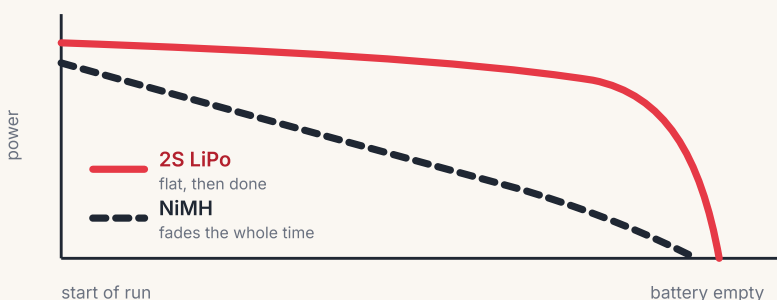


that link too. The upgrade path for your whole truck is printed on those drawings, waiting for somebody to notice.

03 START WITH THE BATTERY

Your truck arrives with no battery and no charger. Traxxas isn't being cheap; they're letting you choose, and your choice changes how the truck feels more than any plastic part will.

A NiMH pack is the old kind: heavy, built from a brick of cells, and it sags. Halfway through a run the truck goes soft. A 2S LiPo weighs less and holds its voltage nearly flat until it's almost empty, so the last minute punches as hard as the first.



Why a LiPo feels faster even with the same motor: it doesn't quit on you halfway.

A Traxxas Power Cell 2S with the iD connector plugs straight in with no soldering and no adapter, and an EZ-Peak charger reads the pack and sets itself up. Figure about ninety dollars for the pack and sixty for the charger. Other brands cost less, but check the plug before you order.

THE ONE RULE

Your BL-2s speed control is built for **two cells**. A 3S pack fits in the tray and will destroy the electronics. If the label doesn't say 2S or 7.4V, it doesn't go in the truck.



BUY THIS FIRST

2S LiPo, iD Connector

7.4V • 2 cells • ~\$90

- Lighter than NiMH, so the truck jumps and turns better.
- No voltage sag until the very end of the pack.
- The iD plug means no soldering and no adapter.

LiPo rules at our house



Charge on concrete. In a LiPo bag, with a grown-up in the room, never on carpet or a bed.



Puffy means stop. If a pack looks swollen, feels hot, or has a torn cover, bring it to Dad instead of plugging it in.



Don't run it flat. When the truck goes soft, drive it back and park it.



Store it halfway. Sitting for more than a few days? Put it on storage charge, about half full.

04 BUY GRIP BEFORE SPEED

The BFGoodrich tires on your truck look fantastic on a shelf. In the backyard they'll spin. That rubber is hard, which makes it last a long time on pavement and in a store display, and hard rubber is exactly wrong for grass.

Tire rubber comes in **compounds**. Pro-Line labels theirs M2, M3, and M4, going from soft to hard. Soft grips more and wears out sooner. On dirt, grass, and gravel, a soft compound with tall square lugs beats horsepower, and it costs about forty dollars a pair.



STOCK

BF Goodrich

- Hard, long-wearing.
- Great on pavement.
- Spins in grass.



UPGRADE

Badlands MX

- Soft M2 compound.
- Tall dirt lugs.
- ~\$40 a pair.

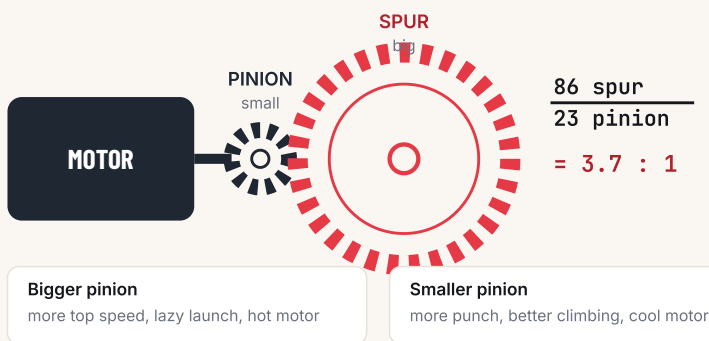
Watch the front and rear when you order. A 2WD Slash runs narrower tires up front and wider ones in back, and the wheels need the right hex adapter to sit at the right width. Sets labeled for "Slash 2WD front" and "Slash 2WD rear" have already sorted that out for you.

