

# Track Test

# 566B S

**ayk**  
ROYAGI METALS CO. LTD

By  
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Dickson**

I FIRST ENCOUNTERED AYK products way back at the beginning of 1980 when Keith Pledsted brought back one of their pencil thin 1/12th scale diffs which ultimately went into one of Walt Bailey's cars when he still raced electric. However, nothing was imported in bulk at that time when the electric market was still small. Now Mick Langridge of *Langtune Racing* is importing their off-road 1/10th car, a specimen of which has happily come my way for review. As might be expected, the car bristles with interesting innovation.

## General

Instructions follow the now accepted impossible-to-go-wrong step-by-step Japanese sketches with full English text. This makes it a practical proposition even as a first car for a beginner — I should add a bright beginner! Ideally it will appeal to a moderately experienced person who can appreciate its virtues. Clear Lexan type body is included, but it is otherwise a 'dry' kit without lubricants, NiCads or motor. This will suit the active racer who probably has his own views on motor and Ni-Cads, plus stocks of thread lock, grease and so on. It possesses a proper chassis frame in the form of shaped chassis rails in lieu of the various permutations of flat bottomed

plates usually offered. Wheels too follow the increasingly popular fashion of fullsize practice of attachment by bolts and nuts to a metal hub rather than a single nut onto the axle. Other notable points will be mentioned as we go along.

## Gearbox and motor assembly

Gearbox casting is designed for *Mabuchi RS540* or the now BRCA approved *AYK GZ480* (or indeed *Igorashi* etc.). Gearbox itself comes ready assembled with white metal (ally casting) gears. These are NOT accurately matching gears and the pair of bronze bevels should be used to replace them. The original gears will give only limited service, hence the pair of very nice 'spares' enclosed. Perhaps there should have been a note to that effect in the box (maybe there is in Japanese). A choice of spur gears is provided to operate high or low speed. Instead of being totally enclosed the brush end of the motor (which you provide) is covered with a rubber cap through which the two leads are threaded and thence to the moving part of the speed control which is fitted to the servo arm.

*Below left: gearbox casting with the motor in place and covered with rubber cap, ball races can be fitted as an optional extra to increase efficiency. Below right: motor and gearbox fitted to the main chassis complete with suspension, roll-bar and shockers.*

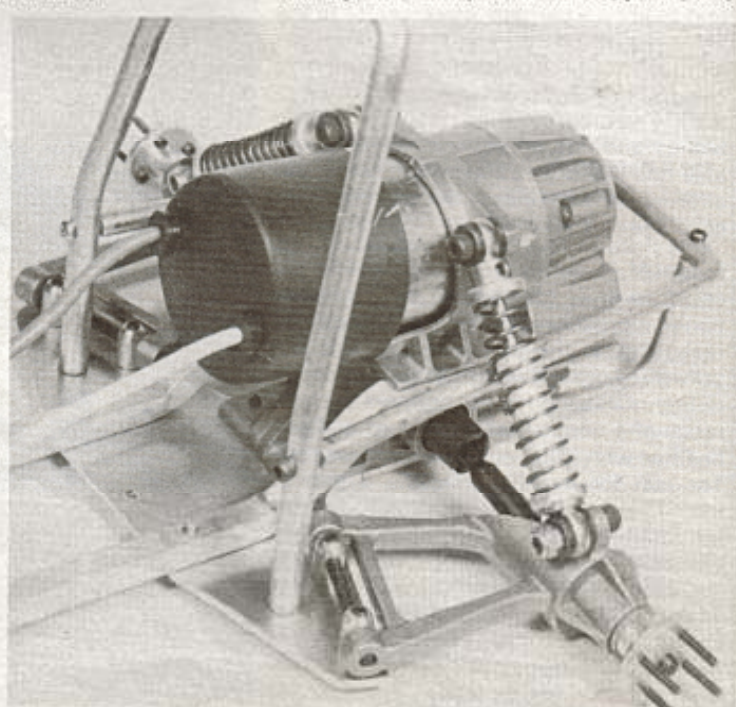
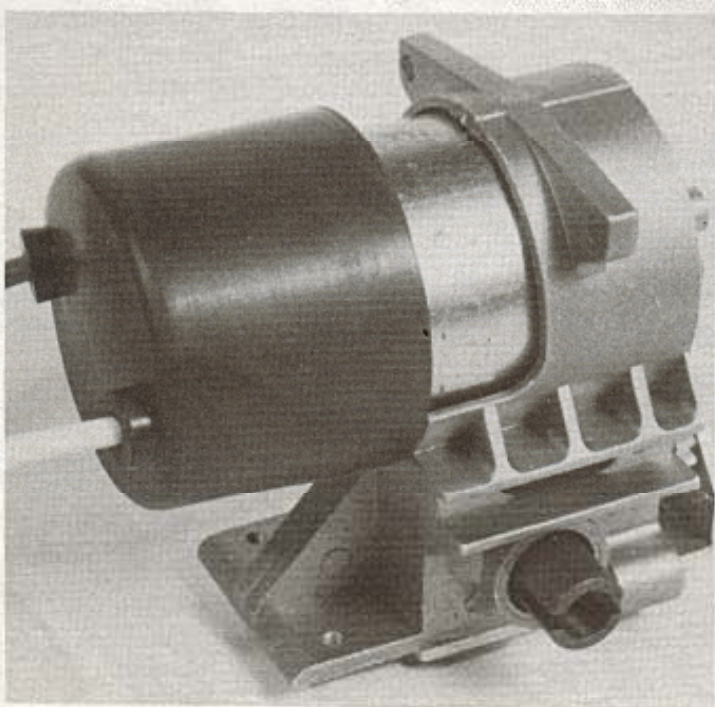
## Chassis

