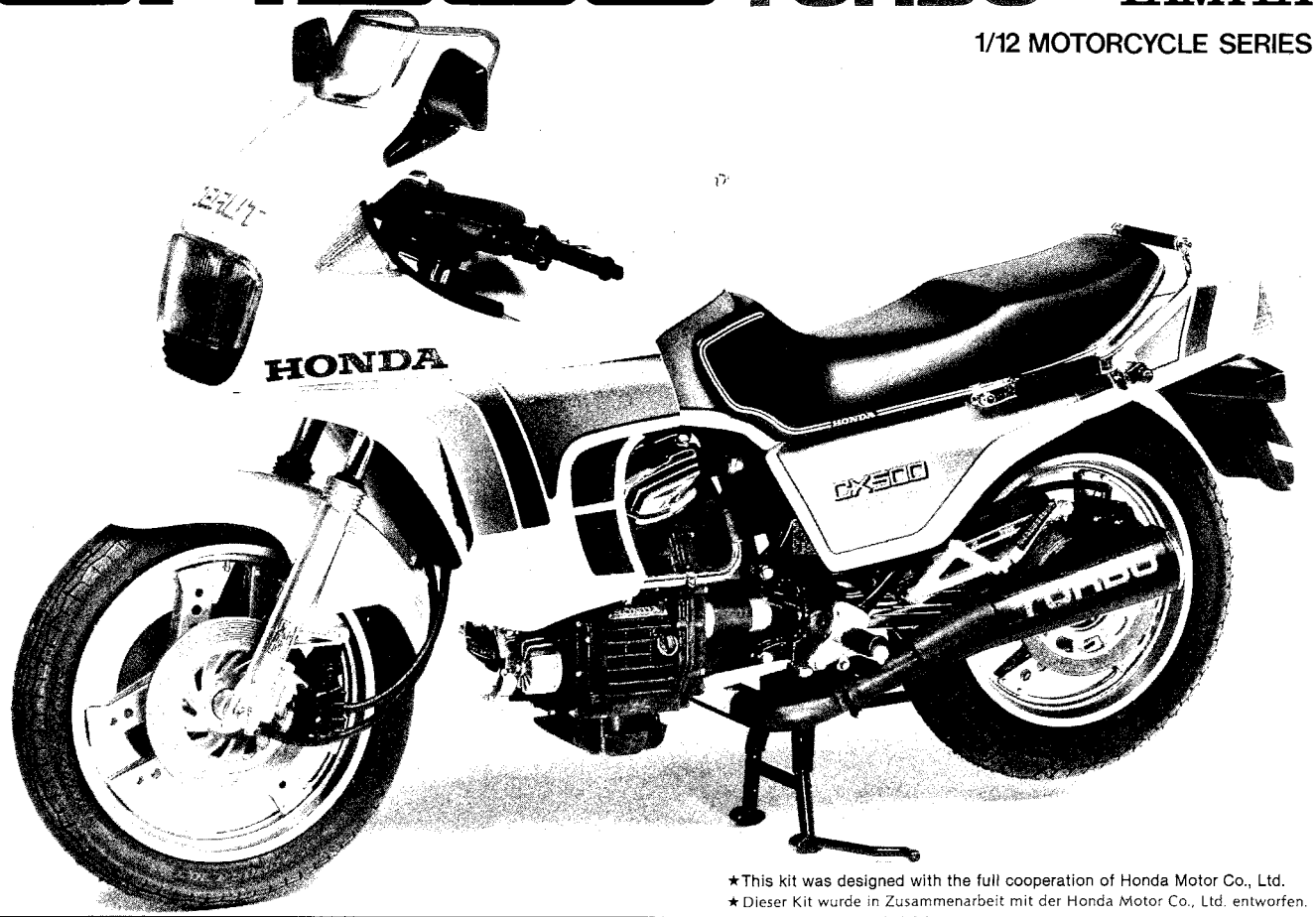
ITEM 14016

CX500 Honda TURBO

TAMIYA

1/12 MOTORCYCLE SERIES



★This kit was designed with the full cooperation of Honda Motor Co., Ltd.
★Dieser Kit wurde in Zusammenarbeit mit der Honda Motor Co., Ltd. entworfen.

In 1980, motorcycle enthusiasts gathered at the IFMA trade show in Cologne, Germany to witness the debuts of two exciting motorcycles: the Suzuki GSX1100S Katana and the Honda CX500. The latter, released to the public in 1981, was particularly noteworthy for being the world's first turbocharged production motorcycle. Turbochargers utilize the engine's exhaust gases to rotate a turbine, which in turn drives a compressor. This compressor then forces a larger volume of air at increased pressure into the cylinders to improve the engine's efficiency. Turbochargers were fitted to aircraft engines during WWII, became commonplace on racing cars starting from the late-1970s, and found their way into many passenger cars by the 1980s. Compared with normally-aspirated engines, turbocharged engines offer greater power and torque for higher performance, but at the same time they suffered from turbo lag, which delays throttle response during acceleration. This weakness, together with the small displacements of motorcycle engines, presented technical challenges for turbocharging motorcycles. Honda, together with IHI (Ishikawajima-Harima Heavy Industries), overcame these difficulties by using CFI (Computerized Fuel Injection) to provide their engine with the optimum amount of fuel at all times. With this system, the 80 degree V2 OHV engine, which produced 48hp and 4.1kg/m of torque in naturally aspirated form, became a high-performance engine with 78hp, 7.5kg/m of torque. Other technical advances included a cowling which was designed through extensive wind tunnel testing, Honda's unique Pro-Link rear suspension, and a 4-step adjustable anti nose dive front suspension. The CX500 was capable of a maximum speed of over 200km/h and a breathtaking zero to 400m acceleration time of just 12.1 seconds.

* * *

1980 trafen sich die Motorradfans bei der IFMA Zweiradmesse in Köln, Deutschland, um die Vorstellung von zwei aufregenden Motorrädern zu erleben: der Suzuki GSX1100S Katana und der Honda CX500. Letztere, 1981 der Öffentlichkeit präsentiert, war vor allem deshalb bemerkenswert, weil sie das erste Serienmotorrad mit Turboaufladung war. Turbolader nutzen die Auspuffgase zum Antrieb einer Turbine, welche ihrerseits einen Verdichter antreibt. Dieser Verdichter fördert ein höheres Luftvolumen mit erhöhtem Druck in die Zylinder, was den Wirkungsgrad des Motors erhöht. Turbolader waren im Zweiten Weltkrieg in Flugzeugmotore eingebaut, wurden mit Beginn der späten 70er bei Rennautos üblich und fanden 1980 Eingang bei vielen PKWs. Verglichen mit Saugmotoren bieten turbogeladene Motore mehr Kraft und Drehmoment für höhere Literleistung, leiden aber gleichzeitig beim Gasgeben unter einer Turboverzögerung während der Beschleunigung. Diese Schwäche war vor allem bei den kleinen Hubräumen von Motorrad-Motoren die Herausforderung des Turboaufladens von Motorrädern. Honda überwand zusammen mit IHI (Ishikawajima-Harima Heavy Industries) diese Schwierigkeit durch den Einsatz von CFI (Computergesteuerte Benzineinspritzung), um den Motor zu jeder Zeit mit der optimalen Kraftstoffmenge zu versorgen. Mit dem System wurde der 80 Grad V2 OHV Motor, welcher als normaler Saugmotor 48Ps und 41Nm Drehmoment produzierte, zum Hochleistungsmotor mit 78PS und 75Nm Drehmoment. Andere technische Fortschritte umfassten eine Verkleidung, die in intensiven Windkanal-Versuchen entstand, Hondas einzigartige Pro-Link Hinterradaufhängung und eine in 4 Stufen einstellbare Vorderradaufhängung mit Tauchverhinderung. Die CX500 schaffte eine Höchstgeschwindigkeit von über 200km/h und eine atemberaubende Beschleunigung von 0 bis 400m in nur 12.1 Sekunden.

READ BEFORE ASSEMBLY.

ERST LESEN — DANN BAUEN.

