

It doesn't seem that long ago that RCMC brought you the exclusive review of the Yokomo Works '91 car, but it was in fact 9 months ago! We felt the car to be so important that strings were pulled from here to Japan to attain one of the first kits out of the factory – before in fact the UK importer even knew what the car looked like. We guessed the car was going to be good and in Detroit the car proved us right becoming World Champion in the four wheel drive class.

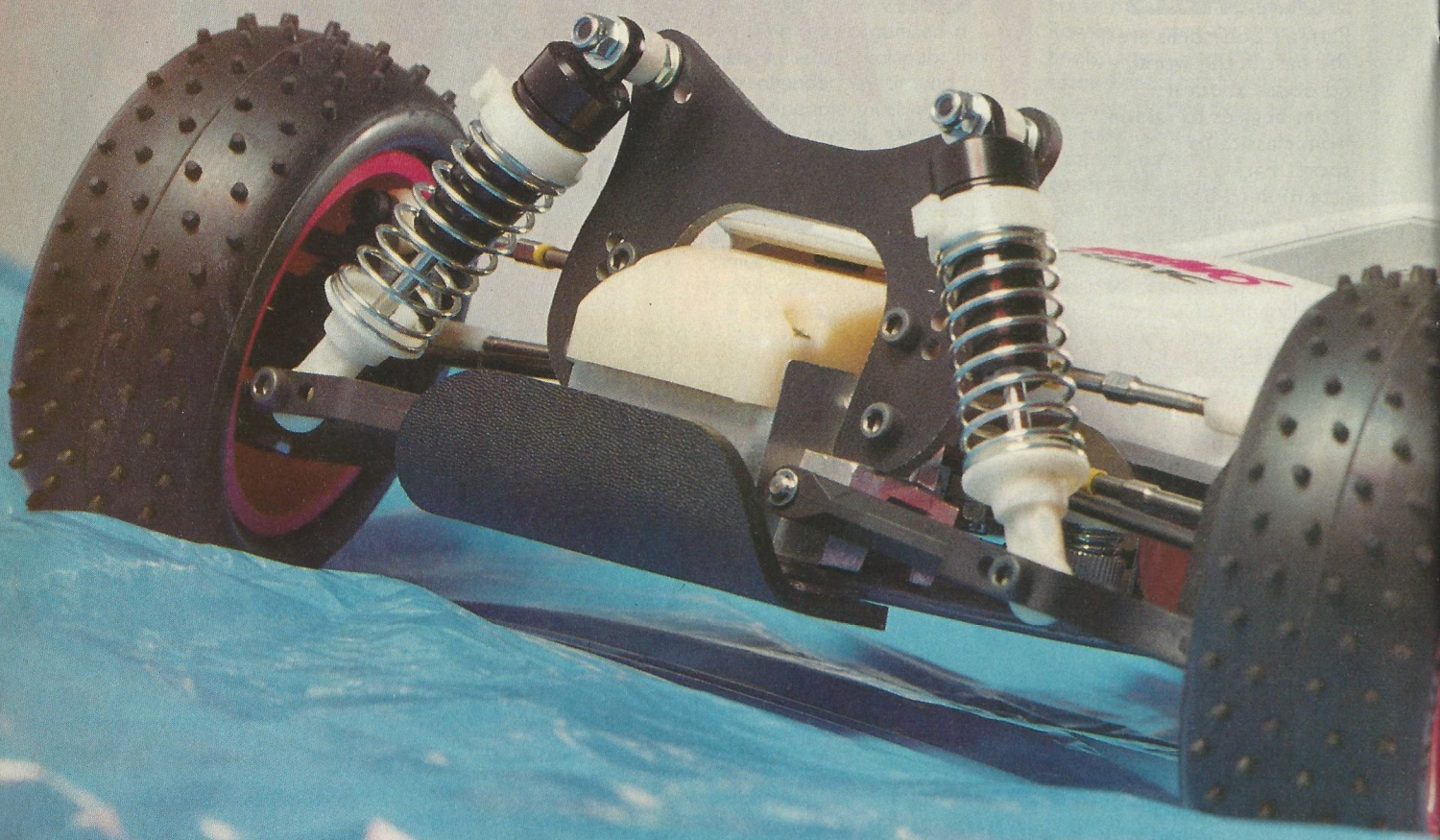
All Change?