Chassis rails of square section light alloy screw onto gear casing and are reinforced by a plate on which the rear trailing links will later be fitted. Front end has a flexible nylon bumper bar and skidpan with supporting side plates. I should mention here that a formidable array of Phillips screws and cap screws are provided in various sizes and lengths with the particular need for each item of assembly clearly indicated. Do use the right sizes etc. (10mm and 12mm *look* very similar) or you may be short of an essential size towards the end.

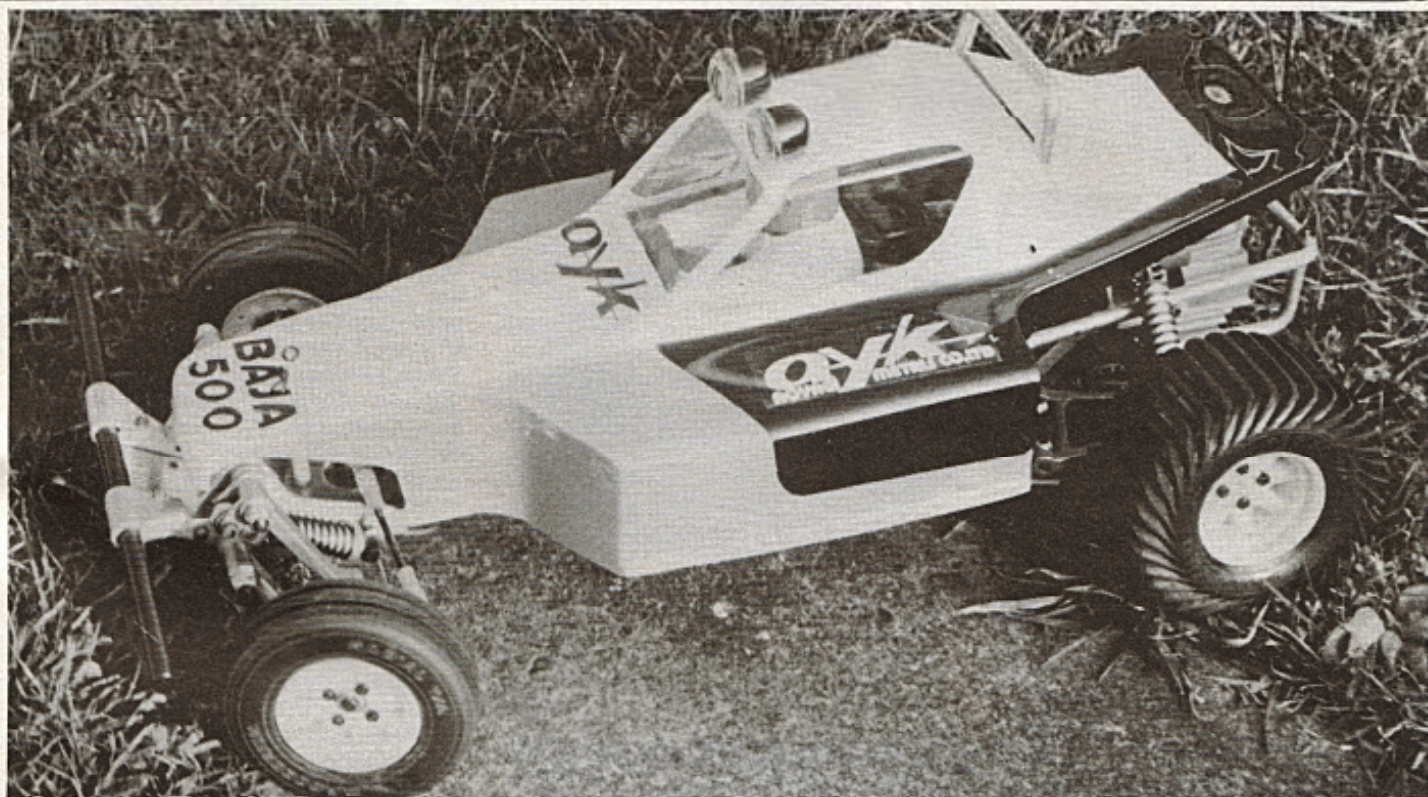
## Front suspension

Suspensions are always fun and here we have some elegant castings to assemble, taking care that left and right are installed correctly. Trailing arms have ball joints — again watch those screws — and the sprung shockers must be fitted right way round — that is with the piston at the bottom.

