



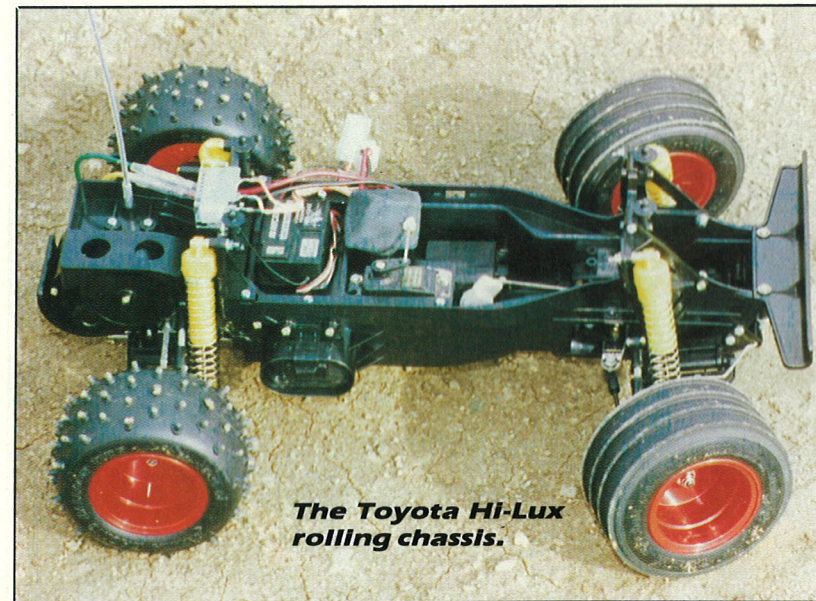
**RRC reviews
Tamiya's latest
monster truck.**

It appears as though there is a shift towards the 'competitive' side of R/C monster truck racing, and this has been prompted by several major championships that have been held in the United States. The reasons are simple, monster trucks are big, fast and fun! In many cases this new breed of competitive monster trucks handle and perform almost as well as their 'buggy' type

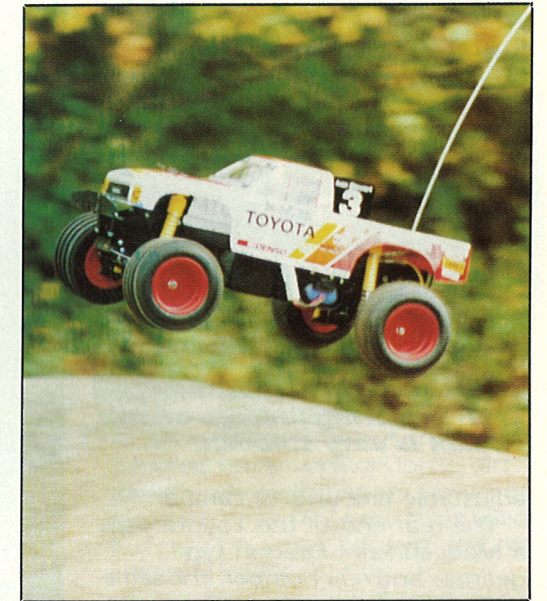
ground as possible.

A separate front bulkhead/skidplate moulding is attached to the bottom of the chassis for the lower front suspension arms to ride on. These front arms are, as they should be, very 'chunky', strong items that should be able to cope with most types of terrain. Two mouldings are used to support the front shock absorbers, which are strengthened by a centre moulding that attaches to either side of the mouldings and to the top of the main chassis. This makes the whole construction very strong indeed.

The steering blocks/axle carriers have three different mounting positions for the trackrods, which will enable the steering response to be altered. The blocks are held in place at the top by an upper, adjustable link that gives fully



The Toyota Hi-Lux rolling chassis.



TAMIYA

Toyota

HI-LUX

cousins.
Tamiya's
answer to a
racing monster
is their new Toyota
Hi-Lux.

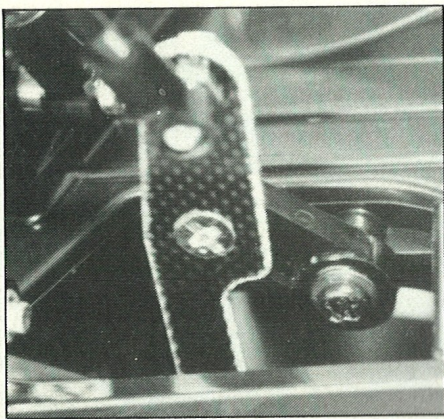
Unlike some other makes the Tamiya Toyota is a purpose built racing monster truck with both race proven parts, such as the gearbox, from their buggies and specifically designed arms and uprights etc to withstand the heavier loads that these trucks are put under. In short this means that the Toyota Hi-Lux has a pedigree more than good enough to win!

