

Model Cars builds Kyosho's answer  
to the Truck Racing scene  
sweeping the country.



**T**he Ultima Outlaw Truck comes hot on the heels of the Schumacher Shotgun, Tamiya King Cab and Toyota Hi-Lux as the Monster Truck craze begins. The car is heavily based on the Ultima 2WD car, which is certainly no bad thing – the Ultima was World Champion not so long ago. Apart from a few changes to the chassis, shock mounts and of course body mounts the car is to a pretty standard specification.

Assembly of the Outlaw starts with the shock absorbers. This is quite uncommon as shocks are usually assembled at a later stage, this at least gets the oily messy part out of the way at the beginning. The shocks are made from plastic and have the seals ready in place, the shafts and pistons are made to a very high standard and fit beautifully into the shock bodies. Oil is included in the kit and gives the dampers a smooth if slightly under-damped feel.

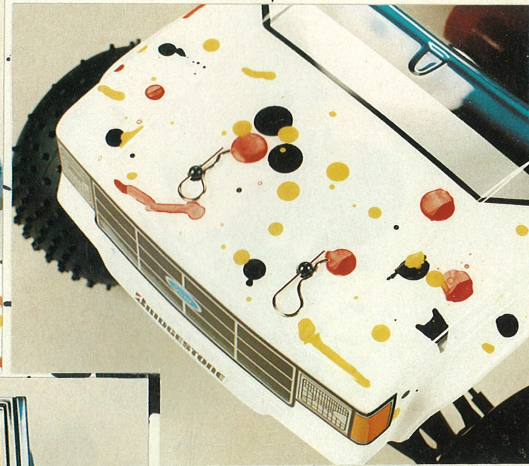
A really nice piece of

design work is the spring adjusters. Similar to those found on motorcycles, the spring adjuster can be set to a number of positions by moving it round on a set of moulded pins, these give a range of settings although extra spacers may be needed when the car is fully loaded.

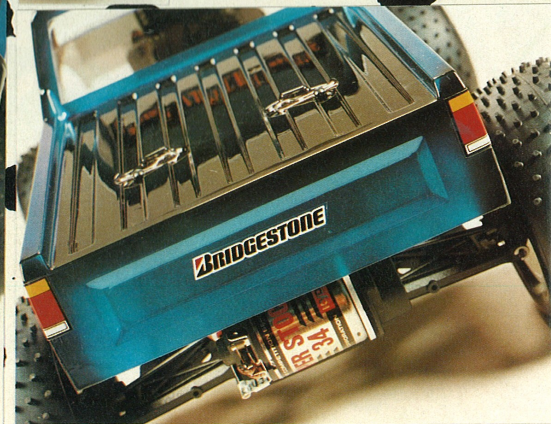
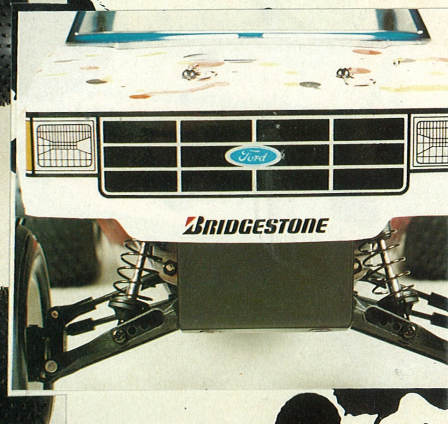
#### Cog Time

The gearbox is pure Ultima. The gears are moulded in a coarse pitch which gives a smooth strong drive train, although in these days of fine pitch and belt drive the gearbox may suffer

**SPLASH  
OUT!**



SPLASH  
OUT!



RADIO CONTROL MODEL CARS

from being slightly inefficient compared to its rivals. In our kit there was both a geared diff and a ball diff. Whether this is the norm we're not sure but we decided to fit the ball diff anyway.

The gearbox is not ballraced and this is the same throughout the car, metal bearings are used throughout and these require to be well greased with the supplied lubricant. The completed gearbox and rear shock bracket are bolted to the Kelron chassis. This is a glass reinforced plastic which is quite stiff and very tough. Once the gearbox is in place the rest of the rear of the car comes together fast with the rear suspension slotting nicely into place with the aid of the accurate Kyosho mouldings.

The top links on the suspension are adjustable, but need to be removed to do this as they are not left and right hand threaded.