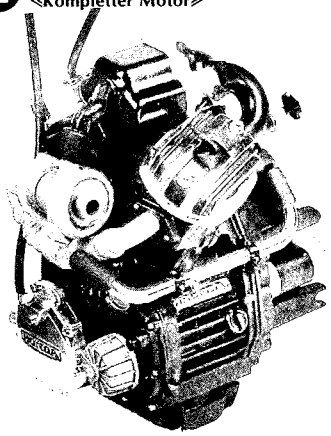
★Study the instructions and photographs before commencing assembly.
★You will need a sharp knife, a screwdriver, a file and a pair of pliers.
★Use cement sparingly. Use only enough to make a good bond.
★Apply cement to both parts to be joined.

● This mark denotes paint color, with color names and numbers for Tamiya Paints and Tamiya Paint Markers. Page 8 has detailed painting instructions; however, some parts should be painted prior to model's completion, and these are called out during assembly.

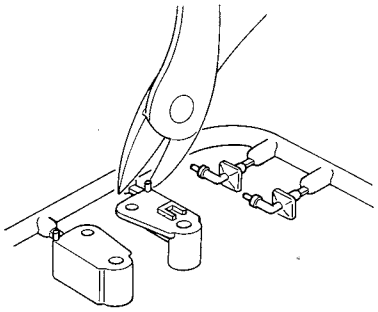
★Vor Beginn die Bauanleitung studieren und den Nummern nach die Elemente zusammenbauen.
★Bauteile nicht vom Spritzling abbrechen, vorsichtig abschneiden oder abzwicken.
★Teile vor Kleben zusammenhalten, auf genauen Sitz achten. Nicht zuviel Klebstoff verwenden. Kleine Teile hält man mit Pinzette fest.
★Abziehbilder vorsichtig von der Unterlage im Wasser abschieben, auf richtigen Sitz achten und gut trocknen lassen.

● Dieses Zeichen zeigt die Farbe und Farbnummer der Tamiya Farben und Tamiya Paint Markers.

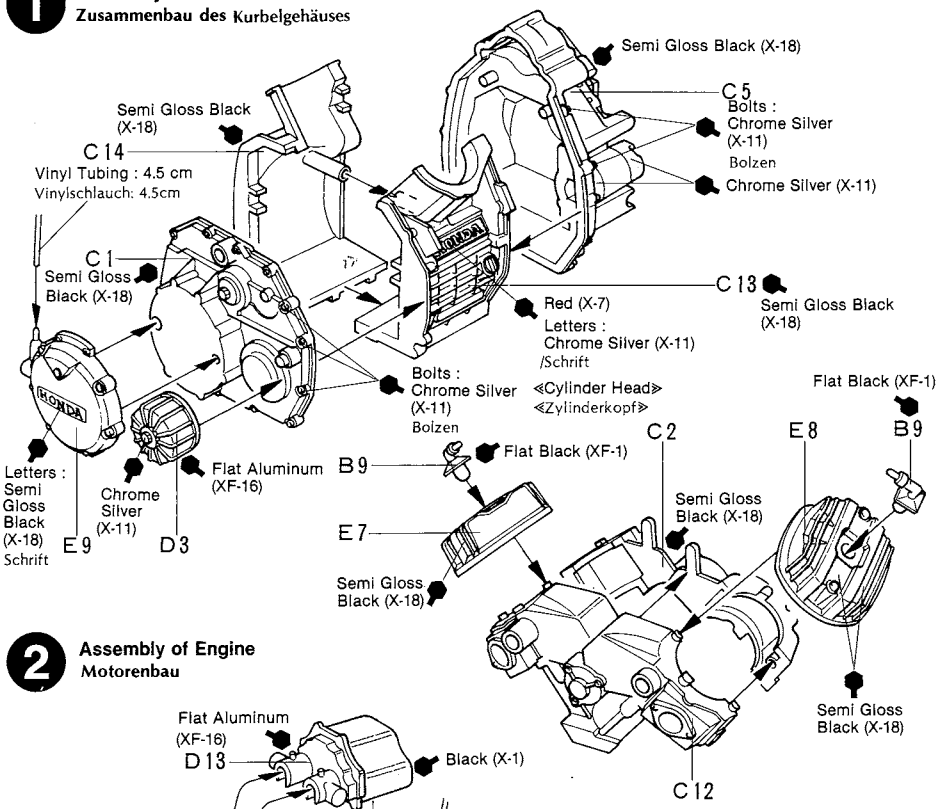
2 **≪Completed Engine≫**
≪Kompletter Motor≫



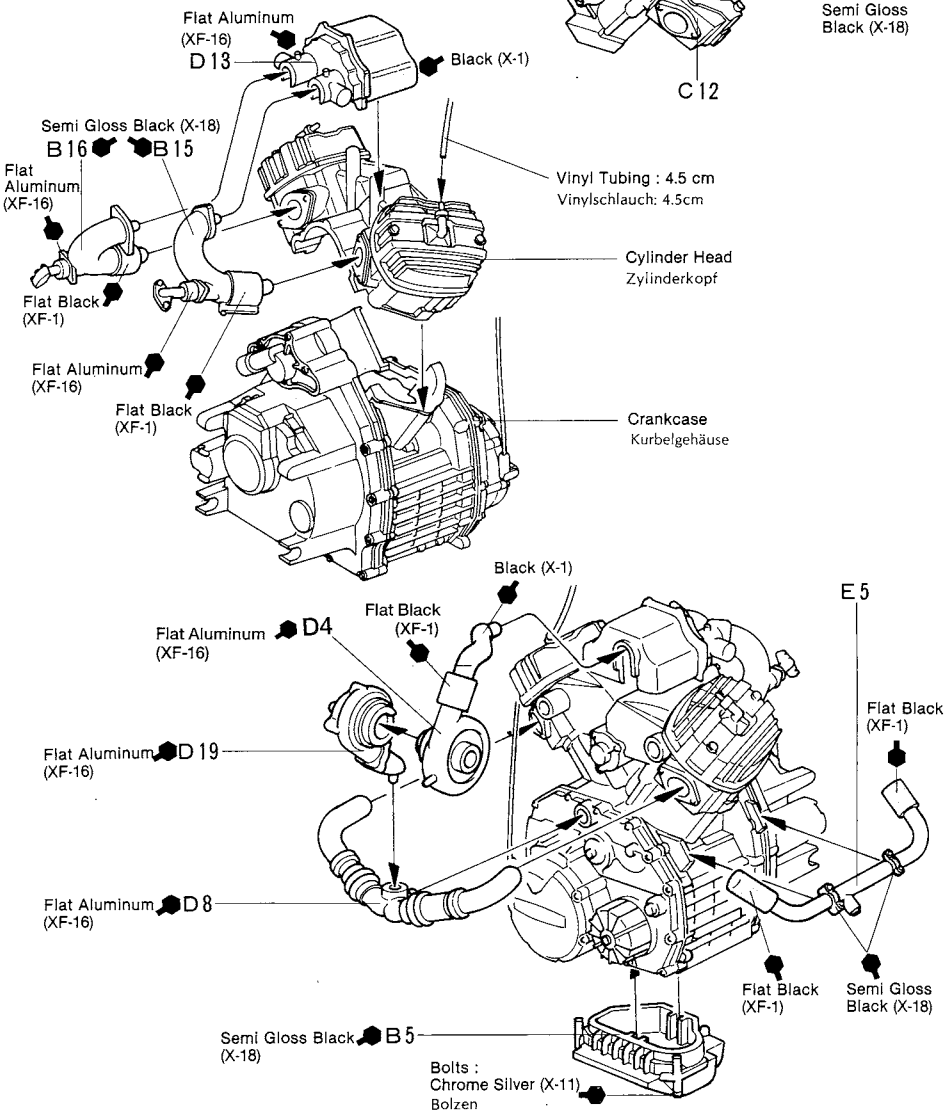
Do not break parts away from sprue, but remove them carefully with a cutting tool.
Bauteile nicht vom Spritzling abbrechen, vorsichtig abschneiden oder abzwicken.