Construction

The usual tools are needed to build the kit, such as a large and small cross head screwdriver, pliers, modelling knife etc. Tamiya also supply a few essential tools in the kit, including a unit that helps to get the dreaded 'E' rings off without bending them, nice one Tamiya!

Construction begins with the steering linkages, which follow the lines of those found on the Avante 2001. They are bushed as opposed to being ballraced, but if plenty of the supplied grease is applied, the action is as smooth as it needs to be. Because the Toyota will have a centre of gravity somewhat higher than most other 1/10 scale electric cars, a large anti roll bar is used at the front of the car to try and keep the chassis as parallel/flat to the

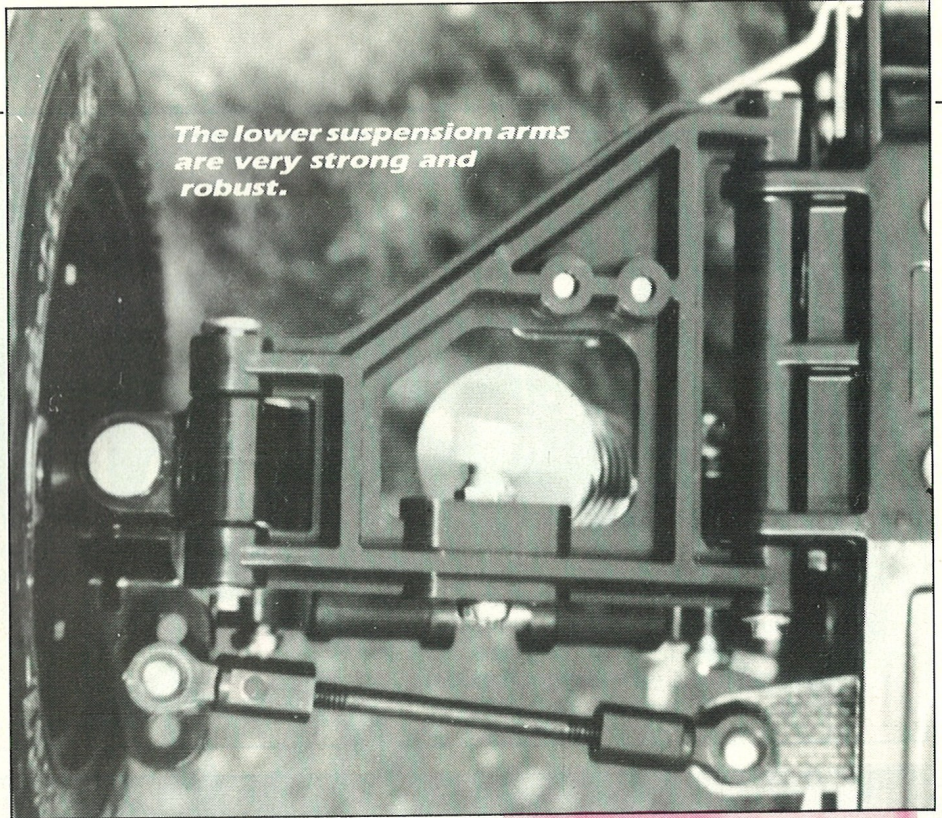




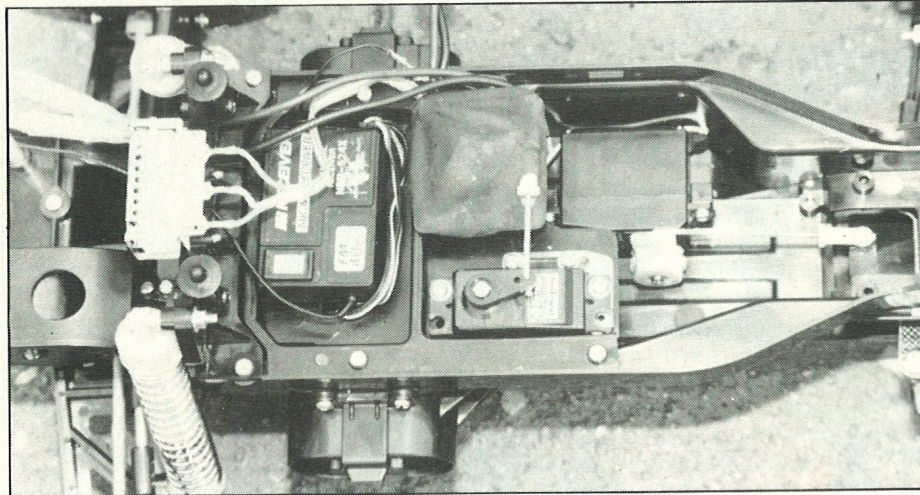
Ⓞ **The steering linkage on the Hi-Lux is very smooth.**

