



SHOGUN

An improvement on the Ninja?

RCMC seems to think so

Some 15 months ago a certain 1:10th off-road buggy hit the UK and caused a storm. Not for its handling or speed, or because it suddenly started winning loads of races, but because of its unsurpassed and magnificent bodyshell and wing shape. The *Marui* "Ninja" became extremely popular just on this one factor - although the chassis was reasonable and handled quite well it really wasn't anything special, but from the day it was released until the present day no one has yet produced a body shell to match it. The original "Ninja" kit was quite simple in

construction and was an excellent club car - it had a problem in the rear differential in that when the original kit motor was replaced by a more powerful one, the diff bevel gears would strip and require replacing. This is one of the main areas where this, the "Shogun" is improved over the "Ninja".

In the kit

As with most modern 1:10th Scale cars, construction starts with the gearboxes, the "Shogun's" gearboxes are formed from tough grey plastic.

At this early stage it is worth mentioning that if the car is to be used for racing that more than any other other tune-up mods, ballraces would improve things immensely. Although the *Marui* plastic bearings fit fairly well they cannot come close to the tolerances offered by the aforementioned ball races. The "Shogun's" gears are moulded nicely in plastic and when assembled with the supplied grease run very smoothly. This area is where the "Shogun" wins over the "Ninja". The bevel gears are now cast in aluminium. This gives a very free differential and the extra strength required.

Over the bumps

The suspension of the "Shogun" has also been altered. A rear anti-roll bar has been incorporated, this fixes neatly to the gearbox and pivots on aluminium balls and plastic ball joints. This has the effect of keeping the suspension soft for going over bumps, but stiffening the springing in "roll" thus enabling the car not to lean too much into the corners.

I must say something about the "Shogun" suspension, this must be one of the only kits in the mid range in which I feel the springing is just right straight out of the box. The

rear damps beautifully and is neither too soft nor too stiff. The same goes for the front, all in all when complete the car feels right and you know that it will ride the bumps beautifully even before you try it.

If you follow the instructions recommended suspension settings you will get a very neutral-handling car - this can be altered via the top link pick up points. These can be altered to give different camber change settings which will, of course, alter handling.

Motor drive

The "Shogun" is supplied with an RS540 SH motor and two alternative gear ratios, 16 or 18 teeth.