Steering assembly follows on when the kingpins are attached to the trailing arms. Metal ball joints have different sides. Sides with the larger diameter hole should face the kingpins. I have found that under 'no-load' circumstances the balls can pull through the ball joints and suggest fitting



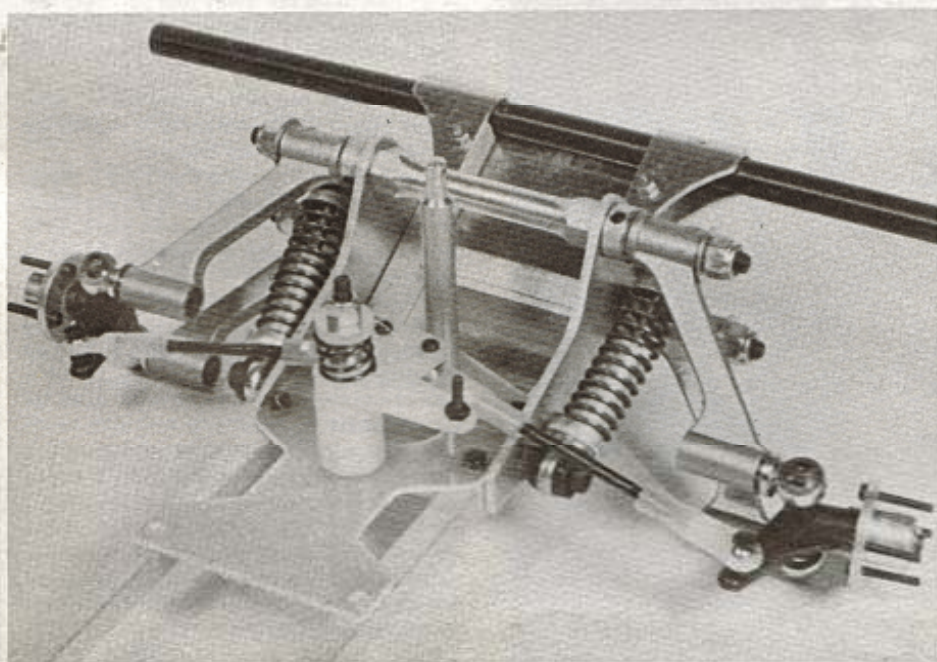
# UPER TRAIL



extra washers to avoid this happening. Screws are threaded through hubs before fitting to stub axles. Wheel bearings may require a very little easing to provide a frictionless rotation. Circlips hold the hubs in place and you only get the two of them, so fit over the kit box lid lest they fly off to nowhere!

Servo saver fits on a small GRP plate, the last two fitting holes must be cut off. Threaded rods and balls joints are provided, once screwed into a 65mm length they will

*Above: the 'Super Trail' decked out in tasteful grey, black and white plus AYK stickers. Below: the front suspension layout shows superbly rugged construction.*



set the front wheels each at 5° toe in. If this is more than you like there are still some threads left to shorten them. Front body post also goes on the GRP plate.