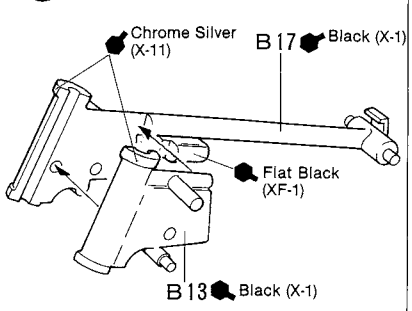
1 **Assembly of Crankcase**
Zusammenbau des Kurbelgehäuses



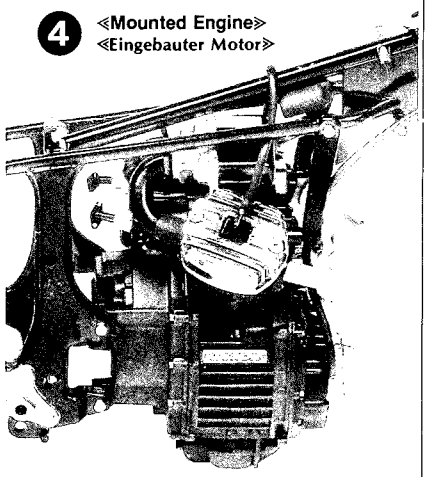
2 **Assembly of Engine**
Motorenbau



3 ≪Assembly of Frame Stem≫ ≪Mitt-Rahmen Montage≫

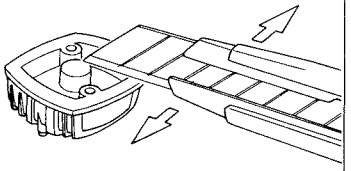


4 ≪Mounted Engine≫ ≪Eingebauter Motor≫

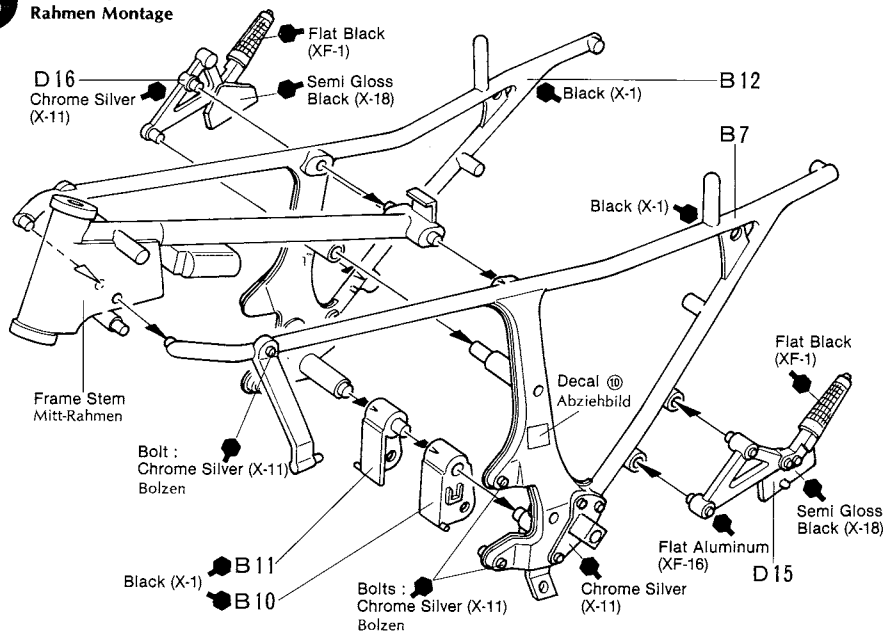


5 ≪Rear Wheel≫ ≪Hinterrad≫

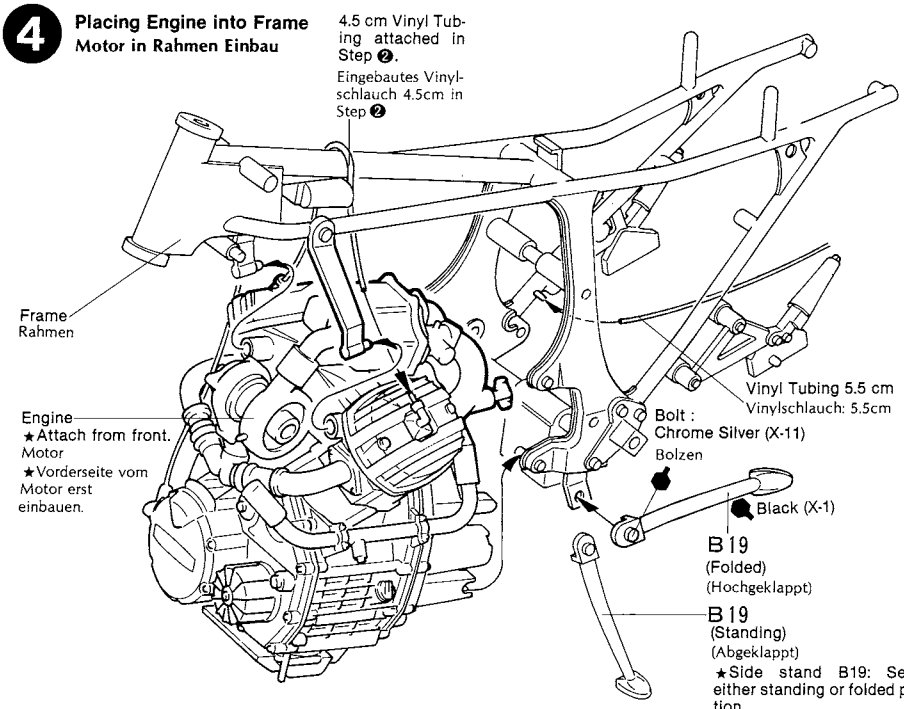
Before cementing plated parts, remove plating with a knife etc. from the surface to which cement is applied.
Chrometeile: Vor dem Kleben müss an den Klebestellen die Chromeschicht abgeschabt werden, da sonst Klebstoff nicht bindet.