Now the car has gone through a number of changes, not major but enough to re-look at the car and re-access if the hefty price tag of around £275

is worth it.

As with most competition off-road cars the base is a Carbon chassis, this has the cell slots, a hole for the steering servo saver and all the necessary holes countersunk. To this are bolted the cast alloy gearboxes and motor mount, this also doubles as the main centre shaft mounting. These castings are in our opinion a little rough and ready and don't fit in with the quality components found elsewhere in the kit, they are badly finished and require a good clean up.

Into the gearboxes drop the two diffs and this is where we find the first of the changes to the original kit. The latest car comes with much courser belts than the old fine pitch items that were in our first car, these are supposedly more efficient and can be run



TOP dog?

World and European
Champion – the
Yokomo Dogfighter is
under a year old and
already making
history



looser. They also withstand stones better than the fragile fine belts. The new diffs allow for the courser belts but are the same in every other way.

Next to go on is the nylon gearbox tops, these in comparison to the alloy castings are great, light, strong and easy to fit. To finish the assembly of the centre of the car the top plate is bolted on that keeps the chassis stiff and the belts tight, this is made from fibreglass not carbon.

The drive system is the same throughout the car using a one-way roller to the front of the car and an adjustable drive to the front via a locking nut and spring. No slipper clutch is included which seems odd.

What Else!

The suspension on the car now has a number of updates that help the handling and strengthen it all up. The front wishbones now have extra plastic to stop the driveshafts bending, this is a real improvement as the early cars really did suffer. Shock brackets (made from fibreglass) are also changed to give different angles for the shocks, mainly giving a little more ground clearance and more angle on the shocks.

The driveshafts, remain the same as do the dampers. The only other real change seems to be to the rear uprights, these as we described in last months issue in the Craig Drescher article are now

bigger, raising the suspension mounting point and giving greater camber change.

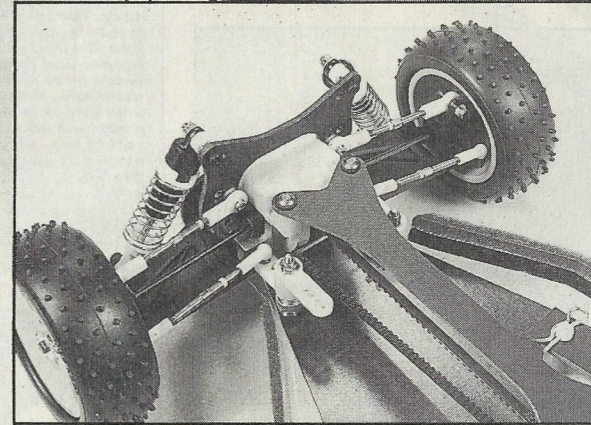
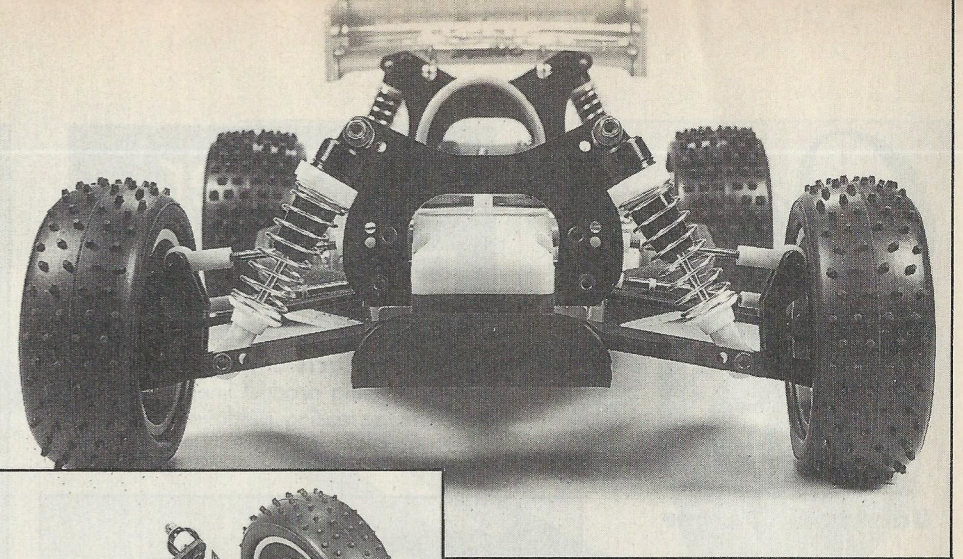
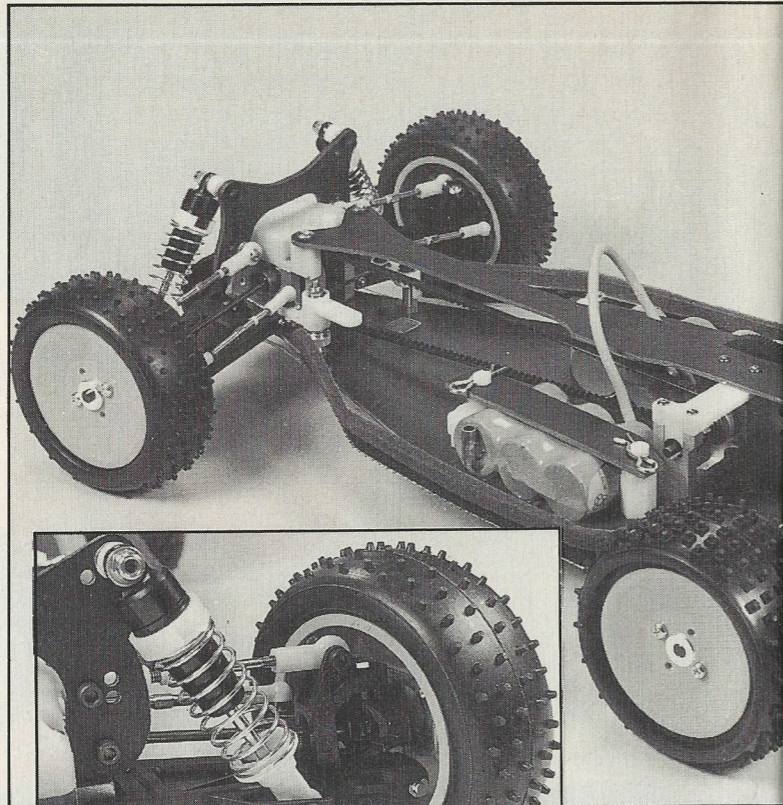
The car still comes with the excellent bodyshell and tight fitting undertray that make the car look the meanest on the track.

