

KYOSHO

PEGASUS

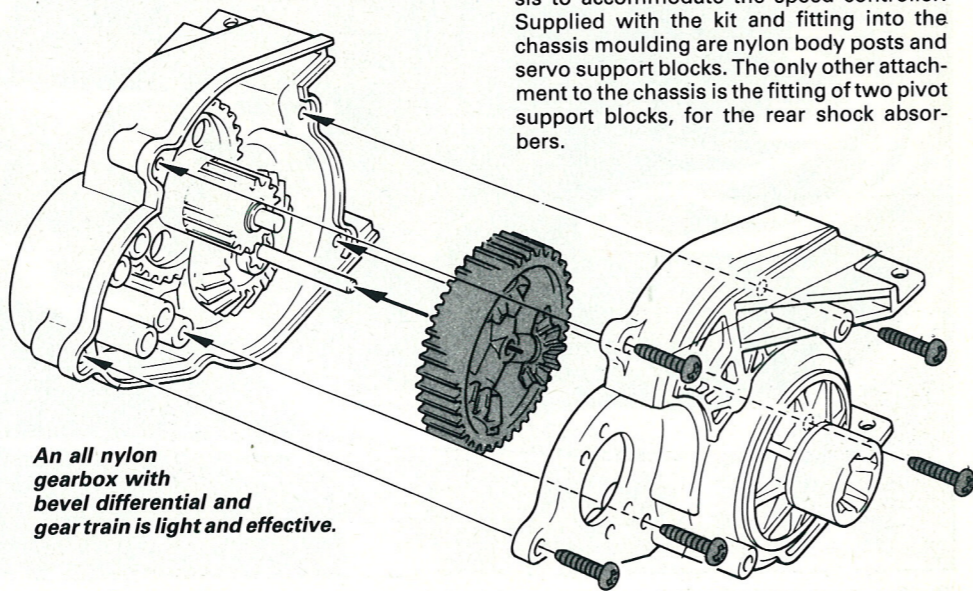
We take a look at this new 1/16 off road car from Kyosho, simple, cheap and ideal for the beginner.

Two editions ago we reviewed Kyosho's Optima car kit, which is finding favour among some of our seasoned campaigners. At over £100, with four wheel drive, and its inherent maintenance problems, the Optima may not suit someone looking for a relatively cheap way into the hobby. Kyosho have therefore introduced into their range, the Pegasus two-wheel drive car, classed as the ideal entry level electric off-road racer.

The Pegasus is designed with available room within its moulded chassis, to accept any current radio equipment. Design includes good weatherproofing, simple battery installation, bevel differential and simple friction type shock absorbers.

Chassis and Front Suspension

The chassis is designed in one piece and comes out as a moulded bath tub-type. In the base there is a hinged cover that allows easy installation of your 7.2 volt battery pack. Once clamped shut, the cover gives a flat, smooth base to your car, with no protrusions to halt the progress of your car on rough ground.



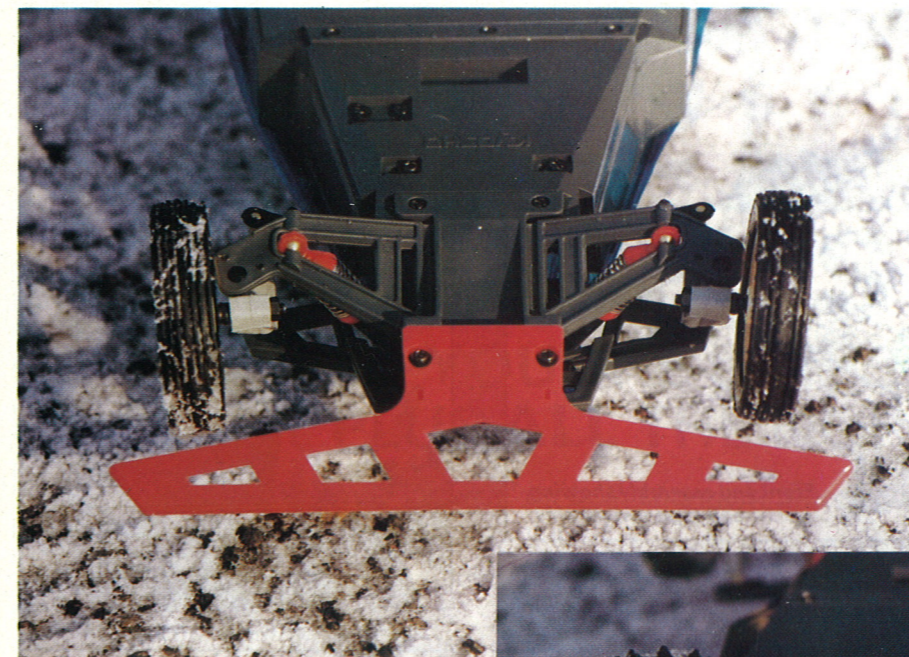
An all nylon gearbox with bevel differential and gear train is light and effective.

