

KYOSHO COSMO

JOHN VARLEY reviews the new, innovative 2WD Cosmo from Kyosho

Like all of the major model car kit manufacturers, Kyosho have an on going development programme for new kits with many innovative ideas.

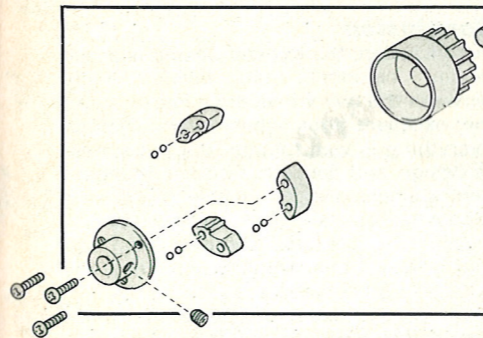
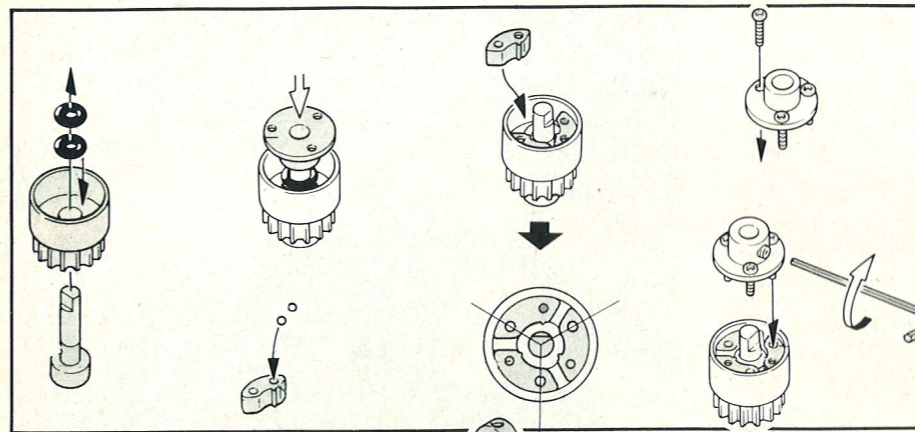
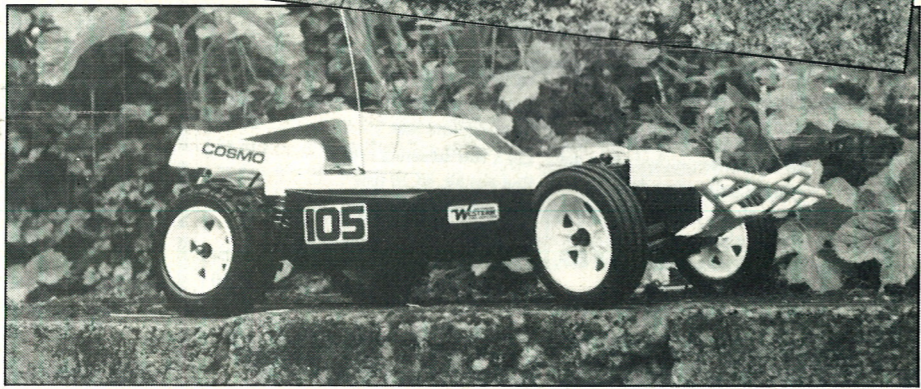
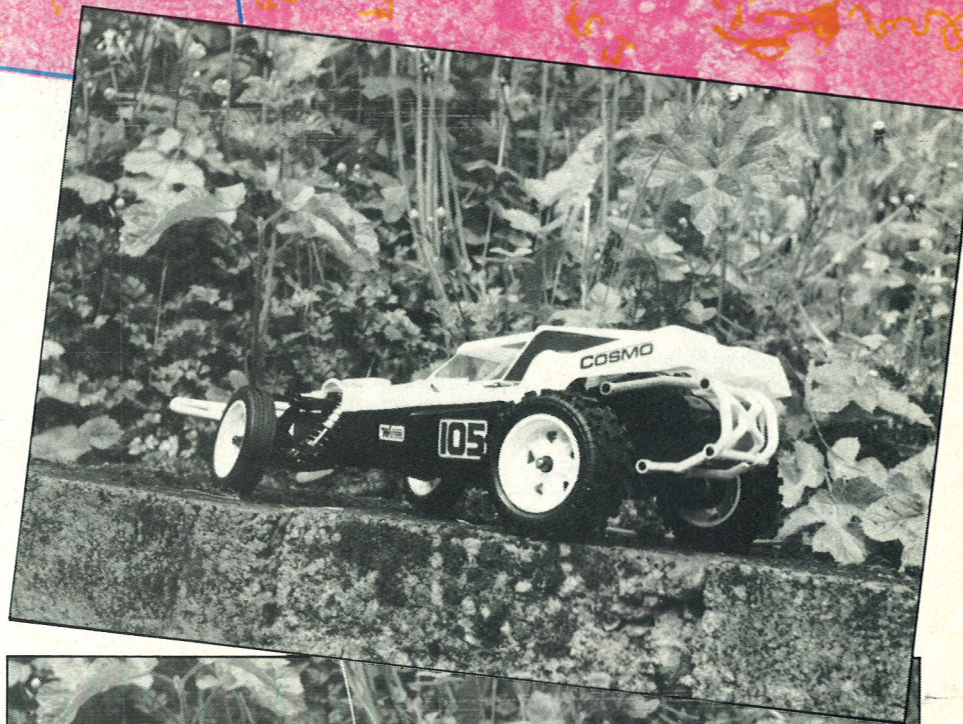
The latest edition to their range, the Cosmo, offers a relatively simple design for the novice builder, coupled with two wheel drive for ease of maintenance and a centrifugal clutch introduced into the drive system to help make driving the Cosmo a progressive, easy affair.

