

Shown less radio the 4WD chassis has a simple neat appearance. Pin spikes may need to be fitted all round.

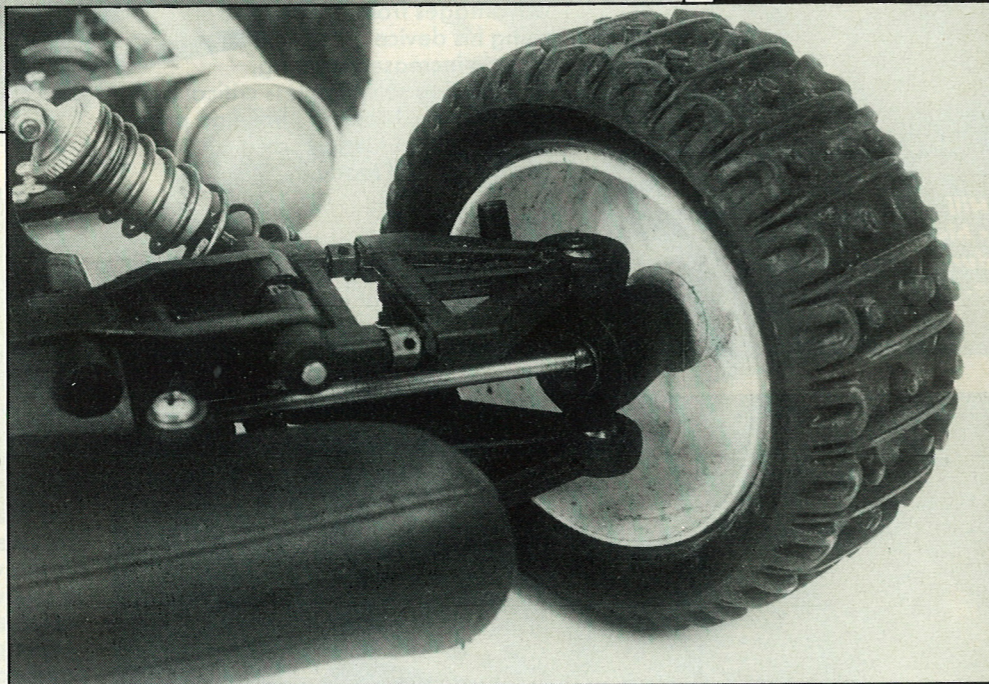
Mantua Dingo 4WD Upgrade

The Dingo 2WD as reviewed in RCMC in July 1989 has been run now for about four months. Following very successful sales we have upgraded the car to four wheel drive. The pack of parts to do this consists of the front differential (pre-assembled), bevel drive gear, drive shaft, four large ballraces and a centre shaft.

Briefly, the conversion is as follows: remove the front gearbox and insert the differential and bevel gear along with the four ballraces. Pack the whole lot in grease and attach the centre shaft. This is held in place by steel pins and a collar. An outer tube fits over the collar to ensure that the pins are held in place. This assembly is then refitted to the chassis. The centre shaft has another pin at the main gear end which locates in a slot to transmit drive forward from the main gear.

The 2WD stub axles are removed and replaced by one piece units which locate in the output cups of the differential. This system is excellent as it ensures that the drive shafts cannot fall out and get lost! Basically, that is it.

Note: If you are used to a single normal servo for steering, this will probably not cope with the extra load put on it. This, therefore, must either be replaced by a more powerful one or doubled up using a servo



Clever drive shaft design uses holed shaft and fixed pin.

DINGO UPDATE

Andy Brasted updates Mantua's Dingo

Y-lead. The Dingo is designed to be used with two servos for steering so this is a simple task. As owners of the Dingo will know, there is plenty of spare power in the Mantua T4 engine to handle the extra load so no problems there. Check that everything is smooth and free and away you go!

Out on the Test Track

Well, what can I say; if you read the first review, you will realise that I was impressed, but now! The extra traction from four wheel drive is very noticeable. Any slide that now occurs is more of a four wheel drift than a rear end slide out as in 2WD.

I would personally say

that this is a worthwhile investment for anyone racing fairly seriously. For buzzing round the local park maybe not. If further improvements are required, then a third differential can be fitted between front and rear wheels. Further benefits can be gained by fitting pin spiked tyres all round as the paddle fronts I used are more suitable for 2WD.

So, if you wish to improve an already excellent value for money 1/8 IC car you know what to do! Available from Windsor Models. Price £75.



Just visible is the centre shaft which takes the power to the front wheels.

Another servo mounting bracket may be required to allow twin servo steering.