Simple pillars are moulded onto the chassis to accommodate the speed controller. Supplied with the kit and fitting into the chassis moulding are nylon body posts and servo support blocks. The only other attachment to the chassis is the fitting of two pivot support blocks, for the rear shock absorbers.

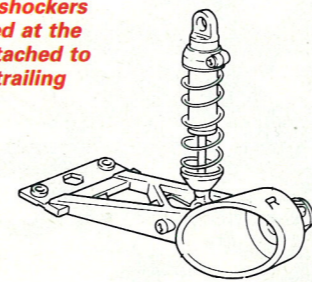
The front suspension of the Pegasus shows how Kyosho have managed to keep costs down to a minimum. The basis of the suspension is a three part moulding, top and bottom wishbone and spacer piece. What would normally be the supporting blocks for the wishbones, carrying the pivot pins, is moulded as one, wishbone and support together. The pivoting of the wishbones is compensated by flexible joints, moulded where your normal pivot pin would be positioned. Hopefully regular use of the car will bring a freer movement of the wishbones as the joint softens, compared to the rather stiff action when it is first installed.

Shock absorption is also a very simple affair. No oil is used, purely dry friction between the plastic shock absorber body and the steel piston. An adjustable coil spring

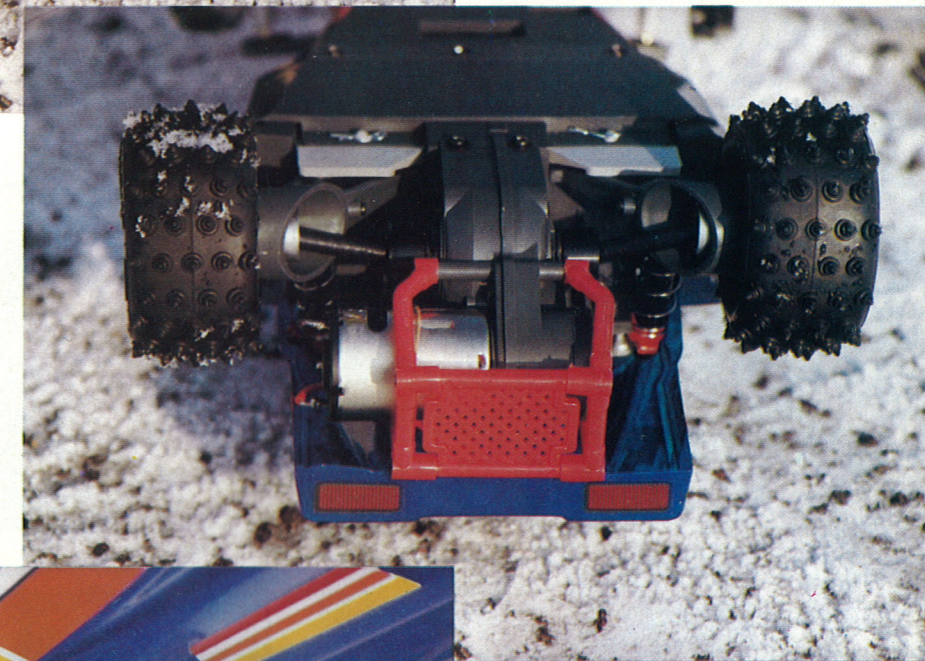
General front suspension detail and ribbed front tyres.



Single shockers are used at the rear attached to single trailing arms.



The Mabuchi 540S motor is open at the back and protected by a durable plastic cage.



