

NINJA

**Marui's new 4WD
Ninja is reviewed
by
DAVE PEARSON.**

Traditionally the Ninja is an assassin, highly trained from the Samurai ranks into a perfect killing machine. Does the Marui Ninja live up to its legend? A first glance the car looks every bit the sleek killer, the long stretched lines of the Ninja accentuates the aggressive style in which the car is designed, black is the only colour in which the Ninjas bodyshell can be finished, highlighting the sinister shape to perfection. At first glance the Ninja looks every bit the killer, or is she just a sheep in wolves clothing. Lets take a look and find out.

Transmission

Referring to the excellent, clearly laid out instructions the rear gearbox was constructed first, all cog wheels except the metal drive cogs are moulded in a nylon type material, including the gear differential. In standard kit form the Ninja is supplied with nylon bushes, these can be replaced by ballraces if the builder so wishes, at a later date our Ninja will certainly be fitted with them to assist in the overall smooth running of the car. The Ninjas front gearbox is a simplified version of the rear, both are linked by a metal prop shaft located by a slotted drive cup.

Both front and rear units seem to be strongly constructed and able to withstand

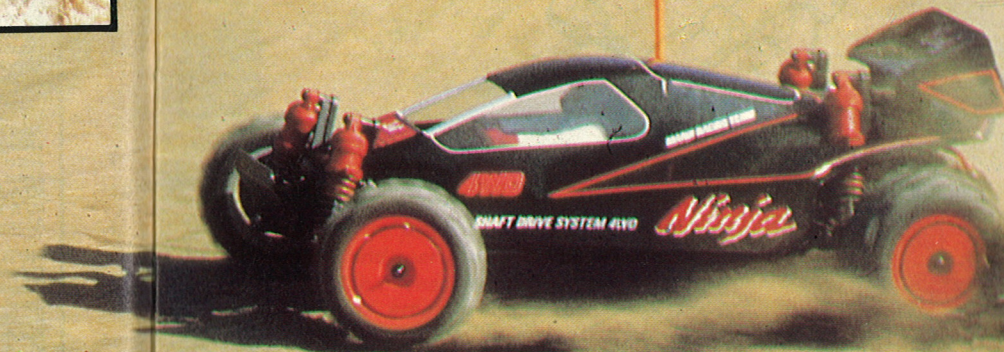
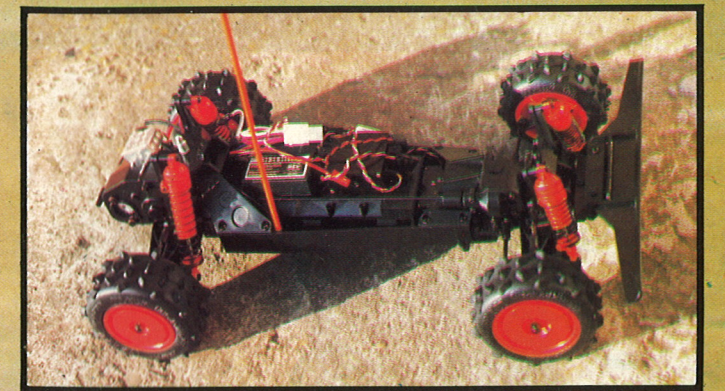
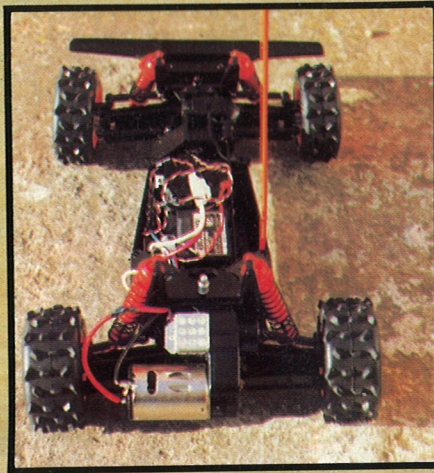


a lot of hard, heavy racing. The gearboxes both seem to seal very well, stopping the ingress of any grit or dust that would cause undue wear. Most importantly both units appear to be very silent and smooth in

operation allowing the maximum power to be delivered to the wheels.

