

# ONE HOT CONTENDER

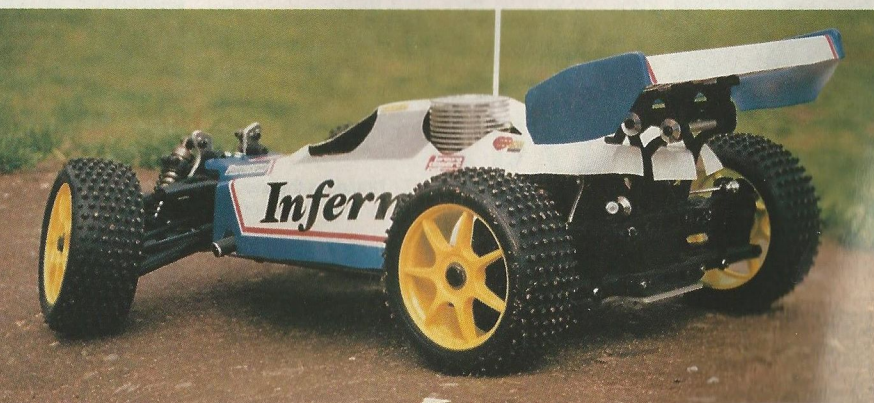
REVIEW BY KEVIN GRIFFIN

The new car from Kyosho, hot off the production line will certainly warm the hearts of a number of you racers out there, as it blazes its way to victory, which I am certain it will do with its impressive design.

The car certainly stands out from the rest even when it is sitting on the shelf, as it comes in a unique box that folds into a carrying case. Someone spent a good deal of time designing that box, but what will really sell the product is what is inside! The Inferno has many detail changes from its predecessor, the Turbo Burns, which I will endeavour to explain throughout the build of the car.

So here we go. Step one, the shock absorbers, and guess what? They are preassembled — wicked! What a way to start. All that is required is to fill them with oil. What is different here is that the shock shaft in the front pair is slightly longer than in the earlier type, allowing for

**Universal joint driveshafts and metal hub carriers.**



more travel on the front of the car, certainly an area in which the old Burns suffered.

The next step is to assemble the rear gearbox. The differential comes ready built, which again saves considerable time. Also it is pre greased — Kyosho seem to think of everything! This differential is again different from the older unit, in that the small star wheels, or bevel gears, whichever you like to call them, have been doubled up on, i.e. instead of just the two that used to be in the older model, the new unit comes with four. The idea behind this is that it will double the bearing load of the unit, so

**KYOSHO**  
THE FINEST RADIO CONTROL MODELS

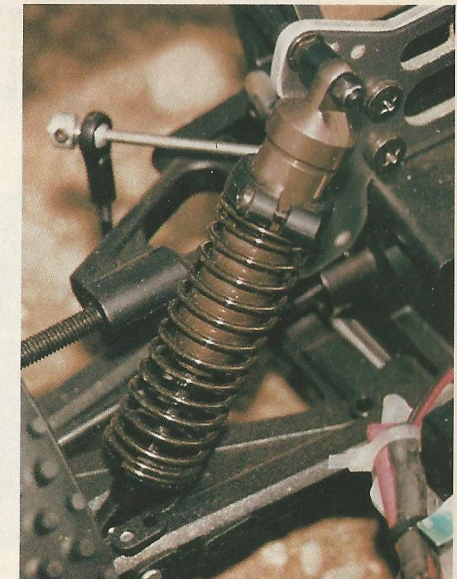
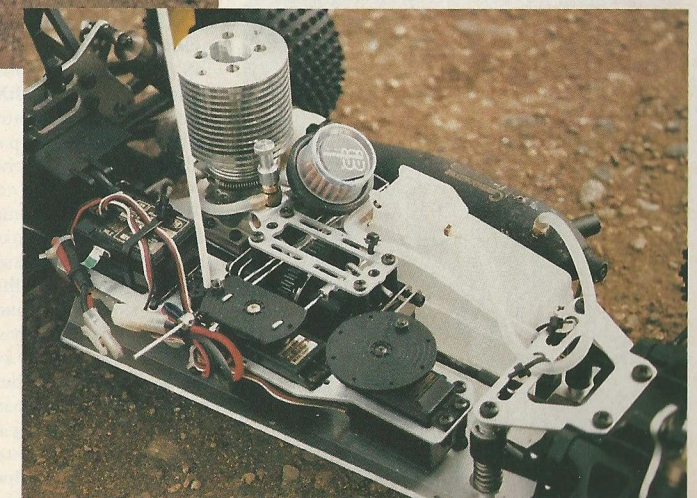
## Inferno

lessening the load on any one unit.

