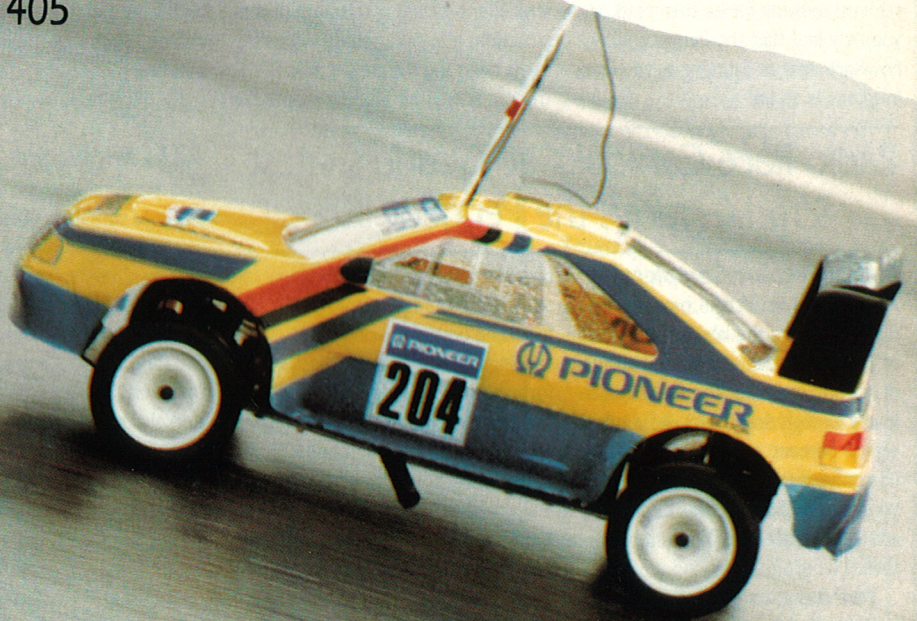
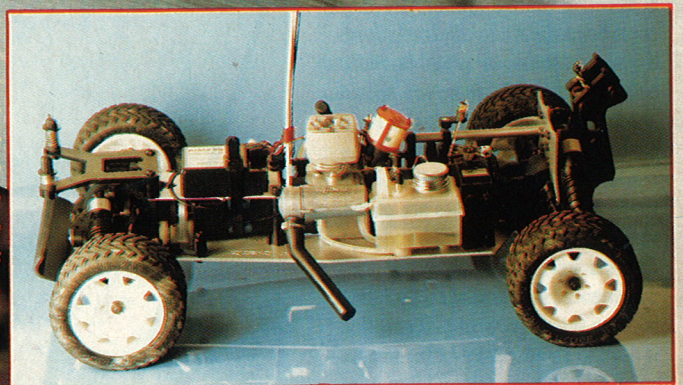


# KYOSHO PEUGEOT 405

Radio Race Car looks at Kyosho's latest 1/10 I.C. racer, the Peugeot 405



Excellent systems layout provides the owner/driver with easy access to all the important bits. The progression from one tenth electric to one tenth I.C. is not a large one to make using this format.



Never ones to be followers, Ripmax introduced through their Kyosho agency a one tenth scale, glow motor powered car, namely the R.S.200. Sales of this car in the U.K. took even Ripmax by surprise, and was mainly the reason why engine spares were so difficult to obtain. We are delighted to say that now the market demand for this type of model is a little more clearly defined, spares should no longer be a problem and the range has been added to with this superb example of the Paris - Dakar winner the Peugeot 405.

It seems that Kyosho have discovered what some of us have known for years, namely that the very mention of a glow motor can have grown men cowering with fear and awe! In order to allay those fears Kyosho have teamed an O.S. Max.10 F.P.B. with a



very familiar one tenth chassis layout which should make most purchasers feel at home and happy, if not yet overconfident with their new model. If you are one of the many who would like to hear lots of engine noise and see real exhaust fumes then read on, you may find that the Peugeot 405 is nowhere near as daunting as you first imagined it to be!

be totally wrong, even in one quite major shunt the front suspension remained firmly attached to the car! Should you so wish you would be well advised to replace any of the plain bearings used at each wheel hub, with any roller bearings at this stage of construction, it is easier to do whilst the car is clean and the shop that sold you the car should be able to supply the

compound and excellent stuff it is too, so be sure to use it. You will regret not doing so as vibration from the O.S. will shake just about every type of fixing used throughout the Peugeot loose. Secondly please ensure that both front and rear gearboxes are lubricated with the silicone grease supplied.

