

KYOSHO INFERNO MP-5

Review by Mark Faulkner

After 17 years of driving R/C model cars I decided to take the plunge into I.C. 1/8th Rallycross cars, having seen the amazing performance of these vehicles at various model shows around the country. My first venture in 1995 led me to the then dominant Kyosho Turbo Inferno this was duly built, raced, upgraded, raced, upgraded, raced...

In mid 1995 came the introduction of a new challenger for the World Rallycross Championship in 1996, the Inferno MP-5! I had to have one!

On opening the box, the first items you see are the tyres, wheels and a large polycarbonate bodyshell. Alongside this (and underneath) are two further boxes that contain the real interesting bits.

The two boxes contain all the parts of the MP-5, bagged up in sub-assemblies, all clearly labelled to correspond with the headers shown in the instructions.

Differentials

First to build are the 3 differentials (front, rear and centre). For anyone familiar with the Turbo Inferno, this should be fairly straight forward, but a tip here from Three 5 Models, was to put a thin film of silicone sealant on the gaskets after filling to help keep the oil where it's supposed to be. The oil recommended in this case was Kyosho 10,000 wt silicone for the front, 20,000 for the centre and 7,000 for the rear. The diffs are then built into their respective housings for the rear and then the front gearboxes.

Suspension

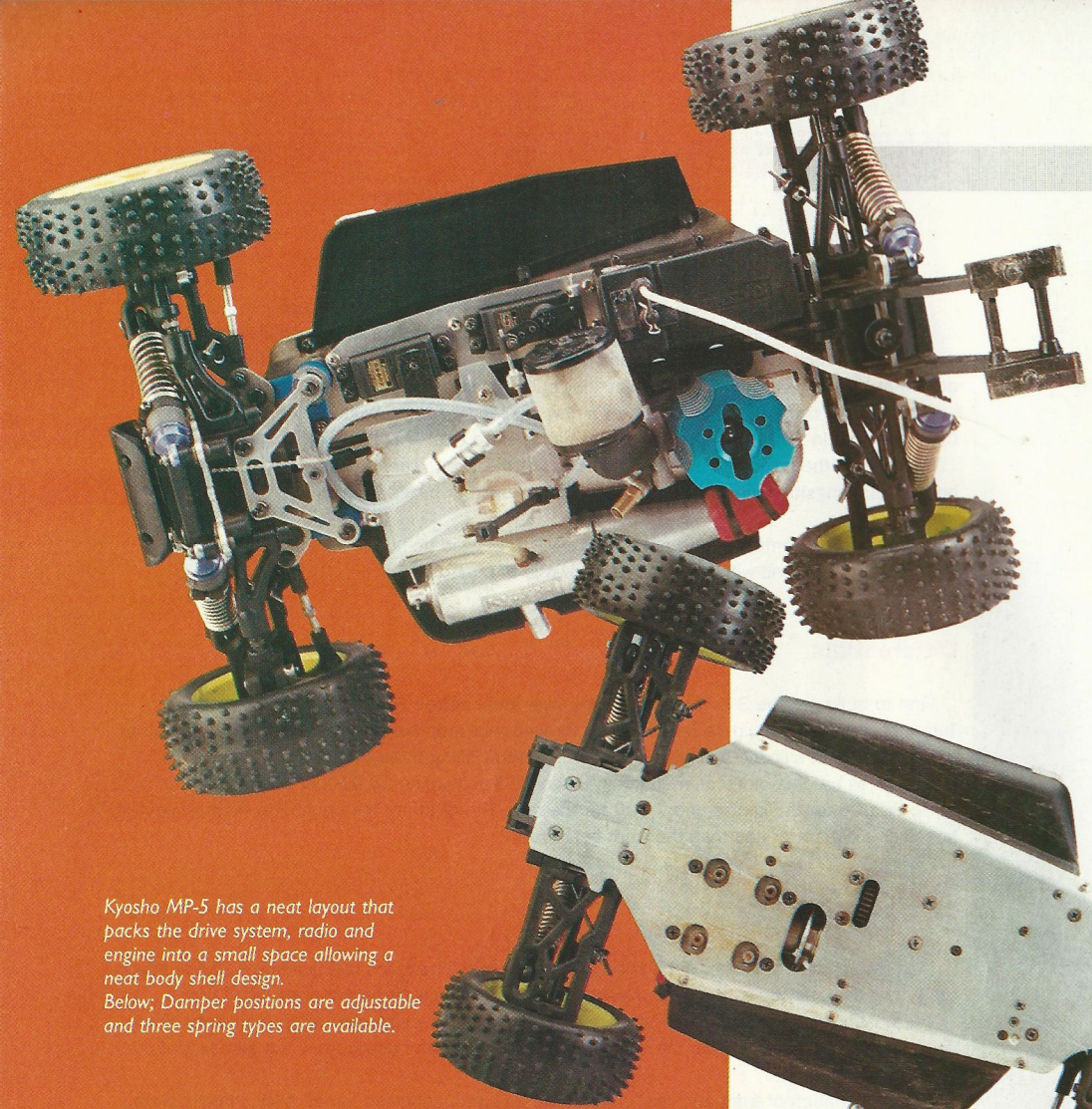
Next it's a matter of attaching the suspension arms to the front and rear gearboxes. These attach using the same method as the older Inferno models; grooved shafts held in place with E-clips.