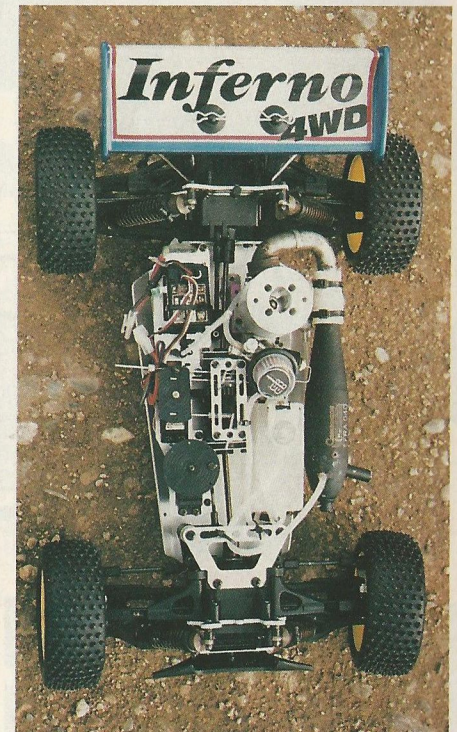
These units slide into an all new gearbox housing, simply two pieces that slide together front to back rather than the four individual pieces from the Burns. The next step is to hang the wishbones from these casings. These are identical to the Turbo Burns, except that Kyosho have now incorporated three rear suspension holders that have varying degrees of toe-in angle, ranging from zero to two in increments of one degree. So now the rear suspension has both camber and toe-in adjustment, also an anti-roll bar comes as standard.

The front gearbox is again of the same design. When you are locating the diff units into their respective housings, do please remember to shim the diff so that you have the correct amount of

**Engine, tune pipe and fuel tank are on one side of the chassis, with all of the radio gear on the other side. The whole radio tray can be quickly and easily removed for cleaning the car.**



**Beautiful new hard anodised shock absorbers.**



**Beneath the newly designed bodyshell.**

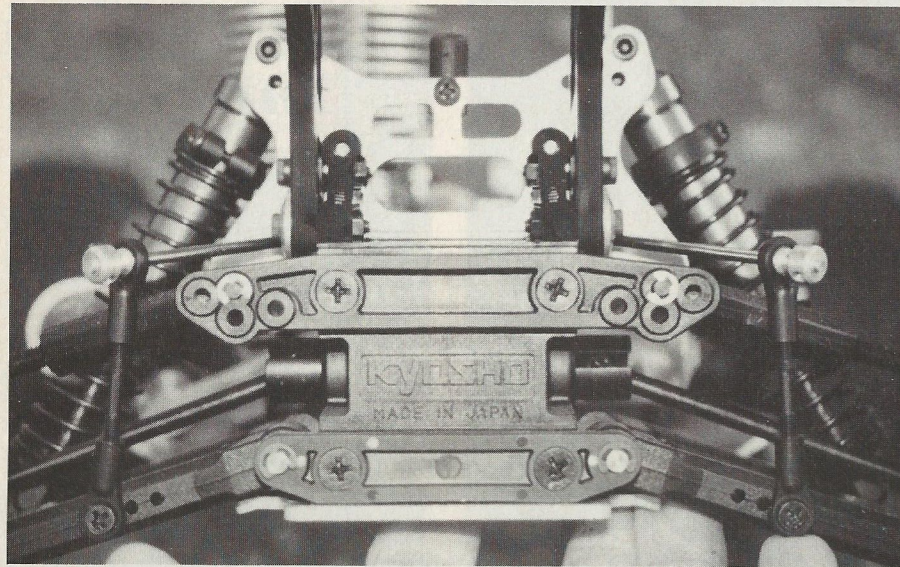
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play between the conical gear and its input bevel gear.

