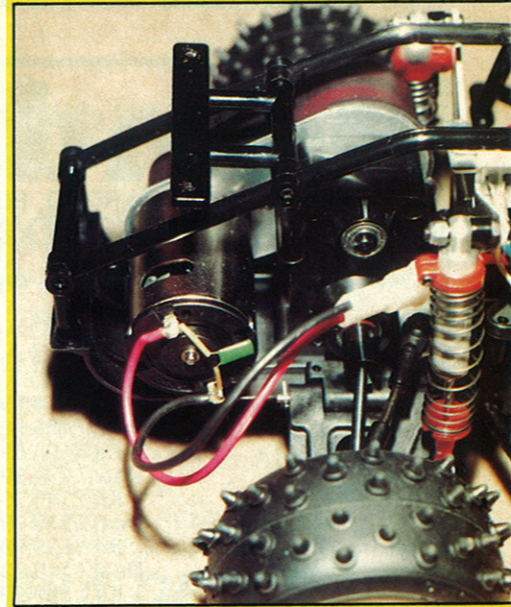
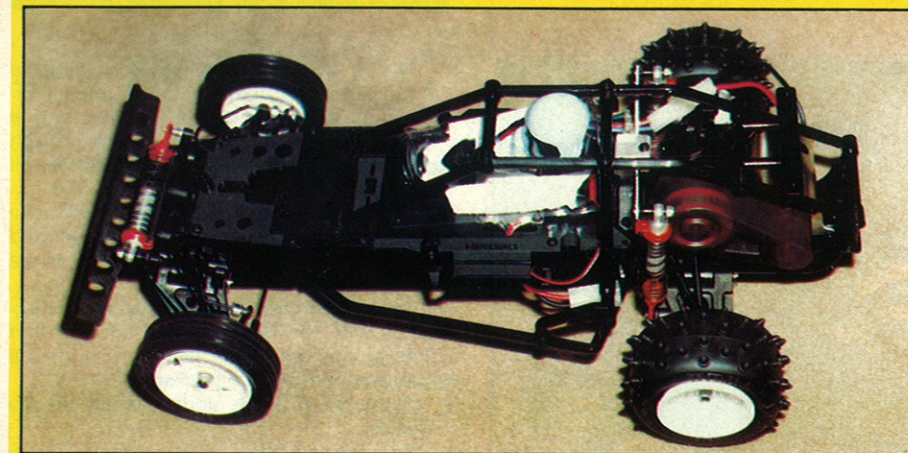


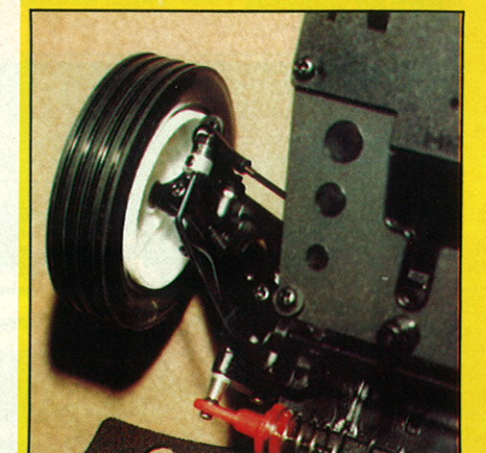
Rear end, note drive belt cover.



Everything protected by the roll cage.