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### Eighty Percent Complete!

As you rush to lift the box top you may not notice the label on the front of the box which states, or because of it's non imposing size fails to state loudly enough that this model is in fact eighty percent complete, lifting the lid confirms this to be true, in fact all you have to do is fit the suspension, add radio, wheels and finish the body-shell.

Your input to the building phase begins with the construction of all four coil over oil shock absorbers, this type of shocker will be familiar with any one who has built a Kyosho car before. If you are someone who has never built a Kyosho car then you should also have no difficulty with this stage of the build. Having separated all the correct components from the plastic sprue, yes shocker bodies are plastic with this model and come fitted with oil seals and bushes, follow the well documented instructions to the letter and you won't go wrong. Suspension is next to be added, lower wishbones on all four corners are held firm using top tie bars, this method of securing the suspension arms in place did appear to me to be a little fragile at first, however this fear has since proven to

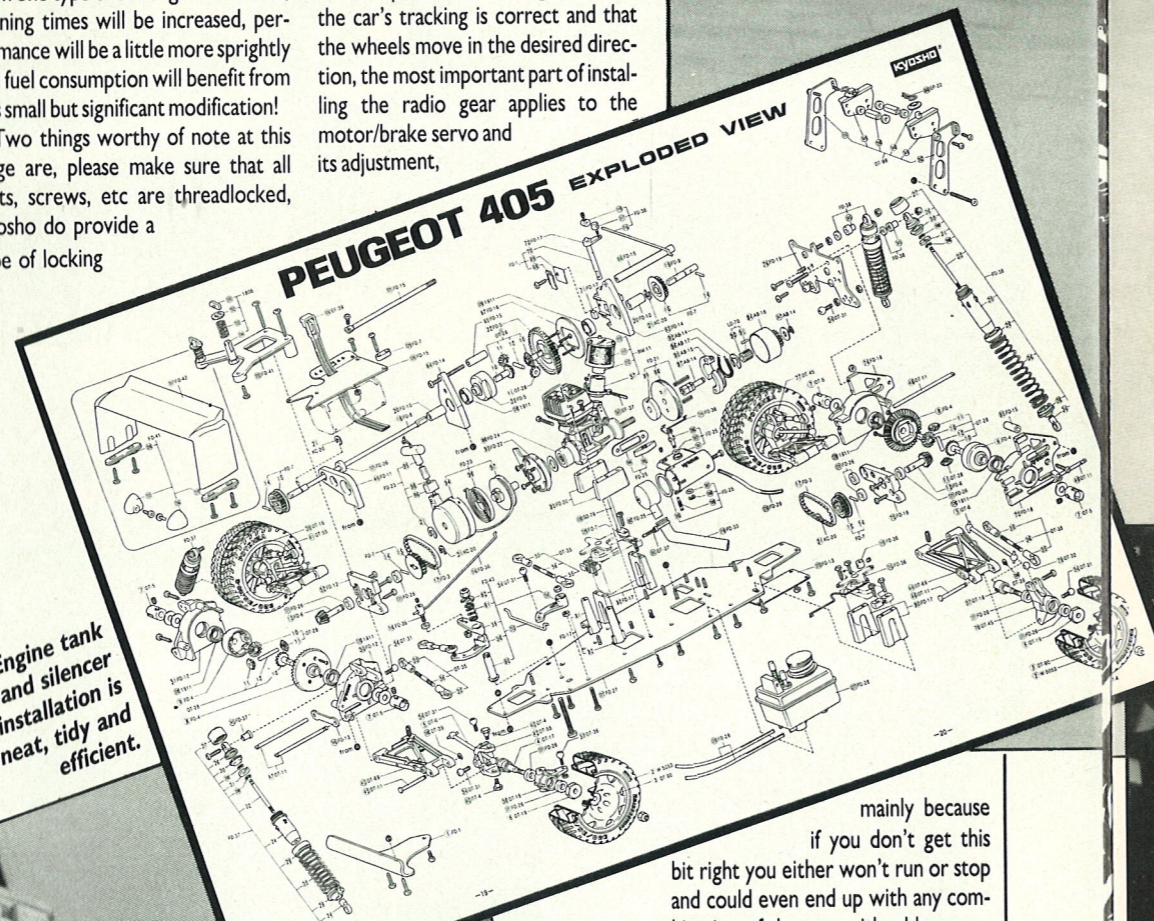
bearings quite reasonably, you will see several advantages from switching from one type of bearing to the other, running times will be increased, performance will be a little more sprightly and fuel consumption will benefit from this small but significant modification!

