

KYOSHO

OUTLAW ULTIMA TRUCK

Another racing monster truck hits the market, how does it compare?

Prompted by the growing popularity and success in America of racing monster trucks, Kyosho are another company who have decided to jump on the bandwagon as the release of their own type of monster racer, the 'Outlaw Ultima Truck', proves.

Outlaw Ultima Truck

As the name of the truck suggests the car is based on the world famous Ultima, incorporating the following:

- Long travel, fixed lower arm, adjustable upper link suspension all round
- Plastic oil-filled coil-over spring adjustable shock absorbers on all four wheels for fully independent suspension
- Super stock 34 electric motor as standard
- Rotary silver contact servo operated speed controller for forward and reverse operation
- Ford pickup type polycarbonate bodyshell with detailed self-adhesive stickers
- Light glass reinforced 'Keilon' chassis
- Polycarbonate chassis side dams/dirt shields for radio protection
- Monster size wheels and rubber type pin spike pattern tyres
- Geared differential inside fully enclosed gearbox
- Protective plastic dirt shields for the insides of the wheels
- Plastic front bumper/body mount



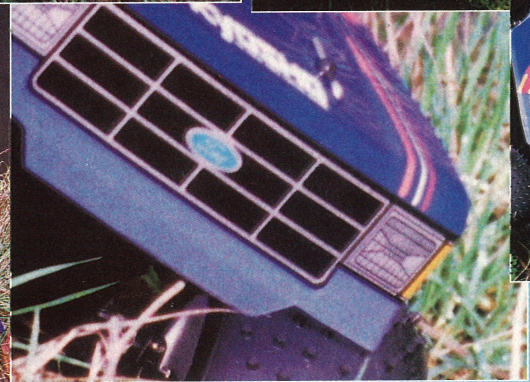
The Kit

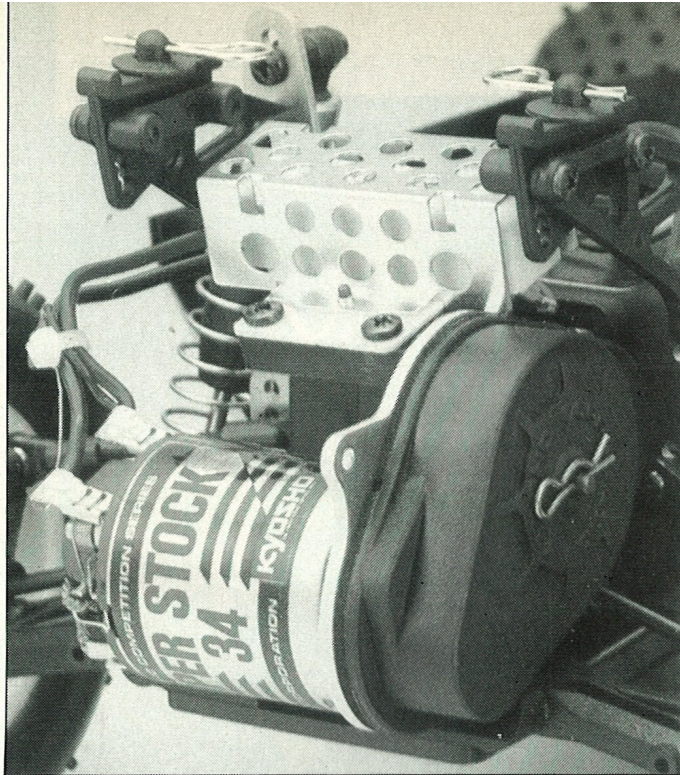
Presentation of the Outlaw is up to Kyosho's usual high standard. The box lid is attractive enough to make it stand out from the rest of the shop shelves. Inside the box layout is neat with all of the individually bagged bits and pieces concealed in cardboard presentation packages.