CHEAPEST SPEED THERE IS

A tire that hooks up turns motor power into acceleration. A tire that spins turns it into a rooster tail of grass and a hot motor.

05 TURN ONE GEAR

Two gears connect your motor to the wheels. The small one bolted to the motor is the **pinion**. The big one it drives is the **spur**. Divide the spur teeth by the pinion teeth and you get the gear ratio.



Gear ratio in one line of arithmetic. Two teeth on the pinion changes the whole personality of the truck.

A bigger pinion makes the motor turn the wheels farther per spin: higher top speed, a lazier launch, and more heat. A smaller pinion jumps off the line and climbs better while giving up top end. No gear here costs more than about ten dollars, which makes gearing the best deal in the hobby.

Change one or two teeth at a time, then check the motor right after a run. If you can't hold a finger on it, you've gone too far. The number that matters is **160°F**, and a cheap infrared thermometer settles the argument in one second.

HEAT IS FOREVER

An overheated motor loses a little of its magnetism every time, and it never comes back. Gearing too tall is how people quietly ruin a good motor.

06 FIX THE LANDINGS

Shocks are the upgrade you feel on the very first jump. Your truck has real oil-filled shocks, which is good, but the bodies are plastic and the pistons are small. Push oil through a small hole for a few minutes and it warms up, thins out, and stops damping, so the truck starts pogoing on landings. Drivers call that **fade**.

The aluminum Big Bore set, part 5862, uses fatter bodies that hold more oil. More oil stays cooler, and cooler oil keeps damping honestly all afternoon. The shafts wear a titanium nitride coating, the gold-looking stuff, so grit can't score them. Sixty dollars for all four.



Stock shock on top, Big Bore below: fatter body, more oil, gold-coated shaft.

Two free tunes come first, though. Thicker shock oil slows the suspension down and calms the bouncing. Preload spacers under the springs raise or lower the ride height. Both parts are already in the box your truck came in.

07 SPOT THE ALUMINUM TRAP

Aluminum parts look like the obvious upgrade. They're shiny, they're stronger, and Traxxas sells a matched set for your truck: steering blocks 3636X, caster blocks 3632X, rear uprights 3652X, bellcranks 3743X.

Strength is the catch. A plastic caster block flexes when you clip a curb, and that flex eats the hit. Bolt an aluminum one on and the block survives, so the force keeps traveling until it finds the next weakest thing, which might be a driveshaft or the chassis itself. You just traded a five-dollar break for a thirty-dollar one.

STOCK PLASTIC

CURB HIT



arm flexes



block flexes



energy absorbed

Plastic bends and springs back. Cheap parts take the beating on purpose.

ALL ALUMINUM

CURB HIT



nothing flexes



force travels deeper



driveshaft or chassis

The metal part survives and something behind it pays for it.

Use aluminum where you want **precision**, not where you want to absorb a hit. Steering bellcranks want zero slop, and metal gives it. Plastic wheel hexes round off, so metal hexes are a real fix. Suspension arms should stay plastic on purpose.

Your servo can wait

The steering servo in your truck is the 2075: waterproof, metal gears, and fine. The upgrade is the 2255 at about a hundred dollars, and it's strong, with 400 ounce-inches of torque at 6 volts, roughly

three times what the 2075 pulls. You want it when you're racing or running big heavy tires, and not one minute before that.



KEEP FOR NOW

Stock 2075 Servo

- Waterproof, metal gears, already installed.
- Plenty of muscle for stock tires.
- Spend the hundred dollars on tires and a battery instead.

08 SAVE THE DREAM FOR LAST

The Velineon VXL-3s system, part 3350R, is the classic Slash power-up: a 3500 Kv motor plus a speed control that will swallow a 3S pack. About a hundred and ninety dollars, and it turns a fast truck into a slightly frightening one.

Two honest warnings before you save for it. Your BL-2s truck is already brushless, so this isn't the huge leap it is for somebody coming off a brushed motor; what you're buying is voltage headroom and more power. And more power breaks more parts. Things that survive all summer at 2S start snapping at 3S, and the bill arrives in driveshafts and arms.

	BL-2S (YOURS)	VXL-3S (UPGRADE)
Motor	3300 Kv brushless	3500 Kv Velineon
Battery	2 cells, hard limit	2 or 3 cells
Traxxas top speed	35+ mph on NiMH	60+ mph on 3S
Cost	Free, it's in the box	~\$190, plus a 3S pack
Breakage	Normal	Expect driveshafts



The VXL-3s speed control. This is the box that lets a 3S pack into the truck.