Penny Pinching

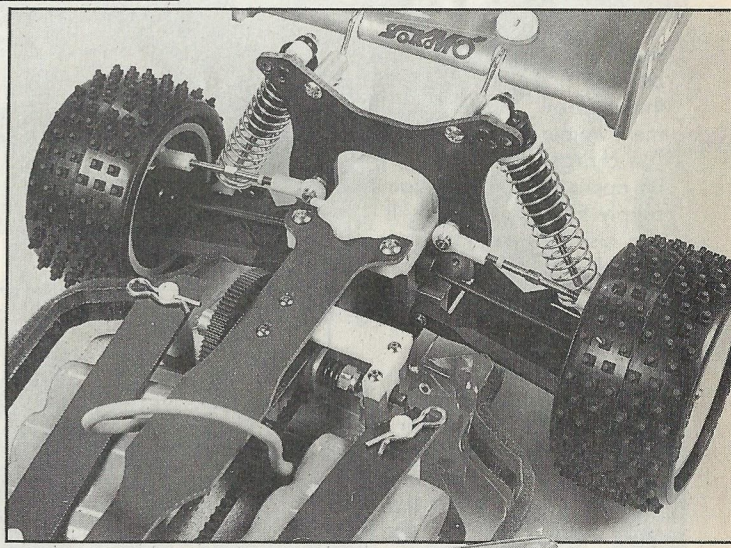
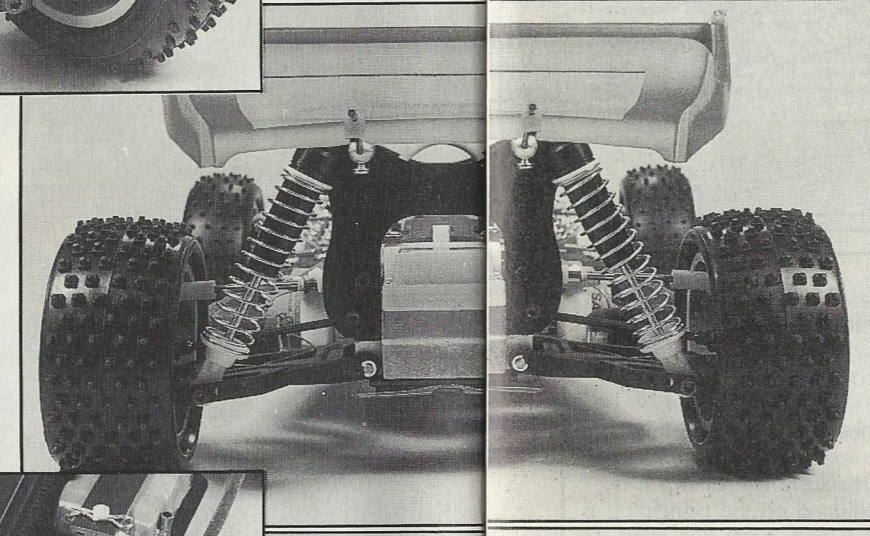
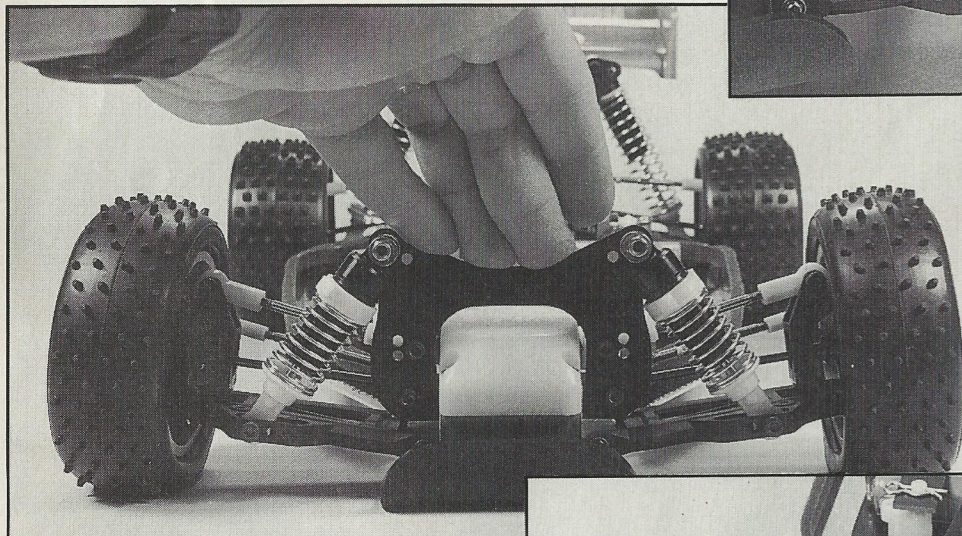
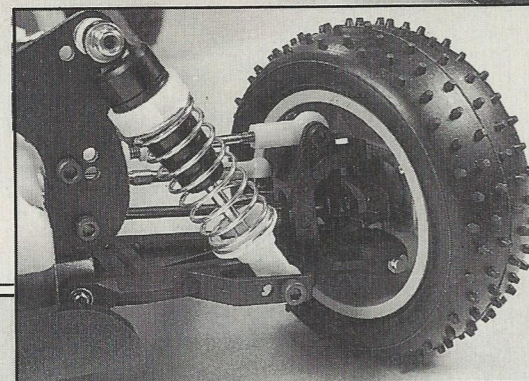
Our original review car doesn't appear to have been to far off the latest spec, what we feel we must say is that the car builds easily and very quickly - ours went together in around 3 hours, but there are a few points we feel are disappointing for a £275 car. These are; non carbon toplate and shock brackets, no alternative springs, no steering servo saver or tie-rod, no slipper clutch and that the front wheels rub on the wishbones and need cutting away to allow the steering to turn. Apart from these small points it cannot be argued that the car is a winner in the right hands being both European and World Champion.

Again main changes are; Course belts, new front suspension arms, new diff rings, rear suspension blocks with extra camber change.

Available from all good model shops Price £275:00



Front bumper on the Yokomo protrudes around 3mm - this reduces ground clearance. Bottom; No rear roll bar although most people fit one.



New shape front shock mount sets dampers at around a 45 degree angle. Every Yokomo seems to come with different tyres; Ours came with TF310 front and TR33 rears. Undertray is a superb fit and keeps the dirt out allowing the exposed belts to run free. Right; Battery straps are made in fibreglass and are a good secure mounting.