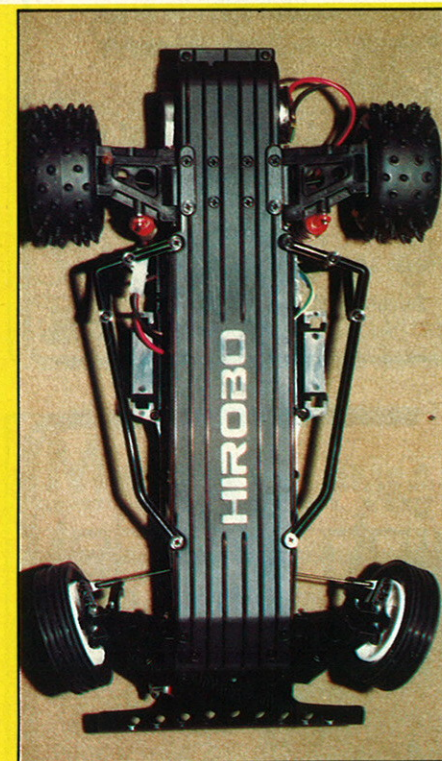


Bare Bearcat

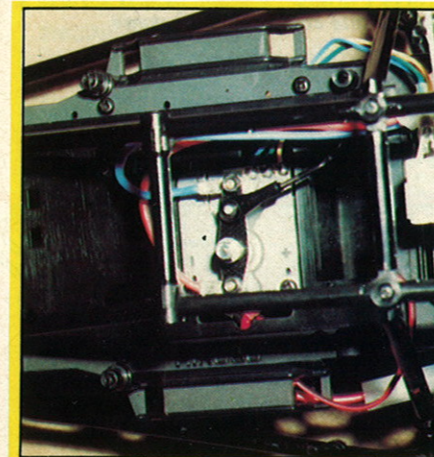


Suspension assembly, showing roll bar and caster adjuster.

Below, monocoque chassis gives front to rear protection.



Radio Race Car reviews the latest Hirobo 2WD car, the Bearcat.



Bearcat's three speed controller.



Low slung yet light lexan bodyshell.

Two to three years ago, Radio Race Car campaigned a Hirobo 'Rockin City' and followed that up with Hirobo's improved four wheel drive Zerda car.

Upon receipt of this new two wheel drive car kit from Hirobo, we noticed that they have retained their quiet efficient toothed belt drive.

Gearbox

The gearbox comes ready assembled and utilises bevel gears which are running in ballraces. From the bevel gears the output drive is via straight cut spur gears, and the output shaft also runs in ballraces.

To the side of the gearbox is attached an alloy motor mounting plate, onto which is fitted the Mabuchi 540 motor that comes with the kit, ready wired and with its own plug. To complete this area of the car a lexan belt cover is supplied to completely enclose the drive from any debris thrown up from the track.

Chassis

The gearbox is easily attached to the chassis by four self tapping screws, and here we would like to mention the simplicity of the chassis on the Bearcat. The chassis is designed as a two-piece monocoque construction. A full length, U-shaped channel section, strengthened and enclosed along its top edge by a further single flat moulding, held in place by self tapping screws. All of the radio gear is enclosed on this top plate, and easy removal of this plate, allows cleaning of the car without damage to the electrics.

Suspension

Rear suspension is via single lower wishbone, with adjustable upper link for

fine changes to rear suspension camber. Snap-on ball joints are used either end of this upper link, the innermost joint being supported on an alloy bracket mounted just in front of the gearbox.

The rear axle block, houses ball bearings for the drive shafts, with final drive being effected through traditional 'dogbone' halfshafts.

Front suspension follows identical form to that at the rear, lower single wishbone with fully adjustable upper link. The front caster is taken care of by the angle moulded into the chassis, upon which the wishbone pivot blocks are mounted.

Anti Roll Bar

Body roll is contained by a front only anti-roll bar, held and pivoted by small projections on the front edge of the top chassis moulding. Nylon links connect the wishbone with the roll bar, the alloy ball pivots on the bar are able to be adjusted, for harder or softer roll stiffness.

Shockers

Damping is taken care of at the front, by a coil over oil filled shock absorber. A nylon collar clamps around the shock body for spring tension adjustment, which of course also adjusts the cars ride height.

Rear damping utilises identical shock absorbers, but individual ones from each wishbone, with a neat alloy pressing screwed to front of the gearbox acting as support.

Radio Installation

As with all Hirobo kits, a three speed forward and reverse controller is supplied. The controller screws directly onto the chassis radio plate, and comes with its

complete wiring harness.

The steering servo and radio receiver fit easily into position on the radio plate, which in turn can be quickly removed to keep your electrics clear when cleaning the car.

Roll Cage

To complete the assembly, a strong nylon roll cage is screwed front to rear incorporating side nerf bars. A support is provided for a neat well proportioned rear aerofoil in lexan, and covering the roll cage is an extremely light lexan body shell.

One-piece white nylon hubs all round, with spike tyres to the rear and ribbed tyres to the front complete everything in order for a trial run.