The quality of the plastics in the kit are superb, the glass re-inforced nylon mouldings seem even stronger than those from the older models, yet by careful design they are also lighter due to their new shape.

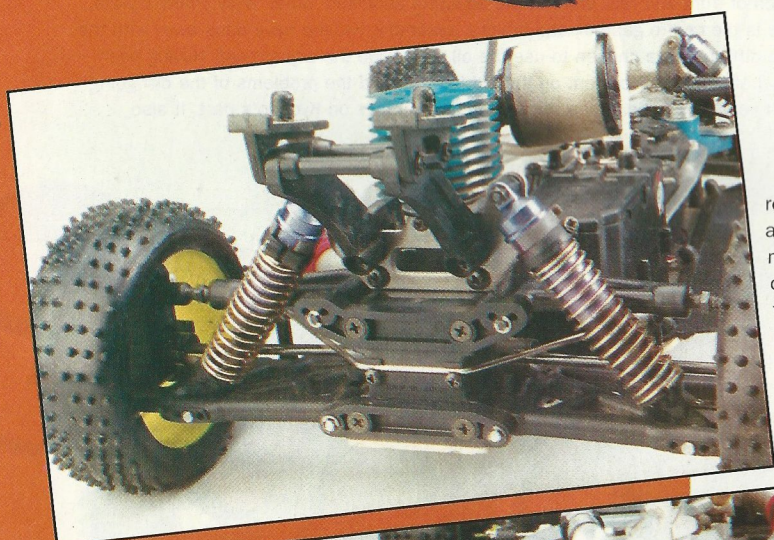
After installation of front and rear units to the beautiful anodised 'dural' alloy chassis plate, next to assemble is the centre gearbox and braking assembly. Kyosho have done away with the adjustable centre diff and have chosen to use the oil to provide the adjustment. Having been through the ordeal of seized adjustment on the old Inferno, and the problems of the diff going out of adjustment very quickly I can see this is a sensible move on Kyosho's part. It also

Road Rage

When Kyosho first entered the 1:8 off road arena they were laughed at by the European manufacturers. Now as reigning World champions they offer the Inferno MP-5 to defend their title...



Kyosho MP-5 has a neat layout that packs the drive system, radio and engine into a small space allowing a neat body shell design. Below, Damper positions are adjustable and three spring types are available.



removes the need for additional parts. Having upgraded my old Inferno to the special centre diff mount, I can see that this new assembly is far simpler and should be cheaper to upgrade than the £135 asked for the former.

