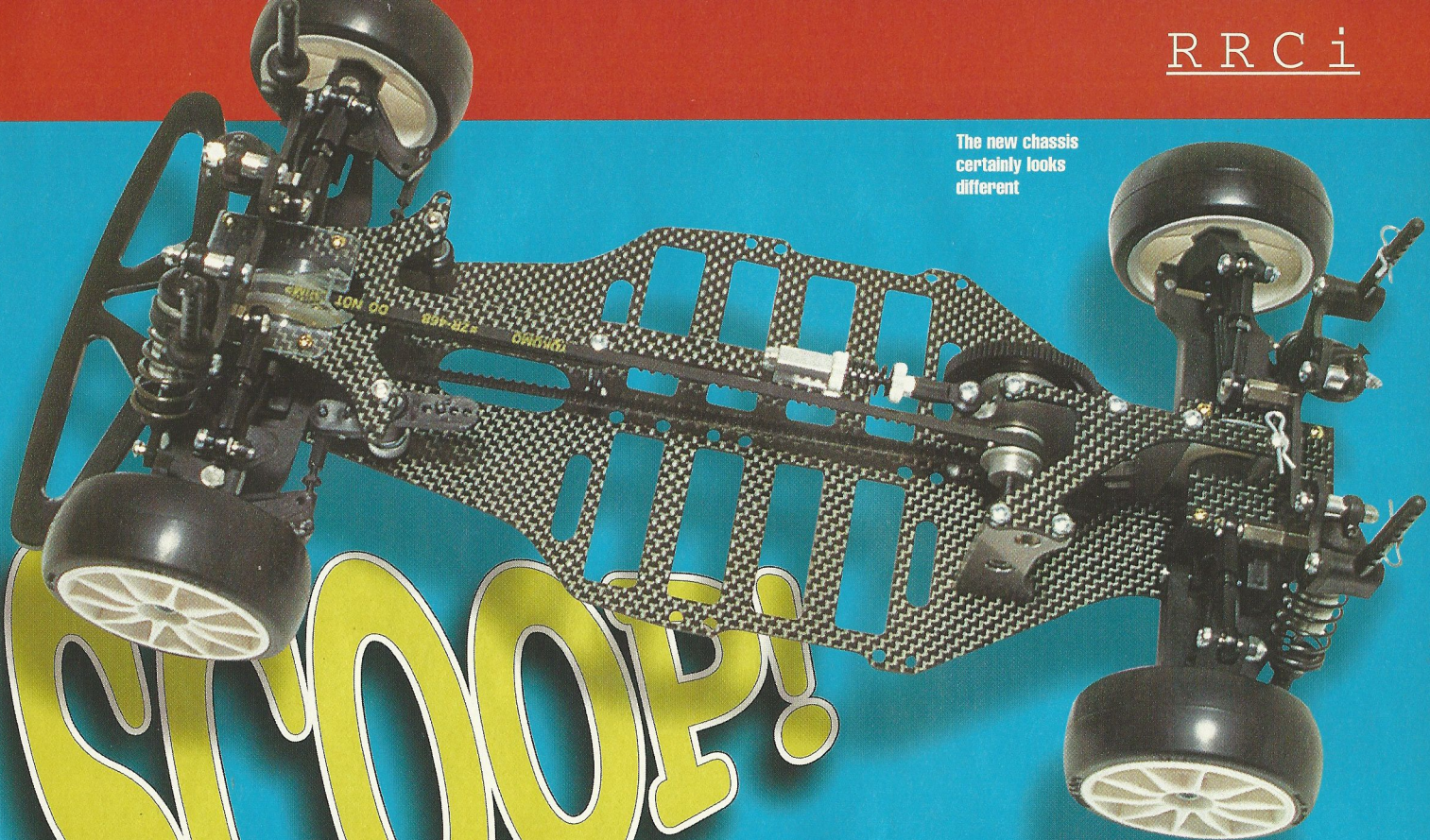


The new chassis certainly looks different



SPOOF!

the new Yokomo Touring Car breaks cover!

not too keen on this, despite its success in many hands here in the UK, and preferred a more conventional stick pack chassis layout. It was from this predicament that the YR4-M2 Type J was born.

it stays that way. Yokomo, are no exception, having released a string of different designed touring cars over the past 18 months, culminating in their latest release, the YR4-M2 Type J. What's the 'J' for I here you ask? Well I haven't got a clue! However, we felt that we know a man who might, and consequently gave Yokomo's UK Distributors, CML a call, and spoke to the 'chief' Jason Varley. Apparently the J was to be released only in Japan (hence the J), and was not going to be made available to the rest of us (a little selfish). However, a change of heart ensued after much badgering, and Yokomo decided to release it to CML, albeit in very small numbers. The reason for keeping it in Japan was mainly because it had been designed around their race rules and formats. In Japan there are two touring car classes, Expert and Sportsman. The Expert is an anything goes class, but the Sportsman has to use stick type batteries. This was proving a problem, to Yokomo, as their top car the YR4-M2, was saddle pack. They released the uniquely laid out YR4-2SP, which could use stick packs down one side, but the Japanese public, were