The Cosmo kit is aimed at the first time buyer, produced with Kyosho's usual excellent quality, giving great value for money.

All the requirements for off-road driving are included in the kit, commencing with a strong, one piece, bath tub moulded chassis with a fold down aperture in the base of the moulding, for the removal and replacement of battery packs.

Suspension

The front independent suspension is built up around a two-piece moulded nose section and attached to the main chassis with four self tapping screws. The front suspension and steering can be built up as a sep-

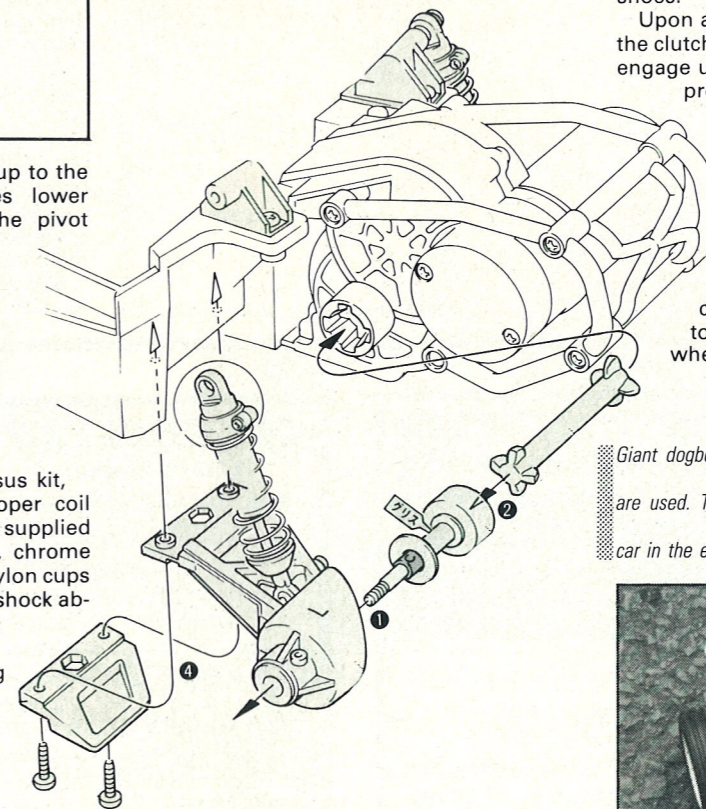


Above and left, exploded view of the clutch components comes in very handy during the assembly stages, it is vitally important that this step of construction is correct.