The brakes supplied with the kit are plastic, with the linings glued to either side of the disc, these were quickly thrown in the bin and a set of 'Ferodo' type discs installed. I also have a pair of Three 5 Models composite discs that can be installed should the need arise. These discs are very hard wearing and resist the oil impregnation problems of the Ferodo discs. The whole assembly is then screwed to the chassis, installing the front and rear dog bone drive shafts at the same time. Another point worth noting here is the shafts are far closer to the centre line of the chassis

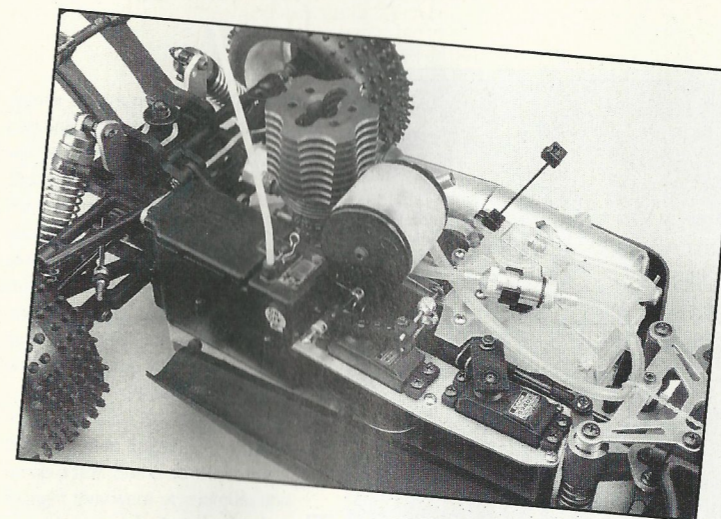
on this new model, and this gives a smoother and far more efficient drive train.

Almost there!

The steering assembly and engine are the next items to install, and the former is a far simpler affair than that used on the Inferno, giving a far sturdier mechanism with less ball joints. This results in more precision to the steering and less potential for slop to creep in.

The engine chosen for the MP-5 is one I am very familiar with, the OS 21 RZB. This engine is absolutely ballistic out of the corners, has excellent top speed and has proved to be the most economical engine in 1/8th rallycross during 1995.

The electrics box supplied with the kit is very nice indeed, however it is really only designed for 4.8v (4 cell) receiver packs due to its shape. This isn't really much use for the top racers as they tend to use 5-6 cell 6-7.2v packs, however again a discussion with 3/5 models proved fruitful as they have some dedicated 800mah packs of the correct shape required to fit the box along with my Futaba PCM receiver. After screwing to the chassis the servo plate is then attached to the box and some sturdy posts. The servos are then installed and the linkages attached. The brake mechanism is worthy of a mention as it includes an adjustable brake balance mechanism which is both solid and very simple to adjust, making dialling the brakes into different circuits an absolute breeze. The last parts to install are the shocks that are the only parts remaining unchanged from the Turbo Inferno. From experience these are simple to build and bleed, and will go together in minutes, the only tricky part being the fitting of the rubber gaiters that protect the shafts from dirt and grit.