The top deck shocker is now much further back



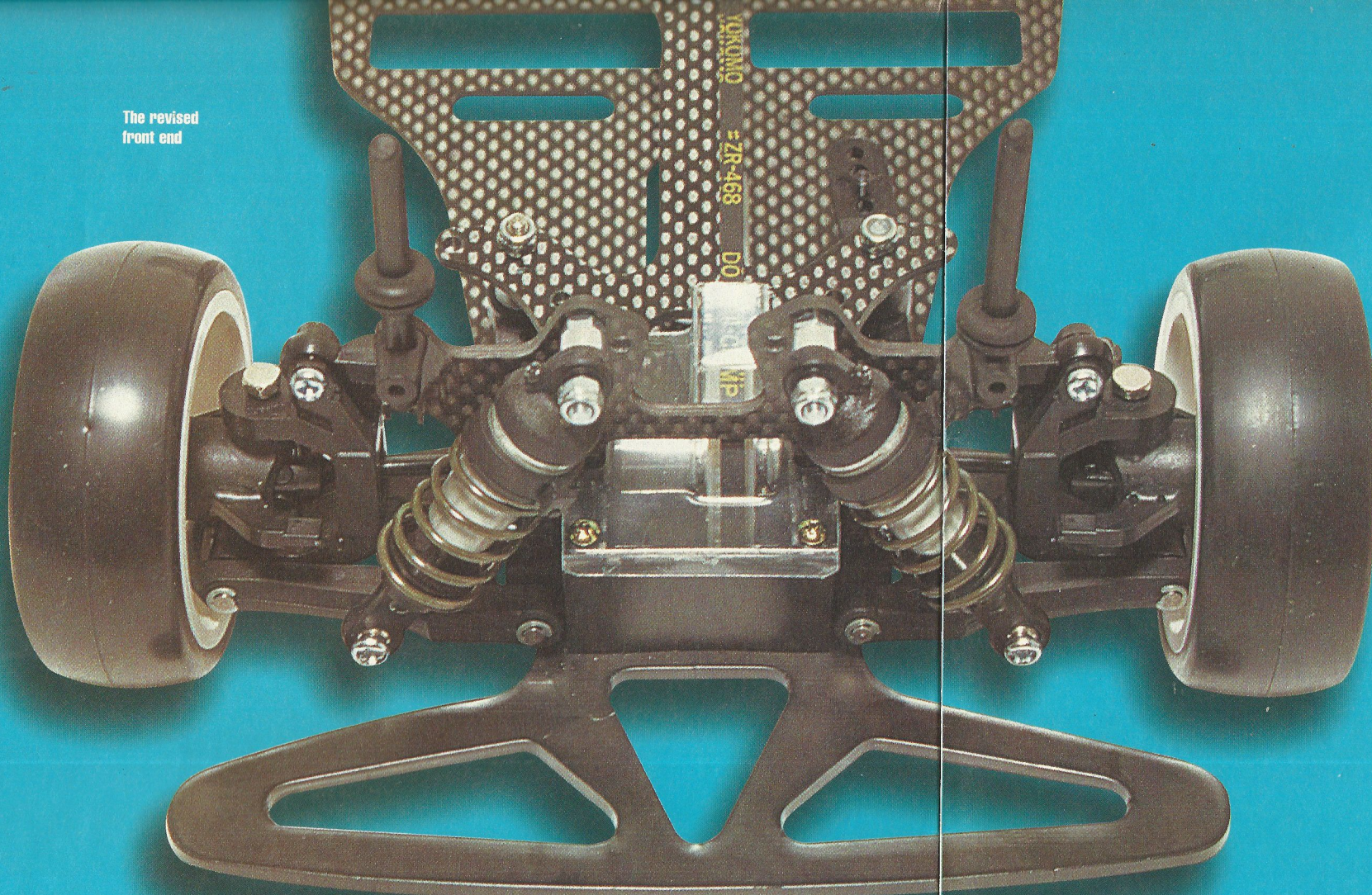
YR4-M2 TYPE J

In the past year, r/c cars have witnessed a re-birth, or a second coming, in the form of touring cars. The current trend has helped stabilise our hobby, and if anything given it the kick up the back side that it needed. Touring cars appeal to the everyday person, in a way that off road buggies never can, and they are great fun to drive as well! However, we are already seeing a similar trend developing in on road as has happened in off road, where competition rules the roost. All the big manufacturers are bringing out competition cars, and I hope that it all doesn't die before it starts. At the moment most of the top cars are still reasonable value for money, and let us hope