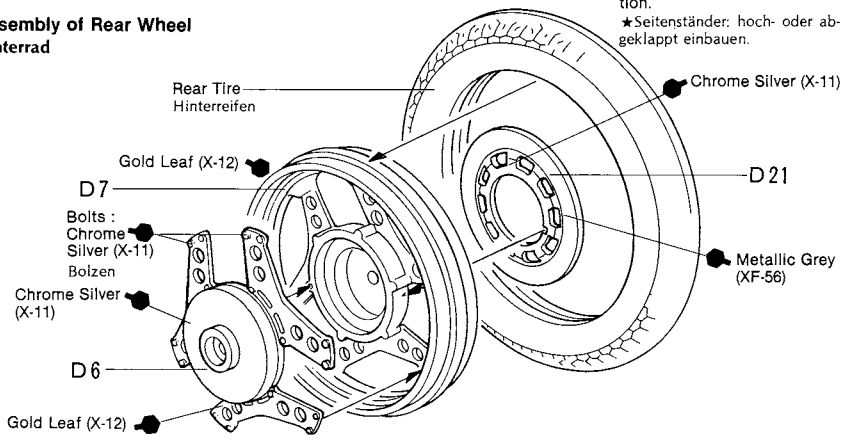
3 Assembly of Frame
Rahmen Montage



4 Placing Engine into Frame
Motor in Rahmen Einbau

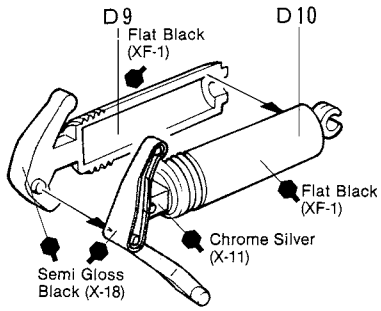


5 Assembly of Rear Wheel
Hinterrad

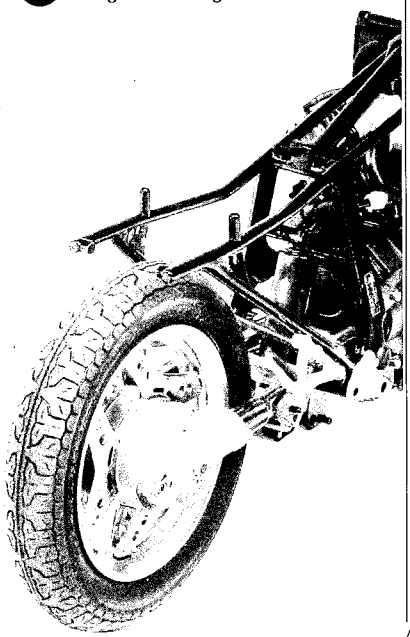


6 ≪Assembly of Swing Arm≫ ≪Radgabel Montage≫

≪Rear Shock Absorber≫
≪Hinterstossdämpfer≫

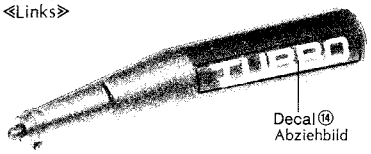


7 ≪Attached Swing Arm≫ ≪Eingebaute Radgabel≫

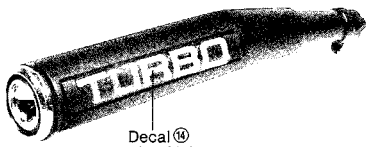


8 ≪Mufflers≫ ≪Auspuff≫

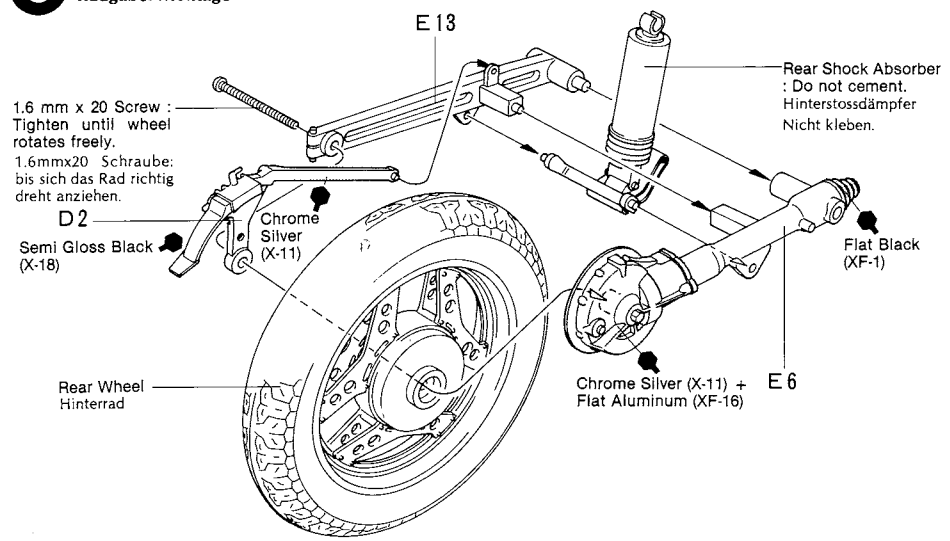
≪Left≫
≪Links≫



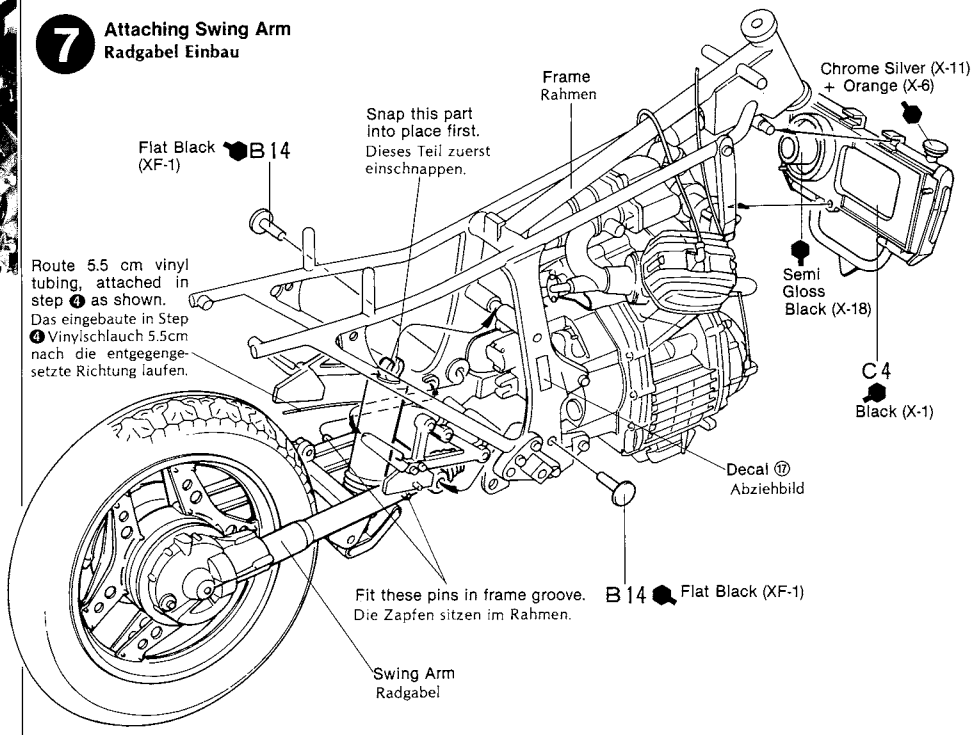
≪Right≫
≪Rechts≫



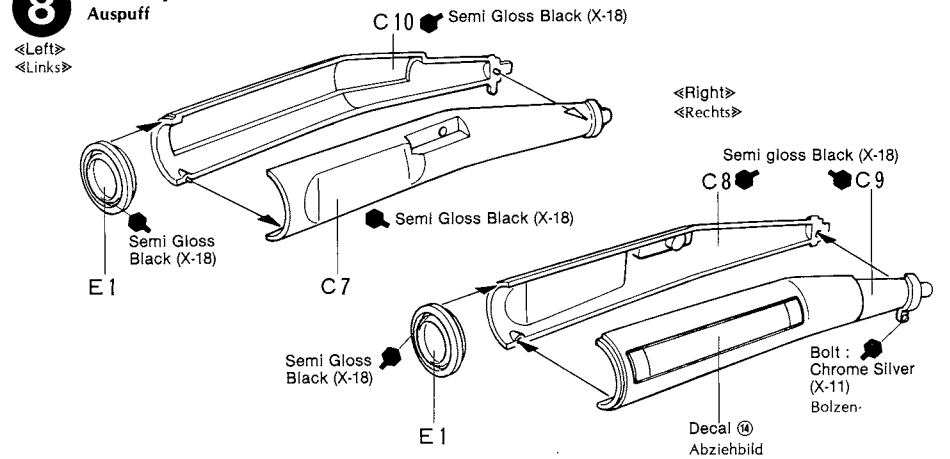
6 Assembly of Swing Arm
Radgabel Montage



7 Attaching Swing Arm
Radgabel Einbau

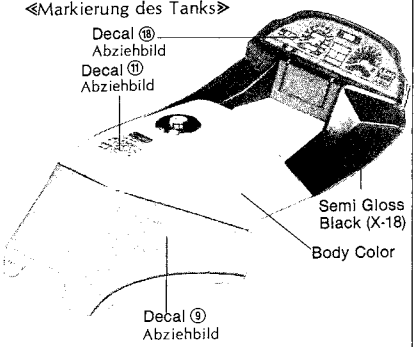


8 Assembly of Mufflers
Auspuff



10 ≪Fuel Tank & Rear Fender≫ ≪Tank und Hinteres Schutzblech≫

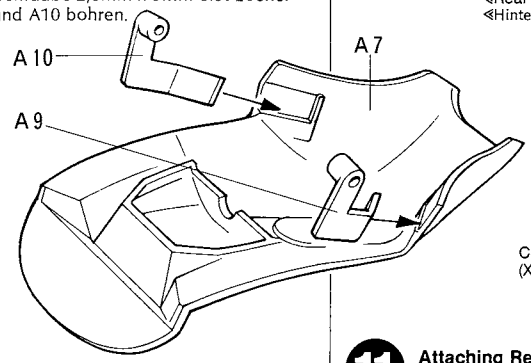
≪Marking of Fuel Tank≫
≪Markierung des Tanks≫



≪Marking of Rear Fender≫
≪Markierung des Hinteren Schutzbleches≫

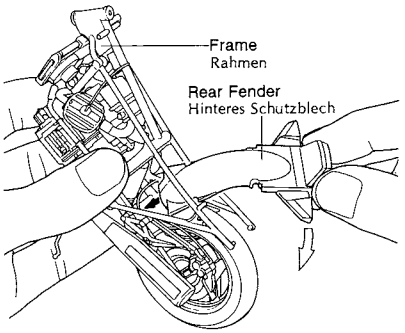
≪Fuel Tank≫
≪Tank≫

★Thread holes for A9 & A10 with 2.6 mm x 5 screw beforehand.
★Mit Schraube 2,6mm x 5mm erst Löcher in A9 und A10 bohren.

