



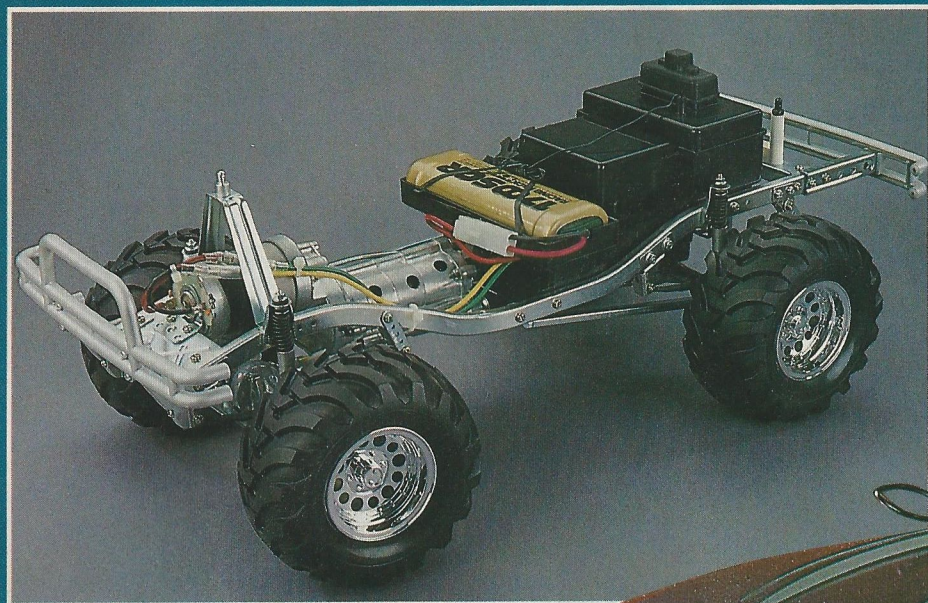
Ain't no mountain high enough...

To say that this is a little different would be a massive understatement...



Timing is something Tamiya seems very good at. Just as the world realises that monster trucks are gaining popularity, Tamiya have a new kit boxed and ready to go.....

And what a kit it is, who else can claim a specification of leaf springs, oil filled dampers, a three speed gearbox and a very, very scale appearance.



Overall view of the chassis shows just how tough the Toyota will be. Note the rubber cap on top of the radio crate to protect the switch.

The Tamiya Toyota Pick-Up 4X4 Mountaineer (long name that!) is basically an improved and updated version of the 1985 Bruiser kit. Tamiya have never been a company to follow trends, they set them, and with this latest version they could well be about to start a new era in monster trucks.

Now one of the corniest parts of any kit review is the bit where the writer describes the box, 'Oh it's beautifully laid out...' and all that. But this kit's box deserves a mention, it's enormous! It's so big it wouldn't go on the front seat in my car to get it home!

Well that's enough of all that, once you get it home what's it like...

Real off roader

Construction of the kit is easy, as with all Tamiya kits everything fits, has its place and is clearly explained in the instructions. Basically the steel frame chassis is assembled first and fitted with the motor (Mabuchi 750) and pre-assembled three speed gearbox, which consists of a zinc casing and a combination of die-cast, plastic and brass gears.

The rear and front axles are next, these are chunky zinc castings fitted with steel shafts and bevel gears,