Two things worthy of note at this stage are, please make sure that all bolts, screws, etc are threadlocked, Kyosho do provide a

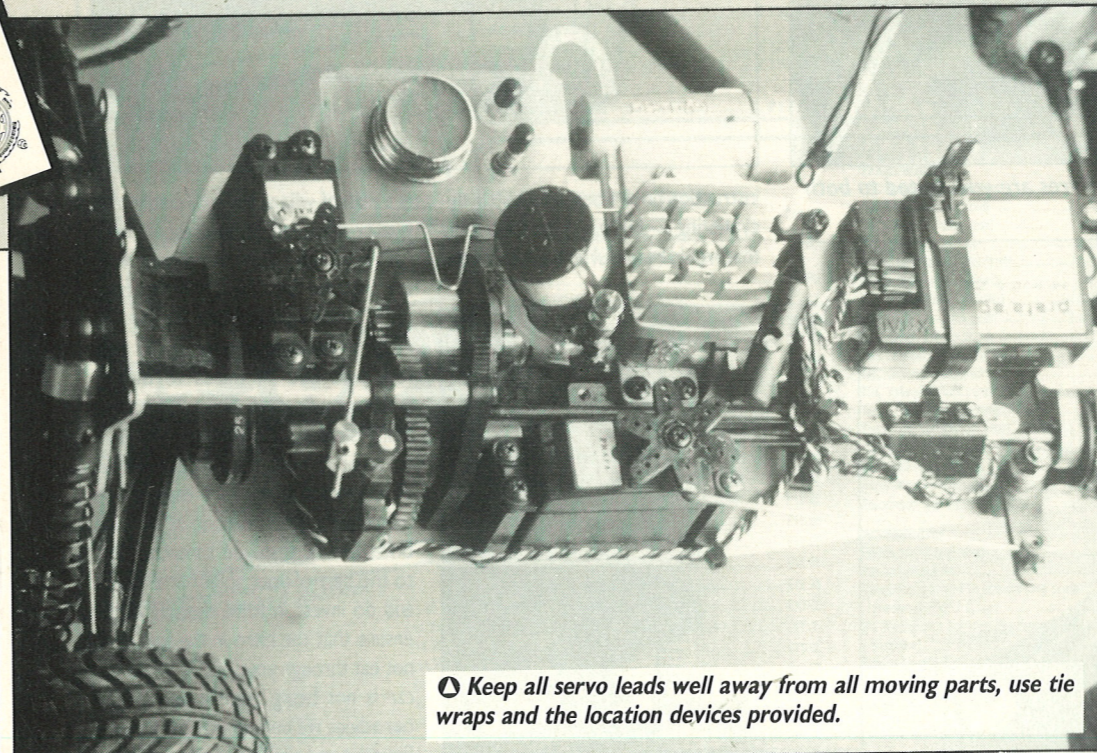
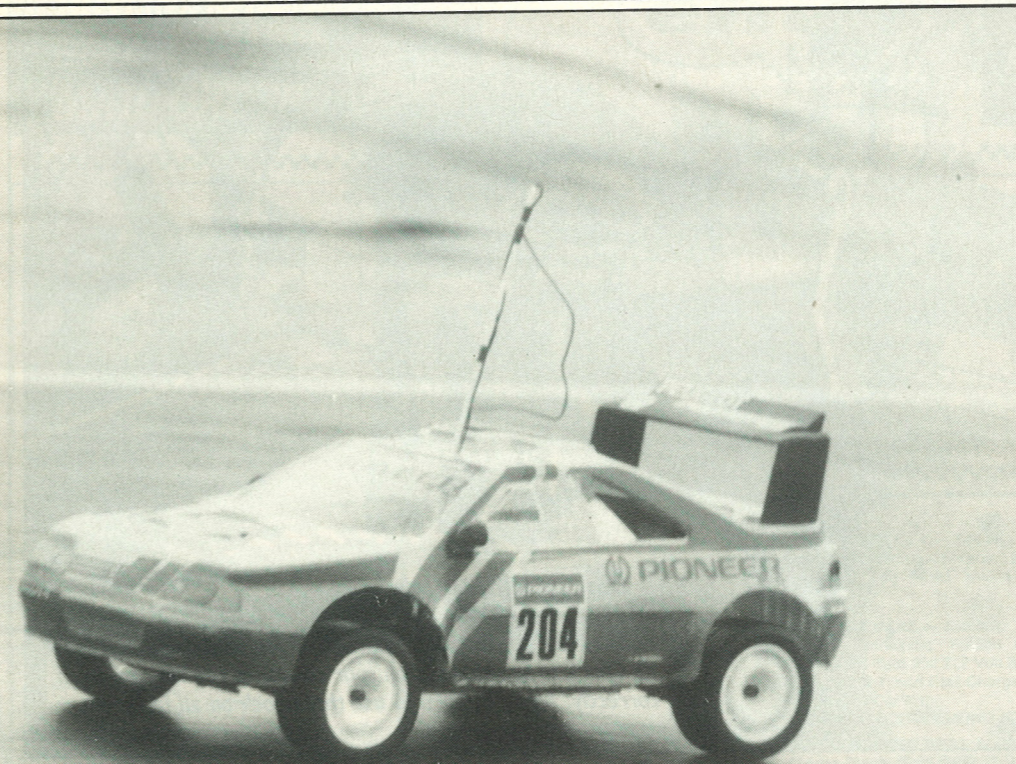
Engine tank and silencer installation is neat, tidy and efficient.

