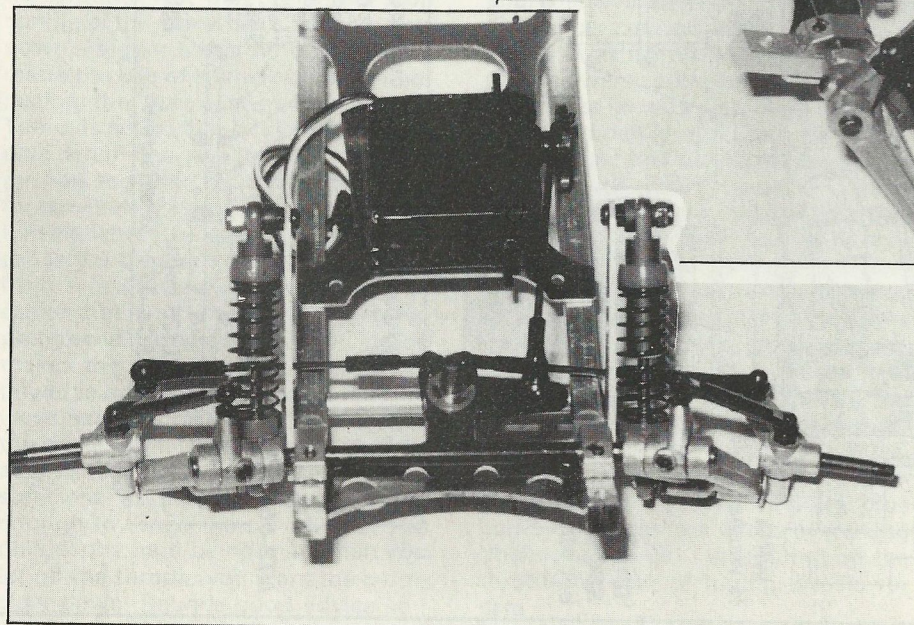
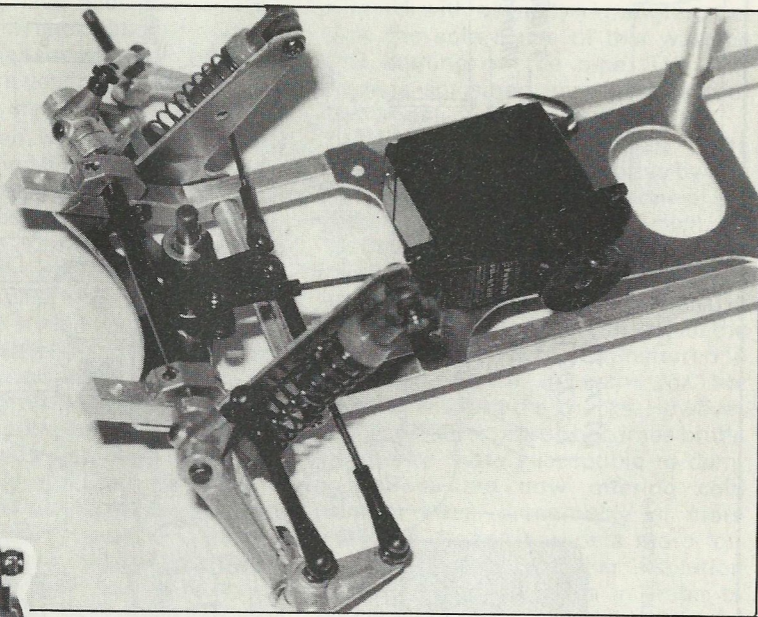