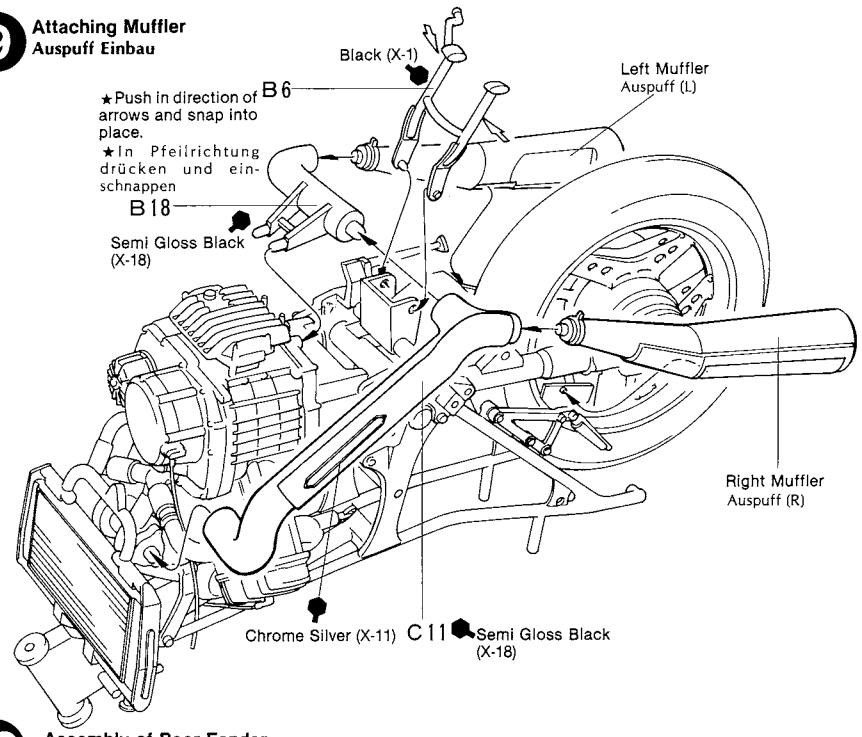


11 ≪Attaching Rear Fender≫ ≪Hinteres Schutzblech≫

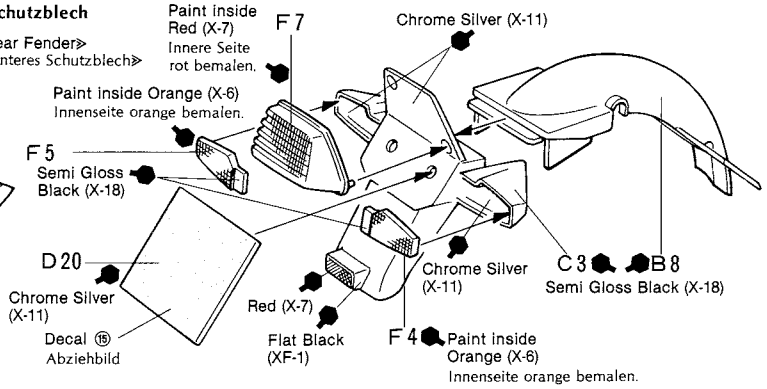
Attach rear fender as shown.
Hinteres Schutzblech wie gezeigt einbauen.