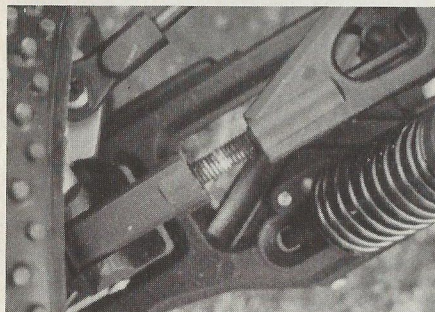
Trial and error is the only way to achieve this. What I mean is — place one shim at the rear of the large gear and pop the unit into its housing, holding the housing upside-down, try and move the drive output from side to side. If there is any free movement, add another shim. To give you some guidance, I placed three thin shims in the differential when I built it. Failure to shim these units will result in premature failure of the conical gear, which will mean that you have just cost yourself £10-£12, and an hours work! Not an enjoyable way to spend your time between races.

The next step requires you to find the chassis.

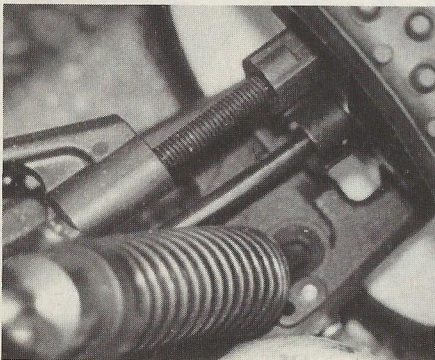
**Rear suspension detail showing adjustable roll bar and upper link mounting positions.**



**Adjustable front camber.**



**Adjustable rear camber.**



This is an alloy item of considerable length with lots of countersunk holes. This should be in the bottom of your box. Once found, simply screw on the centre differential and the twin braking system, again adjusting the drive from front to rear, but the means of providing the brake system is new. Braking for both the front and rear is now on the centre diff, one brake disc at either end.

The servo saver units are the same, but they are spaced further apart and have a double tie-rod between them. The idea behind the new steering geometry is to increase the ability of the Inferno to 'turn in'.

Next on the agenda is the radio gear. A completely new idea — all the radio gear is seated on one radio plate, down one side of the car. This idea certainly makes for easier maintenance, because by undoing five self

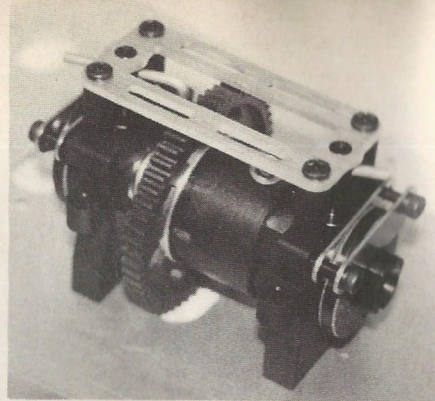
tapping screws, the whole radio equipment can be removed from the car, and thorough cleaning can easily be carried out.

Choice of radio equipment is difficult, but I will try and list a few alternatives. For the steering servo I use the Futaba 9302, but one could use the Sanwa ERG-XT or the KO 1001 fet servo. For the throttle and brake response, the choice is immense, but I have power and for fast throttle response its time of .16 seconds for 60° of travel, is quite fast enough for anyone.

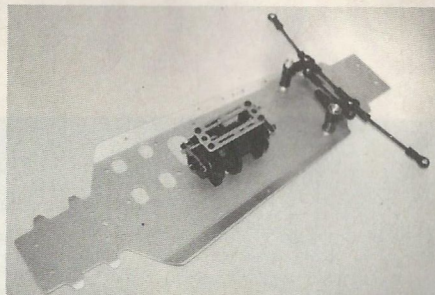
Other choices are obviously a standard Futaba 148. This will do the job quite adequately or you could also use the EGRXS. For supply to the receiver I have chosen to use a five cell rechargeable receiver pack that obviously gives a full six volts to the receiver, with a capacity of 700 milli amps.