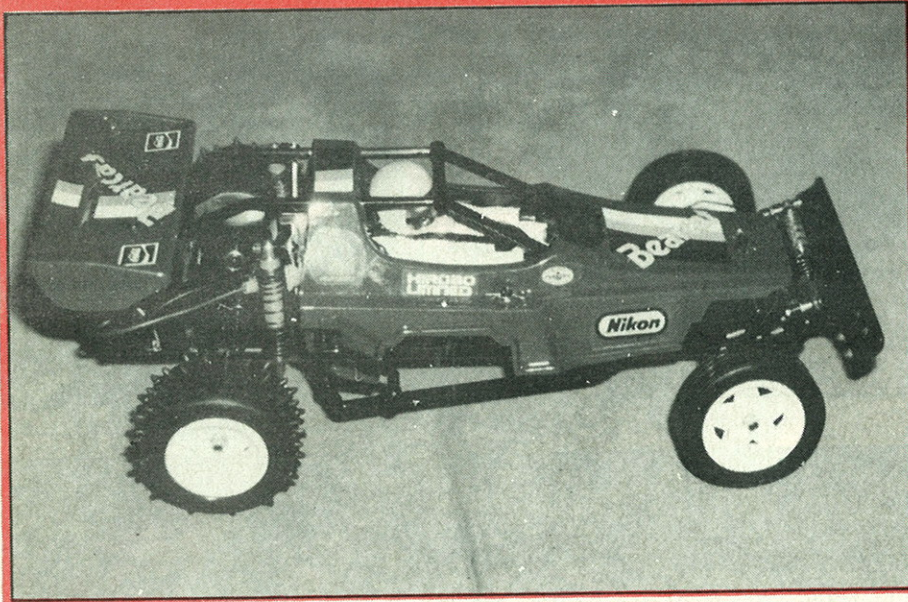
Conclusion

The conclusions we have drawn for this kit are invariably favourable. Appearance wise its looks are clean, low and realistic. A lot of the realism is enhanced by the well scaled driver figure, which completely encloses the speed control.

The motor is easily positioned for quick removal and servicing, and with the toothed belt drive from motor to gearbox, the car runs with quiet efficiency.

With the full length roll cage, and side nerf bars, coupled with an almost full width front bumper the car is well protected from damage on impact.

Because of its extremely light weight, the car, even with the standard Mabuchi motor is very quick off the mark. The design of ribbed tyre at the front, and spike at the rear, gives most two-wheel drive cars, including this Bearcat, an easy drive understeer characteristic, the best way to learn to drive, before you learn to race.

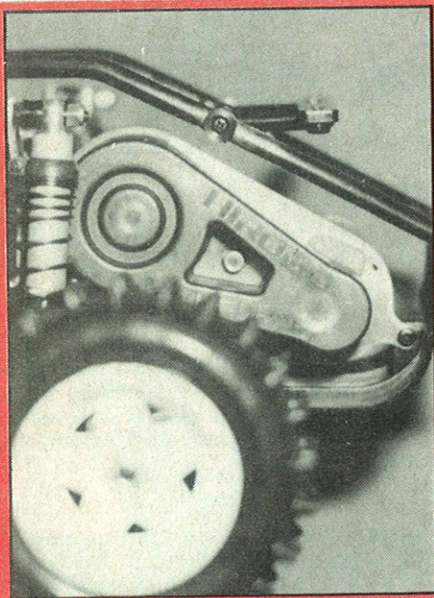


The kit oil supplied, gives solid damping in the shock absorbers, but we found it a little high in viscosity, thus preventing a quick enough return over very rough ground at high speed. We tried a thinner oil like 3 in 1 and found an immediate improvement, although each person will have their own choice of how a car should 'damp' so experiment with a whole range of oils if you can.

