

R.P.S. YOKOMO



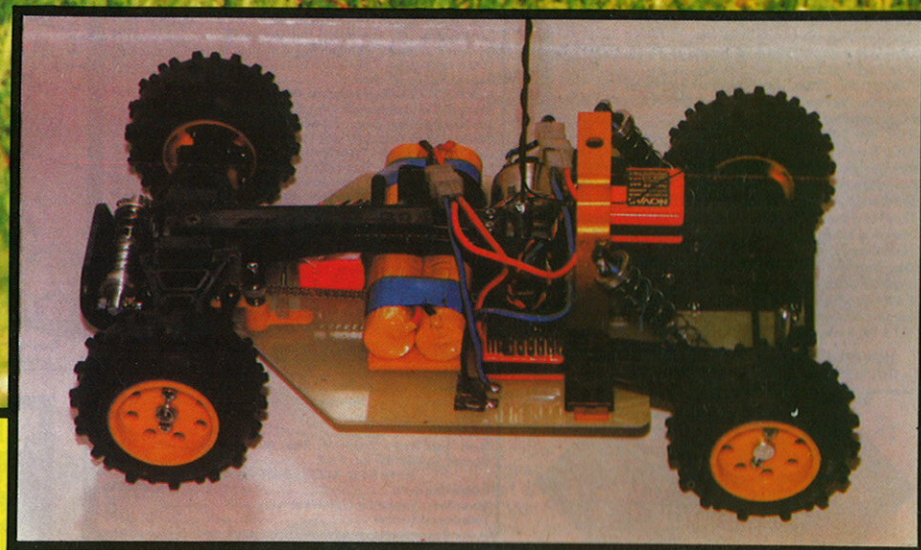
Special Edition

Radio Race Car looks at the latest Californian 1/10 off road contender, the RPS Yokomo Special Edition.

The RPS Yokomo 'SE' in many ways bears little resemblance to its relative the original Yokomo Dogfighter when it was first introduced some eighteen months ago. This Special Edition dogfighter is now the result of considerable research and development by Gil Losi Jnr and the Ranch Pit Stop Research & Development Group in Pomona California. The prototype of this latest kit driven by Gil Losi Jnr proved itself unbeatable in his hands by winning the modified 1985/86 World Championships.

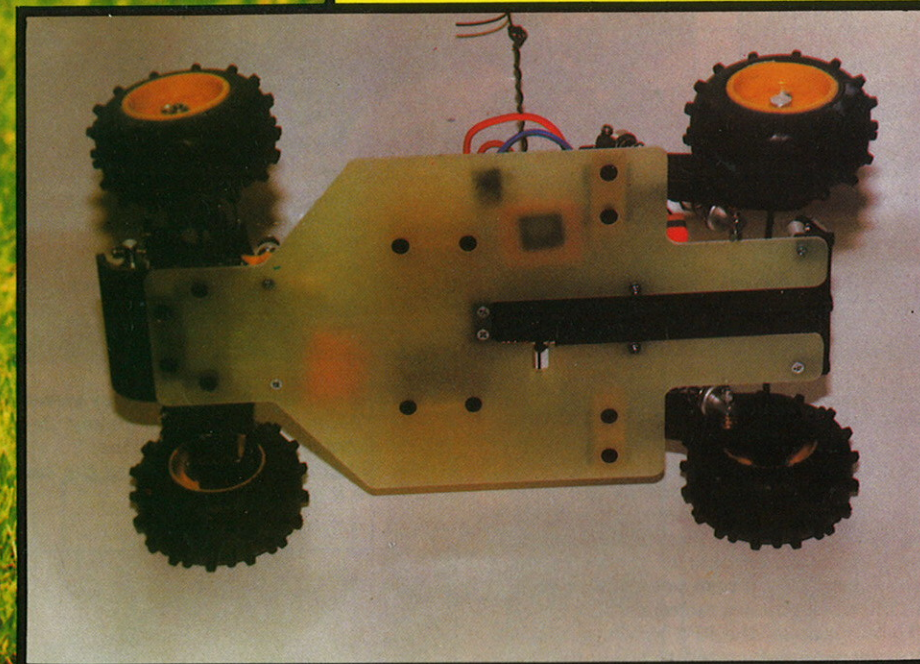
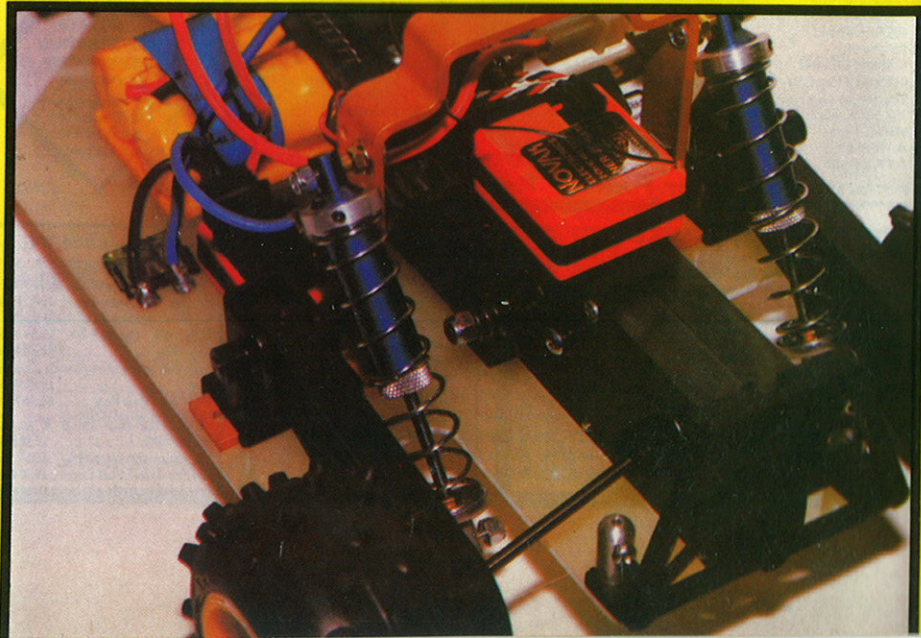
As with most manufacturers now, the kit comes neatly bagged into specific component areas enabling simple and rapid building. Again it is always so important to remember before you start to take time and read through the detailed instruction sheet to familiarise yourself with all the various parts. The RPS Yokomo comes with a clear instruction sheet and twelve-page photo book. Making its construction a simple and pleasurable job.