With all the radio equipment secured to its plate, this can be set to one side while the front and rear gearboxes are screwed to the chassis. Don't forget to install the front and rear drive shafts at this point, otherwise you will be repeating this step very shortly.

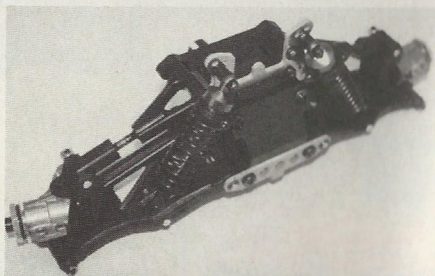
Next we come to the heart of the car — the engine. This is where the electric racers get themselves into a right mess! Should I buy a 13 double or a 14 quad, or a Mr Pink, or what? Us 1/8 scale racers have no such worries. The choice is simple. A 3.5 cc engine, whatever the make, gives much the same performance. Obviously



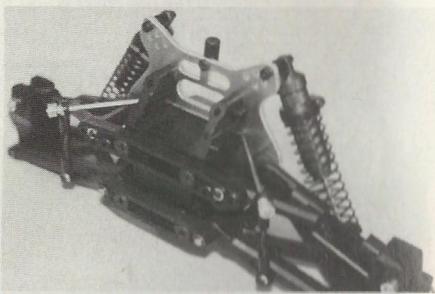
**Centre diff with twin disc brakes.**



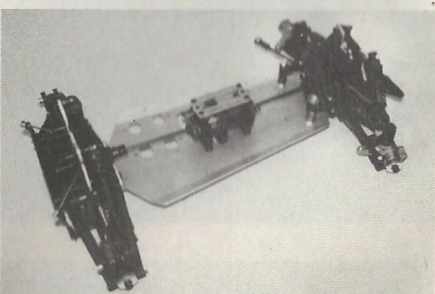
**Main chassis with steering linkage.**



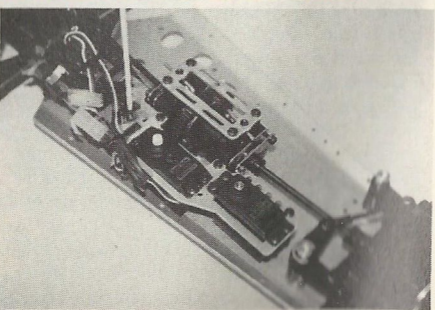
**Front gearbox and suspension.**



**Rear gearbox with suspension and anti-roll bar as standard.**



**Complete drive train assembled.**

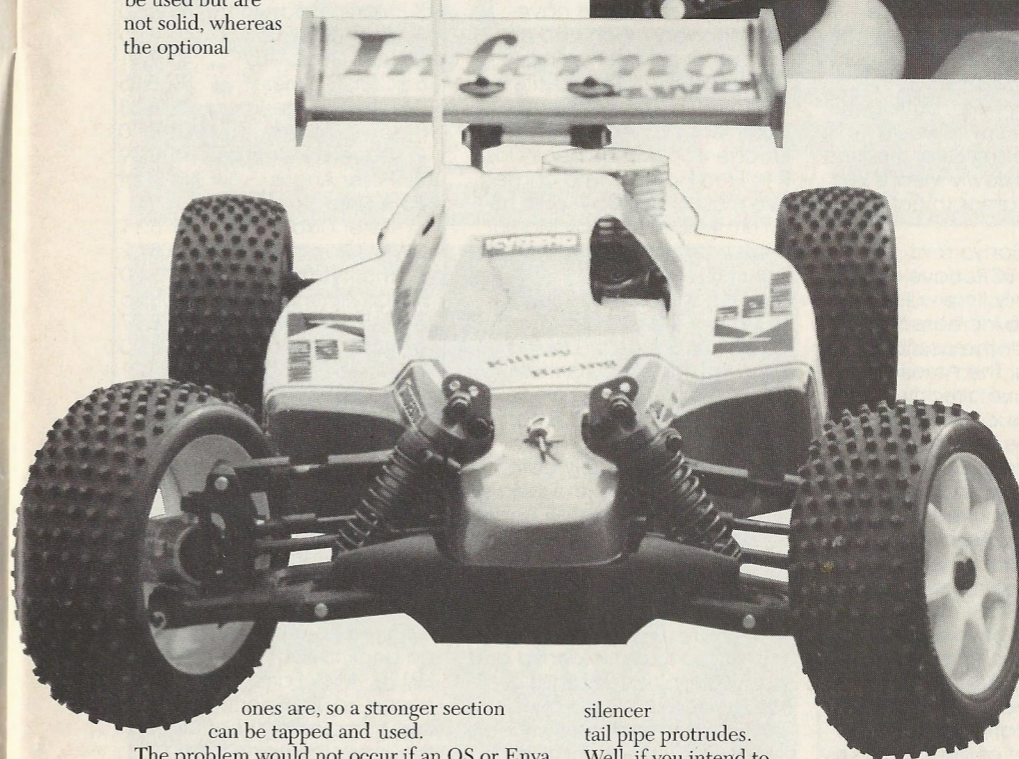
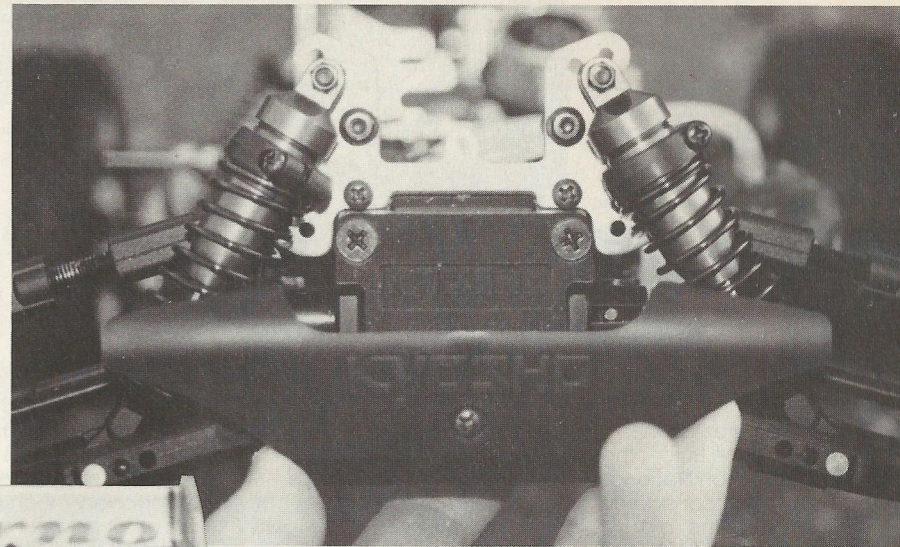


**Neat radio layout.**

**Small alloy shock tower supports the front shock absorbers.**

some have Turbo heads and some don't, but if you are a beginner, then perhaps the normal head is best advised. Other than that, that's it!

For the review, and later use I have chosen to run a Mondial three port with an SG crank. To install the engine is little tricky, or should I say, tight. The engine mounts supplied with the car will accommodate the engine, but I chose to use the optional purple anodised ones, 'cause they look real 'posey' (no, not really). I found that with all the clutch assembly bolted to the front, the front face of the clutch bell rubbed against the rear of the spur, so a means of moving the engine back a little was needed. To do this you need to drill and tap the engine blocks with a 3mm thread. The cast ones that are supplied can be used but are not solid, whereas the optional



ones are, so a stronger section can be tapped and used.

The problem would not occur if an OS or Enya type engine was used. Once the engine is in place, the next item is the fuel tank. The one supplied is of excellent quality with flip top lid and pressure nipple, but if you intend to race it in all out competition, then it is a little shorter on fuel capacity than the maximum allowed under National racing rules. To use this rule to the maximum, you can fit a Serpent fuel tank, which fits straight in.