New, large capacity shockers

The revised front end



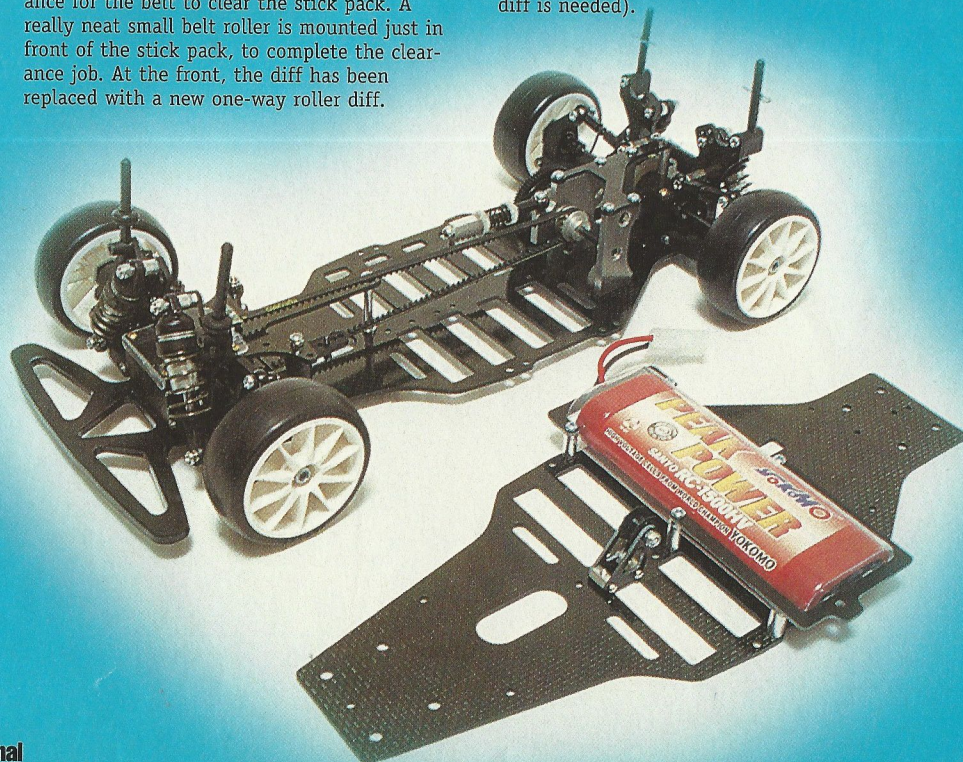
Not all new

The new J car is not a completely new design, but is certainly different enough next to the YR4-M2 and YR4-2SP to be worth a second look. As with all of Yokomo's top touring car kits, the J comes fully ballraced along with complete carbon fibre chassis parts. The chassis is of saddle pack design, but this time the positions are fixed, four either side. The choice here is whether to position the cells equally on either side or in a four and two formation. By using four cells opposite the motor you can offset the weight of the motor, and hopefully produce a more equally balanced car. The cell slots are also enlarged and longer enabling the user to mount his cells either closer to the centre of the car or more towards the outside. The cells can definitely be mounted a lot further in than on the M2 and this would help with the cars change of direction, particularly through tight chicanes. The transmission is very much as with other Yokomo's, using a small belt from the rear diff to the centre shaft and a longer belt from the shaft to the front diff. The front and rear bulkheads are the same as before, being a one piece mould. I found that it was best to pull them apart a little in an effort to free up the diff when it was placed between (it would be a tighter fit if not). The steel rear diff, is pretty substantial and uses locking diff rings, although lightweight delrin versions are available as an option. The centre motor mount is the really nice design, as it can be used in two positions. One is for saddle pack batteries and the other

A choice of cell configurations, stick or saddle

for stick packs. Two front belts are also supplied, of different lengths, which are suited to the different cell layouts. The saddle pack layout is fairly straightforward, with the drive system mounting as normal, like other Yokomo's. For the stick pack set up, the motor mount is turned upside down, and therefore the centreshaft position is substantially raised. The longer of the two belts is now used. This higher location provides extra clearance for the belt to clear the stick pack. A really neat small belt roller is mounted just in front of the stick pack, to complete the clearance job. At the front, the diff has been replaced with a new one-way roller diff.

A one way is no longer used in the centre shaft pulley, and is instead, housed in the front diff housing. This provides each wheel with the option to free wheel, instead of both together, at any one time. What changes this makes to the cars handling we will have to wait and see, although Yokomo are also going to release a front ball diff should you still want one (the diff offset is a little different to the M2, and so a new diff is needed).