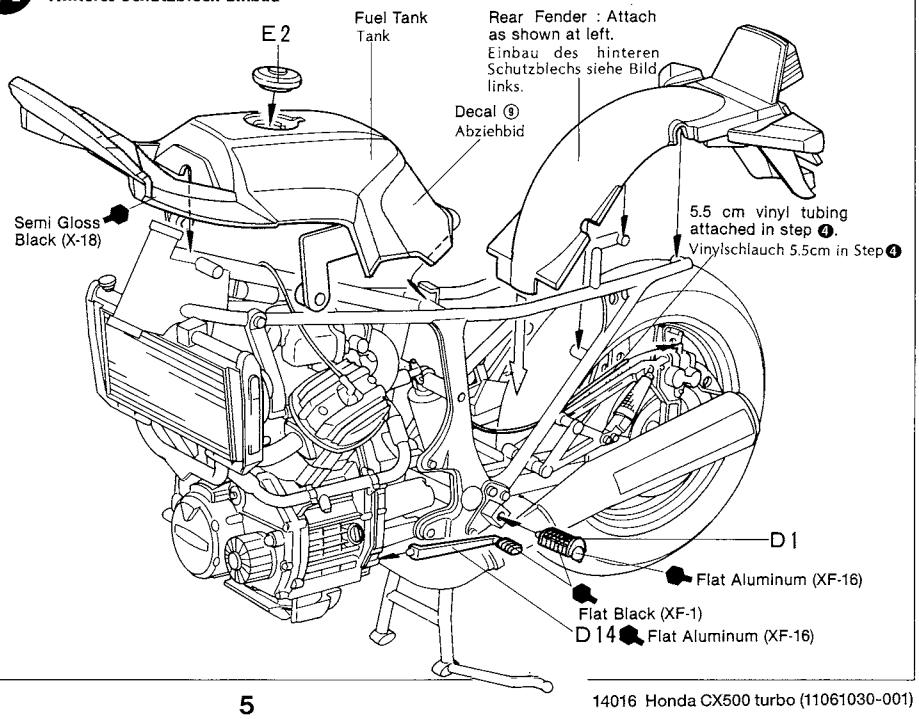
9 Attaching Muffler
Auspuff Einbau



10 Assembly of Rear Fender
Hinteres Schutzblech

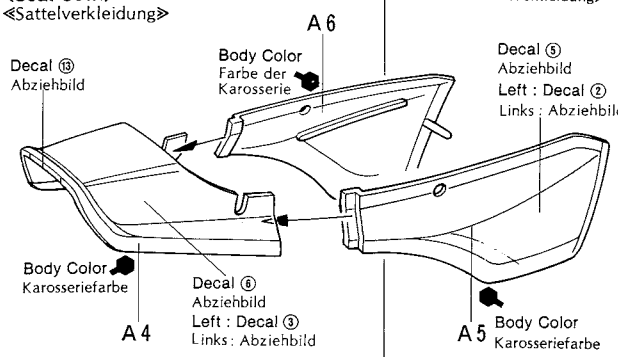


11 Attaching Rear Fender
Hinteres Schutzblech Einbau

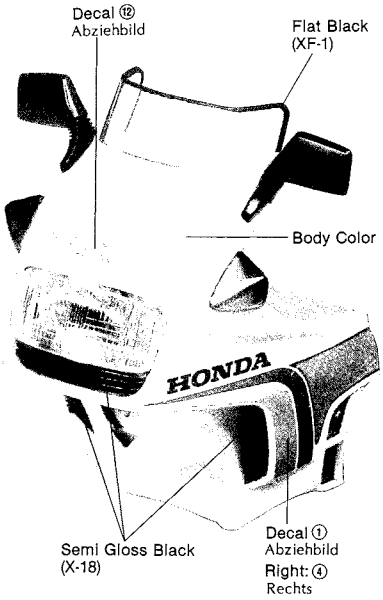


12 ≪Assembly of Cowling≫ ≪Verkleidung≫

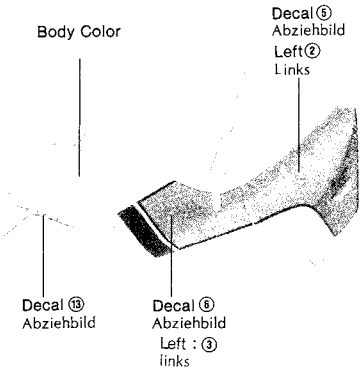
≪Seat Cowl≫
≪Sattelverkleidung≫



≪Painting & Marking of Cowling≫
≪Markierung der Verkleidung≫

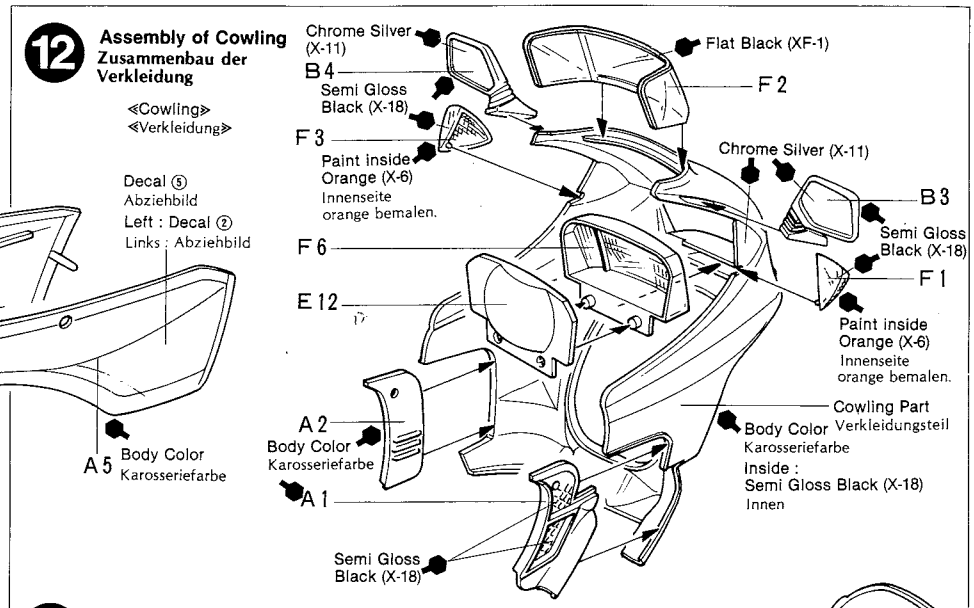


≪Painting & Marking of Seat Cowl≫
≪Markierung der Sattelverkleidung≫