adjustable amounts of camber.

The rear end of the Toyota uses a Madcap/Saint Dragon type gearbox and rear bumper. The same adjustable limited slip ball differential is used, and because this is a racing kit, the majority of the



The lower suspension arms are very strong and robust.



gearbox is ballraced. As usual with Tamiya kits now, the small diff unit

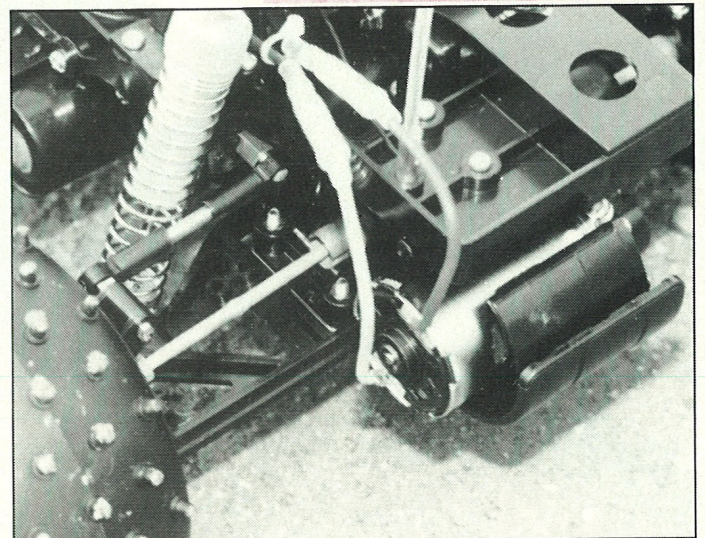
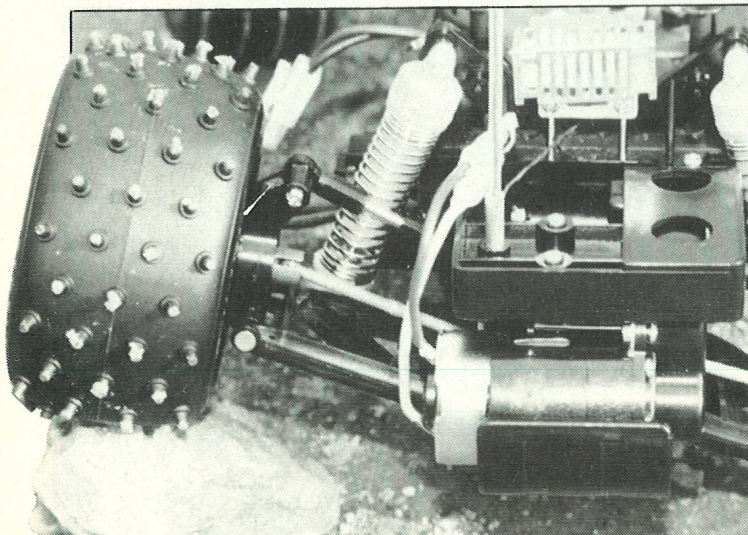
Ⓞ **Plenty of suspension travel at the rear!**