The front of the car is

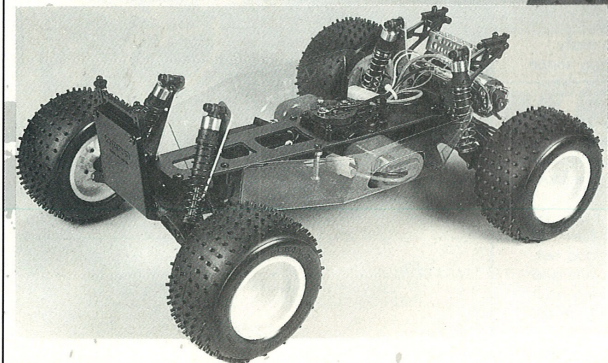
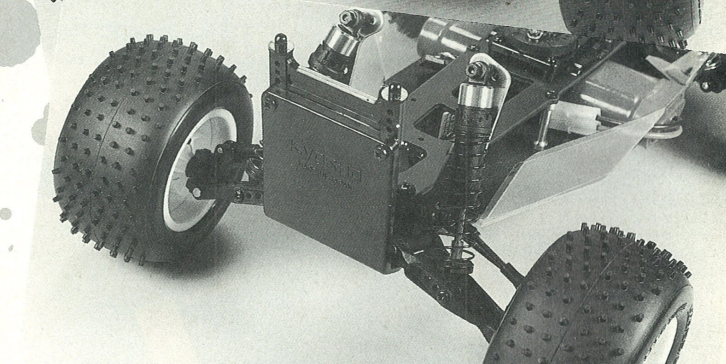
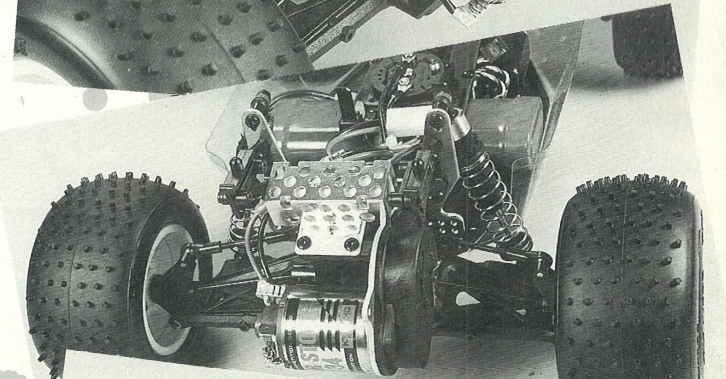
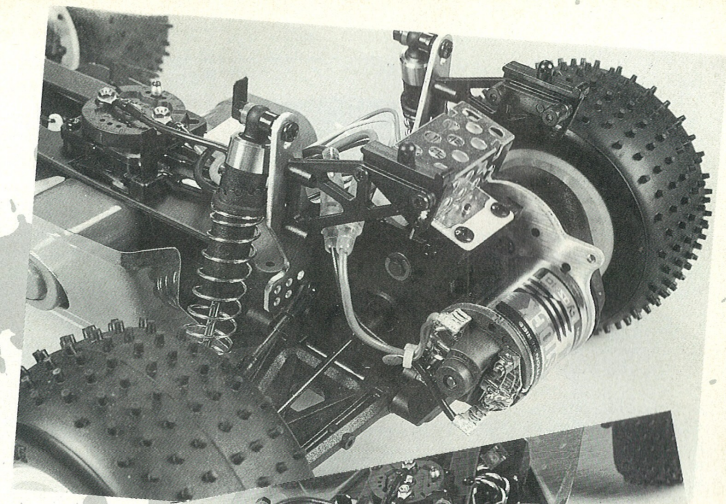
**"The front of the car is again pure Ultima..."**

again pure Ultima except for the shock bracket which is extra long to allow for the next big change - the fitting of long shocks on the front. This are the same as the units on the rear except for the inclusion of a piece of rubber tubing to act as a bump stop. This is a clever little trick that helps the handling of the car by stopping it bottoming out.

**Toughen Up!**

Before the top plate is fitted the Kelron chassis feels a little flexible. This is soon taken care of by the top plate that in itself is weak but when bolted to the chassis in the eight positions that there are makes a very strong box section chassis.

The radio equipment is next to be fitted and this includes all the necessary bits and pieces to make this easy. A servo saver is included and the Kyosho 3-speed rotary speed controller is the best



