

KYOSHO INFERNO MP7.5 SPORTS 4

■ RTR ■ NITRO ■ OFF-ROAD

WORLD-CHAMP
FEATURES WITH
AN RTR PRICE

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PHOTOS HOPE MCCALL

KYOSHO HAS BEEN

producing 1/8-scale buggies for a long time, which means they know what they're doing. They have several world titles under their belt and have now built you an RTR buggy that uses the same geometry and materials as used to produce those world-winning rides. They toned down a few of the components in order to lower the overall cost of the buggy and have built it to get you from the box to the track in no time. They call their RTR buggy the Inferno MP7.5 Sports 4, and it's the latest and greatest version of past RTR buggies based on the same platform. Let's see what this new buggy offers.

SPECIFICATIONS

Type 1/8-scale RTR 4WD buggy

Price \$385 (varies with dealer)

Wheelbase 12.8 in. (325mm)

Width 12.1 in. (307mm)

Weight as tested 7 lb. (3,177g)

Clutch bell/spur 13/46

Final drive ratio 11.7:1

Chassis 3mm aluminum plate with radius sides

Differential(s) Triple-sealed bevel gear

Suspension Front lower A-arm/rear lower H-arm with adjustable upper links

Shocks Aluminum fluid-filled coil-over

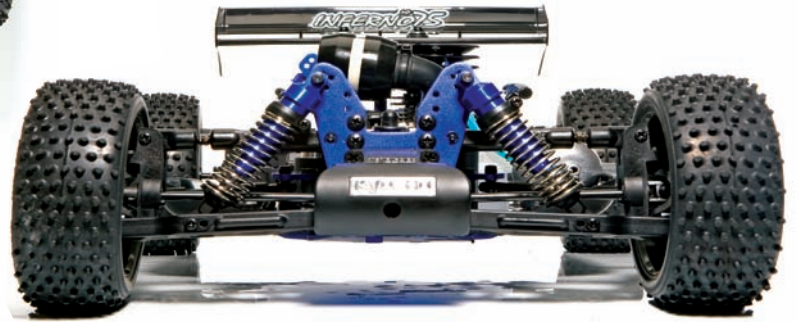


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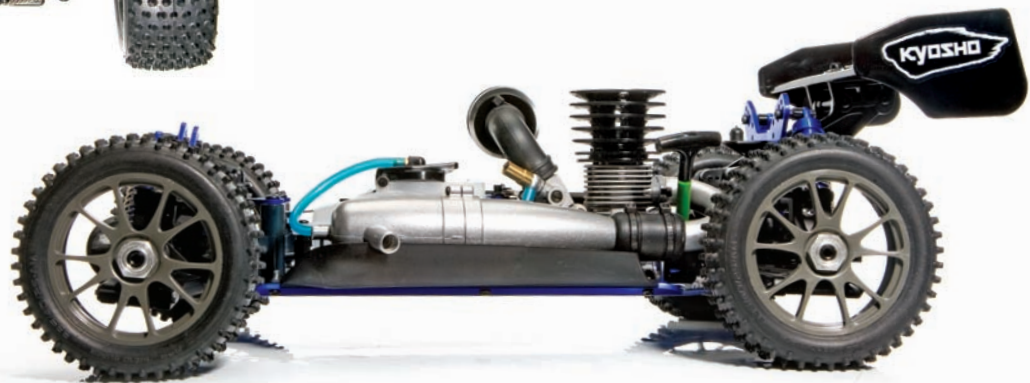
“ THE ENGINE RUNS VERY WELL, PUTS OUT GOOD POWER AND HAS A SMOOTH FEEL. ”



THE RADIO TRAY AND BOX ARE BOLTED TOGETHER AND CAN BE REMOVED IN ONE PIECE TO MAKE IT EASIER TO CLEAN THE CHASSIS.



The Kyosho Perflex radio is included with the Sports 4. This reliable radio fits well in your hand.



FEATURES

CHASSIS. The backbone of the Sports 4 is a 3mm blue-anodized aluminum plate and features radiused sides to increase stiffness. Molded plastic mud guards are attached to the sides of the chassis to keep debris out. The left rear of the chassis has been machined to accept the Kyosho GS21's unique engine mounts as well as standard engine mounts. All screw holes on the bottom of the chassis are chamfered to keep the bot-

tom as smooth as possible, and small divots under the diffs allow them to be mounted as low as possible. A rear brace increases the stiffness of the chassis and you can add an optional front brace if you feel that the chassis needs more rigidity for your driving conditions. The radio tray and box are bolted together and can be removed in one piece to make it easier to clean the chassis. The top plate is made out of aluminum and it's supported by plastic posts. Kyosho even

threw in a transponder mount.

DRIVETRAIN. The engine is connected to the drivetrain by way of a two-shoe, composite-type clutch. The clutch bell rides on a roller bearing assembly and mates with a molded plastic spur gear. The Sports 4 uses a 3 diff drive-shaft system to get the power to the tires and all the diffs are sealed, which means that they can be tuned by changing the viscosity of fluid that you place inside them. Dogbone-style

center driveshafts connect the center diff to the front and rear diffs and you'll find dogbone-style shafts spinning the rear tires while universals are used up front. Metal-shielded bearings support the entire drivetrain and ensure wear-free operation.