Front suspension is a three part moulding, top and bottom wishbones and a spacer piece. Still very effective.

is fitted for variations in ride height and damping effect. If you are looking for proper damping, then Kyosho offer suitable bolt-on oil filled alternatives at a little extra cost.

Rear Suspension and Gearbox

Single trailing arms are used at the rear, utilising the same flexible joint for movement as used at the front.

A sturdy front bumper give ample protection.

Nylon bushes fit into the arms, with die-cast stub axles running in them. The stub axles have a very large engagement moulded onto them to take the nylon halfshafts. The halfshafts, with four-point engagement each end, are moulded from nylon and would appear to be safe from disengagement at the extremes of suspension movement.

The gearbox is an all nylon affair, comprising two-part gearbox housing, nylon bevel differential and nylon gear train. Suitably greased, and the assembly is light, free running and effective.

Four self-tapping screws attach the assembly directly onto the rear of the chassis moulding and once in place a simple nylon moulded frame is screwed to the gearbox

housing, offering protection to the motor and housing from shunts in the rear, when the car is in use.

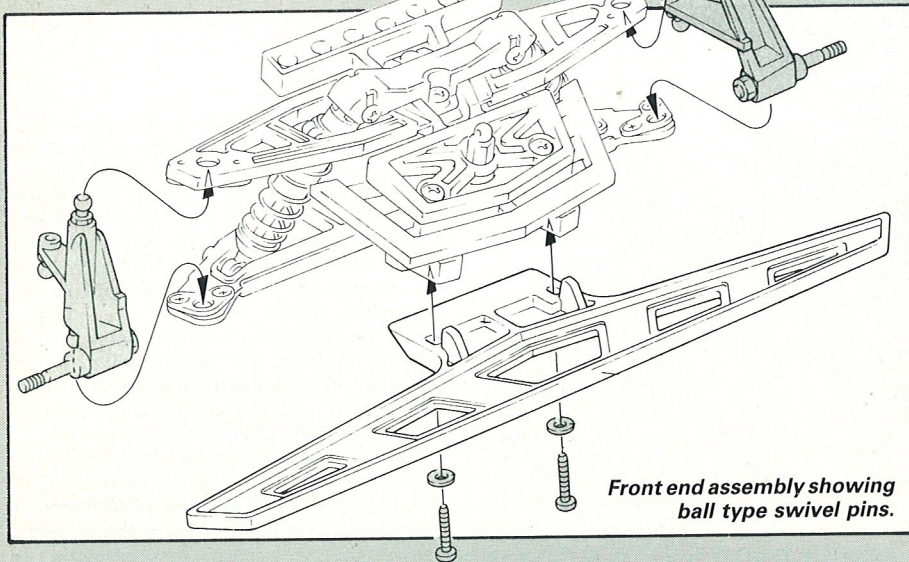
Single, identical shocks to the front, are fitted to each trailing arm and pivoted via points attached to the top edge of the chassis moulding. The shocks are fitted with coil springing which is stronger than those used on the front of the car.

Supplied with the kit is a Mabuchi 540S motor, resistor speed controller for forward and reverse, a fully enveloping lexan body shell, nylon moulded front and rear hubs, semi pneumatic ribbed tyres at the front, with knobbly to the rear, and all of the necessary hardware to fit your servos and radio gear.