Suspension

The Marui Ninja utilises independant lower



A compact, neatly laid out chassis of bathtub construction that effectively keeps both ends away from the middle. A lot of thought and design time has obviously gone into this car.

wishbone suspension on all four corners, by using tie bars instead of upper wishbones the wheel geometry can be adjusted to suit a variety of track surfaces and driving styles. There is a choice of fixing positions for the rear tie bar, again allowing adjustments to be made simply and quickly if a swift trackside change is called for.

Driveshafts front and rear are steel dog-bones, a shim in the form of an 'O' ring is used in the drive cups up front and rear. Watch for wear here as a frayed and broken 'O' ring could lead to a shaft being thrown.

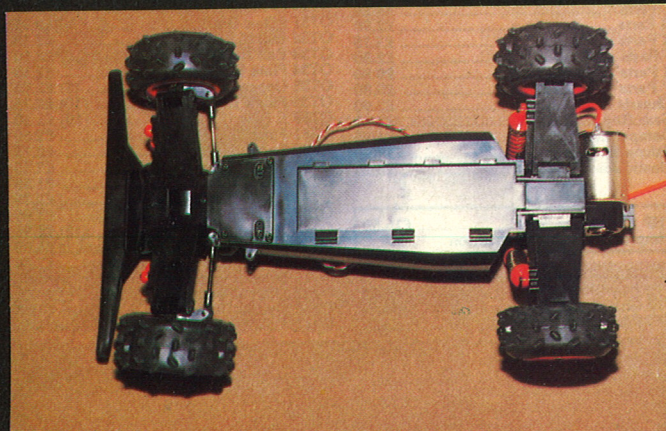
Chassis

The Ninjas chassis is a tough, rigid bathtub,

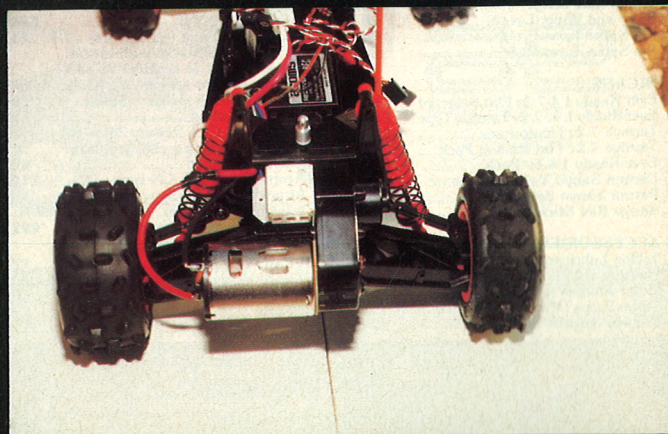
onto which both gearboxes along with radio gear is bolted.

Constructed entirely of plastic the chassis does a first class job of keeping both ends away from the middle. Another plus point in the Ninjas favour is the battery hatch, situated length ways, is a centrally mounted recess inside which the battery pack lies.

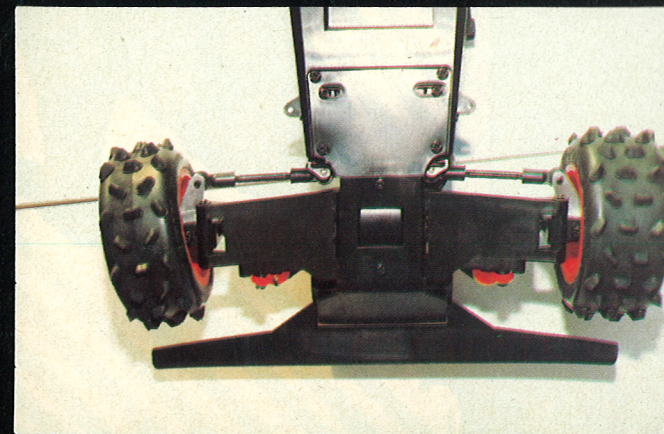
A full length battery hatch runs the length of the Ninja's chassis, keeping the battery weight right on the centreline.



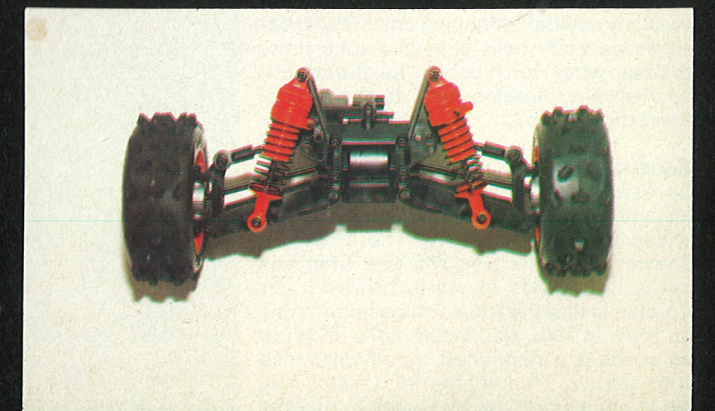
The Ninja's rear end is manufactured exactly as the front, for quick easy removal and maintenance.