The all-enclosed gear box contains all the gears in line. The kit is supplied with



Above, very neat and easy to get at chassis layout.

Below "slipper" adjustment nut seen here on gearbox side, easy and quick to adjust. Note 30 amp fuse mounted on chassis to protect the speed control, always a good idea!



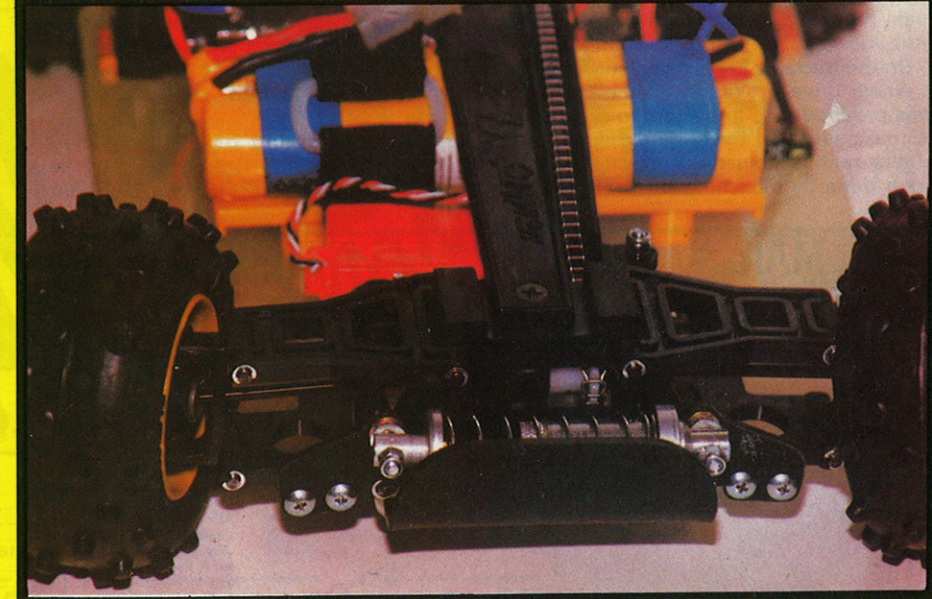
One piece GRP chassis acts well as a skid plate and offers good protection to the suspension.

Front suspension detail. Front skid guard protects the monoshock.



Strong gold anodised roll bar provides protection if the car overturns — note simple motor adjustment.

two main ball races and six phosphor bronze bearings which can be substituted with ball races by using all ball races decreases friction dramatically and provides a more trouble-free gear box. The differential used is of the ball race type and comes pre-assembled in the kit and only requires a light greasing to provide smooth use and a long life. The tension on the differential is easily adjusted via the right hand differential outdrive. Once the gear box has been completed, the slip gear unit can be assembled. Last year we had the opportunity of seeing the first "slipper" that RPS designed for the Yokomo and had built in association with Delta. The "slipper" allows the torque to be adjusted to the front wheels to suit track and driving conditions. The original "slipper" that we tried out dramatically im-



proved the handling of the original dogfighter. On this new kit the "slipper" is now a completely new design and now located on the outside of the gearbox so that it can be very quickly and easily adjusted. The front suspension goes together easily with all the pivoting components located with slide mounting pins held securely with 'E' clips. The 'SE' uses one way bearings for the front drive rather than a differential and on the 'Special Edition' version it features a new "one to one" front wheel drive ratio. Front suspension also features a new front shock absorber and geometry, hardened front axles and new lower front suspension arms. Front suspension, gear box and rear suspension are located onto a well-cut and lightweight glass fibre chassis and attached with 3mm counter-sunk, flat head screws. Once in position, the nylon chain guard and ladder type drive chain can be put into position. The shock absorbers (two independent at the rear and mono shock at the front) come pre-assembled in the kit