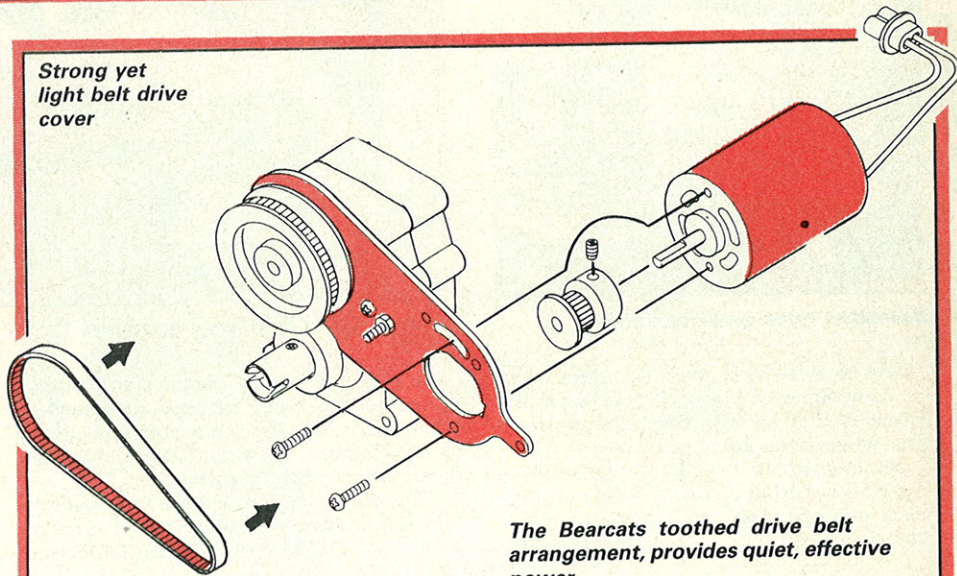
Overall, Hirobo have kept up their standards with the Bearcat, thus offering first time buyers, and seasoned campaigners a first rate competitive package.

Available through your nearest Hirobo stockist.

A first rate competitive package

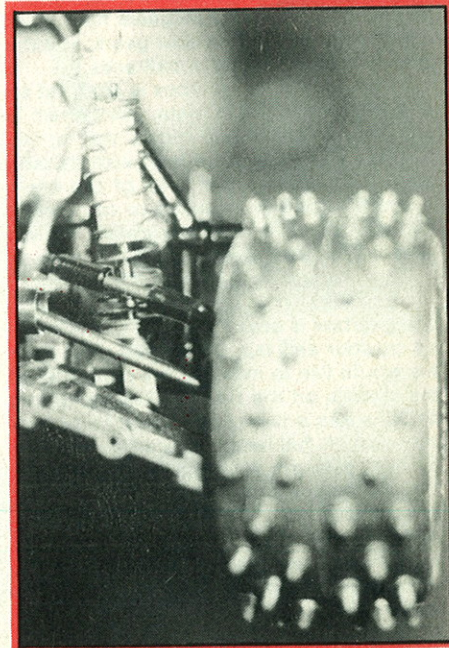
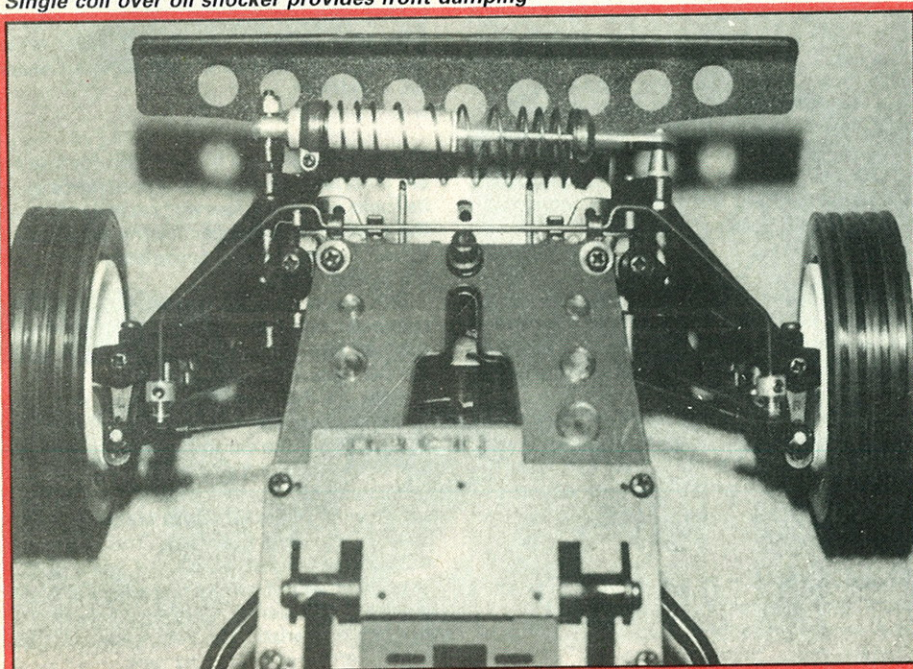


Strong yet light belt drive cover



The Bearcats toothed drive belt arrangement, provides quiet, effective power.

Single coil over oil shocker provides front damping



Rear wishbone with drive shaft and adjustable tie rod above