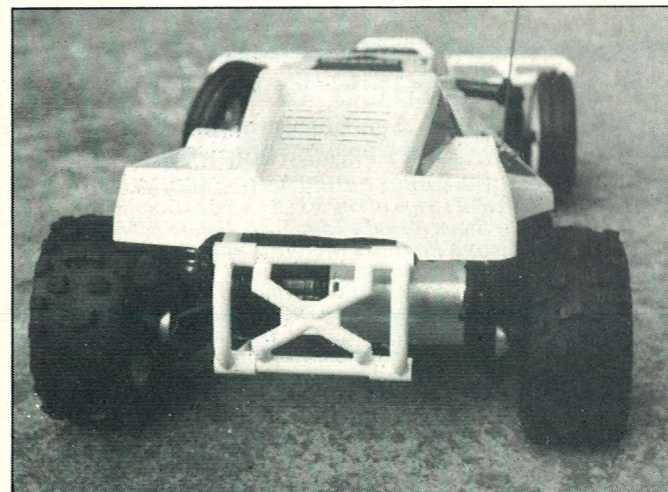
erate unit, prior to being offered up to the rest of the car and comprises lower wishbones, with upper links. The pivot points on both parts being produced as part of the moulding, offering strength and simplicity for long life. Ball joint pivots, which screw into the steering arms, are neatly held captive with a thin metal plate and three screws, when fitted into both top and bottom suspension arms.

Unlike the cheaper Kyosho Pegasus kit, which preceded the Cosmo, proper coil over oil filled shock absorbers are supplied with gold anodised shock body, chrome plated springs and red moulded nylon cups and spring tension adjusters, the shock absorbers add greatly to the cars aesthetic appeal, especially to youngsters looking for something to impress their friends with.

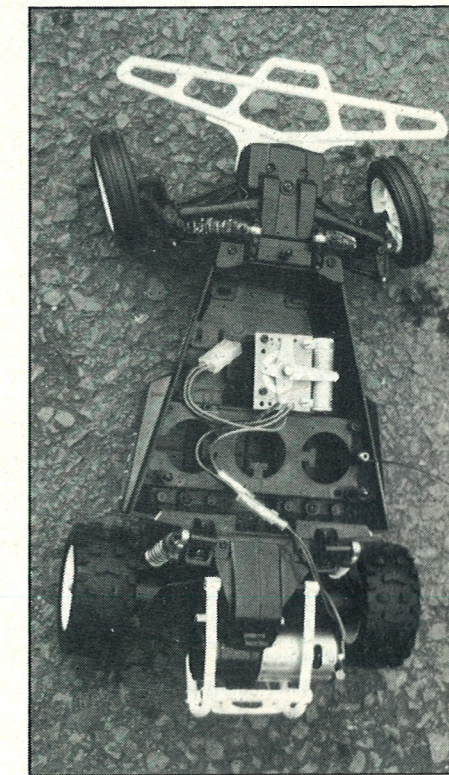
The front of the car, is completed with a bolt on nylon, full width bumper, white nylon hubs moulded in one piece with ribbed semi-pneumatic tyres.