Kyosho Tomahawk 1/10 Off Road Electric Buggy



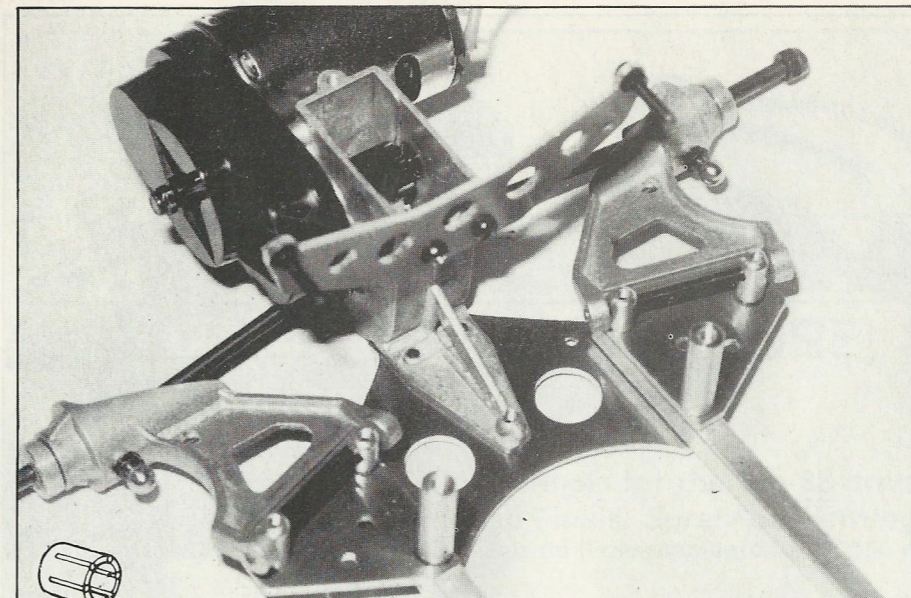
When the Kyosho Scorpion first made its appearance on the 1/10 electric off road scene it made quite an impact and quickly established itself as a strong contender at meetings around the world.

Two views of the front suspension complete with shockers and steering servo in place.



It featured both trailing link front and rear suspension, coil sprung shockers that were quickly and easily adjustable plus a host of other attractive features.

The latest from Kyosho is the "Tomahawk" which is really an uprated and race bred Scorpion.



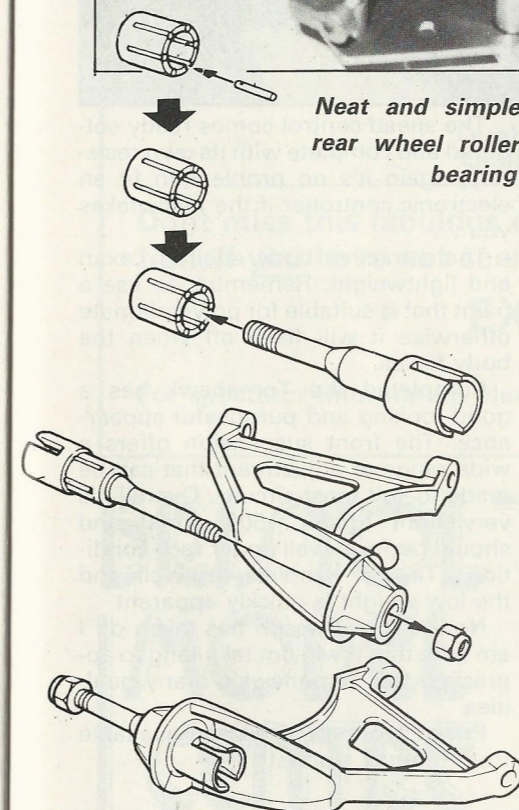
Rear suspension showing angled trailing arm pivots. This system really does work well.

As expected the kit is well presented with an attractive box and good packaging using the accepted blister packs and separate plastic bags for screws and small items. The instruction booklet is well illustrated and construction should present little or no problem.

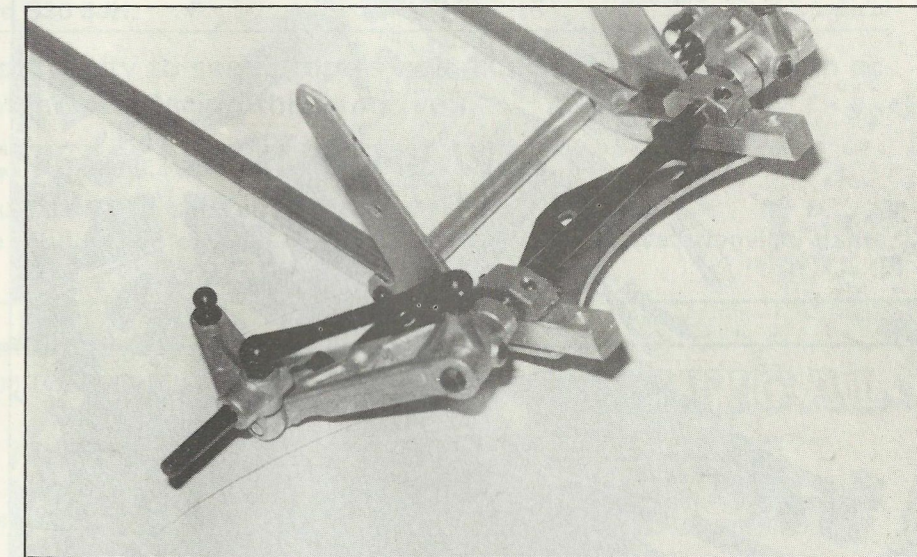
The chassis is made up from square alloy rails separated by an alloy tube at the front and an alloy plate at the rear, providing ample rigidity.