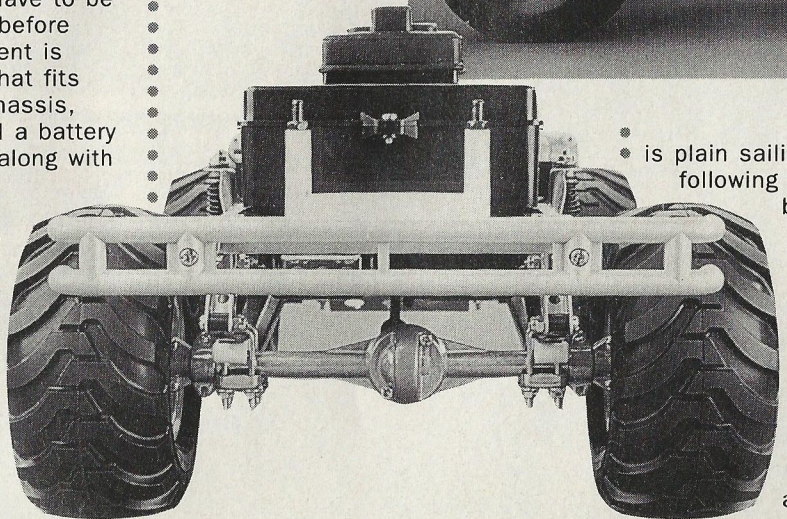
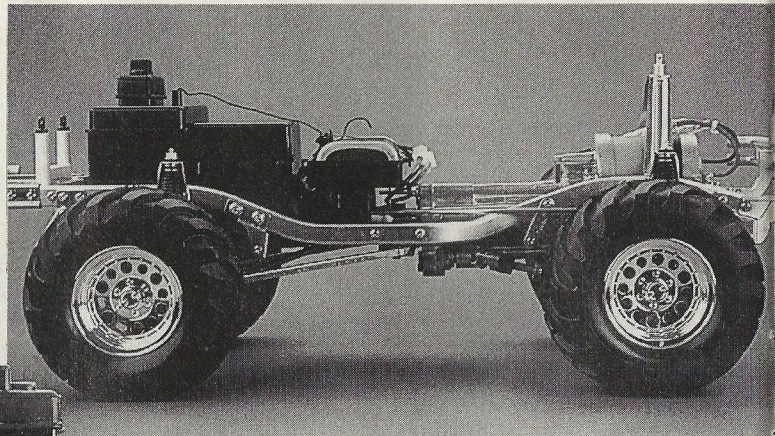
no diffs are to be found in them though, full time 4WD is what this car is all about and diffs lead to single spinning wheels. The axles fit to the chassis via leaf springs, these bolt together just like the real thing and are also loaded up with alloy oil filled dampers. At this point the chassis is really starting to take shape, most onlookers at this stage in construction refer to the car as looking very 'Meccano' like and with so much steel and zinc around there not to far off...



Manual or auto?