### Radio Installation

This stage of assembly could not be easier to complete, even servo bearer location holes are pre-drilled, you will obviously need to use a battery holder and four AA size cells to power your radio. Apart from making sure that the car's tracking is correct and that the wheels move in the desired direction, the most important part of installing the radio gear applies to the motor/brake servo and its adjustment,



mainly because if you don't get this bit right you either won't run or stop and could even end up with any combination of the two with a blown engine or bent car into the bargain! Sounds hairy doesn't it? Well get it wrong and it would be but Kyosho's instruction manual is so clear and precise that if followed to the letter, using all of the tolerances given, your engine should start within the first few pulls, ours did. We have said before that the most important thing you can do when building any new model is to read and understand the instructions before assembly. It is very important that you do so here before you attempt to start your engine. If in any doubt phone or go back to the shop where you purchased the car or ask the assistance of an experienced mod-



Keep all servo leads well away from all moving parts, use tie wraps and the location devices provided.

eller. Your local flying club may well be only to pleased to help should you really get into a mess. Only the body-shell to paint and decorate and you are away, done that? Right let's go!

**Before You Start!**  
Now at this stage you're ready to go and can't wait to get her started well hold on just a second there are one or two adjustments to check first. Be-

fore you begin, range check your car, remember there's a lot more metal to metal contact in this car that could cause glitching and interference. Do this with the motor not running and

then while it is running. If you're suffering, sort it out (There's an old dodge used by flyers that may help, simply by coiling your servo lead around a brass curtain ring you will reject most of the metal to metal noise affecting your radio signal, and before you ask, no I don't know why it works, it just does!) Once any radio problems are sorted check the set screws or ride height adjusters are all equal to start with, fine tuning can be done at a later date.

### Starting

At this stage it would be all too easy to say away you go then, have fun! However, depending on just how much you value the amount of money that you have parted company with to have that fun, will greatly affect the way you want to handle the vital first hour of your new car's life. Nowhere in the instructions is mentioned the correct grade of fuel to use, our car has been run on a synthetic glow fuel with a ten percent nitro content from the word go and so far has performed superbly. We would also advise any new owner to run the car with the body shell off for at least the first tankfull of fuel, this will allow the motor to run cooler during the initial bedding-in period. Never allow the motor to run an overlean fuel mixture, this will lead to overheating and a certain seizure of both the motor and probably yourself. Looking on the bright side though it will allow you to wear a small but perfectly distorted O.S. piston and if you are very lucky bent con rod as a tie pin.