Both front and rear suspension are simple to construct but the builder should remember to check out the right and left components.

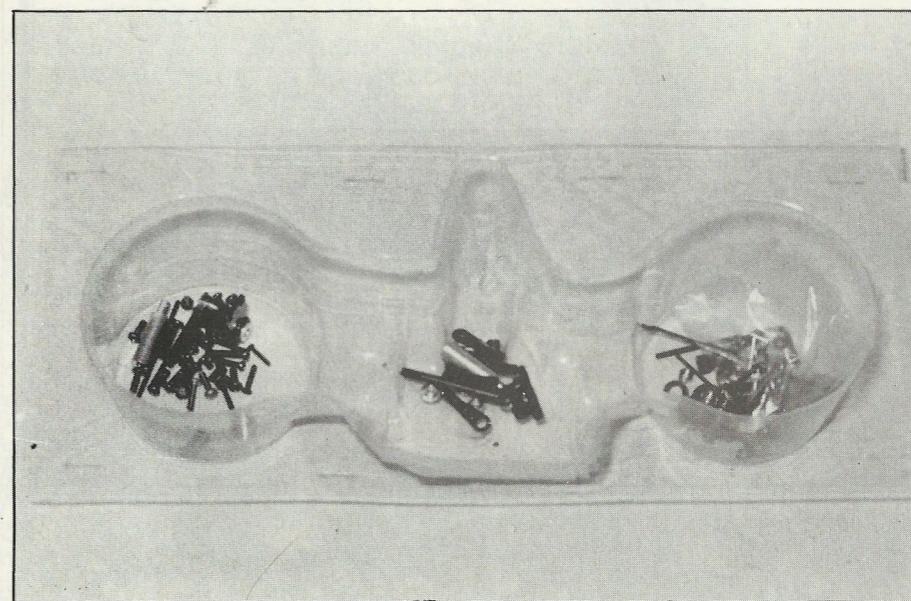
Care again should be taken when building and filling the oil damped shock absorbers, not to mark the piston rod (when gripping with pliers to tighten) as in use the oil seals could become damaged.



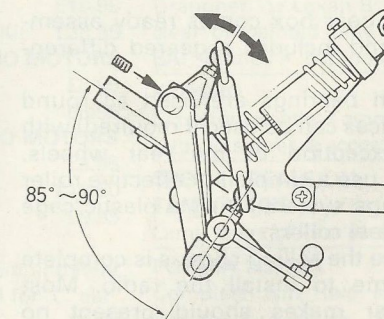
Neat and simple rear wheel roller bearing



Front suspension, note trailing arm and adjustable ball link system.

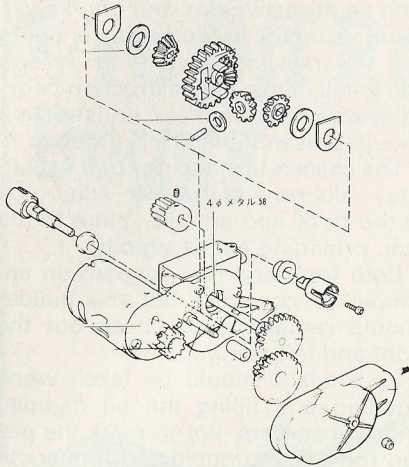


Adjustable front axle camber.