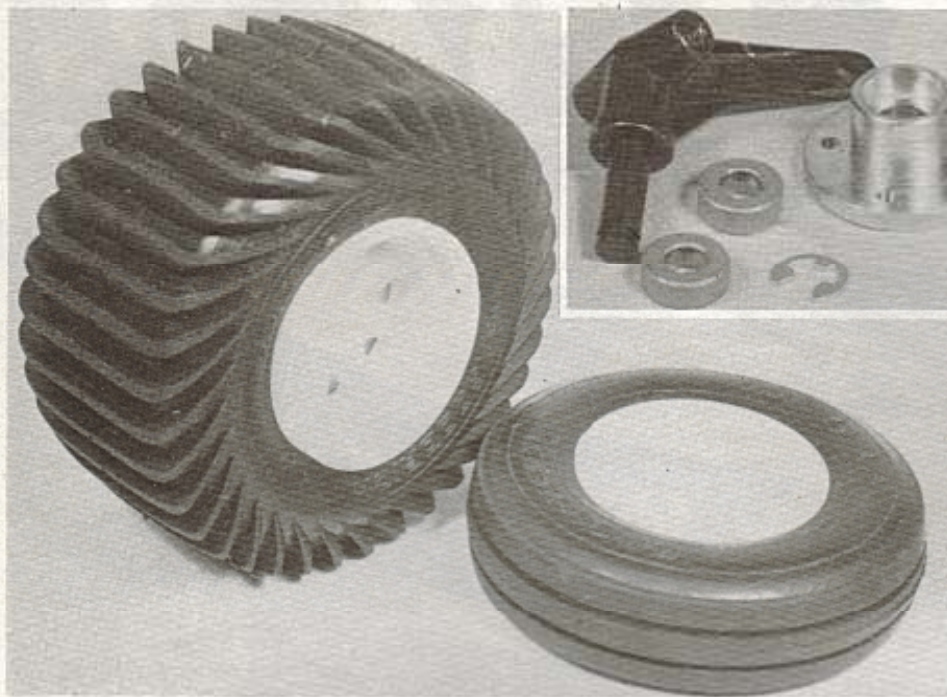
## Rear suspension

Rear trailing links are installed in a similar way to the front ones, though we have here trailing link axles and rear arm mounts. At this stage we must also connect the half shafts to the motor via the drive joints. Hubs have fitted half shafts to which the drive joints are attached using allen screws. Hence more than anywhere is the need for good thread locking! I must hope that all screws likely to work loose have been duly thread locked as you went along. Once again the oilite bearings may require a little easing. Do not forget to leave just a little clearance for free play.

Final stage is to screw on the roll cage (sloping backwards) and gear case guards.

## Wheels and tyres

I always like to get the wheels on as soon as possible to see how the car sits. Front tyres are the usual ribbed type for directional stability but the rears are something of a novelty with a paddle tread pattern which must race forward like the wheels on a paddle boat. This should certainly help on rough off-road circuits. Nylon wheels are already fitted with their tyres though tyres themselves must be glued to the rims with instant glue. Be sure that holes drilled for



wheel nuts coincide before gluing starts (you'll never get them apart otherwise) — a good idea is to bolt up with a temporary bolt and nut in case they get out of register during the gluing operation.

Rejoice! Just for once there is radio box that really has enough room for the gear without a monumental fiddle or even throwing bits away! I installed a Futaba 'Medallion' and 17M servos, matching

Above: kingpin/steering arms and hubs with their oilite bearings. Left: nicely moulded front and rear tyres glued on to wheels.

battery for receiver plus six-cell NiCad pack and could actually think of a little foam padding to stop gear rattling about! A little channel enables it to sit snugly between the chassis frames with three bolts to hold it in place and a gasket helps to keep box and lid watertight. A rubber boot encloses steering tie rod, provided, be careful bending it to fit — mine snapped in two! — but luckily an extra was in the kit. Check that nylon part of ball joints on steering linkage does not foul chassis frames — just pare off to clear. Receiver on/off is also booted.

Speed controller is unusual with a neat ribbed heatsink that only requires to be taped on top of the servo, while wiper is fixed to servo arm with a couple of self-tapping screws. Plenty of room to fit any other controller of your choice if you so desire.

Lid is held in place with small body posts and clips. I prefer to tape mine in place — I mislay the clips. Driver provided sits on the box lid. Aerial fits on rear part of roll cage.

### Body

'Baja Bison' body supplied is one of the very neatest and most suitable for off-road use since it enables all the interesting parts to be on display and not hidden away and makes for easiest cleaning of the mud etc. A lot has to be cut away and you may feel the car is rather like a plucked chicken, but that's the style! Two little headlamps go on the roof and I have duly fitted them: how long they will last in the hurly burly I don't know. I used a little instant glue in addition to screws — they may endure.

The body is so simple that I did a black, grey and white scheme using acrylic brush on colours (Mr. Concours) with masking of screen and windows. A slot must be cut to take the roll over bar.

A wealth of decals are included, but, again on the score of simple 'good taste(?)' confined them to black and white AYK insignia and 'Baja' plus lamp covers.

### Comment

A very nice kit to build and different enough to intrigue even the most blasé of enthusiasts. Is stout enough to take a lot of hard knocks. Price at a penny under £70 is for essential items needed and not inflated by equipment you very likely already possess. Final words: be sure to thread lock generously and watch those balljoints!

Distributed by: Langtune Racing.