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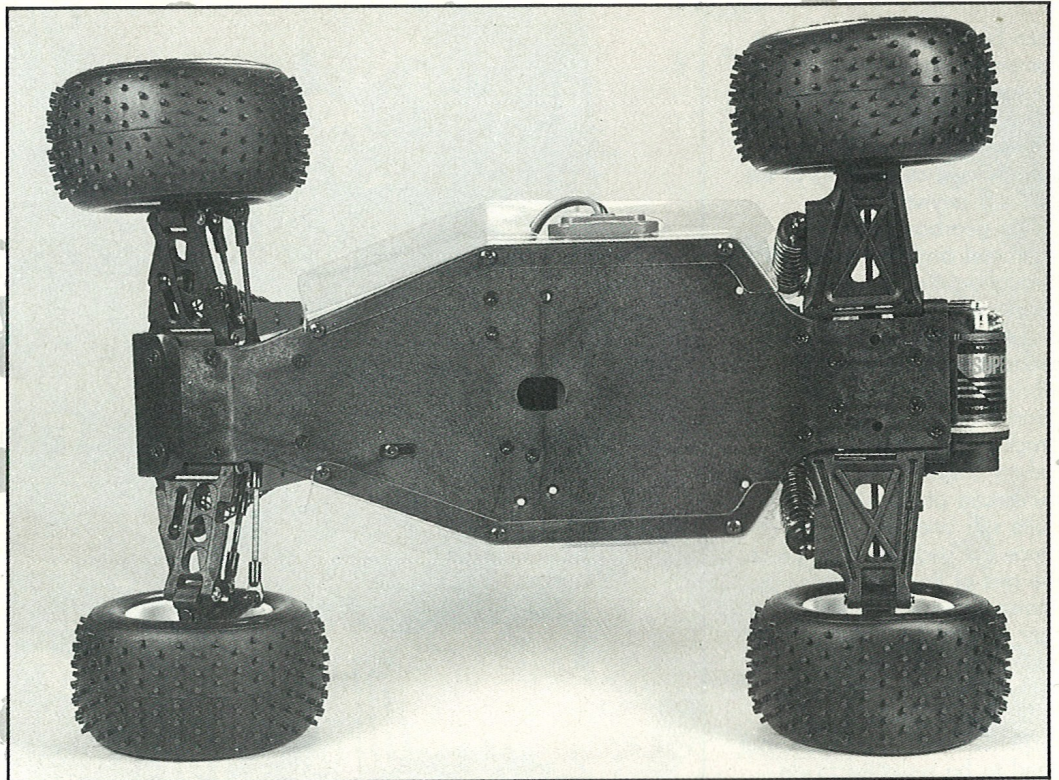
there is.

The body mounting at the rear is via a clever and crisply moulded adjustable post that gives the bodyshell a firm fixing. The front is by another special moulding that bolts to the front bumper, both of these are good strong mouldings that give a good mounting for the body and protection for the front of the car.

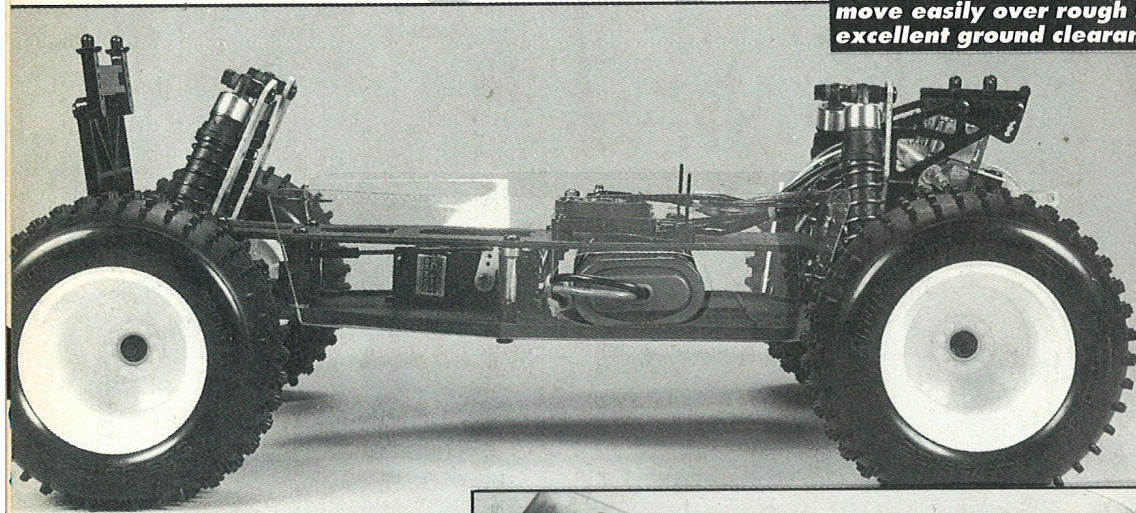
A really nice feature of the car are the wheels and tyres. The tyres feel mega grippy, moulded in a soft rubber with a mini pin-dot pattern. The wheels are the usual Kyosho excellent mouldings that run very true, are light and strong.

### Locations

The battery location has two settings for either saddle packs or stick packs. Tie-wraps are used for the stick packs and these are a little



**Underside of the car is smooth to allow the car to move easily over rough services. Below; The car has excellent ground clearance and rides the bumps well.**



really good quality feel that most of the others lack. Who knows with a set of ballraces, and a modified motor the Ultima Outlaw could turn out to be the truck to have when monster racing takes off!

The Outlaw Ultima racing truck is available from your local Kyosho dealer – so go on have one, there great fun – Splash Out!!

**Rotary speed controller and resistor sit to the rear of the chassis.**

weak, but for the saddle packs two plastic straps are included that do a fine job.

One feature not seen on its rivals are the two neatly moulded Lexan side panels that protect the chassis from mud and water. The bodyshell is also a really nicely moulded racing shape. Stickers not only give detail for the body such as headlights and grill but also give a complete designer paint job for the builder who only fancies a single colour spray job.

As the kit is not ballraced the performance of the standard motor is good but limited, handling is fine and the tyres give amazing grip. The nice thing about the car is the 'feel' of it, it has a