Conclusions

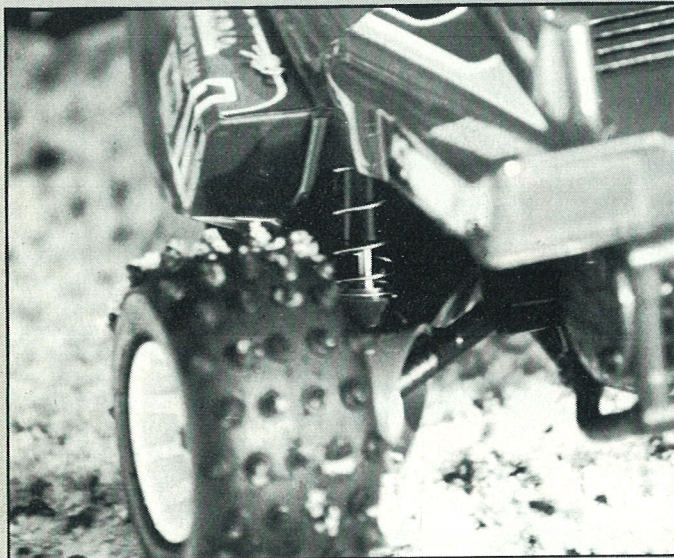
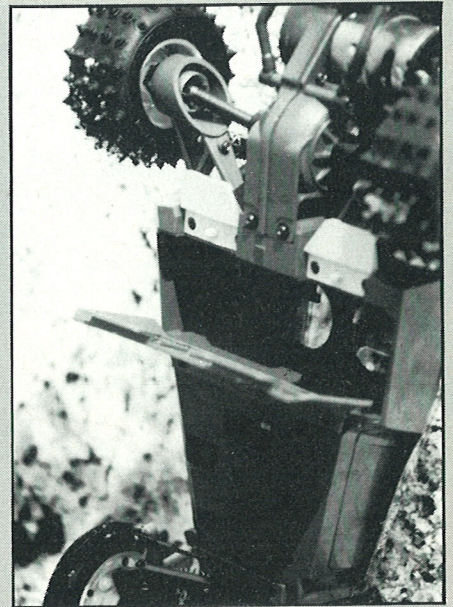
The kit is primarily aimed for the absolute beginner. Its simplicity in design and manufacture poses no problems to the builder for assembly or upkeep. The chassis is very spacious and accepts any current modern radio, which easily adapts to the robust speed controller. Battery installation is safe and positive from the underside of the chassis, as is the relieved moulding for the radio switch.

The car is lightweight and extremely fast from the power given by the Mabuchi



Front end assembly showing ball type swivel pins.

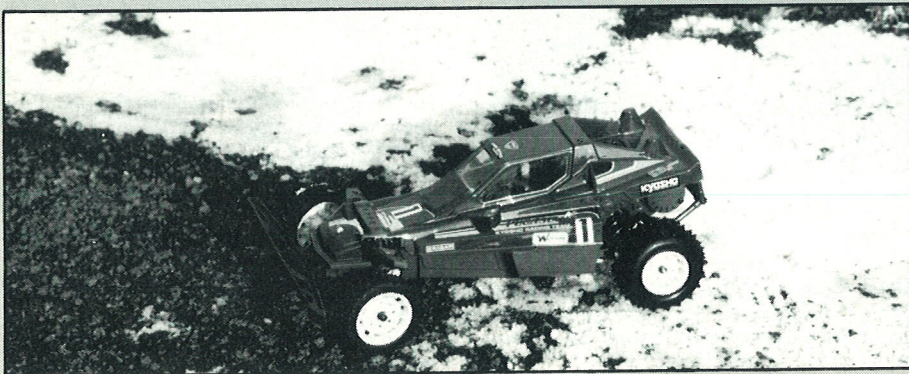
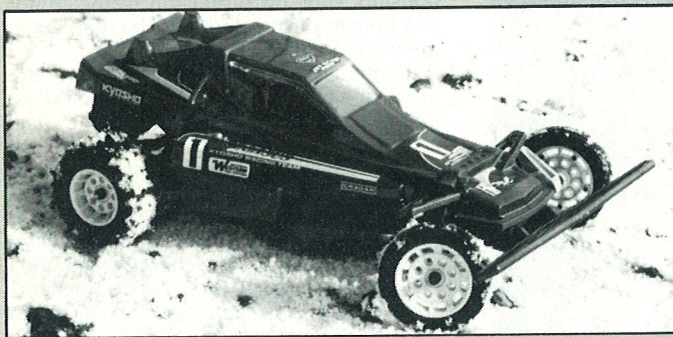
Right, simple and easily accessible battery location.



Rear suspension showing coil over shock springing.



Below, front suspension with its double wishbone system.



motor. The handling is firm, but one can't expect much more from this system of suspension movement and damping.

Priced at around £50, the kit will prove attractive to our younger readers. They can learn the basics of car control in their own garden or on holiday on the beach, and the car should take it all. If then they want to extend their talent to real competition, a browse through the Kyosho catalogue shows a many and varied choice of kits available.

Kyosho Pegasus 1/10th off road kit imported by Ripmax Ltd.

Say you read about it in Radio Race Car Magazine.