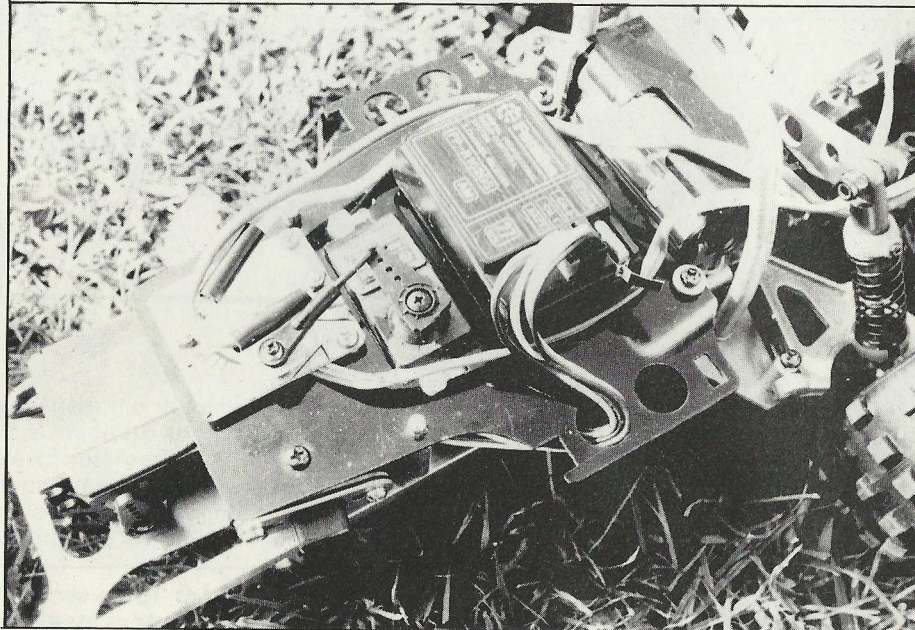
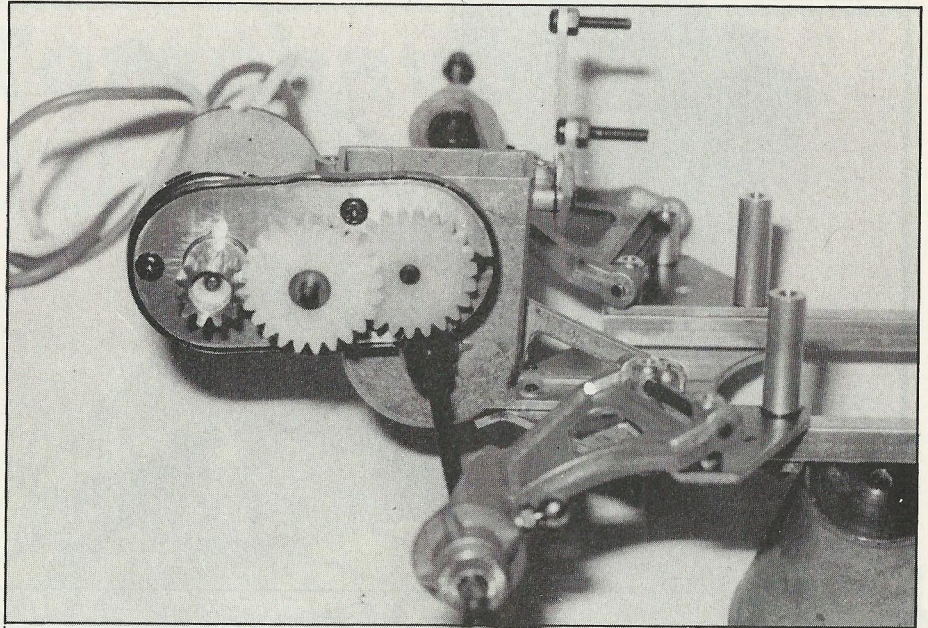


A useful hint. It was found that the 'bubble' pack could be used to house all the small components during construction!

Variable gear train-cover is held on by one locknut. The Tomahawk has a lip where the cover joins preventing the ingress of dirt.



Differential, gear train and drive system.



The speed control comes ready soldered and complete with its own resistors, again it's no problem to fit an electronic controller if the fancy takes you.

The attractive body shell is Lexan and lightweight. Remember to use a paint that is suitable for polycarbonate otherwise it will flake off when the body flexes.

Completed the Tomahawk has a good looking and purposeful appearance. The front suspension offers a wide range of adjustment that can be made to suit most circuits. Overall it's very light (under 1500 grms) and should perform well under race conditions. The car handles very well, and the low weight is quickly apparent.

Now the 1/10 season has taken off I am sure that it will not take long to appreciate the Tomahawk's many qualities.

Priced around £95.00 and available from Ripmax stockists.

Easy to get at radio installation.

The gear box comes ready assembled and includes a geared differential.

Plain bearings are used all round (ballraces can be used if required) with the exception of the rear wheels. These use a simple but effective roller bearings system using a plastic cage and steel rollers.

Once the rolling chassis is complete it's time to install the radio. Most popular makes should present no problem to fit. The steering servo is taped and strapped to an alloy plate which is attached to the chassis with the speed control and servo being assembled on a quick release GRP shaker plate.