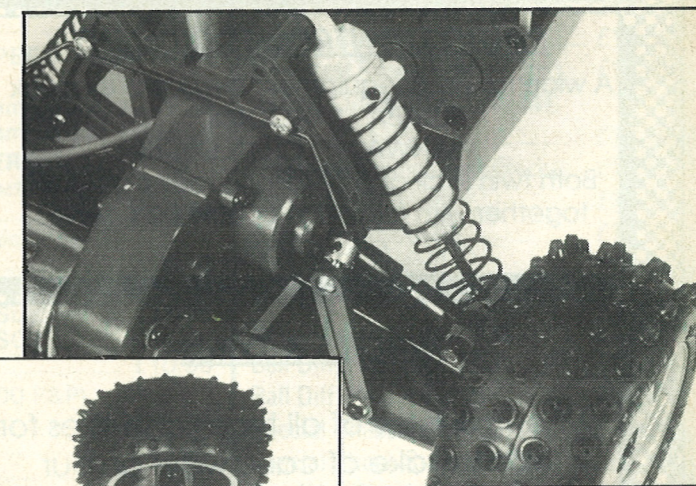
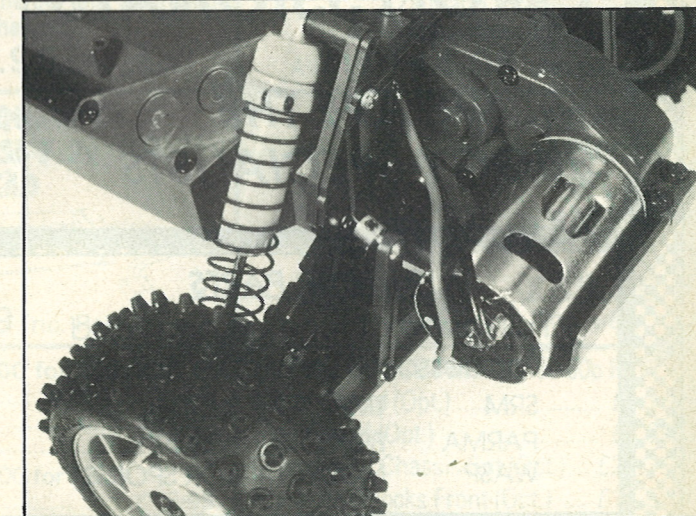
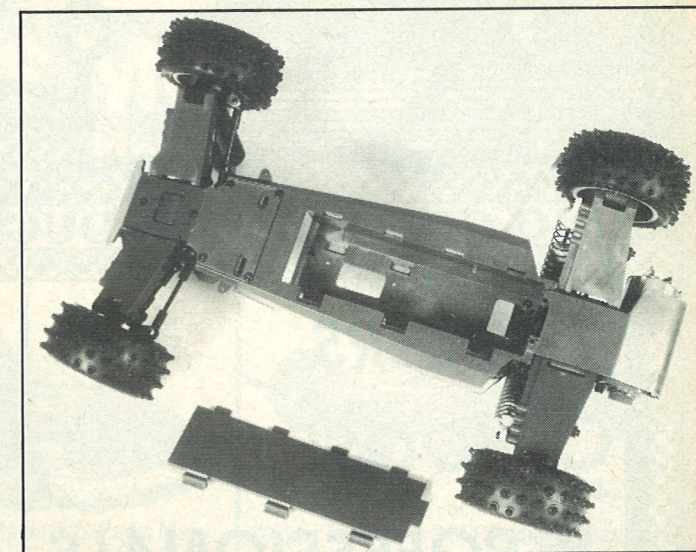
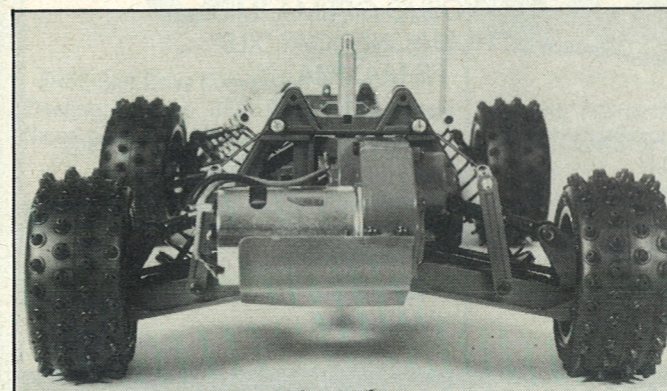
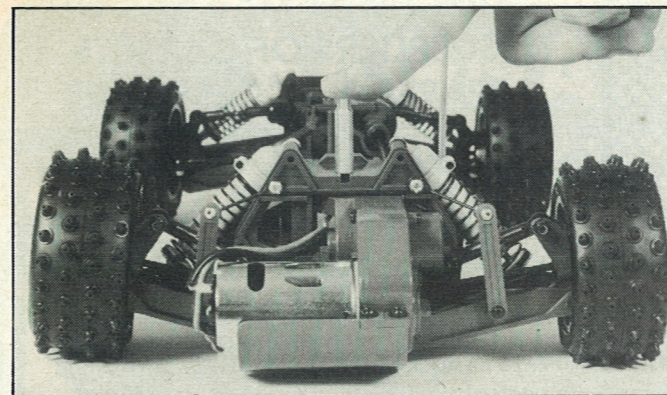
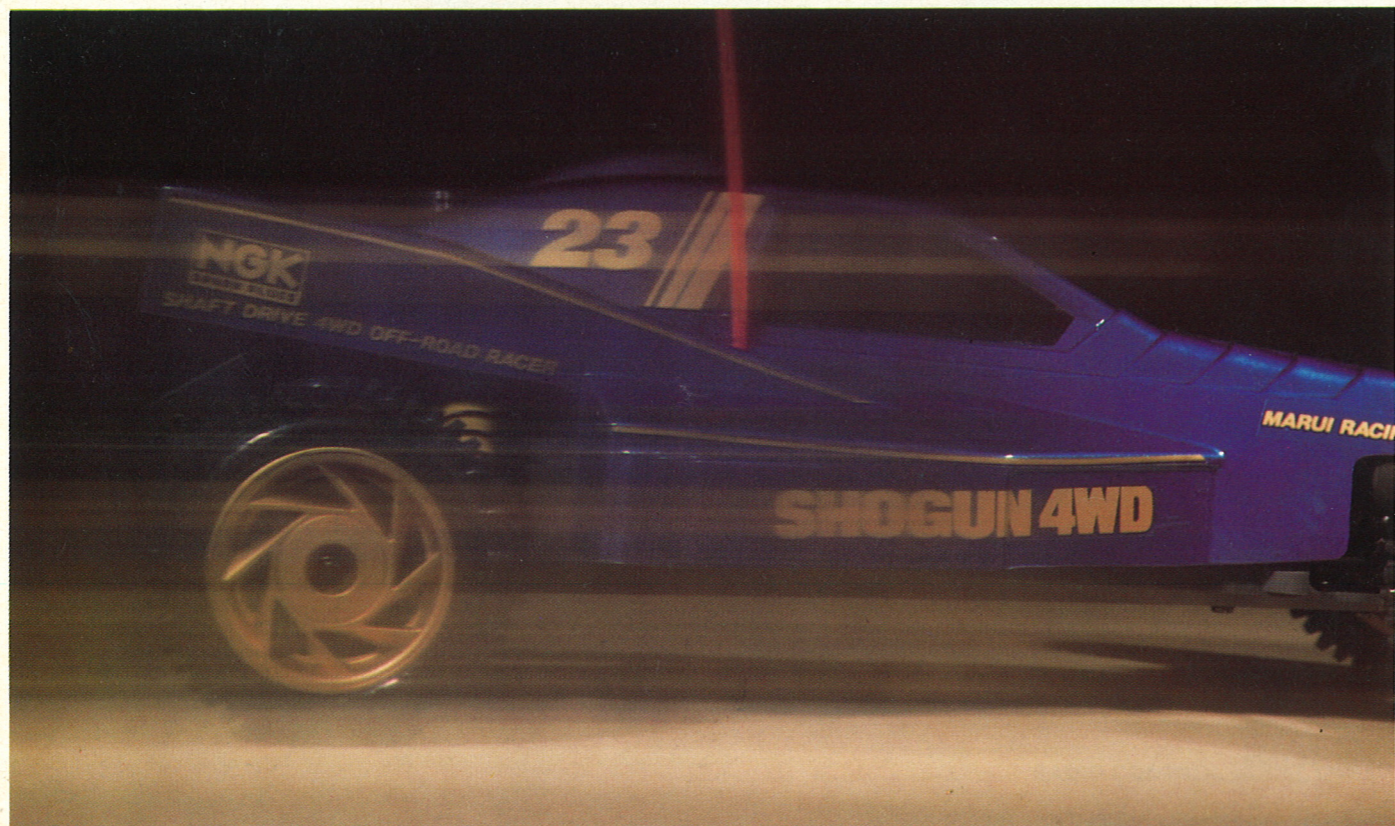
The drive for the "Shogun" as already mentioned is mainly through gears but from front to rear is by simple shaft. Out to the wheels, power is transmitted through standard dogbones - this is fine on the rear but does restrict steering lock on the front.