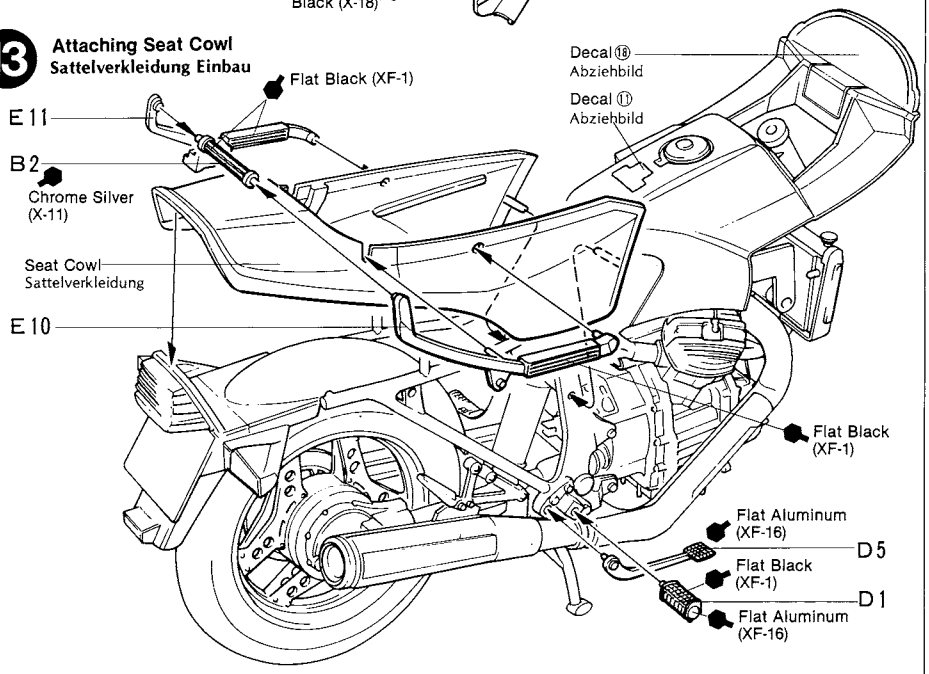


12 Assembly of Cowling
Zusammenbau der Verkleidung

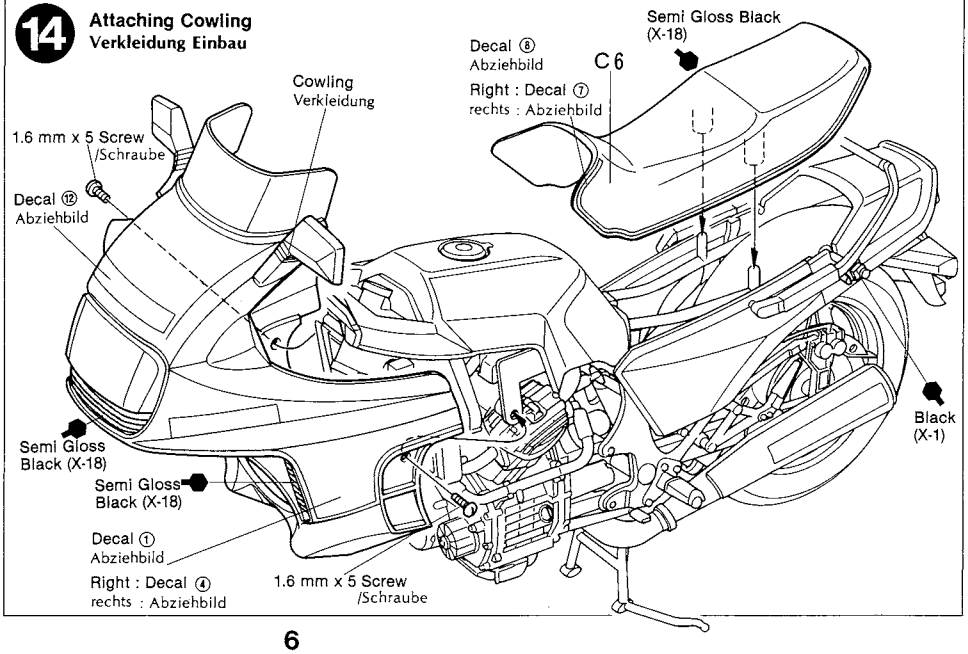
≪Cowling≫
≪Verkleidung≫



13 Attaching Seat Cowl
Sattelverkleidung Einbau

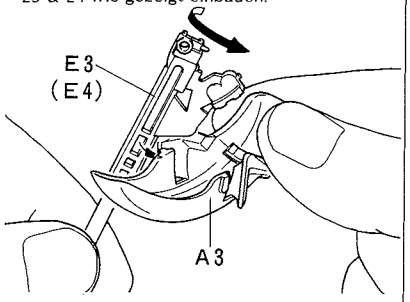


14 Attaching Cowling
Verkleidung Einbau

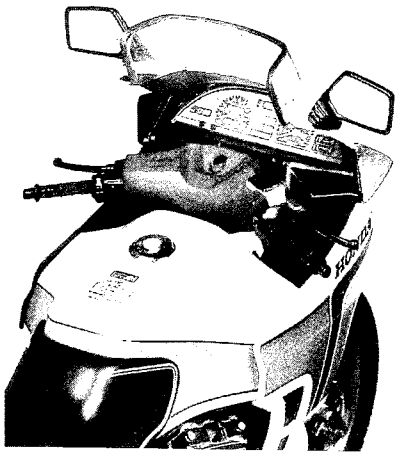


15 ≪Attaching Front Fork≫ ≪Einbau der Vorderradgabel≫

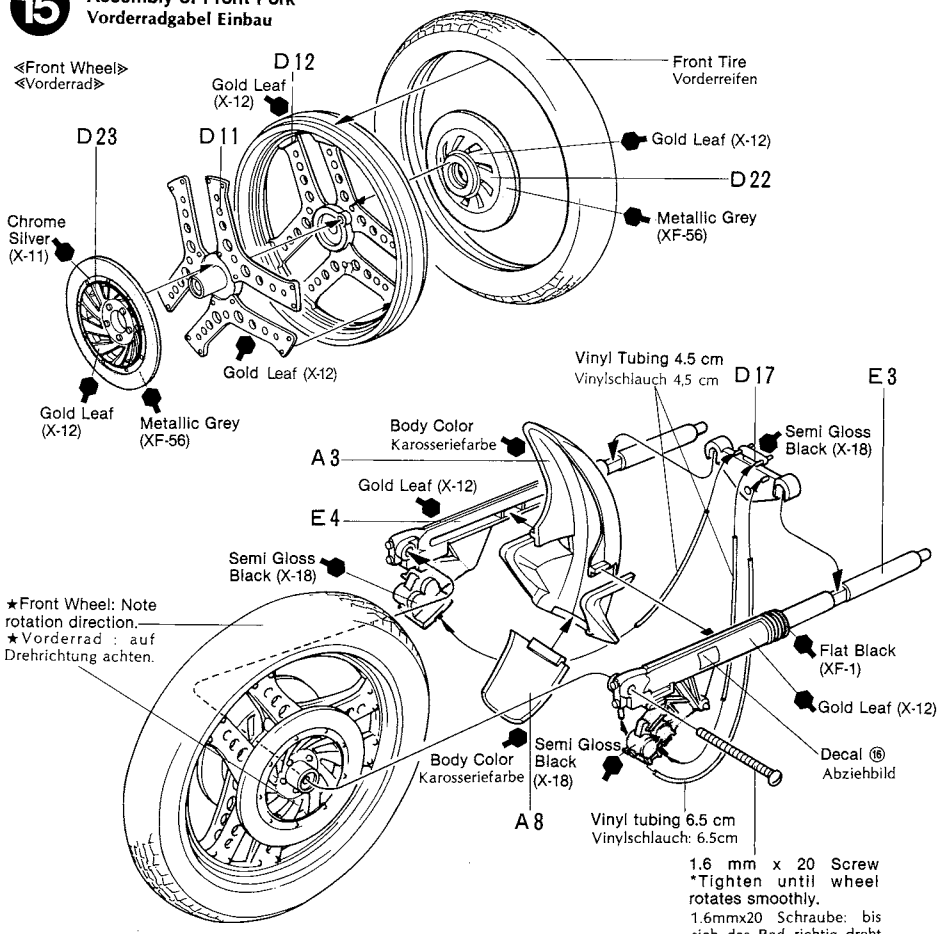
Attach E3 & E4 to A3 as shown.
E3 & E4 wie gezeigt einbauen.



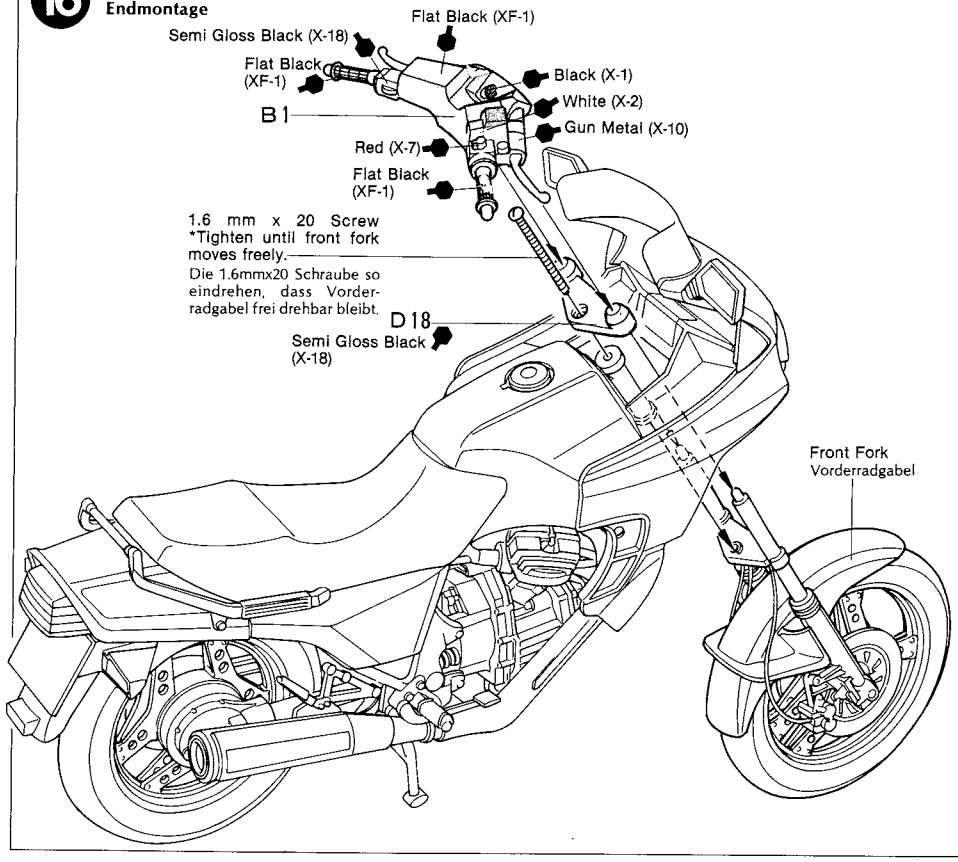
16 ≪Front Inside View≫ ≪Innenansicht der Verkleidung≫