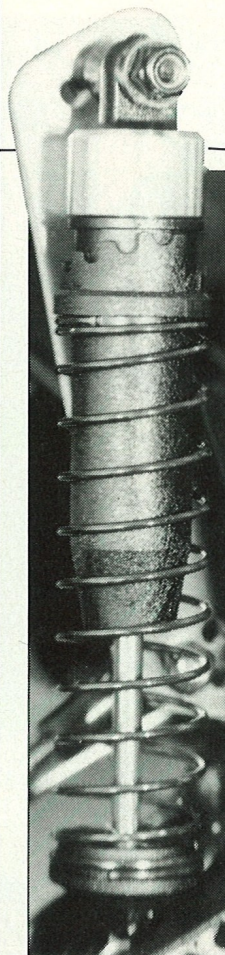
Construction

Because the Outlaw is basically a beginner's kit it is very simple to build and presented no problems during the four hours of construction. The instructions provided in the kit are quite good. This is demonstrated by the fact that if you had to you could just about build it by only referring to the illustrations.

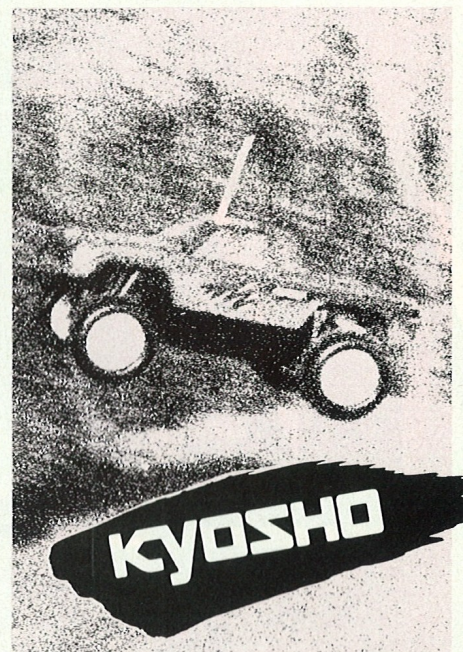




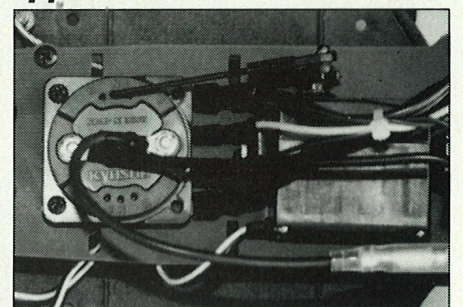
⓪ Super Stock 34 motor delivers adequate speed.



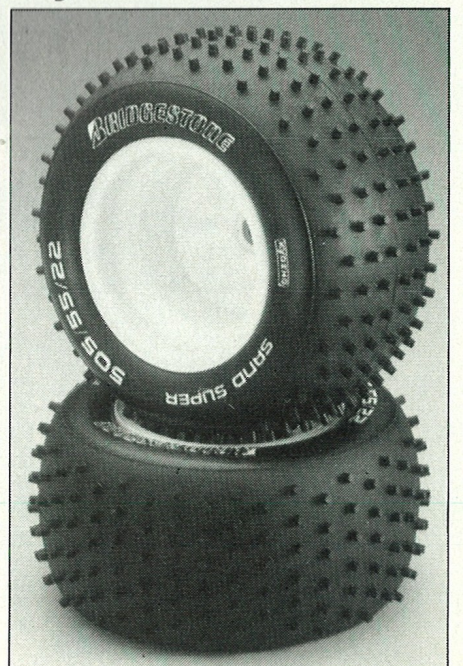
⓪ Long plastic front shocks with quick spring tension adjustment collar.



⓪ Mechanical speed controller sits on top of the upper brace.



⓪ Monstrous front tyres grip very well.



Bits 'N' Pieces

The chassis is the first and most interesting feature one notices about the kit, because it is made from an as yet unheard of material — Kelron.

At first it seems to be quite an unusual choice of material to make a chassis from because it is flexible to say the least!! Once the upper chassis brace is screwed into place though the whole construction becomes fairly rigid, certainly stiff enough for a beginner's car which the Outlaw is.

The kit contains bushes throughout the gearbox and on all four wheels. This keeps the cost of the truck down, although these items should be replaced frequently if ballraces are not to be used.