Electrics

The radio installation in the "Shogun" is made very simple. The steering servo bolts down simply and has a bolt-on servo saver - this is a little tricky to assemble but works well. The throttle servo also bolts in quickly and just needs to be connected to Marui's excellent three step all-enclosed speed controller and you're almost ready to go!

Dampers

The bright yellow dampers on the "Shogun" go together and work very well. The pistons supplied together with the oil give adequate damping. The only point that could be improved in the dampers is the lack of a compensating diaphragm - this is now



well-known technology and really should be included.

RS turbo?

The wheels in the "Shogun" kit are superb. They are moulded in brown plastic and are then given a coat of metallic gold paint to set them off. The tyres are the same all around, and are moulded in soft rubber with rows of four spikes. On top of the "Shogun" is an all-new Lexan body, this is totally unlike the "Ninja" and conforms more to the standard "Baja" type shell. The kit is supplied with an excellent decal sheet which as can be seen does not necessitate a two-colour paint job.

On the road?

The Model Cars "Shogun" has yet to be run off-road although it has been tested on tarmac. The car as set to the instructions drives with a small

amount of understeer, this may be because of the soft suspension on the rear but I feel it is mainly due to the reduced steering lock.

The speed controller works well and the three speeds are nicely spaced.

The gear train is little noisy although with time or ballraces I'm sure this will quieten up.

Likes

- Suspension springs
- Bodyshell
- Wheels
- Easy radio installation
- Instructions

Dislikes

- Steering limited lock
- 7.2v Battery hatch - awkward rear engine mounting
- Damper design

Available through all Amerang stockists
Price £99.99