15 Assembly of Front Fork
Vorderradgabel Einbau



16 Final Assembly
Endmontage

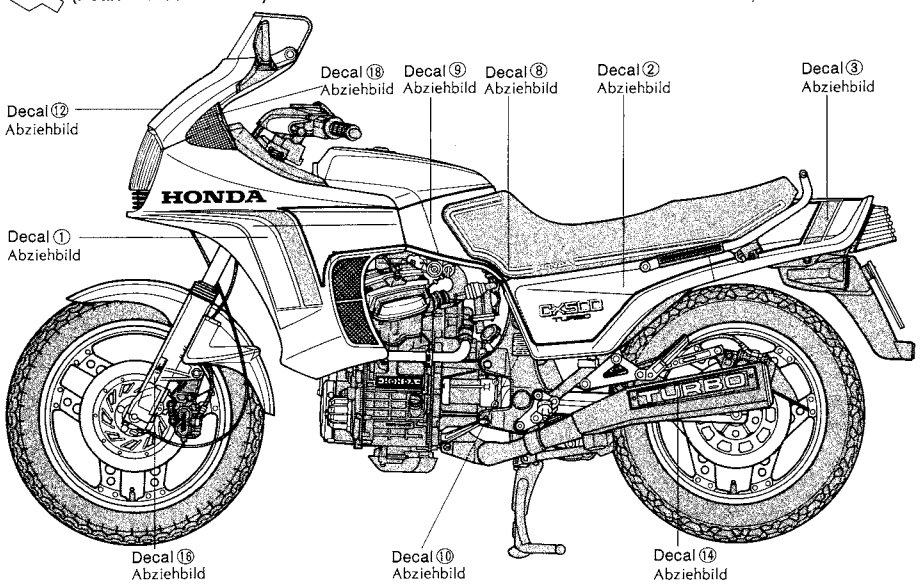


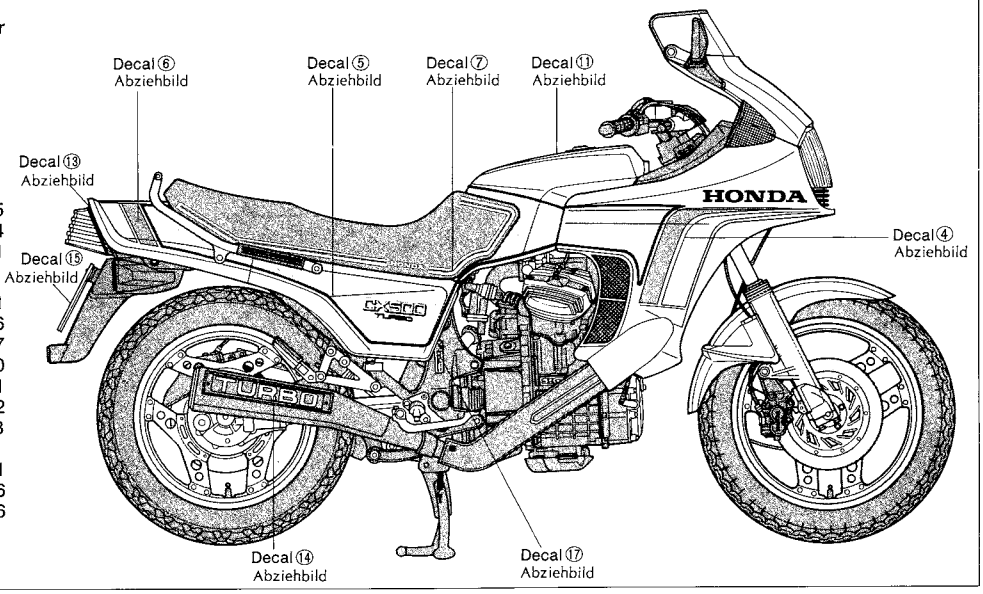
TAMIYA

PAINTING & APPLYING DECALS

Body color
(Pearl white / Perlweiß)

★Do not spray Clear on decals.
★Die Abziehbilder mit Clear nicht spritzen.





Honda CX500 Painting Guide
The Honda CX500, the world's first turbocharged production motorcycle, featured a paint scheme of red, black, and gray stripes on a pearl white base color. The engine, exhaust, and frame were black while the comstar wheels were finished in gold. Refer to the instruction manual for information on painting details. The ● mark indicates numbers for Tamiya Paint colors.

Honda CX500 Lackieranleitung
Die Honda CX500, das erste Serienmotorrad der Welt mit Turbo-Aufladung, besaß eine Lackierung mit roten, schwarzen und grauen Streifen auf perlweißem Grund. Motor, Auspuff und Rahmen waren schwarz, wogegen die Comstar Räder in Gold ausgeführt waren. Beachten Sie die Bauanleitung als Hinweis für die Detailbemalung.
Die ● Markierung gibt die Nummern der Tamiya-Lackfarben an.

《Colors Required》
《Bemalungen benötigt》

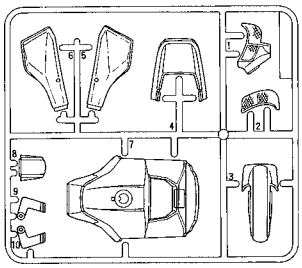
Tamiya Paint colors

Spray Paints
Pearl white / Perlweiß·····TS-45
Black / Schwarz·····TS-14
Gold·····TS-21

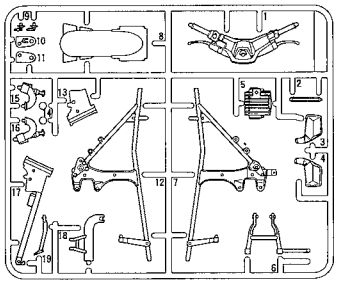
Acrylic and Enamel Paints
Black / Schwarz·····X-1
Orange·····X-6
Red / Rot·····X-7
Gun metal / Metall-Grau·····X-10
Chrome silver / Chrom-Silber·····X-11
Gold leaf / Gold glänzend·····X-12
Semi gloss black·····X-18
/Seidenglanz Schwartz
Flat black / Matt Schwarz·····XF-1
Flat aluminum / Matt Aluminium·····XF-16
Metallic Grey / Grau-Metallic·····XF-56

PARTS

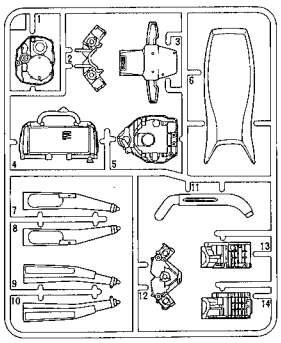
A PARTS



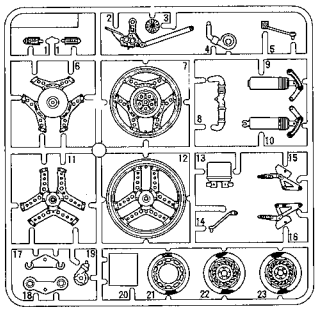
B PARTS



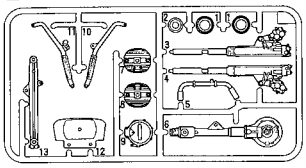
C PARTS



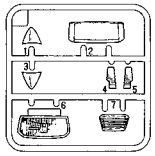
D PARTS



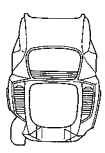
E PARTS



F PARTS



COWLING PART



《Screw Bag》
1.6 mm x 20 Screw
1.6 mm x 5 Screw
Vinyl Tubing (50 cm)

Front Tire
Rear Tire
Decal

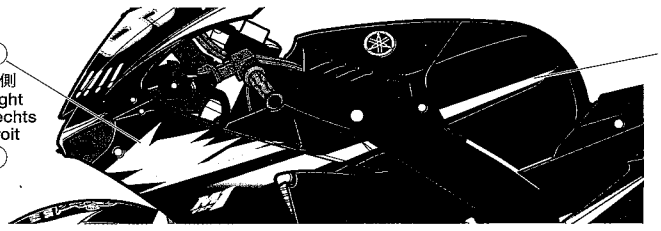
PRINTED IN PHILIPPINES

A 《V・ロッシ》
V.Rossi

YAMAHA No.46

●12613
1/12 Yamaha
YZR-M1'05 Front Fork Set

●第12戦日本GP以降の車輌を作る場合はカウルのマークが変わります。
●From the Round 12 Japan GP onwards, markings on side cowls were different.
●Ab Runde 12, dem Japan GP waren die Markierungen auf den Seitenverkleidungen anders.
●A partir de la 12ème course, le GP du Japon, les marquages des carénages latéraux étaient différents.



⑥
右側
Right
Rechts
Droit
⑤

YZR-M1 '05

6/No.5

《C・エドワーズ》
C.Edwards

B

TIYA

KING

マーク
ised.
wenden.
tilisé.

(75)×2

(8)
右側
Right
Rechts
Droit
(7)

《エンブレムステッカーの貼り方》
1.マークを台紙ごと少し大きめに切り取ります。
2.マークがついた上側のフィルムを台紙からめくり、貼る位置に合わせてフィルムの上から強く押しつけます。
3.フィルムをゆっくりとはがします。

EMBLEM STICKER
1.Cut out sticker allowing a slight border.
2.Peel away the lining and securely place the sticker in position.
3.Remove the film slowly.

EMBLEM-AUFKLEBER
1.Schneiden Sie den Aufkleber mit etwas Überstand aus.
2.Die Trägerfolie abziehen und den Aufkleber an der gewünschten Stelle fest andrücken.
3.Den Schutzfilm vorsichtig abziehen.

EMBLEME AUTOCOLLANT
1.Découper l'autocollant en laissant une lé-gère bordure.
2.Soulever le support et apposer l'autocollant en appuyant bien.
3.Enlever doucement le film.