For ease and speed of construction the plastic shock absorbers have the 'O' ring seals already inserted into the chamber. This means that the chambers simply have to be filled up with the green oil provided and the tops screwed on. The stiffness of the coil-over spring is easily adjusted via a plastic collar with different length slots. You simply have to turn the collar around to get the setting you want and this also has the advantage that the settings for each pair of shock absorbers is identical.

Because the Outlaw will take severe punishment and traverse

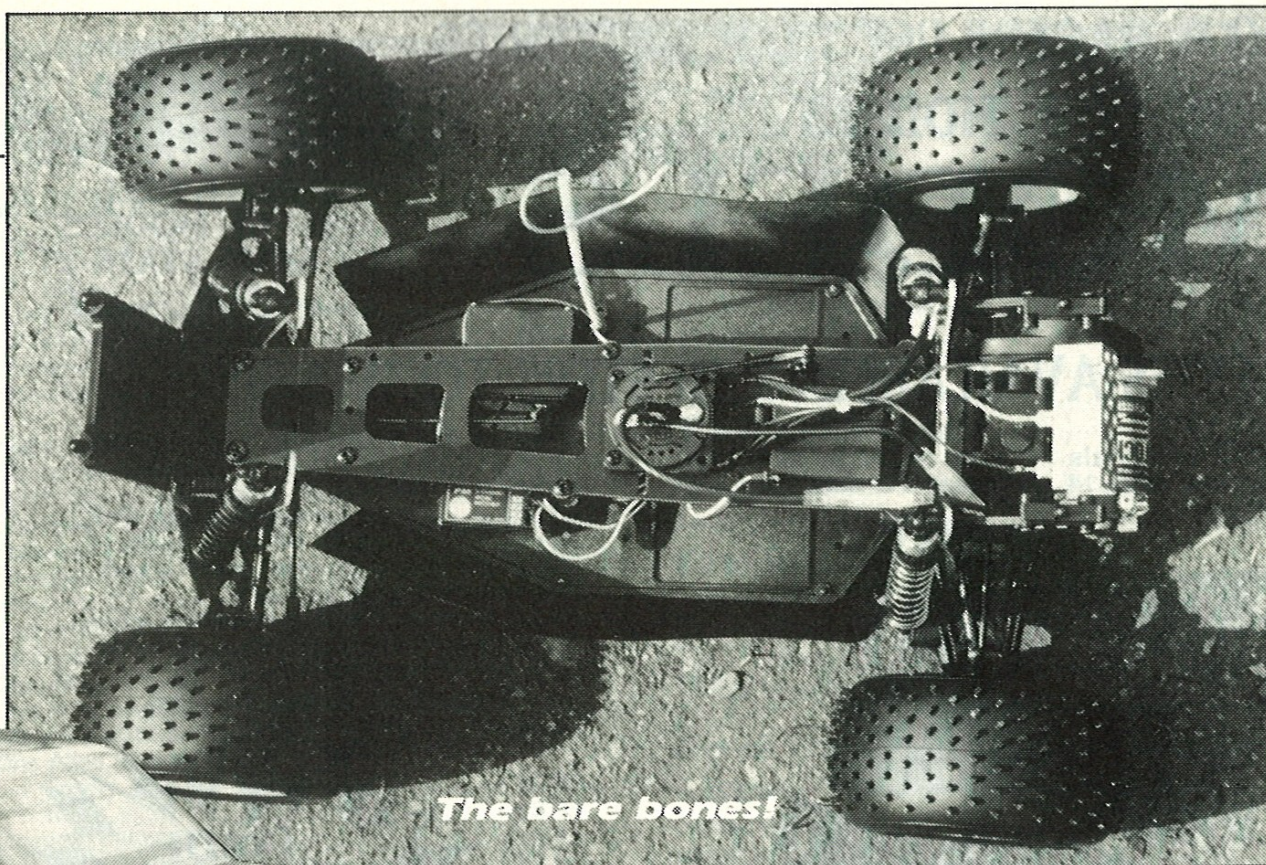
generally rougher ground than normal 'off roaders', long shock absorbers have been provided for the front of the truck with a new longer alloy shock tower. To prevent serious damage the front end is protected by a large bumper/body support, made out of flexible black plastic.

