

**Dave Lowery
builds Kyosho's
brutal monster**

The latest release from Kyosho is their first 'Monster Crusher' that follows in the wake of the successful Tamiya models. With a snappy title such as 'Big Brute' it will appeal to the younger element of the radio-controlled car market. So the market

is aimed at is for pure fun, nothing too serious.

As with most of these boxed kits the emphasis is on impact, with the box attracting the would-be buyer to this 'fun' type of model.

Strong characteristics

This 1/10th scale 7.2V-powered buggy features all-independent suspension for high-speed stability and good handling. High grip rubber tyres, with strong 'ABS' wheels which give it its major characteristic, the capability to climb over high obstacles!

Couple the above with a powerful Le

Mans 'Stock 05' motor with 3-speed controller and you have a winner.

In order to cope with the obstacles there is high ground clearance. This is a result of the large wheels and the suspension system. The rugged ABS box-beam chassis has to be strong to cope with these special conditions. The truck body is Lexan which is very lightweight even after all of the bolt-on accessories like steps, roll-over bars, lamps etc have been fitted.

Finally on the chassis is the large, strong protective bumper at the front that will go some way to save some of the large impacts the model is likely to incur during its motoring life.

Damping down

The shock absorbers, a very important part of this type of vehicle are simplicity itself to construct. They are of the basic air shock type, so no messy oil to spoil the carpet or table during construction.

The large coil springs easily absorb many of the undulations on rough terrain. As with the suspension, the steering is very simple and basic but more importantly robust. A large section plastic foam moves in slots in the chassis. This vehicle is only two wheel drive, but as mentioned before has a very powerful motor unit and strong gearbox.

BIG BRUTE

The instructions

Making a start on the kit it is best to familiarise yourself with the various bags full of bits and pieces. A study of the instructions does require a little bit of work, which is due to the exploded diagrams being at the front - and the parts required for each stage at the back. Also, in the back of the instructions identification diagrams of the various frets and components, laid out as contained in their various bags, are given.

It must be said that a degree of care must be exercised when sorting out the components, particularly the screws, nuts and bolts and pins, etc., because size identity of these parts is not easy, and can mislead the builder somewhat.

If we take step 1, assembly of the gearbox; at first glance the diagram looks neat and reasonably well presented. While the diagram is at the front, as previously mentioned, the parts lists for the items required is at the back. This shows you what they should look like in actual size; the page before, however, offers another clue as to where it might be; but be careful these diagrams are not same-size drawings.

Having now sorted out the various shafts, it's time to identify the larger components. The gearbox half is in bag 1 (neatly labelled BIG.1), but we start with side B and not A. The gears are in bag 10; now the 'fly in the ointment', so to speak, is D4. Where is D4? Well, it took a little time to locate, but it actually appears on a sprue . . . in bag 10!

Moving now to the shafts, the idle gear shaft pin and idle gear shaft go together. I say this because in the diagram the pin is suspended in mid air, apparently not being attached to anything. The next item, the idler gear requires two metal collars forced into the ends of the gear, and they do need some forcing! Again here, the 'actual size' drawing outlined on the page can be misleading.

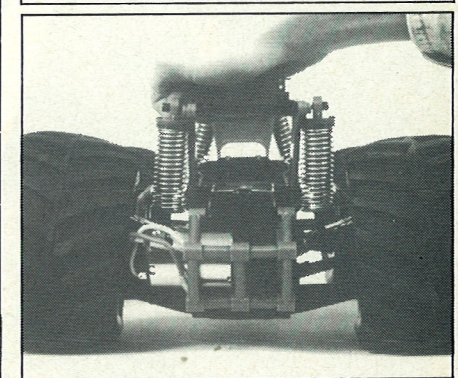
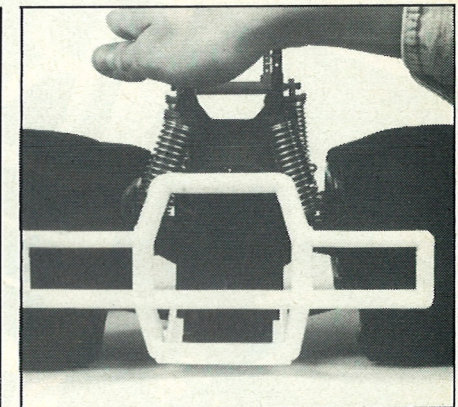
Now whilst all this may sound rather critical of the kit, not so. It does go together very well and once the sequence of the instructions and how they've been laid out is understood, then progress is rapid and straightforward.

Up on top

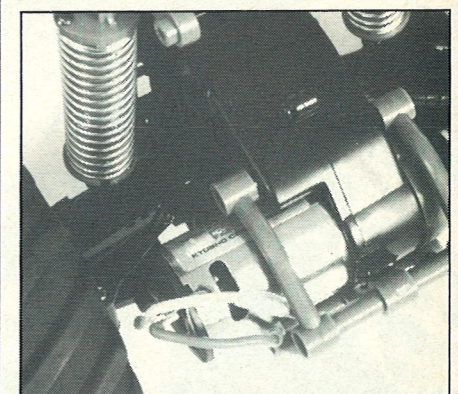
The Lexan body is very lightweight and there are a large number of details that have to be bolted to it. It is recommended to use a Lexan paint that won't damage the bare plastic. Also the sticker pack included with the kit is very colourful, therefore a simple base colour is all that is required. A full roll-over bar is included as are lights, wing mirrors, a nice chrome bumper all of which have decal additions to create greater authenticity.

How it goes

Well there is only one way to describe what it's all about and that's 'fun'. The 'Big Brute' is very fast due to its powerful motor and with its high ground clearance is capable of climbing over most objects! The car lasts on a full battery pack some six minutes which is excellent considering



Top: The front bumper protects the wheels from the bumps. Above: The rear suspension is sprung via long stroke 'friction' dampers and soft springs. Below: The 'Le Mans' Stock OS motor installed in the rear of the 'Big Brute'.



the amount of wheelspin available. The car has lots of turning ability and will even do the odd wheelie!

Conclusion

Because of the instruction layout it probably took me a little longer to build than say an accomplished 'bugger', so that makes me an ideal novice. The total building time was some six hours, but definitely a challenge. It is primarily a fun model, ideally suited in both appeal and capabilities to the younger element of the buggy market. Available from Ripmax stockists.