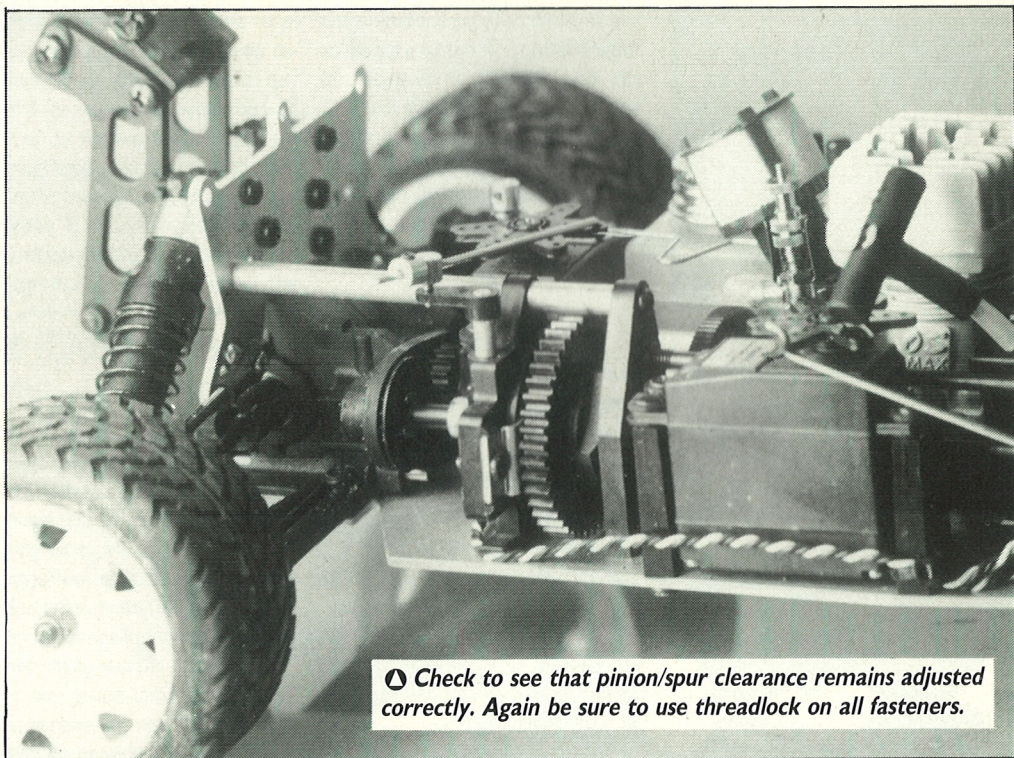
Should your motor not run straight from the box then the starting and readjustment procedure is very simple. You will notice that there are only two adjustment screws on the carb, in essence the smaller one of the two adjusts the idle position of the engine (rate of tickover) this adjuster is no more than a mechanical throttle stop and should be set to ensure that the wheels do not rotate when the motor is idling, while ensuring the idle speed is high enough to allow the engine to keep running. The larger, silver adjuster is the fuel needle valve; this adjusts the amount of fuel entering the engine and is the singular most important adjustment to make. Should the engine not start, totally close down the needle valve (turning clockwise) then open up the needle valve just over one and a half turns (anti-clockwise). The engine once primed should now start and after an initial warming up period should



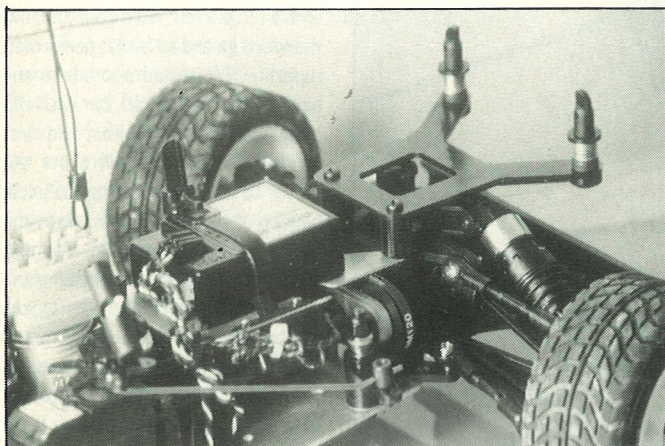
throttle up sweetly. If the engine stalls around the high throttle position screw out the needle valve a little more in the anti-clockwise direction, your motor should now run perfectly. Never close the main needle valve excessively (turn clockwise). This will cause the motor to run in the above mentioned and dangerous overlean condition.