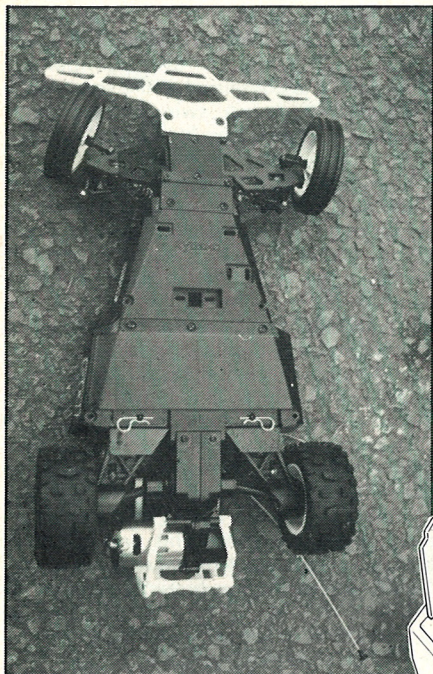


Giant dogbones complete with vanes instead of pins are used. This stops them parting company with the car in the event of a crash.

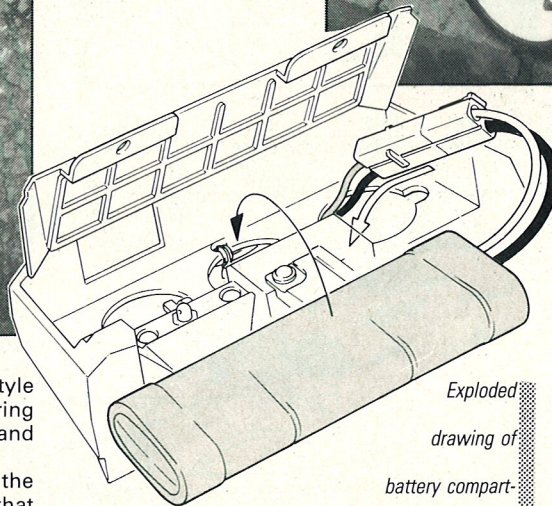
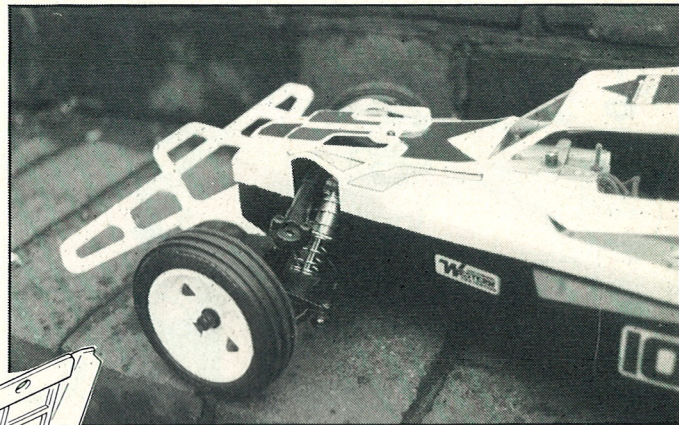


Two views of the new Cosmo. Left shows the well protected rear end and right the bathtub chassis with speed controller fitted.





Left the battery compartment keeps everything dry and clean. Right the full width nylon bumper protects the front suspension from any frontal collisions.



Exploded drawing of battery compartment shows how securely your battery pack is contained.

Conclusion
 In conclusion, the Kyosho Cosmo is a real quality beginners kit, falling neatly between the two wheel drive Pegasus and the excellent four wheel drive Optima. Everything is well thought out but simple in design and concept. Genuine independent suspension all round with a strong robust gearbox, and neat drive system. It is pleasing to the eye, without being too futuristic in shape, as many of the new kits appear to be nowadays.
 The chassis has enough available space provided to easily fit any make of modern radio, with complete protection from the elements.
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Included in the kit is a resistor style speed controller, complete with wiring harness and plugs for motor, receiver and batteries.
 A high quality lexan body comes with the kit, complete with decal sheet to give that professional finish to your car, and last but by no means least, you are supplied with a Mabuchi 540 motor.

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