

New Product Information



DBX DST



Item No. 31097T2

Kyosho DBX/DST

World Championship racing design is at the core of the DBX Buggy and DST Truck. Engineers that have designed the best and most successful racing machines the World has ever seen also designed the DBX and DST, which means that they share a level of design and manufacturing experience that is rare among RC manufacturers. You get a machine that not only delivers the thundering power and realism of a nitro racer; it's also designed by engineers with success and experience at the highest levels of racing. That means the DBX and DST deliver an extraordinary balance of power, handling, durability, quality and value that can only be delivered by Kyosho.

Two Body Styles – Same Great Chassis
– Whether you're a buggy or a truck fan, the DBX and DST deliver the same great performance from a

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virtually identical chassis. If you can't make up your mind, that's no problem because you can buy the other body and change it in just a matter of minutes.

Factory Assembled – The DBX and DST are fully factory assembled – all you need to do install alkaline AA batteries for the receiver and transmitter, fill the tank with fuel, and attach the glow igniter (all available separately) and you're ready to fire up the engine and tear up the track or backyard.



"Big Block" Power –
The GXR18 is a small block

engine, but it displaces a massive 3.0cc (.18 c.i.) and produces the kind of horsepower that rivals some big block engines. It features a large machined aluminum heat sink cooling head, durable ABC construction, and a precise slide-valve carburetor that delivers sharp and consistent throttle response.

Aluminum Manifold and Muffler – The DBX/DST includes a strong, thick-wall aluminum manifold and tuned muffler, which means it can handle a lot of abuse.

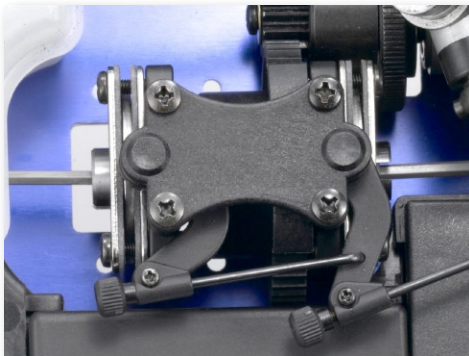
Extended Run Time – The 105cc fuel tank features a tight sealing flip-top lid, which means the DBX/DST can be refueled while the engine is running so you can keep driving as long as your fuel supply or radio batteries allow. The large capacity of the tank can deliver run time in excess of 10 minutes between fuel stops. There's also no primer pump, so the tank stays air-tight to keep the engine running as smoothly as possible.



Low-Maintenance Shaft Drive – The DBX/DST series benefits from the same type of shaft drive system that has earned Kyosho seven of the last nine IFMAR 1:8 Off Road World Championships. It's strong and efficient, which means its low-maintenance and it gets more power to the ground.

Gear Differentials – Sealable gear differentials are used to balance the power delivery to each wheel, so you're getting maximum power to the ground at all times. Each differential features four internal bevel gears that are greased from the factory, but they can also be sealed to store silicone diff fluid – the same stuff used to tune the differential action in racing buggies and trucks.

Center Differential – An added feature of the shaft drive system is the addition of a center differential. While not typical of vehicles in this class and price range, the addition of a center diff adds



extra dimension of control where power is balanced front-to-rear, in addition to the side-to-side differential action already provided by the front and rear diffs.

Dual Disc Brakes – Stopping power is often as important as engine power,

because as fast and the engine can get you moving at high speed, you need good brakes to slow down quickly to carve through the corners or to avoid a collision. The DBX and DST feature strong dual disc brakes that were originally developed for much bigger cars. The dual discs are more consistent and have extra stopping power on reserve for those moments when you really need strong brakes. When used in combination with the center differential, the brake bias can be adjusted.



Pivot-ball Suspension – Pivot ball hubs are used on all four corners of the suspension. This design is lightweight and durable, plus it allows for track, toe angle, and camber adjustments.

Big Bore Shocks – The DBX and DST use the same shocks that are found on the big Inferno GT2. They're oil-filled and feature a larger bore size than is typical, which allows it to take the biggest bumps and jumps in stride. The shocks feature threaded spring pre-load adjusters that allow instant ride height adjustment, and volume-compensating bladders that keep air out of the shock oil for smooth, seamless damping action.

Parts Compatibility – Suspension arms, hubs, bulkheads, drivshafts, diffs and shock towers are all interchangeable, so you only need a single replacement part to repair any of these items on the car.

Large Tires and Wheels – The DBX shares the same suspension arms and big tires and wheels as the DST. So both vehicles are equally capable of conquering the roughest terrain. The wheels are also compatible with any 2.2-inch truck tires, so you can choose any 1:10 stadium truck tires as a replacement for the DBX and DST.



Enclosed Radio Box – Protecting the radio gear is important to proper operation, and the enclosed radio box of the DBX/DST does just that. It features a covered compartment that houses the receiver and battery pack, and the radio's on/off switch is also protected by a rubber boot – all of which protect the radio gear from the elements for more reliable operation.

TYPE-2 UPDATES

The Type 2 DST not only features a dramatic new paint scheme, there's also some key updates to the engine, air filter, clutch and radio system.

Dynamic new color scheme and KT-6 radio system



Updated GXR18 engine with more power and larger racing-style air filter



1:8 racing-type 2-shoe clutch



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|---------------------------|---------------------------------------|
| Category: | 1:10 4WD Nitro Buggy/Stadium Truck |
| Wheelbase: | 299mm (11.8 in.) |
| Width: | 330mm (13 in.) |
| Track width: | 274mm (10.8 in.) |
| Height: | 150mm (5.9 in.) |
| Weight: | 2200g (77.6 oz.) |
| Chassis: | 2.5mm channeled aluminum |
| Drivetrain: | Shaft w/enclosed gearboxes |
| Differential: | 4-gear bevel (front and rear) |
| Transmission: | Single speed with 13/46T gears |
| Final drive ratio: | 10.9:1 |
| Bearings: | Metal shielded ball bearings |
| Suspension: | Double A-arm w/pivot ball hubs |
| Shocks: | Molded composite Big Bore oil shocks |
| Drivshafts (F/R): | Hex steel dogbone |
| Tires: | 110x56mm (4.3x2.2 in.) off-road spike |
| Radio system: | Kyosho KT-3HS 2-channel |
| Engine: | GXR18 w/recoil starter |



Items needed for operation: 12 AA-size batteries (for Tx & Rx), glow igniter, fuel bottle and 15 to 30-percent nitro fuel.

SPECIFICATIONS