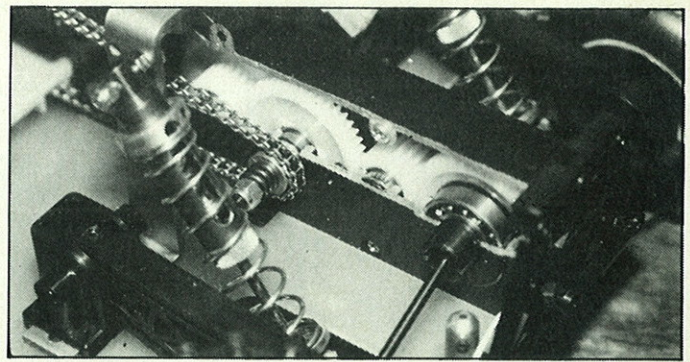
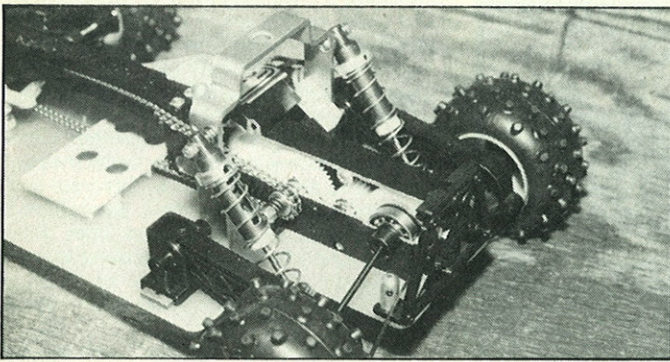
and must be disassembled and filled with shock oil before use. The rear shock absorbers are mounted at the top onto the gold heavy-duty anodised roll bar directly down to the lower mounting point on the redesigned heavy-duty nylon trailing arms. Spring adjustment is via the usual method of a sliding aluminium collar. The front suspension, whilst independent, also offers a 'rocking' facility. This allows both front wheels to be firmly on the ground even if the terrain is unlevel before any spring movement or shock absorber movement is made.

The wheels are located on square aluminium hub carriers that provide the drive and are secured onto these by 3mm cross-head screws. Another unique feature with this kit are the latest Team Losi high-bite tyres. These are low profile, studded and have a nice texture to them that should provide good grip and reasonable wear.

Once the basic running chassis is assembled it is an easy task to cut and trim the restyled lightweight polycarbonate body shell, painting it up to your own individual tastes. A colourful decal sheet is also provided in the kit.

Radio installation again is a very simple and straightforward task. The kit comes





complete with its own resistor type speed controller but in this particular case we decided to use all Novak radio control gear. This radio equipment has provided superb service with its small, neat receiver beautifully made and very fast servos and very high quality FET speed controller. The steering servo is fixed straight to the GRP chassis using double-sided tape and as usual care should be taken to make sure that adjustments are made and steering throws checked before finally placing it into position. The receiver was mounted using double-sided tape onto the top of the gearbox and the speed controller to the fibreglass chassis.

The car in its all-up condition, complete with battery pack weighed approx 1700 gms with plenty of room for lightening.

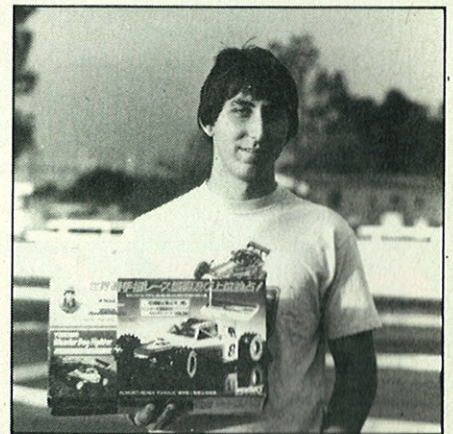
On the track the car is excellent, with the 4 wheel drive providing all the grip that was required. It is important to remember to make sure that the ball race differential at the rear is adjusted correctly. This is soon done by loosening off the "slipper"

adjusting nut (this disengages the front wheel drive) and place the car on the ground. As you 'punch' the throttle the differential should slip for the first foot or so of car travel and then 'lock-up' and stop slipping. Once this has been correctly adjusted, the slipper can then be adjusted to giving the right amount of torque to the front wheels to suit both your driving style and the track you are racing on.

To summarise, the RPS Yokomo 'SE' is very nicely manufactured and very much a racer's car. As to price and availability in the UK, this is still a little unclear but as soon as we get any further news on this we will let readers know. Finally, is the 'Special Edition' a winner? Well, that is probably answered by all the drivers who just could not catch Gil Losi Jnr who was driving the Yokomo SE car when he won the '85/'86 World Championships in California last year.

The RPS Yokomo SE is manufactured and distributed by Ranch Pit Shop Inc., 1655 E. Mission Blvd. Pomona, CA91766.

Above left and above: Two cutaway views of the Yokomo showing the newly designed gears and improved "slipper". Below, Gil Losi Jnr who designed the car and drove it to victory.



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