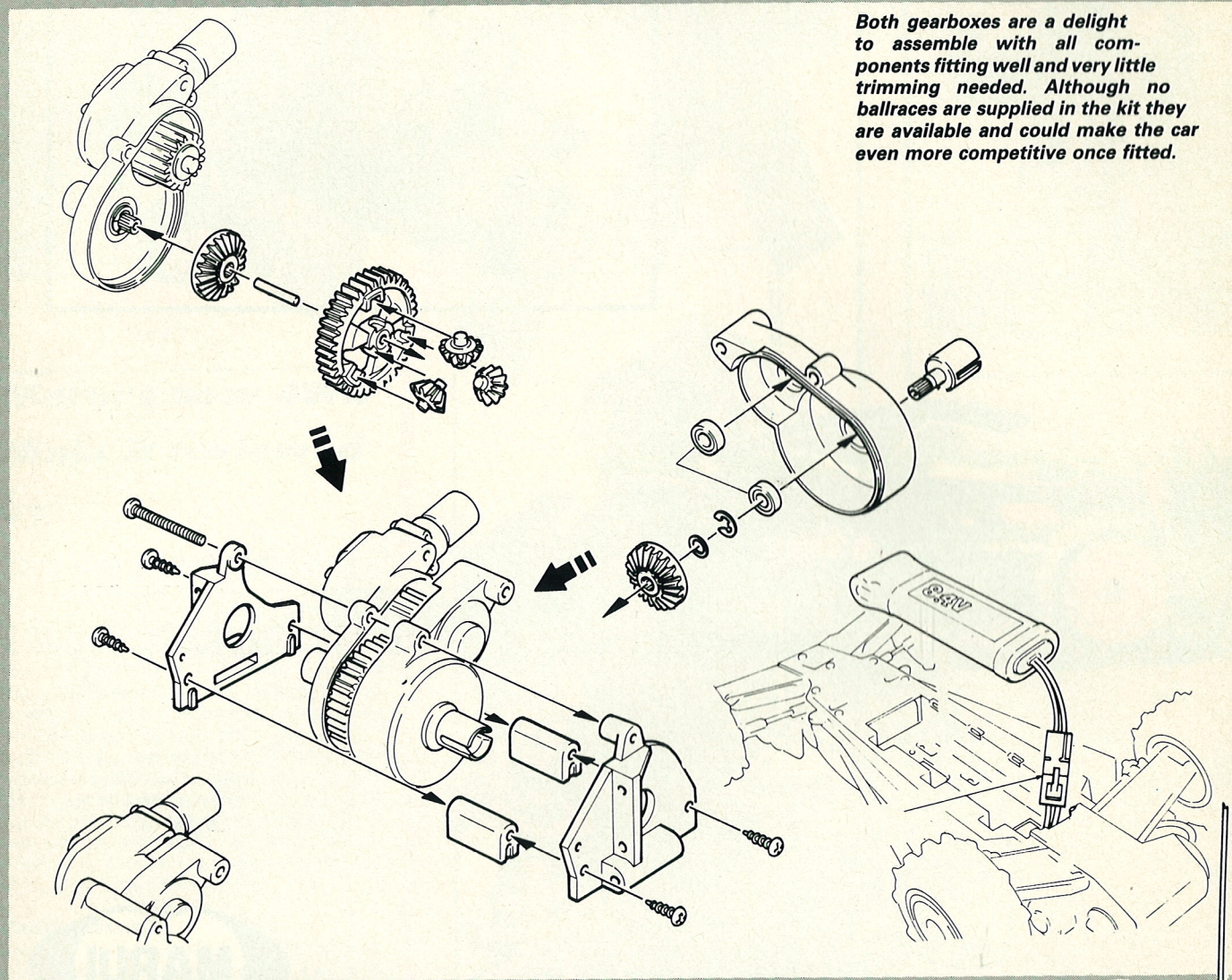


Full width flexible bumper will stop most of the damage occuring to a vital suspension part.