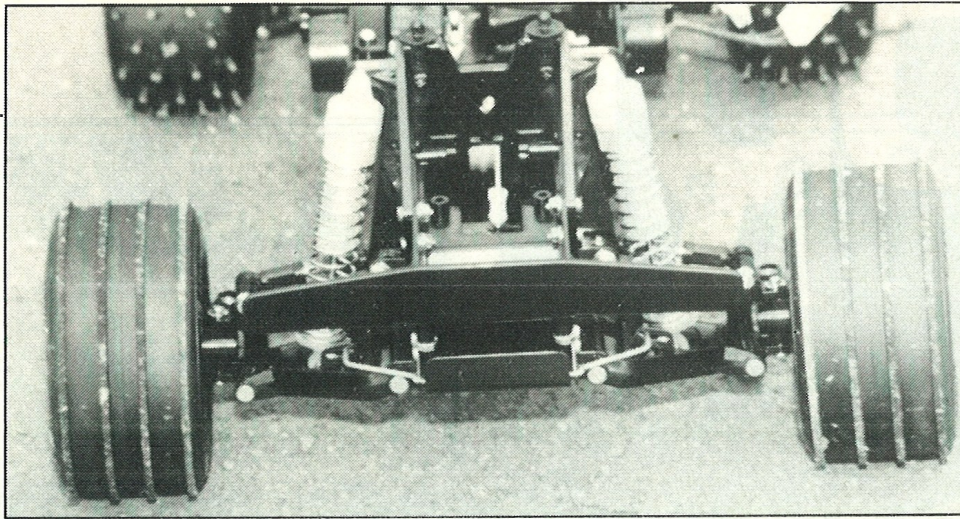
Ⓞ **There is more than enough room for the radio gear inside the bath tub type chassis.**

fits neatly into the bottom of the plastic gearbox via a removable inspection hatch. An 18 tooth pinion gear and a 77 tooth spur gear are provided, as is a standard 540 Mabuchi motor. A nice feature to notice is that Tamiya have actually double ballraced the spur gear for ultimate efficiency and accuracy. Once fully built the whole of the rear end (ie arms, motor, gearbox and rear bumper) is screwed to a small plate which in turn is bolted to the bottom of the main bathtub chassis.

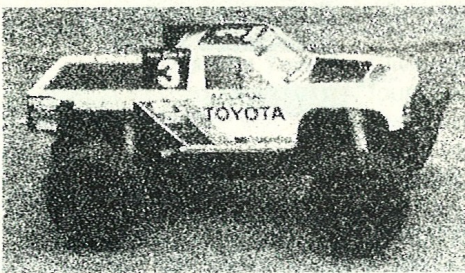
Somewhat surprisingly the rear wheels aren't ballraced, although it will be very easy to change the kit metal bushes for bearings at a later date. Some very nicely machined

Ⓞ **The motor is tucked away behind the gearbox for optimum handling.**





⓪ **The long front shock absorbers soak up all the bumps.**



'dog bone' type driveshafts are used for transmission to the halfshafts at the rear of the car, and their quality really is excellent.

The Hi-Lux kit utilises four CVA shock absorbers all round. These oil filled damper units have been used on Tamiya kits for some years, basically because they are so good and work very well. The Toyota uses long shock absorbers on the front as well as the rear because they give a lot more 'travel' than the shorter type, which will be needed on the rougher ground that the truck is likely to encounter. Three different lower fixing positions are available, front and rear, for the shock absorbers to

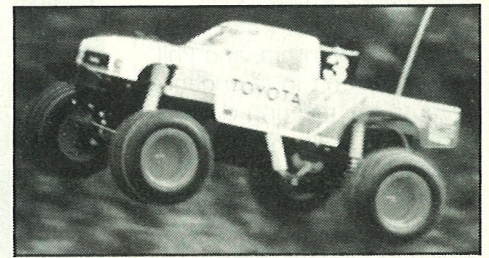
⓪ **The motor, gearbox and lower arms are attached to a GRP plate, which is in turn fixed to the main chassis**

allow for different amounts of roll stiffness. The front bumper is made from the same type of material as the chassis and sits quite high up on the car. It doesn't cover the full width of the truck but it should be more than adequate for crash protection.

The batteries used must be in a six cell stick formation, and are held in place at either end of the chassis by a 'bendable' plastic stop. This idea has been used before on Tamiya kits, and it is a good method of retaining the nicads, whilst making them easy and quick to change.

Speed controller and radio installation is, as ever, very easy. A standard three step forward and

reverse mechanical speed controller is provided, and these items are very reliable, provided that they are looked after and cleaned properly.



Track Test

The Tamiya Toyota Hi-Lux Monster Racer was thoroughly put through its paces and it came out on top! It handled really well on loose dirt and equally well on grass, however pin spike tyres may need to be used if racing on grass, because the rib pattern produced a bit of understeer. The four large shock absorbers soaked up all the bumps, and jumps could be taken with ease. All in all this is a first class monster racing truck that should find favour with experts and beginners alike.

Available from your nearest Tamiya stockist.