Buy it after you've worn out a set of tires, learned to gear the truck, and started getting bored. Waiting isn't a punishment; it's how each upgrade gets to feel like something.

09 PRINT WHAT NOBODY SELLS

Our Bambu X1C changes what "upgrade" means, though not in the way people hope. A 3D printer won't make you better suspension arms. Traxxas molds those from nylon engineered to bend and snap back, while a printed part is built in layers and splits along them.

Print two kinds of things instead: bolt-ons that take their hits sideways, and shop tools that make wrenching easier.

FILAMENT	GOOD FOR
PLA	Jigs, stands, bins. Stiff and brittle, so keep it off the truck.
PETG	The default for printed truck parts. Tougher, slightly flexible, likes to be dry.
TPU	Bumpers, mud flaps, skid pads. Rubbery, so it bounces instead of cracking.
PA-CF	Carbon-filled nylon, the strong one. Needs the hardened nozzle.

PRINT THIS

Wheelie Bar

Free on Printables (search "Traxxas 2wd wheelie bar"). It bolts to the stock bumper mount and keeps the nose down on hard launches. When you snap one, print another.

PRINT THIS

Rear Bumper, RPM Style

Somebody modeled a printable version of the classic RPM bumper. Run it in TPU and it bounces off curbs instead of shattering.

PRINT THIS

Mud Flaps

Design your own in TPU. Twenty minutes of printing and the chassis stops packing full of wet grass.

PRINT THIS

Pit Caddy

Labeled bins for wheel nuts, spare screws, and hex drivers, with the labels printed in a second color by the AMS. This is the one you'll use every single weekend.

PRINT THIS

Shock Stand

A small block that holds a shock upright while you bleed the oil. Costs nothing and turns a two-hand job into a one-hand job.

NEVER PRINT THESE

Skip A-arms, caster blocks, steering blocks, and anything that holds a wheel on. When one of those lets go at speed the truck cartwheels, and the printed part won't be the expensive thing you broke.

10 BUY IN THIS ORDER

Ten dollars spent in the right order beats a hundred spent in the wrong one. Prices are roughly what hobby shops charged in the summer of 2026, and they drift.

#	BUY	COST	WHAT IT FIXES
1	2S LiPo + iD charger	~\$150	Longer runs, no fade. Feels like a new truck.
2	Soft-compound tires	~\$80	Grip in grass and dirt. The biggest handling change you can buy.
3	One pinion gear	~\$10	Dials in punch or top speed. Free once you own two.
4	Spare hardware kit	~\$15	Wheel nuts, screws, one front arm. You will need them.
5	Big Bore shocks 5862	~\$60	No more fade. Cleaner landings.
6	Aluminum bellcranks + hexes	~\$40	Kills steering slop and rounded-off hexes.
7	Servo 2255	~\$100	Only for racing or big heavy tires.
8	VXL-3s system 3350R	~\$190	The last thing you buy, not the first.

DON'T SKIP LINE 4

Spare wheel nuts and one spare front arm turn a wrecked Saturday into a ten-minute pit stop. Ask any RC driver what ended their day, and it's usually a two-dollar part they didn't have.

11 TAKE THE FREE UPGRADES

None of this costs a dollar, and it's what separates people who own an RC truck from people who drive one well.



Brush it out. After every run, clear the grass out of the driveshafts and off the gear cover. Grass winds around a shaft and cooks a bearing.

Check every screw. Vibration walks them loose. Ten



seconds with a hex driver on the shock mounts and motor screws.

Set the gear mesh. Slide a strip of paper between pinion and



spur, snug the motor down, pull the paper out. That gap is right.

Set camber. Turn the front turnbuckles until the tops of the tires lean in a hair. The truck will corner flatter.



Clean the tires. Dry grass packed in the lugs works the same as bald tires.



Store packs halfway. A LiPo left full for a month loses capacity it never gets back.



YOUR MISSION

Buy the truck first and drive it stock until you break something, because what breaks tells you what kind of driver you are. A snapped front arm means you're clipping curbs. A rounded-off wheel hex says you're landing sideways. A cooked motor means you got greedy with the pinion.

Then upgrade what broke, one part at a time, and write down what changed. That's how engineers work, and it's how you end up with a truck nobody else has.

What do you think you'll break first, and will you print the fix or buy it?