Front transmission, suspension and dampers can be released as one unit by undoing six screws making maintenance quick and easy.





Both gearboxes are a delight to assemble with all components fitting well and very little trimming needed. Although no ballraces are supplied in the kit they are available and could make the car even more competitive once fitted.

This keeps the battery weight low and right on the centreline of the car.

Wheels and Tyres

The Ninjas wheels are located onto the drive shafts by a simple key mechanism, a groove in the hub is mated to a keyway on the stub axle, the two are simply bolted together. Tyres are a cross between a spike and a knobby pattern tread, and give huge amounts of grip.

Bodyshell

The bodyshell is manufactured in lexan for strength and durability. However, strength and durability were not the only factors taken into account, for the Ninjas cosmetics are aptly catered for having one of the most attractive bodyshells seen in a long time, the rear wing which is both functional and aesthetically pleasing adds to the overall Lamborghini look.

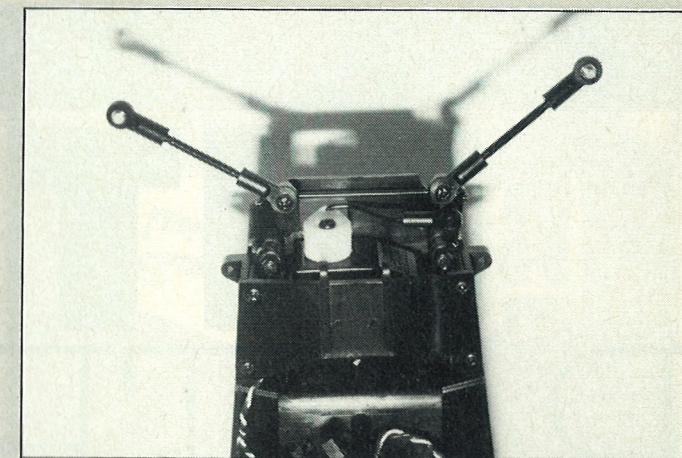
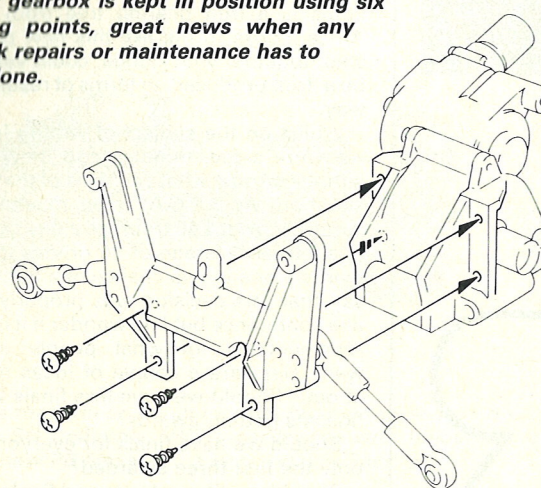
Summary

So, is the Ninja a real assassin destroying all and sundry before it, or is she just a sheep in wolves clothing. The only safe answer to that is wait and see what this years racing has in store, however our opinion is that the Ninja will certainly make its mark in 1987 she is both agile and fast, as previously mentioned, in fully ballraced trim she will be smoother and faster still. All in all, it would be a safe bet to assume

that the Ninja will indeed live up to tradition. The Ninja is available from Amerang, Commerce Way, Lancing, Sussex BN15 8TE or your nearest Marui dealer. Price £110 Approx.

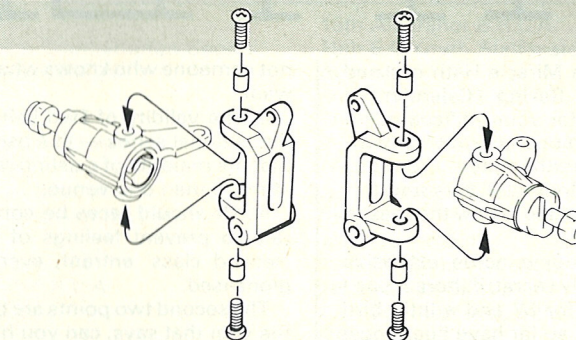
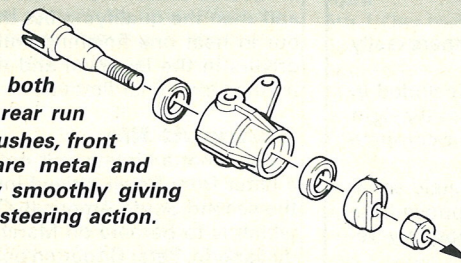


Rear gearbox is kept in position using six fixing points, great news when any quick repairs or maintenance has to be done.