The 34° stock motor sits at the rear of the car and is completely unprotected from rear end shunts. Optional motor protectors have been available for some years for the Ultima series of cars though, so should you wish to protect your gear mesh you can do so fairly inexpensively.

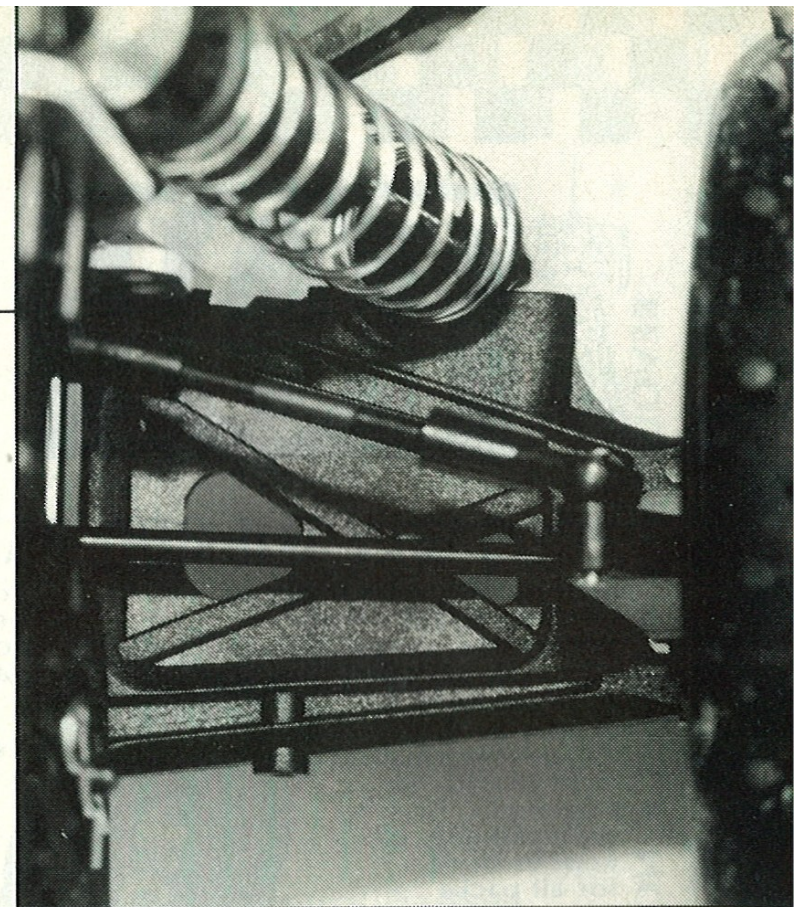
The excellent Kyosho rotary speed controller is included in the kit. These units have more than proven themselves to be very reliable and easy to use. The speed controller sits on the upper chassis deck along with its operating servo, a Futaba 148 in our case.

The 7.2 volt nicad battery pack can sit on the chassis in either stick or saddle pack form. Performance advantages due to either set-up would be negligible.

To protect the Outlaw from picking up too much mud/dirt, Kyosho supply wheel shields and lexan chassis side dams. These work quite well and should help to reduce cleaning time in between runs.



The bare bones!



○ Plastic mouldings, like the rear arm seen here, are excellent quality.



Nicads Cooking? Let's Go!!

Performance of the Outlaw was very much as we expected. The standard motor and speed controller provided average speed, although it was more than fast enough to launch it a good few feet of dirt and gravel jumps. The Outlaw was very well balanced and jumped very well, landing squarely without too much bounce, which indicated the shock absorbers were damping just about perfectly, on their softest setting.

The grip from the soft rubber pin spike pattern tyres was good and the car displayed fairly neutral steering ability.

If you are looking for a beginner's R/C model car that is easy to build, great fun to drive and with a few mods would be very competitive in a monster truck racing class, the Kyosho Outlaw Ultima is ideal.

Available from your nearest Ripmax stockist. ●