



## ZX6 / ZX6.6 Yokomo Front End Conversion

### Introduction

One of the very few bugbears of the Kyosho ZX6 is the front wishbone spares situation. This is a carryover from the ZX5 where LA272 supplies one front wishbone and one rear wishbone. Now that UM713 rear gullarms are used, this no longer makes sense, especially for a novice where regular breakages may occur. Looking for a more cost effective solution whilst my son is learning, I decided to see what other front arms would fit that can be bought as front pairs.

### RB6

Sometimes the easiest thing to do is try different models from the same brand as the geometry tends to be very similar. I found that RB6 front arms were a direct fit, with the same dimensions all round



The only compromises are two shock mounting holes rather than three, plus no mounting point for the ARB. After a bit of testing these also seemed weaker than the standard ZX6 arms so it is debatable whether this would be cost effective long term.

### Yokomo YZ4

At a club night, I decided to go around some of the other racers to compare front arms. I found that the most similar were ones from a Yokomo YZ4.



The other great thing about the YZ4 is the amount of options for arms and caster blocks which I will cover.



## Front Arms

There are four different options for the front arms:

- Z4-008F – Standard flat arm
- Z4-008F1 – Graphite flat arm +1mm long (these are the same length as ZX6 arms)
- Z4-008FG – Gullarm type arm
- Z4-008FG1 – Graphite gullarm type arm +1mm

I tried the standard flat arm which, from the inner hinge pin hole to the shock mounts, is identical, but 1mm shorter to the outer hinge pin hole.

## Fitting

The YZ4 arm inner hinge pin hole reduces at the rear to stop the hinge pin falling out on standard fitment. However, on the ZX6, the pin needs to go all the way through so use a 3mm drill to open it up and file flat the “nipple” (see below):



The outer hole is a smaller diameter than the ZX6 so there are a couple of options here. First one is to drill out the hole using a 3mm drill and then fit the standard ZX6 caster block and steering assembly by using some shims to correctly fill out the space:



Alternatively, more Yokomo bits can be used to gain even more options.

## Yokomo Caster Blocks and Steering Arms

By leaving the outer hinge pin hole as it is, a range of caster blocks can be used from both the YZ4 and the previous generation BMAX4 iii:

- BM-413 – Standard YZ4 / BMAX4 iii caster block (10 degrees)



- Z4-41310 – YZ4 alloy caster block 10 degree
- Z4-413125 – YZ4 alloy caster block 12.5 degree
- B4-413A15 – BMAX4 iii alloy caster block 15 degree

These are fixed to the front arm using B4-009AF (outer front hinge pin).

There are then a couple of options for the steering arms. The BMAX4 iii used a single moulded arm similar to the ZX6:



B4-415S

However, the YZ4 uses a two piece setup of a steering plate and steering block:



Z4-415S



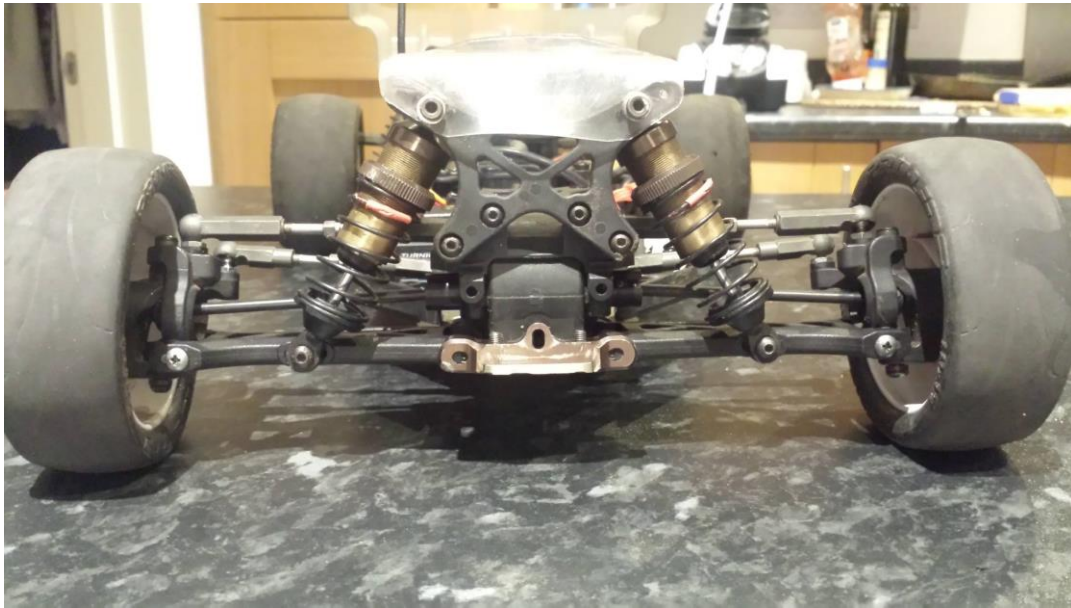
Z4-415A

As I had the parts available, I used the BMAX4 iii parts. These are held to the caster block by BM-414WA king pin set.

The standard ZX6 driveshafts and hexes can be used and are a straight fit.



Also worth noting is that Kyosho ballstuds are required as the Yokomo ones are smaller. This also means that Yokomo ballcups are required to fit the ARB to the front arm for the same reason.



Kamran Wells' ZX6 with Yokomo flat front arms, caster blocks and steering arms



Shaun Thompson's ZX6.6 with Yokomo front gullarms and Kyosho caster blocks and steering arms.