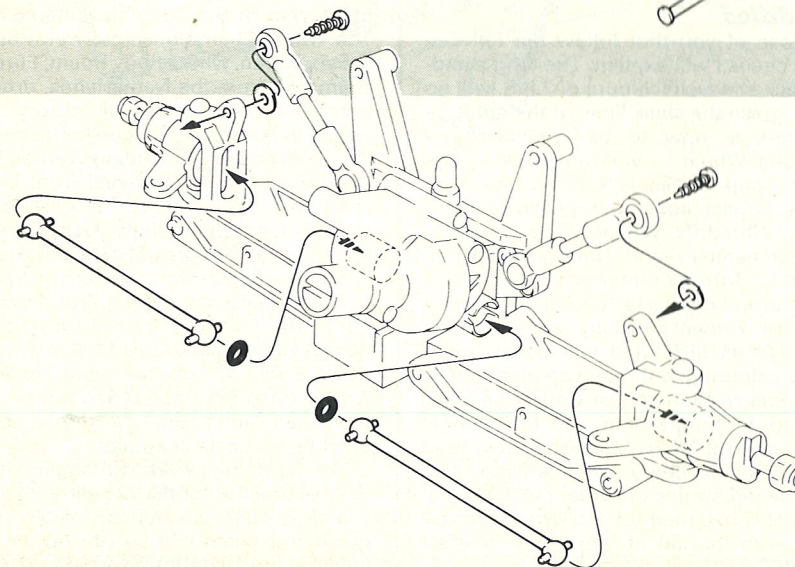
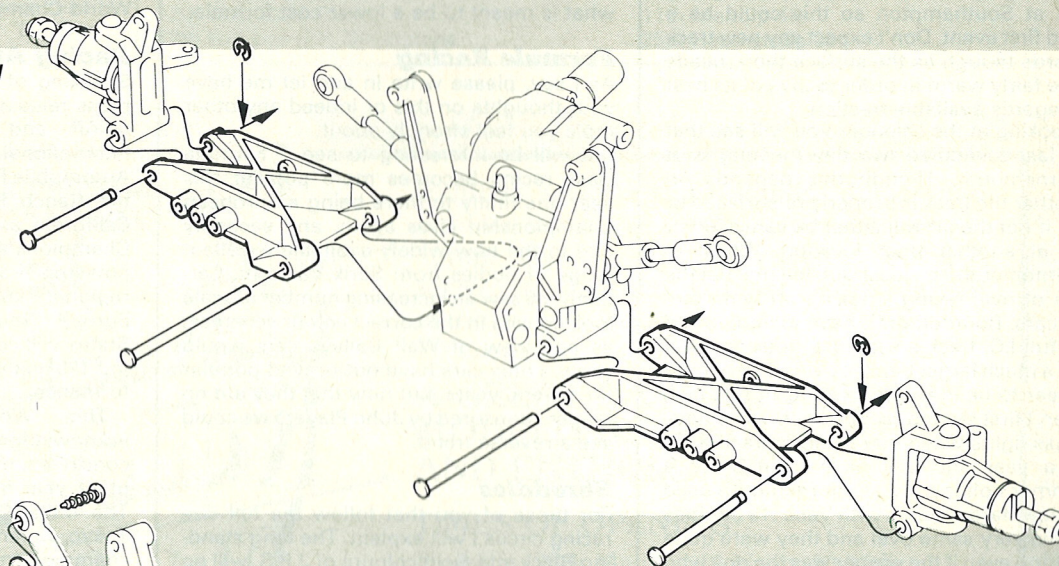


Steering servo is attached to the chassis floor allowing a simple, straightforward connection to the steering rods to be used.

Axes, both front and rear run in nylon bushes, front uprights are metal and pivot very smoothly giving a positive steering action.



Lower wishbones are used all round with tie bars, allowing the camber angles to be adjusted to give complete dialability.



All transmission and suspension parts are connected to the gear box, again allowing a quick strip down time should the need arise.