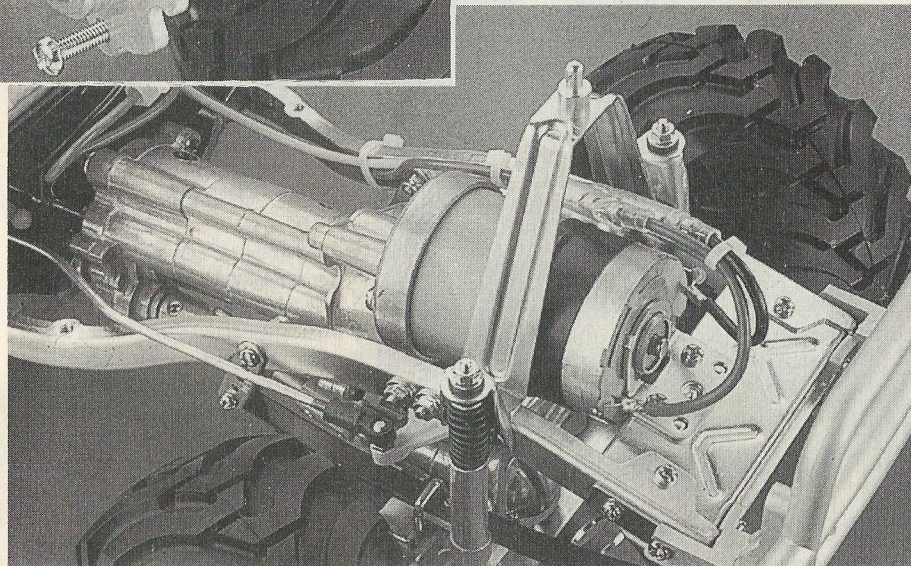
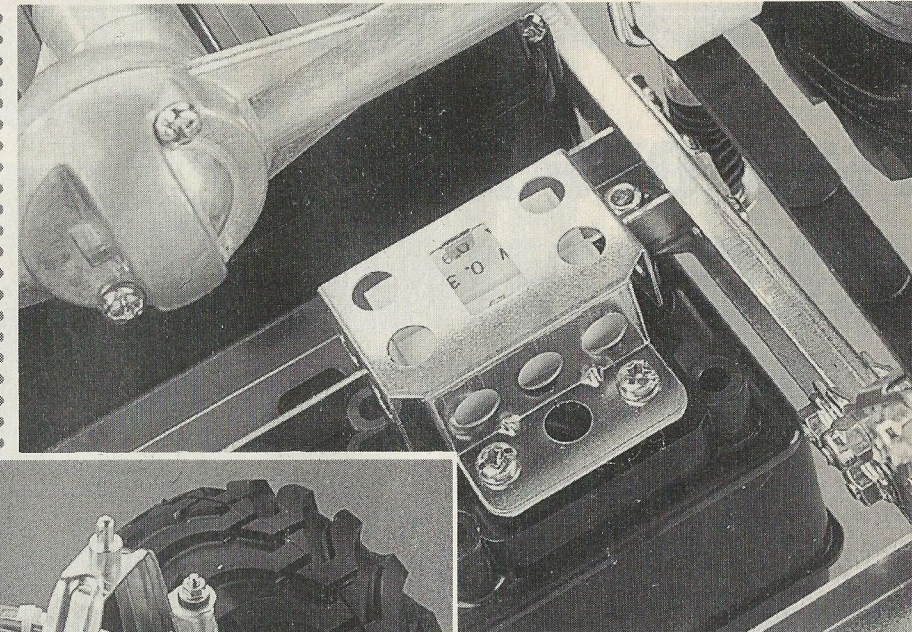
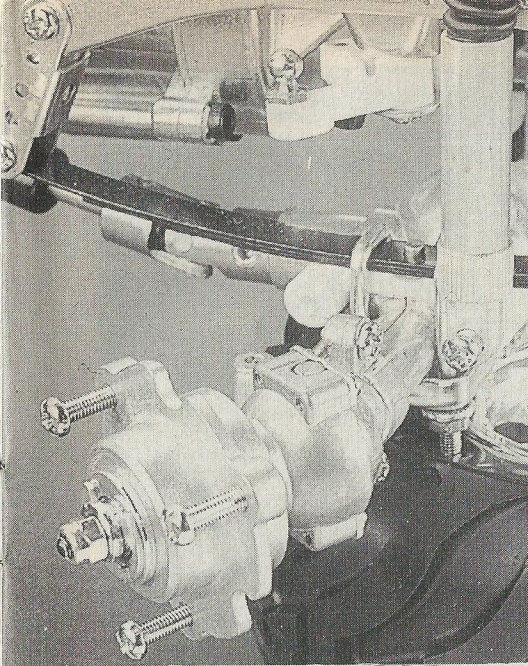
The instructions explain that a three channel radio system is required for gearchanging whilst on the move, a two channel system can be used but the car will have to be placed in a specific gear before moving off. Radio equipment is housed in a plastic crate that fits towards the rear of the chassis, three servos, receiver and a battery pack are all squeezed in along with the speed controller and various wires and connectors. A quick fiddle with the linkages and the radio installation is complete. Points to note are the speed resistors are a very tight fit, and keep an eye on the rubber seals as they like to go everywhere other than where they should!

The rest of the chassis



• is plain sailing, just a matter of following the instructions and bolting bits on, by now you will start to realise that this machine is heavy! Even when not complete the lack of carbon and plastic and the abundance of steel and zinc mean that this can should not be placed on any glass coffee tables for admiration!

Two piece plastic body looks superb but requires lots of detail painting especially the lights at the rear.



Underside of the front of the car is protected by a steel plate – look out rocks!

Nearly there

The final stages of construction include the making of a plastic gate to fit to the transmitter for slick gear changes, this is all explained in the instructions, even with simple diagrams to follow.

To finish off the model Tamiya have produced a multi part bodyshell in hard plastic – no lexen

• in this kit! This needs to be painted on the outside with gloss paint, we used the Tamiya TS paints and ignored the red on the box and went for Tyrrell grey. Detailed painting of the cab, lights and body details needs to be done before the stickers can be applied. The finished item is a real stunner. It weighs a ton, looks like the real thing and impresses

everyone who comes into contact with it.

Driving the Toyota is again a new experience. Changing gear is simple but seeing the car speed up and hearing the gear click into place is real fun bringing a new dimension to RC driving. In 1st gear (4WD) the car will climb the steepest of hills and roughest terrain, its low ration and high torque 750 size motor mean that although this truck is not built for speed it will go where others RC cars fear to tread...

Overall this is a superb model.

Front steering hubs have hidden dog-bones, just visible are the large ballraces in the wheels.

Underside of the radio crate is moulded to look like the underside of the real Toyota's chassis.