Alternative battery mount

Yokomo have included their very racy 10 spoke 24 mm wide wheels, along with their new Sprint slick tyres, which although unbelted, apparently offer superb grip.

Radio

There is plenty of space for the radio gear, although I wish that Yokomo would make facilities for some servo posts. I was also not very keen on taping in the saddle pack cells, as surely something better could have been designed into the car. If you choose the stick pack layout, then the mounting of the cells, is much better, with the pack being clamped down under a pre-cut lexan cover.

The finished YR4 M2 Type J, looks very simple once completed, due mainly to the new top plate. Looking at the new parts that have been included in this kit, I see no reason why many can't be fitted onto existing YR4-M2 and YR42-SP cars, especially the shocks and shock towers. To say that this car will be lots faster round the track, is difficult to say as a track test will follow in the next issue. The choice of both types of battery packs is nice, and very well thought out, and should appeal to a wider selection of racers. For more information contact Yokomo's UK distributor, CML Distribution, Tel: 0121 457 7768. **RACI**

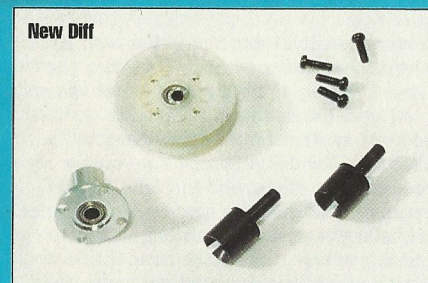
bulkhead, holding the diff in place, having two small extensions to support the steering and antenna mount, and finally, mounting the top shock absorber to the motor mount. With the motor mount being higher than normal, the shock only mounts halfway up, providing a very low appearance to the centre of the car. The rear bulkhead still uses a small carbon plate to hold the diff in place and this in turn supports a carbon plate that bolts to the top of the motor mount, and sits on a small post at the back. Once completed the chassis seems to be a little more rigid than previous cars, especially from side to side, with the flex mainly being generated front to rear through the centre shocker.

Suspension

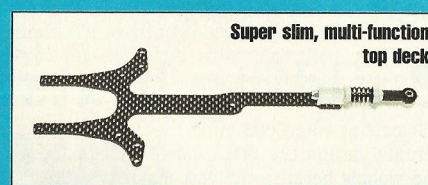
Suspension on the Type J, is virtually the same as all other YR4 touring cars. Solid moulded wishbones, are used front and rear, with adjustable upper tie rods. The shock towers provide a variety of positions for both the shock absorbers and upper links, enabling the user to tune his/her car considerably, for different track conditions.

Major change

A major change on the J is the use of new larger volume shock absorbers. Large shocks were used on Yokomo's original YR4, but were dispensed with the release of the Team Car and M2. The small, lightweight red shocks, that Yokomo used, looked great, but many racers wondered if they were really up to the job. The capacity with these shocks was so small that it made oil changes difficult to make, and this resulted in some drivers struggling to get their shocks smooth. On the other hand many drivers liked them, and got on with them fine - just look at the results. There was however a divide, that one would assume, Yokomo wanted to stop, hence the new larger volume shocks. Personally I like them. They went together very easy, with the bodies coming pre-assembled with all the O-rings and seals. It was all done in a matter of minutes. A nice touch is the small bleed screw in the top of the end cap. This helps filling the shocks immensely, as the shock can be overfilled, assembled, and then relieved of the excess oil through the bleed hole, reducing the guess work, and providing a very smooth shock. Two types of spring rates are provided, although CML has said that it already has a spring tuning set in the pipeline. The shocks have a selection of mounting points, and once you decide on your positions, all that is left is fitting the wheels and tyres.



New Diff



Super slim, multi-function top deck

A new top deck design

The top deck is also quite strange looking compared to previous models. Yokomo have retained the use of a shock absorber on the upper deck, but its placement is now quite different, with it being mounted towards the rear instead of at the front. This adjustable top deck design has been favoured by Yokomo for sometime, and it apparently does have a significant affect on the handling (more on that later). There are no chassis posts to adjust on this car, as all positions are fixed. The top deck has been designed to do a number of jobs in one, with it mounting on top of the front

Likes

- 2 types of cell & chassis layout
- New large volume shocks
- New one way front diff.
- Hard suspension pins supplied

Dislikes

- No servo posts
- Taping in cells

YR4 -M2 Type J Differences:

- Larger volume shock absorbers and shock towers
- One way front differential
- New chassis layout, that accepts stick or saddle pack cells
- New 2-in-1 motor mount and layshaft, for the two chassis layouts.