SUSPENSION. Up front you'll find a lower A-arm with upper link and in the rear, a lower H-arm with an upper link-type suspension system. The upper links use steel turnbuckles

TEST GEAR

■ 12 DURACELL AA BATTERIES ■ AKA CROSSBRACE TIRES
■ BYRON ORIGINALS 30% NITRO FUEL



PERFORMANCE

With the batteries in place and the engine broken in, I headed to Wolcott Hobbies in Wolcott, CT, for my buggy's first rundown. I filled the tank with Byron 30 percent nitro, fired the engine and gave it a quick tune. I'm very happy with the location of the low-speed needle and idle screw. With a little lift of the body, they are very easy to access. I put the buggy on the track and made some laps and right away, I could see that they were way too stiff for the track surface I was running on. I took the Sports 4 up behind the track where the dirt is more sandy and loose and the tires hooked up much better than before. Since I wanted to do most of my testing on the track, I swapped out the stock tires for a set of AKA Crossbrace tires, and they brought the buggy to life. It's so much easier to control with softer rubber. With some race rubber on, I started making hot laps around the track. The stock steering servo does pretty well in the turns. It's a little slower than what I'm used to, but perfectly fine for bombing around and I had no trouble making the turns on the track. I tightened up the servo saver a little and that improved steering response. The engine runs very well, puts out good power and has a smooth feel. At first, I did notice a little slip in the clutch, but the feel of it stiffened up as the day went on. Braking on the Sports 4 was smooth and strong. I did increase rear brake slightly to help the buggy rotate better in the turns. Jumping any 1/8-scale buggy is a pleasure, thanks to the ability to change the angle of it while in the air by tapping the brake or throttle. The Sports 4 soaked up landings well. I took the buggy back behind the track for more of a bashing-type surface to see how it held up to some trashing and I didn't break a single part. This thing can take some hits!

and allow you to change your camber settings without having to remove the upper links to do so. The shocks are aluminum-bodied units and use clamp-type ride height adjuster to keep the springs in place. The top of the shocks are attached to 3mm-thick blue anodized aluminum shock towers. You have four mounting positions available on the front shock tower and six in the rear shock tower to aid in suspension tuning.

ENGINE & ACCESSORIES.

The Sports 4 comes equipped with Kyosho's GS21 engine. Some of its features are a smooth slide carb, easy-to-access, low-speed needle and idle screw, lightweight 7-fin heat-sink head, bolt-on header and pull-start. The engine can also be started with the use of a starter box. The exhaust exits through a multi-piece, cast-tuned pipe and a rubber coupler attaches it to the header. A 125cc fuel tank feeds the fuel to the engine through a small

section of fuel tubing and it has a small fuel dam molded into the top to direct any spilled fuel away from the brakes and out the bottom of the chassis. Molded dams inside the tank help keep fuel towards the fuel filter/pickup in the rear of the tank. The air filter has plastic cups on each side to keep the air filter cleaner so the engine can breathe better while bombing through mud and water.

BODY TIRES AND WHEELS.

The body comes painted,

trimmed and mounted and has a cutout in the back by the engine for easy pull-start access while the body is in place. Thanks to the two body clips that hold it in place, the wing in the back of the buggy is easy to remove. You can adjust its angle to increase or decrease rear downforce. Firm, multi-spiked tires are included and are supported by strip-type foam inserts. They come glued to attractive multi-spoke wheels that slide onto 17mm hexes.

INCLUDED ELECTRONICS & ACCESSORIES

Kyosho gives you a Perfex KT-6 radio to control the Sports 4 buggy. It has features such as dual rate, throttle and steering trims, and servo reversing. A bright red LED lights up to let you know that the radio is turned on. A pair of Perfex 102BK servos takes care of the steering, throttle and brake controls. They have plenty of torque for throttle and brake but might be a little weak for steering. Kyosho provides a 4-cell AA holder to power the servos, but there's plenty of room in the radio box for a 5-cell rechargeable pack, if you choose to upgrade.

PLUS/MINUS



- » Classic 1/8-scale durability
- » Lots of hop up potential
- » Minimal effort to go from box to dirt



- » Weak steering servo
- » Hard compound tires

VERDICT

Once again, Kyosho has given us a great backyard basher and a buggy that is perfect for the first-time racer. Its hop-up potential is endless, and you can't beat the durability of an 1/8-scale buggy. Fewer broken parts frees up cash for more "go" parts. Out of the box, the only things I would change are the tires to something that's a little softer to take advantage of the engine's power. I'd also tighten up the servo-saver a bit to make the Sports 4 more responsive in the turns. Overall, it's a great buggy.

SOURCES

AKA raceaka.com

Byron Originals byronfuels.com

Kyosho kyoshoamerica.com