The kit does not supply either a manifold or a silencer, mainly because of the individual's choice of engine. A suitable manifold can be purchased along with your car, also you will require a tuned pipe. Once these items are fitted, all that is left to do is to fit the radio plate and all linkages. A little time is required on the throttle and brake linkage as it is quite intricate in its movement and obviously you will want it to work correctly, whereas the steering arm is very quickly bolted into place. Once everything is screwed in, you will find that it all works very well.

The basic car is now complete, only the fitting of the wheels, and the spraying of the bodyshell is left. As regards the wheels, all four are of the same width, just stick the foam around the rim and fit the tyre, not forgetting to glue the tyre to the rim with a good quality super glue.

A novel idea on the bodyshell is a silencer guide that you screw to the shell, from which the

silencer

tail pipe protrudes.

Well, if you intend to place your finished car on top of your TV or on the mantelpiece for everyone to admire, this looks fine, but for racing I think you will find that it only hinders the fitting and removing of the shell.

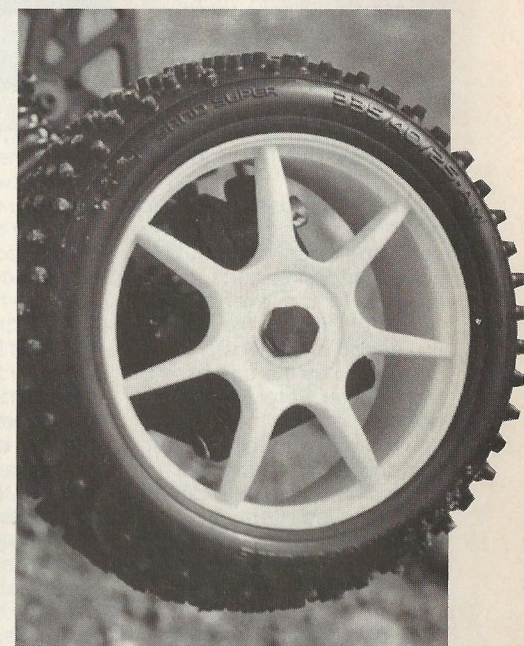
## Conclusions

The car has been designed and released early enough for the racing teams to be able to fine tune for an attempt on the World Championship in July, Kyosho intend to win. Will they?

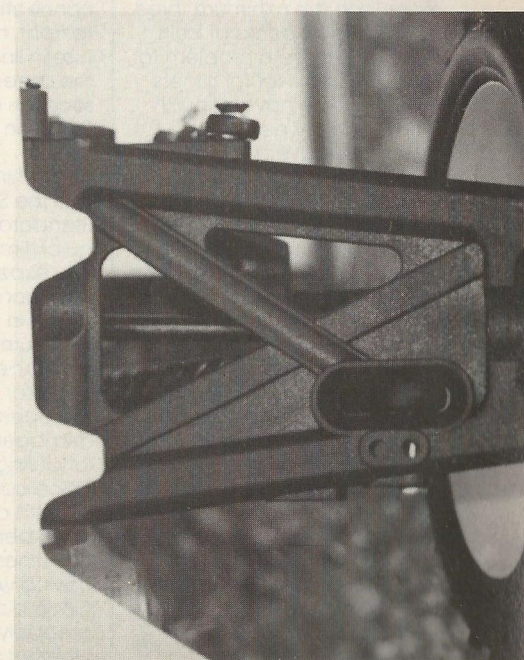
Provided that luck is with them, the car is certainly capable! The Inferno has had a considerable revamp from the Turbo Burns, which revolutionised 1/8 racing. The Inferno could well set the track on fire!

I know that the first batch of cars that were imported to this country immediately sold out. By the time you read this article, Ripmax will have restocked. If you require a kit, then your local Ripmax stockist should have one on his shelf, if not, then he can soon get you one.

If after reading this review you want more detailed information, then I suggest you contact Models in Motion. You can find their advert and phone number in this magazine. Ask for Roy or Stewart who are in charge of the British Kyosho 1/8 team. If they can't answer your questions — no one can!



**Attractive spoked wheels.**



**The suspension arms are very solid, strong mouldings.**