### What We Think

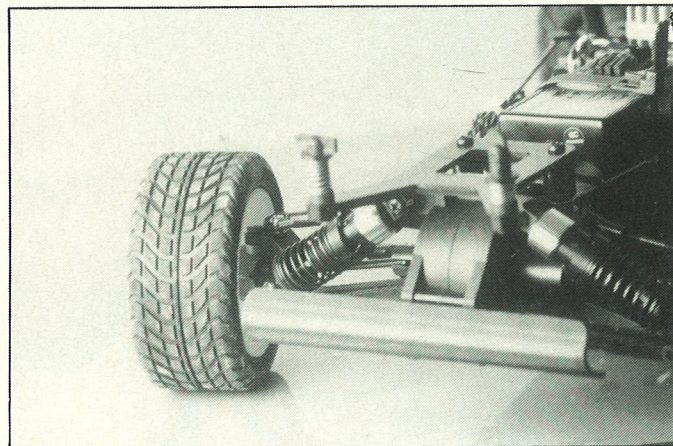
Considering that you are getting a mid-engined, three differentialed, self-starting racing car complete with battery box, fuel bottle and one of the nicest and most technically innovative bodysells yet available (look at the undercuts in the Peugeots shell) for around the £200.00 mark, we think the new Kyosho Peugeot is very good value for money. It will run for nearly twenty minutes on one tankfull of fuel once run in, if used with restraint! All parts are of the highest quality and should provide a very long life, the



⚠ Check to see that pinion/spur clearance remains adjusted correctly. Again be sure to use threadlock on all fasteners.

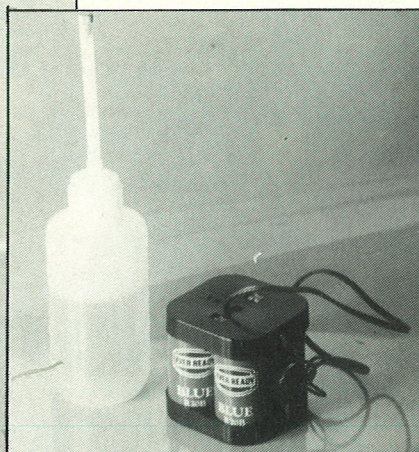
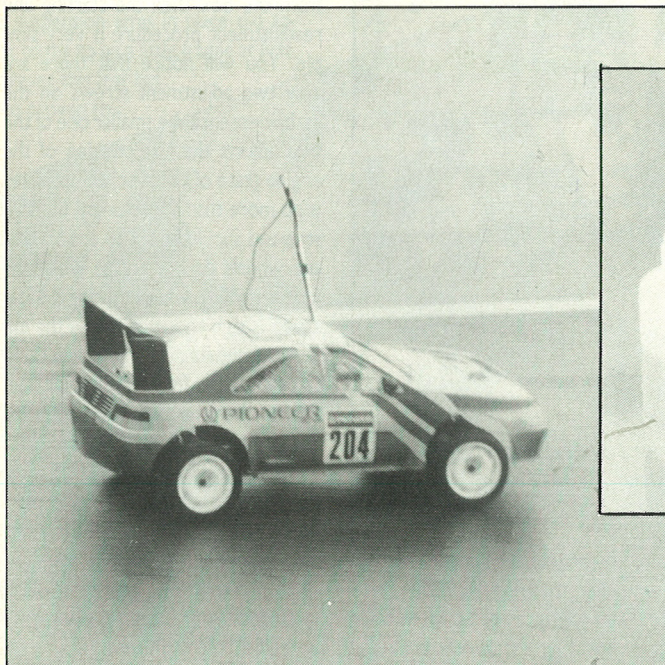


⚠ Steering is precise and accurate. Tyres are well suited to both tarmac and short grass.



instruction book does need a little deciphering — but not a lot. One thing that would be useful in the instructions

is a plan of where the extremely high quality decals all go, at present there isn't one! Having run this car we must say that we find the engine to be a very sweet power unit having no vices, it will always start in the first few pulls and continues to deliver ample power at all times. Of course being such a small unit you do have to treat it with the respect that it deserves and make sure that not too much heavy work is done at any one time, ensure that you tune the O.S. to the best of your ability at all times and do invest in some flushing oil to ensure that the nitro in the fuel does not eat through your engine while the car is not being used! If you follow our advice we believe that the Kyosho Peugeot and the O.S. engine will last you a long, long time. Have fun and watch out for details of the first race meeting for this new formula coming soon in R.R.C. The Peugeot 405 is available from all Kyosho agents. ○



Fuel bottle and glow driver case comes with kit, nice touch!