Track test

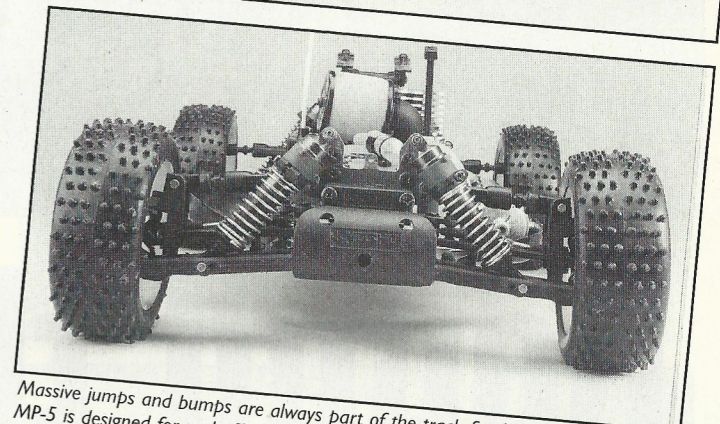
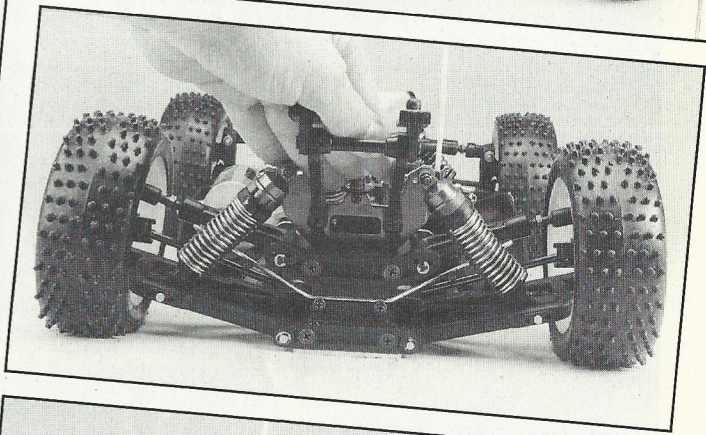
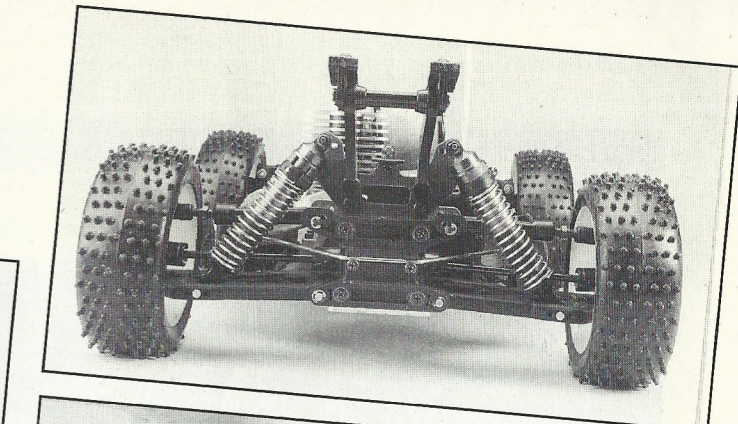
Slough was chosen as the first track for testing. It's a challenging course, with an interesting combination of fast straights, tight chicanes and some long bumpy sections which make setting up the car fairly tricky. First time out proved very tricky as the ride height had been set too high and this made the car lurch all over the place. A quick pit stop to adjust the set screws in the suspension arms and remove some of the spacers in the shocks proved fruitful, as the cars stability improved immensely.

Steering turn-in is phenomenal, turning in early for a corner, as with the older Inferno models meant hitting the inside of the bend every time so an adjustment to my driving style was needed. I really began to appreciate the new car, it's not yet as good as the older models over the severest of the bumps, but the steering response and controllable way it can be powered and steered builds confidence in the faster sections of the track, I love it!

In conclusion

The MP-5 is a worthy successor to the Turbo Inferno. The new chassis with its kick-up gives amazing steering response and the lower centre of gravity aids the stability in high speed corners. Coupled with the OS engine this car should prove devastating at the 1996 Worlds being held at Beaulieu in August. After the shambles that was the 1995 Euros in Italy let's hope that the MP-5 gets a chance to give a fair show of its capabilities. Let's not forget Jamie Booth managed to finish 9th at the Euros with a car built on the plane during the journey. Without all the cheating from the Italians maybe it could have finished higher?

Thanks to Kyosho Inferno, MP-5 and OS specialists Three 5 Models for their assistance with this review and supply of the kit and engine. For more details and a full selection of spares call Three-5 on 01992 505335.



Massive jumps and bumps are always part of the track for 1:8 Rallycross and the MP-5 is designed for real off road conditions with masses of ground clearance and adjustable shock positions.

