

This is the latest in Thunder Tiger's RTR Tomahawk line—a value-priced series of entry-level vehicles that will appeal to just about anyone who wants to run a high-quality vehicle without having to assemble it. This truck



has the proven Tomahawk chassis and running gear, and it's wider with the use of longer arms and hub extensions. It's topped by a good-looking body with a durable, truggy-style wing that gives it a big-truck look.

THUNDER TIGER

Tomaha wk ST

An evolution of the proven Tomahawk chassis

RTR KIT

**1/10
NITRO
TRUCK**

AT A GLANCE

WHO MAKES IT

Thunder Tiger

WHO IT'S FOR

Beginners to intermediate drivers

HOW FAST

48mph

HOW MUCH

\$240

WHAT WE LIKED

- Fully assembled
- Thunder Tiger Pro .18 BX 3.0 pull-start engine
- Complete, no-hassle RTR package
- Great-looking red pickup body
- Reasonable price

WHAT COULD BE IMPROVED

- Diff break-in; absolute beginners may find it difficult

YOU'LL ALSO NEED

8 AA batteries, 4 AAA batteries, fuel, glow-plug igniter

WE USED

Sidewinder 20%-nitro fuel, Energizer alkaline batteries

THE BOTTOM LINE

This RTR 4WD mini-truggy is a lot of fun to drive and it's highly durable.



FAST TRACK THUNDER TIGER TOMAHAWK ST

THE SPECIFICS

CHASSIS

LENGTH 17.71 in. (450mm)

WIDTH 12.99 in. (330mm)

WHEELBASE 11.61 in. (295mm)

WEIGHT 4.5 lb. (2,030g)

MATERIAL 3mm anodized-aluminum w/countersunk screws

TYPE Lower plate w/molded-composite upper deck

SPECIAL FEATURES 3-piece radio tray and bracing

The Tomahawk ST chassis is very rigid—lengthwise and from side to side; it's a nice design with well-designed braces.

SUSPENSION

TYPE Independent lower wishbone, upper composite control link

SHOCKS Four composite oil-filled

WHEELS Black 5-spoke molded composite

TIRES Rubber X-spoke design w/foam liners

MATERIAL Molded composite

The folks at Thunder Tiger used some of their championship-winning technology in this entry-level truggy. The long-travel suspension did well over my very rough top-secret test site. The oil-filled shocks are plush and have ample travel.

DRIVETRAIN

TYPE Full-time 4WD

DIFFERENTIALS Adjustable (use fluids of various viscosities), gear diff (front and rear)

BEARINGS Metal-shielded ball bearings

BRAKES One fiberglass disc controls all wheels

DRIVESHAFTS Steel center drive-shafts, rear CVA joints

The Tomahawk ST has a great 4WD system (full time as delivered; center diff optional) supported by high-quality bearings. The gear diffs deliver silky-smooth action and, as a result, good handling.

POWER PACKAGE

TYPE Thunder Tiger Pro .18 BX

CARB Barrel type w/low- and high-speed needle adjustments

EXHAUST Aluminum tuned pipe w/aluminum header

CLUTCH 2-shoe composite w/aluminum flywheel

The Thunder Tiger Pro .18 BX is a great little engine for this 4WD truck. It has an easy-to-tune, barrel-style carburetor with adjustments for low end, top end and idle speed. After break-in, the engine needed very little tuning and, probably more important, it stayed tuned without any fiddling to keep it at peak performance.

WHAT YOU NEED TO KNOW

Independent lower wishbone with non-adjustable upper control-link suspension gives the Tomahawk ST a plush ride over rugged terrain. The four oil-filled composite shocks' angles are adjustable—three positions in the shock towers and four on each lower wishbone.

The full-time 4WD system has sealed front and rear gearboxes. Each contains a gear differential with a longitudinal driveshaft that links the two diffs.

The proven Thunder Tiger Pro .18 BX 3.0 pull-start engine has a large aluminum heat-sink head and a barrel-style carburetor that has high- and low-speed needle adjustments for fine-tuning. The engine uses a standard glow plug, and the Tomahawk ST comes with a high-performance aluminum tuned-exhaust setup.

A 2-shoe composite clutch mates the engine's output to a heavy-duty steel clutch bell that mates with a composite spur gear, the

drivetrain is ball-bearing supported.

All the electronics are included and installed: an Ace RC JG2 2-channel AM pistol-grip radio; a high-quality S1903MG metal-gear steering servo and an S1903 throttle/brake servo.

The 75cc fuel tank gives excellent run times (around 12 minutes between fill-ups), and it's easy to fill on the fly.

The painted body fits snugly enough to seal out dirt, etc., and a neat cutout allows you to use the pull-starter without removing the body.



The Tomahawk ST arrives fully assembled and ready for you to add fuel and alkaline cells—after you've installed the wheels and tires with the supplied wrench.



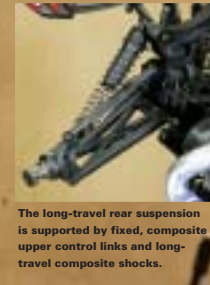
Long-travel composite shocks provide smooth, well-damped suspension action. The shocks have several mounting positions to allow suspension tuning.



The Thunder Tiger .18 Pro engine produces great power in this lightweight stadium truck. The engine is complemented by the quiet, but efficient, aluminum tuned pipe/muffler.



The composite, bellcrank-style steering linkage is mated with a built-in servo-saver that is mounted on the metal-gear steering servo.



The supplied wheels and tires are good-looking, and the tires grip well and seem to be quite long-wearing.



The suspension's upper control rod is a fixed, molded-composite link that matches the steering linkage. Though you can't adjust it, it is more durable and easier to repair.



PERFORMANCE

I tested this entry-level truck at my top-secret construction site/test facility in Independence, Missouri. With Sidewinder 20-percent-nitro fuel, a fuel bottle and 12 Energizer alkaline cells, I wanted to see whether the Tomahawk ST would be as good as my first impression of it was.

To give the engine time to break in and allow me to develop a feel for the truck, I took it easy at first, but with the second tank of fuel, I was more aggressive with the throttle. You'll see this in the photos that show lots of oil smoke coming from the richly tuned engine. The X-pin tires did a good job on the unprepared surface, and the 4WD made this little truck a lot of fun to drive.

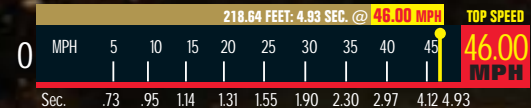
After a few more tanks, it was time to let it hang out and see whether we could relocate some dirt! The .18 BX Pro engine's performance is excellent in this vehicle (just as it was in the buggy). It delivers good fuel economy, too—slightly over 12 minutes on the Sidewinder 20-percent fuel.

THE LAST WORD

The Thunder Tiger Tomahawk RTRs rank among the top in the expanding RTR market. The quality of these vehicles and the power and reliability of the .18cc nitro engine make them very enticing. Considering that you get a fully assembled Tomahawk ST, complete radio gear, an engine and everything that you need to run the truck except batteries and fuel for just under \$250, it's a great value. Very few vehicles can match the Thunder Tiger Tomahawk ST, and that makes it a must-see for anyone who's shopping for an entry-level nitro truck. ●

RADAR DATA

ACCELERATION



LINKS

Sidewinder fuel, distributed by Great Planes Model Distributors, duratrax.com

Thunder Tiger, distributed by Ace Hobby Distributors, acehobby.com
For more information, please see our source guide on page 209.